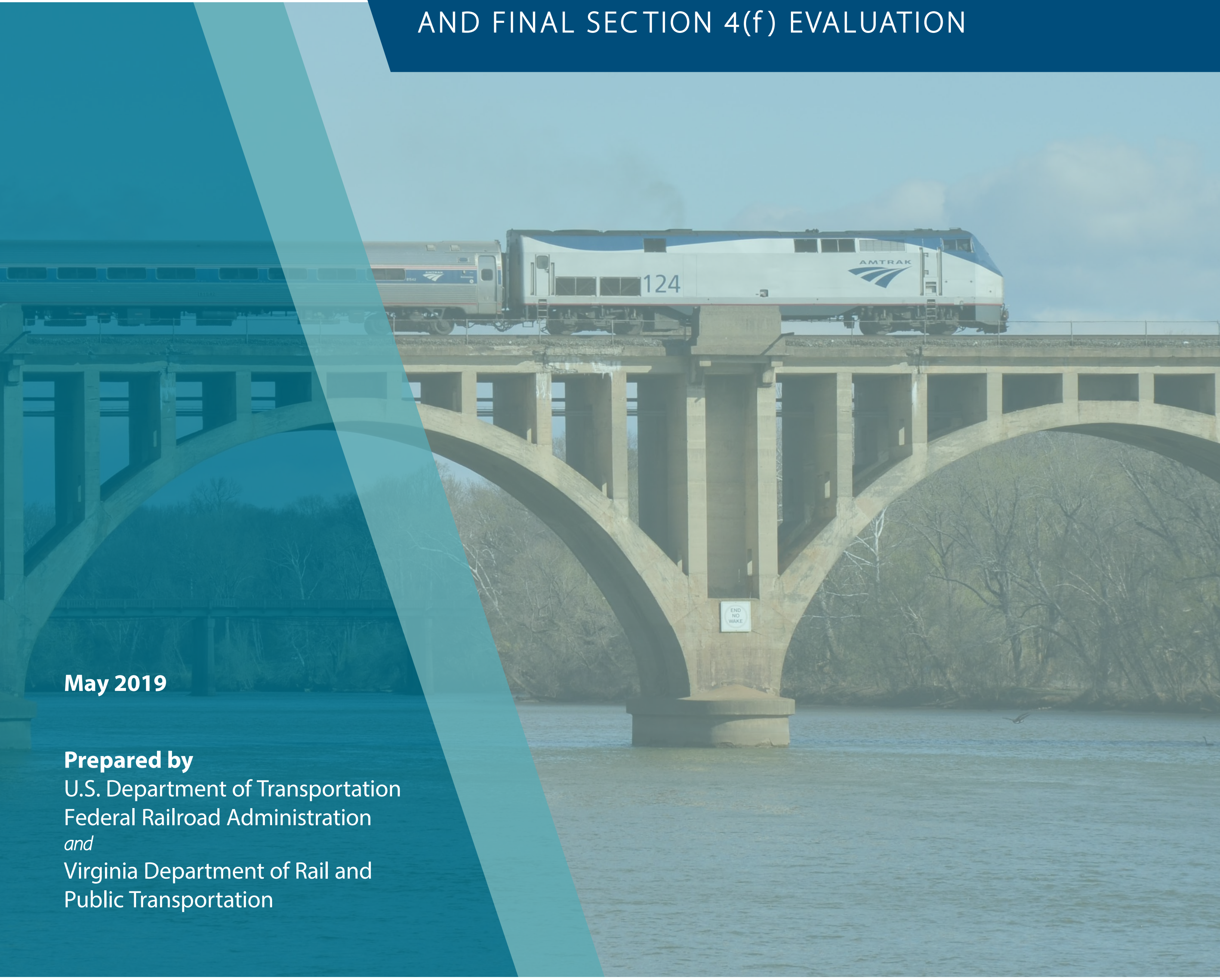
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

TIER II FINAL ENVIRONMENTAL IMPACT STATEMENT AND FINAL SECTION 4(f) EVALUATION



May 2019

Prepared by
U.S. Department of Transportation
Federal Railroad Administration
and
Virginia Department of Rail and
Public Transportation

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

SOUTHEAST HIGH SPEED RAIL
WASHINGTON, D.C. TO RICHMOND, VIRGINIA

TIER II FINAL ENVIRONMENTAL IMPACT STATEMENT
AND
FINAL SECTION 4(f) EVALUATION

Submitted Pursuant To:
42 U.S.C. 4332(2)(c)

By:
U.S. Department of Transportation, Federal Railroad Administration
and
Virginia Department of Rail and Public Transportation

Cooperating Agencies:

Federal Highway Administration
Federal Transit Administration
Virginia Department of Transportation

U.S. Army Corps of Engineers
U.S. Coast Guard
U.S. Environmental Protection Agency

3/10/19
Date of Approval

Jennifer Mitchell
Director
Virginia Department of Rail & Public Transportation

5/21/19
Date of Approval

Paul
Associate Administrator for Railroad Policy and Development
Federal Railroad Administration

This Tier II Final Environmental Impact Statement (EIS) defines existing and future transportation conditions and needs within the 123-mile railroad corridor from Washington, D.C. to Richmond, Virginia (DC2RVA); identifies the selection of a Preferred Alternative that will address those needs; evaluates the potential effects of the Preferred Alternative on the natural and human environments; and identifies commitments to mitigate unavoidable adverse impacts. This Final EIS incorporates by text and reference information presented in the Tier II Draft EIS for the Project that was approved by the Federal Railroad Administration on August 30, 2017. The DC2RVA corridor is part of the larger Southeast High Speed Rail (SEHSR) corridor which extends from Washington, D.C. to Charlotte, North Carolina. A Tier I evaluation of the SEHSR Corridor was completed in 2002.

FRA will prepare and submit a Record of Decision for the Project after a 30-day review period following publication of this Final EIS.

The following persons may be contacted for additional information concerning this document:

John Winkle
Transportation Analyst
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590
Phone: (202) 493-6067
john.winkle@dot.gov

Michael McLaughlin
Chief of Rail Transportation
Virginia Department of Rail & Public Transportation
600 East Main Street, Suite 2102
Richmond VA 23219
Phone: (804) 786-4440
michael.mclaughlin@drpt.virginia.gov

Emily Stock
Project Manager
Virginia Department of Rail & Public Transportation
600 East Main Street, Suite 2102
Richmond VA 23219
Phone: (804) 786-4440
emily.stock@drpt.virginia.gov

Copies of this Tier II Final Environmental Impact Statement and supporting technical information may be found on the Project website at www.DC2RVARail.com.

PROJECT COMMITMENTS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

PROJECT COMMITMENTS

The following special commitments are the result of agency consultations, comments on the Draft Environmental Impact Statement (EIS), and regulatory requirements for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project. Details for the basis of the commitments are included in the mitigation discussions in both the Draft and Final EIS, including the responses to agency and public comments on the Draft EIS. Each commitment has been agreed to by the Virginia Department of Rail and Public Transportation (DRPT) and will be implemented, as appropriate, in the Project's design and construction phases. The Project will be designed and constructed in increments as funding becomes available; as each Project increment is funded and moves forward through design and construction, the commitments appropriate to that specific Project increment will also be implemented. In the event that the Project is turned over to another sponsor during construction, DRPT will continue to coordinate the following commitments with that sponsor and the appropriate federal, state, and local regulatory and managing agencies.

Commitments are presented within the following topic areas:

A. Continued Coordination
  - Agency Coordination and Permits
  - Coordination with Operating Railroads
  - Coordination with Localities

B. Environmental Protection
  - Wetlands
  - Floodplains/Stormwater Management
  - Wildlife, Habitats, and Trees
  - Hazardous Materials
  - Air Quality
  - Noise and Vibration
  - Parks, Recreation Areas, and Wildlife Refuges
  - Visual and Aesthetics

C. Cultural Resources and Section 106

D. Design Requirements
  - Maintenance of Traffic/Grade Crossings
  - Pedestrian/Bicycle Facilities
  - Bridge Design
  - Utilities
  - Sustainability

E. Right-of-Way Acquisition

F. Supplemental Considerations

A. CONTINUED COORDINATION

A1 DRPT will continue to coordinate with federal and state agencies, affected localities, the general public, and other stakeholders during future phases of design and permitting in accordance with all applicable federal and state laws and regulations.

AGENCY COORDINATION AND PERMITS

A2 DRPT will continue to coordinate with the U.S. Army Corps of Engineers (USACE), U.S. Fish & Wildlife Service (USFWS), U.S. Environmental Protection Agency (EPA), National Marine Fisheries Service (NMFS), Virginia Department of Environmental Quality (DEQ), Virginia Department of Conservation and Recreation (VDCR), Virginia Department of Game and Inland Fisheries (VDGIF), Virginia Marine Resource Commission (VMRC) and other regulatory agencies regarding habitat and wildlife, including any updates to listed species, to ensure impacts are avoided to the extent practicable throughout future phases of design and permitting.

A3 For proposed activities that impact wetlands and/or surface waters, DRPT will prepare a Joint Permit Application (JPA) to be submitted to the USACE, DEQ, VMRC and local wetland boards. Proposed compensatory mitigation will be developed in coordination with the USACE during preparation of the JPA.

A3.1 ▪ Section 401 of the Clean Water Act—Water Quality Certification

A3.2 ▪ Section 402 of the Clean Water Act—National Pollution Discharge Elimination System (NPDES)

A3.4 ▪ Section 404 of the Clean Water Act—Dredge and Fill Materials

A3.5 ▪ Section 408 of the Clean Water Act—USACE permission to alter or occupy civil works projects previously constructed by the Corps such as dams, levees, or flood channels

A3.6 ▪ Code of Virginia Chapter 2, Title 62.1 Subaqueous Stream Bed Bottom—VMRC

A3.7 ▪ Section 9 of the Rivers and Harbors Act—United States Coast Guard

A3.8 ▪ Section 10 of the Rivers and Harbors Act—USACE

A3.9 ▪ MS4 Permit—Small Municipal Separate Storm Sewer Systems

A4 DRPT will consult the Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS) to investigate the availability of mitigation bank credits during future phases of design. If there are insufficient bank or in-lieu fee credits, DRPT is prepared to develop a permittee-responsible mitigation proposal in coordination with USACE early in the permitting process.

A5 DRPT will coordinate with the National Park Service (NPS) during future phases of design and construction to avoid/minimize temporary impacts to NPS properties. Should such temporary impacts be unavoidable, DRPT will ask NPS for temporary construction access permits, as required, at that time.

A6 DRPT will ensure Project conformance with applicable performance criteria for areas protected by the Chesapeake Bay Preservation Act as specified in 9VAC 25-830-130 of the Chesapeake Bay Preservation Area Designation and Management Regulations and local ordinances, including minimizing land disturbance and impervious cover.

A7 Since the DC2RVA Project would disturb more than 10,000 square feet of land, it must obtain a Virginia Stormwater Management Program (VSMP) general NPDES permit through the VDCR. A site-specific Stormwater Pollution Prevention Plan (SWPPP) will need to be prepared and implemented. The SWPPP outlines the steps and techniques the operator will take to comply with the terms and conditions of the permit, including water quality/quantity requirements that are consistent with the VSMP permit regulations, to reduce pollutants in the stormwater runoff from the construction site. The SWPPP also includes a description of post development stormwater management measures to be installed. Prior to construction, an erosion and sediment control (ESC) plan and a stormwater management plan (SMP) to ensure compliance with state law and regulations will be prepared and implemented.

A8 DRPT will submit a Federal Consistency Determination for the Preferred Alternative that analyzes the coastal effects of the Project in light of the enforceable policies of the Virginia Coastal Zone Management Program and provides commitment to comply with those policies.

COORDINATION WITH OPERATING RAILROADS

A8 Existing operations for Amtrak, Virginia Railway Express (VRE), and CSX Transportation (CSXT) will be maintained during construction to the extent practicable.

A9 DRPT will continue to coordinate with FRA, District Department of Transportation (DDOT), VRE, and the Washington Metropolitan Area Transit Authority (WMATA) on the Long Bridge project throughout the design and construction phases.

A10 DRPT will continue to coordinate with CSXT, Amtrak, and VRE to ensure proposed track improvements under DC2RVA align with any ongoing and planned station expansion projects. Additional commitments for track and station design will be the responsibility of CSXT and Amtrak.

A11 Potential Project impacts to WMATA facilities, and the zone of influence if any impacts are discovered, will be identified as part of future phases of design.

COORDINATION WITH LOCALITIES

A12 DRPT will continue to coordinate with all local governments along the Project corridor through future phases of design and construction. Specific coordination commitments include:

A12.1 ▪ Arlington County: Activities in the vicinity of Long Bridge Park.

A12.2 ▪ City of Alexandria: Coordinate future design improvements for King Street Station and associated spanning of King Street and Commonwealth Avenue.

A12.3 ▪ Fairfax County: Coordinate with Fairfax County Park Authority through future phases of design for mitigation of impacts to Fairfax County parks.

A12.4 ▪ Prince William County: Develop plans for Railroad Avenue (in Woodbridge) to determine the feasibility of providing a frontage road or alternate access, with additional review of traffic data for grade crossings as needed.

A12.5 ▪ City of Fredericksburg: Coordinate future design elements of the Lansdowne Road grade separation, station improvements, and Rappahannock River Bridge.

A12.6 ▪ Spotsylvania County: Continue to coordinate with the County to incorporate future roadway improvements.

A12.7 ▪ Henrico County: Continue to coordinate with the County and other stakeholders during the future design of the Hungary Road overpass and the U.S. Bike Route 1 connectivity.

A12.8 ▪ City of Richmond: Continue coordination and perform additional review of traffic data to update traffic conditions for existing at-grade crossings in Richmond, as required during future phases of design.

A12.9 ▪ City of Richmond: Continue coordination to develop a parking plan for Main Street Station's future intercity passenger needs in conjunction with the City's plans for its property around Main Street Station and other development within Shockoe Bottom.

B. ENVIRONMENTAL PROTECTION

WETLANDS

B1 Efforts to avoid and minimize impacts to wetlands will continue into future phases of design. At that time, the functions, values and condition of wetlands and the availability of mitigation sites will be evaluated. DRPT will use the methodology in use by USACE at the time of application for determining compensation requirements.

B2 A formal jurisdictional determination will be submitted to the USACE during the Joint Permit Application process during future phases of design.

FLOODPLAINS/STORMWATER MANAGEMENT

B3 The Project will be designed and constructed in accordance with Executive Order 11988—Floodplain Management; 23 CFR 650 Subpart A—Location and Hydraulic Design of Encroachments on Flood Plains, and the Virginia Erosion and Sediment Control Regulations, and the Virginia Stormwater Management Law and regulations.

B4 DRPT will coordinate with the Federal Emergency Management Administration (FEMA) to determine if a Conditional Letter of Map Revision (CLOMR) and a subsequent final Letter of Map Revision (LOMR) are required for the Project. Floodplain development permits will be obtained from the local jurisdictions and include a no-rise/impact certification for each regulated floodplain/floodway and/or non-encroachment area crossing or a submittal for a CLOMR per 44 CFR Section 65.12.

B5 Placement of stormwater management facilities will avoid wetlands and other aquatic habitats, to the extent feasible.

B6 DRPT will develop and submit to DEQ site-specific Stormwater Management (SWM) and Erosion and Sediment Control (E&SC) plans.

WILDLIFE, HABITATS, AND TREES

B7 To the maximum extent practicable, DRPT will avoid grading and construction during migratory bird breeding season. If construction is necessary during the breeding season, DRPT will conduct nest surveys, if necessary, and will avoid activities within 100 feet of active nests, where possible.

B8 Bottomless culverts and single-span bridges will be considered at smaller streams to maintain fish passage and channel morphology and to avoid instream work to the extent practicable.

B9 DRPT will continue to consider special design features to improve wildlife corridors. DRPT will evaluate providing oversized culverts and extended bridges in areas where habitat fragmentation would occur.

B10 DRPT will continue coordination with USFWS, VDGIF, and NMFS pursuant to Section 7 of the Endangered Species Act of 1973, as amended, for potential impacts to federally listed species, where required during future phases of design and permitting.

B11 Detailed maps depicting the location of new structures, including areas of pile driving and detailed descriptions of the proposed work, will be provided to VDGIF for review and comment during future phases of design. VDGIF's comments and proposed Time of Year restrictions will be incorporated in the DEQ and/or VMRC permit conditions.

B12 Construction contract documents will include appropriate measures to protect mature trees along the limits of disturbance.

B13 DRPT will provide special provisions for work in waters containing submerged aquatic vegetation (SAV). During future phases of design, DRPT will submit a request to remove SAV from, or plant SAV on, state-administered benthic surfaces as part of a JPA to the VMRC.

HAZARDOUS MATERIALS

B14 DRPT will comply with the requirements for solid and hazardous wastes and hazardous materials specified by DEQ during construction. Prior to the acquisition of right-of-way and construction, thorough site investigations (Phase I or Phase II Environmental Site Assessment, as appropriate) will be conducted, as required, to determine whether any of the sites are contaminated, and, if so, the nature and extent of that contamination. Any additional hazardous material sites discovered during construction will be removed and disposed of in compliance with all applicable federal, state, and local regulations. All structures being demolished, renovated, and/or removed will be inspected for asbestos containing materials (ACM) and lead-based paint (LBP) prior to demolition. If ACM or LBP are found, in addition to the federal waste-related regulations, state regulations for ACM and for LBP will be followed. All necessary remediation will be conducted in compliance with applicable federal, state, and local environmental laws and will be coordinated with the EPA, DEQ, and other federal or state or local agencies as necessary.

B15 All solid waste, hazardous waste, and hazardous materials generated by the Project will be handled and managed in accordance with federal, state and local regulations, including the Virginia Solid Waste Management Regulations.

AIR QUALITY

B16 DRPT will follow the Virginia Department of Transportation (VDOT) Road and Bridge Specifications during design and construction. Dust suppression or containment systems will be implemented, as appropriate, to minimize migration of fugitive dust and airborne contaminants.

B17 DRPT will take all reasonable precautions during Project construction to limit the emissions of volatile organic compounds (VOC) and nitrogen oxides ($NO_{x)}$ and will adhere to limitations on the use of "cut-back" during construction consistent with 9 VAC 5-45-780 *et seq*.

NOISE AND VIBRATION

B18 Noise and vibration mitigation will be addressed during future phases of design using FRA's High-Speed Ground Transportation Noise and Vibration Impact Assessment (September 2012) procedures.

B19 DRPT will coordinate with CSXT to mitigate vibration impacts related to freight trains on realigned or new tracks.

B20 DRPT will consider implementing a community liaison program to address noise and vibration impacts and mitigation during future phases of design of the Project, as applicable.

PARKS, RECREATION AREAS, AND WILDLIFE REFUGES

B21 DRPT will continue coordination with owners and operators of federal, state, and local parks, recreational areas and wildlife refuges throughout future phases of design and construction. Any land that is temporarily impacted will be restored and stabilized through revegetation to as near its prior condition as possible after construction, and the activities of the facility not be affected during the timeframe of the temporary impacts. Access and connectivity to parks and trails will be maintained throughout construction.

B22 Impacts to the existing trees and vegetation within the existing right-of-way will be minimized to the greatest extent practical to maintain the visual buffer between parks and the rail corridor.

VISUAL AND AESTHETICS

B23 DRPT will continue to work with affected communities during the future phases of design on the nature and style of design for visually-significant structures, such as the major waterway crossings of the Occoquan River, Neabsco Creek, Rappahannock River, and James River

C. CULTURAL RESOURCES AND SECTION 106

C1 A "process" Programmatic Agreement (PA) for the Washington, DC to Charlotte, NC high speed rail corridor was developed during the Tier I phase of the Project. A Section 106 Memorandum of Agreement (MOA) is currently under development for the DC2RVA Project to outline the Project commitments under Section 106 of the National Historic Preservation Act; Appendix K of this Final EIS is the Draft MOA. The Final Section 106 MOA will be included in the Record of Decision (ROD) for this Project.

C2 As part of the Section 106 process, DRPT, in consultation with the Virginia Department of Historic Resources (DHR), identified 21 historic properties along the DC2RVA corridor that would be adversely affected by the Project. This includes four buildings, two structures, seven historic districts, and eight archaeological sites. Specific Section 106 mitigations for each of these resources are presented in the following (in north to south order):

- C2.1 Richmond, Fredericksburg and Potomac Railroad (RF&P) (500-0001)
  - C2.1.1 Architectural evaluation/Phase II-level study of bridges to be demolished as part of the Project that are contributing elements to the railroad district
  - C2.1.2 Oral histories of two individuals with an in-depth knowledge/long tenure working on structures along historic RF&P rail line
  - C2.1.3 Creation of an online Project map/story board to highlight historic properties along the corridor
- C2.2 RF&P Bridge over Occoquan River (500-0001-0022)
  - C2.2.1 Design review of new structure to assure historic resource compatibility
  - C2.2.2 Historic American Engineering Record (HAER) documentation of extant structure to include measured drawings, large-format photographs, archival research and production of HAER report
- C2.3 Rippon Lodge (076-0023)
  - C2.3.1 Design review of new railroad structures near the Rippon Lodge to assure historic resource compatibility
  - C2.3.2 Cultural landscape study of the Neabsco Creek watershed between Rippon Lodge and the Neabsco Creek bridge
  - C2.3.3 Interpretive sign on Neabsco Creek watershed to be placed near the Rippon Lodge/Neabsco Creek in a location deemed suitable by Prince William County
  - C2.3.4 Restoration of the viewshed between Rippon Lodge and the Neabsco Creek rail bridge through the removal of underbrush
- C2.4 Civil War Campsite (Site 44ST1223)
  - C2.4.1 Archaeological data recovery at the portion of the site to be impacted by the Project
  - C2.4.2 Installation of interpretive sign on archaeology and camp life in a location deemed appropriate by NPS-Fredericksburg
  - C2.4.3 Scholarly article discussing the historical and archaeological importance of the site
- C2.5 Rappahannock River Railroad Bridge & Structures/ Platform (111-0132-0025)
  - C2.5.1 Design review of new railroad structures to assure historic resource compatibility
  - C2.5.2 Historic American Engineering Record (HAER) documentation of extant structures to include measured drawings, large-format photographs, archival research, and the production of HAER report
  - C2.5.3 Cultural landscape study of the Rappahannock River watershed and historic transportation crossings within the City of Fredericksburg
- C2.6 Bridge/Marye's Mill (Site 44SP0178), Block 49 (Site 44SP0688), and Block 48 (Site 44SP0687)

C2.6.1 – Archaeological data recovery at the portions of each site to be impacted by the Project
C2.6.2 – Scholarly article discussing the historical and archaeological importance of these three sites
C2.6.3 – Lecture presented to the general public on the history and archaeology of the three sites
C2.6.4 – Museum display in new Fredericksburg passenger station to highlight the sites and showcase artifacts retrieved during data recovery
C2.6.5 – Interpretive sign to be placed within or near Fredericksburg passenger station describing the archaeology of the area
C2.7 ▪ Fredericksburg Historic District (111-0132)
C2.7.1 – Design review of new parking deck and passenger station to assure historic district compatibility
C2.7.2 – Development of historic context on the evolution of the rail system in downtown Fredericksburg
C2.7.3 – Lecture for the general public on the results of the contextual study on the evolution of the railroad in Fredericksburg
C2.7.4 – Abbreviated narrative for use in developing a webpage on the history of the railroad in Fredericksburg, as well as details of the Project
C2.8 ▪ Earthwork/Jackson's Earthwork (Site 44SP0468)
C2.8.1 – Archaeological data recovery at the portion of the site to be impacted by the Project
C2.8.2 – Installation of interpretive sign on archaeology and camp life in a location deemed appropriate by NPS-Fredericksburg
C2.8.3 – Scholarly article discussing the historical and archaeological importance of the site
C2.9 ▪ Doswell Historic District (042-5448)
C2.9.1 – National Register of Historic Places (NRHP) nomination form for the historic district
C2.9.2 – Virginia state historical highway marker on the Doswell Historic District
C2.9.3 – Abbreviated narrative for use in developing a webpage on the history of Doswell, as well as details of the Project
C2.10 ▪ Doswell Depot and Tower (042-0093)
C2.10.1 – Historic American Building Survey (HABS) documentation of the tower to include measured drawings, large-format photography, archival research, and production of a HABS report
C2.10.2 – Move tower from limits of disturbance to new site adjacent to tracks but outside Project limits
C2.10.3 – Interpretive sign on the history of the resource to be placed within or near depot or tower

- C2.11 ▪ Berkleytown Historic District (166-5073)
  - C2.11.1 – Design review of new road structure (Vaughan Road) to assure historic district compatibility
  - C2.11.2 – Oral histories of two individuals with long tenure living or working in district
  - C2.11.3 – NRHP nomination form for the historic district
  - C2.11.4 – Create text for historic walking tour of district in consultation with Town of Ashland and Ashland Museum
  - C2.11.5 – Virginia state historical highway marker on the Berkleytown Historic District
- C2.12 ▪ Laurel Industrial School Historic District (043-0292) and Main Building/Robert Styles Building (043-0292-0001)
  - C2.12.1 – Design review of new road structure (Hungary Road) to assure historic district compatibility
  - C2.12.2 – Historic context on late-nineteenth/early-twentieth century reform schools in Central Virginia
  - C2.12.3 – Series of georeferenced, GIS-based overlays to illustrate the evolution of the landscape and road system in this area
  - C2.12.4 – Interpretive sign to be placed within or near Main Building/Robert Styles Building on the history of the resource
- C2.13 ▪ Shockoe Valley & Tobacco Row Historic District (127-0344)
  - C2.13.1 – Design review of platform and other station modifications to assure historic district compatibility
  - C2.13.2 – Development of historic context on the association of the slave trade and the RF&P railroad/the downtown Richmond segment of the Virginia Central Railroad and other precursors of the Chesapeake and Ohio/Seaboard Railroad
  - C2.13.3 – Lecture presented to the general public on the association of the slave trade and the RF&P railroad/the downtown Richmond segment of the Virginia Central Railroad and other precursors of the Chesapeake and Ohio/Seaboard Railroad
  - C2.13.4 – Work with City of Richmond and others to create boundaries for a potential slave trade-related historic district in Shockoe Bottom
  - C2.13.5 – Fabrication and installation of a Virginia state historical highway marker documenting the slave trade and nearby associated sites
- C2.14 ▪ Main Street Station Parking Lot/Railroad (Site 44HE1098), Railroad/Warehouse (Site 44HE1097), and Warehouse (Site 44HE1094)
  - C2.14.1 – Archaeological data recovery at the portions of each site to be impacted by the Project
  - C2.14.2 – Scholarly article discussing the historical and archaeological importance of these four sites

C2.14.3 – Lecture presented to the general public on the history and archaeology of the four sites

C2.14.4 – Interpretive sign describing the postbellum and 20th century history and archaeology of the area to be placed within or near Main Street Station

C2.15 ▪ Main Street Station and Trainshed (127-0172)

C2.15.1 – Design review of platform modifications to assure resource compatibility

C2.15.2 – Development of historic context on the evolution of the rail system in downtown Richmond

C2.15.3 – Creation of webpage documenting the evolution of the rail system in downtown Richmond

C2.16 ▪ Seaboard Air Line Railroad Corridor (127-6271)

C2.16.1 – Design review of modifications to contributing elements to the district to assure resource compatibility

C2.16.2 – Development of historic context on railroad depots and associated facilities along the Seaboard Air Line Railroad in Virginia

C2.16.3 – Document stations and towers that are contributing elements to the Seaboard Air Line Railroad that have not been previously recorded with the Virginia SHPO

C3 As part of the NEPA process but outside of Section 106, DRPT, in consultation with FRA and the DHR, have committed to the following stipulations regarding the Grave Yard for Free People of Color and Slaves (44HE1203) in Richmond:

C3.1 – Completion of a landscape analysis of site 44HE1203 and surrounding area to understand the chronology of area development, including revisiting site boundaries and NRHP eligibility

C3.2 – Archaeological testing within the final limits of disturbance in the area of site 44HE1203 to examine the subsurface integrity and ascertain the potential for intact burials

C3.3 – Archaeological monitoring by a Secretary of the Interior-qualified archaeologist during all DC2RVA construction-related ground disturbing activities in this area to assure that no unanticipated/undiscovered archaeological or burial remains are encountered during ground-disturbing construction

D. DESIGN REQUIREMENTS

MAINTENANCE OF TRAFFIC/GRADE CROSSINGS

D1 Detailed traffic control plans to minimize construction impacts will be developed as part of future phases of design.

D2 Access will be maintained to all properties, including residential properties, during construction and will be coordinated with First Responders.

D3 The specific dynamic crossing safety technology to control exit gates (such as embedded loops or radar) will be determined during future design phases of the Project and is subject to FRA approval at the time of that design.

D4 For private at-grade crossings, DRPT will coordinate with CSXT and property owners to review or confirm means of access to each property, including specific features of locking gates at each crossing identified for such treatment, during future phases of design. At-grade crossing treatments are subject to FRA approval at the time of that design.

PEDESTRIAN/BICYLE FACILITIES

D5 DRPT will continue to work with NPS throughout future phases of design and will maintain trail connectivity and functionality throughout Project construction activities that affect the Mount Vernon Trail.

D6 The DC2RVA Project will address and improve, as necessary, bike/pedestrian safety warning devices at all public crossings along the DC2RVA rail corridor, in keeping with the Project's Basis of Design, ADA requirements, and applicable FRA, Amtrak, CSXT, and VDOT safety standards, as well as local agencies' multimodal plans so as not to preclude any planned connections.

BRIDGE DESIGN

D7 Future phases of design of major water crossings will at a minimum, match the existing horizontal and vertical openings of the existing crossings. Construction phasing will address impacts to recreational uses.

D8 DRPT will coordinate with the Virginia Department of Conservation and Recreation (VDCR) regarding bridge design at scenic river crossings.

D9 DRPT will coordinate with Prince William County on the design and aesthetic features of the Occoquan River and Neabsco Creek rail bridges.

D10 DRPT will coordinate with the City of Fredericksburg on the design and aesthetic features of the Rappahannock River rail bridge.

D11 DRPT will coordinate with the City of Richmond on the design and aesthetic features of the James River rail bridge.

UTILITIES

D12 DRPT will coordinate with local utilities to identify potential impacts to public water distribution systems or sanitary sewage collection systems during future phases of design.

D13 DRPT will inform local communities regarding utility impacts and will develop appropriate measures to minimize or mitigate impacts to the community.

D14 DRPT will coordinate with utility owners, including Dominion Virginia Power, during future phases of design to identify potential conflicts with utilities outside of CSXT right-of-way and to coordinate the location of planned utilities outside of CSXT right-of-way to reduce or eliminate potential future conflicts.

D15 DRPT will submit an application to the local health department(s) to relocate any onsite sewage systems that may be impacted by construction.

SUSTAINABILITY

D16 DRPT will consider energy, environmental, and sustainability concepts listed in the LEED Green Building Rating System for facilities, to the extent practicable.

E. RIGHT-OF-WAY ACQUISITION

E1 Details of the construction easements and restoration plans will be developed in coordination with public and private landowners during future phases of design.

E2 The acquisition of right-of-way and the relocation of displaced persons and businesses will be performed by the Virginia Department of Transportation (Right-of-Way Administration office) and conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601), and 24 Virginia Administrative Code (VAC) 30–41.

F. SUPPLEMENTAL CONSIDERATIONS

F1 If during future phases of design, the Project's design or impacts exceed the NEPA commitments established in this Final EIS or the ROD, then DRPT will re-evaluate the design and/or the NEPA documentation.

F2 Potential impacts to environmental resources as identified in this Final EIS will be reconfirmed as part of future phases of design and permitting.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

TIER II FINAL ENVIRONMENTAL IMPACT STATEMENT AND FINAL SECTION 4(f) EVALUATION

EXECUTIVE SUMMARY

May 2019

Prepared by
U.S. Department of Transportation
Federal Railroad Administration
and
Virginia Department of Rail and Public Transportation

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

FOR ADDITIONAL INFORMATION

The Final EIS contains detailed information on the topics summarized in this Executive Summary, as shown in the below table.

TOPIC	FINAL EIS CONTENT	
A. INTRODUCTION & PROJECT OVERVIEW	**Chapter 1**	Introduction
	Chapter 2	Overview of Public Involvement & Agency Coordination
	Appendix A	Errata to the Draft EIS
	Appendix B	Agency and Organization Comments
	Appendix C	Detailed Responses to Public Comments
B. PREFERRED ALTERNATIVE	**Chapter 3**	Additional Information
	Chapter 4	Selection of the Preferred Alternative
	Appendix F	Refined Operations Analysis Modeling Technical Memos
	Appendix G	Final Town of Ashland /Hanover County Community Advisory Committee Summary Report
	Appendix H	Resolution of the Commonwealth Transportation Board
	Appendix I	DC2RVA Recommendation Report for the Preferred Alternative
	Appendix J	Richmond Turning Wye Memo
	Appendix L	Preferred Alternative Mapbook
C. ENVIRONMENTAL EFFECTS & MITIGATION	**Chapter 5**	Environmental Consequences of the Preferred Alternative
	Chapter 6	Final Section 4(f) Evaluation
	Preface	Project Commitments
	Appendix D	Updated Cultural Resources Reports
	Appendix E	Updated Section 106 and Section 4(f) Comments and Coordination
	Appendix K	Draft Memorandum of Agreement
	Appendix M	Updated Environmental Resource Mapbooks
D. FUTURE STEPS	Chapter 7	Overview of Future Steps

This Executive Summary provides a high-level, concise summary of the Preferred Alternative for the Washington, D.C. to Richmond, VA Southeast High Speed Rail (DC2RVA) Project, as evaluated in the Final Environmental Impact Statement (EIS). It is not intended to present all data and analyses, but rather to summarize key changes since the publication of the Draft EIS in September 2017 and to present the Preferred Alternative, which is new to the Final EIS.

Readers who are interested in the full detailed analyses should refer to the chapters and technical appendices of the Final EIS, as summarized on the inside cover of this Executive Summary.

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Copies of the Draft and Final EIS documents and their technical appendices are available on the Project website: www.DC2RVARail.com

A. INTRODUCTION & PROJECT OVERVIEW

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are proposing passenger rail service and rail infrastructure improvements in the 123-mile north-south corridor between Washington, D.C. and Richmond, VA—collectively known as the Washington, D.C. to Richmond, VA Southeast High Speed Rail (DC2RVA) Project.

WHAT IS THE FINAL EIS FOR THE DC2RVA PROJECT?

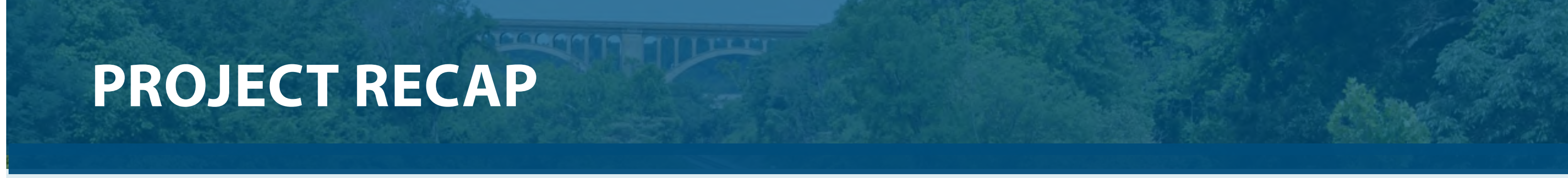
The Project is being evaluated through the mechanism of an Environmental Impact Statement (EIS) to satisfy the requirements of the National Environmental Policy Act (NEPA). The Final EIS follows the Draft EIS for the Project, which was published for public review in September 2017.

The Final EIS focuses on information that is new, revised, or updated since the publication of the Draft EIS. It is presented in a "condensed" format, consistent with the Council of Environmental Quality (CEQ) recommendations, that allows the reader to easily identify the reasons for selecting the Preferred Alternative (which is new to the Final EIS) and the potential environmental impacts and avoidance/mitigation measures associated with the Preferred Alternative.

HOW IS THE FINAL EIS DIFFERENT FROM THE DRAFT EIS FOR THIS PROJECT?

The main elements of the Draft EIS are provided below, with comparison to the Final EIS. The Final EIS format references and summarizes information presented in the Draft EIS, but to avoid duplication, does not republish the Draft EIS content to the same level of detail.

- **Purpose and Need:** There are no changes (only clarifications) to the Purpose and Need between the Draft and Final EIS.
- **Alternatives:** The Draft EIS summarized the alternatives development process and provided details on the six alternative areas of the corridor and the 23 Build Alternatives within those areas. The Final EIS evaluates the Preferred Alternative; it connects a Build Alternative from each of the six alternative areas evaluated in the Draft EIS to form the 123-mile route through the Project corridor that makes up the Preferred Alternative. Alternatives evaluations in both the Draft and Final EIS are based on conceptual engineering (approximately a 10 percent level of design). All design modifications that occurred after the Draft EIS are noted in the Final EIS.
- **Affected Environment:** The Draft EIS presented a full description of existing conditions of the Project corridor, which have not significantly changed since that time.
- **Environmental Consequences:** The Draft EIS presented the potential effects on the environment of all 23 Build Alternatives, while the Final EIS presents potential impacts of only the Preferred Alternative. Refinements to the conceptual engineering resulted in design changes – and therefore changes to anticipated environmental impacts – between the Draft and Final EIS.
- **Section 4(f) Evaluation:** The Final EIS presents the Final Section 4(f) Evaluation in the same format as the Draft Section 4(f) Evaluation, with updates to ongoing coordination and findings, but no changes to the evaluation process.
- **Public Involvement and Agency Coordination:** Both documents summarize the agency coordination and public outreach during the development of the Project to date.

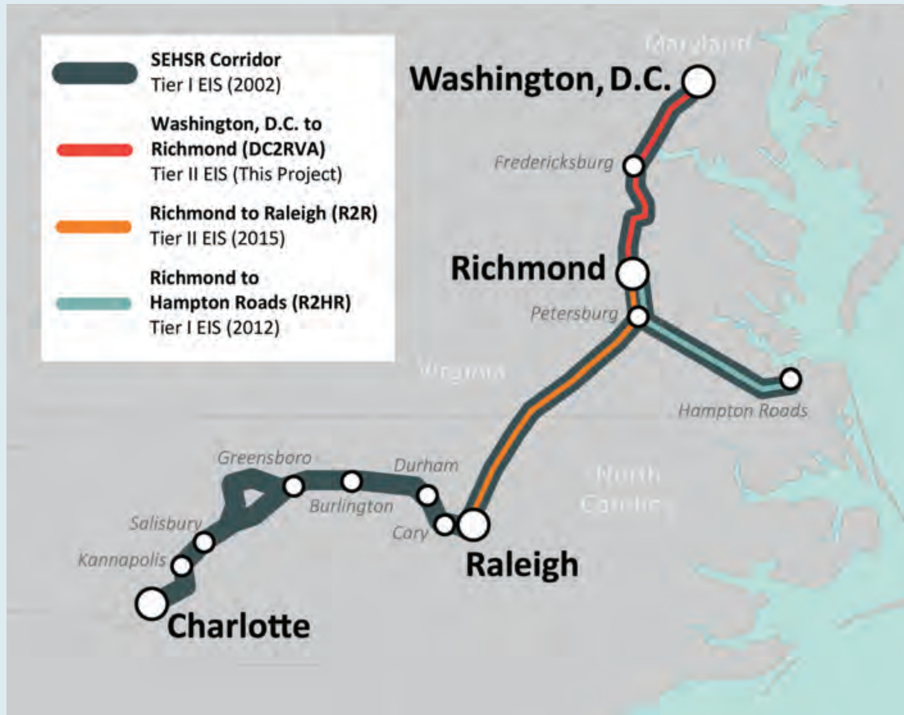


PROJECT RECAP

PURPOSE AND NEED

- The DC2RVA Project's stated purpose is to increase railroad capacity between Washington, D.C. and Richmond, VA to deliver higher speed passenger rail service, while also supporting the planned expansion of Virginia Railway Express (VRE) commuter rail service and accommodating the forecasted growth of freight rail service.
- The Project is a Tier II NEPA study that builds upon the previous Tier I documentation for the Southeast High Speed Rail (SEHSR) corridor between Washington, D.C. and Charlotte, NC that established:
  - The use of existing fossil fuel locomotive technology
  - The use of existing rail corridors (in preference to new alignments)
  - Building the corridor in incremental sections as funds become available

THE SEHSR CORRIDOR



DC2RVA PROJECT QUICK FACTS:

- **123-mile corridor, consisting primarily of two existing main tracks**
- **Northern Terminus: South of Long Bridge (across the Potomac River) in Arlington, VA**
- **Southern Terminus: Centralia in Chesterfield County, VA (south of Richmond)**
- **Shared rail corridor:**
  - **Amtrak provides intercity passenger rail service**
  - **VRE provides commuter rail service**
  - **CSX Transportation (CSXT) owns the tracks and provides freight rail service**
- **The Project will increase passenger trains speeds, where practicable, up to 80 to 90 mph**
- **The Project includes both passenger rail service and rail infrastructure improvements:**
  - **Increased intercity passenger train frequency (i.e., more trains)**
  - **Improved on-time performance of existing service**
  - **Increased rail capacity (i.e., an additional track)**
  - **Improved station areas and roadway crossings, as needed**
- **The Draft EIS for the Project:**
  - **Evaluated 23 Build Alternatives in six Alternative Areas**
  - **Was published in September 2017**
  - **Was followed by a 60-day review period with 5 public hearings**

HOW IS THE TIER II DC2RVA PROJECT DIFFERENT FROM PREVIOUS DOCUMENTATION?

The DC2RVA Project is the second part of a two-tiered environmental process. A first-level Tier I EIS and Record of Decision (ROD) were completed in 2002 for the 500-mile SEHSR corridor between Washington, D.C. and Charlotte, NC.

The 2002 Tier I EIS defined much of the framework upon which the DC2RVA Project is based, including: using existing fossil fuel locomotive technology, upgrading existing rail corridors in preference to new alignments, and building the corridor in incremental sections as funds become available.

The 2002 Tier I EIS also established the overall purpose for the SEHSR corridor: to provide a competitive transportation choice to travelers within the Washington, D.C. to Richmond, Raleigh, and Charlotte travel corridor.

This DC2RVA Tier II EIS carries forward the Purpose and Need of the 2002 Tier I EIS and further builds upon it by recognizing and incorporating several key corridor-specific items that are unique to the Project:

- Recognition that the Project corridor is owned and operated by CSXT
- Creation of a 90 mph maximum authorized speed for intercity passenger trains
- Accommodation of VRE commuter trains, which operate within a portion of the corridor
- Accommodation of CSXT's freight service

It is important to note that subsequent to the 2002 Tier I EIS, the SEHSR corridor was extended south and east to Hampton Roads, VA (to destinations in Norfolk and Newport News). In 2012, FRA and DRPT completed a Tier I EIS and ROD for the Richmond to Hampton Roads (R2HR) project to cover the SEHSR extension. The proposed service plan for the DC2RVA Project includes new train service from both the 2002 Tier I EIS and the 2012 R2HR project – see Section B of this Executive Summary for details.

WHAT HAS HAPPENED BETWEEN THE DRAFT EIS AND THE FINAL EIS?

The selection of the Preferred Alternative, as presented in the Final EIS, included the following considerations that occurred after publication of the Draft EIS:

- Public, agency, and organization comments on the Draft EIS during the 60-day comment period
- Extensive outreach and communication with the public, stakeholders, and elected officials, including five public hearings for the Project
- Additional rail operations simulation analysis to test the infrastructure proposed in the Draft EIS
- Recommendation of the Town of Ashland/Hanover County Community Advisory Committee (CAC)
- Commonwealth Transportation Board (CTB) Resolution for the Project
- Refinement of feasible alternatives of the Long Bridge project, a separate project by the District Department of Transportation (DDOT) in Washington, D.C.
- Refinement to the conceptual engineering, which resulted in both design changes to the proposed Project infrastructure as well as changes to anticipated environmental impacts of the Project, from:
  - Further minimization of potential impacts, based on comments from the public and review agencies
  - New data either provided or discovered during the Draft EIS review period

HOW WERE COMMENTS ON THE DRAFT EIS INCORPORATED INTO THE FINAL EIS?

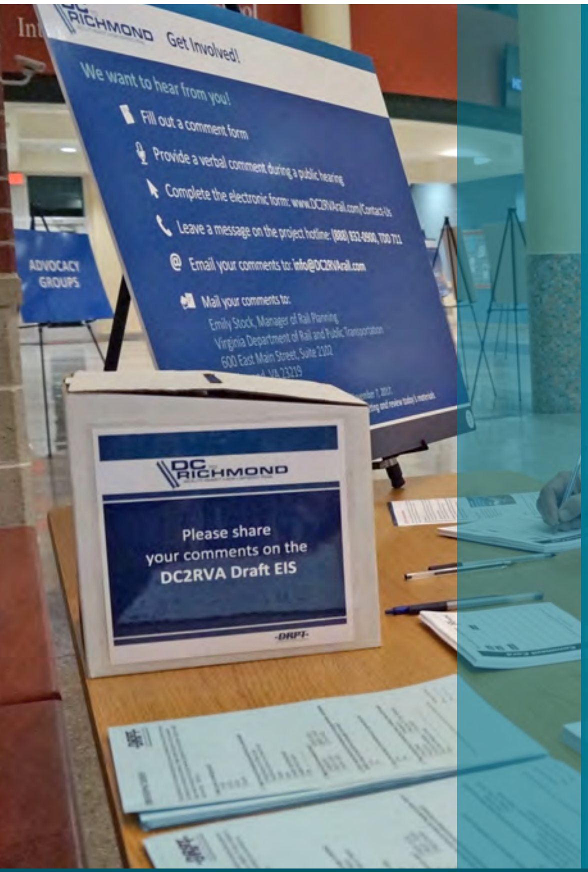
The 60-day comment period for the Draft EIS was from September 8, 2017 to November 7, 2017. During this time, DRPT received comments from 34 agencies and organizations, and more than 14,000 comments from 4,247 individual commenters, with most citizens commenting on several topics or issues. DRPT and FRA have reviewed and taken into consideration all comments received on the Draft EIS during the decision-making process, which led to the selection of the Preferred Alternative in the Final EIS.

DRPT and FRA do not view the public comment process as a "vote counting" exercise but rather one seeking substantive comments that benefit the FRA and DRPT in their final decision-making process. The public comment process is also an opportunity for the public to inform FRA or DRPT of potential concerns or conditions that were not identified during the preparation of the Draft EIS.

Responses to substantive comments – those that question, with reasonable basis, the accuracy of information and methodology in the Draft EIS or present new information not considered in the Draft EIS – are incorporated and addressed by way of providing additional or revised information and analyses, as needed, in the appropriate sections of the Final EIS.

The following types of comments were received:

- Overall position/opinion for or against the Project
- Preference for and/or opposition to a specific Build Alternative or infrastructure/service element that was evaluated in the Draft EIS, both in general as well as with specific concerns
- Suggestion of additional alternatives to consider, many of which were considered but dismissed during the 2002 Tier I EIS, do not align with the implementing actions that were the outcome of the 2002 Tier I EIS, or do not align with the DC2RVA Purpose and Need
- Request for detailed information or data that is beyond the scope of an environmental document and would be developed during future design phases of the Project


RICHMOND Get Involved!
We want to hear from you!
Fill out a comment form
Provide a verbal comment during a public hearing
Complete the electronic form
Leave a message on the project hotline
Email your comments to: info@DC2RVArail.com
Mail your comments to:
ADVOCACY GROUPS
RICHMOND
Please share your comments on the DC2RVA Draft EIS
DRPT

FOR DETAILED RESPONSES TO COMMENTS, REFER TO:

- Appendix B for agency and organization responses
- Appendix C for general public responses

The responses include reference to information provided in both the Draft and Final EIS documents; some responses are the outcome of ongoing analyses and coordination that have occurred since the publication of the Draft EIS that are revised and/or updated in the Final EIS.

FOR REFERENCE:

The chapters of the Final EIS are arranged in chronological order, representing the sequential order of events since the publication of the Draft EIS.

FINAL EIS CHAPTER 1:

Introduction

This chapter guides the reader on how information is presented in the Final EIS. It provides the Project background, including how it relates to previous projects in the corridor, as well as the Project overview, which provides a concise synopsis of the Draft EIS documentation and the Project Purpose and Need.

FINAL EIS CHAPTER 2:

Overview of Public Involvement and Agency Coordination

This chapter describes the public involvement and agency outreach that has occurred since the initiation of the Project. It includes a summary of comments received on the Draft EIS; a complete compilation of comments and responses are included as Appendix B and C to the Final EIS.

FINAL EIS CHAPTER 3:

Additional Information

This chapter presents additional material that provides the reader with a better understanding of various Project elements, in response to comments received on the Draft EIS. FRA and DRPT developed this additional material to document ongoing activities and coordination efforts that extended beyond the Draft EIS that were relevant to the selection of the Preferred Alternative, including historical context within the corridor and additional rail operations modeling simulations.

FINAL EIS CHAPTER 4:

Selection of the Preferred Alternative

This chapter presents the elements of the Preferred Alternative in each of the six alternative areas in the Project corridor, and the reason for the selection of each. It also describes any modifications to the Preferred Alternative since publication of the Draft EIS.

FINAL EIS CHAPTER 5:

Environmental Consequences of the Preferred Alternative

This chapter documents the potential impacts of the Preferred Alternative to each of the environmental resources presented in the Draft EIS. The quantitative range of impacts of the other Build Alternatives from the Draft EIS are provided for comparison purposes only, and efforts to further minimize and mitigate impacts for the Preferred Alternative are described.

FINAL EIS CHAPTER 6:

Final Section 4(f) Evaluation

This chapter presents the Final Section 4(f) Evaluation, which includes updates since the Draft evaluation, results of agency coordination, a summary of all Section 4(f) comments, a least harm analysis, and the basis for a finding that there are no feasible or prudent alternatives to the use of any Section 4(f) properties, when applicable.

FINAL EIS CHAPTER 7:

Overview of Future Steps

This chapter describes the anticipated sequence of events following the publication of the Final EIS.

FINAL EIS APPENDICES

The text and figures that comprise the Final EIS are supported by a series of detailed appendices, as summarized in the table on the inside cover of this Executive Summary. Two appendices provide updated mapping of the Preferred Alternative: Appendix L provides a detailed mapbook of the Preferred Alternative, including permanent and temporary limits of disturbance, and Appendix M provides updated environmental resource mapbooks, as required.

B. PREFERRED ALTERNATIVE

WHAT IS THE PREFERRED ALTERNATIVE FOR THE DC2RVA PROJECT?

The Preferred Alternative includes the following in the DC2RVA corridor:

An intercity passenger rail service plan with increased passenger train frequency (i.e. more trains) and improved on-time performance of existing intercity passenger rail service

A physical infrastructure modification plan to provide an additional track (to provide more capacity for more trains) as well as station area and roadway crossing improvements (to provide better train performance)

Descriptions for each of the six alternative areas provided on the following pages are based on conceptual engineering designs for the Preferred Alternative, which is approximately a 10 percent design level and appropriate for decisions to be made during the NEPA process. FRA and DRPT have assumed the Preferred Alternative would be in place by 2025 for purposes of the NEPA evaluations and planning. The conceptual engineering will be further refined during future design phases of the Project. Additionally, the actual size, design, configuration, and service amenities (such as baggage service or number of parking spaces) of each intercity passenger rail station will be determined by DRPT, Amtrak, and/or the station owners when the proposed service is initiated.

WHAT NEW TRAINS ARE PART OF THE PREFERRED ALTERNATIVE?

The Project proposes to add 9 new daily intercity passenger round trips (18 total trains per day), which will be incorporated into Amtrak's existing intercity passenger network, subject to available capacity and future operating schedule:

- **Interstate Corridor (Carolinian)** service operates between New York and North Carolina through Virginia. The Project will accommodate 4 new daily Interstate Corridor (SEHSR) round trips (8 total trains per day) to/from North Carolina, with station stops in the DC2RVA corridor in: Alexandria, Fredericksburg, and Richmond (both Staples Mill Road and Main Street Station). The new service aligns with the proposed intercity passenger train service between Washington, D.C. and Charlotte, NC from the 2002 Tier I EIS, and will extend from North Carolina north into Amtrak's Northeast Corridor.
- **Northeast Regional (Virginia)** service provides regional passenger rail service from Boston and New York to serve routes in Virginia. Trains make all local station stops. The Project will add 5 new daily Northeast Regional (SEHSR) round trips (10 total trains per day) to/from Virginia, with station stops in the DC2RVA corridor in: Alexandria, Woodbridge, Quantico, Fredericksburg, Ashland, and Richmond (both Staples Mill Road and Main Street Station). Of the new service, 3 new daily round trips start/end in Norfolk, 1 new daily round trip starts/ends in Newport News, and 1 new daily round trip starts/ends in Richmond. The new service completes the service plan defined in the 2012 R2HR EIS, and adds 1 daily round trip to/from Main Street Station in Richmond, which was added to the Project to provide early morning/late evening service from/to Richmond connecting to Washington D.C. and Amtrak's Northeast Corridor.
- **Long Distance** service operates from New York and continues through Washington, D.C. and Virginia to other out-of-state locations, with limited station stops within the Project corridor. The Project will not affect the frequency (i.e., number) of Long Distance trains in service, but will modify routing/scheduling of those trains within the corridor and improve their operating reliability within the corridor to meet Project goals. The Project will add one additional stop for these trains at Main Street Station in Richmond.
- **Auto Train** service operates as a daily nonstop, overnight train between dedicated station facilities in Lorton, VA and Sanford, FL, and carries passengers and their automobiles. The Project will not affect the frequency, routing, or scheduling of the Auto Train within the corridor, but will improve operating reliability within the corridor to meet Project goals.

Under the proposed service plan, intercity passenger trains will operate between Washington, D.C. and Richmond every 1 to 2 hours in each direction during the day and early evening.

Independent of the Project, intercity passenger, VRE, and freight trains will continue to operate in the Project corridor. The Project does not add VRE or freight train frequencies, but does accommodate their planned future growth, as described in Chapter 4 of the Final EIS.

THE PREFERRED ALTERNATIVE FOR THE DC2RVA PROJECT

ALTERNATIVE AREA 1: ARLINGTON (LONG BRIDGE APPROACH)
Alternative 1B
Add Two Main Tracks on the West
Location: CFP 110 – CFP 109.3
Approximate Length: 1 Mile

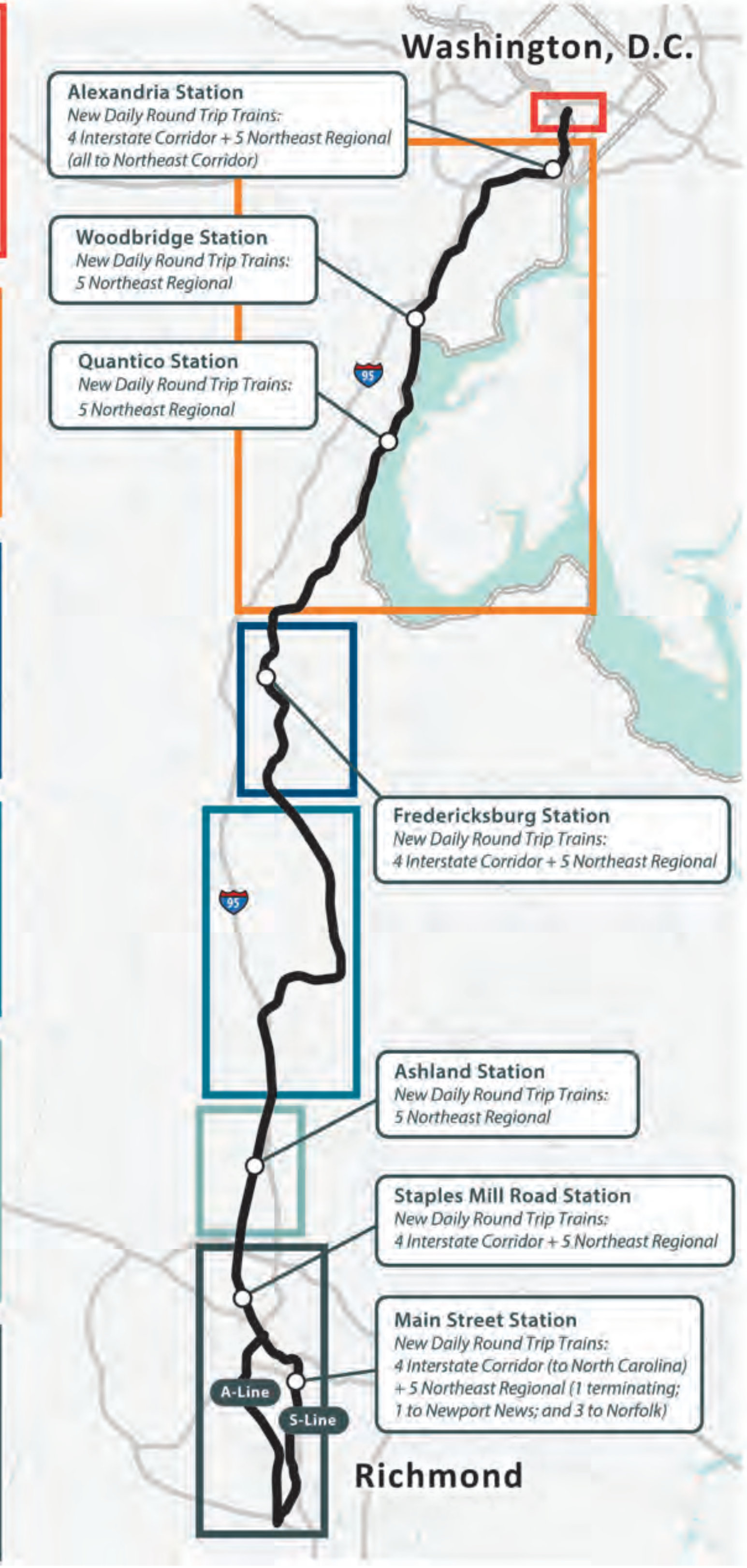
ALTERNATIVE AREA 2: NORTHERN VIRGINIA
Alternative 2A
Add a Third or Fourth Main Track
Location: CFP 109.3 – CFP 62
Approximate Length: 47 Miles

ALTERNATIVE AREA 3: FREDERICKSBURG
Alternative 3B
Add a Third Main Track Through the City,
Add a Third Main Track North and South of the City
Location: CFP 62 - CFP 48
Approximate Length: 14 Miles

ALTERNATIVE AREA 4: CENTRAL VIRGINIA
Alternative 4A
Add a Third Main Track
Location: CFP 48 - CFP 19
Approximate Length: 29 Miles

ALTERNATIVE AREA 5: ASHLAND
Alternative 5A
Maintain Two Tracks Through Town (No Station Improvements), Add a Third Main Track North and South of Town
Location: CFP 19 - CFP 9
Approximate Length: 10 Miles

ALTERNATIVE AREA 6: RICHMOND
Alternative 6F
Staples Mill Road Station and Main Street Station Full Service with S-Line Improvements
Location: CFP 9 - A 11 Centrailia
Approximate Length: 23 Miles

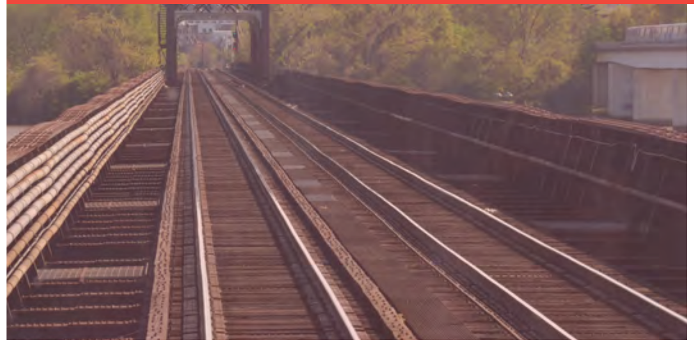

Washington, D.C.
Alexandria Station
New Daily Round Trip Trains:
4 Interstate Corridor + 5 Northeast Regional
(all to Northeast Corridor)
Woodbridge Station
New Daily Round Trip Trains:
5 Northeast Regional
Quantico Station
New Daily Round Trip Trains:
5 Northeast Regional
95
Fredericksburg Station
New Daily Round Trip Trains:
4 Interstate Corridor + 5 Northeast Regional
95
Ashland Station
New Daily Round Trip Trains:
5 Northeast Regional
Staples Mill Road Station
New Daily Round Trip Trains:
4 Interstate Corridor + 5 Northeast Regional
Main Street Station
New Daily Round Trip Trains:
4 Interstate Corridor (to North Carolina)
+ 5 Northeast Regional (1 terminating;
1 to Newport News; and 3 to Norfolk)
A-Line
S-Line
Richmond

Note for figure/text descriptions in this section: CSXT uses prefixes to denote track mileposts within subdivisions: "CFP" is the milepost prefix designating the RF&P subdivision of CSXT, and "A" is the milepost prefix designating the North End (A-Line) subdivision of CSXT

ALTERNATIVE AREAS RECAP

The Draft EIS for the DC2RVA Project identified potential Build Alternatives in six alternative areas along the corridor.

ALTERNATIVE AREA 1: ARLINGTON



An approximately 1-mile section in Arlington from the south side of the Potomac River to Crystal City that includes the approach to the existing two-track Long Bridge, which crosses the Potomac River between Washington, D.C. and Arlington, VA. The Long Bridge is the subject of a separate environmental study being led by DDOT to expand capacity of the crossing to four-tracks. There are no intercity passenger rail stations located in Area 1.

ALTERNATIVE AREA 2: NORTHERN VIRGINIA

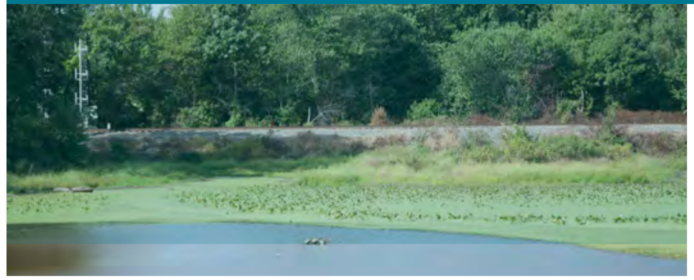
A 47-mile section from Crystal City in Arlington to the Dahlgren Spur just north of the Rappahannock River at Fredericksburg, which passes through developed urban areas and crosses several major waterways, including the Occoquan River, Neabsco Creek, Powells Creek, and Aquia Creek. It is the most congested area in the Project rail corridor, with intercity passenger trains, VRE commuter trains, and CSXT freight trains utilizing capacity on the existing tracks. Three intercity passenger rail stations are in Area 2 at Alexandria, Woodbridge, and Quantico. VRE provides commuter service to the three intercity passenger rail stations in Area 2 as well as at six other stations in Crystal City, Franconia/Springfield, Lorton, Rippon, Brooke, and Leeland Road. A new VRE station at Potomac Shores is scheduled to open in 2020.

ALTERNATIVE AREA 3: FREDERICKSBURG

A 14-mile section through Fredericksburg, from the Dahlgren Spur just north of the Rappahannock River to Crossroads, VA (the southern terminus of VRE's service). The corridor in this area crosses the Rappahannock River, passes through the City of Fredericksburg, and traverses several historic and cultural resources including the Fredericksburg National Military Park. The Fredericksburg Station in the City of Fredericksburg is served by both Amtrak and VRE. Additionally, VRE serves Spotsylvania Station at Crossroads in the southern end of Area 3.

The Preferred Alternative connects a Build Alternative from each of the six alternative areas evaluated in the Draft EIS to form the 123-mile route through the Project corridor.

ALTERNATIVE AREA 4: CENTRAL VIRGINIA



A 29-mile section from Crossroads to Doswell, through a largely rural area with multiple small waterway crossings and extensive wetlands. This portion of the corridor represents the best opportunity for passenger trains to achieve and maintain the 90 mph maximum authorized speed identified for the Project. There are no intercity passenger rail stations located in Area 4.

ALTERNATIVE AREA 5: ASHLAND

A 10-mile section including the Town of Ashland and rural portions of Hanover County, extending from Doswell to I-295. There is one intercity passenger rail station in Area 5 at Ashland. Near the center of the area, the existing two-track main line runs at-grade for approximately two miles on narrow right-of-way through the center of Railroad Avenue/ Center Street in the Town of Ashland.

ALTERNATIVE AREA 6: RICHMOND

A 23-mile section from I-295 to Centralia, VA, that includes Henrico County, the City of Richmond, and Chesterfield County. There are two intercity passenger rail stations in Area 6 at Staples Mill Road Station (in Henrico County) and Main Street Station (in downtown Richmond). Two rail routes diverge at Acca Yard, north of Richmond, and reconnect at Centralia (the southern terminus of the Project):

- The A-Line is the western rail line around Richmond, currently used by the majority of north-south passenger and freight trains. It is CSXT's principal freight route to points north and south and is approximately 14.3 miles from the south end of Acca Yard to Centralia.
- The S-Line runs through the downtown center of Richmond and is currently used primarily by local freight to serve industry and passenger rail service to Newport News. It is approximately 15.6 miles from the south end of Acca Yard to Centralia.

PREFERRED ALTERNATIVE 1B

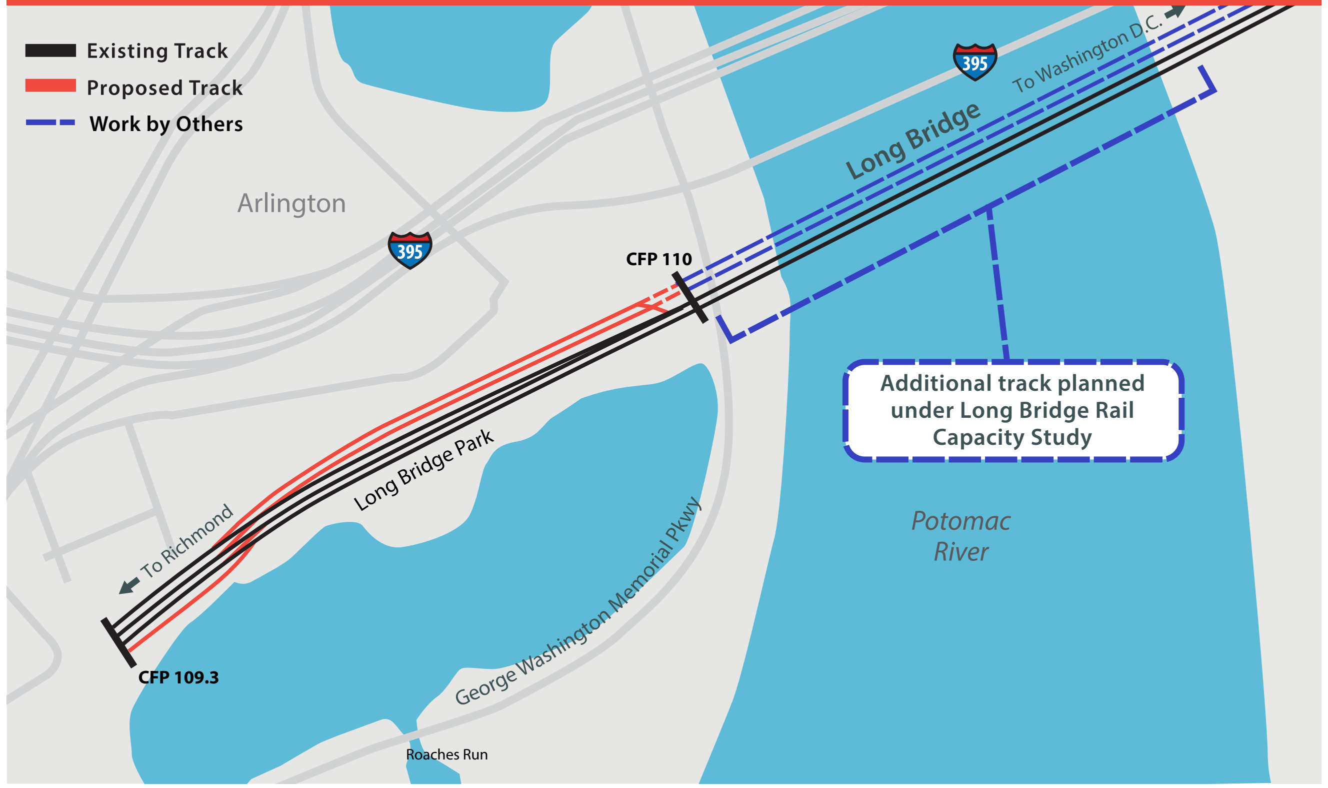
ADD TWO MAIN TRACKS ON THE WEST (CFP 110.0 TO CFP 109.3)

DESCRIPTION

Beginning south of the George Washington Memorial Parkway, Alternative 1B will add two additional main line tracks west of the existing tracks in Arlington to Crystal City, generally staying within the existing right-of-way. Alternative 1B consists of:

- Constructing two main tracks on the west side of existing tracks, with minor track shifts to improve speed through some curves
- Alignment of the alternatives that are part of the separate Long Bridge project by DDOT, which proposes to increase railroad capacity across the Potomac River by adding two tracks upstream (west) of existing rail bridge
- Track improvements generally within existing right-of-way
- No intercity passenger stations in the area
- No changes to existing public roadway crossings

PREFERRED ALTERNATIVE 1B
Add Two Main Tracks on the West
Length: 0.7 miles Approximate Cost: $42.4 million



BASIS FOR SELECTING 1B

DRPT identified the approximately 1-mile Alternative Area 1, located immediately south of the Long Bridge across the Potomac River, to evaluate potential connections between the DC2RVA Project and a future recommendation from the separate Long Bridge project by DDOT. In the Draft EIS, DRPT assumed that an additional two tracks would be added across the Potomac River as part of the Long Bridge project and identified three DC2RVA Project Build Alternatives in Area 1 that added two tracks in various configurations to connect to potential future Long Bridge recommendation options.

Subsequent to the Draft EIS on June 19, 2018, DDOT released the Alternatives Development Report for the Long Bridge project that advanced two alternatives, both of which add two tracks upstream (west) of the existing two-track bridge. Both Long Bridge alternatives align with DC2RVA Alternative 1B, and do not align with DC2RVA Alternatives 1A or 1C. Therefore, Alternative 1B is the Preferred Alternative for the DC2RVA Project.

CHANGES SUBSEQUENT TO THE DRAFT EIS

In addition to the Long Bridge alternative selection, comments from the public and review agencies (such as from Arlington County regarding the Long Bridge Park project), combined with new data either provided or discovered during the Draft EIS review period, resulted in modifications to the conceptual engineering for Alternative 1B:

- Minimizations to impacts by adding or extending retaining walls
- Adjustments to track curves for train operations or impact mitigations
- Track improvements, such as crossovers, proposed between the existing tracks or between the existing and proposed track(s) for train operations

PREFERRED ALTERNATIVE 2A

ADD A THIRD OR FOURTH MAIN TRACK (CFP 109.3 TO CFP 62)

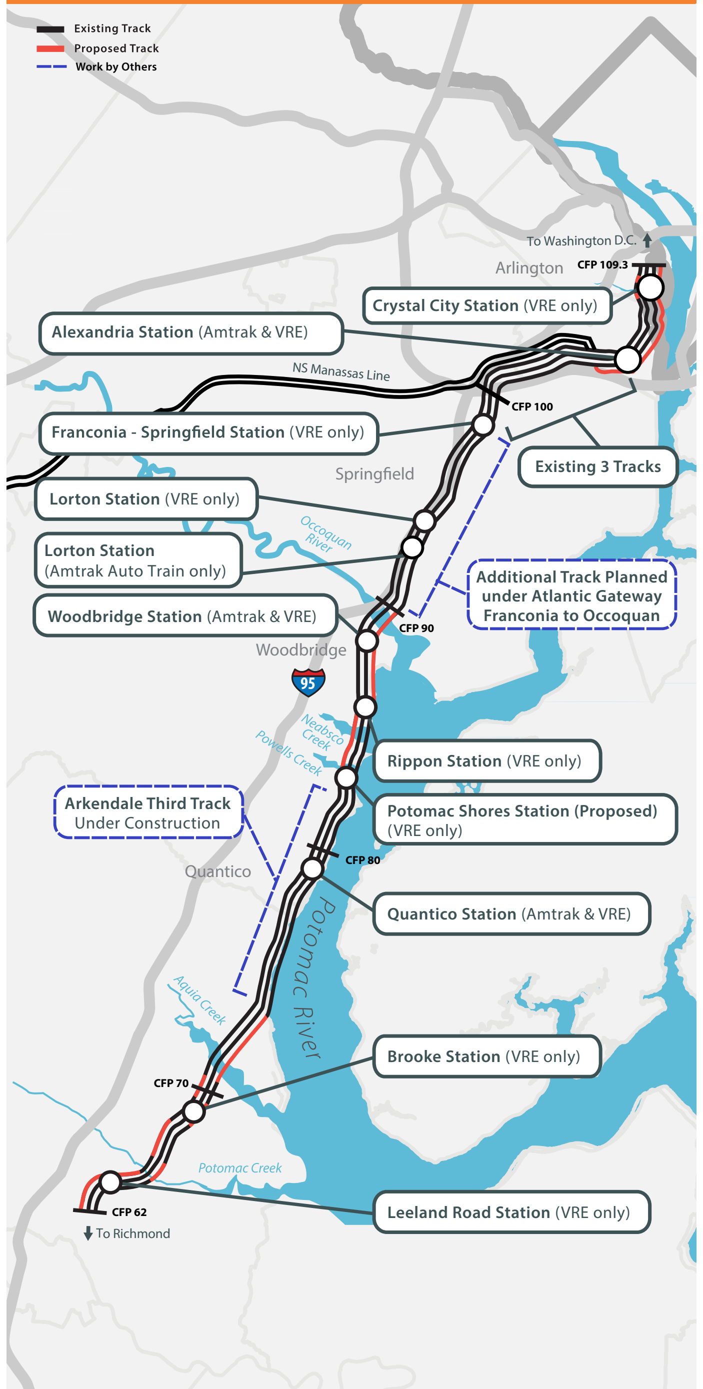
DESCRIPTION

Alternative 2A will add one additional main line track and realign existing tracks in some curves to improve speed. The additional track will be located on either the east or west side of the existing tracks, based on rail operations, site constraints, and potential impacts. Alternative 2A will consist of:

- Constructing one main track*, with realignment of some curves to improve speed, to create:
    - A fourth track from Crystal City in Arlington to Alexandria
    - A third track from Alexandria to north of Fredericksburg

  *Work completed by others in this area includes the installation of a third track in the following sections: Alexandria to Franconia; Franconia to Occoquan; and Powells Creek to Arkendale (the portion of this project from North Possum Point to Arkendale is currently under construction, and construction of the remainder is postponed until additional construction funding is available).
- Track improvements generally within existing right-of-way
- Intercity Passenger Stations:
    - Station improvements at Alexandria (parking improvements) and Woodbridge (platform improvements)
    - Proposed new DC2RVA service at Alexandria, Woodbridge, and Quantico (as shown on map)
    - Track alignments to accommodate platform and other improvements planned by VRE at Alexandria, Woodbridge, and VRE-only stations
- Public At-Grade Crossings:
    - Close one existing crossing in Stafford, VA (Mount Hope Church Road), with alternate access provided
    - No new grade separations proposed
    - All other crossings remain with safety improvements
- Reconstructing some existing grade separations to allow for the addition of a third main line track under bridges with limited horizontal or vertical clearance
- Major water crossings at Occoquan River, Neabsco Creek, Powells Creek, and Aquia Creek

PREFERRED ALTERNATIVE 2A
Add a Third or Fourth Main Track
Length: 47.3 miles Approximate Cost: $1,778.9 million


Existing Track
Proposed Track
Work by Others
To Washington D.C.
Arlington
CFP 109.3
Crystal City Station (VRE only)
Alexandria Station (Amtrak & VRE)
NS Manassas Line
CFP 100
Franconia - Springfield Station (VRE only)
Existing 3 Tracks
Springfield
Lorton Station (VRE only)
Occoquan River
Lorton Station (Amtrak Auto Train only)
Additional Track Planned under Atlantic Gateway Franconia to Occoquan
Woodbridge Station (Amtrak & VRE)
CFP 90
Woodbridge
95
Neabsco Creek
Powells Creek
Rippon Station (VRE only)
Arkendale Third Track Under Construction
Potomac Shores Station (Proposed) (VRE only)
CFP 80
Quantico
Quantico Station (Amtrak & VRE)
Potomac River
Aquia Creek
Brooke Station (VRE only)
CFP 70
Potomac Creek
Leeland Road Station (VRE only)
CFP 62
To Richmond

BASIS FOR SELECTING 2A

In the Draft EIS, DRPT considered and dismissed alternative alignments that increased speed and/or capacity but extended outside the CSXT right-of-way in Area 2 in order to reduce impacts to property, wetlands, and existing infrastructure in this congested area. By adding a fourth track to the existing triple-track section from Crystal City in Arlington to Alexandria and adding a third track in locations that currently only have two tracks from Alexandria to Fredericksburg, where required, Alternative 2A will support expanded intercity passenger service, VRE commuter service, and CSXT freight service, improve reliability, add capacity, and increase passenger train speeds where practicable. New structures will carry the additional track across the river crossings adjacent to the existing rail bridges. Preferred Alternative 2A will also remain primarily within the existing CSXT right-of-way.

CHANGES SUBSEQUENT TO THE DRAFT EIS

Comments from the public and review agencies, combined with new data either provided or discovered during the Draft EIS review period, resulted in modifications to the conceptual engineering for Alternative 2A:

- Coordinating with adjacent active projects - Atlantic Gateway; Powells Creek to Arkendale Third Track project; and, VRE Station expansions/improvements
- Addressing access impacts to driveways and properties along the corridor, including access at Railroad Avenue in Woodbridge, VA
- Incorporating crossing improvements (e.g. additional paving widths for crossing and pedestrian safety, potential locations of gates and equipment sheds)
- Adjustments to track curves for train operations or impact mitigations, and adding crash walls to protect highway bridge piers

PREFERRED ALTERNATIVE 3B

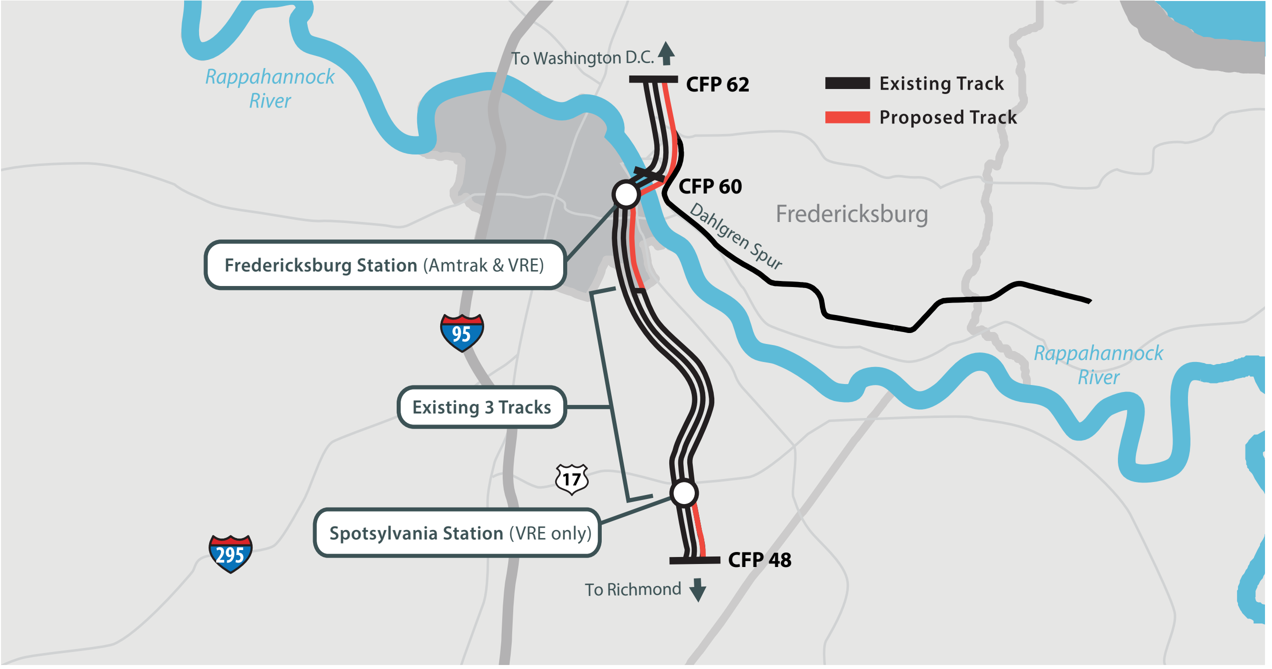
ADD THIRD MAIN TRACK THROUGH THE CITY, ADD A THIRD MAIN TRACK NORTH AND SOUTH OF THE CITY (CFP 62 TO CFP 48)

DESCRIPTION

Alternative 3B will add one additional main line track in areas with only two existing tracks and realign existing tracks to improve speed, while remaining largely within the existing CSXT right-of-way. The additional track will be located on either the east or west side of existing tracks, based on rail operations, site constraints, and potential impacts. Alternative 3B consists of:

- Constructing one main track, with realignment of some curves to improve speed
    - Within the city, the additional track will be added to the east of existing tracks with a new elevated railway at the station
- Track improvements generally within existing right-of-way
- Intercity Passenger Stations:
    - Station improvements at Fredericksburg (including building, platform, and parking improvements)
    - Proposed new DC2RVA service at Fredericksburg
    - No changes to VRE's Spotsylvania Station
- Public At-Grade Crossings:
    - No closures proposed
    - Grade separate one crossing (Lansdowne Road)
    - All other crossings remain with safety improvements
- Reconstructing some existing grade separations to allow for the addition of a third main line track under bridges with limited horizontal or vertical clearance
- Major water crossing at Rappahannock River: new bridge structure added east (downstream) of existing rail bridge

PREFERRED ALTERNATIVE 3B
Add Third Main Track Through the City,
Add a Third Main Track North and South of the City
Length: 14 miles Approximate Cost: $559.4 million



Fredericksburg
Fredericksburg
V65

BASIS FOR SELECTING 3B

In the Draft EIS, DRPT screened multiple alignments and evaluated three Build Alternatives in detail. Maintaining two tracks through the City of Fredericksburg (i.e., Build Alternative 3A as evaluated in the Draft EIS) does not provide sufficient capacity to support the Project Purpose and Need. Adding a two-track bypass to the east of the city (i.e., Build Alternative 3C as evaluated in the Draft EIS) provides sufficient capacity, but would incur substantial impacts to wetlands, historic and cultural resources, property, and infrastructure. In addition, there was strong local opposition to a new greenfield bypass. Therefore, Alternative 3B, which adds a third main track to link existing sections of three or more tracks and provides a continuous three track corridor through the city, was selected as the Preferred Alternative.

CHANGES SUBSEQUENT TO THE DRAFT EIS

Comments from the public and review agencies, combined with new data either provided or discovered during the Draft EIS review period, resulted in modifications to the conceptual engineering for Alternative 3B:

- Addressing train operations improvements within the existing/proposed track limits
- Addressing local planning comments to eliminate a highway bridge replacement at White Oak Road, and to plan for a pedestrian culvert at Naomi Road
- Addressing access impacts to driveways and properties along the corridor
- Including crossing improvements, e.g. additional paving widths for crossing and pedestrian safety, potential locations of gates and equipment sheds
- Adding a fourth track/siding to allow trains to pass a stopped or slow-moving train south of Fredericksburg
- Extending the west side platform at the Fredericksburg station to the maximum allowable by site constraints while avoiding/minimizing impacts

PREFERRED ALTERNATIVE 4A

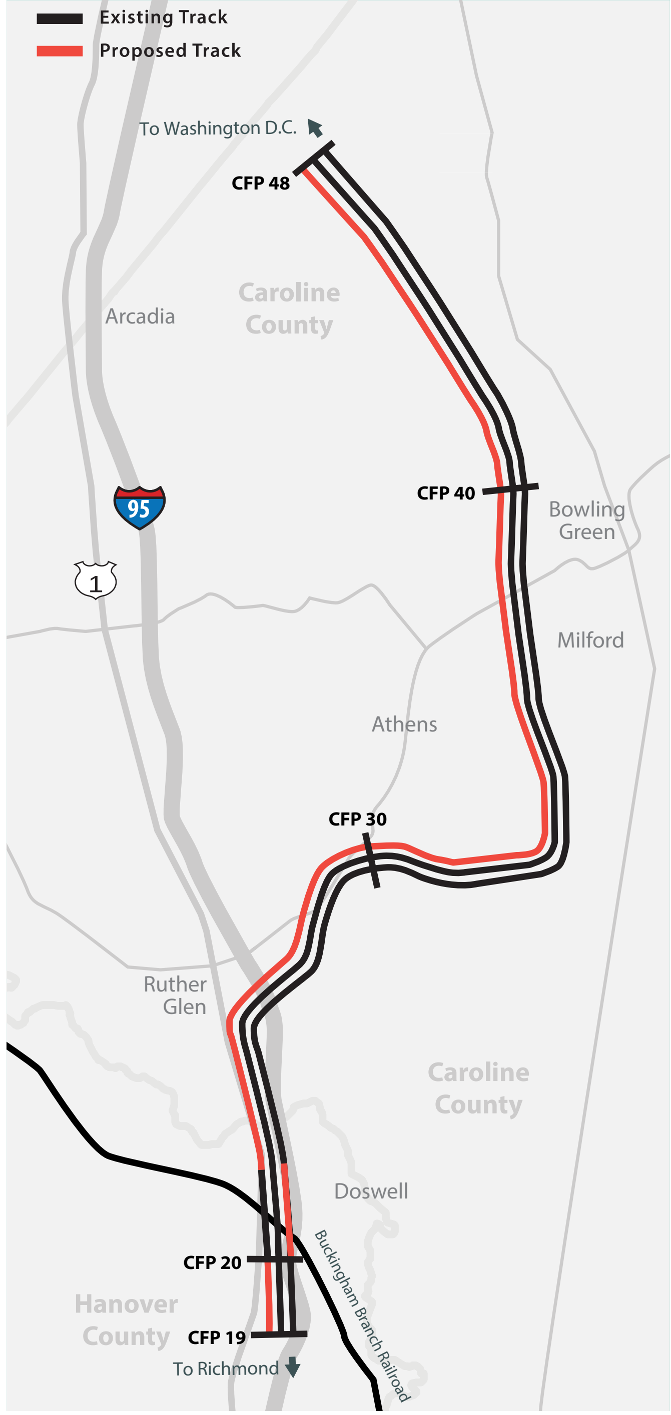
ADD A THIRD MAIN TRACK (CFP 48 TO CFP 19)

DESCRIPTION

Alternative 4A will add one additional main line track and realign existing tracks in some curves to improve speed. The additional track will be located on either the east or west side of the existing tracks based on rail operation considerations, site constraints, and potential impacts. Alternative 4A consists of:

- Constructing one main track with realignment of some curves to improve speed
- Track improvements generally within existing right-of-way
- No intercity passenger stations in the area
- Public At-Grade Crossings:
  - Close one existing crossing (Colemans Mill Road)
  - No new grade separations proposed
  - All other crossings remain with safety improvements
- Reconstructing some existing grade separations to allow for the addition of a third main line track under bridges with limited horizontal or vertical clearance
- Multiple crossings of small waterways and wetlands

PREFERRED ALTERNATIVE 4A
Add a Third Main Track
Length: 29 miles Approximate Cost: $1,143.7 million



BASIS FOR SELECTING 4A

In the Draft EIS, DRPT screened multiple alignments to improve capacity and reach the 90 mph speed, while minimizing impacts to wetlands, waterways, and other resources, and carried one alternative forward for further evaluation in the Draft EIS—Alternative 4A, which adds a third main track to the west of the existing two tracks through most of Area 4. Alternative 4A was selected as the Preferred Alternative as it increases passenger train speed and will add Project improvements largely within the existing CSXT-owned right-of-way. It will support expanded intercity passenger service and CSXT freight service, while minimizing impacts to wetlands and property.

CHANGES SUBSEQUENT TO THE DRAFT EIS

Comments from the public and review agencies, combined with new data either provided or discovered during the Draft EIS review period, resulted in modifications to the conceptual engineering for Alternative 4A:

- Addressing train operations improvements, including crossovers, within the existing or proposed track limits
- Addressing access impacts to driveways and properties along the corridor
- Incorporating crossing improvements (e.g. additional paving widths for crossing and pedestrian safety, potential locations of gates and equipment sheds)

PREFERRED ALTERNATIVE 5A

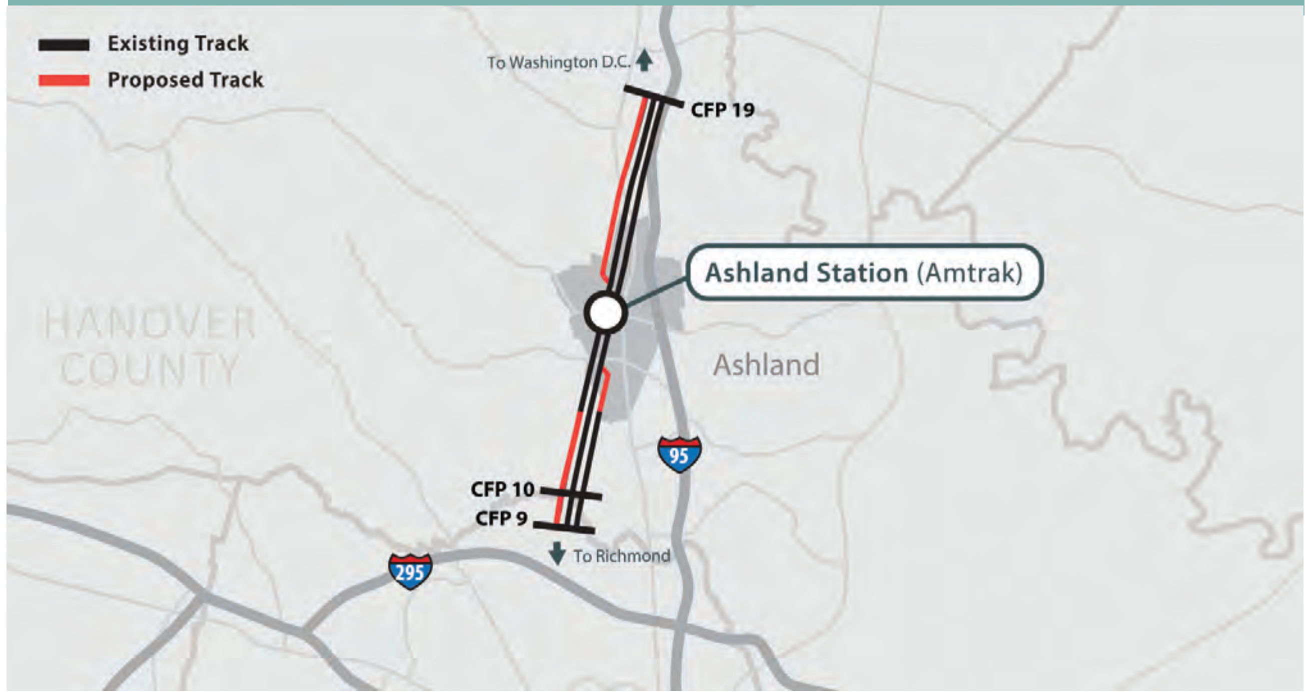
MAINTAIN TWO TRACKS THROUGH TOWN (NO STATION IMPROVEMENTS)
ADD A THIRD MAIN TRACK NORTH AND SOUTH OF TOWN (CFP 19 TO CFP 9)

DESCRIPTION

Through the Town of Ashland, Alternative 5A will maintain the existing two tracks, which will be used by freight and passenger trains similar to current conditions, and does not include any station improvements at the existing Ashland Station. One new track will be constructed north and south of town, where there will be some shifts to improve speed throughout the area. Alternative 5A consists of:

- Constructing one main track north and south of town, with track shifts to improve speed through some curves
- Maintaining two existing tracks (no construction of new track/no additional capacity) through town
- Track improvements generally within the existing right-of-way
- No station improvements at existing Ashland Station
- Public At-Grade Crossings:
  - No closures proposed
  - Two grade separations proposed (Vaughan Road/Archie Cannon Drive and Ashcake Road)
  - No improvements to at-grade road or pedestrian crossings within town
  - Crossings north and south of town remain with safety improvements
- Reconstructing some existing grade separations to allow for the addition of a third main line track under bridges with limited horizontal or vertical clearance

PREFERRED ALTERNATIVE 5A
Maintain Two Tracks Through Town (No Station Improvements)
Add a Third Main Track North and South of Town
Length: 10 miles Approximate Cost: $431.8 million



Ashland Station improvements, including new low-level side platforms, are part of a separate plan by Amtrak for improvements to comply with the Americans with Disabilities Act (ADA). Construction is scheduled to begin in 2019.

In accordance with the December 2017 Commonwealth Transportation Board resolutions, DRPT commits to working with the Town government, Randolph-Macon College, CSXT, FRA, and other stakeholders to develop safety improvements for public road and pedestrian/bicycle crossings in Ashland, separate from the DC2RVA Project.

BASIS FOR SELECTING 5A

FRA and DRPT deferred the recommendation of a preferred alternative for Area 5 to the Final EIS, and DRPT established the Ashland/Hanover Area Community Advisory Committee (CAC) to advise and inform DRPT on DC2RVA alternatives and issues in the Ashland/Hanover County area. The CAC was tasked with reassessing all previous options considered for greater rail capacity in the area and identifying potential options that could meet the Purpose and Need of the DC2RVA Project, while also minimizing or avoiding potential impacts to the community.

Based on the information and analyses of the seven Build Alternatives presented for Area 5 in the Draft EIS, public comments on the Draft EIS, information and comments developed through the CAC process, and subsequent refined rail operations analyses, DRPT selected Alternative 5A as the Preferred Alternative. It provides sufficient railroad capacity to support the Purpose and Need while having the least impact on property, wetlands and other natural resources, historic and cultural resources, and the built environment. Alternative 5A also best addresses the community's concerns, including strong opposition to a bypass from Hanover County residents, and strong opposition to adding a track through Ashland from Town residents and Randolph-Macon College.

CHANGES SUBSEQUENT TO THE DRAFT EIS

Comments from the public and review agencies, combined with new data either provided or discovered during the Draft EIS review period, resulted in modifications to the conceptual engineering for Alternative 5A:

- Addressing agency comments and the CTB resolution to reduce impacts to the Town of Ashland between Vaughan Road/Archie Cannon Drive and Ashcake Road that include:
  - Eliminating Project-related station improvements
  - Reducing/minimizing Project footprint outside of existing CSXT right-of-way
  - Reassigning crossing safety improvements in the Town of Ashland to a future study by the town and DRPT (separate from this DC2RVA Project)
- Addressing access impacts to driveways and properties along the corridor
- Addressing train operations improvements, including crossovers, within the existing or proposed track limits
- Addressing effects of additional information at Washington Highway (Route 1), requiring replacement of the existing overpass due to insufficient horizontal clearance for an additional track and crash wall

PREFERRED ALTERNATIVE 6F

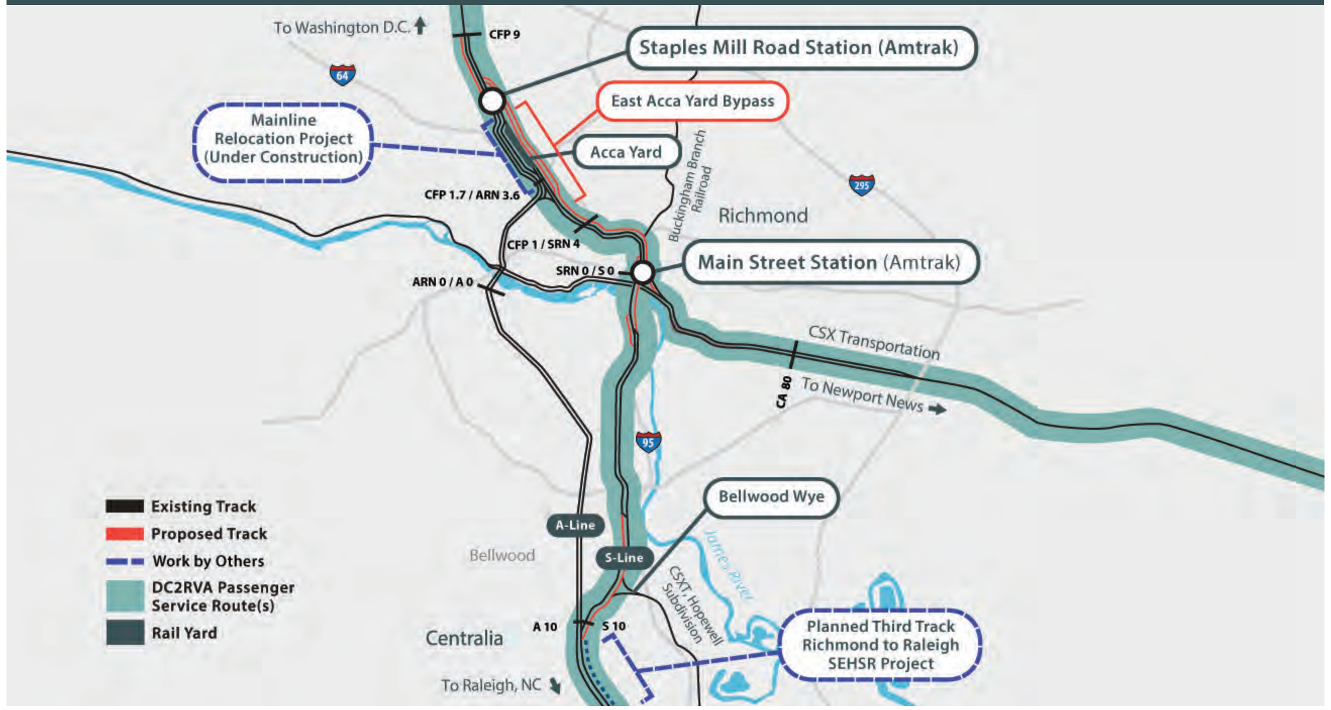
STAPLES MILL ROAD STATION AND MAIN STREET STATION
FULL SERVICE WITH S-LINE IMPROVEMENTS (CFP 9 TO A 11)

DESCRIPTION

Alternative 6F includes one additional main track through the area via the S-Line to provide improved service at Staples Mill Road Station and Main Street Station (Full Service), where both stations remain operational. The additional track will be located on either the east or west side of the existing tracks based on rail operation considerations, site constraints, and potential impacts. Alternative 6F consists of:

- Constructing one main track along portions of existing RF&P (north of Richmond) and S-Line (through Richmond), with track shifts to improve speed, generally within existing right-of-way
- Intercity Passenger Stations: Staples Mill Road Station and Main Street Station
  - All passenger trains that stop in Richmond will serve both stations (as shown on map)
  - Improve both stations to include new/modified station buildings and platforms
- Public At-Grade Crossings:
  - Close five crossings (St James Street, N 2nd Street/Valley Road, Dale/Trenton Avenue, Brinkley Road, and Old Lane)
  - Grade separate four crossings (Hungary Road, Hermitage Road (RF&P), Hospital Street/N 7th Street, and E Commerce Road)
  - All other public roadway crossings remain with safety improvements (note this differs from R2R's proposal to grade separate all crossings between the James River and Centralia, VA)
- Reconstructing some existing grade separations to allow for the addition of a third main line track under bridges with limited horizontal or vertical clearance
- Major water crossing at the James River
- Constructing a new passenger train service facility at the Bellwood wye track
- No changes to CSXT freight service routes through Richmond. Moving all passenger train service (except Auto Train, which does not stop in Richmond) to the S-Line, separate from CSXT's principal freight corridor through Richmond (i.e., the A-Line), will reduce rail congestion/delay

PREFERRED ALTERNATIVE 6F
Staples Mill Road Station and Main Street Station Full Service with S-Line Improvements
Length: 23 miles Approximate Cost: $1,667 million



BASIS FOR SELECTING 6F

In the Draft EIS, DRPT identified eight alternatives in the Richmond area as summarized on pages 23-24. The five Build Alternatives that would rely on the A-Line to carry additional passenger service (Alternatives 6A, 6B–A-Line, 6C, 6E, and 6G from the Draft EIS) were eliminated from further consideration as being unable to meet the Project's Purpose and Need. Three Build Alternatives rely on the S-Line: Alternatives 6B–S-Line, 6D, and 6F from the Draft EIS. Alternative 6B–S-Line is feasible and could meet the Project service performance goals, but the Boulevard Station location would not be consistent with prior FRA and Commonwealth decisions and does not meet FRA and Amtrak guidance for intercity passenger trains to serve the city center. Alternative 6D: Main Street Station Only (S-Line) would not meet the Project's Purpose and Need due to insufficient track and platform capacity at Main Street Station.

Alternative 6F is feasible and supports passenger service and freight service to meet the Purpose and Need. Alternative 6F is also consistent with prior FRA and Commonwealth decisions regarding the SEHSR program and Main Street Station as Richmond's downtown intercity passenger station, including decisions documented in the 2002 Tier I ROD, Richmond to Hampton Roads Tier I ROD (2012), and Richmond to Raleigh Tier II ROD (2016).

CHANGES SUBSEQUENT TO THE DRAFT EIS

Comments from the public and review agencies, combined with new data either provided or discovered during the Draft EIS review period, resulted in modifications to the conceptual engineering for Alternative 6F:

- Addressing comments to minimize right-of-way impacts by adding or extending retaining walls
- Addressing access impacts to driveways and properties along the corridor
- Incorporating crossing improvements (e.g. additional paving widths for crossing and pedestrian safety, potential locations of gates and equipment sheds)
- Addressing train operations improvements within the track limits, including extending the west platforms at Main Street Station and adding crew walkways at both ends of these platforms to reduce the footprint of these improvements
- Addressing effects of extending the tracks across Hermitage Road (RF&P Line), which requires the replacement of the at-grade crossing with a proposed overpass to avoid blockage of the crossing during train operations at Acca Yard
- Addressing the expansion of the existing parking lot at Staples Mill Road Station by DRPT, Amtrak, and the Virginia Department of Transportation (VDOT) in June 2018, which meets the projected parking demand for DC2RVA, and no further parking improvements are recommended
- Limiting impacts in Richmond's Shockoe Valley in response to public and agency comments, specifically:
  - Relocating the proposed turning wye and service yard to Bellwood, which reduces the Project footprint at Brown St. Yard and reduces private property impacts
  - Removing the proposed parking deck on the east side of Main Street Station, thereby reducing adverse effects on cultural resources and private property; DRPT will coordinate with the city as they develop a parking plan for Main Street Station when service is instituted

When future stages of the DC2RVA Project are funded, improvements would advance under the DC2RVA Project design in the area between Main Street Station and Centralia, VA where DC2RVA and R2R overlap.

DRAFT EIS BUILD ALTERNATIVES RECAP

DRAFT EIS BUILD ALTERNATIVE		DESCRIPTION
AREA 1: ARLINGTON		Three Build Alternatives were evaluated in Area 1, the major difference being which side of the existing track the new track would be added (as indicated in the Build Alternative names). There are no intercity passenger rail stations in this area.
1A	Add Two Tracks on the East	Within the Arlington Bridge approach, two tracks would be added to the east side of the existing tracks.
1B	Add Two Tracks on the West	**SELECTED AS THE PREFERRED ALTERNATIVE** This alternative aligns with both alternatives identified in the Alternatives Development Report for the separate Long Bridge Study.
1C	Add One Track East and One Track West	Within the Arlington Bridge approach, one track would be added to the east side of the existing tracks and one track would be added to the west side of the existing tracks.
AREA 2: NORTHERN VIRGINIA:		The sole Build Alternative evaluated in Area 2 adds one main track within the existing railroad right-of-way. There are three intercity passenger rail station in the area: Alexandria, Woodbridge, and Quantico.
2A	Add One Track / Improve Existing Track	**SELECTED AS THE PREFERRED ALTERNATIVE** This alternative adds a third or fourth main track, mostly within existing right-of-way, through the area.
AREA 3: FREDERICKSBURG:		Three Build Alternatives were evaluated in Area 3, including both two- and three-track options on the existing alignment through the city and a two-track bypass alignment around the city. The Fredericksburg Station is within this area.
3A	Maintain Two Tracks Through City	Within Fredericksburg, there would be no construction of new track/no additional rail capacity, and train operations would continue through the city similar to existing conditions, with station improvements. North and south of the city, there would be construction of one additional track within the existing railroad right-of-way.
3B	Add One Track Through City East of Existing	**SELECTED AS THE PREFERRED ALTERNATIVE** This alternative adds a third main track through the city, and adds a third or fourth main track north and south of the city, mostly within existing right-of-way.
3C	Add Two-Track Bypass East of City	A new two-track bypass east of Fredericksburg would be constructed to serve freight and passenger trains that do not stop in the city, which would require additional right-of-way. The existing rail corridor would be maintained in the city and the station would be improved. North and south of the city, there would be construction of one additional track within the existing railroad right-of-way.
AREA 4: CENTRAL VIRGINIA		The sole Build Alternative evaluated in Area 4 adds one main track within existing railroad right-of-way. There are no intercity passenger rail stations in this area.
4A	Add One Track/ Improve Existing Track	**SELECTED AS THE PREFERRED ALTERNATIVE** This alternative adds a third main track, mostly within existing right-of-way.
AREA 5: ASHLAND		Seven Build Alternatives were evaluated in Area 5, varying from track alignment options through town to a new bypass. The alternatives include two different location options for the Ashland Station: a Downtown Station (which would maintain the existing station location with improvements) and an Ashcake Station location (which would close the existing station location and relocate service to a new station south of Ashcake Road). North and south of town, all Build Alternatives would include construction of one additional track within the existing railroad right-of-way.
5A	Maintain Two Tracks Through Town	**SELECTED AS THE PREFERRED ALTERNATIVE** This alternative maintains the existing two-track corridor through downtown, with no improvements to the existing station location, and adds a third main track north and south of town, mostly within existing right-of-way.
5A–Ashcake	Maintain Two Tracks Through Town (Relocate Station to Ashcake)	This alternative is the same as 5A (the Preferred Alternative), but would relocate the station to Ashcake Road.
5B	Add One Track Through Town East of Existing	Within town, one track would be added adjacent to the east side of the existing tracks, which would require additional right-of-way and closure of an existing at-grade crossing within town. The existing station would be improved.

DRAFT EIS BUILD ALTERNATIVE		DESCRIPTION
5B–Ashcake	Add One Track Through Town East of Existing (Relocate Station to Ashcake)	This alternative is the same as 5B (as summarized on the previous page) but would relocate the station to Ashcake Road.
5C	Add Two-Track Western Bypass	A new two-track bypass west of Ashland would be constructed to serve freight and passenger trains that do not stop in town, which would require additional right-of-way. The existing rail corridor would be maintained in the city and the station would be improved.
5C–Ashcake	Add Two-Track Western Bypass (Relocate Station to Ashcake)	This alternative is the same as 5C (as summarized above), but would relocate the station to Ashcake Road.
5D–Ashcake	Three Tracks Centered Through Town (Add One Track, Relocate Station to Ashcake)	Within town, one track would be added with centering of all three tracks on the existing alignment. This would require additional right-of-way and preclude use of the existing station in town. The station would be relocated to Ashcake Road.
AREA 6: RICHMOND:		Eight Build Alternatives were evaluated in Area 6: five single-station options (which would consolidate all service to a single station location) and three two-station options (which would divide service between two stations). Use of the A-Line or S-Line varied by alternative, based primarily on the ability to serve station locations and optimize passenger and freight routes.
6A	Staples Mill Road Station Only	The existing Staples Mill Road Station would be improved to become the single passenger station to serve Richmond, and existing Main Street Station would be closed to service. One main track would be added along the RF&P Line (north of the city) and the A-Line (through the city).
6B–A-Line	Boulevard Station Only, A-Line	A new Boulevard Station would be constructed to become the single passenger station to serve Richmond, and existing Staples Mill Road and Main Street Stations would be closed to service. One main track would be added along the RF&P Line (north of the city) and the A-Line (through the city).
6B–S-Line	Boulevard Station Only, S-Line	This alternative is similar to 6B–A-Line (as summarized above), but would add one main track on the S-Line (through the city).
6C	Broad Street Station Only	A new Broad Street Station would be constructed to become the single passenger station to serve Richmond, and existing Staples Mill Road and Main Street Stations would be closed to service. One main track would be added along the RF&P Line (north of the city) and the A-Line (through the city).
6D	Main Street Station Only	The existing Main Street Station would be improved to become the single passenger station to serve Richmond, and existing Staples Mill Road Station would be closed to service. One main track would be added along the RF&P Line (north of the city) and the S-Line (through the city).
6E	Split Service, Staples Mill Road/ Main Street Stations	Both existing Staples Mill Road and Main Street Stations would be improved and remain operational, with the majority of intercity passenger trains stopping only at Staples Mill Road. One main track would be added along the RF&P Line (north of the city) and the A-Line (through the city).
6F	Full Service, Staples Mill Road/ Main Street Stations	**SELECTED AS THE PREFERRED ALTERNATIVE** This alternative improves the S-Line through Richmond and allows for all intercity passenger trains that stop in Richmond to serve both stations.
6G	Shared Service, Staples Mill Road/ Main Street Stations	Both existing Staples Mill Road and Main Street Stations would be improved and remain operational, with the majority of intercity passenger trains stopping at both stations, but some trains following the A-Line to bypass downtown and only serve Staples Mill Road Station. One main track would be added along the RF&P Line (north of the city) and the S-Line (through the city).

HOW MUCH DOES THE PREFERRED ALTERNATIVE INFRASTRUCTURE COST?

Capital infrastructure costs represent the total cost associated with the design, management, land acquisition and construction of the infrastructure improvements, including communications and signaling systems associated with track and crossing improvements, of the DC2RVA Project. These costs include a 30 percent contingency for unknown conditions or unidentified infrastructure. Estimated costs are based on a conceptual (10 percent) level of design for the proposed improvements as described at the beginning of this section, and are based on projected unit costs for the year 2025 (i.e., the year that FRA and DRPT have assumed the Preferred Alternative would be in place for the purposes of the NEPA evaluation and planning). The total capital infrastructure cost for the Preferred Alternative is shown in the table below.

CAPITAL INFRASTRUCTURE COSTS FOR THE PREFERRED ALTERNATIVE

Alternative Area	Preferred Alternative	Capital Cost (2025 $millions)
Area 1: Arlington (Long Bridge Approach)	1B: Add Two Main Tracks on the West	$42.4
Area 2: Northern Virginia (Long Bridge to Dahlgren Spur)	2A: Add Third or Fourth Main Track	$1,778.9
Area 3: Fredericksburg (Dahlgren Spur to Crossroads)	3B: Add a Third Main Track Through the City	$559.4
Area 4: Central Virginia (Crossroads to Doswell)	4A: Add a Third Main Track	$1,143.7
Area 5: Ashland (Doswell to I-295)	5A: Maintain Two Tracks Through Town (No Station Improvements)	$431.8
Area 6: Richmond (I-295 to Centralia)	6F: Staples Mill Road/Main Street Stations Full Service with S-Line Improvements	$1,667.0
Total Capital Infrastructure Cost for the Preferred Alternative		$5,623.2

WHAT OTHER COSTS ARE ASSOCIATED WITH IMPLEMENTING THE PROJECT?

OPERATIONS AND MAINTENANCE COSTS

The estimate of long-term operations and maintenance (O&M) costs include both train operations and infrastructure maintenance. Operations consists of labor costs, fuel and other supplies, and other factors required to keep the DC2RVA Project in service, whereas maintenance includes routine servicing of vehicles, maintenance of the tracks, signals, communications, and other systems needed to keep the system safe and reliable.

DRPT estimates that O&M costs for the Preferred Alternative in the Year 2045 would be $100.3 million (in 2015 dollars). The 2045 Preferred Alternative conditions represent approximately a doubling of today's intercity passenger service and ridership. Accordingly, the O&M costs for the Preferred Alternative are also approximately double the costs of today's service (2015), recognizing that frequency and level of service are the key drivers of operating and maintenance costs.

COSTS OF ROLLING STOCK

Rolling stock consists of the locomotives, passenger cars, and baggage cars that may be necessary to implement the new service as proposed by the Project. DRPT anticipates the cost for rolling stock to support this additional service would be shared by Amtrak and those states that share in the cost of the service; the cost would be apportioned through negotiated agreements at the time of service implementation and is not available at this time.

C. ENVIRONMENTAL EFFECTS & MITIGATION

WHAT IS INCLUDED IN THE ENVIRONMENTAL EVALUATION

The Environmental Consequences section of the Final EIS (Chapter 5) documents the potential effects on the human, physical, and natural environments that may result from construction and operation of the Preferred Alternative and indicates any changes in impacts since the Draft EIS evaluation. Impacts of the DC2RVA Project are associated with the addition of 9 new daily intercity passenger round trips (18 total trains per day) and the construction of new or modification to existing infrastructure. While the Project accommodates future planned growth in freight and VRE train frequencies, the Final EIS does not attempt to quantify additional impacts from potential future changes in their service; the actual growth of. these services during the NEPA period of analysis may increase or decrease beyond planned levels due to external demands separate from the DC2RVA Project.

HOW ARE IMPACTS ESTIMATED?

The environmental impacts for the Project are estimated directly from the design of the Preferred Alternative. Physical impacts to environmental resources are estimated within the Preferred Alternative's Limits of Disturbance (LOD), which are defined as the boundary within which all construction, materials storage, grading, landscaping, and related activities will occur.

- **Permanent effects** (as presented in the table on pages 33 to 35) include all areas where Project infrastructure will physically replace existing conditions and will not be restored after completion of construction.
- **Temporary effects** are areas required for construction of the Preferred Alternative, such as for construction access or staging and storage of equipment, that will temporarily modify the existing conditions, but will be restored after completion of construction.

In general, permanent LOD are 0 to 40 feet outside of existing CSXT railroad right-of-way, but extend to a maximum offset of 650 feet for proposed station improvements. Temporary LOD are generally 10 to 15 feet outside of the permanent LOD, but extend to a maximum offset of 50 feet.

While natural resources are generally affected by direct encroachments or physical effects of the Preferred Alternative permanent and temporary LOD above, the area of potential impact for the human environment, including viewsheds, noise, and air quality are typically larger to account for factors such as community sizes, geographical and political boundaries, and census boundaries, which have not changed since the Draft EIS evaluations.

THE FOLLOWING PAGES PRESENT:

- **A recap of the 23 environmental resources that are included in the evaluation**
- **A quantitative summary of permanent impacts for the Preferred Alternative for all environmental resources**

Refer to Chapter 5 of the Final EIS for details of this summary, including temporary impacts as well as comparison to the environmental impacts that were reported in the Draft EIS.

ENVIRONMENTAL RESOURCES RECAP

NATURAL RESOURCES

Natural resources include water and biologic resources, such as rivers, streams, wetlands, floodplains, wildlife (including threatened and endangered species) and their habitats. The existing rail corridor is rich in natural resources, spanning more than 350 rivers and streams and over 50 major floodplains; nearly one-third of the lands within 500 feet of the rail bed are forested and contain nearly 500 acres of wetlands as well as potential habitat for more than a dozen species of threatened and endangered plants and animals.

GEOLOGIC RESOURCES

Geologic resources include: topography, geology, and soils; mineral resources; and agricultural lands, which includes agricultural/ forestal districts and prime, unique, and state-wide important farmland soils. The landscape of the existing rail corridor is dominated by low rolling hills with sharper topography along streams and rivers. Approximately one-quarter of the acreage within 500 feet of the existing rail line consists of prime and unique farmland soils, and nearly 100 acres are located within designated agricultural/forestal districts. Additionally, well over half of the soils are identified as unsuitable for transportation-related construction.

SOLID WASTES & HAZARDOUS MATERIALS

Hazardous materials include substances with the potential to cause harm to humans, animals, or the environment. Solid wastes and hazardous materials must be disposed of per regulations specific to those substances. Documented reports show that there are just over 1,000 hazardous material sites and facilities within 500 feet of the existing rail bed, the majority of which are petroleum facilities or locations of past spills.

AIR QUALITY

The Clean Air Act requires the U.S. Environmental Protection Agency (EPA) to establish air quality standards for pollutants considered harmful to public health and the environment. As part of the NEPA process, transportation projects are evaluated to determine their potential effect on air quality relative to the EPA standards. All cities and counties along the corridor are in compliance with applicable national air quality standards, except for the Northern Virginia area. A DC2RVA Project Purpose is to improve air quality by diverting automobile and other trips to rail, as well as increasing the reliability and efficiency of freight to divert movement of goods to rail.

NOISE & VIBRATION

Noise is defined as sound that is undesirable because it interferes with communication and sleep, or is otherwise disturbing. Vibration is an oscillatory motion, and it can annoy humans, interfere with sensitive equipment and under severe conditions cause structural damage. Existing train noise and vibration measurements were taken at various residential and industrial sites along the corridor. Noise - and vibration-sensitive land uses and receptors were identified in accordance with the FRA and the Federal Transit Administration (FTA) land use categories.

ENERGY

Intercity travel consumes energy regardless of the mode of travel: rail, air, automobile, or bus. Passenger rail is considered the most energy efficient of these modes on a Passenger Miles of Travel (PMT) basis. Additionally, rail is the most efficient ground transportation mode on a mile-per-ton basis.

AESTHETIC & VISUAL ENVIRONMENT

The Project corridor exhibits a wide variety of visual elements ranging from undisturbed natural lands to densely developed urban areas. The rail line has long been a part of the corridor's landscape and includes many unique visual elements, such as bridges over major waterways, stations, and other railroad structures.

COMMUNITY RESOURCES & ENVIRONMENTAL JUSTICE

This category includes land uses, public facilities, populations, neighborhoods, and community cohesion, as well as consideration of employment trends and effects. The Project corridor includes parts of 150 census tracts. While much of the land use surrounding the rail corridor is agricultural and forest, there are approximately 100 community facilities, including 35 religious facilities and 22 schools, within 1,000 feet of the edge of the rail line. Special attention is paid to Title VI of the Civil Rights Act of 1964, which prohibits discrimination in federal programs and funding. Executive Order 12898 on Environmental Justice directs federal agencies to identify and address disproportionately high and adverse human health and environmental effects on minority and low-income populations.

ENVIRONMENTAL RESOURCES RECAP

PARK RESOURCES

Park resources include federal, state, and locally owned parks, outdoor recreational areas, wildlife refuges, and recreational trails. Resources along the existing rail corridor include federal, state, regional, and local parks and recreational areas; trails; and wildlife refuges.

CULTURAL RESOURCES

Traversing some of the most historic landscapes in the nation, the rail corridor includes a wide range of cultural resources such as historic battlefields, homes, cemeteries, industrial sites and districts, as well as archaeological remains. In all, 120 resources that are eligible for, or listed on, the National Register of Historic Places (NRHP) have been identified within the Preferred Alternative's Area of Potential Effect (APE) as defined by the National Historic Preservation Act (NHPA).

In accordance with Section 106 of the NHPA and the Advisory Council on Historic Preservation regulations, effects to cultural resources resulting in one of the following recommendations for each resource of:

- **No Effect:** There would be no effect, neither adverse nor beneficial, on historic properties.
- **No Adverse Effect:** There would be an effect, but it is determined that the effect would not compromise those characteristics that qualify the property for listing on the NRHP.
- **Adverse Effect:** There would be an effect that would compromise the physical and/or historic integrity of the resource. Archaeological sites may be "adversely affected" when they are threatened with unavoidable physical destruction or damage.

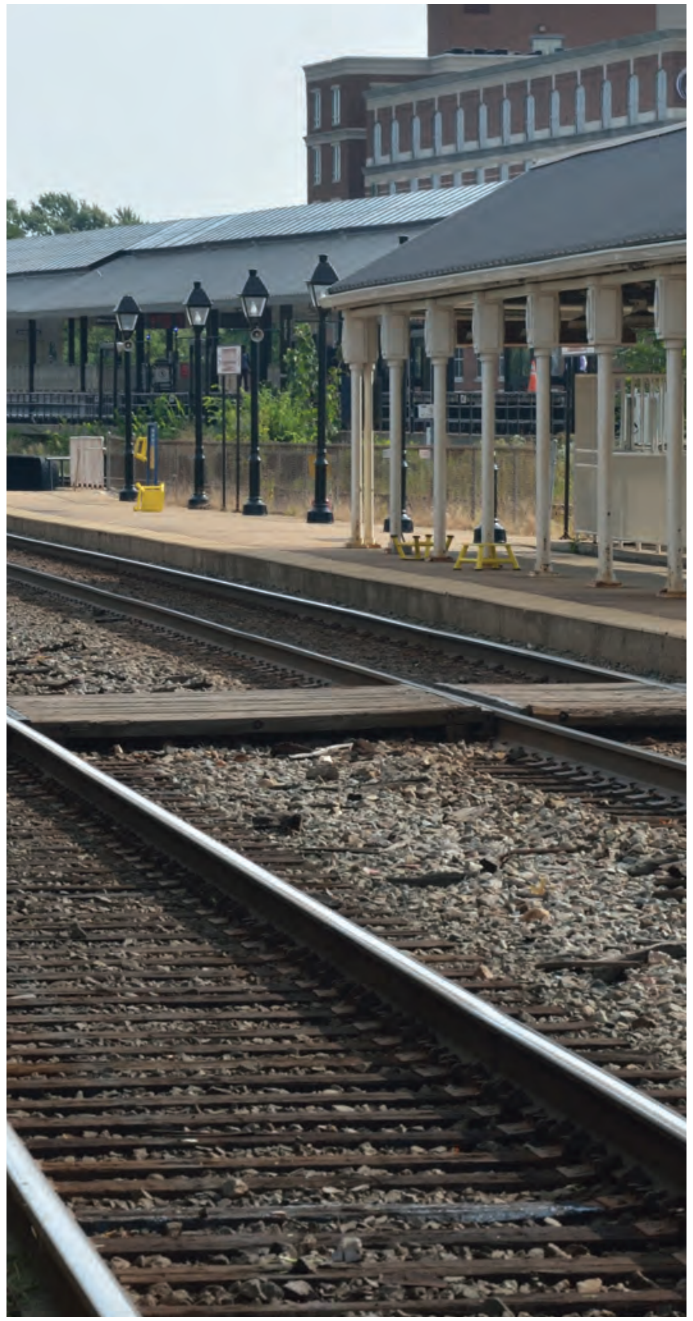
SECTION 4(f) RESOURCES

Section 4(f) of the U.S. Department of Transportation Act of 1966 (23 USC 138) applies to the use for transportation purposes of publicly-owned parks, recreation areas, and wildlife and waterfowl refuges; historic sites listed on or eligible for listing on the NRHP regardless of whether the site is in public or private ownership; and all archaeological sites listed on or eligible for inclusion on the NRHP, excluding those for which there is minimal value to preservation in place as determined by the FRA in consultation with the Virginia Department of Historic Resources (DHR). Section 4(f) applies to these protected resources when a "use" occurs as a result of the proposed action: permanent incorporation; temporary occupancy; or constructive use. Further, a de minimis use may be determined if use of a Section 4(f) resource is generally minor in nature as to not elevate to one of the three primary uses.

TRANSPORTATION FACILITIES

Transportation facilities include the roadway and rail networks between Washington, D.C. and Richmond, VA, as well as where the two modes overlap, such as highway-rail crossings and access to train stations.

The existing rail corridor serves eight intercity passenger rail stations and crosses more than 200 public and private roadways, the majority of which are grade-separated; 55 are public at-grade crossings.



The following resources are addressed in qualitative discussions in the Draft and Final EIS:

Safety & Security: Safety considerations along the corridor include the operations of the freight, commuter and intercity passenger services operating on the corridor today, as well as the projected future increases. Safety is also a major consideration for vehicular operations at public and private at-grade crossings. Security considerations include existing stations and rail yards, as well as along the railroad right-of-way.

Public Health & Safety: FRA is the primary authorized agency for railway safety. FRA administers safety regulations over all aspects of rail operations along the existing corridor.

Construction Impacts: Construction impacts associated with the proposed action are by definition those effects that are temporary or short-term in nature and that occur only during the period of construction.

Indirect & Cumulative Effects: The corridor connects several of the most rapidly developing regions in Virginia – where residential, commercial, industrial, and other transportation projects are constantly emerging. Indirect effects are those effects, positive or negative, that are caused by an action and occur later in time or are farther removed in distance, but are still reasonably foreseeable, such as those related to induced changes in the pattern of land use, population density or growth rate, and related effects on natural resources. Cumulative effects are defined as the effects, positive or negative, on the environment which result from the incremental effect of the action when added to other past, present, and reasonable foreseeable future actions, regardless of what agency or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over time.

ENVIRONMENTAL IMPACTS SUMMARY

See end of table for notes

Environmental Resource			Preferred Alternative						Total for the Preferred Alternative
			Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	
			1A Arlington (Long Bridge Approach) CFP 110 - 109.3	2A Northern Virginia CFP 109.3 - 62	3B Fredericksburg (Dahlgren Spur to Crossroads) CFP 62 - 48	4A Central Virginia (Crossroads to Doswell) CFP 48 - 19	5A Ashland (Doswell to I-295) CFP 19 - 9	6F Richmond (I-295 to Centralia) CFP 9 - A 011	
Additional ROW (Acres)			0.03	53.77	14.02	1.27	23.45	56.58	149.12
Natural Resources	Wetlands (Acres)		0	5.94	4.2	8.8	0.98	4.27	24.19
	100-Year Floodplains (Acres)		0.1	16.1	9.9	17.2	6.6	44.1	94.0
	Streams & River Crossings (Linear Feet)		0	8,031	1,271	3,616	6,978	10,061	29,957
	Threatened & Endangered Species & Habitat		No	Yes	Yes	Yes	Yes	Yes	–
Geologic Resources	Construction-Limiting Soils		Unknown / Not Rated	Yes	Yes	Yes	Yes	Yes	–
	Prime Farmland	Prime Soils (Acres)	0	27.65	24.62	56.93	15.8	25.4	150.4
		NRCS Form 106 Score (Points)[1]	0	66	80	93	51	19	–
	Agricultural & Forestal Districts (Acres)		0	0	0	0	0	0	0
Hazardous Materials	Superfund / CERCLA Sites		0	0	0	0	0	0	0
	Recorded Release & Potential Contamination Sites		0	5	3	0	2	25	35
	HAZMAT Facilities		0	5	4	0	0	6	15
	Petroleum Storage Tanks		0	1	3	0	3	7	14
Air Quality[2]	CO2 Emissions (Tons per Year) Change Compared to No Build		-6,518						-6,518
Noise[3]	Impacted Noise Receptors	Category 1 Moderate	0	0	0	0	0	1	1
		Category 1 Severe	0	0	0	0	0	0	0
		Category 2 Moderate	0	548	67	51	135	416	1,217
		Category 2 Severe	0	99	8	18	14	15	154
		Category 3 Moderate	0	6	1	1	1	7	16
		Category 3 Severe	0	0	0	0	4	0	4
		Total	0	653	76	70	154	439	1,392
Vibration[3]	Impacted Vibration Receptors	Category 1	0	0	0	0	0	0	0
		Category 2	0	15	0	2	25	8	50
		Category 3	0	0	0	0	1	0	1
		Total	0	15	0	2	26	8	51

Environmental Resource			Preferred Alternative						Total for the Preferred Alternative
			Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	
			1A Arlington (Long Bridge Approach) CFP 110 - 109.3	2A Northern Virginia CFP 109.3 - 62	3B Fredericksburg (Dahlgren Spur to Crossroads) CFP 62 - 48	4A Central Virginia (Crossroads to Doswell) CFP 48 - 19	5A Ashland (Doswell to I-295) CFP 19 - 9	6F Richmond (I-295 to Centralia) CFP 9 - A 011	
Energy[1]	Energy Consumption (Billions of BTUs) Change Compared to No Build		-293						-293
Aesthetics & Visual Environment	Visual Impact Rating (Low, Moderate, or High)		Low	Low – Moderate	High	Low	Low	Low – High	–
Community & Environmental Justice	Commercial Relocations		0	0	1	0	2	11	14
	Residential Relocations		0	2	0	0	0	3	5
	Compatible with Comprehensive Land Use Plans (Yes / No)		Yes	Yes	Yes	Yes	Yes	Yes	–
	Environmental Justice Census Tracts with Residential Relocations		0	0	0	0	0	0	0
Park Resources	Number / Acres		0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	1 / 0.21	1 / 0.21
Cultural Resources	Effects on Archaeological Sites	Adverse Effect	0	1	4	0	0	3	8
		No Adverse Effect	0	0	2	0	0	3	5[4]
		No Effect	0	0	0	0	0	0	0
	Effects on Buildings, Districts, Structures, &	Adverse Effect	0	2	2	2	3	3	13[5]
		No Adverse Effect	2	5	8	8	2	29	54[4]
		No Effect	0	3	4	3	11	9	30
	Effects on Battlefields	Adverse Effect	0	0	0	0	0	0	0
		No Adverse Effect	0	0	4	1	0	5	10
		No Effect	0	0	0	0	0	0	0
Transportation	Proposed Public At-Grade Crossing Improvements	Grade Separate[6]	0	0	1	0	2	4	7
		Closure	0	1	0	1	0	5	7
		Four-Quad Gates	0	1	2	4	3	3	13
		Median Treatment	0	0	1	2	1	4	8
		No Action	0	2	0	0	5	1	8
	New Public Crossings		0	0	0	0	0	0	0

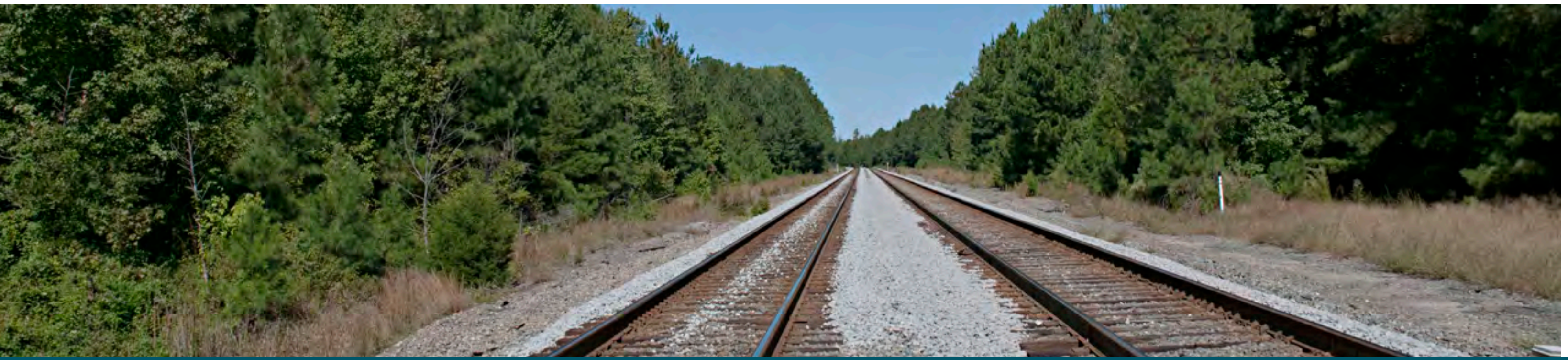
ENVIRONMENTAL IMPACTS SUMMARY

See end of table for notes

Environmental Resource			Preferred Alternative						Total for the Preferred Alternative
			Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	
			1A Arlington (Long Bridge Approach) CFP 110 - 109.3	2A Northern Virginia CFP 109.3 - 62	3B Fredericksburg (Dahlgren Spur to Crossroads) CFP 62 - 48	4A Central Virginia (Crossroads to Doswell) CFP 48 - 19	5A Ashland (Doswell to I-295) CFP 19 - 9	6F Richmond (I-295 to Centralia) CFP 9 - A 011	
Transportation	Proposed Private At-Grade Crossing Improvements	Closure	0	0	0	0	0	0	0
		Four-Quad Gates	0	0	0	0	0	2	2
		Locking Gate	0	0	0	10	0	2	12
		No Action	0	5	0	0	0	0	5
	New Private Crossings		0	0	0	0	0	0	0
	Roadway Travel Patterns: % Change in Daily Traffic, Adjacent Roadways at Stations[7]		–	<1%	7-8%	–	<1%	1-2%	–
	Total Daily Delay (hours) / % Intercity Passenger Trains of Total		–	23.01 / 13%	6.59 / 13%	3.35 / 13%	56.33 / 11%	64.22 / 10%	153.50 / 11%

Notes: Permanent effects include all areas where Project infrastructure will physically replace existing conditions. Temporary effects are areas required for construction of the Preferred Alternative, such as for staging or storage of equipment. Only permanent effects are summarized in this table. Refer to the detailed mapbook of the Preferred Alternative, which show the permanent and temporary LOD throughout the 123-mile Project corridor.

1. Natural Resources Conservation Service (NRCS) treated each alternative area separately; therefore, there is no "cumulative" score for the Project corridor.
2. "Change" shown compares 2045 Preferred Alternative to 2045 No Build conditions. Air Quality and Energy are analyzed corridor-wide based on the station alternative as selected in Richmond (6F), so only a single value is shown in this table.
3. Noise and Vibration categories defined in Section 5.7 of the Final EIS.
4. Fredericksburg & Spotsylvania County Battlefields National Military Park & Cemetery, Lee Drive (111-0147) is both an above and below ground resource, and it is counted in the table twice in the “No Adverse Effect” column, as both an Archaeological Resource and a Historic Resource.
5. The historic RF&P Railroad (500-0001) traverses the Project corridor from the Potomac River on the north to Main Street Station in Richmond on the south; therefore, one resource has been added to the “Adverse Effect” column for “Effects on Buildings, Districts, Structures, & Objects” since it does not fall in a single Alternative Area.
6. Some existing grade-separated crossings will be widened/replaced as part of the Project; these crossings are separate from the proposed new grade separations of existing at-grade crossings that are quantified in this table.
7. "Change" shown compares 2025 Preferred Alternative to 2025 No Build conditions.



HOW HAVE THE ENVIRONMENTAL IMPACTS CHANGED SINCE THE DRAFT EIS?

Between the Draft and Final EIS, there have been design refinements to the conceptual engineering of the Preferred Alternative – and therefore changes to the LOD and associated environmental impacts. The design changes are documented in Chapter 4 of the Final EIS and are a result of either responses to public and/or agency comments or from new/changed data since the publication of the Draft EIS.

For many resources, the changes in LOD resulted in a reduction from what DRPT initially estimated in the Draft EIS for potential impacts. Additionally, for many resources, there are no noteworthy changes to the conceptual engineering that modified impacts; rather, narrow linear increases and decreases in the permanent and temporary LOD resulted in incremental changes in impacts over the length of the 123-mile corridor compared to those reported in the Draft EIS.

WHAT ARE THE DETERMINATIONS OF THE SECTION 106 PROCESS FOR HISTORIC PROPERTIES?

DRPT identified 120 historic properties within the APE, defined as any resource that is eligible for, assumed eligible for, or listed on the NRHP: 13 archaeological sites, 96 above ground resources, one resource with an above ground and below ground component, and 10 battlefields. DHR has reviewed and commented on the technical reports, and they have concurred with resource eligibility and effect determinations.

FRA determined that the Preferred Alternative for the DC2RVA Project will have:

- **No adverse effect** on 69 historic properties
- **No effect** on 30 historic properties
- **Adverse effect** on 21 historic properties
    - Direct impact on 8 resources (all archaeological resources)
    - Both a direct and indirect impact on 12 historic properties (all architectural resources)
    - Indirect/cumulative impact on 1 resource (an architectural resource)

WHAT IS THE FINAL SECTION 4(f) EVALUATION? *(PARKS, RECREATIONAL AREAS, WILDLIFE/WATERFOWL REFUGES, AND HISTORIC PROPERTIES)*

There are 12 public parks/recreation areas and 1 wildlife refuge located within the LOD of the Preferred Alternative. Of those, all 12 are located within the temporary LOD and 1 is also located in the permanent LOD (Walker’s Creek Retention Basin Park in Richmond, south of the James River). FRA has determined that all permanent impacts to parks and recreation areas will be *de minimis* and all temporary impacts to parks and recreation areas will not result in a Section 4(f) use.

Of the 21 historic properties determined to be adversely affected by the Project, FRA anticipates that the Preferred Alternative will result in a Section 4(f) use of 17 resources (permanent incorporation) and a *de minimis* use or no use of 4 resources. Of the remaining Section 106 resources in the Project APE, FRA determined that the Project will have no use or a *de minimis* use.

HOW ARE THE EFFECTS TO THE ENVIRONMENT REDUCED OR MITIGATED?

Effects to the natural and built environments were avoided or minimized where feasible as part of the conceptual engineering for the Preferred Alternative. Where negative effects cannot be avoided or minimized, or when no other reasonable or feasible alternative is available, the effects are mitigated where required. Mitigation can be accomplished through repairing, rehabilitating, or restoring the affected environment. Sometimes effects are compensated for by replacing or providing substitute resources, such as purchasing wetland credits in an approved wetland bank.

DRPT has identified specific commitments beyond the level of best management practices to be implemented during future phases of design and construction. These commitments are the result of agency consultations, comments on the Draft EIS, and regulatory requirements for the Project and are provided in the Project Commitments section of this Final EIS. The list to the right is intended as a high-level summary.

CONTINUED COORDINATION

DRPT will continue to coordinate with:

- Federal and state agencies, affected localities, the general public, and other stakeholders during the future phases of design in accordance with all applicable federal and state laws and regulations.
- Federal and state agencies to ensure impacts to habitat, wildlife, surface waters, wetlands, and parks are avoided to the extent practicable during design and construction.
- Appropriate regulatory agencies for all applications, permits, and approvals required for the design and construction of the Project.
- Railroad operators to maintain existing and proposed rail and station operations in the Project corridor.
- Local governments for proposed non-rail infrastructure improvements along the Project corridor.

ENVIRONMENTAL PROTECTION

DRPT will continue to avoid and minimize impacts to environmental resources during design and construction, and will follow all applicable recommendations and requirements of federal and/or state agencies with jurisdiction over environmental resources, including: wetlands; floodplains and stormwater management; wildlife, habitat, and trees; hazardous materials; air quality; noise and vibration; parks, recreation areas, and wildlife refuges; and visual and aesthetics. DRPT will develop detailed mitigations of unavoidable environmental impacts, such as noise and vibration impacts, in coordination with public and agency stakeholders during future design phases of the Project.

CULTURAL RESOURCES / SECTION 106

DRPT will execute a Memorandum of Agreement as part of the Section 106 process for historic properties to provide specific mitigations to adversely affected resources, in coordination with the appropriate Section 106 Consulting Parties. In addition, mitigations associated with one resource (the Grave Yard for Free People of Color and Slaves, site 44HE1203) made outside of the Section 106 process but as part of the NEPA process are included as Project commitments.

DESIGN REQUIREMENTS

DRPT will develop plans to minimize construction impacts as part of future design phases of the Project; access to properties will be maintained during construction and DRPT will coordinate with CSXT and property owners to review or confirm means of access. DRPT will address and improve, as necessary, bike/pedestrian safety warning devices at all public crossings along the DC2RVA rail corridor, in keeping with the Project's Basis of Design, ADA requirements, and applicable FRA, Amtrak, CSXT, and VDOT safety standards. The final design of major water crossings will at a minimum, match the existing horizontal and vertical openings of the existing crossings. DRPT will coordinate with local utilities and utility owners to identify and mitigate potential impacts.

RIGHT-OF-WAY ACQUISITION

Details of the construction easements and restoration plans will be developed in coordination with public and private landowners during future phases of design. The acquisition of right-of-way and the relocation of displaced persons and businesses will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601), and 24 Virginia Administrative Code (VAC) 30–41.

SUPPLEMENTAL ENVIRONMENTAL CONSIDERATIONS

If the Project's final design or impacts exceed the NEPA commitments established in this Final EIS and ROD, then DRPT will re-evaluate the design and/or the NEPA documentation. Potential impacts to environmental resources as identified in this Final EIS will be reconfirmed as part of future phases of design and permitting.

D. FUTURE STEPS

WHAT ARE THE NEXT STEPS IN THE NEPA PROCESS?

The Record of Decision (ROD) is the final step in the EIS process and signifies approval of the proposed action. The FRA will issue the ROD, which documents the Selected Alternative: that it best satisfies the Purpose and Need; poses the least environmental impacts to the natural and human environments to the extent practicable; is in compliance with NEPA and other applicable requirements; and may be advanced for final design and construction. The ROD also commits to the measures to mitigate unavoidable environmental impacts. Issuance of the ROD allows the DC2RVA Project to proceed to the next steps, as outlined below.

WHAT HAPPENS AFTER THE NEPA PROCESS?

The anticipated dates provided on the right are intended for planning purposes and reflect what was assumed for the purposes of this environmental evaluation. Actual dates for future Project development are dependent on obtaining a ROD, identifying and securing construction funding, completing Project design, and finalizing all necessary approvals and permits, including agreements with Amtrak and CSXT. Further, FRA and DRPT understand that funding for construction—as well as the timelines of separate but related projects—may require that the DC2RVA Project be constructed incrementally over the 20-year planning horizon from 2025 to 2045.

Project Development Event	Anticipated Date
Record of Decision	Spring 2019
Preliminary Engineering Completion	Spring 2019
Corridor Service Development Plan Completion	Spring 2019
Design and construction of AF – RO 4th main track and two crossovers in Area 4 (funded through Atlantic Gateway program)[1]	2022
Funding for remainder of DC2RVA Project	Undetermined at this Time
Final Design and Permitting	Subject to Funding
Property Acquisition	Subject to Funding
Construction	Subject to Funding
DC2RVA New Passenger Service Starts	Undetermined (2025 used for planning purposes in Final EIS)

Note: 1. The Commonwealth of Virginia received a $165 million FASTLANE grant award in 2016, leveraging additional public and private funding to implement a $1.4 billion program of highway and rail projects along the I-95 corridor (the Atlantic Gateway program). As part of this program, DRPT proposes expediting design, funding, and construction of approximately six miles of fourth main track between Rosslyn (RO – CFP 110.1) and Alexandria (AF – CFP 104.3), referred to as the RO to AF Fourth Track project. As of the publication of this Final EIS, DRPT has confirmed funding for the RO to AF project through Areas 1 and 2, with construction planned to commence in 2020; refer to Section 7.7.1 of the Final EIS for more details on the project, which includes two new crossovers in Caroline County as well.

WHICH PART OF THE PROJECT WILL BE BUILT FIRST?

Construction of the infrastructure improvements that are part of the DC2RVA Preferred Alternative is not currently funded (other than the AF – RO Fourth Track project noted previously), and it is unlikely that funding for full construction will be available all at once. Therefore, DRPT has developed an approach to implement the DC2RVA Project in increments as funding becomes available, and has prioritized the six areas for construction as shown below, with higher priority given to areas with greater rail corridor congestion:

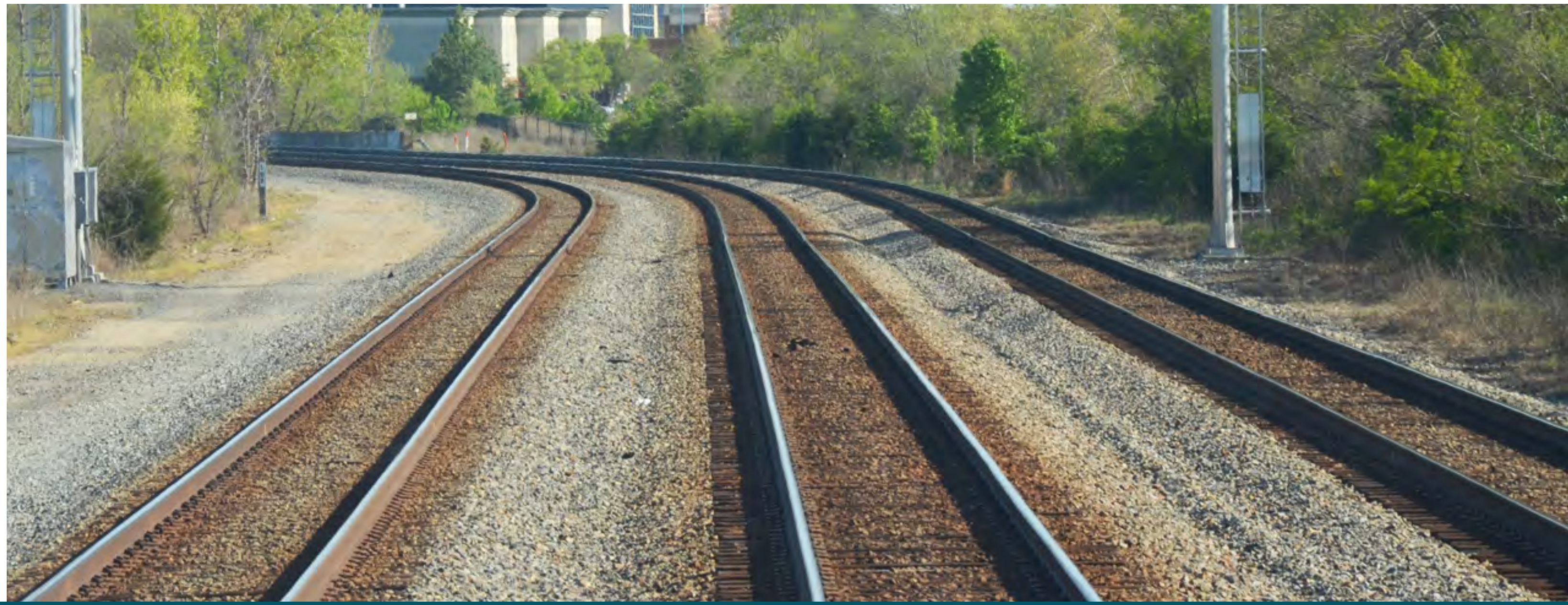
- Areas 1, 2, and 3–Arlington through Fredericksburg
- Area 6–Richmond
- Area 4–Central Virginia
- Area 5–Ashland

These incremental infrastructure construction and service improvements address the Commonwealth's priorities for the DC2RVA Project and reasonable construction sequences, and link service improvements to infrastructure improvements in the DC2RVA Project, Long Bridge project, SEHSR R2R project, and R2HR project corridors. The incremental approach is designed so that existing freight and passenger rail service can be maintained during the Project build-out. Concurrent with the Final EIS, DRPT is providing the Corridor Service Development Plan for the Project which details DRPT's approach to delivering the Project infrastructure and service improvements and is a key step toward meeting federal funding eligibility.

WHAT OTHER RAIL PROJECTS ARE LINKED TO THE DC2RVA PROJECT?

FRA and DRPT acknowledge that the full benefits of the proposed DC2RVA service are dependent upon completion of intercity passenger rail infrastructure projects outside the DC2RVA corridor in the Southeast High Speed Rail (SEHSR) corridor:

- A four-track Long Bridge with a four-track route north of Long Bridge through L'Enfant Plaza to CP Virginia in Washington, D.C. is required to connect the DC2RVA service to Union Station in Washington, D.C. and Amtrak's Northeast Corridor (NEC).
- The SEHSR R2R project included improvements/service between Raleigh, NC and Richmond, VA, and overlaps the DC2RVA Project between Main Street Station and Centralia, VA. The SESHR R2R project infrastructure improvements south of the overlap area are required to implement the four additional Interstate Corridor SEHSR trains originating in North Carolina and traveling through the DC2RVA corridor.
- The R2HR project included improvements/service between Norfolk/Newport News, VA and Richmond, VA, and overlaps the DC2RVA Project between Main Street Station and Centralia, VA. The SESHR R2R project infrastructure improvements south of the overlap area are required to support the four additional Northeast Regional SEHSR trains originating in Newport News and Norfolk and also traveling through the DC2RVA corridor to the Northeast Corridor.



WHAT PERMITS AND REGULATORY APPROVALS ARE REQUIRED?

Throughout Project development, design, and construction, DRPT will continue to coordinate with appropriate federal, state, and local regulatory agencies to obtain the necessary permits and approvals.

The following is a list of permits that may be required for this DC2RVA Project. Final determination of permit applicability lies with the regulatory agencies.

Permit	Authorizing Regulation	Regulatory Agency
Section 401 Water Quality Permit	Clean Water Act	Virginia Department of Environmental Quality
Section 402 Discharge Permit	Clean Water Act	Virginia Department of Environmental Quality
Section 404 Dredge and Fill Permit	Clean Water Act	U.S. Army Corps of Engineers
Section 408 Alteration to Civil Works Permit	Clean Water Act	U.S. Army Corps of Engineers
Subaqueous Bed Permit	Code of Virginia Chapter 2, Title 62.1	Virginia Marine Resources Commission
National Pollutant Discharge Elimination System (NPDES) Permit	Clean Water Act	U.S. Environmental Protection Agency
Municipal Separate Storm Sewer Systems (MS4) Permit	Virginia Stormwater Management Act	Virginia Department of Environmental Quality
Section 9 Bridge Permit	River and Harbors Act	U.S. Coast Guard
Section 10 Work in Navigable Waters Permit	River and Harbors Act	U.S. Army Corps of Engineers

HOW CAN I LEARN MORE?

For additional information, please visit the Project website www.DC2RVARail.com

CONTACT INFORMATION

Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219
info@DC2RVARail.com

SOUTHEAST HIGH SPEED RAIL

DC TO RICHMOND

U.S. Department of Transportation
Federal Railroad Administration

DRPT
Virginia Department of Rail and Public Transportation

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CHAPTER 1

INTRODUCTION

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

1 INTRODUCTION

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are proposing passenger rail service and rail infrastructure improvements in the 123-mile north-south corridor between Washington, D.C. and Richmond, VA—collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project. Sections 1.2 and 1.3 provide a brief background and overview of this Project, respectively.

1.1 FINAL EIS READER'S GUIDE

The purpose of this section is to inform the reader on how to review the information presented in this Final Environmental Impact Statement (EIS).

- Section 1.1.1 presents an overview of the EIS process, including guiding federal laws and regulations, and explains the consistency of this Final EIS with previous documentation.
- Section 1.1.2 summarizes how to use this Final EIS document, which is presented in a condensed format in order to streamline the reader's review of the information, particularly that which has been revised or updated since the Draft EIS. The condensed document format is consistent with the Council on Environmental Quality (CEQ) recommendations by allowing the reader to easily focus on the reasons for selecting the Preferred Alternative and the potential environmental impacts and avoidance and mitigation measures associated with the Preferred Alternative.
- Section 1.1.3 summarizes how comments on the Draft EIS are addressed in this Final EIS.
- Section 1.1.4 summarizes the errata table for the Draft EIS, which is provided in lieu of rewriting the Draft EIS documentation in its entirety.
- Section 1.1.5 summarizes the content included in the chapters of this Final EIS.

Existing Intercity Passenger Service in the DC2RVA Corridor

1.1.1 EIS Process Overview

The DC2RVA Project is being evaluated through the mechanism of an EIS to satisfy the requirements of the National Environmental Policy Act (NEPA). NEPA is a federal environmental law that establishes study policies and facilitates public disclosure of a proposed project. Per NEPA, an EIS must be prepared by a federal agency for any major federal action significantly affecting or with the potential to significantly affect the quality of the natural and built environment. FRA, as the lead federal agency, prepared this EIS to evaluate the potential impacts to the human and natural environment resulting from the DC2RVA Project. FRA published the Notice of Intent (NOI) to prepare an EIS for the Project in the Federal Register on October 23, 2014.

This EIS was developed in accordance with CEQ regulations (40 CFR part 1500 et. seq.) implementing NEPA and FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999). In addition to NEPA, this EIS addresses other applicable statutes, regulations, and executive orders, including the 1980 Clean Air Act Amendments, Section 404 of the Clean Water Act, the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice. This EIS provides FRA, reviewing and cooperating agencies, and the public with information to assess alternatives that will: meet the Project's Purpose and Need; evaluate the potential environmental impacts; and identify potential avoidance and mitigation measures.

As described in 23 CFR 777.111(g)[1] and CEQ regulations 1502.20 and 1508.28, a tiered approach to NEPA documentation occurs when a first-level document (Tier I) evaluates what is to be done at the program level and a second-level document (Tier II) provides a more detailed analysis of specific actions necessary to implement Tier I decisions. This document is a Tier II Final EIS for the DC2RVA Project, and follows publication of the Tier II Draft EIS.

Consistency with the 2002 Tier I EIS and Record of Decision. The DC2RVA Project is the second part of a two-tiered environmental process. In October 2002, FRA, in coordination with DRPT and the North Carolina Department of Transportation (NCDOT), completed a first-level Tier I EIS and Record of Decision (ROD) for the Southeast High Speed Rail (SEHSR) corridor between Washington, D.C. and Charlotte, NC (hereinafter referred to as the 2002 Tier I EIS).[2] The 2002 Tier I EIS defined the physical limits for passenger rail improvements in the 500-mile corridor between the endpoint cities, from which subsequent Tier II studies (e.g., this DC2RVA Project) would define the specific alignment and infrastructure improvements and service plan for a section within the larger corridor. The 2002 Tier I EIS also determined programmatic-level environmental decisions that are the basis of this Project, which are summarized in Section 1.2.

Consistency with the Tier II Draft EIS. Pursuant to NEPA, this Final EIS is being published subsequent to the public review of and comments received on the Draft EIS,[3] which are incorporated and addressed herein. A comparison of the Draft and Final EIS documents, and details on how comments on the Draft EIS were addressed, are provided in the following sections. Chapter 7 describes the future steps in the Project process following publication of this Final EIS.

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[1] Title 23 of the Code of Federal Regulations applies to the Federal Highway Administration. FRA can, however, use Title 23 as guidance for preparation of FRA's NEPA documents.

[2] The 2002 Tier I EIS and ROD is available at: https://www.fra.dot.gov/Page/P0427

[3] The Draft EIS for the DC2RVA Project was published on September 8, 2017, and is available on the Project website: http://dc2rvarail.com/draft/

1.1.2 How to Use this Document

In accordance with CEQ guidance promulgated in 40 CFR 1502.14(e) and 23 CFR 771.125(a), a Final EIS should:

- Reference and summarize Draft EIS information
- Identify the Preferred Alternative, the basis for its selection, and document any changes or ongoing activities since the publication of the Draft EIS
- Describe coordination efforts and include public and agency comments, and responses to these comments
- Present any required findings or determinations, such as mitigations and the Final Section 4(f) evaluation

Additionally, Section 1304 of the FAST Act "Efficient Environmental Reviews for Project Decision Making" and Section 1319 of the Moving Ahead for Progress in the 21st Century (MAP-21) "Accelerated Decision-making in Environmental Reviews" allow for an approach that does not require republishing the entirety of the Draft EIS content.

In accordance with these directives, this Final EIS is presented in a "condensed" format that avoids duplication with content previously presented in the Draft EIS[4] that remains unchanged and does not affect the NEPA decisions to be made. This Final EIS does not republish all data and analyses at the same level of detail as the Draft EIS and its technical appendices; rather, each chapter of this condensed Final EIS focuses on the Preferred Alternative by referencing the corresponding section(s) of the Draft EIS and presenting any noteworthy changes that may have occurred since the publication of the Draft EIS. The condensed document format is intended to allow the reader to focus on the reasons for selecting the Preferred Alternative and the potential environmental impacts and avoidance and mitigation measures associated with the Preferred Alternative.

The key elements of the Draft EIS are provided below, with a comparison to this Final EIS.

- **Purpose and Need.** Chapter 1 of the Draft EIS provided the full detail of the Purpose and Need of the Project. There are no changes to the Purpose and Need between the Draft and Final EIS. Refer to Section 1.3.1 in this chapter for a summary of the Purpose and Need of the Project, which includes additional clarification regarding the consistency between the Tier I and Tier II Purpose and Need statements.
- **Alternatives.** The Draft EIS summarized the alternatives development process and provided details on the six alternative areas of the corridor and the 23 Build Alternatives within those areas (refer to Section 1.3.3 of this chapter for a summary, and Chapter 2 and Appendix A of the Draft EIS for full details). This Final EIS evaluates the Preferred Alternative; it connects a Build Alternative from each of the six alternative areas evaluated in the Draft EIS to form the 123-mile Preferred Alternative route through the Project corridor. Any conceptual design modifications that occurred between the Draft and Final EIS are noted within this document (refer to Chapter 4 of this Final EIS for details).

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[4] As previously mentioned, the Draft EIS is available on the Project website and is incorporated herein by reference: http://dc2rvarail.com/draft/

- **Affected Environment.** Chapter 3 of the Draft EIS presented a full description of the affected environment of the DC2RVA corridor. There have been no noteworthy changes to the existing conditions since the completion of the Draft EIS; therefore, there is no corresponding chapter in this Final EIS.
- **Environmental Consequences.** Chapter 4 of the Draft EIS presented the potential effects on the environment of all 23 Build Alternatives. This Final EIS presents potential impacts of only the Preferred Alternative in Chapter 5. Both Draft and Final EIS impact evaluations are based on conceptual engineering design; refinements to the conceptual engineering resulted in design changes to Project infrastructure—and therefore changes to the anticipated environmental impacts—between the Draft and Final EIS, which are fully detailed in this Final EIS.
- **Section 4(f) Evaluation.** There are no changes to the Section 4(f) evaluation process between the Draft and Final EIS. The Draft EIS presented a Draft Section 4(f) evaluation in accordance with the US Department of Transportation Act of 1966, and this Final EIS presents the Final Section 4(f) evaluation in the same format as the Draft. In addition, the Final EIS includes updates to and documentation on any additional coordination and analyses conducted for the final evaluation. FRA's Final Section 4(f) determination will be included with the Record of Decision.
- **Public Involvement and Agency Coordination.** The Draft EIS summarized the agency coordination and public outreach efforts during the development of the Draft EIS. This Final EIS expands upon that information by summarizing all outreach activities that have occurred since the FRA's Notice of Intent to prepare a Tier II EIS for the DC2RVA corridor and documents the responses to public and agency comments that were received on the Draft EIS.
- **Corrections to the Draft EIS.** The content of this Final EIS presents up-to-date analysis and conditions of the Preferred Alternative. Any minor clarifications to content of the Draft EIS that are not fully republished as part of this Final EIS are presented as errata to the Draft EIS, as detailed in Section 1.1.4 below.

1.1.3 How Comments on the Draft EIS Were Addressed

The Draft EIS was made available for public review and comment, and was distributed to agencies and stakeholders with jurisdiction, expertise, or interest in the issues involved in the Project (see Chapter 2 of this Final EIS for details). DRPT and FRA have reviewed and taken into consideration all comments received on the Draft EIS during the decision-making process, which led to the selection of the Preferred Alternative in this Final EIS. DRPT and FRA do not view the public comment process as a "vote counting" exercise but rather one seeking substantive comments that benefit the final decision-making process. The public comment process is also an opportunity for the public to inform FRA or DRPT of potential concerns or conditions that were not identified during the preparation of the Draft EIS.

The following types of comments were received:

- Overall position or opinion for or against the Project
- Preference for or opposition to a specific Build Alternative or element that was evaluated in the Draft EIS, both in general as well as with specific concerns

- Suggestion of additional alternatives to consider, most of which were considered but dismissed during the 2002 Tier I EIS, or do not align with the implementing actions that were the outcome of the 2002 Tier I EIS and ROD
- Request for detailed information or data that is beyond the scope of an environmental document and would be developed during future phases of design and permitting

Responses to substantive comments are incorporated and addressed by way of providing additional or revised information and analyses, as needed, in the appropriate sections of this Final EIS. Substantive comments are those that question, with reasonable basis, the accuracy of information and methodology in the Draft EIS or present new information not considered in the Draft EIS, and cause changes or revisions in one or more alternative or environmental resource.

Detailed responses to comments from federal, state, and local agencies, organizations, and the general public are provided in appendices to this Final EIS:

- Appendix B of this Final EIS provides specific detailed responses to each agency and organization letter.
- Appendix C of this Final EIS provides responses by topic to substantive comments that appeared in individual comments and form letters from the public, either in writing or at the public hearings.

Where appropriate, the responses in these appendices indicate the section(s) in this Final EIS where additional/revised information is provided, including the errata table for the Draft EIS, which is Appendix A of this Final EIS.

1.1.4 Use of the Errata Table for the Draft EIS

Pursuant to Section 1304 of the FAST Act "Efficient Environmental Reviews for Project Decision Making" and Section 1319 of MAP-21 "Accelerated Decision-making in Environmental Reviews," Appendix A of this Final EIS provides an errata table for the Draft EIS in lieu of rewriting the Draft EIS documentation in its entirety.

As previously explained, this Final EIS is presented in a format that allows the reader to readily focus on the Preferred Alternative, and does not republish all data and analyses at the same level of detail as the Draft EIS such as: re-documentation of existing conditions or all 23 Build Alternatives that were developed and evaluated in the Draft EIS. The purpose of the Appendix A errata table, therefore, is to document factual corrections and/or minor clarifications to the portions of the Draft EIS that were not fully re-issued as part of this Final EIS. It is not intended to provide a summary of substantive comments received, which are separately addressed in this Final EIS in Appendix B; any modifications as a result of substantive comments received are incorporated into the appropriate chapters of this Final EIS and are not part of the errata table.

Each errata entry includes references to relevant page, table, and/or figure numbers from the Draft EIS and presents the original Draft EIS text next to the revised or replacement text. The factual corrections and/or minor clarifications and updates that are itemized within the errata table were identified from agency and public comments as well as ongoing coordination and documentation that has occurred since the publication of the Draft EIS. This approach is appropriate as comments received specific to the Draft EIS content were minor and do not affect the decisions made or the selection of the Preferred Alternative.

1.1.5 Contents of this Document

The chapters of this Final EIS are arranged in chronological order, representing the sequential order of events since the publication of the Draft EIS. The content focuses on the presentation of the Preferred Alternative and its potential effects.

- **Final EIS Chapter 2: Overview of Public Involvement and Agency Coordination**. This chapter describes the public involvement and agency outreach that has occurred since the initiation of the Project. It includes a summary of comments received on the Draft EIS; a complete compilation of comments and responses are included as Appendices B and C to this Final EIS.
- **Final EIS Chapter 3: Additional Information**. This chapter presents additional material that provides the reader with a better understanding of various Project elements and potential impacts to human and natural resources, in response to comments received on the Draft EIS. FRA and DRPT developed this additional material to document ongoing activities and coordination efforts that extended beyond the Draft EIS.
- **Final EIS Chapter 4: Selection of the Preferred Alternative**. This chapter presents the elements of the Preferred Alternative in each of the six alternative areas in the Project corridor, and the reason for the selection of each. It also describes any modifications to the Preferred Alternative since publication of the Draft EIS.
- **Final EIS Chapter 5: Environmental Consequences of the Preferred Alternative**. This chapter documents the potential impacts of the Preferred Alternative to each of the environmental resources presented in the Draft EIS. The quantitative range of impacts of the other Build Alternatives from the Draft EIS are provided for comparison purposes only, and efforts to further minimize and mitigate impacts are described.
- **Final EIS Chapter 6: Final Section 4(f) Evaluation**. This chapter presents the Final Section 4(f) evaluation, which includes updates since the Draft Section 4(f) evaluation, results of agency coordination, a summary of all Section 4(f) comments, a least harm analysis, and the basis for a finding that there are no feasible or prudent alternatives to the use of any Section 4(f) properties, when applicable.
- **Final EIS Chapter 7: Overview of Future Steps**. This chapter describes the anticipated sequence of events following the publication of this Final EIS.
- **Final EIS Appendices.** The text and figures that comprise this Final EIS are supported by a series of detailed appendices that contain material too lengthy to include in the body of the document[5] and include: errata for the Draft EIS (Appendix A); detailed responses to agency and public comments (Appendix B and Appendix C, respectively); detailed cultural resources documentation (Appendix D); documentation of agency coordination and consultation for Section 106 and Section 4(f) (Appendix E); detailed rail operations simulation modeling since the Draft EIS (Appendix F); documentation of relevant agency resolutions, agreements, and reports (Appendices G through I, and Appendix K) and detailed design information, including mapbooks, of the Preferred Alternative (Appendix J, Appendix L, and Appendix M).

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[5] As stated in CEQ's NEPA regulations, an EIS should be kept concise and be no longer than necessary to comply with NEPA and its implementing regulations.

1.2 PROJECT BACKGROUND

The DC2RVA Project is one part of a larger series of rail improvement projects throughout the state, region, and eastern portion of the U.S. intended to improve passenger rail service and make rail a competitive choice for travelers within intercity corridors of 100 to 600 miles. Studies of the SEHSR corridor and its extensions, collectively referred to as the SEHSR program, have been ongoing since the early 1990s and have called for developing a range of improved intercity passenger rail speeds, from 79 mph to 110 mph on shared track (freight and passenger service), and possibly up to 150 mph on dedicated track (passenger service only).

- In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) became law, under which Section 1036 authorized a program of high speed rail corridors in the United States.
- In 1992, the U.S. Department of Transportation (DOT) designated the SEHSR corridor from Washington, D.C. to Charlotte, NC as one of the original national high speed rail corridors. In 1996, U.S. DOT administratively designated an extension of the SEHSR corridor from Richmond to Hampton Roads.
- In 1998, the Transportation Equity Act for the 21st Century (TEA-21) became law, under which Section 7201 authorized the designation of additional high speed rail corridors and extensions of existing corridors. Later that same year, U.S. DOT extended the SEHSR corridor into South Carolina, Georgia, and Florida. In 2000, further extensions added connections in Georgia and Florida.

The SEHSR program has evolved since its inception in 1992 to reflect additional studies and planning, national and state transportation priorities and funding, and demand for intercity passenger rail services. This evolution of the SEHSR program and its relation to the DC2RVA Project is exhibited in the following key documents, each of which is described below:

- The 2002 SEHSR Tier I EIS and ROD[6]
- The 2012 SEHSR Tier I EIS and ROD for the Richmond to Hampton Roads (R2HR) project[7]
- The FRA Vision for Higher Speed Rail in America[8]
- The Virginia Interstate 95 (I-95) High Speed Rail Corridor & Service Development Plan[9]
- The Commonwealth's 2017 Statewide Rail Plan[10]

1.2.1 2002 SEHSR Tier I EIS

In 2002, FRA and the Federal Highway Administration (FHWA) completed a Tier I EIS and ROD for the original SEHSR corridor from Washington, D.C. to Charlotte, NC that established the overall Purpose and Need and defined the route for providing a competitive transportation

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[6] The 2002 Tier I EIS and ROD documents are available on the Project website at: http://dc2rvarail.com/resources/documents/

[7] Project documents related to the R2HR project are available at: https://www.fra.dot.gov/Page/P0481

[8] The FRA Vision for Higher Speed Rail in America document is available at: https://www.fra.dot.gov/Elib/Document/1468

[9] The Virginia I-95 High Speed Rail Corridor & Service Development Plan is available on the Project website at: http://dc2rvarail.com/resources/documents/

[10] The Virginia Statewide Rail Plan (2017) is available at: http://www.drpt.virginia.gov/rail/reference-materials/virginia-state-rail-plan/

choice for travelers with the corridor. The 2002 Tier I EIS selected an incremental approach to develop the rail corridor with upgraded intercity passenger rail service between Washington, D.C. and Charlotte, NC, including using existing fossil fuel locomotive technology, upgrading existing rail corridors instead of developing new corridors, and building the corridor in incremental sections as funds became available. The incremental approach selected in Tier I sought to minimize cost and potential impacts to the environment by utilizing existing railroad tracks and rail rights-of-way as much as possible. Refer to Draft EIS Section 1.6 for full discussion of the 2002 Tier I EIS and its effect on the DC2RVA Project segment of the 500-mile corridor.

The 2002 Tier I EIS assumed a maximum speed of 110 mph with an average speed of approximately 70 mph along the full length of the SEHSR corridor between Washington, D.C. and Charlotte, NC. The 2002 Tier I EIS concluded that additional track would be required along sections of the CSX Transportation (CSXT) rail corridor between Alexandria and Richmond to accommodate the freight and passenger growth needs of all rail users and institute higher speed passenger service; however, the Tier I EIS did not specify the extent of additional track required or the possible higher speed that could be accommodated between Alexandria and Richmond.

The 2002 Tier I EIS proposed up to eight new roundtrips per day along portions of the corridor, and that these trains would serve all stations where Amtrak already provided service (but not every train would stop at all stations). Four of these new daily round trips were proposed to be interstate service between Washington, D.C. and Charlotte, NC (and are included in the DC2RVA Project service plan, as summarized in Section 1.3.2), with four additional round trips per day between Raleigh and Charlotte in North Carolina only.

1.2.2 2012 SEHSR Richmond to Hampton Roads Tier I EIS and ROD

Subsequent to the 2002 Tier I EIS, the SEHSR corridor was extended south and east to Hampton Roads (to destinations in Norfolk and Newport News). In 2012, FRA and DRPT completed a Tier I EIS and ROD for the Richmond to Hampton Roads project, which defined the route and proposed up to nine daily round trips, consisting of existing and new frequencies, to and from Hampton Roads. The service plan for the DC2RVA Project, which is summarized in Section 1.3.2, includes five new daily round trips between Washington, D.C. and Virginia, of which four extend to Hampton Roads to complete the service plan defined in the R2HR project.

1.2.3 FRA Vision for Higher Speed Rail in America

In 2009, FRA released its strategic plan for higher speed rail in America. FRA’s plan envisioned a combination of express and regional high-speed rail corridors developing from upgraded, reliable intercity passenger rail systems in key travel corridors. The 2009 Plan called for a long-term strategy to build an efficient higher-speed passenger rail network of 100- to 600-mile intercity corridors, as one element of a modernized transportation system. The American Recovery and Reinvestment Act (ARRA) and a high-speed rail grant program were applied to strategic investments in intercity rail infrastructure, equipment, and performance, including within the expanded SEHSR corridor. FRA’s near-term investment strategy was to:

- Upgrade reliability and service on conventional intercity rail services (operating speeds up to 79 to 90 mph on shared track), with the intent of providing travel options and developing the passenger rail market.
- Develop emerging and regional higher-speed corridor services (operating speeds up to 90 to 110 mph on shared track and 110 to 150 mph on dedicated track) in corridors of 100 to

500 miles, with the intent of developing the passenger rail market and providing some relief to other travel modes.

- Advance new express high-speed corridor services (operating speeds above 150 mph on primarily dedicated track) in select dedicated corridors of 200 to 600 miles), intended to relieve air and highway capacity constraints.

The DC2RVA Project was designed to fit the near-term strategy of upgrading reliability and service of conventional intercity rail services at speeds up to 90 mph in a corridor shared with commuter and freight services. The DC2RVA Project also provides a critical link between Amtrak's heavily traveled Northeast Corridor (NEC) and the developing SEHSR corridor.

1.2.4 Virginia I-95 High Speed Rail Corridor & Service Development Plan

DRPT's September 2009 Corridor & Service Development Plan (Plan) details the Commonwealth of Virginia's vision for the Virginia I-95 High Speed Rail Corridor and lays out a detailed series of projects that would create a 90-mph corridor between Petersburg, Richmond, and Washington, D.C. (i.e., the DC2RVA corridor is contained within the limits of this plan). The proposed projects described in the Plan are designed to improve passenger rail service and "…ensure the preservation of existing freight capacity, and to protect future capacity to allow the continued growth of freight traffic and operations in the corridor." The Plan is based on co-mingled freight, commuter, and intercity passenger operations, and envisions a program of infrastructure improvements to reliably accommodate the mix and volume of intercity passenger, commuter, and freight services projected through 2030. This Plan envisions incremental improvements to the corridor yielding improvements to reliability, on-time performance, and reductions in scheduled running times. New intercity service starts to Hampton Roads and Raleigh, NC would be implemented after completion of the off-corridor improvements. The Plan notes that CSXT, the owner and operator of the corridor, has concurred with the Commonwealth's approach to a 90 mph corridor with commingled freight, commuter, and intercity passenger rail operations. The 2009 Corridor & Service Development Plan provides an update and compilation of two previous reports submitted to FRA by DRPT: "Potential Improvements to the Washington, D.C.–Richmond Railroad Corridor," dated May 1999[11], and "Technical Monograph: Transportation Planning for the Richmond-Charlotte Railroad Corridor," dated January 2004[12].

1.2.5 2017 Virginia Statewide Rail Plan and Related Projects

Virginia's 2017 Statewide Rail Plan recognizes the rail network as an asset for the Commonwealth. The state rail network provides an efficient means of moving passengers and freight both within and through the state. The Commonwealth recognizes the privately-owned rail network as part of a multimodal system with public benefits and growing economic impacts. By diverting passenger and freight traffic from road to rail, Virginia's rail network relieves congestion, saves lives, improves air quality, helps grow the economy, and complements the Virginia highway network while reducing capital and maintenance expenditures. In addition, railroads provide a direct revenue benefit by contributing to the local tax base, creating jobs and supporting tourism. The Commonwealth also recognizes that the state rail network is a critical link in a larger rail system within the eastern U.S.; it connects the state's ports, businesses, and communities to other major population centers, customers, and manufacturing regions throughout the nation and the world.

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[11] Copies of the 1999 report (Volumes I and II) are available at: https://www.fra.dot.gov/Elib/Document/17466 and https://www.fra.dot.gov/Elib/Document/2757.

[12] Copies of the 2004 report (Volumes I and II) are available at: http://www.fra.dot.gov/Elib/Document/1308 and https://www.fra.dot.gov/Elib/Document/2755.

Virginia's 2017 Statewide Rail Plan supports FRA's initiative to improve passenger rail in the Southeast. As such, the Commonwealth plans to continue to engage in the following initiatives to advance passenger rail projects in this region and to supplement the DC2RVA Project:

- Virginia-North Carolina High Speed Rail Compact
- SEHSR Richmond to Raleigh (R2R) Final Design and Implementation
- SEHSR Richmond to Hampton Roads (R2HR) Tier II Study
- Atlantic Gateway Program
- Long Bridge Capacity Expansion

Virginia-North Carolina High Speed Rail Compact. The Virginia-North Carolina High Speed Rail Compact (Compact) was authorized by Congress[13] and established through legislation enacted by the Virginia and North Carolina General Assemblies in May 2010. The purpose of the Compact is to examine and discuss strategies to advance multi-state high-speed rail initiatives. Through the Atlantic Gateway Program, Virginia has also planned for the acquisition of CSXT's abandoned S-line between the Petersburg area and Norlina, NC, which is slated to be used for dedicated, higher speed (110 mph) intercity passenger rail service.

SEHSR Richmond to Raleigh (SEHSR R2R Project) Final Design and Implementation. In 2015, FRA and NCDOT completed a Tier II EIS, and in 2017 FRA signed a ROD for the SEHSR R2R project.[14] The study covered the 162-mile segment of the SEHSR corridor between Main Street Station in Richmond, VA and Raleigh, NC and called for reactivation of 76 miles of CSXT's abandoned S-line running southwest from Petersburg, VA to Norlina, NC. The SEHSR R2R project proposed operating four daily Interstate Corridor round trips between New York and Raleigh via Richmond and the DC2RVA corridor.

As part of the Atlantic Gateway suite of projects, the Commonwealth of Virginia and CSXT intend to enter into an agreement to establish a process for transferring ownership of the abandoned S-Line right-of-way to continue advancing work on this segment of the SEHSR corridor. A similar agreement between the State of North Carolina and CSXT will be required for that portion of the S-Line in North Carolina. For the purposes of NEPA, the DC2RVA Project overlaps and supersedes the R2R SEHSR project for the segment between Main Street Station and Centralia, VA; all track and roadway improvements and the effects of additional train frequencies between Main Street Station and Centralia are evaluated as part of DC2RVA, which is detailed in Chapter 4 of this Final EIS.

SEHSR Richmond to Hampton Roads Tier II Study. DRPT is in the process of identifying funding sources to initiate a Tier II environmental study within the next six years for the Richmond-Hampton Roads segment of the SEHSR corridor. As described in Section 1.2.2 above, in 2012 FRA and DRPT completed a Tier I EIS and FRA signed a ROD for the R2HR project for the extension of the SEHSR corridor from Richmond south and east to Hampton Roads; the R2HR project will expand upon existing passenger rail service to Hampton Roads at a maximum authorized speed of 79 mph and to Norfolk at a maximum authorized speed of 90 mph.

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[13] 49 U.S.C. § 24101, Interstate Compacts

[14] Project documents related to the R2R project are available at: https://www.fra.dot.gov/Page/P0482

Atlantic Gateway Program. Virginia is also continuing to advance the Atlantic Gateway Program. In 2016, U.S. DOT selected Virginia to receive an award of $165 million from the FASTLANE grant program to expand rail and highway capacity in Northern Virginia as part of the Atlantic Gateway Program. The Atlantic Gateway suite of projects includes a $1.4 billion package of rail and highway expansion projects intended to address some of the worst freight and passenger transportation bottlenecks on the I-95 corridor. The Atlantic Gateway Program contains five distinct rail capacity and engineering projects:

- Construct 6 miles of fourth mainline track from the bank of the Potomac River in Arlington to the AF interlocking in Alexandria, where passenger and commuter trains bound for Manassas diverge from the DC2RVA corridor.[15]
- Construct 8 miles of third mainline track from the Franconia-Springfield Virginia Railway Express (VRE) station to a location just north of the Occoquan River.
- Construct two interlockings south of Fredericksburg to improve operational flexibility and network fluidity just south of the VRE commuter territory.[16]
- Long Bridge development funding to advance engineering, stakeholder agreements, and outreach in support of the long-term, multi-agency initiative to increase rail capacity across the Potomac River through the expansion or replacement of the Long Bridge.
- S-Line transfer mechanism to allow for the transfer from CSXT to public ownership of an abandoned portion of the S-Line that runs from Petersburg, VA to Norlina, NC.

Long Bridge Capacity Expansion. The Long Bridge is a double-track railroad bridge built in 1904 and owned by CSXT, which crosses the Potomac River between Washington, D.C. and Arlington, VA. The bridge is used by all Amtrak intercity passenger trains, VRE commuter trains, and CSXT freight trains entering or passing through the Washington, D.C. area from Virginia. Intercity passenger and commuter trains now comprise more than two-thirds of the train traffic crossing Long Bridge. The increasing train traffic on the two-track bridge has created the most significant rail network bottleneck for Virginia.

The Washington, D.C. District Department of Transportation (DDOT) is studying the expansion of capacity on the Long Bridge in coordination with DRPT, VRE, CSXT, and FRA, which is a separate project from DC2RVA. In June 2018, DDOT and FRA released an Alternatives Report[17] identifying the two Long Bridge project build alternatives, each of which consists of a total of four tracks across the Potomac River composed of a new two-track bridge immediately upstream (west) of the existing bridge, and either a rehabilitated or new two-track bridge where the existing bridge stands. A Final EIS and ROD for the Long Bridge Capacity Expansion Study are anticipated in 2020.

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[15] Note that these 6 miles of track are included as a component of the Preferred Alternative for the DC2RVA Project in Areas 1 and 2; refer to Chapter 4 of this Final EIS for details.

[16] Note that these two interlockings are components of the Preferred Alternative for the DC2RVA Project in Area 4; refer to Chapter 4 of this Final EIS for details.

[17] Study documents for the Long Bridge project are available at: http://longbridgeproject.com/study-documents/

1.3 PROJECT OVERVIEW

The purpose of this section is to provide the reader a concise synopsis of the basis of the DC2RVA Project's Purpose and Need and summary of the Project service plan, alternatives development process, and Draft EIS documentation.

1.3.1 Summary of Project Purpose & Need

This section summarizes the Purpose and Need of the DC2RVA Project—both of which are based upon the Purpose and Need of the 2002 Tier I EIS—and provides additional clarification on the unique needs of the DC2RVA corridor, as well as developments since the 2002 Tier I EIS. Refer to Draft EIS Section 1.4 and 1.5 for full details.

The DC2RVA Project will increase railroad capacity between Washington, D.C. and Richmond to deliver higher speed passenger rail service, while also supporting the planned expansion of VRE commuter rail service and accommodating the forecasted growth of freight rail service by developing an efficient and reliable multimodal rail corridor. This DC2RVA Tier II EIS carries forward the Purpose and Need of the 2002 Tier I EIS within the specific Washington, D.C. to Richmond segment of the larger corridor:

- The 2002 Tier I EIS established the overall Purpose and Need for the 500-mile SEHSR corridor between Washington, D.C. and Charlotte, NC: to provide a competitive transportation choice to travelers within the Washington, D.C. to Richmond, Raleigh, and Charlotte travel corridor.
- The 2002 Tier I EIS established the needs for the overall SEHSR program, including this Project. The following needs for the SEHSR program were identified in the 2002 Tier I EIS and remain current for the SEHSR corridor, including the 123-mile DC2RVA Project corridor: population growth; freight growth; congestion in the I-95 travel corridor; air travel congestion; rail capacity in the corridor; reliable and convenient movement of people and goods; air quality; safety; and energy efficiency.

However, the Purpose and Need of the Tier I and Tier II documents, while similar, address different actions: the 2002 Tier I Purpose and Need addressed the larger corridor and associated program-level decisions whereas the DC2RVA Tier II addresses the infrastructure improvements necessary to implement the Tier I decisions within the specific Washington, D.C. to Richmond rail corridor. Accordingly, the Tier II Purpose and Need builds upon the Tier I Purpose and Need by recognizing and incorporating several key items that are unique to the DC2RVA corridor:

- Existing rail infrastructure and right-of-way is privately owned by CSXT and serves CSXT's I-95 and National Gateway[18] freight rail corridors. CSXT's I-95 Corridor spans the entire Eastern U.S., linking cities, ports, and manufacturing regions. CSXT's National Gateway Corridor diverges from the I-95 Corridor in Washington, D.C. to link the Port of Virginia and other mid-Atlantic ports with cities and markets in the U.S. Midwest.
- Amtrak's intercity passenger rail service and VRE's commuter service operate on CSXT property through a series of negotiated agreements. The majority of Virginia's Amtrak intercity passenger services rely on CSXT's rail infrastructure in the DC2RVA corridor.

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[18] Information on CSXT's National Freight Gateway is available at: https://www.csx.com/index.cfm/about-us/projects-and-partnerships/national-gateway/

- Several major studies of rail capacity improvements in the corridor have been conducted by FRA, DRPT, VRE, Amtrak, and CSXT all of which identified the need for additional track capacity to provide frequent and reliable passenger rail service.
- DRPT's 2009 Virginia I-95 High Speed Rail Corridor & Service Development Plan, with CSXT concurrence, establishes a service goal of 90-mph maximum achievable speed for intercity passenger service, plans for co-mingled freight, commuter and passenger service on the corridor, and proposes intercity and high speed rail improvements that would preserve existing freight capacity, and protect future capacity to allow the continued growth of freight traffic and operations in the corridor.
- The Passenger Rail Investment and Improvement Act of 2008 (PRIIA), which was enacted subsequent to the 2002 Tier I EIS, required the development of metrics for on-time performance of intercity passenger rail service. In response, FRA, working with Amtrak, the Surface Transportation Board, host railroads, and other stakeholders, developed on-time performance goals for most intercity passenger service of 90 percent or greater, with an 85 percent on-time performance goal for long-distance passenger service.[19] DRPT has applied these FRA on-time performance goals to the DC2RVA Project, in keeping with the Project's Purpose and Need to improve the reliability of passenger rail operation, and has applied a 90 percent on-time performance metric as the DC2RVA goal for all intercity passenger trains operating in the DC2RVA corridor. DRPT applied a higher standard of 95 percent for commuter trains to reflect VRE's service performance goal.
- The DC2RVA Purpose and Need also requires the Project to accommodate freight rail service operations, in accordance with PRIIA and the 2009 Corridor & Service Plan, including accommodation and allowance for future growth of existing and projected intercity, commuter, and freight rail service. Accommodation of existing and projected freight, commuter and intercity passenger service is critical to meet the needs of the corridor's owners and operator and support the Commonwealth's goals for its overall multimodal transportation system.

While the DC2RVA Project accommodates the future growth of these types of trains, the infrastructure and service proposed for the DC2RVA Project are not expected to create freight or VRE volume. Additionally, neither FRA nor DRPT anticipate that the addition of the 9 new daily intercity passenger round trips (18 total trains per day) proposed by the Project will change either the types or quantities of freight shipped on the corridor, which respond to economic demands created by commercial activities and independent market forces, separate from this Project.

In addition, in its 2017 Statewide Rail Plan, the Commonwealth of Virginia recognizes the privately-owned rail network as part of a multimodal system with public benefits and growing economic impacts. Since the 2000s, state investments have leveraged private and federal funds to improve freight and passenger rail transportation and support the overall transportation system.

1.3.2 Summary of Project Service Plan

The Project includes a service plan to improve the reliability of the intercity passenger service while adding 9 new daily intercity passenger round trips (18 total trains per day). As described in Section 1.2.1 and Section 1.2.2 above, the Project service plan expands on eight new daily intercity passenger round trips recommended in the 2002 Tier I EIS and the 2012 R2HR Tier I EIS by adding a ninth train originating in Richmond at Main Street Station. This ninth train was added to the Project to provide an early morning departure north to Washington, D.C. and the NEC and a corresponding late evening return trip.

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[19] FRA published proposed "Metrics and Standards for Intercity Passenger Rail Service" in the Federal Register on May 12, 2010, which is available at: https://www.fra.dot.gov/eLib/Details/L02875

From Washington, D.C. to the north, DRPT intends for all of the new trains to continue on to Philadelphia, New York, and Boston, subject to available capacity and future operating schedules on the NEC. The service plan also includes a maximum authorized passenger train speed for the corridor of 90 mph, with improved trip reliability and improved on-time performance of the intercity passenger train service.

Section 4.2 of this Final EIS provides full details of the service plan for the Preferred Alternative for the Project.

1.3.3 Summary of Project Alternatives Development Process

For evaluation in the Draft EIS for the DC2RVA Project, DRPT identified six alternative areas in the corridor, each with unique existing conditions, constraints, and/or needs. The Draft EIS evaluated 23 Build Alternatives within those six alternative areas, as well as the No Build Alternative throughout the corridor. In the course of preparing the 2002 Tier I EIS and ROD, FRA and FHWA determined that the No Build Alternative did not meet Purpose and Need but the No Build was carried forward in the Tier II DC2RVA Project for purposes of comparison.

Alternatives were designed to increase rail capacity, improve frequency of service and performance, and accommodate higher passenger train speeds where practical, while minimizing potential impacts to natural and cultural resources and preserving the ability to meet the DC2RVA Project's Purpose and Need. DRPT considered a wide range of options during the alternatives development process, which included the following elements:

- Addition of main track along most of the corridor, and additional controlled sidings, crossovers, yard bypasses and leads, and other improvements at certain locations.
- Upgrades to existing track and signal systems to achieve higher operating speeds, including curve realignments, higher-speed crossovers between tracks, passing sidings, and at-grade crossing improvements.
- Station, platform, and parking improvements for intercity passenger rail stations and rail alignments, including accommodation of additional and/or extended VRE platforms and/or other improvements.
- Improvements to highway and rail crossing infrastructure, including safety improvements to at-grade roadway crossings.

Developing the location and configuration of the main line track was an iterative process. DRPT relied on previous studies and public scoping comments as the initial starting point; modifications were made to avoid or minimize potential adverse effects on environmental resources and existing infrastructure and to minimize the need for additional new infrastructure.

Most of the CSXT-owned corridor has sufficient existing right-of-way available to accommodate an additional main track. In Fredericksburg and Ashland, right-of-way limitations and potential impacts to the local communities led to consideration of additional alternatives outside the existing right-of-way (however, DRPT did not select these alternatives as part of the Preferred Alternative; refer to Chapter 4 of this Final EIS for details).

In Richmond, where there are multiple potential rail routes through the city, alternative development was driven by potential routing options through the Richmond area, which were based on combinations of service at four potential station locations: Staples Mill Road Station, Boulevard Station, Broad Street Station, and Main Street Station as well as capacity limitations on the CSXT A-Line currently used by all through freight and passenger trains.

The final screening evaluation to determine the Build Alternatives to be carried forward for evaluation in the Draft EIS focused on each rail alignment's ability to meet the Project's Purpose and Need by increasing the frequency and reliability of intercity passenger rail operations based upon added capacity, with the least potential environmental impact and consideration of cost to construct.

Refer to Chapter 2 and Appendix A of the Draft EIS for full details on all Build Alternatives that were evaluated in the Draft EIS, including the process that was used to evaluate and dismiss the less feasible alternatives.

1.3.4 Summary of Tier II Draft EIS

FRA approved the Tier II Draft EIS for the Project on August 30, 2017, and it was subsequently published for public review on September 8, 2017. The Draft EIS for the DC2RVA Project:

- Established the Purpose and Need for the Project.
- Considered all significant issues related to the Project identified during scoping.
- Disclosed the alternatives considered but dismissed from consideration.
- Disclosed all environmental impacts potentially associated with the Project's 23 Build Alternatives, either adverse or beneficial, and evaluated those build alternatives against the Purpose and Need and in comparison to the No Build Alternative.
- Identified DRPT's Recommended Preferred Alternative for the corridor based on the Purpose and Need for the Project and with consideration for potential environmental impacts.
- Established a public and agency review and comment period on the document, including public hearings.

The appendices of the Draft EIS presented detailed technical documentation and relevant coordination materials that supported the information and findings presented in the Draft EIS chapters. Chapter 8 of the Draft EIS detailed the distribution of the document, including agency distribution and public review locations.

1.3.5 Project Roles and Responsibilities

As sponsoring agencies for the Project, FRA and DRPT have maintained close coordination with the major stakeholders in the corridor, including rail operators Amtrak, VRE, and CSXT. FRA and DRPT have engaged federal and state agencies that have jurisdiction by law and/or special expertise to serve as Cooperating Agencies, including FHWA, Federal Transit Administration (FTA), U.S. Army Corps of Engineers (USACE), U.S. Coast Guard (USCG), U.S. Environmental Protection Agency (EPA), and the Virginia Department of Transportation (VDOT). FRA and DRPT have also coordinated Project development with DDOT, NCDOT, and affected Virginia localities along the corridor.

1.3.6 Tier II EIS Planning Dates

For purposes of this Project, FRA and DRPT established two important planning dates. The first planning date is 2025, which is FRA and DRPT's current best estimate of when construction of the DC2RVA infrastructure could be completed and the new DC2RVA service would be placed in operation. FRA and DRPT's estimate of the year 2025 as the "opening day" is dependent on many factors, not the least of which is finalizing the NEPA process. The date also assumes that federal funding in addition to other funding sources will be available at the level required to build all the proposed infrastructure improvements and acquire the necessary equipment and train-sets. DRPT based this date on an aggressive but potentially achievable schedule assumption that all necessary permits, approvals, agreements, and funding could be finalized by 2020, final design would take one year (2021), right-of-way acquisition (if needed) would take one year (2022), and construction would take three years (2023–2025). FRA and DRPT also used 2025 as the latest date when the physical impacts associated with DC2RVA Project construction would take place. Thus, all the physical impact analyses presented in the Draft EIS on man-made and natural resources are estimated for 2025 and compared to the No Build Alternative conditions projected for that same year. The physical impacts reported for the Preferred Alternative in this Final EIS are also estimated for 2025.

The second key planning date established by FRA and DRPT is the planning horizon date of 2045, 20 years after the projected implementation of the new rail service in 2025. Both PRIIA and FRA guidance require that DRPT demonstrate that the proposed Project is sufficient to deliver the proposed passenger rail benefits and an efficient and reliable multimodal rail corridor over a 20-year time horizon following the completion of the Project's construction. DRPT uses operational simulations analysis, as discussed in Section 3.2 of this Final EIS, to test the proposed alternatives to determine if the rail capacity is adequate for both the opening day (2025) levels of projected passenger, commuter and freight rail traffic and to determine if the infrastructure remains adequate over the 20-year planning horizon of 2045. DRPT also used the 2045 planning horizon date to estimate the longer-term effects of the proposed service such as ridership, energy use, and effects on air quality, as well as indirect and cumulative effects.

CHAPTER 2

OVERVIEW OF PUBLIC INVOLVEMENT AND AGENCY COORDINATION

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

2 OVERVIEW OF PUBLIC INVOLVEMENT AND AGENCY COORDINATION

This chapter describes the public involvement and agency coordination activities for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Tier II Environmental Impact Statement (EIS). The Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) employed many forms of public outreach to engage diverse audiences, inform them of the Draft and Final EIS, and offer a variety of ways to contribute their input. DRPT and FRA have also coordinated extensively with local, state, and federal agencies and jurisdictions throughout the environmental review process. The public, agency, and elected official comments received in response to these coordination efforts were instrumental in defining the scope of the Project, in preparing the Draft EIS and this Final EIS, and in defining the Preferred Alternative.

2.1 PUBLIC INVOLVEMENT

Based on the geographic extent of the Project, DRPT implemented an extensive public involvement process to keep the public informed of the latest Project information and to provide opportunities to ask questions and inform the development of the EIS. Chapter 6 of the Draft EIS included detailed descriptions of the various communication methods employed for the Project. Application of these same communication tools was continued after the publication of the Draft EIS and the associated public hearings. A brief summary of each is provided below:

Newspaper and Online Advertising. DRPT placed multiple advertisements in local, regional, and specialty newspapers along the Project corridor prior to each round of public meetings held prior to publication of the Draft EIS: Scoping (four meetings), Alternatives Development (three meetings), and Alternatives Review (three meetings). Similar advertisements were placed for the five public hearings which were held subsequent to publishing of the Draft EIS. DRPT also placed Spanish-language ads in newspapers which target Hispanic communities. In conjunction with the print ads, DRPT also placed electronic, interactive ads in the Fredericksburg Free-Lance Star and Richmond Times Dispatch websites and also through the Washington Post Digital advertising to reach people through news sites and other partner websites in the Project area.

Targeted Title VI Outreach. DRPT identified Title VI audiences throughout the corridor for targeted outreach during the course of the Project. Email notifications were sent to Title VI groups and organizations, and outreach materials were distributed at transit agencies, community centers, libraries, and Hispanic and faith-based organizations in areas with higher populations of low-income residents and areas with higher populations with limited English proficiency (LEP). For all public involvement and agency outreach materials and events, targeted communication options were available to assist Title VI audiences, and DRPT translated all broad outreach media—such as meeting handouts and comment forms, newspaper ads, flyers, and press releases—to Spanish. Any remaining handouts, including the Spanish versions, were distributed after each meeting to libraries in areas with higher concentrations of Hispanic populations to encourage their understanding and participation.

Project Contact Mailing List. DRPT created and maintained a Project mailing list for stakeholder groups and members of the public. Requests to be added to the mailing list could be made at any time, including through the Project website and at all public meetings. DRPT delivered Project updates, newsletters, and public meeting invitations to those on the mailing list via email, and printed and mailed materials for individuals not readily reachable by email. All flyers, rack cards, bookmarks, meeting handouts, and emails were also translated to Spanish. At the time of publication of the Draft EIS in September 2017, there was a maximum of approximately 4,225 organizations, agencies, and individuals listed on the Project Contact Mailing List.

Property Owner Notifications. In accordance with Section 33.2-1011 of the Code of Virginia, DRPT mailed property owner notification letters to allow access to properties for Project field surveys. In advance of the June 2015 Alternatives Development Public Meetings and the October 2017 Public Hearings, DRPT sent postcards to these same property owners and any property owners located within 500 feet in each direction from the centerline of the existing tracks.

E-Newsletters. DRPT distributed E-newsletters at key milestones throughout the Project to highlight details and outcomes of public meetings, explain the study process, provide updates on alternatives and recommendations, remind readers how and where to comment, and provide other timely insight. Spanish-speaking audiences were encouraged to request assistance if needed; however, no requests were received during the course of the Project.

Project Website. On October 6, 2014, DRPT launched the Project website: http://www.DC2RVArail.com. It serves as key reference for all public information, and DRPT continually updates the website with current and relevant information. The website also accepts comments and includes translation and font enlargement features.

Project Press Releases and Media Advisories. DRPT issued press releases at Project kick-off and prior to public meetings, and also made them available on the Project website. DRPT also issued media advisories prior to the public meetings to invite the media to attend and provide meeting coverage. To garner more media attention, DRPT contacted key media outlets to follow up on releases and offered to provide other information to inform news stories. These efforts resulted in over 188 news stories published during the announcement of each phase of public meetings held on the Project, ranging from the Scoping meeting in 2014 through the most recent Public Hearings for the Draft EIS in 2017 (see Section 2.1.1 below for details).

Project Brochure. DRPT prepared two Project brochures—one at the onset of the Project and an updated version in fall 2016. DRPT mailed the first brochure to 553 elected officials, libraries, faith groups, and chambers of commerce and disseminated the second brochure at key stakeholder and public meetings. Electronic versions of the brochures are available on the Project website.

Social Media. The purpose of the Project's social media efforts is to broaden outreach, increase awareness of the Project, and provide engagement opportunities to stakeholders who might not otherwise participate. DRPT summarized the content of social media posts to check for the most discussed topics and potential new issues not identified through traditional means and used social media to perform real-time evaluation of Project information and locate geographic areas with higher or lower levels of stakeholder participation. As of July 2018, Social Media profiles included 522 followers on Twitter (@dc2rvail) and 504 followers on Facebook (dc2rvarail).

2.1.1 Project Launch to Public Hearings

On October 6, 2014, 30 days in advance of the first Scoping public meeting, DRPT initiated the Project's public outreach to alert the public, agencies, and media of the Project's inception. The Project launch included formal publication by FRA of a Notice of Intent (NOI) for the Project in the *Federal Register* on October 23, 2014.[1]

Public outreach announcements for the launch were developed in conjunction with public outreach announcements for the Scoping public meetings and included a group of web "splash" pages; an electronic survey; social media posts; an email message to contacts in the Project database; an initial press release to key local and regional print and electronic media—including a Spanish version to limited English proficiency media outlets; and a Project brochure that was distributed to regional libraries, faith groups, transportation agencies, chambers of commerce, and elected officials encouraging them to share Project information with their communities and customers.

Public involvement throughout the remainder of the Project was based on several key milestones, which are summarized below and described in detail in Chapter 6 of the Draft EIS.

- **Scoping.** The purpose of scoping is to introduce the Project and to provide an early and open forum for identifying public concerns and clearly defining the environmental issues and alternatives to be examined in the EIS. DRPT and FRA held four open house style public Scoping meetings for the Project on November 5, 6, 12, and 13, 2014. Scoping meetings were held along the corridor in Alexandria, Quantico, Ashland, and Richmond. An online meeting launched on October 27, 2014 was also hosted on the Project website.
- **Alternatives Development.** DRPT held a second round of three public meetings on June 1, 2, and 3, 2015. Alternatives Development meetings were held in Alexandria, Fredericksburg, and Richmond. The topics covered at these open house meetings included the Draft Purpose and Need Statement, alternatives development process, and preliminary rail alignment options.
- **Alternatives Review**. DRPT held another round of three public information meetings on December 8, 9, and 10, 2015, again in an informal open house format. The Alternatives Review meetings were held in Springfield, Fredericksburg, and Richmond. At these meetings, DRPT presented updated information on alternatives development, and topics covered included the review of alternatives and preliminary information and methodology for rail operations, modeling, engineering, and environmental analyses.
- **Draft EIS.** The public hearings are described in Section 2.1.2 below.

All comments received during the public meetings were reviewed, documented, and included in the Project's administrative record. Outreach materials included reference to several methods by which people could submit comments and questions regarding the Project. These methods included:

  - Submission of comment form at in-person meetings
  - Mailing the hardcopy comment form to the Project office

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[1] https://www.federalregister.gov/documents/2014/10/23/2014-25219/environmental-impact-statement-for-the-southeast-high-speed-rail-project-from-washington-dc-to

- Submission via the electronic comment form on the Project website
- Emailing the Project email address, info@dc2rvarail.com
- Calling the toll-free Project hotline (information in English and Spanish)

Comments received during specific comment periods informed decision making for that specified milestone. Comments submitted outside of the comment periods informed DRPT's understanding of public sentiment regarding the Project and, in some cases, provided unique information, like property and historic resource details that helped guide alternatives development efforts. DRPT responded to comments that included information requests (e.g., specific landowner concerns or general Project information questions) by email, unless otherwise requested. DRPT also hosted meetings, made phone calls, and provided information by mail.

2.1.2 Public Hearings for the Draft EIS

After publishing the Draft EIS, DRPT held five public hearings along the corridor on October 10, 11, 17, 18, and 19, 2017 to solicit public comments on the Draft EIS. The hearings were held from 6:00 p.m. to 9:00 p.m. in Richmond and Ashland and from 7:00 p.m. to 10:00 p.m. in Alexandria, Fredericksburg, and Quantico. The public hearings consisted of two parts: an informal open house, during which the public could review Project information and talk to subject matter experts; and a formal comment period during which the public could speak for the record. Table 2.1-1 provides the meeting date, location, and number of attendees at each public hearing.

Table 2.1-1: Public Hearings

Meeting Date	Meeting Location	Meeting Attendance[1]
October 10, 2017	Main Street Station 1500 East Main Street, Richmond, VA	94
October 11, 2017	Patrick Henry High School 12449 W. Patrick Henry Road, Ashland, VA	169
October 17, 2017	Hilton Alexandria Old Town 1767 King Street, Alexandria, VA	77
October 18, 2017	James Monroe High School 2300 Washington Avenue, Fredericksburg, VA	43
October 19, 2017	National Museum of the Marine Corps 18900 Jefferson Davis Highway, Triangle, VA	27

Note: 1. Attendance numbers based on DC2RVA sign-in sheets.

Upon arrival at the hearings, attendees were asked to sign in and were given a comment form and a public hearing handout that provided background on the study (materials were produced in English and Spanish). The open house portion of the hearings included 19 staffed informational boards that included the following:

- Review of alternatives
- Socioeconomics
- Property Acquisition Process
- Historic and Archaeological Resources
- Natural Resources
- Air, Noise, and Vibration
- Transportation
- Train Frequency

Detailed maps and map books were also presented, and Project subject matter experts were available to answer questions. The open house remained staffed during the formal comment portion of the public hearings.

The formal comment portion of the hearings were held in a separate space from the open house areas and began at 6:30 p.m. in Richmond and Ashland and 7:30 p.m. in Alexandria, Fredericksburg, and Quantico. DRPT opened the formal comment portion of the hearings and allotted each speaker three minutes to state their comments. Comments and questions provided during the public hearings were documented for the Project record, and DRPT did not provide responses to questions and comments during this hearing. After those who had signed up to speak gave their comments, the Hearing Officer opened the floor to any additional speakers who wished to come to the microphone and provide their name and comment for the record. Once all comments were provided, the Hearing Officer concluded the public hearing and let attendees know that the Project team was available in the open house area to answer any additional questions. Attendees were invited to submit a written comment during the meeting, by mail, or online to be included in the record.

A self-guided online meeting was also made available through the duration of the Draft EIS comment period (September 8, 2017 to November 7, 2017) and included a review of the Draft EIS and the same display information as the in-person meetings. All public hearing materials were posted on the Project website.

The public was invited to provide comments about the Project during and after each hearing through various formats. The last two options below applied to the public hearings only, whereas the first five were offered during the first three sets of public meetings for the Project as well.

- Submission of comment form at in-person meetings
- Mailing the hardcopy comment form to the Project office
- Submission via the electronic comment form on the Project website
- Emailing the Project email address, info@dc2rvarail.com
- Calling the toll-free Project hotline (information in English and Spanish)
- Submission via the online meeting
- Verbally via the Court Reporter

DRPT prepared a Draft EIS Public Hearing Summary Report[2] that describes the format and content of the public hearings, documents public outreach efforts before, after, and during the Draft EIS comment period, and summarizes comments received from agencies, organizations, and the general public.

2.1.3 Public Comment on the Draft EIS

The 60-day comment period for the Draft EIS ran from September 8, 2017 to November 7, 2017. During this time, DRPT received more than 14,000 comments from 4,247 individual commenters, with most citizens commenting on several topics or issues. All comments received were fully considered; DRPT reviewed each comment, categorized and appropriately grouped them by topic. Table 2.1-2 provides a summary of the 4,247 individual commenters, and Table 2.1-3 provides a summary of the 14,170 comments, indicating the number of times a particular topic, or issue, was mentioned. The top ten primary issues that were commented on were:

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[2] Available on the Project website: http://dc2rvarail.com/resources/public-meeting-archive/

- Alignments through the Ashland Area
- Specific Landowner Issues (such as property-specific impacts from the Project, including property access or property acquisition)
- Alignments through the Richmond Area
- General support of Project
- Alignments through the Northern Virginia Area
- Economics impacts
- Farmland impacts
- Road/bridge impacts
- Emergency response impacts
- Safety

Note that petitions that were sent in as form letters were captured as separate comments for the purposes of the count in Table 2.1-2 and Table 2.1-3. Refer to Section 2.4.2 of this Final EIS for summary of public comment and DRPT's detailed responses, which are included as Appendix C of this Final EIS.

Table 2.1-2: Draft EIS Comment Summary – Number of Commenters

Comment Format	Number of Commenters
Email	2,561
Letter	74
Phone Call	2
Public Hearing Court Reporter Transcript – Alexandria	10
Public Hearing Court Reporter Transcript – Ashland	40
Public Hearing Court Reporter Transcript – Fredericksburg	6
Public Hearing Court Reporter Transcript – Quantico	2
Public Hearing Court Reporter Transcript – Richmond	12
Project Website Online Comment Form	769
Project Hotline Voicemail	12
Petition	3
CAC Ashland / Hanover Comment	5
Agency Letter / Email	53
Form / Duplicate Submissions	698
Total	**4,247**

Table 2.1-3: Draft EIS Comment Summary – Primary Topics

Primary Issues	Number of Topics within Comments
ADA Accommodations	5
Agency Coordination	15
Air Quality	29
Alignments-Ashland	5,630
Alignments-Fredericksburg	24
Alignments-Northern Virginia	988
Alignments-Richmond	1,069
Alternatives	16
Bicycle and Pedestrian	123
Biological Resources	25
Capacity	190
Community Facilities and Services	74
Compatibility Projects/Plans	14
Construction	46
Cumulative Impacts	4
Economics	724
EIS Process	15
EJ/Social/Title VI	9
Emergency Response	387
Energy	1
Errata	4
Farmland	631
General Opposition	68
General Support	1,051
Hazardous Materials Transport	9
Health Impacts	5
Historic and Cultural Resources	100
Information Request	27
Land Use	6
Mailing List Request	21
Mitigation	29
Mobility	7
Noise & Vibration	57
Other	9
Ownership and Operations/Maintenance	5
Parking	23
Parks and Recreation	26

▶ *Continued.*

Table 2.1-3: Draft EIS Comment Summary – Primary Topics

Primary Issues	Number of Topics within Comments
Project Schedule	5
Public Involvement	12
Purpose and Need	9
Road / Bridges	585
ROW	14
Safety	265
Section 4(f)	9
Service	112
Specific Landowner Issues	1,463
Stations	100
Technology	72
Visual/Viewshed	21
Water Resources	37
Total	**14,170**

2.1.4 Additional Public Outreach

This section describes the public outreach for the Project, in addition to the public meetings, hearings, and comment periods.

2.1.4.1 Public Meetings Hosted by Outside Organizations

In addition to the public meetings hosted by DRPT, DRPT was also asked to present at three public meetings held by outside organizations. These meetings were requested by local jurisdictions, citizens, and non-governmental organizations (NGOs) to discuss proposed alternatives in their areas. Table 2.1-4 provides the meeting host, date, location, and number of attendees at each meeting. During these meetings, DRPT gave a brief Project update presentation and answered questions from the audience. Topics raised during the question and answer sessions included the study process, property impacts, passenger and freight rail service, Project cost, rail within the I-95 corridor, noise and vibration, eliminated alternatives, safety, economics, Purpose and Need, Project outreach, and train speeds. Comment forms were available at these meetings, collected, reviewed, and logged in the Project database. Additionally, DRPT collected sign-in sheets and added attendees to the Project contact mailing list.

Table 2.1-4: Outside Organization Hosted Meetings

Meeting Host	Meeting Date	Meeting Location	Meeting Attendance[1]
Virginians for High Speed Rail; Town of Ashland	February 4, 2016 (6:30 – 8:30 p.m.)	Ashland Town Hall 101 Thompson Street Ashland, VA 23005	17
Hanover County	April 4, 2016 (6:30 – 8:30 p.m.)	Patrick Henry High School 12449 W. Patrick Henry Road Ashland, VA 23005	402
Spotsylvania County	July 11, 2016 (6:30 – 8:30 p.m.)	Fredericksburg Christian High School 9400 Thornton Rolling Road Fredericksburg, VA 22408	233

Note: 1. Attendance numbers based on DC2RVA sign-in sheets.

2.1.4.2 Small Group Informational Meetings

As shown in Table 2.1-5, DRPT participated in more than 45 small group informational meetings with interested organizations throughout the corridor, in many cases at the request of the organizations themselves. Notifications about these meetings were issued from the requesting agency/organization, and all meetings were open to the public. Feedback received at these meetings focused on ways that DRPT could collaborate to improve Project communication.

Table 2.1-5: Small Group Informational Meetings

Meeting Date	Meeting Type / Attendees	Topics
November 3, 2014	Richmond Regional Planning District Commission, GWRideConnect, Arlington Transit, Dinwiddie County, Federal Railroad Administration	▪ Public Information Officer Update Regarding Upcoming Public Meetings
March 12, 2015	Virginia Hispanic Chamber of Commerce	▪ Project Activities and Schedule ▪ Hispanic Community Outreach Strategy
March 12, 2015	Ridefinders	▪ Project Activities and Schedule ▪ Public Outreach Strategy
March 12, 2015	AAA Seniors	▪ Project Activities and Schedule ▪ Senior Citizens Outreach Strategy
March 15, 2015	Historic Fredericksburg Foundation Inc.	▪ Project Overview ▪ Project Engagement Opportunities
March 19, 2015	East Coast Greenway Alliance, Virginia Bicycling Federation	▪ Project Purpose and Need ▪ Barriers to Greenway, Private Freight Right-of-Way
March 19, 2015	Mayfield Civic Association	▪ Project Overview, including Activities and Schedule ▪ Field Studies ▪ Public Engagement Opportunities
May 13, 2015	Caroline County, City of Alexandria, Marine Corps Base Quantico	▪ Public Information Officer Update Regarding Upcoming Public Meetings
May 22, 2015	Hampton Roads Regional Council	▪ Project Overview ▪ Project Activities and Schedule
July 15, 2015	DuPont	▪ Project Overview ▪ Project Activities and Schedule
September 9, 2015	Neabsco Beach Way Homeowners Association	▪ Project Overview ▪ Neabsco Creek Bridge
October 15, 2015	City of Richmond Public Information Office, Greater Richmond Transit Company	▪ Project Overview ▪ December 2015 Public Meeting Outreach Strategy
November 10, 2015	City of Richmond Office of Diversity	▪ Title VI Outreach Strategy
November 10, 2015	City of Richmond Social Services Department	▪ Title VI Outreach Strategy
November 10, 2015	Virginia Department for the Deaf and Hard of Hearing	▪ Title VI Outreach Strategy
November 12, 2015	Fairfax County Public Information Office	▪ Project Overview ▪ December Public Meetings

▶ *Continued – see end of table for notes.*

Table 2.1-5: Small Group Informational Meetings

Meeting Date	Meeting Type / Attendees	Topics
November 13, 2015	Fairfax County Department of Transportation - Public Information Office	▪ Project Overview ▪ December Public Meetings
November 17, 2015	City of Richmond, City of Fredericksburg, Springfield Chamber of Commerce	▪ Business Groups/Chambers of Commerce Update Regarding Upcoming Public Meetings
February 3, 2016	Transportation Association of Greater Springfield	▪ Project Overview ▪ Project Activities and Schedule
June 9, 2016	Randolph-Macon College, Town of Ashland, Hanover County	▪ Project Overview ▪ Ashland Area Alternatives ▪ Potential Impacts to College
June 14, 2016	Civil War Trust	▪ Cultural Resources
July 27, 2016	Randolph-Macon College	▪ Ashland Area Alternatives ▪ Potential Impacts to College
August 22, 2016	Virginia Association of Counties	▪ Project Overview
September 15, 2016	American Council of Engineering Companies, Virginia Transportation Networking Luncheon [Presentation]	▪ Project Overview ▪ Project Activities and Schedule
September 19, 2016	Arlington/Alexandria Phase II Meeting	▪ Project Overview ▪ Project Activities and Schedule
October 27, 2016	Hap Connors – Commonwealth Transportation Board, Fredericksburg District	▪ Project Overview ▪ Project Activities and Schedule
November 3, 2016	Northern Virginia Transportation Commission	▪ Project Overview ▪ Project Activities and Schedule
November 3, 2016	Potomac and Rappahannock Transportation Commission	▪ Project Overview ▪ Project Activities and Schedule
November 16, 2016	Crystal City Civic Association	▪ Project Overview ▪ Project Activities and Schedule
November 17, 2016	Northern Virginia Transportation Authority	▪ Project Overview ▪ Project Activities and Schedule
December 5, 2016	Richmond Area Locality Workshop: City of Richmond, Henrico County, Chesterfield County, Richmond Regional Planning District Commission, and Federal Railroad Administration	▪ Richmond Recommendations ▪ Project Activities and Schedule
January 18, 2017	Alexandria Transportation Commission	▪ Project Activities and Schedule
March 28, 2017	Ashland Study Request	▪ Project Activities ▪ Potential Impacts to Town of Ashland and Hanover County
June 5, 2017	Virginia Department of Historic Resources	▪ Project Update and Schedule
July 13, 2017	Fairfax County Board of Supervisors and Department of Transportation	▪ Project Update and Schedule

▶ *Continued – see end of table for notes.*

Table 2.1-5: Small Group Informational Meetings

Meeting Date	Meeting Type / Attendees	Topics
October 24, 2017	Alexandria City Council	▪ Resolution to comments on Draft EIS
November 9, 2017	Special Commonwealth Transportation Board Meeting - Ashland	▪ Project Concerns
March 15, 2018	Woodbridge Potomac Communities Civic Association	▪ Project Update and Schedule
April 4, 2018	Virginia Department of Historic Resources	▪ Project Update ▪ AH Phase I in LOD
May 16, 2018	City of Richmond	▪ Project Update and Schedule
August 7, 2018	Virginia Department of Historic Resources	▪ Potential Impacts to Cultural Resources in Shockoe Valley
September 10, 2018	National Trust for Historic Preservation, Preservation Virginia, Advisory Council on Historic Preservation, Virginia Department of Historic Resources	▪ Potential Impacts to Cultural Resources in Shockoe Valley
October 15, 2018	Historic Richmond	▪ Project Update ▪ Potential Impacts
October 24, 2018	Town of Ashland Museum	▪ Project Update and Schedule
November 2, 2018	Elegba Folklore Society	▪ Project Update and Schedule
December 3, 2018	National Trust for Historic Preservation, Preservation Virginia, Historic Richmond	▪ Potential Impacts to Cultural Resources in Shockoe Valley

Note: Rows highlighted in gray denote meeting that was held subsequent to the release of the Draft EIS in September 2017.

2.1.4.3 Town of Ashland/Hanover County Community Advisory Committee

Through the alternatives development process and related community meetings, DRPT recognized the unique nature of the Town of Ashland and Hanover County, and that many of the alternatives for greater rail capacity in this area generated community concerns. As a result, DRPT implemented a community-based effort to supplement the corridor-wide DC2RVA public involvement activities described above and to help inform DRPT's recommendation for a Preferred Alternative that provides the required rail capacity through the Town of Ashland/Hanover County area.

As part of this community-based effort, DRPT established a Community Advisory Committee (CAC) to take a more intense look at all previous options, identify any potential new options to meet the Purpose and Need of the DC2RVA Project, and suggest mitigation strategies to address Project impacts. The CAC was specifically requested to:

- Review all alternatives studied during the preparation of the Draft EIS, including those considered but already dismissed during the alternatives development process
- Recommend alternative(s), including new alternatives or modifications to alternatives, to meet the Project Purpose and Need
- Identify and represent the concerns of members' communities
- Apply a structured and transparent approach seeking consensus

The CAC consisted of 14 members from the below organizations. Each organization nominated individuals to participate in the committee. CAC member organizations are listed below in alphabetical order:

- Town of Ashland
- CSX Transportation
- Hanover County
- Randolph-Macon College
- Richmond Regional Transportation Planning Organization

DRPT Director Jennifer Mitchell acted as chairperson of the committee and technical subject matter experts for the Project presented findings and answered questions at the meetings.

The CAC met monthly from May through September 2017 for a total of five meetings. The CAC members were notified by email and were encouraged to share the meeting details with the public. All meetings were open to the public, with specific meeting times set aside specifically for verbal comment by the public, with a limit of 2 minutes per citizen. The comment period was open until all individual commenters were able to provide their input at each meeting. Each of the CAC meetings included a full video recording available after the meeting on the Project website. The video offered the public who were unable to attend the opportunity to view the same information when it was most convenient for them. All public comments and questions were reviewed by the DRPT staff, and responses were prepared and shared with the CAC as part of the decision-making process.

Table 2.1-6 provides the meeting date, location, and number of attendees at each CAC meeting.

Table 2.1-6: CAC Meetings

Meeting Date	Meeting Type	Meeting Location	Meeting Attendance[1]
May 22, 2017	CAC Meeting	Hanover County Administration Building Board of Supervisors	90
June 26, 2017	CAC Meeting	Randolph-Macon College	60
July 25, 2017	CAC Meeting	Randolph-Macon College	280
August 28, 2017	CAC Meeting	Randolph-Macon College	80
September 11, 2017	CAC Meeting	Randolph-Macon College	60

Notes: 1. Attendance numbers are based on DC2RVA sign-in sheets.
Row highlighted in gray denotes meeting that was held subsequent to the release of the Draft EIS in September 2017.

It is important to note that the CAC process was not meant to replace the Draft EIS public hearings and public comment period. Members of the public were encouraged to also provide comments on the Draft EIS once the document was made publicly available on September 8, 2017.

Refer to Section 3.3 of this Final EIS for a description of the CAC recommendations as they pertain to selection of the Preferred Alternative. Refer to Appendix G of this Final EIS for the final summary report on all CAC activities, which was published in October 2017.

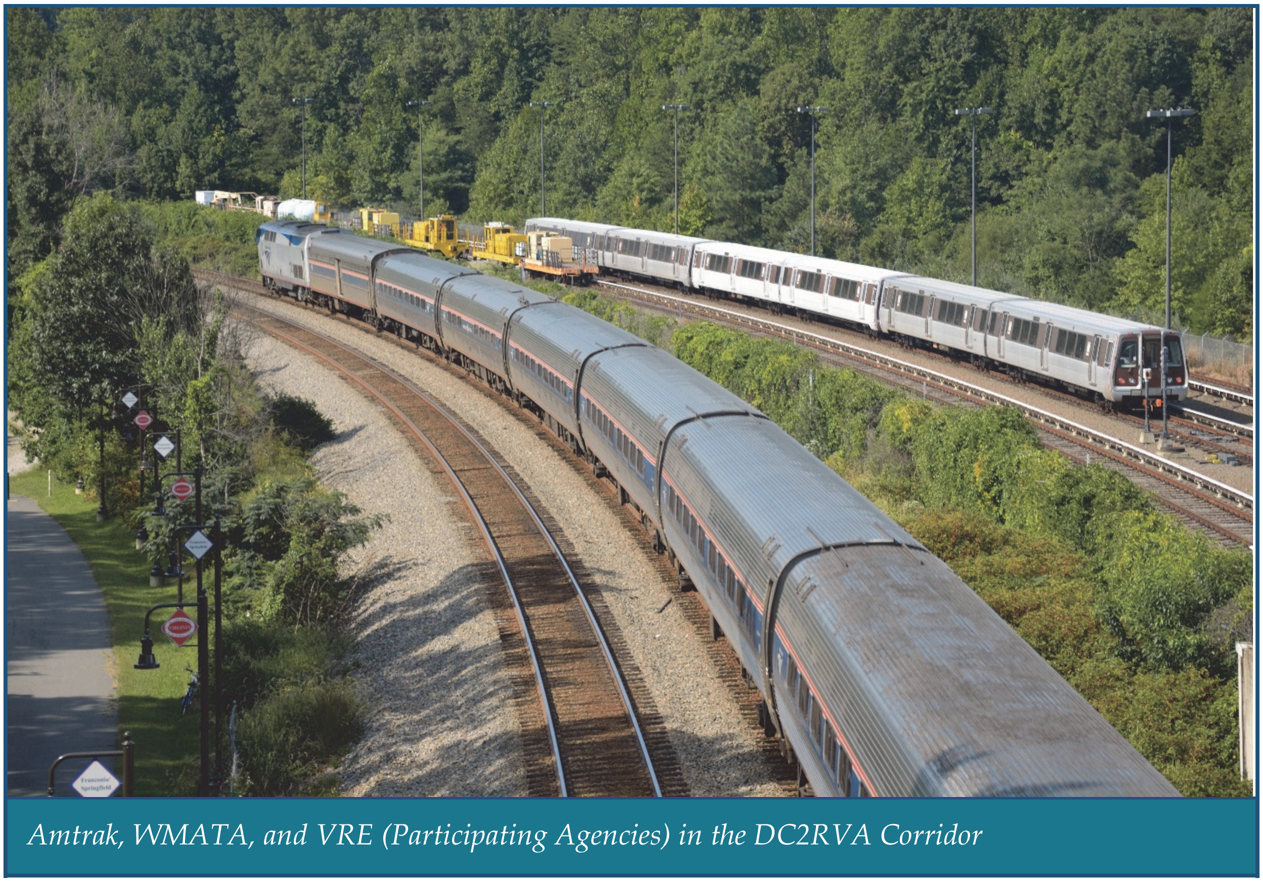
2.2 AGENCY COORDINATION

DRPT and FRA conducted extensive agency coordination throughout the course of the Draft EIS. More than 35 agencies were invited to be Cooperating or Participating Agencies. Cooperating Agencies include those agencies that have jurisdiction by law or special expertise and typically:

- Participate in scoping
- Provide staff support
- Assist with analyses, field reviews, and public meetings
- Review documentation

The Draft and Final EIS are meant to assist Cooperating Agencies in fulfilling their jurisdictional and NEPA responsibilities. Table 2.2-1 presents the Cooperating Agencies[3] for the DC2RVA Project.

Participating Agencies also have an interest and remain involved throughout the Project, but they typically do not have as active a role as Cooperating Agencies. The Participating Agencies for the DC2RVA Project are also presented in Table 2.2-1.



Amtrak, WMATA, and VRE (Participating Agencies) in the DC2RVA Corridor

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[3] USFWS was also invited to be a cooperating agency but did not respond. Although USFWS is not a cooperating agency, they did participate in a phone conference with the cooperating agencies on August 31, 2015. USFWS requested information regarding proposed Project alignments. DRPT worked with USFWS to provide this information and respond to other USFWS comments.

Table 2.2-1: Cooperating and Participating Agencies

Cooperating Agencies	
Federal Highway Administration (FHWA)	U.S. Coast Guard (USCG)
Federal Transit Administration (FTA)	U.S. Environmental Protection Agency (EPA)
U.S. Army Corps of Engineers (USACE)	Virginia Department of Transportation (VDOT)
Participating Agencies	
Advisory Council on Historic Preservation (ACHP)	Marine Corps Base (MCB) Quantico
Amtrak	Metropolitan Washington Council of Governments (MWCOG)/National Capital Region Transportation Planning Board
Arlington County	Northern Virginia Regional Commission (NVRC)
Caroline County	Northern Virginia Regional Park Authority (NVRPA)
Chesterfield County	Northern Virginia Transportation Commission (NVTC)
City of Alexandria	Potomac and Rappahannock Transportation Commission (PRTC)
City of Colonial Heights	Prince William County
City of Fairfax	Richmond Regional Planning District Commission/Richmond Regional Transportation Planning Organization (RRTPO)
City of Fredericksburg	Spotsylvania County
City of Richmond	Stafford County
Crater Planning District Commission/Tri-Cities Metropolitan Planning Organization (MPO)	Town of Ashland
Dinwiddie County	Town of Dumfries
District of Columbia Department of Transportation (DDOT)	Town of Quantico
Fairfax County	Virginia Department of Historic Resources (DHR)
Fredericksburg Area Metropolitan Planning Organization (FAMPO)	Virginia Port Authority
George Washington Regional Commission (GWRC)	Virginia Railway Express (VRE)
Hanover County	Washington Metropolitan Area Transit Authority (WMATA)
Henrico County	

2.2.1 Agency Meetings

Early and continuous agency coordination provides support for Project development. The first agency meeting was the agency scoping meeting for federal, state, and local agencies conducted on November 3, 2014. The intent of the meeting was to introduce the Project; explain the study process; refine the Purpose and Need; review concerns and comments; and begin to identify alternatives for consideration. Comments and input from the agencies attending were welcomed. DRPT also held agency meetings on June 25, 2015 and March 31, 2016, to update the federal, state, and local agencies on Project activities and receive feedback. Table 2.2-2 provides a summary of the inter-agency meetings held to date.

Table 2.2-2: Interagency Meetings

Meeting Date	Meeting Attendees	Topics
November 3, 2014	16 attendees, representing FRA, USACE, U.S. Department of Housing and Urban Development (HUD), VDOT, MWCOG, RRTPO, Stafford County, Spotsylvania County, Henrico County, Chesterfield County, and the City of Richmond	▪ Served as Agency Scoping Meeting ▪ Project Introduction ▪ Study Process Explanation ▪ Purpose and Need Refinement ▪ Identify Alternatives for Consideration ▪ Concerns and Comments on the Project from Attendees
June 25, 2015	20 attendees, representing FRA, USACE, EPA, FHWA, and VDOT	▪ Project Overview ▪ Update on Project Activities to Date ▪ Ongoing and Upcoming Project Deliverables ▪ Concerns and Comments on the Project from Attendees
March 31, 2016	24 attendees, representing FRA, USACE, EPA, Amtrak, VDOT, VRE, WMATA, MWCOG, RRTPO, Stafford County, Hanover County, Chesterfield County, City of Fredericksburg, and MCB Quantico	▪ Update on Project Activities to Date ▪ Ongoing and Upcoming Project Deliverables ▪ Concerns and Comments on the Project from Attendees
February 9. 2017	Attendees representing VDOT	▪ Project Update and Schedule
February 22, 2017	Attendees representing VRE and FRA	▪ Project Update and Schedule
January 4, 2018	24 attendees representing Amtrak, DRPT	▪ Project Update and Schedule
January 17, 2018	2 Attendees representing FRA and DRPT	▪ Project Concerns and Schedule
March 6, 2018	Attendees representing NCDOT, VRE, Amtrak, FRA, CSX, DDOT	▪ Service Development Plan Kickoff
March 6, 2018	Attendees representing NCDOT	▪ Scheduling

Note: Rows highlighted in gray denote meetings that were held subsequent to the release of the Draft EIS in September 2017.

In addition to the larger agency meetings, DRPT scheduled smaller agency-specific meetings as needed to discuss particular resources and topics in greater detail. Table 2.2-3 lists these agency-specific meetings and includes a brief summary of the discussion topics.

Table 2.2-3: Agency Meetings

Meeting Date	Meeting Attendees	Topics
September 3, 2015	USACE–Norfolk District, Virginia Department of Environmental Quality (DEQ)	▪ Wetlands Methodology ▪ Permit Requirements
September 16, 2015	EPA	▪ Project Overview ▪ Climate Change and Resiliency ▪ Wetlands ▪ Environmental Justice, Relocations, and Public Outreach ▪ Air Quality ▪ Secondary and Cumulative Impacts ▪ Stormwater
November 30, 2015	USACE–Norfolk District, DEQ	▪ Streams and Wetlands Field Review Meeting–Segments 6, 7, and 8[1]
December 16, 2015	USACE–Norfolk District, DEQ	▪ Streams and Wetlands Field Review Meeting–Segments 10 and 11[1]
February 3, 2016	USACE–Norfolk District, DEQ	▪ Streams and Wetland Field Review Meeting–Segments 11 and 12[1]
May 19, 2016	United States Fish and Wildlife Service (USFWS)	▪ Project Overview ▪ Threatened and Endangered Species Inventories and Survey
July 21, 2016	USACE–Norfolk District, DEQ	▪ Streams and Wetland Field Review–Segment 21[1]
May 11, 2018	USACE- Norfolk District	▪ James River Floodwalls
May 24, 2018	USACE – Norfolk District Regulatory Branch, EPA	▪ Draft EIS Comments and Responses; Permit Coordination; Mitigations
June 6, 2018	EPA	▪ Draft EIS Comments and Responses

Note: 1. See Section 2.3 of the Draft EIS for a description of DC2RVA corridor segments.
Rows highlighted in gray denote meetings that were held subsequent to the release of the Draft EIS in September 2017.

2.2.2 Distribution of the Draft EIS

On September 8, 2017, the EPA published in the Federal Register EPA's weekly Notice of Availability (NOA) that included the Draft EIS. Publication of the NOA initiated the 60-day public involvement period. DRPT distributed the Draft EIS to 325 federal, regional, state, and local agencies, elected officials, and other interested parties for their review and comments. The document was also made available for public viewing at public libraries and government centers along the corridor, as well as on the Project website (www.DC2RVArail.com). The complete distribution list is included in Chapter 8 of the Draft EIS.

2.2.3 Additional Agency/Stakeholder Coordination

This section describes DRPT's additional coordination efforts, including task force meetings, coordination with local agency and officials, and Section 106 and Section 4(f) coordination.

2.2.3.1 Task Force Meetings

Because the Project involves rail infrastructure owned by CSX Transportation (CSXT) and utilized by multiple operators, DRPT formed a task force of the transportation providers in the corridor to ensure effective communication and coordination of Project information. DRPT hosted task force meetings quarterly, or as needed at Project milestones, beginning in August 2014. Participants at the task force meetings typically included FRA, DRPT, VDOT, CSXT, Amtrak, VRE, Virginia's Office of the Attorney General (OAG), and DDOT. The task force meetings began with an initial kick-off meeting followed by a series of updates on Project activities and the schedule. There have been 15 meetings held between the Project's conception and July 2018. The meetings have served as an important tool for coordination amongst the primary Project stakeholders.

The main objectives of the task force were:

- To serve as the "Core Project Team"
- To be briefed on major Project milestones and to keep appropriate staff informed of the Project progress
- To serve as advisors to the lead agency for the EIS
- To provide technical review and input to complete certain parts of the study

Table 2.2-4 provides a summary of the task force meetings to date.

Table 2.2-4: Task Force Meetings

Meeting Date	Meeting Attendees	Topics
August 18, 2014	FRA, DRPT, VDOT, CSXT, VRE	▪ Project Introduction ▪ Early Project Concerns
January 8, 2015	FRA, DRPT, VDOT, CSXT, Amtrak, VRE, OAG	▪ General Update of Project Activities ▪ FRA Agreement with DRPT ▪ Freight Growth and Modeling ▪ Freight and Passenger Rail Capacity ▪ VRE Station Planning and Development ▪ Long Bridge ▪ Basis of Design
April 8, 2015	FRA, DRPT, VDOT, CSXT, Amtrak, VRE, Virginia Office of the Attorney General (OAG)	▪ Purpose and Need ▪ Service Goals ▪ Alternatives Development ▪ Public Involvement
May 19, 2015	FRA, DRPT, VDOT, CSXT, Amtrak, VRE	▪ Purpose of June Public Meetings ▪ Materials to be Presented at June Public Meetings ▪ Issues that arose during Locality Meetings ▪ Key Provisions of Basis of Design
June 29, 2015	FRA, DRPT, VDOT, CSXT, Amtrak, VRE, OAG	▪ Project Update and Schedule ▪ Service Goals ▪ Engineering Options Overview

▶ *Continued – see end of table for notes.*

Table 2.2-4: Task Force Meetings

Meeting Date	Meeting Attendees	Topics
September 30, 2015	FRA, DRPT, VDOT, CSXT, Amtrak, VRE, OAG	▪ Project Update and Schedule ▪ Alternatives Development ▪ Screening Results: Potomac to Staples Mill ▪ Screening Status: Richmond ▪ Ridership Model Development ▪ Preliminary Service Plan ▪ Streamlining Projects
January 27, 2016	FRA, DRPT, VDOT, CSXT, Amtrak, VRE, DDOT, OAG	▪ Project Update and Schedule ▪ Operations Modeling Methodology ▪ Alternatives Review ▪ Draft EIS Content
May 11, 2016	FRA, DRPT, VDOT, CSXT, Amtrak, VRE, DDOT, OAG	▪ Project Update and Schedule ▪ Locality Update ▪ Build Alternatives and No Build Alternative ▪ Ridership Forecasting ▪ FASTLANE Grant Application
August 16, 2016	FRA, DRPT, VDOT, CSXT, Amtrak, VRE, OAG	▪ Project Update and Schedule ▪ Build Alternatives and No Build Alternative ▪ Preliminary Ridership Estimates
November 2, 2016	FRA, DRPT, VDOT, CSXT, Amtrak, VRE	▪ Project Update and Schedule ▪ Alternatives Review ▪ Community Outreach ▪ Ridership Modeling Update ▪ Atlantic Gateway
February 2, 2017	FRA, DRPT, VDOT, CSXT, Amtrak, VRE, DDOT	▪ Project Update and Schedule ▪ Alternatives Review ▪ Ridership Modeling Update ▪ Preliminary Engineering Update ▪ Atlantic Gateway ▪ Long Bridge
July 12, 2017	FRA, DRPT, VDOT, CSXT, Amtrak, VRE, DDOT	▪ Project Update and Schedule ▪ Summary of Alternatives Review ▪ Public Hearing Schedule and Timeline ▪ Town of Ashland and Hanover County Area Community Advisory Committee Update
February 8, 2018	FRA, DRPT, VDOT, CSXT, Amtrak, VRE, DDOT	▪ Project Update and Schedule ▪ CTB Decision on Recommended Preferred Alternative ▪ Preliminary Engineering Update ▪ Service Development Planning
July 10, 2018	FRA, DRPT, VDOT, CSXT, Amtrak, VRE, DDOT	▪ Preliminary Engineering ▪ Service Development Plan ▪ Final EIS format and documentation, including Draft EIS comment responses
November 7, 2018	FRA, DRPT, VDOT, CSXT, Amtrak, VRE, DDOT	▪ Service Development Plan ▪ Final EIS Update and Timeline ▪ Section 106 Coordination ▪ Network-wide Modeling Results

Note: Rows highlighted in gray denote meetings that were held subsequent to the release of the Draft EIS in September 2017.

2.2.3.2 Local Agencies and Officials Coordination

Beyond agency coordination with departments within localities, DRPT also specifically engaged local officials during the Project's development. In total, DRPT conducted over 60 meetings with local agencies and officials to provide Project briefings and updates, gather feedback on alternatives, and answer questions. The organizations and meeting dates are listed in Table 2.2-5.

Table 2.2-5: Local Agency and Official Meetings

Meeting Date	Meeting Attendees	Topics
December 3, 2014	City of Richmond Mayor's Staff, DRPT	▪ Project Activities and Schedule ▪ Richmond Station Locations ▪ Relation to Bus Rapid Transit (BRT)
November 19, 2014	Delegate Manoli Loupassi, DRPT	▪ Project Activities and Schedule ▪ Richmond Station Locations
March 12, 2015	Fredericksburg Area Metropolitan Planning Organization (FAMPO), DRPT	▪ Project Activities and Schedule ▪ Fredericksburg Region Outreach Strategy
March 12, 2015	RRPDC, DRPT	▪ Project Activities and Schedule ▪ Title VI Outreach Strategy
April 29, 2015	Hanover County, Town of Ashland, Richmond Region Planning District Commission, DRPT	▪ Service Goals ▪ Alternatives Development
May 1, 2015	City of Fredericksburg, FAMPO, GWRC, Stafford County, DRPT	▪ Service Goals ▪ Alternatives Development
May 1, 2015	MWCOG Transportation Planning Board, DRPT	▪ Project Activities and Schedule
May 4, 2015	Chesterfield County, City of Richmond, Henrico County, RRPDC, DRPT	▪ Service Goals ▪ Alternatives Development
May 7, 2015	PRTC, DRPT	▪ Project Activities and Schedule ▪ Alternative Development and Screening
May 7, 2015	RRPDC, DRPT	▪ Project Activities and Schedule ▪ Alternative Development and Screening
May 8, 2015	NVTC, DRPT	▪ Project Activities and Schedule ▪ Alternative Development and Screening
May 14, 2015	Northern Virginia Transportation Authority (NVTA), DRPT	▪ Project Activities and Schedule ▪ Alternative Development and Screening
May 18, 2015	GWRC, DRPT	▪ Project Activities and Schedule ▪ Alternative Development and Screening
May 20, 2015	MWCOG Policy Board, DRPT	▪ Project Activities and Schedule ▪ Alternative Development and Screening
September 24, 2015	RRPDC, DRPT	▪ Project Activities and Schedule ▪ Alternative Development and Screening
November 9, 2015	Caroline County, City of Fredericksburg, FAMPO, GWRC, Stafford County, Spotsylvania County, VDOT, DRPT	▪ Project Activities and Schedule ▪ Alternative Development and Screening
November 9, 2015	FAMPO Technical Committee, DRPT	▪ Project Activities and Schedule ▪ Alternative Development and Screening
November 10, 2015	Chesterfield County, City of Richmond, Henrico County, RRPDC, DRPT	▪ Project Activities and Schedule ▪ Alternative Development and Screening
November 12, 2015	Hanover County, Town of Ashland, DRPT	▪ Project Activities and Schedule ▪ Alternative Development and Screening

▶ *Continued – see end of table for notes.*

Table 2.2-5: Local Agency and Official Meetings

Meeting Date	Meeting Attendees	Topics
November 13, 2015	NVTC, DRPT	▪ Project Activities and Schedule ▪ Alternative Development and Screening
November 15, 2015	PRTC, DRPT	▪ Project Activities and Schedule ▪ Alternative Development and Screening
November 16, 2015	FAMPO Policy Committee, DRPT	▪ Project Activities and Schedule ▪ Alternative Development and Screening
November 19, 2015	NVTA, DRPT	▪ Project Activities and Schedule ▪ Alternative Development and Screening
December 1, 2015	Chesterfield County, City of Richmond, Henrico County, RRPDC, FRA, DRPT	▪ Project Activities and Schedule ▪ Richmond Area Rail Conditions and Alternatives Development
March 2, 2016	Hanover County, DRPT	▪ Project Activities and Schedule ▪ Hanover County Field Studies ▪ Ashland Area Alternatives
March 9, 2016	Chesterfield County, City of Richmond, Henrico County, RRPDC, DRPT, FRA	▪ Richmond Area Station Site Planning
March 22, 2016	City of Richmond, DRPT	▪ Richmond Station Facilities
March 22, 2016	Henrico County, DRPT	▪ Henrico Station Facilities
April 4, 2016	Stafford County, DRPT	▪ Project Activities and Schedule
April 7, 2016	Spotsylvania County, FAMPO, DRPT	▪ Project Activities and Schedule
April 14, 2016	Caroline County, DRPT	▪ Project Activities and Schedule
April 28, 2016	Hanover County, Town of Ashland, RRPDC, DRPT	▪ Project Activities and Schedule ▪ Ashland Area Alternatives ▪ Randolph-Macon College
May 2, 2016	City of Fredericksburg, DRPT	▪ Project Activities and Schedule
May 23, 2016	Arlington County, City of Alexandria, DRPT	▪ Project Activities and Schedule
May 24, 2016	Speaker William Howell, DRPT	▪ Project Activities and Schedule
May 27, 2016	House of Delegates Transportation Chair Ron Villanueva, DRPT	▪ Project Activities and Schedule
July 28, 2016	CTB, DRPT	▪ Project Overview
September 21, 2016	CTB, DRPT	▪ Project Briefing
October 11, 2016	Caroline County Board of Supervisors, DRPT	▪ Project Overview ▪ Project Activities and Schedule
October 18, 2016	CTB, DRPT	▪ Project Activities and Schedule
October 25, 2016	MWCOG Regional Transportation Subcommittee, DRPT	▪ Project Activities and Schedule
November 1, 2016	CTB, Town of Ashland, Hanover County, Randolph-Macon College, DRPT	▪ Project Tour of Ashland Area
November 3, 2016	PRTC, DRPT	▪ Project Activities and Schedule
November 3, 2016	NVTC, DRPT	▪ Project Activities and Schedule
November 17, 2016	NVTA, DRPT	▪ Project Activities and Schedule

▶ *Continued – see end of table for notes.*

Table 2.2-5: Local Agency and Official Meetings

Meeting Date	Meeting Attendees	Topics
November 28, 2016	VDOT, DRPT	▪ Environmental Justice and ADA Compliance
November 28, 2016	Governor McAuliffe, DRPT	▪ Project Briefing
December 1, 2016	RRTPO, DRPT	▪ Project Activities and Schedule
December 6, 2016	CTB, DRPT	▪ Project Activities and Schedule ▪ Project Alternatives
December 14, 2016	Henrico County Board of Supervisors, DRPT	▪ Project Activities and Schedule
December 20, 2016	Fredericksburg Mayor/City Council Briefing, DRPT	▪ Project Activities and Schedule
January 9, 2017	FAMPO Technical Committee, DRPT	▪ Project Activities and Schedule
January 11, 2017	FAMPO Transportation Advisory Group, DRPT	▪ Project Activities and Schedule
January 18, 2017	Alexandria Transportation Commission, DRPT	▪ Project Activities and Schedule
January 23, 2017	FAMPO Policy Committee, DRPT	▪ Project Activities and Schedule
February 3, 2017	Ashland Safety Summit Meeting, DRPT	▪ Project Activities and Schedule
April 17, 2017	Ashland Officials and Stakeholders, DRPT	▪ Project Updates ▪ Creation of Community Advisory Committee
July 11, 2017	RRPDC, DRPT	▪ Project Update and Schedule
August 21, 2017	GWRC/FAMPO Policy Board, DRPT	▪ Project Update and Schedule
September 7, 2017	RRPDC, DRPT	▪ Project Update and Schedule
October 24, 2017	CTB, DRPT	▪ Project Update and Schedule
October 25, 2017	WMATA, DRPT	▪ Potomac Yard and ROW
November 21, 2017	WMATA, DRPT	▪ Project Concerns ▪ Alexandria Area Alternatives
January 26, 2018	City of Alexandria, DRPT	▪ Draft EIS Comments
February 2, 2018	Arlington County, DRPT	▪ Draft EIS Comments
February 21, 2018	WMATA, DRPT	▪ Draft EIS Comments
March 8, 2018	ACHP, DRPT	▪ Project Update and Schedule
May 16, 2018	City of Richmond, DRPT	▪ Project Update and Schedule
June 28, 2018	ACHP, National Trust, NPS GW Parkway, Alexandria Archaeology, DRPT	▪ Pre-Final EIS Project effects
August 29, 2018	City of Richmond, DRPT	▪ Potential Impacts to Shockoe Bottom
November 8, 2018	City of Richmond, Parks and Recreation, DRPT	▪ Project Update ▪ Section 4(f) Discussion

Note: Rows highlighted in gray denote meetings that were held subsequent to the release of the Draft EIS in September 2017.

In addition to the meetings with local officials listed in Table 2.2.5, DRPT also met with members of Virginia's Congressional delegation on May 19, 2016 in Cannon House Office Building, Room Cannon 5C. Representatives from the offices of Senator Tim Kaine, Senator Mark R. Warner, Representative Don Beyer, Representative Gerald Connolly, Representative Robert J. Wittman, Representative Dave Brat, and Representative Robert C. Scott all participated in the meeting. Attendees discussed the various area-specific options along the corridor, as well as FASTLANE funding and how the Project could complement DRPT's Atlantic Gateway suite of projects.[4]

DRPT provided additional outreach to elected officials during key Project milestones, as shown in Table 2.2-6. More than 300 elected officials were contacted and included on the Project's email database to receive newsletters and other Project updates.

Table 2.2-6: Elected Official Targeted Outreach

Date	Format	Content
October 22, 2014	Direct Mailing #1	Project notification providing notice that FRA and DRPT were initiating preparation of a Tier II EIS for the Washington, D.C. to Richmond, VA, rail corridor.
May 18, 2015	Direct Mailing #2	Project update providing schedule information on public meetings to take place in early June. The update also shared that the Project's Purpose and Need statement was completed, preliminary rail alignment options had been developed, and alternative screening criteria had been identified.
November 10, 2015	Email #1	Project update that early stages of the alternatives screening process were completed and input from the June 2015 public meetings was incorporated to develop a range of viable alternative improvements for detailed evaluation.
September 12, 2017	Email #2	Project notification providing notice of the Draft EIS document release.
September 27, 2017	Email #3	Project notification providing notice of the Draft EIS Public Hearing times, dates, and locations.
September 27, 2017	Email #4	Project invitation to attend Draft EIS Public Hearing.
October 10, 2017	Email #5	Project notification to inform officials about Draft EIS Public Hearing meeting materials.
November 2, 2017	Email #6	Project notification indicating that the Draft EIS Public Hearing Comment Period closes soon.

Note: Rows highlighted in gray denote communications distributed subsequent to the release of the Draft EIS in September 2017.

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[4] The Atlantic Gateway is a $1.4 billion partnership that focuses on the I-95 corridor between Washington, D.C. and Fredericksburg, VA. Partially funded by a federal FASTLANE grant, the program utilizes an innovative public/private partnership to leverage a suite of multi-modal improvements along one of the nation's busiest corridors. The FASTLANE, or Fostering Advancements In Shipping And Transportation For The Long-Term Achievement Of National Efficiencies, grants are part of the Fixing America's Surface Transportation (FAST) Act § 1105; 23 U.S.C. 117. The competitive FASTLANE grants provide financial assistance to nationally and regionally significant freight and highway projects that meet the program's goals of improving safety, reducing congestion, generate economic benefits, improve connectivity, enhance resiliency, improve roadways vital to national energy security, and address the impacts of population growth on the movement of people and freight (www.fhwa.dot.gov/fastact/).

2.2.3.3 Section 106 Coordination and Consultation

DRPT coordinated with numerous property owners and officials with jurisdiction over resources protected under Section 106 of the National Historic Preservation Act (NHPA), with particular focus on resources where the Project alternatives would likely result in an adverse effect to cultural or historic properties.

Agencies involved in this dialogue included ACHP, Virginia Department of Historic Resources (DHR), USACE, American Battlefield Protection Program (ABPP), and United States DOI. Complete details on Section 106 coordination and consultation are included in Appendix E of this Final EIS.

2.2.3.4 Section 4(f) Coordination

DRPT coordinated with the owners of parkland resources protected under Section 4(f) of the *U.S. Department of Transportation (U.S. DOT) Act of 1966* (23 U.S.C. 138). Letters were sent in summer 2017 to owners of all Section 4(f) parkland resources that could potentially be affected by the Project. Based on comments received, design revisions were made to reduce the Project's limits of disturbance (LOD) in areas adjacent to parks. Based on the revised LOD, letters were sent in Fall 2018 to all resource owners for resources with permanent impacts or temporary occupancy.

Temporary and permanent impacts of the Preferred Alternative to the Section 4(f) resources are quantified in Chapter 6 of this Final EIS, which also includes complete details of Section 4(f) coordination. Concurrence of Section 4(f) use(s) have been received from the respective resource owners, copies of which are provided in Appendix E of this Final EIS.

National Park Service–Stonewall Jackson Shrine (Area 4, Central Virginia)

2.3 COMMONWEALTH TRANSPORTATION BOARD

Virginia's Commonwealth Transportation Board (CTB) establishes the administrative policies and oversees transportation projects and initiatives for the Commonwealth's transportation system. The CTB is made up of 17 members appointed by the governor, and typically meets on a monthly schedule. The CTB allocates transportation funding to specific projects, locates routes, and provides funding for highways, rail, and public transportation projects. The CTB Rail Committee, a subgroup of the CTB, meets separately and works with DRPT staff on policies, procedures, special projects, and reports related to rail.

2.3.1 CTB Coordination – Scoping through Draft EIS

Because of the scale of the DC2RVA Project, DRPT began briefing the CTB on DC2RVA in advance of procurement for this Project at the CTB Workshop on July 16, 2014. DRPT updated the Rail Committee informally through the scoping and alternatives development process as the Draft EIS was developed. DRPT provided formal updates at the September 20, 2016, Rail Committee and Workshop. DRPT presented its preliminary recommendations for the DC2RVA Project at the CTB Workshop on December 6, 2016, while the Draft EIS was in review by FRA. The recommendations presented in December 2016 were identical to those documented in the Recommendation Report (Appendix I of this Final EIS) with the deferral of a recommendation of a Preferred Alternative for Area 5 in the Town of Ashland/Hanover County Area. As described above in Section 2.1.4.3, Ashland/Hanover CAC, comments from local officials and citizens in this area requested that DRPT review its alternatives development process with greater public involvement. DRPT and community members engaged the CTB through updates and public comments at CTB workshops and Rail Committee meetings, as well as a CTB tour of the Town of Ashland and Hanover County on November 1, 2016. The tour served as a fact-finding mission for the CTB so that they could view the scale of potential rail alignments in relation to the existing landscape and receive an update on the overall Project.

DRPT made formal presentations to the full CTB and CTB Rail Committee throughout 2017 (after publication of the Draft EIS):

- February 15, 2017 CTB Rail Committee
  - Reported on status of FRA's Draft EIS review and DRPT's request to conduct a separate NEPA effort for the Ashland/Hanover area due to unique land use conditions and longer-range need.
- April 18, 2017 CTB Rail Committee
  - Reported that DRPT was preparing refined operations analysis to confirm that the infrastructure proposed in the Draft EIS will meet the Purpose and Need of the full DC2RVA Project, particularly with regard to the proposal to retain a two-track railroad through the Town of Ashland.
  - Reported that FRA could not separate the section for Area 5 through Ashland from the DC2RVA Project for further analysis in a separate NEPA effort, since the EIS for the DC2RVA Project provides an FRA Record of Decision for a contiguous corridor-wide service improvement from Washington, D.C. through Richmond, VA.
  - Conveyed that the CAC will be convened for the Ashland/Hanover area, and FRA supports the CAC process as additional community involvement to inform the development of the alternatives presented in the EIS.

  - Reviewed DRPT recommendations for Areas 1–6 and reported that the Draft EIS would not contain a DRPT recommendation of a Preferred Alternative for Arlington (Area 1) and Ashland/Hanover (Area 5).
- September 19, 2017 CTB Rail Committee and CTB Workshop
  - Presented results of the CAC, in collaboration with CAC Member Barbara Nelson of the Richmond Regional Transportation Planning Organization.
  - CSXT expressed its concern that a 3-2-3 option would result in freight delays.
- October 23, 2017 CTB Rail Committee
  - Reported results of refined operations analysis modeling, which showed that most freight delays outside of the Project corridor are caused by forecasted freight growth through 2045 and are not attributable infrastructure constructed or service improvements implemented under the DC2RVA Project, particularly with a two-track railroad through Ashland in Alternative 5A.
  - Recommended phased implementation and coordination with the railroads and operators to address potential future delays both inside and outside the corridor.
- October 23, 2017 CTB Workshop
  - Reviewed previous DRPT recommendations for each area of the DC2RVA corridor.
  - Reported on the Draft EIS Public Hearings and presented a draft comment summary.
- November 9, 2017 CTB Rail Committee
  - Held in Ashland. The Virginia Secretary of Transportation encouraged participation by all CTB members, not just CTB Rail Committee Members. Ten out of 17 CTB Members attended.
  - Presented results of the DC2RVA Public Hearing process and Draft EIS comment period.
  - Announced DRPT's Recommended Preferred Alternative as Alternative 5A, as defined in the Draft EIS, also known as "3-2-3," for the Town of Ashland/Hanover County area (Area 5).
  - Reviewed DRPT's rationale for both the Ashland/Hanover area and Richmond area recommendations.
  - Presented Draft CTB Resolution for the December CTB action.
- December 5, 2017 CTB Rail Committee
  - Reported on status of DC2RVA developments, noting the many comments and letters received on the Draft EIS.
  - Noted that a Project Recommendation Report will be distributed to CTB members at the end of the month reflecting the CTB vote on the alternatives selected.
  - The proposed DC2RVA resolution was to be voted on during the action meeting on the following Wednesday.

In addition to DRPT's presentations, members of the CTB had the opportunity to discuss issues and ask questions. Public comment periods were provided at each CTB Rail Committee and each CTB Action Meeting. Meeting minutes and video recordings of these meetings are available online at www.ctb.virginia.gov/public_meetings.

2.3.2 CTB Resolution on Recommended Preferred Alternative

CTB voted to adopt a resolution regarding DRPT's Recommended Preferred Alternative for DC2RVA at its December 6, 2017 CTB Action Meeting. Refer to Section 3.4 of this Final EIS for a description of the resolution, and Appendix H of this Final EIS for a copy of the resolution.

2.4 SUMMARY OF COMMENTS AND RESPONSES ON THE DRAFT EIS

FRA and DRPT received comments on the Draft EIS from agencies and organizations (summarized in Section 2.4.1) and the general public (summarized in Section 2.4.2). DRPT provided responses to substantive comments in Appendix B (agency and organization) and Appendix C (public) of this Final EIS. In general, substantive comments are those that question, with reasonable basis, the accuracy of information and methodology in the Draft EIS or present new information not considered in the Draft EIS, and cause changes or revisions in one or more alternative or environmental resource.

2.4.1 Agencies and Organizations

Thirty-four agencies and organizations provided comments on the Draft EIS during the 60-day comment period. DRPT carefully reviewed each letter and provided detailed responses and explanations to each comment, concern, and request. Refer to Appendix B of this Final EIS for copies of the original comment letters along with DRPT's and FRA's detailed responses to each. These detailed responses include reference to information provided in both the Draft EIS and this Final EIS, and are the outcome of ongoing agency coordination that has occurred since the publication of the Draft EIS and receipt of the agency comment letters.

The following sections summarize the substantive comments from each agency or organization to which DRPT provided a response. Responses to substantive comments are incorporated by way of minor corrections, clarifying explanations, or supplemental documentation, as needed, into the content of the appropriate sections of this Final EIS.

Many agency and organization comments included the following topics, which did not warrant changes to the methodologies or information provided in the Draft EIS. Notwithstanding, DRPT provided responses to these topics within the detailed responses provided in Appendix B of this Final EIS.

- Overall position/opinion for or against the Project.
- Preference for and/or opposition to a specific alignment or Build Alternative that was evaluated in the Draft EIS.
- Suggestion of additional alternatives to consider, most of which were considered but dismissed during the 2002 Tier II EIS or do not align with the implementing actions that were the outcome of the 2002 Tier II EIS and ROD.
- Request for detailed information or data that is beyond the scope of the NEPA document and would be developed during the final design and permitting process, which would occur in the future after Project funding becomes available and incremental improvements are scheduled. To address these requests, DRPT has added Chapter 7 to this Final EIS to describe future steps of the Project.
- Requests for ongoing coordination beyond the NEPA phase of the Project; refer to Section 7.8 of this Final EIS for details of Project regulatory actions, approvals, and commitments.

2.4.1.1 Federal Agencies

Refer to Appendix B1 of this Final EIS for detailed responses to Federal agency letters (which are presented in the same order as below).

U.S. Environmental Protection Agency (EPA), Region III. EPA provided technical comments on the Project's Purpose and Need, alternatives, and several environmental resources including: aquatic resources, stormwater management, noise, environmental justice, children's health, indirect and cumulative effects (ICE), and air quality. In response to these comments, this Final EIS incorporates the following:

- Minor text modifications, for clarification or correction, within environmental resources.
- Clarifications to: freight movement as a Project need; definition of temporary/permanent impacts; safety of hazardous materials transport; weather resiliency design; and noise and additional considerations as part of the ICE evaluation.
- Addition of: compliance with Executive Order 13045 *Protection of Children from Environmental Health Risks and Safety Risks*; and updated Information, Planning, and Conservation (IPaC) information for threatened and endangered species.
- Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

U.S. Army Corps of Engineers (USACE). USACE commented on the Project's Purpose and Need, alternatives, and aquatic resources, particularly regarding analysis methodology and mitigation. In response to these comments, this Final EIS incorporates clarifications to: freight movement as a Project need; definition of temporary/permanent impacts; potential mitigation for invasive species; functionality of tidally-affected wetlands; and reduced environmental impacts from Preferred Alternative 5A infrastructure. This Final EIS also incorporates Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

Department of the Interior (DOI). DOI commented directly on the Draft Section 4(f) evaluation. In response to these comments, the Final Section 4(f) Evaluation (Chapter 6 of this Final EIS) includes clarification to address potential impacts to smaller park units as well as the overall park for the two units of Fredericksburg and Spotsylvania National Military Park (Stonewall Jackson Shrine and the area near Prospect Hill). This Final EIS also incorporates Project commitments, including agency coordination, permitting/regulatory compliance, final design features and/or mitigation measures.

Additionally, DOI submitted comments on the Draft EIS on behalf of: the National Park Service (NPS)/National Capital Planning Commission (NCPC); the Captain John Smith Chesapeake National Historic Trail; the Fredericksburg & Spotsylvania National Military Park and Richmond National Battlefield Park; and the American Battlefield Protection Program. In response to these comments, this Final EIS incorporates the following:

- Minor text modifications, for clarification or correction, within environmental resources.
- Updates to: potential impact to the George Washington Memorial Parkway, Roaches Run Waterfowl Sanctuary, Mount Vernon Memorial Highway, and archaeological surveys.
- Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

Federal Aviation Administration (FAA). The FAA determined that it had no federal action or approval with regard to the Project.

2.4.1.2 State Agencies

Refer to Appendix B2 of this Final EIS for detailed responses to state agency letters (which are presented in the same order as below).

Virginia Department of Environmental Quality (DEQ). DEQ is responsible for coordinating the Commonwealth of Virginia's review of federal environmental documents submitted under NEPA and as such, included the following additional reviewing agencies, localities, and planning district commissions in their comments on the Draft EIS:

- Department of Conservation and Recreation (DCR)
- Department of Health (VDH)
- Department of Historic Resources (DHR)
- Richmond Regional PDC
- Crater PDC
- Virginia Outdoors Foundation
- Town of Ashland
- City of Fredericksburg
- Fairfax County

DEQ summarized all comments received and provided recommendations and requirements for minimizing potential impacts from the Project and for compliance with applicable legal requirements for the following resources and activities: water quality and wetlands; subaqueous lands and tidal wetlands; erosion and sediment control; stormwater management; air pollution control; solid and hazardous wastes and hazardous materials; natural heritage resources; recreational resources, scenic rivers and byways; state parks; historic resources; public water supplies; septic tanks and drainfields; open space; Chesapeake Bay Preservation Areas; local participation; pollution prevention; water conservation; and energy conservation. DEQ also provided regulatory and coordination needs for each of these topics. In addition, DEQ provided the complete comments from the reviewing agencies as an appendix to their comments.

In response to these comments in their entirety, this Final EIS incorporates the following:

- Minor text modifications, for clarification or correction, within environmental resources.
- Updates to: surface water intakes; archeological surveys; rail operations modeling (specifically in regard to testing infrastructure through the Ashland Area); and reduced environmental impacts from Preferred Alternative 5A infrastructure.
- Addition of: an expanded discussion of public health and safety; updated Information, Planning, and Conservation (IPaC) information for threatened and endangered species; and discussion of the Rusty patched bumble bee (a protected species).
- Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

Virginia Department of Historic Resources (DHR). DHR confirmed that it did not have any additional comments on the Draft EIS, beyond comments provided per the Section 106 process (refer to Appendix E of this Final EIS for details on agency comment and coordination per Section 106).

2.4.1.3 Local Agencies

Refer to Appendix B3 of this Final EIS for detailed responses to local agency letters (which are presented in the same order as below).

Arlington County. Arlington County provided detailed comments on natural resources, specifically within Roaches Run Waterfowl Sanctuary and Long Bridge Park, as well as on potential Project impacts to planned infrastructure at Long Bridge Park. In response to these comments, this Final EIS incorporates the following:

- Minimization of the Project footprint in Area 1, as described in Section 4.3.1 of this Final EIS.
- Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

Arlington County–Department of Parks and Recreation. The Department of Parks and Recreation provided comments primarily in response to FRA's request for the County's concurrence in FRA's preliminary Section 4(f) determination, prior to the publication of the Draft EIS document. This Final EIS incorporates the County's comments into the Final 4(f) Evaluation (included as Chapter 6 of this Final EIS).

City of Alexandria. The City of Alexandria provided a detailed list of comments and questions on the following topics: planned future projects; property acquisition; construction impacts and timeframe; population growth; noise and vibration; roadway network and traffic impacts; parkland resources; Section 4(f) evaluation; visual assessment; station parking facilities; proposed wall locations; air quality; potential contamination; stormwater; energy; land use; stakeholder coordination; and water quality. In response to these comments, this Final EIS incorporates the following:

- Minor text modifications, for clarification or correction, within a variety of environmental resources, as requested by the City.
- Updates to: GIS information, specifically in regard to park boundaries and associated Project impacts; and Section 6(f) resources.
- Minimization of the Project footprint in Area 2, as described in Section 4.3.2 of this Final EIS.
- Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

Fairfax County. Fairfax County provided comments on water quality (specifically in regard to the Pohick Seeps conservation area) and park resources under their jurisdiction, including Old Colchester and Mason Neck West parks. In response to these comments, this Final EIS incorporates Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

Prince William County. Prince William County provided comments in regard to: train service/station stops; crossing treatments (at-grade and grade-separated); transit connectivity; visual impacts; noise impacts, specifically in residential areas; and cultural resources, specifically visual impacts to Neabsco Creek from Rippon Lodge, and Cockpit Point Civil War Park. In response to these comments, this Final EIS incorporates the following:

- Minor text modifications, for clarification or correction, within document text, as requested by the County.
- Addition of: an analysis of the potential impacts on Rippon Lodge and its viewshed.
- Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

City of Fredericksburg. The City of Fredericksburg requested additions to the Project scope of work, based on a resolution that was passed by unanimous resolution by the City Council, in regard to: viaducts/overpasses; bicycle/pedestrian access; station infrastructure; and sound mitigation. The City also noted consistency of the Project with their Comprehensive Plan. In response to these comments, this Final EIS incorporates the following:

- Minor text modifications, for clarification or correction, within document text.
- Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

Spotsylvania County. The Spotsylvania County Planning Department provided comments in regard to: emergency management and commerce considerations for the East Coast and international trade; bicycle and pedestrian considerations; consistency with County comprehensive planning; and safety concerns of at-grade crossings. In response to these comments, this Final EIS incorporates the following:

- Minor text modifications, for clarification or correction, within document text.
- Addition of an expanded discussion of bicycle and pedestrian facilities/public safety.
- Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

Hanover County. Hanover County provided the resolution that their Board of Supervisors adopted, which expressed support for Draft EIS Build Alternative 5A. The County also summarized and compared potential impacts to the natural, cultural, and socioeconomic resources of the Ashland-Hanover County area. These data are consistent with the evaluations prepared by DRPT that resulted in the recommendation and approval of Alternative 5A as the Preferred Alternative, as detailed within Chapter 4 of this Final EIS.

Henrico County. Henrico County provided comments in regard to: Staples Mill Road Station improvements; prioritization of improvements; overpasses/bridges; cultural resources; parcel acquisition; noise impact, specifically in residential areas; stormwater management; and bicycle/pedestrian connectivity, specifically in regard to U.S. Bike Route 1. In response to these comments, this Final EIS incorporates the following:

- Updates to archeological surveys.
- Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

City of Richmond. The City of Richmond noted their support for Draft EIS Build Alternative 6F and provided detailed comments on the following topics: platform length, checked baggage service, and crew change infrastructure at Main Street Station; cultural and historic resources in the Main Street Station/Shockoe Bottom area; service development planning; property impacts; new wye track location; project phasing; flood walls; roadway crossings (at-grade and grade-separated); traffic impacts; bicycle and pedestrian crossings; and consistency with the City's comprehensive plan. In response to these comments, this Final EIS incorporates the following:

- Minor text modifications, for clarification or correction, within document text.
- Addition of: an expanded discussion of bicycle and pedestrian facilities/public safety; community/historical context of the Richmond Main Street Station/Shockoe Bottom area; a revised location of the turning wye and service yard in Richmond; and justification for Preferred Alternative selection, including Main Street Station infrastructure as part of Alternative 6F.
- Updates to archeological survey and architectural study in the Main Street Station/Shockoe Bottom area.
- Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

2.4.1.4 Section 106 Consulting Parties

DRPT received comments on the Draft EIS from the following Section 106 Consulting Parties:

- National Trust for Historic Preservation
- Civil War Trust
- Hanover County Historical Commission
- Historic Richmond
- City of Alexandria – Planning and Zoning

Comments from these Consulting Parties were in regard to historic and archaeological resources along the corridor and the continuation of the Section 106 consultation process for the Project. Appendix E of this Final EIS details the comments and coordination for Section 106. Additionally, refer to Appendix B4 of this Final EIS for detailed responses to Consulting Party letters.

2.4.1.5 Operators

Refer to Appendix B5 of this Final EIS for detailed responses to Operator letters (which are presented in the same order as below).

CSXT. CSXT, the operator of the railroad in the Project corridor, submitted comments accompanied by a report performed by Cambridge Systematics that analyzed results of the preliminary operations modeling presented in the Draft EIS. CSXT's primary comment was that the proposed infrastructure improvements are insufficient to support contemplated increases in passenger traffic. The following themes were prevalent throughout CSXT comments:

- Draft EIS is consistent with FRA requirements, however, the capacity analysis does not show the following:
  - Proposed infrastructure improvements are not sufficient to enable reliable operations of projected train schedules.
  - The burden of extended running times and freight delays fall on CSXT's freight traffic
  - Modeling does not "follow best practices."
- Passenger trains will hinder CSXT's future use of any available capacity.
- Draft EIS Build Alternative 5A (the "3-2-3" option) in Ashland will be a major bottleneck for freight operations.

- DRPT's Recommended Preferred Alternative (as presented in Chapter 7 of the Draft EIS) does not have significant freight benefits.
- Projected freight delays were expected to be much higher than base case delays.
- None of the original 2045 modeling cases "dispatched" to completion.
- DRPT should consider alternative capacity configurations, including:
  - Four tracks in parts of the corridor.
  - Use of the Buckingham Branch for some through-traffic and integrating the Buckingham Branch into full modeling, not just as a stand-alone analysis.
- In response to these comments, DRPT conducted refined operations modeling, in coordination with FRA, to test the Project infrastructure and additional scenarios, and modify certain assumptions. These efforts are summarized in Section 3.2 of this Final EIS and fully presented in Appendix F. Additionally, this Final EIS includes Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

Norfolk Southern (NS). NS commented that the Draft EIS was limited in geographic and operational scope and had concerns regarding the No Build scenario. In response to the comments on operational scope, DRPT conducted refined operations modeling, in coordination with FRA, to validate the Project infrastructure, test additional scenarios, and modify certain assumptions; these analyses included an expanded geographic analysis area beyond the Project corridor. These efforts are summarized in Section 3.2 of this Final EIS and fully presented in Appendix F.

CSXT Freight Service in the DC2RVA Corridor

Amtrak. Amtrak commented on rail operations, specifically in regard to potential constraints and in relation to their own network modeling, and indicated preference for new right-of-way corridors to increase performance, particularly in the Ashland area. In response to these comments, this Final EIS includes a summary of the rationale for using the existing alignment through the Ashland area, and Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures. Note that while Amtrak is a Participating Agency for the Project (see Section 2.2), Amtrak is included as an "Operator" for the purposes of this comment-response discussion.

Virginia Railway Express. VRE supported the conclusions of the Draft EIS but expressed issues with design details of proposed additional tracks through VRE stations. VRE provided detailed comments on the following topics: Project timeline; design criteria; noise and vibration mitigation; alternatives / suggestions for the preferred alternative in the area of VRE operations; and impact of changes to major infrastructure on cost, schedules, and operations. In response to these comments, this Final EIS incorporates the following:

- Minor text modifications, for clarification or correction, within a variety of environmental resources, including the description of the No Build alternative.
- Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

Washington Metropolitan Area Transit Authority. WMATA provided comments on the following topics: construction impacts in relation to their "zone of influence" policy (a zone boundary that often falls outside of WMATA's right-of-way); impacts to their planned Metrorail station to be located at Potomac Yard (anticipated to be opened in late 2021 or early 2022); parcel ownership; and retaining walls and noise mitigation, specifically within the City of Alexandria. In response to these comments, this Final EIS includes Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures. Additionally, the planned Metrorail Station at Potomac Yard is included in the detailed mapbook of the Preferred Alternative (Appendix L of this Final EIS), and discussion of it was added the Cumulative Effects section (Section 5.20.2 of this Final EIS).

2.4.1.6 Other Organizations

Refer to Appendix B6 of this Final EIS for detailed responses to Other Organization letters (which are presented in the same order as below).

Randolph-Macon College. Randolph-Macon College provided a summary of its history, its economic/educational impacts, and its plan for growth, and provided comments on: opposition to a third rail at-grade through Ashland; safety concerns regarding Draft EIS Build Alternative 5A (the "3-2-3" option); and support for a western bypass option. As indicated by the CTB's resolution for the Project (included as Appendix H of this Final EIS), the Preferred Alternative for the Project is being advanced in such a manner that avoids and/or minimizes permanent property impacts to the College; refer to Section 4.3.5 of this Final EIS for description of the Preferred Alternative through the Ashland area, including description of changes that were made subsequent to the Draft EIS. Further, the Commonwealth of Virginia has recognized the need to improve pedestrian and vehicle crossing safety in Ashland, and has committed to working with the FRA, Town of Ashland, Randolph-Macon College, CSXT, and other stakeholders on improving crossing safety in the Town of Ashland independent of the DC2RVA Project, as indicated in the CTB Resolution for the Project on December 6, 2017.

Sierra Club. The Sierra Club (Falls of the James section) expressed support for the Project in general and specifically for a station location at Main Street in Richmond. The Sierra Club further advocated for toll money support and use of solar powered facilities for rail projects; indicated that construction should meet high standards for erosion and sedimentation control; promoted a proposed north-south bikeway along the rail corridor. In response to these comments, this Final EIS incorporates Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

Southern Environmental Law Center (SELC). SELC expressed support for improving passenger and freight rail in Virginia and provided detailed comments on the following topics: identification of near- and immediate-term projects; support of use of existing right-of-way/opposition to bypass alignments; use of the CSXT S-Line in Richmond; cultural resources in the Main Street Station area; and coordination with CSXT. In response to these comments, this Final EIS incorporates the following:

- Minor text modifications, for clarification or correction, within document text.
- Addition of: community/historic context of the Main Street Station/Shockoe Bottom area, including updates to archeological surveys.
- Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

Preservation Virginia. Preservation Virginia provided detailed comments regarding the evaluation of potential impacts to cultural resources in the Main Street Station/Shockoe Bottom area. In response to these comments, this Final EIS incorporates the addition of community/historic context of the Main Street Station/Shockoe Bottom area, including updates to archeological surveys and architectural studies, and Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

Hampton Roads Chamber, Virginia Chamber, and Virginia Maritime Association. These three organizations provided similar comments: indicating support for the goal of additional passenger service, but without negatively influencing Virginia's freight rail network (existing and future freight service demands) and access to the Port of Virginia. Section 1.2 of this Final EIS confirms accommodation of freight rail as a Project Purpose and Need.

Virginians for High Speed Rail (VHSR). VHSR indicated support of the goal of the Project and provided detailed comments for the Ashland and Richmond areas including: support of a trench option/opposition to a "3-2-3" option through Ashland; and support of use of the A-Line and routing of trains to Main Street Station, in Richmond.

VHSR additionally recommended identification of smaller near- and intermediate-term projects within the overall DC2RVA Project, to allow for prioritization of funding. In response to these comments, this Final EIS incorporates minor text modifications, for clarification or correction, within document text, and Project commitments, including agency coordination, permitting/regulatory compliance, final design features, and/or mitigation measures.

2.4.2 General Public

The general public submitted more than 14,000 comments (from 4,247 individual commenters) regarding the Project during the formal comment period and public hearing process that followed publication of the Draft EIS, as described in Section 2.1.2.1. Most comments came from individuals living, working, or having property interests in the Project area, particularly within Ashland and Richmond. DRPT carefully reviewed each comment, concern, and request and compiled them into broad subject matter categories, which generally parallel the chapter structure of the Draft and Final EIS documents:

- Study Process
  - Purpose and Need
  - Proposed Train Service/ Operations/Schedule
  - Public Involvement
  - Other Considerations
- Evaluation of Alternatives
  - Corridor Options Not Evaluated in the Draft EIS
  - Ashland Area Alternatives
  - Richmond Area Alternatives
  - Station Evaluation
- Environmental Impacts
  - General
  - Traffic/Transportation
  - Right-of-way/Displacements/ Property Value
  - Land Use
  - Community Facilities/Title VI/ Environmental Justice
  - Farmland
  - Bicycle and Pedestrian Facilities
  - Cultural Resources
  - Natural and Water Resources
  - Noise and Vibration
  - Air Quality
  - Visual / Aesthetic
  - Hazardous Materials
  - Indirect and Cumulative Effects
  - Safety
- Funding, Implementation, and Construction

Appendix C of this Final EIS identifies public comments within these categories from individual and form letters and provides DRPT's and FRA's detailed responses to address substantive comments within these topics. The comments presented in Appendix C convey the substance of the comments made, but do not necessarily quote comments verbatim and condense similar comments together into a single topic. The responses include reference to information provided in both the Draft EIS and this Final EIS and are the outcome of ongoing analyses and coordination that have occurred since the publication of the Draft EIS. Responses to substantive comments are incorporated by way of minor corrections, clarifying explanations, or supplemental documentation, as needed, into the content of the appropriate sections of this Final EIS.

Many citizens commented on topics that did not warrant changes to methodology or information provided in the Draft EIS. Notwithstanding, DRPT provided responses to these topics within the detailed responses provided in Appendix C:

- Suggestion of additional alternatives to consider, most of which were considered but dismissed during the 2002 Tier II EIS or do not align with the implementing actions that were the outcome of the 2002 Tier II EIS and ROD.
- Request for detailed information or data that is beyond the scope of an environmental document and would be developed during the final design and permitting process.
  - Environmental documentation for the Project is based on conceptual engineering, which is approximately a 10 percent design level. Chapter 5 of this Final EIS clarifies the use of temporary and permanent impacts. Temporary impacts at the conceptual design level are a fixed offset from the permanent impact limits; this is an allowance for possible construction means and methods that may exceed the permanent impact limits. Final design would clarify the potential construction means and methods that might be used to eliminate or mitigate temporary impacts.
  - Final design would occur in the future should Project funding becomes available and incremental improvements are scheduled. To address these requests, DRPT added Chapter 7 to this Final EIS to describe future steps of the Project.

DRPT did not provide individual responses to comments containing a general disposition to the Project, such as preference for or opposition to a specific alignment or Build Alternative that was evaluated in the Draft EIS. Notwithstanding, all comments received were considered as part of the selection process for the Preferred Alternative for this Final EIS. Additionally, DRPT addressed specific property questions directly with property owners.

CHAPTER 7

OVERVIEW OF FUTURE STEPS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

7 OVERVIEW OF FUTURE STEPS

This chapter describes the anticipated sequence of events following the publication of this Final Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project. The events and their anticipated dates are provided in Table 7.0-1 and described in the sections in this chapter.

Table 7.0-1: Anticipated Dates of Future Steps

Project Development Event	Anticipated Date
Record of Decision (ROD)	Spring 2019
Preliminary Engineering Completion	Spring 2019
Corridor Service Development Plan Completion	Spring 2019
Design and construction of AF – RO 4th main track and two crossovers in Area 4 (funded through Atlantic Gateway program)[1]	2022
Funding for remainder of DC2RVA Project	Undetermined at this Time
Final Design and Permitting	Subject to Funding
Property Acquisition	Subject to Funding
Construction	Subject to Funding
DC2RVA New Passenger Service Starts	Undetermined (2025 used for planning purposes in Final EIS)

The anticipated dates provided above are intended for planning purposes and reflect what was assumed for the purposes of this environmental evaluation (see Section 1.3.6 of this Final EIS for full details on EIS planning dates). Actual dates for future Project development are dependent on obtaining a Record of Decision (ROD), identifying and securing construction funding, completing Project design, and finalizing all necessary approvals and permits, including agreements with Amtrak and CSX Transportation (CSXT). Further, the Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) understand that funding for construction—as well as the timelines of separate but related projects (summarized below and provided in detail in Section 7.7)—may require that the DC2RVA Project be constructed incrementally over the 20-year planning horizon from 2025 to 2045.

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[1] The Commonwealth of Virginia received a $165 million FASTLANE grant award in 2016, leveraging additional public and private funding to implement a $1.4 billion program of highway and rail projects along the I-95 corridor (the Atlantic Gateway program). As part of this program, DRPT proposes expediting design, funding, and construction of approximately 6 miles of fourth main track between Rosslyn (RO – CFP 110.1) and Alexandria (AF – CFP 104.3), referred to as the RO to AF Fourth Track project. As of the publication of this Final EIS, DRPT has confirmed funding for the RO to AF project through Areas 1 and 2, with construction planned to commence in 2020; refer to Section 7.7.1 for more details on the project, which includes two new crossovers in Caroline County as well.

FRA and DRPT acknowledge that the full benefits of the proposed DC2RVA service are dependent upon completion of intercity passenger rail infrastructure projects outside the DC2RVA corridor in the Southeast High Speed Rail (SEHSR) corridor:

- A four-track Long Bridge with a four-track route north of Long Bridge through L'Enfant Plaza to CP Virginia in Washington, D.C. is required to connect the DC2RVA service to Union Station in Washington, D.C. and Amtrak's Northeast Corridor (NEC).
- The SEHSR Richmond to Raleigh project (SEHSR R2R project) included improvements/service between Raleigh, NC and Richmond, VA, and overlaps the DC2RVA Project between Main Street Station and Centralia, VA. The SESHR R2R project infrastructure improvements south of the overlap area are required to implement the four additional Interstate Corridor (SEHSR) trains originating in North Carolina and traveling through the DC2RVA corridor.
- The Richmond to Hampton Roads project (R2HR project) included improvements/service between Norfolk/Newport News and Richmond, VA, and overlaps the DC2RVA Project between Main Street Station and Centralia, VA. The SESHR R2HR project infrastructure improvements south of the overlap area are required to support the four additional Northeast Regional (SEHSR) trains originating in Newport News and Norfolk and also traveling through the DC2RVA corridor to the Northeast Corridor.

Additionally, construction of the infrastructure improvements that are part of the DC2RVA Preferred Alternative is not currently funded (other than the AF—RO 4th project, as shown in Table 7.0-1), and it is unlikely that funding for full construction will be available all at once. Therefore, DRPT has developed an approach to implement the DC2RVA Project in increments as funding becomes available and has prioritized the six areas for construction as shown below, with higher priority given to areas with greater rail corridor congestion:

- Areas 1, 2, and 3—Arlington through Fredericksburg
- Area 6—Richmond
- Area 4—Central Virginia
- Area 5—Ashland

These incremental infrastructure construction and service improvements address the Commonwealth's priorities for the DC2RVA Project and reasonable construction sequences, and link service improvements to infrastructure improvements in the DC2RVA, Long Bridge, SEHSR R2R project, and R2HR project corridors. The incremental approach is designed so that existing freight and passenger rail service can be maintained during the Project buildout. The Project's Corridor Service Development Plan (SDP), which DRPT is preparing concurrently with this Final EIS, provides additional detail on DRPT's anticipated approach to delivering the DC2RVA Project.

7.1 RECORD OF DECISION

FRA will prepare a ROD after the 30-day review period following the Federal Register Notice of Availability for this Final EIS. The ROD is a concise public record of FRA's decision on the Selected Alternative, which would either be the Preferred Alternative as described in this Final EIS or any variant of this alternative as determined by FRA based on any input received on the Final EIS.

The ROD is intended to document that the Selected Alternative:

1. Best satisfies Purpose and Need
2. Poses the least overall impacts to the natural and human environments
3. Has been selected based on processes in compliance with the National Environmental Policy Act (NEPA) and other applicable requirements
4. May be advanced for final design and construction

The ROD will discuss the range of alternatives and all factors considered by FRA in the decision-making for the Selected Alternative. In the ROD, FRA will also identify the measures to minimize harm and the mitigations required for unavoidable impacts. Mitigation and monitoring measures will be delineated in sufficient detail to constitute an enforceable commitment (or will incorporate by reference the portions of the Final EIS that constitute such a commitment).

7.2 PRELIMINARY ENGINEERING

DRPT developed each of the Build Alternatives presented in the Draft EIS and the Preferred Alternative presented in this Final EIS to an approximately 10 percent level of design (conceptual engineering), using readily available data. These conceptual-level designs were sufficient to determine infrastructure requirements to meet operational needs, perform the comparative impact analyses reported in the Draft and Final EIS, and support the decision-making for the Preferred Alternative.

To advance the Preferred Alternative to the next phase of development, DRPT is progressing the conceptual designs to a 30 percent level of design (preliminary engineering). The 30 percent infrastructure design plans take into consideration the operational requirements, adequacy of the infrastructure to improve reliability and resiliency, and environmental mitigations and commitments. The Basis of Design developed for conceptual engineering, which was included as Appendix B in the Draft EIS, serves as a guide for the preliminary engineering as well. In general, CSXT design standards govern the designs within railroad right-of-way. Amtrak and Virginia Railway Express (VRE) design standards govern the design of the intercity passenger and commuter rail station facilities, respectively. Virginia Department of Transportation (VDOT) design standards generally govern the designs within highway right-of-way. Additional standards used for other infrastructure are identified in the Basis of Design.

Advancing from conceptual engineering to preliminary engineering requires additional detailed data, including, but not limited to:

- Surveys for topography, property, drainage, utilities, traffic
- Investigations for geotechnical and environmental information
- Research for planned or proposed infrastructure projects within the design area

Although DRPT developed much of this information during the preparation of the Draft and Final EIS, circumstances can change such that updated information will be necessary when progressing to a more detailed level of design. For example, property and right-of-way lines move, stormwater and drainage regulations evolve, and wetland and stream boundaries as well as traffic patterns shift over time. As DRPT conducts structural and geotechnical surveys beyond preliminary engineering levels, the more precise information available at that time will be used to determine the final alignment of the facilities constructed as part of the Project. Because of these and other potential changes, along with the uncertainty of funding availability (see Section 7.4 for discussion of funding), DRPT has limited preliminary engineering to the level of existing data available through remote sensing (aerial photography), geographic information system (GIS), and other existing sources. As DC2RVA infrastructure is incrementally funded and moves to the next level of design, additional data will be obtained, and the resulting infrastructure design will be compared to the alignment and impacts identified in the Final EIS. The 30 percent design plans will serve as "bridging documents" to maintain compliance with the NEPA commitments established in the Final EIS and ROD as the Project progresses to final design and construction (see Sections 7.5 and 7.6, respectively). If the Project's final design or impacts exceed the NEPA commitments established in the Final EIS and ROD, then DRPT will re-evaluate the design and/or the NEPA documentation.

7.3 CORRIDOR SERVICE DEVELOPMENT PLANNING

DRPT is concurrently preparing a Corridor Service Development Plan for the DC2RVA Project that lays out the overall scope and approach to provide the proposed passenger rail service. The purpose of the SDP is to further refine the operating aspects, cost estimate, and schedule for development of the infrastructure and service improvements planned for the DC2RVA corridor to a greater level of detail than that provided in the Draft and Final EIS.[2] The service planning information provided in the Draft and Final EIS demonstrates the feasibility for the infrastructure to support the railroad operating plan presented in the EIS; however, DRPT will continue to refine this plan throughout the delivery of the DC2RVA Project to reflect additional detail provided from design, current railroad operating conditions, and the availability of funding to construct the Project. The Corridor SDP is the first step in laying out DRPT's initial vision to construct the improvements and implement the proposed DC2RVA service—a manual for DRPT and the Project stakeholders that will be continually updated over the life of the Project.

While not required as part of DC2RVA's process for obtaining a ROD, the SDP details the operational and financial feasibility of the Preferred Alternative:

- Operational feasibility considers network capacity, specific stopping patterns, and train schedules at several points in the future.
- Financial feasibility requires detailed analysis of the anticipated ridership and revenue from fares paid and any auxiliary revenue (for example, from on-board food and beverage sales) and a comparison of Project costs and benefits.

The SDP also defines the phased timeline for funding and construction of infrastructure necessary to deliver incremental increases in service planned by the DC2RVA Project. The SDP for the DC2RVA Project carries forward from the Final EIS two milestone projection years for operations modeling and ridership: 2025 and 2045. The year 2025 represents the assumed completion of all infrastructure improvements and the implementation year for the DC2RVA service (i.e., 9 new daily intercity passenger round trips (18 total trains per day)) and serves as the baseline for impact evaluations in the Final EIS. The year 2045 represents a 20-year planning horizon and is used to show the long-term sustainability and return on the investment of the Project, both financially and in terms of passenger, commuter, and freight service performance.

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[2] Chapter 2 of the Draft EIS describes a proposed service plan for the DC2RVA Project and the associated operations analysis, which is further refined in Chapter 3 and Appendix F of this Final EIS.

The SDP does not represent a commitment of service; rather, it is a planning document, based on operating assumptions at a given point in time to define what the proposed DC2RVA service would look like, how it would operate, and the infrastructure necessary to support the incremental service improvements. It has some elements in common with the Final EIS; for example, confirming the Purpose and Need for the proposed higher speed rail service and describing alternatives that were considered. The SDP discusses the location of the stations to be served under the Preferred Alternative, how these stations will accommodate the proposed service (for example, with amenities such as checked baggage handling or parking), how passengers will access those stations, and how these stations will be integrated with connections to other modes of transportation. It also estimates potential equipment and train crew utilization requirements anticipated for the Project. The SDP also describes how the DC2RVA Project is likely to be implemented through a phased program over time, laying out the incremental improvements that would come on line in various years throughout the planning horizon.

The SDP will include the following elements:

- Purpose and Need
- Rationale
- Identification of Alternatives
- Planning Methodology
- Demand and Revenue Forecasts
- Operations Modeling
- Station and Access Analysis
- Preliminary Engineering and Capital Programming
- Operating and Maintenance Costs
- Public Benefits Analysis, including economic impacts
- Safety and Security
- Future Steps

The SDP will include construction priorities and timelines for funding, construction, and service implementation, as well as phased implementation of infrastructure improvements.

7.4 FUNDING

Funding to prepare the current DC2RVA Tier II EIS was provided through an FRA grant to DRPT for high performance intercity passenger rail development, with the Commonwealth of Virginia and CSXT providing a required non-federal match to the FRA grant funds.

DRPT anticipates that the DC2RVA Project would be implemented incrementally, as funding becomes available. DRPT has not secured funding for the full-build of the DC2RVA Project but has identified several possible sources of funds, including public and private sources. Potential federal sources for construction include: funding programs authorized under the Passenger Rail Reinvestment and Improvement Act of 2008 (PRIIA), such as the FRA high speed intercity passenger program; funding programs authorized under the Fixing America's Surface Transportation Act (FAST Act) of 2015, such as the Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) or

Infrastructure for Rebuilding America (INFRA) grant programs; annual appropriations, such as the U.S. Department of Transportation (U.S. DOT) Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program (recently retitled Better Utilizing Investments to Leverage Development (BUILD)); and other discretionary sources. Non-federal funding sources include Commonwealth of Virginia, local governmental, and private sector funds. Operations and maintenance costs would be covered by a combination of passenger fare revenue recovery and federal, state, and/or local funds. As of the publication of this Final EIS, DRPT has secured funding from both the U.S. DOT FASTLANE program and state sources to construct a fourth mainline track for approximately 6 miles between the Potomac River and Alexandria plus two new crossovers in Caroline County as part of the Commonwealth's Atlantic Gateway Program, described in greater detail in Section 7.7.1.

Amtrak has sole fiscal responsibility for long-distance routes through Virginia. The Commonwealth is financially responsible for the capital and operating costs associated with Northeast Regional (Virginia) intercity passenger rail services originating and terminating in Virginia. Virginia's state-sponsored intercity passenger rail operations are funded through the Intercity Passenger Rail Operating and Capital (IPROC) Fund. Additionally, passenger fares and other revenues are used to defray a portion of passenger rail operating costs. Five of the nine new daily round-trip passenger trains to be added to the corridor under the DC2RVA Project will operate in a similar manner as Northeast Regional (Virginia) intercity passenger trains with extended service beyond Washington, D.C. into Amtrak's Northeast Corridor (NEC). State funding from the Commonwealth will be required to support the operation and maintenance of these five new Northeast Regional (SEHSR) trains. The remaining four new round-trip trains implemented under the DC2RVA Project will be Interstate Corridor (SEHSR) intercity passenger rail trains serving destinations in North Carolina and will operate in a similar manner as the Interstate Corridor (Carolinian) train within the DC2RVA Corridor. Other funding will be required to support the operation and maintenance of these trains. The current Interstate Corridor (Carolinian) train that operates through the DC2RVA corridor to North Carolina is supported by the State of North Carolina.

Virginia's capital and operating financing mechanisms for passenger rail are described in detail in its 2017 State Rail Plan.[3] All of Virginia's passenger rail services operate over the infrastructure of private freight rail carriers, allowing the state to combine funding from both public and private sources to deliver projects with joint passenger and freight rail benefits. Virginia uses the following funding sources for rail capital projects:

IPROC Fund. The IPROC Fund was created by the General Assembly in 2011 as a strategy to sustain Virginia's share of Amtrak Virginia's operating budget, pursuant to PRIIA guidelines, and can be found in Virginia Code §33.2-1602.50. The IPROC fund is used to fund four state-supported Amtrak routes consisting of six daily round-trip Amtrak trains. The PRIIA Act of 2008 required states with Amtrak services less than 750 miles to pay for the routes or cease operation, and the IPROC fund enables the Commonwealth to continue those services. The IPROC fund is also the source of funds for passenger rail equipment upgrades and capital improvements.

Rail Enhancement Fund (REF). Created by the Virginia General Assembly in 2005, REF provides for the retention, maintenance, improvement, and development of freight and passenger railways, which are essential to the Commonwealth's continued economic growth, vitality, and competitiveness in national and world markets. Projects undertaken using these funds must create public benefits within the Commonwealth that exceed the investment from the fund. Such benefits include the improvement of traffic congestion and environmental quality and the reduction in highway maintenance needs. This fund is the primary source for the implementation of large capital projects for rail improvements, and all projects receiving funds from REF must include a minimum of 30 percent cash or "in-kind" matching contribution from a non-state source, which may include a private source, a railroad, a regional authority, a local government source, or a combination of such sources.

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[3] The Virginia 2017 State Rail Plan is available at: http://www.drpt.virginia.gov/rail/reference-materials/virginia-state-rail-plan

Private railroad funds. Private railroad funds are investments contributed by private railroads, such as CSXT or Norfolk Southern, working in partnership with the state to address system bottlenecks, access, or other infrastructure projects.

Other local or regional matching funds. These include funds contributed by localities or regional agencies to advance a project with local or regional significance, such as grade separations, improvements to safety, station access, or parking, etc.

Federally-administered rail funds. Federal transportation funding to states is periodically authorized through federal surface transportation acts. The FAST Act of 2015 is a five-year program to improve the nation's transportation infrastructure, including roads, bridges, transit systems, and the rail transportation network. The bill authorizes a total of $305 billion in funding from fiscal year (FY) 2016 through FY 2020.

The FAST Act places major emphasis on freight investments to be supported by the Highway Trust Fund by creating a new National Freight Program authorized for funding at an average of $1.2 billion per year, to be distributed to states by formula. Non-highway projects eligible to receive these funds include rail-highway grade separation and intermodal transfer and access projects.

Title XI of the FAST Act, also known as the Passenger Rail Reform and Investment Act of 2015 (PRRIA), authorizes for $5.5 billion to be spent on the national intercity rail network outside the NEC. Funding for this program, as well as another $2.2 billion for FRA grant programs, however, are dependent on annual Congressional budget appropriations. No passenger appropriations passed during the first year of the program.

7.5 FINAL DESIGN AND PERMITTING

Final design progresses the design from preliminary engineering through the preparation of construction documents. Design progress is guided by commitments in the DC2RVA Tier II EIS and ROD as well as the SDP. The DC2RVA Project is funded through the completion of preliminary engineering (as described in Section 7.2). Funding for final design, or to construct incremental portions of the corridor, will be identified in the future.

The final design will further develop preliminary engineering plans and documents into construction documents. This process varies depending on the procurement process selected by the sponsoring agency and on the agency in charge of producing the particular construction documents. It has not been determined at this time which agency will be responsible for future procurements, thus the following discussion is silent on specific agency responsibilities.

At this time, DRPT anticipates that the most likely procurement process will be through a Design-Bid-Build (DBB) procurement. The following paragraphs describe the typical final design process for DBB procurement.

Agency design processes are somewhat similar and generally require intermediate deliverables that are expressed in terms of the level of design as a percentage of the total design, e.g., 60 percent, 90 percent, and 100 percent. DBB procurement advances plans, specifications, and cost estimates (PS&E) through the 60-90-100 percent intermediate deliverables of final design to deliver construction documents used for bidding or letting the project.

Construction documents provide the foundation and framework for the construction activities. These documents may include, but are not limited to, construction plans, specifications, estimate of probable construction costs, project manual, bridging documents, and project schedule.

Construction plans graphically represent existing conditions, the proposed conditions, and the intermediate steps required to get from existing to proposed conditions. These plans may include notes and standards to be used during the removal of existing infrastructure or the construction of proposed infrastructure.

Project specifications are the written instruction manual for construction. Specifications provide the details for materials, storage, handling, fabrication, and construction of the components of the proposed infrastructure.

An estimate of probable construction costs checks the design against the project budget. Analysis of the items and unit costs in the estimate and in the budget may be needed if the budget exceeds the funding available for the project. Further value engineering may be applied if the estimate continues to exceed the budget for the project after conducting a cost analysis. An estimate is generally used for analysis of the bids and in preparing a bid recommendation.

A project manual may combine pre-bid materials, bid materials, addenda, general specifications, technical specifications, special provisions, proposed construction schedule, and/or the construction plans. Project manual contents and the need for a project manual vary by project.

If the project is procured through a Design-Build process instead of the Design-Bid-Build approach, then bridging documents may also be necessary at that time. Bridging documents provide the next steps required to “bridge” the transfer of responsibility from the owner’s engineer to the design-build team. These documents should clearly convey the owner’s objectives and goals, the design status, the basis of design, and the general specifications. Bridging documents should also clearly define the roles, responsibilities, and expectations of all parties to the design-build agreement.

A project schedule provides the agency/owner and the contractor with a clear expectation of when the project is to be complete. Schedules may be externally driven by dates to begin operations or internally driven by the infrastructure to be constructed. Once a contractor is selected, the construction schedule should conform to the project schedule.

Permitting will be required to progress from design to construction. The specific permits required will vary based on the proposed infrastructure and jurisdiction(s) through which the incremental portions of the corridor pass. Permit submittal and approval processes will also vary based on the same factors. Identification of the required permits and coordination with the permitting agency/agencies should be an early design task and should progress concurrently with the design to reduce potential construction delays.

7.6 CONSTRUCTION, PROPERTY ACQUISITION, AND IMPLEMENTATION

7.6.1 Construction Packaging

DRPT anticipates that the DC2RVA Project segments would be divided into construction packages. Construction packages would be further subdivided based on the types of infrastructure improvements and would be let to meet project schedules as developed during the incremental phases of the overall Project, which were presented at the beginning of this chapter:

- Areas 1, 2, and 3—Arlington through Fredericksburg
- Area 6—Richmond
- Area 4—Central Virginia
- Area 5—Ashland

All work within CSXT right-of-way will be performed under CSXT's *Contractors Handbook for CSXT Roadway Worker Protection*. Right-of-way acquisition will be a major factor in determining the overall segment construction packaging and scheduling. DRPT assumes that all rights-of-way for a particular segment will be acquired before construction activities commence for that segment.

Refer to Section 2.8 of the Draft EIS for a general description of the construction plan for the entire corridor and details for each of the four major construction activities: rail, bridge, road, and station construction.

7.6.2 Construction Phasing

Within the DC2RVA Project corridor, the construction of the additional track and infrastructure, modification to control points, station infrastructure with new and upgraded platforms, and speed-related modifications requires phased construction. Where additional tracks are proposed, or existing tracks are being shifted through curves, construction will be phased to maintain passenger and freight rail services to the extent practicable. Station improvements for platform additions and pedestrian access will be advanced early to support the new track when placed in operation. Construction phasing will be defined in the next phase of design and further refined during final design for each of the corridor construction packages.

7.6.3 Coordination with Railroad Operations

Implementation of multiple infrastructure projects along an active and highly congested rail corridor presents challenges. The construction of the various projects must be scheduled to minimize disruptions of passenger and freight service from temporary track outages (where a track is removed from service) and slow orders (delays to continuous train operations). The planning and staging of work to minimize adverse impacts to continuous rail operations will require a high level of coordination among the various construction stakeholders.

Coordinated scheduling and phasing of the segmental construction will be essential to timely Project delivery. Construction tasks that can be performed prior to impacting track removal, track shifts, or temporary outages from service changes will be early construction items. These early tasks include utility relocations; roadway relocations; bridge, retaining wall, grading, and track roadbed construction; offline railway bridges; special trackwork preassembly; and station improvements.

7.7 COORDINATION WITH OTHER STUDIES AND PROJECTS

The DC2RVA Project was designed to fit FRA's 2009 *Strategic Vision for Higher Speed Rail* near-term strategy of upgrading reliability and service of conventional intercity rail services at speeds up to 90 miles per hour (mph), where practical, in a corridor shared with commuter and freight services. In order to obtain the full benefit of the DC2RVA infrastructure and service improvements, several other ongoing rail improvement projects must also be completed in the DC2RVA corridor and corridors adjacent to the DC2RVA Project.

The DC2RVA Project provides a critical link between Amtrak's heavily traveled NEC and the developing Southeast Rail Corridor. The ability of the DC2RVA Project to improve intercity passenger rail is dependent upon the performance and capacity of these connecting corridors and completion of the related projects and their associated rail improvements. A summary of some of the key interrelated rail improvement projects and studies is presented below. Additional details on rail and related transit projects can be found in Chapter 4 of the Alternatives Technical Report (Appendix A of the Draft EIS), which provided an overview of some of the previous and ongoing rail planning studies in the DC2RVA corridor and adjacent sections of the larger Southeast and Northeast Rail Corridors and described the relationship of these other studies/projects to the DC2RVA Project.

7.7.1 Coordination with Local/Regional Rail Projects

The following rail projects are included in the No Build assumptions for the DC2RVA Project (refer to Draft EIS Section 2.5.1 for details); the ongoing and/or current coordination efforts and status are included for each project, which are presented in north to south order in the Project corridor. In addition, the Ashland Americans with Disabilities Act (ADA)-compliant platforms, which were proposed by Amtrak in 2017 after the publication of the Draft EIS, are described.

Washington Union Station Expansion Project. The Union Station Redevelopment Corporation (USRC), in coordination with Amtrak, is proposing to expand and modernize Washington Union Station in order to provide a more positive customer experience; support current and future rail service and operational needs; facilitate intermodal transportation; preserve and maintain the historic station and its features; sustain the economic viability of Washington Union Station; and integrate with the adjacent neighborhoods, businesses, and planned development. The proposed project includes reconstructing and realigning tracks and platforms, developing new passenger concourses, improving multimodal transportation facilities, and improving and expanding other supporting facilities.

The Washington Union Station Expansion project is currently in the planning process. Upon completion of the environmental review, USRC and Amtrak will pursue implementation of the project using all of the financing tools available, which may include federal grant and loan programs.

Virginia Avenue Tunnel Expansion. CSXT is nearing completion in Spring 2019 on the Virginia Avenue Tunnel expansion project. When complete, the project will provide CSXT with the ability to operate double-stack intermodal container freight trains on CSXT's National Gateway, and second, to eliminate a chokepoint caused by the Virginia Avenue Tunnel's single track. The DC2RVA Project assumes the Virginia Avenue Tunnel will be completed prior to implementation of the 2025 DC2RVA service plan and includes the tunnel in the No Build Alternative.

Atlantic Gateway Program. Virginia is continuing to advance the Atlantic Gateway Program. In 2016, U.S. DOT selected the Commonwealth of Virginia to receive an award of $165 million from the FASTLANE program to expand rail and highway capacity in Northern Virginia as part of the Atlantic Gateway suite of projects. The $165 million FASTLANE grant will leverage $565 million in private investments and $710 million in other transportation funds to fund a $1.4 billion package of rail and highway expansion projects intended to address some of the worst freight and passenger transportation bottlenecks on the Interstate 95 corridor.

Atlantic Gateway consists of five distinct rail capacity and engineering projects:

- Long Bridge Program development funding to advance engineering, stakeholder agreements, and outreach in support of the long-term, multi-agency initiative to increase rail capacity across the Potomac River through the expansion or replacement of the Long Bridge. This project is estimated at $30 million,[4] with $15 million provided by DRPT and $15 million being provided by CSXT. There are no federal funds on this portion of the Atlantic Gateway.
- Construction of 6 miles of fourth mainline track from the north bank of the Potomac River at Arlington to the AF interlocking in Alexandria, where passenger and commuter trains bound for Manassas diverge from the DC2RVA corridor. This piece of the DC2RVA Project is estimated at $225 million, with $45[4] million provided by the grant and the remainder being provided by the Commonwealth and other federal sources. Construction is planned to commence in 2020. DRPT did not include this project in the No Build Alternative.
- Construction of 8 miles of third mainline track from the Franconia-Springfield VRE station to a location just north of the Occoquan River. This project is estimated at $220 million and is being funded by the Commonwealth. DRPT included this project in the No Build Alternative.
- Construction of two interlockings in Caroline County south of Fredericksburg to improve operational flexibility and network fluidity just south of the VRE commuter territory. This piece of the DC2RVA Project is estimated at $30 million and is being funded by the Commonwealth.
- S-Line transfer mechanism (an agreement between the Commonwealth of Virginia, State of North Carolina, and CSXT) to allow for the transfer from CSXT to public ownership of an abandoned portion of the S-Line that runs from Petersburg, VA to Norlina, NC. The transferred S-Line will host the passenger service extending south from the DC2RVA corridor to the Richmond to Raleigh Southeast High Speed Rail (SEHSR) project. This project is estimated at $30 million and is being funded by the Commonwealth and CSXT. The S-Line transfer is part of the implementation of the SEHSR Richmond to Raleigh (SEHSR R2R project), described in greater detail in Section 7.7.2 below.

Long Bridge Capacity Expansion. The Long Bridge is a double-track railroad bridge built in 1904 and owned by CSXT that crosses the Potomac River between Washington, D.C. and Arlington, VA. The bridge provides the only Potomac River rail crossing between Washington, D.C. and

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[4] Cost estimates are from the 2016 Atlantic Gateway FASTLANE application:: http://www.virginiadot.org/projects/resources/atlantic_gateway/Atlantic_Gateway_FASTLANEGrantApp2016.pdf

Northern Virginia and is used by all Amtrak intercity passenger trains, VRE commuter trains, and CSXT freight trains. Intercity passenger and commuter trains now comprise more than two-thirds of the train traffic crossing Long Bridge. The increasing train traffic on the two-track bridge has produced the most significant rail network bottleneck in Virginia.

Washington, D.C.'s Department of Transportation (DDOT) is managing an EIS to study an expansion of capacity on the Long Bridge in coordination with DRPT, VRE, CSXT, and FRA. The Final EIS and ROD for the Long Bridge Capacity Expansion Study are anticipated in 2020. In developing the service planning for DC2RVA, DRPT has assumed the Long Bridge Capacity Expansion would provide at least four main tracks across the Potomac River, past VRE's L'Enfant Plaza station, to CP Virginia in Washington, D.C., where Amtrak-owned tracks diverge from CSXT tracks to Union Station through the First Street Tunnel. DRPT has also assumed, based on the Long Bridge Alternatives Development Report (June 2018),[5] that the Long Bridge capacity expansion would add two tracks on a new structure immediately upstream and parallel to the existing two-track bridge, providing a total of four tracks across the river. DRPT included the Long Bridge Capacity Expansion in the No Build Alternative.

VRE Capital Improvements. VRE is conducting assessments for station improvements to several stations on the Fredericksburg line. The stations included in VRE's study are: Alexandria, Crystal City, Lorton, Rippon, Quantico, Brooke, and Leeland Road. Proposed improvements in the assessments include recommendations for: extending platforms, placing island platforms, providing for ADA and grade-separated access to the platforms, and ways to integrate the stations with existing or proposed development in the surrounding areas, and relocation of the Crystal City VRE platforms. DRPT and FRA have been coordinating the design of the DC2RVA track improvements with VRE's plans for platform and station improvements.

VRE is also developing recommendations for improvements to its L'Enfant station, as well as additional track and siding improvements between CP Virginia and CP L'Enfant in Washington, D.C. DRPT has included these VRE capital improvement projects in the No Build Alternative.

Potomac Yard Metro Station. Potomac Yard is a former Richmond, Fredericksburg and Potomac Railroad (RF&P) rail classification yard located in the northeast area of the City of Alexandria, VA, adjacent to the CSXT rail corridor. The City of Alexandria, working with federal, state, and local stakeholders and private developers, is redeveloping Potomac Yard as a multi-use commercial, office, and residential development, including a new WMATA station serving the Yellow and Blue Metrorail lines. WMATA's Potomac Yard Metrorail Station would be connected to additional residential and commercial development across the CSXT right-of-way by a pedestrian/bicycle bridge over the CSXT rail line. The Federal Transit Administration (FTA) and the National Park Service (NPS) issued their RODs for the Potomac Yard Metro Station in Fall 2016, and in September 2018, WMATA awarded a contract for design and construction of the metro station. The initial plans for Potomac Yard Metro Station called for two entrances, north and south, with each entrance linked to a separate pedestrian bridge over the rail corridor.

DRPT has been coordinating the design of the DC2RVA track improvements with the City of Alexandria and WMATA's plans for the Potomac Yard Metro Station, pedestrian/bicycle overpass, and related area development.

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[5] The Long Bridge project Alternatives Development Report is available on their project website: http://longbridgeproject.com/study-documents/

Powells Creek to Arkendale Third Track. FRA awarded Virginia a $74.8 million grant to build up to 11 miles of third track and related improvements from Powells Creek in Prince William County to Arkendale in Stafford County, as well as improvements to the station at the Quantico Marine Base in Quantico. The third track is currently under construction between Possum Point and Arkendale; a distance of approximately 9 miles. The remaining 2 miles of third track, from Powells Creek to Possum Point, will be built in the future when additional funds are available. DRPT included the third track from Powells Creek to Arkendale in the No Build Alternative.

Ashland Station ADA-Compliant Platforms. In 2017, Amtrak proposed plans to rebuild the existing Ashland station platforms to improve accessibility and compliance with the ADA. The existing station platforms were described in detail in Section 8.3.5.11 of the DC2RVA Project Alternatives Technical Report (Appendix A of the Draft EIS). Currently, there are two side platforms at Ashland, surfaced with brick pavers with an elevation of approximately top of tie. The west side platform is approximately 500 feet in length and varies in width between approximately 4 feet on the south end and 12 feet on the center and north end. The east side platform is approximately 500 feet in length and is approximately 6 feet in width. The existing pedestrian grade crossing between the two platforms is approximately 3 feet in width. Amtrak's plans call for replacing the west side platform with an approximately 374-foot-long platform, 12 feet wide, raised to 8 inches above top of rail north and south of the existing Visitor Center building, where the platform would remain at top of tie. The east side platform would be approximately 487 feet in length, 12 feet wide, and raised to 8 inches above top of rail. A section of the east side platform across from the Visitor Center would be at approximately top of tie to facilitate ADA-compliant access to Railroad Avenue. There would be an area enclosed by a canopy on the east side platform, and both east and west platforms would be provided with mobile wheelchair lifts. A new passenger grade crossing approximately 30 feet wide would be installed between the platforms. The existing at-grade road/rail intersections at College Avenue and England Street (S.R. 54) would remain as the north and south boundaries of the platforms. Railroad Avenue on the east side of the station would be shifted easterly to accommodate the expanded width of the east side platform, resulting in the loss of some on-street parking. Construction is scheduled to begin in 2019.

Main Line Relocation Project at Acca Yard and Crossovers South of the James River. In 2019, CSXT completed a mainline relocation project at Acca Yard to relieve the current bottleneck. The reconfiguration of the switching yard incudes a two track mainline connection around the west side of Acca Yard, allowing through passenger and freight trains to bypass Acca Yard. The project includes addition of two crossovers on the A-Line south of the James River. DRPT included this project in the No Build Alternative.

7.7.2 Coordination with Southeast High Speed Rail Corridor Projects

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) became law, under which Section 1036 authorized a program of high speed rail corridors in the United States. In 1992, the U.S. DOT designated the SEHSR corridor from Washington, D.C. to Charlotte, NC as one of the original national high speed rail corridors, and in 1996, administratively designated an extension of the corridor from Richmond to Hampton Roads. In 1998, the Transportation Equity Act for the 21st Century (TEA-21) became law, under which Section 7201 authorized the designation of additional high speed rail corridors and extensions of existing corridors. That same year, the U.S. DOT extended the SEHSR corridor into South Carolina, Georgia, and Florida, with further connections added within Georgia and Florida in 2000. The SEHSR program calls for developing a range of improved intercity passenger rail speeds, from 79 to 110 mph on shared track (freight and passenger service), and possibly speeds above 110 mph, on dedicated track (passenger service only) on the Atlanta to Charlotte corridor only.

FRA and the Federal Highway Administration (FHWA), in partnership with Virginia and North Carolina, initiated a Tier I EIS for the section of the SEHSR corridor from Washington, D.C. to Charlotte, NC in 1999, for which FRA and FHWA completed a Final EIS and issued a ROD in 2002. The Tier I EIS selected an incremental approach to develop the SEHSR between Washington, D.C. and Charlotte, NC, which is inclusive of the DC2RVA corridor. Key elements of the selected incremental approach are:

- Upgrade existing rail corridors (instead of developing new corridors)
- Utilize fossil-fuel burning equipment rather than electric-powered equipment
- Add service as market demand increases and/or when funding is available

The incremental approach seeks to minimize cost and potential impacts to the environment by utilizing existing railroad tracks and rail rights-of-way as much as possible.

The components of the SEHSR corridor are in different stages of planning and NEPA clearance based on need and funding. The following summary identifies the status of the five major components of the SEHSR corridor:

Washington, D.C. to Charlotte, NC. Tier I Final EIS and ROD completed in 2002.

SEHSR Richmond to Raleigh (SEHSR R2R Project) Final Design and Implementation. FRA, North Carolina Department of Transportation (NCDOT), and DRPT completed a Tier II EIS in 2015 and signed a ROD for the SEHSR R2R project in 2017. The study covered the 162-mile segment of the SEHSR corridor between Richmond[6] and Raleigh, NC and called for reactivation of 76 miles of CSXT's abandoned S-Line. The SEHSR R2R project proposed operating four daily Interstate Corridor round trips between New York and Raleigh via Richmond, which are included in the DC2RVA service plan as Interstate Corridor SEHSR trains operating through Richmond to Washington, D.C. As part of the Atlantic Gateway suite of projects, DRPT and CSXT will enter into an agreement that will establish a process for transferring ownership of the abandoned S-Line right-of-way to continue advancing work on this segment of the SEHSR corridor.

Richmond to Hampton Roads Tier II Study. DRPT is in the process of identifying funding sources to initiate a Tier II environmental study within the next six years for the Richmond to Hampton Roads segment of the SEHSR corridor. In 2012, FRA and DRPT completed a Tier I EIS and ROD for the Richmond to Hampton Roads Passenger Rail project (R2HR project), which defined the route and service characteristics for the extension of the SEHSR corridor from Richmond south and east to Hampton Roads.

The Commonwealth of Virginia currently supports five daily round-trip Northeast Regional (Virginia) trains from Washington, D.C. and the NEC to or through Richmond, including: two daily round-trip trains terminating at Staples Mill Road Station in Richmond; one daily round-trip train extending south of Staples Mill Road Station to Norfolk; and two daily round-trip trains continuing east through Main Street Station to Newport News. DRPT plans to extend the two daily Northeast Regional (Virginia) round-trip trains that currently terminate in Richmond to Norfolk providing three round-trip trains per day south of Richmond; the second Norfolk round trip is planned to begin operations in Spring 2019, and the third round trip is planned to begin in 2021. DRPT included the extension of these existing passenger trains to Norfolk in the No Build Alternative. The R2HR project will expand upon the existing Northeast Regional (Virginia) service to Hampton Roads by adding one daily round-trip to Newport News (for three total) at a maximum authorized speed of 79 mph and three additional round trips to Norfolk (for six total) at a maximum authorized speed of 90 mph. DRPT did not include the R2HR expansion of intercity passenger service as part of the No Build Alternative.

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[6] As previously detailed in Chapter 4, for purposes of NEPA, the DC2RVA Project overlaps and supersedes the SEHSR R2R project for the segment between Main Street Station and Centralia, VA; all track and roadway improvements and the effects of additional train frequencies between Main Street Station and Centralia are evaluated as part of DC2RVA.

Raleigh, NC to Charlotte, NC. FRA, in partnership with NCDOT, has completed multiple Tier II-level environmental reviews for individual projects along the section of the SEHSR corridor between Raleigh and Charlotte. In total, these projects will increase conventional speed passenger service to five daily round trips on this section of the corridor along with improved safety, reliability, and upgraded facilities. Although the primary purpose of these projects is to increase the frequency of conventional speed passenger trains, the NEPA documents also serve as Tier II clearances for SEHSR trains.

Charlotte, NC to Atlanta, GA to Jacksonville, FL. FRA and the Georgia Department of Transportation (GDOT) are working on a Tier I EIS studying the portion of the SEHSR corridor between Charlotte and Atlanta. In the Tier I EIS, FRA, and GDOT will identify potential corridor route alternatives, station locations, and levels of service. FRA anticipates publishing the Draft EIS in early 2019. FRA, in partnership with GDOT, completed a feasibility study for the Atlanta, GA to Macon, GA to Jacksonville, FL section of the corridor in 2012.

7.7.3 Coordination with Northeast Corridor Projects

Amtrak owns and operates 363 miles of the 457-mile mainline NEC, stretching from Boston to Washington, D.C. On a daily basis, approximately 820,000 trips are made on the NEC—either on Amtrak or one of the commuter railroads operating within the NEC. More than 2,100 passenger trains and 60 freight trains operate on some portion of the NEC every day.[7] In the context of such heavy daily use and recognizing the aging NEC infrastructure, much of the NEC is approaching the limits of its capacity and, at the same time, is in need of rehabilitation. Many NEC rail assets are in need of redesign and replacement to provide the capacity needed for a growing population and economy and to continue to provide safe, reliable, and convenient high-speed rail service into the next century.

Amtrak has created a vision and strategy to address these issues. *The Amtrak Vision for the Northeast Corridor* (which updates work first published in 2010) outlines a vision for a high-capacity, high-performance railroad featuring a major upgrade and expansion of the NEC. This effort would accommodate increased and improved commuter, intercity, and freight service using new, dedicated high-speed tracks on new and existing right-of-way and would allow Amtrak to increase frequencies and speeds while reducing trip times. *The Amtrak Vision for the Northeast Corridor* serves as one of the many inputs into FRA's NEC Future planning process, which will help determine the options for NEC service and infrastructure development in the decades to come.

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[7] NEC passenger and train estimates are from: https://nec.amtrak.com/about-the-nec/

The DC2RVA Project includes a service plan that would improve the reliability of intercity passenger service while adding 9 new daily intercity passenger round trips (18 total trains per day). Four of these new round trips would provide expanded Northeast Regional service from Hampton Roads through Richmond to the NEC. One new round trip would originate at Richmond's Main Street Station. An additional four round trips would provide interstate service from North Carolina through Virginia, continuing on to Amtrak's NEC. From Washington, D.C., DRPT intends for all of the new trains to continue on to Philadelphia, New York, and Boston, subject to available capacity and future operating schedules on the NEC.

7.8 OTHER FEDERAL ACTIONS/PERMITS/REGULATORY APPROVALS

Throughout Project development, design, and construction, DRPT will continue to coordinate with appropriate federal, state, and local regulatory agencies to obtain the necessary permits and approvals, including the potential use of nationwide and/or regional permits, as presented in Table 7.8-1 below.

Table 7.8-1: Anticipated Future Necessary Permits and Approvals

Permit	Authorizing Regulation	Regulatory Agency
Section 401 Water Quality Permit	Clean Water Act	Virginia Department of Environmental Quality
Section 402 Discharge Permit	Clean Water Act	Virginia Department of Environmental Quality
Section 404 Dredge and Fill Permit	Clean Water Act	U.S. Army Corps of Engineers
Section 408	Clean Water Act	U.S. Army Corps of Engineers
Subaqueous Bed Permit	Code of Virginia Chapter 2, Title 62.1	Virginia Marine Resources Commission
National Pollutant Discharge Elimination System	Clean Water Act	U.S. Environmental Protection Agency
Municipal Separate Storm Sewer Systems (MS4) Permit	Virginia Stormwater Management Act	Virginia Department of Environmental Quality
Section 9 Bridge Permit	River and Harbors Act	U.S. Coast Guard
Section 10 Work in Navigable Waters Permit	River and Harbors Act	U.S. Army Corps of Engineers

There will be permit requirements for construction of the Preferred Alternative associated with the crossing and filling of water resources and wetlands. Section 404 permits will be needed from the U.S. Army Corps of Engineers (USACE) for wetlands where filling occurs. In addition, the DC2RVA Project will require a Section 401 water quality certification and Section 402 discharge permit from the Virginia Department of Environmental Quality (Virginia DEQ). A Subaqueous Bed permit will also be required from the Virginia Marine Resources Commission (VMRC). A

Joint Permit Application (JPA) will be submitted to USACE, VMRC, Virginia DEQ, and Local Wetlands Board, and will combine several of the above permits.

As part of the JPA review and approval process, a Section 408 permission will be required. Permission approval will be based on a letter of concurrence from the local sponsor, any real estate instruments needed for construction and/or operations, and final plans for construction. It is anticipated that a pre-application meeting will be held with USACE during the early stages of the next phase of design and that a JPA pre-submittal meeting will be held with the USACE Section 408 team. Section 408 permission is separate from and concurrent with the JPA approval.

DRPT anticipates that the DC2RVA Project will result in the disturbance of more than five acres of total land area. Therefore, the Project will require a National Pollutant Discharge Elimination System (NPDES) permit for stormwater discharges from the construction sites. Permit coverage for the Project will be obtained either under the Virginia DEQ General Permit for Stormwater Discharges from Construction Site Activities or under an individual NPDES permit. A Municipal Separate Storm Sewer System (MS4) permit for small municipal separate storm sewer systems will be secured, as required by states and/or local authorities.

Work involving the spanning of navigable waterways will require a Section 10 permit from the USACE and a Section 9 Bridge permit from the U.S. Coast Guard.

Finally, coordination with the U.S. Fish and Wildlife Service (USFWS), Virginia Department of Game and Inland Fisheries (VDGIF), and National Marine Fisheries Services (NMFS) pursuant to Section 7 of the Endangered Species Act of 1973 (ESA), as amended, for potential impacts to federally listed species will be conducted where required during final design and permitting, which would occur after funding becomes available and incremental improvements are scheduled.

CHAPTER 3

ADDITIONAL INFORMATION

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

3 ADDITIONAL INFORMATION

The additional information provided in this chapter summarizes the ongoing coordination and documentation that the Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) have conducted since the publication of the Draft Environmental Impact Statement (EIS), in support of the selection process for the Preferred Alternative. The Preferred Alternative is presented separately in Chapter 4 of this Final EIS.

Each section of this chapter covers a separate topic area that was relevant to the selection of the Preferred Alternative: clarifying historical context for communities within the corridor based on comments received on the Draft EIS and ongoing cultural resource coordination (Section 3.1); documentation of refined operations modeling performed after the publication of the Draft EIS (Section 3.2); and summary of community group, agency, and stakeholder considerations in the decision-making process (Sections 3.3 through 3.5).

Note that due to the numerous sources that are provided to the reader in this additional information section, detailed technical references to other data sources are provided as footnotes at the end of this chapter in lieu of standard page footnotes.

3.1 COMMUNITY/CORRIDOR HISTORICAL CONTEXT

This section presents expanded discussions of three areas within the Project corridor: Fredericksburg, Ashland, and Richmond. These discussions expand on the historical context of these areas and the relation of the history of these areas to the rail system and the DC2RVA Project. The discussions also demonstrate that full understanding of the historical context of these areas was taken into consideration in the selection of the Preferred Alternative, as detailed in Chapter 4 of this Final EIS.

Effects of the Preferred Alternative on historic properties are presented separately within this Final EIS: Section 5.13 for impacts to archaeological and above-ground cultural and historic resources, and Chapter 6 for Section 4(f) implications of the Preferred Alternative. Future work to mitigate unavoidable impacts is outlined in a Section 106 Memorandum of Agreement (MOA) for the Project, a draft of which is Appendix K of this Final EIS.

Background. The 123-mile long Project corridor traverses numerous localities, many of which have been thriving communities for centuries. This history has resulted in a densely populated corridor that also contains an extensive number of historic buildings, structures, objects, districts, and archaeological sites. Rail has been a distinct component in the establishment of "place" throughout this development—a backbone of the area economy and culture. The prominence of the rail in area heritage was at the forefront of the myriad of studies conducted as part of the environmental process for the DC2RVA Project. In addition to meeting state and federal requirements during the study process, additional work was completed beyond the legal requirements to ensure that areas of historical significance were taken into consideration during all phases of Project planning.

While every community along the corridor has a story, Fredericksburg, Ashland, and Richmond have a specific, unique tie to the rail system physically and socially. The rail corridor is located in the center of each of these urbanized areas. The establishment of the rail system was, in large part, a distinct component of the development of each of these areas, and the railway continues to be a notable factor in area planning and daily life. All aspects of the tangible and intangible historical fabric of these localities were taken into consideration during Project planning.

Content of this Section. The following information is presented for Fredericksburg (Section 3.1.1), Ashland (Section 3.1.2), and Richmond (Section 3.1.3):

1. An abbreviated history of each locale
2. Background review and summary of previous cultural resource studies that have been conducted within and adjacent to the rail corridor
3. Discussion of in-depth review and subsequent analysis of Project alternatives in relation to history of the area, recorded resources, and public concerns, including:
    a. The parameters of all Project construction alternatives under consideration
    b. Comments from those with a vested interest in each area regarding Project plans and their points of concerns
4. Summary of efforts to avoid areas of concern to assure preservation in place and, if avoidance was not possible, minimize any potential impacts to cultural resources
5. Potential future studies (i.e., separate from the DC2RVA Project) that can shed more light on the significant elements of each place

As previously stated, it is important to note that effects of the Preferred Alternative on historic properties are presented separately in Chapters 5 and 6 of this Final EIS.

Data Sources. The community and historic contexts presented in the following sections relied in part on the cultural resources studies conducted as part of the DC2RVA Project. DRPT has been conducting Phase I-level cultural resource studies for the entire 123-mile DC2RVA corridor since December 2014. These include Phase IA and Phase IB archaeological surveys, reconnaissance-level architectural studies, and intensive-level architectural investigations. The findings have been detailed in two Phase IA cultural resource reports,[1] three archaeology reports,[2] 15 architectural reports reconnaissance-level architectural reports,[3] and three intensive-level architectural reports.[4] These technical reports resulted in the recordation of over 3,000 resources, and the technical studies are presented in their entirely in Appendix R of the Draft EIS and Appendix D of this Final EIS.

3.1.1 Fredericksburg Area

3.1.1.1 Abbreviated History of Fredericksburg

The Fredericksburg portion of the DC2RVA corridor was highlighted as an area of ‘cultural resource sensitivity’. In order to understand the history of this region and lay a framework for further discussion of the resources present in the area, a brief history of Fredericksburg is presented here, including its connection with the railroad. This cursory synopsis of the town’s history is not meant to be comprehensive; more in-depth studies of the historical framework of Fredericksburg should be consulted for greater detail.[5]

The future site of Fredericksburg was granted to John Buckner and Thomas Royston in 1671. Upon granting, they immediately leased the land to William and Sukey Livingston, which is how the area became known as The Leaseland from the 1670s through the 1720s.[6] The community remained a small river enclave, situated at the falls along the Rappahannock River, through the first two decades of the eighteenth century. The county seat of Spotsylvania officially moved to Fredericksburg on October 1, 1732 for the convenience of citizens and county officials. A courthouse was built in town, as well as a church, prison, and other governmental and commercial structures.[7] The town wharfs also provided the first public river docks in the area. Numerous warehouses developed around the Fredericksburg waterfront in the mid-eighteenth century to accommodate the new business, most of which were concentrated around what are today Sophia and Wolfe Streets.

The period from the 1780s through the 1820s was marked by a dramatic increase in the shipping and milling industry in Fredericksburg and the nearby town of Falmouth. Whereas early shipping primarily concentrated on tobacco, by the end of the eighteenth century, soils in the area were depleted. Farmers turned to new crops to sustain the family plantations, primarily wheat. Grain mills and merchants' warehouses were erected along the Rappahannock River, and the Fredericksburg Canal carried the water necessary to propel the mills' waterwheels. The warehouses held flour, tobacco, and later cotton awaiting shipment as well as imported consumer and other goods, and farmers, haulers, and watermen took use of the town's inns and taverns.[8] Although flour export decreased after 1820, Fredericksburg continued to prosper as a port town. In 1822, it was made a postal center for distribution of all United States mail to five states, and goods from surrounding counties continued to be shipped from the busy wharves.[9]

Due to this growth and its proximity halfway between Richmond and Washington, D.C., Fredericksburg was selected as a stop along the new Richmond, Fredericksburg and Potomac Railroad (RF&P) when it was established in the mid-1830s. On January 23, 1837, the first passenger train stopped in Fredericksburg, ushering in a new age of transportation.[10] This was the temporary northern terminus of the RF&P, as the route north of Fredericksburg was not completed for five years. Although trains stopped in town, Fredericksburg did not have a depot at that time. Passengers waited on an open platform with no shelter for people or goods. A small, one-story wood-framed structure was eventually built in the mid-1850s to function as an anchor to the train service in this area. Rail traffic was soon disrupted, though, by one of the most significant events in our nation: the Civil War.

Numerous major Civil War battles occurred within and around Fredericksburg, including the First and Second Battles of Fredericksburg, as well as the Battle of Salem Church. The Civil War decimated the physical and cultural fabric of the Fredericksburg area. The rail bridge crossing the Rappahannock was destroyed, and large segments of tracks were pulled up. Despite the destruction, area inhabitants remained in town and were determined to rebuild their lives and their homes. Rail traffic was not fully restored until after 1870.

The population of Fredericksburg grew greatly in the years just after the war. Emancipated slaves moved into town looking for employment, and white farmers looked to the area factories and commercial businesses for jobs after their farms were destroyed by Federal and Confederate troops. The town grew rapidly, becoming the City of Fredericksburg in 1879.[11] Traffic along the

RF&P was prolific. A new rail station was erected in 1888, and commerce continued to increase throughout the remainder of the nineteenth century.

By 1900, Fredericksburg was a city of 5,068 people.[12] The community prospered as industrial businesses and schools were opened in the downtown area. This growth once again outpaced the antiquated rail facilities. A new station was built in 1910, approximately one block east and one block north of the old station, closer to the core of commercial development.

With the introduction of the automobile, Fredericksburg became an important stop along what became Route 1 when the north-south interstate roadway was established. The increase in road traffic, combined with a proliferation of rail service, led to numerous accidents and incidents along the at-grade tracks through town. It was determined that a raised system of rail tracks would expedite rail service and provide a safer environment for residents.[13]

Fredericksburg continued to thrive until the mid-1950s when Interstate 95 was built, bypassing downtown. The development of the Spotsylvania mall in the 1970s, as well as an increase in personal auto usage in the second half of the twentieth century, brought hardships to Fredericksburg. The train station closed, and stores were shuttered. It was not until the development of the Virginia Rail Express (VRE) in the early 1990s that downtown was once again populated. Travelers returned to the rail, and numerous buildings were rehabilitated in the downtown core.

3.1.1.2 Background Review/Summary of Previous Cultural Resource Studies

Given its unique geographic location along the Fall Line of a major river, the Fredericksburg area was an appealing location for both prehistoric and historic peoples. As such, the area is rich with above- and below-ground cultural resources. Studies of the above-ground resources that constitute Fredericksburg as well as formal and amateur archaeological excavations have been occurring in and around the downtown area for decades.

In 1970, the Fredericksburg Historic District (111-0132), located along the banks of the Rappahannock River, was nominated for NRHP listing. As noted on the NRHP form, the district "encompasses an important assemblage of eighteenth, nineteenth, and early-twentieth century architectural styles".[14] The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. The Fredericksburg Historic District was listed in the Virginia Landmarks Register (VLR) on March 2, 1971 and the NRHP on September 22 of the same year; it currently has a period of significance of 1727 to 1927. Numerous buildings within the district are individually eligible for, or listed in, the NRHP.

Early investigations of Fredericksburg's archaeological resources were conducted by the prolific advocational archaeologist, Mr. Roy Butler. Mr. Butler recorded and excavated numerous historic sites in the Fredericksburg Historic District in the 1970s and 1980s. Unfortunately, few formal reports or project notes exist from his excavations, including details on excavation methodologies and artifact analysis from the numerous collections that he unearthed over his amateur career. Regardless, Mr. Butler was able to record several sites that were to be destroyed by development, thus saving at least the location and site typology data for future researchers.

Formal archaeological inquiries began in the city in the late 1970s. In 1979, Kimberly Snyder conducted a preliminary archaeological investigation of the "Chimneys" House in the Fredericksburg Historic District (111-0132). Although historic archaeological remains were recovered from the project area, no further cultural resources work was recommended, and the location was not recorded as an archaeological site with the Virginia Department of Historic Resources (DHR).[15]

In 1981, under contract from the City of Fredericksburg, Charles Troup conducted limited archival research and a pedestrian reconnaissance to ascertain the potential for intact archaeological sites along the Rappahannock River, notably within two areas referred to as the Riverfront and the City Dock.[16] The project's goal was to ascertain the amount of flooding and fill deposits in these areas and make recommendations on the need for additional archaeological study prior to any development. A total of 81 shovel tests and augurs were excavated in both areas, leading Mr. Troup to record the entire area bounded by Sophia Street and the Rappahannock River, between Charlotte Street on the south and Lewis Street on the North, as an archaeological site: 44SP0069. He suggested that historic remains may be present, but that fill was deep along the river's edge.

Subsequent archaeological work in Fredericksburg in the 1980s and 1990s was conducted and sponsored by four sources: Mary Washington College (now the University of Mary Washington [UMW]), the National Park Service (NPS), The George Washington Foundation (previously known as both The Kenmore Foundation and George Washington's Fredericksburg Foundation), and Harrison and Associates, a local Cultural Resource Management (CRM) group. The Center for Historic Preservation at UMW conducted excavations at numerous Fredericksburg locales prior to area improvements, including investigations surrounding the masonry wall at the Masonic Cemetery in 1992, limited research into the parking lot adjacent to the Visitor's Center on Caroline Street in the late-1980s, and excavations in Market Square and in the square alley on and off throughout the 1990s.

In 1992, UMW archaeologists and historians explored the historical and physical fabric of Blocks 48 and 49 just south of the railroad tracks in preparation for developments associated with parking areas for the new VRE service.[17] Recovered artifacts ranged from Archaic-period lithic tools to mid-twentieth century domestic debris. The two most prominent occupations were late-eighteenth century domestic and commercial activity and nineteenth century industrial occupation.[18] Like other large tracts of land in this area, the lots had been virtually abandoned by the 1950s when rail travel was on the decline in favor of the automobile.

From 1995 through 1997, archaeologists from Harrison and Associates, aided by numerous volunteers, excavated inside the basement of the Old Stone Warehouse on Sophia Street, however no formal report exists summarizing these investigations. The original purpose was to excavate soils in areas where new floor supports were to be installed. The archaeologists found that over 2 feet of silt had accumulated over the original flooring due to two hundred years of flooding along the Rappahannock River. Most of the vertical wood supports had completely rotted through. As such, the entire basement was excavated to create a stable surface upon which to rebuild the flooring supports in the building. Within the many micro-thin strata, archaeologists recovered thousands of artifacts that had been washed in with flood waters, including ceramics, glass, and metal such as barrel hoops.

Concurrently to these archaeological projects, the NPS has been sponsoring excavations at Chatham and throughout the Fredericksburg-Spotsylvania National Military Park. Excavations have been conducted by NPS staff, various CRM firms, and state universities on both large-scale research projects and smaller area development plans. For example, excavations at Willis Hill have been conducted by James Madison University, on and off since 2000. Led by archaeologist

Clarence Geier, students and professors from the University have been exploring the history and occupation of Willis Plantation and parts of Sunken Road, with a special emphasis on the place of the plantation and roadbed during the Civil War.[19] Other NPS-sponsored projects include limited archaeology on the Innis House on Sunken Road and several small, utility-based projects in the Chancellorsville, Wilderness, Salem Church and Fredericksburg battlefields.

In 1999, the Center for Historic Preservation at Mary Washington College completed archaeological excavations at the "Fielding Lewis Store" (111-0132-0033) at 1200 Caroline Street.[20] Investigations focused on determining the building's date of construction and understanding the sequence of alterations to the structure. No secure archaeological context was found that could firmly indicate the date of construction; however, artifacts and construction materials indicated it was built between 1740 and 1770. Various building features and materials recovered from excavations helped to understand the sequence of construction and provided clues as to the interpretation of the uses of the Fielding Lewis Store.

Cultural Resources, Inc. (CRI) conducted a Phase I survey of the 29.3-acre Cobblestone Square Apartments south of Lafayette Boulevard within the Fredericksburg Historic District (111-0009).[21] The investigation identified one archaeological site, 44SP0451, which was defined as an ephemeral lithic scatter and was recommended not eligible for NRHP listing.

In 2006, archaeologists from Dovetail Cultural Resource Group (Dovetail) conducted Phase I—Phase III large-scale investigations at the proposed Marriott hotel site at the corner of Caroline and Charlotte Streets. The work involved extensive archival research, historic map overlays, several months of archaeological fieldwork, and the production of a report on the investigations. In sum, the team uncovered the remains of Roger Dixon's store (mid-eighteenth century), the Indian Queen Tavern (1771–1832), a likely slave quarter (1830s), and post-1830s domestic residences. In addition, the group collected tens of thousands of artifacts that spanned Fredericksburg's entire occupation, from prehistoric inhabitants to today's residents.[22]

On behalf of DHR, Dovetail conducted a metal detector survey of the proposed UMW—Lee Hall addition site in Fredericksburg, Virginia in March 2006.[23] The survey included an examination of approximately 24,000 square feet through a pedestrian survey, surface observation and metal detecting. The metal detector survey did not locate any historic artifacts. In addition, no artifacts or features were noted on the surface.

The William and Mary Center for Archaeological Research (WMCAR) conducted a reconnaissance-level architectural, cost-share survey sponsored by the City of Fredericksburg in partnership with DHR in 2008.[24] The survey concentrated on the historic district and adjacent areas, and its purpose was to provide information and a NRHP eligibility recommendation for the existing listed historic district (Fredericksburg Historic District, 111-0132). Over a two-year period when the agreement between the City and DHR was established, a total of 1,000 resources were identified and surveyed. These resources included domestic, commercial, industrial, religious, social, governmental, and many more types of resources "related to the Settlement to Society Period through the New Dominion Period".[25] Nine hundred forty-two resources were recommended to be contributing to the Fredericksburg Historic District Extension (111-0009) under Criterion A for their overall contribution to the broad patterns of history and Criterion C for their contribution to the architectural integrity of the district. WMCAR recommended that a number of commercial blocks within the historic district expansion could benefit from state and federal rehabilitation tax credits.

In 2011, History Matters, LLC and Thunderbird Archeology conducted a Phase I cultural resource investigation of the 3.5-mile Virginia Central Railroad Trail project located within the City of Fredericksburg and Spotsylvania County.[26] During this survey, 23 historic resources were identified within the indirect APE, 11 of which are contributing resources to the historic and architectural integrity of the Fredericksburg Historic District Extension (111-0009). Among these resources within the indirect and direct APE for this project was the Virginia Central Railroad Historic District (VCRHD) (088-5346), a potentially eligible historic district under NRHP Criterion A for contribution to the broad patterns of history within Fredericksburg. Ten historic resources were identified within the direct APE and are contributing resource to the VCRHD, including archaeological sites and several structures related to the railroad. Two of the four archaeological sites are historic, previously recorded sites (44SP0142 and 44SP0159) contain culverts and piers related to the rail bed and are considered potentially eligible for listing on the NRHP. One site (44SP0211) has no eligibility determination but also contains a portion of the extant rail bed. During this project, they also recorded one newly recorded archaeological site (44SP0639), a multi-component site that extends across the VCRHD.

Dovetail, HFFI, the City of Fredericksburg, Silver Companies, CRI, and the Fredericksburg Area Museum and Cultural Center joined together to perform a volunteer dig at the site of the Ellis-Bell Stoneware Kiln, which culminated in a 2014 report summarizing the results of the excavation.[27] Based on archaeological work done by Dovetail in 2007 at the Fredericksburg Hardware Site, archaeologists conducted salvage archaeology in a previously inaccessible area of the hardware store lot to uncover the remains of an 1820s stoneware kiln. Although it was discovered that the kiln itself had been destroyed when a warehouse was built on the lot in 1849, the team gathered thousands of waster fragments of stoneware to highlight the antebellum ceramic industry in Fredericksburg.[28]

Over the course of three separate investigations carried out on behalf of the City of Fredericksburg from 2013 to 2017, Dovetail conducted archival research and archaeological investigations on a portion of the former Prince Hall Lodge site (44SP0069-0001), located within the proposed Riverfront Park in Fredericksburg. In August 2013, the City commenced cultural resource studies of the entire proposed Riverfront Park, located along Sophia Street in downtown Fredericksburg.[29] As part of this work, Dovetail conducted archival research and an intensive Phase I-level survey of the 3.5-acre park area, including the Prince Hall Lodge site. During the archaeological survey, 12 backhoe trenches and four test units were excavated within the project area to ascertain the integrity of subsurface deposits. The results proved that the project area contains numerous sections that are highly archaeologically sensitive, as well as several areas that are disturbed or covered in extensive fill. In 2015, Fredericksburg City Council approved demolition of the Prince Hall Masonic Lodge at 609 Sophia Street, the only extant building within the proposed Riverfront Park. The Lodge, constructed in 1921, sat atop a mound. The mound was once located in the rear yard of the Rowe-Goolrick House, which became the site of 609 Sophia Street. The mound was a natural landscape feature and was utilized by historic residents (and Civil War soldiers) for its topographic vantage point. Demolition of the building in September 2015 resulted in a void in the earthen mound left by the building’s basement. Construction activities associated with the building demolition and filling of the basement resulted in the unexpected removal of a substantial portion of the earthen mound itself—an area partially deemed archaeologically sensitive during the Phase I survey and containing numerous archaeological features. Salvage archaeology was thus conducted on the site, where the team identified eight truncated archaeological features and recovered over 5,000 artifacts spanning all periods of the site's occupation from prehistoric times through the late-nineteenth century.[30]

Finally, as aforementioned, DRPT conducted Phase I and Phase II cultural resource studies in the Fredericksburg area as part of the current rail Project. Archaeological studies included Phase IA and Phase IB surveys of the DC2RVA corridor, which included background review, historic research, GIS-based predictive modelling, and field investigations.[31] These studies noted the presence of three previously recorded resources within the APE within Fredericksburg: 44SP0187, 44SP0687, and 44SP0688.[32] DC2RVA architectural studies in Fredericksburg included a Phase I investigation that encompassed a portion of the corridor from Dahlgren to Fredericksburg.[33] In this portion of the APE, the team surveyed 271 historic architectural resources, of which 146 were previously recorded and 125 were newly recorded historic resources. These resources included battlefields, historic districts, sites, and individual properties. Based on this Phase I study and updates to the APE following the Draft EIS, Phase II architectural evaluations were completed and included 12 resources within Fredericksburg.[34]

3.1.1.3 Discussion of In-Depth Review and Subsequent Analysis of Project Alternatives in Relation to History of the Area, Recorded Resources, and Public Concerns

Potential impacts to cultural resources were considered at various stages in the alternatives development and selection process for the DC2RVA Project. Starting at the inception of the environmental study in 2014, cultural resources were at the forefront of the Project dialogue. The Project was initiated with DHR in November 2014 through a formal letter and a kick-off meeting. Since that time, almost 20 in-person meetings and dozens of phone calls have occurred between DHR, Advisory Council on Historic Preservation (ACHP), FRA, and DRPT. All aspects of the Project design have been through thorough review to assure that cultural resources have been recorded and considered during Project planning through open and ongoing dialogues between cultural resource specialists and engineers to ensure that design plans accommodate cultural resource concerns.

Details on the Project have also been shared repeatedly with the public through a series of general Project public meetings and articles (refer to Appendix E for documentation). Specific to cultural resources, numerous consulting parties in the area were invited to participate in the process: NPS (Fredericksburg), City of Fredericksburg, Historic Fredericksburg Foundation, Inc., and Central Virginia Battlefield Trust, as well as groups whose interests span the Commonwealth like American Battlefield Protection Program, Civil War Trust, National Trust for Historic Preservation, and Preservation Virginia. Adjacent localities were also invited to participate as the rail ties these communities together. The goal of this outreach was to collect information on significant historic properties in the area to assure they were considered during Project design.

Beyond formal consulting party coordination, DRPT has also given several public talks specifically associated with the Project to inform residents of the Project and learn about issues they consider important (refer to Appendix E for specific documentation). This includes a 2015 meeting in Mayfield, a 2016 presentation at the annual meeting of the Historic Fredericksburg Foundation, Inc., and several presentations on area archaeology focusing on the history of Sophia Street and the rail corridor in 2016 and 2017. These meetings allowed DRPT to garner details from the public on the resources the community considered most important.

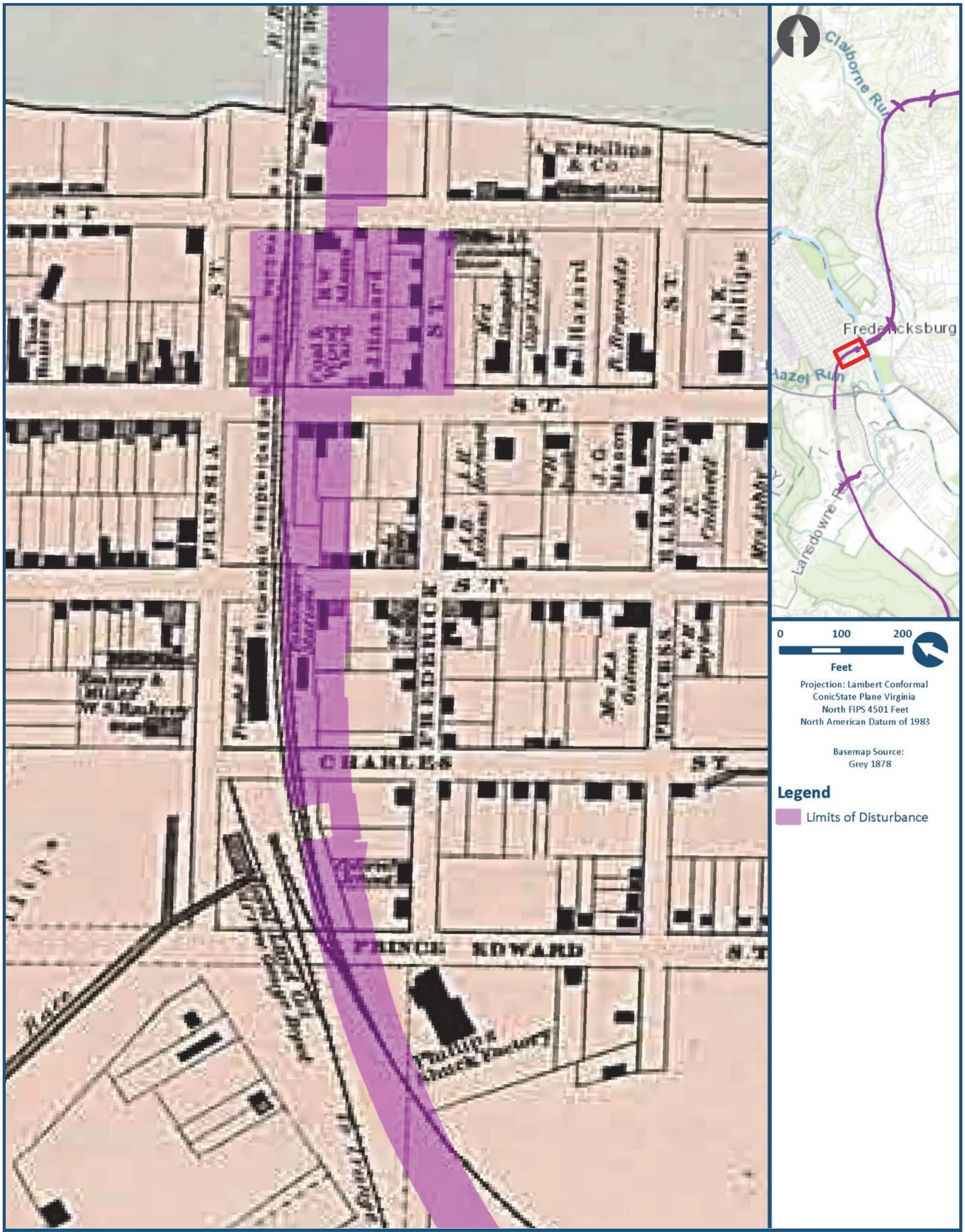
Based on this coordination, DRPT conducted the following technical studies in Fredericksburg to aid in the analysis of alternatives in relation to the history of the area, recorded resources, and public concerns:

- Archaeological predictive modelling on the corridor to identify locations with the high potential to un-recorded archaeological resources;[35]
- In-depth historic document and map review with georeferenced overlays to identify potential historic resources;[36]
- Phase I cultural resource surveys to identify above- and below-ground resources within the Preferred Alternative (see previous section for citations) resulting in the recordation of over 100 architectural resources and a dozen archaeological sites in the area of potential effect in Fredericksburg;
- Intensive-level architectural studies on 20 resources within the city including archival research, architectural analysis, and evaluation of NRHP eligibility with determinations on resource boundaries; and
- Integrated Project mapping and analysis to allow cultural resource specialists to provide input into engineering design based on the results of survey and historic map/document review to avoid and minimize impacts.

3.1.1.4 Summary of Efforts to Avoid Areas of Concern to Assure Preservation in Place and, if Avoidance Was Not Possible, Minimize Any Potential Impacts to Cultural Resources

Care was taken by DRPT to avoid areas of historic sensitivity in the Fredericksburg area as identified through cultural resource studies, historic document/map analysis, and public comment. The Phase IA archaeological study of the Project corridor aimed to predict areas of archaeological sensitivity and areas to be avoided based on a variety of cultural and environmental factors.[37] This study was used to guide two Phase IB archaeological studies that included on the ground testing of areas within the archaeological APE to identify archaeological sites. Boundaries were created for each site and approved by DHR; these site boundaries were then shared with the environmental and engineering teams to determine potential avoidance and minimization of impacts in these areas.

Phase I and II architectural studies identified and evaluated above-ground resources within the architectural APE. Studies included determinations on the boundaries of each resource as well as noting significant viewsheds that contribute to the eligibility of the resource. Upon approval by DHR, numerous in-person meetings were held between involved agencies and DRPT to compare the locations, character-defining elements of each resource, key viewsheds, and Project plans including side-by-side comparisons of the property and plans (see Appendix E for roster of meetings). As possible, plans were altered to avoid and minimize impacts on resources that were both individually eligible for the NRHP and contribute to the Fredericksburg Historic District, Fredericksburg District Expansion, and Civil War battlefields. Combined, these studies identified numerous cultural resources within Fredericksburg (see Figure 3.1-1 and 3.1-2 for historic overlap maps). The locations/boundaries of these resources were taken into consideration at various stages of the design/engineering process and each resource was examined to assure avoidance, as possible. In areas where avoidance in its entirety could not be achieved, DRPT and agencies worked together to minimize impacts that would adversely affect each resource. Additional details on Project effect can be found in Chapter 5.


A.K. Phillips & Co
ST.
PRUSSIA
FREDERICK
ELIZABETH
PRINCESS
A.K. Phillips
CHARLES ST.
PRINCE EDWARD ST.
Phillips Chuck Factory
Claiborne Run
Fredericksburg
Hazel Run
Lansdowne Rd
0
100
200
Feet

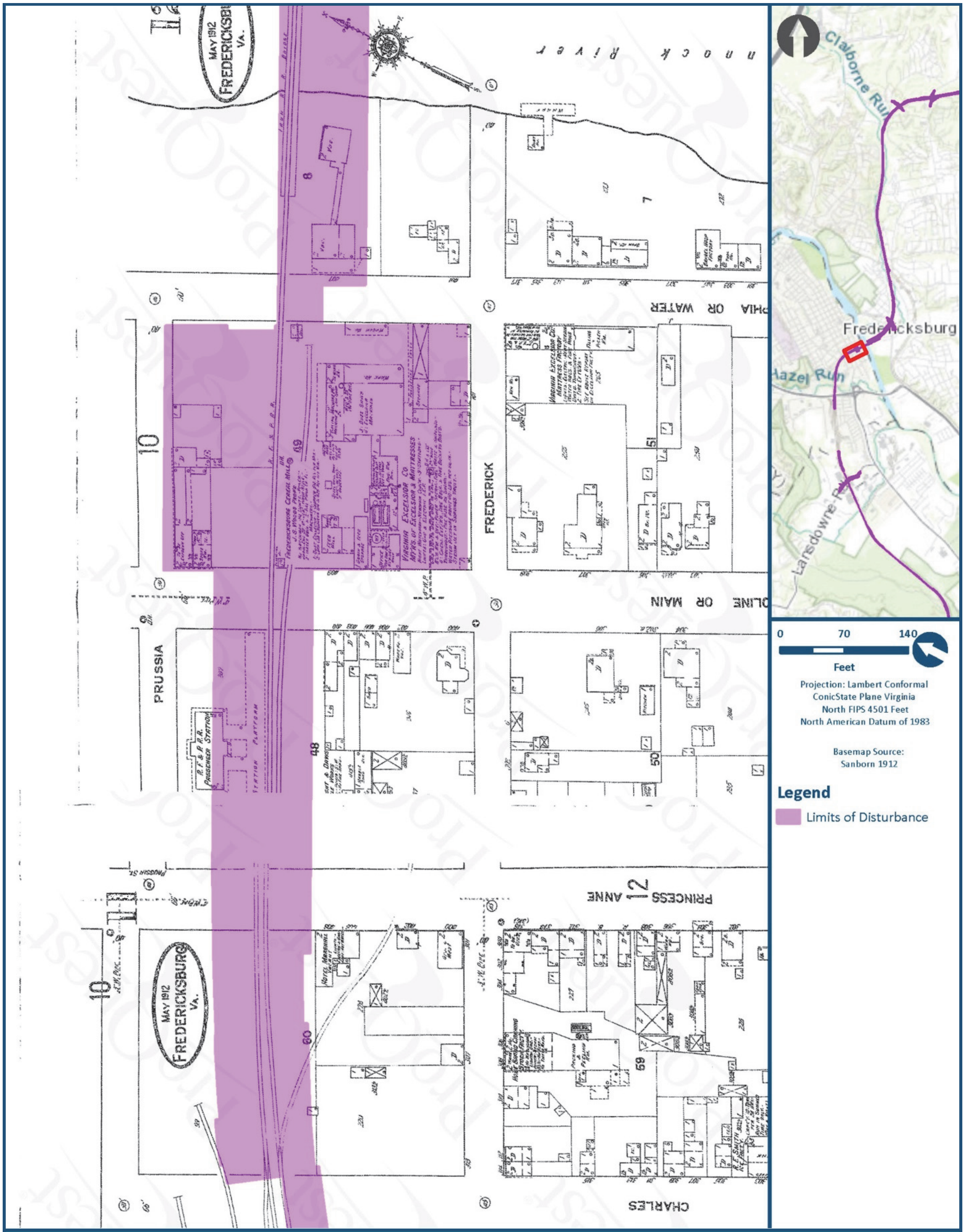
Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983

Basemap Source: Grey 1878

Legend

▨ Limits of Disturbance

Figure 3.1-1: Limits of Disturbance Overlaid on 1878 Grey Map of Fredericksburg


MAY 1912
FREDERICKSBURG
VA.
Rappahannock River
SOPHIA OR WATER
FREDERICK
CAROLINE OR MAIN
PRUSSIA
PRINCESS ANNE
CHARLES
R.F.&P. R.R. PASSENGER STATION
STATION PLATFORM
FREDERICKSBURG CEREAL MILLS
VIRGINIA EXCELSIOR CO.
HOTEL MARSHALL
8
10
7
49
51
48
50
12
11
60
59
Claiborne Run
Fredericksburg
Hazel Run
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0
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140
Feet
Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983
Basemap Source: Sanborn 1912
Legend
Limits of Disturbance

Figure 3.1-2: Limits of Disturbance Overlaid on 1912 Sanborn Map of Fredericksburg

3.1.1.5 Additional Studies Separate from the DC2RVA Project

In places where resources could not be avoided and impacts minimized, mitigation measures have been outlined in the Section 106 Draft MOA for the Project (see Appendix K of this Final EIS) that include additional studies including research, architectural analysis, archeological excavations, public outreach and more.

In addition to the mitigation measures identified in the Section 106 Draft MOA, the research conducted by DRPT and concerns noted during the various public comment and consultation periods highlighted opportunities for future historic research avenues outside the scope of the DC2RVA Project. One such topic for future research born out of research/work completed in both Fredericksburg and the Shockoe Bottom area of Richmond was the need for a historic context of the Virginia slave trade as related to the rail networks linking the major cities throughout the state. This concept is discussed more in Section 3.1.3.5 below.

The depth of prehistory and history within the downtown Fredericksburg area provides ample opportunities for additional research in this area. Although the Project will have an adverse effect on resources in the Fredericksburg area, as discussed in Section 5.13 of this Final EIS, many NRHP-eligible individual properties are located in Fredericksburg that will not be impacted by the Project. Future studies could include NRHP nominations for these resources as well as interpretive signage and public talks to assure that information on these important resources is disseminated to residents and visitors of the area.

While the Fredericksburg Historic District was listed on the NRHP in 1972, the Fredericksburg Historic District Expansion (111-0009), located to the west of the original district, was found to be NRHP eligible as part of the Project. As a general recommendation, outside the scope of the DC2RVA Project, a more comprehensive survey of this district should be completed, perhaps in conjunction with the City of Fredericksburg, to assure that character-defining features of the district are maintained and out-of-scale development is curtailed. This may include not only a formal NRHP catalogue and nomination, but also evaluating a potential overlay district to instill preservation guidelines.

Beyond the built environment, archaeological sites in the corridor abound. This includes the sites of the 1850s and 1888 train stations once located on the south side of the tracks, numerous warehouses and factories once extant on the streets surrounding the rail, and many other now-gone resources. Particularly relevant to this study, an archaeological dig outside the scope of this Project could be completed around the duplex at 314-316 Frederick Street, which was used as a slave jail in the 1830s through the 1850s. A companion dig could occur in the yard at 300 Caroline Street, to the south of the tracks, which was another slave jail and pen. This data would be extremely informative when creating an archaeological context of the slave trade along the RF&P.

3.1.2 Ashland Area

3.1.2.1 Abbreviated History of Ashland

During consulting party and public consultation leading to the publication of the Draft EIS, the portion of the DC2RVA corridor within Ashland was highlighted as an area of cultural resource sensitivity. Various private citizens, organizations, and consulting parties voiced concerns about rail expansion in Ashland and how it may impact various historic resources. A brief history of the area is provided here to lay a framework for later discussions of these resources; however, the history of Ashland has been extensively documented and this cursory summary should not be viewed as comprehensive.[38]

The Town of Ashland was founded as a small mid-nineteenth century summer resort called 'Slash Cottage.'[39] Located only 12 miles north of the Virginia capital, the growth of Ashland as a resort community was possible in the mid-nineteenth century because of a well-constructed network of roads. The development of the town was further aided by the increasing rail system, which extended into Hanover County in the 1830s and led to greater accessibility. The RF&P opened in 1836, quickly opening this area to those from Fredericksburg to the north and Richmond to the south. Due to increasing tourism and economic prosperity, the town of Ashland was established in the late 1840s as a mineral springs resort and grew rapidly.[40]

Shortly after its formation as a town, the country was thrust into Civil War. During the war, the town of Ashland was frequently occupied by troops. The local racecourse served as a training field for Confederate troops and many prominent buildings were converted into hospitals and quarters. After the conflict, America temporarily entered a recession and the town's resort experienced financial trouble. It was sold in 1868 to Randolph-Macon College, an all-male Methodist college then situated in Boydton, Virginia.[41] The relocation of Randolph-Macon College to Ashland in the late 1860s and construction of new buildings on campus in the 1870s and 1880s fueled economic growth in town and facilitated better educational opportunities throughout Hanover County.[42] This growth was supported by improvements to the RF&P rail system and the construction of the Richmond electric railway in the late-nineteenth century, which further connected Richmond and Ashland. As the economy was rebuilt and strengthened, Hanover County's population increased substantially. Though it had dipped to 16,455 in 1870, the county population increased to 18,588 by 1880.[43]

Economic growth in the town of Ashland gave rise to a significant building boom in the last quarter of the nineteenth century. By 1890, the population in town was six times that of 1860.[44] In that year, a new rail station was built to help shelter passengers traveling on the RF&P. The community continued to thrive with support of the railroad, functioning as a resting place for many travelers between Washington, D.C. and Richmond, with much activity taking place at the Georgian-Revival-styled Henry Clay hotel that was constructed in 1906.[45]

In the years after World War I, the town of Ashland experienced another building boom as improvements were made to the local water facilities, new houses constructed, a tobacco warehouse built near the edge of town, and a new fairgrounds laid out. Prominent brick buildings were also constructed downtown at this time, including the Hanover National Bank and several church buildings.[46] A devastating fire swept through downtown in the early 1920s, destroying the train station and several other buildings. During the rebuilding, the Town recognized that they needed a rail station that befitted their status as a primary stop along the RF&P. Located west of the tracks in the center of town, the new station, completed in in 1923, embraced Colonial

Revival tenets seen at other stations along the corridor, such as Alexandria, Fredericksburg, and Doswell.

The formal establishment of Route 1 to the east of downtown also brought additional people to the area in the first half of the twentieth century. Like many small towns in central Virginia, though, the establishment of I-95 in the 1950s brought a notable decrease in activity. Population growth stalled. Rail service ceased in 1967, and the train station shut its doors. It was not until 1985 that intercity passenger services were restored in Ashland; the train station, however, was not reactivated for passenger use at that time. It was reopened as the Visitor's Center in the early 2000s.

As defined in NHRP forms for the Ashland Historic District, currently the town includes a collection of late nineteenth- through mid-twentieth century residential and commercial architecture. These forms further define the oldest resources as "revival-style wood and brick structures, decorated with fanciful trim, that evoke the town's resort origins and its early-twentieth-century residential and commercial boom" and note "the residential neighborhoods that cluster around downtown, characterized by their large frame dwellings on spacious shaded lots, maintain Ashland's image as a nineteenth-century suburban community."[47]

3.1.2.2 Background Review/Summary of Previous Cultural Resource Studies

Numerous cultural resource studies have been conducted in Ashland. These primarily consist of studies aimed at recording the town's above-ground resources. The following summary of these research efforts focuses on compliance-based reporting that has been completed in the Ashland area. This discussion aims to better recognize the existing body of research and known resources; it also serves to frame a discussion of what factors informed DRPT's initial fatal flaw review and subsequent analysis of alternatives in relation to the history of the area, recorded resources, and public concerns.

The Ashland Historic District (166-0001) was defined, nominated, and listed in the Virginia Landmarks Register (VLR) in 1982 and in the NRHP in 1983.[48] Based on the 1982 NRHP nomination, the district encompasses nearly 250 resources (201 of which were identified as contributing) and features a mix of residential, commercial, civic, educational, religious, and light industrial resources. Significant historic themes identified in its nomination included architecture, commerce, education, government, religion, transportation, residential and community development. At this time, few changes appear to have substantially impacted the built environment within the district. In 2017 the Ashland Historic District was resurveyed and the NRHP was updated to reflect changes in the district from its original recording in 1982.[49] The 2017 survey and expansion of the district resulted in the addition of 111 contributing resources to the original 201 identified in 1982. Additionally, the 2017 update outlined 170 noncontributing resources.

The Randolph-Macon College Complex Historic District (166-0002), recorded in 1978, highlights a few of the oldest buildings at the core of this college campus, located in the historic town of Ashland.[50] Three, late-nineteenth-century buildings were initially included in the district and two other early-twentieth-century buildings have since been surveyed in association with the original historic core. These resources and the district retain a high level of historic integrity and possess the same architectural characteristics that merited listing in the NRHP in 1979 under Criteria A and C.[51]

In 1988, DHR awarded a matching grant to the Hanover County Board of Supervisors for a reconnaissance-level survey of Hanover County's historic resources conducted by Land and Community Associates.[52] This grant was specifically for the documentation and evaluation of 450 historic architectural resources located in Hanover County. A second phase of survey commenced in June 1991 to document an additional 400 architectural resources.[53] A combined report detailed the results of the Phase I survey for 950 properties, specifying exemplary and representative examples of several types of historic resources that existed in the county. Eligibility recommendations were made for all of the properties surveyed and of the 950 total, approximately 155 resources were recommended as potentially eligible for listing in the NRHP.

An archaeological investigation, led by staff at the Virginia Commonwealth University Archaeological Research Center, examined a 14-acre parcel of land at the southeastern end of the town of Ashland.[54] This Phase I archaeological survey was conducted in advance of the construction of a swimming pool at Carter Park and indicated that much of the property had been previously disturbed, no archaeological sites were identified as part of the investigation.

A Phase I archaeological investigation in the yard surrounding the Hanover Tavern (042-0035/042-0086-0005) was completed in 1998.[55] The investigation consisted of shovel testing and backhoe monitoring in advance on construction activities including buried utility installation, landscaping improvements, and curb installation. Numerous nineteenth-century artifacts were collected, and seven features were identified. Both identified features consisted of brick and mortar, presumed to be intact portions of brick foundations or walls related to no longer extant buildings on the property. Additional Phase II archaeological testing was recommended for portions of the Tavern property.

Ashley Neville and Brenda Pennington, of Ashley Neville LLC, completed an update of Hanover County's historic resources, which included an architectural survey of approximately 72,897 acres in western Hanover County in 2012.[56] 79 properties were recorded, and of those Neville recommended 10 for additional research to determine their NRHP potential: 042-5325, 042-5326, 042-5347, 042-5353, 042-5362, 042-5370, 042-5374, 042-5376, 042-5378, and 042-5387. Neville and Pennington recommended that the Beaverdam village be studied as a potential district and a Multiple Property Documents investigation of rural stores in Hanover County be conducted.

The DC2RVA Team conducted Phase I and Phase II studies in the Ashland vicinity. Archaeological studies included Phase IA and Phase IB surveys of the DC2RVA corridor, which included background review, historic research, GIS-based predictive modelling, and field investigations.[57] These studies noted a great deal of near surface disturbance in the corridor, and did not result in the identification of any new archaeological sites within the archaeological APE in Ashland. DC2RVA architectural studies in Ashland included a Phase I investigation that encompassed a portion of the corridor from North Doswell to Elmont, south of Ashland.[58] In this portion of the APE the team surveyed 264 historic architectural resources, 142 of which were previously recorded and 122 were newly recorded historic resources. These included the NHRP listed Ashland Historic District (166-0001) and Randolph-Macon College Complex Historic District (166-0002) in Ashland, and many individual properties within these districts. Based on this Phase I study and updates to the APE following the Draft EIS, Phase II studies were completed. Because changes to the APE eliminated Project-related improvements in Ashland, no Phase II investigation within the town were completed. However, Phase II investigations of nearby properties, including the Berkleytown Historic District (166-5073), were undertaken as part of this additional work.[59]

Beyond compliance studies, an abundance of work on the town's history has been done by local historians and volunteers. In particular, individuals associated with the Ashland Museum have compiled an abundance of data on area history and Ashland's built environment. This information can be found on site at the Museum and it is often used to create a rotating set of displays highlighting key moments in Ashland's past.

3.1.2.3 Discussion of In-Depth Review and Subsequent Analysis of Project Alternatives in Relation to History of the Area, Recorded Resources, and Public Concerns

Throughout the alternatives development, screening, and selection process for the Project, impacts to cultural resources were considered throughout the corridor. In Ashland particular concern was paid to existing above- and below-ground resources and to predicting the locations of yet un-identified areas of cultural sensitivity. Early in this review, the public raised concern about the impact rail infrastructure improvements would have on the known historic resources in Ashland, as much of the town and college historic districts are directly adjacent to the existing rail corridor. As such, DRPT took various steps to review and analyze alternatives in Ashland and their potential effect on cultural and historic resources.

Cultural resources were at the forefront of the Project design as the extant rail line traverses through the center of Town. Through scores of meetings, telephone calls, and emails between agencies, consulting parties, interested parties, and DRPT, all aspects of the Project design have been through thorough review to assure that cultural resources have been recorded and considered during Project planning. Details on the Project have also been shared repeatedly with the public through a series of general Project public meetings and articles in the local paper (refer to Appendix E for detailed information). The concerns of the impacts of the rail in this area resulted in the formation of a community-based committee to advise and inform DRPT on DC2RVA alternatives and issues in the Town of Ashland/Hanover County area.

The Town of Ashland, Ashland Museum, Hanover County, and Hanover County Historical Society, as well as statewide groups like American Battlefield Protection Program, Civil War Trust, National Trust for Historic Preservation, and Preservation Virginia have all been involved in the cultural resource process. Information on the history of Ashland, its built environment, and resource significance at the local level was garnered through this outreach, including tours of the Ashland Museum and other on-site meetings to carefully consider the rail in relation to historic properties. This data was then presented to DHR to solicit feedback on resource eligibility and Project effect to assure that all concerns were thoroughly vetted. These meetings, calls, and other communication efforts allowed DRPT to listen to the public and understand the resources they considered the most important to the area and place them within the Project context.

The coordination that occurred during this Project, along with guiding principles of the Section 106 legislative process, guided the Project-based technical studies completed in Ashland. This work included:

- Archaeological predictive modelling on the corridor to identify locations with the high potential to include unrecorded archaeological resources;[60]
- In-depth historic document and map review to create georeferenced overlays and identify potential historic resources;[61]

- Phase I and IA cultural resource surveys to identify above- and below-ground resources along all Project alternatives (see previous section for citations);
- Intensive-level architectural studies on five resources in the Ashland area including archival research, architectural analysis, and evaluation of NRHP eligibility with determinations on resource boundaries; and
- Integrated Project mapping and analysis to allow cultural resource specialists' input and agency in engineering design based on the results of survey and historic map/document review.

The technical studies were modified in 2017 and 2018 once a Preferred Alternative was selected (refer to Chapter 4 for details) and it was decided to not add a third track through downtown Ashland. This action reduced the area of potential effects for cultural resources through the downtown core. Information on this change was disseminated to all consulting parties and other interested groups, and additional meetings and coordination were held to discuss what this action meant for Ashland's historic properties. Details on the ensuing analysis can be found in Chapters 5 and 6 of this Final EIS.

3.1.2.4 Summary of Efforts to Avoid Areas of Concern to Assure Preservation in Place and, if Avoidance Was Not Possible, Minimize Any Potential Impacts to Cultural Resources

As a result of the analysis and public concern, FRA and DRPT selected a Preferred Alternative that does not include any rail infrastructure improvements between Vaughan Road and Ashcake Road, which includes the corporate limits of the Town of Ashland. The Ashland bypass alternatives were not selected. Refer to Chapter 4 of this Final EIS for details of the selection process. As such, the DC2RVA Project will avoid construction in all areas of concern regarding historic resources within the downtown Ashland core – refer to Chapter 5 for details.

Due to the proposed Vaughan Road overpass, DRPT met repeatedly with town representatives and cultural resource consulting parties to review Project plans and the boundaries of the Berkleytown Historic District (166-5073), which is situated at the north end of the Town of Ashland (see Appendix E for list of meetings). To the greatest degree possible, impacts to the district were minimized and building demolition was avoided through careful planning efforts. Additional information on the impacts of the overpass to this district can be found in Chapter 5 and 6 of this Final EIS.

3.1.2.5 Additional Studies Separate from the DC2RVA Project

Mitigation measures for resources that could not be avoided have been outlined in the Section 106 Draft MOA for the Project (see Appendix K of this Final EIS). They include additional studies including research, architectural analysis, archeological excavations, public outreach and other tasks. Beyond these mitigation measures, information shared by agencies and the public, combined with the research conducted by DRPT, reveal many future historic research projects outside the scope of the DC2RVA Project that may be completed by the locality or others with a vested interest in the area history. While no resources specifically associated with the slave trade were identified during this study in Ashland, the community was in existence as a thriving resort town during the antebellum period.

The extensive history of this area leads to numerous other avenues for historical inquiry. Future studies on individual resources that are not adversely affected by the Project could include NRHP nominations as well as interpretive signage. Work on the districts could involve working with the Town to use the 2017 Project survey data to expand their NRHP boundaries and helping Randolph-Macon College get NRHP listing for their campus district expansion.

Archaeologically, the background review illustrates that few formal archaeological studies are on file with DHR and only a handful of Ashland archeological sites have been recorded in the area. The potential for intact, significant sites is moderate to high throughout town. Sites that may reveal data on Ashland's past include the site of the 1880 train station, the location of the original 1840s resort complex, and surrounding fields once occupied by Civil War soldiers.

Beyond technical studies, information derived from various stages of research can also be displayed at the Ashland Museum. The staff has a robust collection of rotating exhibits, and data on ongoing studies can be added to this roster to create new presentations to help teach the public about the important history of this area.

3.1.3 Richmond Main Street Station/Shockoe Bottom Area

3.1.3.1 Abbreviated History of Richmond and Shockoe Bottom

As noted above, the portion of the DC2RVA Preferred Alternative within the Shockoe Bottom portion of Richmond was highlighted as an area of cultural resource sensitivity. As such, a brief history of the area is provided here, however, the history of Richmond and Shockoe Bottom has been extensively documented.[62] Richmond was founded at the falls of the James River by William Byrd II in 1733 and was laid out by Major William Mayo in 1737.[63] The main focus of economic and governmental activity in newly established Richmond was concentrated in the eastern portion of the city, along the banks of Shockoe Creek and adjacent Church Hill. Shockoe, also known as Rock Landing, a granite outcropping at the confluence of Shockoe Creek and the James River, marked the upper limit of navigation on the James. Given its geography and physiographic location this landing, and others, made Richmond an important port city that served to connect the fertile Virginia Piedmont with the James River and eventually ocean ports.[64] As such, the area surrounding this historic location of Shockoe Creek (including Shockoe Valley, Shockoe Slip, and Shockoe Bottom) encompasses some of Richmond's earliest residential, commercial, and manufacturing activity.

The Virginia General Assembly voted to move the state capital from Williamsburg to Richmond in 1799, as Richmond was considered more secure from British invasion and more centrally located.[65] During the first half of the nineteenth century, with the aid of slave labor, Richmond continued to grow as a city by expanding trade, manufacturing, and transportation infrastructure. The James River served as the epicenter for economic and commercial development; as such, warehouses were constructed along the waterfront to house materials that moved through the docks.[66] The construction of the James River and Kanawha Canals, along with the 1834 completion of the first railroad lines in the city, continued to make Richmond an essential node in the regional transportation system. Trade goods primarily included agricultural products of sugar and tobacco, but also encompassed the buying and selling of enslaved individuals. As noted by Chen and Collins, "the presence of slavery and the business of buying and selling bondsmen was an essential element in Richmond's development as one of the preeminent cities in the south during the antebellum period."[67] By the turn of the nineteenth century the center of the slave trade in Richmond was concentrated along the north bank of the James River, in the vicinity of Shockoe Bottom. This trend continued through the first half of the nineteenth century, with the most prolific activity occurring in the 1830s and 1840s.

During the mid-nineteenth century, Richmond "played a unique role in the Civil War, serving not only as the Confederate capital, but also as the chief manufacturer for the Southern war effort."[68] Richmond's population swelled as government officials and politicians of the newly established Confederacy and their families relocated.[69] Capturing the capital was a main objective of the Union Army, and the Peninsula and Petersburg Campaigns were fought largely with that goal in mind. After repelling the Federals during the 1862 Peninsula Campaign, the Confederates constructed a ring of fortifications around the city. Despite the defenses, repeated pounding from northern artillery erased large stretches of Richmond. In 1865, the City was on the verge of falling. Just prior to the Union capture of the City, fires were set by Richmonders in many of the riverside warehouses to prevent the Union Army from taking possession of the contents. Fires ignited to destroy the tobacco warehoused along the James spread west beyond Shockoe Bottom into the business district. Explosions demolished the powder magazine and fire destroyed over 900 buildings, three bridges, several tobacco warehouses and two railroad depots.[70]

At the close of the Civil War, the rebuilding of Richmond, with a concentration on the scorched business district, began in earnest. By 1870, the riverfront was up and running again, with the tobacco industry once again returning as the mainstay of Richmond's economy. The railroad lines were also quickly repaired, helping to slowly revive Richmond's post-war economy.[71] As the nineteenth century drew to a close, Richmond's presence as a prominent southern port city began to decline. The decline of the port combined with local politics and competition between the various rail lines serving Richmond shifted the focus from water-based to rail-based transportation of goods. The improvements in the rail system had a notable effect on the physical fabric of the Shockoe Bottom area. The Seaboard Air Line Railroad selected this area as the site of their new Richmond station. Construction of the station, associated train shed, rail lines, warehouses, and other facilities required extensive reworking of the landscape, including channeling Shockoe Creek through concrete culverts and bringing in 40 to 50 feet of fill to level the landscape. This activity buried the remaining historic and prehistoric deposits in this area below many feet of earth. Buildings were demolished, and archaeological sites were destroyed. The new station, completed in 1901, changed the Shockoe Bottom area, bringing many passengers to this part of town and elevating the economy and enriching the building stock.

During the twentieth century, Richmond's geographical extent expanded. The retail and office district downtown continued to grow, with Jackson Ward, a neighborhood directly northwest of the downtown core, becoming a center of African-American commerce and culture. Similarly, construction of both houses and apartments rose east of Shockoe Bottom in the Oakwood-Chimborazo district during the 1920s, notably in Glenwood Park.[72] The Shockoe Bottom area was notably impacted in the mid-twentieth century through the construction of I-95, which bisected the city and required the demolition of numerous buildings. Lying east of I-95, the Shockoe Bottom area was, in essence, cut off from the remainder of the downtown core to the west of I-95. Partially as a result of this new highway, there was a resurgence of building in the downtown area, though the residential population continued to move westward, as more and more of the western "suburbs" became part of the City. In the 1970s and 1980s, downtown became less and less the center of Richmond's commercial life, as strip malls and office parks were built farther out into the counties of Henrico, Hanover, Chesterfield, Powhatan and Goochland. In the 1990s, however, developers began once again to focus on the historic downtown area, gradually expanding north and east to Church Hill and Shockoe Bottom.

3.1.3.2 Background Review/Summary of Previous Cultural Resource Studies

Given its location, just east of the heart of downtown Richmond, and its rich history, the Shockoe Bottom area has been the subject of numerous cultural resource studies. As such, the area consists of a myriad of overlapping historic districts, known above-ground resources, and recorded archaeological sites. For the purposes of this discussion, efforts will focus on the robust body of research and compliance-based reporting that has been completed in the general vicinity of Main Street Station and the greater Shockoe Bottom area. This discussion aims to better recognize the existing body of research, the known resources, and frame a discussion for understanding what factors informed DRPT's initial fatal flaw review and subsequent analysis of alternatives in relation to the history of the area, recorded resources, and public concerns.

Main Street Station (127-0172; 127-0344-0117), at times referred to as the Seaboard Airline Station, Chesapeake & Ohio Station, or Main Street Station and Trainshed, was listed in the VLR in 1970 and the NRHP places in 1976.[73] As recorded, the resource includes the terminal building of Main Street Station and a trainshed to the north of the terminal. As noted in significance statement in the NRHP form, the resource is "one of Richmond's most renowned buildings" and "symbolizes the importance of the rail terminal as an entrance gateway to the city". Its style is a significant example of the influence of the French Ecole des Beaux Arts on American architecture. The trainshed is one of the earliest examples of rigid truss construction, which has become standard in modern trussed structures of all types. The facility ceased being used as a rail stop in the 1970s. It was briefly used as a shopping mall and to house the public health department in the 1980s prior to a commitment from the City to reuse the building in its original transportation capacity. In 1997 a historic structures report was completed for Main Street Station in support of multimodal transportation center renovations/upgrades related to expanded passenger service.[74] This study found that the Main Street Station and the Trainshed retain the character and essence of their original design. Phased renovations were proposed in an effort to revitalize the building and spur economic activity within the larger Shockoe Bottom area.

The Shockoe Valley and Tobacco Row Historic District (127-0344) was defined, nominated, and listed in the VLR in 1981 and in the NRHP in 1983.[75] Based on the NRHP nomination, the district encompasses nearly 129 acres inclusive of 400 resources, within the low-lying area surrounding Shockoe Creek along the James River, including portions of Union and Church Hill. In 2008 and 2015, the building inventory of the Shockoe Valley and Tobacco Row Historic District was updated through a windshield survey of all extant resources in the district.[76] This 2015 update concluded that there are 244 resources that contribute to the district's NRHP eligibility, while there are 140 resources that do not contribute to the NRHP eligibility. The DC2RVA Preferred Alternative is within the viewshed of several contributing resources within the district and within the district itself.

In the early 1990s, a number of archaeological sites were identified, evaluated, and monitored in association with the Richmond Floodwall project and in support of U.S. Army Corps of Engineers permitting of the project. Project construction was completed in 1994, however, various archaeological studies were completed in support of the construction efforts in the late-1980s and early 1990s. Unfortunately, archaeological reports were never completed in association with the Richmond Floodwall project, so little is known about parameters of the investigations or their detailed results. DHR site records do indicate that there are three archaeological sites (44HE1094, 44HE1097 and 44SHE1098) associated with this project recorded within the footprint of the DC2RVA Preferred Alternative. Site 44HE1094 is recorded in DHR site files as a nineteenth-century Commissary Warehouse, site 44HE1097 is recorded as a railroad warehouse dating to the nineteenth century, and site 44HE1098 is classified as a railroad site.

The Southeast High Speed Rail corridor between Richmond and Raleigh was the subject of several cultural resource investigations. These included the APE surrounding the rail corridor itself as well as the APE of all road modification areas surrounding the rail line. Work was conducted between 2004 and 2012 by Mattson, Alexander and Associates, Inc., Louis Berger Group, Inc. (Berger), and Dovetail.[77] The results of these studies have been individually coordinated with DHR, including the submission of reports and Digital Sharing Service (DSS)/ Virginia Cultural Resource Information System (V-CRIS) forms to the agency as well as formal resource eligibility recommendations for listing in the NRHP. Project effect determinations, on individual historic properties as well as the Richmond to Raleigh (R2R) segment of the SEHSR project as a whole, were acquired in 2009 and 2013. A total of 74 historic properties listed in or eligible for the NRHP were identified within the DC2RVA Project APE. Specifically, in the City of Richmond, these studies identified 10 historic properties, of which one is an archaeological site and nine are above-ground resources. A Memorandum of Agreement associated with the R2R project to outline stipulations to mitigate adverse effects to these resources and the larger project was completed in 2017.

In 2006 and 2008, the James River Institute for Archaeology conducted archaeological investigations at the Lumpkins Slave Jail site (44HE1053).[78] The larger Lumpkins Jail project was initiated in 2005 when DHR and the Alliance to Conserve Old Richmond Neighborhoods embarked in a partnership to locate the site, known only at that time by historical accounts and records. The site, which was located using georeferenced historic maps and targeted archaeological investigations, is located approximately 130 feet west of the DC2RVA Preferred Alternative limits of disturbance (LOD). The archaeological investigations at site 44HE1053, which included preliminary investigations (2006) and subsequent data recovery investigations (2008), documented a portion of the former Lumpkins Slave Jail property (including a kitchen, the jail building, several outbuildings and landscape features) and unearthed over 16,000 artifacts related to the occupation of the property from the 1830s through the twentieth century. Archaeological investigations at the Lumpkins Slave Jail site documented the presence of intact nineteenth century deposits almost 15 feet beneath the modern ground surface.

In 2006 and 2007 the Johannas Design Group compiled a draft multiple property documentation form for what they termed the “Slave Trade as a Commercial Enterprise in Richmond, Virginia” (127-6196).[79] The property form establishes a historic context for the commercial industry of slave trade in Shockoe Bottom and along Shockoe Creek. It additionally defines property types characteristic of the slave trade in Richmond including residences, hotels and meeting halls, jails, auction houses, and offices. Given the nature of the multiple property listing and the lack of above-ground components, no geographic footprint is represented in DHR geospatial dataset available online or in the archives. As such there is no physical resource recorded at DHR or any other repository that is associated with this topic. The form concludes that extant above-ground resources associated with the commercial enterprise of the slave trade within the geographic area are extremely limited due to historic fires and modern development. The form also highlights that the potential for yet-undiscovered archaeological sites associated with this context are high.

Work at the Lumpkins Slave Jail/Devil’s Half-Acre site (44HE1053) and research associated with the Slave Trade as a Commercial Enterprise NRHP form brought to light the presence of the former Richmond free black and slave burial ground known as the “Burial Ground for

Negroes" and associated gallows, reported in the historical record to be located just north of the Lumpkins Slave Jail site, some 350 feet from the DC2RVA Preferred Alternative LOD. In 2007 and 2008, the presumed general location of the burial ground was at least partially on a lot owned by Virginia Commonwealth University (VCU), at 1554 East Broad Street and 1520 East Marshall Street. In 2007, VCU hired Draper Aden Associates to conduct an environmental assessment of the parcel, which was at that time in use as a parking lot.[80] As part of this environmental work a series of soil cores were extracted to examine the structure of the deposits underlying the asphalt parking area. At least three of these cores (recorded as MW-1, MW-4, and MW-5) were excavated within 100 to 150 feet of the presumed burial ground. All three cores showed the presence of 8 to 9 feet of dark fill below the asphalt. In one core, MW-1, the fill deposits capped 1.5 feet of clay, beneath which was 1 foot of black organic deposits that rested on sand. The remaining two cores showed fill resting immediately on basal sand deposits. Interpretations of the organic deposits in MW-1 suggested an intact and preserved historic layer underneath twentieth century fill. The assessment of thick deposits of fill capping historic deposits is consistent with the conclusions drawn at Lumpkins Slave Jail site.

In 2008, DHR gathered a variety of historical maps and documents in an effort to better locate the former "Burial Ground for Negroes" (ca. 1750-1816).[81] This work resulted in the verification of the past presence of the resource, the location of its assumed boundaries on the modern landscape, and recommendations about the potential integrity and treatment of the resource. Also as a result of this work, the Burial Ground for Negroes was assigned an archaeological site number, 44HE1089. Based on historic map projections, archival research, and informant interviews, Stephenson concluded that the majority of the site lies underneath I-95, however, it is possible that the site extends approximately 50 feet to the east into an adjacent parcel (at the time of the Stephenson report the adjacent parcel was a paved parking lot owned by VCU, however it has since transferred ownership to the City of Richmond and has been converted into a green space with interpretative signage). Stephenson used soil core samples (see discussion above pertaining to the Draper Aden Associates 2007 report) from the site and compared the landform of 44HE1089 to that of Lumpkins Slave Jail site (44HE1053), concluding that both locations likely underwent similar filling episodes as a result of the infill of Shockoe Creek in 1900 as well as the 1950s construction of I-95. As such, it is assumed that burials may still be intact within the mapped site boundaries beneath a minimum of 15 to 20 feet of historic fill; however, no archaeological investigations were undertaken to confirm the presence of interments. Site 44HE1089 is located approximately 350 feet from the DC2RVA Preferred Alternative.

In response to Stephenson's 2008 validation and assessment of the Burial Ground for Negroes, the Institute for Historical Biology at the College of William and Mary reviewed DHR's and Stephenson's findings.[82] Although this review agreed with many key findings of Stephenson's report, the review took issue with the eastern boundary previously established and contended that given the ambiguity of the historic record, there is insubstantial documentary evidence to conclude that the burial ground only extends 50 feet outside of the I-95 footprint. Instead, Blakey concluded that the primary resource data, or lack of clear data, points clearly to the need to archaeological testing to determine the extent of the burial ground east of I-95.

Based on the 2008 work completed by Stephenson and Blakey, Cultural Resource Analysts, Inc. (CRA), completed archaeological monitoring of the asphalt removal overlying the potential Burial Ground for Negroes (44HE1089).[83] The project involved the removal of asphalt from the approximately 2.5-acre former VCU parking lot located at North 16th and E. Broad Streets. Archaeological monitoring was undertaken as the former parking lot was converted into a greenspace, this conversion required the removal of approximately 10 inches of the asphalt and gravel. As noted by Laird and by Draper Aden Associates, Simpson concluded that the historic site 44HE1089 is likely buried under 15 to 20 feet of fill, deposited during former occupations and the construction of I-95. As such, no archaeological features or deposits were noted during the work, which reached a maximum depth of 10 inches below the modern surface.

In April of 2008, Archaeological Consultants of the Carolinas, Inc. (ACC) conducted a Phase I archaeological survey of an entire city block in the Shockoe Bottom area.[84] The block, bound by Marshall, East Broad, 18th, and 19th Streets, is situated approximately 1,000 feet northeast of Main Street Station. The objective of this survey was to determine the presence and integrity of any archaeological deposits within the block. To this end, extensive archival research was completed and was followed with trench excavation to expose and assess deposits within the project area. Three trenches were excavated, exposing 0.05 percent of the project area. All three showed evidence of cultural features and buried ground surfaces, intact beneath the modern surface. Cultural deposits were noted 1.2 to 1.33 feet beneath the asphalt covering the block.

In 2010 Dovetail conducted a Phase I cultural resource survey of the Broad Street Bus Rapid Transit (BRT) project area in the City of Richmond and Henrico County, Virginia.[85] This undertaking included an architectural survey of the 7-mile project corridor along Broad Street and archaeological survey in areas with the potential for intact soils. The project corridor was split into nine areas (A through I) with each area representing a geographical segment of the larger project APE. The segment spanning the Shockoe Bottom area was identified as Area I and included a survey of all above-ground resources in the vicinity. Dovetail surveyed 145 architectural resources within the APE of the Broad Street corridor in Area I, all of which had been previously recorded. Of these 145 properties, Dovetail recommended 133 as not eligible for individual listing on the NHRP. Two previously recorded properties were determined eligible by DHR, but are recommended not eligible as a result of that survey (043-0306 and 127-0413). Furthermore, it was recommended that eight previously determined eligible resources remain eligible for NRHP listing: 127-0100, 127-0172, 127-0192, 127-0219, 127-0344/127-6169, 127-0257, 127-0854, and 127-6271 and that four resources be considered potentially eligible for NRHP listing: 127-0192-0322, 127-0219-0059, 127-0282, and 127-0344-0123. DHR concurred with these recommendations in a letter dated January 20, 2011. The BRT project corridor was revisited in 2015, based on the selection of BRT station locations which expanded the APE.[86] The APE expansion included the location of a BRT station at the intersection of E. Main Street and 24th Street within the vicinity of Shockoe Bottom. The 2015 architectural survey in support of this station location identified three industrial properties: the Tobacco Factory (127-0018; 127-0192-0279), Cameron Building (12-0344-0039), and Leaf Storage Building (127-0344-0393), all of which were recommended not eligible for inclusion in the NRHP as individual resources.

In advance of the proposed widening of Interstate 64, Dovetail and CRA completed archaeological investigations and a geoarchaeological assessment of the purported “Slave and Free Black Burying Ground” (44HE1203), a second interment area used after the “Burial Ground for Negros” was closed.[87] The archaeological investigation, completed on behalf of VDOT, included the excavation of a series of backhoe trenches used to assess the stratigraphy and presence of archaeological features within the 0.68-acre project area. The project area was situated immediately underneath the I-64 overpass over Shockoe Valley, north of Hospital Street. This project area lies partially within the DC2RVA archaeological APE and thus the footprint of the Preferred Alternative. Extensive documentary, map, and background research as to the location and extent of the purported “Slave and Free Black Burying Ground” was conducted by VDOT in advance of the archaeological investigation.[88] Despite overwhelming documentary evidence of the "Slave and Free Black Burying Ground," no physical archaeological evidence was documented in the project area. Instead, the geoarchaeological assessment indicated that the project area stratigraphy consisted of varying degrees of modern fill deposited on top of truncated ancient marine soils. No interment features or nineteenth century artifacts were noted in the project area, and the authors concluded that the documentary and geoarchaeological analysis indicated the cemetery was likely located outside the project area, at the crest of the valley slope immediately to the west of the project area and east of the extant Shockoe Hill Cemetery (127-0389) and Hebrew Cemetery (127-6166). This location, as proposed by Calhoun, is currently recorded as Talley's Auto Service Center, located at 1305 N 5th Street (127-6660).

In 2014 Dutton + Associates completed a cultural context and thematic study in association with the Revitalize RVA project.[89] This research defined a study area in Shockoe Bottom to the east and outside of the current DC2RVA Preferred Alternative and aimed to establish a comprehensive history of the area. Beyond the background review data assembled, the study identified slave trade sites, ethnic/cultural heritage sites, commerce sites, and railroad sites within the study area. These identified locations were then synthesized into areas of archaeological interest, which were areas thought to potentially represent significant and yet undiscovered archaeological resources.

As a part of DC2RVA, DRPT conducted Phase I and Phase II studies in Shockoe Bottom and vicinity. Archaeological studies included Phase IA and Phase IB surveys of the DC2RVA corridor, which included background review, historic research, GIS-based predictive modelling, and field investigations.[90] These studies noted a great deal of near-surface disturbance in the corridor, yet resulted in the identification of four previously recorded archaeological sites (44HE0357, 44HE1097, 44HE1098, and 44HE1094) and two newly recorded archaeological sites (44HE1203 and 44HE1204) within the archaeological APE in the Shockoe Bottom area. DC2RVA architectural studies in the Shockoe Bottom area included a Phase I investigations.[91] This Phase I study resulted in the recordation 96 historic architectural resources and of these, 9 previously recorded and 87 newly recorded historic resources were identified. Based on the results and recommendations put forth during this Phase I investigation, a Phase II architectural evaluation was completed on five resources (127-0197, 127-0344-0102, 127-0344-0123, 127-6129, and 127-6793).[92]

The most recent studies separate from the DC2RVA Project have included investigations to ascertain the potential for a memorial park in this area. The City of Richmond and numerous private interest groups have sponsored studies to identify components to include in a park highlighting the significance of the slave trade in this area and general African-American history.[93] Studies are ongoing.

3.1.3.3 Discussion of In-Depth Review and Subsequent Analysis of Project Alternatives in Relation to History of the Area, Recorded Resources, and Public Concerns

Potential impacts to cultural resources were considered at numerous stages in the alternatives development, screening, and selection process starting at the inception of the environmental document in 2014. Over the past four years, almost 20 in-person meetings and dozens of phone calls have occurred between DHR, ACHP, FRA, and DRPT. All aspects of the Project design have been reviewed to assure that cultural resources have been studied and taken into consideration during Project planning. This includes constant dialogues between cultural resource specialists and engineers to ensure that design plans take cultural resources into account during planning. Additional details on evaluation of all alternatives can be found in Chapter 4 of this Final EIS.

Information on the Project has also been shared with the public through a series of general Project public meetings and area-specific meetings. Specific to cultural resources, numerous consulting parties with an interest in this area have been participating in the process including: NPS (Richmond), City of Richmond, and Historic Richmond Foundation, as well as groups whose interests span the Commonwealth like American Battlefield Protection Program, Civil War Trust, National Trust for Historic Preservation, and Preservation Virginia. In addition, numerous other groups were invited to share their comments on the significance of the area and provide ideas on mitigation to impacts, including the Shockoe Bottom Neighborhood Association, Historic Shockoe Partnership, Elegba Folklore Society, Sacred Ground project, Black History Museum Virginia, Untold RVA, Virginia African American Cultural Resources Task Force, Southern Environmental Law Center, Community Unity in Action, Richmond Branch of the NAACP, Wesley Memorial United Methodist Church, VCU Department African American Studies, Richmond Crusade for Voters, First Unitarian Universalist Church, and Sacred Ground Historical Reclamation project. The goal of this outreach was to harness information on significant historic properties in the area to assure it was adequately considered during Project design.

Beyond formal consulting party coordination, DRPT has attended numerous meetings with local groups and localities to understand the public’s interest in this area. Meetings with the City of Richmond have focused on an understanding of their ongoing preservation initiatives in this area and establishment of archaeological easements and protection zones. DRPT also sought to understand their initiatives for other improvements in the Shockoe Bottom area to place the current Project in context, including upcoming road modification projects, new parking areas, improvements to the 17th Street Market, and the recently completed Pulse Bus Rapid Transit system. VDOT was also consulted to understand future plans regarding I-95 access ramp upgrades. Beyond these, DRPT participated in the Urban Land Institute/Rose Center forum initiated by the mayor of Richmond to help organize future planning initiatives in this area, attended meetings with Richmond Archaeology, and others.

Based on the known history of this area and extensive coordination, DRPT conducted the following technical studies in Richmond to aid in the analysis of alternatives in relation to the historic context, recorded resources, and public concerns:

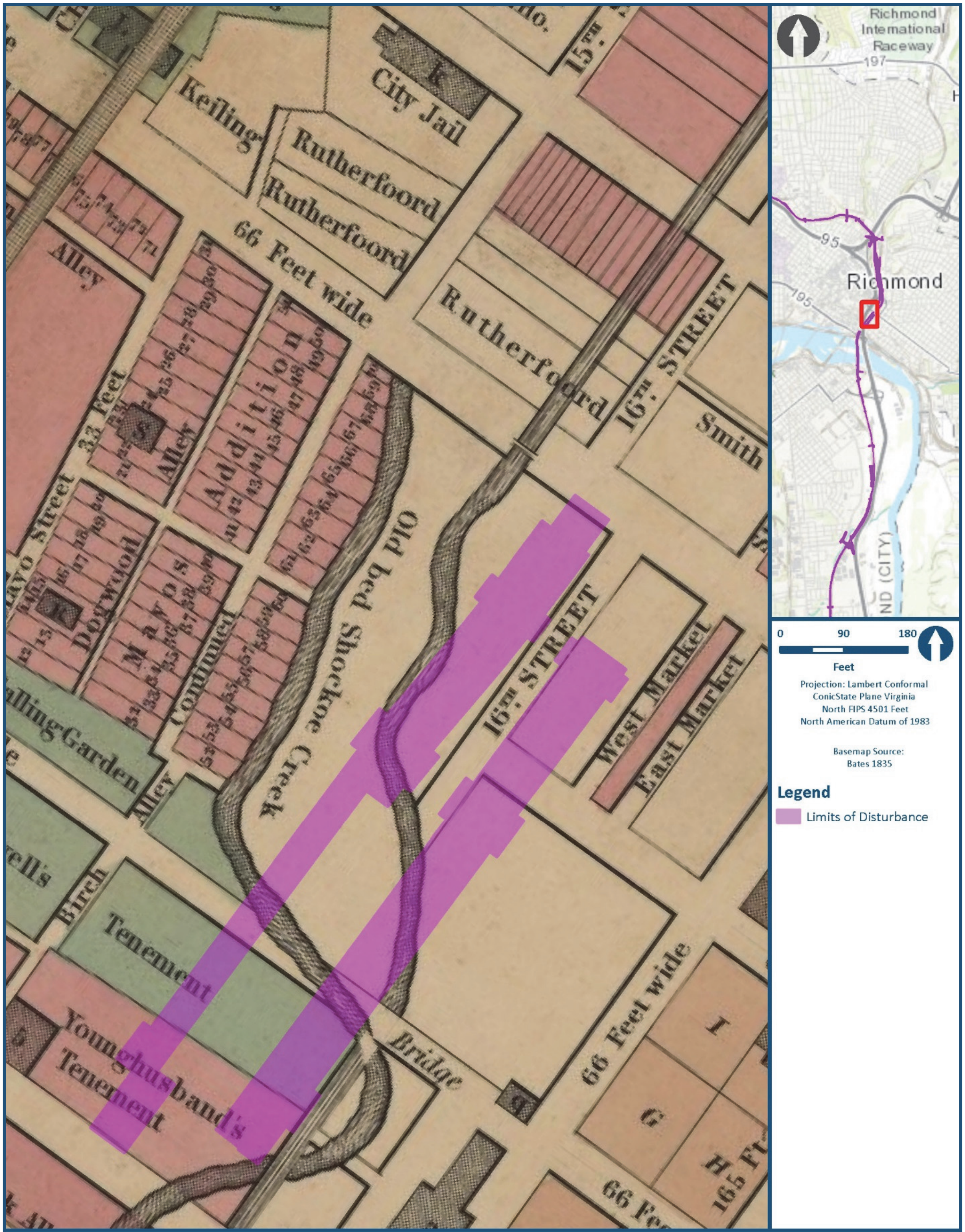
- Archaeological predictive modelling on the corridor to identify locations with the high potential for un-recorded archaeological resources;[94]
- In-depth historic document and map review with georeferenced overlays to identify potential historic resources;[95]
- Phase I cultural resource surveys to identify above- and below-ground resources within the Preferred Alternative (see previous section for citations) resulting in the recordation of over 100 architectural resources and half a dozen archaeological sites in the area of potential effect in the Shockoe Bottom area;
- Intensive-level architectural studies on over 20 resources within the city including archival research, architectural analysis, and evaluation of NRHP eligibility with determinations on resource boundaries; and
- Integrated Project mapping and analysis to allow cultural resource specialists to provide input in engineering design based on the results of survey and historic map/document review to avoid and minimize impacts.

3.1.3.4 Summary of Efforts to Avoid Areas of Concern to Assure Preservation in Place and, if Avoidance Was Not Possible, Minimize Any Potential Impacts to Cultural Resources

Great care was taken by DRPT to avoid areas of historic sensitivity unidentified via cultural resource studies, historic document/map analysis, and public comments. The Phase IA archaeological study of the Project corridor aimed to predict areas of archaeological sensitivity based on a variety of cultural and environmental factors.[96] This study was used to guide two Phase IB archaeological studies that included on the ground testing of areas within the archaeological APE to identify archaeological sites. Phase I and II architectural studies identified and evaluated above-ground resources within the architectural APE. Combined, these studies identified numerous cultural resources within the Shockoe Bottom area. The locations/boundaries of these resources were taken into consideration at various stages of the design/engineering process and the Project's footprint was minimized to the greatest degree possible to avoid archaeological sites and potential impacts to above-ground resources.

During the course of the above-mentioned cultural resource studies, historic documents and maps were consulted and analyzed to understand the complex history of the Shockoe Bottom area. To this end, GIS software was employed to georeference these historic documents to the modern landscape, in an effort to further identify yet undiscovered archaeological sites within the archaeological APE. Based on this mapping exercise, the locations of historic buildings, which are no longer visible above ground, were identified and additional archaeological sites were recorded. Maps from various time periods were consulted and georeferenced to the modern landscape in an effort to capture yet unrecorded archaeological resources throughout the historic use of the Shockoe Bottom area, as shown in Figure 3.1-3, 3.1-4, and 3.1-5.[97] The results of this historic document analysis were closely coordinated with engineering/design and, where possible, were used to reconfigure Project design to minimize Project impacts on identified resources. For example, historic maps and overlays were carefully analyzed in association with Project plans near the early-nineteenth century "Slave and Free Black Burying Ground" (44HE1203) located near Hospital Street. Through this dialogue, the Project design was altered to reduce the footprint to ensure that no potential portions of the cemetery would be touched during the Project (see Figures 3.1-3 through 3.1-5).

Additional avoidance measures were taken based on comments from the Project consulting parties and the general public. Dozens of in-person meetings, conference calls, letters, and emails were exchanged to thoroughly understand public concerns in the Shockoe Bottom area, culminating in an on-site meeting with vested groups on October 12, 2018. Through these dialogues, the Area of Potential Effects was expanded as appropriate to include the study of a wider geographic area and an expanded definition of the Area of Potential Effects within the Shockoe Bottom area. In particular, the Lumpkins Jail/Devil's Half Acre archaeological site (44HE1053), the Slave and Free Black Burying Ground site mentioned above (44HE1203), and Masons Hall (127-0019) were added to the roster of historic properties. In addition, several additional resources are being considered as contributing elements to the Shockoe Valley and Tobacco Row Historic District (127-0344), which includes most of the Shockoe Bottom area. All of these resources were evaluated for both Section 106 effect and 4(f) use as part of the Project to minimize impacts.


City Jail
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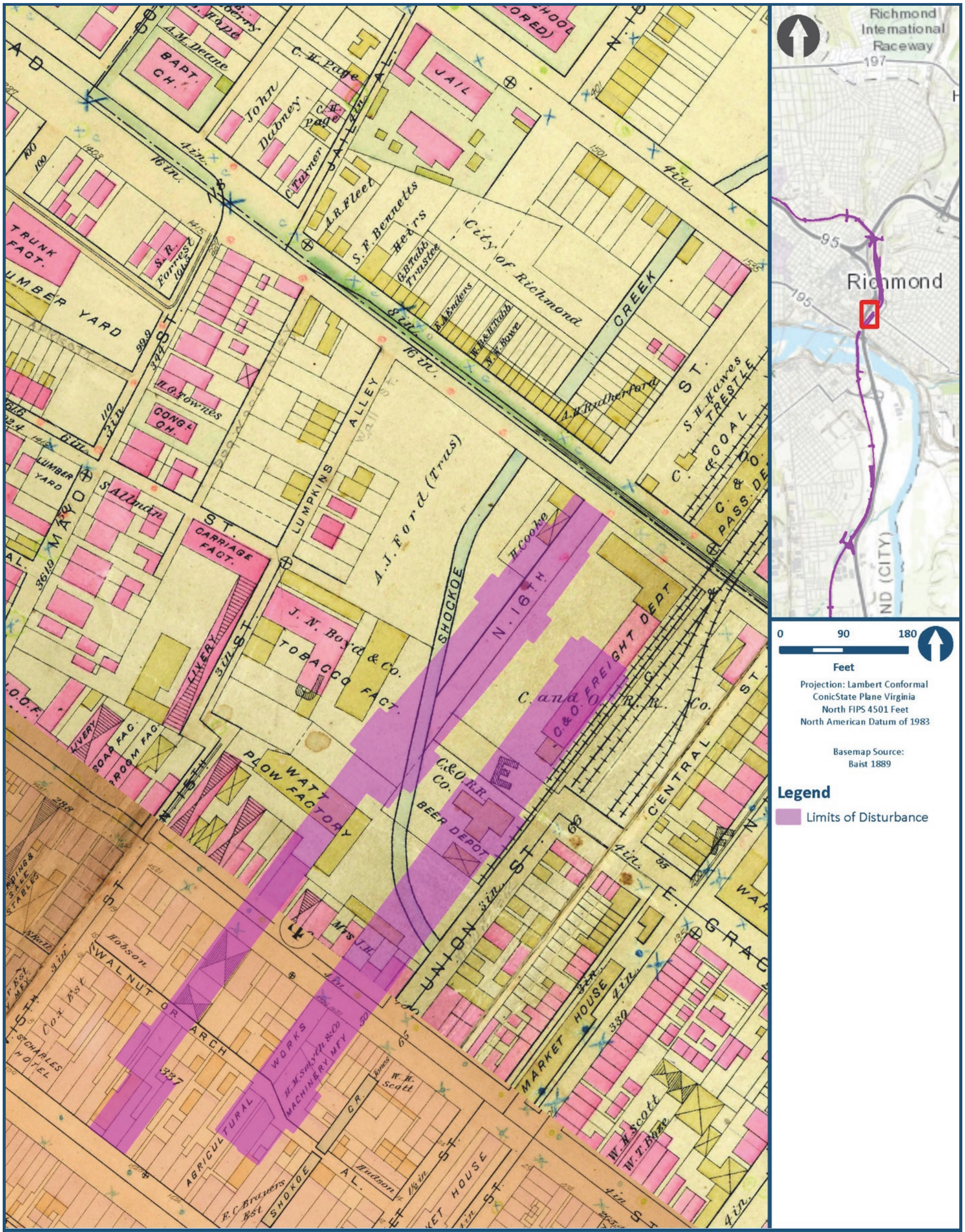
Mayo
Commerce
Garden
Alley
Birch
Tenement
Younghusband's Tenement
Bridge
66 Feet wide
66 Fe
Richmond International Raceway
197
95
Richmond
195
0
90
180
Feet
Legend
▨ Limits of Disturbance

Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983

Basemap Source: Bates 1835

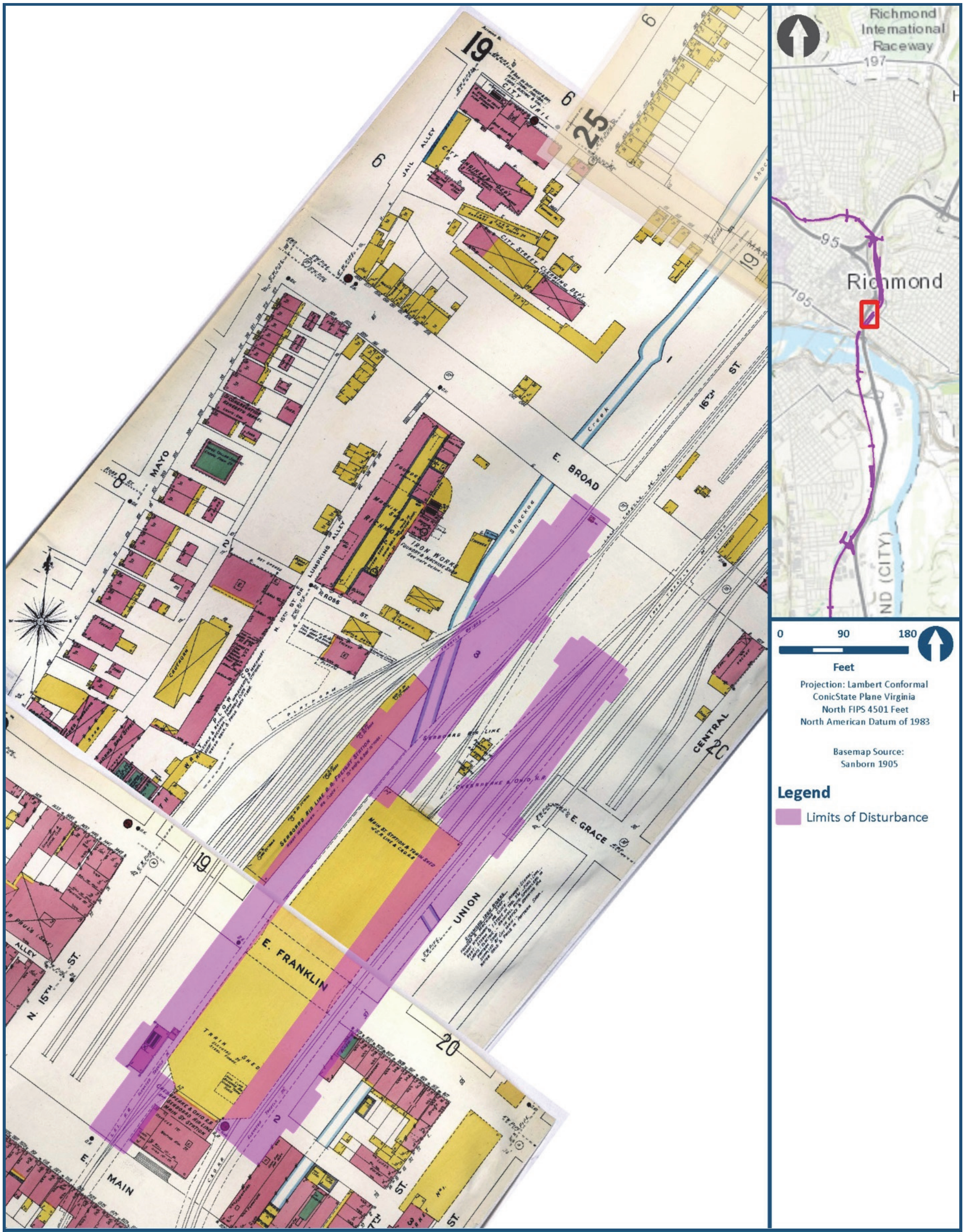
Figure 3.1-3: Limits of Disturbance Overlaid on 1835 Bates Map of Richmond


Richmond International Raceway
197
95
Richmond
195
0
90
180
Feet
Legend
Limits of Disturbance
JAIL
BAPT. CH.
City of Richmond
CREEK
LUMBER YARD
CONG'L CH.
MAYO ST.
CARRIAGE FACT.
LUMPKINS ALLEY
A. J. Ford (Trus)
SHOCKOE
N. 16TH
C. and O. R.R. Co.
C. & O. FREIGHT DEPT.
C. & O. PASS. DEPT.
S. H. Hawes COAL TRESTLE
J. N. Boyd & Co. TOBACCO FACT.
WATT PLOW FACTORY
C.&O. R.R. Co.
BEER DEPOT
UNION ST.
CENTRAL
E. GRACE
WALNUT OR ARCH
AGRICULTURAL WORKS
H. M. Smith & Co MACHINERY MFY
MARKET HOUSE
ST. CHARLES HOTEL
LIVERY
SOAP FAC.
BROOM FAC.
N 15TH ST.

Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983

Basemap Source: Baist 1889

Figure 3.1-4: Limits of Disturbance Overlaid on 1889 Baist Map of Richmond


19
25
6
JAIL ALLEY
CITY JAIL
CITY STREET CLEANING DEPT
MAYO
E. BROAD
16TH ST.
Shockoe Creek
LUMPKINS ALLEY
ROSS ST.
IRON WORKS
MAIN ST. STATION & TRAIN SHED
TRAIN SHED
E. FRANKLIN
E. GRACE
CENTRAL
UNION
N. 15TH ST.
E. MAIN
20
Richmond International Raceway
197
95
195
Richmond
0
90
180
Feet

Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983

Basemap Source: Sanborn 1905

Legend

🟪 Limits of Disturbance

Figure 3.1-5: Current Limits of Disturbance Overlaid on 1905 Sanborn Map of Richmond

3.1.3.5 Additional Studies Separate from the DC2RVA Project

In places where resources could not be avoided and impacts minimized, mitigation measures have been outlined in the Section 106 Draft MOA for the Project (see Appendix K of this Final EIS) that include additional studies including research, architectural analysis, archeological excavations, public outreach and more. Beyond these mitigation measures, the public comment and consultation process as part of the DC2RVA Project highlighted the need for future/additional historical studies of the Shockoe Bottom area that may be completed by the City or others with a vested interest in area history. Although beyond the scope of the DC2RVA studies, it is important to recognize and explore the significant history of Shockoe Bottom and especially the lives of enslaved individuals. To this end, four areas of additional studies have been identified: research, archaeological studies, public interpretation, and planning initiatives, which are outlined in Table 3.1-1.

Table 3.1-1: Summary of Additional Studies Separate from the DC2RVA Project

Research
Propose, delineate, and evaluate a Shockoe Valley Slave Trade District Evaluation to record the locations of potential sites with DHR; to be done in concert with existing City of Richmond research and preliminary draft multiple property documentation on file with DHR, done by Johannas Design Group in 2007.
If the district listed above is determined to be eligible for the NRHP and pending City and property owner approval, the Shockoe Slave Trade Historic District would be nominated to the NRHP.
Creation of a compendium of literature, including diaries, letters, quotes, imagery, maps, oral histories, etc., on the experience of the enslaved individual in Richmond.
Creation of historic context of the RF&P Railroad and its association with the Virginia slave trade, linking locations including Richmond, Fredericksburg, and Alexandria.
Archaeological Studies
Investigations, including additional archival research, at the "Slave and Free Black Burying Ground" (44HE1203) near Hospital Street to identify the location of potentially intact interments.
Additional archaeological studies on known sites, including Devil's Half Acre/Lumpkins Jail (44HE1053) and "Burial Ground for Negroes" (44HE1089).
Archaeological excavations (Phase I, II, and III as appropriate) on areas identified during the Shockoe Slave Trade Historic District evaluation study to potentially contain sites.
Public Interpretation
Work with James River Institute for Archaeology, RVA Archaeology, Dutton+Associates, and others with knowledge of this area to create an interactive webpage on the history and significance of this area.
Use the data gathered during the webpage development to create a booklet on the history and significance of this area.
Work with the City of Richmond, Richmond City Council Slave Trail Commission, Historic Richmond, RVA Archaeology and others to add to the existing Richmond Slave Trail walking tour and interpretative signage on the history of this area inclusive of historic overlay maps to recreate the antebellum landscape.
To accompany the walking tour listed above, creation of a mobile application with map overlays to allow the visitor to experience the landscape in a digital medium.
Creation of additional interpretive signage on the history of this area.
Area Planning Initiatives
Work with the City on a continued holistic preservation and interpretive plan for the Shockoe Bottom area.

3.2 REFINED OPERATIONS ANALYSIS MODELING

DRPT conducted computer-based operations simulations (also known as operations modeling) to estimate rail performance in the corridor in order to estimate if Build Alternatives defined in the Draft EIS might be anticipated to provide the infrastructure capacity and service performance necessary to meet the Purpose and Need of the DC2RVA Project. This work was conducted using Rail Traffic Controller (RTC) simulation software.

This section summarizes the results of that analysis, both within the DC2RVA corridor as well as in the larger CSX Transportation (CSXT) network, to inform the selection of a Preferred Alternative. It builds on previous operations simulation modeling conducted during preparation of the Draft EIS and incorporates subsequent revisions to the infrastructure and operating plans that were developed to improve operational consistency and reduce delays associated with schedule conflicts within the DC2RVA corridor.

Full details of the refined operations analysis modeling are provided in the technical memos in Appendix F of this Final EIS; description of how the refined operations analysis modeling led to the selection of a Preferred Alternative is provided in the DC2RVA Recommendation Report, which is Appendix I of this Final EIS.

3.2.1 Overview of Preliminary Operations Modeling Conducted in the Draft EIS

During the preparation of the Draft EIS, DRPT conducted several preliminary operations simulations that evaluated multiple infrastructure alternatives, including alternatives with two tracks and three tracks, potential two track bypasses in Fredericksburg and Ashland, and alternate routes through Richmond. DRPT evaluated these preliminary operations simulations against the Project's Purpose and Need to: accommodate 9 new daily intercity passenger round trips (18 total trains per day); accommodate projected CSXT freight growth; accommodate planned and funded Virginia Railway Express (VRE) commuter rail growth; and meet the federal passenger and freight train on-time performance targets through 2045 as set forth in the Passenger Rail Investment and Improvement Act (PRIIA).[98]

The train performance estimates derived by DRPT from this preliminary comparison of alternatives suggested that either a third main track through Fredericksburg and/or Ashland or a two-track bypass around Fredericksburg and/or Ashland would provide the highest likelihood that trains throughout the Project corridor would meet their performance goals under the service level and schedule projected. The train performance estimates also informed the selection of the Richmond-area Build Alternative 6F, Staples Mill Road Station and Main Street Station (Full Service) as the Recommended Preferred Alternative for the Draft EIS, which by having both a downtown station and a suburban station was determined to best meet the Purpose and Need. These preliminary modeling results are presented in Chapter 2.6 of the Draft EIS and its Appendix I.

3.2.2 Refined Operations Analysis Modeling Methodology

After submission of the Draft EIS, DRPT followed its preliminary operations simulation efforts with two phases of refined operations analysis modeling to help inform the selection of a Preferred Alternative for the entire corridor, each of which are summarized below.

3.2.2.1 Two Phases of Refined Operations Modeling

The two phases of refined operations modeling encompassed the following work:

Phase 1: Refined Operations Analysis. The purpose of the refined operations analysis was to improve the performance results of all trains operating on the corridor by applying modifications to the proposed infrastructure and operating plan based on assessments of the preliminary operations modeling assumptions and results from the Tier II Draft EIS. The levels of service for all trains were not changed from the preliminary analysis, which are summarized in Section 4.2.2 of this Final EIS. The refined operations analysis simulations had the following objectives and characteristics:

- Measure passenger and freight train performance focused on performance within the DC2RVA corridor, and not include analysis of contiguous sections of shared-use track north and south of the corridor.
- Review and revise the configuration of the proposed infrastructure to improve operational consistency and performance along the corridor, including
  - Changes to the Project's proposed track infrastructure, in particular reconfigured crossovers, sidings, and station platforms, including:
    - Changes to interlocking configurations to provide full universal access to all tracks at certain locations.
    - Infrastructure changes and additional infrastructure to allow for the staging of full-length freight trains at various locations in the corridor.
- Review and revise the operating characteristics and assumptions applied to the model to reduce delays associated with schedule conflicts:
  - Incorporation of a platform assignment plan for intercity passenger and commuter trains operating within the corridor. The platform priority assignment was applied to all intercity passenger and commuter trains along the DC2RVA corridor from Washington, D.C. to Centralia, VA to represent a "typical" operating condition with minimal passenger-commuter train interference; however, the operations analysis allowed intercity passenger trains in certain sections of the corridor to use another track or serve a different station platform if required due to capacity constraints or interference with commuter trains.
  - Revision of intercity passenger train schedules between Washington and Richmond, where feasible, to capture changes in passenger train running times and recovery times made to enable trains to achieve PRIIA-mandated (see Section 3.2.1) and Project-specific on-time performance goals in normal real-world operation under the revised corridor infrastructure and platform assignment plan described above.

Phase 2: Network-Wide Analysis. The work in this phase consisted of running operations simulations to estimate potential effects to passenger, freight, and commuter train performance within a larger territory of the CSXT and connecting Buckingham Branch (BBRR) networks in the Mid-Atlantic and Northeastern United States, to estimate the potential effects of the Project on rail operations in territory adjacent to the DC2RVA corridor. The Network-Wide Analysis simulations had the following characteristics:

- The revised infrastructure, operating, and train schedule modifications made for the Phase 1 modeling were applied in the Phase 2 modeling.

- Passenger and freight train performance were measured across a larger portion of the shared-use rail network, which included contiguous sections of the CSXT and BBRR networks in the Mid-Atlantic and Northeastern United States programmed into the simulation software that constituted the DC2RVA Modeling Limits.
  - Performance was measured on a shared-use network of track from Philadelphia, PA, and Cumberland, MD, to Newport News, VA, and Rocky Mount, NC.
- Additional freight train performance outputs were generated.

3.2.2.2 Modeling Scenarios for Phases 1 and 2

The modeling scenarios simulated by DRPT were identical for Phases 1 and 2 and consisted of the following four Build cases and one No Build case.

- **2045 No Build.** This case measured performance on the DC2RVA corridor with the No Build infrastructure and no-build train operations (without adding 18 new intercity passenger trains) identified in the DC2RVA Draft EIS, including freight traffic levels forecasted for the year 2045. This case did not include maintenance-of-way outages.
- **2045 Build.** This Build case measured performance on the DC2RVA corridor with infrastructure that reflects the Preferred Alternative for the DC2RVA corridor, with a test of the three-track alternatives in Area 5 (i.e., Build Alternatives 5B and 5D-Ashcake as analyzed in the Draft EIS) through Ashland. This case included 9 new daily intercity passenger round trips (18 total trains per day) in addition to the No Build train operations. This case did not include maintenance-of-way outages.
- **2045 Build, 2 Tracks Ashland.** This Build case measured performance on the DC2RVA corridor with infrastructure that reflects the Preferred Alternative for the DC2RVA corridor, with a test of the two-track alternative in Area 5 (i.e., Build Alternative 5A, also known as “3-2-3,” as analyzed in the Draft EIS) through the Town of Ashland. This case included 9 new daily intercity passenger round trips (18 total trains per day) in addition to the No Build train operations. This case did not include maintenance-of-way outages.
- **2045 Build, 2 Tracks Ashland + Track Out of Service North (Maintenance-Of-Way Outage).** This Build case measured performance on the DC2RVA corridor with infrastructure that reflects the Preferred Alternative for the DC2RVA corridor, with a test of the two-track alternative in Area 5 (i.e., Build Alternative 5A, also known as “3-2-3,” as analyzed in the Draft EIS). This case included a randomly selected segment of approximately 10 miles in length between Alexandria and Crossroads that would be taken out of service in order to test the response of the network to a daytime maintenance-of-way (i.e., rail upkeep and repair) outage. This case included 18 new daily intercity passenger trains (9 round-trip) in addition to the No Build train operations. For comparison to the other four scenarios listed, this is the only scenario that included maintenance-of-way outages.
- **2045 Build, 2 Tracks South of Crossroads.** This Build case measured performance on the DC2RVA corridor with infrastructure that reflects a modification to the Preferred Alternative with three main tracks from Alexandria to Crossroads and reduced to two main tracks from Crossroads to Richmond Staples Mill Road. This case included 18 new daily intercity passenger trains (9 round-trip) in addition to the No Build train operations. This case did not include maintenance-of-way outages.

In all cases described above, the infrastructure alternatives were tested for proposed operations in the year 2045, which represents the concluding year of a 20-year horizon for the Project, based on the Project's proposed implementation year of 2025 (refer to Section 1.3.6 for details on Project planning dates). Refer to Appendix F of this Final EIS for full details on modeling scenarios.

3.2.3 Refined Operations Modeling Results

The performance estimates generated during the refined operations analysis simulations were benchmarked against performance goals for freight and passenger trains that were established by DRPT for the DC2RVA Project and by FRA under PRIIA.

In the corridor-wide modeling simulation testing the Preferred Alternative for the full length of the DC2RVA corridor with three main tracks from Alexandria to Richmond Staples Mill Road except for a constrained two-track alignment in Area 5 through Ashland (i.e., Alternative 5A, also known as "3-2-3") without maintenance-of-way outages ("2045 Build, 2 Tracks Ashland"), passenger trains exceeded the Project's endpoint station and all-stations performance goal of 90 percent on-time performance. Comparative to the No Build 2045 freight operating condition without maintenance-of-way outages ("2045 No Build"), the estimated cumulative freight train performance with two tracks through Ashland (measured in delay minutes per 100 train-miles) had a reduction of 2.4 minutes.

In the network-wide modeling case testing the Preferred Alternative for the full length of the DC2RVA corridor with three main tracks from Alexandria to Richmond Staples Mill Road except for a constrained two-track alignment in Area 5 through Ashland (i.e., Alternative 5A, also known as "3-2-3") without maintenance-of-way outages ("2045 Build, 2 Tracks Ashland"), passenger exceeded the Project's endpoint station performance goal of 90 percent on-time performance. The network-wide simulation estimated that two tracks through Ashland could increase freight delay per 100 train-miles by 0.5 minutes from the No Build 2045 freight operating condition without maintenance-of-way outages.

Based on the refined operations analysis, DRPT and FRA have determined that the Build Case with two tracks through Ashland under 2045 freight traffic, and with 9 new daily intercity passenger round trips (18 total trains per day) from the DC2RVA Project ("2045 Build, 2 Tracks Ashland" without maintenance-of-way outages), provides the infrastructure required to meet the Purpose and Need of the Project while not unduly impacting CSXT's forecasted future freight operations in the No Build case ("2045 No Build" without maintenance-of-way outages).

Passenger Service Operating in the DC2RVA Corridor

3.3 TOWN OF ASHLAND/HANOVER COUNTY COMMUNITY ADVISORY COMMITTEE RECOMMENDATIONS

The purpose of this section is to report the recommendations of the Town of Ashland/Hanover County Community Advisory Committee (CAC) that supported the selection of the Preferred Alternative. The Preferred Alternative is presented separately in Chapter 4 of this Final EIS. For summary of the CAC and its activities, refer to Section 2.1.4.3 of this Final EIS. Additionally, Appendix G of this Final EIS provides full detail of CAC purpose and approach, members, meeting dates, and review of alternatives that were considered by the CAC.

Shortly before the publication of the Draft EIS, DRPT established the CAC to advise and inform DRPT on DC2RVA alternatives and issues in the Ashland/Hanover County area. Over the course of five months, the CAC reviewed and fully evaluated over 30 different alternatives for the Town of Ashland/Hanover County area, including alternatives suggested by the public and alternatives developed by the CAC, in addition to alternatives and options that were considered in the Draft EIS (refer to Appendix G). During this time, DRPT continued to refine the operations analysis modeling of alternatives (as described in Section 3.2 above), and a qualitative presentation of draft preliminary passenger train performance estimates from the corridor-only simulations was made to the CAC. The CAC determined that many of the alternatives were not practical and also recognized that all of the alternatives would have substantial adverse impacts to residents, commercial interests, and communities, and would be objectionable to one or more groups of stakeholders.

Passenger Service through Downtown Ashland, Virginia (Area 5)

After careful and deliberate consideration of the options for increased rail capacity in the Ashland/Hanover area, the CAC chose not to endorse any specific alternative and instead provided recommendations for three "least objectionable" alternatives:

- **Modified Alternative 5A.** The "3-2-3" option (i.e., maintaining two tracks through Town) was determined by the CAC to be the least objectionable option for adding rail capacity through the Town of Ashland at-grade. In this option, a third track would be added to the existing CSXT right-of-way north and south of the Town of Ashland, while the existing two tracks would remain in service through Ashland. If necessary to meet passenger and performance goals, the downtown Ashland station could be closed, based on analysis at the time of that decision. Road overpasses would be added at Vaughan Road and Ashcake Road. The crossing at England Street would remain at-grade. *[This option is similar to Build Alternative 5A that was evaluated in the Draft EIS, with further minimization of infrastructure and associated potential impacts within downtown Ashland.]*
- **Three-Track Trench.** A three-track trench through the Town of Ashland was determined by the CAC to be the least objectionable option for adding capacity below-grade. A trench would be constructed through Ashland approximately 50 feet wide and 33 feet deep, extending from north of Vaughan Road to south of Ashcake Road. The two existing tracks through the Town of Ashland, along with a third new track, would pass through Ashland within the trench. The trench would be provided with strategically placed covers interspersed with open areas, allowing for motor vehicle and pedestrian crossings, landscaping, and other amenities. Details associated with the placement and length of covered spaces would be determined in final design. The downtown Ashland station would be closed. *[This below-grade option followed a through-town alignment similar to Build Alternatives 5B or 5D as evaluated in the Draft EIS, but was considered and dismissed in the Draft EIS alternatives development process.]*
- **Modified Alternative 5C and 5C-Ashcake.** The western bypass closest to the Town of Ashland, identified as AWB 1 in the Draft EIS alternatives development process, was determined by the CAC to be the least objectionable option for adding rail capacity outside the Town of Ashland—with the provision that the alignment would be adjusted to avoid directly impacting a children's daycare facility on State Route 54, and to minimize impacts to residential properties. In this option, a two-track bypass approximately seven miles long would extend around the Town of Ashland to the west, along the town/county border. Roads bisecting the new bypass alignment would be re-routed or grade-separated to avoid creating any new at-grade road/rail crossings. The Ashland station could remain in service. *[This bypass alignment is reflective of Build Alternative 5C as evaluated in the Draft EIS, but with a modified alignment. The AWB1 alignment was considered and dismissed in the Draft EIS alternatives development process.]*

The CAC also recognized that regardless of the alternative ultimately recommended, mitigation for the adverse impacts would need to be considered, and the CAC members committed to working with DRPT and other stakeholders on the mitigation.

Refer to Section 3.4 below for summary of selection of the Preferred Alternative by the Commonwealth.

3.4 COMMONWEALTH TRANSPORTATION BOARD RESOLUTION

The Commonwealth Transportation Board (CTB) passed a resolution for the recommendation of a Preferred Alternative for the DC2RVA Tier II EIS on December 6, 2017, referred to as the Commonwealth's Recommended Preferred Alternative, as presented in Table 3.4-1 below. The resolution is included in this Final EIS as Appendix H. The CTB issued the resolution following review of the Draft EIS and agency, stakeholder, and public comments on the Draft EIS received during the public comment period, plus ongoing coordination with DRPT and other stakeholders and the public (refer to Section 2.3 of this Final EIS for details). The CTB resolution aligned with DRPT's Recommended Preferred Alternative as presented in the Draft EIS. Additionally, the CTB resolution aligned with the CAC Recommendation (as described in previous Section 3.3): Alternative 5A meets the Purpose and Need for the DC2RVA Project with the least amount of impacts in the Ashland/Hanover area, and would have no Section 106 or Section 4(f) impacts (where all other alternatives considered or developed by the CAC included at least some impacts to cultural or historic resources). Per Section 4(f) of the U.S. DOT Act of 1966, unless the use of such a property is determined to have a *de minimis* impact, FRA must determine that no feasible and prudent avoidance alternative exists before approving the use of such land (see Chapter 6 of this Final EIS for further details).

Table 3.4-1: CTB Recommended Preferred Alternative

Alternative Area 1: Arlington (Long Bridge Approach) *	
1A	Add Two Main Tracks on the East
1B*	Add Two Main Tracks on the West
1C	Add One Main Track East and One Main Track West
Alternative Area 2: Northern Virginia	
2A	Add a Third or Fourth Main Track
Alternative Area 3: Fredericksburg	
3B	Add a Third Main Track Through City
Alternative Area 4: Central Virginia	
4A	Add a Third Main Track
Alternative Area 5: Ashland	
5A	Maintain Two Tracks Through Town (No Station Improvements), Add a Third Main Track North and South of Town
Alternative Area 6: Richmond	
6F	Staples Mill Road Station and Main Street Station Full Service with S-Line Improvements

* The CTB recommended selection of the Preferred Alternative to be based on compatibility with the Long Bridge EIS alternatives. Subsequent to the CTB resolution, FRA selected Alternative 1B as the Preferred Alternative, to align with the Long Bridge alternatives – refer to Section 4.1 of this Final EIS for details.

Further, the CTB resolved the following directives to DRPT in regard to future rail improvements in Alternative Area 5:

- If DRPT determines that additional rail capacity is needed in Alternative Area 5 to meet the performance standards required for additional passenger trains, DRPT shall conduct a new study based on updated information.
- DRPT shall avoid and/or minimize any permanent property acquisitions, to the extent practicable, in areas where only two mainline tracks on the current alignment are recommended, and to avoid any permanent property acquisitions related to the DC2RVA Project that would affect the operations of Randolph-Macon College.
- DRPT shall explore the need for other potential improvements in downtown Ashland (Alternative Area 5) that will help protect the safety of motorized and non-motorized roadway users, and to facilitate emergency access, separate from the DC2RVA Project.

3.5 DC2RVA RECOMMENDATION REPORT

DRPT prepared a Recommendation Report to present the Commonwealth's Recommended Preferred Alternative for the Project to FRA for inclusion in this Final EIS. The Recommendation Report is Appendix I of this Final EIS and includes an acceptance letter of the report from FRA. The purpose of the report was to summarize the Commonwealth's Recommended Preferred Alternative and rationale leading to the selection of the Preferred Alternative for each area. The Recommendation Report includes a summary of comments received on the Draft EIS, other public involvement, and additional refined operations analysis modeling that provided input into the selection process. The content of the Recommendation Report is presented in Chapter 4 (Selection of the Preferred Alternative) of this Final ES.

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[1] Staton, Heather Dollins, and Earl E. Proper. 2016. *Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Ashland Bypass (ASBP) Segment, Hanover County*. DC2RVA Team, Richmond, Virginia; Staton, Heather Dollins, D. Brad Hatch, and Emily Calhoun. 2017. *Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Fredericksburg Bypass (FBBP) Segment, Stafford, Caroline, and Spotsylvania Counties*. DC2RVA Team, Richmond, Virginia.

[2] Klein, Mike, Emily Calhoun, Marco González, and Earl E. Proper. 2015. *Archaeological Background Review and Predictive Model for the Washington, D.C. to Richmond, Virginia, Southeast High Speed Rail Corridor*. DC2RVA Team, Richmond, Virginia; McCloskey, Kevin, Earl Proper, Curtis McCoy, Emily Calhoun, Morgan MacKenzie, and Joseph Blondino. 2016. *Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments*. DC2RVA Team, Richmond, Virginia; McCloskey, Kevin, Emily Calhoun, Kerry González, and Mike Klein. 2018. *Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Preferred Alternative Limits of Disturbance. DC2RVA Team, Richmond, Virginia.*

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CHAPTER 6

FINAL SECTION 4(f) EVALUATION

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

6 FINAL SECTION 4(f) EVALUATION

6.1 INTRODUCTION

This Final Section 4(f) Evaluation follows the procedures for implementing Section 4(f) as outlined in 23 CFR 774 (March 12, 2008), which apply to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Although the Federal Railroad Administration (FRA) is not directly subject to this rule, FRA has determined that these procedures are appropriate for use for the proposed rail infrastructure improvements collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project.[1]

The Draft Section 4(f) Evaluation was included as Chapter 5 of the Draft EIS[2] and analyzed the potential impacts of the 23 Build Alternatives that were evaluated in that document. This Final Section 4(f) Evaluation considers the Preferred Alternative for the DC2RVA Project, which includes design modifications, additional data collected on cultural resources, and updates to parkland resources subsequent to the publication of the Draft EIS and its Draft Section 4(f) Evaluation. Refer to Chapter 4 of this Final EIS for details on the Preferred Alternative; additional data and updates to parkland resources since the Draft EIS are detailed within this chapter.

This Final Section 4(f) Evaluation presents the following:

- Summary of types of Section 4(f) properties, uses, and methodology (see Section 6.2)
- Description of the Project and its Preferred Alternative (see Section 6.3)
- Description of Section 4(f) properties that are within the Project limits (see Section 6.4)
- Determination of Section 4(f) property uses (see Section 6.5)
- Description of avoidance alternatives (see Section 6.6)
- Description of measures to minimize harm (see Section 6.7)
- Section 4(f) coordination and correspondence (see Section 6.8)

Maps of Section 4(f) resources are provided in this chapter for the properties that were determined to have a Section 4(f) use; refer to Section 6.5.

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[1] On November 28, 2018, a final rule went into effect that revised 23 CFR Parts 771 and 774 to include FRA under those regulations. However, that rule only applies to projects initiated after November 28, 2018; therefore, for the DC2RVA Project, FRA will continue to follow 23 CFRA Part 774 as guidance.

[2] The Draft EIS included the Draft Section 4(f) Evaluation for the DC2RVA Project and was published on September 8, 2017. It is available on the Project website: http://dc2rvarail.com/draft/

6.2 SECTION 4(f) TERMINOLOGY AND METHODOLOGY

6.2.1 Types of Section 4(f) Properties

Section 4(f) of the U.S. Department of Transportation (U.S. DOT) Act of 1966[3] provides for consideration of park and recreation lands, wildlife or waterfowl refuges, and historic sites during development of transportation projects. Specifically, Section 4(f) applies to the following types of properties:

- Publicly-owned parks, recreation areas, and wildlife or waterfowl refuges, including those that are part of a publicly-published plan but that may not yet be built
- Historic sites[4], i.e., public or private buildings, districts, objects, structures, or sites listed in or eligible for listing in the National Register of Historic Places (NRHP)

Privately-owned parks or recreation areas that are not open to the general public are not considered Section 4(f) resources for this Project.

6.2.2 Types of Section 4(f) Uses

Section 4(f) applies to protected resources when a "use" occurs as a result of the proposed action. There are three different types of potential Section 4(f) uses and one additional determination that may be made for each Section 4(f) property, as described below. Any "use" is an impact for the purposes of the DC2RVA Project, as described in Section 6.2.4.

Permanent Incorporation. A permanent incorporation occurs if a Section 4(f) property or portion of a Section 4(f) property is permanently acquired (as fee simple or permanent easement right-of-way) such that the use of the acquired Section 4(f) property is incorporated in the transportation facility, thereby changing its use from a Section 4(f) property to "transportation use."

Temporary Occupancy. A temporary occupancy occurs when the Section 4(f) property or a portion of the Section 4(f) property is impacted or used only during a portion of the construction of the project such that the Section 4(f) property is not permanently incorporated into the transportation facility. A temporary occupancy is considered a Section 4(f) use if it is considered adverse in terms of the statute's preservation purpose. A temporary occupancy is not considered a Section 4(f) use if the following conditions are met:

- The land use is of short duration (defined as less than the time needed for construction)
- There is no change in ownership of the land
- The scope of the work must be minor
- There are no temporary or permanent adverse changes to the activities, features, or attributes of the property
- The land must be fully restored to a condition at least as good as prior to a project (i.e., regrading or revegetating the area)
- There must be documented agreement from the official(s) with jurisdiction over the property with the above conditions

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[3] 23 United States Code (U.S.C.) 138

[4] Note that this term parallels the term "historic property" used during the Section 106 evaluations, which is a separate process from Section 4(f). Refer to Section 6.2.3 for details.

Constructive Use. A constructive use occurs when there is an indirect impact to the Section 4(f) property of such magnitude as to effectively act as a permanent incorporation. In the case of a constructive use, while the proposed action does not physically incorporate the resource, it is determined to be close enough to severely impact important features, activities, or attributes associated with the Section 4(f) property to substantially impair it. Constructive use is generally rare; examples of impacts that may be considered constructive use include noise, vibration, air quality, and visual impacts. Note that FRA has determined that there are no constructive uses associated with the Final Section 4(f) Evaluation for the DC2RVA Project.

***De Minimis* Determination**. FRA may make a *de minimis* determination (or finding) if a use of a Section 4(f) property is generally minor enough in nature as to not elevate to one of the three primary uses as described above. A *de minimis* impact is one that, after taking into account avoidance, minimization, mitigation, and enhancement measures, results in no adverse effect to the activities, features, or attributes qualifying a resource for protection under Section 4(f).

A determination of *de minimis* impact for public parks, recreation areas, and wildlife or waterfowl refuges may be made when all three of the following criteria are met:

- The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into a project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);
- The public has been afforded an opportunity to review and comment on the effects of a project on the protected activities, features, and attributes of the Section 4(f) resource; and
- The official(s) with jurisdiction over the property is informed of U.S. DOT's intent to make the *de minimis* impact finding based on their written concurrence that a project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

A determination of *de minimis* impact for a historic site may be made when all three of the following criteria are met:

- The process required by Section 106 of the National Historic Preservation Act (NHPA) results in the determination of "no adverse effect" or "no historic properties affected" with the concurrence of the State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), and Advisory Council on Historic Preservation (ACHP), if the ACHP is participating in the Section 106 consultation;
- The SHPO and/or THPO, and ACHP, if the ACHP is participating in the Section 106 consultation, is informed of U.S. DOT's intent to make a *de minimis* impact determination based on their written concurrence in the Section 106 determination; and
- U.S. DOT has considered the views of any consulting parties participating in the Section 106 consultation.

6.2.3 Relationship Between Section 4(f) and Section 106

Section 106 of the NHPA and Section 4(f) are separate laws that both mandate consideration of historic properties in planning a federal undertaking. Section 4(f), which applies only to the U. S. Department of Transportation, stipulates that in order for a historic site to be granted protection, it must be considered significant, and the Section 106 process is the method by which a historic site's significance is determined. The Section 106 process, which is conducted separately from and prior to Section 4(f) evaluations, informs the Section 4(f) determinations, by indicating which historic sites are relevant for Section 4(f) consideration. Further, while the Section 106 process is integral to the Section 4(f) process when historic sites are involved, the Section 4(f) process is not integral to the Section 106 process (i.e., the Section 4(f) uses do not inform the separate Section 106 process).

An important terminology difference between the two is that Section 106 considers "effects" to historic properties, whereas Section 4(f) considers whether there is a "use" of Section 4(f) properties. Any historic property that is considered during the Section 106 process is considered during Section 4(f). The Section 106 effect determinations[5] listed in this chapter are presented for informational purposes only with regard to Section 4(f) and were determined separately from the Section 4(f) process. This Final Section 4(f) Evaluation, therefore, indicates the Section 106 historic property effect and then separately determines the appropriate use under Section 4(f).

6.2.4 How Section 4(f) Properties and Uses were Determined for this Project

Parks, Recreation Areas, and Wildlife/Waterfowl Refuges. For public parks, recreation areas, and wildlife or waterfowl refuges, the resource boundaries were compared with the Project's permanent and temporary limits of disturbance (LOD),[6] which are defined as the boundary within which all construction, materials storage, grading, landscaping, and related activities will occur.

- A Section 4(f) use of "permanent incorporation" was identified where resource boundaries overlapped the permanent LOD, which are areas where infrastructure associated with the Preferred Alternative will physically replace existing conditions. A *de minimis* determination was made for Section 4(f) use when the *de minimis* criteria discussed in Section 6.2.2 were met.
- A Section 4(f) "temporary occupancy" was identified where resource boundaries overlapped the temporary LOD, which are areas required for construction of the Preferred Alternative, such as for staging and storage of equipment. As stated in Section 6.2.2, temporary occupancies may or may not result in a Section 4(f) use depending on whether the occupancy is adverse in terms of the statute's preservation purpose. For each resource, the conditions discussed in Section 6.2.2 were considered to determine if the temporary occupancy results in a Section 4(f) use.
- A Section 4(f) "constructive use" determination would be made through considering the level of magnitude of indirect impacts on the Section 4(f) resources; however, no constructive uses were identified for the DC2RVA Project.

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[5] Refer to Section 5.13 of this Final EIS for details on the Section 106 process and effect determinations.

[6] The environmental consequences for the DC2RVA Project, which are presented in Chapter 5 of this Final EIS and document the potential effects on the human, physical, and natural environments that may result from the construction and operation of the Preferred Alternative, are also based on the permanent and temporary LOD. Detailed mapbooks of the Preferred Alternative that show the locations of the permanent and temporary LOD throughout the 123-mile Project corridor are provided in Appendix L of this Final EIS. In general, permanent LOD are 0 to 40 feet outside of existing railroad right-of-way with a maximum offset of 650 feet for station improvements. Temporary LOD are generally 10 to 15 feet outside of permanent LOD with a maximum offset of 50 feet.

Historic Properties. The historic property limits presented herein and used to determine effects of the DC2RVA Project are those on record at the Virginia Department of Historic Resources (DHR, the Virginia SHPO) for the identified historic resources as of November 20, 2018. As described in Section 6.2.3 above, any historic property that is considered during the separate Section 106 process is also considered under Section 4(f); the Virginia Department of Rail and Public Transportation (DRPT) identified 120 historic properties within the Project Area of Potential Effect (APE).[7]

During the Section 4(f) evaluation of historic properties, DRPT examined all 120 resources to evaluate use.

- For above-ground resources (buildings, districts, objects, and structures):
    - There is a Section 4(f) use (permanent incorporation) on a historic property when the undertaking would physically encroach on the NRHP-eligible boundaries of a historic property and/or the Project would permanently alter the integrity and function of the resource, resulting in an adverse effect determination under Section 106.
    - There is a Section 4(f) *de minimis* use if the NRHP-eligible boundaries are within the Project encroachment area, but the undertaking will not alter the integrity and function of a resource, resulting in either a no adverse effect or no effect determination under Section 106.
    - There is no Section 4(f) use if there is no encroachment and there are no impacts to a historic property.
- For archaeological sites, determination of use depends on whether the resource meets one or more NRHP eligibility criterion:[8]
    - There is no use regardless of encroachment if the site is chiefly important for the data that can be obtained from archaeological excavation and preservation in place is not warranted (e.g., if a site is only eligible for the NRHP under Criterion D).
    - If an archaeological site is eligible under Criterion D as well as any other criterion/criteria consideration and preservation in place is required to maintain eligibility, then the definitions of Section 4(f) use and no use as stated for above-ground resources apply.

6.2.5 Section 4(f) Avoidance and Minimization Measures

Projects funded by the U.S. DOT must comply with Section 4(f), which includes mandatory requirements for avoidance alternatives, minimization measures, and possible mitigation of any use of Section 4(f) resources. Specifically, under Section 4(f) of the U.S. DOT Act of 1966 (49 U.S.C. 303(c)), as amended by Section 6009 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users (SAFETEA-LU), FRA may approve a transportation project requiring the use of a publicly owned park, recreation area, wildlife and waterfowl refuge, or a historic site only if:

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[7] The APE is defined before the identification of any historic properties and includes areas where the Project would impact character-defining features of a resource, directly or indirectly. Whereas the Project Limits of Disturbance are the physical boundary of Project-related construction and construction-related activities, the APE considers all locations where the Project may result in ground disturbances, visible or audible disturbances, or changes in public access, traffic patterns, or land use. As such, the APE comprises the LOD for archaeological resources due to the potential for subsurface impacts but is larger for aboveground resources to account for indirect effects.

[8] NRHP eligibility criterion are discussed in Section 5.13 of this Final EIS and its Appendix D6, and are available at: https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm

(1) there is no prudent and feasible alternative to using that land; and

(2) the project includes all possible planning to minimize harm to the Section 4(f) resource resulting from the use, unless the criteria for *de minimis* Section 4(f) involvement can be met (refer to Section 6.2.2 above for descriptions of use and *de minimis* determination).

Accordingly, as part of this Final Section 4(f) evaluation, FRA considered all feasible and prudent alternatives to avoid the Section 4(f) resources (refer to Section 6.6) and ensured the proposed Project included all possible planning to minimize harm (refer to Section 6.7).

6.3 DESCRIPTION OF THE PROPOSED ACTION

FRA and DRPT propose increased passenger rail service and rail infrastructure improvements between Washington, D.C. and Richmond, VA, as further described below.

6.3.1 Project Background and Approach

The DC2RVA Project is the second level of a two-tiered environmental process. In October 2002, FRA and the Federal Highway Administration (FHWA), in coordination with DRPT and the North Carolina Department of Transportation, completed a first-level Tier I EIS and Record of Decision (ROD) for the Southeast High Speed Rail (SEHSR) corridor between Washington, D.C. and Charlotte, NC (hereinafter referred to as the 2002 Tier I EIS).[9]

The 2002 Tier I EIS defined the physical limits for passenger rail improvements in the 500-mile corridor between the endpoint cities, from which subsequent Tier II studies (e.g., this DC2RVA Project) would define the actual alignment and specific infrastructure improvements and service plan for an independent section within the larger corridor. This DC2RVA Project Tier II EIS is focused on the northernmost portion of the larger SEHSR corridor from the 2002 Tier I EIS that operates on existing CSX Transportation (CSXT) right-of-way and in which existing freight, conventional passenger rail, and commuter trains operate. Specifically, this is the 123-mile portion of the route between Washington D.C. (with analysis starting on the south bank of the Potomac River) and Richmond, VA (with analysis continuing to Centralia, VA). In the 2002 Tier I EIS, FRA and FHWA made programmatic-level environmental decisions that are the basis of this Project.

The 2002 Tier I EIS identified an incremental approach to develop the rail corridor with upgraded intercity passenger rail service between Washington, D.C. and Charlotte, NC, including using locomotives using existing fossil fuel technology, upgrading existing rail corridors instead of developing new corridors, and building the corridor in incremental sections as funds became available. The incremental approach selected in Tier I sought to minimize cost and potential impacts to the environment by utilizing existing railroad tracks and rail rights-of-way as much as possible. The 2002 Tier I EIS concluded that additional track would be required along sections of the CSXT rail corridor between Alexandria and Richmond to accommodate the freight and passenger growth needs of all rail users and institute higher speed passenger service; however, the Tier I EIS did not specify the extent of additional track required or the possible higher speed that could be accommodated specifically between Alexandria and Richmond.

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[9] https://www.fra.dot.gov/Page/P0427

The 2002 Tier I EIS also considered the No Build scenario. FRA and FHWA determined that the No Build did not meet the Purpose and Need of the SEHSR corridor because it would not improve air quality or reduce net energy per passenger mile traveled in the corridor, nor would it offer additional transportation choices, address congestion, or improve overall transportation system safety and effectiveness. Notwithstanding, the No Build was included in the DC2RVA Project Tier II analysis to provide a baseline for quantitative analyses.

6.3.2 Purpose and Need for the Project

The 2002 Tier I EIS established the overall purpose for the 500-mile SEHSR corridor between Washington, D.C. and Charlotte, NC: to provide a competitive transportation choice to travelers within the Washington, D.C. to Richmond, Raleigh, and Charlotte travel corridor. This DC2RVA Tier II EIS carries forward the purpose of the 2002 Tier I EIS within the specific Washington, D.C. to Richmond segment of the larger corridor, and further builds upon it by recognizing and incorporating several key corridor-specific items that are unique to the Project corridor including: establishment of a 90 mph maximum achievable speed for intercity passenger trains; accommodation of Virginia Railway Express (VRE) commuter trains; and accommodation of CSXT's freight service, plus the recognition that the corridor is owned and operated by CSXT.

The DC2RVA Project's stated Purpose is to increase the capacity of the railroad between Washington, D.C. and Richmond to deliver higher speed passenger rail service, while also supporting the planned expansion of VRE commuter rail service and accommodating the forecasted growth of freight rail service by developing an efficient and reliable multimodal rail corridor. The 2002 Tier I EIS for the SEHSR corridor between Washington, D.C. and Charlotte established the needs for the overall SEHSR program, including this Project. The following needs for the SEHSR program were identified in the 2002 Tier I EIS, and remain current for the SEHSR corridor, including the 123-mile DC2RVA Project corridor:

- Population Growth
- Freight Growth
- Congestion in the I-95 Corridor
- Air Travel Congestion
- Rail Capacity in the Corridor
- Reliable and Convenient Movement of People and Goods
- Air Quality
- Safety
- Energy Efficiency

The DC2RVA corridor is a critical link between Amtrak's heavily traveled Northeast Corridor (NEC) and the developing SEHSR corridor extending south of Richmond.

6.3.3 Project Alternatives

Developing Project alternatives was an iterative process. DRPT relied on previous studies, including the 2002 Tier I EIS, and public scoping comments as the starting point for developing potential rail alignments.

In general, the DC2RVA Project proposes to increase capacity by adding one additional main track. The determination of the location of the new track on the east or west of existing trackage varied by location within the corridor based on physical constraints and minimization of impacts. For each alternative, DRPT also evaluated the potential to realign the tracks to improve speeds. The proposed infrastructure sought to avoid or minimize potential adverse effects on environmental resources and existing infrastructure, and to minimize the need for additional new infrastructure, while preserving the ability of that alignment to meet the Project's Purpose and Need. The final screening evaluation—to determine the Build Alternatives to be carried forward in the Draft EIS—focused on each alternative's ability to reduce trip times based on increased track design speed and to increase the reliability of rail operations based upon added capacity, with the least potential environmental impact and consideration of cost to construct.

In the Draft EIS, DRPT evaluated rail alignment Build Alternatives in six areas along the DC2RVA corridor from north to south: each of the six alternative areas contained one or more Build Alternatives that include rail alignment and associated roadway and station work. From a wide range of options that were considered during the alternatives development process, 23 Build Alternatives, which vary within each alternative area, were evaluated in the Draft EIS and included build-alternative-specific improvements to features such as stations and at-grade roadway crossings.

DRPT selected the Preferred Alternative, as evaluated in the Final EIS, as a combination of one Build Alternative from each of the six alternative areas to form a contiguous "best-fit" alternative for the 123-mile Project corridor, as shown in Figure 6.3-1 below. A discussion of the selection process, as well as detailed descriptions of the Preferred Alternative and modifications between the Draft and Final EIS based on agency and public comment, is provided in Chapter 4 of this Final EIS.

A summary of the 23 Build Alternatives which DRPT evaluated in the Draft EIS, as well as an indication of which was selected as the Preferred Alternative in each of the six areas, are presented in Table 6.3-1 below.

The Preferred Alternative meets the Project Purpose and Need and includes the following proposed improvements:

- Construct additional main line tracks and track crossovers.
- Straighten curves in existing tracks to allow for higher speeds up to a maximum authorized passenger train speed for the corridor of 90 mph.
- Improve intercity passenger rail stations and station areas, including new or replacement station, platform, and parking improvements.
- Improve sidings and signals.
- Implement roadway crossing safety improvements to include median treatment, grade separations, and/or closure of existing at-grade crossings of the rail corridor.
- Add 9 new daily intercity passenger round trips (18 total trains per day):
  - Four new daily round trips would provide regional service from Hampton Roads through Richmond to Amtrak's NEC.
  - One new daily round trip would originate at Richmond's Main Street Station.
  - Four new daily round trips would provide interstate service from North Carolina through Virginia, continuing on to Amtrak's NEC.

ALTERNATIVE AREA 1: ARLINGTON (LONG BRIDGE APPROACH)

Alternative 1B

Add Two Main Tracks on the West

Location: CFP 110 – CFP 109.3

Approximate Length: 1 Mile

ALTERNATIVE AREA 2: NORTHERN VIRGINIA

Alternative 2A

Add a Third or Fourth Main Track

Location: CFP 109.3 – CFP 062

Approximate Length: 47 Miles

ALTERNATIVE AREA 3: FREDERICKSBURG

Alternative 3B

Add a Third Main Track Through City, Add a Third Main Track North and South of the City

Location: CFP 062 - CFP 048

Approximate Length: 14 Miles

ALTERNATIVE AREA 4: CENTRAL VIRGINIA

Alternative 4A

Add a Third Main Track

Location: CFP 048 - CFP 019

Approximate Length: 29 Miles

ALTERNATIVE AREA 5: ASHLAND

Alternative 5A

Maintain Two Tracks Through Town (No Station Improvements), Add a Third Main Track North and South of Town

Location: CFP 019 - CFP 009

Approximate Length: 10 Miles

ALTERNATIVE AREA 6: RICHMOND

Alternative 6F

Staples Mill Road Station and Main Street Station Full Service with S-Line Improvements

Location: CFP 009 - A011 Centrailia

Approximate Length: 23 Miles

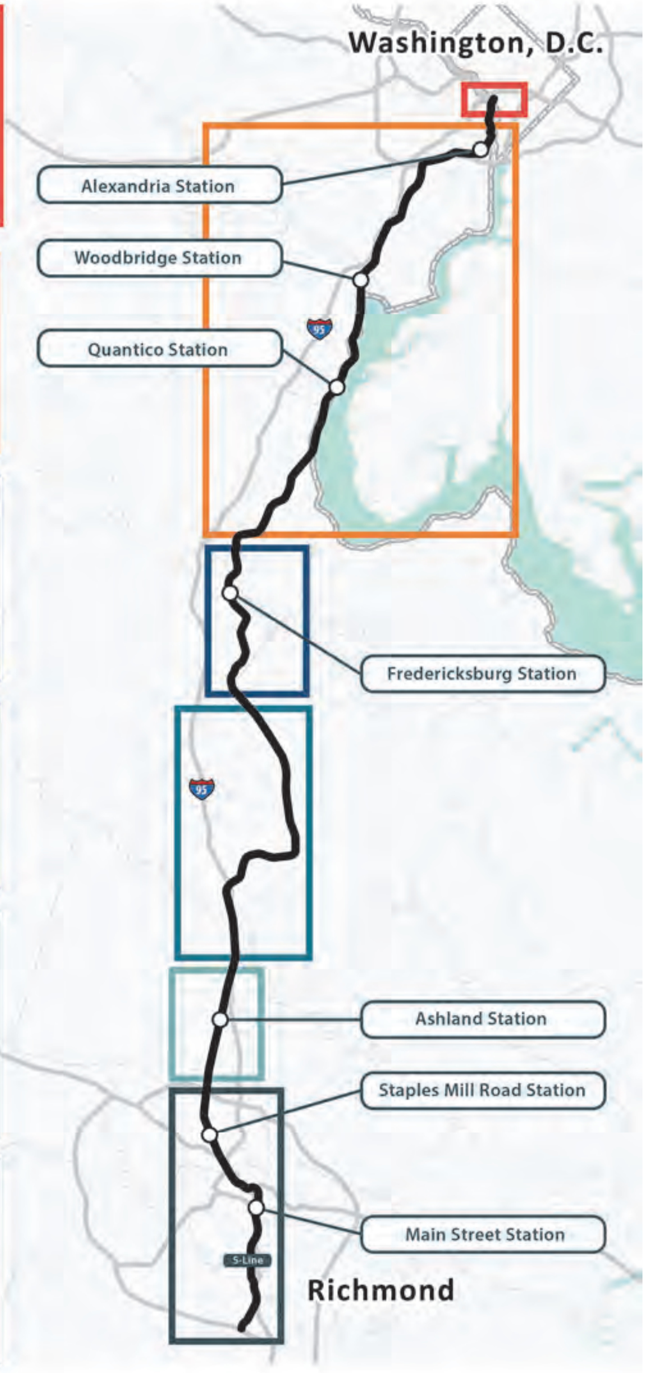
Washington, D.C.
Alexandria Station
Woodbridge Station
95
Quantico Station
Fredericksburg Station
95
Ashland Station
Staples Mill Road Station
Main Street Station
S-Line
Richmond

Figure 6.3-1: Preferred Alternative for the DC2RVA Project

Table 6.3-1: Summary of Build Alternatives Evaluated in Draft EIS

Draft EIS Alternative		Description
Area 1: Arlington: *Three Build Alternatives were evaluated in Area 1, the major difference being which side of the existing track the new track would be added (as indicated in the Build Alternative names). There are no intercity passenger rail stations in this area.*		
1A	Add Two Tracks on the East	Within the Arlington Bridge approach, two tracks would be added to the east side of the existing tracks.
1B	Add Two Tracks on the West	**Selected as the Preferred Alternative.** This alternative aligns with both alternatives identified in the Alternatives Development Report for the separate Long Bridge Study. Refer to Final EIS Section 4.3.1.
1C	Add One Track East and One Track West	Within the Arlington Bridge approach, one track would be added to the east side of the existing tracks and one track would be added to the west side of the existing tracks.
Area 2: Northern Virginia: *The sole Build Alternative evaluated in Area 2 adds one main track within the existing railroad right-of-way. There are three intercity passenger rail stations in the area: Alexandria, Woodbridge, and Quantico.*		
2A	Add One Track / Improve Existing Track	**Selected as the Preferred Alternative.** This alternative adds a third or fourth main track, mostly within existing right-of-way, through the area. Refer to Final EIS Section 4.3.2.
Area 3: Fredericksburg: *Three Build Alternatives were evaluated in Area 3, including both two- and three-track options on the existing alignment through the city and a two-track bypass alignment around the city. The Fredericksburg Station is within this area.*		
3A	Maintain Two Tracks Through City	Within Fredericksburg, there would be no construction of new track / no additional rail capacity, and train operations would continue through the city similar to existing conditions, with station improvements. North and south of the city, there would be construction of one additional track within the existing railroad right-of-way.
3B	Add One Track Through City East of Existing	**Selected as the Preferred Alternative.** This alternative adds a third main track through the city, and adds a third or fourth main track north and south of the city, mostly within existing right-of-way. Refer to Final EIS Section 4.3.3.
3C	Add Two-Track Bypass East of City	A new two-track bypass east of Fredericksburg would be constructed to serve freight and passenger trains that do not stop in the city, which would require additional right-of-way. The existing rail corridor would be maintained in the city and the station would be improved. North and south of the city, there would be construction of one additional track within the existing railroad right-of-way.
Area 4: Central Virginia: *The sole Build Alternative evaluated in Area 4 adds one main track within existing railroad right-of-way. There are no intercity passenger rail stations in this area.*		
4A	Add One Track/Improve Existing Track	**Selected as the Preferred Alternative.** This alternative adds a third main track, mostly within existing right-of-way. Refer to Final EIS Section 4.3.4.
Area 5: Ashland: *Seven Build Alternatives were evaluated in Area 5, varying from track alignment options through town to a new bypass. The alternatives include two different location options for the Ashland Station: a Downtown Station (which would maintain the existing station location with improvements) and an Ashcake Station location (which would close the existing station location and relocate service to a new station south of Ashcake Road). North and south of the town, all Build Alternatives would include construction of one additional track within the existing railroad right-of-way.*		
5A	Maintain Two Tracks Through Town	**Selected as the Preferred Alternative.** This alternative maintains the existing two-track corridor through downtown, with no improvements to the existing station location, and adds a third main track north and south of town, mostly within existing right-of-way. Refer to Final EIS Section 4.3.5.
5A–Ashcake	Maintain Two Tracks Through Town (Relocate Station to Ashcake)	This alternative is the same as 5A (the Preferred Alternative), but would relocate the station to Ashcake Road.

▶ *Continued.*

Table 6.3-1: Summary of Build Alternatives Evaluated in Draft EIS

Draft EIS Alternative		Description
5B	Add One Track Through Town East of Existing	Within town, one track would be added adjacent to the east side of the existing tracks, which would require additional right-of-way and closure of an existing at-grade crossing within town. The existing station would be improved.
5B–Ashcake	Add One Track Through Town East of Existing (Relocate Station to Ashcake)	This alternative is the same as 5B (as summarized above), but would relocate the station to Ashcake Road.
5C	Add Two-Track Western Bypass	A new two-track bypass west of Ashland would be constructed to serve freight and passenger trains that do not stop in town, which would require additional right-of-way. The existing rail corridor would be maintained in the city and the station would be improved.
5C–Ashcake	Add Two-Track Western Bypass (Relocate Station to Ashcake)	This alternative is the same as 5C (as summarized above), but would relocate the station to Ashcake Road.
5D–Ashcake	Three Tracks Centered Through Town (Add One Track, Relocate Station to Ashcake)	Within town, one track would be added with centering of all three tracks on the existing alignment. This would require additional right-of-way and preclude use of the existing station in town. The station would be relocated to Ashcake Road.
Area 6: Richmond: *Eight Build Alternatives were evaluated in Area 6: five single-station options (which would consolidate all service to a single station location) and three two-station options (which would divide service between two stations). Use of the A-Line or S-Line varied by alternative, based primarily on the ability to serve station locations and optimize passenger and freight routes.*		
6A	Staples Mill Road Station Only	The existing Staples Mill Road Station would be improved to become the single passenger station to serve Richmond, and existing Main Street Station would be closed to service. One main track would be added along the RF&P Line (north of the city) and the A-Line (through the city).
6B–A-Line	Boulevard Station Only, A-Line	A new Boulevard Station would be constructed to become the single passenger station to serve Richmond, and existing Staples Mill Road and Main Street Stations would be closed to service. One main track would be added along the RF&P Line (north of the city) and the A-Line (through the city).
6B–S-Line	Boulevard Station Only, S-Line	This alternative is similar to 6B–A-Line (as summarized above), but would add one main track on the S-Line (through the city).
6C	Broad Street Station Only	A new Broad Street Station would be constructed to become the single passenger station to serve Richmond, and existing Staples Mill Road and Main Street Stations would be closed to service. One main track would be added along the RF&P Line (north of the city) and the A-Line (through the city).
6D	Main Street Station Only	The existing Main Street Station would be improved to become the single passenger station to serve Richmond, and existing Staples Mill Road Station would be closed to service. One main track would be added along the RF&P Line (north of the city) and the S-Line (through the city).
6E	Split Service, Staples Mill Road/Main Street Stations	Both existing Staples Mill Road and Main Street Stations would be improved and remain operational, with the majority of intercity passenger trains stopping only at Staples Mill Road. One main track would be added along the RF&P Line (north of the city) and the A-Line (through the city).
6F	Full Service, Staples Mill Road/Main Street Stations	**Selected as the Preferred Alternative.** This alternative improves the S-Line through Richmond and allows for all intercity passenger trains that stop in Richmond to serve both stations. Refer to Final EIS Section 4.3.6.
6G	Shared Service, Staples Mill Road/Main Street Stations	Both existing Staples Mill Road and Main Street Stations would be improved and remain operational, with the majority of intercity passenger trains stopping at both stations, but some trains following the A-Line to bypass downtown Richmond and only serve Staples Mill Road Station. One main track would be added along the RF&P Line (north of the city) and the S-Line (through the city).

6.4 DESCRIPTION OF THE 4(F) RESOURCES

This section describes the following Section 4(f) resources:

- The Section 4(f) parks, recreation areas, and wildlife or waterfowl refuges resources that are within the LOD of the Preferred Alternative are presented in Section 6.4.1 below; note that resources that are near to, but not within, the Project LOD are not presented herein.
- The Section 4(f) historic sites that are within the Project's APE as determined during the Section 106 process are presented in Section 6.4.2.

Maps of the resources and the potential use of these Section 4(f) resources are presented separately in Section 6.5.

6.4.1 Parks and Recreation Areas

There are 12 public parks and recreation areas located within the permanent and/or temporary LOD of the Preferred Alternative; each is described in detail below.

Since the publication of the Draft Section 4(f) Evaluation, the Project LOD was refined as the Preferred Alternative was selected as part of this Final EIS (i.e., the LOD was revised since the publication of the Draft EIS). Accordingly, one park (Maggie Walker Governor's School Fields) is no longer included in this discussion because the revised LOD of the Preferred Alternative avoids the resource. Additionally, three parks and a trail are located within the Preferred Alternative LOD of Area 2 that were not within the LOD at the time of the Draft EIS, as discussed below:

- Potomac Yard Park—Park boundaries were expanded since the Draft Section 4(f) Evaluation and now extend within the temporary LOD of the Preferred Alternative
- Four Mile Run Trail—The revised temporary LOD of the Preferred Alternative now extends into the park boundaries
- Potomac Yard Landbay N—Newly designated parkland is located within the temporary LOD of the Preferred Alternative
- Rail Park—Newly designated parkland is located within the temporary LOD of the Preferred Alternative

Long Bridge Park (Area 1: Arlington). Long Bridge Park is a 29-acre local park constructed in 2011 that is owned and operated by Arlington County. The park is located between Long Bridge Drive and the western edge of the rail alignment and includes additional land east of the rail alignment adjacent to Roaches Run Waterfowl Sanctuary (which the Preferred Alternative does not encroach upon). Long Bridge Park includes multi-sport, lighted athletic fields, as well as walkways, greenspace, and playgrounds. The park facilities are located west of the rail alignment.

Dog Run Park at Carlyle (Area 2: Northern Virginia). This 3-acre facility consists of a fenced dog exercise area and tennis courts. The park is owned by the City of Alexandria.

George Washington Memorial Parkway (Area 2: Northern Virginia). The Parkway encompasses 1,105 acres and is operated by the National Park Service (NPS). The facility is utilized for transportation and recreational driving, but it also includes several walking/biking trails. The Parkway runs parallel to the DC2RVA corridor throughout much of Arlington. Note that while the George Washington Memorial Parkway is also located in Area 1: Arlington, it is not within the LOD in that area.

Mount Vernon Trail (Area 2: Northern Virginia). The Mount Vernon Trail is an 18-mile-long trail that connects Theodore Roosevelt Island Park with George Washington's Estate at Mount Vernon. It is a very popular trail in the Washington, D.C. area with heavy use by bikers and pedestrians. Most of the trail is paved with some portions on boardwalk. This trail also connects with several other local and regional trails, including the Woodrow Wilson Bridge Trail, the Four Mile Run Trail, and the Custis Trail. The trail crosses the DC2RVA corridor near Long Bridge Park. While portions of the trail are located within property owned by the NPS, for purposes of this Section 4(f) evaluation, the trail was treated as a separate resource.

Four Mile Run Trail (Area 2: Northern Virginia). The Four Mile Run Trail, located in Arlington County, traverses the Four Mile Run stream valley. At its eastern end, it connects with the Mount Vernon Trail near Ronald Reagan Washington National Airport. At its westernmost point, it connects with the Bluemont Junction Trail. The trail is 7 miles long and the majority is paved.

Potomac Yard Park (Area 2: Northern Virginia). This 21.6-acre park is owned by the City of Alexandria and includes playground equipment, interactive fountain for water play, and walking/biking trails.

Potomac Yard Park
Alexandria

Potomac Yard Park (Area 2, Northern Virginia)

Potomac Yard Landbay N (Area 2: Northern Virginia). This 5.21-acre parcel is owned by the City of Alexandria and designated as parkland on City of Alexandria parkland maps. It is currently an open space area, and is part of the Potomac Yard Development Plan.

Rail Park (Area 2: Northern Virginia). This 4.17-acre parcel is owned by the City of Alexandria and designated as parkland on City of Alexandria parkland maps. It is currently a vacant area, and is part of the Potomac Yard Development Plan.

Veterans Memorial Park (Area 2: Northern Virginia). This 110-acre park in Prince William County includes a recreation center and several outdoor athletic fields, pavilions, a skate park, horseshoe pits, and walking trails.

Fredericksburg and Spotsylvania National Military Park (Area 3: Fredericksburg and Area 4: Central Virginia). This park is operated by NPS. The park is 8,374 acres total in size and encompasses four major Civil War battlefields, and also preserves four historic buildings associated with them. The Prospect Hill area of the park located in Area 3 is 1,100 acres. The Stonewall Jackson Shrine area located in Area 4 near Guinea, VA is 70 acres.

Laurel Recreation Area (Area 6: Richmond). This 9.6-acre park is owned and operated by Henrico County and includes a picnic shelter, a skate park, and athletic fields.

Walker's Creek Retention Basin Park (Area 6: Richmond). This 6.4-acre park is owned by the City of Richmond Public Works and the City of Richmond, Parks, Recreation and Community Facilities. The park provides access to the walk along the floodwall south of the James River.

6.4.2 Wildlife Refuges/Waterfowl Sanctuary

Only one wildlife refuge, the Mattaponi State Wildlife Management Area, is within the LOD of the Preferred Alternative, and it is located in Area 4: Central Virginia. This wildlife refuge was also identified as a resource in the Draft Section 4(f) Evaluation.

Mattaponi State Wildlife Management Area. This state wildlife management area is 2,652 acres and is owned and operated by the Virginia Department of Game and Inland Fisheries (VDGIF).

6.4.3 Historic Properties

During the separate Section 106 process[10] for the Project, DRPT determined that there are 120 historic properties (buildings, districts, objects, structures, and sites)[11] within the Project APE: 2 resources in Area 1; 11 in Area 2; 23 in Area 3; 14 in Area 4; 18 in Area 5; and 51 in Area 6.

These historic properties are listed in Table 6.4-1 in north-to-south order within the Project corridor and include:

- 13 archaeological sites,
- 96 above ground resources,
- 1 resource with an above ground and below ground component, and
- 10 battlefields.

One property, the historic RF&P Railroad, spans the majority of the Project corridor. The resources are described in full in the associated Project cultural resource reports, which are Appendix R of the Draft EIS and Appendix D of the Final EIS. All 120 Section 106 resources were evaluated for Section 4(f) use, the results of which are presented in Section 6.5.3.

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[10] Refer to Section 5.13 and Appendix D of this Final EIS for details on the Section 106 process.

[11] For reference, historic resources are listed by DHR identification number throughout the Final EIS documentation.

Table 6.4-1: Summary of Section 106 Historic Properties

Site Name (DHR ID)	
Archaeological Sites	
Civil War Campsite (44ST1223)	Main Street Station Parking Lot/Railroad (44HE1098)
Bridge/Marye's Mill (44SP0187)	Lumpkins Jail/Devil's Half Acre Site (44HE1053)
Block 49 (44SP0688)	Railroad, Warehouse (44HE1097)
Block 48 (44SP0687)	Warehouse (44HE1094)
Fredericksburg Gun Manufactory (111-0145)	Falling Creek Ironworks Archaeological Site (020-0063)
Earthwork/Jackson's Earthwork (44SP0468)	Fort Darling Earthworks/Centralia Earthworks (44CF0680)
Grave Yard for Free People of Color and Slaves (44HE1203)	
Multicomponent (both archaeological sites and above-ground resources)	
Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive (111-0147)	
Above Ground Resource (Buildings, Districts, Objects, Structures)	
Richmond, Fredericksburg, and Potomac Railroad (500-0001)	MacMurdo House (166-0036)
Mount Vernon Memorial Highway (029-0218)	Hugo House/Lefebvre House (166-0037)
Washington National Airport (000-0045)	House, 1005 S. Center Street (166-0001-0077)
George Washington Junior High School (100-0160)	Charles Gwathmey House (042-0113)
Parker-Gray Historic District/Uptown (100-0133)	Hunton Treasures (043-0694)
Rosemont Historic District (100-0137)	Lewis-McLeod House (043-0690)
Alexandria Union Station (100-0124)	Laurel Industrial School Historic District (043-0292)
George Washington National Masonic Memorial (100-0128)	Main Building/Robert Stiles Building (043-0292-0001)
Phoenix Mill (100-0277)	Scott's Addition Historic District (127-6136)
Old Colchester Road, Potomac Path, King's Highway (029-0953)	Movieland Bowtie Cinema (127-6188)
Colchester Arms, Fairfax Arms (029-0043)	Hermitage Road Warehouse Historic District (127-6730)
RF&P Bridge over Occoquan River (500-0001-0022)	Todd Lofts (127-5978)
Rippon Lodge (076-0023)	Southern Stove Works (127-6145)
Rappahannock River Railroad Bridge and Associated Structures/Platform (111-0132-0025)	Governor's School (127-0414)
Fredericksburg Historic District (111-0132)	Virginia Union University Historic District (127-0354)
Dr. Charles Mortimer House (111-0067/111-0132-0505)	Carver Residential Historic District (127-0822)
Robert Adams Residence (111-0132-0458)	George W. Carver Elementary School (127-0428)
Shiloh Baptist Church New Site (111-0132-0147)	Richmond and Chesapeake Bay Railway Barn (127-6171)
Fredericksburg Train Station (111-0132-0704)	Gilpin Court Apartment Complex (127-6883)
The 1770 House (111-0132-0126)	Barton Heights Cemetery (127-5679)
Purina Tower (111-0132-0020)	Richmond Nursing Home (127-0353)
House, 314–316 Frederick Street (111-0132-0522)	Hebrew Cemetery, 320 Hospital Street (127-6166)

▶ *Continued.*

Table 6.4-1: Summary of Section 106 Historic Properties

Site Name (DHR ID)	
Pulliam's Service Station (111-0009-0795)	Shockoe Valley & Tobacco Row Historic District (127-0344)
Fredericksburg Historic District Extension (111-0009)	Winfree Cottage (127-6129)
Virginia Central Railway Historic District (088-5364)	Main Street Station and Trainshed (127-0172)
La Vue (088-0039)	Seaboard Air Line Railroad Corridor (127-6271)
Fairfield Plantation Office, Jackson Shrine (016-0092)	Masons' Hall (127-0019)
House, 12096 Guinea Drive (016-0208)	Railroad Y.M.C.A. (127-0344-0123)
Excelsior Industry of Caroline County MPD (016-5165)	Shockoe Slip Historic District and Expansions (127-0219)
First Woodford Post Office (016-0223)	Chesapeake & Ohio (C&O) Railroad Segment (127-6793)
Woodford Freight & Passenger Depot, Woodford Road (016-0222)	James River and Kanawha Canal Historic District (127-0171)
Carolina Mansion, 11146 Woodford Road (016-0220)	Bridge #1857, North 14th Street; Mayo Bridge North (127-5809)
Milford Historic District (016-5136)	Southern Railway (127-6792)
Milford State Bank (016-0270)	Manchester Warehouse Historic District (127-0457)
Coghill-Jeter Store (016-0286)	J.P. Taylor Leaf Tobacco, Southern Stove Works (127-6193)
Doswell Historic District (042-5448)	Williams Bridge Company, Emergency Fleet Corporation Factory (127-6245)
Doswell Depot and Tower (042-0093)	Pure Oil Company, Transmontaigne (127-6248)
Taylorsville Road Historic District (042-5307)	Davee Gardens Historic District (127-6213)
Hoopers, 11108 McConnell Lane (042-0556)	Philip Morris Operations Complex (127-5818)
Berkleytown Historic District (166-5073)	DuPont Spruance (020-5474)
Ashland Historic District (166-0001)	The Bellwood-Richmond Quartermaster Depot Historic District (020-5336)
Business Office, Randolph-Macon (166-0001-0015)	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond (020-0007)
Randolph-Macon College Historic District Expansion (166-5072)	Richmond & Petersburg Electric Railway (020-5351)
Randolph-Macon College Historic District (166-0002)	House, 3619 Thurston Road (020-0013)
Ashland Station Depot, 112 N. Railroad Avenue (166-0001-0008)	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad (127-6251)
Priddy House (166-5041)	VEPCo Power Transmission Line (020-5378)
Emily Gray House (166-0001-0055)	Circle Oaks (020-0140)
Fleming Fox House (166-0001-0060)	Centralia Post Office (020-0552)
Battlefields	
Battle of Fredericksburg I (111-5295)	Yellow Tavern Battlefield (043-5108)
Battle of Fredericksburg II (111-5296)	Battle of Chaffin's Farm (New Market Heights) (043-0307)
Salem Church Battlefield (Banks Ford Battlefield) (088-5181)	Proctor's Creek Battlefield (020-5320)
Slaughter Pen Farm (088-0254)	Drewry's Bluff Battlefield (Fort Darling) (020-0147)
North Anna Battlefield (042-0123)	Assault on Petersburg (Petersburg Battlefield II) (123-5025)

6.5 DETERMINATION OF SECTION 4(F) USES

This section describes the uses of Section 4(f)-protected resources by the Preferred Alternative. Section 4(f) uses are described in Section 6.2.2 above, and Section 4(f) properties are described in Section 6.4 above. Refer to Section 6.8 for details of coordination with property owners throughout the Section 4(f) process.

6.5.1 Section 4(f) Use of Parks and Recreation Areas

Table 6.5-1 provides a summary of the permanent incorporation and temporary occupancy of lands at 12 parks and recreational trail resources. The determination of effect within each resource is described in detail after the table. Maps of each of the 12 resources in relation to the Project can be found in Figures 6.5-1 through 6.5-13 at the end of this section.

As shown in the table, the Preferred Alternative will have a 0.21-acre permanent incorporation of Walker's Creek Retention Basin Park that is unavoidable in Area 6 (Richmond). All other uses of park and recreation areas are temporary occupancy. Note that changes to eligible park and recreation area resources since the Draft Section 4(f) Evaluation are discussed in Section 6.4.1 above; additionally, there were minor changes to the type of use (i.e., change from permanent incorporation to temporary occupancy within the same resource) shown in Table 6.5-1.

Based on the criteria discussed in Section 6.2, FRA determined that the Preferred Alternative will have one Section 4(f) *de minimis* use to Walker's Creek Retention Basin Park due to permanent incorporation. FRA has also determined that the remaining 11 park, recreation, and wildlife and waterfowl refuge resources are only within the temporary LOD and result in temporary occupancy but not a Section 4(f) use based on the conditions of the occupancy as discussed in Section 6.2.2. FRA has determined that the Project will not result in any constructive uses.

Detailed descriptions of how FRA determined these uses are provided for each resource after the table. The officials with jurisdiction over these parklands have provided concurrence with FRA's determinations regarding the single *de minimis* use and the temporary occupancies; see Section 6.8.1 for additional information on this coordination and Appendix E of this Final EIS for copies of the concurrence letters.

Walker's Creek Retention Basin Park (Area 6, Richmond)

Table 6.5-1: Permanent Incorporation and Temporary Occupancy of Parks and Recreation Areas of the Preferred Alternative

Park Name	Area within LOD (Parks in acres; Trails in feet)	Use Determination
Alternative 1B: Add Two Main Tracks on the West		
Long Bridge Park	P: 0.00 T: 0.67	Temporary Occupancy but No Section 4(f) Use
Alternative 2A: Add a Third or Fourth Main Track		
Dog Run Park at Carlyle	P: 0.00 T: 0.18	Temporary Occupancy but No Section 4(f) Use
George Washington Memorial Parkway	P: 0.00 T: 1.20	Temporary Occupancy but No Section 4(f) Use[2]
Mount Vernon Trail	P: 0.00 feet T: 20 feet	Temporary Occupancy but No Section 4(f) Use
Four Mile Run Trail	P: 0.00 feet T: 43 feet	Temporary Occupancy but No Section 4(f) Use
Potomac Yard Park	P: 0.00 T: 0.48	Temporary Occupancy but No Section 4(f) Use
Potomac Yard Landbay N	P: 0.00 T: 1.41	Temporary Occupancy but No Section 4(f) Use
Rail Park	P: 0.00 T: 0.60	Temporary Occupancy but No Section 4(f) Use
Veterans Memorial Park	P: 0.00 T: 0.07	Temporary Occupancy but No Section 4(f) Use
Alternative 3B: Add a Third Main Track Through City		
Fredericksburg and Spotsylvania National Military Park[1] (Prospect Hill Area)	P: 0.00 T: 0.19	Temporary Occupancy but No Section 4(f) Use[2]
Alternative 4A: Add a Third Main Track		
Fredericksburg and Spotsylvania National Military Park[1] (Stonewall Jackson Shrine Area)	P: 0.00 T: 1.10	Temporary Occupancy but No Section 4(f) Use[2]
Alternative 6F: Full Service, Staples Mill Road / Main Street Stations		
Laurel Recreation Area	P: 0.00 T: 0.01	Temporary Occupancy but No Section 4(f) Use
Walker's Creek Retention Basin Park	P: 0.21 T: 0.27	*de minimis*
Total for the Preferred Alternative:	**P: 0.21 T: 6.18 / 63 feet of trail**	**1 *de minimis* Use**

Notes: P: Permanent Incorporation; T: Temporary Occupancy

1. Fredericksburg and Spotsylvania National Military Park is located in both Area 3 and Area 4.
2. George Washington Memorial Parkway and Fredericksburg and Spotsylvania National Military Park are also addressed under historic resources and may have a different use determination as a historic resource. See Table 6.5.3.

There are no impacts from the Preferred Alternative in Area 5, so it is not included in the table.

Long Bridge Park (Area 1). The Preferred Alternative will expand the railroad infrastructure on the west side of the railroad, but within the CSXT-owned right-of-way, approaching Long Bridge from the south. However, the Preferred Alternative will result in 0.67 acres of temporary occupancy outside of the right-of-way (less than three percent of the 29-acre facility). As shown in Figure 6.5-1, the temporary occupancy consists of narrow areas needed for construction access, erosion control, and material placement. Subsequent to the Draft EIS, the permanent LOD was minimized and permanent incorporation of this resource was avoided. FRA has determined that the temporary impacts will not result in a Section 4(f) use because upon completion of construction, the land outside of the CSXT right-of-way will be restored to its prior condition, and the activities of the park will not be affected during the timeframe of the temporary occupancy. By letter dated December 18, 2018, Arlington County Department of Parks and Recreation agreed with FRA's determination that this is not a Section 4(f) use (see Appendix E of this Final EIS).

Dog Run Park at Carlyle (Area 2). The Preferred Alternative will result in 0.18 acres of temporary occupancy, totaling less than 5 percent of this 3-acre dog park. As shown in Figure 6.5-2, temporary occupancy will be in the areas needed for access, erosion control, and material placement during construction, and are located in a narrow strip of natural vegetation extending approximately 10 feet from the existing right-of-way. The adjacent dog run area and tennis courts will not be impacted. Subsequent to the Draft EIS, the permanent LOD was minimized in this area and permanent incorporation of this resource was avoided; temporary occupancy increased slightly as the previous area of permanent incorporation identified in the Draft EIS is now located within the temporary LOD. FRA has determined that the temporary occupancy will not result in a Section 4(f) use because upon completion of construction, the land outside of the CSXT right-of-way will be restored to its prior condition. The activities of the park will not be affected during construction. By letter dated December 13, 2018, the City of Alexandria agreed with FRA's determination that this is not a Section 4(f) use (see Appendix E of this Final EIS).

George Washington Memorial Parkway (Area 2). As shown in Figure 6.5-3, the Preferred Alternative will result in temporary occupancy of an approximately 10-foot-wide strip of vacant forested land on the east side of the existing railroad totaling 1.20 acres, or approximately 0.1 percent of the 1,105-acre facility. Temporary occupancy will be in the area needed for access, erosion control, and material placement during construction. Impacts to mature trees will be avoided and minimized. Design refinements after the Draft EIS resulted in a slight increase in temporary occupancy of this resource. FRA has determined that the temporary occupancy will not result in a Section 4(f) use because upon completion of construction, the land outside of the CSXT right-of-way will be restored to its prior condition, and the activities of the park will not be affected during the timeframe of the temporary occupancy. By letter dated December 12, 2018, the National Park Service George Washington Memorial Parkway Headquarters agreed with FRA's determination that this is not a Section 4(f) use (see Appendix E of this Final EIS). This property is also listed as a historic resource under Section 106 (see Section 6.5.3).

Mount Vernon Trail (Area 2). The Preferred Alternative will result in temporary occupancy to 20 feet of this trail facility for access and erosion control during construction, as shown in Figure 6.5-4. Trail connectivity will be maintained during construction. FRA has determined that the temporary occupancy will not result in a Section 4(f) use because upon completion of construction, trail connectivity will be maintained, and the land outside of the CSXT right-of-way will be restored to its prior condition. The activities of the trail will not be affected during the timeframe of the temporary occupancy. By letter dated December 12, 2018, NPS agreed with FRA's determination that this is not a Section 4(f) use (see Appendix E of this Final EIS).

Four Mile Run Trail (Area 2). The Preferred Alternative will result in temporary occupancy to 43 feet of this trail facility for access and erosion control during construction, as shown in Figure 6.5-5. Trail connectivity will be maintained during construction. Design refinements subsequent to the Draft EIS resulted in a temporary occupancy of this resource which was previously not within the LOD. FRA has determined that the temporary occupancy will not result in a Section 4(f) use because upon completion of construction, trail connectivity will be maintained, and the land outside of the CSXT right-of-way will be restored to its prior condition. The activities of the trail will not be affected during the timeframe of the temporary occupancy. By letter dated December 13, 2018, the City of Alexandria agreed with FRA’s determination that this is not a Section 4(f) use (see Appendix E of this Final EIS).

Potomac Yard Park (Area 2). The Preferred Alternative will result in 0.48 acres of temporary occupancy (less than 2 percent of the 21.6-acre park). Temporary occupancy in the area needed for access, erosion control, and material placement during construction is located in a narrow strip adjacent to the existing right-of-way, as shown in Figure 6.5-6. Park boundary expansion subsequent to the Draft EIS resulted in temporary occupancy of this resource that was previously not located within the LOD. FRA has determined that the temporary occupancy will not result in a Section 4(f) use because after construction, the land outside of the CSXT right-of-way will be restored to its prior condition, and park activities will not be affected during the timeframe of the temporary occupancy. By letter dated December 13, 2018, the City of Alexandria agreed with FRA’s determination that this is not a Section 4(f) use (see Appendix E of this Final EIS).

Potomac Yard Landbay N (Area 2). The Preferred Alternative will result in 1.41 acres of temporary occupancy totaling approximately 27 percent of this 5.21-acre park. Temporary occupancy is needed for access, erosion control, and material placement during construction. There are two separate areas of temporary occupancy within the greater Potomac Yard Landbay N limits, located in narrow, non-continuous strips immediately adjacent to the tracks, as shown in Figure 6.5-7 (0.66 acres of temporary occupancy in the area shown on sheet 1, and 0.75 acres of temporary occupancy in the area shown on sheet 2). The City of Alexandria provided comments identifying this park resource as a new park subsequent to the Draft EIS. FRA has determined that the temporary occupancy will not result in a Section 4(f) use because upon completion of construction, the land outside of the CSXT right-of-way will be restored to its prior condition. Currently, the affected area is open space. DRPT will continue to coordinate with the City of Alexandria to ensure that the activities of the park will not be affected during the timeframe of the temporary occupancy. By letter dated December 13, 2018, the City of Alexandria agreed with FRA’s determination that this is not a Section 4(f) use (see Appendix E of this Final EIS).

Rail Park (Area 2). The Preferred Alternative will result in 0.60 acres of temporary occupancy (less than 15 percent of the 4.17-acre park). Temporary occupancy is in areas needed for access, erosion control, and material placement during construction, and are located in a narrow strip immediately adjacent to the tracks, as shown in Figure 6.5-8. The City of Alexandria provided comments identifying this park as a new resource subsequent to the Draft EIS. FRA has determined that the temporary occupancy will not result in a Section 4(f) use because upon completion of construction, the land outside of the CSXT right-of-way will be restored to its prior condition. Currently, the affected area is open space. DRPT will continue to coordinate with the City of Alexandria to ensure that the activities of the park will not be affected during the timeframe of the temporary occupancy. By letter dated December 13, 2018, the City of Alexandria agreed with FRA’s determination that this is not a Section 4(f) use (see Appendix E of this Final EIS).

Veterans Memorial Park (Area 2). The Preferred Alternative will result in temporary occupancy of 0.07 acres of this 110-acre facility, or less than 0.1 percent of the total parkland acreage. The temporary occupancy is located in a narrow strip of land, less than 5 feet in width adjacent to the existing right-of-way, as shown in Figure 6.5-9. Temporary impacts result from area needed for access, erosion control, and material placement during construction. The area consists of natural vegetation. Design refinements subsequent to the Draft EIS resulted in an increased area of temporary occupancy of this resource. FRA has determined that the temporary occupancy will not result in a Section 4(f) use because upon completion of construction, the land outside of the CSXT right-of-way will be restored to its prior condition, and the activities of the park will not be affected during the timeframe of the temporary occupancy. By letter dated November 2, 2018, Prince William County Parks and Recreation Department agreed with FRA's determination that this is not Section 4(f) use as documented on November 2, 2018 (see Appendix E of this Final EIS).

Fredericksburg and Spotsylvania National Military Park (Area 3, Prospect Hill Area). The Preferred Alternative in Area 3 will result in temporary occupancy to this facility at the Prospect Hill/Lee Drive site. The temporary occupancy at this location is 0.19 acres, approximately 0.01 percent of this approximately 1,100-acre portion of the National Military Park. The temporarily occupied area is a small rectangular-shaped piece of land that is vacant, as shown in Figure 6.5-10. Temporary occupancy will be in areas needed for access, erosion control, and material placement during construction. Design refinements and parcel boundary adjustments subsequent to the Draft EIS resulted in an increased temporary occupancy of this resource. FRA has determined that the temporary occupancy will not result in a Section 4(f) use because upon completion of construction, the land outside of the CSXT right-of-way will be restored to its prior condition and the activities of the park will not be affected during the timeframe of the temporary occupancy. By letter dated December 7, 2018, the National Park Service Fredericksburg and Spotsylvania National Military Park agreed with FRA's determination that this is not a Section 4(f) use (see Appendix E of this Final EIS). This property is also listed as a historic resource under Section 106, as described in Section 6.5.3 of this chapter.

Fredericksburg and Spotsylvania National Military Park (Area 3, Fredericksburg)

Fredericksburg and Spotsylvania National Military Park (Area 4, Stonewall Jackson Shrine Area). The Preferred Alternative in Area 4 will have temporary occupancy of 1.10 acres at the Stonewall Jackson Shrine, or less than 2 percent of this approximately 70-acre portion of the National Military Park. The temporary occupancy consists of an approximately 20-foot-wide strip that is made up of forest and agricultural lands, as shown in Figure 6.5-11. Temporary occupancy will be in areas needed for access, erosion control, and material placement during construction. Design refinements subsequent to the Draft EIS resulted in an increased temporary occupancy of this resource. FRA has determined that the temporary occupancy will not result in a Section 4(f) use because upon completion of construction, the land outside of the CSXT right-of-way will be restored to its prior condition, and the activities of the park will not be affected during the timeframe of the temporary occupancy. By letter dated December 7, 2018, the NPS-Fredericksburg and Spotsylvania National Military Park agreed with FRA’s determination that this is not a Section 4(f) use (see Appendix E of this Final EIS). This property is also listed as a historic resource under Section 106, as described in Section 6.5.3 of this chapter.

Laurel Recreation Area (Area 6). The Preferred Alternative will result in 0.01 acres of temporary occupancy, approximately 0.1 percent of this 9.6-acre facility. The temporary occupancy is located in the upper northeast corner of the parcel, as shown in Figure 6.5-12. Temporary occupancy will be in areas needed for access, erosion control, and material placement during construction. Design refinements subsequent to the Draft EIS resulted in a temporary occupancy of this resource which was previously not within the LOD. FRA has determined that the temporary occupancy will not result in a Section 4(f) use because the land outside of the CSXT right-of-way will be restored to its prior condition and the activities of the park will not be affected during construction. By letter dated October 31, 2018, Henrico County Recreation and Parks agreed with FRA’s determination that this is not a Section 4(f) use (see Appendix E of this Final EIS).

Walker’s Creek Retention Basin Park (Area 6). The Preferred Alternative will require permanent right-of-way from, and result in temporary occupancy to, Walker’s Creek Retention Basin Park. Permanent impacts will be 0.21 acres, and temporary impacts will be 0.27 acres, for a total affected percentage of less than 8 percent of the 6.4-acre park. The affected area is a vacant grassed area with a multi-use trail that currently crosses under the existing tracks, as shown in Figure 6.5-13. The width ranges up to 70 feet for temporary and permanent impacts combined. Design refinements subsequent to the Draft EIS resulted in an increase in both temporary occupancy and permanent incorporation of this resource. FRA has determined that the use is *de minimis*[12] as the transportation use of this additional right-of-way does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f). Temporary occupancy will be in areas needed for access, erosion control, and material placement during construction. FRA does not anticipate the temporary occupancy will result in a Section 4(f) use because upon completion of construction, the land outside of the CSXT right-of-way will be restored to its prior condition, trail connectivity will be maintained, and the other activities of the park will not be affected during the timeframe of the temporary occupancy. By letter dated November 16, 2018, the City of Richmond Department of Public Works in consultation with the Department of Parks and Recreation agreed with FRA’s determination of Section 4(f) de *minimis* use and that the temporary occupancy is not a use (see Appendix E of this Final EIS).

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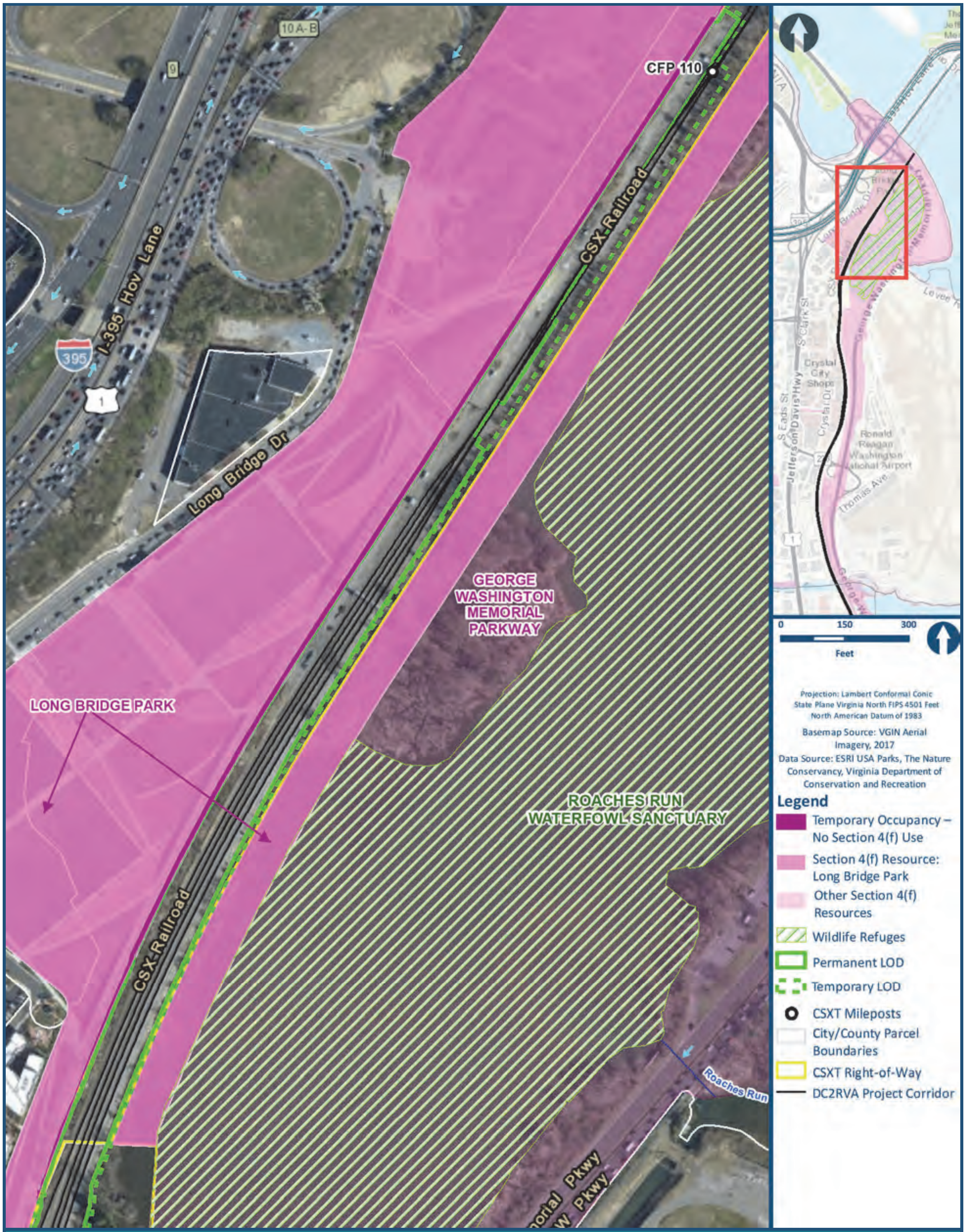
[12] This resource was within the scope of the previous SEHSR Richmond to Raleigh (R2R) project; however, no impacts were identified as part of that project. The DC2RVA determinations of effect are based on the Project limits of disturbance and proposed infrastructure per the Basis of Design for the Project; refer to Chapter 4 of this Final EIS for details.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I-395 Hov Lane
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Long Bridge Dr
CSX Railroad
GEORGE WASHINGTON MEMORIAL PARKWAY
LONG BRIDGE PARK
ROACHES RUN WATERFOWL SANCTUARY
CSX Railroad
Roaches Run
Memorial Pkwy
GW Pkwy
Long Bridge Park
S Clark St
Crystal City Shops
S Eads St
Jefferson Davis Hwy
Crystal Dr
Ronald Reagan Washington National Airport
Thomas Ave
George Washington Memorial Pkwy
Levee
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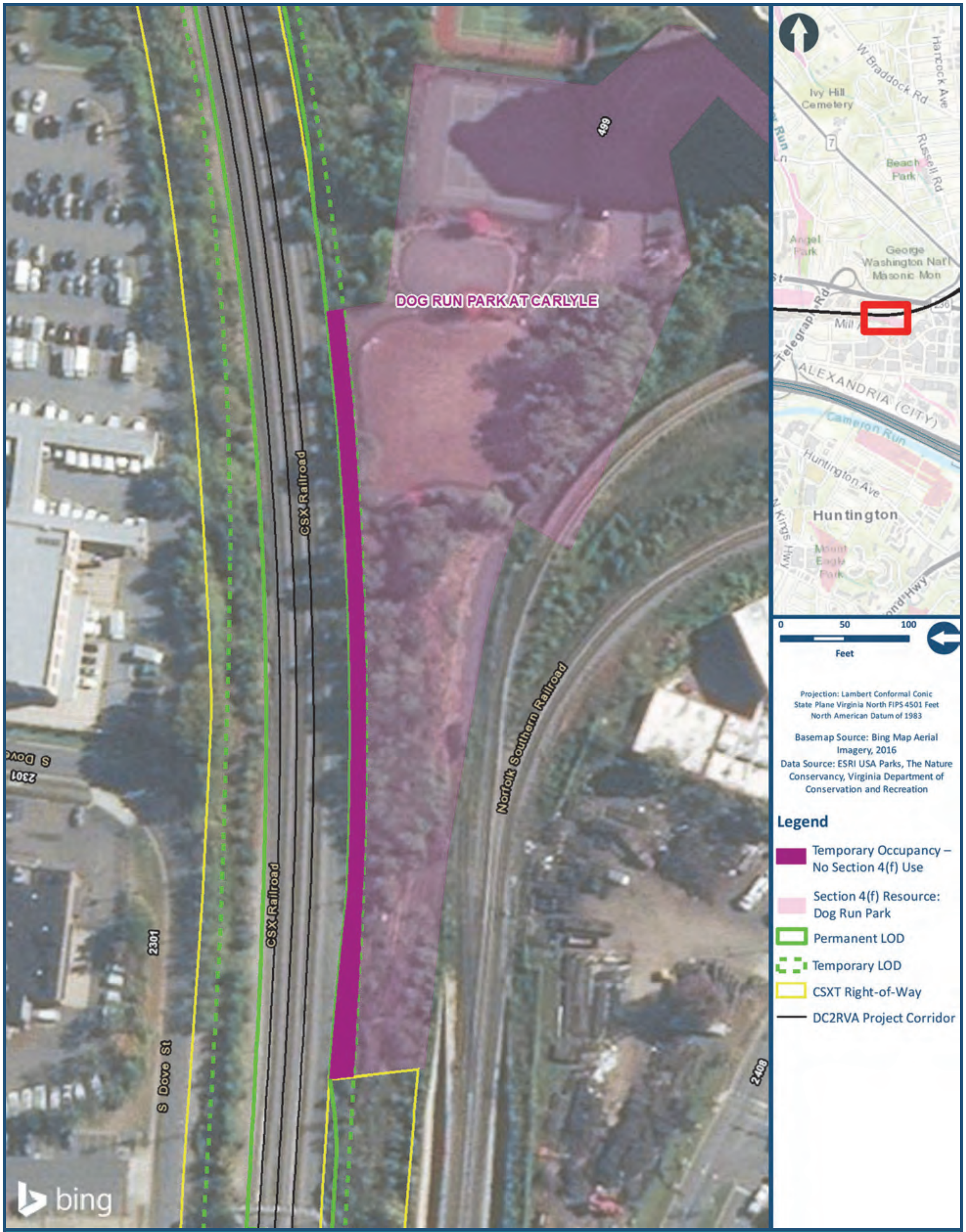
Feet
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: VGIN Aerial Imagery, 2017
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: Long Bridge Park
Other Section 4(f) Resources
Wildlife Refuges
Permanent LOD
Temporary LOD
CSXT Mileposts
City/County Parcel Boundaries
CSXT Right-of-Way
DC2RVA Project Corridor

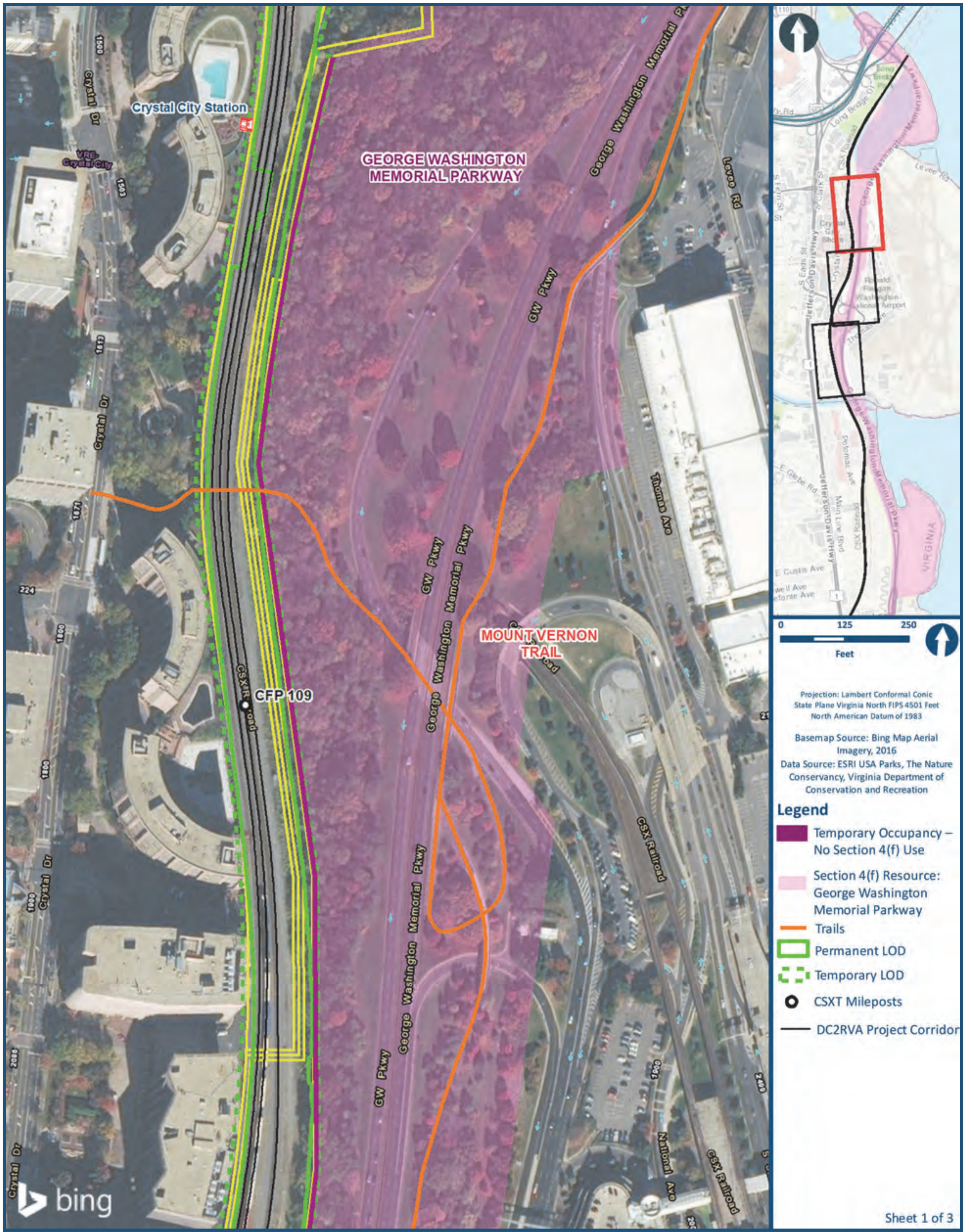
Figure 6.5-1: Determination of Section 4(f) Use of Long Bridge Park


DOG RUN PARK AT CARLYLE
CSX Railroad
CSX Railroad
Norfolk Southern Railroad
S Dove St
S Dove St
2301
2301
499
2408
Ivy Hill Cemetery
W Braddock Rd
Hancock Ave
Russell Rd
Beach Park
Angel Park
George Washington Nat'l Masonic Mon
Telegraph Rd
Mill
ALEXANDRIA (CITY)
Cameron Run
Huntington Ave
Huntington
Kings Hwy
Mount Eagle Park
0
50
100
Feet
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: Dog Run Park
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor
bing

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation

Figure 6.5-2: Determination of Section 4(f) Use of Dog Run Park


Crystal City Station
VRE-Crystal City
GEORGE WASHINGTON MEMORIAL PARKWAY
George Washington Memorial Pkwy
GW Pkwy
MOUNT VERNON TRAIL
CFP 109
CSX Railroad
Crystal Dr
Levee Rd
Thomas Ave
National Ave
bing
0
125
250
Feet
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: George Washington Memorial Parkway
Trails
Permanent LOD
Temporary LOD
CSXT Mileposts
DC2RVA Project Corridor
Sheet 1 of 3

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation

Figure 6.5-3: Determination of Section 4(f) Use of George Washington Memorial Parkway

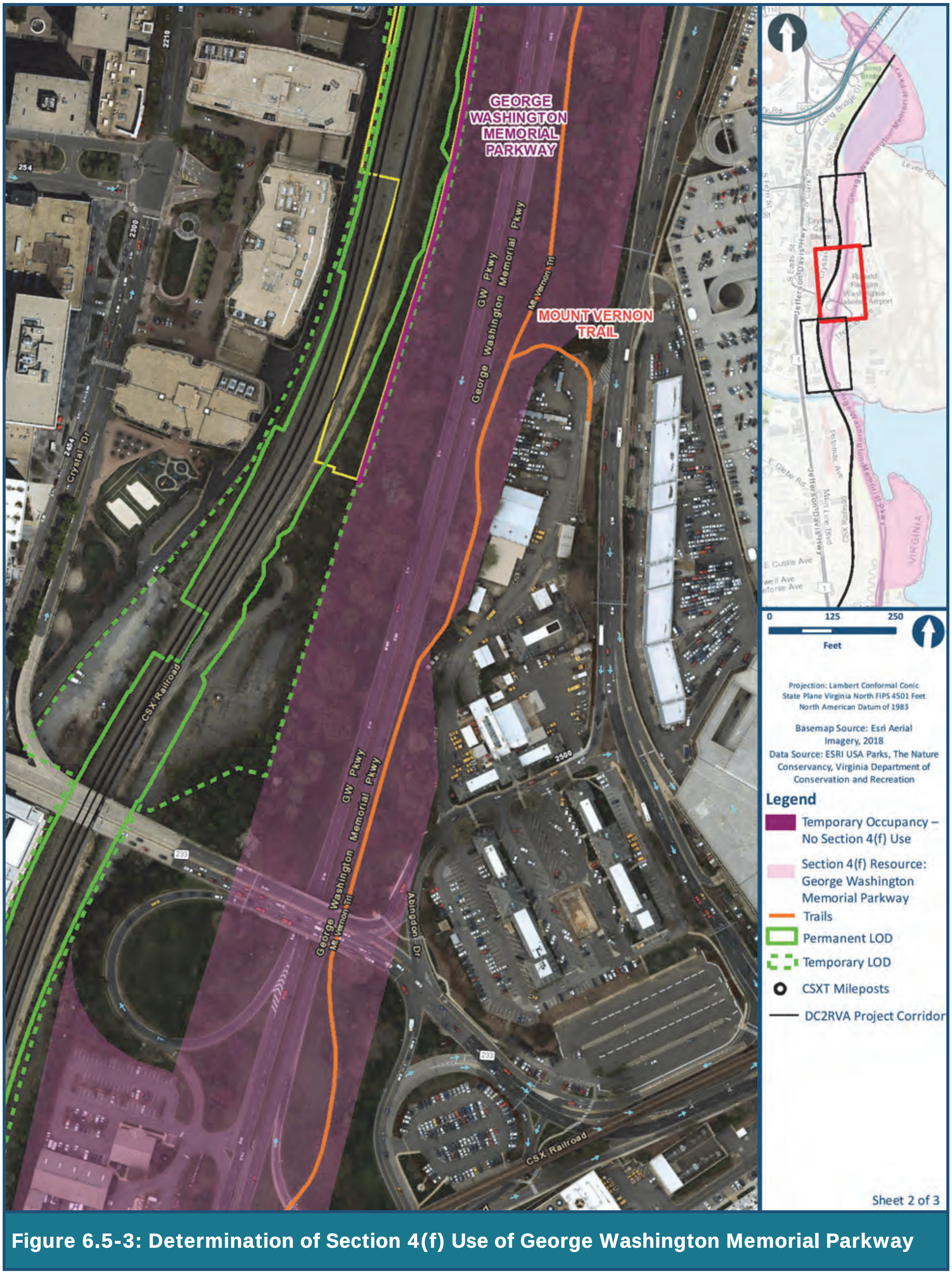
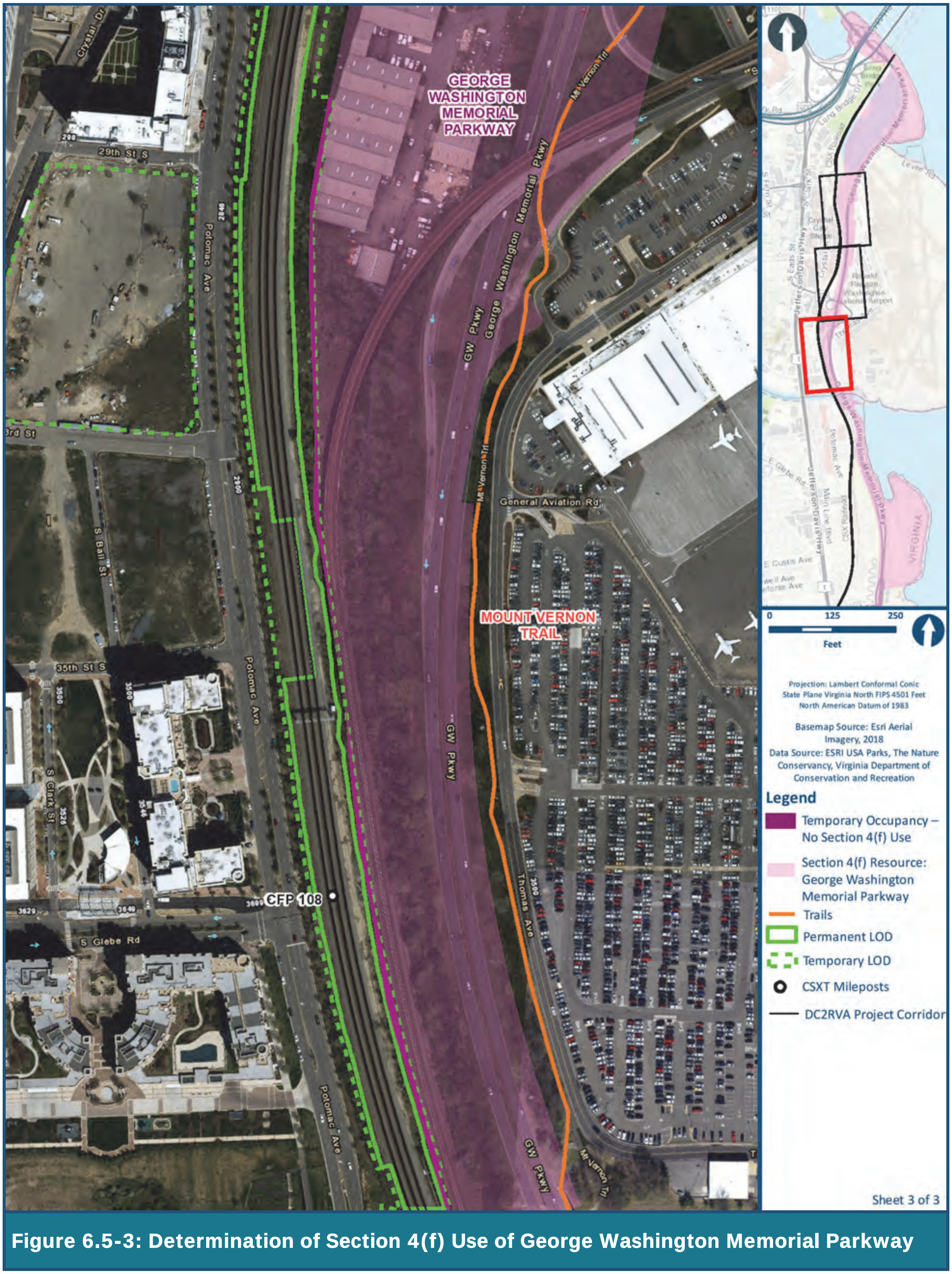

GEORGE WASHINGTON MEMORIAL PARKWAY
MOUNT VERNON TRAIL
GW Pkwy
George Washington Memorial Pkwy
Mt Vernon Trl
CSX Railroad
Crystal Dr
Abingdon Dr
2210
254
2300
2454
233
232
2500
0
125
250
Feet
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: Esri Aerial Imagery, 2018
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: George Washington Memorial Parkway
Trails
Permanent LOD
Temporary LOD
CSXT Mileposts
DC2RVA Project Corridor
Sheet 2 of 3

Figure 6.5-3: Determination of Section 4(f) Use of George Washington Memorial Parkway


GEORGE WASHINGTON MEMORIAL PARKWAY
MOUNT VERNON TRAIL
Crystal Dr
29th St S
Potomac Ave
S Ball St
35th St S
S Clark St
S Glebe Rd
GW Pkwy
George Washington Memorial Pkwy
Mt Vernon Trl
General Aviation Rd
Thomas Ave
CFP 108
0 125 250
Feet
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: George Washington Memorial Parkway
Trails
Permanent LOD
Temporary LOD
CSXT Mileposts
DC2RVA Project Corridor
VIRGINIA
Sheet 3 of 3

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: Esri Aerial Imagery, 2018
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation

Figure 6.5-3: Determination of Section 4(f) Use of George Washington Memorial Parkway

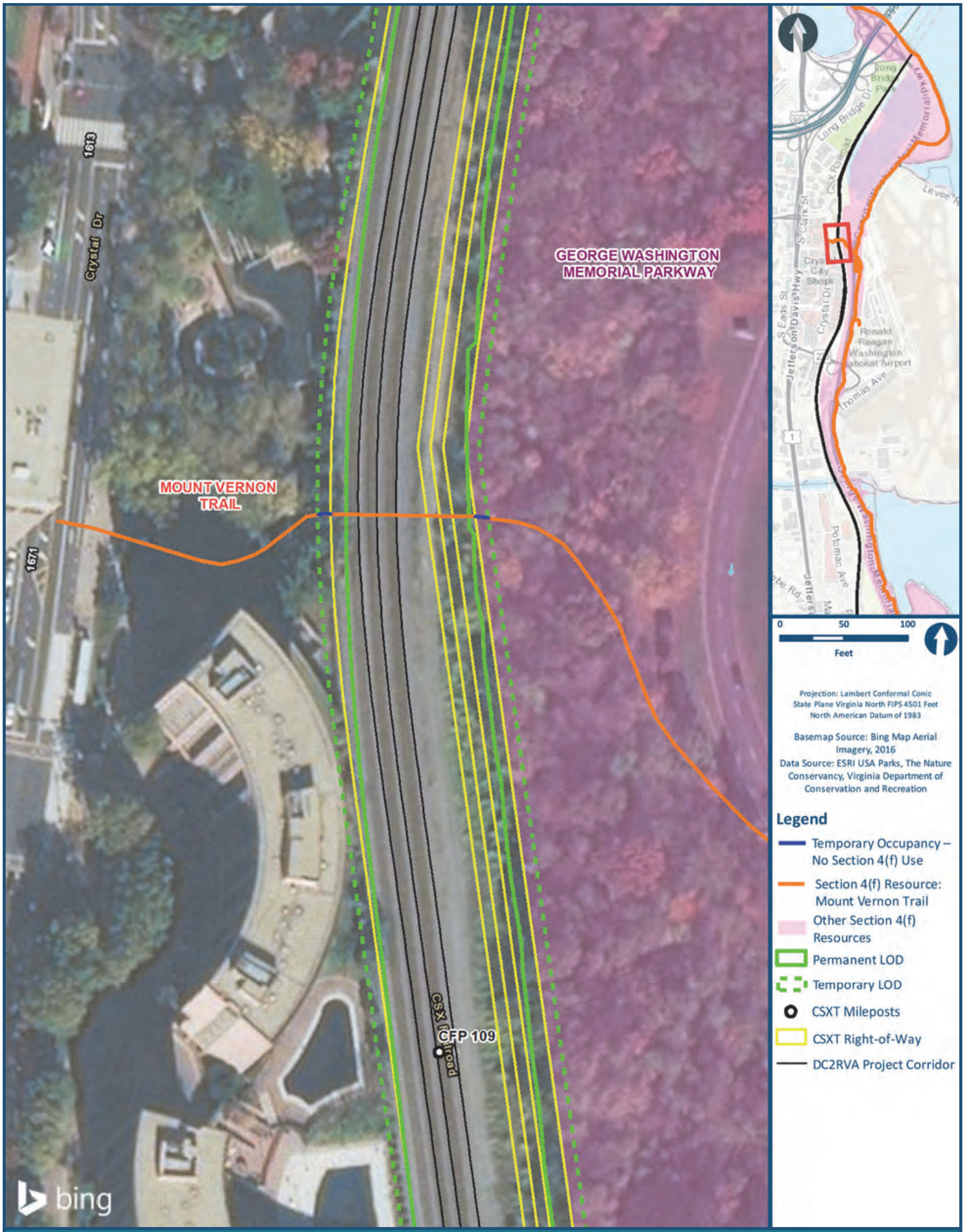

1613
Crystal Dr
1671
MOUNT VERNON TRAIL
GEORGE WASHINGTON MEMORIAL PARKWAY
CSX Railroad
CFP 109
bing
Long Bridge Dr
Long Bridge Park
CSX Railroad
S Clark St
Crystal City Shops
S Eads St
Jefferson Davis Hwy
Crystal Dr
Ronald Reagan Washington National Airport
Thomas Ave
Potomac Ave
Jefferson
George Washington Memorial Pkwy
Levee Rd
0
50
100
Feet
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: Mount Vernon Trail
Other Section 4(f) Resources
Permanent LOD
Temporary LOD
CSXT Mileposts
CSXT Right-of-Way
DC2RVA Project Corridor

Figure 6.5-4: Determination of Section 4(f) Use of Mount Vernon Trail

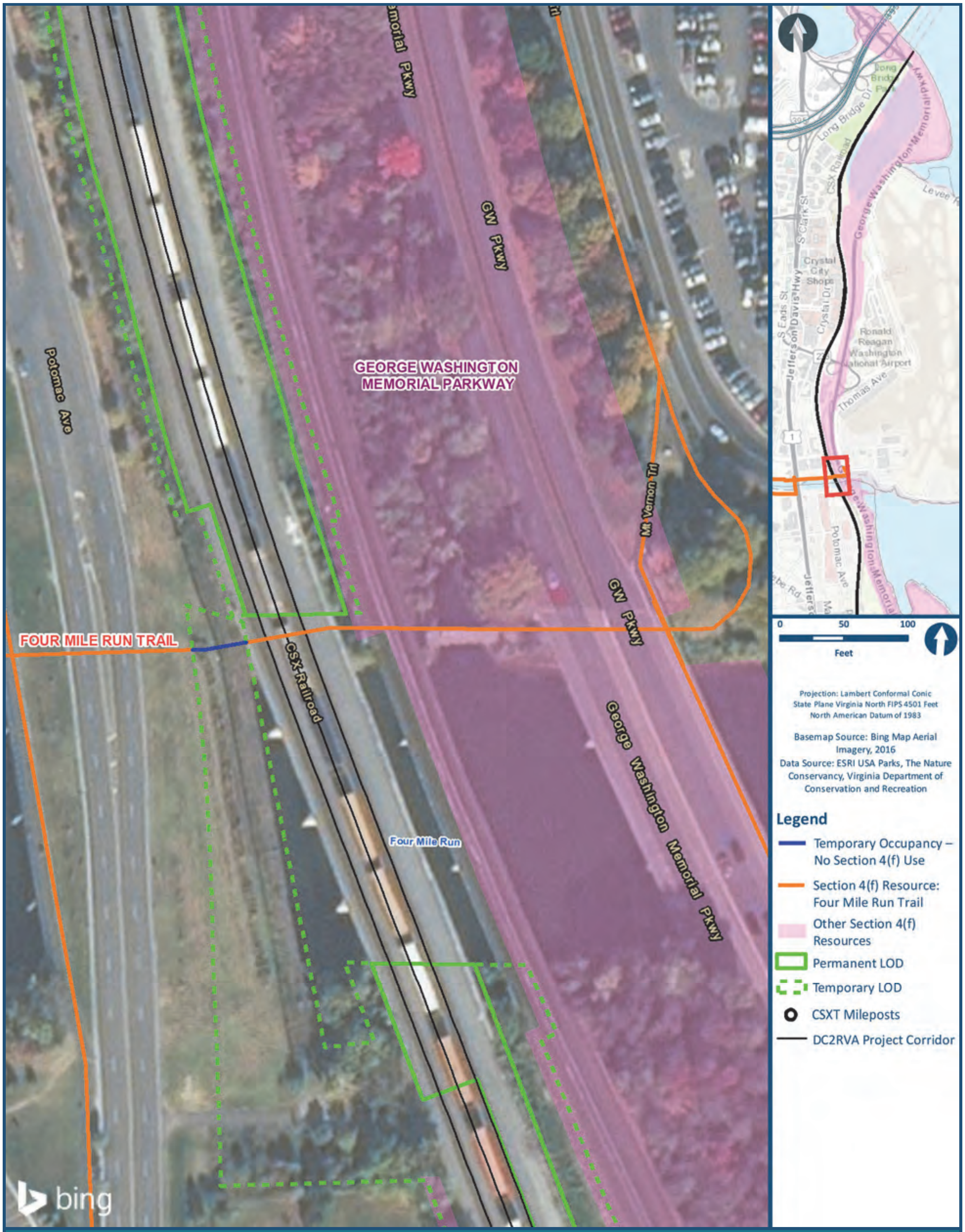

Memorial Pkwy
GW Pkwy
GEORGE WASHINGTON MEMORIAL PARKWAY
Potomac Ave
Mt Vernon Trl
FOUR MILE RUN TRAIL
CSX Railroad
GW Pkwy
George Washington Memorial Pkwy
Four Mile Run
bing
Long Bridge Dr
Long Bridge Park
George Washington Memorial Pkwy
CSX Railroad
S Clark St
Crystal City Shops
Crystal Dr
S Eads St
Jefferson Davis Hwy
Ronald Reagan Washington National Airport
Thomas Ave
Levee
Potomac Ave
Jefferson
0 50 100
Feet
Projection: Lambert Conformal Conic State Plane Virginia North FIPS 4501 Feet North American Datum of 1983
Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: Four Mile Run Trail
Other Section 4(f) Resources
Permanent LOD
Temporary LOD
CSXT Mileposts
DC2RVA Project Corridor

Figure 6.5-5: Determination of Section 4(f) Use of Four Mile Run Trail

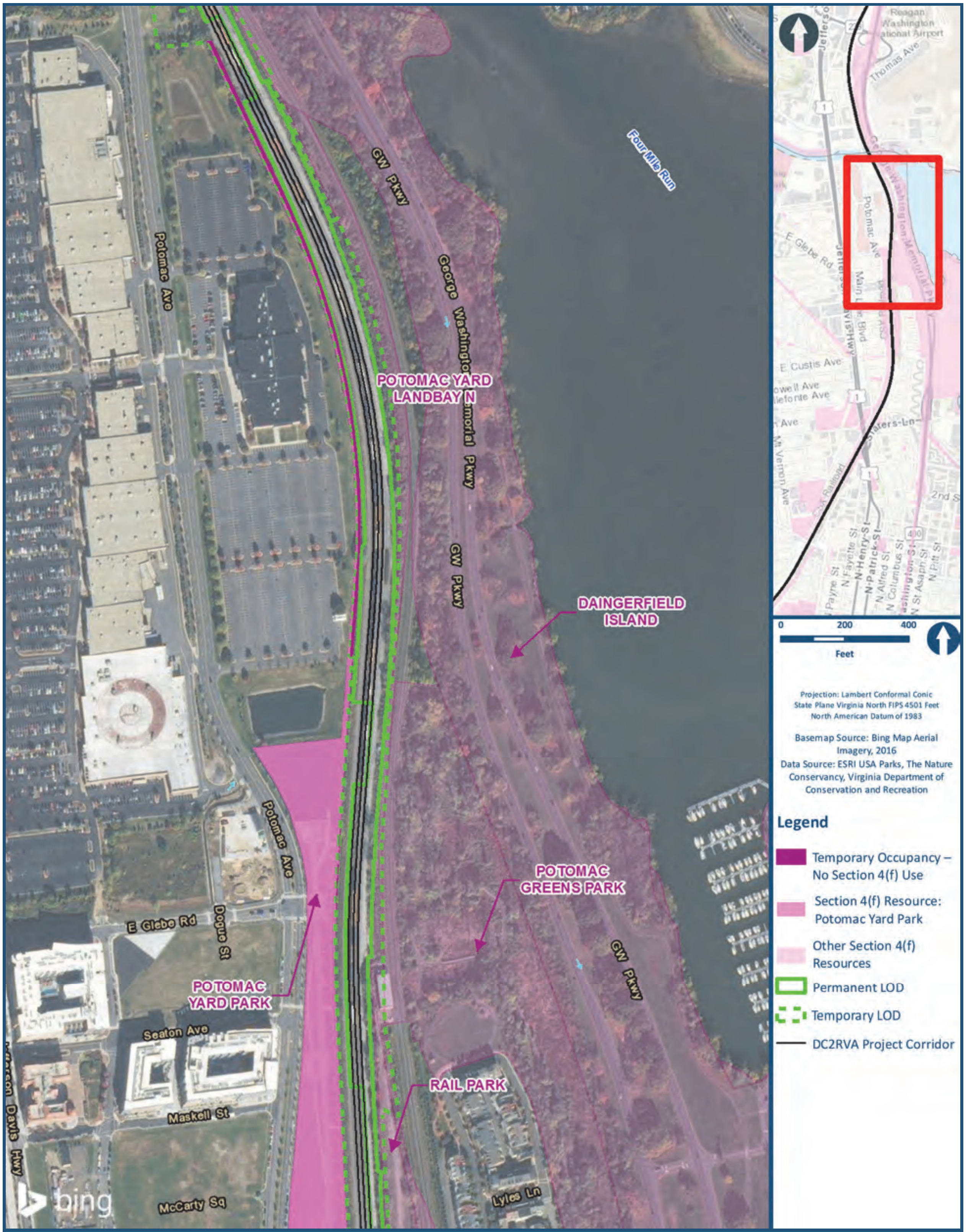

GW Pkwy
George Washington Memorial Pkwy
Four Mile Run
Potomac Ave
POTOMAC YARD LANDBAY N
DAINGERFIELD ISLAND
POTOMAC GREENS PARK
POTOMAC YARD PARK
RAIL PARK
E Glebe Rd
Dogue St
Seaton Ave
Maskell St
Jefferson Davis Hwy
McCarty Sq
Lyles Ln
Reagan Washington National Airport
Thomas Ave
Main Line Blvd
E Custis Ave
Slaters Ln
Mt Vernon Ave
N Henry St
N Patrick St
N Fayette St
N Alfred St
N Columbus St
N Washington St
N St Asaph St
N Pitt St
2nd St
0
200
400
Feet
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: Potomac Yard Park
Other Section 4(f) Resources
Permanent LOD
Temporary LOD
DC2RVA Project Corridor

Figure 6.5-6: Determination of Section 4(f) Use of Potomac Yard Park

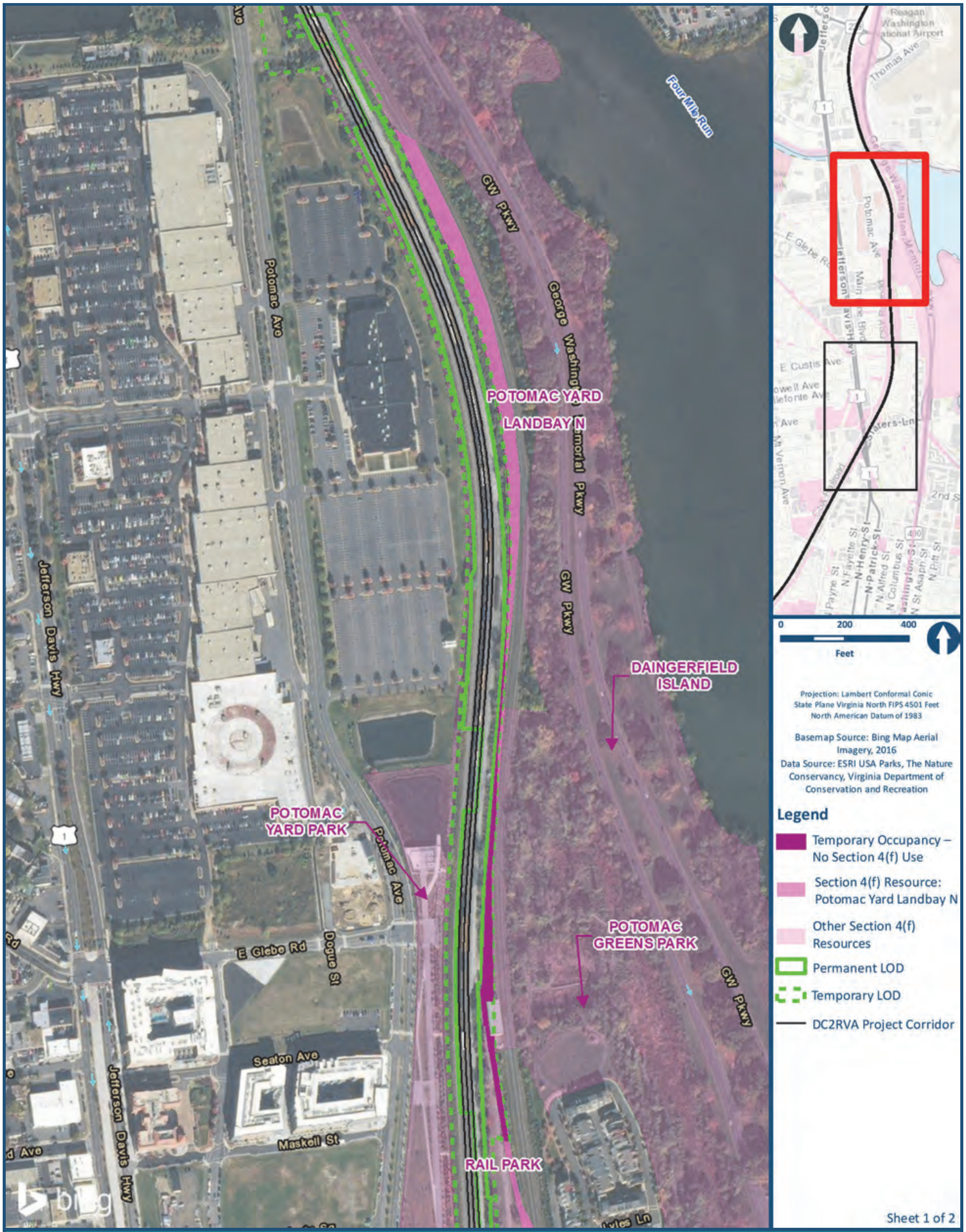
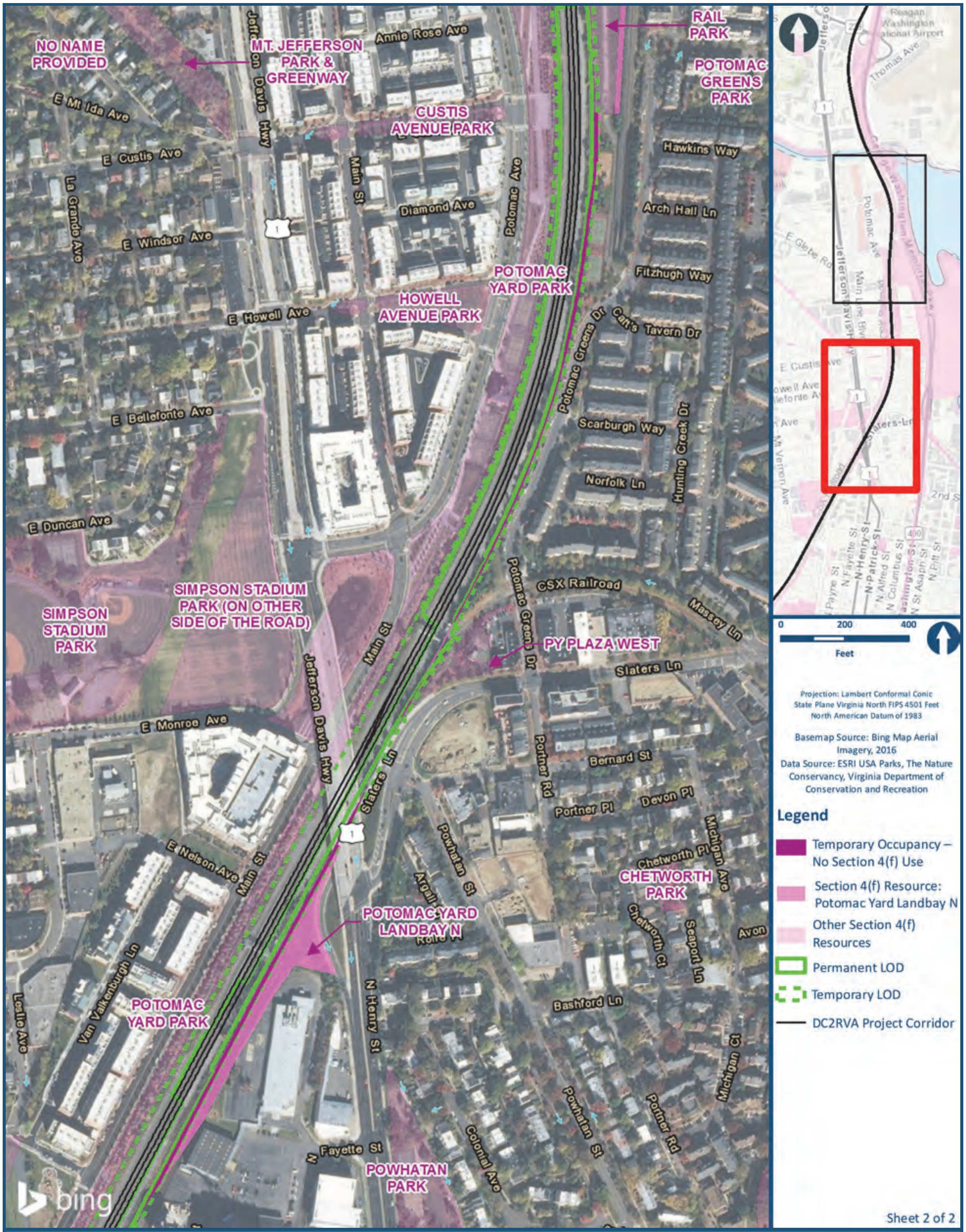

Four Mile Run
GW Pkwy
George Washington Memorial Pkwy
Potomac Ave
POTOMAC YARD LANDBAY N
DAINGERFIELD ISLAND
POTOMAC YARD PARK
POTOMAC GREENS PARK
RAIL PARK
Jefferson Davis Hwy
E Glebe Rd
Dogue St
Seaton Ave
Maskell St
Lyles Ln
1
Reagan Washington National Airport
Thomas Ave
Main
E Custis Ave
Mt Vernon Ave
Slaters Ln
2nd St
N Fayette St
N Henry St
N Patrick St
N Alfred St
N Columbus St
N Washington St
N St Asaph St
N Pitt St
Payne St
400
0
200
400
Feet
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: Potomac Yard Landbay N
Other Section 4(f) Resources
Permanent LOD
Temporary LOD
DC2RVA Project Corridor
Sheet 1 of 2

Figure 6.5-7: Determination of Section 4(f) Use of Potomac Yard Landbay N


NO NAME PROVIDED
MT. JEFFERSON PARK & GREENWAY
CUSTIS AVENUE PARK
RAIL PARK
POTOMAC GREENS PARK
POTOMAC YARD PARK
HOWELL AVENUE PARK
SIMPSON STADIUM PARK (ON OTHER SIDE OF THE ROAD)
SIMPSON STADIUM PARK
PY PLAZA WEST
CHETWORTH PARK
POTOMAC YARD LANDBAY N
POTOMAC YARD PARK
POWHATAN PARK
E Mt Ida Ave
E Custis Ave
E Windsor Ave
E Howell Ave
E Bellefonte Ave
E Duncan Ave
E Monroe Ave
E Nelson Ave
Jefferson Davis Hwy
Main St
Potomac Ave
Annie Rose Ave
Diamond Ave
Hawkins Way
Arch Hall Ln
Fitzhugh Way
Carl's Tavern Dr
Potomac Greens Dr
Scarburgh Way
Norfolk Ln
Hunting Creek Dr
CSX Railroad
Massey Ln
Slaters Ln
Bernard St
Portner Rd
Portner Pl
Devon Pl
Michigan Ave
Chetworth Pl
Chetworth Ct
Seaport Ln
Avon
Bashford Ln
Powhatan St
Argall
Rolfe
N Henry St
N Fayette St
Colonial Ave
Van Valkenburgh Ln
Leslie Ave
La Grande Ave
Michigan Ct
bing
0 200 400
Feet

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation

Legend

- Temporary Occupancy – No Section 4(f) Use
- Section 4(f) Resource: Potomac Yard Landbay N
- Other Section 4(f) Resources
- Permanent LOD
- Temporary LOD
- DC2RVA Project Corridor

Sheet 2 of 2

Figure 6.5-7: Determination of Section 4(f) Use of Potomac Yard Landbay N

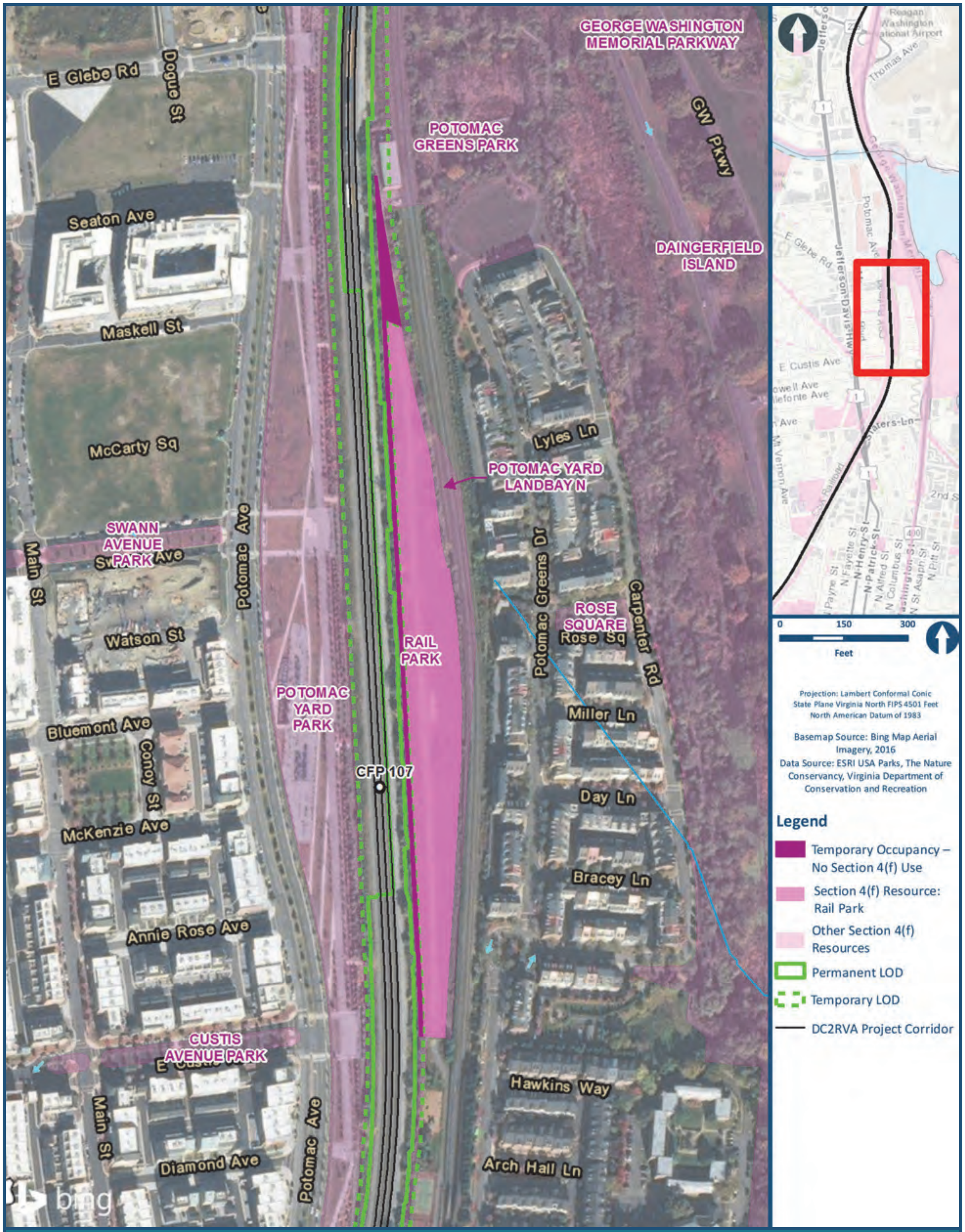

GEORGE WASHINGTON MEMORIAL PARKWAY
E Glebe Rd
Dogue St
POTOMAC GREENS PARK
GW Pkwy
Seaton Ave
DAINGERFIELD ISLAND
Maskell St
McCarty Sq
Lyles Ln
POTOMAC YARD LANDBAY N
SWANN AVENUE PARK
Swann Ave
Main St
Potomac Ave
Potomac Greens Dr
Carpenter Rd
ROSE SQUARE
Rose Sq
Watson St
RAIL PARK
POTOMAC YARD PARK
Bluemont Ave
Conoy St
Miller Ln
CFP 107
Day Ln
McKenzie Ave
Bracey Ln
Annie Rose Ave
CUSTIS AVENUE PARK
E Custis Ave
Hawkins Way
Main St
Potomac Ave
Diamond Ave
Arch Hall Ln
bing
Reagan Washington National Airport
Thomas Ave
Jefferson Davis Hwy
Potomac Ave
E Glebe Rd
E Custis Ave
Howell Ave
Bellefonte Ave
Slaters Ln
Mt Vernon Ave
N Henry St
N Patrick St
N Fayette St
N Payne St
N Alfred St
N Columbus St
N Washington St
N St Asaph St
N Pitt St
2nd St
0
150
300
Feet
Projection: Lambert Conformal Conic State Plane Virginia North FIPS 4501 Feet North American Datum of 1983
Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: Rail Park
Other Section 4(f) Resources
Permanent LOD
Temporary LOD
DC2RVA Project Corridor

Figure 6.5-8: Determination of Section 4(f) Use of Rail Park

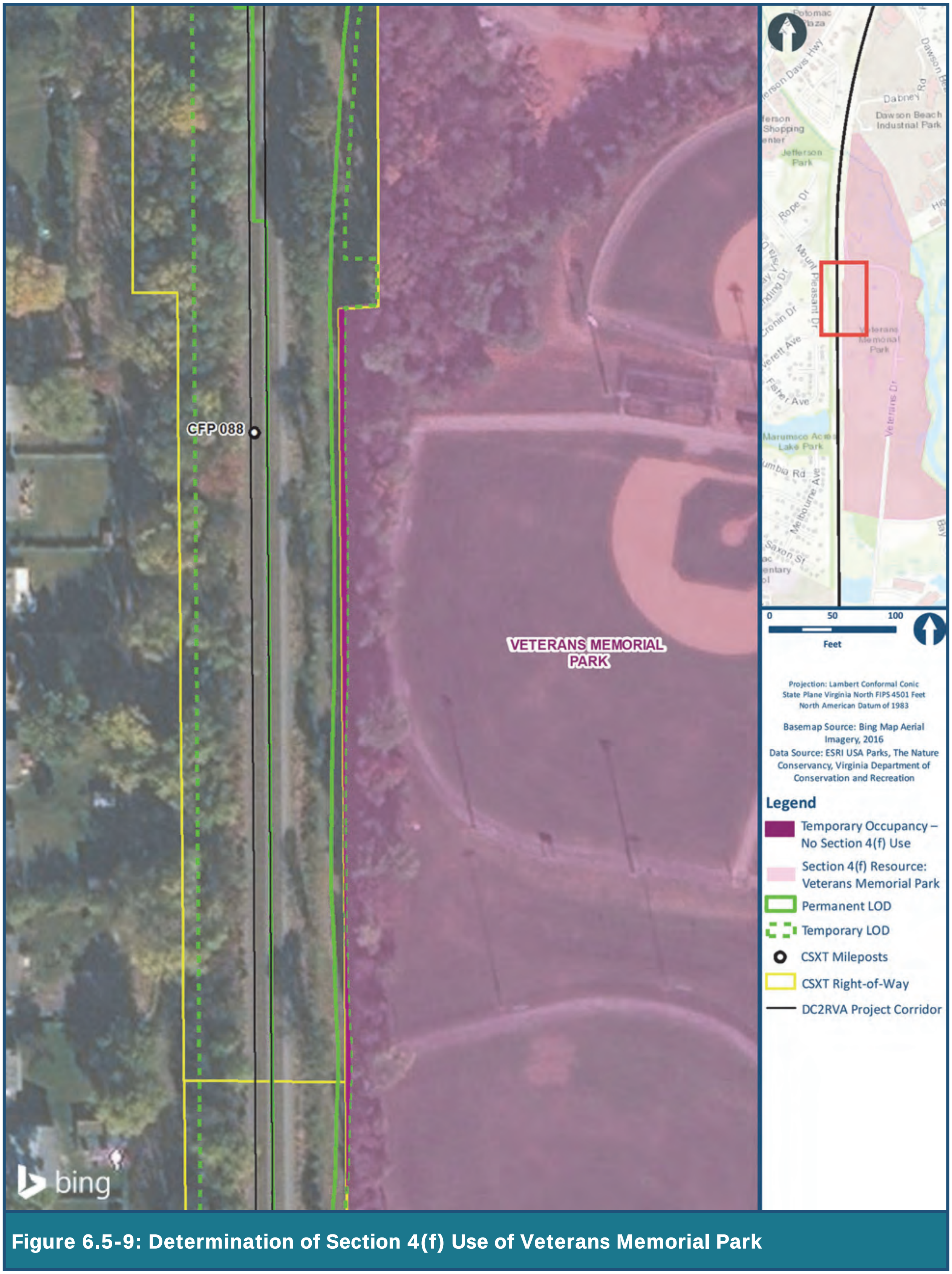

CFP 088
VETERANS MEMORIAL PARK
bing
Potomac Plaza
Jefferson Davis Hwy
Dawson Beach
Dabney Rd
Dawson Beach Industrial Park
Jefferson Shopping Center
Jefferson Park
Rope Dr
Mount Pleasant Dr
Cronin Dr
Everett Ave
Fisher Ave
Veterans Memorial Park
Veterans Dr
Marumsco Acres Lake Park
Columbia Rd
Melbourne Ave
Saxon St
Bay
0
50
100
Feet
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: Veterans Memorial Park
Permanent LOD
Temporary LOD
CSXT Mileposts
CSXT Right-of-Way
DC2RVA Project Corridor

Figure 6.5-9: Determination of Section 4(f) Use of Veterans Memorial Park

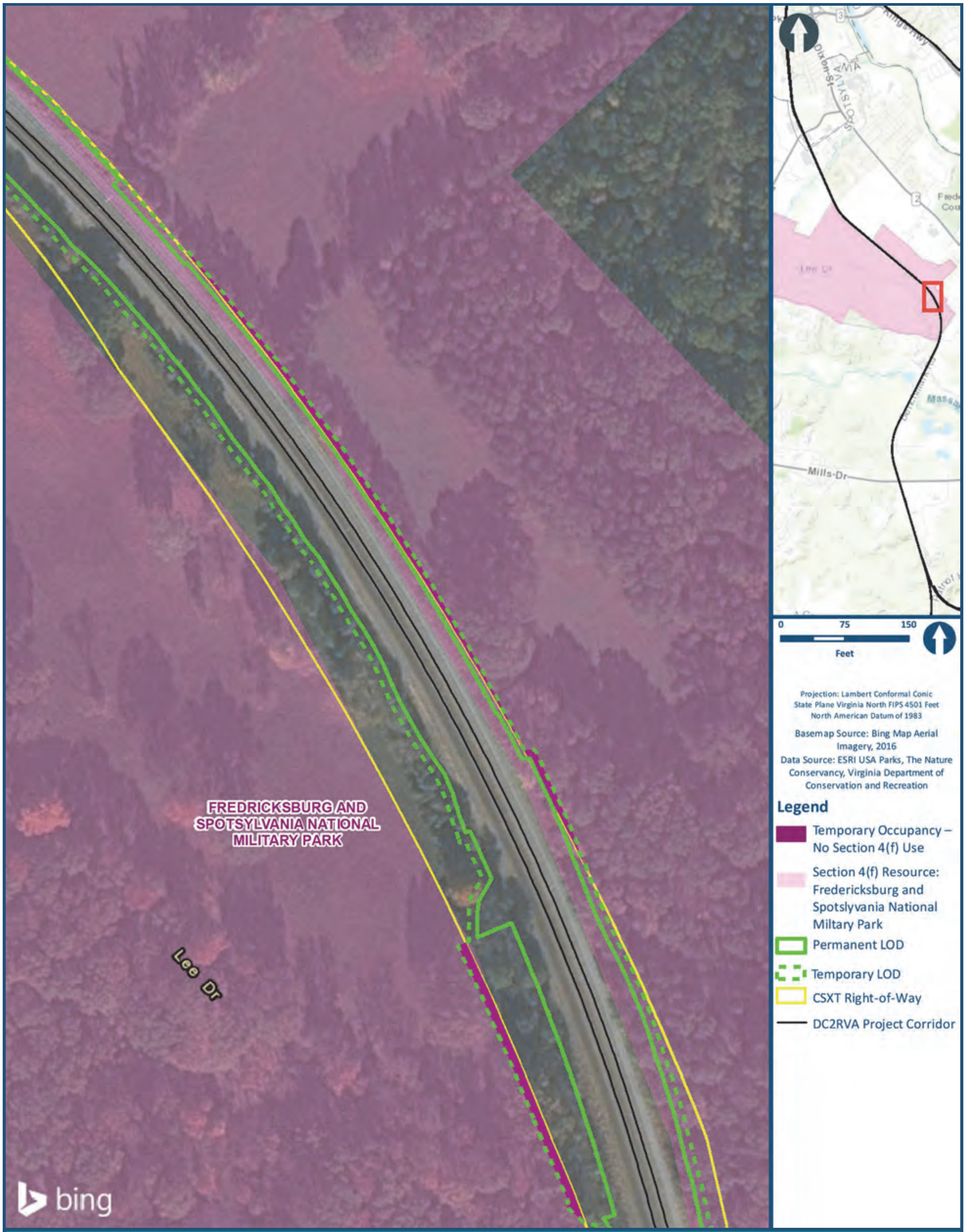

FREDRICKSBURG AND
SPOTSYLVANIA NATIONAL
MILITARY PARK
Lee Dr
bing
Kings Hwy
Dixon St
SPOTSYLVANIA
Lee Dr
Mills Dr
0
75
150
Feet
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: Fredericksburg and Spotsylvania National Miltary Park
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor

Figure 6.5-10: Determination of Section 4(f) Use of Fredericksburg Spotsylvania National Military Park, Prospect Hill (Area 3)

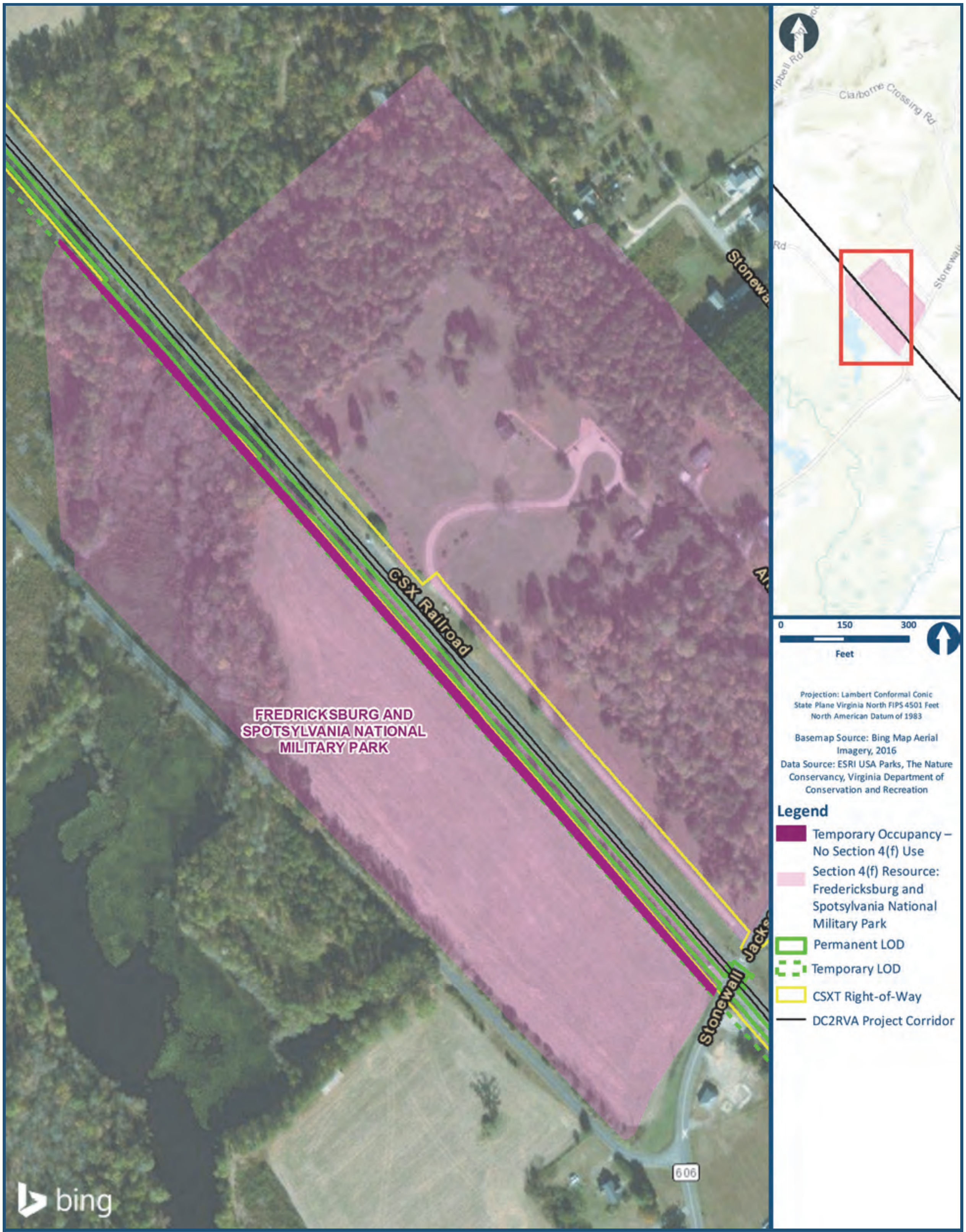
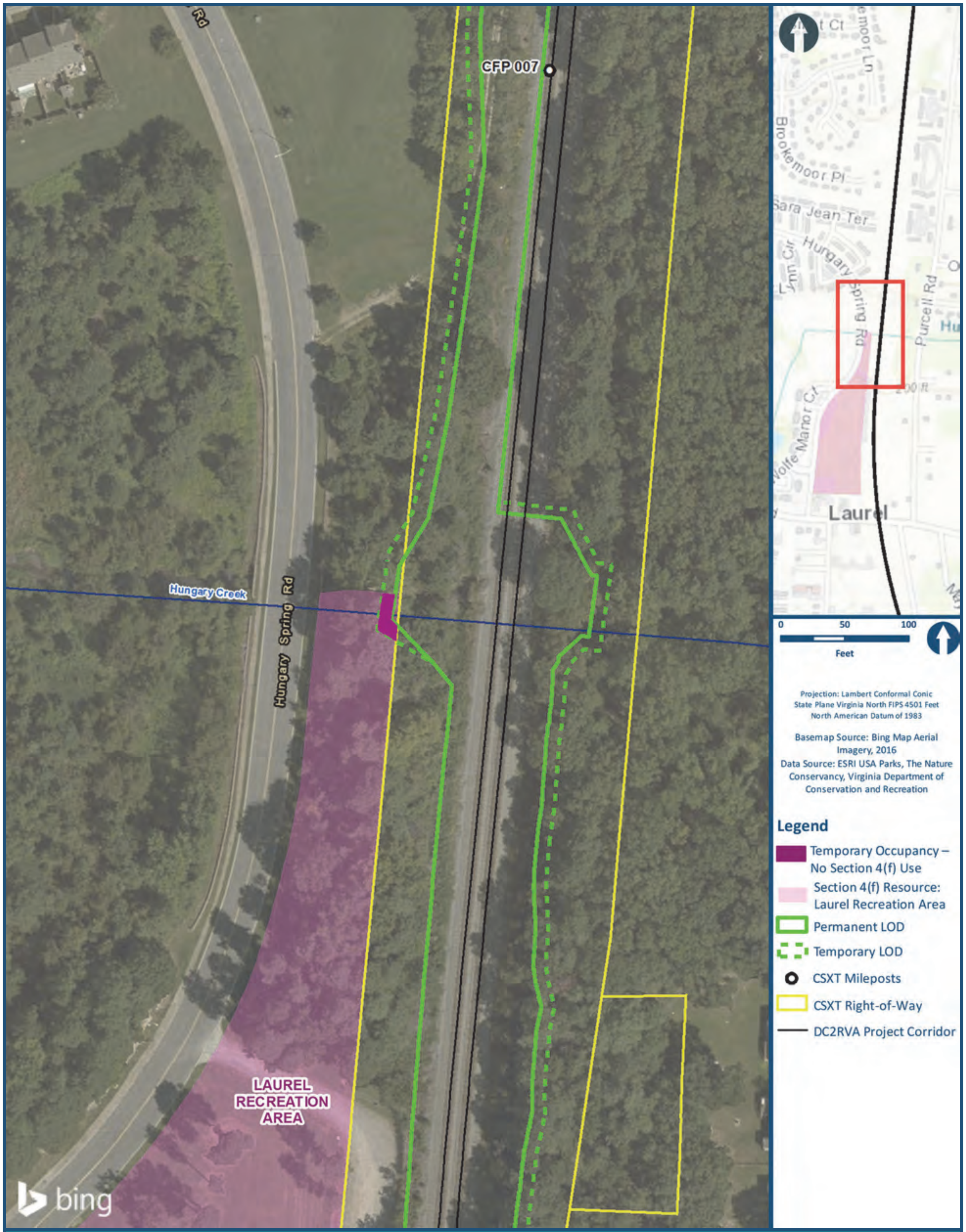

FREDRICKSBURG AND
SPOTSYLVANIA NATIONAL
MILITARY PARK
CSX Railroad
Stonewall
Stonewall
606
bing
Claiborne Crossing Rd
0 150 300
Feet
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: Fredericksburg and Spotsylvania National Military Park
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor

Figure 6.5-11: Determination of Section 4(f) Use of Fredericksburg Spotsylvania National Military Park, Jackson Shrine (Area 4)


Rd
CFP 007
Hungary Creek
Hungary Spring Rd
LAUREL RECREATION AREA
bing
t Ct
emoor Ln
Brookemoor Pl
Sara Jean Ter
Hungary Spring Rd
Lynn Cir
Purcell Rd
Hu
Wolfe Manor Ct
Laurel
0
50
100
Feet
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: Laurel Recreation Area
Permanent LOD
Temporary LOD
CSXT Mileposts
CSXT Right-of-Way
DC2RVA Project Corridor

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation

Figure 6.5-12: Determination of Section 4(f) Use of Laurel Recreation Area

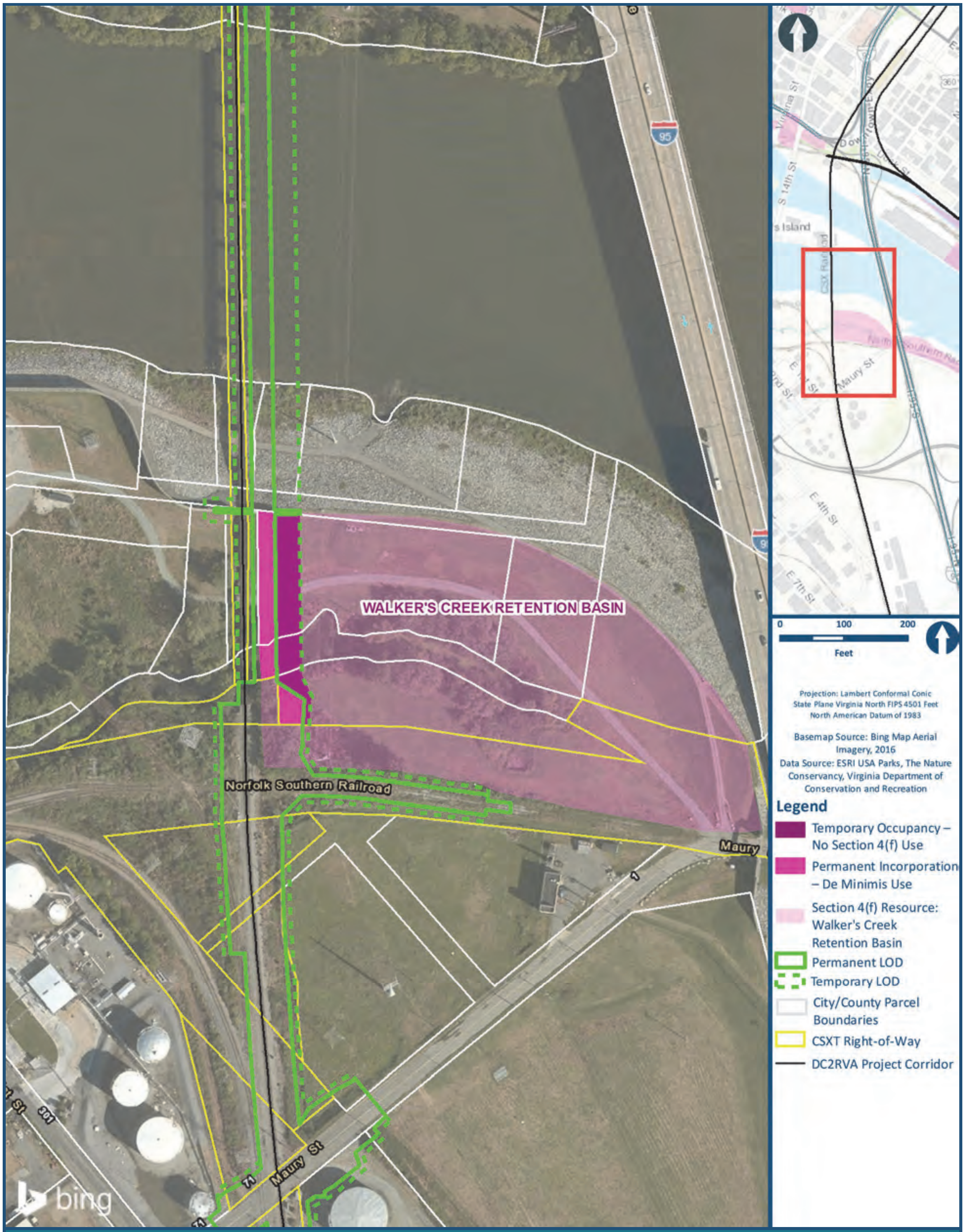

WALKER'S CREEK RETENTION BASIN
Norfolk Southern Railroad
Maury
Maury St
95
1
301
bing
Virginia St
S 14th St
Dock St
s Island
CSX Railroad
Norfolk Southern Rail
Maury St
E 4th St
E 7th St
0
100
200
Feet
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation
Legend
Temporary Occupancy – No Section 4(f) Use
Permanent Incorporation – De Minimis Use
Section 4(f) Resource: Walker's Creek Retention Basin
Permanent LOD
Temporary LOD
City/County Parcel Boundaries
CSXT Right-of-Way
DC2RVA Project Corridor

Figure 6.5-13: Determination of Section 4(f) Use of Walkers Creek Retention Basin

6.5.2 Section 4(f) Use of Wildlife Refuges/Waterfowl Sanctuaries

There is no permanent incorporation of wildlife refuges or waterfowl sanctuaries, as shown in Table 6.5-2, which remains unchanged since the Draft Section 4(f) Evaluation. The Preferred Alternative will have temporary occupancy of 2.54 acres, or 0.1 percent, of the 2,652-acre Mattaponi Wildlife Management Area in Area 4. The occupied area consists of forest in a narrow strip of land, approximately 15 feet wide on the west side of the existing right-of-way (see Figure 6.5-14). Temporary occupancy will be from areas needed for access, erosion control, and material placement during construction. Impacts to mature trees will be avoided and minimized.

FRA has determined that the temporary occupancy will not result in a Section 4(f) use because the land outside of the CSXT right-of-way will be restored and stabilized through revegetation to as near to its prior condition as possible and the activities of the park will not be affected during construction. By letter dated October 12, 2017, the Virginia Department of Game and Inland Fisheries agreed with FRA's determination that this is not a Section 4(f) use (see Appendix E of this Final EIS).

Table 6.5-2: Permanent Incorporation and Temporary Occupancy of Wildlife Refuges/Waterfowl Sanctuaries of the Preferred Alternative

Park Name	Area within LOD (Parks in acres; Trails in feet)	Use Determination
	Alternative 4A: Add a Third Main Track	
Mattaponi Wildlife Management Area	P: 0.00 T: 2.54	Temporary Occupancy but No Section 4(f) Use
Total for the Preferred Alternative:	**P: 0.00** **T: 2.54**	**No Section 4(f) Uses**

FEE USE AREA

Mattaponi State Wildlife Management Area (Area 4, Central Virginia)

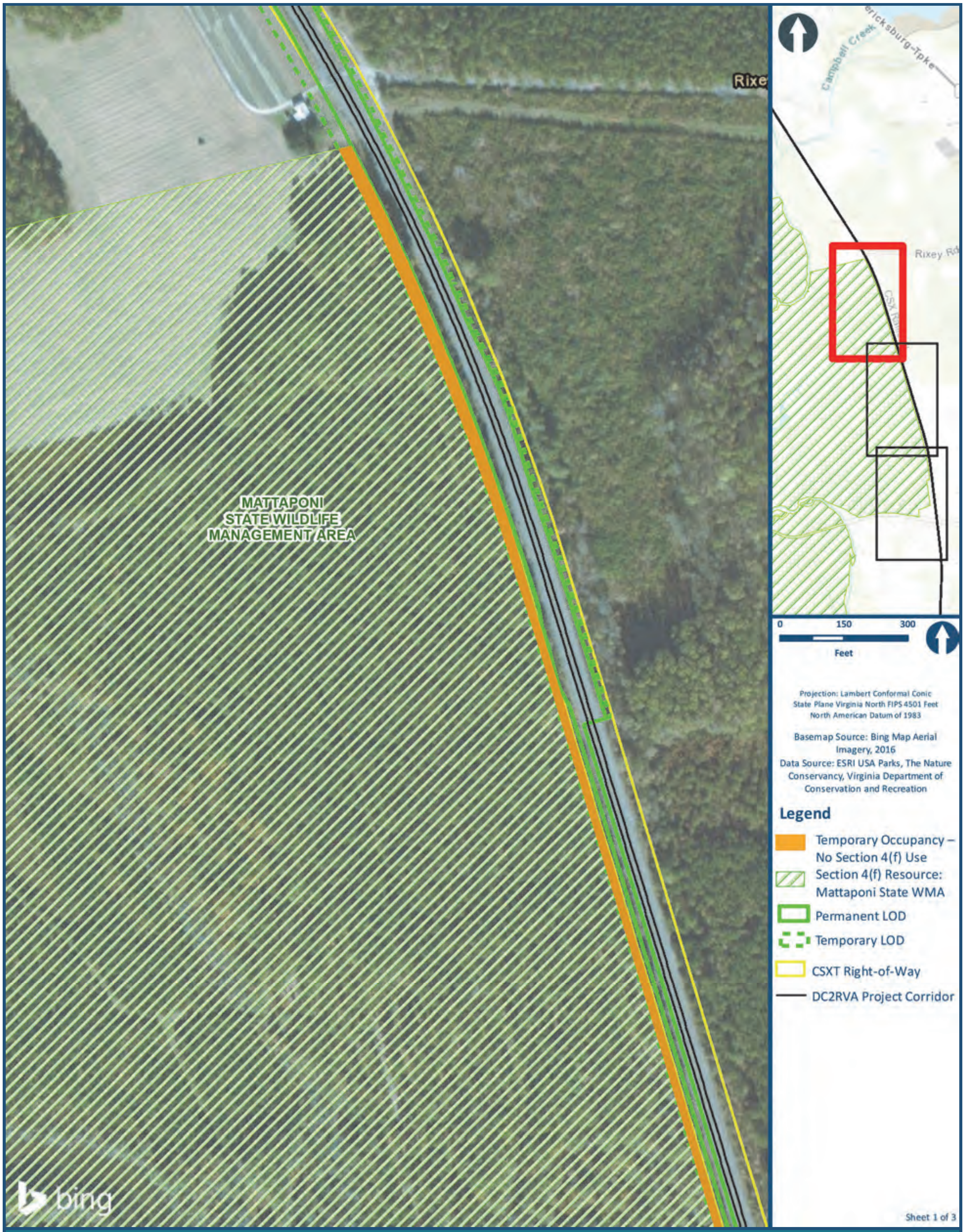
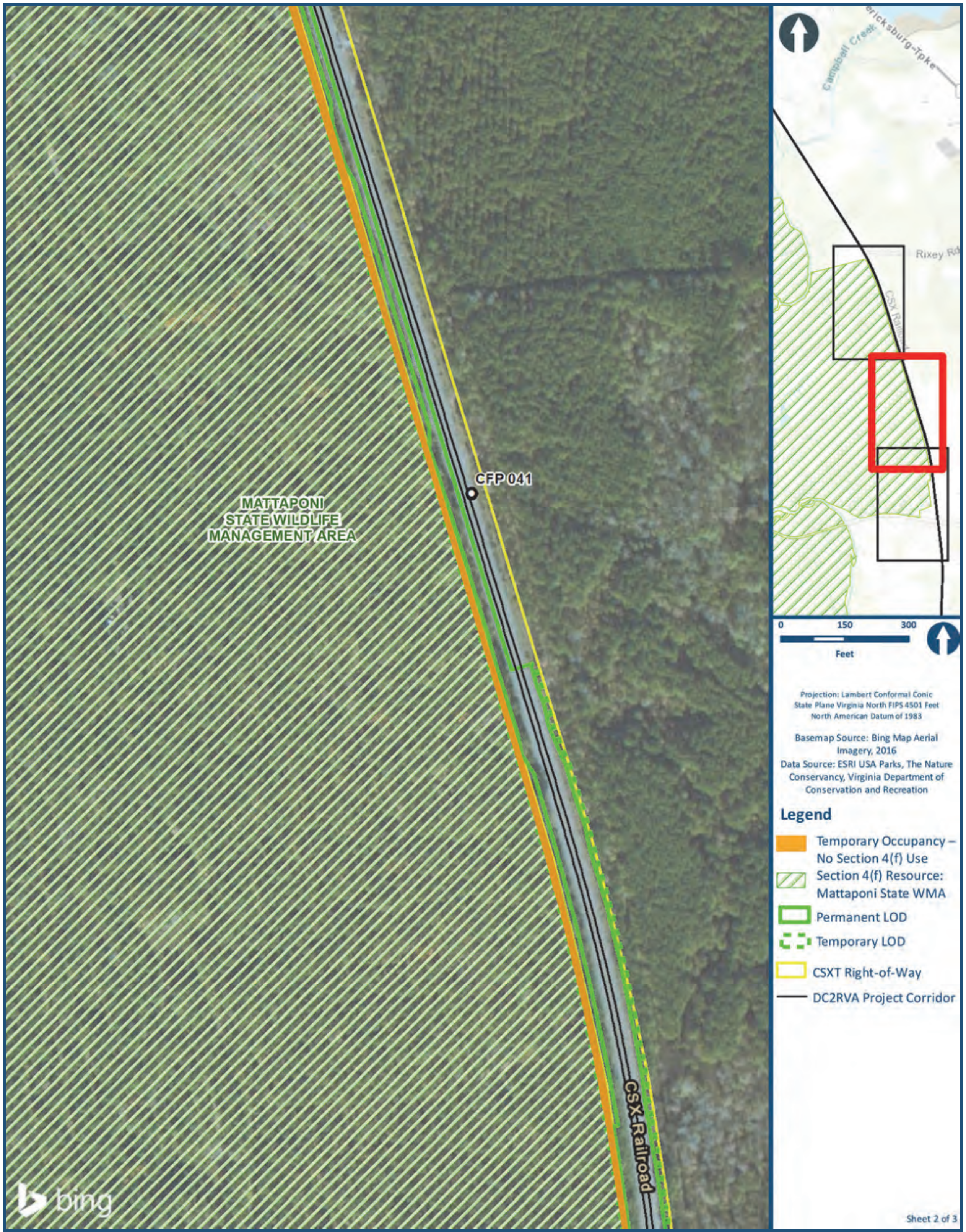

Rixe
MATTAPONI STATE WILDLIFE MANAGEMENT AREA
bing
Campbell Creek
ericksburg-Tpke
Rixey Rd
CSX R
0
150
300
Feet
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: Mattaponi State WMA
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor
Sheet 1 of 3

Figure 6.5-14: Determination of Section 4(f) Use of Mattaponi State Wildlife Management Area


MATTAPONI STATE WILDLIFE MANAGEMENT AREA
CFP 041
CSX Railroad
bing
Campbell Creek
ricksburg-Tpke
Rixey Rd
CSX Rai
0
150
300
Feet
Legend
🟧 Temporary Occupancy – No Section 4(f) Use
▨ Section 4(f) Resource: Mattaponi State WMA
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor
Sheet 2 of 3

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation

Figure 6.5-14: Determination of Section 4(f) Use of Mattaponi State Wildlife Management Area

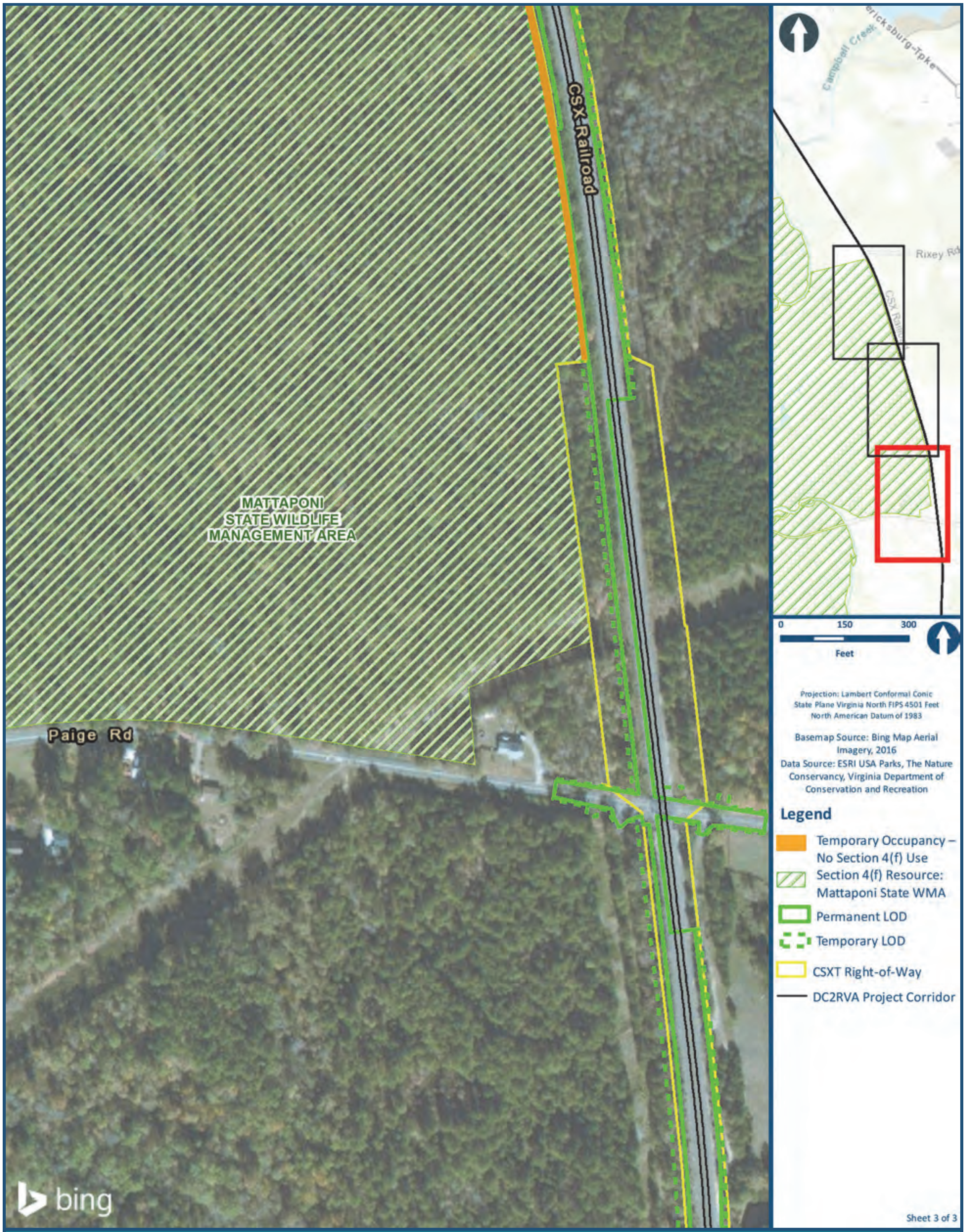

CSX Railroad
MATTAPONI STATE WILDLIFE MANAGEMENT AREA
Paige Rd
bing
ericksburg-Tpke
Campbell Creek
Rixey Rd
CSX Rai
0
150
300
Feet
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: Bing Map Aerial Imagery, 2016
Data Source: ESRI USA Parks, The Nature Conservancy, Virginia Department of Conservation and Recreation
Legend
Temporary Occupancy – No Section 4(f) Use
Section 4(f) Resource: Mattaponi State WMA
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor
Sheet 3 of 3

Figure 6.5-14: Determination of Section 4(f) Use of Mattaponi State Wildlife Management Area

6.5.3 Section 4(f) Use of Historic Properties

As previously stated, FRA's determinations of effect as part of the separate Section 106 process for the Project, as presented in Chapter 5 and Appendix D of this Final EIS, informed the determinations of Section 4(f) use; FRA and DRPT examined all 120 of the Section 106 resources to evaluate potential Section 4(f) use of historic properties. Table 6.5-3 summarizes the Section 4(f) determinations for historic properties within the DC2RVA corridor by area. Table 6.5-4 presents those same determinations of use by individual resource of the 120 historic properties.

Table 6.5-3: Summary of Section 4(f) Determinations for Section 106 Historic Properties

Alternative Area	Preferred Alternative	Section 4(f) Determinations		
		Use (Permanent Incorporation)	*de minimis*	No Use
Corridor Wide[1]	–	1	0	0
Area 1: Arlington	1B	0	1	1
Area 2: Northern Virginia	2A	2	2	7
Area 3: Fredericksburg	3B	6	7	10
Area 4: Central Virginia	4A	2	5	7
Area 5: Ashland	5A	3	1	14
Area 6: Richmond	6F	3	17	31
Total for the Preferred Alternative:		**17**	**33**	**70**

Note: 1. The historic RF&P Railroad traverses the Project corridor from the Potomac River to Main Street Station

Table 6.5-4: Preferred Alternative Section 4(f) Determinations for All Historic Properties

DHR ID	Name/Description	Section 4(f) Determination
	All Areas (Corridor-wide)	
500-0001	Richmond, Fredericksburg, and Potomac Railroad	Use (Permanent Incorporation)
	Alternative 1B: Add Two Main Tracks on the West	
029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	*de minimis*
000-0045	Washington National Airport (Reagan National Airport)	No Use
	Alternative 2A: Add a Third or Fourth Main Track	
100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	No Use
100-0133	Parker-Gray Historic District/Uptown	No Use
100-0137	Rosemont Historic District	*de minimis*
100-0124	Alexandria Union Station, 110 Callahan Drive	*de minimis*
100-0128	George Washington National Masonic Memorial	No Use
100-0277	Phoenix Mill, 3642 Wheeler Avenue	No Use
029-0953	Old Colchester Road, Potomac Path, King's Highway	No Use
029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	No Use
500-0001-0022	RF&P Bridge over Occoquan River	Use (Permanent Incorporation)
076-0023	Rippon Lodge	No Use
44ST1223	Civil War Campsite	Use (Permanent Incorporation)

▶ *Continued – see end of table for notes.*

Table 6.5-4: Preferred Alternative Section 4(f) Determinations for All Historic Properties

DHR ID	Name/Description	Section 4(f) Determination
Area 3B: Add a Third Main Track Through the City		
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	*de minimis*
111-5295	Battle of Fredericksburg I	*de minimis*
111-5296	Battle of Fredericksburg II	*de minimis*
111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	Use (Permanent Incorporation)
44SP0187	Bridge/Marye's Mill	Use (Permanent Incorporation)
111-0132	Fredericksburg Historic District	Use (Permanent Incorporation)
44SP0688	Block 49	Use (Permanent Incorporation)
111-0067/111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	No Use
111-0132-0458	Robert Adams Residence, 528 Caroline Street	No Use
111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	No Use
44SP0687	Block 48	Use (Permanent Incorporation)
111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	*de minimis*
111-0132-0126	The 1770 House, 227 Princess Anne Street	No Use
111-0132-0020	Purina Tower	No Use
111-0132-0522	House, 314–316 Frederick Street	No Use
111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	No Use
111-0009	Fredericksburg Historic District Extension	*de minimis*
088-5181	Salem Church Battlefield (Banks Ford Battlefield)	*de minimis*
088-5364	Virginia Central Railway Historic District	No Use
111-0145	Fredericksburg Gun Manufactory	No Use
088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	No Use
44SP0468	Earthwork/Jackson's Earthwork	Use (Permanent Incorporation)
088-0039	La Vue, 3232 LaVue Lane (Prospect View)	*de minimis*
Area 4A: Add a Third Main Track		
016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	No Use
016-0208	House, 12096 Guinea Drive	No Use
016-5165	Excelsior Industry of Caroline County MPD	*de minimis*
016-0223	First Woodford Post Office	No Use
016-0222	Woodford Freight & Passenger Depot, Woodford Road	*de minimis*
016-0220	Carolina Mansion, 11146 Woodford Road	No Use
016-5136	Milford Historic District	*de minimis*
016-0270	Milford State Bank, 15461 Antioch Road	No Use
016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	No Use
042-0123	North Anna Battlefield	*de minimis*
042-5448	Doswell Historic District	Use (Permanent Incorporation)

▶ *Continued – see end of table for notes.*

Table 6.5-4: Preferred Alternative Section 4(f) Determinations for All Historic Properties

DHR ID	Name/Description	Section 4(f) Determination
042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Use (Permanent Incorporation)
042-5307	Taylorsville Road Historic District	*de minimis*
042-0556	Hoopers, 11108 McConnell Lane	No Use
Area 5A: Maintain Two Tracks Through Town (No Station Improvements)		
166-5073	Berkleytown Historic District	Use (Permanent Incorporation)
166-0001	Ashland Historic District	No Use
166-0001-0015	Business Office, Randolph-Macon, 310 N. Center Street	No Use
166-5072	Randolph-Macon College Historic District Expansion	No Use
166-0002	Randolph-Macon College Historic District	No Use
166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	No Use
166-5041	Priddy House, 107 Stebbins Street	No Use
166-0001-0055	Emily Gray House, 702 S. Center Street	No Use
166-0001-0060	Fleming Fox House, 708 S. Center Street	No Use
166-0036	MacMurdo House, 713 S. Center Street	No Use
166-0037	Hugo House/Lefebvre House, 904 S. Central Street	No Use
166-0001-0077	House, 1005 S. Center Street	No Use
042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	No Use
043-0694	Hunton Treasures, 11701 Greenwood Road	No Use
043-5108	Yellow Tavern Battlefield	*de minimis*
043-0690	Lewis-McLeod House, 2945 Mountain Road	No Use
043-0292	Laurel Industrial School Historic District, Hungary Road	Use (Permanent Incorporation)
043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Use (Permanent Incorporation)
Alternative 6F: Full Service, Staples Mill Road / Main Street Stations		
127-6136	Scott's Addition Historic District	*de minimis*
127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	*de minimis*
127-6730	Hermitage Road Warehouse Historic District	No Use
127-5978	Todd Lofts, 1128 Hermitage Road	No Use
127-6145	Southern Stove Works, 1215 Hermitage Road	No Use
127-0414	Governor's School, 1000 North Lombardy Street	No Use
127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	No Use
127-0822	Carver Residential Historic District	No Use
127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	No Use
127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	No Use
127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./1100 N 2nd Street	No Use
127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	No Use
127-0353	Richmond Nursing Home, 210 Hospital Street	No Use
127-6166	Hebrew Cemetery, 320 Hospital Street	No Use

▶ *Continued – see end of table for notes.*

Table 6.5-4: Preferred Alternative Section 4(f) Determinations for All Historic Properties

DHR ID	Name / Description	Section 4(f) Determination
44HE1203	Grave Yard for Free People of Color and Slaves	*de minimis*
127-0344	Shockoe Valley & Tobacco Row Historic District	Use (Permanent Incorporation)
44HE1053	Lumpkins Jail/Devil's Half Acre	No Use
44HE1098	Main Street Station Parking Lot/Railroad	No Use
127-6129	Winfree Cottage, East Main Street	No Use
44HE1097	Railroad, Warehouse	No Use
127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	Use (Permanent Incorporation)
127-6271	Seaboard Air Line Railroad Corridor	Use (Permanent Incorporation)
127-0019	Masons' Hall, 1805 Franklin Street	No Use
127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	No Use
127-0219	Shockoe Slip Historic District and Expansions	*de minimis*
44HE1094	Warehouse	No Use
127-6793	Chesapeake & Ohio (C&O) Railroad Segment	*de minimis*
127-0171	James River and Kanawha Canal Historic District	*de minimis*
127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	No Use
127-6792	Southern Railway	*de minimis*
127-0457	Manchester Warehouse Historic District	*de minimis*
127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	No Use
127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	No Use
127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	*de minimis*
127-6213	Davee Gardens Historic District	No Use
127-5818	Philip Morris Operations Complex, 3601 Commerce Road	*de minimis*
020-5474	DuPont Spruance	No Use
043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	*de minimis*
020-0063	Falling Creek Ironworks Archaeological Site	No Use
020-5320	Proctor's Creek Battlefield	*de minimis*
020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	*de minimis*
123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	*de minimis*
020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, U.S. Department of Defense Supply Center Historic District	No Use
020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	No Use
44CF0680/020-0022	Fort Darling/Battlefield, Earthworks, Fort/Centralia Earthworks	*de minimis*
020-5351	Richmond & Petersburg Electric Railway	*de minimis*
020-0013	House, 3619 Thurston Road	No Use
127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	*de minimis*

▶ *Continued – see end of table for notes.*

Table 6.5-4: Preferred Alternative Section 4(f) Determinations for All Historic Properties

DHR ID	Name/Description	Section 4(f) Determination
020-5378	VEPCo Power Transmission Line	No Use
020-0140	Circle Oaks/4510 Centralia Road	No Use
020-0552	Centralia Post Office	No Use
	Total for the Preferred Alternative:	**Use (Permanent Incorporation): 17** ***de minimis:* 33** **No Use: 70**

Note: Section 4(f) use determinations presented here for resources located between Richmond and Centralia may not parallel the determinations rendered for the previous SEHSR Richmond to Raleigh (R2R) project as the DC2RVA Project limits of disturbance are based on infrastructure per the Basis of Design for the Project; refer to Chapter 4 of this Final EIS for details.

As presented in Chapter 5 of this Final EIS, FRA determined during the Section 106 process, and DHR concurred,[13] that the Project will have an adverse effect on 21 historic properties and no adverse effect/no effect on 99 historic properties. The bullets below describe the Section 4(f) uses (as presented in Table 6.5-3 and Table 6.5-4 above) by the Section 106 determinations.

- Of the 21 historic properties with an adverse effect under Section 106:
  - The FRA determined that the Project will have a Section 4(f) use (permanent incorporation)[14] in 17 of these instances, and the DHR was notified of these determinations by letter dated January 4, 2019 (see Appendix E of this Final EIS). The 17 historic properties with a Section 106 adverse effect and a Section 4(f) use are explained in detail for each resource in Section 6.5.3.1.
  - FRA also determined that the remaining 4 of 21 adversely effected Section 106 resources will have no Section 4(f) use. These four resources are discussed in Section 6.5.3.2 to provide contextual data for the no use determination. In these instances, the adverse effect is the result of a viewshed modification wherein there is no physical encroachment or the resource is an archaeological site that is only eligible under NRHP Criterion D, thus preservation in place is not warranted and a no use determination is appropriate. No further action is required on these four resources, and these results were presented to DHR to inform DHR of FRA's determinations.
- Of the 99 historic properties with no adverse effect/no effect under Section 106, FRA also determined that the Project will have no use or a *de minimis*[15] under Section 4(f), and the DHR was notified of these determinations by letter dated January 4, 2019 (see Appendix E of this Final EIS). Resources with no Section 4(f) use are summarized in Section 6.5.3.2.

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[13] Preliminary dialogues with DHR on effect took place on August 10, 2016. Follow-up meetings were held on June 19, 2018, July 2, 2018, and August 8, 2018. The results of these meetings helped to inform FRA's Section 4(f) use determinations. Refer to Appendix E of this Final EIS for Section 106 and Section 4(f) coordination details.

[14] As previously presented in Section 6.2.4, a use (permanent incorporation) to a historic property occurs when the undertaking physically encroaches on the NRHP-eligible boundaries of a historic property and the Project will permanently alter the physical integrity of a character-defining feature or function of the resource. For archaeological sites, there is a use if the site is eligible for the NRHP for reasons other than the data it contains, namely that it has an association with an important event, individual, or architectural style.

[15] As previously presented in Section 6.2.4, a *de minimis* use occurs if the NRHP-eligible boundaries are within the encroachment area but the undertaking will not alter the physical integrity and function of the resource. For example, if the Project is requiring the slight widening of a roadway within the NRHP boundaries of a dwelling that is significant for its architectural styling, the use of the land for road widening will not impact the physical integrity or importance of the dwelling's architectural style.

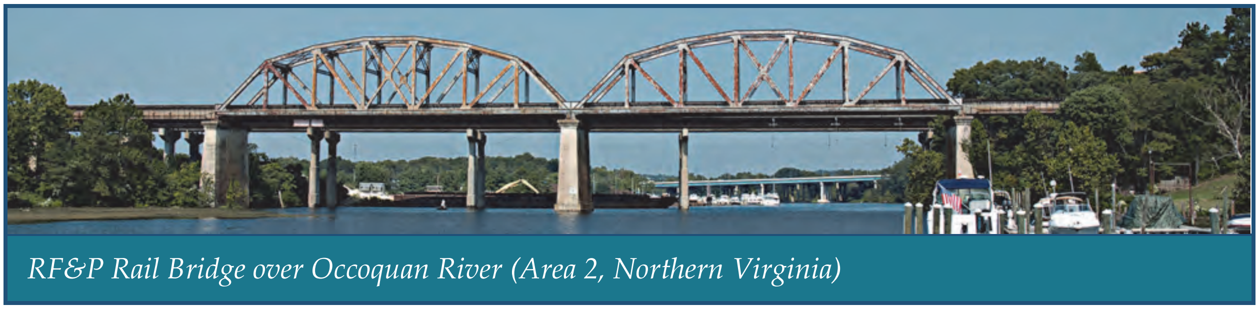
It is important to note that the Section 4(f) use determinations presented herein may not mirror FRA's preliminary determinations presented in the Draft Section 4(f) Evaluation, as additional cultural resource studies were completed between the completion of the Draft EIS and this Final EIS and, in addition, the Project LOD was refined as the Preferred Alternative was selected as part of this Final EIS. In any instance where the Section 4(f) determination varies between the Draft EIS and Final EIS, a comment on this change is provided in the sections below. Appendix D of this Final EIS provides a full listing of resources that have changed since the Draft EIS.

6.5.3.1 Historic Properties with a Section 4(f) Use

As previously stated, of the 21 historic properties that FRA determined, and DHR concurred, would have an adverse effect as part of the separate Section 106 process, FRA also determined that the Project will have a Section 4(f) use (permanent incorporation) on 17 of these same resources. By letter dated January 4, 2019, the DHR was notified of the Section 4(f) use determinations (see Appendix E of this Final EIS). These 17 resources, which are listed above in Table 6.5-4, are described in detail below in north to south order. Maps showing the location of architectural resources[16] with a Section 4(f) use (permanent incorporation) in relation to the Preferred Alternative are provided at the end of this section.

Richmond, Fredericksburg, and Potomac Railroad (500-0001). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-15. Construction associated with the Preferred Alternative will result in removal or large-scale modifications to several contributing elements to the railroad district, including the Doswell Tower in the Doswell Historic District (042-5448), Main Street Station (127-0172) and adjacent properties in Richmond, and several bridges along the corridor. As such, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) on this historic property.

RF&P Bridge over Occoquan River (500-0001-0022). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-16. The NRHP boundaries of the resource were modified after completion of the Draft EIS based on additional archival and architectural studies. As such, the Section 4(f) use was reevaluated from its preliminary determination of no use. The Preferred Alternative includes constructing a second bridge directly east of the existing span, thus introducing a new element adjacent to the current bridge. The approach to the bridge, which is included in the NRHP boundaries of this resource and is a contributing feature, will also be physically modified. The Preferred Alternative has the potential to diminish the property's integrity through the introduction of a large new element and physical modifications to the rail design. The revised NRHP boundaries of this historic property are encroached by the Preferred Alternative; as such, it will have a Section 4(f) use (permanent incorporation) of this resource.



RF&P Rail Bridge over Occoquan River (Area 2, Northern Virginia)

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[16] Locations for archaeological resources are not provided per guidelines set forth in the Archeological Resources Protection Act of 1979 and other applicable legislation (contact DRPT for details).

Archaeological Site 44ST1223 (Civil War Campsite). This archaeological site is eligible under both Criteria A and D, so preservation in place is warranted. The site was recorded after issuance of the Draft EIS during archaeological studies completed in areas where the LOD was expanded; thus, it was not included in the Draft Section 4(f) Evaluation. The Preferred Alternative modifies the rail corridor in this area to add an additional rail track along the existing corridor. The new track will partially overlap this archaeological site and physically destroy data-bearing deposits. Since this action will diminish the data potential of this site, the Preferred Alternative will result in a Section 4(f) use (permanent incorporation) of this historic property.

Rappahannock River Railroad Bridge and Associated Structures/Platform (111-0132-0025). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-17. During the Draft EIS evaluation, FRA's preliminary determination was that the Project would have no use on this resource. Since completion of the Draft EIS, the NRHP boundaries of the resource have been expanded to include both the bridge and associated set of platforms and structures in downtown Fredericksburg, thus requiring a Section 4(f) reevaluation. The resource is both individually eligible and a contributing element to the Fredericksburg Historic District (111-0132) and the RF&P Railroad (500-0001). Addition of a third track to the east of the existing alignment as part of Preferred Alternative will require construction of a new bridge adjacent to the old structure, thus diminishing its integrity. In addition, portions of the platform and structural system will be removed and rebuilt during the work, thus physically impacting character-defining elements of this resource. As such, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) of the historic property.

Rappahannock River Railroad Bridge (Area 3, Fredericksburg)

Fredericksburg Historic District (111-0132): The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-18. Installation of the third track associated with the Preferred Alternative would be constructed in the existing rail right-of-way, but it would entail building a multi-story parking deck to the east (south) of the tracks in an existing parking lot. This new structure would impact the viewshed of the district. It would also physically impact numerous contributing elements to the district, including the existing rail structures and platforms, as well as a potential new rail station. Because work encroaches on the NRHP boundaries of the district and there are physical impacts, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) of the district.

Archaeological Sites 44SP0187 (Marye's Mill), 44SP0688 (Block 49), and 44SP0687 (Block 48). These three archaeological sites are eligible under both Criteria A and D, so preservation in place is warranted. While Site 44SP0187 was included in the Draft EIS, sites 44SP0688 and 44SP0687 were recorded with the DHR after issuance of the Draft EIS and therefore were not included in that document. Construction of a new bridge across the Rappahannock River to accommodate a third track for Preferred Alternative will physically impact the subsurface archaeological deposits in this area, thus diminishing the data potential of these three sites. The Preferred Alternative will have a Section 4(f) use (permanent incorporation) of these sites.

Archaeological Site 44SP0468 (Earthworks/Jackson's Earthworks). This archaeological site is eligible under both Criteria A and D, so preservation in place is warranted. Changes to the LOD after completion of the Draft EIS resulted in additional archaeological studies, which led to an expansion of the boundaries of this site. As such, the Section 4(f) impacts were reevaluated during the Final EIS analysis. Modifications to the rail corridor associated with the Preferred Alternative in this area to aid in rail performance will result in physical impacts to this archaeological site. It is possible that small portions of intact earthworks may also be altered. Since this action will diminish the data potential of this resource, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) of this historic property.

Doswell Historic District (042-5448). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-19. Although the community was founded along the rail lines, the Preferred Alternative will adversely affect one contributing element to the district, the Doswell Depot and Tower (042-0093), as listed below. This includes physically moving the tower and taking land from the parcel, thus diminishing the characteristics that render it eligible for the NRHP. In addition, roads within the district will also be physically modified during the Project, thus altering its historic road plan. Because of the adverse physical effects to a contributing element and other physical changes, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) of this historic property.

Doswell Historic District (Area 4, Central Virginia)

Doswell Depot and Tower (042-0093). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-20. The Doswell Depot is located on the west of a Y intersection of two railroads; the tower is located just south of the depot on the east side of the active rail corridor. Both are contributing elements to the Doswell Historic District (042-5448). The LOD of the Preferred Alternative in this area was refined after the publication of the Draft EIS. The modified LOD encroaches on the NRHP boundaries of this resource and requires changes to the physical matrix of the Doswell Tower. In particular, adding the third track associated with the Preferred Alternative east of the extant tracks in this area will result in permanent impacts on the tower, which will be moved as a result of this action. This activity compromises the integrity of this resource, including its design, workmanship, and materials. As such, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) of this historic property.

Berkleytown Historic District (166-5073). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-21. While this resource was presented in the Draft Section 4(f) Evaluation, additional research and architectural survey completed after the issuance of the Draft EIS resulted in the expansion of the property's NRHP-eligible boundaries. Concurrently, the LOD was refined in this area during the selection of the Preferred Alterative after the publication of the Draft EIS. Together, these actions required a reevaluation of the Section 4(f) use of this resource.

Construction of an overpass carrying Vaughan Road over the rail tracks associated with the Preferred Alternative will require physical alterations to the historic road pattern within the district and require a new bridge structure within the viewshed of the district and several contributing elements. Because the Preferred Alternative encroaches on the district boundaries and results in a physical impact, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) of the district.

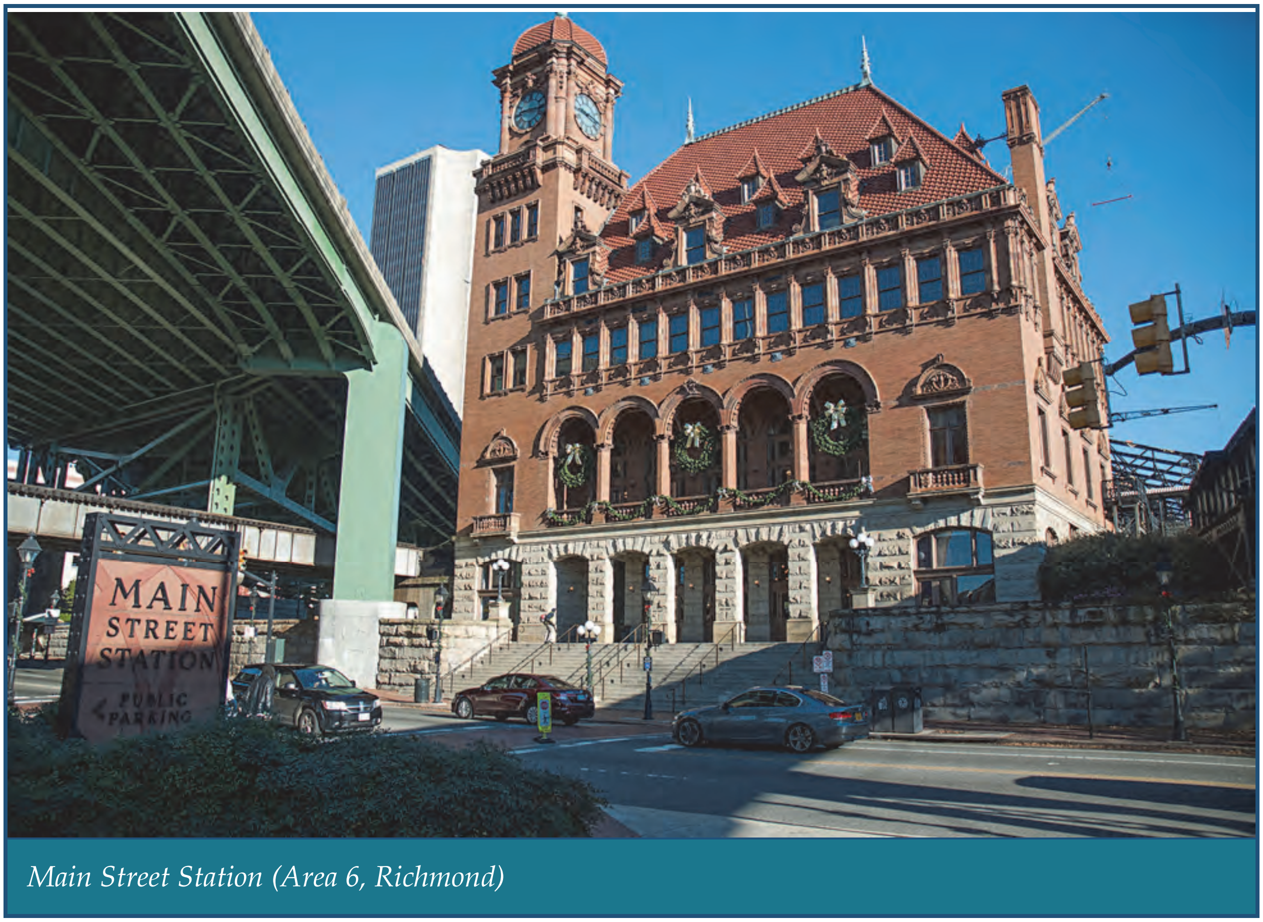
Laurel Industrial School Historic District (043-0292) and Main Building/Robert Stiles Building/Bluford Office Building (043-0292-0001). The location of these resources in relation to the Preferred Alternative are shown in Figures 6.5-22 and 6.5-23. These resources were presented in the Draft Section 4(f) Evaluation, but additional research and architectural survey completed after issuance of the Draft EIS refined resource boundaries. In addition, the LOD was modified in this area as the Preferred Alterative was refined. These actions resulted in a reevaluation of the Section 4(f) use of these resources. The Preferred Alternative includes grade-separating (i.e., raising) Hungary Road over the rail corridor. This action will result in the construction of a new road overpass structure and physical modifications of the road system and parking areas. It will also result in a modified physical relationship between the Main Building and the surrounding landscape/streetscape, which are contributing elements to the Main Building. These actions will impact the physical integrity both the historic district and the main building, and the Preferred Alternative will result in a Section 4(f) use (permanent incorporation) of both resources.

Shockoe Valley & Tobacco Row Historic District (127-0344). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-24. The Preferred Alternative includes several physical changes to the existing rail infrastructure, including lengthening the passenger platforms at Main Street Station and creating new structural elements (piers) to support the platforms. In addition, the district contains numerous archaeological sites associated with the early history and prehistory of the Shockoe Bottom area, including pre-Civil War sites associated with the slave trade, such as the "Burial Ground for Negros" (44HE1089) and Lumpkins Jail/Devil's Half Acre (44HE1053). The Project will not physically impact these resources, but a new platform will be added within the viewshed of the Devil's Half Acre site and other potential, unknown slave-trade-related sites (see below for minimization and mitigation efforts associated with these potential resources). As such, the Preferred Alternative will have a Section 4(f) use (permanent incorporation) of the Shockoe Valley & Tobacco Row Historic District.

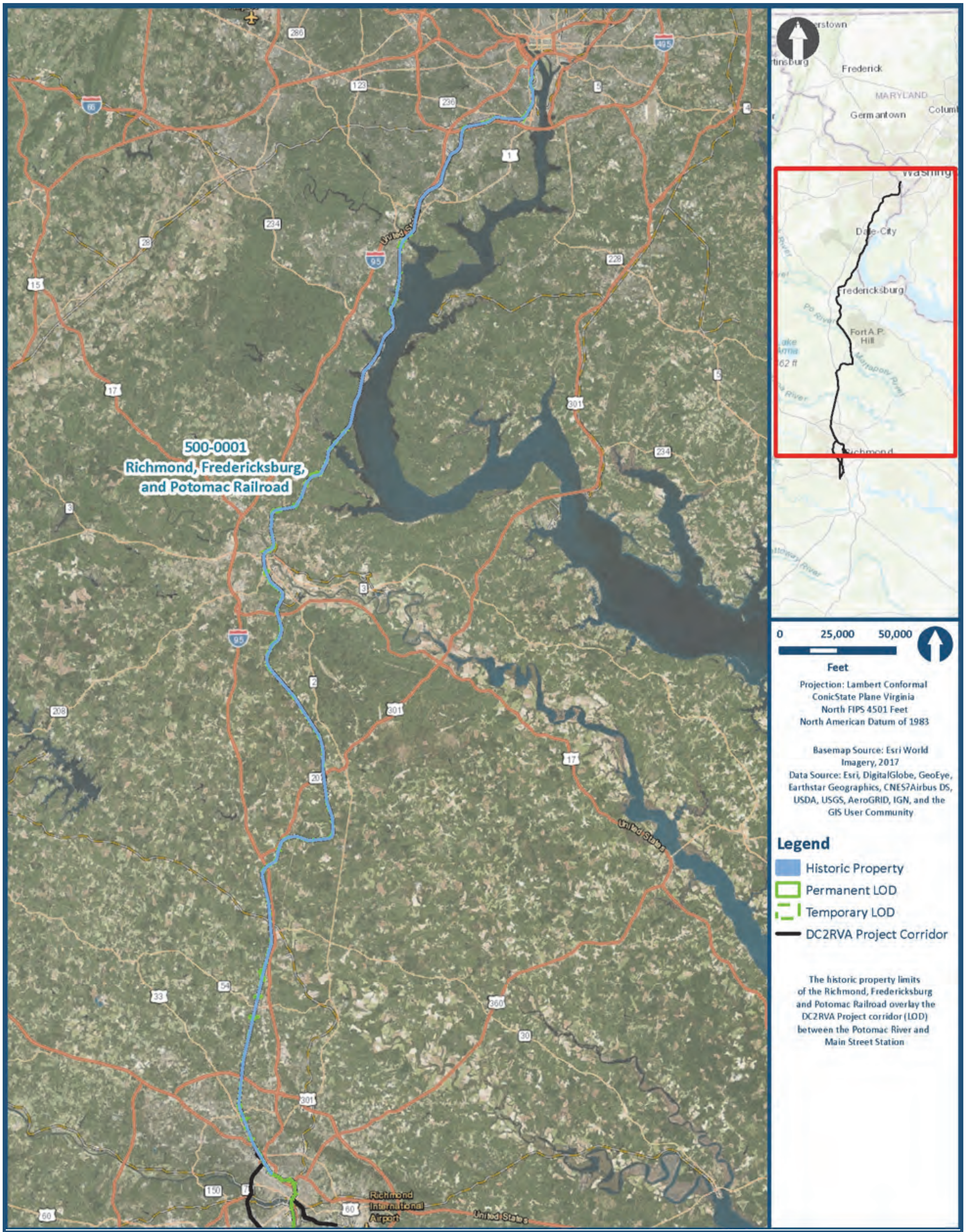
Main Street Station and Trainshed (127-0172). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-25. The building is a National Historic Landmark (NHL) and is also a contributing element to both RF&P Railroad (500-0001), which is listed above) and the Seaboard Air Line Railroad (127-6271), listed below.

Construction of the Preferred Alternative will alter physical elements of the property including the addition of a new passenger platform on both sides of the train shed, installation of new support piers, and construction of a new maintenance platform southeast of the station. The Preferred Alternative will result in a permanent Section 4(f) use (permanent incorporation) of this resource due to physical modifications..

Seaboard Air Line Railroad Corridor (127-6271). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-26. Work associated with improvements to the Preferred Alternative will include physical modifications to contributing elements to this resource, such as Main Street Station, the S-Line bridge over the James River, and other road and rail structures south of Richmond. As such, the Preferred Alternative will result in a Section 4(f) use (permanent incorporation) of the historic property.



Main Street Station (Area 6, Richmond)


500-0001
Richmond, Fredericksburg, and Potomac Railroad
Richmond International Airport
United States
Frederick
MARYLAND
Germantown
Washing
Dale City
Fredericksburg
Fort A.P. Hill
Richmond
0
25,000
50,000
Feet
Legend
🟦 Historic Property
Permanent LOD
Temporary LOD
DC2RVA Project Corridor

Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983

Basemap Source: Esri World Imagery, 2017
Data Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES?Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

The historic property limits of the Richmond, Fredericksburg and Potomac Railroad overlay the DC2RVA Project corridor (LOD) between the Potomac River and Main Street Station

Figure 6.5-15: Section 4(f) Use (Permanent Incorporation) of the RF&P Railroad

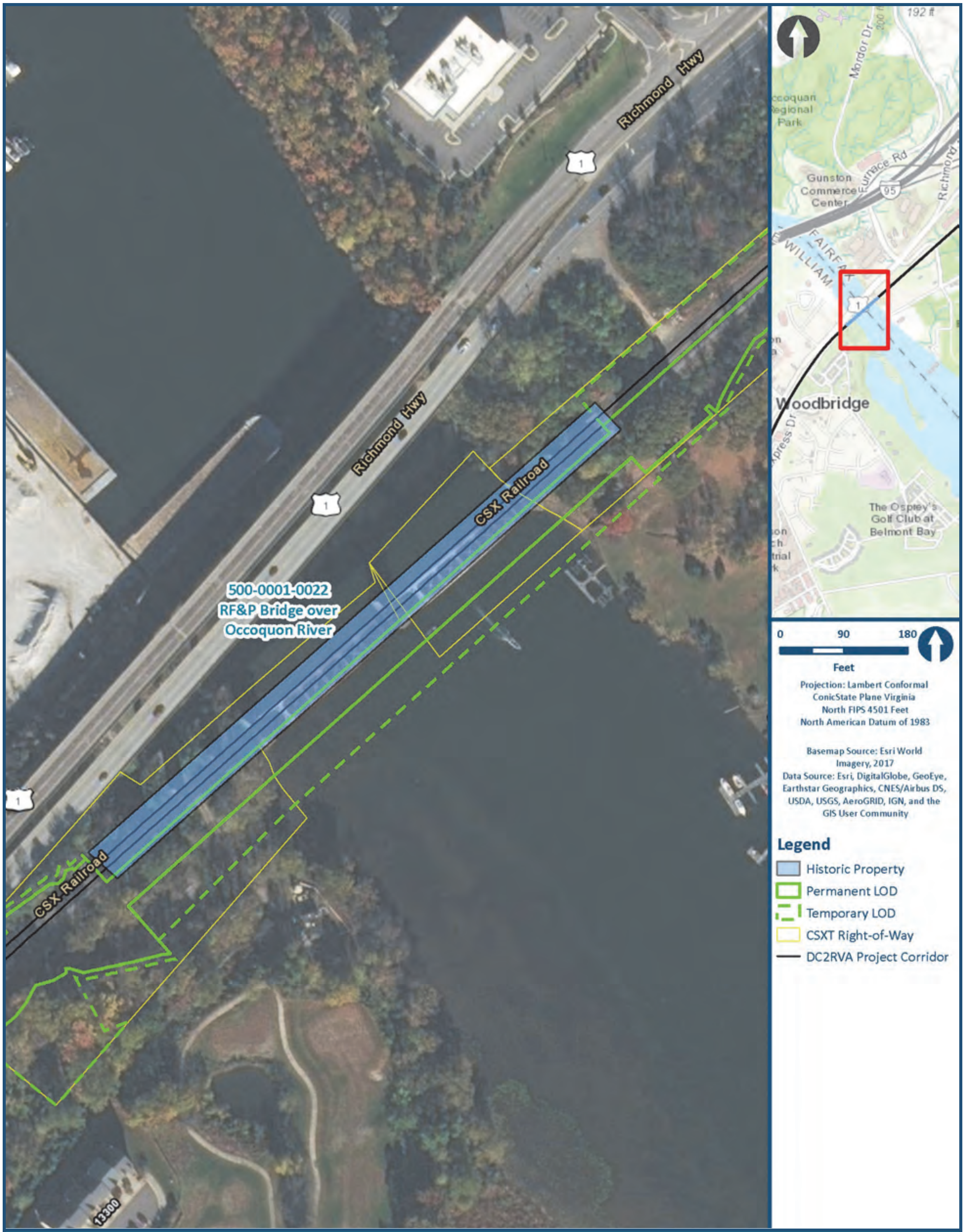
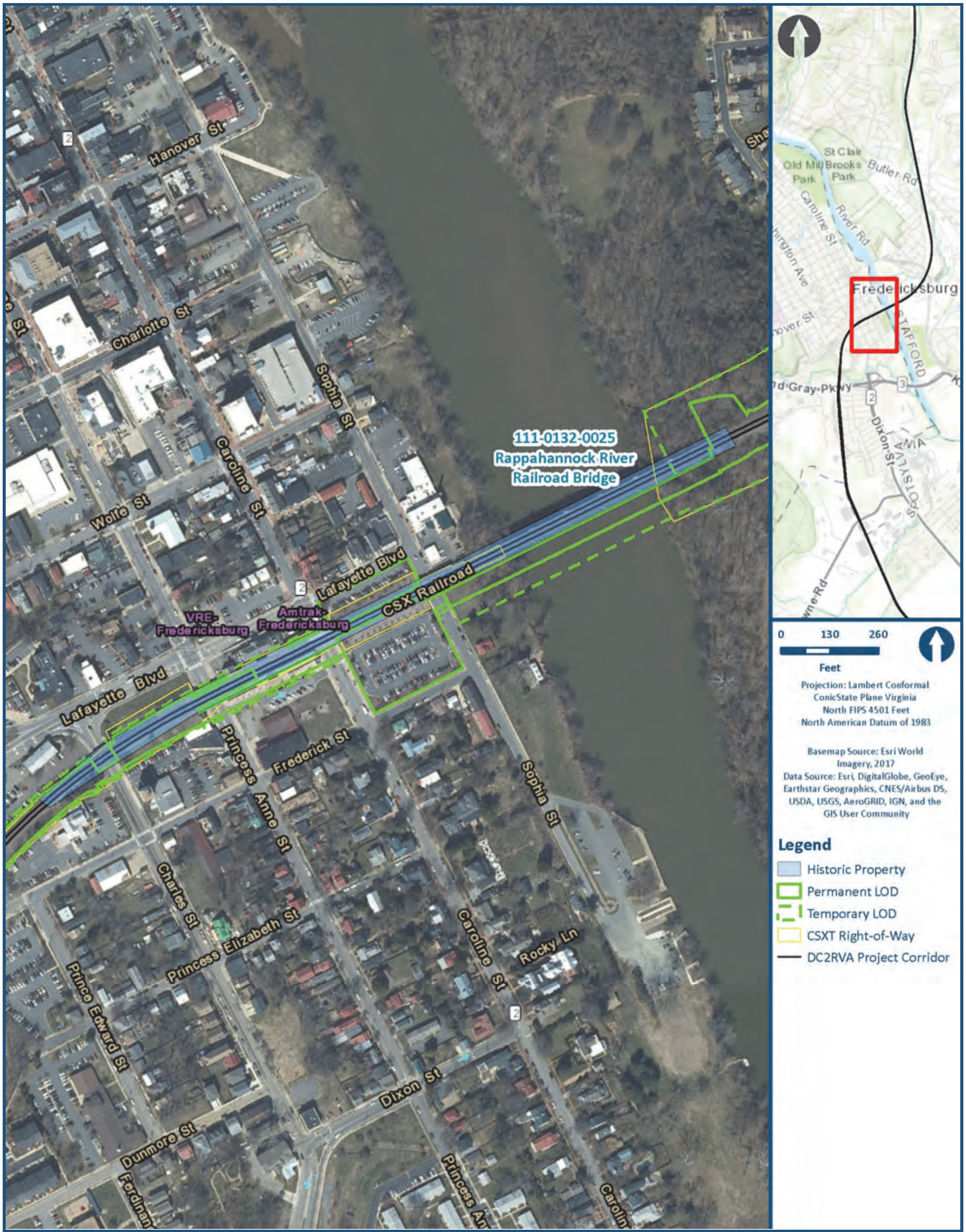

Richmond Hwy
1
Richmond Hwy
1
1
500-0001-0022
RF&P Bridge over
Occoquan River
CSX Railroad
CSX Railroad
13300
192 ft
Mordor Dr
Occoquan Regional Park
Furnace Rd
Gunston Commerce Center
95
Richmond
FAIRFAX
WILLIAM
1
Woodbridge
Express Dr
The Osprey's Golf Club at Belmont Bay
0
90
180
Feet
Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983
Basemap Source: Esri World Imagery, 2017
Data Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Legend
Historic Property
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor

Figure 6.5-16: Section 4(f) Use (Permanent Incorporation) of RF&P Bridge over Occoquan River


111-0132-0025
Rappahannock River
Railroad Bridge
CSX Railroad
VRE-Fredericksburg
Amtrak-Fredericksburg
Hanover St
Charlotte St
Wolfe St
Lafayette Blvd
Sophia St
Caroline St
Princess Anne St
Frederick St
Charles St
Prince Edward St
Princess Elizabeth St
Rocky Ln
Dixon St
Dunmore St
Ferdinand
2
Fredericksburg
St Clair Brooks Park
Old Mill Park
Butler Rd
River Rd
Caroline St
Dixon St
STAFFORD
SPOTSYLVANIA
Gray Pkwy
3
0
130
260
Feet
Legend
🟦 Historic Property
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor

Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983

Basemap Source: Esri World Imagery, 2017
Data Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Figure 6.5-17: Section 4(f) Use (Permanent Incorporation) of Rappahannock River Railroad Bridge and Associated Structures/Platform

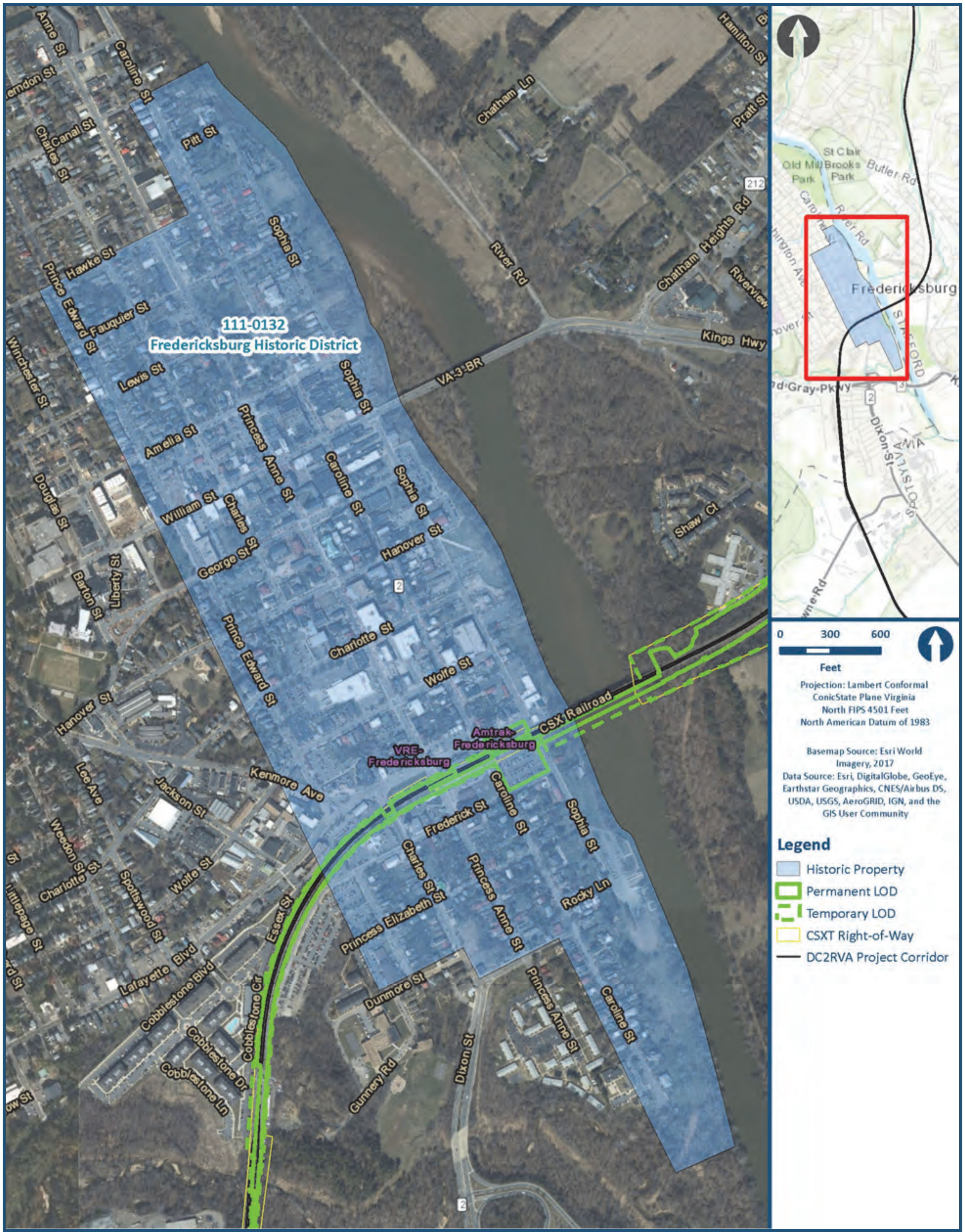
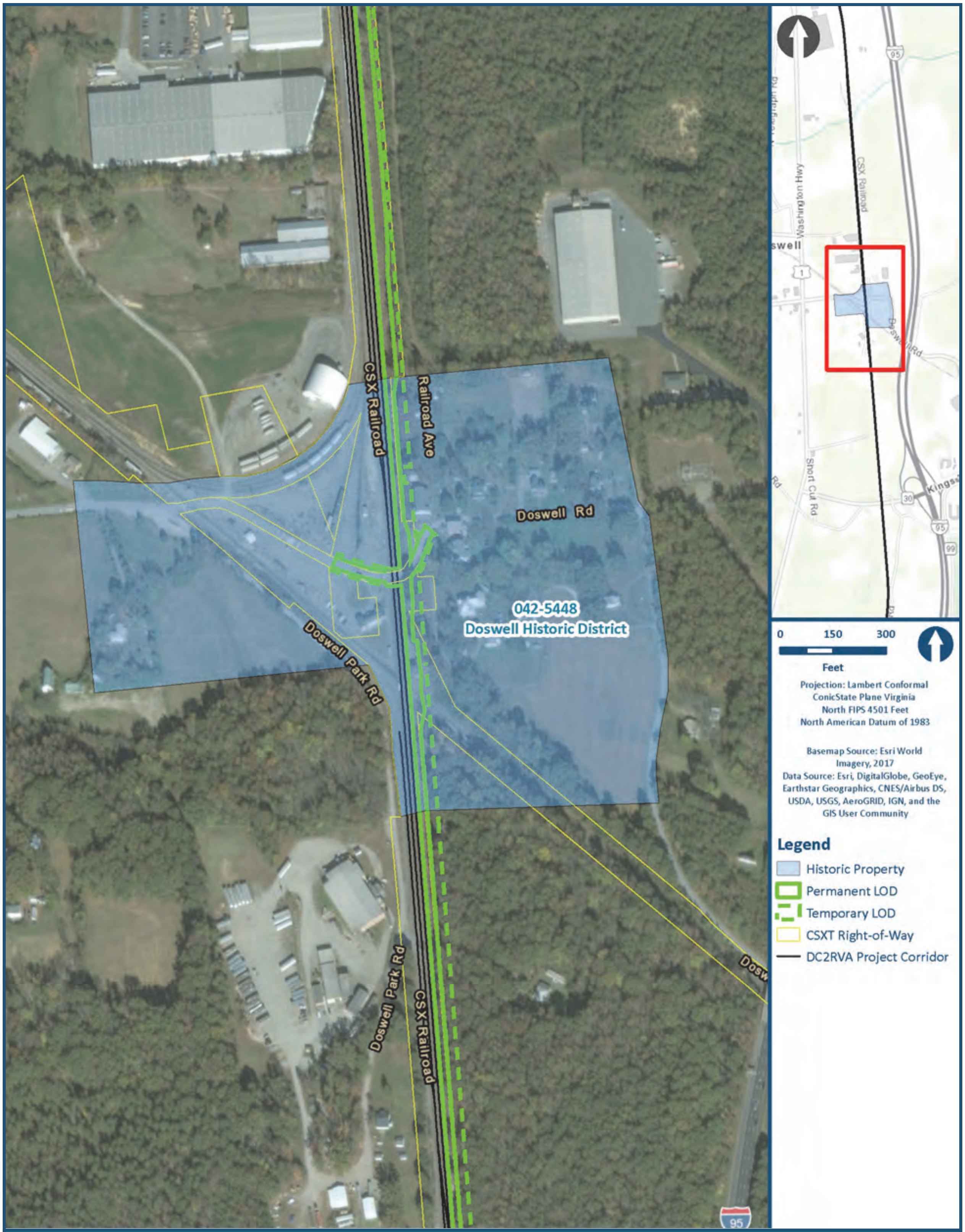

111-0132
Fredericksburg Historic District
VRE-Fredericksburg
Amtrak-Fredericksburg
CSX Railroad
Caroline St
Pitt St
Sophia St
Hawke St
Fauquier St
Prince Edward St
Lewis St
Amelia St
Princess Anne St
William St
Charles St
George St
Hanover St
Charlotte St
Wolfe St
Frederick St
Princess Elizabeth St
Rocky Ln
Dunmore St
Kenmore Ave
Jackson St
Lafayette Blvd
Cobblestone Blvd
Cobblestone Cir
Cobblestone Dr
Cobblestone Ln
Essex St
Gunnery Rd
Dixon St
VA-3-BR
Kings Hwy
River Rd
Chatham Ln
Chatham Heights Rd
Riverview
Hamilton St
Pratt St
Shaw Ct
Canal St
Winchester St
Douglas St
Barton St
Liberty St
Lee Ave
Weedon St
Spotswood St
Littlepage St
212
2
St Clair Brooks Park
Old Mill Park
Butler Rd
Fredericksburg
Gray Pkwy
Dixon St
Stafford
0
300
600
Feet
Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983
Basemap Source: Esri World Imagery, 2017
Data Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Legend
Historic Property
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor

Figure 6.5-18: Section 4(f) Use (Permanent Incorporation) of Fredericksburg Historic District


CSX Railroad
Railroad Ave
Doswell Rd
042-5448
Doswell Historic District
Doswell Park Rd
Doswell Park Rd
CSX Railroad
Dosw
95
Washington Hwy
CSX Railroad
swell
1
95
Doswell Rd
Short Cut Rd
Rd
Kingsd
30
95
99
0
150
300
Feet
Legend
Historic Property
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor

Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983

Basemap Source: Esri World Imagery, 2017
Data Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Figure 6.5-19: Section 4(f) Use (Permanent Incorporation) of Doswell Historic District

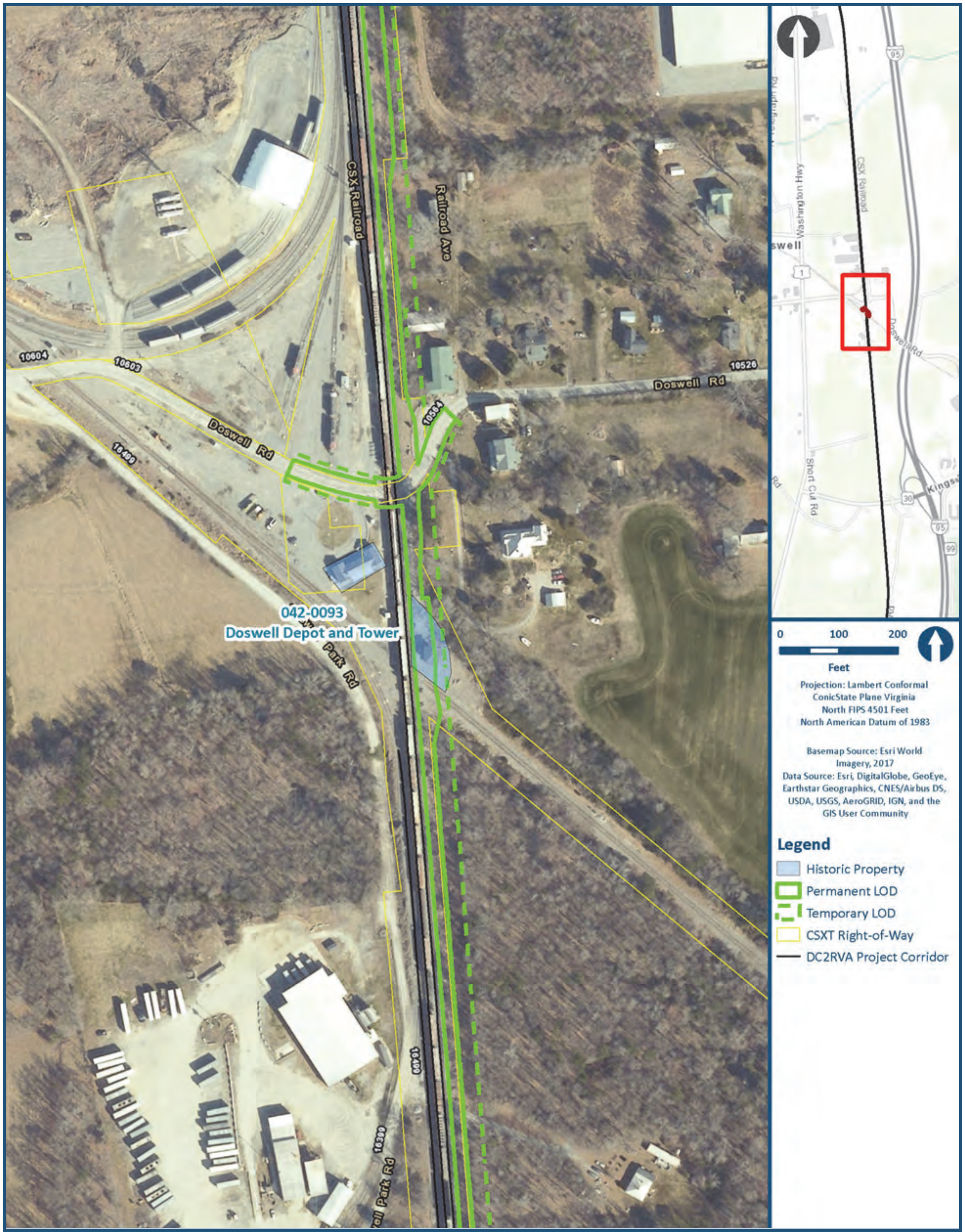

CSX Railroad
Railroad Ave
10604
10603
Doswell Rd
10526
Doswell Rd
10584
16409
042-0093
Doswell Depot and Tower
Park Rd
16399
16409
Doswell Park Rd
Washington Hwy
CSX Railroad
Doswell Rd
Short Cut Rd
Kingsb
0 100 200
Feet
Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983
Basemap Source: Esri World Imagery, 2017
Data Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Legend
Historic Property
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor

Figure 6.5-20: Section 4(f) Use (Permanent Incorporation) of Doswell Depot/Tower

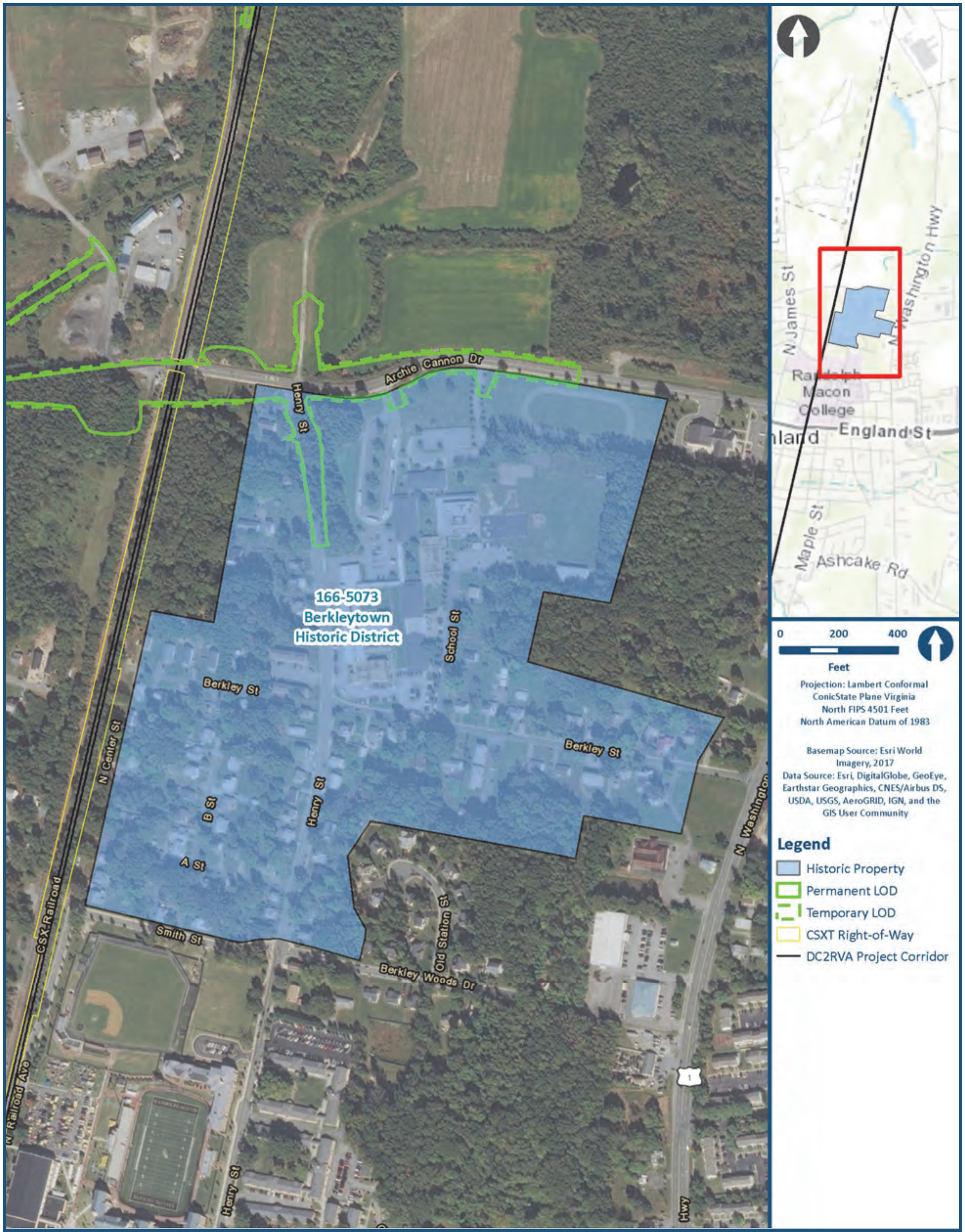

Archie Cannon Dr
Henry St
166-5073
Berkleytown
Historic District
School St
Berkley St
Berkley St
N Center St
B St
Henry St
A St
Smith St
CSX Railroad
Old Station St
Berkley Woods Dr
N Washington
N Railroad Ave
Henry St
Hwy
N James St
N Washington Hwy
Randolph
Macon
College
England St
land
Maple St
Ashcake Rd
0
200
400
Feet
Projection: Lambert Conformal
ConicState Plane Virginia
North FIPS 4501 Feet
North American Datum of 1983
Basemap Source: Esri World
Imagery, 2017
Data Source: Esri, DigitalGlobe, GeoEye,
Earthstar Geographics, CNES/Airbus DS,
USDA, USGS, AeroGRID, IGN, and the
GIS User Community
Legend
Historic Property
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor

Figure 6.5-21: Section 4(f) Use (Permanent Incorporation) of Berkleytown Historic District

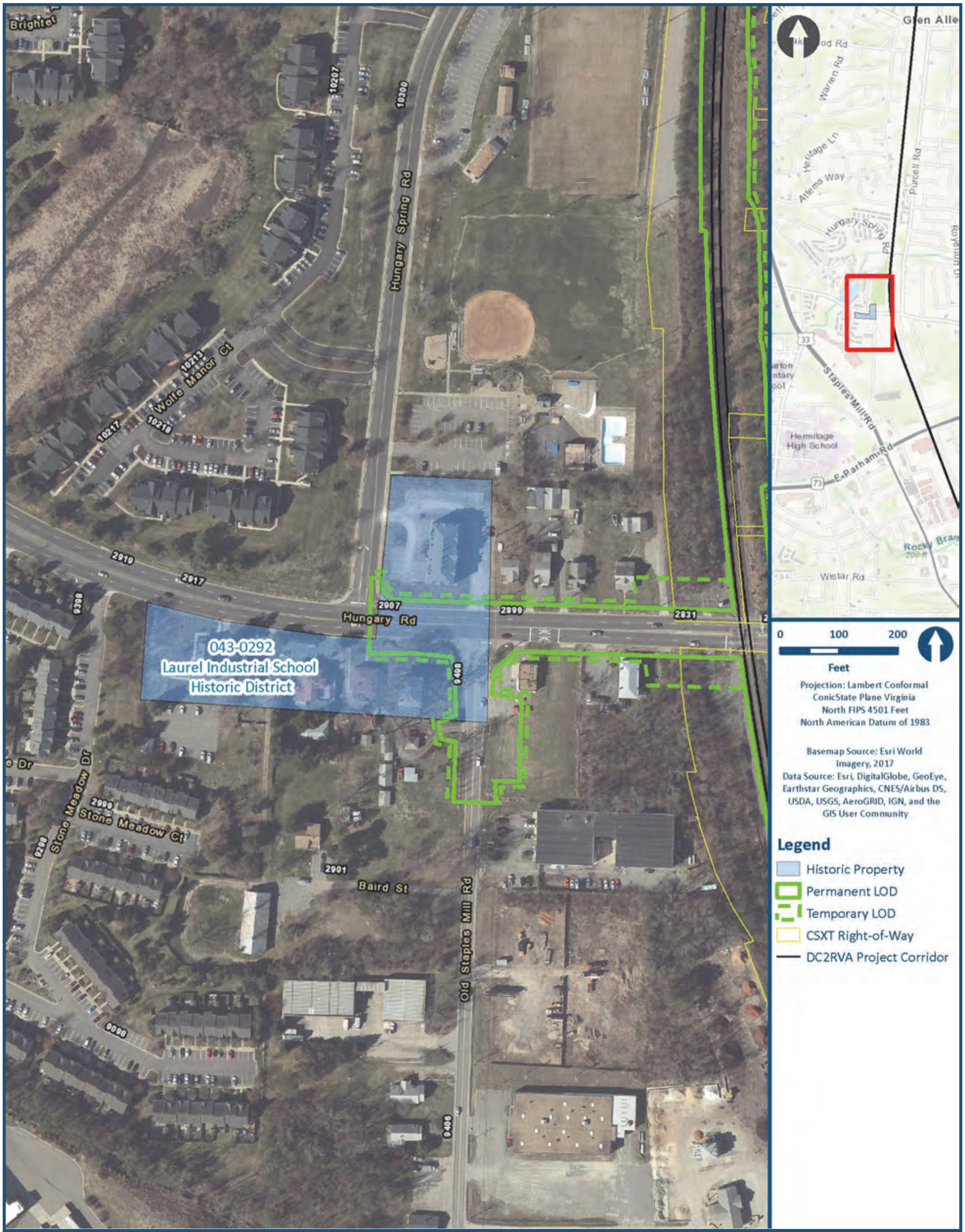

Brighton
10207
10300
Hungary Spring Rd
10213
Wolfe Manor Ct
10217
10218
2919
2917
2907
Hungary Rd
2899
2831
043-0292
Laurel Industrial School
Historic District
9408
9398
Stone Meadow Dr
2999
Stone Meadow Ct
9298
2901
Baird St
Old Staples Mill Rd
9098
9406
Glen Allen
Warren Rd
Heritage Ln
Attems Way
Hungary Spring Rd
Purcell Rd
Royalton Dr
33
Staples Mill Rd
Hermitage High School
E Parham Rd
73
Rocky Branch
Wistar Rd
0
100
200
Feet
Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983
Basemap Source: Esri World Imagery, 2017
Data Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Legend
Historic Property
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor

Figure 6.5-22: Section 4(f) Use (Permanent Incorporation) of Laurel Industrial School Historic District

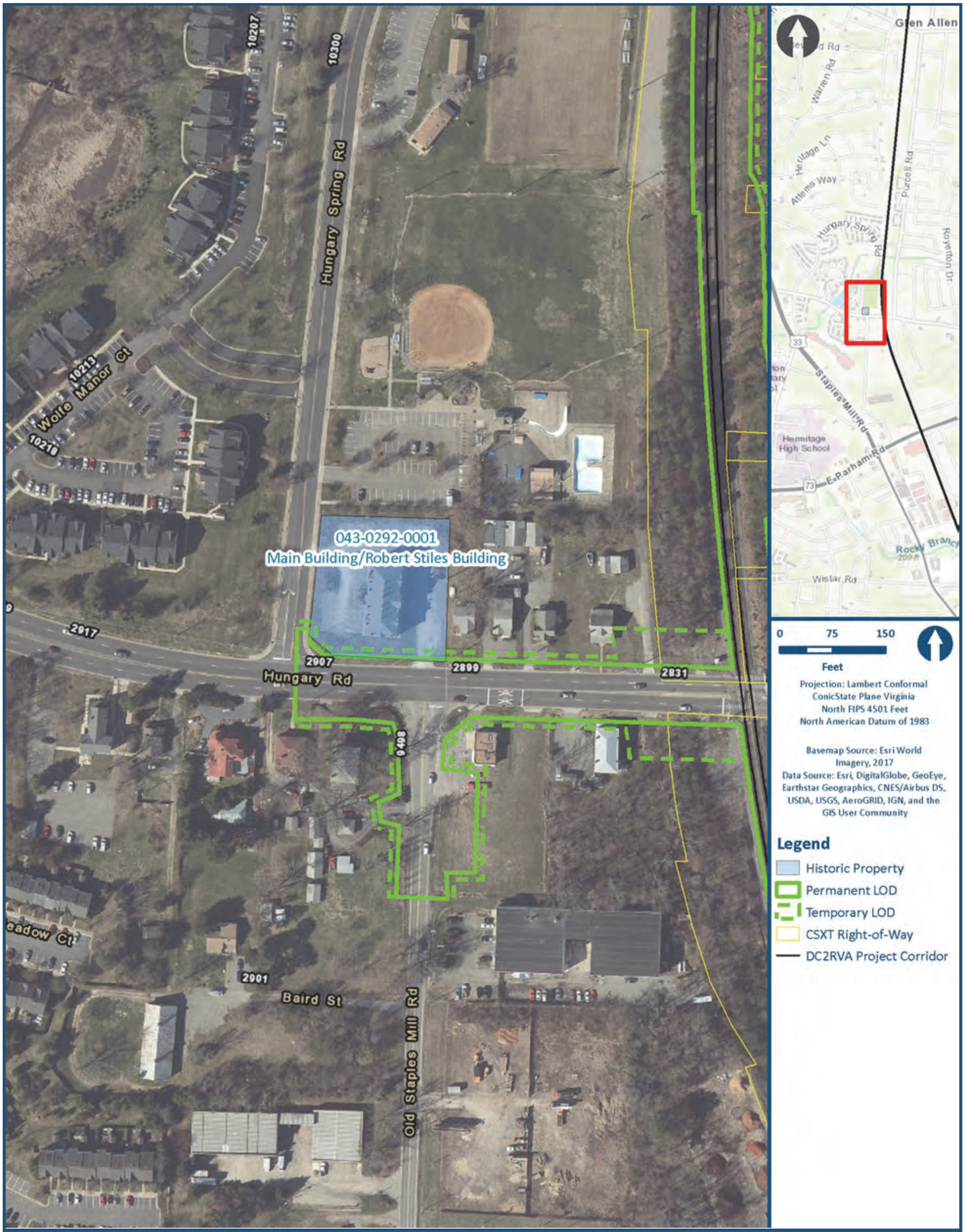

10207
10300
Hungary Spring Rd
10213
Wolfe Manor Ct
10218
043-0292-0001
Main Building/Robert Stiles Building
2917
2907
Hungary Rd
2899
2831
9498
eadow Ct
2901
Baird St
Old Staples Mill Rd
Glen Allen
Warren Rd
Heritage Ln
Attems Way
Hungary Spring Rd
Purcell Rd
Royerton Dr
33
Staples Mill Rd
Hermitage High School
E Parham Rd
73
Rocky Branch
Wistar Rd
0
75
150
Feet
Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983
Basemap Source: Esri World Imagery, 2017
Data Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Legend
Historic Property
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor

Figure 6.5-23: Section 4(f) Use (Permanent Incorporation) of Main Building/Robert Stiles Building/Bluford Office Building

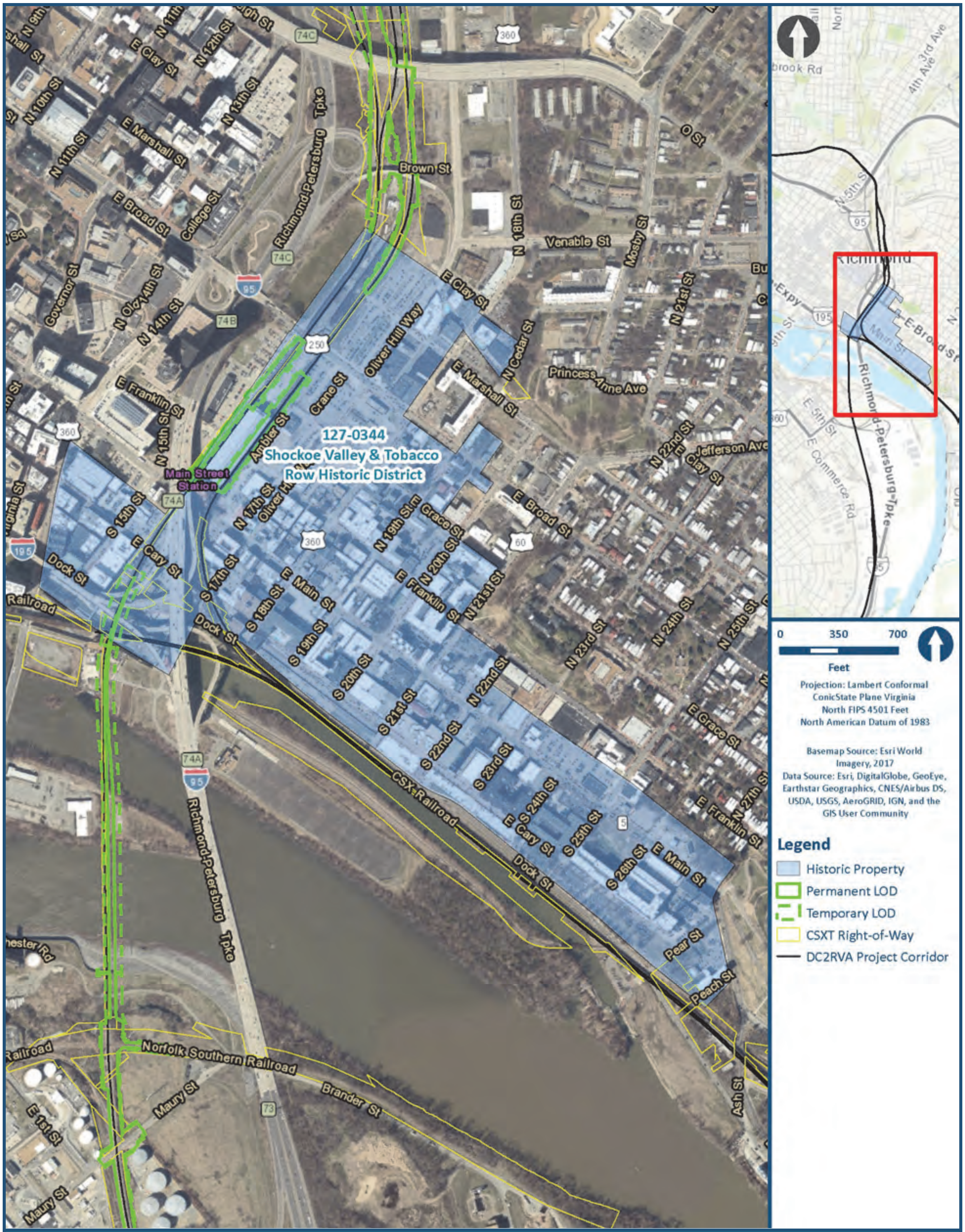

127-0344
Shockoe Valley & Tobacco Row Historic District
Main Street Station
N 9th St
N 10th St
N 11th St
N 12th St
N 13th St
N 14th St
S 15th St
N 15th St
N 18th St
N 21st St
N 22nd St
N 23rd St
N 24th St
N 25th St
N 27th St
S 17th St
N 17th St
S 18th St
S 19th St
N 19th St
S 20th St
N 20th St
S 21st St
N 21st St
S 22nd St
S 23rd St
S 24th St
S 25th St
S 26th St
E Clay St
E Marshall St
E Broad St
College St
Governor St
N Old 14th St
E Franklin St
E Cary St
E Main St
E Grace St
Dock St
Railroad
Richmond-Petersburg Tpke
Brown St
Venable St
Mosby St
O St
Oliver Hill Way
Crane St
Ambler St
N Cedar St
Princess Anne Ave
Jefferson Ave
Clay St
Grace St
CSX Railroad
Norfolk Southern Railroad
Brander St
Maury St
E 1st St
Chester Rd
Pear St
Peach St
Ash St
95
195
360
250
60
5
74A
74B
74C
73
Richmond
E Broad St
Main St
Richmond-Petersburg Tpke
E 5th St
E Commerce Rd
Expy
N 5th St
3rd Ave
4th Ave
0
350
700
Feet
Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983
Basemap Source: Esri World Imagery, 2017
Data Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Legend
Historic Property
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor

Figure 6.5-24: Section 4(f) Use (Permanent Incorporation) of Shockoe Valley & Tobacco Row Historic District

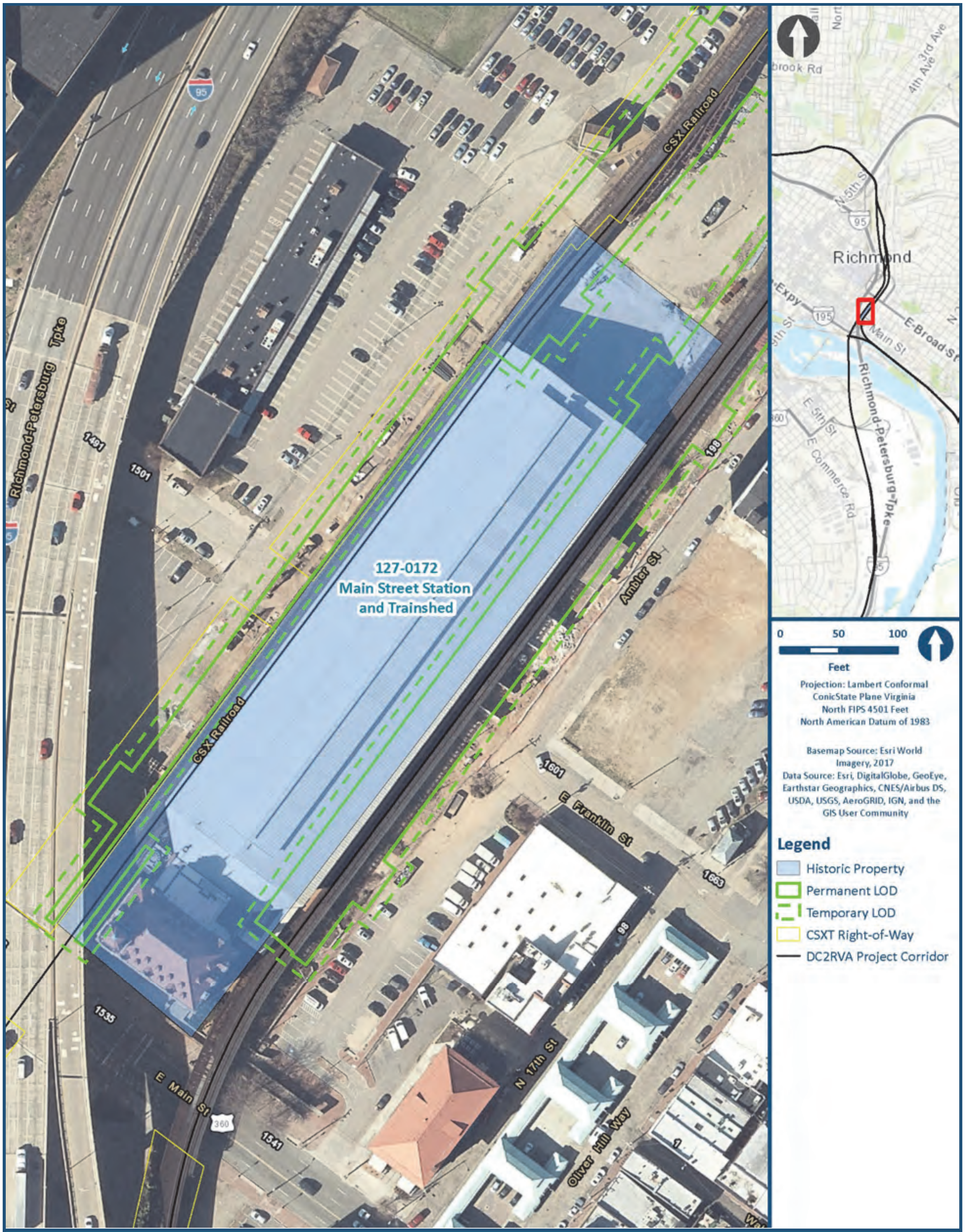
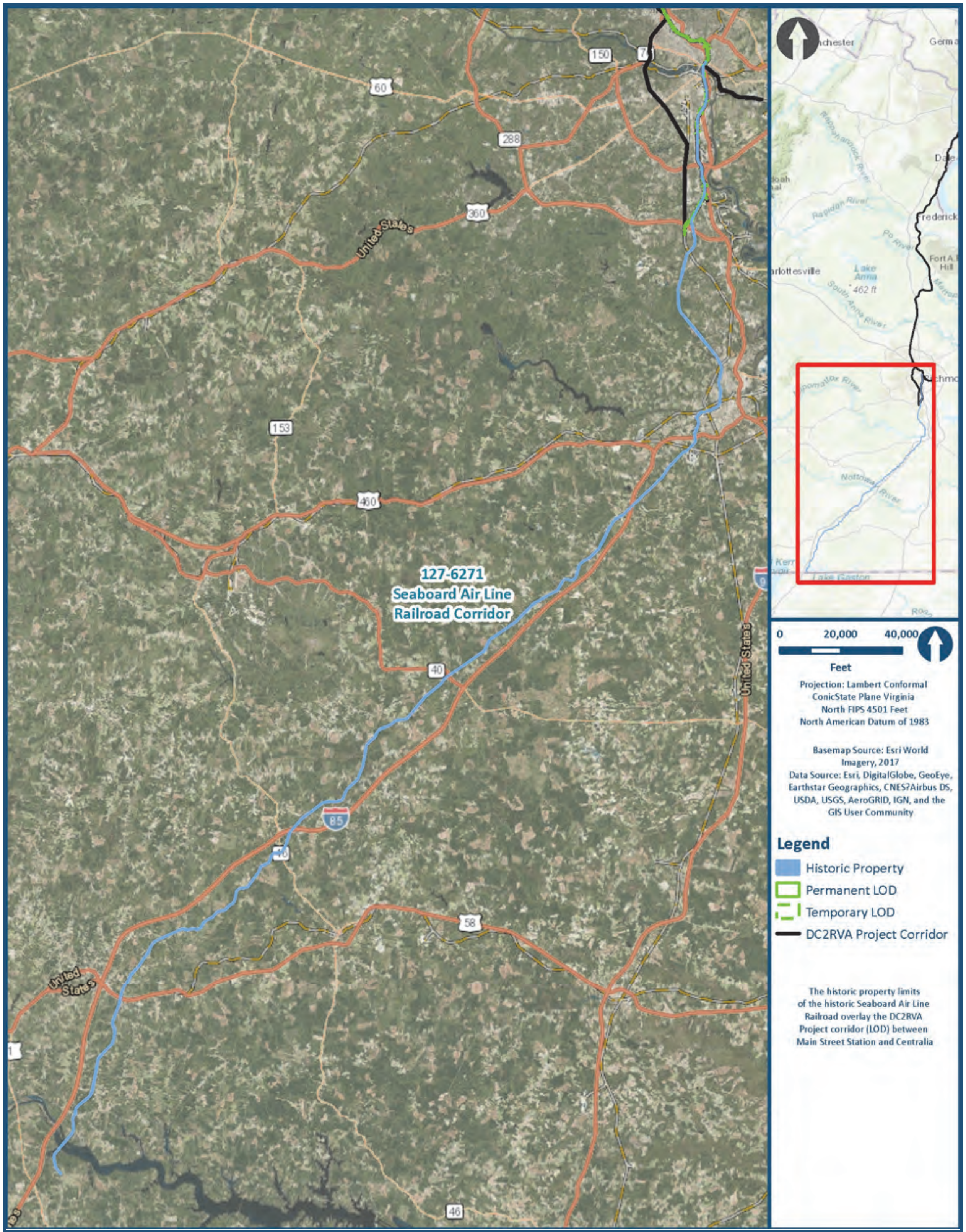

127-0172
Main Street Station
and Trainshed
CSX Railroad
CSX Railroad
Richmond-Petersburg Tpke
95
1491
1501
1535
1541
E Main St
360
N 17th St
Oliver Hill Way
E Franklin St
Ambler St
1601
1663
198
98
Richmond
N 5th St
E Broad St
Main St
Richmond-Petersburg Tpke
E 5th St
E Commerce Rd
195
0
50
100
Feet
Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983
Basemap Source: Esri World Imagery, 2017
Data Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Legend
Historic Property
Permanent LOD
Temporary LOD
CSXT Right-of-Way
DC2RVA Project Corridor

Figure 6.5-25: Section 4(f) Use (Permanent Incorporation) of Main Street Station and Trainshed


127-6271
Seaboard Air Line
Railroad Corridor
150
60
288
360
153
460
40
85
58
46
United States
0
20,000
40,000
Feet
Legend
🟦 Historic Property
Permanent LOD
Temporary LOD
DC2RVA Project Corridor

Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983

Basemap Source: Esri World Imagery, 2017
Data Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES?Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

The historic property limits of the historic Seaboard Air Line Railroad overlay the DC2RVA Project corridor (LOD) between Main Street Station and Centralia

Figure 6.5-26: Section 4(f) Use (Permanent Incorporation) of Seaboard Air Line Railroad Corridor

6.5.3.2 Historic Properties with No Section 4(f) Use or *de minimis* Use

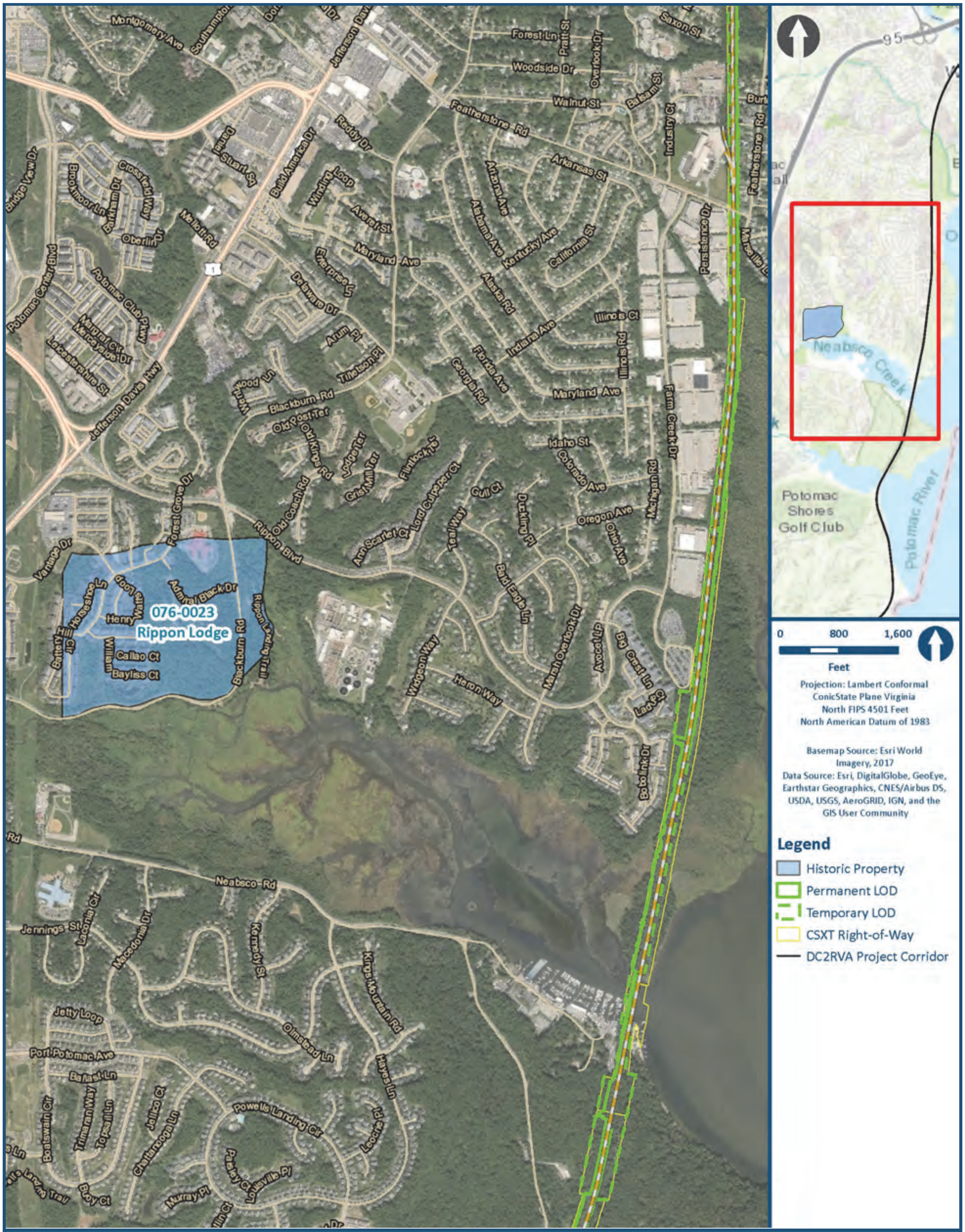
As stated at the beginning of this section, FRA determined, and DHR concurred, that there are 103 historic properties that will have no use (70 properties) or *de minimis* use (33 properties) under Section 4(f), as previously listed in Table 6.5-3 and Table 6.5-4. Of the 70 properties with no use, there are 4 resources for which the Preferred Alternative will also have a Section 106 adverse effect; these 4 resources with Section 106 adverse effect are discussed below separately from the remaining 99 resources with no Section 106 adverse effect, to provide additional contextual data for the determination.

Historic Properties with a Section 106 Adverse Effect but No Section 4(f) Use

Rippon Lodge (076-0023). The location of this resource in relation to the Preferred Alternative is shown in Figure 6.5-27. The vista from Rippon Lodge looking down Neabsco Creek (and current site of the railroad and associated bridge) was documented by Benjamin Latrobe in the late-eighteenth century, and the waterway viewshed is a character-defining feature. A new railroad bridge across Neabsco Creek will be built as part of this Preferred Alternative. The new bridge will be west of the existing span and will be a new primary element within the viewshed from Rippon Lodge, thus impacting a significant element of the property. This historic property is located over 5,000 feet west of the Project corridor. As such, the Preferred Alternative will have no Section 4(f) use as the action will not result in a substantial impairment to the resource.

Rippon Lodge (Area 2, Northern Virginia)

Archaeological Sites 44HE1098, 44HE1097, and 44HE1094. The Preferred Alternative includes installation of new piers to support expanded tracks near Main Street Station. Installation of the piers will result in subsurface disturbances within these three recorded archaeological sites. However, all three sites are only eligible under Criterion D (which has been determined since the publication of the Draft EIS) for their data potential, and they do not require preservation in place. Thus, the Preferred Alternative will have no Section 4(f) use of these resources.


076-0023
Rippon Lodge
Montgomery Ave
Southampton
Jefferson Davis Hwy
Forest Ln
Pratt St
Overlook Dr
Saxon St
Woodside Dr
Walnut St
Balsam St
Featherstone Rd
Roddy Dr
Daniel Stuart St
Industry Ct
Arkansas St
Bridge View Dr
Broadmoor Ln
Crossfield Way
Parkham Dr
Oberlin Dr
Malbut Rd
Buhl America Dr
Winding Loop
Avery St
Arizona Ave
Alabama Ave
Kentucky Ave
California St
Persistence Dr
Marseille Dr
Potomac Center Blvd
Potomac Club Pkwy
Mariner Cir
Leicestershire St
Maryland Ave
Enterprise Ln
Delaware Dr
Alaska Rd
Illinois Ct
Illinois Rd
Arum Pl
Tillotson Pl
Indiana Ave
Florida Ave
Georgia Rd
Farm Creek Dr
Blackburn Rd
Old Post Ter
Old Kings Rd
Lodge Ter
Grist Mill Ter
Flintlock Pl
Idaho St
Colorado Ave
Michigan Rd
Old Coach Rd
Lord Culpeper Ct
Gull Ct
Duckling Pl
Oregon Ave
Ohio Ave
Forest Grove Dr
Rippon Blvd
Ann Scarlet Ct
Teal Way
Vantage Dr
Admiral Black Dr
Horseshoe Ln
Battery Hill Cir
Henry
William
Callao Ct
Bayliss Ct
Blackburn Rd
Rippon Landing Trail
Bald Eagle Ln
Marsh Overlook Dr
Avocet Lp
Big Crest Ln
Wigeon Way
Heron Way
Bobolink Dr
Neabsco Rd
Jennings St
Laconia Cir
Macedonia Dr
Kennedy St
Kings Mountain Rd
Jetty Loop
Port Potomac Ave
Ballast Ln
Olmstead Ln
Hayes Ln
Powells Landing Cir
Leocrie Pl
Boatswain Cir
Trimaran Way
Topsail Ln
Jellico Ct
Chattanooga Ln
Buoy Ct
Murray Pl
Peasley Ct
Louisville Pl
95
Neabsco Creek
Potomac Shores Golf Club
Potomac River
0
800
1,600
Feet

Projection: Lambert Conformal ConicState Plane Virginia North FIPS 4501 Feet North American Datum of 1983

Basemap Source: Esri World Imagery, 2017
Data Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend
- ▨ Historic Property
- 🟩 Permanent LOD
- ▭ Temporary LOD
- ▭ CSXT Right-of-Way
- — DC2RVA Project Corridor

Figure 6.5-27: No Section 4(f) Use of Rippon Lodge

Historic Properties with No Section 106 Adverse Effect and No Section 4(f) Use or *de minimis* Use

Of the 120 historic properties in the Project APE, 99 received a no adverse effect/no effect determination during the Section 106 evaluation. In evaluating the 99 properties for Section 4(f) use, FRA determined that the Project will have no use or a *de minimis* use on these resources as follows:

- For the 66 properties that received a Section 4(f) no use determination (as previously listed in Table 6.5-3 and Table 6.5-4 above), the Preferred Alternative will not encroach on the NRHP boundaries; thus, there is no use.
- In the 33 instances where the Preferred Alternative will encroach on the boundaries but there will be no physical impacts to character-defining features or changes in function, the Project will have a *de minimis* use on these resources; these properties were previously included in Table 6.5-4 above and are further detailed (north-to-south) in Table 6.5-5 below. The DHR was informed of these determinations in a letter dated December 4, 2018 and they acknowledged receipt on January 4, 2019.

Excelsior Industry of Caroline County MPD (Area 4, Central Virginia)

Table 6.5-5: Historic Properties with Section 4(f) *de minimis* Determination

DHR ID	Name/Description	Justification for *de minimis* Determination
Alternative 1B: Add Two Main Tracks on the West		
029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Highway generally parallels Project area, but there are small areas of minor physical encroachment; however, the Project will not impact character-defining features or property function.
Alternative 2A: Add a Third or Fourth Main Track		
100-0137	Rosemont Historic District	Minor physical encroachment on the southeastern edge of the district as the railroad is the resource boundary, but the Project will not impact character-defining features or property function.
100-0124	Alexandria Union Station, 110 Callahan Drive	Physical encroachment along the rail tracks and within the parking lot but avoidance of physical changes to the historic station assure that the Project does not impact character-defining features or property function.
Area 3B: Add a Third Main Track Through the City		
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	Minor physical encroachment along Lansdowne Road that does not impact character-defining features or property function.
111-5295	Battle of Fredericksburg I	Minor physical encroachment along extant rail corridor that does not impact character-defining features or property function.
111-5296	Battle of Fredericksburg II	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	Minor physical encroachment along the southern resource boundary where it abuts the extant platform and rail structures, but changes will not impact character-defining features or property function.
111-0009	Fredericksburg Historic District Extension	Minor physical encroachment in southern half of district along rail corridor that does not impact character-defining features or property function.
088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Minor physical encroachment along eastern edge of property boundary that does not impact character-defining features or property function.
Area 4A: Add a Third Main Track		
016-5165	Excelsior Industry of Caroline County MPD	Minor physical encroachment along extant rail corridor that does not impact character-defining features or property function.
016-0222	Woodford Freight & Passenger Depot, Woodford Road	Minor physical encroachment along eastern edge of property boundary that does not impact character-defining features or property function.
016-5136	Milford Historic District	Minor physical encroachment along rail tracks that does not impact character-defining features or property function.
042-0123	North Anna Battlefield	Minor physical encroachment along rail tracks that does not impact character-defining features or property function.
042-5307	Taylorsville Road Historic District	Minor physical encroachment along rail tracks that does not impact character-defining features or property function.
Area 5A: Maintain Two Tracks Through Town (No Station Improvements)		
043-5108	Yellow Tavern Battlefield	Minor physical encroachment along rail tracks that does not impact character-defining features or property function.

▶ *Continued.*

Table 6.5-5: Historic Properties with Section 4(f) *de minimis* Determination

DHR ID	Name/Description	Justification for *de minimis* Determination
Alternative 6F: Full Service, Staples Mill Road / Main Street Stations		
127-6136	Scott's Addition Historic District	Minor physical encroachment along northeastern edge of district that includes rail as property boundary, but Project will not impact character-defining features or property function.
127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	Minor physical encroachment along northeastern edge of district that includes rail as property boundary, but Project will not impact character-defining features or property function.
44HE1203	Grave Yard for Free People of Color and Slaves	Per coordination with the FRA and DHR, the Project will have no adverse effect on this resource; however DRPT has agreed to three commitments upon final design: landscape study with boundary evaluation; archaeological testing; and archaeological monitoring.
127-0219	Shockoe Slip Historic District and Expansions	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
127-6793	Chesapeake & Ohio (C&O) Railroad Segment	Minor physical encroachment at crossing of C&O Railroad with Project corridor, just north of the James River in Richmond, that does not impact character-defining features or property function.
127-0171	James River and Kanawha Canal Historic District	Minor physical encroachment at crossing with rail corridor that does not impact character-defining features or property function.
127-6792	Southern Railway	Minor physical encroachment at crossing of Southern Railway and Project rail corridor that does not impact character-defining features or property function.
127-0457	Manchester Warehouse Historic District	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	Minor physical encroachment along eastern resource boundary that does not impact character-defining features or property function.
127-5818	Philip Morris Operations Complex, 3601 Commerce Road	Minor physical encroachment along western resource boundary that does not impact character-defining features or property function.
043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
020-5320	Proctor's Creek Battlefield	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/Centralia Earthworks	Minor physical encroachment along rail corridor that does not impact character-defining features or property function.
020-5351	Richmond & Petersburg Electric Railway	Minor physical encroachment at intersections of Richmond & Petersburg Electric Railway and Project corridor, south of the James River, that does not impact character-defining features or property function.
127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	Minor physical encroachment at intersection of two rail corridors in Centralia that does not impact character-defining features or property function.

6.6 AVOIDANCE ALTERNATIVES

A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other effects of a magnitude that substantially outweigh the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute. An alternative is not feasible if it cannot be built as a matter of sound engineering judgment. An alternative is not prudent if:

- It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;
- It results in unacceptable safety or operational problems;
- After reasonable mitigation, it still causes:
  - Severe social, economic, or environmental impacts;
  - Severe disruption to established communities;
  - Severe disproportionate impacts to minority or low-income populations; or
  - Severe impacts to environmental resources protected under other Federal statutes;
- It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
- It causes other unique problems or unusual factors; or
- It involves multiple factors that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

If FRA concludes that there is no feasible and prudent alternative to the use of Section 4(f) property, then it may approve only the alternative that causes the least overall harm in light of the statute's preservation purpose. The least overall harm is determined by balancing the following factors:

- The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
- The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
- The relative significance of each Section 4(f) property;
- The views of the official(s) with jurisdiction over each Section 4(f) property;
- The degree to which each alternative meets the purpose and need for the project;
- After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
- Substantial differences in costs among the alternatives.

An avoidance alternative for an individual Section 4(f) resource used by the Project must be evaluated within the area of the Project where the resource is located. An avoidance alternative must not impact other Section 4(f) resources.

Avoidance alternatives are not required when a finding of *de minimis* use is made for Section 4(f) resources because Section 4(f) is satisfied once *de minimis* applies.

The following avoidance alternative sections discuss the resources for which FRA has determined that the Preferred Alternative would result in a 4(f) use, excluding *de minimis* use for the reason noted above. The resources are discussed by the overall corridor first and then by Alternative Areas 1 through 6. See Chapter 5 of the Draft EIS for a discussion of historic properties as they relate to all other alternatives previously under consideration, including whether any of the other alternatives would qualify as feasible and prudent avoidance alternatives under Section 4(f).

6.6.1 Summary of Section 4(f) Use Determinations

As presented in Section 6.5 above, FRA has determined that all impacts to parklands, recreational areas, and wildlife refuges will result in *de minimis* impacts; therefore, no avoidance alternatives analysis is required. FRA's determination is that there are 17 historic resources for which the Preferred Alternative will result in a permanent Section 4(f) use. One resource, the historic RF&P Railroad, traverses the Project corridor from the Potomac River to Main Street Station. There is no avoidance alternative for this resource other than the No Build Alternative, which does not meet the Project Purpose and Need.

No other Section 4(f) resources are located along the Preferred Alternative in Area 1 (Arlington). There are two historic properties along the Preferred Alternative in Area 2 (Northern Virginia) with a permanent Section 4(f) use, and there are six historic properties along the Preferred Alternative in Area 3 (Fredericksburg) with a permanent Section 4(f) use. There are no feasible and prudent avoidance alternatives in Areas 2 or 3. The No Build Alternative would be the avoidance alternative for resources in these areas, and it does not meet the Project Purpose and Need.

There are two historic resources with a permanent Section 4(f) use along the Preferred Alternative in Area 4 (Central Virginia). No avoidance alternatives were identified for the Preferred Alternative in this area; therefore, the No Build Alternative would be the avoidance alternative. The No Build Alternative does not meet the Project Purpose and Need. Three resources along the Preferred Alternative in Area 5 (Ashland) have a permanent Section 4(f) use. There is no avoidance alternative besides the No Build in this area. There are three resources along the Preferred Alternative in Area 6 (Richmond) with a permanent Section 4(f) use. Due to extensive resources in Area 6 (Richmond), there is no avoidance alternative that would avoid all potential Section 4(f) use other than the No Build Alternative. The No Build Alternative does not meet the Project Purpose and Need.

Each alternative area is discussed individually below.

6.6.2 Entire DC2RVA Corridor

One historic property is located throughout the majority of the Project corridor. Given that the historic RF&P Railroad (500-0001) traverses the Project corridor from the Potomac River on the north to Main Street Station on the south, FRA has determined that there is a permanent Section 4(f) use with the Preferred Alternative in all six of the alternative areas. The No Build is the only alternative that would avoid all Section 4(f) uses within the corridor, and this would not meet the Project Purpose and Need.

6.6.3 Preferred Alternative in Area 1

FRA determined that Preferred Alternative in Area 1 will not result in a Section 4(f) use for any resources.

6.6.4 Preferred Alternative in Area 2

FRA determined that the Preferred Alternative in Area 2 will result in a Section 4(f) use of two resources: the RF&P Bridge over the Occoquan River (500-0001-0022) and archaeological site 44ST1223, a Civil War campsite that abuts the railroad tracks. The only alternative that avoids these resources is the No Build, which does not meet the Project Purpose and Need.

6.6.5 Preferred Alternative in Area 3

FRA determined that the Preferred Alternative in Area 3 will result in a Section 4(f) use of six historic resources. Four of the six resources with a Section 4(f) use are archaeological sites that straddle the rail line: site 44SP0187 (Marye's Mill), site 44SP0688 (Block 49), site 44SP0687 (Block 48), and site 44SP0468 (Jackson's Earthwork). Because the archaeological sites straddle the extant rail corridor and the bridge/structures comprise the physical fabric of the elevated rail system in this area, there is no prudent and feasible avoidance to these resources except for the No Build Alternative.

The remaining two historic resources are the Rappahannock River Railroad Bridge and Associated Structures/Platform (111-0132-0025) and the Fredericksburg Historic District (111-0132). Impacts to both resources are the result of physical modifications to the built environment. The Project would necessitate changes to the extant rail structures and platforms in downtown Fredericksburg through the widening of the extant rail structural system, rebuilding piers, and redesigning the passenger waiting area. It will also require the construction of a new parking deck near the rail station. Use of both areas is required to achieve the Project goals, and reuse of the historic rail structural system rather than building a new system limit impacts on surrounding historic properties. The only alternative that avoids all impacts in this area is the No Build Alternative, which does not meet the Project Purpose and Need.

6.6.6 Preferred Alternative in Area 4

FRA determined that the Preferred Alternative in Area 4 will result in a Section 4(f) use of two historic resources along the existing tracks: the Doswell Depot and Tower (042-0093) and the Doswell Historic District (042-5448). The depot and tower are located on opposite sides of the tracks. With the addition of a third track, the depot will remain, but the tower will be moved to the east. This action will result in a 4(f) use of this resource. The only prudent and feasible alternative is the No Build Alternative, which would leave the extant track system intact. This does not meet the Project Purpose and Need. The Doswell Historic District is located on both sides of the existing tracks; as such there is no avoidance alternative other than the No Build Alternative which does not meet the Purpose and Need of the Project.

6.6.7 Preferred Alternative in Area 5

FRA determined that the Preferred Alternative in Area 5 will result in a Section 4(f) use of three historic resources along the existing tracks. Although the Preferred Alternative in Area 5 avoids the addition of a third track in this area, work requires the construction of road overpasses at Vaughan Road (Archie Cannon Drive) and Ashcake Road. The new overpass and associated road modifications at Vaughan Road (Archie Cannon Drive) will result in a 4(f) use of the Berkleytown Historic District (166-5073). The district is located east of the track, and the only avoidance alternative is to not modify the road. This does not meet the Project Purpose and Need.

The Preferred Alternative also includes grade-separating (i.e., raising) Hungary Road over the rail corridor. This action will result in the construction of a new road overpass structure and physical changes to the road system, which will result in a Section 4(f) use of the Laurel Industrial School Historic District (043-0292) and Main Building/Robert Stiles Building within the Laurel District (043-0292-0001). The only avoidance alternative is to not construct the overpass and not modify the road to accommodate the new bridge, both of which are part of the No Build Alternative. This does not meet the Project Purpose and Need.

6.6.8 Preferred Alternative in Area 6

FRA determined that the Preferred Alternative in Area 6 will result in a Section 4(f) use of three historic resources. The three resources with a 4(f) use include one historic district, one above ground resource, and one linear district. The Preferred Alternative includes several modifications in Shockoe Bottom. These include construction of new passenger platforms on new piers, installation of a new rail on existing viaducts on both the east and west sides of Main Street Station, and construction of a new rail maintenance access platform southwest of the station.

FRA has determined that the Preferred Alternative in Area 6 will result in a Section 4(f) use of Main Street Station and Trainshed (127-0172) and the surrounding Shockoe Valley and Tobacco Row Historic District (127-0344) due to these physical alterations. There is no prudent and feasible avoidance alternative for these resources with the exception of the No Build Alternative, which would not meet the Purpose and Need of the Project. The Station is also a contributing element to the Seaboard Air Line (SAL) Railroad Corridor (127-6271); thus, impacts to the station, the structures, and the rail line itself will result in a Section 4(f) use of the associated rail line as a historic property. There is no avoidance alternative.

Seaboard Air Line (SAL) Railroad Corridor (Area 6, Richmond)

6.7 MEASURES TO MINIMIZE HARM

Section 4(f), as applied by FRA and in this document, requires a description of the measures undertaken to minimize harm where the Preferred Alternative will result in a Section 4(f) use and where there is no feasible and prudent alternative to that use. Minimization measures are not required when a finding of *de minimis* use is made for Section 4(f) resources because Section 4(f) is satisfied once *de minimis* applies.

FRA has determined that all impacts to parklands, recreational areas, and wildlife refuges will result in *de minimis* impacts; therefore, no further minimization measures are required.

FRA has determined that the Preferred Alternative will result in a Section 4(f) use of 17 historic resources. For all 17 resources with Section 4(f) use, as presented below in north-to-south order, FRA and DRPT evaluated measures to minimize harm and identified mitigation measures for unavoidable impacts.[17] The following sections describe these measures for each of the 17 resources. Full details of mitigation measures are included in the Section 106 Draft Memorandum of Agreement (MOA), which is Appendix K of this Final EIS.

6.7.1 Richmond, Fredericksburg, and Potomac Railroad (500-0001)

The Preferred Alternative is parallel to, and in some instances overlaps, the historic RF&P Railroad, which extends from the Potomac River on the north to Main Street Station on the south. The design of the Project has minimized impacts on the extant rail corridor to the maximum extent practicable through retention of the general alignment, maintenance of existing tracks, and minimizing the LOD outside of the current right-of-way. Preferred Alternative impacts come through replacement of several contributing bridges and culverts—replacements that are required to bring the alignment in compliance with current safety standards and operational protocols—as well as modifications to the Doswell Tower and Main Street Station which are contributing elements to this resource. Measures to mitigate the adverse impacts are detailed in the Section 106 Draft MOA (Appendix K) and include the following:

- Architectural evaluation/Phase II-level study of bridges to be demolished as part of the Project that are contributing elements to the railroad district
- Oral histories of two individuals with an in-depth knowledge/long tenure working on structures along the historic RF&P
- Creation of an online Project map/story board to highlight historic properties along the corridor

6.7.2 RF&P Bridge over Occoquan River (500-001-0022)

The circa 1915 bridge carries the rail over the Occoquan River. Plans include the construction of a new bridge adjacent to the existing structure and physical modifications to the bridge approach. To minimize harm, the existing bridge will be left intact and the new bridge will be constructed to the east of the existing structure, with both bridges to be used for rail travel after the modifications. The new bridge will mirror the general configurations of the historic structure.

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[17] In addition to the 17 resources with Section 4(f) use, FRA and DRPT evaluated measures to avoid and mitigate the remaining 4 adversely effected Section 106 resources with no Section 4(f) use, as part of the Section 106 process. Similarly, commitments have been made to conduct additional studies on the Grave Yard for Free People of Color and Slaves (44HE1203) outside of the Section 106 and 4(f) processes. Details on all commitments are included in the list of Project commitments, which is provided as a preface to the chapters in this Final EIS.

Changes to the rail system were also minimized to the greatest degree possible. However, the work still includes physical encroachment on the NRHP-eligible boundaries of this resource. Mitigation measures are detailed in the Section 106 Draft MOA (Appendix K) and include the following:

- Design review of new structure to assure historic resource compatibility
- Historic American Engineering Record (HAER) documentation of extant structure to include measured drawings, large-format photographs, archival research and production of HAER report

6.7.3 Site 44ST1223 (Civil War Campsite)

This resource includes the remains of a Civil War-era encampment used during the winter of 1862 through spring 1863. The camp was purposefully placed along the historic rail corridor for ease of access to both transportation and goods.

There is no avoidance alternative; however, revised designs of the Preferred Alternative have further minimized harm by reducing the LOD to the greatest degree possible in this area while still meeting all required safety and design components. Mitigation of impacts to this resource are detailed in the Section 106 Draft MOA (Appendix K) and includes the following:

- Archaeological data recovery on the portion of the site to be impacted by the Project
- Installation of interpretive sign on archaeology and camp life in a location deemed appropriate by NPS-Fredericksburg
- Scholarly article discussing the historical and archaeological importance of the site

6.7.4 Rappahannock River Railroad Bridge and Associated Structures/Platform (111-0132-0025) and Fredericksburg Historic District (111-0132)

These resources include the bridge that carries the railroad tracks across the Rappahannock River, the rail passenger platform, and a series of raised structures that bring the rail through Fredericksburg. All are contributing elements to the surrounding Fredericksburg Historic District. The bridge and the raised rail facility were constructed in 1927 when the rail was raised to avoid at-grade crossings in the city’s core. The resource only included the bridge during preliminary studies associated with the Draft EIS but the historic boundaries were expanded to include all rail structures during architectural evaluation studies completed in association with the Final EIS. The Preferred Alternative includes the construction of a new bridge adjacent to the extant structure, which will not in itself result in a 4(f) use, as well as the replacement and repair of some of the structural elements and the rail platform; these constitute a use.

The bridge, structural elements, and platform are contributing elements to the Fredericksburg Historic District. The changes associated with these elements will cause physical impacts to the district. In addition, the construction of a new parking deck, building a new rail station, and modifications to the roadways will cause additional physical impacts. For all of these resources, there is no avoiding these impacts. In an effort to minimize harm, Project engineers worked with cultural resource professionals to reduce the impacts to the greatest degree possible while still meeting the Project’s Purpose and Need as well as applicable rail standards.

Mitigation of impacts to these resources are detailed in the Section 106 Draft MOA (Appendix K). For the Rappahannock River Railroad Bridge and associated structures and platform (111-0132-0025), mitigation includes:

- Design review of new structure to assure historic resource compatibility
- HAER documentation of extant structure to include measured drawings, large-format photographs, archival research, and the production of HAER report
- Cultural landscape study of the Rappahannock River watershed and historic transportation crossings within the City of Fredericksburg

For the Fredericksburg Historic District (111-0132), mitigation includes:

- Design review of new parking deck and passenger train station to assure historic district compatibility
- Historic context on the evolution of the rail system in downtown Fredericksburg
- Lecture for the general public on the results of the contextual study on the evolution of the railroad in Fredericksburg
- Abbreviated narrative for use in developing a webpage on the history of the railroad in Fredericksburg, as well as details of the Project

6.7.5 Site 44SP0187 (Bridge/Marye's Mill), Site 44SP0688 (Block 49) and Site 44SP0687 (Block 48)

Site 44SP0187 comprises a set of stone piers located within and directly adjacent to the Rappahannock River, just east of the rail trestle, in Fredericksburg. The piers may represent a mill once located in this area or be associated with the pre-1927 rail bridge, but additional research is needed to determine their exact use. Sites 44SP0688 (Block 49) and 44SP0687 (Block 48) are newly recorded resources that were not presented in the Draft EIS. Modifications to the LOD in this area due to additional engineering associated with the Preferred Alternative resulted in their addition to the list of historic properties. These two sites represent two blocks of dense historic use straddling the rail corridor just west of the river. The footprints of all three sites overlap with the LOD for the new Rappahannock River rail bridge and associated structural/platform modifications. Construction of the bridge, and more specifically the approach to the structures and the construction of the structures/platform themselves, will physically impact significant archaeological deposits. DRPT evaluated alternatives to the currently designed bridge approach/structural changes of the Preferred Alternative in order to minimize harm to these archaeological sites; however, other approaches and new structural locations caused greater disturbances to nearby historic properties. The footprint of the Project was lessened to the greatest extent possible to minimize impacts on the site. Mitigation measures for the impacts to these resources are detailed in the Section 106 Draft MOA (Appendix K) and include the following:

- Archaeological data recovery on the portions of each site to be impacted by the Project
- Scholarly article discussing the historical and archaeological importance of the sites
- Lecture presented to the general public on the history and archaeology of the three sites
- Museum display in new Fredericksburg passenger station to highlight the sites and showcase artifacts retrieved during data recovery

- Interpretive sign to be placed within or near Fredericksburg passenger station describing the archaeology of the area

6.7.6 Site 44SP0468 (Earthworks/Jackson's Earthworks)

This set of earthworks is located on both sides of the railroad tracks south of Fredericksburg. They represent the intense occupation of the Fredericksburg area by both Union and Confederate armies throughout the duration of the Civil War. Additional archaeological studies completed after the publication of the Draft EIS associated with LOD modifications resulted in the expansion of this site. Proposed work in this area will include construction of a third railroad track, which will result in impacts to this archaeological site. Because the site straddles the track, there is no avoidance alternative. Impacts were minimized through design efforts of DRPT to reduce the LOD as much as possible while still achieving the Project goals. Mitigation of impacts to this resource are outlined in the Section 106 Draft MOA (Appendix K) and includes the following:

- Archaeological data recovery on the portion of the site to be impacted by the Project
- Installation of interpretive sign on archaeology and camp life in a location deemed appropriate by NPS-Fredericksburg
- Scholarly article discussing the historical and archaeological importance of the site

6.7.7 Doswell Historic District (042-5448) and Doswell Depot and Tower (042-0093)

The Doswell Historic District is located at the intersection of the main rail corridor (historic RF&P Railroad) and the Buckingham Branch Railroad, which was historically a main line of the Chesapeake and Ohio Railroad. The community developed around the two railroads, including a store, a bank, an inn, and numerous dwellings. The current rail station and associated tower were built in 1929. The district straddles the extant rail lines and, as such, the Project runs through the center of the district. Similarly, the depot is located on the west of the tracks while the associated tower is on the east side of the tracks, and the existing rail that is part of the DC2RVA Project corridor threads through the narrow space in between these two historic buildings.

DRPT carefully refined plans of the Preferred Alternative in this area to minimize impacts to the district. Original design concepts ranged from a rail bridge spanning the historic district to enlarging the intersection to accommodate additional rail traffic. DRPT conducted consulting party charrettes on the design of the rail in this location (see Appendix E of this Final EIS for additional details). The resulting plans are greatly reduced and minimize the footprint in this area to the maximum extent practicable. Plans for utilities were also minimized to limit impacts. Despite these efforts, the rail will be widened on the east side of the railroad right-of-way in the vicinity of the Doswell interlocking tower, a contributing element to the district, causing the tower to be moved from its original location to a new site to the east. While retention of the tower minimizes the Project impacts, moving the structure constitutes a 4(f) use. Mitigation measures for the adverse effects to these resources are detailed in the Section 106 Draft MOA (Appendix K), and include the following:

- NRHP nomination form for the Doswell Historic District
- Virginia state historical highway marker on the Doswell Historic District
- Abbreviated narrative for use in developing a webpage on the history of Doswell, as well as details of the Project

- Historic American Building Survey (HABS) Level II documentation of the tower to include measured drawings, large-format photography, archival research, and production of a HABS report
- Move tower from limits of disturbance to new site adjacent to tracks but outside Project limits
- Interpretive sign to be placed within or near depot or tower on the history of the resource

6.7.8 Berkleytown Historic District (166-5073)

This historic district is located southeast of the intersection of the railroad and Vaughan Road (Archie Cannon Drive). The area was settled by African-American residents of Ashland as a domestic enclave outside of town. The Preferred Alternative includes the construction of an overpass bringing the roadway over the rail in this area, thus requiring physical modifications to the road system inside the district boundaries and the construction of a new, large structure within the viewshed of the district. Project engineers have worked to refine Preferred Alternative plans in this area to minimize impacts to the district, including narrowing the LOD to the degree possible while still achieving the Project Purpose and Need. The footprint of the road has thus been minimized, but changes to the original road configuration are still required, as well as building the new overpass itself. Mitigation for these impacts is detailed in the Section 106 Draft MOA (Appendix K), and includes the following:

- Design review of new road structure (Vaughan Road) to assure historic district compatibility
- Oral histories of two individuals with long tenure living or working in district
- NRHP nomination form for the historic district
- Create text for historic walking tour of district in consultation with Town of Ashland and Ashland Museum
- Virginia state historical highway marker on the Berkleytown Historic District

6.7.9 Laurel Industrial School Historic District (043-0292) and Main Building/Robert Stiles Building (043-0292-0001)

The historic district and main building are located west of Hungary Road. The school was established in 1892 to educate wayward youth; the main building was constructed as the primary administrative center in 1985. The Preferred Alternative involves the construction of an overpass to bring Hungary Road over the railroad corridor. The new overpass will result in physical modifications to the road system within the district and surrounding the main building. It will also involve the construction of the overpass itself, a new visual element. Engineering associated with the Preferred Alternative was minimized to the greatest degree possible, including lowering the height of the overpass and narrowing the LOD to minimize road changes while meeting the Project Purpose and Need. Mitigation for the impacts to both resources is detailed in the Section 106 Draft MOA (Appendix K), and includes the following:

- Design review of new road structure (Hungary Road) to assure historic district compatibility
- Historic context on late-nineteenth/early-twentieth century reform schools in Central Virginia

- Series of georeferenced, GIS-based overlays to illustrate the evolution of the landscape and road system in this area
- Interpretive sign to be placed within or near Main Building/Robery Styles Building on the history of the resource

6.7.10 Shockoe Valley and Tobacco Row Historic District (127-0344) and Main Street Station Trainshed (127-0172)

The Shockoe Valley and Tobacco Row Historic District comprises the historic core of Shockoe Bottom and includes resources spanning the eighteenth through twentieth centuries. Main Street Station, located within the district, was built in 1901 as the main terminal for the Seaboard Air Line (SAL) Railroad and was a major station for the historic Chesapeake and Ohio Railroad. The property includes the Beaux Arts-style station as well as the associated trainshed, platform, and other landscape elements. The area within the district and around Main Street Station has been the subject of extensive coordination and consultation among FRA, DRPT, the City of Richmond, other cooperating agencies, consulting parties, ACHP, and the public. DRPT worked to minimize the extent of the changes to the District and its contributing elements by making the footprint of the Preferred Alternative as minimal as possible, reducing the size of the new platforms, and committing to include design review in the final designs to minimize harm to this resource. This includes avoiding recorded nearby archaeological sites associated with the slave trade, such as the "Burial Ground for Negros" (44HE1089) and Lumpkins Jail/Devil's Half Acre (44HE1053). In addition, DRPT will conduct archaeological studies in all pier locations within the historic district, regardless of the presence or absence of recorded sites to assure that any intact archaeological sites in the LOD are explored. The Section 106 Draft MOA (Appendix K) details all mitigation for the adverse effects to the Shockoe Valley and Tobacco Row Historic District and Main Street Station, and includes the following:

- Design review of platform and other station modifications to assure historic district compatibility
- Development of historic context on the association of the slave trade and the RF&P railroad/ the downtown Richmond segment of the Virginia Central Railroad and other precursors of the Chesapeake and Ohio/Seaboard Railroad
- Lecture presented to the general public on the association of the slave trade and the RF&P railroad/ the downtown Richmond segment of the Virginia Central Railroad and other precursors of the Chesapeake and Ohio/Seaboard Railroad
- Work with City of Richmond and others to create boundaries for a potential slave trade-related historic district in Shockoe Bottom
- Fabrication and installation of a Virginia state historical highway marker documenting the slave trade and nearby associated sites
- Design review of platform modifications and new structures to assure resource compatibility
- Development of historic context on the evolution of the rail system in downtown Richmond
- Creation of webpage documenting the evolution of the rail system in downtown Richmond

6.7.11 Seaboard Air Line (SAL) Railroad Corridor (127-6271)

The historic SAL Railroad was a competing company to the ACL. This operation also ran between Richmond and Florida, commencing at Main Street Station and crossing the James River, then running parallel to the ACL before veering west in Petersburg. Known today as the “S-Line,” this historic property is composed of the rail itself, stations, track houses, and structures. As with the RF&P, DRPT vigorously sought to minimize harm by narrowing the LOD where possible, maintaining historic bridges, and reusing the extant corridor. Despite these efforts, several structures—and Main Street Station itself—require modifications to meet ridership needs and safety features. As such, avoidance of all contributing elements is not possible. Due to the adverse effect/use of the property, the Section 106 Draft MOA (Appendix K) includes mitigation measures to address the adverse effects to the SAL, and includes the following:

- Design review of modifications to contributing elements to the district to assure resource compatibility
- Development of historic context on railroad depots along the SAL Railroad in Virginia
- Document stations and towers that are contributing elements to the Seaboard Air Line Railroad that have not been previously recorded with the Virginia SHPO

6.8 COORDINATION

This section describes the Section 4(f) coordination with the agencies with jurisdiction over the properties and the U.S. Department of the Interior (DOI), including correspondence and meetings:

- Section 6.8.1 describes the coordination related to parks, recreation areas, and wildlife and waterfowl refuges.
- Section 6.8.2 describes the coordination related to historic resources.
- Section 6.8.3 describes the coordination with the DOI.

6.8.1 Parks, Recreation Areas, Wildlife and Waterfowl Refuge Coordination

Throughout the Project, DRPT has coordinated with the Section 4(f) resource owners regarding permanent incorporation and temporary occupancy of park resources, as summarized in Table 6.8-1. Copies of letters and concurrence statements are included in Appendix U of the Draft EIS and Appendix E of the Final EIS.

National Park Service’s Fredericksburg and Spotsylvania National Military Park (Area 3)

Table 6.8-1: Parks, Recreation, Wildlife and Waterfowl Refuge Section 4(f) Coordination

Resource Owner	Type[1]	Date	Purpose
Arlington County Department of Parks and Recreation	Letter	June 16, 2017	Provided summary of preliminary impacts to Long Bridge Park and Mount Vernon Trail and requested concurrence with *de minimis* use and temporary occupancy
NPS – George Washington Memorial Parkway Headquarters	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence regarding temporary occupancy of George Washington Memorial Parkway
City of Alexandria	Letter	June 30, 2017	Provided summary of preliminary impacts and requested concurrence with *de minimis* use and temporary occupancy of Dog Run Park at Carlyle
NPS – Fredericksburg and Spotsylvania National Military Park	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence regarding temporary occupancy of Fredericksburg and Spotsylvania National Military Park
Prince William County Parks and Recreation Department	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence regarding temporary occupancy of Veterans Memorial Park
Town of Ashland Parks and Recreation	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence regarding temporary occupancy of North Ashland Park, and Railside Park, and *de minimis* use of Carter Park
Hanover County Department of Parks and Recreation	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence regarding *de minimis* use of Ashland Trolley Line
Virginia Department of Game and Inland Fisheries	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence regarding temporary occupancy of Mattaponi Wildlife Management Area
Maggie Walker Governors School	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence regarding temporary occupancy of Maggie Walkers Governors School Fields
City of Richmond, Department of Public Works	Letter	June 16, 2017	Provided summary of preliminary impacts and requested concurrence with *de minimis* use and temporary occupancy of Walker's Creek Retention Basin Park
Prince William County Parks and Recreation	Response Letter	June 29, 2017	Concurrence with temporary occupancy of Veterans Memorial Park
Virginia Department of Game and Inland Fisheries	Meeting	July 14, 2017	Discussed Section 4(f) impacts
City of Alexandria	Teleconference	July 14, 2017	Discussed Section 4(f) impacts
Town of Ashland	Meeting	July 14, 2017	Discussed Section 4(f) impacts
NPS – George Washington Memorial Parkway	Meeting	August 29, 2017	Project update
Arlington County	Response Letter	September 8, 2017	Expressed concern with *de minimis* assumption based on Draft EIS impacts
Virginia Department of Game and Inland Fisheries	Response Letter	October 12, 2017	Concurrence with temporary occupancy of Mattaponi Wildlife Management Area

▶ *Continued – see end of table for notes.*

Table 6.8-1: Parks, Recreation, Wildlife and Waterfowl Refuge Section 4(f) Coordination

Resource Owner	Type[1]	Date	Purpose
Arlington County	Meeting	February 2, 2018	Review of Draft EIS comments
City of Richmond, Department of Public Works	Letter	October 22, 2018	Provided update of impacts, requested concurrence with *de minimis* use and temporary occupancy of Walker's Creek Retention Basin Park
City of Richmond, Department of Parks, Recreation, and Community Facilities	Letter	October 22, 2018	Provided update of impacts, requested concurrence with *de minimis* use and temporary occupancy of Walker's Creek Retention Basin Park
Arlington County Department of Parks and Recreation	Letter	October 29, 2018	Provided update of impacts to Long Bridge Park and Mount Vernon Trail, and requested concurrence with temporary occupancy for Long Bridge Park
NPS – George Washington Memorial Parkway Headquarters	Letter	October 29, 2018 and December 6, 2018	Provided update of impacts and requested concurrence regarding temporary occupancy of George Washington Memorial Parkway and Mount Vernon Trail
City of Alexandria	Letter	October 29, 2018	Provided update of impacts and requested concurrence with temporary occupancy of Dog Run Park at Carlyle, Four Mile Run Trail, Potomac Yard Park, Potomac Yard Landbay N., and Rail Park
NPS – Fredericksburg and Spotsylvania National Military Park	Letter	October 29, 2018	Provided update of impacts and requested concurrence regarding temporary occupancy of Fredericksburg and Spotsylvania National Military Park
Prince William County Parks and Recreation Department	Letter	October 29, 2018	Provided update of impacts and requested concurrence regarding temporary occupancy of Veterans Memorial Park
Henrico County Recreation and Parks	Letter	October 29, 2018	Provided impacts and requested concurrence regarding temporary occupancy of Laurel Recreation Area
Henrico County Recreation and Parks	Response Letter	October 31, 2018	Concurrence regarding temporary occupancy of Laurel Recreation Area
Prince William County Parks and Recreation Department	Response Letter	November 2, 2018	Concurrence regarding temporary occupancy of Veterans Memorial Park
City of Richmond, Department of Public Works	Response Letter	November 16, 2018	Concurrence regarding *de minimis* use and temporary occupancy of Walker's Creek Retention Basin Park
NPS – Fredericksburg and Spotsylvania National Military Park	Response Letter	December 7, 2018	Concurrence regarding temporary occupancy of Fredericksburg and Spotsylvania National Military Park
NPS – George Washington Memorial Parkway Headquarters	Response Letter	December 12, 2018	Concurrence regarding temporary occupancy of George Washington Memorial Parkway and Mount Vernon Trail
City of Alexandria	Response Letter	December 13, 2018	Concurrence regarding temporary occupancy of Dog Run Park at Carlyle, Four Mile Run Trail, Potomac Yard Park, Potomac Yard Landbay N., and Rail Park
Arlington County Department of Parks and Recreation	Response Letter	December 18, 2018	Concurrence regarding temporary occupancy of Long Bridge Park

Notes: 1. "Letter" denotes a letter from DRPT to the resource owner; "Response Letter" denotes a letter from the resource owner to DRPT.
Row highlighted in gray denotes meeting that was held or letter sent/received subsequent to the release of the Draft EIS in September 2017.

6.8.2 Historic Resources Section 4(f) Coordination

DRPT coordinated with numerous property owners and officials with jurisdiction over resources protected under Section 4(f), both before and after the issuance of the Draft EIS . Most of the coordination was done as part of the Section 106 process, but, when relevant, Section 4(f) was also discussed. In total, DRPT held over 50 meetings and formal conference calls with interested parties and sent over 75 formal emails and letters soliciting feedback from consulting parties, interested citizens, and involved agencies. In addition, by letter dated December 4, 2018, DRPT notified the DHR of FRA's 4(f) determinations, including all *de minimis* determinations. By letter dated January 4, 2019, DHR acknowledged FRA's 4(f) determinations. Full rosters of all coordination efforts and copies of all of the correspondence can be found in Appendix U of the Draft EIS and Appendix E of the Final FEIS.

6.8.3 U.S. Department of Interior

The Draft Section 4(f) Evaluation was included as Chapter 5 of the Draft EIS and submitted to the DOI for review in September 2017. Comments were received from several DOI agencies on both documents and are presented in Appendix B1 of this Final EIS.

This Final Section 4(f) Evaluation is being submitted to DOI for review and their concurrence will be provided in the Record of Decision.

6.9 FINAL SECTION 4(F) EVALUATION

FRA will issue its final Section 4(f) determination as part of the Record of Decision for the DC2RVA Project.

CHAPTER 4

SELECTION OF THE PREFERRED ALTERNATIVE

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

4 SELECTION OF THE PREFERRED ALTERNATIVE

The Preferred Alternative[1] for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project includes the following two elements:

- An intercity passenger rail service plan with increased passenger train frequency (i.e., more trains) and improved on-time performance of existing intercity passenger service. Refer to Section 4.2.
- A physical infrastructure modification plan to provide an additional track (i.e., to provide more capacity for more trains) as well as station area and roadway crossing improvements to provide better train performance. Refer to Section 4.3.

Appendix L of this Final Environmental Impact Statement (EIS) provides a detailed mapbook of the Preferred Alternative for the 123-mile Project corridor, including permanent and temporary Limits of Disturbance (LOD) from which the environmental impacts are evaluated. Appendix L presents the same elements as the mapbooks from Appendices C through H of the Draft EIS, but reflects the LOD of the Preferred Alternative, including any changes between the Draft and Final EIS. The LOD changes are the result of design refinements that were made subsequent to publication of the Draft EIS in response to public and agency comments on the Draft EIS or from refined data (i.e., new data and/or changes to the data that were previously available).

The Preferred Alternative is based on conceptual engineering, which is approximately a 10 percent level of design and is appropriate for decisions to be made during the National Environmental Policy Act (NEPA) process. The conceptual engineering will be further refined during future design phases of the Project, as described in Chapter 7 of this Final EIS. For the conceptual layouts of the intercity passenger rail stations described in this chapter, the Virginia Department of Rail and Public Transportation (DRPT) has applied Amtrak's Station Program and Planning Guidelines (2013) to determine the general footprint of each station in order to accommodate various crew, passenger, and service amenities based on the projected train service and ridership for the Project. However, the actual size, design, and layout of each station, and the staffing of station and service amenities (such as checked baggage service), will be determined by DRPT when service is initiated, in coordination with Amtrak, the station owner/operator, and other stakeholders, in accordance with the Intercity Passenger Rail Station Policy.[2]

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[1] As described in Section 1.1.2, this chapter uses a condensed format that presents the Preferred Alternative only. Details of all Build Alternatives that were evaluated in the Draft EIS, as well as the process that was used to develop, evaluate, and eliminate them, were presented in Chapter 2 and Appendix A of the Draft EIS.

[2] The Intercity Passenger Rail Station Policy was approved by the Commonwealth Transportation Board (CTB) in January 2018, and is available at: http://drpt.virginia.gov/media/2372/station-stop-policy-final-010817.pdf

4.1 SUMMARY OF SELECTION PROCESS

The selection of the Preferred Alternative presented in this Final EIS includes the following considerations:

- Meeting the Project's Purpose and Need. The selected Preferred Alternative meets the DC2RVA Purpose and Need to increase railroad capacity between Washington, D.C., and Richmond to deliver higher speed passenger rail, expand commuter rail, and accommodate growth of freight rail service in an efficient and reliable multimodal rail corridor (refer to Section 1.3).
- Information and analyses disclosed in the Draft EIS, including impacts to the natural and human environment and intercity passenger rail ridership, rail operations, cost, and constructability of each alternative.
- Extensive outreach and communications undertaken with the public, stakeholders, and elected officials in the DC2RVA corridor (refer to Section 2.1 and 2.2).
- Comments from agencies, organizations, and the public that were received during the comment period on the Draft EIS (refer to Section 2.4).
- Ongoing coordination with regard to the historical context along the corridor, specifically with Consulting Parties in regard to the Section 106 process and minimization of impacts to historic properties (refer to Section 3.1).
- Additional rail operations simulation modeling to test proposed infrastructure sufficiency conducted in support of the Project (refer to Section 3.2).
- Recommendations from the Town of Ashland/Hanover County Community Advisory Committee (CAC) process (refer to Section 3.3).
- The CTB Resolution for the Project (refer to Section 3.4 and Appendix H of this Final EIS), and the subsequent Recommendation Report (refer to Appendix I of this Final EIS).
- The refinement of feasible alternatives for the construction of additional capacity as part of the Long Bridge project by the District of Columbia Department of Transportation (DDOT) (refer to section 4.3.1.2).

4.2 OVERVIEW OF SERVICE PLAN

This section summarizes the intercity passenger rail service that is proposed to be added as part of the Project, and the Virginia Railways Express (VRE) and freight service that operates in the corridor today and will continue to do so in the future. Refer to Section 2.2 of the Draft EIS and its Appendix I for full details of existing intercity passenger, VRE, and freight train service.

- The Project proposes to add 9 new daily intercity passenger round trips (18 total trains per day) by 2025. Under the proposed service plan, intercity passenger trains will operate between Washington, D.C. and Richmond every 1 to 2 hours in each direction during the day and early evening. See Section 4.2.1 and Figure 4.2-1.
- Regardless of whether the DC2RVA Project is implemented, DRPT estimates that there could be close to 100 total daily trains in the corridor by 2025 and close to 120 total daily trains in the corridor by 2045, compared to as many as 89 total daily trains today. These estimates include daily intercity passenger, VRE, and freight service. See Section 4.2.2.

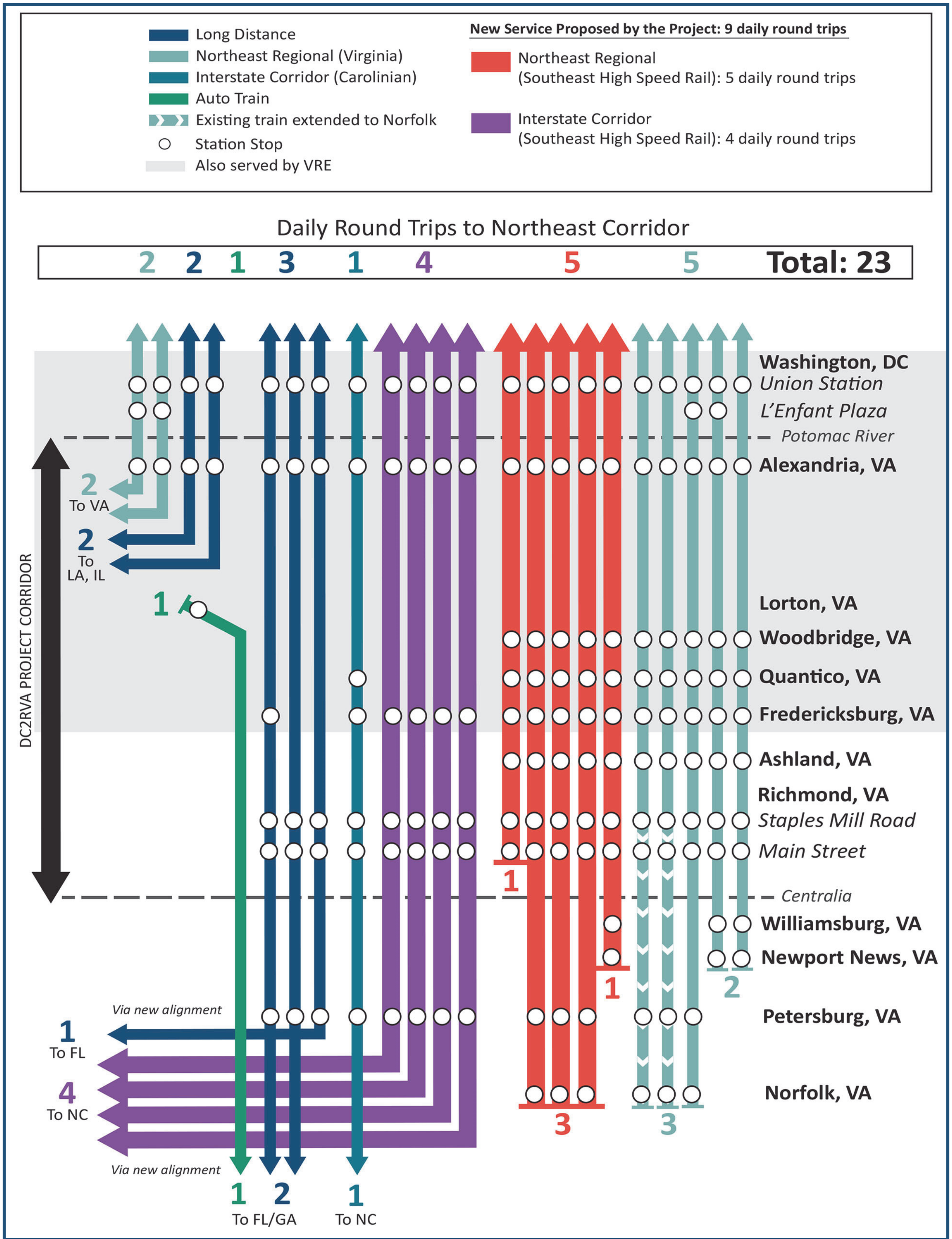
Long Distance
Northeast Regional (Virginia)
Interstate Corridor (Carolinian)
Auto Train
Existing train extended to Norfolk
Station Stop
Also served by VRE
New Service Proposed by the Project: 9 daily round trips
Northeast Regional (Southeast High Speed Rail): 5 daily round trips
Interstate Corridor (Southeast High Speed Rail): 4 daily round trips
Daily Round Trips to Northeast Corridor
2 2 1 3 1 4 5 5 Total: 23
Washington, DC
Union Station
L'Enfant Plaza
Potomac River
Alexandria, VA
2 To VA
2 To LA, IL
Lorton, VA
Woodbridge, VA
Quantico, VA
Fredericksburg, VA
Ashland, VA
Richmond, VA
Staples Mill Road
Main Street
Centralia
Williamsburg, VA
Newport News, VA
Petersburg, VA
Norfolk, VA
DC2RVA PROJECT CORRIDOR
1
1
1
2
3
3
Via new alignment
1 To FL
4 To NC
Via new alignment
1 2 To FL/GA
1 To NC

Figure 4.2-1: Intercity Passenger Train Service for the Preferred Alternative

4.2.1 Intercity Passenger Rail Service

The Preferred Alternative will add 9 new daily intercity passenger round trips (18 total trains per day) to the DC2RVA corridor between Washington, D.C. and Richmond, VA. Figure 4.2-1 illustrates the proposed service patterns of the proposed intercity passenger rail services that will operate in the corridor and includes both existing service and the proposed Southeast High Speed Rail (SEHSR) service that will be implemented as part of this Project, each of which are described in detail separately below.

Existing Intercity Passenger Rail Service. Amtrak currently operates four types of intercity passenger service in the Project corridor, which will continue after implementation of the DC2RVA Project:

- Interstate Corridor (Carolinian) service operates between New York and North Carolina through Virginia, making fewer stops in the Project corridor than the Northeast Regional (Virginia) service. The Project will add new similar service, as described below.
- Northeast Regional (Virginia) service provides regional passenger rail service from Boston and New York and continues south to serve routes in Virginia. Trains make local station stops. The Project will add new similar trains, as described below.
- Long Distance service operates from New York and continues through Washington, D.C. and Virginia to other out-of-state locations. Long distance trains serve the fewest Amtrak station stops within the Project corridor. The Project will not affect the frequency of Long Distance trains in service, but will modify routing/scheduling of those trains within the corridor and improve their operating reliability within the corridor to meet Project goals. The Project will add one additional stop for these trains at Main Street Station in Richmond.
- Auto Train service is a daily nonstop, overnight train between dedicated station facilities in Lorton, VA and Sanford, FL, and carries passengers and their automobiles. The Project will not affect the frequency, routing, or scheduling of the Auto Train within the corridor, but will improve operating reliability within the corridor to meet Project goals.

Proposed Intercity Passenger Rail Service. The 9 new daily intercity passenger round trips (18 total trains per day) proposed by this Project will be incorporated into the existing passenger rail network, as follows (subject to available capacity and future operating schedule):

- 4 new daily Interstate Corridor (SEHSR) round trips (8 total trains per day) to North Carolina, with station stops in the DC2RVA corridor in: Alexandria, Fredericksburg, and Richmond.
  - This service will complement Amtrak’s current Interstate Corridor (Carolinian) service by providing additional frequencies to North Carolina; however, the new SEHSR trains will have slightly different service patterns in the DC2RVA corridor and use different routes south of the DC2RVA corridor, where SEHSR trains are expected to provide a faster and more direct route to Raleigh and Charlotte, NC.
  - This service aligns with the proposed intercity passenger trains between Washington, D.C. and Charlotte, NC from the 2002 Tier I EIS (refer to Section 1.2.1 for further details).

- 5 new daily Northeast Regional (SEHSR) round trips (10 total trains per day) to Virginia, with station stops in the DC2RVA corridor in: Alexandria, Woodbridge, Quantico, Fredericksburg, Ashland, and Richmond.
  - This service will provide additional frequencies on the same routes of existing Amtrak Northeast Regional (Virginia) services, originating/terminating within Virginia in Newport News (1 new daily round trip), Norfolk (3 new daily round trips), or Richmond (1 new daily round trip).
  - This service completes the service plan defined in the 2012 Richmond to Hampton Roads (R2HR) EIS (refer to Section 1.2.2 of this Final EIS for further details), and adds 1 new daily round trip originating in Richmond at Main Street Station, which was added to the Project to provide an early morning departure north to Washington, D.C. and a corresponding late evening train.

Main Street Station is unique in the Project corridor in that existing intercity passenger trains will be rerouted to it as part of the Preferred Alternative. Main Street Station is currently served by 2 daily round-trip (4 total per day) intercity passenger trains along the route to Newport News. The Project will rebuild the S-Line through Richmond, enabling all existing and proposed new intercity passenger trains stopping at Richmond to serve both Staples Mill Road and Main Street Stations. As a result, Main Street Station will see a total of 18 daily round-trip (36 total per day) intercity passenger trains, which is an increase of 16 daily round-trip (32 total per day) intercity passenger trains above the current service level at Main Street Station. Of those, the DC2RVA Project will add 9 new daily intercity passenger round trips (18 total trains per day) and also reroute 7 existing daily round trips (14 existing total trains per day).

As part of the Project, the maximum operating speed for all passenger trains on the DC2RVA corridor, except for the Auto Train, will be increased from the current 70 mph to a maximum authorized speed of 90 mph. However, due to localized speed restrictions, track curvature, track geometry and/or station proximity, there are certain portions of the DC2RVA Project corridor over which trains will not be able to operate at the 90 mph maximum authorized speed. Additional details on the specific station operations of the service plan and speeds within each portion of the corridor are provided in the alternative descriptions in Section 4.3 of this Final EIS.

Draft EIS Section 2.2 presented descriptions of existing Amtrak service and additional details on the proposed DC2RVA service plan for intercity passenger trains.

4.2.2 Other Service in the DC2RVA Corridor

The Project capacity improvements, as described in Section 4.3 of this chapter, provide the additional infrastructure necessary to meet the Purpose and Need, which includes additional capacity to accommodate both the planned expansion of VRE commuter rail service and the forecasted growth of freight rail service by CSXT, the host railroad. It is important to note that VRE and CSXT growth is independent of the DC2RVA Project and will occur regardless of whether or not the DC2RVA Project is implemented.

Separate from the Purpose and Need of the Project, DRPT and the Federal Railroad Administration (FRA) recognize that CSX Transportation (CSXT), VRE, or other stakeholders may pursue additional capital improvements in the Project corridor between Washington, D.C. and Centralia, or on the adjacent railroad network, that may impact Project corridor operations beyond what was assumed for this study. Subsequent iterations of rail operations analysis and infrastructure validation through the life of the Project will include any modifications to the railroad network constructed by others, as needed, to ensure that the proposed Project infrastructure and operations remains effective to meet the Purpose and Need of the Project.

VRE. The DC2RVA corridor hosts all VRE commuter rail service between CP Virginia in Washington, D.C. and AF interlocking in Alexandria, which is currently 34 trains (17 daily round trips). At AF Interlocking, approximately half of the VRE service leaves the corridor heading toward Manassas/Broad Run. The remaining VRE service continues on the DC2RVA corridor south of Alexandria to the VRE Spotsylvania station and Crossroads maintenance facility. The DC2RVA Project will accommodate the following planned future expansion of VRE service: two additional Fredericksburg Line trains (one daily roundtrip) that will operate in the DC2RVA corridor between Washington, D.C. and Spotsylvania; and two additional Manassas Line trains (one daily roundtrip) that will operate in the DC2RVA corridor only between Washington, D.C. and Alexandria. Any additional plans to expand VRE service beyond the aforementioned levels are beyond the scope of the DC2RVA Project and would require additional analysis, at that time.

Freight. Approximately 20 to 30 freight trains currently operate daily on the DC2RVA corridor between Washington, D.C. and Richmond. As part of the planning work to accommodate the forecasted growth of freight service, DRPT solicited input from CSXT about future increases in freight traffic in the corridor through the year 2045, which is the 20-year horizon beyond the Project's proposed implementation year of 2025. DRPT used the U.S. Department of Transportation's Freight Analysis Framework[3] to forecast how rail freight traffic in the DC2RVA Corridor will increase and change through the year 2045. Based on this estimation, DRPT anticipates that there will be 25 to 37 daily freight trains by 2025 (an increase of 5 to 7 trains) and 40 to 55 daily freight trains by 2045 (an increase of 20 to 25 trains); however, actual CSXT freight growth may vary based on market demands. For more information on how planned increases in freight rail traffic were taken into account, refer to Appendix I of the Draft EIS.

In certain segments of the Corridor, the new and upgraded infrastructure proposed by the Project could also allow for a potential increase in freight train speeds. The most significant increase in freight train speeds could occur between Richmond's Main Street Station and Centralia, where the Project proposes to rebuild a 25 mph freight line to track standards that could accommodate passenger trains with a maximum authorized speed of 79 mph and freight trains with a maximum authorized speed of 60 mph. Throughout the corridor north of Richmond, a number of curves will be rebuilt, which could result in potential freight train speed increases of 5 mph to 20 mph.

4.3 PREFERRED ALTERNATIVE BY AREA

The Draft EIS for the DC2RVA Project identified potential Build Alternatives in six alternative areas from north to south along the corridor, as described below. This Final EIS evaluates the Preferred Alternative, as presented in this section and summarized in Figure 4.3-1; it connects a Build Alternative from each of the 6 alternative areas to form a contiguous 123-mile route through the Project corridor. The Preferred Alternative consists of Build Alternatives 1B, 2A, 3B, 4A, 5A, and 6F as evaluated in the Draft EIS.

Alternative Area 1: Arlington. A 1-mile section in Arlington from the south side of the Potomac River to Crystal City that includes the approach to the existing two-track Long Bridge, which crosses the Potomac River between Washington, D.C. and Arlington, VA. The Long Bridge is the subject of a separate environmental study being led by DDOT to expand capacity of the crossing to four-tracks (see Section 1.4.2 for summary of that study). There are no intercity passenger rail stations located in Area 1.

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[3] The Freight Analysis Framework is available at: https://ops.fhwa.dot.gov/freight/freight_analysis/faf/

Alternative Area 2: Northern Virginia. A 47-mile section from Crystal City in Arlington to the Dahlgren Spur just north of the Rappahannock River at Fredericksburg, which passes through developed urban areas and crosses several major waterways, including the Occoquan River, Neabsco Creek, Powells Creek, and Aquia Creek. It is the most congested area in the Project corridor with intercity passenger trains, VRE commuter trains, and CSXT freight trains operating on the existing tracks. There are three intercity passenger rail stations in Area 2: Alexandria, Woodbridge, and Quantico. VRE provides commuter service to these three stations as well as at six other stations in Area 2: Crystal City, Franconia/Springfield, Lorton, Rippon, Brooke, and Leeland Road. A new VRE station at Potomac Shores is scheduled to open in 2020.

Alternative Area 3: Fredericksburg. A 14-mile section through Fredericksburg, from the Dahlgren Spur just north of the Rappahannock River to Crossroads, VA. The corridor in this area crosses the Rappahannock River, passes through the City of Fredericksburg, and traverses several historic and cultural resources including the Fredericksburg National Military Park. The Fredericksburg Station in the City of Fredericksburg is served by both Amtrak and VRE. Additionally, VRE serves Spotsylvania Station at Crossroads in the southern end of Area 3, which is also the southern terminus of VRE service in the DC2RVA corridor.

Alternative Area 4: Central Virginia. A 29-mile section from Crossroads to Doswell, through a largely rural area with multiple small waterway crossings and extensive wetlands. This portion of the corridor represents the best opportunity for passenger trains to achieve and maintain the 90 mph maximum authorized speed identified for the Project. There are no intercity passenger rail stations located in Area 4.

Alternative Area 5: Ashland. A 10-mile section including the Town of Ashland and rural portions of Hanover County, extending from Doswell to I-295. There is one intercity passenger rail station in Area 5 at Ashland. Near the center of the area, the existing two-track main line runs at-grade for approximately two miles on narrow right-of-way through the center of Railroad Avenue/Center Street in the Town of Ashland.

Alternative Area 6: Richmond. A 23-mile section from I-295 to Centralia, VA, that includes Henrico County, the City of Richmond, and Chesterfield County. There are two intercity passenger rail stations in Area 6 at Staples Mill Road Station (in Henrico County) and Main Street Station (in downtown Richmond). Two rail routes diverge at Acca Yard, north of Richmond, and reconnect at Centralia (the southern terminus of the Project):

- The A-Line is the western rail line around Richmond, and is currently used by the majority of north-south passenger and freight trains. It is CSXT's principal freight route and is approximately 14.3 miles from the south end of Acca Yard to Centralia.
- The S-Line runs through the downtown center of Richmond, as shown in Figure 4.3-1, and is currently used primarily by local freight to serve industry and intercity passenger rail service to Newport News. It is approximately 15.6 miles from the south end of Acca Yard to Centralia.

ALTERNATIVE AREA 1: ARLINGTON (LONG BRIDGE APPROACH)
Alternative 1B
Add Two Main Tracks on the West
Location: CFP 110 – CFP 109.3
Approximate Length: 1 Mile

ALTERNATIVE AREA 2: NORTHERN VIRGINIA
Alternative 2A
Add a Third or Fourth Main Track
Location: CFP 109.3 – CFP 62
Approximate Length: 47 Miles

ALTERNATIVE AREA 3: FREDERICKSBURG
Alternative 3B
Add a Third Main Track Through the City,
Add a Third Main Track North and South of the City
Location: CFP 62 - CFP 48
Approximate Length: 14 Miles

ALTERNATIVE AREA 4: CENTRAL VIRGINIA
Alternative 4A
Add a Third Main Track
Location: CFP 48 - CFP 19
Approximate Length: 29 Miles

ALTERNATIVE AREA 5: ASHLAND
Alternative 5A
Maintain Two Tracks Through Town (No Station Improvements), Add a Third Main Track North and South of Town
Location: CFP 19 - CFP 9
Approximate Length: 10 Miles

ALTERNATIVE AREA 6: RICHMOND
Alternative 6F
Staples Mill Road Station and Main Street Station Full Service with S-Line Improvements
Location: CFP 9 - A 11 Centrailia
Approximate Length: 23 Miles

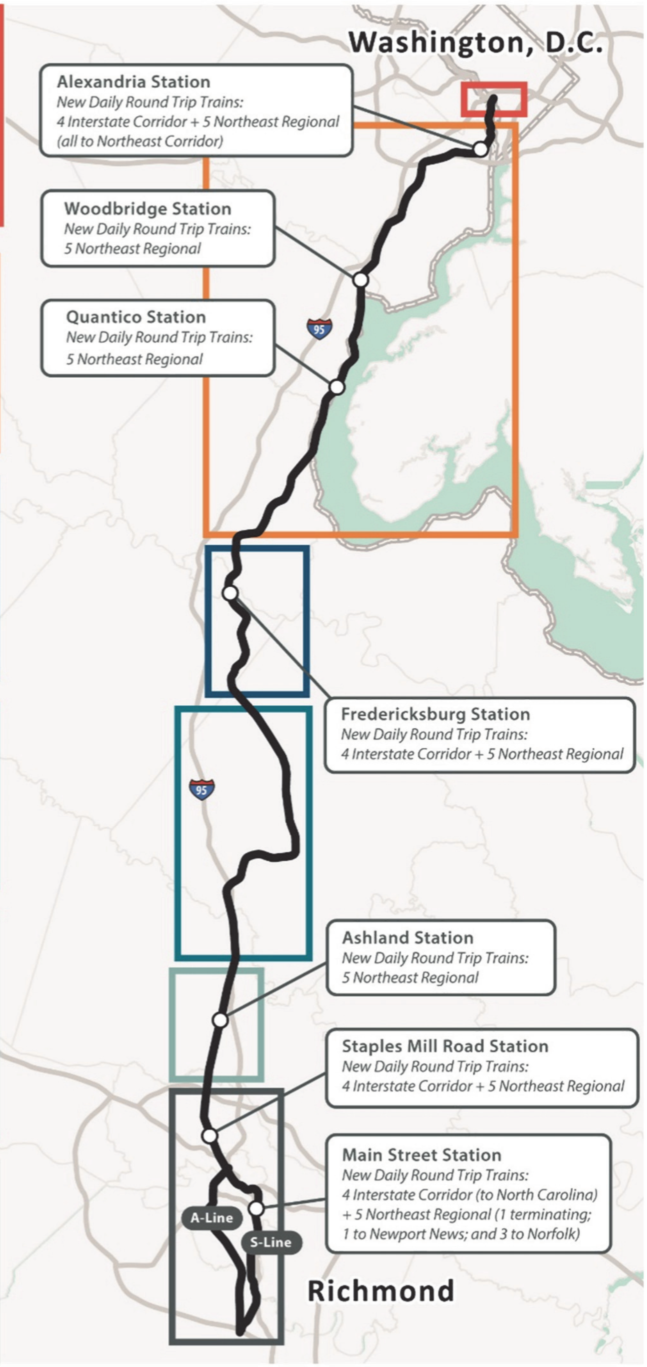

Washington, D.C.
Alexandria Station
New Daily Round Trip Trains:
4 Interstate Corridor + 5 Northeast Regional
(all to Northeast Corridor)
Woodbridge Station
New Daily Round Trip Trains:
5 Northeast Regional
Quantico Station
New Daily Round Trip Trains:
5 Northeast Regional
95
Fredericksburg Station
New Daily Round Trip Trains:
4 Interstate Corridor + 5 Northeast Regional
95
Ashland Station
New Daily Round Trip Trains:
5 Northeast Regional
Staples Mill Road Station
New Daily Round Trip Trains:
4 Interstate Corridor + 5 Northeast Regional
Main Street Station
New Daily Round Trip Trains:
4 Interstate Corridor (to North Carolina)
+ 5 Northeast Regional (1 terminating;
1 to Newport News; and 3 to Norfolk)
A-Line
S-Line
Richmond

Figure 4.3-1: Preferred Alternative

Note that for the figures and tables in this chapter, CSXT uses prefixes to denote track mileposts within subdivisions: "CFP" is the milepost prefix designating the RF&P subdivision of CSXT, and "A" is the milepost prefix designating the North End (A-Line) subdivision of CSXT.

4.3.1 Area 1: Arlington (Long Bridge Approach)

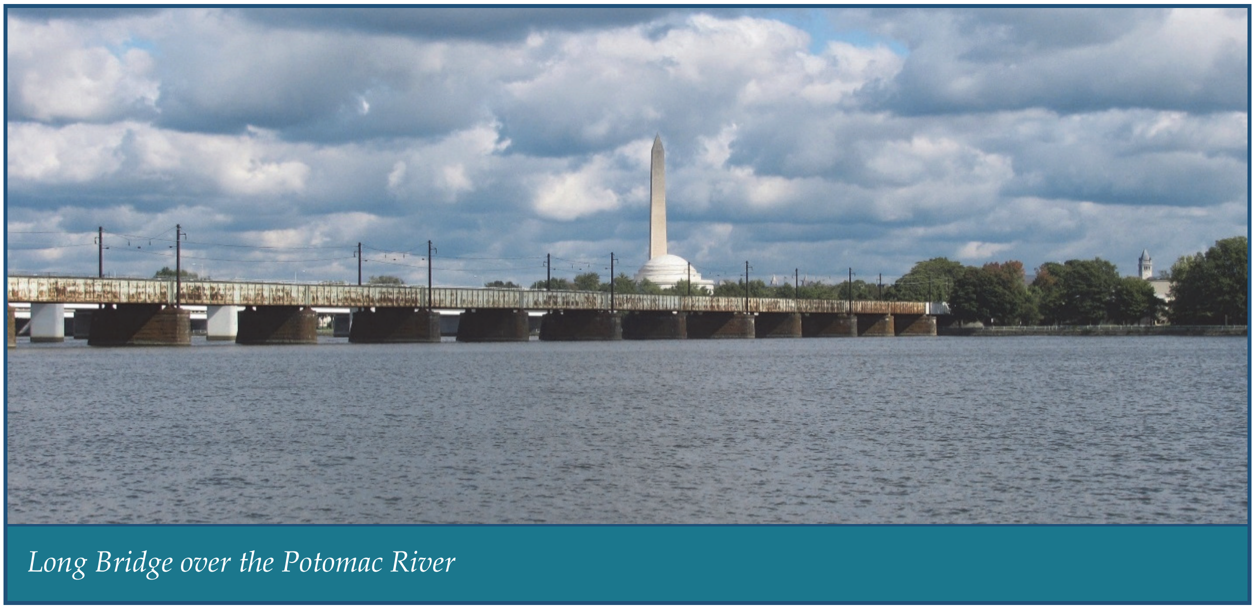
4.3.1.1 Description of the Preferred Alternative 1B

The Preferred Alternative in Area 1 (Arlington, Long Bridge Approach) is 1B: Add Two Tracks on the West. Detailed infrastructure improvements associated with Preferred Alternative 1B are provided in Table 4.3-1, and a single-page summary schematic is shown in Figure 4.3-2. Refer to Appendix L of this Final EIS for a mapbook of the Preferred Alternative that shows additional engineering details for the 123-mile Project corridor, including permanent and temporary LOD.

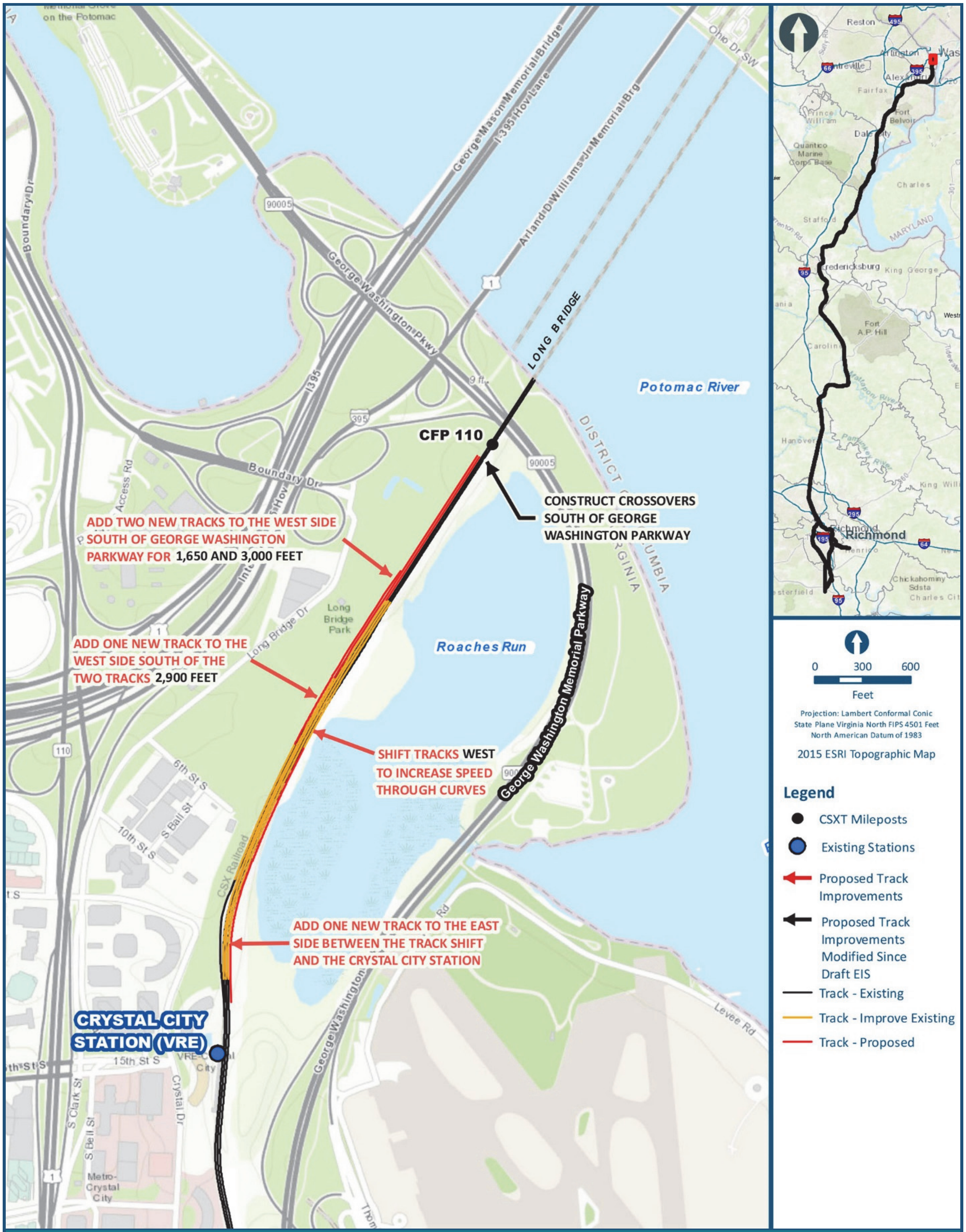
Table 4.3-1: Area 1: Arlington (Long Bridge Approach) Preferred Alternative

Preferred Alternative	Proposed Infrastructure Improvements
1B: Add Two Main Tracks on the West (CFP 110.0 to CFP 109.3) The west alignment will add two additional tracks west of the existing tracks, within existing right-of-way and, in some curves, realign and improve existing tracks to increase speed. The maximum authorized speed for this area is ≤ 50 mph based on curve and track geometry; actual operating speeds will be refined during the next phases of design and future modeling of train operations.	**Track** ▪ Add two tracks to the west side of the existing tracks south of George Washington Memorial Parkway[1] (CFP 110.05) for approximately 1,650 and 3,000 feet. ▪ Add one new track beside the existing tracks to the: – West and south of the two new tracks noted above for approximately 2,900 feet. – East between the improved existing tracks and the end of Area 1/beginning of Area 2 (CFP 109.3). ▪ Improve existing tracks to increase speeds through the curve at CFP 109.7 to 109.3. ▪ Construct crossovers south of George Washington Memorial Parkway. ▪ Extend existing culverts to accommodate the new third track. ▪ Install additional 36- to 48-inch culverts, as required for drainage, under the rail line along the alignment. ▪ Install stormwater management facilities. ▪ Install signal and communication facilities. ▪ Relocate (or protect in place) utilities and/or fiber optics lines as required. **Stations** ▪ No stations in this area. **Structures** ▪ No structure modifications.

Notes: 1. No encroachment onto the existing railroad bridge over the George Washington Memorial Parkway is proposed by the addition of the two tracks from the DC2RVA Project.



Long Bridge over the Potomac River



on the Potomac
George Mason Memorial Bridge
I-395 HOV Lane
Arland D Williams Jr Memorial Brg
Ohio Dr SW
Boundary Dr
90005
George Washington Pkwy
I-395
395
1
LONG BRIDGE
Potomac River
CFP 110
Boundary Dr
Access Rd
DISTRICT OF COLUMBIA
VIRGINIA
Long Bridge Dr
Long Bridge Park
Roaches Run
George Washington Memorial Parkway
110
6th St S
S Ball St
10th St S
CSX Railroad
George Washington
Levee Rd
CRYSTAL CITY STATION (VRE)
15th St S
Crystal Dr
S Clark St
S Bell St
Metro-Crystal City
Reston
Arlington
Centreville
Alexandria
Fairfax
Prince William
Fort Belvoir
Dale City
Quantico Marine Corps Base
Charles
Stafford
MARYLAND
Fredericksburg
King George
Fort A.P. Hill
Caroline
Hanover
Richmond
Henrico
Chickahominy
Chesterfield
King William
495
66
95
295
195
64

ADD TWO NEW TRACKS TO THE WEST SIDE SOUTH OF GEORGE WASHINGTON PARKWAY FOR 1,650 AND 3,000 FEET

CONSTRUCT CROSSOVERS SOUTH OF GEORGE WASHINGTON PARKWAY

ADD ONE NEW TRACK TO THE WEST SIDE SOUTH OF THE TWO TRACKS 2,900 FEET

SHIFT TRACKS WEST TO INCREASE SPEED THROUGH CURVES

ADD ONE NEW TRACK TO THE EAST SIDE BETWEEN THE TRACK SHIFT AND THE CRYSTAL CITY STATION

0 300 600
Feet

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

2015 ESRI Topographic Map

Legend

- ● CSXT Mileposts
- ● Existing Stations
- Proposed Track Improvements
- Proposed Track Improvements Modified Since Draft EIS
- Track - Existing
- Track - Improve Existing
- Track - Proposed

Figure 4.3-2: Preferred Alternative 1B: Add Two Main Tracks on the West

4.3.1.2 Basis for Selecting 1B

In the Draft EIS, DRPT identified the approximately one-mile Alternative Area 1, located immediately south of the Long Bridge, to evaluate potential connections between the DC2RVA corridor and a future recommendation from the separate Long Bridge project (see Section 1.4.2 for summary). DRPT assumed that an additional two tracks would be added across the Potomac River as part of the Long Bridge project, and identified three DC2RVA Project Build Alternatives in Area 1 to add two tracks to the existing two tracks within existing CSXT right-of-way to connect to potential future Long Bridge recommendation options:

- 1A: Add two tracks on the east
- 1B: Add two tracks on the west
- 1C: Add one track on the west and one track on the east

Since each of these Area 1 Build Alternatives equally fulfilled the DC2RVA Project's Purpose and Need, DRPT determined in the Draft EIS that selection of the Preferred Alternative in Area 1 should be based on compatibility with the future decision on how capacity will be added at Long Bridge and deferred a recommendation until that time.

Subsequent to the Draft EIS, on June 19, 2018, DDOT released the Alternatives Development Report for the Long Bridge project[4] that established two action alternatives to be evaluated in their project Draft EIS (which is separate from this DC2RVA EIS process):

- **Long Bridge Action Alternative A.** A new two-track bridge would be constructed upstream (west) of the existing Long Bridge, and the existing two-track Long Bridge would be retained, creating a four-track crossing.
- **Long Bridge Action Alternative B.** A new two-track bridge would be constructed upstream (west) of the existing bridge, and the existing bridge would be replaced with a new two-track bridge, creating a four-track crossing.

While the Long Bridge project has two alternatives that are advancing, both Long Bridge alternatives align with DC2RVA Alternative 1B (i.e., adding two tracks upstream (west) of existing), and do not align with DC2RVA Alternatives 1A or 1C. Therefore, Alternative 1B is the Preferred Alternative for the DC2RVA Project.

4.3.1.3 Changes to 1B Subsequent to the Draft EIS

Since the publication of the Draft EIS, the alternatives development process for the Long Bridge project moved forward to allow for selection of an alignment for the DC2RVA Preferred Alternative, as described above. Additionally, comments from the public and review agencies (such as from Arlington County regarding the Long Bridge Park project[5]), combined with new data either provided or discovered during the Draft EIS review period, resulted in modifications to the conceptual engineering for Alternative 1B.

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[4] The Long Bridge project Alternatives Development Report is available on their project website: http://longbridgeproject.com/study-documents/

[5] Details available at the Long Bridge Park website: https://projects.arlingtonva.us/plans-studies/parks-open-space/long-bridge-park/

These conceptual engineering modifications in Area 1 originated from:

- Addressing Draft EIS comments to minimize impacts by adding or extending retaining walls
- Addressing specific comments about:
  - Adjustments to track curves for train operations or impact mitigations
  - Track improvements, such as crossovers, proposed between the existing tracks or between the existing and proposed track(s) for train operations

4.3.2 Area 2: Northern Virginia

4.3.2.1 Description of the Preferred Alternative 2A

The Preferred Alternative in Area 2 (Northern Virginia) is 2A: Add a Third or Fourth Main Track. Detailed infrastructure improvements associated with Preferred Alternative 2A are provided in Table 4.3-2, and a single-page summary schematic is shown in Figure 4.3-3. Refer to Appendix L of this Final EIS for a mapbook of the Preferred Alternative that shows additional engineering details for the 123-mile Project corridor, including permanent and temporary LOD.

Station improvements at Alexandria and Woodbridge stations are shown in Figure 4.3-4 and 4.3-5, respectively. The station at Quantico is undergoing improvements as part of a separate project being led by VRE.

4.3.2.2 Basis for Selecting 2A

Alternative Area 2 is the most congested area in the DC2RVA corridor, with intercity passenger trains, VRE commuter trains, and CSXT freight trains utilizing capacity on the existing tracks. This 47.3-mile area of the corridor, from Crystal City in Arlington to Fredericksburg, also passes through developed urban areas and crosses several major rivers, including at the Occoquan River, Neabsco Creek, Powells Creek, and Aquia Creek.

In the Draft EIS, in order to reduce impacts to property, wetlands, and existing infrastructure, DRPT considered and dismissed the alternative alignments that would increase speed and/or capacity but required construction outside the CSXT right-of-way in Area 2. By adding a fourth track to the existing triple-track section from Crystal City to Alexandria and adding a third track in locations that currently only have two tracks from Alexandria to Fredericksburg, where required, Preferred Alternative 2A will support expanded intercity passenger service, VRE commuter service, and CSXT freight service and improve reliability. Preferred Alternative 2A will also increase speed and/or capacity while remaining primarily within the existing CSXT right-of-way. Locations of river crossings were carefully selected to reduce impacts.

The Preferred Alternative will increase passenger train speeds where practicable, with increased speeds of 80 to 90 mph achievable in some sections based on curve and track geometry; actual operating speeds will be refined during the next phases of design and future modeling of train operations.

Table 4.3-2: Area 2: Northern Virginia Preferred Alternative

Preferred Alternative	Proposed Infrastructure Improvements
2A: Add a Third or Fourth Main Track (CFP 109.3 to CFP 62) 2A will add one additional main line track and, in some curves, realign and improve existing tracks to improve speed. The additional track will result in a fourth track from Crystal City to Alexandria, and a third track from Alexandria to Dahlgren Junction. The additional track will be located on either the east or west side of the existing tracks, based on rail operation considerations, site constraints, and potential impacts. Rail improvements are generally within existing right-of-way. The track maximum authorized speed in this area is variable by segment, with increased speeds of 80 to 90 mph in some sections where practicable, based on curve and track geometry; actual operating speeds will be refined during future phases of design and future modeling of train operations. Several sections within this area do not require the addition of a main track as part of the Project because either the required capacity has been added or an additional main track is under construction through an independent action: ▪ Alexandria to Franconia currently has three tracks from the AF interlocking at CFP 104.5 south to CFP 98 just north of the Franconia-Springfield VRE station. ▪ Franconia to Occoquan is currently two tracks but is being designed for three tracks as part of a separate project (project limits CFP 99 to CFP 90). ▪ A third track between Powells Creek and Arkendale (CFP 83 to CFP 72) has been approved under a separate project, and the portion of it from North Possum Point to Arkendale (CFP 79 to CFP 72) is currently under construction to add a third track (construction of the remainder is postponed until additional construction funding is available). This separate project includes improvements to Quantico Amtrak/VRE Station.	**Track** ▪ Add one new track beside the existing tracks to the: – East between the end of Area 1/beginning of Area 2 (CFP 109.3) and Norfolk Southern rail yard (CFP 103.9). – East between north of Furnace Road (CFP 90.0) and south of Rippon VRE Station (CFP 85.3). – West between south of Rippon VRE Station (CFP 85.3) and south of Powells Creek (CFP 83.7). – East between north of Brent Point Road (CFP 72.3) and north of Courthouse Road (CFP 69.1). – West between north of Courthouse Road (CFP 69.1) and north of Andrew Chapel Road (CFP 68.0). – East between north of Andrew Chapel Road (CFP 68.0) and north of Mt. Hope Church Road (CFP 67.6). – West between north of Mt. Hope Church Road (CFP 67.6) and north of Potomac Creek (CFP 65.7). – East between north of Potomac Creek (CFP 65.7) and north of Leeland Road VRE Station (CFP 64.6). – West between north of Leeland Road VRE Station (CFP 64.6) and north of Claiborne Run (CFP 62.6). – East between north of Claiborne Run (CFP 62.6) and the end of Area 2/beginning of Area 3 (CFP 62). ▪ Improve existing tracks to increase speeds from: – CFP 109.3 to 109.2 – CFP 109.2 to 109.1 – CFP 109.0 to 108.6 – CFP 108.6 to 108.2 – CFP 108.1 to 107.9 – CFP 107.8 to 107.4 – CFP 107.4 to 107.2 – CFP 106.9 to 106.5 – CFP 105.8 to 105.3 – CFP 105.2 to 104.8 – CFP 103.7 to 103.4 – CFP 102.6 to 101.8 – CFP 100.5 to 99.7 – CFP 89.5 to 88.9 – CFP 88.9 to 88.0 – CFP 86.6 to 86.3 – CFP 85.7 to 85.4 – CFP 84.5 to 83.9 – CFP 83.6 to 83.4 – CFP 72.1 to 71.7 – CFP 70.6 to 70.0 – CFP 69.7 to 69.4 – CFP 68.5 to 68.0 – CFP 67.9 to 67.4 – CFP 67.1 to 66.7 – CFP 66.4 to 65.7 – CFP 65.0 to 64.4 – CFP 63.3 to 62.4 ▪ Construct crossovers at: – Slater's Lane (CFP 106.3) – AF (CFP 104.3) – Featherstone (CFP 87.0) – Arkendale (CFP 72.1) – Ross (CFP 66.2) ▪ Improve at-grade crossing and crossing protection at: – Featherstone Road (CFP 86.9) (to be replaced in-kind) – Brent Point Road (CFP 72.3) ▪ Extend existing culverts to accommodate the new third track. ▪ Install 36- to 48-inch culverts, as required for drainage, under the rail line. ▪ Install stormwater management facilities. ▪ Install signal and communication facilities. ▪ Relocate (or protect in place) utilities and/or fiber optics lines as required.

▶ *Continued – see end of table for notes.*

Table 4.3-2: Area 2: Northern Virginia Preferred Alternative

Preferred Alternative	Proposed Infrastructure Improvements
	Stations ▪ Crystal City VRE Station (CFP 108.6) – Align tracks to accommodate VRE platform updates. ▪ Alexandria Amtrak/VRE Station (CFP 105.3) – Improve existing City-owned surface parking to accommodate ~150 parking spaces adjacent to the existing station building.[1] ▪ Woodbridge Amtrak/VRE Station (CFP 89.1) – Lengthen and widen east platform to become the center island platform, align track to accommodate VRE platform updates on the west side, and improve the pedestrian bridge. ▪ Rippon VRE Station (CFP 85.3) – Align track to accommodate VRE platform updates. ▪ Brooke VRE Station (CFP 67.9) – Align track to accommodate VRE platform updates. ▪ Leeland Road VRE Station (CFP 63.5) – Align track to accommodate VRE platform updates. **Structures** ▪ Add one track to the existing railroad bridges on the: – East side over Four Mile Run Creek (CFP 107.9) – East side over Braddock Street (CFP 105.9) – East side over Commonwealth Avenue (CFP 105.4) – East side over King Street (CFP 105.3). ▪ Construct a new single-track rail bridge adjacent to existing structure on the: – East side over Furnace Road (CFP 90.0) – East side over Farm Creek (CFP 86.6) – East side over Unnamed Creek (CFP 86.1) – East side over Andrew Chapel Road (CFP 68.0) – East side over Claiborne Run (CFP 62.5) ▪ Construct substructure/foundation for a new two-track rail bridge (DC2RVA Project includes construction of a single-track bridge with space to add a second track, if required for future capacity[2]) adjacent to the existing structure on the: – East side over the Occoquan River (CFP 89.7) – West side over Neabsco Creek (CFP 84.8) – West side over Powells Creek (CFP 83.7) – East side over Aquia Creek (CFP 70.9) – East side over Potomac Creek (CFP 65.3) ▪ Replace road overpasses to provide sufficient vertical and horizontal clearance for the new track at: – Dawson Beach Road (CFP 88.8) – Eskimo Hill Road (CFP 66.8) – Leeland Road (CFP 63.5) – Primmer House Road (CFP 63.0) ▪ Add crash wall to the pedestrian bridge at Veterans Memorial Park (CFP 87.8). ▪ Close Mt. Hope Church Road (CFP 67.6) and construct an alternative route prior to closure.

Notes: 1. Project improvements and impact limits of disturbance at the Alexandria Station, including improvements to the City-owned parking lot, are provided for station planning by the City and do not indicate property acquisition for new parking facilities.

2. Provision of alignment for future installation of a second track (fourth track) at this location does not preclude the requirement for future environmental analysis to construct the fourth track through this section of the corridor.

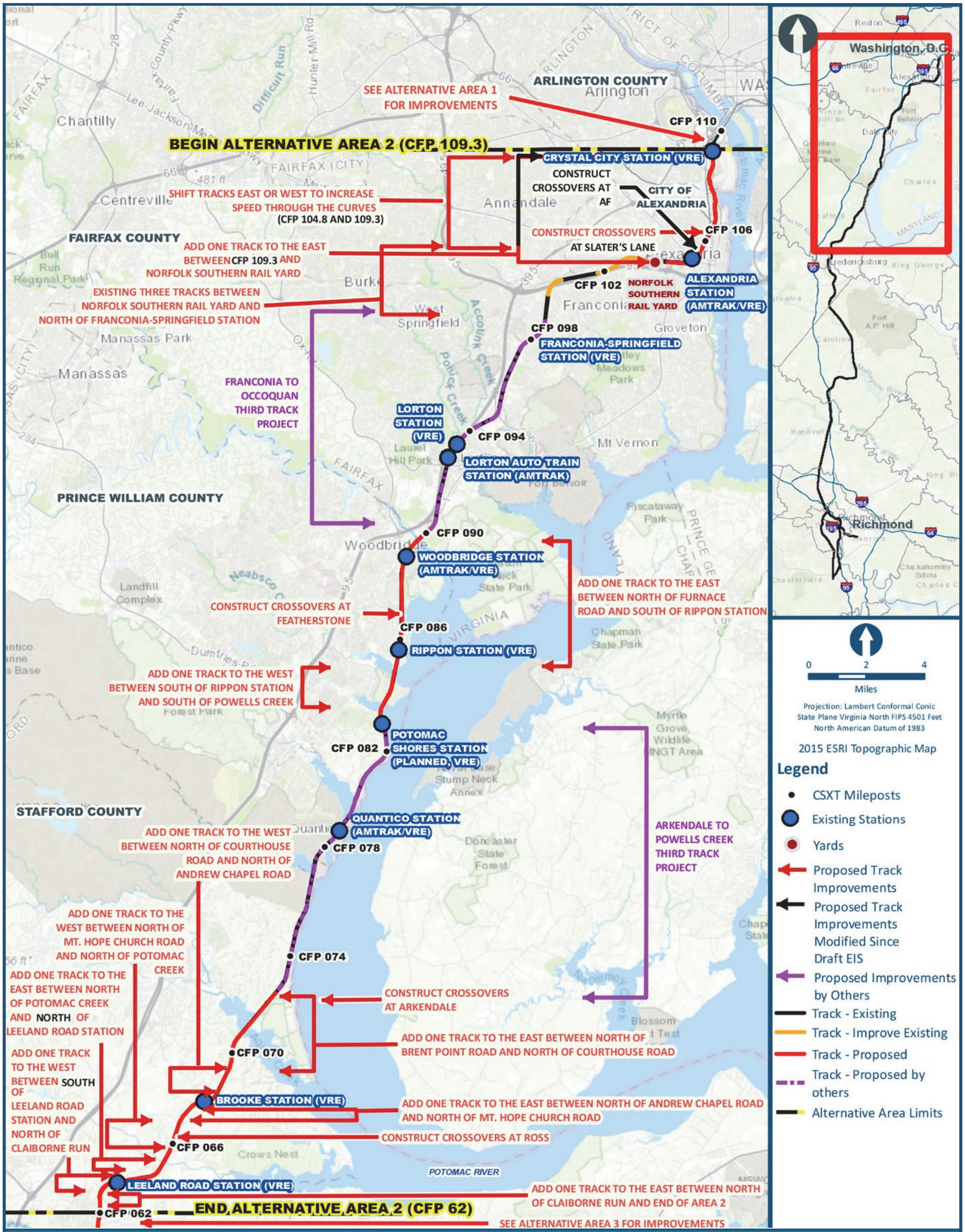

SEE ALTERNATIVE AREA 1 FOR IMPROVEMENTS
ARLINGTON COUNTY
CFP 110
BEGIN ALTERNATIVE AREA 2 (CFP 109.3)
CRYSTAL CITY STATION (VRE)
CONSTRUCT CROSSOVERS AT AF
CITY OF ALEXANDRIA
SHIFT TRACKS EAST OR WEST TO INCREASE SPEED THROUGH THE CURVES (CFP 104.8 AND 109.3)
CONSTRUCT CROSSOVERS AT SLATER'S LANE
CFP 106
FAIRFAX COUNTY
ADD ONE TRACK TO THE EAST BETWEEN CFP 109.3 AND NORFOLK SOUTHERN RAIL YARD
ALEXANDRIA STATION (AMTRAK/VRE)
CFP 102
NORFOLK SOUTHERN RAIL YARD
EXISTING THREE TRACKS BETWEEN NORFOLK SOUTHERN RAIL YARD AND NORTH OF FRANCONIA-SPRINGFIELD STATION
CFP 098
FRANCONIA-SPRINGFIELD STATION (VRE)
FRANCONIA TO OCCOQUAN THIRD TRACK PROJECT
LORTON STATION (VRE)
CFP 094
LORTON AUTO TRAIN STATION (AMTRAK)
PRINCE WILLIAM COUNTY
CFP 090
WOODBRIDGE STATION (AMTRAK/VRE)
ADD ONE TRACK TO THE EAST BETWEEN NORTH OF FURNACE ROAD AND SOUTH OF RIPPON STATION
CONSTRUCT CROSSOVERS AT FEATHERSTONE
CFP 086
RIPPON STATION (VRE)
ADD ONE TRACK TO THE WEST BETWEEN SOUTH OF RIPPON STATION AND SOUTH OF POWELLS CREEK
POTOMAC SHORES STATION (PLANNED, VRE)
CFP 082
STAFFORD COUNTY
ADD ONE TRACK TO THE WEST BETWEEN NORTH OF COURTHOUSE ROAD AND NORTH OF ANDREW CHAPEL ROAD
QUANTICO STATION (AMTRAK/VRE)
CFP 078
ARKENDALE TO POWELLS CREEK THIRD TRACK PROJECT
ADD ONE TRACK TO THE WEST BETWEEN NORTH OF MT. HOPE CHURCH ROAD AND NORTH OF POTOMAC CREEK
CFP 074
ADD ONE TRACK TO THE EAST BETWEEN NORTH OF POTOMAC CREEK AND NORTH OF LEELAND ROAD STATION
CONSTRUCT CROSSOVERS AT ARKENDALE
ADD ONE TRACK TO THE EAST BETWEEN NORTH OF BRENT POINT ROAD AND NORTH OF COURTHOUSE ROAD
CFP 070
ADD ONE TRACK TO THE WEST BETWEEN SOUTH OF LEELAND ROAD STATION AND NORTH OF CLAIBORNE RUN
BROOKE STATION (VRE)
ADD ONE TRACK TO THE EAST BETWEEN NORTH OF ANDREW CHAPEL ROAD AND NORTH OF MT. HOPE CHURCH ROAD
CONSTRUCT CROSSOVERS AT ROSS
CFP 066
POTOMAC RIVER
LEELAND ROAD STATION (VRE)
ADD ONE TRACK TO THE EAST BETWEEN NORTH OF CLAIBORNE RUN AND END OF AREA 2
CFP 062
END ALTERNATIVE AREA 2 (CFP 62)
SEE ALTERNATIVE AREA 3 FOR IMPROVEMENTS
Washington, D.C.
Richmond
0 2 4
Miles
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2015 ESRI Topographic Map
Legend
CSXT Mileposts
Existing Stations
Yards
Proposed Track Improvements
Proposed Track Improvements Modified Since Draft EIS
Proposed Improvements by Others
Track - Existing
Track - Improve Existing
Track - Proposed
Track - Proposed by others
Alternative Area Limits

Figure 4.3-3: Preferred Alternative 2A: Add Third or Fourth Main Track

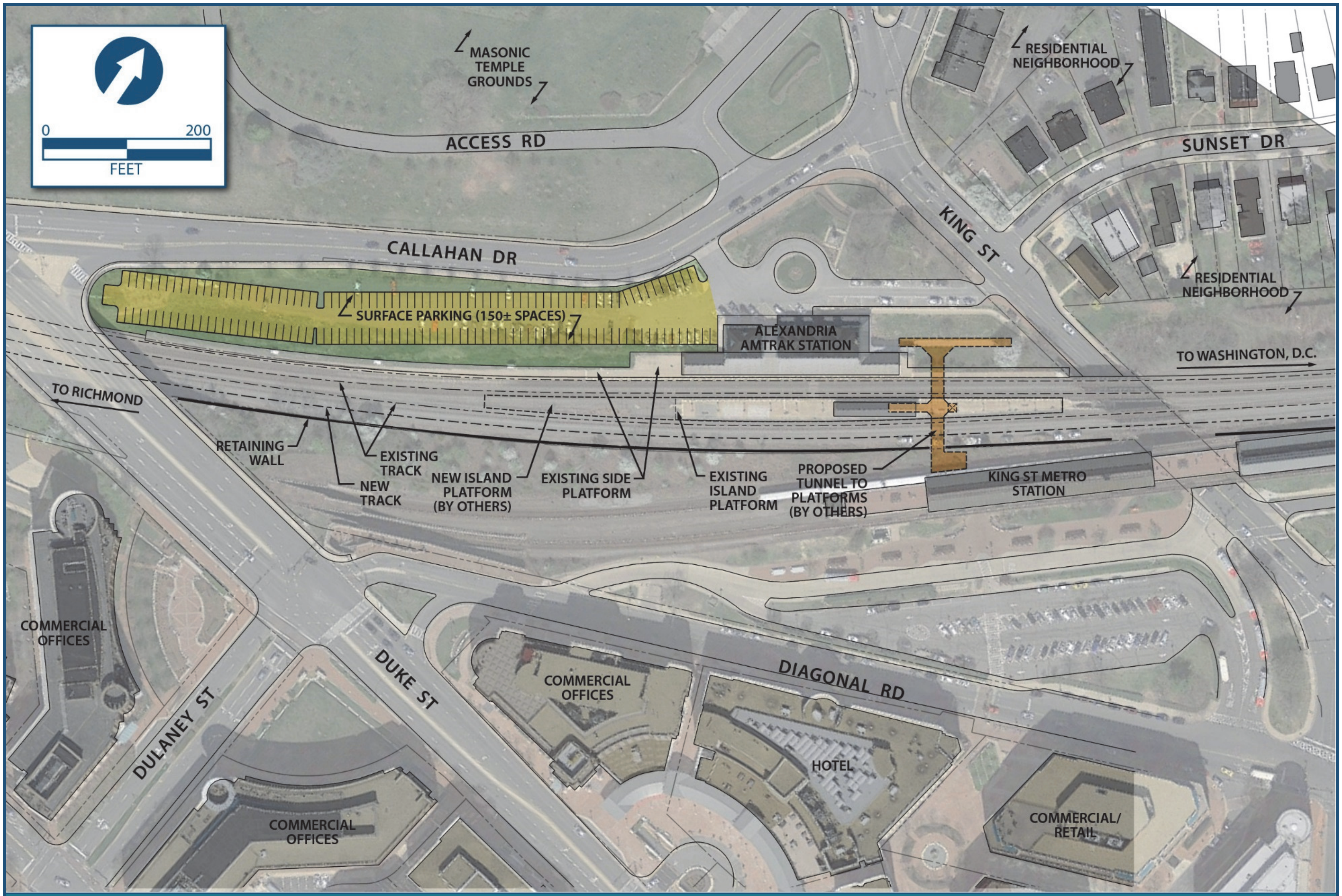

0
200
FEET
MASONIC TEMPLE GROUNDS
ACCESS RD
RESIDENTIAL NEIGHBORHOOD
SUNSET DR
CALLAHAN DR
KING ST
RESIDENTIAL NEIGHBORHOOD
SURFACE PARKING (150± SPACES)
ALEXANDRIA AMTRAK STATION
TO WASHINGTON, D.C.
TO RICHMOND
RETAINING WALL
EXISTING TRACK
NEW TRACK
NEW ISLAND PLATFORM (BY OTHERS)
EXISTING SIDE PLATFORM
EXISTING ISLAND PLATFORM
PROPOSED TUNNEL TO PLATFORMS (BY OTHERS)
KING ST METRO STATION
COMMERCIAL OFFICES
DUKE ST
DIAGONAL RD
COMMERCIAL OFFICES
DULANEY ST
HOTEL
COMMERCIAL OFFICES
COMMERCIAL/ RETAIL

Figure 4.3-4: Alexandria Station Improvements for Preferred Alternative 2A

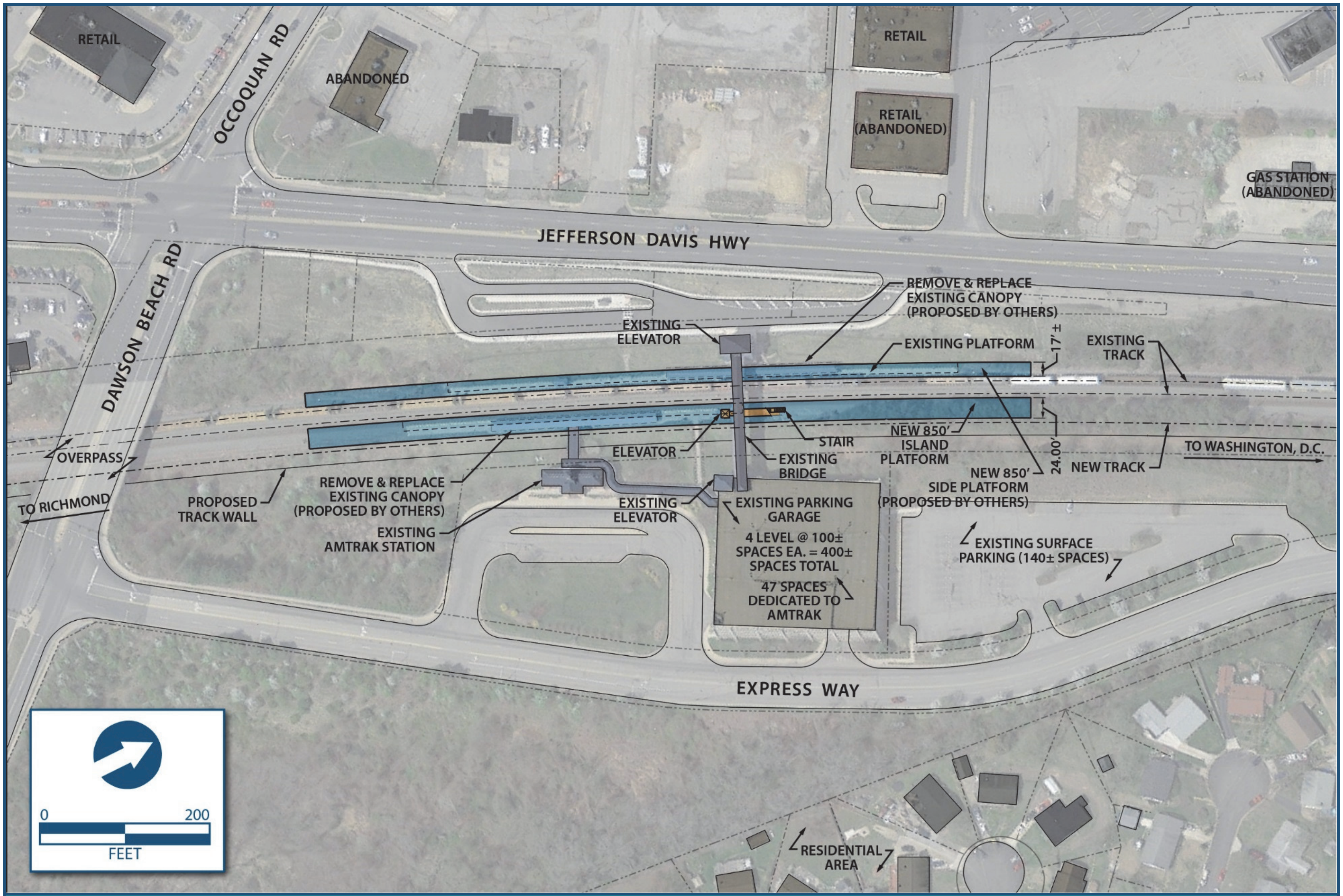

RETAIL
ABANDONED
OCCOQUAN RD
RETAIL
RETAIL (ABANDONED)
GAS STATION (ABANDONED)
JEFFERSON DAVIS HWY
DAWSON BEACH RD
REMOVE & REPLACE EXISTING CANOPY (PROPOSED BY OTHERS)
EXISTING ELEVATOR
EXISTING PLATFORM
17' ±
EXISTING TRACK
NEW 850' ISLAND PLATFORM
STAIR
EXISTING BRIDGE
ELEVATOR
24.00'
NEW 850' SIDE PLATFORM (PROPOSED BY OTHERS)
NEW TRACK
TO WASHINGTON, D.C.
OVERPASS
TO RICHMOND
PROPOSED TRACK WALL
REMOVE & REPLACE EXISTING CANOPY (PROPOSED BY OTHERS)
EXISTING AMTRAK STATION
EXISTING ELEVATOR
EXISTING PARKING GARAGE
4 LEVEL @ 100± SPACES EA. = 400± SPACES TOTAL
47 SPACES DEDICATED TO AMTRAK
EXISTING SURFACE PARKING (140± SPACES)
EXPRESS WAY
RESIDENTIAL AREA
0
200
FEET

Figure 4.3-5: Woodbridge Station Improvements for Preferred Alternative 2A

4.3.2.3 Changes to 2A Subsequent to the Draft EIS

Comments from the public and review agencies, combined with new data either provided or discovered during the Draft EIS review period, resulted in modifications to the conceptual engineering to Alternative 2A. These conceptual engineering modifications originated from:

- Coordinating with adjacent active projects:
  - Atlantic Gateway
  - Powells Creek to Arkendale Third Track project, including:
    - Adding design for temporary end of project at North Possum Point.
    - Adding design for completion of project from North Possum Point to Powells Creek.
    - Removing improvements proposed by DC2RVA that were added to conceptual design based on DC2RVA design criteria, e.g. shifting track to improve curve speeds and crossing protection
  - VRE Station Expansions. While the stations would be improved by others (i.e., VRE), DRPT has included the following improvements as part of the DC2RVA Project where needed to accommodate the construction of the third track:
    - Crystal City VRE Station (CFP 108.6) – Align tracks to accommodate VRE platform updates
    - Alexandria Amtrak/VRE Station (CFP 105.3) – Align tracks to accommodate VRE platform updates
    - Woodbridge Amtrak/VRE Station (CFP 89.1) – Align track to accommodate VRE platform updates on the west side, improve the pedestrian bridge, and provide for an intertrack fence
    - Rippon VRE Station (CFP 85.3) – Align track to accommodate VRE platform updates
- Addressing access impacts to driveways and properties along the corridor
- Incorporating crossing improvements, i.e., additional paving widths for crossing and pedestrian safety, and potential locations of gates and equipment sheds
- Addressing specific comments about:
  - Access at Railroad Avenue in Woodbridge
  - Adjustments to track curves for train operations or impact mitigations
  - Crash walls to protect highway bridge piers

Rail Bridge over Neabsco Creek in Area 2 (Northern Virginia)

4.3.3 Area 3: Fredericksburg

4.3.3.1 Description of the Preferred Alternative 3B

The Preferred Alternative in Area 3 (Fredericksburg) is 3B: Add Third Main Track Through City. Detailed infrastructure improvements associated with Preferred Alternative 3B are provided in Table 4.3-3, and a single-page summary schematic is shown in Figure 4.3-6. Refer to Appendix L of this Final EIS for a mapbook of the Preferred Alternative that shows additional engineering details for the 123-mile Project corridor, including permanent and temporary LOD. Station improvements at Fredericksburg Station are shown in Figure 4.3-7.

Table 4.3-3: Area 3: Fredericksburg Preferred Alternative

Preferred Alternative	Infrastructure Improvements
3B: Add Third Main Track Through the City, Add a Third Main Track North and South of the City (CFP 62 to CFP 48) 3B will add one additional main line track in areas with only two existing tracks and, in some curves, realign and improve existing tracks to improve speed. Through the city, the additional track will be constructed east of the existing two tracks. Improvements between the Amtrak/VRE station in Fredericksburg and VRE's Spotsylvania Station will be limited to re-aligning existing tracks through curves to improve speed as a third track already exists. Rail improvements are generally within existing right-of-way. The track maximum authorized speed is variable by segment , with increased speeds of 80 to 90 mph in some sections where practicable, based on curve and track geometry; actual operating speeds will be refined during future phases of design and future modeling of train operations Two areas do not require an additional main line track because the segments already have three main line tracks: ▪ Fredericksburg to Hamilton currently has three main line tracks from CFP 58.9 to CFP 55.7. ▪ Hamilton to Crossroads currently has three main line tracks from CFP 55.7 to CFP 53.2, along with the new VRE Spotsylvania Station (CFP 53.3).	**Track** ▪ Add one new track beside the existing tracks, generally to the: – East between the end of Area 2/beginning of Area 3 (CFP 62) and north of Blue & Gray Parkway (CFP 58.7) – West between CFP 57.6 and CFP 54.5 – East between south of Spotsylvania VRE Station (CFP 53.3) and south of VRE Crossroads Layover Yard (CFP 52.6) – West between south of VRE Crossroads Layover Yard (CFP 52.6) and the end of Area 3/beginning of Area 4 (CFP 48) ▪ Improve existing tracks to increase speeds from: – CFP 62.3 to 61.7 – CFP 61.6 to 61.2 – CFP 60.4 to 59.6 – CFP 59.3 to 58.5 – CFP 57.9 to 57.6 – CFP 56.8 to 56.5 – CFP 56.1 to 55.8 – CFP 55.6 to 54.8 – CFP 54.7 to 54.4 – CFP 54.1 to 53.5 – CFP 52.6 to 51.6[1] – CFP 51.5 to 51.0[1] – CFP 50.9 to 48.4[1] ▪ Construct crossovers at: – Dahlgren Junction (CFP 61.1) – Hamilton (CFP 55.7) – Crossroads (CFP 53.2) – Claiborne Crossing (CFP 48.2) ▪ Improve at-grade crossing and crossing protection at: – Mine Road (CFP 54.77) – Summit Crossing Road (Route 668) (CFP 51.41) – Claiborne Crossing Road (Route 660) (CFP 48.63) ▪ Extend existing culverts to accommodate the new third track. ▪ Install 36- to 48-inch culverts, as required for drainage, under the rail line along the alignment. ▪ Install stormwater management facilities. ▪ Install signal and communication facilities. ▪ Relocate (or protect in place) utilities and/or fiber optics lines, as required.

▶ *Continued – see end of table for notes.*

Table 4.3-3: Area 3: Fredericksburg Preferred Alternative

Preferred Alternative	Infrastructure Improvements
	Stations ▪ Fredericksburg Amtrak/VRE Station (CFP 59.4): – Lengthen and widen east platform to become a center island platform with a length of 850 feet – Length and widen the west platform to a length of 950 feet. All platforms to be 8 inches above top of rail – Construct new station building (approximately 6,800 square feet) west of the existing tracks at the intersection of Caroline Street and Lafayette Boulevard – Construct a new vertical access between the station building, platforms, and parking structure – Relocate existing elevator on east platform to accommodate the new third track – Construct a multi-level parking garage for approximately 225 parking spaces and modify the existing surface parking to accommodate approximately 20 parking spaces. The new parking garage and surface parking will be located east of the tracks opposite the new station where a current surface parking lot is located. Approximately nine ADA parking spaces will be installed adjacent to the new station building.[2] **Structures** ▪ Construct a new single-track rail bridge adjacent to the existing structure on the: – East side over Harrell Road (CFP 61.8) – East side over Claiborne Run (CFP 60.6) – East side of the platform at Fredericksburg Station (CFP 59.4) – East side over Sophia Street (CFP 59.4) – East side over Caroline Street (CFP 59.4) – East side over Princess Anne Street (CFP 59.4) – East side over Charles Street (CFP 59.3) ▪ Construct substructure/foundation for a new two-track rail bridge (DC2RVA Project includes construction of a single-track bridge with space to add a second track, if required for future capacity[3]) on the east side of the existing structure over the Rappahannock River (CFP 59.45). ▪ Construct new road overpass providing sufficient vertical and horizontal clearances for new track at Lansdowne Road (Route 638) (CFP 57.57). ▪ Replace road overpass to provide sufficient vertical and horizontal clearance for the new track at Kings Highway (CFP 60.0). ▪ Add crash wall to the existing piers at Butler/White Oak Road (CFP 60.8).

Notes: 1. These curve improvements require track constructions on a new alignment within the existing CSXT right-of-way.

2. Project improvements and impact limits of disturbance at the Fredericksburg Station, including improvements to the existing surface parking areas, are provided for station planning by the City but do not indicate property acquisition for new parking facilities.

3. Provision of alignment for future installation of a second track (fourth track) at this location does not preclude the requirement for future environmental analysis to construct the fourth track through this section of the corridor.

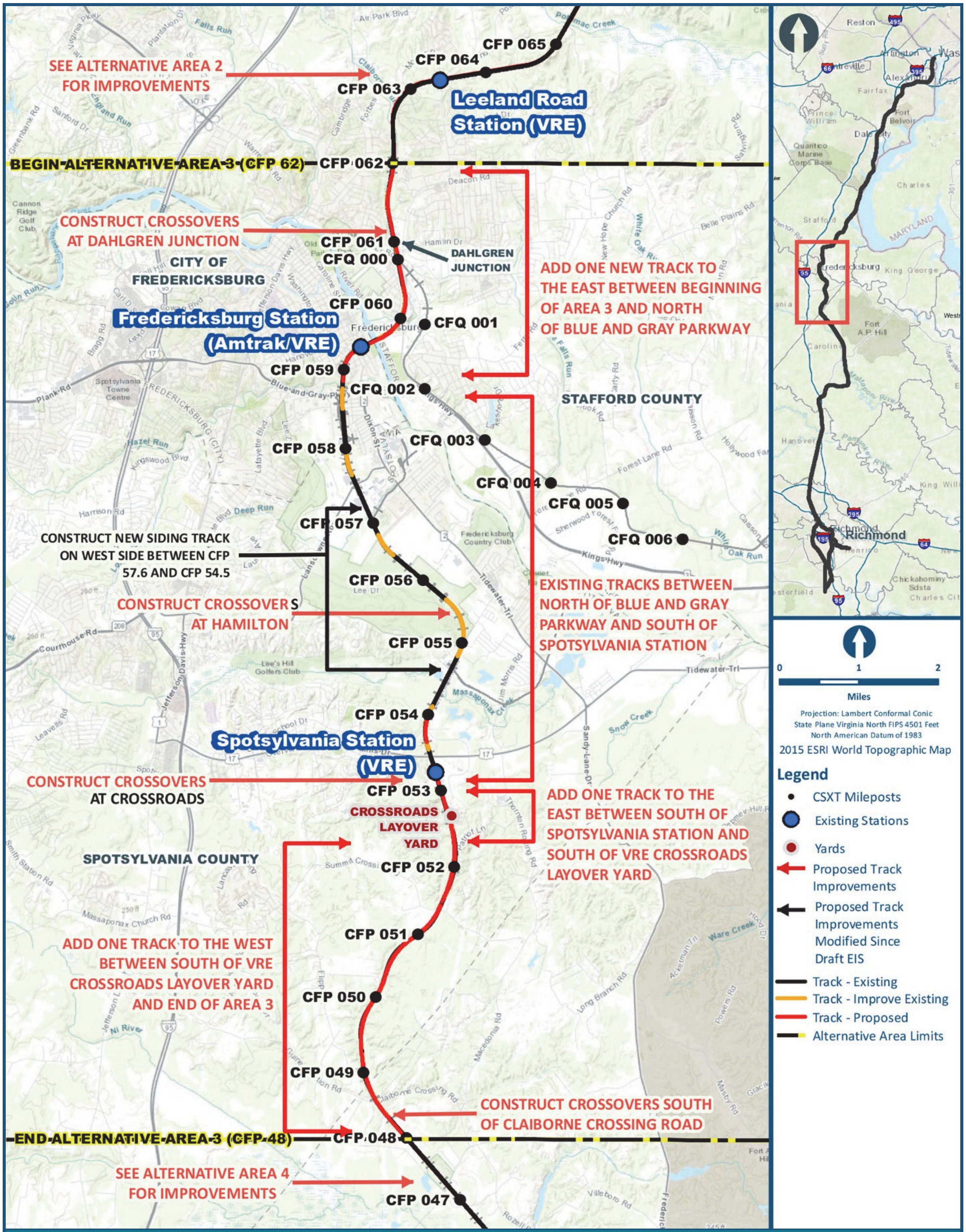

CFP 065
CFP 064
CFP 063
SEE ALTERNATIVE AREA 2 FOR IMPROVEMENTS
Leeland Road Station (VRE)
BEGIN ALTERNATIVE AREA 3 (CFP 62)
CFP 062
CONSTRUCT CROSSOVERS AT DAHLGREN JUNCTION
CFP 061
CFQ 000
DAHLGREN JUNCTION
CITY OF FREDERICKSBURG
CFP 060
CFQ 001
Fredericksburg Station (Amtrak/VRE)
ADD ONE NEW TRACK TO THE EAST BETWEEN BEGINNING OF AREA 3 AND NORTH OF BLUE AND GRAY PARKWAY
CFP 059
CFQ 002
STAFFORD COUNTY
CFP 058
CFQ 003
CFQ 004
CFQ 005
CFQ 006
CFP 057
CONSTRUCT NEW SIDING TRACK ON WEST SIDE BETWEEN CFP 57.6 AND CFP 54.5
CFP 056
CONSTRUCT CROSSOVERS AT HAMILTON
EXISTING TRACKS BETWEEN NORTH OF BLUE AND GRAY PARKWAY AND SOUTH OF SPOTSYLVANIA STATION
CFP 055
CFP 054
Spotsylvania Station (VRE)
CONSTRUCT CROSSOVERS AT CROSSROADS
CFP 053
CROSSROADS LAYOVER YARD
ADD ONE TRACK TO THE EAST BETWEEN SOUTH OF SPOTSYLVANIA STATION AND SOUTH OF VRE CROSSROADS LAYOVER YARD
SPOTSYLVANIA COUNTY
CFP 052
CFP 051
ADD ONE TRACK TO THE WEST BETWEEN SOUTH OF VRE CROSSROADS LAYOVER YARD AND END OF AREA 3
CFP 050
CFP 049
CONSTRUCT CROSSOVERS SOUTH OF CLAIBORNE CROSSING ROAD
END ALTERNATIVE AREA 3 (CFP 48)
CFP 048
SEE ALTERNATIVE AREA 4 FOR IMPROVEMENTS
CFP 047
Reston
Alexandria
Fredericksburg
Richmond
0
1
2
Miles
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2015 ESRI World Topographic Map
Legend
CSXT Mileposts
Existing Stations
Yards
Proposed Track Improvements
Proposed Track Improvements Modified Since Draft EIS
Track - Existing
Track - Improve Existing
Track - Proposed
Alternative Area Limits

Figure 4.3-6: Preferred Alternative 3B: Add a Third Main Track Through City

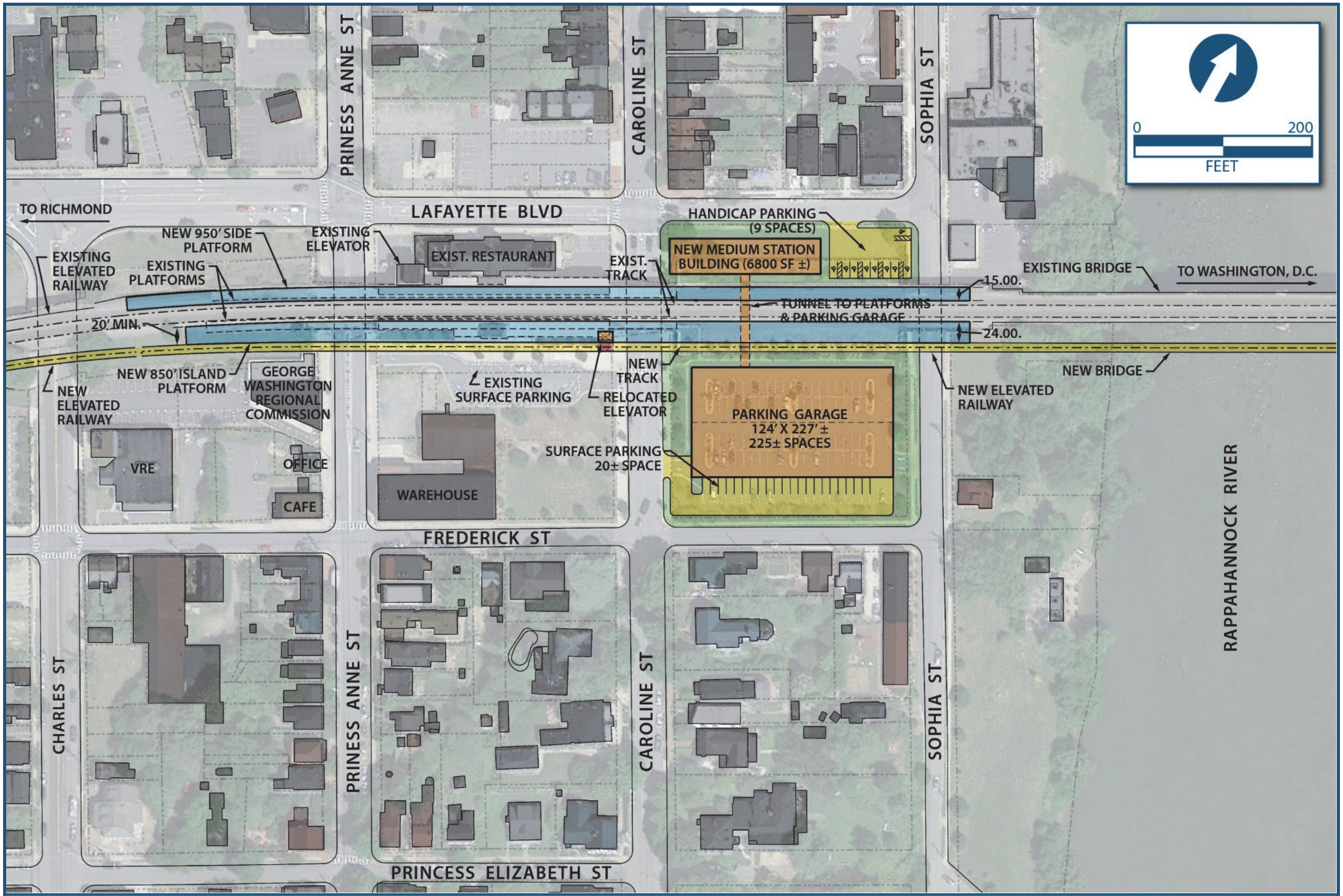

PRINCESS ANNE ST
CAROLINE ST
SOPHIA ST
0
200
FEET
TO RICHMOND
LAFAYETTE BLVD
HANDICAP PARKING (9 SPACES)
NEW MEDIUM STATION BUILDING (6800 SF ±)
EXISTING ELEVATED RAILWAY
NEW 950' SIDE PLATFORM
EXISTING PLATFORMS
EXISTING ELEVATOR
EXIST. RESTAURANT
EXIST. TRACK
EXISTING BRIDGE
TO WASHINGTON, D.C.
15.00.
TUNNEL TO PLATFORMS & PARKING GARAGE
20' MIN.
24.00.
NEW 850' ISLAND PLATFORM
GEORGE WASHINGTON REGIONAL COMMISSION
NEW ELEVATED RAILWAY
EXISTING SURFACE PARKING
NEW TRACK
RELOCATED ELEVATOR
PARKING GARAGE 124' X 227' ± 225± SPACES
NEW ELEVATED RAILWAY
NEW BRIDGE
SURFACE PARKING 20± SPACE
VRE
OFFICE
CAFE
WAREHOUSE
FREDERICK ST
RAPPAHANNOCK RIVER
CHARLES ST
PRINCESS ANNE ST
CAROLINE ST
SOPHIA ST
PRINCESS ELIZABETH ST

Figure 4.3-7: Fredericksburg Station Improvements for Preferred Alternative 3B

4.3.3.2 Basis for Selecting 3B

In the Draft EIS, DRPT screened multiple alignments and evaluated three Build Alternatives in detail:

- 3A: Maintain Two Tracks Through City
- 3B: Add One Track Through City East of Existing Tracks
- 3C: Add a Two-Track Bypass East of City

Maintaining two tracks through the City of Fredericksburg (i.e., Build Alternative 3A as evaluated in the Draft EIS) does not provide sufficient capacity to support increased intercity passenger service, support VRE commuter service, or accommodate CSXT freight service through the City, and therefore does not meet the Purpose and Need of the Project. Adding a two-track bypass to the east of the City (i.e., Build Alternative 3C as evaluated in the Draft EIS) provides sufficient capacity, but would incur substantial impacts to wetlands, historic and cultural resources, property, and infrastructure. In addition, there was strong local opposition to a new greenfield bypass. Therefore, Alternative 3B, which adds a third main track to link existing sections of three or more tracks and provides a continuous three track corridor through the City, was selected as the Preferred Alternative.

Alternative 3B provides the capacity to support intercity passenger service, VRE commuter service, and CSXT freight service, and will have fewer impacts to property, wetlands, and infrastructure than a bypass, and occurs largely within the existing CSXT-owned right-of-way. Alternative 3B supports past and ongoing investments by the Commonwealth and VRE and has local government support.

It is important to note that while the Commonwealth considered a two-track option through Fredericksburg (Build Alternative 3A), similar to the Preferred Alternative in Area 5 through Ashland (Alternative 5A, see Section 4.3.5), the two-track option through Fredericksburg did not provide sufficient capacity at the mid-point location along the Project corridor. The rail corridor through Fredericksburg hosts more train traffic than Ashland, particularly due to the presence of VRE commuter service north of Spotsylvania, and a two-track railroad with only two platform edges in Fredericksburg will not support reliable service for intercity passenger, VRE commuter, or CSXT freight trains. Therefore, FRA and DRPT determined that while two tracks will be sufficient for the Project in Ashland, additional capacity was necessary in Fredericksburg.

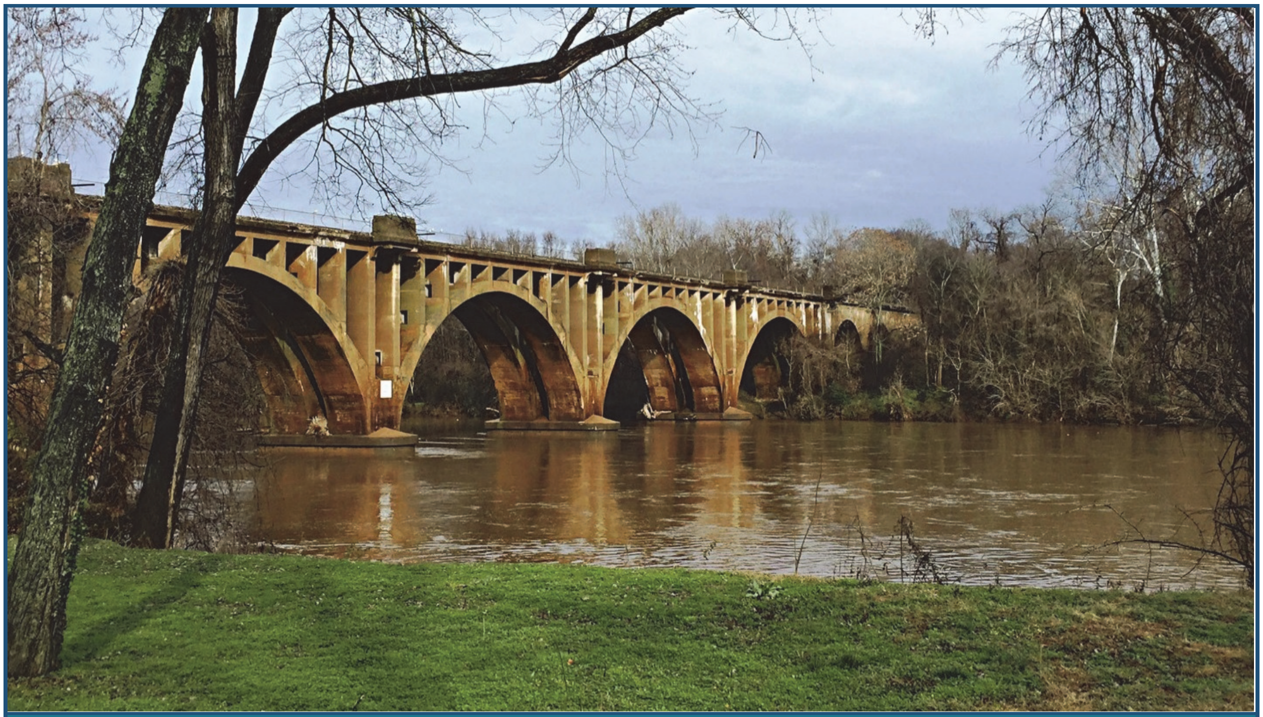
FRA and DRPT also considered extending the east and west platforms up to 1,200 feet in length to better accommodate long distance trains and crew access; however, the tracks curve south of the station on limited width right-of-way which constrains platform expansion to the south. North of the station, extended platforms of 1,200 feet would need to be built on new structures extending over the Rappahannock River, with additional impacts to property, historic and cultural resources, visual quality, natural resources, and waters of the U.S. Therefore, FRA and DRPT determined that the west side platform would be extended to 950 feet, and the east side platform would be 850 feet in length in order to improve passenger and crew access to trains while reducing impacts.

4.3.3.3 Changes to 3B Subsequent to the Draft EIS

Comments from the public and review agencies, combined with new data either provided or discovered during the Draft EIS review period, resulted in modifications to the conceptual engineering for Alterative 3B. These conceptual engineering modifications originated from:

- Addressing train operations improvements within the existing/proposed track limits

- Addressing local planning comments to:
  - Eliminate a highway bridge replacement at White Oak Road
  - Plan for a pedestrian culvert at Naomi Road
- Addressing access impacts to driveways and properties along the corridor
- Incorporating crossing improvements, i.e., additional paving widths for crossing and pedestrian safety, and potential locations of gates and equipment sheds
- Adding a fourth track/siding to allow trains to pass a stopped or slow-moving train south of Fredericksburg
- Extending the west side platform at the Fredericksburg station to the maximum allowable by site constraints while avoiding/minimizing impacts



Rail Bridge over the Rappahannock River in Area 3 (Fredericksburg)

4.3.4 Area 4: Central Virginia

4.3.4.1 Description of the Preferred Alternative 4A

The Preferred Alternative in Area 4 (Central Virginia) is 4A: Add a Third Main Track. Detailed infrastructure improvements associated with Preferred Alternative 4A are provided in Table 4.3-4, and a single-page summary schematic is shown in Figure 4.3-8. Refer to Appendix L of this Final EIS for a mapbook of the Preferred Alternative that shows additional engineering details for the 123-mile Project corridor, including permanent and temporary LOD. There are no intercity passenger rail stations located within Area 4.

Table 4.3-4: Area 4: Central Virginia Preferred Alternative

Preferred Alternative	Proposed Infrastructure Improvements
4A: Add a Third Main Track (CFP 48 to CFP 19) 4A will add one additional main line track and, in some curves, realign and improve existing tracks to improve speed. The additional track will be located on either the east or west side of the existing tracks based on rail operation considerations, site constraints, and potential impacts. The track maximum authorized speed is variable by segment, with increased speeds of 80 to 90 mph in some sections where practicable, based on curve and track geometry; actual operating speeds will be refined during future phases of design and future modeling of train operations.	**Track** ▪ Add one new track beside the existing tracks to the: – West between the end of Area 3/beginning of Area 4 and south of the North Anna River (CFP 23.8) – East between south of the North Anna River (CFP 23.8) and north of Kings Dominion Boulevard (CFP 20.8) – West between north of Kings Dominion Boulevard (CFP 20.8) and the end of Area 4/beginning of Area 5 (CFP 19) ▪ Improve existing tracks to increase speeds from: – CFP 45.7 to 45.4 – CFP 41.9 to 41.5 – CFP 40.9 to 40.6 – CFP 40.3 to 40.0 – CFP 39.1 to 38.8 – CFP 36.4 to 36.0 – CFP 35.0 to 34.8 – CFP 31.7 to 31.1 – CFP 30.6 to 30.2 – CFP 30.0 to 29.5 – CFP 29.4 to 28.2 – CFP 27.7 to 27.1 – CFP 26.9 to 26.6 – CFP 26.4 to 25.5 – CFP 23.5 to 23.2 – CFP 20.5 to 19.9 ▪ Construct crossovers at: – Milford (CFP 37.6) – Colemans Mill (CFP 29.6) – North Doswell (CFP 23.1) ▪ Improve at-grade crossing and crossing protection at: – Stonewall Jackson Road (Route 606) (CFP 47.2) – Woodford Road (CFP 44.5) – Woodslane Road (CFP 43.5) – Paige Road (CFP 40.4) – Penola Road (CFP 33.0) – Doswell Road (CFP 21.9) – Multiple private road crossings ▪ Improve existing tracks at Rogers Clark Boulevard (CFP 38.5) to provide adequate horizontal clearance. ▪ Close existing at-grade crossing at Colemans Mill Road (CFP 29.7). ▪ Extend existing culverts to accommodate the new third track. ▪ Install 36- to 48-inch culverts, as required for drainage, under the rail line along the alignment. ▪ Install stormwater management facilities. ▪ Install signal and communication facilities. ▪ Relocate (or protect in place) utilities and/or fiber optics lines, as required. **Stations** ▪ No stations within this area. **Structures** ▪ Construct a new single-track rail bridge adjacent to the existing structure on the: – West side over Mattaponi River (CFP 34.8) – West side over North Anna River (CFP 23.9) – West side over Polecat Creek (CFP 32.1) – West side over Taylorsville Road (Route 689) (CFP 19.6) – West side over Little River (CFP 19.5) ▪ Add crash wall to the existing piers at: – Rogers Clark Boulevard (CFP 38.5) – Dry Bridge Road (CFP 28.4) – Ruther Glen Road (CFP 27.0) – I-95 (CFP 26.5)

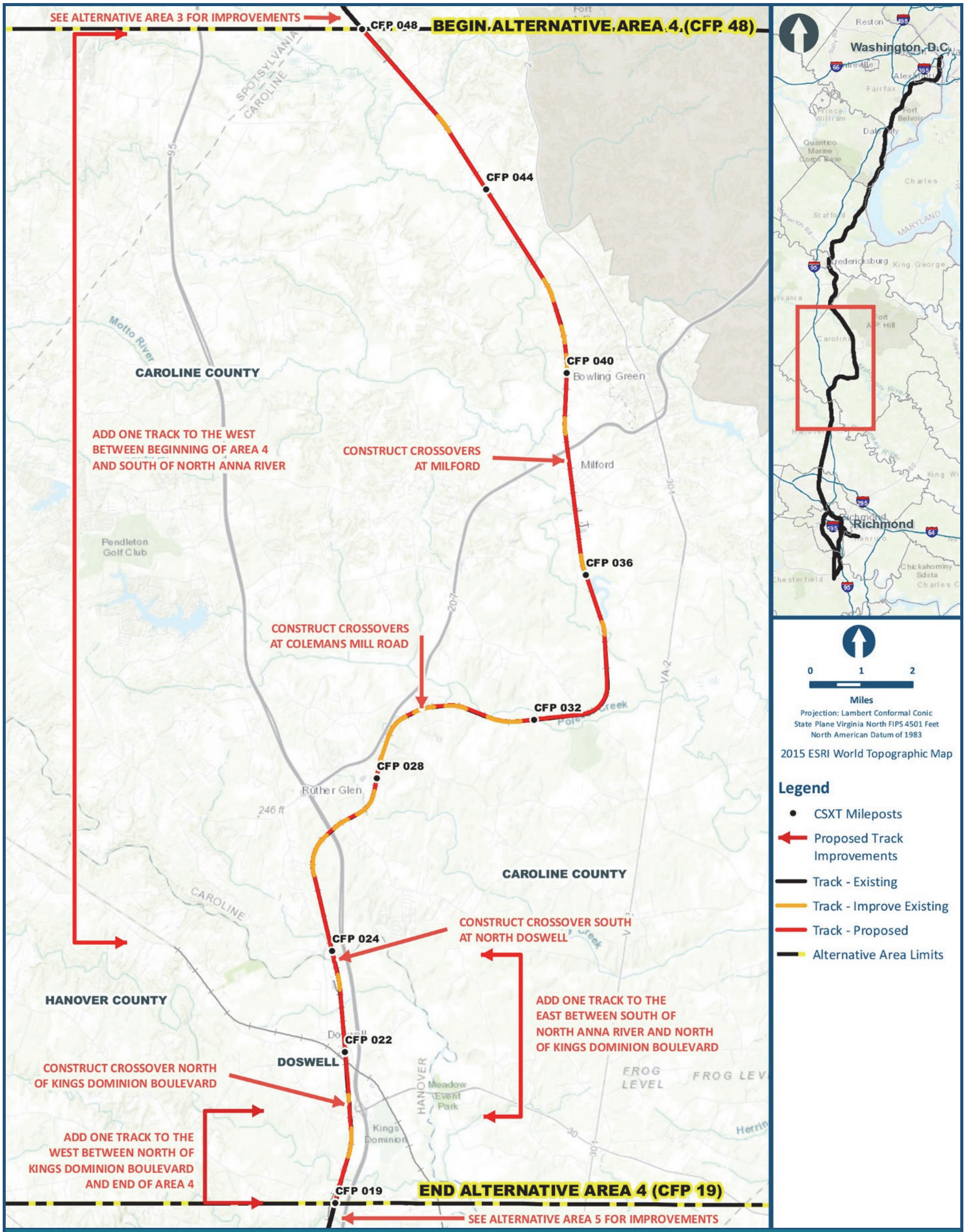

SEE ALTERNATIVE AREA 3 FOR IMPROVEMENTS
CFP 048
BEGIN ALTERNATIVE AREA 4 (CFP 48)
SPOTSYLVANIA
CAROLINE
CFP 044
Motto River
CAROLINE COUNTY
CFP 040
Bowling Green
ADD ONE TRACK TO THE WEST BETWEEN BEGINNING OF AREA 4 AND SOUTH OF NORTH ANNA RIVER
CONSTRUCT CROSSOVERS AT MILFORD
Milford
Pendleton Golf Club
CFP 036
CONSTRUCT CROSSOVERS AT COLEMANS MILL ROAD
CFP 032
CFP 028
Ruther Glen
246 ft
CAROLINE COUNTY
CAROLINE
CFP 024
CONSTRUCT CROSSOVER SOUTH AT NORTH DOSWELL
HANOVER COUNTY
CFP 022
DOSWELL
ADD ONE TRACK TO THE EAST BETWEEN SOUTH OF NORTH ANNA RIVER AND NORTH OF KINGS DOMINION BOULEVARD
CONSTRUCT CROSSOVER NORTH OF KINGS DOMINION BOULEVARD
FROG LEVEL
HANOVER
Meadow Event Park
Kings Dominion
ADD ONE TRACK TO THE WEST BETWEEN NORTH OF KINGS DOMINION BOULEVARD AND END OF AREA 4
CFP 019
END ALTERNATIVE AREA 4 (CFP 19)
SEE ALTERNATIVE AREA 5 FOR IMPROVEMENTS
Washington, D.C.
Fredericksburg
Richmond
MARYLAND
0 1 2
Miles
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2015 ESRI World Topographic Map
Legend
● CSXT Mileposts
Proposed Track Improvements
Track - Existing
Track - Improve Existing
Track - Proposed
Alternative Area Limits

Figure 4.3-8: Preferred Alternative 4A: Add a Third Main Track

4.3.4.2 Basis for Selecting 4A

In the Draft EIS, DRPT screened multiple alignments to improve capacity and reach the 90 mph speed, while minimizing impacts to wetlands, waterways, and other resources, and carried one alternative forward for further evaluation in the Draft EIS—Alternative 4A, which adds a third main track to the west of the existing two tracks through most of Area 4. Alternative 4A was selected as the Preferred Alternative as it increases passenger train speed and will add Project improvements largely within the existing CSXT-owned right-of-way. It will support expanded intercity passenger service and CSXT freight service, while minimizing impacts to wetlands and property.

4.3.4.3 Changes to 4A Subsequent to the Draft EIS

Comments from the public and review agencies, combined with new data either provided or discovered during the Draft EIS review period, resulted in modifications to the conceptual engineering for Alternative 4A. These conceptual engineering modifications originated from:

- Addressing train operations improvements, including crossovers, within the existing or proposed track limits
- Addressing access impacts to driveways and properties along the corridor
- Incorporating crossing improvements, i.e., additional paving widths for crossing and pedestrian safety, and potential locations of gates and equipment sheds

60
40
60
40
DOSWELL

Buckingham Branch Railroad Crossing at Doswell in Area 4 (Central Virginia)

4.3.5 Area 5: Ashland

4.3.5.1 Description of the Preferred Alternative 5A

The Preferred Alternative in Area 5 (Ashland) is 5A: Maintain Two Tracks Through Town (No Station Improvements). Alternative 5A includes the construction of a third track for 3.1 miles north and 4.7 miles south of Ashland while retaining the existing two-track alignment for approximately 2.2 miles through the Town of Ashland, without improvements to the existing Ashland Station. Detailed infrastructure improvements associated with Preferred Alternative 5A are provided in Table 4.3-5, and a single-page summary schematic is shown in Figure 4.3-9. Refer to Appendix L of this Final EIS for a mapbook of the Preferred Alternative that shows additional engineering details for the 123-mile Project corridor, including permanent and temporary LOD.

Table 4.3-5: Area 5: Ashland Preferred Alternative

Preferred Alternative	Proposed Infrastructure Improvements
5A: Maintain Two Tracks Through Town (No Station Improvements) Add a Third Main Track North and South of Town (CFP 19 to CFP 9) 5A will maintain the existing two tracks (i.e., no construction of new track) through Ashland, which will be used by freight and passenger trains similar to current conditions. No station improvements are part of the Project. One new track will be constructed north and south of town, and there are some shifts of existing tracks to improve speed throughout the area. Rail improvements are generally within existing right-of-way. The track maximum authorized speed in this area is variable by segment, with increased speeds of 80 to 90 mph in some sections where practicable, and with an existing 35 mph municipal slow order within the Town of Ashland. Maximum authorized speeds are based on curve and track geometry; actual operating speeds will be refined during future phases of design and future modeling of train operations. Ashland station improvements, including new low-level side platforms, are part of a separate plan for ADA improvements by Amtrak, as discussed in Section 7.7.1. The CTB included several Ashland-specific directives as part of their resolution for this Project (Appendix H of this Final EIS), which are summarized in Section 3.4 of this Final EIS. Accordingly, at-grade road and pedestrian crossing improvements in Ashland are part of a plan separate from this Project.	**Track** ▪ Add one new track beside the existing tracks to the: – West between the end of Area 4/beginning of Area 5 (CFP 19) and north of Vaughan Road (CFP 15.6) – East between Ashcake Road (CFP 13.9) and south of Gwathmey Church Road (CFP 13.0) – West between south of Gwathmey Church Road (CFP 13.0) and the end of Area 5/beginning of Area 6 (CFP 9). ▪ Construct crossovers at: – Vaughan (CFP 15.8) – Ashcake (CFP 13.6) – Elmont (CFP 11.4) ▪ Improve at-grade crossing and crossing protection at: – Gwathmey Church Road (CFP 13.0) – Elmont Road (CFP 11.6) – Cedar Lane (CFP 11.2) – Mill Road (CFP 9.7) ▪ Extend existing culverts to accommodate the new third track. ▪ Install 36- to 48-inch culverts, as required for drainage, under the rail line along the alignment. ▪ Install stormwater management facilities. ▪ Install signal and communication facilities. ▪ Relocate (or protect in place) utilities and/or fiber optics lines as required. **Stations** ▪ Ashland Station (CFP 14.70): No improvements under the DC2RVA Project. **Structures** ▪ Construct a new single-track rail bridge adjacent to the existing structure on the west side over Elletts Crossing Road (Route 641) (CFP 17.7). ▪ Construct substructure/foundation for a new two-track rail bridge (DC2RVA Project includes construction of a single-track bridge with space to add a second track, if required for future capacity[1]) adjacent to the existing structure on the: – West side over the South Anna River (CFP 18.7) – West side over the Chickahominy River (CFP 10.6) ▪ Construct new road overpass providing sufficient vertical and horizontal clearances for new track at: – Vaughan Road (CFP 15.6) – Ashcake Road (CFP 13.9) with new connector road from Ashcake Road to Center Street ▪ Replace road overpass to provide sufficient vertical and horizontal clearance for the new track at Washington Highway (CFP 17.2). ▪ Add crash wall to the existing piers at: – Old Ridge Road (CFP 19.0) – Greenwood Road (CFP 9.9)

Notes: 1. Provision of alignment for future installation of a second track (fourth track) at this location does not preclude the requirement for future environmental analysis to construct the fourth track through this section of the corridor.

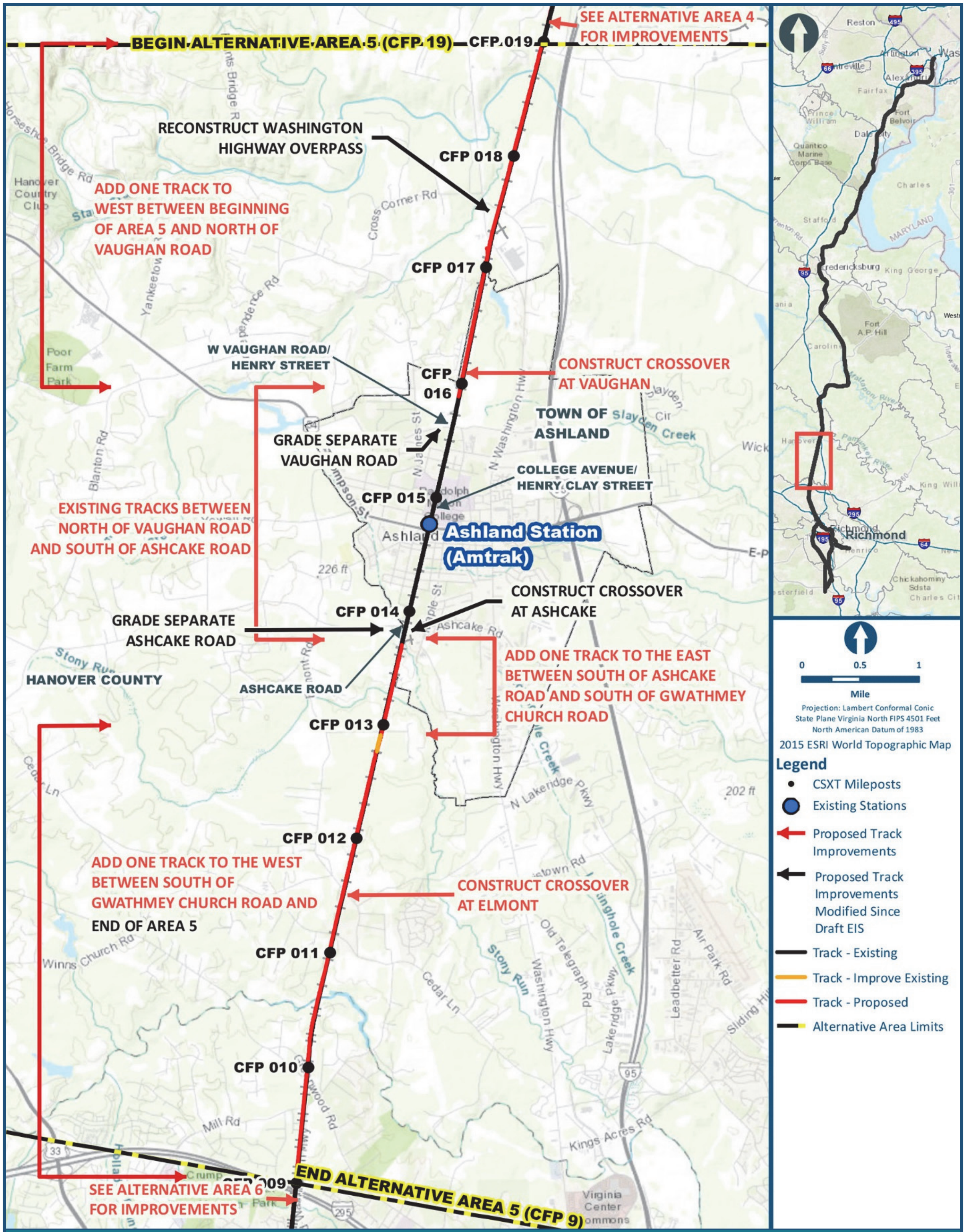

BEGIN ALTERNATIVE AREA 5 (CFP 19)
CFP 019
SEE ALTERNATIVE AREA 4 FOR IMPROVEMENTS
RECONSTRUCT WASHINGTON HIGHWAY OVERPASS
CFP 018
ADD ONE TRACK TO WEST BETWEEN BEGINNING OF AREA 5 AND NORTH OF VAUGHAN ROAD
CFP 017
W VAUGHAN ROAD/ HENRY STREET
CFP 016
CONSTRUCT CROSSOVER AT VAUGHAN
TOWN OF ASHLAND
GRADE SEPARATE VAUGHAN ROAD
COLLEGE AVENUE/ HENRY CLAY STREET
CFP 015
EXISTING TRACKS BETWEEN NORTH OF VAUGHAN ROAD AND SOUTH OF ASHCAKE ROAD
Ashland Station (Amtrak)
CONSTRUCT CROSSOVER AT ASHCAKE
CFP 014
GRADE SEPARATE ASHCAKE ROAD
HANOVER COUNTY
ASHCAKE ROAD
ADD ONE TRACK TO THE EAST BETWEEN SOUTH OF ASHCAKE ROAD AND SOUTH OF GWATHMEY CHURCH ROAD
CFP 013
CFP 012
ADD ONE TRACK TO THE WEST BETWEEN SOUTH OF GWATHMEY CHURCH ROAD AND END OF AREA 5
CONSTRUCT CROSSOVER AT ELMONT
CFP 011
CFP 010
CFP 009
SEE ALTERNATIVE AREA 6 FOR IMPROVEMENTS
END ALTERNATIVE AREA 5 (CFP 9)
0 0.5 1
Mile
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2015 ESRI World Topographic Map
Legend
CSXT Mileposts
Existing Stations
Proposed Track Improvements
Proposed Track Improvements Modified Since Draft EIS
Track - Existing
Track - Improve Existing
Track - Proposed
Alternative Area Limits

Figure 4.3-9: Preferred Alternative 5A: Maintain Two Tracks Through Town

4.3.5.2 Basis for Selecting 5A

During development of the Draft EIS, DRPT screened numerous at-grade, above-ground, below-ground, and bypass alignments, including use of the existing Buckingham Branch Railroad east of I-95. In the Draft EIS, DRPT evaluated seven alternatives in detail:

- 5A: Maintain Two Tracks Through Town (3-2-3 Option)
- 5A–Ashcake: Maintain Two Tracks Through Town (Relocate Station to Ashcake)
- 5B: Add One Track Through Town East of Existing Tracks
- 5B–Ashcake: Add One Track Through Town East of Existing Tracks (Relocate Station to Ashcake)
- 5C: Add Two-Track Western Bypass
- 5C–Ashcake: Add Two-Track Western Bypass (Relocate Station to Ashcake)
- 5D-Ashcake: Three Tracks Centered Through Town (Add One Track), Relocate Station to Ashcake

During preparation of the DC2RVA Draft EIS, DRPT recognized that many of the alternatives for greater rail capacity in the Town of Ashland and Hanover County area generated community concerns. FRA and DRPT deferred the recommendation of a preferred alternative for Area 5 to the Final EIS, and DRPT established the Ashland/Hanover Area Community Advisory Committee (CAC) to advise and inform DRPT on DC2RVA alternatives and issues in the Ashland/Hanover County area. The CAC was tasked with reassessing all previous options considered for greater rail capacity in the Ashland/Hanover County area and identifying potential options that could meet the Purpose and Need of the DC2RVA Project, while also minimizing or avoiding potential impacts to the community. The CAC process was initiated to run in parallel to the Draft EIS; in this Final EIS, refer to Section 2.1.4.3 for summary of the CAC and to Appendix G for a summary report of all CAC activities.

After careful and deliberate consideration of over 30 options for greater rail capacity in the Ashland/Hanover area, the CAC identified the following least objectionable alternatives, which were previously described in detail in Section 3.3:

- **Modified Alternative 5A.** The “3-2-3” option (i.e., maintaining two tracks through Town without station or at-grade crossing improvements) was determined by the CAC to be the least objectionable option for adding rail capacity through the Town of Ashland at-grade.
- **Three-Track Trench.** A three-track trench through the Town of Ashland was determined by the CAC to be the least objectionable option for adding capacity below-grade.
- **Modified Alternative 5C and 5C-Ashcake.** The western bypass closest to the Town of Ashland was determined by the CAC to be the least objectionable option for adding rail capacity outside the Town of Ashland—with the provision that the alignment would be adjusted to avoid directly impacting a children’s daycare facility on State Route 54, and to minimize impacts to residential properties.

Based on the information and analyses of the seven Build Alternatives presented for Area 5 in the Draft EIS, public comments on the Draft EIS, information and comments developed through the CAC process, and subsequent refined rail operations analyses, Alternative 5A was selected by FRA and DRPT as the Preferred Alternative for Area 5. Alternative 5A provides sufficient capacity to support intercity passenger rail service and CSXT freight service while keeping improvements largely within existing CSXT-owned right-of-way. Alternative 5A has the least impact on property, wetlands and other natural resources, historic and cultural resources, and the built environment compared to other Project alternatives that meet the Purpose and Need. Alternative 5A also best addresses the larger Ashland/Hanover community's concerns, including strong opposition to a bypass from Hanover County residents, and strong opposition to adding a track through Ashland from Town residents and Randolph-Macon College. Further, Preferred Alternative 5A as presented in this Final EIS further minimizes potential impacts within the downtown Ashland area with several design changes, as detailed in Section 4.3.5.3. Additionally, the CTB included a number of Ashland-specific directives as part of their resolution, which are summarized in Section 3.4 of this Final EIS.

4.3.5.3 Changes to 5A Subsequent to the Draft EIS

Comments from the public and review agencies, combined with new data either provided or discovered during the Draft EIS review period, resulted in modifications to the conceptual engineering for Alternative 5A. Conceptual engineering modifications originated from:

- Addressing agency comments and the CTB resolution to reduce impacts to the Town of Ashland between Vaughan Road/Archie Cannon Drive and Ashcake Road that include:
    - Eliminating Project-related station improvements[6]
    - Reducing/minimizing Project footprint outside of existing CSXT right-of-way
    - Reassigning crossing safety improvements in the Town of Ashland to a future study by the town and DRPT (separate from this DC2RVA Project)
- Addressing access impacts to driveways and properties along the corridor
- Addressing train operations improvements, including crossovers, within the existing or proposed track limits
- Addressing effects of additional information at Washington Highway (Route 1), requiring replacement of the existing overpass due to insufficient horizontal clearance for an additional track and crash wall

4.3.6 Area 6: Richmond

4.3.6.1 Description of the Preferred Alternative 6F

The Preferred Alternative in Area 6 (Richmond) is 6F: Staples Mill Road and Main Street Stations Full Service with S-Line Improvements. Detailed infrastructure improvements associated with Preferred Alternative 6F are provided in Table 4.3-6, and a single-page summary schematic is shown in Figure 4.3-10. Refer to Appendix L of this Final EIS for a mapbook of the Preferred Alternative that shows additional engineering details for the 123-mile Project corridor, including permanent and temporary LOD.

Station improvements at Staples Mill Road and Main Street stations are shown in Figure 4.3-11 and Figure 4.3-12, respectively. It is important to note that the Project aligns with the recent accessibility and multimodal improvements that were completed by Amtrak at Staples Mill Road Station in June 2018 under a separate project.

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[6] While there are no station improvements in Ashland as part of this Project, it is part of a separate plan for ADA improvements by Amtrak, as discussed in Section 7.7.1 of this Final EIS.

Table 4.3-6: Area 6: Richmond Preferred Alternative

Preferred Alternative	Proposed Infrastructure Improvements
6F: Staples Mill Road and Main Street Stations Full Service with S-Line Improvements (CFP 9 to A 11) 6F includes railroad network and station infrastructure improvements required to provide improved service through Richmond at Staples Mill Road Station and Main Street Station (Full Service), where both stations will remain operational. One main track will be added along portions of existing RF&P (north of Richmond) and S-Line (through Richmond), and, in some curves, realign and improve existing tracks to improve speed. Moving all passenger train service (except Auto Train, which does not stop in Richmond) to the S-Line, separate from CSXT's principal freight corridor through Richmond (i.e., the A-Line), will reduce rail congestion/delay. The track maximum authorized speed through this area is variable by segment, with increased speeds of 80 to 90 mph in some sections where practicable, and with top speeds of 40 mph through the Acca Yard area. Maximum authorized speeds are based on track and curve geometry; actual operating speeds will be refined during the next phases of design and future modeling of train operations. A portion within this area is part of ongoing work: the Mainline Relocation Project is under construction at Acca Yard and involves crossovers and new mainline track on west side of the yard. Passenger Service: All passenger trains that stop in Richmond will serve both stations, as described further below. Interstate Corridor (SEHSR and Carolinian) to North Carolina, Northeast Regional (SEHSR and Virginia) to Norfolk, and Long Distance (Amtrak) passenger trains moving north-south through Richmond will be routed through Staples Mill Road Station and then to the west side of Main Street Station and beyond to Centralia and points south using the S-Line. One Northeast Regional (SEHSR)	**Track** ▪ Add two new tracks beside the existing tracks to the: – East between south of Parham Rd (CFP 5.9), through Staples Mill Road Station (CFP 4.6), and north Acca Yard (CFP 3.4) – East between north Acca Yard (CFP 3.4), through Acca Yard, and south of Westwood Avenue (CFP 1.7) ▪ Add one new track beside the existing tracks to the: – West between the end of Area 5/beginning of Area 6 (CFP 9) and south of Hermitage Road (CFP 5.4) – East between south of Acca Yard (CFP 1.7) and AM Junction (CA 85.5) – West between south of Falling Creek (S 7.2) and north of Kingsland Road (S 9.2) – East between south of Jefferson Davis Highway (S 8.8) and Centralia (S 10.9). ▪ Add one new track at the following locations: – Staples Mill Road Station (CFP 4.6), east of the proposed tracks and provide two new station tracks east of the new track – Between SAY (CFP 1.3) and south of Hermitage Road (SRN 3.5) to provide a new connecting track – On the existing elevated rail structure on both the east and west side of Main Street Station (SRN 0.0): the east track is between AM Junction (CA 85.5) and Rivanna Junction (CA 84.5), and the west track is between AM Junction (CA 85.5), through the Triple Rail Crossing, and the James River – In the center of the existing tracks between the James River bridge (S 0.6) and south of the South Yard (S 2.5) – West of the existing tracks between south of the South Yard (S 1.7) and south of Ruffin Rd (S 4.0) to provide a 12,000-foot staging track ▪ Reconstruct NS track at new diamond crossing south of the James River. ▪ Close CSXT TransFlo facility and CSXT yard office on the east side of Acca Yard for CSXT to relocate to a new site to be determined by CSXT. ▪ Add a new three-track passenger layover/servicing facility inside the Bellwood Wye (S 8.9). ▪ Improve existing tracks to increase speeds from: – CFP 6.9 to 6.3 – SRN 3.0 to 2.6 – SRN 1.4 to 1.2 – S 0.6 to 0.9 – S 2.4 to 2.8 – S 8.4 to 8.6 – S 10.0 to 10.8 ▪ Construct crossovers at: – Parham (CFP 6.0) – Dumbarton (CFP 3.7) – SAY (CFP 1.3) – Hermitage (SRN 3.5) – Hospital (SRN 1.2) – Bone Dry (SRN 0.4) – Rivanna (CA 84.5) – Williams (S 1.2) – Federal (S 2.4) – Marlboro (S 4.0) – Falling Creek (S 7.2) – Bellwood (S 8.9) – Centralia (S 10.9) ▪ Improve at-grade crossing and crossing protection at: – Mountain Road (CFP 8.1) – Hermitage Road (SRN 3.37) – Brook Road (SRN 2.3) – Maury Street (S 0.8) – Goodes Street (S 1.7) – Ruffin Road (S 4.0) – Bells Road (S 4.4) – Kingsland Road (S 9.2) – Multiple private roads

▶ *Continued.*

Table 4.3-6: Area 6: Richmond Preferred Alternative

Preferred Alternative	Proposed Infrastructure Improvements
round-trip train to Richmond will serve Staples Mill Road Station and then terminate at Main Street Station. Northeast Regional (SEHSR and Virginia) passenger trains to Newport News will be routed through Staples Mill Road Station and then to the east side of Main Street Station using the Bellwood Subdivision, then continue on to Newport News using the Peninsula Subdivision.	▪ Close existing at-grade crossings at: – St. James Street (SRN 1.7) – Valley Road (SRN 1.6) – Dale Avenue / Trenton Avenue (S 4.98) – Brinkley Road (S 9.8) – Old Lane (A 10.7) ▪ Extend existing culverts to accommodate the new third track. ▪ Install 36- to 48-inch culverts, as required, under the rail line. ▪ Install stormwater management facilities. ▪ Install signal and communication facilities. ▪ Relocate (or protect in place) utilities and/or fiber optics lines, as required. **Stations** ▪ Staples Mill Road Station (CFP 4.6) – Construct two level-boarding island platforms (top elevation 48" above top of rail) 1,200 feet in length on east side of the main tracks. – Construct a pedestrian overpass or underpass with an elevator and stairs to access the platforms from the existing station. – Replace the existing station building with an approximately 10,400 square foot two-story building. ▪ Main Street Station (SRN 0.0) – Construct two low-level platforms on each side of the station (a total of four platforms). – Platforms on the east side of the station will be 850 feet long by 15 feet wide. – Platforms on the west side of the station will be 950 feet long by 15 feet wide. – The east and west-side platforms adjacent to the station (the "inside" platforms) will incorporate the platforms built into the renovated train shed and extend them north on new structures parallel to the existing track viaduct. – These platforms will be accessible from the train shed. The "outside" east and west-side platforms will be built on new structures adjacent to the existing east and west viaducts. – Elevators and staircases will provide access to the outside platforms. – Construct a crew walkway attached to both sides of the western track viaduct, extending approximately 50 feet north and 100 feet south from the new platform ends. – Construct station facilities within the approximately 6,800 square foot existing station building, and renovated train shed. **Structures** ▪ Construct substructure/foundation for a new two-track rail bridge (DC2RVA Project includes construction of a single track bridge with space to add a second track, if required for future capacity) on the S-Line across the James River. ▪ Construct new road overpasses providing sufficient vertical and horizontal clearances for new track at: – Hungary Road (CFP 6.60) – Hermitage Road (Henrico County, CFP 5.45) – St James Street Pedestrian Bridge (SRN 1.69) closing existing at-grade crossing – Hospital Street (SRN 1.23) – Commerce Road (S 3.07) on new alignment closing existing at-grade crossing ▪ Replace road overpasses to provide sufficient vertical and horizontal clearance for the new track at: – Dumbarton Road (CFP 3.71) – Elliham Avenue (S 7.83) ▪ Modify floodwall gates at the north and south floodwall penetrations for the new track across the James River bridge.

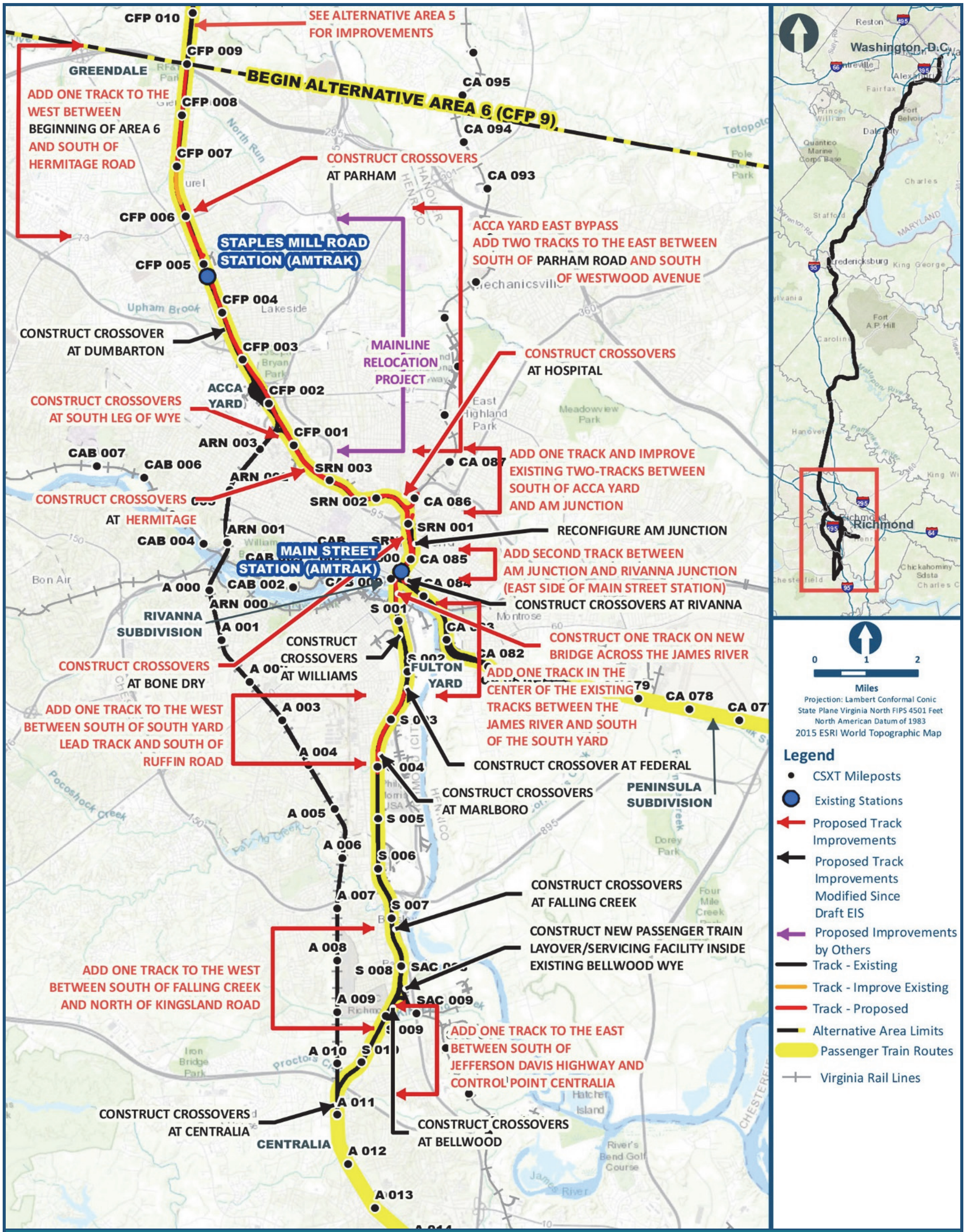
CFP 010
SEE ALTERNATIVE AREA 5 FOR IMPROVEMENTS
CFP 009
GREENDALE
BEGIN ALTERNATIVE AREA 6 (CFP 9)
CA 095
ADD ONE TRACK TO THE WEST BETWEEN BEGINNING OF AREA 6 AND SOUTH OF HERMITAGE ROAD
CFP 008
CA 094
CFP 007
CONSTRUCT CROSSOVERS AT PARHAM
CA 093
CFP 006
ACCA YARD EAST BYPASS
ADD TWO TRACKS TO THE EAST BETWEEN SOUTH OF PARHAM ROAD AND SOUTH OF WESTWOOD AVENUE
STAPLES MILL ROAD STATION (AMTRAK)
CFP 005
CFP 004
CONSTRUCT CROSSOVER AT DUMBARTON
CFP 003
MAINLINE RELOCATION PROJECT
CONSTRUCT CROSSOVERS AT HOSPITAL
ACCA YARD
CFP 002
CONSTRUCT CROSSOVERS AT SOUTH LEG OF WYE
CFP 001
ARN 003
CAB 007
CAB 006
SRN 003
ADD ONE TRACK AND IMPROVE EXISTING TWO-TRACKS BETWEEN SOUTH OF ACCA YARD AND AM JUNCTION
CA 087
CONSTRUCT CROSSOVERS AT HERMITAGE
SRN 002
CA 086
ARN 001
SRN 001
RECONFIGURE AM JUNCTION
CAB 004
MAIN STREET STATION (AMTRAK)
CA 085
ADD SECOND TRACK BETWEEN AM JUNCTION AND RIVANNA JUNCTION (EAST SIDE OF MAIN STREET STATION)
A 000
CAB 002
CA 084
ARN 000
CONSTRUCT CROSSOVERS AT RIVANNA
RIVANNA SUBDIVISION
A 001
S 001
CONSTRUCT CROSSOVERS AT WILLIAMS
CONSTRUCT ONE TRACK ON NEW BRIDGE ACROSS THE JAMES RIVER
CA 082
CONSTRUCT CROSSOVERS AT BONE DRY
FULTON YARD
ADD ONE TRACK IN THE CENTER OF THE EXISTING TRACKS BETWEEN THE JAMES RIVER AND SOUTH OF THE SOUTH YARD
CA 078
ADD ONE TRACK TO THE WEST BETWEEN SOUTH OF SOUTH YARD LEAD TRACK AND SOUTH OF RUFFIN ROAD
A 003
A 004
CONSTRUCT CROSSOVER AT FEDERAL
CONSTRUCT CROSSOVERS AT MARLBORO
PENINSULA SUBDIVISION
A 005
S 005
A 006
S 006
CONSTRUCT CROSSOVERS AT FALLING CREEK
A 007
S 007
CONSTRUCT NEW PASSENGER TRAIN LAYOVER/SERVICING FACILITY INSIDE EXISTING BELLWOOD WYE
A 008
S 008
ADD ONE TRACK TO THE WEST BETWEEN SOUTH OF FALLING CREEK AND NORTH OF KINGSLAND ROAD
A 009
SAC 009
S 009
ADD ONE TRACK TO THE EAST BETWEEN SOUTH OF JEFFERSON DAVIS HIGHWAY AND CONTROL POINT CENTRALIA
A 010
S 010
A 011
CONSTRUCT CROSSOVERS AT CENTRALIA
CONSTRUCT CROSSOVERS AT BELLWOOD
CENTRALIA
A 012
A 013
Washington, D.C.
Richmond
0 1 2
Miles
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2015 ESRI World Topographic Map
Legend
CSXT Mileposts
Existing Stations
Proposed Track Improvements
Proposed Track Improvements Modified Since Draft EIS
Proposed Improvements by Others
Track - Existing
Track - Improve Existing
Track - Proposed
Alternative Area Limits
Passenger Train Routes
Virginia Rail Lines

Figure 4.3-10: Preferred Alternative 6F: Staples Mill Road/Main Street Stations Full Service

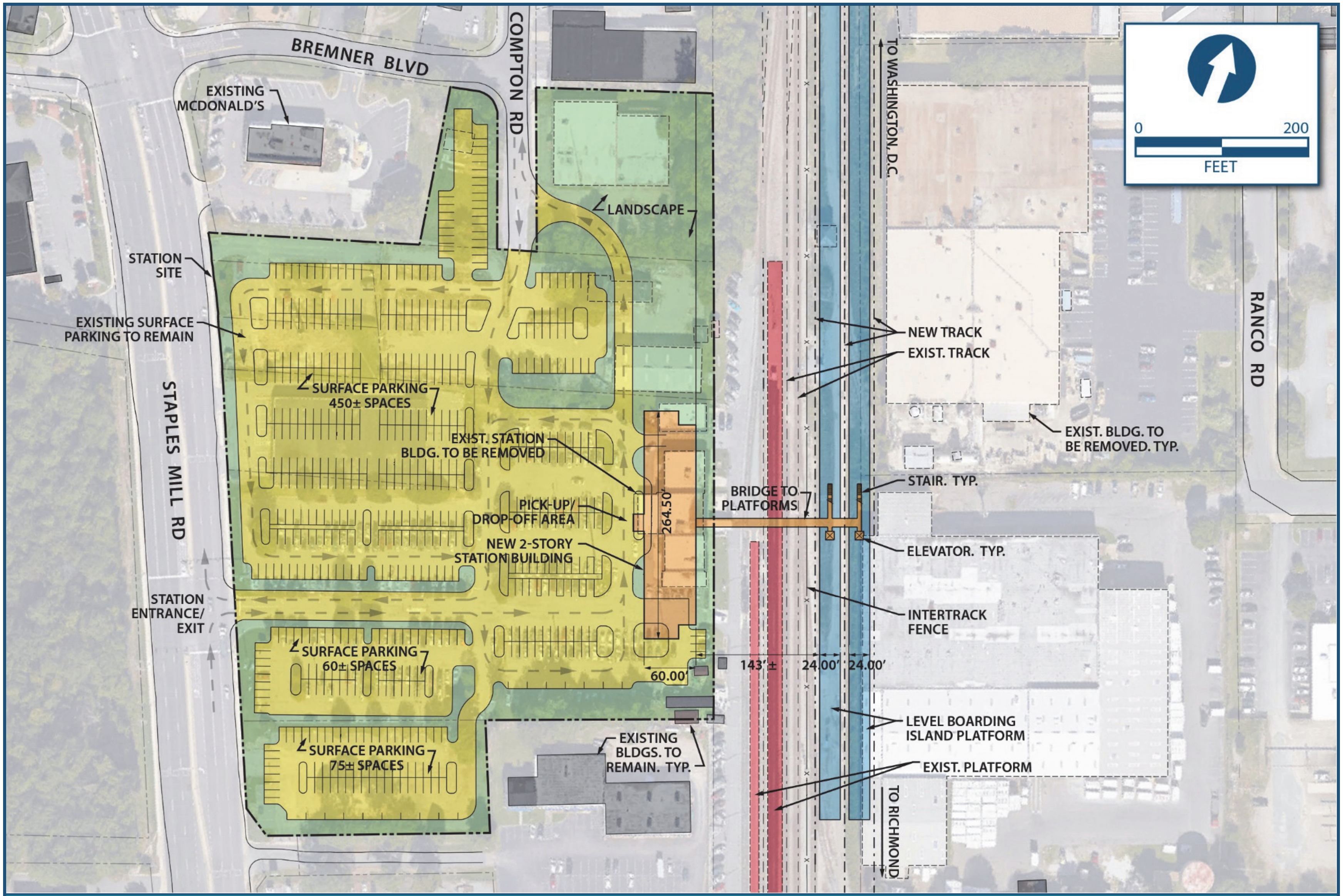
BREMNER BLVD
COMPTON RD
EXISTING MCDONALD'S
LANDSCAPE
TO WASHINGTON, D.C.
0
200
FEET
STATION SITE
EXISTING SURFACE PARKING TO REMAIN
NEW TRACK
EXIST. TRACK
RANCO RD
STAPLES MILL RD
SURFACE PARKING 450± SPACES
EXIST. STATION BLDG. TO BE REMOVED
EXIST. BLDG. TO BE REMOVED. TYP.
STAIR. TYP.
BRIDGE TO PLATFORMS
PICK-UP/ DROP-OFF AREA
264.50'
NEW 2-STORY STATION BUILDING
ELEVATOR. TYP.
STATION ENTRANCE/ EXIT
INTERTRACK FENCE
SURFACE PARKING 60± SPACES
60.00'
143'±
24.00'
24.00'
LEVEL BOARDING ISLAND PLATFORM
SURFACE PARKING 75± SPACES
EXISTING BLDGS. TO REMAIN. TYP.
EXIST. PLATFORM
TO RICHMOND

Figure 4.3-11: Staples Mill Road Station Improvements for Preferred Alternative 6F

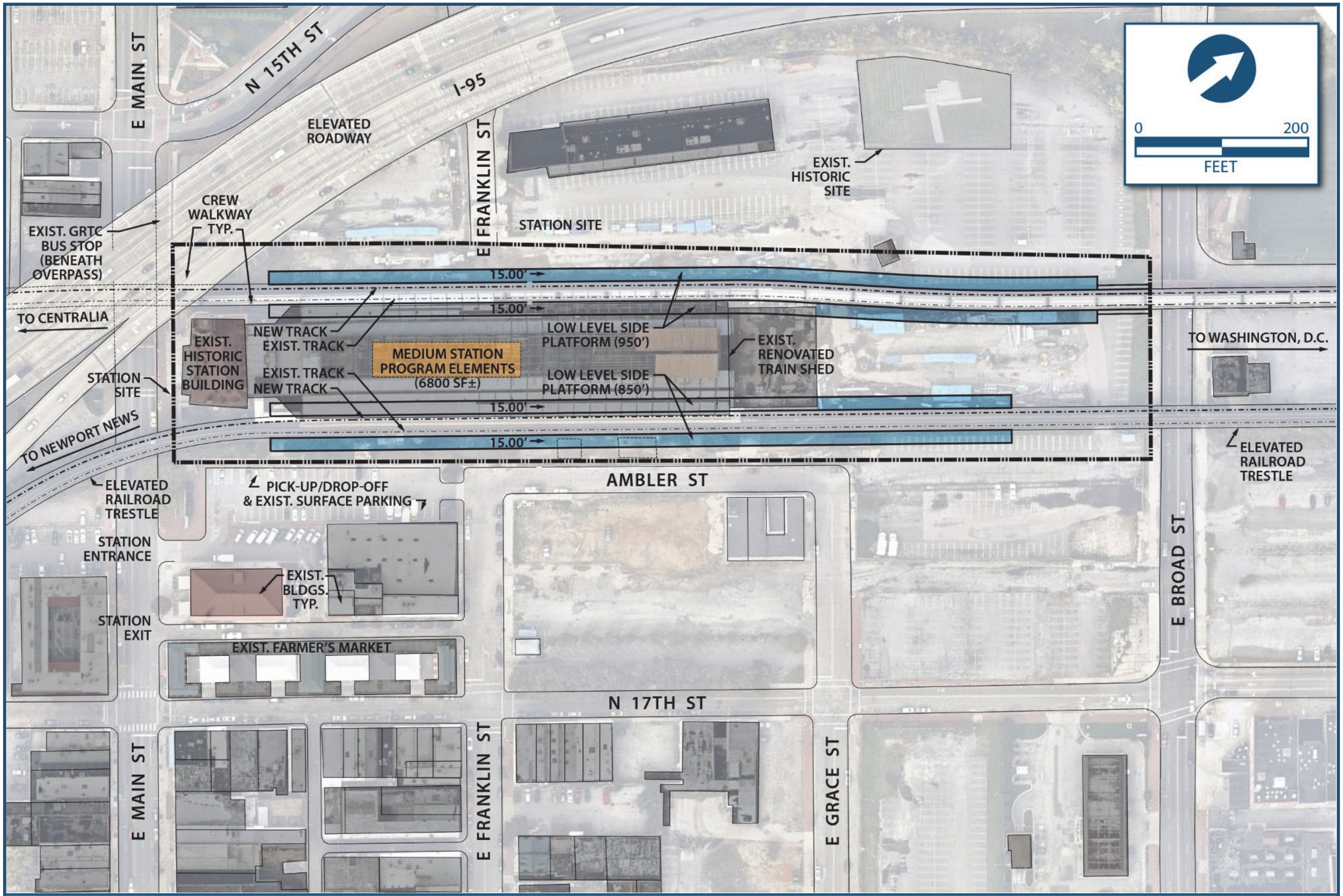
E MAIN ST
N 15TH ST
I-95
ELEVATED ROADWAY
E FRANKLIN ST
EXIST. HISTORIC SITE
0
200
FEET
CREW WALKWAY TYP.
EXIST. GRTC BUS STOP (BENEATH OVERPASS)
STATION SITE
15.00'
15.00'
TO CENTRALIA
NEW TRACK
EXIST. TRACK
EXIST. HISTORIC STATION BUILDING
MEDIUM STATION PROGRAM ELEMENTS (6800 SF±)
LOW LEVEL SIDE PLATFORM (950')
EXIST. RENOVATED TRAIN SHED
TO WASHINGTON, D.C.
STATION SITE
EXIST. TRACK
NEW TRACK
LOW LEVEL SIDE PLATFORM (850')
15.00'
TO NEWPORT NEWS
15.00'
ELEVATED RAILROAD TRESTLE
ELEVATED RAILROAD TRESTLE
PICK-UP/DROP-OFF & EXIST. SURFACE PARKING
AMBLER ST
STATION ENTRANCE
EXIST. BLDGS. TYP.
STATION EXIT
EXIST. FARMER'S MARKET
E BROAD ST
N 17TH ST
E MAIN ST
E FRANKLIN ST
E GRACE ST

Figure 4.3-12: Main Street Station Improvements for Preferred Alternative 6F

4.3.6.2 Basis for Selecting 6F

In the Richmond area, DRPT identified alternatives by station location and service combinations along the two main north-south rail routes through the City: the CSXT A-Line to the west and the CSXT S-Line running through the city center. DRPT evaluated eight Build Alternatives for Area 6 in the Draft EIS—five are single station alternatives and three are two-station alternatives:

- 6A: Staples Mill Road Station Only (A-Line)
- 6B–A-Line: Boulevard Station Only (A-Line)
- 6B–S-Line: Boulevard Station Only (S-Line)
- 6C: Broad Street Station Only (A-Line)
- 6D: Main Street Station Only (S-Line)
- 6E: Split Service, Staples Mill Road/Main Street Stations (A-Line)
- 6F: Full Service, Staples Mill Road/Main Street Stations (S-Line)
- 6G: Shared Service, Staples Mill Road/Main Street Stations (A-Line and S-Line)

Richmond area alternatives that would rely on the A-Line to carry additional passenger service (Alternatives 6A, 6B–A-Line, 6C, 6E, and 6G) were eliminated from further consideration in the Draft EIS as being unable to meet the Project's Purpose and Need. Rail operations analyses show that passenger and freight rail performance goals cannot be met using the A-Line without additional track capacity; however, the existing A-Line through Richmond runs in a trench down the middle of I-195, which itself is within a trench, so options to expand rail capacity are limited or cost-prohibitive. These alternatives would also require a new third track on the A-Line on a bridge across the James River. An additional track cannot be added to the A-Line without expanding both the rail trench and the I-195 trench, creating extensive infrastructure and property impacts.

The three Richmond area alternatives that rely on the S-Line (Alternatives 6B–S-Line, 6D, and 6F) were retained primarily because they would consolidate passenger service on the S-Line through downtown Richmond, leaving the A-Line primarily for CSXT freight operations. The potential for conflicts between passenger and freight trains in the Richmond terminal area will be reduced, since most north-south freight traffic through Richmond will continue to use the A-Line, while passenger trains will use the S-Line. Although the S-Line route from Centralia to Staples Mill Road is one mile longer than the A-Line and passes through the urbanized core of Richmond, there is more opportunity to construct necessary capacity improvements on the S-Line than on the A-Line. Additionally, the S-Line alternatives 6D and 6F allow for the expansion of intercity passenger rail service to Richmond Main Street Station, which is nearer to the City's Central Business District. Alternative 6B–S-Line: Boulevard Station Only (S-Line) is feasible and could meet the DC2RVA passenger and freight service performance goals. However, the Boulevard Station would not be consistent with prior FRA and Commonwealth decisions regarding high speed rail and does not meet FRA and Amtrak guidance for intercity passenger trains to serve the city center. Furthermore, the Boulevard Station option would require the closure of the nearby Staples Mill Road and Main Street Stations and was not endorsed by leadership from the City of Richmond or Henrico County.

Alternative 6D: Main Street Station Only (S-Line) would not meet the Project's Purpose and Need due to insufficient track and platform capacity at Main Street Station. Spatial constraints posed by support structures for I-95 and the Triple Crossing (an iconic piece of rail infrastructure in Shockoe Valley where three rail lines cross each other at different elevations in a highly-constrained environment) limit Main Street Station to two tracks and two platform edges on the west side served by the S-Line. For the Main Street Station Only alternative, a third track and three platform edges are required on the west side to support the increased passenger service, including all necessary passenger train crew changes, and to meet passenger and freight performance goals.

DC2RVA's Basis of Design, following Amtrak's Station Program and Planning Guidelines (2013), calls for 1,200-foot long platforms for stations servicing Amtrak's Long Distance passenger trains and 850-foot long platforms for stations serving only Regional passenger trains. The Basis of Design matches the length of the platforms to the length of the train consists, with the goal of allowing direct access from the entire train to the platform with a single stop. Matching the platform length to the train consist optimizes passenger access and allows crew members to exit the train safely at the station if needed. DRPT considered adding two 1,200-foot long platforms on the west side of Main Street Station that could accommodate the full length of Long Distance trains. However, DRPT determined that two 1,200-foot platforms were not practical on the west side due to physical site constraints and potential impacts to cultural resources. Site constraints that precluded extending the platforms to 1,200 feet include:

- The viaduct on the west side of the station threads between two piers (located at the southwest corner of the station building adjacent to East Main Street) supporting I-95 elevated above the viaduct. These piers physically prevent the west side platforms from extending south.
- Approximately 500 feet north of the renovated train shed, the viaducts pass over E. Broad Street. The vertical clearance for Broad Street beneath the rail viaducts is 13 feet-8 inches, which is less than the VDOT standard of 16 feet-6 inches. Broad Street also slopes upward west of the rail viaducts to climb over I-95. Adding a platform across Broad Street on the west would further reduce the roadway clearance limitations in order to maintain access to an extended platform.
- The existing rail trestle bridge over Broad Street is an approximately 75-foot thru-truss girder span that prevents access to the tracks from a platform over Broad Street—thus any platform extending north from the station across Broad Street would have an approximately 75-foot gap with no access to the train.

Alternative 6F: Full Service, Staples Mill Road/Main Street Stations (S-Line) is feasible and supports passenger service and freight service to meet the Purpose and Need. This alternative has been modified by FRA and DRPT in response to comments from the City of Richmond and others, including extending the two low-level platforms on the west side of Main Street Station to 950 feet in length, with crew walkways added to the viaduct, and eliminating a proposed parking deck on the east side of the station. Alternative 6F is consistent with prior FRA and Commonwealth decisions regarding the SEHSR program and Main Street Station as Richmond's downtown intercity passenger station, including decisions documented in the 2002 Tier I ROD, Richmond to Hampton Roads Tier I ROD (2012), and Richmond to Raleigh Tier II ROD (2017). The alternative is also consistent with FRA and Amtrak guidance on providing intercity passenger service to the central business district and the use of a suburban station. Plus, there is strong local support for this alternative, including from the City of Richmond and Henrico County, and the alternative is consistent with their respective comprehensive plans.

Alternative 6F will add a second track on each side of Main Street Station using the existing elevated rail trestles/viaducts, which currently have one operating track on each side where two tracks previously existed. The two tracks on both east and west sides of the station will be used by both freight and passenger trains. The Project will also add two low-level platforms on each side of the station (a total of four platforms). Platforms on the east side of the station will be 850 feet long by 15 feet wide. Platforms on the west side of the station will be 950 feet long by 15 feet wide. The east and west-side platforms adjacent to the station (the “inside” platforms) will incorporate the platforms built into the renovated train shed and extend them north on new structures parallel to the existing track viaduct. These platforms will be accessible from the train shed. The “outside” east and west-side platforms will be built on new structures adjacent to the existing east and west viaducts. Elevators and staircases will provide access to the outside platforms from ground level. The Project will also add a walkway attached to both sides of the western viaduct, extending approximately 50 feet north and 100 feet south from the new platform ends. The walkways will provide crew the ability to safely enter/exit or inspect locomotives or rail cars that extend beyond the platforms when a passenger train longer than 950 feet is stopped at the station.

Main Street Station is owned by the City of Richmond, with intercity passenger services provided by Amtrak. In the Draft EIS, Alternative 6F included a parking deck on the east side of Main Street Station to illustrate how projected future passenger parking needs at Main Street Station could be met by the City of Richmond. Comments from the City of Richmond and others indicated that this parking deck was not necessary, and created impacts to private property and cultural resources. DRPT has eliminated the parking deck from Alternative 6F as part of the Preferred Alternative, and instead proposed that future parking needs for the intercity passenger service will be met through development of a Main Street Station parking plan to be developed by the City of Richmond in coordination with DRPT, which will take into account City plans for future use of the City-owned property around Main Street Station and other development in Shockoe Valley. DRPT considered and dismissed adding a third track on the west side of the station due to site constraints and potential impacts to cultural resources in the area. DRPT also considered and dismissed making the west side platforms 1,200 feet long in keeping with the Project’s Basis of Design to fully accommodate long-distance trains, opting instead for a reduced platform length of 950 feet plus an extended walkway, owing to site constraints and to minimize potential impacts to cultural resources. While Main Street Station site constraints and concerns over potential impacts to cultural resources limit the number of tracks and length of platforms proposed for the station, future passenger service amenities to be provided at the station, such as checked baggage service, are not precluded. Specific amenities to be provided at each station for a particular passenger service will be determined by DRPT when service is initiated, in coordination with Amtrak, the City of Richmond, and other station stakeholders. DRPT has assumed that Amtrak’s scheduled crew changes in the Richmond area, which currently occur at Staples Mill Road Station, will continue to occur at Staples Mill Road Station under this alternative.

Based on the above past study conclusions, FRA guidance, operational considerations, infrastructure modifications to avoid sensitive resources, and DRPT’s commitment to minimize the Project footprint to reduce potential impacts to sensitive cultural and archeological resources around Main Street Station, Alternative 6F was selected as the Preferred Alternative in the Richmond area.

The Project's preliminary conceptual design efforts took into consideration cultural and archeological resources in Shockoe Valley. Map overlays were created using historic maps and previously identified historic sites to assure that known sites and buildings were included in the analysis. In addition, Project boundaries were compared to the conceptual outlines of the Shockoe Bottom Memorial Park, a proposed memorial to the Richmond slave trade and slave jail, which operated on land in the vicinity of Main Street Station. Additional trains planned in the DC2RVA Project will follow the current track alignment and remain within the existing CSXT right-of-way in this area, and proposed new tracks will be located on the existing viaducts where tracks existed previously; therefore, the only ground disturbance as part of the Project will be from support piers for passenger platforms on the east and west side of Main Street Station. Cultural resources work has been ongoing since the publication of the Draft EIS; refer to Section 3.1 of this Final EIS and Appendix D of this Final EIS for details.

4.3.6.3 Changes to 6F Subsequent to the Draft EIS

At the inception of the DC2RVA Project, there was an overlap between the DC2RVA corridor and the R2R corridor in the Richmond area, extending from Main Street Station south to Centralia. Both projects proposed improvements in this segment of the corridor; DC2RVA's proposed improvements incorporated some of the R2R improvements, but also proposed slightly different improvements in accordance with the DC2RVA Basis of Design and Purpose and Need. For example, as part of the R2R project, all roadway crossings of the rail line were proposed to be grade separated, whereas the only new grade separation proposed in the segment as part of the DC2RVA Preferred Alternative is Commerce Road, south of downtown (all other existing at-grade crossings in this area will remain at-grade under the DC2RVA Project). FRA and DRPT have decided that when future stages of the DC2RVA Project are funded, improvements would advance under the DC2RVA Project design in the area between Main Street Station and Centralia where DC2RVA and R2R overlap.

In addition, comments from the public and review agencies, combined with new data either provided or discovered during the Draft EIS review period, resulted in modifications to the conceptual engineering for Alternative 6F. Other conceptual engineering modifications originated from:

- Addressing comments to minimize right-of-way impacts by adding or extending retaining walls
- Addressing access impacts to driveways and properties along the corridor
- Incorporating crossing improvements, i.e., additional paving widths for crossing and pedestrian safety, and potential locations of gates and equipment sheds
- Addressing train operations improvements within the track limits, including extending the west platforms at Main Street Station and adding crew walkways at both ends of these platforms to reduce the footprint of these improvements
- Addressing effects of extending the tracks across Hermitage Road (RF&P Line) in Henrico County, which requires the replacement of the at-grade crossing with a proposed overpass to avoid blockage of the crossing during train operations at Acca Yard
- Addressing the expansion of the existing parking lot at Staples Mill Road Station by DRPT, Amtrak, and VDOT in June 2018. The completed project more than doubles the amount of available parking from 288 to 600 parking spaces. The entire existing lot was

repaved, with improved taxi and ride share parking, pedestrian access, and bus loading. Along with these improvements, a second entrance off of Bremner Boulevard was added to improve parking lot access. This expanded parking lot meets the projected parking demand for DC2RVA, and no further parking improvements are recommended.

- Limiting impacts in Richmond's Shockoe Valley in response to public and agency comments, specifically:
  - Relocating the proposed turning wye and service yard to Bellwood, which reduces the Project footprint at Brown's Yard and reduces private property impacts
  - Removing the proposed parking deck on the east side of Main Street Station, thereby reducing adverse effects on cultural resources and private property; DRPT will coordinate with the City as they develop a parking plan for Main Street Station when service is instituted

Richmond Area Turning Wye and Service Yard Alternatives. The recommended preferred alternative as evaluated in the Draft EIS for the Richmond Area, Build Alternative 6F: Full Service, Staples Mill Road/Main Street Stations, included a new turning wye track at Hospital Street connecting the CSXT S-Line with the Buckingham Branch Railroad, and the addition of three siding tracks at the former CSXT Brown Street Yard for overnight storage and servicing of a passenger train. A turning wye and overnight storage/servicing yard are necessary to support a new passenger train roundtrip with an early morning departure from Richmond to Washington D.C. and Amtrak's NEC. In response to comments and to reduce the impacts associated with the new turning wye track at Hospital Street and passenger train storage and servicing facility at Brown Street Yard, DRPT has relocated the Richmond area turning wye and passenger train service yard to CSXT's existing Bellwood Wye and Yard, south of the James River. Relocating the proposed facility from Hospital Street/Brown Street Yard to Bellwood Yard will improve the efficiency of train operations, reduce property impacts outside of CSXT's right-of-way, and reduce the rail footprint within the culturally sensitive area of Richmond's Shockoe Valley. Refer to Appendix J of this Final EIS for full details on the background and decision process for the Richmond Area turning wye and service yard alternatives.

James River Bridge in Richmond, VA

4.4 ALTERNATIVES EVALUATED IN THE DRAFT EIS, BUT NOT SELECTED AS THE PREFERRED ALTERNATIVE

4.4.1 Summary of Build Alternatives Evaluated in the Draft EIS

From the wide range of alternatives and options that were considered during the alternatives development process, 23 Build Alternatives were carried forward for evaluation in the Draft EIS. The number of alternatives varied within the six alternative areas in the Project corridor. Each Build Alternative included an alignment, track configuration, and specific improvements to features such as stations and at-grade roadway crossings.

Table 4.4-1 presents the 23 Build Alternatives and indicates which were selected by FRA and the CTB as the Preferred Alternative; for those that were not selected, a short description of the alternative is provided.

Refer to Draft EIS Section 2.5.2 for detailed descriptions of each Build Alternative, including physical infrastructure improvements along the rail alignment and proposed train operations at stations.

Refer to Section 4.2 of this Final EIS for description of the proposed DC2RVA service plan for the Preferred Alternative described in Table 4.4-1.

4.4.2 No Build Alternative

The No Build Alternative defines the future infrastructure and service levels that would result from planned investments in the Washington, D.C. to Richmond rail corridor that would occur independent of any DC2RVA Project improvements—it essentially outlines a future existing condition.

While the No Build Alternative was evaluated and dismissed by the FRA and FHWA for not meeting the Purpose and Need for the overall SEHSR corridor in the 2002 Tier I EIS, it was considered as part of the Tier II Draft EIS for the DC2RVA Project as required by NEPA. The No Build Alternative provided a basis for comparing the potential effects of different DC2RVA Build Alternatives. If a planned rail or transit improvement in the Project corridor was under construction, fully funded, or was the focus of advanced collaborative planning, DRPT assumed it would be complete by 2025 for the purposes of the Draft EIS evaluation.

Refer to Section 2.5.1 of the Draft EIS for a detailed list of rail and transit infrastructure improvements that were assumed to be included in the DC2RVA No Build Alternative. Note that certain elements of these No Build projects continue to undergo design refinements and/or revised construction schedules, including the VRE yard and platform expansion programs, as the DC2RVA Project progresses. However, these minor changes are not anticipated to have an effect on the DC2RVA No Build assumptions. Refer to Section 7.7 of this Final EIS for details of coordination of this Project with other studies and projects.

In the Tier II Draft EIS for the DC2RVA Project, DRPT and FRA confirmed the findings of the 2002 Tier I EIS that the No Build Alternative does not meet the Project Purpose and Need.

Table 4.4-1: Summary of Build Alternatives Evaluated in Draft EIS

Draft EIS Alternative		Description
Area 1: Arlington: *Three Build Alternatives were evaluated in Area 1, the major difference being which side of the existing track the new track would be added (as indicated in the Build Alternative names). There are no intercity passenger rail stations in this area.*		
1A	Add Two Tracks on the East	Within the Arlington Bridge approach, two tracks would be added to the east side of the existing tracks.
1B	Add Two Tracks on the West	**Selected as the Preferred Alternative.** Aligns with both alternatives identified in the Alternatives Development Report for the separate Long Bridge Study; refer to Section 4.3.1 above for detailed description.
1C	Add One Track East and One Track West	Within the Arlington Bridge approach, one track would be added to the east side of the existing tracks and one track would be added to the west side of the existing tracks.
Area 2: Northern Virginia: *The sole Build Alternative evaluated in Area 2 adds one main track within the existing railroad right-of-way. There are three intercity passenger rail stations in the area: Alexandria, Woodbridge, and Quantico.*		
2A	Add One Track / Improve Existing Track	**Selected as the Preferred Alternative.** Refer to Section 4.3.2 above for detailed description.
Area 3: Fredericksburg: *Three Build Alternatives were evaluated in Area 3, including both two- and three-track options on the existing alignment through the city and a two-track bypass alignment around the city. The Fredericksburg Station is within this area.*		
3A	Maintain Two Tracks Through City	Within Fredericksburg, there would be no construction of new track / no additional rail capacity, and train operations would continue through the city similar to existing conditions, with station improvements. North and south of the city, there would be construction of one additional track within the existing railroad right-of-way.
3B	Add One Track Through City East of Existing	**Selected as the Preferred Alternative.** Refer to Section 4.3.3 above for detailed description.
3C	Add Two-Track Bypass East of City	A new two-track bypass east of Fredericksburg would be constructed to serve freight and passenger trains that do not stop in the city, which would require additional right-of-way. The existing rail corridor would be maintained in the city and the station would be improved. North and south of the city, there would be construction of one additional track within the existing railroad right-of-way.
Area 4: Central Virginia: *The sole Build Alternative evaluated in Area 4 adds one main track within existing railroad right-of-way. There are no intercity passenger rail stations in this area.*		
4A	Add One Track/Improve Existing Track	**Selected as the Preferred Alternative.** Refer to Section 4.3.4 above for detailed description.
Area 5: Ashland: *Seven Build Alternatives were evaluated in Area 5, varying from track alignment options through town to a new bypass. The alternatives include two different location options for the Ashland Station: a Downtown Station (which would maintain the existing station location with improvements) and an Ashcake Station location (which would close the existing station location and relocate service to a new station south of Ashcake Road). North and south of the town, all Build Alternatives would include construction of one additional track within the existing railroad right-of-way.*		
5A	Maintain Two Tracks Through Town	**Selected as the Preferred Alternative.** Refer to Section 4.3.5 above for detailed description.
5A–Ashcake	Maintain Two Tracks Through Town (Relocate Station to Ashcake)	This alternative is the same as 5A (the Preferred Alternative) but would relocate the station to Ashcake Road.
5B	Add One Track Through Town East of Existing	Within town, one track would be added adjacent to the east side of the existing tracks, which would require additional right-of-way and closure of an existing at-grade crossing within town. The existing station would be improved.

▶ *Continued.*

Table 4.4-1: Summary of Build Alternatives Evaluated in Draft EIS

Draft EIS Alternative		Description
5B–Ashcake	Add One Track Through Town East of Existing (Relocate Station to Ashcake)	This alternative is the same as 5B (as summarized above) but would relocate the station to Ashcake Road.
5C	Add Two-Track Western Bypass	A new two-track bypass west of Ashland would be constructed to serve freight and passenger trains that do not stop in town, which would require additional right-of-way. The existing rail corridor would be maintained in the city and the station would be improved.
5C–Ashcake	Add Two-Track Western Bypass (Relocate Station to Ashcake)	This alternative is the same as 5C (as summarized above) but would relocate the station to Ashcake Road.
5D–Ashcake	Three Tracks Centered Through Town (Add One Track, Relocate Station to Ashcake)	Within town, one track would be added with centering of all three tracks on the existing alignment. This would require additional right-of-way and preclude use of the existing station in town. The station would be relocated to Ashcake Road.
Area 6: Richmond: *Eight Build Alternatives were evaluated in Area 6: five single-station options (which would consolidate all service to a single station location) and three two-station options (which would divide service between two stations). Use of the A-Line or S-Line varied by alternative, based primarily on the ability to serve station locations and optimize passenger and freight routes.*		
6A	Staples Mill Road Station Only	The existing Staples Mill Road Station would be improved to become the single passenger station to serve Richmond, and existing Main Street Station would be closed to service. One main track would be added along the RF&P Line (north of the city) and the A-Line (through the city).
6B–A-Line	Boulevard Station Only, A-Line	A new Boulevard Station would be constructed to become the single passenger station to serve Richmond, and existing Staples Mill Road and Main Street Stations would be closed to service. One main track would be added along the RF&P Line (north of the city) and the A-Line (through the city).
6B–S-Line	Boulevard Station Only, S-Line	This alternative is similar to 6B–A-Line (as summarized above) but would add one main track on the S-Line (through the city).
6C	Broad Street Station Only	A new Broad Street Station would be constructed to become the single passenger station to serve Richmond, and existing Staples Mill Road and Main Street Stations would be closed to service. One main track would be added along the RF&P Line (north of the city) and the A-Line (through the city).
6D	Main Street Station Only	The existing Main Street Station would be improved to become the single passenger station to serve Richmond, and existing Staples Mill Road Station would be closed to service. One main track would be added along the RF&P Line (north of the city) and the S-Line (through the city).
6E	Split Service, Staples Mill Road/Main Street Stations	Both existing Staples Mill Road and Main Street Stations would be improved and remain operational, with the majority of intercity passenger trains stopping only at Staples Mill Road. One main track would be added along the RF&P Line (north of the city) and the A-Line (through the city).
6F	Full Service, Staples Mill Road/Main Street Stations	**SELECTED AS THE PREFERRED ALTERNATIVE.** Refer to Section 4.3.6 above for detailed description.
6G	Shared Service, Staples Mill Road/Main Street Stations	Both existing Staples Mill Road and Main Street Stations would be improved and remain operational, with the majority of intercity passenger trains stopping only at both stations, but some trains following the A-Line to bypass downtown Richmond and only serve Staples Mill Road Station. One main track would be added along the RF&P Line (north of the city) and the S-Line (through the city).

4.5 CAPITAL AND OPERATING COSTS

4.5.1 Capital Infrastructure Costs

Table 4.5-1 shows the capital infrastructure cost estimate for the Preferred Alternative. Capital infrastructure costs represent the total cost associated with the design, management, land acquisition, and construction of the infrastructure improvements, including communications and signaling systems associated with track and crossing improvements, of the DC2RVA Project. These costs include a 30% contingency for unknown conditions or unidentified infrastructure. Estimated costs are based on a conceptual (10 percent) level of design for the proposed improvements, as described at the beginning of this chapter, and are based on projected unit costs for the year 2025 (i.e., the year that FRA and DRPT have assumed that the Preferred Alternative would be in place for the purposes of the NEPA). The capital infrastructure costs do not include costs for additional rolling stock that may be necessary to implement the new service as proposed by the Project; see Section 4.5.3 for details.

Table 4.5-1: Capital Infrastructure Costs for the Preferred Alternative

Alternative Area	Preferred Alternative	Capital Cost (2025 $ millions)
Area 1: Arlington (Long Bridge Approach)	1B: Add Two Main Tracks on the West	$42.4
Area 2: Northern Virginia (Long Bridge to Dahlgren Spur)	2A: Add Third or Fourth Main Track	$1,778.9
Area 3: Fredericksburg (Dahlgren Spur to Crossroads)	3B: Add a Third Main Track Through the City	$559.4
Area 4: Central Virginia (Crossroads to Doswell)	4A: Add a Third Main Track	$1,143.7
Area 5: Ashland (Doswell to I-295)	5A: Maintain Two Tracks Through Town (No Station Improvements)	$431.8
Area 6: Richmond (I-295 to Centralia)	6F: Staples Mill Road/Main Street Stations Full Service with S-Line Improvements	$1,667.0
Total Capital Infrastructure Cost for the Preferred Alternative		**$5,623.2**

4.5.2 Operations and Maintenance Costs

The estimate of long-term operations and maintenance (O&M) costs include both train operations and infrastructure maintenance. Operations consists of labor costs, fuel and other supplies, and other factors required to keep the DC2RVA Project in service, whereas maintenance includes routine servicing of vehicles, maintenance of the tracks, signals, communications, and other systems needed to keep the system safe and reliable. Table 4.5-2 presents a summary of the estimated annual cost to operate and maintain the DC2RVA passenger rail service associated with the Preferred Alternative. These costs are calculated based on the passenger rail service for the full DC2RVA corridor and are presented for the Preferred Alternative.

Table 4.5-2: Annual Estimated O&M Costs for Preferred Alternative (Year 2045)

Year	Preferred Alternative	Total O&M Cost (2015 $ millions)
2045	Alternative 1B, 2A, 3B, 4A, 5A, and 6F	$100.3

Note: Although the O&M cost varies among the alternatives, the standard deviation among all 2045 Richmond Build Alternatives was approximately 1%, which is within the margin of error for the analysis performed.

Note that the O&M costs presented in Table 4.5-2 above represent gross expenditures and do not include potential revenue generated from the operation of the passenger service, which would provide a source of income to compensate for the O&M costs.

The 2045 Preferred Alternative conditions represent approximately a doubling of intercity passenger service and ridership. Accordingly, the O&M costs for the Preferred Alternative are also approximately double the costs of today's service (2015), recognizing that frequency and level of service are the key drivers of operating and maintenance costs.

4.5.3 Cost of Rolling Stock

Rolling stock consists of the locomotives, passenger cars, and baggage cars that may be necessary to implement the new service as proposed by the Project.

The DC2RVA Project proposes to add 9 new daily intercity passenger round trips (18 total trains per day) through the corridor (refer to Section 4.2 above for details). Of the 9 new daily intercity passenger round trips (19 total trains per day) proposed by the Project:

- Four new daily round trips will be Interstate Corridor trains originating in, and supported by, North Carolina. While these trains pass through and provide service within the DC2RVA corridor, they will be part of the Richmond to Raleigh (R2R) project and are excluded from the cost estimate of rolling stock.
- Five new daily round trips will be Northeast Regional trains supported by the Commonwealth. Of these five Commonwealth-supported round trips:
  - Four will pass through and provide service within the DC2RVA corridor as part of the Richmond to Hampton Roads (R2HR) project and are excluded from the cost estimate of rolling stock.
  - One Northeast Regional new daily roundtrip train will originate in the DC2RVA corridor (at Main Street Station); costs for rolling stock to support this train are included in the cost estimate shown below.

DRPT anticipates the cost for rolling stock to support this additional service would be shared by Amtrak and those states that share in the cost of service; the cost would be apportioned through negotiated agreements at the time of service implementation and is not available at this time. The rolling stock cost estimate shown in Table 4.5-3 is an example, although how the costs will be apportioned are not known. The train originating at Main Street Station will be two locomotives and ten single-level passenger railcars, which in the early morning will run north from Main Street Station to Washington, D.C. and then onto the NEC to Boston, MA, and in the late afternoon/evening, return south. Rolling stock needed to operate this train service will include two locomotives for the round trip between Richmond and Washington, D.C. and 20 single-level passenger railcars for the round trip between Richmond and Boston. Applying a factor of 20 percent for spare vehicles, rolling stock procurement is projected to include three locomotives and 24 single level passenger railcars.

Table 4.5-3: Potential Cost of Rolling Stock

Standard Cost Category		2017 Cost ($ millions)	2025 Cost ($ millions)
70	Rolling Stock	$ 111.8	$ 144.5

APPENDIX A

ERRATA TABLE FOR THE DRAFT EIS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

Appendix A

ERRATA TABLE FOR THE DRAFT EIS

Pursuant to Section 1304 of the FAST Act "Efficient Environmental Reviews for Project Decision Making" and Section 1319 of MAP-21 "Accelerated Decision-making in Environmental Reviews," this appendix provides an errata table for the Draft EIS in lieu of rewriting the Draft EIS documentation in its entirety.

As explained in Section 1.1, the Final EIS is presented in a condensed document format to allow the reader to readily focus on the reasons for selecting the Preferred Alternative and its potential environmental impacts and avoidance/mitigation measures. To avoid duplication with the Draft Environmental Impact Statement (EIS), the Final EIS does not re-inventory all data and analyses at the same level of detail as the Draft EIS and its technical appendices, such as re-documentation of all 23 Build Alternatives that were evaluated in the Draft EIS. Accordingly, the purpose of this errata table is to document factual corrections and/or minor clarifications to the portions of the September 2017 Draft EIS that were not fully re-issued as part of the Final EIS, including:

- Draft EIS Executive Summary
- Draft EIS Chapter 1 – Purpose and Need
- Draft EIS Chapter 2 – Alternatives
- Draft EIS Chapter 3 – Affected Environment
- Draft EIS Chapter 4 – Environmental Consequences
- Draft EIS Chapter 6 – Public Involvement and Agency Coordination
- Draft EIS Chapter 7 – DRPT Recommended Preferred Alternative
- Draft EIS Chapter 8 – Distribution of Draft EIS
- Draft EIS Chapter 12 – References

The corrections and clarifications in the errata do not affect the selection of the Preferred Alternative. The factual corrections, minor clarifications, and/or updates that are itemized within this errata table were identified from agency and public comments as well as ongoing coordination and documentation that has occurred since the publication of the Draft EIS.

Detailed responses to agency and public comments are provided in Appendices B and C, respectively, and any modifications as a result of substantive comments are incorporated into the appropriate chapters of the Final EIS, and are not part of this errata table. The errata table does not include the Draft EIS technical appendices.

The following pages present the errata table by chapter of the Draft EIS, as listed on the previous page. Each errata entry includes reference to relevant page, table, and/or figure numbers from the Draft EIS[1], included herein by reference, and presents the original text followed by the revised or replacement text, which is underlined for quick identification. Figures and/or tables that are republished due to changes in data (as referenced in the table) are presented after the table at the end of this appendix.

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[1] The Draft EIS is available on the Project website: http://dc2rvarail.com/draft/

DEIS Page #	Section/Table/ Figure	Original Text	Revised Text (Note: New and/or revised text is underlined in this column)
Draft EIS Executive Summary			
3	1. Project Overview	Last paragraph. "Because the DC2RVA Project corridor is shared corridor…"	Replace with: "Because the DC2RVA Project corridor is a shared corridor…"
64	Area 6: Preferred Alternative	First paragraph. "Interstate Corridor (SEHSR) and Northeast Regional (SEHSR and Virginia) to Norfolk passenger trains moving north-south through Richmond would be routed from Staples Mill Road Station to the west side of Main Street Station and then to Centralia using the S-Line. Interstate Corridor (Carolinian) and Long Distance passenger trains would be routed through Staples Mill Road Station to Centralia using the A-Line, bypassing Main Street Station. One Northeast Regional (SEHSR) round trip would terminate at Main Street Station."	Replace with: "All Long-Distance, Interstate Corridor, and Northeast Regional passenger trains moving north-south through Richmond would be routed through Staples Mill Road Station to the west side of Main Street Station and then to Centralia using the S-Line. The Northeast Regional service to Newport News would continue to use the east side of Main Street Station on the Peninsula Subdivision line."
Draft EIS Chapter 1 – Purpose and Need			
1-25	Section 1.5.2.7	End of first paragraph. "The cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park, and the counties of Arlington, Fairfax, Loudoun, and Prince William are currently nonattainment areas for the 2008 8-hour ozone standard."	Replace with: "The cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park, and the counties of Arlington, Fairfax, Loudoun, and Prince William are currently part of the Washington, DC-MD-VA marginal nonattainment areas for the 2008 8-hour ozone standard based on the EPA's Green Book."
Draft EIS Chapter 2 – Alternatives			
2-20	Table 2.3-3	First bullet. "Avoid, reduce, or mitigate impacts to sensitive human, natural and physical environmental resources."	Replace with: "Avoid, reduce, or mitigate impacts to sensitive human, cultural, natural, and physical environmental resources."
2-23	Section 2.3.3.1	Top of page. "DRPT recognizes there is a trade-off between meeting the Project's Purpose and Need and impacts to human and natural resources."	Replace with: " DRPT recognizes there is a trade-off between the Project's benefits and the Project's impacts to human, cultural, natural, and physical environmental resources."
2-34	Table 2.4-3	Row 1, column 2. "Caroline County/Area 4: Central Virginia"	Replace with: "Town of Ashland/Area 5: Ashland"
2-44	Table 2.5-1	[End of "Rail" section of table, below VRE Potomac Shores Station]	Add new rows for: "VRE Crystal City Station improvements" and "VRE L'Enfant Station improvements"
2-47	Section 2.5.1.1	Third bullet. "VRE will also improve the tunnel connecting the island platform to the main station for ADA accessibility."	Replace with: "VRE proposes to also build a new ADA-compliant tunnel connecting the station to the island platform, with a potential extension of the tunnel to connect to the King Street Metro station."
2-55	Section 2.5.2.2	First line. "…extends from the Crystal City station in Arlington County…"	Replace with: "…extends from the VRE Crystal City station in Arlington County…"
2-121	Table 2.6-2	Row 11 (6F): "*No Service* | *No Service* | 2:29 | 2:25 | *No Service* | *No Service*" Row 13 (6G): "2:15 | 2:13 | 2:21 | 2:18 | *No Service* | *No Service*"	The data in Row 11 and 13 were switched in the Draft EIS. Replace with: Row 11 (6F): "2:15 | 2:13 | 2:21 | 2:18 | *No Service* | *No Service*" Row 13 (6G): "No Service | No Service | 2:29 | 2:25 | *No Service* | *No Service*"
2-125	Figure 2.8-1	[Figure included a remnant watermark indicating "DRAFT"]	*Remove "DRAFT" watermark. [Note that this figure is not re-issued in this errata table, as the figure content remains unchanged.]*
2-125	Section 2.8	Two paragraphs under Rail Construction. "The proposed track structure is ballasted track to be constructed on a prepared track bed. As the earthwork is completed, a sub-ballast layer would be constructed with aggregates hauled from the local quarries and from contractor's stockpiles. The sub-ballast would be graded, rolled, and compacted to establish a solid base. Following placement of the sub-ballast, an 8-inch layer of ballast would be placed as the final layer. This new surface is called a track bed. Once the track bed is in place, railroad ties (wood or concrete) would be placed and the continuous welded rail (CWR) fastened and anchored in place. As placement of the ties and CWR can disturb the ballast, tamping and lining track would be done to finish the installation. In addition to new main track construction, construction would also involve shifting the existing track alignment. The track shifts would utilize existing rail and track bed if possible. In areas where existing rail and track bed are not feasible to use, additional grading and installation of new track bed would occur, followed by tamping and lining the track to finish."	Replace with: "The proposed track structure is ballasted track to be constructed on a prepared track bed. As the earthwork is completed, a sub-ballast layer will be constructed with aggregates hauled from local quarries and/or from contractor's stockpiles of CSX approved aggregates. The sub-ballast will be graded, rolled, and compacted to establish a solid base (track bed). Following placement, testing and approval of the sub-ballast, railroad ties (wood or concrete) would be placed and the continuous welded rail (CWR) fastened and anchored to the ties. Once the track is in place, a 12-inch layer of ballast would be placed in "lifts" until there is 12 inches of ballast between the tie and the sub ballast. Tamping the ballast around and beneath the ties, and lining and surfacing the track, would finish the installation. In addition to new main track construction, construction would also involve shifting the existing track alignment. The track shifts would use the existing rail and track bed where possible. In areas where existing rail and track bed are not feasible to use, additional grading and installation of new track bed would occur followed by installation of the new track and ballast including tamping, lining and surfacing to complete the installation."

▶ Continued.

DEIS Page #	Section/Table/Figure	Original Text	Revised Text (Note: New and/or revised text is *underlined in this column*)
Draft EIS Chapter 3 – Affected Environment			
3-23	Section 3.1.7	Sixth paragraph. "The Project falls within SDWA Zone 1 (5-mile radius) for three public surface water supply intakes - Fairfax County Water Authority, Hanover Suburban Water System, and City of Richmond. Fairfax County Water Authority and City of Richmond water supplies are located upstream of the existing rail corridor."	Replace with: "The project falls within SDWA Zone 1 (5-mile radius) of seven public surface water supply intakes - Fairfax County Water Authority, Quantico Marine Base Mainside, Stafford County Utilities, Spotsylvania County Utilities (2 intakes), Hanover Suburban Water System, and City of Richmond. With the exception of the Hanover County Water System, the surface water supply intakes are located upstream of the existing rail corridor."
3-38	Section 3.6	End of first paragraph.	Add text to end of paragraph: "These pollutants are summarized below along with air quality trends as monitored by the EPA (EPA, 2018)."
3-38	Section 3.6	Second paragraph. "From 1980 to 2013, there was a 33 percent decrease…"	Replace with: "From 1980 to 2016, there was a 31 percent decrease…"
3-38	Section 3.6	Third paragraph. "From 1980 to 2013, was a 58 percent decrease…"	Replace with: "From 1980 to 2016, there was a 62 percent decrease…"
3-38	Section 3.6	Fourth paragraph. "From 1990 to 2013, there was a 34 percent decrease… From 2000 to 2013, there was a 34 percent decrease…"	Replace with: "From 1990 to 2016, there was a 39 percent decrease… From 2000 to 2016, there was a 44 percent decrease…"
3-38	Section 3.6	Fifth paragraph. "From 1980 to 2013, there was an 84 percent decrease…"	Replace with: "From 1980 to 2016, there was an 85 percent decrease…"
3-40	Section 3.6.2	Second bullet. "*The regulations for Determining Conformity of General Federal Actions of State or Federal Implementation Plans* were published in the Federal Register on November 30, 1993. (…) On March 24, 2010, EPA revised the general conformity regulations to improve the process federal entities use to demonstrate that their actions will not contribute to a violation of an NAAQS. In Virginia, general conformity criteria and procedures are set forth in 9 *Virginia Administrative Code* (VAC) 5-10-20. In the District of Columbia, these criteria and procedures are set forth in 57 DCR 527."	Replace with: "The regulations for *Determining Conformity of General Federal Actions of State or Federal Implementation Plans* were published in the Federal Register on November 30, 1993 (58 FR 63214). (…) On March 24, 2010 (75 FR 14260), EPA revised the general conformity regulations to improve the process federal entities use to demonstrate that their actions will not contribute to a violation of a NAAQS. In Virginia, general conformity criteria and procedures are set forth in 9 Virginia Administrative Code (VAC) 5-10-20 and 9VAC5-160. In the District of Columbia, these criteria and procedures are set forth in 20-15 DCMR (January 8, 2010, 57 DCR 527)."
3-40	Section 3.6.3	First line. "In June 2004, as part of the Clean Air Nonroad Diesel Rule…"	Replace with: "On June 29, 2004 (69 FR 38958), as part of the Clean Air Nonroad Diesel Rule…"
3-41	Section 3.6.4	First paragraph. "Effective 27, 2007, EPA adopted controls on mobile source air toxics (MSATS)….In June 2008, EPA published the final rule…"	Replace with: "Effective April 27, 2007, EPA adopted controls on mobile source air toxics (MSATs) (February 26, 2007, 72 FR 8428). …On June 30, 2008 (73 FR 37096), EPA published the final rule…"
3-41	Section 3.6.4	Second paragraph. "Locomotives and marine diesel engines…"	Replace with: "According to EPA's June 30, 2008 final rule, locomotives and marine diesel engines…"
3-41	Section 3.6.4	Third paragraph. "On a nationwide annual basis…"	Replace with: "Based on EPA's final rule, on a nationwide annual basis…"
3-41	Section 3.6.5.1	End of first paragraph.	Add to end of first paragraph: "The EPA Green Book provides detailed information about area NAAQS designations, classifications, and nonattainment status."
3-42	Table 3.6-2	Footnote.	Add to footnote: "Note: Arlington County, Alexandria, Fairfax County, and Prince William County are part of the Washington DC-MD-VA marginal nonattainment area based on the EPA's Green Book."
3-55	Section 3.9.2	Sensitive Resources.	Add: "Potomac Heritage National Scenic Trail" and "The Captain John Smith Chesapeake National Historic Trail"
3-57	Section 3.9.2.1	Area 1: Arlington – VAU 1-1: "Sensitive Resources 1. George Washington Memorial Parkway 2. Roaches Run Wildlife Sanctuary 3. Long Bridge Park"	Replace with: "Sensitive Resources (Owner) 1. George Washington Memorial Parkway (NPS)/Potomac Heritage National Scenic Trail (NPS) 2. Roaches Run Wildlife Sanctuary (NPS) 3. Long Bridge Park (Arlington County)"

▶ *Continued.*

DEIS Page #	Section/Table/ Figure	Original Text	Revised Text (Note: New and/or revised text is underlined in this column)
3-58	Section 3.9.2.2	Area 2: Northern Virginia – VAU 2-1 “Sensitive Resources 1. Crystal Park North 2. Crystal City Water Park 3. Crystal City Courtyard Green 4. Crystal City Children’s Park 5. Four Mile Run 6. George Washington Memorial Parkway 7. Potomac Greens Park 8. Potomac Yard Park 9. Daingerfield Island Park 10. Metro Linear Park 11. Hooff’s Run Park and Greenway 12. Sunset Mini Park 13. Dog Run Park at Carlyle 14. Cameron Run Regional Park 15. Clermont Natural Park 16. Hensley Park 17. Backlick Stream Valley Park”	Replace with: “Sensitive Resources (Owner) 1. Crystal Park North (Private) 2. Crystal City Water Park (Private) 3. Crystal City Courtyard Green (Private) 4. Crystal City Children’s Park (Private) 5. Four Mile Run (Multiple) 6. George Washington Memorial Parkway (NPS) / Potomac Heritage National Scenic Trail (NPS) 7. Potomac Greens Park (City of Alexandria) 8. Potomac Yard Park (City of Alexandria) 9. Daingerfield Island Park (NPS) 10. Metro Linear Park (City of Alexandria) 11. Hooff’s Run Park and Greenway (City of Alexandria) 12. Sunset Mini Park (City of Alexandria) 13. Dog Run Park at Carlyle (City of Alexandria) 14. Cameron Run Regional Park (Owner – City of Alexandria, Operator – Northern Virginia Regional Park Authority) 15. Clermont Natural Park (City of Alexandria) 16. Hensley Park (City of Alexandria) 17. Backlick Stream Valley Park (Fairfax County Park Authority)”
3-59	Section 3.9.2.2	Area 2: Northern Virginia - VAU 2-2 “Sensitive Resources 1. Accotink Stream Valley Park 2. Pohick Stream Valley Park 3. Lorton Station Elementary School”	Replace with: “Sensitive Resources (Owner) 1. Accotink Stream Valley Park (Fairfax County Park Authority) 2. Pohick Stream Valley Park (Fairfax County Park Authority) 3. Lorton Station Elementary School (Fairfax County)”
3-60	Section 3.9.2.2	Area 2: Northern Virginia – VAU 2-3 “Sensitive Resources 1. Mason Neck West Park 2. Old Colchester Preserve and Park 3. Occoquan River 4. Veterans Memorial Park 5. Marumsco Acre Lake Park 6. Featherstone National Wildlife Refuge”	Replace with: “Sensitive Resources (Owner) 1. Mason Neck West Park (Fairfax County Park Authority) 2. Old Colchester Preserve and Park (Fairfax County Park Authority) / Potomac Heritage National Scenic Trail (NPS) 3. Occoquan River (n/a) 4. Veterans Memorial Park (Prince William County) 5. Marumsco Acre Lake Park (Prince William County) 6. Featherstone National Wildlife Refuge (USFWS) / Potomac Heritage National Scenic Trail (NPS)”
3-61	Section 3.9.2.2	Area 2: Northern Virginia – VAU 2-4 “Sensitive Resources 1. Neabsco Creek 2. Leesylvania State Park 3. Powells Creek 4. Cockpit Point Battlefield Heritage Park 5. Quantico Creek 6. Quantico Unnamed Recreation Area 7. Widewater State Park 8. Aquia Creek”	Replace with: “Sensitive Resources (Owner) 1. Neabsco Creek (n/a) 2. Leesylvania State Park (VDCR) 3. Powells Creek (n/a) 4. Cockpit Point Battlefield Heritage Park (Prince William County) 5. Quantico Creek (n/a) 6. Quantico Unnamed Recreation Area (MCBQ) 7. Widewater State Park (VDCR) / Potomac Heritage National Scenic Trail (NPS) 8. Aquia Creek (n/a)”

▶ *Continued.*

DEIS Page #	Section/Table/ Figure	Original Text	Revised Text (Note: New and/or revised text is underlined in this column)
3-62	Section 3.9.2.3	Area 3: Fredericksburg – VAU 3-1 "Sensitive Resources 1. Embry Farm 2. Rappahannock River 3. Fredericksburg and Spotsylvania National Park 4. Cobblestone Park 5. Pierson/Slaughter Pen Farm 6. Mary Lee Carter Park"	Replace with: "Sensitive Resources (Owner) 1. Embry Farm (Private) 2. Rappahannock River (n/a) / Captain John Smith Chesapeake National Historic Trail (NPS) 3. Fredericksburg and Spotsylvania National Park (NPS) 4. Cobblestone Park (City of Fredericksburg) 5. Pierson/Slaughter Pen Farm (Private) 6. Mary Lee Carter Park (Spotsylvania County)"
3-63	Section 3.9.2.3	Area 3: Fredericksburg – VAU 3-2 "Sensitive Resources 1. Embry Farm 2. George Washington's Ferry Farm 3. Rappahannock River 4. Alexander Berger Memorial Sanctuary"	Replace with: "Sensitive Resources (Owner) 1. Embry Farm (Private) 2. George Washington's Ferry Farm (Private) 3. Rappahannock River (n/a) / Captain John Smith Chesapeake National Historic Trail (NPS) 4. Alexander Berger Memorial Sanctuary (Private)"
3-64	Section 3.9.2.4	Area 4: Central Virginia – VAU 4-1 "Sensitive Resources 1. Fredericksburg and Spotsylvania National Park 2. Mattaponi River 3. Mattaponi State Wildlife Management Area 4. North Anna River"	Replace with: "Sensitive Resources (Owner) 1. Fredericksburg and Spotsylvania National Park (NPS) 2. Mattaponi River (n/a) 3. Mattaponi State Wildlife Management Area (VDGIF) 4. North Anna River (n/a)"
3-65	Section 3.9.2.5	Area 5: Ashland – VAU 5-1 "Sensitive Resources 1. North Ashland Park 2. Railside Park 3. Carter Park 4. Downtown Ashland"	Replace with: "Sensitive Resources (Owner) 1. North Ashland Park (unknown, conceptual stage only) 2. Railside Park (Town of Ashland) 3. Carter Park (Town of Ashland) 4. Downtown Ashland (Multiple)"
3-67	Section 3.9.2.6	Area 6: Richmond – VAU 6-1 "Sensitive Resources 1. RF&P Park 2. Laurel Recreation Area 3. Joseph Bryan Park"	Replace with: "Sensitive Resources (Owner) 1. RF&P Park (Henrico County) 2. Laurel Recreation Area (Henrico County) 3. Joseph Bryan Park (City of Richmond)"
3-68	Section 3.9.2.6	Area 6: Richmond – VAU 6-2 "Sensitive Resources 1. Maggie Walker Governor's School Fields 2. Main Street Station"	Replace with: "Sensitive Resources (Owner) 1. Maggie Walker Governor's School Fields (Maggie L. Walker Governor's School Regional School Board) 2. Main Street Station (City of Richmond)"
3-69	Section 3.9.2.6	Area 6: Richmond – VAU 6-3 "Sensitive Resources 1. Triple Crossing 2. Canal Walk 3. James River 4. Walkers Creek Retention Basin Park 5. Falling Creek Park"	Replace with: "Sensitive Resources (Owner) 1. Triple Crossing (Multiple) 2. Canal Walk (City of Richmond) 3. James River (n/a) / Captain John Smith Chesapeake National Historic Trail (NPS) 4. Walkers Creek Retention Basin Park (City of Richmond) 5. Falling Creek Park (Chesterfield County)"
3-70	Section 3.9.2.6	End of second paragraph. "This aesthetically pleasing bridge is visible from many nearby roads, parks, and residential areas, as well as from the river itself, which is highly used for recreational purposes."	Replace with: "This aesthetically pleasing bridge is visible from many nearby roads, parks, and residential areas, as well as from the river itself, which is highly used for recreational purposes and includes the Captain john Smith Chesapeake National Historic Trail."

▶ *Continued.*

DEIS Page #	Section/Table/ Figure	Original Text	Revised Text *(Note: New and/or revised text is underlined in this column)*
3-70	Section 3.9.2.6	Area 6: Richmond – VAU 6-4 "Sensitive Resources 1. James River 2. James River Park 3. Gates Mill Park 4. Falling Creek Park"	Replace with: "Sensitive Resources (Owner) 1. James River (n/a) / Captain John Smith Chesapeake National Historic Trail (NPS) 2. James River Park (City of Richmond) 3. Gates Mill Park (Chesterfield County) 4. Falling Creek Park (Chesterfield County)"
3-72	Section 3.9.2.6	Area 6: Richmond – VAU 6-6 "Sensitive Resources 1. James River 2. Great Shiplock Park 3. Libby Hill Park"	Replace with: "Sensitive Resources (Owner) 1. James River (n/a) 2. Great Shiplock Park (City of Richmond) 3. Libby Hill Park (City of Richmond)"
3-75	Section 3.10.1.1	Second line. "…which are managed by the USFWS for the protection and conservation…"	Replace with: "…which are managed by the USFWS and NPS for the protection and conservation…"
3-75	Section 3.10.1.1	End of first sentence in Roaches Run Waterfowl Sanctuary. "…is part of the George Washington Memorial Parkway."	Replace with: "…is part of the George Washington Memorial Parkway and is an administrative unit of the NPS."
3-90	Section 3.10.5	First sentence of last paragraph. "Seven federally listed threatened or endangered species are reported to occur or potentially occur within…"	Replace with: "Eight federally listed threatened or endangered species and one proposed federally listed threatened species are reported to occur or potentially occur within…"
3-91	Table 3.10-8	*[Table in its entirety is republished at end of this appendix.]*	See end of this appendix for updated Table 3.10-8 (Updated to show two undocumented species, Rusty Patch Bumble Bee and Yellow Lance, and their locations; updated to show the correct locations of all species in each Alternative area).
3-100	Section 3.11.3.2	Prince William County, third paragraph. "The concept for the Government Center is to concentrate a town center, with more dense commerce and employment opportunities south of Prince William Parkway, west of I-95 (several miles west of the Project corridor) and north of Dale City, and a County Center north of Prince William Parkway, and to include access to mass transit options. The Parkway Employment Center is north of Potomac Mills Mall and west of I-95 and is currently wooded, but it is intended to provide a transition between the intensely developed Potomac Mill area and residential areas to the north and west, while providing significant employment opportunities in the area. The Potomac Communities surround the Project corridor, and the sector plan is a refocusing on the comprehensive planning surrounding U.S. 1 and its relationship to the surrounding communities. The sector plan discusses the existing VRE stations: Quantico (also an Amtrak station), Rippon, and Woodbridge (also an Amtrak station). The Potomac Shores Station is under construction in Cherry Hill, with a planned opening in 2017. The sector plan has several action strategies that encourage "expanding existing mass transit services in Potomac Communities" (Prince William County, 2012)."	Replace with: "North Woodbridge is a Metropolitan Washington Council of Governments (MWCOG) Regional Activity Center, a Study Area in the Potomac Communities Revitalization Plan and a Center of Commerce in Prince William County. It is designated for Urban Mixed-Use development. Projects include the Route 123 and Route 1 interchange, the Potomac Heritage National Scenic Trail, and the Occoquan Riverfront Park. Large-scale redevelopment at the highest density permitted at the northern gateway to Prince William County is possible. Potomac Shores is a Metropolitan Washington Council of Governments Regional Activity Center and is mostly designated as a Regional Employment Center - an urban high-density, mixed-use designation. It is zoned for a dense, mixed-use development including a town center, a proposed VRE station, parks and trails, which include the Potomac Heritage National Scenic Trail."
3-103	Section 3.11.3.2	Town of Ashland, first paragraph, last sentence. "The plan specifically states that the Town "supports the Southeast High Speed Rail Corridor initiatives" and "shall work with federal, state, and regional partners to ensure the success and development of this initiative" (Town of Ashland, 2011)."	Replace with: "The plan specifically states that the Town "opposes options such as the addition of a third rail through downtown" (Town of Ashland, 2016)."
3-107	Table 3.11-5	Hanover County row, Community Center/Museum column. "0"	Replace with: "1" (Ashland/Hanover Visitor's Center/Train Station)
3-133	Table 3.13-4	Row 3, column 3. "Alexandria Depot" Row 5, column 3. "Parker-Gray Historic District/Uptown"	Replace with: "Alexandria Union Station" Replace with: "Uptown/Parker-Gray Historic District"
3-157	Table 3.14-1	Row 2, column 5.	Add one bullet to end of existing list: "• Includes portion of Potomac Heritage National Scenic Trail "
3-157	Table 3.14-1	[End of existing table, below "George Washington Memorial Parkway" row]	Add new row: "Daingerfield Island Park | Northern Virginia | 162 | NPS | • Located adjacent to the George Washington Memorial Parkway • Sailing and fishing are available at the park • Popular destination for fireworks viewing on the 4th of July"
3-158	Figure 3.14-1	*[The edited sheet of this figure is republished at end of this appendix.]*	See end of this appendix for updated Sheet 1 of Figure 3.14-1 (updated to show the undocumented public/private with public access parks; updated to show the correct location / boundaries of Braddock Park/Lenny Harris Memorial Field at Braddock Park).
3-173	Table 3.14-2	Rows 2 and 3 (Leesylvania State Park and Widewater State Park), column 5.	Add two bullets to existing list: "• Site on the Chesapeake NHT • Includes portion of proposed Potomac Heritage National Scenic Trail"

▶ *Continued.*

DEIS Page #	Section/Table/ Figure	Original Text	Revised Text (Note: New and/or revised text is underlined in this column)
3-174	Table 3.14-3	*[Table in its entirety is republished at end of this appendix.]*	See end of this appendix for updated Table 3.14-3. *(Removed rows for Daingerfield Island Park and Traffic Circle Park (both in the City of Alexandria); added rows for the following parks in the City of Alexandria: Potomac Yard Landbay N, Swann Finger Park, Rose Square, Rail Park, Neighborhood Park, Custis Linear / Finger Park, Howell Linear, PY Plaza West, and Portner Park; updated to correct resource name, acreage and/or features of the following: Potomac Yard Park (City of Alexandria), Eugene Simpson Stadium Park (City of Alexandria), Clermont Natural Area (City of Alexandria), North Ashland Park (Hanover County), Canal Walk Plaza and Entrance (City of Richmond), and James River Park (City of Richmond)).*
3-180	Section 3.14.4	Heading and first paragraph. "3.14.4 Wildlife Refuges Wildlife refuges are lands set aside for conservation, restoration, or management of wildlife or waterfowl species and habitats. Refuges may be part of the National Wildlife Refuge System or state- or locally owned. Wildlife refuges may or may not allow public access."	Replace with: "3.14.4 Wildlife Refuges/Waterfowl Sanctuaries Wildlife refuges and waterfowl sanctuaries are lands set aside for conservation, restoration, or management of wildlife or waterfowl species and habitats. Refuges may be part of the National Wildlife Refuge System or state- or locally owned. Wildlife refuges / waterfowl sanctuaries may or may not allow public access."
3-180	Table 3.14-4	Heading. "Table 3.14-4: Wildlife Refuges"	Replace with: "Table 3.14-4: Wildlife Refuges/Waterfowl Sanctuaries"
3-180	Table 3.14-4	Row 2, column 5, second bullet. "• Adjacent to the George Washington Memorial Parkway"	Replace with: "• Administrative unit of the George Washington Memorial Parkway"
3-180	Table 3.14-4	Row 3, column 5, bulleted list.	Add one bullet to end of existing list: "• Includes portion of proposed Potomac Heritage National Scenic Trail"
3-181	Section 3.14.5	First paragraph. "…which they are located.. fOwnership of trails…"	Replace with: "…which they are located. Ownership of trails…"
3-181	Table 3.14-5	Row for Mount Vernon Trail, column 5, bulleted list.	Add one bullet to end of existing list: "• Includes portion of proposed Potomac Heritage National Scenic Trail"
3-182	Table 3.14-5	Row 5, column 1. "Potomac Heritage Trail"	Replace with: "Potomac Heritage National Scenic Trail corridor"
3-183	Table 3.14-5	Row 4, column 1. "Captain John Smith Historic Trail" Row 4, column 2. "Richmond" Row 4, column 5. "• Water trail on the James River throughout the study area "	Replace with: "Captain John Smith Chesapeake National Historic Trail" Replace with: "Arlington, Fredericksburg, and Richmond" Replace with the following bullets: "• Water trail extending throughout the Chesapeake Bay and its major tributaries • First water trail designated under the National Trails System Act • Commemorates the exploratory voyages of Captain John Smith on the Chesapeake Bay and its tributaries • Water trail on the Potomac, Rappahannock and James rivers and other tributaries, rivers, and streams throughout the study area"
3-184	Table 3.14-6	Title row, first column. "City/County"	Replace with: "Location (City/County)"
3-184	Table 3.14-6	[Middle of existing table, below row with George Washington Memorial Parkway]	Add two rows: "City of Alexandria | Northern Virginia | Eugene Simpson Stadium Park City of Alexandria | Northern Virginia | Joseph Hensley Park"
3-185	Table 3.14-7	*[Table in its entirety is republished at end of this appendix.]*	See end of this appendix for updated Table 3.14-7. (Updated with new rows for the following parks in the City of Alexandria: Potomac Yard Landbay N, Potomac Yard Park, Swan Finger Park, Rail Park, Custis Linear / Finger Park, and Howell Linear; updated to remove the following parks: Traffic Circle Park (City of Alexandria) and North Ashland Park (Hanover County)).
Draft EIS Chapter 4 – Environmental Consequences			
4-5	Section 4.1.1.1	First paragraph. "…would cross five to seven of the Coast Guard regulated…"	Replace with: "…would cross five to eight of the Coast Guard regulated…"
4-5	Section 4.1.1.1	Navigable Waters bulleted list.	Add one bullet to end of existing list: "• Four Mile Run"
4-13	Table 4.1-3	Third column, "Public Surface Water Zone 1 (acres)". In the table, Permanent and Temporary impacts are presented in separate columns for "Fairfax County", "Hanover County", and "City of Richmond" for each Build Alternative.	Remove the column for "Fairfax County". There are no (zero) Permanent or Temporary impacts to the Fairfax County water authority. Remove the column for "City of Richmond". There are no (zero) Permanent or Temporary impacts to the City of Richmond water authority/system. Within the "Hanover County" column (the Hanover Suburban water system): – For Build Alternative 4A, replace "P: 42.48" with "P: 25.52". – For Build Alternative 4A, replace "T: 23.36" with "T: 12.47". – Remove Permanent and Temporary impacts for all Build Alternatives within Area 5 (there are no (zero) impacts for 5A, 5A-Ashcake, 5B, 5B-Ashcake, 5C, 5C-Ashcake, and 5D-Ashcake).

► *Continued.*

DEIS Page #	Section/Table/ Figure	Original Text	Revised Text *(Note: New and/or revised text is underlined in this column)*
4-71	Section 4.10.1.1	Third subheading, County Wildlife Lands. “DRPT anticipates that Build Alternative 2A would result in approximately 0.55 acre of temporary impacts to Pohick Seeps Conservation Area. The site is located on parcels owned by Fairfax County that have a Permanent Wildlife Conservation Easement. Depending on the type of impacts proposed, temporary impacts could potentially be considered permanent for the rare habitat located there. Proposed work in this area will require coordination with Fairfax County.”	Replace text with: “DRPT anticipates that Build Alternative 2A will not result in any permanent or temporary impacts to Pohick Seeps Conservation Area. The site is located on parcels owned by Fairfax County that have a Permanent Wildlife Conservation Easement.” There is no impact to Pohick Seeps Conservation Area as part of the DC2RVA Project; Franconia to Occoquan (CFP 99 to 90) is currently two tracks but is being designed for three tracks as part of a separate project that is assumed to be complete as part of the DC2RVA Project, as detailed in Chapter 4 of the Final EIS.
4-72	Table 4.10-2	5th column; 3rd row. Area 2, County Wildlife Lands, “T: 0.55”.	Replace with: “T: 0.00” (see above row for details on this removal of temporary impact).
4-80 to 4-81	Table 4.10-4	*[Table in its entirety is republished at end of this appendix.]*	See end of this appendix for updated Table 4.10-4. (The Draft EIS table originally reported anticipated impacts in Linear Feet and has been updated to reflect anticipated impacts in Acreage to better account for both physical impediments as well as shadowing effects which could potentially interrupt anadromous/migratory movements.)
4-96	Table 4.11-1	*[Table in its entirety is republished at end of this appendix.]*	See end of this appendix for updated Table 4.11-1. (Updated row for Alternative 3B to show 1 relocation in Stafford County, Other, and Alternative 3C to show 1 relocation in Stafford County, General Commercial).
4-104	Table 4.11-2	*[Table in its entirety is republished at end of this appendix.]*	See end of this appendix for updated Table 4.11-2. (Updated row for Alternative 3C to show 1 relocation in Stafford County).
4-108	Section 4.11.5.3	Second paragraph. "…(Fairfax County, Stafford County, the City of Fredericksburg, Caroline County, the Town of Ashland, the City of Richmond, and Chesterfield County)"	Replace with: “… (Fairfax County, Prince William County, Stafford County, the City of Fredericksburg, Caroline County, the Town of Ashland, the City of Richmond, and Chesterfield County)”
4-129	Section 4.13	Second paragraph (below bullets). “See the *Cultural Resources Reports* (Appendix R) for technical reports and mapping related to cultural resource studies and historic properties.”	Add the following sentence at the end of the original text: “Note that the locations of archaeological sites are restricted by legislation established in the Archaeological Resources Protection Act of 1979 (ARPA). Per ARPA stipulations, to see this data, an individual must meet the Secretary of the Interior's Standards as a qualified archaeologist. The goal of this stipulation is to protect sites from unauthorized or improper excavation to avoid site destruction. Given this, the exact locations of archaeological sites are removed from public documents throughout the United States, including in Appendix R.”
4-136	Table 4.13-4	Row 4, column 2. "Parker-Gray Historic District/Uptown" Row 6, column 2. "Alexandria Depot"	Replace with: "Uptown/Parker-Gray Historic District" Replace with: "Alexandria Union Station"
4-170	Section 4.15.1.3	First bullet. “For each Build Alternative…”	Replace with: “For each Richmond Station Alternative…”
4-174	Section 4.15.1.4	End of last sentence in the section.	Add new text: “Additionally, at Woodbridge Station, free parking is provided through a combination of surface parking and a parking deck, with a combined capacity of 730 spaces shared by Amtrak and VRE. The parking lot is at approximately 65% capacity per day, with ample capacity to absorb the DC2RVA daily parking space demand as projected above. Accordingly, DRPT is not recommending additional parking infrastructure improvements as part of the Project.”
4-180	Section 4.15.2.1	Second bullet. "DRPRT"	Replace with: "DRPT"
4-194	Section 4.15.2.1	End of second bullet. "…as part of all Build Alternatives."	Replace with: "…as part of all Build Alternatives that add a third track to the A-Line."
4-228	Section 4.20.2.3	Bulleted list, “The following rail and transit projects have been identified within the indirect and cumulative effects study area.”	Add new bullet to existing list: “"• Potomac Yard Metrorail Station Project, Alexandria"
Draft EIS Chapter 6 – Public Involvement and Agency Coordination			
6-6	Section 6.1.4	Third paragraph on page. “DRPT received 1,625 scoping comments. The formal comment period lasted 30 days, from October 27, 2014 to December 5, 2014. All comments received were fully considered. DRPT reviewed each comment, categorized them by topic and appropriately grouped them for response, and prepared summary responses that were published in the Scoping Summary Report (Appendix V). Public comments ranged from general support or opposition to very specific remarks on particular locations and resources. They also included several logistical comments and questions related to the scoping meetings and comment process, such as requests for meeting accommodations for sign language, comments on website function, and information requests.”	Replace with: “DRPT received 1,625 scoping comments – 1,614 public comments and 11 agency comments. The formal comment period lasted 30 days, from October 27, 2014 to December 5, 2014. All comments received were fully considered. Of the 1,614 public comments received, 1,220 of them were two separate form letters, one from Virginians for High Speed Rail (428 copies received), and another from the East Coast Greenway Alliance (792 copies received). These two form letters were printed in full in Section 4.2.1 of the Scoping Summary Report (Appendix V), along with DRPT’s response to each. The remaining 394 public comments were unique letters, emails, comment forms, or telephone comments, though many of them touched on similar themes. DRPT reviewed each comment, categorized them by topic and appropriately grouped them for response, and prepared summary responses that were published in Section 4.2.2 of the Scoping Summary Report. Public comments ranged from general support or opposition to very specific remarks on particular locations and resources. They also included several logistical comments and questions related to the scoping meetings and comment process, such as requests for meeting accommodations for sign language, comments on website function, and information requests.”

▶ *Continued.*

DEIS Page #	Section/Table/ Figure	Original Text	Revised Text *(Note: New and/or revised text is underlined in this column)*
Draft EIS Chapter 7 – DRPT Recommended Preferred Alternative			
7-4	Section 7.2	First paragraph. "…four interoperable main tracks north of Alexandria and three interoperable main tracks from Alexandria to Fredericksburg."	Replace with: "…four interoperable main tracks north of AF interlocking and three interoperable main tracks from AF interlocking to Fredericksburg."
Draft EIS Chapter 8 – Distribution of Draft EIS			
8-6	Section 8.8	Bullet 1. "…(Long Bridge Park and Mount Vernon Trail) Bullet 7. "…(George Washington Memorial Parkway)	Replace with: "… (Long Bridge Park)" Replace with: "… (George Washington Memorial Parkway and Mount Vernon Trail)"
Draft EIS Chapter 12 – References			
12-6		Federal Highway Administration (FHWA). "2012. Interim Guidance Update on Mobile Air Toxic Analysis. https://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/aqintguidmem.cfm. Washington, D.C. December 2012."	Replace original source with: "2016. Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents. https://www.fhwa.dot.gov/environMent/air_quality/air_toxics/policy_and_guidance/msat/. Washington, D.C. October 2016."
12-10		NatureServe Explorer	Add updated source: "2016. Online Encyclopedia of Life–species search: Barking Treefrog (Hyla gratiosa), Dwarf Wedgemussel (Alasmidonta heterodon), Green Floater (Lasmigona subviridis), Harperella (Ptilimnium nodosum), New Jersey Rush (Juncus caesariensis), Northern Longeared Bat (Myotis septentrionalis), Peregrine Falcon (Falco peregrinus), Sensitive Joint-vetch (Aeschynome virginica), Small Whorled Pogonia (Isotria medeoloides), Swamp-pink (Helonias bullata), Wood Turtle (Glyptemys insculpta). NatureServe Explorer: An online encyclopedia of life [web application]. Version 7.1. NatureServe, Arlington, VA. http://explorer.natureserve.org/. Last updated November 2016. Accessed February–March 2018."
12-13		United States Environmental Protection Agency (EPA)	Add updated source: "2017. US EPA Air Quality – National Summary website: https://www.epa.gov/air-trends/air-quality-national-summary. Accessed February 2018."
12-14		United States Fish and Wildlife Service (USFWS)	Add update source: "2017. Species Status Assessment Report for the Yellow Lance (Elliptio lanceolata). Version 1.2. March 2017. Atlanta, GA. 2018. ECOS (Environmental Conservation Online System)–Species Profile: Dwarf Wedgemussel (Alasmidonta heterodon), Green Floater (Lasmigona subviridis), Harperella (Ptilimnium nodosum), Indiana Bat (Myotis sodalis), New Jersey Rush (Juncus caesariensis), Northern Long-eared Bat (Myotis septentrionalis), Peregrine Falcon (Falco peregrinus), Rusty Patched Bumble Bee (Bombus affinis), Sensitive Joint-vetch (Aeschynome virginica), Small Whorled Pogonia (Isotria medeoloides), Swamp-pink (Helonias bullata), Wood Turtle (Glyptemys insculpta). http://ecos.fws.gov/ecos/home.action#. Accessed February and March 2018."
12-16		Virginia Department of Conservation and Recreation (VDCR)	Add updated source: "2017. Division of Natural Heritage. Memorandum from Roberta Rhur, Environmental Impact Review Coordinator, to Janine Howard, VDEQ. Re: DEQ 17-134F, DC to Richmond Southeast High Speed Rail. Dated October 11, 2017. From letter from Bettina Rayfield to Emily Stock, Virginia Department of Rail and Public Transportation. Re: Comments on the Tier II Draft Environmental Impact Statement for the Washington, D.C. to Richmond Southeast High Speed Rail Project. Letter dated November 3, 2017."
12-18		Virginia Department of Game and Inland Fisheries (VDGIF)	Add updated source: "2018. Virginia Fish and Wildlife Information Services (VaFWIS) Species Information Report (Occurrence, Habitat)– Barking Treefrog (Hylagratiosa), Dwarf Wedgemussel (Alasmidonta heterodon), Green Floater (Lasmigona subviridis), Indiana Bat (Myotis sodalis), Northern Long-eared Bat (Myotis septentrionalis), Peregrine Falcon (Falco Peregrinus), Wood Turtle (Glyptemys insculpta). http://www.vafwis.org/fwis/?Menu=Home._By+Name. Accessed March 21, 2018."

Table 3.10-8: Federally and State-Listed Threatened and Endangered Species that May Occur within the Vicinity of the Study Area

Species/Resource Name	Status*	Alternative Area					
		Area 1: Arlington (Long Bridge Approach)	**Aera 2: Northern Virginia**	**Area 3: Fredericksburg (Dahlgren Spur to Crossroads)**	**Area 4: Central Virginia (Crossroads to Doswell)**	**Area 5: Ashland (Doswell to I-295)**	**Area 6: Richmond (I-295 to Centralia)**
Dwarf Wedgemussel *(Alasmidonta heterodon)*	FE		Y	Y	Y	Y	
Harperella *(Ptilimnium nodosum)*	FE		Y	Y			
Indiana bat *(Myotis sodalis)*	FE		Y	Y	Y		
Northern Long-eared Bat *(Myotis septentrionalis)*	FT		Y	Y	Y	Y	Y
Rusty Patched Bumble Bee *(Bombus affinis.)*	FE		Y	Y	Y	Y	Y
Sensitive Joint-vetch *(Aeschynome virginica)*	FT/ST		Y				Y
Small Whorled Pogonia *(Isotria medeoloides)*	FT/SE		Y	Y			
Swamp-pink *(Helonias bullata)*	FT/SE			Y	Y		
Yellow Lance *(Elliptio lanceaolata)*	PFT		Y	Y	Y	Y	
Barking Tree Frog *(Lasmigona subviridis)*	ST						Y
Green Floater *(Lasmigona subviridis)*	ST			Y			
New Jersey Rush *(Juncus caesariensis)*	ST			Y	Y		
Peregrine Falcon *(Falco peregrinus)*	ST		Y				Y
Wood Turtle *(Glyptemys insculpta)*	ST		Y				

Source: USFWS, 2015 and 2016.

* FE=Federal Endangered; PFE=Proposed Federal Endangered; FT=Federal Threatened; PFE=Proposed Federal Threatened; SE=State Endangered; ST=State Threatened

Note: "Y" in cells above indicates the presence of the species in the specified alternative area. Blank cells indicate that no species location data were identified from referenced sources.

References: (2-2018 CEDAR-VDGIF; 12-2014 CCB – VaEagle Nest Locator; 12-2014 USFWS Bald Eagle Concentration Areas- Virginia; 11-2014 VDCR-NHD Subwatershed Search; 2018 USFWS – Official Species List).

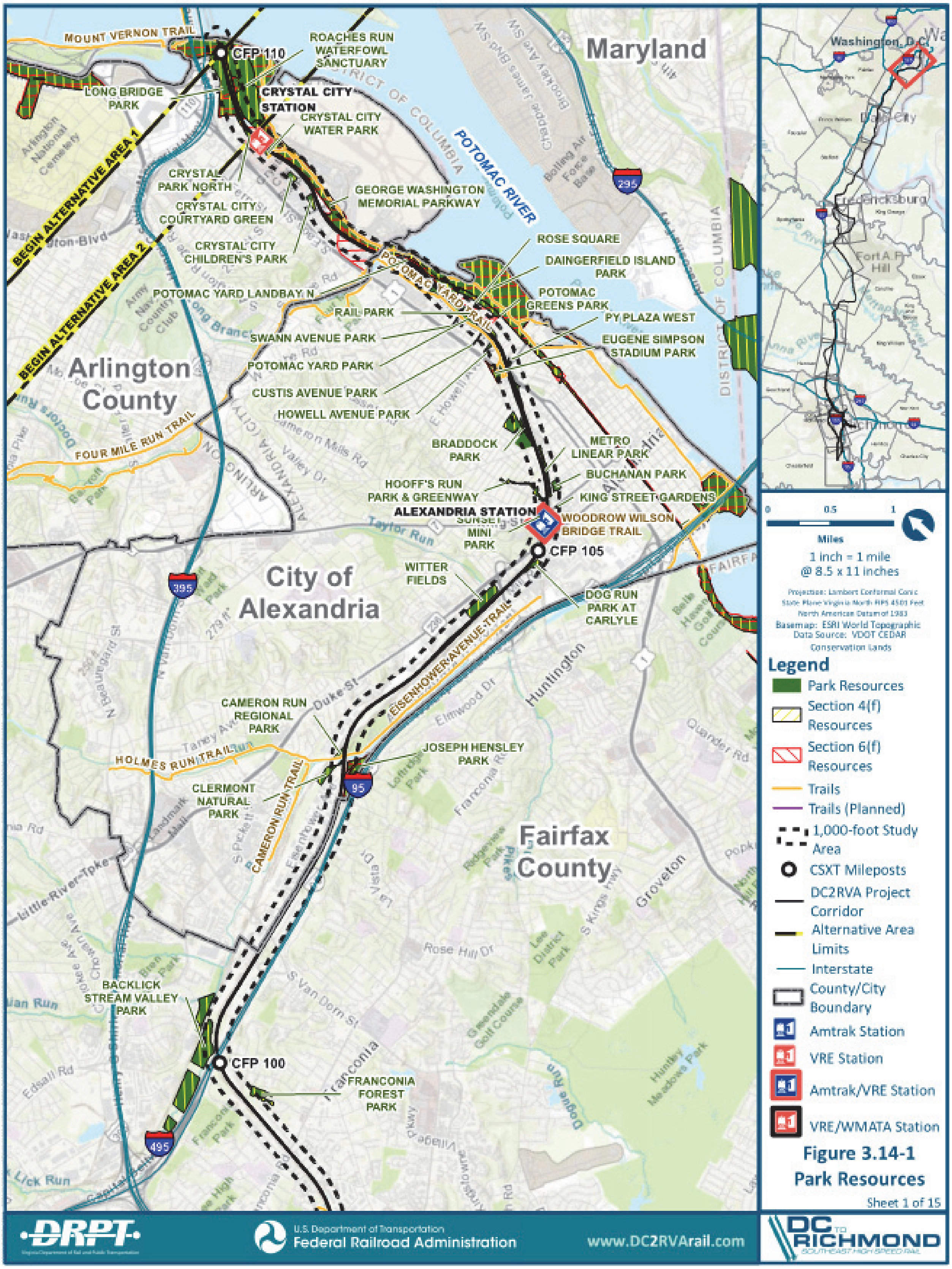

MOUNT VERNON TRAIL
CFP 110
ROACHES RUN WATERFOWL SANCTUARY
LONG BRIDGE PARK
CRYSTAL CITY STATION
CRYSTAL CITY WATER PARK
Maryland
POTOMAC RIVER
DISTRICT OF COLUMBIA
Bolling Air Force Base
BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
Arlington National Cemetery
CRYSTAL PARK NORTH
CRYSTAL CITY COURTYARD GREEN
GEORGE WASHINGTON MEMORIAL PARKWAY
CRYSTAL CITY CHILDREN'S PARK
ROSE SQUARE
DAINGERFIELD ISLAND PARK
POTOMAC YARD LANDBAY N
POTOMAC GREENS PARK
RAIL PARK
POTOMAC YARD TRAIL
PY PLAZA WEST
SWANN AVENUE PARK
EUGENE SIMPSON STADIUM PARK
Arlington County
POTOMAC YARD PARK
CUSTIS AVENUE PARK
HOWELL AVENUE PARK
FOUR MILE RUN TRAIL
BRADDOCK PARK
METRO LINEAR PARK
BUCHANAN PARK
HOOFF'S RUN PARK & GREENWAY
KING STREET GARDENS
ALEXANDRIA STATION
WOODROW WILSON BRIDGE TRAIL
SUNSET MINI PARK
CFP 105
City of Alexandria
WITTER FIELDS
DOG RUN PARK AT CARLYLE
EISENHOWER AVENUE TRAIL
CAMERON RUN REGIONAL PARK
JOSEPH HENSLEY PARK
HOLMES RUN TRAIL
CLERMONT NATURAL PARK
CAMERON RUN TRAIL
Fairfax County
BACKLICK STREAM VALLEY PARK
CFP 100
FRANCONIA FOREST PARK
395
295
95
495
Washington, D.C.
Fredericksburg
Richmond
0 0.5 1
Miles
1 inch = 1 mile @ 8.5 x 11 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap: ESRI World Topographic
Data Source: VDOT CEDAR
Conservation Lands
Legend
Park Resources
Section 4(f) Resources
Section 6(f) Resources
Trails
Trails (Planned)
1,000-foot Study Area
CSXT Mileposts
DC2RVA Project Corridor
Alternative Area Limits
Interstate
County/City Boundary
Amtrak Station
VRE Station
Amtrak/VRE Station
VRE/WMATA Station
Sheet 1 of 15
DRPT
U.S. Department of Transportation Federal Railroad Administration
www.DC2RVArail.com
DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

Figure 3.14-1
Park Resources

Table 3.14-3: County/City and Other Local Parklands

Resource Name	Alternative Area	Size (acres)	Ownership	Features
Arlington County				
Long Bridge Park	Arlington	29	Arlington County	▪ Multi-sport, lighted, athletic fields, ▪ Walkways ▪ Greenspace ▪ Playgrounds
Crystal Park North	Northern Virginia	2	Private ownership – open to the public, no fee for access	▪ Small urban park ▪ Part of Crystal City development
Crystal City Water Park	Northern Virginia	2.5	Private ownership – open to the public, no fee for access	▪ Urban park ▪ Landscaped gardens ▪ Large water fountains ▪ Seating areas ▪ Part of Crystal City development
Crystal City Courtyard Green	Northern Virginia	4.3	Private ownership – open to the public, no fee for access	▪ Urban greenspace ▪ Flower gardens ▪ Trails and park benches ▪ Part of Crystal City development
Crystal City Children's Park	Northern Virginia	4.4	Private ownership – no fee for access during non-business hours	▪ Facility was built primarily for use by the resident day-care facility, but it is open to use by area families during non-business hours ▪ Playgrounds ▪ Part of Crystal City development
City of Alexandria				
Potomac Yard Landbay N	Northern Virginia	5.21	City Alexandria	▪ Open Space
Potomac Greens Park	Northern Virginia	18	City of Alexandria	▪ Playgrounds ▪ Seating areas ▪ Wooded trails
Potomac Yard Park	Northern Virginia	21.6	City of Alexandria	▪ Playground equipment ▪ Interactive fountain for water play ▪ Walking/biking trails ▪ Tennis and Basketball courts
Swann Finger Park	Northern Virginia	0.48	City of Alexandria	▪ Open Space
Rose Square	Northern Virginia	0.26	Private ownership – open to the public, no fee for access	▪ Open Space
Rail Park	Northern Virginia	4.17	City of Alexandria	▪ Open Space
Neighborhood Park	Northern Virginia	0.65	Private ownership – open to the public, no fee for access	▪ Open Space ▪ Walking Areas and Benches
Custis Linear/Finger Park	Northern Virginia	0.52	City of Alexandria	▪ Open Space

Table 3.14-3: County/City and Other Local Parklands

Resource Name	Alternative Area	Size (acres)	Ownership	Features
Howell Linear	Northern Virginia	0.82	City of Alexandria	▪ Open Space
PY Plaza West	Northern Virginia	0.56	Private ownership – open to the public, no fee for access	▪ Open Space ▪ Landscaped Areas
Portner Park	Northern Virginia	0.04	Private ownership, under construction	▪ Pocket Park
Old Town Greens Recreational Area	Northern Virginia	1.7	Private ownership – for Old Town Greens residents use only	▪ Tennis courts ▪ Greenspace
Eugene Simpson Stadium Park	Northern Virginia	9.94	City of Alexandria	▪ Includes Eugene Simpson Stadium ▪ Soccer fields
Braddock Park	Northern Virginia	7.1	City of Alexandria	▪ Baseball/softball fields ▪ Football fields
Metro Linear Park	Northern Virginia	3.8	City of Alexandria	▪ Linear pathway that connects the Buchanan Street neighborhood with the metro stations at Braddock Road and King Street
King Street Gardens	Northern Virginia	0.4	City of Alexandria	▪ Consists primarily of public art and gardens for the public's enjoyment ▪ Public art
Hooff's Run Park and Greenway	Northern Virginia	4.5	City of Alexandria	▪ Portion of the park closest to the railroad consists of only walking trails
Buchanan Park	Northern Virginia	2.8	City of Alexandria	▪ Adjacent to Jefferson Houston Elementary School ▪ Includes the Olde Town Pool ▪ Playground facilities
Sunset Mini Park	Northern Virginia	1.4	City of Alexandria	▪ Playground
Dog Run Park at Carlyle	Northern Virginia	3.0	City of Alexandria	▪ Fenced dog exercise area ▪ Tennis courts
Witter Fields	Northern Virginia	13	City of Alexandria	▪ Obtained by the City as a result of the Woodrow Wilson Bridge Settlement Agreement Record of Decision between the City of Alexandria and the Federal Highway Administration (FHWA) ▪ Includes lighted diamond field, two lighted synthetic turf rectangular fields, restrooms, park pavilions, and pedestrian trail
Clermont Natural Area	Northern Virginia	6.0	City of Alexandria	▪ Consists solely of a wooded area

Table 3.14-3: County/City and Other Local Parklands

Resource Name	Alternative Area	Size (acres)	Ownership	Features
Joseph Hensley Park	Northern Virginia	22	City of Alexandria	▪ Soccer and softball fields ▪ Picnic shelters
Fairfax County				
Backlick Stream Valley Park	Northern Virginia	75	Fairfax County Park Authority (FCPA)	▪ Passive recreation such as hiking
Franconia Forest	Northern Virginia	6.7	FCPA	▪ Hiking/biking trails
Loisdale Park	Northern Virginia	8.6	FCPA	▪ Playgrounds ▪ Tennis courts ▪ Multi-use courts ▪ Soccer fields
Accotink Stream Valley Park	Northern Virginia	475	FCPA	▪ Passive recreation such as hiking
Pohick Stream Valley Park	Northern Virginia	323	FCPA	▪ Passive recreation such as hiking
Mason Neck West	Northern Virginia	76	FCPA	▪ In development ▪ 44 acres are planned for sporting facilities ▪ 32 acres have been acquired but future use remains unplanned, currently unimproved
Old Colchester Preserve and Park	Northern Virginia	141	FCPA	▪ Natural preserve with rare communities and animal species ▪ Includes a variety of archaeological resources ▪ Includes portion of proposed Potomac Heritage National Scenic Trail
Prince William County				
Jefferson Park Site	Northern Virginia	6.9	Prince William County	▪ Identified as a future neighborhood park ▪ Currently open space
Veterans Memorial Park	Northern Virginia	110	Prince William County	▪ Outdoor athletic fields ▪ Walking trails and picnic pavilions ▪ Skate park ▪ Includes portion of proposed Potomac Heritage National Scenic Trail
Marumsco Acre Lake Park	Northern Virginia	20	Prince William County	▪ Basketball court ▪ Picnic pavilion ▪ Playground area
Cockpit Point	Northern Virginia	96	Prince William County	▪ In development ▪ Not open yet; will be open to visitors on a limited basis at first

Table 3.14-3: County/City and Other Local Parklands

Resource Name	Alternative Area	Size (acres)	Ownership	Features
				▪ Part of a rezoning agreement with the Potomac Shores community ▪ Includes portion of proposed Potomac Heritage National Scenic Trail
Stafford County				
Embry Farm	Fredericksburg	11	Private ownership by the George Washington Foundation - not open to the public	▪ Historic preservation ▪ Not open to the public
George Washington's Ferry Farm	Fredericksburg	75	Private ownership by the George Washington Foundation - open to the public for a fee	▪ George Washington's boyhood home
City of Fredericksburg				
Cobblestone Park	Fredericksburg	10	City of Fredericksburg	▪ Wooded area with pedestrian trails ▪ Adjacent to Hazel Run Creek
Pierson/Slaughter Pen Farm	Fredericksburg	200	Private ownership by the Civil War Preservation Trust – open to the public without a fee	▪ Acquired in 2006 ▪ Key historic part of the nearby Fredericksburg Battlefield
Spotsylvania and Caroline Counties				
Mary Lee Carter Park	Fredericksburg	4.5	Spotsylvania County	▪ Multi-use athletic fields ▪ Walking trails ▪ Playground ▪ Picnic areas
Alexander Berger Memorial Sanctuary	Fredericksburg	865	Private ownership by the Nature Conservancy – open to the public without a fee	▪ Includes recreational trails near the Rappahannock River ▪ Includes remnants of a Civil War encampment
Hanover County				
North Ashland Park	Ashland	n/a	Town of Ashland	▪ Conceptual Plan only
Railside Park	Ashland	1.0	Town of Ashland	▪ Connects to Vaughan Road by a 1/3-mile-long path along the rail tracks ▪ Remains largely open space ▪ Picnic table and park benches for viewing passing trains
Blincoe Field	Ashland	116	Private ownership by Randolph Macon College – not regularly open to the public	▪ Athletic stadium at Randolph Macon College ▪ Open to the public for a fee during special events

Table 3.14-3: County/City and Other Local Parklands

Resource Name	Alternative Area	Size (acres)	Ownership	Features
				▪ Primarily for use by faculty and students
Carter Park	Ashland	13.5	Town of Ashland	▪ Junior Olympic-size swimming pool ▪ One-half basketball court ▪ Picnic shelter ▪ Playground ▪ Gravel walking trails through the wooded areas
Ashland Trolley Line	Ashland	6.7	Hanover County and Town of Ashland	▪ 0.5 miles in length ▪ Walkway and park ▪ Part of the historic Ashland-Richmond Trolley Line ▪ Northern portion includes Walder Lane
Henrico County				
Hunton Community Center	Ashland	4.9	Henrico County	▪ Playground ▪ Ball fields ▪ Pavilion
RF&P Park	Richmond	60	Henrico County	▪ Includes four restored RF&P train cars ▪ Picnic shelters ▪ Athletic fields including The Glen Allen Stadium at RF&P Park
Laurel Recreation Area	Richmond	10	Henrico County	▪ Skate park ▪ Athletic fields ▪ Picnic shelter
City of Richmond				
Joseph Bryan Park	Richmond	250	City of Richmond	▪ Extensive open space ▪ Walking trails ▪ Disc golf course ▪ Home to many festivals and events
Maggie Walker Governor's School Athletic Fields	Richmond	4.9	Maggie L Walker Governor's School Regional School Board	▪ Outdoor athletic fields
Calhoun Community Center	Richmond	6.6	Richmond Redevelopment and Housing Authority (RRHA)	▪ Basketball courts ▪ Football field ▪ Baseball field ▪ Playground
Canal Walk Plaza and Entrance	Richmond	3.8	City of Richmond	▪ Recreational trails and walking areas near the James River ▪ Site on the Chesapeake NHT
Walker's Creek Retention Basin Park	Richmond	6.4	City of Richmond, Public Works	▪ Provides access to the walk along the floodwall south of the James River

Table 3.14-3: County/City and Other Local Parklands

Resource Name	Alternative Area	Size (acres)	Ownership	Features
Monument Avenue Linear Park	Richmond	13	City of Richmond	▪ In the median along Monument Avenue ▪ Well-known Richmond landmark punctuated by statues memorializing Virginian Confederate generals and the Richmond native and tennis star Arthur Ashe
Albert Hill Athletic Facility	Richmond	3.2	City of Richmond	▪ Includes some outdoor recreational areas and a community garden
Humphrey Calder Community Center and Garden	Richmond	5.4	City of Richmond	▪ Richmond's largest park ▪ System of parks along both sides of the James River as it passes through the city
James River Park	Richmond	550	City of Richmond	▪ Adjacent to the Humphrey Calder Community Center and Garden ▪ Includes athletic fields ▪ Site on the Chesapeake NHT
Covington Road Properties	Richmond	6.6	City of Richmond	▪ Currently consists of undeveloped land with a mix of open space and trees ▪ No recreational facilities are provided at this location
Hickory Hill Community Center and Elementary School	Richmond	7,2	City of Richmond	▪ Basketball court ▪ Playground ▪ Ball field ▪ Walking trail
Libby Hill Park	Richmond	11	City of Richmond	▪ One of the three original parks in Richmond's park system ▪ Includes an ornamental fountain and small park house ▪ Includes a monument erected in 1894 for Confederate soldiers and sailors
Cannonball Triangle Park	Richmond	0.2	City of Richmond	▪ Central element of the park is a stone monument to the Confederate Naval Yard in the James River just to the south of the monument
Great Shiplock Park	Richmond	18	City of Richmond	▪ Located along the northern bank of the James River ▪ Includes the lowest of the historic Kanawha Canal locks as well as an interpretive display

Table 3.14-3: County/City and Other Local Parklands

Resource Name	Alternative Area	Size (acres)	Ownership	Features
Chesterfield County				
Falling Creek Linear Park	Richmond	93	Chesterfield County	▪ In development ▪ Ironworks are open for free tours by reservation only ▪ Remainder of the park is adjacent to Falling Creek and is primarily wooded
Bensley Elementary School	Richmond	3.8	Chesterfield County	▪ Athletic fields ▪ Playgrounds ▪ Separated from railroad by sliver of land belonging to Bellwood Supply Depot, which is part of an active military installation ▪ School playground is fenced with no access to Bellwood Supply Depot land or the railroad tracks
Gates Mill Park	Richmond	11	Chesterfield County	▪ Hiking trails

Table 3.14-7: Section 4(f) Resources

Location (City/County)	Alternative Area	Resource
Arlington County	Arlington	Long Bridge Park
Arlington County	Arlington	Roaches Run Waterfowl Sanctuary
Arlington County, City of Alexandria	Northern Virginia	George Washington Memorial Parkway
Arlington County, City of Alexandria	Northern Virginia	Mount Vernon Trail
Arlington County	Northern Virginia	Four Mile Run Trail
City of Alexandria	Northern Virginia	Daingerfield Island Park
City of Alexandria	Northern Virginia	Potomac Yard Landbay N
City of Alexandria	Northern Virginia	Potomac Greens Park
City of Alexandria	Northern Virginia	Potomac Yard Park
City of Alexandria	Northern Virginia	Swann Finger Park
City of Alexandria	Northern Virginia	Rail Park
City of Alexandria	Northern Virginia	Custis Linear/Finger Park
City of Alexandria	Northern Virginia	Howell Linear
City of Alexandria	Northern Virginia	Holmes Run Trail
City of Alexandria	Northern Virginia	Eisenhower Avenue Trail
City of Alexandria	Northern Virginia	Braddock Park
City of Alexandria	Northern Virginia	Metro Linear Park
City of Alexandria	Northern Virginia	King Street Gardens
City of Alexandria	Northern Virginia	Hooff's Run Park and Greenway
City of Alexandria	Northern Virginia	Cameron Run Regional Park
City of Alexandria	Northern Virginia	Buchanan Park
City of Alexandria	Northern Virginia	Sunset Mini Park
City of Alexandria	Northern Virginia	Dog Run Park at Carlyle
City of Alexandria	Northern Virginia	Witter Fields
City of Alexandria	Northern Virginia	Clermont National Park
City of Alexandria	Northern Virginia	Joseph Hensley Park
Fairfax County	Northern Virginia	Fairfax County Parkway Trail
Fairfax County	Northern Virginia	Unnamed WMATA Metro Trail near Springfield Forest

Table 3.14-7: Section 4(f) Resources

Location (City/County)	Alternative Area	Resource
Fairfax County	Northern Virginia	Cross County Trail
Fairfax County	Northern Virginia	Backlick Stream Valley Park
Fairfax County	Northern Virginia	Franconia Forest Park
Fairfax County	Northern Virginia	Loisdale Park
Fairfax County	Northern Virginia	Accotink Stream Valley Park
Fairfax County	Northern Virginia	Pohick Stream Valley Park
Fairfax County	Northern Virginia	Mason Neck Park
Fairfax County	Northern Virginia	Old Colchester Preserve and Park
Prince William County	Northern Virginia	Featherstone National Wildlife Refuge
Prince William County	Northern Virginia	Leesylvania State Park
Prince William County	Northern Virginia	Jefferson Park Site
Prince William County	Northern Virginia	Veteran Memorial Park
Prince William County	Northern Virginia	Marumsco Acre Lake Park
Prince William County	Northern Virginia	Cockpit Point Battlefield Heritage Park
Stafford County	Northern Virginia	Widewater State Park
City of Fredericksburg	Fredericksburg	Cobblestone Park
City of Fredericksburg	Fredericksburg	Virginia Central Railway Trail
Spotsylvania County, City of Fredericksburg	Fredericksburg and Central Virginia	Fredericksburg and Spotsylvania National Military Park
Spotsylvania County	Fredericksburg	Mary Lee Carter Park
Caroline County	Central Virginia	Mattaponi State Wildlife Management Area
Hanover County	Ashland	Railside Park
Hanover County	Ashland	Carter Park
Hanover County and Town of Ashland	Ashland	Ashland Trolley Line
Henrico County	Ashland	Hunton Community Center and Park
Henrico County	Richmond	RF&P Park
Henrico County	Richmond	Laurel Recreation Area
City of Richmond	Richmond	Joseph Bryan Park
City of Richmond	Richmond	Maggie Walker Governor's School Fields

Table 3.14-7: Section 4(f) Resources

Location (City/County)	Alternative Area	Resource
City of Richmond	Richmond	Calhoun Community Center
City of Richmond	Richmond	Canal Walk Plaza and Entrance
City of Richmond	Richmond	Monument Avenue Linear Park
City of Richmond	Richmond	Libby Hill Park
City of Richmond	Richmond	Cannonball Triangle Park
City of Richmond	Richmond	Great Shiplock Park
City of Richmond	Richmond	Walker's Creek Retention Basin Park
City of Richmond	Richmond	Albert Hill Athletic Facility
City of Richmond	Richmond	Humphrey Calder Community Center and Garden
City of Richmond	Richmond	James River Park
City of Richmond	Richmond	Hickory Hill Community Center and Elementary School
City of Richmond	Richmond	Covington Road Properties
City of Richmond	Richmond	Virginia Capital Trail
City of Richmond	Richmond	Retention Basin Park Walkway
Chesterfield County	Richmond	Falling Creek Linear Park and Iron Works
Chesterfield County	Richmond	Bensley Elementary School
Chesterfield County	Richmond	Gates Mill Park

Table 4.10-4: Confirmed Anadromous Fish Use Waters

Water	Alternative(s)	Confirmed or Potential Species	Anticipated Impacts (Acres)
Four Mile Run	2A	Striped Bass, Yellow Perch	P: 0.03 T: 0.29
Occoquan River	2A	Alewife, American Shad, Blueback Herring, Hickory Shad, Striped Bass, Yellow Perch	P: 0.54 T: 0.66
Neabsco Creek	2A	Striped Bass	P: 0.55 T: 0.70
Powells Creek	2A	Striped Bass, Yellow Perch	P: 0.75 T: 0.97
Aquia Creek	2A	American Shad, Blueback Herring, Striped Bass, Yellow Perch	P: 1.03 T: 1.23
Claiborne Run	3A	Potential anadromous fish use waters	P: 0.06 T: 0.03
	3B		P: 0.28 T: 0.08
	3C		P: 0.08 T: 0.05
Rappahannock River	3B	Alewife, American Shad, Blueback Herring, Hickory Shad, Striped Bass, Yellow Perch	P: 0.42 T: 0.47
	3C		P: 0.48 T: 1.09
Mattaponi River	4A	American Shad, Blueback Herring, Striped Bass, Yellow Perch	P: 0.11 T: 0.26
North Anna River	4A	American Shad, Blueback Herring, Hickory Shad, Striped Bass, Yellow Perch	P: 0.08 T: 0.04
Little River	4A	Yellow Perch	P: 0.04 T: 0.02
South Anna River	5A, 5A–Ashcake, 5B, 5B–Ashcake, 5C, 5C–Ashcake, 5D–Ashcake	Alewife, American Shad, Blueback Herring, Hickory Shad, Striped Bass	P: 0.07 T: 0.03
James River	6B–S-Line, 6D	American Shad, Blueback Herring, Striped Bass, Yellow Perch	P: 0.80 T: 1.27
	6F, 6G		P: 0.76 T: 1.31
Falling Creek	6A, 6B–A-Line, 6C, 6E	Potential anadromous fish use waters	P: 0.08 T: 0.04

Table 4.11-1: Commercial Relocations by Build Alternative

Area	Alternative	Stafford County		Hanover County	Henrico County	City of Richmond				Total
		O	GC	GC	GC	GC	S/W	M/A	O	
Area 3: Fredericksburg (Dahlgren Spur to Crossroads)	3B	1	0							1
	3C	0	1							1
Area 5: Ashland (Doswell to I-295)	5A			1						1
	5A–Ashcake			1						1
	5B			1						1
	5B–Ashcake			1						1
	5C			1						1
	5C–Ashcake			1						1
	5D–Ashcake			1						1
Area 6: Richmond (I-295 to Centralia)	6A				5	1	0	4	0	10
	6B–A-Line				5	2	4	7	0	18
	6B–S-Line				5	0	2	2	1	10
	6C				5	1	1	5	3	15
	6D				5	0	2	2	1	10
	6E				5	1	0	4	0	10
	6F				5	0	2	2	1	10
	6G				5	0	2	2	1	10

This table includes only the build alternatives with commercial relocations. Shaded cells represent localities not traversed by alternatives.
O=Other; GC=General Commercial; S/W=Storage/Warehousing; M/A=Manufacturing/Auto Repair

Table 4.11-2: Residential Relocations by Build Alternative

Area	Alternative	City/County												
		Arlington County	City of Alexandria	Fairfax County	Prince William County	Stafford County	City of Fredericksburg	Spotsylvania County	Caroline County	Hanover County	Henrico County	City of Richmond	Chesterfield County	Total
Area 1: Arlington (Long Bridge Approach)	1A	0												0
	1B	0												0
	1C	0												0
Area 2: Northern Virginia (Long Bridge to Dahlgren Spur)	2A		0	0	2	0								2
Area 3: Fredericksburg (Dahlgren Spur to Crossroads)	3A					0	0	0						0
	3B					0	0	0						0
	3C					1		18	0					19
Area 4: Central Virginia (Crossroads to Doswell)	4A								0	0				0
Area 5: Ashland (Doswell to I-295)	5A									0				0
	5A–Ashcake									0				0
	5B									0				0
	5B–Ashcake									0				0
	5C									21				21
	5C–Ashcake									21				21
	5D–Ashcake									0				0
Area 6: Richmond (I-295 to Centralia)	6A										7	5	0	12
	6B–A-Line										7	5	0	12
	6B–S-Line										7	0	0	7
	6C										7	105	0	112
	6D										7	0	0	7
	6E										7	5	0	12
	6F										7	0	0	7
	6G										7	0	0	7

Note: Shaded cells represent localities not traversed by alternatives.

APPENDIX B

DETAILED RESPONSES TO AGENCY AND ORGANIZATION COMMENTS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

Appendix B

DETAILED RESPONSES TO AGENCY AND ORGANIZATION COMMENTS

HOW TO USE THIS APPENDIX

Following this introduction, detailed responses to agency and organization comments are presented in the following order:

- **B1. Detailed Responses to Federal Agency Comments**
- **B2. Detailed Responses to State Agency Comments**
- **B3. Detailed Responses to Local Agency Comments**
- **B4. Detailed Responses to Consulting Party Comments**
- **B5. Detailed Responses to Operator Comments**
- **B6. Detailed Responses to Other Organization and Group Comments**

Responses to agency and organization comments are provided in a side-by-side format with each agency and organization letter. The left side of the page is a full reproduction of each letter, with individual comments noted and numbered on each page of the letters (indicated by vertical black, numbered bars). The right side of the page contains detailed responses to each comment that correspond to the black-bar numbering on each letter.

AGENCY AND ORGANIZATION COMMENT RESPONSE PROCESS

As described in Chapter 2 of this Final EIS, thirty-four (34) agencies and organizations submitted comments regarding the Project during the formal comment period and public hearing process that followed publication of the Draft EIS. The Virginia Department of Rail and Public Transportation (DRPT) carefully reviewed each comment, concern, and request, and provided detailed responses to substantive comments, which are provided in this appendix; these detailed responses include reference to information provided in both the Draft EIS and this Final EIS, and are the outcome of ongoing agency coordination and additional analyses that have occurred since the publication of the Draft EIS. Additionally, responses to substantive comments are incorporated by way of minor corrections, clarifying explanations, or supplemental documentation, as needed, into the content of the appropriate sections of this Final EIS. In general, substantive comments are those that question, with reasonable basis, the accuracy of information and methodology in the Draft EIS or present new information not considered in the Draft EIS, and cause changes or revisions in one or more alternative or environmental resource.

Many agency and organization comments included the following topics, which did not warrant changes to the methodologies or information provided in the Draft EIS. Notwithstanding, the Federal Railroad Administration (FRA) and DRPT provided responses to these topics within the detailed responses provided in this appendix.

- Overall position/opinion for or against the Project.
- Preference for and/or opposition to a specific alignment or Build Alternative that was evaluated in the Draft EIS.
- Suggestion of additional alternatives to consider, most of which were considered but dismissed during the 2002 Tier I EIS for the Southeast High Speed Rail (SEHSR) corridor between Washington, D.C. and Charlotte, NC, or do not align with the implementing actions that were the outcome of the 2002 Tier I EIS and Record of Decision (ROD).
- Requests for detailed information or data that is beyond the scope of an environmental document and would be developed during the final design and permitting process.
  - Environmental documentation for the Project is based on conceptual engineering, which is approximately a 10% design level.
  - Chapter 5 of this Final EIS clarifies the use of temporary and permanent impacts to environmental resources. Temporary impacts at the conceptual design level are a fixed offset from the permanent impact limits; this is an allowance for possible construction means and methods that may exceed the permanent impact limits.
  - Final design will clarify the potential construction means and methods that might be used to eliminate or mitigate temporary impacts. Final design will occur in the future after Project funding becomes available and incremental improvements are scheduled.
  - Chapter 7 of this Final EIS has been included to add descriptions of future steps for the Project.
- Requests for ongoing coordination beyond the National Environmental Policy Act (NEPA) phase of the Project; refer to Section 7.8 of the Final EIS for details of Project regulatory actions, approvals, and commitments.

APPENDIX B1

RESPONSES TO FEDERAL AGENCY COMMENTS

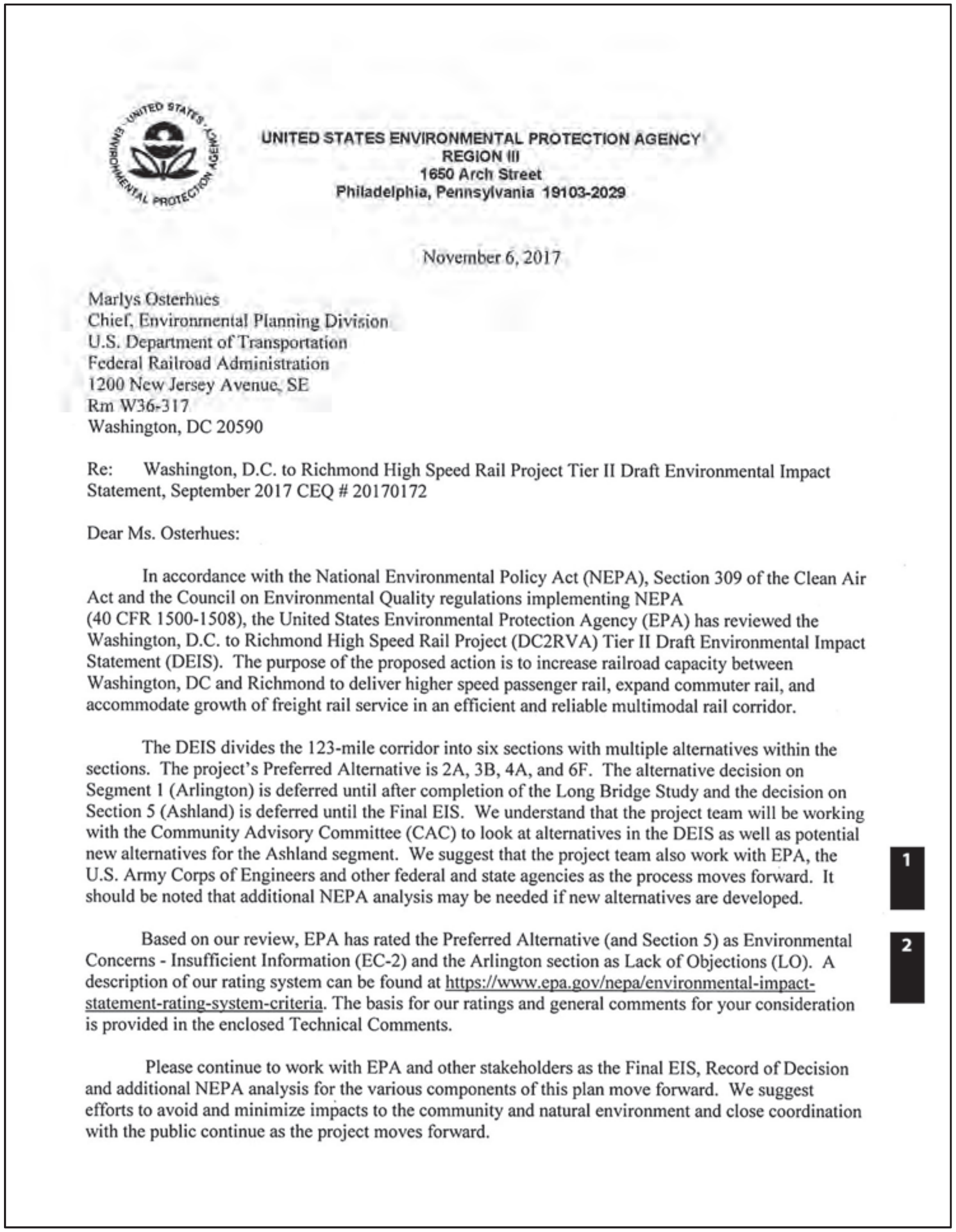
D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

Appendix B1

RESPONSES TO FEDERAL AGENCY COMMENTS

This Appendix Section B1 provides detailed responses to Federal agency letters, presented in the below order:

- US Environmental Protection Agency (EPA), Region III B-4
- US Army Corps of Engineers (USACE) B-19
- Department of the Interior (DOI) B-30
- Federal Aviation Administration (FAA) B-59



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

November 6, 2017

Marlys Osterhues
Chief, Environmental Planning Division
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Rm W36-317
Washington, DC 20590

Re: Washington, D.C. to Richmond High Speed Rail Project Tier II Draft Environmental Impact Statement, September 2017 CEQ # 20170172

Dear Ms. Osterhues:

In accordance with the National Environmental Policy Act (NEPA), Section 309 of the Clean Air Act and the Council on Environmental Quality regulations implementing NEPA (40 CFR 1500-1508), the United States Environmental Protection Agency (EPA) has reviewed the Washington, D.C. to Richmond High Speed Rail Project (DC2RVA) Tier II Draft Environmental Impact Statement (DEIS). The purpose of the proposed action is to increase railroad capacity between Washington, DC and Richmond to deliver higher speed passenger rail, expand commuter rail, and accommodate growth of freight rail service in an efficient and reliable multimodal rail corridor.

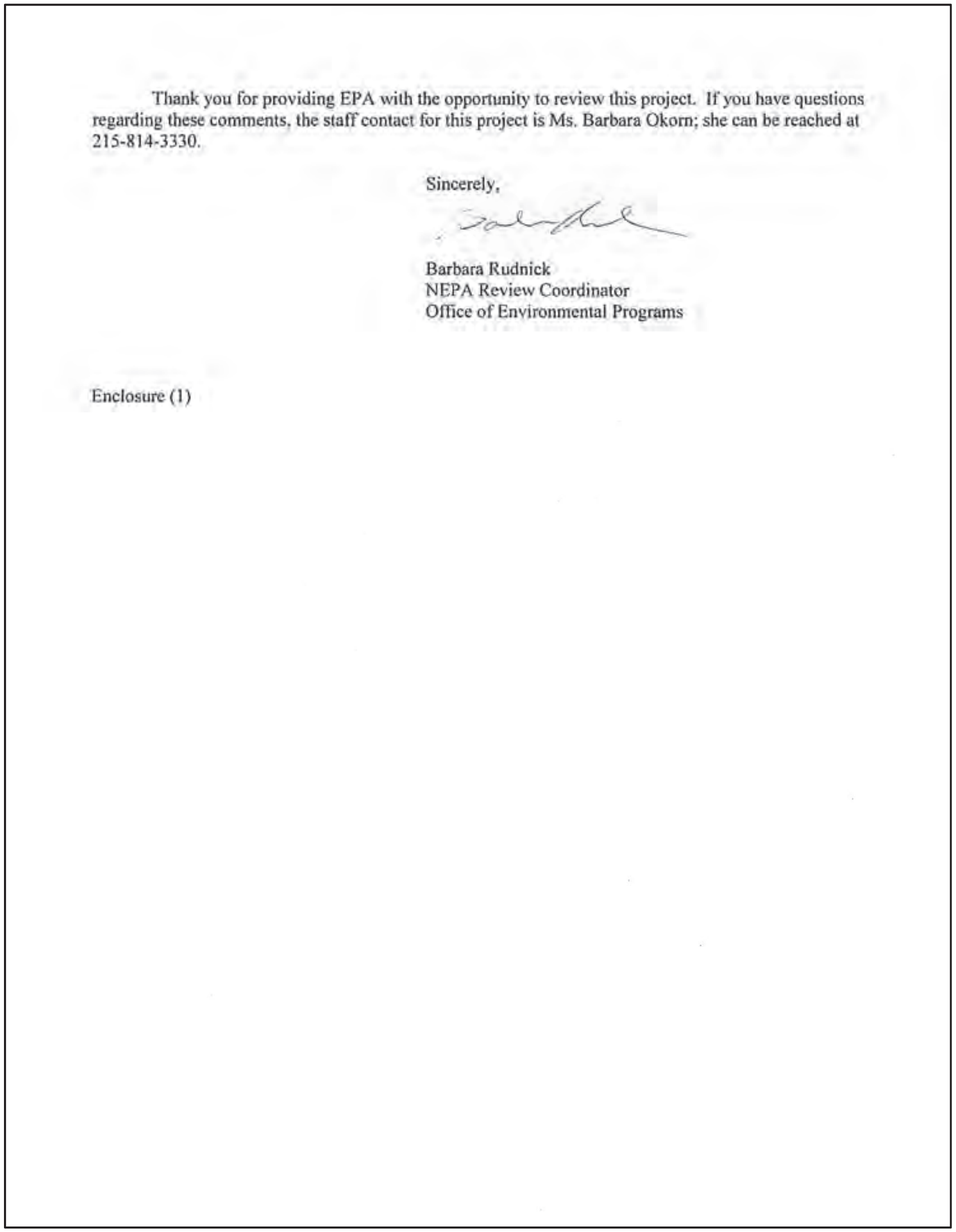
The DEIS divides the 123-mile corridor into six sections with multiple alternatives within the sections. The project's Preferred Alternative is 2A, 3B, 4A, and 6F. The alternative decision on Segment 1 (Arlington) is deferred until after completion of the Long Bridge Study and the decision on Section 5 (Ashland) is deferred until the Final EIS. We understand that the project team will be working with the Community Advisory Committee (CAC) to look at alternatives in the DEIS as well as potential new alternatives for the Ashland segment. We suggest that the project team also work with EPA, the U.S. Army Corps of Engineers and other federal and state agencies as the process moves forward. It should be noted that additional NEPA analysis may be needed if new alternatives are developed. 1

2 Based on our review, EPA has rated the Preferred Alternative (and Section 5) as Environmental Concerns - Insufficient Information (EC-2) and the Arlington section as Lack of Objections (LO). A description of our rating system can be found at https://www.epa.gov/nepa/environmental-impact-statement-rating-system-criteria. The basis for our ratings and general comments for your consideration is provided in the enclosed Technical Comments.

Please continue to work with EPA and other stakeholders as the Final EIS, Record of Decision and additional NEPA analysis for the various components of this plan move forward. We suggest efforts to avoid and minimize impacts to the community and natural environment and close coordination with the public continue as the project moves forward.

US EPA REGION III

1. The Department of Rail and Public Transportation (DRPT) has continued to coordinate with federal and state agencies, affected locali6ties, the general public, and other stakeholders during the preparation of this Final Environmental Impact Statement (EIS) and its associated Record of Decision (ROD), and will continue coordination efforts during final design and permitting (after funding becomes available and incremental improvements are scheduled) in accordance with all applicable federal and state laws and regulations. Neither the Federal Railroad Administration (FRA) nor DRPT anticipates that any new alternatives would be developed as part of this Project; however, if any new alternatives are developed, DRPT and FRA would determine whether supplemental National Environmental Policy Act (NEPA) documentation is warranted in accordance with Council on Environmental Quality regulations (40 CFR 1502.9), at that time.
2. The ratings of the Preferred Alternative (and Section 5) and the Arlington section that were provided by the Environmental Protection Agency (EPA) are noted, and all comments were considered as part of the recommendation process for the Preferred Alternative upon which the Final EIS is based. DRPT has endeavored to address EPA's concerns by providing information in response to each of EPA's Technical Comments; refer to DRPT numbered statements #3 through #32 of this response



Thank you for providing EPA with the opportunity to review this project. If you have questions regarding these comments, the staff contact for this project is Ms. Barbara Okorn; she can be reached at 215-814-3330.

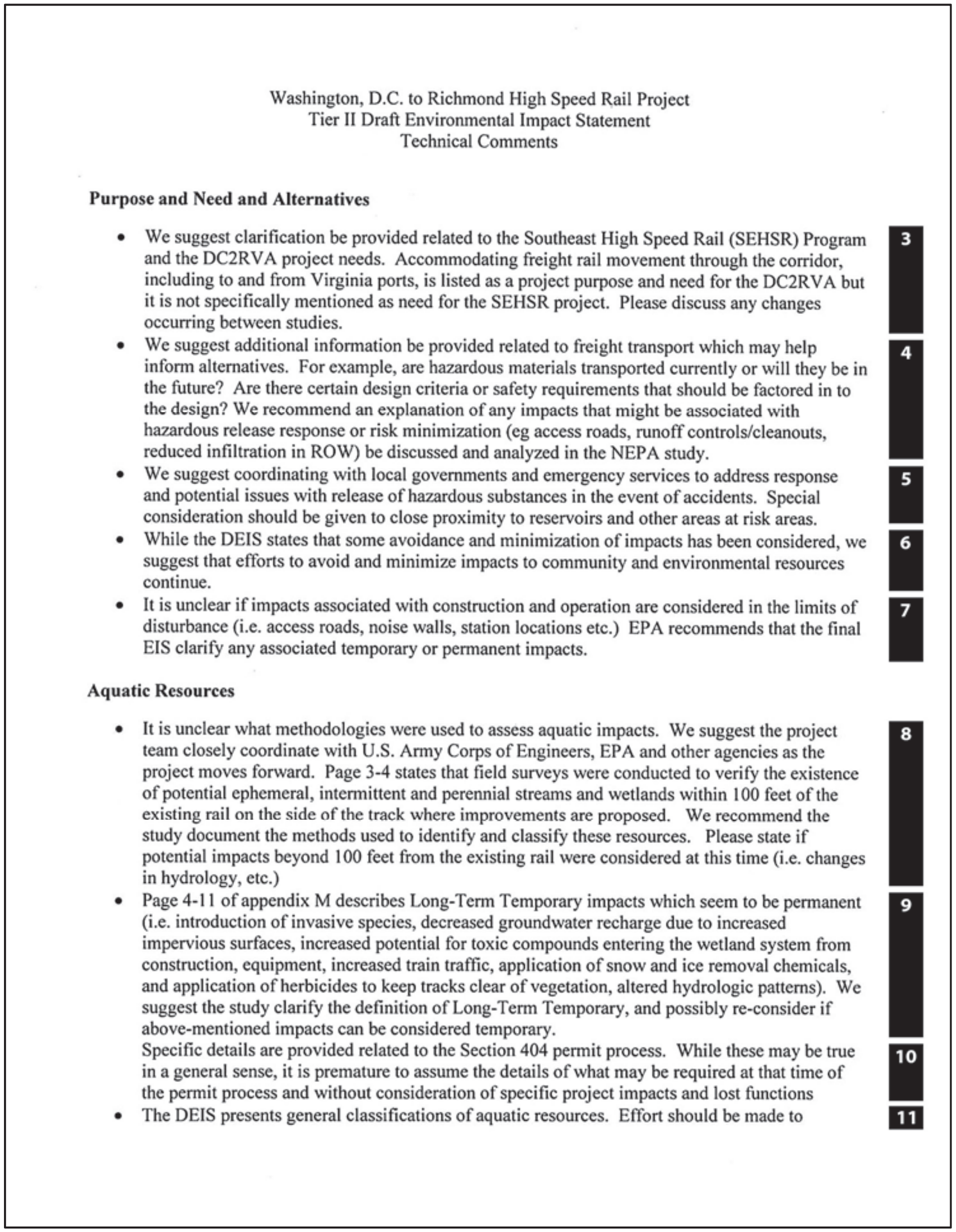
Sincerely,

Barbara Rudnick
NEPA Review Coordinator
Office of Environmental Programs

Enclosure (1)

US EPA REGION III (continued)

(No comments on this page)



Washington, D.C. to Richmond High Speed Rail Project
Tier II Draft Environmental Impact Statement
Technical Comments

Purpose and Need and Alternatives

- We suggest clarification be provided related to the Southeast High Speed Rail (SEHSR) Program and the DC2RVA project needs. Accommodating freight rail movement through the corridor, including to and from Virginia ports, is listed as a project purpose and need for the DC2RVA but it is not specifically mentioned as need for the SEHSR project. Please discuss any changes occurring between studies. 3
- We suggest additional information be provided related to freight transport which may help inform alternatives. For example, are hazardous materials transported currently or will they be in the future? Are there certain design criteria or safety requirements that should be factored in to the design? We recommend an explanation of any impacts that might be associated with hazardous release response or risk minimization (eg access roads, runoff controls/cleanouts, reduced infiltration in ROW) be discussed and analyzed in the NEPA study. 4
- We suggest coordinating with local governments and emergency services to address response and potential issues with release of hazardous substances in the event of accidents. Special consideration should be given to close proximity to reservoirs and other areas at risk areas. 5
- While the DEIS states that some avoidance and minimization of impacts has been considered, we suggest that efforts to avoid and minimize impacts to community and environmental resources continue. 6
- It is unclear if impacts associated with construction and operation are considered in the limits of disturbance (i.e. access roads, noise walls, station locations etc.) EPA recommends that the final EIS clarify any associated temporary or permanent impacts. 7

Aquatic Resources

- It is unclear what methodologies were used to assess aquatic impacts. We suggest the project team closely coordinate with U.S. Army Corps of Engineers, EPA and other agencies as the project moves forward. Page 3-4 states that field surveys were conducted to verify the existence of potential ephemeral, intermittent and perennial streams and wetlands within 100 feet of the existing rail on the side of the track where improvements are proposed. We recommend the study document the methods used to identify and classify these resources. Please state if potential impacts beyond 100 feet from the existing rail were considered at this time (i.e. changes in hydrology, etc.) 8
- Page 4-11 of appendix M describes Long-Term Temporary impacts which seem to be permanent (i.e. introduction of invasive species, decreased groundwater recharge due to increased impervious surfaces, increased potential for toxic compounds entering the wetland system from construction, equipment, increased train traffic, application of snow and ice removal chemicals, and application of herbicides to keep tracks clear of vegetation, altered hydrologic patterns). We suggest the study clarify the definition of Long-Term Temporary, and possibly re-consider if above-mentioned impacts can be considered temporary. 9

  Specific details are provided related to the Section 404 permit process. While these may be true in a general sense, it is premature to assume the details of what may be required at that time of the permit process and without consideration of specific project impacts and lost functions 10
- The DEIS presents general classifications of aquatic resources. Effort should be made to 11

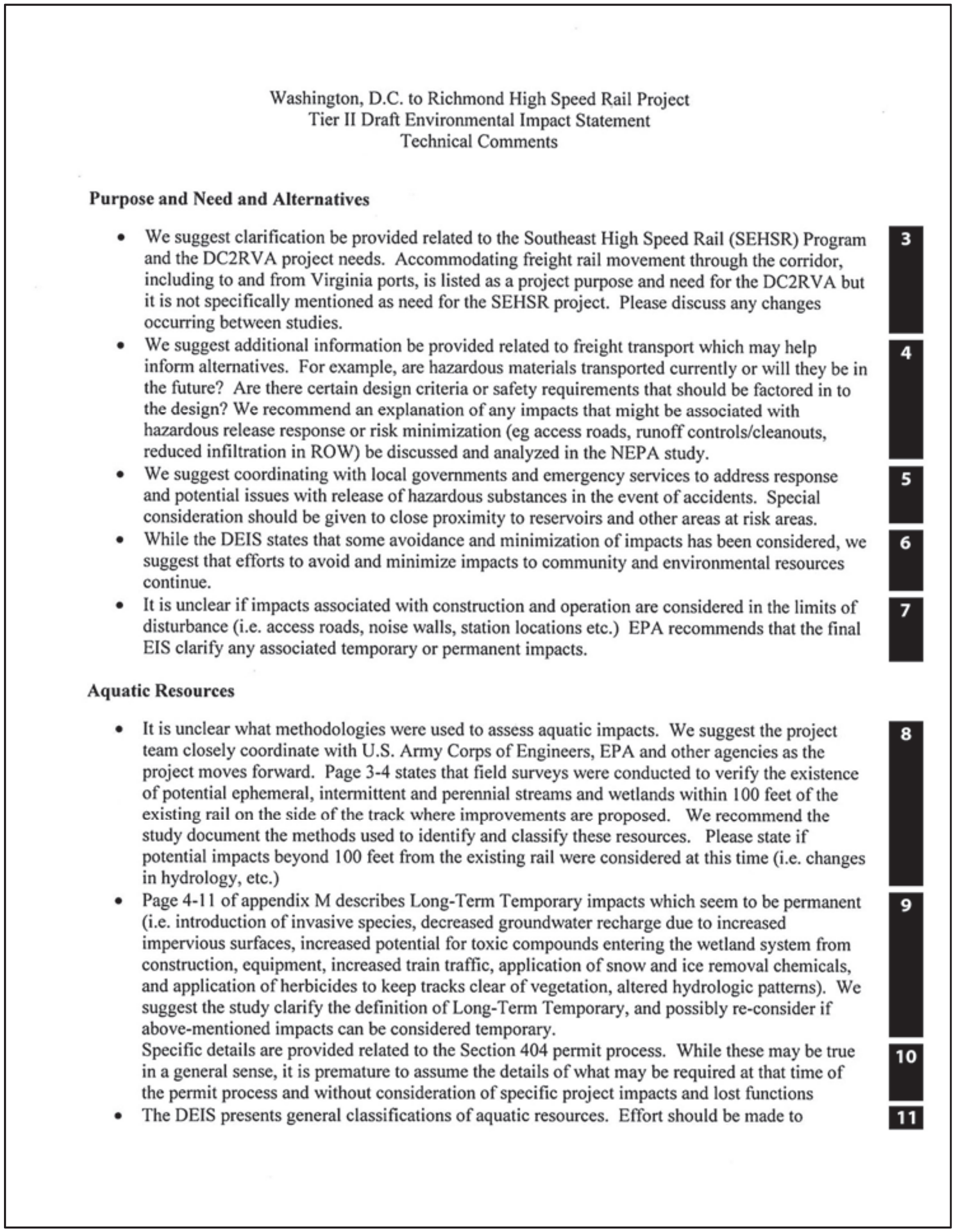
US EPA REGION III (continued)

3. Clarifying language on the Project Need, including the unique needs of the DC2RVA corridor as well as developments since the 2002 Tier I EIS, can be found in Final EIS Section 1.3, which has been added since the Draft EIS.

4. The DC2RVA Project's stated Purpose is to increase railroad capacity between Washington, D.C. and Richmond, VA to deliver higher speed passenger rail service, while also supporting the planned expansion of VRE commuter rail service and accommodating the forecasted growth of freight rail service by developing an efficient and reliable multimodal rail corridor. As stated in Section 1.3.1 of the Final EIS, while the corridor where the Project is located is owned and operated by freight railroad CSXT, the infrastructure and service proposed for the Project are not expected to create increased freight volumes because freight transport responds to economic demands created by commercial activities and independent market forces, separate from this Project. As Project alternatives were developed and compared, DRPT did consider the volume of total freight traffic by identifying the volume of total freight traffic by the general number, schedule, and type of freight train. Neither FRA nor DRPT anticipate that the additional 9 new daily intercity passenger round-trip trains (18 total trains per day) proposed by the Project would result in any change in either the types or quantities of freight shipped on the corridor, including hazardous materials.

   Please see response to DRPT-numbered statement #5 below for more specific information about discussion of hazardous materials in the Draft EIS.

(Responses are continued on next page)



Washington, D.C. to Richmond High Speed Rail Project
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US EPA REGION III (continued)

5. As summarized in Chapter 2 of the Final EIS, coordination with local governments occurred during Project scoping and continued throughout the development of the Draft EIS, which was then distributed to local governments for review and comment. Draft EIS Section 4.5 addresses hazardous materials in the corridor, with a focus on known existing sites containing hazardous materials, and Final EIS Section 5.5 presents this information for the Preferred Alternative. As indicated in these sections, hazardous materials within sites impacted by construction, including any additional hazardous materials discovered during construction or demolition of existing structures, will be removed and disposed of in compliance with all applicable federal, state, and local regulations. All necessary remediation will be conducted in compliance with applicable federal, state, and local environmental laws and will be coordinated with EPA, the Virginia Department of Environmental Quality (VDEQ), and other federal, state, or local agencies as necessary. Final EIS Section 5.1.4 provides detail on public surface waters, including additional information since the Draft EIS. Final EIS Section 5.18 addresses public health and safety associated with hazardous materials transport on the rail line, with clarifications provided since the Draft EIS, including regulation of transport of hazardous materials on railroads.

6. DRPT will continue efforts to avoid and minimize impacts to community and environmental resources throughout final design and permitting, after funding becomes available and incremental improvements are scheduled.

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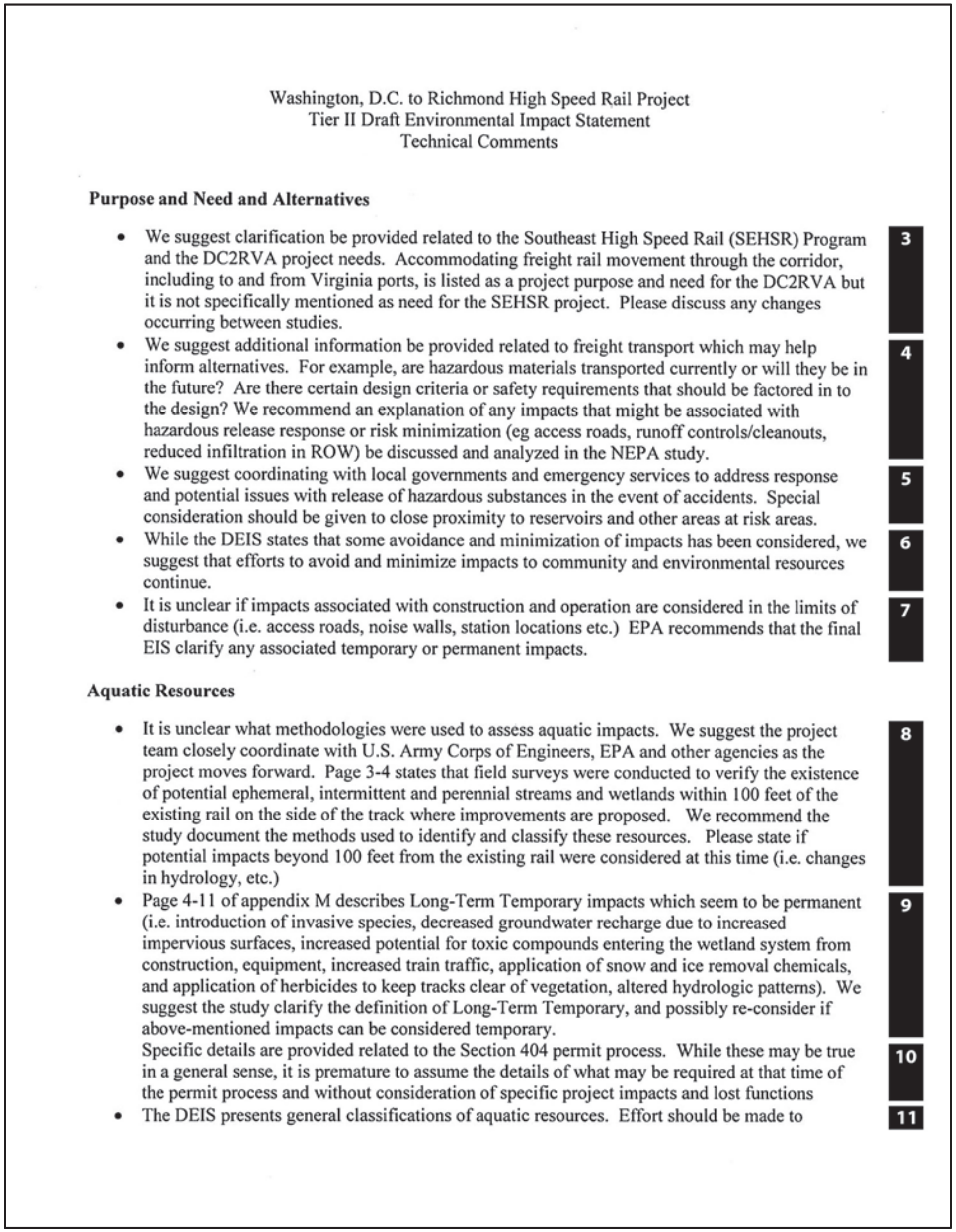

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US EPA REGION III (continued)

7. In response to EPA's recommendation that the Final EIS clarify impacts in relation to the Limits of Disturbance (LOD), the opening section of Chapter 5 of the Final EIS provides additional definitions of permanent and temporary LOD. Appendix L of the Final EIS provides a detailed mapbook of the Preferred Alternative, including identification of both temporary and permanent limits of disturbance. As described in Final EIS Chapter 5, temporary LOD represent areas encompassed by short-term construction easements, affected by short-term impacts from construction activity, or other non-permanent Project-related land disturbance, and permanent LOD represent the final long-term boundaries of the Project where the land would be disturbed. For potential effects caused by the operation of the proposed additional intercity passenger rail services, such as noise and effects to water quality or air quality, DRPT used analysis thresholds which extend beyond the physical LOD. Both temporary and permanent limits of disturbance are discussed as appropriate for each environmental attribute evaluated in the Final EIS; in addition, Section 5.19 Construction Impacts, summarizes the short-term or temporary impacts from construction activities for the Preferred Alternative.

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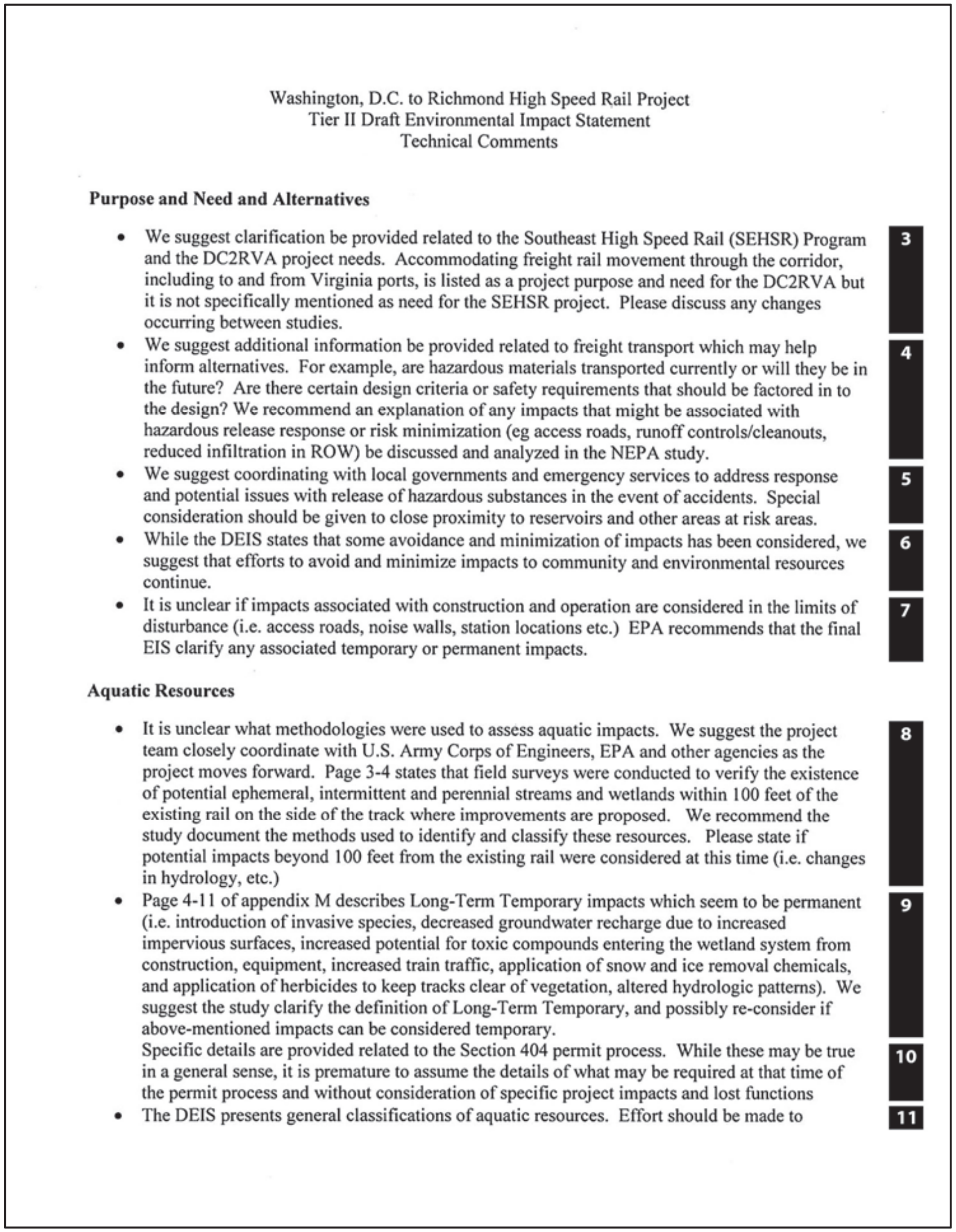

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US EPA REGION III (continued)

8. As indicated on page 3-5 of the Draft EIS, the delineation of wetlands along the corridor followed methods contained in the Eastern Mountains and Piedmont – Version 2.0 or the Atlantic and Gulf Coastal Plain Region – Version 2.0 regional supplements of the United States Army Corps of Engineers (USACE) delineation manual, as applicable to each given location. Potentially impacted stream channels were assessed using the Unified Stream Methodology form. Field reviews by USACE and the Virginia Department of Environmental Quality (VDEQ) were conducted at several intervals during the field surveys to ensure that surveys were conducted according to agency expectations. As indicated in Draft EIS Section 3.1.4, wetlands were classified using an abbreviated version of the Cowardin System (Cowardin, et al., 1979). The majority of the Preferred Alternative involves the construction of one additional new track approximately 15 feet from the existing tracks, and the permanent Limits of Disturbance (LOD) are generally within 40 feet of the existing CSXT right-of-way (see the beginning of Chapter 5 of the Final EIS for full LOD descriptions, and Appendix L of the Final EIS for mapbooks of the Preferred Alternative). Therefore, 100-foot delineation for wetland identification provides adequate buffer to encompass areas that would be impacted by the Project. Possible impacts to aquatic resources beyond 100 feet are addressed in the analysis of indirect effects in Draft EIS Section 4.10.1.6. DRPT has coordinated with the USACE on wetland and related assessments since Project inception, including several joint field visits to ensure that survey and assessment methods were consistent with agency expectations. The USACE also commented on the Draft EIS (refer to their letter and responses) and as indicated therein, DRPT will use the methodology in use by USACE at the time of application for determining compensation requirements.

9. DRPT quantified potential impacts to natural resources based on limits of disturbance identified as permanent (i.e., areas where Project infrastructure would physically replace existing conditions) and temporary (i.e., areas required for construction that would be regraded and reseeded). Please see response to DRPT-numbered statement #7: these definitions have been clarified in Final EIS Chapter 5.

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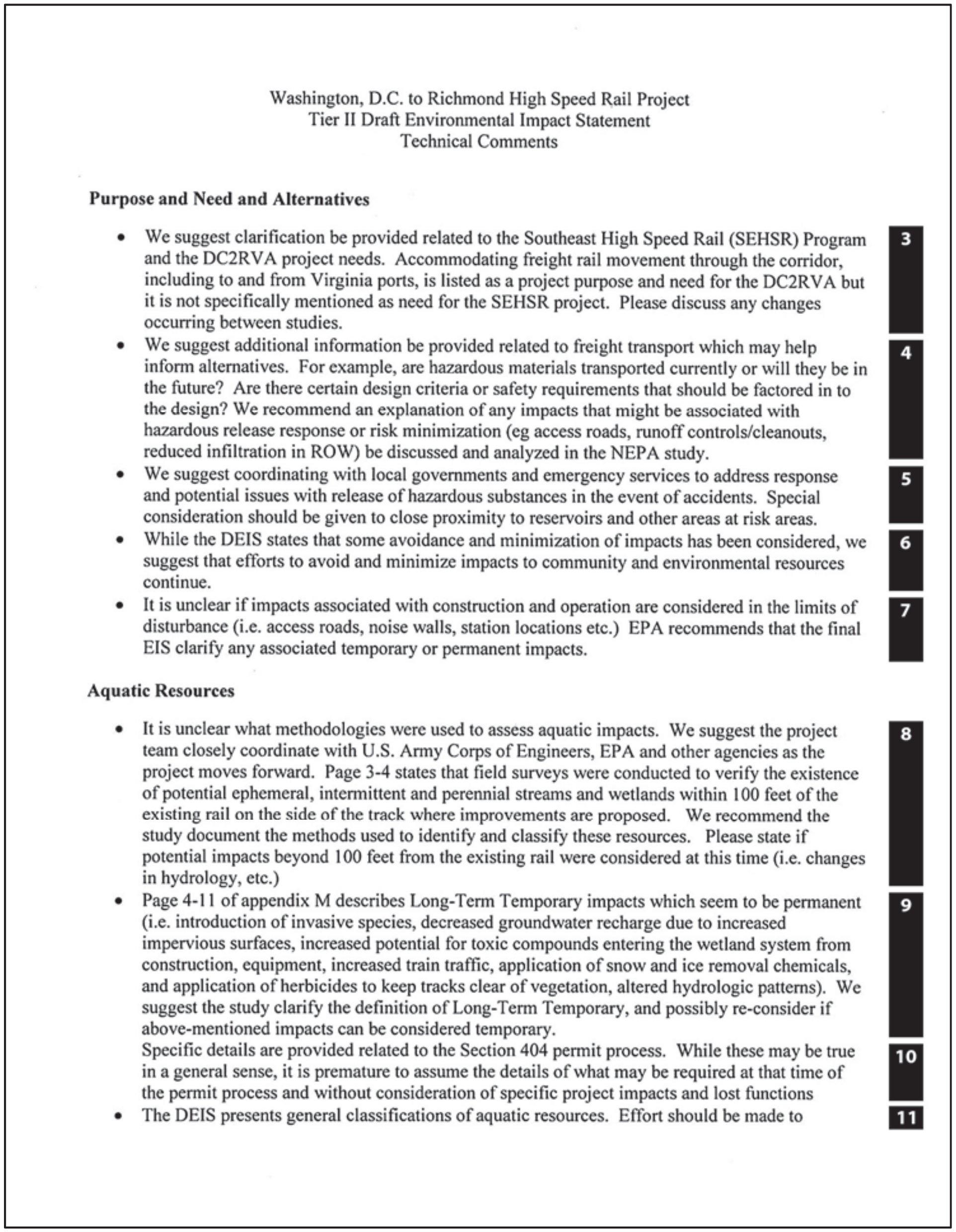

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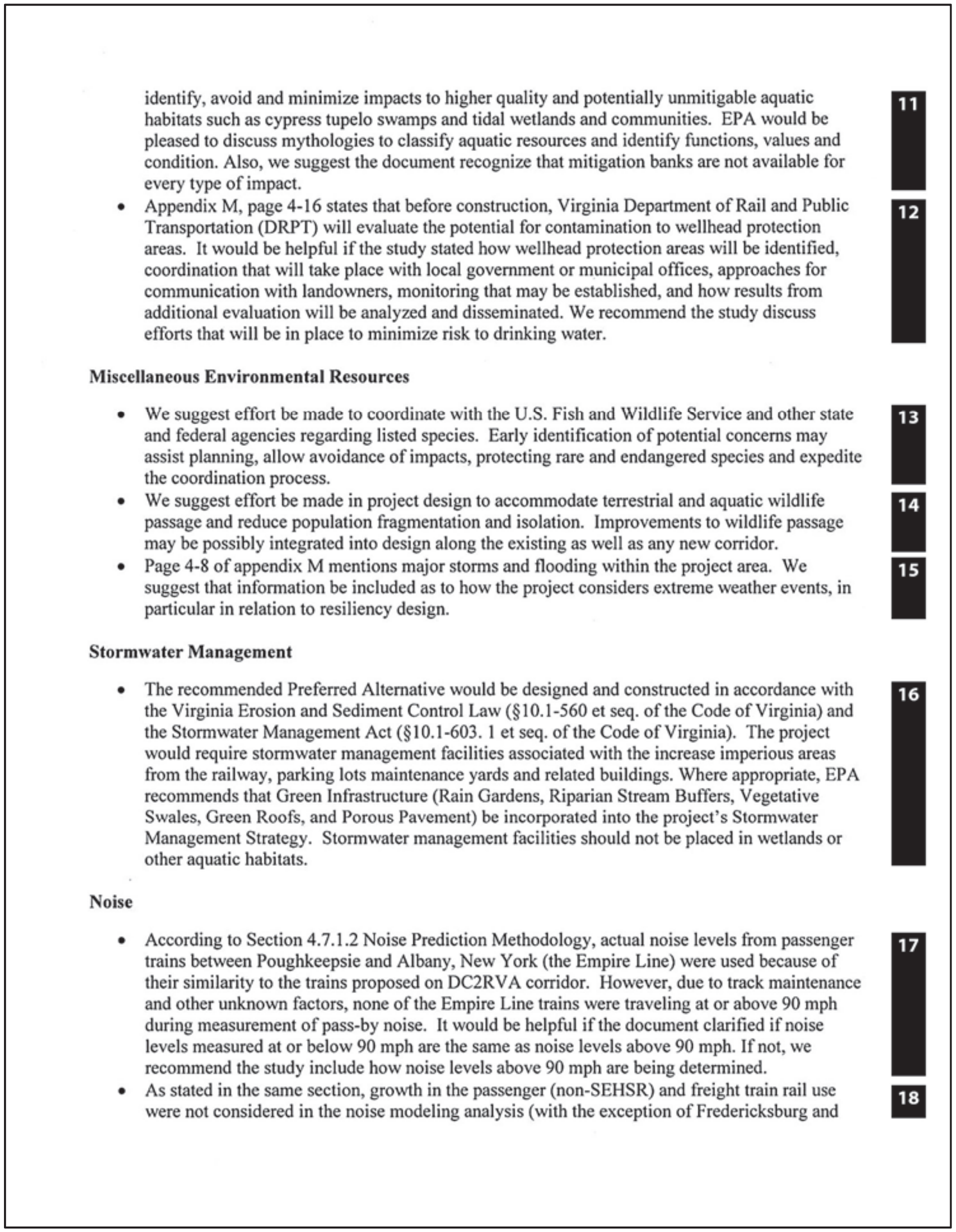
US EPA REGION III (continued)

10. Comment noted. DRPT will determine specific requirements at the time of permitting in coordination with the permitting agencies during final design, after funding becomes available and incremental improvements are scheduled. Final EIS Chapter 7 provides an overview of future steps of the Project, including final design and permitting and other regulatory actions, approvals, and permits that would be required.

11. The abbreviated Cowardin classifications (as provided in Table 4.1-2 of the Draft EIS and Table 5.1-2 of the Final EIS) include cypress-tupelo swamps and tidal wetlands and communities. However, there are no cypress-tupelo swamps present within the Project area (i.e., the 100-foot delineation). The presence of tidally-influenced wetlands is identified in Draft EIS Section 4.1.2, and updated in Final EIS Section 5.1.2 (0.85 acres of permanent impact in Preferred Alternative 2A and 4A, and 0.50 acres of temporary impact in Preferred Alternative 1B, 2A, and 4A). As indicated in Final EIS Section 5.1.6.1, efforts to avoid and minimize impacts to wetlands will continue into final design, after funding becomes available and incremental improvements are scheduled. At that time, the functions, values and condition of wetlands and the availability of mitigation sites will be evaluated.



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- Appendix M, page 4-16 states that before construction, Virginia Department of Rail and Public Transportation (DRPT) will evaluate the potential for contamination to wellhead protection areas. It would be helpful if the study stated how wellhead protection areas will be identified, coordination that will take place with local government or municipal offices, approaches for communication with landowners, monitoring that may be established, and how results from additional evaluation will be analyzed and disseminated. We recommend the study discuss efforts that will be in place to minimize risk to drinking water. 12

Miscellaneous Environmental Resources

- We suggest effort be made to coordinate with the U.S. Fish and Wildlife Service and other state and federal agencies regarding listed species. Early identification of potential concerns may assist planning, allow avoidance of impacts, protecting rare and endangered species and expedite the coordination process. 13
- We suggest effort be made in project design to accommodate terrestrial and aquatic wildlife passage and reduce population fragmentation and isolation. Improvements to wildlife passage may be possibly integrated into design along the existing as well as any new corridor. 14
- Page 4-8 of appendix M mentions major storms and flooding within the project area. We suggest that information be included as to how the project considers extreme weather events, in particular in relation to resiliency design. 15

Stormwater Management

- The recommended Preferred Alternative would be designed and constructed in accordance with the Virginia Erosion and Sediment Control Law (§10.1-560 et seq. of the Code of Virginia) and the Stormwater Management Act (§10.1-603. 1 et seq. of the Code of Virginia). The project would require stormwater management facilities associated with the increase imperious areas from the railway, parking lots maintenance yards and related buildings. Where appropriate, EPA recommends that Green Infrastructure (Rain Gardens, Riparian Stream Buffers, Vegetative Swales, Green Roofs, and Porous Pavement) be incorporated into the project's Stormwater Management Strategy. Stormwater management facilities should not be placed in wetlands or other aquatic habitats. 16

Noise

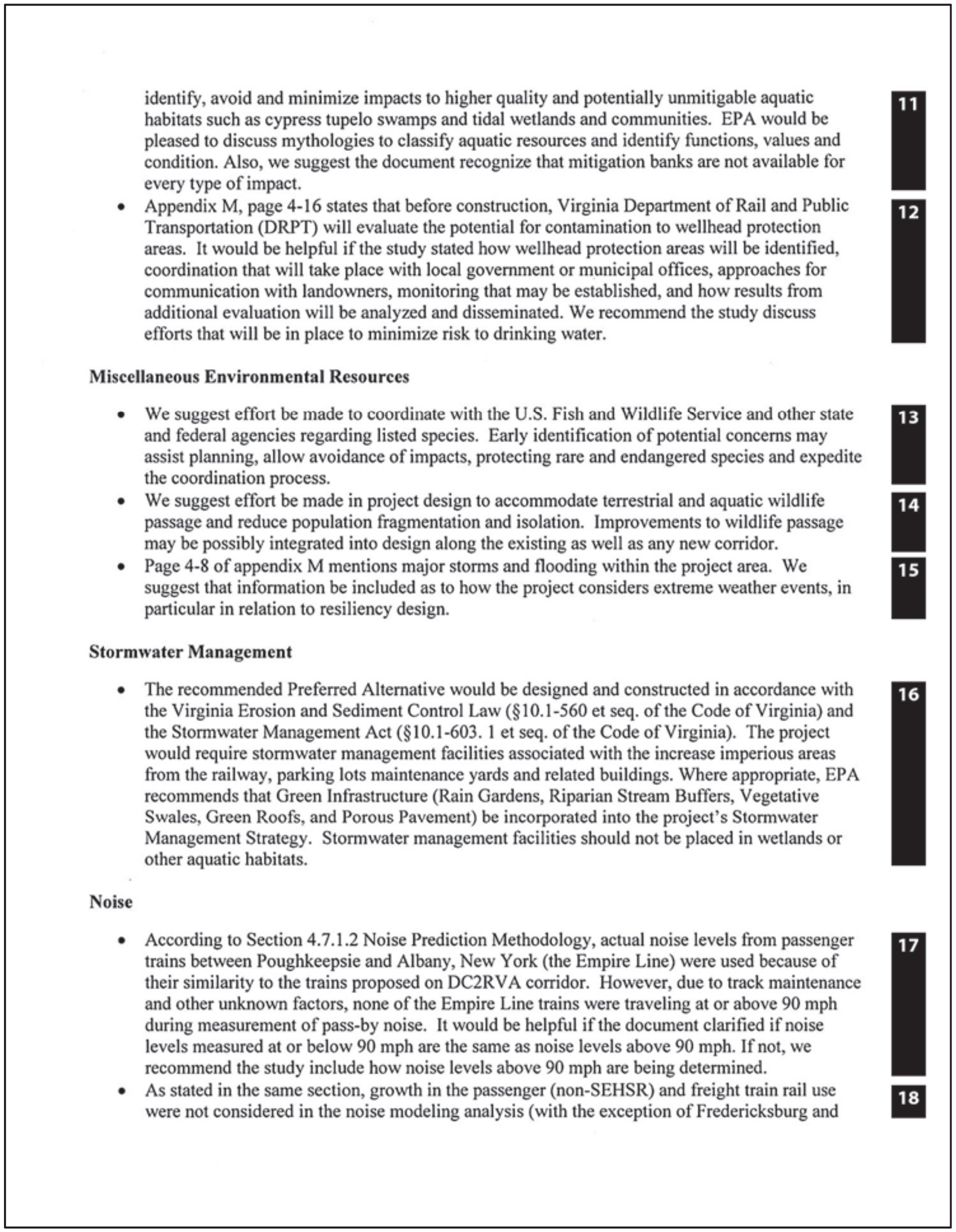
- According to Section 4.7.1.2 Noise Prediction Methodology, actual noise levels from passenger trains between Poughkeepsie and Albany, New York (the Empire Line) were used because of their similarity to the trains proposed on DC2RVA corridor. However, due to track maintenance and other unknown factors, none of the Empire Line trains were traveling at or above 90 mph during measurement of pass-by noise. It would be helpful if the document clarified if noise levels measured at or below 90 mph are the same as noise levels above 90 mph. If not, we recommend the study include how noise levels above 90 mph are being determined. 17
- As stated in the same section, growth in the passenger (non-SEHSR) and freight train rail use were not considered in the noise modeling analysis (with the exception of Fredericksburg and 18

US EPA REGION III (continued)

(Response to comment 11 on previous page)

12. Locations of public groundwater sources and private wells within the Project corridor were mapped according to datasets maintained by the Virginia Department of Health (VDH), Virginia Department of Mines, Minerals & Energy (DMME), and Virginia Department of Transportation (VDOT). Wellhead protection areas were identified based on designations by the Virginia Department of Environmental Quality (VDEQ) in its Wellhead Protection Plan (2005), which was approved by the US Environmental Protection Agency (EPA). There are no Project-specific regulatory requirements relative to wellhead protection areas. Rather, localities are encouraged, through state and federal technical assistance and grants, to develop strategies to protect community water system sources at the local level, largely through land use management authorities (e.g., zoning and comprehensive planning). Notwithstanding, as indicated in Section 5.1.6.4 of the Final EIS, efforts to minimize impacts to drinking water could involve modifications, such as further alignment shifts to avoid or minimize impacts; the use of best management practices (BMPs); the use of retaining walls; and temporary and permanent stormwater management measures to reduce transportation of chemicals by stormwater, and they should include limited use or avoidance of snow removal and vegetation maintenance chemicals near source protection areas and well locations. Measures that would be implemented to comply with surface water pollution protection under Virginia's erosion and sediment control regulations, stormwater management program, and stormwater pollution prevention plan requirements also would protect against groundwater contamination. These measures, as well as hazardous materials spill response measures (see response to DRPT-numbered statement #5 above) would minimize risks to drinking water. Coordination with local government or municipal offices and the public during final design, as well as the findings of any additional evaluations that may be conducted, will occur in a manner similar to the coordination during the EIS development. Monitoring is not anticipated at this time but could be implemented if determined necessary as a condition of state or federal water quality permits that would need to be acquired for the Project.

(Responses are continued on next page)



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US EPA REGION III (continued)

13. DRPT solicited agency concerns about listed species through the scoping process, participating agency meetings, and ongoing consultation with regulatory agencies, including the U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), Virginia Department of Game and Inland Fisheries (VDGIF), Virginia Department of Conservation and Recreation (VDCR), and Virginia Marine Resources Commission (VMRC). In addition, information regarding federally listed threatened and endangered species that may be impacted by the Project was obtained from USFWS via the Information, Planning, and Conservation (IPaC) system, and included in Draft EIS Section 4.10.3; updated IPaC information was obtained in February 2018 and is presented in Final EIS Section 5.10.3 for the Preferred Alternative. As indicated in Final EIS Section 5.10.3.2, DRPT will continue to coordinate with USFWS, EPA, VDCR, VDGIF, and other regulatory agencies regarding habitat and wildlife, including any future updates to listed species, to ensure impacts are avoided to the extent practicable throughout final design (after funding becomes available and incremental improvements are scheduled) and that appropriate mitigation is developed where impacts are unavoidable.

14. Subsequent to submitting these written comments on the Draft EIS, the EPA and DRPT discussed the Project's potential impact to wildlife crossing in a call on June 6, 2018. At that time, the EPA suggested inclusion of natural bottom culverts as an example to improve wildlife passage, and it was agreed that those types of accommodations would be determined during final design (refer to Section 5.10.1.1 of the Final EIS for further details). Accordingly, DRPT will continue to consider special design features to improve wildlife corridors during final design.

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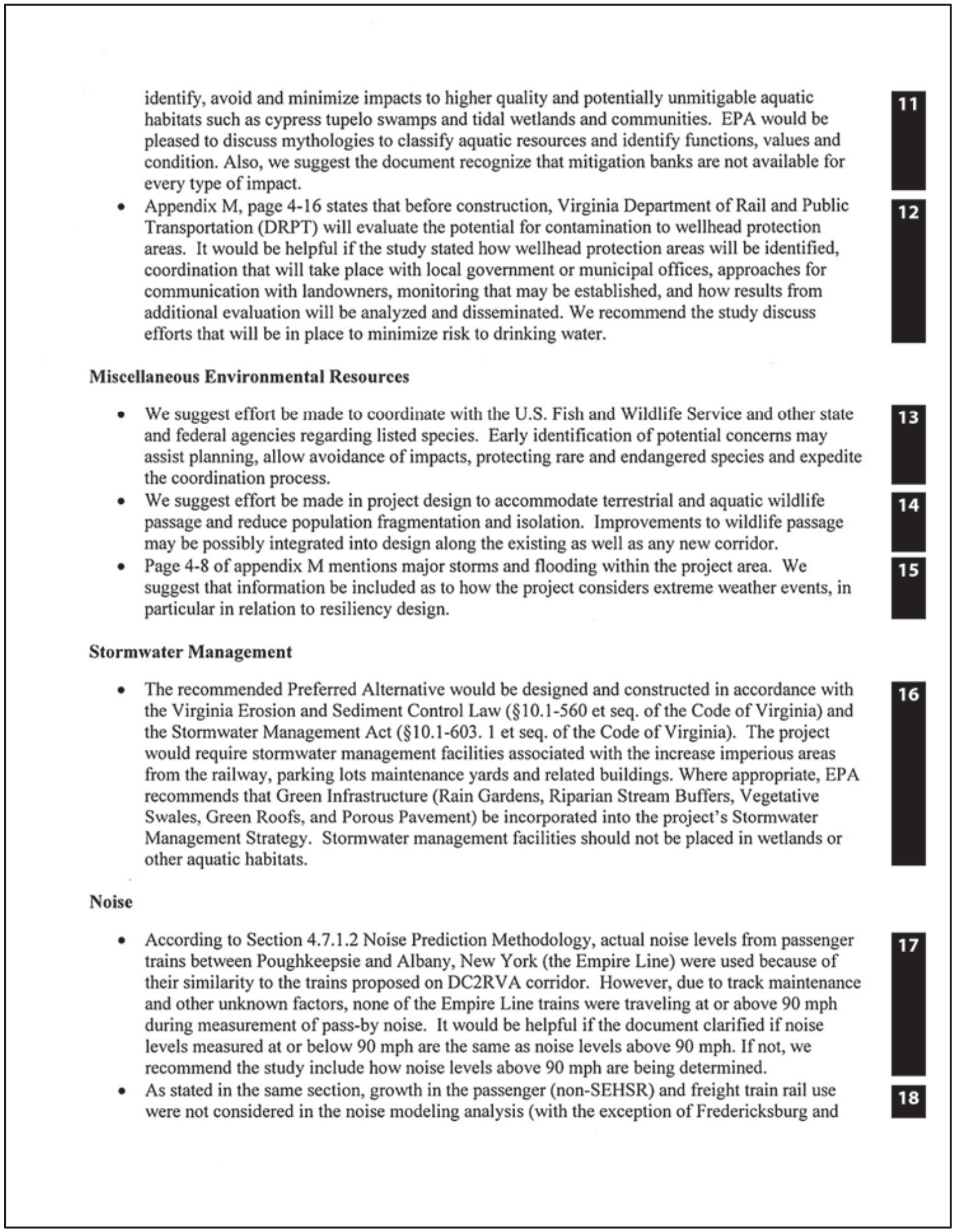

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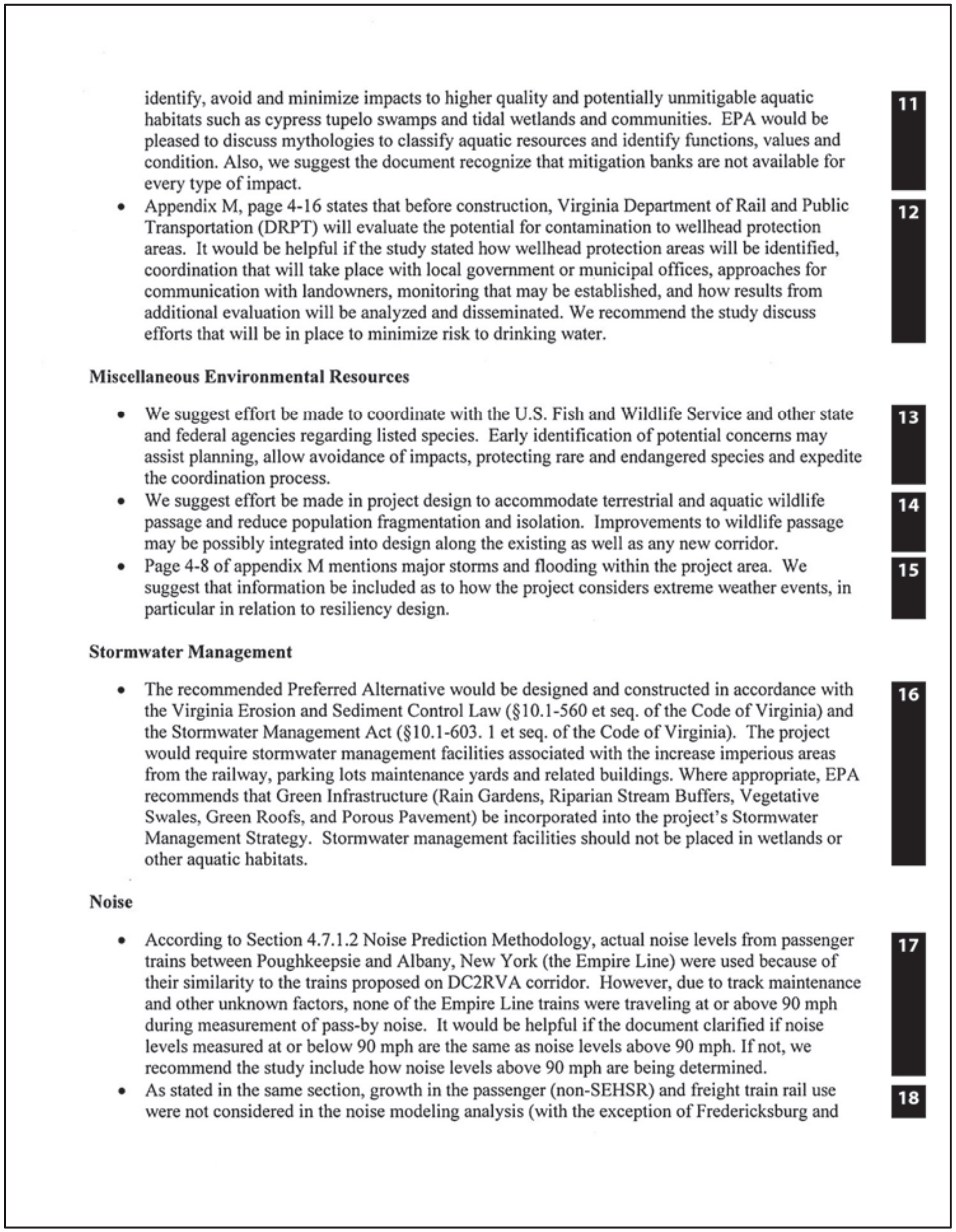
US EPA REGION III (continued)

15. As presented in Section 5.1.6.2 of the Final EIS, the Project will be designed in accordance with Executive Order 11988-Floodplain Management and 23 CFR 650 Subpart A – Location and Hydraulic Design of Encroachments on Flood Plains. Accordingly, the Project is not expected to increase flood height elevations, the probability of flooding, or the potential for property loss and hazard to life. A detailed hydraulic survey and study will be conducted during final design (after funding becomes available and incremental improvements are scheduled) to ensure that no substantial increases to flooding would occur as a result of the Project. Examples of extreme weather events, which could include unusual heat or cold, prolonged or intense rainfall, and flooding, and resiliency to such events, would be addressed during the final design of the Project, after funding is secured and incremental improvements are scheduled. Potential for expansion and contraction of rails in response to extreme heat and cold also would be considered in the design and specifications for the rails at that time. Additional design, operational, and maintenance elements would also be considered, as appropriate, during further Project development as federal and state guidance with regard to resiliency design continues to evolve.

16. While much of the rail bed is permeable to rainfall (i.e., ballast and side slopes), measures to avoid or minimize impacts to water quality and adjacent habitat could include use of vegetative buffers and swales (see Final EIS Section 5.1.6.3) and minimizing clearing and grubbing in riparian areas (see Final EIS Section 4.10.1.4). Placement of stormwater management facilities will avoid wetlands and other aquatic habitats, to the extent feasible, to be determined during final design after funding becomes available and incremental improvements are scheduled. DRPT will consider opportunities to incorporate additional green infrastructure or low impact design, where appropriate, during final design (after funding becomes available and incremental improvements are scheduled).

(Responses are continued on next page)



11 identify, avoid and minimize impacts to higher quality and potentially unmitigable aquatic habitats such as cypress tupelo swamps and tidal wetlands and communities. EPA would be pleased to discuss mythologies to classify aquatic resources and identify functions, values and condition. Also, we suggest the document recognize that mitigation banks are not available for every type of impact.

- 12 Appendix M, page 4-16 states that before construction, Virginia Department of Rail and Public Transportation (DRPT) will evaluate the potential for contamination to wellhead protection areas. It would be helpful if the study stated how wellhead protection areas will be identified, coordination that will take place with local government or municipal offices, approaches for communication with landowners, monitoring that may be established, and how results from additional evaluation will be analyzed and disseminated. We recommend the study discuss efforts that will be in place to minimize risk to drinking water.

Miscellaneous Environmental Resources

- 13 We suggest effort be made to coordinate with the U.S. Fish and Wildlife Service and other state and federal agencies regarding listed species. Early identification of potential concerns may assist planning, allow avoidance of impacts, protecting rare and endangered species and expedite the coordination process.
- 14 We suggest effort be made in project design to accommodate terrestrial and aquatic wildlife passage and reduce population fragmentation and isolation. Improvements to wildlife passage may be possibly integrated into design along the existing as well as any new corridor.
- 15 Page 4-8 of appendix M mentions major storms and flooding within the project area. We suggest that information be included as to how the project considers extreme weather events, in particular in relation to resiliency design.

Stormwater Management

- 16 The recommended Preferred Alternative would be designed and constructed in accordance with the Virginia Erosion and Sediment Control Law (§10.1-560 et seq. of the Code of Virginia) and the Stormwater Management Act (§10.1-603. 1 et seq. of the Code of Virginia). The project would require stormwater management facilities associated with the increase imperious areas from the railway, parking lots maintenance yards and related buildings. Where appropriate, EPA recommends that Green Infrastructure (Rain Gardens, Riparian Stream Buffers, Vegetative Swales, Green Roofs, and Porous Pavement) be incorporated into the project's Stormwater Management Strategy. Stormwater management facilities should not be placed in wetlands or other aquatic habitats.

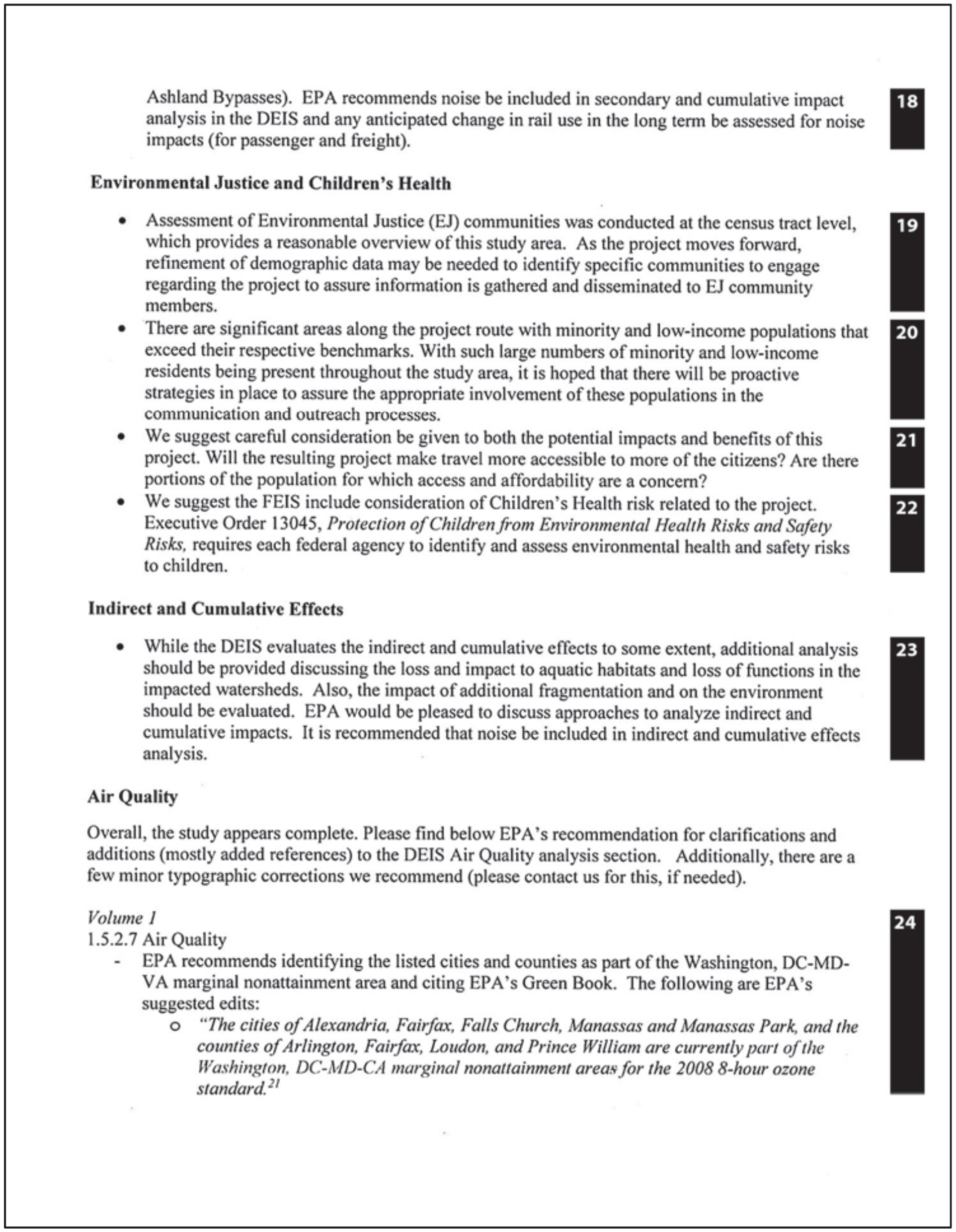
Noise

- 17 According to Section 4.7.1.2 Noise Prediction Methodology, actual noise levels from passenger trains between Poughkeepsie and Albany, New York (the Empire Line) were used because of their similarity to the trains proposed on DC2RVA corridor. However, due to track maintenance and other unknown factors, none of the Empire Line trains were traveling at or above 90 mph during measurement of pass-by noise. It would be helpful if the document clarified if noise levels measured at or below 90 mph are the same as noise levels above 90 mph. If not, we recommend the study include how noise levels above 90 mph are being determined.
- 18 As stated in the same section, growth in the passenger (non-SEHSR) and freight train rail use were not considered in the noise modeling analysis (with the exception of Fredericksburg and

US EPA REGION III (continued)

17. EPA is correct that the Empire Line in New York did not reach speeds above 90 mph. As described in Draft EIS Section 4.7.1.2, the sound exposure levels measured along the Empire Line were used to calculate noise for passenger trains traveling below 90 mph, and the sound exposure levels for proposed intercity passenger trains traveling at 90 mph were obtained from FRA's "High Speed Ground Transportation Noise and Vibration Impact Assessment" (September 2012) guidance document, which includes procedures to adjust train noise levels to the actual speeds being modeled. Note that the maximum authorized speed for passenger trains would vary in the 123-mile Project corridor from 90 miles per hour (which would be achieved in different segments of the corridor that, combined, total approximately 41 miles) to 35 miles per hour (approximately 2 miles of the corridor).

18. In response to EPA's recommendation that noise be included as a secondary and cumulative impact, refer to Section 5.20 of the Final EIS for qualitative discussion of growth in freight volumes as a cumulative effect, which has been added since the Draft EIS. Noise measurements taken as the baseline for the noise analysis (see Draft EIS Section 4.7 for methodology details) reflect the cumulative impacts of past and present projects within the area of potential noise effects of the Project. Noise impacts associated with future development are anticipated to occur mostly within existing urban and suburban environments consistent with local community comprehensive plans. The noise analysis completed for the DC2RVA Project measured existing noise from trains currently using the corridor, which also accounts for all other background noise sources near each measurement location. The noise analysis then calculated noise levels associated with the proposed 9 new daily intercity passenger round-trip trains (18 total trains per day) along the corridor. There were also some instances where the DC2RVA Project proposes to realign tracks on which freight trains may operate, and these were included in the noise analysis performed for the Project. It is important to note that all existing or planned increases in other trains using that corridor would occur irrespective of and independent from the DC2RVA Project. Section 5.7 of the Final EIS presents the noise analysis associated with the Preferred Alternative, and includes additional clarification since the Draft EIS.



Ashland Bypasses). EPA recommends noise be included in secondary and cumulative impact analysis in the DEIS and any anticipated change in rail use in the long term be assessed for noise impacts (for passenger and freight). 18

Environmental Justice and Children's Health

- Assessment of Environmental Justice (EJ) communities was conducted at the census tract level, which provides a reasonable overview of this study area. As the project moves forward, refinement of demographic data may be needed to identify specific communities to engage regarding the project to assure information is gathered and disseminated to EJ community members. 19
- There are significant areas along the project route with minority and low-income populations that exceed their respective benchmarks. With such large numbers of minority and low-income residents being present throughout the study area, it is hoped that there will be proactive strategies in place to assure the appropriate involvement of these populations in the communication and outreach processes. 20
- We suggest careful consideration be given to both the potential impacts and benefits of this project. Will the resulting project make travel more accessible to more of the citizens? Are there portions of the population for which access and affordability are a concern? 21
- We suggest the FEIS include consideration of Children's Health risk related to the project. Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks,* requires each federal agency to identify and assess environmental health and safety risks to children. 22

Indirect and Cumulative Effects

- While the DEIS evaluates the indirect and cumulative effects to some extent, additional analysis should be provided discussing the loss and impact to aquatic habitats and loss of functions in the impacted watersheds. Also, the impact of additional fragmentation and on the environment should be evaluated. EPA would be pleased to discuss approaches to analyze indirect and cumulative impacts. It is recommended that noise be included in indirect and cumulative effects analysis. 23

Air Quality

Overall, the study appears complete. Please find below EPA's recommendation for clarifications and additions (mostly added references) to the DEIS Air Quality analysis section. Additionally, there are a few minor typographic corrections we recommend (please contact us for this, if needed).

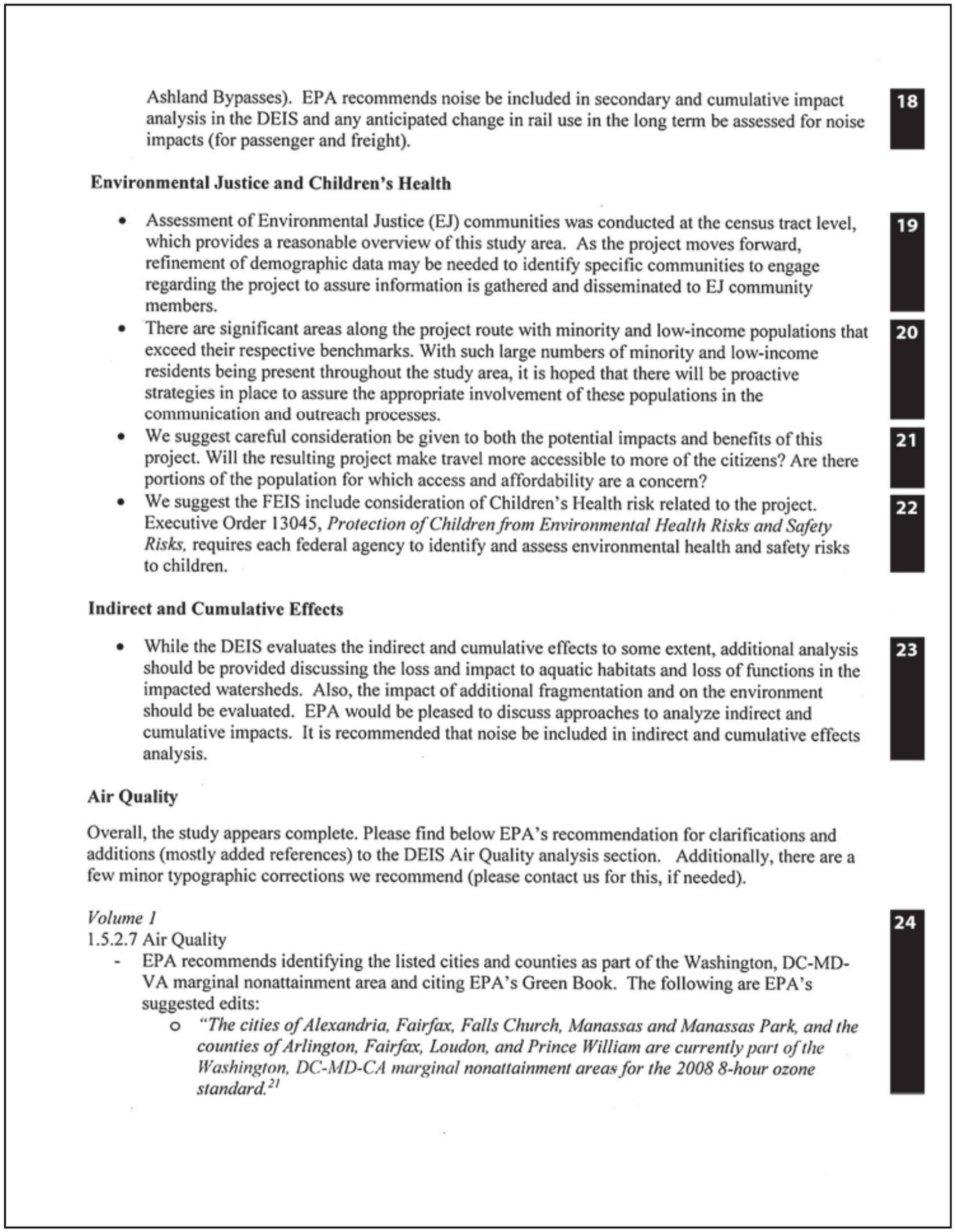
Volume 1 24
1.5.2.7 Air Quality
- EPA recommends identifying the listed cities and counties as part of the Washington, DC-MD-VA marginal nonattainment area and citing EPA's Green Book. The following are EPA's suggested edits:
    - *"The cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park, and the counties of Arlington, Fairfax, Loudon, and Prince William are currently part of the Washington, DC-MD-CA marginal nonattainment areas for the 2008 8-hour ozone standard.*[21]

US EPA REGION III (continued)

(Response to comment 18 on previous page)

19. Comment noted. The Project has followed an extensive community outreach and participation process, and details regarding Environmental Justice (EJ) / Title VI outreach were provided in Chapter 6 Public Involvement and Agency Coordination of the Draft EIS. DRPT agrees that refinement of demographic data that was appropriate for EIS analyses may be required during future design phases of the Project, to be determined at that time.
20. Title VI, EJ, and Limited English-Proficiency populations and communities were identified early in the Project and were targeted with public outreach materials at a variety of locations within their communities, as detailed in Section 6 of the Draft EIS. Census data were updated to confirm existing locations of Title VI, EJ, or LEP populations and communities twice during the Project, and any field-identified communities were also included in the public outreach process.
21. Comment noted. The potential direct and indirect impacts of the Preferred Alternative are evaluated in Chapter 5 of the Final EIS, and have been updated since the Draft EIS. The potential benefits of the Project were considered during the development of the Purpose and Need of the Project, and are further quantitively evaluated as part of the Corridor Service Development Plan (which is being developed as part of this Project, refer to Section 7.3 of the Final EIS for further details) as part of a public benefits analysis, per US Department of Transportation guidance. The greater frequency of intercity passenger service, the extension of service within Richmond to Main Street Station, and the allowance of new intercity passenger trains from Norfolk and into North Carolina, all of which would be provided by the Project, makes travel more accessible within and beyond the DC2RVA corridor. DRPT anticipates that the 9 new daily intercity passenger round-trip trains (18 total trains per day) to be added by the Project would be operated by Amtrak, like other intercity passenger trains in the corridor. The fares for passenger service on these new trains would be set by Amtrak in coordination with DRPT and other stakeholders at the time the trains are brought into service.

(Responses are continued on next page)



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Volume 1 24

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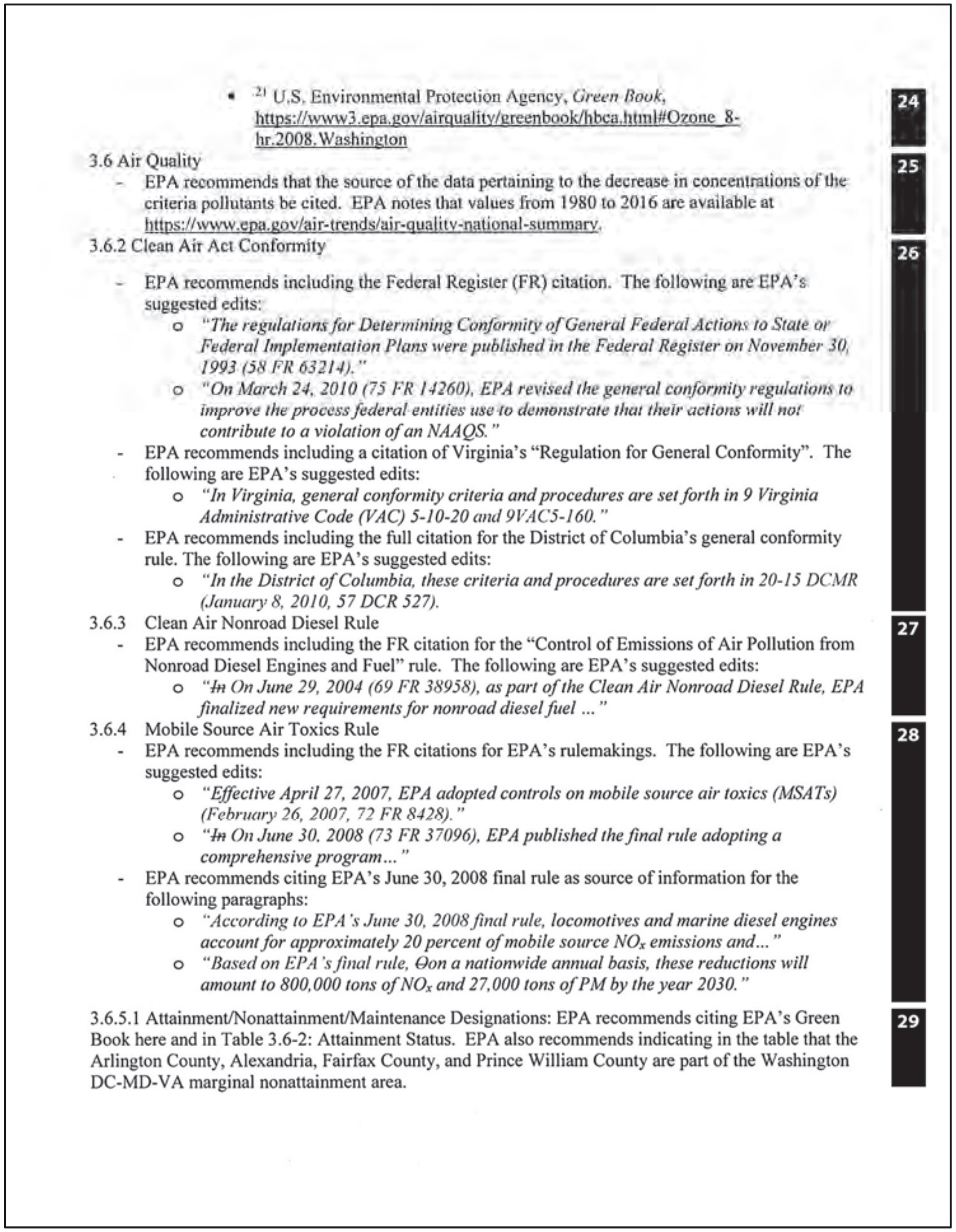
US EPA REGION III (continued)

22. As requested by EPA, Executive Order 13045 is addressed in Section 5.18 of the Final EIS, which has been added since the Draft EIS.

23. The analysis of indirect effects followed a detailed seven-step process based on National Cooperative Highway Research Program Report 466, Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects. The cumulative effects analysis in the Draft EIS used a five-part evaluation process based on FHWA guidance. Subsequent to submitting these written comments on the Draft EIS, the EPA and DRPT discussed the Project's indirect and cumulative effects in a call on June 6, 2018. EPA and DRPT discussed analysis methodology, specifically in regard to past / present / future actions for all resources, including water quality, aquatic systems, habitat fragmentation, noise, induced development, and the Shockoe Bottom area near Main Street Station. DRPT updated the discussion of indirect and cumulative effects (Section 5.20 in the Final EIS) as agreed to with FRA during this call, as summarized below.

    In the context of impact-causing activities related to construction and operation of the rail facilities, DRPT assessed two kinds of indirect impacts, those associated with potential induced development and those associated with proximity or downstream (in time and place) impacts. With respect to EPA's comments regarding watershed/water quality impacts, DRPT employed a qualitative assessment; as suggested during the teleconference, DRPT added more discussion on the impacts of other past and present actions in the Final EIS. With respect to noise, based on scoping and the nature of the corridor and the expected impacts, DRPT did not conclude that indirect noise impacts were likely to represent a potentially significant issue, and therefore excluded it from detailed quantitative analysis in the indirect effects evaluation; however, as discussed on the teleconference, a high-level qualitative discussion was added to the Final EIS. The cultural resources discussion in the Richmond Main Street Station area is more thoroughly discussed throughout the Final EIS (refer to Section 3.1 of the Final EIS for additional historical context).

(Response to comment 24 on next page)



- [21] U.S. Environmental Protection Agency, *Green Book*, https://www3.epa.gov/airquality/greenbook/hbca.html#Ozone_8-hr.2008.Washington 24

3.6 Air Quality

- EPA recommends that the source of the data pertaining to the decrease in concentrations of the criteria pollutants be cited. EPA notes that values from 1980 to 2016 are available at https://www.epa.gov/air-trends/air-quality-national-summary. 25

3.6.2 Clean Air Act Conformity

- EPA recommends including the Federal Register (FR) citation. The following are EPA's suggested edits: 26
  - *"The regulations for Determining Conformity of General Federal Actions to State or Federal Implementation Plans were published in the Federal Register on November 30, 1993 (58 FR 63214)."*
  - *"On March 24, 2010 (75 FR 14260), EPA revised the general conformity regulations to improve the process federal entities use to demonstrate that their actions will not contribute to a violation of an NAAQS."*
- EPA recommends including a citation of Virginia's "Regulation for General Conformity". The following are EPA's suggested edits:
  - *"In Virginia, general conformity criteria and procedures are set forth in 9 Virginia Administrative Code (VAC) 5-10-20 and 9VAC5-160."*
- EPA recommends including the full citation for the District of Columbia's general conformity rule. The following are EPA's suggested edits:
  - *"In the District of Columbia, these criteria and procedures are set forth in 20-15 DCMR (January 8, 2010, 57 DCR 527).*

3.6.3 Clean Air Nonroad Diesel Rule 27

- EPA recommends including the FR citation for the "Control of Emissions of Air Pollution from Nonroad Diesel Engines and Fuel" rule. The following are EPA's suggested edits:
  - *"~~In~~ On June 29, 2004 (69 FR 38958), as part of the Clean Air Nonroad Diesel Rule, EPA finalized new requirements for nonroad diesel fuel ..."*

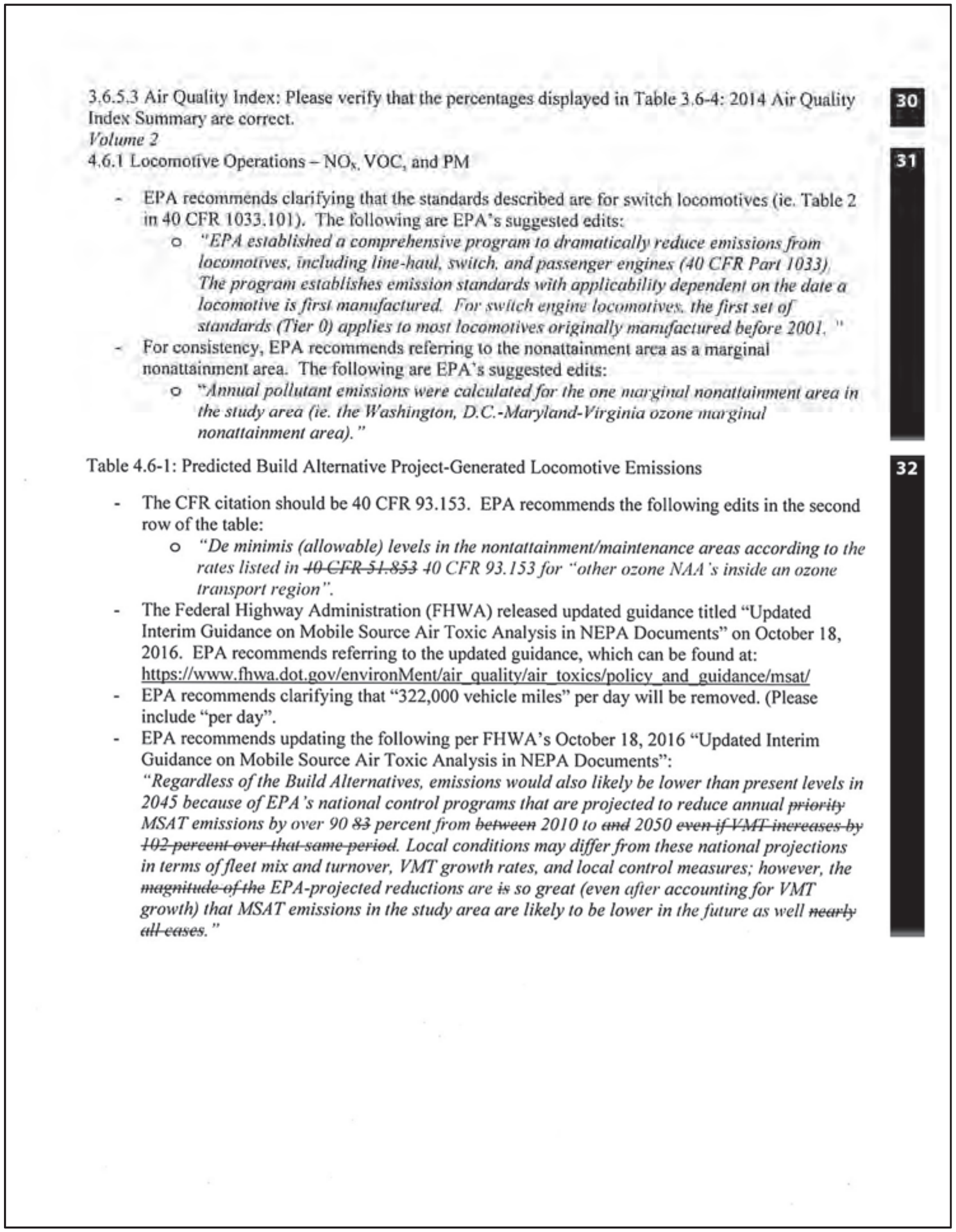
3.6.4 Mobile Source Air Toxics Rule 28

- EPA recommends including the FR citations for EPA's rulemakings. The following are EPA's suggested edits:
  - *"Effective April 27, 2007, EPA adopted controls on mobile source air toxics (MSATs) (February 26, 2007, 72 FR 8428)."*
  - *"~~In~~ On June 30, 2008 (73 FR 37096), EPA published the final rule adopting a comprehensive program..."*
- EPA recommends citing EPA's June 30, 2008 final rule as source of information for the following paragraphs:
  - *"According to EPA's June 30, 2008 final rule, locomotives and marine diesel engines account for approximately 20 percent of mobile source NO_x emissions and..."*
  - *"Based on EPA's final rule, ~~O~~on a nationwide annual basis, these reductions will amount to 800,000 tons of NO_x and 27,000 tons of PM by the year 2030."*

3.6.5.1 Attainment/Nonattainment/Maintenance Designations: EPA recommends citing EPA's Green Book here and in Table 3.6-2: Attainment Status. EPA also recommends indicating in the table that the Arlington County, Alexandria, Fairfax County, and Prince William County are part of the Washington DC-MD-VA marginal nonattainment area. 29

US EPA REGION III (continued)

24. through 29. The requested text / source / data / citation clarifications are included in the errata table for the Draft EIS, which is Appendix A of the Final EIS.



30 3.6.5.3 Air Quality Index: Please verify that the percentages displayed in Table 3.6-4: 2014 Air Quality Index Summary are correct.

Volume 2

31 4.6.1 Locomotive Operations – NO_x, VOC, and PM

- EPA recommends clarifying that the standards described are for switch locomotives (ie. Table 2 in 40 CFR 1033.101). The following are EPA's suggested edits:
  - *"EPA established a comprehensive program to dramatically reduce emissions from locomotives, including line-haul, switch, and passenger engines (40 CFR Part 1033). The program establishes emission standards with applicability dependent on the date a locomotive is first manufactured. For switch engine locomotives, the first set of standards (Tier 0) applies to most locomotives originally manufactured before 2001."*
- For consistency, EPA recommends referring to the nonattainment area as a marginal nonattainment area. The following are EPA's suggested edits:
  - *"Annual pollutant emissions were calculated for the one marginal nonattainment area in the study area (ie. the Washington, D.C.-Maryland-Virginia ozone marginal nonattainment area)."*

32 Table 4.6-1: Predicted Build Alternative Project-Generated Locomotive Emissions

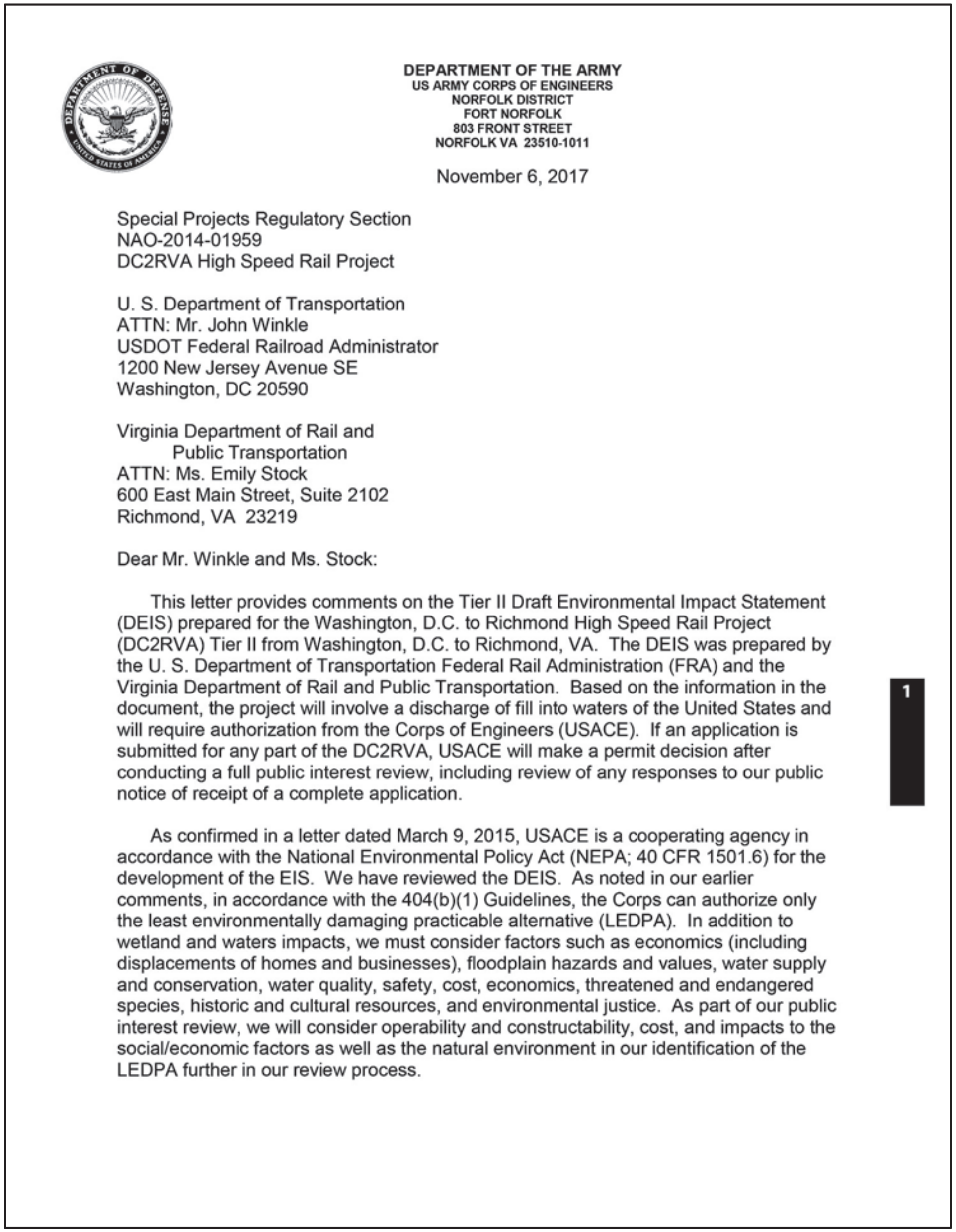
- The CFR citation should be 40 CFR 93.153. EPA recommends the following edits in the second row of the table:
  - *"De minimis (allowable) levels in the nontattainment/maintenance areas according to the rates listed in ~~40 CFR 51.853~~ 40 CFR 93.153 for "other ozone NAA's inside an ozone transport region".*
- The Federal Highway Administration (FHWA) released updated guidance titled "Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents" on October 18, 2016. EPA recommends referring to the updated guidance, which can be found at: https://www.fhwa.dot.gov/environMent/air_quality/air_toxics/policy_and_guidance/msat/
- EPA recommends clarifying that "322,000 vehicle miles" per day will be removed. (Please include "per day".
- EPA recommends updating the following per FHWA's October 18, 2016 "Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents":
  "Regardless of the Build Alternatives, emissions would also likely be lower than present levels in 2045 because of EPA's national control programs that are projected to reduce annual ~~priority~~ MSAT emissions by over 90 ~~83~~ percent from ~~between~~ 2010 to ~~and~~ 2050 ~~even if VMT increases by 102 percent over that same period~~. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures; however, the ~~magnitude of the~~ EPA-projected reductions are ~~is~~ so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future as well ~~nearly all cases~~."

US EPA REGION III (continued)

30. The 2014 air quality index data presented in Table 3.6-4 of the Draft EIS reflects the most recent data that was available from the USEPA website at the time of preparation of the Draft EIS. While the 2014 data has since been updated, the changes are relatively minor and would not affect any of the conclusions drawn in the Draft EIS.

31. The requested text clarifications have been addressed in Section 5.6.1 of the Final EIS.

32. The requested text clarifications have been addressed in Section 5.6.1 of the Final EIS.



DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NORFOLK DISTRICT
FORT NORFOLK
803 FRONT STREET
NORFOLK VA 23510-1011

November 6, 2017

Special Projects Regulatory Section
NAO-2014-01959
DC2RVA High Speed Rail Project

U. S. Department of Transportation
ATTN: Mr. John Winkle
USDOT Federal Railroad Administrator
1200 New Jersey Avenue SE
Washington, DC 20590

Virginia Department of Rail and
Public Transportation
ATTN: Ms. Emily Stock
600 East Main Street, Suite 2102
Richmond, VA 23219

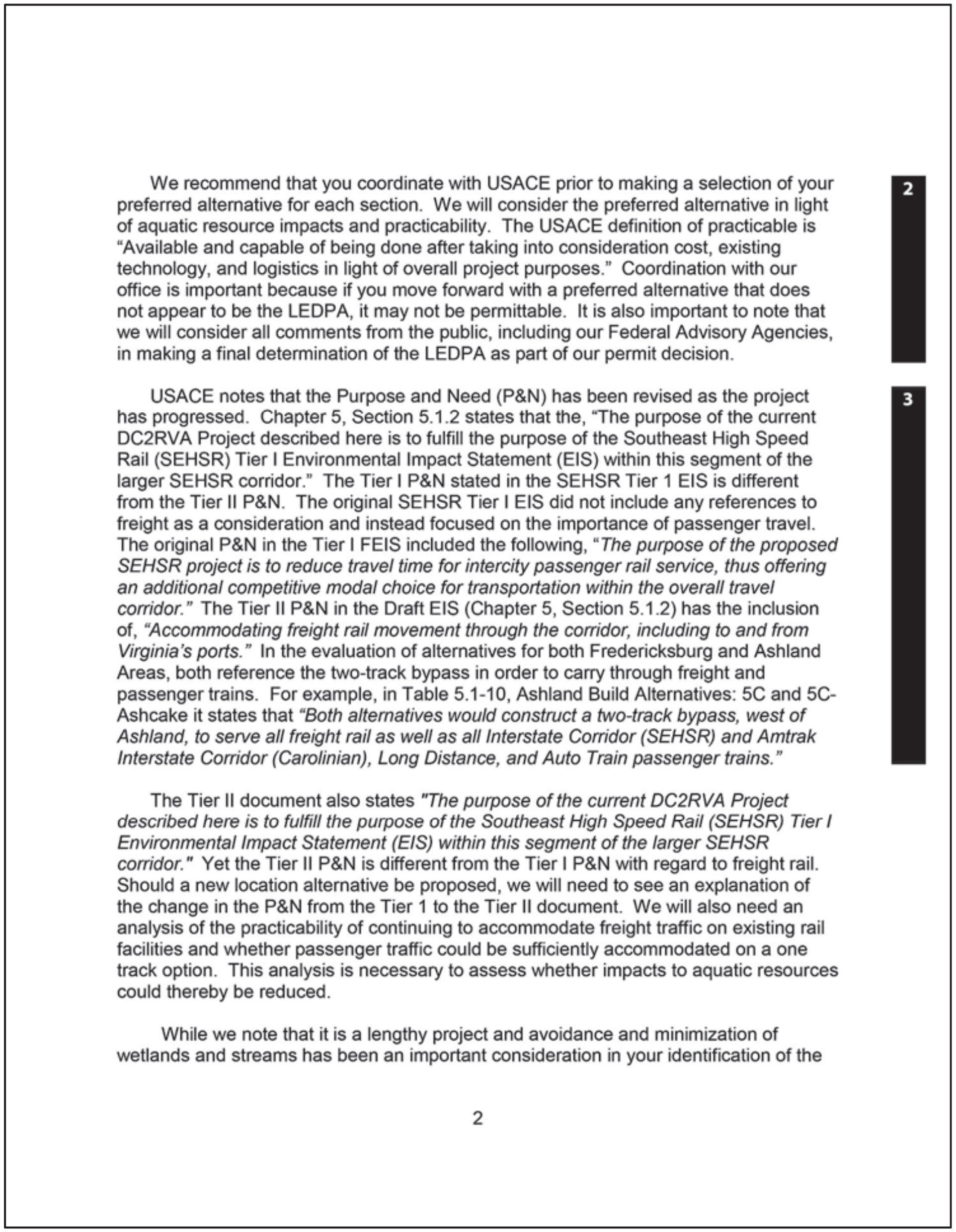
Dear Mr. Winkle and Ms. Stock:

This letter provides comments on the Tier II Draft Environmental Impact Statement (DEIS) prepared for the Washington, D.C. to Richmond High Speed Rail Project (DC2RVA) Tier II from Washington, D.C. to Richmond, VA. The DEIS was prepared by the U. S. Department of Transportation Federal Rail Administration (FRA) and the Virginia Department of Rail and Public Transportation. Based on the information in the document, the project will involve a discharge of fill into waters of the United States and will require authorization from the Corps of Engineers (USACE). If an application is submitted for any part of the DC2RVA, USACE will make a permit decision after conducting a full public interest review, including review of any responses to our public notice of receipt of a complete application. 1

As confirmed in a letter dated March 9, 2015, USACE is a cooperating agency in accordance with the National Environmental Policy Act (NEPA; 40 CFR 1501.6) for the development of the EIS. We have reviewed the DEIS. As noted in our earlier comments, in accordance with the 404(b)(1) Guidelines, the Corps can authorize only the least environmentally damaging practicable alternative (LEDPA). In addition to wetland and waters impacts, we must consider factors such as economics (including displacements of homes and businesses), floodplain hazards and values, water supply and conservation, water quality, safety, cost, economics, threatened and endangered species, historic and cultural resources, and environmental justice. As part of our public interest review, we will consider operability and constructability, cost, and impacts to the social/economic factors as well as the natural environment in our identification of the LEDPA further in our review process.

US ARMY CORPS OF ENGINEERS

1. The Department of Rail and Public Transportation (DRPT) anticipates submitting a Joint Permit Application (JPA) for review by the United States Army Corps of Engineers (USACE), Virginia Department of Environmental Quality (VDEQ), and Virginia Marine Resources Commission (VMRC) during final design, after funding becomes available and incremental improvements are scheduled. USACE's public interest review process is noted.



2 We recommend that you coordinate with USACE prior to making a selection of your preferred alternative for each section. We will consider the preferred alternative in light of aquatic resource impacts and practicability. The USACE definition of practicable is "Available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes." Coordination with our office is important because if you move forward with a preferred alternative that does not appear to be the LEDPA, it may not be permittable. It is also important to note that we will consider all comments from the public, including our Federal Advisory Agencies, in making a final determination of the LEDPA as part of our permit decision.

3 USACE notes that the Purpose and Need (P&N) has been revised as the project has progressed. Chapter 5, Section 5.1.2 states that the, "The purpose of the current DC2RVA Project described here is to fulfill the purpose of the Southeast High Speed Rail (SEHSR) Tier I Environmental Impact Statement (EIS) within this segment of the larger SEHSR corridor." The Tier I P&N stated in the SEHSR Tier 1 EIS is different from the Tier II P&N. The original SEHSR Tier I EIS did not include any references to freight as a consideration and instead focused on the importance of passenger travel. The original P&N in the Tier I FEIS included the following, "*The purpose of the proposed SEHSR project is to reduce travel time for intercity passenger rail service, thus offering an additional competitive modal choice for transportation within the overall travel corridor.*" The Tier II P&N in the Draft EIS (Chapter 5, Section 5.1.2) has the inclusion of, *"Accommodating freight rail movement through the corridor, including to and from Virginia's ports."* In the evaluation of alternatives for both Fredericksburg and Ashland Areas, both reference the two-track bypass in order to carry through freight and passenger trains. For example, in Table 5.1-10, Ashland Build Alternatives: 5C and 5C-Ashcake it states that *"Both alternatives would construct a two-track bypass, west of Ashland, to serve all freight rail as well as all Interstate Corridor (SEHSR) and Amtrak Interstate Corridor (Carolinian), Long Distance, and Auto Train passenger trains."*

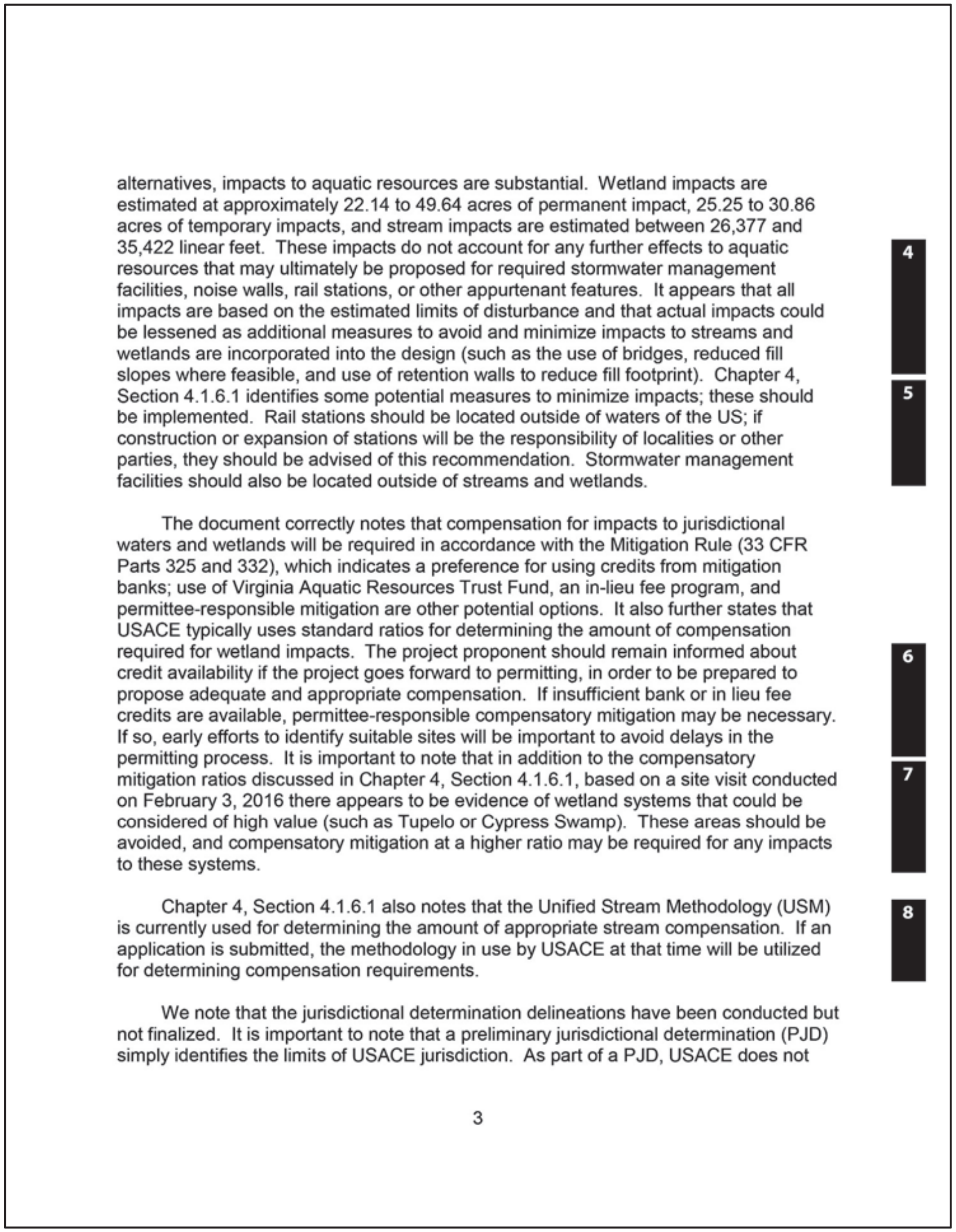
The Tier II document also states *"The purpose of the current DC2RVA Project described here is to fulfill the purpose of the Southeast High Speed Rail (SEHSR) Tier I Environmental Impact Statement (EIS) within this segment of the larger SEHSR corridor."* Yet the Tier II P&N is different from the Tier I P&N with regard to freight rail. Should a new location alternative be proposed, we will need to see an explanation of the change in the P&N from the Tier 1 to the Tier II document. We will also need an analysis of the practicability of continuing to accommodate freight traffic on existing rail facilities and whether passenger traffic could be sufficiently accommodated on a one track option. This analysis is necessary to assess whether impacts to aquatic resources could thereby be reduced.

While we note that it is a lengthy project and avoidance and minimization of wetlands and streams has been an important consideration in your identification of the

US ARMY CORPS OF ENGINEERS (continued)

2. DRPT will apply for and obtain any required USACE permit(s) once funding becomes available and incremental improvements are scheduled. DRPT recognizes that in order to be permitted by the USACE, the Project must comply with the Section 404(b)(1) Guidelines [40CFR 230.10(a)] and USACE must determine that the alternative is the Least Environmentally Damaging Practicable Alternative (LEDPA). DRPT appreciates the cooperation and guidance provided by USACE during the development of the EIS and is confident that the Preferred Alternative identified in the Final EIS will meet USACE's requirement as the LEDPA.

3. Clarifying language on the Project Need, including the unique needs of the DC2RVA corridor as well as developments since the 2002 Tier I EIS, can be found in Final EIS Section 1.3, which has been added since the Draft EIS.



alternatives, impacts to aquatic resources are substantial. Wetland impacts are
estimated at approximately 22.14 to 49.64 acres of permanent impact, 25.25 to 30.86
acres of temporary impacts, and stream impacts are estimated between 26,377 and
35,422 linear feet. These impacts do not account for any further effects to aquatic 4
resources that may ultimately be proposed for required stormwater management
facilities, noise walls, rail stations, or other appurtenant features. It appears that all
impacts are based on the estimated limits of disturbance and that actual impacts could
be lessened as additional measures to avoid and minimize impacts to streams and
wetlands are incorporated into the design (such as the use of bridges, reduced fill
slopes where feasible, and use of retention walls to reduce fill footprint). Chapter 4,
Section 4.1.6.1 identifies some potential measures to minimize impacts; these should 5
be implemented. Rail stations should be located outside of waters of the US; if
construction or expansion of stations will be the responsibility of localities or other
parties, they should be advised of this recommendation. Stormwater management
facilities should also be located outside of streams and wetlands.

The document correctly notes that compensation for impacts to jurisdictional
waters and wetlands will be required in accordance with the Mitigation Rule (33 CFR
Parts 325 and 332), which indicates a preference for using credits from mitigation
banks; use of Virginia Aquatic Resources Trust Fund, an in-lieu fee program, and
permittee-responsible mitigation are other potential options. It also further states that
USACE typically uses standard ratios for determining the amount of compensation
required for wetland impacts. The project proponent should remain informed about 6
credit availability if the project goes forward to permitting, in order to be prepared to
propose adequate and appropriate compensation. If insufficient bank or in lieu fee
credits are available, permittee-responsible compensatory mitigation may be necessary.
If so, early efforts to identify suitable sites will be important to avoid delays in the
permitting process. It is important to note that in addition to the compensatory
mitigation ratios discussed in Chapter 4, Section 4.1.6.1, based on a site visit conducted 7
on February 3, 2016 there appears to be evidence of wetland systems that could be
considered of high value (such as Tupelo or Cypress Swamp). These areas should be
avoided, and compensatory mitigation at a higher ratio may be required for any impacts
to these systems.

Chapter 4, Section 4.1.6.1 also notes that the Unified Stream Methodology (USM) 8
is currently used for determining the amount of appropriate stream compensation. If an
application is submitted, the methodology in use by USACE at that time will be utilized
for determining compensation requirements.

We note that the jurisdictional determination delineations have been conducted but
not finalized. It is important to note that a preliminary jurisdictional determination (PJD)
simply identifies the limits of USACE jurisdiction. As part of a PJD, USACE does not

US ARMY CORPS OF ENGINEERS (continued)

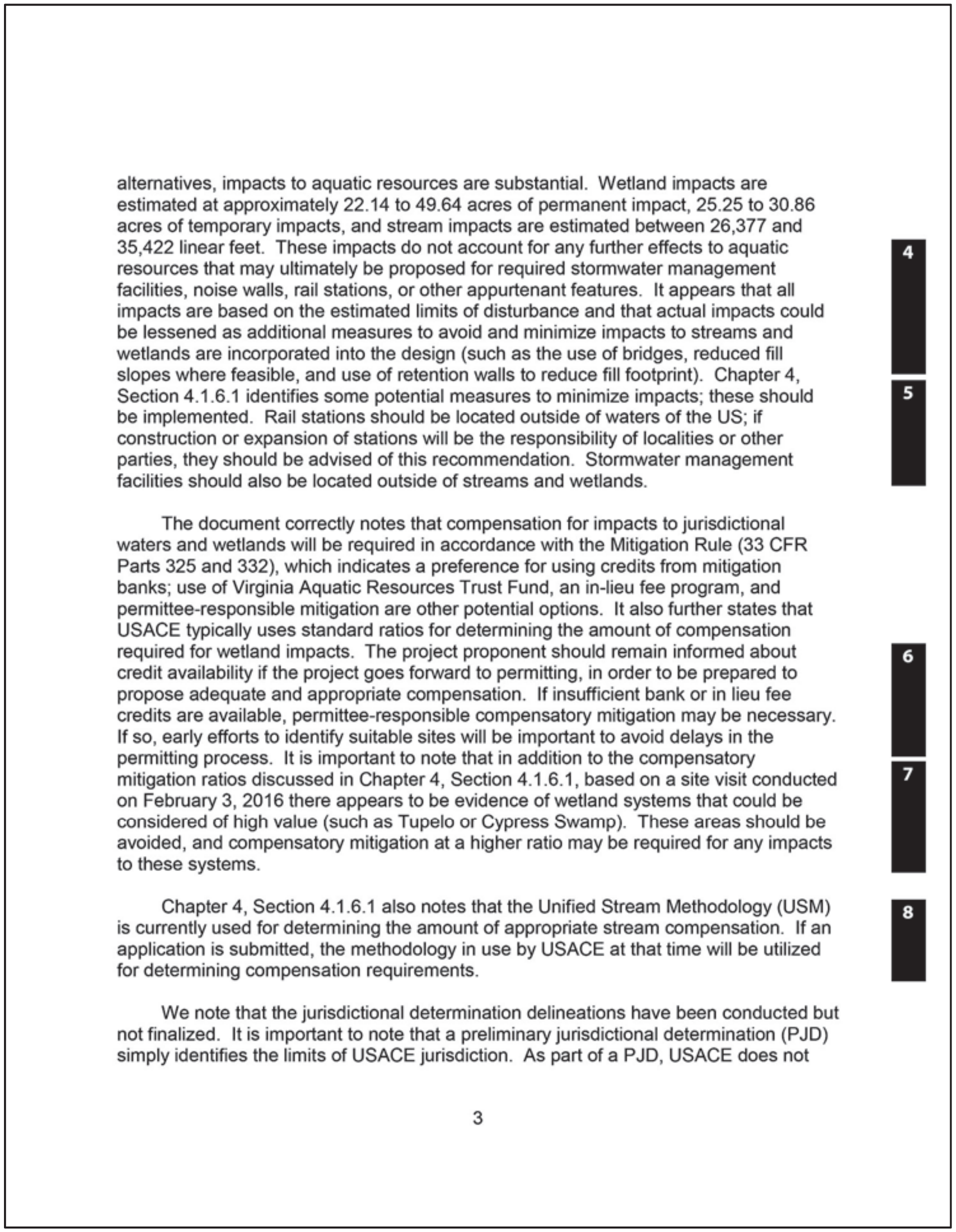
4. The estimated Limits of Disturbance (LOD) for each Build Alternative evaluated in the Draft EIS and Preferred Alternative evaluated in the Final EIS includes proposed station locations and appurtenant features. While additional stream and wetland impacts may be identified for Project facilities to be designed during future phases (e.g., stormwater management facilities and noise mitigation), impacts could also be lessened through continued efforts to further avoid and minimize impacts (see Final EIS Section 5.1.6.1) as part of final design, after funding becomes available and incremental improvements are scheduled.

5. Minimization measures listed in Final EIS Section 5.1.6.1 have been incorporated into the conceptual design for the Preferred Alternative. As noted, DRPT will continue efforts to further avoid and minimize impacts as part of final design, after funding becomes available and incremental improvements are scheduled. Stations and stormwater management facilities would be located outside of streams and wetlands to the extent practicable.

6. DRPT will consult the Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS) to investigate the availability of mitigation bank credits during final design, after funding becomes available and incremental improvements are scheduled. If there are insufficient bank or in-lieu fee credits, DRPT is prepared to develop a permittee-responsible mitigation proposal in coordination with USACE early in the permitting process. Proposed compensatory mitigation will be developed in coordination with the USACE during preparation of the JPA.

7. DRPT has confirmed that there are no cypress-tupelo swamps within the LOD for the Preferred Alternative (refer to the wetland determination data forms for the Project, which are included as Attachment G to Appendix M of the Draft EIS). DRPT will continue to strive to avoid impacts to any wetland systems through final design (after funding becomes available and incremental improvements are scheduled). If avoidance of such wetlands is not feasible, DRPT will compensate for impacts at ratios identified in coordination with USACE.

(Responses are continued on next page)



alternatives, impacts to aquatic resources are substantial. Wetland impacts are
estimated at approximately 22.14 to 49.64 acres of permanent impact, 25.25 to 30.86
acres of temporary impacts, and stream impacts are estimated between 26,377 and
35,422 linear feet. These impacts do not account for any further effects to aquatic 4
resources that may ultimately be proposed for required stormwater management
facilities, noise walls, rail stations, or other appurtenant features. It appears that all
impacts are based on the estimated limits of disturbance and that actual impacts could
be lessened as additional measures to avoid and minimize impacts to streams and
wetlands are incorporated into the design (such as the use of bridges, reduced fill
slopes where feasible, and use of retention walls to reduce fill footprint). Chapter 4,
Section 4.1.6.1 identifies some potential measures to minimize impacts; these should 5
be implemented. Rail stations should be located outside of waters of the US; if
construction or expansion of stations will be the responsibility of localities or other
parties, they should be advised of this recommendation. Stormwater management
facilities should also be located outside of streams and wetlands.

The document correctly notes that compensation for impacts to jurisdictional
waters and wetlands will be required in accordance with the Mitigation Rule (33 CFR
Parts 325 and 332), which indicates a preference for using credits from mitigation
banks; use of Virginia Aquatic Resources Trust Fund, an in-lieu fee program, and
permittee-responsible mitigation are other potential options. It also further states that
USACE typically uses standard ratios for determining the amount of compensation
required for wetland impacts. The project proponent should remain informed about 6
credit availability if the project goes forward to permitting, in order to be prepared to
propose adequate and appropriate compensation. If insufficient bank or in lieu fee
credits are available, permittee-responsible compensatory mitigation may be necessary.
If so, early efforts to identify suitable sites will be important to avoid delays in the
permitting process. It is important to note that in addition to the compensatory
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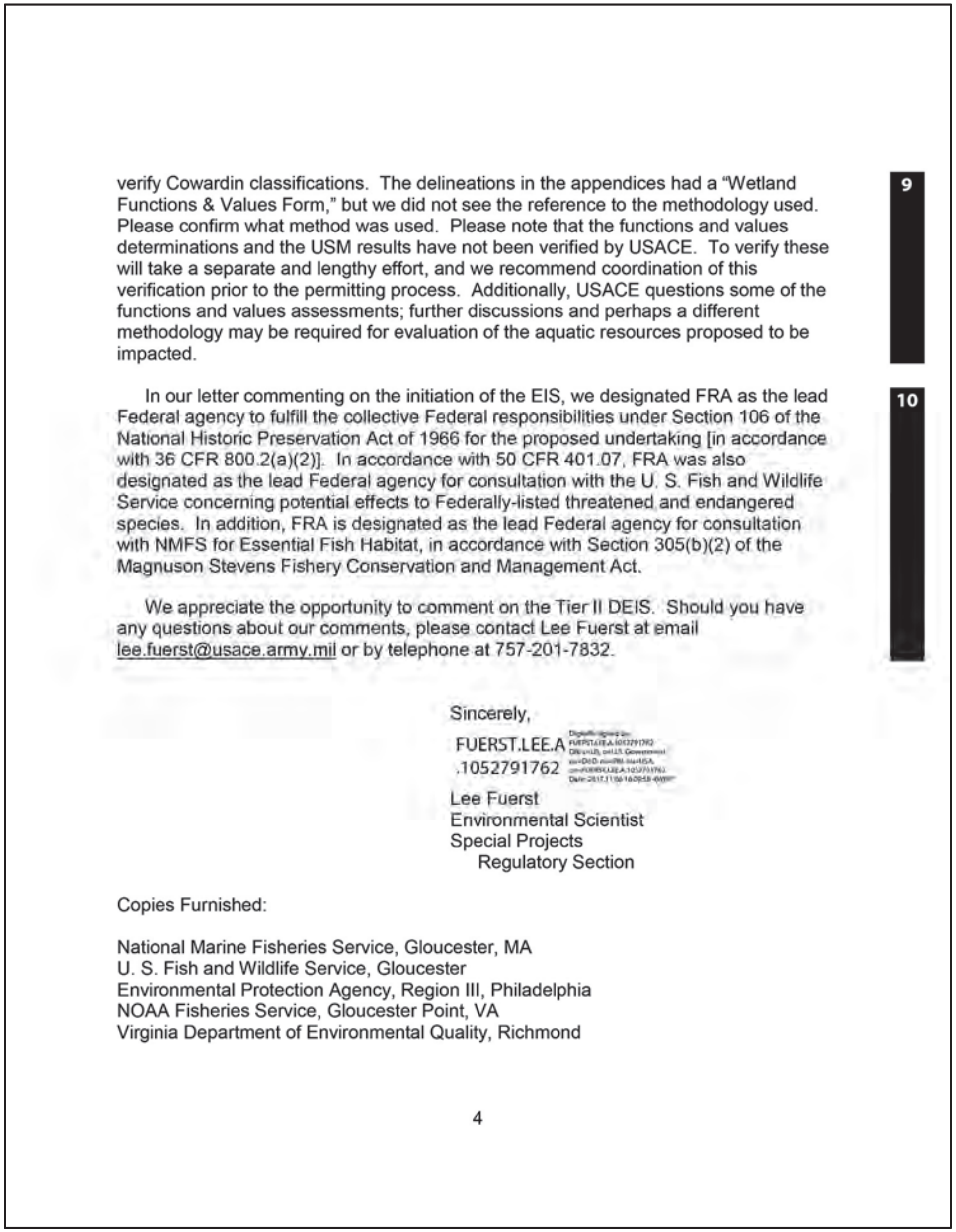
simply identifies the limits of USACE jurisdiction. As part of a PJD, USACE does not

3

US ARMY CORPS OF ENGINEERS (continued)

8. Comment noted. While the Unified Stream Methodology (USM) is the current approved methodology in Virginia for assessing existing stream conditions, and DRPT met with USACE prior to conducting the fieldwork to ensure that survey and assessment methods were consistent with agency expectations, DRPT will use the methodology in use by USACE at the time of permit application for determining compensation requirements.



verify Cowardin classifications. The delineations in the appendices had a "Wetland Functions & Values Form," but we did not see the reference to the methodology used. Please confirm what method was used. Please note that the functions and values determinations and the USM results have not been verified by USACE. To verify these will take a separate and lengthy effort, and we recommend coordination of this verification prior to the permitting process. Additionally, USACE questions some of the functions and values assessments; further discussions and perhaps a different methodology may be required for evaluation of the aquatic resources proposed to be impacted. 9

In our letter commenting on the initiation of the EIS, we designated FRA as the lead Federal agency to fulfill the collective Federal responsibilities under Section 106 of the National Historic Preservation Act of 1966 for the proposed undertaking [in accordance with 36 CFR 800.2(a)(2)]. In accordance with 50 CFR 401.07, FRA was also designated as the lead Federal agency for consultation with the U. S. Fish and Wildlife Service concerning potential effects to Federally-listed threatened and endangered species. In addition, FRA is designated as the lead Federal agency for consultation with NMFS for Essential Fish Habitat, in accordance with Section 305(b)(2) of the Magnuson Stevens Fishery Conservation and Management Act. 10

We appreciate the opportunity to comment on the Tier II DEIS. Should you have any questions about our comments, please contact Lee Fuerst at email lee.fuerst@usace.army.mil or by telephone at 757-201-7832.

Sincerely,

FUERST.LEE.A
.1052791762

Lee Fuerst
Environmental Scientist
Special Projects
Regulatory Section

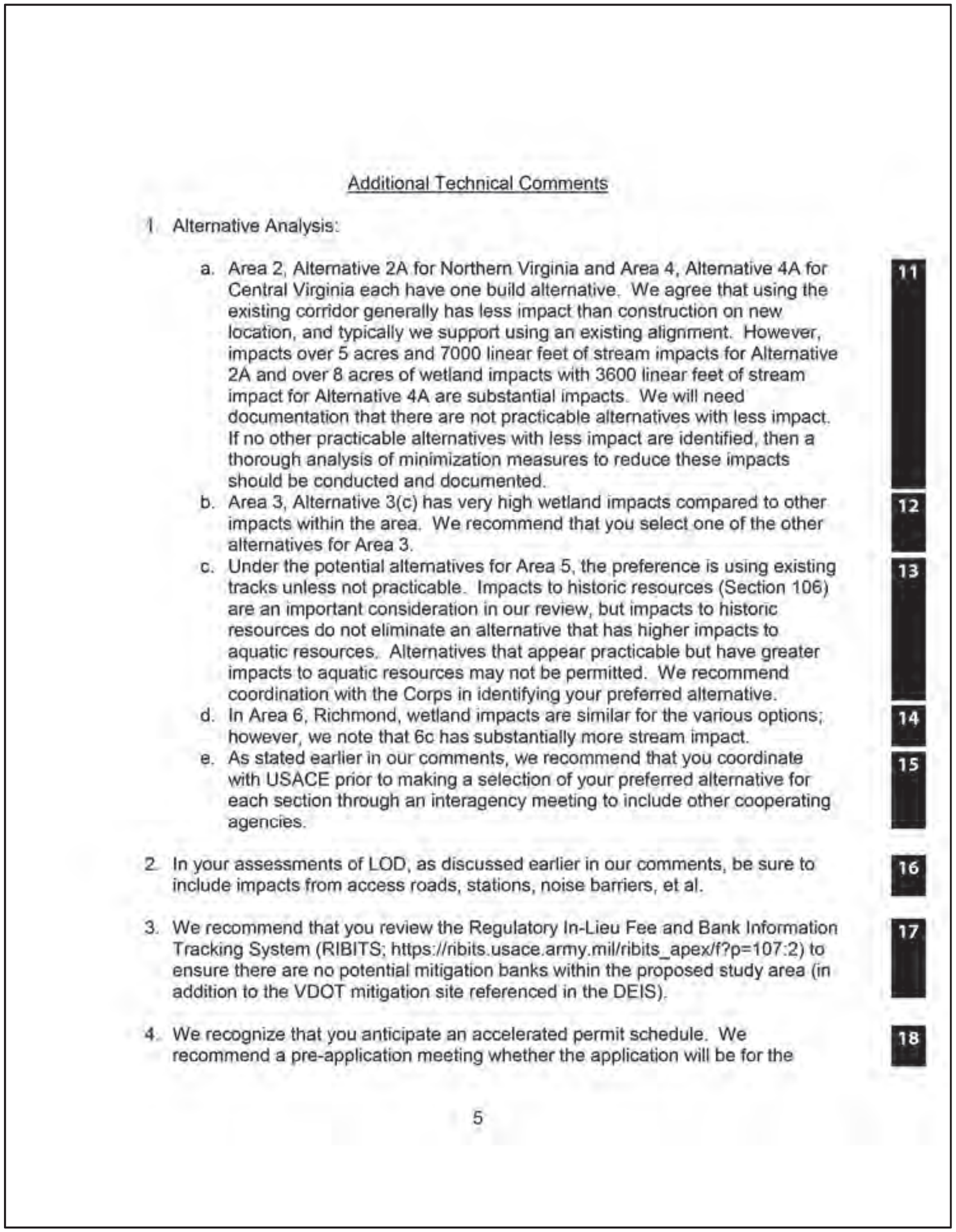
Copies Furnished:

National Marine Fisheries Service, Gloucester, MA
U. S. Fish and Wildlife Service, Gloucester
Environmental Protection Agency, Region III, Philadelphia
NOAA Fisheries Service, Gloucester Point, VA
Virginia Department of Environmental Quality, Richmond

4

US ARMY CORPS OF ENGINEERS (continued)

9. The wetland functions and values assessment conducted as part of the DC2RVA Project was a qualitative field-level check of functions and values of each wetland based on the professional judgment of the wetland scientists conducting the surveys; this assessment approach provides consistent scoring amongst the 335 wetlands identified in the 123-mile Project corridor. DRPT recognizes that the functions and values determinations and the USM results have yet to be verified by USACE, and DRPT will coordinate with USACE regarding the functions and values assessments prior to the permitting process.
10. Comment noted. DRPT concurs that the Federal Railroad Administration (FRA) is the lead federal agency to fulfill the collective federal responsibilities under Section 106 of the National Historic Preservation Act of 1966, for Section 7 consultation with USFWS, and consultation with National Marine Fisheries Service (NMFS) for essential fish habitat in accordance with Section 305(b)(2) of the Magnuson Stevens Fishery Conservation and Management Act.



Additional Technical Comments

1. Alternative Analysis:

   a. Area 2, Alternative 2A for Northern Virginia and Area 4, Alternative 4A for Central Virginia each have one build alternative. We agree that using the existing corridor generally has less impact than construction on new location, and typically we support using an existing alignment. However, impacts over 5 acres and 7000 linear feet of stream impacts for Alternative 2A and over 8 acres of wetland impacts with 3600 linear feet of stream impact for Alternative 4A are substantial impacts. We will need documentation that there are not practicable alternatives with less impact. If no other practicable alternatives with less impact are identified, then a thorough analysis of minimization measures to reduce these impacts should be conducted and documented. 11
   b. Area 3, Alternative 3(c) has very high wetland impacts compared to other impacts within the area. We recommend that you select one of the other alternatives for Area 3. 12
   c. Under the potential alternatives for Area 5, the preference is using existing tracks unless not practicable. Impacts to historic resources (Section 106) are an important consideration in our review, but impacts to historic resources do not eliminate an alternative that has higher impacts to aquatic resources. Alternatives that appear practicable but have greater impacts to aquatic resources may not be permitted. We recommend coordination with the Corps in identifying your preferred alternative. 13
   d. In Area 6, Richmond, wetland impacts are similar for the various options; however, we note that 6c has substantially more stream impact. 14
   e. As stated earlier in our comments, we recommend that you coordinate with USACE prior to making a selection of your preferred alternative for each section through an interagency meeting to include other cooperating agencies. 15

2. In your assessments of LOD, as discussed earlier in our comments, be sure to include impacts from access roads, stations, noise barriers, et al. 16

3. We recommend that you review the Regulatory In-Lieu Fee and Bank Information Tracking System (RIBITS; https://ribits.usace.army.mil/ribits_apex/f?p=107:2) to ensure there are no potential mitigation banks within the proposed study area (in addition to the VDOT mitigation site referenced in the DEIS). 17

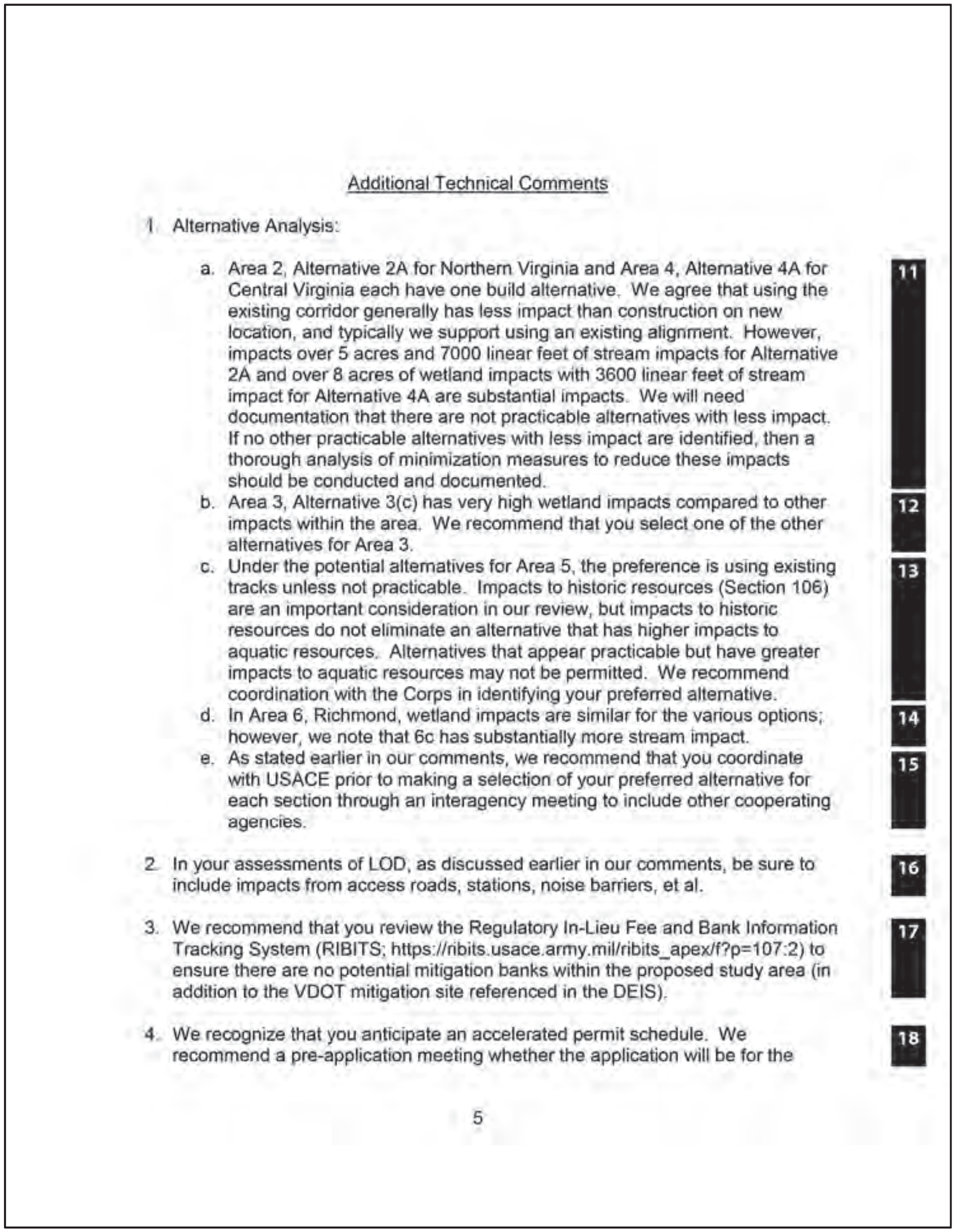
4. We recognize that you anticipate an accelerated permit schedule. We recommend a pre-application meeting whether the application will be for the 18

5

US ARMY CORPS OF ENGINEERS (continued)

11. Where feasible, FRA and DRPT recommended the Preferred Alternative that is located within the existing CSXT right-of-way and utilized existing bridges or recommended new parallel structures, thereby minimizing potential impacts of the Project. Additionally, prior to conducting the detailed evaluation of Project alternatives shown in the Draft EIS, FRA and DRPT conducted a thorough evaluation of multiple alignments and optional alternatives along the DC2RVA corridor, including Alternative Areas 2 and 4, as documented in Appendix A Alternatives Technical Report of the Draft EIS. Chapter 5 of Appendix A documents the alternatives development and screening process for the Project, and Chapter 6 of Appendix A presents the results of the screening process. Potential impacts to wetlands was an important criterion in the screening process. The process establishes a range of alternatives for consideration and then systematically evaluates and screens the range of alternatives down to only the more reasonable alternatives for detailed analysis in the Draft EIS. Reasonable alternatives are those that meet the Project's Purpose and Need, are buildable and cost-effective compared to other similar alternatives, and are anticipated to have acceptable levels of impact to the human and natural environments. DRPT believes that the set of "practicable" alternatives as defined by USACE's permitting regulations would be either the same or a subset of the "reasonable" alternatives identified in the Draft EIS. As described in Appendix A of the Draft EIS, DRPT identified approximately seven optional rail alignments for each rail section. During the screening process documented in Chapters 5 and 6 of Appendix A of the Draft EIS, DRPT evaluated each alignment option for its potential impacts on wetlands. Section alignments with greater wetland impacts were eliminated from further consideration. The remaining section alignments were combined to form the area alternatives carried forward for further evaluation in the Draft EIS.

(Responses are continued on next page)



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4. We recognize that you anticipate an accelerated permit schedule. We recommend a pre-application meeting whether the application will be for the 18

5

US ARMY CORPS OF ENGINEERS (continued)

12. Consistent with the Commonwealth Transportation Board (CTB) resolution from December 6, 2017, Alternative 3B: Add One Track East of Existing was selected as the Preferred Alternative, and is consistent with the USACE's recommendation. Other Area 3 Build Alternatives that were evaluated in the Draft EIS are not recommended in the Final EIS.

13. Refer to DRPT-numbered statement #2 for response. Alternative 5A was selected as the Preferred Alternative through this area, which maintains two tracks through the Town of Ashland, and is consistent with the USACE's stated preference.

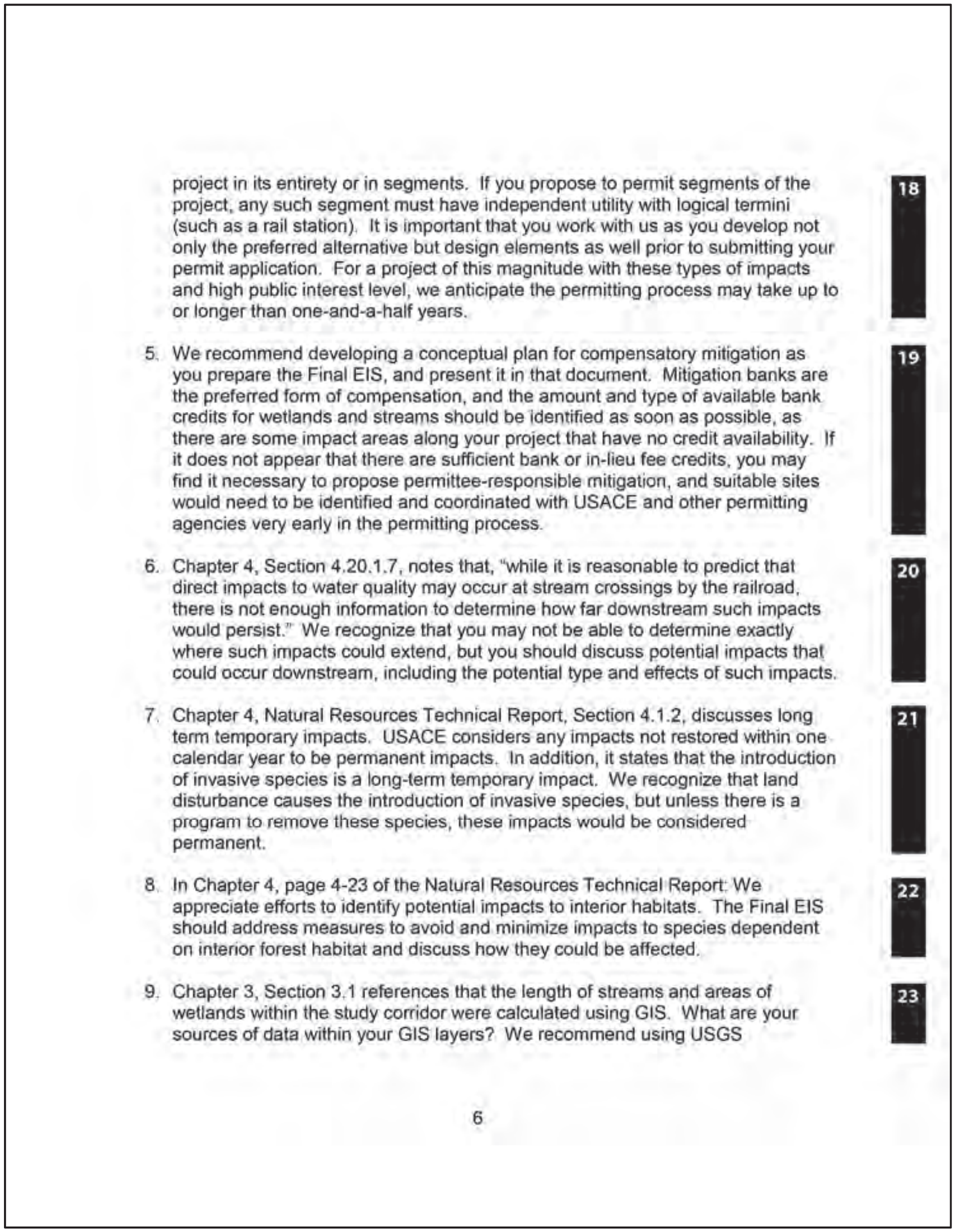
14. Consistent with the CTB resolution from December 6, 2017, Alternative 6F: Full Service (Staples Mill Road Station and Main Street Station) was selected as the Preferred Alternative. Other Area 6 Build Alternatives that were evaluated in the Draft EIS are not recommended in the Final EIS.

15. Refer to DRPT-numbered statement #2 for response.

16. Please refer to the opening section of Chapter 5 of the Final EIS, which provides additional definitions of permanent and temporary Limits of Disturbance (LOD) since the Draft EIS. The LOD for each Build Alternative evaluated in the Draft EIS and for the Preferred Alternative evaluated in the Final EIS includes proposed station locations and appurtenant features, as well as access roads. The estimated temporary LOD include areas of anticipated construction access. As discussed in Final EIS Section 5.7.1.3, noise barriers are not commonly used on rail projects because it is not cost effective to treat multiple individual locations across large areas. If noise barriers are included in the final design, the construction footprint of such barriers would be included in the refined LOD at that time.

17. See response to DRPT-numbered statement #6.

18. Comment noted. DRPT will continue to coordinate with USACE throughout future final design and permitting.



project in its entirety or in segments. If you propose to permit segments of the project, any such segment must have independent utility with logical termini (such as a rail station). It is important that you work with us as you develop not only the preferred alternative but design elements as well prior to submitting your permit application. For a project of this magnitude with these types of impacts and high public interest level, we anticipate the permitting process may take up to or longer than one-and-a-half years. **18**

5. We recommend developing a conceptual plan for compensatory mitigation as you prepare the Final EIS, and present it in that document. Mitigation banks are the preferred form of compensation, and the amount and type of available bank credits for wetlands and streams should be identified as soon as possible, as there are some impact areas along your project that have no credit availability. If it does not appear that there are sufficient bank or in-lieu fee credits, you may find it necessary to propose permittee-responsible mitigation, and suitable sites would need to be identified and coordinated with USACE and other permitting agencies very early in the permitting process. **19**

6. Chapter 4, Section 4.20.1.7, notes that, "while it is reasonable to predict that direct impacts to water quality may occur at stream crossings by the railroad, there is not enough information to determine how far downstream such impacts would persist." We recognize that you may not be able to determine exactly where such impacts could extend, but you should discuss potential impacts that could occur downstream, including the potential type and effects of such impacts. **20**

7. Chapter 4, Natural Resources Technical Report, Section 4.1.2, discusses long term temporary impacts. USACE considers any impacts not restored within one calendar year to be permanent impacts. In addition, it states that the introduction of invasive species is a long-term temporary impact. We recognize that land disturbance causes the introduction of invasive species, but unless there is a program to remove these species, these impacts would be considered permanent. **21**

8. In Chapter 4, page 4-23 of the Natural Resources Technical Report: We appreciate efforts to identify potential impacts to interior habitats. The Final EIS should address measures to avoid and minimize impacts to species dependent on interior forest habitat and discuss how they could be affected. **22**

9. Chapter 3, Section 3.1 references that the length of streams and areas of wetlands within the study corridor were calculated using GIS. What are your sources of data within your GIS layers? We recommend using USGS **23**

6

US ARMY CORPS OF ENGINEERS (continued)

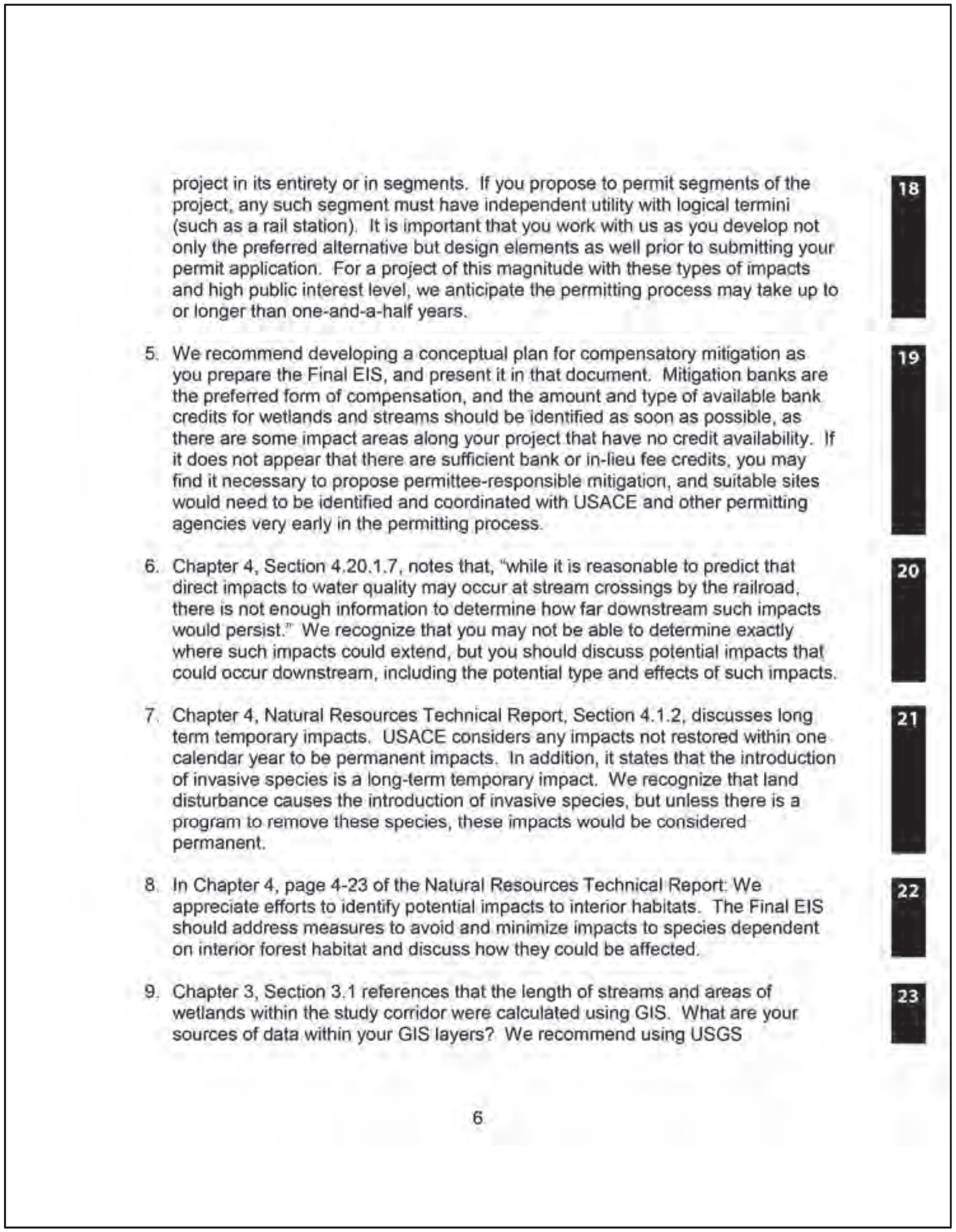
(Response to comment 18 on previous page)

19. Draft EIS Section 4.1.6.1 provides a conceptual level mitigation strategy based on *USACE's and EPA's Compensatory Mitigation for Losses of Aquatic Resources*, Final Rule (June 2008); the corresponding section of the Final EIS (Section 5.1.6.1) contains an expanded discussion of conceptual compensatory mitigation. DRPT recognizes the importance of early identification of the amount and type of available bank credits for wetlands and streams. DRPT will conduct a more detailed investigation of the availability of mitigation bank credits and prepare a more detailed compensatory mitigation plan during final design. If there are insufficient bank or in-lieu fee credits, DRPT is prepared to develop a permittee-responsible mitigation proposal in coordination with the USACE early in the permitting process.

20. The referenced statement in Draft EIS Section 4.20.1.7 regarding the indirect downstream effects was intended as a lead-in to the discussion in the bullet points which describes DRPT's rational for concluding that the potential impacts are expected to be limited. The indirect and cumulative effects discussion has been updated in Section 5.20 of the Final EIS.

21. Estimates of construction timeframes would be developed as part of final design, after funding becomes available and incremental improvements are scheduled. DRPT quantified potential impacts to natural resources based on limits of disturbance identified as permanent (i.e., areas where Project infrastructure would physically replace existing conditions) and temporary (i.e., areas required for construction that would be regraded and reseeded); these definitions have been clarified in the opening paragraph of Final EIS Chapter 5. As clarified in Final EIS Section 5.10.1.2, there is potential for the Preferred Alternative to inadvertently introduce additional invasive species into the corridor during construction; however, with implementation of the measures identified in Final EIS Section 5.10.1.4, including prompt seeding of disturbed areas with seeds that are tested in accordance with the Virginia Seed Law and implementation of Best Management Practices (BMPs), DRPT does not anticipate temporary and/or permanent invasive species impacts.

(Responses are continued on next page)



project in its entirety or in segments. If you propose to permit segments of the project, any such segment must have independent utility with logical termini (such as a rail station). It is important that you work with us as you develop not only the preferred alternative but design elements as well prior to submitting your permit application. For a project of this magnitude with these types of impacts and high public interest level, we anticipate the permitting process may take up to or longer than one-and-a-half years. 18

5. We recommend developing a conceptual plan for compensatory mitigation as you prepare the Final EIS, and present it in that document. Mitigation banks are the preferred form of compensation, and the amount and type of available bank credits for wetlands and streams should be identified as soon as possible, as there are some impact areas along your project that have no credit availability. If it does not appear that there are sufficient bank or in-lieu fee credits, you may find it necessary to propose permittee-responsible mitigation, and suitable sites would need to be identified and coordinated with USACE and other permitting agencies very early in the permitting process. 19

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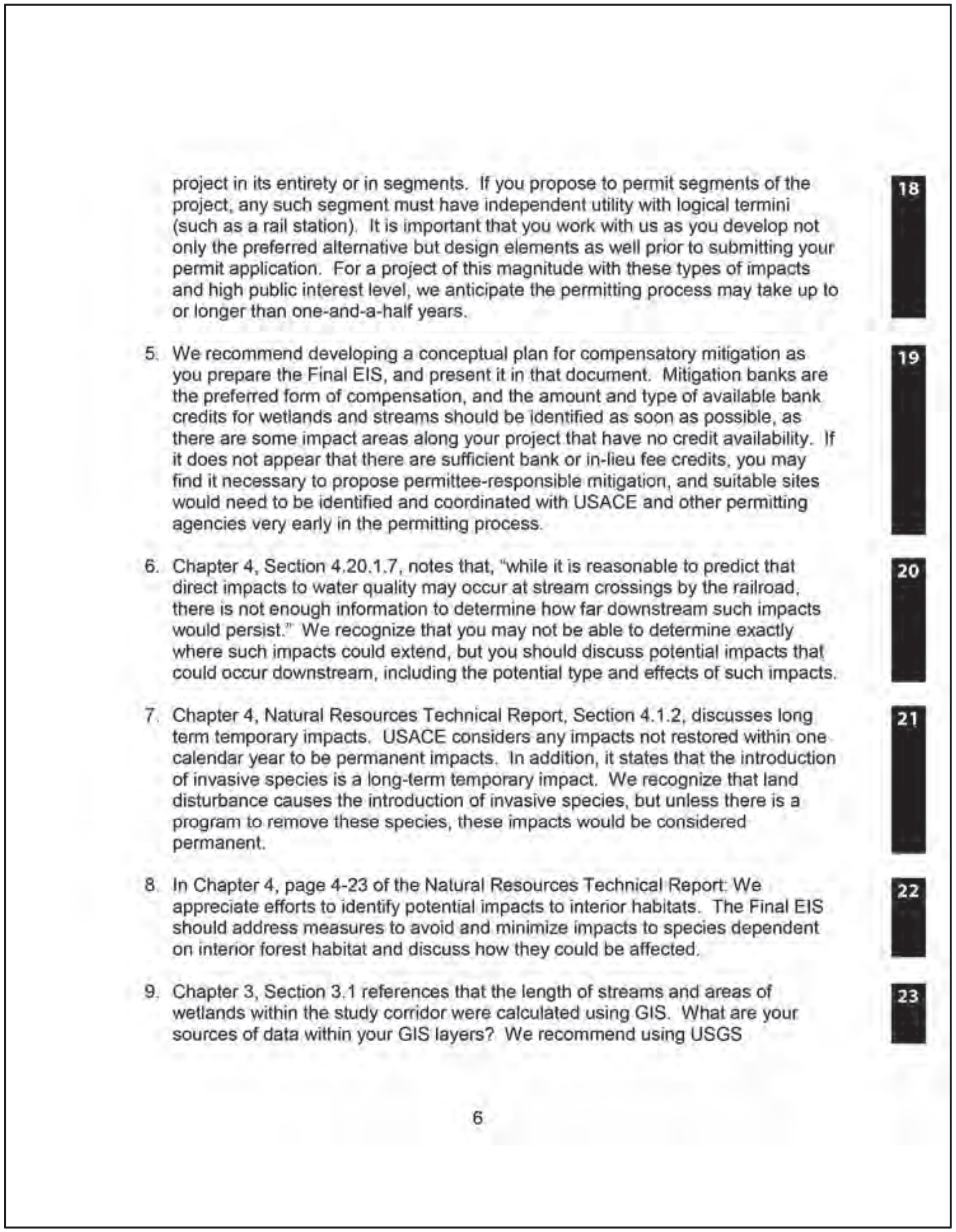
6

US ARMY CORPS OF ENGINEERS (continued)

22. The effects of fragmentation of interior forest habitat are addressed in Draft EIS Section 4.10.1 Habitat and Natural Communities and Draft EIS Section 4.10.2.2 Migratory Birds. The importance of interior forest habitat to forest interior dwelling species (FIDS) is introduced in Draft EIS Section 4.10.1. As noted there, fragmentation of interior forest habitat is of particular concern for neotropical migratory birds; therefore, further discussion of the effects of fragmentation of interior forest habitat, including predation, displacement, and competition, is provided within the discussion of migratory birds in Draft EIS Section 4.10.2.2. Avoidance and minimization measures provided in Draft EIS Section 4.10.1.4 and Draft EIS Section 4.10.2.4, including minor alignment shifts, minimizing clearing and grubbing, tree replacement, native revegetation, and wildlife crossings, would reduce impacts of fragmentation of interior forest habitats. Final EIS Sections 5.10.2.3 (avoidance, minimization, and mitigation evaluation for wildlife) and 5.20 (indirect and cumulative effects) have been updated since the Draft EIS and include further clarifications on this topic.

(Responses are continued on next page)



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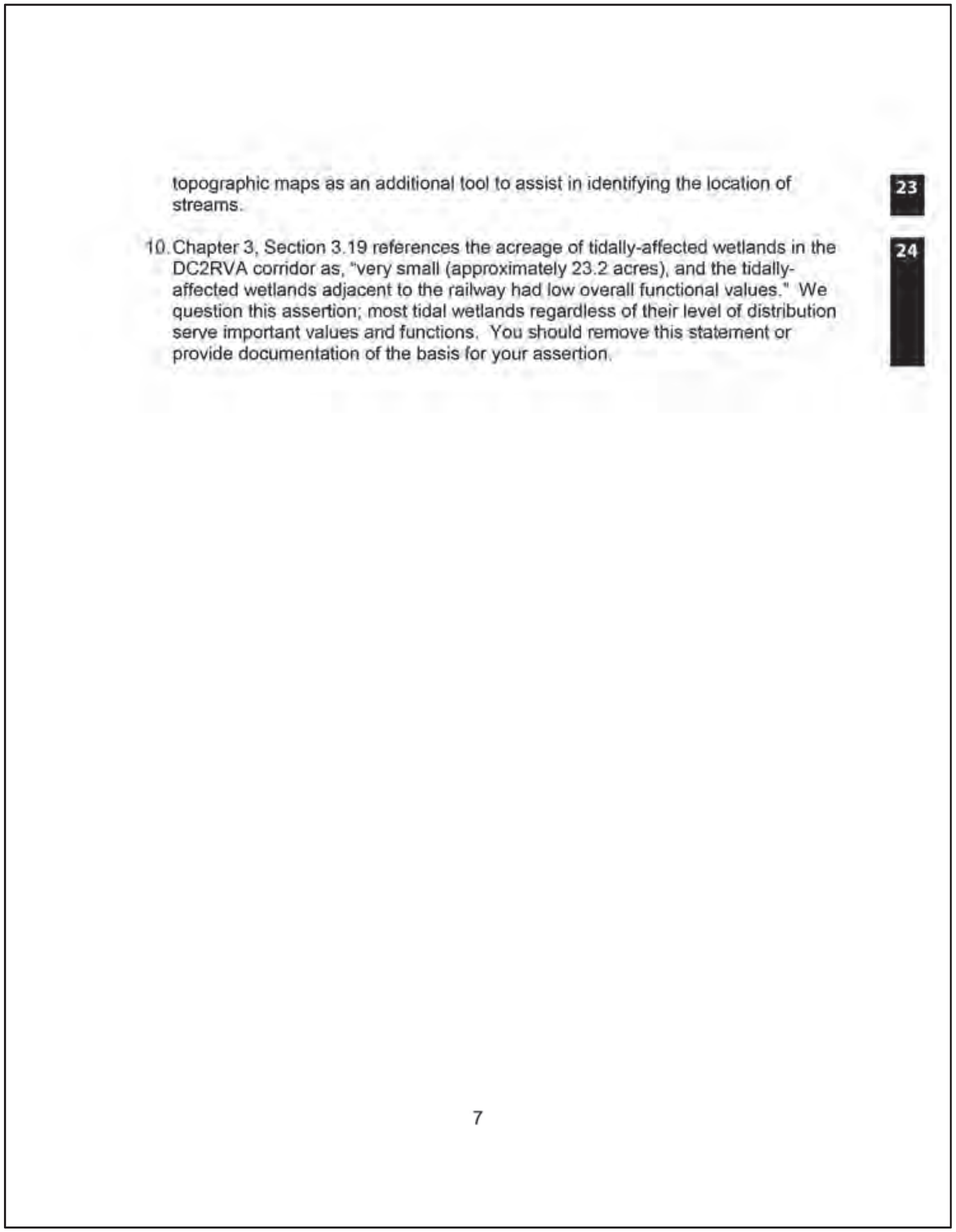
US ARMY CORPS OF ENGINEERS (continued)

23. Data sources vary by resource. Streams, wetlands, and floodplains within a 500-foot-wide study area centered on the DC2RVA corridor were initially identified by reviewing aerial photographs and topographic maps, Virginia Wetlands Catalog maps from the Virginia Department of Conservation and Recreation (VDCR) Division of Natural Heritage, wetlands digitized by the City of Richmond, National Hydrography Dataset (NHD) maps from the United States Geological Survey (USGS), National Wetlands Inventory (NWI) maps from the United States Fish and Wildlife Service (USFWS), Virginia Department of Transportation's (VDOT) "Comprehensive Environmental Data and Reporting System" (CEDAR) Geographic Information System (GIS) data, VDOT mitigation sites, and Flood Insurance Rate Maps (FIRM) from the Federal Emergency Management Agency (FEMA). DRPT conducted field surveys in September 2015 through September 2016 to verify the existence of potential ephemeral, intermittent, and perennial streams and wetlands within 100 feet of the existing rail on the side of the track where improvements are proposed. The field survey findings augmented and updated the NHD and NWI mapping.

In the Draft EIS, a full detailed listing of the GIS source data is included in the Alternatives Technical Report (which is Appendix A of the Draft EIS); see its Appendix B: Data Received for Washington, D.C. to Richmond Southeast High Speed Rail Project.



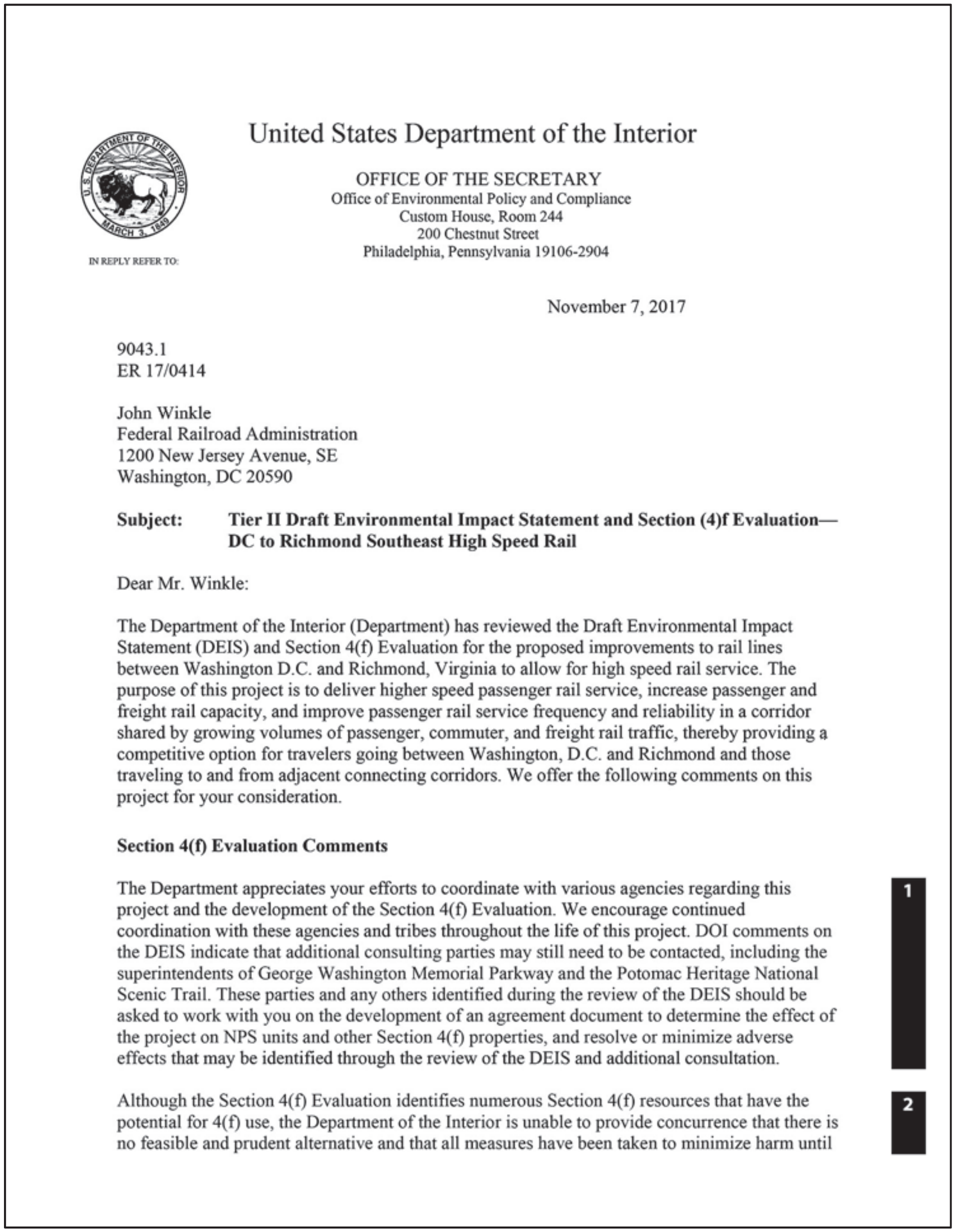
topographic maps as an additional tool to assist in identifying the location of streams. 23

10. Chapter 3, Section 3.19 references the acreage of tidally-affected wetlands in the DC2RVA corridor as, "very small (approximately 23.2 acres), and the tidally-affected wetlands adjacent to the railway had low overall functional values." We question this assertion; most tidal wetlands regardless of their level of distribution serve important values and functions. You should remove this statement or provide documentation of the basis for your assertion. 24

US ARMY CORPS OF ENGINEERS (continued)

(Response to comment 23 on previous page)

24. The referenced text appears on Page 3-19 of Appendix M of the Draft EIS, which is the Natural Resources Technical Memorandum; DRPT concurs, by way of this comment, that the referenced sentence regarding low overall functional values of tidally-affected wetlands should be removed. Section 5.1.2 of the Final EIS documents the impact of the Preferred Alternative on wetlands and does not include any reference to low overall functional values of any wetlands that are adjacent to the railway.



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

IN REPLY REFER TO:

November 7, 2017

9043.1
ER 17/0414

John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: **Tier II Draft Environmental Impact Statement and Section (4)f Evaluation—DC to Richmond Southeast High Speed Rail**

Dear Mr. Winkle:

The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for the proposed improvements to rail lines between Washington D.C. and Richmond, Virginia to allow for high speed rail service. The purpose of this project is to deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors. We offer the following comments on this project for your consideration.

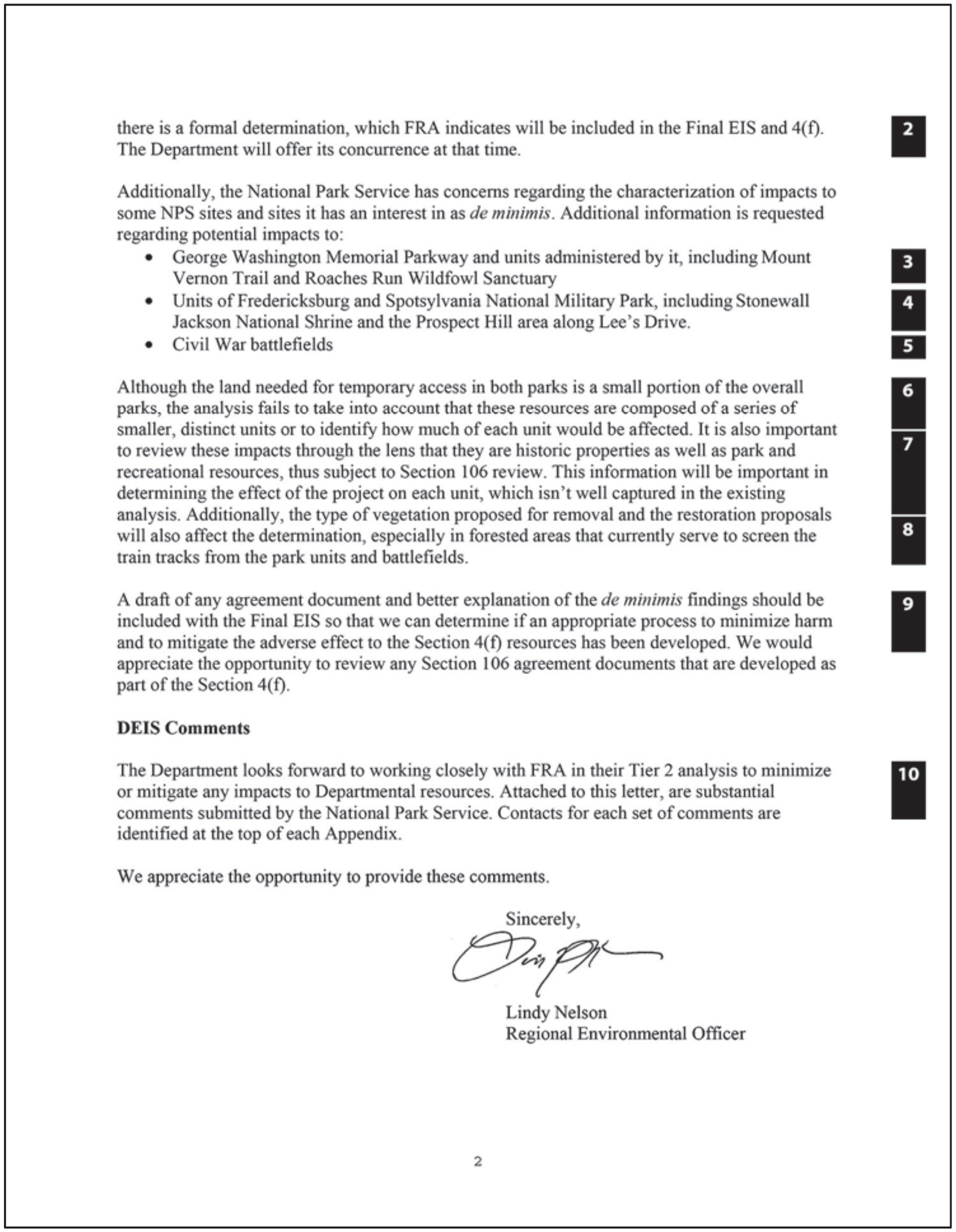
Section 4(f) Evaluation Comments

The Department appreciates your efforts to coordinate with various agencies regarding this project and the development of the Section 4(f) Evaluation. We encourage continued coordination with these agencies and tribes throughout the life of this project. DOI comments on the DEIS indicate that additional consulting parties may still need to be contacted, including the superintendents of George Washington Memorial Parkway and the Potomac Heritage National Scenic Trail. These parties and any others identified during the review of the DEIS should be asked to work with you on the development of an agreement document to determine the effect of the project on NPS units and other Section 4(f) properties, and resolve or minimize adverse effects that may be identified through the review of the DEIS and additional consultation. 1

Although the Section 4(f) Evaluation identifies numerous Section 4(f) resources that have the potential for 4(f) use, the Department of the Interior is unable to provide concurrence that there is no feasible and prudent alternative and that all measures have been taken to minimize harm until 2

DEPARTMENT OF THE INTERIOR

1. Chapter 6 of the Final EIS includes a discussion of the coordination on Section 4(f) uses that has taken place since the publication of the Draft EIS. As noted in that chapter, eight offices of the National Park Service (NPS) are consulting parties under Section 106 of the National Historic Preservation Acton for this undertaking (including both agencies that the Department referenced in the comment): American Battlefield Protection Program, Captain John Smith Chesapeake National Heritage Trail (NHT), Potomac Heritage National Scenic Trail, Washington-Rochambeau National Historic Trail, George Washington Memorial Parkway (GWMP), Fredericksburg & Spotsylvania National Military Park (FRSP), Richmond National Battlefield Park, and the National Capital Regional Office. FRA and DRPT will continue to coordinate with these agencies, and others as needed, to resolve or minimize potential use of Section 4(f) properties and on NPS units, and regarding the content of an agreement to mitigate any adverse effects/impacts, through final design, which would occur after funding becomes available.
2. Comment noted; FRA and DRPT appreciate the Department's continued cooperation on this Project.



there is a formal determination, which FRA indicates will be included in the Final EIS and 4(f). The Department will offer its concurrence at that time. 2

Additionally, the National Park Service has concerns regarding the characterization of impacts to some NPS sites and sites it has an interest in as *de minimis*. Additional information is requested regarding potential impacts to:

- George Washington Memorial Parkway and units administered by it, including Mount Vernon Trail and Roaches Run Wildfowl Sanctuary 3
- Units of Fredericksburg and Spotsylvania National Military Park, including Stonewall Jackson National Shrine and the Prospect Hill area along Lee's Drive. 4
- Civil War battlefields 5

Although the land needed for temporary access in both parks is a small portion of the overall parks, the analysis fails to take into account that these resources are composed of a series of smaller, distinct units or to identify how much of each unit would be affected. 6 It is also important to review these impacts through the lens that they are historic properties as well as park and recreational resources, thus subject to Section 106 review. This information will be important in determining the effect of the project on each unit, which isn't well captured in the existing analysis. 7 Additionally, the type of vegetation proposed for removal and the restoration proposals will also affect the determination, especially in forested areas that currently serve to screen the train tracks from the park units and battlefields. 8

A draft of any agreement document and better explanation of the *de minimis* findings should be included with the Final EIS so that we can determine if an appropriate process to minimize harm and to mitigate the adverse effect to the Section 4(f) resources has been developed. We would appreciate the opportunity to review any Section 106 agreement documents that are developed as part of the Section 4(f). 9

DEIS Comments

The Department looks forward to working closely with FRA in their Tier 2 analysis to minimize or mitigate any impacts to Departmental resources. Attached to this letter, are substantial comments submitted by the National Park Service. Contacts for each set of comments are identified at the top of each Appendix. 10

We appreciate the opportunity to provide these comments.

Sincerely,

Lindy Nelson
Regional Environmental Officer

DEPARTMENT OF THE INTERIOR (continued)

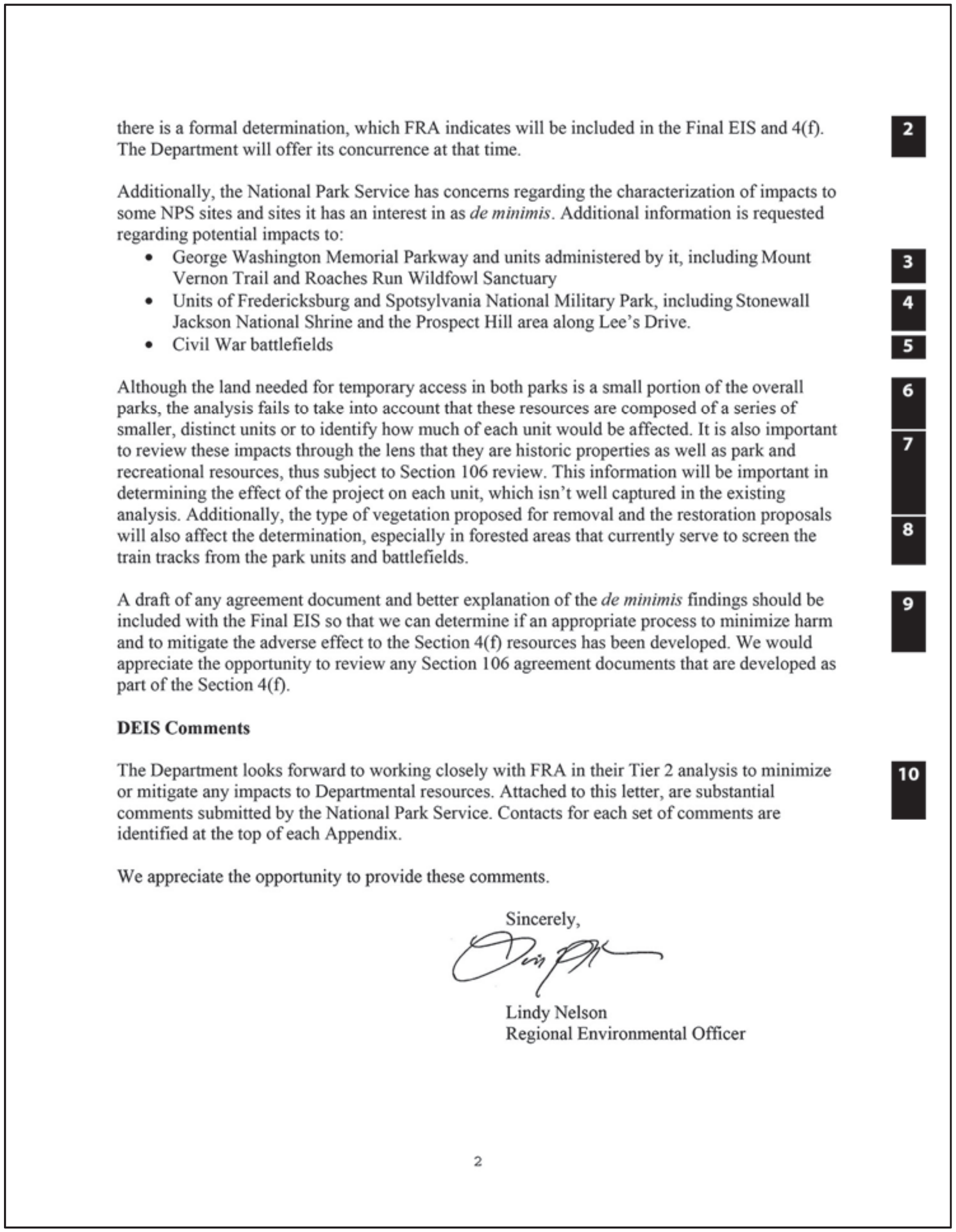
(Response to comment 2 on previous page)

3. Alternative 1B: Add Two Tracks on the West was selected as the Preferred Alternative (refer to Final EIS Section 4.3.1 for details). Park impacts from the Preferred Alternative are presented in Section 5.14 of the Final EIS, and are based on the Limits of Disturbance that have been revised since the publication of the Draft EIS. No permanent right-of-way will need to be acquired from the GWMP or the Mount Vernon Trail; there will only be temporary easements needed along these facilities. No permanent or temporary right-of-way will need to be acquired from the Roaches Run Waterfowl Sanctuary. The land adjacent to the railroad to the east in this area is owned by Arlington County.

   The Final Section 4(f) Evaluation is Chapter 6 of the Final EIS. FRA and DRPT will continue to coordinate with the NPS regarding the temporary occupancy of these Section 4(f) resources during final design, after funding becomes available and incremental improvements are scheduled. Note that temporary occupancies are excepted from the requirement for Section 4(f) approvals if they meet the conditions listed in 23 CFR 774.13(d) and would not be considered a de minimis use. It important to note that the Section 4(f) Evaluation for this Project follows FHWA and FTA procedures; while FRA is not directly subject to these rules, FRA has determined that these procedures are appropriate for use on this Project.

4. As presented in Section 5.14 of the Final EIS, no permanent right-of-way will need to be acquired from the Fredericksburg and Spotsylvania National Military Park (both the Prospect Hill area and the Stonewall Jackson National Shrine). Additionally, the Final Section 4(f) Evaluation is Chapter 6 of the Final EIS. FRA and DRPT will continue to coordinate with the NPS regarding the temporary occupancy of these Section 4(f) resources during final design, after funding becomes available and incremental improvements are scheduled. Note that temporary occupancies are excepted from the requirement for Section 4(f) approvals if they meet the conditions listed in 23 CFR 774.13(d) and would not be considered a de minimis use.

(Responses are continued on next page)



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2

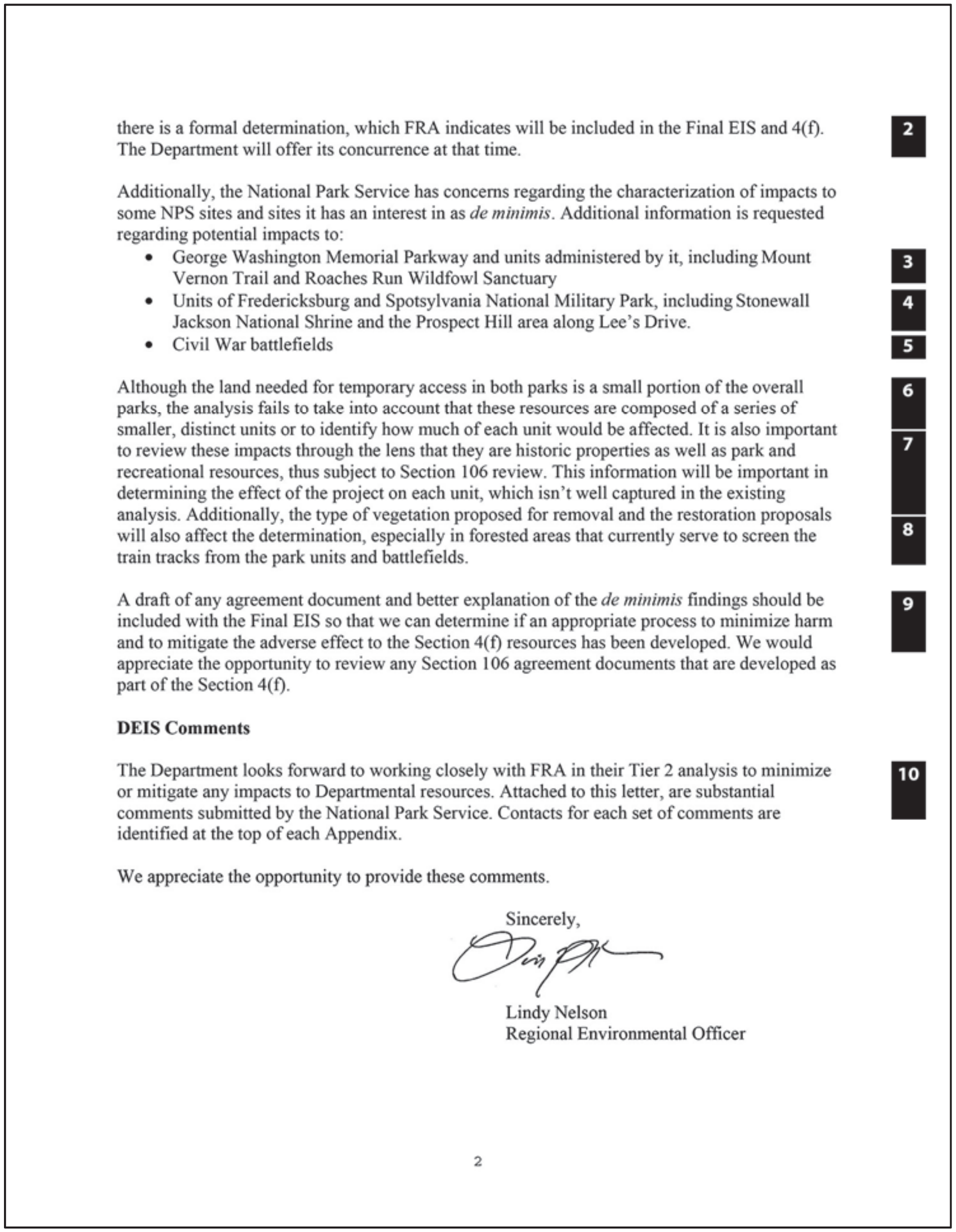
DEPARTMENT OF THE INTERIOR (continued)

5. Of the eight offices of the NPS that are consulting parties on this undertaking, three are stewards of Civil War-related resources: American Battlefield Protection Program, FRSP, and Richmond National Battlefield Park. FRA and DRPT commenced coordination with these groups in February 2015 and have continued communicating through letters, emails, telephone calls, and in-person meetings. In addition, DRPT has undertaken extensive coordination with Virginia Department of Historic Resources (DHR) since November 2014, including acquiring data on previously recorded resources (including battlefields) and conducting identification- and evaluation-level studies as needed to meet Section 106 of the National Historic Preservation Act. DRPT viewed mapping data of all historic properties, including war-related resources, and sought to avoid these properties. If avoidance was not possible, DRPT worked closely with the agencies to minimize the Project's footprint and reduce any potential impacts. This data was shared with all NPS branches and consulting parties, including dialogues with the DHR on Project effects. FRA and DRPT have been and will continue to consult with the NPS in production of the Section 106 Memorandum of Agreement (MOA) to outline stipulations to mitigate any adverse effects caused by the undertaking (the Section 106 Draft MOA is Appendix K of the Final EIS).

6. Chapter 6 of the Final EIS includes clarification to address the impacts relative to the smaller park units as well as the overall park for the referenced parks. Specifically, the two units of Fredericksburg and Spotsylvania National Military Park (Stonewall Jackson Shrine and the area near Prospect Hill; the Draft EIS already addressed Mount Vernon Trail and GWMP separately. There are no impacts to Roaches Run from the Project. Additional information on Civil War battlefields is provided in Section 5.13.3 of the Final EIS.

7. The Project is complying with Section 106 of the National Historic Preservation Act of 1966 to determine the effect of the Project on each unit; refer to Section 5.13 of the Final EIS.

(Responses are continued on next page)



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We appreciate the opportunity to provide these comments.

Sincerely,

Lindy Nelson
Regional Environmental Officer

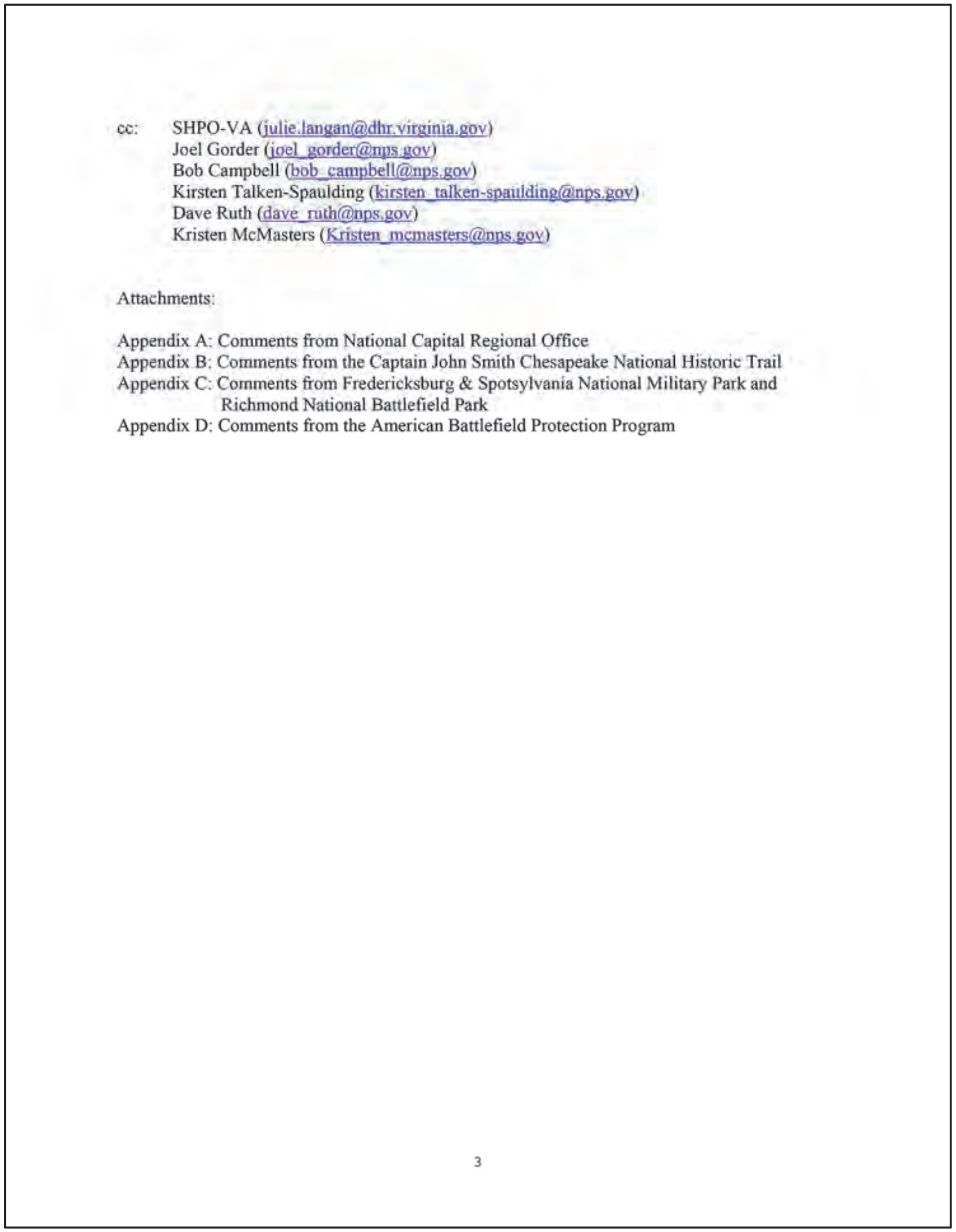
2

DEPARTMENT OF THE INTERIOR (continued)

8. DRPT will continue to coordinate with the Department of the Interior regarding temporary impacts during final design, after funding becomes available and incremental improvements are scheduled. At that time, types of vegetation impacted will be determined and DRPT will work with the Department to develop mutually agreeable restoration plans.

9. The Final Section 4(f) Evaluation is Chapter 6 of the Final EIS, and Appendix E presents the Section 106 and Section 4(f) coordination efforts since the beginning of the Project. FRA and DRPT have described the coordination and information in support of FRA's Section 4(f) determinations. In addition, as a Section 106 consulting party, all steps in the cultural resource compliance process are shared with the NPS, which includes determining eligibility, evaluating effect, examining ways to avoid and/or minimize impacts, and forming Section 106 Memorandum of Agreement stipulations set forth to mitigate any adverse effects/impacts on NPS-related properties (the Section 106 Draft MOA is Appendix K of the Final EIS).

10. DRPT has responded to DOI's detailed comments below.



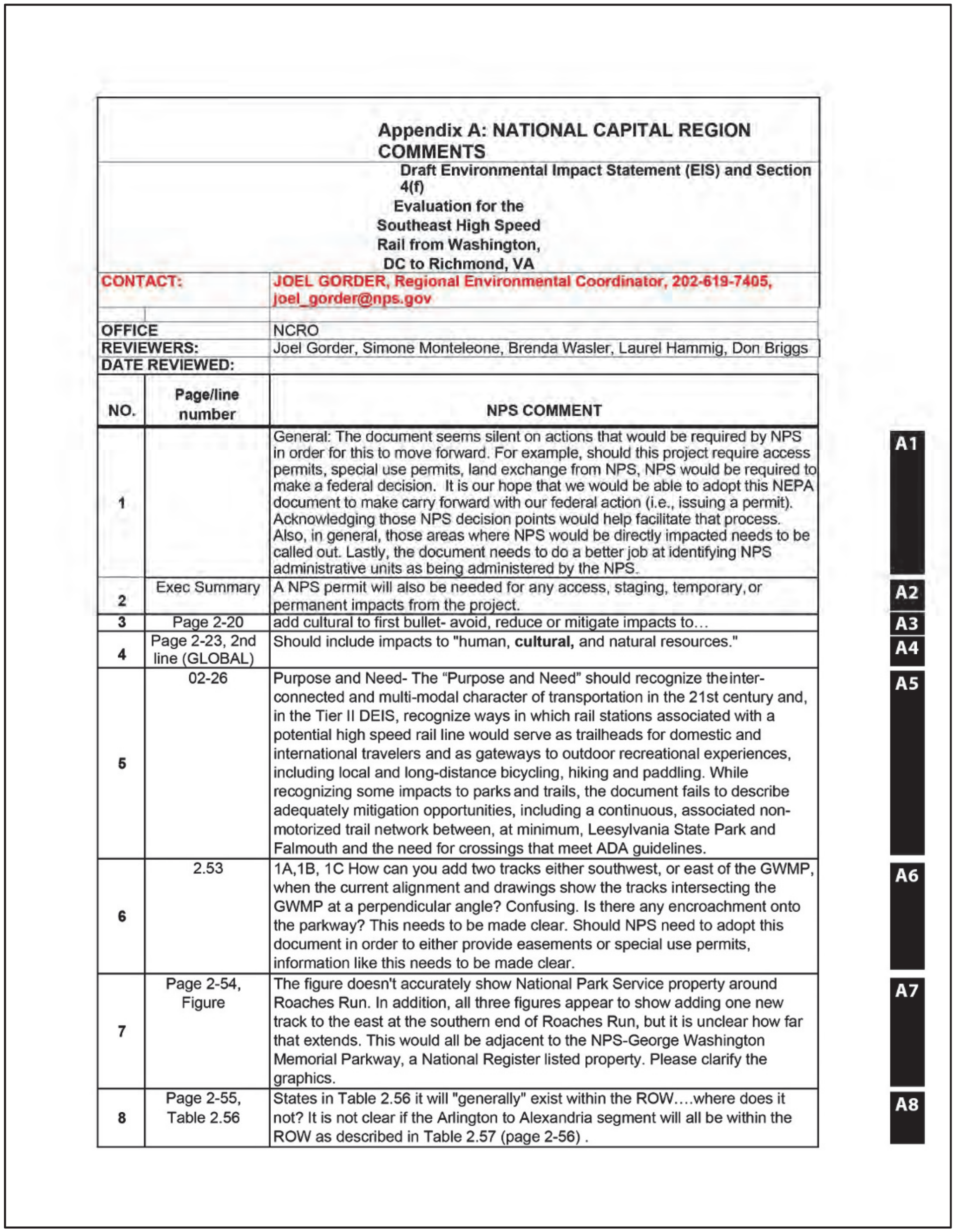
cc: SHPO-VA (julie.langan@dhr.virginia.gov)
Joel Gorder (joel_gorder@nps.gov)
Bob Campbell (bob_campbell@nps.gov)
Kirsten Talken-Spaulding (kirsten_talken-spaulding@nps.gov)
Dave Ruth (dave_ruth@nps.gov)
Kristen McMasters (Kristen_mcmasters@nps.gov)

Attachments:

Appendix A: Comments from National Capital Regional Office
Appendix B: Comments from the Captain John Smith Chesapeake National Historic Trail
Appendix C: Comments from Fredericksburg & Spotsylvania National Military Park and Richmond National Battlefield Park
Appendix D: Comments from the American Battlefield Protection Program

DEPARTMENT OF THE INTERIOR (continued)

(No comments on this page)



Appendix A: NATIONAL CAPITAL REGION COMMENTS

Draft Environmental Impact Statement (EIS) and Section 4(f)
Evaluation for the
Southeast High Speed
Rail from Washington,
DC to Richmond, VA

CONTACT:	**JOEL GORDER, Regional Environmental Coordinator, 202-619-7405, joel_gorder@nps.gov**
OFFICE	NCRO
REVIEWERS:	Joel Gorder, Simone Monteleone, Brenda Wasler, Laurel Hammig, Don Briggs
DATE REVIEWED:	

NO.	Page/line number	NPS COMMENT	
1		General: The document seems silent on actions that would be required by NPS in order for this to move forward. For example, should this project require access permits, special use permits, land exchange from NPS, NPS would be required to make a federal decision. It is our hope that we would be able to adopt this NEPA document to make carry forward with our federal action (i.e., issuing a permit). Acknowledging those NPS decision points would help facilitate that process. Also, in general, those areas where NPS would be directly impacted needs to be called out. Lastly, the document needs to do a better job at identifying NPS administrative units as being administered by the NPS.	**A1**
2	Exec Summary	A NPS permit will also be needed for any access, staging, temporary, or permanent impacts from the project.	**A2**
3	Page 2-20	add cultural to first bullet- avoid, reduce or mitigate impacts to…	**A3**
4	Page 2-23, 2nd line (GLOBAL)	Should include impacts to "human, **cultural,** and natural resources."	**A4**
5	02-26	Purpose and Need- The "Purpose and Need" should recognize the inter-connected and multi-modal character of transportation in the 21st century and, in the Tier II DEIS, recognize ways in which rail stations associated with a potential high speed rail line would serve as trailheads for domestic and international travelers and as gateways to outdoor recreational experiences, including local and long-distance bicycling, hiking and paddling. While recognizing some impacts to parks and trails, the document fails to describe adequately mitigation opportunities, including a continuous, associated non-motorized trail network between, at minimum, Leesylvania State Park and Falmouth and the need for crossings that meet ADA guidelines.	**A5**
6	2.53	1A,1B, 1C How can you add two tracks either southwest, or east of the GWMP, when the current alignment and drawings show the tracks intersecting the GWMP at a perpendicular angle? Confusing. Is there any encroachment onto the parkway? This needs to be made clear. Should NPS need to adopt this document in order to either provide easements or special use permits, information like this needs to be made clear.	**A6**
7	Page 2-54, Figure	The figure doesn't accurately show National Park Service property around Roaches Run. In addition, all three figures appear to show adding one new track to the east at the southern end of Roaches Run, but it is unclear how far that extends. This would all be adjacent to the NPS-George Washington Memorial Parkway, a National Register listed property. Please clarify the graphics.	**A7**
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DEPARTMENT OF THE INTERIOR (continued)

Appendix A to DOI Letter – Comments from National Park Service:

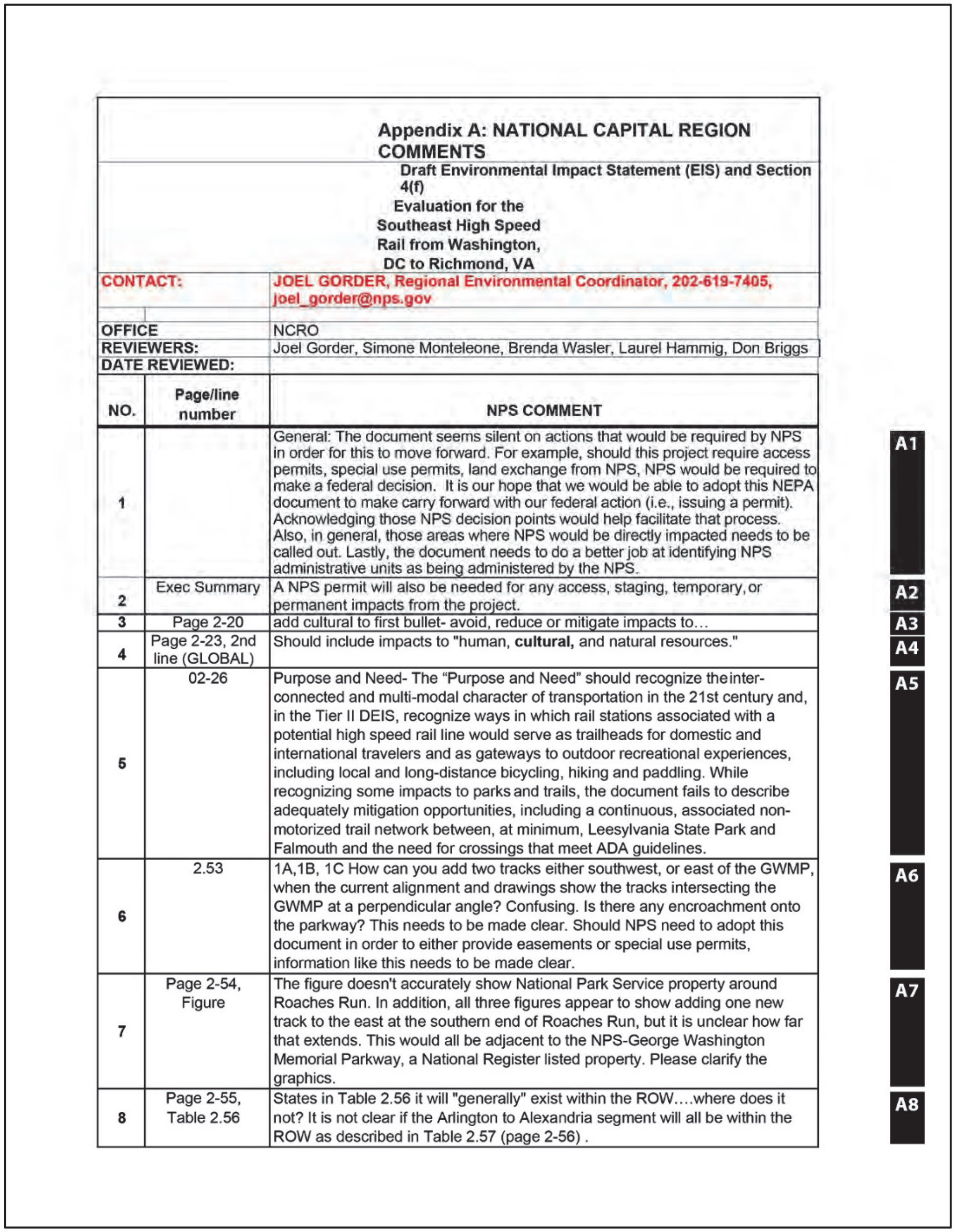
A1. Section 3.14 of the Draft EIS identifies lands owned and administered by NPS that are within the Build Alternative limits of disturbance, including the GWMP, the Roaches Run Waterfowl Sanctuary (which is part of the GWMP property), Mount Vernon Trail, and Fredericksburg and Spotsylvania National Military Park. As noted in Final EIS Section 5.14.1, only temporary impacts during construction are expected for the GWMP, Mount Vernon Trail, and the Fredericksburg and Spotsylvania National Military Park. As noted in Chapter 6 of the Final EIS, the Preferred Alternative would have no permanent or temporary impacts to Roaches Run Waterfowl Sanctuary.

DRPT will continue to coordinate with the NPS during the final design and construction phases of the Project to further avoid and minimize the temporary impacts to NPS lands. Should temporary impacts be unavoidable, DRPT will apply to NPS for temporary construction access permits and/or special use permits.

These actions have been addressed in a manner consistent with NPS's Director's Order 12 - Conservation Planning, Environmental Impact Analysis, and Decision-Making and should allow NPS to adopt this NEPA document to carry forward with the agency's federal action (i.e., issuing a permit).

A2. As noted above, FRA and DRPT do not anticipate any permanent impacts to NPS lands. DRPT will continue to coordinate with the NPS during final design and construction to avoid the indicated temporary impacts. Should such temporary impacts be unavoidable, DRPT will ask NPS for temporary construction access permits, as required, at that time.

(Responses are continued on next page)



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TO DEPARTMENT OF THE INTERIOR (continued)

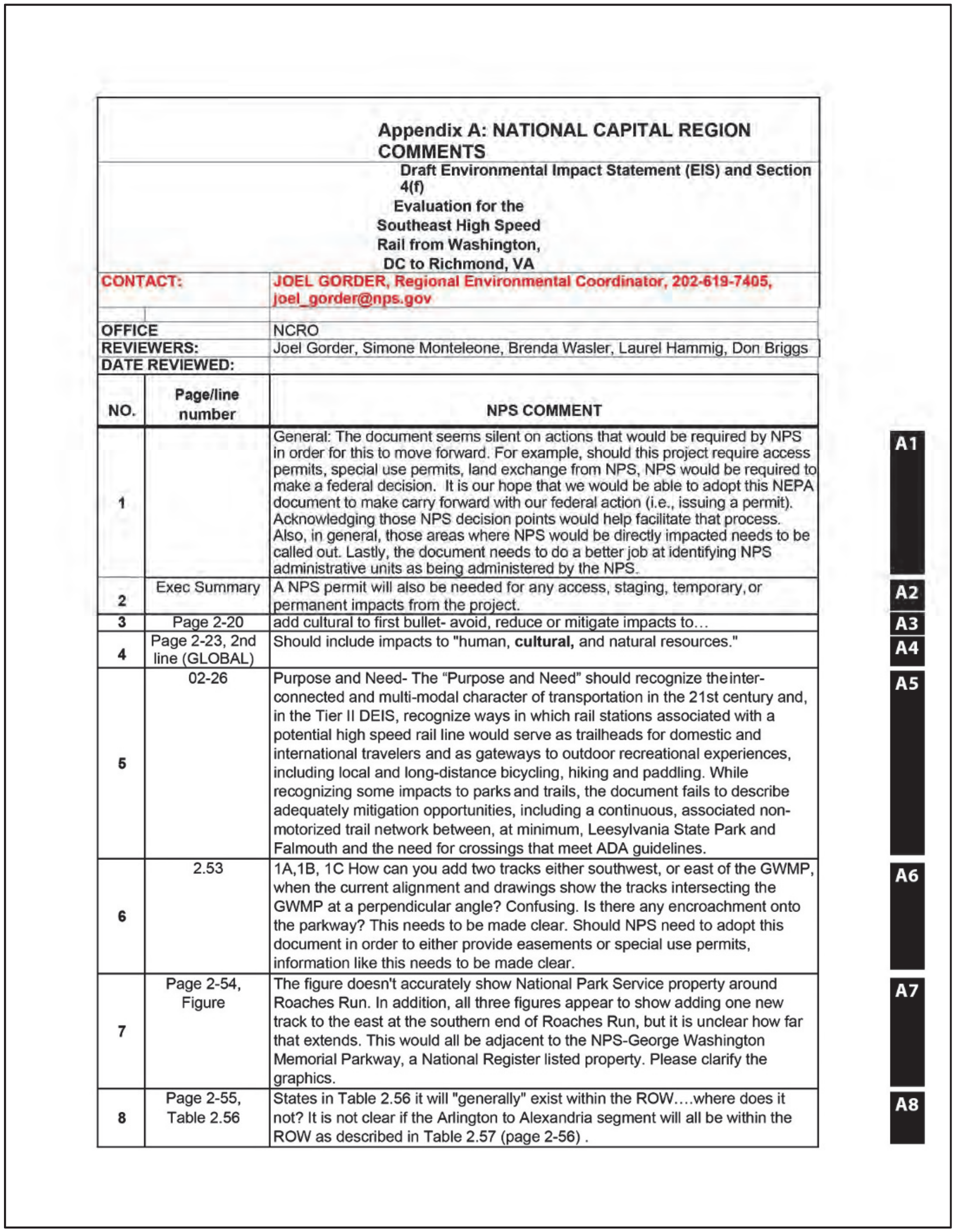
DRPT will continue to coordinate with NPS during final design (after funding becomes available and incremental improvements are scheduled) to provide the information needed to apply for permits from NPS for temporary construction impacts to GWMP and Fredericksburg and Spotsylvania National Military Park.

A3. The requested text clarification is addressed in the errata table for the Draft EIS, which is Appendix A of the Final EIS

A4. The requested text clarifications are addressed in the errata table for the Draft EIS, which is Appendix A of the Final EIS.

A5. The DC2RVA Project Purpose and Need recognizes the multimodal transportation network within which intercity passenger rail operates. Intercity passenger rail carries passengers long distances between cities, towns, and other populated urban or suburban areas, with one or two stations in or near the city center, as compared to commuter rail which carries passengers shorter distances to and from city center with more frequent stops. In keeping with the history of rail development along this corridor, most of the current stations providing intercity passenger rail service are located in or near their respective downtowns, or in nearby suburban locations. Business and leisure travelers using the stations rely on local transportation options, including light rail, bus, car, bicycle, or foot, to move between the station and their respective origin/destination points, including outdoor recreation venues. While these factors played a key role in the recommendation for a downtown Richmond station location, the physical improvements recommended by the Project are limited to rail access and rail service frequency to stations, and do not extend to improvements to other modes of transportation. Refer to Chapter 7 of the Final EIS for details about the Corridor Service Development Plan, which is being developed as part of this Project and includes a station analysis that assesses each intercity passenger rail station's capacity (i.e., parking, roadway, intermodal connection, and ADA accessibility) to meet the needs of the intercity passenger rail service.

(Responses are continued on next page)



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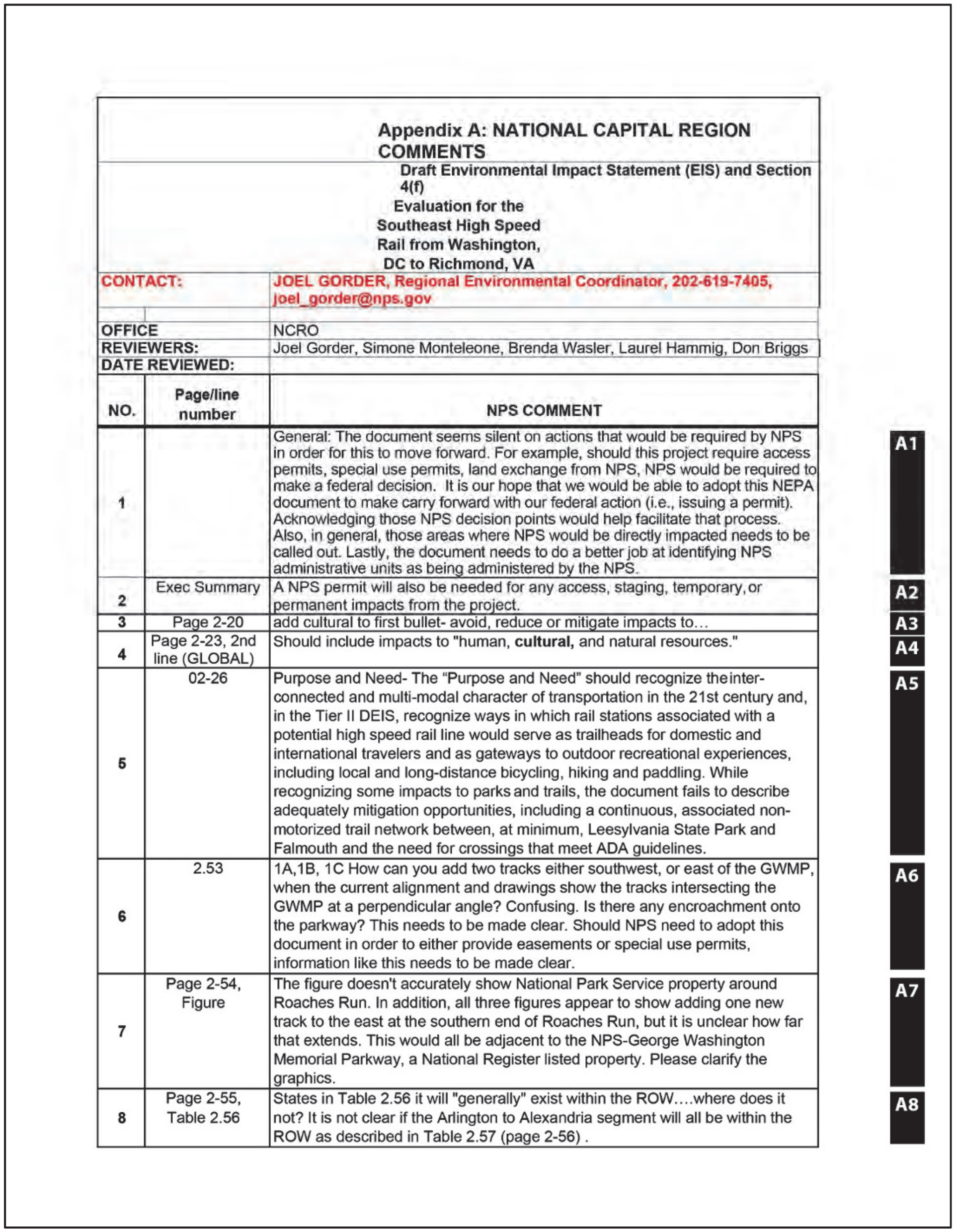
DEPARTMENT OF THE INTERIOR (continued)

If a Preferred Alternative alignment impacts (i.e., crosses) an existing pedestrian and/or bicycle crossing, that crossing will be designed to current safety standards and in compliance with Americans with Disabilities Act (ADA) as part of this Project. FRA considered the addition of a greenway, but determined such a bicycle/walking path was not part of the Project's Purpose and Need as it does not support or enhance passenger rail service, nor does it provide a reasonable transportation choice for intercity corridor travel. The decision to establish a new bicycle and pedestrian greenway is a separate and distinct action from establishing high speed passenger rail service under the National Environmental Policy Act (NEPA) and is not part of the Purpose and Need of this Project. The addition of a greenway along the corridor from Leesylvania State Park to Falmouth is outside the Project Purpose and Need, and would be ineligible for FRA funding as part of the DC2RVA Project.

A6. DRPT recognizes that the DC2RVA corridor in Northern Virginia must include a smooth transition to the proposed new Long Bridge. Construction of a new railroad bridge over the GWMP is under consideration as part of the separate Long Bridge project, and any related temporary or permanent impacts would be part of that project and not part of the DC2RVA Project.

In the Draft EIS, to avoid unnecessarily constraining the possible alternatives of the separate Long Bridge project, FRA and DRPT identified and evaluated three possible configurations for the one-mile section of the DC2RVA corridor in Arlington. Subsequently, Alternative 1B: Add Two Tracks on the West was selected as the Preferred Alternative for the DC2RVA Project to align with the two alternatives that were recommended in the Long Bridge Alternatives Report (refer to Final EIS Section 4.3.1 for details). Preferred Alternative 1B will add two tracks on the west side (upstream) of the existing two tracks, beginning south of the GWMP. The proposed tracks will diverge from the existing tracks south of the existing railroad bridge over GWMP.

(Responses are continued on next page)



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CONTACT: **JOEL GORDER, Regional Environmental Coordinator, 202-619-7405, joel_gorder@nps.gov**

OFFICE NCRO
REVIEWERS: Joel Gorder, Simone Monteleone, Brenda Wasler, Laurel Hammig, Don Briggs
DATE REVIEWED:

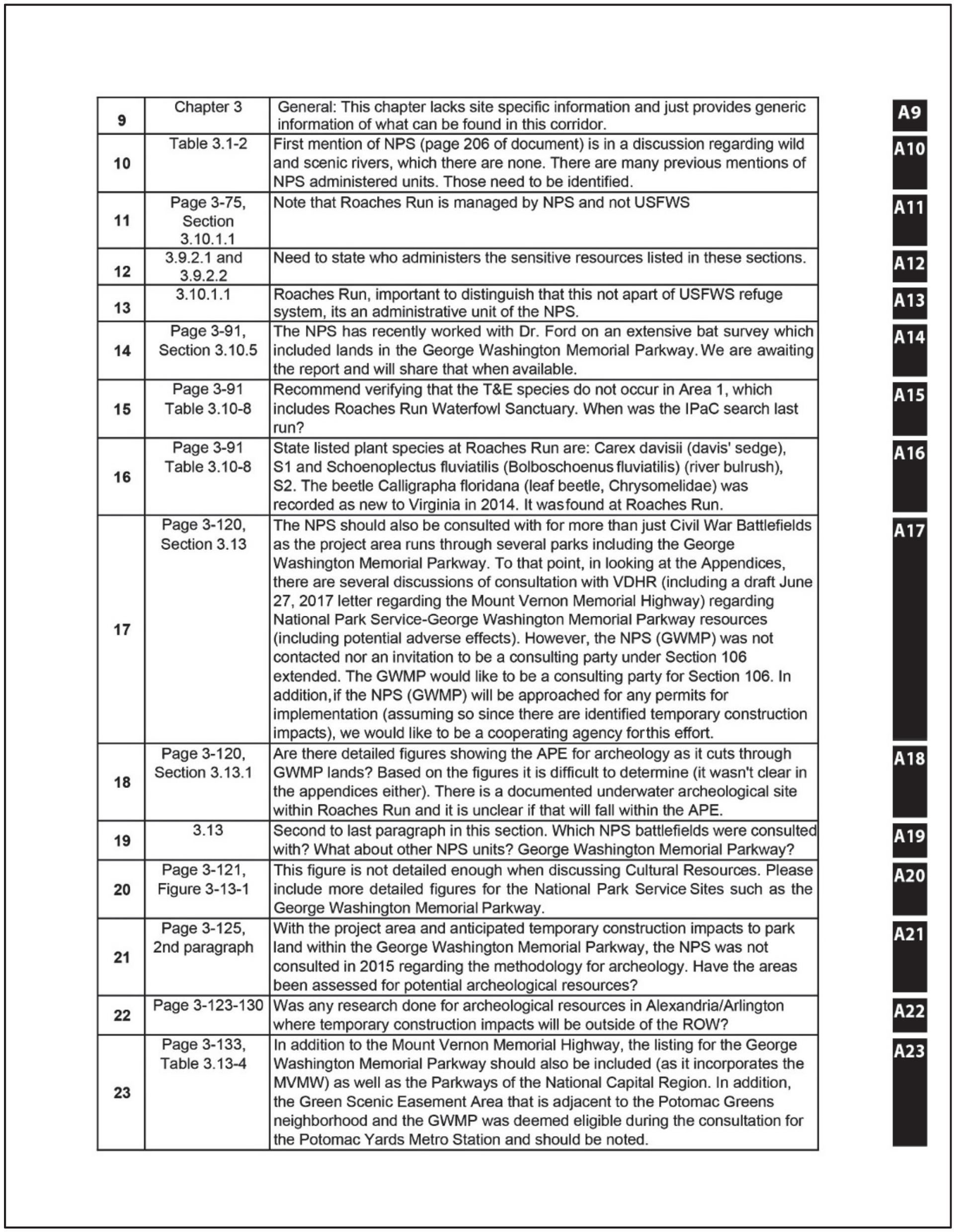
NO.	Page/line number	NPS COMMENT	
1		General: The document seems silent on actions that would be required by NPS in order for this to move forward. For example, should this project require access permits, special use permits, land exchange from NPS, NPS would be required to make a federal decision. It is our hope that we would be able to adopt this NEPA document to make carry forward with our federal action (i.e., issuing a permit). Acknowledging those NPS decision points would help facilitate that process. Also, in general, those areas where NPS would be directly impacted needs to be called out. Lastly, the document needs to do a better job at identifying NPS administrative units as being administered by the NPS.	A1
2	Exec Summary	A NPS permit will also be needed for any access, staging, temporary, or permanent impacts from the project.	A2
3	Page 2-20	add cultural to first bullet- avoid, reduce or mitigate impacts to…	A3
4	Page 2-23, 2nd line (GLOBAL)	Should include impacts to "human, **cultural,** and natural resources."	A4
5	02-26	Purpose and Need- The "Purpose and Need" should recognize the inter-connected and multi-modal character of transportation in the 21st century and, in the Tier II DEIS, recognize ways in which rail stations associated with a potential high speed rail line would serve as trailheads for domestic and international travelers and as gateways to outdoor recreational experiences, including local and long-distance bicycling, hiking and paddling. While recognizing some impacts to parks and trails, the document fails to describe adequately mitigation opportunities, including a continuous, associated non-motorized trail network between, at minimum, Leesylvania State Park and Falmouth and the need for crossings that meet ADA guidelines.	A5
6	2.53	1A,1B, 1C How can you add two tracks either southwest, or east of the GWMP, when the current alignment and drawings show the tracks intersecting the GWMP at a perpendicular angle? Confusing. Is there any encroachment onto the parkway? This needs to be made clear. Should NPS need to adopt this document in order to either provide easements or special use permits, information like this needs to be made clear.	A6
7	Page 2-54, Figure	The figure doesn't accurately show National Park Service property around Roaches Run. In addition, all three figures appear to show adding one new track to the east at the southern end of Roaches Run, but it is unclear how far that extends. This would all be adjacent to the NPS-George Washington Memorial Parkway, a National Register listed property. Please clarify the graphics.	A7
8	Page 2-55, Table 2.56	States in Table 2.56 it will "generally" exist within the ROW….where does it not? It is not clear if the Arlington to Alexandria segment will all be within the ROW as described in Table 2.57 (page 2-56) .	A8

DEPARTMENT OF THE INTERIOR (continued)

The permanent and temporary Limits of Disturbance (LOD) for the Preferred Alternative, which includes construction staging and activities along the DC2RVA corridor, do not encroach onto the railroad bridge over the GWMP. Clarifying text stating this was added in Section 4.3.1 of the Final EIS.

A7. The intent of the chapter figure schematics in the Draft EIS, including the referenced Draft EIS Figure 2.5-1, was to give a general overview of proposed improvements, with base mapping pulled from an ESRI service. Property lines are shown in the full mapbooks of the Preferred Alternative, which is Appendix L of the Final EIS. DRPT has ensured that the text in Chapter 4 of the Final EIS refers the reader to Appendix L for full details. Refer to DRPT-numbered statement #3 for response to NPS boundaries at Roaches Run and Long Bridge Park.

A8. Locations where the proposed improvements extend beyond the right-of-way are identified in the detailed mapbook graphics of the Preferred Alternative, which is Appendix L of the Final EIS. Improvements that are located outside of the existing CSXT right-of-way are identified as permanent or temporary limits of disturbance (refer to the opening paragraphs of Chapter 5 of the Final EIS for full definitions). Chapter 4 of the Final EIS provides additional detail on the limits of the Preferred Alternative, including between Arlington to Alexandria. Designs in support of the Draft and Final EIS are at the conceptual level, approximately a 10% level of design, and would be further refined during final design, after funding becomes available and incremental improvements are scheduled.



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17	Page 3-120, Section 3.13	The NPS should also be consulted with for more than just Civil War Battlefields as the project area runs through several parks including the George Washington Memorial Parkway. To that point, in looking at the Appendices, there are several discussions of consultation with VDHR (including a draft June 27, 2017 letter regarding the Mount Vernon Memorial Highway) regarding National Park Service-George Washington Memorial Parkway resources (including potential adverse effects). However, the NPS (GWMP) was not contacted nor an invitation to be a consulting party under Section 106 extended. The GWMP would like to be a consulting party for Section 106. In addition, if the NPS (GWMP) will be approached for any permits for implementation (assuming so since there are identified temporary construction impacts), we would like to be a cooperating agency for this effort.	A17
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DEPARTMENT OF THE INTERIOR (continued)

A9. Due to the length of the DC2RVA corridor (123 miles), some site-specific information was provided in the technical report appendices of the Draft EIS. This was done to enhance readability and maintain the Draft EIS chapter at a reasonable length and level of detail for decisions to be made. The Draft EIS technical reports covered natural resources (Appendix M of the Draft EIS), community resources (Appendix Q of the Draft EIS), cultural resources (Appendix R of the Draft EIS), transportation (Appendix S of the Draft EIS), and noise and vibration (Appendix P of the Draft EIS). The Draft EIS environmental resource mapping has been updated, as needed, for the Final EIS; refer to Appendix M.

A10. The requested text clarifications are addressed in the errata table for the Draft EIS, which is Appendix A of the Final EIS.

A11. The requested text clarification is addressed in the errata table for the Draft EIS, which is Appendix A of the Final EIS.

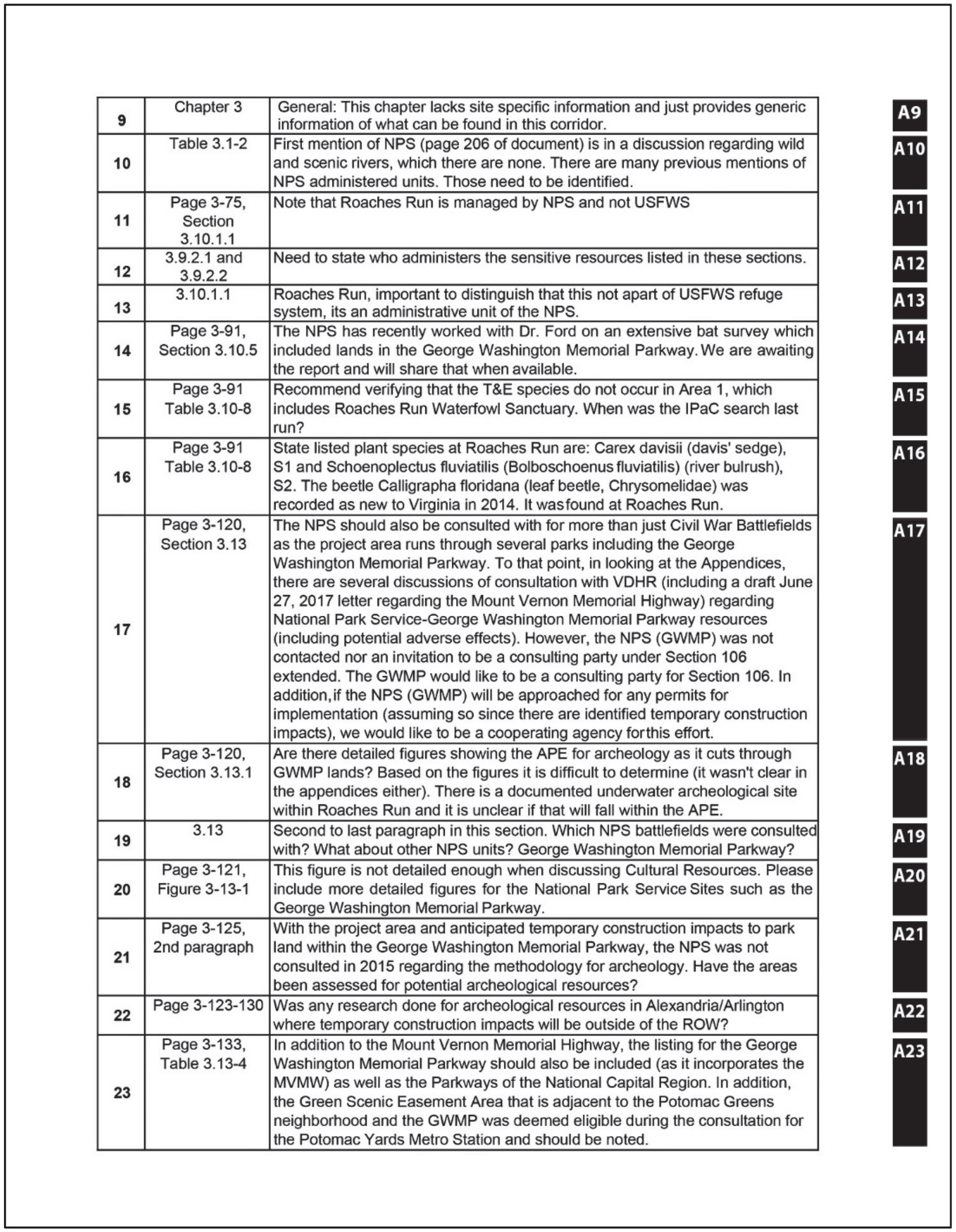
A12. The requested text clarification is addressed in the errata table for the Draft EIS, which is Appendix A of the Final EIS.

A13. The requested text clarification is addressed in the errata table for the Draft EIS, which is Appendix A of the Final EIS.

A14. Comment noted.

A15. Information regarding federally listed threatened and endangered species that may be impacted by the Project was obtained from USFWS via the Information, Planning, and Conservation (IPaC) system, and included in Draft EIS Section 4.10.3; updated IPAC information was obtained in February 2018 for the Preferred Alternative and is presented in Section 5.10.3 of the Final EIS. The IPaC query will also be rerun prior to construction, and coordination with USFWS and NMFS pursuant to Section 7 of the Endangered Species Act for potential impacts to federally listed species will be conducted, where required.

(Responses are continued on next page)



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DEPARTMENT OF THE INTERIOR (continued)

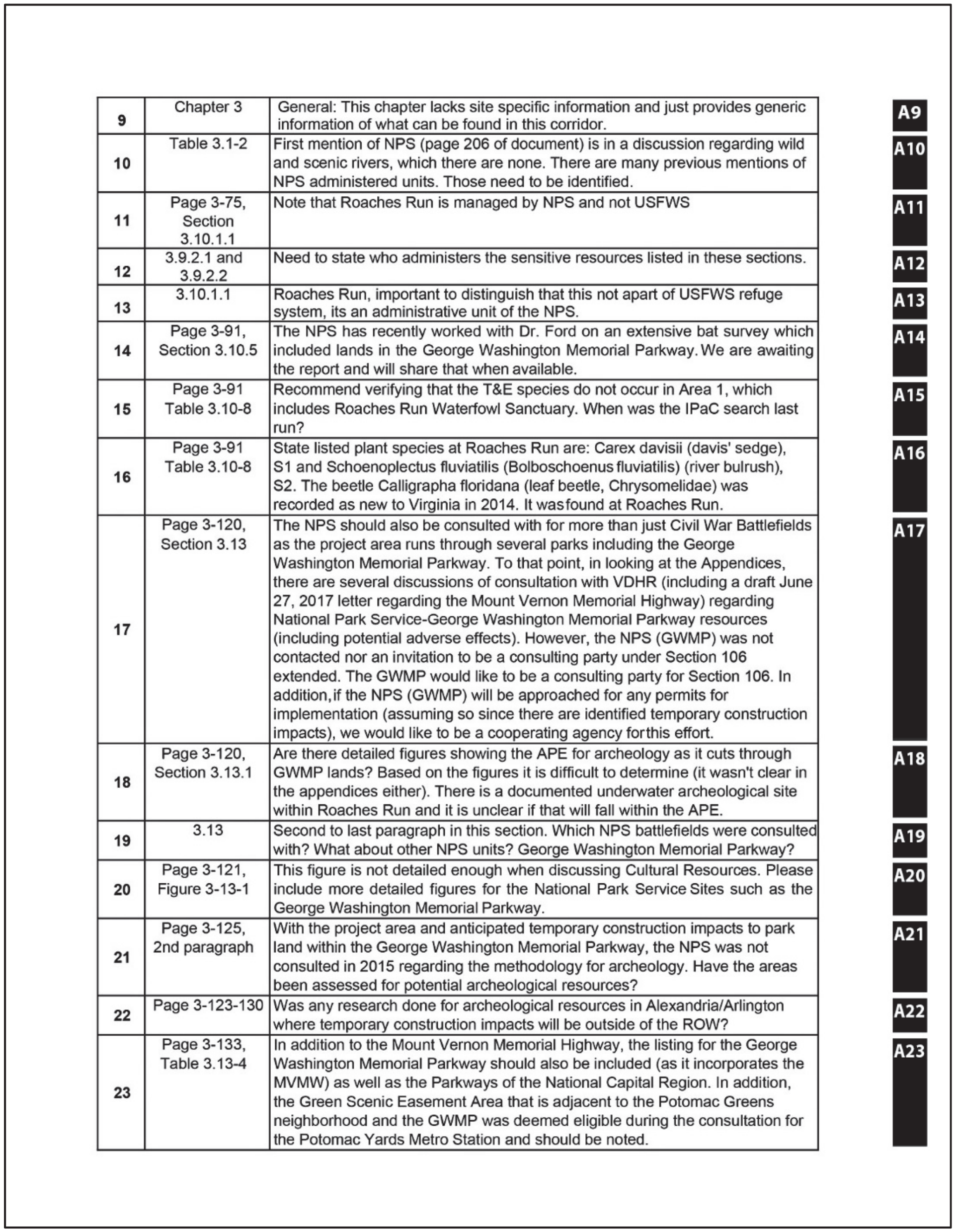
A16. The species listed in the comment are considered "sensitive" by the state, but are not legally designated as "threatened" or "endangered". Notwithstanding, DRPT will coordinate with resource agencies to avoid or minimize impacts to all species, including sensitive species, during final design and permitting (after funding becomes available and incremental improvements are scheduled).

A17. Both the GWMP and NCRO are consulting parties under Section 106 of the National Historic Preservation Acton for this undertaking and as such, have been included in ongoing dialogues regarding historic properties and Project effects, including attendance at meetings and telephone and email dialogues regarding technical studies, resource eligibility, Project effect, and providing feedback on mitigation to adverse effects. Refer to Appendix E of the Final EIS for updated Section 106 and Section 4(f) comments and coordination.

A18. Seventeen technical reports with detailed maps on the APE were submitted to the consulting parties in the summer of 2017 for review and comment. An additional five reports were submitted to consulting parties in May 2018 for review and comment; the five technical reports completed in 2018 (after the publication of the Draft EIS) can be found in Appendix D. All 22 reports are available via the Project website and upon request. DRPT has also made GIS data available to consulting parties showing the limits of the APE and boundaries of recorded resources at their request.

A19. Please refer to DRPT-numbered statement #1 in DOI's main letter, which lists eight offices of the NPS that are consulting parties on this Project (including the GWMP) and have been contacted via email, telephone, letters, and in-person meetings regarding the Project and ongoing studies.

(Responses are continued on next page)



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DEPARTMENT OF THE INTERIOR (continued)

A20. Detailed maps showing above-ground resources are presented in the technical reports (see Appendix R of the Draft EIS for the original 17 reports submitted for NPS review in 2017 and Appendix D of the Final EIS for the follow-up five reports submitted to the NPS for review in 2018) and in separate information sent to the eight NPS consulting parties. This information was disseminated through the reports, in emails, and in-person meetings; refer to Appendix E of the Final EIS for updated Section 106 and Section 4(f) comments and coordination. Archaeological data was also given to the eight NPS consulting parties.

A21. Yes. An archaeological Phase IA reconnaissance and predictive model was sent to the consulting parties, which includes eight offices of NPS, for their review and comment [note that the GWMP was included as a consulting party in July 2017 and has since received copies of all technical studies and documentation to date]. Additional archaeological studies were performed on areas that have since been added to the limits of disturbance; these areas were the subject of study in the winter and spring of 2017 and 2018. The ensuing technical report was submitted to the eight offices of the NPS for their review in May 2018 and are included in Chapter 5 and Appendix D of the Final EIS. The archaeological methodology used in all reports was approved by the DHR and meets all state standards for archaeological survey. All reports were submitted to the DHR for review and concurrence.

A22. Yes. The archaeological APE includes both permanent and temporary limits of disturbance. Previous studies included the limits of disturbance as determined as of August 2016. More recent archaeological surveys since publication of the Draft EIS include additional areas, which have been refined since the original study; refer to Section 5.13 of the Final EIS. The methodology meets DHR standards and adheres to the Project predictive model, as reviewed and approved in 2015.

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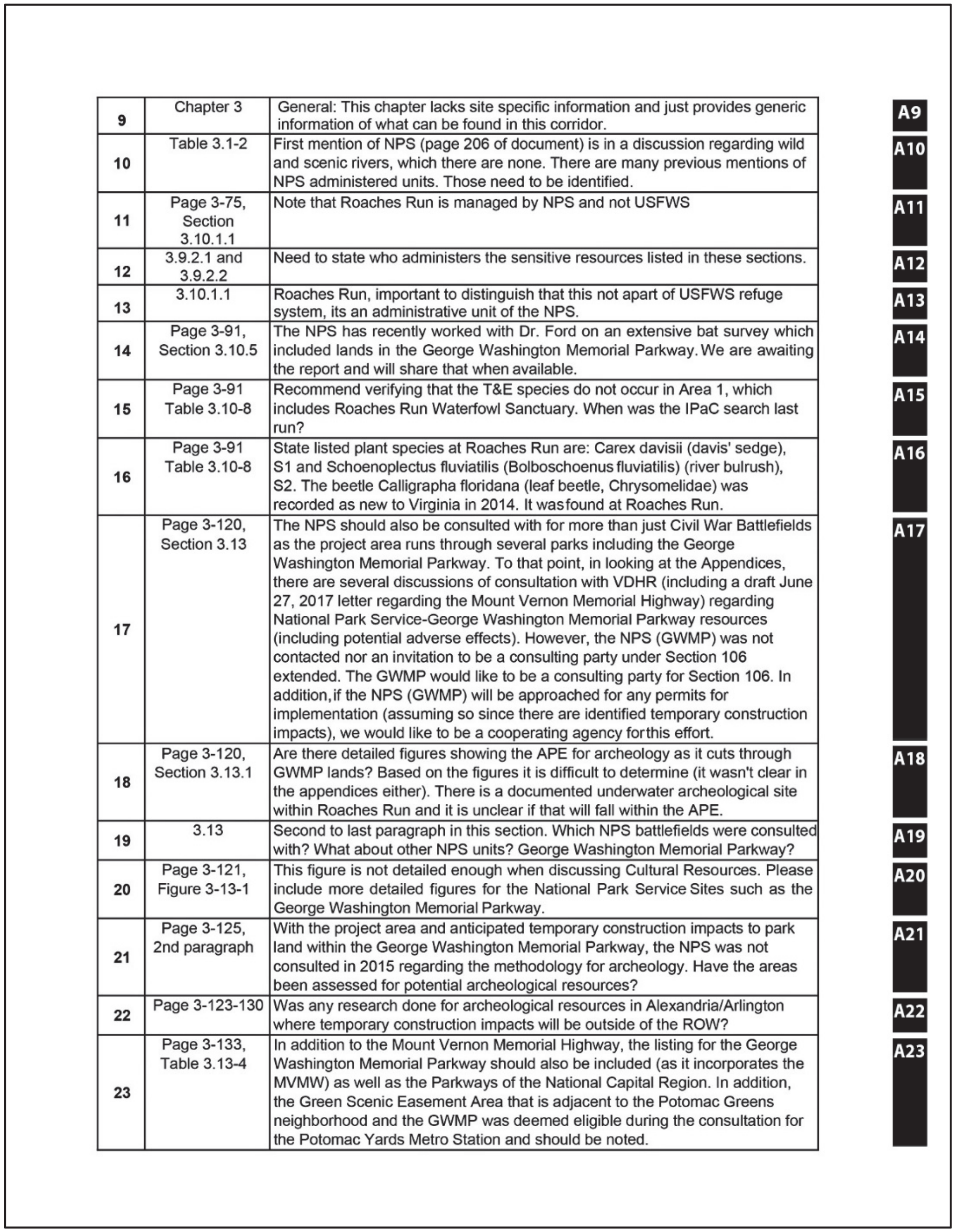

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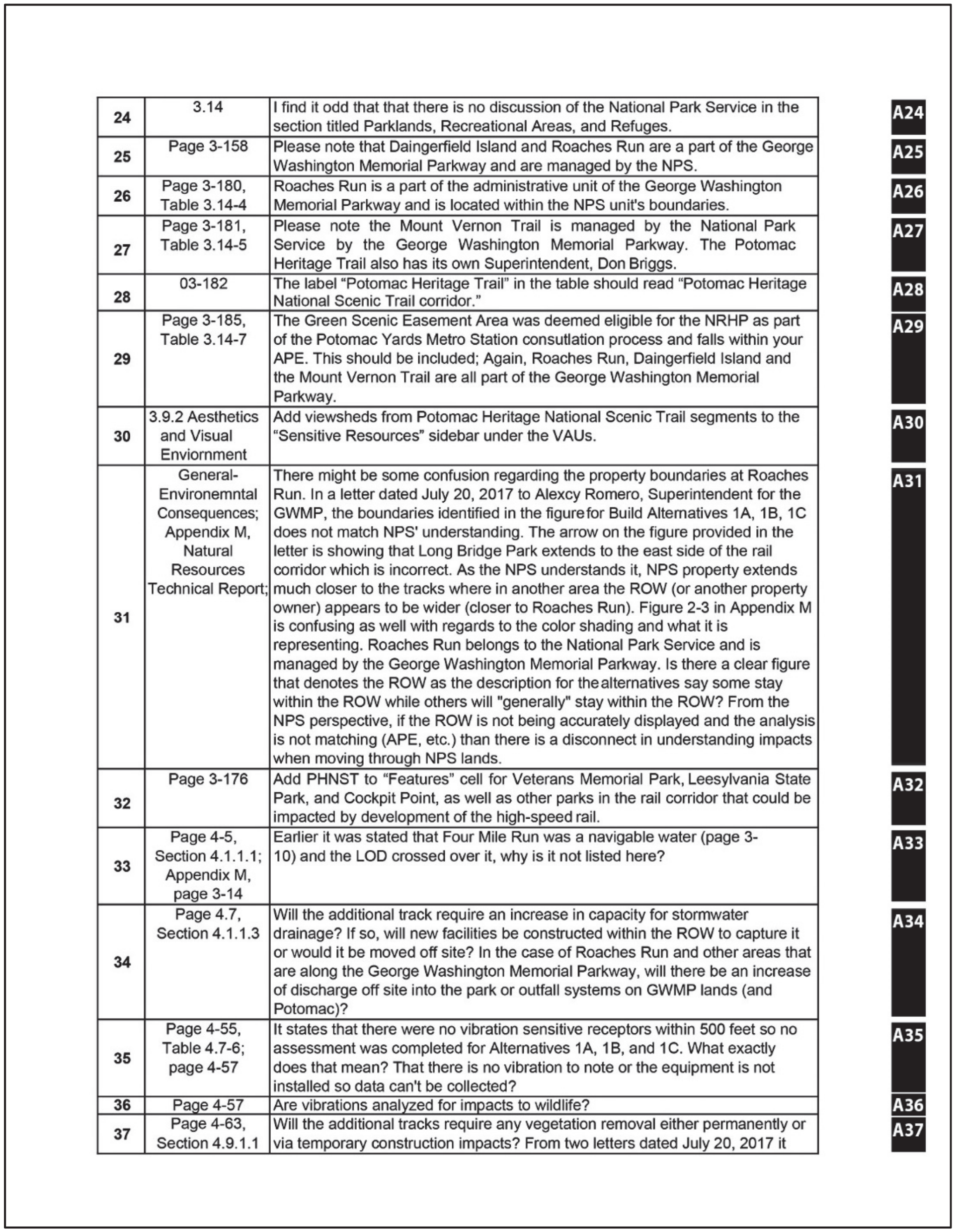
DEPARTMENT OF THE INTERIOR (continued)

A23. The limits of the GWMP as a historic property as presented in the Draft EIS and associated technical reports reflect the limits on file at the DHR at the time the documents were prepared. DRPT has confirmed the boundaries, including the aforementioned aspects, and updated boundaries, as required, are reflected in the analyses of the Preferred Alternative in Section 5.13 of the Final EIS.



24	3.14	I find it odd that that there is no discussion of the National Park Service in the section titled Parklands, Recreational Areas, and Refuges.	A24
25	Page 3-158	Please note that Daingerfield Island and Roaches Run are a part of the George Washington Memorial Parkway and are managed by the NPS.	A25
26	Page 3-180, Table 3.14-4	Roaches Run is a part of the administrative unit of the George Washington Memorial Parkway and is located within the NPS unit's boundaries.	A26
27	Page 3-181, Table 3.14-5	Please note the Mount Vernon Trail is managed by the National Park Service by the George Washington Memorial Parkway. The Potomac Heritage Trail also has its own Superintendent, Don Briggs.	A27
28	03-182	The label "Potomac Heritage Trail" in the table should read "Potomac Heritage National Scenic Trail corridor."	A28
29	Page 3-185, Table 3.14-7	The Green Scenic Easement Area was deemed eligible for the NRHP as part of the Potomac Yards Metro Station consultation process and falls within your APE. This should be included; Again, Roaches Run, Daingerfield Island and the Mount Vernon Trail are all part of the George Washington Memorial Parkway.	A29
30	3.9.2 Aesthetics and Visual Enviornment	Add viewsheds from Potomac Heritage National Scenic Trail segments to the "Sensitive Resources" sidebar under the VAUs.	A30
31	General- Environemntal Consequences; Appendix M, Natural Resources Technical Report;	There might be some confusion regarding the property boundaries at Roaches Run. In a letter dated July 20, 2017 to Alexcy Romero, Superintendent for the GWMP, the boundaries identified in the figure for Build Alternatives 1A, 1B, 1C does not match NPS' understanding. The arrow on the figure provided in the letter is showing that Long Bridge Park extends to the east side of the rail corridor which is incorrect. As the NPS understands it, NPS property extends much closer to the tracks where in another area the ROW (or another property owner) appears to be wider (closer to Roaches Run). Figure 2-3 in Appendix M is confusing as well with regards to the color shading and what it is representing. Roaches Run belongs to the National Park Service and is managed by the George Washington Memorial Parkway. Is there a clear figure that denotes the ROW as the description for the alternatives say some stay within the ROW while others will "generally" stay within the ROW? From the NPS perspective, if the ROW is not being accurately displayed and the analysis is not matching (APE, etc.) than there is a disconnect in understanding impacts when moving through NPS lands.	A31
32	Page 3-176	Add PHNST to "Features" cell for Veterans Memorial Park, Leesylvania State Park, and Cockpit Point, as well as other parks in the rail corridor that could be impacted by development of the high-speed rail.	A32
33	Page 4-5, Section 4.1.1.1; Appendix M, page 3-14	Earlier it was stated that Four Mile Run was a navigable water (page 3-10) and the LOD crossed over it, why is it not listed here?	A33
34	Page 4.7, Section 4.1.1.3	Will the additional track require an increase in capacity for stormwater drainage? If so, will new facilities be constructed within the ROW to capture it or would it be moved off site? In the case of Roaches Run and other areas that are along the George Washington Memorial Parkway, will there be an increase of discharge off site into the park or outfall systems on GWMP lands (and Potomac)?	A34
35	Page 4-55, Table 4.7-6; page 4-57	It states that there were no vibration sensitive receptors within 500 feet so no assessment was completed for Alternatives 1A, 1B, and 1C. What exactly does that mean? That there is no vibration to note or the equipment is not installed so data can't be collected?	A35
36	Page 4-57	Are vibrations analyzed for impacts to wildlife?	A36
37	Page 4-63, Section 4.9.1.1	Will the additional tracks require any vegetation removal either permanently or via temporary construction impacts? From two letters dated July 20, 2017 it	A37

DEPARTMENT OF THE INTERIOR (continued)

A24. Section 3.14 of the Draft EIS discussed the existing recreational, parkland and trail resources within the study area (500 feet to either side of the existing rail line). Specifically, Section 3.14.1 discussed the federally-owned parklands and referenced the GWMP and Fredericksburg and Spotsylvania National Military Park as owned by NPS. Section 3.14.4 discussed Wildlife Refuges and referenced Roaches Run Waterfowl Sanctuary as owned by NPS. Clarification has also been added stating that Daingerfield Island Park is owned by NPS and is included in the errata table for the Draft EIS which is Appendix A of the Final EIS.

A25. The requested text clarification is addressed in the errata table for the Draft EIS, which is Appendix A of the Final EIS.

A26. The requested text clarification is addressed in the errata table for the Draft EIS, which is Appendix A of the Final EIS.

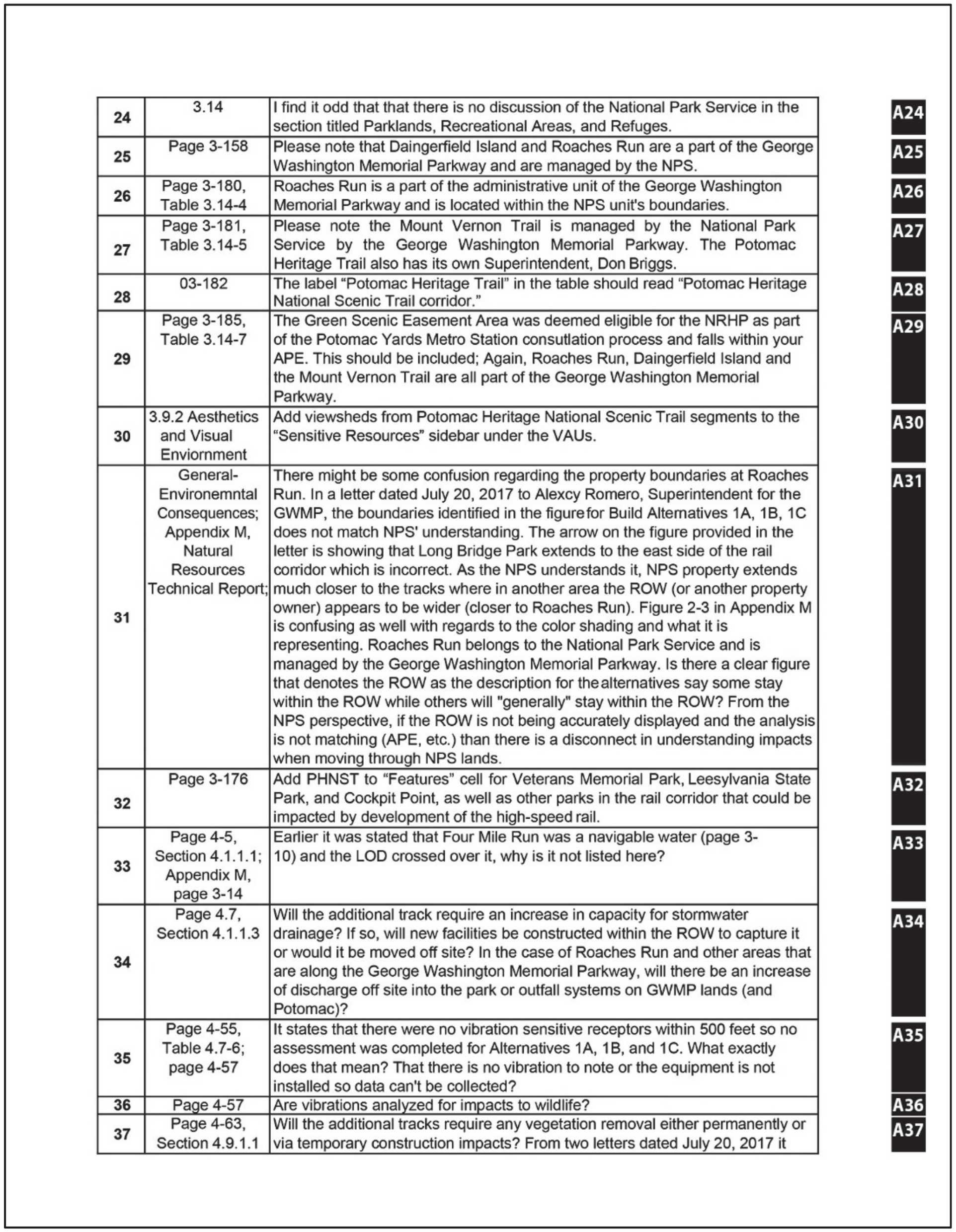
A27. Comment noted.

A28. The requested text clarification is addressed in the errata table for the Draft EIS, which is Appendix A of the Final EIS

A29. Refer to DRPT-numbered statement #23 for response.

A30. Viewsheds from the Potomac Heritage National Scenic Trail have been clarified as sensitive visual resources, where applicable refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS.

(Responses are continued on next page)



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DEPARTMENT OF THE INTERIOR (continued)

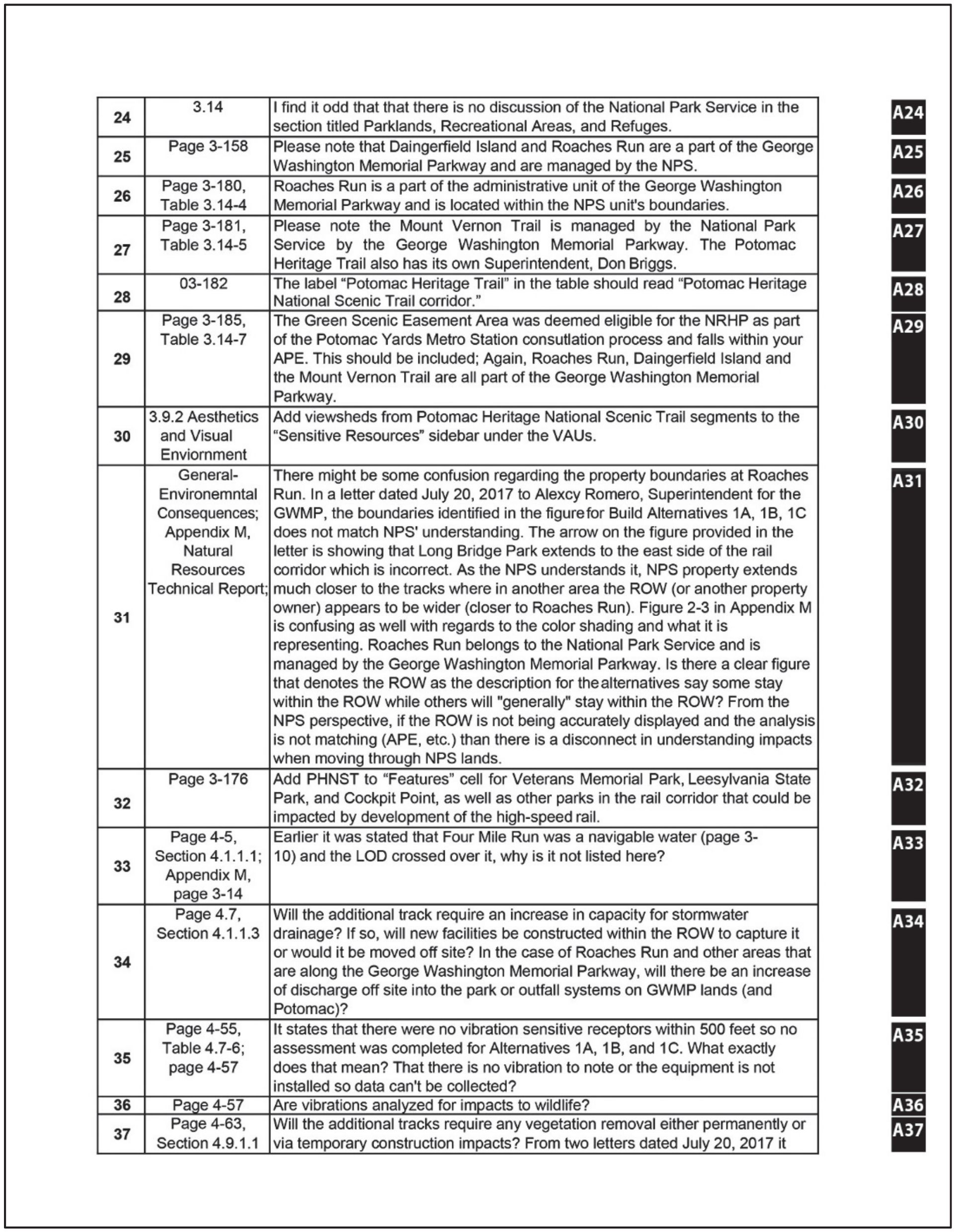
A31. Arlington County owns a long narrow parcel of land that is located to the east of the rail corridor that, per the County’s Long Bridge Park Master Plan, is part of Long Bridge Park. The figure that is referenced in the comment includes the portion of Long Bridge Park that is located to the east of the Project, and is consistent with the information presented in the Draft and Final EIS. Alternative 1B has been selected as the Preferred Alternative (refer to Final EIS Section 4.1.3 for details). The Preferred Alternative does not have temporary or permanent right of way impacts to Roaches Run Waterfowl Sanctuary. DRPT will continue to coordinate with the NPS during final design (after funding becomes available and incremental improvements are scheduled) to ensure that boundaries and assessments of lands impacted are accurate.

A32. The requested clarifications to the features cells of the appropriate parks within the tables in Section 3.14 of the Draft EIS are addressed in the errata table for the Draft EIS, which is Appendix A of the Final EIS.

A33. Clarification to indicate that Four Mile Run is a navigable waterway is addressed in the errata table for the Draft EIS, which is Appendix A of the Final EIS. All references to Four Mile Run in the Final EIS indicate that it is a navigable waterway.

A34. The additional track will require only a small increase in stormwater drainage capacity as much of the rail bed is permeable to rainfall; rail ballast is considered a pervious cover since it does not significantly impede or prevent infiltration into the soil. The location of stormwater management facilities for portions of the Project within or adjacent to the GWMP will be determined during final design (after funding becomes available and incremental improvements are scheduled) in coordination with the NPS.

(Responses are continued on next page)



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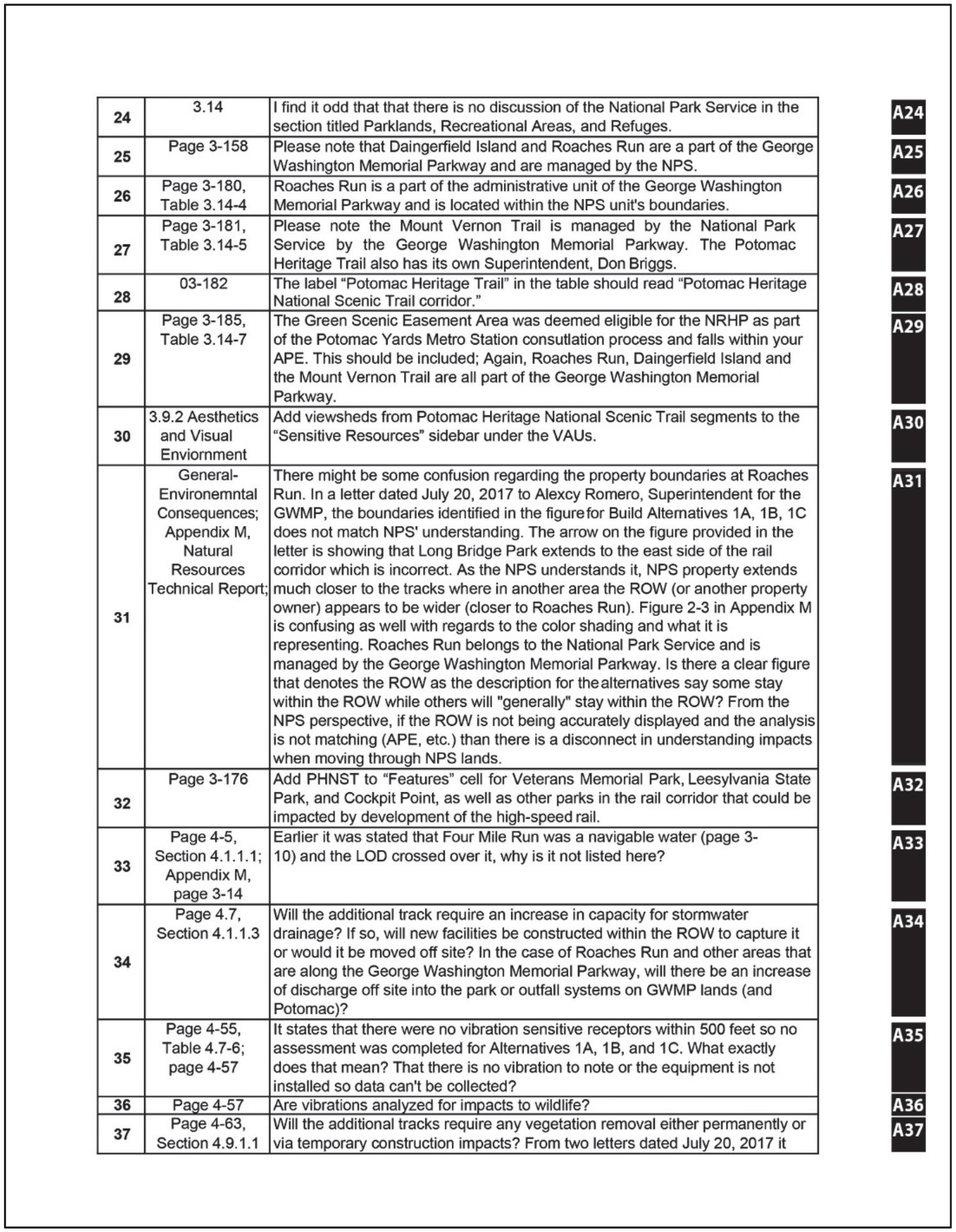
DEPARTMENT OF THE INTERIOR (continued)

A35. Alternative 1B has been selected as the Preferred Alternative (refer to Final EIS Section 4.1.3 for details). None of the land uses within 500 feet of Alternative 1B (or dismissed Alternatives 1A or 1C), as evaluated in the Draft and Final EIS using FRA's required methodology, are sensitive to vibration. Therefore, potential vibration associated with the proposed intercity passenger trains was not evaluated for those segments.

A36. DRPT conducted vibration analyses based on the FRA General Vibration Assessment method, which does not include an evaluation of wildlife response to vibration. Many of the Build Alternatives as evaluated in the Draft EIS follow existing rail alignments. As shown in Table 4.7-2 of the Draft EIS, the Sound Exposure Level (SEL) for passenger trains traveling at 90 mph does not meet or exceed the screening threshold of 100 SEL for effects on animal behavior within distances of 50 feet or greater from the track. The SEL for freight train railcars and for locomotive horns range from 108 to 110 SEL within 50 feet of the track. Projected noise impacts were found to be highest along the Fredericksburg and Ashland Bypass alternatives due to the addition of freight train noise in areas that do not currently have trains under existing conditions; however, FRA and DRPT are not recommending any of the bypass alternatives as part of the Preferred Alternative. Animals are expected to respond to the noise impacts by avoiding establishment of nests, dens, or territories within the areas immediately adjacent to the tracks where noise impacts occur; however, wildlife in the Project area would already be acclimated to the existing rail traffic in the vicinity of the existing rail corridor.

Potential impacts of construction noise on wildlife known to be sensitive to noise, including migratory birds and bald eagles, are discussed in Final EIS Sections 5.10.2.1 and 5.10.3.1, respectively.

(Responses are continued on next page)



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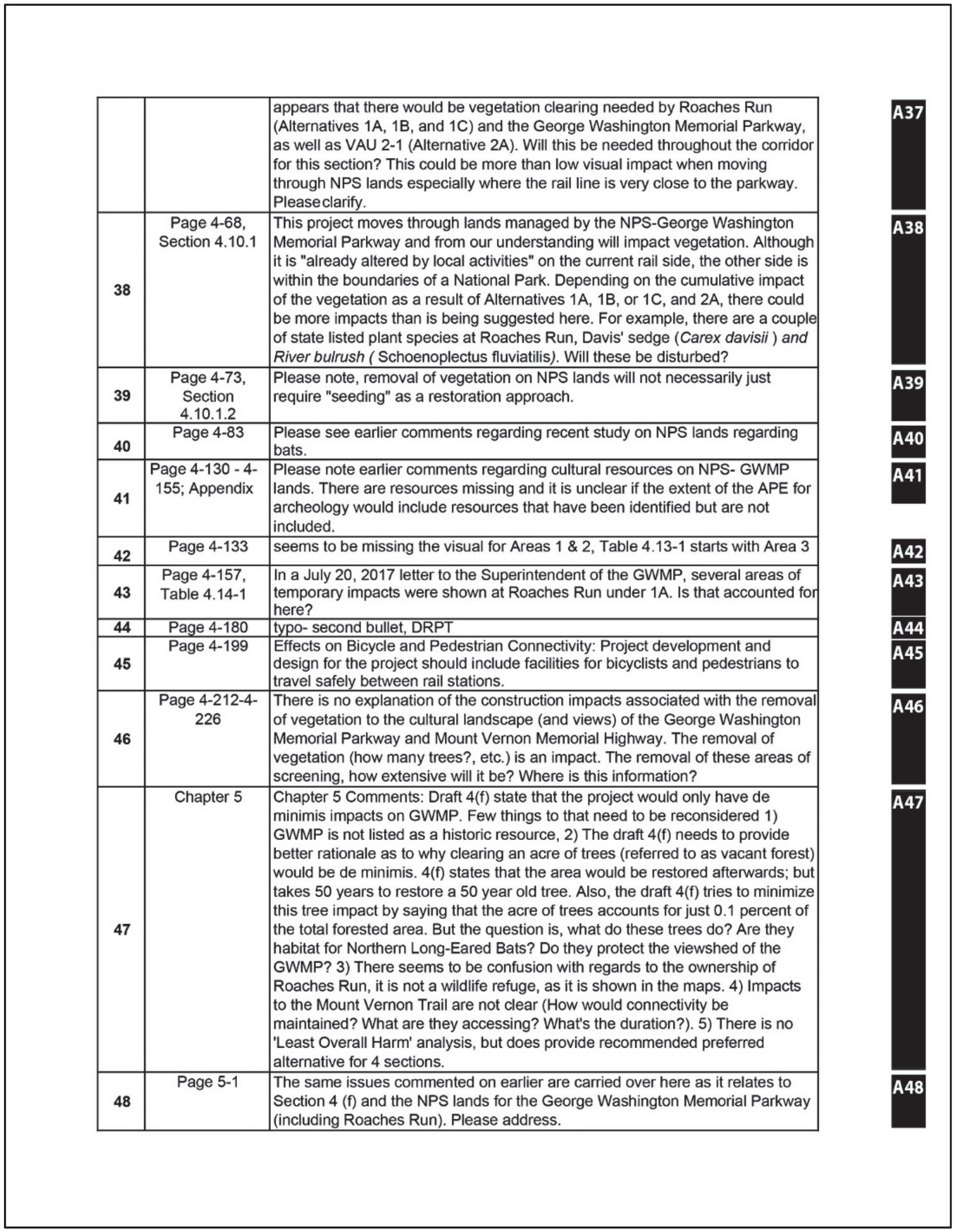
DEPARTMENT OF THE INTERIOR (continued)

A37. Construction of the Project will require vegetation removal in some areas of the existing right-of-way and in temporary easements outside of the existing right-of-way. DRPT will restore vegetation removed during construction in temporary easements outside of the existing right-of-way to the extent practicable.

A sufficient forested buffer will remain such that DRPT anticipates views from the GWMP will remain relatively unchanged. The low visual ratings for VAU's 1-1 and 2-1, as documented in Section 4.9.1 of the Draft EIS and Section 5.9.1 of the Final EIS, takes into account the overall views of the tracks through these sections from the surrounding areas. Given that the area is already urbanized and a single track is being added adjacent to existing tracks, DRPT determined that the low visual impact rating is appropriate.



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38	Page 4-68, Section 4.10.1	This project moves through lands managed by the NPS-George Washington Memorial Parkway and from our understanding will impact vegetation. Although it is "already altered by local activities" on the current rail side, the other side is within the boundaries of a National Park. Depending on the cumulative impact of the vegetation as a result of Alternatives 1A, 1B, or 1C, and 2A, there could be more impacts than is being suggested here. For example, there are a couple of state listed plant species at Roaches Run, Davis' sedge (*Carex davisii*) *and River bulrush (* Schoenoplectus fluviatilis*)*. Will these be disturbed?	A38
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46	Page 4-212-4-226	There is no explanation of the construction impacts associated with the removal of vegetation to the cultural landscape (and views) of the George Washington Memorial Parkway and Mount Vernon Memorial Highway. The removal of vegetation (how many trees?, etc.) is an impact. The removal of these areas of screening, how extensive will it be? Where is this information?	A46
47	Chapter 5	Chapter 5 Comments: Draft 4(f) state that the project would only have de minimis impacts on GWMP. Few things to that need to be reconsidered 1) GWMP is not listed as a historic resource, 2) The draft 4(f) needs to provide better rationale as to why clearing an acre of trees (referred to as vacant forest) would be de minimis. 4(f) states that the area would be restored afterwards; but takes 50 years to restore a 50 year old tree. Also, the draft 4(f) tries to minimize this tree impact by saying that the acre of trees accounts for just 0.1 percent of the total forested area. But the question is, what do these trees do? Are they habitat for Northern Long-Eared Bats? Do they protect the viewshed of the GWMP? 3) There seems to be confusion with regards to the ownership of Roaches Run, it is not a wildlife refuge, as it is shown in the maps. 4) Impacts to the Mount Vernon Trail are not clear (How would connectivity be maintained? What are they accessing? What's the duration?). 5) There is no 'Least Overall Harm' analysis, but does provide recommended preferred alternative for 4 sections.	A47
48	Page 5-1	The same issues commented on earlier are carried over here as it relates to Section 4 (f) and the NPS lands for the George Washington Memorial Parkway (including Roaches Run). Please address.	A48

DEPARTMENT OF THE INTERIOR (continued)

(Response to comment A37 on previous page)

A38. Davis' sedge and river bulrush are not listed as "threatened" or "endangered" and are therefore not included in the analysis of threatened and endangered species in Final EIS Section 5.10.3. There is potential for the Project to impact these plant species where wetland impacts will occur. DRPT will coordinate with resource agencies to avoid or minimize impacts to all species, including sensitive species, during final design and permitting (after funding becomes available and incremental improvements are scheduled). Avoidance, minimization, and mitigation measures identified for wetlands in Final Section 5.1.6.1 and natural communities in Section 5.10.1.4, including minor alignment shifts, minimizing clearing and grubbing, and revegetation of disturbed areas using native plants in coordination with the resource agencies, will minimize impacts on sensitive plant species.

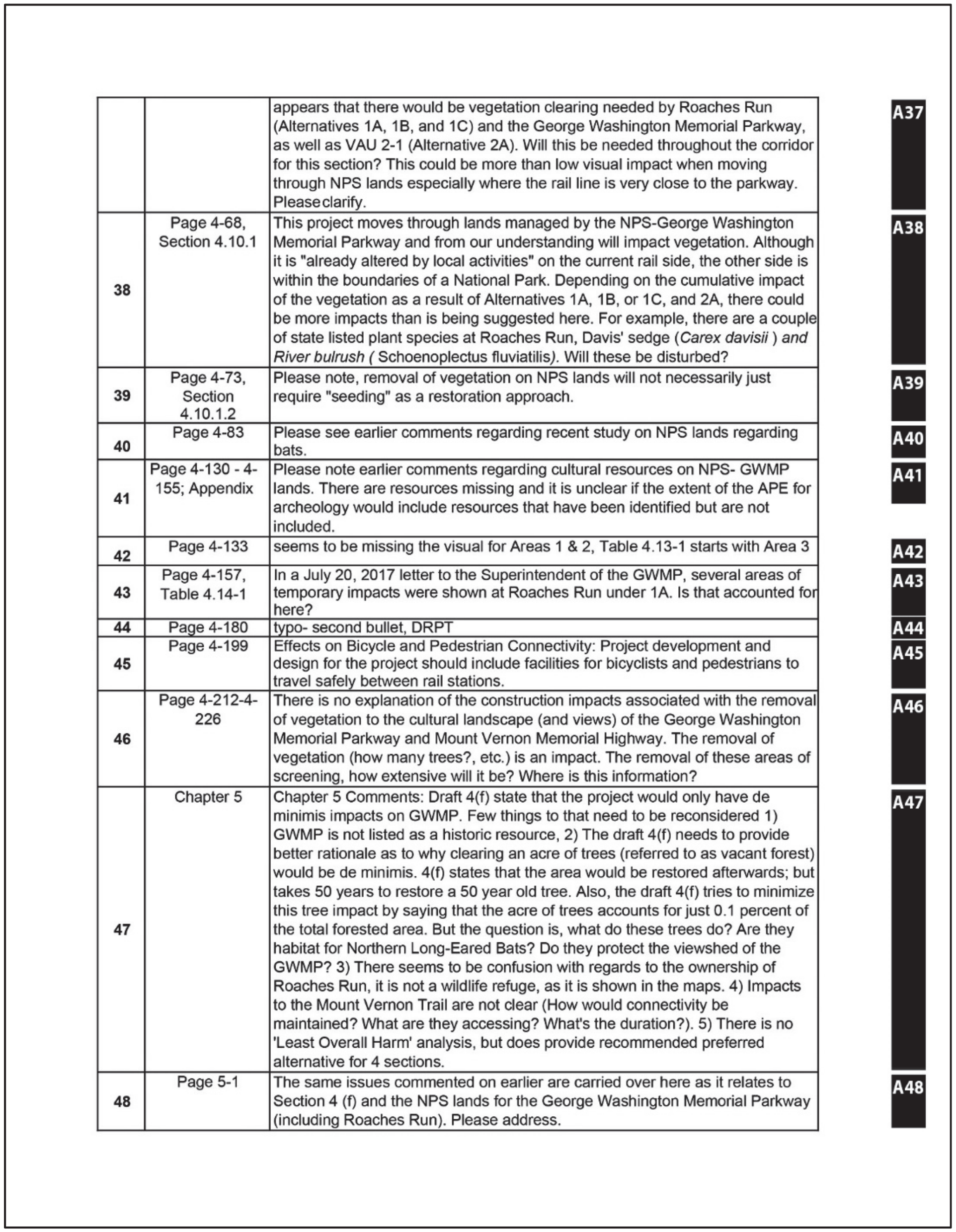
A39. Comment noted. DRPT will develop specific mitigation measures for impacts to sensitive habitats in coordination with the resource agencies during the permitting process after construction funding has been identified.

A40. Comment noted. Refer to DRPT-numbered statement #14.

A41. Comment noted. Refer to DRPT-numbered statements #17 through #23.

A42. In the Final EIS, a note has been added to any resource table that does not include all six alternative areas, to indicate that only the areas with impacts and/or resources are included, and to specifically state which areas do not have any impacts and/or resources (and are therefore not listed in the tables). In regard to the referenced Draft EIS Table 4.13-1, there are no adverse effects in Alternative Areas 1 and 2, and a lack of adverse effects results in "0"s in the table for these areas.

(Responses are continued on next page)



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DEPARTMENT OF THE INTERIOR (continued)

A43. Alternative 1B has been selected as the Preferred Alternative (refer to Final EIS Section 4.1.3 for details). The temporary impacts on the east side of the existing tracks are within the area identified as Long Bridge Park and owned by the City of Arlington. According to parcel ownership information, which was acquired from the County on June 8, 2016 during the development of the Draft EIS and reacquired on July 31, 2017, there are no permanent or temporary impacts to Roaches Run Waterfowl Sanctuary. The impact analysis in Section 5.14 and Chapter 6 of the Final EIS reflect this determination.

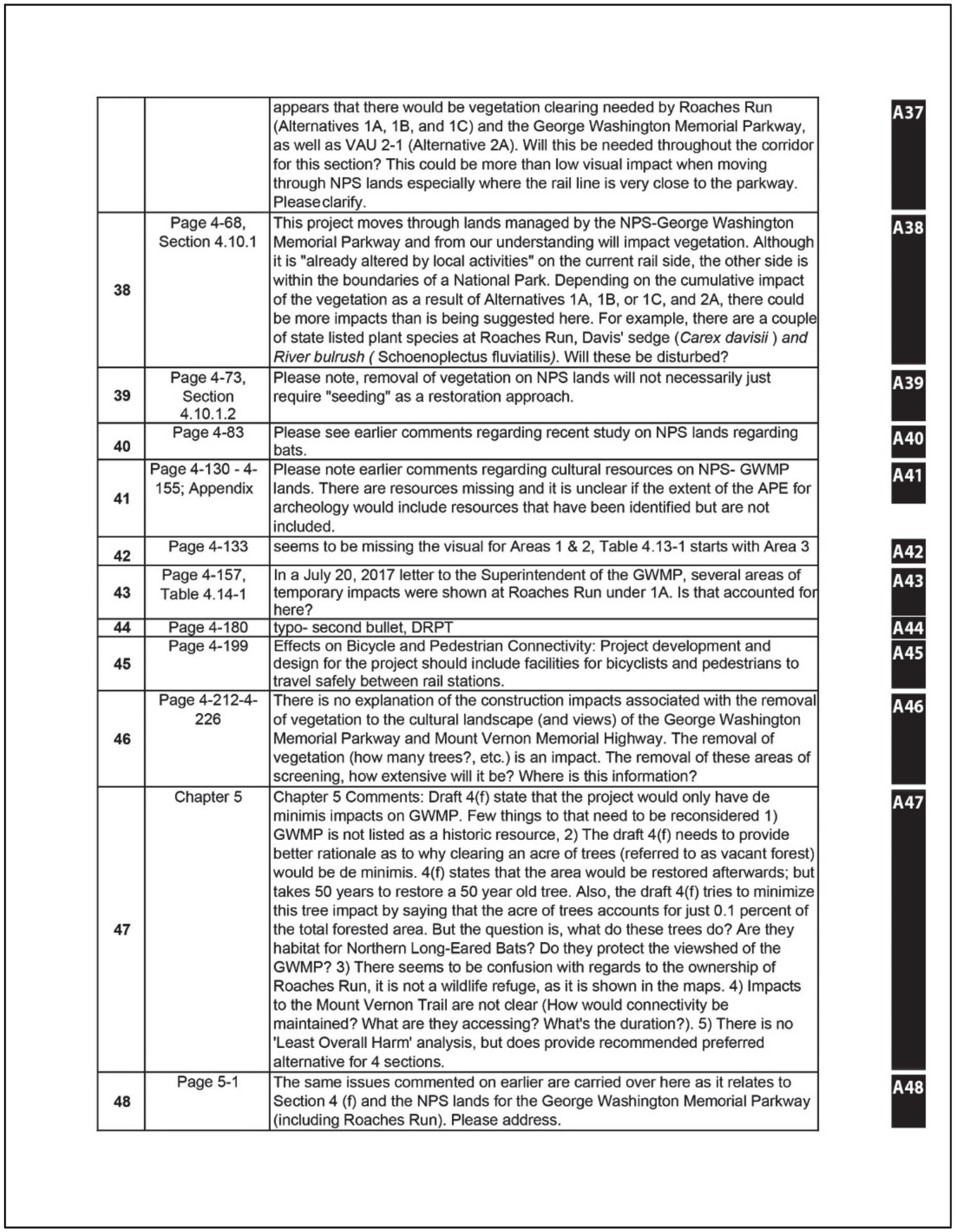
A44. Comment noted.

A45. The owner of the railroad right-of-way, CSXT, does not permit private or public parallel bicycle/pedestrian paths within the railroad's right-of-way. The DC2RVA Project, however, does not preclude the development of bicycle and pedestrian facilities between rail stations using private property or public rights-of-way outside of the railroad's right-of-way, separate from this Project. Refer to DRPT-numbered statement #5 for more information about the Project Purpose and Need and multimodal connections with intercity passenger rail.

A46. See response to DRPT-numbered statement #37.

A47. Part 1) Mount Vernon Memorial Highway (portion of GWMP DHR-ID 029-0218) was addressed separately in Draft Section 6.4.3 (associated Final EIS Section 5.4.3) from GWMP as a parkland resource. No permanent right-of-way acquisition would be required from GWMP.

(Responses are continued on next page)



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44	Page 4-180	typo- second bullet, DRPT	A44
45	Page 4-199	Effects on Bicycle and Pedestrian Connectivity: Project development and design for the project should include facilities for bicyclists and pedestrians to travel safely between rail stations.	A45
46	Page 4-212-4-226	There is no explanation of the construction impacts associated with the removal of vegetation to the cultural landscape (and views) of the George Washington Memorial Parkway and Mount Vernon Memorial Highway. The removal of vegetation (how many trees?, etc.) is an impact. The removal of these areas of screening, how extensive will it be? Where is this information?	A46
47	Chapter 5	Chapter 5 Comments: Draft 4(f) state that the project would only have de minimis impacts on GWMP. Few things to that need to be reconsidered 1) GWMP is not listed as a historic resource, 2) The draft 4(f) needs to provide better rationale as to why clearing an acre of trees (referred to as vacant forest) would be de minimis. 4(f) states that the area would be restored afterwards; but takes 50 years to restore a 50 year old tree. Also, the draft 4(f) tries to minimize this tree impact by saying that the acre of trees accounts for just 0.1 percent of the total forested area. But the question is, what do these trees do? Are they habitat for Northern Long-Eared Bats? Do they protect the viewshed of the GWMP? 3) There seems to be confusion with regards to the ownership of Roaches Run, it is not a wildlife refuge, as it is shown in the maps. 4) Impacts to the Mount Vernon Trail are not clear (How would connectivity be maintained? What are they accessing? What's the duration?). 5) There is no 'Least Overall Harm' analysis, but does provide recommended preferred alternative for 4 sections.	A47
48	Page 5-1	The same issues commented on earlier are carried over here as it relates to Section 4 (f) and the NPS lands for the George Washington Memorial Parkway (including Roaches Run). Please address.	A48

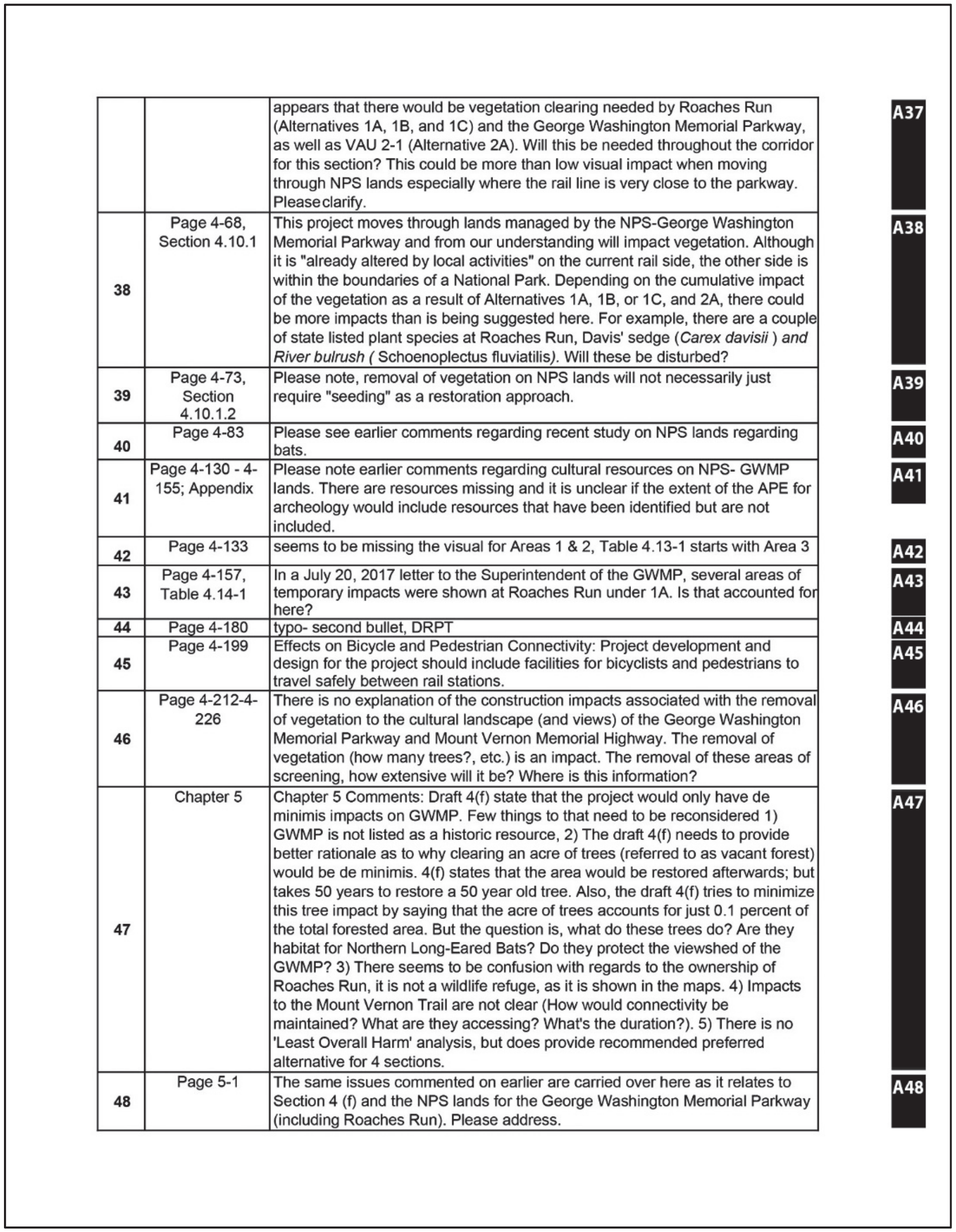
DEPARTMENT OF THE INTERIOR (continued)

Part 2) The Draft EIS refers to a temporary occupancy of a Section 4(f) resource, not a de minimis impact (because de minimis only occurs when impacts are considered a 4(f) use). In accordance with Section 4(f) of the U.S. DOT Act of 1966 (49 U.S.C. 303[c]), as amended by Section 6009 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users (SAFETEA-LU), impacts to Section 4(f) resources were determined to be either a Section 4(f) use, de minimis use, or a temporary occupancy. Temporary occupancies are exempted from the requirement for Section 4(f) approvals if they meet the conditions listed in 23 CFR 774.13(d). It important to note that the Section 4(f) Evaluation for this Project follows FHWA and FTA procedures; while FRA is not directly subject to these rules, FRA has determined that these procedures are appropriate for use in this Project.

As stated in the Final Section 4(f) Evaluation (Chapter 6 of the Final EIS), the temporary occupancy of GWMP is 1.2 acres in size and is generally a long narrow strip of approximately 10 feet in width. This area is temporarily needed during construction for access, erosion control, and material placement. Impacts to mature trees, if any, can likely be avoided during final design. DRPT will work with NPS to restore any temporary visual and habitat conditions during construction to prior conditions.

Part 3) DRPT understands that Roaches Run is a designated waterfowl sanctuary, and has updated all labeling to indicate such in the Final Section 4(f) Evaluation.

(Responses are continued on next page)



		appears that there would be vegetation clearing needed by Roaches Run (Alternatives 1A, 1B, and 1C) and the George Washington Memorial Parkway, as well as VAU 2-1 (Alternative 2A). Will this be needed throughout the corridor for this section? This could be more than low visual impact when moving through NPS lands especially where the rail line is very close to the parkway. Please clarify.	A37
38	Page 4-68, Section 4.10.1	This project moves through lands managed by the NPS-George Washington Memorial Parkway and from our understanding will impact vegetation. Although it is "already altered by local activities" on the current rail side, the other side is within the boundaries of a National Park. Depending on the cumulative impact of the vegetation as a result of Alternatives 1A, 1B, or 1C, and 2A, there could be more impacts than is being suggested here. For example, there are a couple of state listed plant species at Roaches Run, Davis' sedge (*Carex davisii*) *and River bulrush (* Schoenoplectus fluviatilis*)*. Will these be disturbed?	A38
39	Page 4-73, Section 4.10.1.2	Please note, removal of vegetation on NPS lands will not necessarily just require "seeding" as a restoration approach.	A39
40	Page 4-83	Please see earlier comments regarding recent study on NPS lands regarding bats.	A40
41	Page 4-130 - 4-155; Appendix	Please note earlier comments regarding cultural resources on NPS- GWMP lands. There are resources missing and it is unclear if the extent of the APE for archeology would include resources that have been identified but are not included.	A41
42	Page 4-133	seems to be missing the visual for Areas 1 & 2, Table 4.13-1 starts with Area 3	A42
43	Page 4-157, Table 4.14-1	In a July 20, 2017 letter to the Superintendent of the GWMP, several areas of temporary impacts were shown at Roaches Run under 1A. Is that accounted for here?	A43
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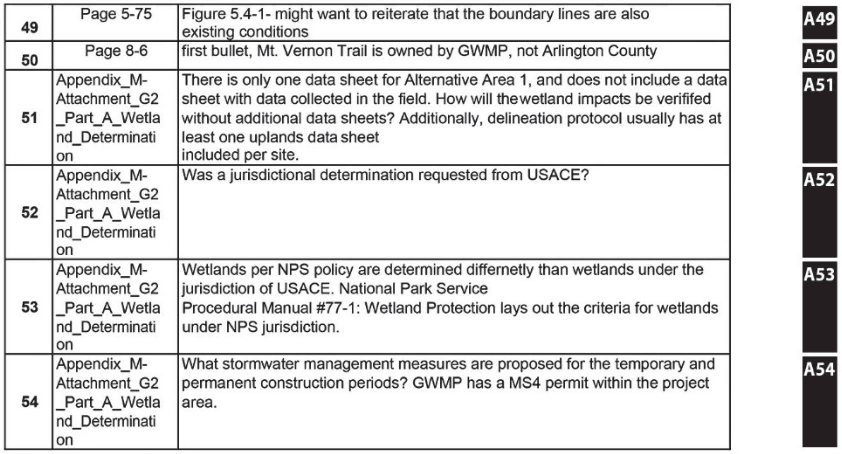
48	Page 5-1	The same issues commented on earlier are carried over here as it relates to Section 4 (f) and the NPS lands for the George Washington Memorial Parkway (including Roaches Run). Please address.	A48

DEPARTMENT OF THE INTERIOR (continued)

Part 4) As stated in the Final Section 4(f) Evaluation (Chapter 6 of the Final EIS), 20 feet of the Mount Vernon Trail would be temporarily impacted during construction. The 20 feet that would be temporarily impacted is located on the east side of the existing rail right-of-way on GWMP land opposite Crystal City Water Park and near Ronald Reagan National Airport. Construction planning and timing will be developed during final design, after funding is determined and incremental sequencing is developed. DRPT will continue to work with NPS throughout final design, and will maintain trail connectivity and functionality throughout Project construction activities that affect the Mount Vernon Trail.

Part 5) Chapter 6 of the Final EIS includes the full discussion of the Final Section 4(f) analysis, including the required least harm analysis.

A48. Comment note. Refer to DRPT-numbered statements #17 through #23.



49	Page 5-75	Figure 5.4-1- might want to reiterate that the boundary lines are also existing conditions	A49
50	Page 8-6	first bullet, Mt. Vernon Trail is owned by GWMP, not Arlington County	A50
51	Appendix_M-Attachment_G2_Part_A_Wetland_Determination	There is only one data sheet for Alternative Area 1, and does not include a data sheet with data collected in the field. How will thewetland impacts be verififed without additional data sheets? Additionally, delineation protocol usually has at least one uplands data sheet included per site.	A51
52	Appendix_M-Attachment_G2_Part_A_Wetland_Determination	Was a jurisdictional determination requested from USACE?	A52
53	Appendix_M-Attachment_G2_Part_A_Wetland_Determination	Wetlands per NPS policy are determined differnetly than wetlands under the jurisdiction of USACE. National Park Service Procedural Manual #77-1: Wetland Protection lays out the criteria for wetlands under NPS jurisdiction.	A53
54	Appendix_M-Attachment_G2_Part_A_Wetland_Determination	What stormwater management measures are proposed for the temporary and permanent construction periods? GWMP has a MS4 permit within the project area.	A54

DEPARTMENT OF THE INTERIOR (continued)

A49. Text was added before the referenced figure to clarify the existing conditions boundary lines (see Chapter 6 of the Final EIS for the Final Section 4(f) Evaluation).

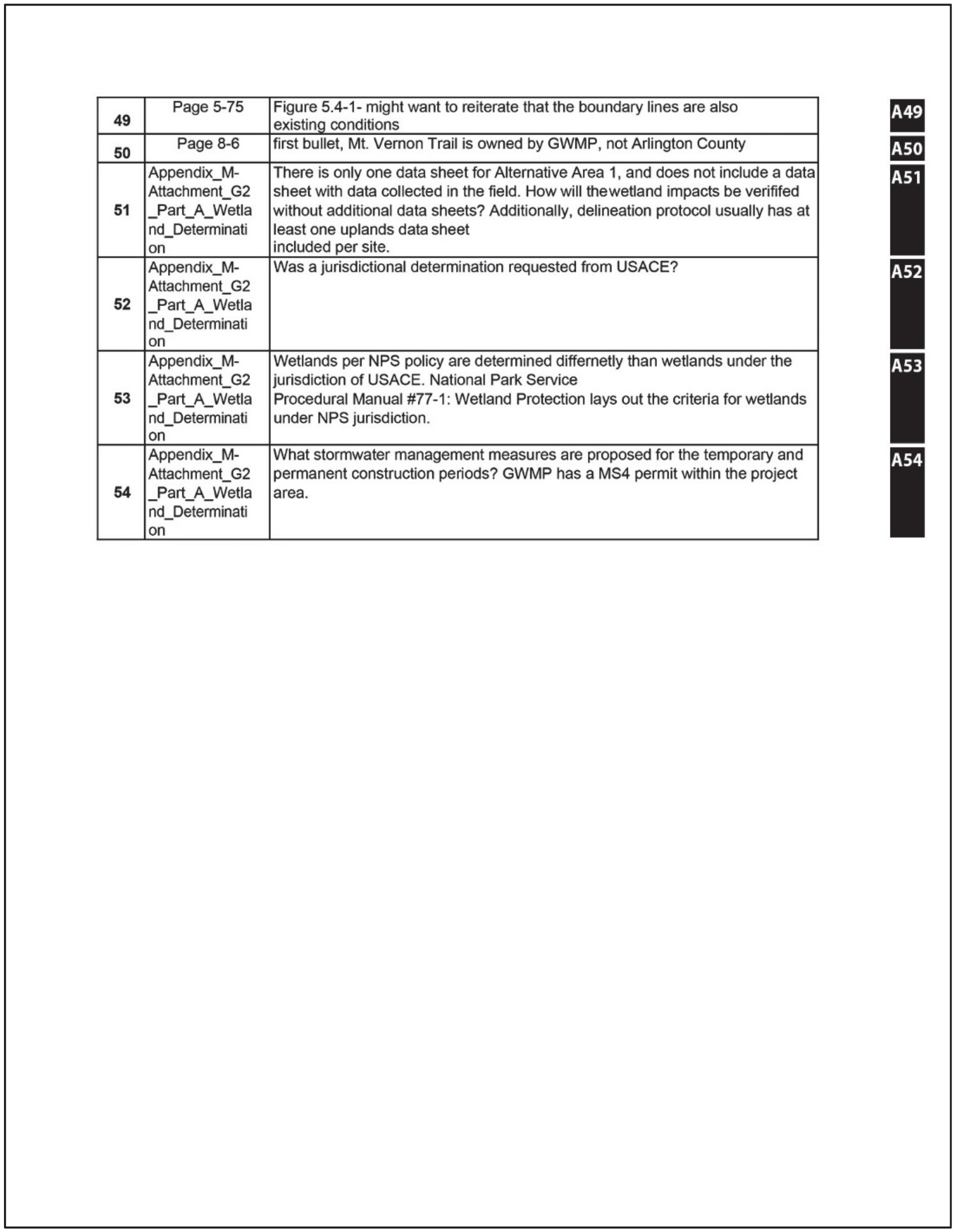
A50. The referenced text was addressed in the errata table for the Draft EIS, which is Appendix A of the Final EIS.

A51. Only one wetland area has been identified within the limits of disturbance for Area 1 (01-WTL-01-wet). As noted in the Remarks section under Summary of Findings on the first page of the Wetland Determination Data Form, a wetland data point was not taken at this location because of access restrictions. The wetland boundaries were mapped based on best available data including aerial photographs, topographic maps, and VDCR, NHD, and NWI mapping. The location of the wetlands will be verified as needed in coordination with the resource agencies during the Joint Permit Application process during final design, after funding becomes available and incremental improvements are scheduled.

A52. As noted on page 3-5 of the Draft EIS and page 3-2 of its Appendix M, field reviews by US Army Corps of Engineers (USACE) and Virginia Department of Environmental Quality (DEQ) and spot checks with the field crews at several intervals during the field survey ensured methods were conducted according to agency expectations. A request for a formal jurisdictional determination will be submitted to the USACE during the Joint Permit Application process during final design, after funding becomes available and incremental improvements are scheduled.

A53. The USACE definition of wetlands has been used for the inventory and analysis in the Draft and Final EIS. NPS Water Resources Division will be consulted regarding wetland impacts during final design, after funding becomes available and incremental improvements are scheduled. Following completion of the final design and before construction, DRPT will complete the activities necessary to comply with NPS Procedural Manual #77-1 and will coordinate with NPS staff as needed.

(Responses are continued on next page)



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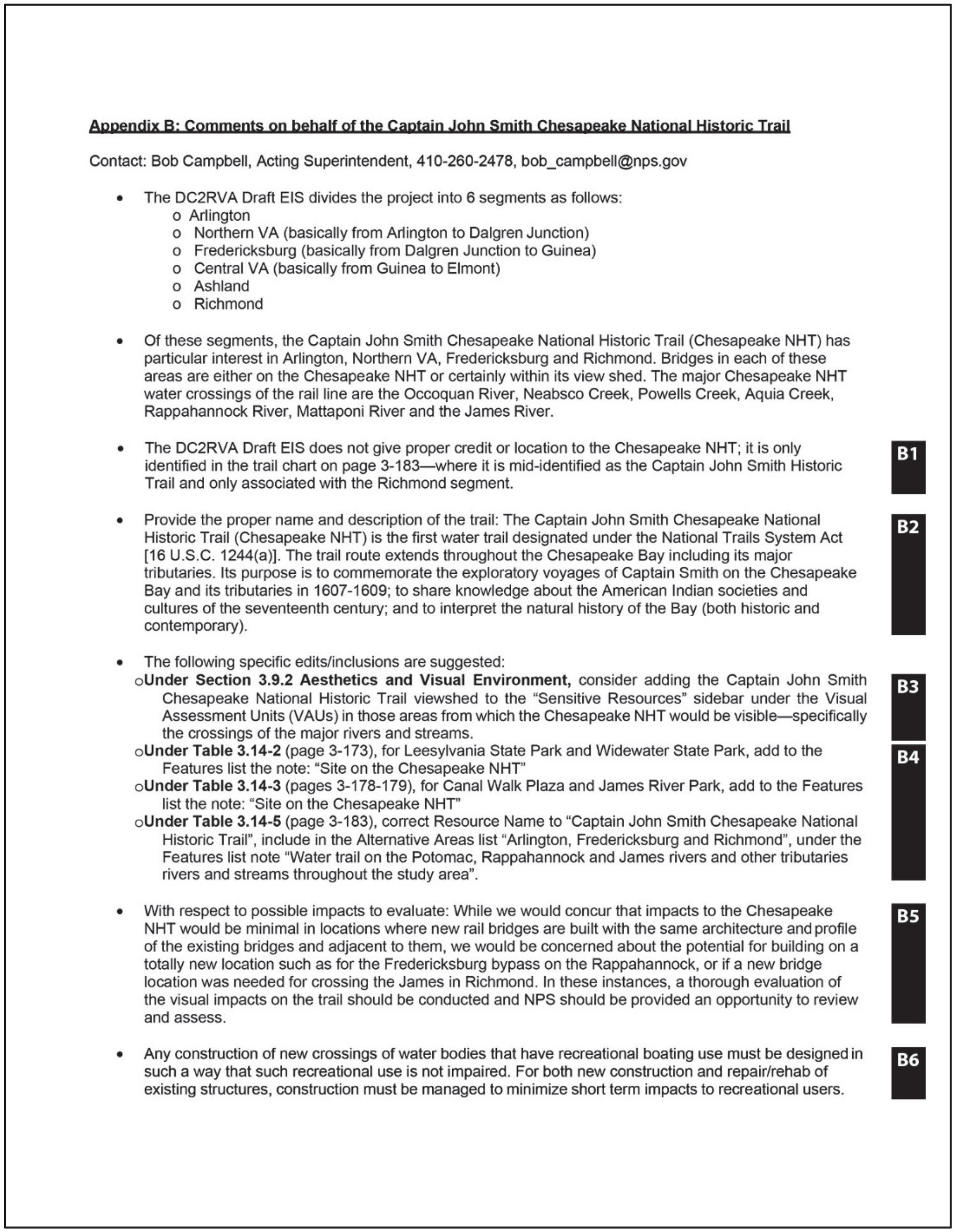
DEPARTMENT OF THE INTERIOR (continued)

A54. As noted in Section 4.1.6.2 of the Draft EIS and Section 5.1.6.2 of the Final EIS, permanent stormwater management measures may include upgrading of existing stormwater facilities and installation of new stormwater facilities, including detention basins, to capture and treat run-off. The Preferred Alternative will be designed and constructed in accordance with the Virginia Erosion and Sediment Control Law (§10.1-560 et seq. of the Code of Virginia); the Stormwater Management Act (§10.1-603. 1 et seq. of the Code of Virginia) and the terms and conditions of water quality permits required by USACE, Virginia DEQ, and VMRC. DRPT will provide detailed drainage design plans to NPS during final design, after funding becomes available and incremental improvements are scheduled.



Appendix B: Comments on behalf of the Captain John Smith Chesapeake National Historic Trail

Contact: Bob Campbell, Acting Superintendent, 410-260-2478, bob_campbell@nps.gov

- The DC2RVA Draft EIS divides the project into 6 segments as follows:
  - Arlington
  - Northern VA (basically from Arlington to Dalgren Junction)
  - Fredericksburg (basically from Dalgren Junction to Guinea)
  - Central VA (basically from Guinea to Elmont)
  - Ashland
  - Richmond
- Of these segments, the Captain John Smith Chesapeake National Historic Trail (Chesapeake NHT) has particular interest in Arlington, Northern VA, Fredericksburg and Richmond. Bridges in each of these areas are either on the Chesapeake NHT or certainly within its view shed. The major Chesapeake NHT water crossings of the rail line are the Occoquan River, Neabsco Creek, Powells Creek, Aquia Creek, Rappahannock River, Mattaponi River and the James River.
- The DC2RVA Draft EIS does not give proper credit or location to the Chesapeake NHT; it is only identified in the trail chart on page 3-183—where it is mid-identified as the Captain John Smith Historic Trail and only associated with the Richmond segment. **B1**
- Provide the proper name and description of the trail: The Captain John Smith Chesapeake National Historic Trail (Chesapeake NHT) is the first water trail designated under the National Trails System Act [16 U.S.C. 1244(a)]. The trail route extends throughout the Chesapeake Bay including its major tributaries. Its purpose is to commemorate the exploratory voyages of Captain Smith on the Chesapeake Bay and its tributaries in 1607-1609; to share knowledge about the American Indian societies and cultures of the seventeenth century; and to interpret the natural history of the Bay (both historic and contemporary). **B2**
- The following specific edits/inclusions are suggested:
  - **Under Section 3.9.2 Aesthetics and Visual Environment,** consider adding the Captain John Smith Chesapeake National Historic Trail viewshed to the "Sensitive Resources" sidebar under the Visual Assessment Units (VAUs) in those areas from which the Chesapeake NHT would be visible—specifically the crossings of the major rivers and streams. **B3**
  - **Under Table 3.14-2** (page 3-173), for Leesylvania State Park and Widewater State Park, add to the Features list the note: "Site on the Chesapeake NHT" **B4**
  - **Under Table 3.14-3** (pages 3-178-179), for Canal Walk Plaza and James River Park, add to the Features list the note: "Site on the Chesapeake NHT"
  - **Under Table 3.14-5** (page 3-183), correct Resource Name to "Captain John Smith Chesapeake National Historic Trail", include in the Alternative Areas list "Arlington, Fredericksburg and Richmond", under the Features list note "Water trail on the Potomac, Rappahannock and James rivers and other tributaries rivers and streams throughout the study area".
- With respect to possible impacts to evaluate: While we would concur that impacts to the Chesapeake NHT would be minimal in locations where new rail bridges are built with the same architecture and profile of the existing bridges and adjacent to them, we would be concerned about the potential for building on a totally new location such as for the Fredericksburg bypass on the Rappahannock, or if a new bridge location was needed for crossing the James in Richmond. In these instances, a thorough evaluation of the visual impacts on the trail should be conducted and NPS should be provided an opportunity to review and assess. **B5**
- Any construction of new crossings of water bodies that have recreational boating use must be designed in such a way that such recreational use is not impaired. For both new construction and repair/rehab of existing structures, construction must be managed to minimize short term impacts to recreational users. **B6**

DEPARTMENT OF THE INTERIOR (continued)

__Appendix B to DOI Letter – Comments from Captain John Smith Chesapeake National Historic Trail:__

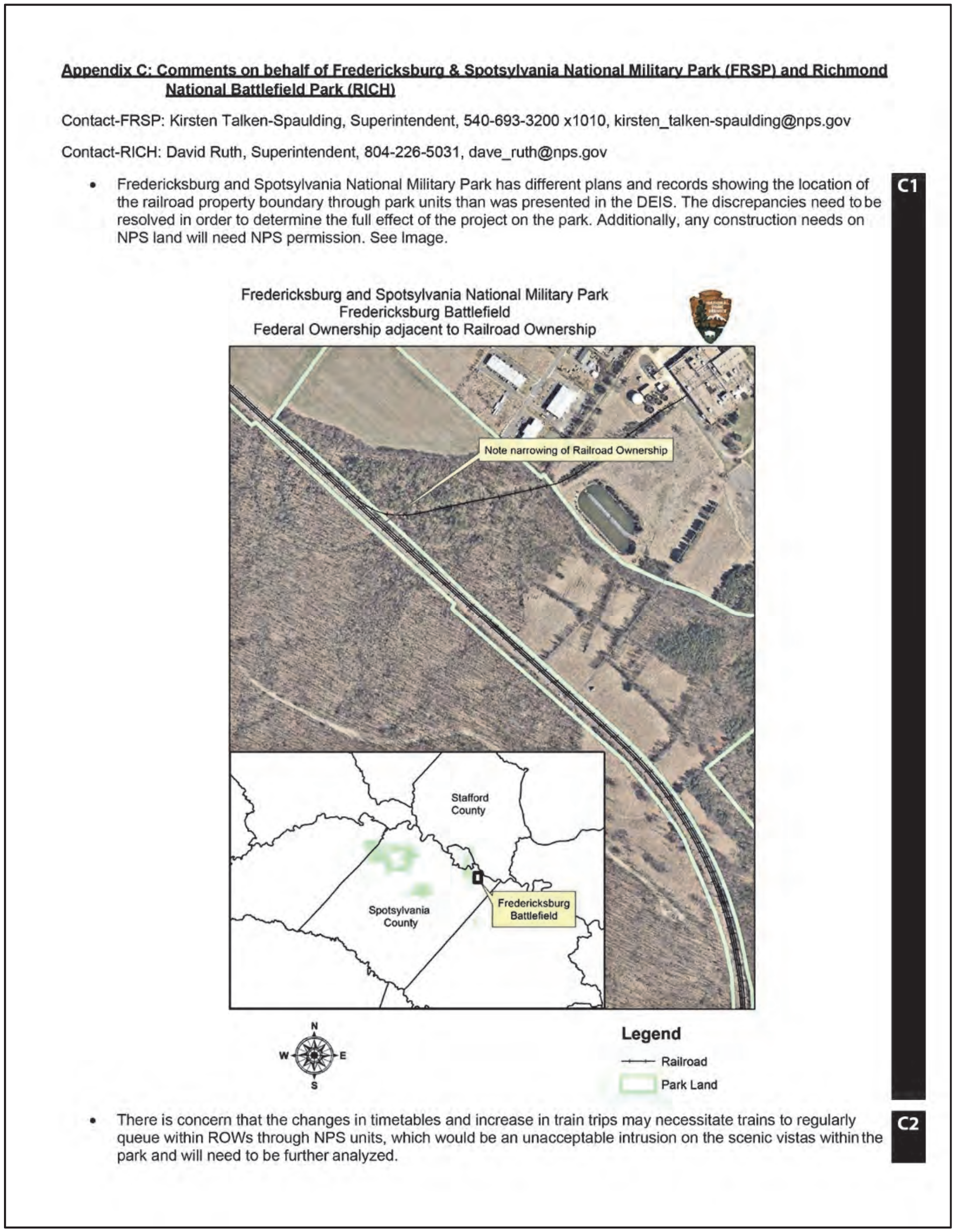
B1. and B2. The name and description of the referenced trail have been updated, as requested; refer to the errata table for the Draft EIS, which is Appendix A to the Final EIS.

B3. The referenced trail has been added as a sensitive visual resource, as requested; refer to the errata table for the Draft EIS, which is Appendix A to the Final EIS.

B4. The requested clarifications have been addressed in the errata table for the Draft EIS, which is Appendix A to the Final EIS.

B5. Build Alternative 3C, a bypass around Fredericksburg and across the Rappahannock River, is the only Build Alternative analyzed in the Draft EIS with a river bridge at a new crossing location. The visual assessment ranked it as having a high visual impact in Visual Assessment Unit 3-2. However, this alternative is not the Preferred Alternative. Alternative 3B, which includes a new track adjacent to existing track and a bridge adjacent to the existing bridge over the Rappahannock, was selected as the Preferred Alternative (refer to Final EIS Section 4.3.3 for details).

B6. All of the Preferred Alternative's crossings of water bodies are adjacent to existing crossings. After funding becomes available and incremental improvements are scheduled, the final design of the DC2RVA Project will, at a minimum, match the existing horizontal and vertical openings of the existing crossings. Construction phasing, to occur during final design after funding becomes available, will address impacts to recreational uses.



Appendix C: Comments on behalf of Fredericksburg & Spotsylvania National Military Park (FRSP) and Richmond National Battlefield Park (RICH)

Contact-FRSP: Kirsten Talken-Spaulding, Superintendent, 540-693-3200 x1010, kirsten_talken-spaulding@nps.gov

Contact-RICH: David Ruth, Superintendent, 804-226-5031, dave_ruth@nps.gov

- Fredericksburg and Spotsylvania National Military Park has different plans and records showing the location of the railroad property boundary through park units than was presented in the DEIS. The discrepancies need to be resolved in order to determine the full effect of the project on the park. Additionally, any construction needs on NPS land will need NPS permission. See Image.

C1

Fredericksburg and Spotsylvania National Military Park
Fredericksburg Battlefield
Federal Ownership adjacent to Railroad Ownership

Note narrowing of Railroad Ownership
Stafford County
Spotsylvania County
Fredericksburg Battlefield
N
W
E
S
Legend
Railroad
Park Land

- There is concern that the changes in timetables and increase in train trips may necessitate trains to regularly queue within ROWs through NPS units, which would be an unacceptable intrusion on the scenic vistas within the park and will need to be further analyzed.

C2

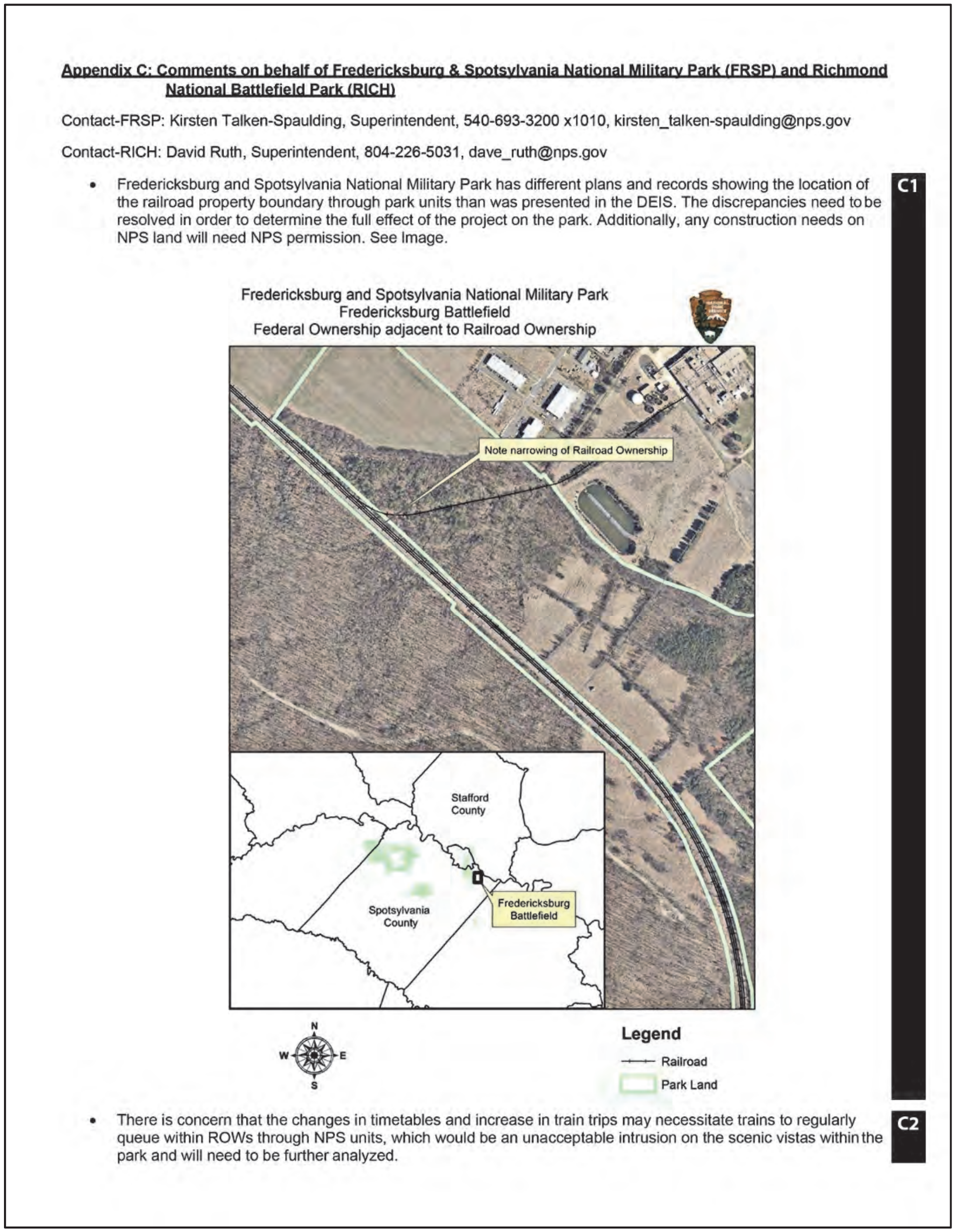
DEPARTMENT OF THE INTERIOR (continued)

Appendix C to DOI Letter – Comments from Fredericksburg & Spotsylvania National Military Park and Richmond National Battlefield:

C1. The parcel boundaries are based on information DRPT acquired from the County on June 8, 2016 during the development of the Draft EIS, which DRPT has confirmed are consistent with current County data (acquired July 31, 2017). DRPT has confirmed that these County parcel boundaries are consistent with those shown on the NPS website. DRPT will clarify parcel boundaries during final design, after funding becomes available and incremental improvements are scheduled. DRPT will continue to coordinate with the NPS through final design to ensure that the boundaries of the Fredericksburg & Spotsylvania National Military Park are accurate. Additionally, DRPT will coordinate for any construction needs on NPS property.

C2. As part of the DC2RVA Project, DRPT conducted computer-based railroad operations simulations to determine the Project's impacts on rail traffic in the corridor. To address the Department of Interior's comment, DRPT has reviewed the results of the operations simulations to determine the estimated changes in train delay (what the Department of Interior refers to as queuing) at locations where the DC2RVA corridor is adjacent to the FRSP. Two locations were identified for this analysis: (a) the Hamilton interlocking and proposed Fredericksburg controlled siding (milepost CFP 55.7), which is adjacent to the Fredericksburg Battlefield, and (b) the Guinea interlocking (milepost CFP 47.5), which is adjacent to the "Stonewall" Jackson Shrine. The delay analysis at these locations was conducted for the year 2045 (the 20-year horizon for measuring impacts from the DC2RVA Project) and compared the total delay (time that trains were not moving) between the No Build case (which assesses year 2045 operations at the location without the additional infrastructure or passenger train frequencies proposed by the DC2RVA Project) and the Preferred Alternative Build case (which assesses year 2045 operations at the location including the additional infrastructure and passenger train frequencies proposed by the DC2RVA Project).

(Responses are continued on next page)



Appendix C: Comments on behalf of Fredericksburg & Spotsylvania National Military Park (FRSP) and Richmond National Battlefield Park (RICH)

Contact-FRSP: Kirsten Talken-Spaulding, Superintendent, 540-693-3200 x1010, kirsten_talken-spaulding@nps.gov

Contact-RICH: David Ruth, Superintendent, 804-226-5031, dave_ruth@nps.gov

- Fredericksburg and Spotsylvania National Military Park has different plans and records showing the location of the railroad property boundary through park units than was presented in the DEIS. The discrepancies need to be resolved in order to determine the full effect of the project on the park. Additionally, any construction needs on NPS land will need NPS permission. See Image. **C1**

Fredericksburg and Spotsylvania National Military Park
Fredericksburg Battlefield
Federal Ownership adjacent to Railroad Ownership

Note narrowing of Railroad Ownership
Stafford County
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N
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E
S
Legend
Railroad
Park Land

- There is concern that the changes in timetables and increase in train trips may necessitate trains to regularly queue within ROWs through NPS units, which would be an unacceptable intrusion on the scenic vistas within the park and will need to be further analyzed. **C2**

DEPARTMENT OF THE INTERIOR (continued)

After conducting an evaluation of train delay at the Hamilton interlocking, DRPT determined that in the year 2045, the railroad corridor would operate more efficiently in this area with a decrease in average daily train delay resulting from train queuing by 8 minutes per day if the DC2RVA Project were to be implemented, when compared to the No Build results. The decrease in queuing would result in no visual impact to the Fredericksburg Battlefield due to train queuing. DRPT acknowledges that the computer-based railroad operations simulation provides only an estimate of the operations at a particular location along the corridor. Actual rail operations and train delays are subject to variability; however, and the potential decrease in train delays near the Hamilton interlocking demonstrate a reduction in potential impacts at this location.

After conducting an evaluation of train delay at the Guinea interlocking, DRPT determined that in the year 2045, the average daily train delay resulting from train queuing would increase by 3 minutes per day if the DC2RVA Project were to be implemented, when compared to the No Build results. This slight increase in queuing would have little overall visual impact to the "Stonewall" Jackson Shrine which is already located adjacent to the existing tracks and is currently exposed to the infrequent visual effects of train queuing. DRPT acknowledges that the computer-based railroad operations simulation provides only an estimate of the operations at a particular location along the corridor. Actual rail operations and train delays are subject to variability; however, and the potential three-minute increase in train delays near the Guinea interlocking is minimal.

(Responses are continued on next page)

Appendix C: Comments on behalf of Fredericksburg & Spotsylvania National Military Park (FRSP) and Richmond National Battlefield Park (RICH)

Contact-FRSP: Kirsten Talken-Spaulding, Superintendent, 540-693-3200 x1010, kirsten_talken-spaulding@nps.gov

Contact-RICH: David Ruth, Superintendent, 804-226-5031, dave_ruth@nps.gov

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Fredericksburg Battlefield
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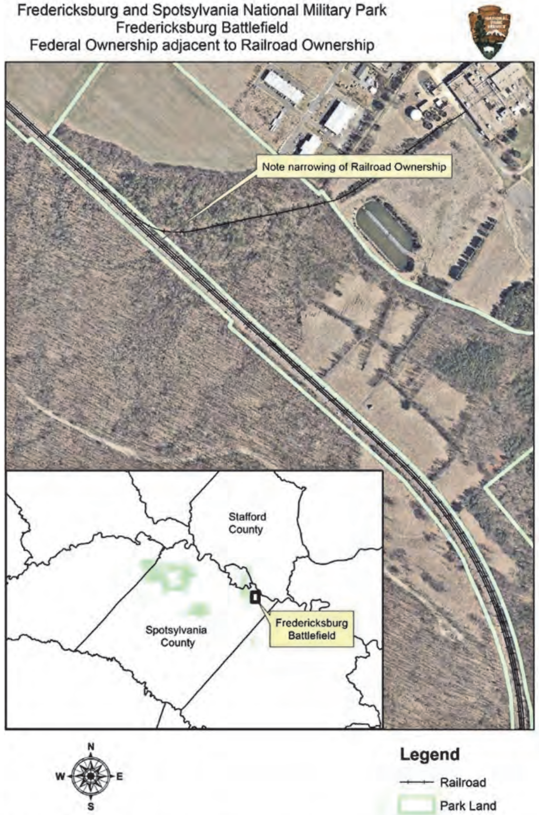
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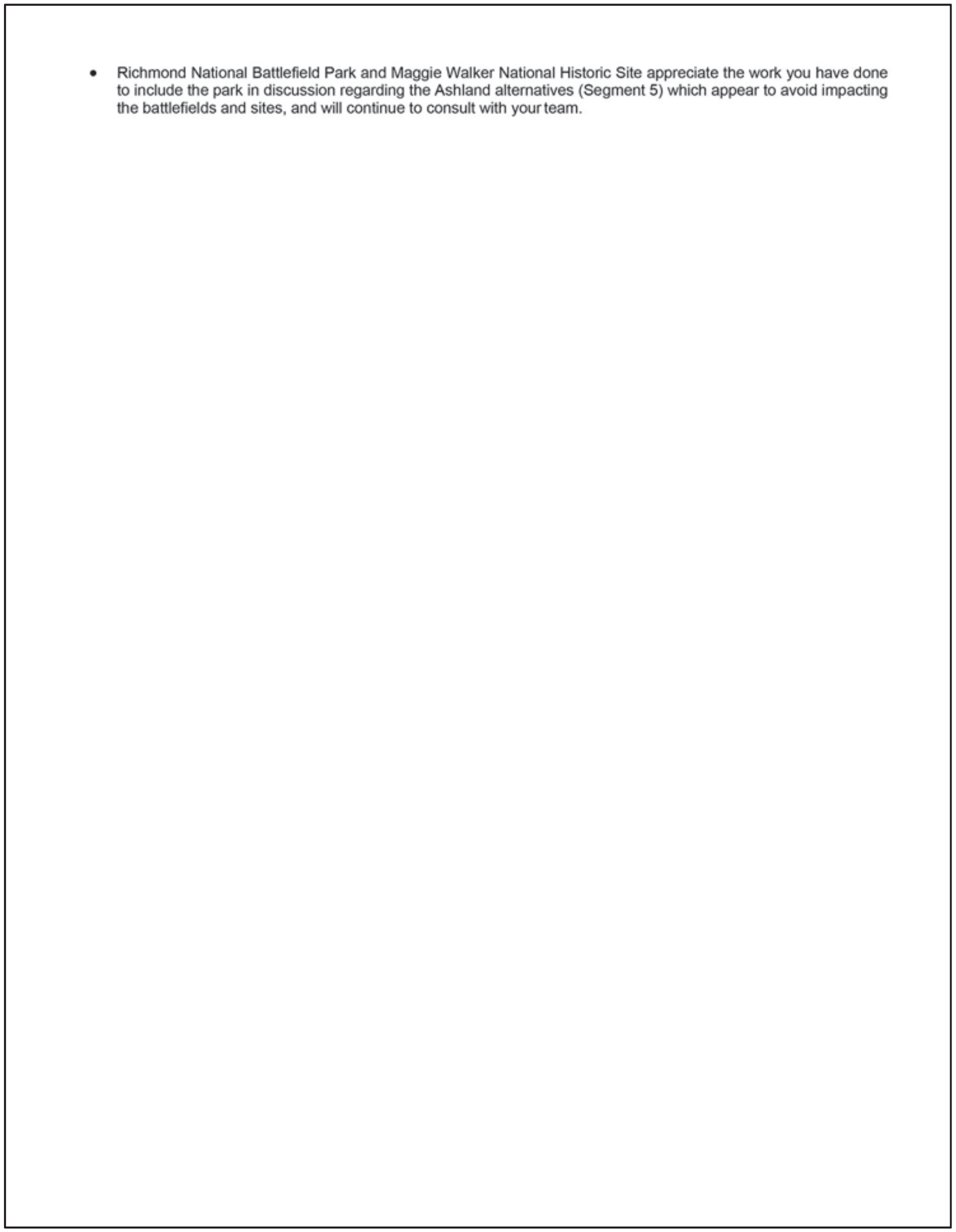
- There is concern that the changes in timetables and increase in train trips may necessitate trains to regularly queue within ROWs through NPS units, which would be an unacceptable intrusion on the scenic vistas within the park and will need to be further analyzed. C2

DEPARTMENT OF THE INTERIOR (continued)

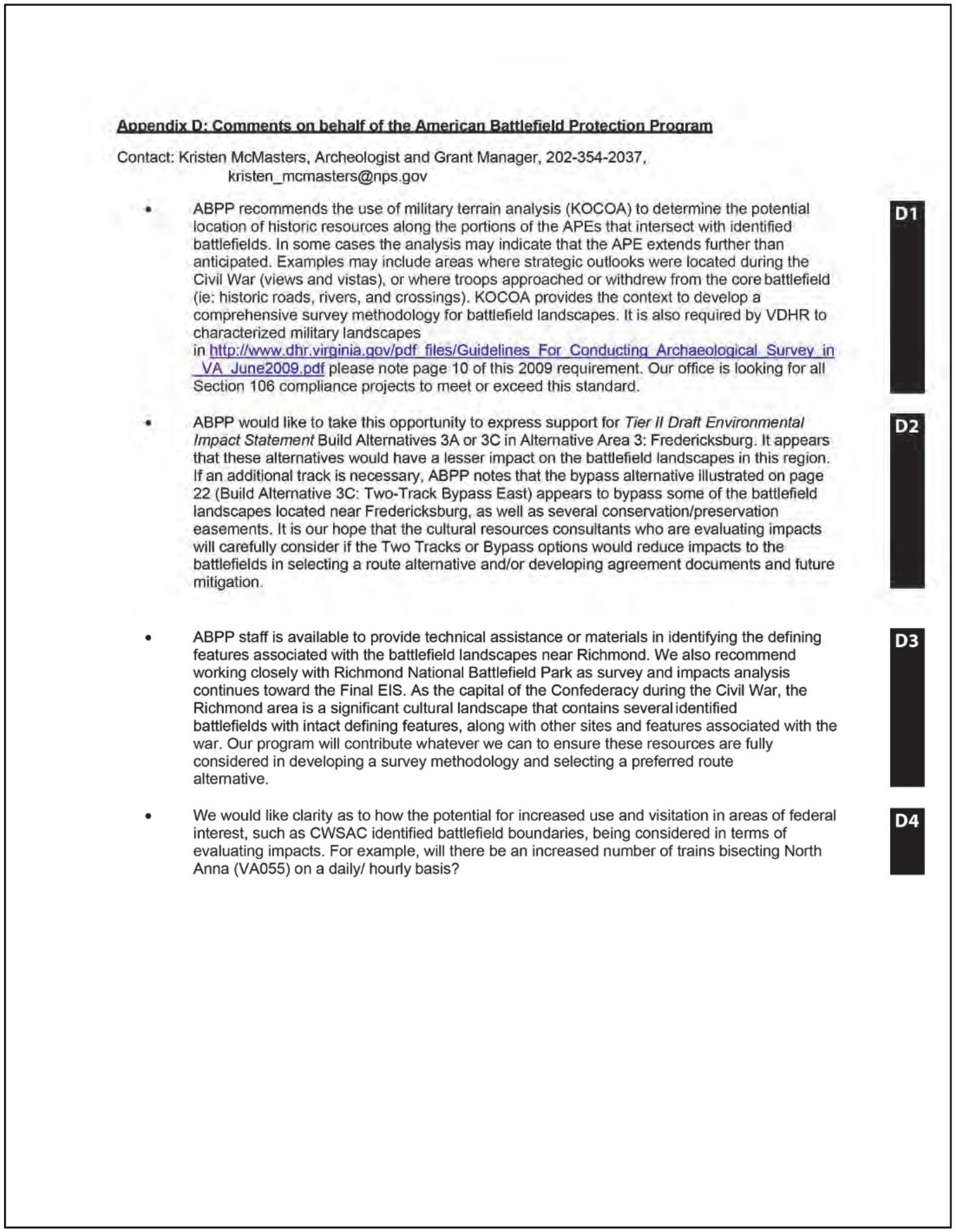
The Richmond National Battlefield Park (RICH) Civil War Visitor Center is located at 470 Tredegar Street in Richmond, Virginia, on the site of the former Tredegar Iron Works along the James River. This site is approximately 1.1 miles west of the railroad tracks that are part of the DC2RVA Project area. However, the site is adjacent to railroad tracks that connect with railroad lines in the DC2RVA corridor. Therefore, DRPT analyzed the differences in train delay (or queuing) for eastbound trains on the CSXT Rivanna Subdivision that were approaching and preparing to enter the DC2RVA corridor at Rivanna Junction in Richmond. After conducting an evaluation of train delay for eastbound trains on the Rivanna Subdivision at the Rivanna Junction interlocking, DRPT determined that in the year 2045, the average daily train delay resulting from train queuing would increase by 4.66 minutes per day if the DC2RVA Project were to be implemented, when compared to the No Build results. This slight increase in queuing would have little overall visual impact to the Richmond National Battlefield Park Civil War Visitor Center which is already located adjacent to the existing tracks and is currently exposed to the infrequent visual effects of train queuing. DRPT acknowledges that the computer-based railroad operations simulation provides only an estimate of the operations at a particular location along the corridor. Actual rail operations and train delays are subject to variability; however, the potential increase in train delays by less than five minutes near the Rivanna Junction interlocking is minimal.



- Richmond National Battlefield Park and Maggie Walker National Historic Site appreciate the work you have done to include the park in discussion regarding the Ashland alternatives (Segment 5) which appear to avoid impacting the battlefields and sites, and will continue to consult with your team.

DEPARTMENT OF THE INTERIOR (continued)

(No comments on this page)



Appendix D: Comments on behalf of the American Battlefield Protection Program

Contact: Kristen McMasters, Archeologist and Grant Manager, 202-354-2037,
kristen_mcmasters@nps.gov

- ABPP recommends the use of military terrain analysis (KOCOA) to determine the potential location of historic resources along the portions of the APEs that intersect with identified battlefields. In some cases the analysis may indicate that the APE extends further than anticipated. Examples may include areas where strategic outlooks were located during the Civil War (views and vistas), or where troops approached or withdrew from the core battlefield (ie: historic roads, rivers, and crossings). KOCOA provides the context to develop a comprehensive survey methodology for battlefield landscapes. It is also required by VDHR to characterized military landscapes in http://www.dhr.virginia.gov/pdf_files/Guidelines_For_Conducting_Archaeological_Survey_in_VA_June2009.pdf please note page 10 of this 2009 requirement. Our office is looking for all Section 106 compliance projects to meet or exceed this standard. **D1**
- ABPP would like to take this opportunity to express support for *Tier II Draft Environmental Impact Statement* Build Alternatives 3A or 3C in Alternative Area 3: Fredericksburg. It appears that these alternatives would have a lesser impact on the battlefield landscapes in this region. If an additional track is necessary, ABPP notes that the bypass alternative illustrated on page 22 (Build Alternative 3C: Two-Track Bypass East) appears to bypass some of the battlefield landscapes located near Fredericksburg, as well as several conservation/preservation easements. It is our hope that the cultural resources consultants who are evaluating impacts will carefully consider if the Two Tracks or Bypass options would reduce impacts to the battlefields in selecting a route alternative and/or developing agreement documents and future mitigation. **D2**
- ABPP staff is available to provide technical assistance or materials in identifying the defining features associated with the battlefield landscapes near Richmond. We also recommend working closely with Richmond National Battlefield Park as survey and impacts analysis continues toward the Final EIS. As the capital of the Confederacy during the Civil War, the Richmond area is a significant cultural landscape that contains several identified battlefields with intact defining features, along with other sites and features associated with the war. Our program will contribute whatever we can to ensure these resources are fully considered in developing a survey methodology and selecting a preferred route alternative. **D3**
- We would like clarity as to how the potential for increased use and visitation in areas of federal interest, such as CWSAC identified battlefield boundaries, being considered in terms of evaluating impacts. For example, will there be an increased number of trains bisecting North Anna (VA055) on a daily/ hourly basis? **D4**

DEPARTMENT OF THE INTERIOR (continued)

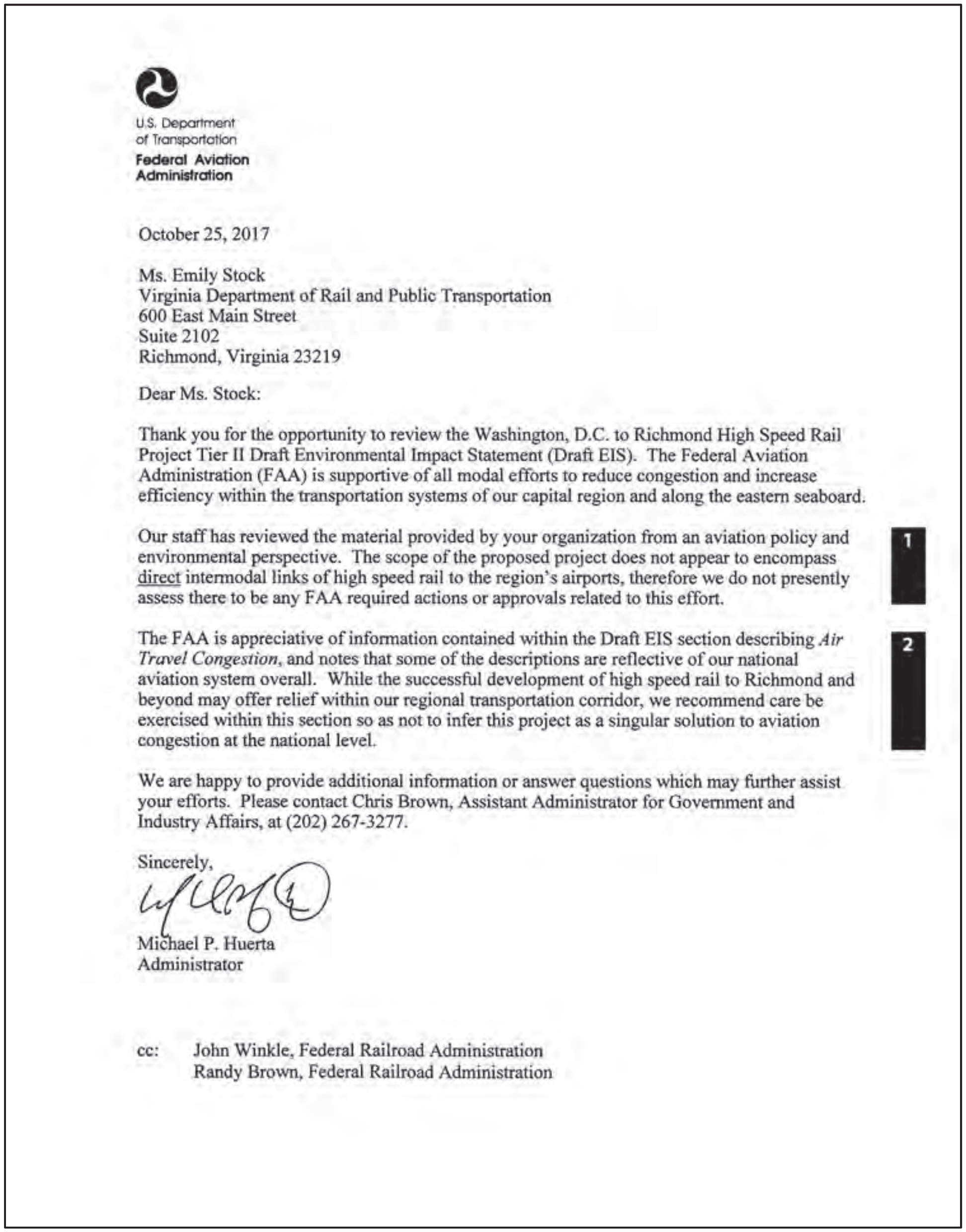
Appendix D to DOI Letter -- Comments from American Battlefield Protection Program:

D1. At a meeting with DRPT on February 13, 2018, the DHR determined that KOCOA analysis (as requested in this comment) is not needed to determine Project Section 106 effects. If factors change upon an analysis of the Project results and effect determinations, additional research may be completed at that time.

D2. Alternative 3B was selected as the Preferred Alternative, which adds one track to the existing two-track alignment through Fredericksburg (refer to Final EIS Section 4.3.3. for details). DRPT will continue to coordinate with the NPS as consulting parties in the cultural resource process, and has involved the NPS in the development of Section 106 MOA stipulations to mitigate any adverse effects on battle-related historic properties caused by the undertaking (the Section 106 Draft MOA is Appendix K of the Final EIS).

D3. The Richmond National Battlefield Park and the FRSP are among the eight offices of the NPS who are consulting parties on this Project.

D4. The North Anna Battlefield Park is located at 11576 Verdon Road in Doswell, Virginia, approximately 1.25 miles west of the DC2RVA corridor. The battlefield is located along the Buckingham Branch Railroad, at a location west of the DC2RVA Project corridor. The DC2RVA Project does not propose any increases to intercity passenger rail traffic or changes to current railroad operating patterns or practices on the segment of the Buckingham Branch Railroad line west of Doswell by the North Anna Battlefield Park.



U.S. Department
of Transportation
**Federal Aviation
Administration**

October 25, 2017

Ms. Emily Stock
Virginia Department of Rail and Public Transportation
600 East Main Street
Suite 2102
Richmond, Virginia 23219

Dear Ms. Stock:

Thank you for the opportunity to review the Washington, D.C. to Richmond High Speed Rail Project Tier II Draft Environmental Impact Statement (Draft EIS). The Federal Aviation Administration (FAA) is supportive of all modal efforts to reduce congestion and increase efficiency within the transportation systems of our capital region and along the eastern seaboard.

Our staff has reviewed the material provided by your organization from an aviation policy and environmental perspective. The scope of the proposed project does not appear to encompass direct intermodal links of high speed rail to the region's airports, therefore we do not presently assess there to be any FAA required actions or approvals related to this effort. 1

The FAA is appreciative of information contained within the Draft EIS section describing *Air Travel Congestion*, and notes that some of the descriptions are reflective of our national aviation system overall. While the successful development of high speed rail to Richmond and beyond may offer relief within our regional transportation corridor, we recommend care be exercised within this section so as not to infer this project as a singular solution to aviation congestion at the national level. 2

We are happy to provide additional information or answer questions which may further assist your efforts. Please contact Chris Brown, Assistant Administrator for Government and Industry Affairs, at (202) 267-3277.

Sincerely,

Michael P. Huerta
Administrator

cc: John Winkle, Federal Railroad Administration
Randy Brown, Federal Railroad Administration

FEDERAL AVIATION ADMINISTRATION

1. The Federal Aviation Administration (FAA) is correct: direct intermodal links to the region's airports are not part of the Project's Purpose and Need.

2. Conditions in the Project corridor currently support the 2002 Tier I EIS Purpose and Need and are the foundation for the DC2RVA Project. These conditions were detailed in Chapter 1 of the Draft EIS and include air travel congestion at regional and national airports. However, the DC2RVA Project is not intended to be the singular solution to national or regional air travel congestion. Rather, the DC2RVA Project would provide a competitive travel alternative in the Washington, D.C. to Richmond corridor by improving the frequency, reliability, and travel time of passenger rail operations in Virginia and beyond.

APPENDIX B2

RESPONSES TO STATE AGENCY COMMENTS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

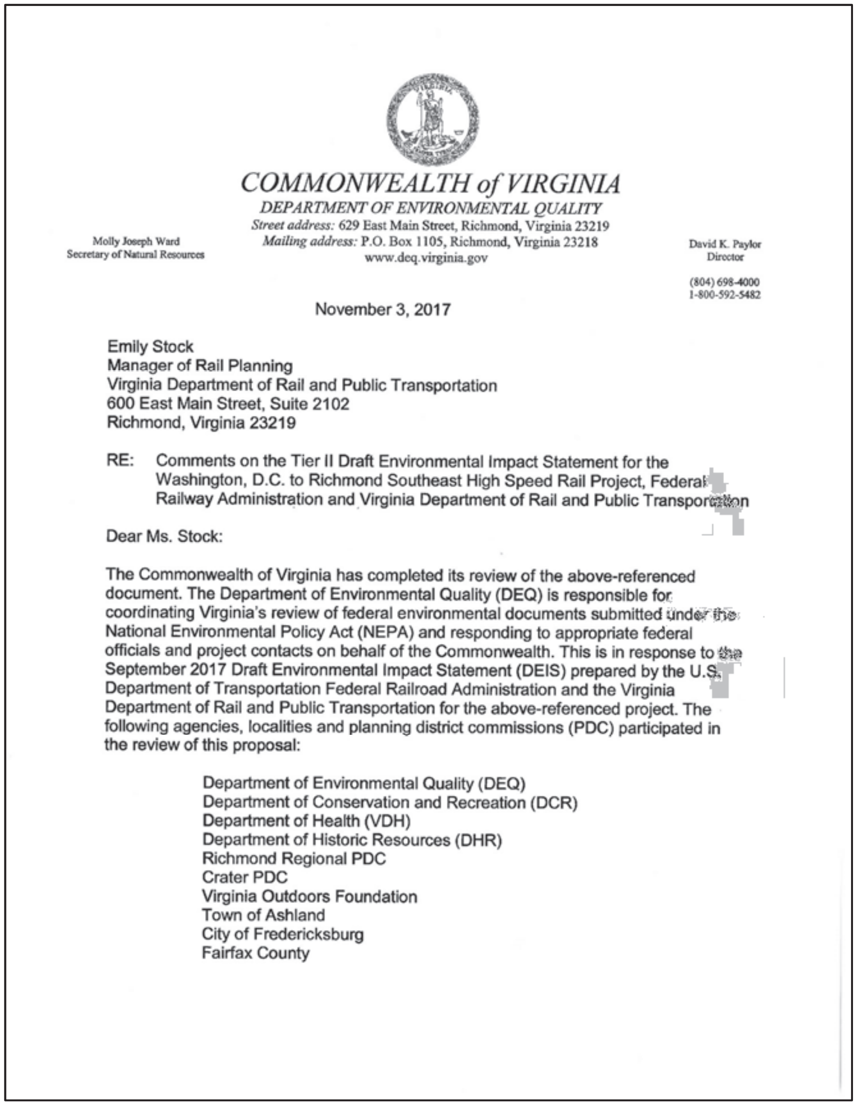
Appendix B2

RESPONSES TO STATE AGENCY COMMENTS

This Appendix Section B2 provides detailed responses to State agency letters, presented in the below order:

- Virginia Department of Environmental Quality (DEQ) B-61
- Virginia Department of Historic Resources (DHR) B-216

VIRGINIA DEQ



COMMONWEALTH of VIRGINIA
DEPARTMENT OF ENVIRONMENTAL QUALITY
Street address: 629 East Main Street, Richmond, Virginia 23219
Mailing address: P.O. Box 1105, Richmond, Virginia 23218
www.deq.virginia.gov

Molly Joseph Ward
Secretary of Natural Resources

David K. Paylor
Director

(804) 698-4000
1-800-592-5482

November 3, 2017

Emily Stock
Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, Virginia 23219

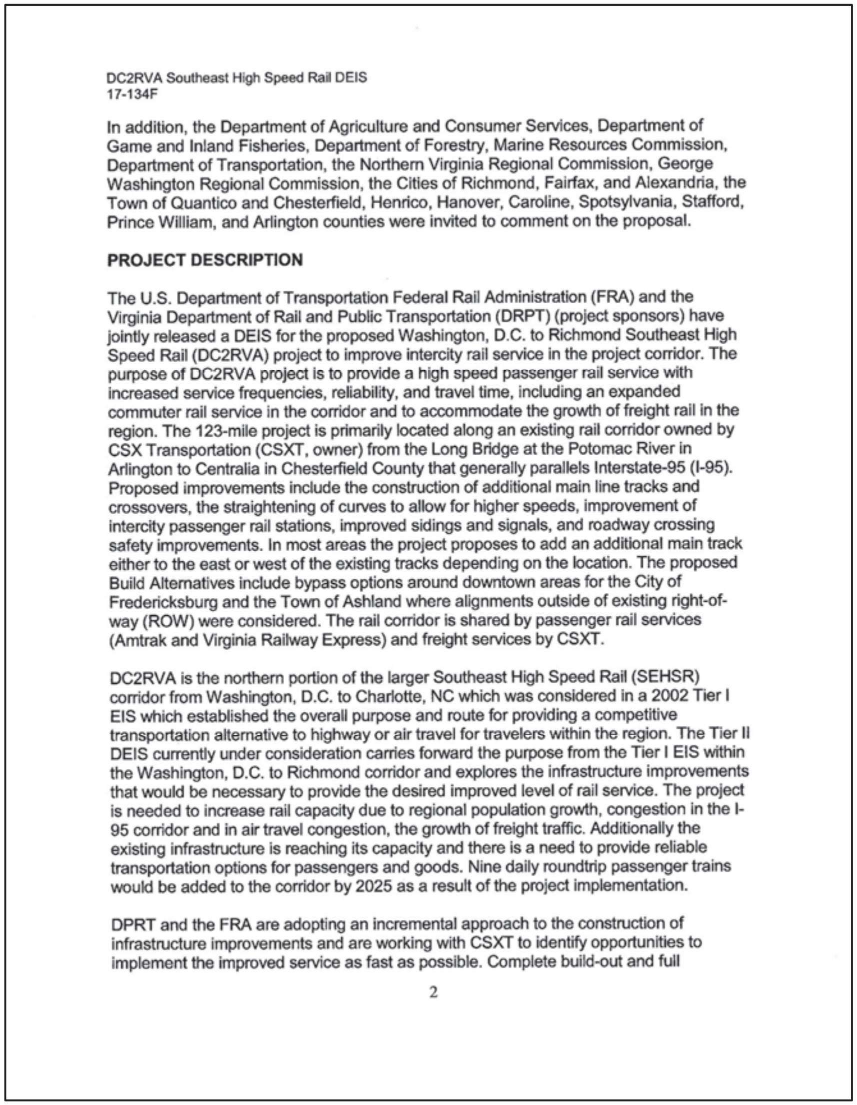
RE: Comments on the Tier II Draft Environmental Impact Statement for the Washington, D.C. to Richmond Southeast High Speed Rail Project, Federal Railway Administration and Virginia Department of Rail and Public Transportation

Dear Ms. Stock:

The Commonwealth of Virginia has completed its review of the above-referenced document. The Department of Environmental Quality (DEQ) is responsible for coordinating Virginia's review of federal environmental documents submitted under the National Environmental Policy Act (NEPA) and responding to appropriate federal officials and project contacts on behalf of the Commonwealth. This is in response to the September 2017 Draft Environmental Impact Statement (DEIS) prepared by the U.S. Department of Transportation Federal Railroad Administration and the Virginia Department of Rail and Public Transportation for the above-referenced project. The following agencies, localities and planning district commissions (PDC) participated in the review of this proposal:

Department of Environmental Quality (DEQ)
Department of Conservation and Recreation (DCR)
Department of Health (VDH)
Department of Historic Resources (DHR)
Richmond Regional PDC
Crater PDC
Virginia Outdoors Foundation
Town of Ashland
City of Fredericksburg
Fairfax County

VIRGINIA DEQ (continued)



In addition, the Department of Agriculture and Consumer Services, Department of Game and Inland Fisheries, Department of Forestry, Marine Resources Commission, Department of Transportation, the Northern Virginia Regional Commission, George Washington Regional Commission, the Cities of Richmond, Fairfax, and Alexandria, the Town of Quantico and Chesterfield, Henrico, Hanover, Caroline, Spotsylvania, Stafford, Prince William, and Arlington counties were invited to comment on the proposal.

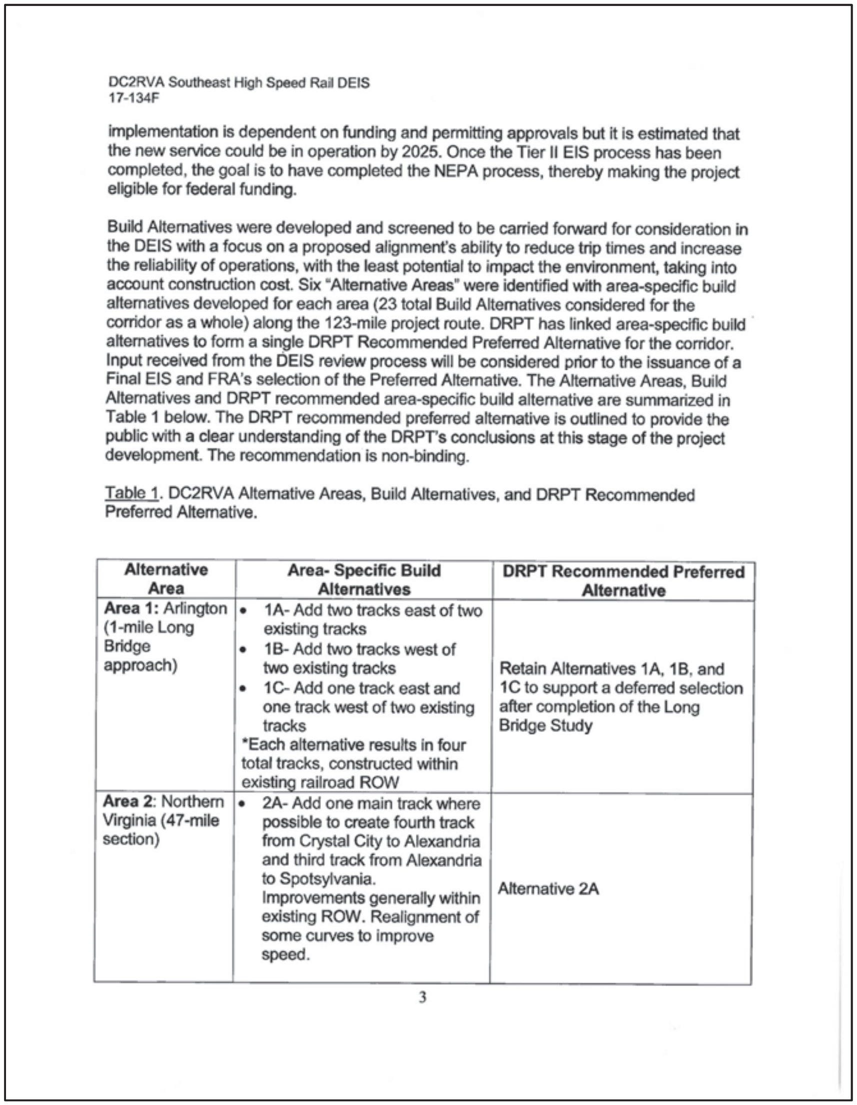
PROJECT DESCRIPTION

The U.S. Department of Transportation Federal Rail Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) (project sponsors) have jointly released a DEIS for the proposed Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project to improve intercity rail service in the project corridor. The purpose of DC2RVA project is to provide a high speed passenger rail service with increased service frequencies, reliability, and travel time, including an expanded commuter rail service in the corridor and to accommodate the growth of freight rail in the region. The 123-mile project is primarily located along an existing rail corridor owned by CSX Transportation (CSXT, owner) from the Long Bridge at the Potomac River in Arlington to Centralia in Chesterfield County that generally parallels Interstate-95 (I-95). Proposed improvements include the construction of additional main line tracks and crossovers, the straightening of curves to allow for higher speeds, improvement of intercity passenger rail stations, improved sidings and signals, and roadway crossing safety improvements. In most areas the project proposes to add an additional main track either to the east or west of the existing tracks depending on the location. The proposed Build Alternatives include bypass options around downtown areas for the City of Fredericksburg and the Town of Ashland where alignments outside of existing right-of-way (ROW) were considered. The rail corridor is shared by passenger rail services (Amtrak and Virginia Railway Express) and freight services by CSXT.

DC2RVA is the northern portion of the larger Southeast High Speed Rail (SEHSR) corridor from Washington, D.C. to Charlotte, NC which was considered in a 2002 Tier I EIS which established the overall purpose and route for providing a competitive transportation alternative to highway or air travel for travelers within the region. The Tier II DEIS currently under consideration carries forward the purpose from the Tier I EIS within the Washington, D.C. to Richmond corridor and explores the infrastructure improvements that would be necessary to provide the desired improved level of rail service. The project is needed to increase rail capacity due to regional population growth, congestion in the I-95 corridor and in air travel congestion, the growth of freight traffic. Additionally the existing infrastructure is reaching its capacity and there is a need to provide reliable transportation options for passengers and goods. Nine daily roundtrip passenger trains would be added to the corridor by 2025 as a result of the project implementation.

DPRT and the FRA are adopting an incremental approach to the construction of infrastructure improvements and are working with CSXT to identify opportunities to implement the improved service as fast as possible. Complete build-out and full

VIRGINIA DEQ (continued)



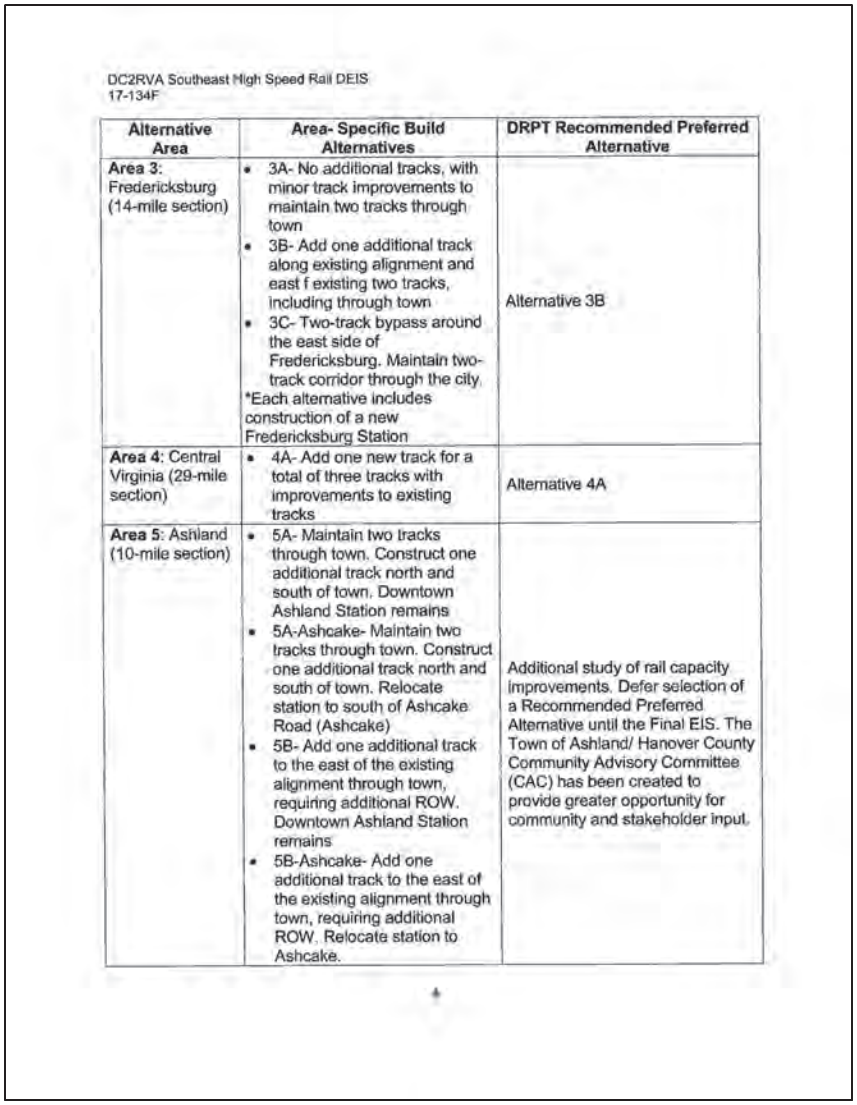
implementation is dependent on funding and permitting approvals but it is estimated that the new service could be in operation by 2025. Once the Tier II EIS process has been completed, the goal is to have completed the NEPA process, thereby making the project eligible for federal funding.

Build Alternatives were developed and screened to be carried forward for consideration in the DEIS with a focus on a proposed alignment's ability to reduce trip times and increase the reliability of operations, with the least potential to impact the environment, taking into account construction cost. Six "Alternative Areas" were identified with area-specific build alternatives developed for each area (23 total Build Alternatives considered for the corridor as a whole) along the 123-mile project route. DRPT has linked area-specific build alternatives to form a single DRPT Recommended Preferred Alternative for the corridor. Input received from the DEIS review process will be considered prior to the issuance of a Final EIS and FRA's selection of the Preferred Alternative. The Alternative Areas, Build Alternatives and DRPT recommended area-specific build alternative are summarized in Table 1 below. The DRPT recommended preferred alternative is outlined to provide the public with a clear understanding of the DRPT's conclusions at this stage of the project development. The recommendation is non-binding.

Table 1. DC2RVA Alternative Areas, Build Alternatives, and DRPT Recommended Preferred Alternative.

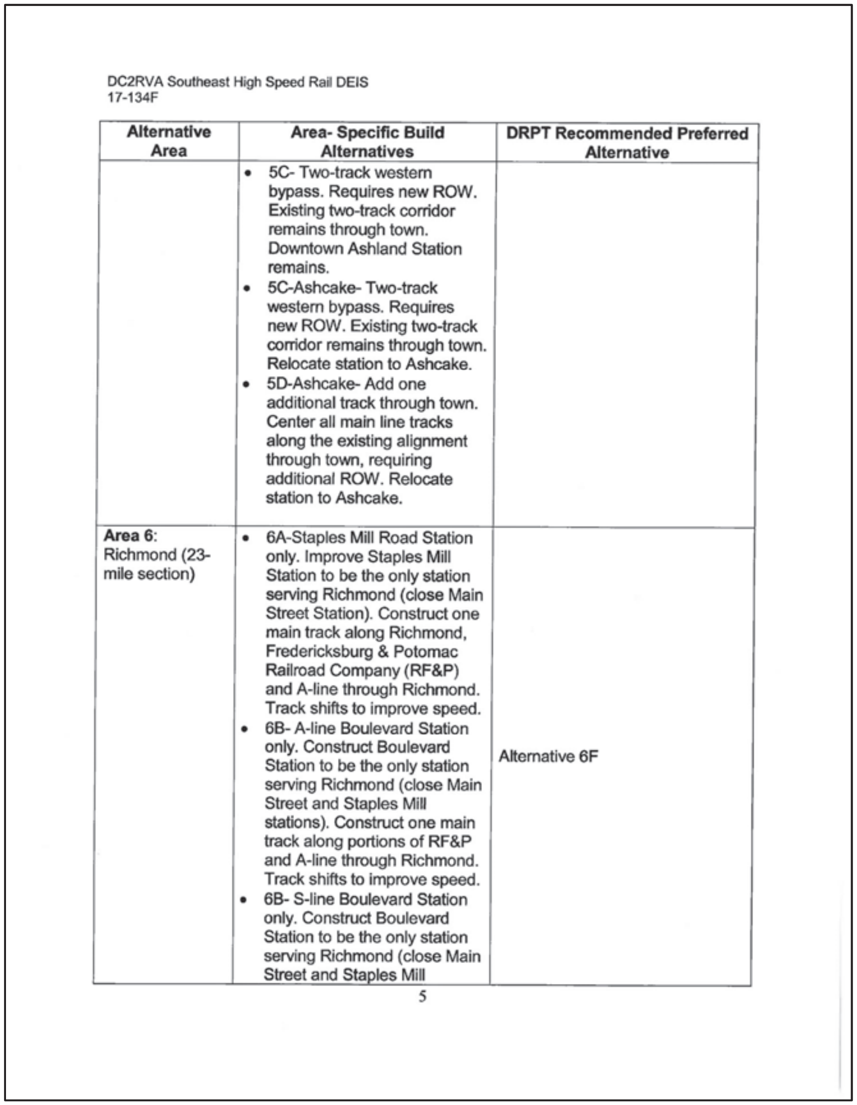
Alternative Area	Area- Specific Build Alternatives	DRPT Recommended Preferred Alternative
Area 1: Arlington (1-mile Long Bridge approach)	• 1A- Add two tracks east of two existing tracks • 1B- Add two tracks west of two existing tracks • 1C- Add one track east and one track west of two existing tracks *Each alternative results in four total tracks, constructed within existing railroad ROW	Retain Alternatives 1A, 1B, and 1C to support a deferred selection after completion of the Long Bridge Study
Area 2: Northern Virginia (47-mile section)	• 2A- Add one main track where possible to create fourth track from Crystal City to Alexandria and third track from Alexandria to Spotsylvania. Improvements generally within existing ROW. Realignment of some curves to improve speed.	Alternative 2A

VIRGINIA DEQ (continued)



Alternative Area	Area- Specific Build Alternatives	DRPT Recommended Preferred Alternative
Area 3: Fredericksburg (14-mile section)	• 3A- No additional tracks, with minor track improvements to maintain two tracks through town • 3B- Add one additional track along existing alignment and east f existing two tracks, including through town • 3C- Two-track bypass around the east side of Fredericksburg. Maintain two-track corridor through the city. *Each alternative includes construction of a new Fredericksburg Station	Alternative 3B
Area 4: Central Virginia (29-mile section)	• 4A- Add one new track for a total of three tracks with improvements to existing tracks	Alternative 4A
Area 5: Ashland (10-mile section)	• 5A- Maintain two tracks through town. Construct one additional track north and south of town. Downtown Ashland Station remains • 5A-Ashcake- Maintain two tracks through town. Construct one additional track north and south of town. Relocate station to south of Ashcake Road (Ashcake) • 5B- Add one additional track to the east of the existing alignment through town, requiring additional ROW. Downtown Ashland Station remains • 5B-Ashcake- Add one additional track to the east of the existing alignment through town, requiring additional ROW. Relocate station to Ashcake.	Additional study of rail capacity improvements. Defer selection of a Recommended Preferred Alternative until the Final EIS. The Town of Ashland/ Hanover County Community Advisory Committee (CAC) has been created to provide greater opportunity for community and stakeholder input.

VIRGINIA DEQ (continued)



DC2RVA Southeast High Speed Rail DEIS
17-134F

Alternative Area	Area- Specific Build Alternatives	DRPT Recommended Preferred Alternative
	• 5C- Two-track western bypass. Requires new ROW. Existing two-track corridor remains through town. Downtown Ashland Station remains. • 5C-Ashcake- Two-track western bypass. Requires new ROW. Existing two-track corridor remains through town. Relocate station to Ashcake. • 5D-Ashcake- Add one additional track through town. Center all main line tracks along the existing alignment through town, requiring additional ROW. Relocate station to Ashcake.	
Area 6: Richmond (23-mile section)	• 6A-Staples Mill Road Station only. Improve Staples Mill Station to be the only station serving Richmond (close Main Street Station). Construct one main track along Richmond, Fredericksburg & Potomac Railroad Company (RF&P) and A-line through Richmond. Track shifts to improve speed. • 6B- A-line Boulevard Station only. Construct Boulevard Station to be the only station serving Richmond (close Main Street and Staples Mill stations). Construct one main track along portions of RF&P and A-line through Richmond. Track shifts to improve speed. • 6B- S-line Boulevard Station only. Construct Boulevard Station to be the only station serving Richmond (close Main Street and Staples Mill	Alternative 6F

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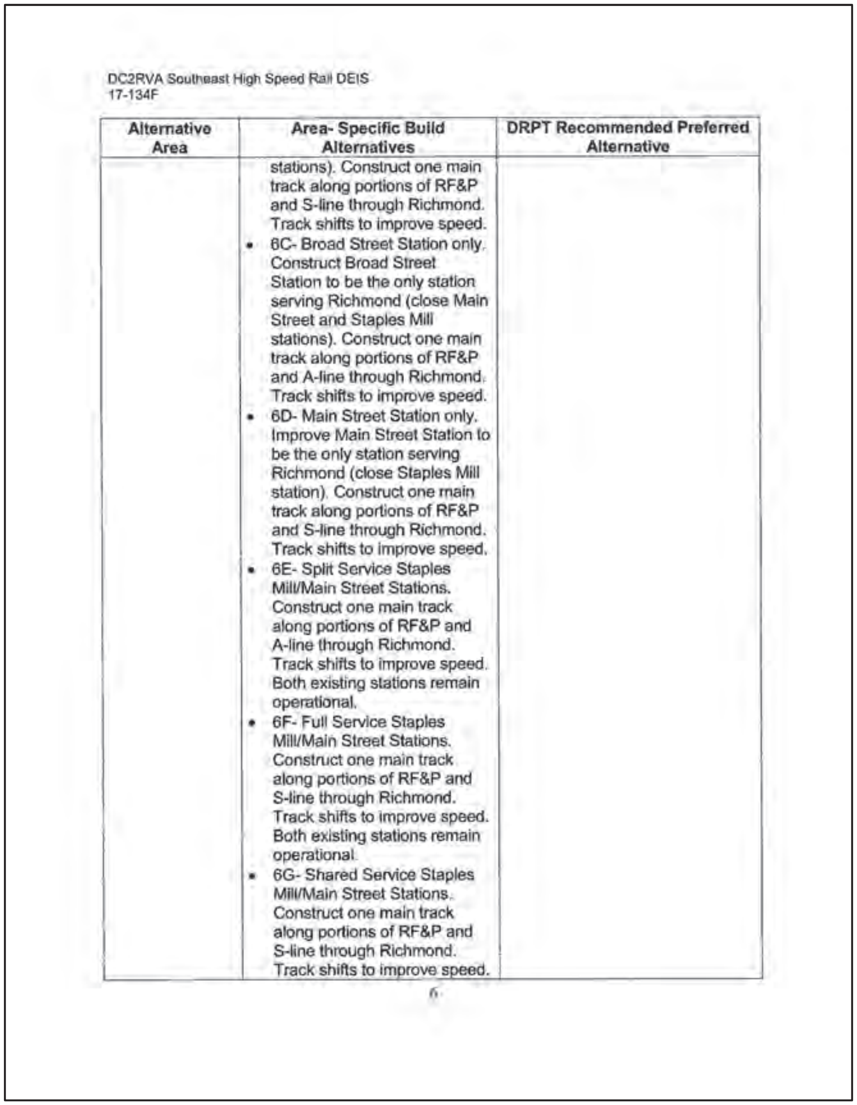
VIRGINIA DEQ (continued)



DC2RVA Southeast High Speed Rail DEIS
17-134F

Alternative Area	Area- Specific Build Alternatives	DRPT Recommended Preferred Alternative
	stations). Construct one main track along portions of RF&P and S-line through Richmond. Track shifts to improve speed. • 6C- Broad Street Station only. Construct Broad Street Station to be the only station serving Richmond (close Main Street and Staples Mill stations). Construct one main track along portions of RF&P and A-line through Richmond. Track shifts to improve speed. • 6D- Main Street Station only. Improve Main Street Station to be the only station serving Richmond (close Staples Mill station). Construct one main track along portions of RF&P and S-line through Richmond. Track shifts to improve speed. • 6E- Split Service Staples Mill/Main Street Stations. Construct one main track along portions of RF&P and A-line through Richmond. Track shifts to improve speed. Both existing stations remain operational. • 6F- Full Service Staples Mill/Main Street Stations. Construct one main track along portions of RF&P and S-line through Richmond. Track shifts to improve speed. Both existing stations remain operational. • 6G- Shared Service Staples Mill/Main Street Stations. Construct one main track along portions of RF&P and S-line through Richmond. Track shifts to improve speed.	

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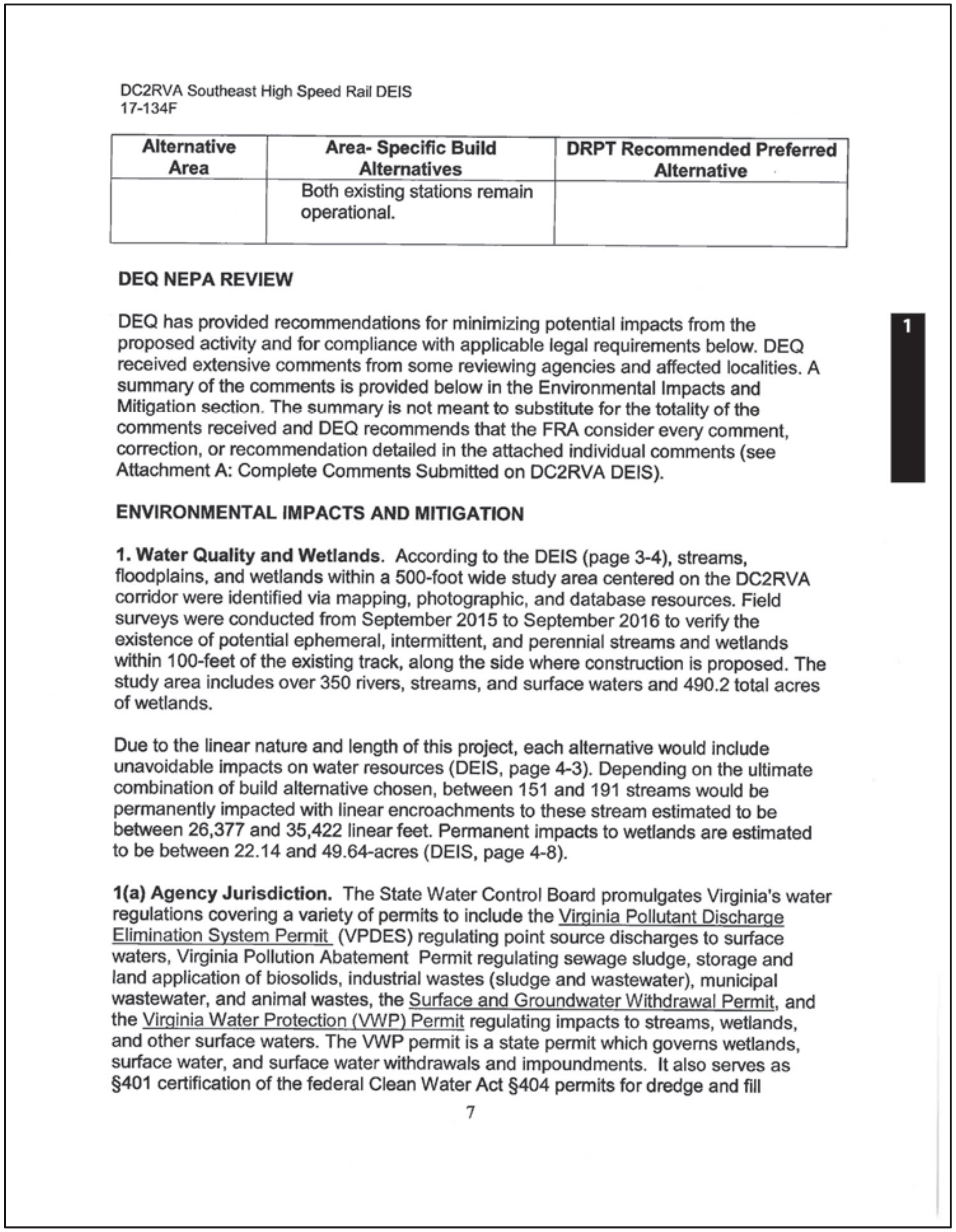


DC2RVA Southeast High Speed Rail DEIS
17-134F

Alternative Area	Area- Specific Build Alternatives	DRPT Recommended Preferred Alternative
	Both existing stations remain operational.	

DEQ NEPA REVIEW

1

DEQ has provided recommendations for minimizing potential impacts from the proposed activity and for compliance with applicable legal requirements below. DEQ received extensive comments from some reviewing agencies and affected localities. A summary of the comments is provided below in the Environmental Impacts and Mitigation section. The summary is not meant to substitute for the totality of the comments received and DEQ recommends that the FRA consider every comment, correction, or recommendation detailed in the attached individual comments (see Attachment A: Complete Comments Submitted on DC2RVA DEIS).

ENVIRONMENTAL IMPACTS AND MITIGATION

1. Water Quality and Wetlands. According to the DEIS (page 3-4), streams, floodplains, and wetlands within a 500-foot wide study area centered on the DC2RVA corridor were identified via mapping, photographic, and database resources. Field surveys were conducted from September 2015 to September 2016 to verify the existence of potential ephemeral, intermittent, and perennial streams and wetlands within 100-feet of the existing track, along the side where construction is proposed. The study area includes over 350 rivers, streams, and surface waters and 490.2 total acres of wetlands.

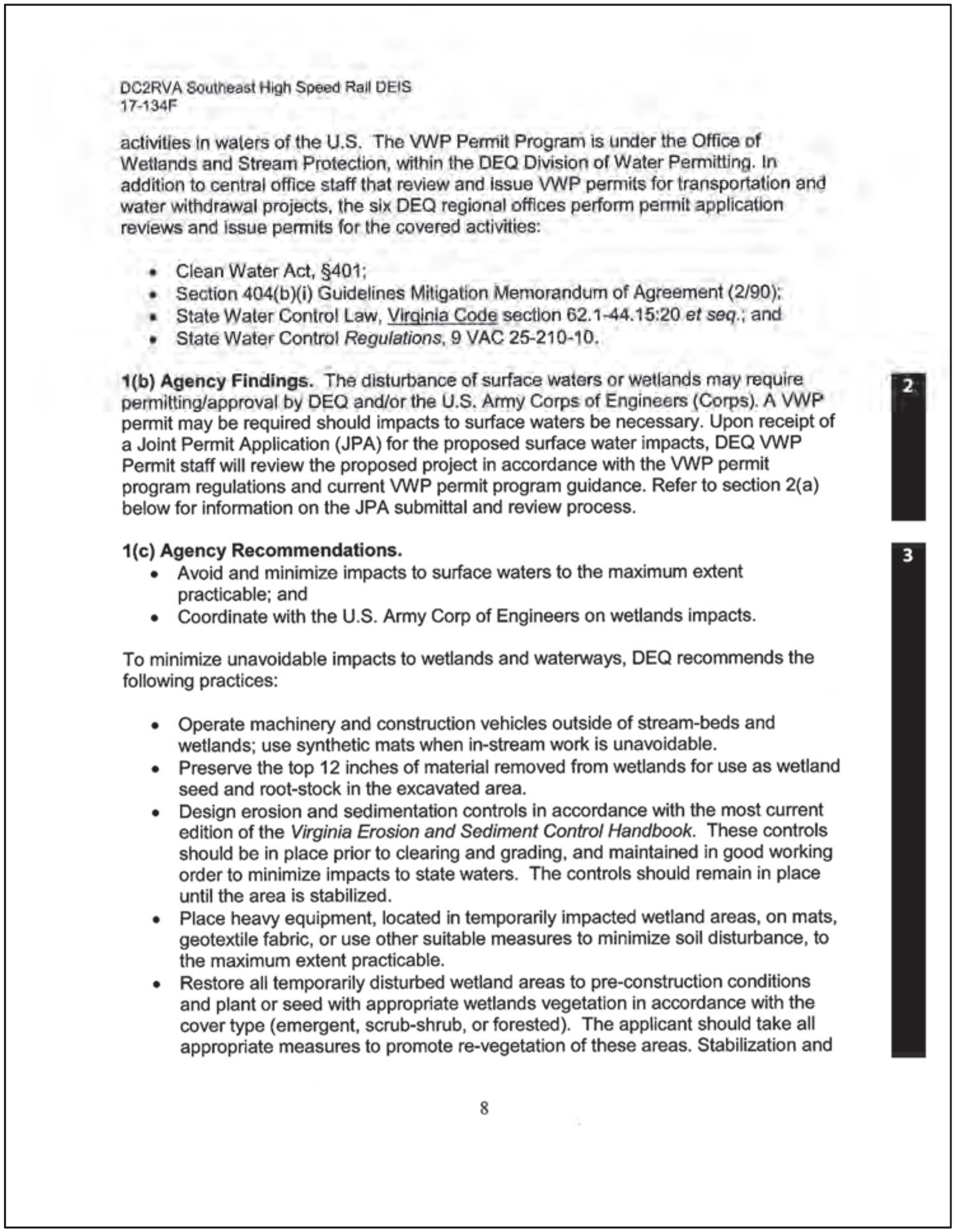
Due to the linear nature and length of this project, each alternative would include unavoidable impacts on water resources (DEIS, page 4-3). Depending on the ultimate combination of build alternative chosen, between 151 and 191 streams would be permanently impacted with linear encroachments to these stream estimated to be between 26,377 and 35,422 linear feet. Permanent impacts to wetlands are estimated to be between 22.14 and 49.64-acres (DEIS, page 4-8).

1(a) Agency Jurisdiction. The State Water Control Board promulgates Virginia's water regulations covering a variety of permits to include the Virginia Pollutant Discharge Elimination System Permit (VPDES) regulating point source discharges to surface waters, Virginia Pollution Abatement Permit regulating sewage sludge, storage and land application of biosolids, industrial wastes (sludge and wastewater), municipal wastewater, and animal wastes, the Surface and Groundwater Withdrawal Permit, and the Virginia Water Protection (VWP) Permit regulating impacts to streams, wetlands, and other surface waters. The VWP permit is a state permit which governs wetlands, surface water, and surface water withdrawals and impoundments. It also serves as §401 certification of the federal Clean Water Act §404 permits for dredge and fill

7

VIRGINIA DEQ (continued)

1. As Virginia Department of Environmental Quality (DEQ) serves as a clearinghouse for State agencies and locality comments, the FRA and DRPT have reviewed and responded to all the State agency and locality comments provided by DEQ in their Appendix A, as appropriate. In the main body of their comment letter DEQ summarized the substantive comments from the State agencies and localities. For some comments, DRPT responded to DEQ's summary of the comment. In other cases, to avoid repetition, DRPT responded to the more detailed comment and discussion contained in the agency letter attached to DEQ's comment. When practical, DRPT has responded to the comment only once and then referenced this response when the comment was repeated in the attachment to DEQ's comment.



activities in waters of the U.S. The VWP Permit Program is under the Office of Wetlands and Stream Protection, within the DEQ Division of Water Permitting. In addition to central office staff that review and issue VWP permits for transportation and water withdrawal projects, the six DEQ regional offices perform permit application reviews and issue permits for the covered activities:

- Clean Water Act, §401;
- Section 404(b)(i) Guidelines Mitigation Memorandum of Agreement (2/90);
- State Water Control Law, Virginia Code section 62.1-44.15:20 *et seq.*; and
- State Water Control *Regulations*, 9 VAC 25-210-10.

1(b) Agency Findings. The disturbance of surface waters or wetlands may require permitting/approval by DEQ and/or the U.S. Army Corps of Engineers (Corps). A VWP permit may be required should impacts to surface waters be necessary. Upon receipt of a Joint Permit Application (JPA) for the proposed surface water impacts, DEQ VWP Permit staff will review the proposed project in accordance with the VWP permit program regulations and current VWP permit program guidance. Refer to section 2(a) below for information on the JPA submittal and review process. 2

1(c) Agency Recommendations. 3

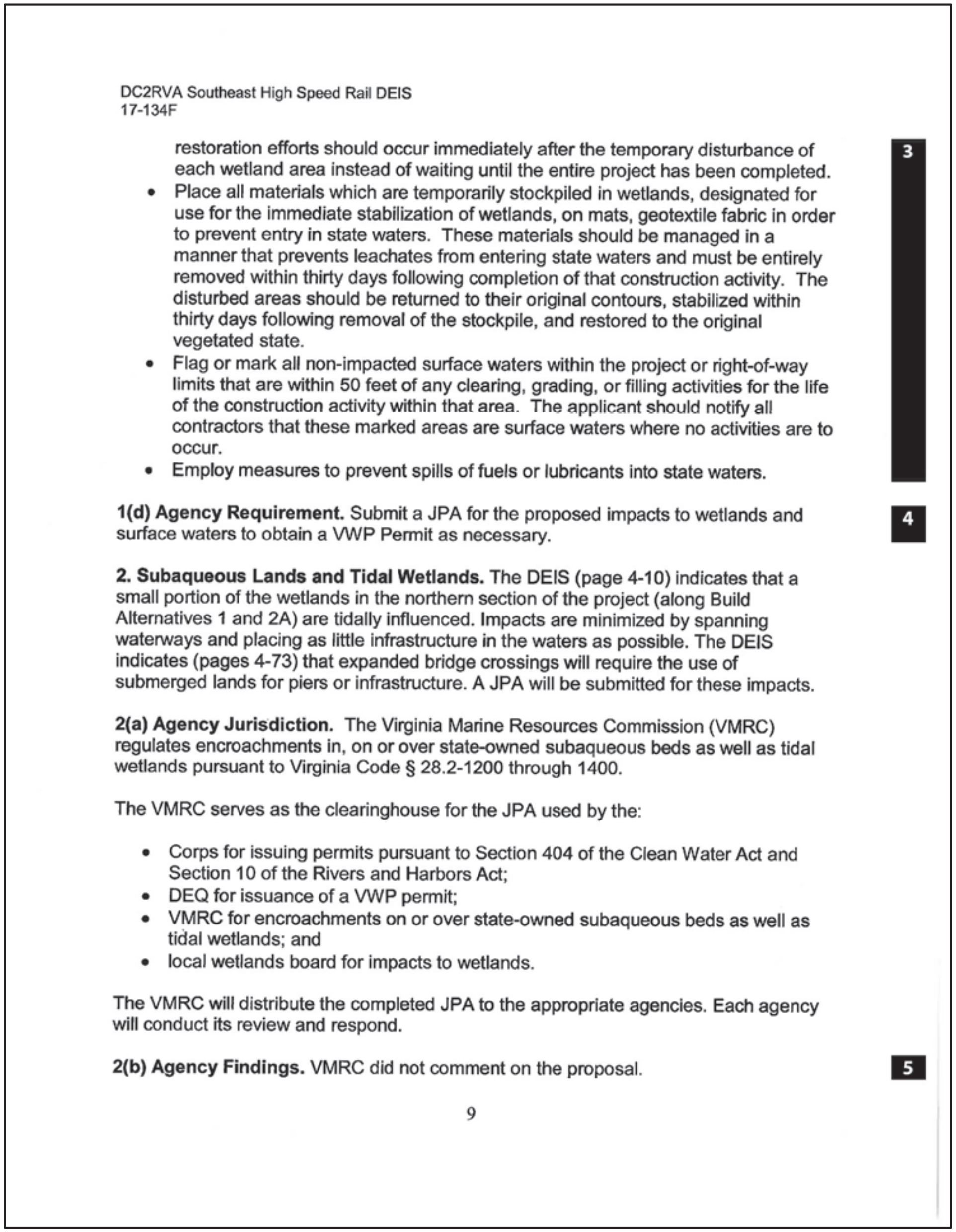
- Avoid and minimize impacts to surface waters to the maximum extent practicable; and
- Coordinate with the U.S. Army Corp of Engineers on wetlands impacts.

To minimize unavoidable impacts to wetlands and waterways, DEQ recommends the following practices:

- Operate machinery and construction vehicles outside of stream-beds and wetlands; use synthetic mats when in-stream work is unavoidable.
- Preserve the top 12 inches of material removed from wetlands for use as wetland seed and root-stock in the excavated area.
- Design erosion and sedimentation controls in accordance with the most current edition of the *Virginia Erosion and Sediment Control Handbook*. These controls should be in place prior to clearing and grading, and maintained in good working order to minimize impacts to state waters. The controls should remain in place until the area is stabilized.
- Place heavy equipment, located in temporarily impacted wetland areas, on mats, geotextile fabric, or use other suitable measures to minimize soil disturbance, to the maximum extent practicable.
- Restore all temporarily disturbed wetland areas to pre-construction conditions and plant or seed with appropriate wetlands vegetation in accordance with the cover type (emergent, scrub-shrub, or forested). The applicant should take all appropriate measures to promote re-vegetation of these areas. Stabilization and

VIRGINIA DEQ (continued)

2. through 4. The Project will have unavoidable impacts to water resources, but FRA and DRPT have minimized or avoided impacts to the extent practicable. As noted in Final EIS Section 5.1.5, DRPT anticipates submitting a Joint Permit Application (JPA) for Project impacts to surface waters and wetlands, for review by the US Army Corps of Engineers (USACE), DEQ, Virginia Marine Resource Commission (VMRC), and the Local Wetlands Boards during final design, after funding becomes available and incremental improvements are scheduled. DRPT will incorporate the recommended minimization measures provided by Virginia DEQ in section "1(c) Agency Recommendations" of their letter into the JPA, where appropriate, and in coordination with the USACE and VMRC.



restoration efforts should occur immediately after the temporary disturbance of each wetland area instead of waiting until the entire project has been completed.

- Place all materials which are temporarily stockpiled in wetlands, designated for use for the immediate stabilization of wetlands, on mats, geotextile fabric in order to prevent entry in state waters. These materials should be managed in a manner that prevents leachates from entering state waters and must be entirely removed within thirty days following completion of that construction activity. The disturbed areas should be returned to their original contours, stabilized within thirty days following removal of the stockpile, and restored to the original vegetated state.
- Flag or mark all non-impacted surface waters within the project or right-of-way limits that are within 50 feet of any clearing, grading, or filling activities for the life of the construction activity within that area. The applicant should notify all contractors that these marked areas are surface waters where no activities are to occur.
- Employ measures to prevent spills of fuels or lubricants into state waters.

3

1(d) Agency Requirement. Submit a JPA for the proposed impacts to wetlands and surface waters to obtain a VWP Permit as necessary. 4

2. Subaqueous Lands and Tidal Wetlands. The DEIS (page 4-10) indicates that a small portion of the wetlands in the northern section of the project (along Build Alternatives 1 and 2A) are tidally influenced. Impacts are minimized by spanning waterways and placing as little infrastructure in the waters as possible. The DEIS indicates (pages 4-73) that expanded bridge crossings will require the use of submerged lands for piers or infrastructure. A JPA will be submitted for these impacts.

2(a) Agency Jurisdiction. The Virginia Marine Resources Commission (VMRC) regulates encroachments in, on or over state-owned subaqueous beds as well as tidal wetlands pursuant to Virginia Code § 28.2-1200 through 1400.

The VMRC serves as the clearinghouse for the JPA used by the:

- Corps for issuing permits pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act;
- DEQ for issuance of a VWP permit;
- VMRC for encroachments on or over state-owned subaqueous beds as well as tidal wetlands; and
- local wetlands board for impacts to wetlands.

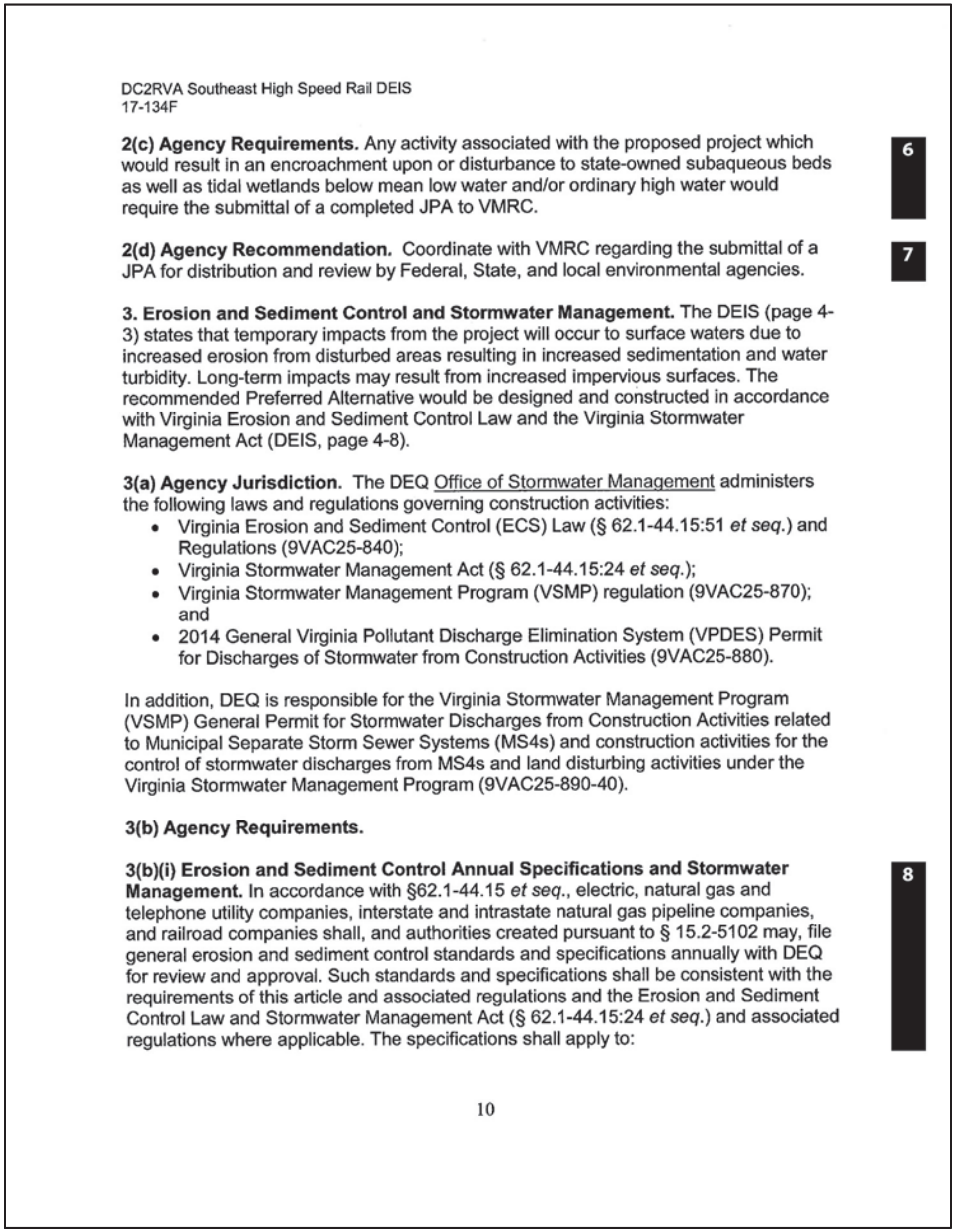
The VMRC will distribute the completed JPA to the appropriate agencies. Each agency will conduct its review and respond.

2(b) Agency Findings. VMRC did not comment on the proposal. 5

VIRGINIA DEQ (continued)

(Response to comment 4 on previous page)

5. Comment noted; DRPT did not receive comments directly from VRMC.



6 **2(c) Agency Requirements.** Any activity associated with the proposed project which would result in an encroachment upon or disturbance to state-owned subaqueous beds as well as tidal wetlands below mean low water and/or ordinary high water would require the submittal of a completed JPA to VMRC.

7 **2(d) Agency Recommendation.** Coordinate with VMRC regarding the submittal of a JPA for distribution and review by Federal, State, and local environmental agencies.

3. Erosion and Sediment Control and Stormwater Management. The DEIS (page 4-3) states that temporary impacts from the project will occur to surface waters due to increased erosion from disturbed areas resulting in increased sedimentation and water turbidity. Long-term impacts may result from increased impervious surfaces. The recommended Preferred Alternative would be designed and constructed in accordance with Virginia Erosion and Sediment Control Law and the Virginia Stormwater Management Act (DEIS, page 4-8).

3(a) Agency Jurisdiction. The DEQ Office of Stormwater Management administers the following laws and regulations governing construction activities:

- Virginia Erosion and Sediment Control (ECS) Law (§ 62.1-44.15:51 *et seq.*) and Regulations (9VAC25-840);
- Virginia Stormwater Management Act (§ 62.1-44.15:24 *et seq.*);
- Virginia Stormwater Management Program (VSMP) regulation (9VAC25-870); and
- 2014 General Virginia Pollutant Discharge Elimination System (VPDES) Permit for Discharges of Stormwater from Construction Activities (9VAC25-880).

In addition, DEQ is responsible for the Virginia Stormwater Management Program (VSMP) General Permit for Stormwater Discharges from Construction Activities related to Municipal Separate Storm Sewer Systems (MS4s) and construction activities for the control of stormwater discharges from MS4s and land disturbing activities under the Virginia Stormwater Management Program (9VAC25-890-40).

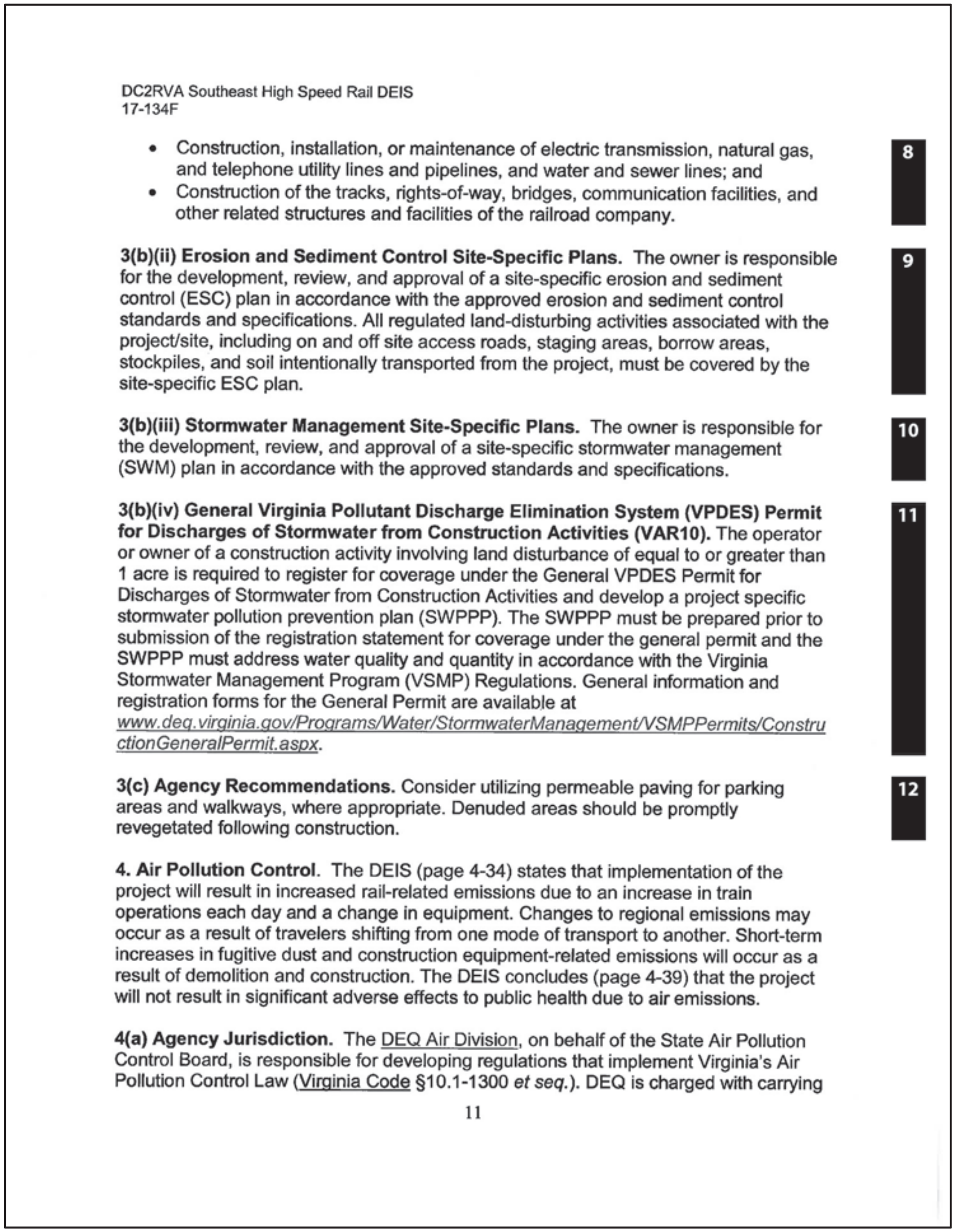
3(b) Agency Requirements.

8 **3(b)(i) Erosion and Sediment Control Annual Specifications and Stormwater Management.** In accordance with §62.1-44.15 *et seq.*, electric, natural gas and telephone utility companies, interstate and intrastate natural gas pipeline companies, and railroad companies shall, and authorities created pursuant to § 15.2-5102 may, file general erosion and sediment control standards and specifications annually with DEQ for review and approval. Such standards and specifications shall be consistent with the requirements of this article and associated regulations and the Erosion and Sediment Control Law and Stormwater Management Act (§ 62.1-44.15:24 *et seq.*) and associated regulations where applicable. The specifications shall apply to:

VIRGINIA DEQ (continued)

6. and 7. Refer to DRPT-numbered statements #2 through #4 for response. Additionally, Section 5.1.5 of the Final EIS identifies permit authority by VMRC for activities in, on, or over subaqueous lands in Virginia.

8. DRPT will file erosion and sediment control standards and specifications with DEQ for review and approval in accordance with the Virginia Erosion and Sediment Control (ESC) Law (§ 62. 1-44. 15:51 et seq.), the Virginia Stormwater Management Act (§ 62. 1-44. 15:24 et seq.) and associated regulations, where applicable and as required at the time of submittal, during final design after funding becomes available and incremental improvements are scheduled.



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8
- Construction, installation, or maintenance of electric transmission, natural gas, and telephone utility lines and pipelines, and water and sewer lines; and
- Construction of the tracks, rights-of-way, bridges, communication facilities, and other related structures and facilities of the railroad company.

9 **3(b)(ii) Erosion and Sediment Control Site-Specific Plans.** The owner is responsible for the development, review, and approval of a site-specific erosion and sediment control (ESC) plan in accordance with the approved erosion and sediment control standards and specifications. All regulated land-disturbing activities associated with the project/site, including on and off site access roads, staging areas, borrow areas, stockpiles, and soil intentionally transported from the project, must be covered by the site-specific ESC plan.

10 **3(b)(iii) Stormwater Management Site-Specific Plans.** The owner is responsible for the development, review, and approval of a site-specific stormwater management (SWM) plan in accordance with the approved standards and specifications.

11 **3(b)(iv) General Virginia Pollutant Discharge Elimination System (VPDES) Permit for Discharges of Stormwater from Construction Activities (VAR10).** The operator or owner of a construction activity involving land disturbance of equal to or greater than 1 acre is required to register for coverage under the General VPDES Permit for Discharges of Stormwater from Construction Activities and develop a project specific stormwater pollution prevention plan (SWPPP). The SWPPP must be prepared prior to submission of the registration statement for coverage under the general permit and the SWPPP must address water quality and quantity in accordance with the Virginia Stormwater Management Program (VSMP) Regulations. General information and registration forms for the General Permit are available at *www.deq.virginia.gov/Programs/Water/StormwaterManagement/VSMPPermits/ConstructionGeneralPermit.aspx*.

12 **3(c) Agency Recommendations.** Consider utilizing permeable paving for parking areas and walkways, where appropriate. Denuded areas should be promptly revegetated following construction.

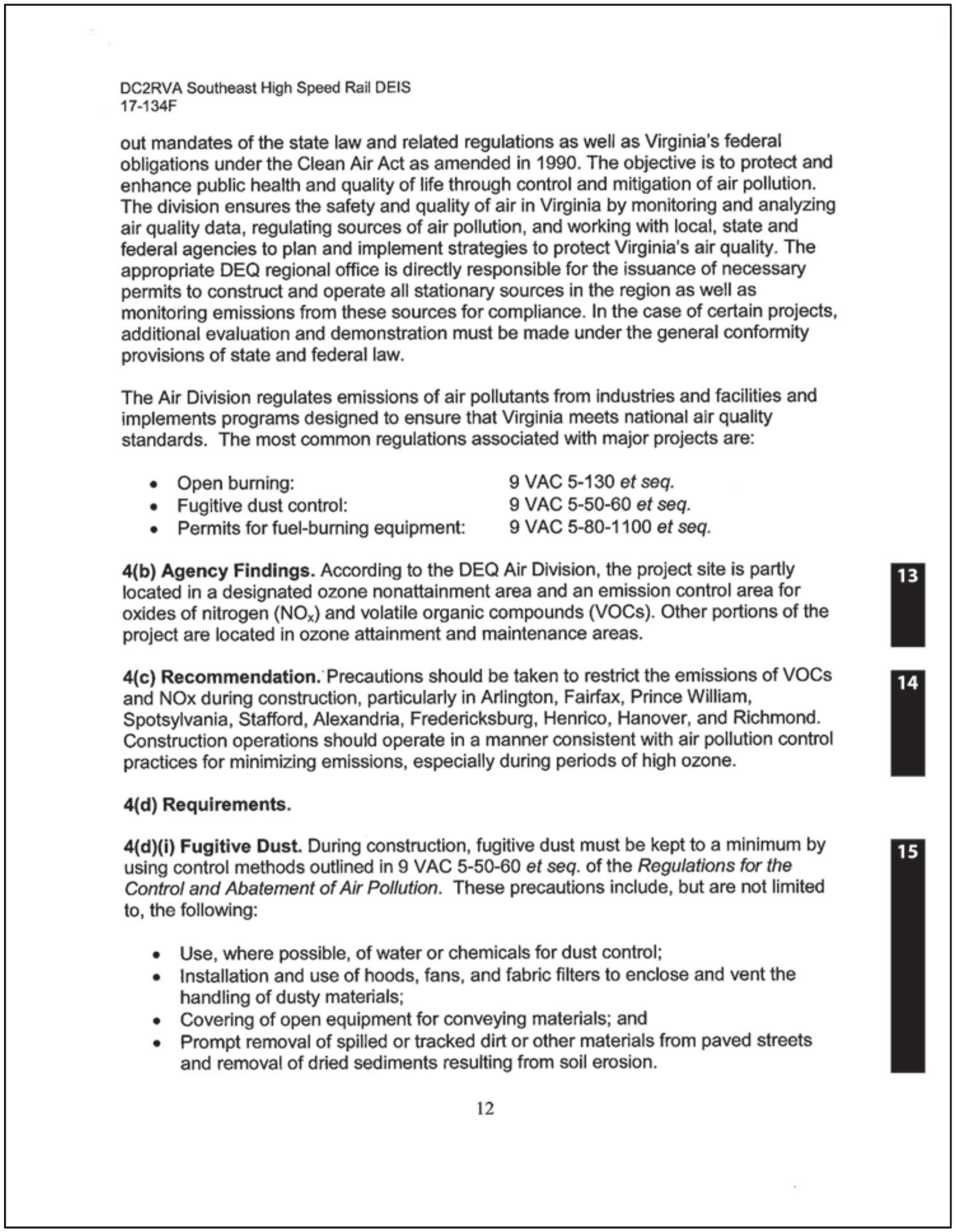
4. Air Pollution Control. The DEIS (page 4-34) states that implementation of the project will result in increased rail-related emissions due to an increase in train operations each day and a change in equipment. Changes to regional emissions may occur as a result of travelers shifting from one mode of transport to another. Short-term increases in fugitive dust and construction equipment-related emissions will occur as a result of demolition and construction. The DEIS concludes (page 4-39) that the project will not result in significant adverse effects to public health due to air emissions.

4(a) Agency Jurisdiction. The DEQ Air Division, on behalf of the State Air Pollution Control Board, is responsible for developing regulations that implement Virginia's Air Pollution Control Law (Virginia Code §10.1-1300 *et seq.*). DEQ is charged with carrying

VIRGINIA DEQ (continued)

(Response to comment 8 on previous page)

9. DRPT will develop and submit to DEQ a site-specific ESC plan in accordance with the approved erosion and sediment control standards and specifications, as required at the time of submittal, during final design after funding becomes available and incremental improvements are scheduled. All regulated land-disturbing activities associated with the Project will be covered by the site-specific ESC plan.
10. DRPT will develop and submit to DEQ a site-specific stormwater management (SWM) plan in accordance with the approved standards and specifications, as required at the time of submittal, during final design after funding becomes available and incremental improvements are scheduled.
11. DRPT will register for coverage under the General VPDES Permit for Discharges of Stormwater from Construction Activities and develop a Project-specific stormwater pollution prevention plan (SWPPP), as required at the time of submittal, during final design after funding becomes available and incremental improvements are scheduled.
12. DRPT will consider utilizing permeable paving for parking areas and walkways, where practicable, during final design, after funding becomes available and incremental improvements are scheduled. DRPT will revegetate denuded areas, after construction.



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out mandates of the state law and related regulations as well as Virginia's federal obligations under the Clean Air Act as amended in 1990. The objective is to protect and enhance public health and quality of life through control and mitigation of air pollution. The division ensures the safety and quality of air in Virginia by monitoring and analyzing air quality data, regulating sources of air pollution, and working with local, state and federal agencies to plan and implement strategies to protect Virginia's air quality. The appropriate DEQ regional office is directly responsible for the issuance of necessary permits to construct and operate all stationary sources in the region as well as monitoring emissions from these sources for compliance. In the case of certain projects, additional evaluation and demonstration must be made under the general conformity provisions of state and federal law.

The Air Division regulates emissions of air pollutants from industries and facilities and implements programs designed to ensure that Virginia meets national air quality standards. The most common regulations associated with major projects are:

• Open burning:	9 VAC 5-130 *et seq.*
• Fugitive dust control:	9 VAC 5-50-60 *et seq.*
• Permits for fuel-burning equipment:	9 VAC 5-80-1100 *et seq.*

4(b) Agency Findings. According to the DEQ Air Division, the project site is partly located in a designated ozone nonattainment area and an emission control area for oxides of nitrogen (NO_x) and volatile organic compounds (VOCs). Other portions of the project are located in ozone attainment and maintenance areas. 13

4(c) Recommendation. Precautions should be taken to restrict the emissions of VOCs and NOx during construction, particularly in Arlington, Fairfax, Prince William, Spotsylvania, Stafford, Alexandria, Fredericksburg, Henrico, Hanover, and Richmond. Construction operations should operate in a manner consistent with air pollution control practices for minimizing emissions, especially during periods of high ozone. 14

4(d) Requirements.

4(d)(i) Fugitive Dust. During construction, fugitive dust must be kept to a minimum by using control methods outlined in 9 VAC 5-50-60 *et seq.* of the *Regulations for the Control and Abatement of Air Pollution*. These precautions include, but are not limited to, the following: 15

- Use, where possible, of water or chemicals for dust control;
- Installation and use of hoods, fans, and fabric filters to enclose and vent the handling of dusty materials;
- Covering of open equipment for conveying materials; and
- Prompt removal of spilled or tracked dirt or other materials from paved streets and removal of dried sediments resulting from soil erosion.

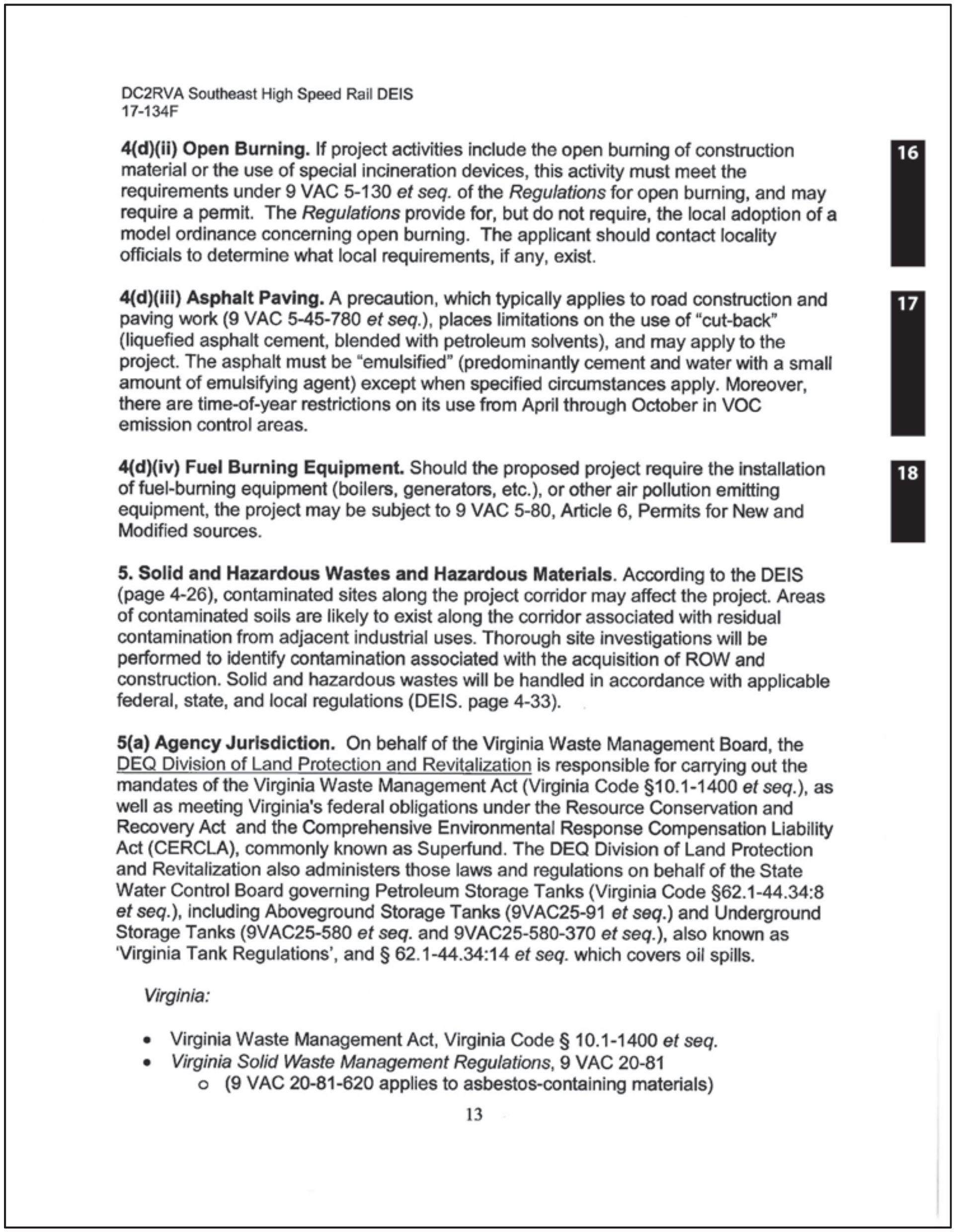
12

VIRGINIA DEQ (continued)

13. The Draft EIS identified the Washington, DC-MD-VA marginal ozone nonattainment area in Table 3.6-2 and in Figure 3.6-1, and it is reflected in the air quality analysis for the Preferred Alternative (refer to Section 5.6 of the Final EIS).

14. DRPT will take all reasonable precautions during Project construction to limit the emissions of VOC and NOx. A statement to this effect has been added to Section 5.19 of the Final EIS.

15. Draft EIS Section 4.19.2.3 addresses measures to control fugitive dust during construction, including methods outlined in 9 VAC 5-50-60 *et seq*. of the *Regulations for the Control and Abatement of Air Pollution*. Reference to these regulations has been added to Section 5.19 of the Final EIS.



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16 **4(d)(ii) Open Burning.** If project activities include the open burning of construction material or the use of special incineration devices, this activity must meet the requirements under 9 VAC 5-130 *et seq.* of the *Regulations* for open burning, and may require a permit. The *Regulations* provide for, but do not require, the local adoption of a model ordinance concerning open burning. The applicant should contact locality officials to determine what local requirements, if any, exist.

17 **4(d)(iii) Asphalt Paving.** A precaution, which typically applies to road construction and paving work (9 VAC 5-45-780 *et seq.*), places limitations on the use of "cut-back" (liquefied asphalt cement, blended with petroleum solvents), and may apply to the project. The asphalt must be "emulsified" (predominantly cement and water with a small amount of emulsifying agent) except when specified circumstances apply. Moreover, there are time-of-year restrictions on its use from April through October in VOC emission control areas.

18 **4(d)(iv) Fuel Burning Equipment.** Should the proposed project require the installation of fuel-burning equipment (boilers, generators, etc.), or other air pollution emitting equipment, the project may be subject to 9 VAC 5-80, Article 6, Permits for New and Modified sources.

5. Solid and Hazardous Wastes and Hazardous Materials. According to the DEIS (page 4-26), contaminated sites along the project corridor may affect the project. Areas of contaminated soils are likely to exist along the corridor associated with residual contamination from adjacent industrial uses. Thorough site investigations will be performed to identify contamination associated with the acquisition of ROW and construction. Solid and hazardous wastes will be handled in accordance with applicable federal, state, and local regulations (DEIS. page 4-33).

5(a) Agency Jurisdiction. On behalf of the Virginia Waste Management Board, the DEQ Division of Land Protection and Revitalization is responsible for carrying out the mandates of the Virginia Waste Management Act (Virginia Code §10.1-1400 *et seq.*), as well as meeting Virginia's federal obligations under the Resource Conservation and Recovery Act and the Comprehensive Environmental Response Compensation Liability Act (CERCLA), commonly known as Superfund. The DEQ Division of Land Protection and Revitalization also administers those laws and regulations on behalf of the State Water Control Board governing Petroleum Storage Tanks (Virginia Code §62.1-44.34:8 *et seq.*), including Aboveground Storage Tanks (9VAC25-91 *et seq.*) and Underground Storage Tanks (9VAC25-580 *et seq.* and 9VAC25-580-370 *et seq.*), also known as 'Virginia Tank Regulations', and § 62.1-44.34:14 *et seq.* which covers oil spills.

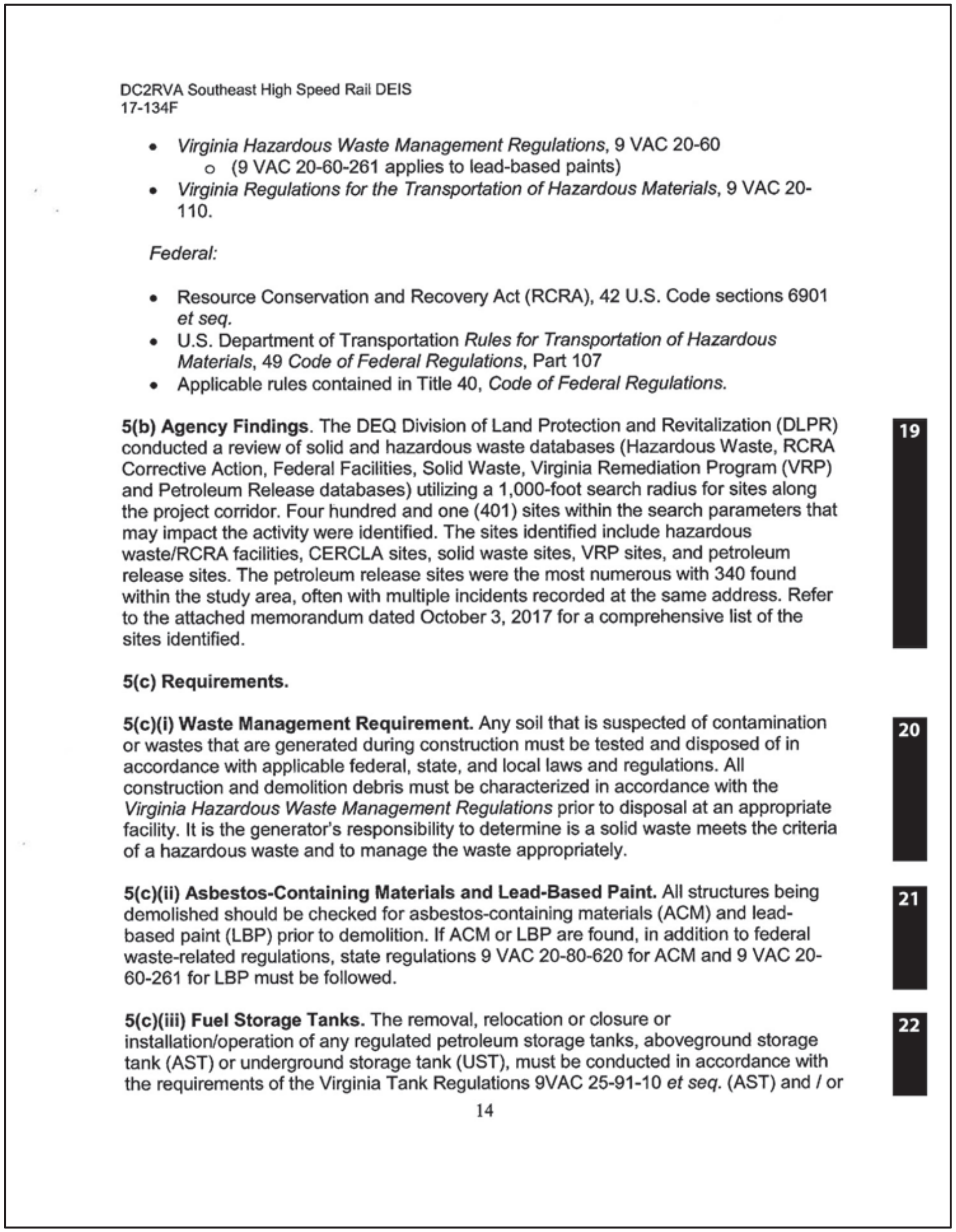
Virginia:

- Virginia Waste Management Act, Virginia Code § 10.1-1400 *et seq.*
- *Virginia Solid Waste Management Regulations*, 9 VAC 20-81
    - (9 VAC 20-81-620 applies to asbestos-containing materials)

13

VIRGINIA DEQ (continued)

16. If open burning or use of incineration devices are to be used during construction, DRPT would comply with 9 VAC 5-130 et seq. of the Regulations for open burning and coordinate with DEQ and local officials to determine whether permits or other requirements are applicable. A statement to this effect has been added to Section 5.19 of the Final EIS.
17. DRPT will adhere to limitations on the use of "cut-back" during construction consistent with 9 VAC 5-45-780 *et seq*. A statement to this effect has been added to Section 5.19 of the Final EIS.
18. DRPT will adhere to requirements of 9 VAC 5-80, Article 6, Permits for New and Modified Sources, for the installation of fuel-burning equipment or other air pollution generating equipment during construction. A statement to this effect has been added to Section 5.19.2.3 of the Final EIS.



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- *Virginia Hazardous Waste Management Regulations*, 9 VAC 20-60
    - (9 VAC 20-60-261 applies to lead-based paints)
- *Virginia Regulations for the Transportation of Hazardous Materials*, 9 VAC 20-110.

Federal:

- Resource Conservation and Recovery Act (RCRA), 42 U.S. Code sections 6901 *et seq.*
- U.S. Department of Transportation *Rules for Transportation of Hazardous Materials*, 49 *Code of Federal Regulations*, Part 107
- Applicable rules contained in Title 40, *Code of Federal Regulations.*

5(b) Agency Findings. The DEQ Division of Land Protection and Revitalization (DLPR) conducted a review of solid and hazardous waste databases (Hazardous Waste, RCRA Corrective Action, Federal Facilities, Solid Waste, Virginia Remediation Program (VRP) and Petroleum Release databases) utilizing a 1,000-foot search radius for sites along the project corridor. Four hundred and one (401) sites within the search parameters that may impact the activity were identified. The sites identified include hazardous waste/RCRA facilities, CERCLA sites, solid waste sites, VRP sites, and petroleum release sites. The petroleum release sites were the most numerous with 340 found within the study area, often with multiple incidents recorded at the same address. Refer to the attached memorandum dated October 3, 2017 for a comprehensive list of the sites identified. 19

5(c) Requirements.

5(c)(i) Waste Management Requirement. Any soil that is suspected of contamination or wastes that are generated during construction must be tested and disposed of in accordance with applicable federal, state, and local laws and regulations. All construction and demolition debris must be characterized in accordance with the *Virginia Hazardous Waste Management Regulations* prior to disposal at an appropriate facility. It is the generator's responsibility to determine is a solid waste meets the criteria of a hazardous waste and to manage the waste appropriately. 20

5(c)(ii) Asbestos-Containing Materials and Lead-Based Paint. All structures being demolished should be checked for asbestos-containing materials (ACM) and lead-based paint (LBP) prior to demolition. If ACM or LBP are found, in addition to federal waste-related regulations, state regulations 9 VAC 20-80-620 for ACM and 9 VAC 20-60-261 for LBP must be followed. 21

5(c)(iii) Fuel Storage Tanks. The removal, relocation or closure or installation/operation of any regulated petroleum storage tanks, aboveground storage tank (AST) or underground storage tank (UST), must be conducted in accordance with the requirements of the Virginia Tank Regulations 9VAC 25-91-10 *et seq.* (AST) and / or 22

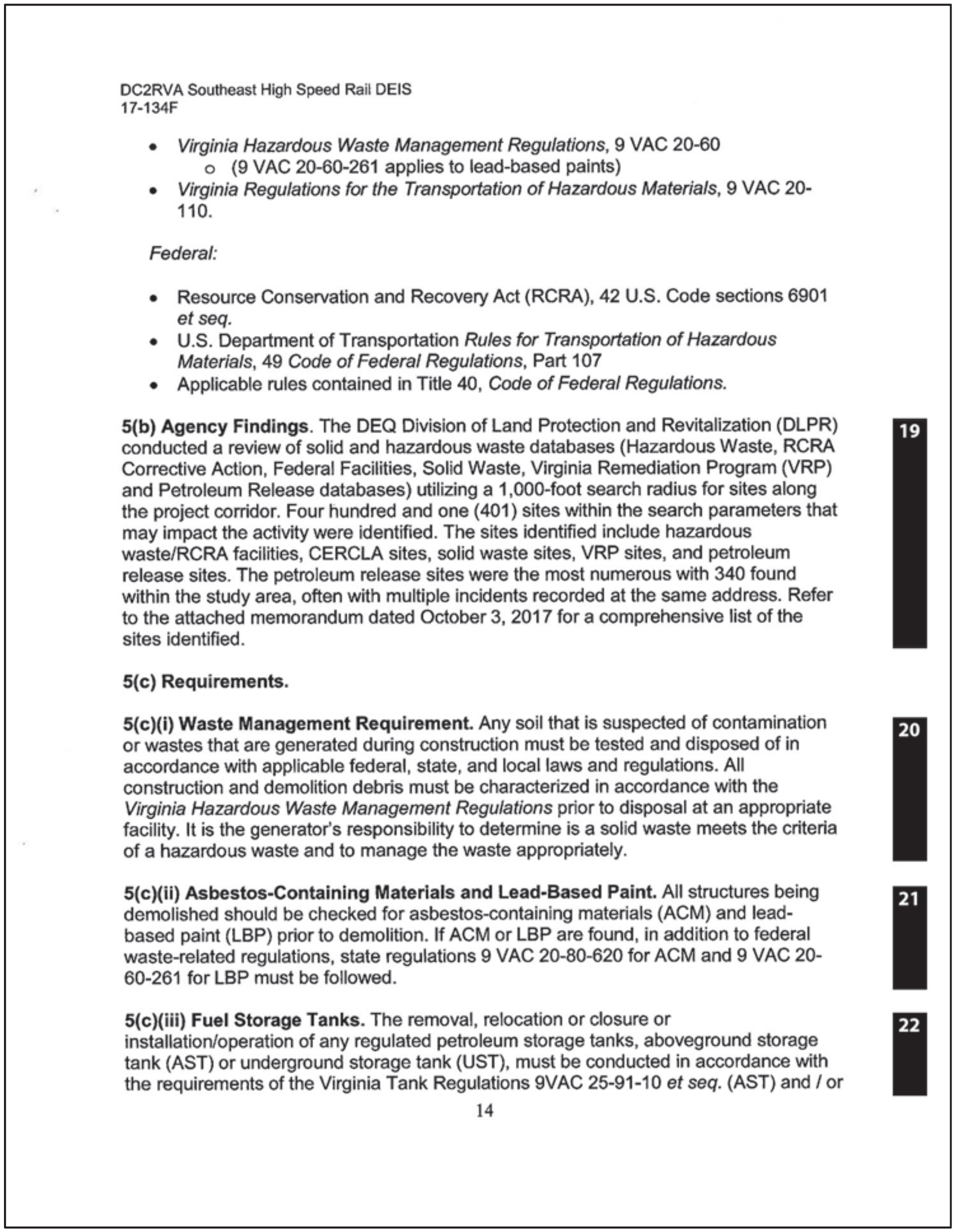
14

VIRGINIA DEQ (continued)

19. Comment noted. DRPT appreciates the list of hazardous materials sites provided by the DEQ Division of Land Protection and Revitalization (DLPR). As described in Draft EIS Section 3.5, a database search was conducted for hazardous materials sites within 500 feet of existing or proposed rail line. Draft EIS Table 3.5-1 lists the databases included in the search and Table 3.5-3 summarizes the sites by type within each of the six alternative areas. Maps in Draft EIS Appendix O show the locations of the sites and tables in Draft EIS Appendix O provide information on individual sites. As noted in Section 3.5.3 of the Draft EIS, the search revealed 1,034 mapped hazardous materials sites/facilities within the study area, most of which (702) are either Petroleum Registered Facilities or Petroleum Release Sites. Finally, further investigation of hazardous material sites/facilities that could potentially be affected by the Project will be completed in a Phase I Environmental Site Assessment (ESA) that will occur prior to any property acquisition.

    Final EIS Section 5.5.1 describes potential hazardous materials sites impacts based on limits of disturbance for the Preferred Alternative, which have been updated since the Draft EIS. Appendix M of the Final EIS also provides updated mapping of the critical hazardous materials sites in relation to the Preferred Alternative limits of disturbance.

(Responses are continued on next page)



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- *Virginia Hazardous Waste Management Regulations*, 9 VAC 20-60
    - (9 VAC 20-60-261 applies to lead-based paints)
- *Virginia Regulations for the Transportation of Hazardous Materials*, 9 VAC 20-110.

Federal:

- Resource Conservation and Recovery Act (RCRA), 42 U.S. Code sections 6901 *et seq.*
- U.S. Department of Transportation *Rules for Transportation of Hazardous Materials*, 49 *Code of Federal Regulations*, Part 107
- Applicable rules contained in Title 40, *Code of Federal Regulations.*

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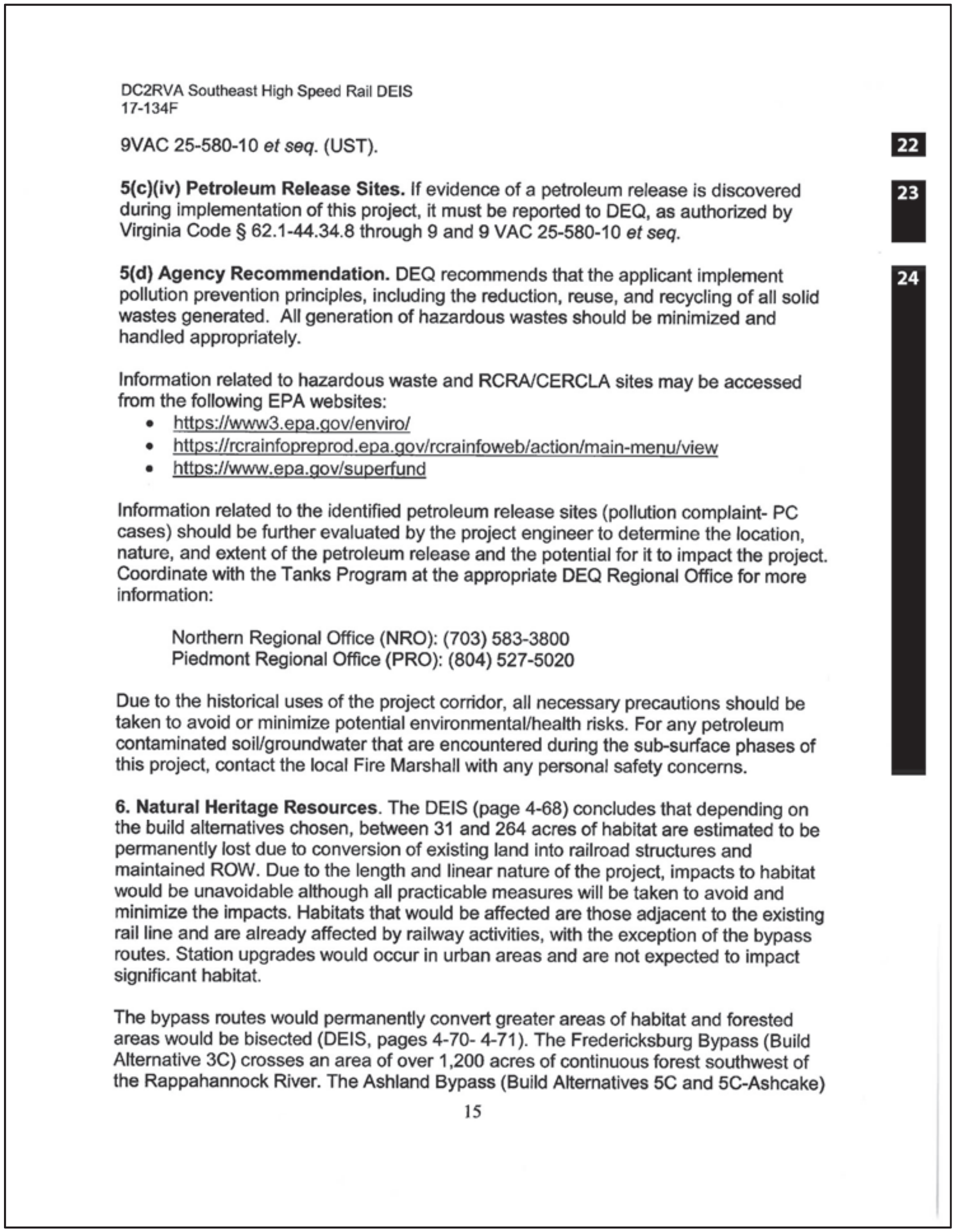
5(c)(ii) Asbestos-Containing Materials and Lead-Based Paint. All structures being demolished should be checked for asbestos-containing materials (ACM) and lead-based paint (LBP) prior to demolition. If ACM or LBP are found, in addition to federal waste-related regulations, state regulations 9 VAC 20-80-620 for ACM and 9 VAC 20-60-261 for LBP must be followed. 21

5(c)(iii) Fuel Storage Tanks. The removal, relocation or closure or installation/operation of any regulated petroleum storage tanks, aboveground storage tank (AST) or underground storage tank (UST), must be conducted in accordance with the requirements of the Virginia Tank Regulations 9VAC 25-91-10 *et seq.* (AST) and / or 22

14

VIRGINIA DEQ (continued)

20. to 23. DRPT will comply with the requirements for solid and hazardous wastes and hazardous materials specified by DEQ during construction. Section 5.5.2 of the Final EIS addresses the testing, removal and disposal of solid waste and hazardous waste during construction in accordance with the Virginia Solid Waste Management Regulations and Virginia Hazardous Waste Management Regulations. Prior to the acquisition of right-of-way and construction, thorough site investigations will be conducted, as required, to determine whether any of the sites are contaminated, and, if so, the nature and extent of that contamination. Any additional hazardous material sites discovered during construction will be removed and disposed of in compliance with all applicable federal, state, and local regulations. All structures being demolished, renovated, and/or removed will be inspected for asbestos containing materials (ACM) and lead-based paint (LBP) prior to demolition. If ACM or LBP are found, in addition to the federal waste-related regulations, state regulations for ACM and for LBP will be followed. All necessary remediation will be conducted in compliance with applicable federal, state, and local environmental laws and will be coordinated with the EPA, DEQ, and other federal or state or local agencies as necessary.



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9VAC 25-580-10 *et seq.* (UST). 22

23 **5(c)(iv) Petroleum Release Sites.** If evidence of a petroleum release is discovered during implementation of this project, it must be reported to DEQ, as authorized by Virginia Code § 62.1-44.34.8 through 9 and 9 VAC 25-580-10 *et seq.*

24 **5(d) Agency Recommendation.** DEQ recommends that the applicant implement pollution prevention principles, including the reduction, reuse, and recycling of all solid wastes generated. All generation of hazardous wastes should be minimized and handled appropriately.

Information related to hazardous waste and RCRA/CERCLA sites may be accessed from the following EPA websites:

- https://www3.epa.gov/enviro/
- https://rcrainfopreprod.epa.gov/rcrainfoweb/action/main-menu/view
- https://www.epa.gov/superfund

Information related to the identified petroleum release sites (pollution complaint- PC cases) should be further evaluated by the project engineer to determine the location, nature, and extent of the petroleum release and the potential for it to impact the project. Coordinate with the Tanks Program at the appropriate DEQ Regional Office for more information:

Northern Regional Office (NRO): (703) 583-3800
Piedmont Regional Office (PRO): (804) 527-5020

Due to the historical uses of the project corridor, all necessary precautions should be taken to avoid or minimize potential environmental/health risks. For any petroleum contaminated soil/groundwater that are encountered during the sub-surface phases of this project, contact the local Fire Marshall with any personal safety concerns.

6. Natural Heritage Resources. The DEIS (page 4-68) concludes that depending on the build alternatives chosen, between 31 and 264 acres of habitat are estimated to be permanently lost due to conversion of existing land into railroad structures and maintained ROW. Due to the length and linear nature of the project, impacts to habitat would be unavoidable although all practicable measures will be taken to avoid and minimize the impacts. Habitats that would be affected are those adjacent to the existing rail line and are already affected by railway activities, with the exception of the bypass routes. Station upgrades would occur in urban areas and are not expected to impact significant habitat.

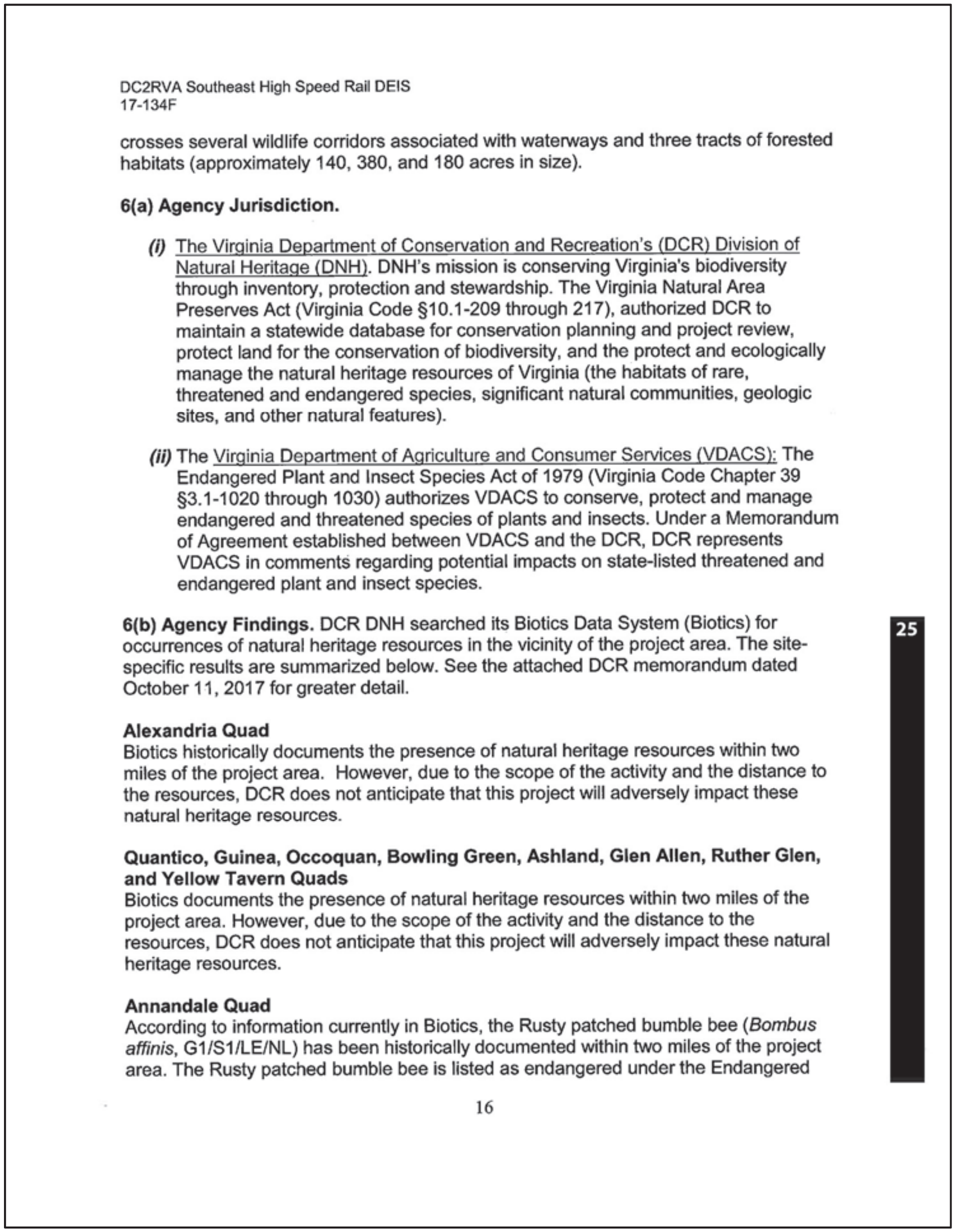
The bypass routes would permanently convert greater areas of habitat and forested areas would be bisected (DEIS, pages 4-70- 4-71). The Fredericksburg Bypass (Build Alternative 3C) crosses an area of over 1,200 acres of continuous forest southwest of the Rappahannock River. The Ashland Bypass (Build Alternatives 5C and 5C-Ashcake)

15

VIRGINIA DEQ (continued)

(Response to comments 22 and 23 on previous page)

24. DRPT will reduce, reuse, and recycle solid waste generated by the Project to the extent practicable. See response to comment #19 regarding the database search for hazardous materials sites reported in the Draft EIS and the Phase I ESA investigation that will be conducted prior to any property acquisition.



crosses several wildlife corridors associated with waterways and three tracts of forested habitats (approximately 140, 380, and 180 acres in size).

6(a) Agency Jurisdiction.

(i) The Virginia Department of Conservation and Recreation's (DCR) Division of Natural Heritage (DNH). DNH's mission is conserving Virginia's biodiversity through inventory, protection and stewardship. The Virginia Natural Area Preserves Act (Virginia Code §10.1-209 through 217), authorized DCR to maintain a statewide database for conservation planning and project review, protect land for the conservation of biodiversity, and the protect and ecologically manage the natural heritage resources of Virginia (the habitats of rare, threatened and endangered species, significant natural communities, geologic sites, and other natural features).

(ii) The Virginia Department of Agriculture and Consumer Services (VDACS): The Endangered Plant and Insect Species Act of 1979 (Virginia Code Chapter 39 §3.1-1020 through 1030) authorizes VDACS to conserve, protect and manage endangered and threatened species of plants and insects. Under a Memorandum of Agreement established between VDACS and the DCR, DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species.

6(b) Agency Findings. DCR DNH searched its Biotics Data System (Biotics) for occurrences of natural heritage resources in the vicinity of the project area. The site-specific results are summarized below. See the attached DCR memorandum dated October 11, 2017 for greater detail.

25

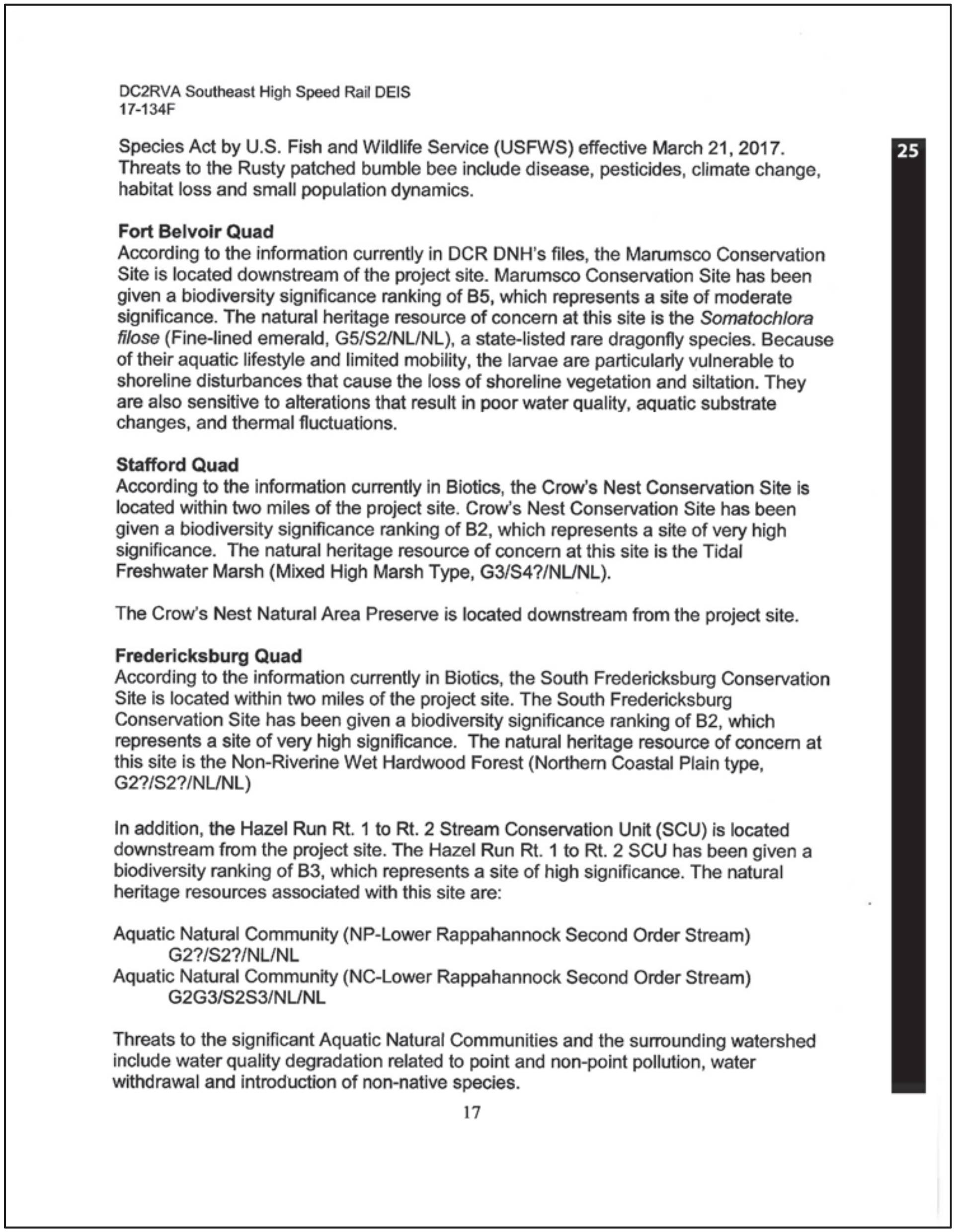
Alexandria Quad
Biotics historically documents the presence of natural heritage resources within two miles of the project area. However, due to the scope of the activity and the distance to the resources, DCR does not anticipate that this project will adversely impact these natural heritage resources.

Quantico, Guinea, Occoquan, Bowling Green, Ashland, Glen Allen, Ruther Glen, and Yellow Tavern Quads
Biotics documents the presence of natural heritage resources within two miles of the project area. However, due to the scope of the activity and the distance to the resources, DCR does not anticipate that this project will adversely impact these natural heritage resources.

Annandale Quad
According to information currently in Biotics, the Rusty patched bumble bee (*Bombus affinis*, G1/S1/LE/NL) has been historically documented within two miles of the project area. The Rusty patched bumble bee is listed as endangered under the Endangered

VIRGINIA DEQ (continued)

25. Refer to the referenced attached Virginia Department of Conservation and Recreation (DCR) memorandum (DRPT-numbered statements #103 through #126) for responses to detailed comments that are summarized here.



Species Act by U.S. Fish and Wildlife Service (USFWS) effective March 21, 2017. Threats to the Rusty patched bumble bee include disease, pesticides, climate change, habitat loss and small population dynamics.

Fort Belvoir Quad

According to the information currently in DCR DNH's files, the Marumsco Conservation Site is located downstream of the project site. Marumsco Conservation Site has been given a biodiversity significance ranking of B5, which represents a site of moderate significance. The natural heritage resource of concern at this site is the *Somatochlora filose* (Fine-lined emerald, G5/S2/NL/NL), a state-listed rare dragonfly species. Because of their aquatic lifestyle and limited mobility, the larvae are particularly vulnerable to shoreline disturbances that cause the loss of shoreline vegetation and siltation. They are also sensitive to alterations that result in poor water quality, aquatic substrate changes, and thermal fluctuations.

Stafford Quad

According to the information currently in Biotics, the Crow's Nest Conservation Site is located within two miles of the project site. Crow's Nest Conservation Site has been given a biodiversity significance ranking of B2, which represents a site of very high significance. The natural heritage resource of concern at this site is the Tidal Freshwater Marsh (Mixed High Marsh Type, G3/S4?/NL/NL).

The Crow's Nest Natural Area Preserve is located downstream from the project site.

Fredericksburg Quad

According to the information currently in Biotics, the South Fredericksburg Conservation Site is located within two miles of the project site. The South Fredericksburg Conservation Site has been given a biodiversity significance ranking of B2, which represents a site of very high significance. The natural heritage resource of concern at this site is the Non-Riverine Wet Hardwood Forest (Northern Coastal Plain type, G2?/S2?/NL/NL)

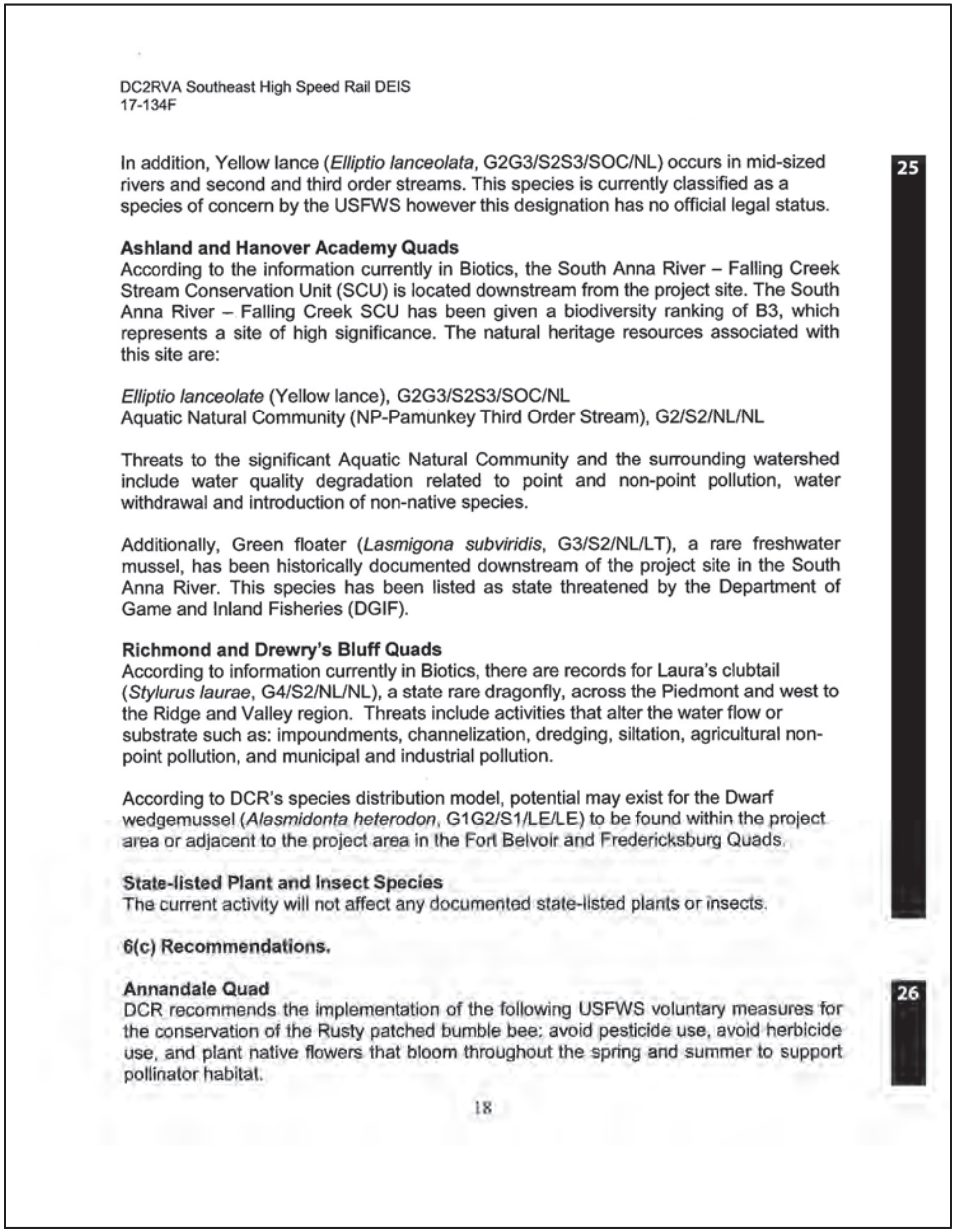
In addition, the Hazel Run Rt. 1 to Rt. 2 Stream Conservation Unit (SCU) is located downstream from the project site. The Hazel Run Rt. 1 to Rt. 2 SCU has been given a biodiversity ranking of B3, which represents a site of high significance. The natural heritage resources associated with this site are:

Aquatic Natural Community (NP-Lower Rappahannock Second Order Stream)
G2?/S2?/NL/NL
Aquatic Natural Community (NC-Lower Rappahannock Second Order Stream)
G2G3/S2S3/NL/NL

Threats to the significant Aquatic Natural Communities and the surrounding watershed include water quality degradation related to point and non-point pollution, water withdrawal and introduction of non-native species.

VIRGINIA DEQ (continued)

(Response to comment 25 on previous page)



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In addition, Yellow lance (*Elliptio lanceolata*, G2G3/S2S3/SOC/NL) occurs in mid-sized rivers and second and third order streams. This species is currently classified as a species of concern by the USFWS however this designation has no official legal status.

Ashland and Hanover Academy Quads
According to the information currently in Biotics, the South Anna River – Falling Creek Stream Conservation Unit (SCU) is located downstream from the project site. The South Anna River – Falling Creek SCU has been given a biodiversity ranking of B3, which represents a site of high significance. The natural heritage resources associated with this site are:

Elliptio lanceolate (Yellow lance), G2G3/S2S3/SOC/NL
Aquatic Natural Community (NP-Pamunkey Third Order Stream), G2/S2/NL/NL

Threats to the significant Aquatic Natural Community and the surrounding watershed include water quality degradation related to point and non-point pollution, water withdrawal and introduction of non-native species.

Additionally, Green floater (*Lasmigona subviridis*, G3/S2/NL/LT), a rare freshwater mussel, has been historically documented downstream of the project site in the South Anna River. This species has been listed as state threatened by the Department of Game and Inland Fisheries (DGIF).

Richmond and Drewry's Bluff Quads
According to information currently in Biotics, there are records for Laura's clubtail (*Stylurus laurae*, G4/S2/NL/NL), a state rare dragonfly, across the Piedmont and west to the Ridge and Valley region. Threats include activities that alter the water flow or substrate such as: impoundments, channelization, dredging, siltation, agricultural non-point pollution, and municipal and industrial pollution.

According to DCR's species distribution model, potential may exist for the Dwarf wedgemussel (*Alasmidonta heterodon*, G1G2/S1/LE/LE) to be found within the project area or adjacent to the project area in the Fort Belvoir and Fredericksburg Quads.

State-listed Plant and Insect Species
The current activity will not affect any documented state-listed plants or insects.

6(c) Recommendations.

26

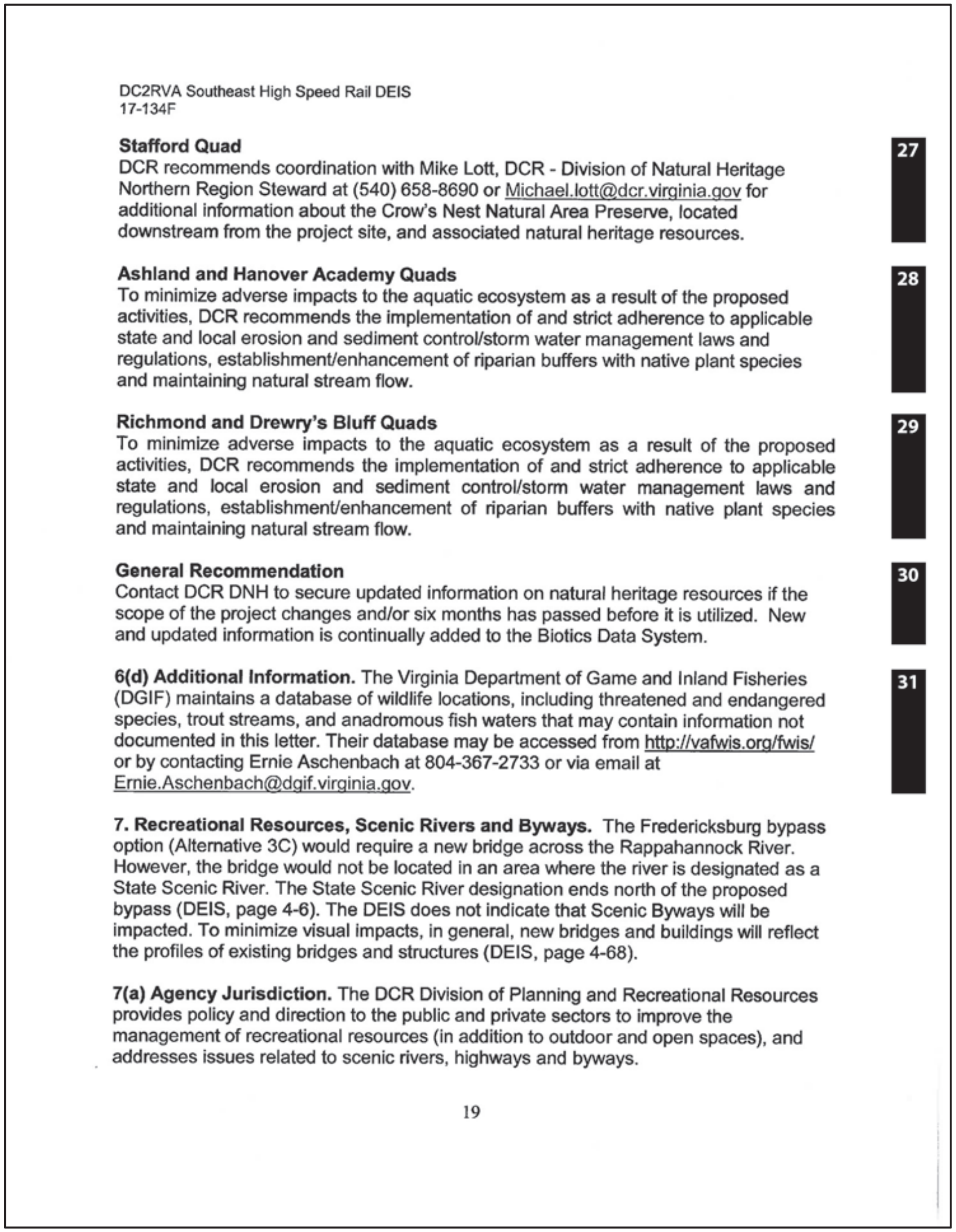
Annandale Quad
DCR recommends the implementation of the following USFWS voluntary measures for the conservation of the Rusty patched bumble bee: avoid pesticide use, avoid herbicide use, and plant native flowers that bloom throughout the spring and summer to support pollinator habitat.

18

VIRGINIA DEQ (continued)

(For response to comment 25, refer to pages B-74)

26. DRPT does not anticipate use of pesticides or herbicides as part of Project construction or operating the proposed additional intercity passenger trains. As noted in Section 5.10.3.2 of the Final EIS, during construction, DRPT will reduce the likelihood of adverse effects to rare, threatened and endangered species, and other wildlife through reseeding of disturbed areas with native plants.



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27 **Stafford Quad**
DCR recommends coordination with Mike Lott, DCR - Division of Natural Heritage Northern Region Steward at (540) 658-8690 or Michael.lott@dcr.virginia.gov for additional information about the Crow's Nest Natural Area Preserve, located downstream from the project site, and associated natural heritage resources.

28 **Ashland and Hanover Academy Quads**
To minimize adverse impacts to the aquatic ecosystem as a result of the proposed activities, DCR recommends the implementation of and strict adherence to applicable state and local erosion and sediment control/storm water management laws and regulations, establishment/enhancement of riparian buffers with native plant species and maintaining natural stream flow.

29 **Richmond and Drewry's Bluff Quads**
To minimize adverse impacts to the aquatic ecosystem as a result of the proposed activities, DCR recommends the implementation of and strict adherence to applicable state and local erosion and sediment control/storm water management laws and regulations, establishment/enhancement of riparian buffers with native plant species and maintaining natural stream flow.

30 **General Recommendation**
Contact DCR DNH to secure updated information on natural heritage resources if the scope of the project changes and/or six months has passed before it is utilized. New and updated information is continually added to the Biotics Data System.

31 **6(d) Additional Information.** The Virginia Department of Game and Inland Fisheries (DGIF) maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters that may contain information not documented in this letter. Their database may be accessed from http://vafwis.org/fwis/ or by contacting Ernie Aschenbach at 804-367-2733 or via email at Ernie.Aschenbach@dgif.virginia.gov.

7. Recreational Resources, Scenic Rivers and Byways. The Fredericksburg bypass option (Alternative 3C) would require a new bridge across the Rappahannock River. However, the bridge would not be located in an area where the river is designated as a State Scenic River. The State Scenic River designation ends north of the proposed bypass (DEIS, page 4-6). The DEIS does not indicate that Scenic Byways will be impacted. To minimize visual impacts, in general, new bridges and buildings will reflect the profiles of existing bridges and structures (DEIS, page 4-68).

7(a) Agency Jurisdiction. The DCR Division of Planning and Recreational Resources provides policy and direction to the public and private sectors to improve the management of recreational resources (in addition to outdoor and open spaces), and addresses issues related to scenic rivers, highways and byways.

19

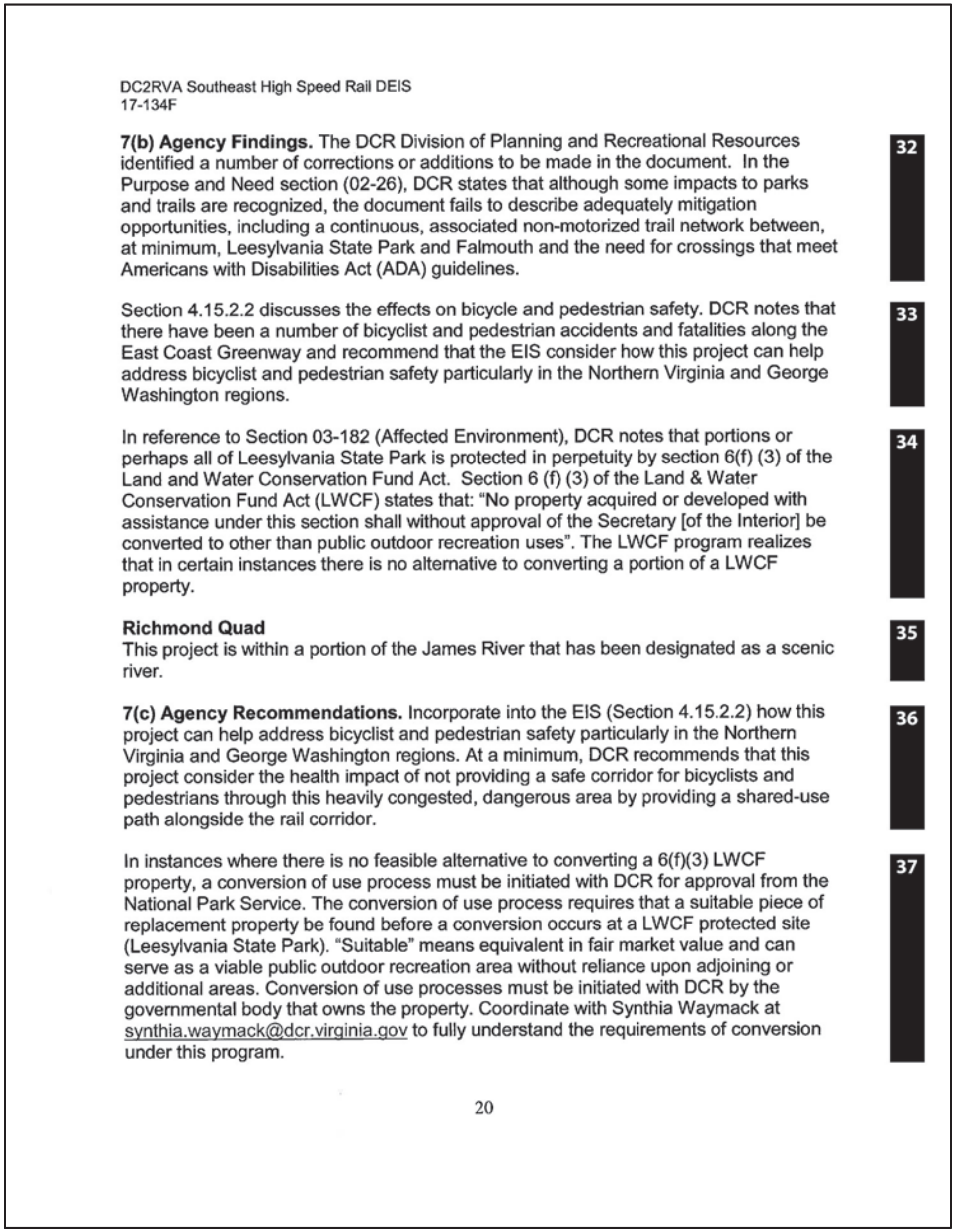
VIRGINIA DEQ (continued)

27. DRPT does not anticipate the need for further coordination with DCR concerning the Crow's Nest Natural Area preserve; however, DRPT will coordinate as recommended, if required.

28. and 29. As noted in Section 5.1.6.3 of the Final EIS, DRPT will implement appropriate erosion and sediment control practices as required, in accordance with the Virginia Erosion and Sediment Control Regulations and the Virginia Stormwater Management Law and regulations.

30. DRPT will coordinate with resource agencies to obtain updated sensitive resources information in the event of significant changes in Project scope and during final design, after funding becomes available and incremental improvements are scheduled.

31. DRPT searched VDGIF's Virginia Fish and Wildlife Information Service (VaFWIS) as part of the Draft EIS inventory of wildlife resources (see Draft EIS Section 3.10.5).



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32 **7(b) Agency Findings.** The DCR Division of Planning and Recreational Resources identified a number of corrections or additions to be made in the document. In the Purpose and Need section (02-26), DCR states that although some impacts to parks and trails are recognized, the document fails to describe adequately mitigation opportunities, including a continuous, associated non-motorized trail network between, at minimum, Leesylvania State Park and Falmouth and the need for crossings that meet Americans with Disabilities Act (ADA) guidelines.

33 Section 4.15.2.2 discusses the effects on bicycle and pedestrian safety. DCR notes that there have been a number of bicyclist and pedestrian accidents and fatalities along the East Coast Greenway and recommend that the EIS consider how this project can help address bicyclist and pedestrian safety particularly in the Northern Virginia and George Washington regions.

34 In reference to Section 03-182 (Affected Environment), DCR notes that portions or perhaps all of Leesylvania State Park is protected in perpetuity by section 6(f) (3) of the Land and Water Conservation Fund Act. Section 6 (f) (3) of the Land & Water Conservation Fund Act (LWCF) states that: “No property acquired or developed with assistance under this section shall without approval of the Secretary [of the Interior] be converted to other than public outdoor recreation uses”. The LWCF program realizes that in certain instances there is no alternative to converting a portion of a LWCF property.

35 **Richmond Quad**
This project is within a portion of the James River that has been designated as a scenic river.

36 **7(c) Agency Recommendations.** Incorporate into the EIS (Section 4.15.2.2) how this project can help address bicyclist and pedestrian safety particularly in the Northern Virginia and George Washington regions. At a minimum, DCR recommends that this project consider the health impact of not providing a safe corridor for bicyclists and pedestrians through this heavily congested, dangerous area by providing a shared-use path alongside the rail corridor.

37 In instances where there is no feasible alternative to converting a 6(f)(3) LWCF property, a conversion of use process must be initiated with DCR for approval from the National Park Service. The conversion of use process requires that a suitable piece of replacement property be found before a conversion occurs at a LWCF protected site (Leesylvania State Park). “Suitable” means equivalent in fair market value and can serve as a viable public outdoor recreation area without reliance upon adjoining or additional areas. Conversion of use processes must be initiated with DCR by the governmental body that owns the property. Coordinate with Synthia Waymack at synthia.waymack@dcr.virginia.gov to fully understand the requirements of conversion under this program.

VIRGINIA DEQ (continued)

32. As discussed throughout the Draft and Final EIS documentation, the addition of one track will primarily be within the existing CSXT right-of-way. DRPT will preserve the continuity of all trail crossings by extending the existing crossing over the new track (provided in-kind, to the current design specifications). Additional vehicle and pedestrian warning devices will be modified, as appropriate, for the new track and any change in authorized track speed. The details of these will be determined during final design after funding becomes available and incremental improvements are scheduled.

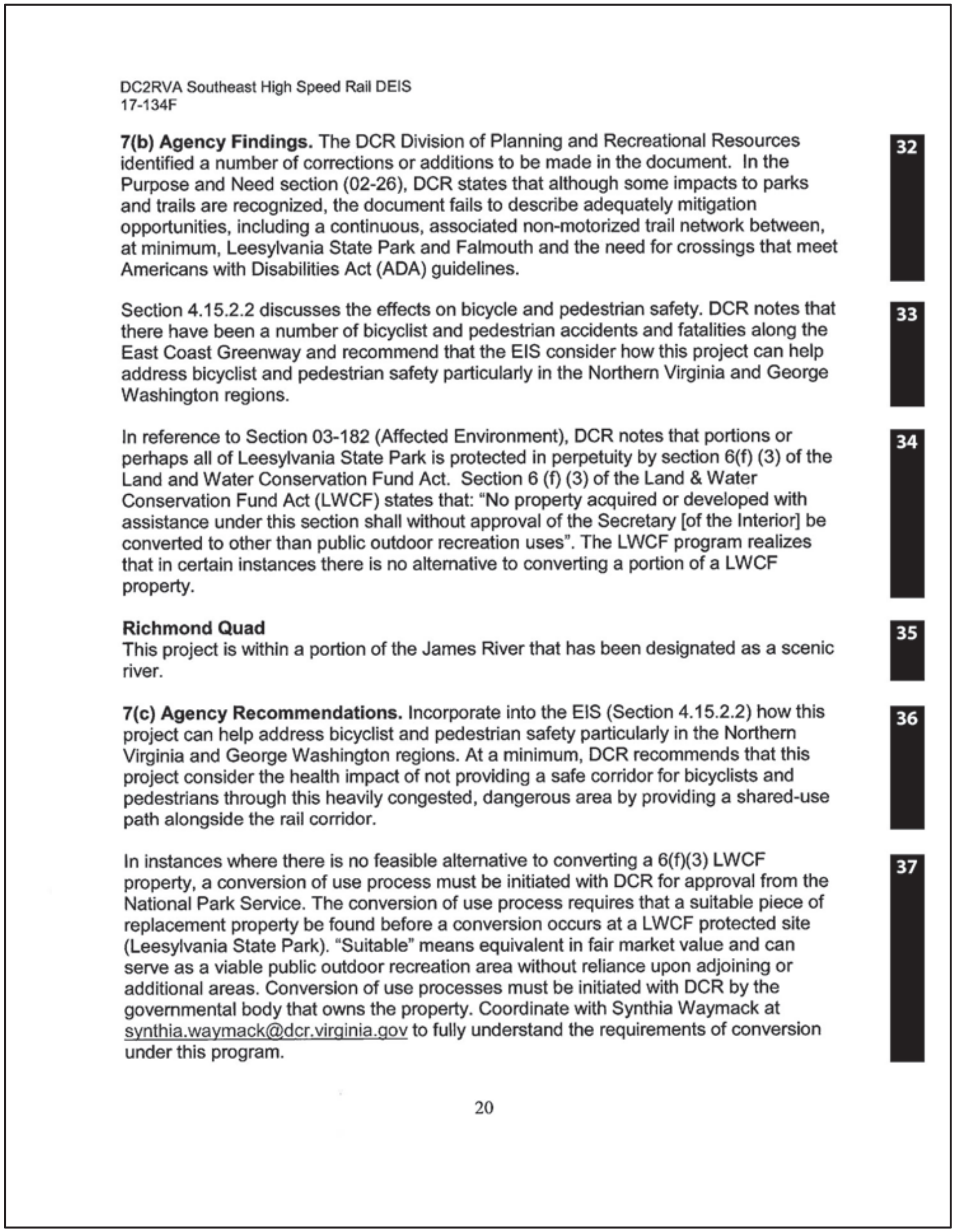
    DRPT has not identified any impacts to the trail system which would require the addition of a greenway along the corridor from Leesylvania State Park to Falmouth as a mitigation measure.

33. Addressing bicyclist and pedestrian safety specifically on the East Coast Greenway is beyond the Purpose and Need of the DC2RVA Project, however, the DC2RVA Project will address and improve, as necessary, bike/pedestrian safety warning devices at all public crossings along the DC2RVA rail corridor, in keeping with the Project’s Basis of Design and applicable FRA, Amtrak, CSXT, and VDOT safety standards.

34. No property will need to be acquired from Leesylvania State Park as part of the Preferred Alternative.

35. DRPT concurs; scenic rivers are presented in Section 3.1.3.2 of the Draft EIS. Potential effects on scenic rivers for the Preferred Alternative are presented in Section 5.1.1 of the Final EIS.

(Responses are continued on next page)



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7(b) Agency Findings. The DCR Division of Planning and Recreational Resources identified a number of corrections or additions to be made in the document. In the Purpose and Need section (02-26), DCR states that although some impacts to parks and trails are recognized, the document fails to describe adequately mitigation opportunities, including a continuous, associated non-motorized trail network between, at minimum, Leesylvania State Park and Falmouth and the need for crossings that meet Americans with Disabilities Act (ADA) guidelines. 32

Section 4.15.2.2 discusses the effects on bicycle and pedestrian safety. DCR notes that there have been a number of bicyclist and pedestrian accidents and fatalities along the East Coast Greenway and recommend that the EIS consider how this project can help address bicyclist and pedestrian safety particularly in the Northern Virginia and George Washington regions. 33

In reference to Section 03-182 (Affected Environment), DCR notes that portions or perhaps all of Leesylvania State Park is protected in perpetuity by section 6(f) (3) of the Land and Water Conservation Fund Act. Section 6 (f) (3) of the Land & Water Conservation Fund Act (LWCF) states that: "No property acquired or developed with assistance under this section shall without approval of the Secretary [of the Interior] be converted to other than public outdoor recreation uses". The LWCF program realizes that in certain instances there is no alternative to converting a portion of a LWCF property. 34

Richmond Quad
This project is within a portion of the James River that has been designated as a scenic river. 35

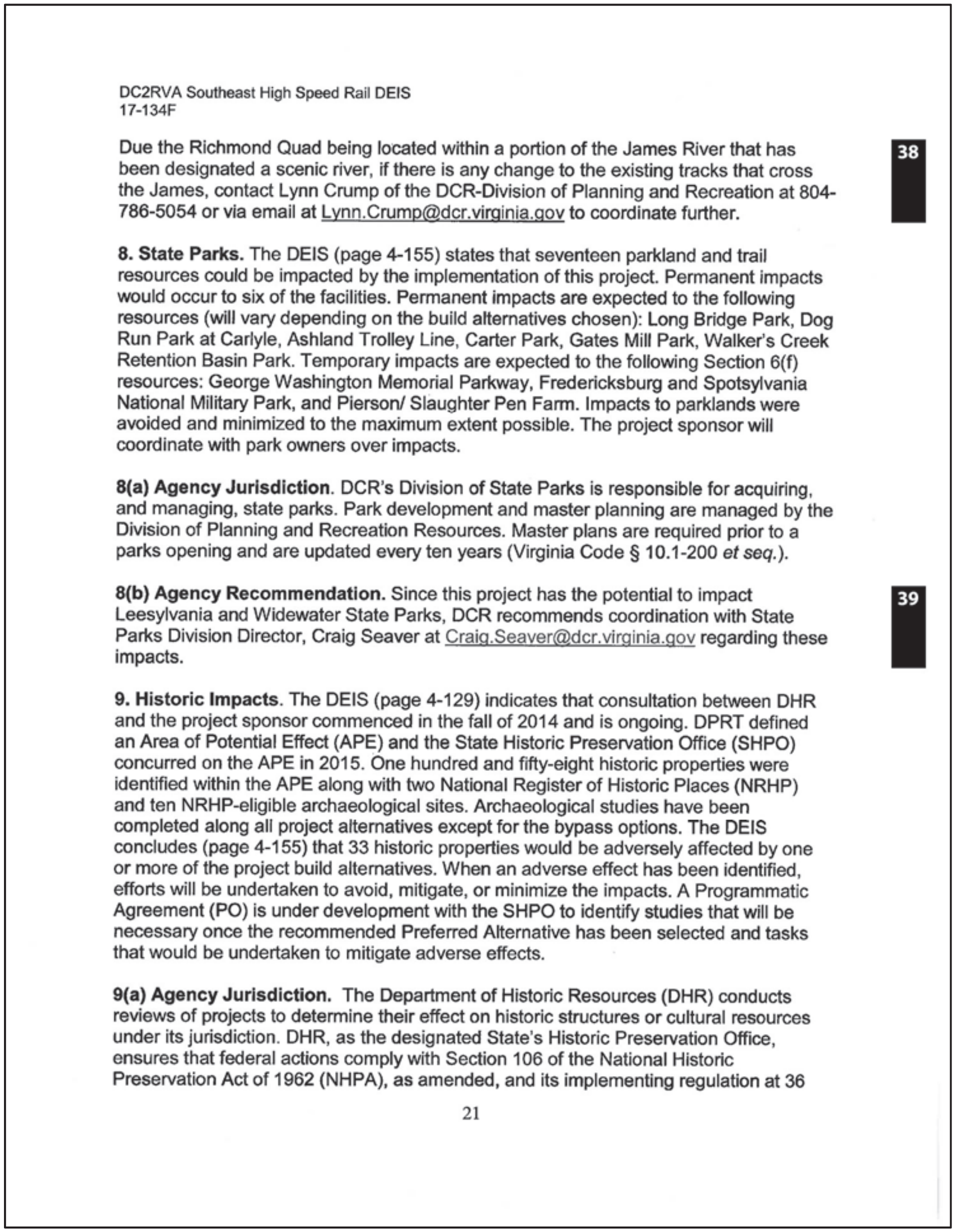
7(c) Agency Recommendations. Incorporate into the EIS (Section 4.15.2.2) how this project can help address bicyclist and pedestrian safety particularly in the Northern Virginia and George Washington regions. At a minimum, DCR recommends that this project consider the health impact of not providing a safe corridor for bicyclists and pedestrians through this heavily congested, dangerous area by providing a shared-use path alongside the rail corridor. 36

In instances where there is no feasible alternative to converting a 6(f)(3) LWCF property, a conversion of use process must be initiated with DCR for approval from the National Park Service. The conversion of use process requires that a suitable piece of replacement property be found before a conversion occurs at a LWCF protected site (Leesylvania State Park). "Suitable" means equivalent in fair market value and can serve as a viable public outdoor recreation area without reliance upon adjoining or additional areas. Conversion of use processes must be initiated with DCR by the governmental body that owns the property. Coordinate with Synthia Waymack at synthia.waymack@dcr.virginia.gov to fully understand the requirements of conversion under this program. 37

20

VIRGINIA DEQ (continued)

36. Provision of a new shared use path within the railroad right-of-way is beyond the Purpose and Need of the Project and CSXT policies currently do not allow recreational uses within their right-of-way. As indicated in Section 5.15.2.2 of the Final EIS, all existing bicycle and pedestrian facilities will be maintained (provided in-kind) as part of the Build Alternatives and will be designed to current safety standards. Opportunities for additional bicycle and pedestrian accessibility improvements, including updates to facilities to meet Americans with Disabilities Act of 1990 (ADA) requirements, could be incorporated during final design in coordination with FRA, after funding becomes available and incremental improvements are scheduled.
37. Replacement requirements for conversion of Section 6(f) lands as part of the Preferred Alternative are addressed in Section 5.14.1 of the Final EIS. As indicated in that section, DRPT does not anticipate permanent impacts to Section 6(f) lands for any Build Alternatives, including the Preferred Alternative as identified in the Final EIS. Temporary impacts during Project construction will not require replacement lands.



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Due the Richmond Quad being located within a portion of the James River that has been designated a scenic river, if there is any change to the existing tracks that cross the James, contact Lynn Crump of the DCR-Division of Planning and Recreation at 804-786-5054 or via email at Lynn.Crump@dcr.virginia.gov to coordinate further.

8. State Parks. The DEIS (page 4-155) states that seventeen parkland and trail resources could be impacted by the implementation of this project. Permanent impacts would occur to six of the facilities. Permanent impacts are expected to the following resources (will vary depending on the build alternatives chosen): Long Bridge Park, Dog Run Park at Carlyle, Ashland Trolley Line, Carter Park, Gates Mill Park, Walker's Creek Retention Basin Park. Temporary impacts are expected to the following Section 6(f) resources: George Washington Memorial Parkway, Fredericksburg and Spotsylvania National Military Park, and Pierson/ Slaughter Pen Farm. Impacts to parklands were avoided and minimized to the maximum extent possible. The project sponsor will coordinate with park owners over impacts.

8(a) Agency Jurisdiction. DCR's Division of State Parks is responsible for acquiring, and managing, state parks. Park development and master planning are managed by the Division of Planning and Recreation Resources. Master plans are required prior to a parks opening and are updated every ten years (Virginia Code § 10.1-200 *et seq.*).

39

8(b) Agency Recommendation. Since this project has the potential to impact Leesylvania and Widewater State Parks, DCR recommends coordination with State Parks Division Director, Craig Seaver at Craig.Seaver@dcr.virginia.gov regarding these impacts.

9. Historic Impacts. The DEIS (page 4-129) indicates that consultation between DHR and the project sponsor commenced in the fall of 2014 and is ongoing. DPRT defined an Area of Potential Effect (APE) and the State Historic Preservation Office (SHPO) concurred on the APE in 2015. One hundred and fifty-eight historic properties were identified within the APE along with two National Register of Historic Places (NRHP) and ten NRHP-eligible archaeological sites. Archaeological studies have been completed along all project alternatives except for the bypass options. The DEIS concludes (page 4-155) that 33 historic properties would be adversely affected by one or more of the project build alternatives. When an adverse effect has been identified, efforts will be undertaken to avoid, mitigate, or minimize the impacts. A Programmatic Agreement (PO) is under development with the SHPO to identify studies that will be necessary once the recommended Preferred Alternative has been selected and tasks that would be undertaken to mitigate adverse effects.

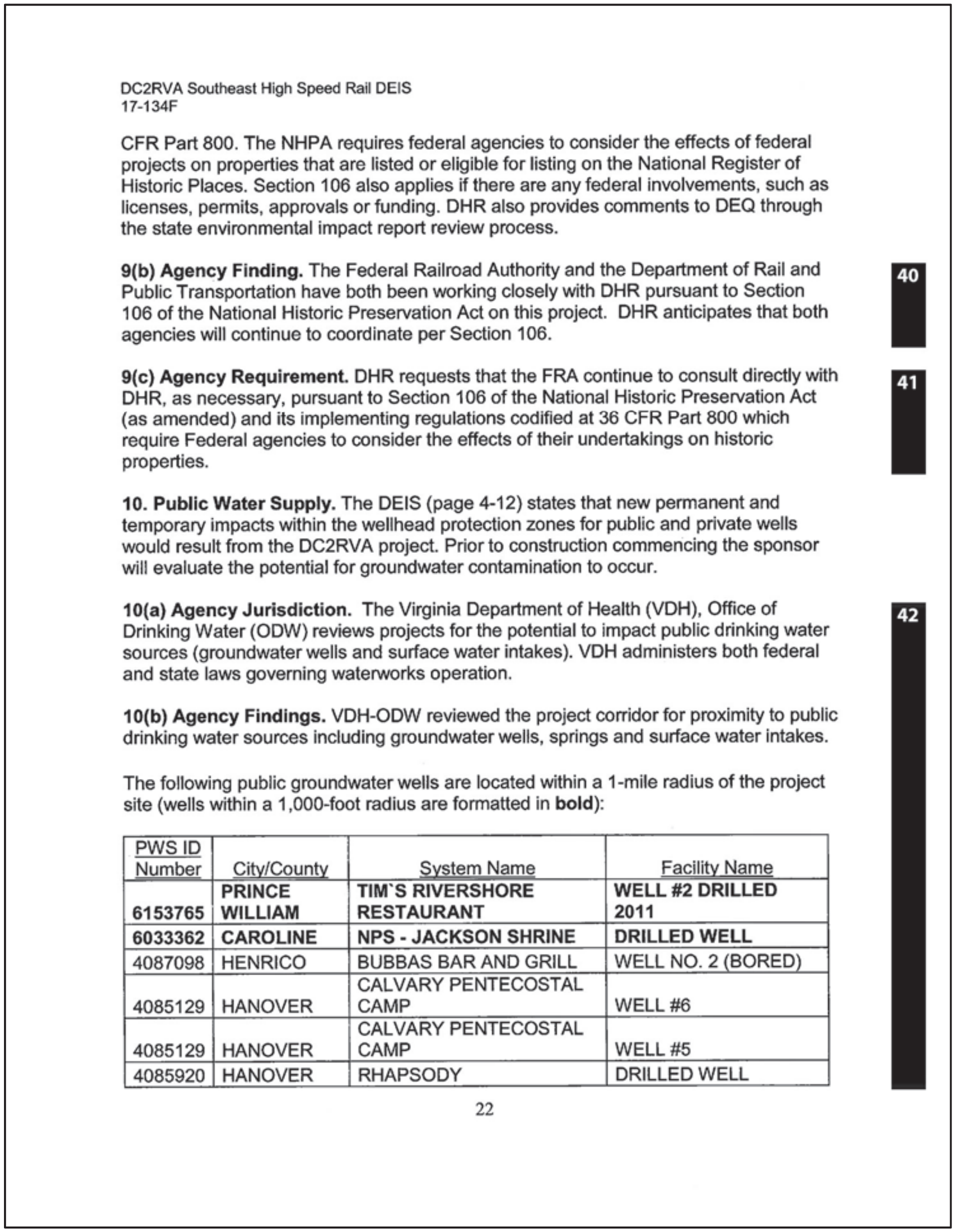
9(a) Agency Jurisdiction. The Department of Historic Resources (DHR) conducts reviews of projects to determine their effect on historic structures or cultural resources under its jurisdiction. DHR, as the designated State's Historic Preservation Office, ensures that federal actions comply with Section 106 of the National Historic Preservation Act of 1962 (NHPA), as amended, and its implementing regulation at 36

21

VIRGINIA DEQ (continued)

38. DRPT will coordinate with DCR regarding bridge design at scenic river crossings during final design, after funding becomes available and incremental improvements are scheduled. As discussed in Section 5.1.1.1 of the Final EIS, new bridges will generally reflect the horizontal and vertical profiles of existing structures and therefore DRPT anticipates that the landscape and viewsheds from scenic rivers will be similar in context to existing conditions.

39. Table 5.14-1 of the Final EIS identifies the permanent and temporary impacts of the Preferred Alternative to parkland resources. Leesylvania and Widewater State Parks are not among the parklands affected by the Preferred Alternative, either for temporary or permanent use.



CFR Part 800. The NHPA requires federal agencies to consider the effects of federal projects on properties that are listed or eligible for listing on the National Register of Historic Places. Section 106 also applies if there are any federal involvements, such as licenses, permits, approvals or funding. DHR also provides comments to DEQ through the state environmental impact report review process.

9(b) Agency Finding. The Federal Railroad Authority and the Department of Rail and Public Transportation have both been working closely with DHR pursuant to Section 106 of the National Historic Preservation Act on this project. DHR anticipates that both agencies will continue to coordinate per Section 106. **40**

9(c) Agency Requirement. DHR requests that the FRA continue to consult directly with DHR, as necessary, pursuant to Section 106 of the National Historic Preservation Act (as amended) and its implementing regulations codified at 36 CFR Part 800 which require Federal agencies to consider the effects of their undertakings on historic properties. **41**

10. Public Water Supply. The DEIS (page 4-12) states that new permanent and temporary impacts within the wellhead protection zones for public and private wells would result from the DC2RVA project. Prior to construction commencing the sponsor will evaluate the potential for groundwater contamination to occur.

10(a) Agency Jurisdiction. The Virginia Department of Health (VDH), Office of Drinking Water (ODW) reviews projects for the potential to impact public drinking water sources (groundwater wells and surface water intakes). VDH administers both federal and state laws governing waterworks operation. **42**

10(b) Agency Findings. VDH-ODW reviewed the project corridor for proximity to public drinking water sources including groundwater wells, springs and surface water intakes.

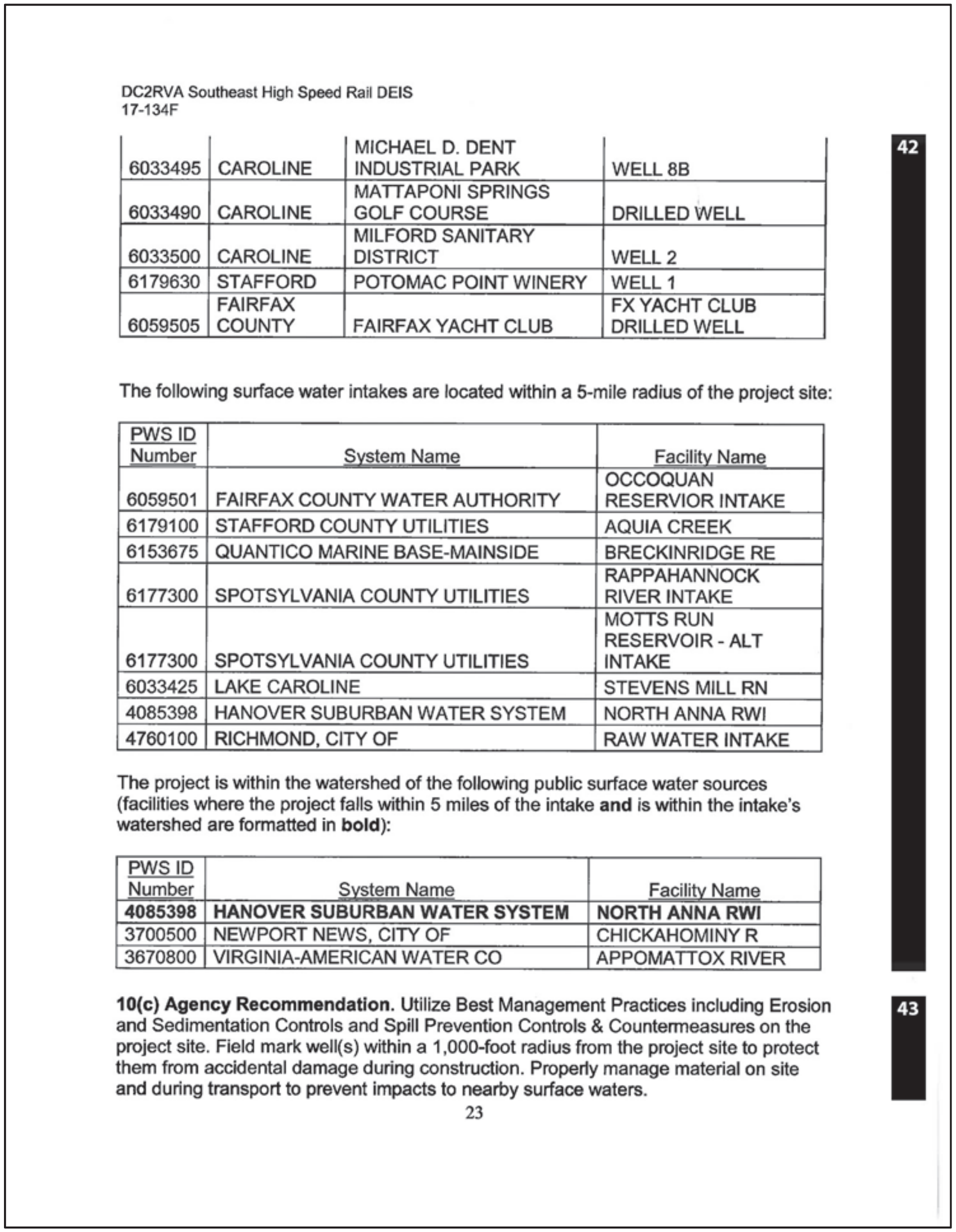
The following public groundwater wells are located within a 1-mile radius of the project site (wells within a 1,000-foot radius are formatted in **bold**):

PWS ID Number	City/County	System Name	Facility Name
6153765	**PRINCE WILLIAM**	**TIM`S RIVERSHORE RESTAURANT**	**WELL #2 DRILLED 2011**
6033362	**CAROLINE**	**NPS - JACKSON SHRINE**	**DRILLED WELL**
4087098	HENRICO	BUBBAS BAR AND GRILL	WELL NO. 2 (BORED)
4085129	HANOVER	CALVARY PENTECOSTAL CAMP	WELL #6
4085129	HANOVER	CALVARY PENTECOSTAL CAMP	WELL #5
4085920	HANOVER	RHAPSODY	DRILLED WELL

VIRGINIA DEQ (continued)

40. and 41. Close consultation with the Virginia Department of Historic Resources (DHR) commenced in November 2014. Pursuant to Section 106 of the National Historic Preservation Act (as amended), DRPT will continue to coordinate all cultural resource components with DHR during final design, after funding becomes available and incremental improvements are scheduled.

42. Refer to DRPT-numbered statements #129 through #131 for detailed lists provided by Virginia Department of Health (VDH), and DRPT's responses.



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6033495	CAROLINE	MICHAEL D. DENT INDUSTRIAL PARK	WELL 8B
6033490	CAROLINE	MATTAPONI SPRINGS GOLF COURSE	DRILLED WELL
6033500	CAROLINE	MILFORD SANITARY DISTRICT	WELL 2
6179630	STAFFORD	POTOMAC POINT WINERY	WELL 1
6059505	FAIRFAX COUNTY	FAIRFAX YACHT CLUB	FX YACHT CLUB DRILLED WELL

The following surface water intakes are located within a 5-mile radius of the project site:

PWS ID Number	System Name	Facility Name
6059501	FAIRFAX COUNTY WATER AUTHORITY	OCCOQUAN RESERVIOR INTAKE
6179100	STAFFORD COUNTY UTILITIES	AQUIA CREEK
6153675	QUANTICO MARINE BASE-MAINSIDE	BRECKINRIDGE RE
6177300	SPOTSYLVANIA COUNTY UTILITIES	RAPPAHANNOCK RIVER INTAKE
6177300	SPOTSYLVANIA COUNTY UTILITIES	MOTTS RUN RESERVOIR - ALT INTAKE
6033425	LAKE CAROLINE	STEVENS MILL RN
4085398	HANOVER SUBURBAN WATER SYSTEM	NORTH ANNA RWI
4760100	RICHMOND, CITY OF	RAW WATER INTAKE

The project is within the watershed of the following public surface water sources (facilities where the project falls within 5 miles of the intake **and** is within the intake's watershed are formatted in **bold**):

PWS ID Number	System Name	Facility Name
4085398	**HANOVER SUBURBAN WATER SYSTEM**	**NORTH ANNA RWI**
3700500	NEWPORT NEWS, CITY OF	CHICKAHOMINY R
3670800	VIRGINIA-AMERICAN WATER CO	APPOMATTOX RIVER

43

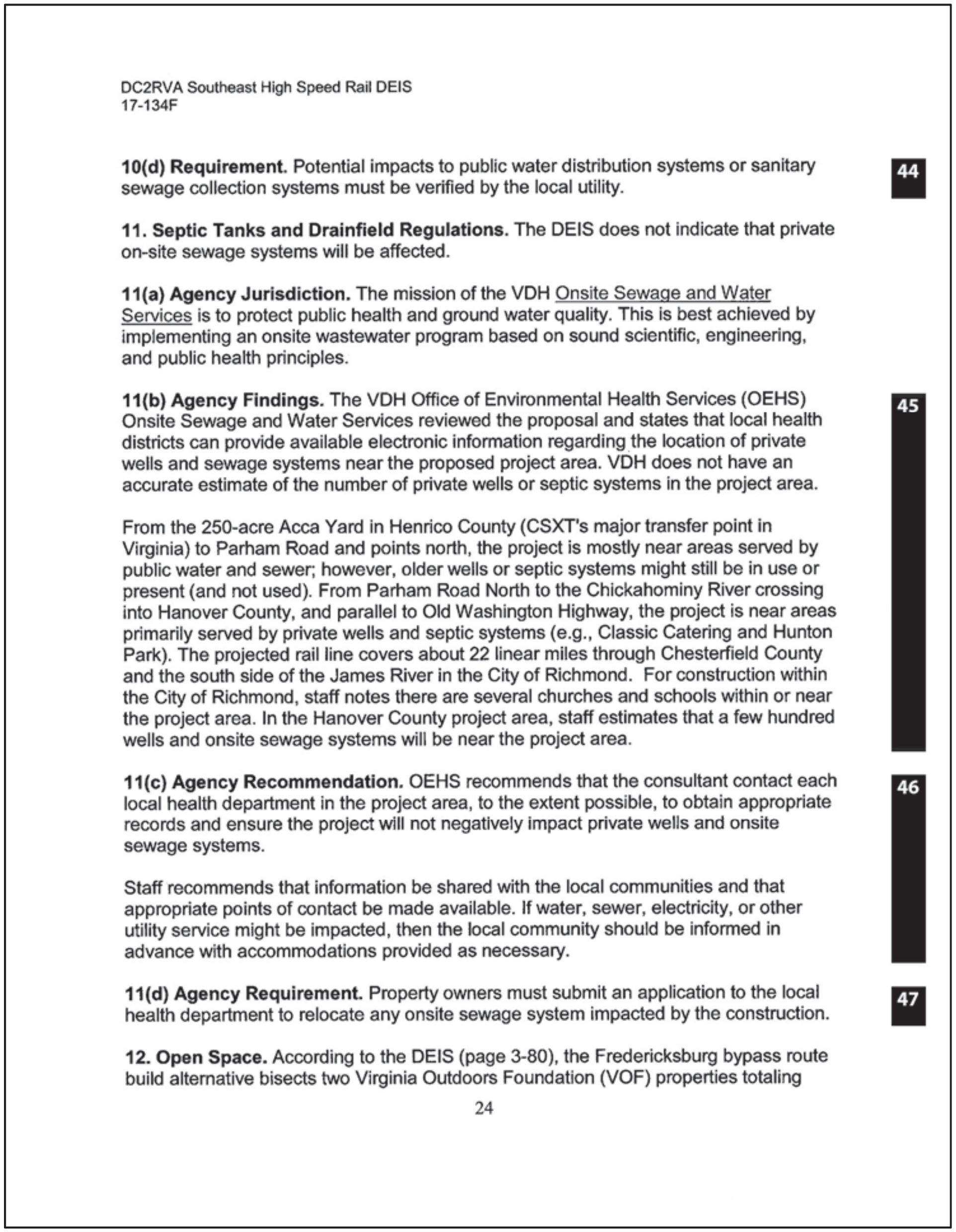
10(c) Agency Recommendation. Utilize Best Management Practices including Erosion and Sedimentation Controls and Spill Prevention Controls & Countermeasures on the project site. Field mark well(s) within a 1,000-foot radius from the project site to protect them from accidental damage during construction. Properly manage material on site and during transport to prevent impacts to nearby surface waters.

23

VIRGINIA DEQ (continued)

(Response to comment 42 on previous page)

43. As noted in Section 5.1.6.3 of the Final EIS, appropriate erosion and sediment control practices will be implemented during construction in accordance with the Virginia Erosion and Sediment Control Regulations and the Virginia Stormwater Management Law and regulations. During construction, wells within or adjacent to the Project Limits of Disturbance (LOD) will be field marked to protect them from accidental damage.



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10(d) Requirement. Potential impacts to public water distribution systems or sanitary sewage collection systems must be verified by the local utility. 44

11. Septic Tanks and Drainfield Regulations. The DEIS does not indicate that private on-site sewage systems will be affected.

11(a) Agency Jurisdiction. The mission of the VDH Onsite Sewage and Water Services is to protect public health and ground water quality. This is best achieved by implementing an onsite wastewater program based on sound scientific, engineering, and public health principles.

11(b) Agency Findings. The VDH Office of Environmental Health Services (OEHS) Onsite Sewage and Water Services reviewed the proposal and states that local health districts can provide available electronic information regarding the location of private wells and sewage systems near the proposed project area. VDH does not have an accurate estimate of the number of private wells or septic systems in the project area. 45

From the 250-acre Acca Yard in Henrico County (CSXT's major transfer point in Virginia) to Parham Road and points north, the project is mostly near areas served by public water and sewer; however, older wells or septic systems might still be in use or present (and not used). From Parham Road North to the Chickahominy River crossing into Hanover County, and parallel to Old Washington Highway, the project is near areas primarily served by private wells and septic systems (e.g., Classic Catering and Hunton Park). The projected rail line covers about 22 linear miles through Chesterfield County and the south side of the James River in the City of Richmond. For construction within the City of Richmond, staff notes there are several churches and schools within or near the project area. In the Hanover County project area, staff estimates that a few hundred wells and onsite sewage systems will be near the project area.

11(c) Agency Recommendation. OEHS recommends that the consultant contact each local health department in the project area, to the extent possible, to obtain appropriate records and ensure the project will not negatively impact private wells and onsite sewage systems. 46

Staff recommends that information be shared with the local communities and that appropriate points of contact be made available. If water, sewer, electricity, or other utility service might be impacted, then the local community should be informed in advance with accommodations provided as necessary.

11(d) Agency Requirement. Property owners must submit an application to the local health department to relocate any onsite sewage system impacted by the construction. 47

12. Open Space. According to the DEIS (page 3-80), the Fredericksburg bypass route build alternative bisects two Virginia Outdoors Foundation (VOF) properties totaling

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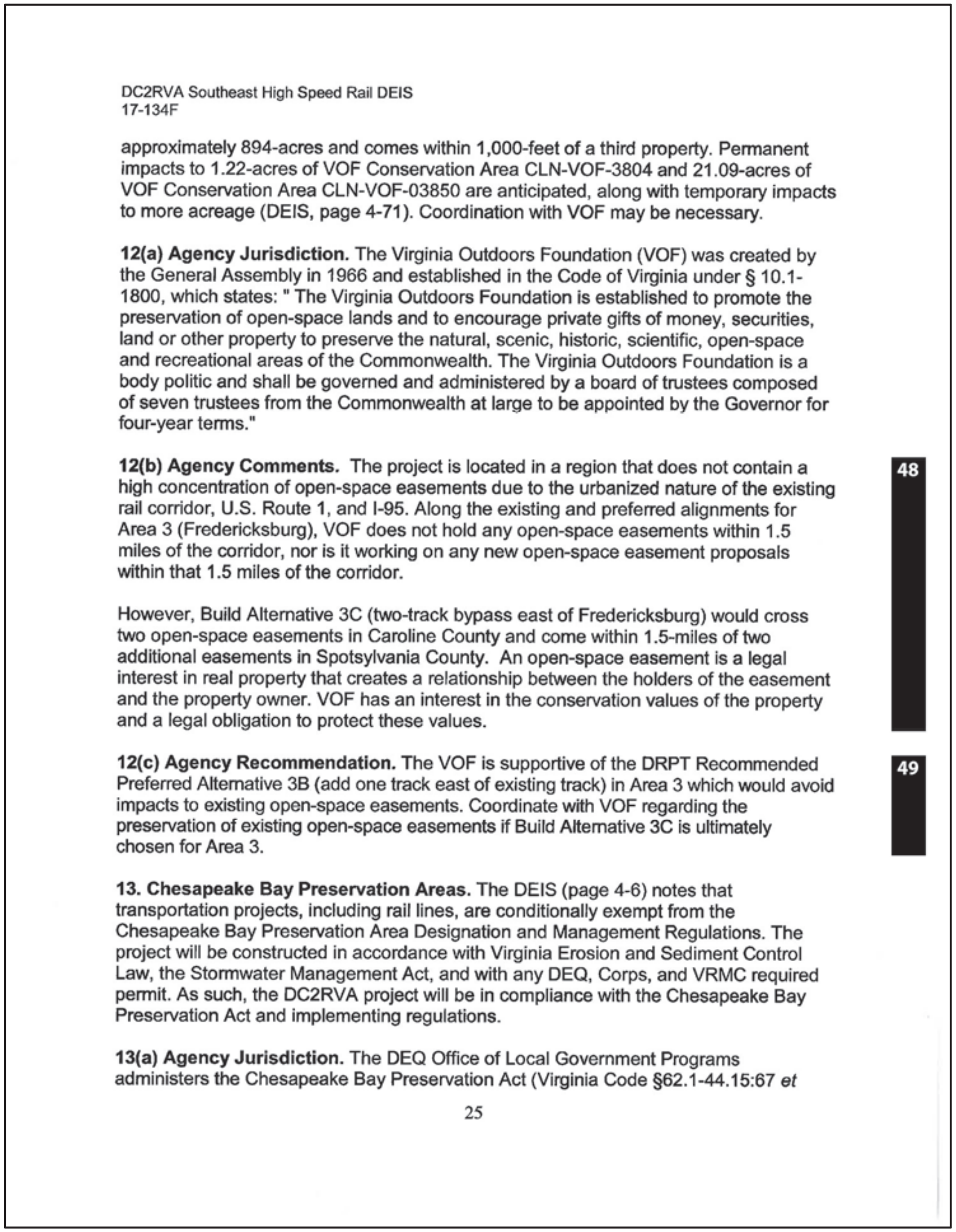
VIRGINIA DEQ (continued)

44. DRPT will coordinate with local utilities to identify potential impacts to public water distribution systems or sanitary sewage collection systems during final design, after funding becomes available and incremental improvements are scheduled.
45. DRPT will contact local health districts to identify locations of private wells and sewage systems within the Limits of Disturbance during final design, after funding becomes available and incremental improvements are scheduled. The number of churches and schools within 500 feet of the DC2RVA rail line are listed for each jurisdiction in Table 3.11-5 of the Draft EIS. Among the listed facilities are 13 religious facilities and 10 schools within the City of Richmond.
46. See response to DRPT-numbered statement #45. Prior to construction, DRPT will inform local communities regarding utility impacts and will develop appropriate measures to minimize or mitigate impacts to the community, in coordination with local health departments.
47. During final design, after funding becomes available and incremental improvements are scheduled, DRPT will submit an application to the local health department to relocate any onsite sewage system that will be impacted by construction.



approximately 894-acres and comes within 1,000-feet of a third property. Permanent impacts to 1.22-acres of VOF Conservation Area CLN-VOF-3804 and 21.09-acres of VOF Conservation Area CLN-VOF-03850 are anticipated, along with temporary impacts to more acreage (DEIS, page 4-71). Coordination with VOF may be necessary.

12(a) Agency Jurisdiction. The Virginia Outdoors Foundation (VOF) was created by the General Assembly in 1966 and established in the Code of Virginia under § 10.1-1800, which states: " The Virginia Outdoors Foundation is established to promote the preservation of open-space lands and to encourage private gifts of money, securities, land or other property to preserve the natural, scenic, historic, scientific, open-space and recreational areas of the Commonwealth. The Virginia Outdoors Foundation is a body politic and shall be governed and administered by a board of trustees composed of seven trustees from the Commonwealth at large to be appointed by the Governor for four-year terms."

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12(b) Agency Comments. The project is located in a region that does not contain a high concentration of open-space easements due to the urbanized nature of the existing rail corridor, U.S. Route 1, and I-95. Along the existing and preferred alignments for Area 3 (Fredericksburg), VOF does not hold any open-space easements within 1.5 miles of the corridor, nor is it working on any new open-space easement proposals within that 1.5 miles of the corridor.

However, Build Alternative 3C (two-track bypass east of Fredericksburg) would cross two open-space easements in Caroline County and come within 1.5-miles of two additional easements in Spotsylvania County. An open-space easement is a legal interest in real property that creates a relationship between the holders of the easement and the property owner. VOF has an interest in the conservation values of the property and a legal obligation to protect these values.

49

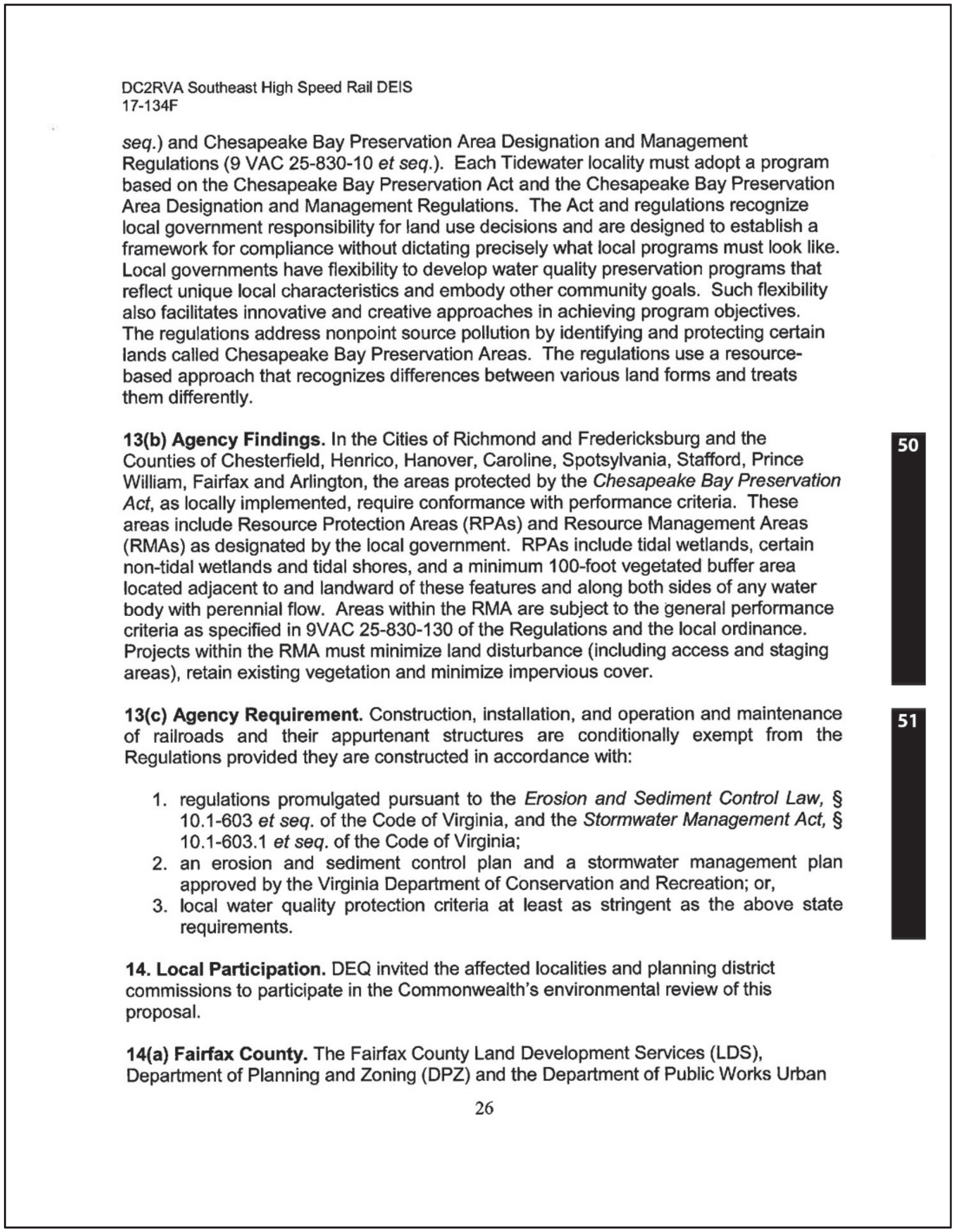
12(c) Agency Recommendation. The VOF is supportive of the DRPT Recommended Preferred Alternative 3B (add one track east of existing track) in Area 3 which would avoid impacts to existing open-space easements. Coordinate with VOF regarding the preservation of existing open-space easements if Build Alternative 3C is ultimately chosen for Area 3.

13. Chesapeake Bay Preservation Areas. The DEIS (page 4-6) notes that transportation projects, including rail lines, are conditionally exempt from the Chesapeake Bay Preservation Area Designation and Management Regulations. The project will be constructed in accordance with Virginia Erosion and Sediment Control Law, the Stormwater Management Act, and with any DEQ, Corps, and VRMC required permit. As such, the DC2RVA project will be in compliance with the Chesapeake Bay Preservation Act and implementing regulations.

13(a) Agency Jurisdiction. The DEQ Office of Local Government Programs administers the Chesapeake Bay Preservation Act (Virginia Code §62.1-44.15:67 *et*

VIRGINIA DEQ (continued)

48. and 49. Build Alternative 3C: Add Two-Track Bypass (East of Fredericksburg) was not selected as part of the Preferred Alternative (refer to Final EIS Section 4.3.3 for details). For Area 3, the Preferred Alternative is Alternative 3B: Add One Track East of Existing, which does not involve any Virginia Outdoors Foundation (VOF) easements, so DRPT does not anticipate any impacts to VOF easements.



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seq.) and Chesapeake Bay Preservation Area Designation and Management Regulations (9 VAC 25-830-10 *et seq.*). Each Tidewater locality must adopt a program based on the Chesapeake Bay Preservation Act and the Chesapeake Bay Preservation Area Designation and Management Regulations. The Act and regulations recognize local government responsibility for land use decisions and are designed to establish a framework for compliance without dictating precisely what local programs must look like. Local governments have flexibility to develop water quality preservation programs that reflect unique local characteristics and embody other community goals. Such flexibility also facilitates innovative and creative approaches in achieving program objectives. The regulations address nonpoint source pollution by identifying and protecting certain lands called Chesapeake Bay Preservation Areas. The regulations use a resource-based approach that recognizes differences between various land forms and treats them differently.

13(b) Agency Findings. In the Cities of Richmond and Fredericksburg and the Counties of Chesterfield, Henrico, Hanover, Caroline, Spotsylvania, Stafford, Prince William, Fairfax and Arlington, the areas protected by the *Chesapeake Bay Preservation Act*, as locally implemented, require conformance with performance criteria. These areas include Resource Protection Areas (RPAs) and Resource Management Areas (RMAs) as designated by the local government. RPAs include tidal wetlands, certain non-tidal wetlands and tidal shores, and a minimum 100-foot vegetated buffer area located adjacent to and landward of these features and along both sides of any water body with perennial flow. Areas within the RMA are subject to the general performance criteria as specified in 9VAC 25-830-130 of the Regulations and the local ordinance. Projects within the RMA must minimize land disturbance (including access and staging areas), retain existing vegetation and minimize impervious cover. 50

13(c) Agency Requirement. Construction, installation, and operation and maintenance of railroads and their appurtenant structures are conditionally exempt from the Regulations provided they are constructed in accordance with: 51

1. regulations promulgated pursuant to the *Erosion and Sediment Control Law*, § 10.1-603 *et seq*. of the Code of Virginia, and the *Stormwater Management Act*, § 10.1-603.1 *et seq*. of the Code of Virginia;
2. an erosion and sediment control plan and a stormwater management plan approved by the Virginia Department of Conservation and Recreation; or,
3. local water quality protection criteria at least as stringent as the above state requirements.

14. Local Participation. DEQ invited the affected localities and planning district commissions to participate in the Commonwealth's environmental review of this proposal.

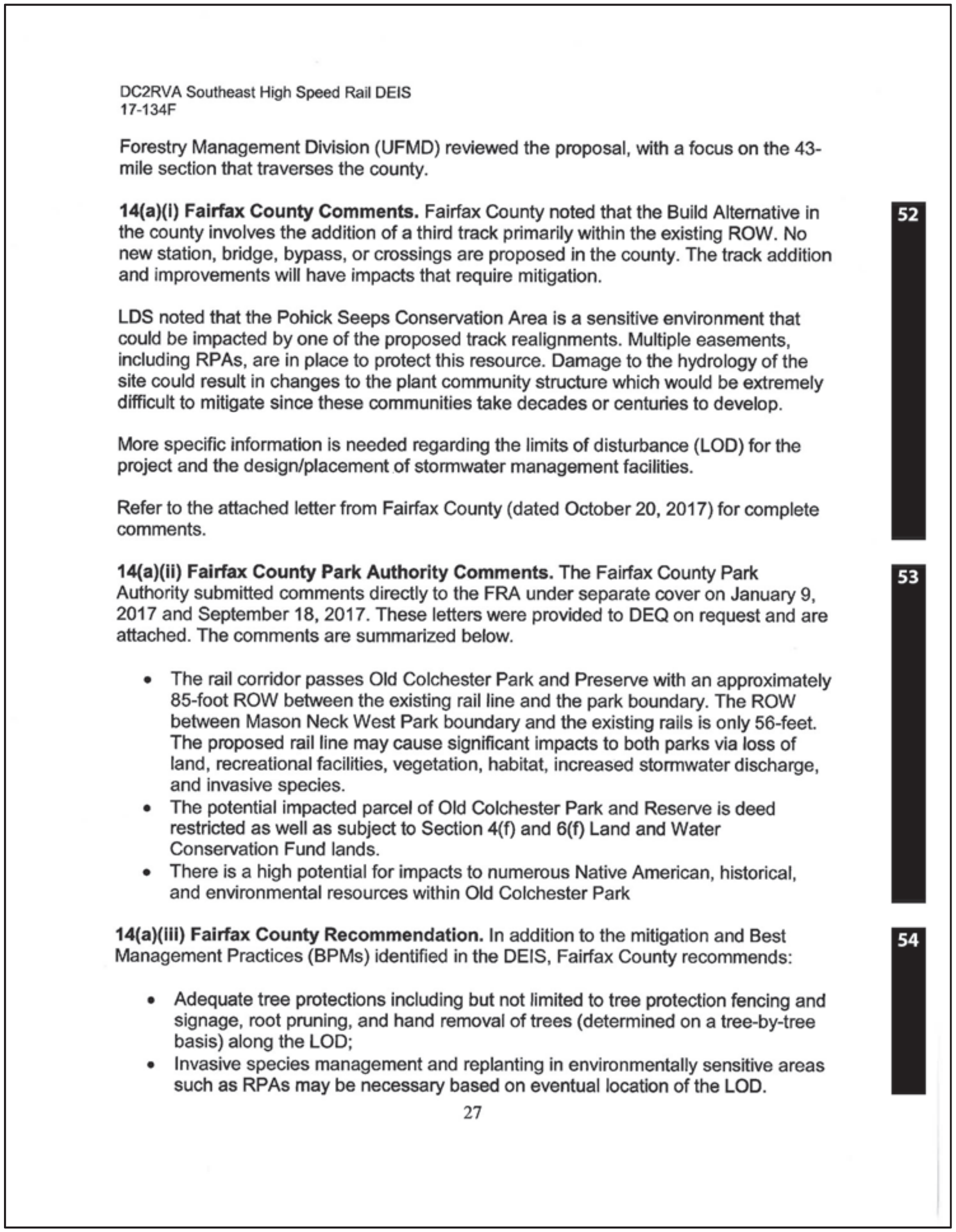
14(a) Fairfax County. The Fairfax County Land Development Services (LDS), Department of Planning and Zoning (DPZ) and the Department of Public Works Urban

26

VIRGINIA DEQ (continued)

50. During final design, after funding becomes available and incremental improvements are scheduled, DRPT will ensure Project conformance with applicable performance criteria for areas protected by the Chesapeake Bay Preservation Act as specified in 9VAC 25-830-130 of the Chesapeake Bay Preservation Area Designation and Management Regulations and local ordinances, including minimizing land disturbance and impervious cover.

51. As discussed in Section 5.1.1.1 of the Final EIS, the Project will be constructed in accordance with the Virginia Erosion and Sediment Control Law (§10.1-560 et seq. of the Code of Virginia) and the Stormwater Management Act (§10.1-603. 1 et seq. of the Code of Virginia); the terms and conditions of water quality permits required by USACE, Virginia DEQ, and VMRC; and an erosion and sediment control plan and a SWM plan approved by Virginia DEQ.



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Forestry Management Division (UFMD) reviewed the proposal, with a focus on the 43-mile section that traverses the county.

52 **14(a)(i) Fairfax County Comments.** Fairfax County noted that the Build Alternative in the county involves the addition of a third track primarily within the existing ROW. No new station, bridge, bypass, or crossings are proposed in the county. The track addition and improvements will have impacts that require mitigation.

LDS noted that the Pohick Seeps Conservation Area is a sensitive environment that could be impacted by one of the proposed track realignments. Multiple easements, including RPAs, are in place to protect this resource. Damage to the hydrology of the site could result in changes to the plant community structure which would be extremely difficult to mitigate since these communities take decades or centuries to develop.

More specific information is needed regarding the limits of disturbance (LOD) for the project and the design/placement of stormwater management facilities.

Refer to the attached letter from Fairfax County (dated October 20, 2017) for complete comments.

53 **14(a)(ii) Fairfax County Park Authority Comments.** The Fairfax County Park Authority submitted comments directly to the FRA under separate cover on January 9, 2017 and September 18, 2017. These letters were provided to DEQ on request and are attached. The comments are summarized below.

- The rail corridor passes Old Colchester Park and Preserve with an approximately 85-foot ROW between the existing rail line and the park boundary. The ROW between Mason Neck West Park boundary and the existing rails is only 56-feet. The proposed rail line may cause significant impacts to both parks via loss of land, recreational facilities, vegetation, habitat, increased stormwater discharge, and invasive species.
- The potential impacted parcel of Old Colchester Park and Reserve is deed restricted as well as subject to Section 4(f) and 6(f) Land and Water Conservation Fund lands.
- There is a high potential for impacts to numerous Native American, historical, and environmental resources within Old Colchester Park

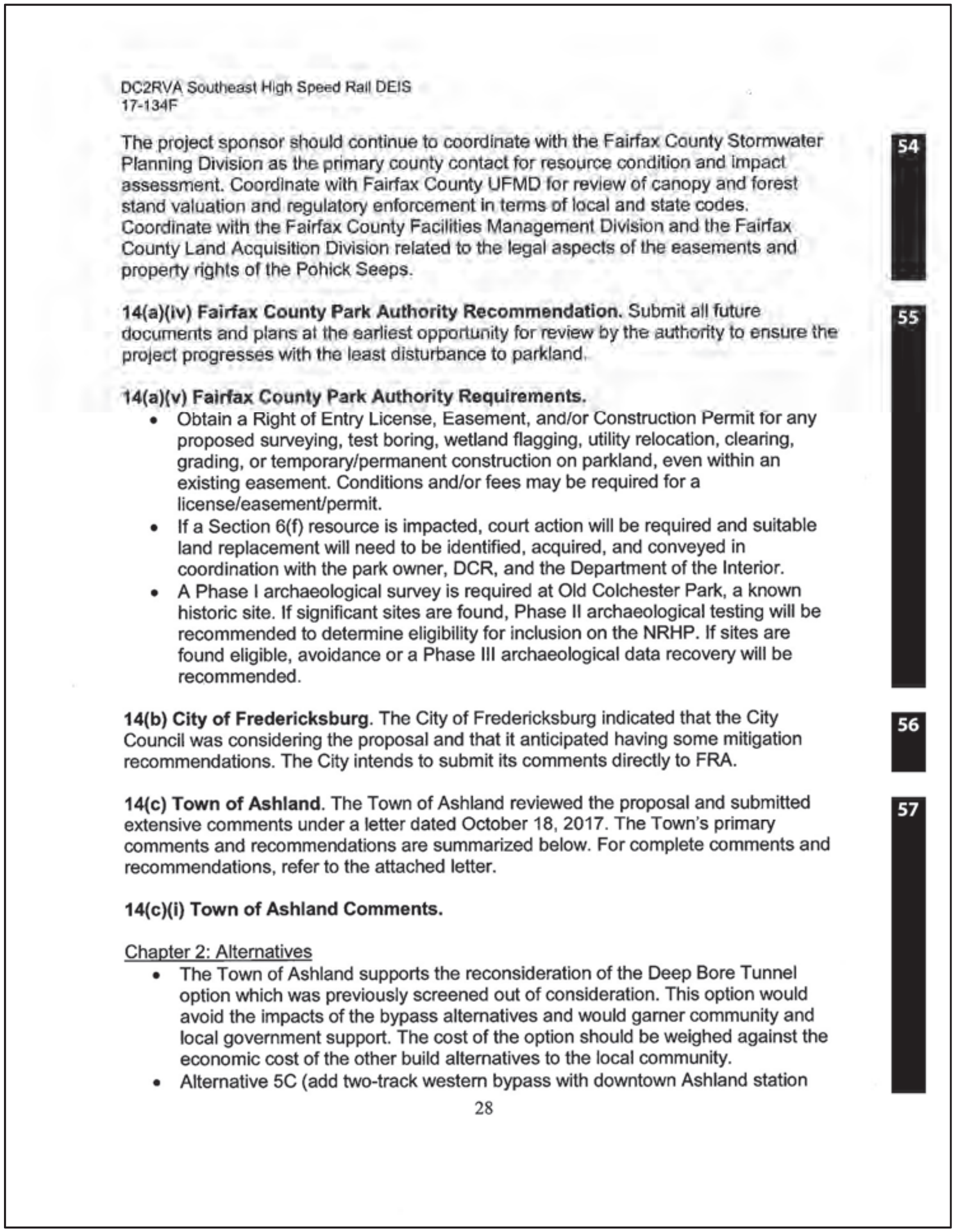
54 **14(a)(iii) Fairfax County Recommendation.** In addition to the mitigation and Best Management Practices (BPMs) identified in the DEIS, Fairfax County recommends:

- Adequate tree protections including but not limited to tree protection fencing and signage, root pruning, and hand removal of trees (determined on a tree-by-tree basis) along the LOD;
- Invasive species management and replanting in environmentally sensitive areas such as RPAs may be necessary based on eventual location of the LOD.

27

VIRGINIA DEQ (continued)

52. Refer to the referenced attached Fairfax County letter (DRPT-numbered statements #136 to #138) for responses to the detailed comments that are summarized here.
53. Refer to the referenced attached Fairfax County Park Authority letter (DRPT-numbered statements #139 and #140) for responses to the detailed comments that are summarized here.
54. Refer to the referenced attached Fairfax County letter (DRPT-numbered statements #136 to #138) for responses to the detailed recommendations that are summarized here.



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The project sponsor should continue to coordinate with the Fairfax County Stormwater Planning Division as the primary county contact for resource condition and impact assessment. Coordinate with Fairfax County UFMD for review of canopy and forest stand valuation and regulatory enforcement in terms of local and state codes. Coordinate with the Fairfax County Facilities Management Division and the Fairfax County Land Acquisition Division related to the legal aspects of the easements and property rights of the Pohick Seeps. 54

14(a)(iv) Fairfax County Park Authority Recommendation. Submit all future documents and plans at the earliest opportunity for review by the authority to ensure the project progresses with the least disturbance to parkland. 55

14(a)(v) Fairfax County Park Authority Requirements.

- Obtain a Right of Entry License, Easement, and/or Construction Permit for any proposed surveying, test boring, wetland flagging, utility relocation, clearing, grading, or temporary/permanent construction on parkland, even within an existing easement. Conditions and/or fees may be required for a license/easement/permit.
- If a Section 6(f) resource is impacted, court action will be required and suitable land replacement will need to be identified, acquired, and conveyed in coordination with the park owner, DCR, and the Department of the Interior.
- A Phase I archaeological survey is required at Old Colchester Park, a known historic site. If significant sites are found, Phase II archaeological testing will be recommended to determine eligibility for inclusion on the NRHP. If sites are found eligible, avoidance or a Phase III archaeological data recovery will be recommended.

14(b) City of Fredericksburg. The City of Fredericksburg indicated that the City Council was considering the proposal and that it anticipated having some mitigation recommendations. The City intends to submit its comments directly to FRA. 56

14(c) Town of Ashland. The Town of Ashland reviewed the proposal and submitted extensive comments under a letter dated October 18, 2017. The Town's primary comments and recommendations are summarized below. For complete comments and recommendations, refer to the attached letter. 57

14(c)(i) Town of Ashland Comments.

Chapter 2: Alternatives

- The Town of Ashland supports the reconsideration of the Deep Bore Tunnel option which was previously screened out of consideration. This option would avoid the impacts of the bypass alternatives and would garner community and local government support. The cost of the option should be weighed against the economic cost of the other build alternatives to the local community.
- Alternative 5C (add two-track western bypass with downtown Ashland station

28

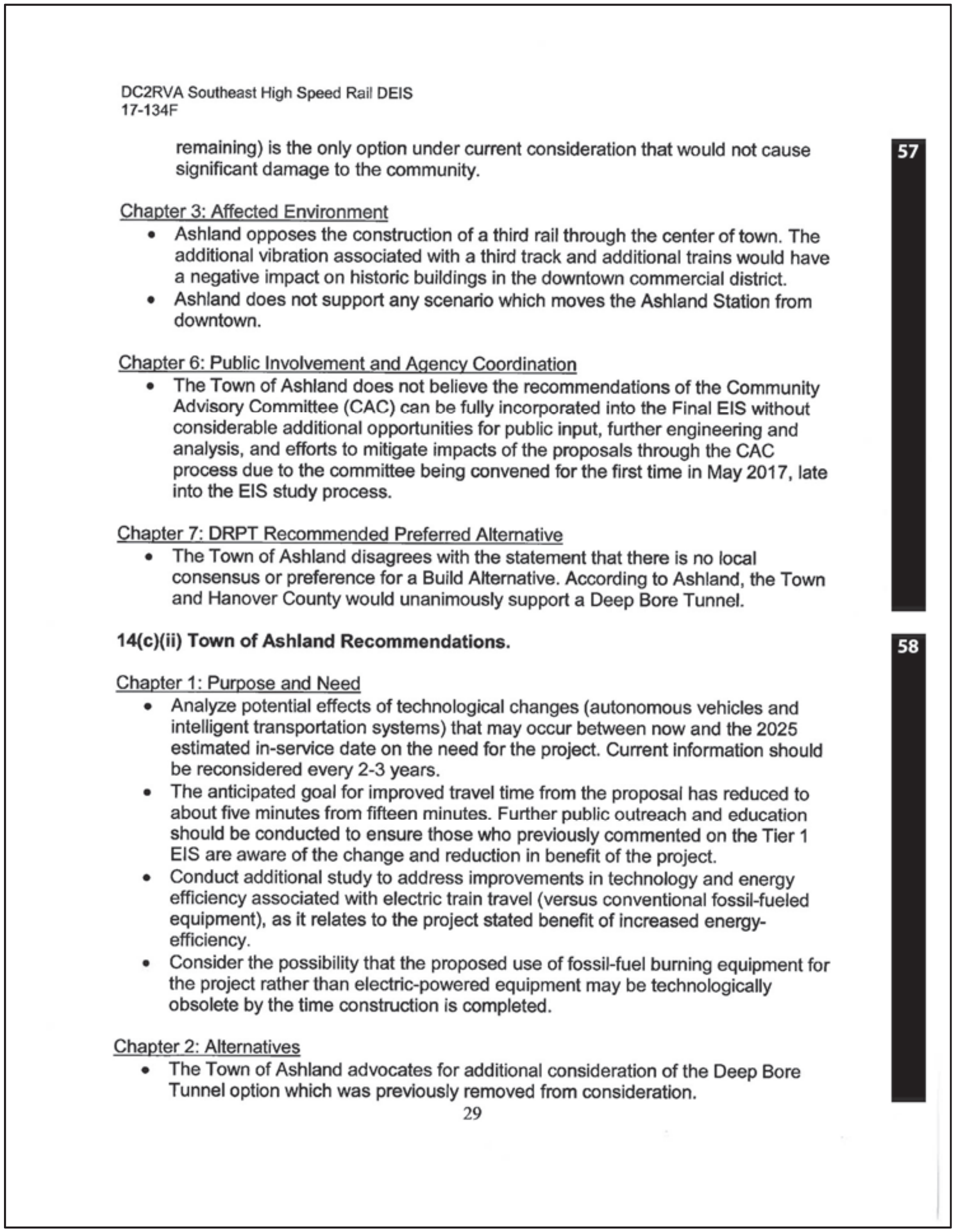
VIRGINIA DEQ (continued)

(Response to comment 54 on previous page)

55. Refer to the referenced attached Fairfax County Park Authority letter (DRPT-numbered statements #139 and #140) for responses to the detailed recommendations that are summarized here.

56. DRPT received and has responded to comments from City of Fredericksburg under separate cover; the City's letter and DRPT's responses are included as part of the Final EIS.

57. and 58. Refer to the referenced attached Town of Ashland letter (DRPT-numbered statements #142 through #195) for responses to the detailed comments and recommendations that are summarized here.



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remaining) is the only option under current consideration that would not cause significant damage to the community.

Chapter 3: Affected Environment

- Ashland opposes the construction of a third rail through the center of town. The additional vibration associated with a third track and additional trains would have a negative impact on historic buildings in the downtown commercial district.
- Ashland does not support any scenario which moves the Ashland Station from downtown.

Chapter 6: Public Involvement and Agency Coordination

- The Town of Ashland does not believe the recommendations of the Community Advisory Committee (CAC) can be fully incorporated into the Final EIS without considerable additional opportunities for public input, further engineering and analysis, and efforts to mitigate impacts of the proposals through the CAC process due to the committee being convened for the first time in May 2017, late into the EIS study process.

Chapter 7: DRPT Recommended Preferred Alternative

- The Town of Ashland disagrees with the statement that there is no local consensus or preference for a Build Alternative. According to Ashland, the Town and Hanover County would unanimously support a Deep Bore Tunnel.

58

14(c)(ii) Town of Ashland Recommendations.

Chapter 1: Purpose and Need

- Analyze potential effects of technological changes (autonomous vehicles and intelligent transportation systems) that may occur between now and the 2025 estimated in-service date on the need for the project. Current information should be reconsidered every 2-3 years.
- The anticipated goal for improved travel time from the proposal has reduced to about five minutes from fifteen minutes. Further public outreach and education should be conducted to ensure those who previously commented on the Tier 1 EIS are aware of the change and reduction in benefit of the project.
- Conduct additional study to address improvements in technology and energy efficiency associated with electric train travel (versus conventional fossil-fueled equipment), as it relates to the project stated benefit of increased energy-efficiency.
- Consider the possibility that the proposed use of fossil-fuel burning equipment for the project rather than electric-powered equipment may be technologically obsolete by the time construction is completed.

Chapter 2: Alternatives

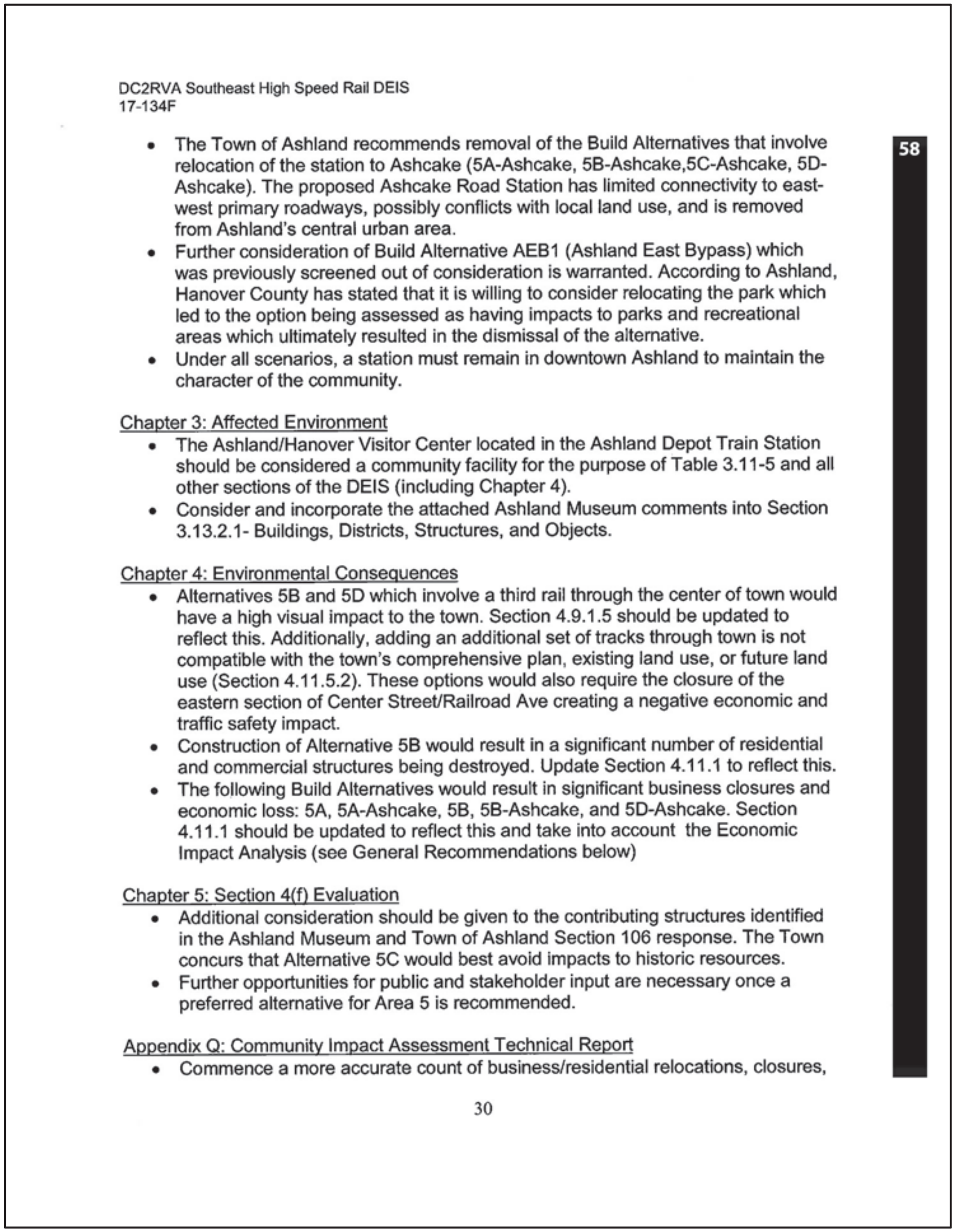
- The Town of Ashland advocates for additional consideration of the Deep Bore Tunnel option which was previously removed from consideration.

VIRGINIA DEQ (continued)

(Response to comments 57 and 58 on previous page)

VIRGINIA DEQ (continued)

(For response to comments 58, refer to pages B-87)



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- The Town of Ashland recommends removal of the Build Alternatives that involve relocation of the station to Ashcake (5A-Ashcake, 5B-Ashcake,5C-Ashcake, 5D-Ashcake). The proposed Ashcake Road Station has limited connectivity to east-west primary roadways, possibly conflicts with local land use, and is removed from Ashland's central urban area.
- Further consideration of Build Alternative AEB1 (Ashland East Bypass) which was previously screened out of consideration is warranted. According to Ashland, Hanover County has stated that it is willing to consider relocating the park which led to the option being assessed as having impacts to parks and recreational areas which ultimately resulted in the dismissal of the alternative.
- Under all scenarios, a station must remain in downtown Ashland to maintain the character of the community.

Chapter 3: Affected Environment

- The Ashland/Hanover Visitor Center located in the Ashland Depot Train Station should be considered a community facility for the purpose of Table 3.11-5 and all other sections of the DEIS (including Chapter 4).
- Consider and incorporate the attached Ashland Museum comments into Section 3.13.2.1- Buildings, Districts, Structures, and Objects.

Chapter 4: Environmental Consequences

- Alternatives 5B and 5D which involve a third rail through the center of town would have a high visual impact to the town. Section 4.9.1.5 should be updated to reflect this. Additionally, adding an additional set of tracks through town is not compatible with the town's comprehensive plan, existing land use, or future land use (Section 4.11.5.2). These options would also require the closure of the eastern section of Center Street/Railroad Ave creating a negative economic and traffic safety impact.
- Construction of Alternative 5B would result in a significant number of residential and commercial structures being destroyed. Update Section 4.11.1 to reflect this.
- The following Build Alternatives would result in significant business closures and economic loss: 5A, 5A-Ashcake, 5B, 5B-Ashcake, and 5D-Ashcake. Section 4.11.1 should be updated to reflect this and take into account the Economic Impact Analysis (see General Recommendations below)

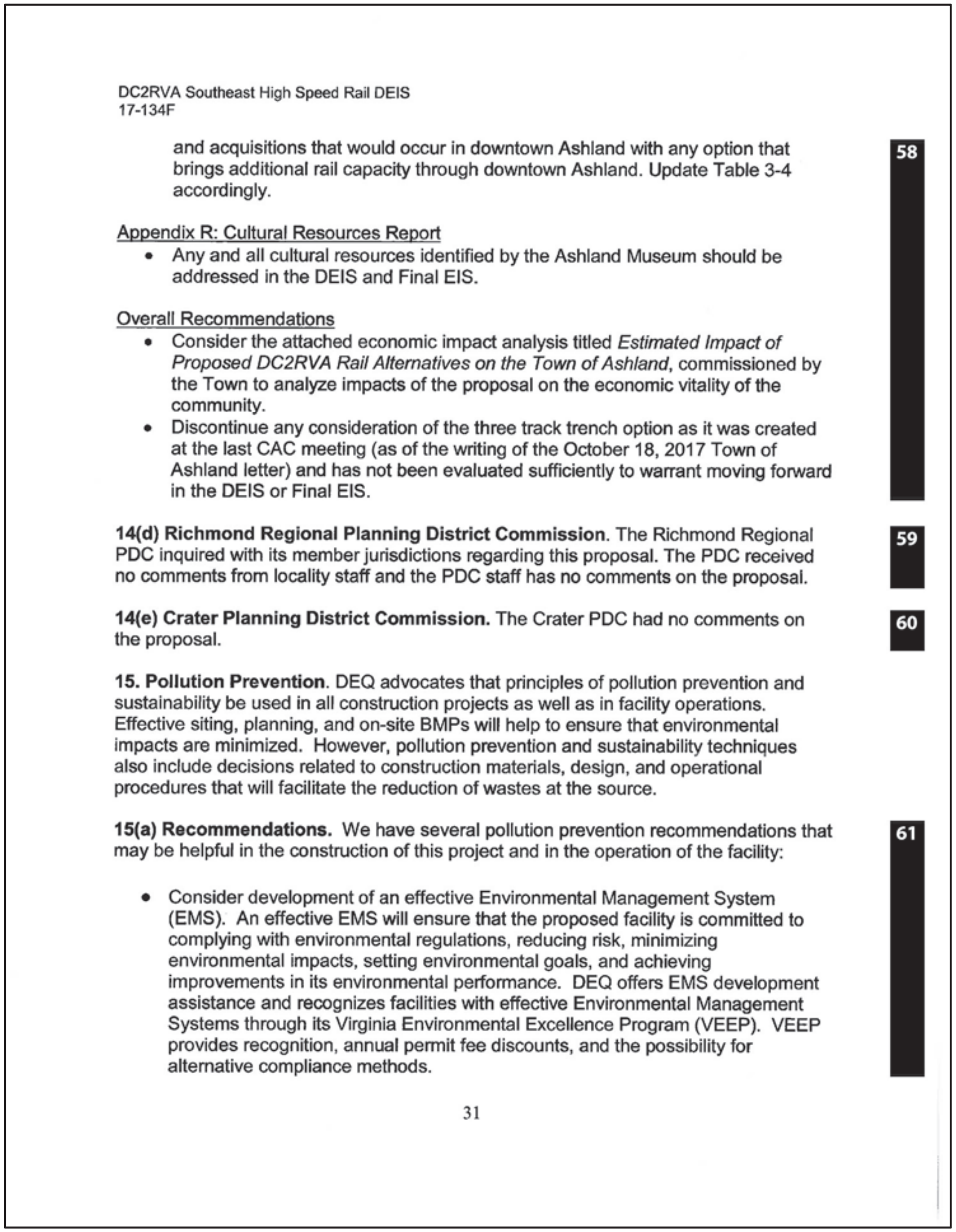
Chapter 5: Section 4(f) Evaluation

- Additional consideration should be given to the contributing structures identified in the Ashland Museum and Town of Ashland Section 106 response. The Town concurs that Alternative 5C would best avoid impacts to historic resources.
- Further opportunities for public and stakeholder input are necessary once a preferred alternative for Area 5 is recommended.

Appendix Q: Community Impact Assessment Technical Report

- Commence a more accurate count of business/residential relocations, closures,

30



58 and acquisitions that would occur in downtown Ashland with any option that brings additional rail capacity through downtown Ashland. Update Table 3-4 accordingly.

Appendix R: Cultural Resources Report

- Any and all cultural resources identified by the Ashland Museum should be addressed in the DEIS and Final EIS.

Overall Recommendations

- Consider the attached economic impact analysis titled *Estimated Impact of Proposed DC2RVA Rail Alternatives on the Town of Ashland*, commissioned by the Town to analyze impacts of the proposal on the economic vitality of the community.
- Discontinue any consideration of the three track trench option as it was created at the last CAC meeting (as of the writing of the October 18, 2017 Town of Ashland letter) and has not been evaluated sufficiently to warrant moving forward in the DEIS or Final EIS.

59 **14(d) Richmond Regional Planning District Commission.** The Richmond Regional PDC inquired with its member jurisdictions regarding this proposal. The PDC received no comments from locality staff and the PDC staff has no comments on the proposal.

60 **14(e) Crater Planning District Commission.** The Crater PDC had no comments on the proposal.

15. Pollution Prevention. DEQ advocates that principles of pollution prevention and sustainability be used in all construction projects as well as in facility operations. Effective siting, planning, and on-site BMPs will help to ensure that environmental impacts are minimized. However, pollution prevention and sustainability techniques also include decisions related to construction materials, design, and operational procedures that will facilitate the reduction of wastes at the source.

61 **15(a) Recommendations.** We have several pollution prevention recommendations that may be helpful in the construction of this project and in the operation of the facility:

- Consider development of an effective Environmental Management System (EMS). An effective EMS will ensure that the proposed facility is committed to complying with environmental regulations, reducing risk, minimizing environmental impacts, setting environmental goals, and achieving improvements in its environmental performance. DEQ offers EMS development assistance and recognizes facilities with effective Environmental Management Systems through its Virginia Environmental Excellence Program (VEEP). VEEP provides recognition, annual permit fee discounts, and the possibility for alternative compliance methods.

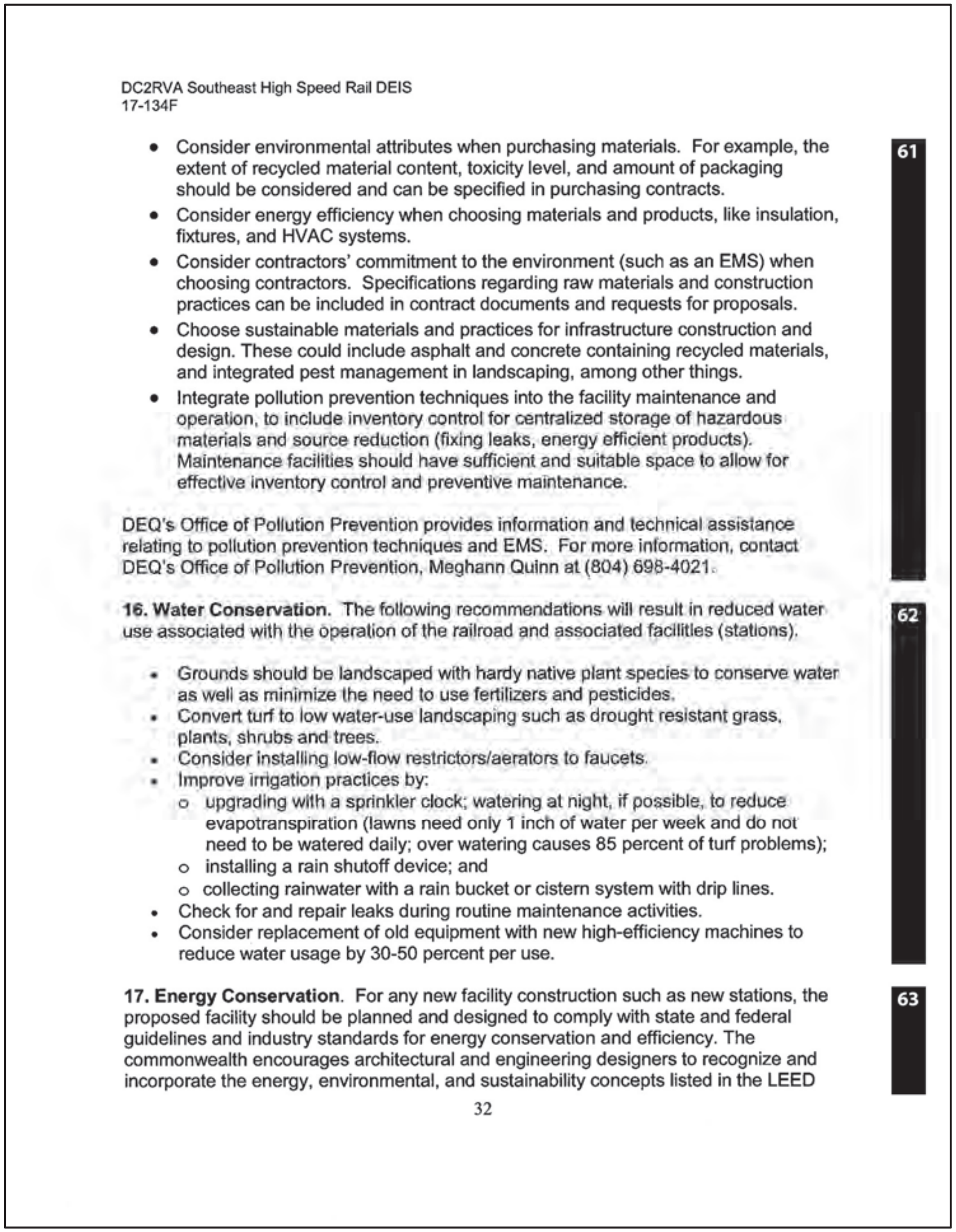
VIRGINIA DEQ (continued)

(Response to comment 58 on page B-87)

59. Comment noted; DRPT did not receive comments directly from the Richmond Regional PDC.

60. Comment noted; DRPT did not receive comments directly from the Crater PDC.

61. Railroad operators maintain their own environmental management systems. For example, Amtrak's *Environmental Management System Manual* (issued September 2001, revised March 2004) and CSX's *Public Safety, Health & Environment Management System* (https://www.csx.com/index.cfm/responsibility/environment-and-efficiency/environmental-management-system/) have been designed to ensure compliance with environmental regulations and minimize environmental impacts. DRPT will consider sustainable materials and practices for construction and operation of the Project to the extent practicable.



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- Consider environmental attributes when purchasing materials. For example, the extent of recycled material content, toxicity level, and amount of packaging should be considered and can be specified in purchasing contracts.
- Consider energy efficiency when choosing materials and products, like insulation, fixtures, and HVAC systems.
- Consider contractors' commitment to the environment (such as an EMS) when choosing contractors. Specifications regarding raw materials and construction practices can be included in contract documents and requests for proposals.
- Choose sustainable materials and practices for infrastructure construction and design. These could include asphalt and concrete containing recycled materials, and integrated pest management in landscaping, among other things.
- Integrate pollution prevention techniques into the facility maintenance and operation, to include inventory control for centralized storage of hazardous materials and source reduction (fixing leaks, energy efficient products). Maintenance facilities should have sufficient and suitable space to allow for effective inventory control and preventive maintenance.

DEQ's Office of Pollution Prevention provides information and technical assistance relating to pollution prevention techniques and EMS. For more information, contact DEQ's Office of Pollution Prevention, Meghann Quinn at (804) 698-4021.

62

16. Water Conservation. The following recommendations will result in reduced water use associated with the operation of the railroad and associated facilities (stations).

- Grounds should be landscaped with hardy native plant species to conserve water as well as minimize the need to use fertilizers and pesticides.
- Convert turf to low water-use landscaping such as drought resistant grass, plants, shrubs and trees.
- Consider installing low-flow restrictors/aerators to faucets.
- Improve irrigation practices by:
  - upgrading with a sprinkler clock; watering at night, if possible, to reduce evapotranspiration (lawns need only 1 inch of water per week and do not need to be watered daily; over watering causes 85 percent of turf problems);
  - installing a rain shutoff device; and
  - collecting rainwater with a rain bucket or cistern system with drip lines.
- Check for and repair leaks during routine maintenance activities.
- Consider replacement of old equipment with new high-efficiency machines to reduce water usage by 30-50 percent per use.

63

17. Energy Conservation. For any new facility construction such as new stations, the proposed facility should be planned and designed to comply with state and federal guidelines and industry standards for energy conservation and efficiency. The commonwealth encourages architectural and engineering designers to recognize and incorporate the energy, environmental, and sustainability concepts listed in the LEED

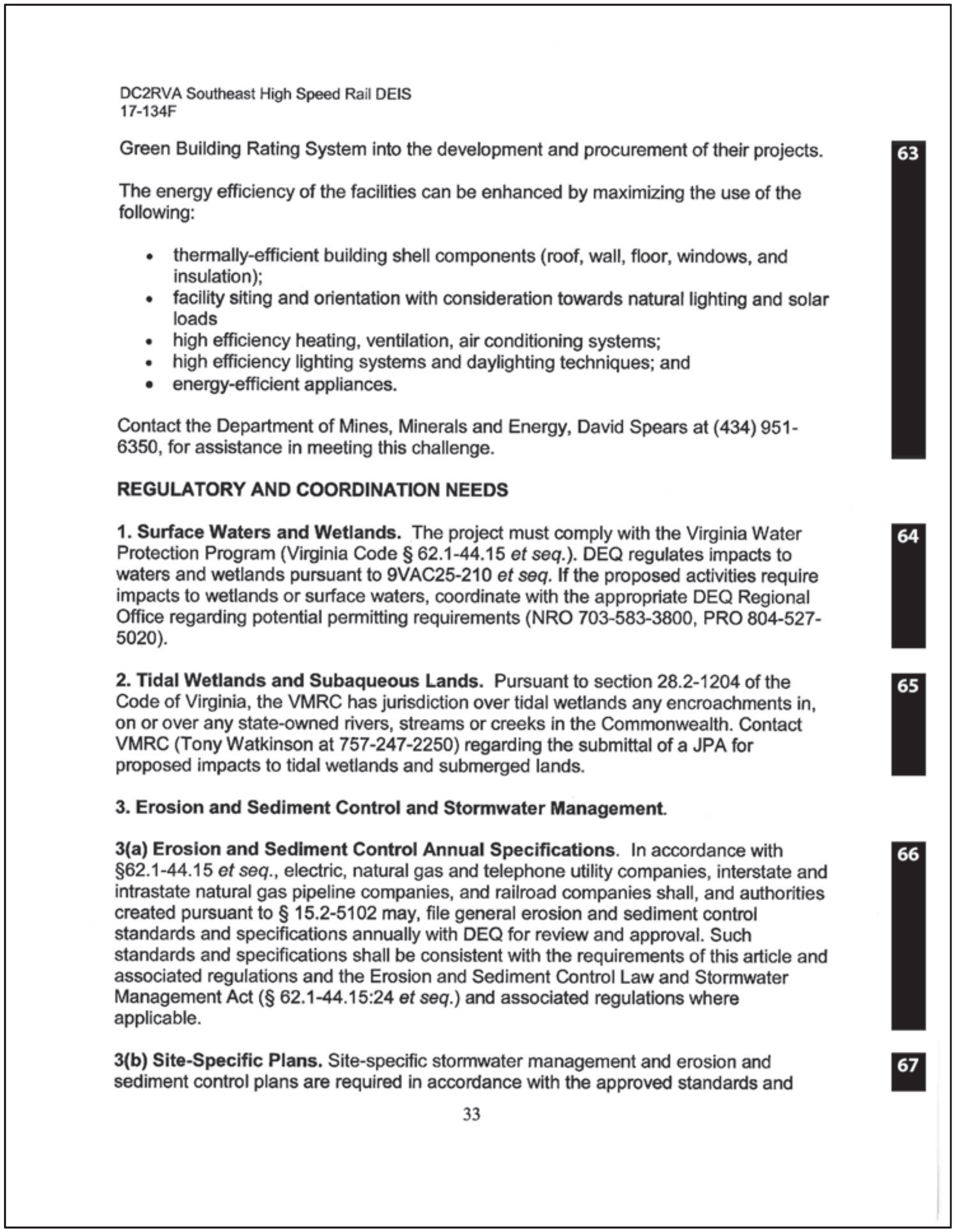
32

VIRGINIA DEQ (continued)

(Response to comment 61 on previous page)

62. During final design, after funding becomes available and incremental improvements are scheduled, DRPT will consider incorporating water-reducing measures into facilities design, where practicable. Maintenance procedures will be determined by the facilities operator following construction.

63. Final design, after funding becomes available and incremental improvements are scheduled, will comply with state and federal guidelines and industry standards for energy conservation and efficiency. DRPT will consider energy, environmental, and sustainability concepts listed in the LEED Green Building Rating System for facilities during final design.



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63 Green Building Rating System into the development and procurement of their projects.

The energy efficiency of the facilities can be enhanced by maximizing the use of the following:

- thermally-efficient building shell components (roof, wall, floor, windows, and insulation);
- facility siting and orientation with consideration towards natural lighting and solar loads
- high efficiency heating, ventilation, air conditioning systems;
- high efficiency lighting systems and daylighting techniques; and
- energy-efficient appliances.

Contact the Department of Mines, Minerals and Energy, David Spears at (434) 951-6350, for assistance in meeting this challenge.

REGULATORY AND COORDINATION NEEDS

64 **1. Surface Waters and Wetlands.** The project must comply with the Virginia Water Protection Program (Virginia Code § 62.1-44.15 *et seq*.). DEQ regulates impacts to waters and wetlands pursuant to 9VAC25-210 *et seq*. If the proposed activities require impacts to wetlands or surface waters, coordinate with the appropriate DEQ Regional Office regarding potential permitting requirements (NRO 703-583-3800, PRO 804-527-5020).

65 **2. Tidal Wetlands and Subaqueous Lands.** Pursuant to section 28.2-1204 of the Code of Virginia, the VMRC has jurisdiction over tidal wetlands any encroachments in, on or over any state-owned rivers, streams or creeks in the Commonwealth. Contact VMRC (Tony Watkinson at 757-247-2250) regarding the submittal of a JPA for proposed impacts to tidal wetlands and submerged lands.

3. Erosion and Sediment Control and Stormwater Management.

66 **3(a) Erosion and Sediment Control Annual Specifications.** In accordance with §62.1-44.15 *et seq*., electric, natural gas and telephone utility companies, interstate and intrastate natural gas pipeline companies, and railroad companies shall, and authorities created pursuant to § 15.2-5102 may, file general erosion and sediment control standards and specifications annually with DEQ for review and approval. Such standards and specifications shall be consistent with the requirements of this article and associated regulations and the Erosion and Sediment Control Law and Stormwater Management Act (§ 62.1-44.15:24 *et seq*.) and associated regulations where applicable.

67 **3(b) Site-Specific Plans.** Site-specific stormwater management and erosion and sediment control plans are required in accordance with the approved standards and

33

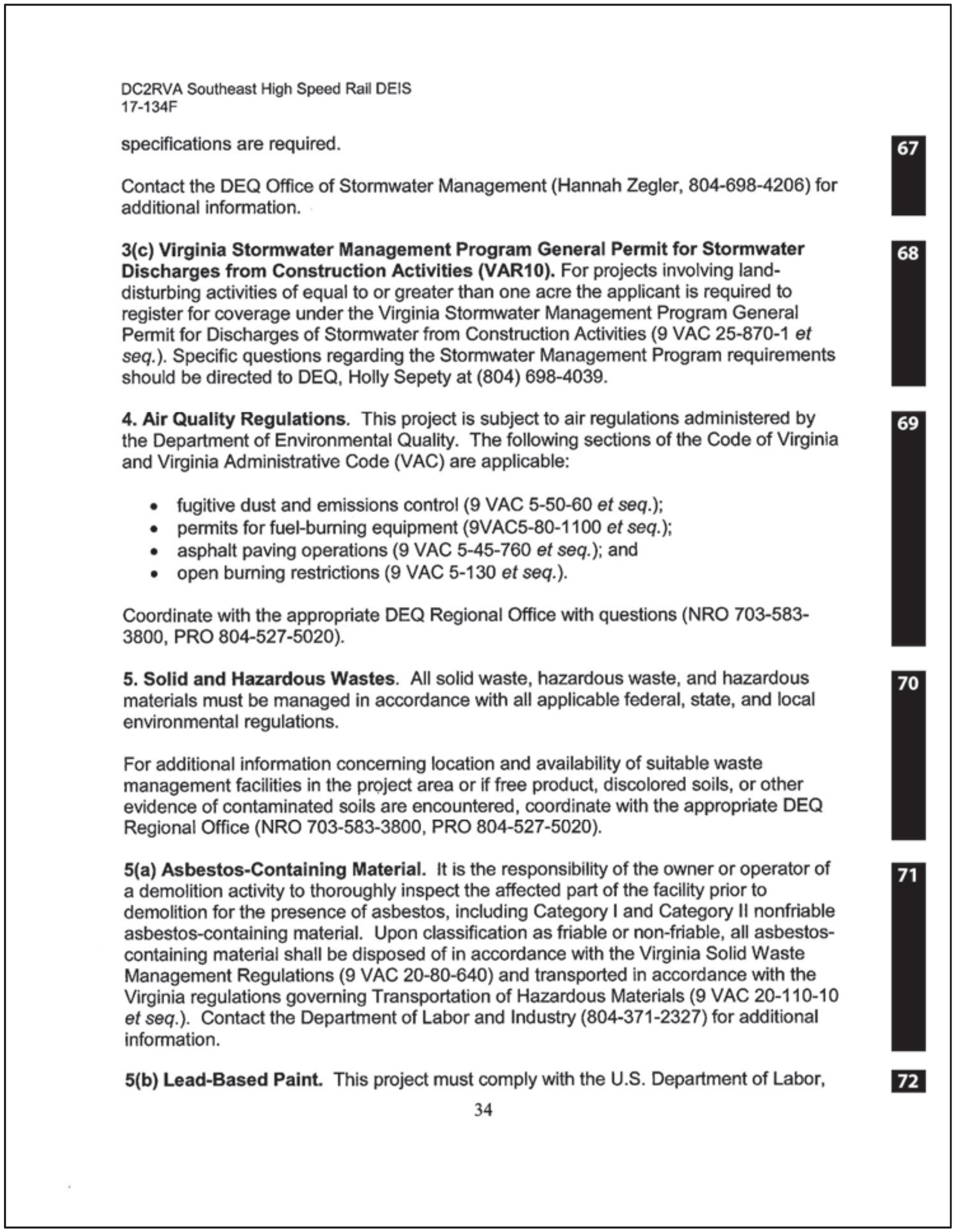
VIRGINIA DEQ (continued)

(Response to comment 63 on previous page)

64. and 65. Permit requirements and mitigations are discussed in Sections 5.1.5 and 5.1.6 of the Final EIS. DRPT will continue coordination with the federal and state regulatory agencies during the final design and construction phases of the Project, after funding becomes available and incremental improvements are scheduled. For proposed activities that impact wetlands and/or surface waters, DRPT will prepare a JPA to be submitted to the DEQ, VMRC, USACE and local wetland boards.

66. It is the responsibility of CSXT, as owner of the rail line and operator of freight service, to file general erosion and sediment control standards and specifications annually with DEQ for review and approval.

67. DRPT will develop site-specific SWM and erosion and sediment control plans as part of the Project's final design phase, after funding becomes available and incremental improvements are scheduled. DRPT will continue coordination at that time with the DEQ and will develop plans in accordance with the approved standards and specifications.



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specifications are required. 67

Contact the DEQ Office of Stormwater Management (Hannah Zegler, 804-698-4206) for additional information.

68 **3(c) Virginia Stormwater Management Program General Permit for Stormwater Discharges from Construction Activities (VAR10).** For projects involving land-disturbing activities of equal to or greater than one acre the applicant is required to register for coverage under the Virginia Stormwater Management Program General Permit for Discharges of Stormwater from Construction Activities (9 VAC 25-870-1 *et seq.*). Specific questions regarding the Stormwater Management Program requirements should be directed to DEQ, Holly Sepety at (804) 698-4039.

69 **4. Air Quality Regulations.** This project is subject to air regulations administered by the Department of Environmental Quality. The following sections of the Code of Virginia and Virginia Administrative Code (VAC) are applicable:

- fugitive dust and emissions control (9 VAC 5-50-60 *et seq.*);
- permits for fuel-burning equipment (9VAC5-80-1100 *et seq.*);
- asphalt paving operations (9 VAC 5-45-760 *et seq.*); and
- open burning restrictions (9 VAC 5-130 *et seq.*).

Coordinate with the appropriate DEQ Regional Office with questions (NRO 703-583-3800, PRO 804-527-5020).

70 **5. Solid and Hazardous Wastes.** All solid waste, hazardous waste, and hazardous materials must be managed in accordance with all applicable federal, state, and local environmental regulations.

For additional information concerning location and availability of suitable waste management facilities in the project area or if free product, discolored soils, or other evidence of contaminated soils are encountered, coordinate with the appropriate DEQ Regional Office (NRO 703-583-3800, PRO 804-527-5020).

71 **5(a) Asbestos-Containing Material.** It is the responsibility of the owner or operator of a demolition activity to thoroughly inspect the affected part of the facility prior to demolition for the presence of asbestos, including Category I and Category II nonfriable asbestos-containing material. Upon classification as friable or non-friable, all asbestos-containing material shall be disposed of in accordance with the Virginia Solid Waste Management Regulations (9 VAC 20-80-640) and transported in accordance with the Virginia regulations governing Transportation of Hazardous Materials (9 VAC 20-110-10 *et seq.*). Contact the Department of Labor and Industry (804-371-2327) for additional information.

72 **5(b) Lead-Based Paint.** This project must comply with the U.S. Department of Labor,

34

VIRGINIA DEQ (continued)

(Response to comment 67 on previous page)

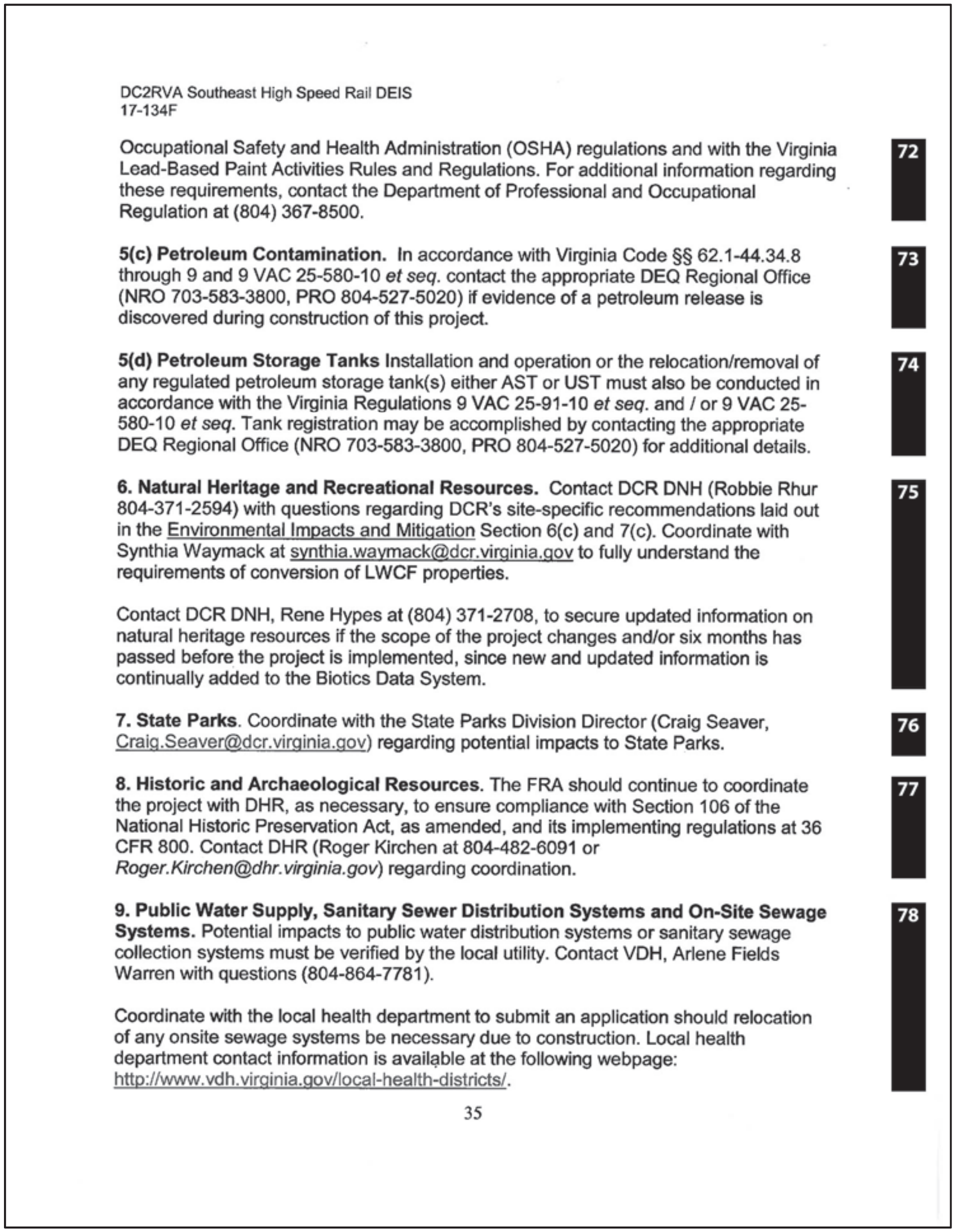
68. Construction activities associated with several of the proposed improvement elements will disturb more than one acre of land. These improvements include straightening of curves, new mainline track and crossovers, station and station area improvements, new sidings and signals, and safety improvements at grade-crossings. DRPT will develop SWM plans for these improvements to be registered for coverage under the Virginia Stormwater Management Program General Permit for Discharges of Stormwater Activities, during the final design phase of the Project, after funding becomes available and incremental improvements are scheduled. See Sections 5.1.6 and 5.19.2 of the Final EIS.

69. Demolition and construction activities can result in short-term increases in air pollutants. DPRT will minimize potential negative effects during construction (through the contractor at that time) with the application of appropriate BMP's. See Sections 5.1.6 and 5.19.2 of the Final EIS.

70. All solid waste, hazardous waste, and hazardous materials generated by the Project will be handled and managed in accordance with federal, state and local regulations, including the Virginia Solid Waste Management Regulations (VSWMR). Impacts from the Preferred Alternative to known (or potential) hazardous material sites have been identified and discussed in Section 5.5 of the Final EIS.

71. Any asbestos, lead, or contaminated residues generated by construction of the Project will be handled in accordance with the VSWMR and transported in accordance with the Virginia regulations governing the Transportation of Hazardous Materials. DRPT will continue coordination with the DEQ and the Virginia Department of Labor and Industry during final design, after funding becomes available and incremental improvements are scheduled. See Sections 5.5 and 5.18 of the Final EIS.

72. Any use of lead-based paints during construction will be performed in accordance with Occupational Safety and Health Administration (OSHA) regulations and with the Virginia Lead-Based Paint Activities Rules and Regulations.



72 Occupational Safety and Health Administration (OSHA) regulations and with the Virginia Lead-Based Paint Activities Rules and Regulations. For additional information regarding these requirements, contact the Department of Professional and Occupational Regulation at (804) 367-8500.

73 **5(c) Petroleum Contamination.** In accordance with Virginia Code §§ 62.1-44.34.8 through 9 and 9 VAC 25-580-10 *et seq*. contact the appropriate DEQ Regional Office (NRO 703-583-3800, PRO 804-527-5020) if evidence of a petroleum release is discovered during construction of this project.

74 **5(d) Petroleum Storage Tanks** Installation and operation or the relocation/removal of any regulated petroleum storage tank(s) either AST or UST must also be conducted in accordance with the Virginia Regulations 9 VAC 25-91-10 *et seq*. and / or 9 VAC 25-580-10 *et seq*. Tank registration may be accomplished by contacting the appropriate DEQ Regional Office (NRO 703-583-3800, PRO 804-527-5020) for additional details.

75 **6. Natural Heritage and Recreational Resources.** Contact DCR DNH (Robbie Rhur 804-371-2594) with questions regarding DCR's site-specific recommendations laid out in the Environmental Impacts and Mitigation Section 6(c) and 7(c). Coordinate with Synthia Waymack at synthia.waymack@dcr.virginia.gov to fully understand the requirements of conversion of LWCF properties.

Contact DCR DNH, Rene Hypes at (804) 371-2708, to secure updated information on natural heritage resources if the scope of the project changes and/or six months has passed before the project is implemented, since new and updated information is continually added to the Biotics Data System.

76 **7. State Parks**. Coordinate with the State Parks Division Director (Craig Seaver, Craig.Seaver@dcr.virginia.gov) regarding potential impacts to State Parks.

77 **8. Historic and Archaeological Resources.** The FRA should continue to coordinate the project with DHR, as necessary, to ensure compliance with Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations at 36 CFR 800. Contact DHR (Roger Kirchen at 804-482-6091 or *Roger.Kirchen@dhr.virginia.gov*) regarding coordination.

78 **9. Public Water Supply, Sanitary Sewer Distribution Systems and On-Site Sewage Systems.** Potential impacts to public water distribution systems or sanitary sewage collection systems must be verified by the local utility. Contact VDH, Arlene Fields Warren with questions (804-864-7781).

Coordinate with the local health department to submit an application should relocation of any onsite sewage systems be necessary due to construction. Local health department contact information is available at the following webpage: http://www.vdh.virginia.gov/local-health-districts/.

VIRGINIA DEQ (continued)

(Response to comment 72 on previous page)

73. Any environmental release (e.g., petroleum, hydraulic fluids, etc.) during construction will be immediately remediated on-site and the appropriate DEQ Regional Office will be contacted.

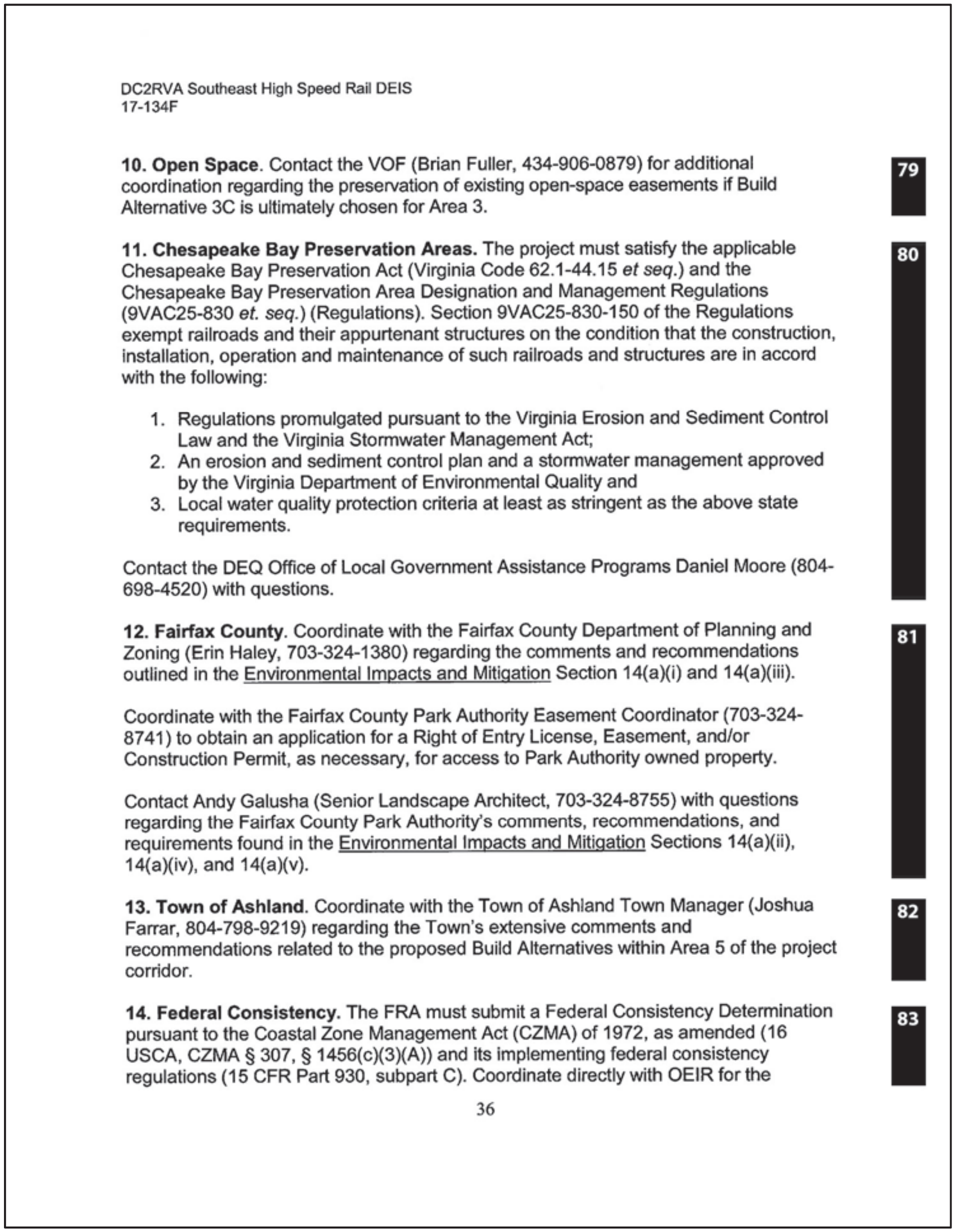
74. The installation and operation or the relocation/removal of any regulated petroleum storage tanks (above ground or underground) during construction will be conducted in accordance with Virginia Regulations 9 VAC 25-91-10 et seq. and/or 9 VAC 25-580-10 et seq.

75. See responses to DRPT-numbered statements #26, #36, #37 and #38.

76. DRPT will continue to coordinate with the Department of Conservation and Recreation – State Parks Division, through final design, after funding becomes available and incremental improvements are scheduled.

77. DRPT will continue to coordinate with DHR to ensure compliance with requirements of Section 106 of the National Historic Preservation Act. DRPT received notification from DHR under separate cover; refer to DHR's letter, which is included as part of the agency responses in the Final EIS.

78. Final confirmation of all public utilities will be performed during the final design phase of the Project, after funding becomes available and incremental improvements are scheduled.



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17-134F

10. Open Space. Contact the VOF (Brian Fuller, 434-906-0879) for additional coordination regarding the preservation of existing open-space easements if Build Alternative 3C is ultimately chosen for Area 3. **79**

11. Chesapeake Bay Preservation Areas. The project must satisfy the applicable Chesapeake Bay Preservation Act (Virginia Code 62.1-44.15 *et seq.*) and the Chesapeake Bay Preservation Area Designation and Management Regulations (9VAC25-830 *et. seq.*) (Regulations). Section 9VAC25-830-150 of the Regulations exempt railroads and their appurtenant structures on the condition that the construction, installation, operation and maintenance of such railroads and structures are in accord with the following: **80**

1. Regulations promulgated pursuant to the Virginia Erosion and Sediment Control Law and the Virginia Stormwater Management Act;
2. An erosion and sediment control plan and a stormwater management approved by the Virginia Department of Environmental Quality and
3. Local water quality protection criteria at least as stringent as the above state requirements.

Contact the DEQ Office of Local Government Assistance Programs Daniel Moore (804-698-4520) with questions.

12. Fairfax County. Coordinate with the Fairfax County Department of Planning and Zoning (Erin Haley, 703-324-1380) regarding the comments and recommendations outlined in the Environmental Impacts and Mitigation Section 14(a)(i) and 14(a)(iii). **81**

Coordinate with the Fairfax County Park Authority Easement Coordinator (703-324-8741) to obtain an application for a Right of Entry License, Easement, and/or Construction Permit, as necessary, for access to Park Authority owned property.

Contact Andy Galusha (Senior Landscape Architect, 703-324-8755) with questions regarding the Fairfax County Park Authority's comments, recommendations, and requirements found in the Environmental Impacts and Mitigation Sections 14(a)(ii), 14(a)(iv), and 14(a)(v).

13. Town of Ashland. Coordinate with the Town of Ashland Town Manager (Joshua Farrar, 804-798-9219) regarding the Town's extensive comments and recommendations related to the proposed Build Alternatives within Area 5 of the project corridor. **82**

14. Federal Consistency. The FRA must submit a Federal Consistency Determination pursuant to the Coastal Zone Management Act (CZMA) of 1972, as amended (16 USCA, CZMA § 307, § 1456(c)(3)(A)) and its implementing federal consistency regulations (15 CFR Part 930, subpart C). Coordinate directly with OEIR for the **83**

36

VIRGINIA DEQ (continued)

79. Build Alternative 3C – Add Two-Track Bypass (East of Fredericksburg) was not selected as part of the Preferred Alternative. (refer to Final EIS Section 4.3.3 for details). For Area 3, the Preferred Alternative is Alternative 3B: Add One Track East of Existing.

80. The DC2RVA Project is conditionally exempt from the Chesapeake Bay Preservation Act regulations. All construction will be in accordance with erosion and sediment control requirements and water quality protection criteria (see DRPT-numbered statements #66, #67 and #68 above).

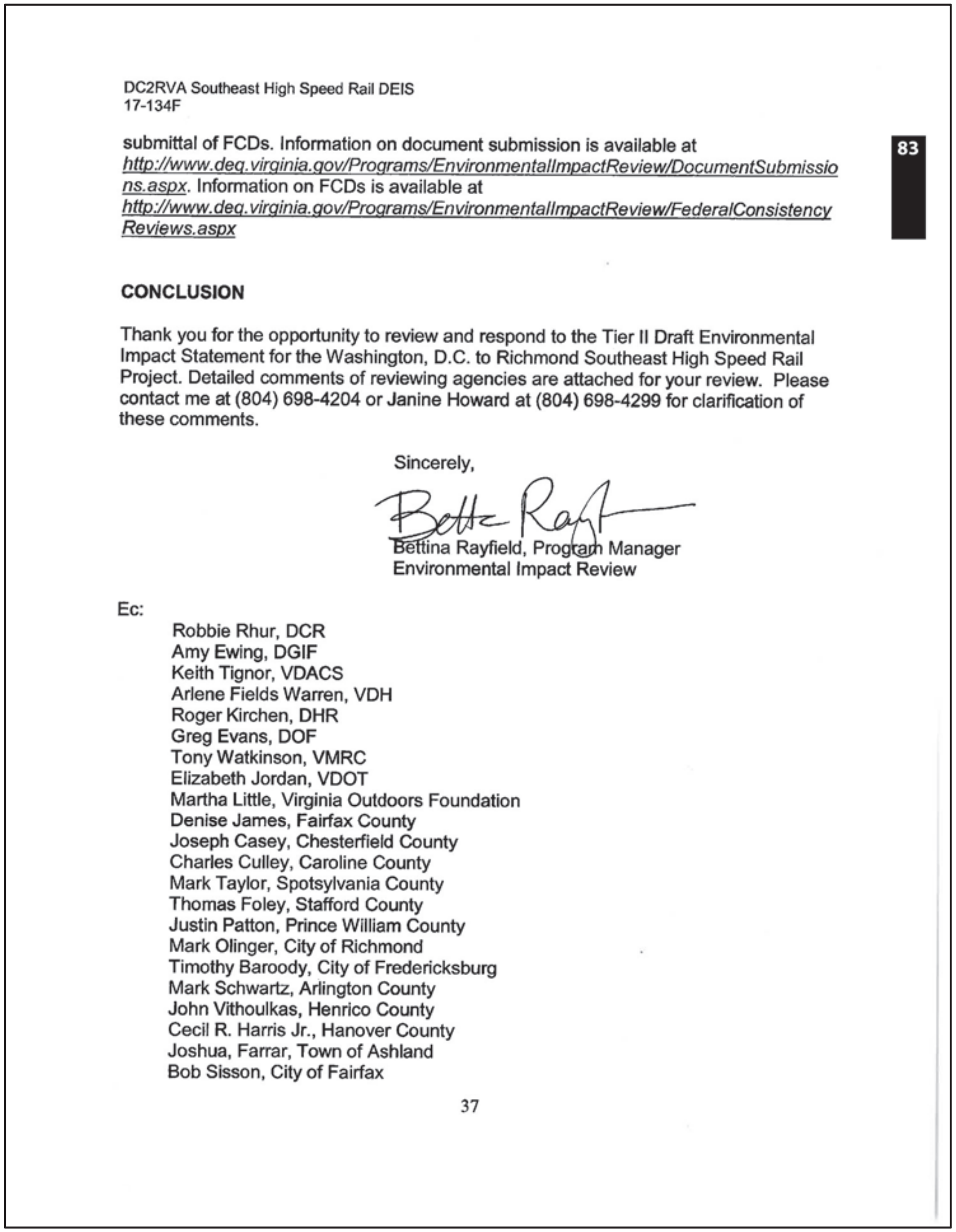
81. See responses to DRPT-numbered statements #52 through #55.

82. DRPT coordinated with the Town of Ashland throughout selection of the Preferred Alternative of the Final EIS. Refer to DRPT-numbered statements #142 through #197 for responses to comments submitted by the Town.

83. As part of final design after funding becomes available and incremental improvements are scheduled, the sponsoring agency will submit a Federal Consistency Determination for the recommended Preferred Alternative that analyzes the coastal effects of the Project in light of the enforceable policies of the Virginia CZMA program and provides commitment to comply with those policies.

VIRGINIA DEQ (continued)

(Response to comment 83 on previous page)



83 submittal of FCDs. Information on document submission is available at http://www.deq.virginia.gov/Programs/EnvironmentalImpactReview/DocumentSubmissions.aspx. Information on FCDs is available at http://www.deq.virginia.gov/Programs/EnvironmentalImpactReview/FederalConsistencyReviews.aspx

CONCLUSION

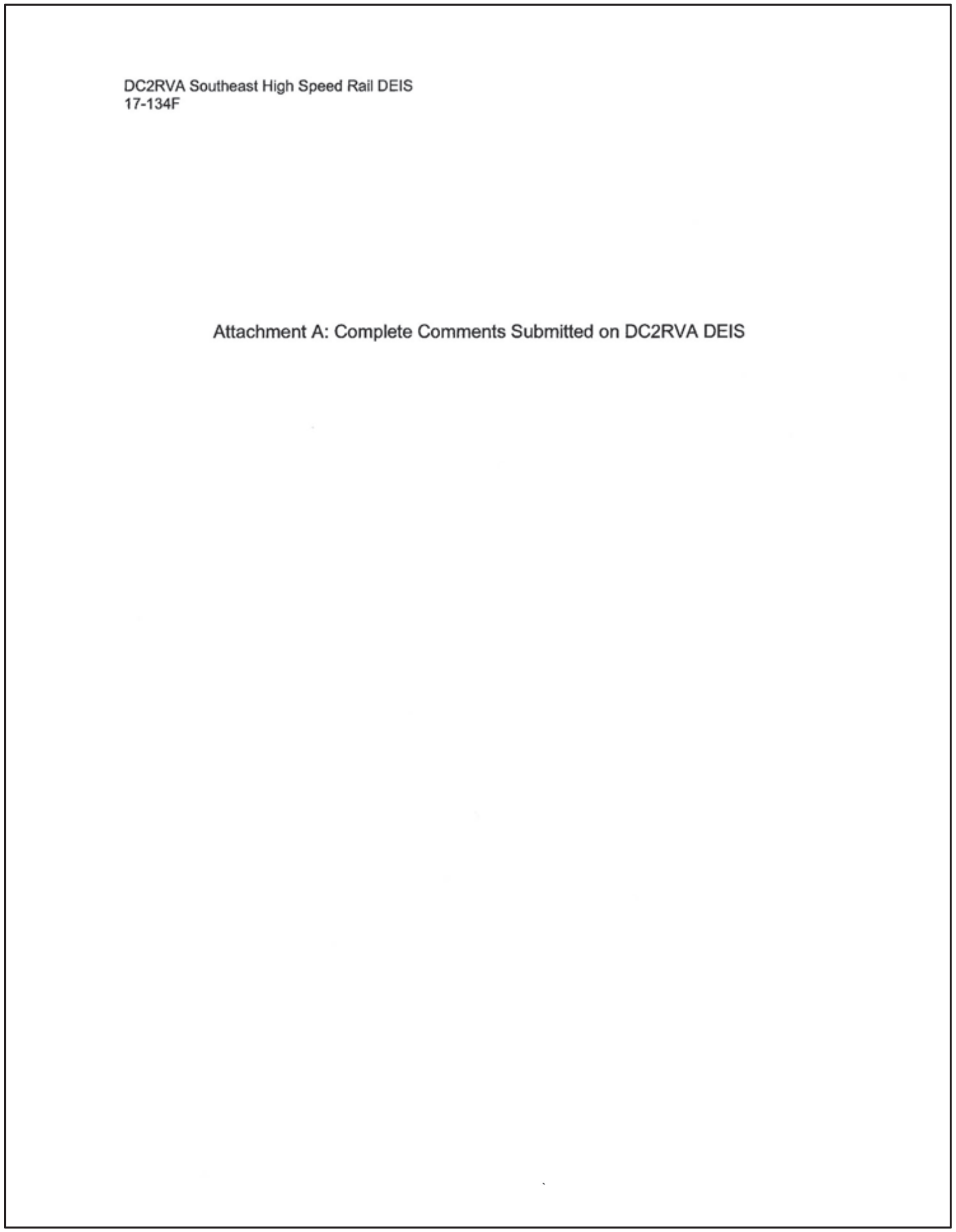
Thank you for the opportunity to review and respond to the Tier II Draft Environmental Impact Statement for the Washington, D.C. to Richmond Southeast High Speed Rail Project. Detailed comments of reviewing agencies are attached for your review. Please contact me at (804) 698-4204 or Janine Howard at (804) 698-4299 for clarification of these comments.

Sincerely,

Bettina Rayfield, Program Manager
Environmental Impact Review

Ec:

Robbie Rhur, DCR
Amy Ewing, DGIF
Keith Tignor, VDACS
Arlene Fields Warren, VDH
Roger Kirchen, DHR
Greg Evans, DOF
Tony Watkinson, VMRC
Elizabeth Jordan, VDOT
Martha Little, Virginia Outdoors Foundation
Denise James, Fairfax County
Joseph Casey, Chesterfield County
Charles Culley, Caroline County
Mark Taylor, Spotsylvania County
Thomas Foley, Stafford County
Justin Patton, Prince William County
Mark Olinger, City of Richmond
Timothy Baroody, City of Fredericksburg
Mark Schwartz, Arlington County
John Vithoulkas, Henrico County
Cecil R. Harris Jr., Hanover County
Joshua, Farrar, Town of Ashland
Bob Sisson, City of Fairfax

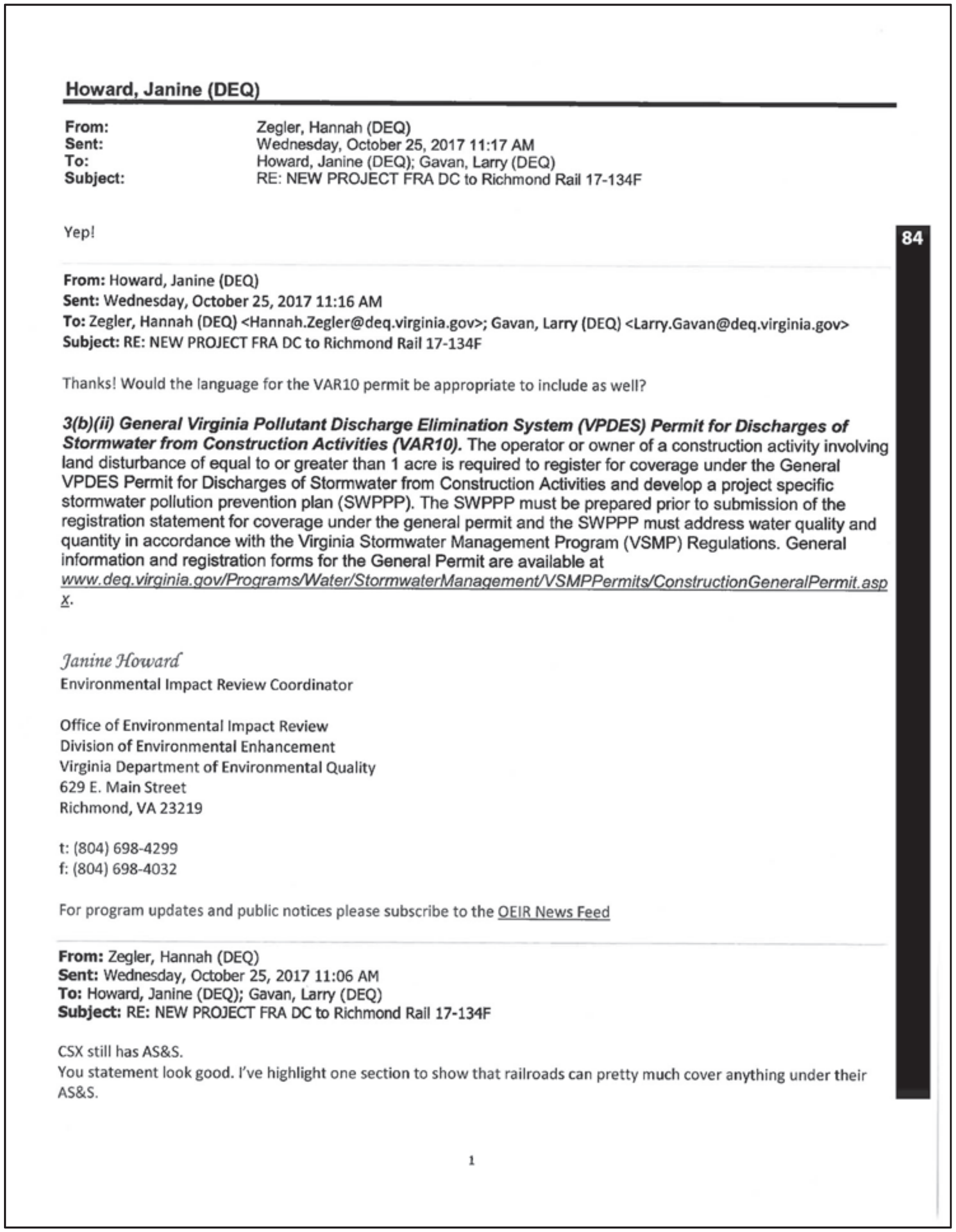


DC2RVA Southeast High Speed Rail DEIS
17-134F

Attachment A: Complete Comments Submitted on DC2RVA DEIS

VIRGINIA DEQ (continued)

(No comments on this page)



Howard, Janine (DEQ)

From: Zegler, Hannah (DEQ)
Sent: Wednesday, October 25, 2017 11:17 AM
To: Howard, Janine (DEQ); Gavan, Larry (DEQ)
Subject: RE: NEW PROJECT FRA DC to Richmond Rail 17-134F

Yep!

84

From: Howard, Janine (DEQ)
Sent: Wednesday, October 25, 2017 11:16 AM
To: Zegler, Hannah (DEQ) <Hannah.Zegler@deq.virginia.gov>; Gavan, Larry (DEQ) <Larry.Gavan@deq.virginia.gov>
Subject: RE: NEW PROJECT FRA DC to Richmond Rail 17-134F

Thanks! Would the language for the VAR10 permit be appropriate to include as well?

3(b)(ii) General Virginia Pollutant Discharge Elimination System (VPDES) Permit for Discharges of Stormwater from Construction Activities (VAR10). The operator or owner of a construction activity involving land disturbance of equal to or greater than 1 acre is required to register for coverage under the General VPDES Permit for Discharges of Stormwater from Construction Activities and develop a project specific stormwater pollution prevention plan (SWPPP). The SWPPP must be prepared prior to submission of the registration statement for coverage under the general permit and the SWPPP must address water quality and quantity in accordance with the Virginia Stormwater Management Program (VSMP) Regulations. General information and registration forms for the General Permit are available at *www.deq.virginia.gov/Programs/Water/StormwaterManagement/VSMPPermits/ConstructionGeneralPermit.aspx*.

Janine Howard
Environmental Impact Review Coordinator

Office of Environmental Impact Review
Division of Environmental Enhancement
Virginia Department of Environmental Quality
629 E. Main Street
Richmond, VA 23219

t: (804) 698-4299
f: (804) 698-4032

For program updates and public notices please subscribe to the OEIR News Feed

From: Zegler, Hannah (DEQ)
Sent: Wednesday, October 25, 2017 11:06 AM
To: Howard, Janine (DEQ); Gavan, Larry (DEQ)
Subject: RE: NEW PROJECT FRA DC to Richmond Rail 17-134F

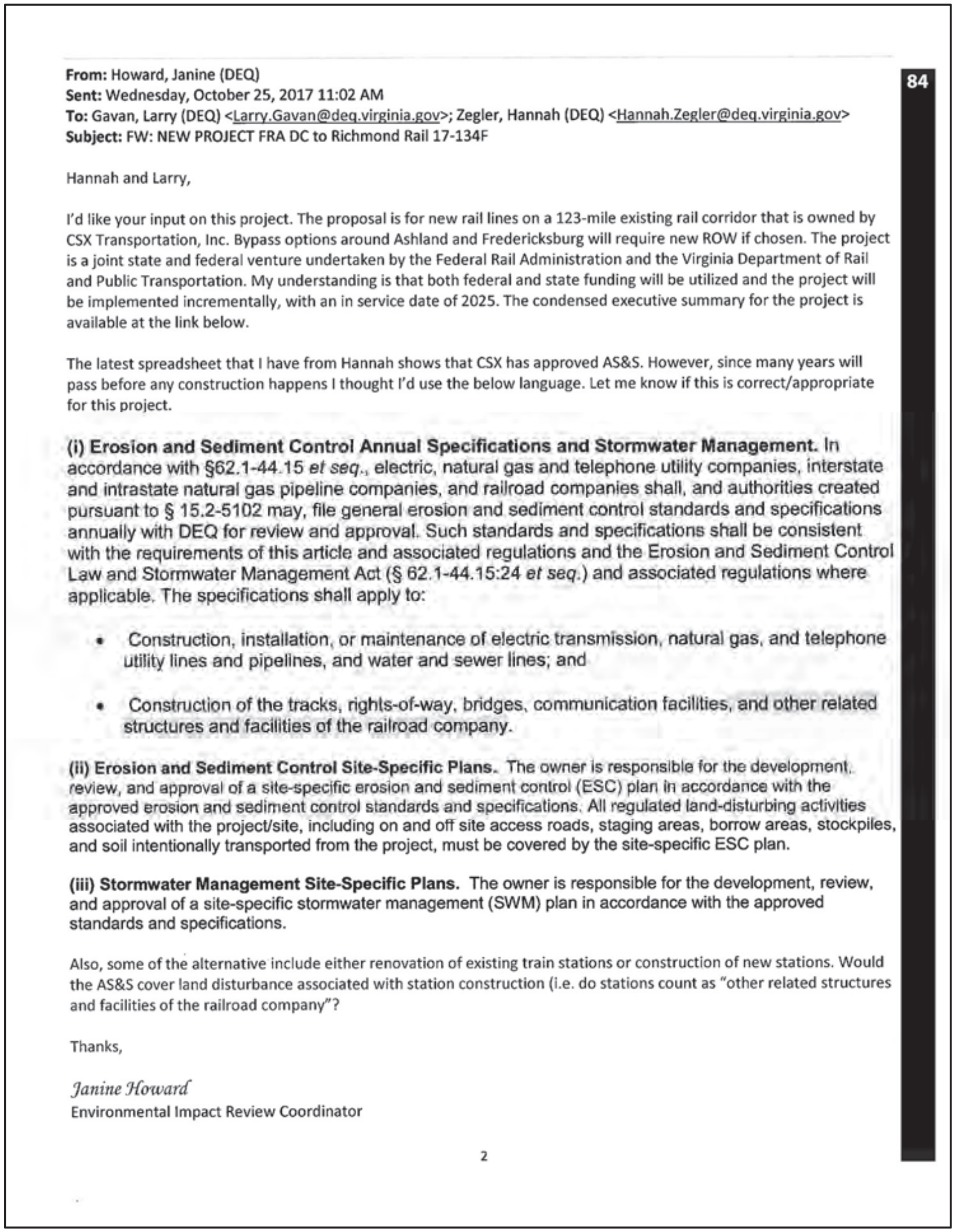
CSX still has AS&S.
You statement look good. I've highlight one section to show that railroads can pretty much cover anything under their AS&S.

VIRGINIA DEQ (continued)

84. The content on this page is included in Section 3 ("Erosion and Sediment Control and Stormwater Management") of DEQ's main letter. Refer to DRPT-numbered statements #8 through #11.

VIRGINIA DEQ (continued)

(Response to comment 84 on previous page)



84

From: Howard, Janine (DEQ)
Sent: Wednesday, October 25, 2017 11:02 AM
To: Gavan, Larry (DEQ) <Larry.Gavan@deq.virginia.gov>; Zegler, Hannah (DEQ) <Hannah.Zegler@deq.virginia.gov>
Subject: FW: NEW PROJECT FRA DC to Richmond Rail 17-134F

Hannah and Larry,

I'd like your input on this project. The proposal is for new rail lines on a 123-mile existing rail corridor that is owned by CSX Transportation, Inc. Bypass options around Ashland and Fredericksburg will require new ROW if chosen. The project is a joint state and federal venture undertaken by the Federal Rail Administration and the Virginia Department of Rail and Public Transportation. My understanding is that both federal and state funding will be utilized and the project will be implemented incrementally, with an in service date of 2025. The condensed executive summary for the project is available at the link below.

The latest spreadsheet that I have from Hannah shows that CSX has approved AS&S. However, since many years will pass before any construction happens I thought I'd use the below language. Let me know if this is correct/appropriate for this project.

(i) Erosion and Sediment Control Annual Specifications and Stormwater Management. In accordance with §62.1-44.15 *et seq.*, electric, natural gas and telephone utility companies, interstate and intrastate natural gas pipeline companies, and railroad companies shall, and authorities created pursuant to § 15.2-5102 may, file general erosion and sediment control standards and specifications annually with DEQ for review and approval. Such standards and specifications shall be consistent with the requirements of this article and associated regulations and the Erosion and Sediment Control Law and Stormwater Management Act (§ 62.1-44.15:24 *et seq.*) and associated regulations where applicable. The specifications shall apply to:

- Construction, installation, or maintenance of electric transmission, natural gas, and telephone utility lines and pipelines, and water and sewer lines; and
- Construction of the tracks, rights-of-way, bridges, communication facilities, and other related structures and facilities of the railroad company.

(ii) Erosion and Sediment Control Site-Specific Plans. The owner is responsible for the development, review, and approval of a site-specific erosion and sediment control (ESC) plan in accordance with the approved erosion and sediment control standards and specifications. All regulated land-disturbing activities associated with the project/site, including on and off site access roads, staging areas, borrow areas, stockpiles, and soil intentionally transported from the project, must be covered by the site-specific ESC plan.

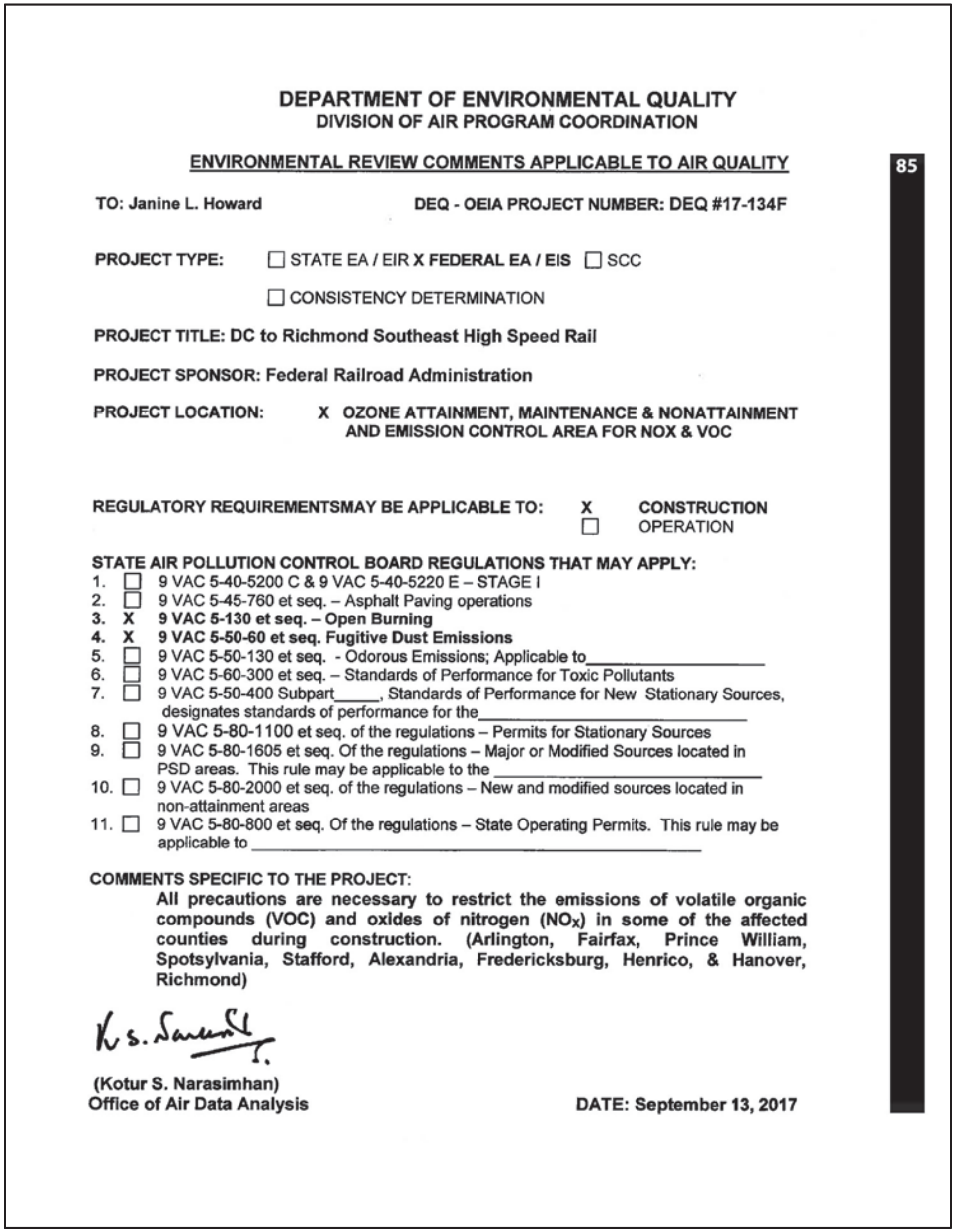
(iii) Stormwater Management Site-Specific Plans. The owner is responsible for the development, review, and approval of a site-specific stormwater management (SWM) plan in accordance with the approved standards and specifications.

Also, some of the alternative include either renovation of existing train stations or construction of new stations. Would the AS&S cover land disturbance associated with station construction (i.e. do stations count as "other related structures and facilities of the railroad company"?

Thanks,

Janine Howard
Environmental Impact Review Coordinator

2



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DEPARTMENT OF ENVIRONMENTAL QUALITY
DIVISION OF AIR PROGRAM COORDINATION

ENVIRONMENTAL REVIEW COMMENTS APPLICABLE TO AIR QUALITY

TO: Janine L. Howard **DEQ - OEIA PROJECT NUMBER: DEQ #17-134F**

PROJECT TYPE: ☐ STATE EA / EIR **X FEDERAL EA / EIS** ☐ SCC

☐ CONSISTENCY DETERMINATION

PROJECT TITLE: DC to Richmond Southeast High Speed Rail

PROJECT SPONSOR: Federal Railroad Administration

PROJECT LOCATION: **X OZONE ATTAINMENT, MAINTENANCE & NONATTAINMENT AND EMISSION CONTROL AREA FOR NOX & VOC**

REGULATORY REQUIREMENTSMAY BE APPLICABLE TO: **X CONSTRUCTION**
☐ OPERATION

STATE AIR POLLUTION CONTROL BOARD REGULATIONS THAT MAY APPLY:
1. ☐ 9 VAC 5-40-5200 C & 9 VAC 5-40-5220 E – STAGE I
2. ☐ 9 VAC 5-45-760 et seq. – Asphalt Paving operations
3. **X 9 VAC 5-130 et seq. – Open Burning**
4. **X 9 VAC 5-50-60 et seq. Fugitive Dust Emissions**
5. ☐ 9 VAC 5-50-130 et seq. - Odorous Emissions; Applicable to____________________
6. ☐ 9 VAC 5-60-300 et seq. – Standards of Performance for Toxic Pollutants
7. ☐ 9 VAC 5-50-400 Subpart_____, Standards of Performance for New Stationary Sources, designates standards of performance for the_______________________________
8. ☐ 9 VAC 5-80-1100 et seq. of the regulations – Permits for Stationary Sources
9. ☐ 9 VAC 5-80-1605 et seq. Of the regulations – Major or Modified Sources located in PSD areas. This rule may be applicable to the ______________________________
10. ☐ 9 VAC 5-80-2000 et seq. of the regulations – New and modified sources located in non-attainment areas
11. ☐ 9 VAC 5-80-800 et seq. Of the regulations – State Operating Permits. This rule may be applicable to ____

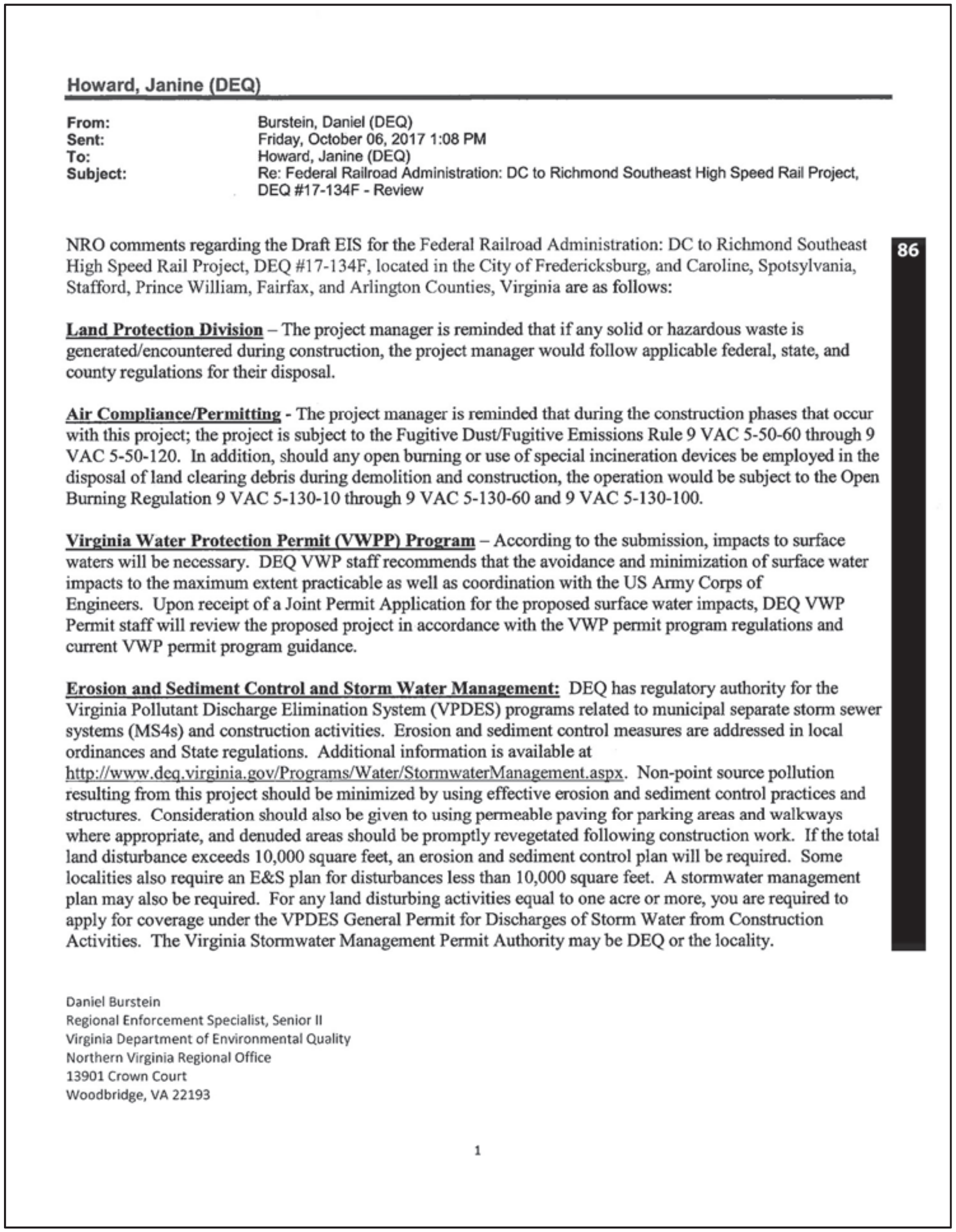
COMMENTS SPECIFIC TO THE PROJECT:

All precautions are necessary to restrict the emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_X) in some of the affected counties during construction. (Arlington, Fairfax, Prince William, Spotsylvania, Stafford, Alexandria, Fredericksburg, Henrico, & Hanover, Richmond)

(Kotur S. Narasimhan)
Office of Air Data Analysis **DATE: September 13, 2017**

VIRGINIA DEQ (continued)

85. The content on this page is included in Section 4 ("Air Pollution Control") of DEQ's main letter. Refer to DRPT-numbered statements #13 through #18.



Howard, Janine (DEQ)

From: Burstein, Daniel (DEQ)
Sent: Friday, October 06, 2017 1:08 PM
To: Howard, Janine (DEQ)
Subject: Re: Federal Railroad Administration: DC to Richmond Southeast High Speed Rail Project, DEQ #17-134F - Review

86

NRO comments regarding the Draft EIS for the Federal Railroad Administration: DC to Richmond Southeast High Speed Rail Project, DEQ #17-134F, located in the City of Fredericksburg, and Caroline, Spotsylvania, Stafford, Prince William, Fairfax, and Arlington Counties, Virginia are as follows:

Land Protection Division – The project manager is reminded that if any solid or hazardous waste is generated/encountered during construction, the project manager would follow applicable federal, state, and county regulations for their disposal.

Air Compliance/Permitting - The project manager is reminded that during the construction phases that occur with this project; the project is subject to the Fugitive Dust/Fugitive Emissions Rule 9 VAC 5-50-60 through 9 VAC 5-50-120. In addition, should any open burning or use of special incineration devices be employed in the disposal of land clearing debris during demolition and construction, the operation would be subject to the Open Burning Regulation 9 VAC 5-130-10 through 9 VAC 5-130-60 and 9 VAC 5-130-100.

Virginia Water Protection Permit (VWPP) Program – According to the submission, impacts to surface waters will be necessary. DEQ VWP staff recommends that the avoidance and minimization of surface water impacts to the maximum extent practicable as well as coordination with the US Army Corps of Engineers. Upon receipt of a Joint Permit Application for the proposed surface water impacts, DEQ VWP Permit staff will review the proposed project in accordance with the VWP permit program regulations and current VWP permit program guidance.

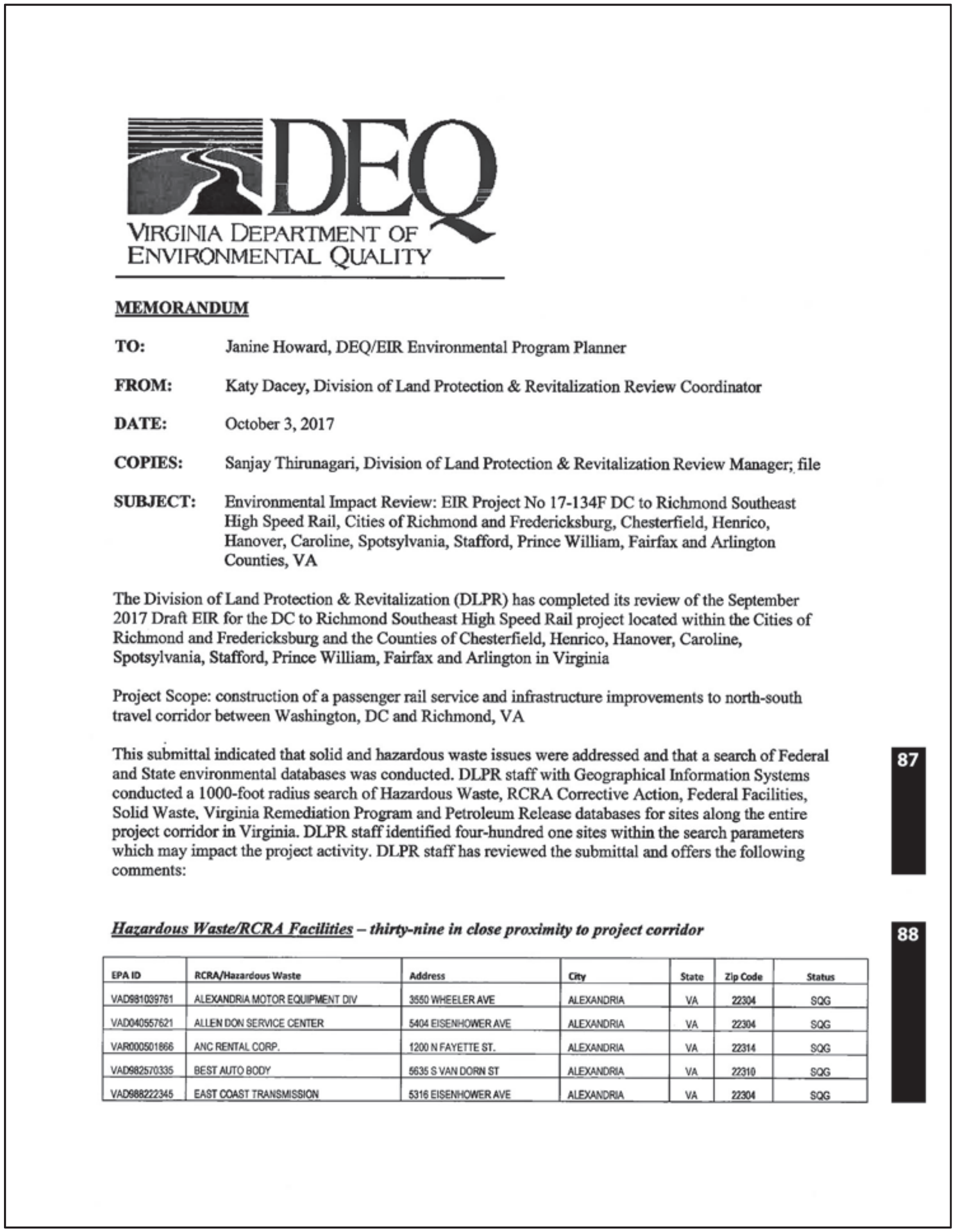
Erosion and Sediment Control and Storm Water Management: DEQ has regulatory authority for the Virginia Pollutant Discharge Elimination System (VPDES) programs related to municipal separate storm sewer systems (MS4s) and construction activities. Erosion and sediment control measures are addressed in local ordinances and State regulations. Additional information is available at http://www.deq.virginia.gov/Programs/Water/StormwaterManagement.aspx. Non-point source pollution resulting from this project should be minimized by using effective erosion and sediment control practices and structures. Consideration should also be given to using permeable paving for parking areas and walkways where appropriate, and denuded areas should be promptly revegetated following construction work. If the total land disturbance exceeds 10,000 square feet, an erosion and sediment control plan will be required. Some localities also require an E&S plan for disturbances less than 10,000 square feet. A stormwater management plan may also be required. For any land disturbing activities equal to one acre or more, you are required to apply for coverage under the VPDES General Permit for Discharges of Storm Water from Construction Activities. The Virginia Stormwater Management Permit Authority may be DEQ or the locality.

Daniel Burstein
Regional Enforcement Specialist, Senior II
Virginia Department of Environmental Quality
Northern Virginia Regional Office
13901 Crown Court
Woodbridge, VA 22193

1

VIRGINIA DEQ (continued)

86. The content on this page is included in the sections of DEQ's main letter. Refer to DRPT-numbered statements in the following sections: Section 5 (DRPT-numbered statements #19 through #24) for hazardous materials and waste; Section 4 (DRPT-numbered statements #14 through #18) for air pollution control; Section 1 for water quality and wetlands (DRPT-numbered statements #2 through #4); and Section 3 (DRPT-numbered statements #8 through #12) for Erosion and Sediment Control and Stormwater Management.



VIRGINIA DEPARTMENT OF
ENVIRONMENTAL QUALITY

MEMORANDUM

TO: Janine Howard, DEQ/EIR Environmental Program Planner

FROM: Katy Dacey, Division of Land Protection & Revitalization Review Coordinator

DATE: October 3, 2017

COPIES: Sanjay Thirunagari, Division of Land Protection & Revitalization Review Manager; file

SUBJECT: Environmental Impact Review: EIR Project No 17-134F DC to Richmond Southeast High Speed Rail, Cities of Richmond and Fredericksburg, Chesterfield, Henrico, Hanover, Caroline, Spotsylvania, Stafford, Prince William, Fairfax and Arlington Counties, VA

The Division of Land Protection & Revitalization (DLPR) has completed its review of the September 2017 Draft EIR for the DC to Richmond Southeast High Speed Rail project located within the Cities of Richmond and Fredericksburg and the Counties of Chesterfield, Henrico, Hanover, Caroline, Spotsylvania, Stafford, Prince William, Fairfax and Arlington in Virginia

Project Scope: construction of a passenger rail service and infrastructure improvements to north-south travel corridor between Washington, DC and Richmond, VA

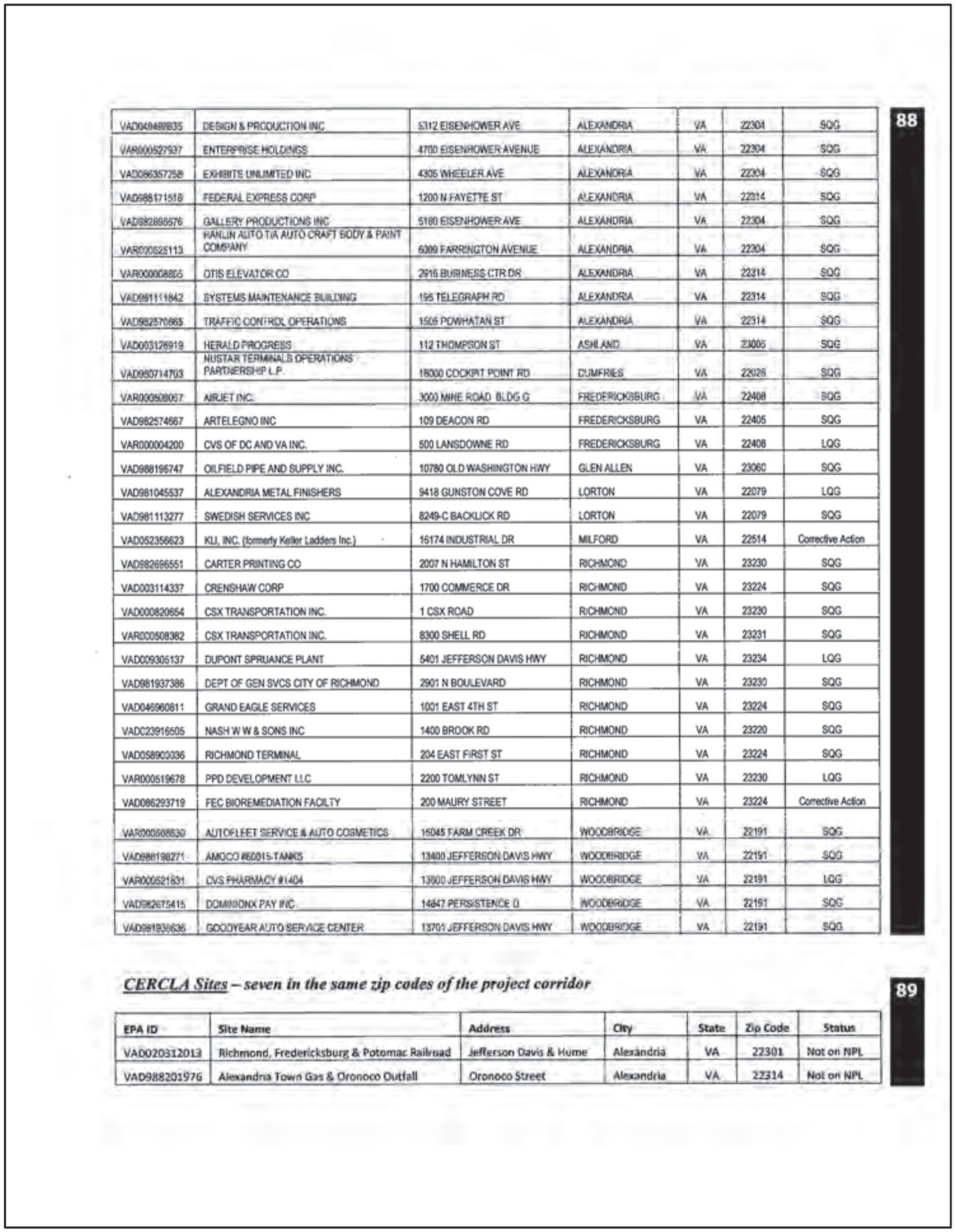
This submittal indicated that solid and hazardous waste issues were addressed and that a search of Federal and State environmental databases was conducted. DLPR staff with Geographical Information Systems conducted a 1000-foot radius search of Hazardous Waste, RCRA Corrective Action, Federal Facilities, Solid Waste, Virginia Remediation Program and Petroleum Release databases for sites along the entire project corridor in Virginia. DLPR staff identified four-hundred one sites within the search parameters which may impact the project activity. DLPR staff has reviewed the submittal and offers the following comments: **87**

Hazardous Waste/RCRA Facilities ***– thirty-nine in close proximity to project corridor*** **88**

EPA ID	RCRA/Hazardous Waste	Address	City	State	Zip Code	Status
VAD981039761	ALEXANDRIA MOTOR EQUIPMENT DIV	3550 WHEELER AVE	ALEXANDRIA	VA	22304	SQG
VAD040557621	ALLEN DON SERVICE CENTER	5404 EISENHOWER AVE	ALEXANDRIA	VA	22304	SQG
VAR000501866	ANC RENTAL CORP.	1200 N FAYETTE ST.	ALEXANDRIA	VA	22314	SQG
VAD982570335	BEST AUTO BODY	5635 S VAN DORN ST	ALEXANDRIA	VA	22310	SQG
VAD988222345	EAST COAST TRANSMISSION	5316 EISENHOWER AVE	ALEXANDRIA	VA	22304	SQG

VIRGINIA DEQ (continued)

87. through 93. DRPT appreciates the list of hazardous materials sites provided by DLPR. The extent of DLPR's list (401 sites) is comparable to the number of sites identified in Section 3.5.3 of the Draft EIS that have the potential to affect the Project, i.e. 484 sites, including CERCLA, potential or known hazardous material releases/contamination, and petroleum release sites. Section 5.5 of the Final EIS lists those sites which are within the permanent Limits of Disturbance (LOD) of the Preferred Alternative; updated mapping of critical hazardous materials sites in relation to that LOD are included in Appendix M.



88

VAD049489835	DESIGN & PRODUCTION INC	5312 EISENHOWER AVE	ALEXANDRIA	VA	22304	SQG
VAR000527937	ENTERPRISE HOLDINGS	4700 EISENHOWER AVENUE	ALEXANDRIA	VA	22304	SQG
VAD086357258	EXHIBITS UNLIMITED INC	4305 WHEELER AVE	ALEXANDRIA	VA	22304	SQG
VAD988171518	FEDERAL EXPRESS CORP	1200 N FAYETTE ST	ALEXANDRIA	VA	22314	SQG
VAD982695576	GALLERY PRODUCTIONS INC	5180 EISENHOWER AVE	ALEXANDRIA	VA	22304	SQG
VAR000525113	HANLIN AUTO T/A AUTO CRAFT BODY & PAINT COMPANY	6009 FARRINGTON AVENUE	ALEXANDRIA	VA	22304	SQG
VAR000008805	OTIS ELEVATOR CO	2915 BUSINESS CTR DR	ALEXANDRIA	VA	22314	SQG
VAD981111842	SYSTEMS MAINTENANCE BUILDING	195 TELEGRAPH RD	ALEXANDRIA	VA	22314	SQG
VAD982570865	TRAFFIC CONTROL OPERATIONS	1505 POWHATAN ST	ALEXANDRIA	VA	22314	SQG
VAD003128919	HERALD PROGRESS	112 THOMPSON ST	ASHLAND	VA	23005	SQG
VAD980714703	NUSTAR TERMINALS OPERATIONS PARTNERSHIP L.P.	18000 COCKPIT POINT RD	DUMFRIES	VA	22026	SQG
VAR000508067	AIRJET INC.	3000 MINE ROAD BLDG G	FREDERICKSBURG	VA	22408	SQG
VAD982574667	ARTELEGNO INC	109 DEACON RD	FREDERICKSBURG	VA	22405	SQG
VAR000004200	CVS OF DC AND VA INC.	500 LANSDOWNE RD	FREDERICKSBURG	VA	22408	LQG
VAD988196747	OILFIELD PIPE AND SUPPLY INC.	10780 OLD WASHINGTON HWY	GLEN ALLEN	VA	23060	SQG
VAD981045537	ALEXANDRIA METAL FINISHERS	9418 GUNSTON COVE RD	LORTON	VA	22079	LQG
VAD981113277	SWEDISH SERVICES INC	8249-C BACKLICK RD	LORTON	VA	22079	SQG
VAD052356623	KLI, INC. (formerly Keller Ladders Inc.)	16174 INDUSTRIAL DR	MILFORD	VA	22514	Corrective Action
VAD982696551	CARTER PRINTING CO	2007 N HAMILTON ST	RICHMOND	VA	23230	SQG
VAD003114337	CRENSHAW CORP	1700 COMMERCE DR	RICHMOND	VA	23224	SQG
VAD000820654	CSX TRANSPORTATION INC.	1 CSX ROAD	RICHMOND	VA	23230	SQG
VAR000508382	CSX TRANSPORTATION INC.	8300 SHELL RD	RICHMOND	VA	23231	SQG
VAD009305137	DUPONT SPRUANCE PLANT	5401 JEFFERSON DAVIS HWY	RICHMOND	VA	23234	LQG
VAD981937386	DEPT OF GEN SVCS CITY OF RICHMOND	2901 N BOULEVARD	RICHMOND	VA	23230	SQG
VAD046960811	GRAND EAGLE SERVICES	1001 EAST 4TH ST	RICHMOND	VA	23224	SQG
VAD023916505	NASH W W & SONS INC	1400 BROOK RD	RICHMOND	VA	23220	SQG
VAD058900036	RICHMOND TERMINAL	204 EAST FIRST ST	RICHMOND	VA	23224	SQG
VAR000519678	PPD DEVELOPMENT LLC	2200 TOMLYNN ST	RICHMOND	VA	23230	LQG
VAD086293719	FEC BIOREMEDIATION FACILTY	200 MAURY STREET	RICHMOND	VA	23224	Corrective Action
VAR000508830	AUTOFLEET SERVICE & AUTO COSMETICS	15045 FARM CREEK DR	WOODBRIDGE	VA	22191	SQG
VAD988198271	AMOCO #60015-TANKS	13400 JEFFERSON DAVIS HWY	WOODBRIDGE	VA	22191	SQG
VAR000521831	CVS PHARMACY #1404	13800 JEFFERSON DAVIS HWY	WOODBRIDGE	VA	22191	LQG
VAD982675415	DOMINIONX PAY INC	14847 PERSISTENCE D	WOODBRIDGE	VA	22191	SQG
VAD981938636	GOODYEAR AUTO SERVICE CENTER	13701 JEFFERSON DAVIS HWY	WOODBRIDGE	VA	22191	SQG

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CERCLA Sites ***– seven in the same zip codes of the project corridor***

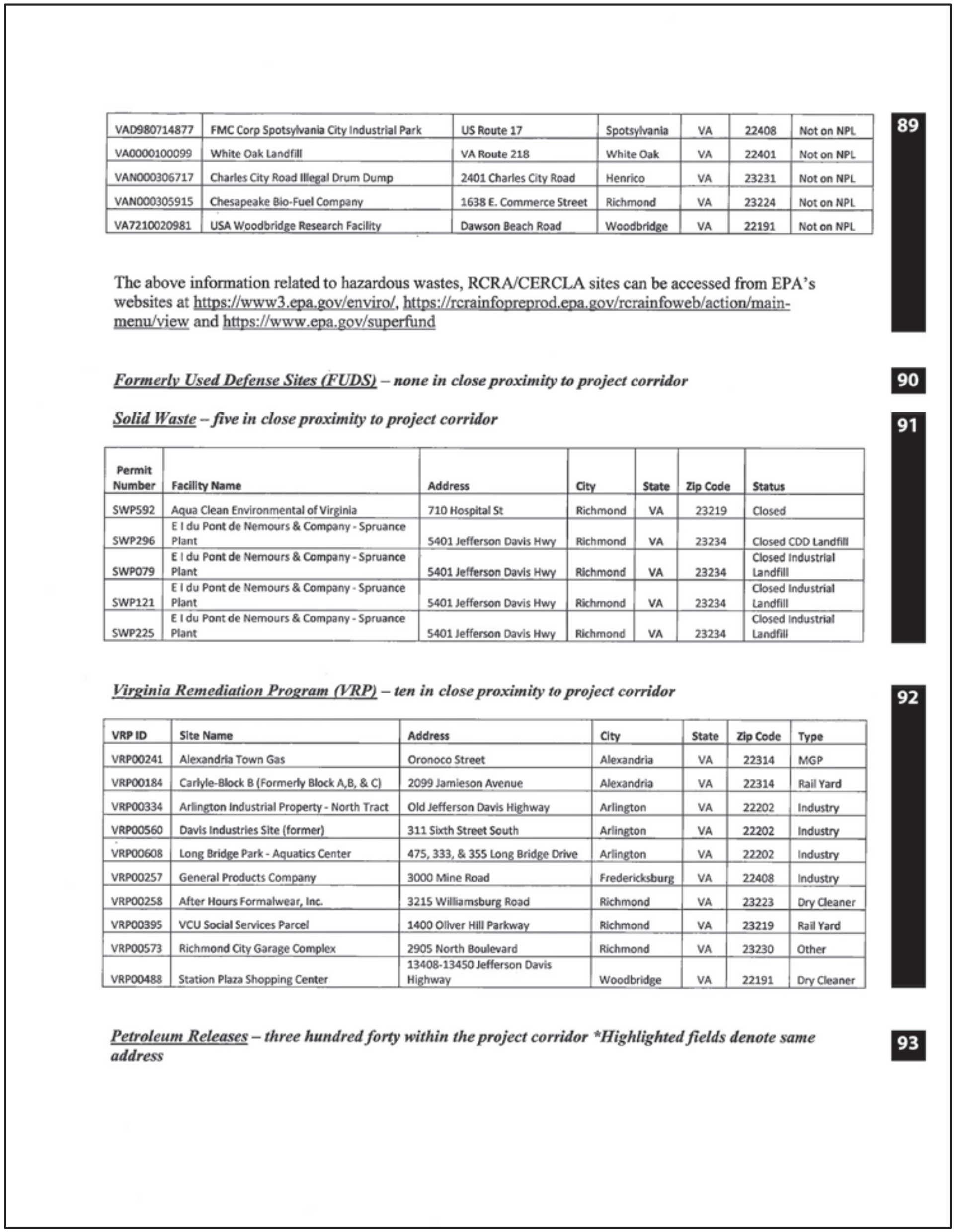
EPA ID	Site Name	Address	City	State	Zip Code	Status
VAD020312013	Richmond, Fredericksburg & Potomac Railroad	Jefferson Davis & Hume	Alexandria	VA	22301	Not on NPL
VAD988201976	Alexandria Town Gas & Oronoco Outfall	Oronoco Street	Alexandria	VA	22314	Not on NPL

VIRGINIA DEQ (continued)

(For response to comments 87 through 93, refer to page B-102)

VIRGINIA DEQ (continued)

(For response to comments 87 through 93, refer to page B-102)



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VAD980714877	FMC Corp Spotsylvania City Industrial Park	US Route 17	Spotsylvania	VA	22408	Not on NPL
VA0000100099	White Oak Landfill	VA Route 218	White Oak	VA	22401	Not on NPL
VAN000306717	Charles City Road Illegal Drum Dump	2401 Charles City Road	Henrico	VA	23231	Not on NPL
VAN000305915	Chesapeake Bio-Fuel Company	1638 E. Commerce Street	Richmond	VA	23224	Not on NPL
VA7210020981	USA Woodbridge Research Facility	Dawson Beach Road	Woodbridge	VA	22191	Not on NPL

The above information related to hazardous wastes, RCRA/CERCLA sites can be accessed from EPA's websites at https://www3.epa.gov/enviro/, https://rcrainfopreprod.epa.gov/rcrainfoweb/action/main-menu/view and https://www.epa.gov/superfund

90 ***Formerly Used Defense Sites (FUDS)** – none in close proximity to project corridor*

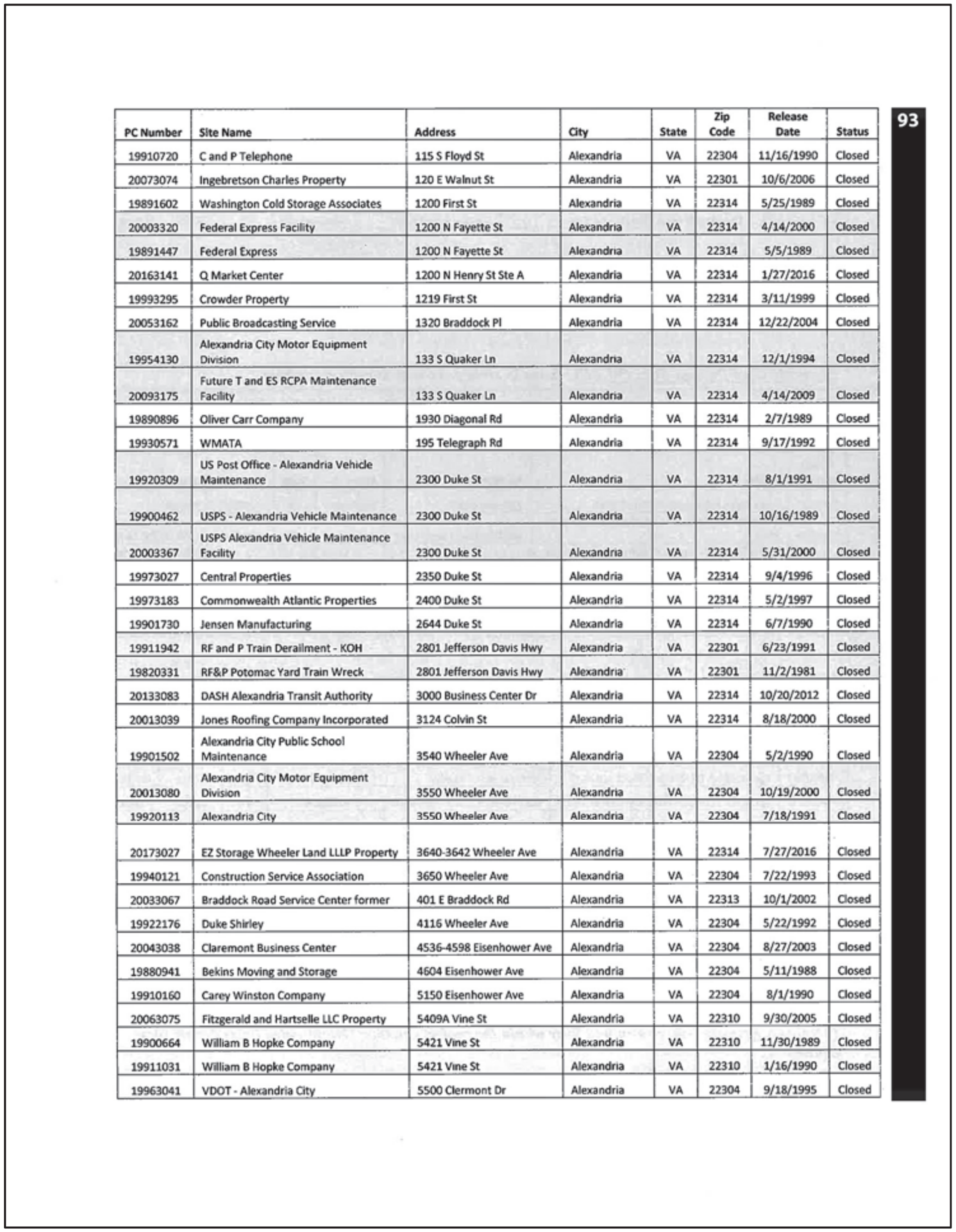
91 ***Solid Waste** – five in close proximity to project corridor*

Permit Number	Facility Name	Address	City	State	Zip Code	Status
SWP592	Aqua Clean Environmental of Virginia	710 Hospital St	Richmond	VA	23219	Closed
SWP296	E I du Pont de Nemours & Company - Spruance Plant	5401 Jefferson Davis Hwy	Richmond	VA	23234	Closed CDD Landfill
SWP079	E I du Pont de Nemours & Company - Spruance Plant	5401 Jefferson Davis Hwy	Richmond	VA	23234	Closed Industrial Landfill
SWP121	E I du Pont de Nemours & Company - Spruance Plant	5401 Jefferson Davis Hwy	Richmond	VA	23234	Closed Industrial Landfill
SWP225	E I du Pont de Nemours & Company - Spruance Plant	5401 Jefferson Davis Hwy	Richmond	VA	23234	Closed Industrial Landfill

92 ***Virginia Remediation Program (VRP)** – ten in close proximity to project corridor*

VRP ID	Site Name	Address	City	State	Zip Code	Type
VRP00241	Alexandria Town Gas	Oronoco Street	Alexandria	VA	22314	MGP
VRP00184	Carlyle-Block B (Formerly Block A,B, & C)	2099 Jamieson Avenue	Alexandria	VA	22314	Rail Yard
VRP00334	Arlington Industrial Property - North Tract	Old Jefferson Davis Highway	Arlington	VA	22202	Industry
VRP00560	Davis Industries Site (former)	311 Sixth Street South	Arlington	VA	22202	Industry
VRP00608	Long Bridge Park - Aquatics Center	475, 333, & 355 Long Bridge Drive	Arlington	VA	22202	Industry
VRP00257	General Products Company	3000 Mine Road	Fredericksburg	VA	22408	Industry
VRP00258	After Hours Formalwear, Inc.	3215 Williamsburg Road	Richmond	VA	23223	Dry Cleaner
VRP00395	VCU Social Services Parcel	1400 Oliver Hill Parkway	Richmond	VA	23219	Rail Yard
VRP00573	Richmond City Garage Complex	2905 North Boulevard	Richmond	VA	23230	Other
VRP00488	Station Plaza Shopping Center	13408-13450 Jefferson Davis Highway	Woodbridge	VA	22191	Dry Cleaner

93 ***Petroleum Releases** – three hundred forty within the project corridor *Highlighted fields denote same address*



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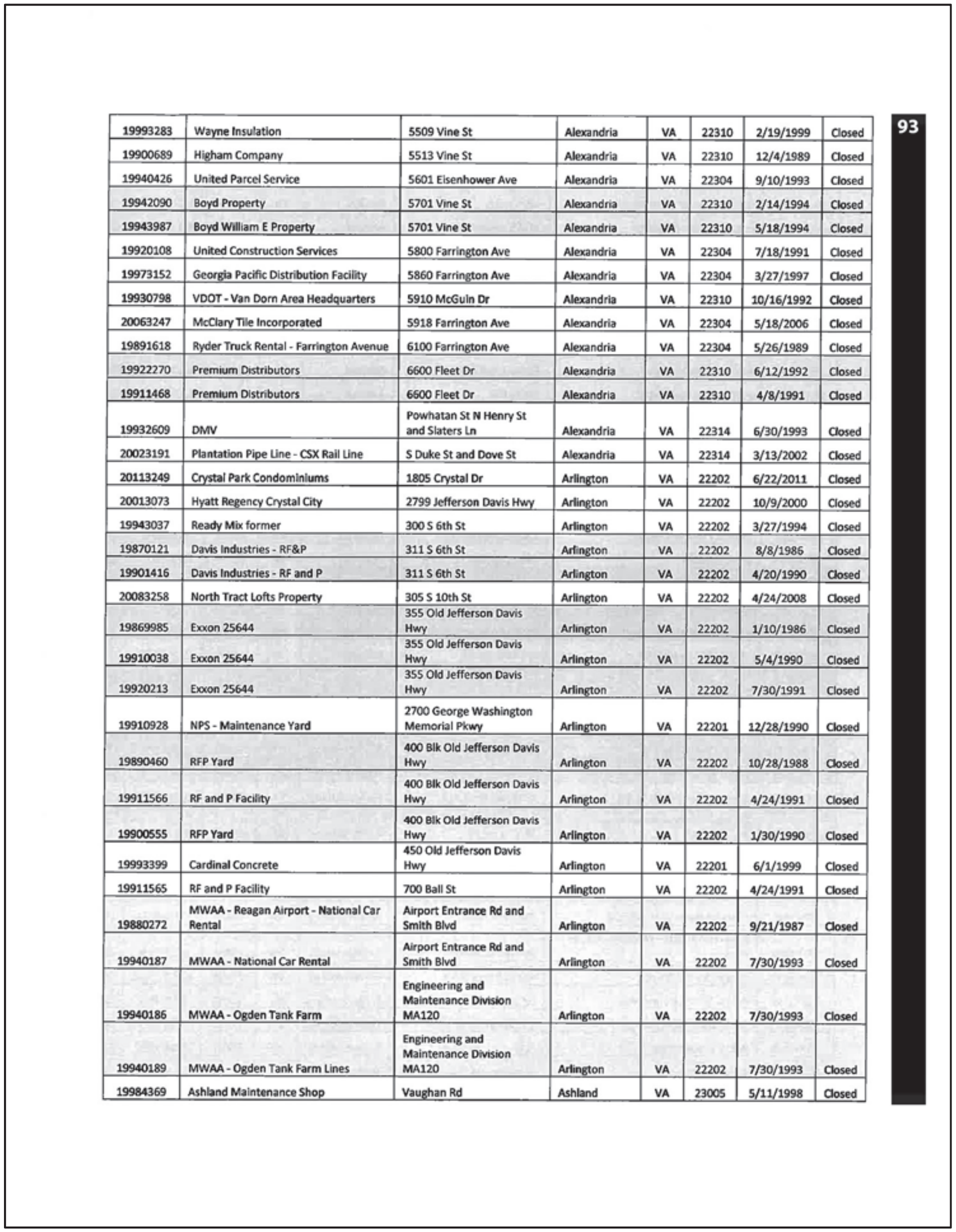
PC Number	Site Name	Address	City	State	Zip Code	Release Date	Status
19910720	C and P Telephone	115 S Floyd St	Alexandria	VA	22304	11/16/1990	Closed
20073074	Ingebretson Charles Property	120 E Walnut St	Alexandria	VA	22301	10/6/2006	Closed
19891602	Washington Cold Storage Associates	1200 First St	Alexandria	VA	22314	5/25/1989	Closed
20003320	Federal Express Facility	1200 N Fayette St	Alexandria	VA	22314	4/14/2000	Closed
19891447	Federal Express	1200 N Fayette St	Alexandria	VA	22314	5/5/1989	Closed
20163141	Q Market Center	1200 N Henry St Ste A	Alexandria	VA	22314	1/27/2016	Closed
19993295	Crowder Property	1219 First St	Alexandria	VA	22314	3/11/1999	Closed
20053162	Public Broadcasting Service	1320 Braddock Pl	Alexandria	VA	22314	12/22/2004	Closed
19954130	Alexandria City Motor Equipment Division	133 S Quaker Ln	Alexandria	VA	22314	12/1/1994	Closed
20093175	Future T and ES RCPA Maintenance Facility	133 S Quaker Ln	Alexandria	VA	22314	4/14/2009	Closed
19890896	Oliver Carr Company	1930 Diagonal Rd	Alexandria	VA	22314	2/7/1989	Closed
19930571	WMATA	195 Telegraph Rd	Alexandria	VA	22314	9/17/1992	Closed
19920309	US Post Office - Alexandria Vehicle Maintenance	2300 Duke St	Alexandria	VA	22314	8/1/1991	Closed
19900462	USPS - Alexandria Vehicle Maintenance	2300 Duke St	Alexandria	VA	22314	10/16/1989	Closed
20003367	USPS Alexandria Vehicle Maintenance Facility	2300 Duke St	Alexandria	VA	22314	5/31/2000	Closed
19973027	Central Properties	2350 Duke St	Alexandria	VA	22314	9/4/1996	Closed
19973183	Commonwealth Atlantic Properties	2400 Duke St	Alexandria	VA	22314	5/2/1997	Closed
19901730	Jensen Manufacturing	2644 Duke St	Alexandria	VA	22314	6/7/1990	Closed
19911942	RF and P Train Derailment - KOH	2801 Jefferson Davis Hwy	Alexandria	VA	22301	6/23/1991	Closed
19820331	RF&P Potomac Yard Train Wreck	2801 Jefferson Davis Hwy	Alexandria	VA	22301	11/2/1981	Closed
20133083	DASH Alexandria Transit Authority	3000 Business Center Dr	Alexandria	VA	22314	10/20/2012	Closed
20013039	Jones Roofing Company Incorporated	3124 Colvin St	Alexandria	VA	22314	8/18/2000	Closed
19901502	Alexandria City Public School Maintenance	3540 Wheeler Ave	Alexandria	VA	22304	5/2/1990	Closed
20013080	Alexandria City Motor Equipment Division	3550 Wheeler Ave	Alexandria	VA	22304	10/19/2000	Closed
19920113	Alexandria City	3550 Wheeler Ave	Alexandria	VA	22304	7/18/1991	Closed
20173027	EZ Storage Wheeler Land LLLP Property	3640-3642 Wheeler Ave	Alexandria	VA	22314	7/27/2016	Closed
19940121	Construction Service Association	3650 Wheeler Ave	Alexandria	VA	22304	7/22/1993	Closed
20033067	Braddock Road Service Center former	401 E Braddock Rd	Alexandria	VA	22313	10/1/2002	Closed
19922176	Duke Shirley	4116 Wheeler Ave	Alexandria	VA	22304	5/22/1992	Closed
20043038	Claremont Business Center	4536-4598 Eisenhower Ave	Alexandria	VA	22304	8/27/2003	Closed
19880941	Bekins Moving and Storage	4604 Eisenhower Ave	Alexandria	VA	22304	5/11/1988	Closed
19910160	Carey Winston Company	5150 Eisenhower Ave	Alexandria	VA	22304	8/1/1990	Closed
20063075	Fitzgerald and Hartselle LLC Property	5409A Vine St	Alexandria	VA	22310	9/30/2005	Closed
19900664	William B Hopke Company	5421 Vine St	Alexandria	VA	22310	11/30/1989	Closed
19911031	William B Hopke Company	5421 Vine St	Alexandria	VA	22310	1/16/1990	Closed
19963041	VDOT - Alexandria City	5500 Clermont Dr	Alexandria	VA	22304	9/18/1995	Closed

VIRGINIA DEQ (continued)

(For response to comments 87 through 93, refer to page B-102)



19993283	Wayne Insulation	5509 Vine St	Alexandria	VA	22310	2/19/1999	Closed
19900689	Higham Company	5513 Vine St	Alexandria	VA	22310	12/4/1989	Closed
19940426	United Parcel Service	5601 Eisenhower Ave	Alexandria	VA	22304	9/10/1993	Closed
19942090	Boyd Property	5701 Vine St	Alexandria	VA	22310	2/14/1994	Closed
19943987	Boyd William E Property	5701 Vine St	Alexandria	VA	22310	5/18/1994	Closed
19920108	United Construction Services	5800 Farrington Ave	Alexandria	VA	22304	7/18/1991	Closed
19973152	Georgia Pacific Distribution Facility	5860 Farrington Ave	Alexandria	VA	22304	3/27/1997	Closed
19930798	VDOT - Van Dorn Area Headquarters	5910 McGuin Dr	Alexandria	VA	22310	10/16/1992	Closed
20063247	McClary Tile Incorporated	5918 Farrington Ave	Alexandria	VA	22304	5/18/2006	Closed
19891618	Ryder Truck Rental - Farrington Avenue	6100 Farrington Ave	Alexandria	VA	22304	5/26/1989	Closed
19922270	Premium Distributors	6600 Fleet Dr	Alexandria	VA	22310	6/12/1992	Closed
19911468	Premium Distributors	6600 Fleet Dr	Alexandria	VA	22310	4/8/1991	Closed
19932609	DMV	Powhatan St N Henry St and Slaters Ln	Alexandria	VA	22314	6/30/1993	Closed
20023191	Plantation Pipe Line - CSX Rail Line	S Duke St and Dove St	Alexandria	VA	22314	3/13/2002	Closed
20113249	Crystal Park Condominiums	1805 Crystal Dr	Arlington	VA	22202	6/22/2011	Closed
20013073	Hyatt Regency Crystal City	2799 Jefferson Davis Hwy	Arlington	VA	22202	10/9/2000	Closed
19943037	Ready Mix former	300 S 6th St	Arlington	VA	22202	3/27/1994	Closed
19870121	Davis Industries - RF&P	311 S 6th St	Arlington	VA	22202	8/8/1986	Closed
19901416	Davis Industries - RF and P	311 S 6th St	Arlington	VA	22202	4/20/1990	Closed
20083258	North Tract Lofts Property	305 S 10th St	Arlington	VA	22202	4/24/2008	Closed
19869985	Exxon 25644	355 Old Jefferson Davis Hwy	Arlington	VA	22202	1/10/1986	Closed
19910038	Exxon 25644	355 Old Jefferson Davis Hwy	Arlington	VA	22202	5/4/1990	Closed
19920213	Exxon 25644	355 Old Jefferson Davis Hwy	Arlington	VA	22202	7/30/1991	Closed
19910928	NPS - Maintenance Yard	2700 George Washington Memorial Pkwy	Arlington	VA	22201	12/28/1990	Closed
19890460	RFP Yard	400 Blk Old Jefferson Davis Hwy	Arlington	VA	22202	10/28/1988	Closed
19911566	RF and P Facility	400 Blk Old Jefferson Davis Hwy	Arlington	VA	22202	4/24/1991	Closed
19900555	RFP Yard	400 Blk Old Jefferson Davis Hwy	Arlington	VA	22202	1/30/1990	Closed
19993399	Cardinal Concrete	450 Old Jefferson Davis Hwy	Arlington	VA	22201	6/1/1999	Closed
19911565	RF and P Facility	700 Ball St	Arlington	VA	22202	4/24/1991	Closed
19880272	MWAA - Reagan Airport - National Car Rental	Airport Entrance Rd and Smith Blvd	Arlington	VA	22202	9/21/1987	Closed
19940187	MWAA - National Car Rental	Airport Entrance Rd and Smith Blvd	Arlington	VA	22202	7/30/1993	Closed
19940186	MWAA - Ogden Tank Farm	Engineering and Maintenance Division MA120	Arlington	VA	22202	7/30/1993	Closed
19940189	MWAA - Ogden Tank Farm Lines	Engineering and Maintenance Division MA120	Arlington	VA	22202	7/30/1993	Closed
19984369	Ashland Maintenance Shop	Vaughan Rd	Ashland	VA	23005	5/11/1998	Closed

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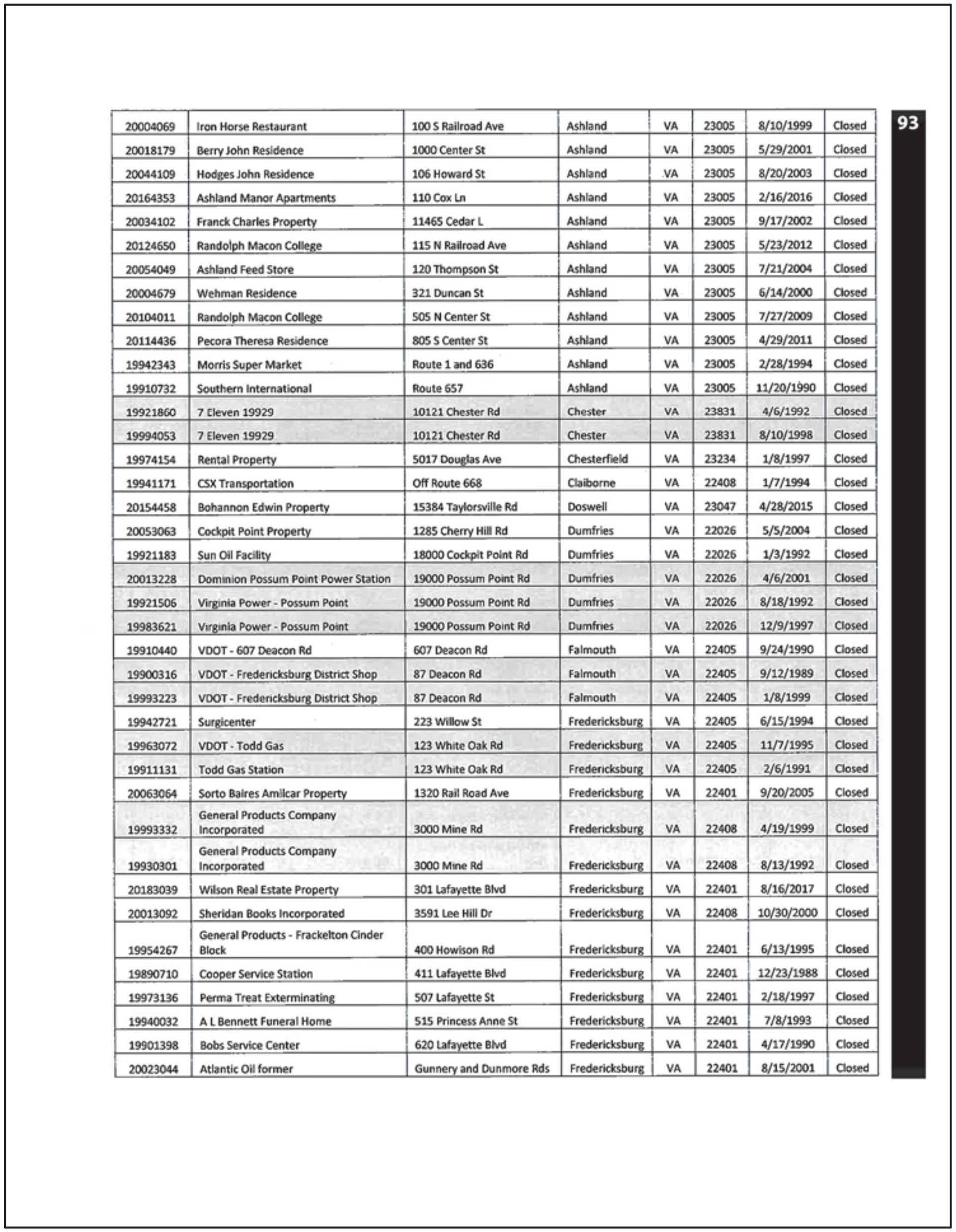
VIRGINIA DEQ (continued)

(For response to comments 87 through 93, refer to page B-102)



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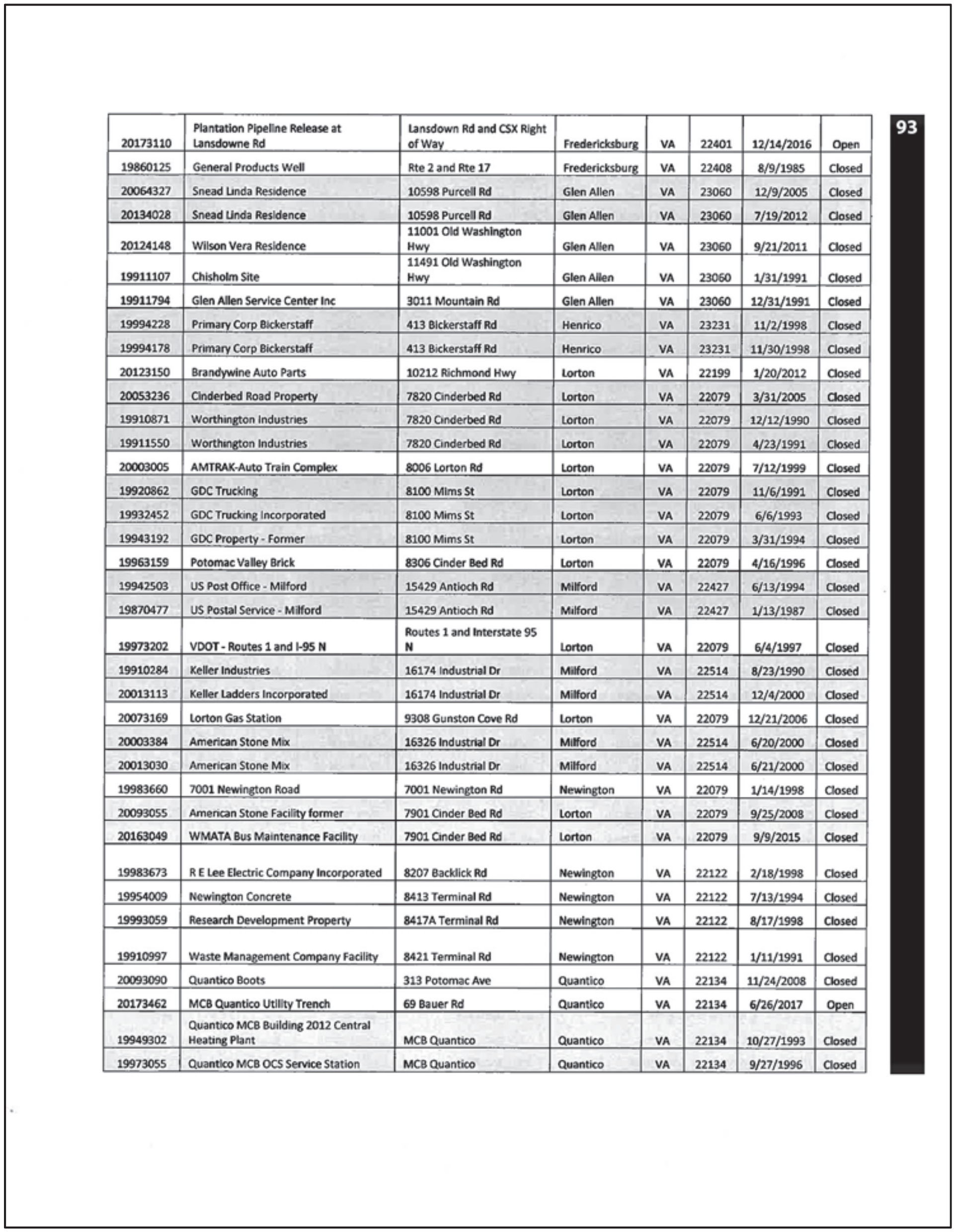
20004069	Iron Horse Restaurant	100 S Railroad Ave	Ashland	VA	23005	8/10/1999	Closed
20018179	Berry John Residence	1000 Center St	Ashland	VA	23005	5/29/2001	Closed
20044109	Hodges John Residence	106 Howard St	Ashland	VA	23005	8/20/2003	Closed
20164353	Ashland Manor Apartments	110 Cox Ln	Ashland	VA	23005	2/16/2016	Closed
20034102	Franck Charles Property	11465 Cedar L	Ashland	VA	23005	9/17/2002	Closed
20124650	Randolph Macon College	115 N Railroad Ave	Ashland	VA	23005	5/23/2012	Closed
20054049	Ashland Feed Store	120 Thompson St	Ashland	VA	23005	7/21/2004	Closed
20004679	Wehman Residence	321 Duncan St	Ashland	VA	23005	6/14/2000	Closed
20104011	Randolph Macon College	505 N Center St	Ashland	VA	23005	7/27/2009	Closed
20114436	Pecora Theresa Residence	805 S Center St	Ashland	VA	23005	4/29/2011	Closed
19942343	Morris Super Market	Route 1 and 636	Ashland	VA	23005	2/28/1994	Closed
19910732	Southern International	Route 657	Ashland	VA	23005	11/20/1990	Closed
19921860	7 Eleven 19929	10121 Chester Rd	Chester	VA	23831	4/6/1992	Closed
19994053	7 Eleven 19929	10121 Chester Rd	Chester	VA	23831	8/10/1998	Closed
19974154	Rental Property	5017 Douglas Ave	Chesterfield	VA	23234	1/8/1997	Closed
19941171	CSX Transportation	Off Route 668	Claiborne	VA	22408	1/7/1994	Closed
20154458	Bohannon Edwin Property	15384 Taylorsville Rd	Doswell	VA	23047	4/28/2015	Closed
20053063	Cockpit Point Property	1285 Cherry Hill Rd	Dumfries	VA	22026	5/5/2004	Closed
19921183	Sun Oil Facility	18000 Cockpit Point Rd	Dumfries	VA	22026	1/3/1992	Closed
20013228	Dominion Possum Point Power Station	19000 Possum Point Rd	Dumfries	VA	22026	4/6/2001	Closed
19921506	Virginia Power - Possum Point	19000 Possum Point Rd	Dumfries	VA	22026	8/18/1992	Closed
19983621	Virginia Power - Possum Point	19000 Possum Point Rd	Dumfries	VA	22026	12/9/1997	Closed
19910440	VDOT - 607 Deacon Rd	607 Deacon Rd	Falmouth	VA	22405	9/24/1990	Closed
19900316	VDOT - Fredericksburg District Shop	87 Deacon Rd	Falmouth	VA	22405	9/12/1989	Closed
19993223	VDOT - Fredericksburg District Shop	87 Deacon Rd	Falmouth	VA	22405	1/8/1999	Closed
19942721	Surgicenter	223 Willow St	Fredericksburg	VA	22405	6/15/1994	Closed
19963072	VDOT - Todd Gas	123 White Oak Rd	Fredericksburg	VA	22405	11/7/1995	Closed
19911131	Todd Gas Station	123 White Oak Rd	Fredericksburg	VA	22405	2/6/1991	Closed
20063064	Sorto Baires Amilcar Property	1320 Rail Road Ave	Fredericksburg	VA	22401	9/20/2005	Closed
19993332	General Products Company Incorporated	3000 Mine Rd	Fredericksburg	VA	22408	4/19/1999	Closed
19930301	General Products Company Incorporated	3000 Mine Rd	Fredericksburg	VA	22408	8/13/1992	Closed
20183039	Wilson Real Estate Property	301 Lafayette Blvd	Fredericksburg	VA	22401	8/16/2017	Closed
20013092	Sheridan Books Incorporated	3591 Lee Hill Dr	Fredericksburg	VA	22408	10/30/2000	Closed
19954267	General Products - Frackelton Cinder Block	400 Howison Rd	Fredericksburg	VA	22401	6/13/1995	Closed
19890710	Cooper Service Station	411 Lafayette Blvd	Fredericksburg	VA	22401	12/23/1988	Closed
19973136	Perma Treat Exterminating	507 Lafayette St	Fredericksburg	VA	22401	2/18/1997	Closed
19940032	A L Bennett Funeral Home	515 Princess Anne St	Fredericksburg	VA	22401	7/8/1993	Closed
19901398	Bobs Service Center	620 Lafayette Blvd	Fredericksburg	VA	22401	4/17/1990	Closed
20023044	Atlantic Oil former	Gunnery and Dunmore Rds	Fredericksburg	VA	22401	8/15/2001	Closed

VIRGINIA DEQ (continued)

(For response to comments 87 through 93, refer to page B-102)

VIRGINIA DEQ (continued)

(For response to comments 87 through 93, refer to page B-102)



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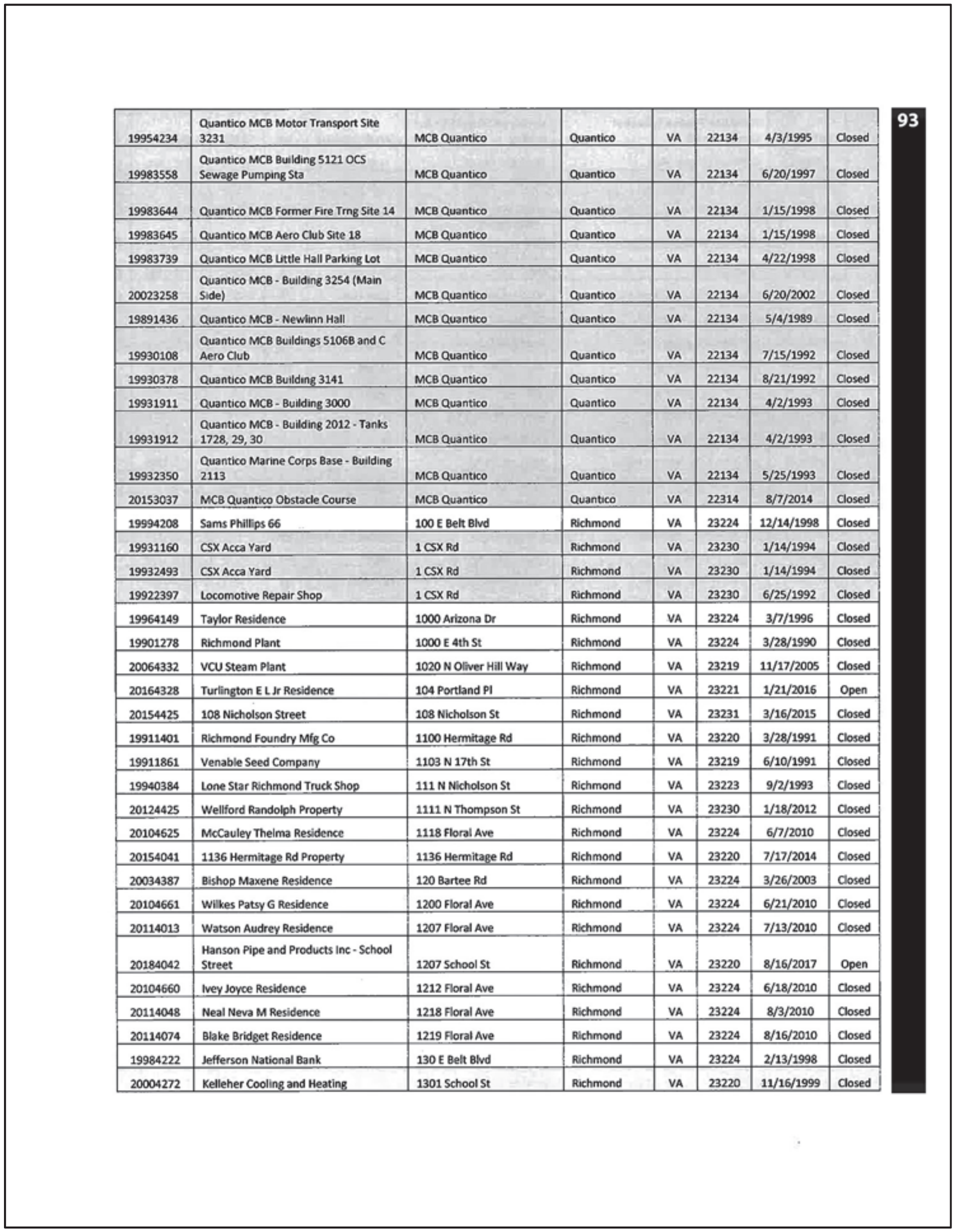
20173110	Plantation Pipeline Release at Lansdowne Rd	Lansdown Rd and CSX Right of Way	Fredericksburg	VA	22401	12/14/2016	Open
19860125	General Products Well	Rte 2 and Rte 17	Fredericksburg	VA	22408	8/9/1985	Closed
20064327	Snead Linda Residence	10598 Purcell Rd	Glen Allen	VA	23060	12/9/2005	Closed
20134028	Snead Linda Residence	10598 Purcell Rd	Glen Allen	VA	23060	7/19/2012	Closed
20124148	Wilson Vera Residence	11001 Old Washington Hwy	Glen Allen	VA	23060	9/21/2011	Closed
19911107	Chisholm Site	11491 Old Washington Hwy	Glen Allen	VA	23060	1/31/1991	Closed
19911794	Glen Allen Service Center Inc	3011 Mountain Rd	Glen Allen	VA	23060	12/31/1991	Closed
19994228	Primary Corp Bickerstaff	413 Bickerstaff Rd	Henrico	VA	23231	11/2/1998	Closed
19994178	Primary Corp Bickerstaff	413 Bickerstaff Rd	Henrico	VA	23231	11/30/1998	Closed
20123150	Brandywine Auto Parts	10212 Richmond Hwy	Lorton	VA	22199	1/20/2012	Closed
20053236	Cinderbed Road Property	7820 Cinderbed Rd	Lorton	VA	22079	3/31/2005	Closed
19910871	Worthington Industries	7820 Cinderbed Rd	Lorton	VA	22079	12/12/1990	Closed
19911550	Worthington Industries	7820 Cinderbed Rd	Lorton	VA	22079	4/23/1991	Closed
20003005	AMTRAK-Auto Train Complex	8006 Lorton Rd	Lorton	VA	22079	7/12/1999	Closed
19920862	GDC Trucking	8100 Mims St	Lorton	VA	22079	11/6/1991	Closed
19932452	GDC Trucking Incorporated	8100 Mims St	Lorton	VA	22079	6/6/1993	Closed
19943192	GDC Property - Former	8100 Mims St	Lorton	VA	22079	3/31/1994	Closed
19963159	Potomac Valley Brick	8306 Cinder Bed Rd	Lorton	VA	22079	4/16/1996	Closed
19942503	US Post Office - Milford	15429 Antioch Rd	Milford	VA	22427	6/13/1994	Closed
19870477	US Postal Service - Milford	15429 Antioch Rd	Milford	VA	22427	1/13/1987	Closed
19973202	VDOT - Routes 1 and I-95 N	Routes 1 and Interstate 95 N	Lorton	VA	22079	6/4/1997	Closed
19910284	Keller Industries	16174 Industrial Dr	Milford	VA	22514	8/23/1990	Closed
20013113	Keller Ladders Incorporated	16174 Industrial Dr	Milford	VA	22514	12/4/2000	Closed
20073169	Lorton Gas Station	9308 Gunston Cove Rd	Lorton	VA	22079	12/21/2006	Closed
20003384	American Stone Mix	16326 Industrial Dr	Milford	VA	22514	6/20/2000	Closed
20013030	American Stone Mix	16326 Industrial Dr	Milford	VA	22514	6/21/2000	Closed
19983660	7001 Newington Road	7001 Newington Rd	Newington	VA	22079	1/14/1998	Closed
20093055	American Stone Facility former	7901 Cinder Bed Rd	Lorton	VA	22079	9/25/2008	Closed
20163049	WMATA Bus Maintenance Facility	7901 Cinder Bed Rd	Lorton	VA	22079	9/9/2015	Closed
19983673	R E Lee Electric Company Incorporated	8207 Backlick Rd	Newington	VA	22122	2/18/1998	Closed
19954009	Newington Concrete	8413 Terminal Rd	Newington	VA	22122	7/13/1994	Closed
19993059	Research Development Property	8417A Terminal Rd	Newington	VA	22122	8/17/1998	Closed
19910997	Waste Management Company Facility	8421 Terminal Rd	Newington	VA	22122	1/11/1991	Closed
20093090	Quantico Boots	313 Potomac Ave	Quantico	VA	22134	11/24/2008	Closed
20173462	MCB Quantico Utility Trench	69 Bauer Rd	Quantico	VA	22134	6/26/2017	Open
19949302	Quantico MCB Building 2012 Central Heating Plant	MCB Quantico	Quantico	VA	22134	10/27/1993	Closed
19973055	Quantico MCB OCS Service Station	MCB Quantico	Quantico	VA	22134	9/27/1996	Closed

VIRGINIA DEQ (continued)

(For response to comments 87 through 93, refer to page B-102)



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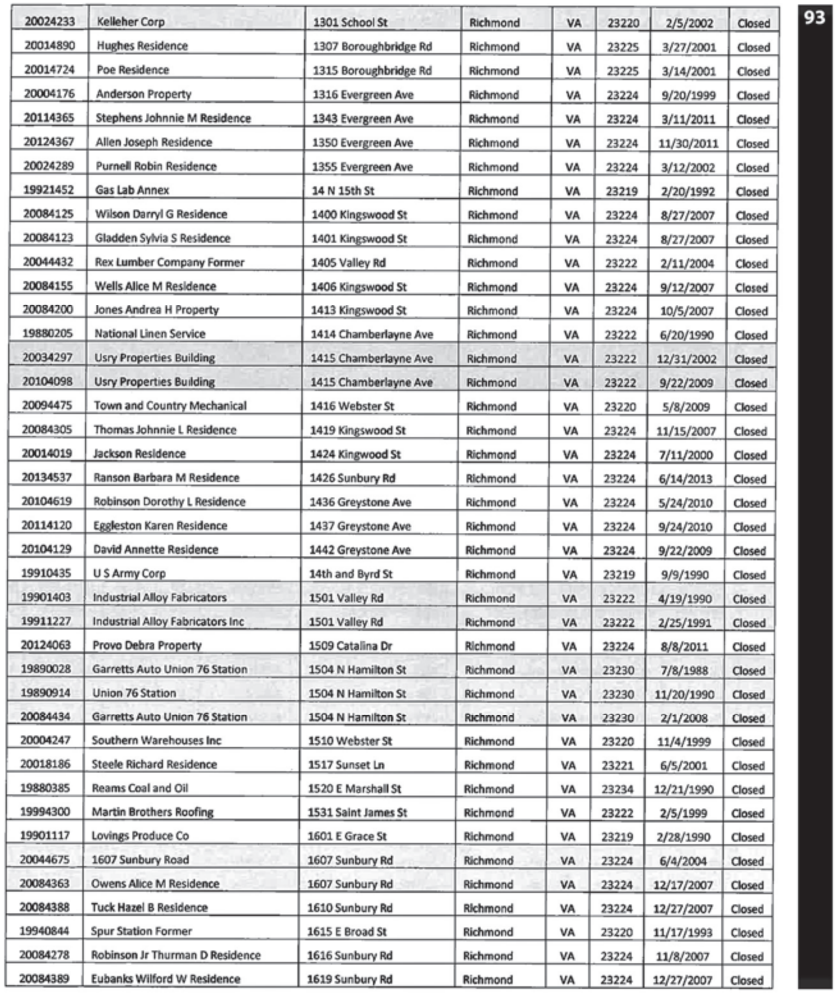
19954234	Quantico MCB Motor Transport Site 3231	MCB Quantico	Quantico	VA	22134	4/3/1995	Closed
19983558	Quantico MCB Building 5121 OCS Sewage Pumping Sta	MCB Quantico	Quantico	VA	22134	6/20/1997	Closed
19983644	Quantico MCB Former Fire Trng Site 14	MCB Quantico	Quantico	VA	22134	1/15/1998	Closed
19983645	Quantico MCB Aero Club Site 18	MCB Quantico	Quantico	VA	22134	1/15/1998	Closed
19983739	Quantico MCB Little Hall Parking Lot	MCB Quantico	Quantico	VA	22134	4/22/1998	Closed
20023258	Quantico MCB - Building 3254 (Main Side)	MCB Quantico	Quantico	VA	22134	6/20/2002	Closed
19891436	Quantico MCB - Newlinn Hall	MCB Quantico	Quantico	VA	22134	5/4/1989	Closed
19930108	Quantico MCB Buildings 5106B and C Aero Club	MCB Quantico	Quantico	VA	22134	7/15/1992	Closed
19930378	Quantico MCB Building 3141	MCB Quantico	Quantico	VA	22134	8/21/1992	Closed
19931911	Quantico MCB - Building 3000	MCB Quantico	Quantico	VA	22134	4/2/1993	Closed
19931912	Quantico MCB - Building 2012 - Tanks 1728, 29, 30	MCB Quantico	Quantico	VA	22134	4/2/1993	Closed
19932350	Quantico Marine Corps Base - Building 2113	MCB Quantico	Quantico	VA	22134	5/25/1993	Closed
20153037	MCB Quantico Obstacle Course	MCB Quantico	Quantico	VA	22314	8/7/2014	Closed
19994208	Sams Phillips 66	100 E Belt Blvd	Richmond	VA	23224	12/14/1998	Closed
19931160	CSX Acca Yard	1 CSX Rd	Richmond	VA	23230	1/14/1994	Closed
19932493	CSX Acca Yard	1 CSX Rd	Richmond	VA	23230	1/14/1994	Closed
19922397	Locomotive Repair Shop	1 CSX Rd	Richmond	VA	23230	6/25/1992	Closed
19964149	Taylor Residence	1000 Arizona Dr	Richmond	VA	23224	3/7/1996	Closed
19901278	Richmond Plant	1000 E 4th St	Richmond	VA	23224	3/28/1990	Closed
20064332	VCU Steam Plant	1020 N Oliver Hill Way	Richmond	VA	23219	11/17/2005	Closed
20164328	Turlington E L Jr Residence	104 Portland Pl	Richmond	VA	23221	1/21/2016	Open
20154425	108 Nicholson Street	108 Nicholson St	Richmond	VA	23231	3/16/2015	Closed
19911401	Richmond Foundry Mfg Co	1100 Hermitage Rd	Richmond	VA	23220	3/28/1991	Closed
19911861	Venable Seed Company	1103 N 17th St	Richmond	VA	23219	6/10/1991	Closed
19940384	Lone Star Richmond Truck Shop	111 N Nicholson St	Richmond	VA	23223	9/2/1993	Closed
20124425	Wellford Randolph Property	1111 N Thompson St	Richmond	VA	23230	1/18/2012	Closed
20104625	McCauley Thelma Residence	1118 Floral Ave	Richmond	VA	23224	6/7/2010	Closed
20154041	1136 Hermitage Rd Property	1136 Hermitage Rd	Richmond	VA	23220	7/17/2014	Closed
20034387	Bishop Maxene Residence	120 Bartee Rd	Richmond	VA	23224	3/26/2003	Closed
20104661	Wilkes Patsy G Residence	1200 Floral Ave	Richmond	VA	23224	6/21/2010	Closed
20114013	Watson Audrey Residence	1207 Floral Ave	Richmond	VA	23224	7/13/2010	Closed
20184042	Hanson Pipe and Products Inc - School Street	1207 School St	Richmond	VA	23220	8/16/2017	Open
20104660	Ivey Joyce Residence	1212 Floral Ave	Richmond	VA	23224	6/18/2010	Closed
20114048	Neal Neva M Residence	1218 Floral Ave	Richmond	VA	23224	8/3/2010	Closed
20114074	Blake Bridget Residence	1219 Floral Ave	Richmond	VA	23224	8/16/2010	Closed
19984222	Jefferson National Bank	130 E Belt Blvd	Richmond	VA	23224	2/13/1998	Closed
20004272	Kelleher Cooling and Heating	1301 School St	Richmond	VA	23220	11/16/1999	Closed

VIRGINIA DEQ (continued)

(For response to comments 87 through 93, refer to page B-102)



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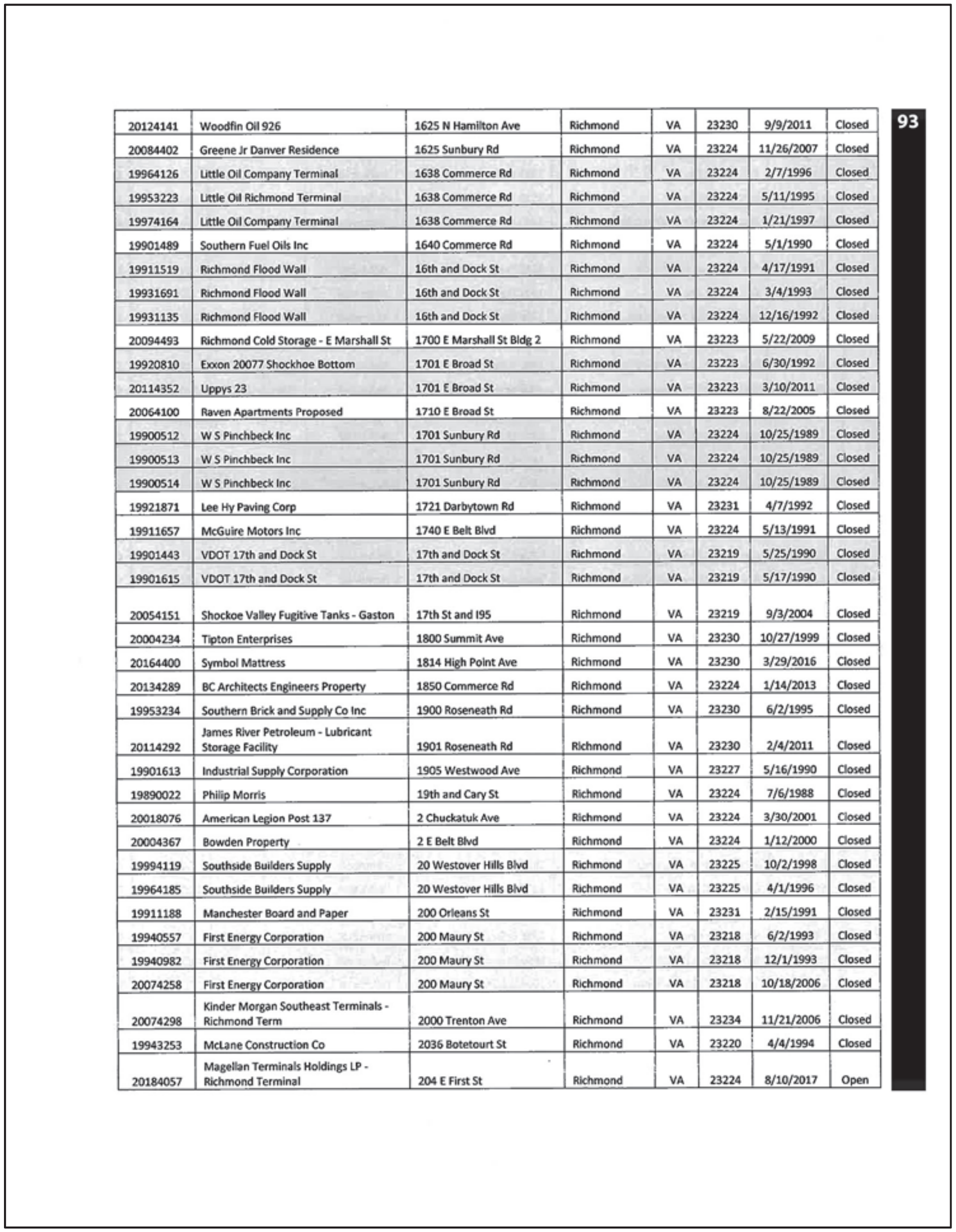
20024233	Kelleher Corp	1301 School St	Richmond	VA	23220	2/5/2002	Closed
20014890	Hughes Residence	1307 Boroughbridge Rd	Richmond	VA	23225	3/27/2001	Closed
20014724	Poe Residence	1315 Boroughbridge Rd	Richmond	VA	23225	3/14/2001	Closed
20004176	Anderson Property	1316 Evergreen Ave	Richmond	VA	23224	9/20/1999	Closed
20114365	Stephens Johnnie M Residence	1343 Evergreen Ave	Richmond	VA	23224	3/11/2011	Closed
20124367	Allen Joseph Residence	1350 Evergreen Ave	Richmond	VA	23224	11/30/2011	Closed
20024289	Purnell Robin Residence	1355 Evergreen Ave	Richmond	VA	23224	3/12/2002	Closed
19921452	Gas Lab Annex	14 N 15th St	Richmond	VA	23219	2/20/1992	Closed
20084125	Wilson Darryl G Residence	1400 Kingswood St	Richmond	VA	23224	8/27/2007	Closed
20084123	Gladden Sylvia S Residence	1401 Kingswood St	Richmond	VA	23224	8/27/2007	Closed
20044432	Rex Lumber Company Former	1405 Valley Rd	Richmond	VA	23222	2/11/2004	Closed
20084155	Wells Alice M Residence	1406 Kingswood St	Richmond	VA	23224	9/12/2007	Closed
20084200	Jones Andrea H Property	1413 Kingswood St	Richmond	VA	23224	10/5/2007	Closed
19880205	National Linen Service	1414 Chamberlayne Ave	Richmond	VA	23222	6/20/1990	Closed
20034297	Usry Properties Building	1415 Chamberlayne Ave	Richmond	VA	23222	12/31/2002	Closed
20104098	Usry Properties Building	1415 Chamberlayne Ave	Richmond	VA	23222	9/22/2009	Closed
20094475	Town and Country Mechanical	1416 Webster St	Richmond	VA	23220	5/8/2009	Closed
20084305	Thomas Johnnie L Residence	1419 Kingswood St	Richmond	VA	23224	11/15/2007	Closed
20014019	Jackson Residence	1424 Kingwood St	Richmond	VA	23224	7/11/2000	Closed
20134537	Ranson Barbara M Residence	1426 Sunbury Rd	Richmond	VA	23224	6/14/2013	Closed
20104619	Robinson Dorothy L Residence	1436 Greystone Ave	Richmond	VA	23224	5/24/2010	Closed
20114120	Eggleston Karen Residence	1437 Greystone Ave	Richmond	VA	23224	9/24/2010	Closed
20104129	David Annette Residence	1442 Greystone Ave	Richmond	VA	23224	9/22/2009	Closed
19910435	U S Army Corp	14th and Byrd St	Richmond	VA	23219	9/9/1990	Closed
19901403	Industrial Alloy Fabricators	1501 Valley Rd	Richmond	VA	23222	4/19/1990	Closed
19911227	Industrial Alloy Fabricators Inc	1501 Valley Rd	Richmond	VA	23222	2/25/1991	Closed
20124063	Provo Debra Property	1509 Catalina Dr	Richmond	VA	23224	8/8/2011	Closed
19890028	Garretts Auto Union 76 Station	1504 N Hamilton St	Richmond	VA	23230	7/8/1988	Closed
19890914	Union 76 Station	1504 N Hamilton St	Richmond	VA	23230	11/20/1990	Closed
20084434	Garretts Auto Union 76 Station	1504 N Hamilton St	Richmond	VA	23230	2/1/2008	Closed
20004247	Southern Warehouses Inc	1510 Webster St	Richmond	VA	23220	11/4/1999	Closed
20018186	Steele Richard Residence	1517 Sunset Ln	Richmond	VA	23221	6/5/2001	Closed
19880385	Reams Coal and Oil	1520 E Marshall St	Richmond	VA	23234	12/21/1990	Closed
19994300	Martin Brothers Roofing	1531 Saint James St	Richmond	VA	23222	2/5/1999	Closed
19901117	Lovings Produce Co	1601 E Grace St	Richmond	VA	23219	2/28/1990	Closed
20044675	1607 Sunbury Road	1607 Sunbury Rd	Richmond	VA	23224	6/4/2004	Closed
20084363	Owens Alice M Residence	1607 Sunbury Rd	Richmond	VA	23224	12/17/2007	Closed
20084388	Tuck Hazel B Residence	1610 Sunbury Rd	Richmond	VA	23224	12/27/2007	Closed
19940844	Spur Station Former	1615 E Broad St	Richmond	VA	23220	11/17/1993	Closed
20084278	Robinson Jr Thurman D Residence	1616 Sunbury Rd	Richmond	VA	23224	11/8/2007	Closed
20084389	Eubanks Wilford W Residence	1619 Sunbury Rd	Richmond	VA	23224	12/27/2007	Closed



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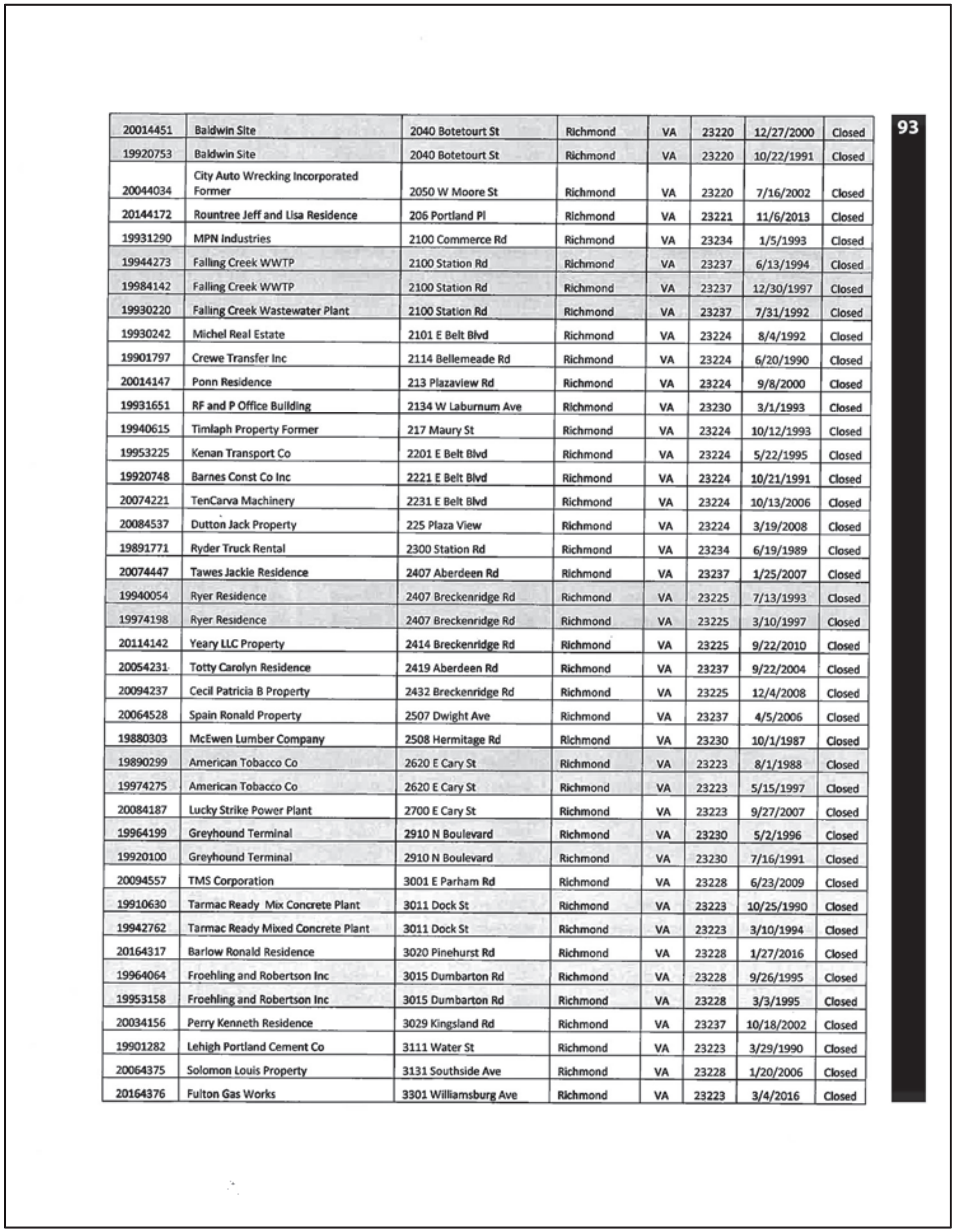
20124141	Woodfin Oil 926	1625 N Hamilton Ave	Richmond	VA	23230	9/9/2011	Closed
20084402	Greene Jr Danver Residence	1625 Sunbury Rd	Richmond	VA	23224	11/26/2007	Closed
19964126	Little Oil Company Terminal	1638 Commerce Rd	Richmond	VA	23224	2/7/1996	Closed
19953223	Little Oil Richmond Terminal	1638 Commerce Rd	Richmond	VA	23224	5/11/1995	Closed
19974164	Little Oil Company Terminal	1638 Commerce Rd	Richmond	VA	23224	1/21/1997	Closed
19901489	Southern Fuel Oils Inc	1640 Commerce Rd	Richmond	VA	23224	5/1/1990	Closed
19911519	Richmond Flood Wall	16th and Dock St	Richmond	VA	23224	4/17/1991	Closed
19931691	Richmond Flood Wall	16th and Dock St	Richmond	VA	23224	3/4/1993	Closed
19931135	Richmond Flood Wall	16th and Dock St	Richmond	VA	23224	12/16/1992	Closed
20094493	Richmond Cold Storage - E Marshall St	1700 E Marshall St Bldg 2	Richmond	VA	23223	5/22/2009	Closed
19920810	Exxon 20077 Shockhoe Bottom	1701 E Broad St	Richmond	VA	23223	6/30/1992	Closed
20114352	Uppys 23	1701 E Broad St	Richmond	VA	23223	3/10/2011	Closed
20064100	Raven Apartments Proposed	1710 E Broad St	Richmond	VA	23223	8/22/2005	Closed
19900512	W S Pinchbeck Inc	1701 Sunbury Rd	Richmond	VA	23224	10/25/1989	Closed
19900513	W S Pinchbeck Inc	1701 Sunbury Rd	Richmond	VA	23224	10/25/1989	Closed
19900514	W S Pinchbeck Inc	1701 Sunbury Rd	Richmond	VA	23224	10/25/1989	Closed
19921871	Lee Hy Paving Corp	1721 Darbytown Rd	Richmond	VA	23231	4/7/1992	Closed
19911657	McGuire Motors Inc	1740 E Belt Blvd	Richmond	VA	23224	5/13/1991	Closed
19901443	VDOT 17th and Dock St	17th and Dock St	Richmond	VA	23219	5/25/1990	Closed
19901615	VDOT 17th and Dock St	17th and Dock St	Richmond	VA	23219	5/17/1990	Closed
20054151	Shockoe Valley Fugitive Tanks - Gaston	17th St and I95	Richmond	VA	23219	9/3/2004	Closed
20004234	Tipton Enterprises	1800 Summit Ave	Richmond	VA	23230	10/27/1999	Closed
20164400	Symbol Mattress	1814 High Point Ave	Richmond	VA	23230	3/29/2016	Closed
20134289	BC Architects Engineers Property	1850 Commerce Rd	Richmond	VA	23224	1/14/2013	Closed
19953234	Southern Brick and Supply Co Inc	1900 Roseneath Rd	Richmond	VA	23230	6/2/1995	Closed
20114292	James River Petroleum - Lubricant Storage Facility	1901 Roseneath Rd	Richmond	VA	23230	2/4/2011	Closed
19901613	Industrial Supply Corporation	1905 Westwood Ave	Richmond	VA	23227	5/16/1990	Closed
19890022	Philip Morris	19th and Cary St	Richmond	VA	23224	7/6/1988	Closed
20018076	American Legion Post 137	2 Chuckatuk Ave	Richmond	VA	23224	3/30/2001	Closed
20004367	Bowden Property	2 E Belt Blvd	Richmond	VA	23224	1/12/2000	Closed
19994119	Southside Builders Supply	20 Westover Hills Blvd	Richmond	VA	23225	10/2/1998	Closed
19964185	Southside Builders Supply	20 Westover Hills Blvd	Richmond	VA	23225	4/1/1996	Closed
19911188	Manchester Board and Paper	200 Orleans St	Richmond	VA	23231	2/15/1991	Closed
19940557	First Energy Corporation	200 Maury St	Richmond	VA	23218	6/2/1993	Closed
19940982	First Energy Corporation	200 Maury St	Richmond	VA	23218	12/1/1993	Closed
20074258	First Energy Corporation	200 Maury St	Richmond	VA	23218	10/18/2006	Closed
20074298	Kinder Morgan Southeast Terminals - Richmond Term	2000 Trenton Ave	Richmond	VA	23234	11/21/2006	Closed
19943253	McLane Construction Co	2036 Botetourt St	Richmond	VA	23220	4/4/1994	Closed
20184057	Magellan Terminals Holdings LP - Richmond Terminal	204 E First St	Richmond	VA	23224	8/10/2017	Open

VIRGINIA DEQ (continued)

(For response to comments 87 through 93, refer to page B-102)

VIRGINIA DEQ (continued)

(For response to comments 87 through 93, refer to page B-102)



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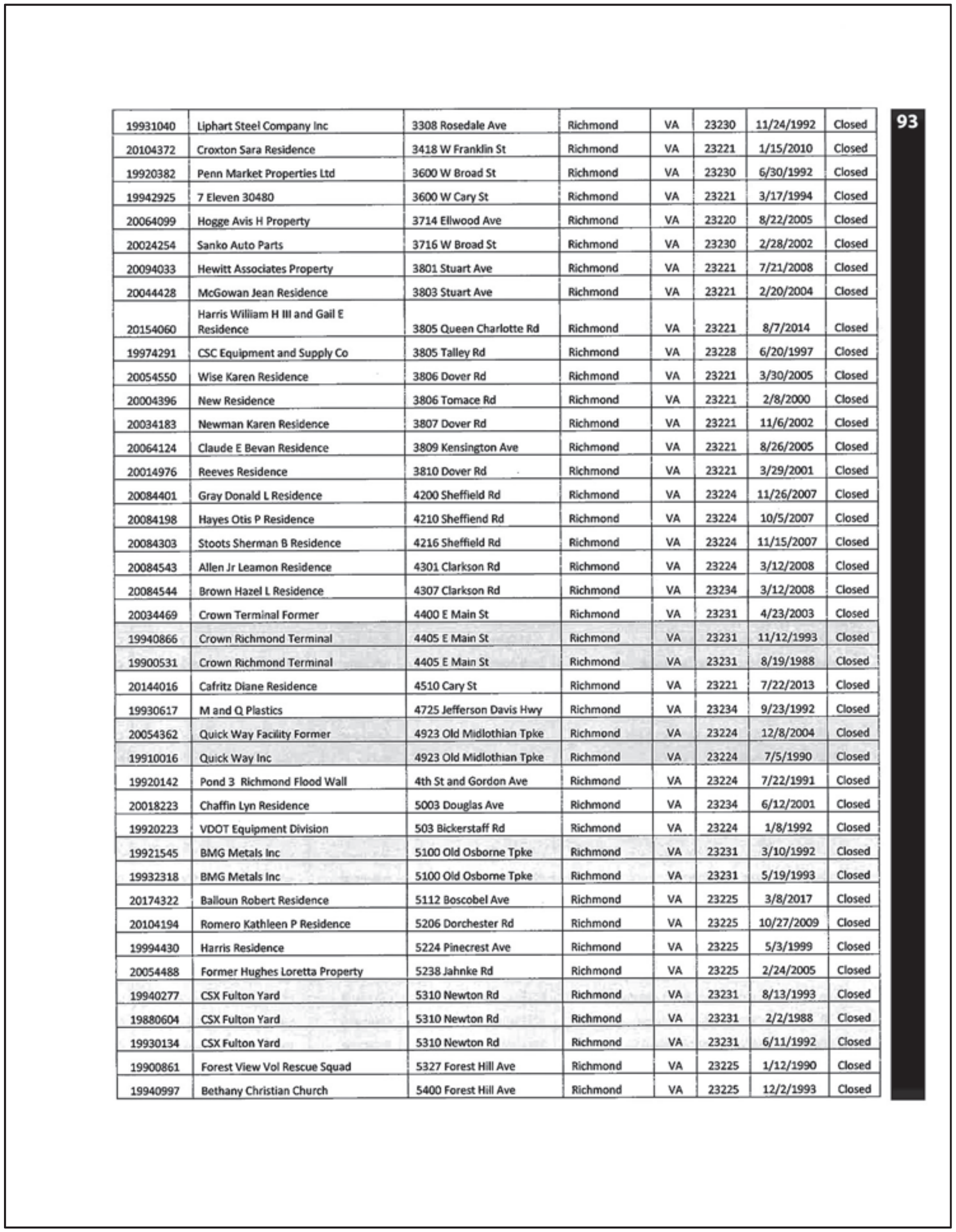
20014451	Baldwin Site	2040 Botetourt St	Richmond	VA	23220	12/27/2000	Closed
19920753	Baldwin Site	2040 Botetourt St	Richmond	VA	23220	10/22/1991	Closed
20044034	City Auto Wrecking Incorporated Former	2050 W Moore St	Richmond	VA	23220	7/16/2002	Closed
20144172	Rountree Jeff and Lisa Residence	206 Portland Pl	Richmond	VA	23221	11/6/2013	Closed
19931290	MPN Industries	2100 Commerce Rd	Richmond	VA	23234	1/5/1993	Closed
19944273	Falling Creek WWTP	2100 Station Rd	Richmond	VA	23237	6/13/1994	Closed
19984142	Falling Creek WWTP	2100 Station Rd	Richmond	VA	23237	12/30/1997	Closed
19930220	Falling Creek Wastewater Plant	2100 Station Rd	Richmond	VA	23237	7/31/1992	Closed
19930242	Michel Real Estate	2101 E Belt Blvd	Richmond	VA	23224	8/4/1992	Closed
19901797	Crewe Transfer Inc	2114 Bellemeade Rd	Richmond	VA	23224	6/20/1990	Closed
20014147	Ponn Residence	213 Plazaview Rd	Richmond	VA	23224	9/8/2000	Closed
19931651	RF and P Office Building	2134 W Laburnum Ave	Richmond	VA	23230	3/1/1993	Closed
19940615	Timlaph Property Former	217 Maury St	Richmond	VA	23224	10/12/1993	Closed
19953225	Kenan Transport Co	2201 E Belt Blvd	Richmond	VA	23224	5/22/1995	Closed
19920748	Barnes Const Co Inc	2221 E Belt Blvd	Richmond	VA	23224	10/21/1991	Closed
20074221	TenCarva Machinery	2231 E Belt Blvd	Richmond	VA	23224	10/13/2006	Closed
20084537	Dutton Jack Property	225 Plaza View	Richmond	VA	23224	3/19/2008	Closed
19891771	Ryder Truck Rental	2300 Station Rd	Richmond	VA	23234	6/19/1989	Closed
20074447	Tawes Jackie Residence	2407 Aberdeen Rd	Richmond	VA	23237	1/25/2007	Closed
19940054	Ryer Residence	2407 Breckenridge Rd	Richmond	VA	23225	7/13/1993	Closed
19974198	Ryer Residence	2407 Breckenridge Rd	Richmond	VA	23225	3/10/1997	Closed
20114142	Yeary LLC Property	2414 Breckenridge Rd	Richmond	VA	23225	9/22/2010	Closed
20054231	Totty Carolyn Residence	2419 Aberdeen Rd	Richmond	VA	23237	9/22/2004	Closed
20094237	Cecil Patricia B Property	2432 Breckenridge Rd	Richmond	VA	23225	12/4/2008	Closed
20064528	Spain Ronald Property	2507 Dwight Ave	Richmond	VA	23237	4/5/2006	Closed
19880303	McEwen Lumber Company	2508 Hermitage Rd	Richmond	VA	23230	10/1/1987	Closed
19890299	American Tobacco Co	2620 E Cary St	Richmond	VA	23223	8/1/1988	Closed
19974275	American Tobacco Co	2620 E Cary St	Richmond	VA	23223	5/15/1997	Closed
20084187	Lucky Strike Power Plant	2700 E Cary St	Richmond	VA	23223	9/27/2007	Closed
19964199	Greyhound Terminal	2910 N Boulevard	Richmond	VA	23230	5/2/1996	Closed
19920100	Greyhound Terminal	2910 N Boulevard	Richmond	VA	23230	7/16/1991	Closed
20094557	TMS Corporation	3001 E Parham Rd	Richmond	VA	23228	6/23/2009	Closed
19910630	Tarmac Ready Mix Concrete Plant	3011 Dock St	Richmond	VA	23223	10/25/1990	Closed
19942762	Tarmac Ready Mixed Concrete Plant	3011 Dock St	Richmond	VA	23223	3/10/1994	Closed
20164317	Barlow Ronald Residence	3020 Pinehurst Rd	Richmond	VA	23228	1/27/2016	Closed
19964064	Froehling and Robertson Inc	3015 Dumbarton Rd	Richmond	VA	23228	9/26/1995	Closed
19953158	Froehling and Robertson Inc	3015 Dumbarton Rd	Richmond	VA	23228	3/3/1995	Closed
20034156	Perry Kenneth Residence	3029 Kingsland Rd	Richmond	VA	23237	10/18/2002	Closed
19901282	Lehigh Portland Cement Co	3111 Water St	Richmond	VA	23223	3/29/1990	Closed
20064375	Solomon Louis Property	3131 Southside Ave	Richmond	VA	23228	1/20/2006	Closed
20164376	Fulton Gas Works	3301 Williamsburg Ave	Richmond	VA	23223	3/4/2016	Closed

VIRGINIA DEQ (continued)

(For response to comments 87 through 93, refer to page B-102)



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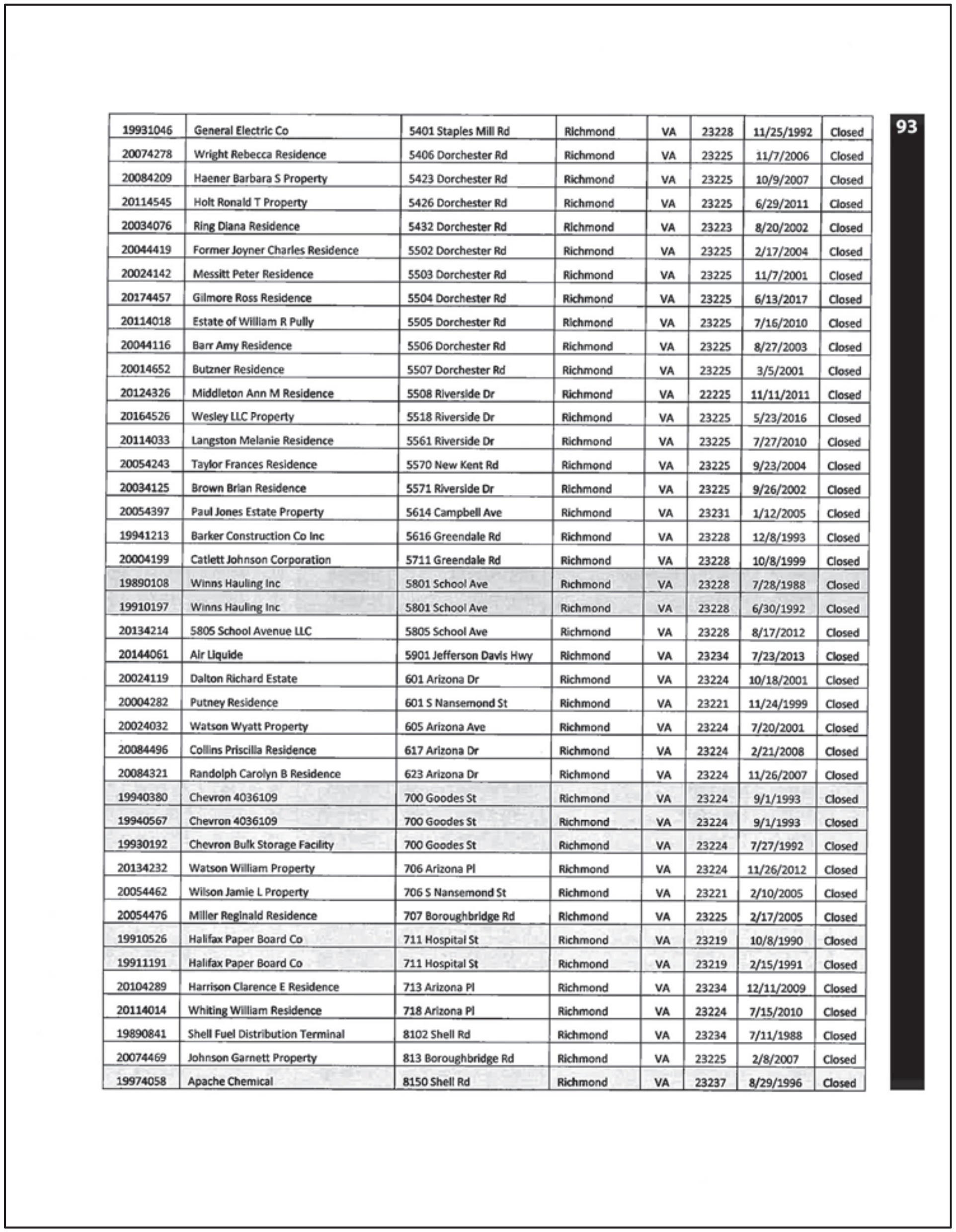
19931040	Liphart Steel Company Inc	3308 Rosedale Ave	Richmond	VA	23230	11/24/1992	Closed
20104372	Croxton Sara Residence	3418 W Franklin St	Richmond	VA	23221	1/15/2010	Closed
19920382	Penn Market Properties Ltd	3600 W Broad St	Richmond	VA	23230	6/30/1992	Closed
19942925	7 Eleven 30480	3600 W Cary St	Richmond	VA	23221	3/17/1994	Closed
20064099	Hogge Avis H Property	3714 Ellwood Ave	Richmond	VA	23220	8/22/2005	Closed
20024254	Sanko Auto Parts	3716 W Broad St	Richmond	VA	23230	2/28/2002	Closed
20094033	Hewitt Associates Property	3801 Stuart Ave	Richmond	VA	23221	7/21/2008	Closed
20044428	McGowan Jean Residence	3803 Stuart Ave	Richmond	VA	23221	2/20/2004	Closed
20154060	Harris William H III and Gail E Residence	3805 Queen Charlotte Rd	Richmond	VA	23221	8/7/2014	Closed
19974291	CSC Equipment and Supply Co	3805 Talley Rd	Richmond	VA	23228	6/20/1997	Closed
20054550	Wise Karen Residence	3806 Dover Rd	Richmond	VA	23221	3/30/2005	Closed
20004396	New Residence	3806 Tomace Rd	Richmond	VA	23221	2/8/2000	Closed
20034183	Newman Karen Residence	3807 Dover Rd	Richmond	VA	23221	11/6/2002	Closed
20064124	Claude E Bevan Residence	3809 Kensington Ave	Richmond	VA	23221	8/26/2005	Closed
20014976	Reeves Residence	3810 Dover Rd	Richmond	VA	23221	3/29/2001	Closed
20084401	Gray Donald L Residence	4200 Sheffield Rd	Richmond	VA	23224	11/26/2007	Closed
20084198	Hayes Otis P Residence	4210 Sheffiend Rd	Richmond	VA	23224	10/5/2007	Closed
20084303	Stoots Sherman B Residence	4216 Sheffield Rd	Richmond	VA	23224	11/15/2007	Closed
20084543	Allen Jr Leamon Residence	4301 Clarkson Rd	Richmond	VA	23224	3/12/2008	Closed
20084544	Brown Hazel L Residence	4307 Clarkson Rd	Richmond	VA	23234	3/12/2008	Closed
20034469	Crown Terminal Former	4400 E Main St	Richmond	VA	23231	4/23/2003	Closed
19940866	Crown Richmond Terminal	4405 E Main St	Richmond	VA	23231	11/12/1993	Closed
19900531	Crown Richmond Terminal	4405 E Main St	Richmond	VA	23231	8/19/1988	Closed
20144016	Cafritz Diane Residence	4510 Cary St	Richmond	VA	23221	7/22/2013	Closed
19930617	M and Q Plastics	4725 Jefferson Davis Hwy	Richmond	VA	23234	9/23/1992	Closed
20054362	Quick Way Facility Former	4923 Old Midlothian Tpke	Richmond	VA	23224	12/8/2004	Closed
19910016	Quick Way Inc	4923 Old Midlothian Tpke	Richmond	VA	23224	7/5/1990	Closed
19920142	Pond 3 Richmond Flood Wall	4th St and Gordon Ave	Richmond	VA	23224	7/22/1991	Closed
20018223	Chaffin Lyn Residence	5003 Douglas Ave	Richmond	VA	23234	6/12/2001	Closed
19920223	VDOT Equipment Division	503 Bickerstaff Rd	Richmond	VA	23224	1/8/1992	Closed
19921545	BMG Metals Inc	5100 Old Osborne Tpke	Richmond	VA	23231	3/10/1992	Closed
19932318	BMG Metals Inc	5100 Old Osborne Tpke	Richmond	VA	23231	5/19/1993	Closed
20174322	Balloun Robert Residence	5112 Boscobel Ave	Richmond	VA	23225	3/8/2017	Closed
20104194	Romero Kathleen P Residence	5206 Dorchester Rd	Richmond	VA	23225	10/27/2009	Closed
19994430	Harris Residence	5224 Pinecrest Ave	Richmond	VA	23225	5/3/1999	Closed
20054488	Former Hughes Loretta Property	5238 Jahnke Rd	Richmond	VA	23225	2/24/2005	Closed
19940277	CSX Fulton Yard	5310 Newton Rd	Richmond	VA	23231	8/13/1993	Closed
19880604	CSX Fulton Yard	5310 Newton Rd	Richmond	VA	23231	2/2/1988	Closed
19930134	CSX Fulton Yard	5310 Newton Rd	Richmond	VA	23231	6/11/1992	Closed
19900861	Forest View Vol Rescue Squad	5327 Forest Hill Ave	Richmond	VA	23225	1/12/1990	Closed
19940997	Bethany Christian Church	5400 Forest Hill Ave	Richmond	VA	23225	12/2/1993	Closed

VIRGINIA DEQ (continued)

(For response to comments 87 through 93, refer to page B-102)



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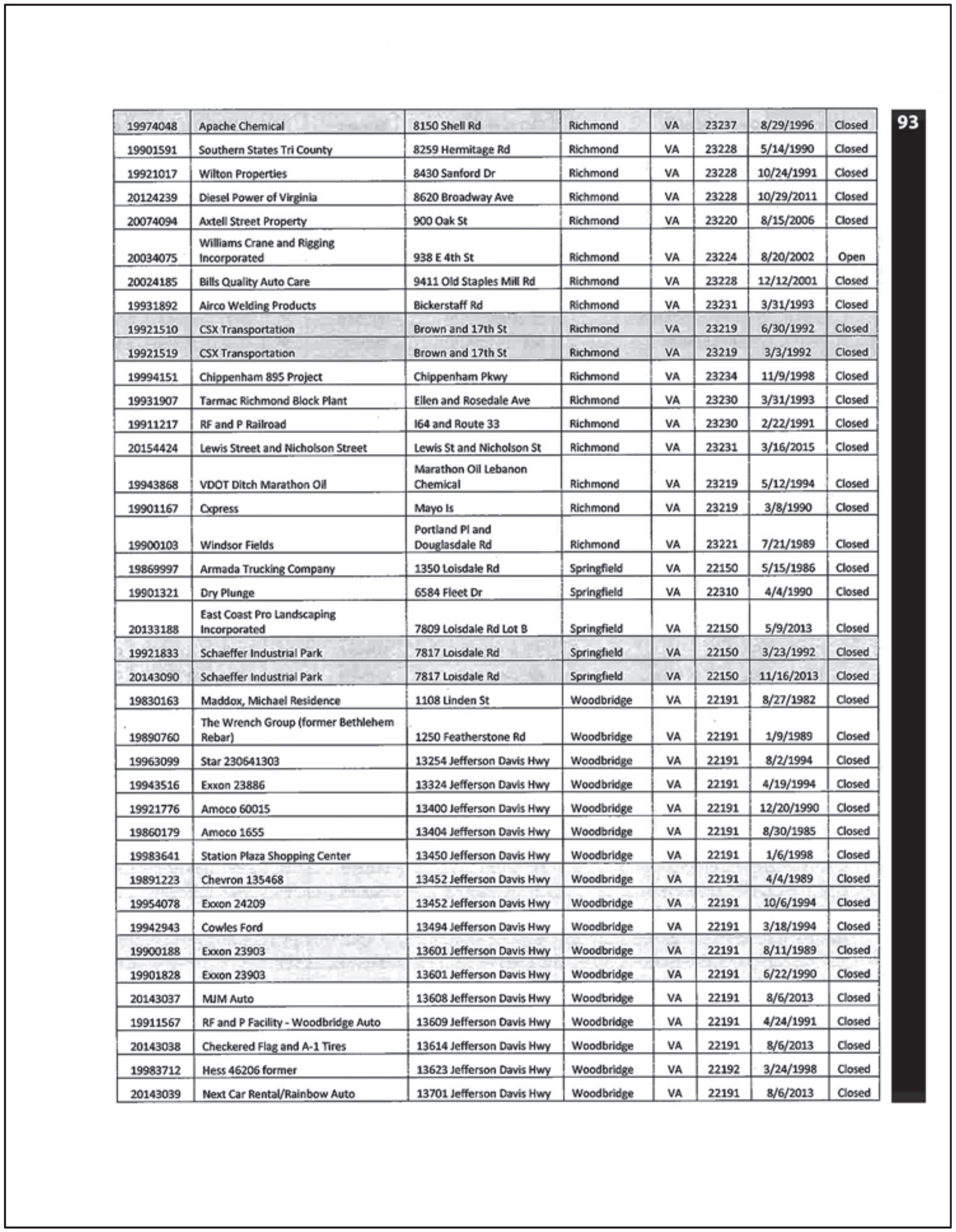
19931046	General Electric Co	5401 Staples Mill Rd	Richmond	VA	23228	11/25/1992	Closed
20074278	Wright Rebecca Residence	5406 Dorchester Rd	Richmond	VA	23225	11/7/2006	Closed
20084209	Haener Barbara S Property	5423 Dorchester Rd	Richmond	VA	23225	10/9/2007	Closed
20114545	Holt Ronald T Property	5426 Dorchester Rd	Richmond	VA	23225	6/29/2011	Closed
20034076	Ring Diana Residence	5432 Dorchester Rd	Richmond	VA	23223	8/20/2002	Closed
20044419	Former Joyner Charles Residence	5502 Dorchester Rd	Richmond	VA	23225	2/17/2004	Closed
20024142	Messitt Peter Residence	5503 Dorchester Rd	Richmond	VA	23225	11/7/2001	Closed
20174457	Gilmore Ross Residence	5504 Dorchester Rd	Richmond	VA	23225	6/13/2017	Closed
20114018	Estate of William R Pully	5505 Dorchester Rd	Richmond	VA	23225	7/16/2010	Closed
20044116	Barr Amy Residence	5506 Dorchester Rd	Richmond	VA	23225	8/27/2003	Closed
20014652	Butzner Residence	5507 Dorchester Rd	Richmond	VA	23225	3/5/2001	Closed
20124326	Middleton Ann M Residence	5508 Riverside Dr	Richmond	VA	22225	11/11/2011	Closed
20164526	Wesley LLC Property	5518 Riverside Dr	Richmond	VA	23225	5/23/2016	Closed
20114033	Langston Melanie Residence	5561 Riverside Dr	Richmond	VA	23225	7/27/2010	Closed
20054243	Taylor Frances Residence	5570 New Kent Rd	Richmond	VA	23225	9/23/2004	Closed
20034125	Brown Brian Residence	5571 Riverside Dr	Richmond	VA	23225	9/26/2002	Closed
20054397	Paul Jones Estate Property	5614 Campbell Ave	Richmond	VA	23231	1/12/2005	Closed
19941213	Barker Construction Co Inc	5616 Greendale Rd	Richmond	VA	23228	12/8/1993	Closed
20004199	Catlett Johnson Corporation	5711 Greendale Rd	Richmond	VA	23228	10/8/1999	Closed
19890108	Winns Hauling Inc	5801 School Ave	Richmond	VA	23228	7/28/1988	Closed
19910197	Winns Hauling Inc	5801 School Ave	Richmond	VA	23228	6/30/1992	Closed
20134214	5805 School Avenue LLC	5805 School Ave	Richmond	VA	23228	8/17/2012	Closed
20144061	Air Liquide	5901 Jefferson Davis Hwy	Richmond	VA	23234	7/23/2013	Closed
20024119	Dalton Richard Estate	601 Arizona Dr	Richmond	VA	23224	10/18/2001	Closed
20004282	Putney Residence	601 S Nansemond St	Richmond	VA	23221	11/24/1999	Closed
20024032	Watson Wyatt Property	605 Arizona Ave	Richmond	VA	23224	7/20/2001	Closed
20084496	Collins Priscilla Residence	617 Arizona Dr	Richmond	VA	23224	2/21/2008	Closed
20084321	Randolph Carolyn B Residence	623 Arizona Dr	Richmond	VA	23224	11/26/2007	Closed
19940380	Chevron 4036109	700 Goodes St	Richmond	VA	23224	9/1/1993	Closed
19940567	Chevron 4036109	700 Goodes St	Richmond	VA	23224	9/1/1993	Closed
19930192	Chevron Bulk Storage Facility	700 Goodes St	Richmond	VA	23224	7/27/1992	Closed
20134232	Watson William Property	706 Arizona Pl	Richmond	VA	23224	11/26/2012	Closed
20054462	Wilson Jamie L Property	706 S Nansemond St	Richmond	VA	23221	2/10/2005	Closed
20054476	Miller Reginald Residence	707 Boroughbridge Rd	Richmond	VA	23225	2/17/2005	Closed
19910526	Halifax Paper Board Co	711 Hospital St	Richmond	VA	23219	10/8/1990	Closed
19911191	Halifax Paper Board Co	711 Hospital St	Richmond	VA	23219	2/15/1991	Closed
20104289	Harrison Clarence E Residence	713 Arizona Pl	Richmond	VA	23234	12/11/2009	Closed
20114014	Whiting William Residence	718 Arizona Pl	Richmond	VA	23224	7/15/2010	Closed
19890841	Shell Fuel Distribution Terminal	8102 Shell Rd	Richmond	VA	23234	7/11/1988	Closed
20074469	Johnson Garnett Property	813 Boroughbridge Rd	Richmond	VA	23225	2/8/2007	Closed
19974058	Apache Chemical	8150 Shell Rd	Richmond	VA	23237	8/29/1996	Closed



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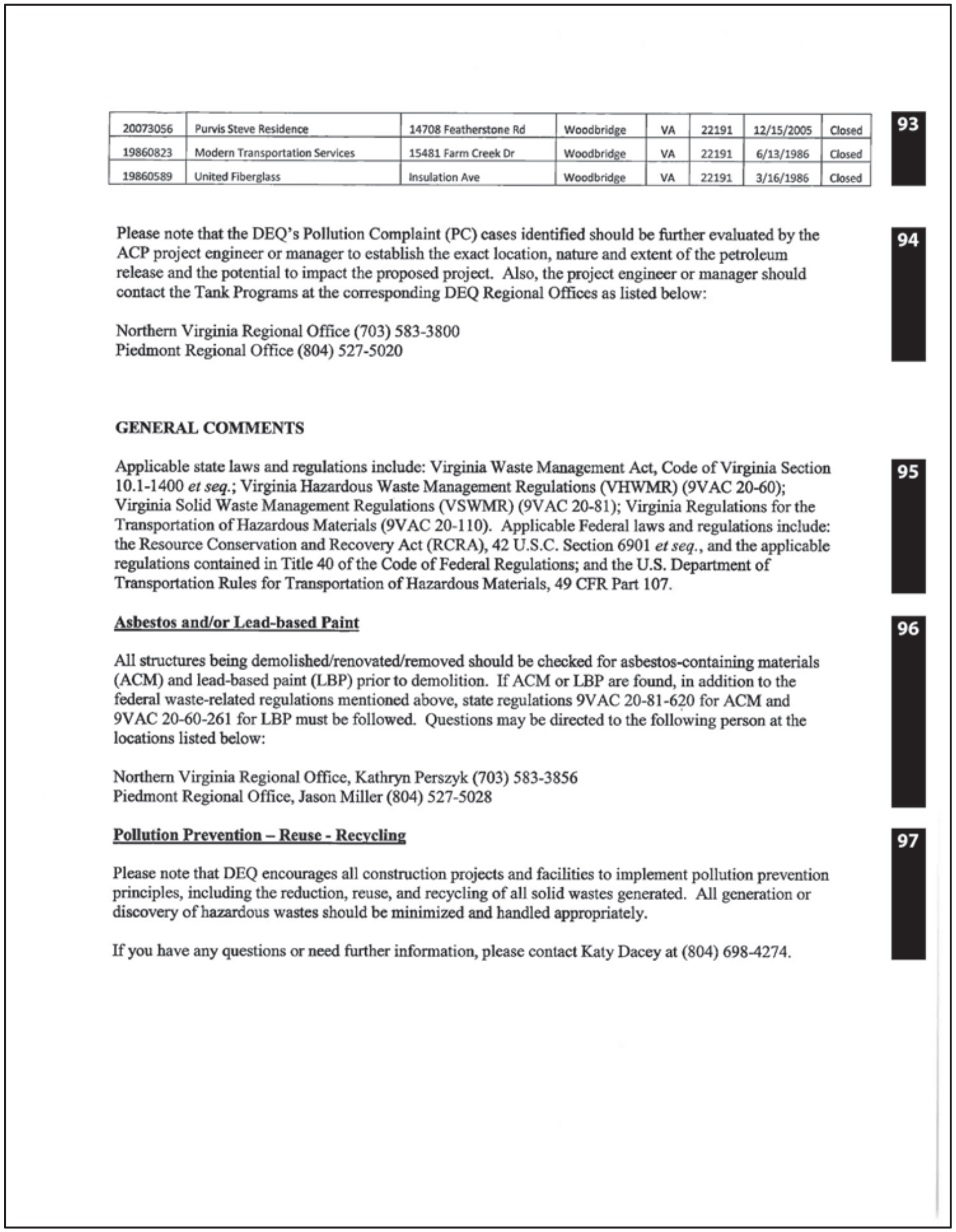
19974048	Apache Chemical	8150 Shell Rd	Richmond	VA	23237	8/29/1996	Closed
19901591	Southern States Tri County	8259 Hermitage Rd	Richmond	VA	23228	5/14/1990	Closed
19921017	Wilton Properties	8430 Sanford Dr	Richmond	VA	23228	10/24/1991	Closed
20124239	Diesel Power of Virginia	8620 Broadway Ave	Richmond	VA	23228	10/29/2011	Closed
20074094	Axtell Street Property	900 Oak St	Richmond	VA	23220	8/15/2006	Closed
20034075	Williams Crane and Rigging Incorporated	938 E 4th St	Richmond	VA	23224	8/20/2002	Open
20024185	Bills Quality Auto Care	9411 Old Staples Mill Rd	Richmond	VA	23228	12/12/2001	Closed
19931892	Airco Welding Products	Bickerstaff Rd	Richmond	VA	23231	3/31/1993	Closed
19921510	CSX Transportation	Brown and 17th St	Richmond	VA	23219	6/30/1992	Closed
19921519	CSX Transportation	Brown and 17th St	Richmond	VA	23219	3/3/1992	Closed
19994151	Chippenham 895 Project	Chippenham Pkwy	Richmond	VA	23234	11/9/1998	Closed
19931907	Tarmac Richmond Block Plant	Ellen and Rosedale Ave	Richmond	VA	23230	3/31/1993	Closed
19911217	RF and P Railroad	I64 and Route 33	Richmond	VA	23230	2/22/1991	Closed
20154424	Lewis Street and Nicholson Street	Lewis St and Nicholson St	Richmond	VA	23231	3/16/2015	Closed
19943868	VDOT Ditch Marathon Oil	Marathon Oil Lebanon Chemical	Richmond	VA	23219	5/12/1994	Closed
19901167	Cxpress	Mayo Is	Richmond	VA	23219	3/8/1990	Closed
19900103	Windsor Fields	Portland Pl and Douglasdale Rd	Richmond	VA	23221	7/21/1989	Closed
19869997	Armada Trucking Company	1350 Loisdale Rd	Springfield	VA	22150	5/15/1986	Closed
19901321	Dry Plunge	6584 Fleet Dr	Springfield	VA	22310	4/4/1990	Closed
20133188	East Coast Pro Landscaping Incorporated	7809 Loisdale Rd Lot B	Springfield	VA	22150	5/9/2013	Closed
19921833	Schaeffer Industrial Park	7817 Loisdale Rd	Springfield	VA	22150	3/23/1992	Closed
20143090	Schaeffer Industrial Park	7817 Loisdale Rd	Springfield	VA	22150	11/16/2013	Closed
19830163	Maddox, Michael Residence	1108 Linden St	Woodbridge	VA	22191	8/27/1982	Closed
19890760	The Wrench Group (former Bethlehem Rebar)	1250 Featherstone Rd	Woodbridge	VA	22191	1/9/1989	Closed
19963099	Star 230641303	13254 Jefferson Davis Hwy	Woodbridge	VA	22191	8/2/1994	Closed
19943516	Exxon 23886	13324 Jefferson Davis Hwy	Woodbridge	VA	22191	4/19/1994	Closed
19921776	Amoco 60015	13400 Jefferson Davis Hwy	Woodbridge	VA	22191	12/20/1990	Closed
19860179	Amoco 1655	13404 Jefferson Davis Hwy	Woodbridge	VA	22191	8/30/1985	Closed
19983641	Station Plaza Shopping Center	13450 Jefferson Davis Hwy	Woodbridge	VA	22191	1/6/1998	Closed
19891223	Chevron 135468	13452 Jefferson Davis Hwy	Woodbridge	VA	22191	4/4/1989	Closed
19954078	Exxon 24209	13452 Jefferson Davis Hwy	Woodbridge	VA	22191	10/6/1994	Closed
19942943	Cowles Ford	13494 Jefferson Davis Hwy	Woodbridge	VA	22191	3/18/1994	Closed
19900188	Exxon 23903	13601 Jefferson Davis Hwy	Woodbridge	VA	22191	8/11/1989	Closed
19901828	Exxon 23903	13601 Jefferson Davis Hwy	Woodbridge	VA	22191	6/22/1990	Closed
20143037	MJM Auto	13608 Jefferson Davis Hwy	Woodbridge	VA	22191	8/6/2013	Closed
19911567	RF and P Facility - Woodbridge Auto	13609 Jefferson Davis Hwy	Woodbridge	VA	22191	4/24/1991	Closed
20143038	Checkered Flag and A-1 Tires	13614 Jefferson Davis Hwy	Woodbridge	VA	22191	8/6/2013	Closed
19983712	Hess 46206 former	13623 Jefferson Davis Hwy	Woodbridge	VA	22192	3/24/1998	Closed
20143039	Next Car Rental/Rainbow Auto	13701 Jefferson Davis Hwy	Woodbridge	VA	22191	8/6/2013	Closed

VIRGINIA DEQ (continued)

(For response to comments 87 through 93, refer to page B-102)



93

20073056	Purvis Steve Residence	14708 Featherstone Rd	Woodbridge	VA	22191	12/15/2005	Closed
19860823	Modern Transportation Services	15481 Farm Creek Dr	Woodbridge	VA	22191	6/13/1986	Closed
19860589	United Fiberglass	Insulation Ave	Woodbridge	VA	22191	3/16/1986	Closed

94 Please note that the DEQ's Pollution Complaint (PC) cases identified should be further evaluated by the ACP project engineer or manager to establish the exact location, nature and extent of the petroleum release and the potential to impact the proposed project. Also, the project engineer or manager should contact the Tank Programs at the corresponding DEQ Regional Offices as listed below:

Northern Virginia Regional Office (703) 583-3800
Piedmont Regional Office (804) 527-5020

GENERAL COMMENTS

95 Applicable state laws and regulations include: Virginia Waste Management Act, Code of Virginia Section 10.1-1400 *et seq.*; Virginia Hazardous Waste Management Regulations (VHWMR) (9VAC 20-60); Virginia Solid Waste Management Regulations (VSWMR) (9VAC 20-81); Virginia Regulations for the Transportation of Hazardous Materials (9VAC 20-110). Applicable Federal laws and regulations include: the Resource Conservation and Recovery Act (RCRA), 42 U.S.C. Section 6901 *et seq.*, and the applicable regulations contained in Title 40 of the Code of Federal Regulations; and the U.S. Department of Transportation Rules for Transportation of Hazardous Materials, 49 CFR Part 107.

Asbestos and/or Lead-based Paint

96 All structures being demolished/renovated/removed should be checked for asbestos-containing materials (ACM) and lead-based paint (LBP) prior to demolition. If ACM or LBP are found, in addition to the federal waste-related regulations mentioned above, state regulations 9VAC 20-81-620 for ACM and 9VAC 20-60-261 for LBP must be followed. Questions may be directed to the following person at the locations listed below:

Northern Virginia Regional Office, Kathryn Perszyk (703) 583-3856
Piedmont Regional Office, Jason Miller (804) 527-5028

Pollution Prevention – Reuse - Recycling

97 Please note that DEQ encourages all construction projects and facilities to implement pollution prevention principles, including the reduction, reuse, and recycling of all solid wastes generated. All generation or discovery of hazardous wastes should be minimized and handled appropriately.

If you have any questions or need further information, please contact Katy Dacey at (804) 698-4274.

VIRGINIA DEQ (continued)

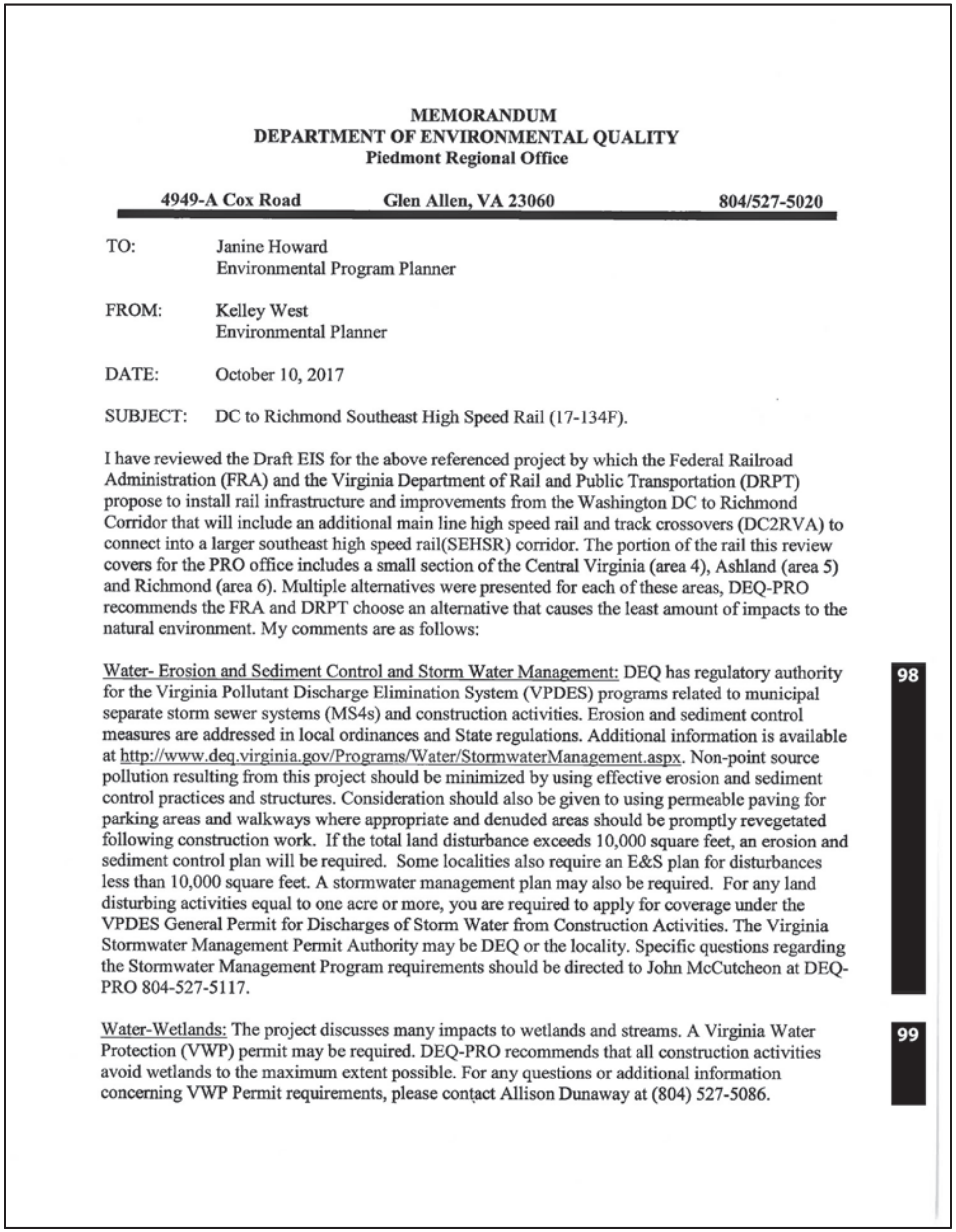
(For response to comment 93, refer to page B-102)

94. Further evaluation of hazardous sites/facilities, including Pollution Complaint cases, that could potentially affect the Project, will be completed in a Phase I Environmental Site Assessment (ESA) prior to property acquisition, if required. At that time, Phase I ESA investigators will contact the Tank Programs at the DEQ Regional Offices to gather information on sites of concern.

95. As noted in Section 3.5.1 of the Draft EIS, the federal government and the Commonwealth of Virginia regulate hazardous materials under multiple statutes. Project construction and operation will comply with the requirements of all applicable federal and state laws and regulations for hazardous materials.

96. This requirement is contained within Section 5 ("Solid and Hazardous Wastes and Hazardous Materials") of DEQ's main letter. Refer to DRPT-numbered statement #21.

97. This statement is contained within Section 15 ("Pollution Prevention") of DEQ's main letter. Refer to DRPT-numbered statement #61.



MEMORANDUM
DEPARTMENT OF ENVIRONMENTAL QUALITY
Piedmont Regional Office

4949-A Cox Road Glen Allen, VA 23060 804/527-5020

TO: Janine Howard
Environmental Program Planner

FROM: Kelley West
Environmental Planner

DATE: October 10, 2017

SUBJECT: DC to Richmond Southeast High Speed Rail (17-134F).

I have reviewed the Draft EIS for the above referenced project by which the Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) propose to install rail infrastructure and improvements from the Washington DC to Richmond Corridor that will include an additional main line high speed rail and track crossovers (DC2RVA) to connect into a larger southeast high speed rail(SEHSR) corridor. The portion of the rail this review covers for the PRO office includes a small section of the Central Virginia (area 4), Ashland (area 5) and Richmond (area 6). Multiple alternatives were presented for each of these areas, DEQ-PRO recommends the FRA and DRPT choose an alternative that causes the least amount of impacts to the natural environment. My comments are as follows:

98

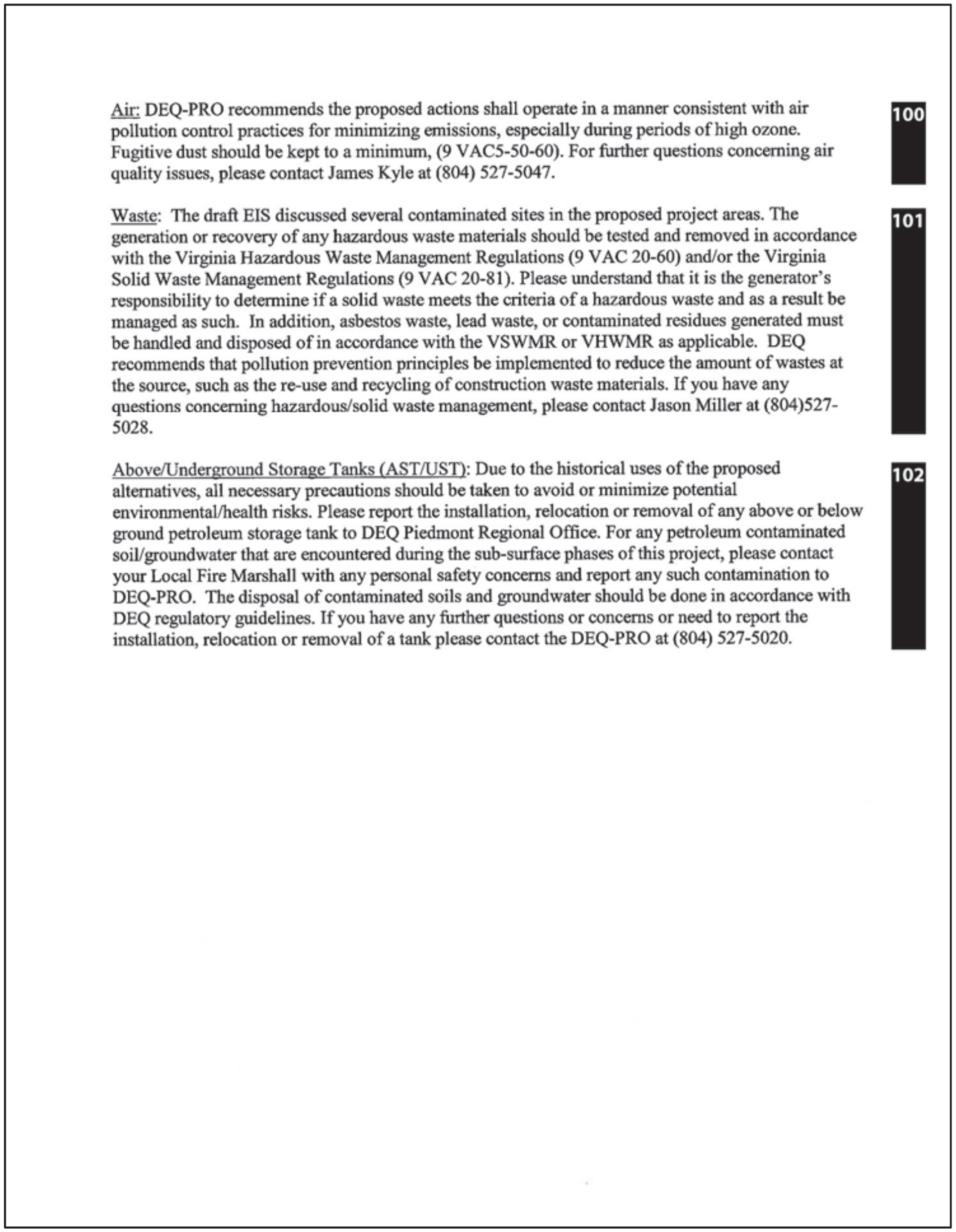
Water- Erosion and Sediment Control and Storm Water Management: DEQ has regulatory authority for the Virginia Pollutant Discharge Elimination System (VPDES) programs related to municipal separate storm sewer systems (MS4s) and construction activities. Erosion and sediment control measures are addressed in local ordinances and State regulations. Additional information is available at http://www.deq.virginia.gov/Programs/Water/StormwaterManagement.aspx. Non-point source pollution resulting from this project should be minimized by using effective erosion and sediment control practices and structures. Consideration should also be given to using permeable paving for parking areas and walkways where appropriate and denuded areas should be promptly revegetated following construction work. If the total land disturbance exceeds 10,000 square feet, an erosion and sediment control plan will be required. Some localities also require an E&S plan for disturbances less than 10,000 square feet. A stormwater management plan may also be required. For any land disturbing activities equal to one acre or more, you are required to apply for coverage under the VPDES General Permit for Discharges of Storm Water from Construction Activities. The Virginia Stormwater Management Permit Authority may be DEQ or the locality. Specific questions regarding the Stormwater Management Program requirements should be directed to John McCutcheon at DEQ-PRO 804-527-5117.

99

Water-Wetlands: The project discusses many impacts to wetlands and streams. A Virginia Water Protection (VWP) permit may be required. DEQ-PRO recommends that all construction activities avoid wetlands to the maximum extent possible. For any questions or additional information concerning VWP Permit requirements, please contact Allison Dunaway at (804) 527-5086.

VIRGINIA DEQ (continued)

98. This content is addressed within Section 3 ("Erosion and Sediment Control and Stormwater Management") of DEQ's main letter. Refer to DRPT-numbered statements #8 through #12.
99. This content is addressed within Section 1 ("Water Quality and Wetlands") of DEQ's main letter. Refer to DRPT-numbered statements #2 through #4.



100 Air: DEQ-PRO recommends the proposed actions shall operate in a manner consistent with air pollution control practices for minimizing emissions, especially during periods of high ozone. Fugitive dust should be kept to a minimum, (9 VAC5-50-60). For further questions concerning air quality issues, please contact James Kyle at (804) 527-5047.

101 Waste: The draft EIS discussed several contaminated sites in the proposed project areas. The generation or recovery of any hazardous waste materials should be tested and removed in accordance with the Virginia Hazardous Waste Management Regulations (9 VAC 20-60) and/or the Virginia Solid Waste Management Regulations (9 VAC 20-81). Please understand that it is the generator's responsibility to determine if a solid waste meets the criteria of a hazardous waste and as a result be managed as such. In addition, asbestos waste, lead waste, or contaminated residues generated must be handled and disposed of in accordance with the VSWMR or VHWMR as applicable. DEQ recommends that pollution prevention principles be implemented to reduce the amount of wastes at the source, such as the re-use and recycling of construction waste materials. If you have any questions concerning hazardous/solid waste management, please contact Jason Miller at (804)527-5028.

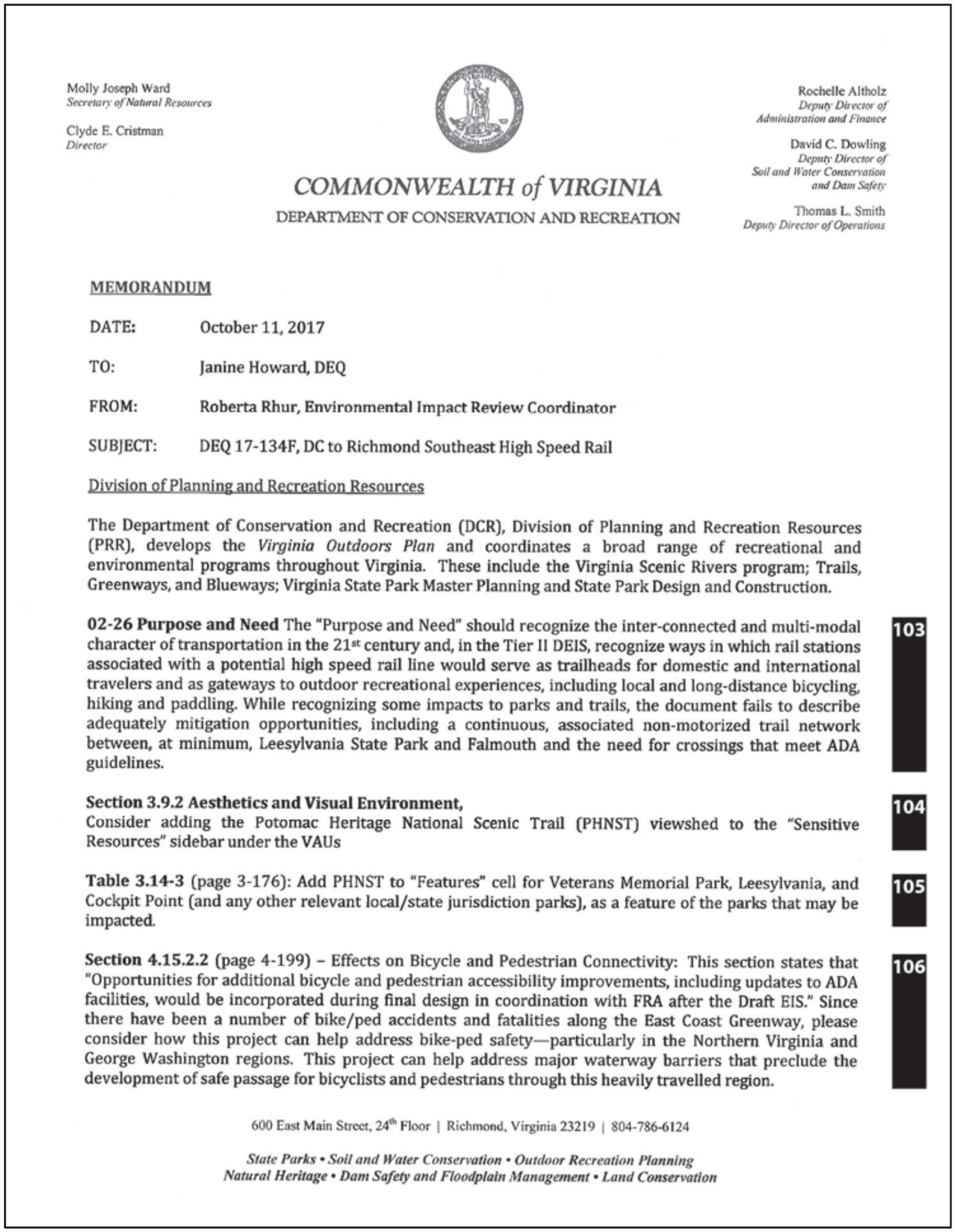
102 Above/Underground Storage Tanks (AST/UST): Due to the historical uses of the proposed alternatives, all necessary precautions should be taken to avoid or minimize potential environmental/health risks. Please report the installation, relocation or removal of any above or below ground petroleum storage tank to DEQ Piedmont Regional Office. For any petroleum contaminated soil/groundwater that are encountered during the sub-surface phases of this project, please contact your Local Fire Marshall with any personal safety concerns and report any such contamination to DEQ-PRO. The disposal of contaminated soils and groundwater should be done in accordance with DEQ regulatory guidelines. If you have any further questions or concerns or need to report the installation, relocation or removal of a tank please contact the DEQ-PRO at (804) 527-5020.

VIRGINIA DEQ (continued)

100. This content is addressed within Section 4 ("Air Pollution Control") of DEQ's main letter. Refer to DRPT-numbered statements #13 through #18.

101. This content is addressed within Section 5 ("Solid and Hazardous Wastes and Hazardous Materials") of DEQ's main letter. Refer to DRPT-numbered statements #19 through #24.

102. This content is addressed within Section 5 ("Solid and Hazardous Wastes and Hazardous Materials") of DEQ's main letter. Refer to DRPT-numbered statements #19 through #24.



Molly Joseph Ward
Secretary of Natural Resources

Clyde E. Cristman
Director

COMMONWEALTH *of* VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION

Rochelle Altholz
Deputy Director of
Administration and Finance

David C. Dowling
Deputy Director of
Soil and Water Conservation
and Dam Safety

Thomas L. Smith
Deputy Director of Operations

MEMORANDUM

DATE: October 11, 2017

TO: Janine Howard, DEQ

FROM: Roberta Rhur, Environmental Impact Review Coordinator

SUBJECT: DEQ 17-134F, DC to Richmond Southeast High Speed Rail

Division of Planning and Recreation Resources

The Department of Conservation and Recreation (DCR), Division of Planning and Recreation Resources (PRR), develops the *Virginia Outdoors Plan* and coordinates a broad range of recreational and environmental programs throughout Virginia. These include the Virginia Scenic Rivers program; Trails, Greenways, and Blueways; Virginia State Park Master Planning and State Park Design and Construction.

103 **02-26 Purpose and Need** The "Purpose and Need" should recognize the inter-connected and multi-modal character of transportation in the 21st century and, in the Tier II DEIS, recognize ways in which rail stations associated with a potential high speed rail line would serve as trailheads for domestic and international travelers and as gateways to outdoor recreational experiences, including local and long-distance bicycling, hiking and paddling. While recognizing some impacts to parks and trails, the document fails to describe adequately mitigation opportunities, including a continuous, associated non-motorized trail network between, at minimum, Leesylvania State Park and Falmouth and the need for crossings that meet ADA guidelines.

104 **Section 3.9.2 Aesthetics and Visual Environment,**
Consider adding the Potomac Heritage National Scenic Trail (PHNST) viewshed to the "Sensitive Resources" sidebar under the VAUs

105 **Table 3.14-3** (page 3-176): Add PHNST to "Features" cell for Veterans Memorial Park, Leesylvania, and Cockpit Point (and any other relevant local/state jurisdiction parks), as a feature of the parks that may be impacted.

106 **Section 4.15.2.2** (page 4-199) – Effects on Bicycle and Pedestrian Connectivity: This section states that "Opportunities for additional bicycle and pedestrian accessibility improvements, including updates to ADA facilities, would be incorporated during final design in coordination with FRA after the Draft EIS." Since there have been a number of bike/ped accidents and fatalities along the East Coast Greenway, please consider how this project can help address bike-ped safety—particularly in the Northern Virginia and George Washington regions. This project can help address major waterway barriers that preclude the development of safe passage for bicyclists and pedestrians through this heavily travelled region.

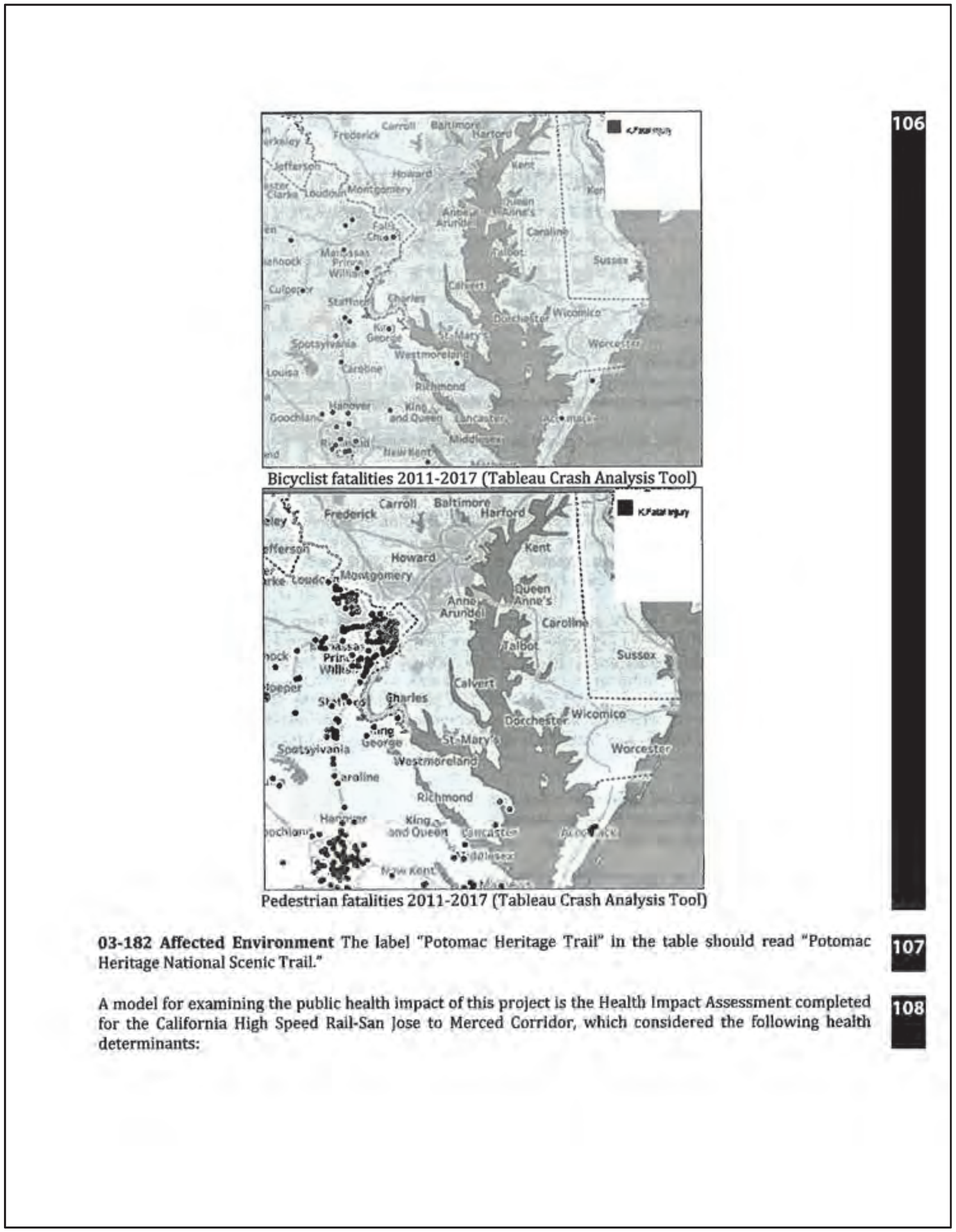
VIRGINIA DEQ (continued)

103. This topic is covered in Section 7 ("Recreational Resources, Scenic Rivers and Byways") in DEQ's main letter. Refer to DRPT-numbered statement #32.

104. Viewsheds from the Potomac Heritage National Scenic Trail have been clarified as sensitive visual resources, where applicable; refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS.

105. The requested clarifications have been addressed in the errata table for the Draft EIS, which is Appendix A to the Final EIS.

106. This topic is covered in Section 7 ("Recreational Resources, Scenic Rivers and Byways") in DEQ's main letter. Refer to DRPT-numbered statement #33.



Bicyclist fatalities 2011-2017 (Tableau Crash Analysis Tool)

Pedestrian fatalities 2011-2017 (Tableau Crash Analysis Tool)

106

03-182 Affected Environment The label "Potomac Heritage Trail" in the table should read "Potomac Heritage National Scenic Trail." 107

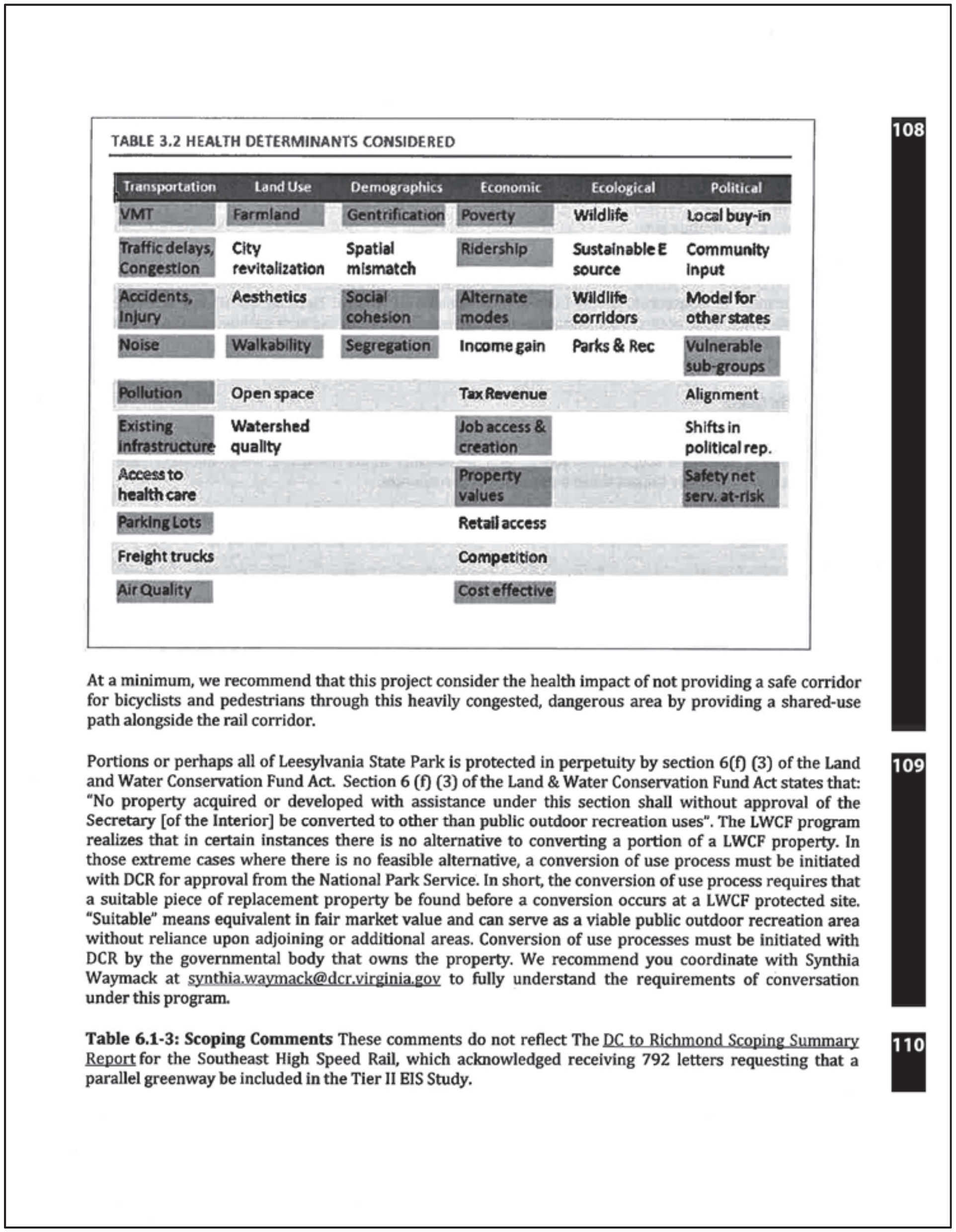
A model for examining the public health impact of this project is the Health Impact Assessment completed for the California High Speed Rail-San Jose to Merced Corridor, which considered the following health determinants: 108

VIRGINIA DEQ (continued)

(Response to comment 106 on previous page)

107. The requested modifications were addressed in the Final EIS. The requested clarification has been addressed in the errata table for the Draft EIS, which is Appendix A to the Final EIS.

108. An updated discussion of public health and safety is provided in Final EIS Section 5.18. A shared-use path within the Project right-of-way is beyond the Purpose and Need of the DC2RVA Project. The DC2RVA Project will address bike/pedestrian safety at public at-grade crossings along the DC2RVA rail corridor, in keeping with the Project's Basis of Design and applicable FRA, Amtrak, CSXT, and VDOT safety standards.



108

TABLE 3.2 HEALTH DETERMINANTS CONSIDERED

Transportation	Land Use	Demographics	Economic	Ecological	Political
VMT	Farmland	Gentrification	Poverty	Wildlife	Local buy-in
Traffic delays, Congestion	City revitalization	Spatial mismatch	Ridership	Sustainable E source	Community input
Accidents, Injury	Aesthetics	Social cohesion	Alternate modes	Wildlife corridors	Model for other states
Noise	Walkability	Segregation	Income gain	Parks & Rec	Vulnerable sub-groups
Pollution	Open space		Tax Revenue		Alignment
Existing infrastructure	Watershed quality		Job access & creation		Shifts in political rep.
Access to health care			Property values		Safety net serv. at-risk
Parking Lots			Retail access		
Freight trucks			Competition		
Air Quality			Cost effective		

At a minimum, we recommend that this project consider the health impact of not providing a safe corridor for bicyclists and pedestrians through this heavily congested, dangerous area by providing a shared-use path alongside the rail corridor.

109

Portions or perhaps all of Leesylvania State Park is protected in perpetuity by section 6(f) (3) of the Land and Water Conservation Fund Act. Section 6 (f) (3) of the Land & Water Conservation Fund Act states that: "No property acquired or developed with assistance under this section shall without approval of the Secretary [of the Interior] be converted to other than public outdoor recreation uses". The LWCF program realizes that in certain instances there is no alternative to converting a portion of a LWCF property. In those extreme cases where there is no feasible alternative, a conversion of use process must be initiated with DCR for approval from the National Park Service. In short, the conversion of use process requires that a suitable piece of replacement property be found before a conversion occurs at a LWCF protected site. "Suitable" means equivalent in fair market value and can serve as a viable public outdoor recreation area without reliance upon adjoining or additional areas. Conversion of use processes must be initiated with DCR by the governmental body that owns the property. We recommend you coordinate with Synthia Waymack at synthia.waymack@dcr.virginia.gov to fully understand the requirements of conversation under this program.

110

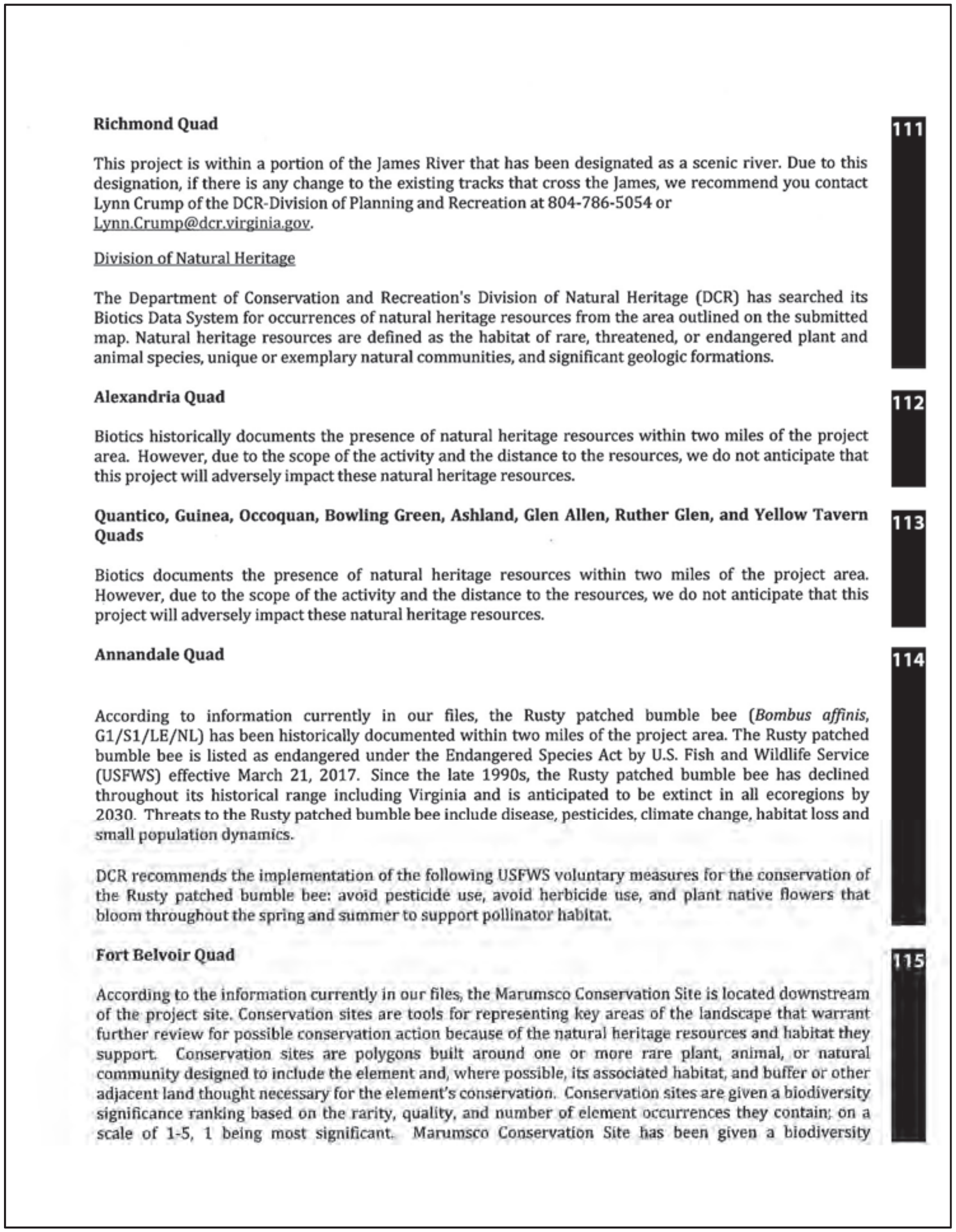
Table 6.1-3: Scoping Comments These comments do not reflect The DC to Richmond Scoping Summary Report for the Southeast High Speed Rail, which acknowledged receiving 792 letters requesting that a parallel greenway be included in the Tier II EIS Study.

VIRGINIA DEQ (continued)

(Response to comment 108 on previous page)

109. This topic is covered in Section 7 ("Recreational Resources, Scenic Rivers and Byways") in DEQ's main letter. Refer to DRPT-numbered statement #34 and #37.

110. Section 4.2 of the Scoping Report explains that 1,220 of the 1,614 public scoping letters received were form letters, one form letter from Virginians for High Speed Rail, and another from the East Coast Greenway Alliance. These letters were summarized in the scoping report, and a full response was provided for each one. The information from the scoping report has been clarified in the Final EIS; refer to the errata table for the Draft EIS, which is Appendix A to the Final EIS.



Richmond Quad

111 This project is within a portion of the James River that has been designated as a scenic river. Due to this designation, if there is any change to the existing tracks that cross the James, we recommend you contact Lynn Crump of the DCR-Division of Planning and Recreation at 804-786-5054 or Lynn.Crump@dcr.virginia.gov.

Division of Natural Heritage

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

Alexandria Quad

112 Biotics historically documents the presence of natural heritage resources within two miles of the project area. However, due to the scope of the activity and the distance to the resources, we do not anticipate that this project will adversely impact these natural heritage resources.

Quantico, Guinea, Occoquan, Bowling Green, Ashland, Glen Allen, Ruther Glen, and Yellow Tavern Quads

113 Biotics documents the presence of natural heritage resources within two miles of the project area. However, due to the scope of the activity and the distance to the resources, we do not anticipate that this project will adversely impact these natural heritage resources.

Annandale Quad

114 According to information currently in our files, the Rusty patched bumble bee (*Bombus affinis*, G1/S1/LE/NL) has been historically documented within two miles of the project area. The Rusty patched bumble bee is listed as endangered under the Endangered Species Act by U.S. Fish and Wildlife Service (USFWS) effective March 21, 2017. Since the late 1990s, the Rusty patched bumble bee has declined throughout its historical range including Virginia and is anticipated to be extinct in all ecoregions by 2030. Threats to the Rusty patched bumble bee include disease, pesticides, climate change, habitat loss and small population dynamics.

DCR recommends the implementation of the following USFWS voluntary measures for the conservation of the Rusty patched bumble bee: avoid pesticide use, avoid herbicide use, and plant native flowers that bloom throughout the spring and summer to support pollinator habitat.

Fort Belvoir Quad

115 According to the information currently in our files, the Marumsco Conservation Site is located downstream of the project site. Conservation sites are tools for representing key areas of the landscape that warrant further review for possible conservation action because of the natural heritage resources and habitat they support. Conservation sites are polygons built around one or more rare plant, animal, or natural community designed to include the element and, where possible, its associated habitat, and buffer or other adjacent land thought necessary for the element's conservation. Conservation sites are given a biodiversity significance ranking based on the rarity, quality, and number of element occurrences they contain; on a scale of 1-5, 1 being most significant. Marumsco Conservation Site has been given a biodiversity

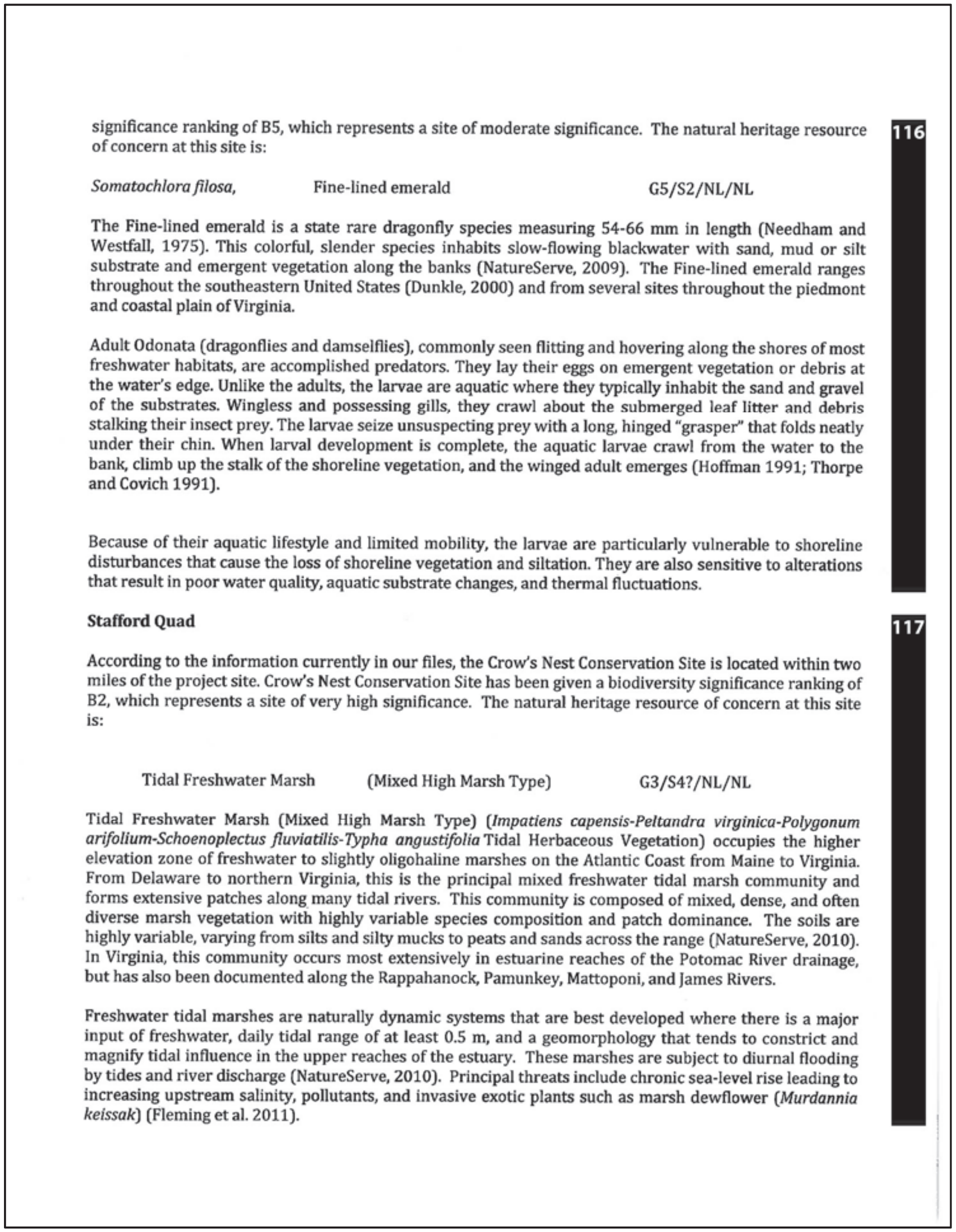
VIRGINIA DEQ (continued)

111. Comment noted. The Preferred Alternative as analyzed in the Final EIS is based on construction of substructure/foundation for a new two-track rail bridge on the S-Line across the James River, parallel and adjacent to the existing CSXT James River Bridge connecting to Main Street Station, on the downstream (eastern) side; however, the Project will only construct a single-track bridge with space to add a second track, if required for future capacity. DRPT will continue to coordinate with DCR during final design, after funding becomes available and incremental improvements are scheduled.

112. and 113. Table 5.10-2 of the Final EIS documents the estimated acreage of permanent and temporary impacts of the Preferred Alternative to Priority Conservation Areas, which include VDCR-DNH-Natural Heritage Plan Conservation Sites and Stream Conservation Units, and sites identified in the Priority Wildlife Conservation Areas dataset.

114. The species list for the analyses conducted for the Draft EIS was provided by the USFWS on October 19, 2015, prior to listing of the Rusty patched bumble bee (*Bombus affinis*). The Final EIS (Section 5.10.3) has been updated to include a discussion of the Rusty patched bumble bee.

115. This recommendation is provided within Section 6 ("Natural Heritage Resources") of DEQ's main letter. Refer to DRPT-numbered statement #26.



116 significance ranking of B5, which represents a site of moderate significance. The natural heritage resource of concern at this site is:

Somatochlora filosa,	Fine-lined emerald	G5/S2/NL/NL

The Fine-lined emerald is a state rare dragonfly species measuring 54-66 mm in length (Needham and Westfall, 1975). This colorful, slender species inhabits slow-flowing blackwater with sand, mud or silt substrate and emergent vegetation along the banks (NatureServe, 2009). The Fine-lined emerald ranges throughout the southeastern United States (Dunkle, 2000) and from several sites throughout the piedmont and coastal plain of Virginia.

Adult Odonata (dragonflies and damselflies), commonly seen flitting and hovering along the shores of most freshwater habitats, are accomplished predators. They lay their eggs on emergent vegetation or debris at the water's edge. Unlike the adults, the larvae are aquatic where they typically inhabit the sand and gravel of the substrates. Wingless and possessing gills, they crawl about the submerged leaf litter and debris stalking their insect prey. The larvae seize unsuspecting prey with a long, hinged "grasper" that folds neatly under their chin. When larval development is complete, the aquatic larvae crawl from the water to the bank, climb up the stalk of the shoreline vegetation, and the winged adult emerges (Hoffman 1991; Thorpe and Covich 1991).

Because of their aquatic lifestyle and limited mobility, the larvae are particularly vulnerable to shoreline disturbances that cause the loss of shoreline vegetation and siltation. They are also sensitive to alterations that result in poor water quality, aquatic substrate changes, and thermal fluctuations.

117 **Stafford Quad**

According to the information currently in our files, the Crow's Nest Conservation Site is located within two miles of the project site. Crow's Nest Conservation Site has been given a biodiversity significance ranking of B2, which represents a site of very high significance. The natural heritage resource of concern at this site is:

Tidal Freshwater Marsh	(Mixed High Marsh Type)	G3/S4?/NL/NL

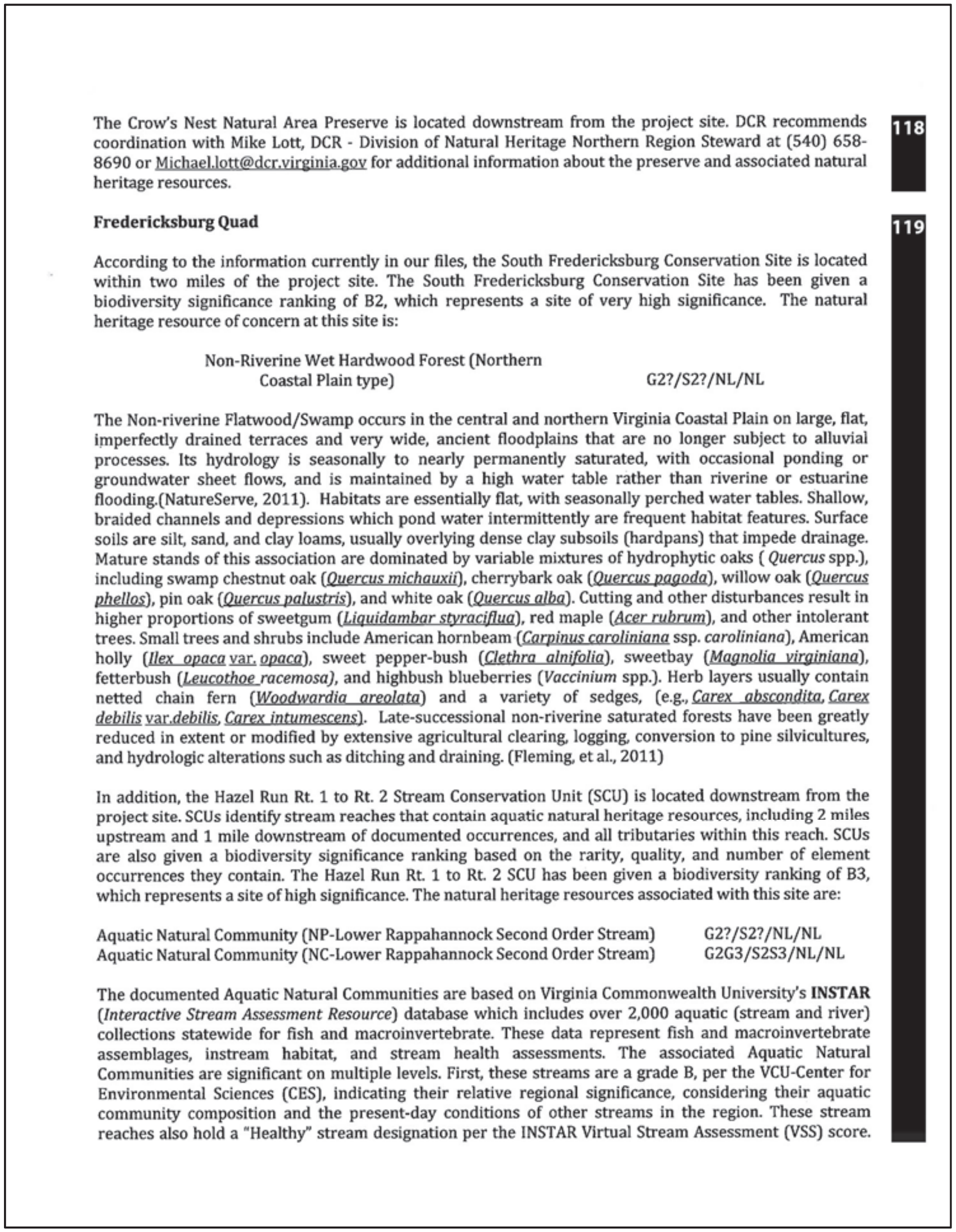
Tidal Freshwater Marsh (Mixed High Marsh Type) (*Impatiens capensis-Peltandra virginica-Polygonum arifolium-Schoenoplectus fluviatilis-Typha angustifolia* Tidal Herbaceous Vegetation) occupies the higher elevation zone of freshwater to slightly oligohaline marshes on the Atlantic Coast from Maine to Virginia. From Delaware to northern Virginia, this is the principal mixed freshwater tidal marsh community and forms extensive patches along many tidal rivers. This community is composed of mixed, dense, and often diverse marsh vegetation with highly variable species composition and patch dominance. The soils are highly variable, varying from silts and silty mucks to peats and sands across the range (NatureServe, 2010). In Virginia, this community occurs most extensively in estuarine reaches of the Potomac River drainage, but has also been documented along the Rappahanock, Pamunkey, Mattoponi, and James Rivers.

Freshwater tidal marshes are naturally dynamic systems that are best developed where there is a major input of freshwater, daily tidal range of at least 0.5 m, and a geomorphology that tends to constrict and magnify tidal influence in the upper reaches of the estuary. These marshes are subject to diurnal flooding by tides and river discharge (NatureServe, 2010). Principal threats include chronic sea-level rise leading to increasing upstream salinity, pollutants, and invasive exotic plants such as marsh dewflower (*Murdannia keissak*) (Fleming et al. 2011).

VIRGINIA DEQ (continued)

116. DRPT appreciates the information provided by DCR concerning the Marumsco Conservation Site and the fine-lined emerald (*Somatochlora filosa*). As noted in Section 5.10.2.3 of the Final EIS, DRPT anticipates that the proposed Project will not adversely affect downstream aquatic species with implementation of Best Management Practices, including use of silt curtains and limiting overflow from dredging equipment, and other erosion and sediment control measures. DRPT will continue to work with VDGIF, NMFS, and USFWS to develop specific measures for avoidance, minimization, and mitigation of impacts to aquatic wildlife during final design, after funding becomes available and incremental improvements are scheduled.

117. Information regarding Crow's Nest Natural Area Preserve and its sensitive habitats is presented in Section 3.10.1.2 of the Draft EIS. As noted in Section 5.10.1.1 of the Final EIS, the Preferred Alternative will avoid direct impacts to existing state and county wildlife conservation areas, except for the Mattaponi Wildlife Management Area. Potential indirect impacts to downstream aquatic habitats are addressed in Section 5.20.1.6 of the Final EIS. As noted in Section 5.20.1.7 of the Final EIS, indirect impacts of the Project can be minimized with implementation of temporary and permanent stormwater management features and erosion and sediment controls. BMPs for avoidance of introducing new invasive species and preventing the spread of existing populations will also help minimize impacts to downstream aquatic habitats.



118 The Crow's Nest Natural Area Preserve is located downstream from the project site. DCR recommends coordination with Mike Lott, DCR - Division of Natural Heritage Northern Region Steward at (540) 658-8690 or Michael.lott@dcr.virginia.gov for additional information about the preserve and associated natural heritage resources.

Fredericksburg Quad

119 According to the information currently in our files, the South Fredericksburg Conservation Site is located within two miles of the project site. The South Fredericksburg Conservation Site has been given a biodiversity significance ranking of B2, which represents a site of very high significance. The natural heritage resource of concern at this site is:

Non-Riverine Wet Hardwood Forest (Northern Coastal Plain type)	G2?/S2?/NL/NL

The Non-riverine Flatwood/Swamp occurs in the central and northern Virginia Coastal Plain on large, flat, imperfectly drained terraces and very wide, ancient floodplains that are no longer subject to alluvial processes. Its hydrology is seasonally to nearly permanently saturated, with occasional ponding or groundwater sheet flows, and is maintained by a high water table rather than riverine or estuarine flooding.(NatureServe, 2011). Habitats are essentially flat, with seasonally perched water tables. Shallow, braided channels and depressions which pond water intermittently are frequent habitat features. Surface soils are silt, sand, and clay loams, usually overlying dense clay subsoils (hardpans) that impede drainage. Mature stands of this association are dominated by variable mixtures of hydrophytic oaks (*Quercus* spp.), including swamp chestnut oak (*Quercus michauxii*), cherrybark oak (*Quercus pagoda*), willow oak (*Quercus phellos*), pin oak (*Quercus palustris*), and white oak (*Quercus alba*). Cutting and other disturbances result in higher proportions of sweetgum (*Liquidambar styraciflua*), red maple (*Acer rubrum*), and other intolerant trees. Small trees and shrubs include American hornbeam (*Carpinus caroliniana* ssp. *caroliniana*), American holly (*Ilex opaca* var. *opaca*), sweet pepper-bush (*Clethra alnifolia*), sweetbay (*Magnolia virginiana*), fetterbush (*Leucothoe racemosa)*, and highbush blueberries (*Vaccinium* spp.). Herb layers usually contain netted chain fern (*Woodwardia areolata*) and a variety of sedges, (e.g., *Carex abscondita*, *Carex debilis* var.*debilis*, *Carex intumescens*). Late-successional non-riverine saturated forests have been greatly reduced in extent or modified by extensive agricultural clearing, logging, conversion to pine silvicultures, and hydrologic alterations such as ditching and draining. (Fleming, et al., 2011)

In addition, the Hazel Run Rt. 1 to Rt. 2 Stream Conservation Unit (SCU) is located downstream from the project site. SCUs identify stream reaches that contain aquatic natural heritage resources, including 2 miles upstream and 1 mile downstream of documented occurrences, and all tributaries within this reach. SCUs are also given a biodiversity significance ranking based on the rarity, quality, and number of element occurrences they contain. The Hazel Run Rt. 1 to Rt. 2 SCU has been given a biodiversity ranking of B3, which represents a site of high significance. The natural heritage resources associated with this site are:

Aquatic Natural Community (NP-Lower Rappahannock Second Order Stream)	G2?/S2?/NL/NL
Aquatic Natural Community (NC-Lower Rappahannock Second Order Stream)	G2G3/S2S3/NL/NL

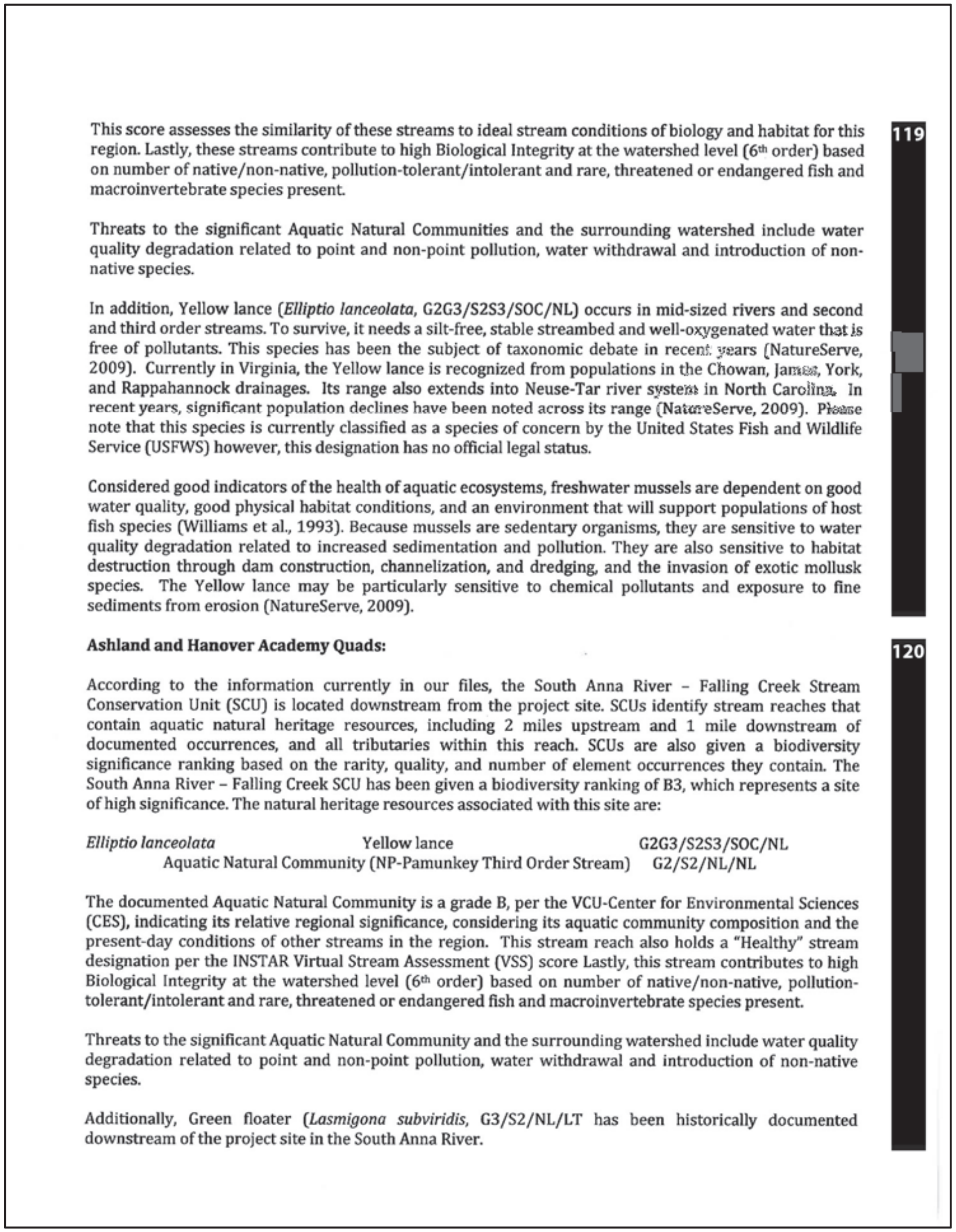
The documented Aquatic Natural Communities are based on Virginia Commonwealth University's **INSTAR** (*Interactive Stream Assessment Resource*) database which includes over 2,000 aquatic (stream and river) collections statewide for fish and macroinvertebrate. These data represent fish and macroinvertebrate assemblages, instream habitat, and stream health assessments. The associated Aquatic Natural Communities are significant on multiple levels. First, these streams are a grade B, per the VCU-Center for Environmental Sciences (CES), indicating their relative regional significance, considering their aquatic community composition and the present-day conditions of other streams in the region. These stream reaches also hold a "Healthy" stream designation per the INSTAR Virtual Stream Assessment (VSS) score.

VIRGINIA DEQ (continued)

118. This recommendation is provided within Section 6 ("Natural Heritage Resources") of DEQ's main letter. Refer to DRPT-numbered statement #27.

119. Information regarding the South Fredericksburg Conservation Site and the Hazel Run Stream Conservation Unit (SCU), and the natural communities associated with these sites is presented in Table 3.10-2 of the Draft EIS. Table 5.10-2 of the Final EIS documents the estimated acreage of permanent and temporary impacts of the Preferred Alternative (as updated since the Draft EIS) to Priority Conservation Areas, which include VDCR-DNH-Natural Heritage Plan Conservation Sites and Stream Conservation Units, and sites identified in the Priority Wildlife Conservation Areas dataset. Outside of the CSXT right-of-way, approximately 0.04 acres of permanent impacts, and 0.35 acres of temporary impacts are anticipated at the South Fredericksburg Conservation Site under the Preferred Alternative 3B.

     Refer to DRPT-numbered statement #117 regarding potential indirect impacts to downstream aquatic habitats and measures to minimize impacts.



This score assesses the similarity of these streams to ideal stream conditions of biology and habitat for this region. Lastly, these streams contribute to high Biological Integrity at the watershed level (6th order) based on number of native/non-native, pollution-tolerant/intolerant and rare, threatened or endangered fish and macroinvertebrate species present. 119

Threats to the significant Aquatic Natural Communities and the surrounding watershed include water quality degradation related to point and non-point pollution, water withdrawal and introduction of non-native species.

In addition, Yellow lance (*Elliptio lanceolata*, G2G3/S2S3/SOC/NL) occurs in mid-sized rivers and second and third order streams. To survive, it needs a silt-free, stable streambed and well-oxygenated water that is free of pollutants. This species has been the subject of taxonomic debate in recent years (NatureServe, 2009). Currently in Virginia, the Yellow lance is recognized from populations in the Chowan, James, York, and Rappahannock drainages. Its range also extends into Neuse-Tar river system in North Carolina. In recent years, significant population declines have been noted across its range (NatureServe, 2009). Please note that this species is currently classified as a species of concern by the United States Fish and Wildlife Service (USFWS) however, this designation has no official legal status.

Considered good indicators of the health of aquatic ecosystems, freshwater mussels are dependent on good water quality, good physical habitat conditions, and an environment that will support populations of host fish species (Williams et al., 1993). Because mussels are sedentary organisms, they are sensitive to water quality degradation related to increased sedimentation and pollution. They are also sensitive to habitat destruction through dam construction, channelization, and dredging, and the invasion of exotic mollusk species. The Yellow lance may be particularly sensitive to chemical pollutants and exposure to fine sediments from erosion (NatureServe, 2009).

Ashland and Hanover Academy Quads: 120

According to the information currently in our files, the South Anna River – Falling Creek Stream Conservation Unit (SCU) is located downstream from the project site. SCUs identify stream reaches that contain aquatic natural heritage resources, including 2 miles upstream and 1 mile downstream of documented occurrences, and all tributaries within this reach. SCUs are also given a biodiversity significance ranking based on the rarity, quality, and number of element occurrences they contain. The South Anna River – Falling Creek SCU has been given a biodiversity ranking of B3, which represents a site of high significance. The natural heritage resources associated with this site are:

Elliptio lanceolata	Yellow lance	G2G3/S2S3/SOC/NL
Aquatic Natural Community (NP-Pamunkey Third Order Stream)		G2/S2/NL/NL

The documented Aquatic Natural Community is a grade B, per the VCU-Center for Environmental Sciences (CES), indicating its relative regional significance, considering its aquatic community composition and the present-day conditions of other streams in the region. This stream reach also holds a "Healthy" stream designation per the INSTAR Virtual Stream Assessment (VSS) score Lastly, this stream contributes to high Biological Integrity at the watershed level (6th order) based on number of native/non-native, pollution-tolerant/intolerant and rare, threatened or endangered fish and macroinvertebrate species present.

Threats to the significant Aquatic Natural Community and the surrounding watershed include water quality degradation related to point and non-point pollution, water withdrawal and introduction of non-native species.

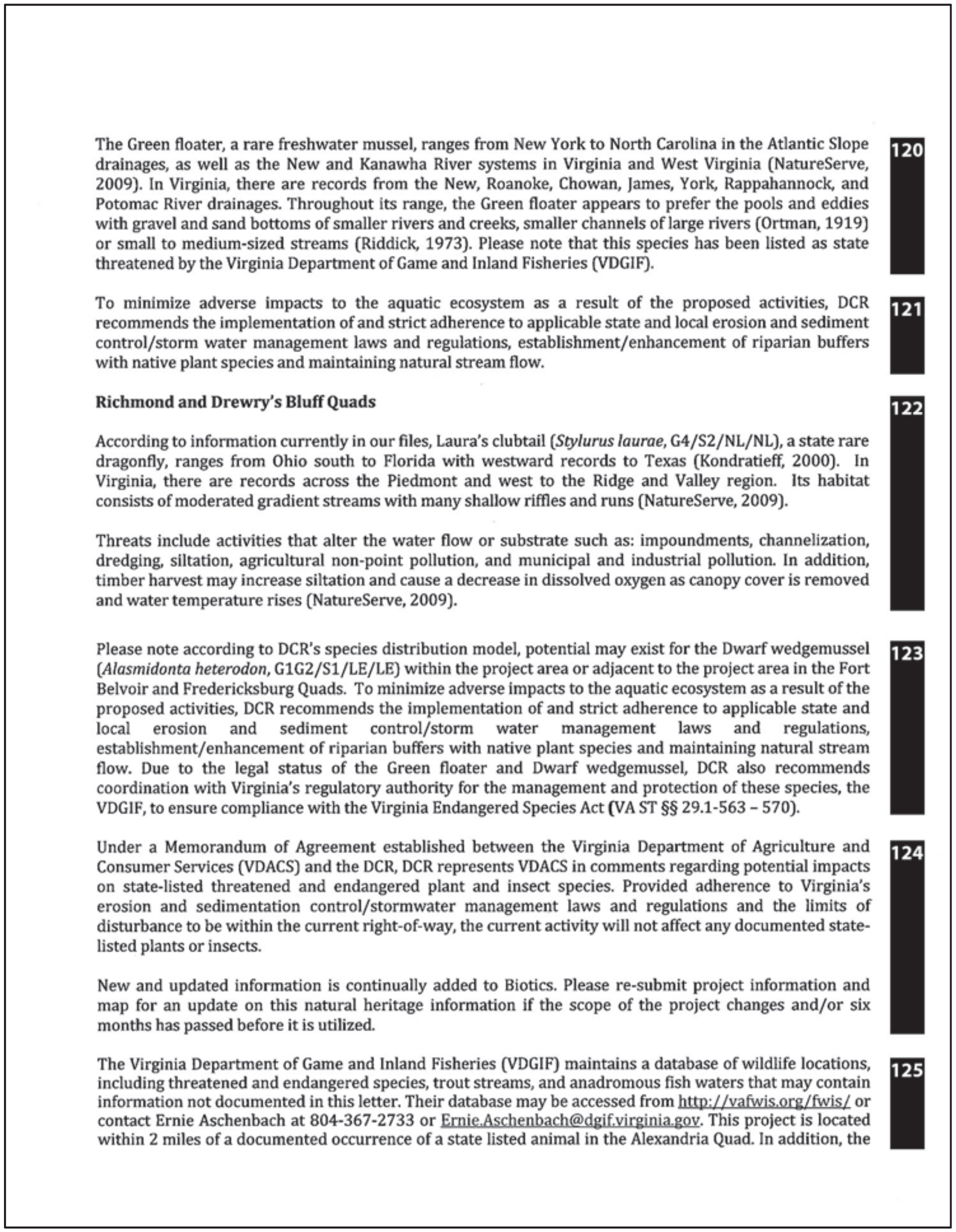
Additionally, Green floater (*Lasmigona subviridis*, G3/S2/NL/LT has been historically documented downstream of the project site in the South Anna River.

VIRGINIA DEQ (continued)

(Response to comment 119 on previous page)

120. Information regarding the South Anna River – Falling Creek SCU is presented in Table 3.10-2 of the Draft EIS. Table 5.10-2 of the Final EIS documents the estimated acreage of permanent and temporary impacts of the Preferred Alternative to Priority Conservation Areas, which include VDCR-DNH-Natural Heritage Plan Conservation Sites and Stream Conservation Units, and sites identified in the Priority Wildlife Conservation Areas dataset. The estimated acreage of impacts to specific Natural Heritage Conservation Sites and Stream Conservation Units, are identified in Table 4-7 of Appendix M Natural Resources Technical Report of the Draft EIS. As noted there, the only impacts to the South Anna River – Falling Creek SCU are under Build Alternatives 5C and 5C – Ashcake, neither of which were selected as the Preferred Alternative. In Area 5, Alternative 5A was selected as the Preferred Alternative (refer to Section 4.3.5 of the Final EIS for details).

The state threatened green floater (*Lasmigonia subviridis*) is identified in Table 3.10-8 of the Draft EIS as being among species that may occur within the vicinity of the study area. A description of this species is provided in Section 3.10.5.3 of the Draft EIS. Potential direct impacts to this species from the Preferred Alternative are identified in Table 5.10-6 of the Final EIS. Indirect impacts to aquatic habitats, which are addressed in Section 5.20.1.6 of the Final EIS, are applicable to downstream populations of green floater and other aquatic species.



120 The Green floater, a rare freshwater mussel, ranges from New York to North Carolina in the Atlantic Slope drainages, as well as the New and Kanawha River systems in Virginia and West Virginia (NatureServe, 2009). In Virginia, there are records from the New, Roanoke, Chowan, James, York, Rappahannock, and Potomac River drainages. Throughout its range, the Green floater appears to prefer the pools and eddies with gravel and sand bottoms of smaller rivers and creeks, smaller channels of large rivers (Ortman, 1919) or small to medium-sized streams (Riddick, 1973). Please note that this species has been listed as state threatened by the Virginia Department of Game and Inland Fisheries (VDGIF).

121 To minimize adverse impacts to the aquatic ecosystem as a result of the proposed activities, DCR recommends the implementation of and strict adherence to applicable state and local erosion and sediment control/storm water management laws and regulations, establishment/enhancement of riparian buffers with native plant species and maintaining natural stream flow.

122 **Richmond and Drewry's Bluff Quads**

According to information currently in our files, Laura's clubtail (*Stylurus laurae*, G4/S2/NL/NL), a state rare dragonfly, ranges from Ohio south to Florida with westward records to Texas (Kondratieff, 2000). In Virginia, there are records across the Piedmont and west to the Ridge and Valley region. Its habitat consists of moderated gradient streams with many shallow riffles and runs (NatureServe, 2009).

Threats include activities that alter the water flow or substrate such as: impoundments, channelization, dredging, siltation, agricultural non-point pollution, and municipal and industrial pollution. In addition, timber harvest may increase siltation and cause a decrease in dissolved oxygen as canopy cover is removed and water temperature rises (NatureServe, 2009).

123 Please note according to DCR's species distribution model, potential may exist for the Dwarf wedgemussel (*Alasmidonta heterodon*, G1G2/S1/LE/LE) within the project area or adjacent to the project area in the Fort Belvoir and Fredericksburg Quads. To minimize adverse impacts to the aquatic ecosystem as a result of the proposed activities, DCR recommends the implementation of and strict adherence to applicable state and local erosion and sediment control/storm water management laws and regulations, establishment/enhancement of riparian buffers with native plant species and maintaining natural stream flow. Due to the legal status of the Green floater and Dwarf wedgemussel, DCR also recommends coordination with Virginia's regulatory authority for the management and protection of these species, the VDGIF, to ensure compliance with the Virginia Endangered Species Act (VA ST §§ 29.1-563 – 570).

124 Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the DCR, DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. Provided adherence to Virginia's erosion and sedimentation control/stormwater management laws and regulations and the limits of disturbance to be within the current right-of-way, the current activity will not affect any documented state-listed plants or insects.

New and updated information is continually added to Biotics. Please re-submit project information and map for an update on this natural heritage information if the scope of the project changes and/or six months has passed before it is utilized.

125 The Virginia Department of Game and Inland Fisheries (VDGIF) maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters that may contain information not documented in this letter. Their database may be accessed from http://vafwis.org/fwis/ or contact Ernie Aschenbach at 804-367-2733 or Ernie.Aschenbach@dgif.virginia.gov. This project is located within 2 miles of a documented occurrence of a state listed animal in the Alexandria Quad. In addition, the

VIRGINIA DEQ (continued)

(Response to comment 120 on previous page)

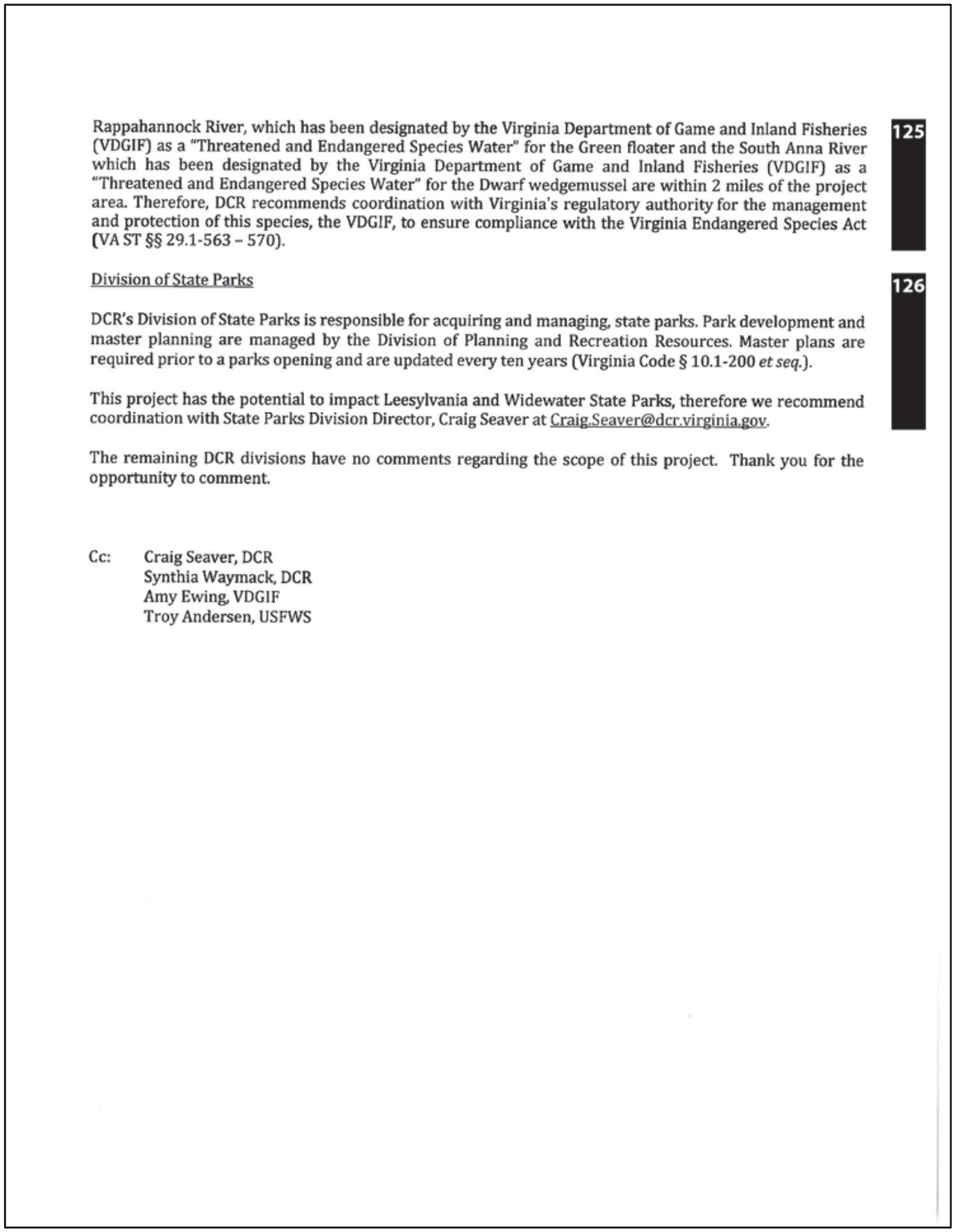
121. This recommendation is provided within Section 6 ("Natural Heritage Resources") of DEQ's main letter. Refer to DRPT-numbered statement #28.

122. DRPT appreciates the information provided by DCR concerning the Laura's clubtail (*Stylurus laurae*). The Draft EIS analysis of potential Project effects on sensitive species focuses on federal and state listed threatened and endangered species. Potential Project effects on other wildlife species are addressed in Section 5.10.2 of the Final EIS. Other applicable impacts analyses in the Final EIS include the discussions of impacts to streams (Section 5.1.1), wetlands (Section 5.1.2) and water quality (Section 5.1.3).

123. The Dwarf Wedgemussel (*Alasmidonta heterodon*) is identified in Table 5.10-5 of the Final EIS as having the potential to be affected by the Preferred Alternative within Areas 2 through 5 (i.e. Northern Virginia through Ashland). See response to DRPT-numbered statement #28 for a discussion of erosion and sediment control, stormwater management, and other measures to minimize impacts to aquatic habitats. DRPT will coordinate with VDGIF in accordance with the Virginia Endangered Species Act during final design and Project permitting, after funding becomes available and incremental improvements are scheduled.

124. This recommendation is provided within Section 6 ("Natural Heritage Resources") of DEQ's main letter. Refer to DRPT-numbered statement #30.

125. This recommendation is provided within Section 6 ("Natural Heritage Resources") of DEQ's main letter. Refer to DRPT-numbered statement #31.



125 Rappahannock River, which has been designated by the Virginia Department of Game and Inland Fisheries (VDGIF) as a "Threatened and Endangered Species Water" for the Green floater and the South Anna River which has been designated by the Virginia Department of Game and Inland Fisheries (VDGIF) as a "Threatened and Endangered Species Water" for the Dwarf wedgemussel are within 2 miles of the project area. Therefore, DCR recommends coordination with Virginia's regulatory authority for the management and protection of this species, the VDGIF, to ensure compliance with the Virginia Endangered Species Act (VA ST §§ 29.1-563 – 570).

126 Division of State Parks

DCR's Division of State Parks is responsible for acquiring and managing, state parks. Park development and master planning are managed by the Division of Planning and Recreation Resources. Master plans are required prior to a parks opening and are updated every ten years (Virginia Code § 10.1-200 *et seq.*).

This project has the potential to impact Leesylvania and Widewater State Parks, therefore we recommend coordination with State Parks Division Director, Craig Seaver at Craig.Seaver@dcr.virginia.gov.

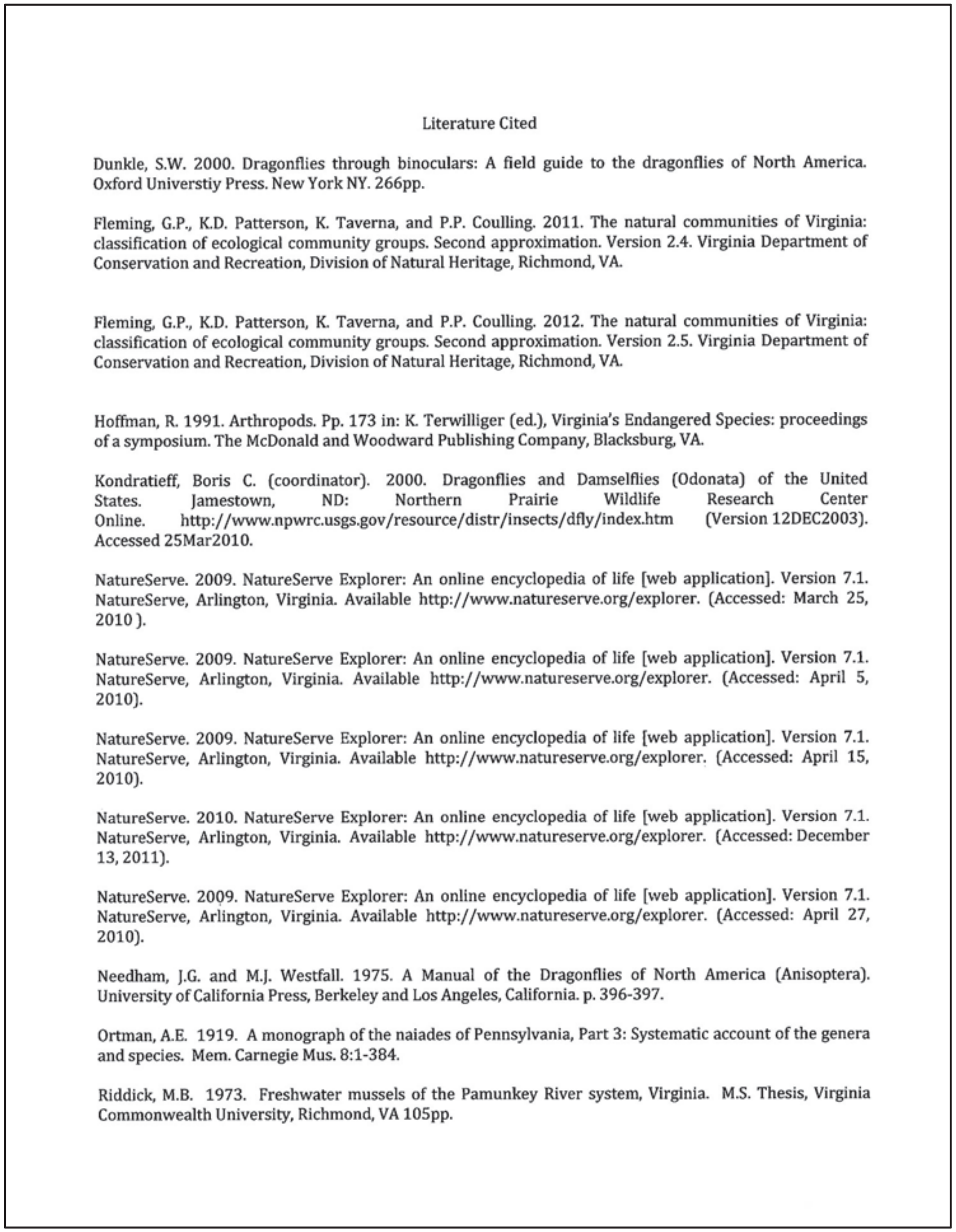
The remaining DCR divisions have no comments regarding the scope of this project. Thank you for the opportunity to comment.

Cc: Craig Seaver, DCR
Synthia Waymack, DCR
Amy Ewing, VDGIF
Troy Andersen, USFWS

VIRGINIA DEQ (continued)

(Response to comment 125 on previous page)

126. This topic and recommendation are addressed within Section 8 ("State Parks") of DEQ's main letter. Refer to DRPT-numbered statement #39.



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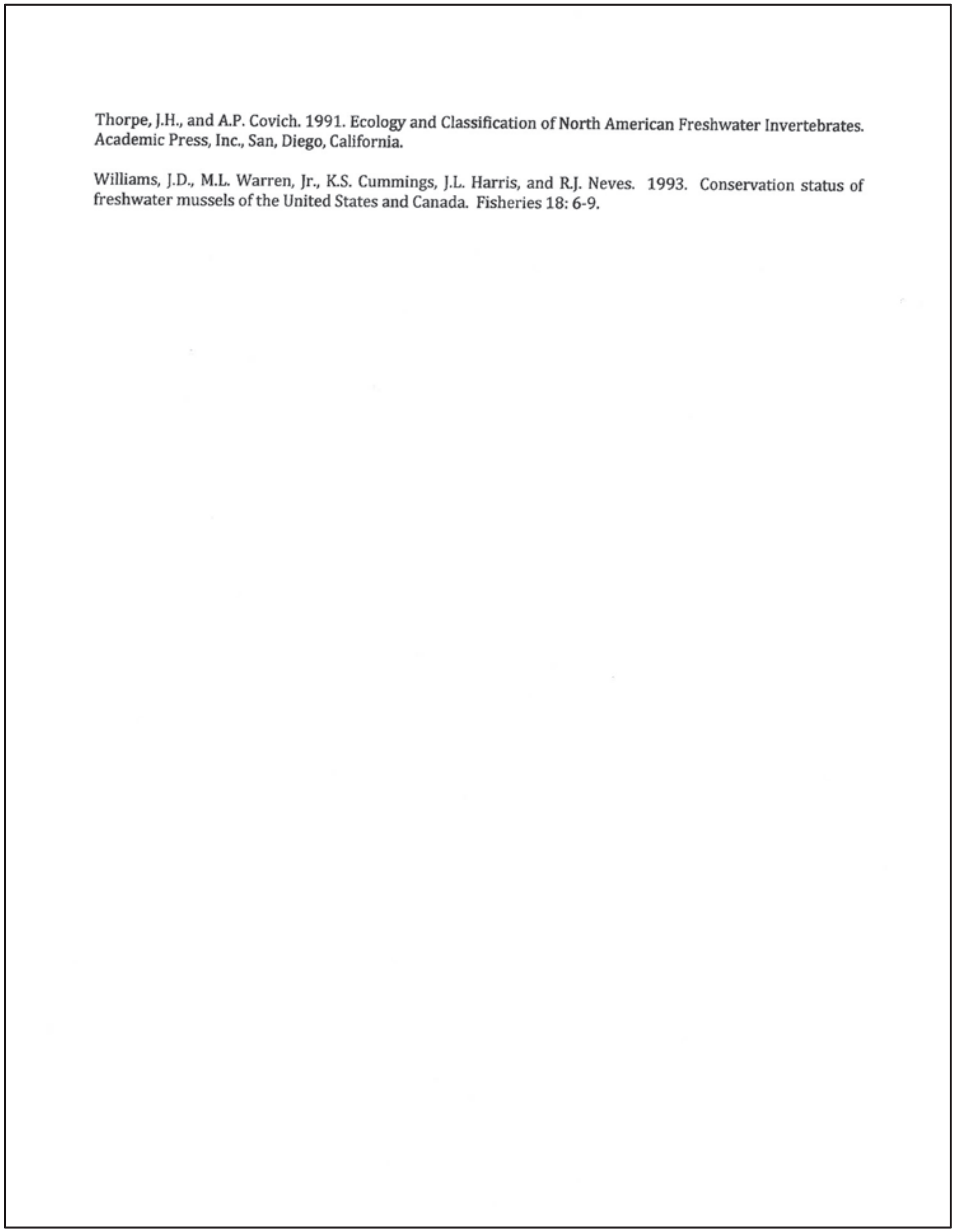
VIRGINIA DEQ (continued)

(No comments on this page)



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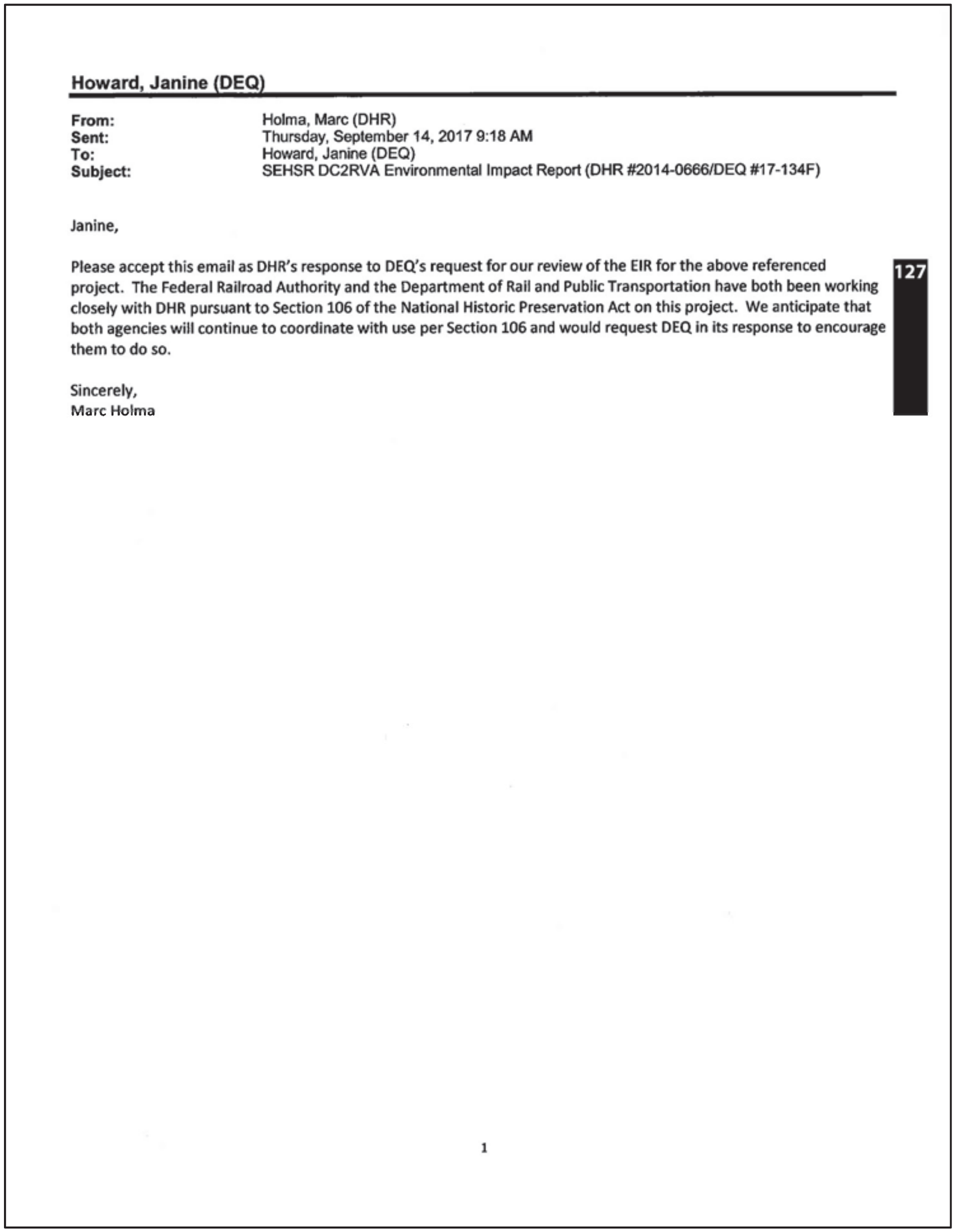
VIRGINIA DEQ (continued)

(No comments on this page)



Howard, Janine (DEQ)

From: Holma, Marc (DHR)
Sent: Thursday, September 14, 2017 9:18 AM
To: Howard, Janine (DEQ)
Subject: SEHSR DC2RVA Environmental Impact Report (DHR #2014-0666/DEQ #17-134F)

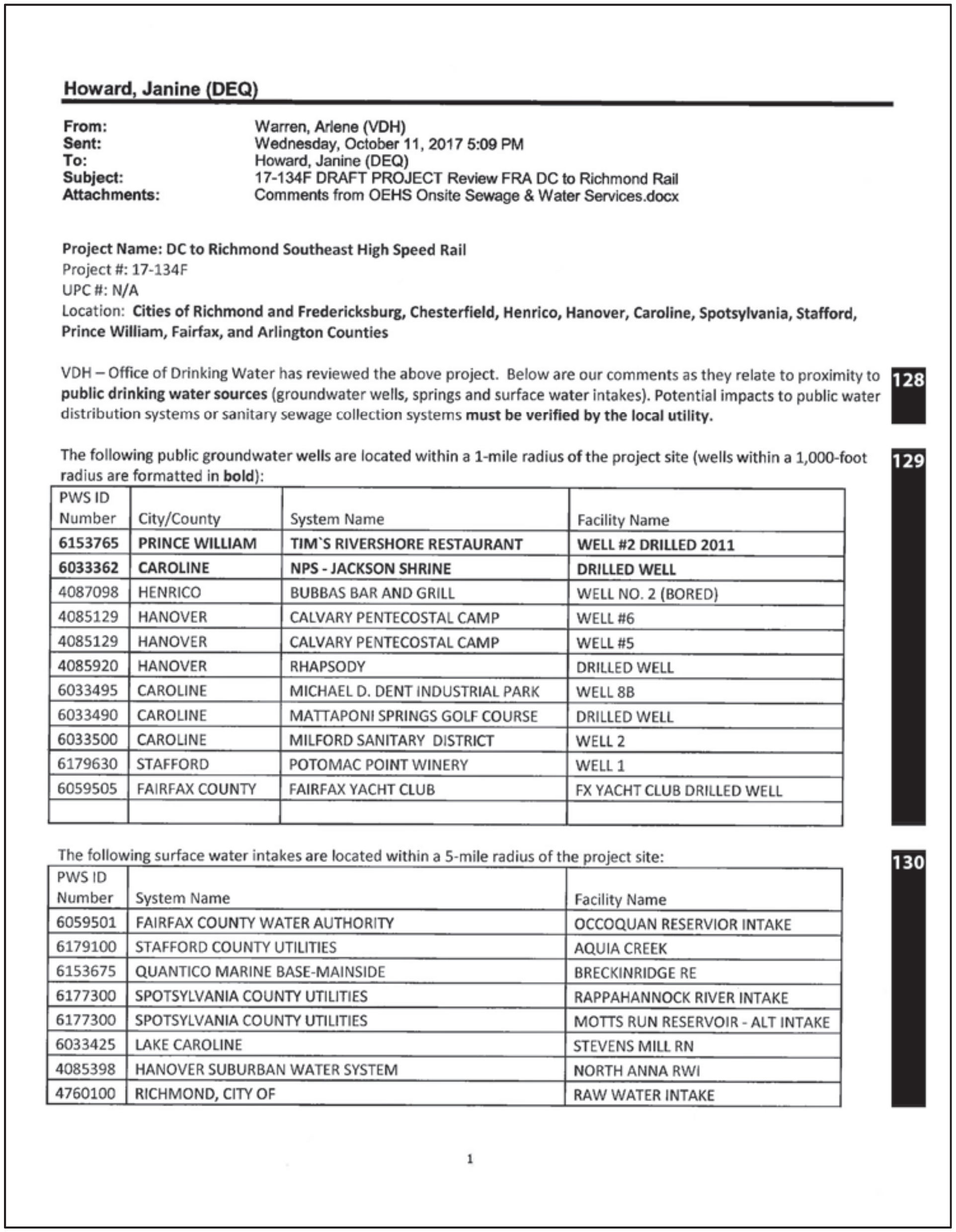
Janine,

Please accept this email as DHR's response to DEQ's request for our review of the EIR for the above referenced project. The Federal Railroad Authority and the Department of Rail and Public Transportation have both been working closely with DHR pursuant to Section 106 of the National Historic Preservation Act on this project. We anticipate that both agencies will continue to coordinate with use per Section 106 and would request DEQ in its response to encourage them to do so. 127

Sincerely,
Marc Holma

VIRGINIA DEQ (continued)

127. DRPT received notification from DHR under separate cover; refer to DHR's letter, which is included as part of the agency responses in the Final EIS, for comment/response.



Howard, Janine (DEQ)

From:	Warren, Arlene (VDH)
Sent:	Wednesday, October 11, 2017 5:09 PM
To:	Howard, Janine (DEQ)
Subject:	17-134F DRAFT PROJECT Review FRA DC to Richmond Rail
Attachments:	Comments from OEHS Onsite Sewage & Water Services.docx

Project Name: DC to Richmond Southeast High Speed Rail
Project #: 17-134F
UPC #: N/A
Location: **Cities of Richmond and Fredericksburg, Chesterfield, Henrico, Hanover, Caroline, Spotsylvania, Stafford, Prince William, Fairfax, and Arlington Counties**

128

VDH – Office of Drinking Water has reviewed the above project. Below are our comments as they relate to proximity to **public drinking water sources** (groundwater wells, springs and surface water intakes). Potential impacts to public water distribution systems or sanitary sewage collection systems **must be verified by the local utility.**

129

The following public groundwater wells are located within a 1-mile radius of the project site (wells within a 1,000-foot radius are formatted in **bold**):

PWS ID Number	City/County	System Name	Facility Name
6153765	**PRINCE WILLIAM**	**TIM`S RIVERSHORE RESTAURANT**	**WELL #2 DRILLED 2011**
6033362	**CAROLINE**	**NPS - JACKSON SHRINE**	**DRILLED WELL**
4087098	HENRICO	BUBBAS BAR AND GRILL	WELL NO. 2 (BORED)
4085129	HANOVER	CALVARY PENTECOSTAL CAMP	WELL #6
4085129	HANOVER	CALVARY PENTECOSTAL CAMP	WELL #5
4085920	HANOVER	RHAPSODY	DRILLED WELL
6033495	CAROLINE	MICHAEL D. DENT INDUSTRIAL PARK	WELL 8B
6033490	CAROLINE	MATTAPONI SPRINGS GOLF COURSE	DRILLED WELL
6033500	CAROLINE	MILFORD SANITARY DISTRICT	WELL 2
6179630	STAFFORD	POTOMAC POINT WINERY	WELL 1
6059505	FAIRFAX COUNTY	FAIRFAX YACHT CLUB	FX YACHT CLUB DRILLED WELL

130

The following surface water intakes are located within a 5-mile radius of the project site:

PWS ID Number	System Name	Facility Name
6059501	FAIRFAX COUNTY WATER AUTHORITY	OCCOQUAN RESERVIOR INTAKE
6179100	STAFFORD COUNTY UTILITIES	AQUIA CREEK
6153675	QUANTICO MARINE BASE-MAINSIDE	BRECKINRIDGE RE
6177300	SPOTSYLVANIA COUNTY UTILITIES	RAPPAHANNOCK RIVER INTAKE
6177300	SPOTSYLVANIA COUNTY UTILITIES	MOTTS RUN RESERVOIR - ALT INTAKE
6033425	LAKE CAROLINE	STEVENS MILL RN
4085398	HANOVER SUBURBAN WATER SYSTEM	NORTH ANNA RWI
4760100	RICHMOND, CITY OF	RAW WATER INTAKE

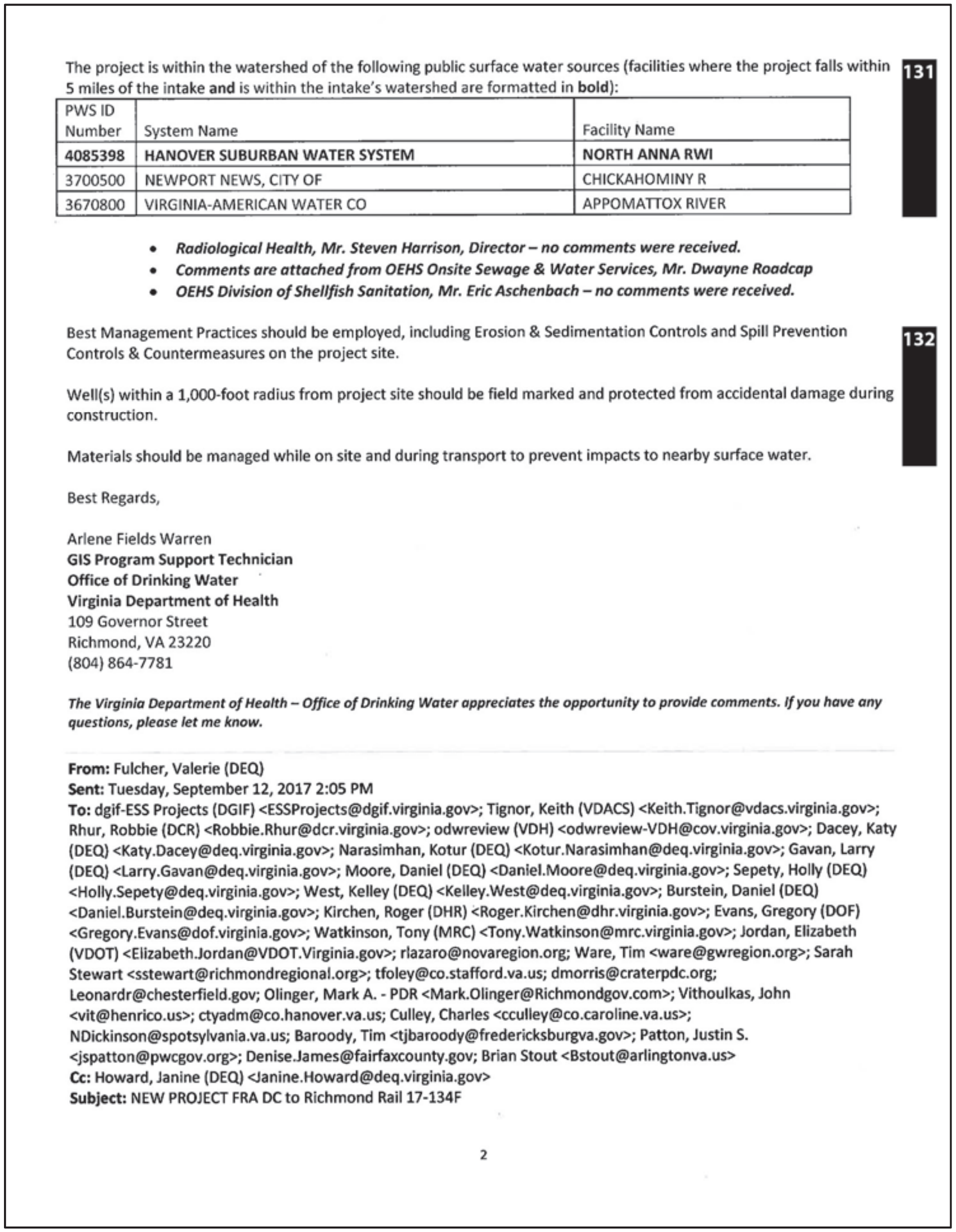
1

VIRGINIA DEQ (continued)

128. This recommendation is provided within Section 10 ("Public Water Supply") of DEQ's main letter. Refer to DRPT-numbered statement #44.

129. DRPT appreciates the list of public groundwater wells provided by VDH – Office of Drinking Water. The extent of VDH's list (11 wells within 1.0 mile of the Project site, two of which are within 1,000 feet of the rail) is comparable to the number of wells identified in Section 5.1.4 of the Final EIS (11 wells within 1.0 mile of the Project rail line, two of which are also within 1,000 feet of the Limits of Disturbance for the Preferred Alternative).

130. DRPT appreciates the list of surface water intakes within a 5-mile radius of the Project site provided by VDH – Office of Drinking Water. Three of the surface water intake systems were identified in Section 4.1.4 of the Draft EIS. DRPT has recently obtained an updated version (February 2018) of VDOT's Comprehensive Environmental Data and Reporting System, which identifies all eight of the surface water intake locations within a 5-mile radius of the Project, as identified from VDH. The additional five locations are located upstream of the Project. This information has been incorporated into Section 5.1.4 of the Final EIS.



131

The project is within the watershed of the following public surface water sources (facilities where the project falls within 5 miles of the intake **and** is within the intake's watershed are formatted in **bold**):

PWS ID Number	System Name	Facility Name
4085398	**HANOVER SUBURBAN WATER SYSTEM**	**NORTH ANNA RWI**
3700500	NEWPORT NEWS, CITY OF	CHICKAHOMINY R
3670800	VIRGINIA-AMERICAN WATER CO	APPOMATTOX RIVER

- ***Radiological Health, Mr. Steven Harrison, Director – no comments were received.***
- ***Comments are attached from OEHS Onsite Sewage & Water Services, Mr. Dwayne Roadcap***
- ***OEHS Division of Shellfish Sanitation, Mr. Eric Aschenbach – no comments were received.***

132

Best Management Practices should be employed, including Erosion & Sedimentation Controls and Spill Prevention Controls & Countermeasures on the project site.

Well(s) within a 1,000-foot radius from project site should be field marked and protected from accidental damage during construction.

Materials should be managed while on site and during transport to prevent impacts to nearby surface water.

Best Regards,

Arlene Fields Warren
GIS Program Support Technician
Office of Drinking Water
Virginia Department of Health
109 Governor Street
Richmond, VA 23220
(804) 864-7781

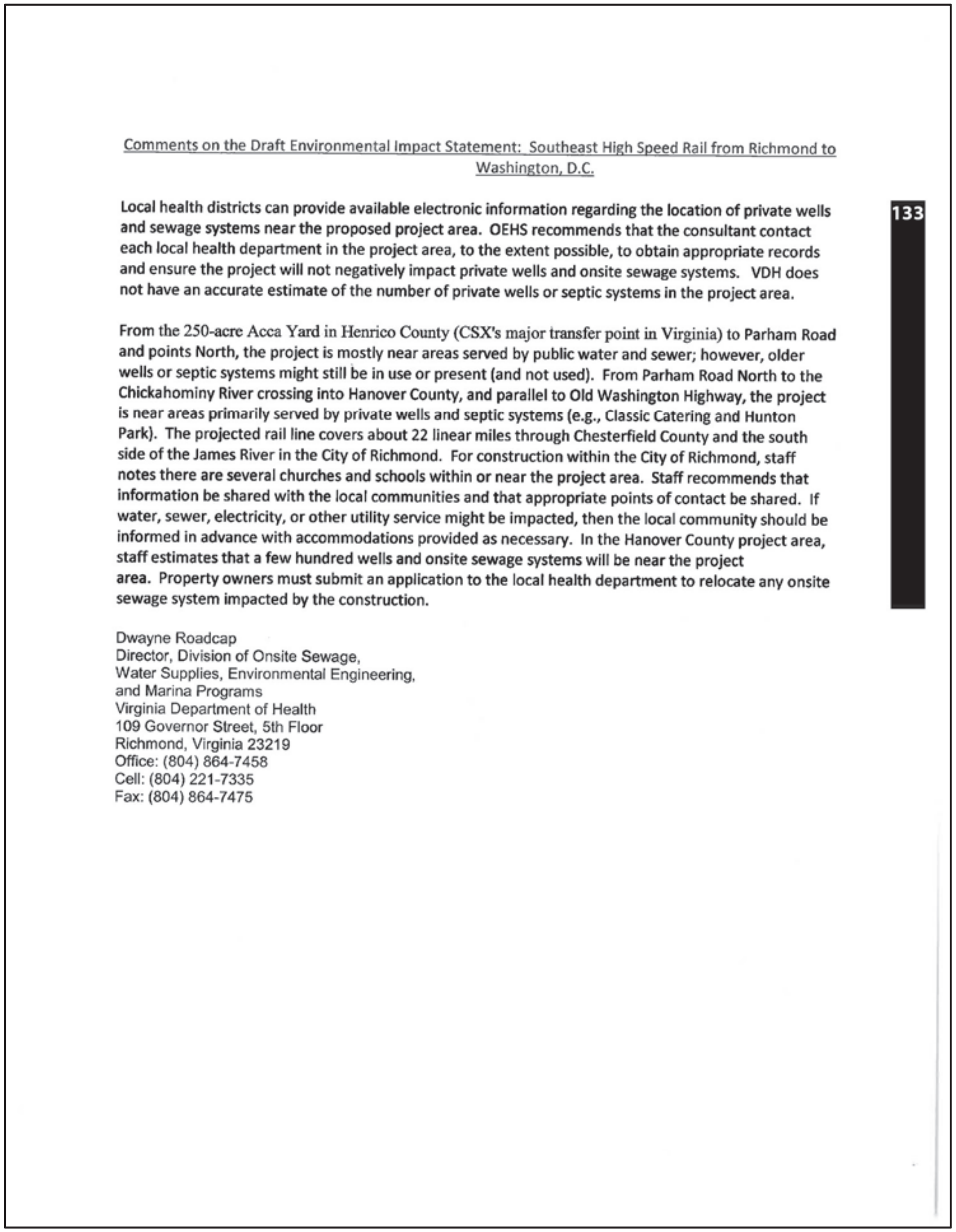
The Virginia Department of Health – Office of Drinking Water appreciates the opportunity to provide comments. If you have any questions, please let me know.

From: Fulcher, Valerie (DEQ)
Sent: Tuesday, September 12, 2017 2:05 PM
To: dgif-ESS Projects (DGIF) <ESSProjects@dgif.virginia.gov>; Tignor, Keith (VDACS) <Keith.Tignor@vdacs.virginia.gov>; Rhur, Robbie (DCR) <Robbie.Rhur@dcr.virginia.gov>; odwreview (VDH) <odwreview-VDH@cov.virginia.gov>; Dacey, Katy (DEQ) <Katy.Dacey@deq.virginia.gov>; Narasimhan, Kotur (DEQ) <Kotur.Narasimhan@deq.virginia.gov>; Gavan, Larry (DEQ) <Larry.Gavan@deq.virginia.gov>; Moore, Daniel (DEQ) <Daniel.Moore@deq.virginia.gov>; Sepety, Holly (DEQ) <Holly.Sepety@deq.virginia.gov>; West, Kelley (DEQ) <Kelley.West@deq.virginia.gov>; Burstein, Daniel (DEQ) <Daniel.Burstein@deq.virginia.gov>; Kirchen, Roger (DHR) <Roger.Kirchen@dhr.virginia.gov>; Evans, Gregory (DOF) <Gregory.Evans@dof.virginia.gov>; Watkinson, Tony (MRC) <Tony.Watkinson@mrc.virginia.gov>; Jordan, Elizabeth (VDOT) <Elizabeth.Jordan@VDOT.Virginia.gov>; rlazaro@novaregion.org; Ware, Tim <ware@gwregion.org>; Sarah Stewart <sstewart@richmondregional.org>; tfoley@co.stafford.va.us; dmorris@craterpdc.org; Leonardr@chesterfield.gov; Olinger, Mark A. - PDR <Mark.Olinger@Richmondgov.com>; Vithoulkas, John <vit@henrico.us>; ctyadm@co.hanover.va.us; Culley, Charles <cculley@co.caroline.va.us>; NDickinson@spotsylvania.va.us; Baroody, Tim <tjbaroody@fredericksburgva.gov>; Patton, Justin S. <jspatton@pwcgov.org>; Denise.James@fairfaxcounty.gov; Brian Stout <Bstout@arlingtonva.us>
Cc: Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>
Subject: NEW PROJECT FRA DC to Richmond Rail 17-134F

VIRGINIA DEQ (continued)

131. DRPT appreciates the list of public surface water sources within the same watershed as the Project provided by VDH – Office of Drinking Water. Hanover Suburban Water System, which is identified in Section 5.1.4 of the Final EIS, is the only surface water intake within the watershed that is within 5 miles of the Project.

132. These recommendations are provided within Section 10 ("Public Water Supply") of DEQ's main letter. Refer to DRPT-numbered statement #43.



Comments on the Draft Environmental Impact Statement: Southeast High Speed Rail from Richmond to Washington, D.C.

133

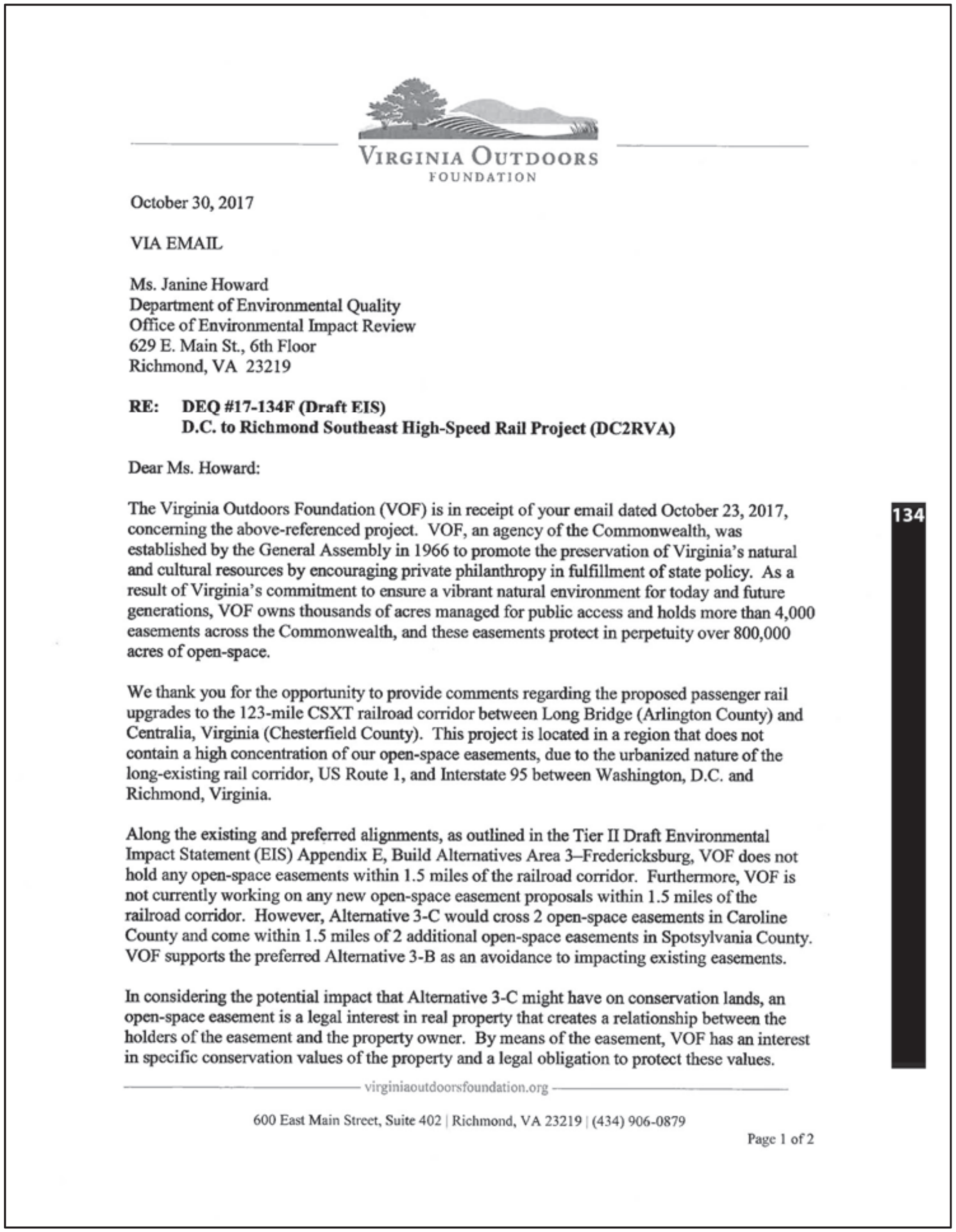
Local health districts can provide available electronic information regarding the location of private wells and sewage systems near the proposed project area. OEHS recommends that the consultant contact each local health department in the project area, to the extent possible, to obtain appropriate records and ensure the project will not negatively impact private wells and onsite sewage systems. VDH does not have an accurate estimate of the number of private wells or septic systems in the project area.

From the 250-acre Acca Yard in Henrico County (CSX's major transfer point in Virginia) to Parham Road and points North, the project is mostly near areas served by public water and sewer; however, older wells or septic systems might still be in use or present (and not used). From Parham Road North to the Chickahominy River crossing into Hanover County, and parallel to Old Washington Highway, the project is near areas primarily served by private wells and septic systems (e.g., Classic Catering and Hunton Park). The projected rail line covers about 22 linear miles through Chesterfield County and the south side of the James River in the City of Richmond. For construction within the City of Richmond, staff notes there are several churches and schools within or near the project area. Staff recommends that information be shared with the local communities and that appropriate points of contact be shared. If water, sewer, electricity, or other utility service might be impacted, then the local community should be informed in advance with accommodations provided as necessary. In the Hanover County project area, staff estimates that a few hundred wells and onsite sewage systems will be near the project area. Property owners must submit an application to the local health department to relocate any onsite sewage system impacted by the construction.

Dwayne Roadcap
Director, Division of Onsite Sewage,
Water Supplies, Environmental Engineering,
and Marina Programs
Virginia Department of Health
109 Governor Street, 5th Floor
Richmond, Virginia 23219
Office: (804) 864-7458
Cell: (804) 221-7335
Fax: (804) 864-7475

VIRGINIA DEQ (continued)

133. This topic and its recommendations are addressed within Section 11 ("Septic Tanks and Drainfield Regulations") of DEQ's main letter. Refer to DRPT-numbered statements #45 through #47.



VIRGINIA OUTDOORS
FOUNDATION

October 30, 2017

VIA EMAIL

Ms. Janine Howard
Department of Environmental Quality
Office of Environmental Impact Review
629 E. Main St., 6th Floor
Richmond, VA 23219

RE: DEQ #17-134F (Draft EIS)
D.C. to Richmond Southeast High-Speed Rail Project (DC2RVA)

Dear Ms. Howard:

134 The Virginia Outdoors Foundation (VOF) is in receipt of your email dated October 23, 2017, concerning the above-referenced project. VOF, an agency of the Commonwealth, was established by the General Assembly in 1966 to promote the preservation of Virginia's natural and cultural resources by encouraging private philanthropy in fulfillment of state policy. As a result of Virginia's commitment to ensure a vibrant natural environment for today and future generations, VOF owns thousands of acres managed for public access and holds more than 4,000 easements across the Commonwealth, and these easements protect in perpetuity over 800,000 acres of open-space.

We thank you for the opportunity to provide comments regarding the proposed passenger rail upgrades to the 123-mile CSXT railroad corridor between Long Bridge (Arlington County) and Centralia, Virginia (Chesterfield County). This project is located in a region that does not contain a high concentration of our open-space easements, due to the urbanized nature of the long-existing rail corridor, US Route 1, and Interstate 95 between Washington, D.C. and Richmond, Virginia.

Along the existing and preferred alignments, as outlined in the Tier II Draft Environmental Impact Statement (EIS) Appendix E, Build Alternatives Area 3–Fredericksburg, VOF does not hold any open-space easements within 1.5 miles of the railroad corridor. Furthermore, VOF is not currently working on any new open-space easement proposals within 1.5 miles of the railroad corridor. However, Alternative 3-C would cross 2 open-space easements in Caroline County and come within 1.5 miles of 2 additional open-space easements in Spotsylvania County. VOF supports the preferred Alternative 3-B as an avoidance to impacting existing easements.

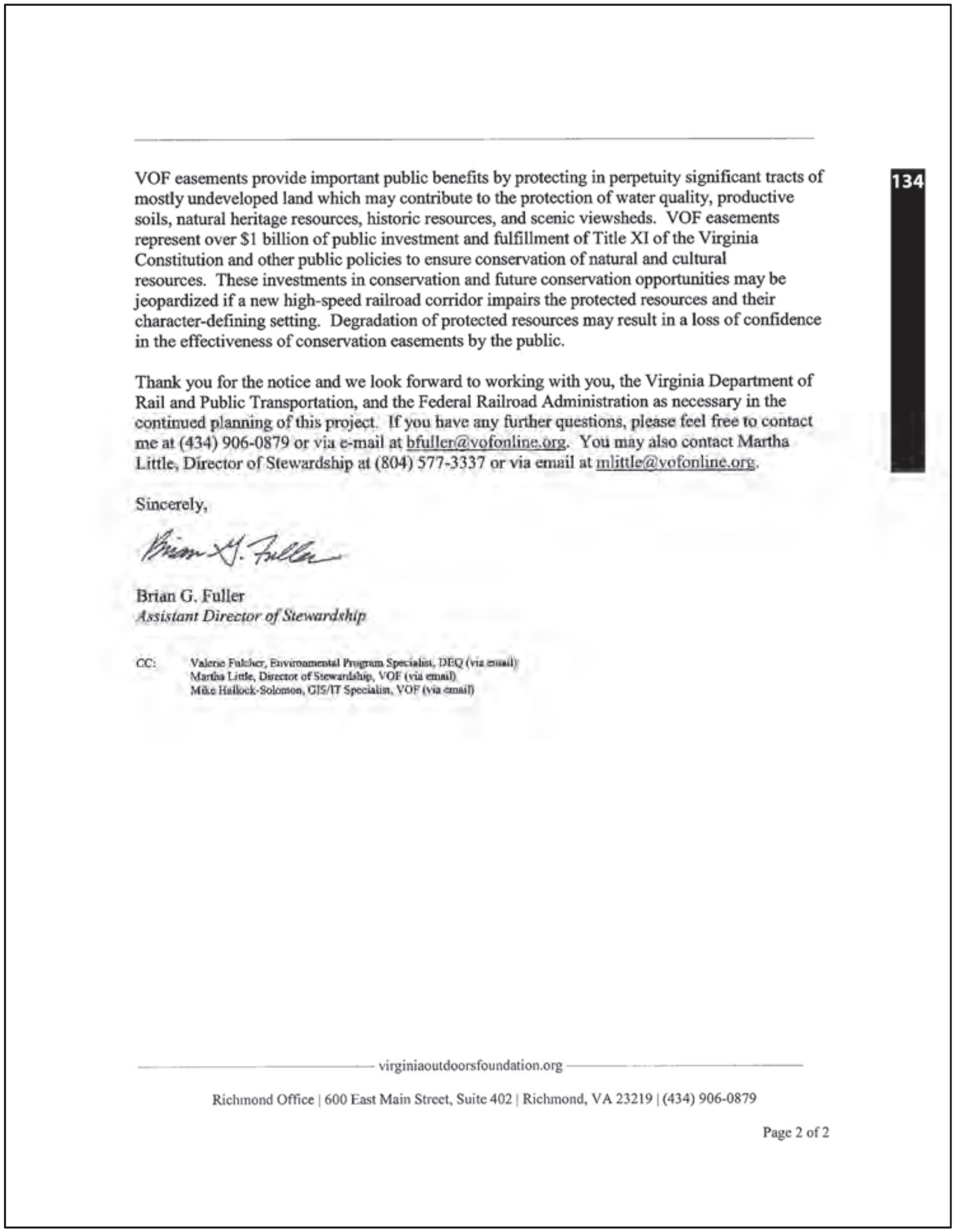
In considering the potential impact that Alternative 3-C might have on conservation lands, an open-space easement is a legal interest in real property that creates a relationship between the holders of the easement and the property owner. By means of the easement, VOF has an interest in specific conservation values of the property and a legal obligation to protect these values.

virginiaoutdoorsfoundation.org

600 East Main Street, Suite 402 | Richmond, VA 23219 | (434) 906-0879

VIRGINIA DEQ (continued)

134. This topic and its recommendations are addressed within Section 12 ("Open Space") of DEQ's main letter. Refer to DRPT-numbered statements #48 and #49.



134 VOF easements provide important public benefits by protecting in perpetuity significant tracts of mostly undeveloped land which may contribute to the protection of water quality, productive soils, natural heritage resources, historic resources, and scenic viewsheds. VOF easements represent over $1 billion of public investment and fulfillment of Title XI of the Virginia Constitution and other public policies to ensure conservation of natural and cultural resources. These investments in conservation and future conservation opportunities may be jeopardized if a new high-speed railroad corridor impairs the protected resources and their character-defining setting. Degradation of protected resources may result in a loss of confidence in the effectiveness of conservation easements by the public.

Thank you for the notice and we look forward to working with you, the Virginia Department of Rail and Public Transportation, and the Federal Railroad Administration as necessary in the continued planning of this project. If you have any further questions, please feel free to contact me at (434) 906-0879 or via e-mail at bfuller@vofonline.org. You may also contact Martha Little, Director of Stewardship at (804) 577-3337 or via email at mlittle@vofonline.org.

Sincerely,

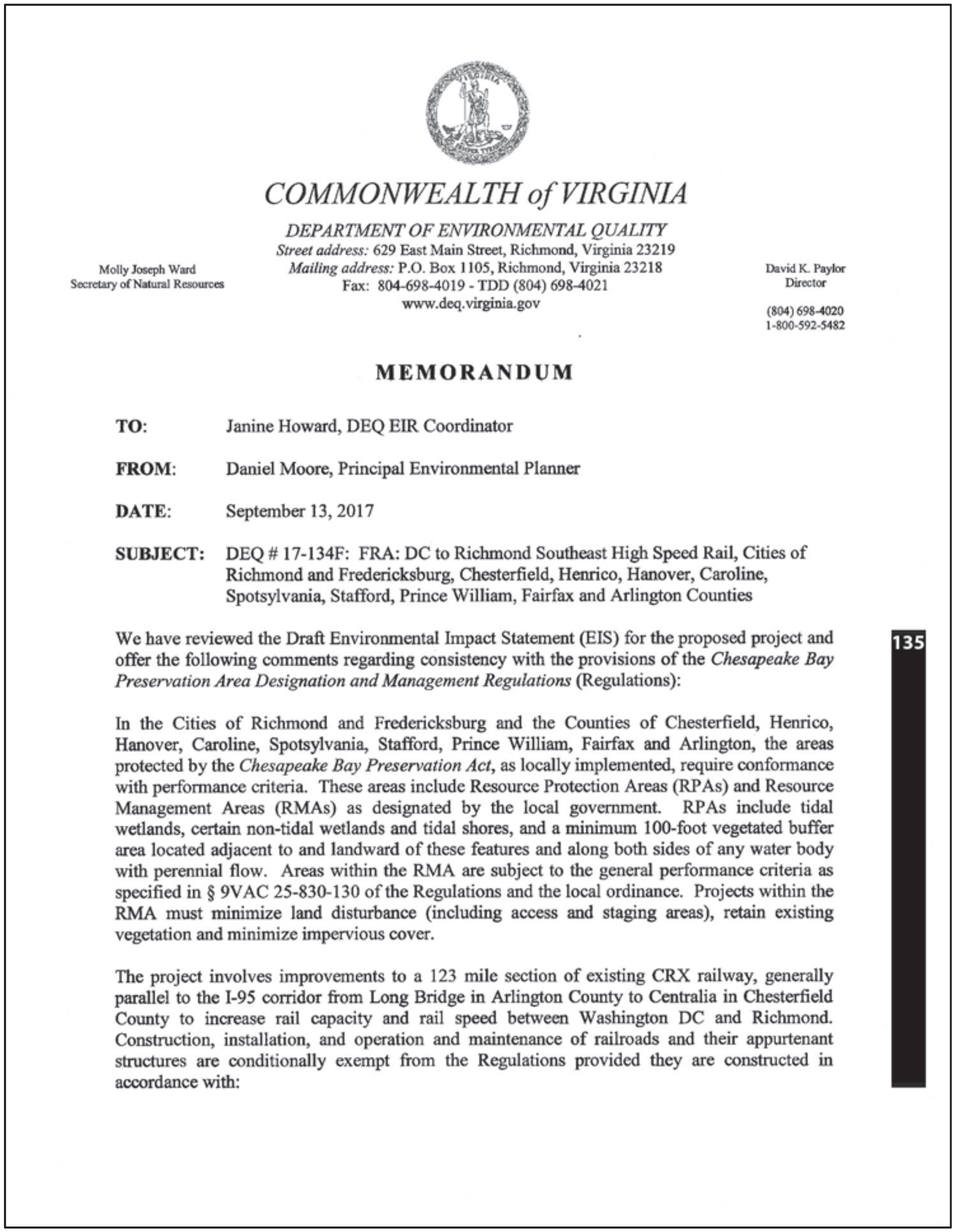
Brian G. Fuller

Brian G. Fuller
Assistant Director of Stewardship

CC: Valerie Fulcher, Environmental Program Specialist, DEQ (via email)
Martha Little, Director of Stewardship, VOF (via email)
Mike Hallock-Solomon, GIS/IT Specialist, VOF (via email)

VIRGINIA DEQ (continued)

(Response to comment 134 on previous page)



COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY
Street address: 629 East Main Street, Richmond, Virginia 23219
Mailing address: P.O. Box 1105, Richmond, Virginia 23218
Fax: 804-698-4019 - TDD (804) 698-4021
www.deq.virginia.gov

Molly Joseph Ward
Secretary of Natural Resources

David K. Paylor
Director

(804) 698-4020
1-800-592-5482

MEMORANDUM

TO: Janine Howard, DEQ EIR Coordinator

FROM: Daniel Moore, Principal Environmental Planner

DATE: September 13, 2017

SUBJECT: DEQ # 17-134F: FRA: DC to Richmond Southeast High Speed Rail, Cities of Richmond and Fredericksburg, Chesterfield, Henrico, Hanover, Caroline, Spotsylvania, Stafford, Prince William, Fairfax and Arlington Counties

135

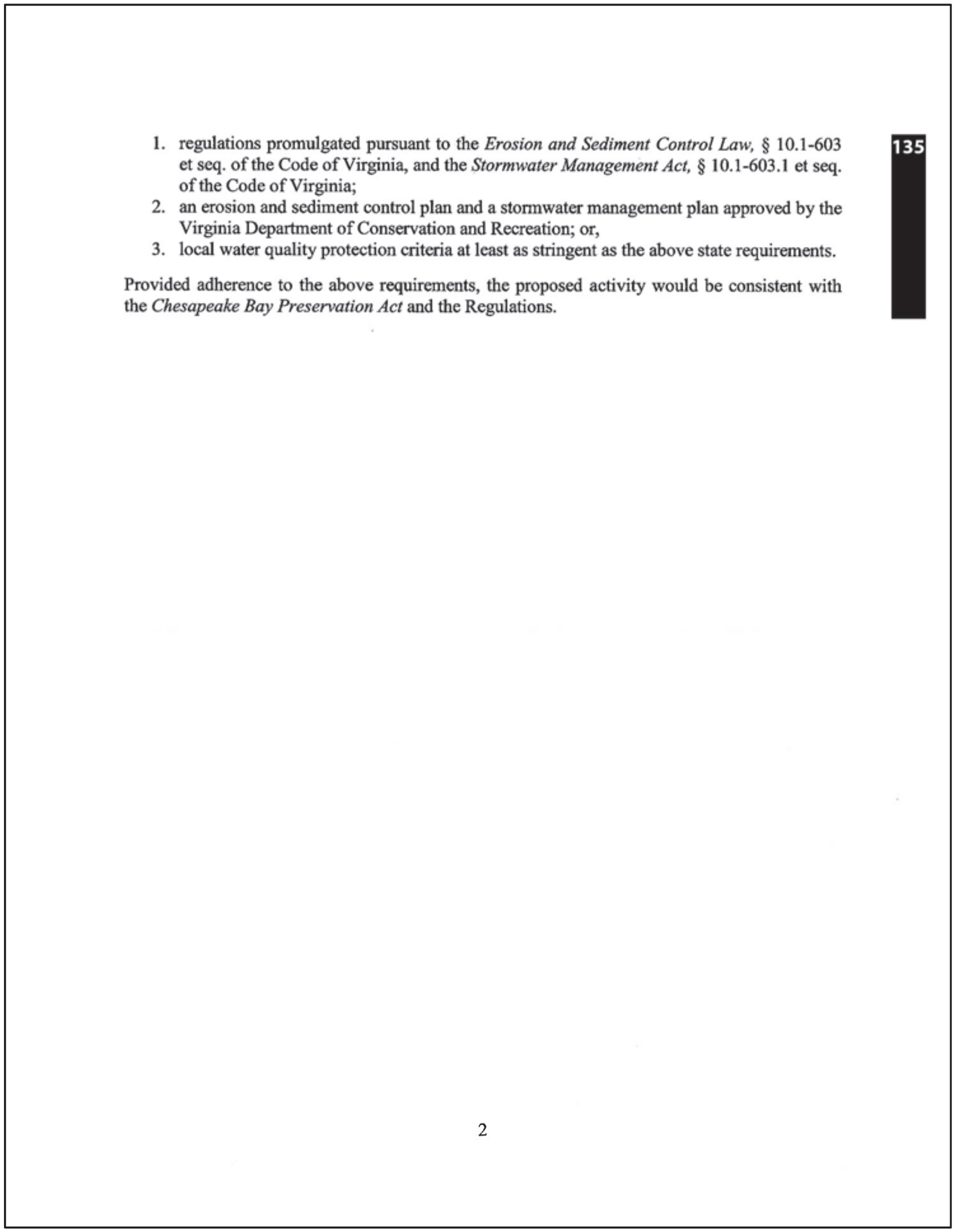
We have reviewed the Draft Environmental Impact Statement (EIS) for the proposed project and offer the following comments regarding consistency with the provisions of the *Chesapeake Bay Preservation Area Designation and Management Regulations* (Regulations):

In the Cities of Richmond and Fredericksburg and the Counties of Chesterfield, Henrico, Hanover, Caroline, Spotsylvania, Stafford, Prince William, Fairfax and Arlington, the areas protected by the *Chesapeake Bay Preservation Act*, as locally implemented, require conformance with performance criteria. These areas include Resource Protection Areas (RPAs) and Resource Management Areas (RMAs) as designated by the local government. RPAs include tidal wetlands, certain non-tidal wetlands and tidal shores, and a minimum 100-foot vegetated buffer area located adjacent to and landward of these features and along both sides of any water body with perennial flow. Areas within the RMA are subject to the general performance criteria as specified in § 9VAC 25-830-130 of the Regulations and the local ordinance. Projects within the RMA must minimize land disturbance (including access and staging areas), retain existing vegetation and minimize impervious cover.

The project involves improvements to a 123 mile section of existing CRX railway, generally parallel to the I-95 corridor from Long Bridge in Arlington County to Centralia in Chesterfield County to increase rail capacity and rail speed between Washington DC and Richmond. Construction, installation, and operation and maintenance of railroads and their appurtenant structures are conditionally exempt from the Regulations provided they are constructed in accordance with:

VIRGINIA DEQ (continued)

135. This topic and its recommendations are addressed within Section 13 ("Chesapeake Bay Preservation Areas") of DEQ's main letter. Refer to DRPT-numbered statements #50 and #51.



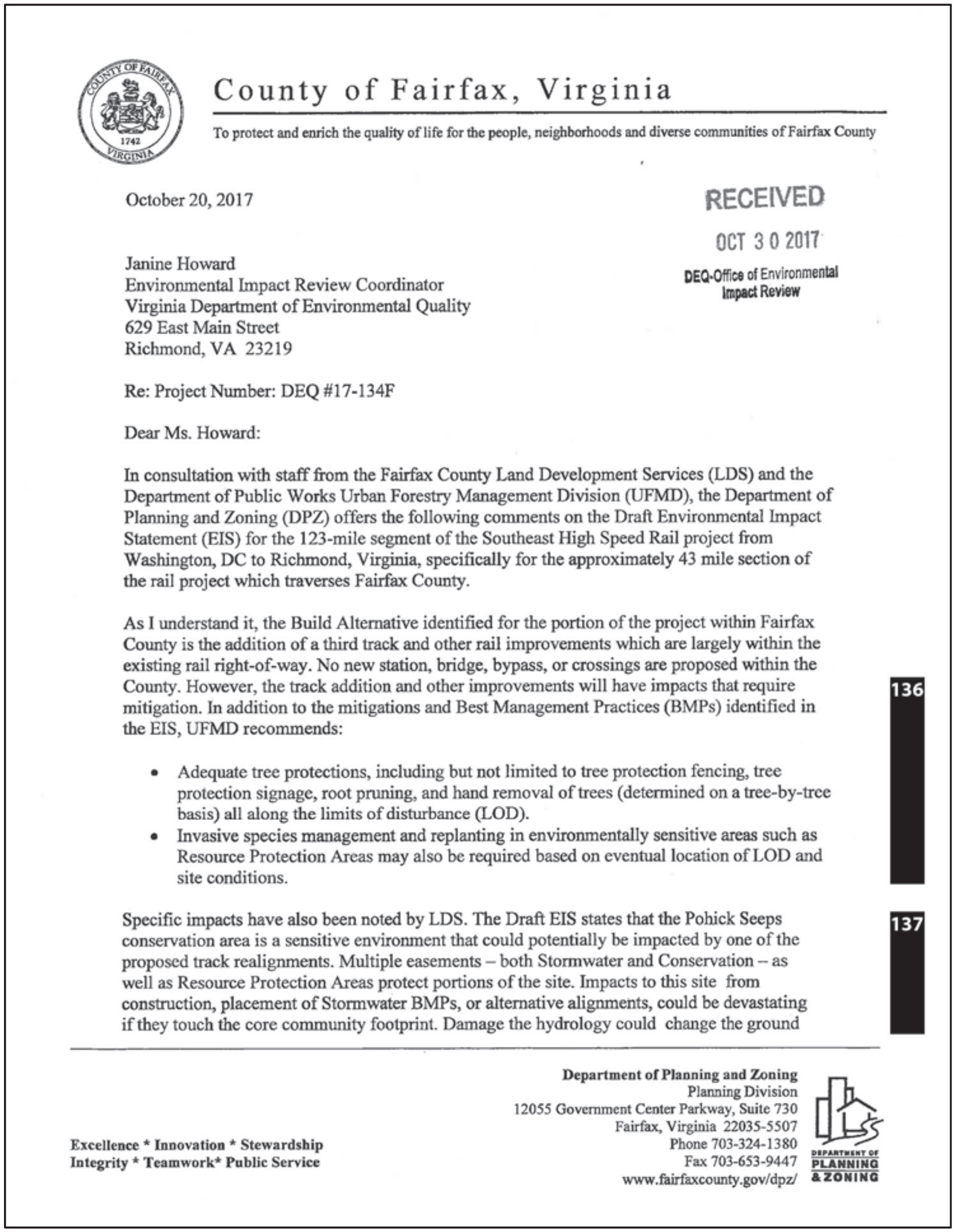
135

1. regulations promulgated pursuant to the *Erosion and Sediment Control Law,* § 10.1-603 et seq. of the Code of Virginia, and the *Stormwater Management Act,* § 10.1-603.1 et seq. of the Code of Virginia;
2. an erosion and sediment control plan and a stormwater management plan approved by the Virginia Department of Conservation and Recreation; or,
3. local water quality protection criteria at least as stringent as the above state requirements.

Provided adherence to the above requirements, the proposed activity would be consistent with the *Chesapeake Bay Preservation Act* and the Regulations.

VIRGINIA DEQ (continued)

(Response to comment 135 on previous page)



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

October 20, 2017

RECEIVED
OCT 30 2017
DEQ-Office of Environmental Impact Review

Janine Howard
Environmental Impact Review Coordinator
Virginia Department of Environmental Quality
629 East Main Street
Richmond, VA 23219

Re: Project Number: DEQ #17-134F

Dear Ms. Howard:

In consultation with staff from the Fairfax County Land Development Services (LDS) and the Department of Public Works Urban Forestry Management Division (UFMD), the Department of Planning and Zoning (DPZ) offers the following comments on the Draft Environmental Impact Statement (EIS) for the 123-mile segment of the Southeast High Speed Rail project from Washington, DC to Richmond, Virginia, specifically for the approximately 43 mile section of the rail project which traverses Fairfax County.

136

As I understand it, the Build Alternative identified for the portion of the project within Fairfax County is the addition of a third track and other rail improvements which are largely within the existing rail right-of-way. No new station, bridge, bypass, or crossings are proposed within the County. However, the track addition and other improvements will have impacts that require mitigation. In addition to the mitigations and Best Management Practices (BMPs) identified in the EIS, UFMD recommends:

- Adequate tree protections, including but not limited to tree protection fencing, tree protection signage, root pruning, and hand removal of trees (determined on a tree-by-tree basis) all along the limits of disturbance (LOD).
- Invasive species management and replanting in environmentally sensitive areas such as Resource Protection Areas may also be required based on eventual location of LOD and site conditions.

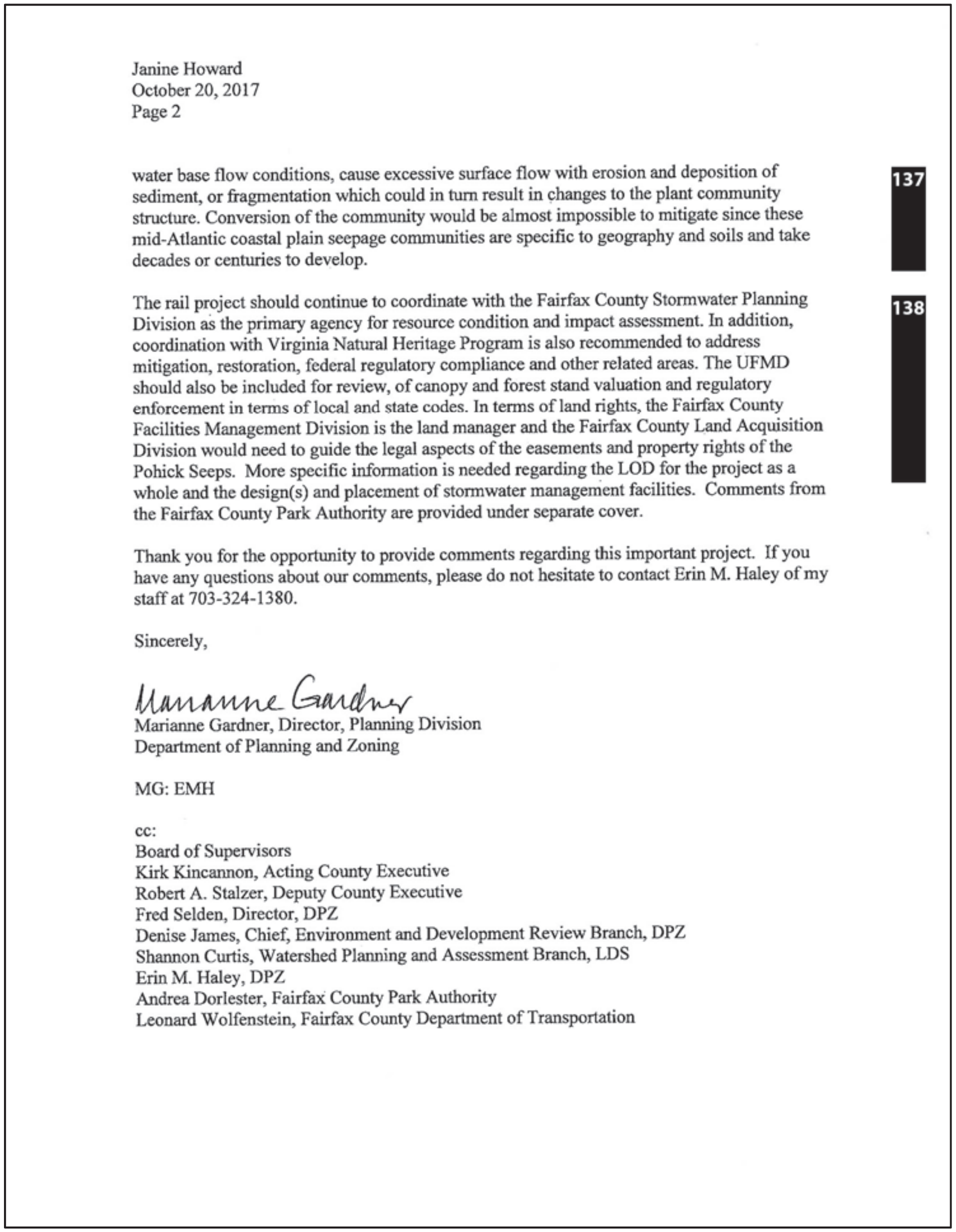
137

Specific impacts have also been noted by LDS. The Draft EIS states that the Pohick Seeps conservation area is a sensitive environment that could potentially be impacted by one of the proposed track realignments. Multiple easements – both Stormwater and Conservation – as well as Resource Protection Areas protect portions of the site. Impacts to this site from construction, placement of Stormwater BMPs, or alternative alignments, could be devastating if they touch the core community footprint. Damage the hydrology could change the ground

VIRGINIA DEQ (continued)

136. As indicated in Section 5.10.1.4 of the Final EIS, minimization and mitigation measures could include minimizing clearing and grubbing (including tree removal), development of a mitigation plan that includes landscaping and planting detail for onsite replacement of any trees removed, and native revegetation, including native shrub plantings and native reseeding of disturbed areas to prevent the spread of invasive species. Construction contract documents will include appropriate measures to protect trees along the limits of disturbance. These minimization and mitigation measures will be applicable to all vegetation communities within the limits of disturbance, not just environmentally sensitive areas.

137. Fairfax County submitted comments directly to DRPT on November 6, 2017, which included comments on Pohick Seeps; refer to Fairfax County's letter, which is included as part of the agency responses in the Final EIS, for DRPT responses to their comments.



Janine Howard
October 20, 2017
Page 2

water base flow conditions, cause excessive surface flow with erosion and deposition of sediment, or fragmentation which could in turn result in changes to the plant community structure. Conversion of the community would be almost impossible to mitigate since these mid-Atlantic coastal plain seepage communities are specific to geography and soils and take decades or centuries to develop. 137

The rail project should continue to coordinate with the Fairfax County Stormwater Planning Division as the primary agency for resource condition and impact assessment. In addition, coordination with Virginia Natural Heritage Program is also recommended to address mitigation, restoration, federal regulatory compliance and other related areas. The UFMD should also be included for review, of canopy and forest stand valuation and regulatory enforcement in terms of local and state codes. In terms of land rights, the Fairfax County Facilities Management Division is the land manager and the Fairfax County Land Acquisition Division would need to guide the legal aspects of the easements and property rights of the Pohick Seeps. More specific information is needed regarding the LOD for the project as a whole and the design(s) and placement of stormwater management facilities. Comments from the Fairfax County Park Authority are provided under separate cover. 138

Thank you for the opportunity to provide comments regarding this important project. If you have any questions about our comments, please do not hesitate to contact Erin M. Haley of my staff at 703-324-1380.

Sincerely,

Marianne Gardner
Marianne Gardner, Director, Planning Division
Department of Planning and Zoning

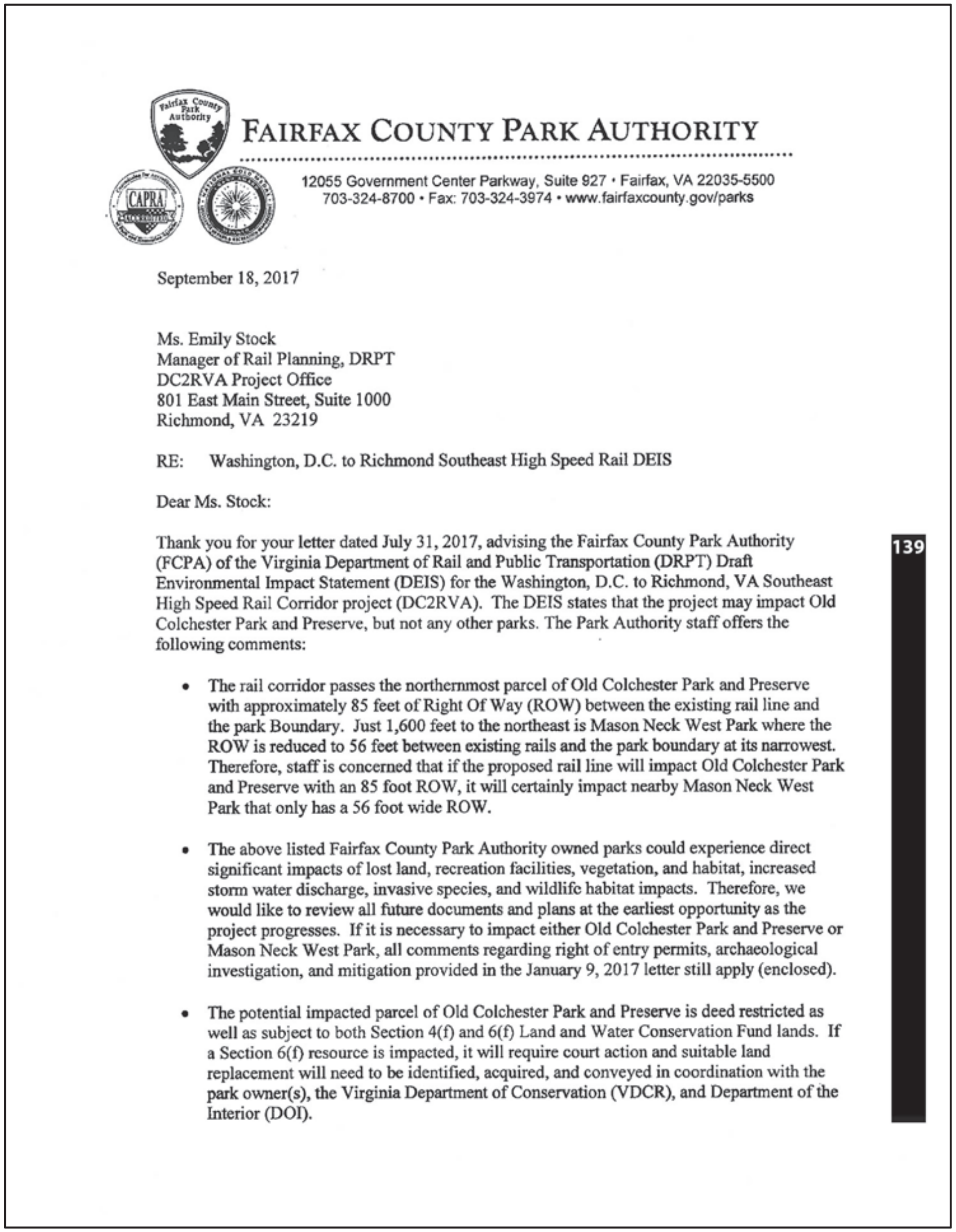
MG: EMH

cc:
Board of Supervisors
Kirk Kincannon, Acting County Executive
Robert A. Stalzer, Deputy County Executive
Fred Selden, Director, DPZ
Denise James, Chief, Environment and Development Review Branch, DPZ
Shannon Curtis, Watershed Planning and Assessment Branch, LDS
Erin M. Haley, DPZ
Andrea Dorlester, Fairfax County Park Authority
Leonard Wolfenstein, Fairfax County Department of Transportation

VIRGINIA DEQ (continued)

(Response to comment 137 on previous page)

138. DRPT will continue to coordinate with federal, state, and local agencies, including Fairfax County, during final design and Project permitting, in accordance with federal, state, and local laws and regulations.



FAIRFAX COUNTY PARK AUTHORITY
12055 Government Center Parkway, Suite 927 • Fairfax, VA 22035-5500
703-324-8700 • Fax: 703-324-3974 • www.fairfaxcounty.gov/parks

September 18, 2017

Ms. Emily Stock
Manager of Rail Planning, DRPT
DC2RVA Project Office
801 East Main Street, Suite 1000
Richmond, VA 23219

RE: Washington, D.C. to Richmond Southeast High Speed Rail DEIS

Dear Ms. Stock:

139 Thank you for your letter dated July 31, 2017, advising the Fairfax County Park Authority (FCPA) of the Virginia Department of Rail and Public Transportation (DRPT) Draft Environmental Impact Statement (DEIS) for the Washington, D.C. to Richmond, VA Southeast High Speed Rail Corridor project (DC2RVA). The DEIS states that the project may impact Old Colchester Park and Preserve, but not any other parks. The Park Authority staff offers the following comments:

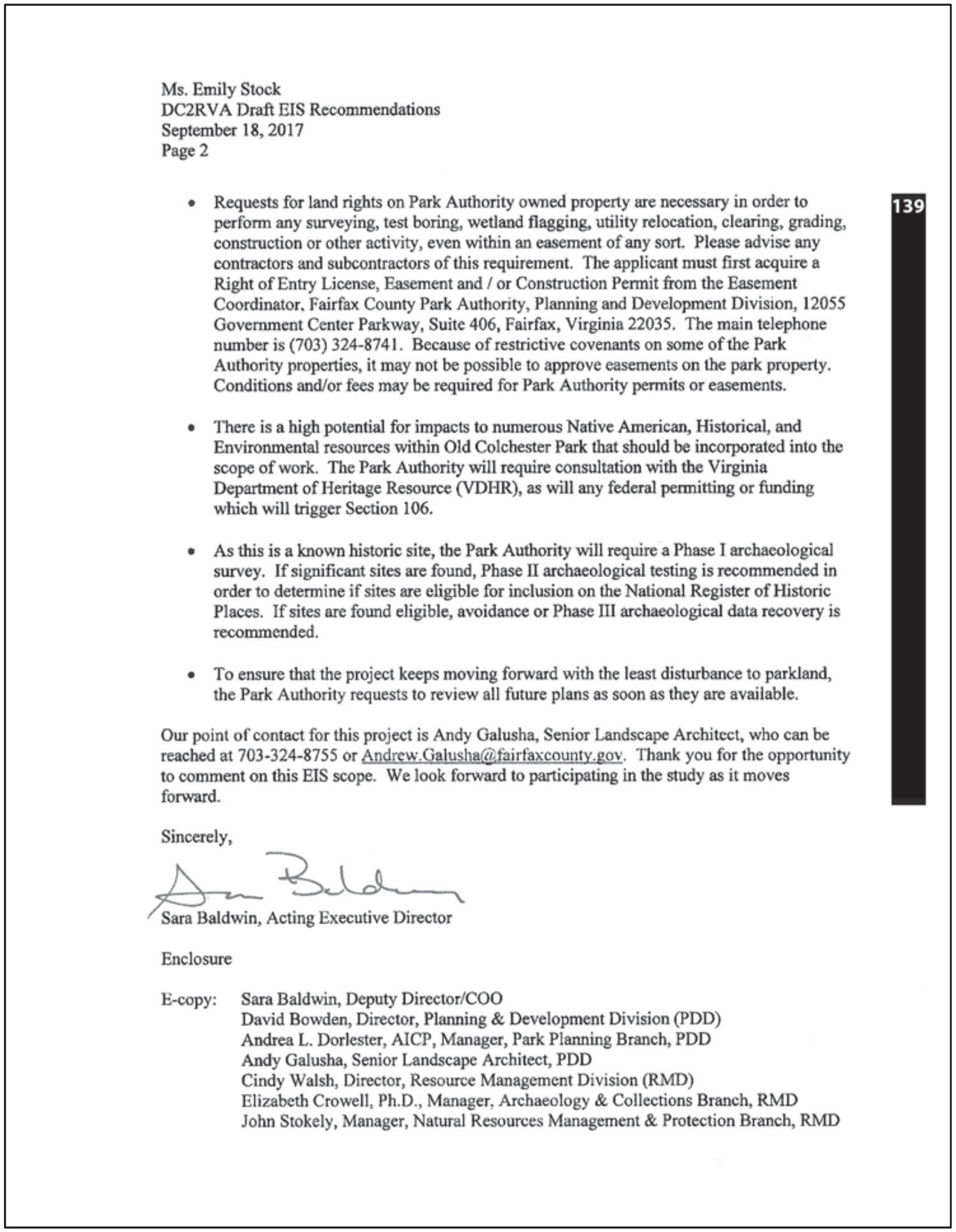
- The rail corridor passes the northernmost parcel of Old Colchester Park and Preserve with approximately 85 feet of Right Of Way (ROW) between the existing rail line and the park Boundary. Just 1,600 feet to the northeast is Mason Neck West Park where the ROW is reduced to 56 feet between existing rails and the park boundary at its narrowest. Therefore, staff is concerned that if the proposed rail line will impact Old Colchester Park and Preserve with an 85 foot ROW, it will certainly impact nearby Mason Neck West Park that only has a 56 foot wide ROW.

- The above listed Fairfax County Park Authority owned parks could experience direct significant impacts of lost land, recreation facilities, vegetation, and habitat, increased storm water discharge, invasive species, and wildlife habitat impacts. Therefore, we would like to review all future documents and plans at the earliest opportunity as the project progresses. If it is necessary to impact either Old Colchester Park and Preserve or Mason Neck West Park, all comments regarding right of entry permits, archaeological investigation, and mitigation provided in the January 9, 2017 letter still apply (enclosed).

- The potential impacted parcel of Old Colchester Park and Preserve is deed restricted as well as subject to both Section 4(f) and 6(f) Land and Water Conservation Fund lands. If a Section 6(f) resource is impacted, it will require court action and suitable land replacement will need to be identified, acquired, and conveyed in coordination with the park owner(s), the Virginia Department of Conservation (VDCR), and Department of the Interior (DOI).

VIRGINIA DEQ (continued)

139. Fairfax County submitted comments directly to DRPT on November 6, 2017, which included these same topics on Parks; refer to Fairfax County's letter, which is included as part of the agency responses in the Final EIS, for DRPT responses to their comments.



Ms. Emily Stock
DC2RVA Draft EIS Recommendations
September 18, 2017
Page 2

139

- Requests for land rights on Park Authority owned property are necessary in order to perform any surveying, test boring, wetland flagging, utility relocation, clearing, grading, construction or other activity, even within an easement of any sort. Please advise any contractors and subcontractors of this requirement. The applicant must first acquire a Right of Entry License, Easement and / or Construction Permit from the Easement Coordinator, Fairfax County Park Authority, Planning and Development Division, 12055 Government Center Parkway, Suite 406, Fairfax, Virginia 22035. The main telephone number is (703) 324-8741. Because of restrictive covenants on some of the Park Authority properties, it may not be possible to approve easements on the park property. Conditions and/or fees may be required for Park Authority permits or easements.

- There is a high potential for impacts to numerous Native American, Historical, and Environmental resources within Old Colchester Park that should be incorporated into the scope of work. The Park Authority will require consultation with the Virginia Department of Heritage Resource (VDHR), as will any federal permitting or funding which will trigger Section 106.

- As this is a known historic site, the Park Authority will require a Phase I archaeological survey. If significant sites are found, Phase II archaeological testing is recommended in order to determine if sites are eligible for inclusion on the National Register of Historic Places. If sites are found eligible, avoidance or Phase III archaeological data recovery is recommended.

- To ensure that the project keeps moving forward with the least disturbance to parkland, the Park Authority requests to review all future plans as soon as they are available.

Our point of contact for this project is Andy Galusha, Senior Landscape Architect, who can be reached at 703-324-8755 or Andrew.Galusha@fairfaxcounty.gov. Thank you for the opportunity to comment on this EIS scope. We look forward to participating in the study as it moves forward.

Sincerely,

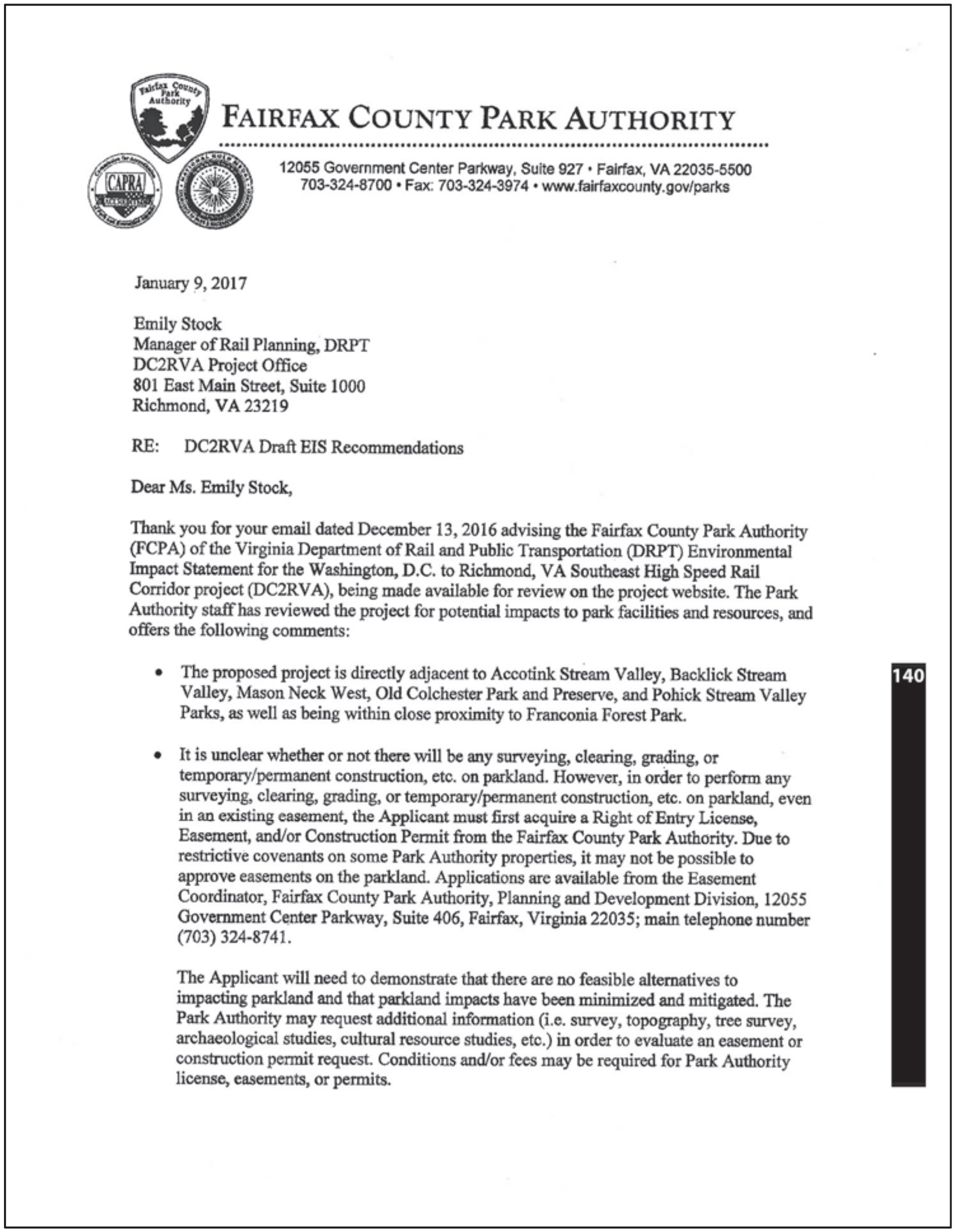
Sara Baldwin, Acting Executive Director

Enclosure

E-copy: Sara Baldwin, Deputy Director/COO
David Bowden, Director, Planning & Development Division (PDD)
Andrea L. Dorlester, AICP, Manager, Park Planning Branch, PDD
Andy Galusha, Senior Landscape Architect, PDD
Cindy Walsh, Director, Resource Management Division (RMD)
Elizabeth Crowell, Ph.D., Manager, Archaeology & Collections Branch, RMD
John Stokely, Manager, Natural Resources Management & Protection Branch, RMD

VIRGINIA DEQ (continued)

(Response to comment 139 on previous page)



FAIRFAX COUNTY PARK AUTHORITY

12055 Government Center Parkway, Suite 927 • Fairfax, VA 22035-5500
703-324-8700 • Fax: 703-324-3974 • www.fairfaxcounty.gov/parks

January 9, 2017

Emily Stock
Manager of Rail Planning, DRPT
DC2RVA Project Office
801 East Main Street, Suite 1000
Richmond, VA 23219

RE: DC2RVA Draft EIS Recommendations

Dear Ms. Emily Stock,

Thank you for your email dated December 13, 2016 advising the Fairfax County Park Authority (FCPA) of the Virginia Department of Rail and Public Transportation (DRPT) Environmental Impact Statement for the Washington, D.C. to Richmond, VA Southeast High Speed Rail Corridor project (DC2RVA), being made available for review on the project website. The Park Authority staff has reviewed the project for potential impacts to park facilities and resources, and offers the following comments:

140

- The proposed project is directly adjacent to Accotink Stream Valley, Backlick Stream Valley, Mason Neck West, Old Colchester Park and Preserve, and Pohick Stream Valley Parks, as well as being within close proximity to Franconia Forest Park.
- It is unclear whether or not there will be any surveying, clearing, grading, or temporary/permanent construction, etc. on parkland. However, in order to perform any surveying, clearing, grading, or temporary/permanent construction, etc. on parkland, even in an existing easement, the Applicant must first acquire a Right of Entry License, Easement, and/or Construction Permit from the Fairfax County Park Authority. Due to restrictive covenants on some Park Authority properties, it may not be possible to approve easements on the parkland. Applications are available from the Easement Coordinator, Fairfax County Park Authority, Planning and Development Division, 12055 Government Center Parkway, Suite 406, Fairfax, Virginia 22035; main telephone number (703) 324-8741.

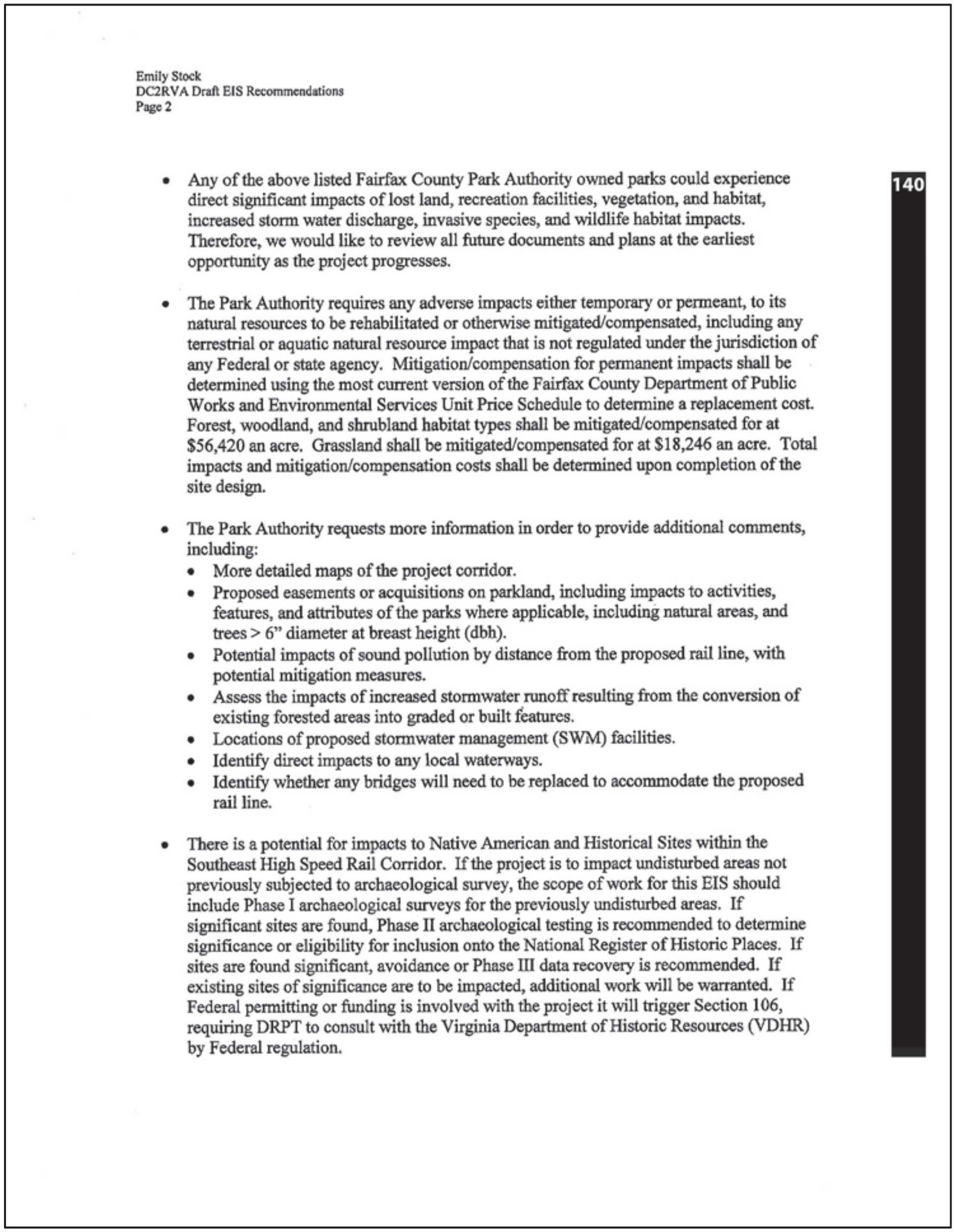
  The Applicant will need to demonstrate that there are no feasible alternatives to impacting parkland and that parkland impacts have been minimized and mitigated. The Park Authority may request additional information (i.e. survey, topography, tree survey, archaeological studies, cultural resource studies, etc.) in order to evaluate an easement or construction permit request. Conditions and/or fees may be required for Park Authority license, easements, or permits.

VIRGINIA DEQ (continued)

140. This letter was provided to DRPT after the preliminary alternative recommendations were made to the Commonwealth Transportation Board in December of 2016, which was ten months prior to the publication of the Draft EIS (on September 8, 2017), and are not specific comments on the content of the Draft EIS. Between receiving this letter and publishing the Draft EIS, DRPT coordinated with Fairfax County, and their comments, including those contained within this letter, are addressed in the analyses and documentation included in the Draft EIS. Detailed mapping of the Project corridor was included in Appendices C through H of the Draft EIS. There will be no acquisitions or easements on Fairfax County Park Authority lands.

    The Project requires compliance with the National Historic Preservation Act of 1966. Since 2014, DRPT has been complying with this legislation, including Project initiation, determination of an area of potential effects (APE), reconnaissance archaeological studies with predictive model, and architectural identification- and evaluation-level surveys of the APE. All studies have been coordinated with DHR and details on these studies and the ensuing coordination can be found in Final EIS Appendix D. National Register of Historic Places (NRHP)-eligible resources recorded to date in the Project APE in Fairfax County include the RF&P Railroad Corridor, Mount Vernon Parkway, Old Colchester Road and Colchester Arms. The FRA has determined that the Project will have an adverse effect on the RF&P Railroad Corridor, no adverse effect on the Mount Vernon Parkway and Colchester Arms, and no effect on Old Colchester Road. The DHR concurred with these determinations. Steps that will be taken to mitigate the adverse effects to the RF&P Railroad Corridor have been outlined in the Section 106 Draft Memorandum of Agreement (Appendix K of the Final EIS).

(Responses are continued on next page)



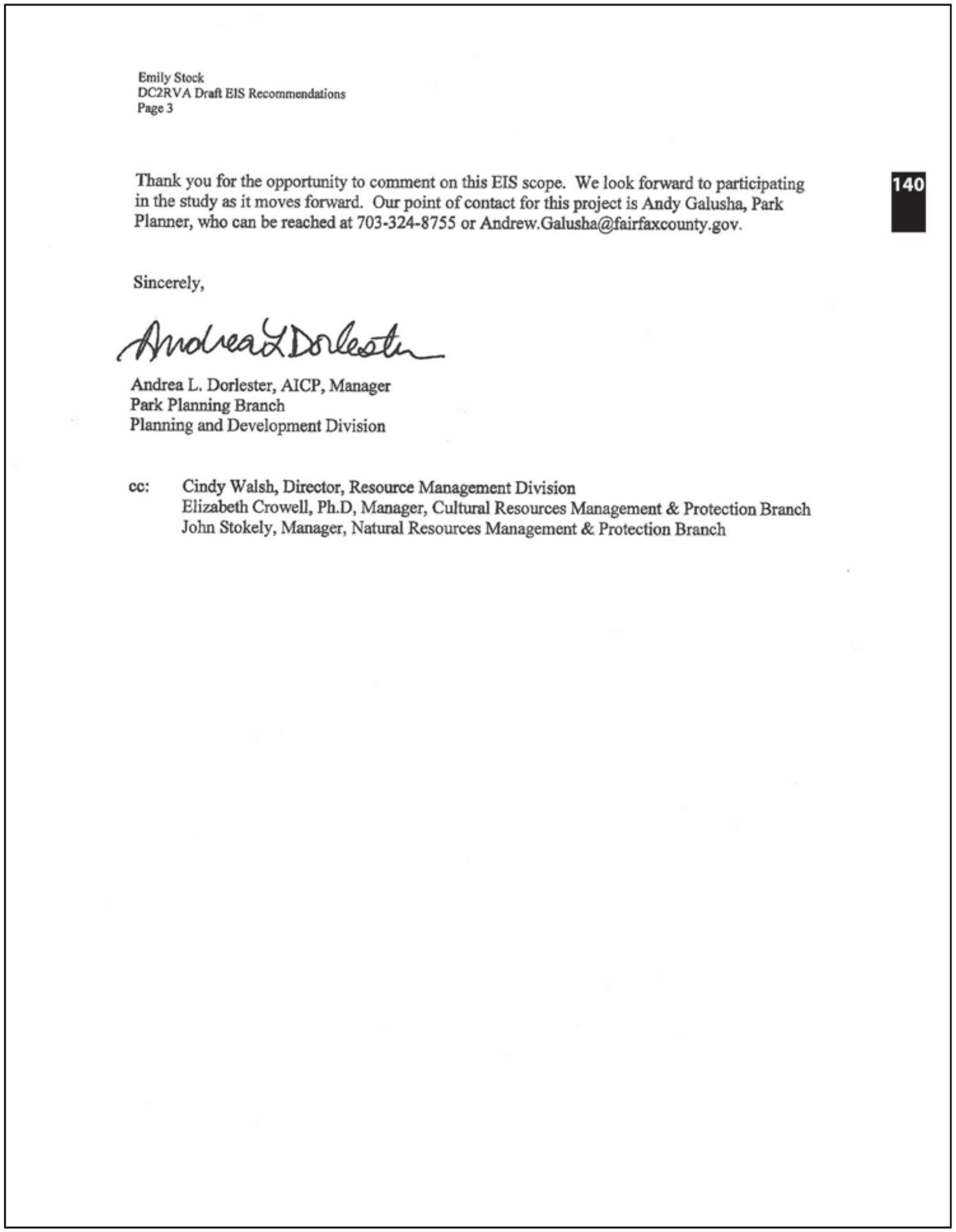
Emily Stock
DC2RVA Draft EIS Recommendations
Page 2

140

- Any of the above listed Fairfax County Park Authority owned parks could experience direct significant impacts of lost land, recreation facilities, vegetation, and habitat, increased storm water discharge, invasive species, and wildlife habitat impacts. Therefore, we would like to review all future documents and plans at the earliest opportunity as the project progresses.
- The Park Authority requires any adverse impacts either temporary or permeant, to its natural resources to be rehabilitated or otherwise mitigated/compensated, including any terrestrial or aquatic natural resource impact that is not regulated under the jurisdiction of any Federal or state agency. Mitigation/compensation for permanent impacts shall be determined using the most current version of the Fairfax County Department of Public Works and Environmental Services Unit Price Schedule to determine a replacement cost. Forest, woodland, and shrubland habitat types shall be mitigated/compensated for at $56,420 an acre. Grassland shall be mitigated/compensated for at $18,246 an acre. Total impacts and mitigation/compensation costs shall be determined upon completion of the site design.
- The Park Authority requests more information in order to provide additional comments, including:
  - More detailed maps of the project corridor.
  - Proposed easements or acquisitions on parkland, including impacts to activities, features, and attributes of the parks where applicable, including natural areas, and trees > 6" diameter at breast height (dbh).
  - Potential impacts of sound pollution by distance from the proposed rail line, with potential mitigation measures.
  - Assess the impacts of increased stormwater runoff resulting from the conversion of existing forested areas into graded or built features.
  - Locations of proposed stormwater management (SWM) facilities.
  - Identify direct impacts to any local waterways.
  - Identify whether any bridges will need to be replaced to accommodate the proposed rail line.
- There is a potential for impacts to Native American and Historical Sites within the Southeast High Speed Rail Corridor. If the project is to impact undisturbed areas not previously subjected to archaeological survey, the scope of work for this EIS should include Phase I archaeological surveys for the previously undisturbed areas. If significant sites are found, Phase II archaeological testing is recommended to determine significance or eligibility for inclusion onto the National Register of Historic Places. If sites are found significant, avoidance or Phase III data recovery is recommended. If existing sites of significance are to be impacted, additional work will be warranted. If Federal permitting or funding is involved with the project it will trigger Section 106, requiring DRPT to consult with the Virginia Department of Historic Resources (VDHR) by Federal regulation.

VIRGINIA DEQ (continued)

Specifically related to subsurface impacts, DRPT carefully evaluated the archaeological APE throughout the corridor, including Fairfax County. Based on DRPT's predictive model and Project plans in the county, no impacts are planned outside of CSXT right-of-way in areas that have the potential to contain archaeological sites. Details on this mapping were discussed with the Fairfax County Parks Authority (FCPA) via telephone and email in October 2015 and careful attention has been rendered to assure that no changes to the area of impact have been made that require additional archaeological study.



Emily Stock
DC2RVA Draft EIS Recommendations
Page 3

Thank you for the opportunity to comment on this EIS scope. We look forward to participating in the study as it moves forward. Our point of contact for this project is Andy Galusha, Park Planner, who can be reached at 703-324-8755 or Andrew.Galusha@fairfaxcounty.gov. 140

Sincerely,

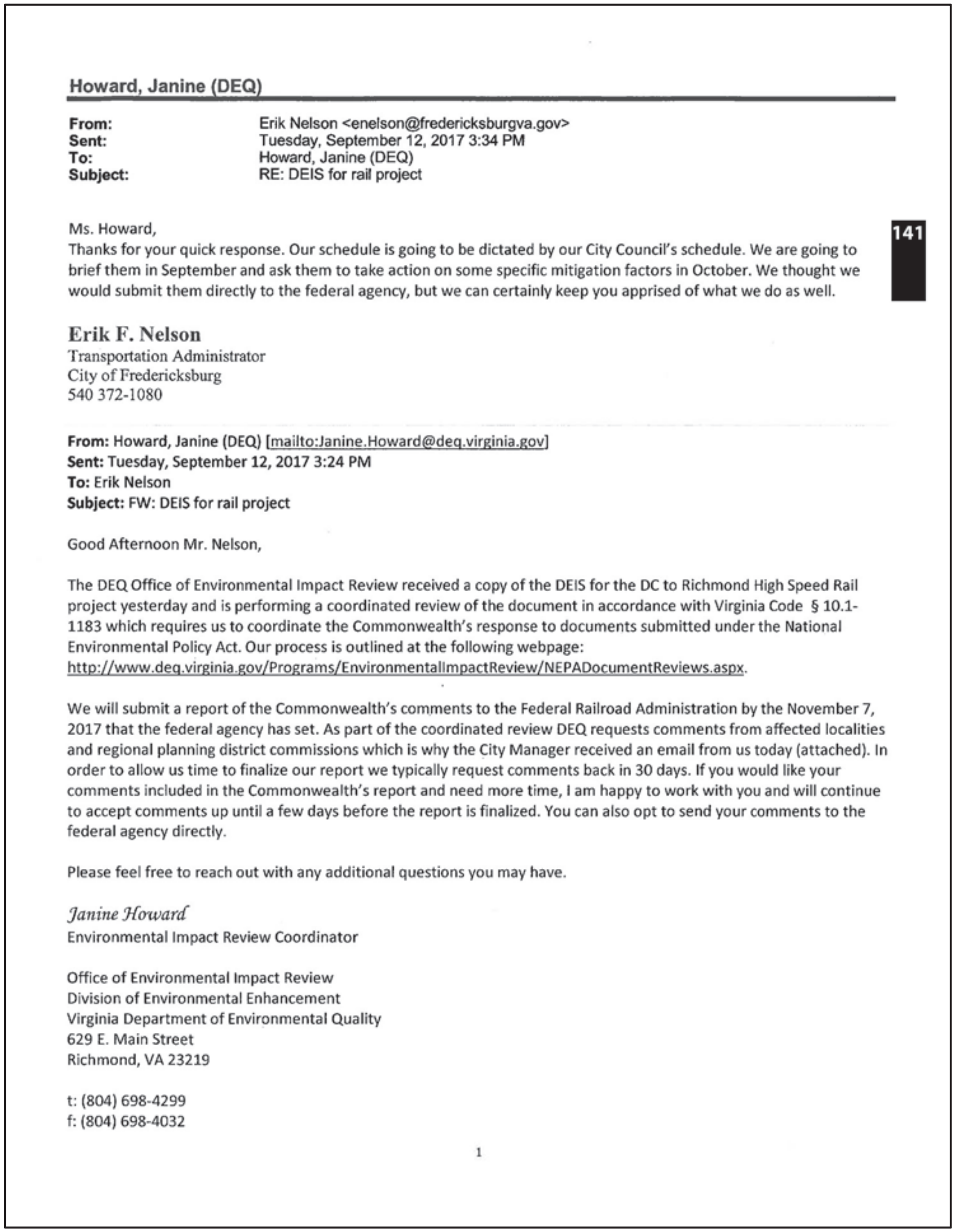
Andrea L Dorlester

Andrea L. Dorlester, AICP, Manager
Park Planning Branch
Planning and Development Division

cc: Cindy Walsh, Director, Resource Management Division
Elizabeth Crowell, Ph.D, Manager, Cultural Resources Management & Protection Branch
John Stokely, Manager, Natural Resources Management & Protection Branch

VIRGINIA DEQ (continued)

(Response to comment 140 on previous page)



Howard, Janine (DEQ)

From: Erik Nelson <enelson@fredericksburgva.gov>
Sent: Tuesday, September 12, 2017 3:34 PM
To: Howard, Janine (DEQ)
Subject: RE: DEIS for rail project

141

Ms. Howard,
Thanks for your quick response. Our schedule is going to be dictated by our City Council's schedule. We are going to brief them in September and ask them to take action on some specific mitigation factors in October. We thought we would submit them directly to the federal agency, but we can certainly keep you apprised of what we do as well.

Erik F. Nelson
Transportation Administrator
City of Fredericksburg
540 372-1080

From: Howard, Janine (DEQ) [mailto:Janine.Howard@deq.virginia.gov]
Sent: Tuesday, September 12, 2017 3:24 PM
To: Erik Nelson
Subject: FW: DEIS for rail project

Good Afternoon Mr. Nelson,

The DEQ Office of Environmental Impact Review received a copy of the DEIS for the DC to Richmond High Speed Rail project yesterday and is performing a coordinated review of the document in accordance with Virginia Code § 10.1-1183 which requires us to coordinate the Commonwealth's response to documents submitted under the National Environmental Policy Act. Our process is outlined at the following webpage: http://www.deq.virginia.gov/Programs/EnvironmentalImpactReview/NEPADocumentReviews.aspx.

We will submit a report of the Commonwealth's comments to the Federal Railroad Administration by the November 7, 2017 that the federal agency has set. As part of the coordinated review DEQ requests comments from affected localities and regional planning district commissions which is why the City Manager received an email from us today (attached). In order to allow us time to finalize our report we typically request comments back in 30 days. If you would like your comments included in the Commonwealth's report and need more time, I am happy to work with you and will continue to accept comments up until a few days before the report is finalized. You can also opt to send your comments to the federal agency directly.

Please feel free to reach out with any additional questions you may have.

Janine Howard
Environmental Impact Review Coordinator

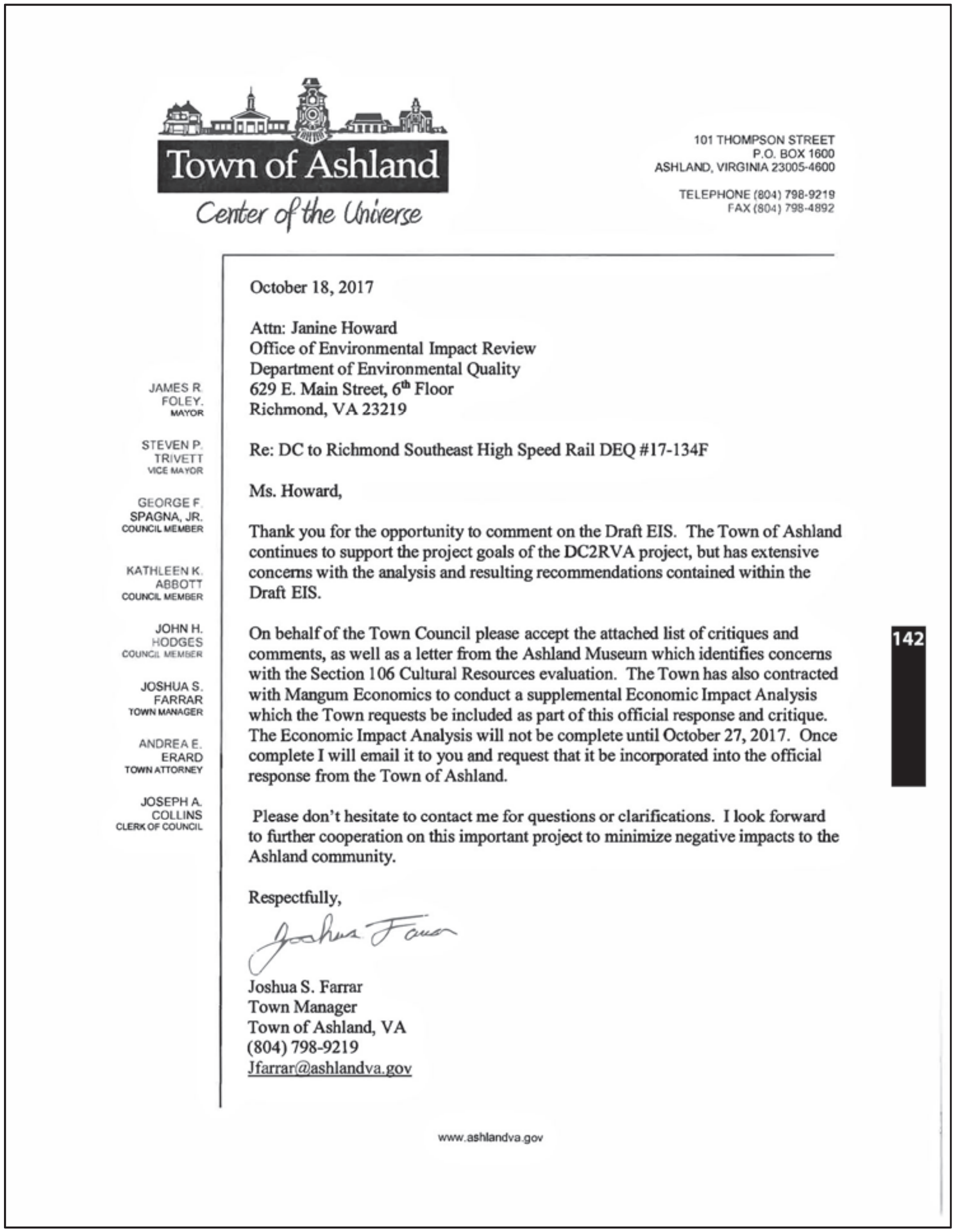
Office of Environmental Impact Review
Division of Environmental Enhancement
Virginia Department of Environmental Quality
629 E. Main Street
Richmond, VA 23219

t: (804) 698-4299
f: (804) 698-4032

1

VIRGINIA DEQ (continued)

141. The City of Fredericksburg submitted comments directly to DRPT; refer to the City's letter, which is included as part of the agency responses in the Final EIS, for DRPT responses to their comments.



Town of Ashland
Center of the Universe

101 THOMPSON STREET
P.O. BOX 1600
ASHLAND, VIRGINIA 23005-4600

TELEPHONE (804) 798-9219
FAX (804) 798-4892

JAMES R. FOLEY, MAYOR
STEVEN P. TRIVETT, VICE MAYOR
GEORGE F. SPAGNA, JR., COUNCIL MEMBER
KATHLEEN K. ABBOTT, COUNCIL MEMBER
JOHN H. HODGES, COUNCIL MEMBER
JOSHUA S. FARRAR, TOWN MANAGER
ANDREA E. ERARD, TOWN ATTORNEY
JOSEPH A. COLLINS, CLERK OF COUNCIL

October 18, 2017

Attn: Janine Howard
Office of Environmental Impact Review
Department of Environmental Quality
629 E. Main Street, 6th Floor
Richmond, VA 23219

Re: DC to Richmond Southeast High Speed Rail DEQ #17-134F

Ms. Howard,

Thank you for the opportunity to comment on the Draft EIS. The Town of Ashland continues to support the project goals of the DC2RVA project, but has extensive concerns with the analysis and resulting recommendations contained within the Draft EIS.

On behalf of the Town Council please accept the attached list of critiques and comments, as well as a letter from the Ashland Museum which identifies concerns with the Section 106 Cultural Resources evaluation. The Town has also contracted with Mangum Economics to conduct a supplemental Economic Impact Analysis which the Town requests be included as part of this official response and critique. The Economic Impact Analysis will not be complete until October 27, 2017. Once complete I will email it to you and request that it be incorporated into the official response from the Town of Ashland. 142

Please don't hesitate to contact me for questions or clarifications. I look forward to further cooperation on this important project to minimize negative impacts to the Ashland community.

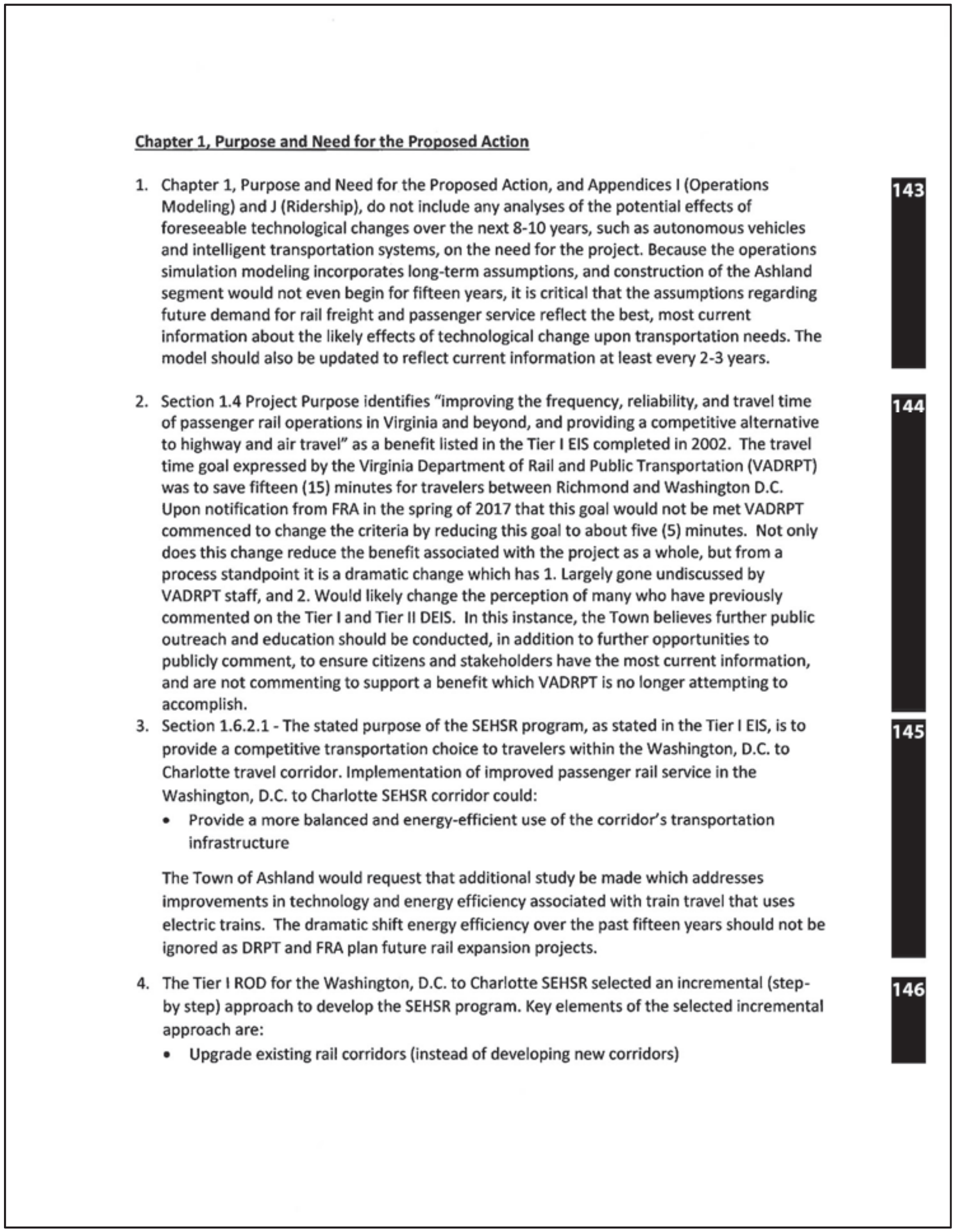
Respectfully,

Joshua S. Farrar
Town Manager
Town of Ashland, VA
(804) 798-9219
Jfarrar@ashlandva.gov

www.ashlandva.gov

VIRGINIA DEQ (continued)

142. DRPT has reviewed all attachments provided by Town of Ashland, including the Ashland Museum and Mangum Economics report, and responded to comments within each attachment; refer to DRPT-numbered statements #143 through #236.



Chapter 1, Purpose and Need for the Proposed Action

143

1. Chapter 1, Purpose and Need for the Proposed Action, and Appendices I (Operations Modeling) and J (Ridership), do not include any analyses of the potential effects of foreseeable technological changes over the next 8-10 years, such as autonomous vehicles and intelligent transportation systems, on the need for the project. Because the operations simulation modeling incorporates long-term assumptions, and construction of the Ashland segment would not even begin for fifteen years, it is critical that the assumptions regarding future demand for rail freight and passenger service reflect the best, most current information about the likely effects of technological change upon transportation needs. The model should also be updated to reflect current information at least every 2-3 years.

144

2. Section 1.4 Project Purpose identifies "improving the frequency, reliability, and travel time of passenger rail operations in Virginia and beyond, and providing a competitive alternative to highway and air travel" as a benefit listed in the Tier I EIS completed in 2002. The travel time goal expressed by the Virginia Department of Rail and Public Transportation (VADRPT) was to save fifteen (15) minutes for travelers between Richmond and Washington D.C. Upon notification from FRA in the spring of 2017 that this goal would not be met VADRPT commenced to change the criteria by reducing this goal to about five (5) minutes. Not only does this change reduce the benefit associated with the project as a whole, but from a process standpoint it is a dramatic change which has 1. Largely gone undiscussed by VADRPT staff, and 2. Would likely change the perception of many who have previously commented on the Tier I and Tier II DEIS. In this instance, the Town believes further public outreach and education should be conducted, in addition to further opportunities to publicly comment, to ensure citizens and stakeholders have the most current information, and are not commenting to support a benefit which VADRPT is no longer attempting to accomplish.

145

3. Section 1.6.2.1 - The stated purpose of the SEHSR program, as stated in the Tier I EIS, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte travel corridor. Implementation of improved passenger rail service in the Washington, D.C. to Charlotte SEHSR corridor could:
   - Provide a more balanced and energy-efficient use of the corridor's transportation infrastructure

   The Town of Ashland would request that additional study be made which addresses improvements in technology and energy efficiency associated with train travel that uses electric trains. The dramatic shift energy efficiency over the past fifteen years should not be ignored as DRPT and FRA plan future rail expansion projects.

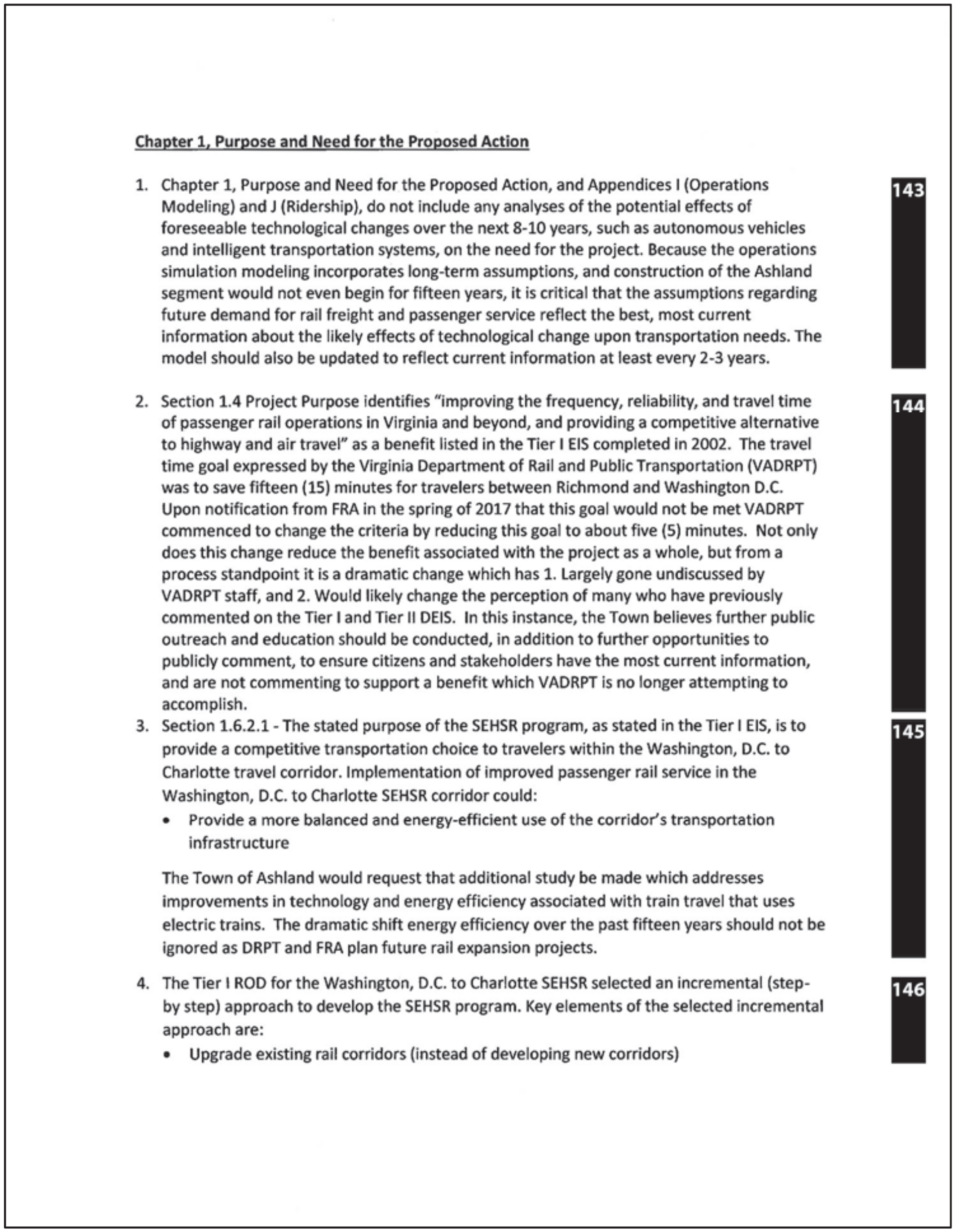
146

4. The Tier I ROD for the Washington, D.C. to Charlotte SEHSR selected an incremental (step-by step) approach to develop the SEHSR program. Key elements of the selected incremental approach are:
   - Upgrade existing rail corridors (instead of developing new corridors)

VIRGINIA DEQ (continued)

143. In 2002, the FRA completed the Tier I EIS for the Southeast High Speed Rail corridor that established the overall purpose and defined the route for providing a competitive transportation choice for travelers within the Washington, D.C. to Richmond, Raleigh, and Charlotte travel corridor. The DC2RVA Tier II EIS carries forward the purpose of the 2002 Tier I EIS within the Washington, D.C. to Richmond portion of the larger SEHSR corridor by identifying the infrastructure improvements necessary to provide a competitive transportation choice for current and future conditions; refer to Section 1.2 of the Final EIS for additional clarification since the Draft EIS FRA projected passenger, commuter, and freight train levels for 20 years (2045) to ensure the proposed infrastructure improvements will be sufficient to meet the Project's Purpose and Need. The DC2RVA Project does not preclude adoption of, or adjustment for, future technological changes. Developing the corridor incrementally based on market demand and/or funding availability allows flexibility to accommodate future technological changes in final design.

(Responses are continued on next page)



Chapter 1, Purpose and Need for the Proposed Action

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   - Provide a more balanced and energy-efficient use of the corridor's transportation infrastructure

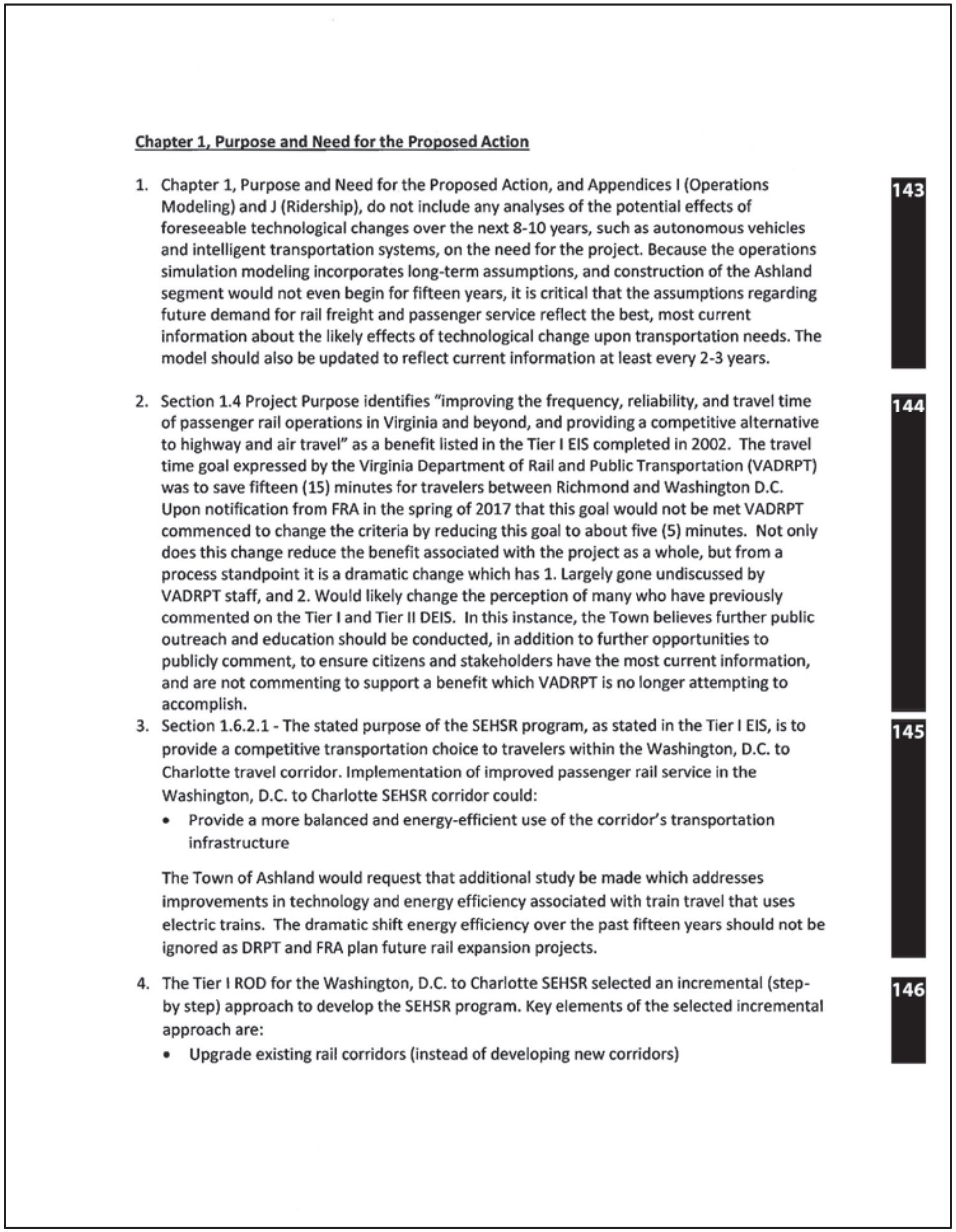
   The Town of Ashland would request that additional study be made which addresses improvements in technology and energy efficiency associated with train travel that uses electric trains. The dramatic shift energy efficiency over the past fifteen years should not be ignored as DRPT and FRA plan future rail expansion projects.

4. The Tier I ROD for the Washington, D.C. to Charlotte SEHSR selected an incremental (step-by step) approach to develop the SEHSR program. Key elements of the selected incremental approach are: 146
   - Upgrade existing rail corridors (instead of developing new corridors)

VIRGINIA DEQ (continued)

144. The 2002 Tier I EIS established the overall purpose for the SEHSR program, which, as stated in the Tier I EIS, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Richmond, Raleigh, and Charlotte travel corridor. The Tier I EIS recognizes that travel time and service reliability are key factors affecting the traveling public's choice of transportation mode. Neither FRA nor DRPT have set a specific goal for reductions in travel time for the Project, nor has a reduction in travel time been applied as a criterion during alternatives screening or other evaluation. Reductions in travel time are anticipated to vary among different trains based on their respective schedules and station stops, as well as the Project's final design. While preparing the Draft EIS, DRPT conducted a survey of rail, bus, air, and automobile passengers traveling between Richmond, Virginia and points north (see Appendix J of the Draft EIS). The central purpose of the survey was to better understand the behavior of travelers along the DC2RVA corridor. Data collected from the survey were used to estimate an initial set of passenger sensitivities to changes in fare, travel time, and other service attributes. DRPT found that the traveling public (e.g., number of riders) was directly responsive to improved reliability and frequency of passenger rail service. Reduced travel time, while a benefit, had less effect on ridership.

(Responses are continued on next page)



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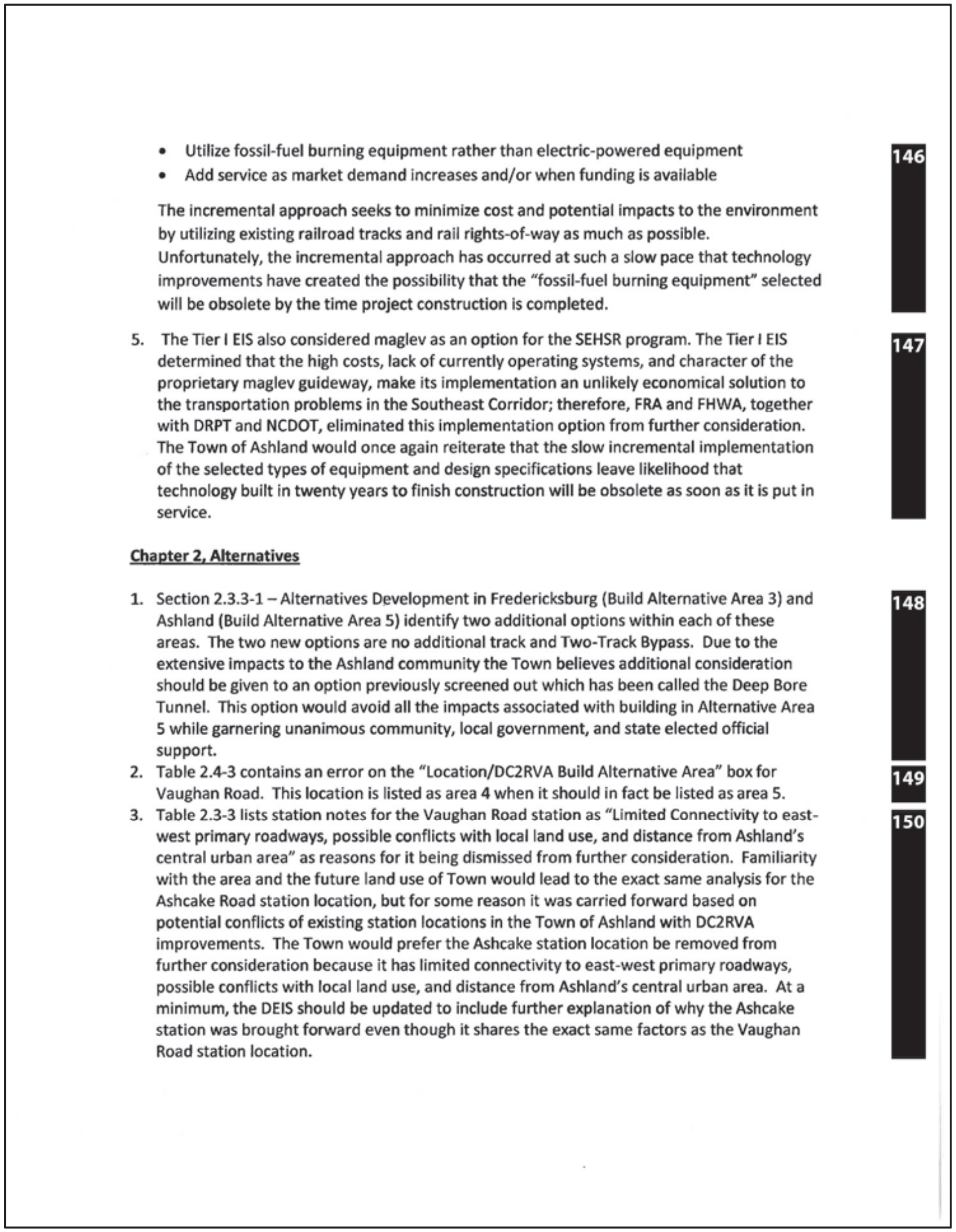
4. The Tier I ROD for the Washington, D.C. to Charlotte SEHSR selected an incremental (step-by step) approach to develop the SEHSR program. Key elements of the selected incremental approach are: 146
   - Upgrade existing rail corridors (instead of developing new corridors)

VIRGINIA DEQ (continued)

145. and 146. The DC2RVA Tier II EIS continues the incremental approach approved in the SEHSR Tier I ROD in the Washington, D.C. to Richmond, VA corridor along the existing rail corridor owned and operated by CSXT. Consistent with FRA's decision in the SEHSR Tier I ROD, DRPT identified and evaluated alternatives to improve and add capacity to the existing rail corridor which utilize fossil-fuel burning equipment. Alternative technologies (such as Maglev or hyperloop technologies or use of electric locomotives) are not consistent with the Purpose and Need defined in the 2002 Tier I EIS and ROD, so do not meet the Purpose and Need of the DC2RVA Project. DRPT does recognize that technologies are changing, and new transportation modes and options may be available in the future. The Project's Basis of Design allows for sufficient clearance on new grade-separated roadway crossings so as not to preclude a potential future electric catenary system. Advancing the DC2RVA Project along the incremental approach selected by FRA does not preclude future applications of hyperloop or other new technologies if or when they become viable, which would be subject to separate environmental documentation at that time.



146

- Utilize fossil-fuel burning equipment rather than electric-powered equipment
- Add service as market demand increases and/or when funding is available

The incremental approach seeks to minimize cost and potential impacts to the environment by utilizing existing railroad tracks and rail rights-of-way as much as possible. Unfortunately, the incremental approach has occurred at such a slow pace that technology improvements have created the possibility that the "fossil-fuel burning equipment" selected will be obsolete by the time project construction is completed.

147

5. The Tier I EIS also considered maglev as an option for the SEHSR program. The Tier I EIS determined that the high costs, lack of currently operating systems, and character of the proprietary maglev guideway, make its implementation an unlikely economical solution to the transportation problems in the Southeast Corridor; therefore, FRA and FHWA, together with DRPT and NCDOT, eliminated this implementation option from further consideration. The Town of Ashland would once again reiterate that the slow incremental implementation of the selected types of equipment and design specifications leave likelihood that technology built in twenty years to finish construction will be obsolete as soon as it is put in service.

Chapter 2, Alternatives

148

1. Section 2.3.3-1 – Alternatives Development in Fredericksburg (Build Alternative Area 3) and Ashland (Build Alternative Area 5) identify two additional options within each of these areas. The two new options are no additional track and Two-Track Bypass. Due to the extensive impacts to the Ashland community the Town believes additional consideration should be given to an option previously screened out which has been called the Deep Bore Tunnel. This option would avoid all the impacts associated with building in Alternative Area 5 while garnering unanimous community, local government, and state elected official support.

149

2. Table 2.4-3 contains an error on the "Location/DC2RVA Build Alternative Area" box for Vaughan Road. This location is listed as area 4 when it should in fact be listed as area 5.

150

3. Table 2.3-3 lists station notes for the Vaughan Road station as "Limited Connectivity to east-west primary roadways, possible conflicts with local land use, and distance from Ashland's central urban area" as reasons for it being dismissed from further consideration. Familiarity with the area and the future land use of Town would lead to the exact same analysis for the Ashcake Road station location, but for some reason it was carried forward based on potential conflicts of existing station locations in the Town of Ashland with DC2RVA improvements. The Town would prefer the Ashcake station location be removed from further consideration because it has limited connectivity to east-west primary roadways, possible conflicts with local land use, and distance from Ashland's central urban area. At a minimum, the DEIS should be updated to include further explanation of why the Ashcake station was brought forward even though it shares the exact same factors as the Vaughan Road station location.

VIRGINIA DEQ (continued)

(Response to comment 146 on previous page)

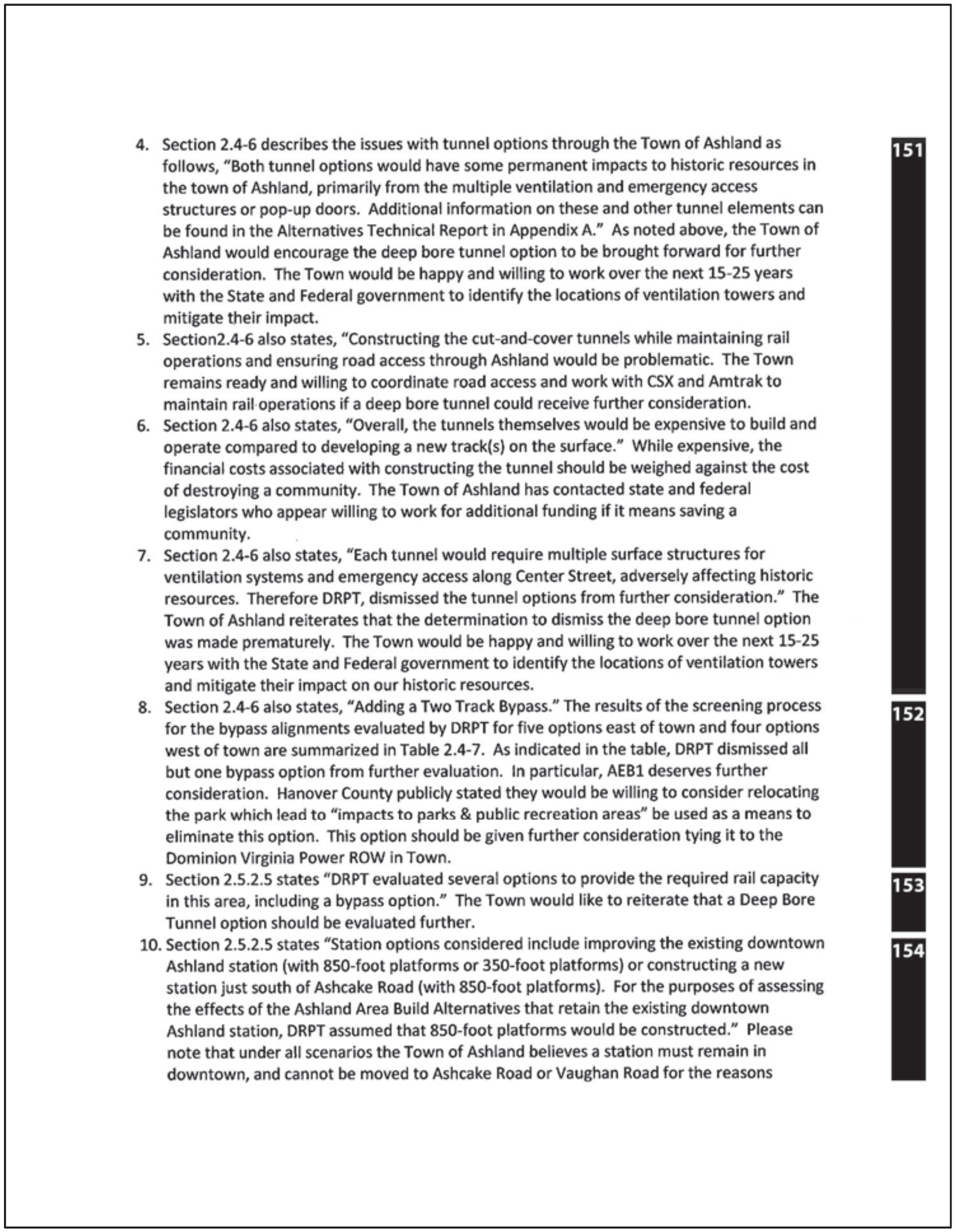
147. Refer to DRPT-numbered statement #143 for response.

148. Refer to DRPT-numbered statement #151 for more Town comments on a deep bore tunnel and DRPT response.

149. The requested correction has been addressed in the errata table for the Draft EIS, which is Appendix A of the Final EIS.

150. DRPT and FRA initially focused review of Ashland Station alternatives on the existing downtown station, which is centrally located to serve Ashland and the Randolph-Macon College campus, and provides easy access to Route 54, the primary east-west road connecting Ashland to Route 1 and I-95 to the east and Hanover County's residential areas to the west. Based on comments from area stakeholders, DRPT conducted a screening evaluation of three alternate station locations: south of Ashcake Road; North of Vaughan Road; and adjacent to Patrick Street. The location adjacent to Patrick Street is reasonably close to downtown Ashland and Randolph-Macon's campus, but would have similar property and traffic impacts to expanding the downtown station and require acquisition of parkland. For these reasons, the Patrick Street location was eliminated from further consideration. Neither the station location north of Vaughan Road nor the location south of Ashcake Road are centrally located to serve downtown Ashland or the campus. The location north of Vaughan Road, while having reasonable road access to the east towards the Route 1 and I-95 corridors, has limited access to the west on narrow roads through a largely residential area before linking to Route 54. In contrast, the location south of Ashcake will have reasonable access to both the east and west via Ashcake Road, the area's other primary east-west corridor. Therefore, a potential station location south of Ashcake Road was carried forward for further consideration as an alternative to developing the downtown station to serve three tracks with 850 feet platforms.

     DRPT notes that there are no improvements to the existing or alternate station location as part of the Preferred Alternative (see Section 4.3.5 of the Final EIS). Refer to DRPT-numbered statement #154.



151

4. Section 2.4-6 describes the issues with tunnel options through the Town of Ashland as follows, "Both tunnel options would have some permanent impacts to historic resources in the town of Ashland, primarily from the multiple ventilation and emergency access structures or pop-up doors. Additional information on these and other tunnel elements can be found in the Alternatives Technical Report in Appendix A." As noted above, the Town of Ashland would encourage the deep bore tunnel option to be brought forward for further consideration. The Town would be happy and willing to work over the next 15-25 years with the State and Federal government to identify the locations of ventilation towers and mitigate their impact.
5. Section2.4-6 also states, "Constructing the cut-and-cover tunnels while maintaining rail operations and ensuring road access through Ashland would be problematic. The Town remains ready and willing to coordinate road access and work with CSX and Amtrak to maintain rail operations if a deep bore tunnel could receive further consideration.
6. Section 2.4-6 also states, "Overall, the tunnels themselves would be expensive to build and operate compared to developing a new track(s) on the surface." While expensive, the financial costs associated with constructing the tunnel should be weighed against the cost of destroying a community. The Town of Ashland has contacted state and federal legislators who appear willing to work for additional funding if it means saving a community.
7. Section 2.4-6 also states, "Each tunnel would require multiple surface structures for ventilation systems and emergency access along Center Street, adversely affecting historic resources. Therefore DRPT, dismissed the tunnel options from further consideration." The Town of Ashland reiterates that the determination to dismiss the deep bore tunnel option was made prematurely. The Town would be happy and willing to work over the next 15-25 years with the State and Federal government to identify the locations of ventilation towers and mitigate their impact on our historic resources.

152

8. Section 2.4-6 also states, "Adding a Two Track Bypass." The results of the screening process for the bypass alignments evaluated by DRPT for five options east of town and four options west of town are summarized in Table 2.4-7. As indicated in the table, DRPT dismissed all but one bypass option from further evaluation. In particular, AEB1 deserves further consideration. Hanover County publicly stated they would be willing to consider relocating the park which lead to "impacts to parks & public recreation areas" be used as a means to eliminate this option. This option should be given further consideration tying it to the Dominion Virginia Power ROW in Town.

153

9. Section 2.5.2.5 states "DRPT evaluated several options to provide the required rail capacity in this area, including a bypass option." The Town would like to reiterate that a Deep Bore Tunnel option should be evaluated further.

154

10. Section 2.5.2.5 states "Station options considered include improving the existing downtown Ashland station (with 850-foot platforms or 350-foot platforms) or constructing a new station just south of Ashcake Road (with 850-foot platforms). For the purposes of assessing the effects of the Ashland Area Build Alternatives that retain the existing downtown Ashland station, DRPT assumed that 850-foot platforms would be constructed." Please note that under all scenarios the Town of Ashland believes a station must remain in downtown, and cannot be moved to Ashcake Road or Vaughan Road for the reasons

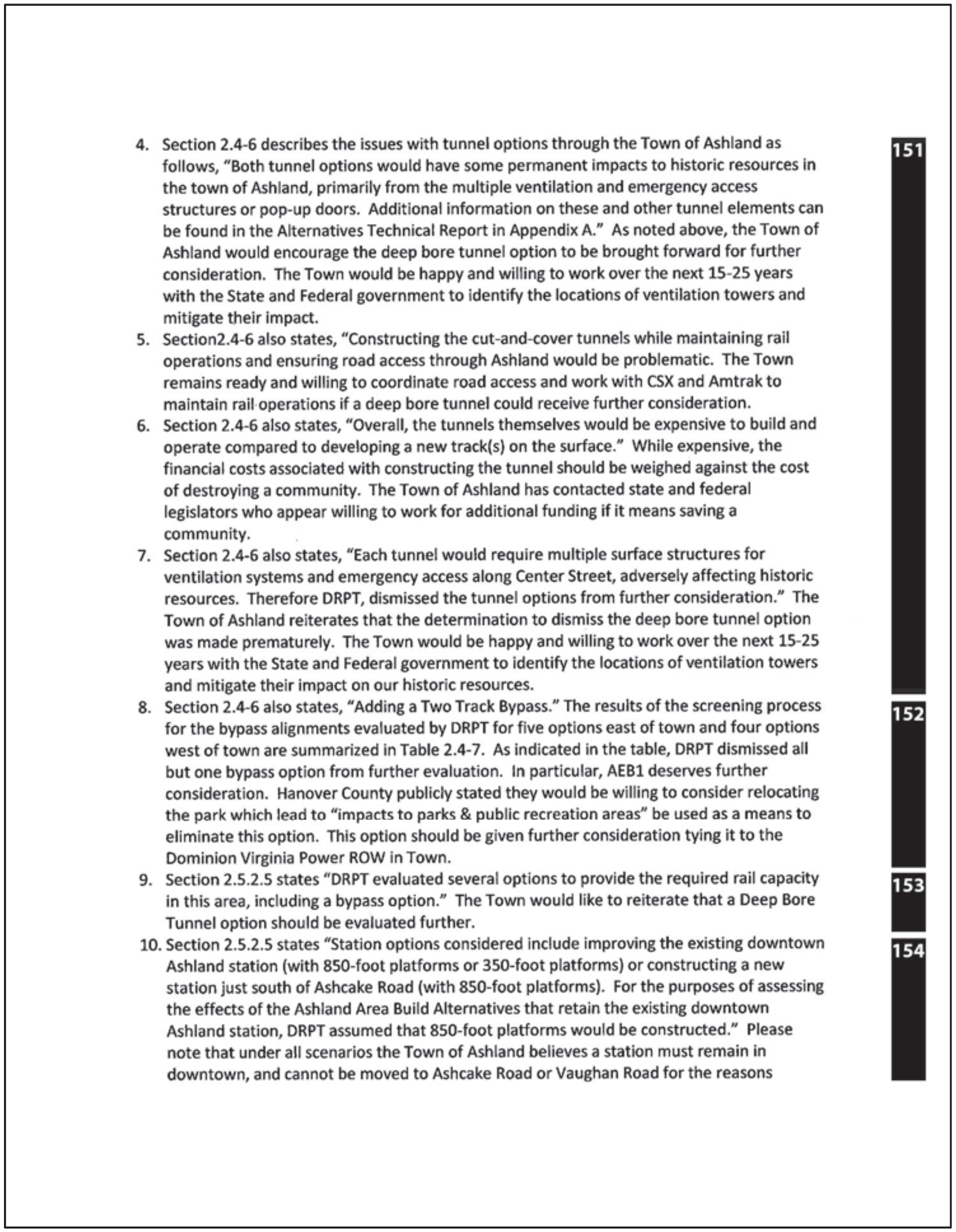
VIRGINIA DEQ (continued)

151. DRPT and FRA considered a deep bore tunnel during the alternatives development and evaluation process, and dismissed the concept from further consideration during screening of potential alternatives (as reported in Alternatives Technical Report, Appendix A of the Draft EIS) due to high costs and potential impacts within the Town of Ashland. The concept of a deep bore tunnel – both a deep hard-rock version and a shallower soft-earth version – was further evaluated and considered by the Town of Ashland/Hanover County Community Advisory Committee (CAC) process (refer to Section 3.3 of the Final EIS for CAC details). The CAC members dismissed the deep bore tunnel as an unlikely alternative due to its anticipated cost, impacts to the Town from ventilation towers and other structures, and potential operational concerns.

152. The FRA and DRPT have identified Alternative 5A, which will maintain two tracks through Ashland, as the Preferred Alternative (refer to Section 4.3.5 of the Final EIS for details on the selection process). DRPT and FRA considered several eastern bypass alignments during the alternatives development and evaluation process, and dismissed the concept from further consideration during screening of potential alternatives (as reported in Alternatives Technical Report, Appendix A of the Draft EIS) due to high costs and potential impacts to parks, property, infrastructure (including Route 1 and I-95), and wetlands. Concept AEB1, in particular would have required additional right-of-way through an existing park. The concept of an eastern bypass, including AEB 1 through the park was further evaluated and considered by the CAC process (refer to Section 3.3 of the Final EIS for CAC details). The CAC dismissed the eastern bypass alternatives due to their high costs and impacts to property, infrastructure, and the park, and identified a western bypass alternative, known as AWB 1, as their "least objectionable" bypass alternative.

153. Refer to DRPT-numbered statement #151 for response.

(Responses are continued on next page)



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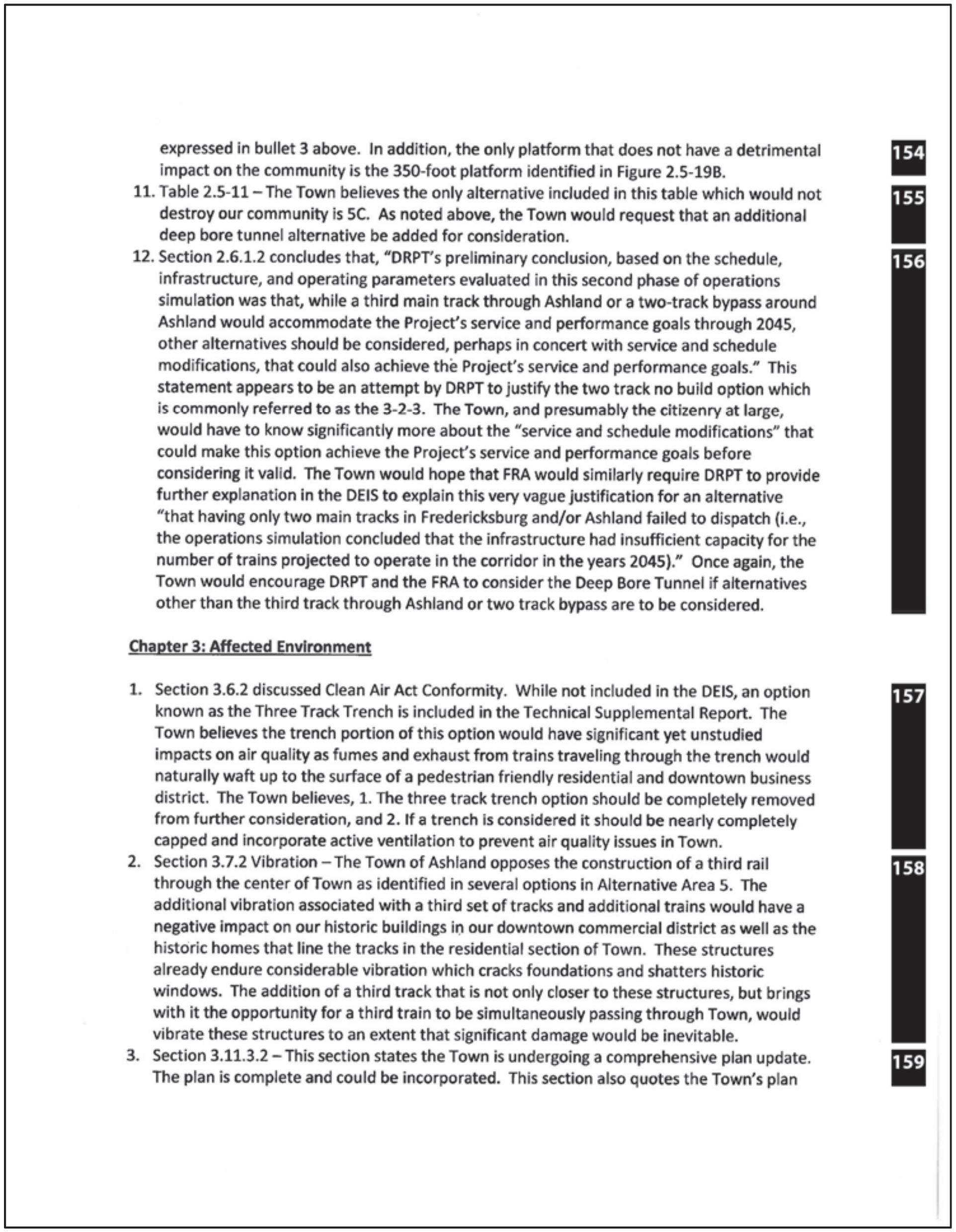
VIRGINIA DEQ (continued)

154. The Town of Ashland has stated a preference for maintaining the existing station location and improving the station with 350 feet platforms. The FRA and DRPT have identified Alternative 5A, which will maintain two tracks through Ashland, as the Preferred Alternative (refer to Section 4.3.5 of the Final EIS for details on the selection process). No roadway or station improvements will occur as part of the DC2RVA Project between Vaughan Road and Ashcake Road as part of Alternative 5A. Station platform improvements, unrelated to the DC2RVA Project, are being separately negotiated between the Town of Ashland and Amtrak. In this separate ongoing project, Amtrak is working with the Town of Ashland and FRA to improve the existing station platforms to meet ADA requirements. These improvements are independent of the DC2RVA Project and are likely to be in place before construction would start on the DC2RVA Project.



154 expressed in bullet 3 above. In addition, the only platform that does not have a detrimental impact on the community is the 350-foot platform identified in Figure 2.5-19B.

155 11. Table 2.5-11 – The Town believes the only alternative included in this table which would not destroy our community is 5C. As noted above, the Town would request that an additional deep bore tunnel alternative be added for consideration.

156 12. Section 2.6.1.2 concludes that, "DRPT's preliminary conclusion, based on the schedule, infrastructure, and operating parameters evaluated in this second phase of operations simulation was that, while a third main track through Ashland or a two-track bypass around Ashland would accommodate the Project's service and performance goals through 2045, other alternatives should be considered, perhaps in concert with service and schedule modifications, that could also achieve the Project's service and performance goals." This statement appears to be an attempt by DRPT to justify the two track no build option which is commonly referred to as the 3-2-3. The Town, and presumably the citizenry at large, would have to know significantly more about the "service and schedule modifications" that could make this option achieve the Project's service and performance goals before considering it valid. The Town would hope that FRA would similarly require DRPT to provide further explanation in the DEIS to explain this very vague justification for an alternative "that having only two main tracks in Fredericksburg and/or Ashland failed to dispatch (i.e., the operations simulation concluded that the infrastructure had insufficient capacity for the number of trains projected to operate in the corridor in the years 2045)." Once again, the Town would encourage DRPT and the FRA to consider the Deep Bore Tunnel if alternatives other than the third track through Ashland or two track bypass are to be considered.

Chapter 3: Affected Environment

157 1. Section 3.6.2 discussed Clean Air Act Conformity. While not included in the DEIS, an option known as the Three Track Trench is included in the Technical Supplemental Report. The Town believes the trench portion of this option would have significant yet unstudied impacts on air quality as fumes and exhaust from trains traveling through the trench would naturally waft up to the surface of a pedestrian friendly residential and downtown business district. The Town believes, 1. The three track trench option should be completely removed from further consideration, and 2. If a trench is considered it should be nearly completely capped and incorporate active ventilation to prevent air quality issues in Town.

158 2. Section 3.7.2 Vibration – The Town of Ashland opposes the construction of a third rail through the center of Town as identified in several options in Alternative Area 5. The additional vibration associated with a third set of tracks and additional trains would have a negative impact on our historic buildings in our downtown commercial district as well as the historic homes that line the tracks in the residential section of Town. These structures already endure considerable vibration which cracks foundations and shatters historic windows. The addition of a third track that is not only closer to these structures, but brings with it the opportunity for a third train to be simultaneously passing through Town, would vibrate these structures to an extent that significant damage would be inevitable.

159 3. Section 3.11.3.2 – This section states the Town is undergoing a comprehensive plan update. The plan is complete and could be incorporated. This section also quotes the Town's plan

VIRGINIA DEQ (continued)

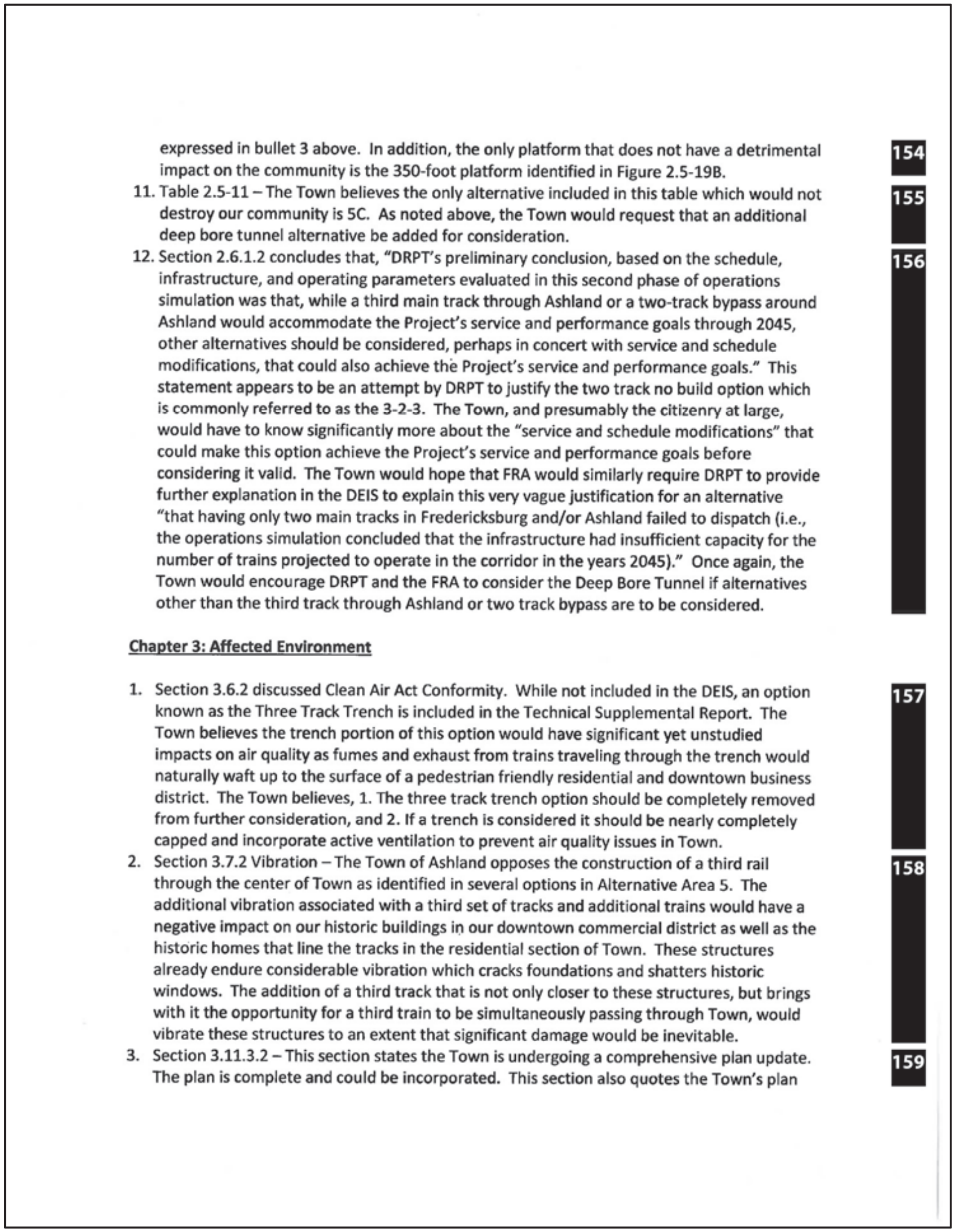
(Response to comment 154 on previous page)

155. Refer to DRPT-numbered statement #151 for response.

156. FRA and DRPT, and the Ashland/Hanover CAC, considered and eliminated a deep bore tunnel alternative for achieving additional rail capacity in Area 5 (see response to DRPT-numbered statement #151). The FRA and DRPT have concluded that Alternative 5A, in which a third track is added north and south of downtown Ashland and two tracks are maintained through Ashland, has sufficient capacity to meet the Project's Purpose and Need. The ability of this alternative, with its reduced footprint and lower impacts to the community, to meet Project performance goals has been established by FRA and DRPT refined operations analysis modeling, as reported in Section 3.2 of the Final EIS.

157. The FRA and DRPT have identified Alternative 5A, which will maintain two tracks through Ashland, as the Preferred Alternative (refer to Section 4.3.5 of the Final EIS for details on the selection process). Trench options were considered during the alternatives development process, but were not carried forward as candidate Build Alternatives in the Draft EIS. A trench option was also considered by the Ashland/Hanover CAC process. The CAC determined a three-track trench through the Town of Ashland would be the "least objectionable" option for adding capacity through town below-grade.

(Responses are continued on next page)



154 expressed in bullet 3 above. In addition, the only platform that does not have a detrimental impact on the community is the 350-foot platform identified in Figure 2.5-19B.

155 11. Table 2.5-11 – The Town believes the only alternative included in this table which would not destroy our community is 5C. As noted above, the Town would request that an additional deep bore tunnel alternative be added for consideration.

156 12. Section 2.6.1.2 concludes that, "DRPT's preliminary conclusion, based on the schedule, infrastructure, and operating parameters evaluated in this second phase of operations simulation was that, while a third main track through Ashland or a two-track bypass around Ashland would accommodate the Project's service and performance goals through 2045, other alternatives should be considered, perhaps in concert with service and schedule modifications, that could also achieve the Project's service and performance goals." This statement appears to be an attempt by DRPT to justify the two track no build option which is commonly referred to as the 3-2-3. The Town, and presumably the citizenry at large, would have to know significantly more about the "service and schedule modifications" that could make this option achieve the Project's service and performance goals before considering it valid. The Town would hope that FRA would similarly require DRPT to provide further explanation in the DEIS to explain this very vague justification for an alternative "that having only two main tracks in Fredericksburg and/or Ashland failed to dispatch (i.e., the operations simulation concluded that the infrastructure had insufficient capacity for the number of trains projected to operate in the corridor in the years 2045)." Once again, the Town would encourage DRPT and the FRA to consider the Deep Bore Tunnel if alternatives other than the third track through Ashland or two track bypass are to be considered.

Chapter 3: Affected Environment

157 1. Section 3.6.2 discussed Clean Air Act Conformity. While not included in the DEIS, an option known as the Three Track Trench is included in the Technical Supplemental Report. The Town believes the trench portion of this option would have significant yet unstudied impacts on air quality as fumes and exhaust from trains traveling through the trench would naturally waft up to the surface of a pedestrian friendly residential and downtown business district. The Town believes, 1. The three track trench option should be completely removed from further consideration, and 2. If a trench is considered it should be nearly completely capped and incorporate active ventilation to prevent air quality issues in Town.

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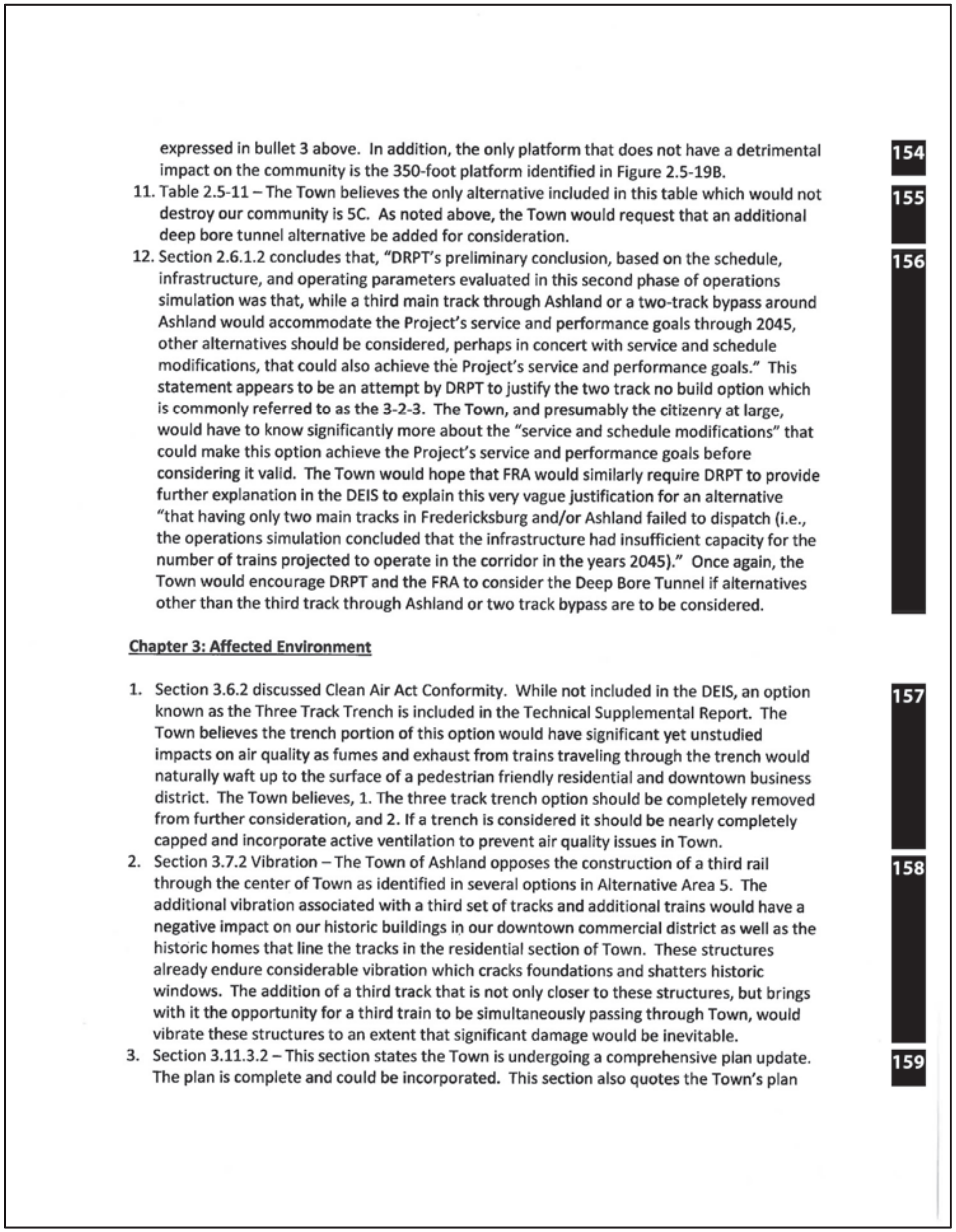
VIRGINIA DEQ (continued)

158. The FRA and DRPT have selected Build Alternative 5A: Maintain Two Tracks Through Town, which will maintain the existing two track railroad through Ashland, as the Preferred Alternative (refer to Section 4.3.5 of the Final EIS for details on the selection process). DRPT has followed FRA guidance for assessing potential ground-borne vibration associated with the proposed intercity passenger trains in the preparation of the Draft and Final EIS. The vibration assessment also followed precedent recently established by the Richmond to Raleigh (R2R) EIS, which was also approved by FRA. Per FRA, train-induced ground-borne vibration is assessed using a threshold for human perception of vibration. The threshold for human perception is much lower than the threshold for structural damage to fragile buildings, so this assessment approach is somewhat conservative with respect to potential building damage due to train-induced ground-borne vibration. Vibration is assessed on a per-event basis, not on a cumulative basis. Therefore, only the highest levels of vibration need to be studied, not the total amount of vibration occurring over a 24-hour period. On that basis, the vibration level from one of the proposed passenger trains is projected to be the same as the vibration level from all of the proposed passenger trains (9 new daily round-trip trains (18 total trains per day) for the Project). The most common source of ground-borne vibration in the study area is freight trains, which operate and may increase or decrease independently of the proposed DC2RVA Project. Freight trains generally produce higher levels (or more) ground-borne vibration than passenger trains because they are heavier. Preferred Alternative 5A will not involve any new tracks or the relocation of the existing tracks through Ashland and therefore vibration levels are expected to be similar to current levels as a result of the DC2RVA Project.

(Responses are continued on next page)



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Chapter 3: Affected Environment

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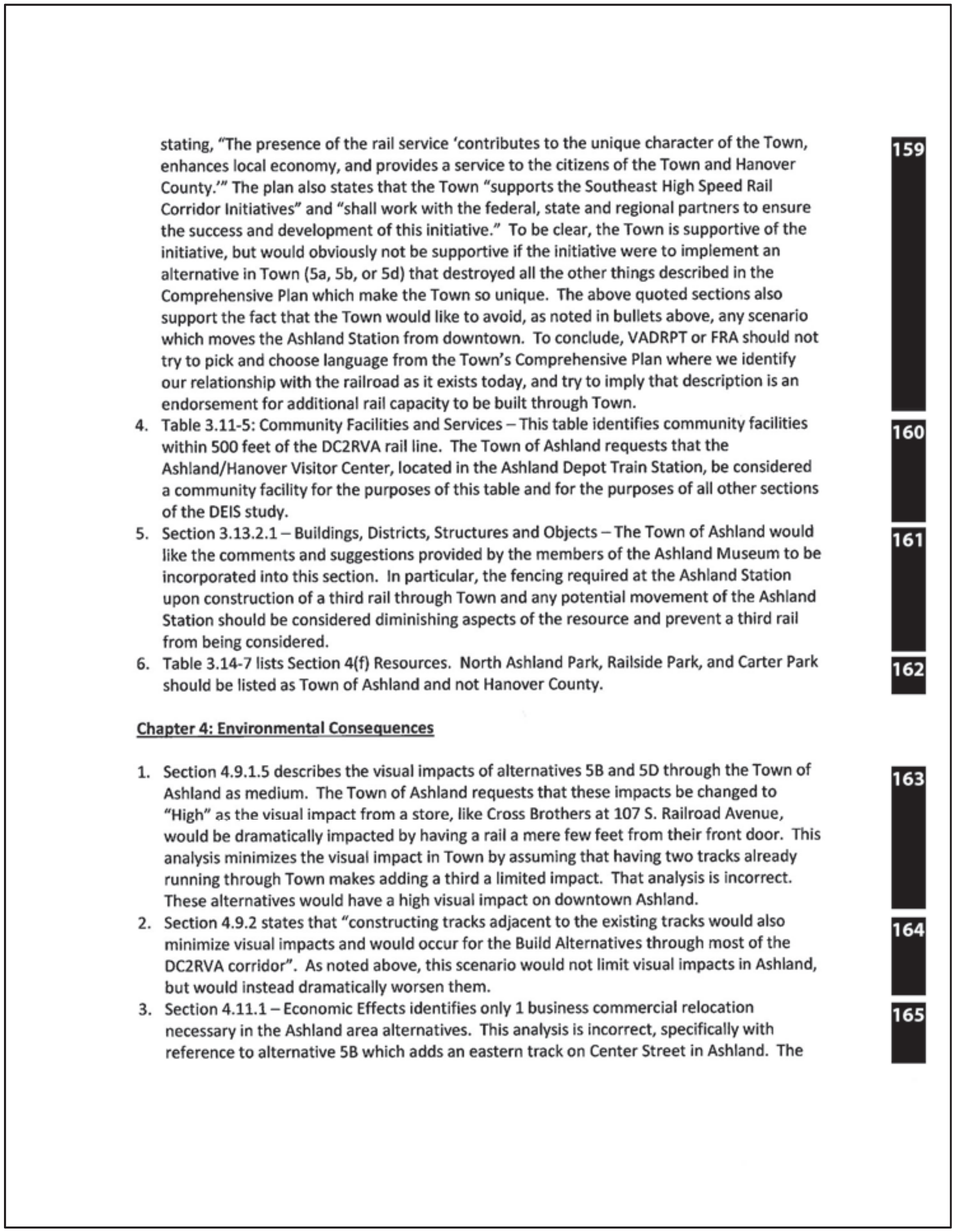
3. Section 3.11.3.2 – This section states the Town is undergoing a comprehensive plan update. The plan is complete and could be incorporated. This section also quotes the Town's plan 159

VIRGINIA DEQ (continued)

159. Comment noted. FRA and DRPT began preparing the Tier II Draft EIS for the DC2RVA Project in 2014, and the alternatives development process was underway in December 2016, when the 5-year review of the comprehensive plan was adopted by the Town Council. References to the Town's plan have been modified to address the Comprehensive Plan as of December 2016, and quoted language from the previous plan has been removed in the Final EIS; refer to the errata table for the Draft EIS, which is Appendix A.



159 stating, "The presence of the rail service 'contributes to the unique character of the Town, enhances local economy, and provides a service to the citizens of the Town and Hanover County.'" The plan also states that the Town "supports the Southeast High Speed Rail Corridor Initiatives" and "shall work with the federal, state and regional partners to ensure the success and development of this initiative." To be clear, the Town is supportive of the initiative, but would obviously not be supportive if the initiative were to implement an alternative in Town (5a, 5b, or 5d) that destroyed all the other things described in the Comprehensive Plan which make the Town so unique. The above quoted sections also support the fact that the Town would like to avoid, as noted in bullets above, any scenario which moves the Ashland Station from downtown. To conclude, VADRPT or FRA should not try to pick and choose language from the Town's Comprehensive Plan where we identify our relationship with the railroad as it exists today, and try to imply that description is an endorsement for additional rail capacity to be built through Town.

4. Table 3.11-5: Community Facilities and Services – This table identifies community facilities within 500 feet of the DC2RVA rail line. The Town of Ashland requests that the Ashland/Hanover Visitor Center, located in the Ashland Depot Train Station, be considered a community facility for the purposes of this table and for the purposes of all other sections of the DEIS study. 160
5. Section 3.13.2.1 – Buildings, Districts, Structures and Objects – The Town of Ashland would like the comments and suggestions provided by the members of the Ashland Museum to be incorporated into this section. In particular, the fencing required at the Ashland Station upon construction of a third rail through Town and any potential movement of the Ashland Station should be considered diminishing aspects of the resource and prevent a third rail from being considered. 161
6. Table 3.14-7 lists Section 4(f) Resources. North Ashland Park, Railside Park, and Carter Park should be listed as Town of Ashland and not Hanover County. 162

Chapter 4: Environmental Consequences

1. Section 4.9.1.5 describes the visual impacts of alternatives 5B and 5D through the Town of Ashland as medium. The Town of Ashland requests that these impacts be changed to "High" as the visual impact from a store, like Cross Brothers at 107 S. Railroad Avenue, would be dramatically impacted by having a rail a mere few feet from their front door. This analysis minimizes the visual impact in Town by assuming that having two tracks already running through Town makes adding a third a limited impact. That analysis is incorrect. These alternatives would have a high visual impact on downtown Ashland. 163
2. Section 4.9.2 states that "constructing tracks adjacent to the existing tracks would also minimize visual impacts and would occur for the Build Alternatives through most of the DC2RVA corridor". As noted above, this scenario would not limit visual impacts in Ashland, but would instead dramatically worsen them. 164
3. Section 4.11.1 – Economic Effects identifies only 1 business commercial relocation necessary in the Ashland area alternatives. This analysis is incorrect, specifically with reference to alternative 5B which adds an eastern track on Center Street in Ashland. The 165

VIRGINIA DEQ (continued)

(Response to comment 159 on previous page)

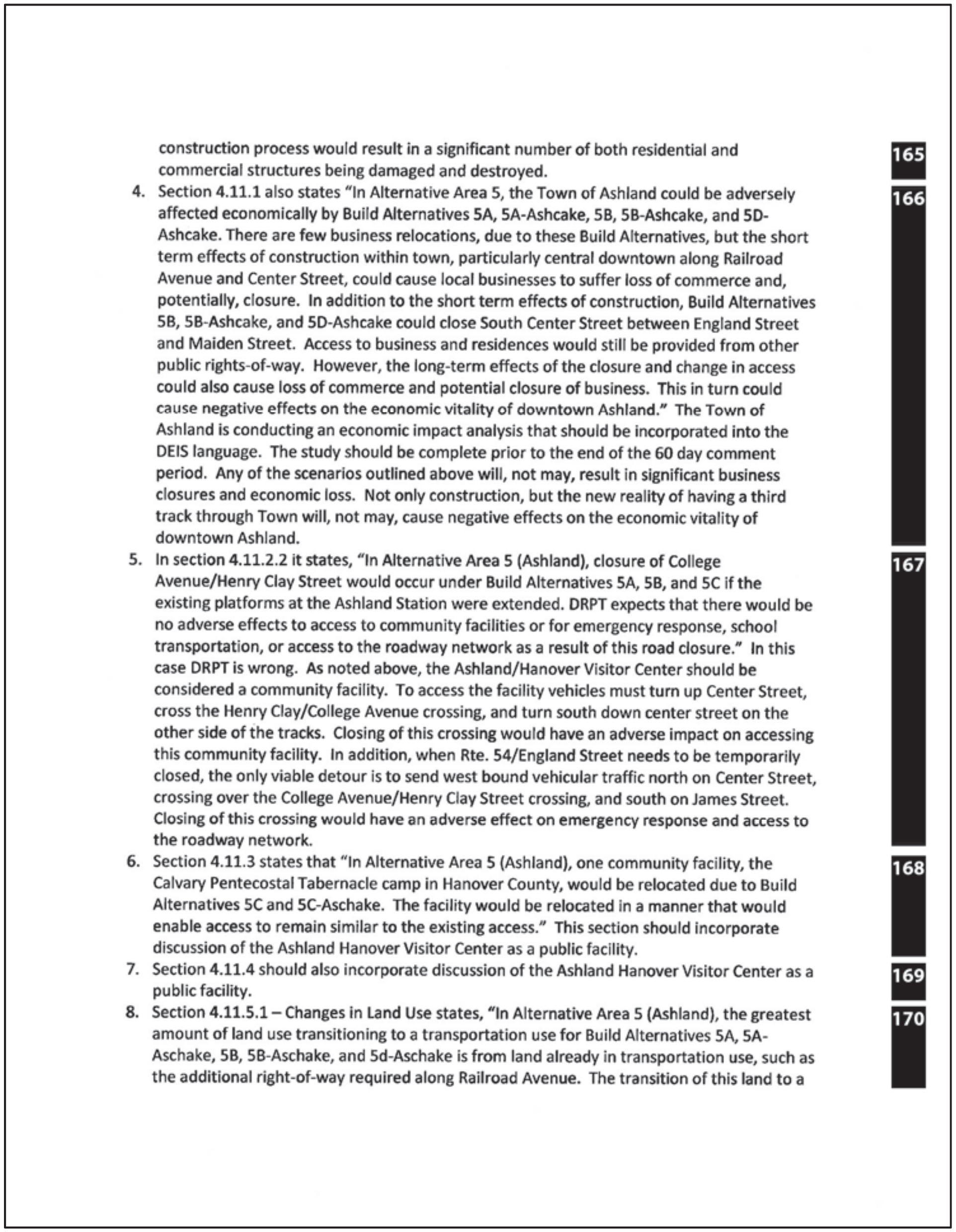
160. The designation of the Ashland/Hanover Visitor Center to a community facility has been corrected; refer to the errata table for the Draft EIS, which is Appendix A to the Final EIS. The FRA and DRPT have selected Alternative 5A: Maintain Two Tracks Through Town, which would will maintain the existing two track railroad through Ashland, as the Preferred Alternative (refer to Section 4.3.5 of the Final EIS for details on the selection process). The Preferred Alternative does not impact this community facility.

161. DRPT has responded to the Ashland Museum comments that the Town provided; refer to DRPT-numbered statements #197 through #235.

162. The requested corrections have been addressed in the errata table for the Draft EIS, which is Appendix A to the Final EIS.

163. and 164. FRA and DRPT have identified Alternative 5A, which will maintain two tracks through Ashland, as the Preferred Alternative (refer to Section 4.3.5 of the Final EIS for details). Section 4.9.1 of the Draft EIS describes the visual assessment methodology. While DRPT understands the Town of Ashland's concern with Build Alternatives 5B and 5D, the "High" visual impact rating does not apply as per the visual assessment methodology because the railroad tracks are already a predominant visual feature through town.

165. DRPT reviewed the business relocation analysis and concluded that the information as presented in Section 4.11.1 of the Draft EIS is correct. However, because Build Alternative 5A: Maintain Two Tracks Through Town was selected as the Preferred Alternative, there will be no permanent or temporary construction impacts to the businesses; refer to Final EIS Section 5.11 for details.



165 construction process would result in a significant number of both residential and commercial structures being damaged and destroyed.

4. 166 Section 4.11.1 also states "In Alternative Area 5, the Town of Ashland could be adversely affected economically by Build Alternatives 5A, 5A-Ashcake, 5B, 5B-Ashcake, and 5D-Ashcake. There are few business relocations, due to these Build Alternatives, but the short term effects of construction within town, particularly central downtown along Railroad Avenue and Center Street, could cause local businesses to suffer loss of commerce and, potentially, closure. In addition to the short term effects of construction, Build Alternatives 5B, 5B-Ashcake, and 5D-Ashcake could close South Center Street between England Street and Maiden Street. Access to business and residences would still be provided from other public rights-of-way. However, the long-term effects of the closure and change in access could also cause loss of commerce and potential closure of business. This in turn could cause negative effects on the economic vitality of downtown Ashland." The Town of Ashland is conducting an economic impact analysis that should be incorporated into the DEIS language. The study should be complete prior to the end of the 60 day comment period. Any of the scenarios outlined above will, not may, result in significant business closures and economic loss. Not only construction, but the new reality of having a third track through Town will, not may, cause negative effects on the economic vitality of downtown Ashland.
5. 167 In section 4.11.2.2 it states, "In Alternative Area 5 (Ashland), closure of College Avenue/Henry Clay Street would occur under Build Alternatives 5A, 5B, and 5C if the existing platforms at the Ashland Station were extended. DRPT expects that there would be no adverse effects to access to community facilities or for emergency response, school transportation, or access to the roadway network as a result of this road closure." In this case DRPT is wrong. As noted above, the Ashland/Hanover Visitor Center should be considered a community facility. To access the facility vehicles must turn up Center Street, cross the Henry Clay/College Avenue crossing, and turn south down center street on the other side of the tracks. Closing of this crossing would have an adverse impact on accessing this community facility. In addition, when Rte. 54/England Street needs to be temporarily closed, the only viable detour is to send west bound vehicular traffic north on Center Street, crossing over the College Avenue/Henry Clay Street crossing, and south on James Street. Closing of this crossing would have an adverse effect on emergency response and access to the roadway network.
6. 168 Section 4.11.3 states that "In Alternative Area 5 (Ashland), one community facility, the Calvary Pentecostal Tabernacle camp in Hanover County, would be relocated due to Build Alternatives 5C and 5C-Aschake. The facility would be relocated in a manner that would enable access to remain similar to the existing access." This section should incorporate discussion of the Ashland Hanover Visitor Center as a public facility.
7. 169 Section 4.11.4 should also incorporate discussion of the Ashland Hanover Visitor Center as a public facility.
8. 170 Section 4.11.5.1 – Changes in Land Use states, "In Alternative Area 5 (Ashland), the greatest amount of land use transitioning to a transportation use for Build Alternatives 5A, 5A-Aschake, 5B, 5B-Aschake, and 5d-Aschake is from land already in transportation use, such as the additional right-of-way required along Railroad Avenue. The transition of this land to a

VIRGINIA DEQ (continued)

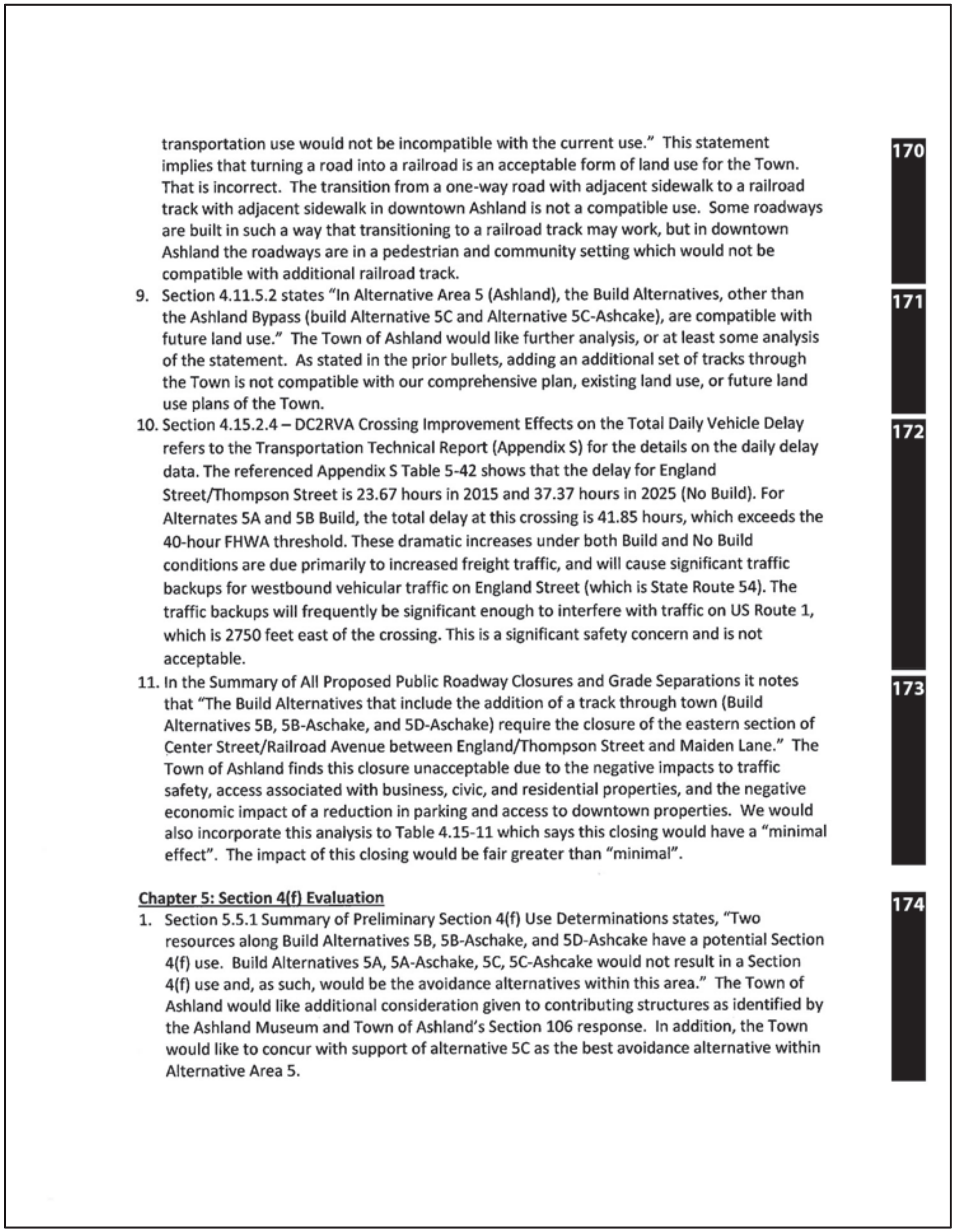
(Response to comment 165 on previous page)

166. DRPT acknowledges the economic impact analysis that was conducted by a third party at the request of the Town, which DEQ has provided as an attachment to this letter. Refer to DRPT-numbered statement #236 for response.

167. FRA and DRPT have identified Alternative 5A, which will maintain two tracks through Ashland, as the Preferred Alternative. As selected, it will not include any roadway or station modifications within downtown Ashland. Platform improvements at the Ashland Station are being negotiated between the Town of Ashland and Amtrak, with no proposed changes under the DC2RVA Project. Similarly, there will be no roadway improvements (including no modifications to existing at-grade crossing treatments) between Vaughan Road and Ashcake Road under the DC2RVA Project. Refer to Section 4.3.5 of the Final EIS for details of the Preferred Alternative in Area 5.

168. and 169. The Ashland/Hanover Visitor Center would be relocated under one option evaluated in the Draft EIS, Build Alternative 5D. However, Alternative 5A is the Preferred Alternative for Area 5, which will not affect the existing Ashland/Hanover Visitor Center.

170. and 171. DRPT acknowledges that the Town of Ashland finds the changes in land use from road to rail transportation to be an incompatible use.



transportation use would not be incompatible with the current use." This statement implies that turning a road into a railroad is an acceptable form of land use for the Town. That is incorrect. The transition from a one-way road with adjacent sidewalk to a railroad track with adjacent sidewalk in downtown Ashland is not a compatible use. Some roadways are built in such a way that transitioning to a railroad track may work, but in downtown Ashland the roadways are in a pedestrian and community setting which would not be compatible with additional railroad track. 170

9. Section 4.11.5.2 states "In Alternative Area 5 (Ashland), the Build Alternatives, other than the Ashland Bypass (build Alternative 5C and Alternative 5C-Ashcake), are compatible with future land use." The Town of Ashland would like further analysis, or at least some analysis of the statement. As stated in the prior bullets, adding an additional set of tracks through the Town is not compatible with our comprehensive plan, existing land use, or future land use plans of the Town. 171
10. Section 4.15.2.4 – DC2RVA Crossing Improvement Effects on the Total Daily Vehicle Delay refers to the Transportation Technical Report (Appendix S) for the details on the daily delay data. The referenced Appendix S Table 5-42 shows that the delay for England Street/Thompson Street is 23.67 hours in 2015 and 37.37 hours in 2025 (No Build). For Alternates 5A and 5B Build, the total delay at this crossing is 41.85 hours, which exceeds the 40-hour FHWA threshold. These dramatic increases under both Build and No Build conditions are due primarily to increased freight traffic, and will cause significant traffic backups for westbound vehicular traffic on England Street (which is State Route 54). The traffic backups will frequently be significant enough to interfere with traffic on US Route 1, which is 2750 feet east of the crossing. This is a significant safety concern and is not acceptable. 172
11. In the Summary of All Proposed Public Roadway Closures and Grade Separations it notes that "The Build Alternatives that include the addition of a track through town (Build Alternatives 5B, 5B-Aschake, and 5D-Aschake) require the closure of the eastern section of Center Street/Railroad Avenue between England/Thompson Street and Maiden Lane." The Town of Ashland finds this closure unacceptable due to the negative impacts to traffic safety, access associated with business, civic, and residential properties, and the negative economic impact of a reduction in parking and access to downtown properties. We would also incorporate this analysis to Table 4.15-11 which says this closing would have a "minimal effect". The impact of this closing would be fair greater than "minimal". 173

Chapter 5: Section 4(f) Evaluation

1. Section 5.5.1 Summary of Preliminary Section 4(f) Use Determinations states, "Two resources along Build Alternatives 5B, 5B-Aschake, and 5D-Ashcake have a potential Section 4(f) use. Build Alternatives 5A, 5A-Aschake, 5C, 5C-Ashcake would not result in a Section 4(f) use and, as such, would be the avoidance alternatives within this area." The Town of Ashland would like additional consideration given to contributing structures as identified by the Ashland Museum and Town of Ashland's Section 106 response. In addition, the Town would like to concur with support of alternative 5C as the best avoidance alternative within Alternative Area 5. 174

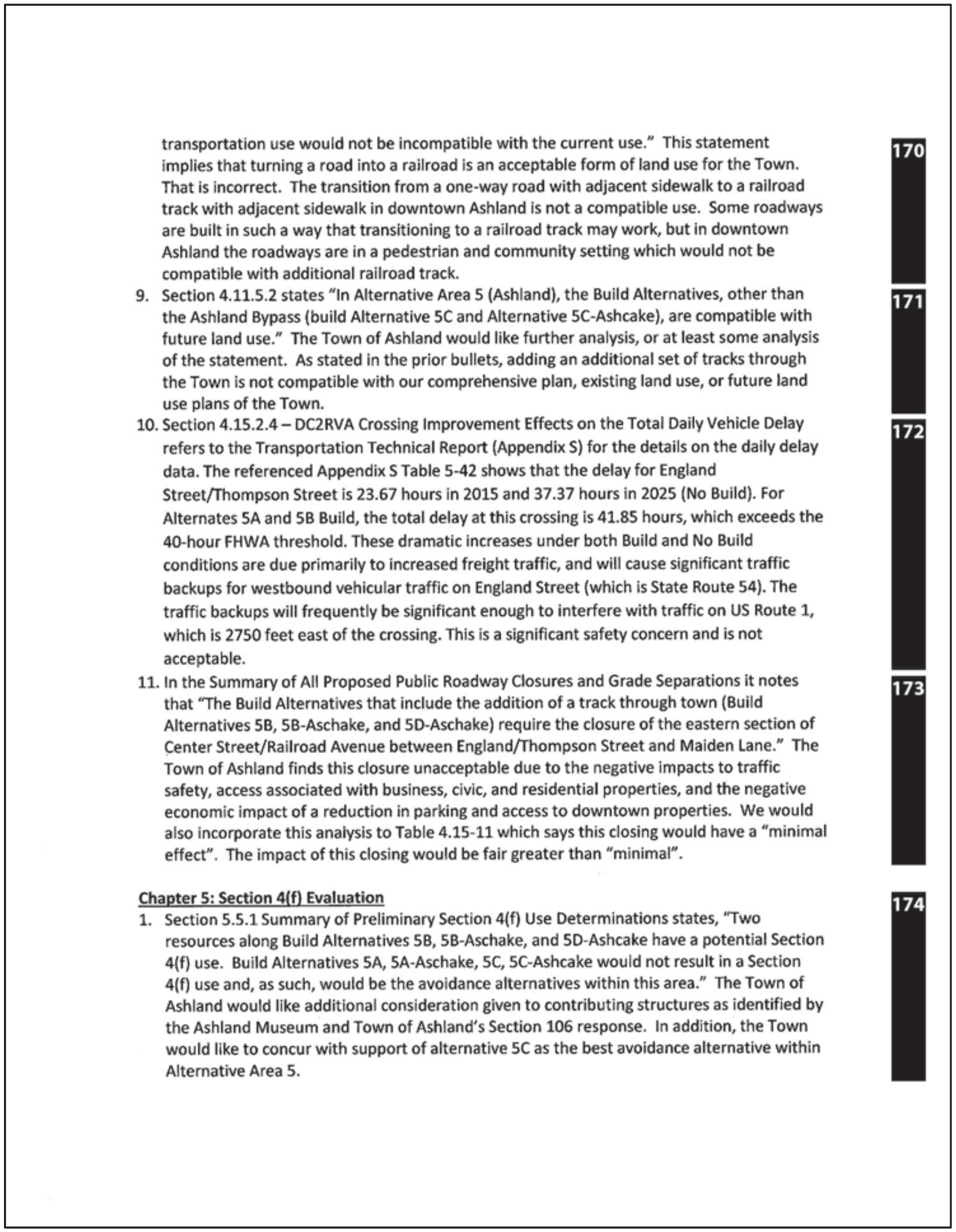
VIRGINIA DEQ (continued)

(Response to comments 170 and 171 on previous page)

172. The comment cites the calculated estimates of daily motor vehicle delay at the England Street/Thompson Street intersection for 2015 and 2025 No-Build, and for Alternatives 5A/5B Year 2025 Build conditions (from Tables 5-41 and 5-42 of Appendix S: Transportation Technical Report of the Draft EIS). As noted in the Draft EIS and reiterated in the comment, there are increases in delays between 2015 and 2025 for both No-Build and Build conditions; it is important to note that the delay impacts of the Project are represented by the difference between the 2025 No-Build and the Alternative 5A/5B Year 2025 Build conditions. Three-quarters of the increased delay occurs based on anticipated changes between 2015 and 2025 No-Build (i.e., unrelated to the DC2RVA Project), with the remaining 25 percent attributable to Alternative 5A/5B. Additionally, these tables summarize vehicle-hours of delay on a daily basis (i.e., an average across an entire day) and are not reflective of delay experienced by a single vehicle. The majority of delay in the corridor is the result of freight trains. CSXT growth is independent of the DC2RVA Project and will occur regardless of whether or not the DC2RVA Project is implemented. An updated analysis of Total Daily Vehicle Delay for the Preferred Alternative is presented in Final EIS Section 5.15.2.4.

    The comment cites the "40-hour FHWA threshold"; this "threshold" is identified as one of 11 conditions for which public at-grade crossings "should be considered for grade separation or otherwise eliminated" in FHWA's Railroad-Highway Grade Crossing Handbook. While one of 11 conditions identified by FHWA for consideration, this 40-hour value is not a hard requirement for implementing any particular improvement or action at a grade-crossing. Additional clarification on this topic has been added to Final EIS Section 5.15.2.4.

(Responses are continued on next page)



170 transportation use would not be incompatible with the current use." This statement implies that turning a road into a railroad is an acceptable form of land use for the Town. That is incorrect. The transition from a one-way road with adjacent sidewalk to a railroad track with adjacent sidewalk in downtown Ashland is not a compatible use. Some roadways are built in such a way that transitioning to a railroad track may work, but in downtown Ashland the roadways are in a pedestrian and community setting which would not be compatible with additional railroad track.

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9. Section 4.11.5.2 states "In Alternative Area 5 (Ashland), the Build Alternatives, other than the Ashland Bypass (build Alternative 5C and Alternative 5C-Ashcake), are compatible with future land use." The Town of Ashland would like further analysis, or at least some analysis of the statement. As stated in the prior bullets, adding an additional set of tracks through the Town is not compatible with our comprehensive plan, existing land use, or future land use plans of the Town.

172

10. Section 4.15.2.4 – DC2RVA Crossing Improvement Effects on the Total Daily Vehicle Delay refers to the Transportation Technical Report (Appendix S) for the details on the daily delay data. The referenced Appendix S Table 5-42 shows that the delay for England Street/Thompson Street is 23.67 hours in 2015 and 37.37 hours in 2025 (No Build). For Alternates 5A and 5B Build, the total delay at this crossing is 41.85 hours, which exceeds the 40-hour FHWA threshold. These dramatic increases under both Build and No Build conditions are due primarily to increased freight traffic, and will cause significant traffic backups for westbound vehicular traffic on England Street (which is State Route 54). The traffic backups will frequently be significant enough to interfere with traffic on US Route 1, which is 2750 feet east of the crossing. This is a significant safety concern and is not acceptable.

173

11. In the Summary of All Proposed Public Roadway Closures and Grade Separations it notes that "The Build Alternatives that include the addition of a track through town (Build Alternatives 5B, 5B-Aschake, and 5D-Aschake) require the closure of the eastern section of Center Street/Railroad Avenue between England/Thompson Street and Maiden Lane." The Town of Ashland finds this closure unacceptable due to the negative impacts to traffic safety, access associated with business, civic, and residential properties, and the negative economic impact of a reduction in parking and access to downtown properties. We would also incorporate this analysis to Table 4.15-11 which says this closing would have a "minimal effect". The impact of this closing would be fair greater than "minimal".

174

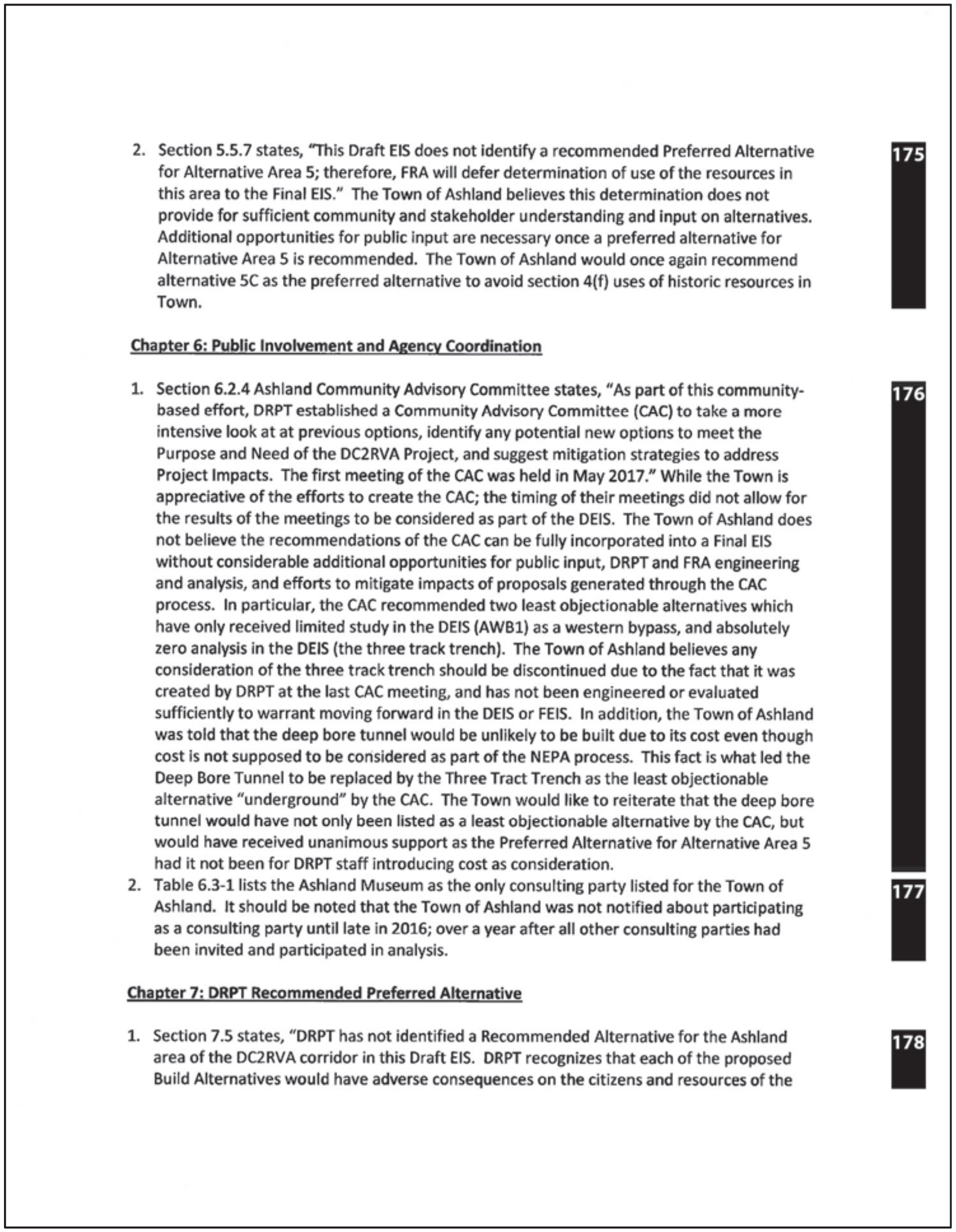
Chapter 5: Section 4(f) Evaluation

1. Section 5.5.1 Summary of Preliminary Section 4(f) Use Determinations states, "Two resources along Build Alternatives 5B, 5B-Aschake, and 5D-Ashcake have a potential Section 4(f) use. Build Alternatives 5A, 5A-Aschake, 5C, 5C-Ashcake would not result in a Section 4(f) use and, as such, would be the avoidance alternatives within this area." The Town of Ashland would like additional consideration given to contributing structures as identified by the Ashland Museum and Town of Ashland's Section 106 response. In addition, the Town would like to concur with support of alternative 5C as the best avoidance alternative within Alternative Area 5.

VIRGINIA DEQ (continued)

173. Refer to DRPT-numbered statement #167. Preferred Alternative 5A will not require any closure of Center Street / Railroad Avenue in the Town of Ashland. All modifications to address necessary changes to traffic flow and operations resulting from the Preferred Alternative will conform to all applicable current AASHTO and VDOT standards.

174. Additional details on this comment are included in the attachment from the Ashland Museum. Refer to DRPT-numbered statements #201-235 for a detailed response.



2. Section 5.5.7 states, "This Draft EIS does not identify a recommended Preferred Alternative for Alternative Area 5; therefore, FRA will defer determination of use of the resources in this area to the Final EIS." The Town of Ashland believes this determination does not provide for sufficient community and stakeholder understanding and input on alternatives. Additional opportunities for public input are necessary once a preferred alternative for Alternative Area 5 is recommended. The Town of Ashland would once again recommend alternative 5C as the preferred alternative to avoid section 4(f) uses of historic resources in Town. 175

Chapter 6: Public Involvement and Agency Coordination

1. Section 6.2.4 Ashland Community Advisory Committee states, "As part of this community-based effort, DRPT established a Community Advisory Committee (CAC) to take a more intensive look at at previous options, identify any potential new options to meet the Purpose and Need of the DC2RVA Project, and suggest mitigation strategies to address Project Impacts. The first meeting of the CAC was held in May 2017." While the Town is appreciative of the efforts to create the CAC; the timing of their meetings did not allow for the results of the meetings to be considered as part of the DEIS. The Town of Ashland does not believe the recommendations of the CAC can be fully incorporated into a Final EIS without considerable additional opportunities for public input, DRPT and FRA engineering and analysis, and efforts to mitigate impacts of proposals generated through the CAC process. In particular, the CAC recommended two least objectionable alternatives which have only received limited study in the DEIS (AWB1) as a western bypass, and absolutely zero analysis in the DEIS (the three track trench). The Town of Ashland believes any consideration of the three track trench should be discontinued due to the fact that it was created by DRPT at the last CAC meeting, and has not been engineered or evaluated sufficiently to warrant moving forward in the DEIS or FEIS. In addition, the Town of Ashland was told that the deep bore tunnel would be unlikely to be built due to its cost even though cost is not supposed to be considered as part of the NEPA process. This fact is what led the Deep Bore Tunnel to be replaced by the Three Tract Trench as the least objectionable alternative "underground" by the CAC. The Town would like to reiterate that the deep bore tunnel would have not only been listed as a least objectionable alternative by the CAC, but would have received unanimous support as the Preferred Alternative for Alternative Area 5 had it not been for DRPT staff introducing cost as consideration. 176
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Chapter 7: DRPT Recommended Preferred Alternative

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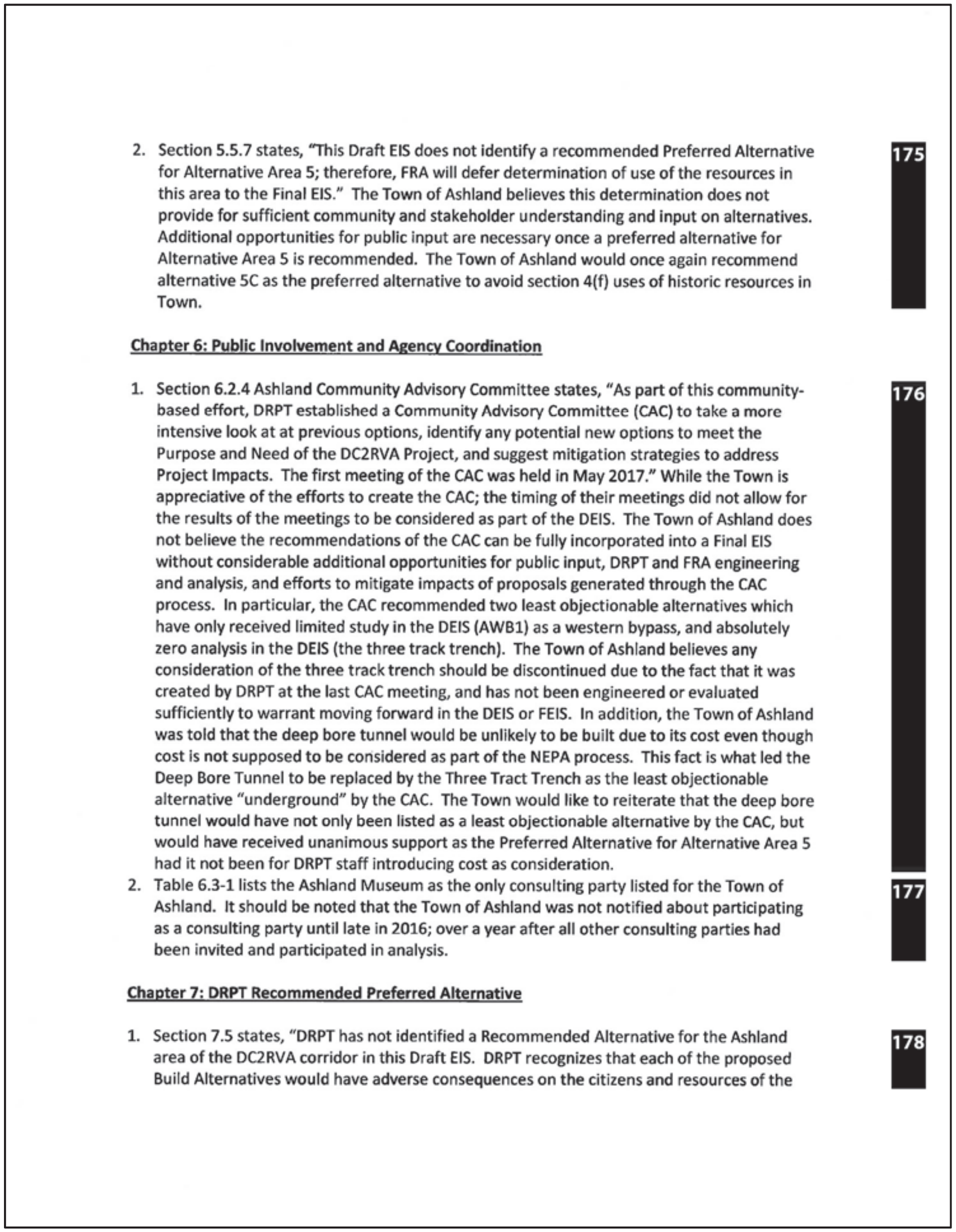
VIRGINIA DEQ (continued)

175. The Draft EIS, prepared by FRA and DRPT in accordance with the National Environmental Policy Act (NEPA) and its implementing regulations, describes the alternatives development process and for Area 5 (Ashland) evaluates in detail seven alternatives, including Alternative 5A, Maintain two Tracks through Town. While there is no requirement within NEPA to identify a preferred alternative as part of Draft EIS documentation, the Draft EIS for the Project identified DRPT's recommended preferred alternative for the corridor, but did not recommend a specific preferred alternative for Area 5 (Ashland). Instead, DRPT established a CAC to further review and inform the evaluation of alternatives for Area 5, which is summarized in Section 3.3 of the Final EIS. The CAC met five times in open public meetings to review Project alternatives and identified, from a community perspective, the least objectionable through Town, western bypass, and below-ground alternatives. After reviewing all the comments received on the Draft EIS and considering the input from the CAC process, on December 6, 2017, DRPT provided the CTB with a final recommendation for a Preferred Alternative. The CTB formally identified Alternative 5A - Maintain Two Tracks Through Town as the Commonwealth of Virginia's Preferred Alternative for Area 5. FRA has agreed with and confirmed DRPT's recommendation that Alternative 5A meets the Purpose and Need of the DC2RVA Project.

176. DRPT has conducted the public outreach for the Project in accordance with FRA's requirements under NEPA and its implementing regulations. Beginning in 2014, DRPT held 4 public scoping meetings (including one in Ashland), 3 public meetings to present alternatives development and screening criteria, 3 public meetings to review preliminary alternatives screening results, and 1 public meeting in Hanover County to review the Project, proposed bypass routes, and access to private property. DRPT also held multiple meetings with representatives of the Town and County since the Project inception.

(Responses are continued on next page)



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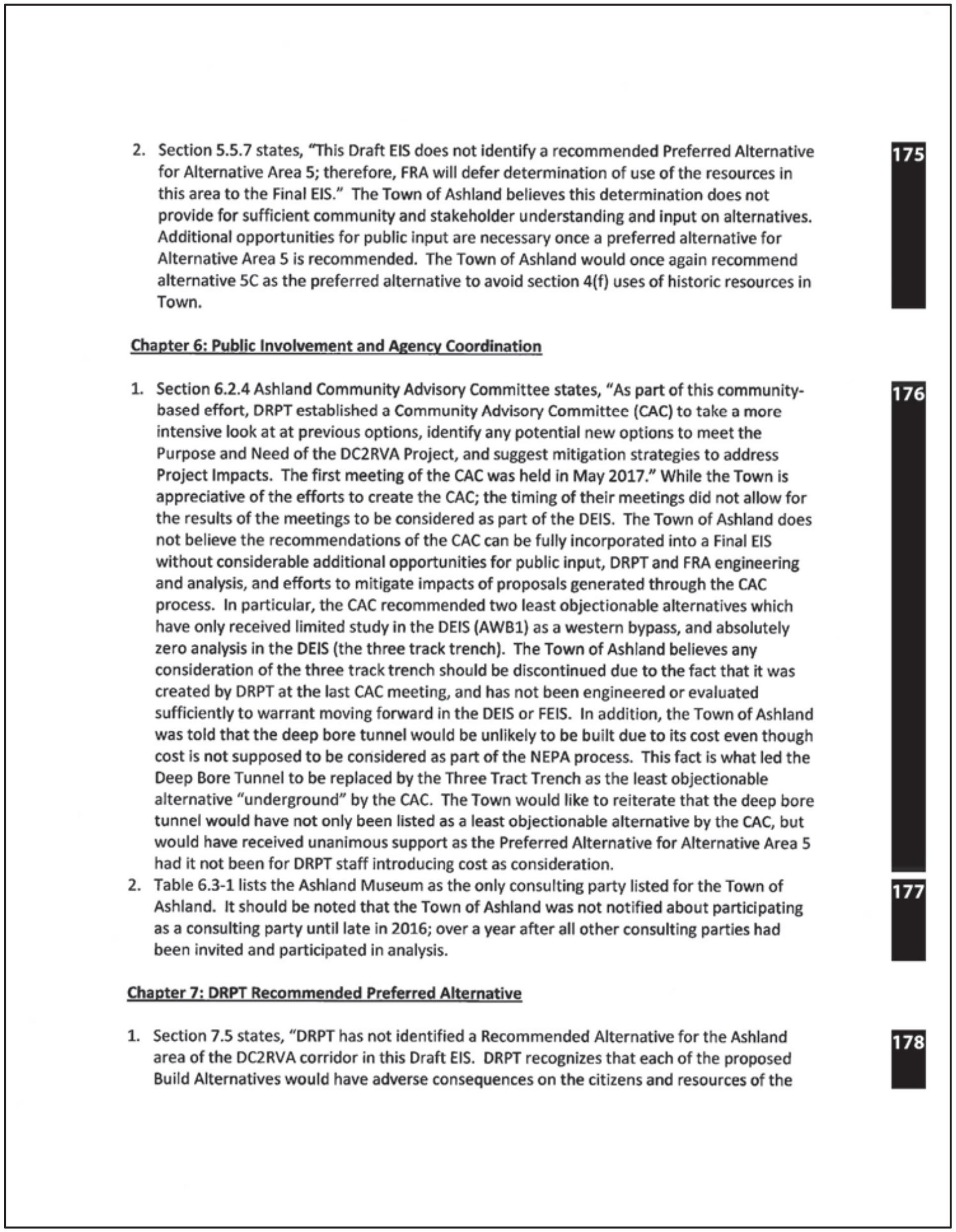
VIRGINIA DEQ (continued)

The Ashland/Hanover CAC held five public meetings during the period May – September 2017, plus multiple community-led meetings to publicly evaluate Project alternatives in the Ashland/Hanover area. The Draft EIS described the CAC process, and all CAC presentations, questions/answers, and technical briefing materials were made public via the DC2RVA Project website.

DRPT held 5 public hearings, including one in the Ashland/Hanover area, in conjunction with the public release of the Draft EIS in September of 2017. FRA's Preferred Alternative, 5A, was evaluated in detail in the Draft EIS, and was identified by the CAC as the "least objectionable" through-town alternative. The deep bore tunnel alternative was considered and eliminated by FRA and DRPT during the initial alternatives screening process, and was considered and eliminated again by the CAC during the CAC process. The three-track trench alternative was considered by the CAC and identified as the "least objectionable" below-ground option.

177. The Ashland Museum elected to be a consulting party in January 2015. The Town of Ashland was invited to be a consulting party, and elected to participate, in February 2017. All consulting party materials (letters, emails, reports, etc.) were disseminated to the Town upon becoming a consulting party. Since February 2017, DRPT held two in-person meetings and two conference calls with the Town and the Ashland Museum specifically focused on cultural resources. DRPT is committed to continuing this dialogue through completion of the Tier II process, final design, and implementation (once funding becomes available) and will disseminate data as available, including any ensuing reports, eligibility determinations, Project effect, and Section 106 Memorandum of Agreement (MOA) production (the Section 106 Draft MOA is Appendix K of the Final EIS). Information and updates will be sent through several media outlets to ensure communication is open and informative.

(Responses are continued on next page)



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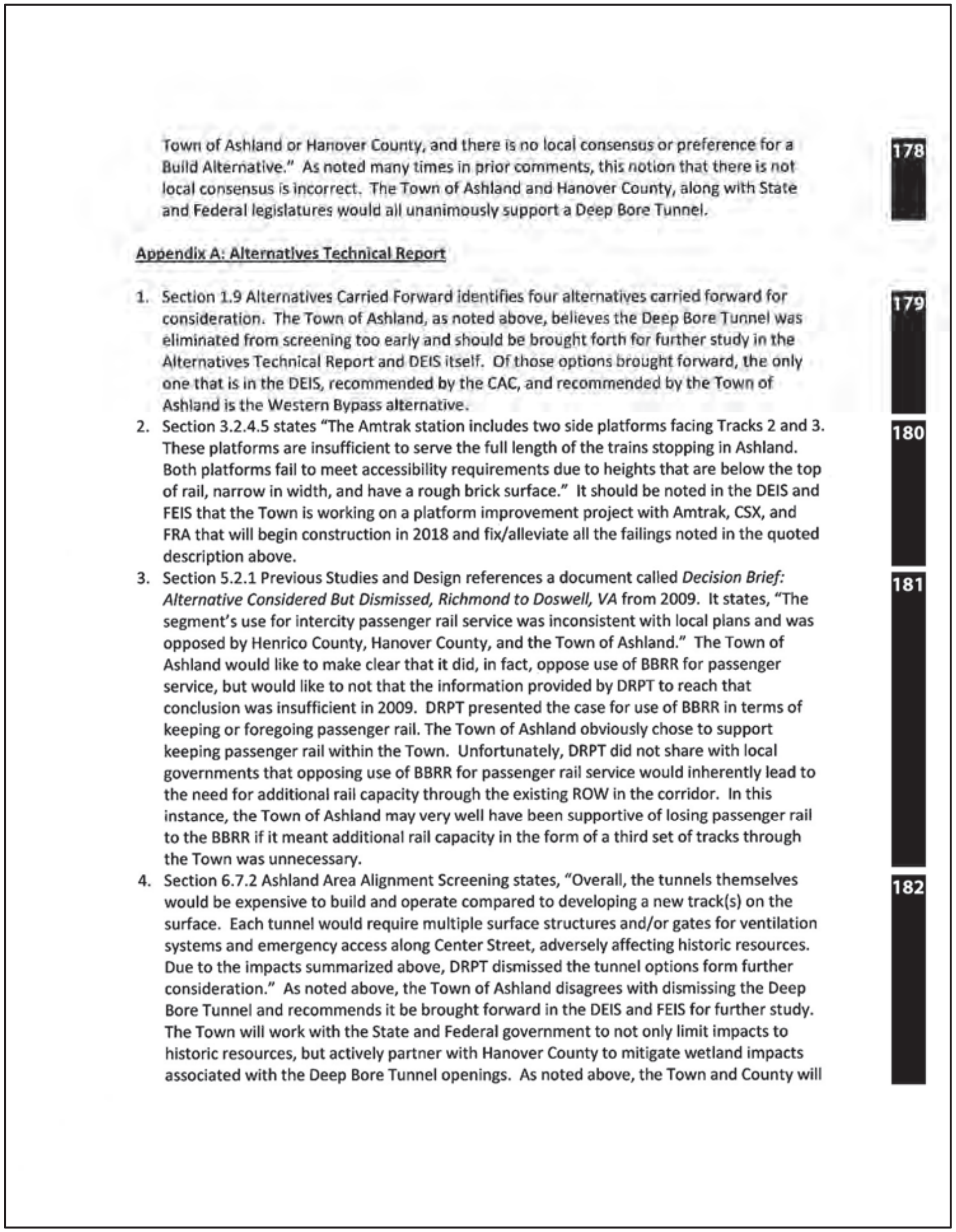
VIRGINIA DEQ (continued)

178. As described in Section 2.1.4.3 of the Final EIS, the Ashland/Hanover CAC, composed of representatives of Hanover County, Town of Ashland, Randolph-Macon College, and CSXT, was asked to review all Project alternatives for the area and develop a local consensus that met the DC2RVA Purpose and Need. After holding 5 meetings reviewing alternatives for the Ashland/Hanover area, including the deep bore tunnel, the CAC was unable to reach consensus for a single alternative and instead identified a "least objectionable" alternative for a western bypass, a through town option (Alternative 5A, DRPT's Preferred Alternative), and a three-track trench (below grade option). During a CTB meeting in October 2017 to present the results of the CAC process, Town representatives spoke in favor of a western bypass and County representatives spoke in favor of a trench or other through Town option. The rationale for selecting 5A: Maintain Two Tracks Through Town is presented in Section 4.3.5 of the Final EIS.



Town of Ashland or Hanover County, and there is no local consensus or preference for a Build Alternative." As noted many times in prior comments, this notion that there is not local consensus is incorrect. The Town of Ashland and Hanover County, along with State and Federal legislatures would all unanimously support a Deep Bore Tunnel. 178

Appendix A: Alternatives Technical Report

1. Section 1.9 Alternatives Carried Forward identifies four alternatives carried forward for consideration. The Town of Ashland, as noted above, believes the Deep Bore Tunnel was eliminated from screening too early and should be brought forth for further study in the Alternatives Technical Report and DEIS itself. Of those options brought forward, the only one that is in the DEIS, recommended by the CAC, and recommended by the Town of Ashland is the Western Bypass alternative. 179
2. Section 3.2.4.5 states "The Amtrak station includes two side platforms facing Tracks 2 and 3. These platforms are insufficient to serve the full length of the trains stopping in Ashland. Both platforms fail to meet accessibility requirements due to heights that are below the top of rail, narrow in width, and have a rough brick surface." It should be noted in the DEIS and FEIS that the Town is working on a platform improvement project with Amtrak, CSX, and FRA that will begin construction in 2018 and fix/alleviate all the failings noted in the quoted description above. 180
3. Section 5.2.1 Previous Studies and Design references a document called *Decision Brief: Alternative Considered But Dismissed, Richmond to Doswell, VA* from 2009. It states, "The segment's use for intercity passenger rail service was inconsistent with local plans and was opposed by Henrico County, Hanover County, and the Town of Ashland." The Town of Ashland would like to make clear that it did, in fact, oppose use of BBRR for passenger service, but would like to not that the information provided by DRPT to reach that conclusion was insufficient in 2009. DRPT presented the case for use of BBRR in terms of keeping or foregoing passenger rail. The Town of Ashland obviously chose to support keeping passenger rail within the Town. Unfortunately, DRPT did not share with local governments that opposing use of BBRR for passenger rail service would inherently lead to the need for additional rail capacity through the existing ROW in the corridor. In this instance, the Town of Ashland may very well have been supportive of losing passenger rail to the BBRR if it meant additional rail capacity in the form of a third set of tracks through the Town was unnecessary. 181
4. Section 6.7.2 Ashland Area Alignment Screening states, "Overall, the tunnels themselves would be expensive to build and operate compared to developing a new track(s) on the surface. Each tunnel would require multiple surface structures and/or gates for ventilation systems and emergency access along Center Street, adversely affecting historic resources. Due to the impacts summarized above, DRPT dismissed the tunnel options form further consideration." As noted above, the Town of Ashland disagrees with dismissing the Deep Bore Tunnel and recommends it be brought forward in the DEIS and FEIS for further study. The Town will work with the State and Federal government to not only limit impacts to historic resources, but actively partner with Hanover County to mitigate wetland impacts associated with the Deep Bore Tunnel openings. As noted above, the Town and County will 182

VIRGINIA DEQ (continued)

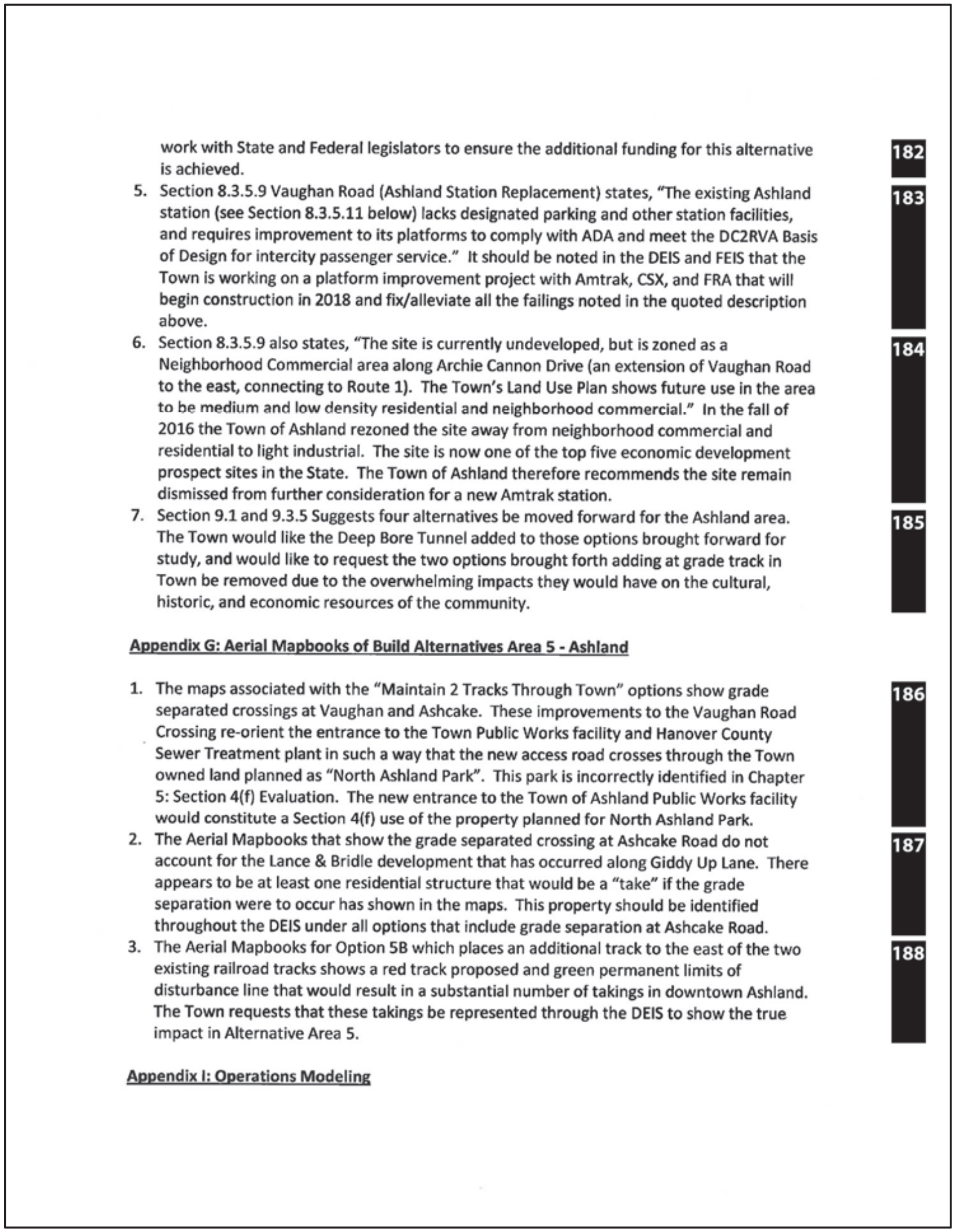
(Response to comment 178 on previous page)

179. Subsequent to the Draft EIS alternatives development process, the concept of a deep bore tunnel – both a deep hard-rock version and a shallower soft-earth version – was further evaluated and considered by the Ashland/Hanover CAC process. The CAC members dismissed the deep bore tunnel as an unlikely Project alternative due to its anticipated cost, impacts to the Town from ventilation towers and other structures, and potential operation concerns; refer to Appendix G of the Final EIS for details.

180. Refer to DRPT-numbered statement #167 for response.

181. As noted by the Town of Ashland, the 2009 Decision Brief: Alternatives Considered but Dismissed, Richmond to Doswell, VA, was developed by DRPT and approved by FRA to evaluate using the Buckingham Branch Railroad for the proposed high speed passenger service, bypassing both Ashland and Staples Mill Road Stations. In 2009, Hanover County, Henrico County, the Town of Ashland, and Randolph-Macon College all opposed moving passenger service to the Buckingham Branch Railroad. In preparing the Draft EIS, FRA and DRPT reevaluated use of the Buckingham Branch Railroad, both as a potential passenger route and as a freight diversion route. FRA and DRPT dismissed alternatives using the Buckingham Branch Railroad from further consideration in the DC2RVA Draft EIS due to substantial impacts to wetlands, cultural resources, property, infrastructure, and rail operations. The Ashland/Hanover CAC also evaluated the Buckingham Branch Railroad for both passenger and/or freight diversion, and eliminated the use of the Buckingham Branch Railroad from their further consideration.

182. Refer to DRPT-numbered statement #179 for response.



182 work with State and Federal legislators to ensure the additional funding for this alternative is achieved.

5. 183 Section 8.3.5.9 Vaughan Road (Ashland Station Replacement) states, "The existing Ashland station (see Section 8.3.5.11 below) lacks designated parking and other station facilities, and requires improvement to its platforms to comply with ADA and meet the DC2RVA Basis of Design for intercity passenger service." It should be noted in the DEIS and FEIS that the Town is working on a platform improvement project with Amtrak, CSX, and FRA that will begin construction in 2018 and fix/alleviate all the failings noted in the quoted description above.
6. 184 Section 8.3.5.9 also states, "The site is currently undeveloped, but is zoned as a Neighborhood Commercial area along Archie Cannon Drive (an extension of Vaughan Road to the east, connecting to Route 1). The Town's Land Use Plan shows future use in the area to be medium and low density residential and neighborhood commercial." In the fall of 2016 the Town of Ashland rezoned the site away from neighborhood commercial and residential to light industrial. The site is now one of the top five economic development prospect sites in the State. The Town of Ashland therefore recommends the site remain dismissed from further consideration for a new Amtrak station.
7. 185 Section 9.1 and 9.3.5 Suggests four alternatives be moved forward for the Ashland area. The Town would like the Deep Bore Tunnel added to those options brought forward for study, and would like to request the two options brought forth adding at grade track in Town be removed due to the overwhelming impacts they would have on the cultural, historic, and economic resources of the community.

__Appendix G: Aerial Mapbooks of Build Alternatives Area 5 - Ashland__

1. 186 The maps associated with the "Maintain 2 Tracks Through Town" options show grade separated crossings at Vaughan and Ashcake. These improvements to the Vaughan Road Crossing re-orient the entrance to the Town Public Works facility and Hanover County Sewer Treatment plant in such a way that the new access road crosses through the Town owned land planned as "North Ashland Park". This park is incorrectly identified in Chapter 5: Section 4(f) Evaluation. The new entrance to the Town of Ashland Public Works facility would constitute a Section 4(f) use of the property planned for North Ashland Park.
2. 187 The Aerial Mapbooks that show the grade separated crossing at Ashcake Road do not account for the Lance & Bridle development that has occurred along Giddy Up Lane. There appears to be at least one residential structure that would be a "take" if the grade separation were to occur has shown in the maps. This property should be identified throughout the DEIS under all options that include grade separation at Ashcake Road.
3. 188 The Aerial Mapbooks for Option 5B which places an additional track to the east of the two existing railroad tracks shows a red track proposed and green permanent limits of disturbance line that would result in a substantial number of takings in downtown Ashland. The Town requests that these takings be represented through the DEIS to show the true impact in Alternative Area 5.

__Appendix I: Operations Modeling__

VIRGINIA DEQ (continued)

(Response to comment 182 on previous page)

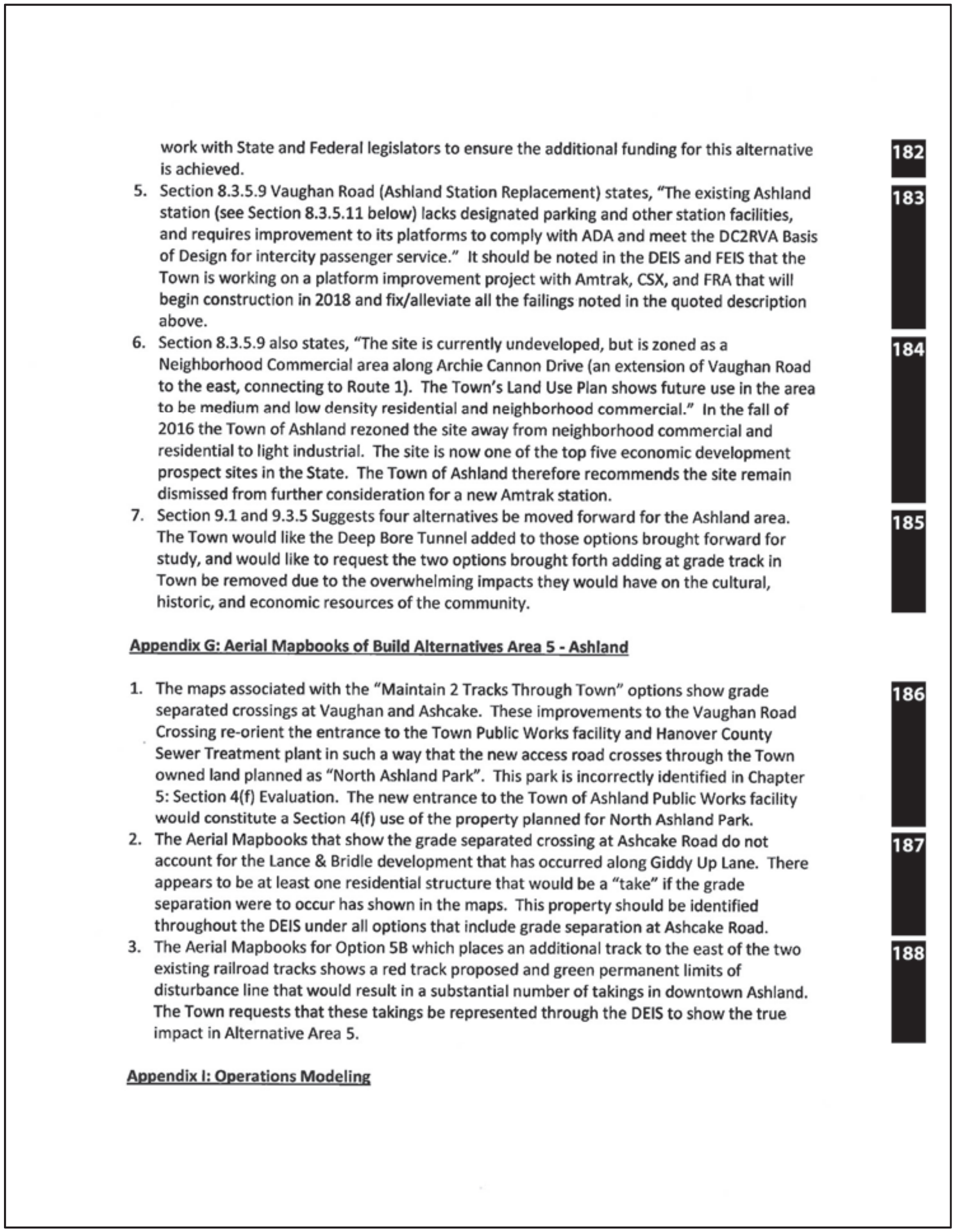
183. Refer to DRPT-numbered statement #180 for response.

184. DRPT eliminated the area north of Vaughan Road for a new Ashland station as part of the alternatives analysis process and it was not considered as part of any of the Build Alternatives analyzed in the Draft EIS (refer to DRPT-numbered statement #150 for additional response). The Preferred Alternative for the Ashland Area is Build Alternative 5A: Maintain Two Tracks Through Town and, per the CTB resolution of December 6, 2017, will not include any modifications to the existing station location.

185. Refer to DRPT-numbered statement #179 for response. Build Alternatives 5B and 5D, each adding a track at grade through Ashland, have been evaluated in detail in the Draft EIS, and were not selected by FRA as the Preferred Alternative.

186. The North Ashland park polygon shown on Figure 3.14-1 in the Draft EIS was obtained from the VDOT CEDAR database – VA DCR "conservation land" dataset (July 2017). Section 4(f) applies when the land is one of the enumerated types of publicly owned lands and the public agency that owns the property has formally designated and determined it to be significant for park, recreation area, or wildlife and waterfowl refuge purposes. Evidence of formal designation would be the inclusion of the publicly owned land, and its function as a Section 4(f) property into a city or county Master Plan; an expression of interest or desire is not sufficient. While the North Ashland Park is included the Town of Ashland's Comprehensive Plan and Parks and Recreation Master Plan, the park location and boundaries are not clearly identified. Additional conversations in January 2018 with Mr. Joseph Collins, Town of Ashland Parks and Recreation Coordinator, indicate the development of North Ashland Park stalled several years ago due to the recession and the location for the development of the future park was never established. The future land use in this area is identified as a mix of government and open space. Given this information, this area would not be considered a Section 4(f) resource at this time. North Ashland Park has been removed as a Section 4(f) resource as indicated in the errata table for the Draft EIS, which is Appendix A of the Final EIS.

(Responses are continued on next page)



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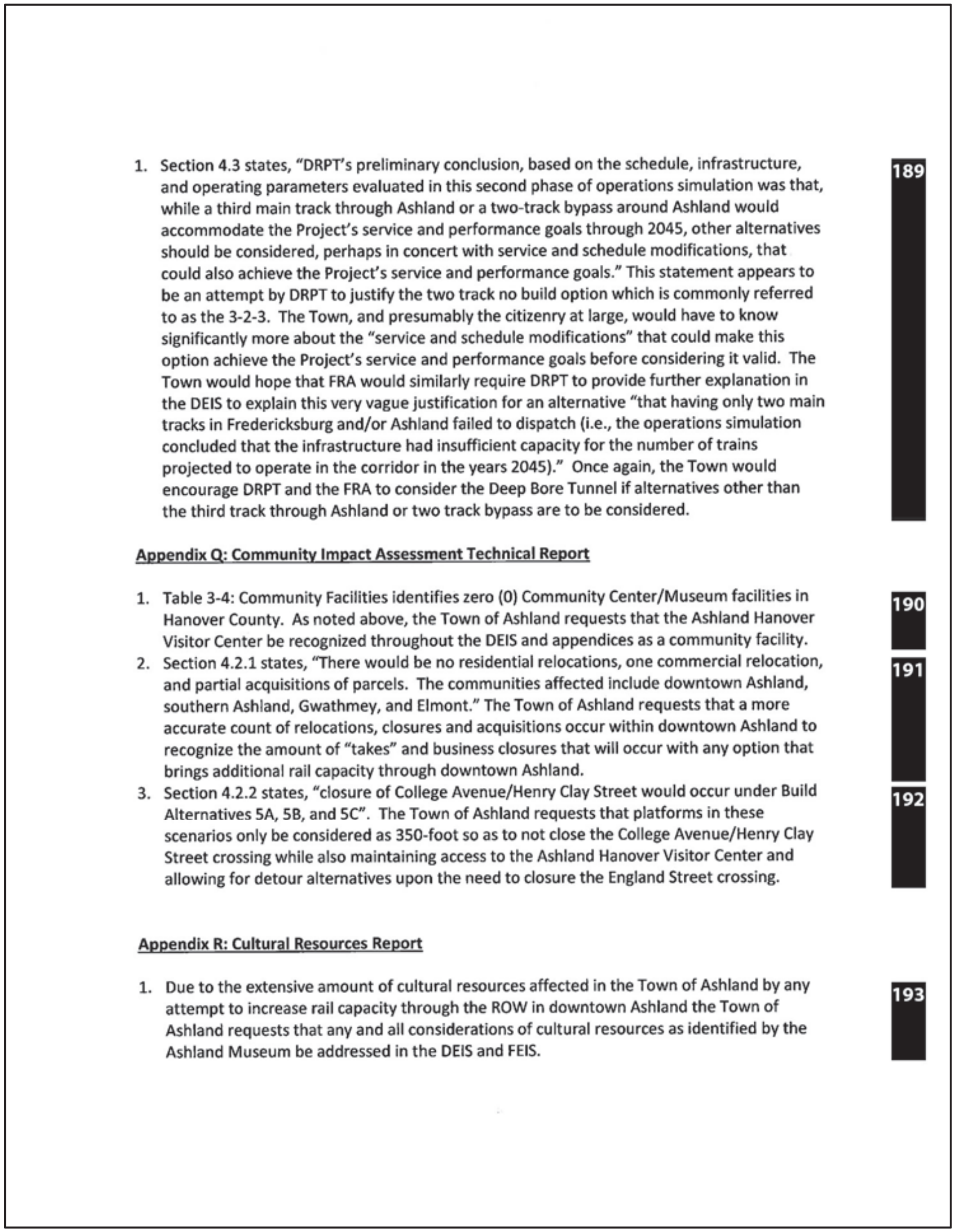
Appendix I: Operations Modeling

VIRGINIA DEQ (continued)

187. The parcel affected in the vicinity of Giddy Up Lane is Parcel ID 7779-76-4998. It is the common area of the Lance and Bridle subdivision. There are no residential relocations in this area.

188. Partial parcel acquisition and one commercial relocation on Ashcake Road would occur under Build Alternative 5B as evaluated in the Draft EIS. However, Alternative 5A was selected as the Preferred Alternative for Area 5; refer to Final EIS Section 5.11 for impacts of the Preferred Alternative on Community Resources, including relocations.



1. Section 4.3 states, "DRPT's preliminary conclusion, based on the schedule, infrastructure, and operating parameters evaluated in this second phase of operations simulation was that, while a third main track through Ashland or a two-track bypass around Ashland would accommodate the Project's service and performance goals through 2045, other alternatives should be considered, perhaps in concert with service and schedule modifications, that could also achieve the Project's service and performance goals." This statement appears to be an attempt by DRPT to justify the two track no build option which is commonly referred to as the 3-2-3. The Town, and presumably the citizenry at large, would have to know significantly more about the "service and schedule modifications" that could make this option achieve the Project's service and performance goals before considering it valid. The Town would hope that FRA would similarly require DRPT to provide further explanation in the DEIS to explain this very vague justification for an alternative "that having only two main tracks in Fredericksburg and/or Ashland failed to dispatch (i.e., the operations simulation concluded that the infrastructure had insufficient capacity for the number of trains projected to operate in the corridor in the years 2045)." Once again, the Town would encourage DRPT and the FRA to consider the Deep Bore Tunnel if alternatives other than the third track through Ashland or two track bypass are to be considered. **189**

Appendix Q: Community Impact Assessment Technical Report

1. Table 3-4: Community Facilities identifies zero (0) Community Center/Museum facilities in Hanover County. As noted above, the Town of Ashland requests that the Ashland Hanover Visitor Center be recognized throughout the DEIS and appendices as a community facility. **190**
2. Section 4.2.1 states, "There would be no residential relocations, one commercial relocation, and partial acquisitions of parcels. The communities affected include downtown Ashland, southern Ashland, Gwathmey, and Elmont." The Town of Ashland requests that a more accurate count of relocations, closures and acquisitions occur within downtown Ashland to recognize the amount of "takes" and business closures that will occur with any option that brings additional rail capacity through downtown Ashland. **191**
3. Section 4.2.2 states, "closure of College Avenue/Henry Clay Street would occur under Build Alternatives 5A, 5B, and 5C". The Town of Ashland requests that platforms in these scenarios only be considered as 350-foot so as to not close the College Avenue/Henry Clay Street crossing while also maintaining access to the Ashland Hanover Visitor Center and allowing for detour alternatives upon the need to closure the England Street crossing. **192**

Appendix R: Cultural Resources Report

1. Due to the extensive amount of cultural resources affected in the Town of Ashland by any attempt to increase rail capacity through the ROW in downtown Ashland the Town of Ashland requests that any and all considerations of cultural resources as identified by the Ashland Museum be addressed in the DEIS and FEIS. **193**

VIRGINIA DEQ (continued)

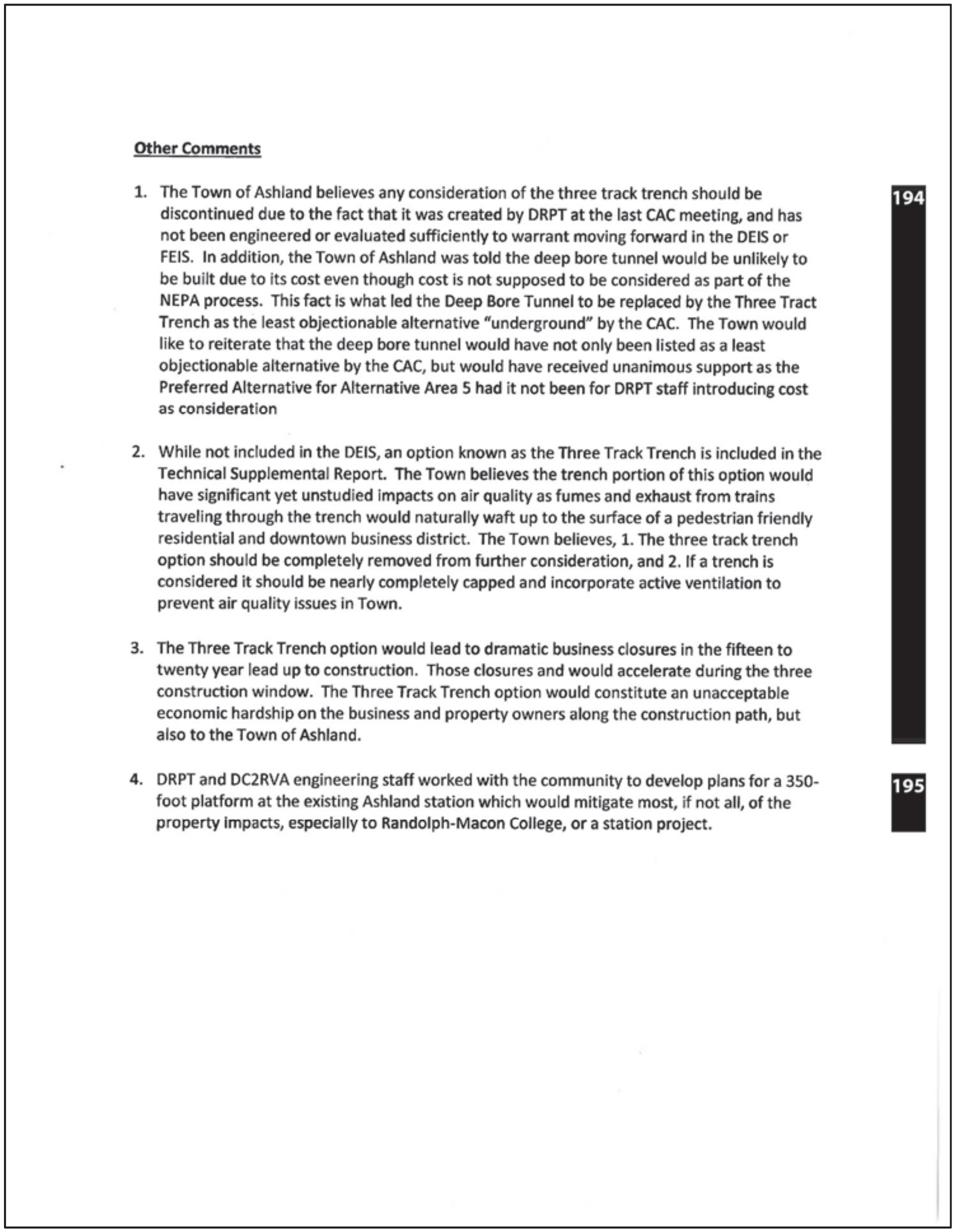
189. The comment was provided verbatim previously; refer to DRPT-numbered statement #156 for response.

190. and 191. The Ashland/Hanover Visitor Center would be relocated under one option evaluated in the Draft EIS, Build Alternative 5D. However, Alternative 5A is the Preferred Alternative for Area 5, which does not affect the existing Ashland/Hanover Visitor Center. The designation of the Ashland/Hanover Visitor Center to a community facility has been corrected; refer to the errata table for the Draft EIS, which is Appendix A to the Final EIS.

The discussion of relocations, closures, and acquisitions in Appendix Q of the Draft EIS are accurate, other than as noted above.

192. Refer to DRPT-numbered statement #167 for response.

193. DRPT acknowledges the economic impact analysis that was conducted by a third party at the request of the Town, which DEQ has provided as an attachment to this letter. Refer to DRPT-numbered statement #236 for response.



Other Comments

1. The Town of Ashland believes any consideration of the three track trench should be discontinued due to the fact that it was created by DRPT at the last CAC meeting, and has not been engineered or evaluated sufficiently to warrant moving forward in the DEIS or FEIS. In addition, the Town of Ashland was told the deep bore tunnel would be unlikely to be built due to its cost even though cost is not supposed to be considered as part of the NEPA process. This fact is what led the Deep Bore Tunnel to be replaced by the Three Tract Trench as the least objectionable alternative "underground" by the CAC. The Town would like to reiterate that the deep bore tunnel would have not only been listed as a least objectionable alternative by the CAC, but would have received unanimous support as the Preferred Alternative for Alternative Area 5 had it not been for DRPT staff introducing cost as consideration 194

2. While not included in the DEIS, an option known as the Three Track Trench is included in the Technical Supplemental Report. The Town believes the trench portion of this option would have significant yet unstudied impacts on air quality as fumes and exhaust from trains traveling through the trench would naturally waft up to the surface of a pedestrian friendly residential and downtown business district. The Town believes, 1. The three track trench option should be completely removed from further consideration, and 2. If a trench is considered it should be nearly completely capped and incorporate active ventilation to prevent air quality issues in Town.

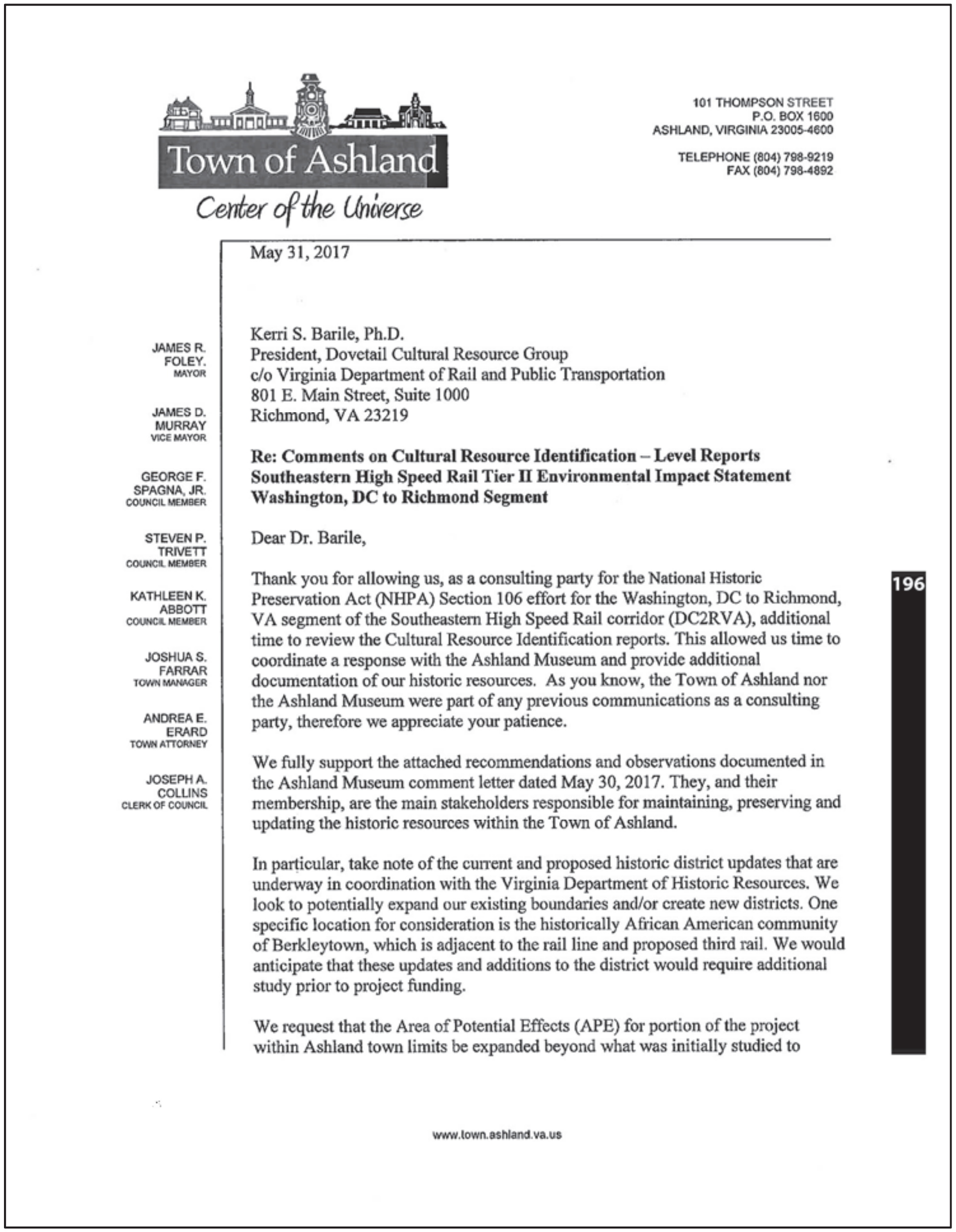
3. The Three Track Trench option would lead to dramatic business closures in the fifteen to twenty year lead up to construction. Those closures and would accelerate during the three construction window. The Three Track Trench option would constitute an unacceptable economic hardship on the business and property owners along the construction path, but also to the Town of Ashland.

4. DRPT and DC2RVA engineering staff worked with the community to develop plans for a 350-foot platform at the existing Ashland station which would mitigate most, if not all, of the property impacts, especially to Randolph-Macon College, or a station project. 195

VIRGINIA DEQ (continued)

194. Refer to DRPT-numbered statements #178 and #179 for response.

195. Refer to DRPT-numbered statement #180 for response.



Town of Ashland
Center of the Universe

101 THOMPSON STREET
P.O. BOX 1600
ASHLAND, VIRGINIA 23005-4600

TELEPHONE (804) 798-9219
FAX (804) 798-4892

JAMES R. FOLEY, MAYOR
JAMES D. MURRAY, VICE MAYOR
GEORGE F. SPAGNA, JR., COUNCIL MEMBER
STEVEN P. TRIVETT, COUNCIL MEMBER
KATHLEEN K. ABBOTT, COUNCIL MEMBER
JOSHUA S. FARRAR, TOWN MANAGER
ANDREA E. ERARD, TOWN ATTORNEY
JOSEPH A. COLLINS, CLERK OF COUNCIL

May 31, 2017

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group
c/o Virginia Department of Rail and Public Transportation
801 E. Main Street, Suite 1000
Richmond, VA 23219

Re: Comments on Cultural Resource Identification – Level Reports
Southeastern High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Dr. Barile,

196

Thank you for allowing us, as a consulting party for the National Historic Preservation Act (NHPA) Section 106 effort for the Washington, DC to Richmond, VA segment of the Southeastern High Speed Rail corridor (DC2RVA), additional time to review the Cultural Resource Identification reports. This allowed us time to coordinate a response with the Ashland Museum and provide additional documentation of our historic resources. As you know, the Town of Ashland nor the Ashland Museum were part of any previous communications as a consulting party, therefore we appreciate your patience.

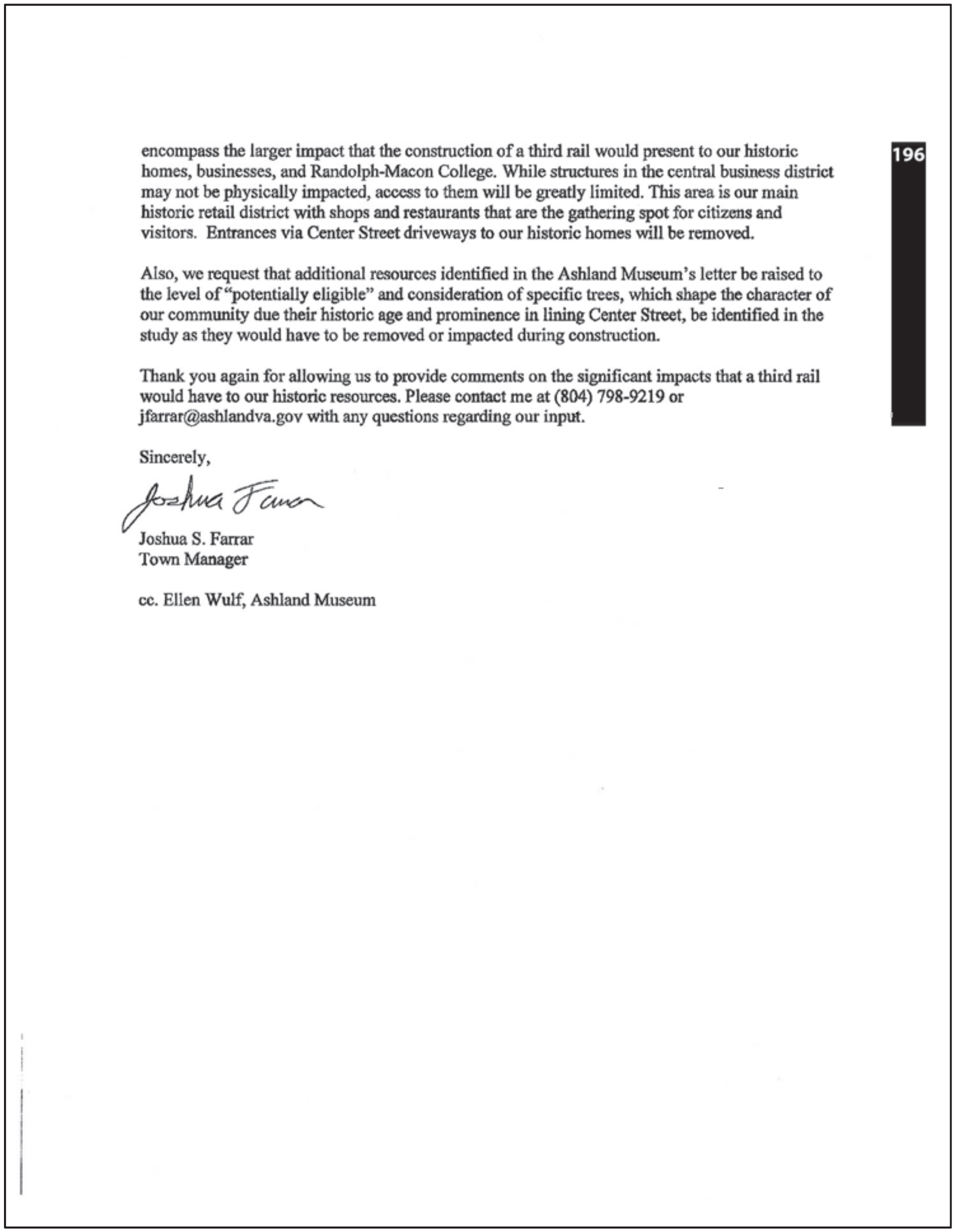
We fully support the attached recommendations and observations documented in the Ashland Museum comment letter dated May 30, 2017. They, and their membership, are the main stakeholders responsible for maintaining, preserving and updating the historic resources within the Town of Ashland.

In particular, take note of the current and proposed historic district updates that are underway in coordination with the Virginia Department of Historic Resources. We look to potentially expand our existing boundaries and/or create new districts. One specific location for consideration is the historically African American community of Berkleytown, which is adjacent to the rail line and proposed third rail. We would anticipate that these updates and additions to the district would require additional study prior to project funding.

We request that the Area of Potential Effects (APE) for portion of the project within Ashland town limits be expanded beyond what was initially studied to

VIRGINIA DEQ (continued)

196. This letter was provided to DRPT prior to the publication of the Draft EIS (on September 8, 2017), and are not specific comments on the content of the Draft EIS. Between receiving this letter and publishing the Draft EIS, DRPT coordinated with the Town of Ashland to address the comments contained within this letter. The comments in this letter are addressed in analyses and documentation that represents the Draft EIS. Notwithstanding, additional details on this comment are included in the attachment from the Ashland Museum; refer to DRPT-numbered statements #201–235 for a detailed response.



encompass the larger impact that the construction of a third rail would present to our historic homes, businesses, and Randolph-Macon College. While structures in the central business district may not be physically impacted, access to them will be greatly limited. This area is our main historic retail district with shops and restaurants that are the gathering spot for citizens and visitors. Entrances via Center Street driveways to our historic homes will be removed.

Also, we request that additional resources identified in the Ashland Museum's letter be raised to the level of "potentially eligible" and consideration of specific trees, which shape the character of our community due their historic age and prominence in lining Center Street, be identified in the study as they would have to be removed or impacted during construction.

Thank you again for allowing us to provide comments on the significant impacts that a third rail would have to our historic resources. Please contact me at (804) 798-9219 or jfarrar@ashlandva.gov with any questions regarding our input.

196

Sincerely,

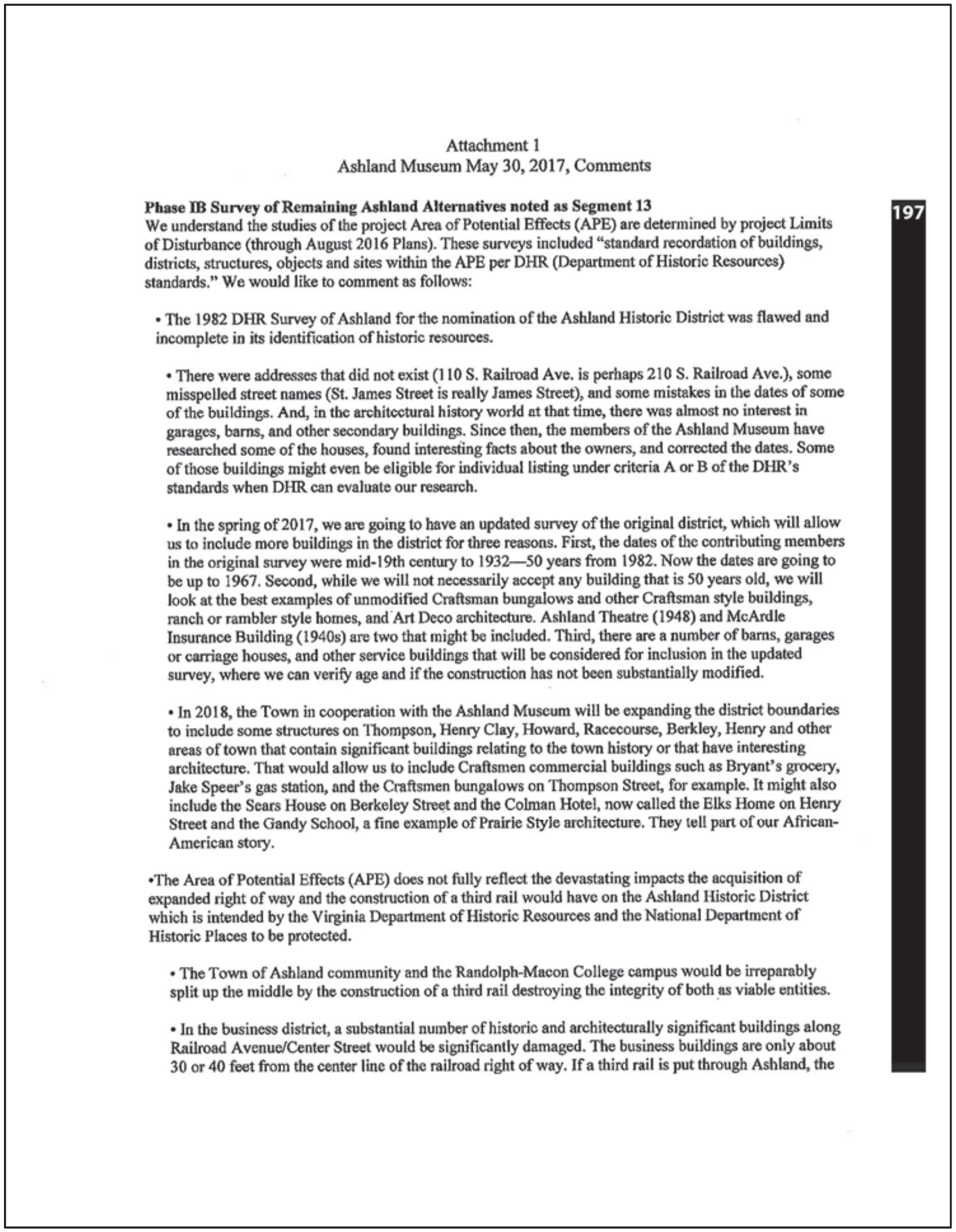
Joshua Farrar

Joshua S. Farrar
Town Manager

cc. Ellen Wulf, Ashland Museum

VIRGINIA DEQ (continued)

(Response to comment 196 on previous page)



Attachment 1
Ashland Museum May 30, 2017, Comments

197

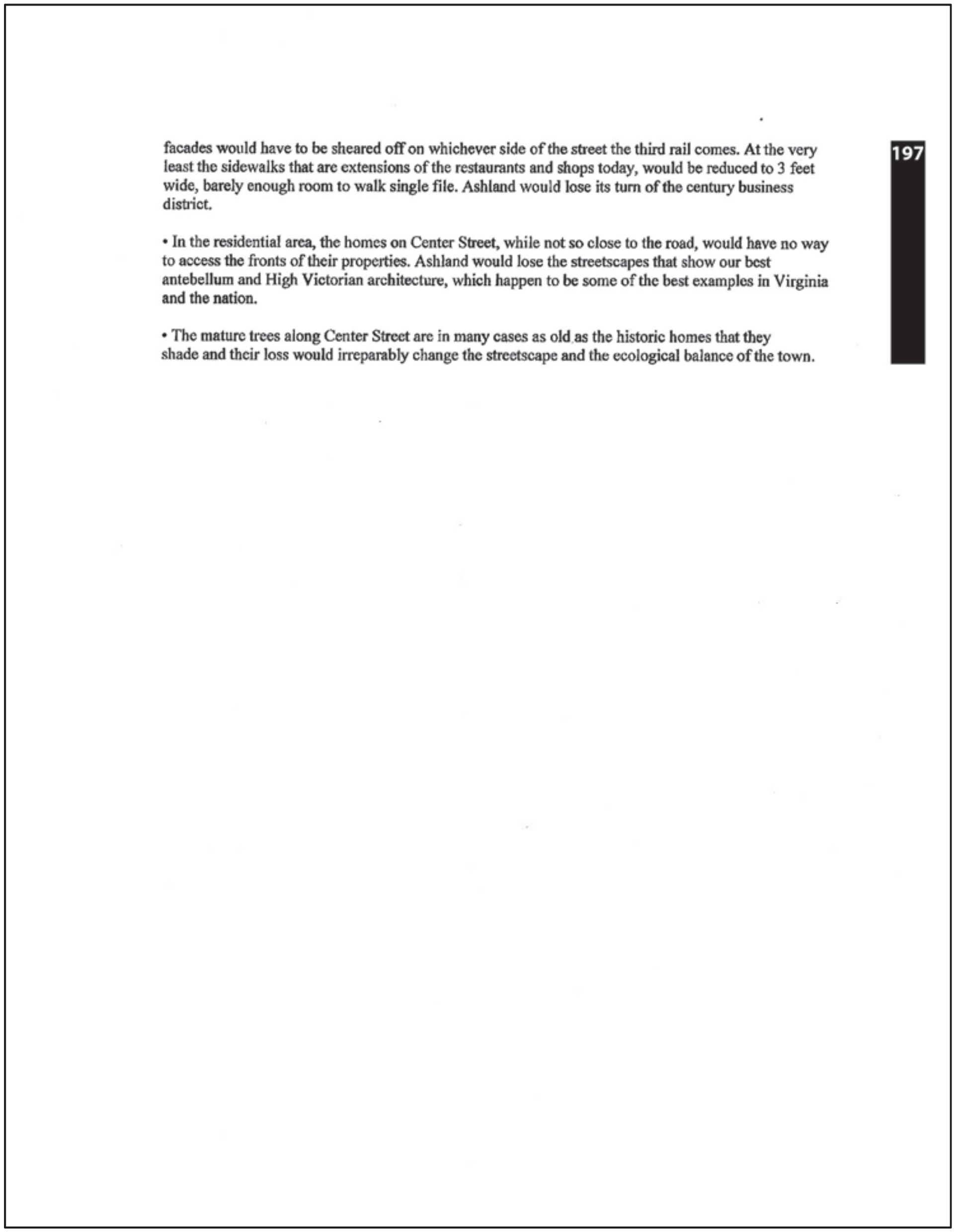
Phase IB Survey of Remaining Ashland Alternatives noted as Segment 13
We understand the studies of the project Area of Potential Effects (APE) are determined by project Limits of Disturbance (through August 2016 Plans). These surveys included "standard recordation of buildings, districts, structures, objects and sites within the APE per DHR (Department of Historic Resources) standards." We would like to comment as follows:

- The 1982 DHR Survey of Ashland for the nomination of the Ashland Historic District was flawed and incomplete in its identification of historic resources.
  - There were addresses that did not exist (110 S. Railroad Ave. is perhaps 210 S. Railroad Ave.), some misspelled street names (St. James Street is really James Street), and some mistakes in the dates of some of the buildings. And, in the architectural history world at that time, there was almost no interest in garages, barns, and other secondary buildings. Since then, the members of the Ashland Museum have researched some of the houses, found interesting facts about the owners, and corrected the dates. Some of those buildings might even be eligible for individual listing under criteria A or B of the DHR's standards when DHR can evaluate our research.
  - In the spring of 2017, we are going to have an updated survey of the original district, which will allow us to include more buildings in the district for three reasons. First, the dates of the contributing members in the original survey were mid-19th century to 1932—50 years from 1982. Now the dates are going to be up to 1967. Second, while we will not necessarily accept any building that is 50 years old, we will look at the best examples of unmodified Craftsman bungalows and other Craftsman style buildings, ranch or rambler style homes, and Art Deco architecture. Ashland Theatre (1948) and McArdle Insurance Building (1940s) are two that might be included. Third, there are a number of barns, garages or carriage houses, and other service buildings that will be considered for inclusion in the updated survey, where we can verify age and if the construction has not been substantially modified.
  - In 2018, the Town in cooperation with the Ashland Museum will be expanding the district boundaries to include some structures on Thompson, Henry Clay, Howard, Racecourse, Berkley, Henry and other areas of town that contain significant buildings relating to the town history or that have interesting architecture. That would allow us to include Craftsmen commercial buildings such as Bryant's grocery, Jake Speer's gas station, and the Craftsmen bungalows on Thompson Street, for example. It might also include the Sears House on Berkeley Street and the Colman Hotel, now called the Elks Home on Henry Street and the Gandy School, a fine example of Prairie Style architecture. They tell part of our African-American story.
- The Area of Potential Effects (APE) does not fully reflect the devastating impacts the acquisition of expanded right of way and the construction of a third rail would have on the Ashland Historic District which is intended by the Virginia Department of Historic Resources and the National Department of Historic Places to be protected.
  - The Town of Ashland community and the Randolph-Macon College campus would be irreparably split up the middle by the construction of a third rail destroying the integrity of both as viable entities.
  - In the business district, a substantial number of historic and architecturally significant buildings along Railroad Avenue/Center Street would be significantly damaged. The business buildings are only about 30 or 40 feet from the center line of the railroad right of way. If a third rail is put through Ashland, the

VIRGINIA DEQ (continued)

197. Similar comments from the Ashland Museum were provided under separate cover from the Ashland Town Manager; refer to DRPT-numbered statement #197. Additional details on this comment are included in the attachment from the Ashland Museum; refer to DRPT-numbered statements #201 through #235 for detailed responses on these topics.

VIRGINIA DEQ (continued)



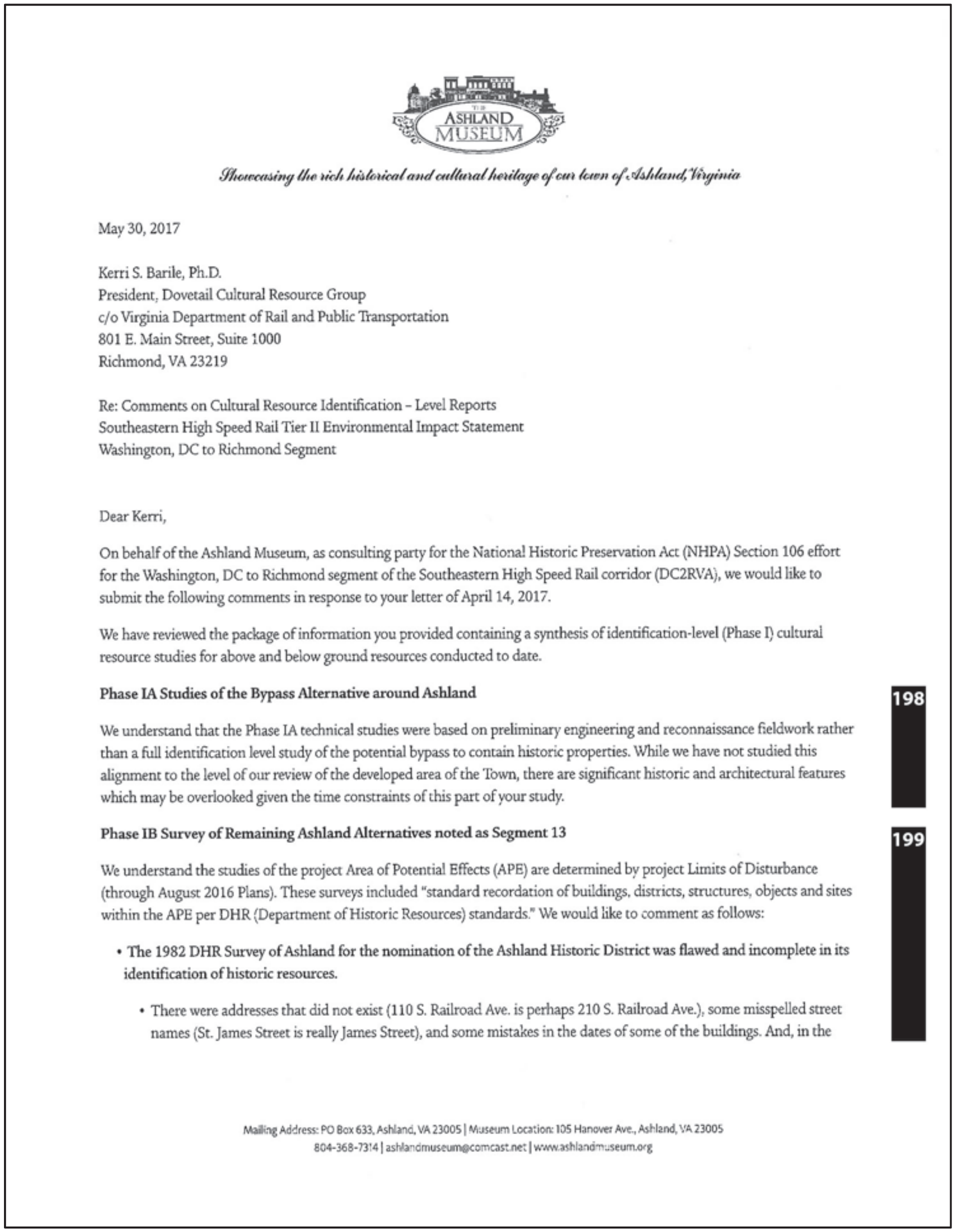
facades would have to be sheared off on whichever side of the street the third rail comes. At the very least the sidewalks that are extensions of the restaurants and shops today, would be reduced to 3 feet wide, barely enough room to walk single file. Ashland would lose its turn of the century business district.

- In the residential area, the homes on Center Street, while not so close to the road, would have no way to access the fronts of their properties. Ashland would lose the streetscapes that show our best antebellum and High Victorian architecture, which happen to be some of the best examples in Virginia and the nation.

- The mature trees along Center Street are in many cases as old as the historic homes that they shade and their loss would irreparably change the streetscape and the ecological balance of the town.

197

(Response to comment 197 on previous page)



THE ASHLAND MUSEUM

Showcasing the rich historical and cultural heritage of our town of Ashland, Virginia

May 30, 2017

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group
c/o Virginia Department of Rail and Public Transportation
801 E. Main Street, Suite 1000
Richmond, VA 23219

Re: Comments on Cultural Resource Identification – Level Reports
Southeastern High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Kerri,

On behalf of the Ashland Museum, as consulting party for the National Historic Preservation Act (NHPA) Section 106 effort for the Washington, DC to Richmond segment of the Southeastern High Speed Rail corridor (DC2RVA), we would like to submit the following comments in response to your letter of April 14, 2017.

We have reviewed the package of information you provided containing a synthesis of identification-level (Phase I) cultural resource studies for above and below ground resources conducted to date.

Phase IA Studies of the Bypass Alternative around Ashland

198

We understand that the Phase IA technical studies were based on preliminary engineering and reconnaissance fieldwork rather than a full identification level study of the potential bypass to contain historic properties. While we have not studied this alignment to the level of our review of the developed area of the Town, there are significant historic and architectural features which may be overlooked given the time constraints of this part of your study.

Phase IB Survey of Remaining Ashland Alternatives noted as Segment 13

199

We understand the studies of the project Area of Potential Effects (APE) are determined by project Limits of Disturbance (through August 2016 Plans). These surveys included "standard recordation of buildings, districts, structures, objects and sites within the APE per DHR (Department of Historic Resources) standards." We would like to comment as follows:

- **The 1982 DHR Survey of Ashland for the nomination of the Ashland Historic District was flawed and incomplete in its identification of historic resources.**
    - There were addresses that did not exist (110 S. Railroad Ave. is perhaps 210 S. Railroad Ave.), some misspelled street names (St. James Street is really James Street), and some mistakes in the dates of some of the buildings. And, in the

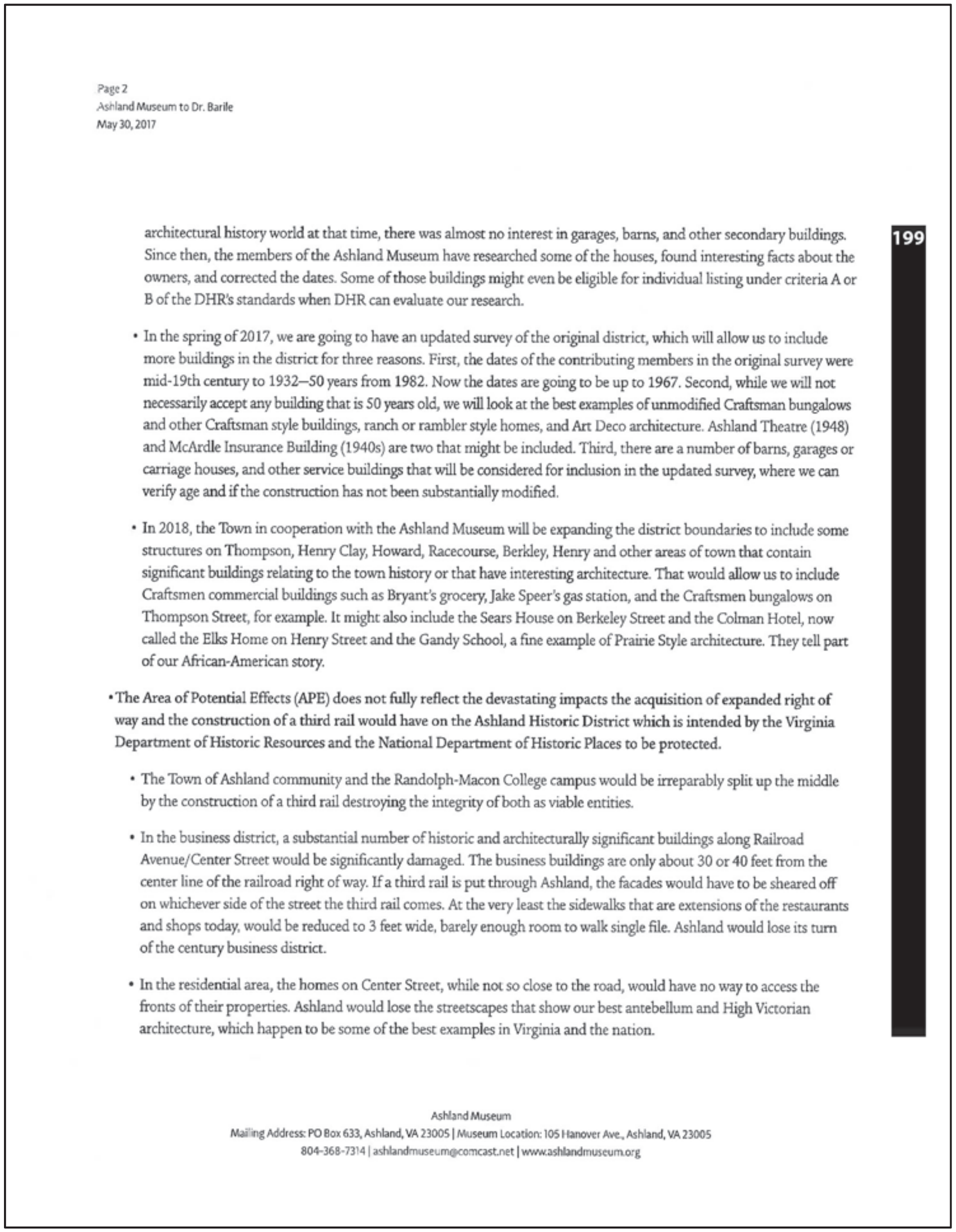
Mailing Address: PO Box 633, Ashland, VA 23005 | Museum Location: 105 Hanover Ave., Ashland, VA 23005
804-368-7314 | ashlandmuseum@comcast.net | www.ashlandmuseum.org

VIRGINIA DEQ (continued)

198. The bypass was the subject of a Phase IA reconnaissance study rather than a full identification-level study as part of the Draft EIS process for numerous reasons, primarily due to the width of the bypass corridor and the archaeological best practice to avoid excavations where possible. It is fully understood that the Phase IA reconnaissance study is a planning document only and does not replace the need for full survey. Rather, this work identified areas that would require archaeological survey and above-ground resources needing study should this alternative be considered. Alternative 5A: Maintain Two Tracks Through Town (without station or roadway modifications between Vaughan Road and Ashcake Road) was selected as the Preferred Alternative for the Ashland Area (refer to Section 4.3.5 of the Final EIS for details on the selection process).

    Because the bypass was not selected as the Preferred Alternative, no additional cultural resource studies beyond the Phase IA study were necessary.

199. These comments were provided verbatim under separate cover; refer to DRPT-numbered statement #197.



Page 2
Ashland Museum to Dr. Barile
May 30, 2017

199

architectural history world at that time, there was almost no interest in garages, barns, and other secondary buildings. Since then, the members of the Ashland Museum have researched some of the houses, found interesting facts about the owners, and corrected the dates. Some of those buildings might even be eligible for individual listing under criteria A or B of the DHR's standards when DHR can evaluate our research.

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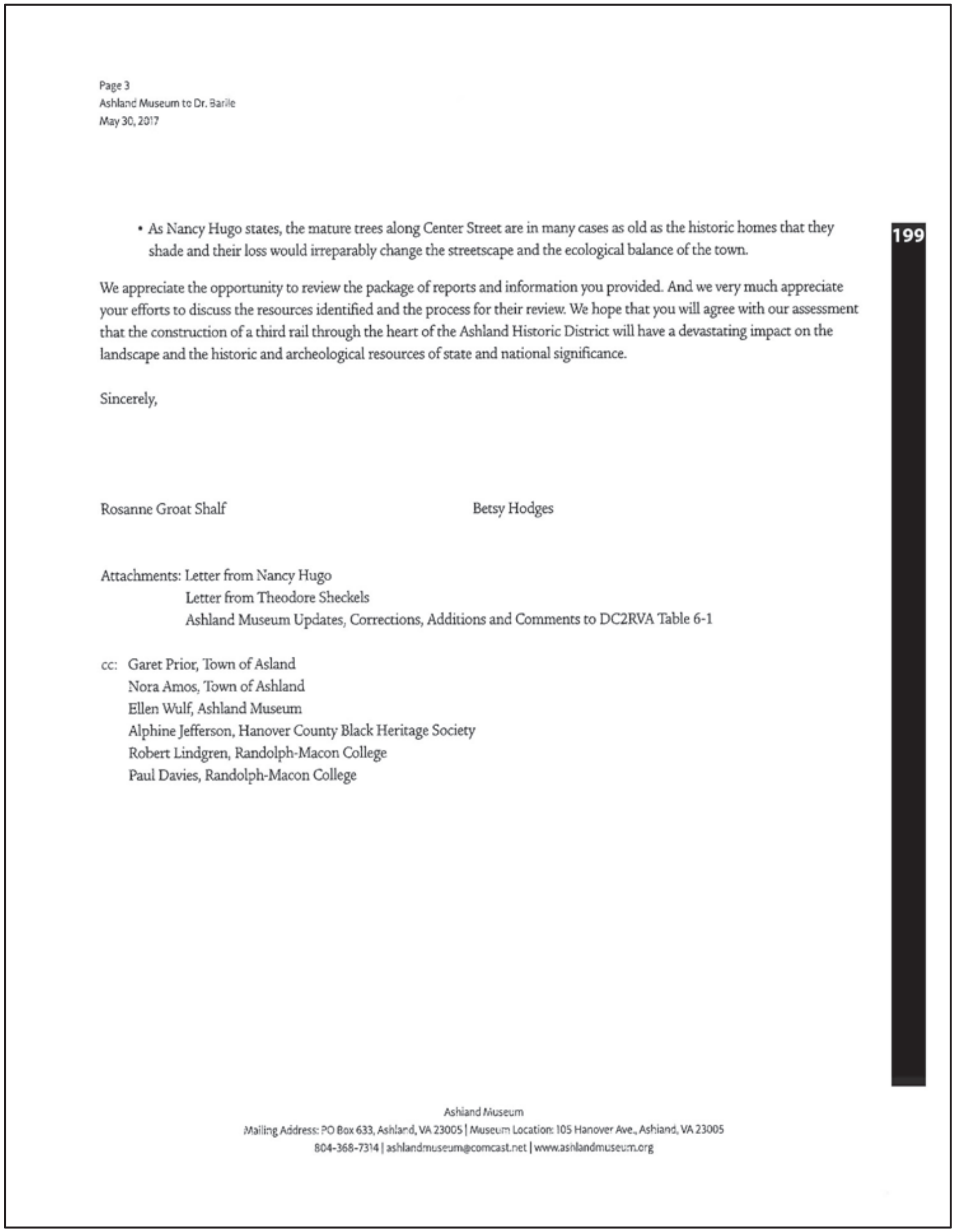
VIRGINIA DEQ (continued)

(For response to comment 199, refer to page B-172)



Page 3
Ashland Museum to Dr. Barile
May 30, 2017

199

- As Nancy Hugo states, the mature trees along Center Street are in many cases as old as the historic homes that they shade and their loss would irreparably change the streetscape and the ecological balance of the town.

We appreciate the opportunity to review the package of reports and information you provided. And we very much appreciate your efforts to discuss the resources identified and the process for their review. We hope that you will agree with our assessment that the construction of a third rail through the heart of the Ashland Historic District will have a devastating impact on the landscape and the historic and archeological resources of state and national significance.

Sincerely,

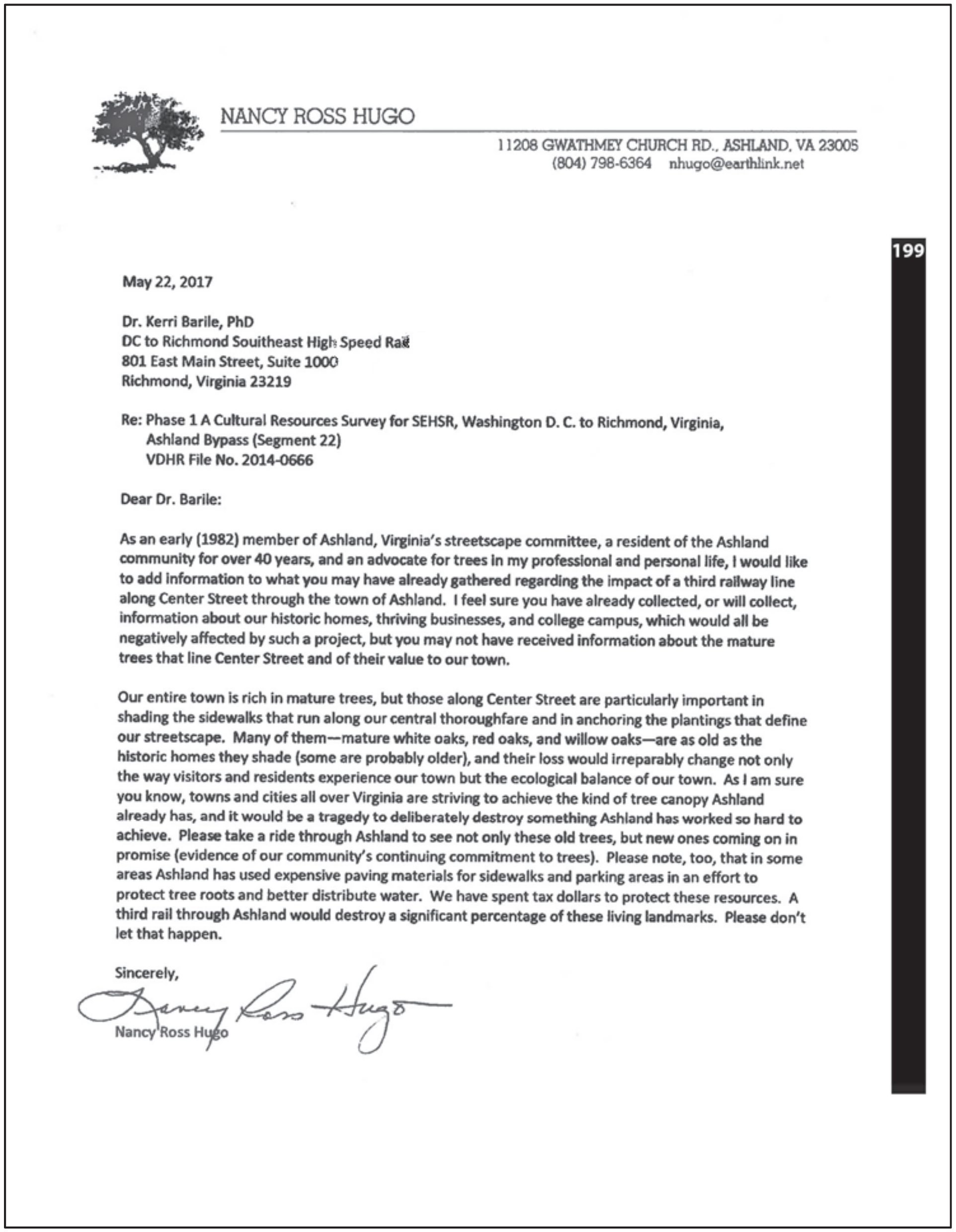
Rosanne Groat Shalf   Betsy Hodges

Attachments: Letter from Nancy Hugo
Letter from Theodore Sheckels
Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

cc: Garet Prior, Town of Asland
Nora Amos, Town of Ashland
Ellen Wulf, Ashland Museum
Alphine Jefferson, Hanover County Black Heritage Society
Robert Lindgren, Randolph-Macon College
Paul Davies, Randolph-Macon College

VIRGINIA DEQ (continued)

(For response to comment 199, refer to page B-172)



NANCY ROSS HUGO
11208 GWATHMEY CHURCH RD., ASHLAND, VA 23005
(804) 798-6364 nhugo@earthlink.net

199

May 22, 2017

Dr. Kerri Barile, PhD
DC to Richmond Southeast High Speed Rail
801 East Main Street, Suite 1000
Richmond, Virginia 23219

Re: Phase 1 A Cultural Resources Survey for SEHSR, Washington D. C. to Richmond, Virginia,
Ashland Bypass (Segment 22)
VDHR File No. 2014-0666

Dear Dr. Barile:

As an early (1982) member of Ashland, Virginia's streetscape committee, a resident of the Ashland community for over 40 years, and an advocate for trees in my professional and personal life, I would like to add information to what you may have already gathered regarding the impact of a third railway line along Center Street through the town of Ashland. I feel sure you have already collected, or will collect, information about our historic homes, thriving businesses, and college campus, which would all be negatively affected by such a project, but you may not have received information about the mature trees that line Center Street and of their value to our town.

Our entire town is rich in mature trees, but those along Center Street are particularly important in shading the sidewalks that run along our central thoroughfare and in anchoring the plantings that define our streetscape. Many of them—mature white oaks, red oaks, and willow oaks—are as old as the historic homes they shade (some are probably older), and their loss would irreparably change not only the way visitors and residents experience our town but the ecological balance of our town. As I am sure you know, towns and cities all over Virginia are striving to achieve the kind of tree canopy Ashland already has, and it would be a tragedy to deliberately destroy something Ashland has worked so hard to achieve. Please take a ride through Ashland to see not only these old trees, but new ones coming on in promise (evidence of our community's continuing commitment to trees). Please note, too, that in some areas Ashland has used expensive paving materials for sidewalks and parking areas in an effort to protect tree roots and better distribute water. We have spent tax dollars to protect these resources. A third rail through Ashland would destroy a significant percentage of these living landmarks. Please don't let that happen.

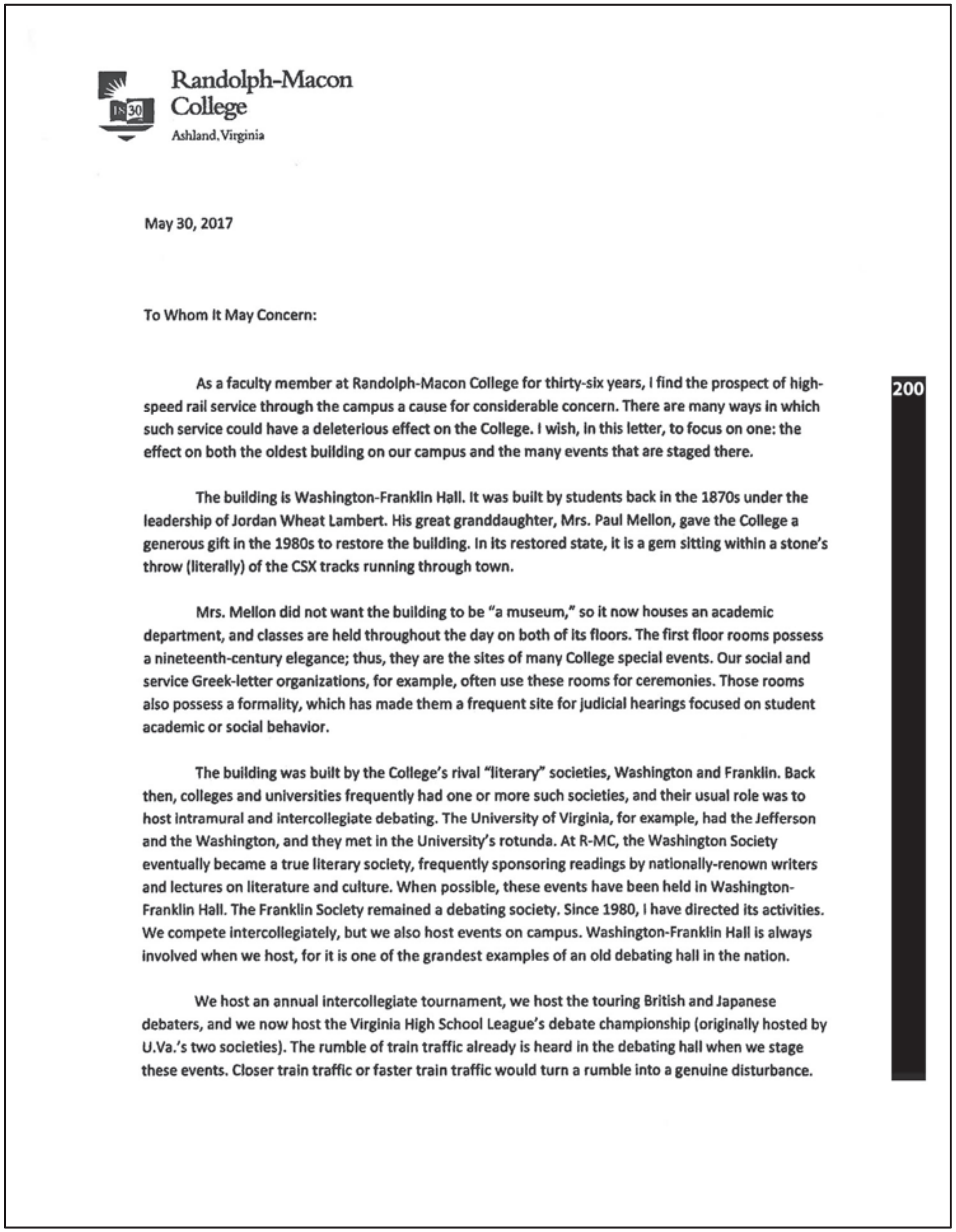
Sincerely,

Nancy Ross Hugo

Nancy Ross Hugo

VIRGINIA DEQ (continued)

(For response to comment 199, refer to page B-172)



Randolph-Macon
College
Ashland, Virginia

May 30, 2017

To Whom It May Concern:

200

As a faculty member at Randolph-Macon College for thirty-six years, I find the prospect of high-speed rail service through the campus a cause for considerable concern. There are many ways in which such service could have a deleterious effect on the College. I wish, in this letter, to focus on one: the effect on both the oldest building on our campus and the many events that are staged there.

The building is Washington-Franklin Hall. It was built by students back in the 1870s under the leadership of Jordan Wheat Lambert. His great granddaughter, Mrs. Paul Mellon, gave the College a generous gift in the 1980s to restore the building. In its restored state, it is a gem sitting within a stone's throw (literally) of the CSX tracks running through town.

Mrs. Mellon did not want the building to be "a museum," so it now houses an academic department, and classes are held throughout the day on both of its floors. The first floor rooms possess a nineteenth-century elegance; thus, they are the sites of many College special events. Our social and service Greek-letter organizations, for example, often use these rooms for ceremonies. Those rooms also possess a formality, which has made them a frequent site for judicial hearings focused on student academic or social behavior.

The building was built by the College's rival "literary" societies, Washington and Franklin. Back then, colleges and universities frequently had one or more such societies, and their usual role was to host intramural and intercollegiate debating. The University of Virginia, for example, had the Jefferson and the Washington, and they met in the University's rotunda. At R-MC, the Washington Society eventually became a true literary society, frequently sponsoring readings by nationally-renown writers and lectures on literature and culture. When possible, these events have been held in Washington-Franklin Hall. The Franklin Society remained a debating society. Since 1980, I have directed its activities. We compete intercollegiately, but we also host events on campus. Washington-Franklin Hall is always involved when we host, for it is one of the grandest examples of an old debating hall in the nation.

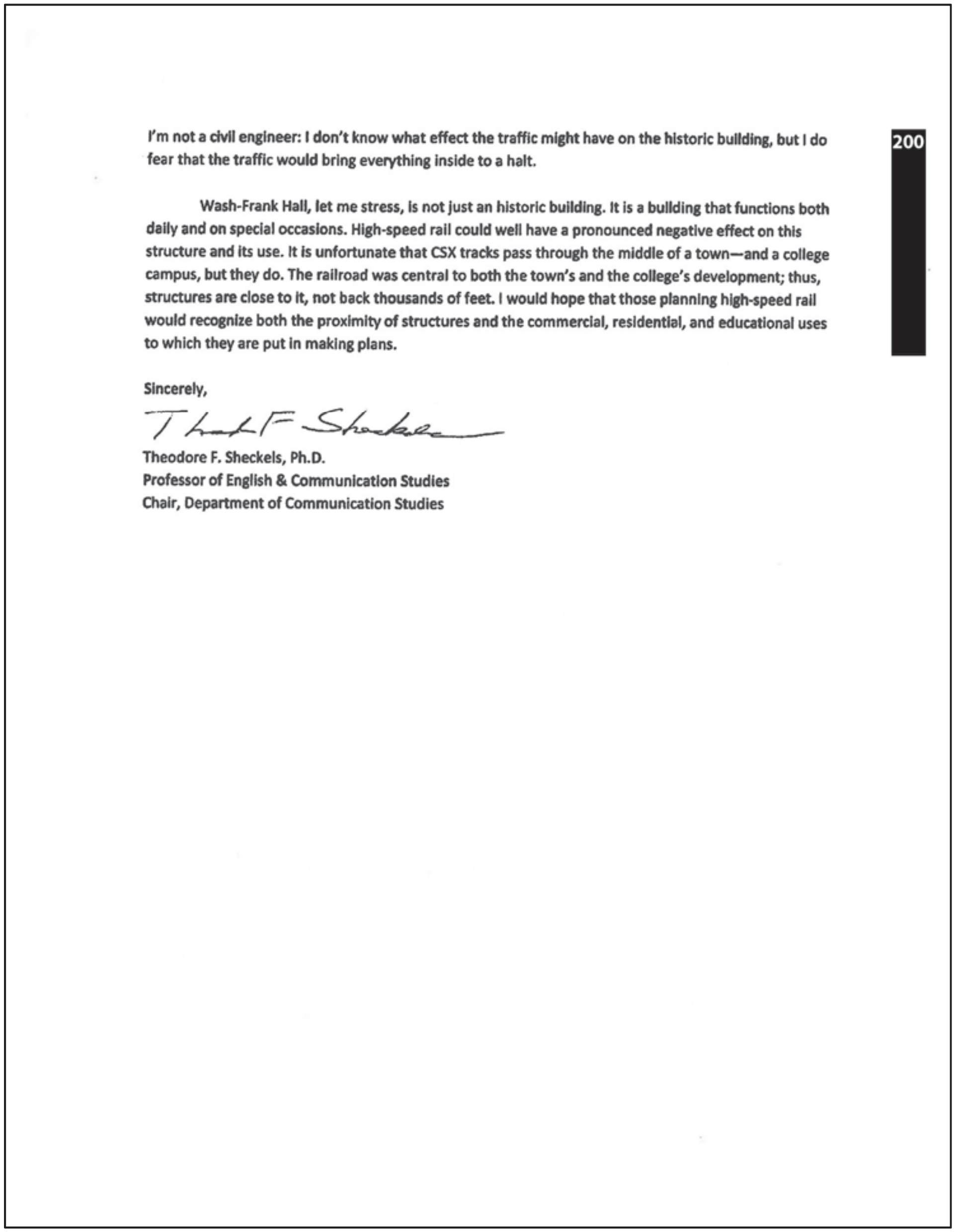
We host an annual intercollegiate tournament, we host the touring British and Japanese debaters, and we now host the Virginia High School League's debate championship (originally hosted by U.Va.'s two societies). The rumble of train traffic already is heard in the debating hall when we stage these events. Closer train traffic or faster train traffic would turn a rumble into a genuine disturbance.

VIRGINIA DEQ (continued)

200. There are no physical impacts to this building under any of the Area 5 Build Alternatives, including the Preferred Alternative 5A: Maintain Two Tracks Through Town. University properties would be covered under relocations as an institutional entity (not business or community entities), but this is not applicable as the building is not being relocated as part of the Project.

The Project requires compliance with the National Historic Preservation Act of 1966. Since 2014, FRA and DRPT have been complying with this legislation, including Project initiation, determination of an area of potential effects (APE), archaeological studies with predictive model, and architectural identification- and evaluation-level surveys of the APE. All studies have been coordinated with DHR and details on these studies and the ensuing coordination can be found in Draft EIS Appendices R and U and Final EIS Appendices D, E, and K.

Randolph-Macon College and the Randolph-Macon extension are both historic properties within the Project APE. As such, DRPT evaluated impacts to these historic resources, both direct and indirect. FRA evaluated the potential impacts of the Project on these resources and determined that the Project will have no effect. DHR concurred with these determinations.



I'm not a civil engineer: I don't know what effect the traffic might have on the historic building, but I do fear that the traffic would bring everything inside to a halt.

Wash-Frank Hall, let me stress, is not just an historic building. It is a building that functions both daily and on special occasions. High-speed rail could well have a pronounced negative effect on this structure and its use. It is unfortunate that CSX tracks pass through the middle of a town—and a college campus, but they do. The railroad was central to both the town's and the college's development; thus, structures are close to it, not back thousands of feet. I would hope that those planning high-speed rail would recognize both the proximity of structures and the commercial, residential, and educational uses to which they are put in making plans.

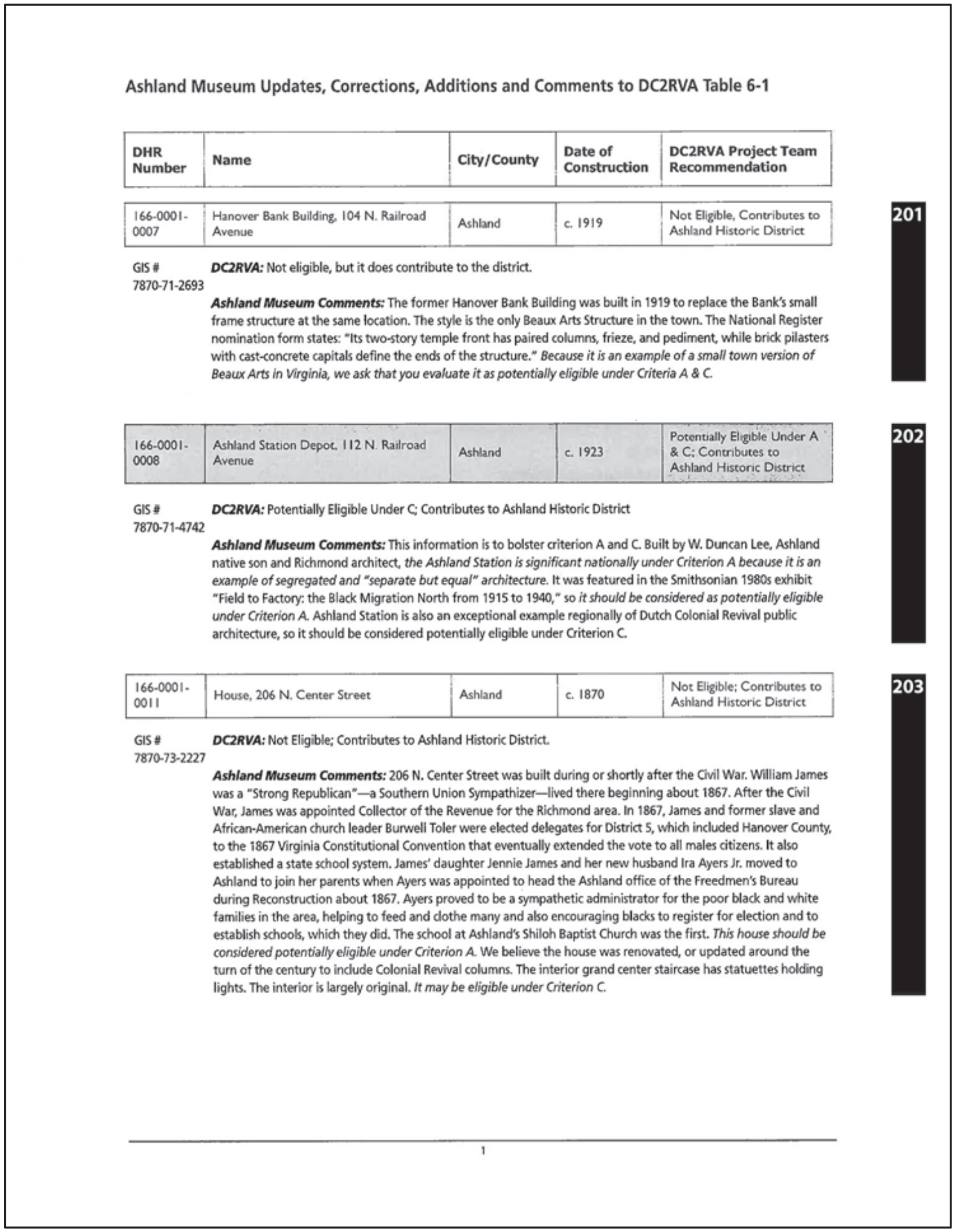
200

Sincerely,

Theodore F. Sheckels, Ph.D.
Professor of English & Communication Studies
Chair, Department of Communication Studies

VIRGINIA DEQ (continued)

(Response to comment 200 on previous page)



Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0007	Hanover Bank Building, 104 N. Railroad Avenue	Ashland	c. 1919	Not Eligible, Contributes to Ashland Historic District

201

GIS # 7870-71-2693

DC2RVA: Not eligible, but it does contribute to the district.

Ashland Museum Comments: The former Hanover Bank Building was built in 1919 to replace the Bank's small frame structure at the same location. The style is the only Beaux Arts Structure in the town. The National Register nomination form states: "Its two-story temple front has paired columns, frieze, and pediment, while brick pilasters with cast-concrete capitals define the ends of the structure." *Because it is an example of a small town version of Beaux Arts in Virginia, we ask that you evaluate it as potentially eligible under Criteria A & C.*

166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Ashland	c. 1923	Potentially Eligible Under A & C; Contributes to Ashland Historic District

202

GIS # 7870-71-4742

DC2RVA: Potentially Eligible Under C; Contributes to Ashland Historic District

Ashland Museum Comments: This information is to bolster criterion A and C. Built by W. Duncan Lee, Ashland native son and Richmond architect, *the Ashland Station is significant nationally under Criterion A because it is an example of segregated and "separate but equal" architecture.* It was featured in the Smithsonian 1980s exhibit "Field to Factory: the Black Migration North from 1915 to 1940," so *it should be considered as potentially eligible under Criterion A.* Ashland Station is also an exceptional example regionally of Dutch Colonial Revival public architecture, so it should be considered potentially eligible under Criterion C.

166-0001-0011	House, 206 N. Center Street	Ashland	c. 1870	Not Eligible; Contributes to Ashland Historic District

203

GIS # 7870-73-2227

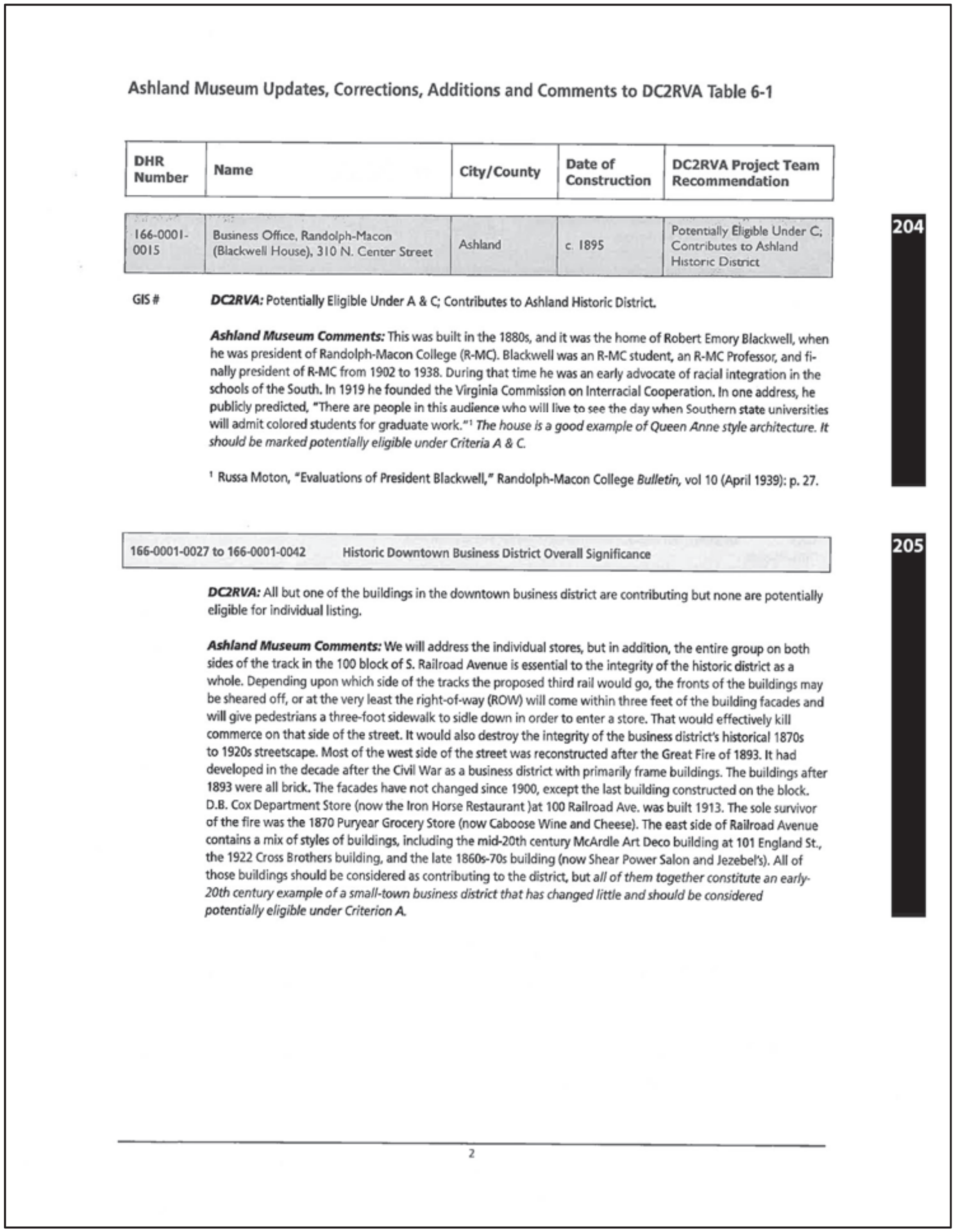
DC2RVA: Not Eligible; Contributes to Ashland Historic District.

Ashland Museum Comments: 206 N. Center Street was built during or shortly after the Civil War. William James was a "Strong Republican"—a Southern Union Sympathizer—lived there beginning about 1867. After the Civil War, James was appointed Collector of the Revenue for the Richmond area. In 1867, James and former slave and African-American church leader Burwell Toler were elected delegates for District 5, which included Hanover County, to the 1867 Virginia Constitutional Convention that eventually extended the vote to all males citizens. It also established a state school system. James' daughter Jennie James and her new husband Ira Ayers Jr. moved to Ashland to join her parents when Ayers was appointed to head the Ashland office of the Freedmen's Bureau during Reconstruction about 1867. Ayers proved to be a sympathetic administrator for the poor black and white families in the area, helping to feed and clothe many and also encouraging blacks to register for election and to establish schools, which they did. The school at Ashland's Shiloh Baptist Church was the first. *This house should be considered potentially eligible under Criterion A.* We believe the house was renovated, or updated around the turn of the century to include Colonial Revival columns. The interior grand center staircase has statuettes holding lights. The interior is largely original. *It may be eligible under Criterion C.*

VIRGINIA DEQ (continued)

201. through 235. DRPT commenced coordination with the Ashland Museum in January 2015 and has continued a dialogue with the Museum and the Town of Ashland since that time. Beyond documents sent to all consulting parties, DRPT held one-on-one calls and meetings due to the sensitive nature of cultural resources in this area. On May 12, 2017, DRPT held a call between the team and the Town planning department to discuss the Section 106 process. On May 15, 2017, DRPT held a follow-up call with representatives from the Town and Ashland Museum. During these calls, DRPT presented information on the legal parameters of the studies as well as information on the Project findings. In turn, the Town and Museum presented data on the history of their community and their concerns regarding cultural resources. One item that was discussed was a concurrent investigation (as of the summer of 2017) of architectural properties in the historic district. The Town and DHR had teamed to host a cost-share project to resurvey the Ashland Historic District, evaluate the resources within the district, and make recommendations on boundary changes for the district, if appropriate. Commonwealth Heritage Group was selected to do this work. Because of the nature of the projects, the cost share resurvey project area and the DC2RVA Project area overlapped. DRPT reviewed the results of the cost share resurvey project upon completion and compared the results to the DC2RVA work. The results were discussed with the Town of Ashland, Ashland Museum, and DHR extensively.

(Responses are continued on next page)



Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0015	Business Office, Randolph-Macon (Blackwell House), 310 N. Center Street	Ashland	c. 1895	Potentially Eligible Under C; Contributes to Ashland Historic District

204

GIS # ***DC2RVA:*** Potentially Eligible Under A & C; Contributes to Ashland Historic District.

Ashland Museum Comments: This was built in the 1880s, and it was the home of Robert Emory Blackwell, when he was president of Randolph-Macon College (R-MC). Blackwell was an R-MC student, an R-MC Professor, and finally president of R-MC from 1902 to 1938. During that time he was an early advocate of racial integration in the schools of the South. In 1919 he founded the Virginia Commission on Interracial Cooperation. In one address, he publicly predicted, "There are people in this audience who will live to see the day when Southern state universities will admit colored students for graduate work."[1] *The house is a good example of Queen Anne style architecture. It should be marked potentially eligible under Criteria A & C.*

[1] Russa Moton, "Evaluations of President Blackwell," Randolph-Macon College *Bulletin*, vol 10 (April 1939): p. 27.

166-0001-0027 to 166-0001-0042	Historic Downtown Business District Overall Significance

205

DC2RVA: All but one of the buildings in the downtown business district are contributing but none are potentially eligible for individual listing.

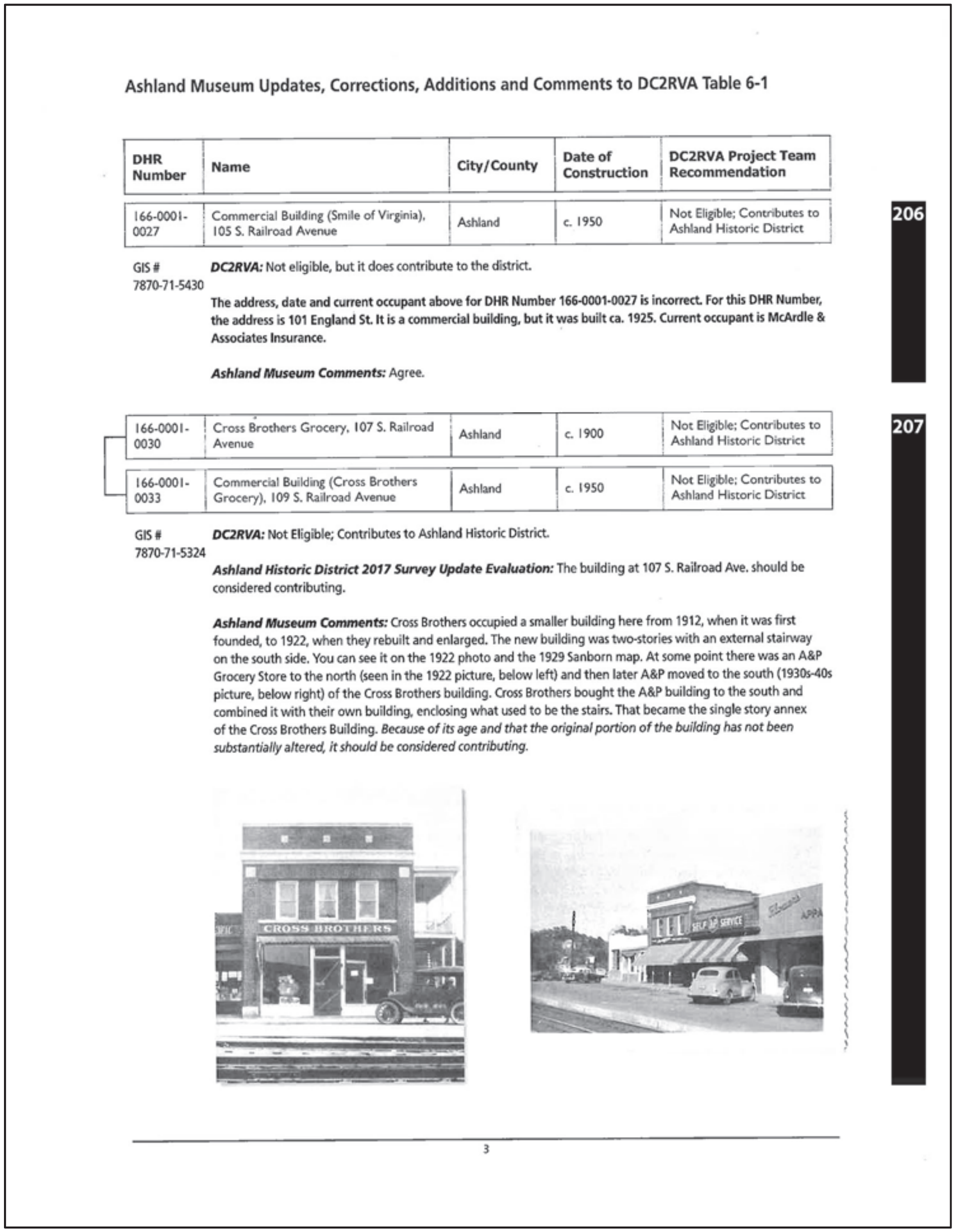
Ashland Museum Comments: We will address the individual stores, but in addition, the entire group on both sides of the track in the 100 block of S. Railroad Avenue is essential to the integrity of the historic district as a whole. Depending upon which side of the tracks the proposed third rail would go, the fronts of the buildings may be sheared off, or at the very least the right-of-way (ROW) will come within three feet of the building facades and will give pedestrians a three-foot sidewalk to sidle down in order to enter a store. That would effectively kill commerce on that side of the street. It would also destroy the integrity of the business district's historical 1870s to 1920s streetscape. Most of the west side of the street was reconstructed after the Great Fire of 1893. It had developed in the decade after the Civil War as a business district with primarily frame buildings. The buildings after 1893 were all brick. The facades have not changed since 1900, except the last building constructed on the block. D.B. Cox Department Store (now the Iron Horse Restaurant)at 100 Railroad Ave. was built 1913. The sole survivor of the fire was the 1870 Puryear Grocery Store (now Caboose Wine and Cheese). The east side of Railroad Avenue contains a mix of styles of buildings, including the mid-20th century McArdle Art Deco building at 101 England St., the 1922 Cross Brothers building, and the late 1860s-70s building (now Shear Power Salon and Jezebel's). All of those buildings should be considered as contributing to the district, but *all of them together constitute an early-20th century example of a small-town business district that has changed little and should be considered potentially eligible under Criterion A.*

VIRGINIA DEQ (continued)

DRPT received written comments on the technical reports from the Town of Ashland on May 31, 2017 and from the Ashland Museum on May 30 and June 19, 2017. DRPT evaluated all comments in light of the Commonwealth study and the DHR determinations on NRHP eligibility. On October 11, 2017, DRPT held a consulting party meeting in Ashland with representatives of the Town, Ashland Museum, and Hanover County present. During this meeting, DRPT presented the results of their investigations on the data presented by the Town and Ashland Museum in their May 30, May 31, and June 19 letters. In sum, the cost-share resurvey project, presented the same NRHP eligibility recommendations in their documents as DRPT on all resources within the DC2RVA area of potential effects (APE). In addition, DRPT met with the DHR to discuss the letters on July 26, 2017 and go over the Town and Museum's concerns. The DHR elected to not expand the APE and said that the matching NRHP determinations presented by DRPT and the cost-share resurvey project appeared accurate. No changes in eligibility were made by the DHR at this time. Upon hearing these results at the October 11 meeting, the Town stated that the results of this subsequent study appeared valid and satiated their concerns. The Museum did not concur but stated that they appreciated the follow up. Given the results of these investigations, the APE was only expanded in those few cases where DRPT adjusted the limits of disturbance (LOD). In general, the APE in Ashland was not expanded beyond the Draft EIS limits and the previous NRHP eligibility results for resources studied for the Draft EIS were not changed. However, additional studies in areas where the LOD has been modified since the Draft EIS were completed, and the results were sent to all consulting parties for comment. These results are also presented in the Final EIS. The results of the additional LOD studies were coordinated with the Ashland Museum and Town of Ashland through emails, telephone calls, and in – person meetings. See Chapter 5 and Appendix E of the Final EIS for additional details.

VIRGINIA DEQ (continued)

(For response to comments 201 through 235, refer to pages B-178 and B-179)



Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

206

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0027	Commercial Building (Smile of Virginia), 105 S. Railroad Avenue	Ashland	c. 1950	Not Eligible; Contributes to Ashland Historic District

GIS # 7870-71-5430

DC2RVA: Not eligible, but it does contribute to the district.

The address, date and current occupant above for DHR Number 166-0001-0027 is incorrect. For this DHR Number, the address is 101 England St. It is a commercial building, but it was built ca. 1925. Current occupant is McArdle & Associates Insurance.

Ashland Museum Comments: Agree.

207

166-0001-0030	Cross Brothers Grocery, 107 S. Railroad Avenue	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District
166-0001-0033	Commercial Building (Cross Brothers Grocery), 109 S. Railroad Avenue	Ashland	c. 1950	Not Eligible; Contributes to Ashland Historic District

GIS # 7870-71-5324

DC2RVA: Not Eligible; Contributes to Ashland Historic District.

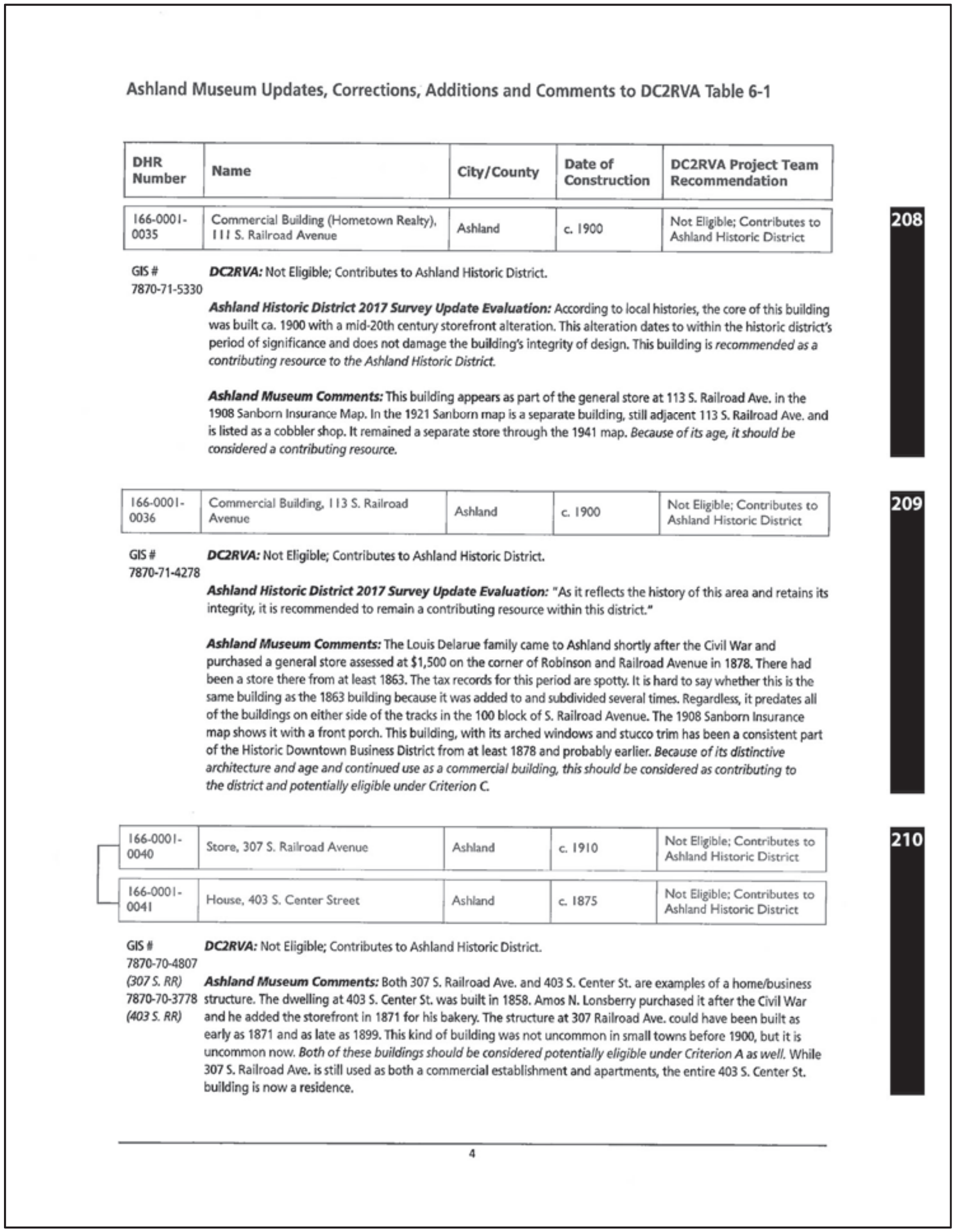
Ashland Historic District 2017 Survey Update Evaluation: The building at 107 S. Railroad Ave. should be considered contributing.

Ashland Museum Comments: Cross Brothers occupied a smaller building here from 1912, when it was first founded, to 1922, when they rebuilt and enlarged. The new building was two-stories with an external stairway on the south side. You can see it on the 1922 photo and the 1929 Sanborn map. At some point there was an A&P Grocery Store to the north (seen in the 1922 picture, below left) and then later A&P moved to the south (1930s-40s picture, below right) of the Cross Brothers building. Cross Brothers bought the A&P building to the south and combined it with their own building, enclosing what used to be the stairs. That became the single story annex of the Cross Brothers Building. *Because of its age and that the original portion of the building has not been substantially altered, it should be considered contributing.*

3

VIRGINIA DEQ (continued)

(For response to comments 201 through 235, refer to pages B-178 and B-179)



Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

208

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0035	Commercial Building (Hometown Realty), 111 S. Railroad Avenue	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District

GIS #
7870-71-5330

DC2RVA: Not Eligible; Contributes to Ashland Historic District.

Ashland Historic District 2017 Survey Update Evaluation: According to local histories, the core of this building was built ca. 1900 with a mid-20th century storefront alteration. This alteration dates to within the historic district's period of significance and does not damage the building's integrity of design. This building is *recommended as a contributing resource to the Ashland Historic District.*

Ashland Museum Comments: This building appears as part of the general store at 113 S. Railroad Ave. in the 1908 Sanborn Insurance Map. In the 1921 Sanborn map is a separate building, still adjacent 113 S. Railroad Ave. and is listed as a cobbler shop. It remained a separate store through the 1941 map. *Because of its age, it should be considered a contributing resource.*

209

166-0001-0036	Commercial Building, 113 S. Railroad Avenue	Ashland	c. 1900	Not Eligible; Contributes to Ashland Historic District

GIS #
7870-71-4278

DC2RVA: Not Eligible; Contributes to Ashland Historic District.

Ashland Historic District 2017 Survey Update Evaluation: "As it reflects the history of this area and retains its integrity, it is recommended to remain a contributing resource within this district."

Ashland Museum Comments: The Louis Delarue family came to Ashland shortly after the Civil War and purchased a general store assessed at $1,500 on the corner of Robinson and Railroad Avenue in 1878. There had been a store there from at least 1863. The tax records for this period are spotty. It is hard to say whether this is the same building as the 1863 building because it was added to and subdivided several times. Regardless, it predates all of the buildings on either side of the tracks in the 100 block of S. Railroad Avenue. The 1908 Sanborn Insurance map shows it with a front porch. This building, with its arched windows and stucco trim has been a consistent part of the Historic Downtown Business District from at least 1878 and probably earlier. *Because of its distinctive architecture and age and continued use as a commercial building, this should be considered as contributing to the district and potentially eligible under Criterion C.*

210

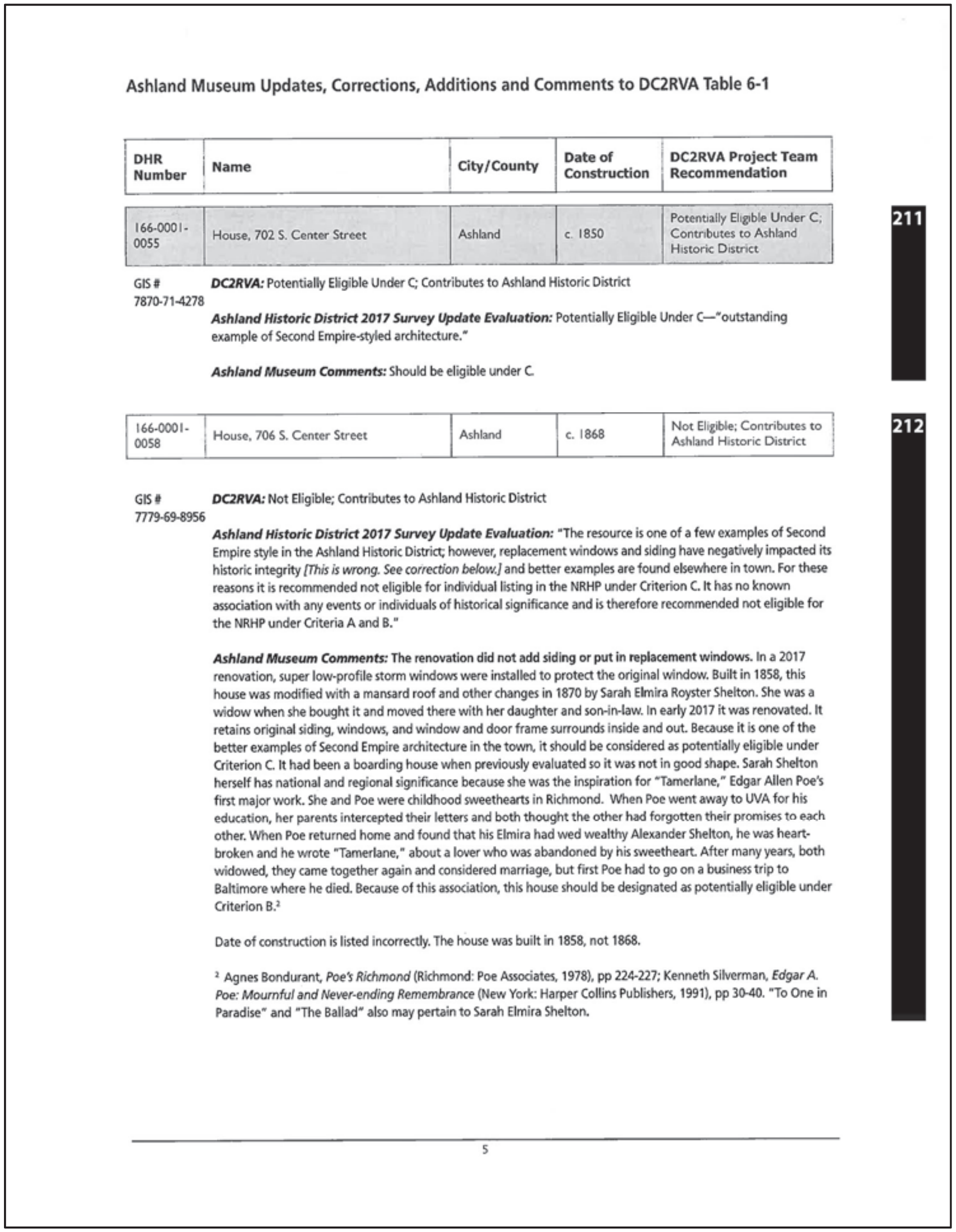
166-0001-0040	Store, 307 S. Railroad Avenue	Ashland	c. 1910	Not Eligible; Contributes to Ashland Historic District
166-0001-0041	House, 403 S. Center Street	Ashland	c. 1875	Not Eligible; Contributes to Ashland Historic District

GIS #
7870-70-4807
(307 S. RR)
7870-70-3778
(403 S. RR)

DC2RVA: Not Eligible; Contributes to Ashland Historic District.

Ashland Museum Comments: Both 307 S. Railroad Ave. and 403 S. Center St. are examples of a home/business structure. The dwelling at 403 S. Center St. was built in 1858. Amos N. Lonsberry purchased it after the Civil War and he added the storefront in 1871 for his bakery. The structure at 307 Railroad Ave. could have been built as early as 1871 and as late as 1899. This kind of building was not uncommon in small towns before 1900, but it is uncommon now. *Both of these buildings should be considered potentially eligible under Criterion A as well.* While 307 S. Railroad Ave. is still used as both a commercial establishment and apartments, the entire 403 S. Center St. building is now a residence.

4



Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

211

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0055	House, 702 S. Center Street	Ashland	c. 1850	Potentially Eligible Under C; Contributes to Ashland Historic District

GIS # 7870-71-4278

DC2RVA: Potentially Eligible Under C; Contributes to Ashland Historic District

Ashland Historic District 2017 Survey Update Evaluation: Potentially Eligible Under C—"outstanding example of Second Empire-styled architecture."

Ashland Museum Comments: Should be eligible under C.

212

166-0001-0058	House, 706 S. Center Street	Ashland	c. 1868	Not Eligible; Contributes to Ashland Historic District

GIS # 7779-69-8956

DC2RVA: Not Eligible; Contributes to Ashland Historic District

Ashland Historic District 2017 Survey Update Evaluation: "The resource is one of a few examples of Second Empire style in the Ashland Historic District; however, replacement windows and siding have negatively impacted its historic integrity *[This is wrong. See correction below.]* and better examples are found elsewhere in town. For these reasons it is recommended not eligible for individual listing in the NRHP under Criterion C. It has no known association with any events or individuals of historical significance and is therefore recommended not eligible for the NRHP under Criteria A and B."

Ashland Museum Comments: **The renovation did not add siding or put in replacement windows.** In a 2017 renovation, super low-profile storm windows were installed to protect the original window. Built in 1858, this house was modified with a mansard roof and other changes in 1870 by Sarah Elmira Royster Shelton. She was a widow when she bought it and moved there with her daughter and son-in-law. In early 2017 it was renovated. It retains original siding, windows, and window and door frame surrounds inside and out. Because it is one of the better examples of Second Empire architecture in the town, it should be considered as potentially eligible under Criterion C. It had been a boarding house when previously evaluated so it was not in good shape. Sarah Shelton herself has national and regional significance because she was the inspiration for "Tamerlane," Edgar Allen Poe's first major work. She and Poe were childhood sweethearts in Richmond. When Poe went away to UVA for his education, her parents intercepted their letters and both thought the other had forgotten their promises to each other. When Poe returned home and found that his Elmira had wed wealthy Alexander Shelton, he was heart-broken and he wrote "Tamerlane," about a lover who was abandoned by his sweetheart. After many years, both widowed, they came together again and considered marriage, but first Poe had to go on a business trip to Baltimore where he died. Because of this association, this house should be designated as potentially eligible under Criterion B.[2]

Date of construction is listed incorrectly. The house was built in 1858, not 1868.

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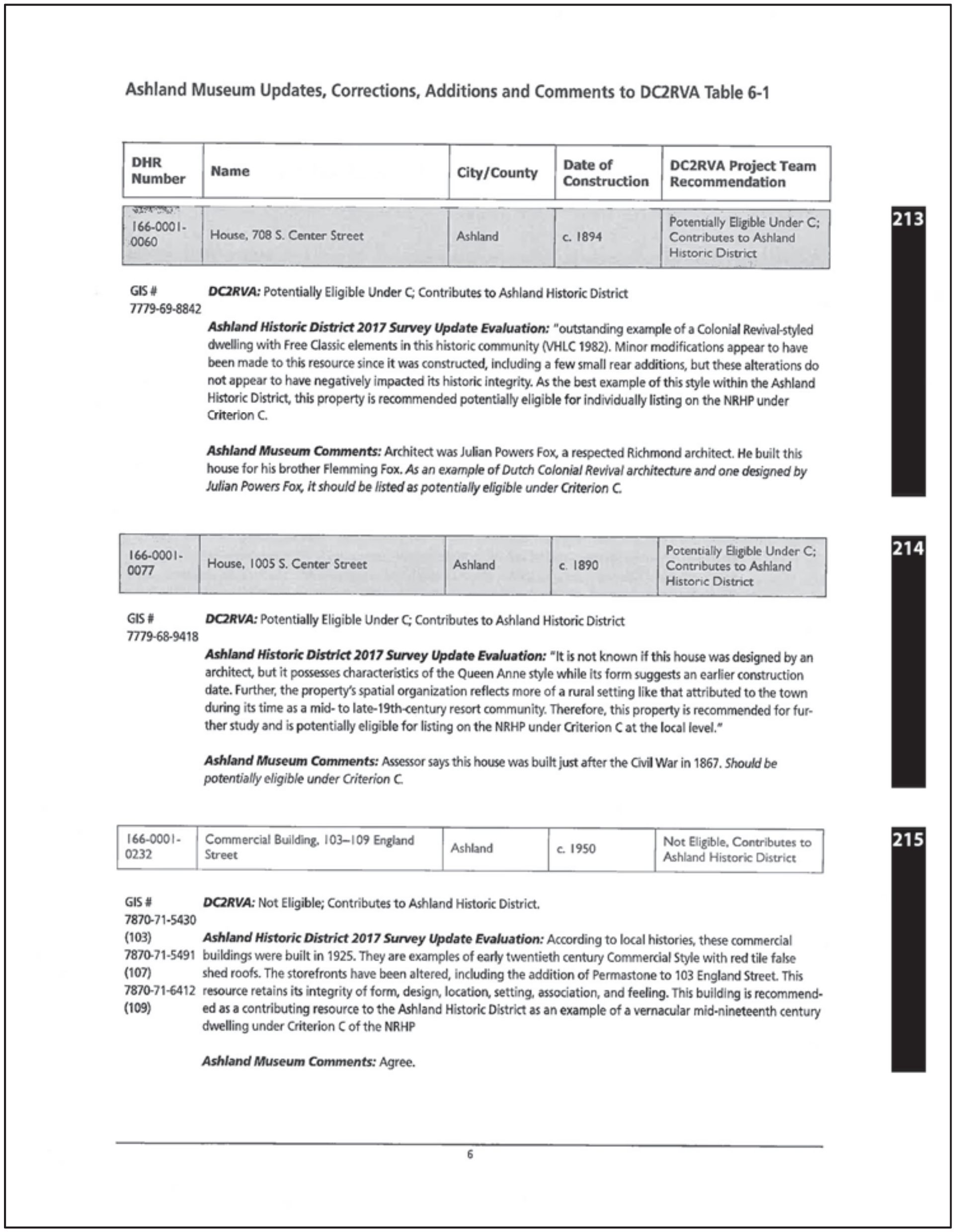
[2] Agnes Bondurant, *Poe's Richmond* (Richmond: Poe Associates, 1978), pp 224-227; Kenneth Silverman, *Edgar A. Poe: Mournful and Never-ending Remembrance* (New York: Harper Collins Publishers, 1991), pp 30-40. "To One in Paradise" and "The Ballad" also may pertain to Sarah Elmira Shelton.

VIRGINIA DEQ (continued)

(For response to comments 201 through 235, refer to pages B-178 and B-179)



Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0060	House, 708 S. Center Street	Ashland	c. 1894	Potentially Eligible Under C; Contributes to Ashland Historic District

213

GIS # 7779-69-8842

DC2RVA: Potentially Eligible Under C; Contributes to Ashland Historic District

Ashland Historic District 2017 Survey Update Evaluation: "outstanding example of a Colonial Revival-styled dwelling with Free Classic elements in this historic community (VHLC 1982). Minor modifications appear to have been made to this resource since it was constructed, including a few small rear additions, but these alterations do not appear to have negatively impacted its historic integrity. As the best example of this style within the Ashland Historic District, this property is recommended potentially eligible for individually listing on the NRHP under Criterion C.

Ashland Museum Comments: Architect was Julian Powers Fox, a respected Richmond architect. He built this house for his brother Flemming Fox. *As an example of Dutch Colonial Revival architecture and one designed by Julian Powers Fox, it should be listed as potentially eligible under Criterion C.*

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0077	House, 1005 S. Center Street	Ashland	c. 1890	Potentially Eligible Under C; Contributes to Ashland Historic District

214

GIS # 7779-68-9418

DC2RVA: Potentially Eligible Under C; Contributes to Ashland Historic District

Ashland Historic District 2017 Survey Update Evaluation: "It is not known if this house was designed by an architect, but it possesses characteristics of the Queen Anne style while its form suggests an earlier construction date. Further, the property's spatial organization reflects more of a rural setting like that attributed to the town during its time as a mid- to late-19th-century resort community. Therefore, this property is recommended for further study and is potentially eligible for listing on the NRHP under Criterion C at the local level."

Ashland Museum Comments: Assessor says this house was built just after the Civil War in 1867. *Should be potentially eligible under Criterion C.*

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0232	Commercial Building, 103–109 England Street	Ashland	c. 1950	Not Eligible, Contributes to Ashland Historic District

215

GIS #
7870-71-5430
(103)
7870-71-5491
(107)
7870-71-6412
(109)

DC2RVA: Not Eligible; Contributes to Ashland Historic District.

Ashland Historic District 2017 Survey Update Evaluation: According to local histories, these commercial buildings were built in 1925. They are examples of early twentieth century Commercial Style with red tile false shed roofs. The storefronts have been altered, including the addition of Permastone to 103 England Street. This resource retains its integrity of form, design, location, setting, association, and feeling. This building is recommended as a contributing resource to the Ashland Historic District as an example of a vernacular mid-nineteenth century dwelling under Criterion C of the NRHP

Ashland Museum Comments: Agree.

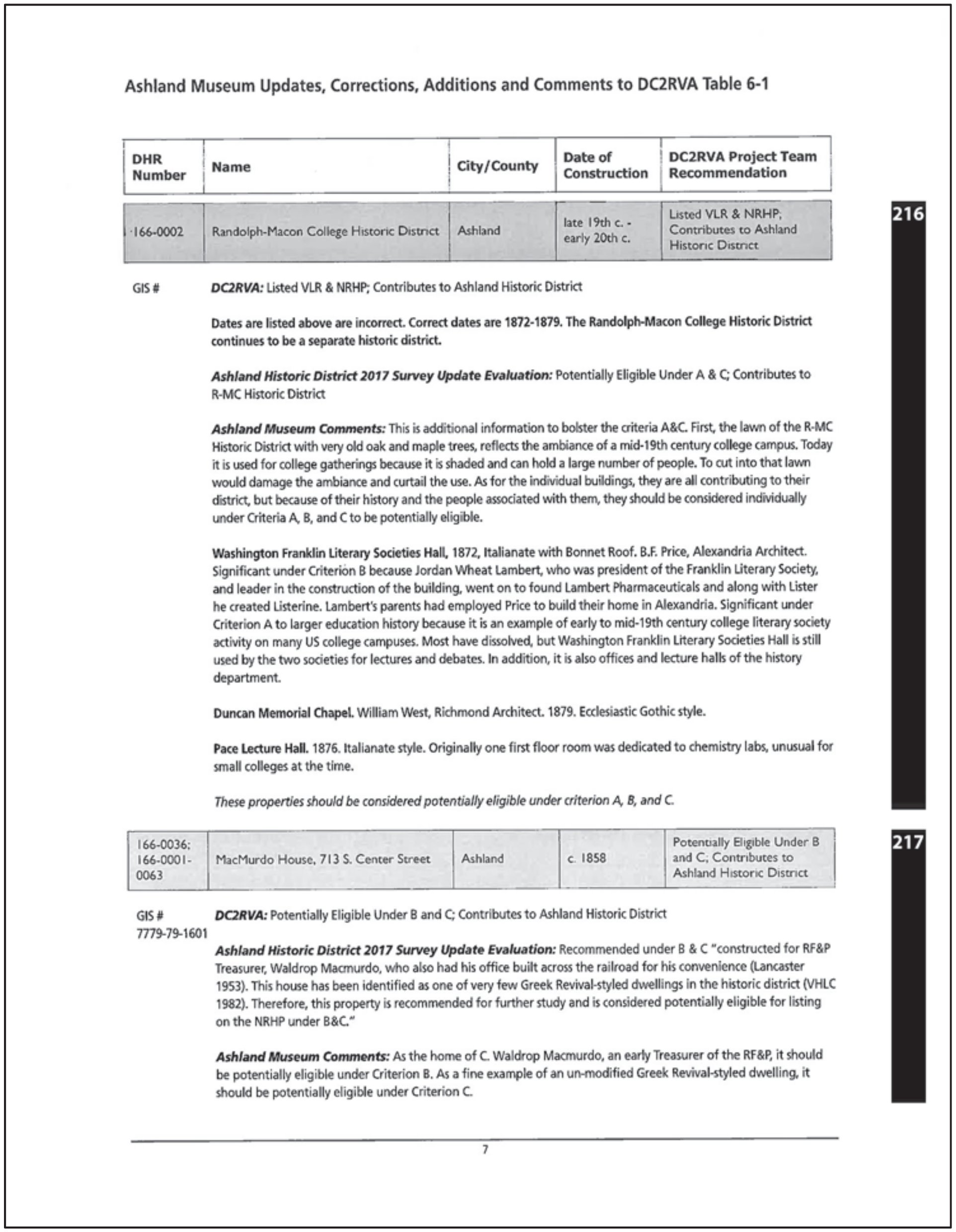
6

VIRGINIA DEQ (continued)

(For response to comments 201 through 235, refer to pages B-178 and B-179)

VIRGINIA DEQ (continued)

(For response to comments 201 through 235, refer to pages B-178 and B-179)



Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

216

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0002	Randolph-Macon College Historic District	Ashland	late 19th c. - early 20th c.	Listed VLR & NRHP; Contributes to Ashland Historic District

GIS #

DC2RVA: Listed VLR & NRHP; Contributes to Ashland Historic District

Dates are listed above are incorrect. Correct dates are 1872-1879. The Randolph-Macon College Historic District continues to be a separate historic district.

Ashland Historic District 2017 Survey Update Evaluation: Potentially Eligible Under A & C; Contributes to R-MC Historic District

Ashland Museum Comments: This is additional information to bolster the criteria A&C. First, the lawn of the R-MC Historic District with very old oak and maple trees, reflects the ambiance of a mid-19th century college campus. Today it is used for college gatherings because it is shaded and can hold a large number of people. To cut into that lawn would damage the ambiance and curtail the use. As for the individual buildings, they are all contributing to their district, but because of their history and the people associated with them, they should be considered individually under Criteria A, B, and C to be potentially eligible.

Washington Franklin Literary Societies Hall, 1872, Italianate with Bonnet Roof. B.F. Price, Alexandria Architect. Significant under Criterion B because Jordan Wheat Lambert, who was president of the Franklin Literary Society, and leader in the construction of the building, went on to found Lambert Pharmaceuticals and along with Lister he created Listerine. Lambert's parents had employed Price to build their home in Alexandria. Significant under Criterion A to larger education history because it is an example of early to mid-19th century college literary society activity on many US college campuses. Most have dissolved, but Washington Franklin Literary Societies Hall is still used by the two societies for lectures and debates. In addition, it is also offices and lecture halls of the history department.

Duncan Memorial Chapel. William West, Richmond Architect. 1879. Ecclesiastic Gothic style.

Pace Lecture Hall. 1876. Italianate style. Originally one first floor room was dedicated to chemistry labs, unusual for small colleges at the time.

These properties should be considered potentially eligible under criterion A, B, and C.

217

166-0036; 166-0001-0063	MacMurdo House, 713 S. Center Street	Ashland	c. 1858	Potentially Eligible Under B and C; Contributes to Ashland Historic District

GIS #
7779-79-1601

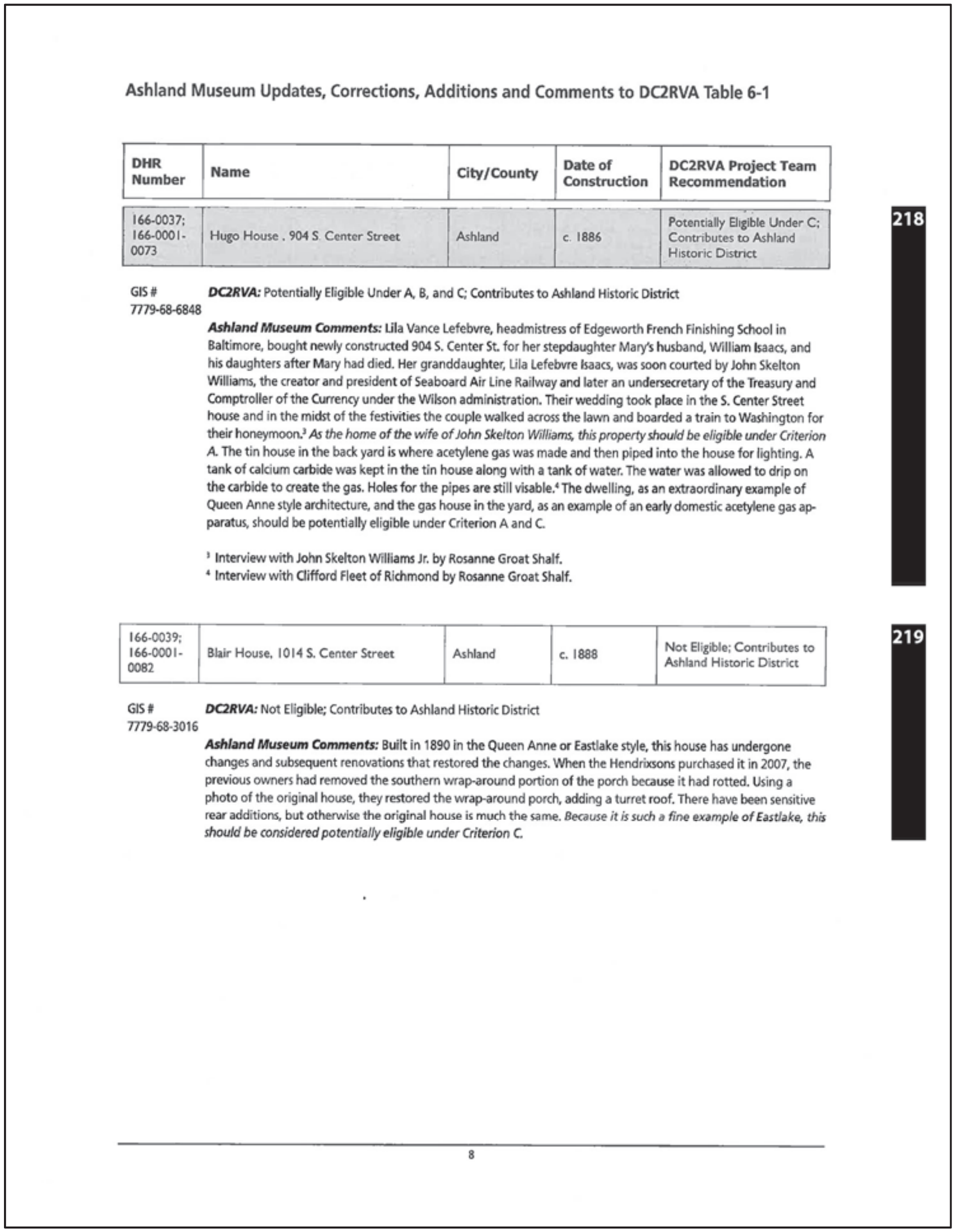
DC2RVA: Potentially Eligible Under B and C; Contributes to Ashland Historic District

Ashland Historic District 2017 Survey Update Evaluation: Recommended under B & C "constructed for RF&P Treasurer, Waldrop Macmurdo, who also had his office built across the railroad for his convenience (Lancaster 1953). This house has been identified as one of very few Greek Revival-styled dwellings in the historic district (VHLC 1982). Therefore, this property is recommended for further study and is considered potentially eligible for listing on the NRHP under B&C."

Ashland Museum Comments: As the home of C. Waldrop Macmurdo, an early Treasurer of the RF&P, it should be potentially eligible under Criterion B. As a fine example of an un-modified Greek Revival-styled dwelling, it should be potentially eligible under Criterion C.

7

VIRGINIA DEQ (continued)



Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0037; 166-0001-0073	Hugo House , 904 S. Center Street	Ashland	c. 1886	Potentially Eligible Under C; Contributes to Ashland Historic District

218

GIS # 7779-68-6848

DC2RVA: Potentially Eligible Under A, B, and C; Contributes to Ashland Historic District

Ashland Museum Comments: Lila Vance Lefebvre, headmistress of Edgeworth French Finishing School in Baltimore, bought newly constructed 904 S. Center St. for her stepdaughter Mary's husband, William Isaacs, and his daughters after Mary had died. Her granddaughter, Lila Lefebvre Isaacs, was soon courted by John Skelton Williams, the creator and president of Seaboard Air Line Railway and later an undersecretary of the Treasury and Comptroller of the Currency under the Wilson administration. Their wedding took place in the S. Center Street house and in the midst of the festivities the couple walked across the lawn and boarded a train to Washington for their honeymoon.[3] *As the home of the wife of John Skelton Williams, this property should be eligible under Criterion A.* The tin house in the back yard is where acetylene gas was made and then piped into the house for lighting. A tank of calcium carbide was kept in the tin house along with a tank of water. The water was allowed to drip on the carbide to create the gas. Holes for the pipes are still visable.[4] The dwelling, as an extraordinary example of Queen Anne style architecture, and the gas house in the yard, as an example of an early domestic acetylene gas apparatus, should be potentially eligible under Criterion A and C.

[3] Interview with John Skelton Williams Jr. by Rosanne Groat Shalf.

[4] Interview with Clifford Fleet of Richmond by Rosanne Groat Shalf.

166-0039; 166-0001-0082	Blair House, 1014 S. Center Street	Ashland	c. 1888	Not Eligible; Contributes to Ashland Historic District

219

GIS # 7779-68-3016

DC2RVA: Not Eligible; Contributes to Ashland Historic District

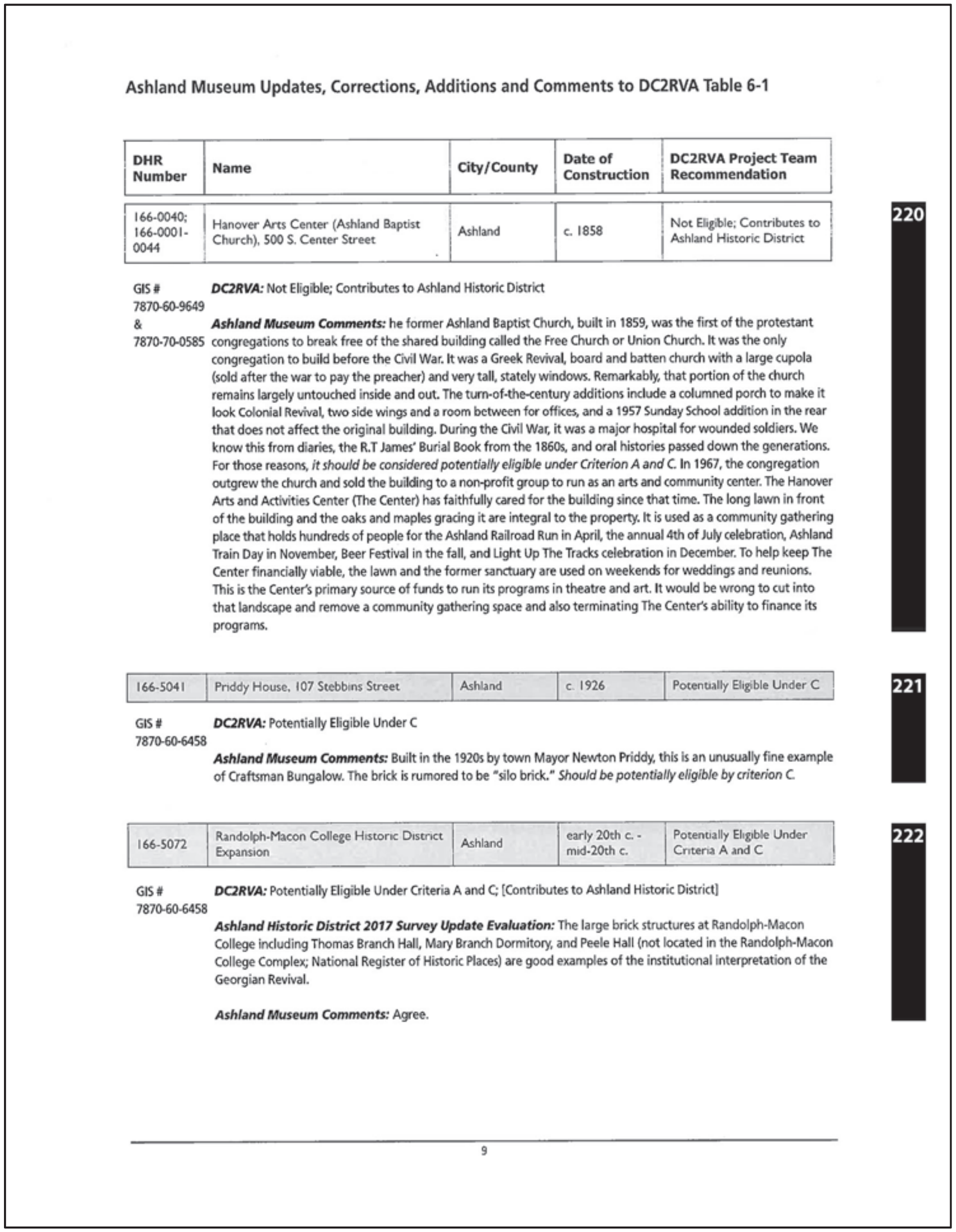
Ashland Museum Comments: Built in 1890 in the Queen Anne or Eastlake style, this house has undergone changes and subsequent renovations that restored the changes. When the Hendrixsons purchased it in 2007, the previous owners had removed the southern wrap-around portion of the porch because it had rotted. Using a photo of the original house, they restored the wrap-around porch, adding a turret roof. There have been sensitive rear additions, but otherwise the original house is much the same. *Because it is such a fine example of Eastlake, this should be considered potentially eligible under Criterion C.*

8

(For response to comments 201 through 235, refer to pages B-178 and B-179)

VIRGINIA DEQ (continued)

(For response to comments 201 through 235, refer to pages B-178 and B-179)



Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

220

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0040; 166-0001-0044	Hanover Arts Center (Ashland Baptist Church), 500 S. Center Street	Ashland	c. 1858	Not Eligible; Contributes to Ashland Historic District

GIS # 7870-60-9649 & 7870-70-0585

DC2RVA: Not Eligible; Contributes to Ashland Historic District

Ashland Museum Comments: he former Ashland Baptist Church, built in 1859, was the first of the protestant congregations to break free of the shared building called the Free Church or Union Church. It was the only congregation to build before the Civil War. It was a Greek Revival, board and batten church with a large cupola (sold after the war to pay the preacher) and very tall, stately windows. Remarkably, that portion of the church remains largely untouched inside and out. The turn-of-the-century additions include a columned porch to make it look Colonial Revival, two side wings and a room between for offices, and a 1957 Sunday School addition in the rear that does not affect the original building. During the Civil War, it was a major hospital for wounded soldiers. We know this from diaries, the R.T James' Burial Book from the 1860s, and oral histories passed down the generations. For those reasons, *it should be considered potentially eligible under Criterion A and C.* In 1967, the congregation outgrew the church and sold the building to a non-profit group to run as an arts and community center. The Hanover Arts and Activities Center (The Center) has faithfully cared for the building since that time. The long lawn in front of the building and the oaks and maples gracing it are integral to the property. It is used as a community gathering place that holds hundreds of people for the Ashland Railroad Run in April, the annual 4th of July celebration, Ashland Train Day in November, Beer Festival in the fall, and Light Up The Tracks celebration in December. To help keep The Center financially viable, the lawn and the former sanctuary are used on weekends for weddings and reunions. This is the Center's primary source of funds to run its programs in theatre and art. It would be wrong to cut into that landscape and remove a community gathering space and also terminating The Center's ability to finance its programs.

221

166-5041	Priddy House, 107 Stebbins Street	Ashland	c. 1926	Potentially Eligible Under C

GIS # 7870-60-6458

DC2RVA: Potentially Eligible Under C

Ashland Museum Comments: Built in the 1920s by town Mayor Newton Priddy, this is an unusually fine example of Craftsman Bungalow. The brick is rumored to be "silo brick." *Should be potentially eligible by criterion C.*

222

166-5072	Randolph-Macon College Historic District Expansion	Ashland	early 20th c. - mid-20th c.	Potentially Eligible Under Criteria A and C

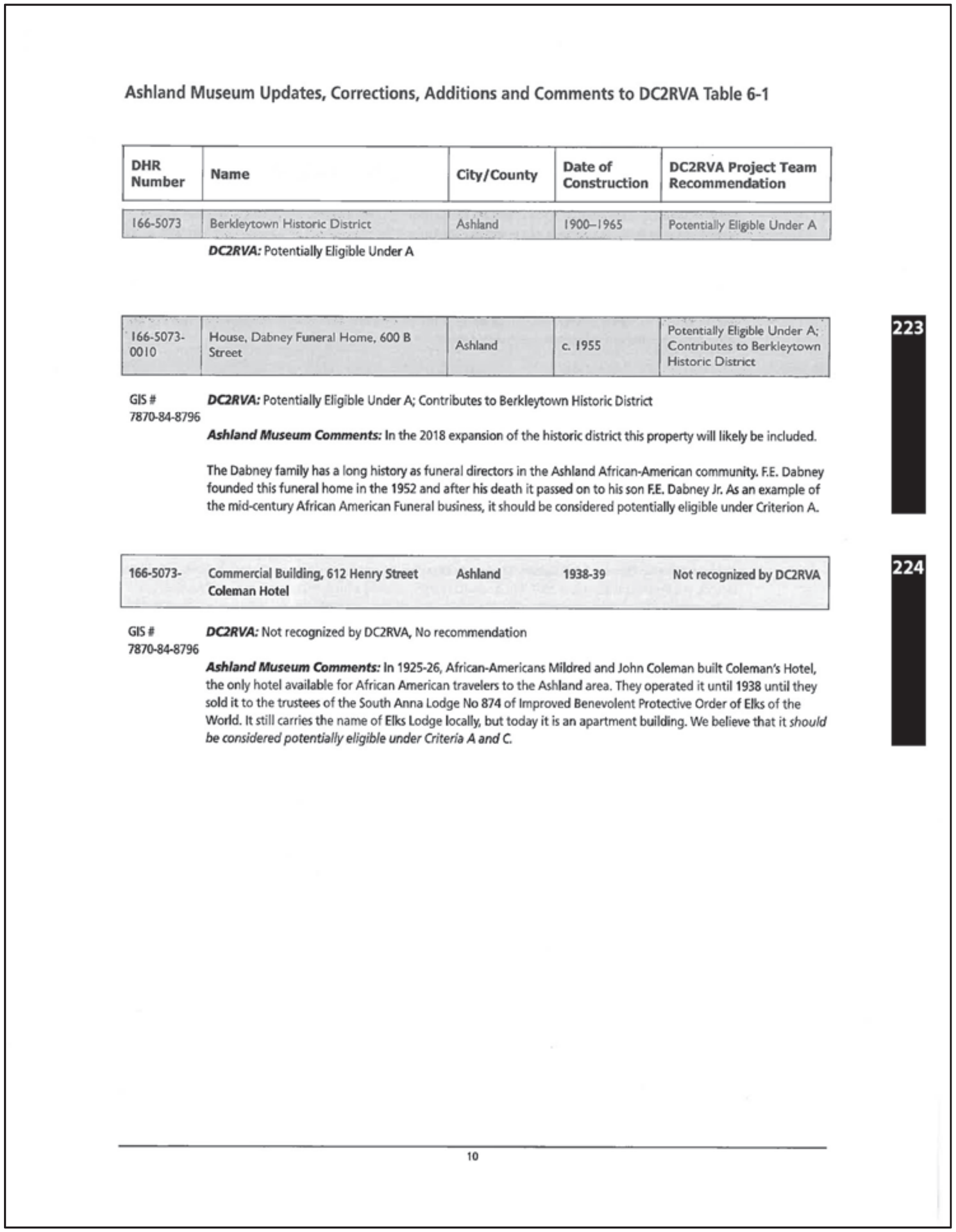
GIS # 7870-60-6458

DC2RVA: Potentially Eligible Under Criteria A and C; [Contributes to Ashland Historic District]

Ashland Historic District 2017 Survey Update Evaluation: The large brick structures at Randolph-Macon College including Thomas Branch Hall, Mary Branch Dormitory, and Peele Hall (not located in the Randolph-Macon College Complex; National Register of Historic Places) are good examples of the institutional interpretation of the Georgian Revival.

Ashland Museum Comments: Agree.

9



Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-5073	Berkleytown Historic District	Ashland	1900–1965	Potentially Eligible Under A

DC2RVA: Potentially Eligible Under A

223

166-5073-0010	House, Dabney Funeral Home, 600 B Street	Ashland	c. 1955	Potentially Eligible Under A; Contributes to Berkleytown Historic District

GIS # 7870-84-8796

DC2RVA: Potentially Eligible Under A; Contributes to Berkleytown Historic District

Ashland Museum Comments: In the 2018 expansion of the historic district this property will likely be included.

The Dabney family has a long history as funeral directors in the Ashland African-American community. F.E. Dabney founded this funeral home in the 1952 and after his death it passed on to his son F.E. Dabney Jr. As an example of the mid-century African American Funeral business, it should be considered potentially eligible under Criterion A.

224

166-5073-	Commercial Building, 612 Henry Street Coleman Hotel	Ashland	1938-39	Not recognized by DC2RVA

GIS # 7870-84-8796

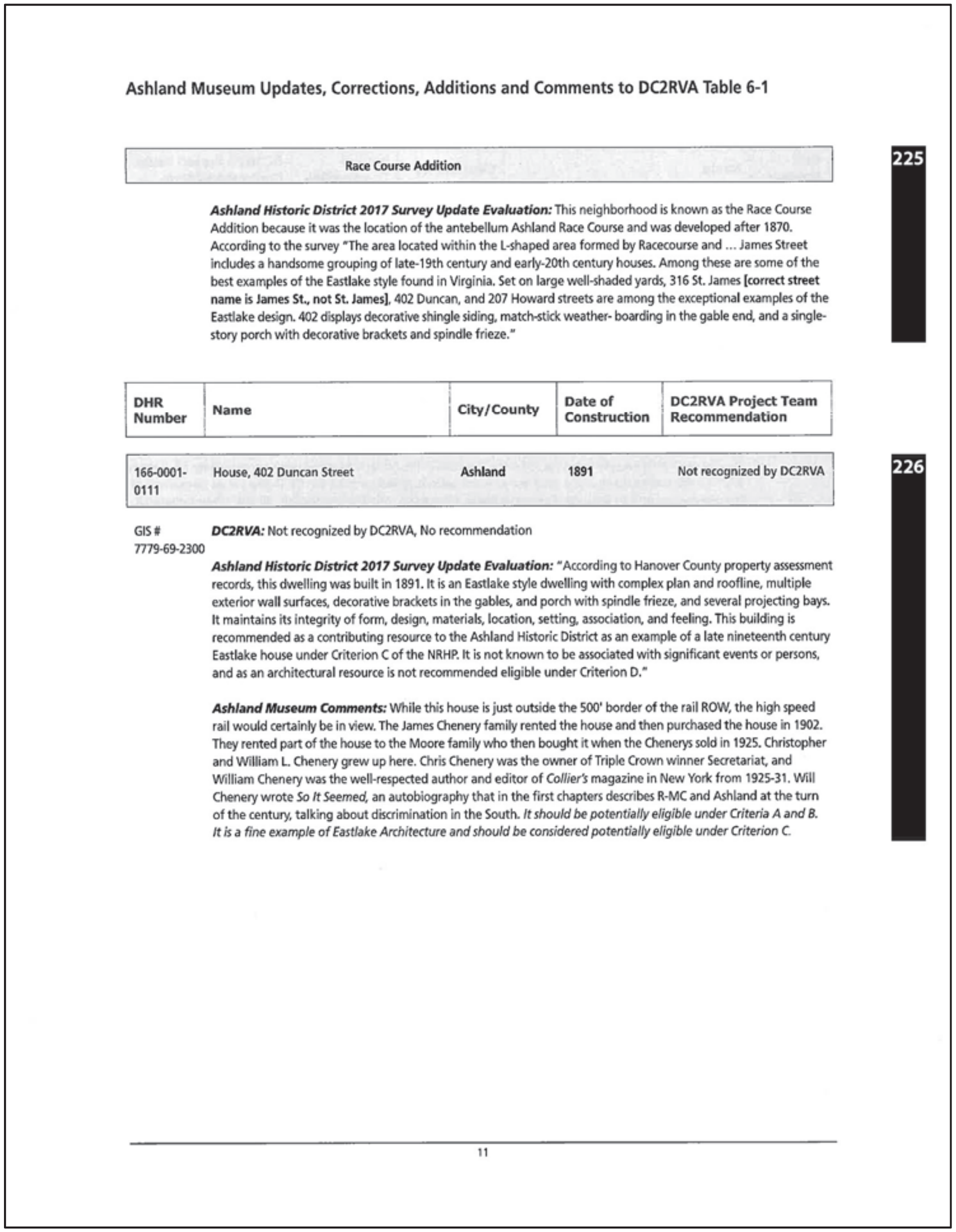
DC2RVA: Not recognized by DC2RVA, No recommendation

Ashland Museum Comments: In 1925-26, African-Americans Mildred and John Coleman built Coleman's Hotel, the only hotel available for African American travelers to the Ashland area. They operated it until 1938 until they sold it to the trustees of the South Anna Lodge No 874 of Improved Benevolent Protective Order of Elks of the World. It still carries the name of Elks Lodge locally, but today it is an apartment building. We believe that it *should be considered potentially eligible under Criteria A and C.*

10

VIRGINIA DEQ (continued)

(For response to comments 201 through 235, refer to pages B-178 and B-179)



Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

Race Course Addition

225

Ashland Historic District 2017 Survey Update Evaluation: This neighborhood is known as the Race Course Addition because it was the location of the antebellum Ashland Race Course and was developed after 1870. According to the survey "The area located within the L-shaped area formed by Racecourse and … James Street includes a handsome grouping of late-19th century and early-20th century houses. Among these are some of the best examples of the Eastlake style found in Virginia. Set on large well-shaded yards, 316 St. James **[correct street name is James St., not St. James]**, 402 Duncan, and 207 Howard streets are among the exceptional examples of the Eastlake design. 402 displays decorative shingle siding, match-stick weather- boarding in the gable end, and a single-story porch with decorative brackets and spindle frieze."

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-0001-0111	House, 402 Duncan Street	Ashland	1891	Not recognized by DC2RVA

226

GIS # 7779-69-2300

DC2RVA: Not recognized by DC2RVA, No recommendation

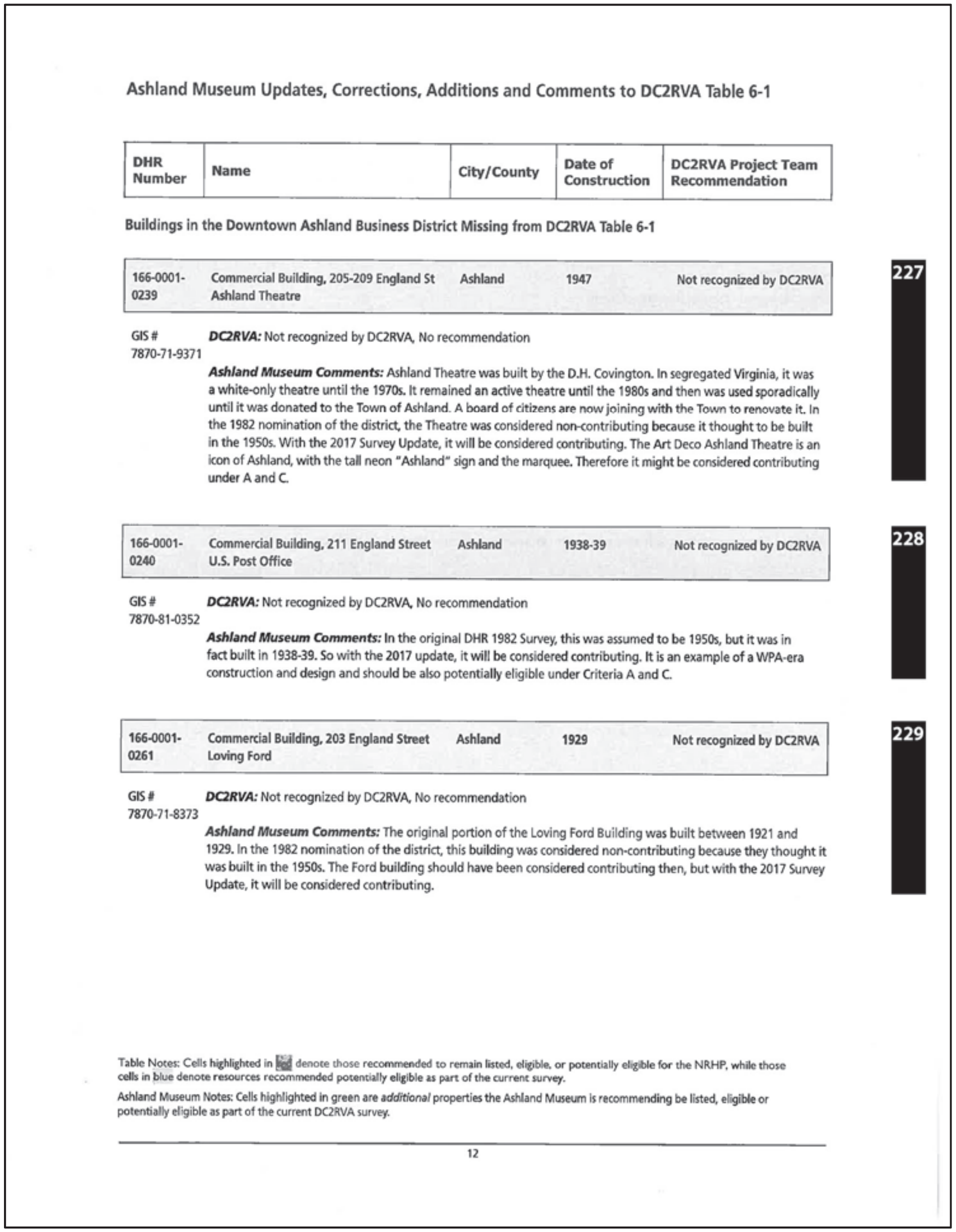
Ashland Historic District 2017 Survey Update Evaluation: "According to Hanover County property assessment records, this dwelling was built in 1891. It is an Eastlake style dwelling with complex plan and roofline, multiple exterior wall surfaces, decorative brackets in the gables, and porch with spindle frieze, and several projecting bays. It maintains its integrity of form, design, materials, location, setting, association, and feeling. This building is recommended as a contributing resource to the Ashland Historic District as an example of a late nineteenth century Eastlake house under Criterion C of the NRHP. It is not known to be associated with significant events or persons, and as an architectural resource is not recommended eligible under Criterion D."

Ashland Museum Comments: While this house is just outside the 500' border of the rail ROW, the high speed rail would certainly be in view. The James Chenery family rented the house and then purchased the house in 1902. They rented part of the house to the Moore family who then bought it when the Chenerys sold in 1925. Christopher and William L. Chenery grew up here. Chris Chenery was the owner of Triple Crown winner Secretariat, and William Chenery was the well-respected author and editor of *Collier's* magazine in New York from 1925-31. Will Chenery wrote *So It Seemed*, an autobiography that in the first chapters describes R-MC and Ashland at the turn of the century, talking about discrimination in the South. *It should be potentially eligible under Criteria A and B. It is a fine example of Eastlake Architecture and should be considered potentially eligible under Criterion C.*

11

VIRGINIA DEQ (continued)

(For response to comments 201 through 235, refer to pages B-178 and B-179)



Ashland Museum Updates, Corrections, Additions and Comments to DC2RVA Table 6-1

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation

Buildings in the Downtown Ashland Business District Missing from DC2RVA Table 6-1

227

166-0001-0239	Commercial Building, 205-209 England St Ashland Theatre	Ashland	1947	Not recognized by DC2RVA

GIS # 7870-71-9371

DC2RVA: Not recognized by DC2RVA, No recommendation

Ashland Museum Comments: Ashland Theatre was built by the D.H. Covington. In segregated Virginia, it was a white-only theatre until the 1970s. It remained an active theatre until the 1980s and then was used sporadically until it was donated to the Town of Ashland. A board of citizens are now joining with the Town to renovate it. In the 1982 nomination of the district, the Theatre was considered non-contributing because it thought to be built in the 1950s. With the 2017 Survey Update, it will be considered contributing. The Art Deco Ashland Theatre is an icon of Ashland, with the tall neon "Ashland" sign and the marquee. Therefore it might be considered contributing under A and C.

228

166-0001-0240	Commercial Building, 211 England Street U.S. Post Office	Ashland	1938-39	Not recognized by DC2RVA

GIS # 7870-81-0352

DC2RVA: Not recognized by DC2RVA, No recommendation

Ashland Museum Comments: In the original DHR 1982 Survey, this was assumed to be 1950s, but it was in fact built in 1938-39. So with the 2017 update, it will be considered contributing. It is an example of a WPA-era construction and design and should be also potentially eligible under Criteria A and C.

229

166-0001-0261	Commercial Building, 203 England Street Loving Ford	Ashland	1929	Not recognized by DC2RVA

GIS # 7870-71-8373

DC2RVA: Not recognized by DC2RVA, No recommendation

Ashland Museum Comments: The original portion of the Loving Ford Building was built between 1921 and 1929. In the 1982 nomination of the district, this building was considered non-contributing because they thought it was built in the 1950s. The Ford building should have been considered contributing then, but with the 2017 Survey Update, it will be considered contributing.

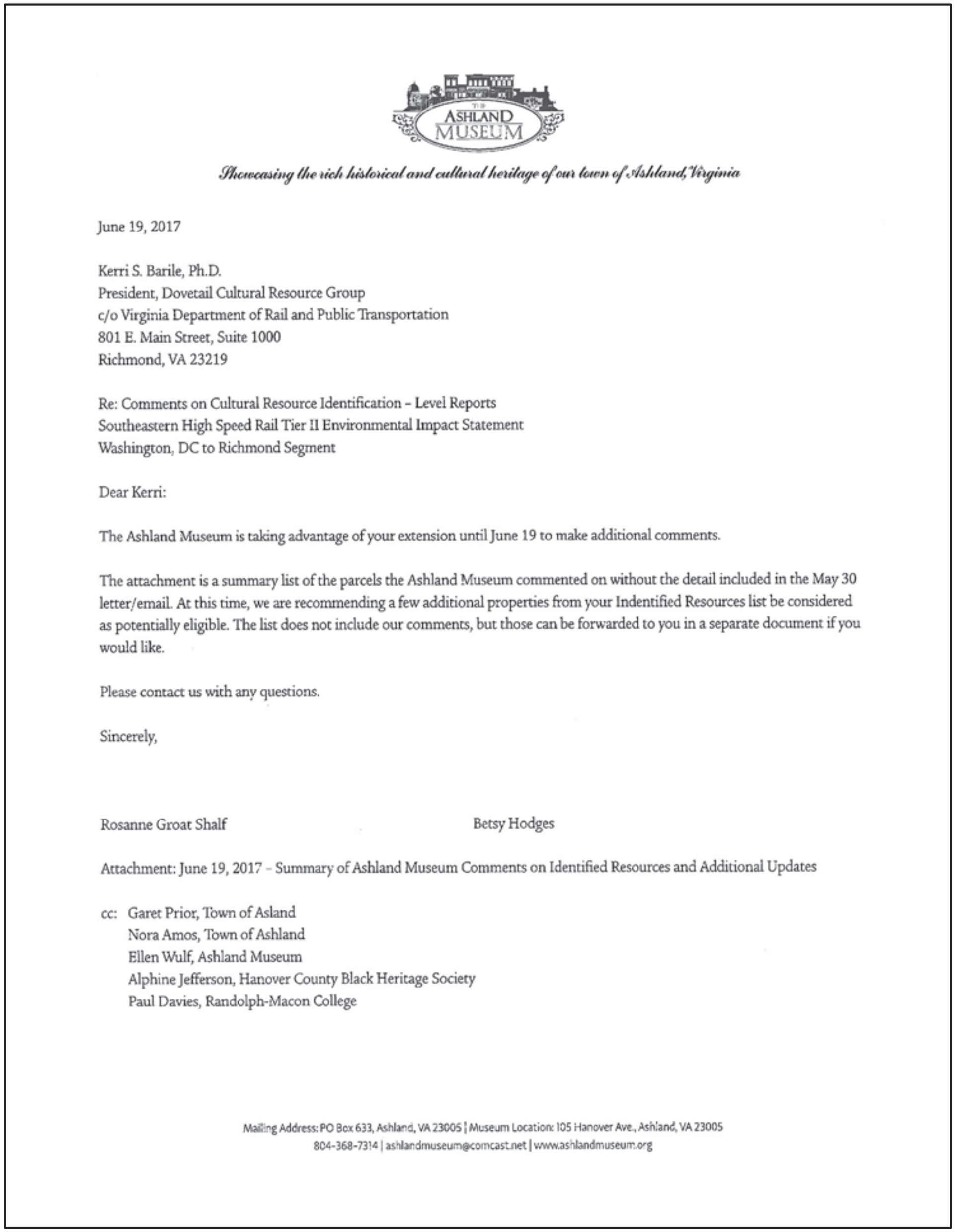
Table Notes: Cells highlighted in red denote those recommended to remain listed, eligible, or potentially eligible for the NRHP, while those cells in blue denote resources recommended potentially eligible as part of the current survey.

Ashland Museum Notes: Cells highlighted in green are *additional* properties the Ashland Museum is recommending be listed, eligible or potentially eligible as part of the current DC2RVA survey.

12

VIRGINIA DEQ (continued)

(For response to comments 201 through 235, refer to pages B-178 and B-179)



THE
ASHLAND
MUSEUM

Showcasing the rich historical and cultural heritage of our town of Ashland, Virginia

June 19, 2017

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group
c/o Virginia Department of Rail and Public Transportation
801 E. Main Street, Suite 1000
Richmond, VA 23219

Re: Comments on Cultural Resource Identification – Level Reports
Southeastern High Speed Rail Tier II Environmental Impact Statement
Washington, DC to Richmond Segment

Dear Kerri:

The Ashland Museum is taking advantage of your extension until June 19 to make additional comments.

The attachment is a summary list of the parcels the Ashland Museum commented on without the detail included in the May 30 letter/email. At this time, we are recommending a few additional properties from your Indentified Resources list be considered as potentially eligible. The list does not include our comments, but those can be forwarded to you in a separate document if you would like.

Please contact us with any questions.

Sincerely,

Rosanne Groat Shalf

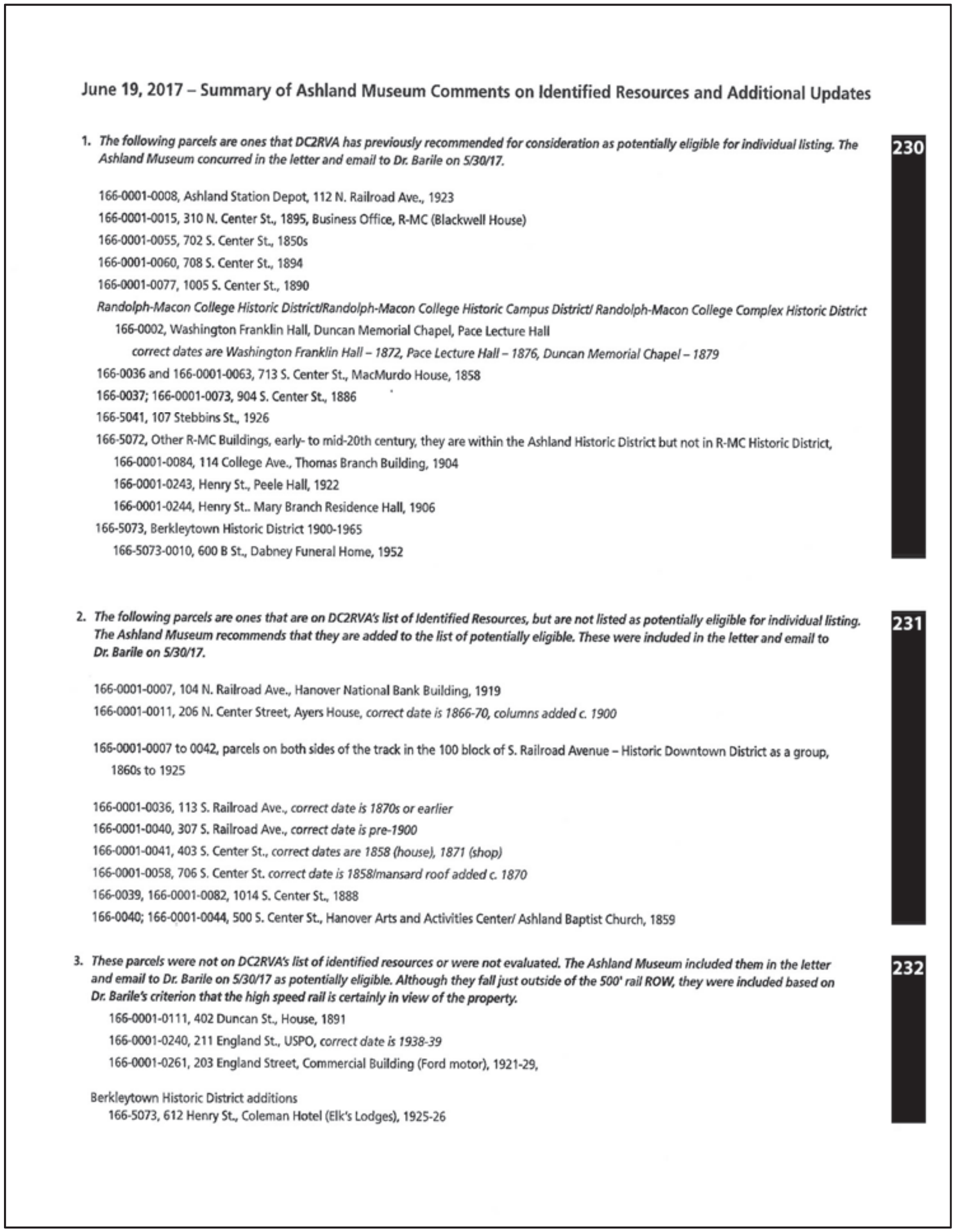
Betsy Hodges

Attachment: June 19, 2017 – Summary of Ashland Museum Comments on Identified Resources and Additional Updates

cc: Garet Prior, Town of Asland
Nora Amos, Town of Ashland
Ellen Wulf, Ashland Museum
Alphine Jefferson, Hanover County Black Heritage Society
Paul Davies, Randolph-Macon College

VIRGINIA DEQ (continued)

(No comments on this page)



June 19, 2017 – Summary of Ashland Museum Comments on Identified Resources and Additional Updates

1. ***The following parcels are ones that DC2RVA has previously recommended for consideration as potentially eligible for individual listing. The Ashland Museum concurred in the letter and email to Dr. Barile on 5/30/17.*** 230

166-0001-0008, Ashland Station Depot, 112 N. Railroad Ave., 1923
166-0001-0015, 310 N. Center St., 1895, Business Office, R-MC (Blackwell House)
166-0001-0055, 702 S. Center St., 1850s
166-0001-0060, 708 S. Center St., 1894
166-0001-0077, 1005 S. Center St., 1890
Randolph-Macon College Historic District/Randolph-Macon College Historic Campus District/ Randolph-Macon College Complex Historic District
    166-0002, Washington Franklin Hall, Duncan Memorial Chapel, Pace Lecture Hall
        correct dates are Washington Franklin Hall – 1872, Pace Lecture Hall – 1876, Duncan Memorial Chapel – 1879
166-0036 and 166-0001-0063, 713 S. Center St., MacMurdo House, 1858
166-0037; 166-0001-0073, 904 S. Center St., 1886
166-5041, 107 Stebbins St., 1926
166-5072, Other R-MC Buildings, early- to mid-20th century, they are within the Ashland Historic District but not in R-MC Historic District,
    166-0001-0084, 114 College Ave., Thomas Branch Building, 1904
    166-0001-0243, Henry St., Peele Hall, 1922
    166-0001-0244, Henry St.. Mary Branch Residence Hall, 1906
166-5073, Berkleytown Historic District 1900-1965
    166-5073-0010, 600 B St., Dabney Funeral Home, 1952

2. ***The following parcels are ones that are on DC2RVA's list of Identified Resources, but are not listed as potentially eligible for individual listing. The Ashland Museum recommends that they are added to the list of potentially eligible. These were included in the letter and email to Dr. Barile on 5/30/17.*** 231

166-0001-0007, 104 N. Railroad Ave., Hanover National Bank Building, 1919
166-0001-0011, 206 N. Center Street, Ayers House, *correct date is 1866-70, columns added c. 1900*

166-0001-0007 to 0042, parcels on both sides of the track in the 100 block of S. Railroad Avenue – Historic Downtown District as a group, 1860s to 1925

166-0001-0036, 113 S. Railroad Ave., *correct date is 1870s or earlier*
166-0001-0040, 307 S. Railroad Ave., *correct date is pre-1900*
166-0001-0041, 403 S. Center St., *correct dates are 1858 (house), 1871 (shop)*
166-0001-0058, 706 S. Center St. *correct date is 1858/mansard roof added c. 1870*
166-0039, 166-0001-0082, 1014 S. Center St., 1888
166-0040; 166-0001-0044, 500 S. Center St., Hanover Arts and Activities Center/ Ashland Baptist Church, 1859

3. ***These parcels were not on DC2RVA's list of identified resources or were not evaluated. The Ashland Museum included them in the letter and email to Dr. Barile on 5/30/17 as potentially eligible. Although they fall just outside of the 500' rail ROW, they were included based on Dr. Barile's criterion that the high speed rail is certainly in view of the property.*** 232
    166-0001-0111, 402 Duncan St., House, 1891
    166-0001-0240, 211 England St., USPO, *correct date is 1938-39*
    166-0001-0261, 203 England Street, Commercial Building (Ford motor), 1921-29,

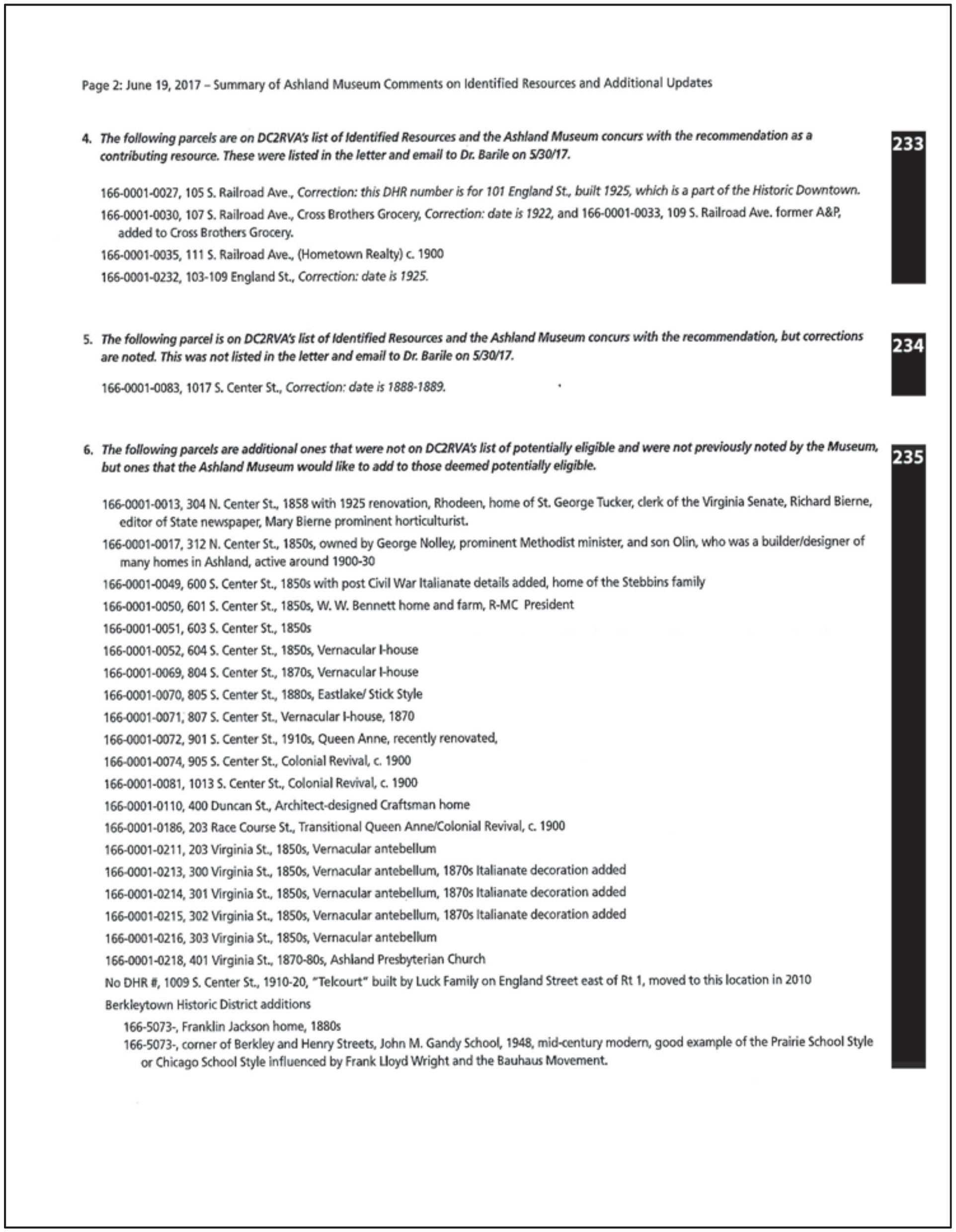
Berkleytown Historic District additions
    166-5073, 612 Henry St., Coleman Hotel (Elk's Lodges), 1925-26

VIRGINIA DEQ (continued)

(For response to comments 201 through 235, refer to pages B-178 and B-179)

VIRGINIA DEQ (continued)

(For response to comments 201 through 235, refer to pages B-178 and B-179)



Page 2: June 19, 2017 – Summary of Ashland Museum Comments on Identified Resources and Additional Updates

4. ***The following parcels are on DC2RVA's list of Identified Resources and the Ashland Museum concurs with the recommendation as a contributing resource. These were listed in the letter and email to Dr. Barile on 5/30/17.*** 233

166-0001-0027, 105 S. Railroad Ave., *Correction: this DHR number is for 101 England St., built 1925, which is a part of the Historic Downtown.*

166-0001-0030, 107 S. Railroad Ave., Cross Brothers Grocery, *Correction: date is 1922,* and 166-0001-0033, 109 S. Railroad Ave. former A&P, added to Cross Brothers Grocery.

166-0001-0035, 111 S. Railroad Ave., (Hometown Realty) c. 1900

166-0001-0232, 103-109 England St., *Correction: date is 1925.*

5. ***The following parcel is on DC2RVA's list of Identified Resources and the Ashland Museum concurs with the recommendation, but corrections are noted. This was not listed in the letter and email to Dr. Barile on 5/30/17.*** 234

166-0001-0083, 1017 S. Center St., *Correction: date is 1888-1889.*

6. ***The following parcels are additional ones that were not on DC2RVA's list of potentially eligible and were not previously noted by the Museum, but ones that the Ashland Museum would like to add to those deemed potentially eligible.*** 235

166-0001-0013, 304 N. Center St., 1858 with 1925 renovation, Rhodeen, home of St. George Tucker, clerk of the Virginia Senate, Richard Bierne, editor of State newspaper, Mary Bierne prominent horticulturist.

166-0001-0017, 312 N. Center St., 1850s, owned by George Nolley, prominent Methodist minister, and son Olin, who was a builder/designer of many homes in Ashland, active around 1900-30

166-0001-0049, 600 S. Center St., 1850s with post Civil War Italianate details added, home of the Stebbins family

166-0001-0050, 601 S. Center St., 1850s, W. W. Bennett home and farm, R-MC President

166-0001-0051, 603 S. Center St., 1850s

166-0001-0052, 604 S. Center St., 1850s, Vernacular I-house

166-0001-0069, 804 S. Center St., 1870s, Vernacular I-house

166-0001-0070, 805 S. Center St., 1880s, Eastlake/ Stick Style

166-0001-0071, 807 S. Center St., Vernacular I-house, 1870

166-0001-0072, 901 S. Center St., 1910s, Queen Anne, recently renovated,

166-0001-0074, 905 S. Center St., Colonial Revival, c. 1900

166-0001-0081, 1013 S. Center St., Colonial Revival, c. 1900

166-0001-0110, 400 Duncan St., Architect-designed Craftsman home

166-0001-0186, 203 Race Course St., Transitional Queen Anne/Colonial Revival, c. 1900

166-0001-0211, 203 Virginia St., 1850s, Vernacular antebellum

166-0001-0213, 300 Virginia St., 1850s, Vernacular antebellum, 1870s Italianate decoration added

166-0001-0214, 301 Virginia St., 1850s, Vernacular antebellum, 1870s Italianate decoration added

166-0001-0215, 302 Virginia St., 1850s, Vernacular antebellum, 1870s Italianate decoration added

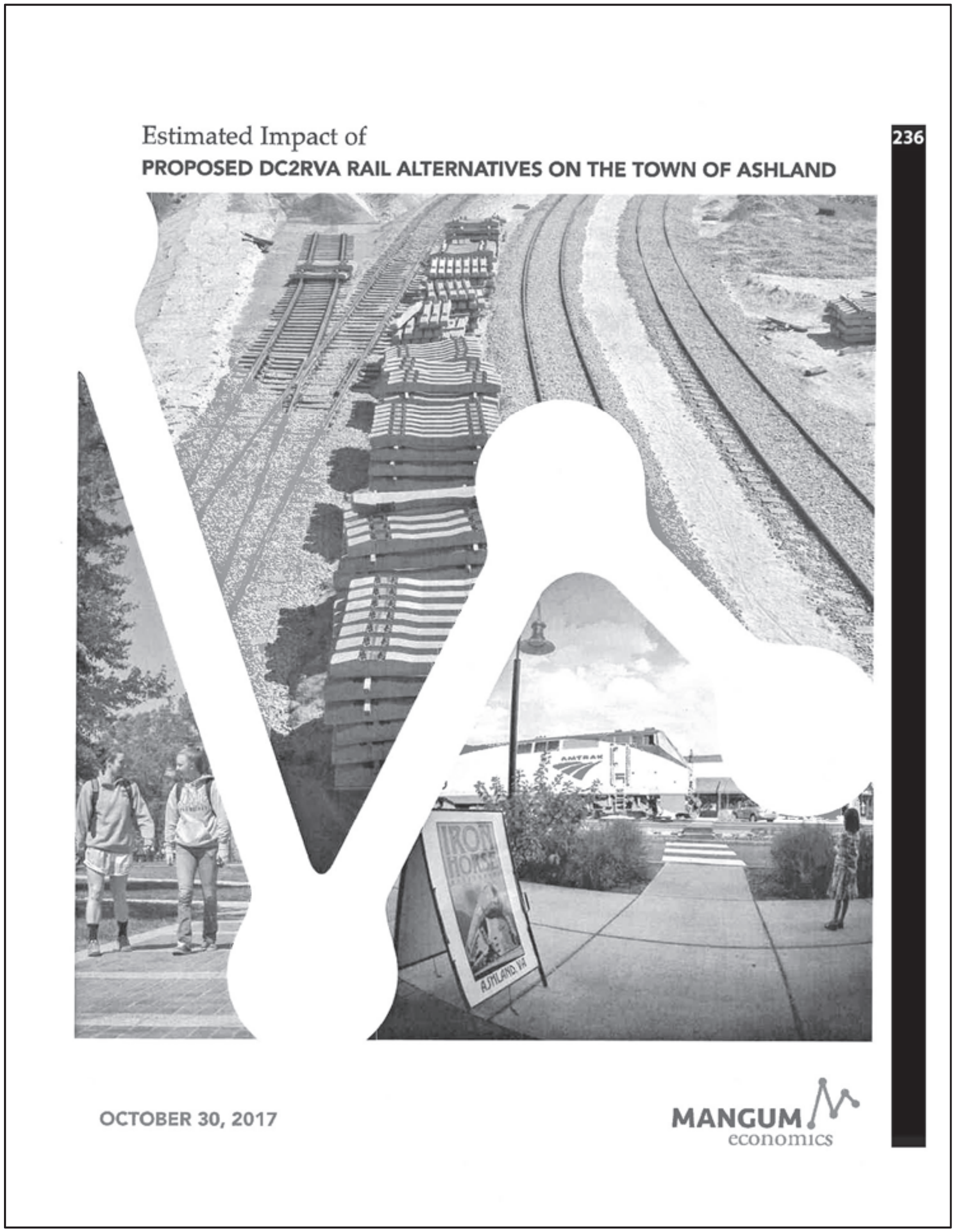
166-0001-0216, 303 Virginia St., 1850s, Vernacular antebellum

166-0001-0218, 401 Virginia St., 1870-80s, Ashland Presbyterian Church

No DHR #, 1009 S. Center St., 1910-20, "Telcourt" built by Luck Family on England Street east of Rt 1, moved to this location in 2010

Berkleytown Historic District additions

  166-5073-, Franklin Jackson home, 1880s
  166-5073-, corner of Berkley and Henry Streets, John M. Gandy School, 1948, mid-century modern, good example of the Prairie School Style or Chicago School Style influenced by Frank Lloyd Wright and the Bauhaus Movement.



236

Estimated Impact of

PROPOSED DC2RVA RAIL ALTERNATIVES ON THE TOWN OF ASHLAND

OCTOBER 30, 2017

MANGUM economics

VIRGINIA DEQ (continued)

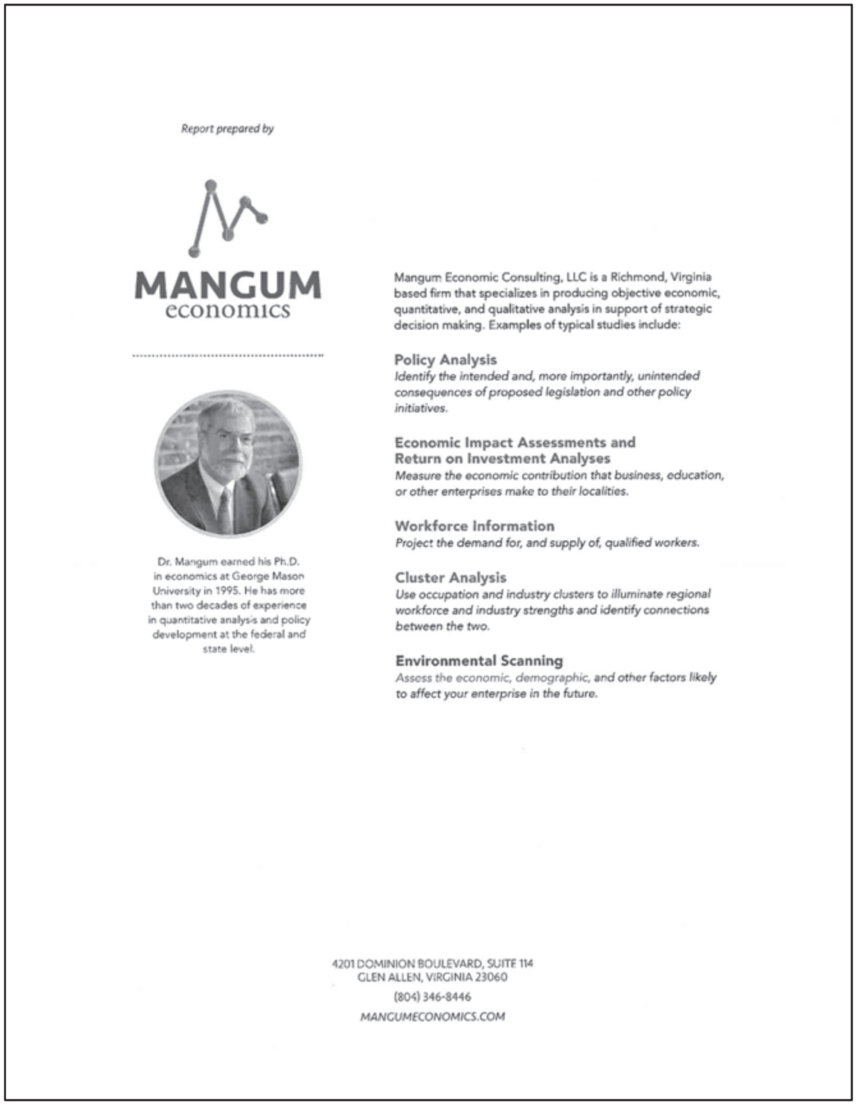
236. DRPT acknowledges that the Town of Ashland commissioned an economic report and has included the report in its formal comments.

NEPA requires FRA to evaluate the physical impacts of construction of no-build and build alternatives. Relocation of businesses is the primary adverse economic effect of a build alternative. Build Alternative 5A, the Preferred Alternative for Area 5, has one business relocation on Ashcake Road due to the grade separation of Ashcake Road and the CSXT tracks for safety and traffic mobility purposes. There are adequate replacement properties available for relocation purposes in the area.

The economic report commissioned by the Town of Ashland focused on "two general categories [of construction alternatives] that are likely to have a significantly disruptive impact": "the proposals that add a third above-ground track" and "constructing the three-track trench" (Mangum, p.15). Alternative 5A, the Preferred Alternative for Area 5, does not fall into either of these categories and was not formally assessed in the report. Nevertheless, the "Disruptive Impact of Construction" is addressed in Section 4.11.1 of the Draft EIS and Section 5.11.1 of the Final EIS and comes to a similar conclusion as the report.

The construction management plan (to be developed once final design is complete and construction is to commence) will include provisions to maintain access during construction to all businesses/buildings not being relocated.

VIRGINIA DEQ (continued)



Report prepared by

MANGUM
economics

Mangum Economic Consulting, LLC is a Richmond, Virginia based firm that specializes in producing objective economic, quantitative, and qualitative analysis in support of strategic decision making. Examples of typical studies include:

Policy Analysis
Identify the intended and, more importantly, unintended consequences of proposed legislation and other policy initiatives.

Economic Impact Assessments and Return on Investment Analyses
Measure the economic contribution that business, education, or other enterprises make to their localities.

Workforce Information
Project the demand for, and supply of, qualified workers.

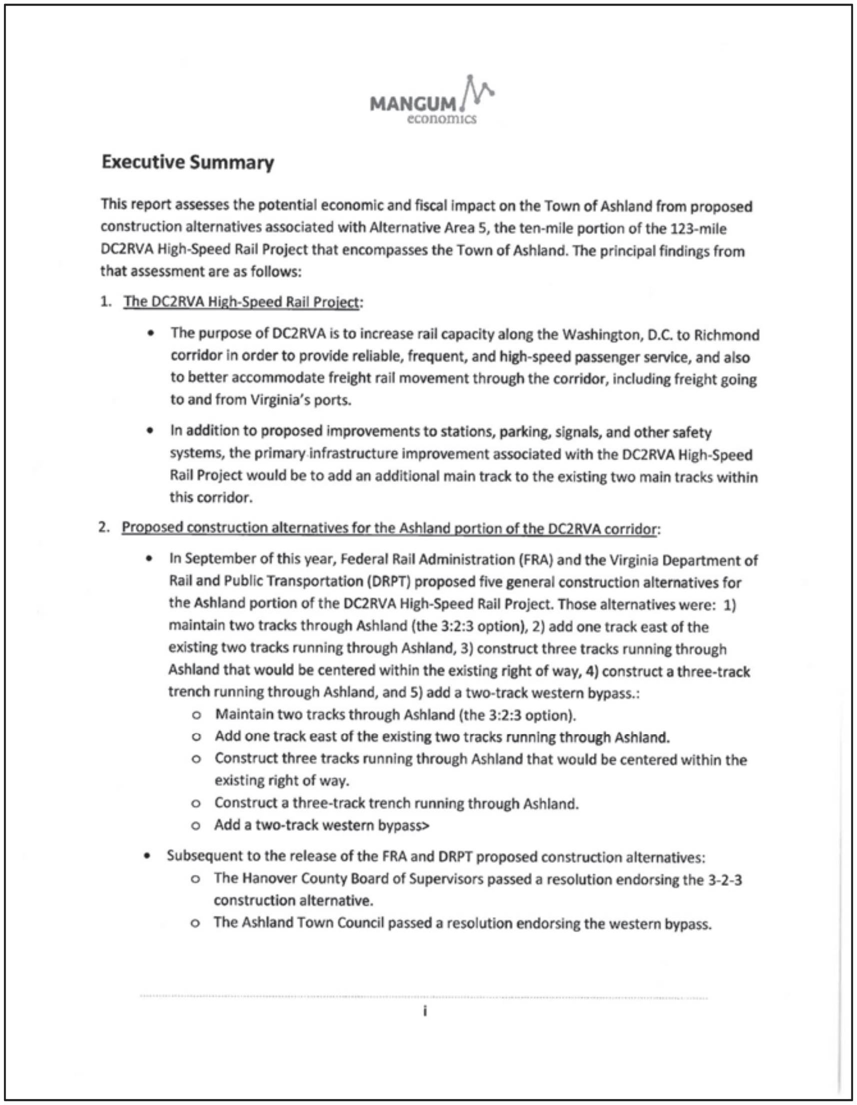
Cluster Analysis
Use occupation and industry clusters to illuminate regional workforce and industry strengths and identify connections between the two.

Environmental Scanning
Assess the economic, demographic, and other factors likely to affect your enterprise in the future.

Dr. Mangum earned his Ph.D. in economics at George Mason University in 1995. He has more than two decades of experience in quantitative analysis and policy development at the federal and state level.

4201 DOMINION BOULEVARD, SUITE 114
GLEN ALLEN, VIRGINIA 23060
(804) 346-8446
MANGUMECONOMICS.COM

VIRGINIA DEQ (continued)



MANGUM
economics

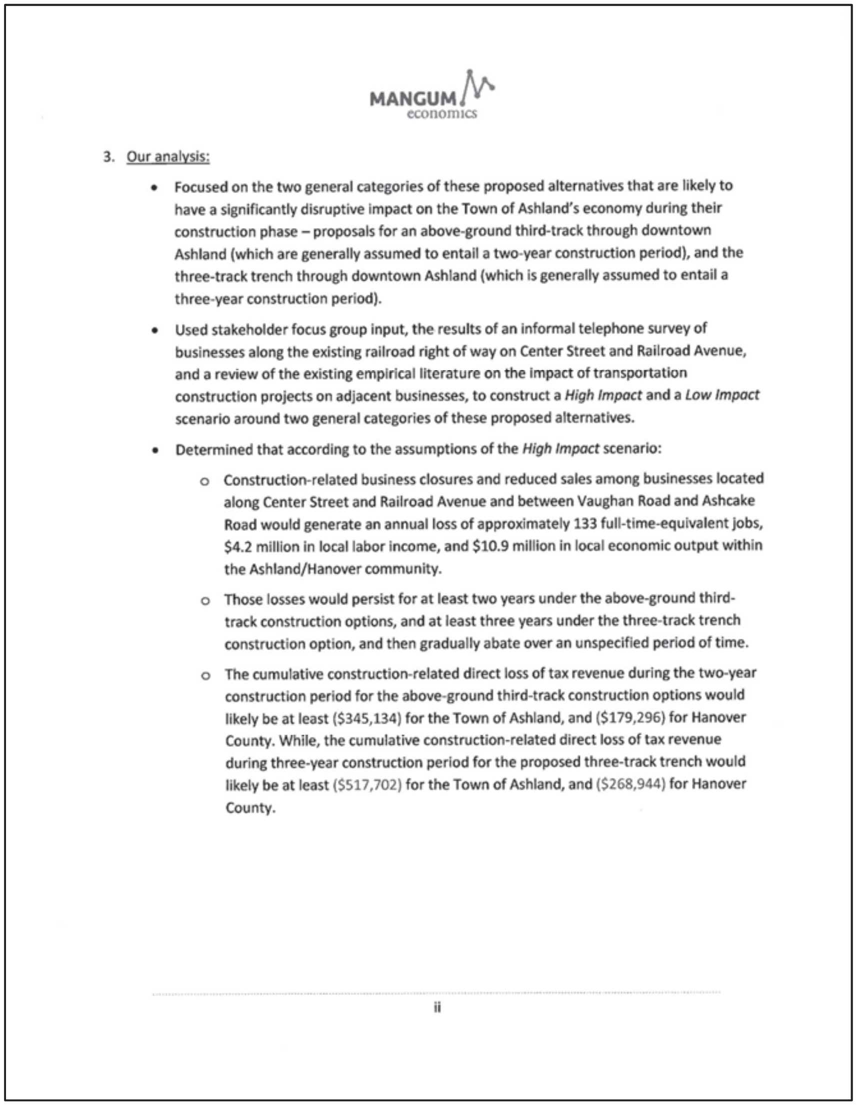
Executive Summary

This report assesses the potential economic and fiscal impact on the Town of Ashland from proposed construction alternatives associated with Alternative Area 5, the ten-mile portion of the 123-mile DC2RVA High-Speed Rail Project that encompasses the Town of Ashland. The principal findings from that assessment are as follows:

1. The DC2RVA High-Speed Rail Project:
    - The purpose of DC2RVA is to increase rail capacity along the Washington, D.C. to Richmond corridor in order to provide reliable, frequent, and high-speed passenger service, and also to better accommodate freight rail movement through the corridor, including freight going to and from Virginia's ports.
    - In addition to proposed improvements to stations, parking, signals, and other safety systems, the primary infrastructure improvement associated with the DC2RVA High-Speed Rail Project would be to add an additional main track to the existing two main tracks within this corridor.
2. Proposed construction alternatives for the Ashland portion of the DC2RVA corridor:
    - In September of this year, Federal Rail Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) proposed five general construction alternatives for the Ashland portion of the DC2RVA High-Speed Rail Project. Those alternatives were: 1) maintain two tracks through Ashland (the 3:2:3 option), 2) add one track east of the existing two tracks running through Ashland, 3) construct three tracks running through Ashland that would be centered within the existing right of way, 4) construct a three-track trench running through Ashland, and 5) add a two-track western bypass.:
        - Maintain two tracks through Ashland (the 3:2:3 option).
        - Add one track east of the existing two tracks running through Ashland.
        - Construct three tracks running through Ashland that would be centered within the existing right of way.
        - Construct a three-track trench running through Ashland.
        - Add a two-track western bypass>
    - Subsequent to the release of the FRA and DRPT proposed construction alternatives:
        - The Hanover County Board of Supervisors passed a resolution endorsing the 3-2-3 construction alternative.
        - The Ashland Town Council passed a resolution endorsing the western bypass.

i

VIRGINIA DEQ (continued)

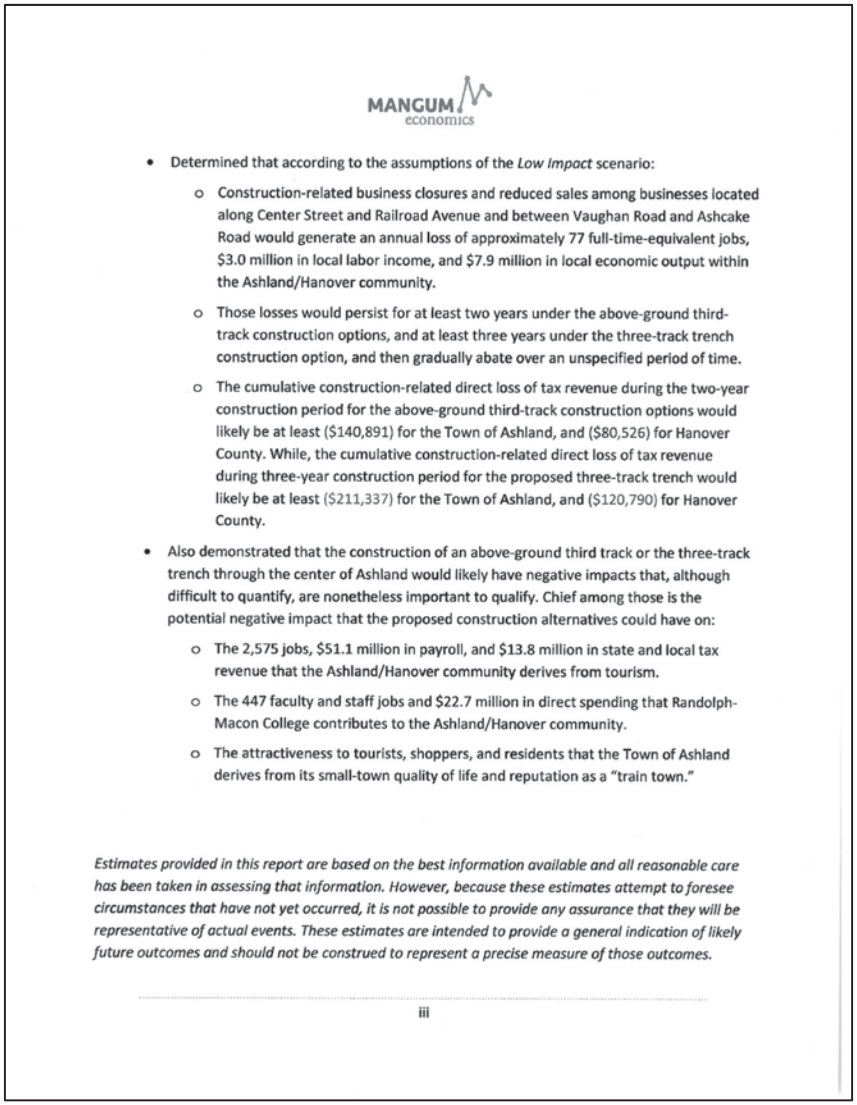


MANGUM economics

3. Our analysis:
   - Focused on the two general categories of these proposed alternatives that are likely to have a significantly disruptive impact on the Town of Ashland's economy during their construction phase – proposals for an above-ground third-track through downtown Ashland (which are generally assumed to entail a two-year construction period), and the three-track trench through downtown Ashland (which is generally assumed to entail a three-year construction period).
   - Used stakeholder focus group input, the results of an informal telephone survey of businesses along the existing railroad right of way on Center Street and Railroad Avenue, and a review of the existing empirical literature on the impact of transportation construction projects on adjacent businesses, to construct a *High Impact* and a *Low Impact* scenario around two general categories of these proposed alternatives.
   - Determined that according to the assumptions of the *High Impact* scenario:
     - Construction-related business closures and reduced sales among businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road would generate an annual loss of approximately 133 full-time-equivalent jobs, $4.2 million in local labor income, and $10.9 million in local economic output within the Ashland/Hanover community.
     - Those losses would persist for at least two years under the above-ground third-track construction options, and at least three years under the three-track trench construction option, and then gradually abate over an unspecified period of time.
     - The cumulative construction-related direct loss of tax revenue during the two-year construction period for the above-ground third-track construction options would likely be at least ($345,134) for the Town of Ashland, and ($179,296) for Hanover County. While, the cumulative construction-related direct loss of tax revenue during three-year construction period for the proposed three-track trench would likely be at least ($517,702) for the Town of Ashland, and ($268,944) for Hanover County.

ii

VIRGINIA DEQ (continued)



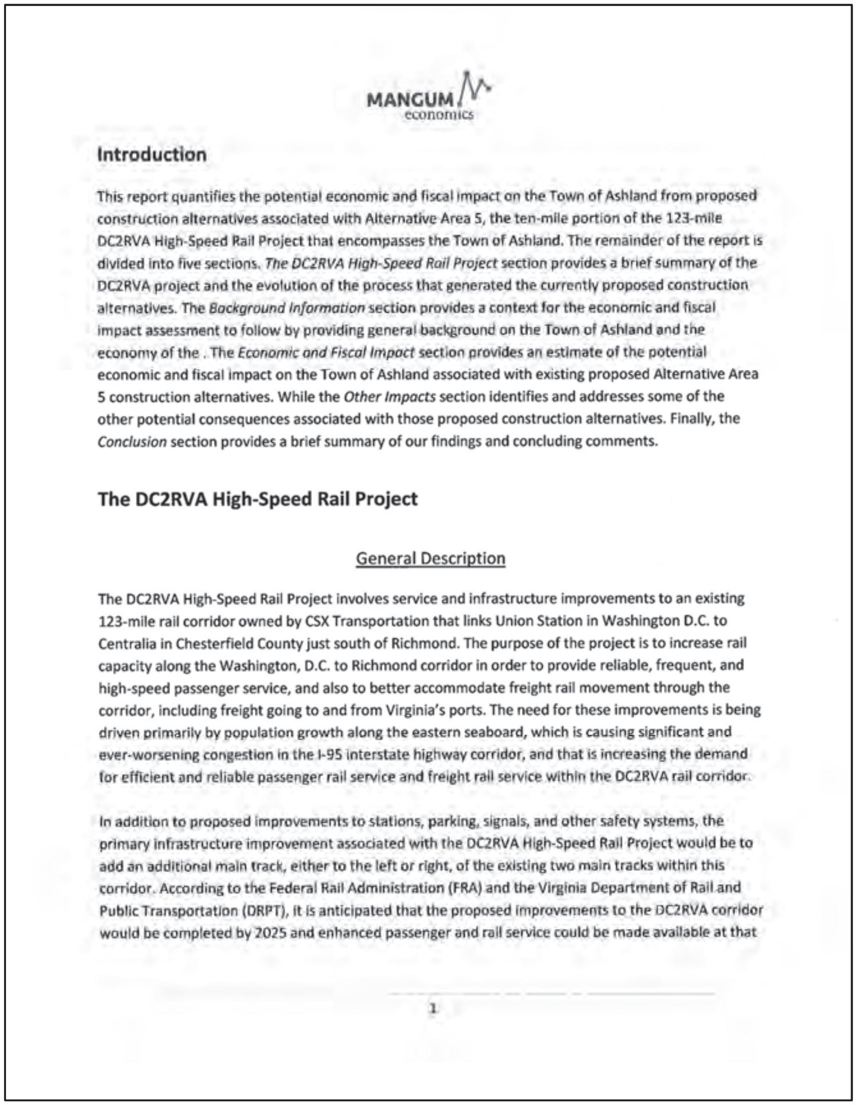
MANGUM economics

- Determined that according to the assumptions of the *Low Impact* scenario:
  - Construction-related business closures and reduced sales among businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road would generate an annual loss of approximately 77 full-time-equivalent jobs, $3.0 million in local labor income, and $7.9 million in local economic output within the Ashland/Hanover community.
  - Those losses would persist for at least two years under the above-ground third-track construction options, and at least three years under the three-track trench construction option, and then gradually abate over an unspecified period of time.
  - The cumulative construction-related direct loss of tax revenue during the two-year construction period for the above-ground third-track construction options would likely be at least ($140,891) for the Town of Ashland, and ($80,526) for Hanover County. While, the cumulative construction-related direct loss of tax revenue during three-year construction period for the proposed three-track trench would likely be at least ($211,337) for the Town of Ashland, and ($120,790) for Hanover County.
- Also demonstrated that the construction of an above-ground third track or the three-track trench through the center of Ashland would likely have negative impacts that, although difficult to quantify, are nonetheless important to qualify. Chief among those is the potential negative impact that the proposed construction alternatives could have on:
  - The 2,575 jobs, $51.1 million in payroll, and $13.8 million in state and local tax revenue that the Ashland/Hanover community derives from tourism.
  - The 447 faculty and staff jobs and $22.7 million in direct spending that Randolph-Macon College contributes to the Ashland/Hanover community.
  - The attractiveness to tourists, shoppers, and residents that the Town of Ashland derives from its small-town quality of life and reputation as a "train town."

Estimates provided in this report are based on the best information available and all reasonable care has been taken in assessing that information. However, because these estimates attempt to foresee circumstances that have not yet occurred, it is not possible to provide any assurance that they will be representative of actual events. These estimates are intended to provide a general indication of likely future outcomes and should not be construed to represent a precise measure of those outcomes.

iii

VIRGINIA DEQ (continued)



MANGUM economics

Introduction

This report quantifies the potential economic and fiscal impact on the Town of Ashland from proposed construction alternatives associated with Alternative Area 5, the ten-mile portion of the 123-mile DC2RVA High-Speed Rail Project that encompasses the Town of Ashland. The remainder of the report is divided into five sections. *The DC2RVA High-Speed Rail Project* section provides a brief summary of the DC2RVA project and the evolution of the process that generated the currently proposed construction alternatives. The *Background Information* section provides a context for the economic and fiscal impact assessment to follow by providing general background on the Town of Ashland and the economy of the . The *Economic and Fiscal Impact* section provides an estimate of the potential economic and fiscal impact on the Town of Ashland associated with existing proposed Alternative Area 5 construction alternatives. While the *Other Impacts* section identifies and addresses some of the other potential consequences associated with those proposed construction alternatives. Finally, the *Conclusion* section provides a brief summary of our findings and concluding comments.

The DC2RVA High-Speed Rail Project

General Description

The DC2RVA High-Speed Rail Project involves service and infrastructure improvements to an existing 123-mile rail corridor owned by CSX Transportation that links Union Station in Washington D.C. to Centralia in Chesterfield County just south of Richmond. The purpose of the project is to increase rail capacity along the Washington, D.C. to Richmond corridor in order to provide reliable, frequent, and high-speed passenger service, and also to better accommodate freight rail movement through the corridor, including freight going to and from Virginia's ports. The need for these improvements is being driven primarily by population growth along the eastern seaboard, which is causing significant and ever-worsening congestion in the I-95 interstate highway corridor, and that is increasing the demand for efficient and reliable passenger rail service and freight rail service within the DC2RVA rail corridor.

In addition to proposed improvements to stations, parking, signals, and other safety systems, the primary infrastructure improvement associated with the DC2RVA High-Speed Rail Project would be to add an additional main track, either to the left or right, of the existing two main tracks within this corridor. According to the Federal Rail Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT), it is anticipated that the proposed improvements to the DC2RVA corridor would be completed by 2025 and enhanced passenger and rail service could be made available at that

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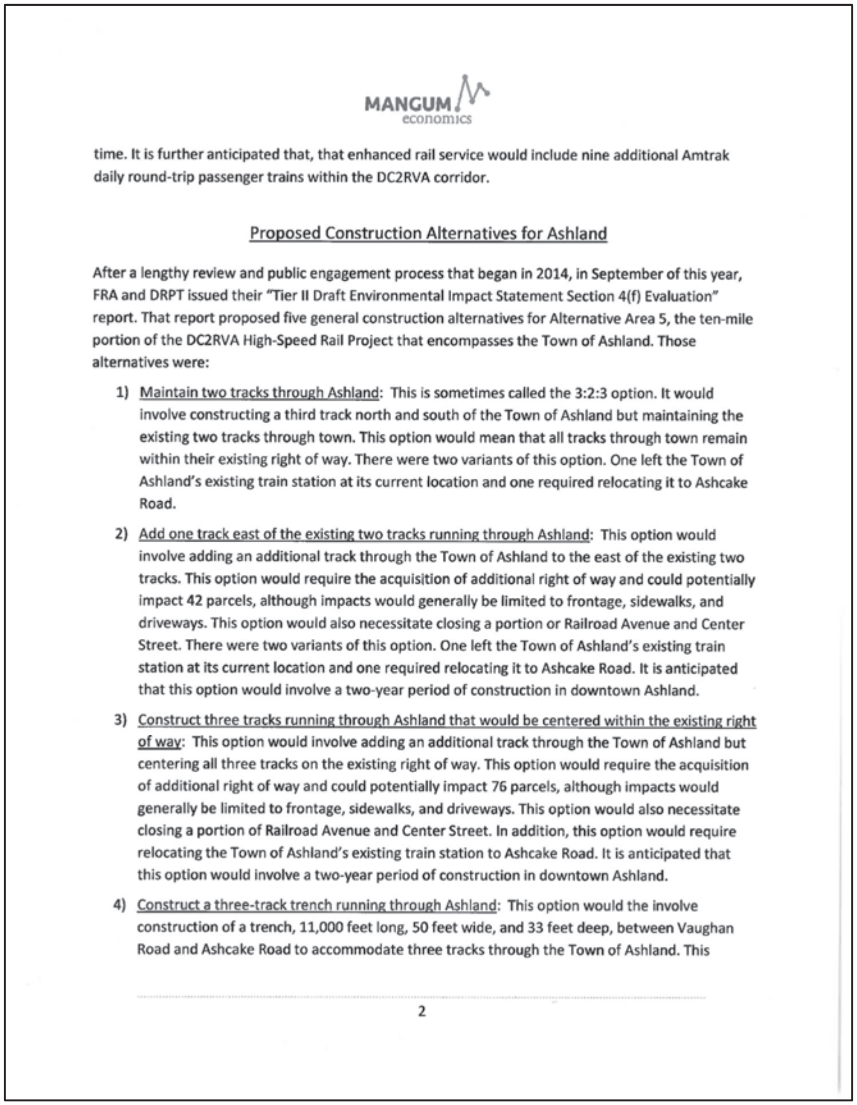

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time. It is further anticipated that, that enhanced rail service would include nine additional Amtrak daily round-trip passenger trains within the DC2RVA corridor.

Proposed Construction Alternatives for Ashland

After a lengthy review and public engagement process that began in 2014, in September of this year, FRA and DRPT issued their "Tier II Draft Environmental Impact Statement Section 4(f) Evaluation" report. That report proposed five general construction alternatives for Alternative Area 5, the ten-mile portion of the DC2RVA High-Speed Rail Project that encompasses the Town of Ashland. Those alternatives were:

1) Maintain two tracks through Ashland: This is sometimes called the 3:2:3 option. It would involve constructing a third track north and south of the Town of Ashland but maintaining the existing two tracks through town. This option would mean that all tracks through town remain within their existing right of way. There were two variants of this option. One left the Town of Ashland's existing train station at its current location and one required relocating it to Ashcake Road.
2) Add one track east of the existing two tracks running through Ashland: This option would involve adding an additional track through the Town of Ashland to the east of the existing two tracks. This option would require the acquisition of additional right of way and could potentially impact 42 parcels, although impacts would generally be limited to frontage, sidewalks, and driveways. This option would also necessitate closing a portion or Railroad Avenue and Center Street. There were two variants of this option. One left the Town of Ashland's existing train station at its current location and one required relocating it to Ashcake Road. It is anticipated that this option would involve a two-year period of construction in downtown Ashland.
3) Construct three tracks running through Ashland that would be centered within the existing right of way: This option would involve adding an additional track through the Town of Ashland but centering all three tracks on the existing right of way. This option would require the acquisition of additional right of way and could potentially impact 76 parcels, although impacts would generally be limited to frontage, sidewalks, and driveways. This option would also necessitate closing a portion of Railroad Avenue and Center Street. In addition, this option would require relocating the Town of Ashland's existing train station to Ashcake Road. It is anticipated that this option would involve a two-year period of construction in downtown Ashland.
4) Construct a three-track trench running through Ashland: This option would the involve construction of a trench, 11,000 feet long, 50 feet wide, and 33 feet deep, between Vaughan Road and Ashcake Road to accommodate three tracks through the Town of Ashland. This

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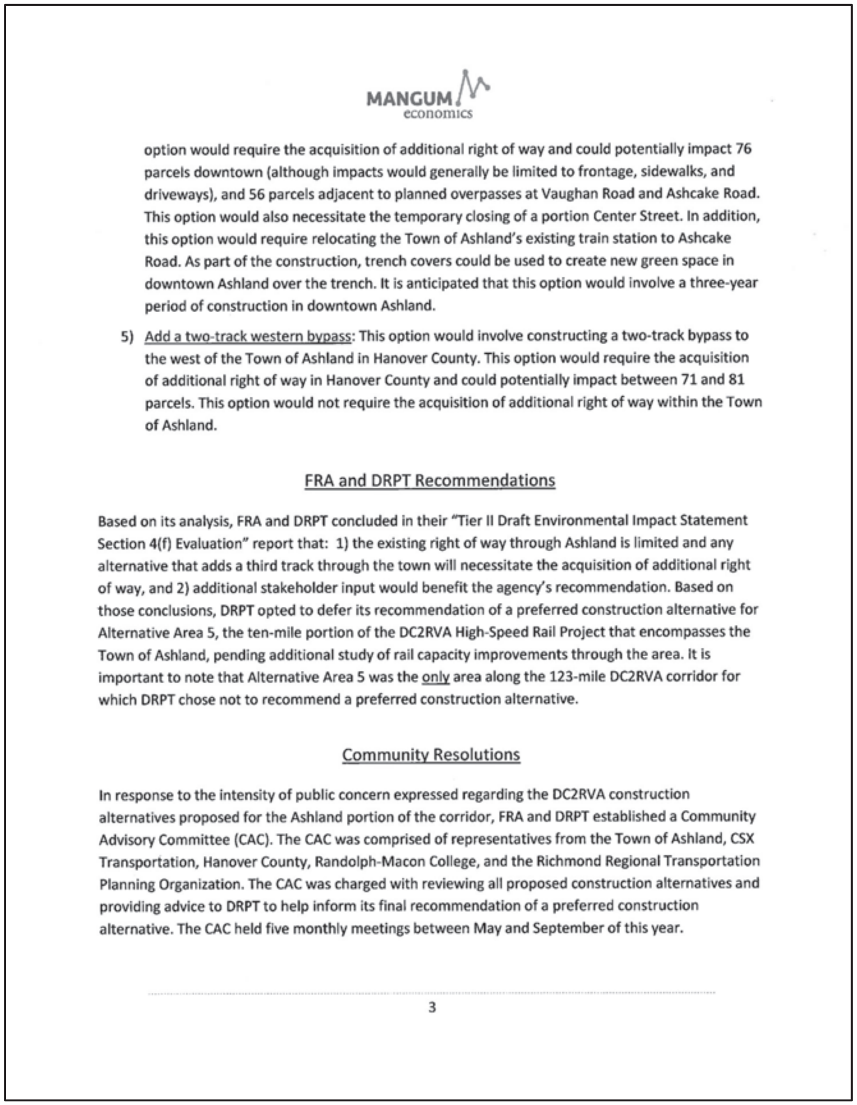

option would require the acquisition of additional right of way and could potentially impact 76 parcels downtown (although impacts would generally be limited to frontage, sidewalks, and driveways), and 56 parcels adjacent to planned overpasses at Vaughan Road and Ashcake Road. This option would also necessitate the temporary closing of a portion Center Street. In addition, this option would require relocating the Town of Ashland's existing train station to Ashcake Road. As part of the construction, trench covers could be used to create new green space in downtown Ashland over the trench. It is anticipated that this option would involve a three-year period of construction in downtown Ashland.

5) Add a two-track western bypass: This option would involve constructing a two-track bypass to the west of the Town of Ashland in Hanover County. This option would require the acquisition of additional right of way in Hanover County and could potentially impact between 71 and 81 parcels. This option would not require the acquisition of additional right of way within the Town of Ashland.

FRA and DRPT Recommendations

Based on its analysis, FRA and DRPT concluded in their "Tier II Draft Environmental Impact Statement Section 4(f) Evaluation" report that: 1) the existing right of way through Ashland is limited and any alternative that adds a third track through the town will necessitate the acquisition of additional right of way, and 2) additional stakeholder input would benefit the agency's recommendation. Based on those conclusions, DRPT opted to defer its recommendation of a preferred construction alternative for Alternative Area 5, the ten-mile portion of the DC2RVA High-Speed Rail Project that encompasses the Town of Ashland, pending additional study of rail capacity improvements through the area. It is important to note that Alternative Area 5 was the only area along the 123-mile DC2RVA corridor for which DRPT chose not to recommend a preferred construction alternative.

Community Resolutions

In response to the intensity of public concern expressed regarding the DC2RVA construction alternatives proposed for the Ashland portion of the corridor, FRA and DRPT established a Community Advisory Committee (CAC). The CAC was comprised of representatives from the Town of Ashland, CSX Transportation, Hanover County, Randolph-Macon College, and the Richmond Regional Transportation Planning Organization. The CAC was charged with reviewing all proposed construction alternatives and providing advice to DRPT to help inform its final recommendation of a preferred construction alternative. The CAC held five monthly meetings between May and September of this year.

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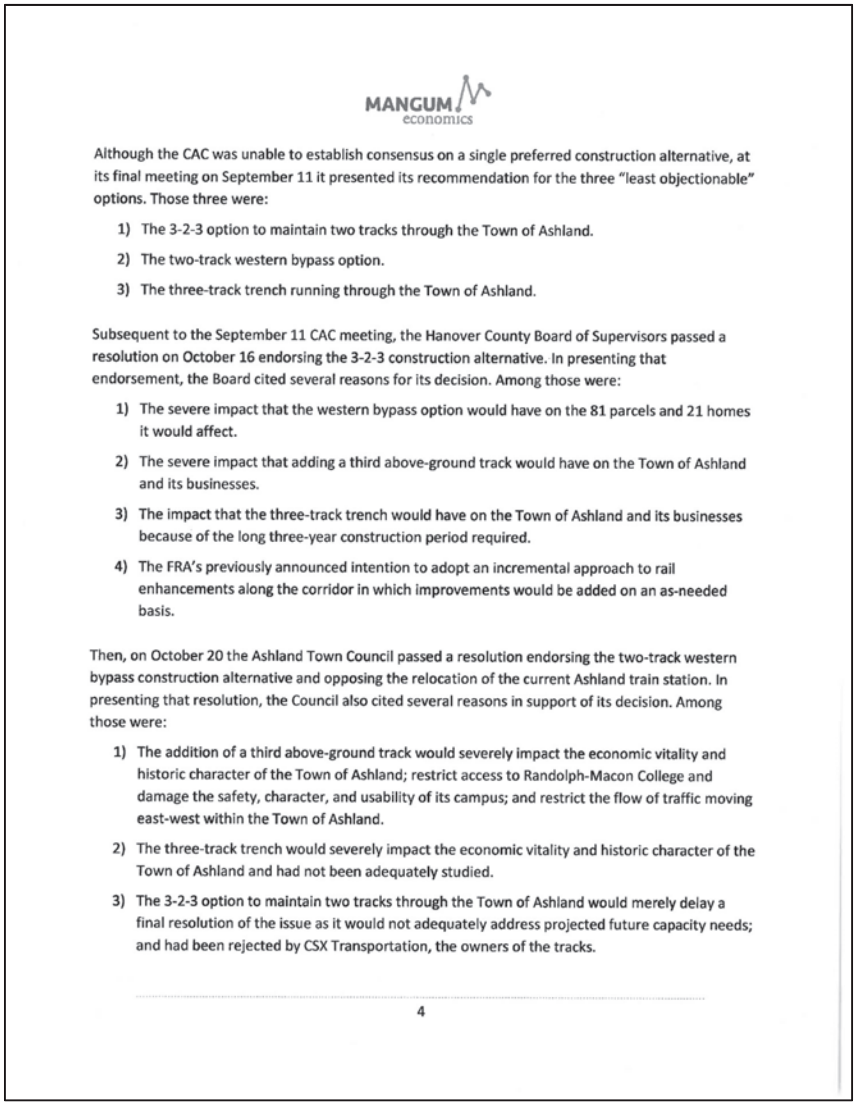

Although the CAC was unable to establish consensus on a single preferred construction alternative, at its final meeting on September 11 it presented its recommendation for the three "least objectionable" options. Those three were:

1) The 3-2-3 option to maintain two tracks through the Town of Ashland.
2) The two-track western bypass option.
3) The three-track trench running through the Town of Ashland.

Subsequent to the September 11 CAC meeting, the Hanover County Board of Supervisors passed a resolution on October 16 endorsing the 3-2-3 construction alternative. In presenting that endorsement, the Board cited several reasons for its decision. Among those were:

1) The severe impact that the western bypass option would have on the 81 parcels and 21 homes it would affect.
2) The severe impact that adding a third above-ground track would have on the Town of Ashland and its businesses.
3) The impact that the three-track trench would have on the Town of Ashland and its businesses because of the long three-year construction period required.
4) The FRA's previously announced intention to adopt an incremental approach to rail enhancements along the corridor in which improvements would be added on an as-needed basis.

Then, on October 20 the Ashland Town Council passed a resolution endorsing the two-track western bypass construction alternative and opposing the relocation of the current Ashland train station. In presenting that resolution, the Council also cited several reasons in support of its decision. Among those were:

1) The addition of a third above-ground track would severely impact the economic vitality and historic character of the Town of Ashland; restrict access to Randolph-Macon College and damage the safety, character, and usability of its campus; and restrict the flow of traffic moving east-west within the Town of Ashland.
2) The three-track trench would severely impact the economic vitality and historic character of the Town of Ashland and had not been adequately studied.
3) The 3-2-3 option to maintain two tracks through the Town of Ashland would merely delay a final resolution of the issue as it would not adequately address projected future capacity needs; and had been rejected by CSX Transportation, the owners of the tracks.

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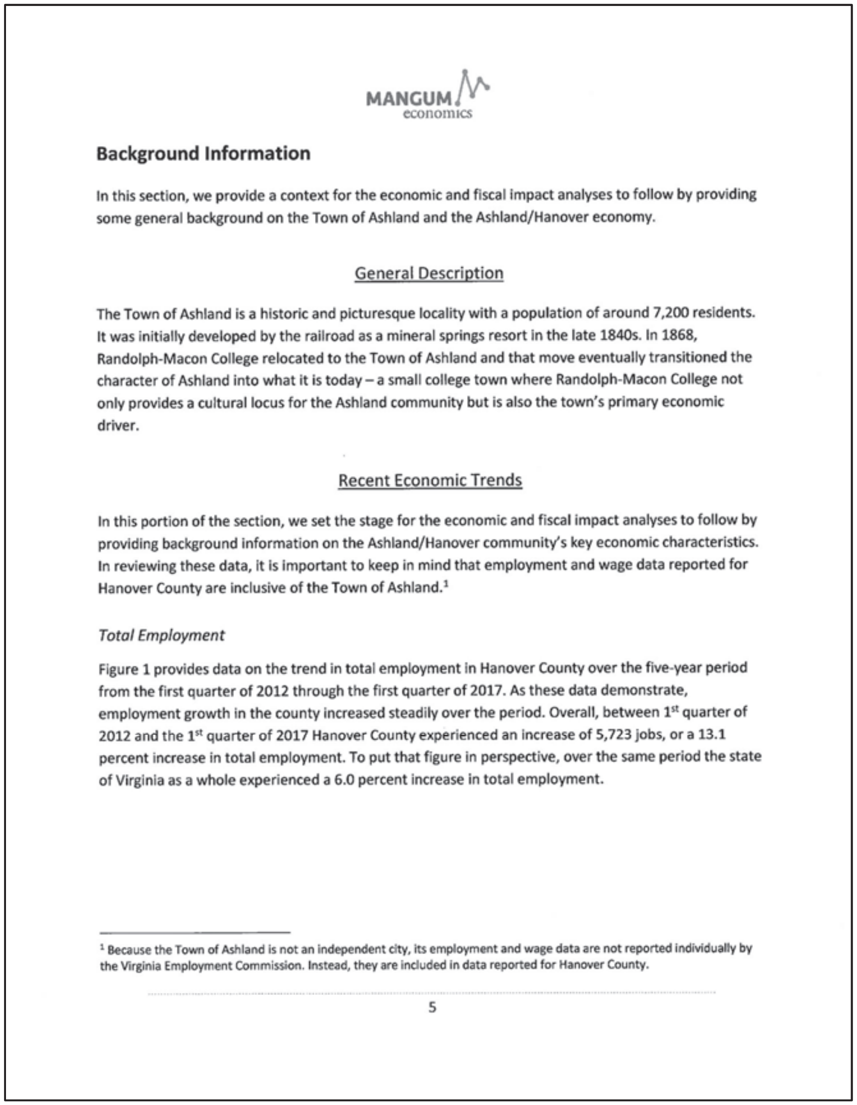

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Background Information

In this section, we provide a context for the economic and fiscal impact analyses to follow by providing some general background on the Town of Ashland and the Ashland/Hanover economy.

General Description

The Town of Ashland is a historic and picturesque locality with a population of around 7,200 residents. It was initially developed by the railroad as a mineral springs resort in the late 1840s. In 1868, Randolph-Macon College relocated to the Town of Ashland and that move eventually transitioned the character of Ashland into what it is today – a small college town where Randolph-Macon College not only provides a cultural locus for the Ashland community but is also the town's primary economic driver.

Recent Economic Trends

In this portion of the section, we set the stage for the economic and fiscal impact analyses to follow by providing background information on the Ashland/Hanover community's key economic characteristics. In reviewing these data, it is important to keep in mind that employment and wage data reported for Hanover County are inclusive of the Town of Ashland.[1]

Total Employment

Figure 1 provides data on the trend in total employment in Hanover County over the five-year period from the first quarter of 2012 through the first quarter of 2017. As these data demonstrate, employment growth in the county increased steadily over the period. Overall, between 1st quarter of 2012 and the 1st quarter of 2017 Hanover County experienced an increase of 5,723 jobs, or a 13.1 percent increase in total employment. To put that figure in perspective, over the same period the state of Virginia as a whole experienced a 6.0 percent increase in total employment.

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[1] Because the Town of Ashland is not an independent city, its employment and wage data are not reported individually by the Virginia Employment Commission. Instead, they are included in data reported for Hanover County.

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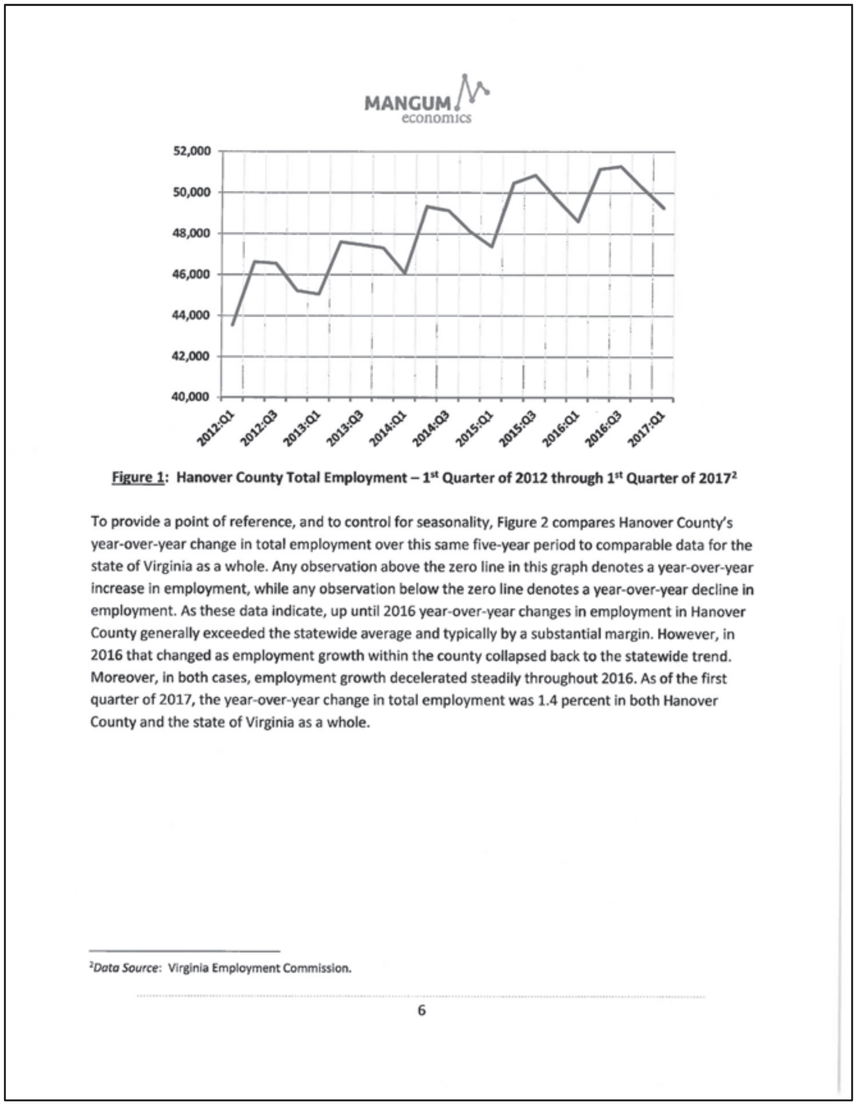
52,000
50,000
48,000
46,000
44,000
42,000
40,000
2012:Q1
2012:Q3
2013:Q1
2013:Q3
2014:Q1
2014:Q3
2015:Q1
2015:Q3
2016:Q1
2016:Q3
2017:Q1

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Figure 1: Hanover County Total Employment – 1st Quarter of 2012 through 1st Quarter of 2017[2]

To provide a point of reference, and to control for seasonality, Figure 2 compares Hanover County's year-over-year change in total employment over this same five-year period to comparable data for the state of Virginia as a whole. Any observation above the zero line in this graph denotes a year-over-year increase in employment, while any observation below the zero line denotes a year-over-year decline in employment. As these data indicate, up until 2016 year-over-year changes in employment in Hanover County generally exceeded the statewide average and typically by a substantial margin. However, in 2016 that changed as employment growth within the county collapsed back to the statewide trend. Moreover, in both cases, employment growth decelerated steadily throughout 2016. As of the first quarter of 2017, the year-over-year change in total employment was 1.4 percent in both Hanover County and the state of Virginia as a whole.

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[2] *Data Source*: Virginia Employment Commission.

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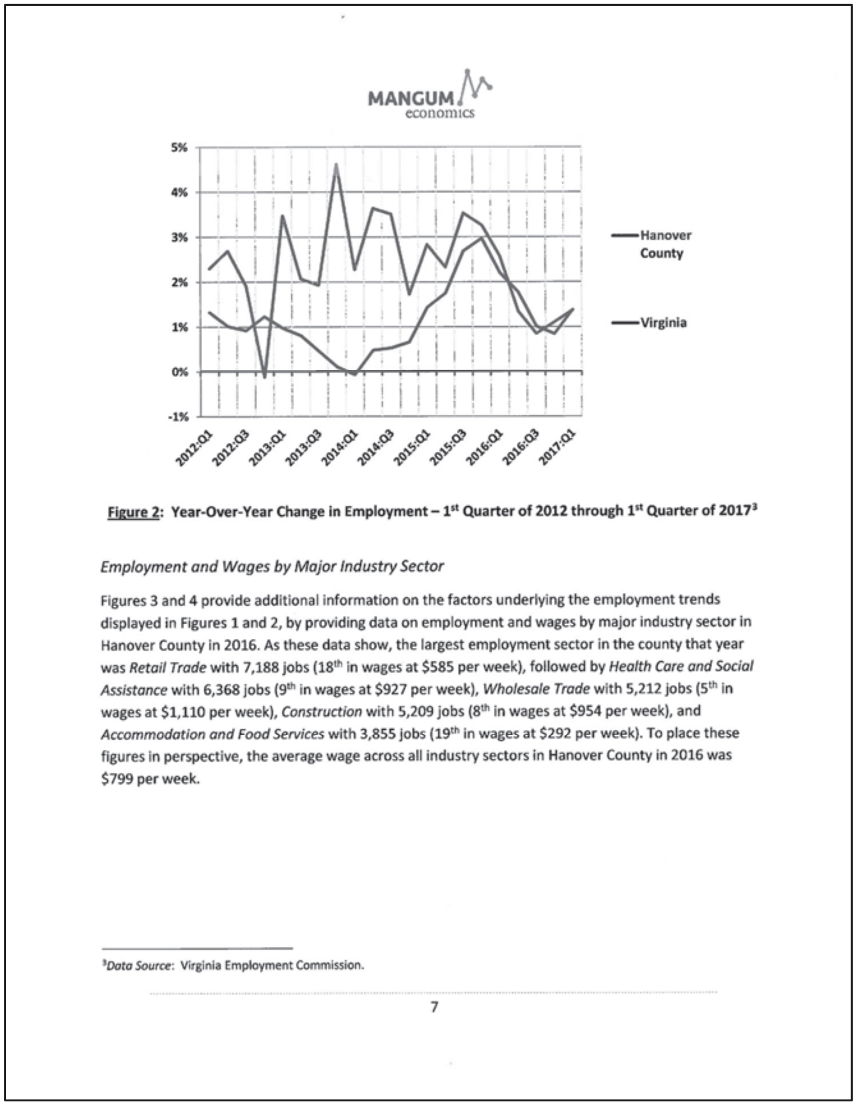

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5%
4%
3%
2%
1%
0%
-1%
2012:Q1
2012:Q3
2013:Q1
2013:Q3
2014:Q1
2014:Q3
2015:Q1
2015:Q3
2016:Q1
2016:Q3
2017:Q1
Hanover County
Virginia

Figure 2: Year-Over-Year Change in Employment – 1st Quarter of 2012 through 1st Quarter of 2017[3]

Employment and Wages by Major Industry Sector

Figures 3 and 4 provide additional information on the factors underlying the employment trends displayed in Figures 1 and 2, by providing data on employment and wages by major industry sector in Hanover County in 2016. As these data show, the largest employment sector in the county that year was *Retail Trade* with 7,188 jobs (18th in wages at $585 per week), followed by *Health Care and Social Assistance* with 6,368 jobs (9th in wages at $927 per week), *Wholesale Trade* with 5,212 jobs (5th in wages at $1,110 per week), *Construction* with 5,209 jobs (8th in wages at $954 per week), and *Accommodation and Food Services* with 3,855 jobs (19th in wages at $292 per week). To place these figures in perspective, the average wage across all industry sectors in Hanover County in 2016 was $799 per week.

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[3] *Data Source*: Virginia Employment Commission.

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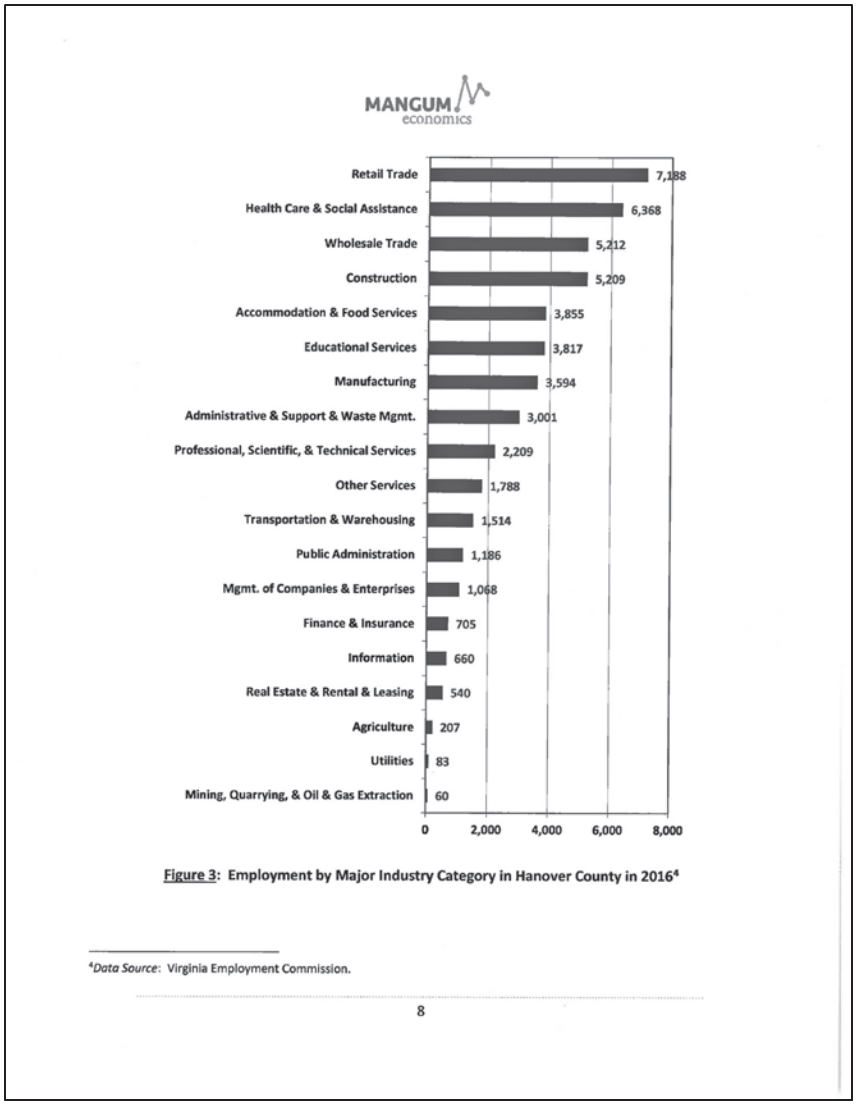

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Retail Trade 7,188
Health Care & Social Assistance 6,368
Wholesale Trade 5,212
Construction 5,209
Accommodation & Food Services 3,855
Educational Services 3,817
Manufacturing 3,594
Administrative & Support & Waste Mgmt. 3,001
Professional, Scientific, & Technical Services 2,209
Other Services 1,788
Transportation & Warehousing 1,514
Public Administration 1,186
Mgmt. of Companies & Enterprises 1,068
Finance & Insurance 705
Information 660
Real Estate & Rental & Leasing 540
Agriculture 207
Utilities 83
Mining, Quarrying, & Oil & Gas Extraction 60
0
2,000
4,000
6,000
8,000

Figure 3: Employment by Major Industry Category in Hanover County in 2016[4]

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[4] *Data Source*: Virginia Employment Commission.

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VIRGINIA DEQ (continued)

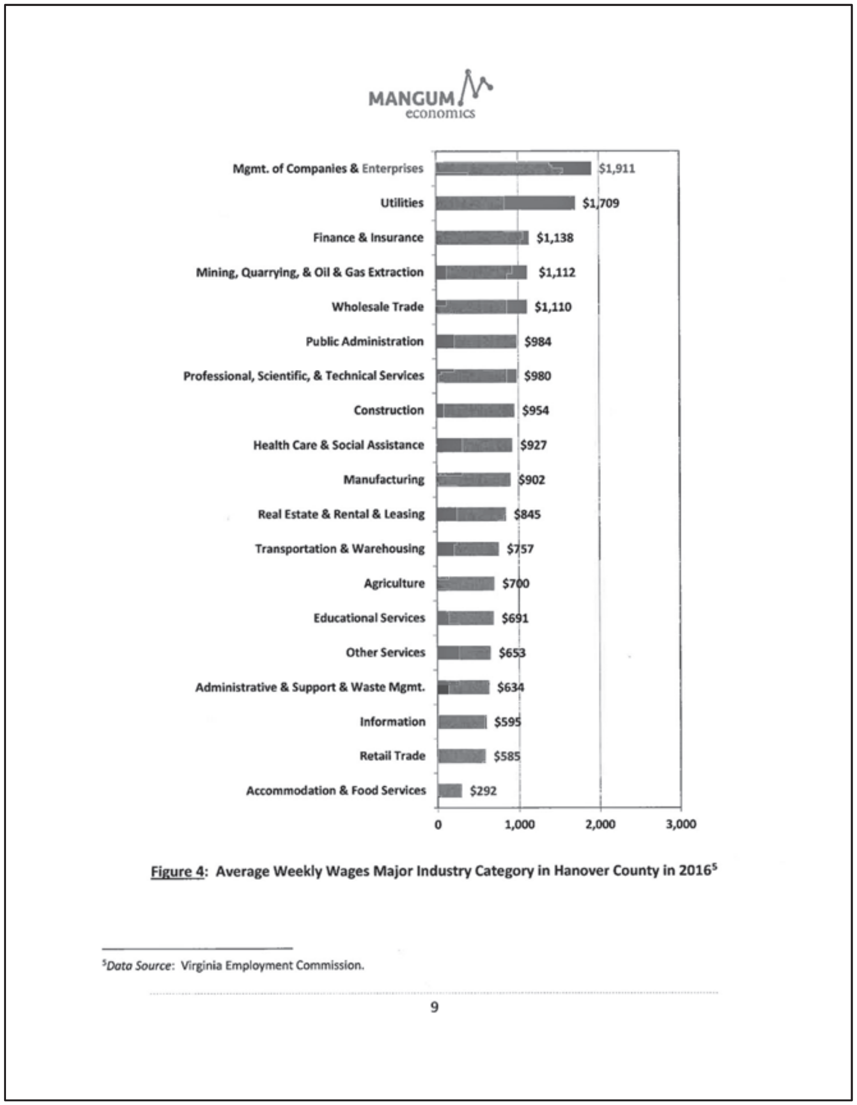

Figure 4: Average Weekly Wages Major Industry Category in Hanover County in 2016[5]

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[5] *Data Source*: Virginia Employment Commission.

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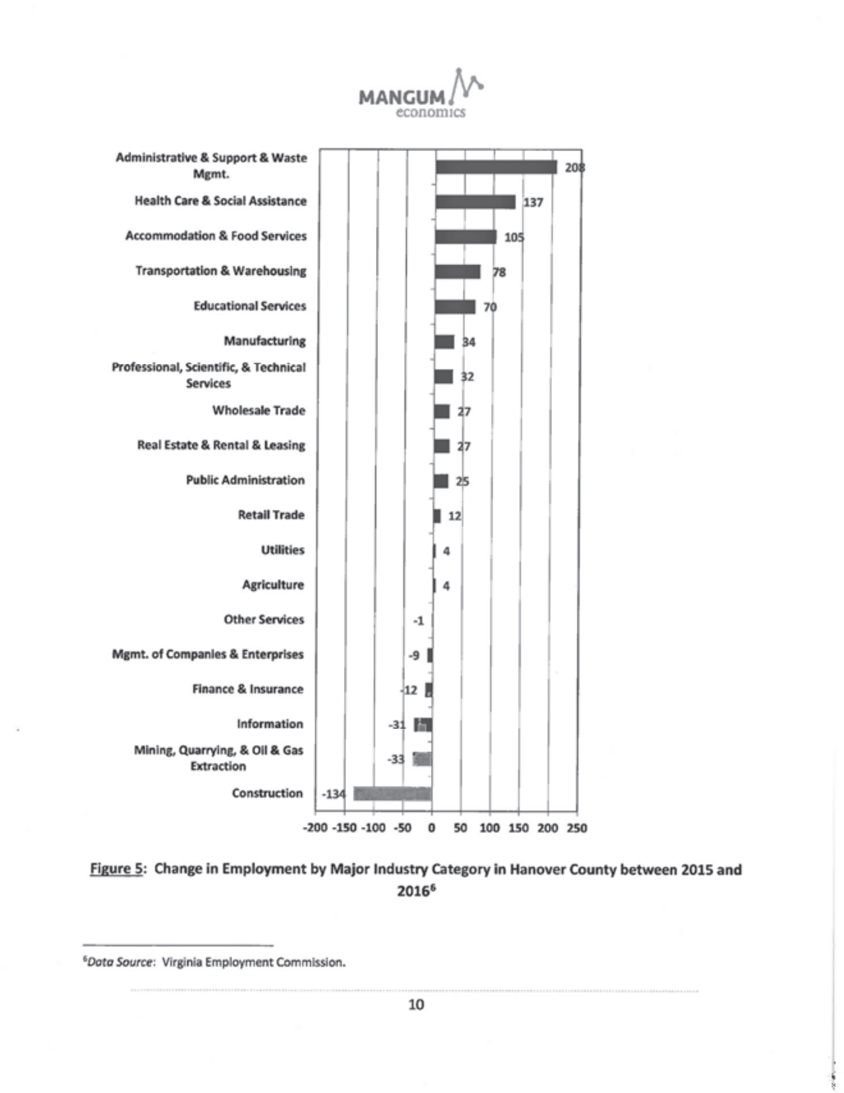

Figure 5: Change in Employment by Major Industry Category in Hanover County between 2015 and 2016[6]

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[6] *Data Source*: Virginia Employment Commission.

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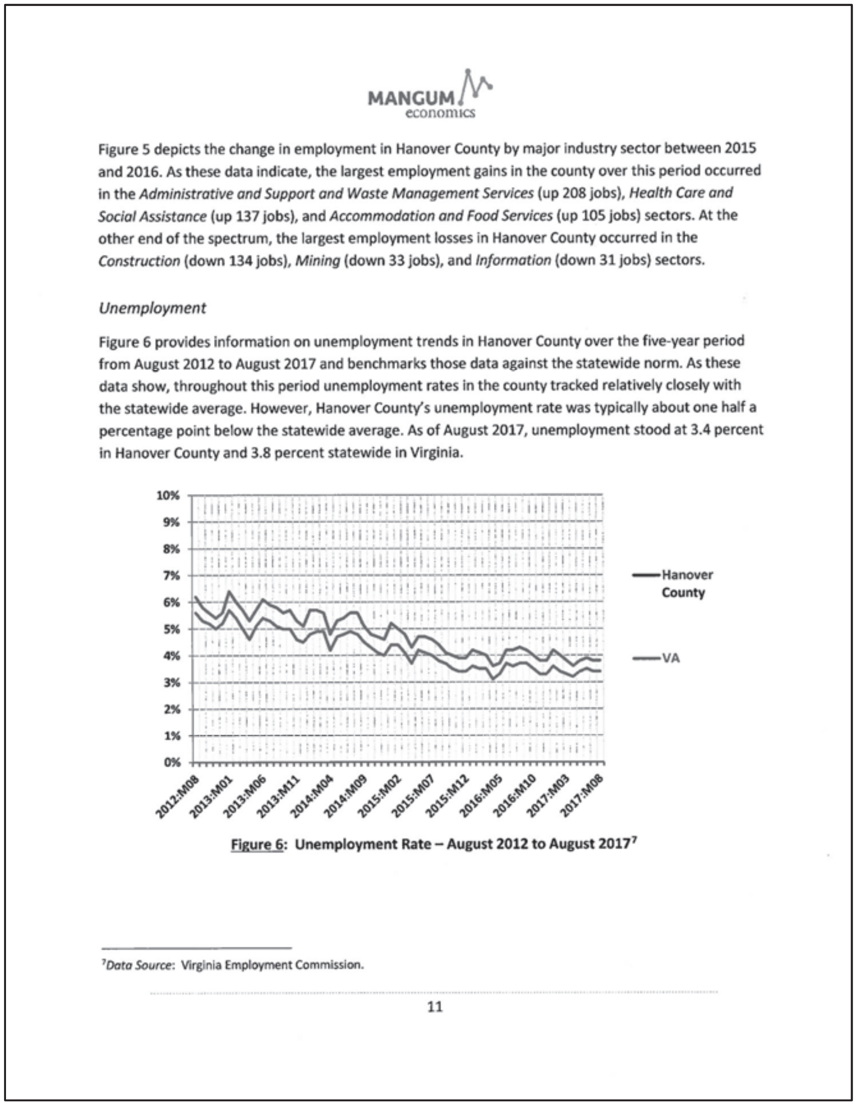

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Figure 5 depicts the change in employment in Hanover County by major industry sector between 2015 and 2016. As these data indicate, the largest employment gains in the county over this period occurred in the *Administrative and Support and Waste Management Services* (up 208 jobs), *Health Care and Social Assistance* (up 137 jobs), and *Accommodation and Food Services* (up 105 jobs) sectors. At the other end of the spectrum, the largest employment losses in Hanover County occurred in the *Construction* (down 134 jobs), *Mining* (down 33 jobs), and *Information* (down 31 jobs) sectors.

Unemployment

Figure 6 provides information on unemployment trends in Hanover County over the five-year period from August 2012 to August 2017 and benchmarks those data against the statewide norm. As these data show, throughout this period unemployment rates in the county tracked relatively closely with the statewide average. However, Hanover County's unemployment rate was typically about one half a percentage point below the statewide average. As of August 2017, unemployment stood at 3.4 percent in Hanover County and 3.8 percent statewide in Virginia.

Figure 6: Unemployment Rate – August 2012 to August 2017[7]

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[7] *Data Source*: Virginia Employment Commission.

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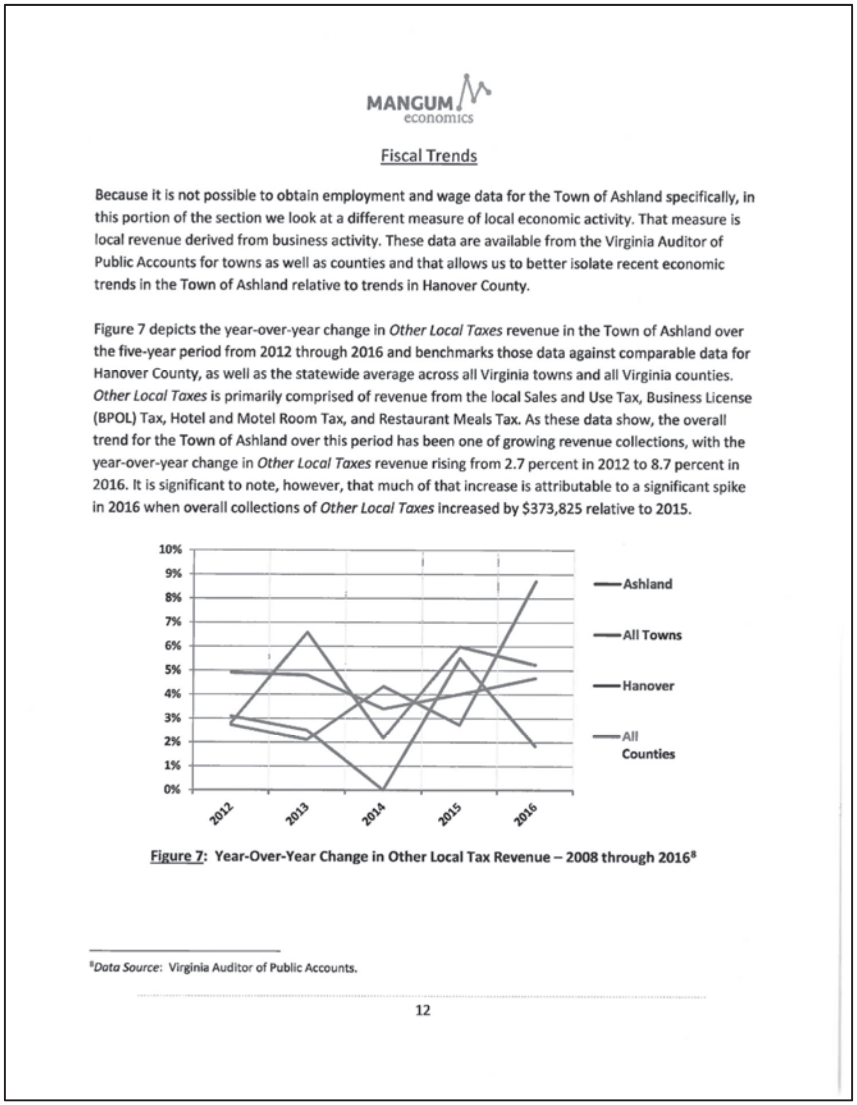

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Fiscal Trends

Because it is not possible to obtain employment and wage data for the Town of Ashland specifically, in this portion of the section we look at a different measure of local economic activity. That measure is local revenue derived from business activity. These data are available from the Virginia Auditor of Public Accounts for towns as well as counties and that allows us to better isolate recent economic trends in the Town of Ashland relative to trends in Hanover County.

Figure 7 depicts the year-over-year change in *Other Local Taxes* revenue in the Town of Ashland over the five-year period from 2012 through 2016 and benchmarks those data against comparable data for Hanover County, as well as the statewide average across all Virginia towns and all Virginia counties. *Other Local Taxes* is primarily comprised of revenue from the local Sales and Use Tax, Business License (BPOL) Tax, Hotel and Motel Room Tax, and Restaurant Meals Tax. As these data show, the overall trend for the Town of Ashland over this period has been one of growing revenue collections, with the year-over-year change in *Other Local Taxes* revenue rising from 2.7 percent in 2012 to 8.7 percent in 2016. It is significant to note, however, that much of that increase is attributable to a significant spike in 2016 when overall collections of *Other Local Taxes* increased by $373,825 relative to 2015.

Figure 7: Year-Over-Year Change in Other Local Tax Revenue – 2008 through 2016[8]

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[8] *Data Source*: Virginia Auditor of Public Accounts.

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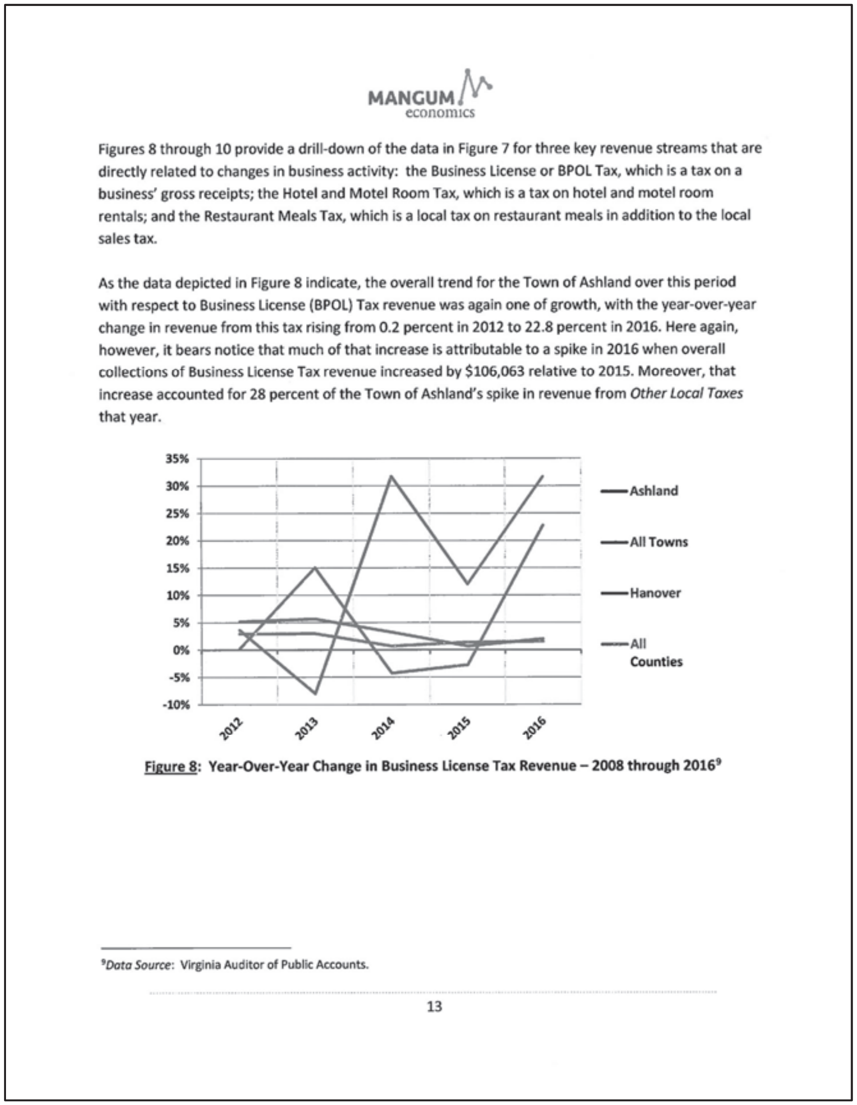

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Figures 8 through 10 provide a drill-down of the data in Figure 7 for three key revenue streams that are directly related to changes in business activity: the Business License or BPOL Tax, which is a tax on a business' gross receipts; the Hotel and Motel Room Tax, which is a tax on hotel and motel room rentals; and the Restaurant Meals Tax, which is a local tax on restaurant meals in addition to the local sales tax.

As the data depicted in Figure 8 indicate, the overall trend for the Town of Ashland over this period with respect to Business License (BPOL) Tax revenue was again one of growth, with the year-over-year change in revenue from this tax rising from 0.2 percent in 2012 to 22.8 percent in 2016. Here again, however, it bears notice that much of that increase is attributable to a spike in 2016 when overall collections of Business License Tax revenue increased by $106,063 relative to 2015. Moreover, that increase accounted for 28 percent of the Town of Ashland's spike in revenue from *Other Local Taxes* that year.

35%
30%
25%
20%
15%
10%
5%
0%
-5%
-10%
2012
2013
2014
2015
2016
Ashland
All Towns
Hanover
All Counties

Figure 8: Year-Over-Year Change in Business License Tax Revenue – 2008 through 2016[9]

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[9] *Data Source*: Virginia Auditor of Public Accounts.

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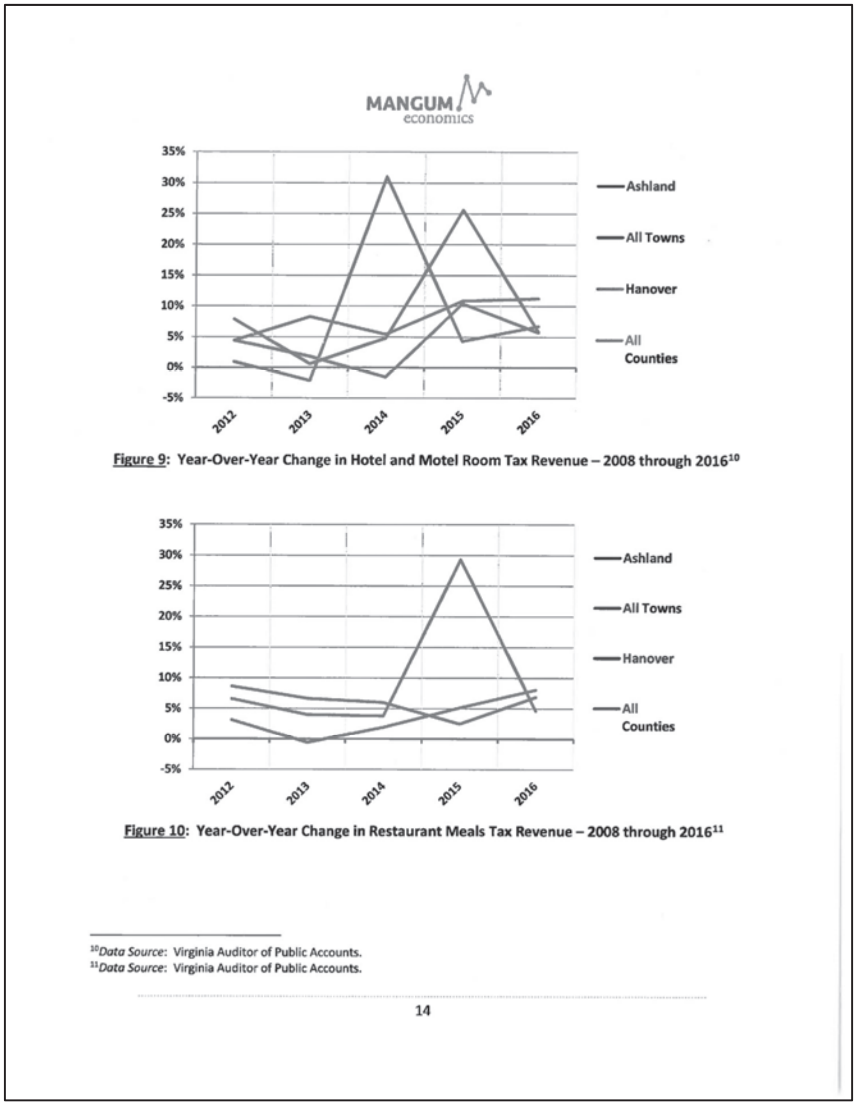
VIRGINIA DEQ (continued)



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35%
30%
25%
20%
15%
10%
5%
0%
-5%
2012
2013
2014
2015
2016
Ashland
All Towns
Hanover
All Counties

Figure 9: Year-Over-Year Change in Hotel and Motel Room Tax Revenue – 2008 through 2016[10]

35%
30%
25%
20%
15%
10%
5%
0%
-5%
2012
2013
2014
2015
2016
Ashland
All Towns
Hanover
All Counties

Figure 10: Year-Over-Year Change in Restaurant Meals Tax Revenue – 2008 through 2016[11]

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[10] *Data Source*: Virginia Auditor of Public Accounts.
[11] *Data Source*: Virginia Auditor of Public Accounts.

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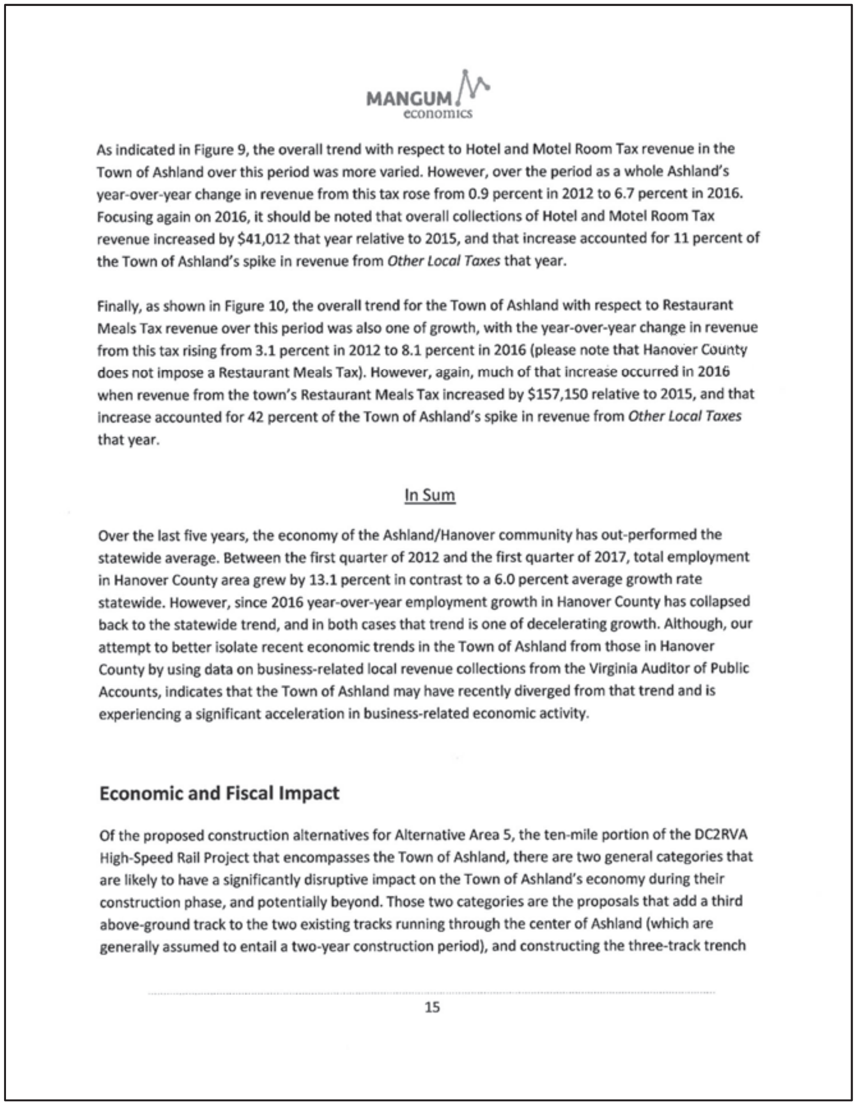
VIRGINIA DEQ (continued)



As indicated in Figure 9, the overall trend with respect to Hotel and Motel Room Tax revenue in the Town of Ashland over this period was more varied. However, over the period as a whole Ashland's year-over-year change in revenue from this tax rose from 0.9 percent in 2012 to 6.7 percent in 2016. Focusing again on 2016, it should be noted that overall collections of Hotel and Motel Room Tax revenue increased by $41,012 that year relative to 2015, and that increase accounted for 11 percent of the Town of Ashland's spike in revenue from *Other Local Taxes* that year.

Finally, as shown in Figure 10, the overall trend for the Town of Ashland with respect to Restaurant Meals Tax revenue over this period was also one of growth, with the year-over-year change in revenue from this tax rising from 3.1 percent in 2012 to 8.1 percent in 2016 (please note that Hanover County does not impose a Restaurant Meals Tax). However, again, much of that increase occurred in 2016 when revenue from the town's Restaurant Meals Tax increased by $157,150 relative to 2015, and that increase accounted for 42 percent of the Town of Ashland's spike in revenue from *Other Local Taxes* that year.

In Sum

Over the last five years, the economy of the Ashland/Hanover community has out-performed the statewide average. Between the first quarter of 2012 and the first quarter of 2017, total employment in Hanover County area grew by 13.1 percent in contrast to a 6.0 percent average growth rate statewide. However, since 2016 year-over-year employment growth in Hanover County has collapsed back to the statewide trend, and in both cases that trend is one of decelerating growth. Although, our attempt to better isolate recent economic trends in the Town of Ashland from those in Hanover County by using data on business-related local revenue collections from the Virginia Auditor of Public Accounts, indicates that the Town of Ashland may have recently diverged from that trend and is experiencing a significant acceleration in business-related economic activity.

Economic and Fiscal Impact

Of the proposed construction alternatives for Alternative Area 5, the ten-mile portion of the DC2RVA High-Speed Rail Project that encompasses the Town of Ashland, there are two general categories that are likely to have a significantly disruptive impact on the Town of Ashland's economy during their construction phase, and potentially beyond. Those two categories are the proposals that add a third above-ground track to the two existing tracks running through the center of Ashland (which are generally assumed to entail a two-year construction period), and constructing the three-track trench

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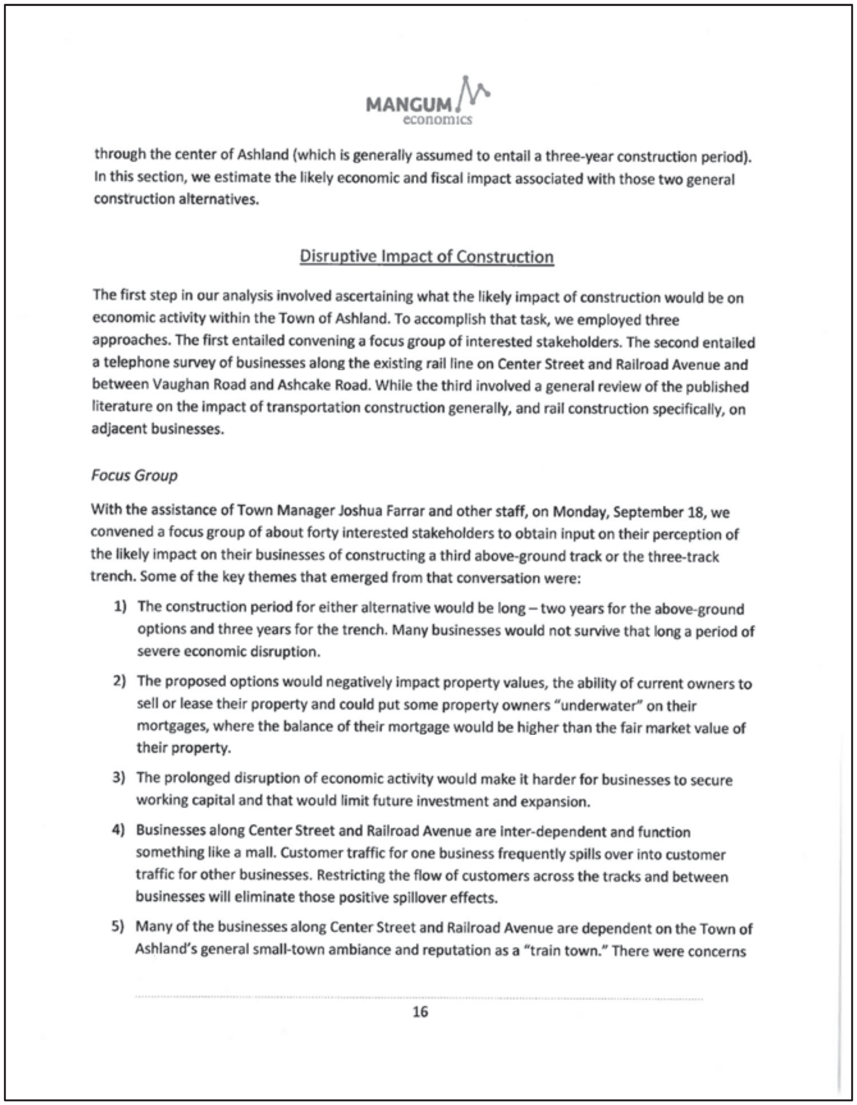

through the center of Ashland (which is generally assumed to entail a three-year construction period). In this section, we estimate the likely economic and fiscal impact associated with those two general construction alternatives.

Disruptive Impact of Construction

The first step in our analysis involved ascertaining what the likely impact of construction would be on economic activity within the Town of Ashland. To accomplish that task, we employed three approaches. The first entailed convening a focus group of interested stakeholders. The second entailed a telephone survey of businesses along the existing rail line on Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road. While the third involved a general review of the published literature on the impact of transportation construction generally, and rail construction specifically, on adjacent businesses.

Focus Group

With the assistance of Town Manager Joshua Farrar and other staff, on Monday, September 18, we convened a focus group of about forty interested stakeholders to obtain input on their perception of the likely impact on their businesses of constructing a third above-ground track or the three-track trench. Some of the key themes that emerged from that conversation were:

1) The construction period for either alternative would be long – two years for the above-ground options and three years for the trench. Many businesses would not survive that long a period of severe economic disruption.
2) The proposed options would negatively impact property values, the ability of current owners to sell or lease their property and could put some property owners "underwater" on their mortgages, where the balance of their mortgage would be higher than the fair market value of their property.
3) The prolonged disruption of economic activity would make it harder for businesses to secure working capital and that would limit future investment and expansion.
4) Businesses along Center Street and Railroad Avenue are inter-dependent and function something like a mall. Customer traffic for one business frequently spills over into customer traffic for other businesses. Restricting the flow of customers across the tracks and between businesses will eliminate those positive spillover effects.
5) Many of the businesses along Center Street and Railroad Avenue are dependent on the Town of Ashland's general small-town ambiance and reputation as a "train town." There were concerns

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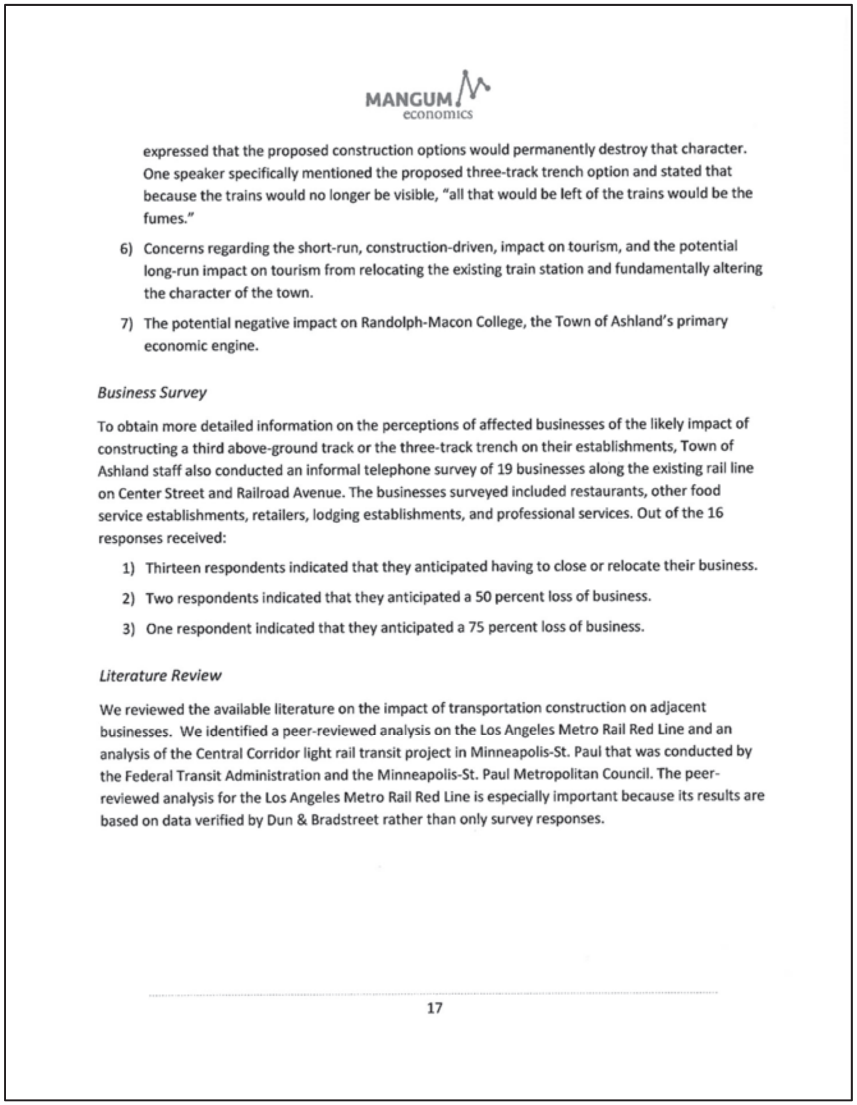

expressed that the proposed construction options would permanently destroy that character. One speaker specifically mentioned the proposed three-track trench option and stated that because the trains would no longer be visible, "all that would be left of the trains would be the fumes."

6) Concerns regarding the short-run, construction-driven, impact on tourism, and the potential long-run impact on tourism from relocating the existing train station and fundamentally altering the character of the town.
7) The potential negative impact on Randolph-Macon College, the Town of Ashland's primary economic engine.

Business Survey

To obtain more detailed information on the perceptions of affected businesses of the likely impact of constructing a third above-ground track or the three-track trench on their establishments, Town of Ashland staff also conducted an informal telephone survey of 19 businesses along the existing rail line on Center Street and Railroad Avenue. The businesses surveyed included restaurants, other food service establishments, retailers, lodging establishments, and professional services. Out of the 16 responses received:

1) Thirteen respondents indicated that they anticipated having to close or relocate their business.
2) Two respondents indicated that they anticipated a 50 percent loss of business.
3) One respondent indicated that they anticipated a 75 percent loss of business.

Literature Review

We reviewed the available literature on the impact of transportation construction on adjacent businesses. We identified a peer-reviewed analysis on the Los Angeles Metro Rail Red Line and an analysis of the Central Corridor light rail transit project in Minneapolis-St. Paul that was conducted by the Federal Transit Administration and the Minneapolis-St. Paul Metropolitan Council. The peer-reviewed analysis for the Los Angeles Metro Rail Red Line is especially important because its results are based on data verified by Dun & Bradstreet rather than only survey responses.

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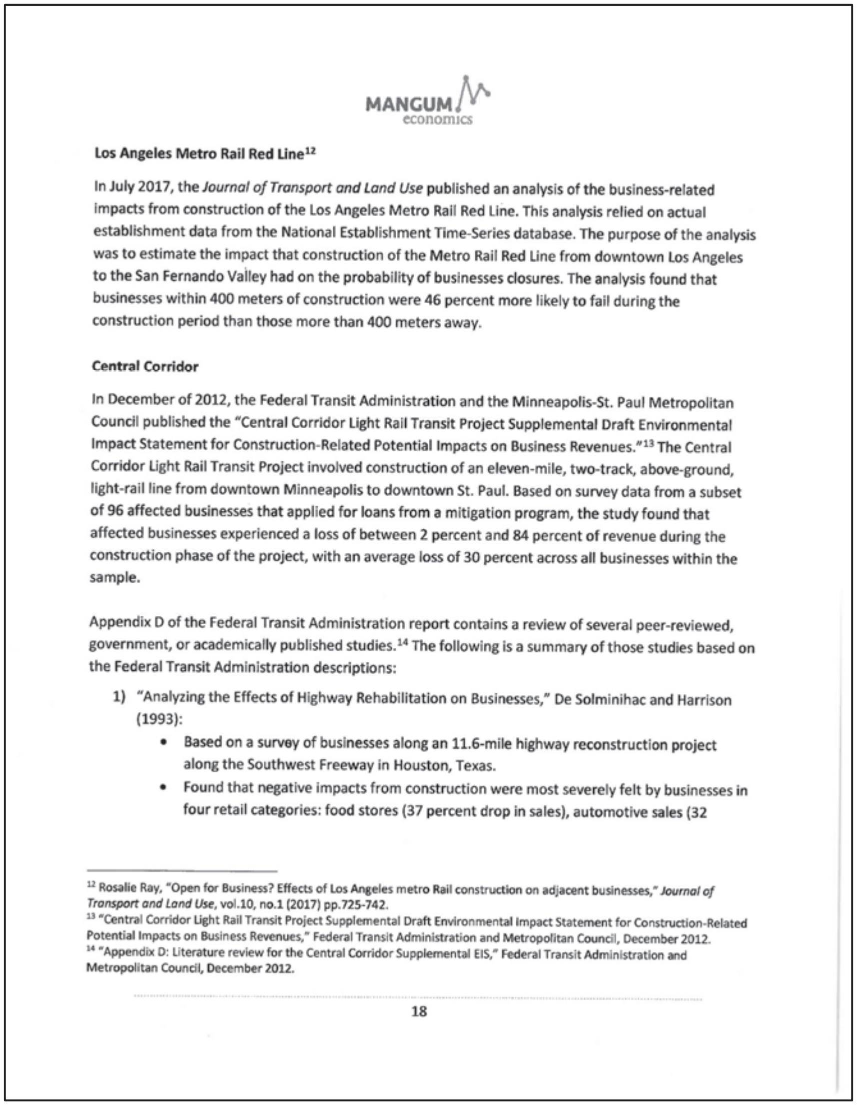

Los Angeles Metro Rail Red Line[12]

In July 2017, the *Journal of Transport and Land Use* published an analysis of the business-related impacts from construction of the Los Angeles Metro Rail Red Line. This analysis relied on actual establishment data from the National Establishment Time-Series database. The purpose of the analysis was to estimate the impact that construction of the Metro Rail Red Line from downtown Los Angeles to the San Fernando Valley had on the probability of businesses closures. The analysis found that businesses within 400 meters of construction were 46 percent more likely to fail during the construction period than those more than 400 meters away.

Central Corridor

In December of 2012, the Federal Transit Administration and the Minneapolis-St. Paul Metropolitan Council published the "Central Corridor Light Rail Transit Project Supplemental Draft Environmental Impact Statement for Construction-Related Potential Impacts on Business Revenues."[13] The Central Corridor Light Rail Transit Project involved construction of an eleven-mile, two-track, above-ground, light-rail line from downtown Minneapolis to downtown St. Paul. Based on survey data from a subset of 96 affected businesses that applied for loans from a mitigation program, the study found that affected businesses experienced a loss of between 2 percent and 84 percent of revenue during the construction phase of the project, with an average loss of 30 percent across all businesses within the sample.

Appendix D of the Federal Transit Administration report contains a review of several peer-reviewed, government, or academically published studies.[14] The following is a summary of those studies based on the Federal Transit Administration descriptions:

1) "Analyzing the Effects of Highway Rehabilitation on Businesses," De Solminihac and Harrison (1993):
    - Based on a survey of businesses along an 11.6-mile highway reconstruction project along the Southwest Freeway in Houston, Texas.
    - Found that negative impacts from construction were most severely felt by businesses in four retail categories: food stores (37 percent drop in sales), automotive sales (32

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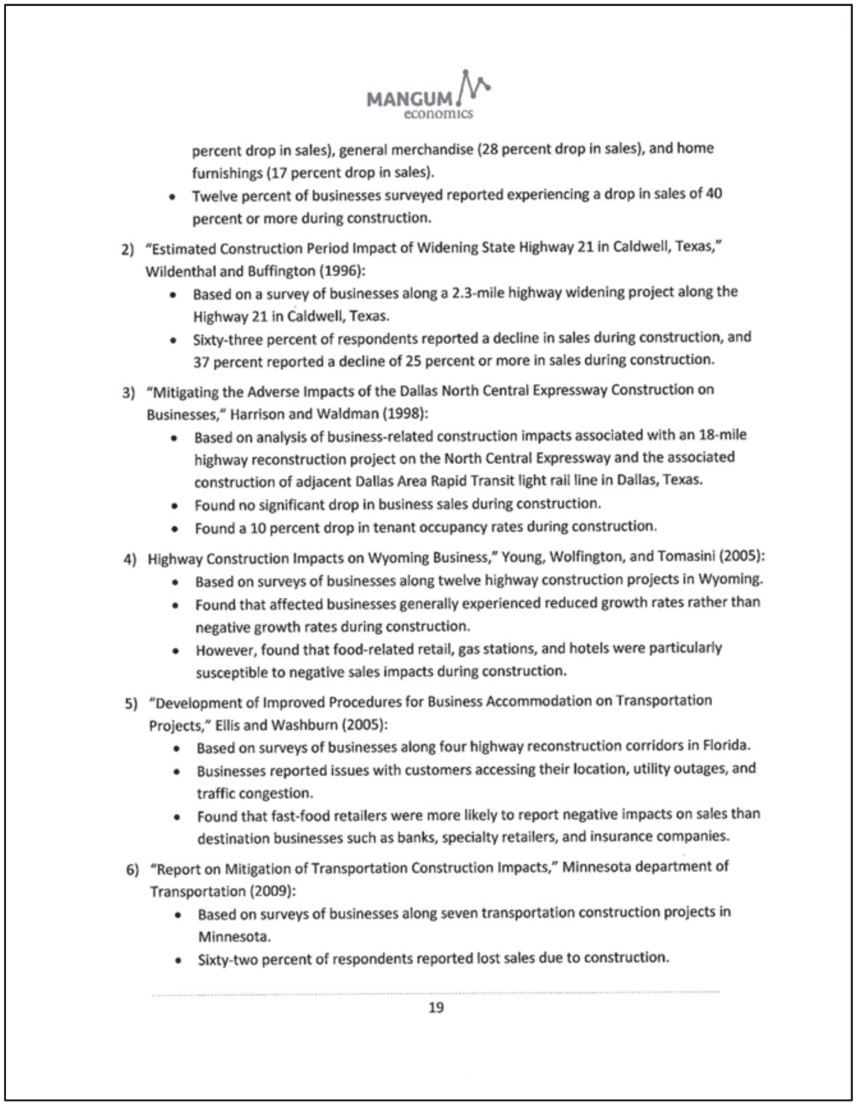
[12] Rosalie Ray, "Open for Business? Effects of Los Angeles metro Rail construction on adjacent businesses," *Journal of Transport and Land Use*, vol.10, no.1 (2017) pp.725-742.

[13] "Central Corridor Light Rail Transit Project Supplemental Draft Environmental Impact Statement for Construction-Related Potential Impacts on Business Revenues," Federal Transit Administration and Metropolitan Council, December 2012.

[14] "Appendix D: Literature review for the Central Corridor Supplemental EIS," Federal Transit Administration and Metropolitan Council, December 2012.

VIRGINIA DEQ (continued)

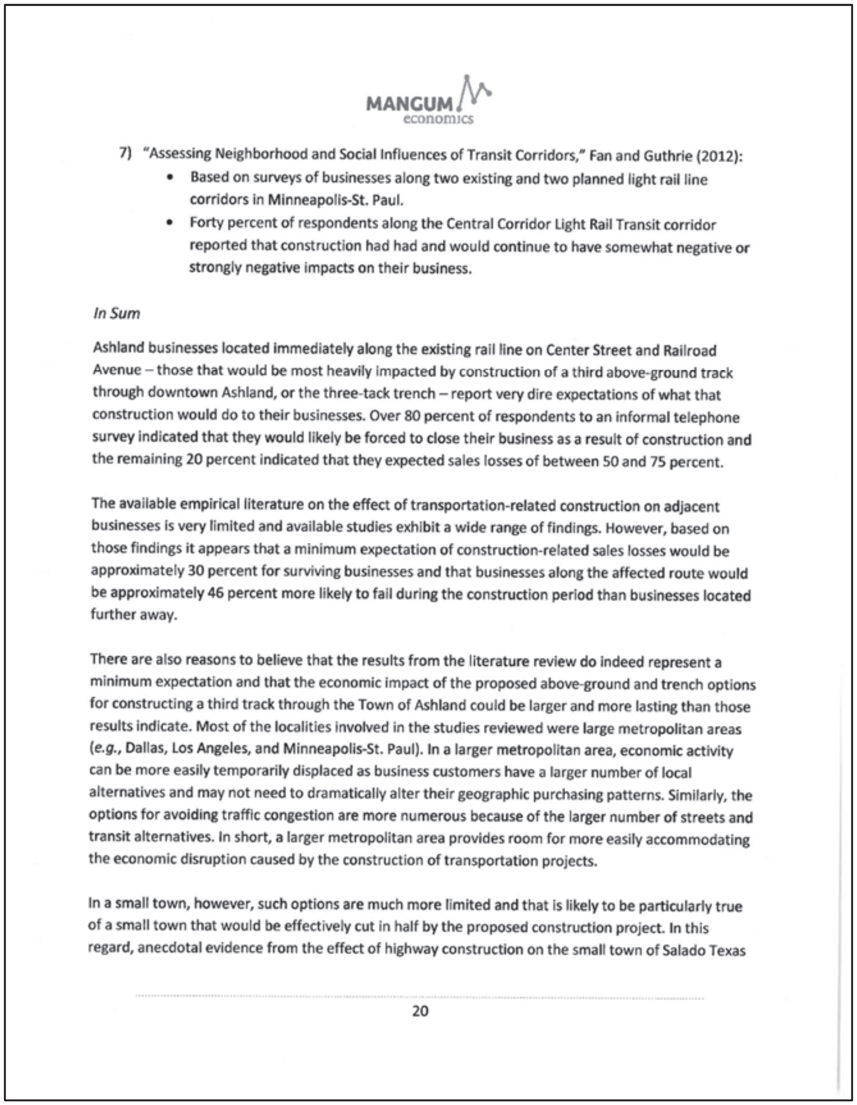


percent drop in sales), general merchandise (28 percent drop in sales), and home furnishings (17 percent drop in sales).

- Twelve percent of businesses surveyed reported experiencing a drop in sales of 40 percent or more during construction.

2) "Estimated Construction Period Impact of Widening State Highway 21 in Caldwell, Texas," Wildenthal and Buffington (1996):
    - Based on a survey of businesses along a 2.3-mile highway widening project along the Highway 21 in Caldwell, Texas.
    - Sixty-three percent of respondents reported a decline in sales during construction, and 37 percent reported a decline of 25 percent or more in sales during construction.
3) "Mitigating the Adverse Impacts of the Dallas North Central Expressway Construction on Businesses," Harrison and Waldman (1998):
    - Based on analysis of business-related construction impacts associated with an 18-mile highway reconstruction project on the North Central Expressway and the associated construction of adjacent Dallas Area Rapid Transit light rail line in Dallas, Texas.
    - Found no significant drop in business sales during construction.
    - Found a 10 percent drop in tenant occupancy rates during construction.
4) Highway Construction Impacts on Wyoming Business," Young, Wolfington, and Tomasini (2005):
    - Based on surveys of businesses along twelve highway construction projects in Wyoming.
    - Found that affected businesses generally experienced reduced growth rates rather than negative growth rates during construction.
    - However, found that food-related retail, gas stations, and hotels were particularly susceptible to negative sales impacts during construction.
5) "Development of Improved Procedures for Business Accommodation on Transportation Projects," Ellis and Washburn (2005):
    - Based on surveys of businesses along four highway reconstruction corridors in Florida.
    - Businesses reported issues with customers accessing their location, utility outages, and traffic congestion.
    - Found that fast-food retailers were more likely to report negative impacts on sales than destination businesses such as banks, specialty retailers, and insurance companies.
6) "Report on Mitigation of Transportation Construction Impacts," Minnesota department of Transportation (2009):
    - Based on surveys of businesses along seven transportation construction projects in Minnesota.
    - Sixty-two percent of respondents reported lost sales due to construction.

VIRGINIA DEQ (continued)



7) "Assessing Neighborhood and Social Influences of Transit Corridors," Fan and Guthrie (2012):
    - Based on surveys of businesses along two existing and two planned light rail line corridors in Minneapolis-St. Paul.
    - Forty percent of respondents along the Central Corridor Light Rail Transit corridor reported that construction had had and would continue to have somewhat negative or strongly negative impacts on their business.

In Sum

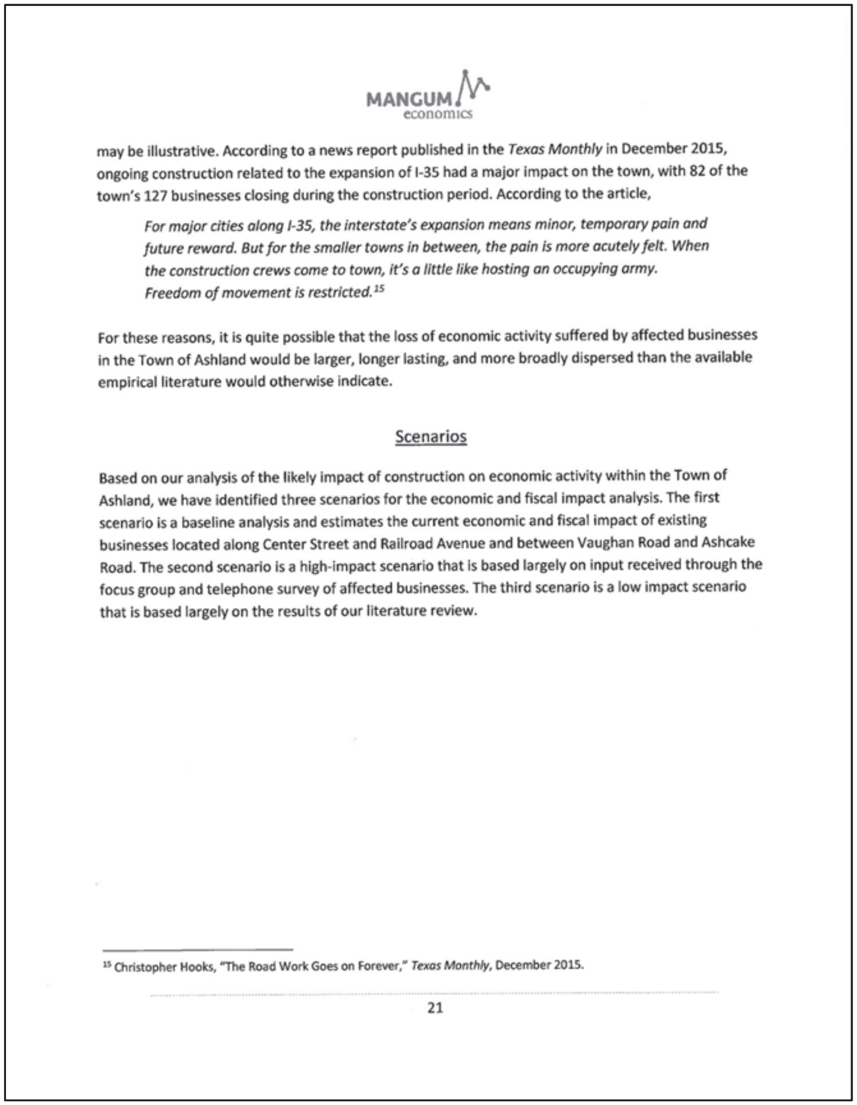
Ashland businesses located immediately along the existing rail line on Center Street and Railroad Avenue – those that would be most heavily impacted by construction of a third above-ground track through downtown Ashland, or the three-tack trench – report very dire expectations of what that construction would do to their businesses. Over 80 percent of respondents to an informal telephone survey indicated that they would likely be forced to close their business as a result of construction and the remaining 20 percent indicated that they expected sales losses of between 50 and 75 percent.

The available empirical literature on the effect of transportation-related construction on adjacent businesses is very limited and available studies exhibit a wide range of findings. However, based on those findings it appears that a minimum expectation of construction-related sales losses would be approximately 30 percent for surviving businesses and that businesses along the affected route would be approximately 46 percent more likely to fail during the construction period than businesses located further away.

There are also reasons to believe that the results from the literature review do indeed represent a minimum expectation and that the economic impact of the proposed above-ground and trench options for constructing a third track through the Town of Ashland could be larger and more lasting than those results indicate. Most of the localities involved in the studies reviewed were large metropolitan areas (*e.g.*, Dallas, Los Angeles, and Minneapolis-St. Paul). In a larger metropolitan area, economic activity can be more easily temporarily displaced as business customers have a larger number of local alternatives and may not need to dramatically alter their geographic purchasing patterns. Similarly, the options for avoiding traffic congestion are more numerous because of the larger number of streets and transit alternatives. In short, a larger metropolitan area provides room for more easily accommodating the economic disruption caused by the construction of transportation projects.

In a small town, however, such options are much more limited and that is likely to be particularly true of a small town that would be effectively cut in half by the proposed construction project. In this regard, anecdotal evidence from the effect of highway construction on the small town of Salado Texas

VIRGINIA DEQ (continued)



may be illustrative. According to a news report published in the *Texas Monthly* in December 2015, ongoing construction related to the expansion of I-35 had a major impact on the town, with 82 of the town's 127 businesses closing during the construction period. According to the article,

> *For major cities along I-35, the interstate's expansion means minor, temporary pain and future reward. But for the smaller towns in between, the pain is more acutely felt. When the construction crews come to town, it's a little like hosting an occupying army. Freedom of movement is restricted.*[15]

For these reasons, it is quite possible that the loss of economic activity suffered by affected businesses in the Town of Ashland would be larger, longer lasting, and more broadly dispersed than the available empirical literature would otherwise indicate.

Scenarios

Based on our analysis of the likely impact of construction on economic activity within the Town of Ashland, we have identified three scenarios for the economic and fiscal impact analysis. The first scenario is a baseline analysis and estimates the current economic and fiscal impact of existing businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road. The second scenario is a high-impact scenario that is based largely on input received through the focus group and telephone survey of affected businesses. The third scenario is a low impact scenario that is based largely on the results of our literature review.

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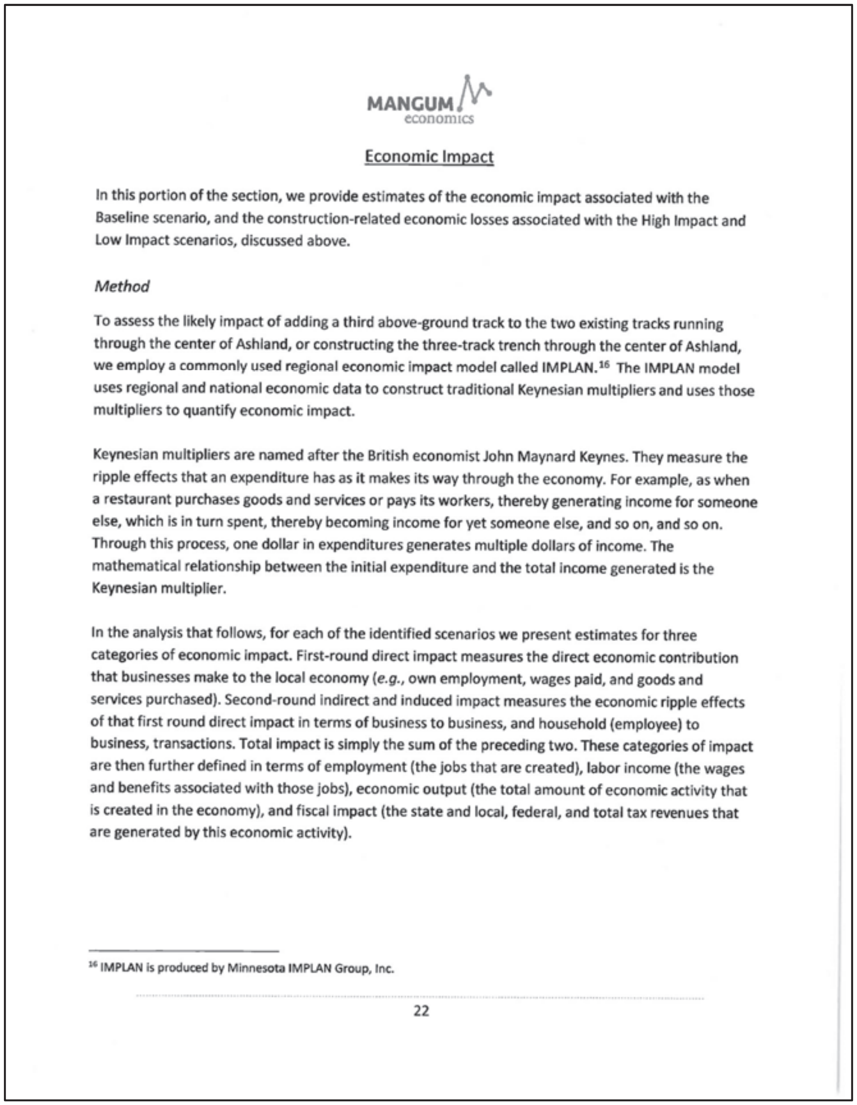
[15] Christopher Hooks, "The Road Work Goes on Forever," *Texas Monthly*, December 2015.

VIRGINIA DEQ (continued)



Economic Impact

In this portion of the section, we provide estimates of the economic impact associated with the Baseline scenario, and the construction-related economic losses associated with the High Impact and Low Impact scenarios, discussed above.

Method

To assess the likely impact of adding a third above-ground track to the two existing tracks running through the center of Ashland, or constructing the three-track trench through the center of Ashland, we employ a commonly used regional economic impact model called IMPLAN.[16] The IMPLAN model uses regional and national economic data to construct traditional Keynesian multipliers and uses those multipliers to quantify economic impact.

Keynesian multipliers are named after the British economist John Maynard Keynes. They measure the ripple effects that an expenditure has as it makes its way through the economy. For example, as when a restaurant purchases goods and services or pays its workers, thereby generating income for someone else, which is in turn spent, thereby becoming income for yet someone else, and so on, and so on. Through this process, one dollar in expenditures generates multiple dollars of income. The mathematical relationship between the initial expenditure and the total income generated is the Keynesian multiplier.

In the analysis that follows, for each of the identified scenarios we present estimates for three categories of economic impact. First-round direct impact measures the direct economic contribution that businesses make to the local economy (*e.g.*, own employment, wages paid, and goods and services purchased). Second-round indirect and induced impact measures the economic ripple effects of that first round direct impact in terms of business to business, and household (employee) to business, transactions. Total impact is simply the sum of the preceding two. These categories of impact are then further defined in terms of employment (the jobs that are created), labor income (the wages and benefits associated with those jobs), economic output (the total amount of economic activity that is created in the economy), and fiscal impact (the state and local, federal, and total tax revenues that are generated by this economic activity).

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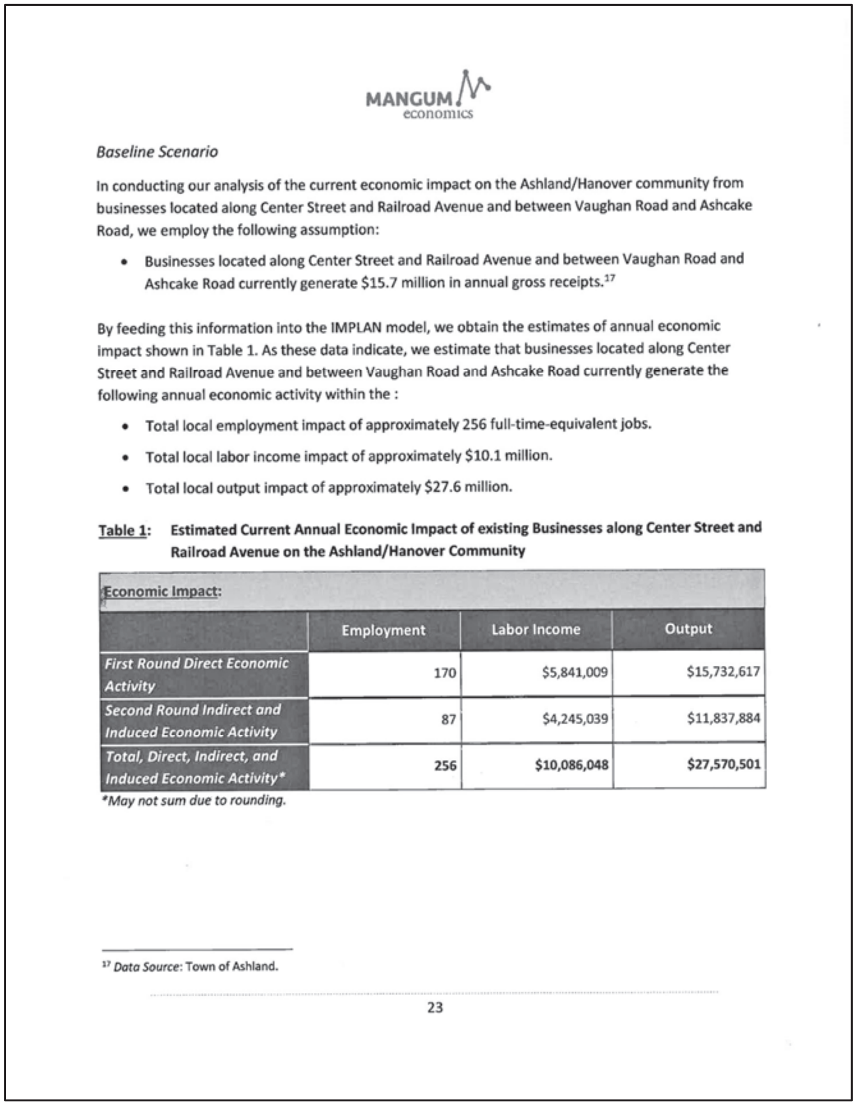
[16] IMPLAN is produced by Minnesota IMPLAN Group, Inc.

VIRGINIA DEQ (continued)



Baseline Scenario

In conducting our analysis of the current economic impact on the Ashland/Hanover community from businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road, we employ the following assumption:

- Businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road currently generate $15.7 million in annual gross receipts.[17]

By feeding this information into the IMPLAN model, we obtain the estimates of annual economic impact shown in Table 1. As these data indicate, we estimate that businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road currently generate the following annual economic activity within the :

- Total local employment impact of approximately 256 full-time-equivalent jobs.
- Total local labor income impact of approximately $10.1 million.
- Total local output impact of approximately $27.6 million.

Table 1: Estimated Current Annual Economic Impact of existing Businesses along Center Street and Railroad Avenue on the Ashland/Hanover Community

Economic Impact:

	Employment	Labor Income	Output
First Round Direct Economic Activity	170	$5,841,009	$15,732,617
Second Round Indirect and Induced Economic Activity	87	$4,245,039	$11,837,884
*Total, Direct, Indirect, and Induced Economic Activity**	**256**	**$10,086,048**	**$27,570,501**

**May not sum due to rounding.*

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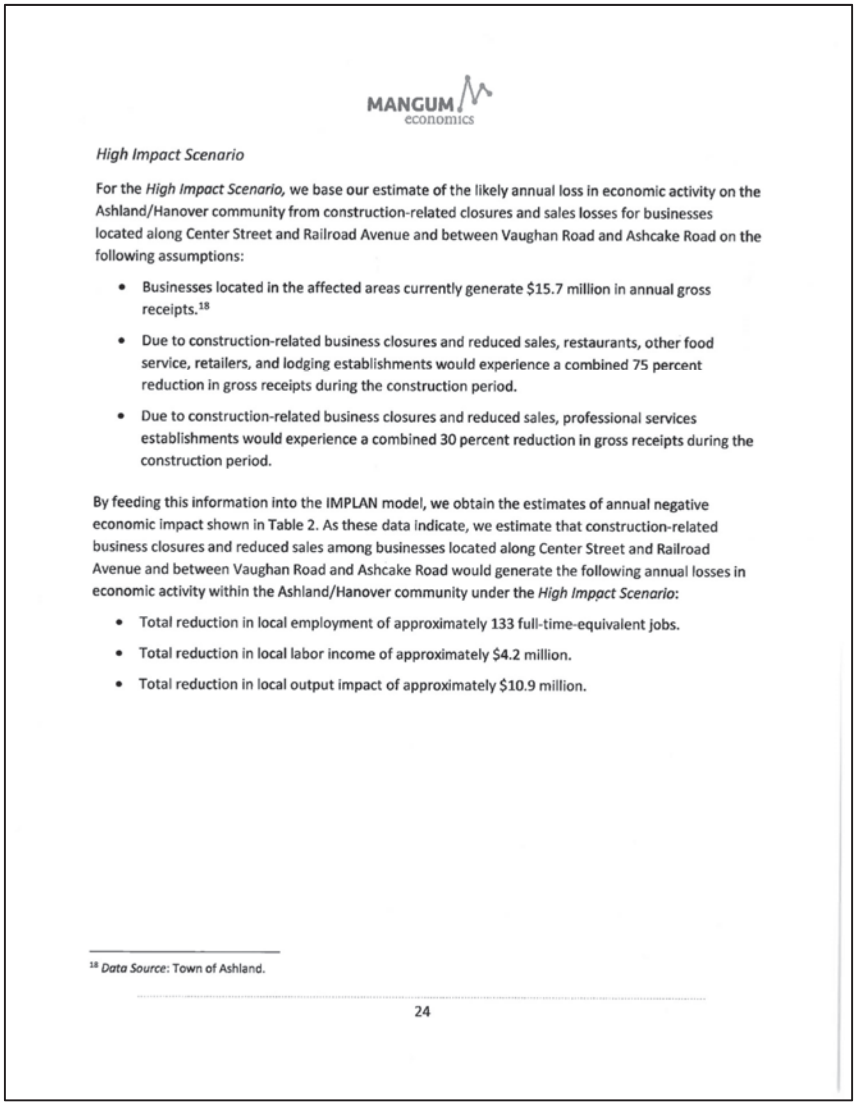
[17] *Data Source*: Town of Ashland.

VIRGINIA DEQ (continued)



High Impact Scenario

For the *High Impact Scenario*, we base our estimate of the likely annual loss in economic activity on the Ashland/Hanover community from construction-related closures and sales losses for businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road on the following assumptions:

- Businesses located in the affected areas currently generate $15.7 million in annual gross receipts.[18]
- Due to construction-related business closures and reduced sales, restaurants, other food service, retailers, and lodging establishments would experience a combined 75 percent reduction in gross receipts during the construction period.
- Due to construction-related business closures and reduced sales, professional services establishments would experience a combined 30 percent reduction in gross receipts during the construction period.

By feeding this information into the IMPLAN model, we obtain the estimates of annual negative economic impact shown in Table 2. As these data indicate, we estimate that construction-related business closures and reduced sales among businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road would generate the following annual losses in economic activity within the Ashland/Hanover community under the *High Impact Scenario*:

- Total reduction in local employment of approximately 133 full-time-equivalent jobs.
- Total reduction in local labor income of approximately $4.2 million.
- Total reduction in local output impact of approximately $10.9 million.

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[18] *Data Source*: Town of Ashland.

VIRGINIA DEQ (continued)

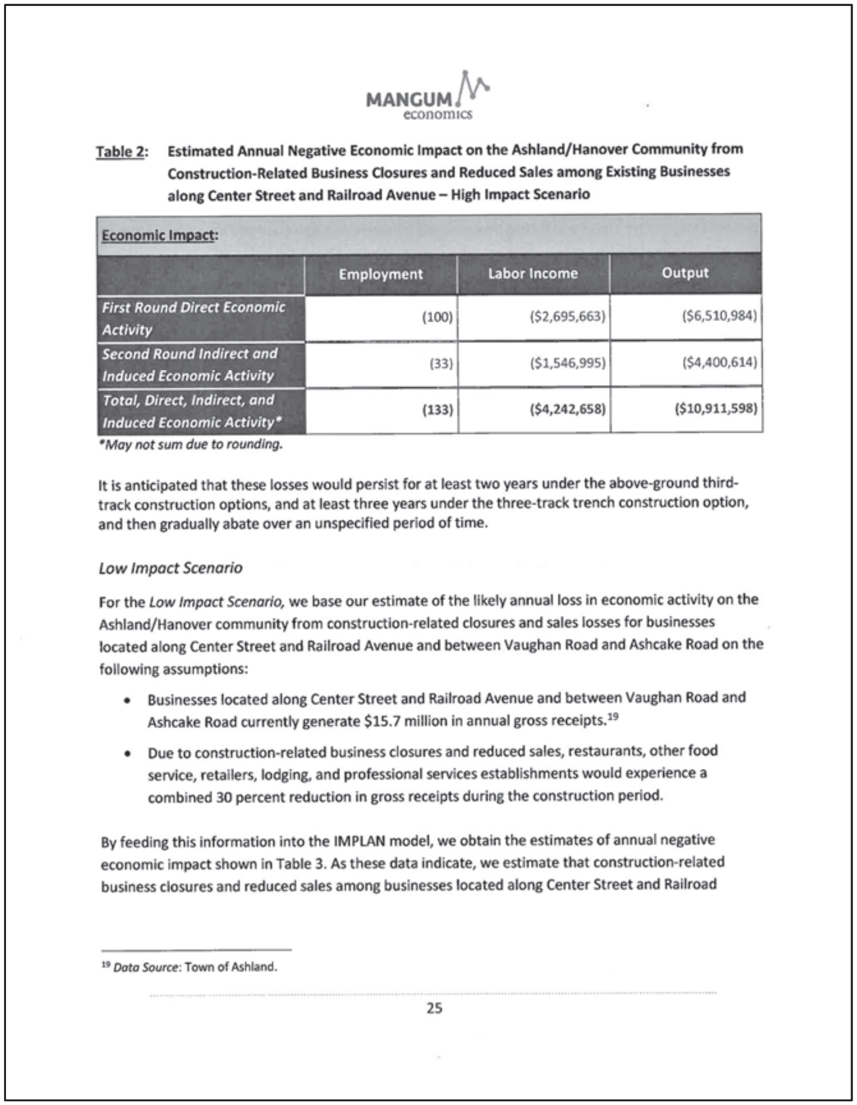

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Table 2: Estimated Annual Negative Economic Impact on the Ashland/Hanover Community from Construction-Related Business Closures and Reduced Sales among Existing Businesses along Center Street and Railroad Avenue – High Impact Scenario

Economic Impact:	Employment	Labor Income	Output
First Round Direct Economic Activity	(100)	($2,695,663)	($6,510,984)
Second Round Indirect and Induced Economic Activity	(33)	($1,546,995)	($4,400,614)
*Total, Direct, Indirect, and Induced Economic Activity**	**(133)**	**($4,242,658)**	**($10,911,598)**

**May not sum due to rounding.*

It is anticipated that these losses would persist for at least two years under the above-ground third-track construction options, and at least three years under the three-track trench construction option, and then gradually abate over an unspecified period of time.

Low Impact Scenario

For the *Low Impact Scenario,* we base our estimate of the likely annual loss in economic activity on the Ashland/Hanover community from construction-related closures and sales losses for businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road on the following assumptions:

- Businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road currently generate $15.7 million in annual gross receipts.[19]
- Due to construction-related business closures and reduced sales, restaurants, other food service, retailers, lodging, and professional services establishments would experience a combined 30 percent reduction in gross receipts during the construction period.

By feeding this information into the IMPLAN model, we obtain the estimates of annual negative economic impact shown in Table 3. As these data indicate, we estimate that construction-related business closures and reduced sales among businesses located along Center Street and Railroad

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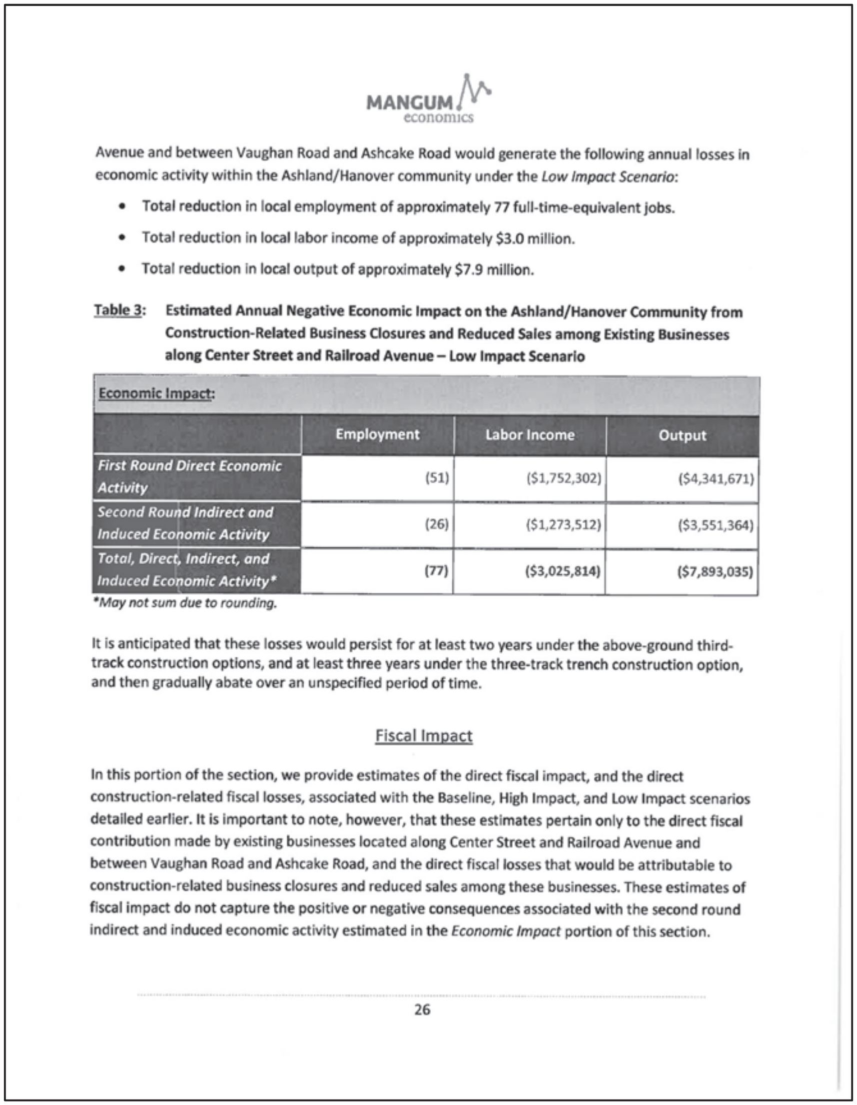
[19] *Data Source*: Town of Ashland.

VIRGINIA DEQ (continued)



MANGUM economics

Avenue and between Vaughan Road and Ashcake Road would generate the following annual losses in economic activity within the Ashland/Hanover community under the *Low Impact Scenario*:

- Total reduction in local employment of approximately 77 full-time-equivalent jobs.
- Total reduction in local labor income of approximately $3.0 million.
- Total reduction in local output of approximately $7.9 million.

Table 3: Estimated Annual Negative Economic Impact on the Ashland/Hanover Community from Construction-Related Business Closures and Reduced Sales among Existing Businesses along Center Street and Railroad Avenue – Low Impact Scenario

Economic Impact:	Employment	Labor Income	Output
First Round Direct Economic Activity	(51)	($1,752,302)	($4,341,671)
Second Round Indirect and Induced Economic Activity	(26)	($1,273,512)	($3,551,364)
*Total, Direct, Indirect, and Induced Economic Activity**	**(77)**	**($3,025,814)**	**($7,893,035)**

**May not sum due to rounding.*

It is anticipated that these losses would persist for at least two years under the above-ground third-track construction options, and at least three years under the three-track trench construction option, and then gradually abate over an unspecified period of time.

Fiscal Impact

In this portion of the section, we provide estimates of the direct fiscal impact, and the direct construction-related fiscal losses, associated with the Baseline, High Impact, and Low Impact scenarios detailed earlier. It is important to note, however, that these estimates pertain only to the direct fiscal contribution made by existing businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road, and the direct fiscal losses that would be attributable to construction-related business closures and reduced sales among these businesses. These estimates of fiscal impact do not capture the positive or negative consequences associated with the second round indirect and induced economic activity estimated in the *Economic Impact* portion of this section.

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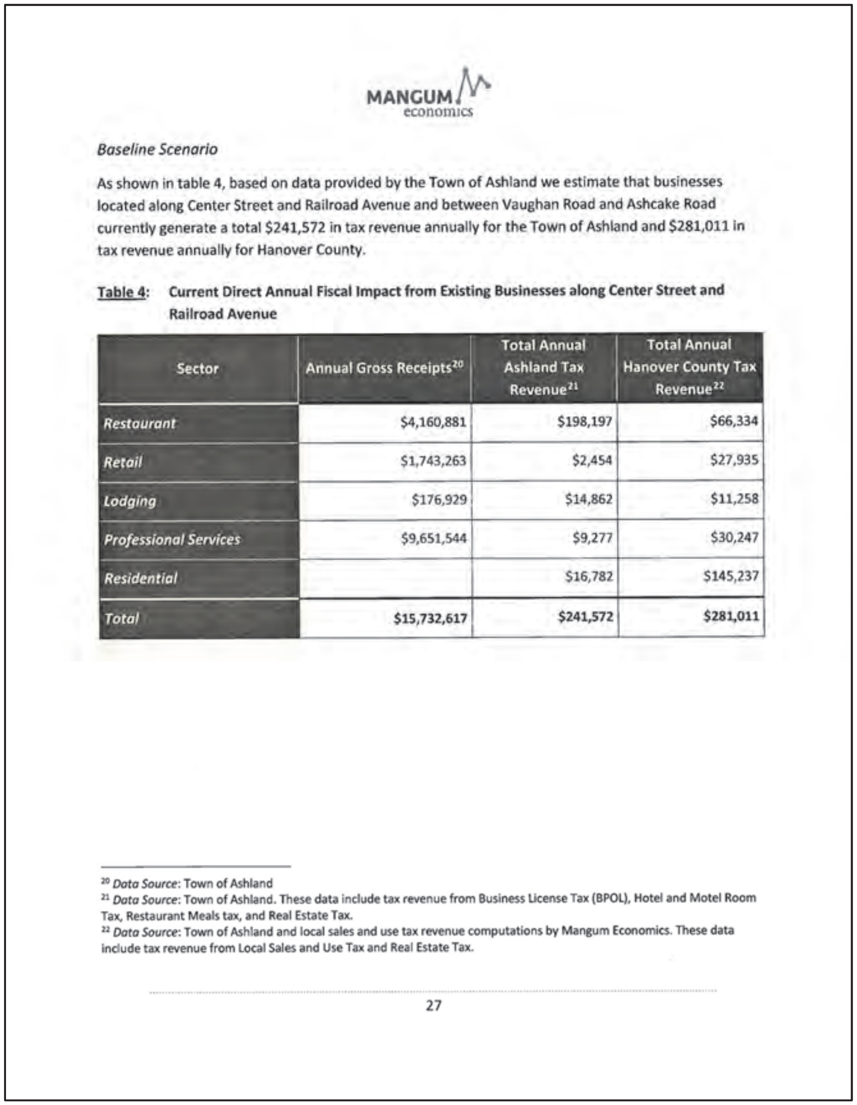

Baseline Scenario

As shown in table 4, based on data provided by the Town of Ashland we estimate that businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road currently generate a total $241,572 in tax revenue annually for the Town of Ashland and $281,011 in tax revenue annually for Hanover County.

Table 4: Current Direct Annual Fiscal Impact from Existing Businesses along Center Street and Railroad Avenue

Sector	Annual Gross Receipts[20]	Total Annual Ashland Tax Revenue[21]	Total Annual Hanover County Tax Revenue[22]
Restaurant	$4,160,881	$198,197	$66,334
Retail	$1,743,263	$2,454	$27,935
Lodging	$176,929	$14,862	$11,258
Professional Services	$9,651,544	$9,277	$30,247
Residential		$16,782	$145,237
Total	$15,732,617	$241,572	$281,011

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[20] *Data Source*: Town of Ashland

[21] *Data Source*: Town of Ashland. These data include tax revenue from Business License Tax (BPOL), Hotel and Motel Room Tax, Restaurant Meals tax, and Real Estate Tax.

[22] *Data Source*: Town of Ashland and local sales and use tax revenue computations by Mangum Economics. These data include tax revenue from Local Sales and Use Tax and Real Estate Tax.

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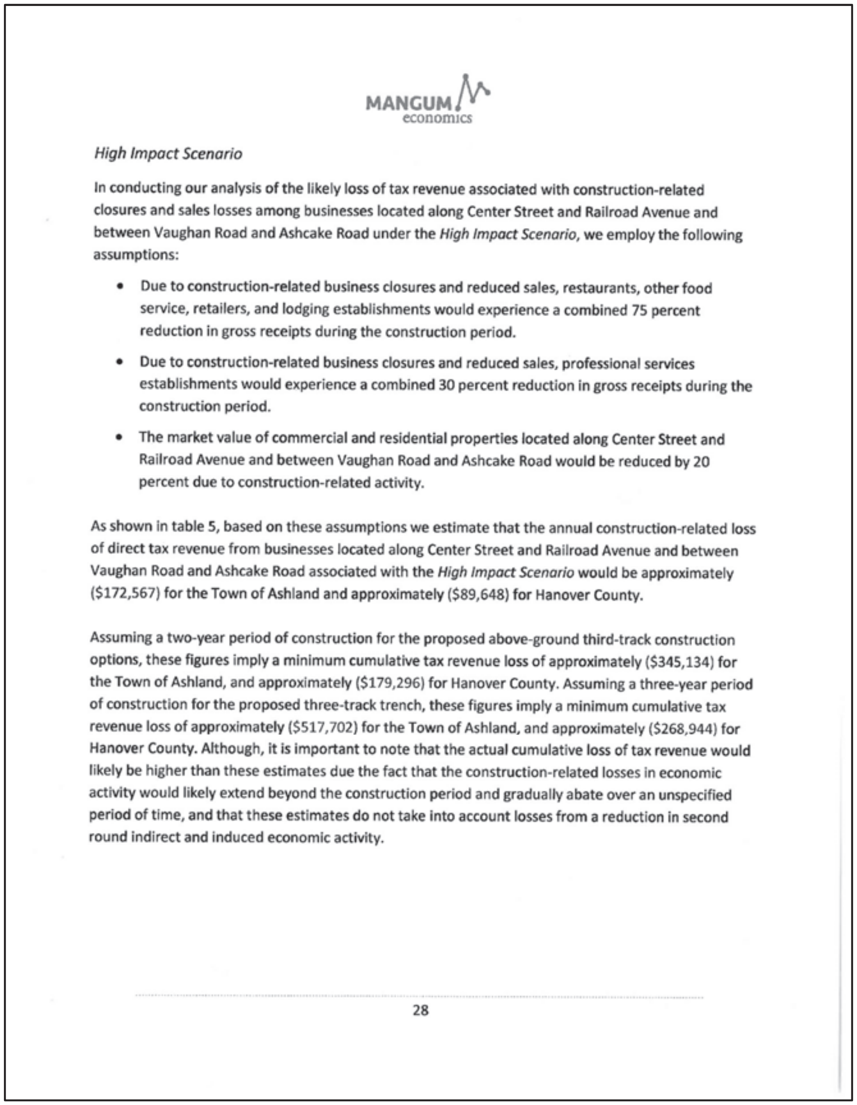

High Impact Scenario

In conducting our analysis of the likely loss of tax revenue associated with construction-related closures and sales losses among businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road under the *High Impact Scenario*, we employ the following assumptions:

- Due to construction-related business closures and reduced sales, restaurants, other food service, retailers, and lodging establishments would experience a combined 75 percent reduction in gross receipts during the construction period.
- Due to construction-related business closures and reduced sales, professional services establishments would experience a combined 30 percent reduction in gross receipts during the construction period.
- The market value of commercial and residential properties located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road would be reduced by 20 percent due to construction-related activity.

As shown in table 5, based on these assumptions we estimate that the annual construction-related loss of direct tax revenue from businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road associated with the *High Impact Scenario* would be approximately ($172,567) for the Town of Ashland and approximately ($89,648) for Hanover County.

Assuming a two-year period of construction for the proposed above-ground third-track construction options, these figures imply a minimum cumulative tax revenue loss of approximately ($345,134) for the Town of Ashland, and approximately ($179,296) for Hanover County. Assuming a three-year period of construction for the proposed three-track trench, these figures imply a minimum cumulative tax revenue loss of approximately ($517,702) for the Town of Ashland, and approximately ($268,944) for Hanover County. Although, it is important to note that the actual cumulative loss of tax revenue would likely be higher than these estimates due the fact that the construction-related losses in economic activity would likely extend beyond the construction period and gradually abate over an unspecified period of time, and that these estimates do not take into account losses from a reduction in second round indirect and induced economic activity.

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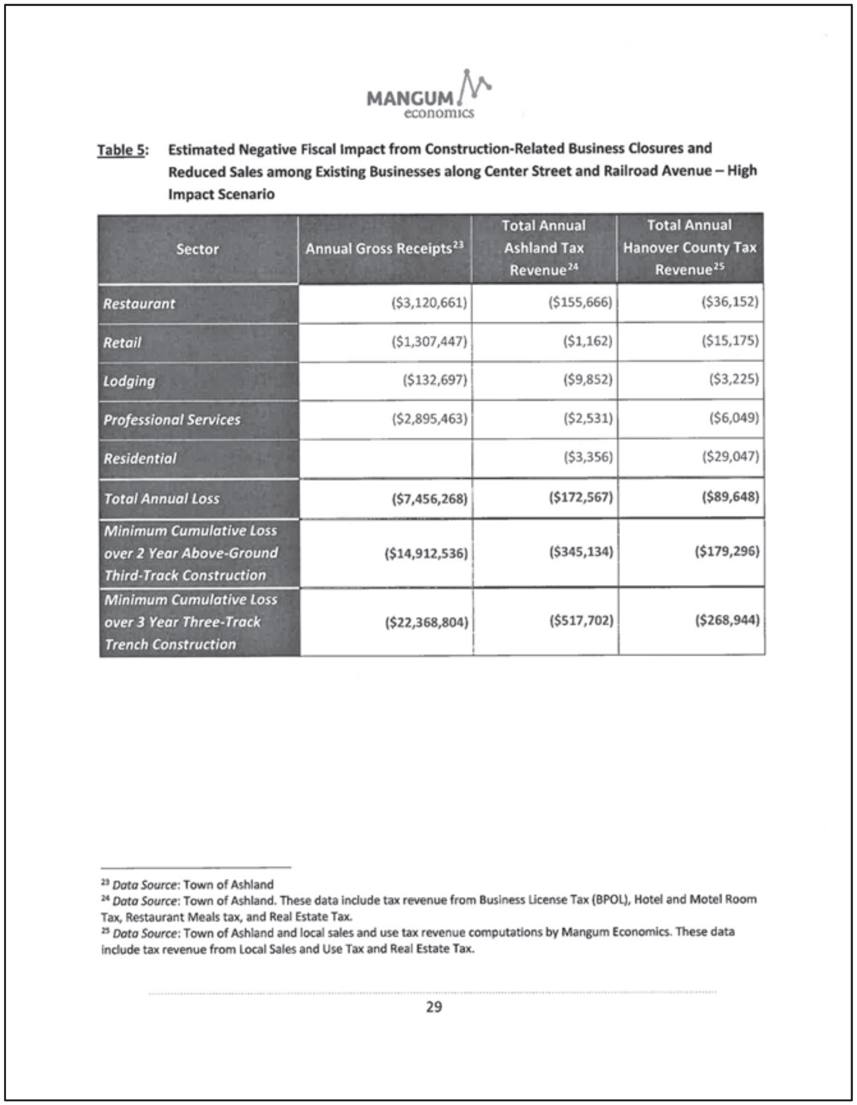

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Table 5: Estimated Negative Fiscal Impact from Construction-Related Business Closures and Reduced Sales among Existing Businesses along Center Street and Railroad Avenue – High Impact Scenario

Sector	Annual Gross Receipts[23]	Total Annual Ashland Tax Revenue[24]	Total Annual Hanover County Tax Revenue[25]
Restaurant	($3,120,661)	($155,666)	($36,152)
Retail	($1,307,447)	($1,162)	($15,175)
Lodging	($132,697)	($9,852)	($3,225)
Professional Services	($2,895,463)	($2,531)	($6,049)
Residential		($3,356)	($29,047)
Total Annual Loss	($7,456,268)	($172,567)	($89,648)
Minimum Cumulative Loss over 2 Year Above-Ground Third-Track Construction	($14,912,536)	($345,134)	($179,296)
Minimum Cumulative Loss over 3 Year Three-Track Trench Construction	($22,368,804)	($517,702)	($268,944)

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[23] *Data Source*: Town of Ashland

[24] *Data Source*: Town of Ashland. These data include tax revenue from Business License Tax (BPOL), Hotel and Motel Room Tax, Restaurant Meals tax, and Real Estate Tax.

[25] *Data Source*: Town of Ashland and local sales and use tax revenue computations by Mangum Economics. These data include tax revenue from Local Sales and Use Tax and Real Estate Tax.

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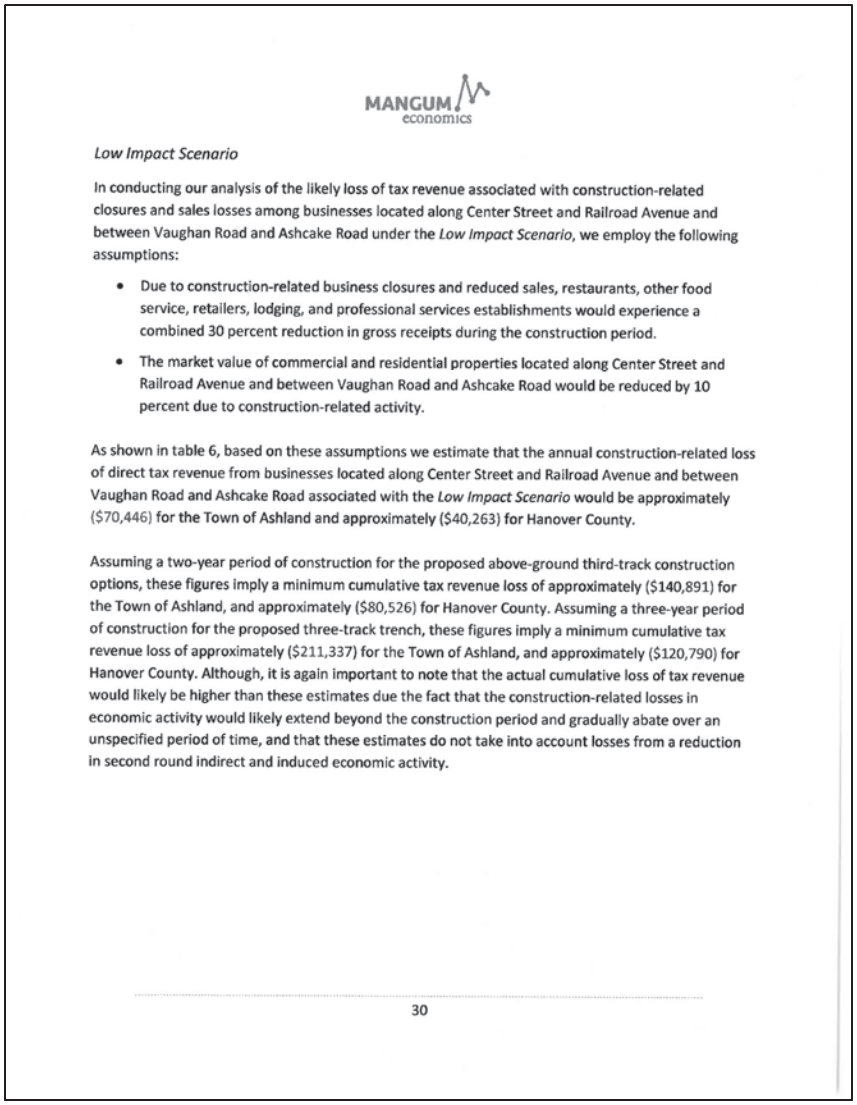

MANGUM economics

Low Impact Scenario

In conducting our analysis of the likely loss of tax revenue associated with construction-related closures and sales losses among businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road under the *Low Impact Scenario*, we employ the following assumptions:

- Due to construction-related business closures and reduced sales, restaurants, other food service, retailers, lodging, and professional services establishments would experience a combined 30 percent reduction in gross receipts during the construction period.
- The market value of commercial and residential properties located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road would be reduced by 10 percent due to construction-related activity.

As shown in table 6, based on these assumptions we estimate that the annual construction-related loss of direct tax revenue from businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road associated with the *Low Impact Scenario* would be approximately ($70,446) for the Town of Ashland and approximately ($40,263) for Hanover County.

Assuming a two-year period of construction for the proposed above-ground third-track construction options, these figures imply a minimum cumulative tax revenue loss of approximately ($140,891) for the Town of Ashland, and approximately ($80,526) for Hanover County. Assuming a three-year period of construction for the proposed three-track trench, these figures imply a minimum cumulative tax revenue loss of approximately ($211,337) for the Town of Ashland, and approximately ($120,790) for Hanover County. Although, it is again important to note that the actual cumulative loss of tax revenue would likely be higher than these estimates due the fact that the construction-related losses in economic activity would likely extend beyond the construction period and gradually abate over an unspecified period of time, and that these estimates do not take into account losses from a reduction in second round indirect and induced economic activity.

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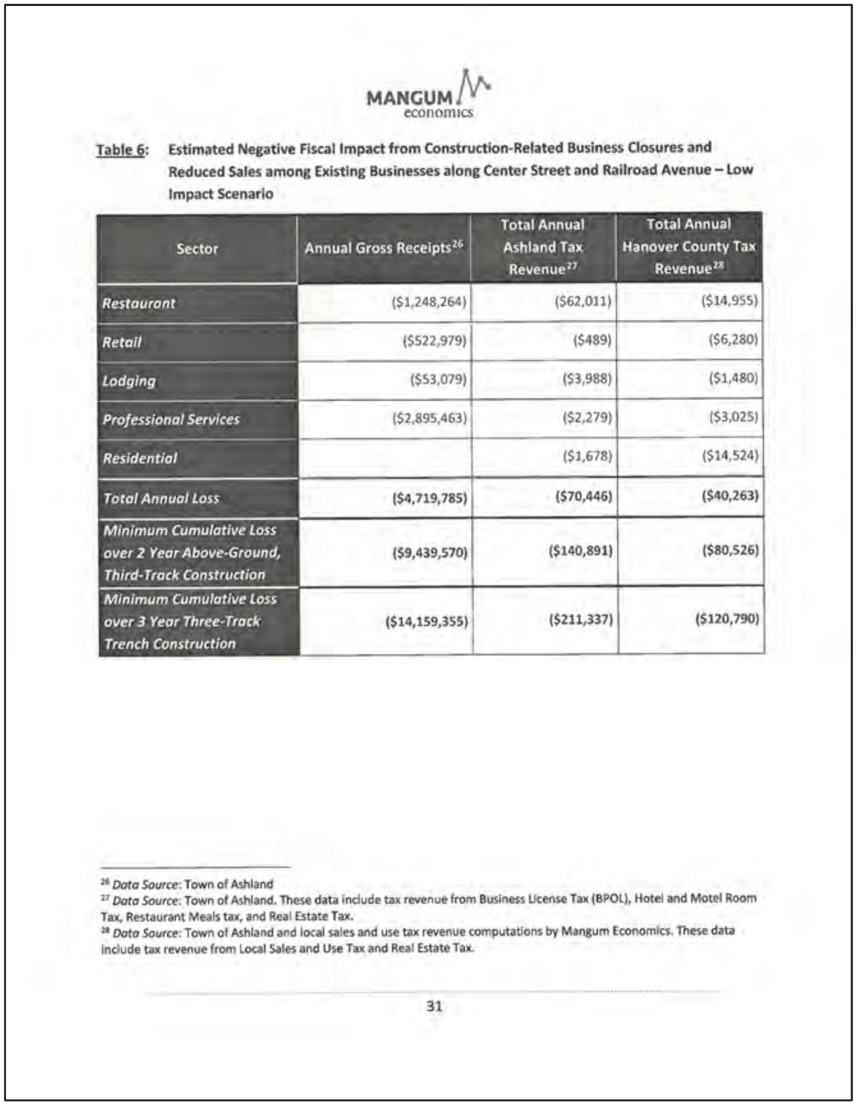

Table 6: Estimated Negative Fiscal Impact from Construction-Related Business Closures and Reduced Sales among Existing Businesses along Center Street and Railroad Avenue – Low Impact Scenario

Sector	Annual Gross Receipts[26]	Total Annual Ashland Tax Revenue[27]	Total Annual Hanover County Tax Revenue[28]
Restaurant	($1,248,264)	($62,011)	($14,955)
Retail	($522,979)	($489)	($6,280)
Lodging	($53,079)	($3,988)	($1,480)
Professional Services	($2,895,463)	($2,279)	($3,025)
Residential		($1,678)	($14,524)
Total Annual Loss	($4,719,785)	($70,446)	($40,263)
Minimum Cumulative Loss over 2 Year Above-Ground, Third-Track Construction	($9,439,570)	($140,891)	($80,526)
Minimum Cumulative Loss over 3 Year Three-Track Trench Construction	($14,159,355)	($211,337)	($120,790)

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[26] *Data Source*: Town of Ashland

[27] *Data Source*: Town of Ashland. These data include tax revenue from Business License Tax (BPOL), Hotel and Motel Room Tax, Restaurant Meals tax, and Real Estate Tax.

[28] *Data Source*: Town of Ashland and local sales and use tax revenue computations by Mangum Economics. These data include tax revenue from Local Sales and Use Tax and Real Estate Tax.

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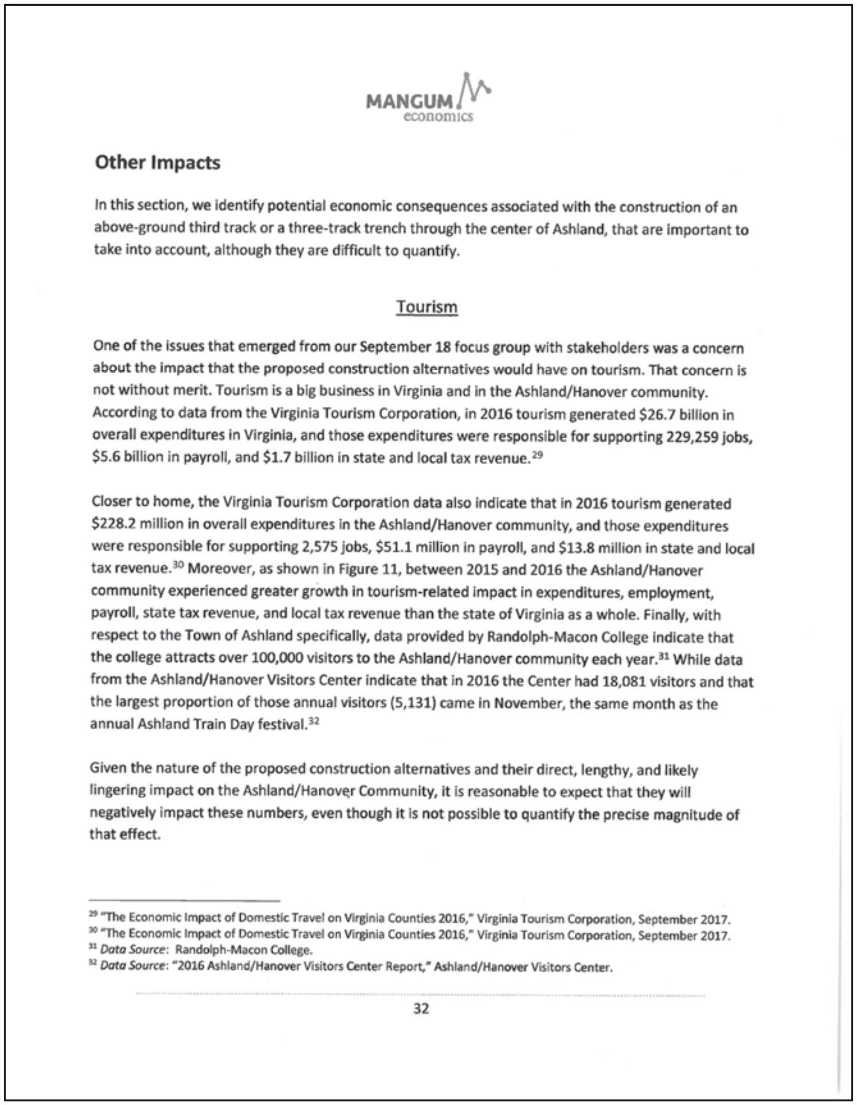

Other Impacts

In this section, we identify potential economic consequences associated with the construction of an above-ground third track or a three-track trench through the center of Ashland, that are important to take into account, although they are difficult to quantify.

Tourism

One of the issues that emerged from our September 18 focus group with stakeholders was a concern about the impact that the proposed construction alternatives would have on tourism. That concern is not without merit. Tourism is a big business in Virginia and in the Ashland/Hanover community. According to data from the Virginia Tourism Corporation, in 2016 tourism generated $26.7 billion in overall expenditures in Virginia, and those expenditures were responsible for supporting 229,259 jobs, $5.6 billion in payroll, and $1.7 billion in state and local tax revenue.[29]

Closer to home, the Virginia Tourism Corporation data also indicate that in 2016 tourism generated $228.2 million in overall expenditures in the Ashland/Hanover community, and those expenditures were responsible for supporting 2,575 jobs, $51.1 million in payroll, and $13.8 million in state and local tax revenue.[30] Moreover, as shown in Figure 11, between 2015 and 2016 the Ashland/Hanover community experienced greater growth in tourism-related impact in expenditures, employment, payroll, state tax revenue, and local tax revenue than the state of Virginia as a whole. Finally, with respect to the Town of Ashland specifically, data provided by Randolph-Macon College indicate that the college attracts over 100,000 visitors to the Ashland/Hanover community each year.[31] While data from the Ashland/Hanover Visitors Center indicate that in 2016 the Center had 18,081 visitors and that the largest proportion of those annual visitors (5,131) came in November, the same month as the annual Ashland Train Day festival.[32]

Given the nature of the proposed construction alternatives and their direct, lengthy, and likely lingering impact on the Ashland/Hanover Community, it is reasonable to expect that they will negatively impact these numbers, even though it is not possible to quantify the precise magnitude of that effect.

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[29] "The Economic Impact of Domestic Travel on Virginia Counties 2016," Virginia Tourism Corporation, September 2017.

[30] "The Economic Impact of Domestic Travel on Virginia Counties 2016," Virginia Tourism Corporation, September 2017.

[31] *Data Source*: Randolph-Macon College.

[32] *Data Source*: "2016 Ashland/Hanover Visitors Center Report," Ashland/Hanover Visitors Center.

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MANGUM economics

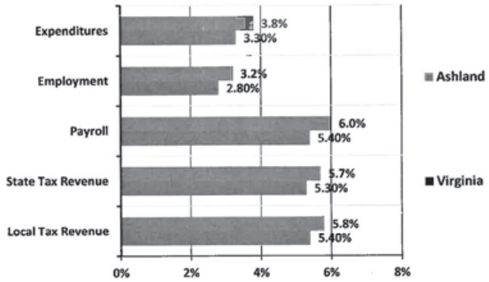

Figure 11: Year-Over-Year Change in Tourism Impact between 2015 and 2016[33]

Randolph-Macon College

Another issue that emerged from our September 18 focus group with stakeholders was a concern about the impact that the proposed construction alternatives would have on Randolph-Macon College. Randolph-Macon College is the primary driver of the Town of Ashland's economy. In the 2014-2015 academic year, Randolph-Macon College had a fall headcount enrollment of 1,394 students, employed 447 faculty and staff, and was directly responsible for contributing $22.7 million in spending to the Ashland/Hanover community.[34] In addition, in recent years the college has undertaken an ambitious capital expansion program that has resulted in $67.5 million in current and ongoing construction on campus. The most recent milestone in that expansion is the new 30,000 square foot science building that had its groundbreaking ceremony in May of 2016.

Because the current railroad right of way cuts right through the middle of Randolph-Macon College's campus, it is certain that either the construction of an above-ground third-track or the three-track trench would significantly disrupt the college's activities, and potentially impact its ability to attract students and continue to grow, expand, and invest. Moreover, that disruption would only further add to the list of significant challenges currently faced by Virginia's private, non-profit, four-year colleges and universities.

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[33] "The Economic Impact of Domestic Travel on Virginia Counties 2016," Virginia Tourism Corporation, September 2017.
[34] *Data Source*: State Council of Higher Education for Virginia and Randolph-Macon College.

VIRGINIA DEQ (continued)

MANGUM economics

About three-quarters of Randolph-Macon College's students are Virginia residents. According to recent data from the Weldon Cooper Center, the number of college-age (20-24) individuals in Virginia is projected to decline by 4.3% between 2016 and 2020.[35] That decline will shrink the available pool of potential new students for Randolph-Macon College and other private and public Virginia colleges and universities. Moreover, it will likely place smaller private, non-profit, institutions such as Randolph-Macon College at a disadvantage, as they are forced to compete against larger, and heavily subsidized, public colleges and universities for a declining pool of potential new students.

Figure 12 depicts the year-over-year change in fall headcount enrollment in Virginia's public, four-year colleges and universities; private, non-profit, four-year colleges and universities; and Randolph-Macon College over the ten-year period from 2008 through 2016. As these data indicate, consistent with the demographic trends cited above, enrollment growth in Virginia's private, non-profit, four-year colleges and universities has generally been decelerating since 2009 and drifted into negative territory in 2015 and 2016.

To date, however, Randolph-Macon College has been able to out-perform that general trend. In 2016, Randolph-Macon College posted a 2.0 percent year-over-year increase in fall headcount enrollment, as compared to a 2.2 percent decline in enrollment across all Virginia private, non-profit, four-year colleges and universities, and a 0.6 percent increase in enrollment in the state's public, four-year colleges and universities. However, because of the significant, direct, and proximate impact that the proposed construction alternatives would have on the college, it is likely that they would negatively influence Randolph-Macon College's ability to continue to out-perform those statewide enrollment trends.

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[35] "Population Projections by Age and Locality, 2020 to 2040," Weldon Cooper Center for Public Policy, June 2017.

VIRGINIA DEQ (continued)

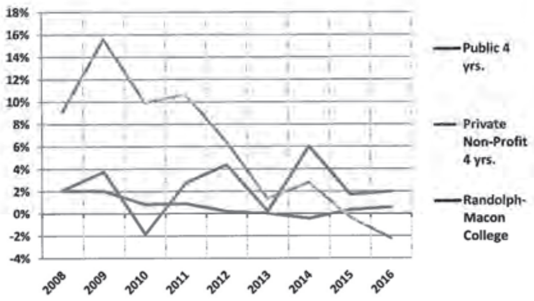

Figure 12: Year-Over-Year Change in Fall Headcount Enrollment[36]

Ashland as a "Train Town"

The last issue that emerged from our September 18 focus group with stakeholders that we address in this section is the impact that the proposed construction alternatives would have on Ashland's image as a "Train Town." As discussed earlier, many of the businesses along Center Street and Railroad Avenue indicated that much of their appeal to customers is linked directly to the Town of Ashland's general small-town ambiance and its reputation as a "train town." Moreover, that perspective is further supported by visitor data from the Ashland/Hanover Visitors Center that confirms that train-related activities such as the annual Ashland Train Day festival are responsible for a significant portion of the Center's visitor traffic. To the extent that the proposed construction alternatives negatively impacted that perceived image, they could have a significant and lasting negative impact on the character and economic vitality of the Town of Ashland that, although difficult to prospectively quantify, is nonetheless likely to be significant.

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[36] *Data Source:* State Council of Higher Education for Virginia.

VIRGINIA DEQ (continued)

Conclusion

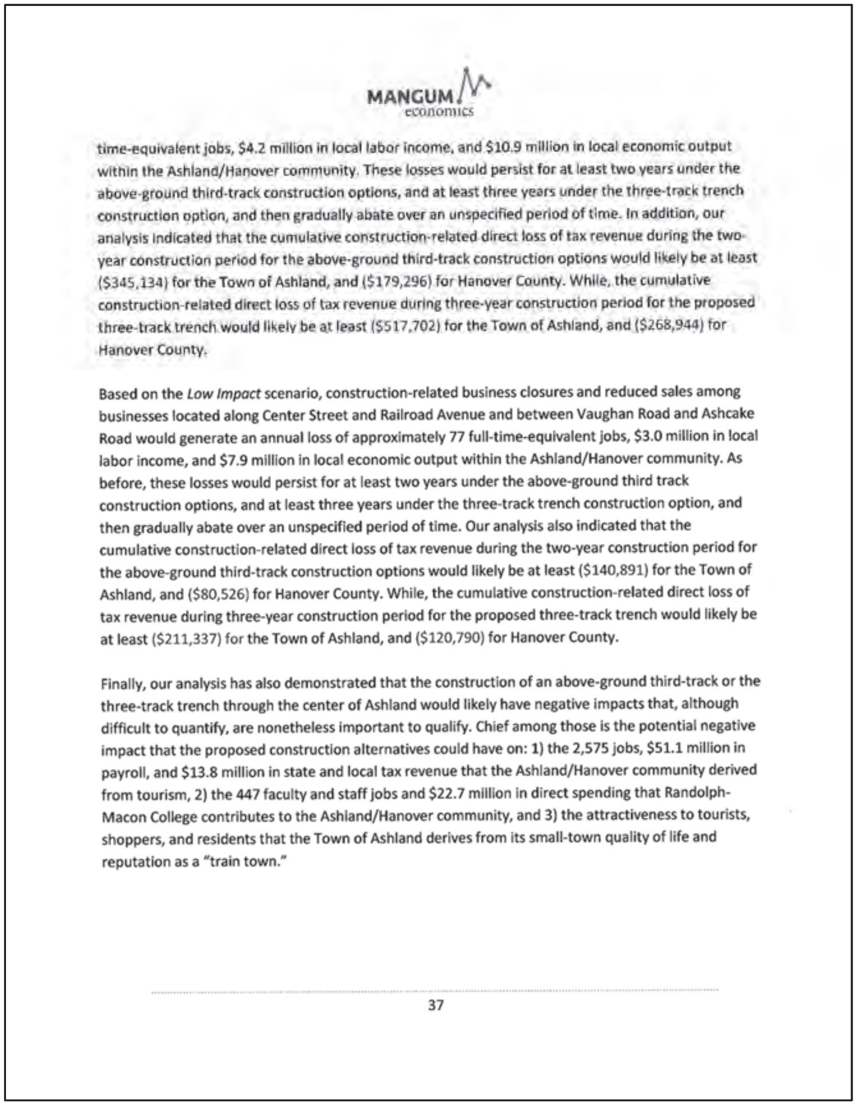
This report has quantified the potential economic and fiscal impact on the Town of Ashland from proposed construction alternatives associated with Alternative Area 5, the ten-mile portion of the 123-mile DC2RVA High-Speed Rail Project that encompasses the Town of Ashland. The purpose of the DC2RVA High-Speed Rail Project is to increase rail capacity along the DC to Richmond corridor in order to provide reliable, frequent, and high-speed passenger service between D.C. and Richmond, and also to better accommodate freight rail movement through the corridor, including freight going to and from Virginia's ports. In addition to proposed improvements to stations, parking, signals, and other safety systems, the primary infrastructure improvement associated with the DC2RVA High-Speed Rail Project would be to add an additional main track to the existing two main tracks within this corridor.

After a lengthy review and public engagement process that began in 2014, in September of this year, the Federal Rail Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) issued their "Tier II Draft Environmental Impact Statement Section 4(f) Evaluation" report. That report proposed five general construction alternatives for the Ashland portion of the DC2RVA High-Speed Rail Project. Those alternatives were: 1) maintain two tracks through Ashland (the 3:2:3 option), 2) add one track east of the existing two tracks running through Ashland, 3) construct three tracks running through Ashland that would be centered within the existing right of way, 4) construct a three-track trench running through Ashland, and 5) add a two-track western bypass. Subsequent to the release of the draft EIS, the Hanover County Board of Supervisors passed a resolution endorsing the 3-2-3 construction alternative, while the Ashland Town Council passed a resolution endorsing the western bypass.

Our analysis focused on the two general categories of these proposed alternatives that are likely to have a significantly disruptive impact on the Town of Ashland's economy during their construction phase – proposals for an above-ground third-track through downtown Ashland (which are generally assumed to entail a two-year construction period), and construction of the three-track trench through downtown Ashland (which is generally assumed to entail a three-year construction period). Based on stakeholder focus group input, the results of an informal telephone survey of businesses along the existing railroad right of way on Center Street and Railroad Avenue, and a review of the existing empirical literature on the impact of transportation construction projects on adjacent businesses, we also constructed a *High Impact* and a *Low Impact* scenario around those proposed alternatives.

What that analysis showed was that, based on the *High Impact* scenario, construction-related business closures and reduced sales among businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road would generate an annual loss of approximately 133 full-

VIRGINIA DEQ (continued)

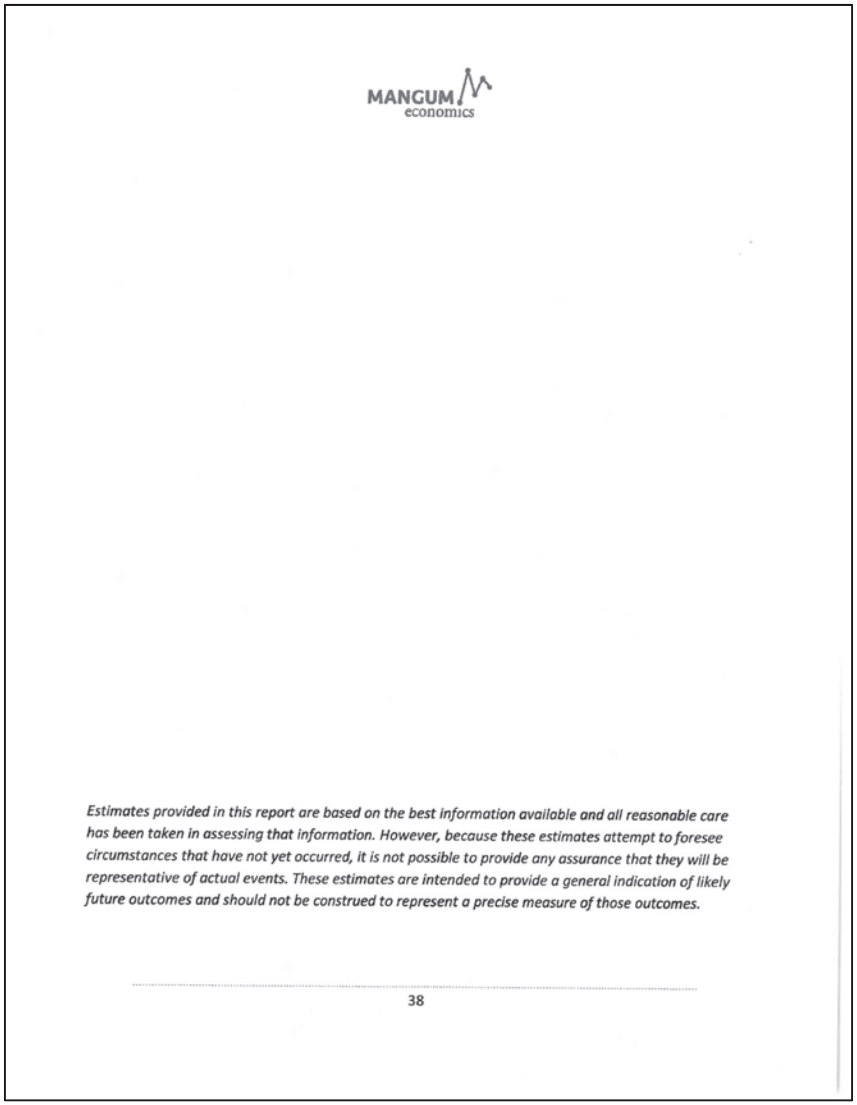


time-equivalent jobs, $4.2 million in local labor income, and $10.9 million in local economic output within the Ashland/Hanover community. These losses would persist for at least two years under the above-ground third-track construction options, and at least three years under the three-track trench construction option, and then gradually abate over an unspecified period of time. In addition, our analysis indicated that the cumulative construction-related direct loss of tax revenue during the two-year construction period for the above-ground third-track construction options would likely be at least ($345,134) for the Town of Ashland, and ($179,296) for Hanover County. While, the cumulative construction-related direct loss of tax revenue during three-year construction period for the proposed three-track trench would likely be at least ($517,702) for the Town of Ashland, and ($268,944) for Hanover County.

Based on the *Low Impact* scenario, construction-related business closures and reduced sales among businesses located along Center Street and Railroad Avenue and between Vaughan Road and Ashcake Road would generate an annual loss of approximately 77 full-time-equivalent jobs, $3.0 million in local labor income, and $7.9 million in local economic output within the Ashland/Hanover community. As before, these losses would persist for at least two years under the above-ground third track construction options, and at least three years under the three-track trench construction option, and then gradually abate over an unspecified period of time. Our analysis also indicated that the cumulative construction-related direct loss of tax revenue during the two-year construction period for the above-ground third-track construction options would likely be at least ($140,891) for the Town of Ashland, and ($80,526) for Hanover County. While, the cumulative construction-related direct loss of tax revenue during three-year construction period for the proposed three-track trench would likely be at least ($211,337) for the Town of Ashland, and ($120,790) for Hanover County.

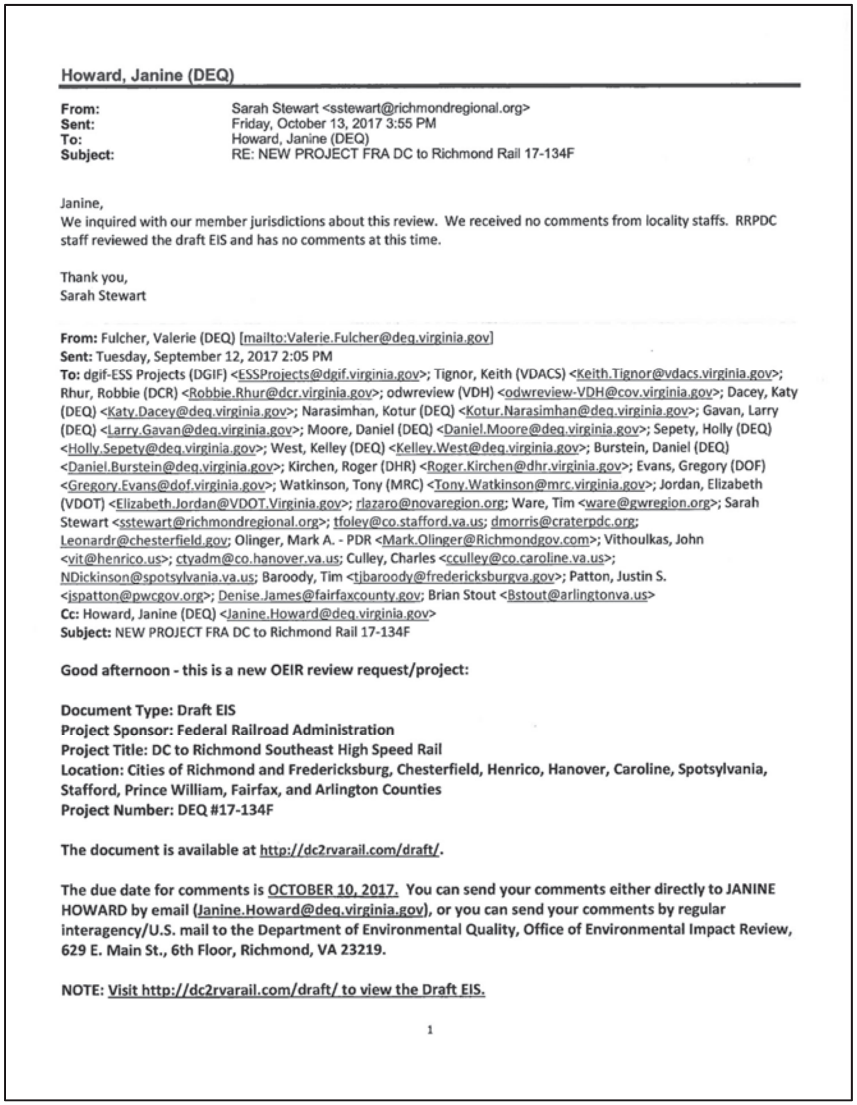
Finally, our analysis has also demonstrated that the construction of an above-ground third-track or the three-track trench through the center of Ashland would likely have negative impacts that, although difficult to quantify, are nonetheless important to qualify. Chief among those is the potential negative impact that the proposed construction alternatives could have on: 1) the 2,575 jobs, $51.1 million in payroll, and $13.8 million in state and local tax revenue that the Ashland/Hanover community derived from tourism, 2) the 447 faculty and staff jobs and $22.7 million in direct spending that Randolph-Macon College contributes to the Ashland/Hanover community, and 3) the attractiveness to tourists, shoppers, and residents that the Town of Ashland derives from its small-town quality of life and reputation as a "train town."

VIRGINIA DEQ (continued)



Estimates provided in this report are based on the best information available and all reasonable care has been taken in assessing that information. However, because these estimates attempt to foresee circumstances that have not yet occurred, it is not possible to provide any assurance that they will be representative of actual events. These estimates are intended to provide a general indication of likely future outcomes and should not be construed to represent a precise measure of those outcomes.

VIRGINIA DEQ (continued)



Howard, Janine (DEQ)

From: Sarah Stewart <sstewart@richmondregional.org>
Sent: Friday, October 13, 2017 3:55 PM
To: Howard, Janine (DEQ)
Subject: RE: NEW PROJECT FRA DC to Richmond Rail 17-134F

Janine,
We inquired with our member jurisdictions about this review. We received no comments from locality staffs. RRPDC staff reviewed the draft EIS and has no comments at this time.

Thank you,
Sarah Stewart

From: Fulcher, Valerie (DEQ) [mailto:Valerie.Fulcher@deq.virginia.gov]
Sent: Tuesday, September 12, 2017 2:05 PM
To: dgif-ESS Projects (DGIF) <ESSProjects@dgif.virginia.gov>; Tignor, Keith (VDACS) <Keith.Tignor@vdacs.virginia.gov>; Rhur, Robbie (DCR) <Robbie.Rhur@dcr.virginia.gov>; odwreview (VDH) <odwreview-VDH@cov.virginia.gov>; Dacey, Katy (DEQ) <Katy.Dacey@deq.virginia.gov>; Narasimhan, Kotur (DEQ) <Kotur.Narasimhan@deq.virginia.gov>; Gavan, Larry (DEQ) <Larry.Gavan@deq.virginia.gov>; Moore, Daniel (DEQ) <Daniel.Moore@deq.virginia.gov>; Sepety, Holly (DEQ) <Holly.Sepety@deq.virginia.gov>; West, Kelley (DEQ) <Kelley.West@deq.virginia.gov>; Burstein, Daniel (DEQ) <Daniel.Burstein@deq.virginia.gov>; Kirchen, Roger (DHR) <Roger.Kirchen@dhr.virginia.gov>; Evans, Gregory (DOF) <Gregory.Evans@dof.virginia.gov>; Watkinson, Tony (MRC) <Tony.Watkinson@mrc.virginia.gov>; Jordan, Elizabeth (VDOT) <Elizabeth.Jordan@VDOT.Virginia.gov>; rlazaro@novaregion.org; Ware, Tim <ware@gwregion.org>; Sarah Stewart <sstewart@richmondregional.org>; tfoley@co.stafford.va.us; dmorris@craterpdc.org; Leonardr@chesterfield.gov; Olinger, Mark A. - PDR <Mark.Olinger@Richmondgov.com>; Vithoulkas, John <vit@henrico.us>; ctyadm@co.hanover.va.us; Culley, Charles <cculley@co.caroline.va.us>; NDickinson@spotsylvania.va.us; Baroody, Tim <tjbaroody@fredericksburgva.gov>; Patton, Justin S. <jspatton@pwcgov.org>; Denise.James@fairfaxcounty.gov; Brian Stout <Bstout@arlingtonva.us>
Cc: Howard, Janine (DEQ) <Janine.Howard@deq.virginia.gov>
Subject: NEW PROJECT FRA DC to Richmond Rail 17-134F

Good afternoon - this is a new OEIR review request/project:

Document Type: Draft EIS
Project Sponsor: Federal Railroad Administration
Project Title: DC to Richmond Southeast High Speed Rail
Location: Cities of Richmond and Fredericksburg, Chesterfield, Henrico, Hanover, Caroline, Spotsylvania, Stafford, Prince William, Fairfax, and Arlington Counties
Project Number: DEQ #17-134F

The document is available at http://dc2rvarail.com/draft/.

The due date for comments is OCTOBER 10, 2017. You can send your comments either directly to JANINE HOWARD by email (Janine.Howard@deq.virginia.gov), or you can send your comments by regular interagency/U.S. mail to the Department of Environmental Quality, Office of Environmental Impact Review, 629 E. Main St., 6th Floor, Richmond, VA 23219.

NOTE: Visit http://dc2rvarail.com/draft/ to view the Draft EIS.

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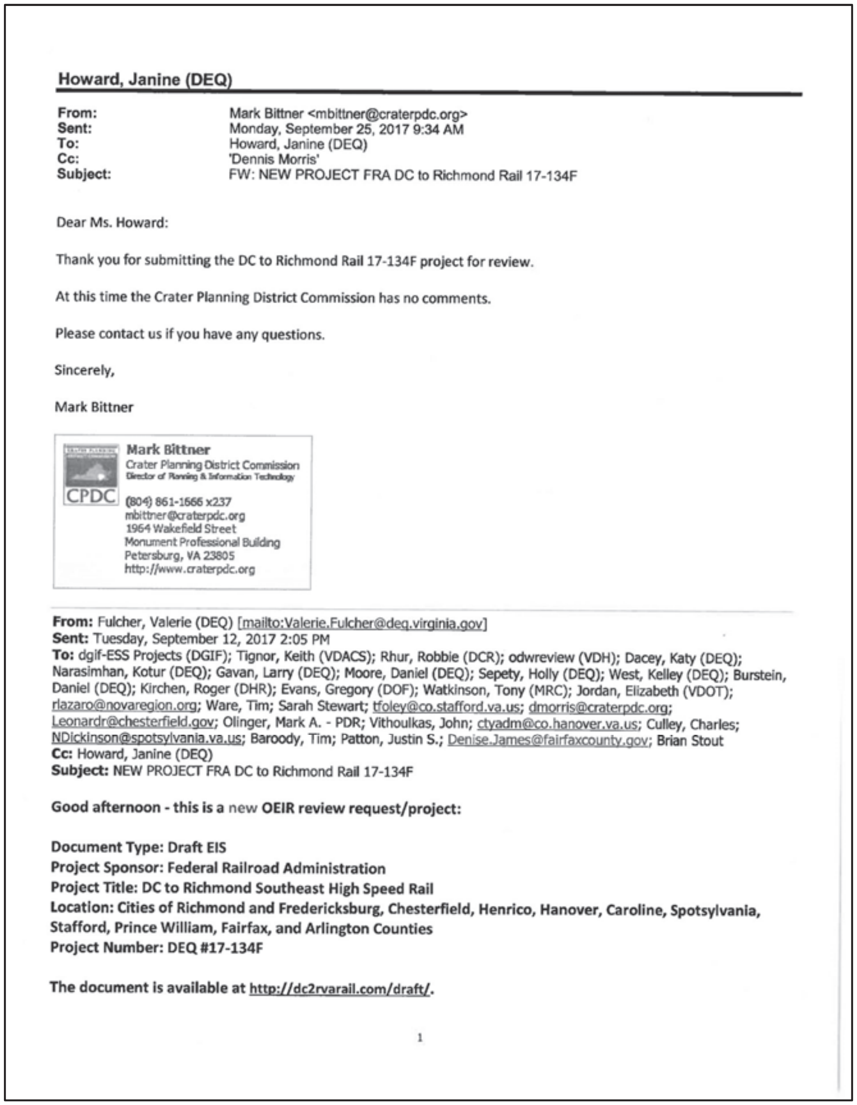
VIRGINIA DEQ (continued)



Howard, Janine (DEQ)

From: Mark Bittner <mbittner@craterpdc.org>
Sent: Monday, September 25, 2017 9:34 AM
To: Howard, Janine (DEQ)
Cc: 'Dennis Morris'
Subject: FW: NEW PROJECT FRA DC to Richmond Rail 17-134F

Dear Ms. Howard:

Thank you for submitting the DC to Richmond Rail 17-134F project for review.

At this time the Crater Planning District Commission has no comments.

Please contact us if you have any questions.

Sincerely,

Mark Bittner

CPDC
Mark Bittner
Crater Planning District Commission
Director of Planning & Information Technology
(804) 861-1666 x237
mbittner@craterpdc.org
1964 Wakefield Street
Monument Professional Building
Petersburg, VA 23805
http://www.craterpdc.org

From: Fulcher, Valerie (DEQ) [mailto:Valerie.Fulcher@deq.virginia.gov]
Sent: Tuesday, September 12, 2017 2:05 PM
To: dgif-ESS Projects (DGIF); Tignor, Keith (VDACS); Rhur, Robbie (DCR); odwreview (VDH); Dacey, Katy (DEQ); Narasimhan, Kotur (DEQ); Gavan, Larry (DEQ); Moore, Daniel (DEQ); Sepety, Holly (DEQ); West, Kelley (DEQ); Burstein, Daniel (DEQ); Kirchen, Roger (DHR); Evans, Gregory (DOF); Watkinson, Tony (MRC); Jordan, Elizabeth (VDOT); rlazaro@novaregion.org; Ware, Tim; Sarah Stewart; tfoley@co.stafford.va.us; dmorris@craterpdc.org; Leonardr@chesterfield.gov; Olinger, Mark A. - PDR; Vithoulkas, John; ctyadm@co.hanover.va.us; Culley, Charles; NDickinson@spotsylvania.va.us; Baroody, Tim; Patton, Justin S.; Denise.James@fairfaxcounty.gov; Brian Stout
Cc: Howard, Janine (DEQ)
Subject: NEW PROJECT FRA DC to Richmond Rail 17-134F

Good afternoon - this is a new **OEIR review request/project:**

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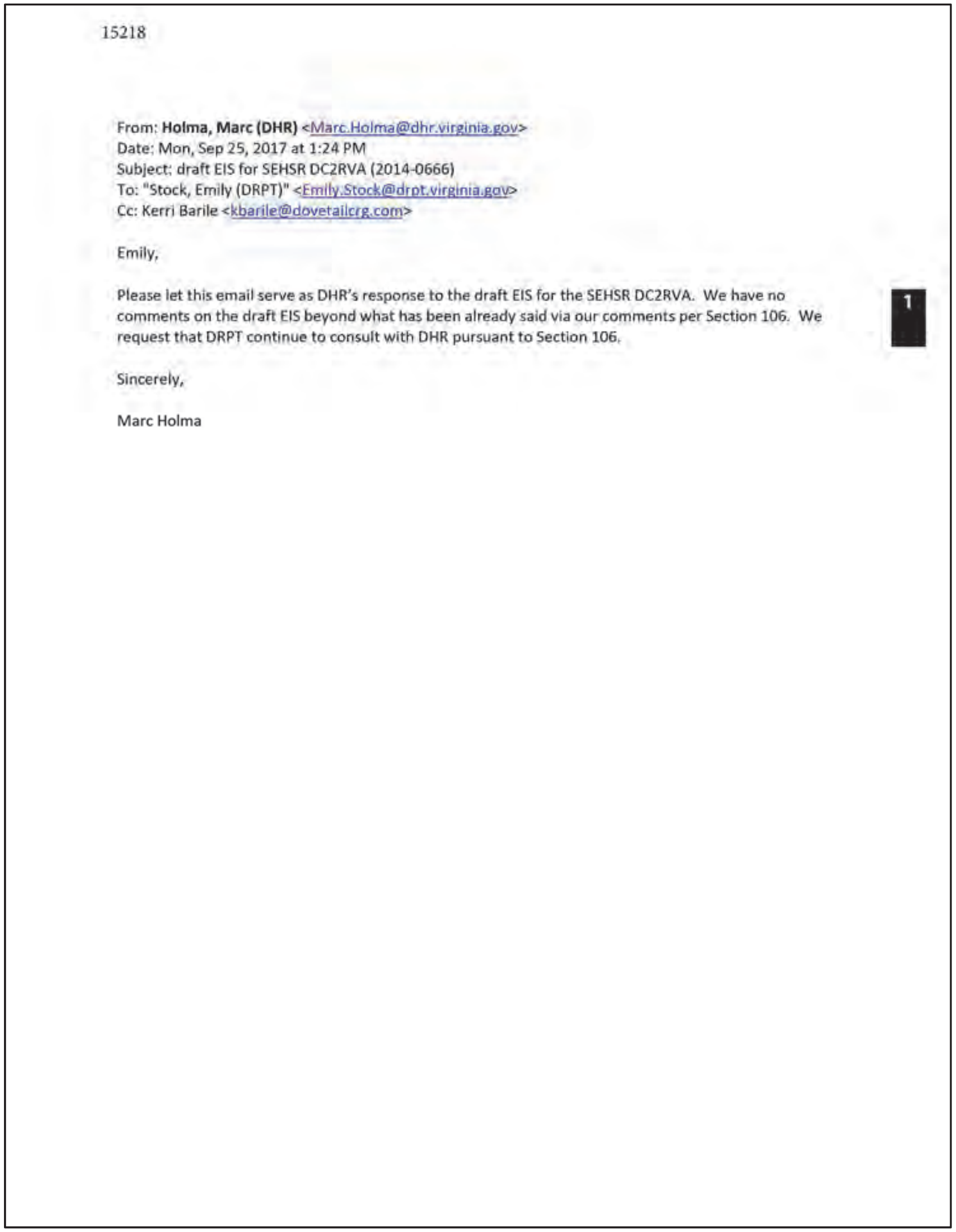


15218

From: **Holma, Marc (DHR)** <Marc.Holma@dhr.virginia.gov>
Date: Mon, Sep 25, 2017 at 1:24 PM
Subject: draft EIS for SEHSR DC2RVA (2014-0666)
To: "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>
Cc: Kerri Barile <kbarile@dovetailcrg.com>

Emily,

Please let this email serve as DHR's response to the draft EIS for the SEHSR DC2RVA. We have no comments on the draft EIS beyond what has been already said via our comments per Section 106. We request that DRPT continue to consult with DHR pursuant to Section 106. 1

Sincerely,

Marc Holma

VIRGINIA DHR

1. The Department of Rail and Public Transportation (DRPT) is committed to continuing coordination of all cultural resource components with the Virginia Department of Historic Resources (VDHR) through completion of the Tier II environmental process, final design, and implementation, and will disseminate data as available, in accordance with Section 106 of the National Historic Preservation Act.

APPENDIX B3

RESPONSES TO LOCAL AGENCY COMMENTS

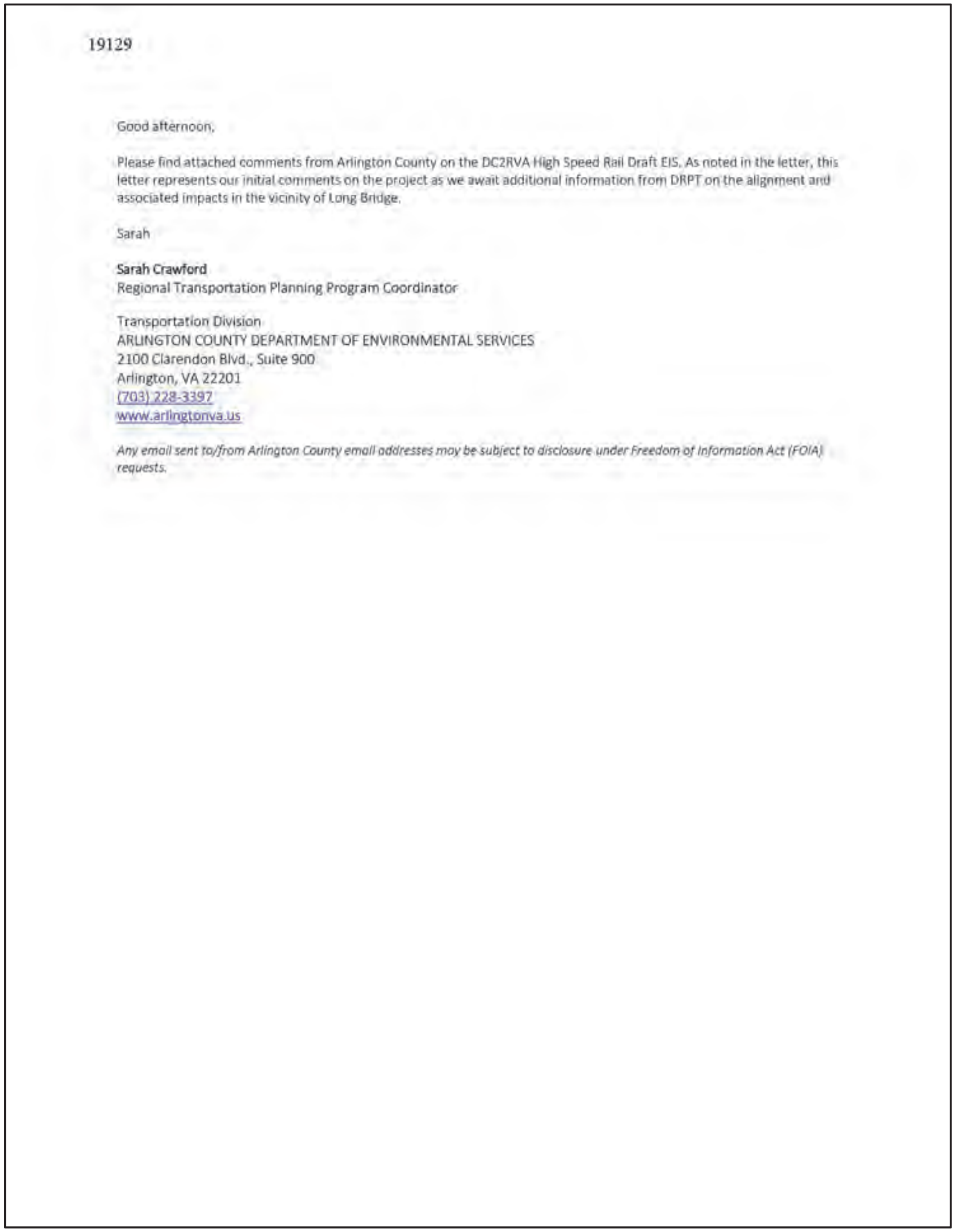
D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

Appendix B3

RESPONSES TO LOCAL AGENCY COMMENTS

This Appendix Section B3 provides detailed responses to Local agency letters, presented in the below order:

- Arlington County B-218
- Arlington County – Department of Parks and Recreation B-223
- City of Alexandria B-226
- Fairfax County B-251
- Prince William County B-255
- City of Fredericksburg B-262
- Spotsylvania County B-270
- Hanover County B-272
- Henrico County B-284
- City of Richmond B-288



19129

Good afternoon,

Please find attached comments from Arlington County on the DC2RVA High Speed Rail Draft EIS. As noted in the letter, this letter represents our initial comments on the project as we await additional information from DRPT on the alignment and associated impacts in the vicinity of Long Bridge.

Sarah

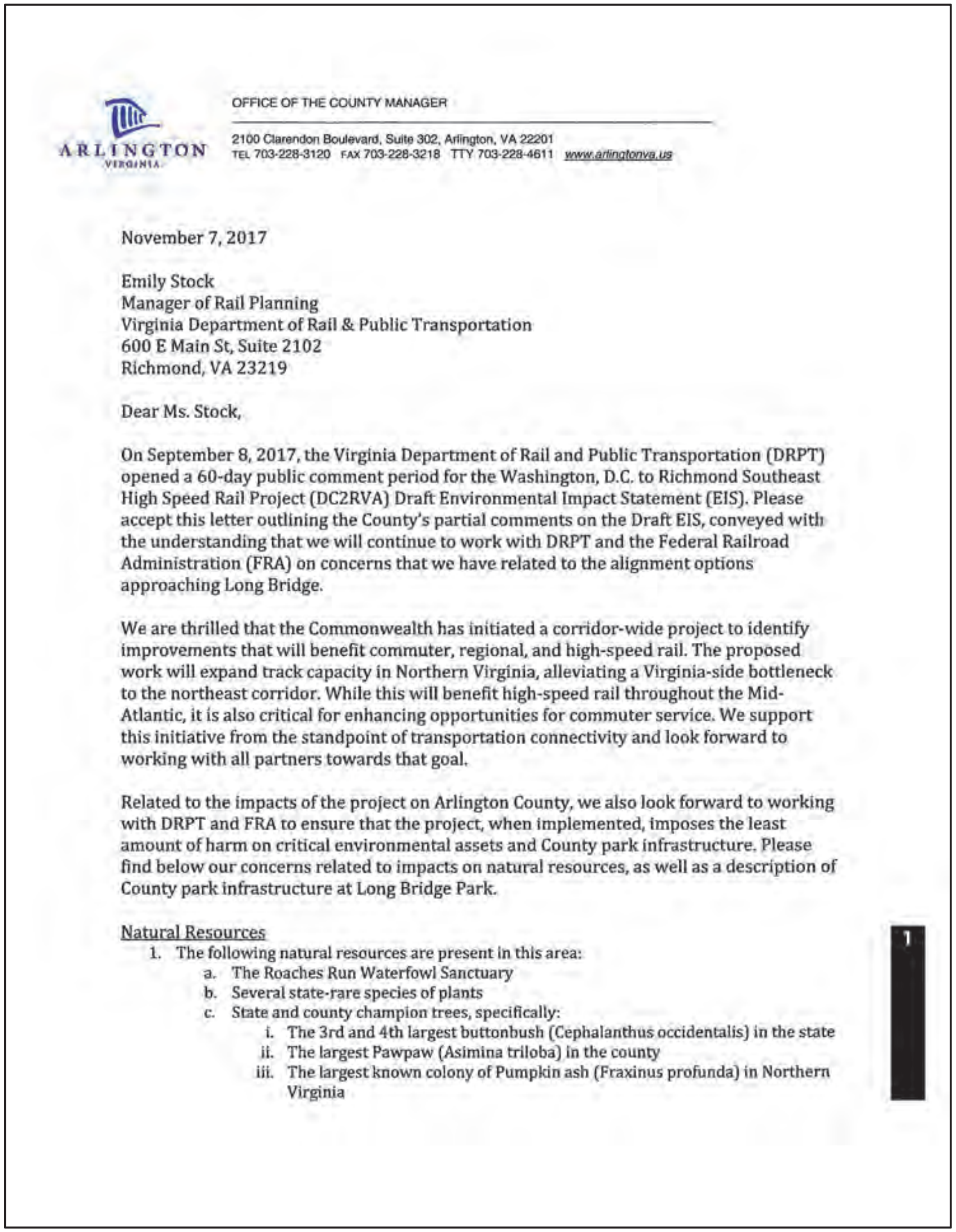
Sarah Crawford
Regional Transportation Planning Program Coordinator

Transportation Division
ARLINGTON COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES
2100 Clarendon Blvd., Suite 900
Arlington, VA 22201
(703) 228-3397
www.arlingtonva.us

Any email sent to/from Arlington County email addresses may be subject to disclosure under Freedom of Information Act (FOIA) requests.

ARLINGTON COUNTY

(No comments on this page)



ARLINGTON
VIRGINIA
OFFICE OF THE COUNTY MANAGER
2100 Clarendon Boulevard, Suite 302, Arlington, VA 22201
TEL 703-228-3120 FAX 703-228-3218 TTY 703-228-4611 www.arlingtonva.us

November 7, 2017

Emily Stock
Manager of Rail Planning
Virginia Department of Rail & Public Transportation
600 E Main St, Suite 2102
Richmond, VA 23219

Dear Ms. Stock,

On September 8, 2017, the Virginia Department of Rail and Public Transportation (DRPT) opened a 60-day public comment period for the Washington, D.C. to Richmond Southeast High Speed Rail Project (DC2RVA) Draft Environmental Impact Statement (EIS). Please accept this letter outlining the County's partial comments on the Draft EIS, conveyed with the understanding that we will continue to work with DRPT and the Federal Railroad Administration (FRA) on concerns that we have related to the alignment options approaching Long Bridge.

We are thrilled that the Commonwealth has initiated a corridor-wide project to identify improvements that will benefit commuter, regional, and high-speed rail. The proposed work will expand track capacity in Northern Virginia, alleviating a Virginia-side bottleneck to the northeast corridor. While this will benefit high-speed rail throughout the Mid-Atlantic, it is also critical for enhancing opportunities for commuter service. We support this initiative from the standpoint of transportation connectivity and look forward to working with all partners towards that goal.

Related to the impacts of the project on Arlington County, we also look forward to working with DRPT and FRA to ensure that the project, when implemented, imposes the least amount of harm on critical environmental assets and County park infrastructure. Please find below our concerns related to impacts on natural resources, as well as a description of County park infrastructure at Long Bridge Park.

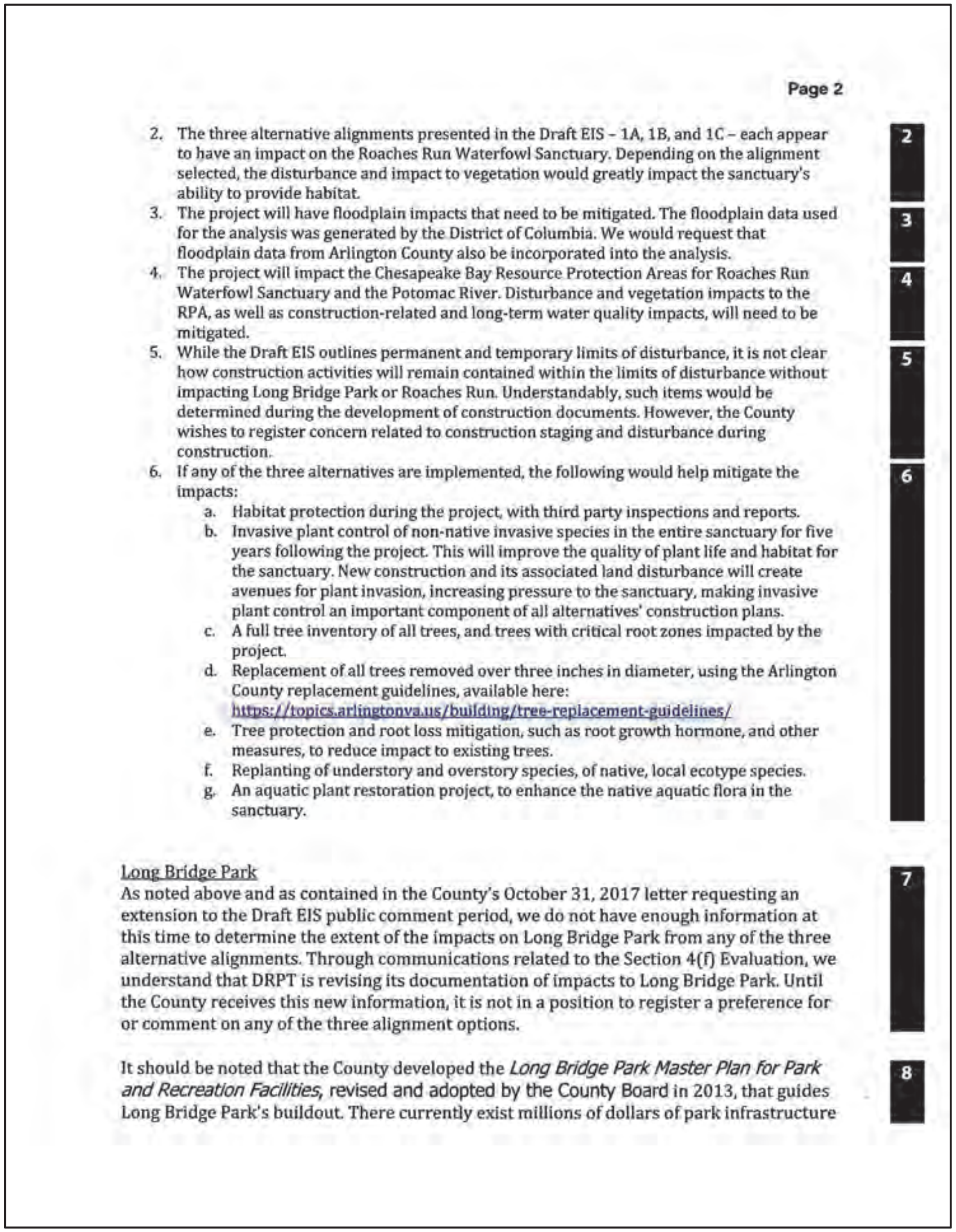
Natural Resources

1. The following natural resources are present in this area:
    a. The Roaches Run Waterfowl Sanctuary
    b. Several state-rare species of plants
    c. State and county champion trees, specifically:
        i. The 3rd and 4th largest buttonbush (Cephalanthus occidentalis) in the state
        ii. The largest Pawpaw (Asimina triloba) in the county
        iii. The largest known colony of Pumpkin ash (Fraxinus profunda) in Northern Virginia

1

ARLINGTON COUNTY (continued)

1. As stated in the Final Section 4(f) Evaluation for the Project (Chapter 6 of the Final EIS), the Preferred Alternative will not encroach upon the Roaches Run Waterfowl Sanctuary. Conceptual designs include retaining walls that will prevent encroachment (temporary or permanent) into the waters or riparian fringe of Roaches Run. Based on the CEDAR and Information for Planning and Consultation (IPaC) databases, no federally or state-listed threatened or endangered plant or animal species were identified as potentially occurring within the vicinity of the study area for the portion of the Project in Arlington County, as indicated in Final EIS Section 5.10.3. Discussions and review between DRPT and the County Department of Parks and Recreation, subsequent to the County's submission of these comments on the Draft EIS, indicate that the noted champion trees are not within the proposed Limits of Disturbance (LOD) for the Project.



Page 2

2. The three alternative alignments presented in the Draft EIS – 1A, 1B, and 1C – each appear to have an impact on the Roaches Run Waterfowl Sanctuary. Depending on the alignment selected, the disturbance and impact to vegetation would greatly impact the sanctuary's ability to provide habitat.
3. The project will have floodplain impacts that need to be mitigated. The floodplain data used for the analysis was generated by the District of Columbia. We would request that floodplain data from Arlington County also be incorporated into the analysis.
4. The project will impact the Chesapeake Bay Resource Protection Areas for Roaches Run Waterfowl Sanctuary and the Potomac River. Disturbance and vegetation impacts to the RPA, as well as construction-related and long-term water quality impacts, will need to be mitigated.
5. While the Draft EIS outlines permanent and temporary limits of disturbance, it is not clear how construction activities will remain contained within the limits of disturbance without impacting Long Bridge Park or Roaches Run. Understandably, such items would be determined during the development of construction documents. However, the County wishes to register concern related to construction staging and disturbance during construction.
6. If any of the three alternatives are implemented, the following would help mitigate the impacts:
   a. Habitat protection during the project, with third party inspections and reports.
   b. Invasive plant control of non-native invasive species in the entire sanctuary for five years following the project. This will improve the quality of plant life and habitat for the sanctuary. New construction and its associated land disturbance will create avenues for plant invasion, increasing pressure to the sanctuary, making invasive plant control an important component of all alternatives' construction plans.
   c. A full tree inventory of all trees, and trees with critical root zones impacted by the project.
   d. Replacement of all trees removed over three inches in diameter, using the Arlington County replacement guidelines, available here: https://topics.arlingtonva.us/building/tree-replacement-guidelines/
   e. Tree protection and root loss mitigation, such as root growth hormone, and other measures, to reduce impact to existing trees.
   f. Replanting of understory and overstory species, of native, local ecotype species.
   g. An aquatic plant restoration project, to enhance the native aquatic flora in the sanctuary.

Long Bridge Park

As noted above and as contained in the County's October 31, 2017 letter requesting an extension to the Draft EIS public comment period, we do not have enough information at this time to determine the extent of the impacts on Long Bridge Park from any of the three alternative alignments. Through communications related to the Section 4(f) Evaluation, we understand that DRPT is revising its documentation of impacts to Long Bridge Park. Until the County receives this new information, it is not in a position to register a preference for or comment on any of the three alignment options.

It should be noted that the County developed the *Long Bridge Park Master Plan for Park and Recreation Facilities*, revised and adopted by the County Board in 2013, that guides Long Bridge Park's buildout. There currently exist millions of dollars of park infrastructure

ARLINGTON COUNTY (continued)

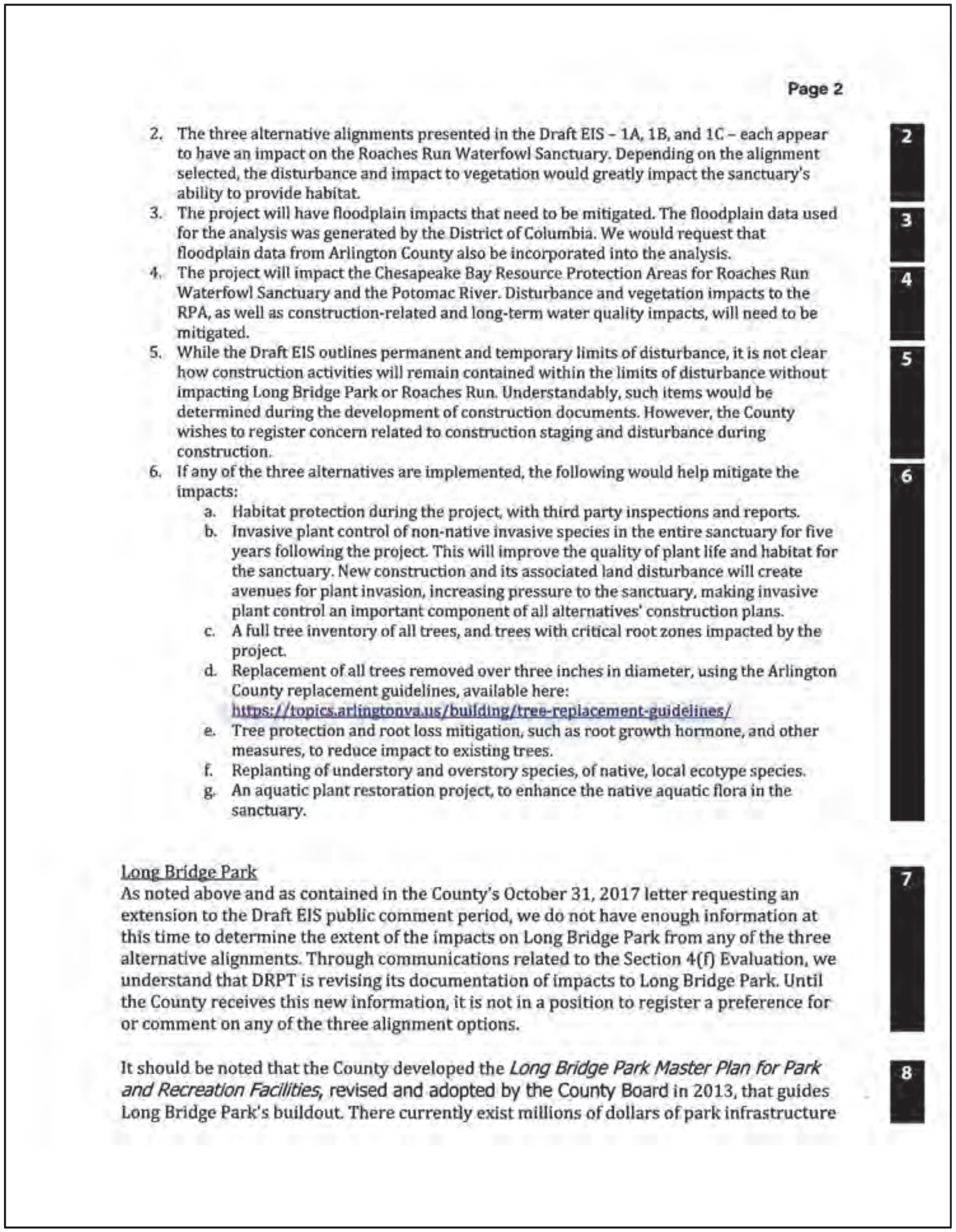
2. No lands will need to be acquired from the Roaches Run Waterfowl Sanctuary. As stated in the Final Section 4(f) Evaluation for the Project (Chapter 6 of the Final EIS), the Preferred Alternative will not encroach upon the Roaches Run Waterfowl Sanctuary and therefore will not disturb vegetation within the Sanctuary. Alternative 1B: Add Two Tracks on the West was selected as the Preferred Alternative in Area 1, to align with the two alternatives that were recommended in the alternatives report for the Long Bridge project (separate from the DC2RVA Project). Preferred Alternative 1B includes the least amount of disturbance on the east side of the existing CSXT right-of-way adjacent to the Roaches Run Waterfowl Sanctuary, with all proposed improvements contained within the railroad right-of-way.

3. Final EIS Section 5.1.6.2 addresses mitigation of floodplain impacts for the Preferred Alternative. As stated in Draft EIS Section 3.1.5, DRPT used floodplain mapping produced by the Federal Emergency Management Agency (FEMA) for the assessment of potential impacts to floodplains as required by US Department of Transportation Policy and FRA's Procedures for Considering Environmental Impacts. Additional floodplain mapping from local jurisdictions, including Arlington County, will be incorporated into the final design of the Project, as appropriate.

4. Final EIS Section 5.1.1.1 addresses Chesapeake Bay Preservation Act applicability and compliance of the Preferred Alternative.

5. DRPT will continue to coordinate with the County through final design and preparation of construction documents (both of which will occur after funding becomes available), specifically related to construction activities in the vicinity of parks. Temporary impacts to lands outside the railroad right-of-way will be minimized where practical, during final design and construction management planning, once funding is available and incremental improvements are scheduled.

(Responses are continued on next page)



Page 2

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4. The project will impact the Chesapeake Bay Resource Protection Areas for Roaches Run Waterfowl Sanctuary and the Potomac River. Disturbance and vegetation impacts to the RPA, as well as construction-related and long-term water quality impacts, will need to be mitigated. 4
5. While the Draft EIS outlines permanent and temporary limits of disturbance, it is not clear how construction activities will remain contained within the limits of disturbance without impacting Long Bridge Park or Roaches Run. Understandably, such items would be determined during the development of construction documents. However, the County wishes to register concern related to construction staging and disturbance during construction. 5
6. If any of the three alternatives are implemented, the following would help mitigate the impacts: 6
   a. Habitat protection during the project, with third party inspections and reports.
   b. Invasive plant control of non-native invasive species in the entire sanctuary for five years following the project. This will improve the quality of plant life and habitat for the sanctuary. New construction and its associated land disturbance will create avenues for plant invasion, increasing pressure to the sanctuary, making invasive plant control an important component of all alternatives' construction plans.
   c. A full tree inventory of all trees, and trees with critical root zones impacted by the project.
   d. Replacement of all trees removed over three inches in diameter, using the Arlington County replacement guidelines, available here: https://topics.arlingtonva.us/building/tree-replacement-guidelines/
   e. Tree protection and root loss mitigation, such as root growth hormone, and other measures, to reduce impact to existing trees.
   f. Replanting of understory and overstory species, of native, local ecotype species.
   g. An aquatic plant restoration project, to enhance the native aquatic flora in the sanctuary.

Long Bridge Park

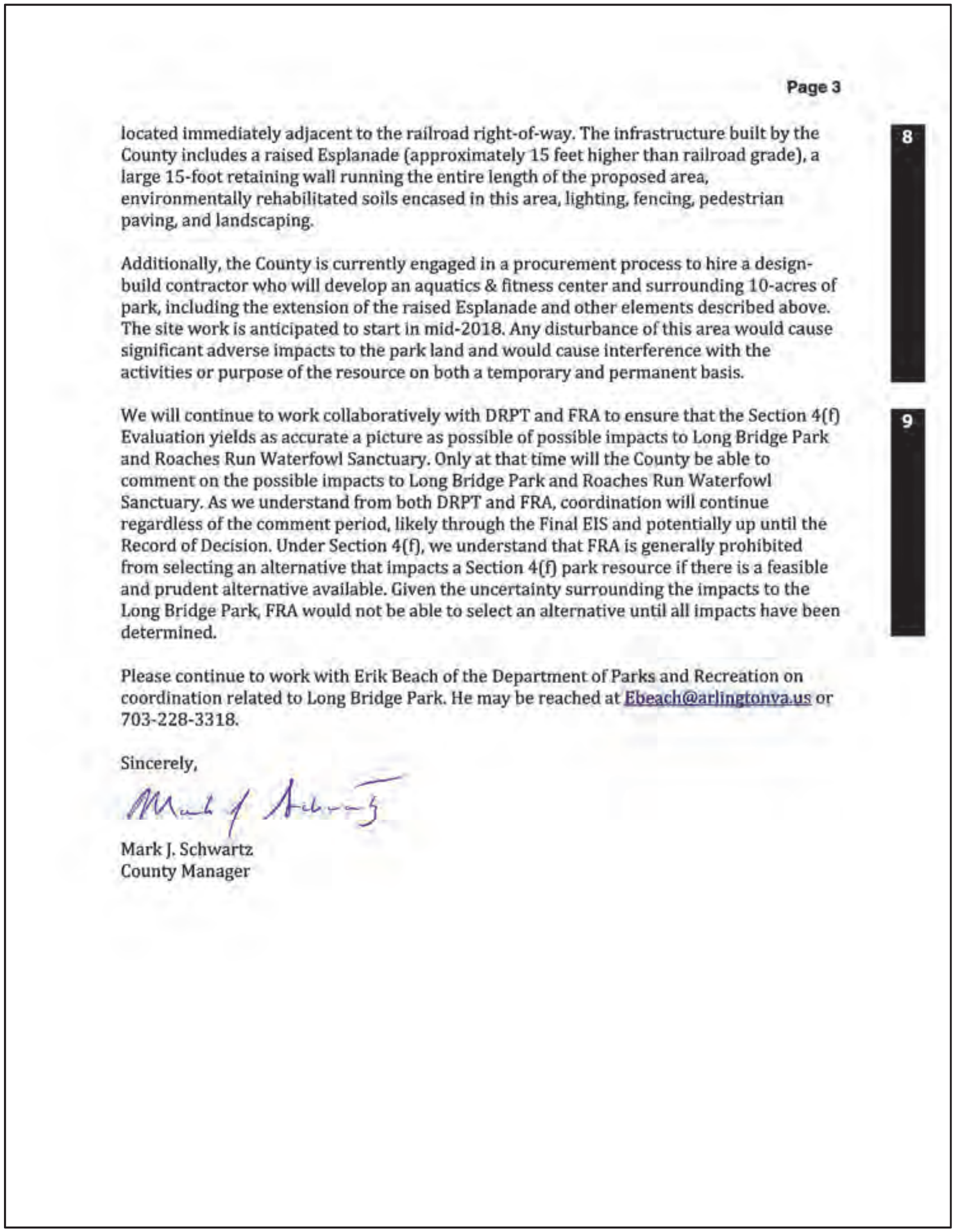
As noted above and as contained in the County's October 31, 2017 letter requesting an extension to the Draft EIS public comment period, we do not have enough information at this time to determine the extent of the impacts on Long Bridge Park from any of the three alternative alignments. Through communications related to the Section 4(f) Evaluation, we understand that DRPT is revising its documentation of impacts to Long Bridge Park. Until the County receives this new information, it is not in a position to register a preference for or comment on any of the three alignment options. 7

It should be noted that the County developed the *Long Bridge Park Master Plan for Park and Recreation Facilities*, revised and adopted by the County Board in 2013, that guides Long Bridge Park's buildout. There currently exist millions of dollars of park infrastructure 8

ARLINGTON COUNTY (continued)

6. Final EIS Section 5.10.3.2 discusses potential avoidance, minimization, and mitigation measures that could potentially be deployed, as required; final determinations on specific mitigation for threatened and endangered species (if required) will be made during final design (after funding becomes available and incremental improvements are scheduled) in coordination with regulatory agencies.

7. and 8. DRPT has reviewed updated information provided by the County and refined the conceptual engineering design to further minimize impacts to Long Bridge Park since the publication of the Draft EIS. Alternative 1B: Add Two Tracks on the West was selected as the Preferred Alternative in Area 1, to align with the two alternatives that were recommended in the alternatives report for the Long Bridge project (separate from the DC2RVA Project). Preferred Alternative 1B includes the installation of two new tracks adjacent to the Long Bridge Park; however, all proposed improvements will be within the existing railroad right-of-way in this area. Accordingly, no land will need to be acquired from Long Bridge Park for Preferred Alternative 1B and no existing park features or proposed plans will be disturbed. Preferred Alternative 1B will require temporary impacts to Long Bridge Park located to the west of the existing CSXT right-of-way, as indicated in the Final Section 4(f) Evaluation (Chapter 6 of the Final EIS); however, these will be temporary construction impacts and existing or proposed park activities will not be impacted. DRPT will continue to coordinate with the County regarding potential impacts to Long Bridge Park during final design and construction, once funding is available and incremental improvements are scheduled.



located immediately adjacent to the railroad right-of-way. The infrastructure built by the County includes a raised Esplanade (approximately 15 feet higher than railroad grade), a large 15-foot retaining wall running the entire length of the proposed area, environmentally rehabilitated soils encased in this area, lighting, fencing, pedestrian paving, and landscaping. 8

Additionally, the County is currently engaged in a procurement process to hire a design-build contractor who will develop an aquatics & fitness center and surrounding 10-acres of park, including the extension of the raised Esplanade and other elements described above. The site work is anticipated to start in mid-2018. Any disturbance of this area would cause significant adverse impacts to the park land and would cause interference with the activities or purpose of the resource on both a temporary and permanent basis.

We will continue to work collaboratively with DRPT and FRA to ensure that the Section 4(f) Evaluation yields as accurate a picture as possible of possible impacts to Long Bridge Park and Roaches Run Waterfowl Sanctuary. Only at that time will the County be able to comment on the possible impacts to Long Bridge Park and Roaches Run Waterfowl Sanctuary. As we understand from both DRPT and FRA, coordination will continue regardless of the comment period, likely through the Final EIS and potentially up until the Record of Decision. Under Section 4(f), we understand that FRA is generally prohibited from selecting an alternative that impacts a Section 4(f) park resource if there is a feasible and prudent alternative available. Given the uncertainty surrounding the impacts to the Long Bridge Park, FRA would not be able to select an alternative until all impacts have been determined. 9

Please continue to work with Erik Beach of the Department of Parks and Recreation on coordination related to Long Bridge Park. He may be reached at Ebeach@arlingtonva.us or 703-228-3318.

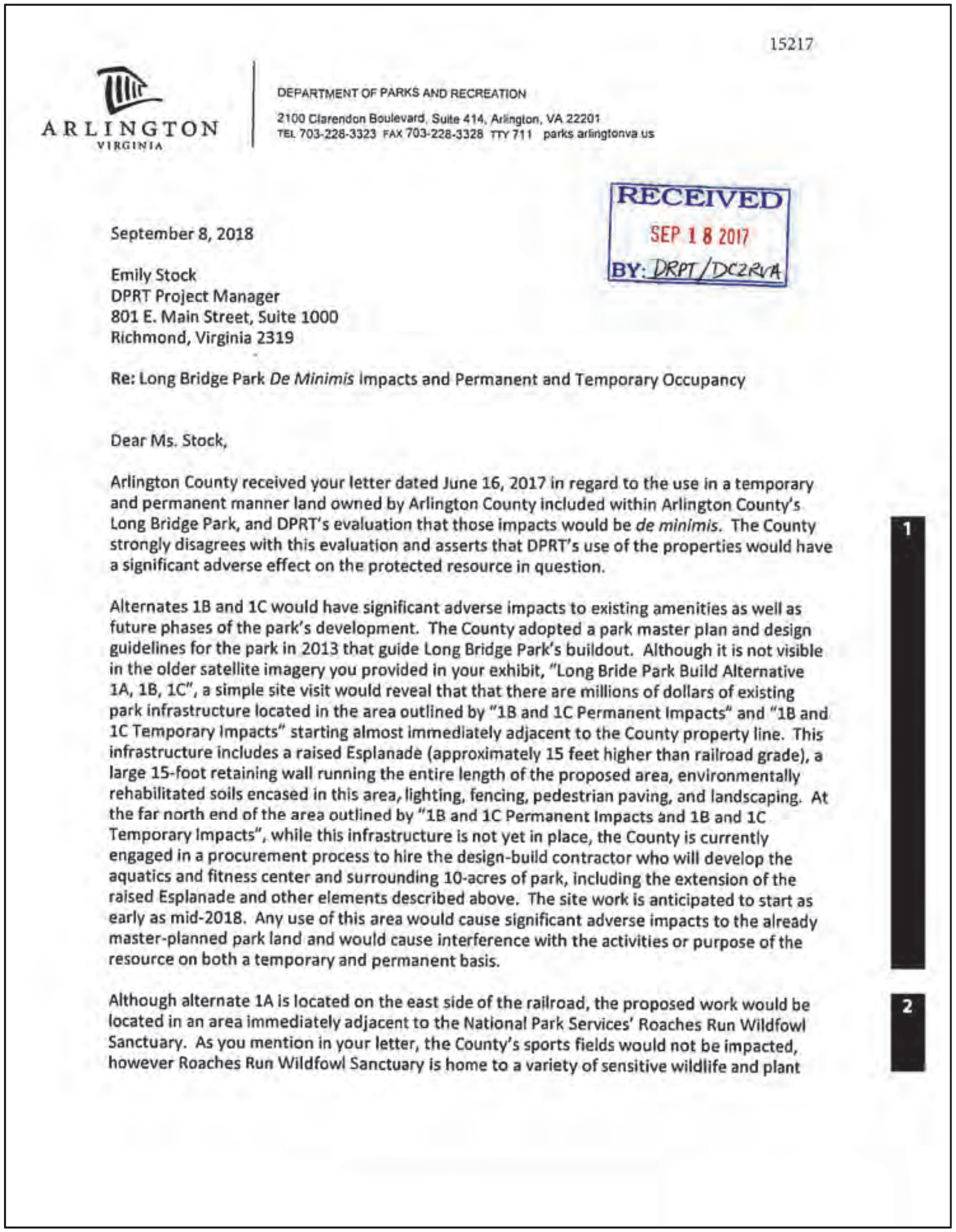
Sincerely,

Mark J. Schwartz
County Manager

ARLINGTON COUNTY (continued)

(Response to comment 8 on previous page)

9. FRA and DRPT appreciate the County's collaborative efforts. As stated previously, Preferred Alternative 1B will not permanently impact Long Bridge Park and will therefore not result in a Section 4(f) use for this resource; see Chapter 6 of the Final EIS. DRPT will continue to coordinate with the County regarding the potential temporary impacts associated with the Preferred Alternative 1B, as required.



15217

ARLINGTON
VIRGINIA

DEPARTMENT OF PARKS AND RECREATION
2100 Clarendon Boulevard, Suite 414, Arlington, VA 22201
TEL 703-228-3323 FAX 703-228-3328 TTY 711 parks.arlingtonva.us

RECEIVED
SEP 18 2017
BY: DRPT/DC2RVA

September 8, 2018

Emily Stock
DPRT Project Manager
801 E. Main Street, Suite 1000
Richmond, Virginia 2319

Re: Long Bridge Park *De Minimis* Impacts and Permanent and Temporary Occupancy

Dear Ms. Stock,

1

Arlington County received your letter dated June 16, 2017 in regard to the use in a temporary and permanent manner land owned by Arlington County included within Arlington County's Long Bridge Park, and DPRT's evaluation that those impacts would be *de minimis*. The County strongly disagrees with this evaluation and asserts that DPRT's use of the properties would have a significant adverse effect on the protected resource in question.

Alternates 1B and 1C would have significant adverse impacts to existing amenities as well as future phases of the park's development. The County adopted a park master plan and design guidelines for the park in 2013 that guide Long Bridge Park's buildout. Although it is not visible in the older satellite imagery you provided in your exhibit, "Long Bride Park Build Alternative 1A, 1B, 1C", a simple site visit would reveal that that there are millions of dollars of existing park infrastructure located in the area outlined by "1B and 1C Permanent Impacts" and "1B and 1C Temporary Impacts" starting almost immediately adjacent to the County property line. This infrastructure includes a raised Esplanade (approximately 15 feet higher than railroad grade), a large 15-foot retaining wall running the entire length of the proposed area, environmentally rehabilitated soils encased in this area, lighting, fencing, pedestrian paving, and landscaping. At the far north end of the area outlined by "1B and 1C Permanent Impacts and 1B and 1C Temporary Impacts", while this infrastructure is not yet in place, the County is currently engaged in a procurement process to hire the design-build contractor who will develop the aquatics and fitness center and surrounding 10-acres of park, including the extension of the raised Esplanade and other elements described above. The site work is anticipated to start as early as mid-2018. Any use of this area would cause significant adverse impacts to the already master-planned park land and would cause interference with the activities or purpose of the resource on both a temporary and permanent basis.

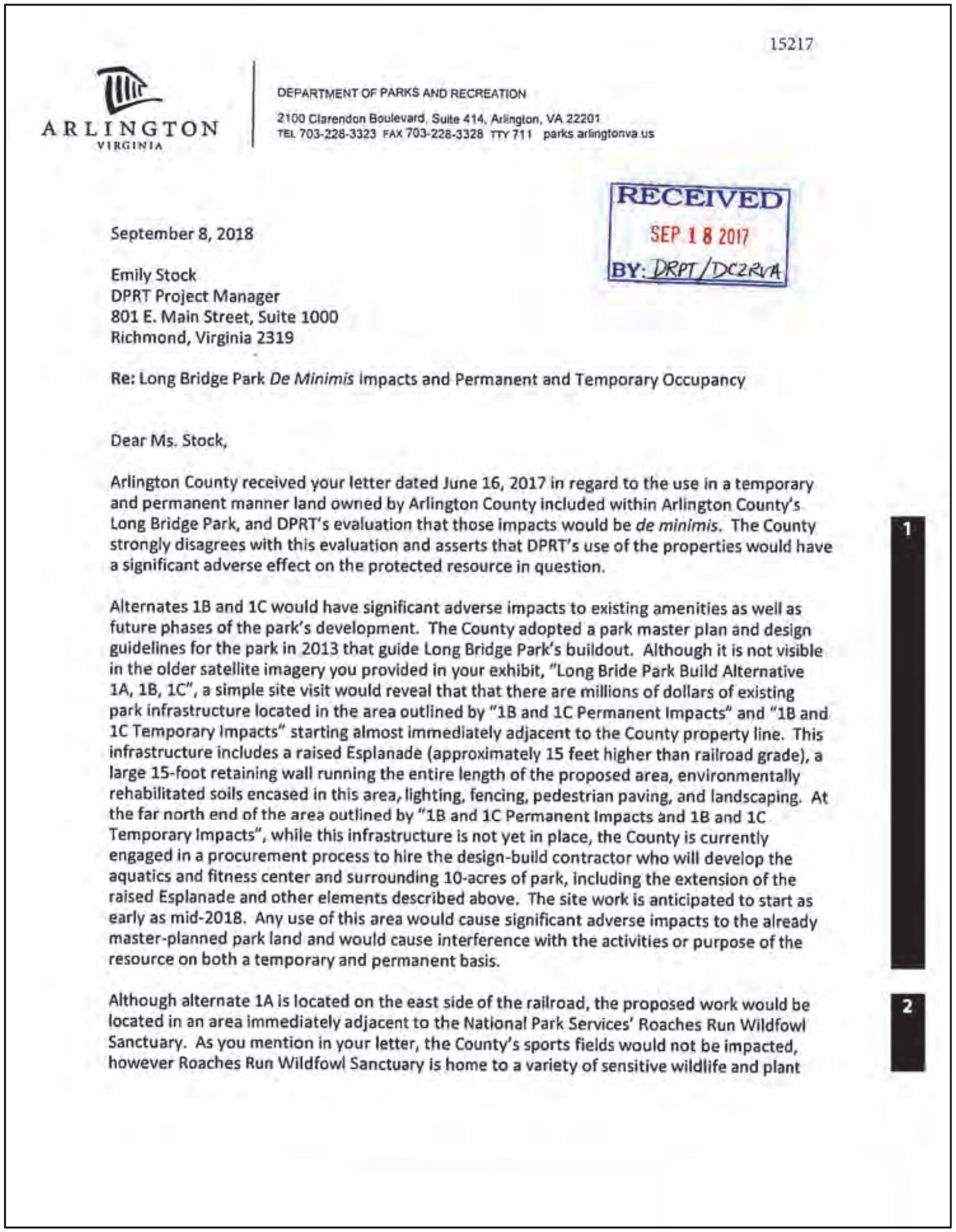
2

Although alternate 1A is located on the east side of the railroad, the proposed work would be located in an area immediately adjacent to the National Park Services' Roaches Run Wildfowl Sanctuary. As you mention in your letter, the County's sports fields would not be impacted, however Roaches Run Wildfowl Sanctuary is home to a variety of sensitive wildlife and plant

ARLINGTON COUNTY, DEPARTMENT OF PARKS AND RECREATION

1. These County comments are primarily in response to FRA's request for the County's concurrence in FRA's preliminary Section 4(f) determination as part of the Section 4(f) process, prior to the publication of the Draft EIS document. Alternative 1B: Add Two Tracks on the West was selected as the Preferred Alternative in Area 1, to align with the two alternatives that were recommended in the alternatives report for the Long Bridge project (separate from the DC2RVA Project). Preferred Alternative 1B includes the least amount of disturbance on the east side of the existing CSXT right-of-way of the evaluated Draft EIS Build Alternatives. Although DRPT's Section 4(f) coordination letter dated June 16, 2017 and the Draft EIS state that Build Alternative 1B would have impacts to Long Bridge Park, since that time DRPT has had further coordination with Arlington County on additional plans for park improvements and elevation changes that have eliminated the need for the permanent impacts to park lands to the west of the existing CSXT right-of-way. There would be no permanent acquisition of Long Bridge Park lands with the Preferred Alternative. The Preferred Alternative would require temporary construction impacts to the west of the existing CSXT right-of-way. These temporary construction impacts do not preclude the Master Plan development and would not impact other existing or proposed park activities. DRPT will continue to coordinate with the County regarding the potential temporary impacts associated with the Preferred Alternative. In a letter dated December 18, 2018, Arlington County Department of Parks and Recreation concurred with the Project impacts to Long Bridge Park (see Appendix E of the Final EIS).

(Responses are continued on next page)



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801 E. Main Street, Suite 1000
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Re: Long Bridge Park *De Minimis* Impacts and Permanent and Temporary Occupancy

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Arlington County received your letter dated June 16, 2017 in regard to the use in a temporary and permanent manner land owned by Arlington County included within Arlington County's Long Bridge Park, and DPRT's evaluation that those impacts would be *de minimis*. The County strongly disagrees with this evaluation and asserts that DPRT's use of the properties would have a significant adverse effect on the protected resource in question.

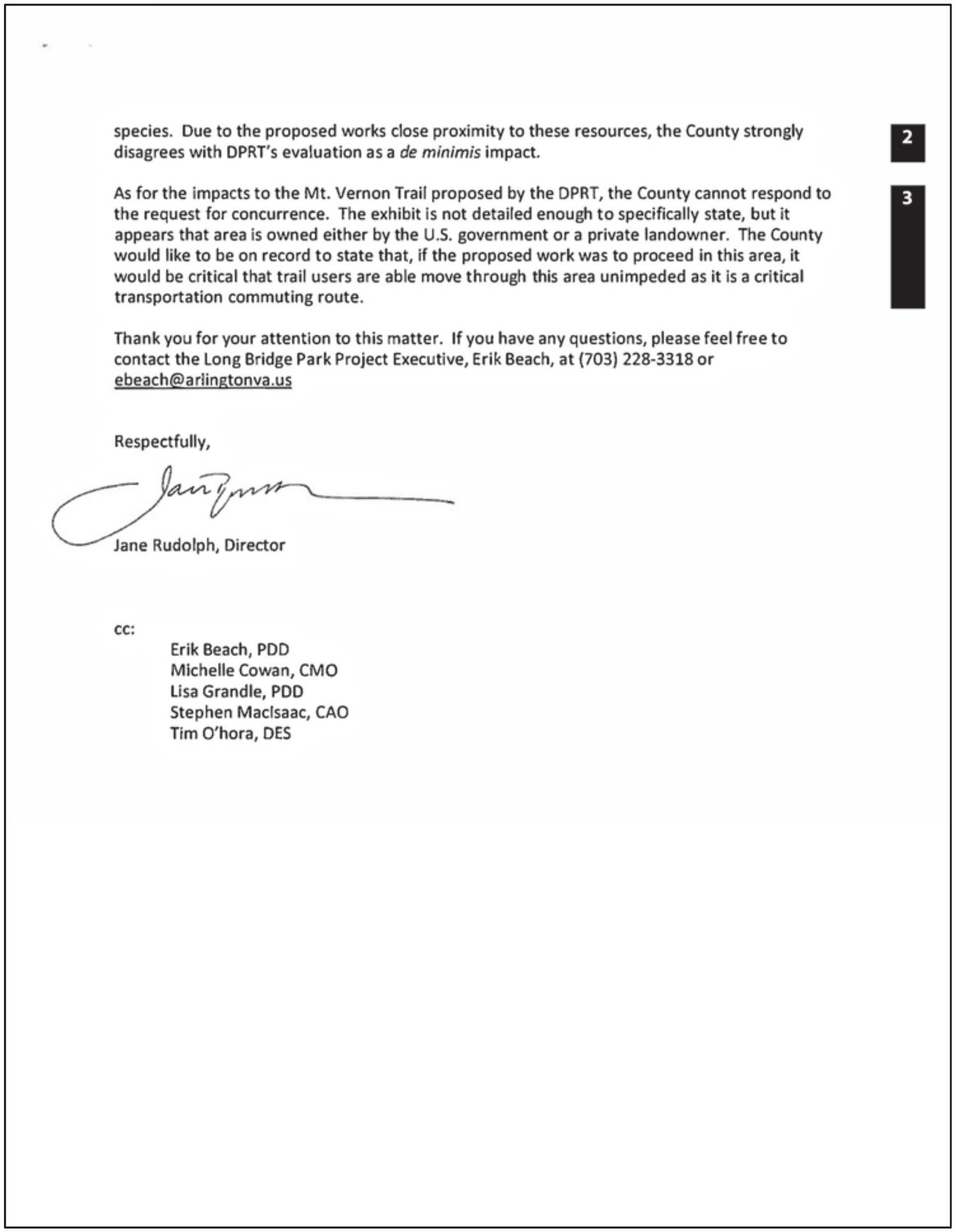
Alternates 1B and 1C would have significant adverse impacts to existing amenities as well as future phases of the park's development. The County adopted a park master plan and design guidelines for the park in 2013 that guide Long Bridge Park's buildout. Although it is not visible in the older satellite imagery you provided in your exhibit, "Long Bride Park Build Alternative 1A, 1B, 1C", a simple site visit would reveal that that there are millions of dollars of existing park infrastructure located in the area outlined by "1B and 1C Permanent Impacts" and "1B and 1C Temporary Impacts" starting almost immediately adjacent to the County property line. This infrastructure includes a raised Esplanade (approximately 15 feet higher than railroad grade), a large 15-foot retaining wall running the entire length of the proposed area, environmentally rehabilitated soils encased in this area, lighting, fencing, pedestrian paving, and landscaping. At the far north end of the area outlined by "1B and 1C Permanent Impacts and 1B and 1C Temporary Impacts", while this infrastructure is not yet in place, the County is currently engaged in a procurement process to hire the design-build contractor who will develop the aquatics and fitness center and surrounding 10-acres of park, including the extension of the raised Esplanade and other elements described above. The site work is anticipated to start as early as mid-2018. Any use of this area would cause significant adverse impacts to the already master-planned park land and would cause interference with the activities or purpose of the resource on both a temporary and permanent basis.

2

Although alternate 1A is located on the east side of the railroad, the proposed work would be located in an area immediately adjacent to the National Park Services' Roaches Run Wildfowl Sanctuary. As you mention in your letter, the County's sports fields would not be impacted, however Roaches Run Wildfowl Sanctuary is home to a variety of sensitive wildlife and plant

ARLINGTON COUNTY, DEPARTMENT OF PARKS AND RECREATION (continued)

2. Alternative 1B: Add Two Tracks on the West was selected as the Preferred Alternative in Area 1, to align with the two alternatives that were recommended in the alternatives report for the Long Bridge project (separate from the DC2RVA Project). Preferred Alternative 1B includes the least amount of disturbance on the east side of the CSXT right-of-way adjacent to the Roaches Run Waterfowl Sanctuary with all improvements contained within the railroad right-of-way. DRPT recognizes that Build Alternative 1A would be in close proximity to Roaches Run Waterfowl Sanctuary; however, DRPT has dismissed this alternative and there are no direct impacts to the sanctuary. Build Alternative 1B will require temporary impacts to Long Bridge Park located on the west side of the existing CSXT right-of-way. These temporary construction impacts will not impact existing or proposed park activities. Removal of trees and other vegetation in the temporary construction area will be limited to the extent feasible. The area will be restored and re-planted with native vegetation similar to prior conditions after completion of construction. DRPT will continue to coordinate with the County regarding the potential temporary impacts associated with Build Alternative 1B, as required.



species. Due to the proposed works close proximity to these resources, the County strongly disagrees with DPRT's evaluation as a *de minimis* impact. 2

As for the impacts to the Mt. Vernon Trail proposed by the DPRT, the County cannot respond to the request for concurrence. The exhibit is not detailed enough to specifically state, but it appears that area is owned either by the U.S. government or a private landowner. The County would like to be on record to state that, if the proposed work was to proceed in this area, it would be critical that trail users are able move through this area unimpeded as it is a critical transportation commuting route. 3

Thank you for your attention to this matter. If you have any questions, please feel free to contact the Long Bridge Park Project Executive, Erik Beach, at (703) 228-3318 or ebeach@arlingtonva.us

Respectfully,

Jane Rudolph, Director

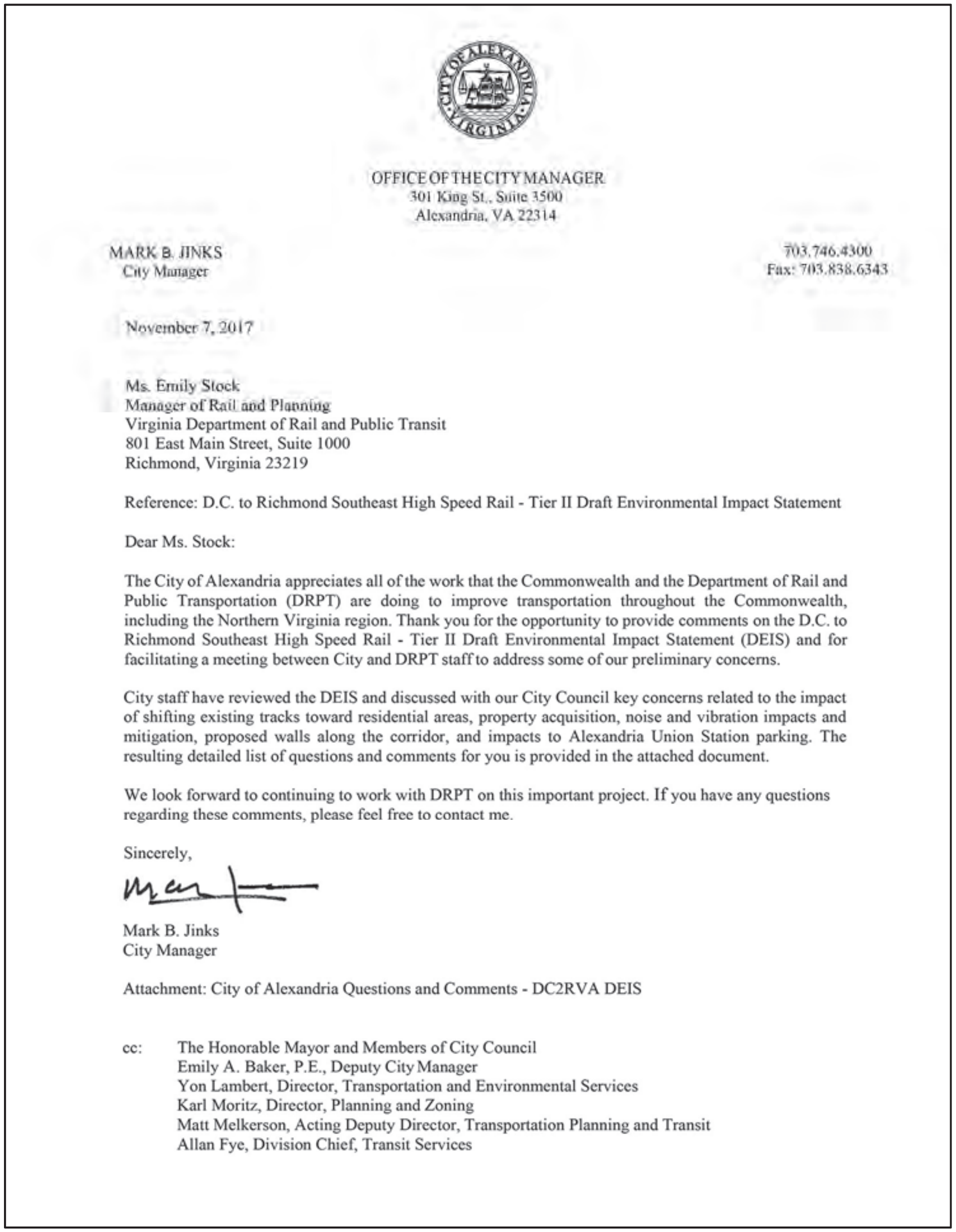
cc:

Erik Beach, PDD
Michelle Cowan, CMO
Lisa Grandle, PDD
Stephen MacIsaac, CAO
Tim O'hora, DES

ARLINGTON COUNTY, DEPARTMENT OF PARKS AND RECREATION (continued)

(Response to comment 2 on previous page)

3. DRPT anticipates that approximately 20 feet of the Mount Vernon Trail owned by the National Park Service will be temporarily impacted during construction; however, the Mount Vernon Trail will remain connected and functional, to current levels of service, for all users during and after construction of the Project. The 20 feet of trail that would be temporarily impacted is located on the east side of the existing rail right-of-way on GWMP land opposite Crystal City Water Park and near Ronald Reagan National Airport. Details regarding maintaining access will be determined during final design, after funding becomes available and incremental improvements are scheduled.



OFFICE OF THE CITY MANAGER
301 King St., Suite 3500
Alexandria, VA 22314

MARK B. JINKS
City Manager

703.746.4300
Fax: 703.838.6343

November 7, 2017

Ms. Emily Stock
Manager of Rail and Planning
Virginia Department of Rail and Public Transit
801 East Main Street, Suite 1000
Richmond, Virginia 23219

Reference: D.C. to Richmond Southeast High Speed Rail - Tier II Draft Environmental Impact Statement

Dear Ms. Stock:

The City of Alexandria appreciates all of the work that the Commonwealth and the Department of Rail and Public Transportation (DRPT) are doing to improve transportation throughout the Commonwealth, including the Northern Virginia region. Thank you for the opportunity to provide comments on the D.C. to Richmond Southeast High Speed Rail - Tier II Draft Environmental Impact Statement (DEIS) and for facilitating a meeting between City and DRPT staff to address some of our preliminary concerns.

City staff have reviewed the DEIS and discussed with our City Council key concerns related to the impact of shifting existing tracks toward residential areas, property acquisition, noise and vibration impacts and mitigation, proposed walls along the corridor, and impacts to Alexandria Union Station parking. The resulting detailed list of questions and comments for you is provided in the attached document.

We look forward to continuing to work with DRPT on this important project. If you have any questions regarding these comments, please feel free to contact me.

Sincerely,

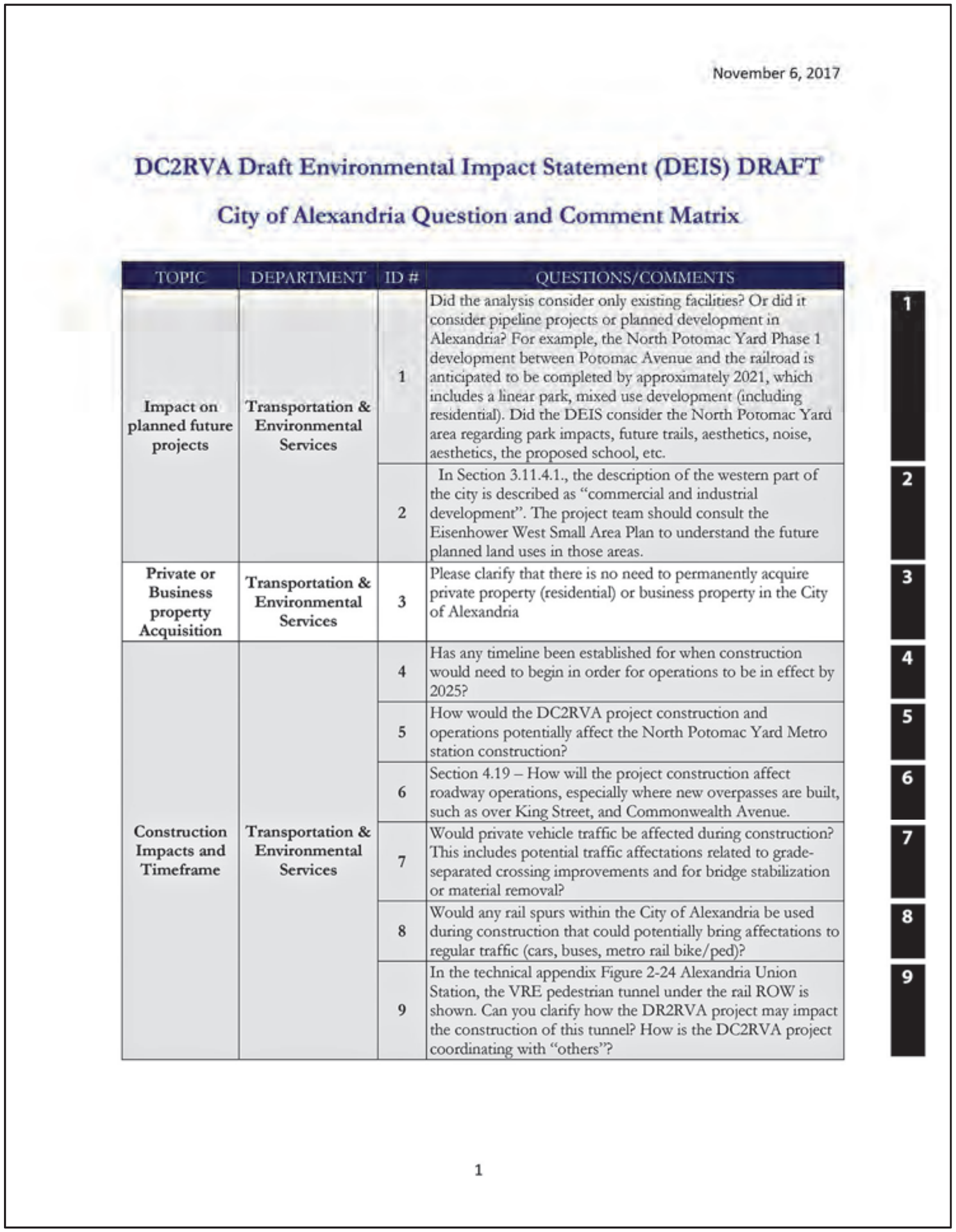
Mark B. Jinks
City Manager

Attachment: City of Alexandria Questions and Comments - DC2RVA DEIS

cc: The Honorable Mayor and Members of City Council
Emily A. Baker, P.E., Deputy City Manager
Yon Lambert, Director, Transportation and Environmental Services
Karl Moritz, Director, Planning and Zoning
Matt Melkerson, Acting Deputy Director, Transportation Planning and Transit
Allan Fye, Division Chief, Transit Services

CITY OF ALEXANDRIA

(No comments on this page)



November 6, 2017

DC2RVA Draft Environmental Impact Statement (DEIS) DRAFT

City of Alexandria Question and Comment Matrix

TOPIC	DEPARTMENT	ID #	QUESTIONS/COMMENTS
Impact on planned future projects	Transportation & Environmental Services	1	Did the analysis consider only existing facilities? Or did it consider pipeline projects or planned development in Alexandria? For example, the North Potomac Yard Phase 1 development between Potomac Avenue and the railroad is anticipated to be completed by approximately 2021, which includes a linear park, mixed use development (including residential). Did the DEIS consider the North Potomac Yard area regarding park impacts, future trails, aesthetics, noise, aesthetics, the proposed school, etc.
		2	In Section 3.11.4.1., the description of the western part of the city is described as "commercial and industrial development". The project team should consult the Eisenhower West Small Area Plan to understand the future planned land uses in those areas.
Private or Business property Acquisition	Transportation & Environmental Services	3	Please clarify that there is no need to permanently acquire private property (residential) or business property in the City of Alexandria
Construction Impacts and Timeframe	Transportation & Environmental Services	4	Has any timeline been established for when construction would need to begin in order for operations to be in effect by 2025?
		5	How would the DC2RVA project construction and operations potentially affect the North Potomac Yard Metro station construction?
		6	Section 4.19 – How will the project construction affect roadway operations, especially where new overpasses are built, such as over King Street, and Commonwealth Avenue.
		7	Would private vehicle traffic be affected during construction? This includes potential traffic affectations related to grade-separated crossing improvements and for bridge stabilization or material removal?
		8	Would any rail spurs within the City of Alexandria be used during construction that could potentially bring affectations to regular traffic (cars, buses, metro rail bike/ped)?
		9	In the technical appendix Figure 2-24 Alexandria Union Station, the VRE pedestrian tunnel under the rail ROW is shown. Can you clarify how the DR2RVA project may impact the construction of this tunnel? How is the DC2RVA project coordinating with "others"?

1

CITY OF ALEXANDRIA (continued)

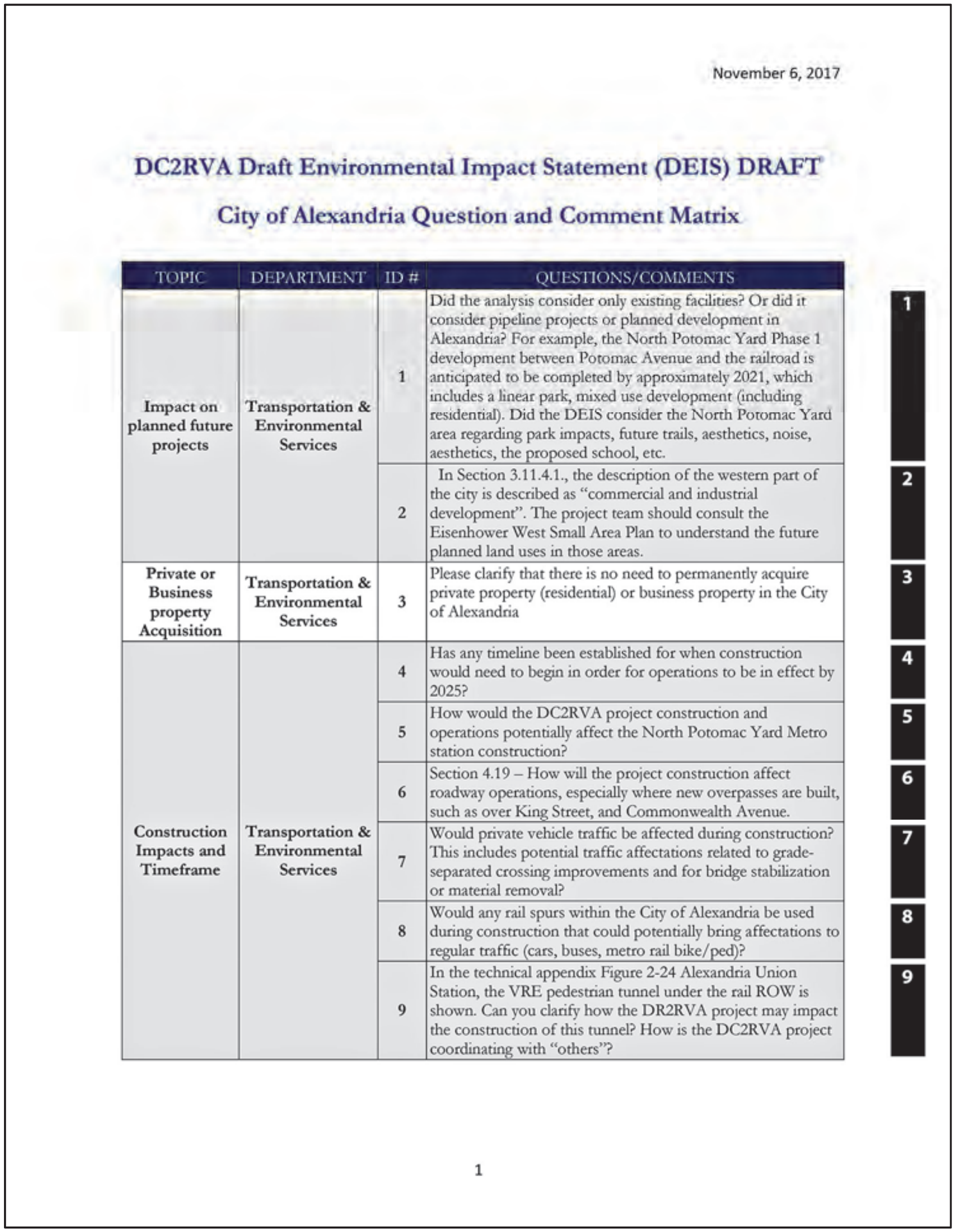
[Note that the City provided comments on November 7th, 2017 and revised comments on January 26th, 2018. The letter and comments/ responses provided herein reflect the more recent revised comments, as provided by the City.]

1. Future planned developments are taken into consideration throughout the Project process. Section 5.20 of the Final EIS discusses the potential indirect and cumulative effects of planned developments, and has been updated to include the Potomac Yard Metrorail Station and other major projects included in the City of Alexandria's Master Plan.

2. The existing land uses within 500 feet of the CSXT corridor are summarized in Table 3.11-4 of the Draft EIS. The top three existing land uses by acreage are Commercial/Office, Industrial, and Transportation. The existing residential areas within the Eisenhower West Small Area Plan are represented in Table 3.11-4 of the Draft EIS and the plan was consulted during the Project process.

3. DRPT has continued to review its available GIS parcel boundary data and conceptual engineering plans, and has determined there will be no permanent acquisitions of parcels (or portions of parcels) in the City of Alexandria. All Project improvements are designed to occur within existing railroad right-of-way within the City; where possible, retaining walls placed at the boundary of the right-of-way will be used to keep Project grading effects from adjacent lands. Improvements and impact limits at the Alexandria Station, including improvements to the City-owned parking lot, are provided for station planning by the City and do not indicate property acquisition or impacts by the Project. However, there will be temporary impacts to several City-owned park lands during construction as identified in Table 5.14-1 of the Final EIS.

(Responses are continued on next page)



November 6, 2017

DC2RVA Draft Environmental Impact Statement (DEIS) DRAFT

City of Alexandria Question and Comment Matrix

TOPIC	DEPARTMENT	ID #	QUESTIONS/COMMENTS	
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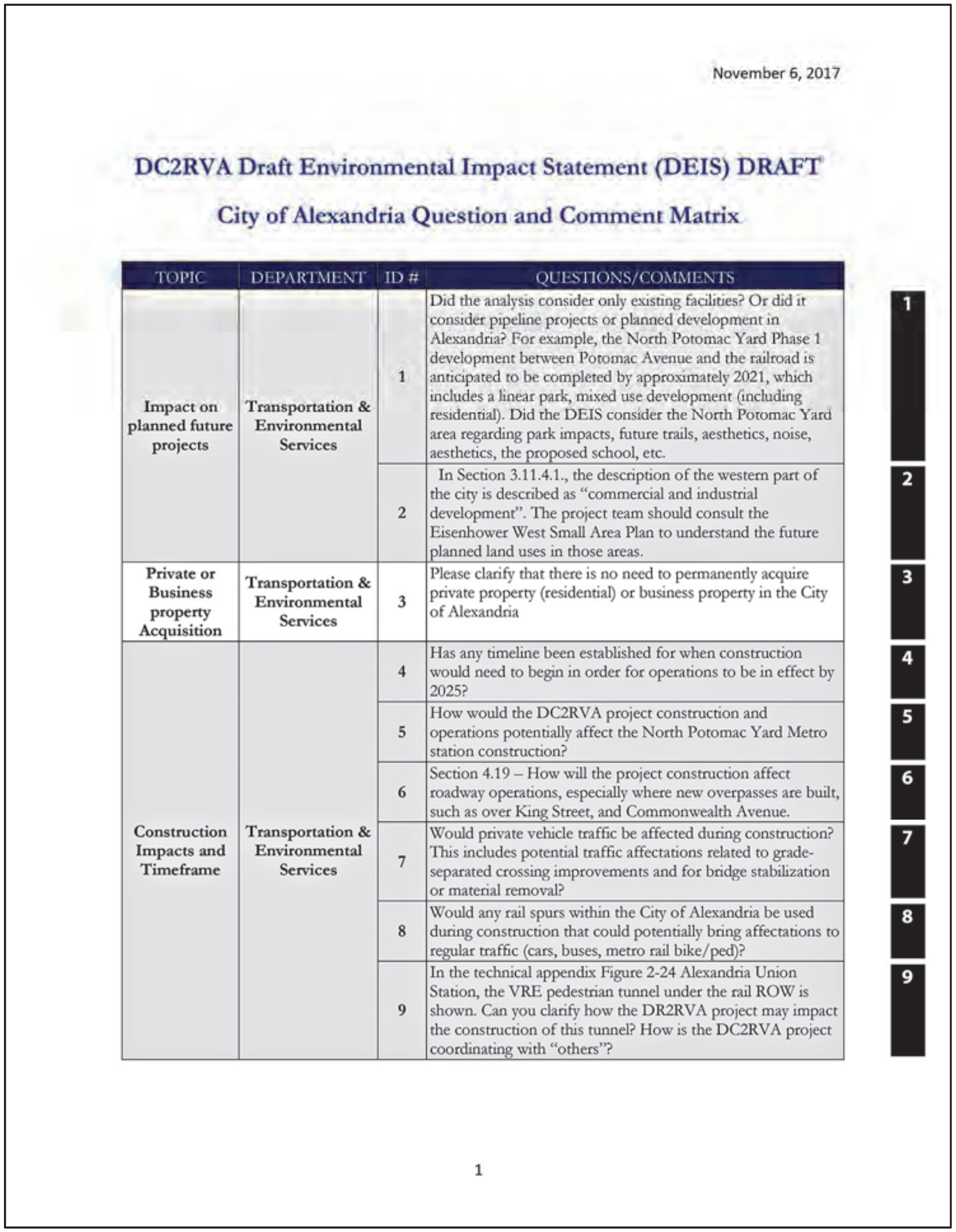
		2	In Section 3.11.4.1., the description of the western part of the city is described as "commercial and industrial development". The project team should consult the Eisenhower West Small Area Plan to understand the future planned land uses in those areas.	2
Private or Business property Acquisition	Transportation & Environmental Services	3	Please clarify that there is no need to permanently acquire private property (residential) or business property in the City of Alexandria	3
Construction Impacts and Timeframe	Transportation & Environmental Services	4	Has any timeline been established for when construction would need to begin in order for operations to be in effect by 2025?	4
		5	How would the DC2RVA project construction and operations potentially affect the North Potomac Yard Metro station construction?	5
		6	Section 4.19 – How will the project construction affect roadway operations, especially where new overpasses are built, such as over King Street, and Commonwealth Avenue.	6
		7	Would private vehicle traffic be affected during construction? This includes potential traffic affectations related to grade-separated crossing improvements and for bridge stabilization or material removal?	7
		8	Would any rail spurs within the City of Alexandria be used during construction that could potentially bring affectations to regular traffic (cars, buses, metro rail bike/ped)?	8
		9	In the technical appendix Figure 2-24 Alexandria Union Station, the VRE pedestrian tunnel under the rail ROW is shown. Can you clarify how the DR2RVA project may impact the construction of this tunnel? How is the DC2RVA project coordinating with "others"?	9

CITY OF ALEXANDRIA (continued)

4. A new chapter (Chapter 7) has been added to the Final EIS since the publication of the Draft EIS, to clarify the next steps of the Project, including funding, final design, and construction. As described more fully in that chapter, the DC2RVA Project is not funded beyond the NEPA Tier II EIS study, with the exception of two segments of new main line track funded through the Atlantic Gateway project. The remainder of the DC2RVA Project will be designed/built in increments as funding becomes available and improvements are scheduled.
5. The DC2RVA Project construction and operations will occur within the CSXT right-of-way/corridor in the vicinity of the North Potomac Yard Metrorail station. With the exception of the Atlantic Gateway suite of projects (see response to DRPT-numbered statement #4), construction scheduling will be performed as part of the final design once funding becomes available and incremental improvements are scheduled. The DC2RVA Project will add a fourth track on the easternmost side of the CSX right-of-way/corridor (i.e., west of all existing tracks and the proposed North Potomac Yard Metrorail station). DRPT does not anticipate that construction of or operations on the new fourth track will impact the North Potomac Yard Metro Station construction or operations. This includes the information provided in the FTA Potomac Yard Metrorail Station EIS and ROD from 2016 (https://www.alexandriava.gov/potomacyard/default.aspx?id=101657), which define the station preferred alternative to be located east of the CSXT right-of-way. The initial plans for Potomac Yard Metro Station called for two entrances, north and south, with each entrance linked to a separate pedestrian bridge over the rail corridor. Due to cost concerns, the south entrance and pedestrian bridge was dropped from station plans in the September 2018 construction plans. Since then, with the announcement in November 2018 of Amazon's new headquarters facility to be located in Arlington, the City of Alexandria has announced the south entrance and pedestrian bridge will again be part of the Potomac Yard Metro Station. There will be two pedestrian bridges crossing the CSXT corridor to a roadway and station access location west of the CSXT right-of-way.

(Responses are continued on next page)



November 6, 2017

DC2RVA Draft Environmental Impact Statement (DEIS) DRAFT

City of Alexandria Question and Comment Matrix

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		2	In Section 3.11.4.1., the description of the western part of the city is described as "commercial and industrial development". The project team should consult the Eisenhower West Small Area Plan to understand the future planned land uses in those areas.
Private or Business property Acquisition	Transportation & Environmental Services	3	Please clarify that there is no need to permanently acquire private property (residential) or business property in the City of Alexandria
Construction Impacts and Timeframe	Transportation & Environmental Services	4	Has any timeline been established for when construction would need to begin in order for operations to be in effect by 2025?
		5	How would the DC2RVA project construction and operations potentially affect the North Potomac Yard Metro station construction?
		6	Section 4.19 – How will the project construction affect roadway operations, especially where new overpasses are built, such as over King Street, and Commonwealth Avenue.
		7	Would private vehicle traffic be affected during construction? This includes potential traffic affectations related to grade-separated crossing improvements and for bridge stabilization or material removal?
		8	Would any rail spurs within the City of Alexandria be used during construction that could potentially bring affectations to regular traffic (cars, buses, metro rail bike/ped)?
		9	In the technical appendix Figure 2-24 Alexandria Union Station, the VRE pedestrian tunnel under the rail ROW is shown. Can you clarify how the DR2RVA project may impact the construction of this tunnel? How is the DC2RVA project coordinating with "others"?

1

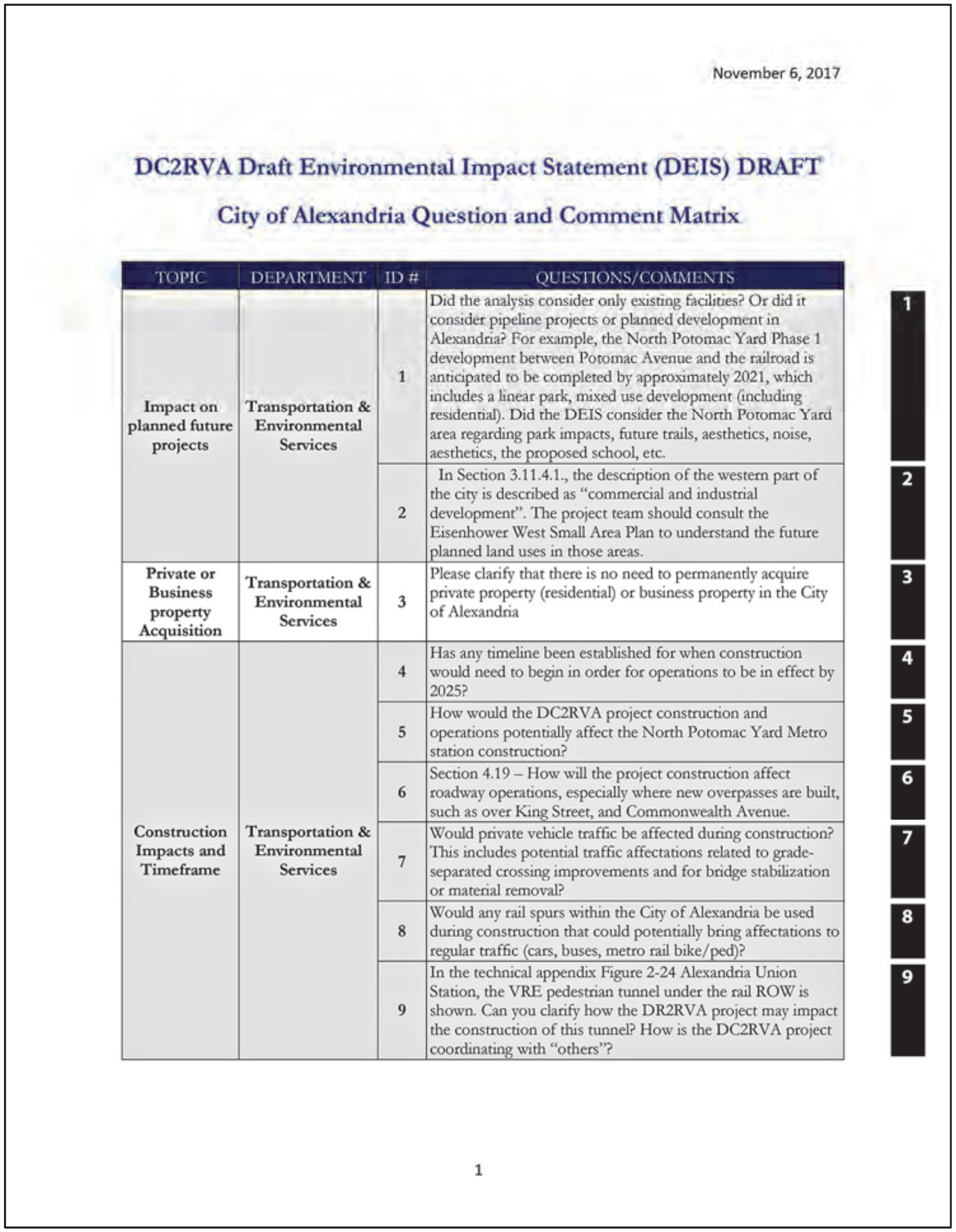
CITY OF ALEXANDRIA (continued)

6. There are no new overpasses proposed by the DC2RVA Project within the City of Alexandria. The existing King Street and Commonwealth Avenue underpass bridges are of sufficient width to construct the proposed fourth track on the existing structures. Final design, after funding is secured and incremental improvements are scheduled, will include detailed survey of existing railroad bridge structures, including those spanning King Street and Commonwealth Avenue. Should additional improvements be identified at that time, DRPT will coordinate with the City of Alexandria for the preparation of a traffic management plan.

7. Temporary minor impacts to private vehicle traffic during construction may result from material deliveries to or removal of materials from the construction areas or from structural rehabilitation of underpasses or overpasses; there are no new grade-separations proposed in the City as part of the Project. Detailed traffic control plans to minimize construction impacts will be developed as part of the final design, once funding becomes available and incremental improvements are scheduled; refer to DRPT-numbered statement #4 for construction / funding details.

8. The DC2RVA Project does not plan to construct or make use of any rail spurs within the City of Alexandria. Track designs, including the use of temporary or permanent rail spurs within the City of Alexandria, will be developed as part of the final design, after funding becomes available and incremental improvements are scheduled.

(Responses are continued on next page)



November 6, 2017

DC2RVA Draft Environmental Impact Statement (DEIS) DRAFT

City of Alexandria Question and Comment Matrix

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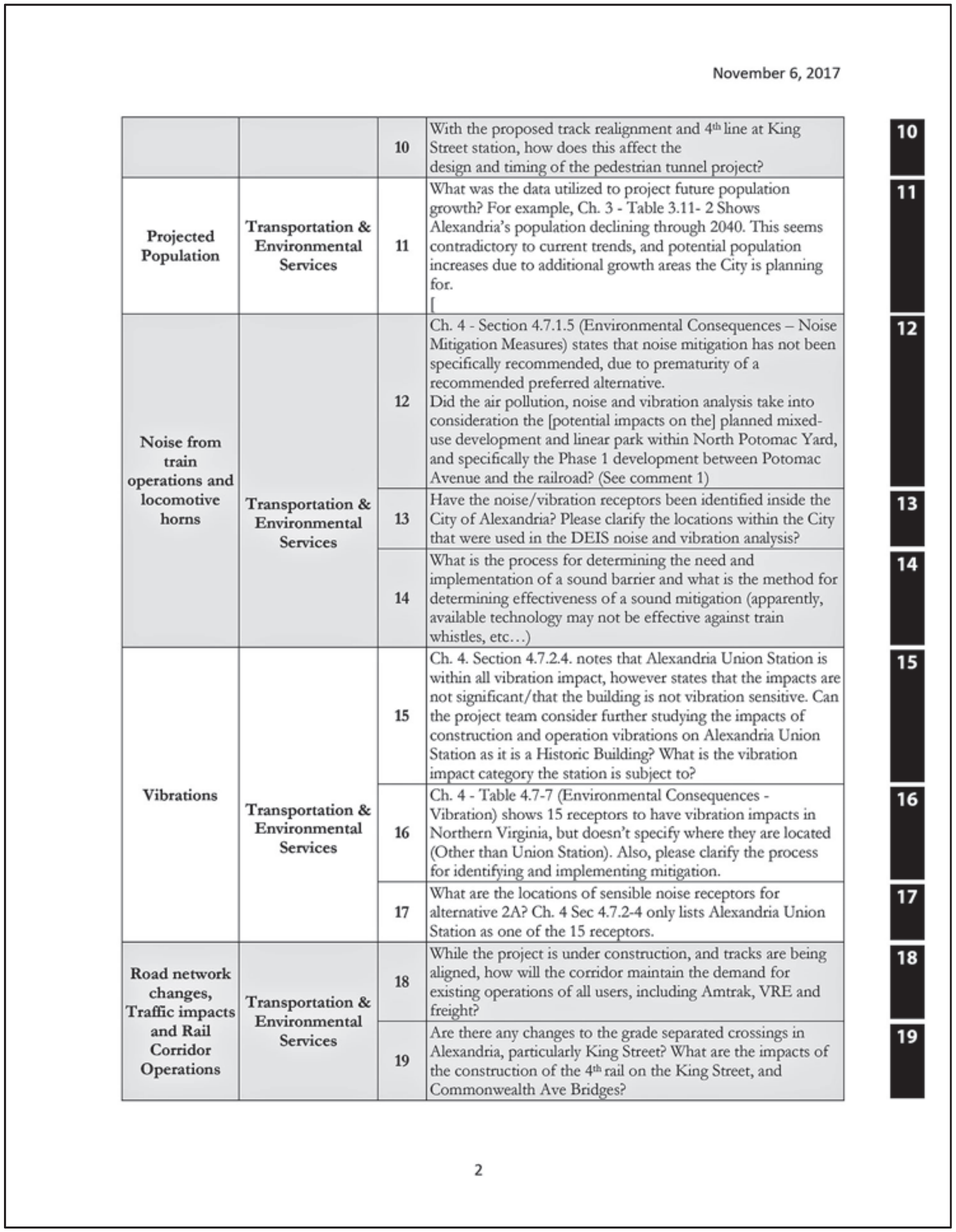
		2	In Section 3.11.4.1., the description of the western part of the city is described as "commercial and industrial development". The project team should consult the Eisenhower West Small Area Plan to understand the future planned land uses in those areas.	2
Private or Business property Acquisition	Transportation & Environmental Services	3	Please clarify that there is no need to permanently acquire private property (residential) or business property in the City of Alexandria	3
Construction Impacts and Timeframe	Transportation & Environmental Services	4	Has any timeline been established for when construction would need to begin in order for operations to be in effect by 2025?	4
		5	How would the DC2RVA project construction and operations potentially affect the North Potomac Yard Metro station construction?	5
		6	Section 4.19 – How will the project construction affect roadway operations, especially where new overpasses are built, such as over King Street, and Commonwealth Avenue.	6
		7	Would private vehicle traffic be affected during construction? This includes potential traffic affectations related to grade-separated crossing improvements and for bridge stabilization or material removal?	7
		8	Would any rail spurs within the City of Alexandria be used during construction that could potentially bring affectations to regular traffic (cars, buses, metro rail bike/ped)?	8
		9	In the technical appendix Figure 2-24 Alexandria Union Station, the VRE pedestrian tunnel under the rail ROW is shown. Can you clarify how the DR2RVA project may impact the construction of this tunnel? How is the DC2RVA project coordinating with "others"?	9

1

CITY OF ALEXANDRIA (continued)

9. and 10. In the vicinity of Alexandria Union Station, the DC2RVA Project proposes to add a fourth track within the existing CSXT right-of-way where a track previously existed. DRPT has coordinated closely with VRE throughout the development of the Draft EIS. The design and timing of the potential pedestrian tunnel project are independent of and separate from the DC2RVA Project, and temporary construction impacts will vary based on which project (DC2RVA or the referenced VRE pedestrian tunnel) is constructed first. Currently, DRPT anticipates that the proposed VRE pedestrian tunnel will be in place before DRPT adds the fourth track as part of the Atlantic Gateway project. Under this scenario, DRPT does not anticipate any impacts to the VRE pedestrian tunnel. However, DRPT recognizes that continued coordination with VRE and the City or Alexandria is critical to minimize the potential for the construction of the fourth track to impact the VRE improvements. Therefore, DRPT remains committed to working with VRE, and the City, during final design and construction of the Project (refer to DRPT-numbered statement #4 for details on Project funding / scheduling).



November 6, 2017

		10	With the proposed track realignment and 4th line at King Street station, how does this affect the design and timing of the pedestrian tunnel project?	10
Projected Population	Transportation & Environmental Services	11	What was the data utilized to project future population growth? For example, Ch. 3 - Table 3.11- 2 Shows Alexandria's population declining through 2040. This seems contradictory to current trends, and potential population increases due to additional growth areas the City is planning for. [	11
Noise from train operations and locomotive horns	Transportation & Environmental Services	12	Ch. 4 - Section 4.7.1.5 (Environmental Consequences – Noise Mitigation Measures) states that noise mitigation has not been specifically recommended, due to prematurity of a recommended preferred alternative. Did the air pollution, noise and vibration analysis take into consideration the [potential impacts on the] planned mixed-use development and linear park within North Potomac Yard, and specifically the Phase 1 development between Potomac Avenue and the railroad? (See comment 1)	12
		13	Have the noise/vibration receptors been identified inside the City of Alexandria? Please clarify the locations within the City that were used in the DEIS noise and vibration analysis?	13
		14	What is the process for determining the need and implementation of a sound barrier and what is the method for determining effectiveness of a sound mitigation (apparently, available technology may not be effective against train whistles, etc…)	14
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CITY OF ALEXANDRIA (continued)

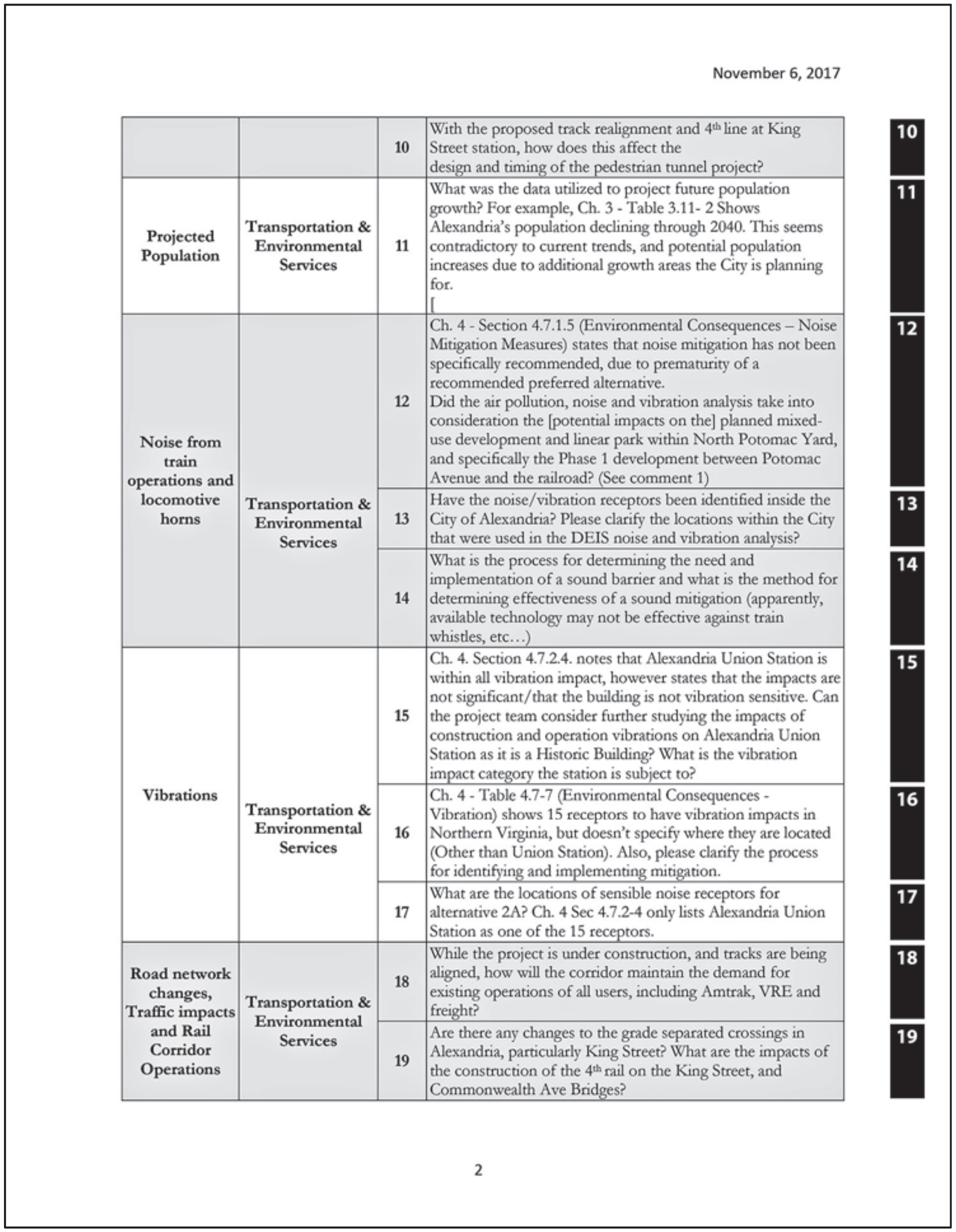
(Response to comment 10 on previous page)

11. DRPT used the state-approved Weldon Cooper Center population projection data for the Draft EIS population evaluations, as available at that time of analysis, which were later updated in June 2017. DRPT has reviewed the updated 2017 Weldon Cooper Center projections, which show greater growth in the City of Alexandria between 2015 and 2045 as compared to the values available at the time of the Draft EIS. While the updated data is consistent with the City's assertion, it does not affect any conclusions drawn in the Draft EIS regarding population increases for the overall study area.

12. DRPT evaluated noise and vibration effects from the proposed intercity passenger train using land use data that was publicly available and reasonably obtainable at the time the analyses were performed. This included digital aerial photographs showing the rail corridor and surrounding land uses near the planned North Potomac Yard. The noise and vibration contour figures in Appendix P of the Draft EIS show where Project-related noise and vibration impacts (as defined by FRA) are projected to occur including the area near the North Potomac Yard. Category Severe 1 Noise Impacts, as defined by FRA, may be experienced within 120 to 140 feet of the new main track along the corridor, depending on site specific conditions and land use; refer to the noise and vibration contours in Appendix P of the Draft EIS for additional information. There are no changes to the vibration impact contours or noise impact contours since the publication of the Draft EIS, with the exception of two areas for noise only; these two areas are detailed in Final EIS Section 5.7 and updated maps are provided in Appendix M of the Final EIS. Additionally, Section 5.20 of the Final EIS discusses the potential indirect and cumulative effects of planned developments, including the Potomac Yard Metrorail Station and other major projects included in the City of Alexandria's Master Plan.

    DRPT considered local Project-related air quality effects in the Draft EIS. Any increases in pollutant emissions related to trains operating along the DC2RVA corridor at this and other locations are expected to be minor. Additionally, construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions.

(Responses are continued on next page)



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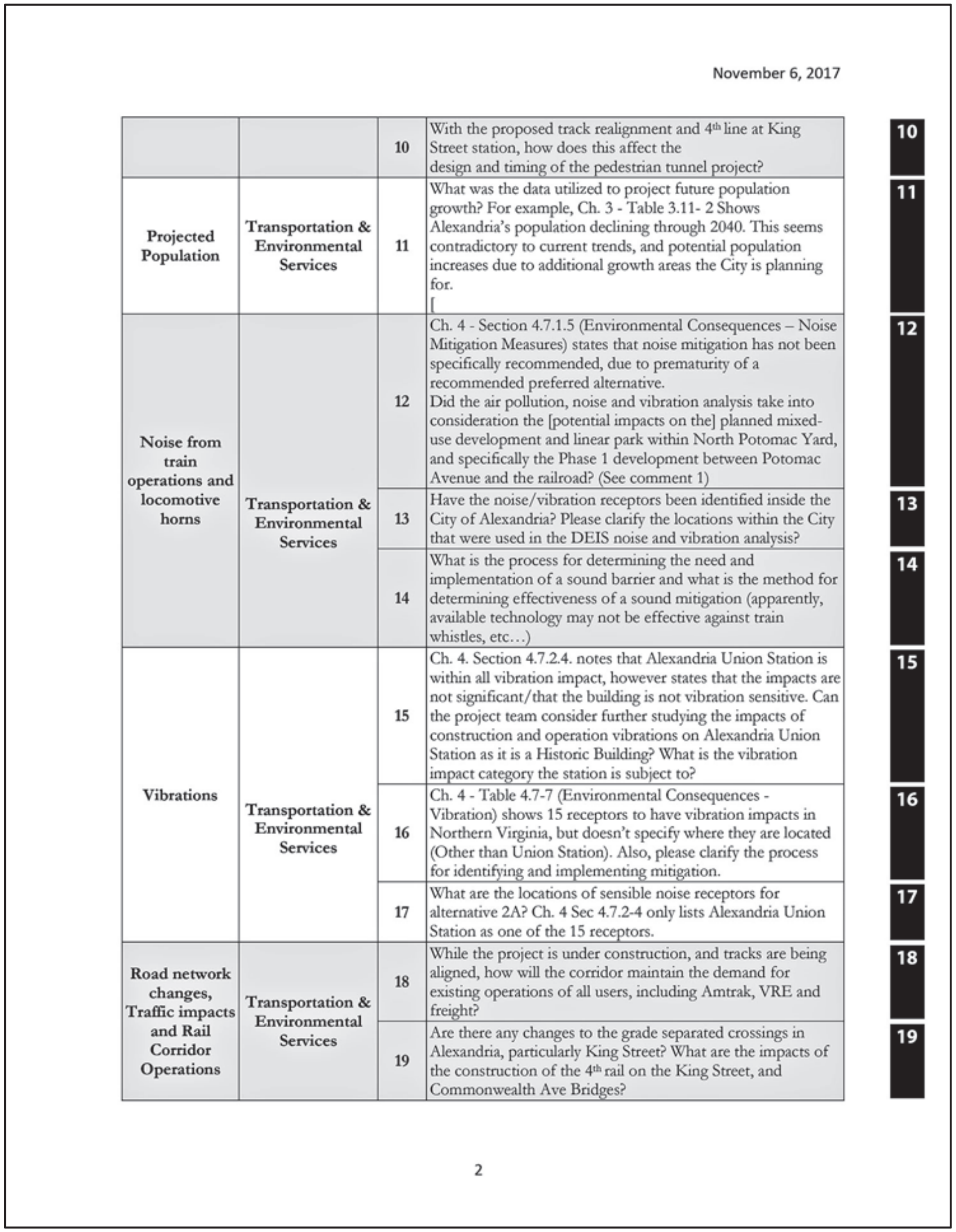
CITY OF ALEXANDRIA (continued)

The potential air quality effects from construction activity will be short-term, occurring only while construction work is in progress and local conditions are appropriate, and appropriate Best Management Practices will be identified during construction to minimize air quality effects.

13. DRPT evaluated noise and vibration effects from the proposed intercity passenger trains using land use data that was publicly available and reasonably obtainable at the time the analyses were performed. This included digital aerial photographs and land use data for City of Alexandria. The noise and vibration contour figures in Appendix P of the Draft EIS show where Project-related noise and vibration impacts (as defined by FRA) are projected to occur, including in the City of Alexandria. Category Severe 1 Noise Impacts, as defined by FRA, may be experienced within 120 to 140 feet of the new main track along the corridor, depending on site specific conditions and land use; refer to the noise and vibration contours in Appendix P of the Draft EIS for additional information. There are no changes to the noise impact contours since the publication of the Draft EIS, with the exception of two areas; these two areas are detailed in Final EIS Section 5.7 and updated maps are provided in Appendix M of the Final EIS.

14. FRA noise impact assessment guidelines include the methodology for determining if the proposed intercity passenger trains are projected to cause moderate or severe noise impacts (as defined by FRA). During the final design phase of the Project, which will occur after funding becomes available and incremental improvements are scheduled, the noise assessment will be revised to determine where severe noise impacts are projected to occur. Noise mitigation measures will be evaluated and selected at that time, as required. While sound barrier walls are a common mitigation measure for major highway projects, they are not typical for intercity passenger rail projects and are not required by FRA or FTA. Further, CSXT policy generally does not allow sound barrier walls within their right-of-way. Therefore, use of sound barrier walls as future mitigation for DC2RVA train noise would require additional property impacts.

(Responses are continued on next page)



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CITY OF ALEXANDRIA (continued)

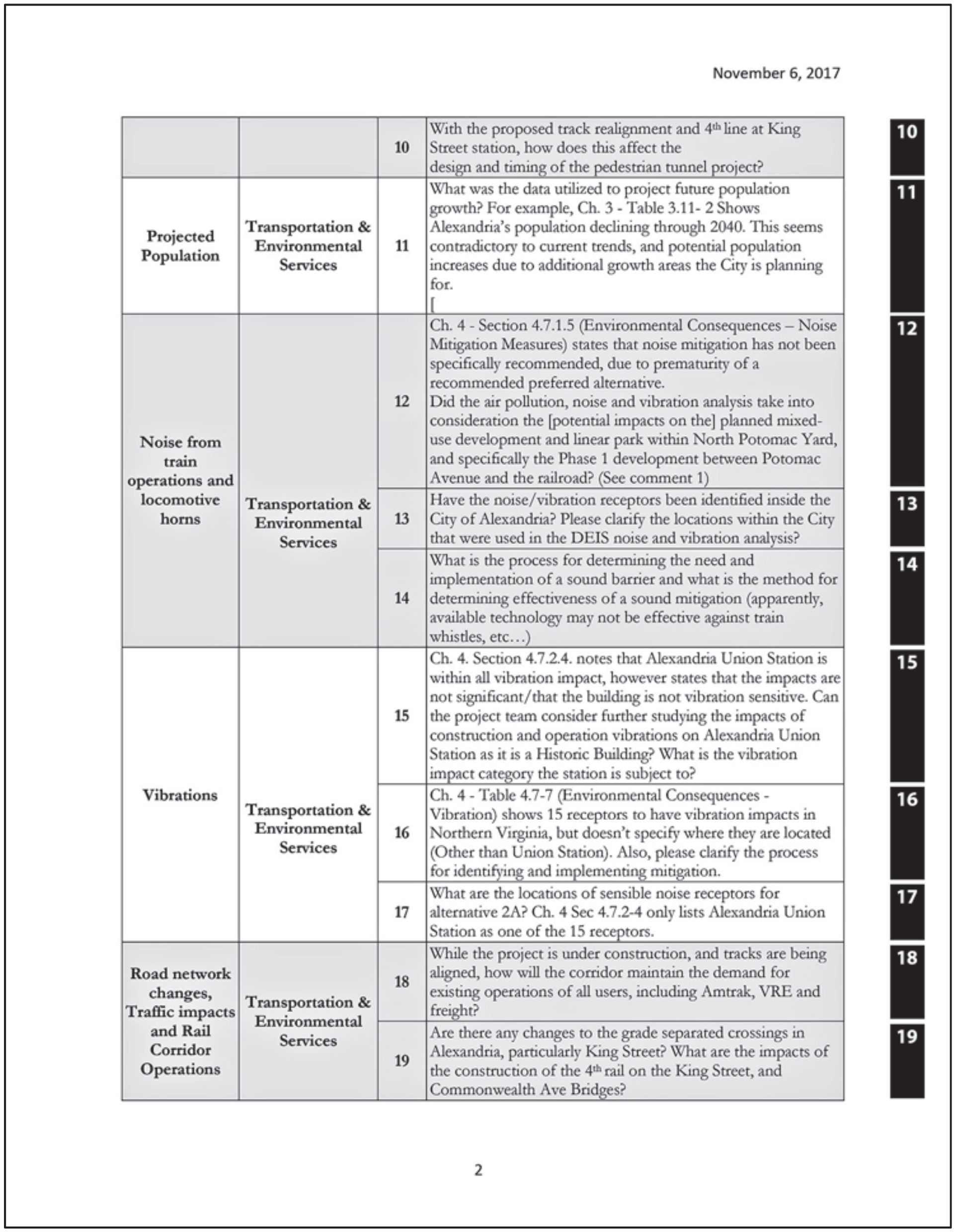
It is important to note that freight train noise, which accounts for more noise than passenger trains, will increase independently of the DC2RVA Project.

15. The Alexandria Union Station is an active, functioning train station that was designed and constructed to withstand exposure to train-induced ground-borne vibration on a daily basis. Therefore, it is not considered vibration-sensitive. While the building may have historic characteristics and designation, train-induced ground-borne vibration is a common phenomenon at the station by virtue of its nature as an active train station. It is important to note that train frequency of VRE commuter trains and CSXT freight trains (which account for more noise and vibration than passenger trains) through Alexandria Union Station will increase independently of the DC2RVA Project.

16. Appendix P of the Draft EIS includes noise and vibration contour figures that identify where noise and vibration impacts (as defined by FRA) are projected to occur as a result of the proposed intercity passenger trains. There are no changes to the vibration impact contours or noise impact contours since the publication of the Draft EIS, with the exception of two areas for noise only; these two areas are detailed in Final EIS Section 5.7 and updated maps are provided in Appendix M of the Final EIS.

    Mitigation measures will be evaluated in more detail during the final design phase of the Project, which will occur after funding becomes available and incremental improvements are scheduled. FRA noise and vibration impact assessment guidelines include guidelines for evaluating and implementing mitigation measures. Final mitigation decisions will be determined by FRA, with recommendations for permitting, as required, from Federal, state, and local agencies.

(Responses are continued on next page)



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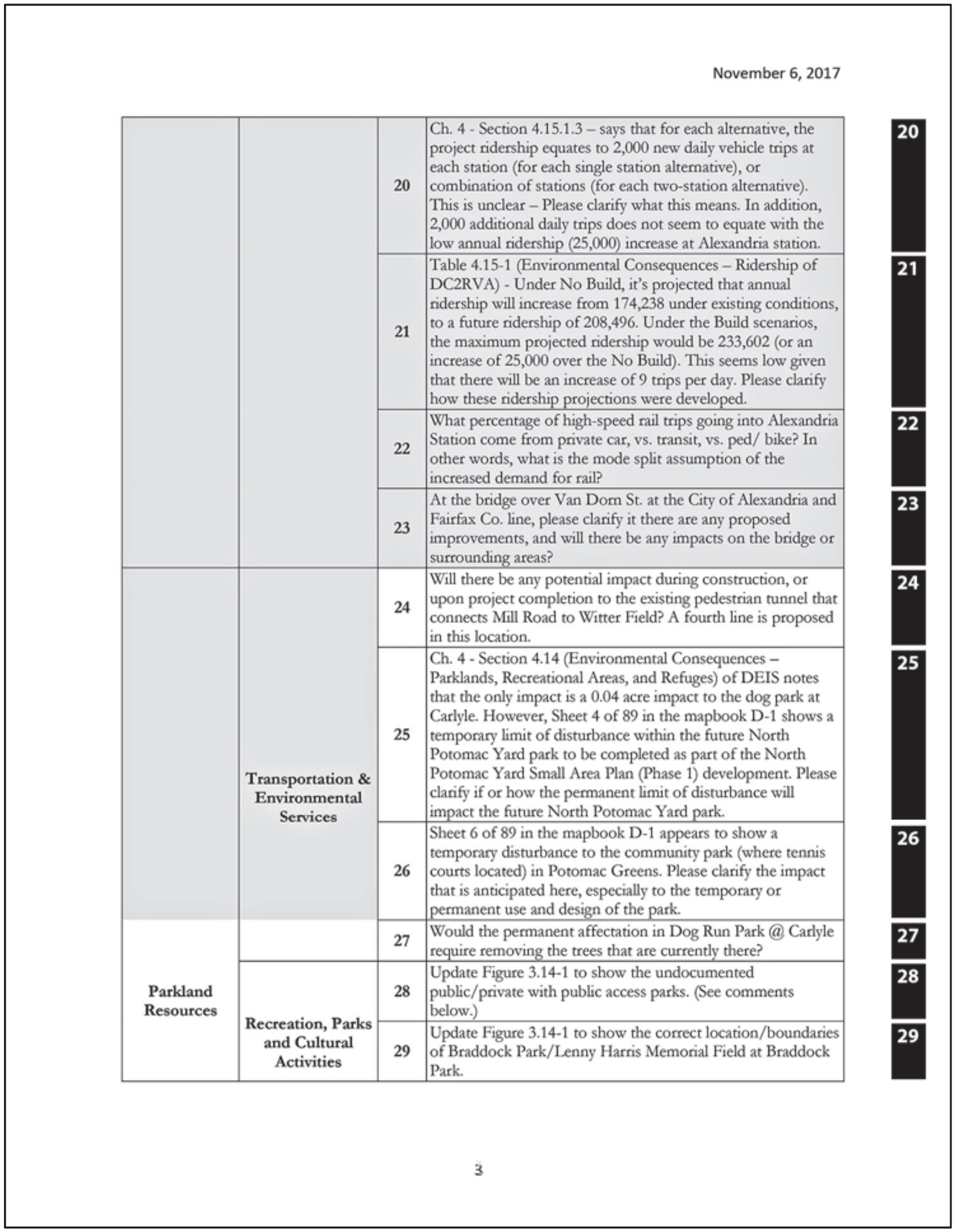
CITY OF ALEXANDRIA (continued)

17. Refer to the noise and vibration contour figures in Appendix P of the Draft EIS for the locations where noise and vibration impacts are projected to occur as a result of the build alternative for the proposed intercity passenger trains. There are no changes to the vibration impact contours or noise impact contours since the publication of the Draft EIS, with the exception of two areas for noise only; these two areas are detailed in Final EIS Section 5.7 and updated maps are provided in Appendix M of the Final EIS.

18. Existing operations for Amtrak, VRE, and freight will be maintained during construction to the extent practicable. DRPT anticipates that track outages would be limited, to the maximum extent possible, to periods when CSXT, Amtrak and VRE have a reduced number of trains operating. Coordination prior and during construction with CSXT, Amtrak and VRE will identify day, time of day, and length of time that a track outage may occur.

19. There are no proposed changes to the existing King Street or Commonwealth Avenue rail bridges. Structural assessments and construction impacts will be identified as part of the final design after funding becomes available and incremental improvements are scheduled; refer to DRPT-numbered statement #4 for construction / funding details. Final design, after funding is secured and incremental improvements are scheduled, will include detailed survey of existing railroad bridge structures, including those spanning King Street and Commonwealth Avenue. Should additional improvements be identified at that time, DRPT will coordinate with the City of Alexandria for the preparation of a traffic management plan during final design.



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		20	Ch. 4 - Section 4.15.1.3 – says that for each alternative, the project ridership equates to 2,000 new daily vehicle trips at each station (for each single station alternative), or combination of stations (for each two-station alternative). This is unclear – Please clarify what this means. In addition, 2,000 additional daily trips does not seem to equate with the low annual ridership (25,000) increase at Alexandria station.	20
		21	Table 4.15-1 (Environmental Consequences – Ridership of DC2RVA) - Under No Build, it's projected that annual ridership will increase from 174,238 under existing conditions, to a future ridership of 208,496. Under the Build scenarios, the maximum projected ridership would be 233,602 (or an increase of 25,000 over the No Build). This seems low given that there will be an increase of 9 trips per day. Please clarify how these ridership projections were developed.	21
		22	What percentage of high-speed rail trips going into Alexandria Station come from private car, vs. transit, vs. ped/ bike? In other words, what is the mode split assumption of the increased demand for rail?	22
		23	At the bridge over Van Dorn St. at the City of Alexandria and Fairfax Co. line, please clarify it there are any proposed improvements, and will there be any impacts on the bridge or surrounding areas?	23
	Transportation & Environmental Services	24	Will there be any potential impact during construction, or upon project completion to the existing pedestrian tunnel that connects Mill Road to Witter Field? A fourth line is proposed in this location.	24
		25	Ch. 4 - Section 4.14 (Environmental Consequences – Parklands, Recreational Areas, and Refuges) of DEIS notes that the only impact is a 0.04 acre impact to the dog park at Carlyle. However, Sheet 4 of 89 in the mapbook D-1 shows a temporary limit of disturbance within the future North Potomac Yard park to be completed as part of the North Potomac Yard Small Area Plan (Phase 1) development. Please clarify if or how the permanent limit of disturbance will impact the future North Potomac Yard park.	25
		26	Sheet 6 of 89 in the mapbook D-1 appears to show a temporary disturbance to the community park (where tennis courts located) in Potomac Greens. Please clarify the impact that is anticipated here, especially to the temporary or permanent use and design of the park.	26
Parkland Resources		27	Would the permanent affectation in Dog Run Park @ Carlyle require removing the trees that are currently there?	27
	Recreation, Parks and Cultural Activities	28	Update Figure 3.14-1 to show the undocumented public/private with public access parks. (See comments below.)	28
		29	Update Figure 3.14-1 to show the correct location/boundaries of Braddock Park/Lenny Harris Memorial Field at Braddock Park.	29

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CITY OF ALEXANDRIA (continued)

20. The referenced text is in a section of the Draft EIS that is a summary of Table 4.15-3, the first column of which lists the station alternatives in Richmond; these alternatives drive the differences in ridership projections for Build conditions throughout the DC2RVA corridor. The referenced text "for each alternative…" is intended to indicate daily vehicle trips at each of the Richmond station alternatives (not each Build Alternative throughout the corridor), and is not intended to be a reflection of ridership at the Alexandria station; this text is clarified in Section 5.15.1.3 of the Final EIS, as well as in the errata table for the Draft EIS, which is Appendix A of the Final EIS. As shown in Table 4.15-1 of the Draft EIS, the annual ridership at Alexandria Station is anticipated to increase 11% in 2025, as compared to the No Build. Daily vehicle trips are a separate estimate from annual ridership and are not a one-to-one correlation (refer to DRPT-numbered statement #22 for mode-split assumptions at Alexandria Station).

21. Table 4.15-1 of the Draft EIS provides information on the total annual boardings and alightings at Alexandria Station for each of the alternatives. This comment cites the highest increase in boardings/alightings, resulting with the implementation of Alternative 6A in Richmond; the increase in boardings/alightings at Alexandria Station from the 2025 No-Build to 2025 Alternative 6A is anticipated to be 25,106 annually (a 12 percent annual increase). While this averages to be an increase of just under 69 boardings/alightings per day across 365 days per year, it is important to note that the ridership is not consistent across all days. However, Alternative 6F: Full Service (Staples Mill Road Station and Main Street Station) was selected as the Preferred Alternative for the Richmond Area (refer to Final EIS Section 4.3.6 for details); from this same table, the increase in boardings/alightings at Alexandria Station from the 2025 No-Build to 2025 Alternative 6F is anticipated to be 22,400 annually (an 11 percent annual increase).

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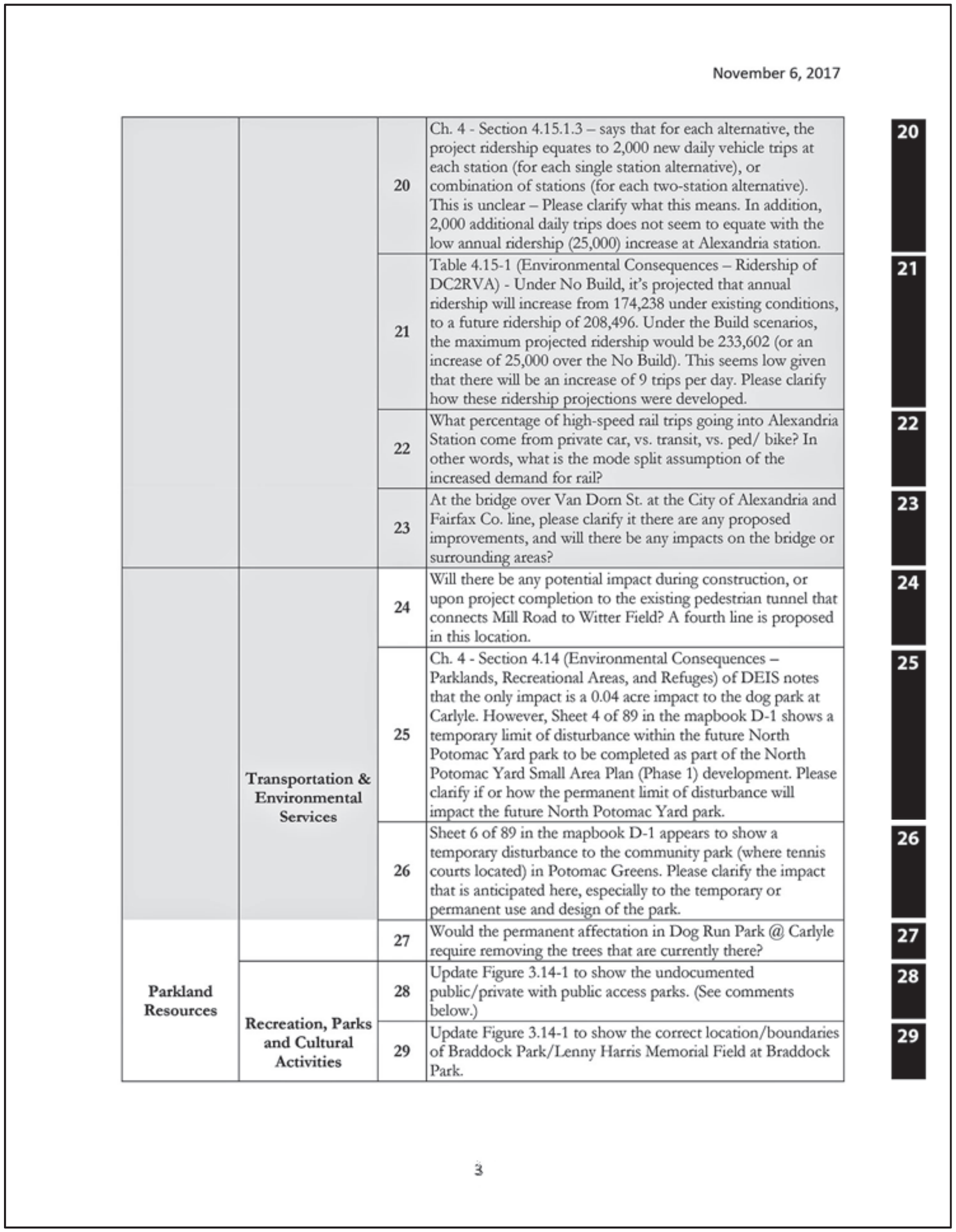

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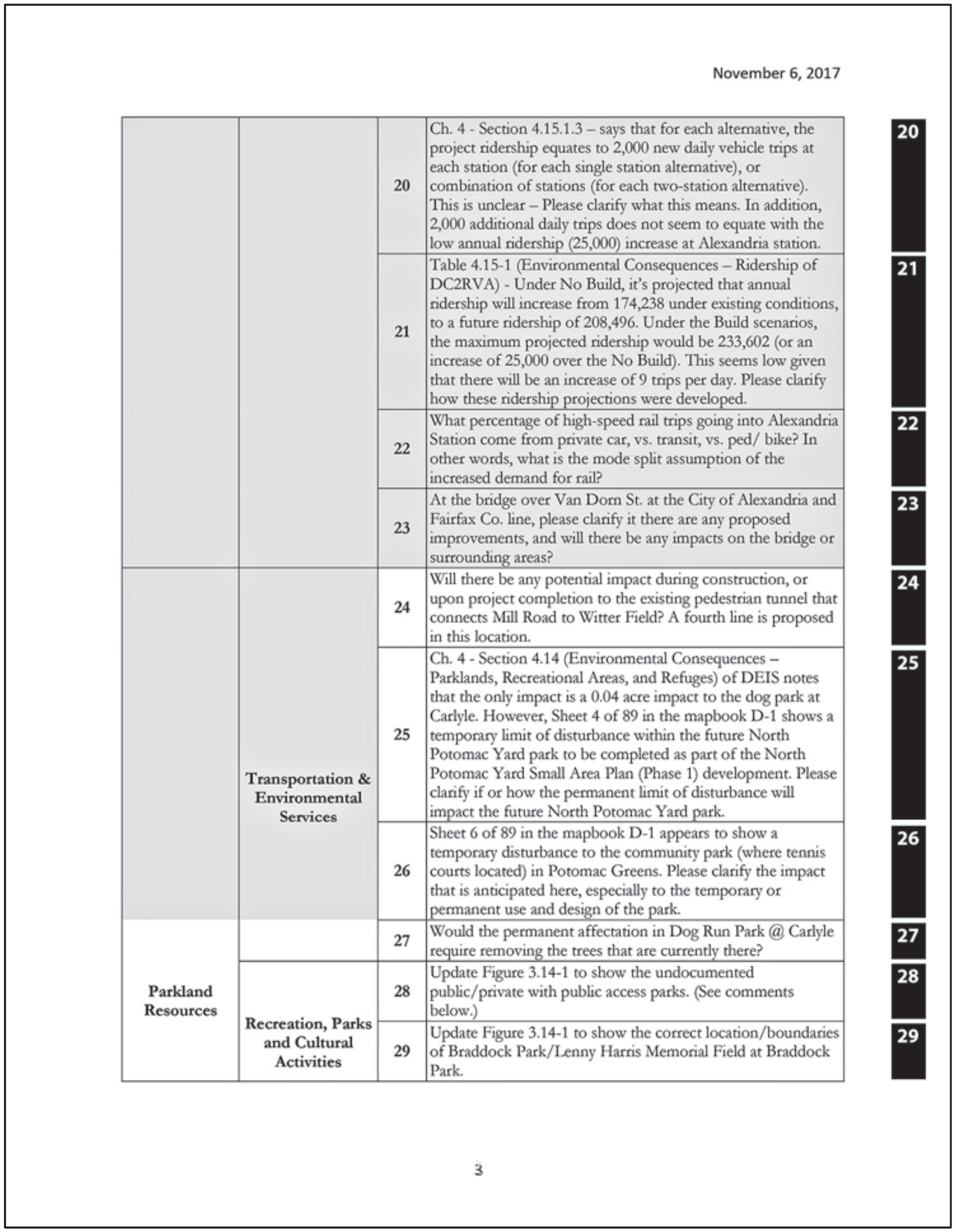
3

CITY OF ALEXANDRIA (continued)

Reported ridership at the Alexandria Station includes customers boarding all trains serving that station; not just those traveling in the DC2RVA corridor. This reporting is consistent with Amtrak's publicly-available ridership statistics and avoids disclosure of proprietary station-to-station information. These total numbers include travelers to destinations not affected by the Project including Florida, Charlottesville, Atlanta, New Orleans, and Chicago. Since service to these other destinations are largely unaffected by the Project and are a significant share of the existing ridership, the change in total ridership is less sensitive than corridor-specific ridership. The Project forecasts were reviewed by Amtrak and model parameters were adjusted to match Amtrak's own experience with the effect of service improvements on changes in ridership.

22. Mode split assumptions are included in Table 4-6 of the Transportation Technical Report (Appendix S) of the Draft EIS. Stations in the DC2RVA corridor were categorized as either suburban or urban based on the adjacent land uses; Alexandria Station was categorized as an urban station. Mode split assumptions for arriving and departing passengers at urban stations are as follows (Mode / Mode Split, as a percentage of total person-trips): Drive and Park (22%); Kiss and Ride (20%); Taxi / Car Service (29%); Public Transit (12%); Walk (15%); and Bicycles / Other (2%).
23. The DC2RVA Project proposes no improvements to the three existing tracks at this location and has no impacts to the bridge or the area immediately surrounding the bridge.
24. Construction and operation of a fourth track over the Telegraph Road Tunnel is not expected to have any potential impacts to the tunnel.
25. Based on updated Potomac Yard Park boundaries that DRPT received from the City of Alexandria, the Preferred Alternative 2A will have temporary impacts to the Potomac Yard Park, as reported in Section 5.14 of the Final EIS. These temporary impacts have been minimized to the extent possible at the conceptual level of design.

(Responses are continued on next page)



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		23	At the bridge over Van Dorn St. at the City of Alexandria and Fairfax Co. line, please clarify it there are any proposed improvements, and will there be any impacts on the bridge or surrounding areas?	23
	Transportation & Environmental Services	24	Will there be any potential impact during construction, or upon project completion to the existing pedestrian tunnel that connects Mill Road to Witter Field? A fourth line is proposed in this location.	24
		25	Ch. 4 - Section 4.14 (Environmental Consequences – Parklands, Recreational Areas, and Refuges) of DEIS notes that the only impact is a 0.04 acre impact to the dog park at Carlyle. However, Sheet 4 of 89 in the mapbook D-1 shows a temporary limit of disturbance within the future North Potomac Yard park to be completed as part of the North Potomac Yard Small Area Plan (Phase 1) development. Please clarify if or how the permanent limit of disturbance will impact the future North Potomac Yard park.	25
		26	Sheet 6 of 89 in the mapbook D-1 appears to show a temporary disturbance to the community park (where tennis courts located) in Potomac Greens. Please clarify the impact that is anticipated here, especially to the temporary or permanent use and design of the park.	26
Parkland Resources		27	Would the permanent affectation in Dog Run Park @ Carlyle require removing the trees that are currently there?	27
	Recreation, Parks and Cultural Activities	28	Update Figure 3.14-1 to show the undocumented public/private with public access parks. (See comments below.)	28
		29	Update Figure 3.14-1 to show the correct location/boundaries of Braddock Park/Lenny Harris Memorial Field at Braddock Park.	29

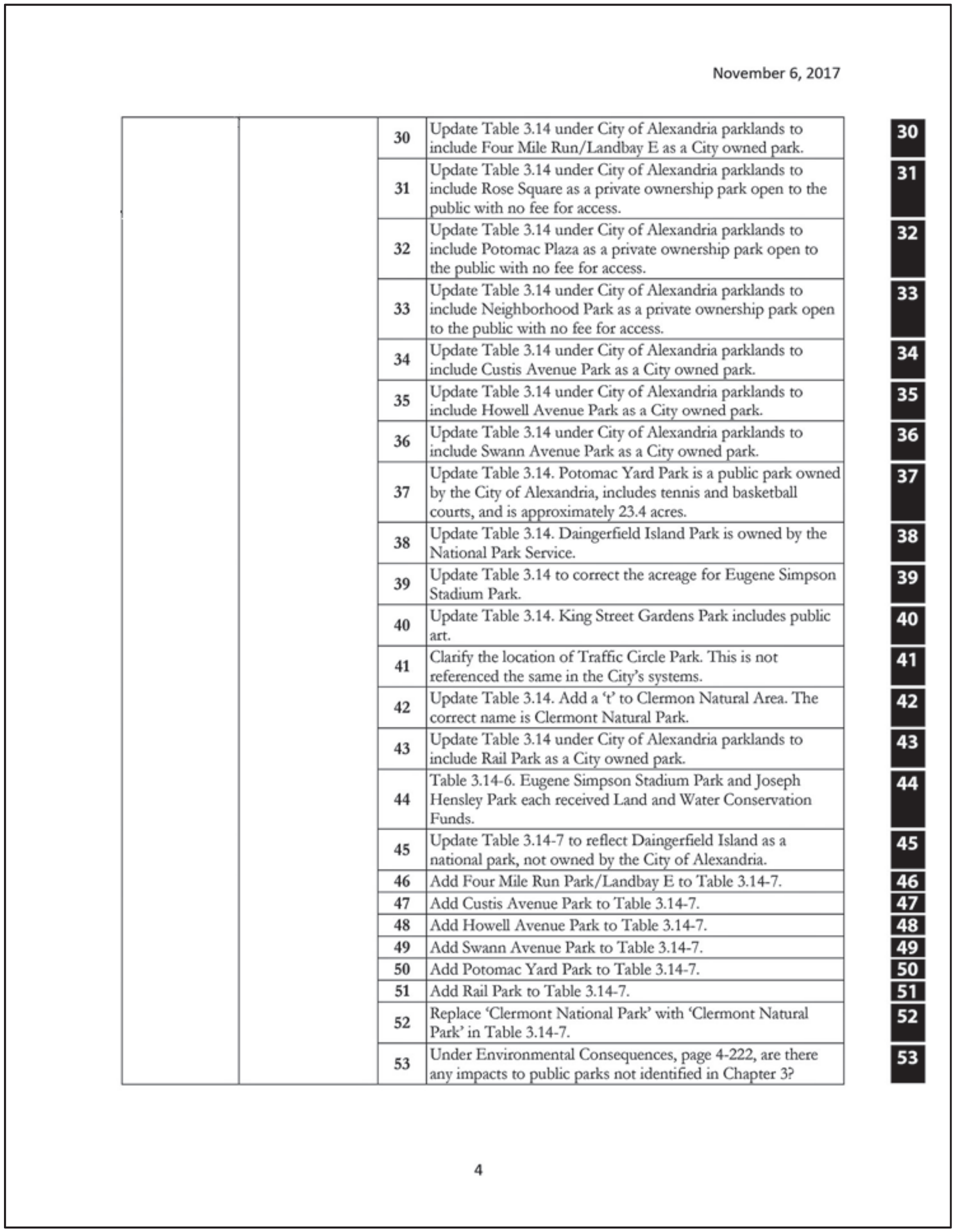
3

CITY OF ALEXANDRIA (continued)

26. The temporary right-of-way easement needed during construction is along the edge of the tennis courts and is associated with access, erosion control, and material placement. The referenced tennis courts are privately owned and not a public park. As such, the temporary use and restoration of the area and tennis courts will be coordinated with the private landowner.

27. Impacts of the Preferred Alternative on parks is presented in Table 5.14-1 of the Final EIS. DRPT does not anticipate a permanent impact to Dog Run Park at Carlyle. Trees and other vegetation will need to be removed within the existing railroad right-of-way adjacent to the Park. A temporary construction easement will be necessary where the Park abuts the railroad right-of-way; however, the adjacent dog run area and tennis courts will not be impacted (see Chapter 6 of the Final EIS for details). Within the temporary construction easement, removal of trees will be avoided to the maximum extent feasible, and the area restored at the end of use.

28. through 40. DRPT received updated GIS information from the City of Alexandria. Draft EIS Table 3.14-3 and Figure 3.14-1, as referenced by the City, have been updated accordingly; refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS. DRPT does note that the referenced Four Mile Run / Landbay E was not added to the Final EIS as it is outside the study area (500 feet on either side of the rail corridor).



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		30	Update Table 3.14 under City of Alexandria parklands to include Four Mile Run/Landbay E as a City owned park.	30
		31	Update Table 3.14 under City of Alexandria parklands to include Rose Square as a private ownership park open to the public with no fee for access.	31
		32	Update Table 3.14 under City of Alexandria parklands to include Potomac Plaza as a private ownership park open to the public with no fee for access.	32
		33	Update Table 3.14 under City of Alexandria parklands to include Neighborhood Park as a private ownership park open to the public with no fee for access.	33
		34	Update Table 3.14 under City of Alexandria parklands to include Custis Avenue Park as a City owned park.	34
		35	Update Table 3.14 under City of Alexandria parklands to include Howell Avenue Park as a City owned park.	35
		36	Update Table 3.14 under City of Alexandria parklands to include Swann Avenue Park as a City owned park.	36
		37	Update Table 3.14. Potomac Yard Park is a public park owned by the City of Alexandria, includes tennis and basketball courts, and is approximately 23.4 acres.	37
		38	Update Table 3.14. Daingerfield Island Park is owned by the National Park Service.	38
		39	Update Table 3.14 to correct the acreage for Eugene Simpson Stadium Park.	39
		40	Update Table 3.14. King Street Gardens Park includes public art.	40
		41	Clarify the location of Traffic Circle Park. This is not referenced the same in the City's systems.	41
		42	Update Table 3.14. Add a 't' to Clermon Natural Area. The correct name is Clermont Natural Park.	42
		43	Update Table 3.14 under City of Alexandria parklands to include Rail Park as a City owned park.	43
		44	Table 3.14-6. Eugene Simpson Stadium Park and Joseph Hensley Park each received Land and Water Conservation Funds.	44
		45	Update Table 3.14-7 to reflect Daingerfield Island as a national park, not owned by the City of Alexandria.	45
		46	Add Four Mile Run Park/Landbay E to Table 3.14-7.	46
		47	Add Custis Avenue Park to Table 3.14-7.	47
		48	Add Howell Avenue Park to Table 3.14-7.	48
		49	Add Swann Avenue Park to Table 3.14-7.	49
		50	Add Potomac Yard Park to Table 3.14-7.	50
		51	Add Rail Park to Table 3.14-7.	51
		52	Replace 'Clermont National Park' with 'Clermont Natural Park' in Table 3.14-7.	52
		53	Under Environmental Consequences, page 4-222, are there any impacts to public parks not identified in Chapter 3?	53

4

CITY OF ALEXANDRIA (continued)

(Response to comments 30 to 40 on previous page)

41. In the Draft EIS, Traffic Circle Park was shown to be located at the southwest corner of East Rosemont Avenue and Mount Vernon Avenue. However, based on updated GIS information and input from the City of Alexandria, Traffic Circle Park is not considered a public park and Project references to it are removed; refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS.

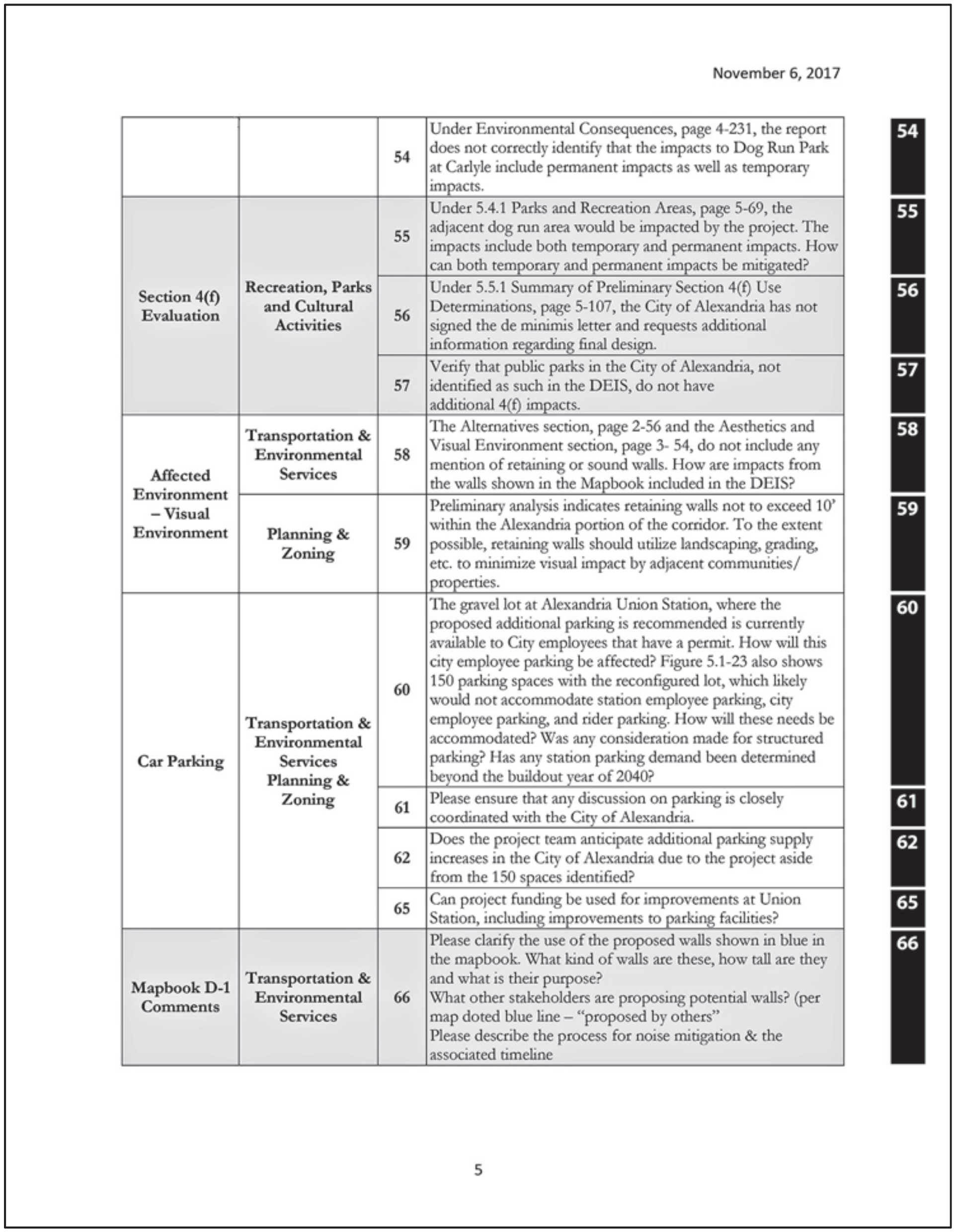
42. and 43. Draft EIS Table 3.14-3 has been updated as requested by the City; refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS.

44. Draft EIS Table 3.14-6 has been updated to include Eugene Simpson Stadium Park and Joseph Hensley Park as Section 6(f) Resources since they received Land and Water Conservation funds; refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS.

45. The left column in Table 3.14-7 of the Draft EIS indicates where the park is located, not ownership; however, it has been clarified to indicate that Daingerfield Island Park is owned by the National Park Service. Refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS.

46. to 52. Draft EIS Table 3.14-7 has been updated as requested by the City; refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS. DRPT does note that the referenced Four Mile Run / Landbay E was not added to the Final EIS as it is outside the study area (500 feet on either side of the rail corridor).

53. Section 5.14.1 and 5.20.2.2 of the Final EIS have been updated to reflect that: the Project will not require any permanent right-of-way from Dog Run Park at Carlyle; impacts have been reduced to Long Bridge Park; and additional temporary impacts have been identified to Potomac Yard Park, Potomac Yard Landbay N, and Rail Park.



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		54	Under Environmental Consequences, page 4-231, the report does not correctly identify that the impacts to Dog Run Park at Carlyle include permanent impacts as well as temporary impacts.	54
Section 4(f) Evaluation	**Recreation, Parks and Cultural Activities**	55	Under 5.4.1 Parks and Recreation Areas, page 5-69, the adjacent dog run area would be impacted by the project. The impacts include both temporary and permanent impacts. How can both temporary and permanent impacts be mitigated?	55
		56	Under 5.5.1 Summary of Preliminary Section 4(f) Use Determinations, page 5-107, the City of Alexandria has not signed the de minimis letter and requests additional information regarding final design.	56
		57	Verify that public parks in the City of Alexandria, not identified as such in the DEIS, do not have additional 4(f) impacts.	57
Affected Environment – Visual Environment	**Transportation & Environmental Services**	58	The Alternatives section, page 2-56 and the Aesthetics and Visual Environment section, page 3- 54, do not include any mention of retaining or sound walls. How are impacts from the walls shown in the Mapbook included in the DEIS?	58
	Planning & Zoning	59	Preliminary analysis indicates retaining walls not to exceed 10' within the Alexandria portion of the corridor. To the extent possible, retaining walls should utilize landscaping, grading, etc. to minimize visual impact by adjacent communities/ properties.	59
Car Parking	**Transportation & Environmental Services Planning & Zoning**	60	The gravel lot at Alexandria Union Station, where the proposed additional parking is recommended is currently available to City employees that have a permit. How will this city employee parking be affected? Figure 5.1-23 also shows 150 parking spaces with the reconfigured lot, which likely would not accommodate station employee parking, city employee parking, and rider parking. How will these needs be accommodated? Was any consideration made for structured parking? Has any station parking demand been determined beyond the buildout year of 2040?	60
		61	Please ensure that any discussion on parking is closely coordinated with the City of Alexandria.	61
		62	Does the project team anticipate additional parking supply increases in the City of Alexandria due to the project aside from the 150 spaces identified?	62
		65	Can project funding be used for improvements at Union Station, including improvements to parking facilities?	65
Mapbook D-1 Comments	**Transportation & Environmental Services**	66	Please clarify the use of the proposed walls shown in blue in the mapbook. What kind of walls are these, how tall are they and what is their purpose? What other stakeholders are proposing potential walls? (per map doted blue line – "proposed by others" Please describe the process for noise mitigation & the associated timeline	66

CITY OF ALEXANDRIA (continued)

54. and 55. In the referenced section of the Draft EIS, Dog Run Park is included as one of the "six parks" that will be directly used by the Project. However, based on updated data and refined designs/mitigation measures, permanent impacts to the Dog Run Park at Carlyle are avoided as part of the Preferred Alternative, as reported in Section 5.14 of the Final EIS.

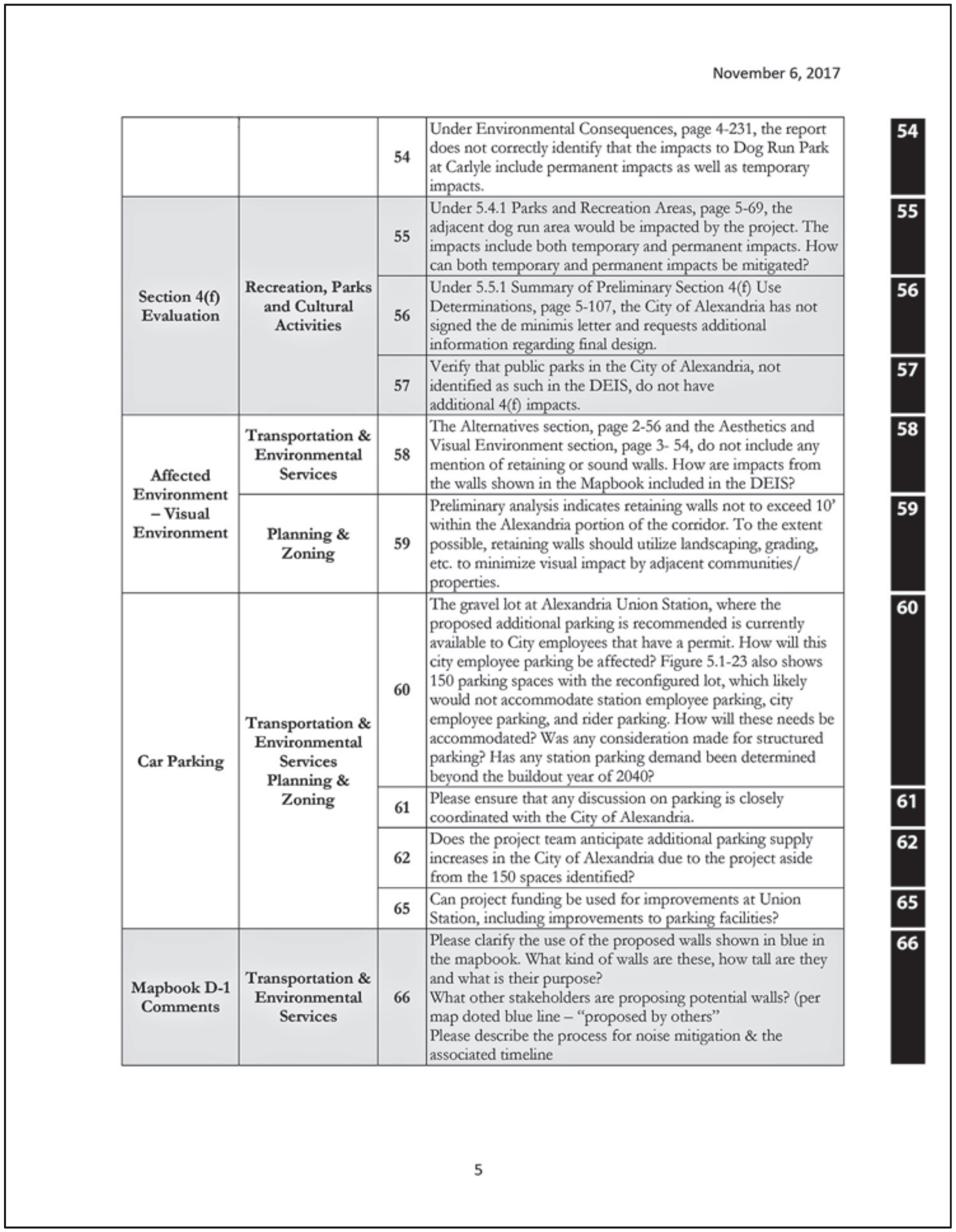
The Project occurs entirely within existing railroad right-of-way through the City of Alexandria, and there will be no permanent acquisition of other right-of-way. It is important to note that the improvements and impact limits at the Alexandria Station, including improvements to the City-owned parking lot, are provided for station planning by the City and do not indicate property acquisition or impacts by the Project. Retaining walls at the boundary of existing railroad right-of-way is one design measure being employed to minimize impacts to property. Construction of the retaining walls may require temporary construction easements on adjacent properties, including park lands. Lands temporarily used for construction easements will be restored upon completion of construction. Details of the construction easements and restoration plans will be developed in coordination with the landowners during final design.

56. DRPT will continue to coordinate with the City of Alexandria through final design of the Project, including on Section 4(f) resources.

57. Based on the updated GIS information obtained (see response to DRPT-numbered statement #28), there are additional temporary construction impacts to parks, including to Potomac Yard Park, Potomac Yard Landbay N, and Rail Park, as reported in Section 5.14 of the Final EIS. These temporary impacts have been minimized to the extent possible at the conceptual level of design.

58. Refer to DRPT-numbered statement #66 for details on how walls are shown in the Draft EIS mapbooks. Retaining walls are generally used in areas to minimize impacts to adjacent developed areas and, in general, are not out of character with the visual environment in these areas.

(Responses are continued on next page)



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5

CITY OF ALEXANDRIA (continued)

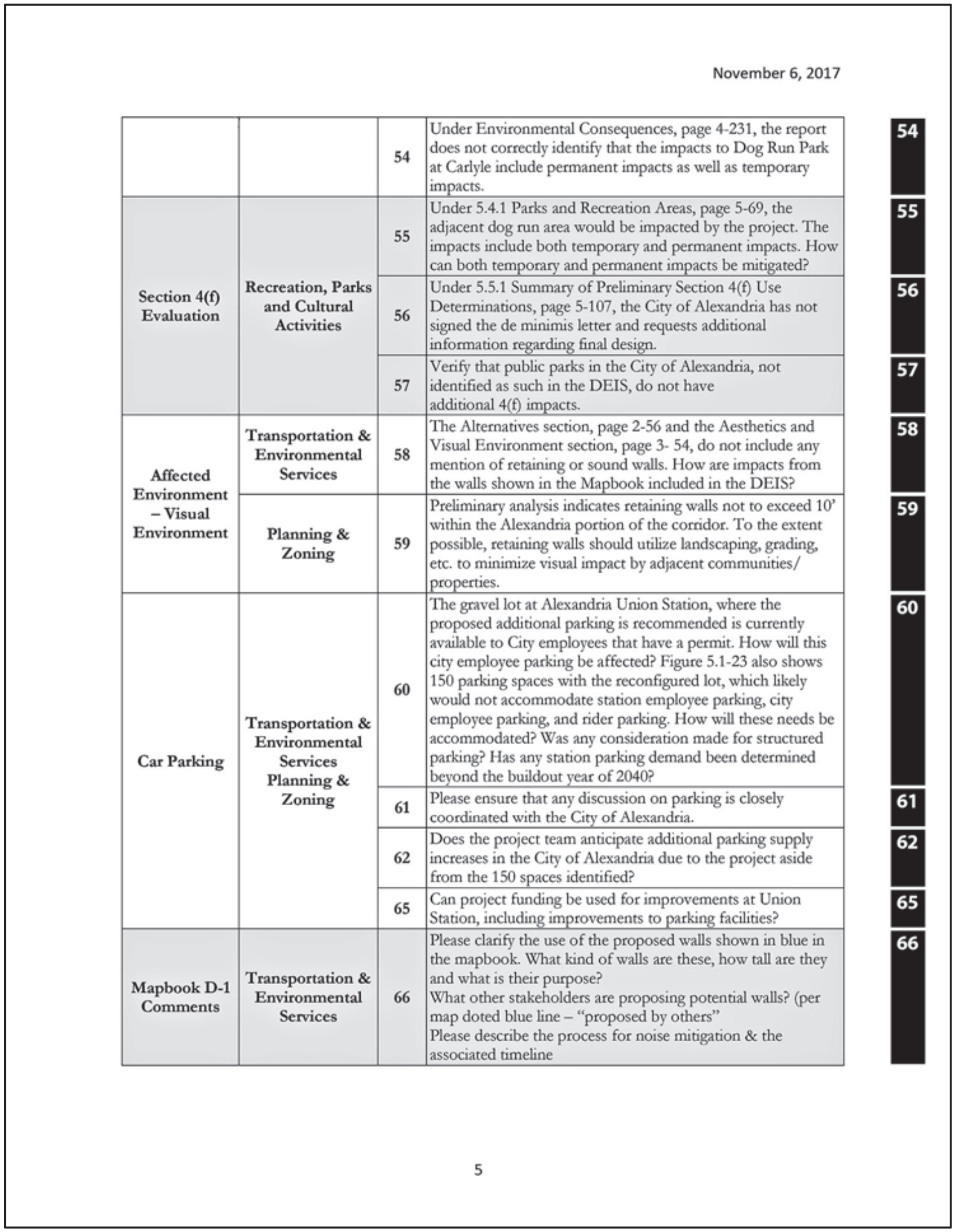
59. The City's comment concerning the visual aesthetics of retaining walls is noted. The height and surface appearance of the retaining walls will be determined during final design, as required at that time.

60. to 62. DRPT developed the conceptual station layout at Alexandria Union Station, including parking area(s) and the number and configuration of parking spaces, based on ridership forecasts projected to the planning horizon year 2045. A surface parking area configuration utilizing the existing unimproved parking area owned by the City of Alexandria was shown to indicate the maximum area of potential impact, and was intended as a concept to show how parking needs could be addressed. Project improvements and impact limits at the Alexandria Union Station, including improvements to the City-owned parking lot, are provided for station planning by the City and do not indicate property acquisition or impacts by the Project. DRPT will work with the City to identify the need and location of parking and to minimize its impacts on existing uses as the layout of the station site progresses from conceptual layout to final design, which will occur after funding becomes available and incremental improvements are scheduled (refer to DRPT-numbered statement #4 for construction / funding details). The DC2RVA Project does not preclude the future development of the station and parking layout by the City, separate from the DC2RVA Project.

[Note that the numbering in the City-provided comments skipped from #62 to #65.]

65. The DC2RVA Project is not funded beyond the NEPA Tier II EIS study, with the exception of one segment of new main track funded through the Atlantic Gateway suite of projects (refer to DRPT-numbered statement #4). The Draft EIS contains conceptual station and parking layouts; however, any actual parking/station improvements will be the responsibility of Amtrak and/or the locality, and could be constructed with a mix of federal, state, local, or other funds. Refer to DRPT-numbered statements #3, #54 and #55, and #60 through #62 for further detail.

(Responses are continued on next page)



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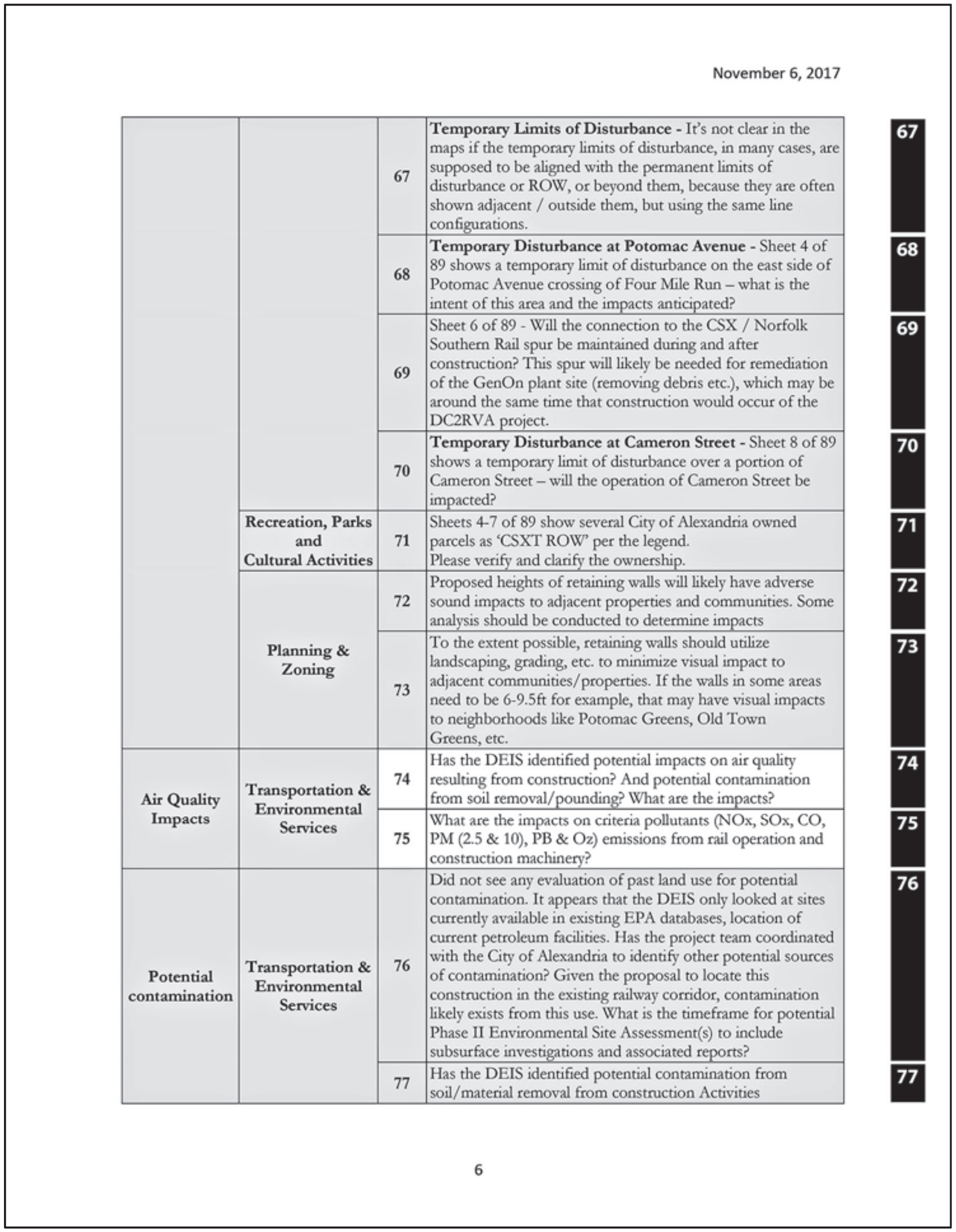
CITY OF ALEXANDRIA (continued)

66. The walls shown in blue in the referenced Draft EIS mapbooks (and in the updated Preferred Alternative mapbook that is Appendix L of the Final EIS) are retaining walls. Retaining walls are used to limit the extent of impacts where slopes from the additional track or realigned tracks will extend outside of the existing railroad right-of-way. The height of the retaining walls varies depending on the elevation difference between the track and the adjacent ground. "Walls – proposed by others" refers to wall locations provided by DRPT, VRE, or other stakeholders that are within the corridor and will impact or be impacted by the DC2RVA Project. Noise mitigation is a feature that may be added to retaining wall designs during final design, but it is not a conceptual function of the proposed retaining walls.

    Refer to DRPT numbered response #14 for a discussion of the noise and vibration analysis process.



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		67	**Temporary Limits of Disturbance -** It's not clear in the maps if the temporary limits of disturbance, in many cases, are supposed to be aligned with the permanent limits of disturbance or ROW, or beyond them, because they are often shown adjacent / outside them, but using the same line configurations.	67
		68	**Temporary Disturbance at Potomac Avenue -** Sheet 4 of 89 shows a temporary limit of disturbance on the east side of Potomac Avenue crossing of Four Mile Run – what is the intent of this area and the impacts anticipated?	68
		69	Sheet 6 of 89 - Will the connection to the CSX / Norfolk Southern Rail spur be maintained during and after construction? This spur will likely be needed for remediation of the GenOn plant site (removing debris etc.), which may be around the same time that construction would occur of the DC2RVA project.	69
		70	**Temporary Disturbance at Cameron Street -** Sheet 8 of 89 shows a temporary limit of disturbance over a portion of Cameron Street – will the operation of Cameron Street be impacted?	70
	Recreation, Parks and Cultural Activities	71	Sheets 4-7 of 89 show several City of Alexandria owned parcels as 'CSXT ROW' per the legend. Please verify and clarify the ownership.	71
	Planning & Zoning	72	Proposed heights of retaining walls will likely have adverse sound impacts to adjacent properties and communities. Some analysis should be conducted to determine impacts	72
		73	To the extent possible, retaining walls should utilize landscaping, grading, etc. to minimize visual impact to adjacent communities/properties. If the walls in some areas need to be 6-9.5ft for example, that may have visual impacts to neighborhoods like Potomac Greens, Old Town Greens, etc.	73
Air Quality Impacts	**Transportation & Environmental Services**	74	Has the DEIS identified potential impacts on air quality resulting from construction? And potential contamination from soil removal/pounding? What are the impacts?	74
		75	What are the impacts on criteria pollutants (NOx, SOx, CO, PM (2.5 & 10), PB & Oz) emissions from rail operation and construction machinery?	75
Potential contamination	**Transportation & Environmental Services**	76	Did not see any evaluation of past land use for potential contamination. It appears that the DEIS only looked at sites currently available in existing EPA databases, location of current petroleum facilities. Has the project team coordinated with the City of Alexandria to identify other potential sources of contamination? Given the proposal to locate this construction in the existing railway corridor, contamination likely exists from this use. What is the timeframe for potential Phase II Environmental Site Assessment(s) to include subsurface investigations and associated reports?	76
		77	Has the DEIS identified potential contamination from soil/material removal from construction Activities	77

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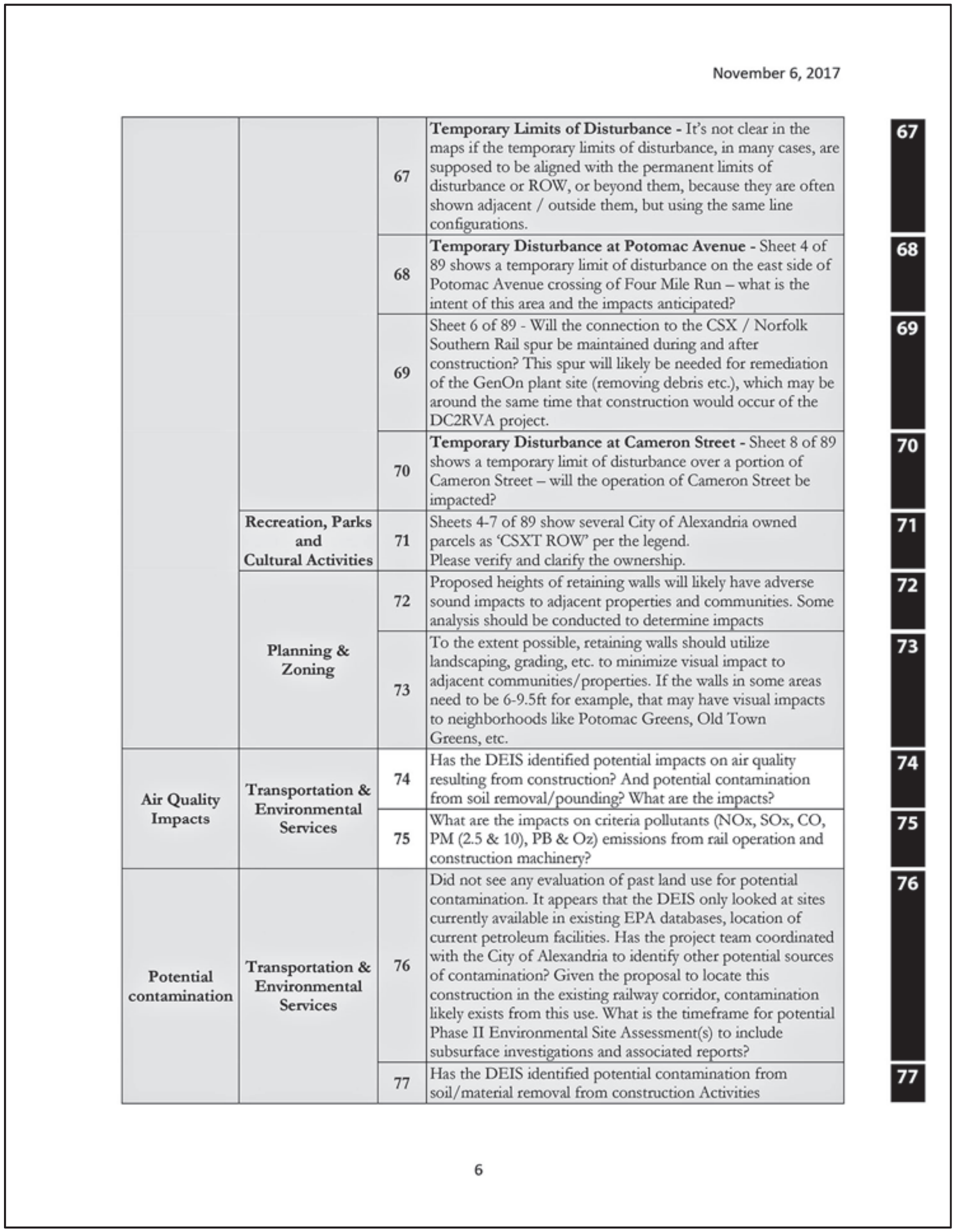
CITY OF ALEXANDRIA (continued)

67. The permanent and temporary limits of disturbance (LOD) presented in the Draft EIS include areas identified during conceptual engineering for construction activities and staging areas to the extent that such areas could be determined at the conceptual level of design. Temporary LOD should be "outside" of the permanent LOD, but may not necessarily align with them where additional area is needed for access or construction staging. Permanent or temporary limits of disturbance may be obscured in the report figures by the right-of-way lines where the right-of-way lines are equivalent to the limits of disturbance. See Appendix L of the Final EIS, which provides detailed mapbooks that show the permanent and temporary LOD for the Preferred Alternative for the Project corridor.

68. Temporary limits of disturbance along the Potomac Avenue crossing of Four Mile Run indicate a potential construction staging area (see Appendix L of the Final EIS for detailed mapbooks that show the permanent and temporary LOD for the Preferred Alternative for the 123-mile Project corridor). The area may be used to stage construction materials and equipment during construction in this area. The intent of the conceptual engineering plans is that the area will be returned to existing conditions, to the extent possible, upon completion of the construction.

69. DRPT anticipates that the connection to the rail spur, known as the PEPCO Lead, north of the Richmond Highway overpass and east of the CSXT main lines will be maintained during construction. A temporary track outage will be scheduled for the PEPCO Lead at a time convenient to CSXT and its customer(s). During this time the PEPCO Lead track will be connected to the fourth track and construction of the fourth track across the existing lead track will be completed.

(Responses are continued on next page)



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Potential contamination	**Transportation & Environmental Services**	76	Did not see any evaluation of past land use for potential contamination. It appears that the DEIS only looked at sites currently available in existing EPA databases, location of current petroleum facilities. Has the project team coordinated with the City of Alexandria to identify other potential sources of contamination? Given the proposal to locate this construction in the existing railway corridor, contamination likely exists from this use. What is the timeframe for potential Phase II Environmental Site Assessment(s) to include subsurface investigations and associated reports?	76
		77	Has the DEIS identified potential contamination from soil/material removal from construction Activities	77

6

CITY OF ALEXANDRIA (continued)

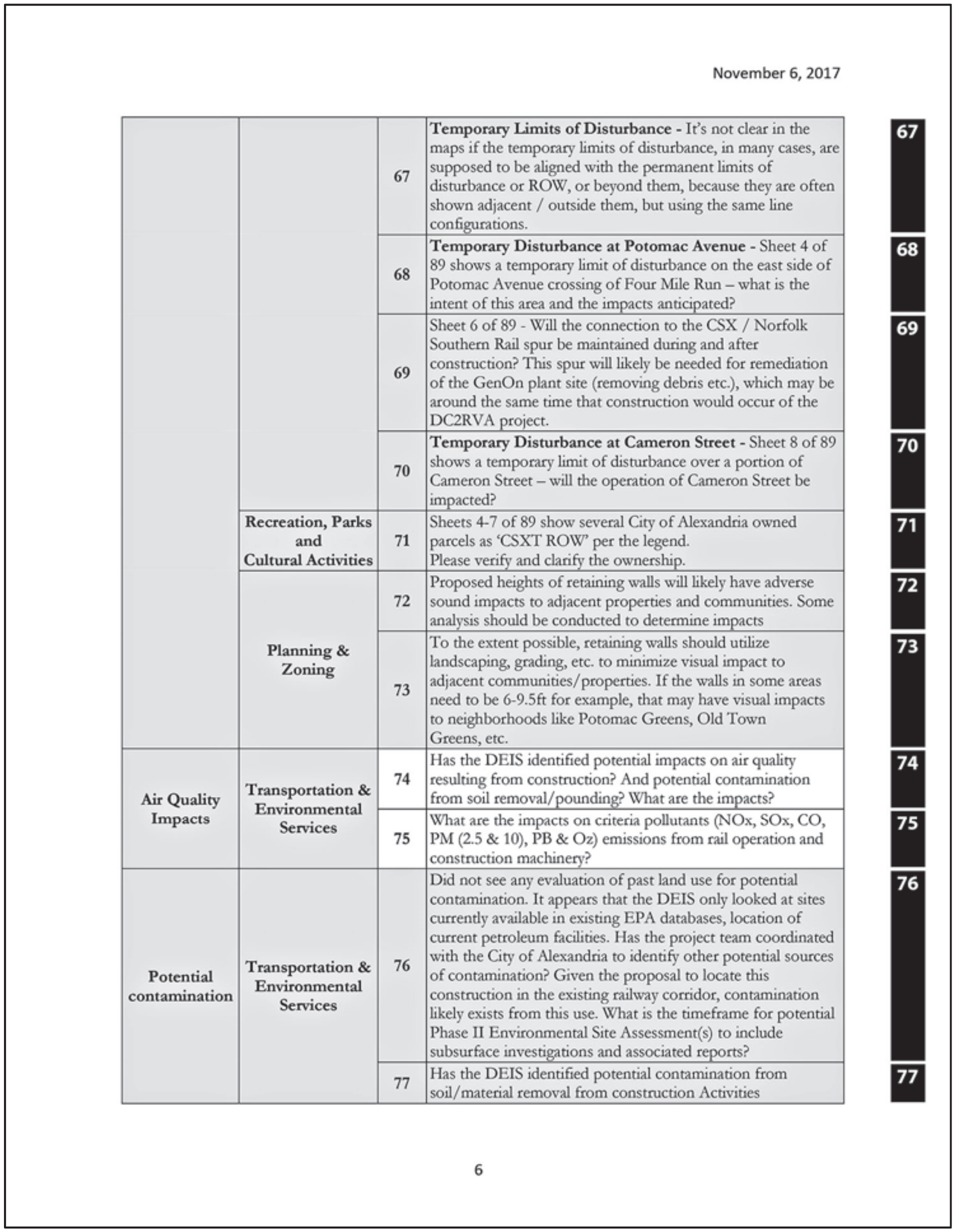
70. There is the potential for temporary impacts to the operation of Cameron Street, which may include prescheduled and publicly announced temporary lane closures. The temporary lane closures may result from construction means and methods that will be assessed during final design. DRPT will work with the City through final design, after funding becomes available and incremental improvements are scheduled, to minimize any temporary impact to Cameron Street.

71. Parcel ownership is based on GIS data provided to DRPT by the municipalities. Surveys used to verify and clarify property ownership will be performed as part of the final design, as needed; refer to DRPT-numbered statement #4 for construction / funding details.

72. DRPT does not anticipate that the sound and retaining walls will have an adverse effect on noise levels; inclusion of any sound wall or retaining walls will reduce noise levels in areas behind the wall. DRPT did not include sound walls or retaining walls in the noise analysis; therefore, the results conservatively overestimate the potential noise effects associated with the proposed intercity passenger trains. DRPT will continue to evaluate the potential effects of the retaining walls on noise and coordinate with the City during final design, after funding becomes available and incremental improvements are scheduled.

73. The City's comment about retaining walls minimizing visual impacts is noted. Retaining wall design for the Project is at the conceptual engineering level of design. Minimizing the visual impacts of retaining walls will be performed as part of the final design after funding becomes available and incremental improvements are scheduled; refer to DRPT-numbered statement #4 for construction / funding details.

(Responses are continued on next page)



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Air Quality Impacts	**Transportation & Environmental Services**	74	Has the DEIS identified potential impacts on air quality resulting from construction? And potential contamination from soil removal/pounding? What are the impacts?	74
		75	What are the impacts on criteria pollutants (NOx, SOx, CO, PM (2.5 & 10), PB & Oz) emissions from rail operation and construction machinery?	75
Potential contamination	**Transportation & Environmental Services**	76	Did not see any evaluation of past land use for potential contamination. It appears that the DEIS only looked at sites currently available in existing EPA databases, location of current petroleum facilities. Has the project team coordinated with the City of Alexandria to identify other potential sources of contamination? Given the proposal to locate this construction in the existing railway corridor, contamination likely exists from this use. What is the timeframe for potential Phase II Environmental Site Assessment(s) to include subsurface investigations and associated reports?	76
		77	Has the DEIS identified potential contamination from soil/material removal from construction Activities	77

6

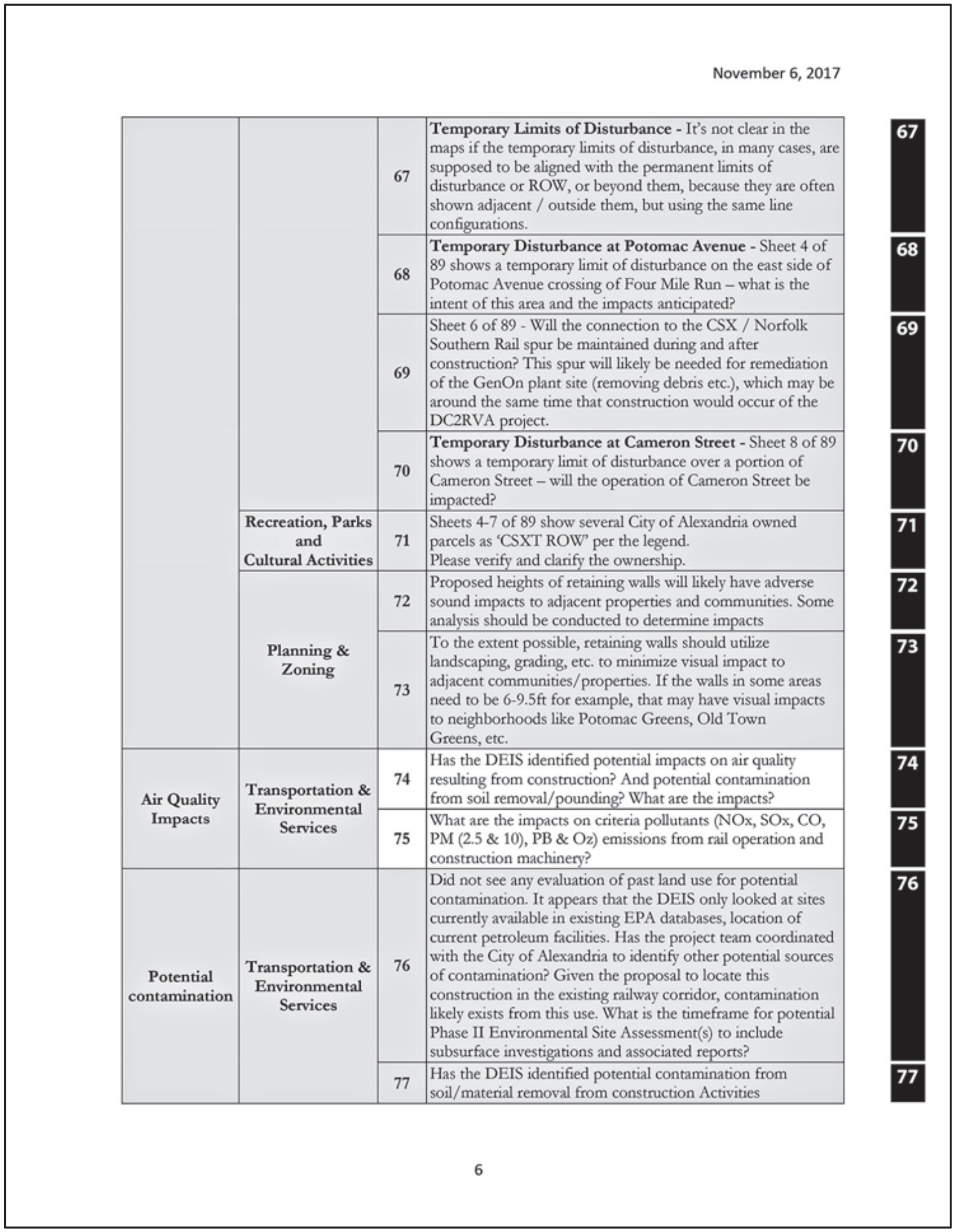
CITY OF ALEXANDRIA (continued)

74. A qualitative assessment of potential impacts to air quality from construction has been updated in Final EIS Section 5.19.2.3 since the Draft EIS. DRPT will follow the Virginia Department of Transportation Road and Bridge Specifications during design and construction. Dust suppression or containment systems will be implemented, as appropriate, to minimize migration of airborne contaminants. Contaminated soils identified during construction will be removed and disposed, in accordance with applicable federal and state protocols.

    With the application of appropriate measures during construction, this Project will not cause any significant, short-term particulate matter air quality impacts.

75. The DC2RVA Project is subject to federal air quality general conformity regulations (40 CFR Part 93, Subpart B). Annual Project-generated pollutant emissions related to operations were calculated for the one marginal nonattainment area in the study area (i.e., the Washington, D.C.-Maryland-Virginia ozone marginal nonattainment area). The Project-generated predicted annual pollutant emissions related to operations for nitrogen oxides (NOx) and volatile organic compounds (VOCs)—precursors to ozone—are below general conformity de minimis threshold values within the Washington, D.C.-Maryland-Virginia ozone marginal nonattainment area. Pursuant to the General Conformity Rule, EPA considers Project-generated emissions below these de minimis values to be minimal. Such projects do not require formal conformity determinations. Similarly, given the amount of construction proposed within the Washington, D.C.-Maryland-Virginia ozone marginal nonattainment area, DRPT does not anticipate that construction-related NOx and VOC emissions will exceed the general conformity de minimis thresholds either. Additionally, since the DC2RVA study area is located within areas that are in attainment for the other criteria pollutants (i.e., sulfur dioxide, carbon monoxide, particulate matter, and lead), emissions were not calculated for these pollutants.

(Responses are continued on next page)



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		67	**Temporary Limits of Disturbance -** It's not clear in the maps if the temporary limits of disturbance, in many cases, are supposed to be aligned with the permanent limits of disturbance or ROW, or beyond them, because they are often shown adjacent / outside them, but using the same line configurations.	67
		68	**Temporary Disturbance at Potomac Avenue -** Sheet 4 of 89 shows a temporary limit of disturbance on the east side of Potomac Avenue crossing of Four Mile Run – what is the intent of this area and the impacts anticipated?	68
		69	Sheet 6 of 89 - Will the connection to the CSX / Norfolk Southern Rail spur be maintained during and after construction? This spur will likely be needed for remediation of the GenOn plant site (removing debris etc.), which may be around the same time that construction would occur of the DC2RVA project.	69
		70	**Temporary Disturbance at Cameron Street -** Sheet 8 of 89 shows a temporary limit of disturbance over a portion of Cameron Street – will the operation of Cameron Street be impacted?	70
	Recreation, Parks and Cultural Activities	71	Sheets 4-7 of 89 show several City of Alexandria owned parcels as 'CSXT ROW' per the legend. Please verify and clarify the ownership.	71
	Planning & Zoning	72	Proposed heights of retaining walls will likely have adverse sound impacts to adjacent properties and communities. Some analysis should be conducted to determine impacts	72
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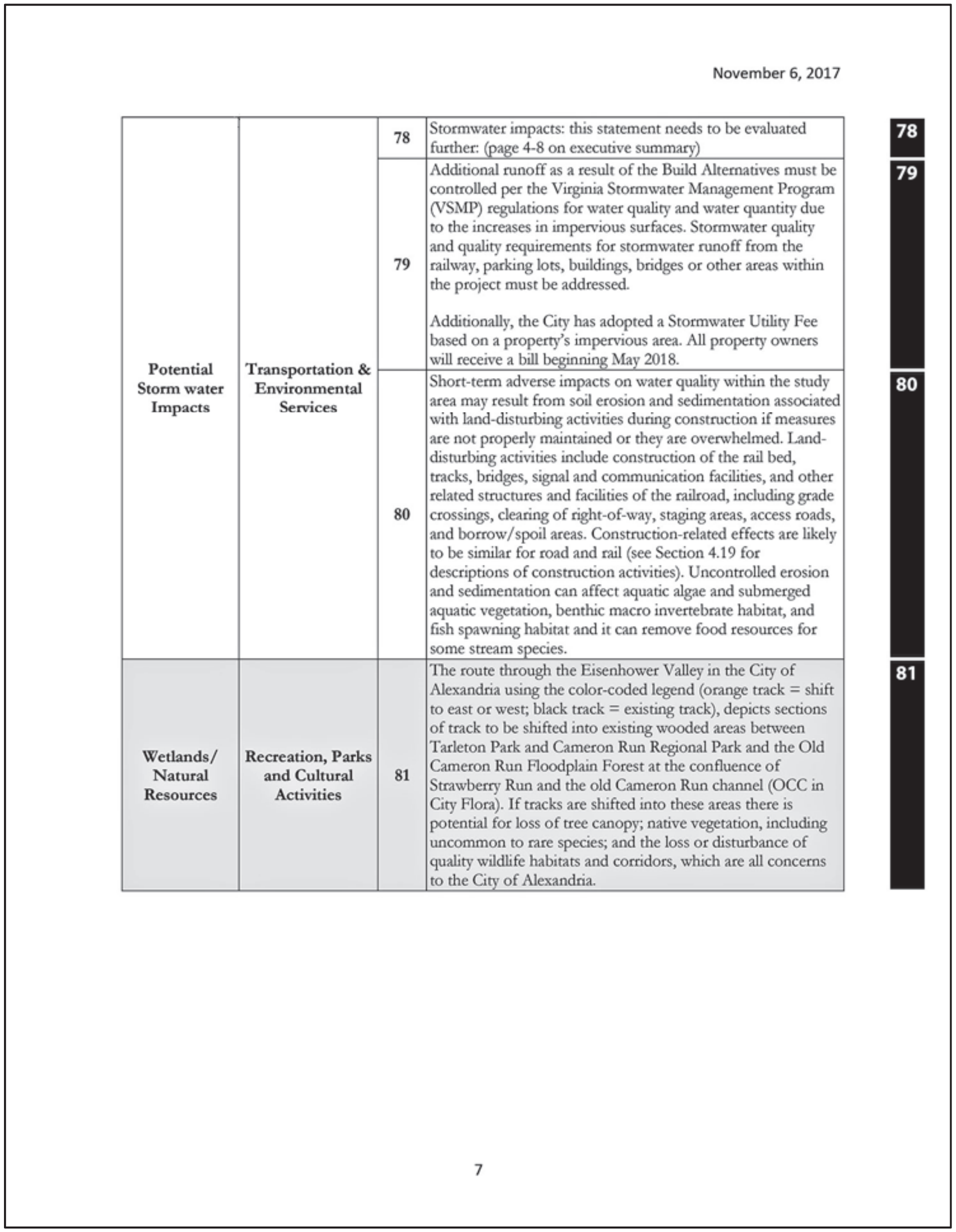
CITY OF ALEXANDRIA (continued)

76. As discussed in Section 3.5 of the Draft EIS, DRPT conducted an environmental records review to identify hazardous material (hazmat) database records along the Project corridor from Environmental Risk Information Service (ERIS), a commercial database search and environmental risk information provider. Investigation of hazardous material sites/facilities that could potentially be affected by the Project will be completed in a Phase I Environmental Site Assessment that will occur prior to any property acquisition. Construction plans, to be developed during final design, will contain provisions for responding to potential site contamination issues that may be identified during construction.

77. If contaminated soils or materials are encountered during construction, they will be disposed of in accordance with applicable state and federal regulations, as stated in Section 5.5.2 of the Final EIS.



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Potential Storm water Impacts	Transportation & Environmental Services	78	Stormwater impacts: this statement needs to be evaluated further: (page 4-8 on executive summary)	78
		79	Additional runoff as a result of the Build Alternatives must be controlled per the Virginia Stormwater Management Program (VSMP) regulations for water quality and water quantity due to the increases in impervious surfaces. Stormwater quality and quality requirements for stormwater runoff from the railway, parking lots, buildings, bridges or other areas within the project must be addressed. Additionally, the City has adopted a Stormwater Utility Fee based on a property's impervious area. All property owners will receive a bill beginning May 2018.	79
		80	Short-term adverse impacts on water quality within the study area may result from soil erosion and sedimentation associated with land-disturbing activities during construction if measures are not properly maintained or they are overwhelmed. Land-disturbing activities include construction of the rail bed, tracks, bridges, signal and communication facilities, and other related structures and facilities of the railroad, including grade crossings, clearing of right-of-way, staging areas, access roads, and borrow/spoil areas. Construction-related effects are likely to be similar for road and rail (see Section 4.19 for descriptions of construction activities). Uncontrolled erosion and sedimentation can affect aquatic algae and submerged aquatic vegetation, benthic macro invertebrate habitat, and fish spawning habitat and it can remove food resources for some stream species.	80
Wetlands/ Natural Resources	Recreation, Parks and Cultural Activities	81	The route through the Eisenhower Valley in the City of Alexandria using the color-coded legend (orange track = shift to east or west; black track = existing track), depicts sections of track to be shifted into existing wooded areas between Tarleton Park and Cameron Run Regional Park and the Old Cameron Run Floodplain Forest at the confluence of Strawberry Run and the old Cameron Run channel (OCC in City Flora). If tracks are shifted into these areas there is potential for loss of tree canopy; native vegetation, including uncommon to rare species; and the loss or disturbance of quality wildlife habitats and corridors, which are all concerns to the City of Alexandria.	81

7

CITY OF ALEXANDRIA (continued)

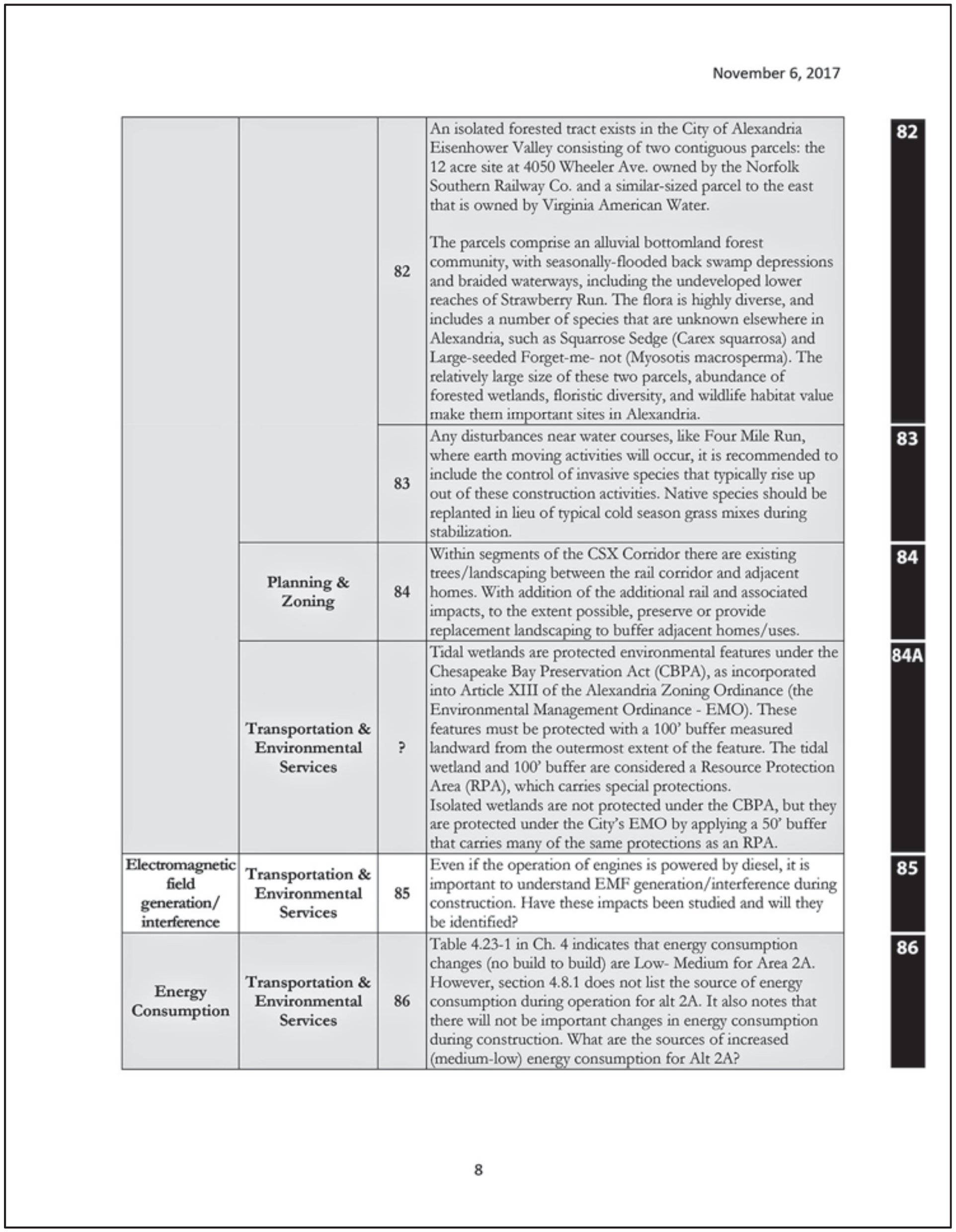
78. Comment noted. The intent of the Executive Summary is to provide a high-level summary of relevant information and the document refers the reader on where to find detailed information in the Draft EIS.

79. DRPT will address all applicable Virginia Stormwater Management Program (VSMP) requirements for water quality and water quantity controls during design and construction of the Project.

80. Comment noted. The City's statements are reflected in Draft EIS Section 4.1.1.3 and Section 4.19.

81. and 82. This comment appears to be referring to a roughly triangular wooded area bounded by two rail lines (see pages D-19 and D-20 in Draft EIS Appendix D, Build Alternatives Area 2 Northern Virginia). According to Simmons (2012),* this area is referred to by Alexandria natural resources staff as "Old Cameron Run channel floodplain forest," which comprises an alluvial bottomland forest community with highly diverse flora and a number of species that are unknown elsewhere in Alexandria, such as squarrose sedge (Carex squarrosa) and Large-seeded forget-me-not (Myosotis macrosperma). Land uses surrounding the site are largely commercial (north of the northern rail line) and recreational and residential (Cameron Run Regional Park and Townes at Cameron Parke) south of the southern rail line. Habitat in the area is highly fragmented and bordered by existing rail lines and dense development. Given the surrounding development, this area represents a wildlife island rather than a wildlife corridor, as suggested by the comment. Further, Project activities will occur within existing railroad right-of-way.

* Simmons, Rod. Remnant Natural Areas in Parks, Waterways, and Undeveloped Sites in the City of Alexandria, Virginia: Eisenhower Valley, Natural Resources Technical Report 12-1. Horticulture and Natural Resources Section, Department of Recreation, Parks & Cultural Activities, City of Alexandria, Virginia. February 2012.



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		82	An isolated forested tract exists in the City of Alexandria Eisenhower Valley consisting of two contiguous parcels: the 12 acre site at 4050 Wheeler Ave. owned by the Norfolk Southern Railway Co. and a similar-sized parcel to the east that is owned by Virginia American Water. The parcels comprise an alluvial bottomland forest community, with seasonally-flooded back swamp depressions and braided waterways, including the undeveloped lower reaches of Strawberry Run. The flora is highly diverse, and includes a number of species that are unknown elsewhere in Alexandria, such as Squarrose Sedge (Carex squarrosa) and Large-seeded Forget-me- not (Myosotis macrosperma). The relatively large size of these two parcels, abundance of forested wetlands, floristic diversity, and wildlife habitat value make them important sites in Alexandria.	82
		83	Any disturbances near water courses, like Four Mile Run, where earth moving activities will occur, it is recommended to include the control of invasive species that typically rise up out of these construction activities. Native species should be replanted in lieu of typical cold season grass mixes during stabilization.	83
	Planning & Zoning	84	Within segments of the CSX Corridor there are existing trees/landscaping between the rail corridor and adjacent homes. With addition of the additional rail and associated impacts, to the extent possible, preserve or provide replacement landscaping to buffer adjacent homes/uses.	84
	Transportation & Environmental Services	?	Tidal wetlands are protected environmental features under the Chesapeake Bay Preservation Act (CBPA), as incorporated into Article XIII of the Alexandria Zoning Ordinance (the Environmental Management Ordinance - EMO). These features must be protected with a 100' buffer measured landward from the outermost extent of the feature. The tidal wetland and 100' buffer are considered a Resource Protection Area (RPA), which carries special protections. Isolated wetlands are not protected under the CBPA, but they are protected under the City's EMO by applying a 50' buffer that carries many of the same protections as an RPA.	84A
Electromagnetic field generation/ interference	Transportation & Environmental Services	85	Even if the operation of engines is powered by diesel, it is important to understand EMF generation/interference during construction. Have these impacts been studied and will they be identified?	85
Energy Consumption	Transportation & Environmental Services	86	Table 4.23-1 in Ch. 4 indicates that energy consumption changes (no build to build) are Low- Medium for Area 2A. However, section 4.8.1 does not list the source of energy consumption during operation for alt 2A. It also notes that there will not be important changes in energy consumption during construction. What are the sources of increased (medium-low) energy consumption for Alt 2A?	86

8

CITY OF ALEXANDRIA (continued)

(Response to comment 82 on previous page)

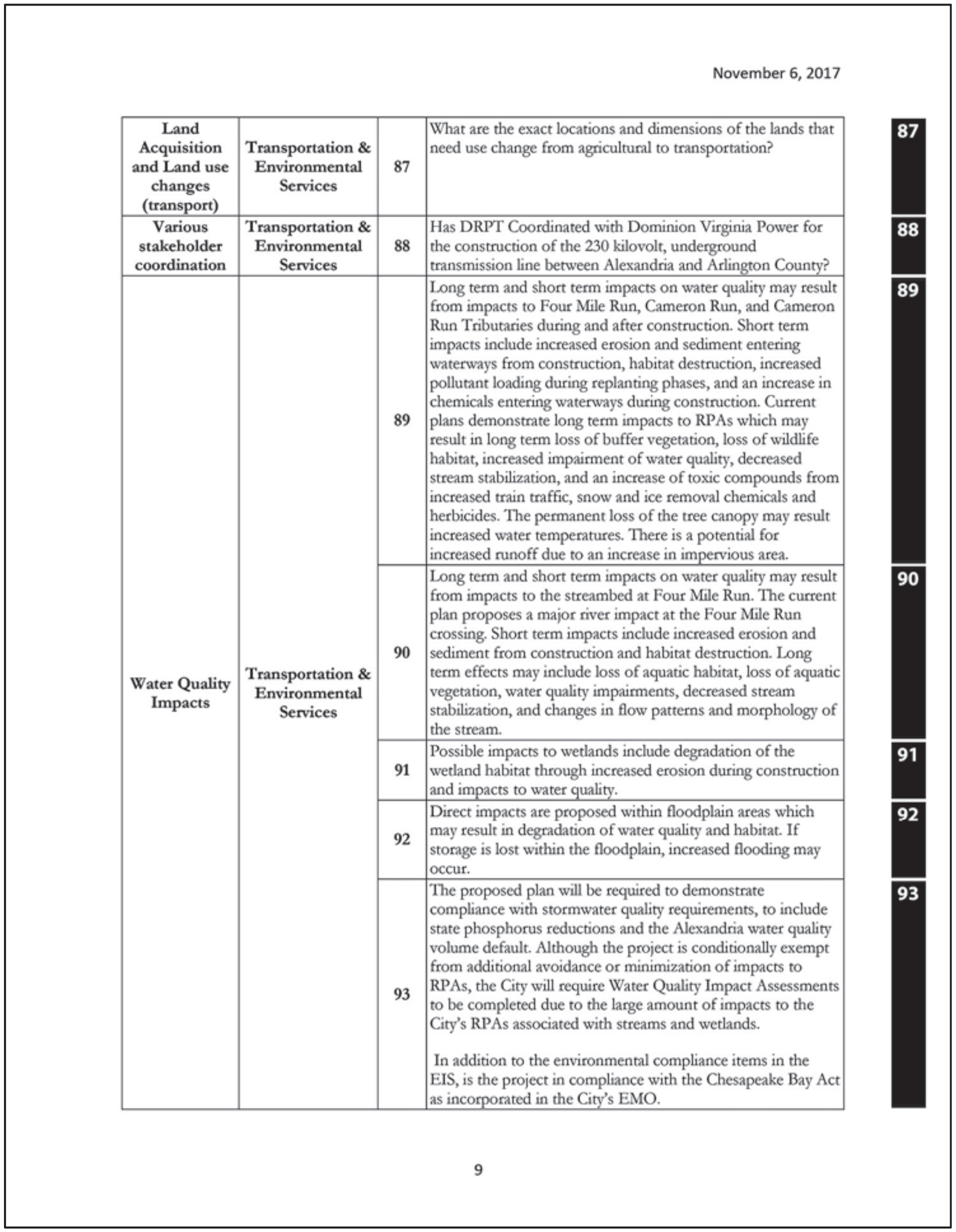
83. Invasive species are addressed in Final EIS Section 5.10.1.2.

84. As indicated in Final EIS Section 5.9.2, mitigation of potential visual impacts associated with landscape impacts to be considered during the final design process will include minimizing tree and shrub removal and incorporating landscaping to screen undesirable features. Final design will occur after funding becomes available and incremental improvements are scheduled.

84a. The Project will comply with applicable provisions of the Chesapeake Bay Preservation Act as indicated in Final EIS Section 5.1.1.1. The City of Alexandria's Environmental Management Ordinance explicitly exempts railroads (Section 13-123(A)(1)) from RPA requirements. Notwithstanding, during final design and construction, impacts to tidal and isolated wetlands will be minimized to the extent practicable; unavoidable impacts will be subject to state and federal permits; and appropriate mitigation will be provided, as applicable.

85. EMF (electromagnetic force) generation was not identified as a potential issue during the public and agency scoping process. Because DRPT is not proposing electrification of the line, and is proposing to use the same basic type of diesel locomotives currently in use on the corridor, DRPT does not anticipate that any possible increase in EMF emissions to be a significant impact. Additionally, emission standards for EMF are not regulated by the federal government or by the Commonwealth of Virginia.

86. The Low-Medium designation for Build Alternative 2A in Table 4.23-1 of the Draft EIS is the Visual Impact Rating and not related to Energy. Energy consumption, as presented in Section 4.8-1 of the Draft EIS, was calculated for the entire DC2RVA corridor. DRPT projects that total energy consumption from intercity passenger travel will be lower under the Build Alternatives than the No Build Alternative.



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Land Acquisition and Land use changes (transport)	Transportation & Environmental Services	87	What are the exact locations and dimensions of the lands that need use change from agricultural to transportation?	87
Various stakeholder coordination	Transportation & Environmental Services	88	Has DRPT Coordinated with Dominion Virginia Power for the construction of the 230 kilovolt, underground transmission line between Alexandria and Arlington County?	88
Water Quality Impacts	Transportation & Environmental Services	89	Long term and short term impacts on water quality may result from impacts to Four Mile Run, Cameron Run, and Cameron Run Tributaries during and after construction. Short term impacts include increased erosion and sediment entering waterways from construction, habitat destruction, increased pollutant loading during replanting phases, and an increase in chemicals entering waterways during construction. Current plans demonstrate long term impacts to RPAs which may result in long term loss of buffer vegetation, loss of wildlife habitat, increased impairment of water quality, decreased stream stabilization, and an increase of toxic compounds from increased train traffic, snow and ice removal chemicals and herbicides. The permanent loss of the tree canopy may result increased water temperatures. There is a potential for increased runoff due to an increase in impervious area.	89
		90	Long term and short term impacts on water quality may result from impacts to the streambed at Four Mile Run. The current plan proposes a major river impact at the Four Mile Run crossing. Short term impacts include increased erosion and sediment from construction and habitat destruction. Long term effects may include loss of aquatic habitat, loss of aquatic vegetation, water quality impairments, decreased stream stabilization, and changes in flow patterns and morphology of the stream.	90
		91	Possible impacts to wetlands include degradation of the wetland habitat through increased erosion during construction and impacts to water quality.	91
		92	Direct impacts are proposed within floodplain areas which may result in degradation of water quality and habitat. If storage is lost within the floodplain, increased flooding may occur.	92
		93	The proposed plan will be required to demonstrate compliance with stormwater quality requirements, to include state phosphorus reductions and the Alexandria water quality volume default. Although the project is conditionally exempt from additional avoidance or minimization of impacts to RPAs, the City will require Water Quality Impact Assessments to be completed due to the large amount of impacts to the City's RPAs associated with streams and wetlands. In addition to the environmental compliance items in the EIS, is the project in compliance with the Chesapeake Bay Act as incorporated in the City's EMO.	93

9

CITY OF ALEXANDRIA (continued)

87. Chapter 3 of the Draft EIS states that "the highest proportion of land use within 500 feet of the DC2RVA rail line is agricultural". This is for the entire corridor, not just the City of Alexandria. Table 3.11-4 of the Draft EIS lists no Agricultural land use for the City of Alexandria. The Agricultural land use within Table 4.11-3 of the Draft EIS, and Table 5.11-3 of the Final EIS, is for each Alternative Area. Area 2 includes not only the City of Alexandria, but also Fairfax County, Prince William County, and Stafford County.

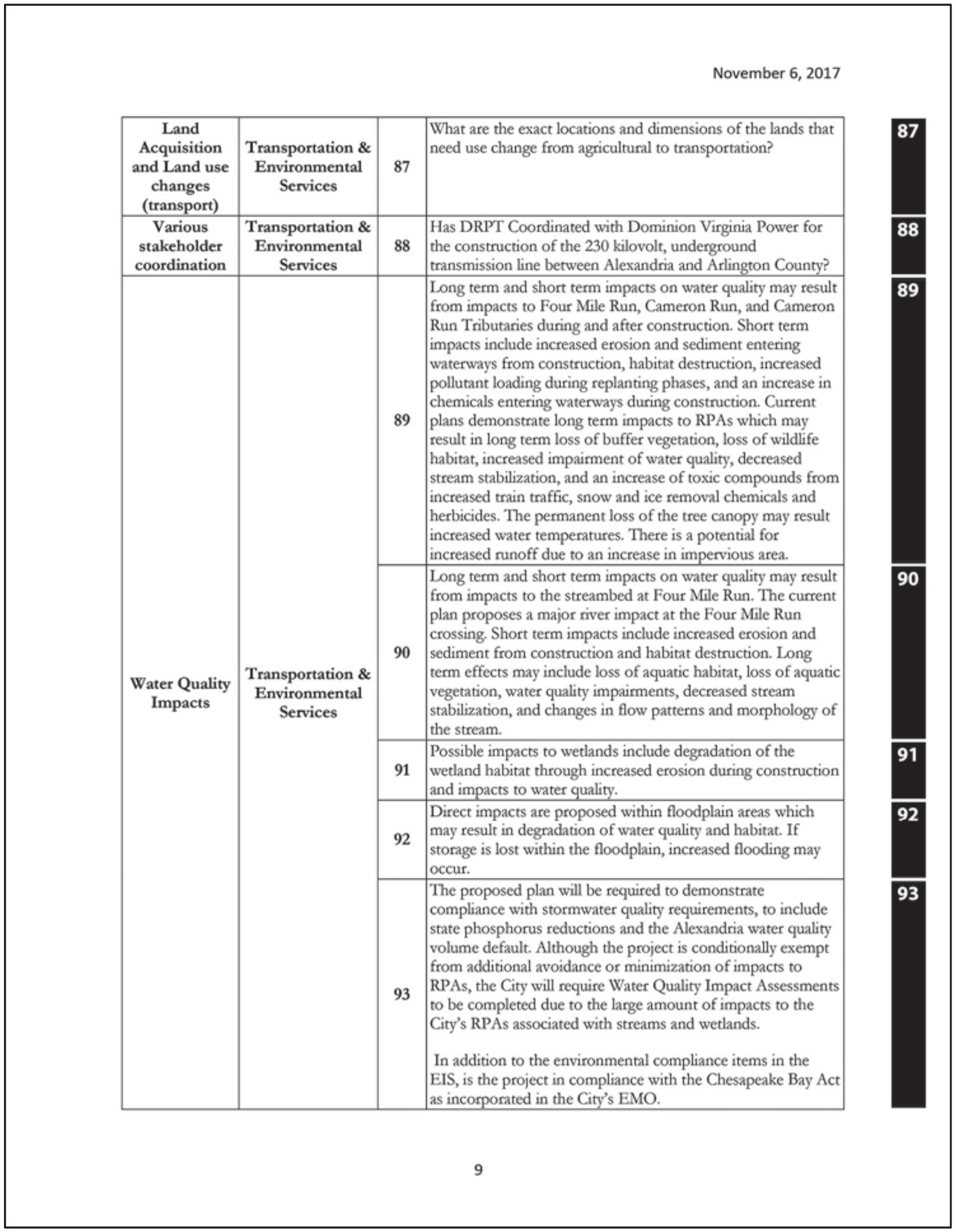
88. DRPT coordinated with Dominion Virginia Power during the planning phase of their 230-kilovolt transmission line between Alexandria and Arlington County, where the CSXT rail corridor was one of several alternative routes being considered. CSXT negotiates agreements for existing utility infrastructure crossing or within their right-of-way. DRPT will coordinate with CSXT regarding the relocation of existing and planned utility infrastructure during the next phase of design to identify potential conflicts with utilities crossing or on CSXT right-of-way and to coordinate the location of planned utilities to reduce or eliminate potential future conflicts. DRPT will coordinate with utility owners, including Dominion Virginia Power, during the next phase of design to identify potential conflicts with utilities outside of CSXT right-of-way and to coordinate the location of planned utilities outside of CSXT right-of-way to reduce or eliminate potential future conflicts.

89. Final EIS Section 5.1.3 addresses water quality issues and Section 5.1.6.3 identifies avoidance, minimization, and mitigation measures that will be implemented.

90. The additional track across Four Mile Run will be built on the existing railroad bridge. Therefore, no construction in the streambed will be necessary. Final EIS Section 5.1.3 addresses water quality issues and Section 5.1.6.3 identifies avoidance, minimization, and mitigation measures that will be implemented.

91. Draft EIS Section 4.1.2 and Final EIS Section 5.1.2 addresses potential impacts to wetlands.

(Responses are continued on next page)



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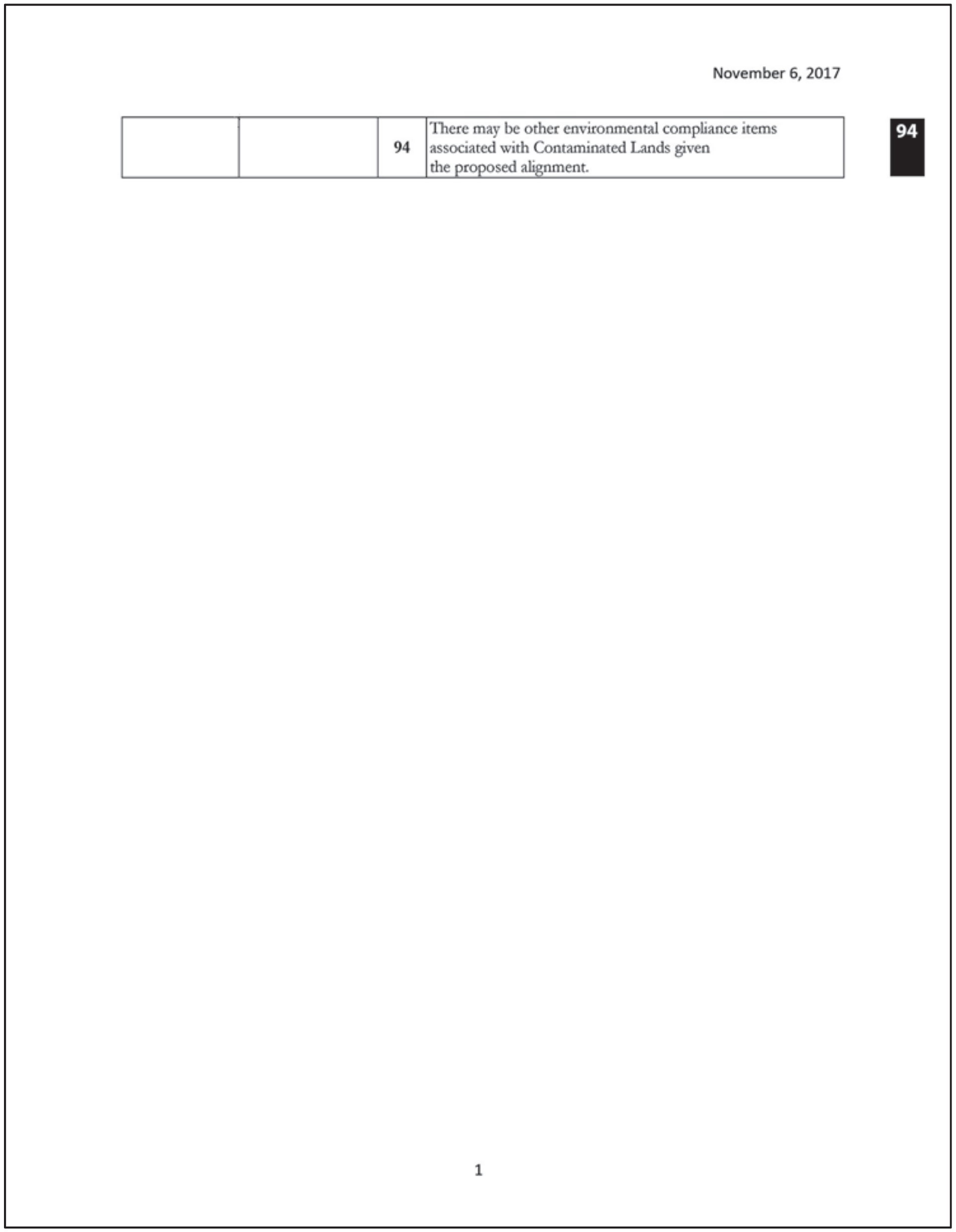
CITY OF ALEXANDRIA (continued)

92. Draft EIS Section 4.1.1 and Final EIS Section 5.1.1.2 addresses potential impacts to floodplains.

93. See response to DRPT-numbered statement #84a.



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		94	There may be other environmental compliance items associated with Contaminated Lands given the proposed alignment.

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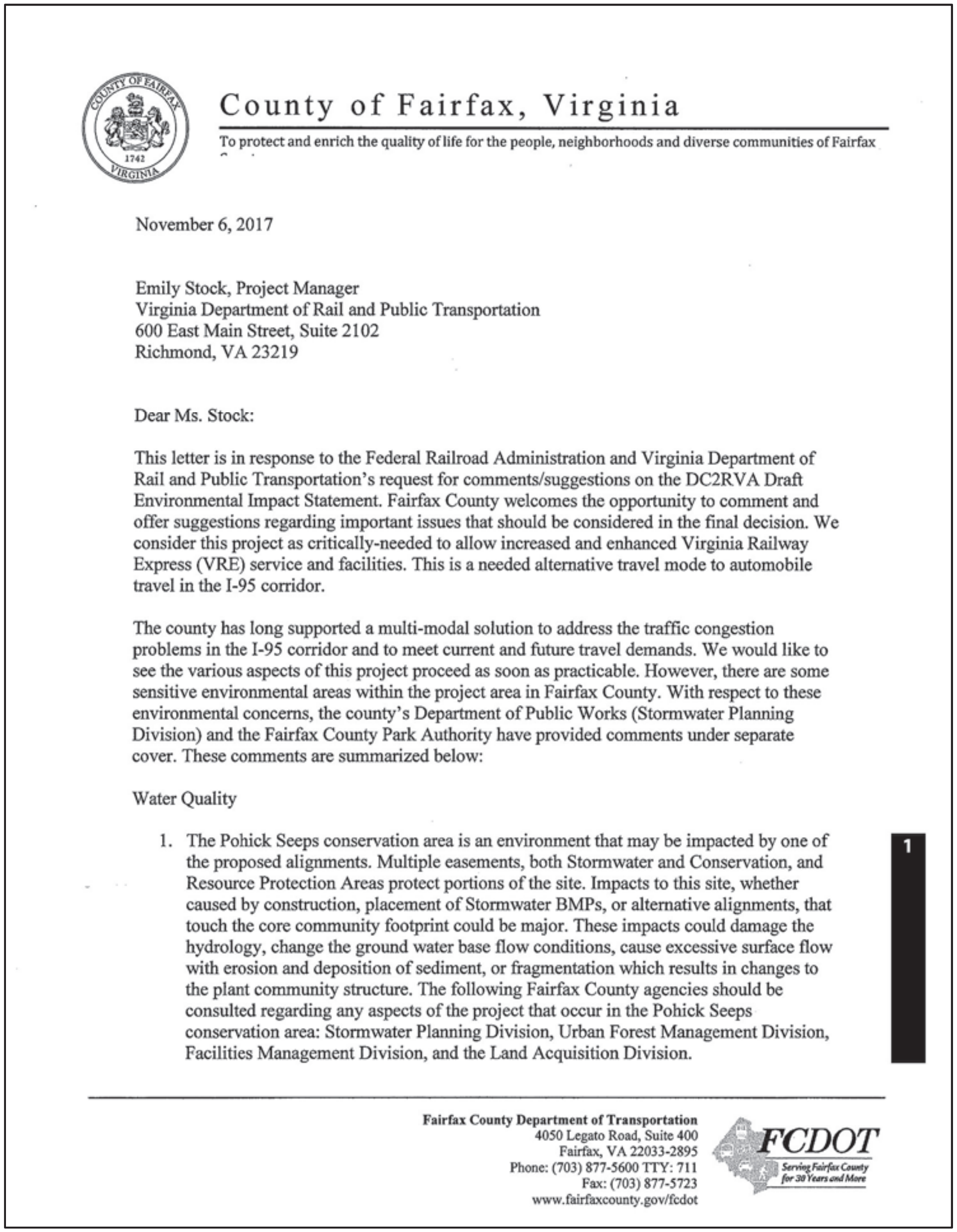
CITY OF ALEXANDRIA (continued)

94. Comment noted. See response to DRPT-numbered statement #77.



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax

November 6, 2017

Emily Stock, Project Manager
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Dear Ms. Stock:

This letter is in response to the Federal Railroad Administration and Virginia Department of Rail and Public Transportation's request for comments/suggestions on the DC2RVA Draft Environmental Impact Statement. Fairfax County welcomes the opportunity to comment and offer suggestions regarding important issues that should be considered in the final decision. We consider this project as critically-needed to allow increased and enhanced Virginia Railway Express (VRE) service and facilities. This is a needed alternative travel mode to automobile travel in the I-95 corridor.

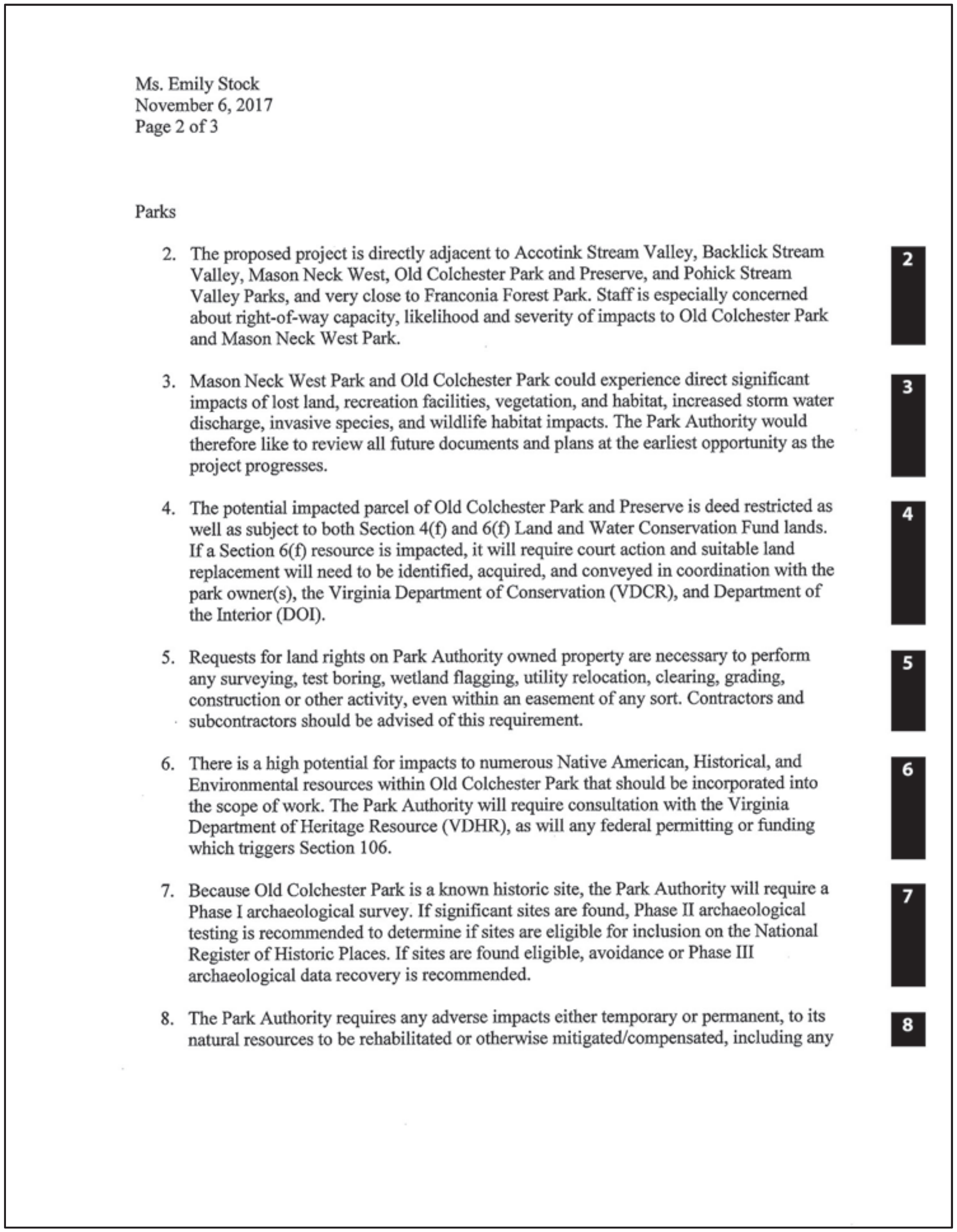
The county has long supported a multi-modal solution to address the traffic congestion problems in the I-95 corridor and to meet current and future travel demands. We would like to see the various aspects of this project proceed as soon as practicable. However, there are some sensitive environmental areas within the project area in Fairfax County. With respect to these environmental concerns, the county's Department of Public Works (Stormwater Planning Division) and the Fairfax County Park Authority have provided comments under separate cover. These comments are summarized below:

Water Quality

1. The Pohick Seeps conservation area is an environment that may be impacted by one of the proposed alignments. Multiple easements, both Stormwater and Conservation, and Resource Protection Areas protect portions of the site. Impacts to this site, whether caused by construction, placement of Stormwater BMPs, or alternative alignments, that touch the core community footprint could be major. These impacts could damage the hydrology, change the ground water base flow conditions, cause excessive surface flow with erosion and deposition of sediment, or fragmentation which results in changes to the plant community structure. The following Fairfax County agencies should be consulted regarding any aspects of the project that occur in the Pohick Seeps conservation area: Stormwater Planning Division, Urban Forest Management Division, Facilities Management Division, and the Land Acquisition Division. 1

FAIRFAX COUNTY

1. The Draft EIS reported that Build Alternative 2A may result in approximately 0.55 acres of temporary impacts to Pohick Seeps Conservation Area. However, DRPT determined that Build Alternative 2A as shown in the Draft EIS would not result in any permanent or temporary impacts to this resource and corrected the impact to zero acres, as shown in the errata table, which is Appendix A of the Final EIS. As reported in Section 5.10.1.1 of the Final EIS, there are no impacts to Pohick Seeps Conservation Area.



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Parks

2. The proposed project is directly adjacent to Accotink Stream Valley, Backlick Stream Valley, Mason Neck West, Old Colchester Park and Preserve, and Pohick Stream Valley Parks, and very close to Franconia Forest Park. Staff is especially concerned about right-of-way capacity, likelihood and severity of impacts to Old Colchester Park and Mason Neck West Park. 2

3. Mason Neck West Park and Old Colchester Park could experience direct significant impacts of lost land, recreation facilities, vegetation, and habitat, increased storm water discharge, invasive species, and wildlife habitat impacts. The Park Authority would therefore like to review all future documents and plans at the earliest opportunity as the project progresses. 3

4. The potential impacted parcel of Old Colchester Park and Preserve is deed restricted as well as subject to both Section 4(f) and 6(f) Land and Water Conservation Fund lands. If a Section 6(f) resource is impacted, it will require court action and suitable land replacement will need to be identified, acquired, and conveyed in coordination with the park owner(s), the Virginia Department of Conservation (VDCR), and Department of the Interior (DOI). 4

5. Requests for land rights on Park Authority owned property are necessary to perform any surveying, test boring, wetland flagging, utility relocation, clearing, grading, construction or other activity, even within an easement of any sort. Contractors and subcontractors should be advised of this requirement. 5

6. There is a high potential for impacts to numerous Native American, Historical, and Environmental resources within Old Colchester Park that should be incorporated into the scope of work. The Park Authority will require consultation with the Virginia Department of Heritage Resource (VDHR), as will any federal permitting or funding which triggers Section 106. 6

7. Because Old Colchester Park is a known historic site, the Park Authority will require a Phase I archaeological survey. If significant sites are found, Phase II archaeological testing is recommended to determine if sites are eligible for inclusion on the National Register of Historic Places. If sites are found eligible, avoidance or Phase III archaeological data recovery is recommended. 7

8. The Park Authority requires any adverse impacts either temporary or permanent, to its natural resources to be rehabilitated or otherwise mitigated/compensated, including any 8

FAIRFAX COUNTY (continued)

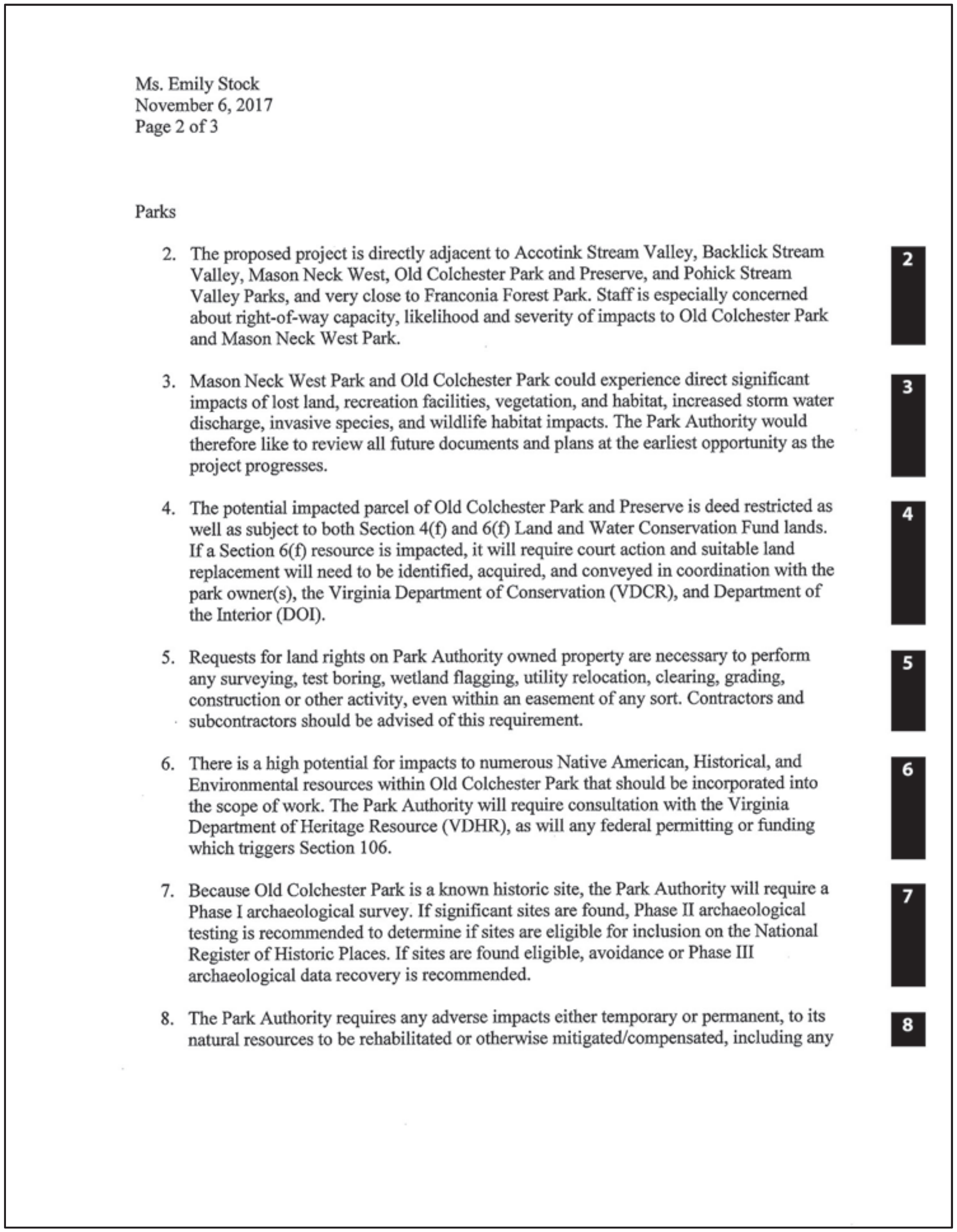
2. The Preferred Alternative in Area 2A does not have any impacts to Accotink Stream Valley, Backlick Stream Valley, Mason Neck West, Old Colchester Park and Preserve, Pohick Stream Valley Park or Franconia Forest Park. No temporary or permanent right-of-way need to be acquired from any of these park facilities as part of this Project. All permanent and temporary impacts to park facilities for the Preferred Alternative are included in Table 5.14-1 of the Final EIS. These facilities are within the study area and are discussed in the errata table which is Appendix A of the Final EIS; however, these parks are not included in Table 5.14-1 since there are no permanent or temporary impacts. Appendix L includes corridor mapping which depicts the permanent and temporary Limits of Disturbance (LOD) adjacent to these park facilities.

3. No right-of-way is needed from Mason Neck West or Old Colchester Park and Preserve; therefore, no land or recreational facilities will be lost as part of the Project. DRPT will continue to coordinate with the Fairfax County Park Authority through the final design phase of the Project on any appropriate mitigation efforts, which will occur after funding becomes available and incremental improvements are scheduled.

4. No temporary or permanent right-of-way will be required from Old Colchester Park and Preserve as part of the Preferred Alternative in Area 2.

5. If, during final design, DRPT determines that a temporary easement onto Fairfax County Park Authority property is required to construct the Project, DRPT would coordinate use of the property with the Park Authority at that time.

(Responses are continued on next page)



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Parks

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3. Mason Neck West Park and Old Colchester Park could experience direct significant impacts of lost land, recreation facilities, vegetation, and habitat, increased storm water discharge, invasive species, and wildlife habitat impacts. The Park Authority would therefore like to review all future documents and plans at the earliest opportunity as the project progresses. 3

4. The potential impacted parcel of Old Colchester Park and Preserve is deed restricted as well as subject to both Section 4(f) and 6(f) Land and Water Conservation Fund lands. If a Section 6(f) resource is impacted, it will require court action and suitable land replacement will need to be identified, acquired, and conveyed in coordination with the park owner(s), the Virginia Department of Conservation (VDCR), and Department of the Interior (DOI). 4

5. Requests for land rights on Park Authority owned property are necessary to perform any surveying, test boring, wetland flagging, utility relocation, clearing, grading, construction or other activity, even within an easement of any sort. Contractors and subcontractors should be advised of this requirement. 5

6. There is a high potential for impacts to numerous Native American, Historical, and Environmental resources within Old Colchester Park that should be incorporated into the scope of work. The Park Authority will require consultation with the Virginia Department of Heritage Resource (VDHR), as will any federal permitting or funding which triggers Section 106. 6

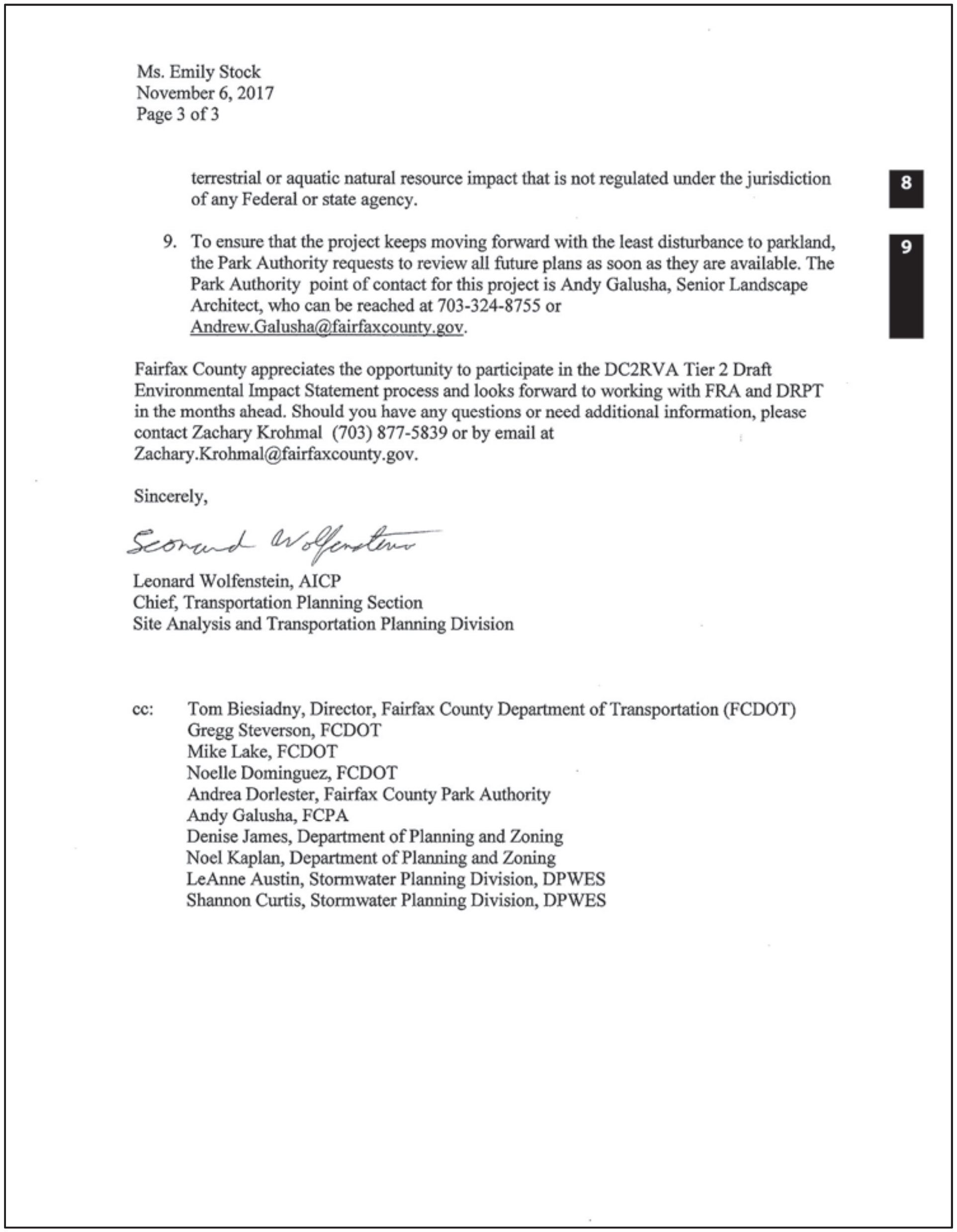
7. Because Old Colchester Park is a known historic site, the Park Authority will require a Phase I archaeological survey. If significant sites are found, Phase II archaeological testing is recommended to determine if sites are eligible for inclusion on the National Register of Historic Places. If sites are found eligible, avoidance or Phase III archaeological data recovery is recommended. 7

8. The Park Authority requires any adverse impacts either temporary or permanent, to its natural resources to be rehabilitated or otherwise mitigated/compensated, including any 8

FAIRFAX COUNTY (continued)

6. and 7. There are no permanent or temporary impacts to Old Colchester Park as a park. Regarding it as a cultural resource, the FRA and DRPT have conducted all studies in compliance with the National Historic Preservation Act of 1966, including Project initiation, determination of an area of potential effects (APE), archaeological studies with predictive model, and architectural and archaeological identification- and evaluation-level surveys of the APE. All studies have been coordinated with the Virginia Department of Historic Resources (DHR) and details on these studies and the ensuing coordination can be found in Draft EIS Appendices R and U and Final EIS Appendix D and E. While a portion of Old Colchester Park is a recorded archaeological site, the boundaries for this resource do not extend into the Project limits of disturbance. Archaeological studies were completed in the limits of disturbance as part of the DC2RVA Project to confirm that the site does not extend into the Project area, and no archaeological remains were encountered thus confirming the extant site boundaries.

8. Comment noted. Temporary impacts will be minimized during final design of the Project, after funding becomes available and incremental improvements are scheduled. Any land disturbed by the Project will be restored and rehabilitated.



Ms. Emily Stock
November 6, 2017
Page 3 of 3

terrestrial or aquatic natural resource impact that is not regulated under the jurisdiction of any Federal or state agency. 8

9. To ensure that the project keeps moving forward with the least disturbance to parkland, the Park Authority requests to review all future plans as soon as they are available. The Park Authority point of contact for this project is Andy Galusha, Senior Landscape Architect, who can be reached at 703-324-8755 or Andrew.Galusha@fairfaxcounty.gov. 9

Fairfax County appreciates the opportunity to participate in the DC2RVA Tier 2 Draft Environmental Impact Statement process and looks forward to working with FRA and DRPT in the months ahead. Should you have any questions or need additional information, please contact Zachary Krohmal (703) 877-5839 or by email at Zachary.Krohmal@fairfaxcounty.gov.

Sincerely,

Leonard Wolfenstein

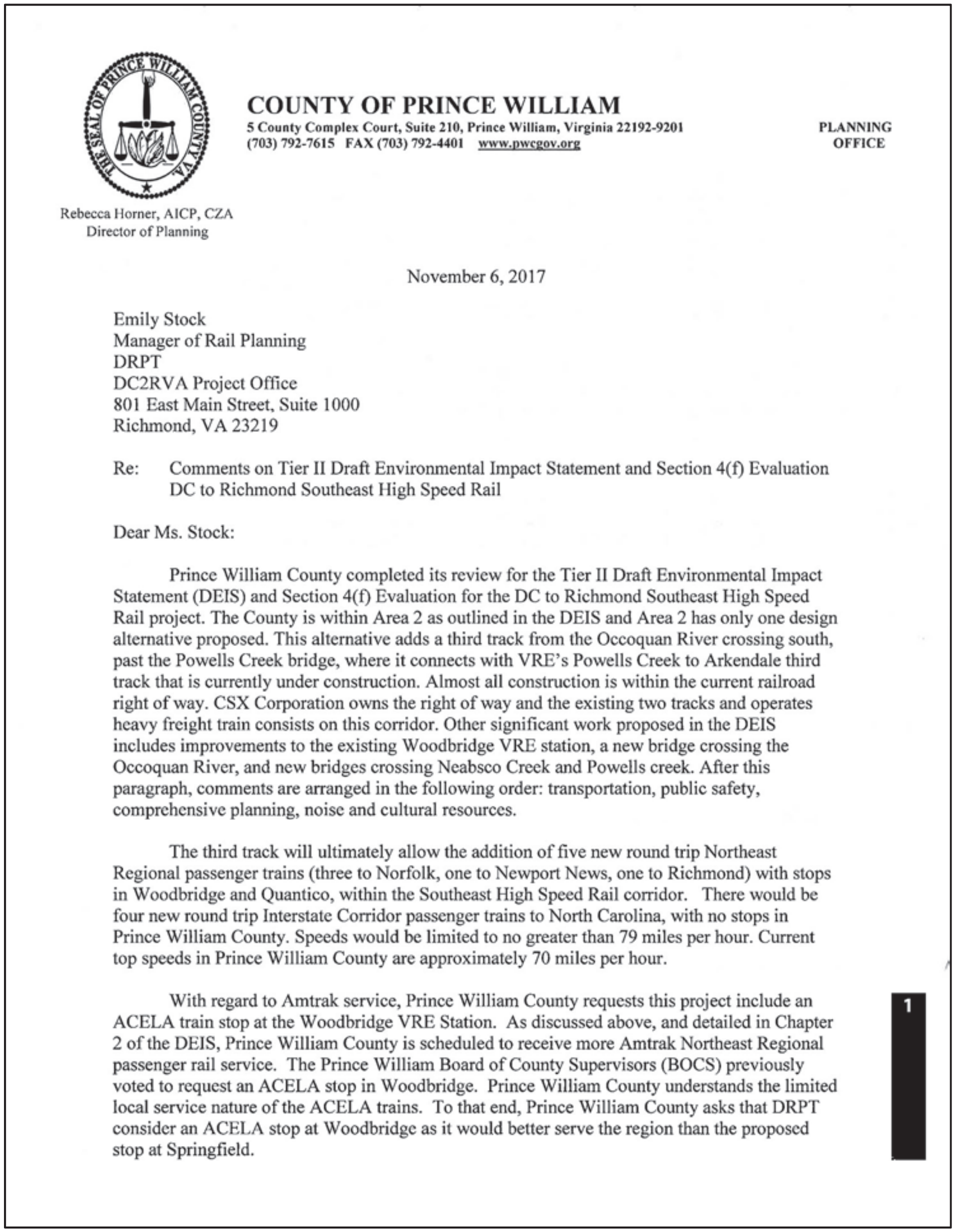
Leonard Wolfenstein, AICP
Chief, Transportation Planning Section
Site Analysis and Transportation Planning Division

cc: Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Gregg Steverson, FCDOT
Mike Lake, FCDOT
Noelle Dominguez, FCDOT
Andrea Dorlester, Fairfax County Park Authority
Andy Galusha, FCPA
Denise James, Department of Planning and Zoning
Noel Kaplan, Department of Planning and Zoning
LeAnne Austin, Stormwater Planning Division, DPWES
Shannon Curtis, Stormwater Planning Division, DPWES

FAIRFAX COUNTY (continued)

(Response to comment 8 on previous page)

9. Comment noted. DRPT will continue to coordinate with the Fairfax County Park Authority during the final design phase of the Project, after funding becomes available and incremental improvements are scheduled.



COUNTY OF PRINCE WILLIAM
5 County Complex Court, Suite 210, Prince William, Virginia 22192-9201
(703) 792-7615 FAX (703) 792-4401 www.pwcgov.org

PLANNING
OFFICE

Rebecca Horner, AICP, CZA
Director of Planning

November 6, 2017

Emily Stock
Manager of Rail Planning
DRPT
DC2RVA Project Office
801 East Main Street, Suite 1000
Richmond, VA 23219

Re: Comments on Tier II Draft Environmental Impact Statement and Section 4(f) Evaluation
DC to Richmond Southeast High Speed Rail

Dear Ms. Stock:

Prince William County completed its review for the Tier II Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for the DC to Richmond Southeast High Speed Rail project. The County is within Area 2 as outlined in the DEIS and Area 2 has only one design alternative proposed. This alternative adds a third track from the Occoquan River crossing south, past the Powells Creek bridge, where it connects with VRE's Powells Creek to Arkendale third track that is currently under construction. Almost all construction is within the current railroad right of way. CSX Corporation owns the right of way and the existing two tracks and operates heavy freight train consists on this corridor. Other significant work proposed in the DEIS includes improvements to the existing Woodbridge VRE station, a new bridge crossing the Occoquan River, and new bridges crossing Neabsco Creek and Powells creek. After this paragraph, comments are arranged in the following order: transportation, public safety, comprehensive planning, noise and cultural resources.

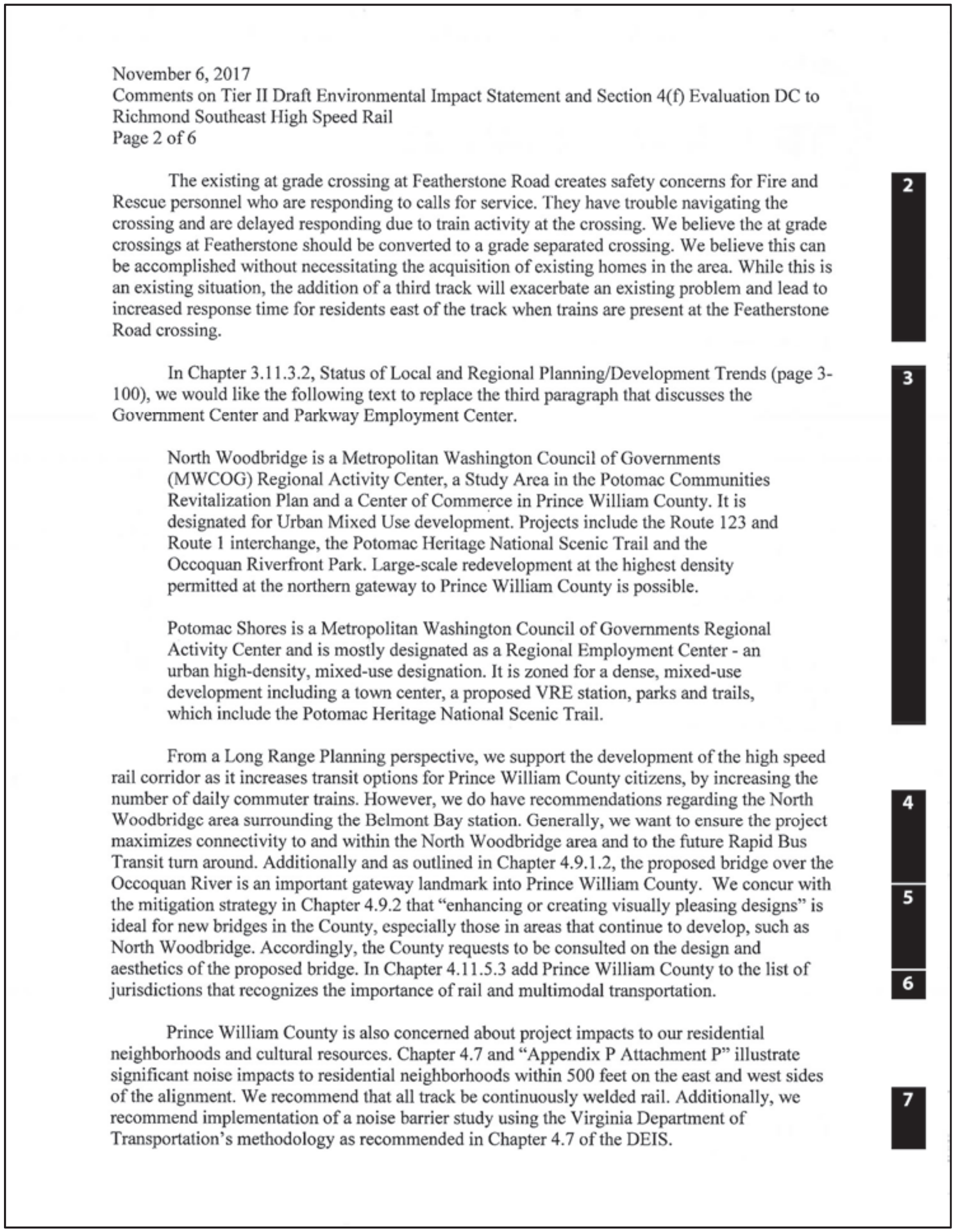
The third track will ultimately allow the addition of five new round trip Northeast Regional passenger trains (three to Norfolk, one to Newport News, one to Richmond) with stops in Woodbridge and Quantico, within the Southeast High Speed Rail corridor. There would be four new round trip Interstate Corridor passenger trains to North Carolina, with no stops in Prince William County. Speeds would be limited to no greater than 79 miles per hour. Current top speeds in Prince William County are approximately 70 miles per hour.

1

With regard to Amtrak service, Prince William County requests this project include an ACELA train stop at the Woodbridge VRE Station. As discussed above, and detailed in Chapter 2 of the DEIS, Prince William County is scheduled to receive more Amtrak Northeast Regional passenger rail service. The Prince William Board of County Supervisors (BOCS) previously voted to request an ACELA stop in Woodbridge. Prince William County understands the limited local service nature of the ACELA trains. To that end, Prince William County asks that DRPT consider an ACELA stop at Woodbridge as it would better serve the region than the proposed stop at Springfield.

PRINCE WILLIAM COUNTY

1. The DC2RVA Project does not include extending the ACELA passenger train service from the Northeast Corridor. The ACELA train sets are electric and operate using an overhead electric catenary system. Based on the decision reached in the 2002 Tier 1 EIS and ROD, and as document in the Project Basis of Design, DRPT is proposing to use conventional diesel-powered train sets. However, one of the guiding principles of the DC2RVA Basis of Design was to not preclude future electrification of the corridor, which would be subject to separate environmental documentation at that time. The actual service levels and schedules proposed for Woodbridge (and other stations) is being refined in the Corridor Service Development Plan, which is being prepared by DRPT as part of the DC2RVA Project (refer to Section 7.3 of the Final EIS for details).



November 6, 2017
Comments on Tier II Draft Environmental Impact Statement and Section 4(f) Evaluation DC to Richmond Southeast High Speed Rail
Page 2 of 6

2 The existing at grade crossing at Featherstone Road creates safety concerns for Fire and Rescue personnel who are responding to calls for service. They have trouble navigating the crossing and are delayed responding due to train activity at the crossing. We believe the at grade crossings at Featherstone should be converted to a grade separated crossing. We believe this can be accomplished without necessitating the acquisition of existing homes in the area. While this is an existing situation, the addition of a third track will exacerbate an existing problem and lead to increased response time for residents east of the track when trains are present at the Featherstone Road crossing.

3 In Chapter 3.11.3.2, Status of Local and Regional Planning/Development Trends (page 3-100), we would like the following text to replace the third paragraph that discusses the Government Center and Parkway Employment Center.

> North Woodbridge is a Metropolitan Washington Council of Governments (MWCOG) Regional Activity Center, a Study Area in the Potomac Communities Revitalization Plan and a Center of Commerce in Prince William County. It is designated for Urban Mixed Use development. Projects include the Route 123 and Route 1 interchange, the Potomac Heritage National Scenic Trail and the Occoquan Riverfront Park. Large-scale redevelopment at the highest density permitted at the northern gateway to Prince William County is possible.
>
> Potomac Shores is a Metropolitan Washington Council of Governments Regional Activity Center and is mostly designated as a Regional Employment Center - an urban high-density, mixed-use designation. It is zoned for a dense, mixed-use development including a town center, a proposed VRE station, parks and trails, which include the Potomac Heritage National Scenic Trail.

From a Long Range Planning perspective, we support the development of the high speed
rail corridor as it increases transit options for Prince William County citizens, by increasing the
number of daily commuter trains. However, we do have recommendations regarding the North 4
Woodbridge area surrounding the Belmont Bay station. Generally, we want to ensure the project
maximizes connectivity to and within the North Woodbridge area and to the future Rapid Bus
Transit turn around. Additionally and as outlined in Chapter 4.9.1.2, the proposed bridge over the
Occoquan River is an important gateway landmark into Prince William County. We concur with 5
the mitigation strategy in Chapter 4.9.2 that "enhancing or creating visually pleasing designs" is
ideal for new bridges in the County, especially those in areas that continue to develop, such as
North Woodbridge. Accordingly, the County requests to be consulted on the design and
aesthetics of the proposed bridge. In Chapter 4.11.5.3 add Prince William County to the list of 6
jurisdictions that recognizes the importance of rail and multimodal transportation.

Prince William County is also concerned about project impacts to our residential
neighborhoods and cultural resources. Chapter 4.7 and "Appendix P Attachment P" illustrate
significant noise impacts to residential neighborhoods within 500 feet on the east and west sides
of the alignment. We recommend that all track be continuously welded rail. Additionally, we 7
recommend implementation of a noise barrier study using the Virginia Department of
Transportation's methodology as recommended in Chapter 4.7 of the DEIS.

PRINCE WILLIAM COUNTY (continued)

2. The Draft EIS includes a queuing analysis at all at-grade crossings (see Section 4.15.2 of the Draft EIS, and an updated analysis for the Preferred Alternative in Final EIS Section 5.15.2), based on the conceptual engineering for the Project. The analyses indicated that the existing four quadrant gates at Featherstone Road provide appropriate crossing protection for current and future train volumes and number of tracks. Additional review of traffic data to update traffic conditions will be performed for all at-grade crossings as part of final design, after funding becomes available and a construction schedule can be established. Although the traffic analysis performed as part of the DC2RVA Project did not identify the construction of a grade separated roadway crossing of the CSXT rail corridor at Featherstone Road, this does not preclude the county or other entity from constructing a grade separation at this location as part of a separate effort.

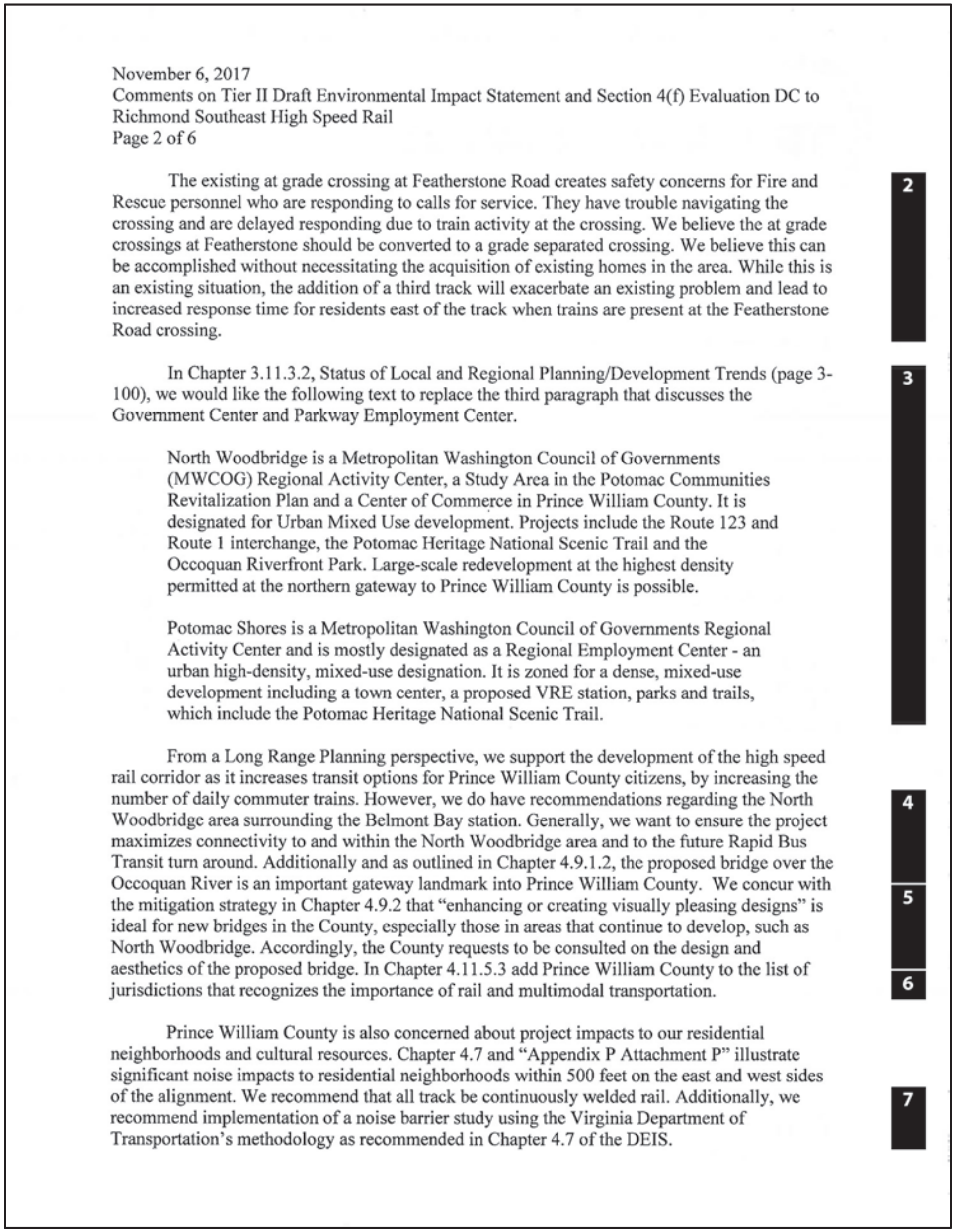
3. The referenced text was replaced, as requested by the County; refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS.

4. The Preferred Alternative will serve both the Amtrak and VRE stations at the Woodbridge Station. While outside the Purpose and Need of the Project, the conceptual designs do not preclude connectivity to and within the North Woodbridge area or to a future Rapid Bus Transit turn around outside of the railroad right-of-way.

5. DRPT welcomes input on the design and aesthetic features of the additional Occoquan River rail bridge, and will continue to coordinate with Prince William County during final design, after funding becomes available and a construction schedule can be established.

6. DRPT acknowledges that Prince William County recognizes the importance of rail and multimodal transportation. The County was added to the list in Chapter 4 of the Draft EIS, as requested by the County; refer to the errata table for the Draft EIS, which is included as Appendix A of the Final EIS.

(Responses are continued on next page)



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Comments on Tier II Draft Environmental Impact Statement and Section 4(f) Evaluation DC to Richmond Southeast High Speed Rail
Page 2 of 6

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From a Long Range Planning perspective, we support the development of the high speed
rail corridor as it increases transit options for Prince William County citizens, by increasing the
number of daily commuter trains. However, we do have recommendations regarding the North 4
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jurisdictions that recognizes the importance of rail and multimodal transportation. 6

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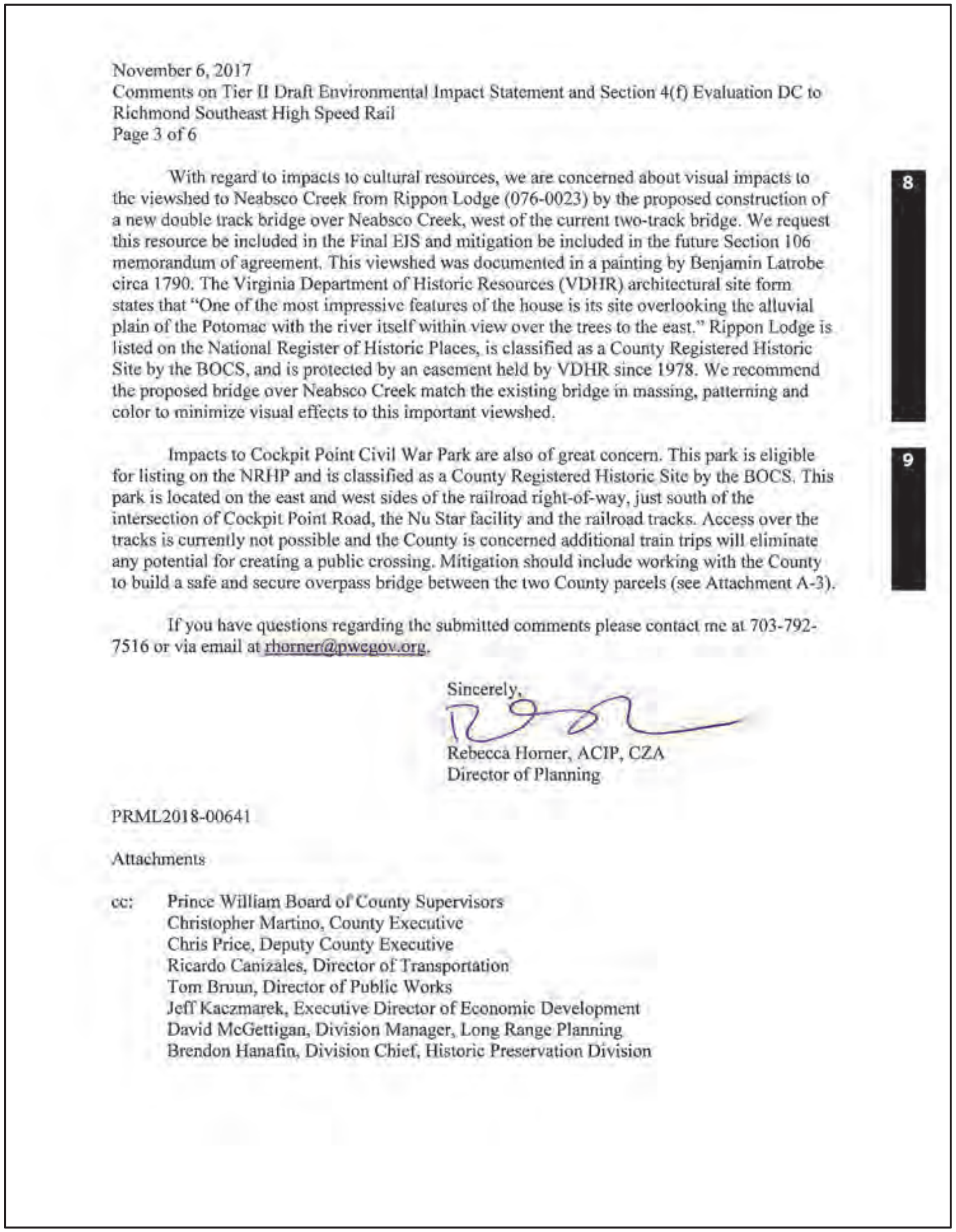
of the alignment. We recommend that all track be continuously welded rail. Additionally, we 7
recommend implementation of a noise barrier study using the Virginia Department of
Transportation's methodology as recommended in Chapter 4.7 of the DEIS.

PRINCE WILLIAM COUNTY (continued)

7. DRPT proposes to install continuously welded rail on main tracks throughout the corridor as part of the Project. The Draft EIS identifies where moderate and severe noise impacts (as defined by FRA and FTA) are projected to occur as a result of the proposed intercity passenger rail service. The noise and vibration contour figures in Appendix P of the Draft EIS show where Project-related noise and vibration impacts (as defined by FRA) are projected to occur, including in Prince William County. There are no changes to the noise impact contours since the publication of the Draft EIS, with the exception of two areas (in Area 1 and Area 6); these two areas are detailed in Final EIS Section 5.7 and updated maps are provided in Appendix M of the Final EIS, however, they do not change any analyses in Prince William County.

   DRPT will reevaluate potential noise impacts and mitigation measures during final design, as required, which will occur after funding becomes available and incremental improvements are scheduled.



November 6, 2017
Comments on Tier II Draft Environmental Impact Statement and Section 4(f) Evaluation DC to Richmond Southeast High Speed Rail
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With regard to impacts to cultural resources, we are concerned about visual impacts to the viewshed to Neabsco Creek from Rippon Lodge (076-0023) by the proposed construction of a new double track bridge over Neabsco Creek, west of the current two-track bridge. We request this resource be included in the Final EIS and mitigation be included in the future Section 106 memorandum of agreement. This viewshed was documented in a painting by Benjamin Latrobe circa 1790. The Virginia Department of Historic Resources (VDHR) architectural site form states that "One of the most impressive features of the house is its site overlooking the alluvial plain of the Potomac with the river itself within view over the trees to the east." Rippon Lodge is listed on the National Register of Historic Places, is classified as a County Registered Historic Site by the BOCS, and is protected by an easement held by VDHR since 1978. We recommend the proposed bridge over Neabsco Creek match the existing bridge in massing, patterning and color to minimize visual effects to this important viewshed. 8

Impacts to Cockpit Point Civil War Park are also of great concern. This park is eligible for listing on the NRHP and is classified as a County Registered Historic Site by the BOCS. This park is located on the east and west sides of the railroad right-of-way, just south of the intersection of Cockpit Point Road, the Nu Star facility and the railroad tracks. Access over the tracks is currently not possible and the County is concerned additional train trips will eliminate any potential for creating a public crossing. Mitigation should include working with the County to build a safe and secure overpass bridge between the two County parcels (see Attachment A-3). 9

If you have questions regarding the submitted comments please contact me at 703-792-7516 or via email at rhorner@pwcgov.org.

Sincerely,

Rebecca Horner, ACIP, CZA
Director of Planning

PRML2018-00641

Attachments

cc: Prince William Board of County Supervisors
Christopher Martino, County Executive
Chris Price, Deputy County Executive
Ricardo Canizales, Director of Transportation
Tom Bruun, Director of Public Works
Jeff Kaczmarek, Executive Director of Economic Development
David McGettigan, Division Manager, Long Range Planning
Brendon Hanafin, Division Chief, Historic Preservation Division

PRINCE WILLIAM COUNTY (continued)

8. DRPT understands the County's concern about Rippon Lodge, which was presented both during consulting party meetings and in written comments. Given those concerns, Rippon Lodge was the subject of additional architectural study, added as a historic property to the Final EIS (see Section 5.13 of the Final EIS and Chapter 6 of the Final EIS), and included in DHR coordination. An analysis of the potential impacts on Rippon Lodge and its viewshed is included in Sections 5.13.1, 5.13.2.2., 5.20.1.3, and 6.5.3.1 in the Final EIS. DRPT welcomes input on the design and aesthetic features of the additional Neabsco Creek rail bridge, and will continue to coordinate with Prince William County during final design, after funding becomes available and a construction schedule can be established.

9. DRPT carefully evaluated the Project's area of potential effects (APE) and the boundaries of the Cockpit Point Civil War Park as part of the Draft EIS. No development planned as part of the Project will occur within or near the boundaries of this resource; as such, it does not fall within the Project's APE. All work being planned in this area is part of the ongoing Arkendale to Powell's Creek project, which was the subject of environmental and cultural resource studies for that project in 2011 and the impacts of which are separate from this Project.

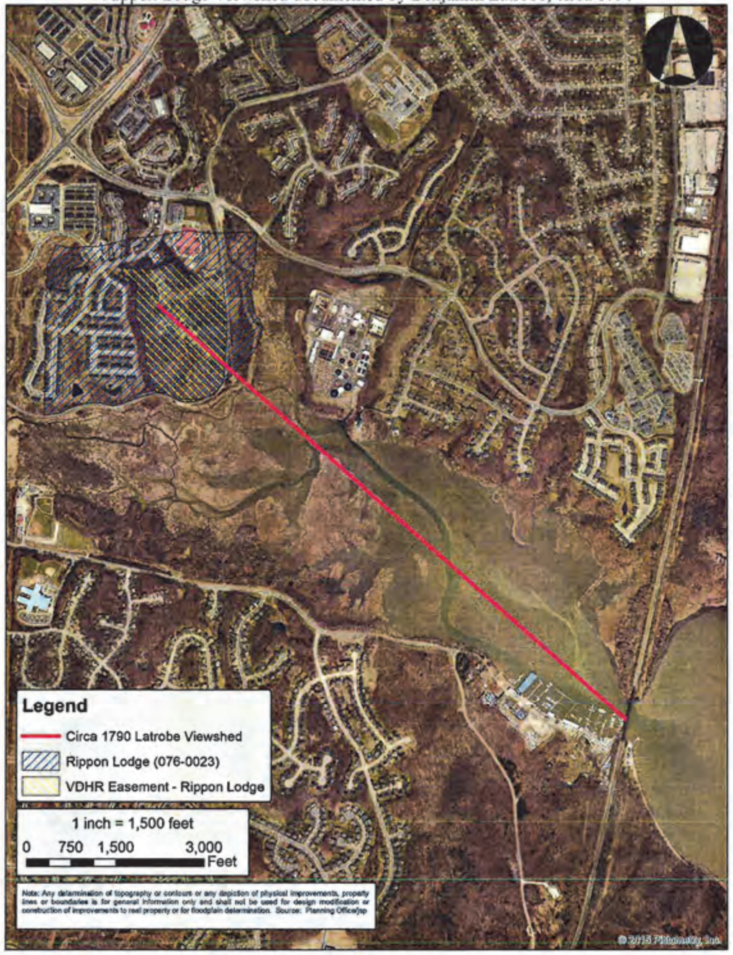
   Title 56, Chapter 13, §56-363 of the Virginia State Code states "It is hereby declared to be the policy of the Commonwealth that all crossings of one railroad by another, or a public highway by a railroad, or a railroad by a public highway, shall, wherever reasonably practicable, pass above or below the existing facility. It is the policy of the Commonwealth to limit the number of new public at grade crossings and to eliminate unnecessary crossings." In accordance with that, any proposed public crossing at this location should be grade separated with pedestrian traffic channelized to reduce the potential for trespassing on railroad right-of-way. The DC2RVA Project does not preclude the possibility of a future grade-separated crossing to be coordinated by the County with CSXT.

PRINCE WILLIAM COUNTY (continued)

(No comments on this page)

Attachments

Rippon Lodge Viewshed documented by Benjamin Latrobe, circa 1790


Legend
Circa 1790 Latrobe Viewshed
Rippon Lodge (076-0023)
VDHR Easement - Rippon Lodge
1 inch = 1,500 feet
0
750
1,500
3,000
Feet

Note: Any determination of topography or contours or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for design modification or construction of improvements to real property or for floodplain determination. Source: Planning Office/jsp

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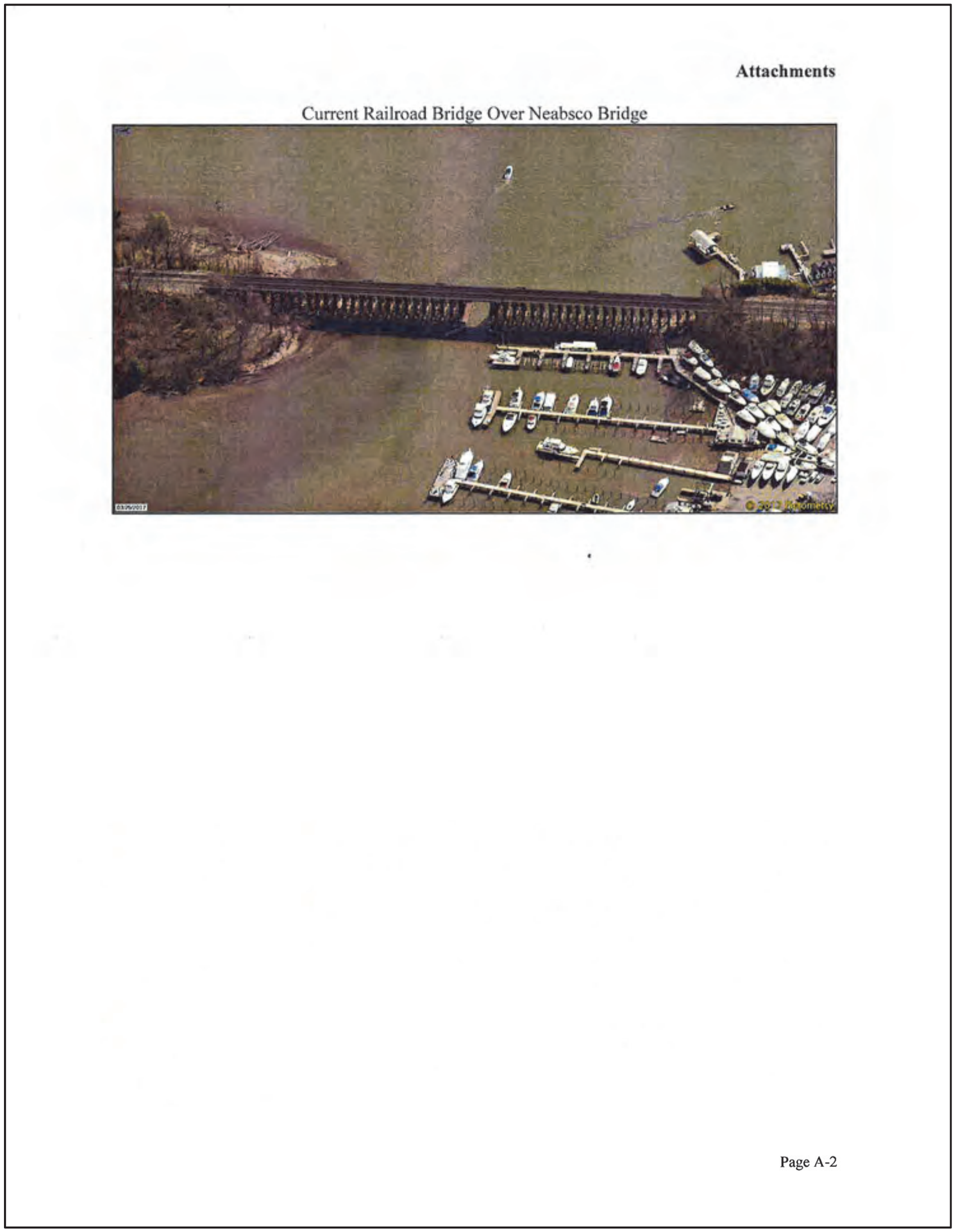
Page A-1



Attachments

Current Railroad Bridge Over Neabsco Bridge

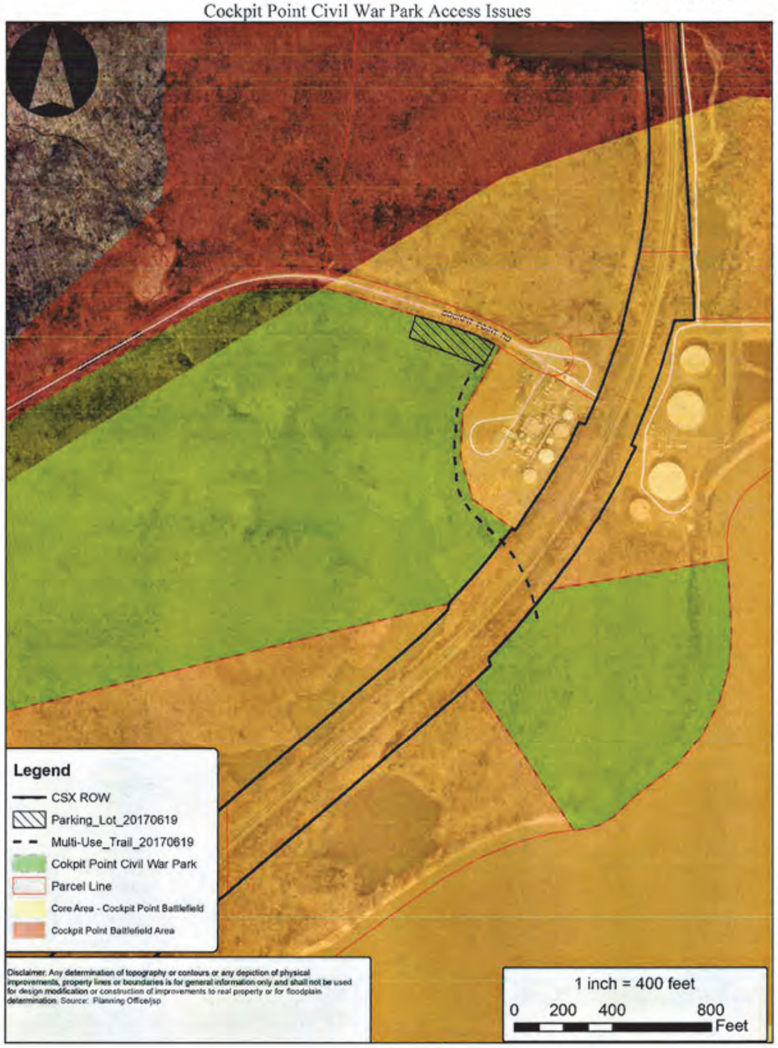
Page A-2

PRINCE WILLIAM COUNTY (continued)

(No comments on this page)

Attachments

Cockpit Point Civil War Park Access Issues

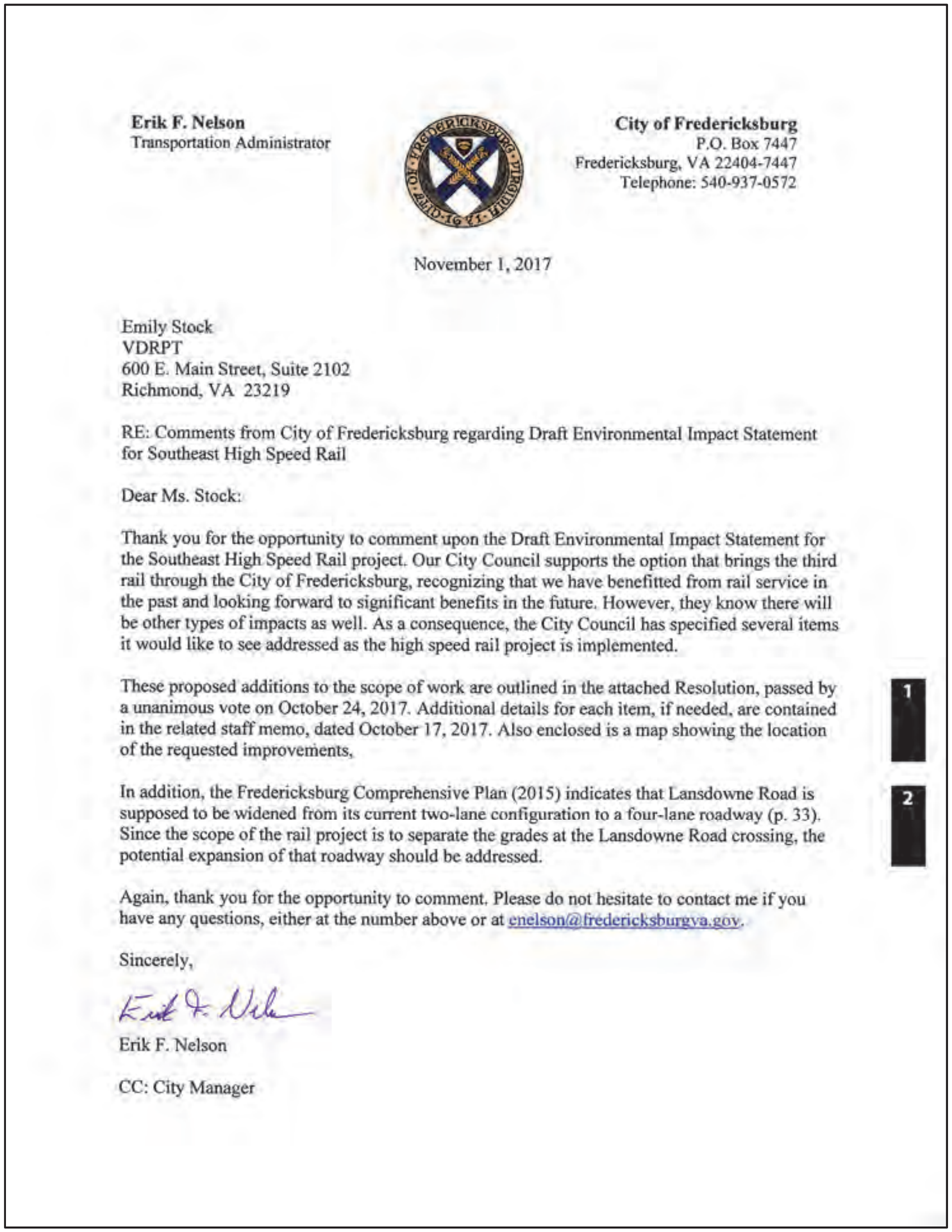

Legend
CSX ROW
▨ Parking_Lot_20170619
Multi-Use_Trail_20170619
🟩 Cokpit Point Civil War Park
Parcel Line
Core Area - Cockpit Point Battlefield
Cockpit Point Battlefield Area
1 inch = 400 feet
0
200
400
800
Feet

Disclaimer: Any determination of topography or contours or any depiction of physical improvements, property lines or boundaries is for general information only and shall not be used for design modification or construction of improvements to real property or for floodplain determination. Source: Planning Office/jsp

Page A-3

PRINCE WILLIAM COUNTY (continued)

(No comments on this page)



Erik F. Nelson
Transportation Administrator

City of Fredericksburg
P.O. Box 7447
Fredericksburg, VA 22404-7447
Telephone: 540-937-0572

November 1, 2017

Emily Stock
VDRPT
600 E. Main Street, Suite 2102
Richmond, VA 23219

RE: Comments from City of Fredericksburg regarding Draft Environmental Impact Statement for Southeast High Speed Rail

Dear Ms. Stock:

Thank you for the opportunity to comment upon the Draft Environmental Impact Statement for the Southeast High Speed Rail project. Our City Council supports the option that brings the third rail through the City of Fredericksburg, recognizing that we have benefitted from rail service in the past and looking forward to significant benefits in the future. However, they know there will be other types of impacts as well. As a consequence, the City Council has specified several items it would like to see addressed as the high speed rail project is implemented.

These proposed additions to the scope of work are outlined in the attached Resolution, passed by a unanimous vote on October 24, 2017. Additional details for each item, if needed, are contained in the related staff memo, dated October 17, 2017. Also enclosed is a map showing the location of the requested improvements. 1

In addition, the Fredericksburg Comprehensive Plan (2015) indicates that Lansdowne Road is supposed to be widened from its current two-lane configuration to a four-lane roadway (p. 33). Since the scope of the rail project is to separate the grades at the Lansdowne Road crossing, the potential expansion of that roadway should be addressed. 2

Again, thank you for the opportunity to comment. Please do not hesitate to contact me if you have any questions, either at the number above or at enelson@fredericksburgva.gov.

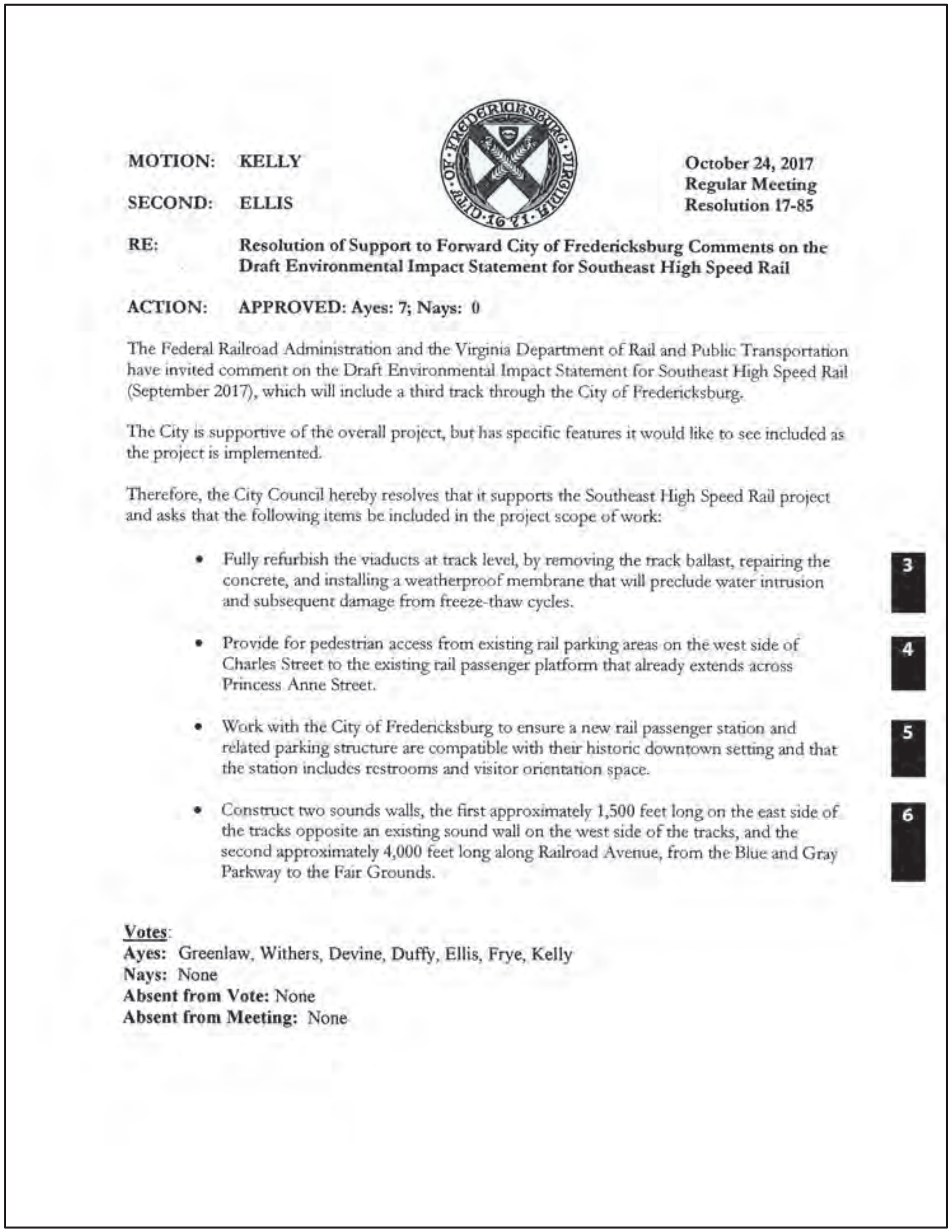
Sincerely,

Erik F. Nelson

CC: City Manager

CITY OF FREDERICKSBURG

1. The Department of Rail and Public Transportation (DRPT) has numbered each corresponding statement within both the resolution and the staff memo that the City provided. Refer to the Resolution page provided by the City (fourth page of their letter) for responses to those statements (DRPT-numbered statements #2 through #6 in this response).
2. Designs in support of the Draft and Final Environment Impact Statement (EIS) were prepared at a conceptual level sufficient for assessing the impacts of the DC2RVA Project, which is approximately a 10% level of design (see the beginning of Chapter 4 of the Final EIS for details). While the expansion of Lansdowne Road to a four-lane facility is in the County's comprehensive plan as a possible improvement by 2030, there are no designs, concept plans, funding, or schedule in place to expand Lansdowne Road. Therefore, the conceptual design for the proposed grade separation of Lansdowne Road over the CSXT right-of-way reflects the two-lane roadway in place as of the completion of the Final EIS. Additionally, it is important to note that the Project is not anticipated to affect vehicle volumes or operations on Lansdowne Road. A future expansion of the roadway to four lanes is independent of the DC2RVA Project, and any impacts associated with expanding Lansdowne Road would be a result of that roadway widening project and not the DC2RVA Project. During future phases of design (see Section 7.5 of the Final EIS), DRPT will continue to coordinate with the County to incorporate the comprehensive plan's future roadway improvements in the DC2RVA design plans, as planned and funded at that time.



MOTION: **KELLY**

SECOND: **ELLIS**

October 24, 2017
Regular Meeting
Resolution 17-85

RE: **Resolution of Support to Forward City of Fredericksburg Comments on the Draft Environmental Impact Statement for Southeast High Speed Rail**

ACTION: **APPROVED: Ayes: 7; Nays: 0**

The Federal Railroad Administration and the Virginia Department of Rail and Public Transportation have invited comment on the Draft Environmental Impact Statement for Southeast High Speed Rail (September 2017), which will include a third track through the City of Fredericksburg.

The City is supportive of the overall project, but has specific features it would like to see included as the project is implemented.

Therefore, the City Council hereby resolves that it supports the Southeast High Speed Rail project and asks that the following items be included in the project scope of work:

- Fully refurbish the viaducts at track level, by removing the track ballast, repairing the concrete, and installing a weatherproof membrane that will preclude water intrusion and subsequent damage from freeze-thaw cycles. 3
- Provide for pedestrian access from existing rail parking areas on the west side of Charles Street to the existing rail passenger platform that already extends across Princess Anne Street. 4
- Work with the City of Fredericksburg to ensure a new rail passenger station and related parking structure are compatible with their historic downtown setting and that the station includes restrooms and visitor orientation space. 5
- Construct two sounds walls, the first approximately 1,500 feet long on the east side of the tracks opposite an existing sound wall on the west side of the tracks, and the second approximately 4,000 feet long along Railroad Avenue, from the Blue and Gray Parkway to the Fair Grounds. 6

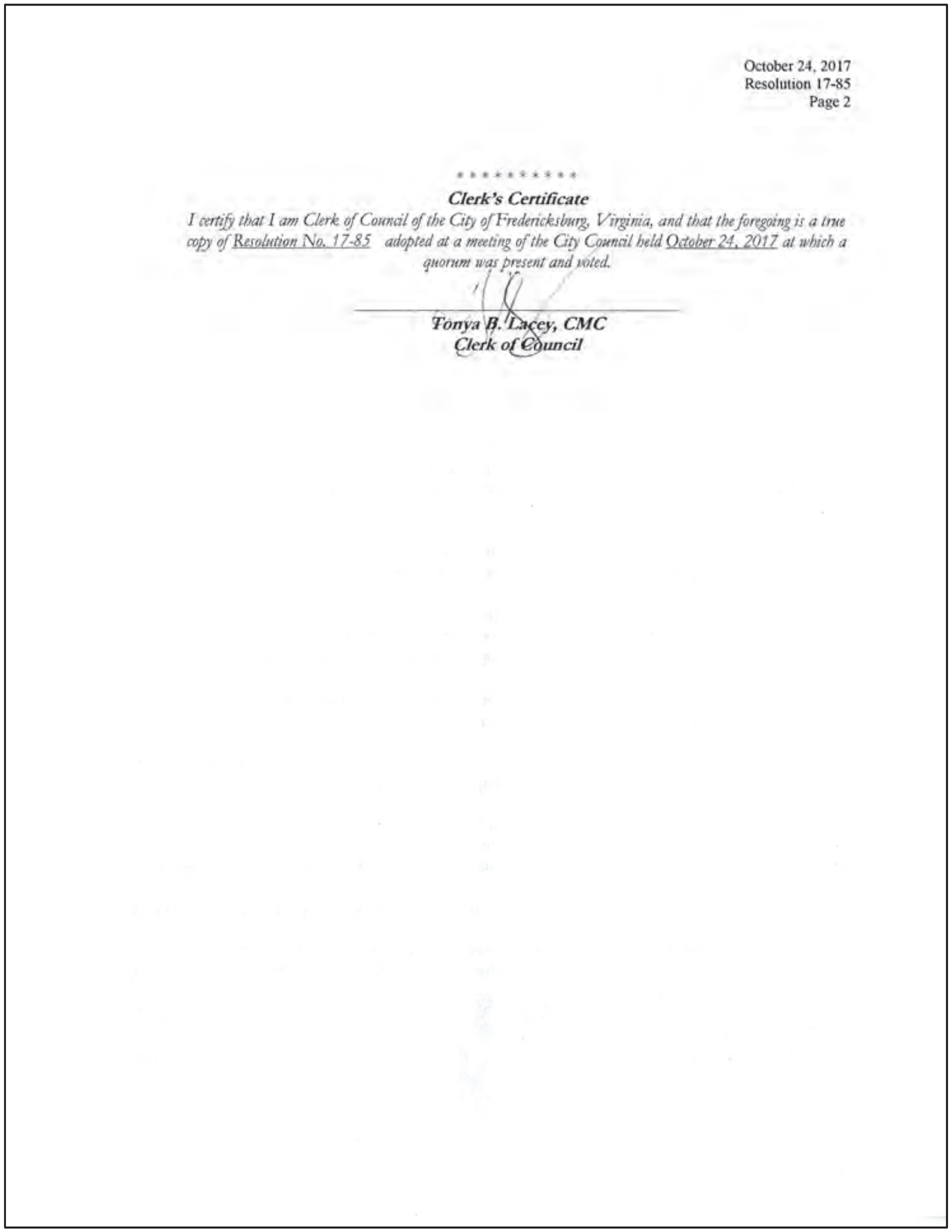
Votes:
Ayes: Greenlaw, Withers, Devine, Duffy, Ellis, Frye, Kelly
Nays: None
Absent from Vote: None
Absent from Meeting: None

CITY OF FREDERICKSBURG (continued)

3. DRPT will work with the City, the host railroad, and other stakeholders to identify and plan for the requested maintenance of the railroad viaducts in downtown Fredericksburg; however, repair of the railroad viaducts is not part of the DC2RVA Project. The viaducts are privately owned by CSXT. The DC2RVA Project does not preclude the City from coordinating with CSXT to survey the existing viaducts, identify potential improvements, and design those improvements; however, the rehabilitation described in the comment is not part of the DC2RVA Project.

4 and 5. DRPT developed conceptual station improvements and layouts for the Final EIS (as shown in Section 4.3), including pedestrian access to platforms, to assess potential impacts of the DC2RVA Project to meet the needs of the proposed additional service. Station improvements, however, are typically the responsibility of the host locality and/or the station owners/operators. Accordingly, DRPT will continue to coordinate any additional planning and future design/development of any Fredericksburg station improvements, including platforms, parking facilities, and other station amenities with the City, Amtrak and VRE to ensure a design compatible with the historic downtown setting and the needs of the stakeholders.

6. DRPT evaluated noise effects of the proposed intercity passenger trains using Federal Railroad Administration (FRA) and Federal Transit Administration (FTA) methods, which qualify potential noise impacts as either moderate or severe. Locations where moderate and severe noise impacts are projected to occur are presented in the noise impact contour figures provided in Appendix P of the Draft EIS, which have not changed in the Fredericksburg area as part of the Preferred Alternative. In accordance with FRA guidance, noise mitigation measures will be considered where severe noise impacts are projected to occur. Mitigation measures will be evaluated in more detail during the final design phase of the Project, which will occur after funding becomes available and incremental improvements are scheduled. The process of evaluating and implementing noise mitigation will occur in accordance with FRA and FTA methods and guidelines, and subject to FRA approval.



October 24, 2017
Resolution 17-85
Page 2

* * * * * * * * * * *

Clerk's Certificate

I certify that I am Clerk of Council of the City of Fredericksburg, Virginia, and that the foregoing is a true copy of Resolution No. 17-85 adopted at a meeting of the City Council held October 24, 2017 at which a quorum was present and voted.

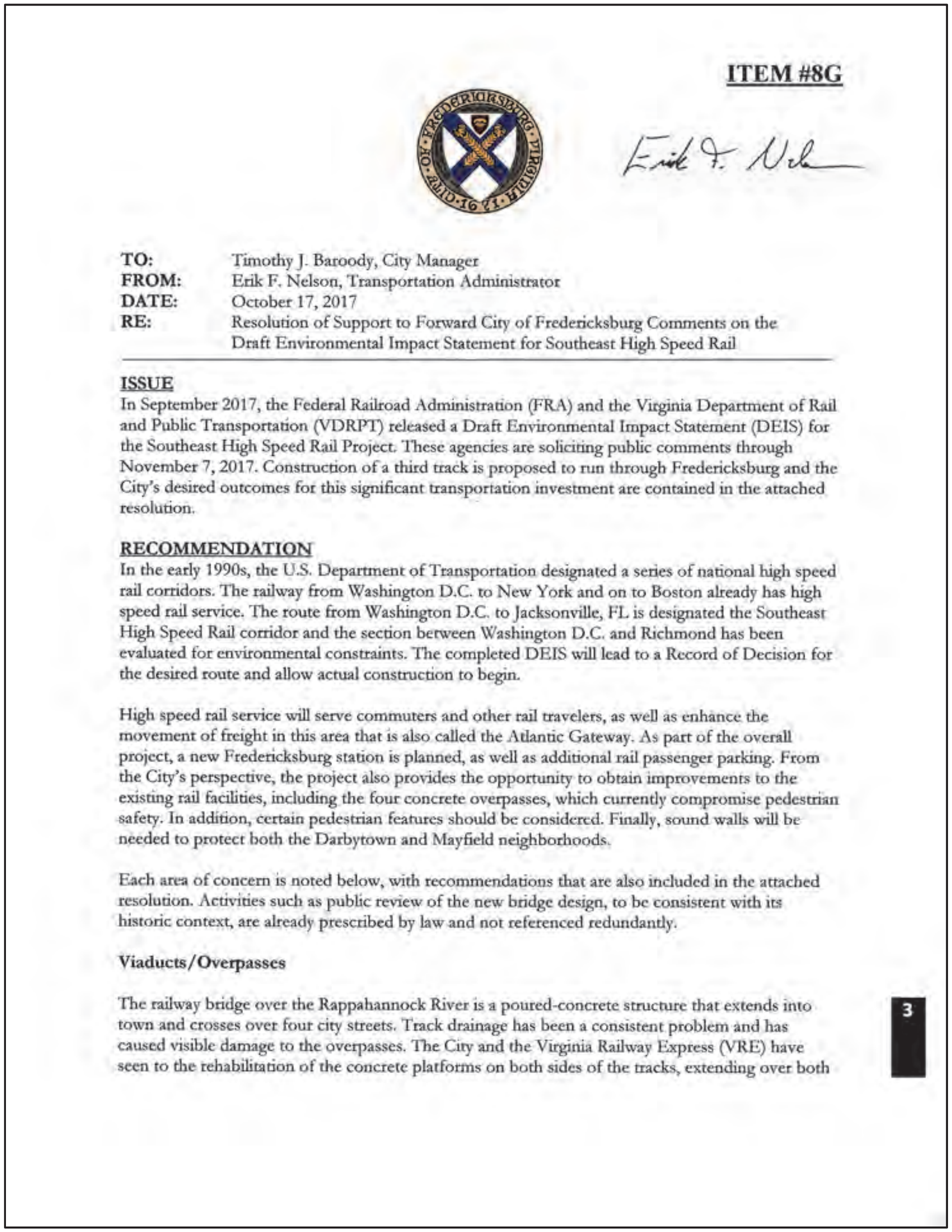
Tonya B. Lacey, CMC
Clerk of Council

CITY OF FREDERICKSBURG (continued)

(No comments on this page)

CITY OF FREDERICKSBURG (continued)

(See DRPT-numbered statement #1. Responses to DRPT-numbered statements #3, #4, #5, and #6 provided on previous pages.)



ITEM #8G

Erik F. Nel

TO: Timothy J. Baroody, City Manager
FROM: Erik F. Nelson, Transportation Administrator
DATE: October 17, 2017
RE: Resolution of Support to Forward City of Fredericksburg Comments on the Draft Environmental Impact Statement for Southeast High Speed Rail

---

ISSUE

In September 2017, the Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (VDRPT) released a Draft Environmental Impact Statement (DEIS) for the Southeast High Speed Rail Project. These agencies are soliciting public comments through November 7, 2017. Construction of a third track is proposed to run through Fredericksburg and the City's desired outcomes for this significant transportation investment are contained in the attached resolution.

RECOMMENDATION

In the early 1990s, the U.S. Department of Transportation designated a series of national high speed rail corridors. The railway from Washington D.C. to New York and on to Boston already has high speed rail service. The route from Washington D.C. to Jacksonville, FL is designated the Southeast High Speed Rail corridor and the section between Washington D.C. and Richmond has been evaluated for environmental constraints. The completed DEIS will lead to a Record of Decision for the desired route and allow actual construction to begin.

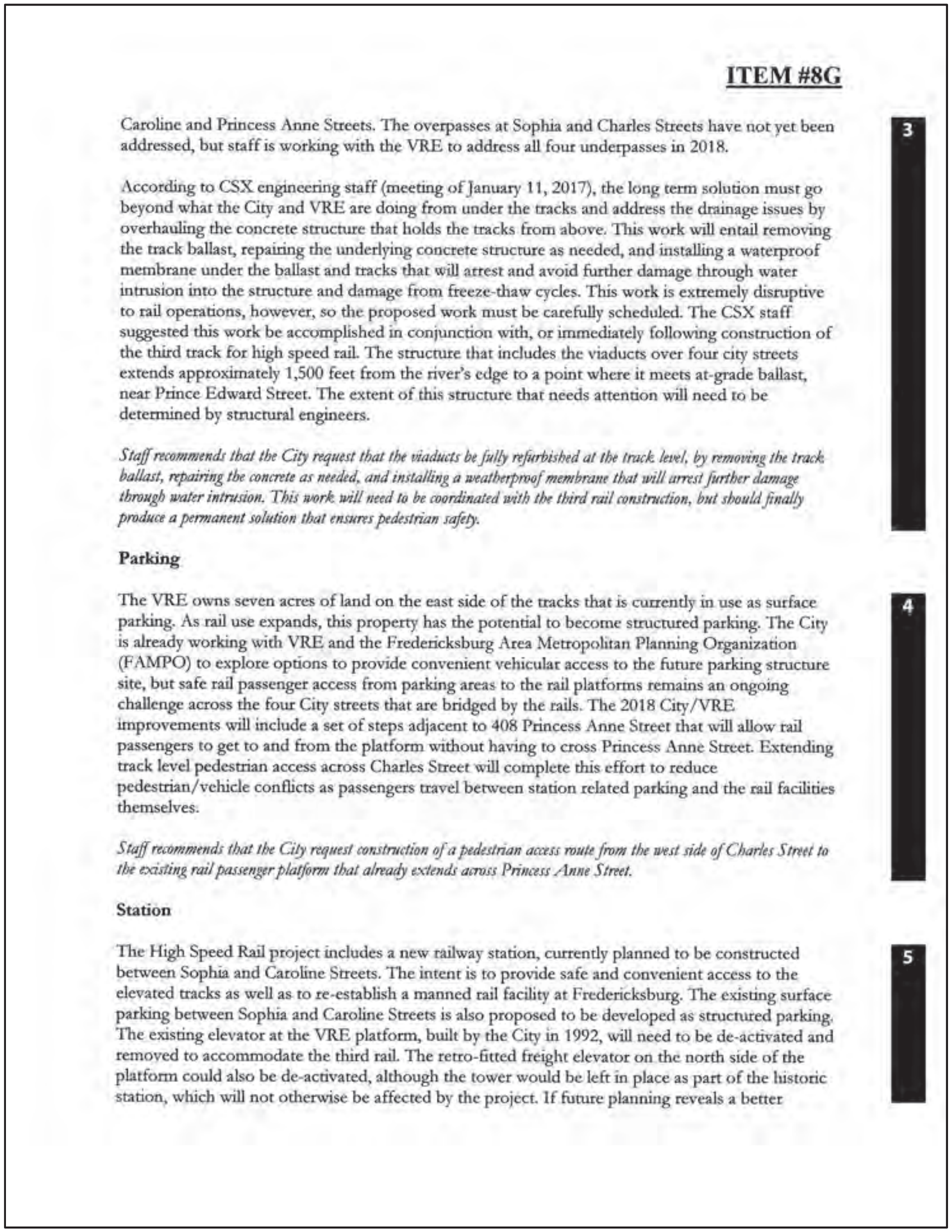
High speed rail service will serve commuters and other rail travelers, as well as enhance the movement of freight in this area that is also called the Atlantic Gateway. As part of the overall project, a new Fredericksburg station is planned, as well as additional rail passenger parking. From the City's perspective, the project also provides the opportunity to obtain improvements to the existing rail facilities, including the four concrete overpasses, which currently compromise pedestrian safety. In addition, certain pedestrian features should be considered. Finally, sound walls will be needed to protect both the Darbytown and Mayfield neighborhoods.

Each area of concern is noted below, with recommendations that are also included in the attached resolution. Activities such as public review of the new bridge design, to be consistent with its historic context, are already prescribed by law and not referenced redundantly.

Viaducts/Overpasses

3

The railway bridge over the Rappahannock River is a poured-concrete structure that extends into town and crosses over four city streets. Track drainage has been a consistent problem and has caused visible damage to the overpasses. The City and the Virginia Railway Express (VRE) have seen to the rehabilitation of the concrete platforms on both sides of the tracks, extending over both



ITEM #8G

3 Caroline and Princess Anne Streets. The overpasses at Sophia and Charles Streets have not yet been addressed, but staff is working with the VRE to address all four underpasses in 2018.

According to CSX engineering staff (meeting of January 11, 2017), the long term solution must go beyond what the City and VRE are doing from under the tracks and address the drainage issues by overhauling the concrete structure that holds the tracks from above. This work will entail removing the track ballast, repairing the underlying concrete structure as needed, and installing a waterproof membrane under the ballast and tracks that will arrest and avoid further damage through water intrusion into the structure and damage from freeze-thaw cycles. This work is extremely disruptive to rail operations, however, so the proposed work must be carefully scheduled. The CSX staff suggested this work be accomplished in conjunction with, or immediately following construction of the third track for high speed rail. The structure that includes the viaducts over four city streets extends approximately 1,500 feet from the river's edge to a point where it meets at-grade ballast, near Prince Edward Street. The extent of this structure that needs attention will need to be determined by structural engineers.

Staff recommends that the City request that the viaducts be fully refurbished at the track level, by removing the track ballast, repairing the concrete as needed, and installing a weatherproof membrane that will arrest further damage through water intrusion. This work will need to be coordinated with the third rail construction, but should finally produce a permanent solution that ensures pedestrian safety.

Parking

4 The VRE owns seven acres of land on the east side of the tracks that is currently in use as surface parking. As rail use expands, this property has the potential to become structured parking. The City is already working with VRE and the Fredericksburg Area Metropolitan Planning Organization (FAMPO) to explore options to provide convenient vehicular access to the future parking structure site, but safe rail passenger access from parking areas to the rail platforms remains an ongoing challenge across the four City streets that are bridged by the rails. The 2018 City/VRE improvements will include a set of steps adjacent to 408 Princess Anne Street that will allow rail passengers to get to and from the platform without having to cross Princess Anne Street. Extending track level pedestrian access across Charles Street will complete this effort to reduce pedestrian/vehicle conflicts as passengers travel between station related parking and the rail facilities themselves.

Staff recommends that the City request construction of a pedestrian access route from the west side of Charles Street to the existing rail passenger platform that already extends across Princess Anne Street.

Station

5 The High Speed Rail project includes a new railway station, currently planned to be constructed between Sophia and Caroline Streets. The intent is to provide safe and convenient access to the elevated tracks as well as to re-establish a manned rail facility at Fredericksburg. The existing surface parking between Sophia and Caroline Streets is also proposed to be developed as structured parking. The existing elevator at the VRE platform, built by the City in 1992, will need to be de-activated and removed to accommodate the third rail. The retro-fitted freight elevator on the north side of the platform could also be de-activated, although the tower would be left in place as part of the historic station, which will not otherwise be affected by the project. If future planning reveals a better

CITY OF FREDERICKSBURG (continued)

(See DRPT-numbered statement #1. Responses to DRPT-numbered statements #3, #4, #5, and #6 provided on previous pages.)

CITY OF FREDERICKSBURG (continued)

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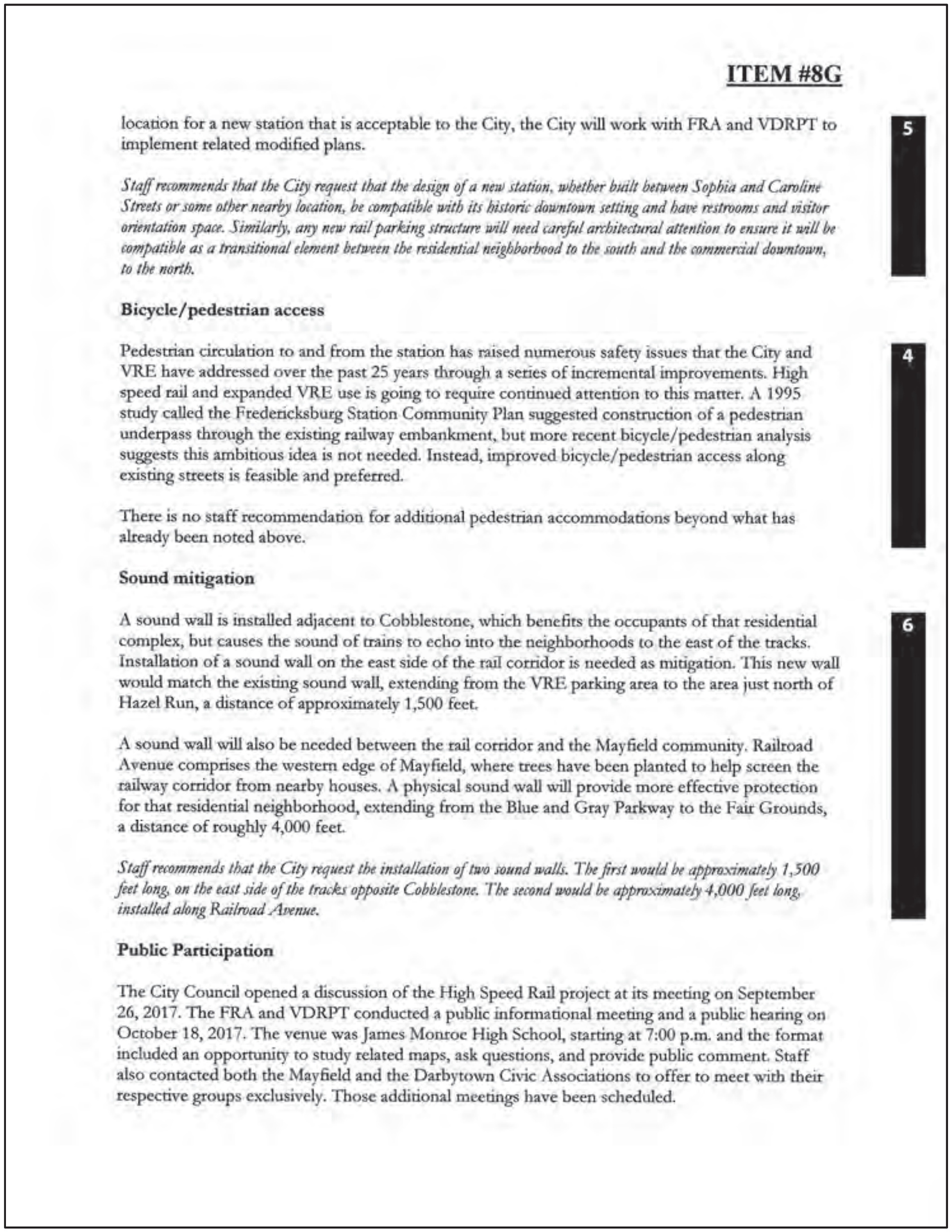


ITEM #8G

5

location for a new station that is acceptable to the City, the City will work with FRA and VDRPT to implement related modified plans.

Staff recommends that the City request that the design of a new station, whether built between Sophia and Caroline Streets or some other nearby location, be compatible with its historic downtown setting and have restrooms and visitor orientation space. Similarly, any new rail parking structure will need careful architectural attention to ensure it will be compatible as a transitional element between the residential neighborhood to the south and the commercial downtown, to the north.

Bicycle/pedestrian access

4

Pedestrian circulation to and from the station has raised numerous safety issues that the City and VRE have addressed over the past 25 years through a series of incremental improvements. High speed rail and expanded VRE use is going to require continued attention to this matter. A 1995 study called the Fredericksburg Station Community Plan suggested construction of a pedestrian underpass through the existing railway embankment, but more recent bicycle/pedestrian analysis suggests this ambitious idea is not needed. Instead, improved bicycle/pedestrian access along existing streets is feasible and preferred.

There is no staff recommendation for additional pedestrian accommodations beyond what has already been noted above.

Sound mitigation

6

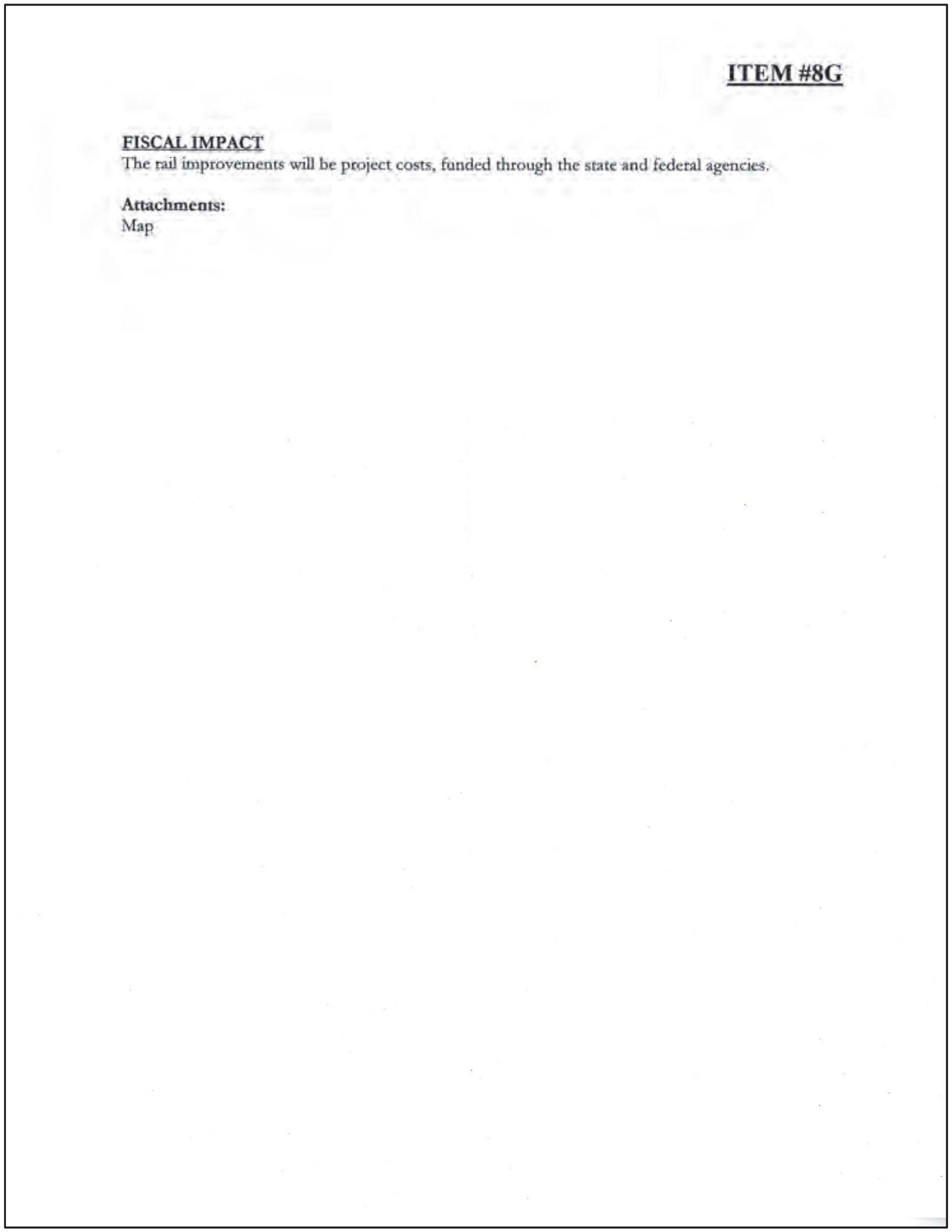
A sound wall is installed adjacent to Cobblestone, which benefits the occupants of that residential complex, but causes the sound of trains to echo into the neighborhoods to the east of the tracks. Installation of a sound wall on the east side of the rail corridor is needed as mitigation. This new wall would match the existing sound wall, extending from the VRE parking area to the area just north of Hazel Run, a distance of approximately 1,500 feet.

A sound wall will also be needed between the rail corridor and the Mayfield community. Railroad Avenue comprises the western edge of Mayfield, where trees have been planted to help screen the railway corridor from nearby houses. A physical sound wall will provide more effective protection for that residential neighborhood, extending from the Blue and Gray Parkway to the Fair Grounds, a distance of roughly 4,000 feet.

Staff recommends that the City request the installation of two sound walls. The first would be approximately 1,500 feet long, on the east side of the tracks opposite Cobblestone. The second would be approximately 4,000 feet long, installed along Railroad Avenue.

Public Participation

The City Council opened a discussion of the High Speed Rail project at its meeting on September 26, 2017. The FRA and VDRPT conducted a public informational meeting and a public hearing on October 18, 2017. The venue was James Monroe High School, starting at 7:00 p.m. and the format included an opportunity to study related maps, ask questions, and provide public comment. Staff also contacted both the Mayfield and the Darbytown Civic Associations to offer to meet with their respective groups exclusively. Those additional meetings have been scheduled.



ITEM #8G

FISCAL IMPACT

The rail improvements will be project costs, funded through the state and federal agencies.

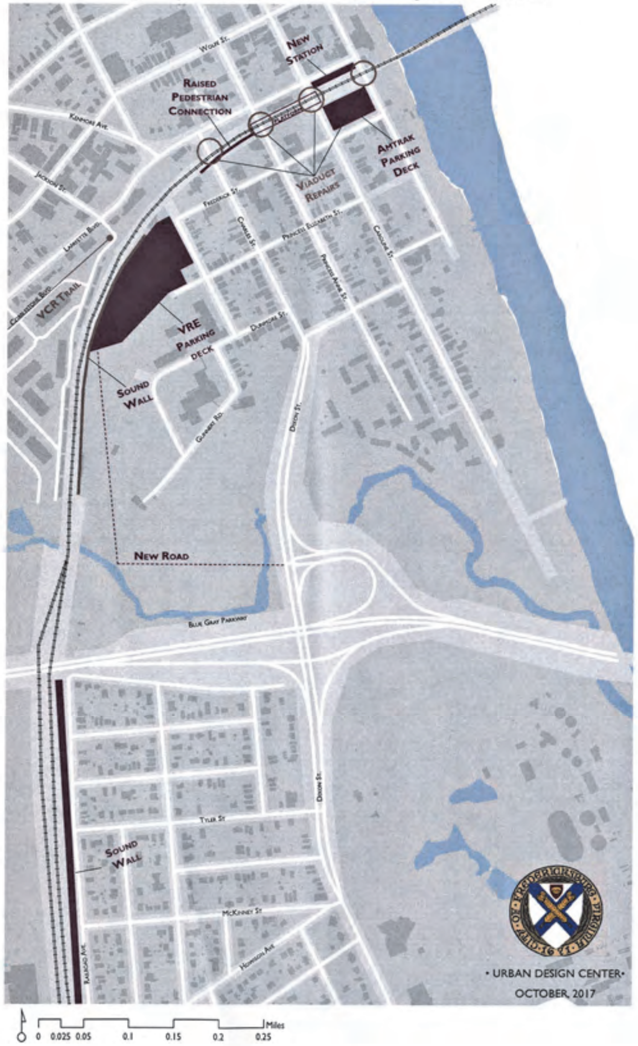
Attachments:

Map

CITY OF FREDERICKSBURG (continued)

(No comments on this page)

High Speed Rail Corridor Improvements


Wolfe St.
New Station
Raised Pedestrian Connection
Kenmore Ave.
Amtrak Parking Deck
Viaduct Repairs
Jackson St.
Frederick St.
Charles St.
Princess Elizabeth St.
Caroline St.
Lafayette Blvd.
Cobblestone Blvd.
VCR Trail
Princess Anne St.
VRE Parking Deck
Dunmore St.
Sound Wall
Gunnery Rd.
Dixon St.
New Road
Blue Gray Parkway
Dixon St.
Tyler St
Sound Wall
McKinney St
Railroad Ave.
Hawthorne Ave
0
0.025
0.05
0.1
0.15
0.2
0.25
Miles

• URBAN DESIGN CENTER•
OCTOBER, 2017

CITY OF FREDERICKSBURG (continued)

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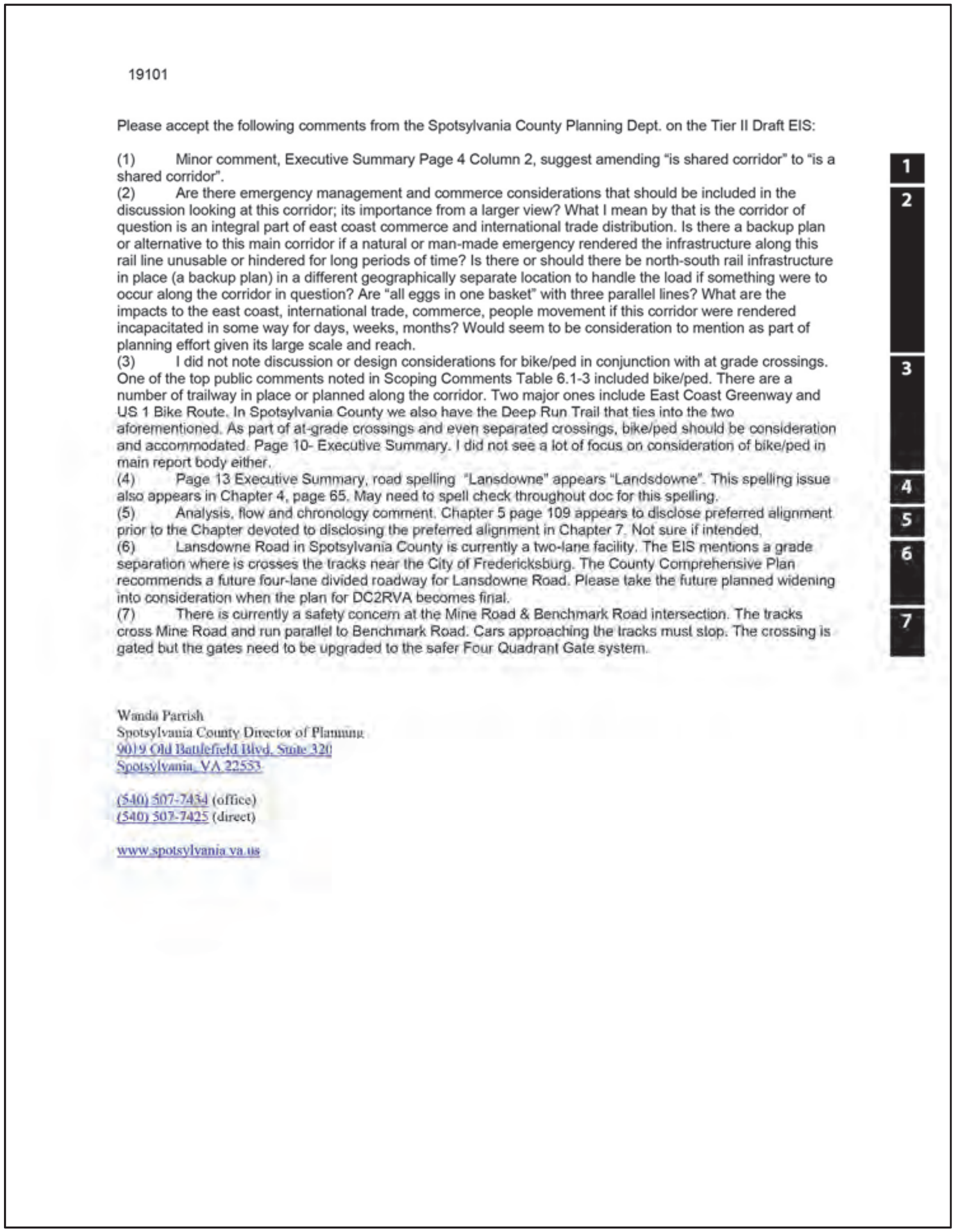


19101

Please accept the following comments from the Spotsylvania County Planning Dept. on the Tier II Draft EIS:

(1) Minor comment, Executive Summary Page 4 Column 2, suggest amending "is shared corridor" to "is a shared corridor". 1

(2) Are there emergency management and commerce considerations that should be included in the discussion looking at this corridor; its importance from a larger view? What I mean by that is the corridor of question is an integral part of east coast commerce and international trade distribution. Is there a backup plan or alternative to this main corridor if a natural or man-made emergency rendered the infrastructure along this rail line unusable or hindered for long periods of time? Is there or should there be north-south rail infrastructure in place (a backup plan) in a different geographically separate location to handle the load if something were to occur along the corridor in question? Are "all eggs in one basket" with three parallel lines? What are the impacts to the east coast, international trade, commerce, people movement if this corridor were rendered incapacitated in some way for days, weeks, months? Would seem to be consideration to mention as part of planning effort given its large scale and reach. 2

(3) I did not note discussion or design considerations for bike/ped in conjunction with at grade crossings. One of the top public comments noted in Scoping Comments Table 6.1-3 included bike/ped. There are a number of trailway in place or planned along the corridor. Two major ones include East Coast Greenway and US 1 Bike Route. In Spotsylvania County we also have the Deep Run Trail that ties into the two aforementioned. As part of at-grade crossings and even separated crossings, bike/ped should be consideration and accommodated. Page 10- Executive Summary. I did not see a lot of focus on consideration of bike/ped in main report body either. 3

(4) Page 13 Executive Summary, road spelling "Lansdowne" appears "Landsdowne". This spelling issue also appears in Chapter 4, page 65. May need to spell check throughout doc for this spelling. 4

(5) Analysis, flow and chronology comment. Chapter 5 page 109 appears to disclose preferred alignment prior to the Chapter devoted to disclosing the preferred alignment in Chapter 7. Not sure if intended. 5

(6) Lansdowne Road in Spotsylvania County is currently a two-lane facility. The EIS mentions a grade separation where is crosses the tracks near the City of Fredericksburg. The County Comprehensive Plan recommends a future four-lane divided roadway for Lansdowne Road. Please take the future planned widening into consideration when the plan for DC2RVA becomes final. 6

(7) There is currently a safety concern at the Mine Road & Benchmark Road intersection. The tracks cross Mine Road and run parallel to Benchmark Road. Cars approaching the tracks must stop. The crossing is gated but the gates need to be upgraded to the safer Four Quadrant Gate system. 7

Wanda Parrish
Spotsylvania County Director of Planning
9019 Old Battlefield Blvd. Suite 320
Spotsylvania, VA 22553

(540) 507-7434 (office)
(540) 507-7425 (direct)

www.spotsylvania.va.us

SPOTSYLVANIA COUNTY

1. The Department of Rail and Public Transportation (DRPT) notes the grammatical correction; however, the exact Draft Environmental Impact Statement (EIS) Executive Summary content is not reissued as part of the Final EIS.

2. The DC2RVA corridor is one component of the broader rail network serving the East Coast. The rail system is able to divert freight shipments to a different road or rail corridor when necessary, although the competing corridor may be longer and less efficient. Development of "backup" infrastructure to handle interrupted freight shipments due to an event that may temporarily incapacitate the rail line is beyond the scope, or the Purpose and the Need, of this Project.

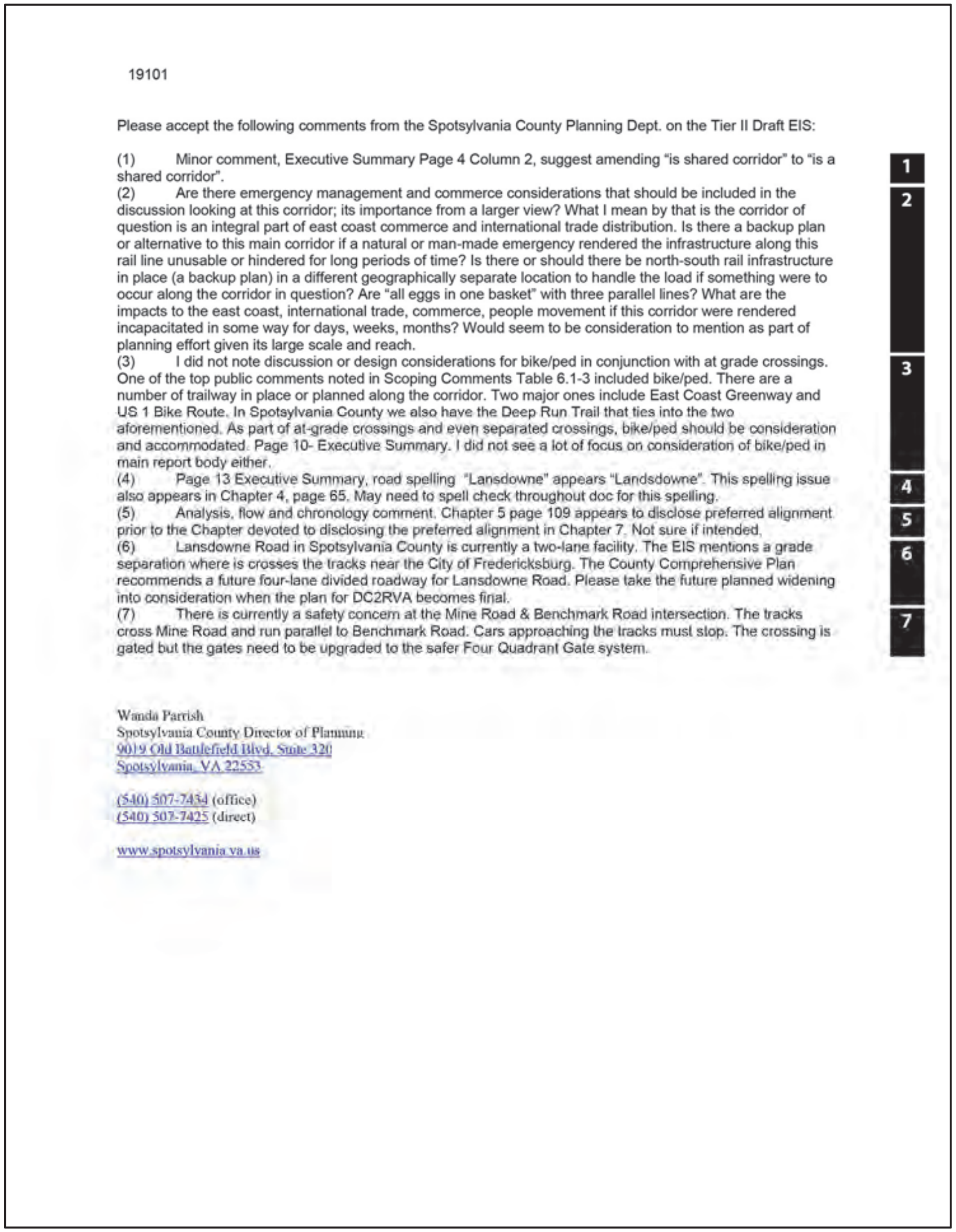
3. Expanded text on the treatment of existing bicycle and pedestrian facilities has been added to Section 5.18 of the Final EIS. Opportunities for additional bicycle and pedestrian accessibility improvements, including new and/or additional facilities to be compliant with the Americans with Disabilities Act (ADA), could be incorporated during final design, in coordination with FRA.

   The decision to establish a new bicycle and pedestrian greenway is a separate and distinct action from establishing high speed passenger rail service under the National Environmental Policy Act (NEPA), and is not part of the Purpose and Need of this Project. The referenced Deep Run Spur Trail, which is not yet built but would cross the existing 3-4 track right-of-way just north of Slaughter Pen Farm in Fredericksburg, would cross the same number of main tracks in the Preferred Alternative at this location. The DC2RVA Project will not add any additional tracks in this area, and current trail plans will not be affected.

4. The spelling of Lansdowne Road has been corrected in the Final EIS; refer to the errata table for the Draft EIS, which is included as Appendix A of the Final EIS.

5. Comment noted. The Final EIS is presented in chronological order.

(Responses are continued on next page)



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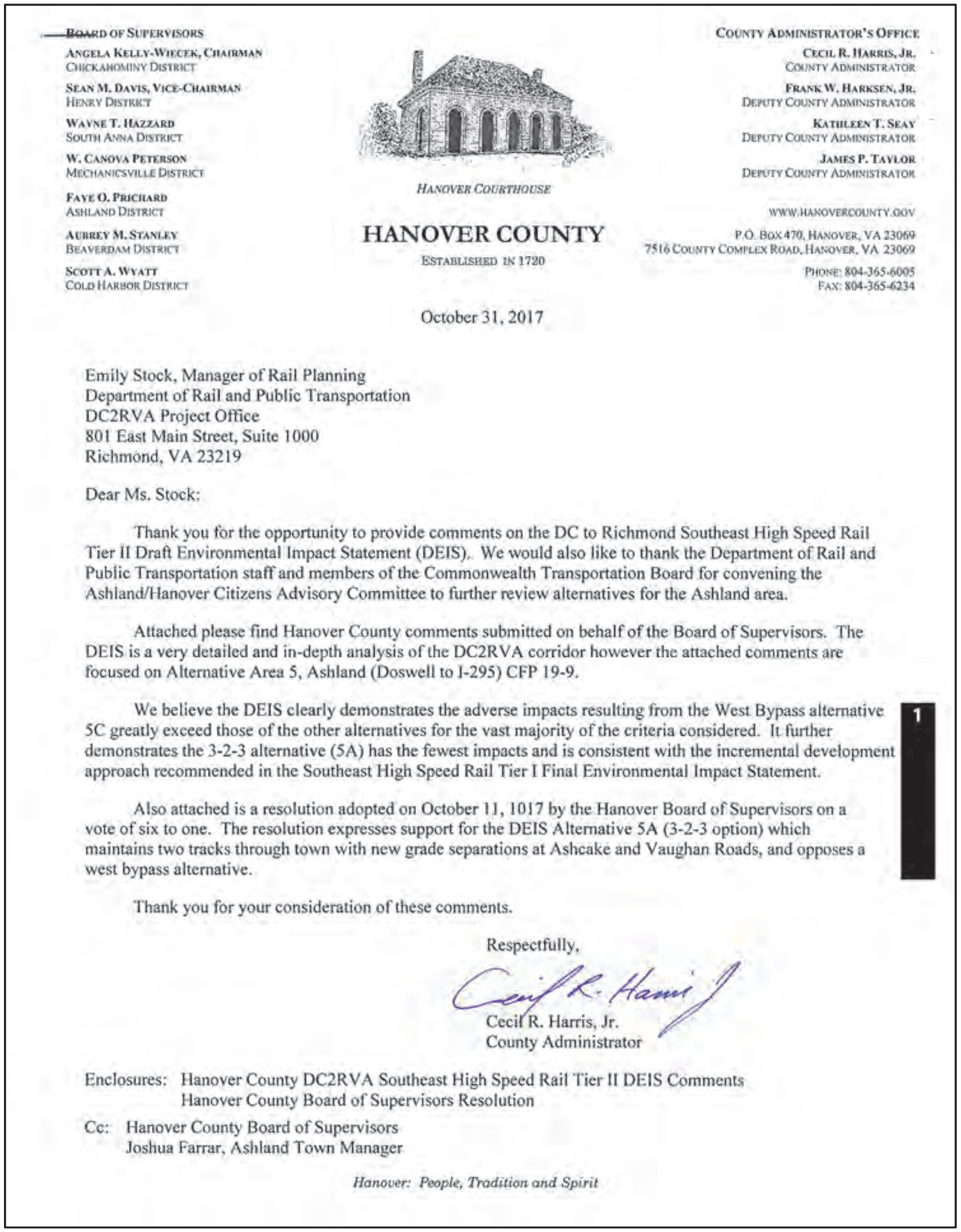
(540) 507-7425 (direct)

www.spotsylvania.va.us

SPOTSYLVANIA COUNTY (continued)

6. Designs in support of the Draft and Final EIS were prepared at a conceptual level sufficient for assessing the impacts of the DC2RVA Project, which is approximately a 10% level of design (see the beginning of Chapter 4 of the Final EIS for details). While the expansion of Lansdowne Road to a four-lane facility is in the County's comprehensive plan as a possible improvement by 2030, there are no designs, concept plans, funding, or schedule in place to expand Lansdowne Road. Therefore, the conceptual design for the proposed grade separation of Lansdowne Road over the CSXT right-of-way reflects the two-lane roadway in place as of the completion of the DC2RVA Tier II EIS. Additionally, it is important to note that the Project is not anticipated to affect vehicle volumes or operations on Lansdowne Road. A future expansion of the roadway to four lanes is independent of the DC2RVA Project, and any impacts associated with expanding Lansdowne Road would be a result of that roadway widening project and not the DC2RVA Project. During future phases of design (see Section 7.5 of the Final EIS), DRPT will continue to coordinate with the County to incorporate the comprehensive plan's future roadway improvements in the DC2RVA design plans, as planned and funded at that time.

7. A four-quadrant gate system is the proposed crossing treatment at Mine Road as part of the Preferred Alternative for the Project, which is in line with the County's request in this comment. See Chapter 4 of the Final EIS for detailed descriptions of the Preferred Alternative, and Appendix L of the Final EIS, which provides an updated mapbook of the Preferred Alternative.



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7516 COUNTY COMPLEX ROAD, HANOVER, VA 23069
PHONE: 804-365-6005
FAX: 804-365-6234

October 31, 2017

Emily Stock, Manager of Rail Planning
Department of Rail and Public Transportation
DC2RVA Project Office
801 East Main Street, Suite 1000
Richmond, VA 23219

Dear Ms. Stock:

Thank you for the opportunity to provide comments on the DC to Richmond Southeast High Speed Rail Tier II Draft Environmental Impact Statement (DEIS). We would also like to thank the Department of Rail and Public Transportation staff and members of the Commonwealth Transportation Board for convening the Ashland/Hanover Citizens Advisory Committee to further review alternatives for the Ashland area.

Attached please find Hanover County comments submitted on behalf of the Board of Supervisors. The DEIS is a very detailed and in-depth analysis of the DC2RVA corridor however the attached comments are focused on Alternative Area 5, Ashland (Doswell to I-295) CFP 19-9.

We believe the DEIS clearly demonstrates the adverse impacts resulting from the West Bypass alternative 5C greatly exceed those of the other alternatives for the vast majority of the criteria considered. It further demonstrates the 3-2-3 alternative (5A) has the fewest impacts and is consistent with the incremental development approach recommended in the Southeast High Speed Rail Tier I Final Environmental Impact Statement. 1

Also attached is a resolution adopted on October 11, 1017 by the Hanover Board of Supervisors on a vote of six to one. The resolution expresses support for the DEIS Alternative 5A (3-2-3 option) which maintains two tracks through town with new grade separations at Ashcake and Vaughan Roads, and opposes a west bypass alternative.

Thank you for your consideration of these comments.

Respectfully,

Cecil R. Harris, Jr.
County Administrator

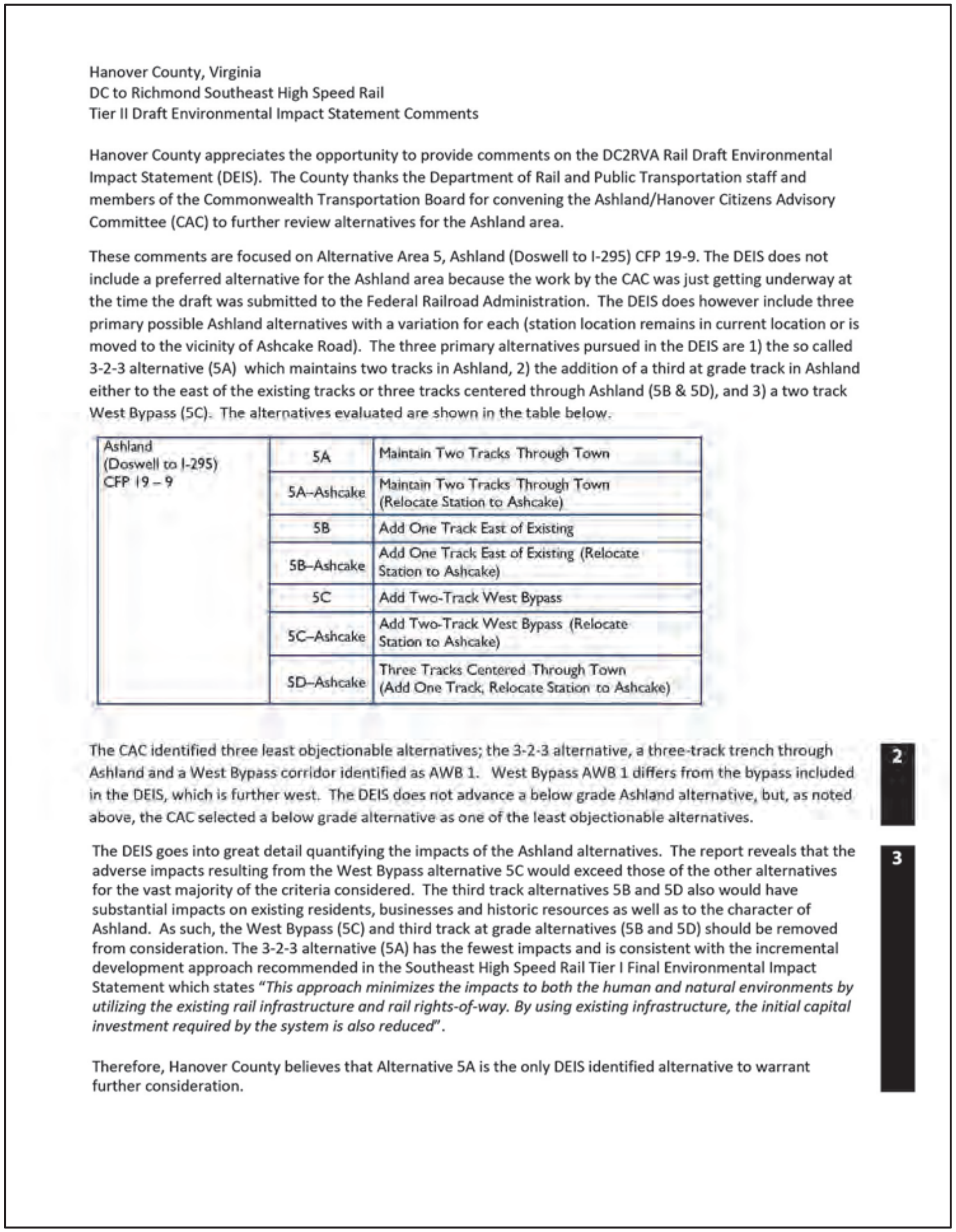
Enclosures: Hanover County DC2RVA Southeast High Speed Rail Tier II DEIS Comments
Hanover County Board of Supervisors Resolution

Cc: Hanover County Board of Supervisors
Joshua Farrar, Ashland Town Manager

Hanover: People, Tradition and Spirit

HANOVER COUNTY

1. The Department of Rail and Public Transportation (DRPT) acknowledges the resolution adopted by the Hanover Board of Supervisors. In accordance with the September 2017 recommendation of the Town of Ashland/Hanover County Community Advisory Committee (CAC) and with the December 2017 resolution of the Commonwealth Transportation Board (CTB), Alternative 5A: Maintain Two Tracks Through Town was selected as the Preferred Alternative in the Final Environmental Impact Statement (EIS). Refer to Section 4.3.5 of the Final EIS for a description of the Preferred Alternative in this area and the basis for its selection. Further, DRPT, in accordance with the December 2017 Commonwealth Transportation Board resolutions, commits to working with the Town, the host railroad (CSXT), the Federal Railroad Administration (FRA), and other stakeholders to develop safety improvements for public road and pedestrian crossings in Ashland, separate from the DC2RVA Project.



Hanover County, Virginia
DC to Richmond Southeast High Speed Rail
Tier II Draft Environmental Impact Statement Comments

Hanover County appreciates the opportunity to provide comments on the DC2RVA Rail Draft Environmental Impact Statement (DEIS). The County thanks the Department of Rail and Public Transportation staff and members of the Commonwealth Transportation Board for convening the Ashland/Hanover Citizens Advisory Committee (CAC) to further review alternatives for the Ashland area.

These comments are focused on Alternative Area 5, Ashland (Doswell to I-295) CFP 19-9. The DEIS does not include a preferred alternative for the Ashland area because the work by the CAC was just getting underway at the time the draft was submitted to the Federal Railroad Administration. The DEIS does however include three primary possible Ashland alternatives with a variation for each (station location remains in current location or is moved to the vicinity of Ashcake Road). The three primary alternatives pursued in the DEIS are 1) the so called 3-2-3 alternative (5A) which maintains two tracks in Ashland, 2) the addition of a third at grade track in Ashland either to the east of the existing tracks or three tracks centered through Ashland (5B & 5D), and 3) a two track West Bypass (5C). The alternatives evaluated are shown in the table below.

Ashland (Doswell to I-295) CFP 19 – 9	5A	Maintain Two Tracks Through Town
	5A–Ashcake	Maintain Two Tracks Through Town (Relocate Station to Ashcake)
	5B	Add One Track East of Existing
	5B–Ashcake	Add One Track East of Existing (Relocate Station to Ashcake)
	5C	Add Two-Track West Bypass
	5C–Ashcake	Add Two-Track West Bypass (Relocate Station to Ashcake)
	5D–Ashcake	Three Tracks Centered Through Town (Add One Track, Relocate Station to Ashcake)

2 The CAC identified three least objectionable alternatives; the 3-2-3 alternative, a three-track trench through Ashland and a West Bypass corridor identified as AWB 1. West Bypass AWB 1 differs from the bypass included in the DEIS, which is further west. The DEIS does not advance a below grade Ashland alternative, but, as noted above, the CAC selected a below grade alternative as one of the least objectionable alternatives.

3 The DEIS goes into great detail quantifying the impacts of the Ashland alternatives. The report reveals that the adverse impacts resulting from the West Bypass alternative 5C would exceed those of the other alternatives for the vast majority of the criteria considered. The third track alternatives 5B and 5D also would have substantial impacts on existing residents, businesses and historic resources as well as to the character of Ashland. As such, the West Bypass (5C) and third track at grade alternatives (5B and 5D) should be removed from consideration. The 3-2-3 alternative (5A) has the fewest impacts and is consistent with the incremental development approach recommended in the Southeast High Speed Rail Tier I Final Environmental Impact Statement which states *"This approach minimizes the impacts to both the human and natural environments by utilizing the existing rail infrastructure and rail rights-of-way. By using existing infrastructure, the initial capital investment required by the system is also reduced"*.

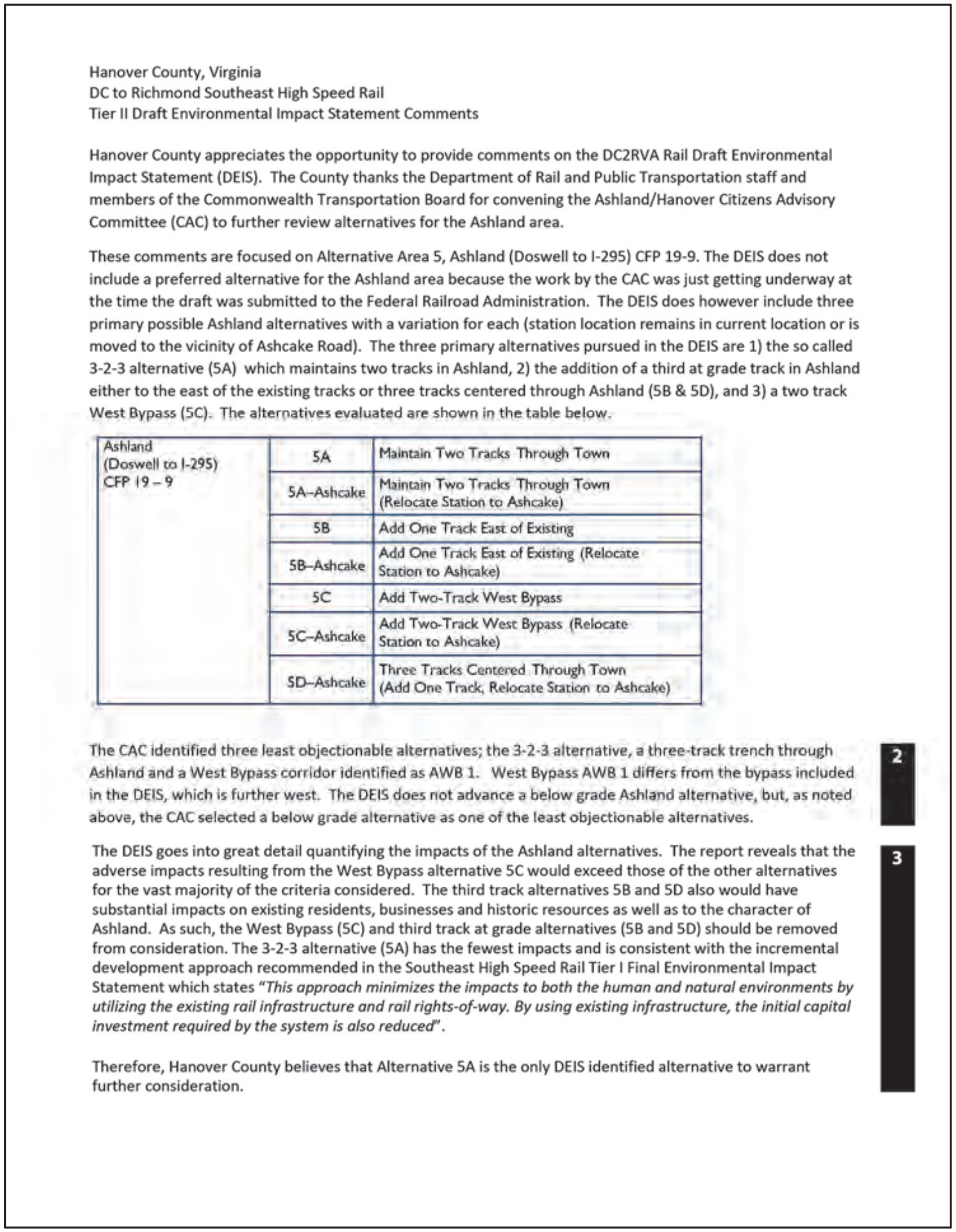
Therefore, Hanover County believes that Alternative 5A is the only DEIS identified alternative to warrant further consideration.

HANOVER COUNTY (continued)

2. As noted in DRPT-numbered statement #1 above, the CTB has recommended and the FRA has approved Alternative 5A (also known as "3-2-3" by the CAC) as the Preferred Alternative in the Final EIS. While DRPT recognized that the CAC selected a "least objectionable alternative" for each of the through-town, below-grade, and bypass alternatives, the alternative selected as the Preferred Alternative was Alternative 5A, which was the only CAC-identified alternative that had been carried through the alternatives screening process to the final alternatives selection phase, as described in the Draft EIS and its Alternatives Technical Report (Appendix A of the Draft EIS). The west bypass corridor, identified as AWB1, was evaluated during the early screening process and was dismissed for many of the same reasons as documented in the Draft EIS for Alternatives 5C and 5C-Ashcake. Similarly, below-grade alternatives were dismissed early in the screening process due to high costs, extended period of construction and associated disruption to downtown Ashland businesses, residences, and travelers. The recommendation and approval of Alternative 5A was attributed in part to the recommendations made by the CAC, which listed it as one of the three least objectionable alternatives considered. This was reinforced by the County Board of Supervisors recommendation for its support of Alternative 5A.

   Additionally, DRPT performed refined analysis of railroad operations through the DC2RVA Project corridor (see Section 3.2 of the Final EIS for details), including consideration of retaining a two-track railroad through the Town of Ashland. This refined operations analysis determined that while constructing a two-track western bypass or adding a third track to the existing CSXT railroad through the Town of Ashland would improve the efficiency of railroad operations through DC2RVA study Area 5, the additional capacity was not required to meet the Purpose and Need of the DC2RVA Project. Also, Alternative 5A (Maintain Two Tracks through Town) results in the least impacts to historic properties; per Section 4(f) of the US DOT Act of 1966, unless the use of such a property is determined to have a de minimis impact, FRA

(Responses are continued on next page)



Hanover County, Virginia
DC to Richmond Southeast High Speed Rail
Tier II Draft Environmental Impact Statement Comments

Hanover County appreciates the opportunity to provide comments on the DC2RVA Rail Draft Environmental Impact Statement (DEIS). The County thanks the Department of Rail and Public Transportation staff and members of the Commonwealth Transportation Board for convening the Ashland/Hanover Citizens Advisory Committee (CAC) to further review alternatives for the Ashland area.

These comments are focused on Alternative Area 5, Ashland (Doswell to I-295) CFP 19-9. The DEIS does not include a preferred alternative for the Ashland area because the work by the CAC was just getting underway at the time the draft was submitted to the Federal Railroad Administration. The DEIS does however include three primary possible Ashland alternatives with a variation for each (station location remains in current location or is moved to the vicinity of Ashcake Road). The three primary alternatives pursued in the DEIS are 1) the so called 3-2-3 alternative (5A) which maintains two tracks in Ashland, 2) the addition of a third at grade track in Ashland either to the east of the existing tracks or three tracks centered through Ashland (5B & 5D), and 3) a two track West Bypass (5C). The alternatives evaluated are shown in the table below.

Ashland (Doswell to I-295) CFP 19 – 9	5A	Maintain Two Tracks Through Town
	5A–Ashcake	Maintain Two Tracks Through Town (Relocate Station to Ashcake)
	5B	Add One Track East of Existing
	5B–Ashcake	Add One Track East of Existing (Relocate Station to Ashcake)
	5C	Add Two-Track West Bypass
	5C–Ashcake	Add Two-Track West Bypass (Relocate Station to Ashcake)
	5D–Ashcake	Three Tracks Centered Through Town (Add One Track, Relocate Station to Ashcake)

The CAC identified three least objectionable alternatives; the 3-2-3 alternative, a three-track trench through Ashland and a West Bypass corridor identified as AWB 1. West Bypass AWB 1 differs from the bypass included in the DEIS, which is further west. The DEIS does not advance a below grade Ashland alternative, but, as noted above, the CAC selected a below grade alternative as one of the least objectionable alternatives. 2

The DEIS goes into great detail quantifying the impacts of the Ashland alternatives. The report reveals that the adverse impacts resulting from the West Bypass alternative 5C would exceed those of the other alternatives for the vast majority of the criteria considered. The third track alternatives 5B and 5D also would have substantial impacts on existing residents, businesses and historic resources as well as to the character of Ashland. As such, the West Bypass (5C) and third track at grade alternatives (5B and 5D) should be removed from consideration. The 3-2-3 alternative (5A) has the fewest impacts and is consistent with the incremental development approach recommended in the Southeast High Speed Rail Tier I Final Environmental Impact Statement which states "*This approach minimizes the impacts to both the human and natural environments by utilizing the existing rail infrastructure and rail rights-of-way. By using existing infrastructure, the initial capital investment required by the system is also reduced*". 3

Therefore, Hanover County believes that Alternative 5A is the only DEIS identified alternative to warrant further consideration.

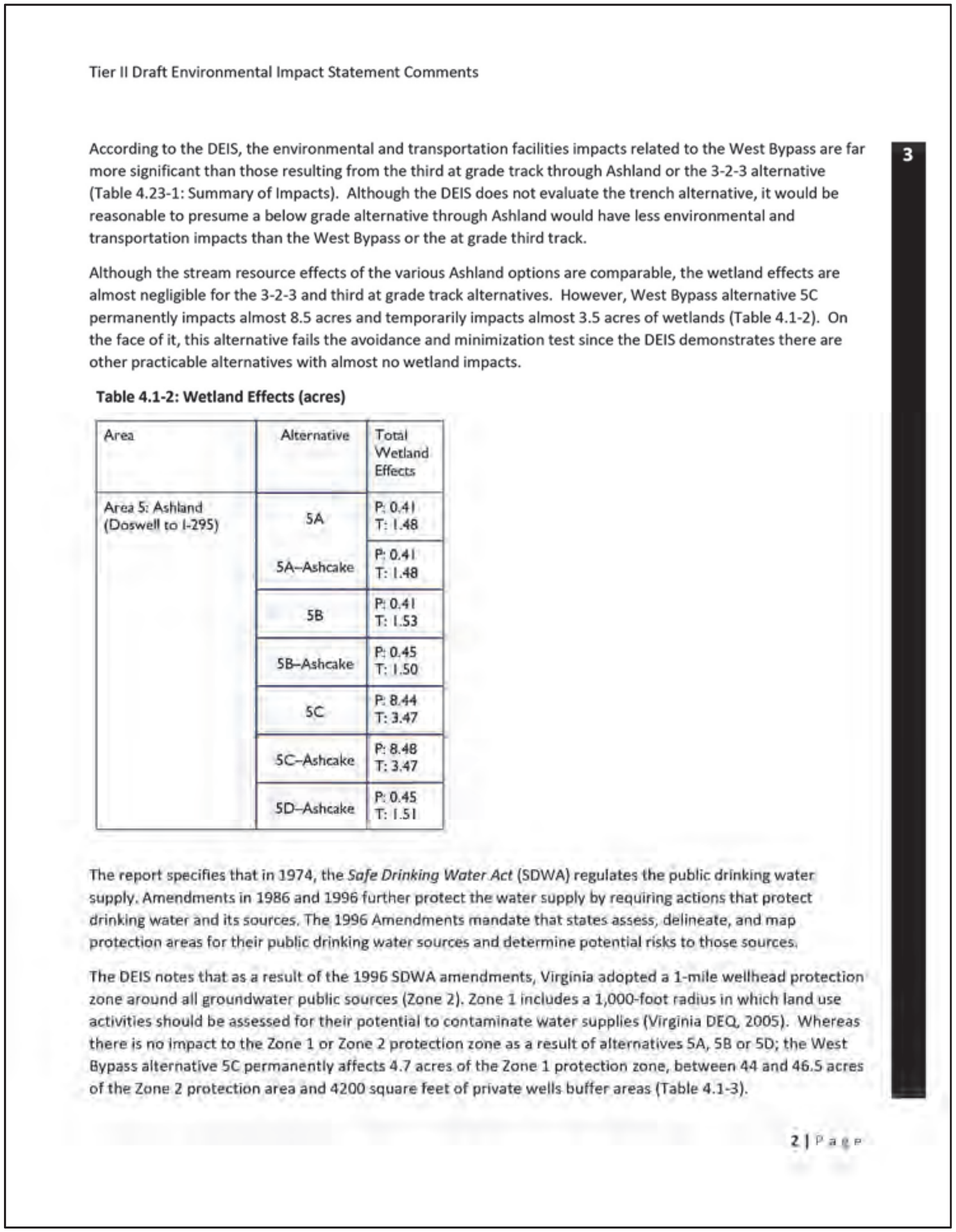
HANOVER COUNTY (continued)

must determine that no feasible and prudent avoidance alternative exists before approving the use of such land (see Chapter 6 of the Final EIS for further details).

3. The County's summation and comparison of potential impacts to the natural, cultural, and socioeconomic resources of the Ashland-Hanover County area are consistent with the evaluations prepared by DRPT that resulted in the recommendation and approval of Alternative 5A as the Preferred Alternative in the Final EIS. The Preferred Alternative was considered to be the least environmentally damaging of the Draft EIS Build Alternatives in Area 5 and as noted by the County, was consistent with the Project's Purpose and Need, including the incremental development approach recommended in the Tier I Final EIS and Record of Decision (ROD). Chapter 5 of the Final EIS details the environmental impacts of the Preferred Alternative, including the resources mentioned by the County, for the Project corridor. Impact values in this chapter have been updated with clarifications, as needed, since the publication of the Draft EIS.

HANOVER COUNTY (continued)

(For response to comment 3, refer to page B-273)



Tier II Draft Environmental Impact Statement Comments

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According to the DEIS, the environmental and transportation facilities impacts related to the West Bypass are far more significant than those resulting from the third at grade track through Ashland or the 3-2-3 alternative (Table 4.23-1: Summary of Impacts). Although the DEIS does not evaluate the trench alternative, it would be reasonable to presume a below grade alternative through Ashland would have less environmental and transportation impacts than the West Bypass or the at grade third track.

Although the stream resource effects of the various Ashland options are comparable, the wetland effects are almost negligible for the 3-2-3 and third at grade track alternatives. However, West Bypass alternative 5C permanently impacts almost 8.5 acres and temporarily impacts almost 3.5 acres of wetlands (Table 4.1-2). On the face of it, this alternative fails the avoidance and minimization test since the DEIS demonstrates there are other practicable alternatives with almost no wetland impacts.

Table 4.1-2: Wetland Effects (acres)

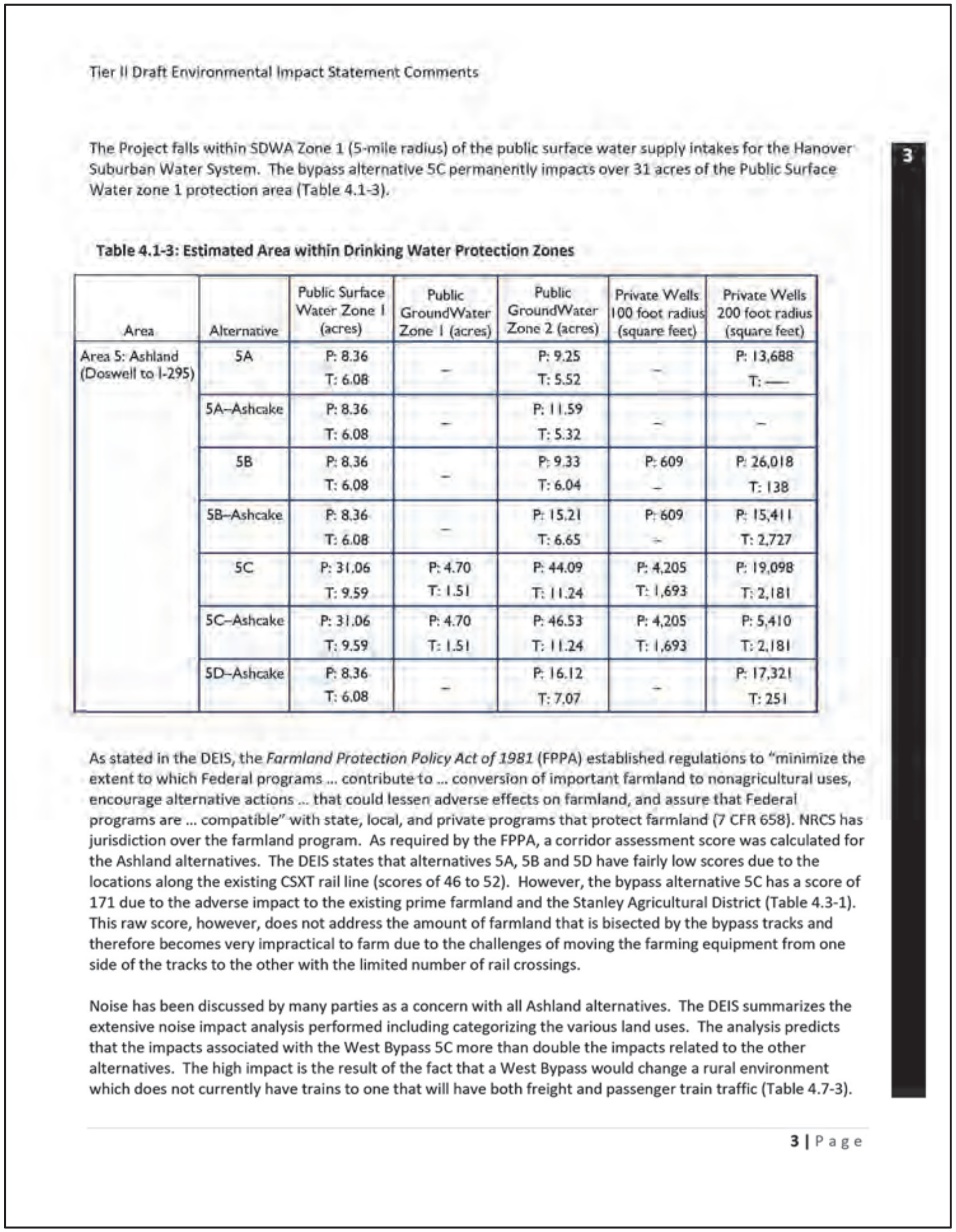
Area	Alternative	Total Wetland Effects
Area 5: Ashland (Doswell to I-295)	5A	P: 0.41 T: 1.48
	5A–Ashcake	P: 0.41 T: 1.48
	5B	P: 0.41 T: 1.53
	5B–Ashcake	P: 0.45 T: 1.50
	5C	P: 8.44 T: 3.47
	5C–Ashcake	P: 8.48 T: 3.47
	5D–Ashcake	P: 0.45 T: 1.51

The report specifies that in 1974, the *Safe Drinking Water Act* (SDWA) regulates the public drinking water supply. Amendments in 1986 and 1996 further protect the water supply by requiring actions that protect drinking water and its sources. The 1996 Amendments mandate that states assess, delineate, and map protection areas for their public drinking water sources and determine potential risks to those sources.

The DEIS notes that as a result of the 1996 SDWA amendments, Virginia adopted a 1-mile wellhead protection zone around all groundwater public sources (Zone 2). Zone 1 includes a 1,000-foot radius in which land use activities should be assessed for their potential to contaminate water supplies (Virginia DEQ, 2005). Whereas there is no impact to the Zone 1 or Zone 2 protection zone as a result of alternatives 5A, 5B or 5D; the West Bypass alternative 5C permanently affects 4.7 acres of the Zone 1 protection zone, between 44 and 46.5 acres of the Zone 2 protection area and 4200 square feet of private wells buffer areas (Table 4.1-3).

HANOVER COUNTY (continued)

(For response to comment 3, refer to page B-273)



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The Project falls within SDWA Zone 1 (5-mile radius) of the public surface water supply intakes for the Hanover Suburban Water System. The bypass alternative 5C permanently impacts over 31 acres of the Public Surface Water zone 1 protection area (Table 4.1-3).

Table 4.1-3: Estimated Area within Drinking Water Protection Zones

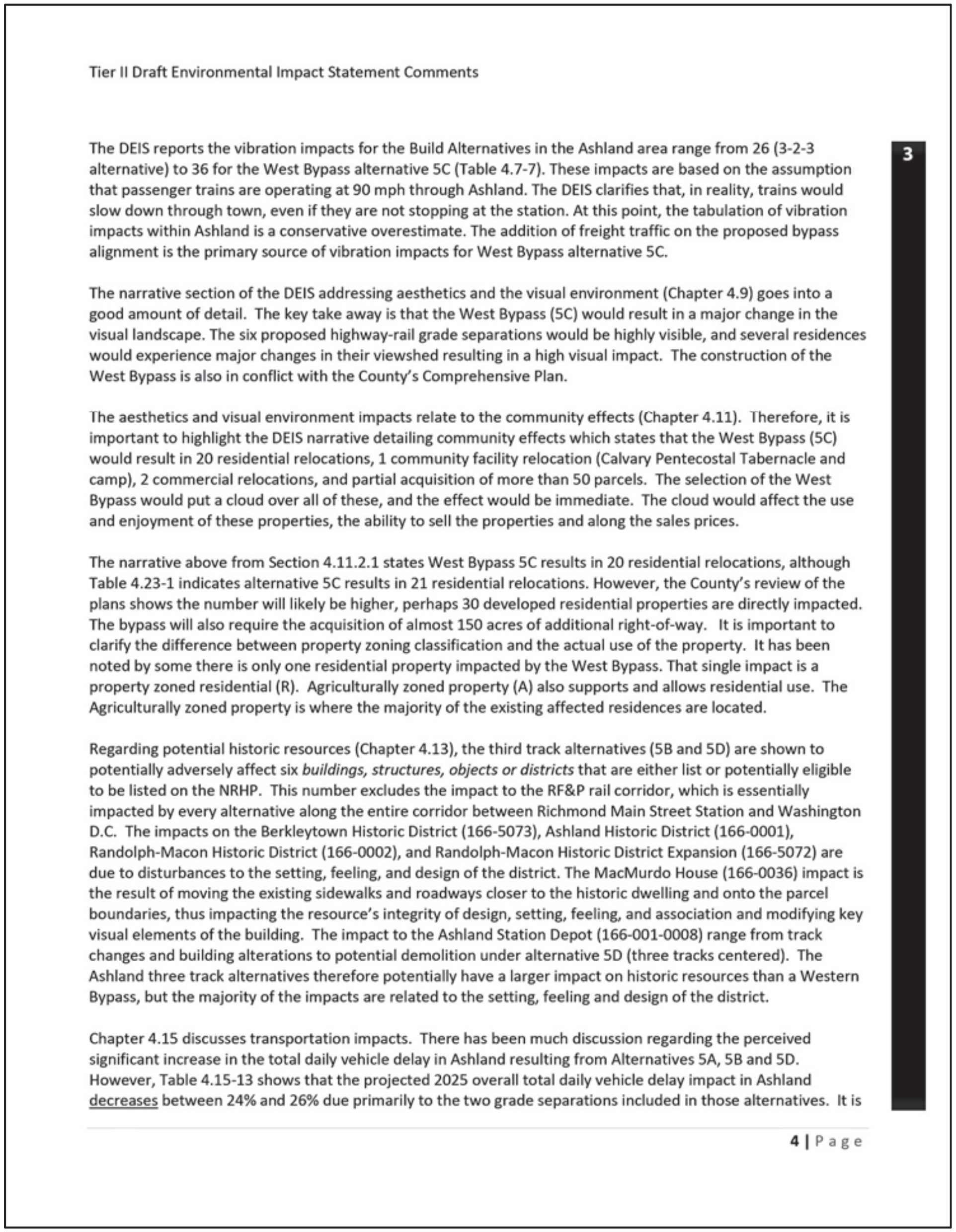
Area	Alternative	Public Surface Water Zone I (acres)	Public GroundWater Zone I (acres)	Public GroundWater Zone 2 (acres)	Private Wells 100 foot radius (square feet)	Private Wells 200 foot radius (square feet)
Area 5: Ashland (Doswell to I-295)	5A	P: 8.36 T: 6.08	–	P: 9.25 T: 5.52	–	P: 13,688 T: —
	5A–Ashcake	P: 8.36 T: 6.08	–	P: 11.59 T: 5.32	–	–
	5B	P: 8.36 T: 6.08	–	P: 9.33 T: 6.04	P: 609 –	P: 26,018 T: 138
	5B–Ashcake	P: 8.36 T: 6.08	–	P: 15.21 T: 6.65	P: 609 –	P: 15,411 T: 2,727
	5C	P: 31.06 T: 9.59	P: 4.70 T: 1.51	P: 44.09 T: 11.24	P: 4,205 T: 1,693	P: 19,098 T: 2,181
	5C–Ashcake	P: 31.06 T: 9.59	P: 4.70 T: 1.51	P: 46.53 T: 11.24	P: 4,205 T: 1,693	P: 5,410 T: 2,181
	5D–Ashcake	P: 8.36 T: 6.08	–	P: 16.12 T: 7.07	–	P: 17,321 T: 251

As stated in the DEIS, the *Farmland Protection Policy Act of 1981* (FPPA) established regulations to "minimize the extent to which Federal programs … contribute to … conversion of important farmland to nonagricultural uses, encourage alternative actions … that could lessen adverse effects on farmland, and assure that Federal programs are … compatible" with state, local, and private programs that protect farmland (7 CFR 658). NRCS has jurisdiction over the farmland program. As required by the FPPA, a corridor assessment score was calculated for the Ashland alternatives. The DEIS states that alternatives 5A, 5B and 5D have fairly low scores due to the locations along the existing CSXT rail line (scores of 46 to 52). However, the bypass alternative 5C has a score of 171 due to the adverse impact to the existing prime farmland and the Stanley Agricultural District (Table 4.3-1). This raw score, however, does not address the amount of farmland that is bisected by the bypass tracks and therefore becomes very impractical to farm due to the challenges of moving the farming equipment from one side of the tracks to the other with the limited number of rail crossings.

Noise has been discussed by many parties as a concern with all Ashland alternatives. The DEIS summarizes the extensive noise impact analysis performed including categorizing the various land uses. The analysis predicts that the impacts associated with the West Bypass 5C more than double the impacts related to the other alternatives. The high impact is the result of the fact that a West Bypass would change a rural environment which does not currently have trains to one that will have both freight and passenger train traffic (Table 4.7-3).

HANOVER COUNTY (continued)

(For response to comment 3, refer to page B-273)



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The DEIS reports the vibration impacts for the Build Alternatives in the Ashland area range from 26 (3-2-3 alternative) to 36 for the West Bypass alternative 5C (Table 4.7-7). These impacts are based on the assumption that passenger trains are operating at 90 mph through Ashland. The DEIS clarifies that, in reality, trains would slow down through town, even if they are not stopping at the station. At this point, the tabulation of vibration impacts within Ashland is a conservative overestimate. The addition of freight traffic on the proposed bypass alignment is the primary source of vibration impacts for West Bypass alternative 5C.

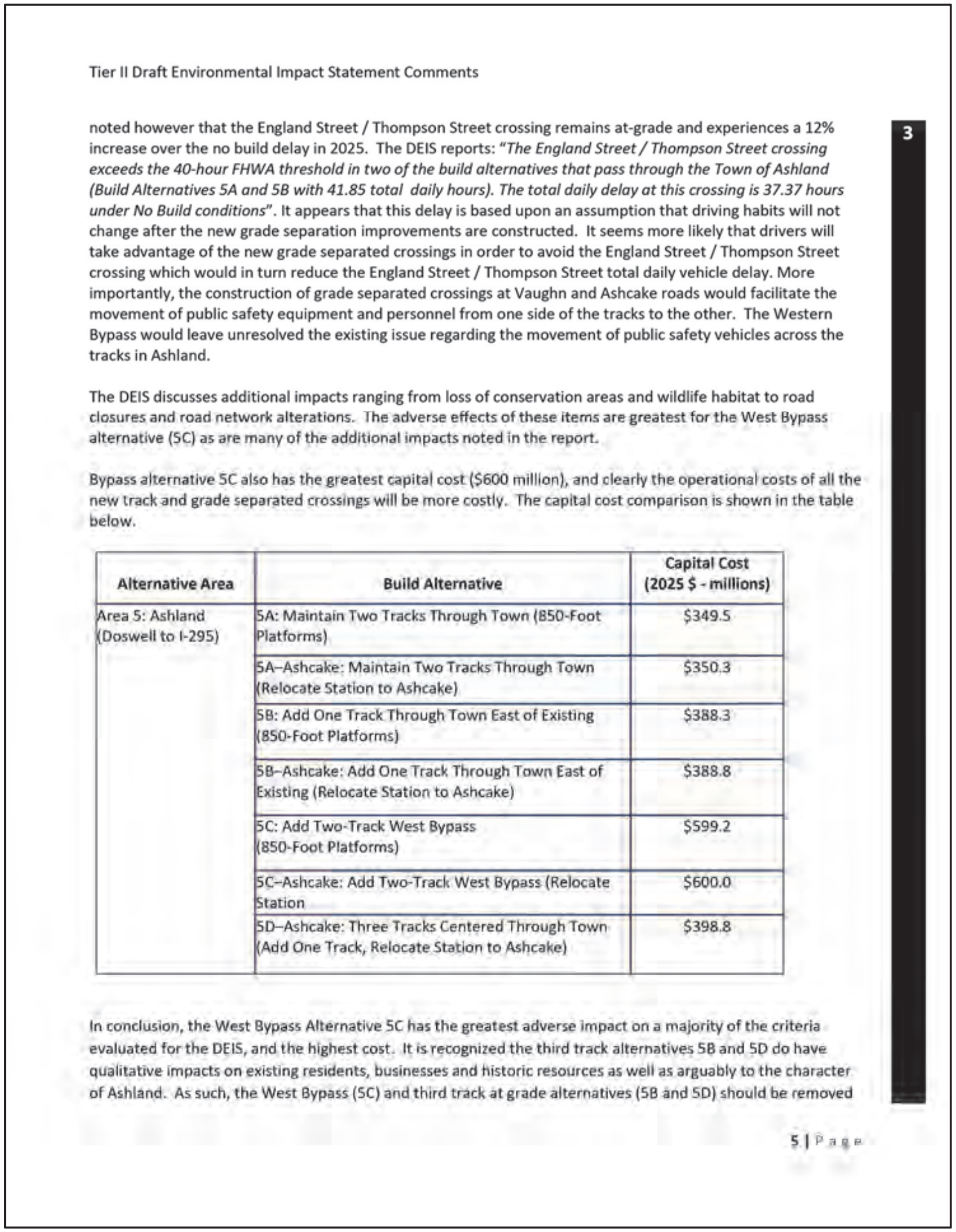
The narrative section of the DEIS addressing aesthetics and the visual environment (Chapter 4.9) goes into a good amount of detail. The key take away is that the West Bypass (5C) would result in a major change in the visual landscape. The six proposed highway-rail grade separations would be highly visible, and several residences would experience major changes in their viewshed resulting in a high visual impact. The construction of the West Bypass is also in conflict with the County's Comprehensive Plan.

The aesthetics and visual environment impacts relate to the community effects (Chapter 4.11). Therefore, it is important to highlight the DEIS narrative detailing community effects which states that the West Bypass (5C) would result in 20 residential relocations, 1 community facility relocation (Calvary Pentecostal Tabernacle and camp), 2 commercial relocations, and partial acquisition of more than 50 parcels. The selection of the West Bypass would put a cloud over all of these, and the effect would be immediate. The cloud would affect the use and enjoyment of these properties, the ability to sell the properties and along the sales prices.

The narrative above from Section 4.11.2.1 states West Bypass 5C results in 20 residential relocations, although Table 4.23-1 indicates alternative 5C results in 21 residential relocations. However, the County's review of the plans shows the number will likely be higher, perhaps 30 developed residential properties are directly impacted. The bypass will also require the acquisition of almost 150 acres of additional right-of-way. It is important to clarify the difference between property zoning classification and the actual use of the property. It has been noted by some there is only one residential property impacted by the West Bypass. That single impact is a property zoned residential (R). Agriculturally zoned property (A) also supports and allows residential use. The Agriculturally zoned property is where the majority of the existing affected residences are located.

Regarding potential historic resources (Chapter 4.13), the third track alternatives (5B and 5D) are shown to potentially adversely affect six *buildings, structures, objects or districts* that are either list or potentially eligible to be listed on the NRHP. This number excludes the impact to the RF&P rail corridor, which is essentially impacted by every alternative along the entire corridor between Richmond Main Street Station and Washington D.C. The impacts on the Berkleytown Historic District (166-5073), Ashland Historic District (166-0001), Randolph-Macon Historic District (166-0002), and Randolph-Macon Historic District Expansion (166-5072) are due to disturbances to the setting, feeling, and design of the district. The MacMurdo House (166-0036) impact is the result of moving the existing sidewalks and roadways closer to the historic dwelling and onto the parcel boundaries, thus impacting the resource's integrity of design, setting, feeling, and association and modifying key visual elements of the building. The impact to the Ashland Station Depot (166-001-0008) range from track changes and building alterations to potential demolition under alternative 5D (three tracks centered). The Ashland three track alternatives therefore potentially have a larger impact on historic resources than a Western Bypass, but the majority of the impacts are related to the setting, feeling and design of the district.

Chapter 4.15 discusses transportation impacts. There has been much discussion regarding the perceived significant increase in the total daily vehicle delay in Ashland resulting from Alternatives 5A, 5B and 5D. However, Table 4.15-13 shows that the projected 2025 overall total daily vehicle delay impact in Ashland decreases between 24% and 26% due primarily to the two grade separations included in those alternatives. It is



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noted however that the England Street / Thompson Street crossing remains at-grade and experiences a 12% increase over the no build delay in 2025. The DEIS reports: "*The England Street / Thompson Street crossing exceeds the 40-hour FHWA threshold in two of the build alternatives that pass through the Town of Ashland (Build Alternatives 5A and 5B with 41.85 total daily hours). The total daily delay at this crossing is 37.37 hours under No Build conditions*". It appears that this delay is based upon an assumption that driving habits will not change after the new grade separation improvements are constructed. It seems more likely that drivers will take advantage of the new grade separated crossings in order to avoid the England Street / Thompson Street crossing which would in turn reduce the England Street / Thompson Street total daily vehicle delay. More importantly, the construction of grade separated crossings at Vaughn and Ashcake roads would facilitate the movement of public safety equipment and personnel from one side of the tracks to the other. The Western Bypass would leave unresolved the existing issue regarding the movement of public safety vehicles across the tracks in Ashland.

The DEIS discusses additional impacts ranging from loss of conservation areas and wildlife habitat to road closures and road network alterations. The adverse effects of these items are greatest for the West Bypass alternative (5C) as are many of the additional impacts noted in the report.

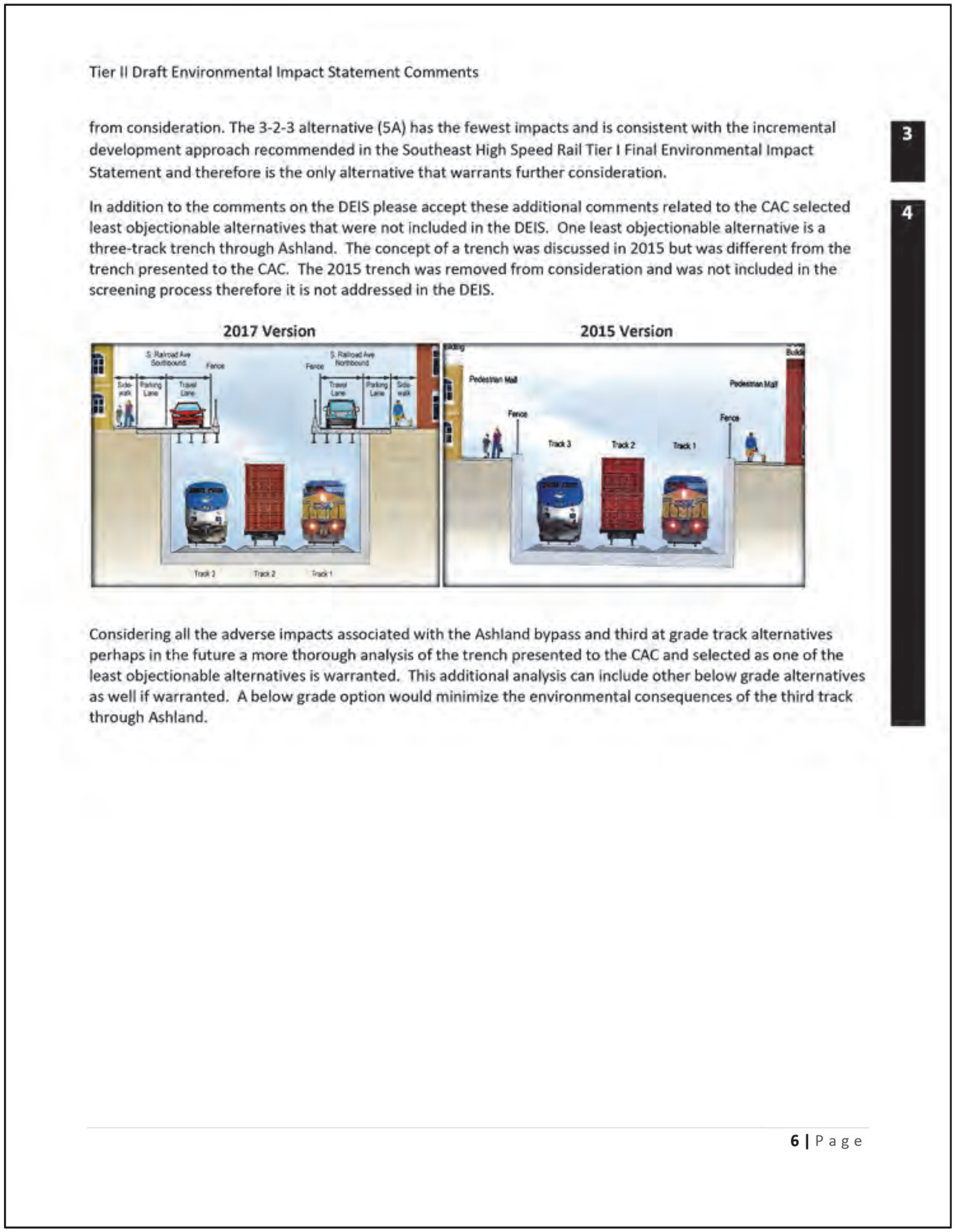
Bypass alternative 5C also has the greatest capital cost ($600 million), and clearly the operational costs of all the new track and grade separated crossings will be more costly. The capital cost comparison is shown in the table below.

Alternative Area	Build Alternative	Capital Cost (2025 $ - millions)
Area 5: Ashland (Doswell to I-295)	5A: Maintain Two Tracks Through Town (850-Foot Platforms)	$349.5
	5A–Ashcake: Maintain Two Tracks Through Town (Relocate Station to Ashcake)	$350.3
	5B: Add One Track Through Town East of Existing (850-Foot Platforms)	$388.3
	5B–Ashcake: Add One Track Through Town East of Existing (Relocate Station to Ashcake)	$388.8
	5C: Add Two-Track West Bypass (850-Foot Platforms)	$599.2
	5C–Ashcake: Add Two-Track West Bypass (Relocate Station	$600.0
	5D–Ashcake: Three Tracks Centered Through Town (Add One Track, Relocate Station to Ashcake)	$398.8

In conclusion, the West Bypass Alternative 5C has the greatest adverse impact on a majority of the criteria evaluated for the DEIS, and the highest cost. It is recognized the third track alternatives 5B and 5D do have qualitative impacts on existing residents, businesses and historic resources as well as arguably to the character of Ashland. As such, the West Bypass (5C) and third track at grade alternatives (5B and 5D) should be removed

HANOVER COUNTY (continued)

(For response to comment 3, refer to page B-273)



from consideration. The 3-2-3 alternative (5A) has the fewest impacts and is consistent with the incremental development approach recommended in the Southeast High Speed Rail Tier I Final Environmental Impact Statement and therefore is the only alternative that warrants further consideration. 3

4 In addition to the comments on the DEIS please accept these additional comments related to the CAC selected least objectionable alternatives that were not included in the DEIS. One least objectionable alternative is a three-track trench through Ashland. The concept of a trench was discussed in 2015 but was different from the trench presented to the CAC. The 2015 trench was removed from consideration and was not included in the screening process therefore it is not addressed in the DEIS.

2017 Version

2015 Version

Considering all the adverse impacts associated with the Ashland bypass and third at grade track alternatives perhaps in the future a more thorough analysis of the trench presented to the CAC and selected as one of the least objectionable alternatives is warranted. This additional analysis can include other below grade alternatives as well if warranted. A below grade option would minimize the environmental consequences of the third track through Ashland.

HANOVER COUNTY (continued)

(For response to comment 3, refer to page B-273)

4. A range of below-grade options, including various types of tunnels and trench structures, were considered during the initial alternatives development process, as summarized in Chapter 2 of the Draft EIS and the Alternatives Technical Report (Appendix A of the Draft EIS). As noted in DRPT-statement #2 above, these below-grade options were dismissed due to their higher construction costs, longer construction periods and inherent disruption to local businesses, residences and travelers. Additional open trench options were considered during the CAC sessions; however, for the reasons noted previously, these options were ultimately not considered to be as viable and environmentally less damaging than the ”3-2-3” alternative (i.e., Alternative 5A) by the CAC.

HANOVER COUNTY (continued)

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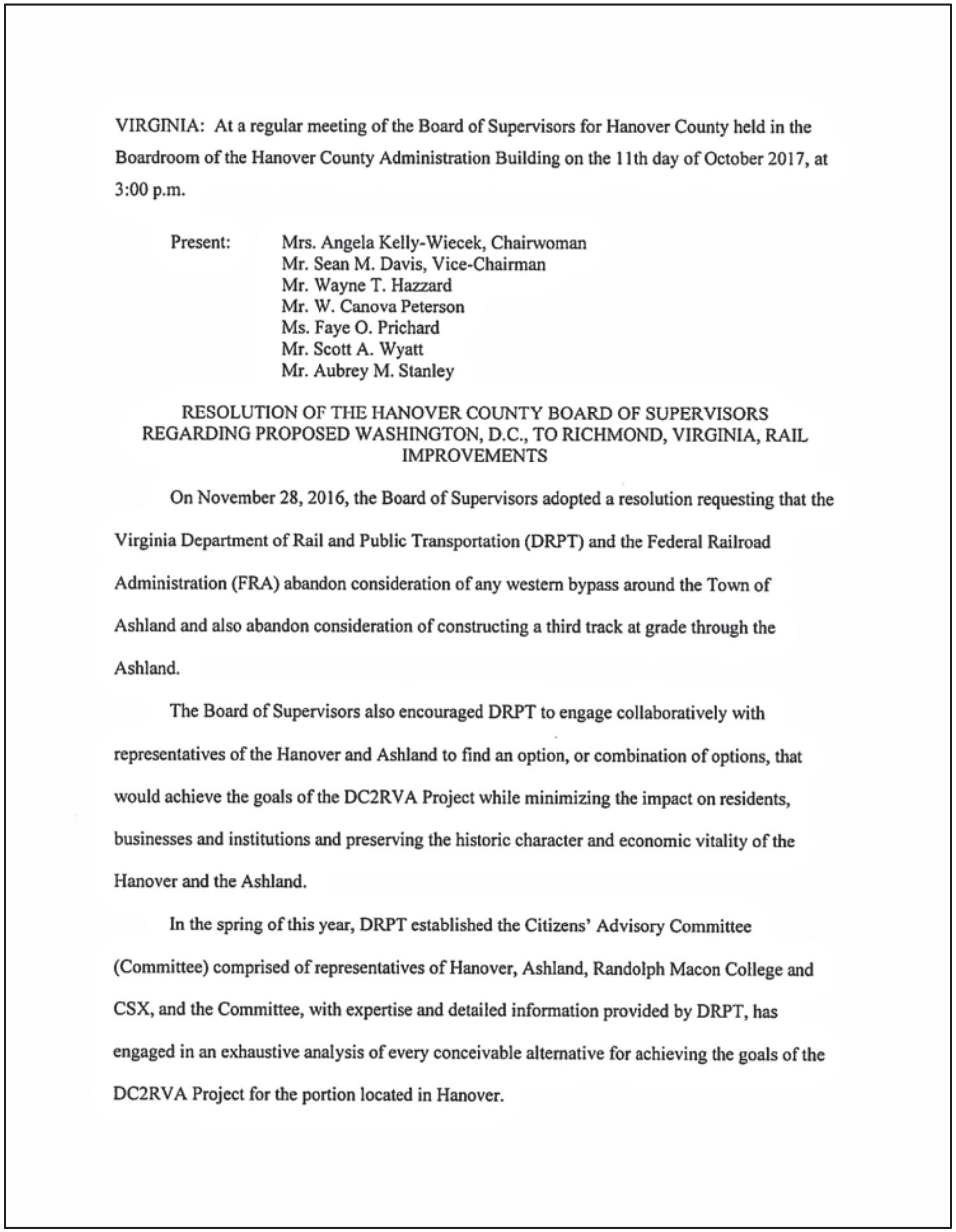


VIRGINIA: At a regular meeting of the Board of Supervisors for Hanover County held in the Boardroom of the Hanover County Administration Building on the 11th day of October 2017, at 3:00 p.m.

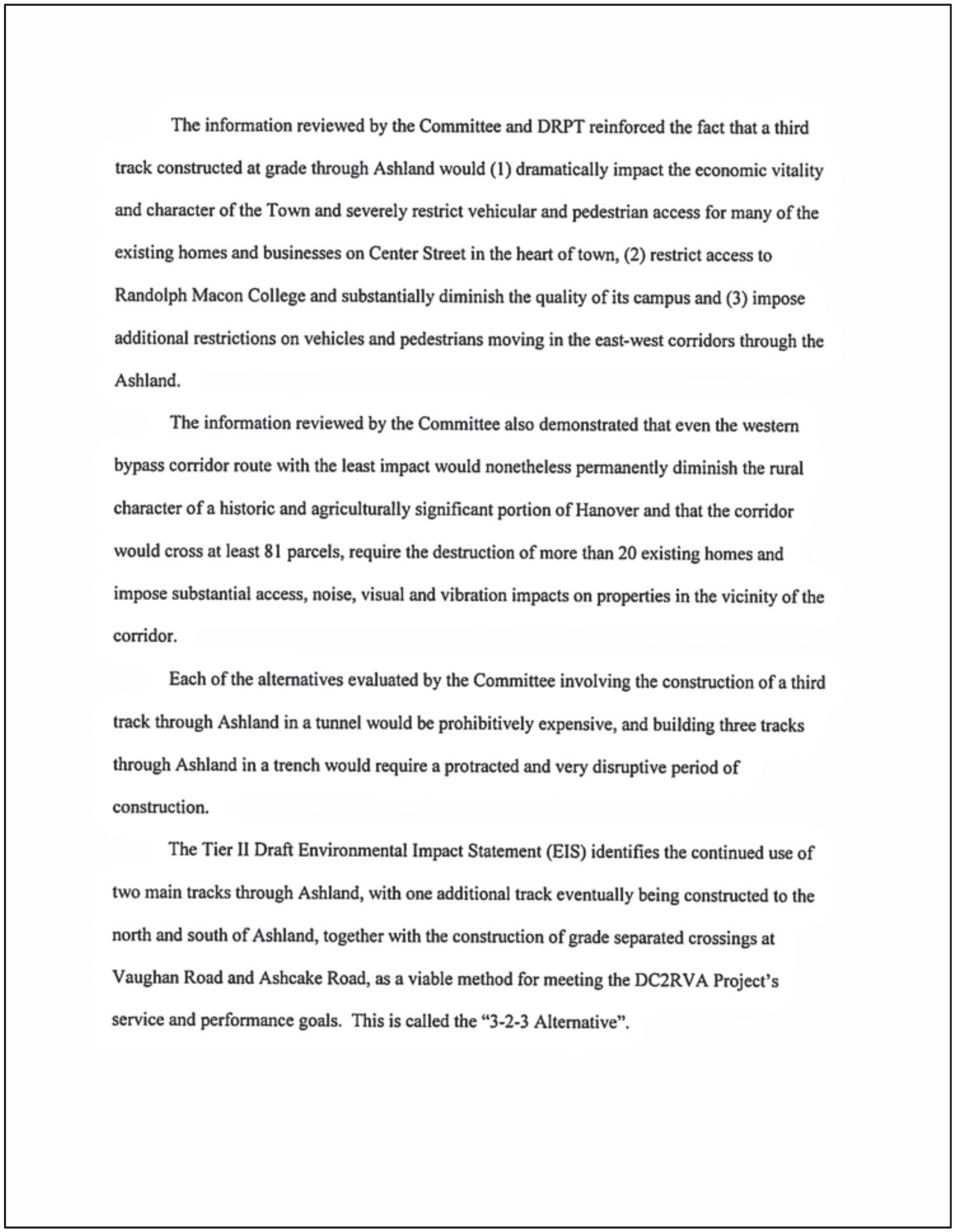
Present:	Mrs. Angela Kelly-Wiecek, Chairwoman Mr. Sean M. Davis, Vice-Chairman Mr. Wayne T. Hazzard Mr. W. Canova Peterson Ms. Faye O. Prichard Mr. Scott A. Wyatt Mr. Aubrey M. Stanley

RESOLUTION OF THE HANOVER COUNTY BOARD OF SUPERVISORS REGARDING PROPOSED WASHINGTON, D.C., TO RICHMOND, VIRGINIA, RAIL IMPROVEMENTS

On November 28, 2016, the Board of Supervisors adopted a resolution requesting that the Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) abandon consideration of any western bypass around the Town of Ashland and also abandon consideration of constructing a third track at grade through the Ashland.

The Board of Supervisors also encouraged DRPT to engage collaboratively with representatives of the Hanover and Ashland to find an option, or combination of options, that would achieve the goals of the DC2RVA Project while minimizing the impact on residents, businesses and institutions and preserving the historic character and economic vitality of the Hanover and the Ashland.

In the spring of this year, DRPT established the Citizens' Advisory Committee (Committee) comprised of representatives of Hanover, Ashland, Randolph Macon College and CSX, and the Committee, with expertise and detailed information provided by DRPT, has engaged in an exhaustive analysis of every conceivable alternative for achieving the goals of the DC2RVA Project for the portion located in Hanover.



The information reviewed by the Committee and DRPT reinforced the fact that a third track constructed at grade through Ashland would (1) dramatically impact the economic vitality and character of the Town and severely restrict vehicular and pedestrian access for many of the existing homes and businesses on Center Street in the heart of town, (2) restrict access to Randolph Macon College and substantially diminish the quality of its campus and (3) impose additional restrictions on vehicles and pedestrians moving in the east-west corridors through the Ashland.

The information reviewed by the Committee also demonstrated that even the western bypass corridor route with the least impact would nonetheless permanently diminish the rural character of a historic and agriculturally significant portion of Hanover and that the corridor would cross at least 81 parcels, require the destruction of more than 20 existing homes and impose substantial access, noise, visual and vibration impacts on properties in the vicinity of the corridor.

Each of the alternatives evaluated by the Committee involving the construction of a third track through Ashland in a tunnel would be prohibitively expensive, and building three tracks through Ashland in a trench would require a protracted and very disruptive period of construction.

The Tier II Draft Environmental Impact Statement (EIS) identifies the continued use of two main tracks through Ashland, with one additional track eventually being constructed to the north and south of Ashland, together with the construction of grade separated crossings at Vaughan Road and Ashcake Road, as a viable method for meeting the DC2RVA Project's service and performance goals. This is called the "3-2-3 Alternative".

HANOVER COUNTY (continued)

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HANOVER COUNTY (continued)

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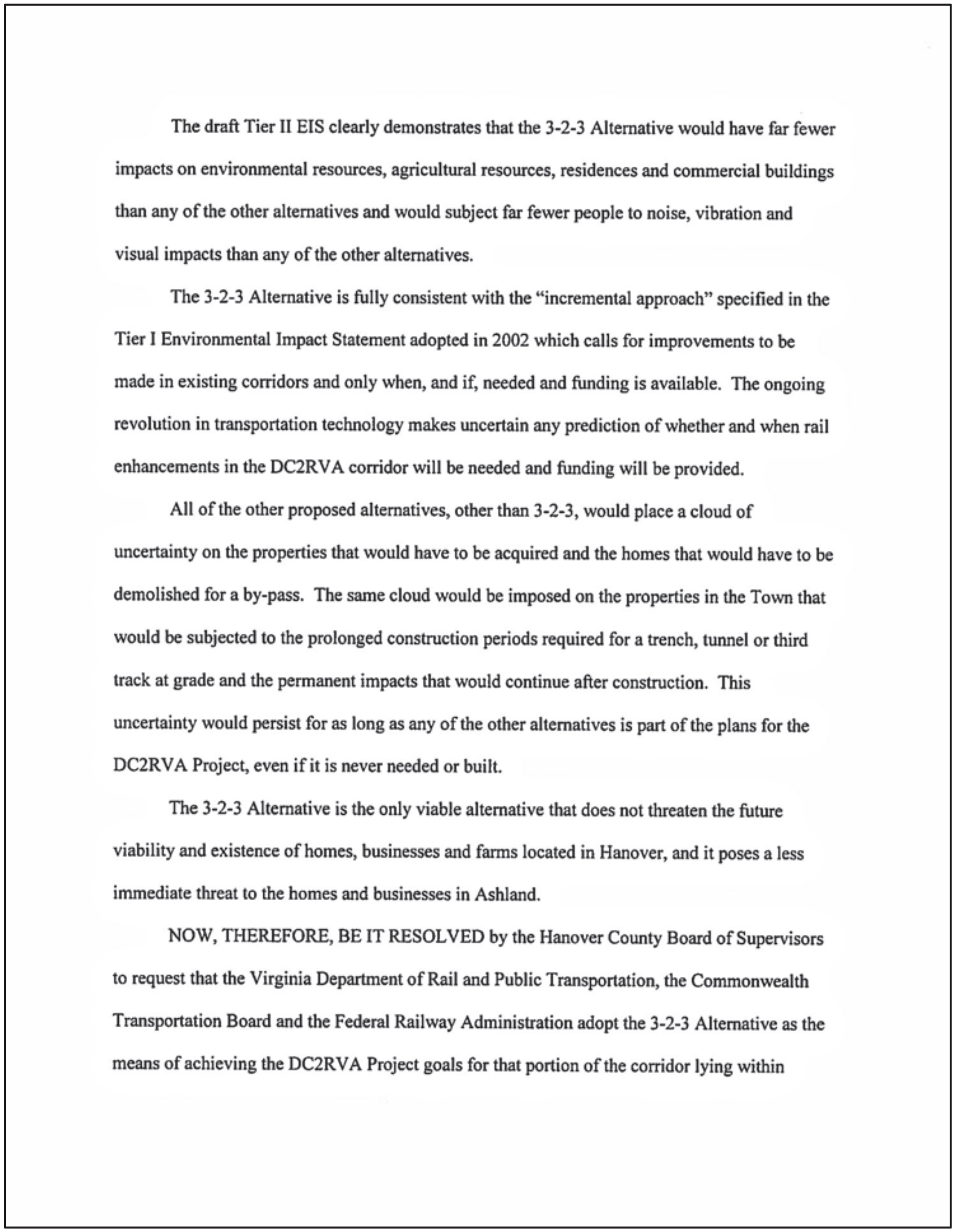


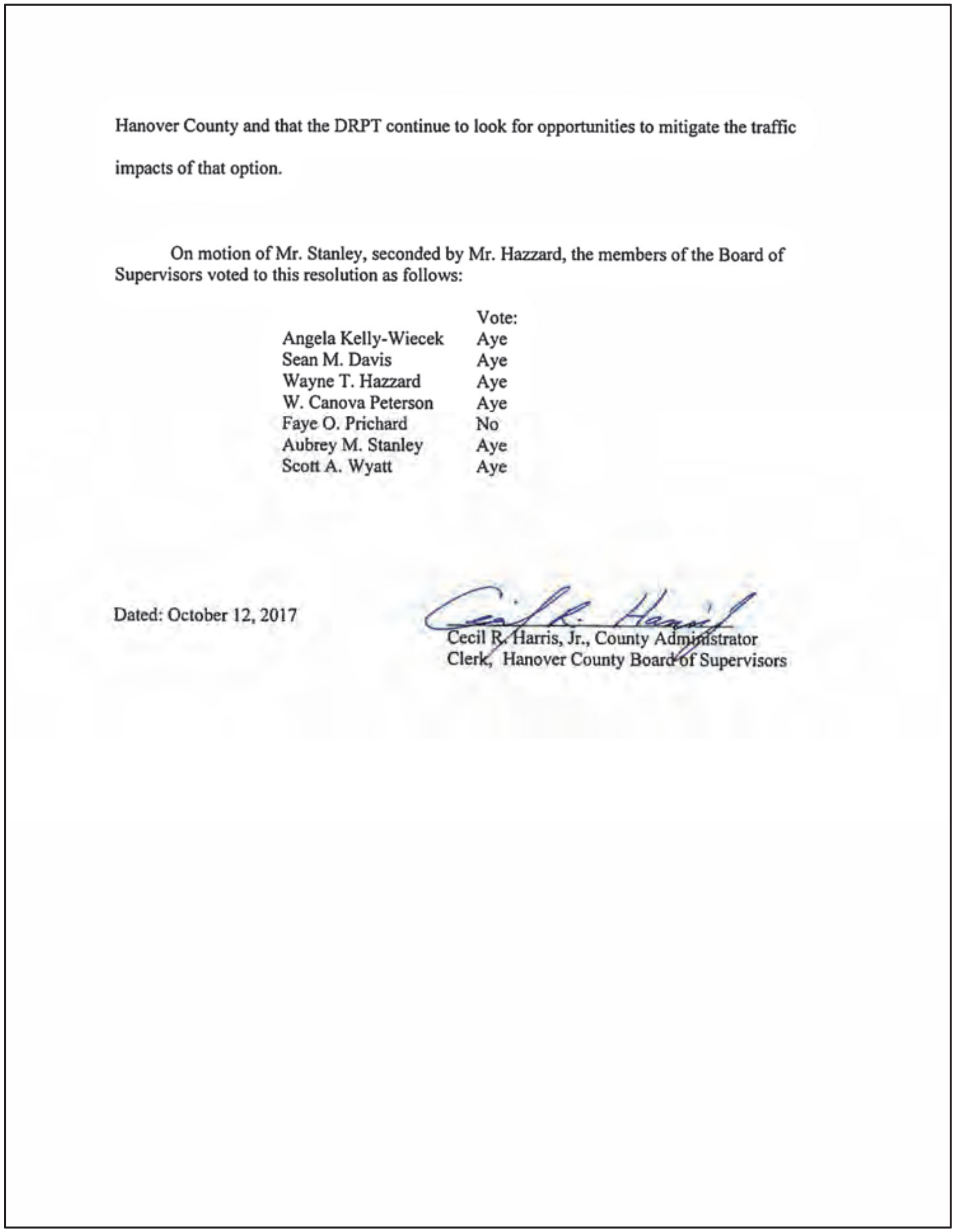
The draft Tier II EIS clearly demonstrates that the 3-2-3 Alternative would have far fewer impacts on environmental resources, agricultural resources, residences and commercial buildings than any of the other alternatives and would subject far fewer people to noise, vibration and visual impacts than any of the other alternatives.

The 3-2-3 Alternative is fully consistent with the "incremental approach" specified in the Tier I Environmental Impact Statement adopted in 2002 which calls for improvements to be made in existing corridors and only when, and if, needed and funding is available. The ongoing revolution in transportation technology makes uncertain any prediction of whether and when rail enhancements in the DC2RVA corridor will be needed and funding will be provided.

All of the other proposed alternatives, other than 3-2-3, would place a cloud of uncertainty on the properties that would have to be acquired and the homes that would have to be demolished for a by-pass. The same cloud would be imposed on the properties in the Town that would be subjected to the prolonged construction periods required for a trench, tunnel or third track at grade and the permanent impacts that would continue after construction. This uncertainty would persist for as long as any of the other alternatives is part of the plans for the DC2RVA Project, even if it is never needed or built.

The 3-2-3 Alternative is the only viable alternative that does not threaten the future viability and existence of homes, businesses and farms located in Hanover, and it poses a less immediate threat to the homes and businesses in Ashland.

NOW, THEREFORE, BE IT RESOLVED by the Hanover County Board of Supervisors to request that the Virginia Department of Rail and Public Transportation, the Commonwealth Transportation Board and the Federal Railway Administration adopt the 3-2-3 Alternative as the means of achieving the DC2RVA Project goals for that portion of the corridor lying within



Hanover County and that the DRPT continue to look for opportunities to mitigate the traffic impacts of that option.

On motion of Mr. Stanley, seconded by Mr. Hazzard, the members of the Board of Supervisors voted to this resolution as follows:

	Vote:
Angela Kelly-Wiecek	Aye
Sean M. Davis	Aye
Wayne T. Hazzard	Aye
W. Canova Peterson	Aye
Faye O. Prichard	No
Aubrey M. Stanley	Aye
Scott A. Wyatt	Aye

Dated: October 12, 2017

Cecil R. Harris

Cecil R. Harris, Jr., County Administrator
Clerk, Hanover County Board of Supervisors

HANOVER COUNTY (continued)

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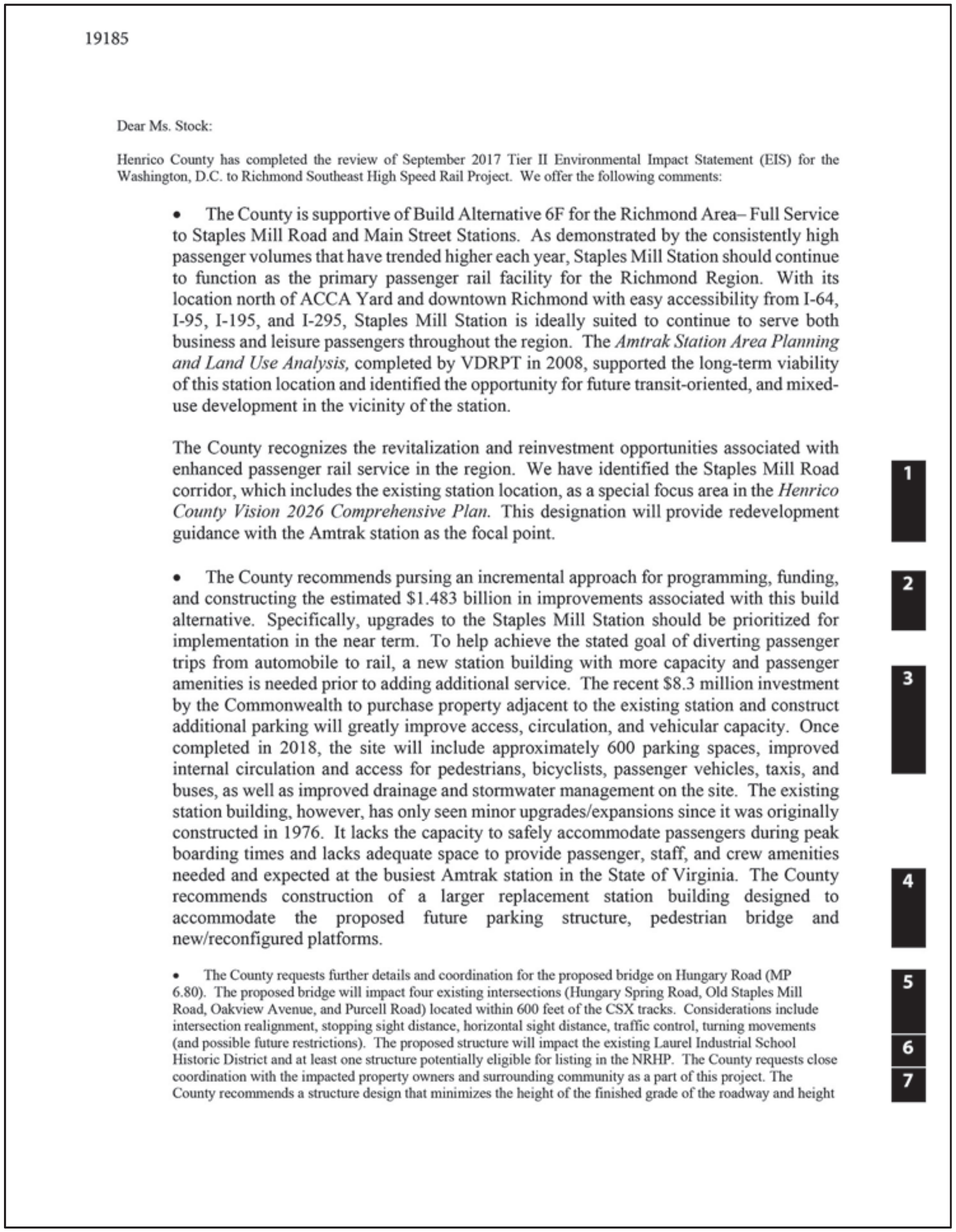


19185

Dear Ms. Stock:

Henrico County has completed the review of September 2017 Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond Southeast High Speed Rail Project. We offer the following comments:

- The County is supportive of Build Alternative 6F for the Richmond Area– Full Service to Staples Mill Road and Main Street Stations. As demonstrated by the consistently high passenger volumes that have trended higher each year, Staples Mill Station should continue to function as the primary passenger rail facility for the Richmond Region. With its location north of ACCA Yard and downtown Richmond with easy accessibility from I-64, I-95, I-195, and I-295, Staples Mill Station is ideally suited to continue to serve both business and leisure passengers throughout the region. The *Amtrak Station Area Planning and Land Use Analysis*, completed by VDRPT in 2008, supported the long-term viability of this station location and identified the opportunity for future transit-oriented, and mixed-use development in the vicinity of the station.

  1 The County recognizes the revitalization and reinvestment opportunities associated with enhanced passenger rail service in the region. We have identified the Staples Mill Road corridor, which includes the existing station location, as a special focus area in the *Henrico County Vision 2026 Comprehensive Plan*. This designation will provide redevelopment guidance with the Amtrak station as the focal point.

- 2 The County recommends pursing an incremental approach for programming, funding, and constructing the estimated $1.483 billion in improvements associated with this build alternative. Specifically, upgrades to the Staples Mill Station should be prioritized for implementation in the near term. 3 To help achieve the stated goal of diverting passenger trips from automobile to rail, a new station building with more capacity and passenger amenities is needed prior to adding additional service. The recent $8.3 million investment by the Commonwealth to purchase property adjacent to the existing station and construct additional parking will greatly improve access, circulation, and vehicular capacity. Once completed in 2018, the site will include approximately 600 parking spaces, improved internal circulation and access for pedestrians, bicyclists, passenger vehicles, taxis, and buses, as well as improved drainage and stormwater management on the site. The existing station building, however, has only seen minor upgrades/expansions since it was originally constructed in 1976. It lacks the capacity to safely accommodate passengers during peak boarding times and lacks adequate space to provide passenger, staff, and crew amenities needed and expected at the busiest Amtrak station in the State of Virginia. 4 The County recommends construction of a larger replacement station building designed to accommodate the proposed future parking structure, pedestrian bridge and new/reconfigured platforms.

- 5 The County requests further details and coordination for the proposed bridge on Hungary Road (MP 6.80). The proposed bridge will impact four existing intersections (Hungary Spring Road, Old Staples Mill Road, Oakview Avenue, and Purcell Road) located within 600 feet of the CSX tracks. Considerations include intersection realignment, stopping sight distance, horizontal sight distance, traffic control, turning movements (and possible future restrictions). 6 The proposed structure will impact the existing Laurel Industrial School Historic District and at least one structure potentially eligible for listing in the NRHP. The County requests close coordination with the impacted property owners and surrounding community as a part of this project. 7 The County recommends a structure design that minimizes the height of the finished grade of the roadway and height

HENRICO COUNTY

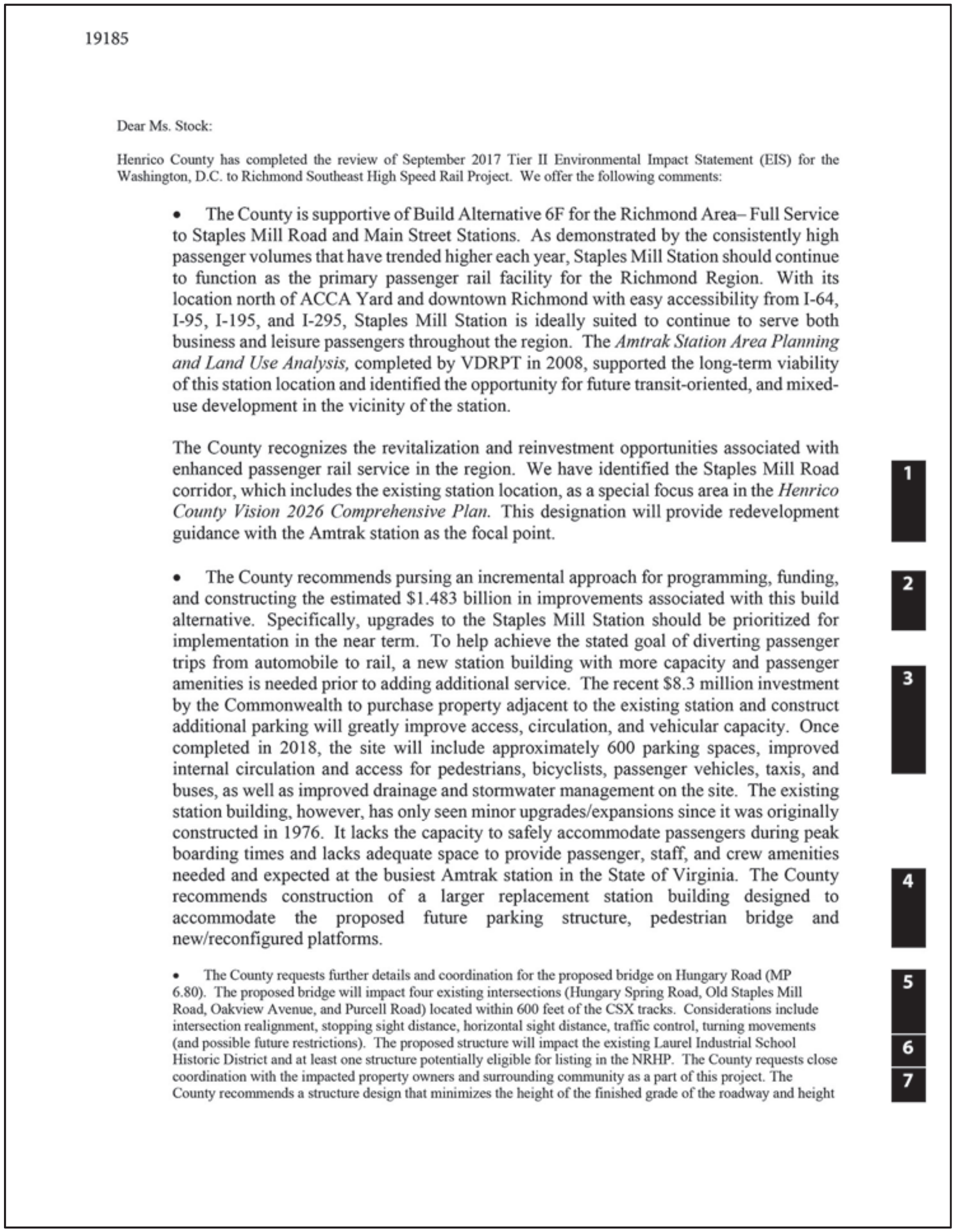
1. Comment noted. Staples Mill Road Station and its location within Henrico County as it relates to transportation and comprehensive planning is discussed in Section 3.11.3 of the Draft EIS. Alternative 6F was selected as the Preferred Alternative for the Richmond Area, which includes service to and improvements at Staples Mill Road Station.

2. DRPT anticipates that the DC2RVA Project will be implemented incrementally, based on identified priorities for track capacity projects, as funding becomes available. DRPT anticipates that funding for the Project will come from multiple sources, including federal, state, and local funds, plus passenger fare revenue recovery and private sector sources. These next steps in the Project (funding, priorities, and the incremental approach, as well as details on final design, permitting, and construction) are summarized in Chapter 7 of the Final EIS, which has been added since the Draft EIS

3 and 4. At Staples Mill Road Station in Henrico County, the Preferred Alternative for the Richmond area (Alternative 6F: Full Service, Staples Mill Road/Main Street Stations) recommends: removing existing platforms and constructing two new 1,200-foot level-boarding island platforms (top elevation 48" above top of rail) on the east side of the right-of-way opposite the existing station building; constructing a pedestrian bridge with an elevator and stairs to access the platforms; and replacing the existing station building with an approximately 10,400 square foot two-story building. The Final EIS reflects the expansion of the existing parking lot at Staples Mill Road Station by DRPT, Amtrak, and VDOT in June 2018; see Section 4.3.6 of the Final EIS.

Refer to DRPT-numbered statement #2 for response on funding and implementation. This does not preclude upgrading Staples Mill Road Station independently of the DC2RVA Project, should federal, state, local, or other funding become available.

(Responses are continued on next page)



19185

Dear Ms. Stock:

Henrico County has completed the review of September 2017 Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond Southeast High Speed Rail Project. We offer the following comments:

- The County is supportive of Build Alternative 6F for the Richmond Area– Full Service to Staples Mill Road and Main Street Stations. As demonstrated by the consistently high passenger volumes that have trended higher each year, Staples Mill Station should continue to function as the primary passenger rail facility for the Richmond Region. With its location north of ACCA Yard and downtown Richmond with easy accessibility from I-64, I-95, I-195, and I-295, Staples Mill Station is ideally suited to continue to serve both business and leisure passengers throughout the region. The *Amtrak Station Area Planning and Land Use Analysis*, completed by VDRPT in 2008, supported the long-term viability of this station location and identified the opportunity for future transit-oriented, and mixed-use development in the vicinity of the station.

  The County recognizes the revitalization and reinvestment opportunities associated with enhanced passenger rail service in the region. We have identified the Staples Mill Road corridor, which includes the existing station location, as a special focus area in the *Henrico County Vision 2026 Comprehensive Plan*. This designation will provide redevelopment guidance with the Amtrak station as the focal point. 1

- The County recommends pursing an incremental approach for programming, funding, and constructing the estimated $1.483 billion in improvements associated with this build alternative. Specifically, upgrades to the Staples Mill Station should be prioritized for implementation in the near term. To help achieve the stated goal of diverting passenger trips from automobile to rail, a new station building with more capacity and passenger amenities is needed prior to adding additional service. The recent $8.3 million investment by the Commonwealth to purchase property adjacent to the existing station and construct additional parking will greatly improve access, circulation, and vehicular capacity. Once completed in 2018, the site will include approximately 600 parking spaces, improved internal circulation and access for pedestrians, bicyclists, passenger vehicles, taxis, and buses, as well as improved drainage and stormwater management on the site. The existing station building, however, has only seen minor upgrades/expansions since it was originally constructed in 1976. It lacks the capacity to safely accommodate passengers during peak boarding times and lacks adequate space to provide passenger, staff, and crew amenities needed and expected at the busiest Amtrak station in the State of Virginia. The County recommends construction of a larger replacement station building designed to accommodate the proposed future parking structure, pedestrian bridge and new/reconfigured platforms. 2 3 4

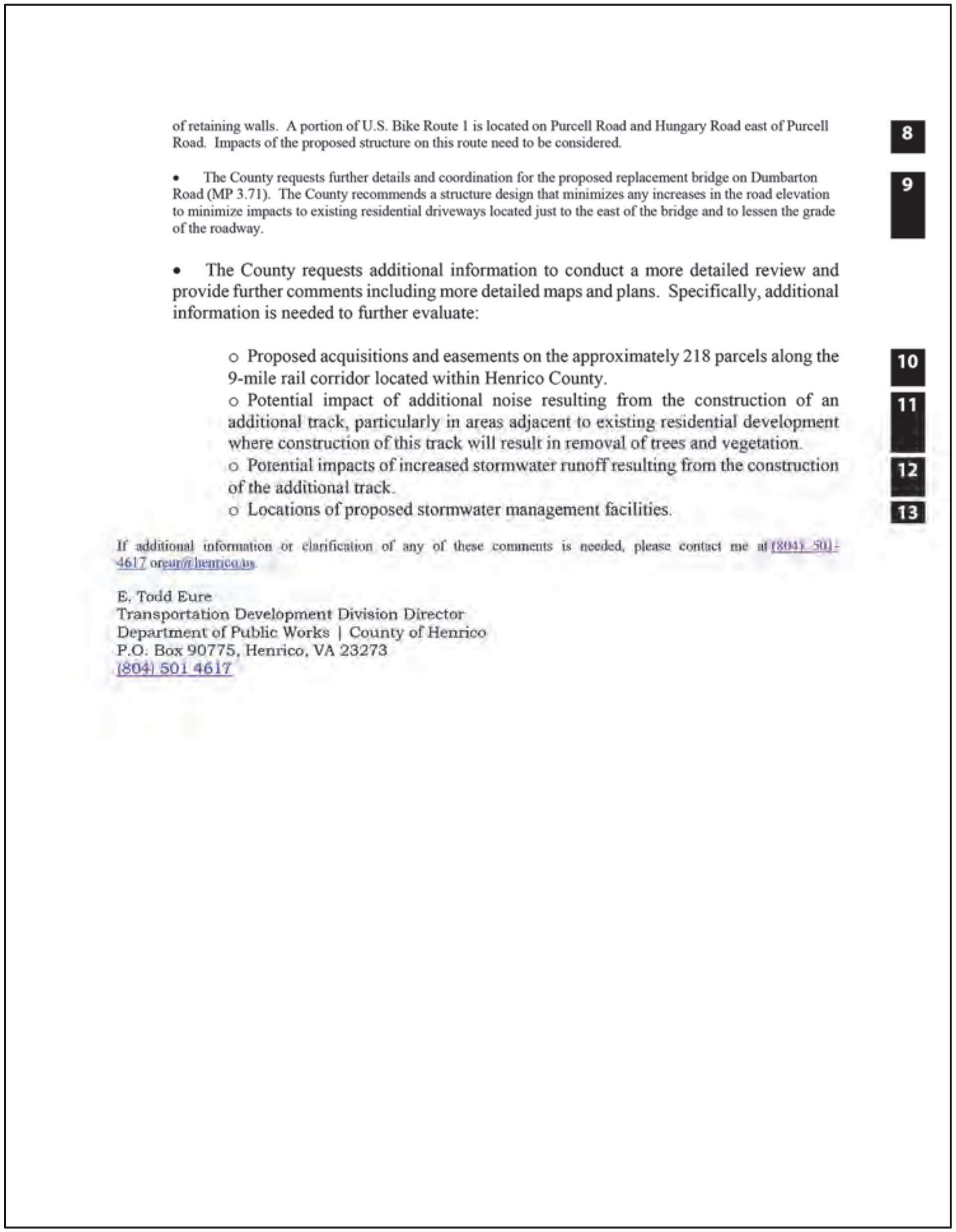
- The County requests further details and coordination for the proposed bridge on Hungary Road (MP 6.80). The proposed bridge will impact four existing intersections (Hungary Spring Road, Old Staples Mill Road, Oakview Avenue, and Purcell Road) located within 600 feet of the CSX tracks. Considerations include intersection realignment, stopping sight distance, horizontal sight distance, traffic control, turning movements (and possible future restrictions). The proposed structure will impact the existing Laurel Industrial School Historic District and at least one structure potentially eligible for listing in the NRHP. The County requests close coordination with the impacted property owners and surrounding community as a part of this project. The County recommends a structure design that minimizes the height of the finished grade of the roadway and height 5 6 7

HENRICO COUNTY

5. DRPT welcomes input regarding the design of the proposed Hungary Road overpass and will continue to coordinate with the County and other stakeholders during final design, which will occur after funding becomes available and incremental improvements are scheduled. The County's considerations for the proposed Hungary Road overpass are noted.

6. The Laurel Industrial School Historic District is eligible for the National Register of Historic Places (NRHP) as a district, and the Main Building (the Robert Stiles Building) on the Laurel Industrial School campus is also individually eligible for the NRHP. Both resources were discussed in the Project technical reports and both the Draft and Final EIS which describe their significance, state their eligibility, and present the potential for the Project to adversely impact these resources. This data can be found in and Chapters 3, 4, and 5 and Appendix R of the Draft EIS and in Chapters 5 and 6 and Appendix D of the Final EIS. Based on coordination with the Virginia Department of Historic Resources (DHR), it has been determined that the creation of the overpass will have an adverse effect on the historic district and the Main Building. Both resources are included in the Section 106 Draft Memorandum of Agreement (Appendix K of the Final EIS), which outlines steps being completed to mitigate the adverse effect on these two resources.

7. The County's recommendations to minimize the height of the finished grade of the roadway and retaining walls are noted. The height of the finished grade of the roadway will be determined during final design, and will be controlled by the existing elevation of the track, the FRA requirement for a vertical clearance of 24 feet 3 inches to the lowest member of the structure, the structure depth determined by the span width to meet CSXT horizontal clearance requirements, and the superstructure depth based on the projected traffic volumes and types of vehicles.



of retaining walls. A portion of U.S. Bike Route 1 is located on Purcell Road and Hungary Road east of Purcell Road. Impacts of the proposed structure on this route need to be considered. 8

- The County requests further details and coordination for the proposed replacement bridge on Dumbarton Road (MP 3.71). The County recommends a structure design that minimizes any increases in the road elevation to minimize impacts to existing residential driveways located just to the east of the bridge and to lessen the grade of the roadway. 9

- The County requests additional information to conduct a more detailed review and provide further comments including more detailed maps and plans. Specifically, additional information is needed to further evaluate:
  - Proposed acquisitions and easements on the approximately 218 parcels along the 9-mile rail corridor located within Henrico County. 10
  - Potential impact of additional noise resulting from the construction of an additional track, particularly in areas adjacent to existing residential development where construction of this track will result in removal of trees and vegetation. 11
  - Potential impacts of increased stormwater runoff resulting from the construction of the additional track. 12
  - Locations of proposed stormwater management facilities. 13

If additional information or clarification of any of these comments is needed, please contact me at (804) 501-4617 or eur@henrico.us.

E. Todd Eure
Transportation Development Division Director
Department of Public Works | County of Henrico
P.O. Box 90775, Henrico, VA 23273
(804) 501 4617

HENRICO COUNTY (continued)

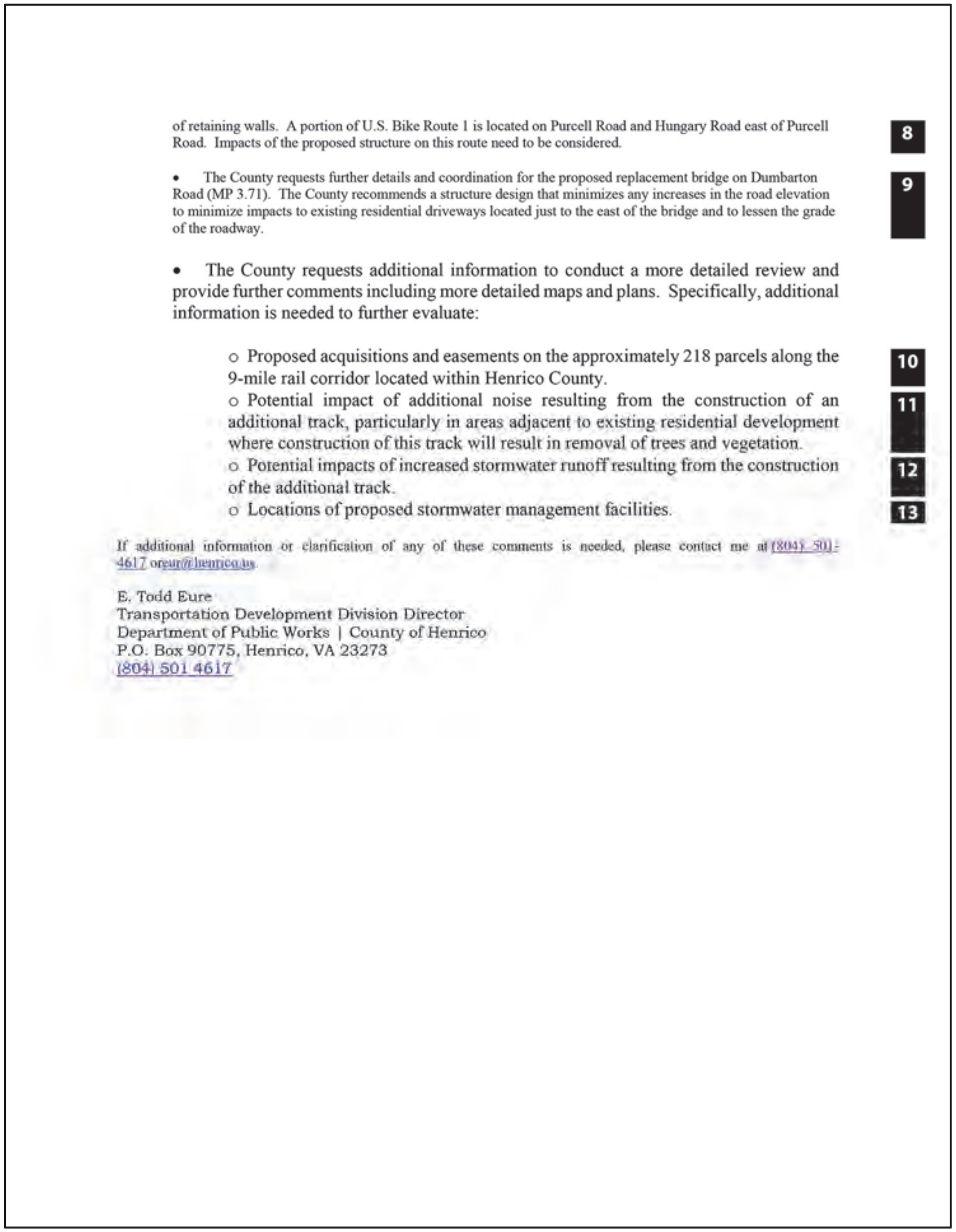
8. US Bike Route 1 is included in the proposed improvements approaching the proposed Hungary Road overpass. US Bike Route 1 connectivity will be maintained during the construction of Project improvements.

9. DRPT welcomes input regarding the design of the Dumbarton Road overpass and will continue to coordinate with the County and other stakeholders during final design, which will occur after funding becomes available and incremental improvements are scheduled. The County's recommendations for the proposed Dumbarton Road overpass are noted.

10. DRPT will continue to work to minimize property impacts during the final design process of the Project, which will take place once funding becomes available and incremental improvements are scheduled.

    Right of way and relocations are discussed in Section 5.11 of the Final EIS, which have been updated since the Draft EIS to reflect the conceptual design of the Preferred Alternative, as described in Chapter 4 of the Final EIS. Total and partial acquisition of parcels are expected throughout the corridor as part of the Project. The right-of-way acquisition process, including property owner notification, appraisal, acquisition, and relocation, will be conducted by VDOT, in coordination with DRPT and FRA, in accordance with Federal and state statutes and regulations. The CSXT crossing of Hungary Road, in Henrico County, is proposed to be modified to a grade-separated crossing under the Preferred Alternative. Due to the grade at this location, residential and business relocations may be unavoidable, primarily due to loss of access. Partial acquisitions of parcels will occur in other areas of Henrico County as well.

(Responses are continued on next page)



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  - o Potential impact of additional noise resulting from the construction of an additional track, particularly in areas adjacent to existing residential development where construction of this track will result in removal of trees and vegetation. **11**
  - o Potential impacts of increased stormwater runoff resulting from the construction of the additional track. **12**
  - o Locations of proposed stormwater management facilities. **13**

If additional information or clarification of any of these comments is needed, please contact me at (804) 501-4617 oreur@henrico.us.

E. Todd Eure
Transportation Development Division Director
Department of Public Works | County of Henrico
P.O. Box 90775, Henrico, VA 23273
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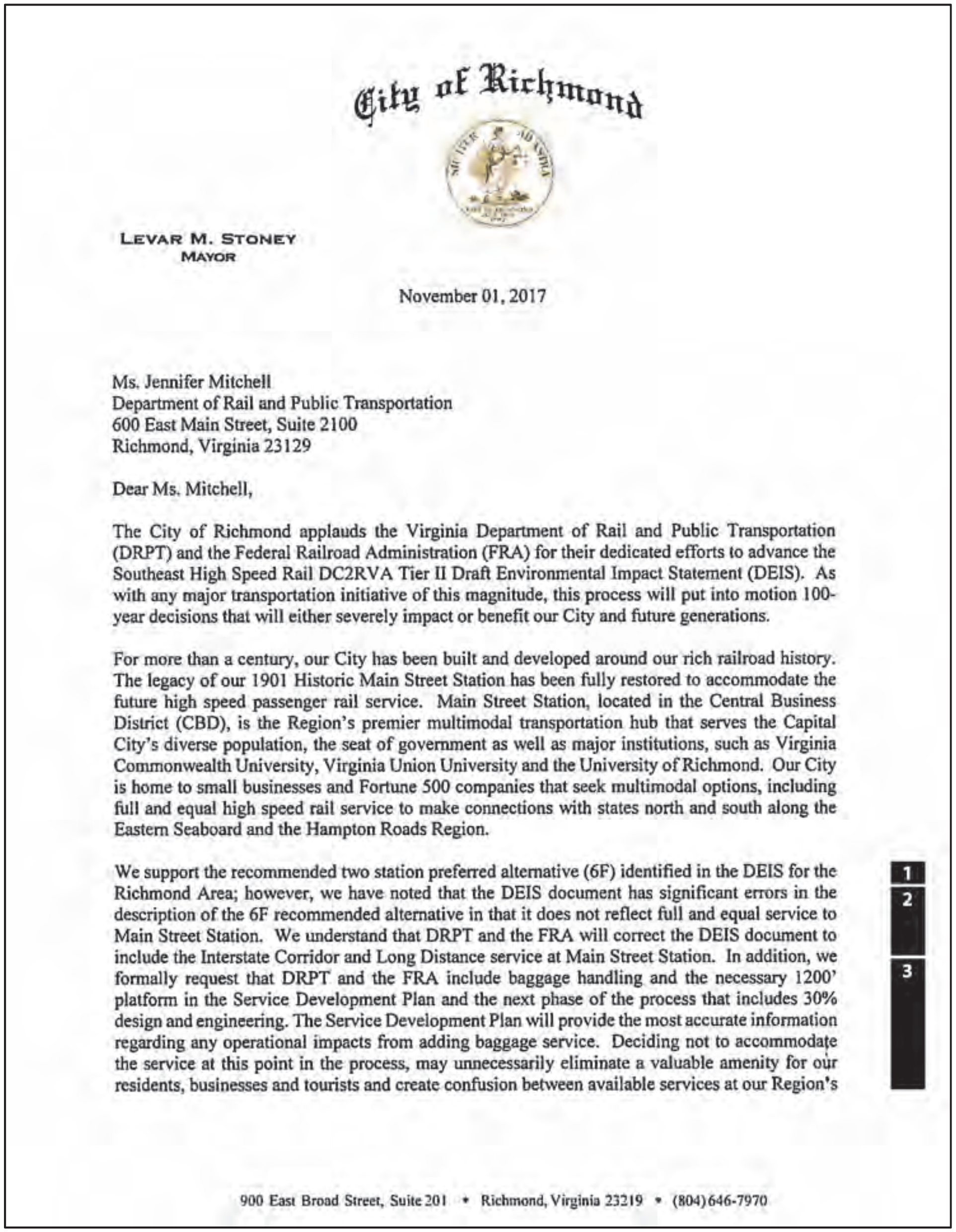
HENRICO COUNTY (continued)

11. DRPT evaluated noise effects of the proposed intercity passenger trains using FRA methods which qualify potential noise impacts as either moderate or severe. Locations where moderate and severe noise impacts are projected to occur are presented in the noise impact contour figures, in the noise and vibration technical report (Appendix P of the Draft EIS). There are no changes to the noise impact contours since the publication of the Draft EIS, with the exception of two areas for noise only; these two areas are detailed in Final EIS Section 5.7 and updated maps are provided in Appendix M of the Final EIS.

    DRPT also evaluated construction noise associated with the Project. After the final design is complete, potential noise impacts will be reevaluated, and mitigation measures will be finalized. Final design will occur after funding becomes available and incremental improvements are scheduled. DRPT also notes that FRA does not consider trees and vegetation to be effective at reducing train noise.

12. Section 5.1.1.3 of the Final EIS discusses the potential stormwater runoff impacts from the construction of additional rail bed and track for the Preferred Alternative. The Preferred Alternative will be designed and constructed in accordance with the Virginia Erosion and Sediment Control Law (§10.1-560 et seq. of the Code of Virginia), the Stormwater Management Act (§10.1-603. 1 et seq. of the Code of Virginia), and the terms and conditions of water quality permits required by USACE, Virginia DEQ, and VMRC.

13. Detailed drainage plans, including the locations of proposed stormwater management facilities, will be developed and shared with stakeholders during final design, which will take place once funding becomes available and incremental improvements are scheduled.



City of Richmond

LEVAR M. STONEY
MAYOR

November 01, 2017

Ms. Jennifer Mitchell
Department of Rail and Public Transportation
600 East Main Street, Suite 2100
Richmond, Virginia 23129

Dear Ms. Mitchell,

The City of Richmond applauds the Virginia Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) for their dedicated efforts to advance the Southeast High Speed Rail DC2RVA Tier II Draft Environmental Impact Statement (DEIS). As with any major transportation initiative of this magnitude, this process will put into motion 100-year decisions that will either severely impact or benefit our City and future generations.

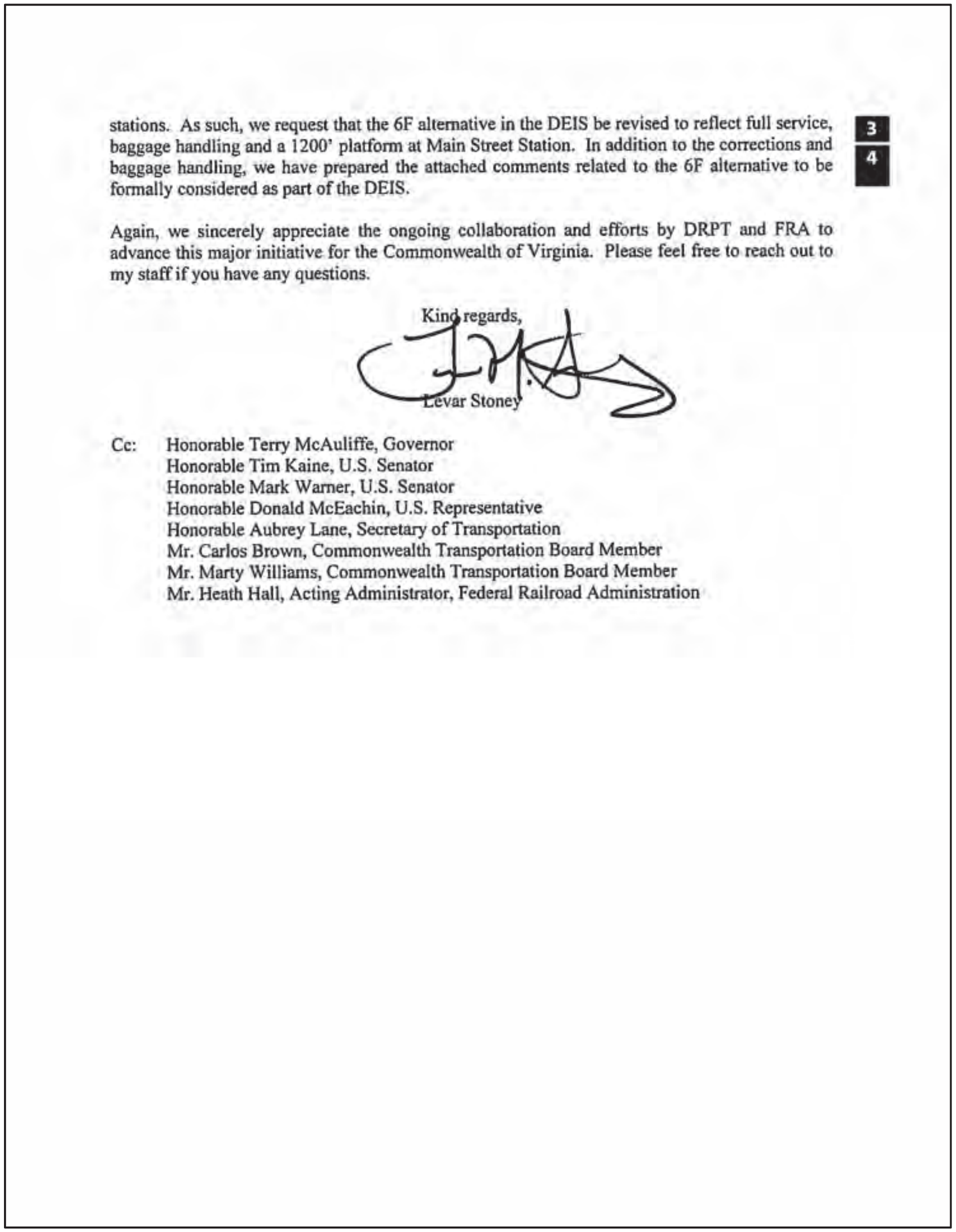
For more than a century, our City has been built and developed around our rich railroad history. The legacy of our 1901 Historic Main Street Station has been fully restored to accommodate the future high speed passenger rail service. Main Street Station, located in the Central Business District (CBD), is the Region's premier multimodal transportation hub that serves the Capital City's diverse population, the seat of government as well as major institutions, such as Virginia Commonwealth University, Virginia Union University and the University of Richmond. Our City is home to small businesses and Fortune 500 companies that seek multimodal options, including full and equal high speed rail service to make connections with states north and south along the Eastern Seaboard and the Hampton Roads Region.

We support the recommended two station preferred alternative (6F) identified in the DEIS for the 1
Richmond Area; however, we have noted that the DEIS document has significant errors in the 2
description of the 6F recommended alternative in that it does not reflect full and equal service to
Main Street Station. We understand that DRPT and the FRA will correct the DEIS document to
include the Interstate Corridor and Long Distance service at Main Street Station. In addition, we
formally request that DRPT and the FRA include baggage handling and the necessary 1200' 3
platform in the Service Development Plan and the next phase of the process that includes 30%
design and engineering. The Service Development Plan will provide the most accurate information
regarding any operational impacts from adding baggage service. Deciding not to accommodate
the service at this point in the process, may unnecessarily eliminate a valuable amenity for our
residents, businesses and tourists and create confusion between available services at our Region's

900 East Broad Street, Suite 201 • Richmond, Virginia 23219 • (804) 646-7970

CITY OF RICHMOND

1. DRPT notes the City's recommendation of Build Alternative 6F: Full Service (Staples Mill Road Station and Main Street Station), which has been selected as the Preferred Alternative for inclusion in the Final EIS.
2. DRPT agrees that an incorrect summary of Build Alternative 6F with regard to service at Main Street Station was provided in the "Recommended Preferred Alternative" section of the Draft EIS Executive Summary (note that the full detailed descriptions provided in Chapters 2 and 7 of the Draft EIS were correct). The Draft Executive Summary text has been corrected; refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS. Additionally, DRPT has ensure that all descriptions of Alternative 6F are correct throughout the Final EIS.
3. The City provided detailed comments regarding 1,200-foot platforms on the west side of Main Street Station in their attachment; refer to DRPT-numbered statements #10 through #15 for response.



stations. As such, we request that the 6F alternative in the DEIS be revised to reflect full service, baggage handling and a 1200' platform at Main Street Station. In addition to the corrections and baggage handling, we have prepared the attached comments related to the 6F alternative to be formally considered as part of the DEIS. 3 4

Again, we sincerely appreciate the ongoing collaboration and efforts by DRPT and FRA to advance this major initiative for the Commonwealth of Virginia. Please feel free to reach out to my staff if you have any questions.

Kind regards,

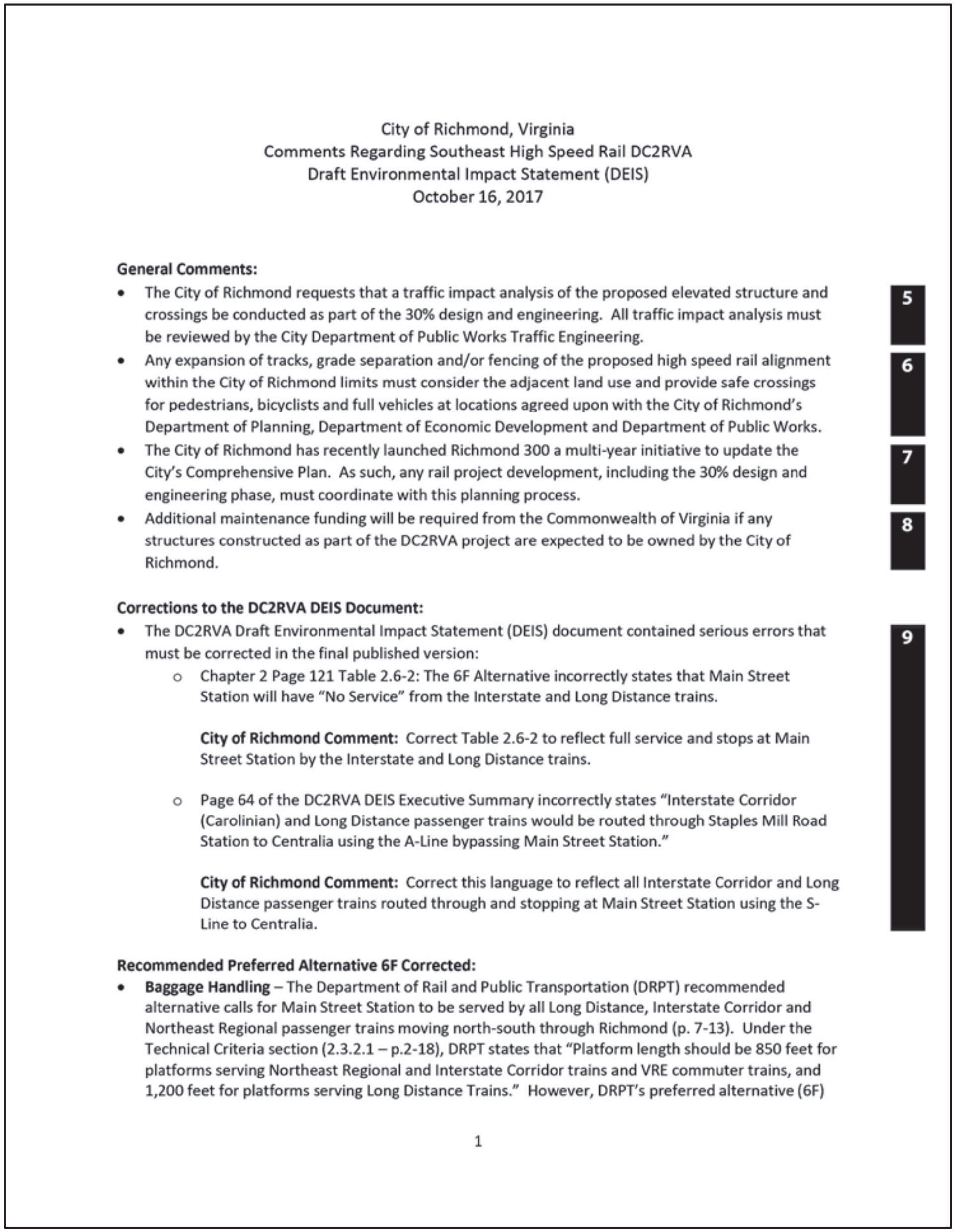
Levar Stoney

Cc: Honorable Terry McAuliffe, Governor
Honorable Tim Kaine, U.S. Senator
Honorable Mark Warner, U.S. Senator
Honorable Donald McEachin, U.S. Representative
Honorable Aubrey Lane, Secretary of Transportation
Mr. Carlos Brown, Commonwealth Transportation Board Member
Mr. Marty Williams, Commonwealth Transportation Board Member
Mr. Heath Hall, Acting Administrator, Federal Railroad Administration

CITY OF RICHMOND (continued)

(Response to comment 3 on previous page)

4. DRPT responded to the City's attached comments; refer to DRPT-numbered statements #5 through #36 below



City of Richmond, Virginia
Comments Regarding Southeast High Speed Rail DC2RVA
Draft Environmental Impact Statement (DEIS)
October 16, 2017

General Comments:

- The City of Richmond requests that a traffic impact analysis of the proposed elevated structure and crossings be conducted as part of the 30% design and engineering. All traffic impact analysis must be reviewed by the City Department of Public Works Traffic Engineering. 5
- Any expansion of tracks, grade separation and/or fencing of the proposed high speed rail alignment within the City of Richmond limits must consider the adjacent land use and provide safe crossings for pedestrians, bicyclists and full vehicles at locations agreed upon with the City of Richmond's Department of Planning, Department of Economic Development and Department of Public Works. 6
- The City of Richmond has recently launched Richmond 300 a multi-year initiative to update the City's Comprehensive Plan. As such, any rail project development, including the 30% design and engineering phase, must coordinate with this planning process. 7
- Additional maintenance funding will be required from the Commonwealth of Virginia if any structures constructed as part of the DC2RVA project are expected to be owned by the City of Richmond. 8

Corrections to the DC2RVA DEIS Document:

- The DC2RVA Draft Environmental Impact Statement (DEIS) document contained serious errors that must be corrected in the final published version: 9
    - Chapter 2 Page 121 Table 2.6-2: The 6F Alternative incorrectly states that Main Street Station will have "No Service" from the Interstate and Long Distance trains.

      City of Richmond Comment: Correct Table 2.6-2 to reflect full service and stops at Main Street Station by the Interstate and Long Distance trains.

    - Page 64 of the DC2RVA DEIS Executive Summary incorrectly states "Interstate Corridor (Carolinian) and Long Distance passenger trains would be routed through Staples Mill Road Station to Centralia using the A-Line bypassing Main Street Station."

      City of Richmond Comment: Correct this language to reflect all Interstate Corridor and Long Distance passenger trains routed through and stopping at Main Street Station using the S-Line to Centralia.

Recommended Preferred Alternative 6F Corrected:

- **Baggage Handling** – The Department of Rail and Public Transportation (DRPT) recommended alternative calls for Main Street Station to be served by all Long Distance, Interstate Corridor and Northeast Regional passenger trains moving north-south through Richmond (p. 7-13). Under the Technical Criteria section (2.3.2.1 – p.2-18), DRPT states that "Platform length should be 850 feet for platforms serving Northeast Regional and Interstate Corridor trains and VRE commuter trains, and 1,200 feet for platforms serving Long Distance Trains." However, DRPT's preferred alternative (6F)

1

CITY OF RICHMOND (continued)

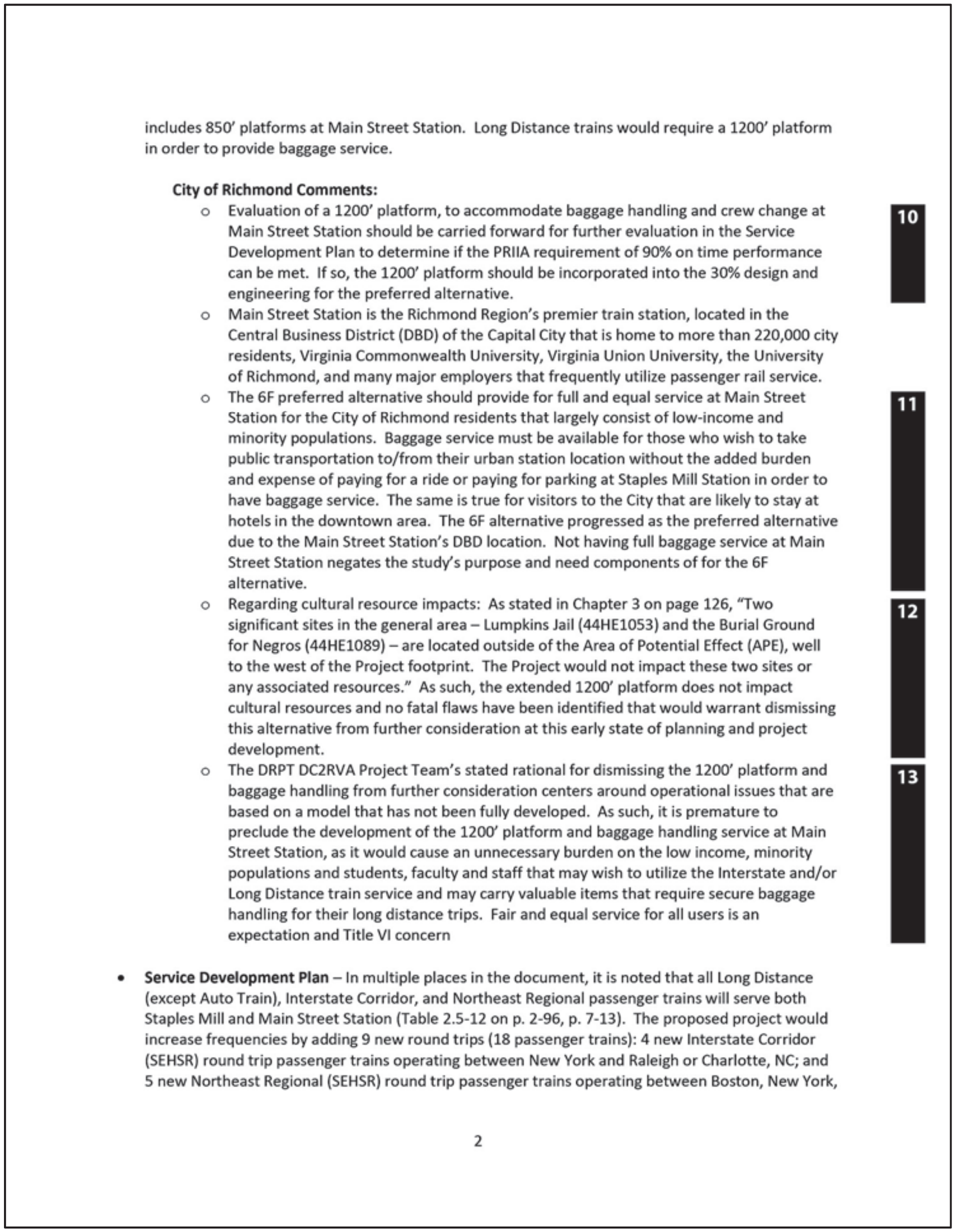
5. The Draft EIS includes a traffic queuing analysis at all at-grade crossings (see Section 4.15.2); the analyses provided are sufficient for the conceptual engineering upon which the Draft EIS analyses are based. Additional review of traffic data to update traffic conditions will be performed for all at-grade crossings, including those recommended for grade separation, as part of final design after funding becomes available and a construction schedule is established.

6. and 7. Comment noted. Land use, comprehensive planning, and land use compatibility of the Preferred Alternative is discussed in Section 5.11 of the Final EIS and bicycle and pedestrian safety is provided in Section 5.18 of the Final EIS, which has been expanded since the Draft EIS. DRPT will coordinate with the City during final design, after funding becomes available and a construction schedule is established, for all work within the City.

8. The DC2RVA Project includes improving track and other rail infrastructure on existing CSXT right-of-way, and while ownership and responsibility for maintenance of proposed Project improvements has not been determined, DRPT anticipates the track and rail infrastructure will be owned and maintained by CSXT. Station improvements, including platforms and parking facilities, would likely be owned and maintained by Amtrak and/or the locality, or other stakeholder.

9. The Build Alternative 6F and Build Alternative 6G rows in Draft EIS Table 2.6-2 were inadvertently switched; the data showing for Build Alternative 6F in the table is appropriate and accurate for Build Alternative 6G, and vice versa. This correction has been made in the Final EIS; refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS.

   In regard to the City's comment on the summary of Alternative 6F within the Draft EIS, refer to DRPT-numbered statement #2.



includes 850' platforms at Main Street Station. Long Distance trains would require a 1200' platform in order to provide baggage service.

City of Richmond Comments:

- Evaluation of a 1200' platform, to accommodate baggage handling and crew change at Main Street Station should be carried forward for further evaluation in the Service Development Plan to determine if the PRIIA requirement of 90% on time performance can be met. If so, the 1200' platform should be incorporated into the 30% design and engineering for the preferred alternative. **10**
- Main Street Station is the Richmond Region's premier train station, located in the Central Business District (DBD) of the Capital City that is home to more than 220,000 city residents, Virginia Commonwealth University, Virginia Union University, the University of Richmond, and many major employers that frequently utilize passenger rail service.
- The 6F preferred alternative should provide for full and equal service at Main Street Station for the City of Richmond residents that largely consist of low-income and minority populations. Baggage service must be available for those who wish to take public transportation to/from their urban station location without the added burden and expense of paying for a ride or paying for parking at Staples Mill Station in order to have baggage service. The same is true for visitors to the City that are likely to stay at hotels in the downtown area. The 6F alternative progressed as the preferred alternative due to the Main Street Station's DBD location. Not having full baggage service at Main Street Station negates the study's purpose and need components of for the 6F alternative. **11**
- Regarding cultural resource impacts: As stated in Chapter 3 on page 126, "Two significant sites in the general area – Lumpkins Jail (44HE1053) and the Burial Ground for Negros (44HE1089) – are located outside of the Area of Potential Effect (APE), well to the west of the Project footprint. The Project would not impact these two sites or any associated resources." As such, the extended 1200' platform does not impact cultural resources and no fatal flaws have been identified that would warrant dismissing this alternative from further consideration at this early state of planning and project development. **12**
- The DRPT DC2RVA Project Team's stated rational for dismissing the 1200' platform and baggage handling from further consideration centers around operational issues that are based on a model that has not been fully developed. As such, it is premature to preclude the development of the 1200' platform and baggage handling service at Main Street Station, as it would cause an unnecessary burden on the low income, minority populations and students, faculty and staff that may wish to utilize the Interstate and/or Long Distance train service and may carry valuable items that require secure baggage handling for their long distance trips. Fair and equal service for all users is an expectation and Title VI concern **13**

- **Service Development Plan** – In multiple places in the document, it is noted that all Long Distance (except Auto Train), Interstate Corridor, and Northeast Regional passenger trains will serve both Staples Mill and Main Street Station (Table 2.5-12 on p. 2-96, p. 7-13). The proposed project would increase frequencies by adding 9 new round trips (18 passenger trains): 4 new Interstate Corridor (SEHSR) round trip passenger trains operating between New York and Raleigh or Charlotte, NC; and 5 new Northeast Regional (SEHSR) round trip passenger trains operating between Boston, New York,

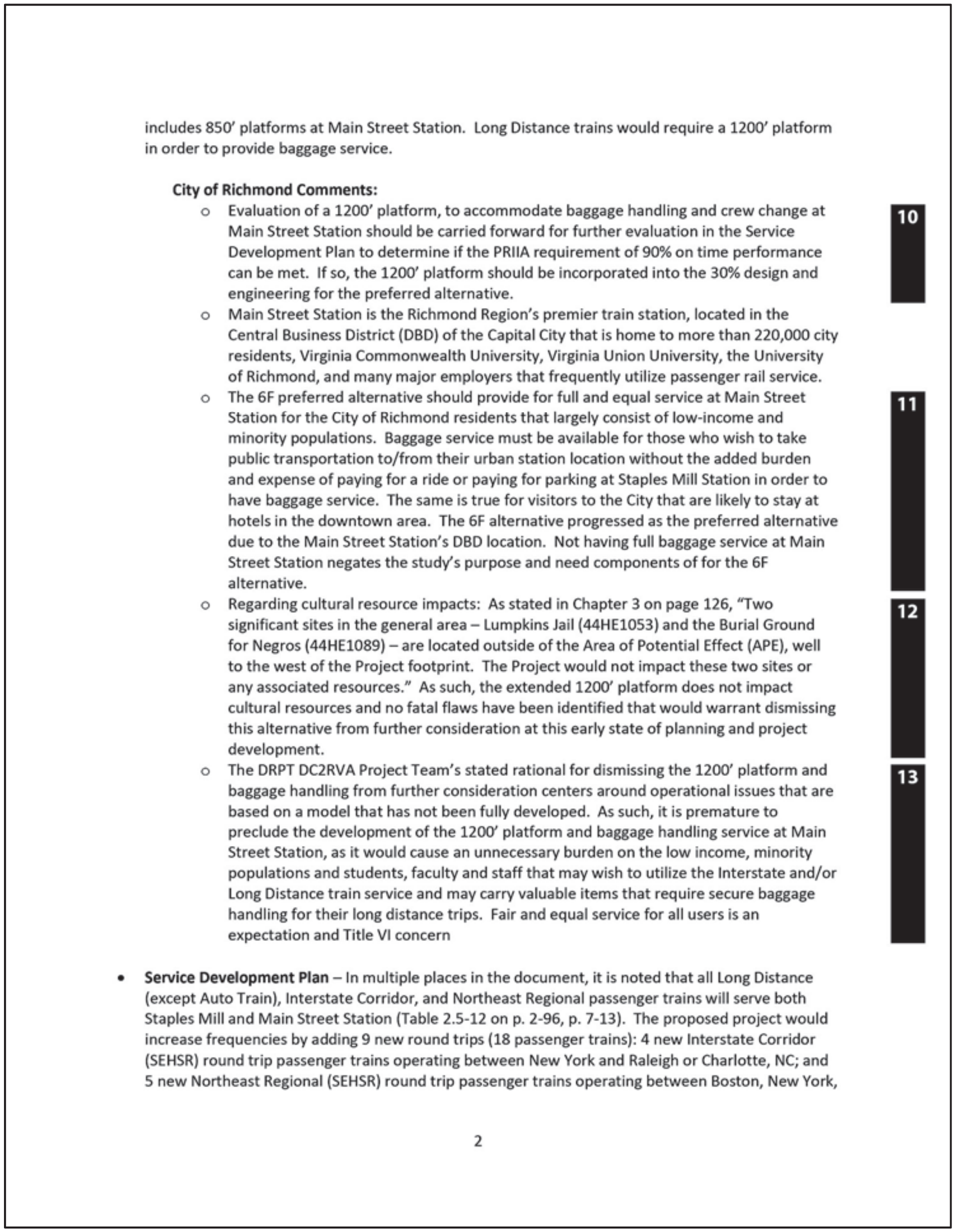
2

CITY OF RICHMOND (continued)

10. through 15. To streamline answers to the City's many concerns at Main Street Station as part of the Preferred Alternative 6F, DRPT has provided a summary explanation for the selection of 6F as the Preferred alternative, followed by response to five topic areas, below:

The DC2RVA Project will add a second track on each side of Main Street Station using the existing elevated rail trestles/viaducts, which currently have one operating track on each side where two tracks previously existed. The two tracks on both east and west sides of the station will be used by both freight and passenger services. The Project will also add two low-level platforms on each side of the station (a total of four platforms). Platforms on the east side of the station will extend 850 feet by 15 feet wide. Platforms on the west side of the station will extend 950 feet by 15 feet wide. The east and west-side platforms adjacent to the station (the "inside" platforms) will incorporate the platforms built into the renovated train shed and extend them north on new structures parallel to the existing track viaduct. These platforms will be accessible from the train shed. The "outside" east and west-side platforms will be built on new structures adjacent to the existing east and west viaducts. Elevators and staircases will provide access to the outside platforms from ground level. The Project will also add a walkway attached to both sides of the western viaduct, extending approximately 200 feet north and south from the new platform ends. The walkways will provide crew the ability to safely enter/exit rail cars that extend beyond the platforms when a passenger train longer than 850 feet is stopped at the station. DRPT will coordinate with the City of Richmond to develop a parking plan for Main Street Station's future intercity passenger needs in conjunction with the City's plans for its property around Main Street Station and other development within Shockoe Valley.

(Responses are continued on next page)



includes 850' platforms at Main Street Station. Long Distance trains would require a 1200' platform in order to provide baggage service.

City of Richmond Comments:

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2

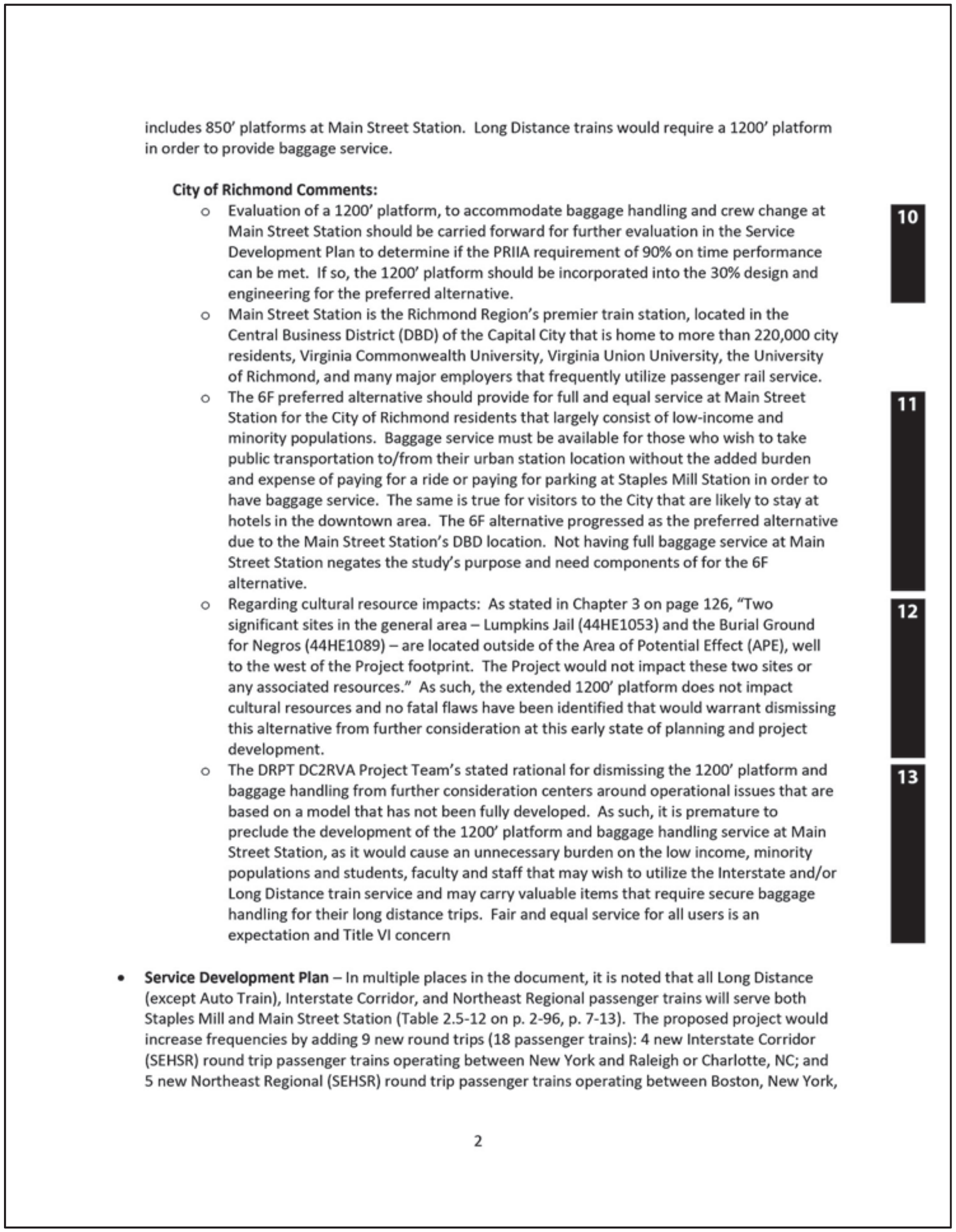
CITY OF RICHMOND (continued)

DRPT considered and dismissed adding a third track on the west side of the station due to site constraints and potential impacts to cultural resources in the area. DRPT also considered and dismissed making the west side platforms 1,200 feet long in keeping with the Project's Basis of Design to fully accommodate long-distance trains, opting instead for a reduced platform length of 950 feet plus an extended walkway, owing to site constraints and to minimize potential impacts to cultural resources. Chapter 4 of the Final EIS clarifies that while Main Street Station site constraints and concerns over potential impacts to cultural resources limit the number of tracks and length of platforms proposed for the station, future passenger service amenities to be provided at the station, such as checked baggage service, are not precluded. Amenities to be provided at each station for a particular passenger service will be determined through coordination between Amtrak, the City of Richmond, and other station stakeholders, and are not included as part of the DC2RVA Project. DRPT has assumed that Amtrak's scheduled crew changes in the Richmond area, which currently occur at Staples Mill Road Station, would continue to occur at Staples Mill Road Station under this alternative. DRPT also included a parking deck on the east side of Main Street Station in the Draft EIS; this parking deck has been dismissed from consideration in lieu of coordinating with the City to develop a Main Street Station parking plan when future service is implemented.

Site Constraints at Main Street Station

Historically, Main Street Station was served by two tracks on the west and two tracks on the east, all on elevated railroad trestle/viaduct. Currently, there is only one track operating on each side of the station on the existing viaducts. DRPT considered adding one or more main tracks on the west side of the station, and determined that one additional track could be added to the viaduct which was constructed for and previously supported two tracks. Any additional track would need to be on new structure and located approximately 35 feet west of the existing rail viaduct to accommodate an island platform of 24 feet width at the station. Site constraints that preclude adding a third track on the west side include:

(Responses are continued on next page)



includes 850' platforms at Main Street Station. Long Distance trains would require a 1200' platform in order to provide baggage service.

City of Richmond Comments:

- Evaluation of a 1200' platform, to accommodate baggage handling and crew change at Main Street Station should be carried forward for further evaluation in the Service Development Plan to determine if the PRIIA requirement of 90% on time performance can be met. If so, the 1200' platform should be incorporated into the 30% design and engineering for the preferred alternative. **10**
- Main Street Station is the Richmond Region's premier train station, located in the Central Business District (DBD) of the Capital City that is home to more than 220,000 city residents, Virginia Commonwealth University, Virginia Union University, the University of Richmond, and many major employers that frequently utilize passenger rail service.
- The 6F preferred alternative should provide for full and equal service at Main Street Station for the City of Richmond residents that largely consist of low-income and minority populations. Baggage service must be available for those who wish to take public transportation to/from their urban station location without the added burden and expense of paying for a ride or paying for parking at Staples Mill Station in order to have baggage service. The same is true for visitors to the City that are likely to stay at hotels in the downtown area. The 6F alternative progressed as the preferred alternative due to the Main Street Station's DBD location. Not having full baggage service at Main Street Station negates the study's purpose and need components of for the 6F alternative. **11**
- Regarding cultural resource impacts: As stated in Chapter 3 on page 126, "Two significant sites in the general area – Lumpkins Jail (44HE1053) and the Burial Ground for Negros (44HE1089) – are located outside of the Area of Potential Effect (APE), well to the west of the Project footprint. The Project would not impact these two sites or any associated resources." As such, the extended 1200' platform does not impact cultural resources and no fatal flaws have been identified that would warrant dismissing this alternative from further consideration at this early state of planning and project development. **12**
- The DRPT DC2RVA Project Team's stated rational for dismissing the 1200' platform and baggage handling from further consideration centers around operational issues that are based on a model that has not been fully developed. As such, it is premature to preclude the development of the 1200' platform and baggage handling service at Main Street Station, as it would cause an unnecessary burden on the low income, minority populations and students, faculty and staff that may wish to utilize the Interstate and/or Long Distance train service and may carry valuable items that require secure baggage handling for their long distance trips. Fair and equal service for all users is an expectation and Title VI concern **13**

- **Service Development Plan** – In multiple places in the document, it is noted that all Long Distance (except Auto Train), Interstate Corridor, and Northeast Regional passenger trains will serve both Staples Mill and Main Street Station (Table 2.5-12 on p. 2-96, p. 7-13). The proposed project would increase frequencies by adding 9 new round trips (18 passenger trains): 4 new Interstate Corridor (SEHSR) round trip passenger trains operating between New York and Raleigh or Charlotte, NC; and 5 new Northeast Regional (SEHSR) round trip passenger trains operating between Boston, New York,

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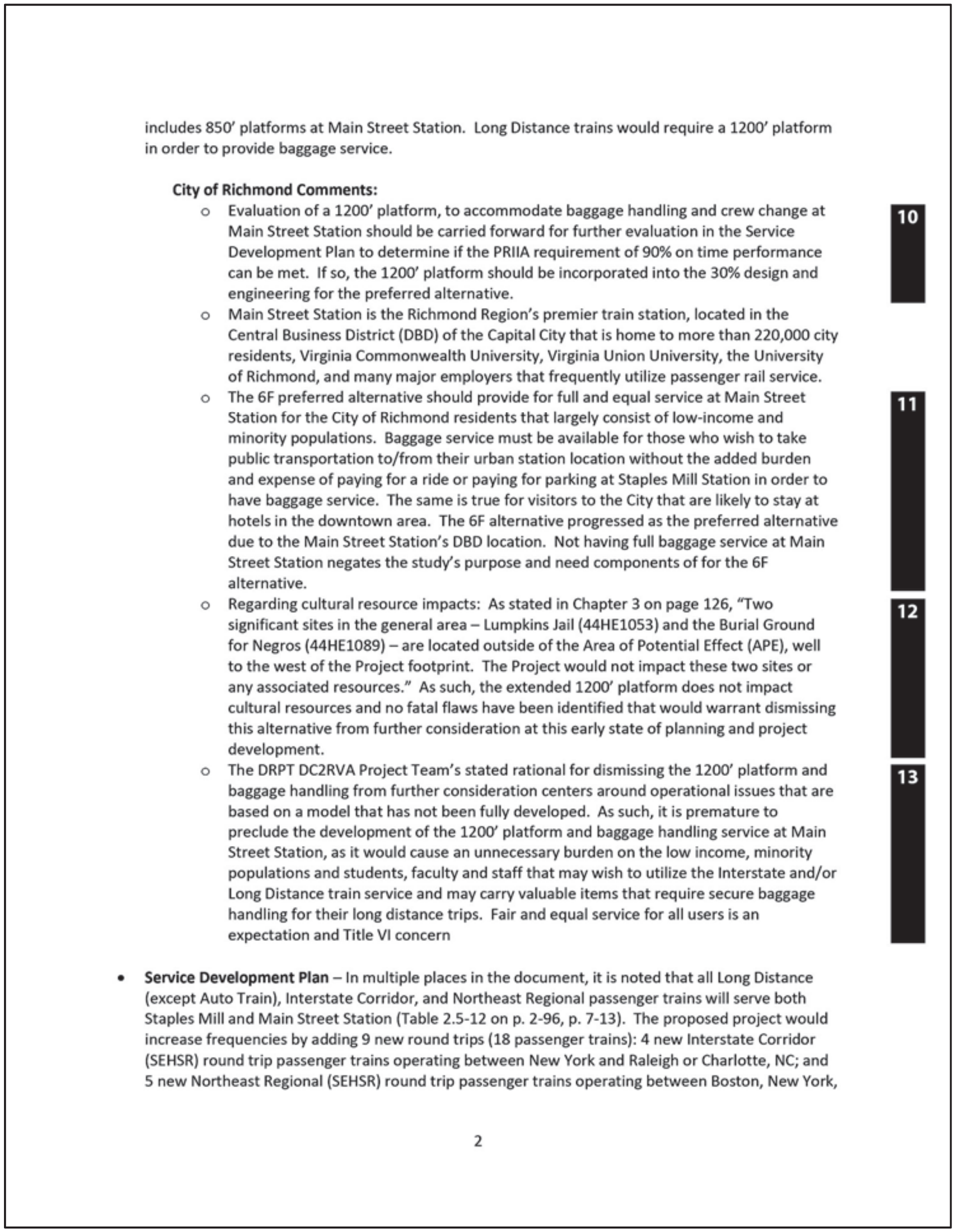
CITY OF RICHMOND (continued)

- The viaduct on the west side of the station threads between two piers (located at the southwest corner of the station building adjacent to East Main Street) supporting I-95 elevated above the viaduct. These and multiple other piers adjacent to the viaduct just south of the station preclude adding an additional track.
- Approximately 1,100 feet south of the station, the viaduct passes through the middle tier of the "triple crossing", an iconic grade-separated rail crossing of three rail lines. The existing viaduct opening is sized for only two tracks, and would not allow a third track without replacing the triple crossing structure.
- Approximately 500 feet north of the renovated train shed, the rail viaducts pass over E. Broad Street. The vertical clearance for Broad Street beneath the rail viaducts is 13 feet-8 inches, which is less than the VDOT standard of 16 feet-6 inches. Broad Street also slopes upward west of the rail viaduct to climb over I-95. Adding a third track across Broad Street 35 feet west of the existing west viaduct would compound the roadway vertical clearance limitations.

DC2RVA's Basis of Design, following Amtrak's Station Program and Planning Guidelines (2013), calls for 1,200 feet long platforms for stations servicing Amtrak's Long Distance passenger trains and 850 feet long platforms for stations serving only Regional passenger trains. The Basis of Design matches the length of the platforms to the length of the train consists, with the goal of allowing direct access from the entire train – locomotive, passenger cars, etc. – to the platform with a single stop. Matching the platform length to the train consist optimizes passenger access, and allows crew members to exit the train safely at the station if needed. DRPT considered adding two 1,200 feet long platforms on the west side of the station that would accommodate the full length of Long Distance trains. However, DRPT determined that two 1,200 feet platforms were not practical on the west side due to physical site constraints and potential impacts to cultural resources. Site constraints that precluded extending the platforms to 1,200 feet are similar to those affecting adding a third track, and include:

(Responses are continued on next page)



includes 850' platforms at Main Street Station. Long Distance trains would require a 1200' platform in order to provide baggage service.

City of Richmond Comments:

- Evaluation of a 1200' platform, to accommodate baggage handling and crew change at Main Street Station should be carried forward for further evaluation in the Service Development Plan to determine if the PRIIA requirement of 90% on time performance can be met. If so, the 1200' platform should be incorporated into the 30% design and engineering for the preferred alternative. 10
- Main Street Station is the Richmond Region's premier train station, located in the Central Business District (DBD) of the Capital City that is home to more than 220,000 city residents, Virginia Commonwealth University, Virginia Union University, the University of Richmond, and many major employers that frequently utilize passenger rail service.
- The 6F preferred alternative should provide for full and equal service at Main Street Station for the City of Richmond residents that largely consist of low-income and minority populations. Baggage service must be available for those who wish to take public transportation to/from their urban station location without the added burden and expense of paying for a ride or paying for parking at Staples Mill Station in order to have baggage service. The same is true for visitors to the City that are likely to stay at hotels in the downtown area. The 6F alternative progressed as the preferred alternative due to the Main Street Station's DBD location. Not having full baggage service at Main Street Station negates the study's purpose and need components of for the 6F alternative. 11
- Regarding cultural resource impacts: As stated in Chapter 3 on page 126, "Two significant sites in the general area – Lumpkins Jail (44HE1053) and the Burial Ground for Negros (44HE1089) – are located outside of the Area of Potential Effect (APE), well to the west of the Project footprint. The Project would not impact these two sites or any associated resources." As such, the extended 1200' platform does not impact cultural resources and no fatal flaws have been identified that would warrant dismissing this alternative from further consideration at this early state of planning and project development. 12
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CITY OF RICHMOND (continued)

- The viaduct on the west side of the station threads between two piers (located at the southwest corner of the station building adjacent to East Main Street) supporting I-95 elevated above the viaduct. These piers physically prevent the west side platforms from extending south.
- Approximately 500 feet north of the renovated train shed, the viaducts pass over E. Broad Street. The vertical clearance for Broad Street beneath the rail viaducts is 13 feet-8 inches, which is less than the VDOT standard of 16 feet-6 inches. Broad Street also slopes upward west of the rail viaducts to climb over I-95. Adding a platform across Broad Street on the west would compound the roadway clearance limitations in order to maintain access to an extended platform.
- The existing rail trestle bridge over Broad Street is an approximately 75 feet thru-truss girder span that prevents access to the tracks from a platform over Broad Street – thus any platform extending north from the station across Broad Street would have an approximately 75 feet gap with no access to the train.

A platform length of 950 feet is the maximum that can be added on the west side without conflict with either the I-95 piers at the southern end, or vertical clearance and track access over Broad Street at the northern end. The use of walkways along the track viaducts extending 200 feet in each direction from the ends of the platform allows crew members to safely exit the train at the station if necessary.

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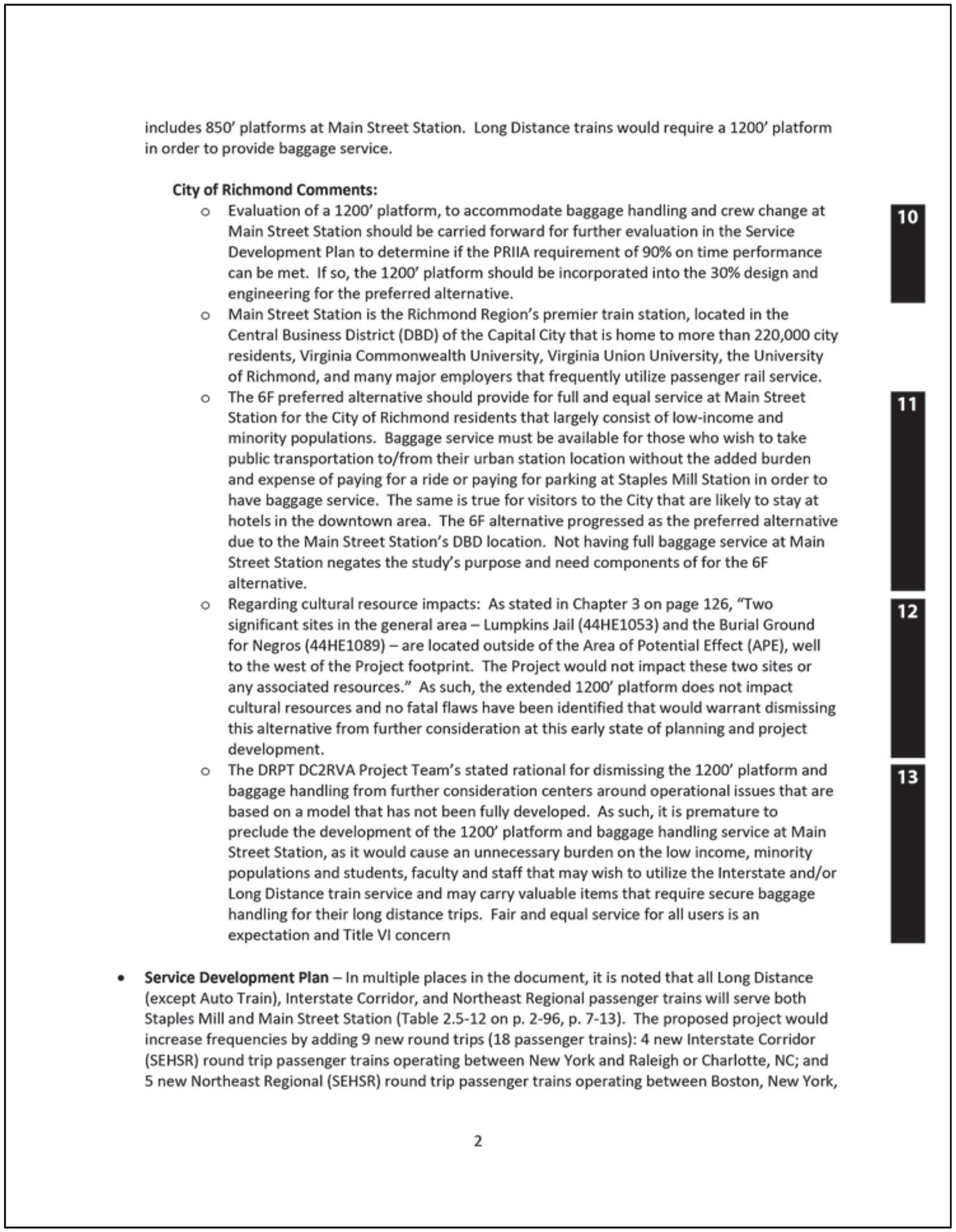

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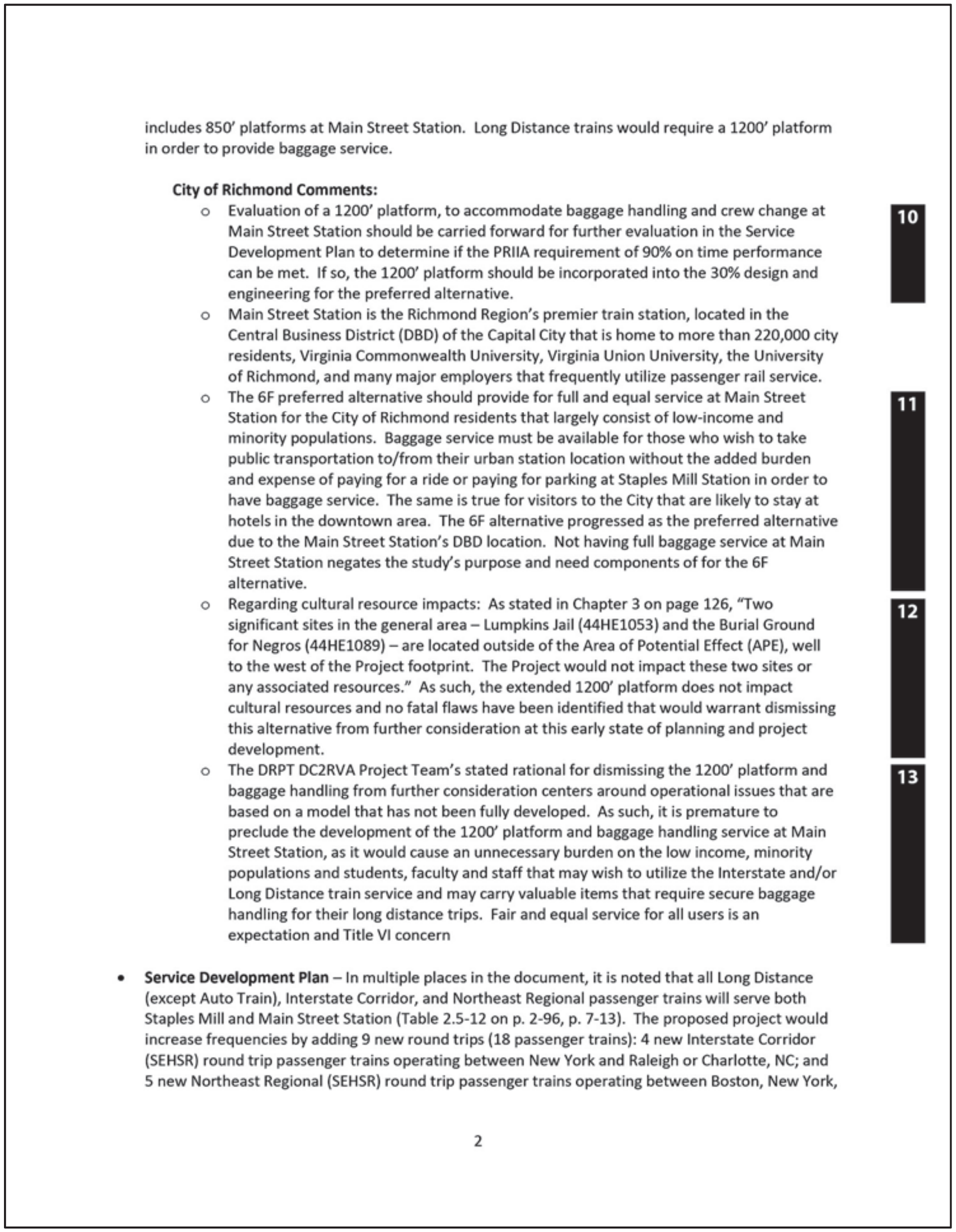
CITY OF RICHMOND (continued)

Concerns for Potential Impacts to Cultural Resources at Main Street Station

Multiple comments received by DRPT and FRA on the Draft EIS cited concerns over potential impacts from the Project to cultural resources in the Shockoe Bottom and Shockoe Valley area around Main Street Station. This includes comments from consulting parties (including the City of Richmond) and other groups and individuals with a vested interest in this area. The City of Richmond as a consulting party has received copies of all 22 technical reports produced on the corridor, associated correspondence, and coordination, and have attended meetings and telephone calls regarding cultural resource issues. The City will continue to be informed of all cultural resource tasks throughout the duration of the Project.

Comments received from all parties regarding this area cite both known architectural and archaeological resources in the area, as well as resources that may be in the area but are not yet identified or clearly defined. Of particular concern to many is the past history of Shockoe Bottom as a slave trading center, the proximity to Lumpkins Jail (Devil's Half-Acre) and the Burial Ground, and the Project's potential effects on "sacred ground". There is also concern that the Project could interfere with development of a memorial to the slave trading history of this area. While the Project footprint does not impact any known archaeological or historic site adjacent to Main Street Station associated with the slave trade, DRPT and FRA determined that minimizing the footprint in this area would reduce any potential impacts to the cultural resources concerns noted above, such as minimizing the platform length to reduce subsurface impacts in this area and eliminating the proposed parking deck. Additionally, at the request of several consulting parties, Lumpkins Jail site was added to the list of historic properties. The DHR determined that the Project will have no adverse effect on the site as no impacts will occur as part of the Project. However, a commitment to create a historic context on the Shockoe Bottom area and the slave trade is included in the Section 106 Draft Memorandum of Agreement (Appendix K of the Final EIS).

(Responses are continued on next page)



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City of Richmond Comments:

- 10 Evaluation of a 1200' platform, to accommodate baggage handling and crew change at Main Street Station should be carried forward for further evaluation in the Service Development Plan to determine if the PRIIA requirement of 90% on time performance can be met. If so, the 1200' platform should be incorporated into the 30% design and engineering for the preferred alternative.
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CITY OF RICHMOND (continued)

Sections 3.1, 5.13.1, 5.13.2, 5.13.3, 5.20.1.3, 6.5.3, 6.6.1, and 6.7 of the Final EIS provides further discussion of the Project's effects to cultural resources in the Shockoe Bottom.

Station Amenities

Amenities to be provided at each station for a particular passenger service will be determined prior to the inception of service through coordination between Amtrak, the station owner/operator, and other stakeholders, and are not included as part of the DC2RVA Project. DRPT has applied Amtrak's Station Program and Planning Guidelines (2013) to determine the general size or footprint of each station building based on 2045 ridership projections for the recommended preferred alternative. Each station is sized to accommodate various crew, passenger and service amenities based on the projected train service and ridership. While the potential cost of the station is included within the DC2RVA Project, the determination of the actual size, design and layout of each station, and the staffing and configuration of station and service amenities, including parking, is not part of the DC2RVA Project.

All of Amtrak's passenger cars have room for passengers to carry on and stow a limited number of bags. In addition, Amtrak typically provides checked baggage service with its Long Distance service, and may also provide checked baggage service with Interstate Corridor and some Regional trains as determined by Amtrak, its state funding partners, and other stakeholders. The provision of checked baggage service at Main Street Station is not precluded by the proposed platform sizes. In the current Amtrak timetable, ten (five round-trip) of the 18 (nine round-trip) trains that serve Richmond (Staples Mill Road Station) have checked baggage service, including: the two Northeast Regional (Virginia-supported) trains (one round-trip) that operate overnight on the Northeast Corridor and extend to Newport News (#66/67) and eight (four round-trip) trains that extend south of Virginia (Silver Star, Silver Meteor, Palmetto and Carolinian). The other four Northeast Regional (Virginia-supported) trains that serve Richmond, Newport News and Norfolk do not have baggage service.

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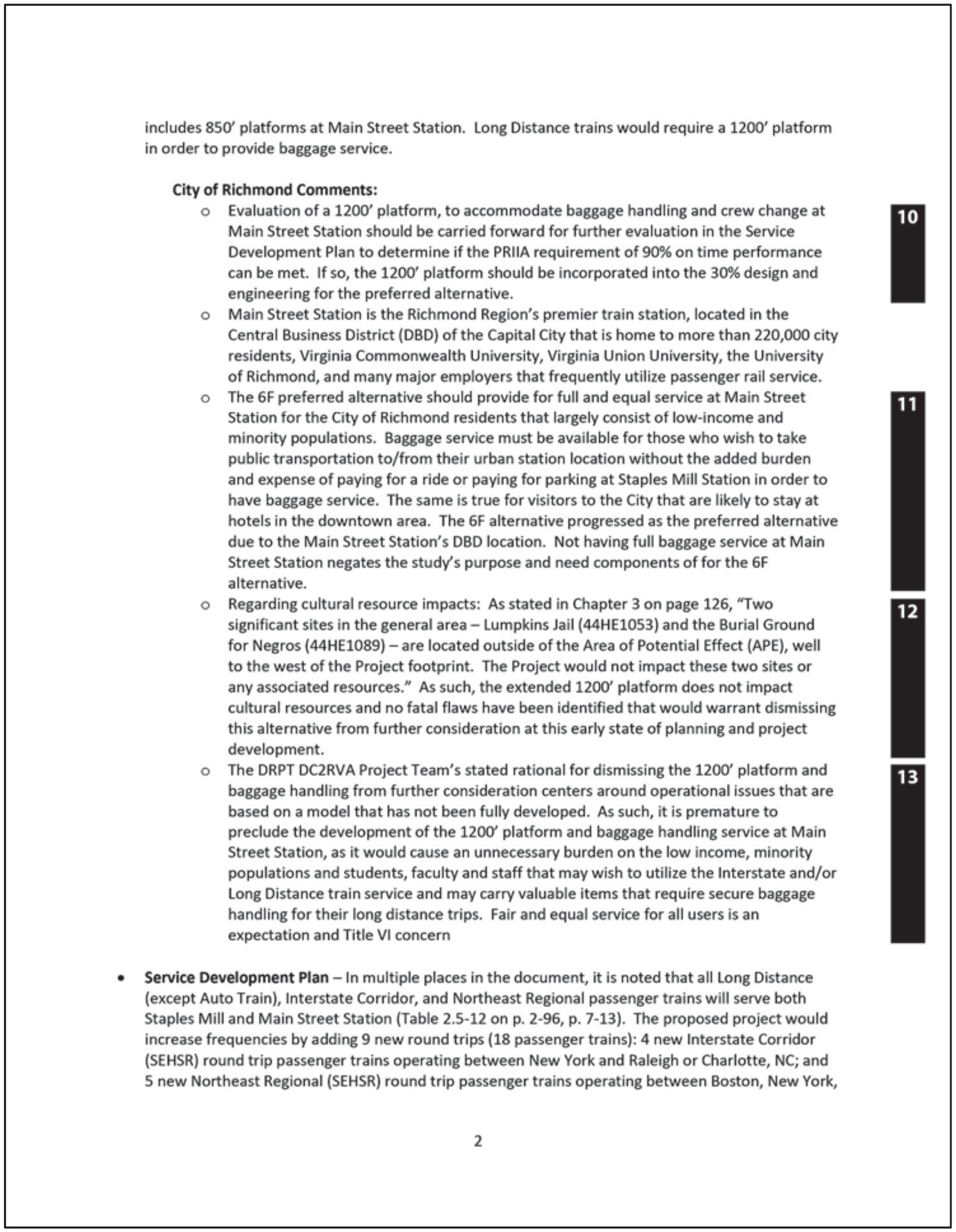

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City of Richmond Comments:

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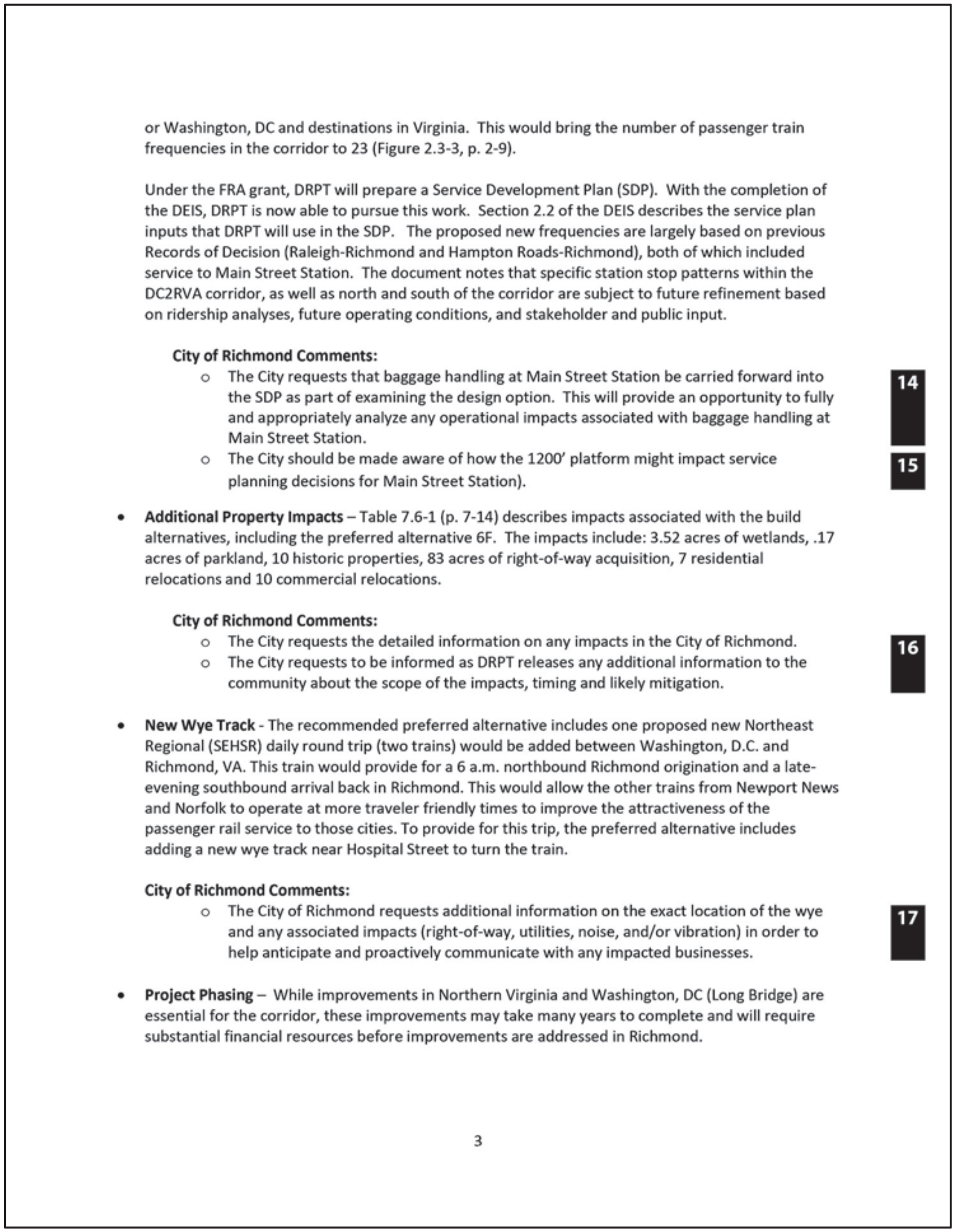
CITY OF RICHMOND (continued)

In the future, when the additional passenger service frequencies proposed by the DC2RVA Project are added to Main Street Station, the provision of checked baggage service will be determined in coordination between Amtrak, its state funding partners, the City of Richmond, and other station stakeholders.

Simulation Model / Service Development Plan

The City stated that it was premature to preclude development of 1,200-foot platforms and checked baggage handling based on the simulations modeling, and requested that these options be carried forward in the Service Development Plan. Although DRPT recognizes that a 1,200-foot platform length is preferred for stations served by Long Distance trains due to their greater length, DRPT has chosen a 950 feet platform length for the west side of Main Street Station due to site constraints which restrict longer platforms and to avoid/reduce potential impacts to cultural resources from longer platforms. DRPT has proposed to extend walkways along the existing track viaduct to accommodate safe crew movements between train and station in lieu of longer platforms. DRPT has also chosen an 850 feet platform length for the east side in keeping with the Project's Basis of Design for the level of service. The proposed 950 feet and 850 feet platforms serve the Project's Purpose and Need with less impacts and less cost than the longer 1,200-foot platforms, and do not preclude checked baggage service at the station. DRPT's computerized operations simulation modeling described above and in the Draft EIS was conducted to inform the comparison of Project alternatives. Subsequent operations simulation modeling reported in the Final EIS validates that the infrastructure proposed in the preferred alternative meets service performance goals defined in the Purpose and Need; refer to Section 3.2 of the Final EIS for details.

(Responses are continued on next page)



or Washington, DC and destinations in Virginia. This would bring the number of passenger train frequencies in the corridor to 23 (Figure 2.3-3, p. 2-9).

Under the FRA grant, DRPT will prepare a Service Development Plan (SDP). With the completion of the DEIS, DRPT is now able to pursue this work. Section 2.2 of the DEIS describes the service plan inputs that DRPT will use in the SDP. The proposed new frequencies are largely based on previous Records of Decision (Raleigh-Richmond and Hampton Roads-Richmond), both of which included service to Main Street Station. The document notes that specific station stop patterns within the DC2RVA corridor, as well as north and south of the corridor are subject to future refinement based on ridership analyses, future operating conditions, and stakeholder and public input.

City of Richmond Comments:

- ○ The City requests that baggage handling at Main Street Station be carried forward into the SDP as part of examining the design option. This will provide an opportunity to fully and appropriately analyze any operational impacts associated with baggage handling at Main Street Station. 14
- ○ The City should be made aware of how the 1200' platform might impact service planning decisions for Main Street Station). 15

- **Additional Property Impacts** – Table 7.6-1 (p. 7-14) describes impacts associated with the build alternatives, including the preferred alternative 6F. The impacts include: 3.52 acres of wetlands, .17 acres of parkland, 10 historic properties, 83 acres of right-of-way acquisition, 7 residential relocations and 10 commercial relocations.

City of Richmond Comments:

- ○ The City requests the detailed information on any impacts in the City of Richmond. 16
- ○ The City requests to be informed as DRPT releases any additional information to the community about the scope of the impacts, timing and likely mitigation.

- **New Wye Track** - The recommended preferred alternative includes one proposed new Northeast Regional (SEHSR) daily round trip (two trains) would be added between Washington, D.C. and Richmond, VA. This train would provide for a 6 a.m. northbound Richmond origination and a late-evening southbound arrival back in Richmond. This would allow the other trains from Newport News and Norfolk to operate at more traveler friendly times to improve the attractiveness of the passenger rail service to those cities. To provide for this trip, the preferred alternative includes adding a new wye track near Hospital Street to turn the train.

City of Richmond Comments:

- ○ The City of Richmond requests additional information on the exact location of the wye and any associated impacts (right-of-way, utilities, noise, and/or vibration) in order to help anticipate and proactively communicate with any impacted businesses. 17

- **Project Phasing** – While improvements in Northern Virginia and Washington, DC (Long Bridge) are essential for the corridor, these improvements may take many years to complete and will require substantial financial resources before improvements are addressed in Richmond.

3

CITY OF RICHMOND (continued)

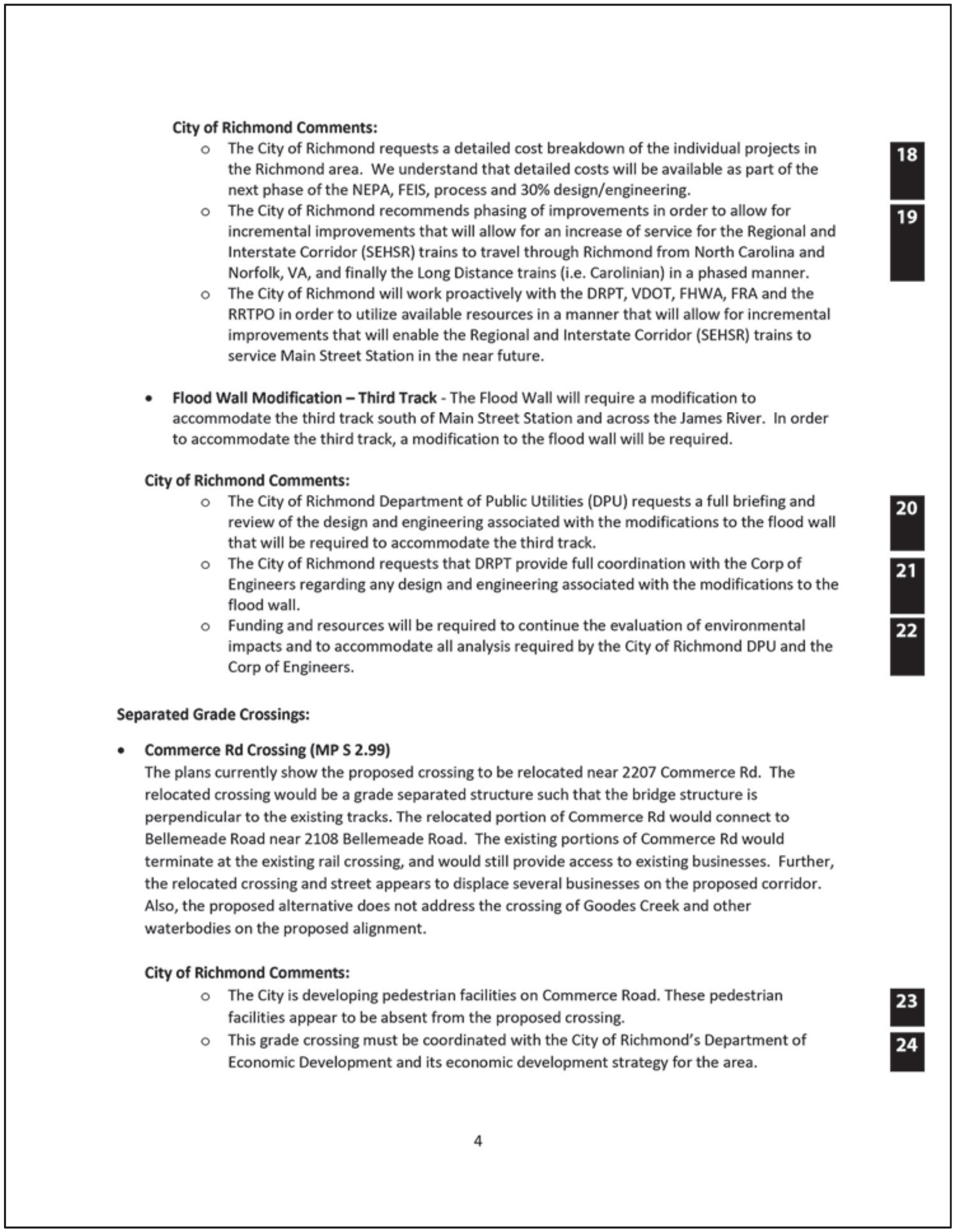
Title VI & Environmental Justice

As noted above, Alternative 6F would provide increased levels of train service to all users at both Main Street Station and Staples Mill Road Station. Section 4.3.6 of the Final EIS clarifies that while Main Street Station site constraints and concerns over potential impacts to cultural resources limit the number of tracks and length of platforms proposed for the station, future passenger service amenities to be provided at the station, such as checked baggage service, are not precluded. Amenities to be provided at each station for a particular passenger service will be determined through coordination between Amtrak, the City of Richmond, and other station stakeholders when the service is implemented, and are not included as part of the DC2RVA Project.

16. Chapter 5 of the Final EIS provides potential Project impacts of the Preferred Alternative in the City of Richmond.

    DRPT has met with the City and its adjacent localities, including Hanover County, Henrico County, and Chesterfield County, plus the Richmond Area Metropolitan Planning Organization on several occasions throughout the development of the Draft EIS. DRPT commits to coordinate with the City during final design, after funding becomes available and a construction schedule is established, for work within the City.

17. The location of the proposed wye has been modified since the Draft EIS, in coordination with FRA, DRPT, CSXT, and the City of Richmond. Section 4.4.6 of the Final EIS summarizes the location of the proposed wye, with further details on the rationale provided in Appendix J of the Final EIS.



City of Richmond Comments:

- The City of Richmond requests a detailed cost breakdown of the individual projects in the Richmond area. We understand that detailed costs will be available as part of the next phase of the NEPA, FEIS, process and 30% design/engineering. 18
- The City of Richmond recommends phasing of improvements in order to allow for incremental improvements that will allow for an increase of service for the Regional and Interstate Corridor (SEHSR) trains to travel through Richmond from North Carolina and Norfolk, VA, and finally the Long Distance trains (i.e. Carolinian) in a phased manner. 19
- The City of Richmond will work proactively with the DRPT, VDOT, FHWA, FRA and the RRTPO in order to utilize available resources in a manner that will allow for incremental improvements that will enable the Regional and Interstate Corridor (SEHSR) trains to service Main Street Station in the near future.

- **Flood Wall Modification – Third Track** - The Flood Wall will require a modification to accommodate the third track south of Main Street Station and across the James River. In order to accommodate the third track, a modification to the flood wall will be required.

City of Richmond Comments:

- The City of Richmond Department of Public Utilities (DPU) requests a full briefing and review of the design and engineering associated with the modifications to the flood wall that will be required to accommodate the third track. 20
- The City of Richmond requests that DRPT provide full coordination with the Corp of Engineers regarding any design and engineering associated with the modifications to the flood wall. 21
- Funding and resources will be required to continue the evaluation of environmental impacts and to accommodate all analysis required by the City of Richmond DPU and the Corp of Engineers. 22

Separated Grade Crossings:

- **Commerce Rd Crossing (MP S 2.99)**
  The plans currently show the proposed crossing to be relocated near 2207 Commerce Rd. The relocated crossing would be a grade separated structure such that the bridge structure is perpendicular to the existing tracks. The relocated portion of Commerce Rd would connect to Bellemeade Road near 2108 Bellemeade Road. The existing portions of Commerce Rd would terminate at the existing rail crossing, and would still provide access to existing businesses. Further, the relocated crossing and street appears to displace several businesses on the proposed corridor. Also, the proposed alternative does not address the crossing of Goodes Creek and other waterbodies on the proposed alignment.

City of Richmond Comments:

- The City is developing pedestrian facilities on Commerce Road. These pedestrian facilities appear to be absent from the proposed crossing. 23
- This grade crossing must be coordinated with the City of Richmond's Department of Economic Development and its economic development strategy for the area. 24

4

CITY OF RICHMOND (continued)

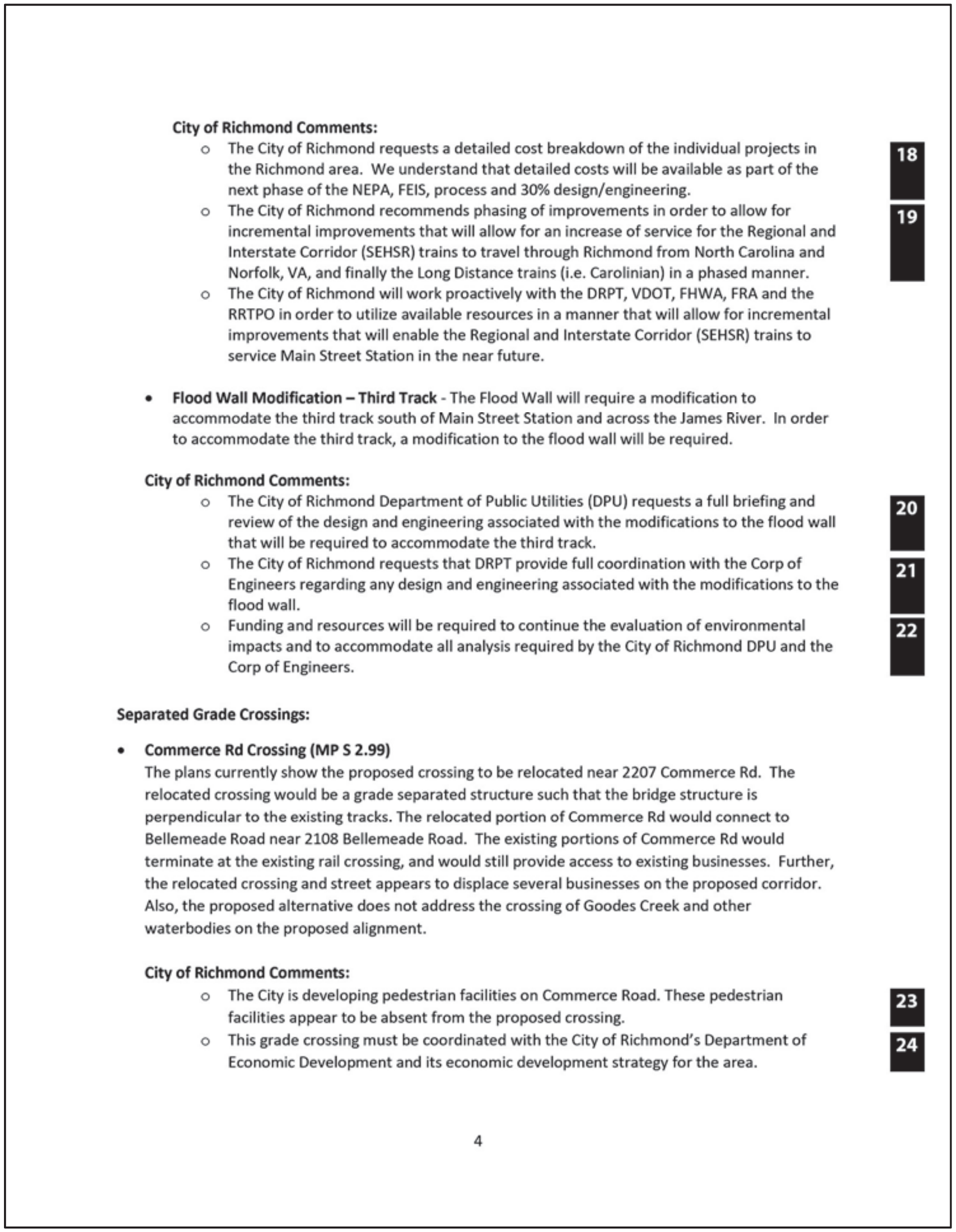
18. and 19. As the City states, more detailed cost estimates will be developed at each phase of the Project. DRPT anticipates that the DC2RVA Project will be implemented incrementally, as funding becomes available, for phasing improvements and for increasing passenger rail service. While a Project implementation plan would be developed as part of the Corridor Service Development Plan for the Project, final design and construction of would be contingent on funding availability. Refer to Chapter 7 of the Final EIS for full summary of these future steps of the Project.

20. DRPT has met with the City on several occasions throughout the development of the Draft and Final EIS. DRPT commits to coordinate with the City during final design, after funding becomes available and a construction schedule is established, for work within the City.

21. DRPT has met and coordinated with the US Army Corps of Engineers (USACE) on several occasions throughout the development of the Draft and Final EIS. DRPT commits to coordinate with the City and other stakeholders during final design, after funding becomes available and a construction schedule is established, for work within the City. Coordination with the USACE would be undertaken, as appropriate, during the final design phase should any modifications to the flood wall become necessary.

22. Funding for the current DC2RVA Tier II EIS is from an FRA grant with the Commonwealth of Virginia and CSXT railroad providing the local match to the grant. At the conclusion of the Tier II EIS process, the goal is to have successfully completed the NEPA process to meet federal requirements and qualify for federal funding for the DC2RVA Project. DRPT anticipates the DC2RVA Project will be implemented incrementally, as funding becomes available. A construction timeline will be established as funding becomes available in the future.

(Responses are continued on next page)



City of Richmond Comments:

- The City of Richmond requests a detailed cost breakdown of the individual projects in the Richmond area. We understand that detailed costs will be available as part of the next phase of the NEPA, FEIS, process and 30% design/engineering. 18
- The City of Richmond recommends phasing of improvements in order to allow for incremental improvements that will allow for an increase of service for the Regional and Interstate Corridor (SEHSR) trains to travel through Richmond from North Carolina and Norfolk, VA, and finally the Long Distance trains (i.e. Carolinian) in a phased manner. 19
- The City of Richmond will work proactively with the DRPT, VDOT, FHWA, FRA and the RRTPO in order to utilize available resources in a manner that will allow for incremental improvements that will enable the Regional and Interstate Corridor (SEHSR) trains to service Main Street Station in the near future.

- **Flood Wall Modification – Third Track** - The Flood Wall will require a modification to accommodate the third track south of Main Street Station and across the James River. In order to accommodate the third track, a modification to the flood wall will be required.

City of Richmond Comments:

- The City of Richmond Department of Public Utilities (DPU) requests a full briefing and review of the design and engineering associated with the modifications to the flood wall that will be required to accommodate the third track. 20
- The City of Richmond requests that DRPT provide full coordination with the Corp of Engineers regarding any design and engineering associated with the modifications to the flood wall. 21
- Funding and resources will be required to continue the evaluation of environmental impacts and to accommodate all analysis required by the City of Richmond DPU and the Corp of Engineers. 22

Separated Grade Crossings:

- **Commerce Rd Crossing (MP S 2.99)**

  The plans currently show the proposed crossing to be relocated near 2207 Commerce Rd. The relocated crossing would be a grade separated structure such that the bridge structure is perpendicular to the existing tracks. The relocated portion of Commerce Rd would connect to Bellemeade Road near 2108 Bellemeade Road. The existing portions of Commerce Rd would terminate at the existing rail crossing, and would still provide access to existing businesses. Further, the relocated crossing and street appears to displace several businesses on the proposed corridor. Also, the proposed alternative does not address the crossing of Goodes Creek and other waterbodies on the proposed alignment.

City of Richmond Comments:

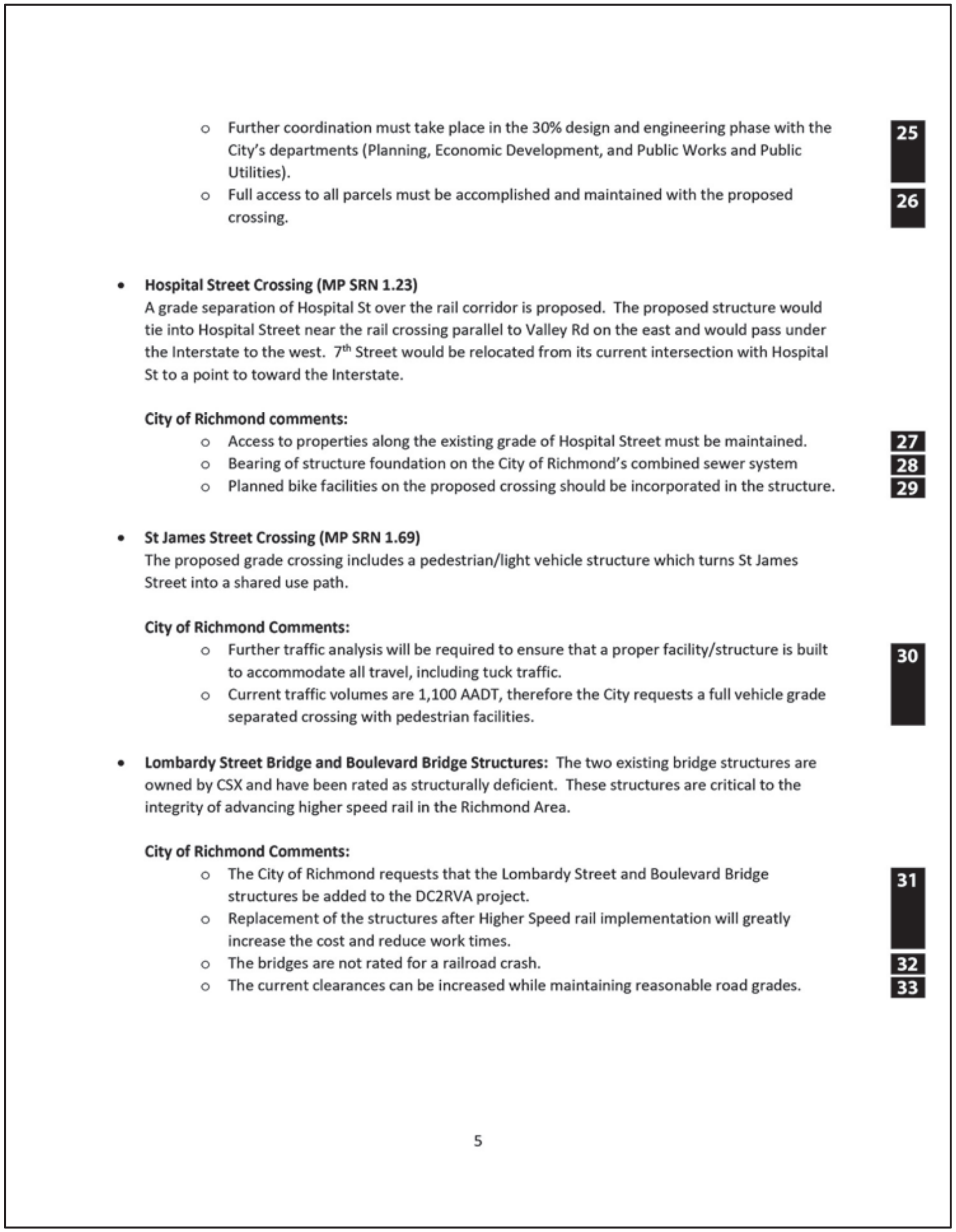
- The City is developing pedestrian facilities on Commerce Road. These pedestrian facilities appear to be absent from the proposed crossing. 23
- This grade crossing must be coordinated with the City of Richmond's Department of Economic Development and its economic development strategy for the area. 24

4

CITY OF RICHMOND (continued)

23. DRPT has met with the City on several occasions throughout the development of the Draft and Final EIS. Conceptual designs of Commerce Road do not preclude the development of pedestrian facilities. Pedestrian facilities may be incorporated in the final design of Commerce Road. DRPT commits to coordinate with the City during final design, after funding becomes available and a construction schedule is established, for work within the City.

24. and 25. DRPT commits to coordinate with the City during final design, after funding becomes available and a construction schedule is established, for work within the City.



- Further coordination must take place in the 30% design and engineering phase with the City's departments (Planning, Economic Development, and Public Works and Public Utilities). 25
- Full access to all parcels must be accomplished and maintained with the proposed crossing. 26

- **Hospital Street Crossing (MP SRN 1.23)**
  A grade separation of Hospital St over the rail corridor is proposed. The proposed structure would tie into Hospital Street near the rail crossing parallel to Valley Rd on the east and would pass under the Interstate to the west. 7th Street would be relocated from its current intersection with Hospital St to a point to toward the Interstate.

  City of Richmond comments:
  - Access to properties along the existing grade of Hospital Street must be maintained. 27
  - Bearing of structure foundation on the City of Richmond's combined sewer system 28
  - Planned bike facilities on the proposed crossing should be incorporated in the structure. 29

- **St James Street Crossing (MP SRN 1.69)**
  The proposed grade crossing includes a pedestrian/light vehicle structure which turns St James Street into a shared use path.

  City of Richmond Comments:
  - Further traffic analysis will be required to ensure that a proper facility/structure is built to accommodate all travel, including tuck traffic. 30
  - Current traffic volumes are 1,100 AADT, therefore the City requests a full vehicle grade separated crossing with pedestrian facilities.

- **Lombardy Street Bridge and Boulevard Bridge Structures:** The two existing bridge structures are owned by CSX and have been rated as structurally deficient. These structures are critical to the integrity of advancing higher speed rail in the Richmond Area.

  City of Richmond Comments:
  - The City of Richmond requests that the Lombardy Street and Boulevard Bridge structures be added to the DC2RVA project. 31
  - Replacement of the structures after Higher Speed rail implementation will greatly increase the cost and reduce work times.
  - The bridges are not rated for a railroad crash. 32
  - The current clearances can be increased while maintaining reasonable road grades. 33

5

CITY OF RICHMOND (continued)

(Response to comment 25 on previous page)

26. and 27. The conceptual designs for improvements considered in the Draft and Final EIS include maintaining parcel access or indicating impacts to parcels where access is realigned, relocated, or removed. Additional review of parcel access will be performed for all recommended grade separations, including studies for frontage roads, as part of the final design, after funding becomes available and this phase of the incremental improvements are scheduled.

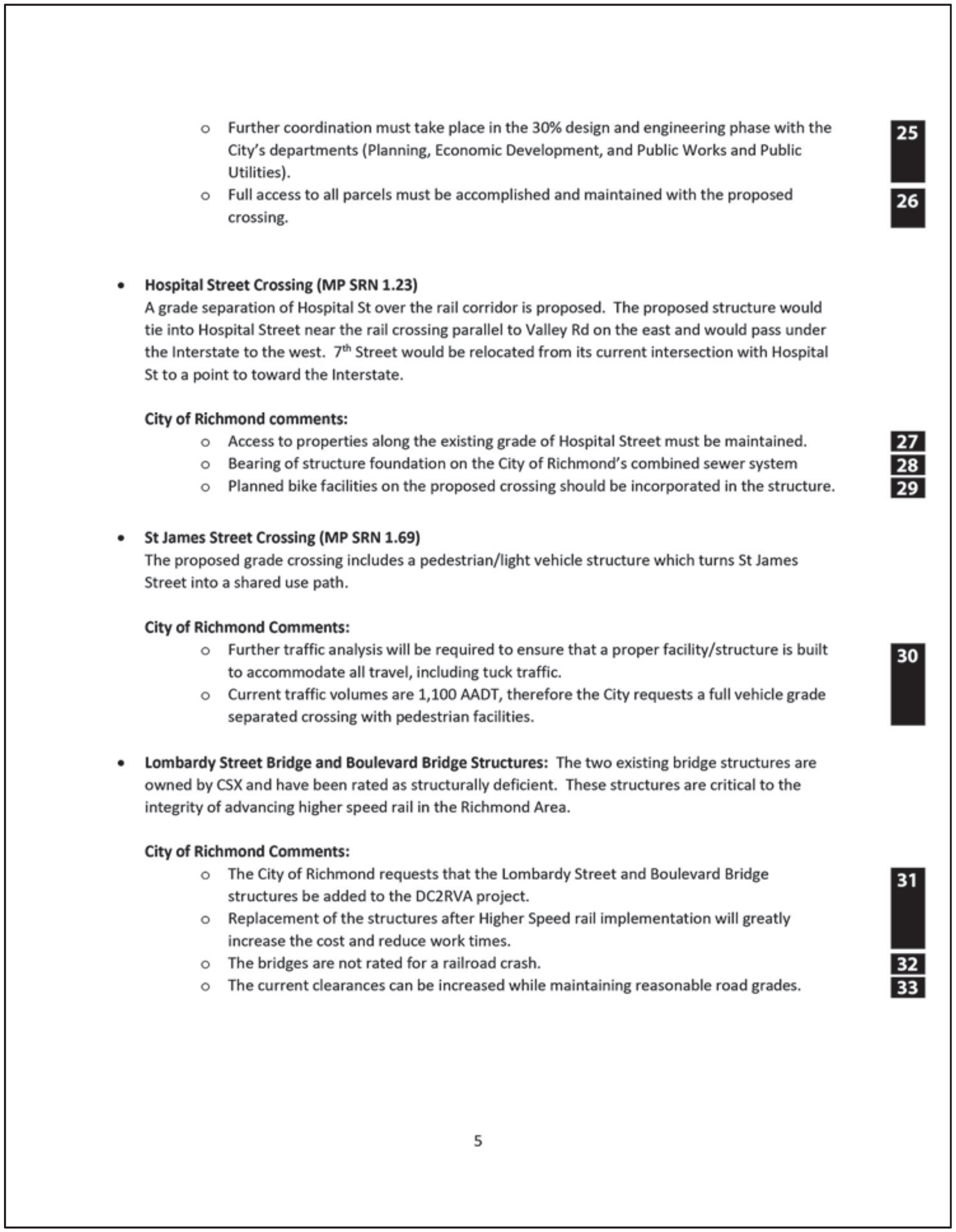
28. Additional subsurface investigations and structural analyses will be performed for all proposed structures as part of final design, after funding becomes available and incremental improvements are scheduled.

29. The Preferred Alternative maintains existing bicycle and pedestrian facilities (provided in-kind, i.e., to the same level of existing treatment) throughout the Project corridor. The conceptual design of Hospital Street was based on existing conditions at the time of development, and do not preclude future development of bike facilities. Bike facilities may be incorporated in the final design of Hospital Street, after funding becomes available and this phase of the incremental improvements are scheduled.

30. The Draft EIS includes a traffic queuing analysis at all grade crossings (see Section 4.15.2); the analyses provided are sufficient for the level of conceptual engineering level completed for environmental analysis. FHWA criteria indicates that the crossing does not meet the threshold to consider a grade separation. Additionally, there is an existing grade separation within one mile of this crossing with good connectivity through the existing roadway network, making this crossing a candidate for closure. DC2RVA conceptual designs do not preclude the construction of a full grade separation with automobile, pedestrian, and truck access by the City.

    Additional review of traffic data to update traffic conditions will be performed for at-grade crossings, including those recommended for grade separation, as part of final design after funding becomes available and a construction schedule can be established.

(Responses are continued on next page)



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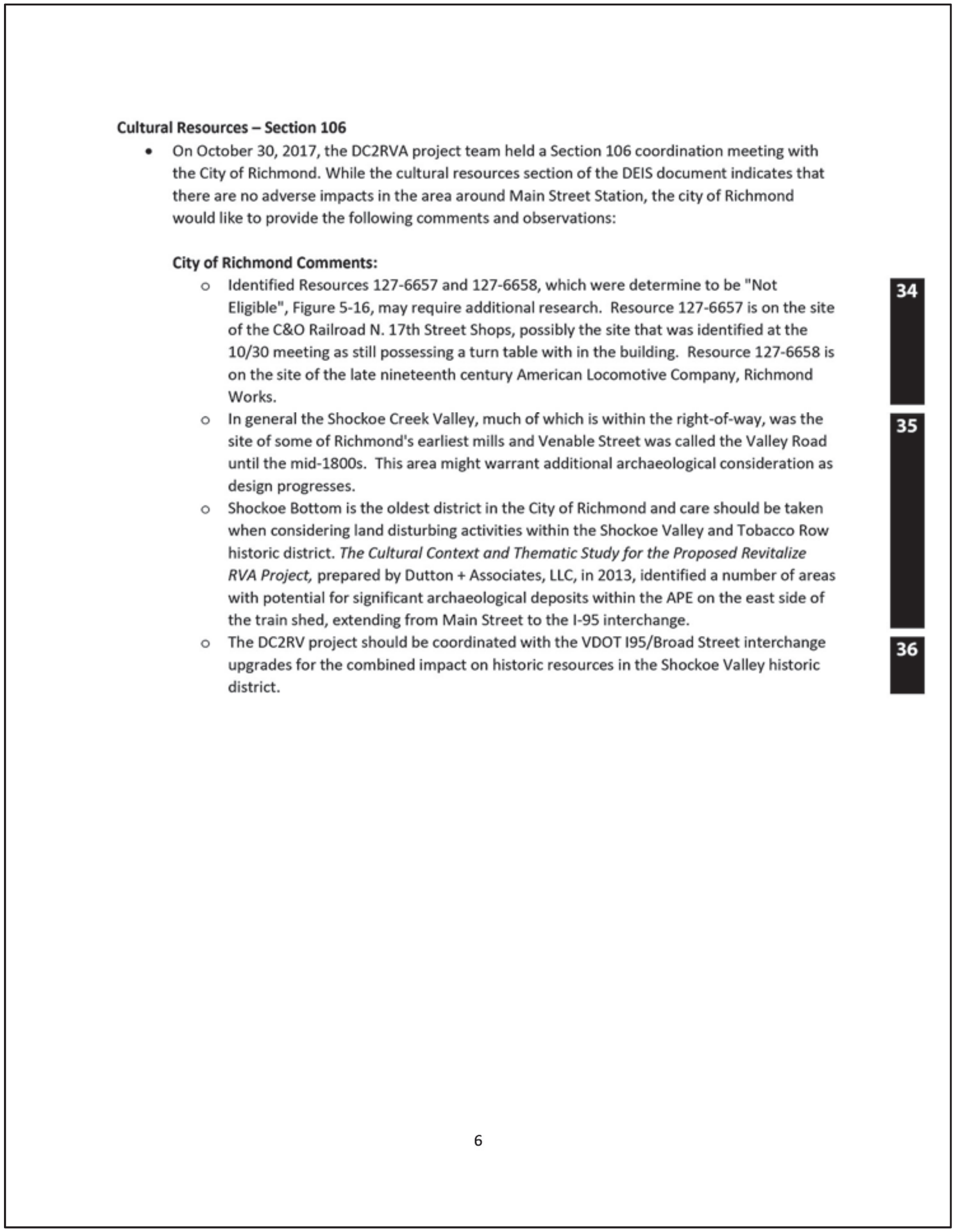
5

CITY OF RICHMOND (continued)

31. to 33. DRPT considered existing track clearances and requirements for protecting existing structures where proposed improvements do not impact the existing infrastructure. The existing Lombardy Street Bridge and Boulevard Bridge do not require rehabilitation or replacement to fulfill the Purpose and Need for the DC2RVA Project. DC2RVA conceptual designs do not preclude rehabilitation or replacement of the Lombardy Street Bridge or the Boulevard Bridge by the City or CSXT. The need for crash walls to protect existing bridge piers will be determined during final design.



Cultural Resources – Section 106

- On October 30, 2017, the DC2RVA project team held a Section 106 coordination meeting with the City of Richmond. While the cultural resources section of the DEIS document indicates that there are no adverse impacts in the area around Main Street Station, the city of Richmond would like to provide the following comments and observations:

  City of Richmond Comments:

  34
  - Identified Resources 127-6657 and 127-6658, which were determine to be "Not Eligible", Figure 5-16, may require additional research. Resource 127-6657 is on the site of the C&O Railroad N. 17th Street Shops, possibly the site that was identified at the 10/30 meeting as still possessing a turn table with in the building. Resource 127-6658 is on the site of the late nineteenth century American Locomotive Company, Richmond Works.

  35
  - In general the Shockoe Creek Valley, much of which is within the right-of-way, was the site of some of Richmond's earliest mills and Venable Street was called the Valley Road until the mid-1800s. This area might warrant additional archaeological consideration as design progresses.
  - Shockoe Bottom is the oldest district in the City of Richmond and care should be taken when considering land disturbing activities within the Shockoe Valley and Tobacco Row historic district. *The Cultural Context and Thematic Study for the Proposed Revitalize RVA Project*, prepared by Dutton + Associates, LLC, in 2013, identified a number of areas with potential for significant archaeological deposits within the APE on the east side of the train shed, extending from Main Street to the I-95 interchange.

  36
  - The DC2RV project should be coordinated with the VDOT I95/Broad Street interchange upgrades for the combined impact on historic resources in the Shockoe Valley historic district.

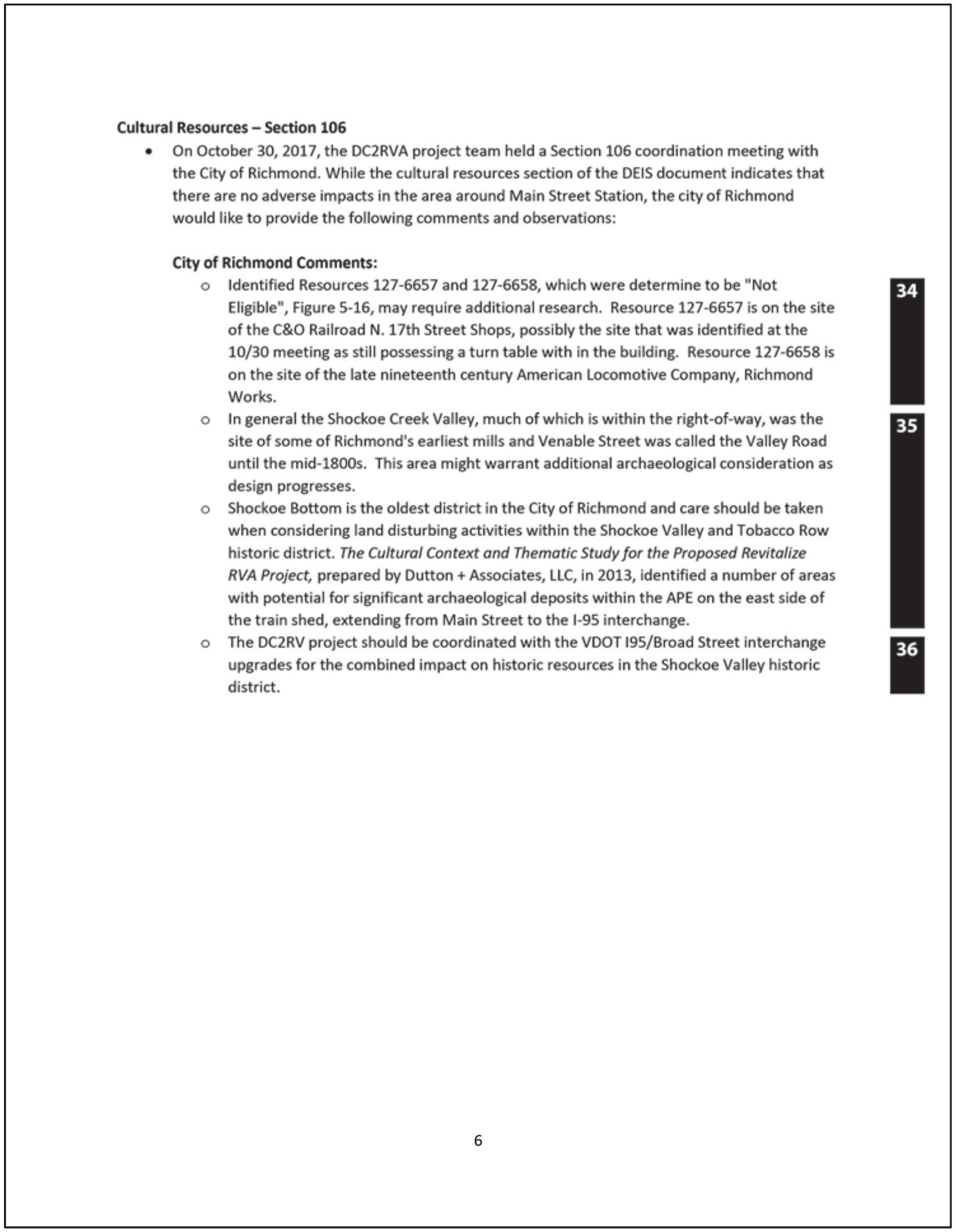
6

CITY OF RICHMOND (continued)

34. The Project requires compliance with the National Historic Preservation Act of 1966, requiring that project plans take into consideration potential effects on historic properties. Resources 127-6657 and 127-6658 were preliminarily recorded during architectural studies associated with the Project in 2016, and the building was the subject of additional investigation in 2017/2018. In addition, the parcel was studied for potentially intact archaeological remains in 2018. Upon review of the data, DHR determined that these resources are not individually eligible for the National Register of Historic Places. As such, they are not listed as a historic property in the Final EIS. However, properties were noted during the planning process, and DRPT removed the need for modifications to this property by eliminating planned construction for a wye in this area; refer to Appendix J of the Final EIS for details on the revised Richmond area turning wye and service yard location that is part of the Preferred Alternative, which is also summarized in Section 4.6 of the Final EIS. Technical reports detailing cultural resource studies can be found in Appendix D of the Final EIS.

35. The FRA and DRPT fully understand the sensitivity and significance of the Shockoe Bottom area, and in particular the area slated for the Memorial Park. DRPT reviewed prior studies that recorded and evaluated archaeological and architectural properties in this area have been ongoing since 2006. Resources in Shockoe Bottom including the proposed Memorial Park area are discussed in Chapters 3, 5, and 6 of the Final EIS and within several reports in Appendix D (cultural resource technical reports). Throughout the studies and agency and public consultation, the historic places located in this area have been taken into consideration during Project planning. This includes Lumpkins Jail/Devil's Half Acre and the Burial Ground, among others. The Project does not impact the known boundaries of these sites. At the request of several consulting parties, Lumpkins Jail site was added to the list of historic properties. The DHR determined that the Project will have no adverse effect on the site as no impacts will occur as part of the Project. The history of Shockoe Bottom and the slave trade are included in the Section 106 Draft Memorandum of Agreement to mitigate adverse effects on historic properties (Appendix K of the Final EIS).

(Responses are continued on next page)



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  - 35 In general the Shockoe Creek Valley, much of which is within the right-of-way, was the site of some of Richmond's earliest mills and Venable Street was called the Valley Road until the mid-1800s. This area might warrant additional archaeological consideration as design progresses.
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  - 36 The DC2RV project should be coordinated with the VDOT I95/Broad Street interchange upgrades for the combined impact on historic resources in the Shockoe Valley historic district.

6

CITY OF RICHMOND (continued)

36. Potential construction elements of the I-95/Broad Street Interchange Improvements and VDOT studies on historic resources in Shockoe Valley associated with this undertaking were taken into consideration as background data and to assure consistent methodologies and resource evaluations. Chapter 3 of the Final EIS includes the results of the background review completed as part of the Project including details on the Shockoe Bottom area and I-95 street improvements as they relate to the current Project area. Additionally, the referenced project has been added to the indirect and cumulative effects section, both in terms of potential impacts on land use and historic properties; refer to Section 5.20 of the Final EIS.

    DRPT has defined the scope of improvements proposed for the DC2RVA Project, including Main Street Station, to include the minimum amount of infrastructure required to deliver the service improvements proposed under the Project. This includes the removal of the proposed parking structure at Main Street Station in the Final EIS; instead of the parking structure, DRPT will work with the City to develop a parking plan for Main Street Station that is incorporated into City plans for Shockoe Bottom and Downtown Richmond.

APPENDIX B4

RESPONSES TO SECTION 106 CONSULTING PARTY COMMENTS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

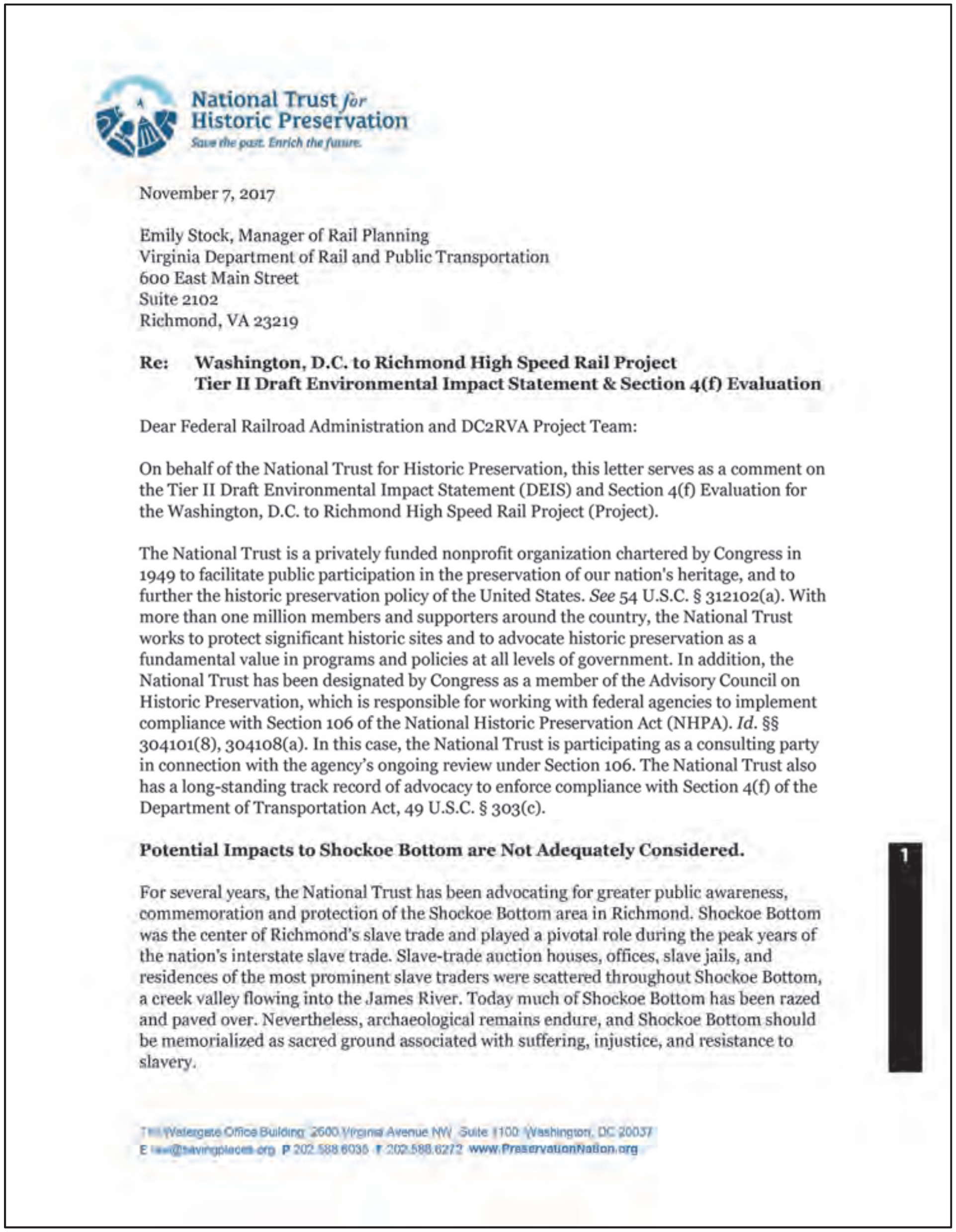
Appendix B4

RESPONSES TO SECTION 106 CONSULTING PARTY COMMENTS

This Appendix Section B4 provides detailed responses to Section 106 Consulting Party letters, presented in the below order:

- National Trust for Historic Preservation B-306
- Civil War Trust B-313
- Hanover County Historical Commission B-315
- Historic Richmond B-317
- City of Alexandria – Planning and Zoning B-324

Additionally, Appendix E of the Final EIS details the comments and coordination for the Section 106 process.



National Trust *for* Historic Preservation
Save the past. Enrich the future.

November 7, 2017

Emily Stock, Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 East Main Street
Suite 2102
Richmond, VA 23219

Re: Washington, D.C. to Richmond High Speed Rail Project
Tier II Draft Environmental Impact Statement & Section 4(f) Evaluation

Dear Federal Railroad Administration and DC2RVA Project Team:

On behalf of the National Trust for Historic Preservation, this letter serves as a comment on the Tier II Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for the Washington, D.C. to Richmond High Speed Rail Project (Project).

The National Trust is a privately funded nonprofit organization chartered by Congress in 1949 to facilitate public participation in the preservation of our nation's heritage, and to further the historic preservation policy of the United States. *See* 54 U.S.C. § 312102(a). With more than one million members and supporters around the country, the National Trust works to protect significant historic sites and to advocate historic preservation as a fundamental value in programs and policies at all levels of government. In addition, the National Trust has been designated by Congress as a member of the Advisory Council on Historic Preservation, which is responsible for working with federal agencies to implement compliance with Section 106 of the National Historic Preservation Act (NHPA). *Id.* §§ 304101(8), 304108(a). In this case, the National Trust is participating as a consulting party in connection with the agency's ongoing review under Section 106. The National Trust also has a long-standing track record of advocacy to enforce compliance with Section 4(f) of the Department of Transportation Act, 49 U.S.C. § 303(c).

Potential Impacts to Shockoe Bottom are Not Adequately Considered. 1

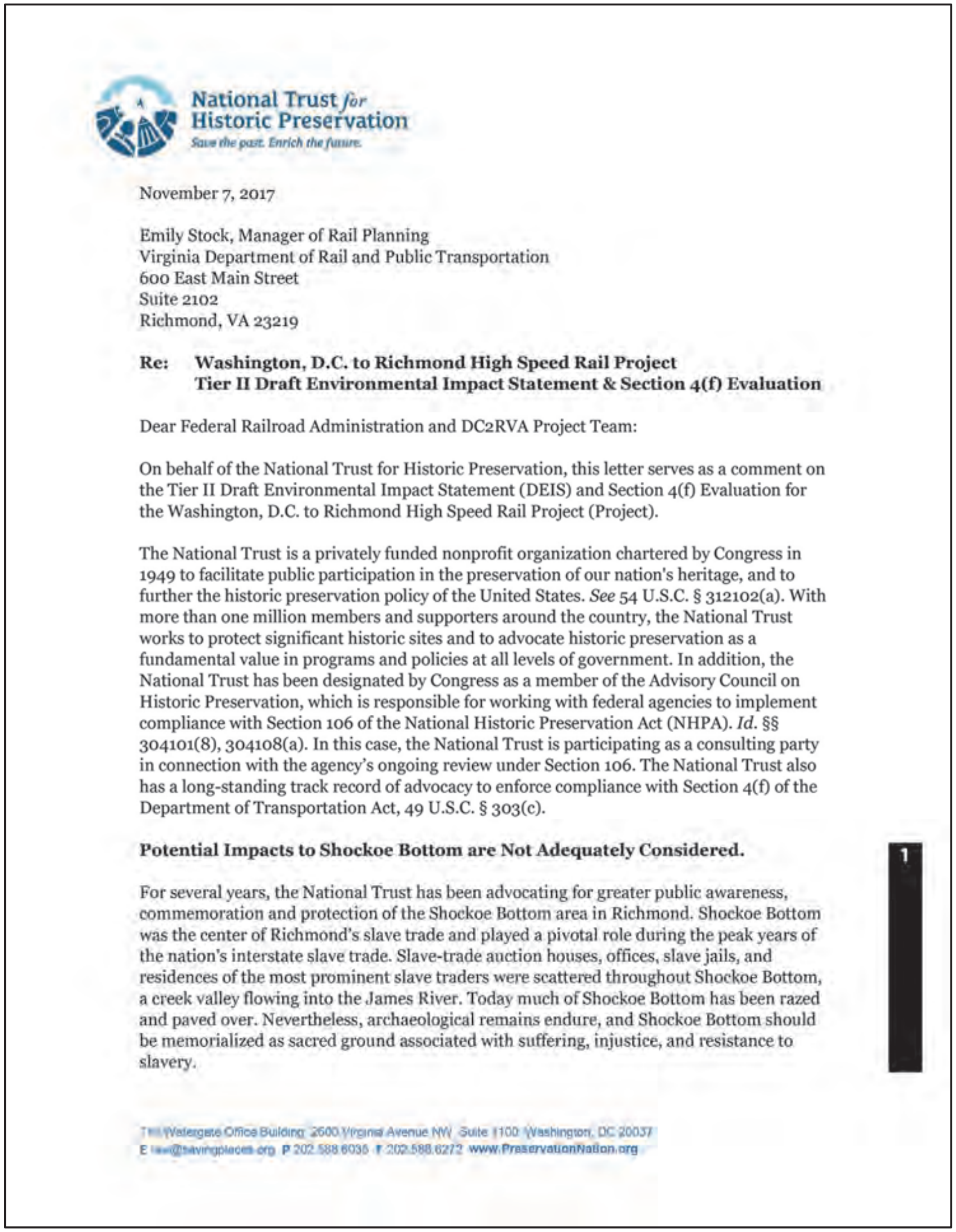
For several years, the National Trust has been advocating for greater public awareness, commemoration and protection of the Shockoe Bottom area in Richmond. Shockoe Bottom was the center of Richmond's slave trade and played a pivotal role during the peak years of the nation's interstate slave trade. Slave-trade auction houses, offices, slave jails, and residences of the most prominent slave traders were scattered throughout Shockoe Bottom, a creek valley flowing into the James River. Today much of Shockoe Bottom has been razed and paved over. Nevertheless, archaeological remains endure, and Shockoe Bottom should be memorialized as sacred ground associated with suffering, injustice, and resistance to slavery.

NATIONAL TRUST FOR HISTORIC PRESERVATION

Subsequent to NTHP's submittal of comments on the Draft EIS in this November 7, 2017 letter, DRPT met with the NTHP for three additional meetings as well as corresponded through over a dozen emails to share additional data on the Preferred Alternative, final list of historic properties, Project effect, and development of the Section 106 Draft Memorandum of Agreement (Appendix K of the Final EIS). The NTHP submitted a formal reply letter to the final roster of historic properties and effect on July 20, 2018, and the DRPT sent a written reply to their concerns on September 4, 2018. Additional comments were subsequently received from the NTHP on December 21, 2018. Copies of all correspondence including letters and minutes of meetings are provided in Appendix E of the Final EIS.

1. Alternative 6F (Full Service Staples Mill Road/Main Street Station) has been selected as the Preferred Alternative in Area 6 through Richmond. As defined in Section 4.3.6 of the Final EIS, the Preferred Alternative in Area 6 provides full service to two stations in Richmond, one serving downtown Richmond at Main Street Station and a second serving suburban Richmond at Staples Mill Road. As the downtown station, Main Street Station will provide convenient access to the residential, commercial and recreational resources in Richmond's Central Business District (CBD) and historic Shockoe Bottom. Sections 5.13 and 6.4 of the Final EIS discusses the potential impacts to registered historic sites near Main Street Station, including the aforementioned resources in Shockoe Bottom. Chapter 4.3.6 of the Final EIS further describes the infrastructure improvements proposed near Main Street Station in Area 6. Through review and investigation of historic records as reflected in Section 3.1, consultation with numerous agencies and consulting parties, and in comments received from the public and your agency, DRPT has reduced the facilities proposed for construction at Main Street Station to the minimum infrastructure necessary to deliver the service proposed in the DC2RVA Project. This includes a reduction in the design length of the platforms on the east and west sides of the station to remain south of East Broad Street, and to the minimum width feasible to support the forecasted level of ridership and services provided at the station.

(Responses are continued on next page)



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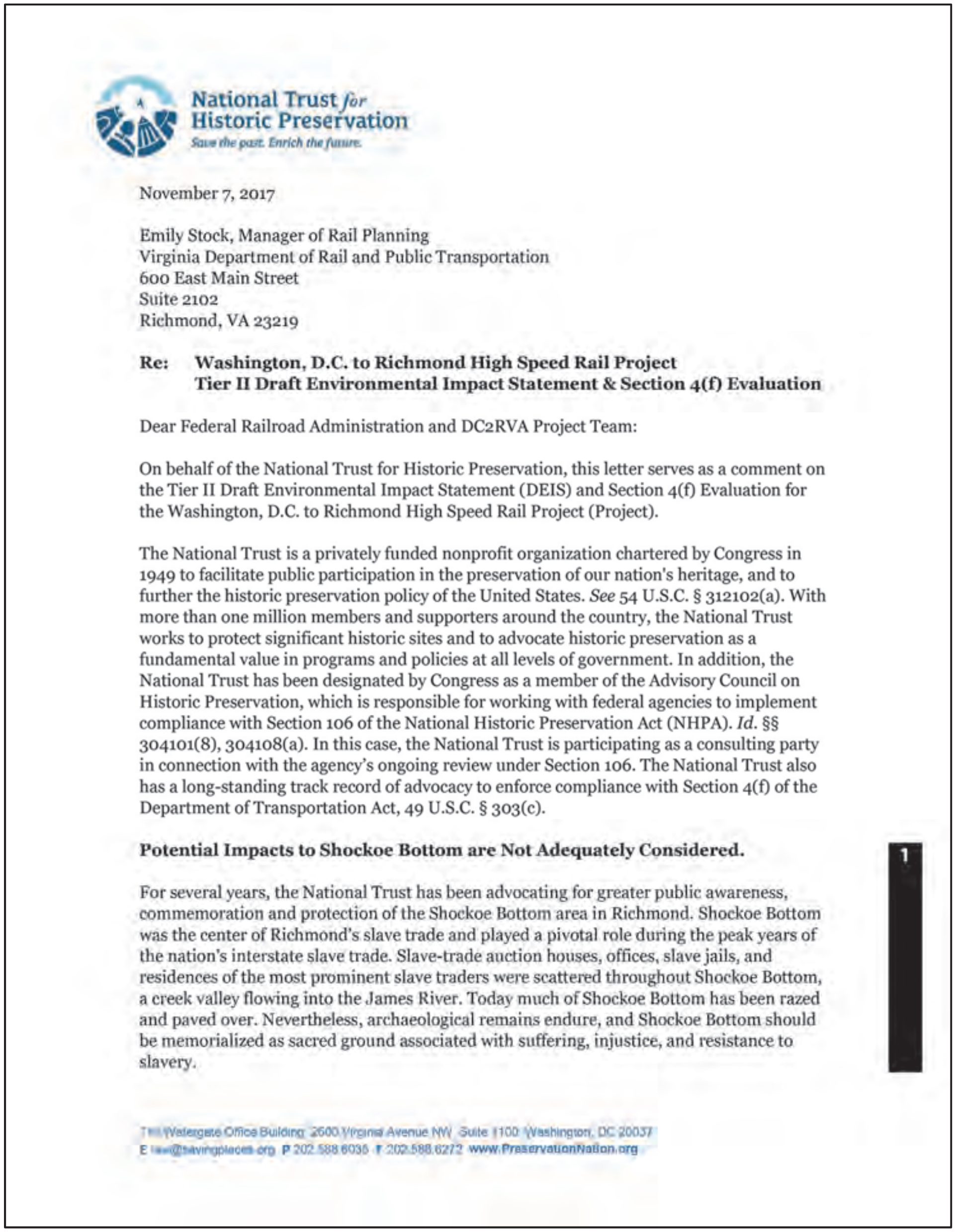
E law@savingplaces.org P 202.588.6035 F 202.588.6272 www.PreservationNation.org

NATIONAL TRUST FOR HISTORIC PRESERVATION (continued)

The provision of a two-station alternative in Richmond allows for a distribution of ridership, parking and automobile traffic among the stations. Therefore, this minimizes the infrastructure required and potential impacts associated with Main Street Station. Additionally, DRPT has relocated the proposed construction of a maintenance and servicing facility at the former CSXT Brown Street Yard and a turning wye track at Hospital Street to a site near Bellwood Yard south of Richmond (see Section 4.3 and Appendix J of the Final EIS for additional detail) and removed a multistory parking deck in this area.

Throughout the Project and as highlighted by the avoidance efforts described above, FRA and DRPT understand the sensitivity and cultural significance of the Shockoe Bottom area. The Project, as currently designed, does not impact the known boundaries of identified archaeological sites. Based on consulting party feedback, the Lumpkins Jail/Devil's Half Acre site and the Graveyard for Free People of Color and Slaves, located north of Shockoe Bottom, have been added to the list of historic properties and carefully evaluated for impacts. FRA determined, and the DHR concurred, that the Project would have no adverse effect on these sites; however, FRA and DRPT recognize that unrecorded archaeological sites likely exist in the general Project vicinity and all efforts were made to minimize the limits of disturbance in this area due to the high probability for such unrecorded sites. Based on evaluations of historic properties in this area, resources associated with the antebellum occupation of this area, including the slave trade, are being avoided. However, several postbellum sites, buildings, and districts will be impacted. This includes sites 44HE1095, 44HE1097, and 44HE1098 (turn of the century warehouses). DRPT is fully committed to conducting full archaeological studies on these three sites in any area where disturbance cannot be avoided. In addition, three above-ground historic properties will be affected by the Project: the Shockoe Valley and Tobacco Row Historic District, Main Street Station, and the Seaboard Air Line Railroad.

(Responses are continued on next page)



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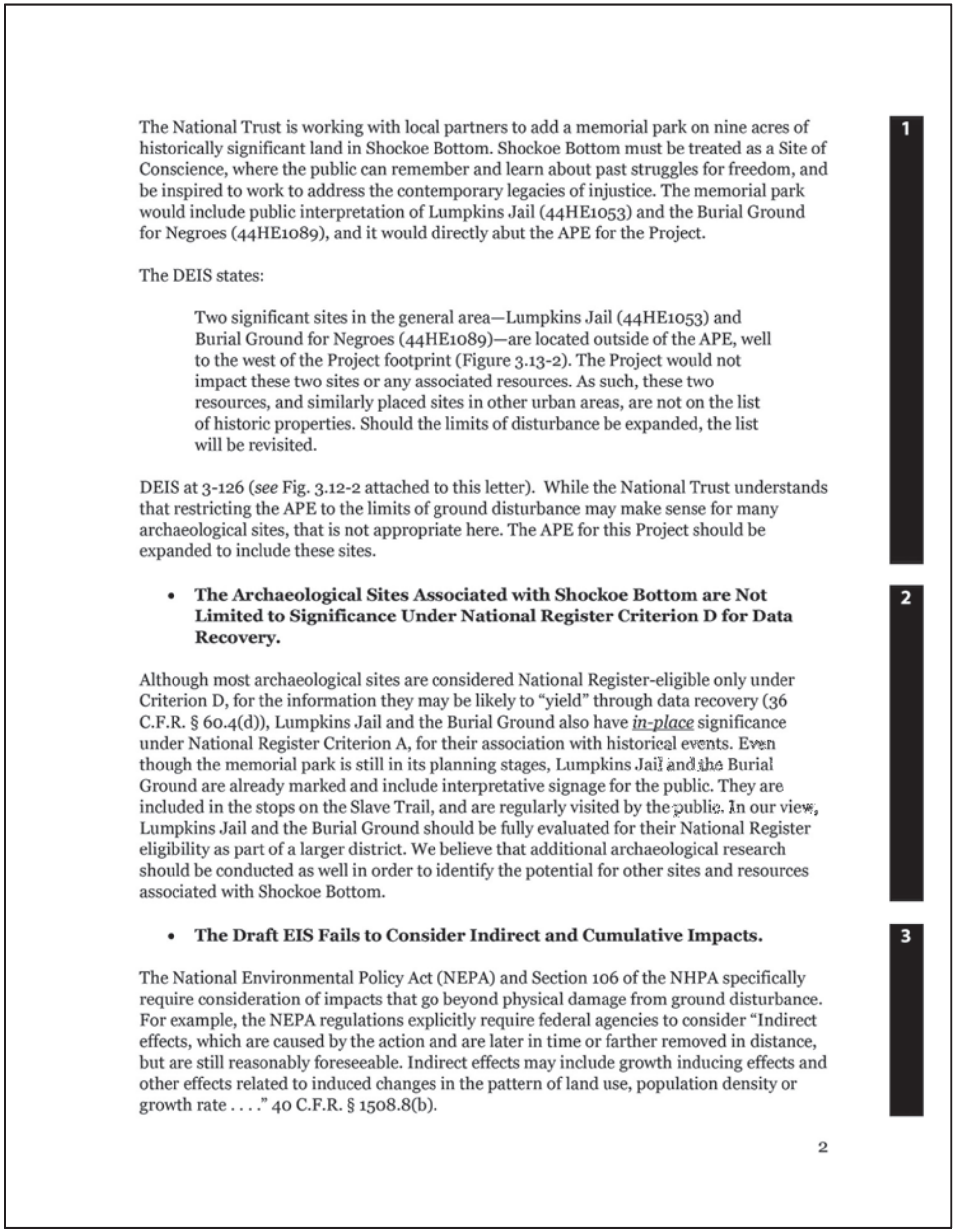
NATIONAL TRUST FOR HISTORIC PRESERVATION (continued)

Although the Project will result in an impact to these resources, the use of the area and station as a railroad terminal is consistent with the use of the existing and former passenger rail facilities at this location, thus further preserving the historic context in the area. Section 3.1.4 of the Final EIS provides an expanded discussion of the Main Street Station / Shockoe Bottom area, including comments and concerns from the Draft EIS related to historic context, history of the area, summary of previous cultural studies and summary of all work to-date including ongoing work since the issuance of the Draft EIS, the avoidance analysis, and future studies.

Regarding archaeological study outside of the limits of disturbance, however, DRPT has discussed the issue extensively with DHR and ACHP, and they haves concluded that preservation in place is the priority, as archaeology can be a destructive science. As such, general archaeological protocol to avoid archaeological deposits will be employed during Project implementation, and areas outside of the limits of disturbance will not be the subject of additional excavation as part of the identification and evaluation studies. The Section 106 Draft Memorandum of Agreement (MOA), which is Appendix K of the Final EIS, outlining stipulations to mitigate adverse effects, has been developed based on feedback from consulting parties, property owners, and involved agencies and include a roster of tasks to be completed on all adversely affected resources, such as public interpretation, additional research, National Register documentation, archaeological data recovery, and more. This includes adverse effects to the Shockoe Valley and Tobacco Row Historic District and sites associated with the slave trade that are contributing elements to this district, including Lumpkins Jail/Devil's Half Acre.



1 The National Trust is working with local partners to add a memorial park on nine acres of historically significant land in Shockoe Bottom. Shockoe Bottom must be treated as a Site of Conscience, where the public can remember and learn about past struggles for freedom, and be inspired to work to address the contemporary legacies of injustice. The memorial park would include public interpretation of Lumpkins Jail (44HE1053) and the Burial Ground for Negroes (44HE1089), and it would directly abut the APE for the Project.

The DEIS states:

> Two significant sites in the general area—Lumpkins Jail (44HE1053) and Burial Ground for Negroes (44HE1089)—are located outside of the APE, well to the west of the Project footprint (Figure 3.13-2). The Project would not impact these two sites or any associated resources. As such, these two resources, and similarly placed sites in other urban areas, are not on the list of historic properties. Should the limits of disturbance be expanded, the list will be revisited.

DEIS at 3-126 (*see* Fig. 3.12-2 attached to this letter). While the National Trust understands that restricting the APE to the limits of ground disturbance may make sense for many archaeological sites, that is not appropriate here. The APE for this Project should be expanded to include these sites.

2
- **The Archaeological Sites Associated with Shockoe Bottom are Not Limited to Significance Under National Register Criterion D for Data Recovery.**

Although most archaeological sites are considered National Register-eligible only under Criterion D, for the information they may be likely to "yield" through data recovery (36 C.F.R. § 60.4(d)), Lumpkins Jail and the Burial Ground also have *in-place* significance under National Register Criterion A, for their association with historical events. Even though the memorial park is still in its planning stages, Lumpkins Jail and the Burial Ground are already marked and include interpretative signage for the public. They are included in the stops on the Slave Trail, and are regularly visited by the public. In our view, Lumpkins Jail and the Burial Ground should be fully evaluated for their National Register eligibility as part of a larger district. We believe that additional archaeological research should be conducted as well in order to identify the potential for other sites and resources associated with Shockoe Bottom.

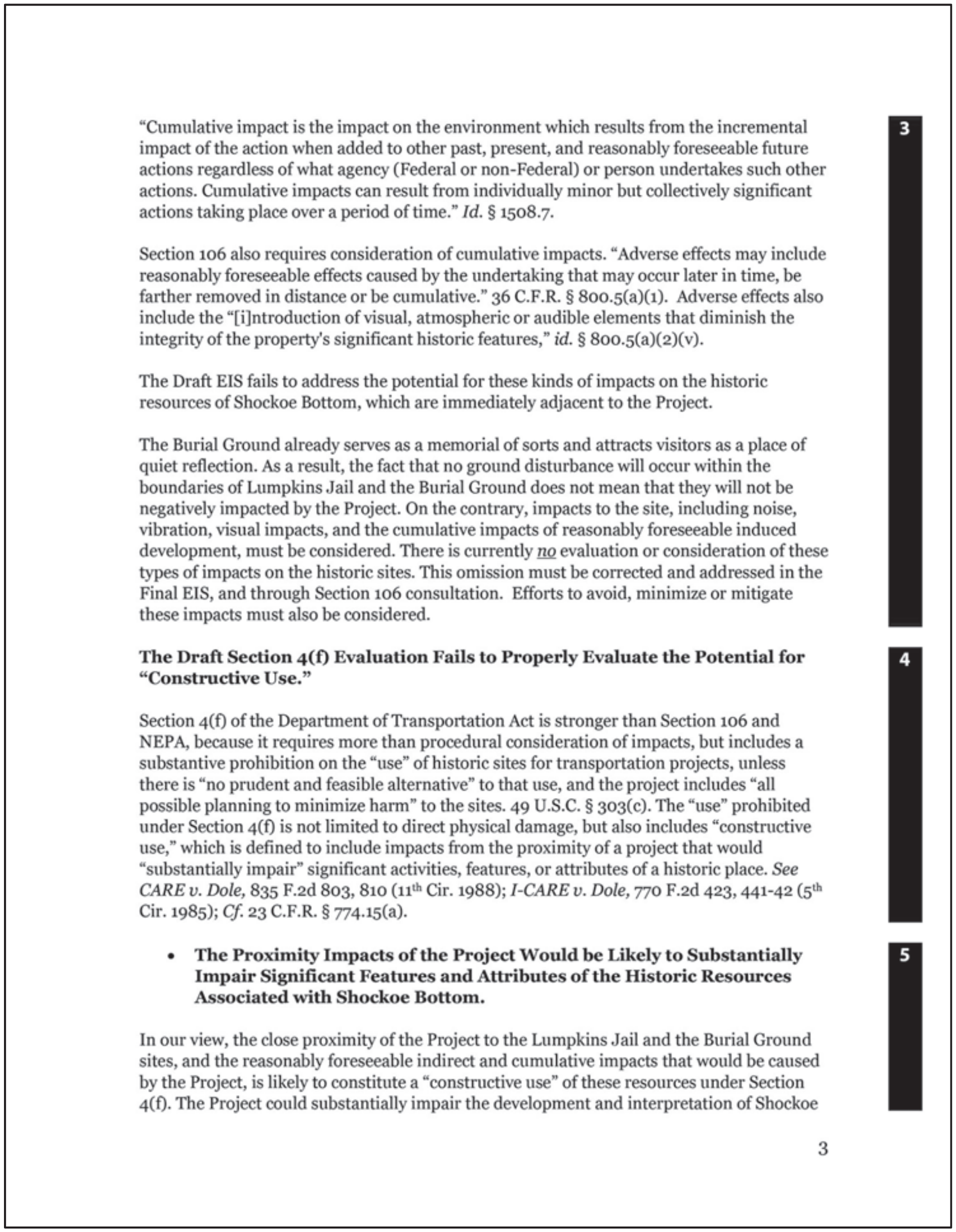
3
- **The Draft EIS Fails to Consider Indirect and Cumulative Impacts.**

The National Environmental Policy Act (NEPA) and Section 106 of the NHPA specifically require consideration of impacts that go beyond physical damage from ground disturbance. For example, the NEPA regulations explicitly require federal agencies to consider "Indirect effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate . . . ." 40 C.F.R. § 1508.8(b).

NATIONAL TRUST FOR HISTORIC PRESERVATION (continued)

(Response to comment 1 on pages B-306 through B-308)

2. DRPT concurs with the National Trust for Historic Preservation's comment and, as mentioned above in DRPT response #1, preservation in place of these resources is paramount. These resources will be avoided during Project construction.
3. Final EIS Section 5.20 addresses indirect and cumulative impacts, including potential impacts on historic properties, from the Preferred Alternative. Data was also distributed to all consulting parties via email and in person meetings (see Appendix E of the Final EIS). Based on comments received from the National Trust and similar comments from others, expanded discussion of potential indirect and cumulative effects on historic resources in Shockoe Bottom is included in Section 3.1 of the Final EIS.



3 "Cumulative impact is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." *Id.* § 1508.7.

Section 106 also requires consideration of cumulative impacts. "Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative." 36 C.F.R. § 800.5(a)(1). Adverse effects also include the "[i]ntroduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features," *id.* § 800.5(a)(2)(v).

The Draft EIS fails to address the potential for these kinds of impacts on the historic resources of Shockoe Bottom, which are immediately adjacent to the Project.

The Burial Ground already serves as a memorial of sorts and attracts visitors as a place of quiet reflection. As a result, the fact that no ground disturbance will occur within the boundaries of Lumpkins Jail and the Burial Ground does not mean that they will not be negatively impacted by the Project. On the contrary, impacts to the site, including noise, vibration, visual impacts, and the cumulative impacts of reasonably foreseeable induced development, must be considered. There is currently *no* evaluation or consideration of these types of impacts on the historic sites. This omission must be corrected and addressed in the Final EIS, and through Section 106 consultation. Efforts to avoid, minimize or mitigate these impacts must also be considered.

4 **The Draft Section 4(f) Evaluation Fails to Properly Evaluate the Potential for "Constructive Use."**

Section 4(f) of the Department of Transportation Act is stronger than Section 106 and NEPA, because it requires more than procedural consideration of impacts, but includes a substantive prohibition on the "use" of historic sites for transportation projects, unless there is "no prudent and feasible alternative" to that use, and the project includes "all possible planning to minimize harm" to the sites. 49 U.S.C. § 303(c). The "use" prohibited under Section 4(f) is not limited to direct physical damage, but also includes "constructive use," which is defined to include impacts from the proximity of a project that would "substantially impair" significant activities, features, or attributes of a historic place. *See CARE v. Dole*, 835 F.2d 803, 810 (11th Cir. 1988); *I-CARE v. Dole*, 770 F.2d 423, 441-42 (5th Cir. 1985); *Cf.* 23 C.F.R. § 774.15(a).

5
- **The Proximity Impacts of the Project Would be Likely to Substantially Impair Significant Features and Attributes of the Historic Resources Associated with Shockoe Bottom.**

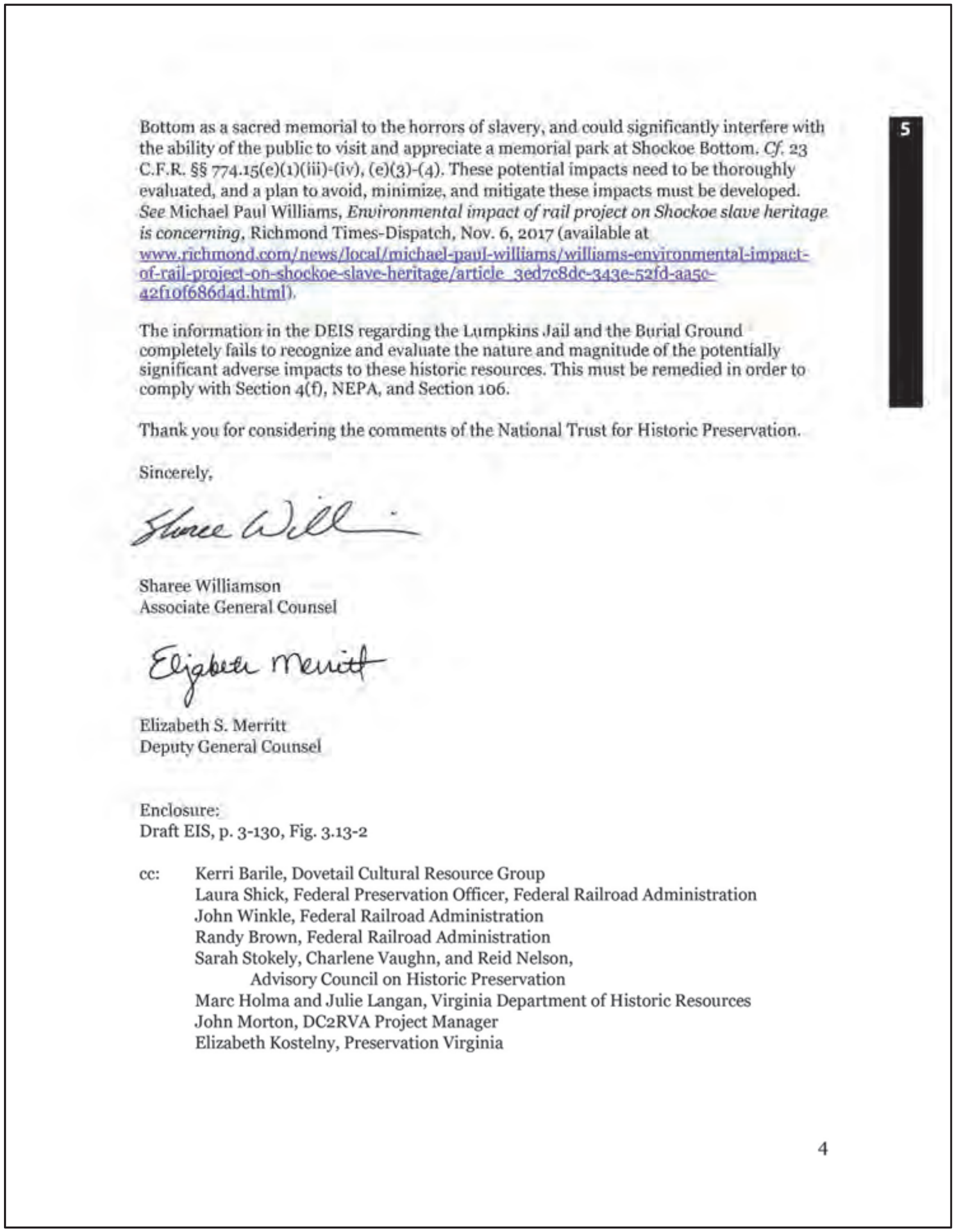
In our view, the close proximity of the Project to the Lumpkins Jail and the Burial Ground sites, and the reasonably foreseeable indirect and cumulative impacts that would be caused by the Project, is likely to constitute a "constructive use" of these resources under Section 4(f). The Project could substantially impair the development and interpretation of Shockoe

NATIONAL TRUST FOR HISTORIC PRESERVATION (continued)

(Response to comment 3 on previous page)

4. An expanded discussion of potential impacts to Shockoe Bottom historic properties is included in Section 3.1 of the Final EIS, including an evaluation of the applicability of constructive use under Section 4(f).

5. DRPT conducted additional review of prior studies on this area to ensure that the history is known prior to obtaining final effect determinations; as stated in DRPT response #1. Expanded discussion of the Main Street Station / Shockoe Bottom area, including details on all historical research conducted to date is presented in Final EIS Section 3.1.4. In addition, an examination on 4(f) use is presented in Final EIS Chapter 6.5 through 6.7. There are no constructive uses associated with the DC2RVA Project Final Section 4(f) Evaluation.



Bottom as a sacred memorial to the horrors of slavery, and could significantly interfere with the ability of the public to visit and appreciate a memorial park at Shockoe Bottom. *Cf.* 23 C.F.R. §§ 774.15(e)(1)(iii)-(iv), (e)(3)-(4). These potential impacts need to be thoroughly evaluated, and a plan to avoid, minimize, and mitigate these impacts must be developed. *See* Michael Paul Williams, *Environmental impact of rail project on Shockoe slave heritage is concerning*, Richmond Times-Dispatch, Nov. 6, 2017 (available at www.richmond.com/news/local/michael-paul-williams/williams-environmental-impact-of-rail-project-on-shockoe-slave-heritage/article_3ed7c8dc-343e-52fd-aa5c-42f10f686d4d.html).

The information in the DEIS regarding the Lumpkins Jail and the Burial Ground completely fails to recognize and evaluate the nature and magnitude of the potentially significant adverse impacts to these historic resources. This must be remedied in order to comply with Section 4(f), NEPA, and Section 106.

5

Thank you for considering the comments of the National Trust for Historic Preservation.

Sincerely,

Sharee Will

Sharee Williamson
Associate General Counsel

Elizabeth Merritt

Elizabeth S. Merritt
Deputy General Counsel

Enclosure:
Draft EIS, p. 3-130, Fig. 3.13-2

cc: Kerri Barile, Dovetail Cultural Resource Group
Laura Shick, Federal Preservation Officer, Federal Railroad Administration
John Winkle, Federal Railroad Administration
Randy Brown, Federal Railroad Administration
Sarah Stokely, Charlene Vaughn, and Reid Nelson,
Advisory Council on Historic Preservation
Marc Holma and Julie Langan, Virginia Department of Historic Resources
John Morton, DC2RVA Project Manager
Elizabeth Kostelny, Preservation Virginia

NATIONAL TRUST FOR HISTORIC PRESERVATION (continued)

(Response to comment 5 on previous page)

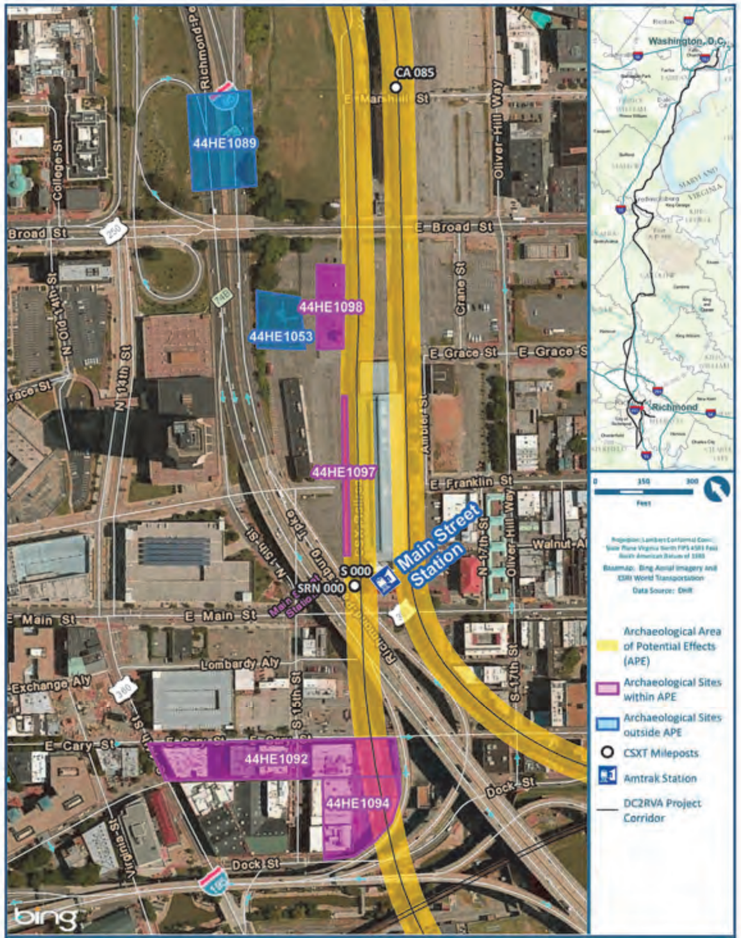
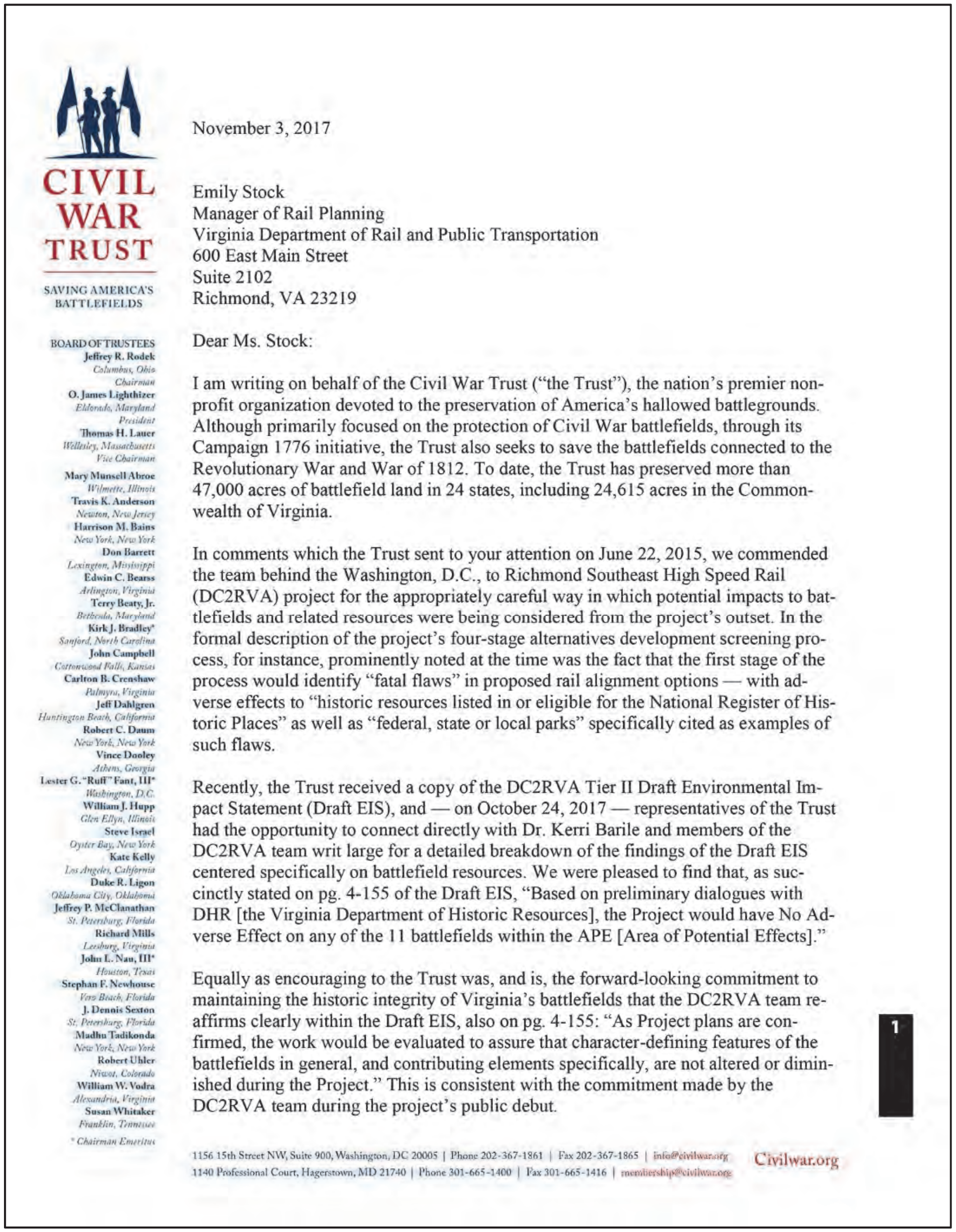

44HE1089
44HE1098
44HE1053
44HE1097
44HE1092
44HE1094
CA 085
S 000
SRN 000
Main Street Station
E Marshall St
E Broad St
Broad St
E Grace St
E Franklin St
E Main St
E Cary St
Dock St
Lombardy Aly
Exchange Aly
College St
N 14th St
N 15th St
N 17th St
Crane St
Ambler St
Oliver Hill Way
S 17th St
Virginia St
Walnut Al
Washington, D.C.
Richmond
MARYLAND
VIRGINIA
Feet
Archaeological Area of Potential Effects (APE)
Archaeological Sites within APE
Archaeological Sites outside APE
CSXT Mileposts
Amtrak Station
DC2RVA Project Corridor
bing

Figure 3.13-2: Archaeological Sites in the General Vicinity of Main Street Station

NATIONAL TRUST FOR HISTORIC PRESERVATION (continued)

(No comments on this page)



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November 3, 2017

Emily Stock
Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 East Main Street
Suite 2102
Richmond, VA 23219

Dear Ms. Stock:

I am writing on behalf of the Civil War Trust ("the Trust"), the nation's premier nonprofit organization devoted to the preservation of America's hallowed battlegrounds. Although primarily focused on the protection of Civil War battlefields, through its Campaign 1776 initiative, the Trust also seeks to save the battlefields connected to the Revolutionary War and War of 1812. To date, the Trust has preserved more than 47,000 acres of battlefield land in 24 states, including 24,615 acres in the Commonwealth of Virginia.

In comments which the Trust sent to your attention on June 22, 2015, we commended the team behind the Washington, D.C., to Richmond Southeast High Speed Rail (DC2RVA) project for the appropriately careful way in which potential impacts to battlefields and related resources were being considered from the project's outset. In the formal description of the project's four-stage alternatives development screening process, for instance, prominently noted at the time was the fact that the first stage of the process would identify "fatal flaws" in proposed rail alignment options — with adverse effects to "historic resources listed in or eligible for the National Register of Historic Places" as well as "federal, state or local parks" specifically cited as examples of such flaws.

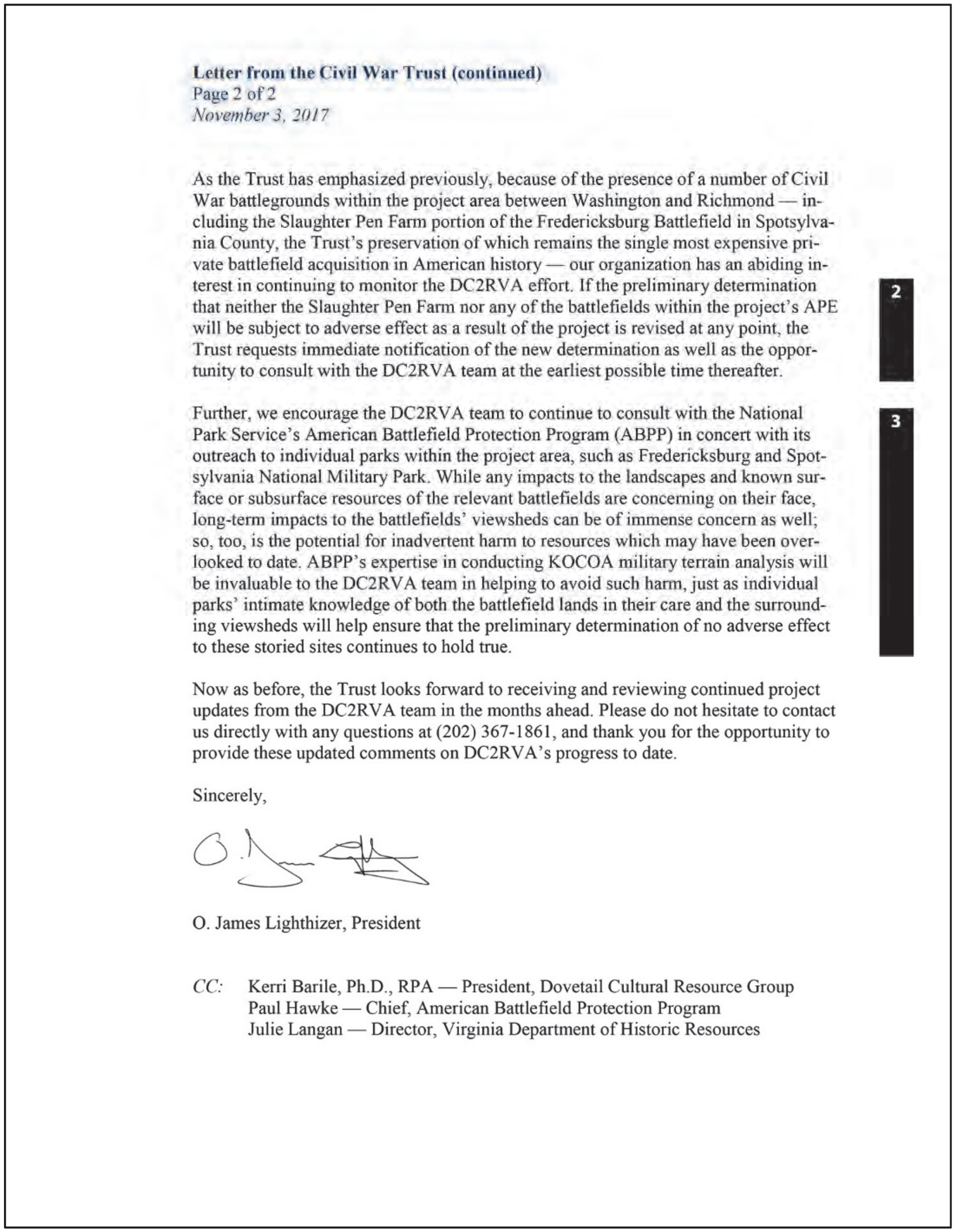
Recently, the Trust received a copy of the DC2RVA Tier II Draft Environmental Impact Statement (Draft EIS), and — on October 24, 2017 — representatives of the Trust had the opportunity to connect directly with Dr. Kerri Barile and members of the DC2RVA team writ large for a detailed breakdown of the findings of the Draft EIS centered specifically on battlefield resources. We were pleased to find that, as succinctly stated on pg. 4-155 of the Draft EIS, "Based on preliminary dialogues with DHR [the Virginia Department of Historic Resources], the Project would have No Adverse Effect on any of the 11 battlefields within the APE [Area of Potential Effects]."

Equally as encouraging to the Trust was, and is, the forward-looking commitment to maintaining the historic integrity of Virginia's battlefields that the DC2RVA team reaffirms clearly within the Draft EIS, also on pg. 4-155: "As Project plans are confirmed, the work would be evaluated to assure that character-defining features of the battlefields in general, and contributing elements specifically, are not altered or diminished during the Project." This is consistent with the commitment made by the DC2RVA team during the project's public debut. 1

1156 15th Street NW, Suite 900, Washington, DC 20005 | Phone 202-367-1861 | Fax 202-367-1865 | info@civilwar.org
1140 Professional Court, Hagerstown, MD 21740 | Phone 301-665-1400 | Fax 301-665-1416 | membership@civilwar.org
Civilwar.org

CIVIL WAR TRUST

1. DRPT confirms that by selecting a Preferred Alternative that generally remains within the existing CSXT right-of-way through Central Virginia, the Project will not alter or diminish the character-defining features of the battlefields in general and contributing elements specifically.



Letter from the Civil War Trust (continued)
Page 2 of 2
November 3, 2017

2 As the Trust has emphasized previously, because of the presence of a number of Civil War battlegrounds within the project area between Washington and Richmond — including the Slaughter Pen Farm portion of the Fredericksburg Battlefield in Spotsylvania County, the Trust's preservation of which remains the single most expensive private battlefield acquisition in American history — our organization has an abiding interest in continuing to monitor the DC2RVA effort. If the preliminary determination that neither the Slaughter Pen Farm nor any of the battlefields within the project's APE will be subject to adverse effect as a result of the project is revised at any point, the Trust requests immediate notification of the new determination as well as the opportunity to consult with the DC2RVA team at the earliest possible time thereafter.

3 Further, we encourage the DC2RVA team to continue to consult with the National Park Service's American Battlefield Protection Program (ABPP) in concert with its outreach to individual parks within the project area, such as Fredericksburg and Spotsylvania National Military Park. While any impacts to the landscapes and known surface or subsurface resources of the relevant battlefields are concerning on their face, long-term impacts to the battlefields' viewsheds can be of immense concern as well; so, too, is the potential for inadvertent harm to resources which may have been overlooked to date. ABPP's expertise in conducting KOCOA military terrain analysis will be invaluable to the DC2RVA team in helping to avoid such harm, just as individual parks' intimate knowledge of both the battlefield lands in their care and the surrounding viewsheds will help ensure that the preliminary determination of no adverse effect to these storied sites continues to hold true.

Now as before, the Trust looks forward to receiving and reviewing continued project updates from the DC2RVA team in the months ahead. Please do not hesitate to contact us directly with any questions at (202) 367-1861, and thank you for the opportunity to provide these updated comments on DC2RVA's progress to date.

Sincerely,

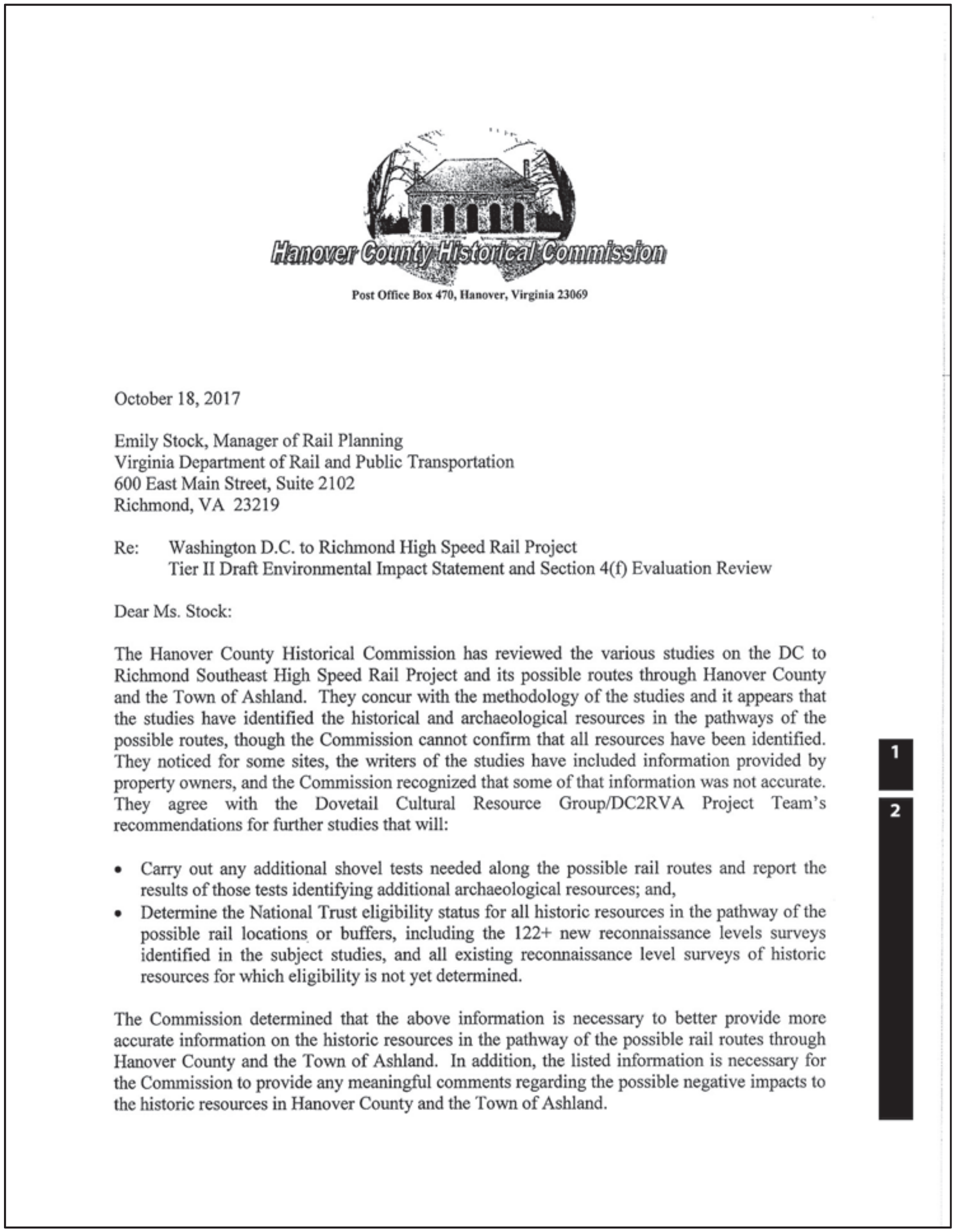
O. James Lighthizer, President

CC: Kerri Barile, Ph.D., RPA — President, Dovetail Cultural Resource Group
Paul Hawke — Chief, American Battlefield Protection Program
Julie Langan — Director, Virginia Department of Historic Resources

CIVIL WAR TRUST (continued)

2. DRPT is committed to an open and continual dialogue with all consulting parties, including the National Park Service's American Battlefield Protection Program ABPP and the Civil War Trust, during the entire Project process. This includes final design, after incremental improvements are scheduled and funding is established. Modifications to the list of historic properties and effect determinations have been disseminated upon receipt, followed by additional meetings and dialogues on the ensuing results.

3. DRPT will continue its ongoing dialogues with all consulting parties, including the ABPP and Fredericksburg and Spotsylvania National Military Park (FSNMP), to assure that all historic properties are thoroughly considered during final design in a manner consistent with DHR guidelines and Section 106 of the National Historic Preservation Act. At a meeting with DRPT on February 13, 2018, the DHR determined that KOCOA analysis is not needed to determine Project Section 106 effects.



Hanover County Historical Commission

Post Office Box 470, Hanover, Virginia 23069

October 18, 2017

Emily Stock, Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Re: Washington D.C. to Richmond High Speed Rail Project
Tier II Draft Environmental Impact Statement and Section 4(f) Evaluation Review

Dear Ms. Stock:

The Hanover County Historical Commission has reviewed the various studies on the DC to Richmond Southeast High Speed Rail Project and its possible routes through Hanover County and the Town of Ashland. They concur with the methodology of the studies and it appears that the studies have identified the historical and archaeological resources in the pathways of the possible routes, though the Commission cannot confirm that all resources have been identified. 1 They noticed for some sites, the writers of the studies have included information provided by property owners, and the Commission recognized that some of that information was not accurate. 2 They agree with the Dovetail Cultural Resource Group/DC2RVA Project Team's recommendations for further studies that will:

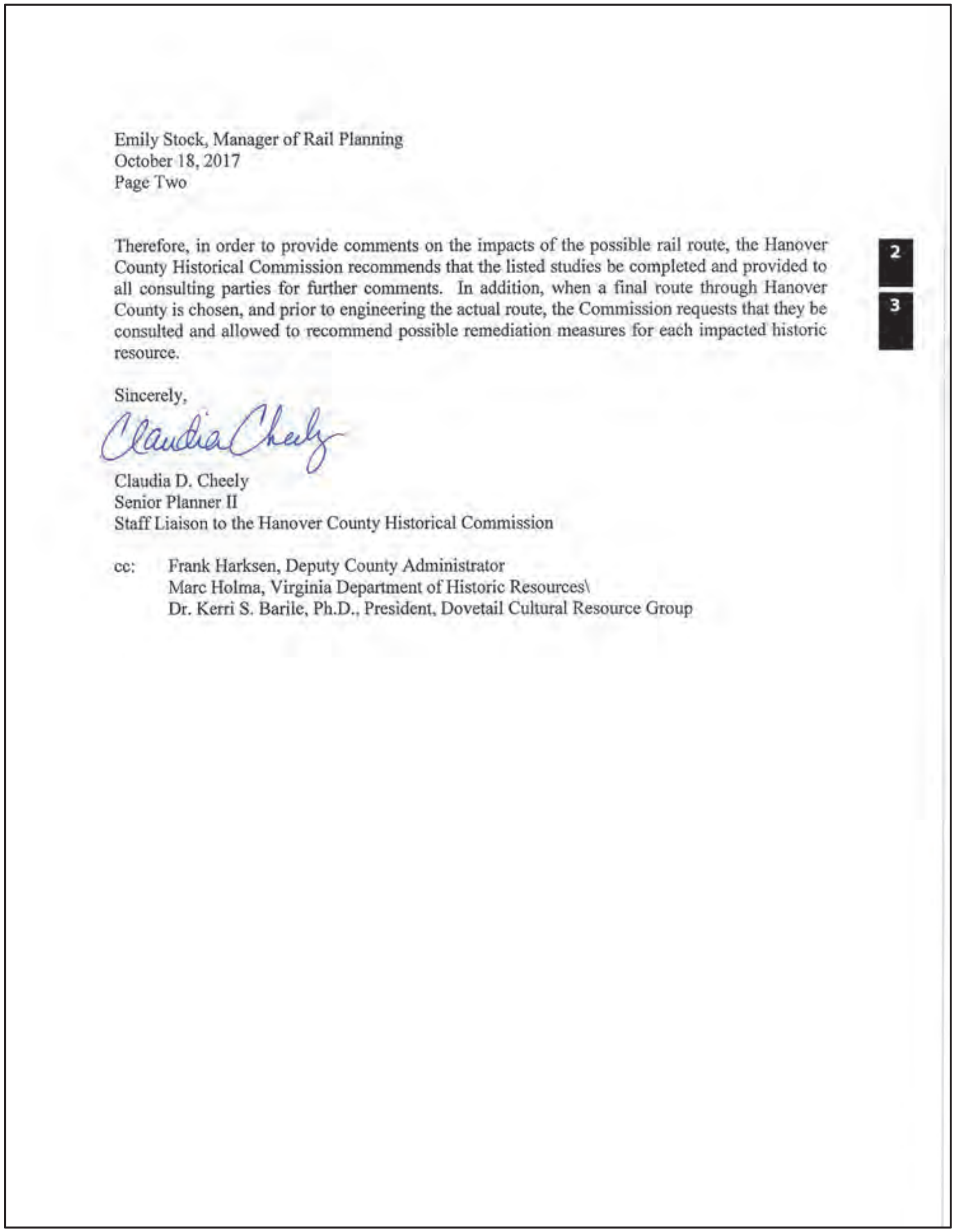
- Carry out any additional shovel tests needed along the possible rail routes and report the results of those tests identifying additional archaeological resources; and,
- Determine the National Trust eligibility status for all historic resources in the pathway of the possible rail locations or buffers, including the 122+ new reconnaissance levels surveys identified in the subject studies, and all existing reconnaissance level surveys of historic resources for which eligibility is not yet determined.

The Commission determined that the above information is necessary to better provide more accurate information on the historic resources in the pathway of the possible rail routes through Hanover County and the Town of Ashland. In addition, the listed information is necessary for the Commission to provide any meaningful comments regarding the possible negative impacts to the historic resources in Hanover County and the Town of Ashland.

HANOVER COUNTY HISTORICAL COMMISSION

1. and 2. DRPT conducted additional studies, including an archaeological survey, architectural survey, and an intensive-level architectural study along with all applicable archival research and contextual reviews, prior to the Final EIS, based on the Commonwealth Transportation Board's recommendation of the Preferred Alternative. Appendix D of the Final EIS presents the resultant updated cultural resources reports. The additional studies included obtaining eligibility determinations for all buildings, districts, objects, structures, and sites within the Project Area of Potential Effects. All work complied with Section 106 of the National Historic Preservation Act and studies were coordinated with the County and the Department of Historic Resources (DHR). Information on any resource deemed a historic property was shared with the Hanover County Historical Commission to verify that character-defining features and notable contextual elements were included as applicable. The Final EIS defines Alternative 5A (Maintain Two Tracks through Town) as the Preferred Alternative in Area 5 through Ashland. Alternative 5A provides the railroad and roadway infrastructure required to support the railroad operations proposed in the DC2RVA Project. As presented in Section 5.13 of the Final EIS, Alternative 5A is expected to affect zero historic properties in downtown Ashland, as no additional infrastructure would be constructed within the Town of Ashland or outside of the CSXT railroad right-of-way through Hanover County. The exception to this includes the construction of new highway-rail grade separations where Vaughan Road (Archie Cannon Drive) and Ashcake Road cross the railroad to the north and south. There are no historic properties in the area of potential effects at the Ashcake Road intersection. There is one historic property at the Vaughan Road (Archie Cannon Drive) intersection: the Berkleytown Historic District. The FRA has determined, and the DHR concurred, that the Project will have an adverse effect and a Section 4(f) use of this resource. Stipulations to mitigate the adverse effect are set forth in the Section 106 Draft Memorandum of Agreement (Appendix K of the Final EIS).

(Responses are continued on next page)



Emily Stock, Manager of Rail Planning
October 18, 2017
Page Two

Therefore, in order to provide comments on the impacts of the possible rail route, the Hanover County Historical Commission recommends that the listed studies be completed and provided to all consulting parties for further comments. In addition, when a final route through Hanover County is chosen, and prior to engineering the actual route, the Commission requests that they be consulted and allowed to recommend possible remediation measures for each impacted historic resource.

2

3

Sincerely,

Claudia Cheely

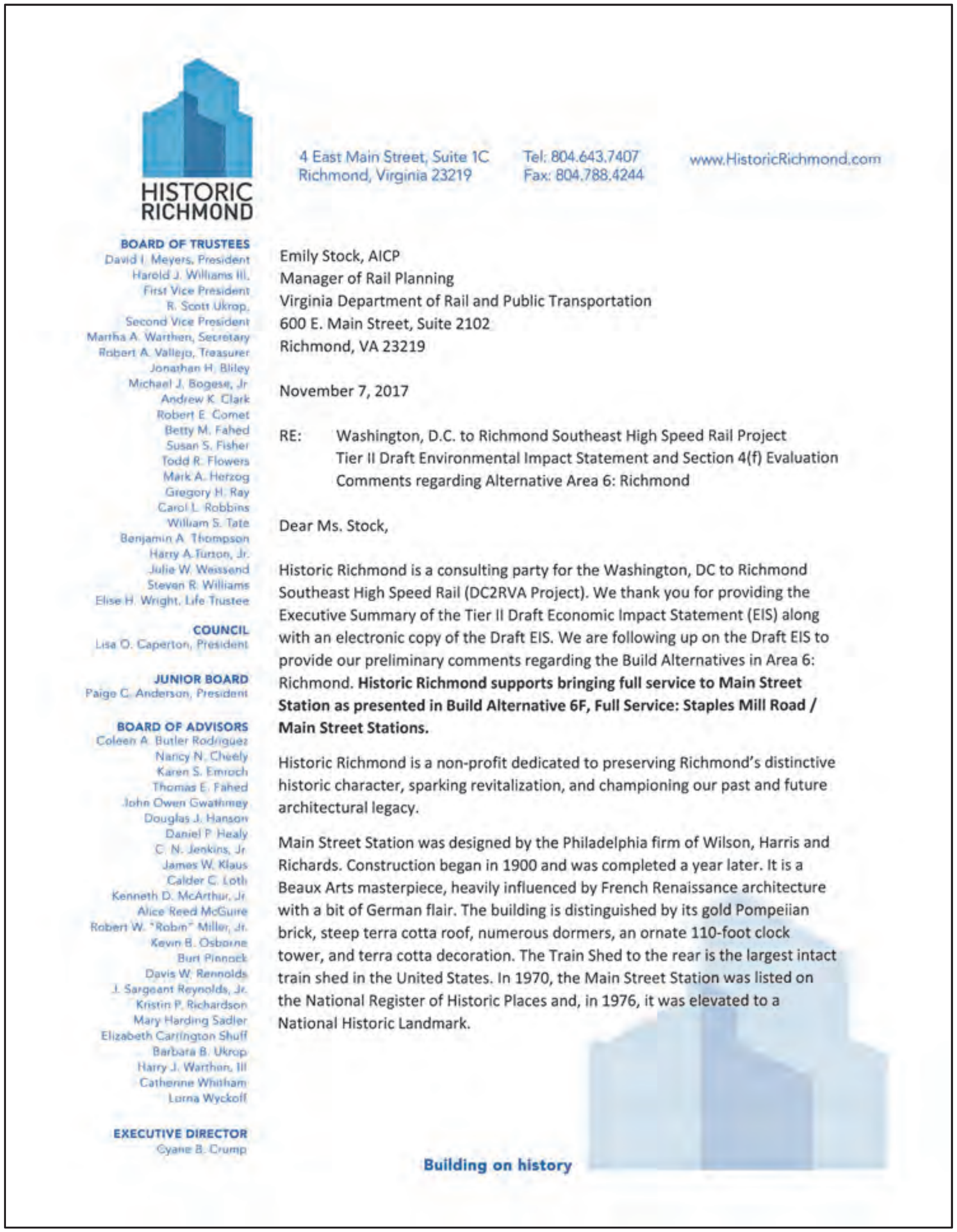
Claudia D. Cheely
Senior Planner II
Staff Liaison to the Hanover County Historical Commission

cc: Frank Harksen, Deputy County Administrator
Marc Holma, Virginia Department of Historic Resources\
Dr. Kerri S. Barile, Ph.D., President, Dovetail Cultural Resource Group

HANOVER COUNTY HISTORICAL COMMISSION (continued)

Outside of Ashland, there are two additional historic properties within Hanover County—the Doswell Historic District and the Doswell Depot and Tower. The FRA has determined that the Project will have an adverse effect and a Section 4(f) use of both resources, and the impacts will be mitigated through the Section 106 process. See Chapter 5 and 6 of the Final EIS for details.

3. All consulting parties to the Section 106 process, including the Hanover County Historical Commission, will continue to be informed of all steps in the cultural resource process, such as stipulations set forth in the Section 106 Draft Memorandum of Agreement (Appendix K of the Final EIS), and upcoming meetings.



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RICHMOND

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Emily Stock, AICP
Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219

November 7, 2017

RE: Washington, D.C. to Richmond Southeast High Speed Rail Project
Tier II Draft Environmental Impact Statement and Section 4(f) Evaluation
Comments regarding Alternative Area 6: Richmond

Dear Ms. Stock,

Historic Richmond is a consulting party for the Washington, DC to Richmond Southeast High Speed Rail (DC2RVA Project). We thank you for providing the Executive Summary of the Tier II Draft Economic Impact Statement (EIS) along with an electronic copy of the Draft EIS. We are following up on the Draft EIS to provide our preliminary comments regarding the Build Alternatives in Area 6: Richmond. **Historic Richmond supports bringing full service to Main Street Station as presented in Build Alternative 6F, Full Service: Staples Mill Road / Main Street Stations.**

Historic Richmond is a non-profit dedicated to preserving Richmond's distinctive historic character, sparking revitalization, and championing our past and future architectural legacy.

Main Street Station was designed by the Philadelphia firm of Wilson, Harris and Richards. Construction began in 1900 and was completed a year later. It is a Beaux Arts masterpiece, heavily influenced by French Renaissance architecture with a bit of German flair. The building is distinguished by its gold Pompeiian brick, steep terra cotta roof, numerous dormers, an ornate 110-foot clock tower, and terra cotta decoration. The Train Shed to the rear is the largest intact train shed in the United States. In 1970, the Main Street Station was listed on the National Register of Historic Places and, in 1976, it was elevated to a National Historic Landmark.

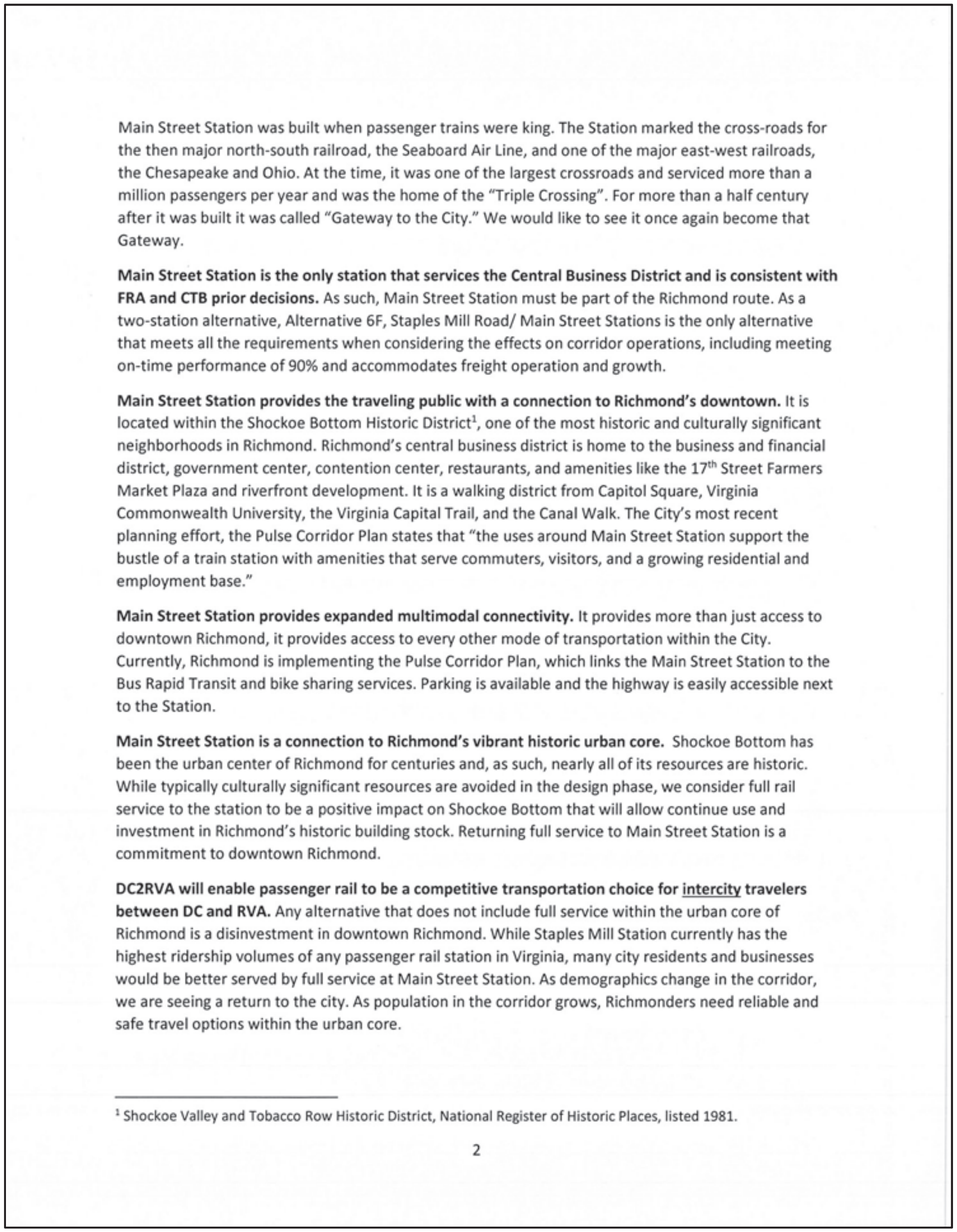
Building on history

HISTORIC RICHMOND

(No comments on this page)

HISTORIC RICHMOND (continued)

(No comments on this page)



Main Street Station was built when passenger trains were king. The Station marked the cross-roads for the then major north-south railroad, the Seaboard Air Line, and one of the major east-west railroads, the Chesapeake and Ohio. At the time, it was one of the largest crossroads and serviced more than a million passengers per year and was the home of the "Triple Crossing". For more than a half century after it was built it was called "Gateway to the City." We would like to see it once again become that Gateway.

Main Street Station is the only station that services the Central Business District and is consistent with FRA and CTB prior decisions. As such, Main Street Station must be part of the Richmond route. As a two-station alternative, Alternative 6F, Staples Mill Road/ Main Street Stations is the only alternative that meets all the requirements when considering the effects on corridor operations, including meeting on-time performance of 90% and accommodates freight operation and growth.

Main Street Station provides the traveling public with a connection to Richmond's downtown. It is located within the Shockoe Bottom Historic District[1], one of the most historic and culturally significant neighborhoods in Richmond. Richmond's central business district is home to the business and financial district, government center, contention center, restaurants, and amenities like the 17th Street Farmers Market Plaza and riverfront development. It is a walking district from Capitol Square, Virginia Commonwealth University, the Virginia Capital Trail, and the Canal Walk. The City's most recent planning effort, the Pulse Corridor Plan states that "the uses around Main Street Station support the bustle of a train station with amenities that serve commuters, visitors, and a growing residential and employment base."

Main Street Station provides expanded multimodal connectivity. It provides more than just access to downtown Richmond, it provides access to every other mode of transportation within the City. Currently, Richmond is implementing the Pulse Corridor Plan, which links the Main Street Station to the Bus Rapid Transit and bike sharing services. Parking is available and the highway is easily accessible next to the Station.

Main Street Station is a connection to Richmond's vibrant historic urban core. Shockoe Bottom has been the urban center of Richmond for centuries and, as such, nearly all of its resources are historic. While typically culturally significant resources are avoided in the design phase, we consider full rail service to the station to be a positive impact on Shockoe Bottom that will allow continue use and investment in Richmond's historic building stock. Returning full service to Main Street Station is a commitment to downtown Richmond.

DC2RVA will enable passenger rail to be a competitive transportation choice for intercity travelers between DC and RVA. Any alternative that does not include full service within the urban core of Richmond is a disinvestment in downtown Richmond. While Staples Mill Station currently has the highest ridership volumes of any passenger rail station in Virginia, many city residents and businesses would be better served by full service at Main Street Station. As demographics change in the corridor, we are seeing a return to the city. As population in the corridor grows, Richmonders need reliable and safe travel options within the urban core.

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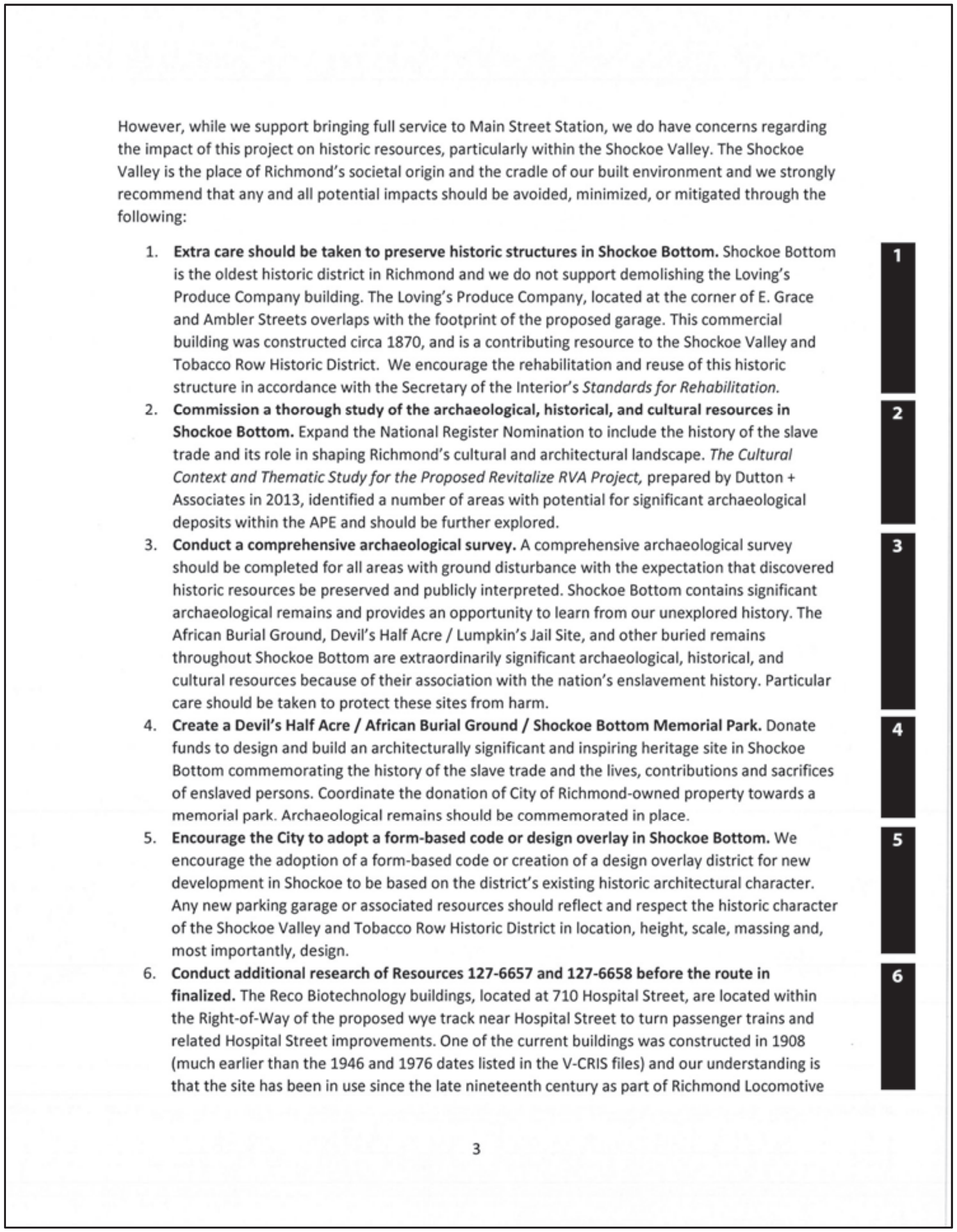
[1] Shockoe Valley and Tobacco Row Historic District, National Register of Historic Places, listed 1981.



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1. **Extra care should be taken to preserve historic structures in Shockoe Bottom.** Shockoe Bottom is the oldest historic district in Richmond and we do not support demolishing the Loving's Produce Company building. The Loving's Produce Company, located at the corner of E. Grace and Ambler Streets overlaps with the footprint of the proposed garage. This commercial building was constructed circa 1870, and is a contributing resource to the Shockoe Valley and Tobacco Row Historic District. We encourage the rehabilitation and reuse of this historic structure in accordance with the Secretary of the Interior's *Standards for Rehabilitation.*
2. **Commission a thorough study of the archaeological, historical, and cultural resources in Shockoe Bottom.** Expand the National Register Nomination to include the history of the slave trade and its role in shaping Richmond's cultural and architectural landscape. *The Cultural Context and Thematic Study for the Proposed Revitalize RVA Project,* prepared by Dutton + Associates in 2013, identified a number of areas with potential for significant archaeological deposits within the APE and should be further explored.
3. **Conduct a comprehensive archaeological survey.** A comprehensive archaeological survey should be completed for all areas with ground disturbance with the expectation that discovered historic resources be preserved and publicly interpreted. Shockoe Bottom contains significant archaeological remains and provides an opportunity to learn from our unexplored history. The African Burial Ground, Devil's Half Acre / Lumpkin's Jail Site, and other buried remains throughout Shockoe Bottom are extraordinarily significant archaeological, historical, and cultural resources because of their association with the nation's enslavement history. Particular care should be taken to protect these sites from harm.
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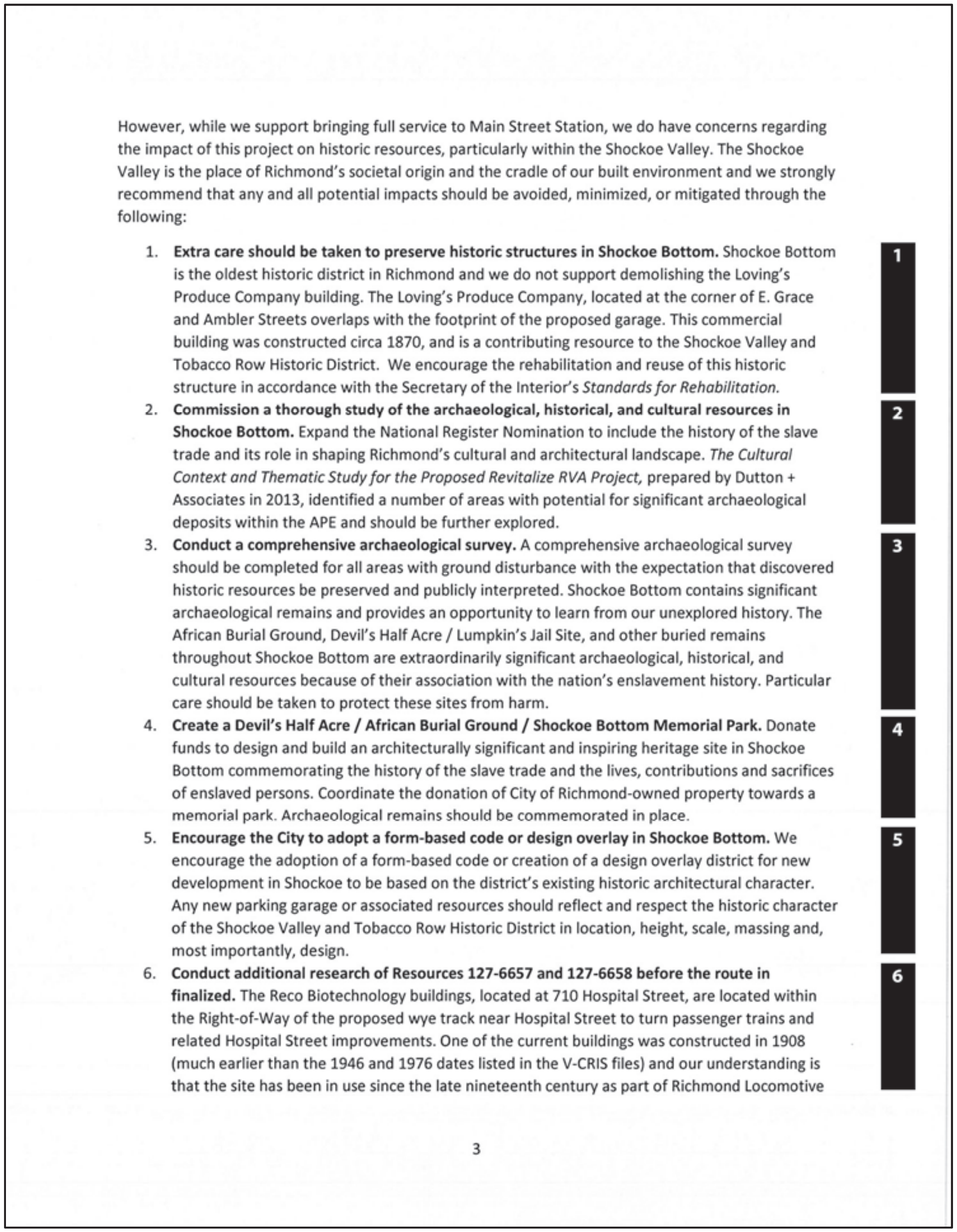
3

HISTORIC RICHMOND (continued)

1. The FRA and DRPT understand the sensitivity and significance of the Shockoe Bottom area, including the Loving's Produce Company, which is a contributing element to the National Register of Historic Places (NRHP)-listed Shockoe Valley and Tobacco Row Historic District. Loving's Produce Company was included in additional architectural studies completed by DRPT prior to the Final EIS, and was taken into consideration to avoid and/or minimize any impacts to the resource. The DHR determined that the resource is not individually eligible for the NRHP but remains a contributing element to the surrounding district. Alternative 6F (Full Service - Staples Mill Road/Main Street Station) was selected as the Preferred Alternative in Area 6 through Richmond. As defined in Section 4.3.6 of the Final EIS, Alternative 6F provides full service to two stations in Richmond, one serving Downtown Richmond at Main Street Station and a second serving suburban Richmond at Staples Mill Road. Chapter 4.3.6 of the Final EIS describes the infrastructure improvements proposed near Main Street Station in Area 6. Through review and investigation of historic records, consultation with consulting parties and other groups with a vested interest in area history, and in comments received from the public and Historic Richmond, DRPT has reduced the facilities proposed for construction at Main Street Station to the minimum infrastructure necessary to deliver the service proposed in the DC2RVA Project. This includes a reduction in the design length of the platforms on the east and west sides of the station to remain south of East Broad Street, and to the minimum width feasible to support the forecasted level of ridership and services provided at the station. In addition, a multistory parking deck east of Main Street Station has been removed from the plans. The provision of a two-station alternative in Richmond allows for a distribution of ridership, parking and automobile traffic among the two stations. Therefore, this minimizes the infrastructure required and potential impacts associated with Main Street Station.

(Responses are continued on next page)



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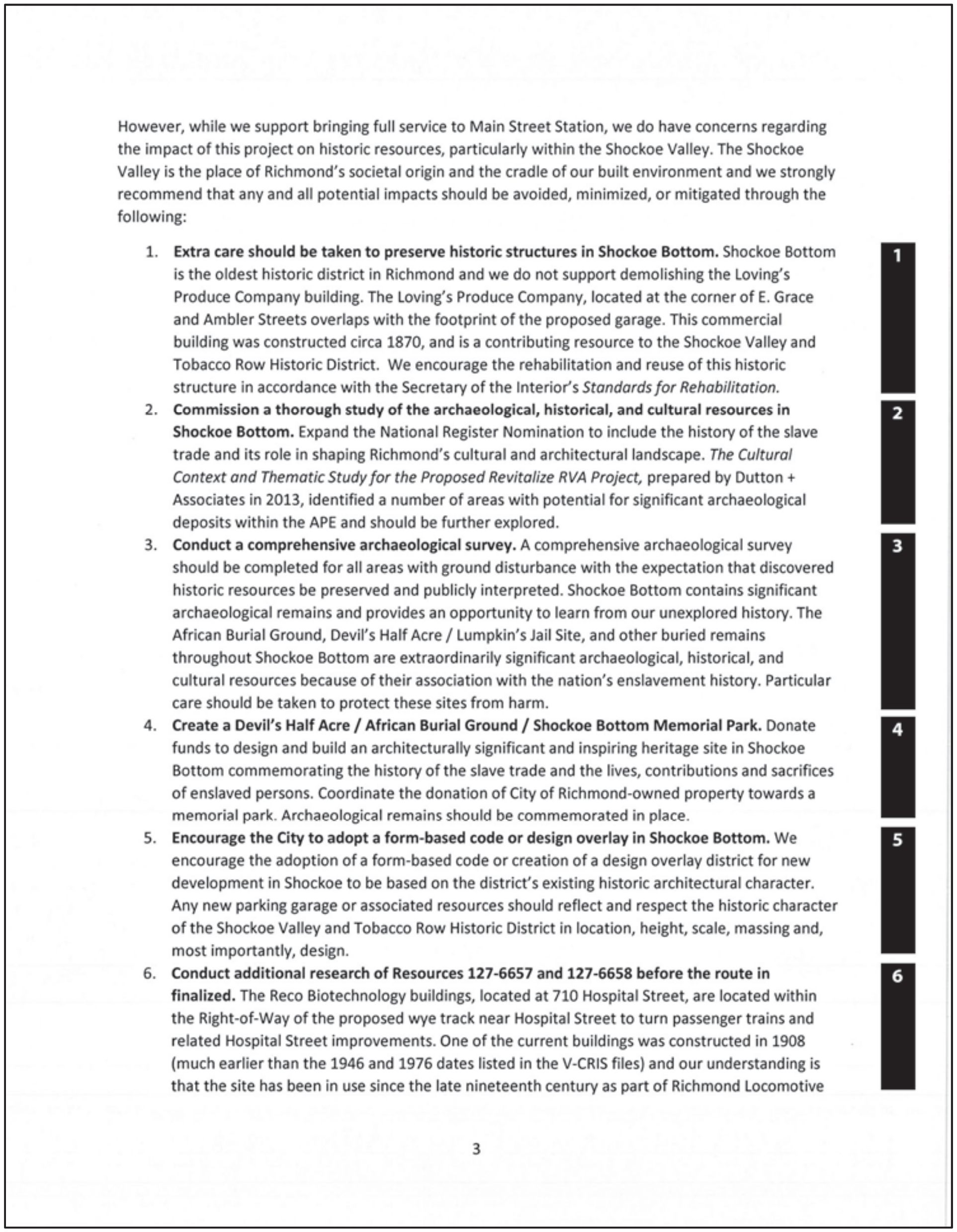
HISTORIC RICHMOND (continued)

Through these efforts, Project impacts have been minimized to the greatest degree possible. The Project is avoiding all recorded antebellum resources in the Shockoe Bottom area; no resources will be demolished. There will be direct impacts to three postbellum above-ground historic properties (Shockoe Valley and Tobacco Row Historic District, Main Street Station, and Seaboard Air Line Railroad). In addition, three turn-of-the-century eligible archaeological sites (44HE1095, 44HE1097, and 44HE1098) may be impacted by proposed construction. Any historic property that is adversely affected by the undertaking will be the subject of mitigation. See response to DRPT response to comment #2 below for additional details.

2. Resources in Shockoe Bottom, along with the proposed Memorial Park area, are discussed in Chapters 3 through 5 of the Draft EIS, and within several technical reports in the Draft EIS Appendix R (cultural resource technical reports) as well as Final EIS Chapters 5 and 6 and Appendix D to assure that these historic places are taken into consideration during Project planning. Additionally, Section 3.1.4 of the Final EIS provides an expanded discussion of the Main Street Station/Shockoe Bottom area, including comments and concerns from the Draft EIS related to historic context, history of the area, summary previous cultural studies, a summary of all work to date including ongoing work since the issuance of the Draft EIS, a description of the avoidance analysis performed, and future studies. The Section 106 Draft Memorandum of Agreement (Appendix K of the Final EIS) outlining stipulations to mitigate adverse effects to six historic properties in this area expounds on studies being completed as part of the Project. A recommendation on expansions to the NRHP nomination, or recordation of a new district, would likely be part of the ensuing recommendations for this area by the City of Richmond beyond the DC2RVA Project. However, DRPT recognizes the importance of this area and have committed to working with the City to define the boundaries of this district and to work with local interest groups to understand the history of this area as a stipulation for adverse effects to the surrounding Shockoe Valley and Tobacco Row Historic District.

(Responses are continued on next page)



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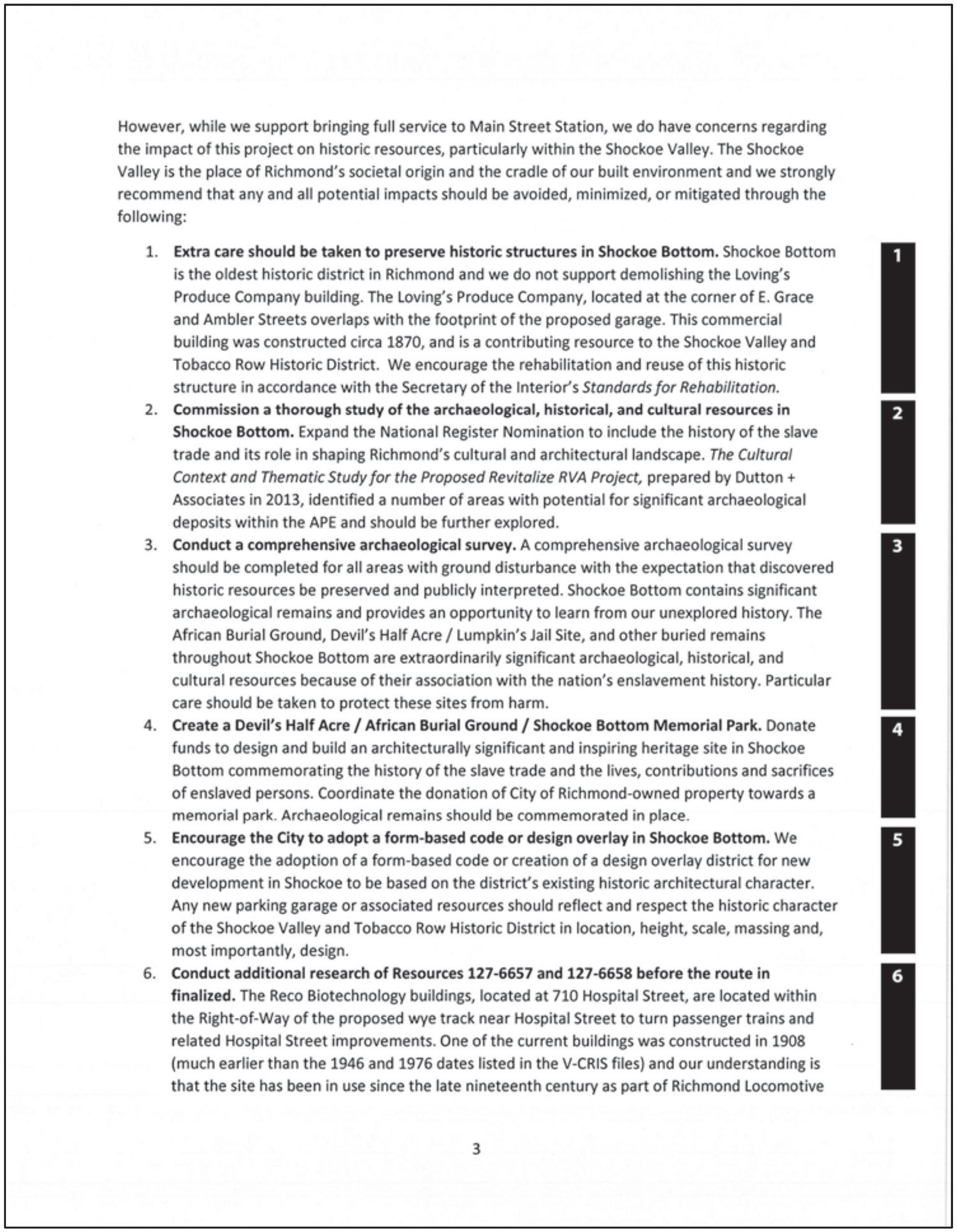
3

HISTORIC RICHMOND (continued)

3. The DC2RVA limits of disturbance (LOD) have been the subject of a Phase IA archaeological reconnaissance and predictive model and Phase IB surveys, which included noting previously recorded sites and recording new resources in any area where ground-disturbing activities may occur. The predictive model and survey report can be found in Appendix R of the Draft EIS. The addendum archaeological survey report can be found in Appendix D of the Final EIS. DRPT minimized the Project footprint to the extent possible to avoid both identified and unknown archaeological resources, including Lumpkins Jail/Devil's Half Acre and the Burial Ground, among others, such as eliminating the multistory parking deck planned for east of Main Street Station. The Project, as currently designed, does not impact the known boundaries of these sites. At the request of consulting parties, Lumpkins Jail and the Graveyard for Free People of Color and Slaves, located just north of Shockoe Bottom, were added to the list of historic properties in the APE (see Section 5.13 of the Final EIS), and the FRA determined that the Project will have no adverse effect on these resources. The DHR concurred. FRA and DRPT fully recognize that unrecorded archaeological sites likely exist in the general Project vicinity. DRPT is fully committed to conducting full archaeological studies on any area where disturbance cannot be avoided. Details on the data recovery efforts are outlined in the Section 106 Draft MOA (Appendix K of the Final EIS). Regarding archaeological studies outside of the limits of disturbance, however, DRPT has discussed the issue extensively with the DHR, and the DHR has concluded that preservation in place is the priority, as archaeology can be a destructive science.
4. Mitigation for adverse effects to the Shockoe Valley and Tobacco Row Historic District, as outlined in the Section 106 Draft MOA (Appendix K of the Final EIS), include studies that will aid in this process. The Historic Richmond Foundation and the City of Richmond, as consulting parties, are involved in developing the Section 106 Draft MOA.
5. Comment noted. DRPT would comply with all City standards and codes during final design of the Project, after incremental improvements are scheduled and funding is secured.

(Responses are continued on next page)



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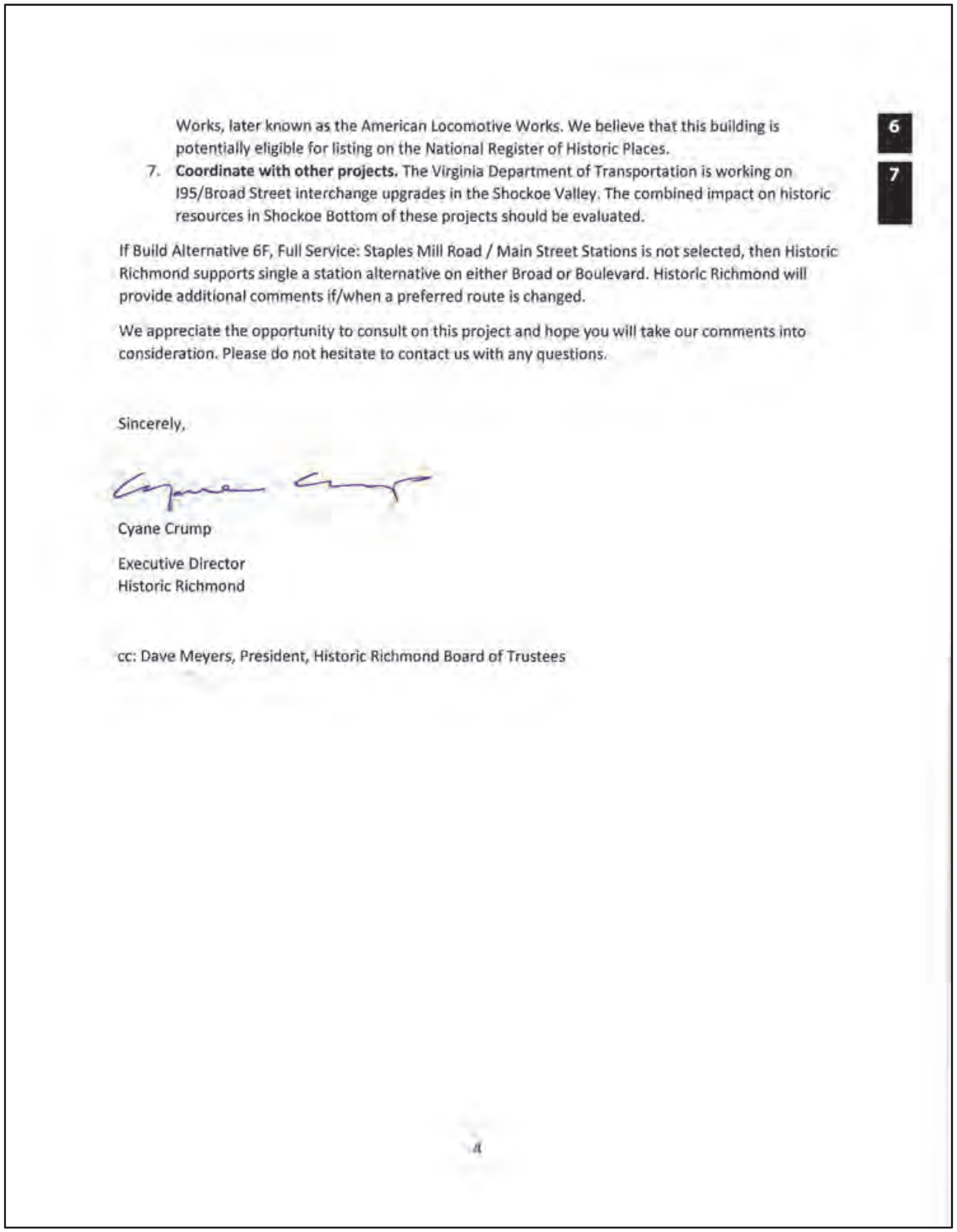
HISTORIC RICHMOND (continued)

6. The resource was preliminarily recorded during architectural studies associated with the Project in 2016, and the building was the subject of additional investigation in 2017/2018. In addition, the parcel was studied for potentially intact archaeological remains in 2018. Copies of the 2018 architectural report and archaeological study can be found in Appendix D of the Final EIS. Upon review of the data, DHR determined that this building is not individually eligible for the National Register of Historic Places. As such, this parcel is not listed as a historic property in the Final EIS. However, the building and its landscape were noted during the planning process, and DRPT removed the need for modifications to this property by eliminating planned construction for a wye in this area; refer to Appendix J of the Final EIS for details on the revised Richmond area turning wye and service yard location that is part of the Preferred Alternative, which is also summarized in Section 4.6 of the Final EIS.



Works, later known as the American Locomotive Works. We believe that this building is potentially eligible for listing on the National Register of Historic Places. 6

7. **Coordinate with other projects.** The Virginia Department of Transportation is working on I95/Broad Street interchange upgrades in the Shockoe Valley. The combined impact on historic resources in Shockoe Bottom of these projects should be evaluated. 7

If Build Alternative 6F, Full Service: Staples Mill Road / Main Street Stations is not selected, then Historic Richmond supports single a station alternative on either Broad or Boulevard. Historic Richmond will provide additional comments if/when a preferred route is changed.

We appreciate the opportunity to consult on this project and hope you will take our comments into consideration. Please do not hesitate to contact us with any questions.

Sincerely,

Cyane Crump

Cyane Crump

Executive Director
Historic Richmond

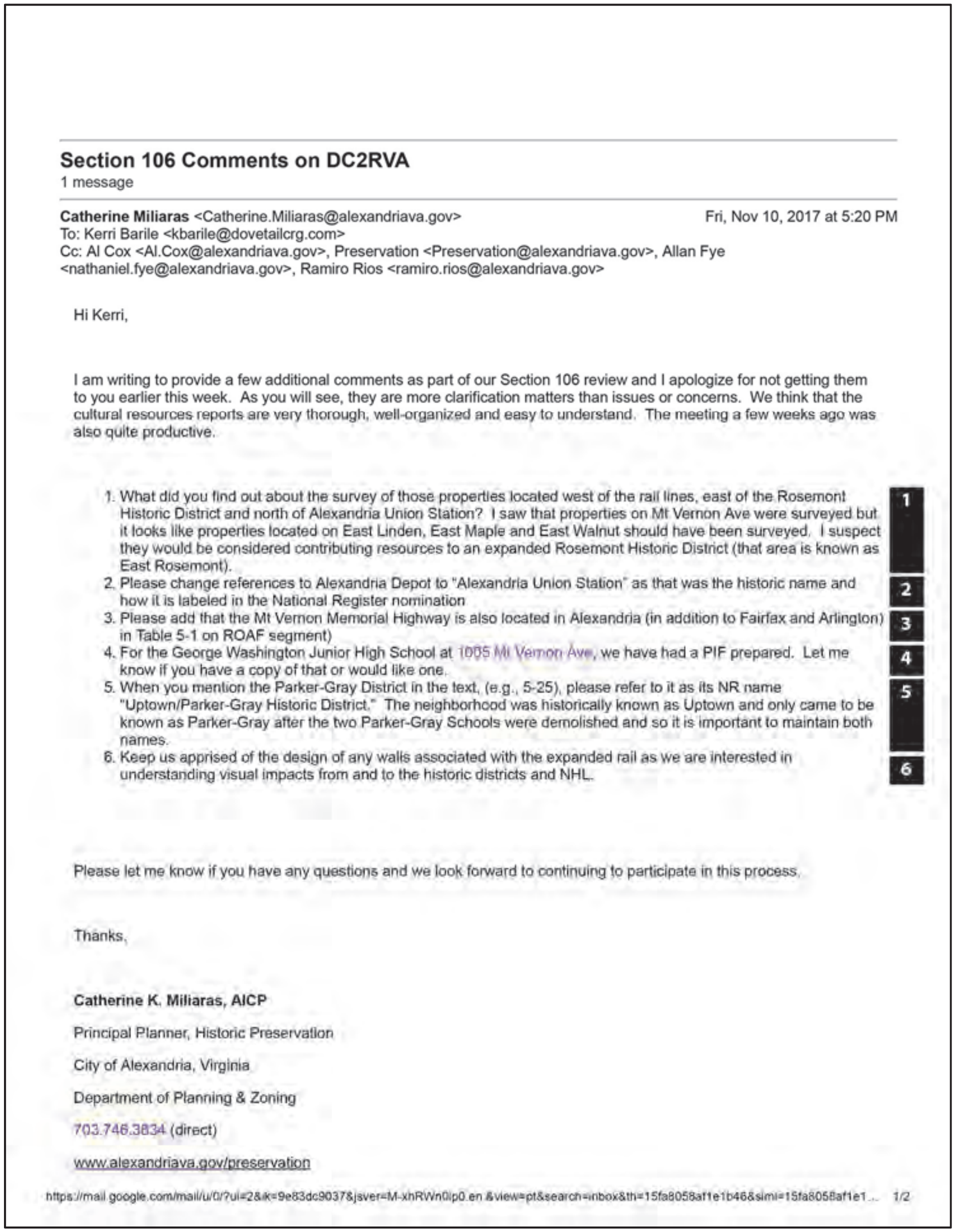
cc: Dave Meyers, President, Historic Richmond Board of Trustees

4

HISTORIC RICHMOND (continued)

(Response to comment 6 on previous page)

7. Potential construction elements of the I-95/Broad Street Interchange Improvements and VDOT studies on historic resources in Shockoe Valley associated with this undertaking were taken into consideration during the Project as background data and to assure consistent methodologies and resource evaluations. Chapter 3 of the Final EIS includes the results of the background review completed as part of the Project including details on the Shockoe Bottom area and I-95 street improvements as they relate to the current Project area. Additionally, the referenced project has been added to the indirect and cumulative effects section, both in terms of potential impacts on land use and historic properties; refer to Section 5.20 of the Final EIS.



Section 106 Comments on DC2RVA
1 message

Catherine Miliaras <Catherine.Miliaras@alexandriava.gov> Fri, Nov 10, 2017 at 5:20 PM
To: Kerri Barile <kbarile@dovetailcrg.com>
Cc: Al Cox <Al.Cox@alexandriava.gov>, Preservation <Preservation@alexandriava.gov>, Allan Fye <nathaniel.fye@alexandriava.gov>, Ramiro Rios <ramiro.rios@alexandriava.gov>

Hi Kerri,

I am writing to provide a few additional comments as part of our Section 106 review and I apologize for not getting them to you earlier this week. As you will see, they are more clarification matters than issues or concerns. We think that the cultural resources reports are very thorough, well-organized and easy to understand. The meeting a few weeks ago was also quite productive.

1. What did you find out about the survey of those properties located west of the rail lines, east of the Rosemont Historic District and north of Alexandria Union Station? I saw that properties on Mt Vernon Ave were surveyed but it looks like properties located on East Linden, East Maple and East Walnut should have been surveyed. I suspect they would be considered contributing resources to an expanded Rosemont Historic District (that area is known as East Rosemont). 1
2. Please change references to Alexandria Depot to "Alexandria Union Station" as that was the historic name and how it is labeled in the National Register nomination 2
3. Please add that the Mt Vernon Memorial Highway is also located in Alexandria (in addition to Fairfax and Arlington) in Table 5-1 on ROAF segment) 3
4. For the George Washington Junior High School at 1005 Mt Vernon Ave, we have had a PIF prepared. Let me know if you have a copy of that or would like one. 4
5. When you mention the Parker-Gray District in the text, (e.g., 5-25), please refer to it as its NR name "Uptown/Parker-Gray Historic District." The neighborhood was historically known as Uptown and only came to be known as Parker-Gray after the two Parker-Gray Schools were demolished and so it is important to maintain both names. 5
6. Keep us apprised of the design of any walls associated with the expanded rail as we are interested in understanding visual impacts from and to the historic districts and NHL. 6

Please let me know if you have any questions and we look forward to continuing to participate in this process.

Thanks,

Catherine K. Miliaras, AICP

Principal Planner, Historic Preservation

City of Alexandria, Virginia

Department of Planning & Zoning

703.746.3834 (direct)

www.alexandriava.gov/preservation

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CITY OF ALEXANDRIA, DEPARTMENT OF PLANNING AND ZONING

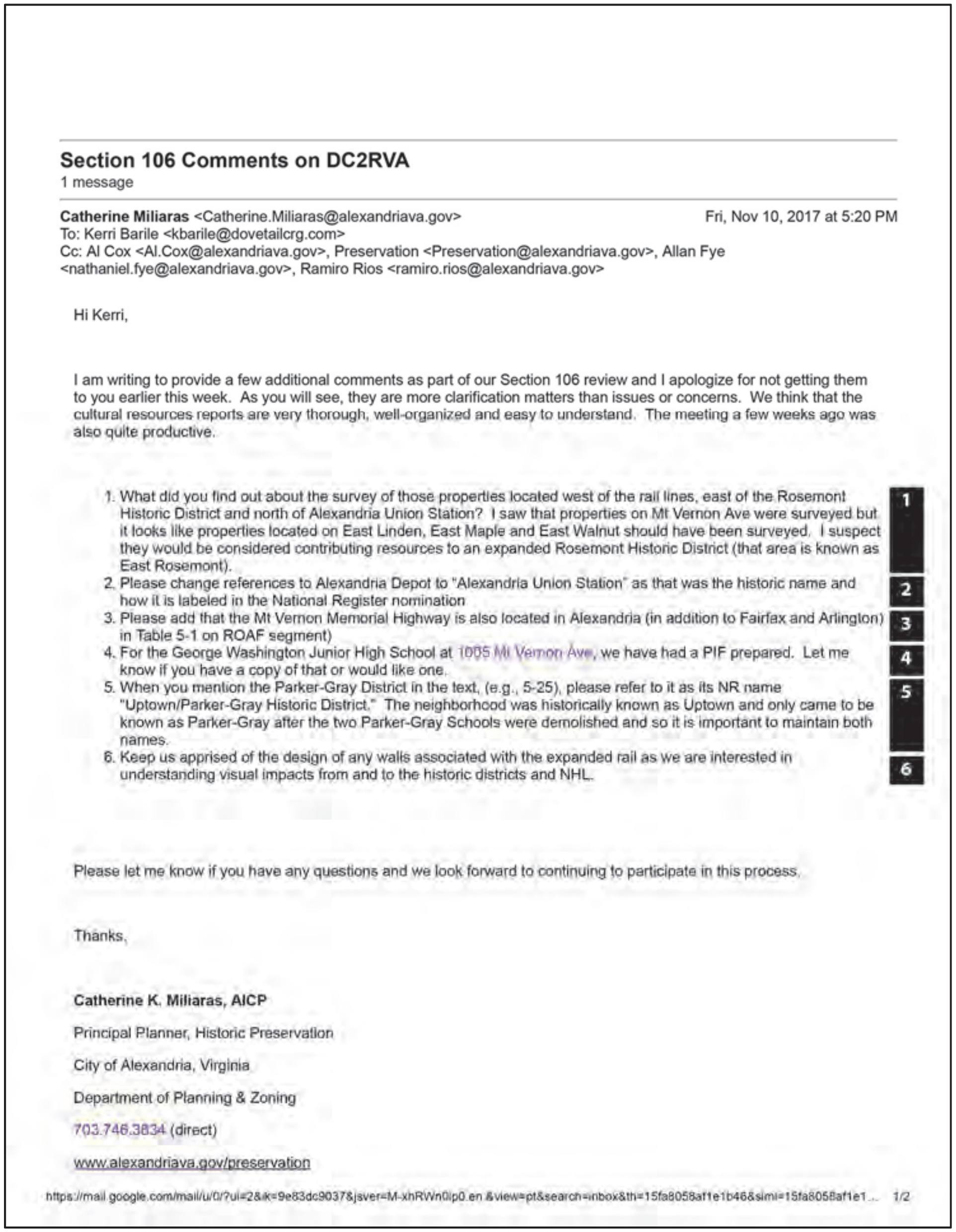
[Note that while the letter from the City of Alexandria Department of Planning and Zoning is in reference to Section 106 review, DRPT provided responses in the same format as other letters received with comments on the Draft EIS.]

1. DRPT has worked with the City of Alexandria to clarify the issues referenced in this comment. DRPT revisited this area to ensure that all resources over 48 years in age were recorded in the area of potential effects (APE) and shared the results with the City as well as the Virginia Department of Historic Resources (DHR). This includes additional reconnaissance and intensive architectural studies, additional archaeological work, and revisiting several resources as requested by the locality, including an evaluation of the East Rosemont Historic District. Appendix D of the Final EIS has copies of all the additional 2018 technical reports. Based on analysis and coordination associated with the Final EIS, there are eight historic properties within the Project APE. All eight have been evaluated and coordinated with the DHR regarding effect: RF&P Railroad (adverse effect; use); Mount Vernon Memorial Highway (no adverse effect; de minimis use); George Washington Junior High School (no effect; no use); Parker-Gray Historic District/Uptown (no adverse effect; no use); Rosemont Historic District (no adverse effect; de minimis use); Alexandria Union Station (no adverse effect; de minimis use); George Washington National Masonic Memorial (no effect, no use); and Phoenix Mill (no adverse effect, no use). Alexandria Archaeology concurred with these determinations in a letter dated July 11, 2018.

2. DRPT agrees that the term "Alexandria Union Station" reflects its historic name and how it is labeled in the National Register nomination. Draft EIS references to the "Alexandria Depot" are corrected in the errata table for the Draft EIS, which is Appendix A of the Final EIS.

3. DRPT concurs that the Mount Vernon Memorial Highway is located in Alexandria in addition to Arlington and Fairfax Counties. This change has been made, as applicable, within the Final EIS.

(Responses are continued on next page)



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4. For the George Washington Junior High School at 1005 Mt Vernon Ave, we have had a PIF prepared. Let me know if you have a copy of that or would like one. 4
5. When you mention the Parker-Gray District in the text, (e.g., 5-25), please refer to it as its NR name "Uptown/Parker-Gray Historic District." The neighborhood was historically known as Uptown and only came to be known as Parker-Gray after the two Parker-Gray Schools were demolished and so it is important to maintain both names. 5
6. Keep us apprised of the design of any walls associated with the expanded rail as we are interested in understanding visual impacts from and to the historic districts and NHL. 6

Please let me know if you have any questions and we look forward to continuing to participate in this process.

Thanks,

Catherine K. Miliaras, AICP

Principal Planner, Historic Preservation

City of Alexandria, Virginia

Department of Planning & Zoning

703.746.3834 (direct)

www.alexandriava.gov/preservation

https://mail.google.com/mail/u/0/?ui=2&ik=9e83dc9037&jsver=M-xhRWn0ip0.en.&view=pt&search=inbox&th=15fa8058af1e1b46&siml=15fa8058af1e1... 1/2

CITY OF ALEXANDRIA, DEPARTMENT OF PLANNING AND ZONING (continued)

4. Based on the coordination between DRPT and City of Alexandria to clarify this issue, DRPT determined the PIF for George Washington Junior High School would not be submitted to the DHR in time for evaluation prior to completion of the Final EIS. Based on an analysis of the project plans in this area, the FRA has determined that the DC2RVA Project will have no effect on this resource. The DHR concurred with this determination in a letter dated June 28, 2018.

5. DRPT agrees that the term "Uptown/Parker-Gray Historic District" matches its National Register name. Draft EIS references to the "Parker Gray District" are corrected in the errata table for the Draft EIS, which is Appendix A of the Final EIS.

6. All consulting parties to the Section 106 process, including the City, will continue to be informed by FRA and DRPT of all steps in the cultural resource process, such as stipulations set forth in the Section 106 Draft Memorandum of Agreement (see Appendix K of the Final EIS), or upcoming meetings. See Appendix E of the Final EIS for copies of all Section 106 Project correspondence.

APPENDIX B5

RESPONSES TO OPERATOR COMMENTS

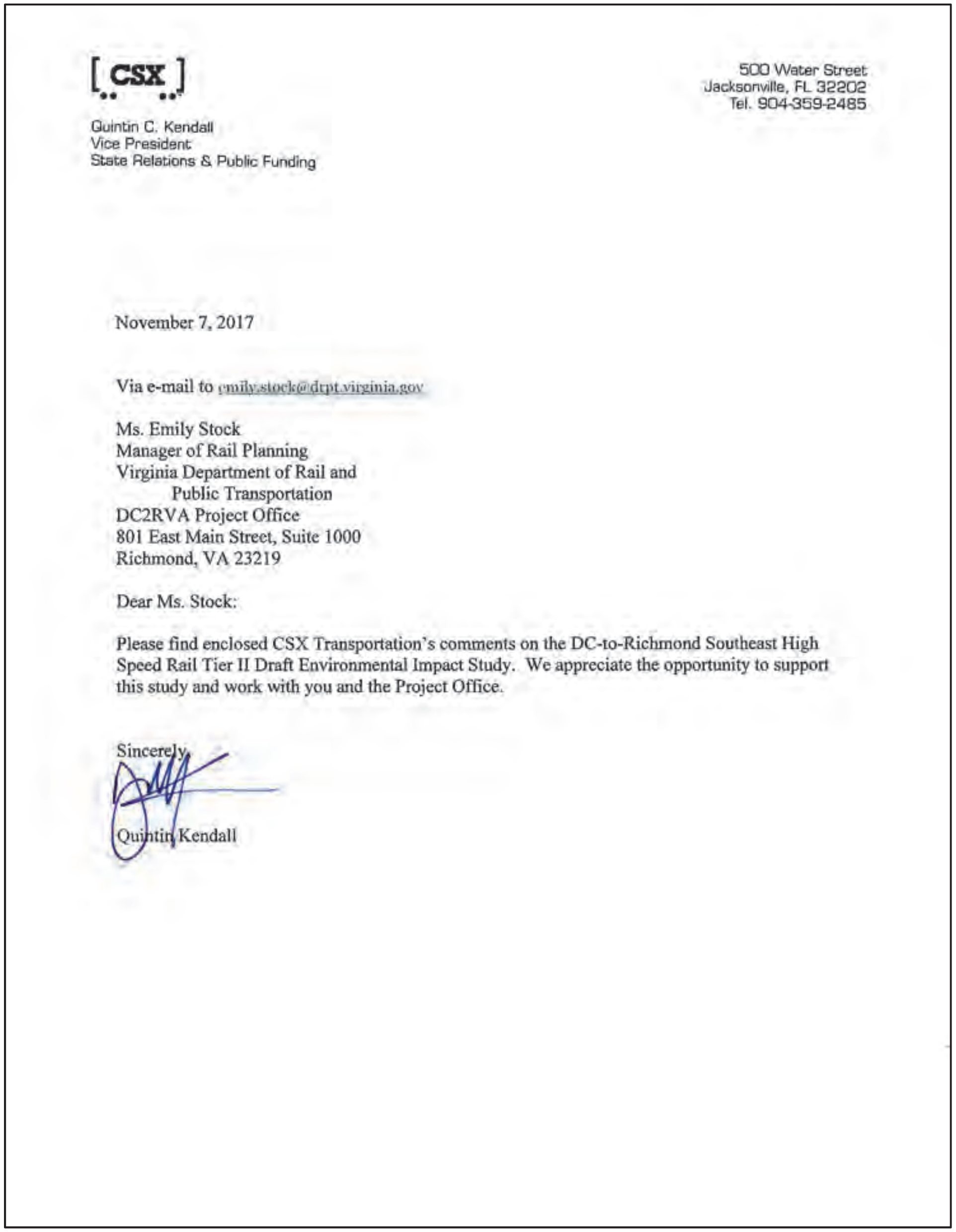
D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

Appendix B5

RESPONSES TO OPERATOR COMMENTS

This Appendix Section B5 provides detailed responses to Operator letters, presented in the below order:

- CSX Transportation (CSXT) B-327
- Norfolk Southern (NS) B-409
- Amtrak B-412
- Virginia Railway Express (VRE) B-416
- Washington Metropolitan Area Transit Authority (WMATA) B-426



[CSX]

Quintin C. Kendall
Vice President
State Relations & Public Funding

500 Water Street
Jacksonville, FL 32202
Tel. 904-359-2485

November 7, 2017

Via e-mail to emily.stock@drpt.virginia.gov

Ms. Emily Stock
Manager of Rail Planning
Virginia Department of Rail and
Public Transportation
DC2RVA Project Office
801 East Main Street, Suite 1000
Richmond, VA 23219

Dear Ms. Stock:

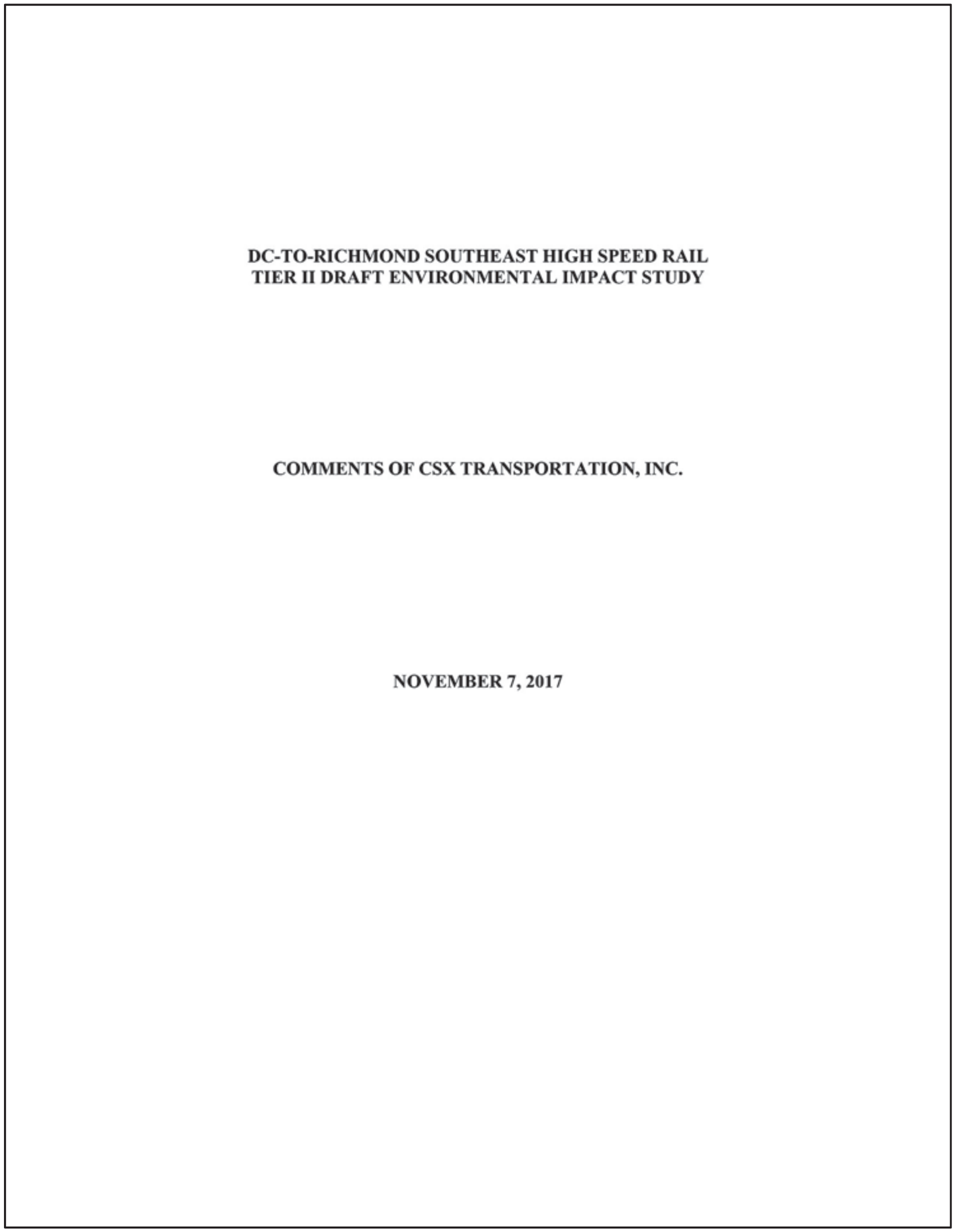
Please find enclosed CSX Transportation's comments on the DC-to-Richmond Southeast High Speed Rail Tier II Draft Environmental Impact Study. We appreciate the opportunity to support this study and work with you and the Project Office.

Sincerely,

Quintin Kendall

CSXT

(No comments on this page)



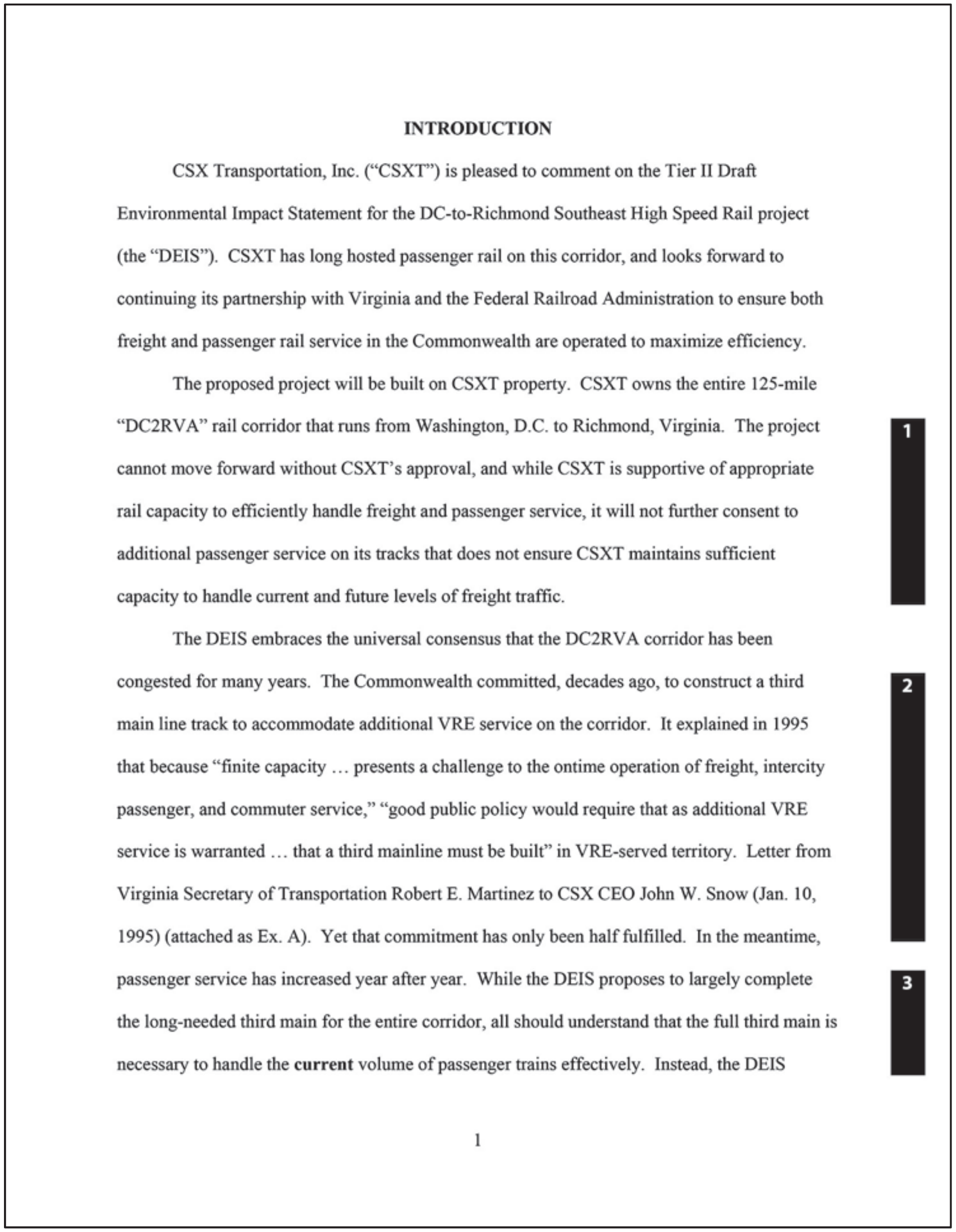
DC-TO-RICHMOND SOUTHEAST HIGH SPEED RAIL
TIER II DRAFT ENVIRONMENTAL IMPACT STUDY

COMMENTS OF CSX TRANSPORTATION, INC.

NOVEMBER 7, 2017

CSXT (continued)

(No comments on this page)



INTRODUCTION

CSX Transportation, Inc. ("CSXT") is pleased to comment on the Tier II Draft Environmental Impact Statement for the DC-to-Richmond Southeast High Speed Rail project (the "DEIS"). CSXT has long hosted passenger rail on this corridor, and looks forward to continuing its partnership with Virginia and the Federal Railroad Administration to ensure both freight and passenger rail service in the Commonwealth are operated to maximize efficiency.

The proposed project will be built on CSXT property. CSXT owns the entire 125-mile "DC2RVA" rail corridor that runs from Washington, D.C. to Richmond, Virginia. The project cannot move forward without CSXT's approval, and while CSXT is supportive of appropriate rail capacity to efficiently handle freight and passenger service, it will not further consent to additional passenger service on its tracks that does not ensure CSXT maintains sufficient capacity to handle current and future levels of freight traffic.

The DEIS embraces the universal consensus that the DC2RVA corridor has been congested for many years. The Commonwealth committed, decades ago, to construct a third main line track to accommodate additional VRE service on the corridor. It explained in 1995 that because "finite capacity … presents a challenge to the ontime operation of freight, intercity passenger, and commuter service," "good public policy would require that as additional VRE service is warranted … that a third mainline must be built" in VRE-served territory. Letter from Virginia Secretary of Transportation Robert E. Martinez to CSX CEO John W. Snow (Jan. 10, 1995) (attached as Ex. A). Yet that commitment has only been half fulfilled. In the meantime, passenger service has increased year after year. While the DEIS proposes to largely complete the long-needed third main for the entire corridor, all should understand that the full third main is necessary to handle the **current** volume of passenger trains effectively. Instead, the DEIS

1

CSXT (continued)

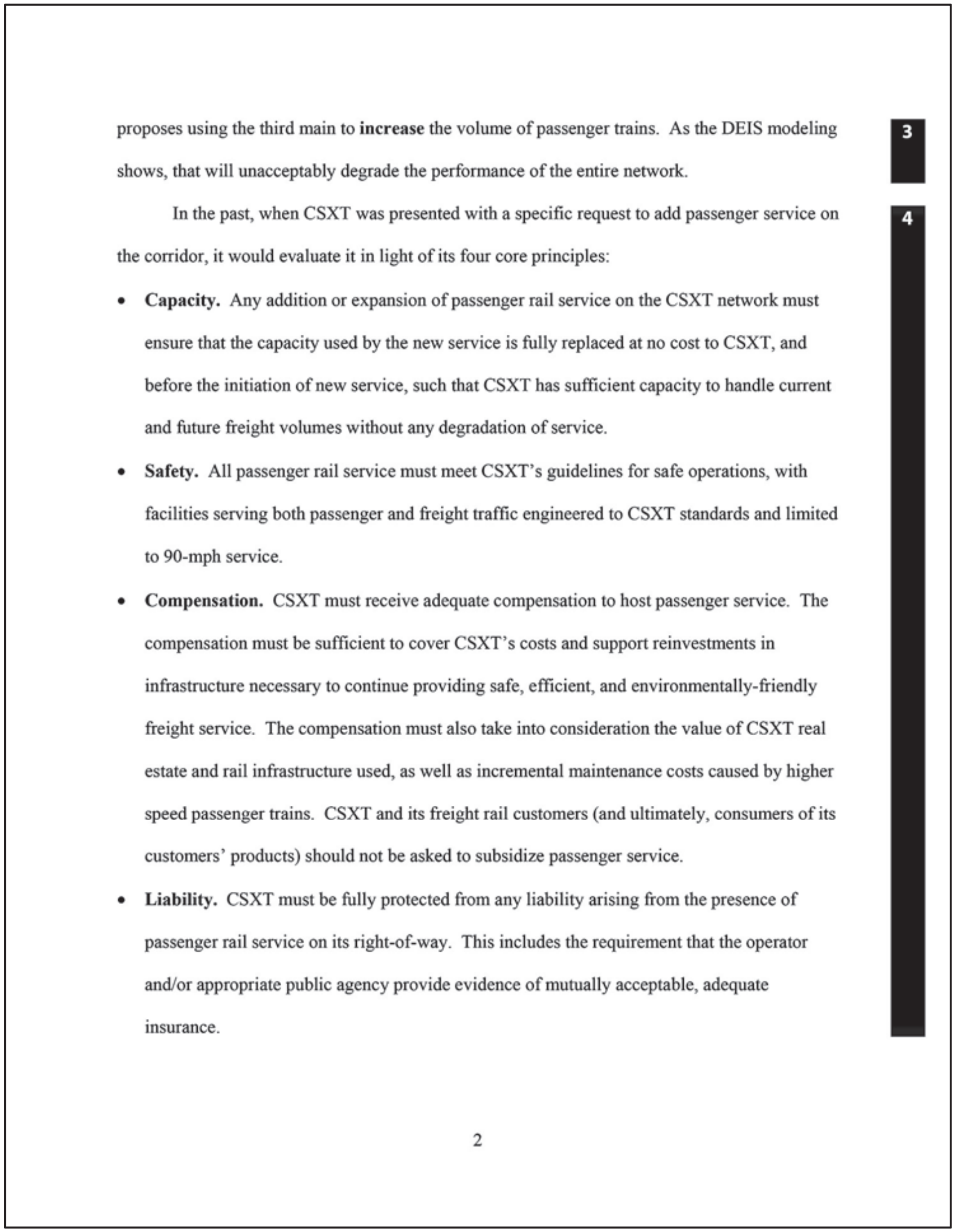
Note that the response numbering corresponds to the DRPT-numbered statements (as indicated by the numbered black bars on the right side of the CSXT letter), and is not intended to align with the section numbering within the CSXT letter.

1. The Department of Rail and Public Transportation (DRPT) acknowledges that CSXT owns the entire 123-mile DC2RVA rail corridor. DRPT looks forward to continuing close cooperation with CSXT on projects in the rail corridor that increase rail capacity to efficiently handle freight and passenger service.

   DRPT notes that, in addition to the responses provided to CSXT's letter dated November 7, 2017, much of the content of these responses to CSXT's comments are contained within the DC2RVA Project Recommendation Report for the Preferred Alternative, which is Appendix I of the Final EIS.

2. DRPT has been working in partnership with CSXT on several projects to construct a third main line track to accommodate additional VRE service on the corridor, such as the Crossroads to Hamilton third track project completed in May 2016, and the Atlantic Gateway project to add a third main line track between Franconia and Occoquan, which is currently in the initial phases of design. In addition, DRPT is working with CSXT and the Federal Railroad Administration (FRA) to add a third main line track in the corridor between Powells Creek and Arkendale. Both of these separate projects are referenced in Chapter 4 of the Final EIS.

3. The Preferred Alternative, as defined in Chapter 4 of the Final EIS, proposes to construct a third main line track for the entire corridor, including the portion of the corridor south of the Virginia Railway Express (VRE) commuter-served territory not covered under existing commitments, except where limited by existing physical, environmental or historic conditions, such as in Area 5 through downtown Ashland.



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proposes using the third main to **increase** the volume of passenger trains. As the DEIS modeling shows, that will unacceptably degrade the performance of the entire network.

4

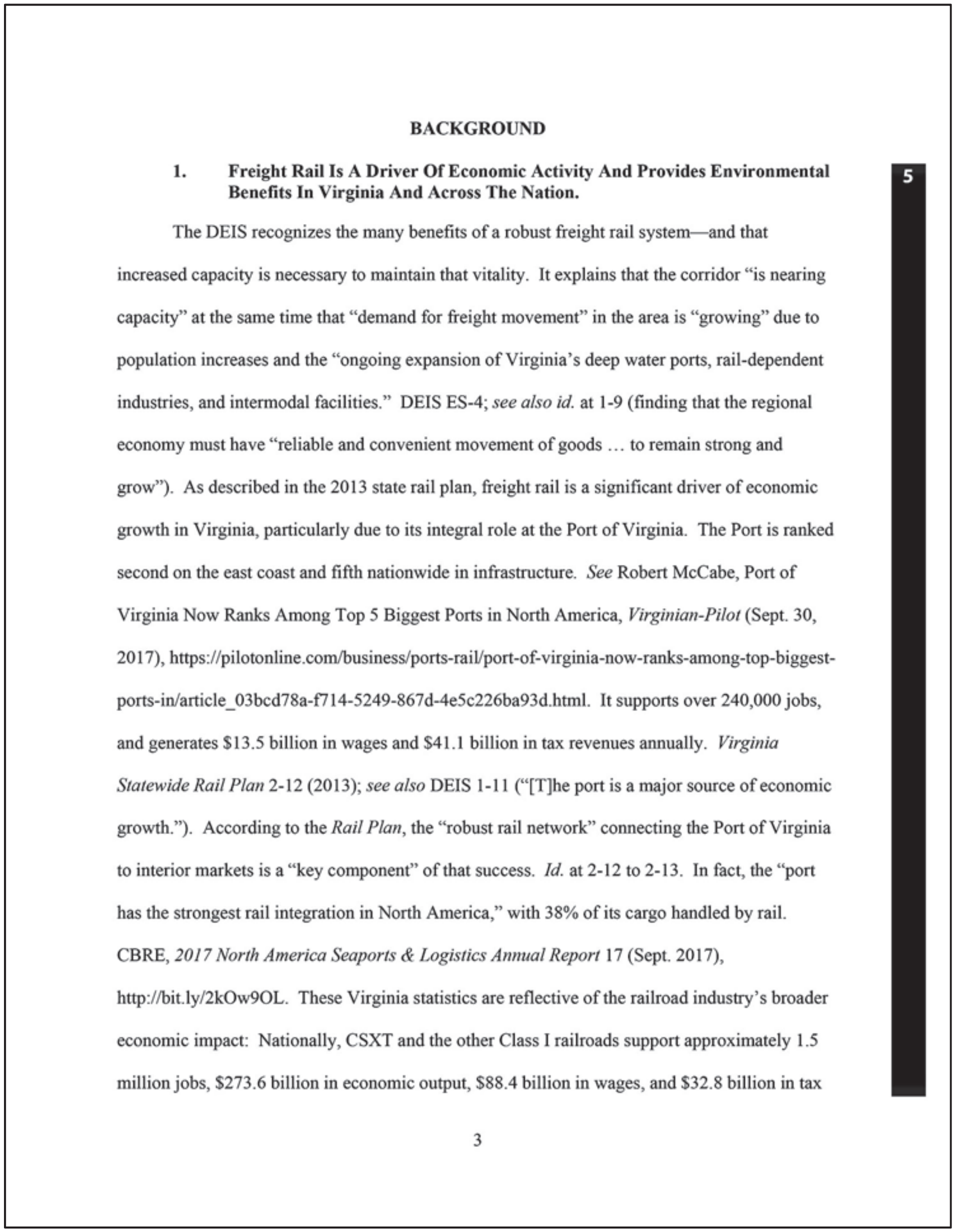
In the past, when CSXT was presented with a specific request to add passenger service on the corridor, it would evaluate it in light of its four core principles:

- **Capacity.** Any addition or expansion of passenger rail service on the CSXT network must ensure that the capacity used by the new service is fully replaced at no cost to CSXT, and before the initiation of new service, such that CSXT has sufficient capacity to handle current and future freight volumes without any degradation of service.
- **Safety.** All passenger rail service must meet CSXT's guidelines for safe operations, with facilities serving both passenger and freight traffic engineered to CSXT standards and limited to 90-mph service.
- **Compensation.** CSXT must receive adequate compensation to host passenger service. The compensation must be sufficient to cover CSXT's costs and support reinvestments in infrastructure necessary to continue providing safe, efficient, and environmentally-friendly freight service. The compensation must also take into consideration the value of CSXT real estate and rail infrastructure used, as well as incremental maintenance costs caused by higher speed passenger trains. CSXT and its freight rail customers (and ultimately, consumers of its customers' products) should not be asked to subsidize passenger service.
- **Liability.** CSXT must be fully protected from any liability arising from the presence of passenger rail service on its right-of-way. This includes the requirement that the operator and/or appropriate public agency provide evidence of mutually acceptable, adequate insurance.

CSXT (continued)

(Response to comment 3 on previous page)

4. DRPT acknowledges CSXT's statement of its four core principles for permitting new passenger rail services on its lines.



BACKGROUND

1. Freight Rail Is A Driver Of Economic Activity And Provides Environmental Benefits In Virginia And Across The Nation.

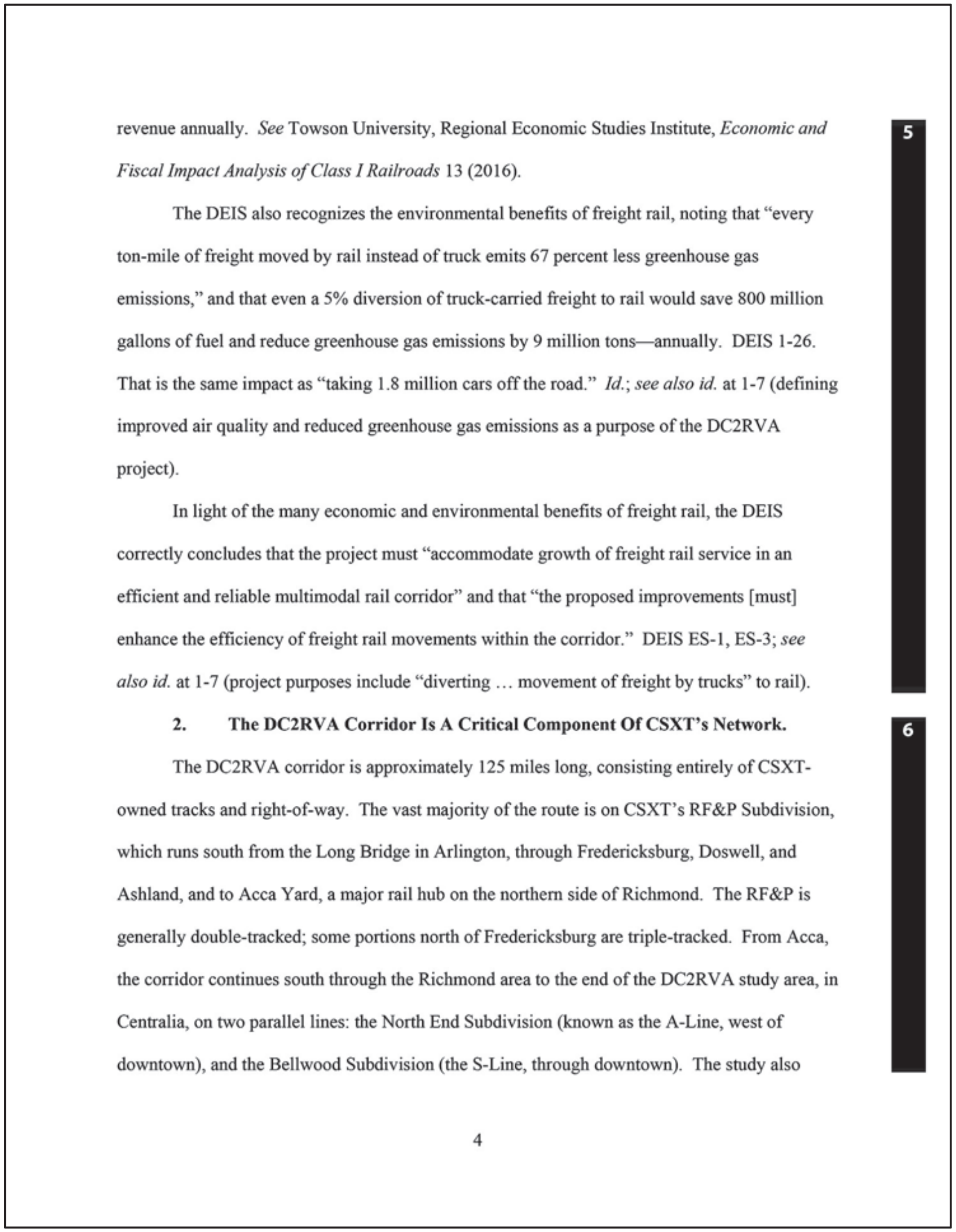
5

The DEIS recognizes the many benefits of a robust freight rail system—and that increased capacity is necessary to maintain that vitality. It explains that the corridor "is nearing capacity" at the same time that "demand for freight movement" in the area is "growing" due to population increases and the "ongoing expansion of Virginia's deep water ports, rail-dependent industries, and intermodal facilities." DEIS ES-4; *see also id.* at 1-9 (finding that the regional economy must have "reliable and convenient movement of goods … to remain strong and grow"). As described in the 2013 state rail plan, freight rail is a significant driver of economic growth in Virginia, particularly due to its integral role at the Port of Virginia. The Port is ranked second on the east coast and fifth nationwide in infrastructure. *See* Robert McCabe, Port of Virginia Now Ranks Among Top 5 Biggest Ports in North America, *Virginian-Pilot* (Sept. 30, 2017), https://pilotonline.com/business/ports-rail/port-of-virginia-now-ranks-among-top-biggest-ports-in/article_03bcd78a-f714-5249-867d-4e5c226ba93d.html. It supports over 240,000 jobs, and generates $13.5 billion in wages and $41.1 billion in tax revenues annually. *Virginia Statewide Rail Plan* 2-12 (2013); *see also* DEIS 1-11 ("[T]he port is a major source of economic growth."). According to the *Rail Plan*, the "robust rail network" connecting the Port of Virginia to interior markets is a "key component" of that success. *Id.* at 2-12 to 2-13. In fact, the "port has the strongest rail integration in North America," with 38% of its cargo handled by rail. CBRE, *2017 North America Seaports & Logistics Annual Report* 17 (Sept. 2017), http://bit.ly/2kOw9OL. These Virginia statistics are reflective of the railroad industry's broader economic impact: Nationally, CSXT and the other Class I railroads support approximately 1.5 million jobs, $273.6 billion in economic output, $88.4 billion in wages, and $32.8 billion in tax

3

CSXT (continued)

5. DRPT concurs that freight rail is a driver of economic activity and provides environmental benefits in Virginia and across the nation.



5 revenue annually. *See* Towson University, Regional Economic Studies Institute, *Economic and Fiscal Impact Analysis of Class I Railroads* 13 (2016).

The DEIS also recognizes the environmental benefits of freight rail, noting that "every ton-mile of freight moved by rail instead of truck emits 67 percent less greenhouse gas emissions," and that even a 5% diversion of truck-carried freight to rail would save 800 million gallons of fuel and reduce greenhouse gas emissions by 9 million tons—annually. DEIS 1-26. That is the same impact as "taking 1.8 million cars off the road." *Id.*; *see also id.* at 1-7 (defining improved air quality and reduced greenhouse gas emissions as a purpose of the DC2RVA project).

In light of the many economic and environmental benefits of freight rail, the DEIS correctly concludes that the project must "accommodate growth of freight rail service in an efficient and reliable multimodal rail corridor" and that "the proposed improvements [must] enhance the efficiency of freight rail movements within the corridor." DEIS ES-1, ES-3; *see also id.* at 1-7 (project purposes include "diverting … movement of freight by trucks" to rail).

6 **2. The DC2RVA Corridor Is A Critical Component Of CSXT's Network.**

The DC2RVA corridor is approximately 125 miles long, consisting entirely of CSXT-owned tracks and right-of-way. The vast majority of the route is on CSXT's RF&P Subdivision, which runs south from the Long Bridge in Arlington, through Fredericksburg, Doswell, and Ashland, and to Acca Yard, a major rail hub on the northern side of Richmond. The RF&P is generally double-tracked; some portions north of Fredericksburg are triple-tracked. From Acca, the corridor continues south through the Richmond area to the end of the DC2RVA study area, in Centralia, on two parallel lines: the North End Subdivision (known as the A-Line, west of downtown), and the Bellwood Subdivision (the S-Line, through downtown). The study also

4

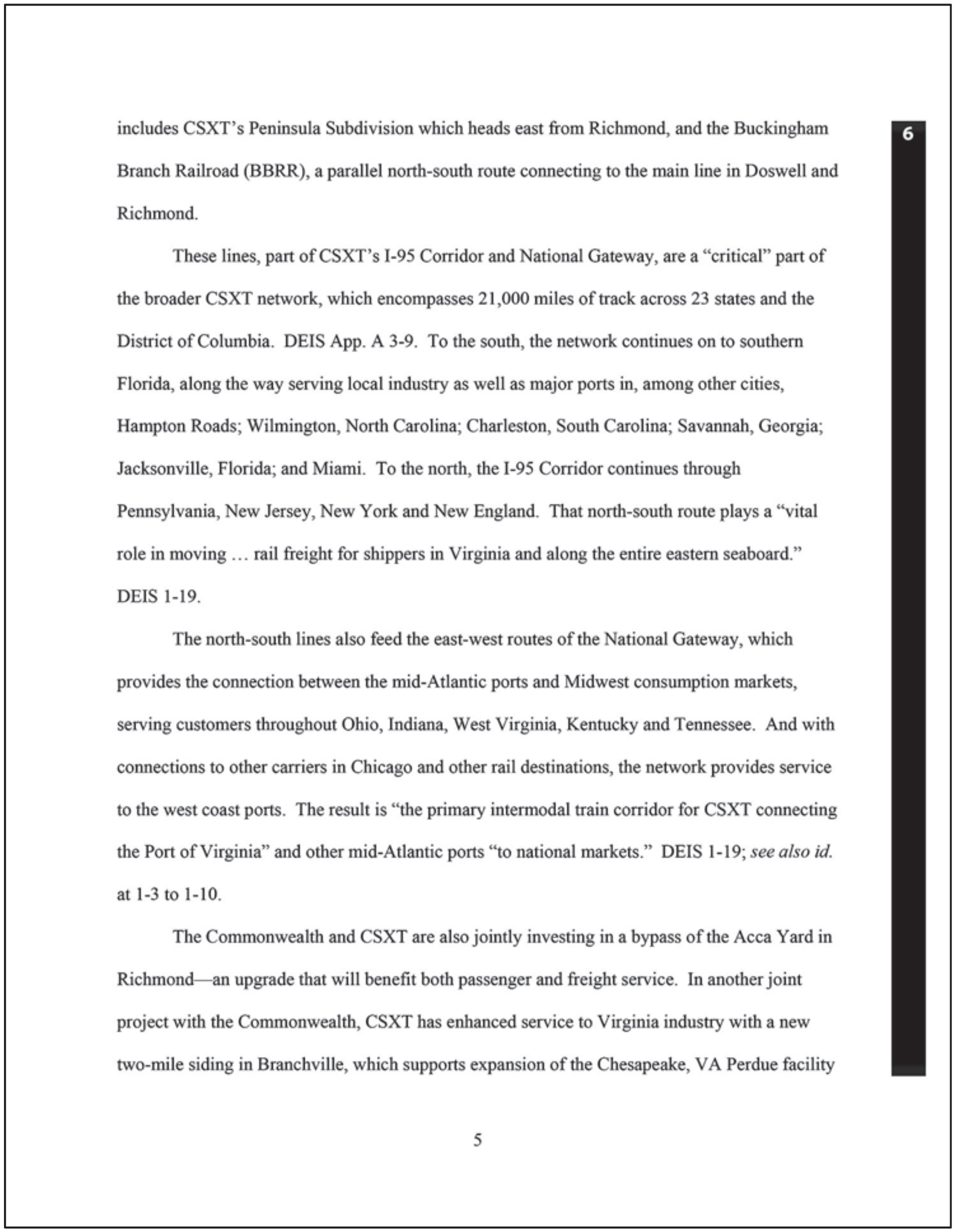
CSXT (continued)

(Response to comment 5 on previous page)

6. DRPT concurs that the DC2RVA corridor is a critical component of CSXT's rail network.

CSXT (continued)

(For response to comment 6, refer to page B-332)



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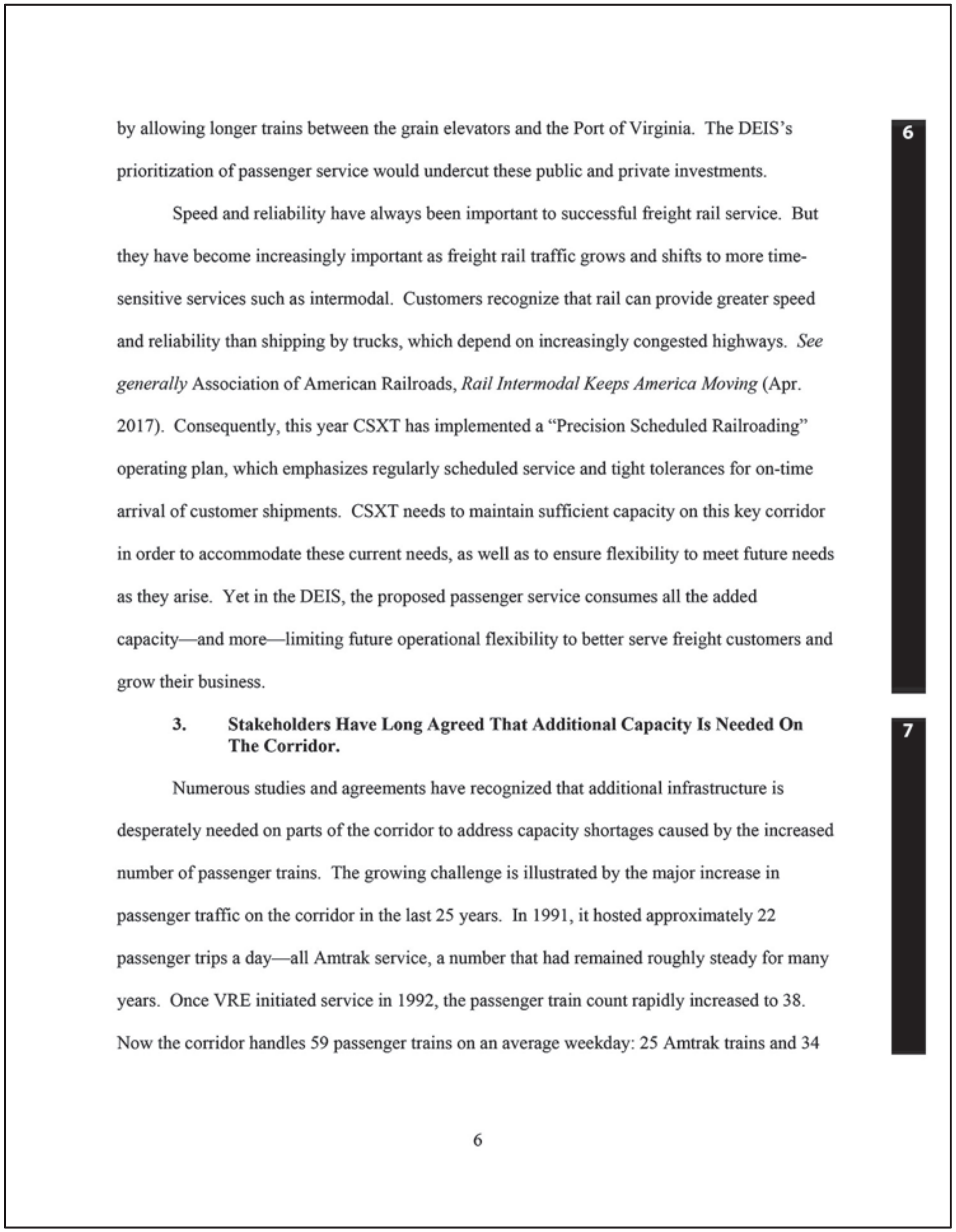
includes CSXT's Peninsula Subdivision which heads east from Richmond, and the Buckingham Branch Railroad (BBRR), a parallel north-south route connecting to the main line in Doswell and Richmond.

These lines, part of CSXT's I-95 Corridor and National Gateway, are a "critical" part of the broader CSXT network, which encompasses 21,000 miles of track across 23 states and the District of Columbia. DEIS App. A 3-9. To the south, the network continues on to southern Florida, along the way serving local industry as well as major ports in, among other cities, Hampton Roads; Wilmington, North Carolina; Charleston, South Carolina; Savannah, Georgia; Jacksonville, Florida; and Miami. To the north, the I-95 Corridor continues through Pennsylvania, New Jersey, New York and New England. That north-south route plays a "vital role in moving … rail freight for shippers in Virginia and along the entire eastern seaboard." DEIS 1-19.

The north-south lines also feed the east-west routes of the National Gateway, which provides the connection between the mid-Atlantic ports and Midwest consumption markets, serving customers throughout Ohio, Indiana, West Virginia, Kentucky and Tennessee. And with connections to other carriers in Chicago and other rail destinations, the network provides service to the west coast ports. The result is "the primary intermodal train corridor for CSXT connecting the Port of Virginia" and other mid-Atlantic ports "to national markets." DEIS 1-19; *see also id.* at 1-3 to 1-10.

The Commonwealth and CSXT are also jointly investing in a bypass of the Acca Yard in Richmond—an upgrade that will benefit both passenger and freight service. In another joint project with the Commonwealth, CSXT has enhanced service to Virginia industry with a new two-mile siding in Branchville, which supports expansion of the Chesapeake, VA Perdue facility



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by allowing longer trains between the grain elevators and the Port of Virginia. The DEIS's prioritization of passenger service would undercut these public and private investments.

Speed and reliability have always been important to successful freight rail service. But they have become increasingly important as freight rail traffic grows and shifts to more time-sensitive services such as intermodal. Customers recognize that rail can provide greater speed and reliability than shipping by trucks, which depend on increasingly congested highways. *See generally* Association of American Railroads, *Rail Intermodal Keeps America Moving* (Apr. 2017). Consequently, this year CSXT has implemented a "Precision Scheduled Railroading" operating plan, which emphasizes regularly scheduled service and tight tolerances for on-time arrival of customer shipments. CSXT needs to maintain sufficient capacity on this key corridor in order to accommodate these current needs, as well as to ensure flexibility to meet future needs as they arise. Yet in the DEIS, the proposed passenger service consumes all the added capacity—and more—limiting future operational flexibility to better serve freight customers and grow their business.

7

3. Stakeholders Have Long Agreed That Additional Capacity Is Needed On The Corridor.

Numerous studies and agreements have recognized that additional infrastructure is desperately needed on parts of the corridor to address capacity shortages caused by the increased number of passenger trains. The growing challenge is illustrated by the major increase in passenger traffic on the corridor in the last 25 years. In 1991, it hosted approximately 22 passenger trips a day—all Amtrak service, a number that had remained roughly steady for many years. Once VRE initiated service in 1992, the passenger train count rapidly increased to 38. Now the corridor handles 59 passenger trains on an average weekday: 25 Amtrak trains and 34

6

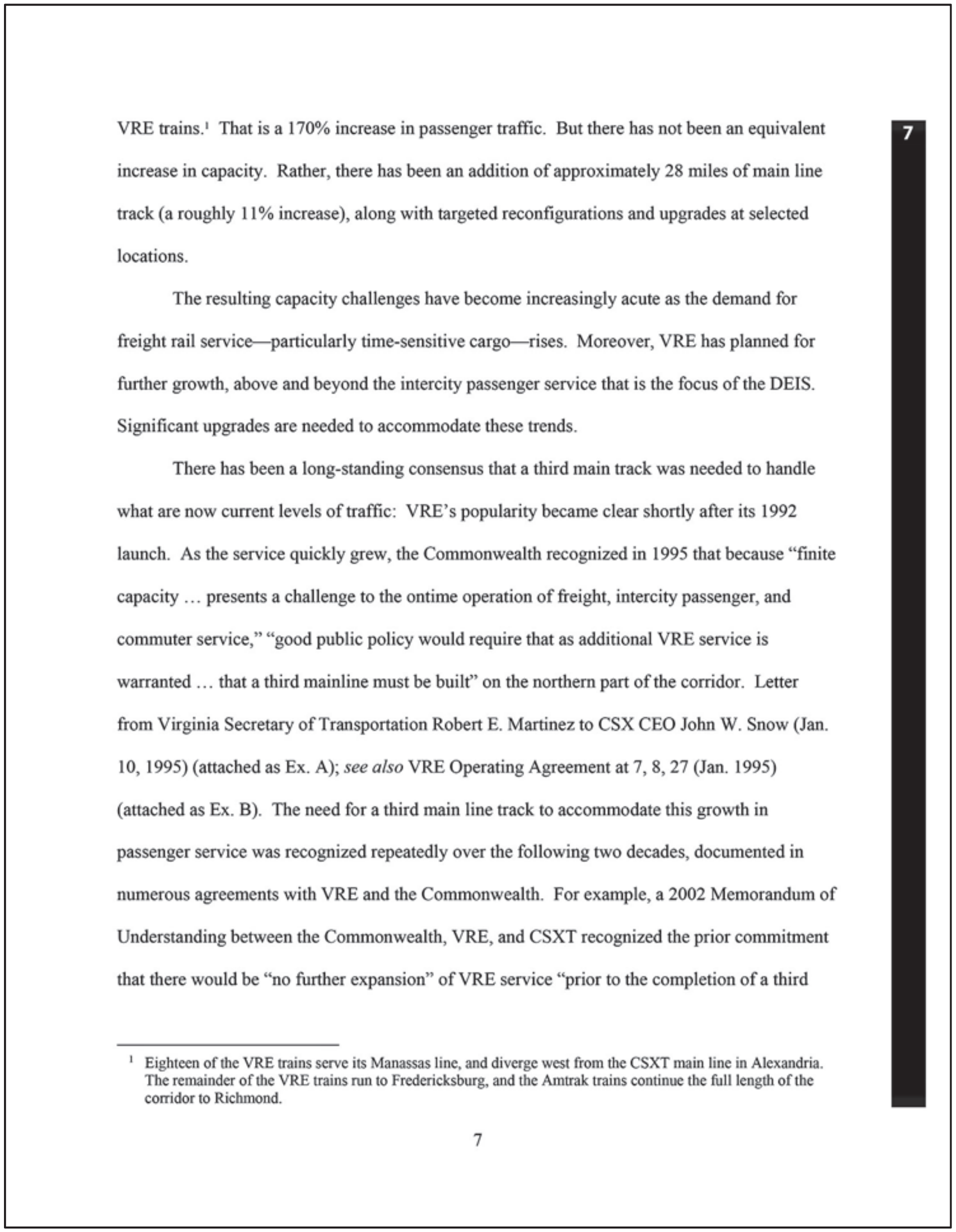
CSXT (continued)

(For response to comment 6, refer to page B-332)

7. DRPT agrees that additional rail capacity is needed on the corridor to accommodate proposed increases in passenger service, and through the years DRPT has worked closely with CSXT and VRE to construct additional track capacity in the corridor. DRPT looks forward to continuing close cooperation with CSXT on the DC2RVA Project and other projects in the rail corridor that may increase rail capacity to accommodate increased freight, passenger, and commuter rail service.

CSXT (continued)

(For response to comment 7, refer to page B-334)



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VRE trains.[1] That is a 170% increase in passenger traffic. But there has not been an equivalent increase in capacity. Rather, there has been an addition of approximately 28 miles of main line track (a roughly 11% increase), along with targeted reconfigurations and upgrades at selected locations.

The resulting capacity challenges have become increasingly acute as the demand for freight rail service—particularly time-sensitive cargo—rises. Moreover, VRE has planned for further growth, above and beyond the intercity passenger service that is the focus of the DEIS. Significant upgrades are needed to accommodate these trends.

There has been a long-standing consensus that a third main track was needed to handle what are now current levels of traffic: VRE's popularity became clear shortly after its 1992 launch. As the service quickly grew, the Commonwealth recognized in 1995 that because "finite capacity … presents a challenge to the ontime operation of freight, intercity passenger, and commuter service," "good public policy would require that as additional VRE service is warranted … that a third mainline must be built" on the northern part of the corridor. Letter from Virginia Secretary of Transportation Robert E. Martinez to CSX CEO John W. Snow (Jan. 10, 1995) (attached as Ex. A); *see also* VRE Operating Agreement at 7, 8, 27 (Jan. 1995) (attached as Ex. B). The need for a third main line track to accommodate this growth in passenger service was recognized repeatedly over the following two decades, documented in numerous agreements with VRE and the Commonwealth. For example, a 2002 Memorandum of Understanding between the Commonwealth, VRE, and CSXT recognized the prior commitment that there would be "no further expansion" of VRE service "prior to the completion of a third

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[1] Eighteen of the VRE trains serve its Manassas line, and diverge west from the CSXT main line in Alexandria. The remainder of the VRE trains run to Fredericksburg, and the Amtrak trains continue the full length of the corridor to Richmond.

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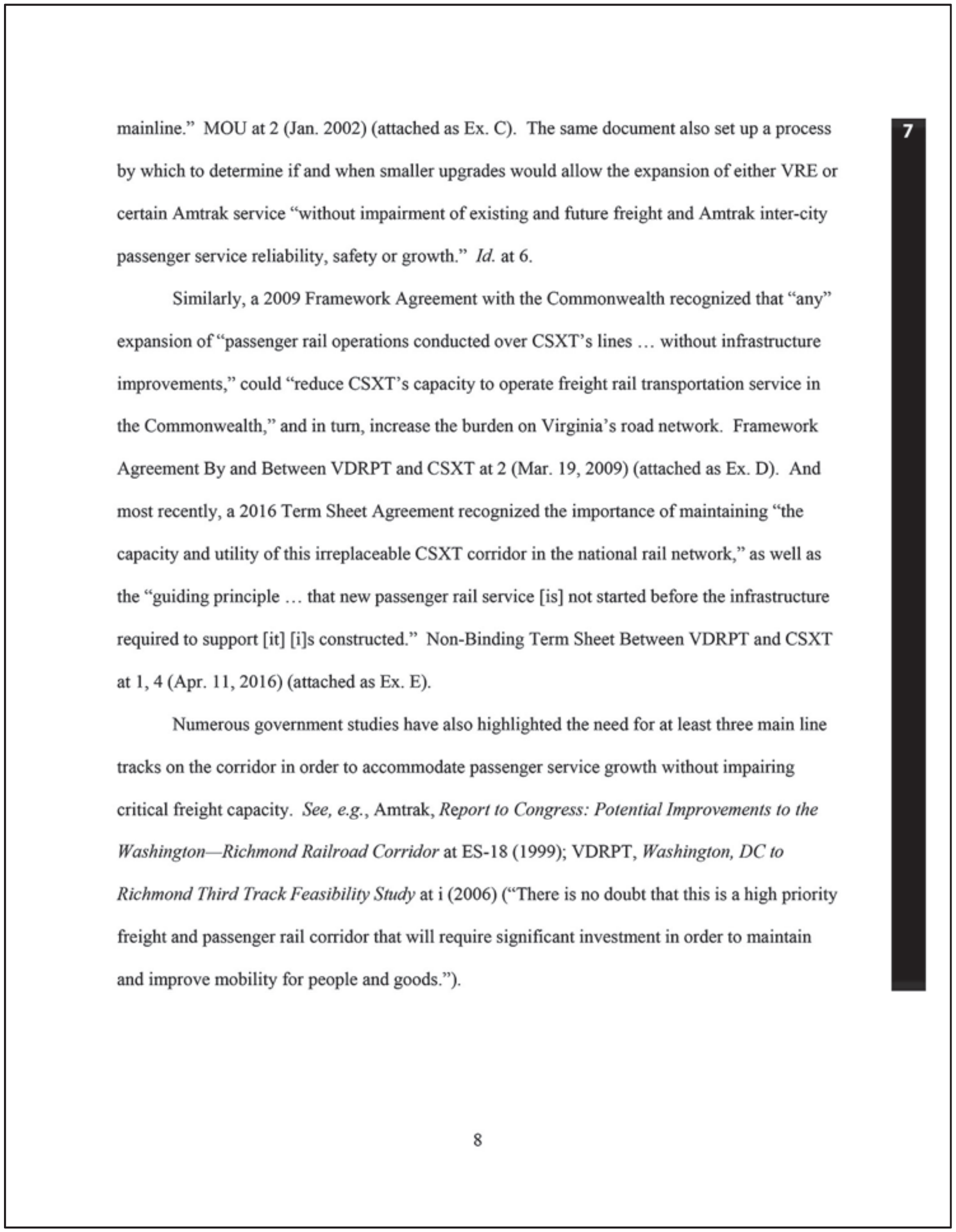

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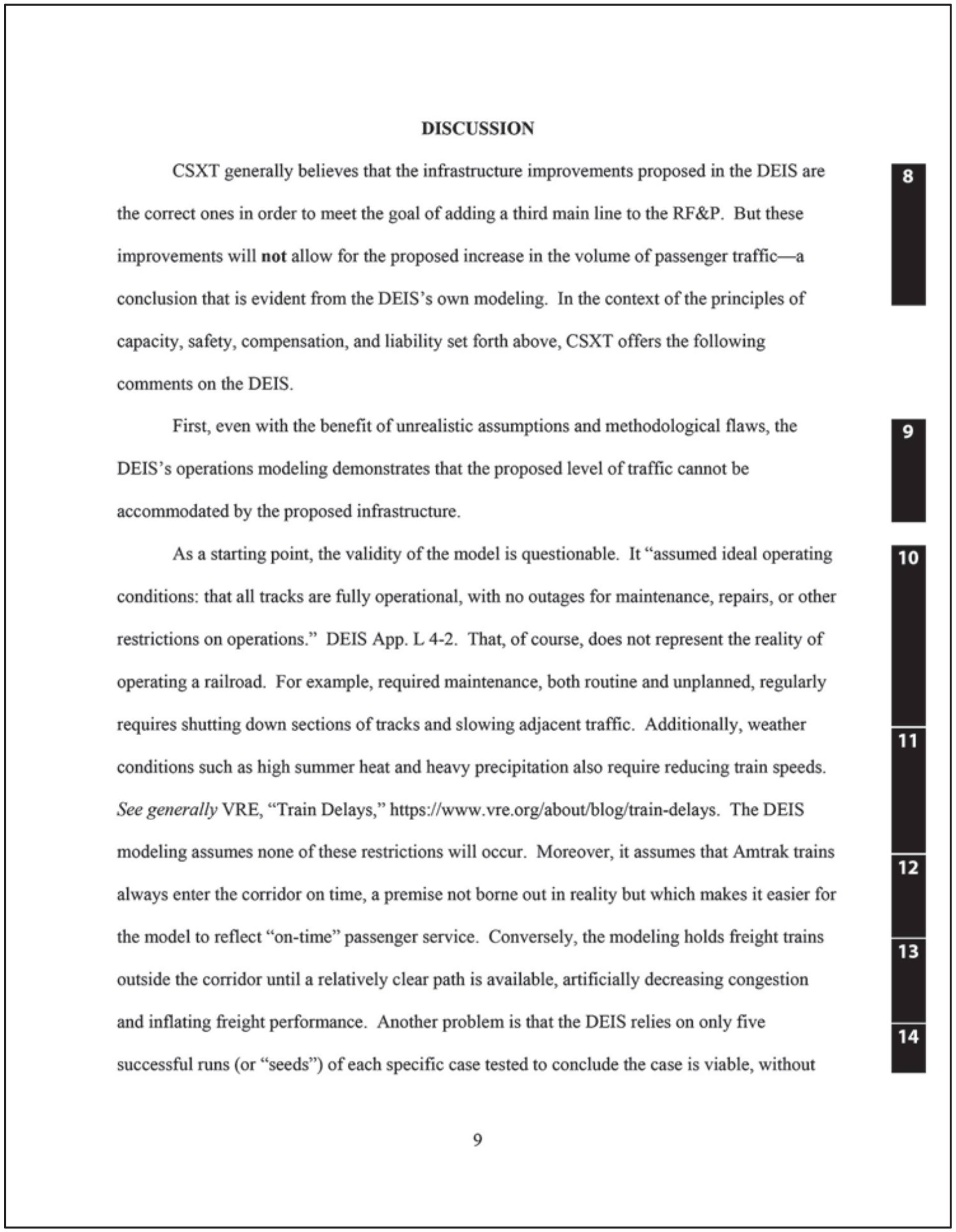
mainline." MOU at 2 (Jan. 2002) (attached as Ex. C). The same document also set up a process by which to determine if and when smaller upgrades would allow the expansion of either VRE or certain Amtrak service "without impairment of existing and future freight and Amtrak inter-city passenger service reliability, safety or growth." *Id.* at 6.

Similarly, a 2009 Framework Agreement with the Commonwealth recognized that "any" expansion of "passenger rail operations conducted over CSXT's lines … without infrastructure improvements," could "reduce CSXT's capacity to operate freight rail transportation service in the Commonwealth," and in turn, increase the burden on Virginia's road network. Framework Agreement By and Between VDRPT and CSXT at 2 (Mar. 19, 2009) (attached as Ex. D). And most recently, a 2016 Term Sheet Agreement recognized the importance of maintaining "the capacity and utility of this irreplaceable CSXT corridor in the national rail network," as well as the "guiding principle … that new passenger rail service [is] not started before the infrastructure required to support [it] [i]s constructed." Non-Binding Term Sheet Between VDRPT and CSXT at 1, 4 (Apr. 11, 2016) (attached as Ex. E).

Numerous government studies have also highlighted the need for at least three main line tracks on the corridor in order to accommodate passenger service growth without impairing critical freight capacity. *See, e.g.*, Amtrak, *Report to Congress: Potential Improvements to the Washington—Richmond Railroad Corridor* at ES-18 (1999); VDRPT, *Washington, DC to Richmond Third Track Feasibility Study* at i (2006) ("There is no doubt that this is a high priority freight and passenger rail corridor that will require significant investment in order to maintain and improve mobility for people and goods.").

CSXT (continued)

(For response to comment 7, refer to page B-334)



DISCUSSION

8 CSXT generally believes that the infrastructure improvements proposed in the DEIS are the correct ones in order to meet the goal of adding a third main line to the RF&P. But these improvements will **not** allow for the proposed increase in the volume of passenger traffic—a conclusion that is evident from the DEIS's own modeling. In the context of the principles of capacity, safety, compensation, and liability set forth above, CSXT offers the following comments on the DEIS.

9 First, even with the benefit of unrealistic assumptions and methodological flaws, the DEIS's operations modeling demonstrates that the proposed level of traffic cannot be accommodated by the proposed infrastructure.

10 As a starting point, the validity of the model is questionable. It "assumed ideal operating conditions: that all tracks are fully operational, with no outages for maintenance, repairs, or other restrictions on operations." DEIS App. L 4-2. That, of course, does not represent the reality of operating a railroad. For example, required maintenance, both routine and unplanned, regularly requires shutting down sections of tracks and slowing adjacent traffic. 11 Additionally, weather conditions such as high summer heat and heavy precipitation also require reducing train speeds. *See generally* VRE, "Train Delays," https://www.vre.org/about/blog/train-delays. The DEIS modeling assumes none of these restrictions will occur. 12 Moreover, it assumes that Amtrak trains always enter the corridor on time, a premise not borne out in reality but which makes it easier for the model to reflect "on-time" passenger service. 13 Conversely, the modeling holds freight trains outside the corridor until a relatively clear path is available, artificially decreasing congestion and inflating freight performance. 14 Another problem is that the DEIS relies on only five successful runs (or "seeds") of each specific case tested to conclude the case is viable, without

CSXT (continued)

8. Comment noted.

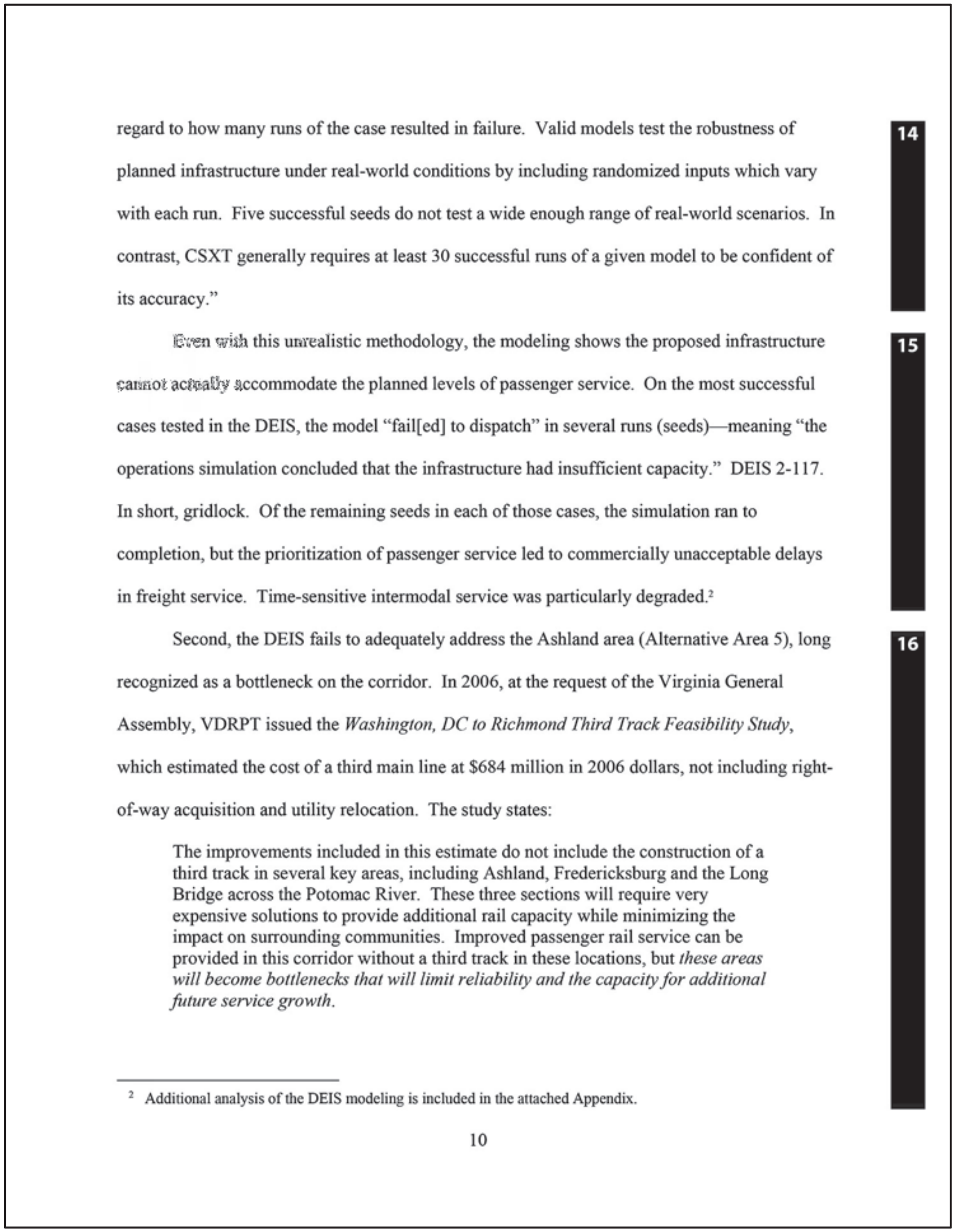
9. and 10. DRPT conducted additional modeling in coordination with FRA that included cases that simulated maintenance-of-way outages, which is summarized in Section 3.2 of the Final EIS and fully discussed in Appendix F of the Final EIS. DRPT is conducting additional Project modeling as part of the Corridor Service Development Plan (SDP) phase of the DC2RVA Project, which would include a review of modeling assumptions, cases, and inputs, as well as additional simulation with maintenance-of-way outages; refer to Section 7.3 of the Final EIS for description of the SDP.

11. See response to DRPT-numbered statement #9 and 10.

12. See response to DRPT-numbered statement #9 and 10.

13. See response to DRPT-numbered statement #9 and 10.

14. Comment noted.



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regard to how many runs of the case resulted in failure. Valid models test the robustness of planned infrastructure under real-world conditions by including randomized inputs which vary with each run. Five successful seeds do not test a wide enough range of real-world scenarios. In contrast, CSXT generally requires at least 30 successful runs of a given model to be confident of its accuracy."

15

Even with this unrealistic methodology, the modeling shows the proposed infrastructure cannot actually accommodate the planned levels of passenger service. On the most successful cases tested in the DEIS, the model "fail[ed] to dispatch" in several runs (seeds)—meaning "the operations simulation concluded that the infrastructure had insufficient capacity." DEIS 2-117. In short, gridlock. Of the remaining seeds in each of those cases, the simulation ran to completion, but the prioritization of passenger service led to commercially unacceptable delays in freight service. Time-sensitive intermodal service was particularly degraded.[2]

16

Second, the DEIS fails to adequately address the Ashland area (Alternative Area 5), long recognized as a bottleneck on the corridor. In 2006, at the request of the Virginia General Assembly, VDRPT issued the *Washington, DC to Richmond Third Track Feasibility Study*, which estimated the cost of a third main line at $684 million in 2006 dollars, not including right-of-way acquisition and utility relocation. The study states:

> The improvements included in this estimate do not include the construction of a third track in several key areas, including Ashland, Fredericksburg and the Long Bridge across the Potomac River. These three sections will require very expensive solutions to provide additional rail capacity while minimizing the impact on surrounding communities. Improved passenger rail service can be provided in this corridor without a third track in these locations, but *these areas will become bottlenecks that will limit reliability and the capacity for additional future service growth*.

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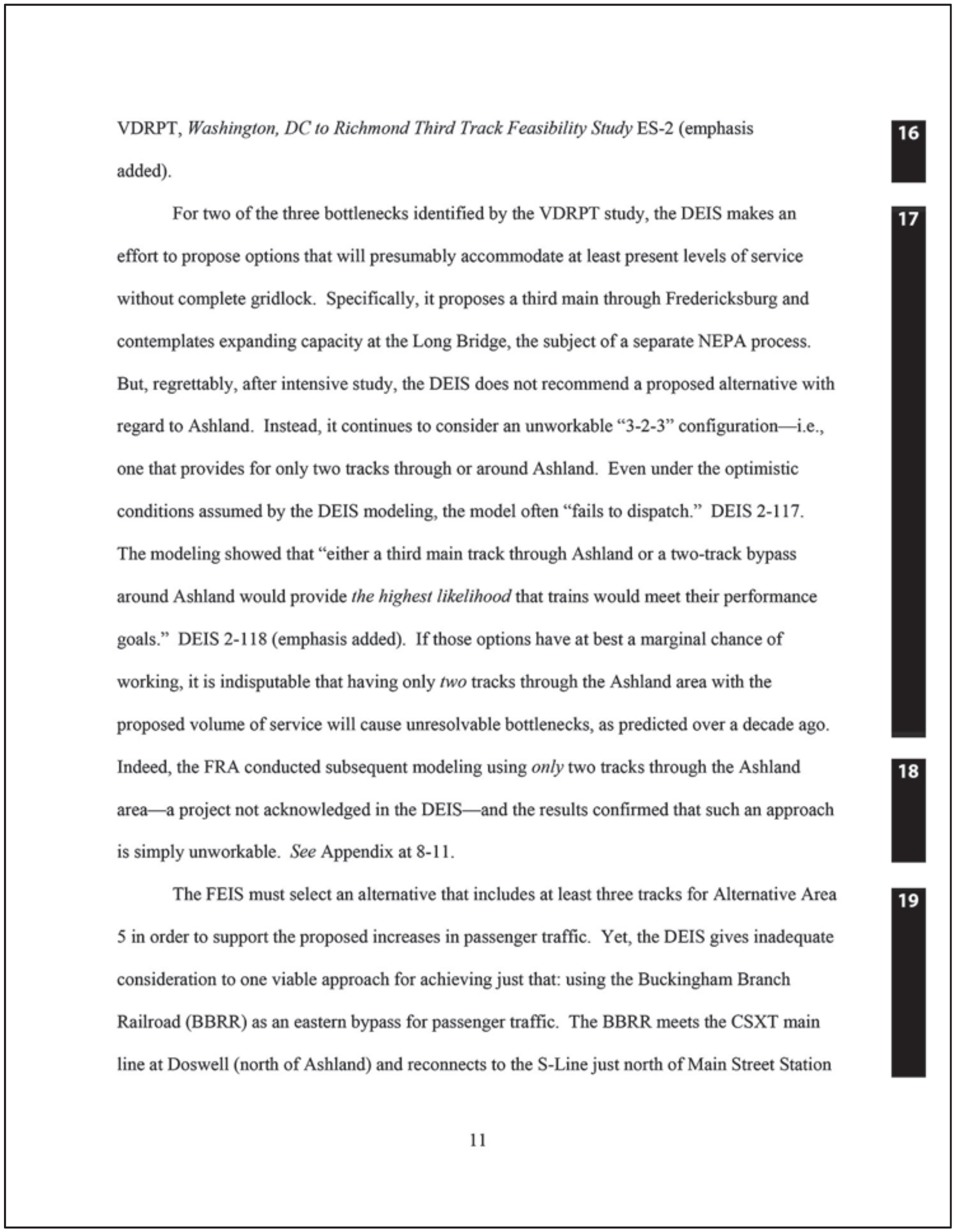
[2] Additional analysis of the DEIS modeling is included in the attached Appendix.

CSXT (continued)

(Response to comment 14 on previous page)

15. Comment noted.
16. Comment noted.



16 VDRPT, *Washington, DC to Richmond Third Track Feasibility Study* ES-2 (emphasis added).

17 For two of the three bottlenecks identified by the VDRPT study, the DEIS makes an effort to propose options that will presumably accommodate at least present levels of service without complete gridlock. Specifically, it proposes a third main through Fredericksburg and contemplates expanding capacity at the Long Bridge, the subject of a separate NEPA process. But, regrettably, after intensive study, the DEIS does not recommend a proposed alternative with regard to Ashland. Instead, it continues to consider an unworkable "3-2-3" configuration—i.e., one that provides for only two tracks through or around Ashland. Even under the optimistic conditions assumed by the DEIS modeling, the model often "fails to dispatch." DEIS 2-117. The modeling showed that "either a third main track through Ashland or a two-track bypass around Ashland would provide *the highest likelihood* that trains would meet their performance goals." DEIS 2-118 (emphasis added). If those options have at best a marginal chance of working, it is indisputable that having only *two* tracks through the Ashland area with the proposed volume of service will cause unresolvable bottlenecks, as predicted over a decade ago.

18 Indeed, the FRA conducted subsequent modeling using *only* two tracks through the Ashland area—a project not acknowledged in the DEIS—and the results confirmed that such an approach is simply unworkable. *See* Appendix at 8-11.

19 The FEIS must select an alternative that includes at least three tracks for Alternative Area 5 in order to support the proposed increases in passenger traffic. Yet, the DEIS gives inadequate consideration to one viable approach for achieving just that: using the Buckingham Branch Railroad (BBRR) as an eastern bypass for passenger traffic. The BBRR meets the CSXT main line at Doswell (north of Ashland) and reconnects to the S-Line just north of Main Street Station

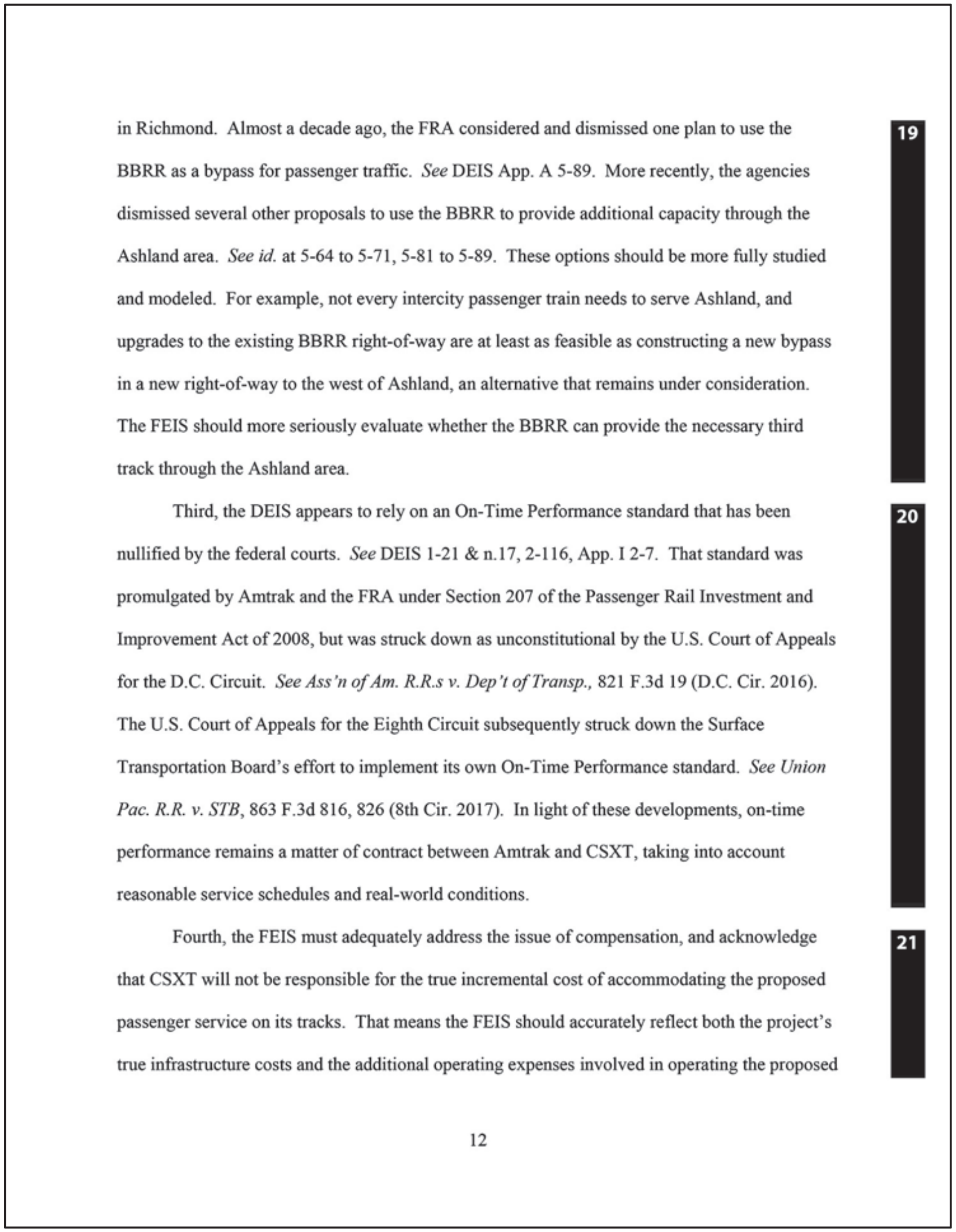
CSXT (continued)

(Response to comment 16 on previous page)

17. Comment noted.

18. As described in statements #9 and #10 above, DRPT conducted refined modeling that used only two tracks through the Ashland area subsequent to the Draft EIS preliminary simulation modeling; the findings of this effort are summarized in Section 3.2 of the Final EIS and fully discussed in Appendix I of the Final EIS. This additional operations analysis modeling confirmed that the range of alternatives evaluated in the Draft EIS, and selected as the Preferred Alternative in the Final EIS, were appropriate to accommodate the level of service proposed. DRPT and FRA note that the section of the Project in Area 5 through downtown Ashland is limited by existing physical, environmental, and historic conditions, which cannot be overcome without increased cost and impact to the community and environment. As services in the DC2RVA corridor are developed and implemented incrementally, DRPT looks forward to working with CSXT on future phases of the Project.

19. Comment noted. Analysis on the use of the Buckingham Branch as a freight bypass around Ashland is included in Appendix A of the Draft EIS. In addition, analysis of the use of the Buckingham Branch as a freight and passenger bypass around Ashland is included in Appendix G of the Final EIS, as part of the summary of the Town of Ashland / Hanover County Community Advisory Committee (CAC) activities. Routing certain passenger trains via the existing Buckingham Branch line from Richmond to Doswell would require skipping both the Staples Mill Road and Ashland stations, which would not meet the intercity passenger rail demand in the Project and thus would not meet the Purpose and Need of the Project.



19 in Richmond. Almost a decade ago, the FRA considered and dismissed one plan to use the BBRR as a bypass for passenger traffic. *See* DEIS App. A 5-89. More recently, the agencies dismissed several other proposals to use the BBRR to provide additional capacity through the Ashland area. *See id.* at 5-64 to 5-71, 5-81 to 5-89. These options should be more fully studied and modeled. For example, not every intercity passenger train needs to serve Ashland, and upgrades to the existing BBRR right-of-way are at least as feasible as constructing a new bypass in a new right-of-way to the west of Ashland, an alternative that remains under consideration. The FEIS should more seriously evaluate whether the BBRR can provide the necessary third track through the Ashland area.

20 Third, the DEIS appears to rely on an On-Time Performance standard that has been nullified by the federal courts. *See* DEIS 1-21 & n.17, 2-116, App. I 2-7. That standard was promulgated by Amtrak and the FRA under Section 207 of the Passenger Rail Investment and Improvement Act of 2008, but was struck down as unconstitutional by the U.S. Court of Appeals for the D.C. Circuit. *See Ass'n of Am. R.R.s v. Dep't of Transp.*, 821 F.3d 19 (D.C. Cir. 2016). The U.S. Court of Appeals for the Eighth Circuit subsequently struck down the Surface Transportation Board's effort to implement its own On-Time Performance standard. *See Union Pac. R.R. v. STB*, 863 F.3d 816, 826 (8th Cir. 2017). In light of these developments, on-time performance remains a matter of contract between Amtrak and CSXT, taking into account reasonable service schedules and real-world conditions.

21 Fourth, the FEIS must adequately address the issue of compensation, and acknowledge that CSXT will not be responsible for the true incremental cost of accommodating the proposed passenger service on its tracks. That means the FEIS should accurately reflect both the project's true infrastructure costs and the additional operating expenses involved in operating the proposed

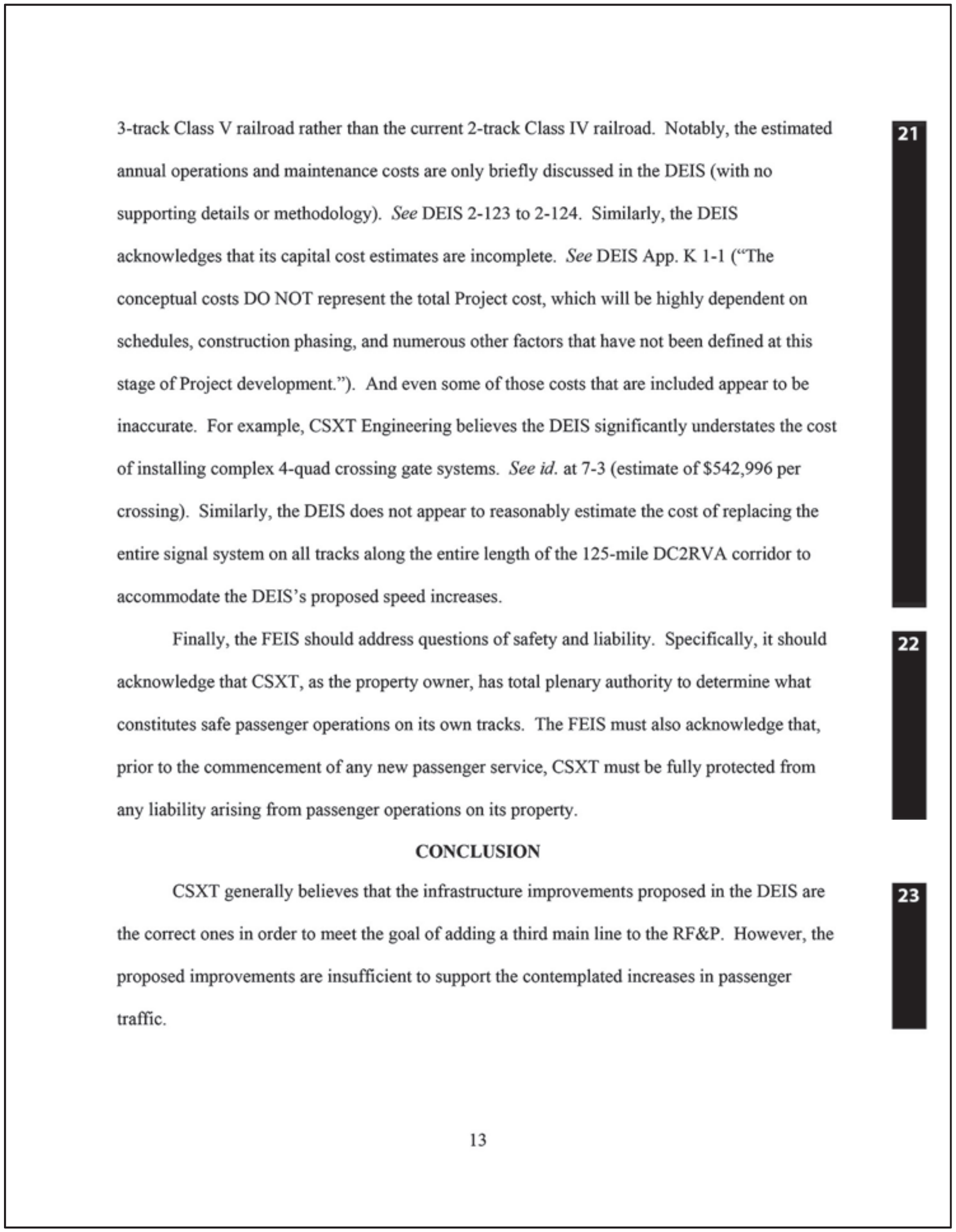
12

CSXT (continued)

(Response to comment 19 on previous page)

20. Comment noted.

21. The capital infrastructure cost estimates of the Preferred Alternative are summarized in Section 4.5 of the Final EIS. The estimates are based on conceptual engineering at an approximately 10% level of design using available desktop data. The purpose of the capital cost estimates is to provide a comparative cost between alternatives to assist environmental decisions to be made. Railroad signals and communications systems are estimated based on compared system costs from the California High Speed Rail project as part of the 10% conceptual engineering that was performed in support of the environmental documentation for this Project. Comparable cost information for railroad signals and communications systems was not available for inclusion in the Draft EIS due level of design at that phase. Appropriate order of magnitude cost estimates of the system were included in the capital costs estimates for comparative purposes only. These costs do not reflect refined actual costs based on a more detailed level of design, as noted by CSXT Engineering in their acknowledgement of the statement in Draft EIS Appendix K and in their assessment of crossing gate system costs.



21 3-track Class V railroad rather than the current 2-track Class IV railroad. Notably, the estimated annual operations and maintenance costs are only briefly discussed in the DEIS (with no supporting details or methodology). *See* DEIS 2-123 to 2-124. Similarly, the DEIS acknowledges that its capital cost estimates are incomplete. *See* DEIS App. K 1-1 ("The conceptual costs DO NOT represent the total Project cost, which will be highly dependent on schedules, construction phasing, and numerous other factors that have not been defined at this stage of Project development."). And even some of those costs that are included appear to be inaccurate. For example, CSXT Engineering believes the DEIS significantly understates the cost of installing complex 4-quad crossing gate systems. *See id.* at 7-3 (estimate of $542,996 per crossing). Similarly, the DEIS does not appear to reasonably estimate the cost of replacing the entire signal system on all tracks along the entire length of the 125-mile DC2RVA corridor to accommodate the DEIS's proposed speed increases.

22 Finally, the FEIS should address questions of safety and liability. Specifically, it should acknowledge that CSXT, as the property owner, has total plenary authority to determine what constitutes safe passenger operations on its own tracks. The FEIS must also acknowledge that, prior to the commencement of any new passenger service, CSXT must be fully protected from any liability arising from passenger operations on its property.

CONCLUSION

23 CSXT generally believes that the infrastructure improvements proposed in the DEIS are the correct ones in order to meet the goal of adding a third main line to the RF&P. However, the proposed improvements are insufficient to support the contemplated increases in passenger traffic.

13

CSXT (continued)

(Response to comment 21 on previous page)

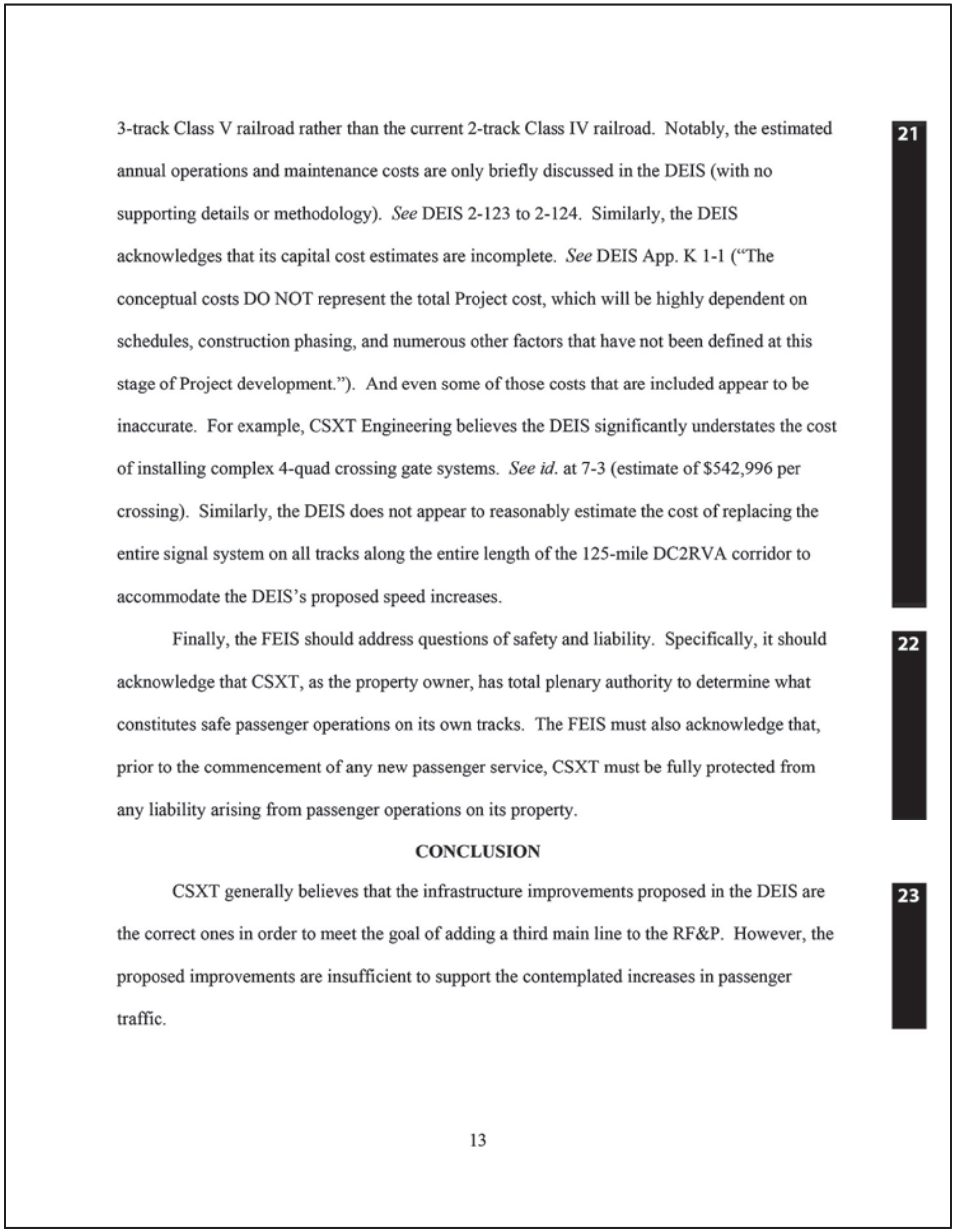
22. DRPT acknowledges that CSXT, as the property owner of the DC2RVA corridor, has total plenary authority to determine what constitutes safe passenger operations on its own tracks in accordance with safety regulations governing passenger operations enacted by FRA.

23. As services in the DC2RVA corridor are developed and implemented incrementally, DRPT looks forward to working with CSXT on future phases of the Project, which includes a Corridor Service Development Plan (SDP) to incrementally implement the service improvements planned in the DC2RVA Project. As part of the SDP effort (see Section 7.3 of the Final EIS), DRPT will prepare additional operations analysis to help define the infrastructure required to deliver phased intercity passenger rail service growth through the 2045 Build Alternative. DRPT and FRA recognize that future operations analysis may suggest modifications to the infrastructure or the proposed operating plan beyond that presented in the EIS. Should potential modifications include a significant increase in environmental impacts or a reduction in the benefits presented in the EIS, a supplemental NEPA analysis may be required, as applicable under current or future NEPA regulations.

    Separate from the Purpose and Need of the DC2RVA Project, DRPT and FRA also recognize that CSXT, VRE, or other Project stakeholders may pursue additional capital improvements along the DC2RVA Corridor between Centralia and Washington, D.C., or on the adjacent railroad network. Additional operations analysis performed as part of the SDP, or in subsequent iterations through the life of the DC2RVA Project, will need to include the modifications to the railroad network constructed by others to continue to estimate that the infrastructure defined in the EIS for the DC2RVA Project remains effective to meet the Purpose and Need of the Project.

    Exhibit A: *Letter from Robert E. Martinez, Secretary of Transportation, Commonwealth of Virginia, to John W. Snow, Chairman & Chief Executive Officer, CSX Corporation, dated January 10, 1995.*

(Responses are continued on next page)



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22 Finally, the FEIS should address questions of safety and liability. Specifically, it should acknowledge that CSXT, as the property owner, has total plenary authority to determine what constitutes safe passenger operations on its own tracks. The FEIS must also acknowledge that, prior to the commencement of any new passenger service, CSXT must be fully protected from any liability arising from passenger operations on its property.

CONCLUSION

23 CSXT generally believes that the infrastructure improvements proposed in the DEIS are the correct ones in order to meet the goal of adding a third main line to the RF&P. However, the proposed improvements are insufficient to support the contemplated increases in passenger traffic.

13

CSXT (continued)

Exhibit B: *Operating/Access Agreement between CSX Transportation, Inc. and Northern Virginia Transportation Commission and Potomac and Rappahannock Transportation Commission, Concerning Commuter Rail Service, dated January 10, 1995.*

DRPT acknowledges the exhibit and does not have any comment responses to this content.

Exhibit C: *Memorandum of Understanding effective the 31st day of January 2001, by and among CSX Transportation, Inc., the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission, and the Commonwealth of Virginia's Department of Rail and Public Transportation.*

DRPT acknowledges the exhibit and does not have any comment responses to this content.

Exhibit D: *Framework Agreement by and between the Virginia Department of Rail and Public Transportation and CSX Transportation, Inc., dated March 19, 2009.*

DRPT acknowledges the exhibit and does not have any comment responses to this content.

Exhibit E: *Non-Binding Term Sheet between Virginia Department of Rail and Public Transportation and CSX Transportation, Inc., dated April 11, 2016.*

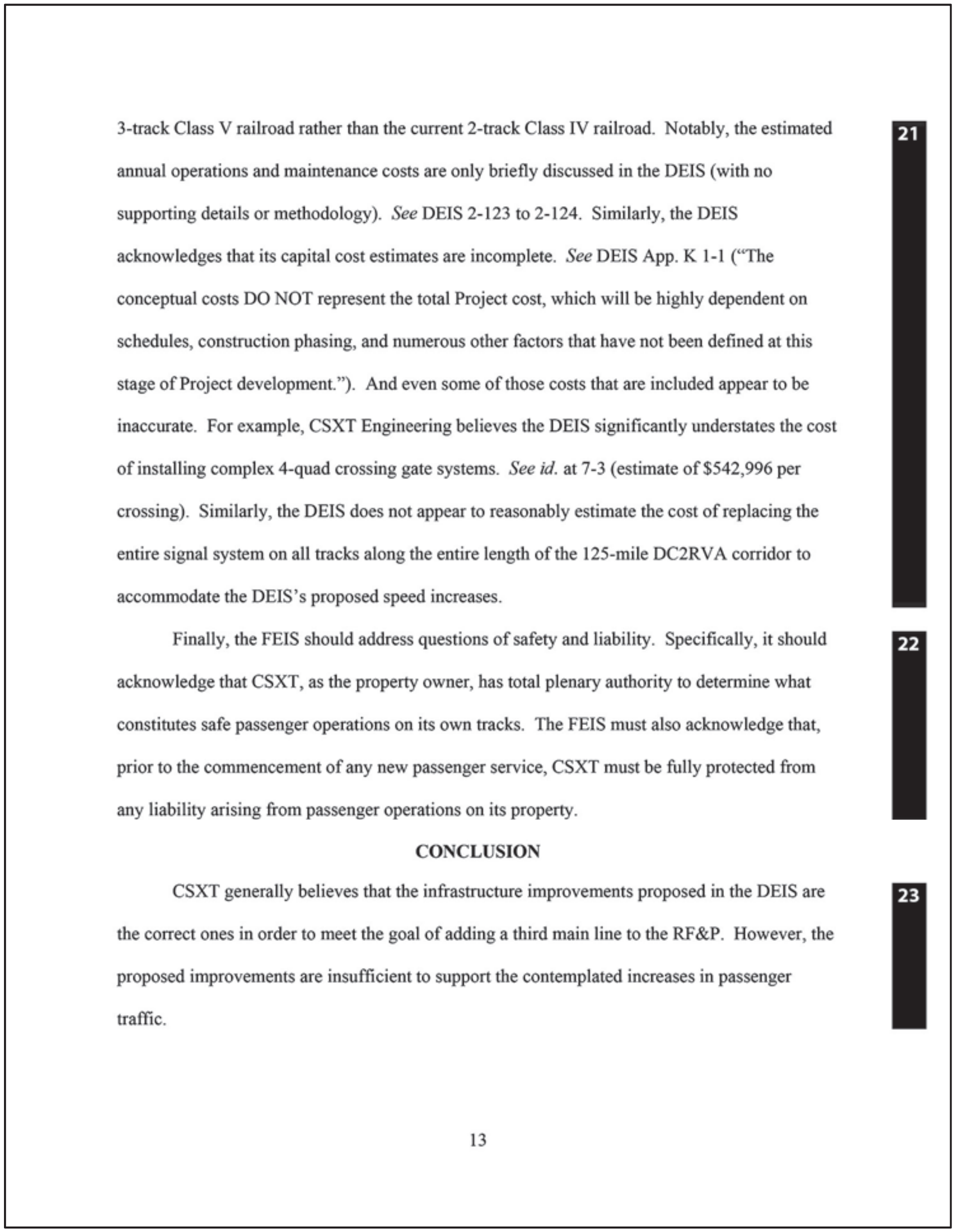
DRPT acknowledges the exhibit and does not have any comment responses to this content.

Separate Attachment: *DC2RVA Southeast High Speed Rail Technical Review of Draft Environmental Impact Statement (Draft EIS), prepared for CSXT, prepared by Cambridge Systematics, Inc. with Willard Keeney, dated November 6, 2017.*

DRPT acknowledges the exhibit and does not have any comment responses to this content. Many of the comments about operations modeling work conducted by DRPT for the DC2RVA Project that appear in this attachment also appear as comments in the overall letter from CSXT, for which DRPT has prepared responses (see above).

(Responses are continued on next page)

CSXT (continued)



3-track Class V railroad rather than the current 2-track Class IV railroad. Notably, the estimated annual operations and maintenance costs are only briefly discussed in the DEIS (with no supporting details or methodology). *See* DEIS 2-123 to 2-124. Similarly, the DEIS acknowledges that its capital cost estimates are incomplete. *See* DEIS App. K 1-1 ("The conceptual costs DO NOT represent the total Project cost, which will be highly dependent on schedules, construction phasing, and numerous other factors that have not been defined at this stage of Project development."). And even some of those costs that are included appear to be inaccurate. For example, CSXT Engineering believes the DEIS significantly understates the cost of installing complex 4-quad crossing gate systems. *See id.* at 7-3 (estimate of $542,996 per crossing). Similarly, the DEIS does not appear to reasonably estimate the cost of replacing the entire signal system on all tracks along the entire length of the 125-mile DC2RVA corridor to accommodate the DEIS's proposed speed increases. 21

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CONCLUSION

CSXT generally believes that the infrastructure improvements proposed in the DEIS are the correct ones in order to meet the goal of adding a third main line to the RF&P. However, the proposed improvements are insufficient to support the contemplated increases in passenger traffic. 23

As summarized in Section 3.2 of the Final EIS, DRPT conducted refined operations analysis both within the DC2RVA corridor as well as in the larger CSXT network, to inform the selection of a Preferred Alternative. It builds on previous operations simulation modeling conducted during preparation of the Draft EIS and incorporates subsequent revisions to the infrastructure and operating plans presented in the Draft EIS that were developed to improve operational consistency and reduce delays associated with schedule conflicts within the DC2RVA corridor. Full details of the refined operations analysis modeling are provided in the technical memos in Appendix F of the Final EIS; description of how the refined operations analysis modeling led to the selection of a Preferred Alternative is provided in the DC2RVA Recommendation Report, which is Appendix I of the Final EIS. DRPT has presented this and related service planning information to CSX on June 5 and 9, 2017; June 27 and 28, 2017; July 7 and 12, 2017; August 16, 2017; and September 18, 2017.

CSXT (continued)

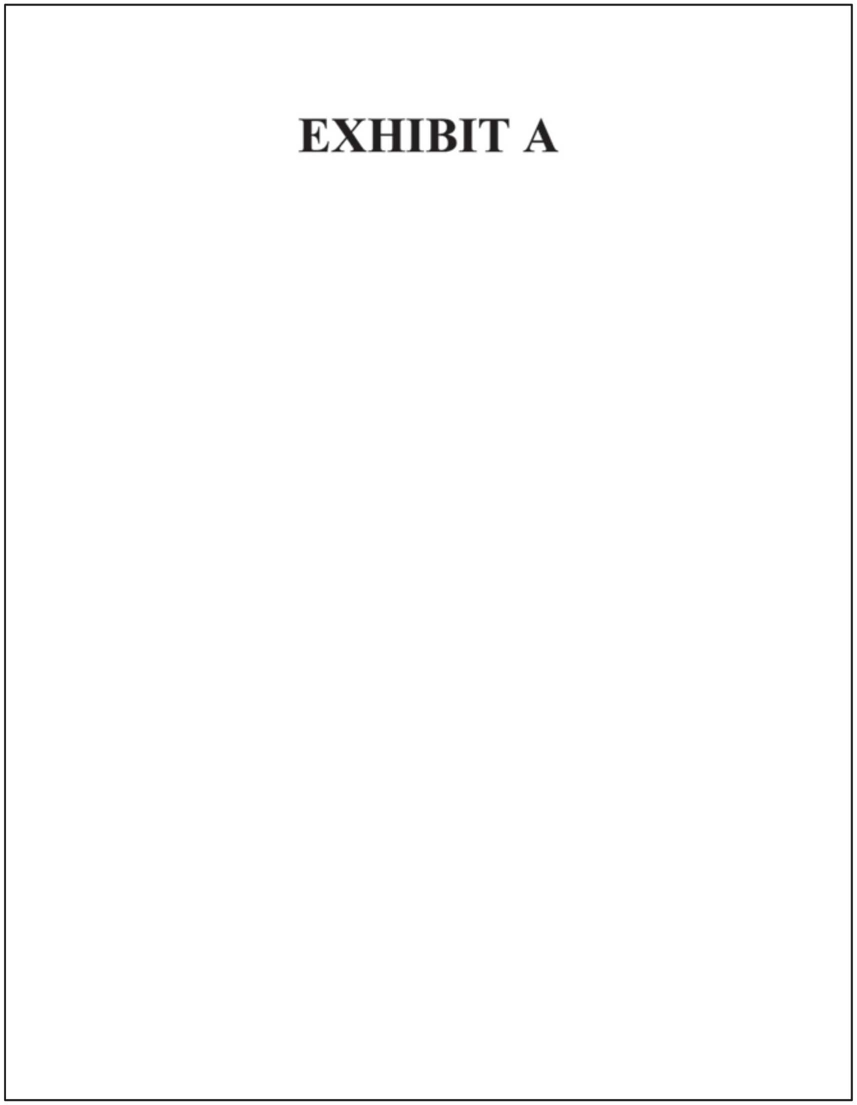
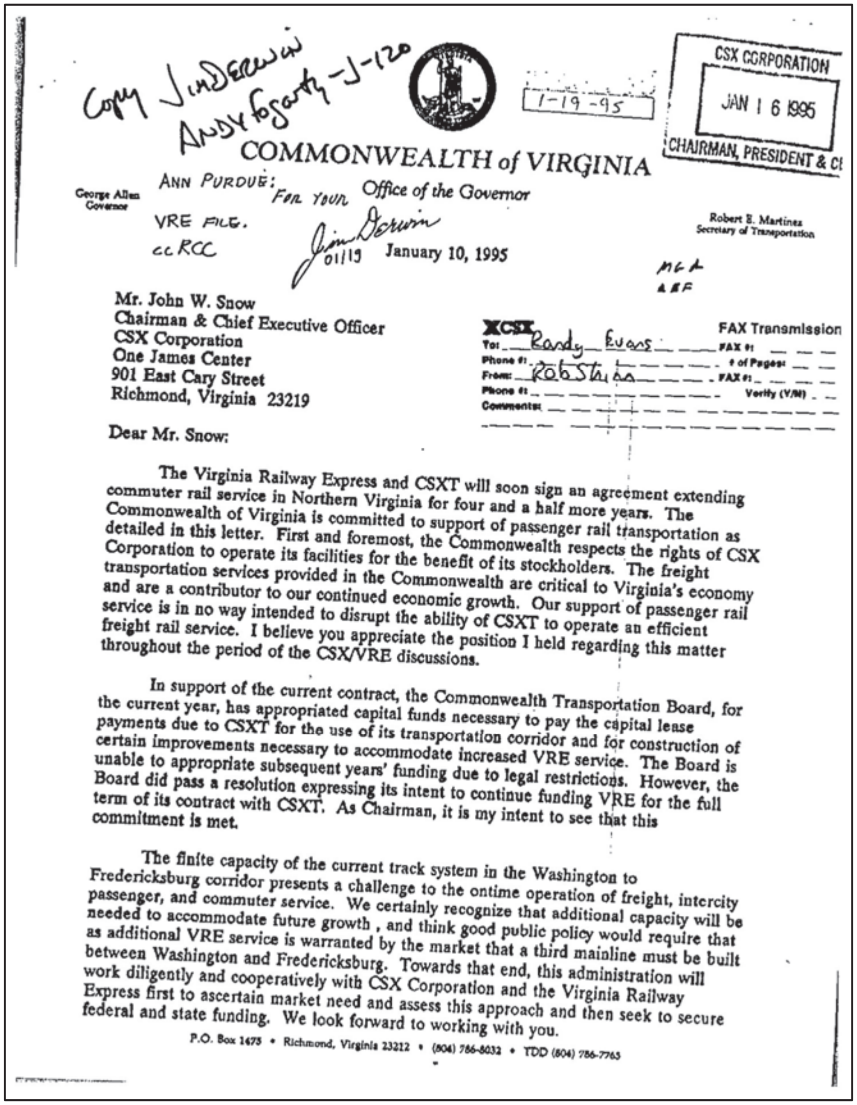


EXHIBIT A

CSXT (continued)



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Andy Fogarty - J-120

1-19-95

CSX CORPORATION
JAN 16 1995
CHAIRMAN, PRESIDENT & C

COMMONWEALTH of VIRGINIA
Office of the Governor

George Allen
Governor

Robert E. Martinez
Secretary of Transportation

Ann Purdue: For your VRE file.
cc RCC
Jim Darwin 01/19

January 10, 1995

MGA
AEF

Mr. John W. Snow
Chairman & Chief Executive Officer
CSX Corporation
One James Center
901 East Cary Street
Richmond, Virginia 23219

XCSX FAX Transmission
To: Randy Evans
FAX #:
Phone #:
# of Pages:
From: Rob Sthan
FAX #:
Phone #:
Verify (Y/N)
Comments:

Dear Mr. Snow:

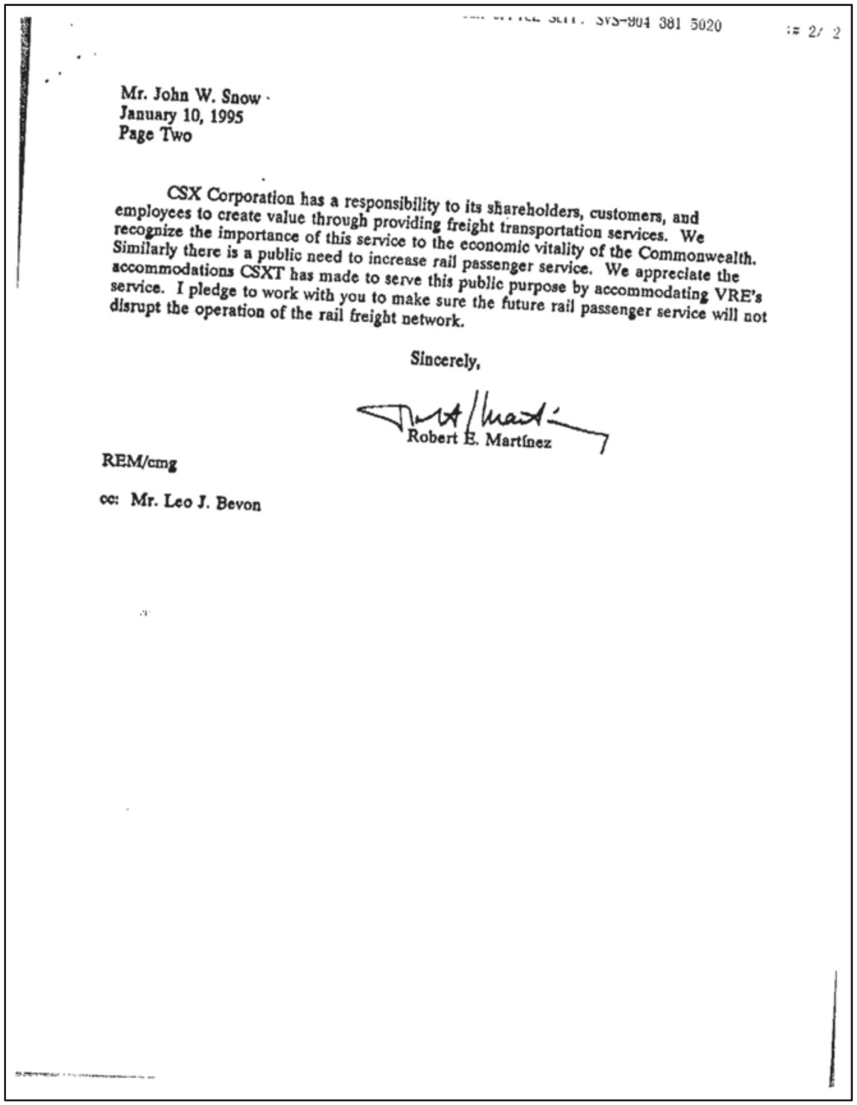
The Virginia Railway Express and CSXT will soon sign an agreement extending commuter rail service in Northern Virginia for four and a half more years. The Commonwealth of Virginia is committed to support of passenger rail transportation as detailed in this letter. First and foremost, the Commonwealth respects the rights of CSX Corporation to operate its facilities for the benefit of its stockholders. The freight transportation services provided in the Commonwealth are critical to Virginia's economy and are a contributor to our continued economic growth. Our support of passenger rail service is in no way intended to disrupt the ability of CSXT to operate an efficient freight rail service. I believe you appreciate the position I held regarding this matter throughout the period of the CSX/VRE discussions.

In support of the current contract, the Commonwealth Transportation Board, for the current year, has appropriated capital funds necessary to pay the capital lease payments due to CSXT for the use of its transportation corridor and for construction of certain improvements necessary to accommodate increased VRE service. The Board is unable to appropriate subsequent years' funding due to legal restrictions. However, the Board did pass a resolution expressing its intent to continue funding VRE for the full term of its contract with CSXT. As Chairman, it is my intent to see that this commitment is met.

The finite capacity of the current track system in the Washington to Fredericksburg corridor presents a challenge to the ontime operation of freight, intercity passenger, and commuter service. We certainly recognize that additional capacity will be needed to accommodate future growth , and think good public policy would require that as additional VRE service is warranted by the market that a third mainline must be built between Washington and Fredericksburg. Towards that end, this administration will work diligently and cooperatively with CSX Corporation and the Virginia Railway Express first to ascertain market need and assess this approach and then seek to secure federal and state funding. We look forward to working with you.

P.O. Box 1475 • Richmond, Virginia 23212 • (804) 786-8032 • TDD (804) 786-7765

CSXT (continued)



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Mr. John W. Snow
January 10, 1995
Page Two

CSX Corporation has a responsibility to its shareholders, customers, and employees to create value through providing freight transportation services. We recognize the importance of this service to the economic vitality of the Commonwealth. Similarly there is a public need to increase rail passenger service. We appreciate the accommodations CSXT has made to serve this public purpose by accommodating VRE's service. I pledge to work with you to make sure the future rail passenger service will not disrupt the operation of the rail freight network.

Sincerely,

Robert E. Martinez

REM/cmg

cc: Mr. Leo J. Bevon

CSXT (continued)

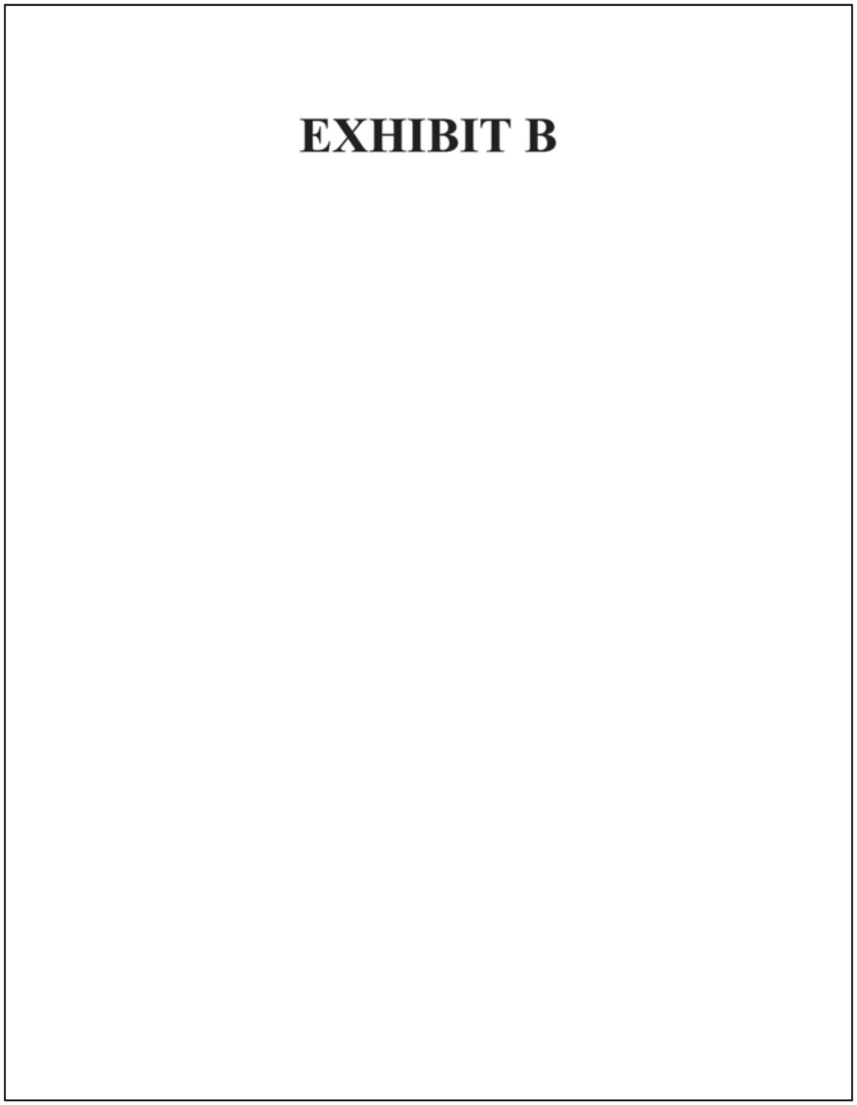
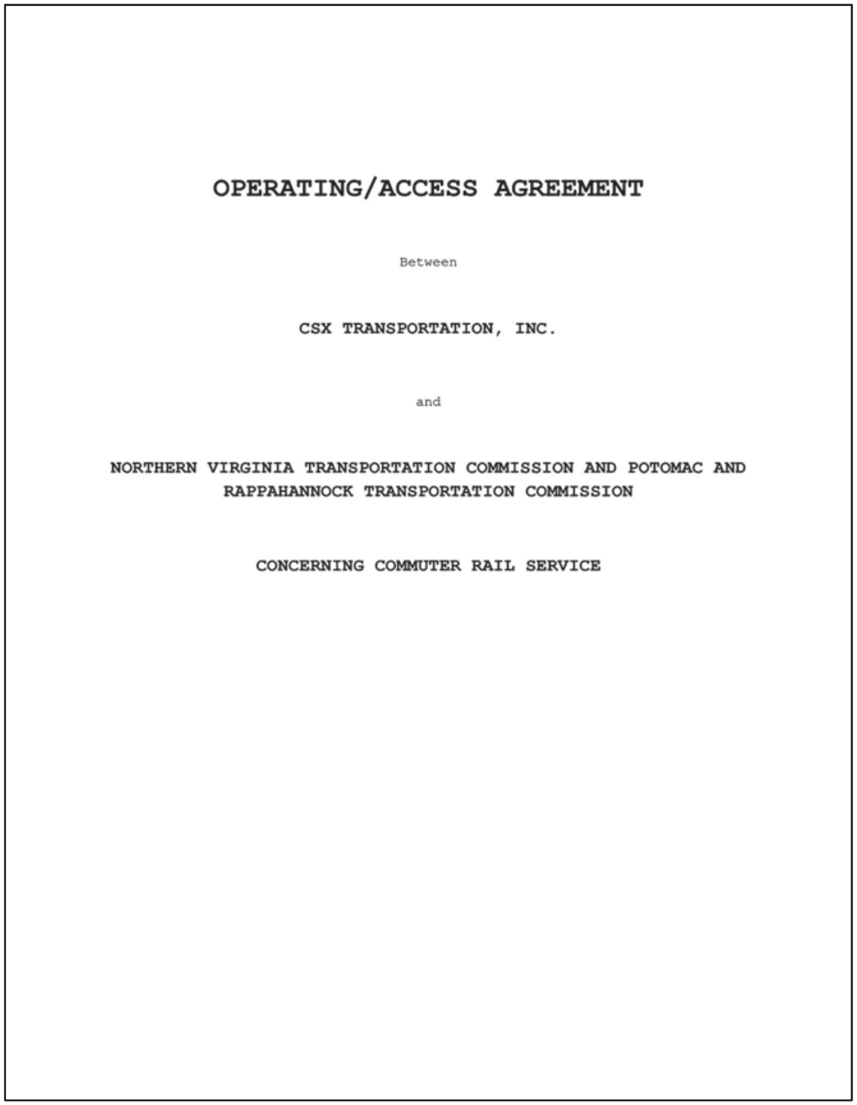


EXHIBIT B

CSXT (continued)



OPERATING/ACCESS AGREEMENT

Between

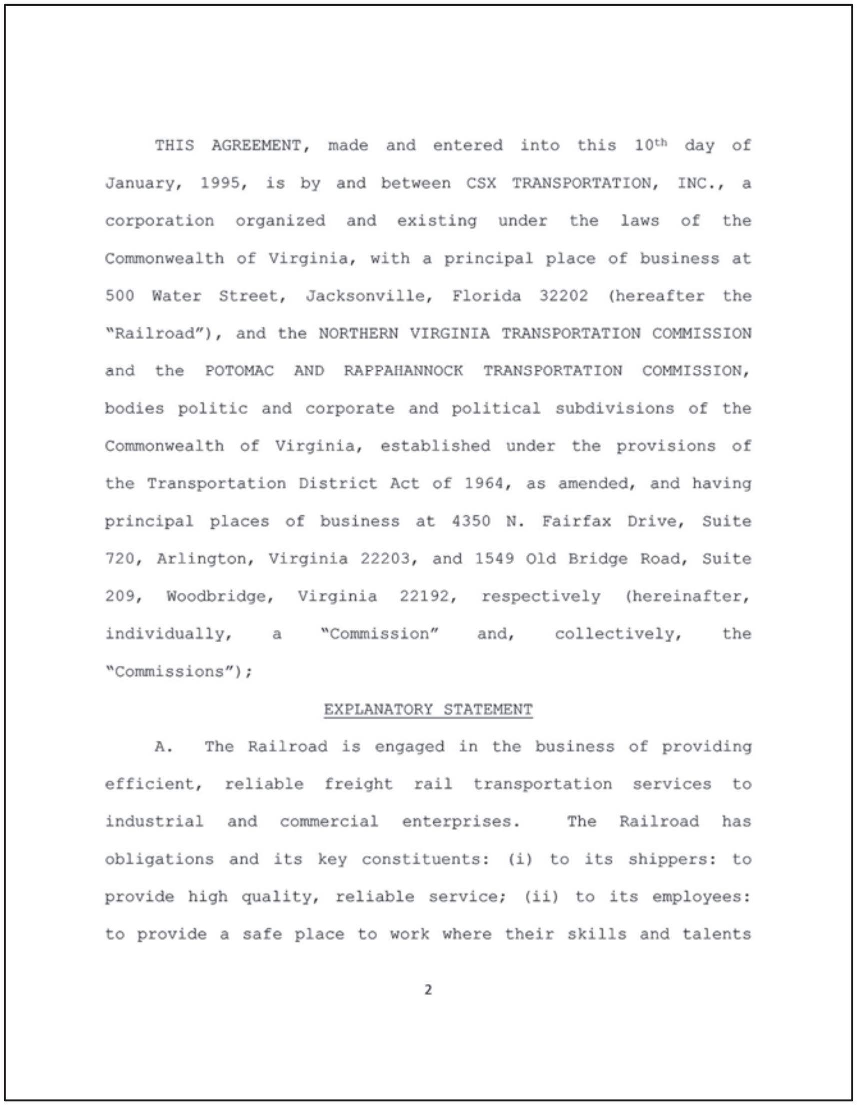
CSX TRANSPORTATION, INC.

and

NORTHERN VIRGINIA TRANSPORTATION COMMISSION AND POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

CONCERNING COMMUTER RAIL SERVICE

CSXT (continued)



THIS AGREEMENT, made and entered into this 10th day of January, 1995, is by and between CSX TRANSPORTATION, INC., a corporation organized and existing under the laws of the Commonwealth of Virginia, with a principal place of business at 500 Water Street, Jacksonville, Florida 32202 (hereafter the "Railroad"), and the NORTHERN VIRGINIA TRANSPORTATION COMMISSION and the POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION, bodies politic and corporate and political subdivisions of the Commonwealth of Virginia, established under the provisions of the Transportation District Act of 1964, as amended, and having principal places of business at 4350 N. Fairfax Drive, Suite 720, Arlington, Virginia 22203, and 1549 Old Bridge Road, Suite 209, Woodbridge, Virginia 22192, respectively (hereinafter, individually, a "Commission" and, collectively, the "Commissions");

EXPLANATORY STATEMENT

A. The Railroad is engaged in the business of providing efficient, reliable freight rail transportation services to industrial and commercial enterprises. The Railroad has obligations and its key constituents: (i) to its shippers: to provide high quality, reliable service; (ii) to its employees: to provide a safe place to work where their skills and talents

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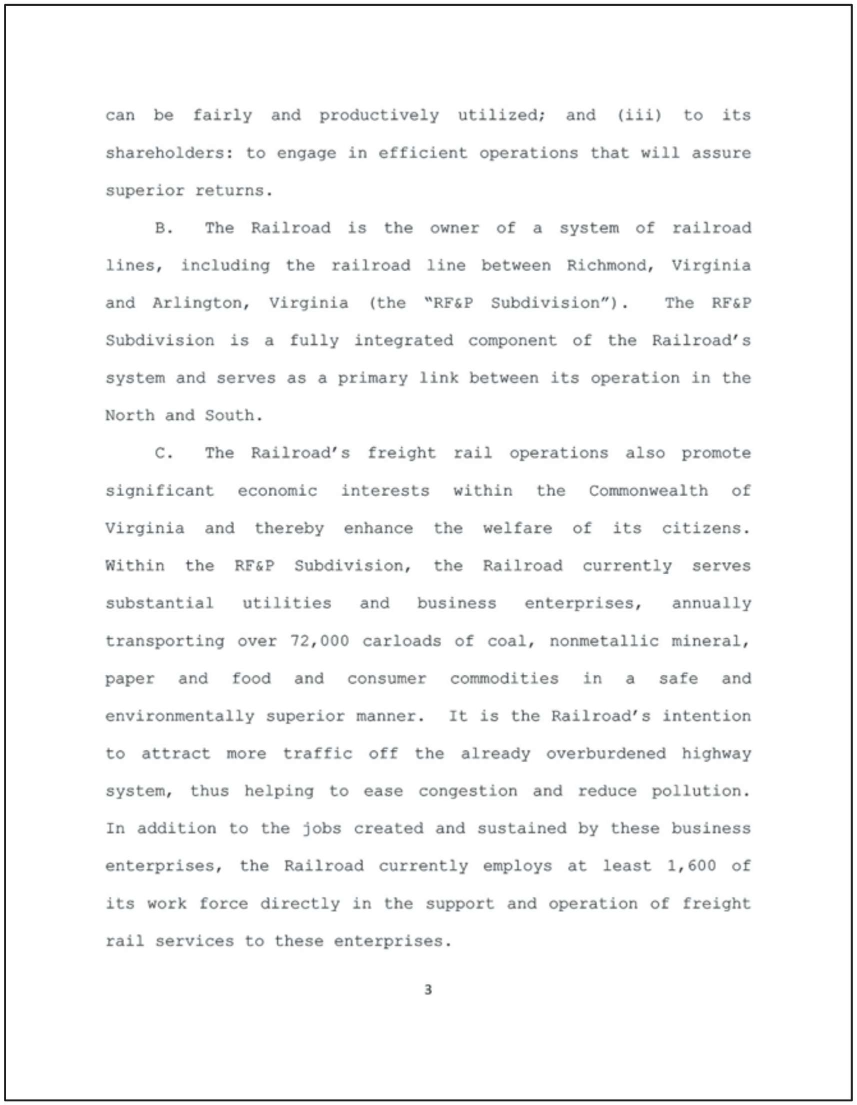
CSXT (continued)

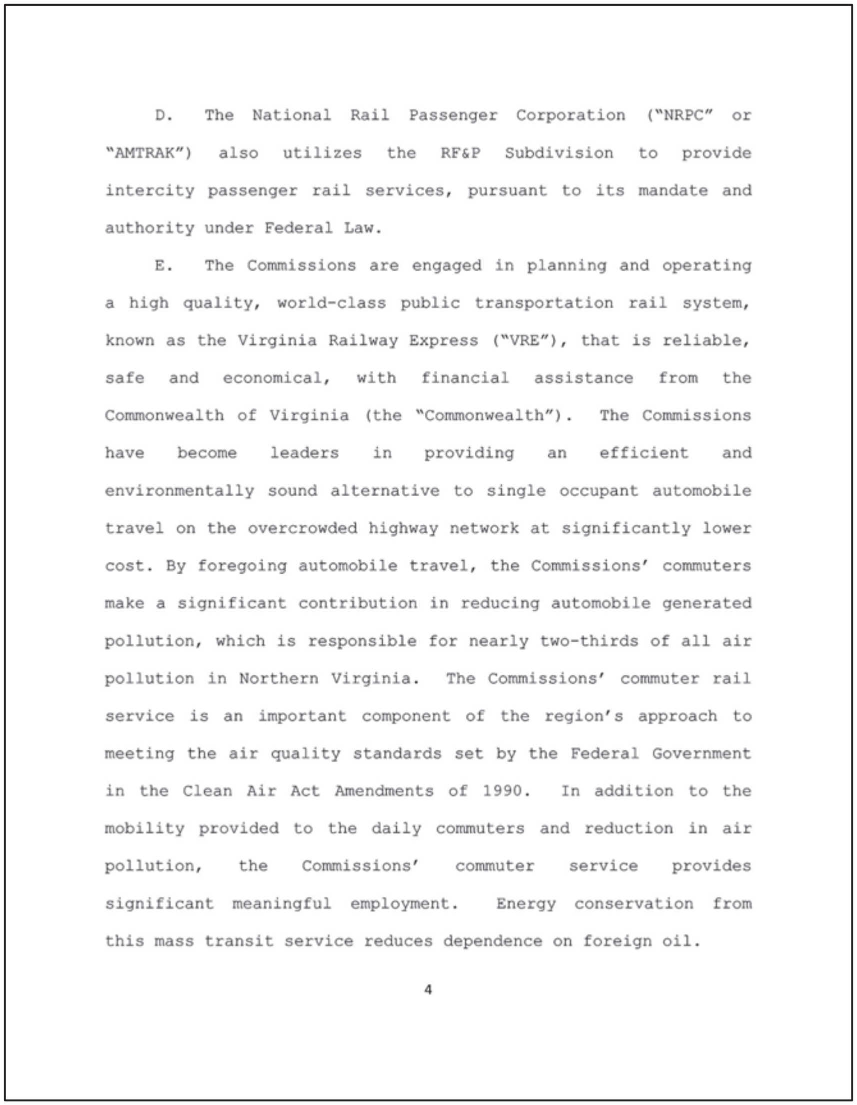


can be fairly and productively utilized; and (iii) to its shareholders: to engage in efficient operations that will assure superior returns.

B. The Railroad is the owner of a system of railroad lines, including the railroad line between Richmond, Virginia and Arlington, Virginia (the "RF&P Subdivision"). The RF&P Subdivision is a fully integrated component of the Railroad's system and serves as a primary link between its operation in the North and South.

C. The Railroad's freight rail operations also promote significant economic interests within the Commonwealth of Virginia and thereby enhance the welfare of its citizens. Within the RF&P Subdivision, the Railroad currently serves substantial utilities and business enterprises, annually transporting over 72,000 carloads of coal, nonmetallic mineral, paper and food and consumer commodities in a safe and environmentally superior manner. It is the Railroad's intention to attract more traffic off the already overburdened highway system, thus helping to ease congestion and reduce pollution. In addition to the jobs created and sustained by these business enterprises, the Railroad currently employs at least 1,600 of its work force directly in the support and operation of freight rail services to these enterprises.

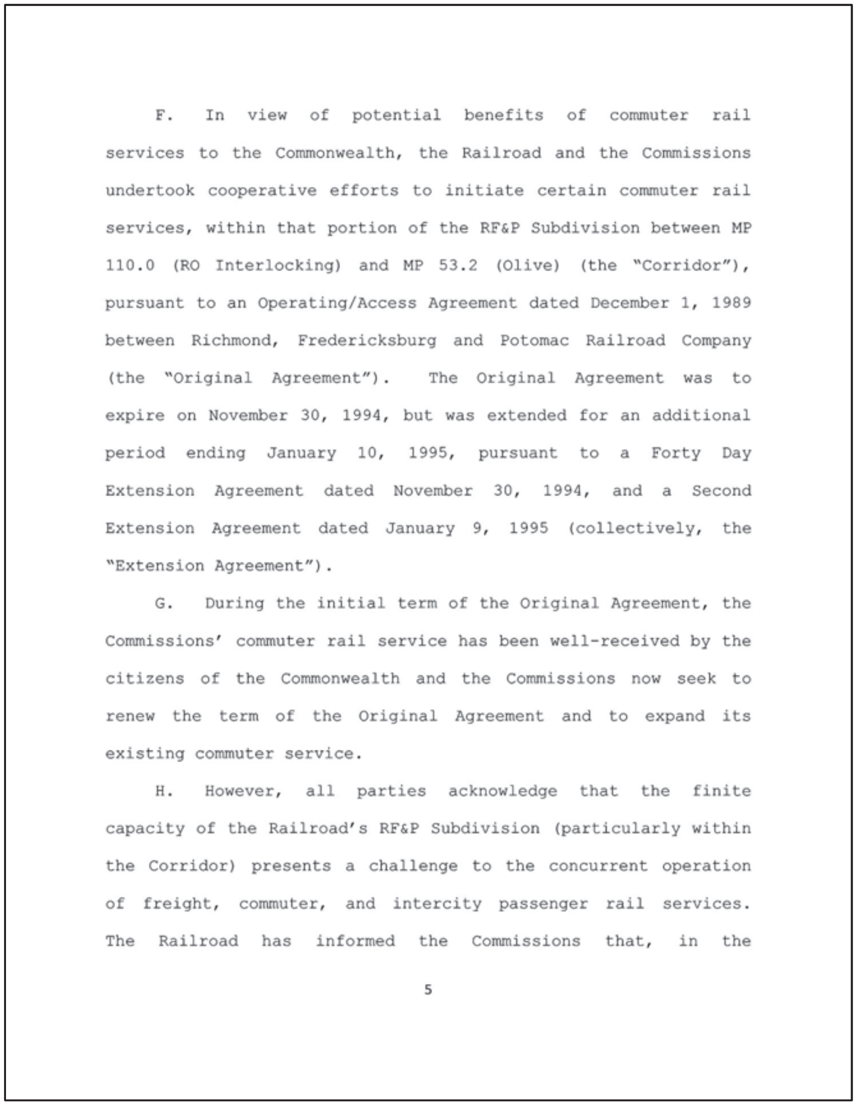
CSXT (continued)



D. The National Rail Passenger Corporation ("NRPC" or "AMTRAK") also utilizes the RF&P Subdivision to provide intercity passenger rail services, pursuant to its mandate and authority under Federal Law.

E. The Commissions are engaged in planning and operating a high quality, world-class public transportation rail system, known as the Virginia Railway Express ("VRE"), that is reliable, safe and economical, with financial assistance from the Commonwealth of Virginia (the "Commonwealth"). The Commissions have become leaders in providing an efficient and environmentally sound alternative to single occupant automobile travel on the overcrowded highway network at significantly lower cost. By foregoing automobile travel, the Commissions' commuters make a significant contribution in reducing automobile generated pollution, which is responsible for nearly two-thirds of all air pollution in Northern Virginia. The Commissions' commuter rail service is an important component of the region's approach to meeting the air quality standards set by the Federal Government in the Clean Air Act Amendments of 1990. In addition to the mobility provided to the daily commuters and reduction in air pollution, the Commissions' commuter service provides significant meaningful employment. Energy conservation from this mass transit service reduces dependence on foreign oil.

CSXT (continued)

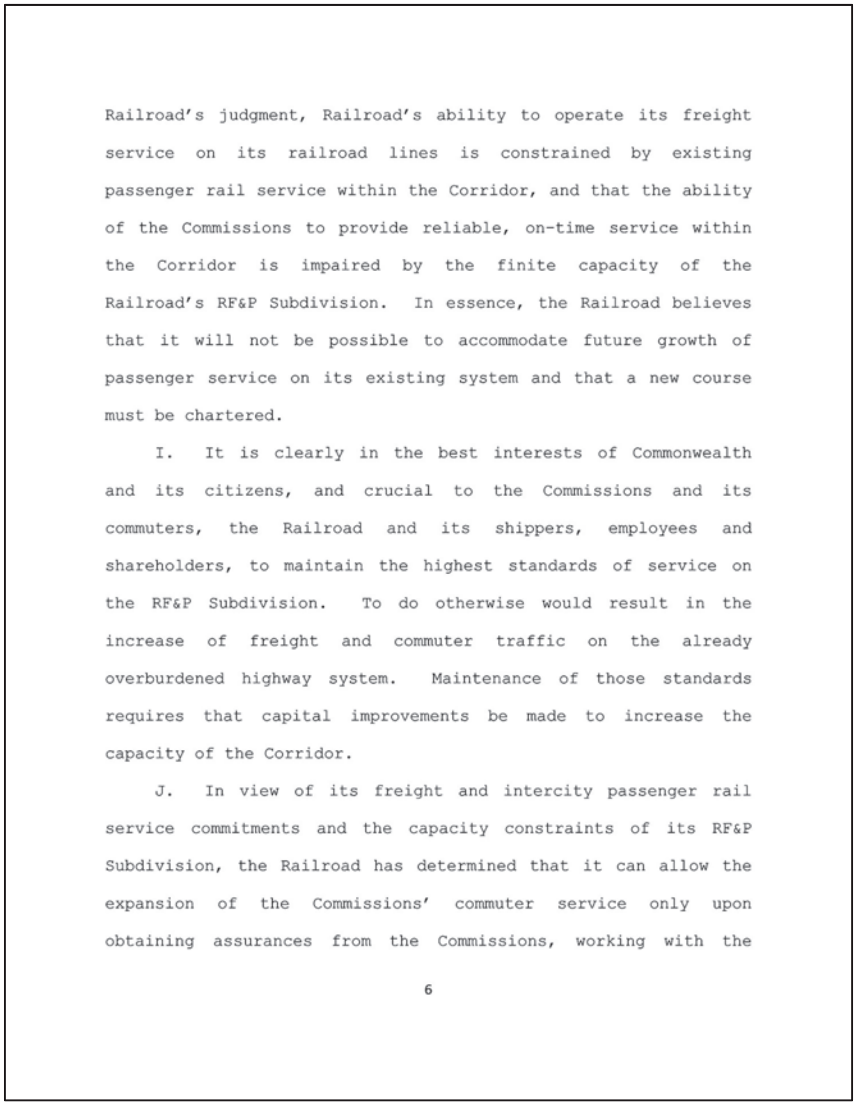


F. In view of potential benefits of commuter rail services to the Commonwealth, the Railroad and the Commissions undertook cooperative efforts to initiate certain commuter rail services, within that portion of the RF&P Subdivision between MP 110.0 (RO Interlocking) and MP 53.2 (Olive) (the "Corridor"), pursuant to an Operating/Access Agreement dated December 1, 1989 between Richmond, Fredericksburg and Potomac Railroad Company (the "Original Agreement"). The Original Agreement was to expire on November 30, 1994, but was extended for an additional period ending January 10, 1995, pursuant to a Forty Day Extension Agreement dated November 30, 1994, and a Second Extension Agreement dated January 9, 1995 (collectively, the "Extension Agreement").

G. During the initial term of the Original Agreement, the Commissions' commuter rail service has been well-received by the citizens of the Commonwealth and the Commissions now seek to renew the term of the Original Agreement and to expand its existing commuter service.

H. However, all parties acknowledge that the finite capacity of the Railroad's RF&P Subdivision (particularly within the Corridor) presents a challenge to the concurrent operation of freight, commuter, and intercity passenger rail services. The Railroad has informed the Commissions that, in the

CSXT (continued)

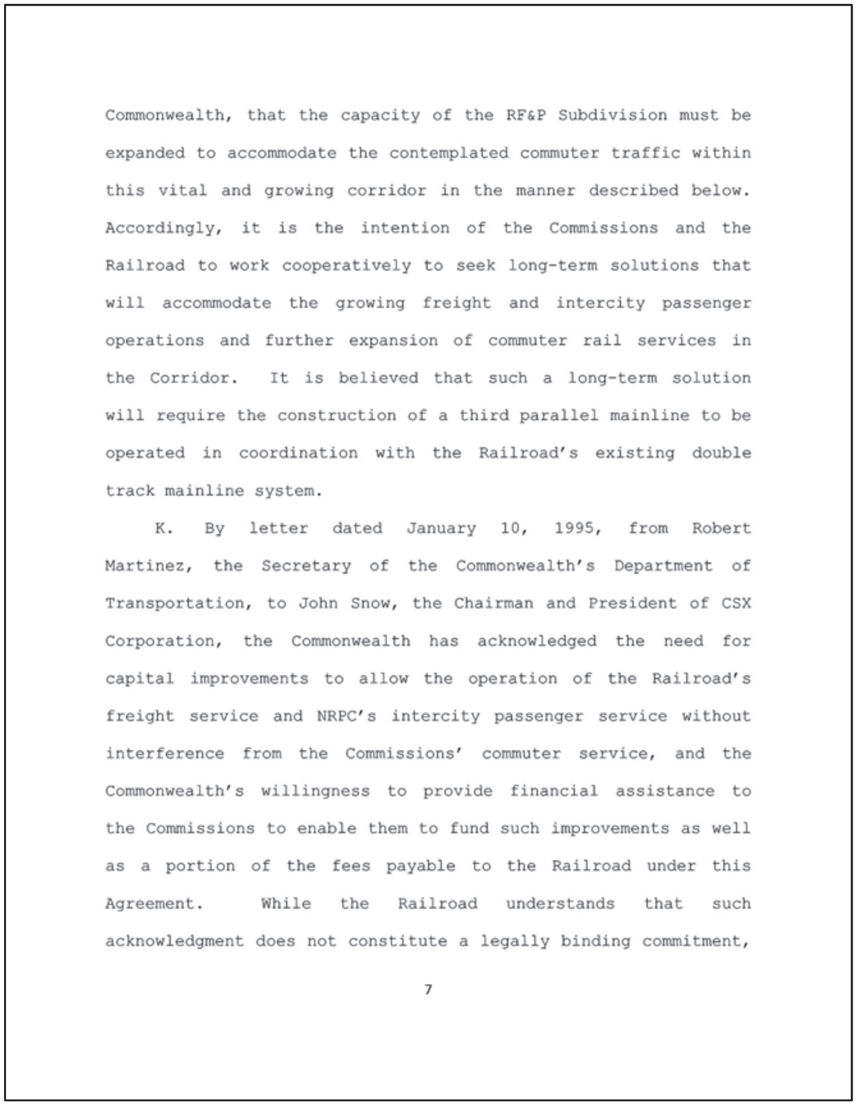


Railroad's judgment, Railroad's ability to operate its freight service on its railroad lines is constrained by existing passenger rail service within the Corridor, and that the ability of the Commissions to provide reliable, on-time service within the Corridor is impaired by the finite capacity of the Railroad's RF&P Subdivision. In essence, the Railroad believes that it will not be possible to accommodate future growth of passenger service on its existing system and that a new course must be chartered.

I. It is clearly in the best interests of Commonwealth and its citizens, and crucial to the Commissions and its commuters, the Railroad and its shippers, employees and shareholders, to maintain the highest standards of service on the RF&P Subdivision. To do otherwise would result in the increase of freight and commuter traffic on the already overburdened highway system. Maintenance of those standards requires that capital improvements be made to increase the capacity of the Corridor.

J. In view of its freight and intercity passenger rail service commitments and the capacity constraints of its RF&P Subdivision, the Railroad has determined that it can allow the expansion of the Commissions' commuter service only upon obtaining assurances from the Commissions, working with the

CSXT (continued)



Commonwealth, that the capacity of the RF&P Subdivision must be expanded to accommodate the contemplated commuter traffic within this vital and growing corridor in the manner described below. Accordingly, it is the intention of the Commissions and the Railroad to work cooperatively to seek long-term solutions that will accommodate the growing freight and intercity passenger operations and further expansion of commuter rail services in the Corridor. It is believed that such a long-term solution will require the construction of a third parallel mainline to be operated in coordination with the Railroad's existing double track mainline system.

K. By letter dated January 10, 1995, from Robert Martinez, the Secretary of the Commonwealth's Department of Transportation, to John Snow, the Chairman and President of CSX Corporation, the Commonwealth has acknowledged the need for capital improvements to allow the operation of the Railroad's freight service and NRPC's intercity passenger service without interference from the Commissions' commuter service, and the Commonwealth's willingness to provide financial assistance to the Commissions to enable them to fund such improvements as well as a portion of the fees payable to the Railroad under this Agreement. While the Railroad understands that such acknowledgment does not constitute a legally binding commitment,

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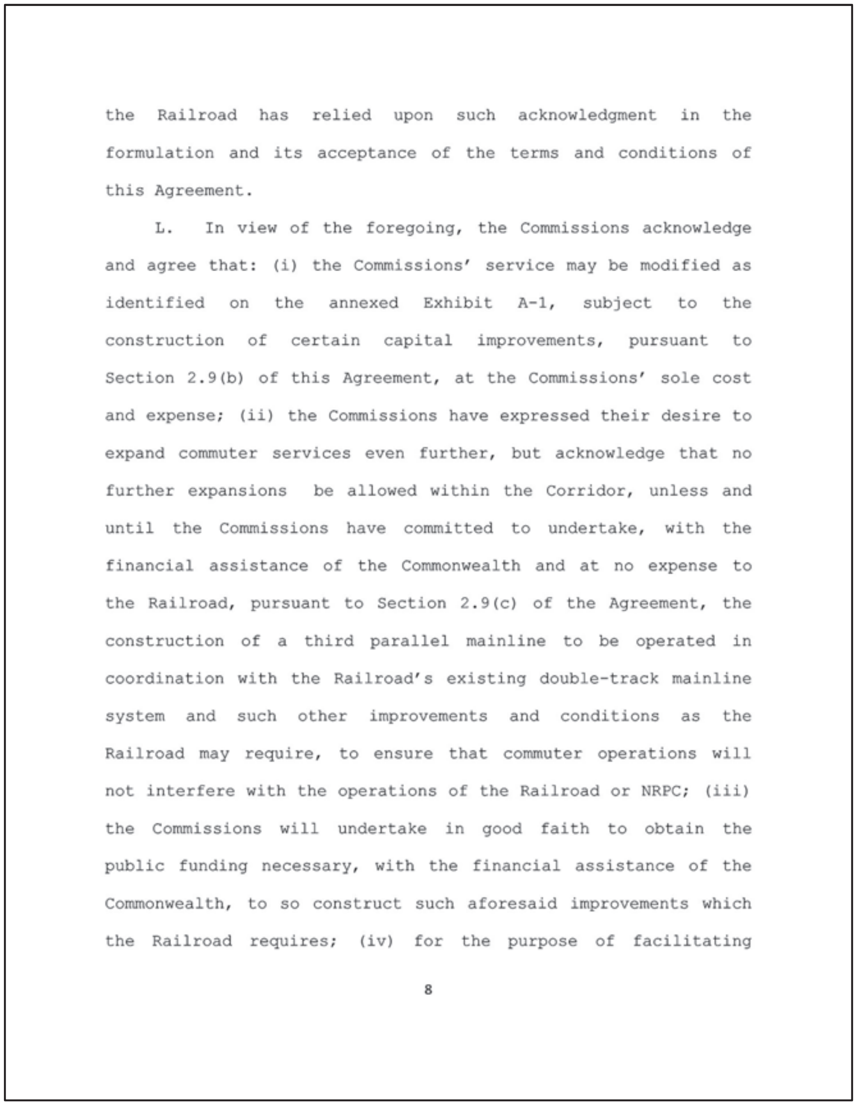
CSXT (continued)



the Railroad has relied upon such acknowledgment in the formulation and its acceptance of the terms and conditions of this Agreement.

L. In view of the foregoing, the Commissions acknowledge and agree that: (i) the Commissions' service may be modified as identified on the annexed Exhibit A-1, subject to the construction of certain capital improvements, pursuant to Section 2.9(b) of this Agreement, at the Commissions' sole cost and expense; (ii) the Commissions have expressed their desire to expand commuter services even further, but acknowledge that no further expansions be allowed within the Corridor, unless and until the Commissions have committed to undertake, with the financial assistance of the Commonwealth and at no expense to the Railroad, pursuant to Section 2.9(c) of the Agreement, the construction of a third parallel mainline to be operated in coordination with the Railroad's existing double-track mainline system and such other improvements and conditions as the Railroad may require, to ensure that commuter operations will not interfere with the operations of the Railroad or NRPC; (iii) the Commissions will undertake in good faith to obtain the public funding necessary, with the financial assistance of the Commonwealth, to so construct such aforesaid improvements which the Railroad requires; (iv) for the purpose of facilitating

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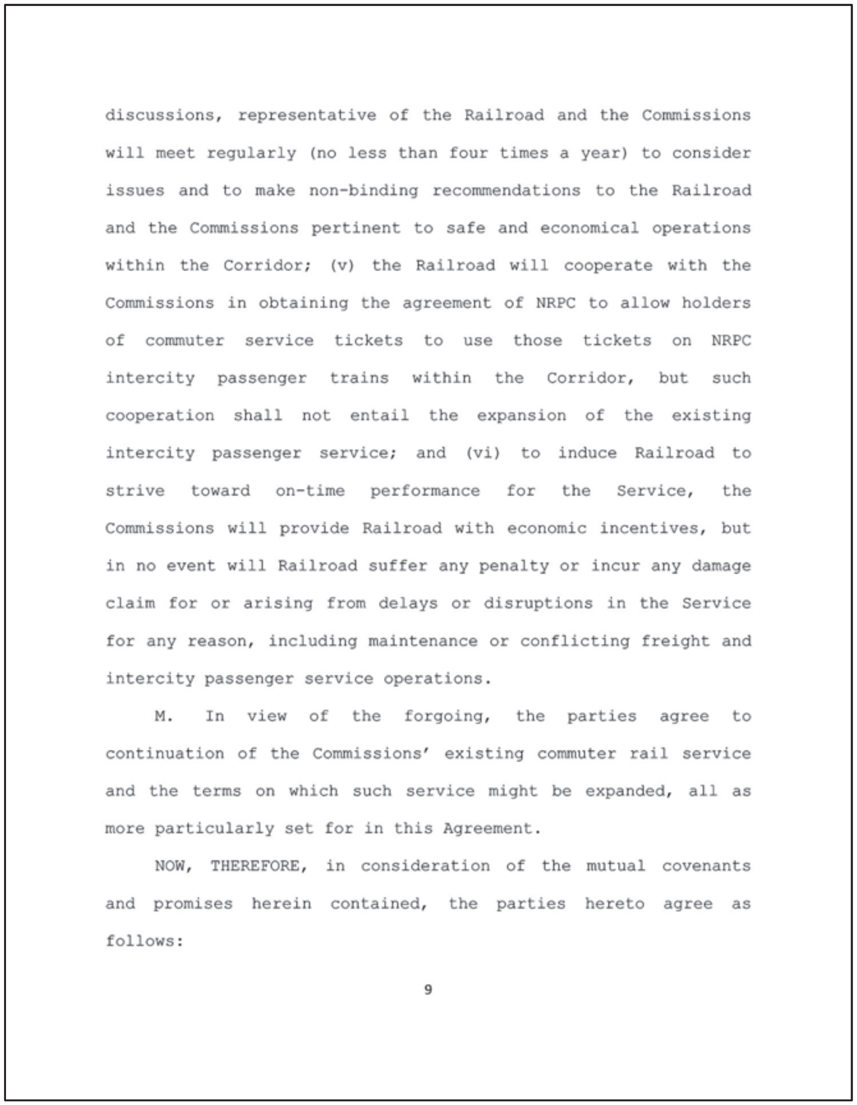
CSXT (continued)



discussions, representative of the Railroad and the Commissions will meet regularly (no less than four times a year) to consider issues and to make non-binding recommendations to the Railroad and the Commissions pertinent to safe and economical operations within the Corridor; (v) the Railroad will cooperate with the Commissions in obtaining the agreement of NRPC to allow holders of commuter service tickets to use those tickets on NRPC intercity passenger trains within the Corridor, but such cooperation shall not entail the expansion of the existing intercity passenger service; and (vi) to induce Railroad to strive toward on-time performance for the Service, the Commissions will provide Railroad with economic incentives, but in no event will Railroad suffer any penalty or incur any damage claim for or arising from delays or disruptions in the Service for any reason, including maintenance or conflicting freight and intercity passenger service operations.

M. In view of the forgoing, the parties agree to continuation of the Commissions' existing commuter rail service and the terms on which such service might be expanded, all as more particularly set for in this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants and promises herein contained, the parties hereto agree as follows:

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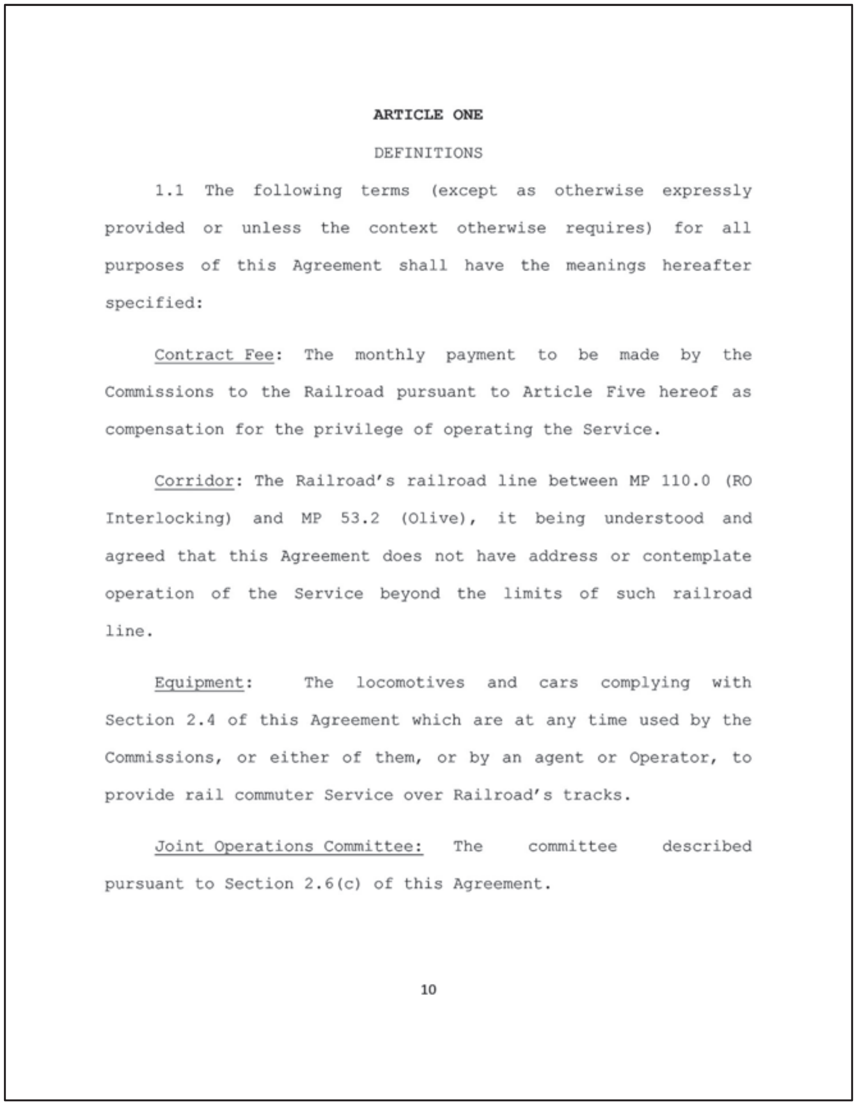

ARTICLE ONE

DEFINITIONS

1.1 The following terms (except as otherwise expressly provided or unless the context otherwise requires) for all purposes of this Agreement shall have the meanings hereafter specified:

Contract Fee: The monthly payment to be made by the Commissions to the Railroad pursuant to Article Five hereof as compensation for the privilege of operating the Service.

Corridor: The Railroad's railroad line between MP 110.0 (RO Interlocking) and MP 53.2 (Olive), it being understood and agreed that this Agreement does not have address or contemplate operation of the Service beyond the limits of such railroad line.

Equipment: The locomotives and cars complying with Section 2.4 of this Agreement which are at any time used by the Commissions, or either of them, or by an agent or Operator, to provide rail commuter Service over Railroad's tracks.

Joint Operations Committee: The committee described pursuant to Section 2.6(c) of this Agreement.

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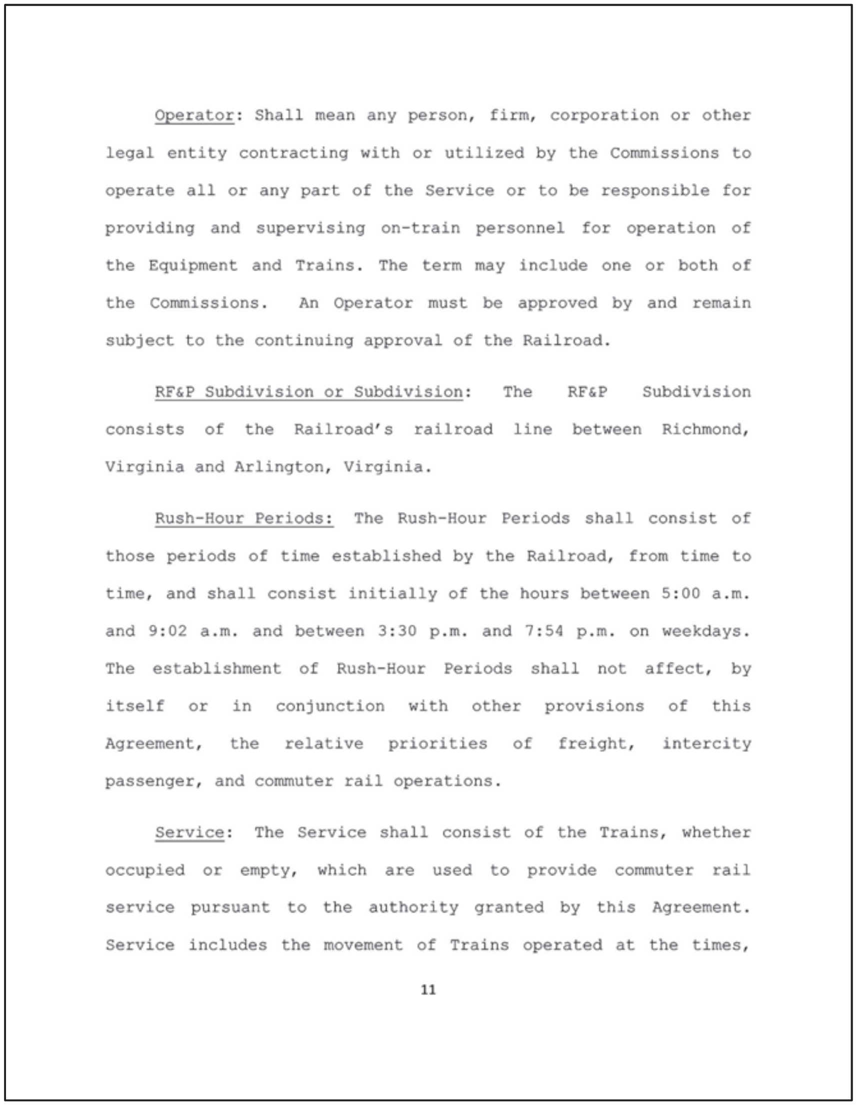

Operator: Shall mean any person, firm, corporation or other legal entity contracting with or utilized by the Commissions to operate all or any part of the Service or to be responsible for providing and supervising on-train personnel for operation of the Equipment and Trains. The term may include one or both of the Commissions. An Operator must be approved by and remain subject to the continuing approval of the Railroad.

RF&P Subdivision or Subdivision: The RF&P Subdivision consists of the Railroad's railroad line between Richmond, Virginia and Arlington, Virginia.

Rush-Hour Periods: The Rush-Hour Periods shall consist of those periods of time established by the Railroad, from time to time, and shall consist initially of the hours between 5:00 a.m. and 9:02 a.m. and between 3:30 p.m. and 7:54 p.m. on weekdays. The establishment of Rush-Hour Periods shall not affect, by itself or in conjunction with other provisions of this Agreement, the relative priorities of freight, intercity passenger, and commuter rail operations.

Service: The Service shall consist of the Trains, whether occupied or empty, which are used to provide commuter rail service pursuant to the authority granted by this Agreement. Service includes the movement of Trains operated at the times,

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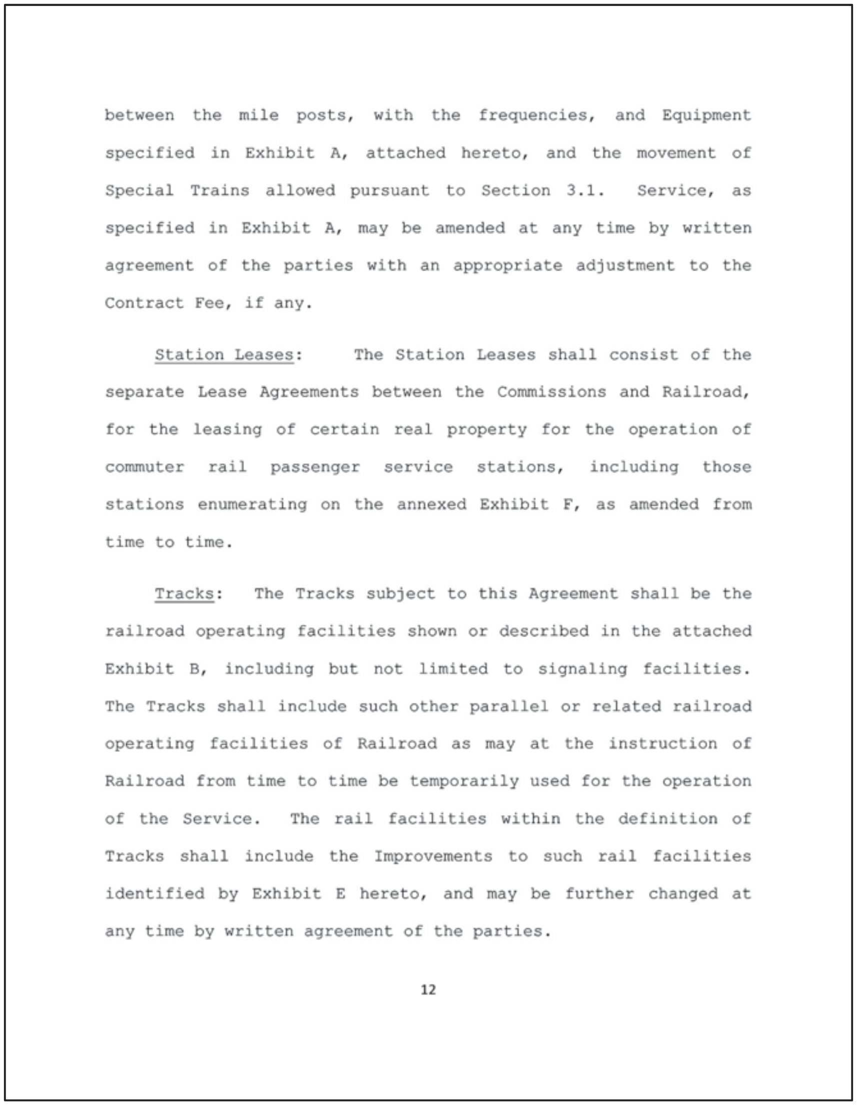

between the mile posts, with the frequencies, and Equipment specified in Exhibit A, attached hereto, and the movement of Special Trains allowed pursuant to Section 3.1. Service, as specified in Exhibit A, may be amended at any time by written agreement of the parties with an appropriate adjustment to the Contract Fee, if any.

Station Leases: The Station Leases shall consist of the separate Lease Agreements between the Commissions and Railroad, for the leasing of certain real property for the operation of commuter rail passenger service stations, including those stations enumerating on the annexed Exhibit F, as amended from time to time.

Tracks: The Tracks subject to this Agreement shall be the railroad operating facilities shown or described in the attached Exhibit B, including but not limited to signaling facilities. The Tracks shall include such other parallel or related railroad operating facilities of Railroad as may at the instruction of Railroad from time to time be temporarily used for the operation of the Service. The rail facilities within the definition of Tracks shall include the Improvements to such rail facilities identified by Exhibit E hereto, and may be further changed at any time by written agreement of the parties.

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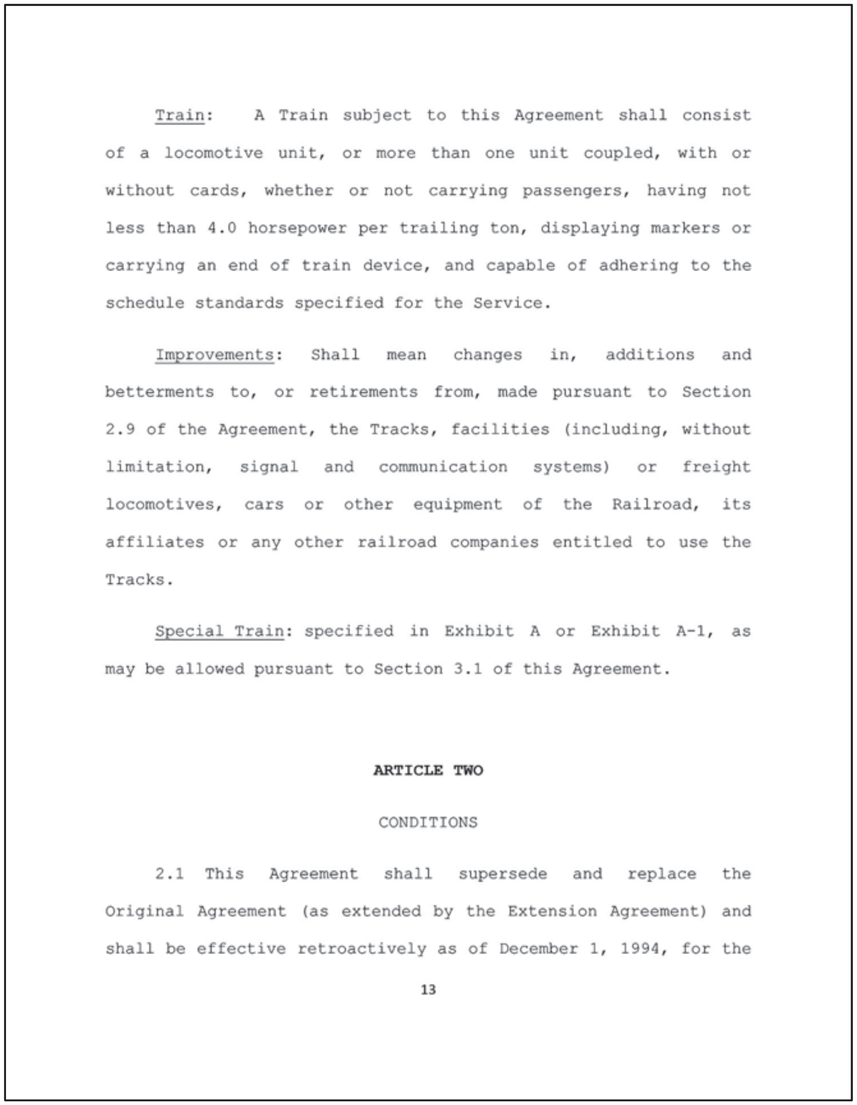

Train: A Train subject to this Agreement shall consist of a locomotive unit, or more than one unit coupled, with or without cards, whether or not carrying passengers, having not less than 4.0 horsepower per trailing ton, displaying markers or carrying an end of train device, and capable of adhering to the schedule standards specified for the Service.

Improvements: Shall mean changes in, additions and betterments to, or retirements from, made pursuant to Section 2.9 of the Agreement, the Tracks, facilities (including, without limitation, signal and communication systems) or freight locomotives, cars or other equipment of the Railroad, its affiliates or any other railroad companies entitled to use the Tracks.

Special Train: specified in Exhibit A or Exhibit A-1, as may be allowed pursuant to Section 3.1 of this Agreement.

ARTICLE TWO

CONDITIONS

2.1 This Agreement shall supersede and replace the Original Agreement (as extended by the Extension Agreement) and shall be effective retroactively as of December 1, 1994, for the

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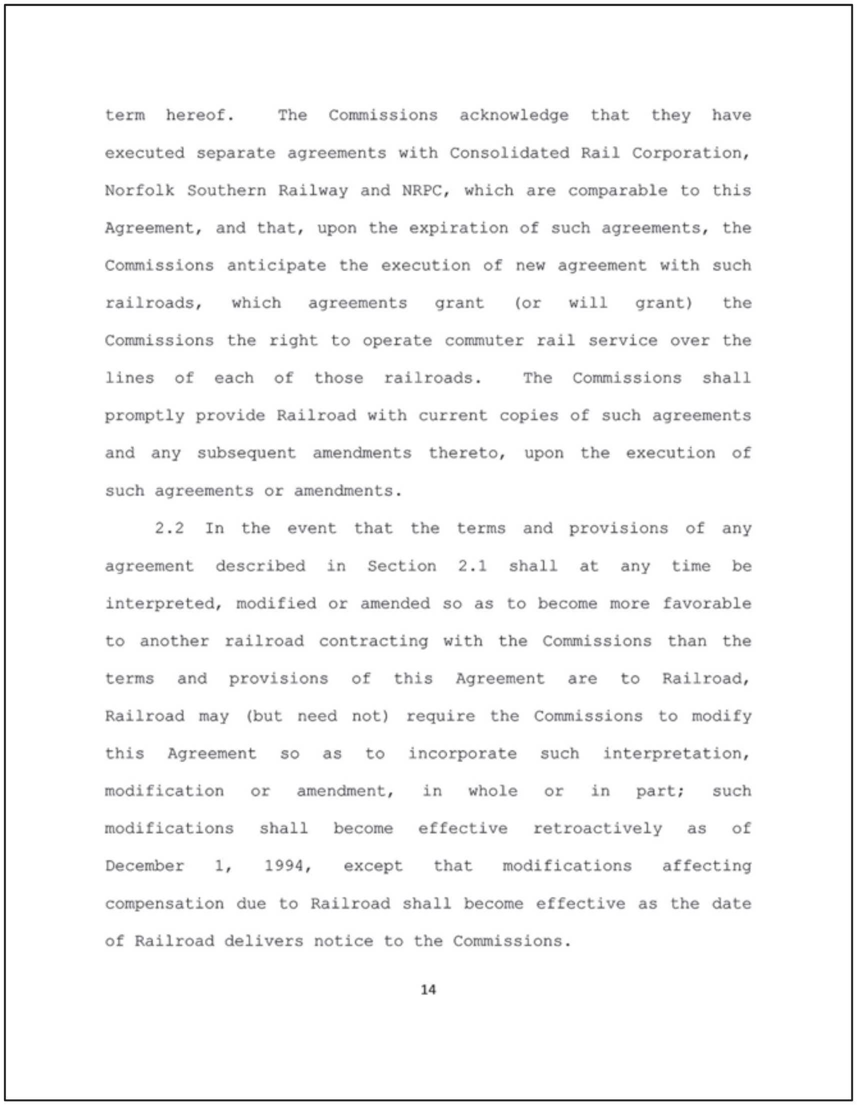

term hereof. The Commissions acknowledge that they have executed separate agreements with Consolidated Rail Corporation, Norfolk Southern Railway and NRPC, which are comparable to this Agreement, and that, upon the expiration of such agreements, the Commissions anticipate the execution of new agreement with such railroads, which agreements grant (or will grant) the Commissions the right to operate commuter rail service over the lines of each of those railroads. The Commissions shall promptly provide Railroad with current copies of such agreements and any subsequent amendments thereto, upon the execution of such agreements or amendments.

2.2 In the event that the terms and provisions of any agreement described in Section 2.1 shall at any time be interpreted, modified or amended so as to become more favorable to another railroad contracting with the Commissions than the terms and provisions of this Agreement are to Railroad, Railroad may (but need not) require the Commissions to modify this Agreement so as to incorporate such interpretation, modification or amendment, in whole or in part; such modifications shall become effective retroactively as of December 1, 1994, except that modifications affecting compensation due to Railroad shall become effective as the date of Railroad delivers notice to the Commissions.

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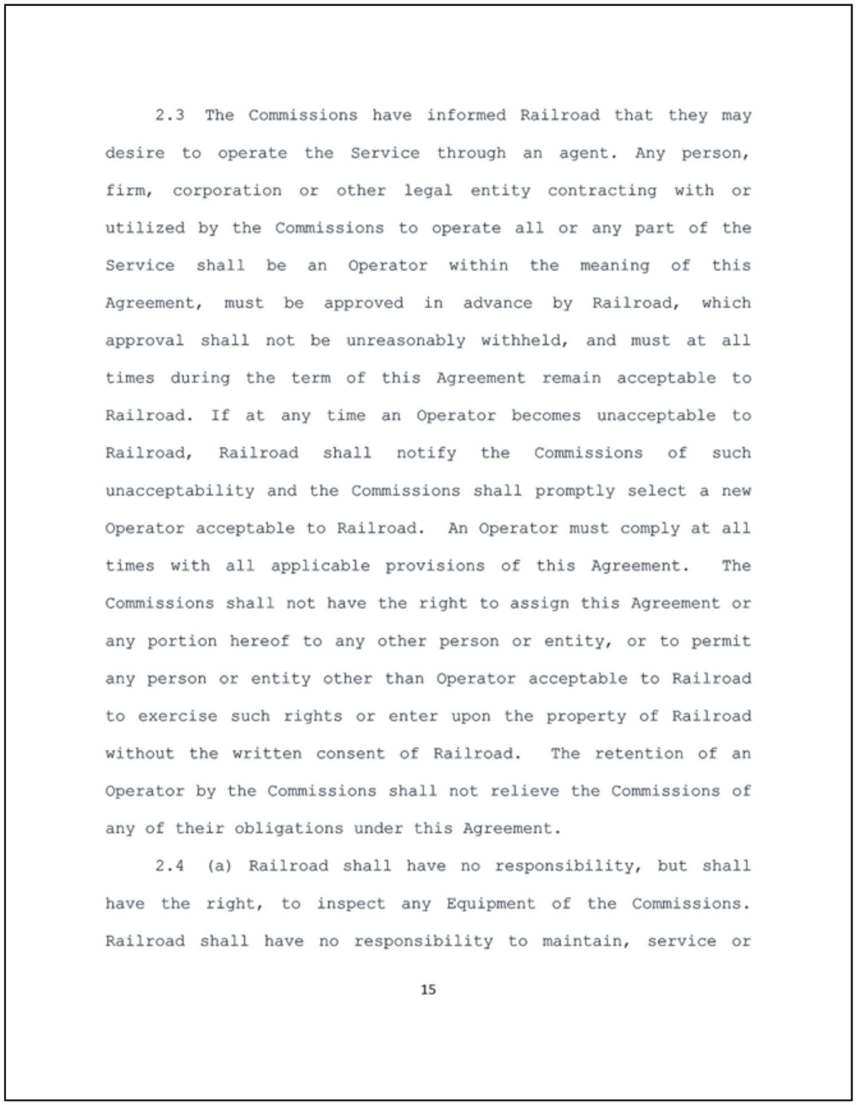

2.3 The Commissions have informed Railroad that they may desire to operate the Service through an agent. Any person, firm, corporation or other legal entity contracting with or utilized by the Commissions to operate all or any part of the Service shall be an Operator within the meaning of this Agreement, must be approved in advance by Railroad, which approval shall not be unreasonably withheld, and must at all times during the term of this Agreement remain acceptable to Railroad. If at any time an Operator becomes unacceptable to Railroad, Railroad shall notify the Commissions of such unacceptability and the Commissions shall promptly select a new Operator acceptable to Railroad. An Operator must comply at all times with all applicable provisions of this Agreement. The Commissions shall not have the right to assign this Agreement or any portion hereof to any other person or entity, or to permit any person or entity other than Operator acceptable to Railroad to exercise such rights or enter upon the property of Railroad without the written consent of Railroad. The retention of an Operator by the Commissions shall not relieve the Commissions of any of their obligations under this Agreement.

2.4 (a) Railroad shall have no responsibility, but shall have the right, to inspect any Equipment of the Commissions. Railroad shall have no responsibility to maintain, service or

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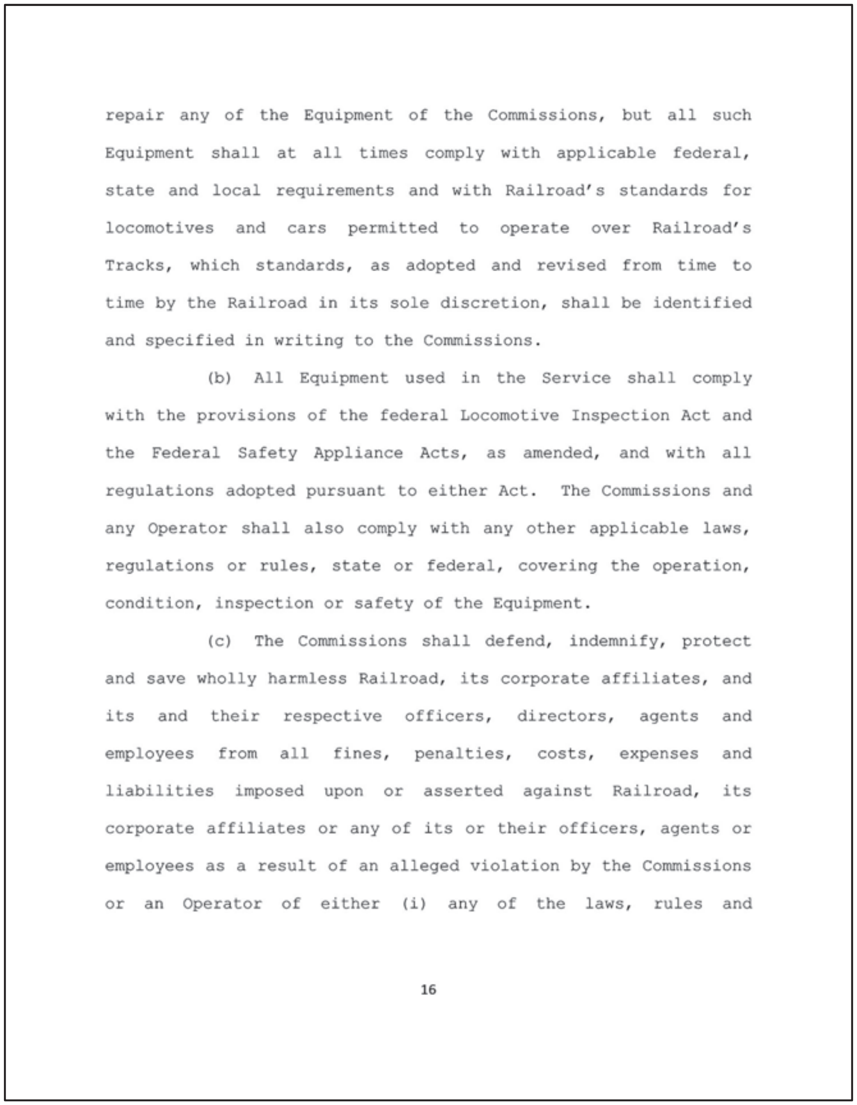

repair any of the Equipment of the Commissions, but all such Equipment shall at all times comply with applicable federal, state and local requirements and with Railroad’s standards for locomotives and cars permitted to operate over Railroad’s Tracks, which standards, as adopted and revised from time to time by the Railroad in its sole discretion, shall be identified and specified in writing to the Commissions.

(b) All Equipment used in the Service shall comply with the provisions of the federal Locomotive Inspection Act and the Federal Safety Appliance Acts, as amended, and with all regulations adopted pursuant to either Act. The Commissions and any Operator shall also comply with any other applicable laws, regulations or rules, state or federal, covering the operation, condition, inspection or safety of the Equipment.

(c) The Commissions shall defend, indemnify, protect and save wholly harmless Railroad, its corporate affiliates, and its and their respective officers, directors, agents and employees from all fines, penalties, costs, expenses and liabilities imposed upon or asserted against Railroad, its corporate affiliates or any of its or their officers, agents or employees as a result of an alleged violation by the Commissions or an Operator of either (i) any of the laws, rules and

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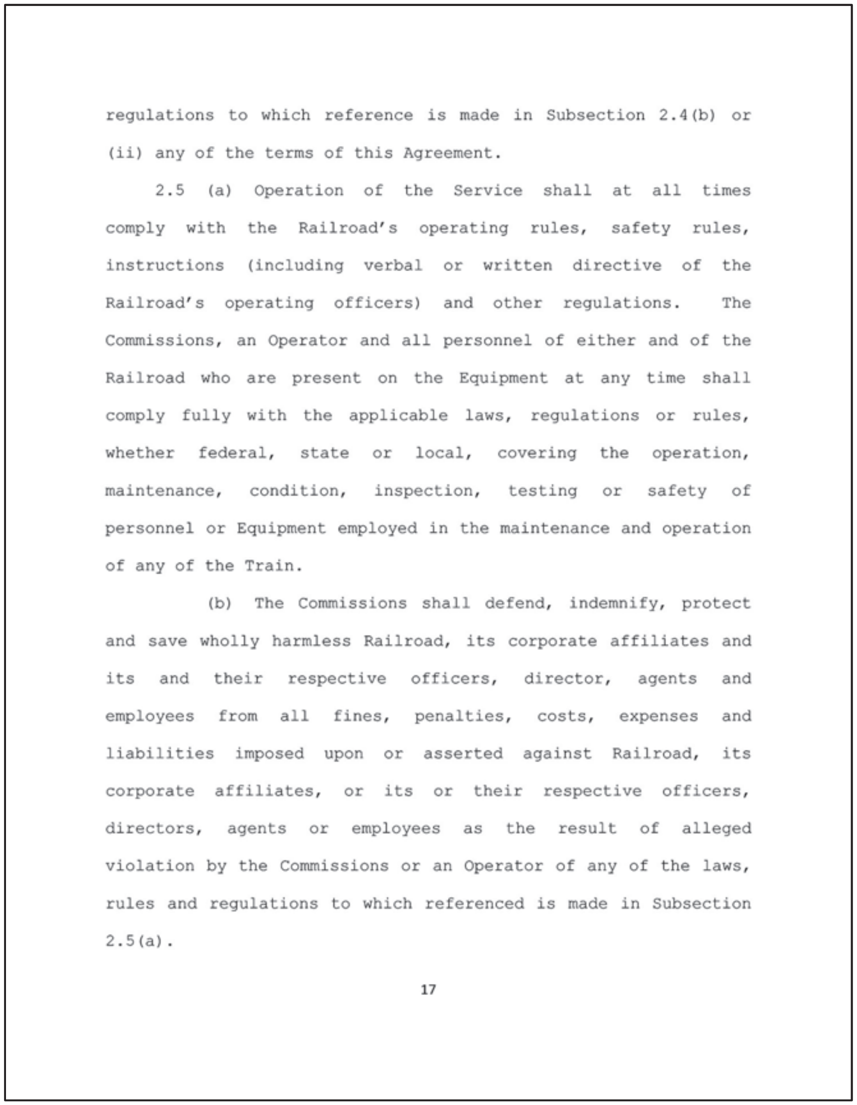

regulations to which reference is made in Subsection 2.4(b) or (ii) any of the terms of this Agreement.

2.5 (a) Operation of the Service shall at all times comply with the Railroad's operating rules, safety rules, instructions (including verbal or written directive of the Railroad's operating officers) and other regulations. The Commissions, an Operator and all personnel of either and of the Railroad who are present on the Equipment at any time shall comply fully with the applicable laws, regulations or rules, whether federal, state or local, covering the operation, maintenance, condition, inspection, testing or safety of personnel or Equipment employed in the maintenance and operation of any of the Train.

(b) The Commissions shall defend, indemnify, protect and save wholly harmless Railroad, its corporate affiliates and its and their respective officers, director, agents and employees from all fines, penalties, costs, expenses and liabilities imposed upon or asserted against Railroad, its corporate affiliates, or its or their respective officers, directors, agents or employees as the result of alleged violation by the Commissions or an Operator of any of the laws, rules and regulations to which referenced is made in Subsection 2.5(a).

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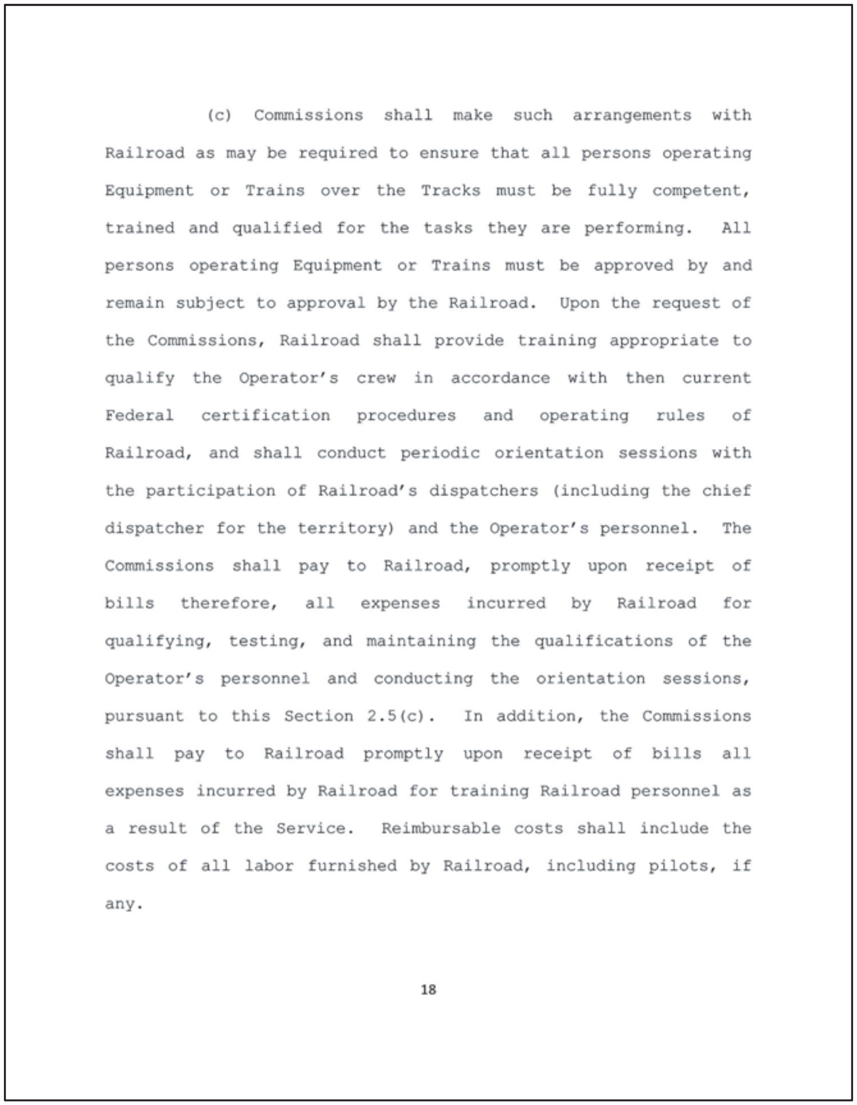

(c) Commissions shall make such arrangements with Railroad as may be required to ensure that all persons operating Equipment or Trains over the Tracks must be fully competent, trained and qualified for the tasks they are performing. All persons operating Equipment or Trains must be approved by and remain subject to approval by the Railroad. Upon the request of the Commissions, Railroad shall provide training appropriate to qualify the Operator's crew in accordance with then current Federal certification procedures and operating rules of Railroad, and shall conduct periodic orientation sessions with the participation of Railroad's dispatchers (including the chief dispatcher for the territory) and the Operator's personnel. The Commissions shall pay to Railroad, promptly upon receipt of bills therefore, all expenses incurred by Railroad for qualifying, testing, and maintaining the qualifications of the Operator's personnel and conducting the orientation sessions, pursuant to this Section 2.5(c). In addition, the Commissions shall pay to Railroad promptly upon receipt of bills all expenses incurred by Railroad for training Railroad personnel as a result of the Service. Reimbursable costs shall include the costs of all labor furnished by Railroad, including pilots, if any.

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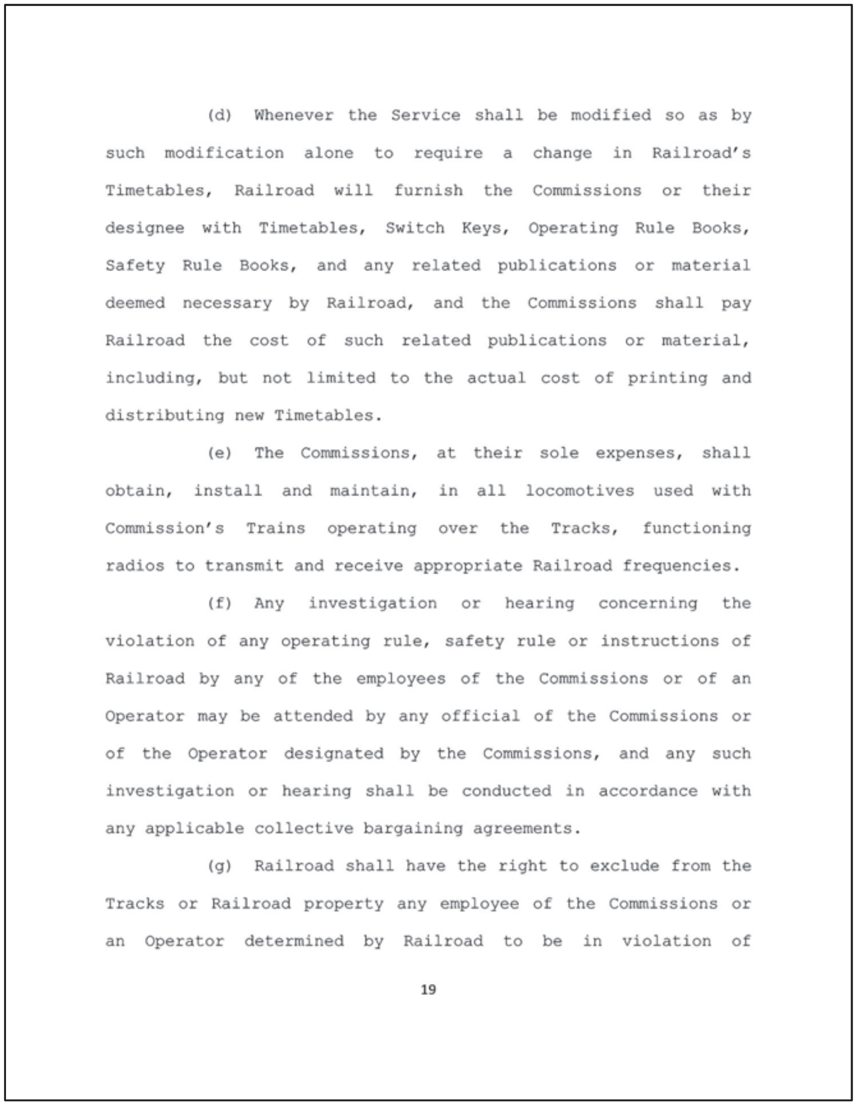

(d) Whenever the Service shall be modified so as by such modification alone to require a change in Railroad's Timetables, Railroad will furnish the Commissions or their designee with Timetables, Switch Keys, Operating Rule Books, Safety Rule Books, and any related publications or material deemed necessary by Railroad, and the Commissions shall pay Railroad the cost of such related publications or material, including, but not limited to the actual cost of printing and distributing new Timetables.

(e) The Commissions, at their sole expenses, shall obtain, install and maintain, in all locomotives used with Commission's Trains operating over the Tracks, functioning radios to transmit and receive appropriate Railroad frequencies.

(f) Any investigation or hearing concerning the violation of any operating rule, safety rule or instructions of Railroad by any of the employees of the Commissions or of an Operator may be attended by any official of the Commissions or of the Operator designated by the Commissions, and any such investigation or hearing shall be conducted in accordance with any applicable collective bargaining agreements.

(g) Railroad shall have the right to exclude from the Tracks or Railroad property any employee of the Commissions or an Operator determined by Railroad to be in violation of

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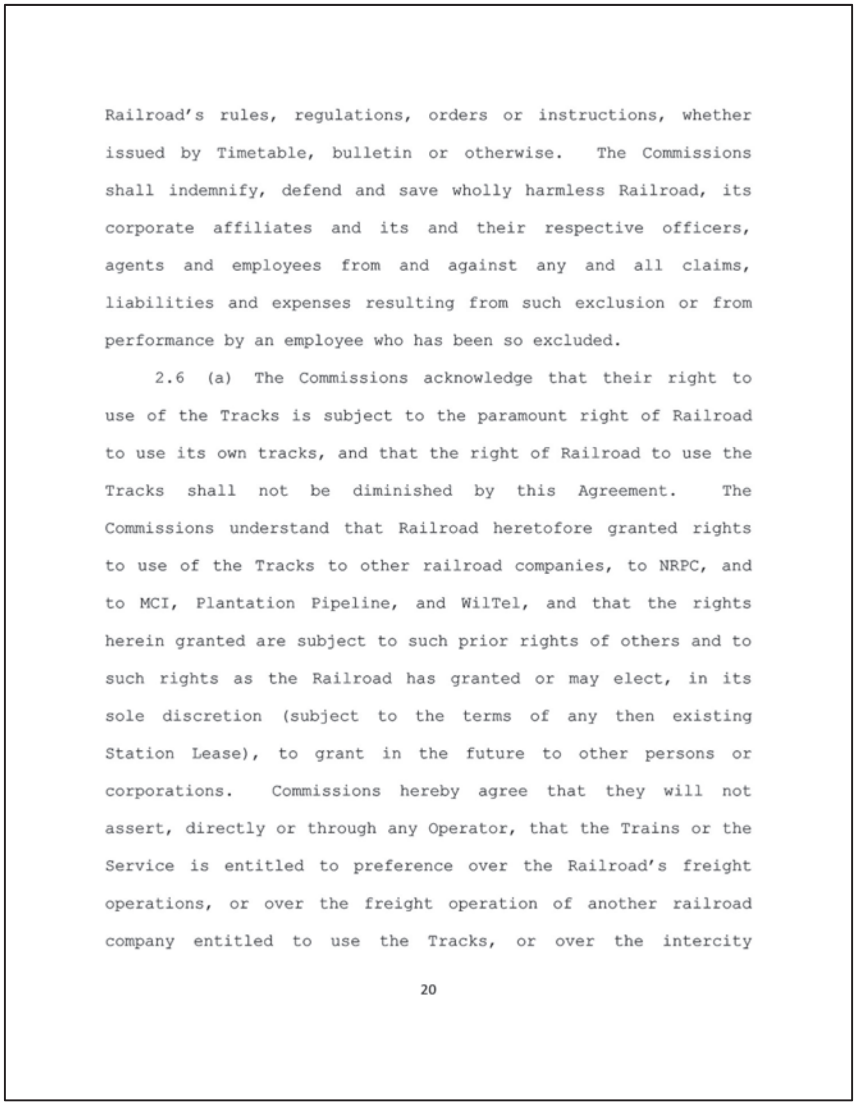

Railroad's rules, regulations, orders or instructions, whether issued by Timetable, bulletin or otherwise. The Commissions shall indemnify, defend and save wholly harmless Railroad, its corporate affiliates and its and their respective officers, agents and employees from and against any and all claims, liabilities and expenses resulting from such exclusion or from performance by an employee who has been so excluded.

2.6 (a) The Commissions acknowledge that their right to use of the Tracks is subject to the paramount right of Railroad to use its own tracks, and that the right of Railroad to use the Tracks shall not be diminished by this Agreement. The Commissions understand that Railroad heretofore granted rights to use of the Tracks to other railroad companies, to NRPC, and to MCI, Plantation Pipeline, and WilTel, and that the rights herein granted are subject to such prior rights of others and to such rights as the Railroad has granted or may elect, in its sole discretion (subject to the terms of any then existing Station Lease), to grant in the future to other persons or corporations. Commissions hereby agree that they will not assert, directly or through any Operator, that the Trains or the Service is entitled to preference over the Railroad's freight operations, or over the freight operation of another railroad company entitled to use the Tracks, or over the intercity

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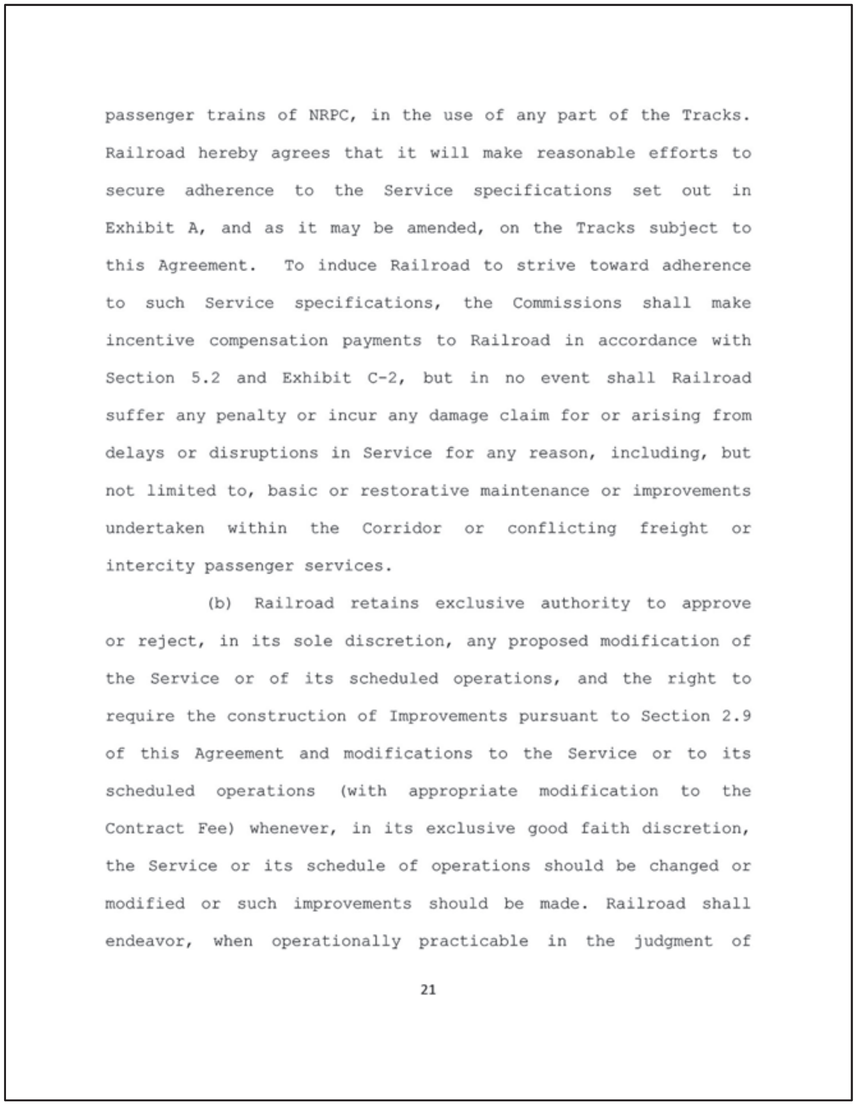

passenger trains of NRPC, in the use of any part of the Tracks. Railroad hereby agrees that it will make reasonable efforts to secure adherence to the Service specifications set out in Exhibit A, and as it may be amended, on the Tracks subject to this Agreement. To induce Railroad to strive toward adherence to such Service specifications, the Commissions shall make incentive compensation payments to Railroad in accordance with Section 5.2 and Exhibit C-2, but in no event shall Railroad suffer any penalty or incur any damage claim for or arising from delays or disruptions in Service for any reason, including, but not limited to, basic or restorative maintenance or improvements undertaken within the Corridor or conflicting freight or intercity passenger services.

(b) Railroad retains exclusive authority to approve or reject, in its sole discretion, any proposed modification of the Service or of its scheduled operations, and the right to require the construction of Improvements pursuant to Section 2.9 of this Agreement and modifications to the Service or to its scheduled operations (with appropriate modification to the Contract Fee) whenever, in its exclusive good faith discretion, the Service or its schedule of operations should be changed or modified or such improvements should be made. Railroad shall endeavor, when operationally practicable in the judgment of

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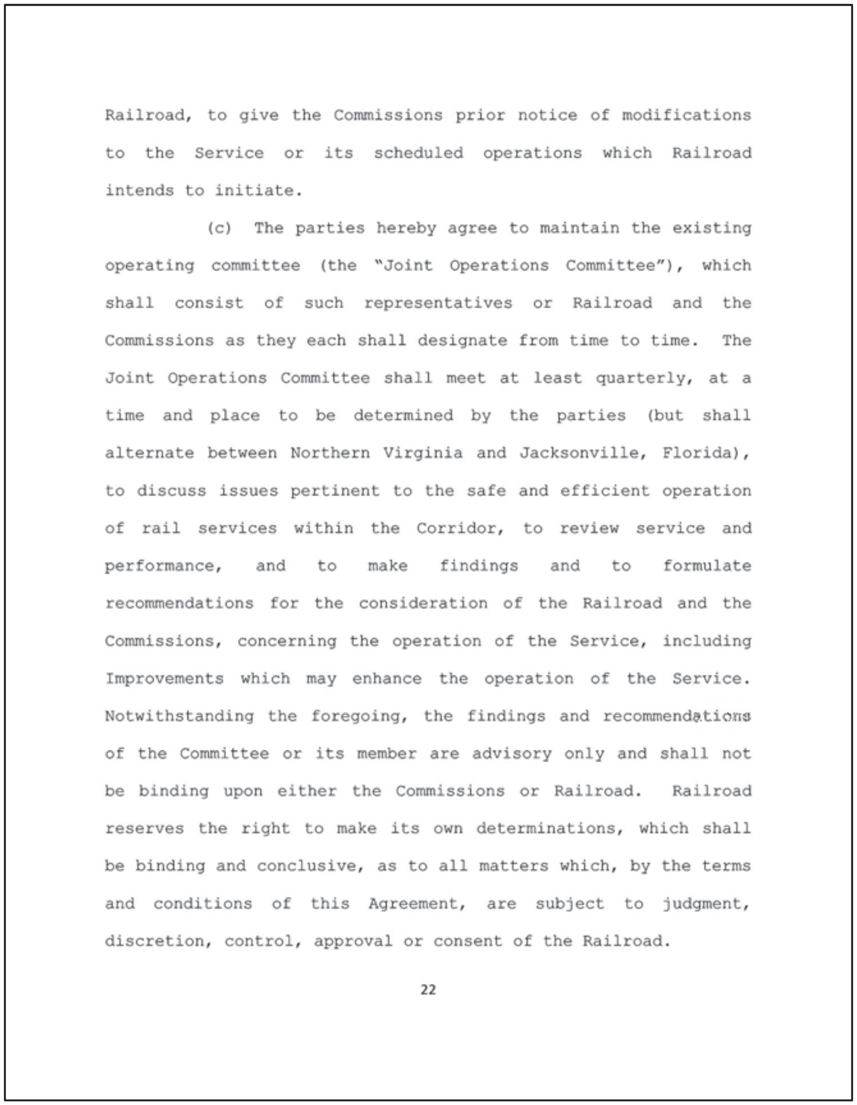

Railroad, to give the Commissions prior notice of modifications to the Service or its scheduled operations which Railroad intends to initiate.

(c) The parties hereby agree to maintain the existing operating committee (the "Joint Operations Committee"), which shall consist of such representatives or Railroad and the Commissions as they each shall designate from time to time. The Joint Operations Committee shall meet at least quarterly, at a time and place to be determined by the parties (but shall alternate between Northern Virginia and Jacksonville, Florida), to discuss issues pertinent to the safe and efficient operation of rail services within the Corridor, to review service and performance, and to make findings and to formulate recommendations for the consideration of the Railroad and the Commissions, concerning the operation of the Service, including Improvements which may enhance the operation of the Service. Notwithstanding the foregoing, the findings and recommendations of the Committee or its member are advisory only and shall not be binding upon either the Commissions or Railroad. Railroad reserves the right to make its own determinations, which shall be binding and conclusive, as to all matters which, by the terms and conditions of this Agreement, are subject to judgment, discretion, control, approval or consent of the Railroad.

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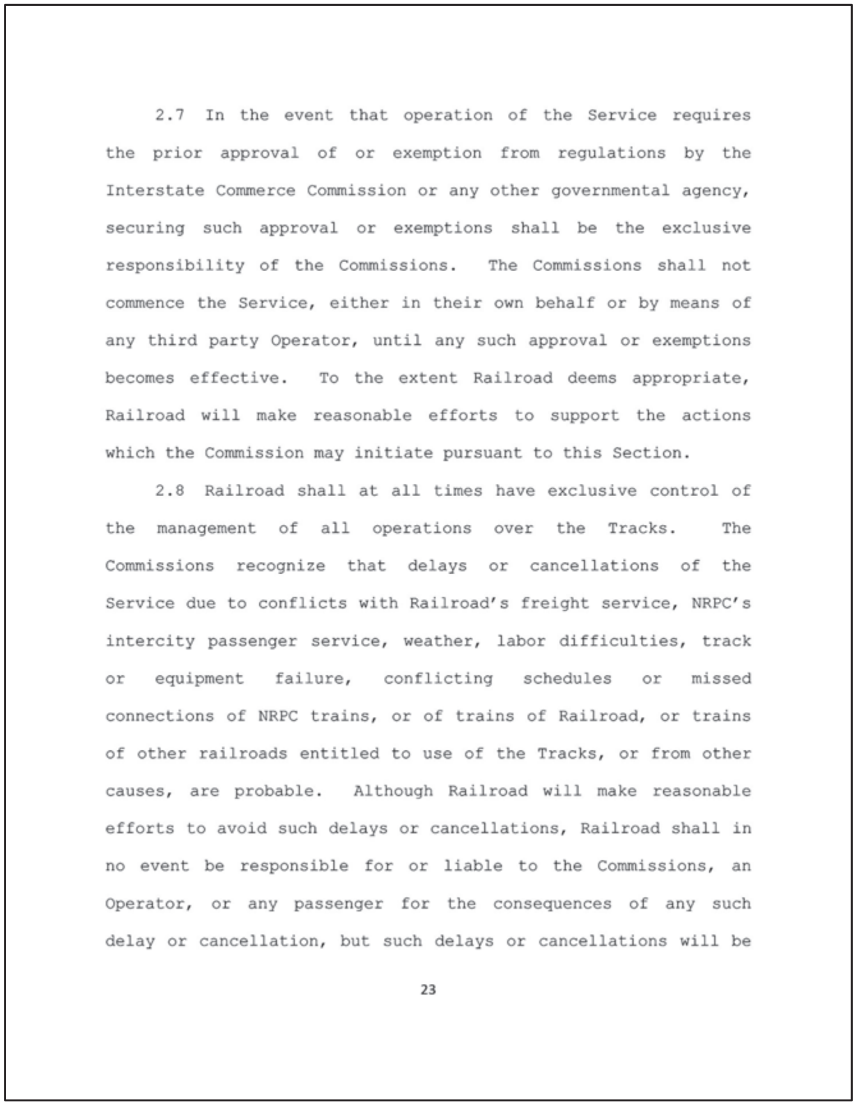

2.7 In the event that operation of the Service requires the prior approval of or exemption from regulations by the Interstate Commerce Commission or any other governmental agency, securing such approval or exemptions shall be the exclusive responsibility of the Commissions. The Commissions shall not commence the Service, either in their own behalf or by means of any third party Operator, until any such approval or exemptions becomes effective. To the extent Railroad deems appropriate, Railroad will make reasonable efforts to support the actions which the Commission may initiate pursuant to this Section.

2.8 Railroad shall at all times have exclusive control of the management of all operations over the Tracks. The Commissions recognize that delays or cancellations of the Service due to conflicts with Railroad's freight service, NRPC's intercity passenger service, weather, labor difficulties, track or equipment failure, conflicting schedules or missed connections of NRPC trains, or of trains of Railroad, or trains of other railroads entitled to use of the Tracks, or from other causes, are probable. Although Railroad will make reasonable efforts to avoid such delays or cancellations, Railroad shall in no event be responsible for or liable to the Commissions, an Operator, or any passenger for the consequences of any such delay or cancellation, but such delays or cancellations will be

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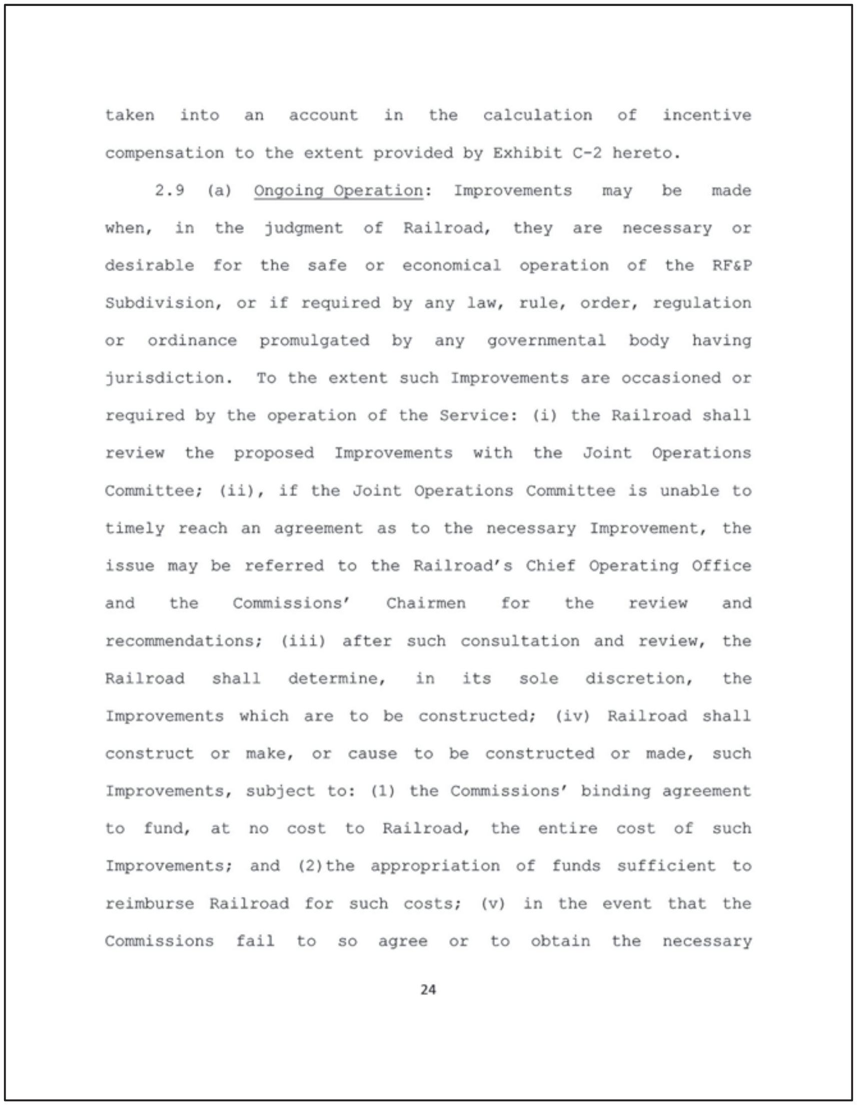

taken into an account in the calculation of incentive compensation to the extent provided by Exhibit C-2 hereto.

2.9 (a) Ongoing Operation: Improvements may be made when, in the judgment of Railroad, they are necessary or desirable for the safe or economical operation of the RF&P Subdivision, or if required by any law, rule, order, regulation or ordinance promulgated by any governmental body having jurisdiction. To the extent such Improvements are occasioned or required by the operation of the Service: (i) the Railroad shall review the proposed Improvements with the Joint Operations Committee; (ii), if the Joint Operations Committee is unable to timely reach an agreement as to the necessary Improvement, the issue may be referred to the Railroad's Chief Operating Office and the Commissions' Chairmen for the review and recommendations; (iii) after such consultation and review, the Railroad shall determine, in its sole discretion, the Improvements which are to be constructed; (iv) Railroad shall construct or make, or cause to be constructed or made, such Improvements, subject to: (1) the Commissions' binding agreement to fund, at no cost to Railroad, the entire cost of such Improvements; and (2)the appropriation of funds sufficient to reimburse Railroad for such costs; (v) in the event that the Commissions fail to so agree or to obtain the necessary

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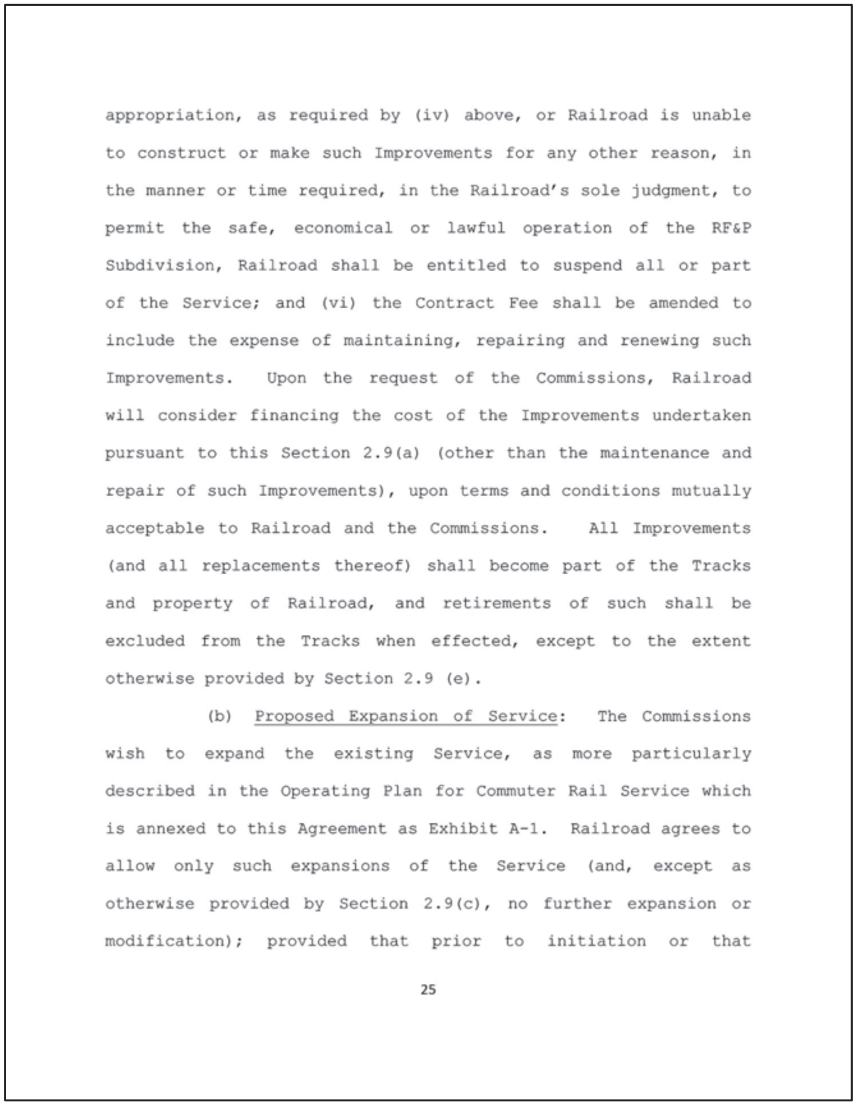

appropriation, as required by (iv) above, or Railroad is unable to construct or make such Improvements for any other reason, in the manner or time required, in the Railroad's sole judgment, to permit the safe, economical or lawful operation of the RF&P Subdivision, Railroad shall be entitled to suspend all or part of the Service; and (vi) the Contract Fee shall be amended to include the expense of maintaining, repairing and renewing such Improvements. Upon the request of the Commissions, Railroad will consider financing the cost of the Improvements undertaken pursuant to this Section 2.9(a) (other than the maintenance and repair of such Improvements), upon terms and conditions mutually acceptable to Railroad and the Commissions. All Improvements (and all replacements thereof) shall become part of the Tracks and property of Railroad, and retirements of such shall be excluded from the Tracks when effected, except to the extent otherwise provided by Section 2.9 (e).

(b) Proposed Expansion of Service: The Commissions wish to expand the existing Service, as more particularly described in the Operating Plan for Commuter Rail Service which is annexed to this Agreement as Exhibit A-1. Railroad agrees to allow only such expansions of the Service (and, except as otherwise provided by Section 2.9(c), no further expansion or modification); provided that prior to initiation or that

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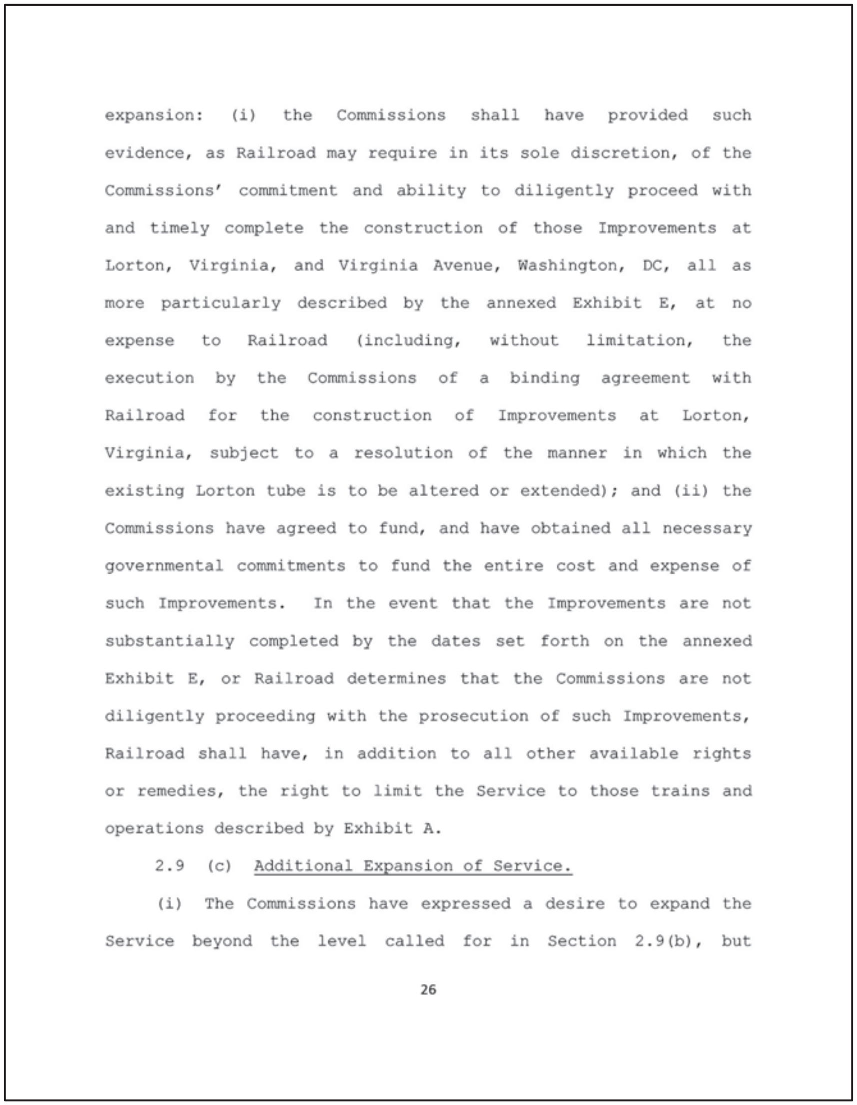

expansion: (i) the Commissions shall have provided such evidence, as Railroad may require in its sole discretion, of the Commissions' commitment and ability to diligently proceed with and timely complete the construction of those Improvements at Lorton, Virginia, and Virginia Avenue, Washington, DC, all as more particularly described by the annexed Exhibit E, at no expense to Railroad (including, without limitation, the execution by the Commissions of a binding agreement with Railroad for the construction of Improvements at Lorton, Virginia, subject to a resolution of the manner in which the existing Lorton tube is to be altered or extended); and (ii) the Commissions have agreed to fund, and have obtained all necessary governmental commitments to fund the entire cost and expense of such Improvements. In the event that the Improvements are not substantially completed by the dates set forth on the annexed Exhibit E, or Railroad determines that the Commissions are not diligently proceeding with the prosecution of such Improvements, Railroad shall have, in addition to all other available rights or remedies, the right to limit the Service to those trains and operations described by Exhibit A.

2.9 (c) Additional Expansion of Service.

(i) The Commissions have expressed a desire to expand the Service beyond the level called for in Section 2.9(b), but

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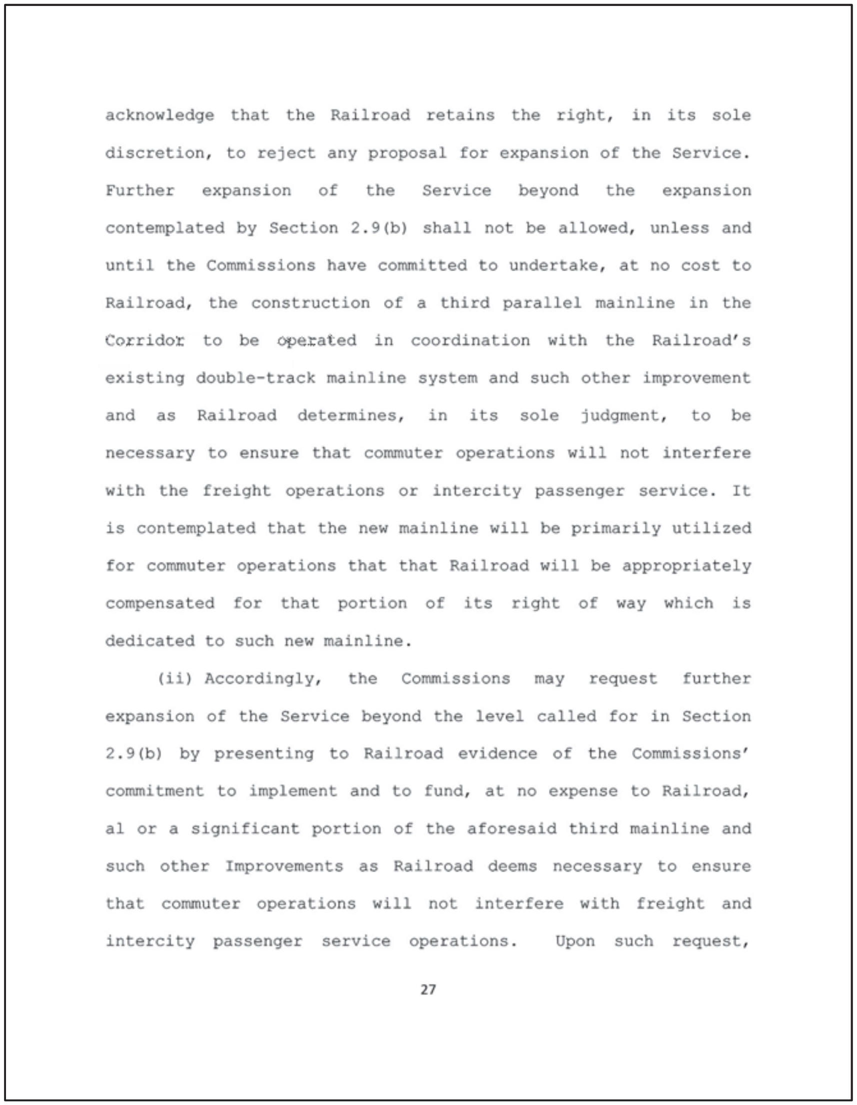

acknowledge that the Railroad retains the right, in its sole discretion, to reject any proposal for expansion of the Service. Further expansion of the Service beyond the expansion contemplated by Section 2.9(b) shall not be allowed, unless and until the Commissions have committed to undertake, at no cost to Railroad, the construction of a third parallel mainline in the Corridor to be operated in coordination with the Railroad's existing double-track mainline system and such other improvement and as Railroad determines, in its sole judgment, to be necessary to ensure that commuter operations will not interfere with the freight operations or intercity passenger service. It is contemplated that the new mainline will be primarily utilized for commuter operations that that Railroad will be appropriately compensated for that portion of its right of way which is dedicated to such new mainline.

(ii) Accordingly, the Commissions may request further expansion of the Service beyond the level called for in Section 2.9(b) by presenting to Railroad evidence of the Commissions' commitment to implement and to fund, at no expense to Railroad, al or a significant portion of the aforesaid third mainline and such other Improvements as Railroad deems necessary to ensure that commuter operations will not interfere with freight and intercity passenger service operations. Upon such request,

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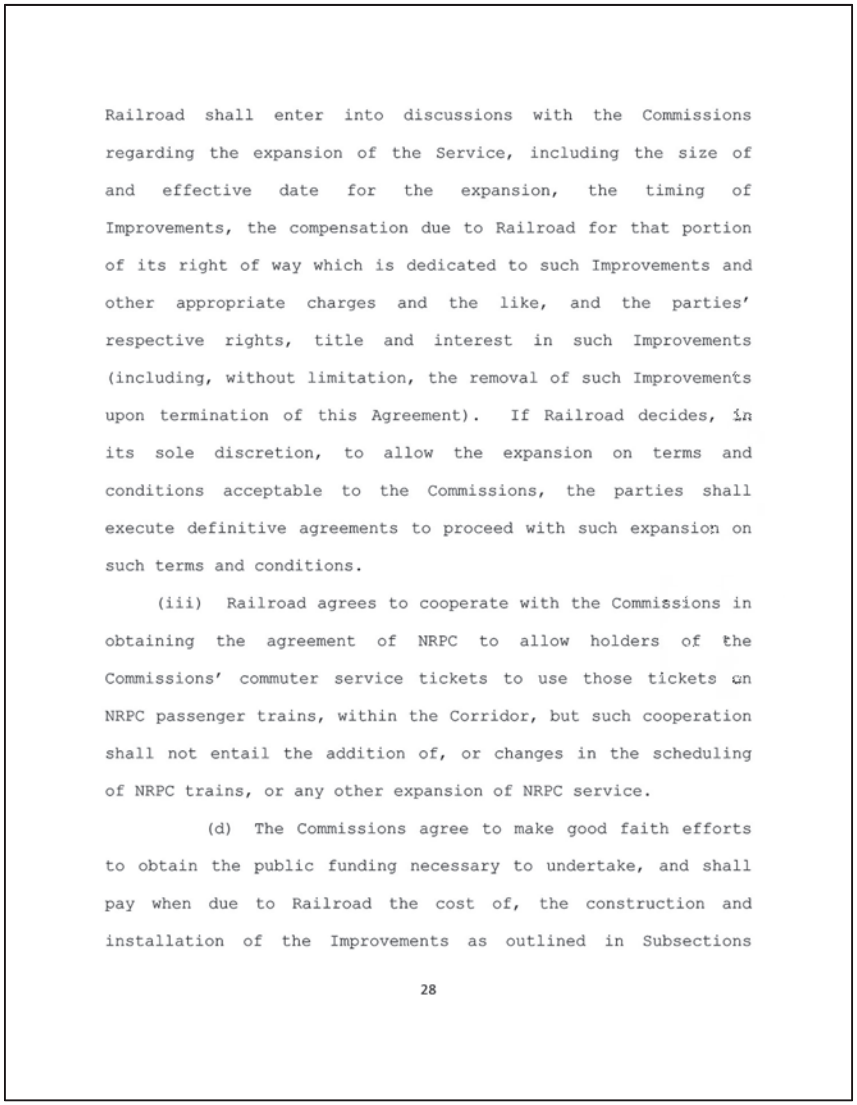

Railroad shall enter into discussions with the Commissions regarding the expansion of the Service, including the size of and effective date for the expansion, the timing of Improvements, the compensation due to Railroad for that portion of its right of way which is dedicated to such Improvements and other appropriate charges and the like, and the parties' respective rights, title and interest in such Improvements (including, without limitation, the removal of such Improvements upon termination of this Agreement). If Railroad decides, in its sole discretion, to allow the expansion on terms and conditions acceptable to the Commissions, the parties shall execute definitive agreements to proceed with such expansion on such terms and conditions.

(iii) Railroad agrees to cooperate with the Commissions in obtaining the agreement of NRPC to allow holders of the Commissions' commuter service tickets to use those tickets on NRPC passenger trains, within the Corridor, but such cooperation shall not entail the addition of, or changes in the scheduling of NRPC trains, or any other expansion of NRPC service.

(d) The Commissions agree to make good faith efforts to obtain the public funding necessary to undertake, and shall pay when due to Railroad the cost of, the construction and installation of the Improvements as outlined in Subsections

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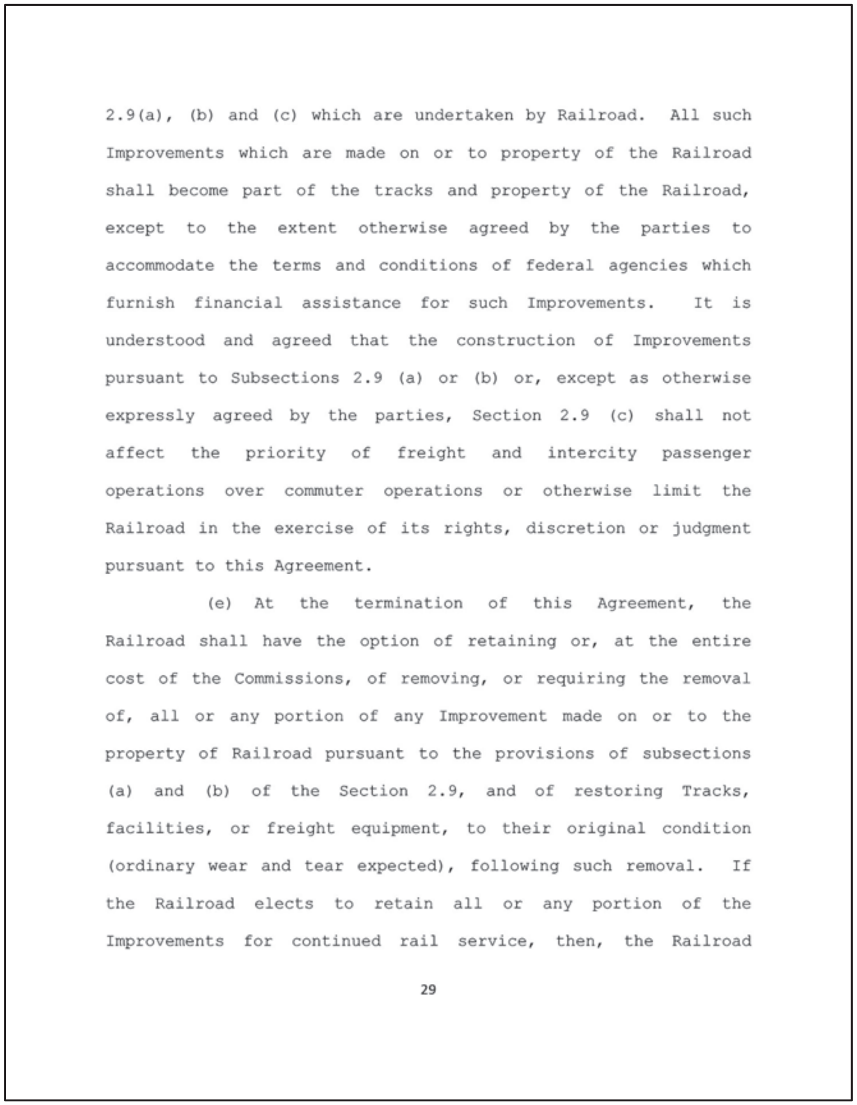

2.9(a), (b) and (c) which are undertaken by Railroad. All such Improvements which are made on or to property of the Railroad shall become part of the tracks and property of the Railroad, except to the extent otherwise agreed by the parties to accommodate the terms and conditions of federal agencies which furnish financial assistance for such Improvements. It is understood and agreed that the construction of Improvements pursuant to Subsections 2.9 (a) or (b) or, except as otherwise expressly agreed by the parties, Section 2.9 (c) shall not affect the priority of freight and intercity passenger operations over commuter operations or otherwise limit the Railroad in the exercise of its rights, discretion or judgment pursuant to this Agreement.

(e) At the termination of this Agreement, the Railroad shall have the option of retaining or, at the entire cost of the Commissions, of removing, or requiring the removal of, all or any portion of any Improvement made on or to the property of Railroad pursuant to the provisions of subsections (a) and (b) of the Section 2.9, and of restoring Tracks, facilities, or freight equipment, to their original condition (ordinary wear and tear expected), following such removal. If the Railroad elects to retain all or any portion of the Improvements for continued rail service, then, the Railroad

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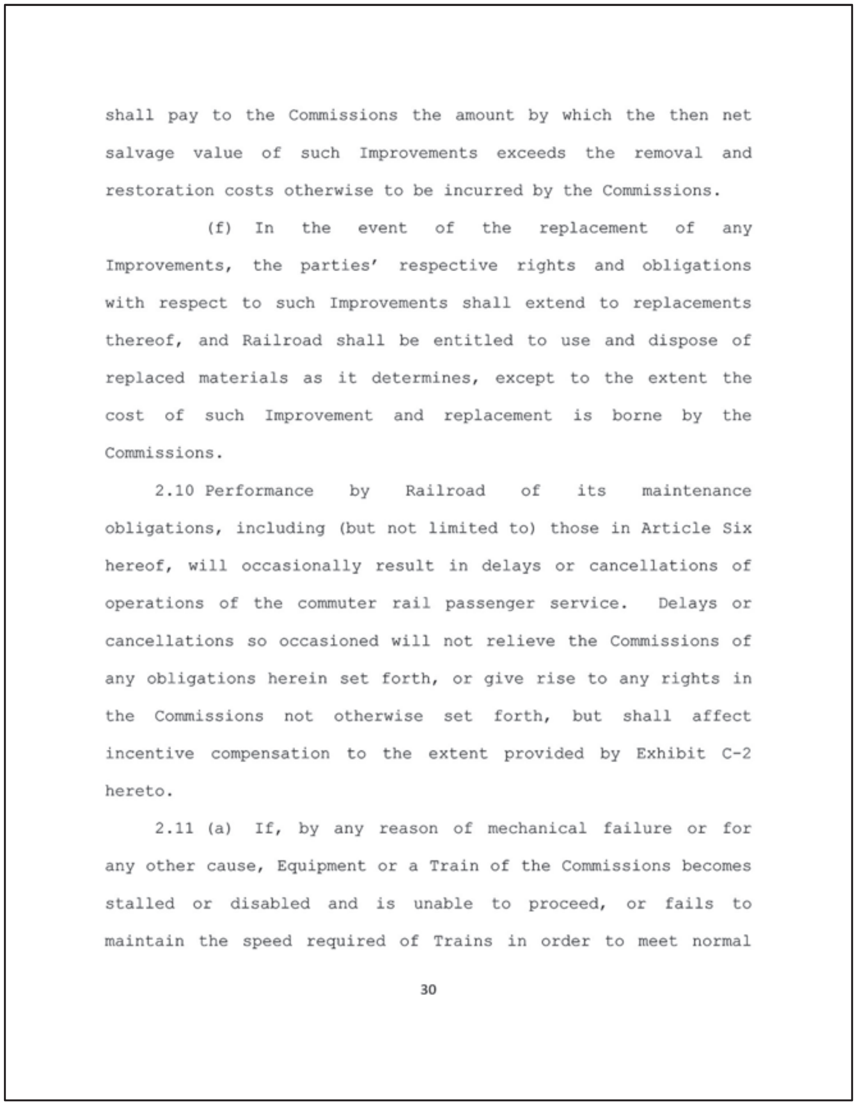

shall pay to the Commissions the amount by which the then net salvage value of such Improvements exceeds the removal and restoration costs otherwise to be incurred by the Commissions.

(f) In the event of the replacement of any Improvements, the parties' respective rights and obligations with respect to such Improvements shall extend to replacements thereof, and Railroad shall be entitled to use and dispose of replaced materials as it determines, except to the extent the cost of such Improvement and replacement is borne by the Commissions.

2.10 Performance by Railroad of its maintenance obligations, including (but not limited to) those in Article Six hereof, will occasionally result in delays or cancellations of operations of the commuter rail passenger service. Delays or cancellations so occasioned will not relieve the Commissions of any obligations herein set forth, or give rise to any rights in the Commissions not otherwise set forth, but shall affect incentive compensation to the extent provided by Exhibit C-2 hereto.

2.11 (a) If, by any reason of mechanical failure or for any other cause, Equipment or a Train of the Commissions becomes stalled or disabled and is unable to proceed, or fails to maintain the speed required of Trains in order to meet normal

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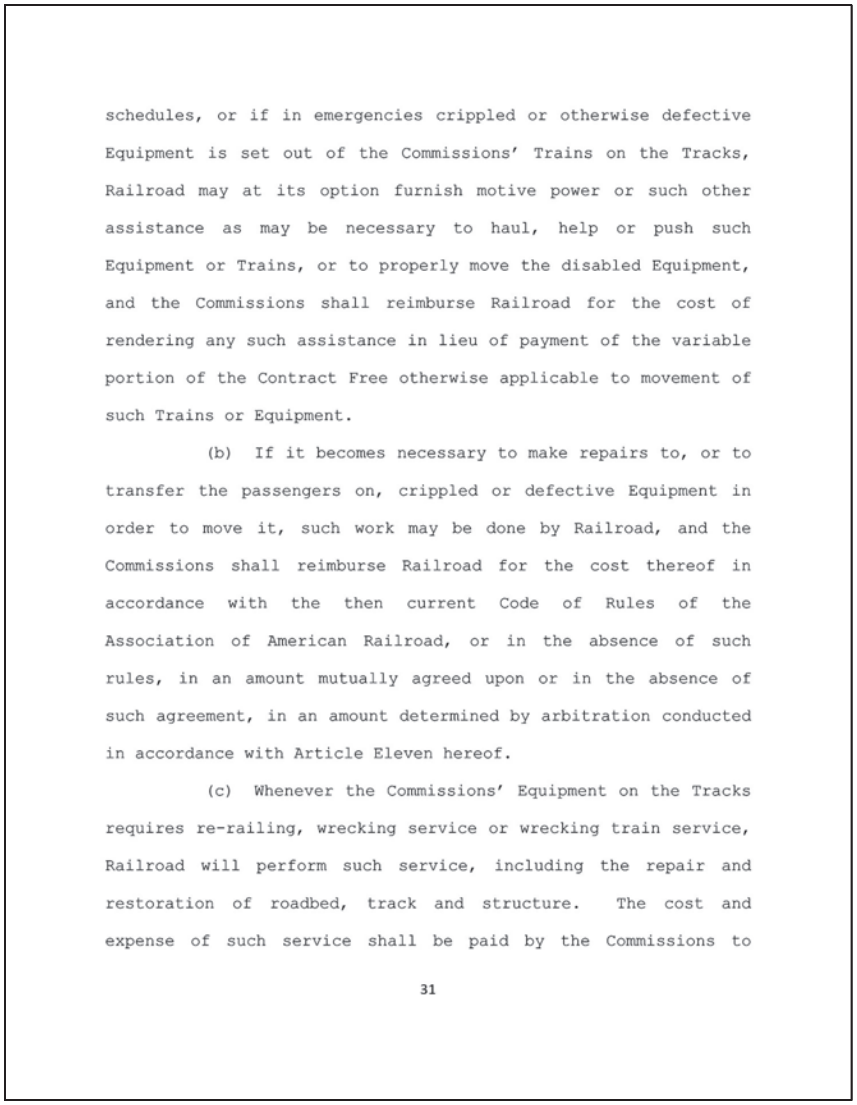

schedules, or if in emergencies crippled or otherwise defective Equipment is set out of the Commissions' Trains on the Tracks, Railroad may at its option furnish motive power or such other assistance as may be necessary to haul, help or push such Equipment or Trains, or to properly move the disabled Equipment, and the Commissions shall reimburse Railroad for the cost of rendering any such assistance in lieu of payment of the variable portion of the Contract Free otherwise applicable to movement of such Trains or Equipment.

(b) If it becomes necessary to make repairs to, or to transfer the passengers on, crippled or defective Equipment in order to move it, such work may be done by Railroad, and the Commissions shall reimburse Railroad for the cost thereof in accordance with the then current Code of Rules of the Association of American Railroad, or in the absence of such rules, in an amount mutually agreed upon or in the absence of such agreement, in an amount determined by arbitration conducted in accordance with Article Eleven hereof.

(c) Whenever the Commissions' Equipment on the Tracks requires re-railing, wrecking service or wrecking train service, Railroad will perform such service, including the repair and restoration of roadbed, track and structure. The cost and expense of such service shall be paid by the Commissions to

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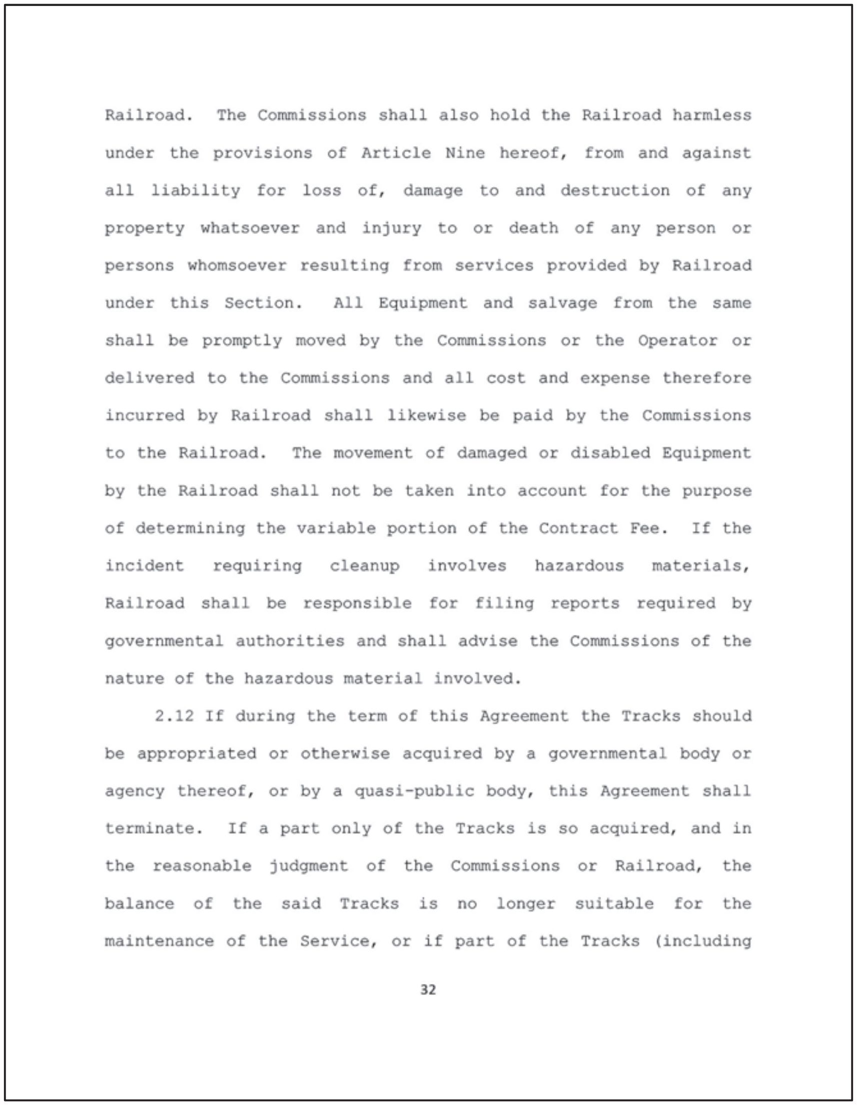

Railroad. The Commissions shall also hold the Railroad harmless under the provisions of Article Nine hereof, from and against all liability for loss of, damage to and destruction of any property whatsoever and injury to or death of any person or persons whomsoever resulting from services provided by Railroad under this Section. All Equipment and salvage from the same shall be promptly moved by the Commissions or the Operator or delivered to the Commissions and all cost and expense therefore incurred by Railroad shall likewise be paid by the Commissions to the Railroad. The movement of damaged or disabled Equipment by the Railroad shall not be taken into account for the purpose of determining the variable portion of the Contract Fee. If the incident requiring cleanup involves hazardous materials, Railroad shall be responsible for filing reports required by governmental authorities and shall advise the Commissions of the nature of the hazardous material involved.

2.12 If during the term of this Agreement the Tracks should be appropriated or otherwise acquired by a governmental body or agency thereof, or by a quasi-public body, this Agreement shall terminate. If a part only of the Tracks is so acquired, and in the reasonable judgment of the Commissions or Railroad, the balance of the said Tracks is no longer suitable for the maintenance of the Service, or if part of the Tracks (including

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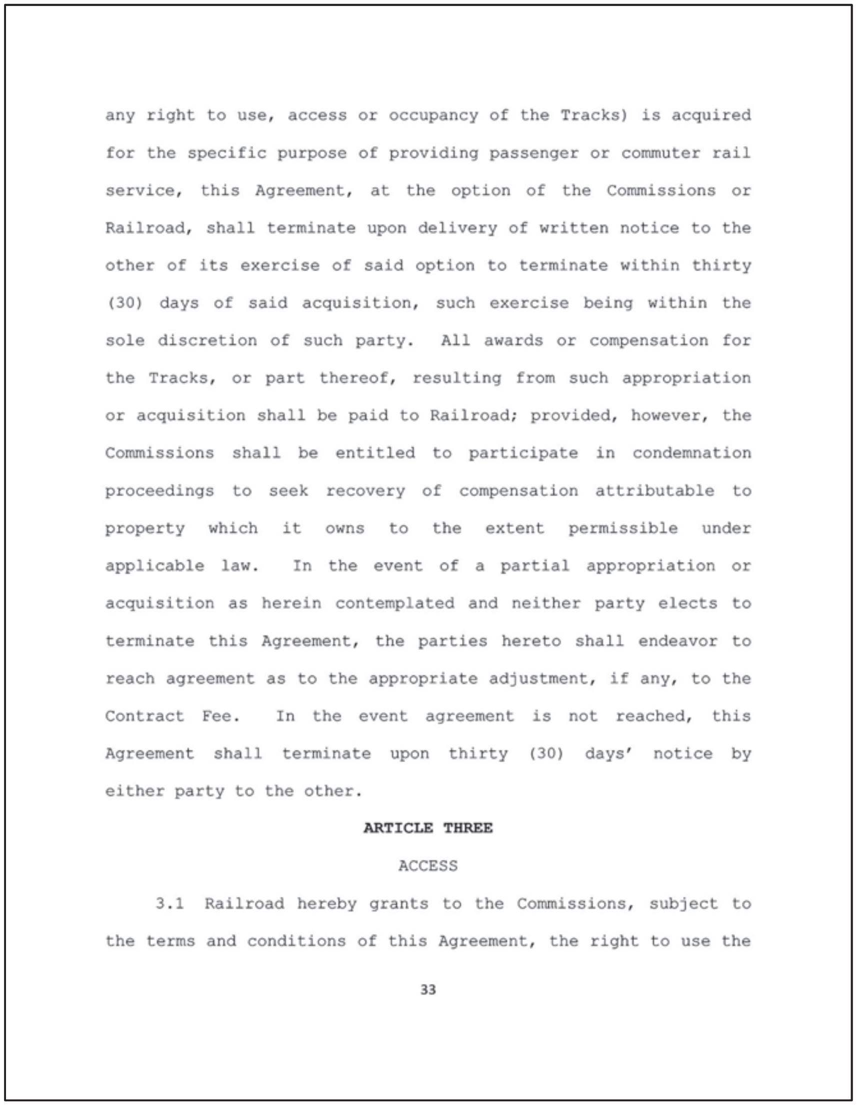

any right to use, access or occupancy of the Tracks) is acquired for the specific purpose of providing passenger or commuter rail service, this Agreement, at the option of the Commissions or Railroad, shall terminate upon delivery of written notice to the other of its exercise of said option to terminate within thirty (30) days of said acquisition, such exercise being within the sole discretion of such party. All awards or compensation for the Tracks, or part thereof, resulting from such appropriation or acquisition shall be paid to Railroad; provided, however, the Commissions shall be entitled to participate in condemnation proceedings to seek recovery of compensation attributable to property which it owns to the extent permissible under applicable law. In the event of a partial appropriation or acquisition as herein contemplated and neither party elects to terminate this Agreement, the parties hereto shall endeavor to reach agreement as to the appropriate adjustment, if any, to the Contract Fee. In the event agreement is not reached, this Agreement shall terminate upon thirty (30) days' notice by either party to the other.

ARTICLE THREE

ACCESS

3.1 Railroad hereby grants to the Commissions, subject to the terms and conditions of this Agreement, the right to use the

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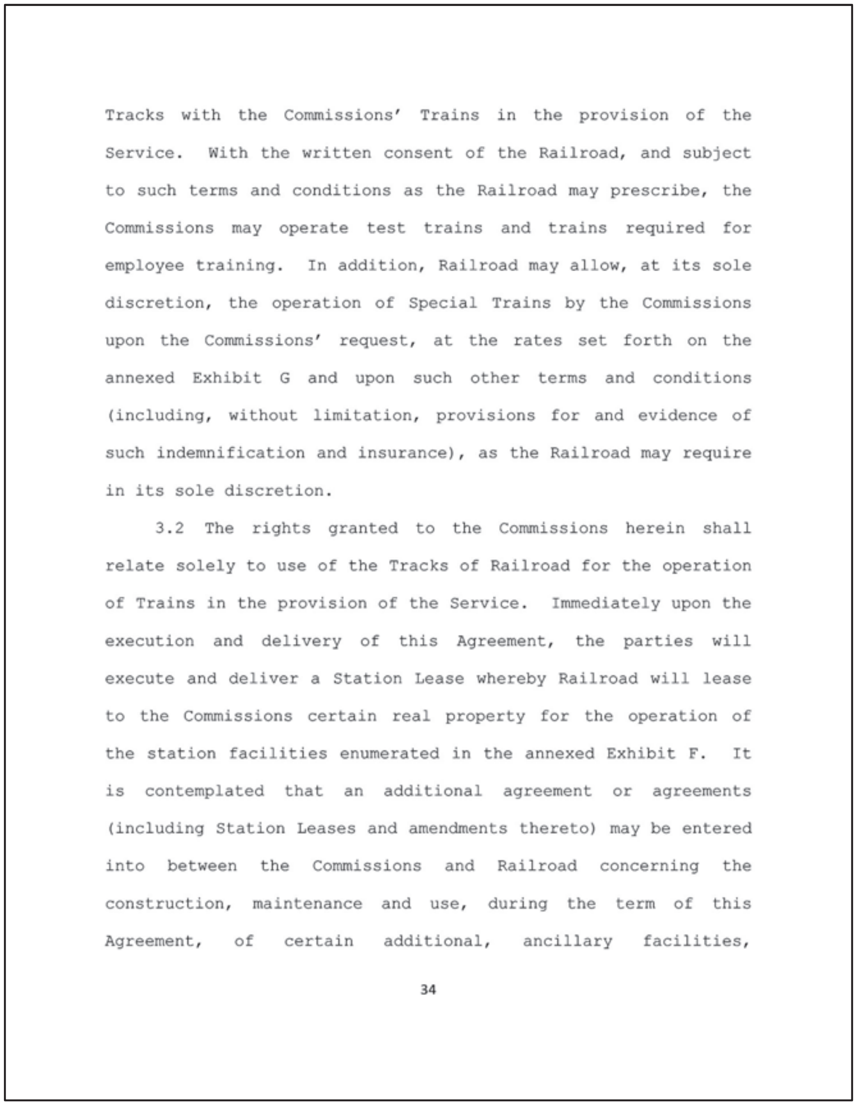

Tracks with the Commissions' Trains in the provision of the Service. With the written consent of the Railroad, and subject to such terms and conditions as the Railroad may prescribe, the Commissions may operate test trains and trains required for employee training. In addition, Railroad may allow, at its sole discretion, the operation of Special Trains by the Commissions upon the Commissions' request, at the rates set forth on the annexed Exhibit G and upon such other terms and conditions (including, without limitation, provisions for and evidence of such indemnification and insurance), as the Railroad may require in its sole discretion.

3.2 The rights granted to the Commissions herein shall relate solely to use of the Tracks of Railroad for the operation of Trains in the provision of the Service. Immediately upon the execution and delivery of this Agreement, the parties will execute and deliver a Station Lease whereby Railroad will lease to the Commissions certain real property for the operation of the station facilities enumerated in the annexed Exhibit F. It is contemplated that an additional agreement or agreements (including Station Leases and amendments thereto) may be entered into between the Commissions and Railroad concerning the construction, maintenance and use, during the term of this Agreement, of certain additional, ancillary facilities,

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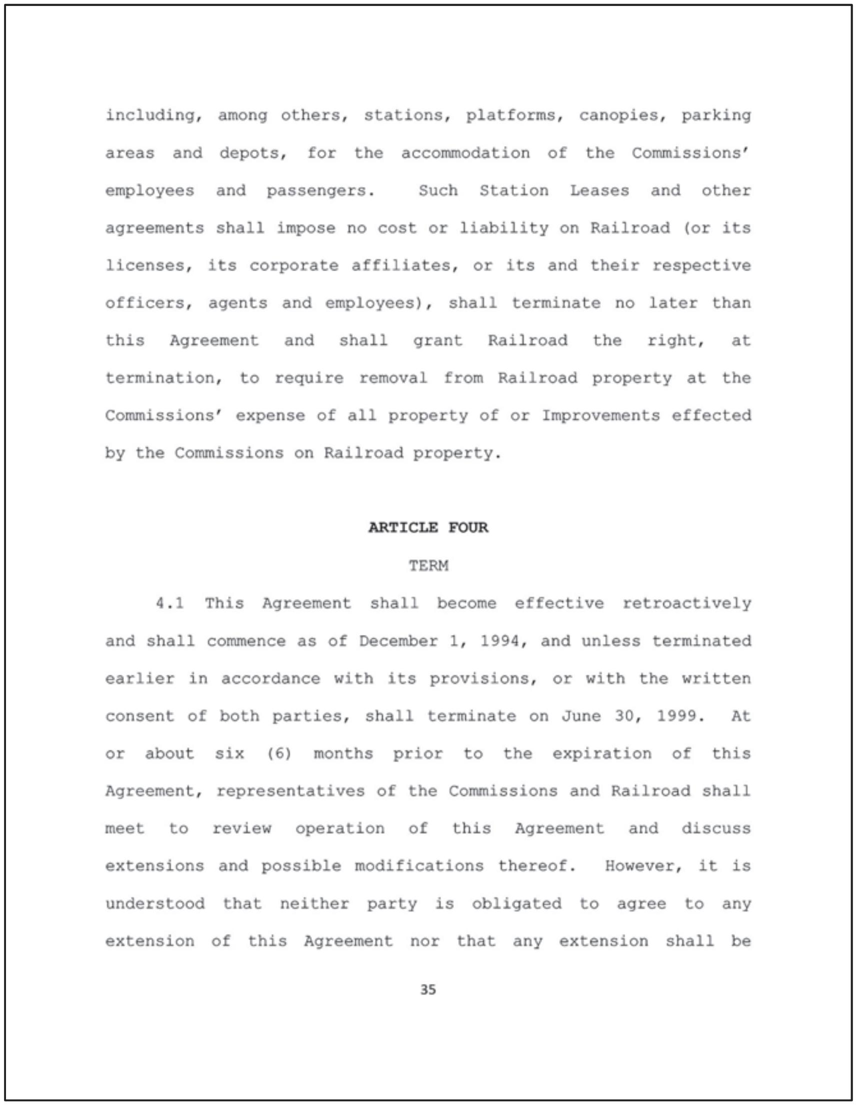

including, among others, stations, platforms, canopies, parking areas and depots, for the accommodation of the Commissions' employees and passengers. Such Station Leases and other agreements shall impose no cost or liability on Railroad (or its licenses, its corporate affiliates, or its and their respective officers, agents and employees), shall terminate no later than this Agreement and shall grant Railroad the right, at termination, to require removal from Railroad property at the Commissions' expense of all property of or Improvements effected by the Commissions on Railroad property.

ARTICLE FOUR

TERM

4.1 This Agreement shall become effective retroactively and shall commence as of December 1, 1994, and unless terminated earlier in accordance with its provisions, or with the written consent of both parties, shall terminate on June 30, 1999. At or about six (6) months prior to the expiration of this Agreement, representatives of the Commissions and Railroad shall meet to review operation of this Agreement and discuss extensions and possible modifications thereof. However, it is understood that neither party is obligated to agree to any extension of this Agreement nor that any extension shall be

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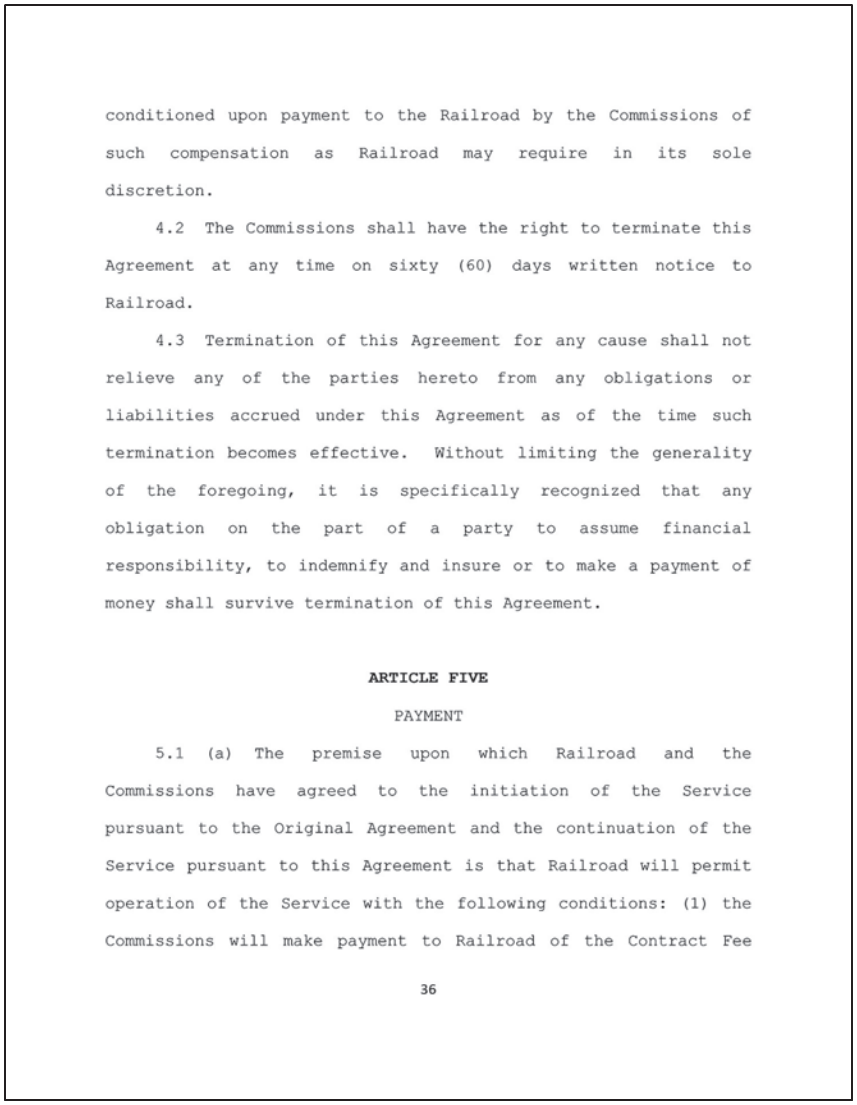

conditioned upon payment to the Railroad by the Commissions of such compensation as Railroad may require in its sole discretion.

4.2 The Commissions shall have the right to terminate this Agreement at any time on sixty (60) days written notice to Railroad.

4.3 Termination of this Agreement for any cause shall not relieve any of the parties hereto from any obligations or liabilities accrued under this Agreement as of the time such termination becomes effective. Without limiting the generality of the foregoing, it is specifically recognized that any obligation on the part of a party to assume financial responsibility, to indemnify and insure or to make a payment of money shall survive termination of this Agreement.

ARTICLE FIVE

PAYMENT

5.1 (a) The premise upon which Railroad and the Commissions have agreed to the initiation of the Service pursuant to the Original Agreement and the continuation of the Service pursuant to this Agreement is that Railroad will permit operation of the Service with the following conditions: (1) the Commissions will make payment to Railroad of the Contract Fee

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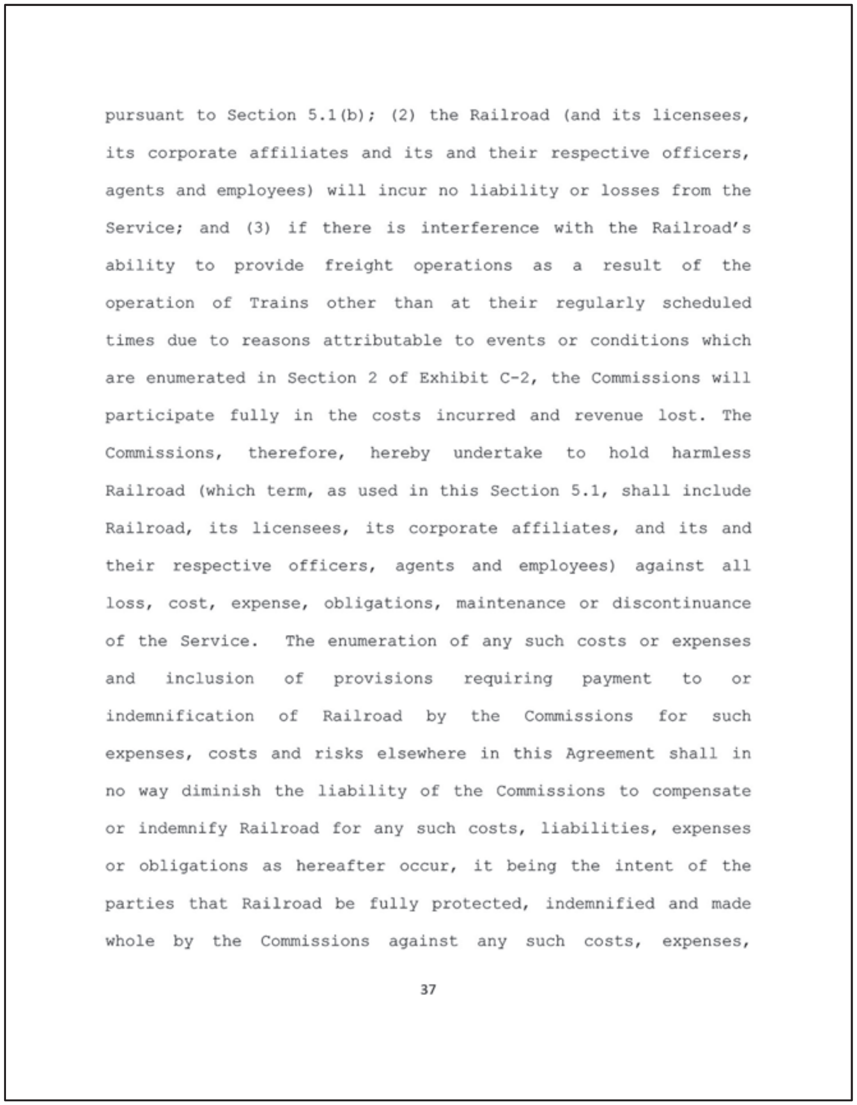

pursuant to Section 5.1(b); (2) the Railroad (and its licensees, its corporate affiliates and its and their respective officers, agents and employees) will incur no liability or losses from the Service; and (3) if there is interference with the Railroad's ability to provide freight operations as a result of the operation of Trains other than at their regularly scheduled times due to reasons attributable to events or conditions which are enumerated in Section 2 of Exhibit C-2, the Commissions will participate fully in the costs incurred and revenue lost. The Commissions, therefore, hereby undertake to hold harmless Railroad (which term, as used in this Section 5.1, shall include Railroad, its licensees, its corporate affiliates, and its and their respective officers, agents and employees) against all loss, cost, expense, obligations, maintenance or discontinuance of the Service. The enumeration of any such costs or expenses and inclusion of provisions requiring payment to or indemnification of Railroad by the Commissions for such expenses, costs and risks elsewhere in this Agreement shall in no way diminish the liability of the Commissions to compensate or indemnify Railroad for any such costs, liabilities, expenses or obligations as hereafter occur, it being the intent of the parties that Railroad be fully protected, indemnified and made whole by the Commissions against any such costs, expenses,

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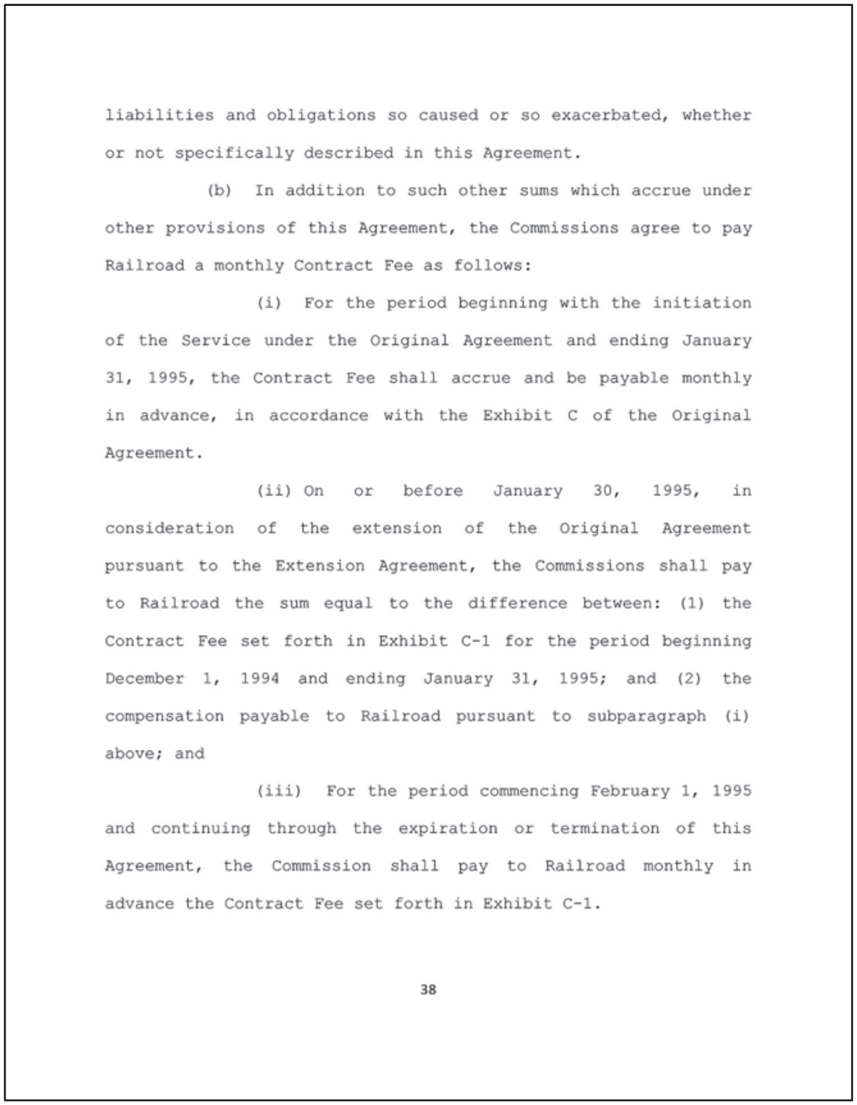

liabilities and obligations so caused or so exacerbated, whether or not specifically described in this Agreement.

(b) In addition to such other sums which accrue under other provisions of this Agreement, the Commissions agree to pay Railroad a monthly Contract Fee as follows:

(i) For the period beginning with the initiation of the Service under the Original Agreement and ending January 31, 1995, the Contract Fee shall accrue and be payable monthly in advance, in accordance with the Exhibit C of the Original Agreement.

(ii) On or before January 30, 1995, in consideration of the extension of the Original Agreement pursuant to the Extension Agreement, the Commissions shall pay to Railroad the sum equal to the difference between: (1) the Contract Fee set forth in Exhibit C-1 for the period beginning December 1, 1994 and ending January 31, 1995; and (2) the compensation payable to Railroad pursuant to subparagraph (i) above; and

(iii) For the period commencing February 1, 1995 and continuing through the expiration or termination of this Agreement, the Commission shall pay to Railroad monthly in advance the Contract Fee set forth in Exhibit C-1.

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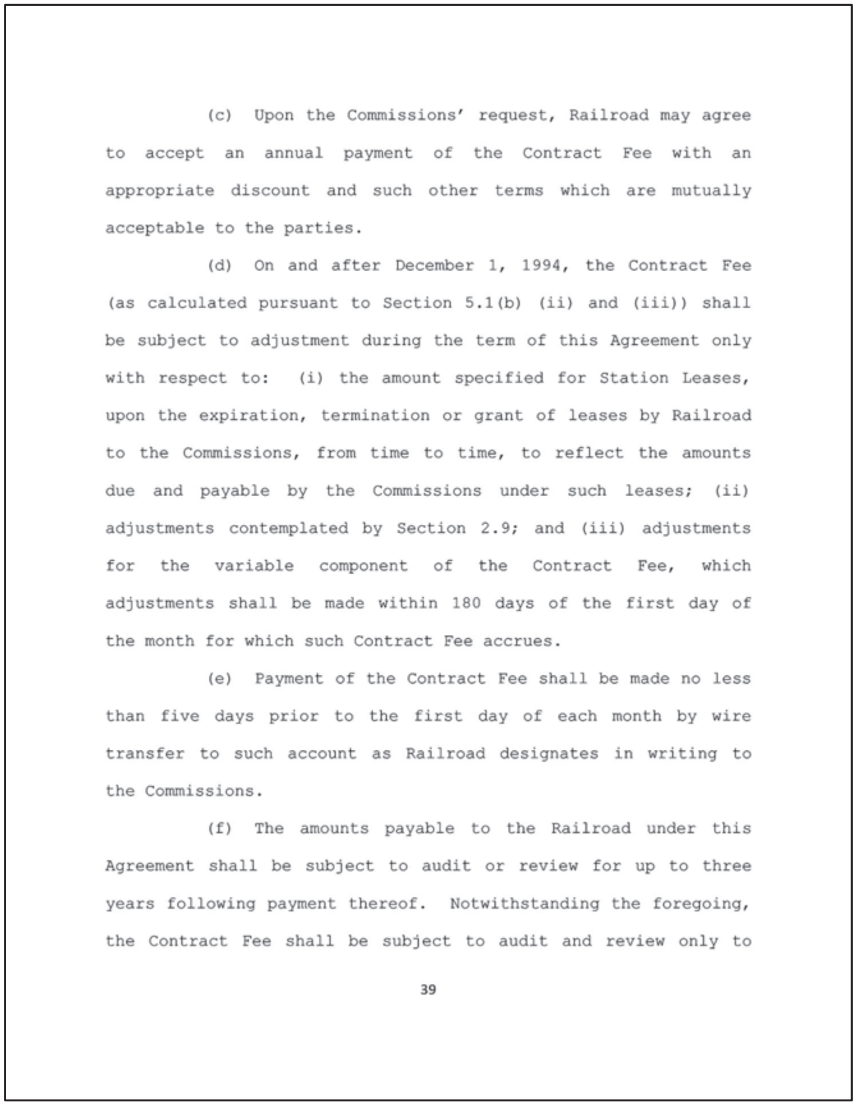

(c) Upon the Commissions' request, Railroad may agree to accept an annual payment of the Contract Fee with an appropriate discount and such other terms which are mutually acceptable to the parties.

(d) On and after December 1, 1994, the Contract Fee (as calculated pursuant to Section 5.1(b) (ii) and (iii)) shall be subject to adjustment during the term of this Agreement only with respect to: (i) the amount specified for Station Leases, upon the expiration, termination or grant of leases by Railroad to the Commissions, from time to time, to reflect the amounts due and payable by the Commissions under such leases; (ii) adjustments contemplated by Section 2.9; and (iii) adjustments for the variable component of the Contract Fee, which adjustments shall be made within 180 days of the first day of the month for which such Contract Fee accrues.

(e) Payment of the Contract Fee shall be made no less than five days prior to the first day of each month by wire transfer to such account as Railroad designates in writing to the Commissions.

(f) The amounts payable to the Railroad under this Agreement shall be subject to audit or review for up to three years following payment thereof. Notwithstanding the foregoing, the Contract Fee shall be subject to audit and review only to

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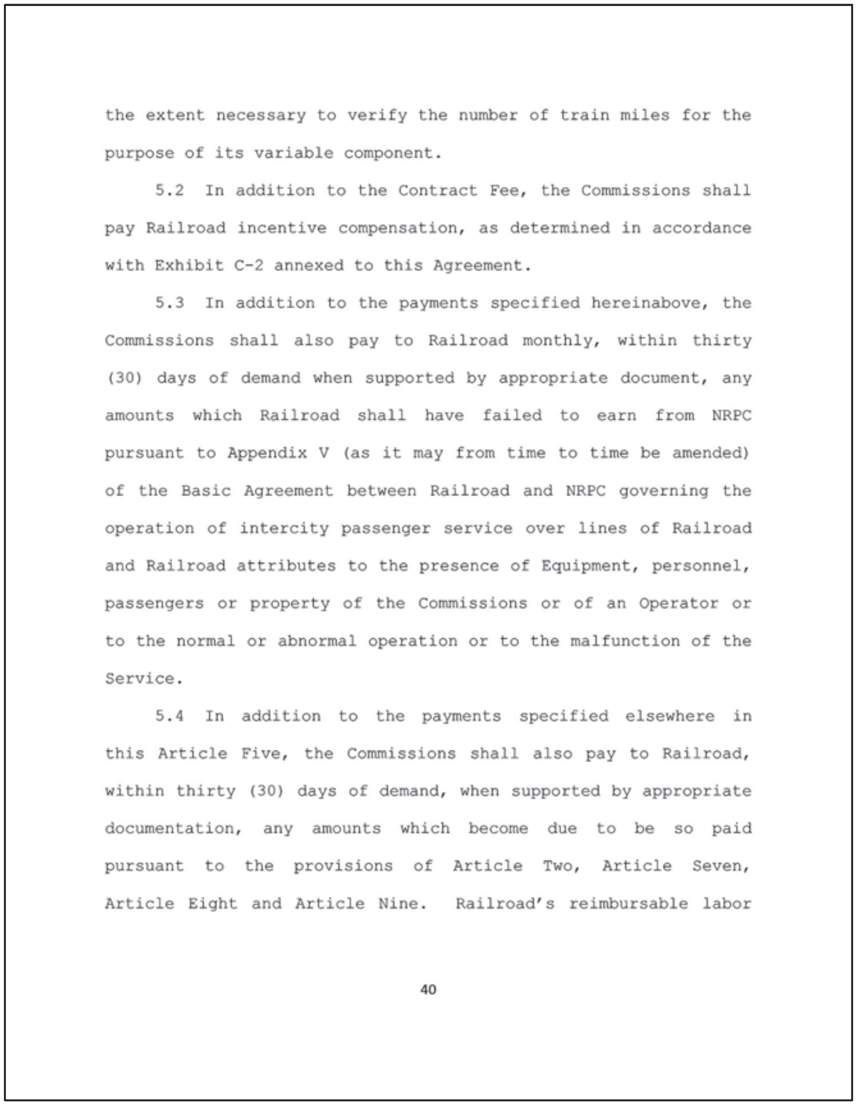

the extent necessary to verify the number of train miles for the purpose of its variable component.

5.2 In addition to the Contract Fee, the Commissions shall pay Railroad incentive compensation, as determined in accordance with Exhibit C-2 annexed to this Agreement.

5.3 In addition to the payments specified hereinabove, the Commissions shall also pay to Railroad monthly, within thirty (30) days of demand when supported by appropriate document, any amounts which Railroad shall have failed to earn from NRPC pursuant to Appendix V (as it may from time to time be amended) of the Basic Agreement between Railroad and NRPC governing the operation of intercity passenger service over lines of Railroad and Railroad attributes to the presence of Equipment, personnel, passengers or property of the Commissions or of an Operator or to the normal or abnormal operation or to the malfunction of the Service.

5.4 In addition to the payments specified elsewhere in this Article Five, the Commissions shall also pay to Railroad, within thirty (30) days of demand, when supported by appropriate documentation, any amounts which become due to be so paid pursuant to the provisions of Article Two, Article Seven, Article Eight and Article Nine. Railroad's reimbursable labor

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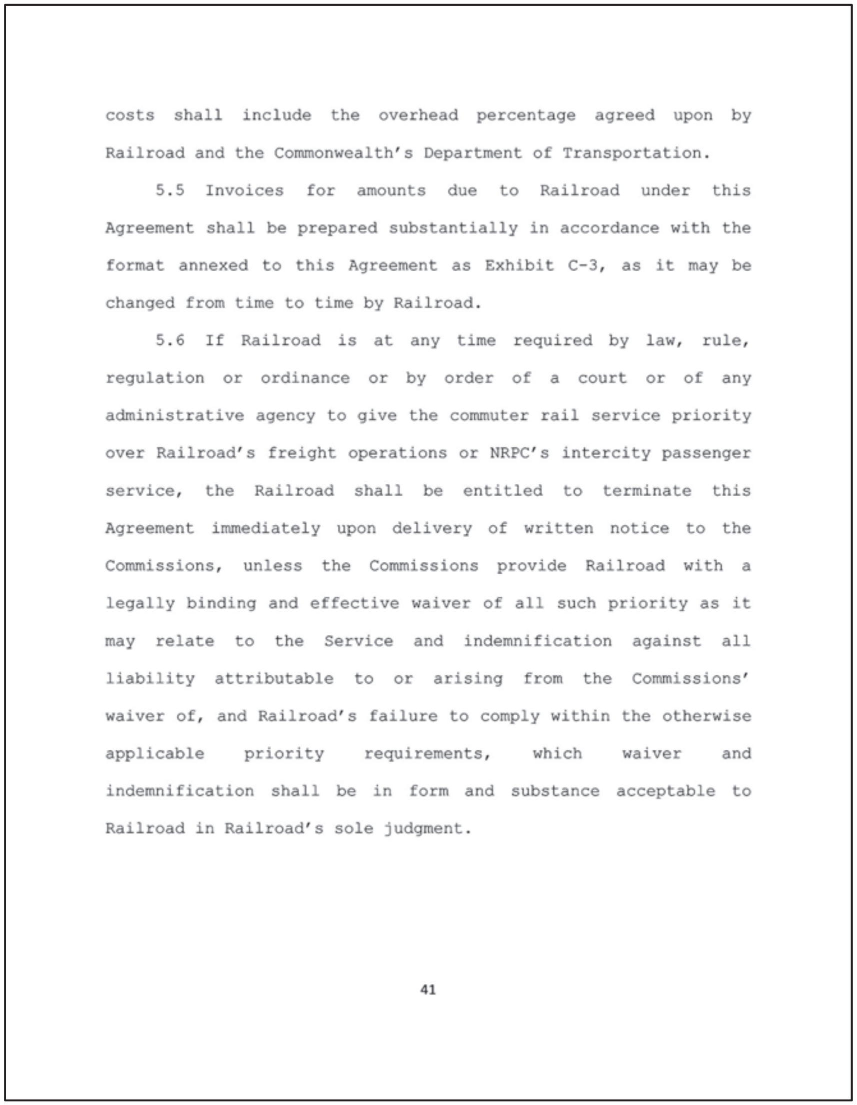

costs shall include the overhead percentage agreed upon by Railroad and the Commonwealth's Department of Transportation.

5.5 Invoices for amounts due to Railroad under this Agreement shall be prepared substantially in accordance with the format annexed to this Agreement as Exhibit C-3, as it may be changed from time to time by Railroad.

5.6 If Railroad is at any time required by law, rule, regulation or ordinance or by order of a court or of any administrative agency to give the commuter rail service priority over Railroad's freight operations or NRPC's intercity passenger service, the Railroad shall be entitled to terminate this Agreement immediately upon delivery of written notice to the Commissions, unless the Commissions provide Railroad with a legally binding and effective waiver of all such priority as it may relate to the Service and indemnification against all liability attributable to or arising from the Commissions' waiver of, and Railroad's failure to comply within the otherwise applicable priority requirements, which waiver and indemnification shall be in form and substance acceptable to Railroad in Railroad's sole judgment.

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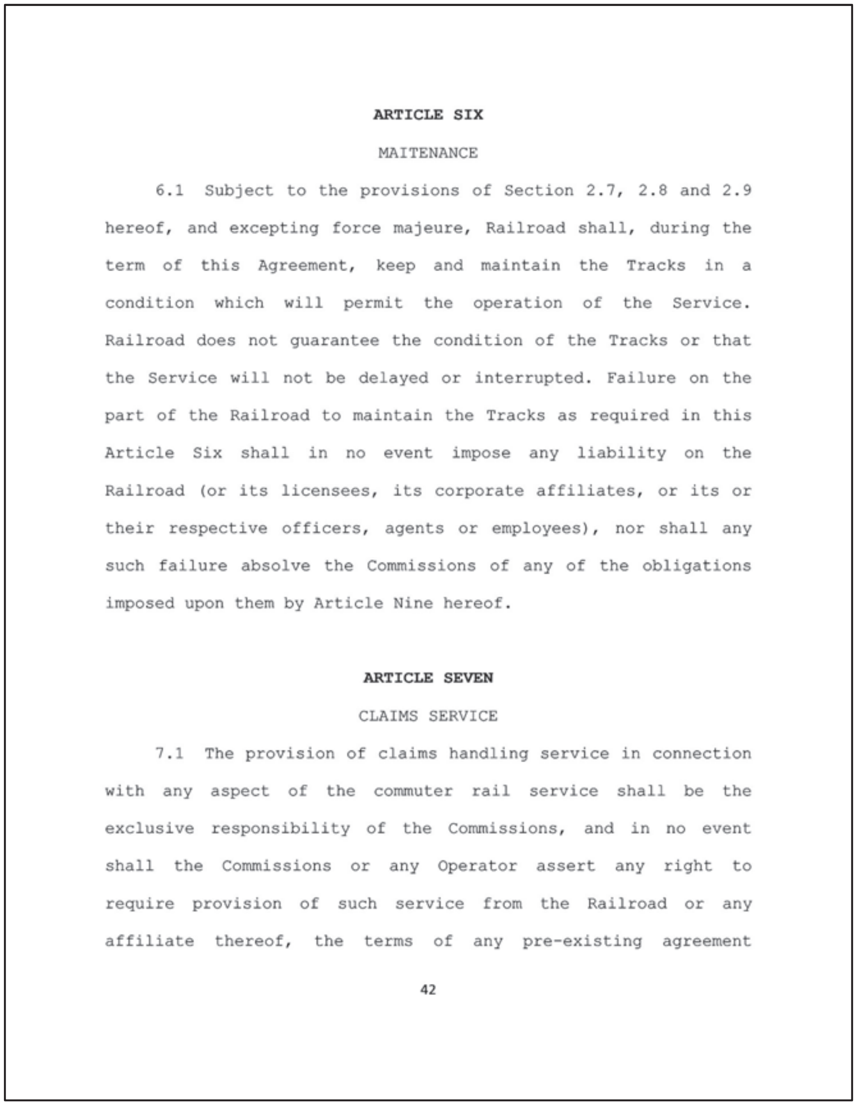

ARTICLE SIX

MAITENANCE

6.1 Subject to the provisions of Section 2.7, 2.8 and 2.9 hereof, and excepting force majeure, Railroad shall, during the term of this Agreement, keep and maintain the Tracks in a condition which will permit the operation of the Service. Railroad does not guarantee the condition of the Tracks or that the Service will not be delayed or interrupted. Failure on the part of the Railroad to maintain the Tracks as required in this Article Six shall in no event impose any liability on the Railroad (or its licensees, its corporate affiliates, or its or their respective officers, agents or employees), nor shall any such failure absolve the Commissions of any of the obligations imposed upon them by Article Nine hereof.

ARTICLE SEVEN

CLAIMS SERVICE

7.1 The provision of claims handling service in connection with any aspect of the commuter rail service shall be the exclusive responsibility of the Commissions, and in no event shall the Commissions or any Operator assert any right to require provision of such service from the Railroad or any affiliate thereof, the terms of any pre-existing agreement

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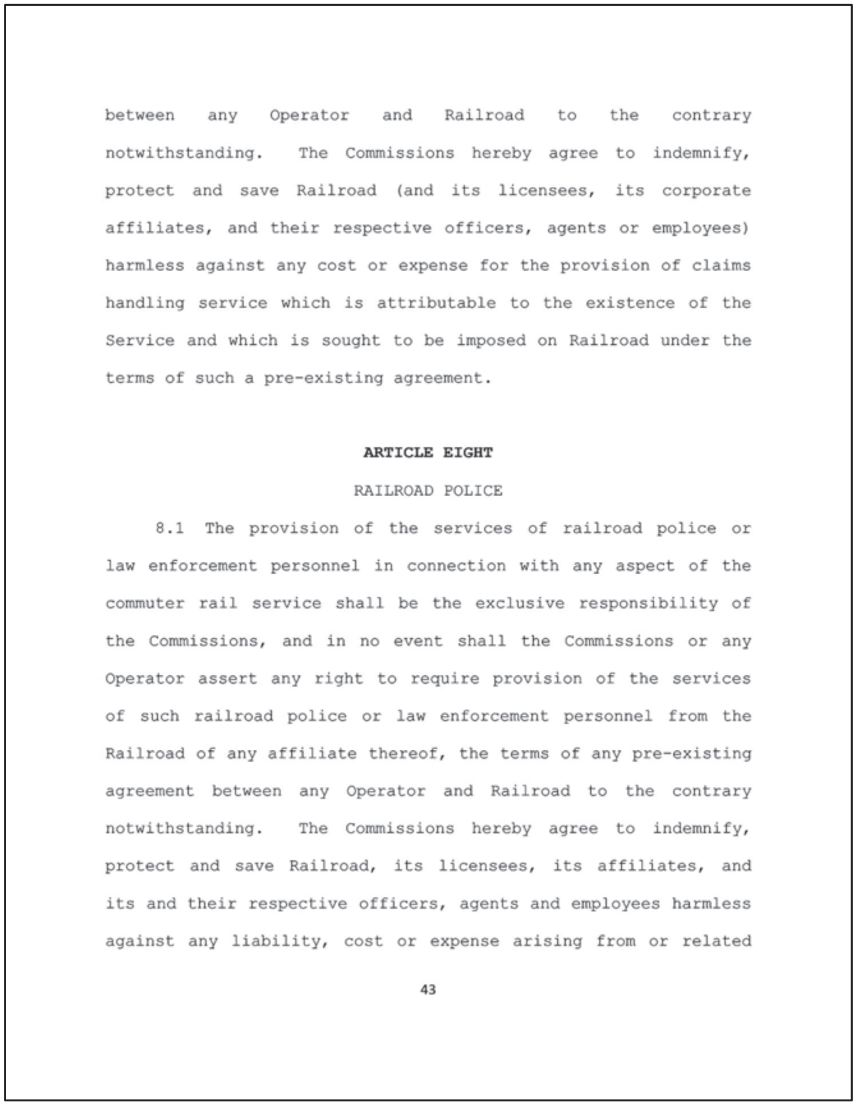

between any Operator and Railroad to the contrary notwithstanding. The Commissions hereby agree to indemnify, protect and save Railroad (and its licensees, its corporate affiliates, and their respective officers, agents or employees) harmless against any cost or expense for the provision of claims handling service which is attributable to the existence of the Service and which is sought to be imposed on Railroad under the terms of such a pre-existing agreement.

ARTICLE EIGHT

RAILROAD POLICE

8.1 The provision of the services of railroad police or law enforcement personnel in connection with any aspect of the commuter rail service shall be the exclusive responsibility of the Commissions, and in no event shall the Commissions or any Operator assert any right to require provision of the services of such railroad police or law enforcement personnel from the Railroad of any affiliate thereof, the terms of any pre-existing agreement between any Operator and Railroad to the contrary notwithstanding. The Commissions hereby agree to indemnify, protect and save Railroad, its licensees, its affiliates, and its and their respective officers, agents and employees harmless against any liability, cost or expense arising from or related

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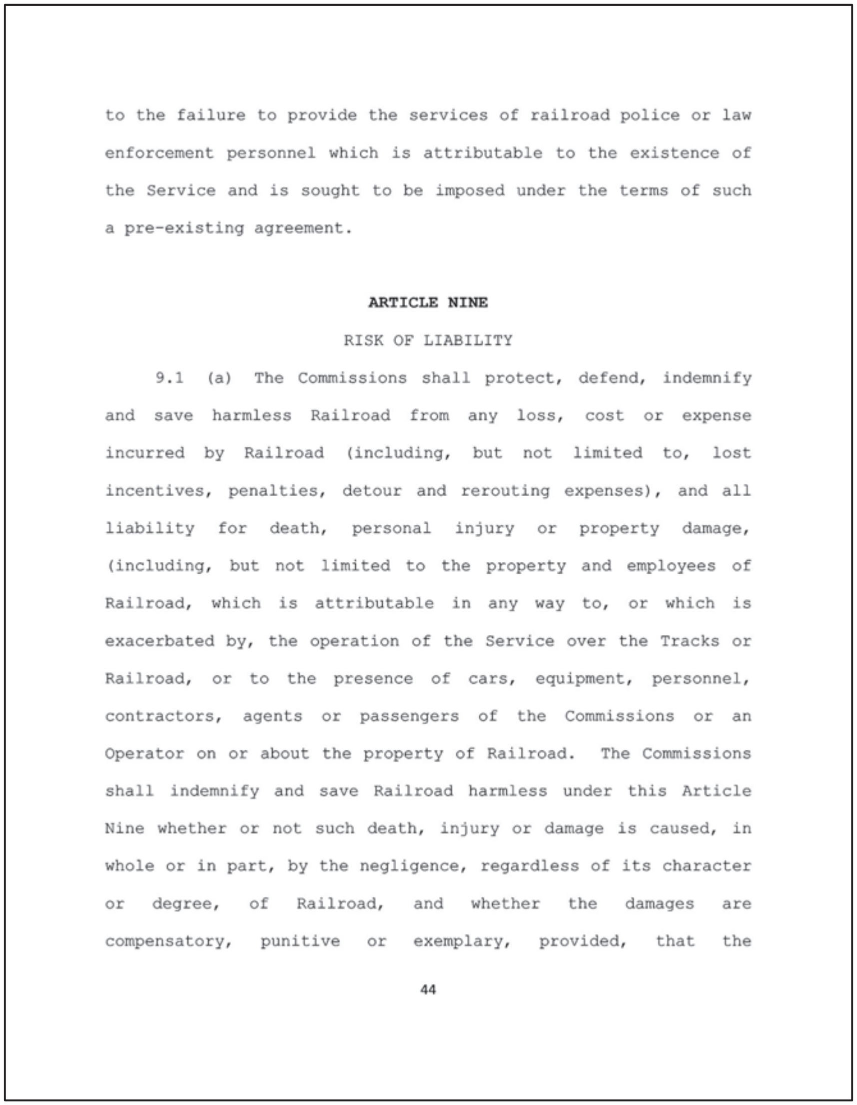

to the failure to provide the services of railroad police or law enforcement personnel which is attributable to the existence of the Service and is sought to be imposed under the terms of such a pre-existing agreement.

ARTICLE NINE

RISK OF LIABILITY

9.1 (a) The Commissions shall protect, defend, indemnify and save harmless Railroad from any loss, cost or expense incurred by Railroad (including, but not limited to, lost incentives, penalties, detour and rerouting expenses), and all liability for death, personal injury or property damage, (including, but not limited to the property and employees of Railroad, which is attributable in any way to, or which is exacerbated by, the operation of the Service over the Tracks or Railroad, or to the presence of cars, equipment, personnel, contractors, agents or passengers of the Commissions or an Operator on or about the property of Railroad. The Commissions shall indemnify and save Railroad harmless under this Article Nine whether or not such death, injury or damage is caused, in whole or in part, by the negligence, regardless of its character or degree, of Railroad, and whether the damages are compensatory, punitive or exemplary, provided, that the

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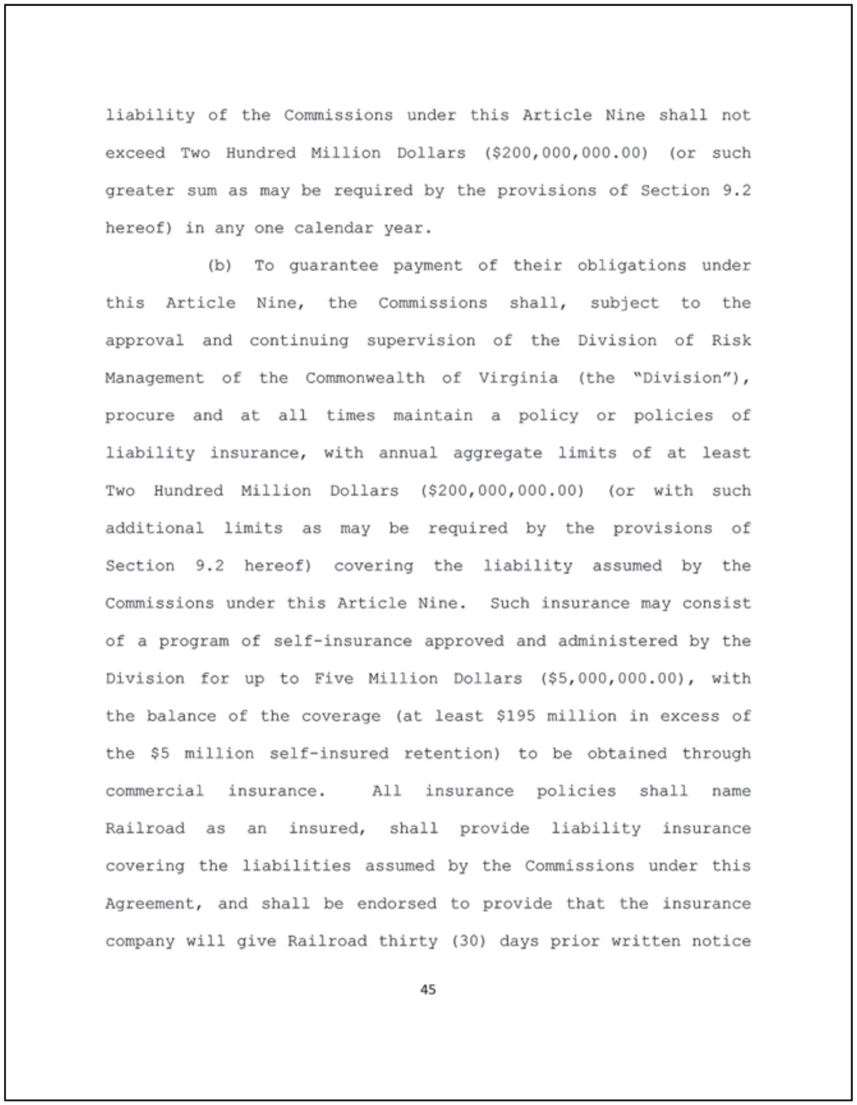

liability of the Commissions under this Article Nine shall not exceed Two Hundred Million Dollars ($200,000,000.00) (or such greater sum as may be required by the provisions of Section 9.2 hereof) in any one calendar year.

(b) To guarantee payment of their obligations under this Article Nine, the Commissions shall, subject to the approval and continuing supervision of the Division of Risk Management of the Commonwealth of Virginia (the "Division"), procure and at all times maintain a policy or policies of liability insurance, with annual aggregate limits of at least Two Hundred Million Dollars ($200,000,000.00) (or with such additional limits as may be required by the provisions of Section 9.2 hereof) covering the liability assumed by the Commissions under this Article Nine. Such insurance may consist of a program of self-insurance approved and administered by the Division for up to Five Million Dollars ($5,000,000.00), with the balance of the coverage (at least $195 million in excess of the $5 million self-insured retention) to be obtained through commercial insurance. All insurance policies shall name Railroad as an insured, shall provide liability insurance covering the liabilities assumed by the Commissions under this Agreement, and shall be endorsed to provide that the insurance company will give Railroad thirty (30) days prior written notice

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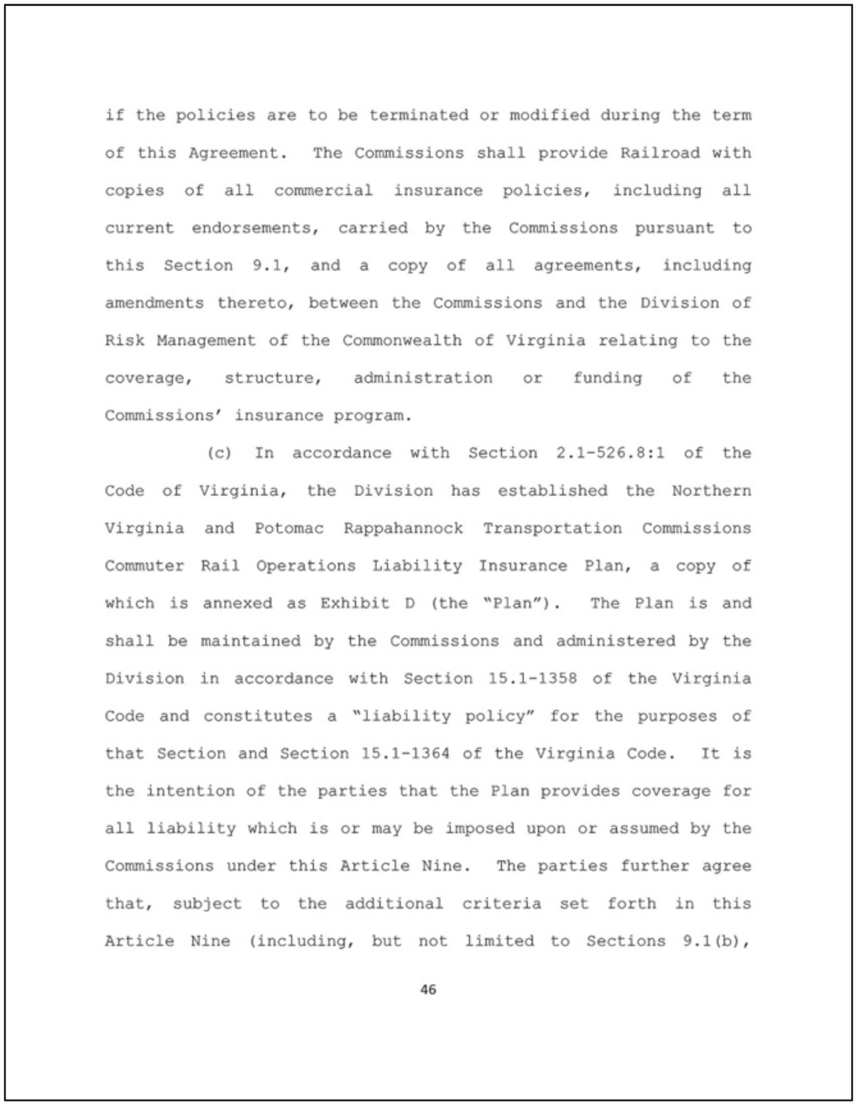

if the policies are to be terminated or modified during the term of this Agreement. The Commissions shall provide Railroad with copies of all commercial insurance policies, including all current endorsements, carried by the Commissions pursuant to this Section 9.1, and a copy of all agreements, including amendments thereto, between the Commissions and the Division of Risk Management of the Commonwealth of Virginia relating to the coverage, structure, administration or funding of the Commissions' insurance program.

(c) In accordance with Section 2.1-526.8:1 of the Code of Virginia, the Division has established the Northern Virginia and Potomac Rappahannock Transportation Commissions Commuter Rail Operations Liability Insurance Plan, a copy of which is annexed as Exhibit D (the "Plan"). The Plan is and shall be maintained by the Commissions and administered by the Division in accordance with Section 15.1-1358 of the Virginia Code and constitutes a "liability policy" for the purposes of that Section and Section 15.1-1364 of the Virginia Code. It is the intention of the parties that the Plan provides coverage for all liability which is or may be imposed upon or assumed by the Commissions under this Article Nine. The parties further agree that, subject to the additional criteria set forth in this Article Nine (including, but not limited to Sections 9.1(b),

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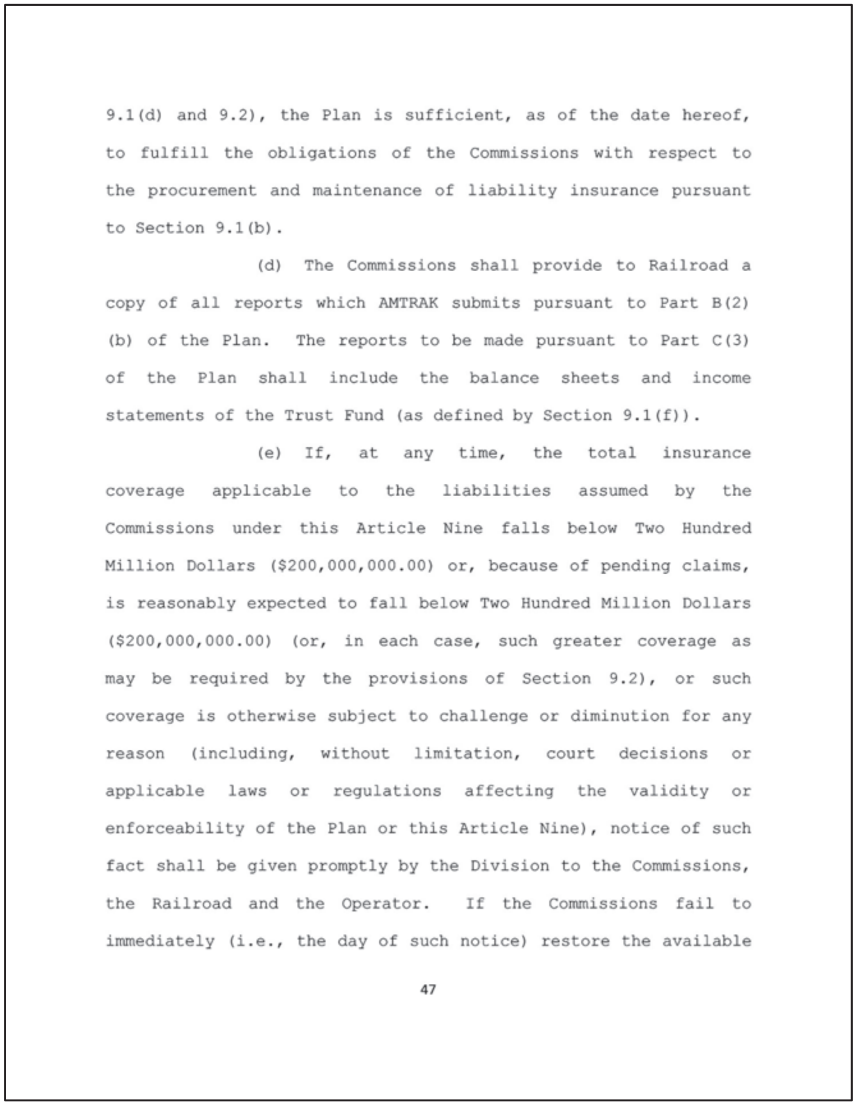

9.1(d) and 9.2), the Plan is sufficient, as of the date hereof, to fulfill the obligations of the Commissions with respect to the procurement and maintenance of liability insurance pursuant to Section 9.1(b).

(d) The Commissions shall provide to Railroad a copy of all reports which AMTRAK submits pursuant to Part B(2)(b) of the Plan. The reports to be made pursuant to Part C(3) of the Plan shall include the balance sheets and income statements of the Trust Fund (as defined by Section 9.1(f)).

(e) If, at any time, the total insurance coverage applicable to the liabilities assumed by the Commissions under this Article Nine falls below Two Hundred Million Dollars ($200,000,000.00) or, because of pending claims, is reasonably expected to fall below Two Hundred Million Dollars ($200,000,000.00) (or, in each case, such greater coverage as may be required by the provisions of Section 9.2), or such coverage is otherwise subject to challenge or diminution for any reason (including, without limitation, court decisions or applicable laws or regulations affecting the validity or enforceability of the Plan or this Article Nine), notice of such fact shall be given promptly by the Division to the Commissions, the Railroad and the Operator. If the Commissions fail to immediately (i.e., the day of such notice) restore the available

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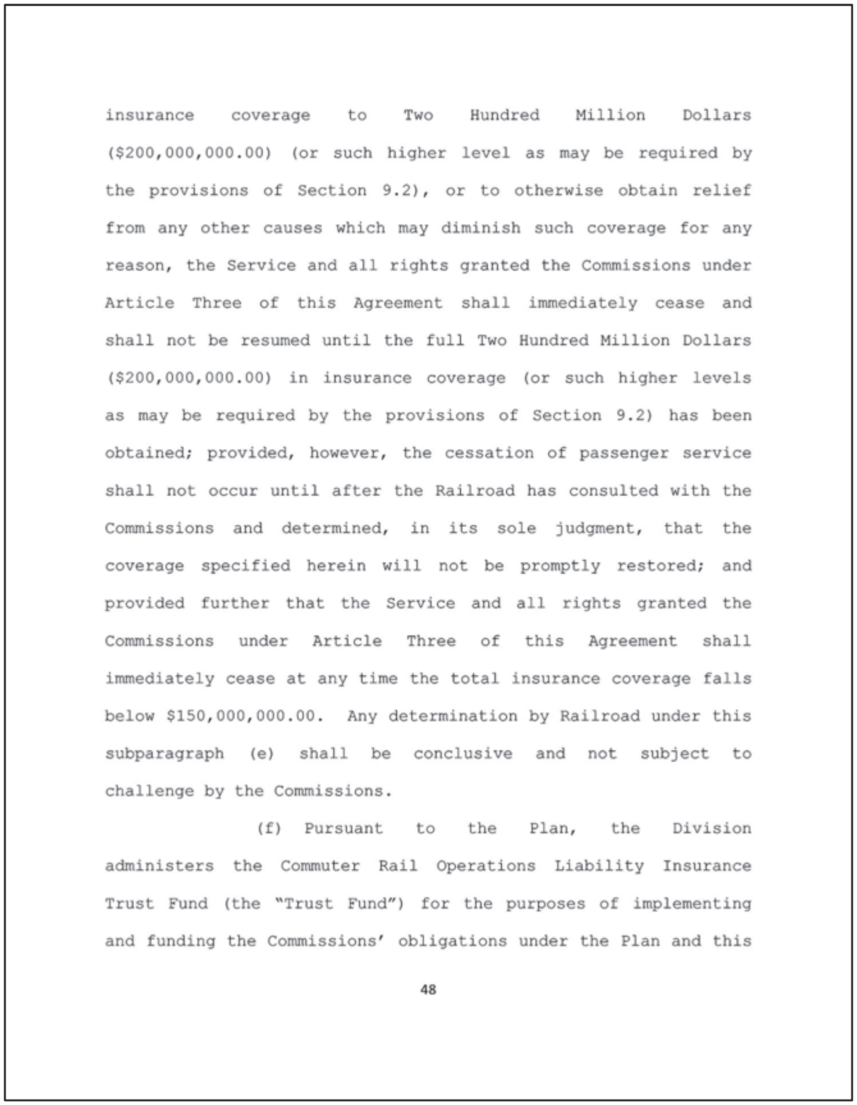

insurance coverage to Two Hundred Million Dollars ($200,000,000.00) (or such higher level as may be required by the provisions of Section 9.2), or to otherwise obtain relief from any other causes which may diminish such coverage for any reason, the Service and all rights granted the Commissions under Article Three of this Agreement shall immediately cease and shall not be resumed until the full Two Hundred Million Dollars ($200,000,000.00) in insurance coverage (or such higher levels as may be required by the provisions of Section 9.2) has been obtained; provided, however, the cessation of passenger service shall not occur until after the Railroad has consulted with the Commissions and determined, in its sole judgment, that the coverage specified herein will not be promptly restored; and provided further that the Service and all rights granted the Commissions under Article Three of this Agreement shall immediately cease at any time the total insurance coverage falls below $150,000,000.00. Any determination by Railroad under this subparagraph (e) shall be conclusive and not subject to challenge by the Commissions.

(f) Pursuant to the Plan, the Division administers the Commuter Rail Operations Liability Insurance Trust Fund (the "Trust Fund") for the purposes of implementing and funding the Commissions' obligations under the Plan and this

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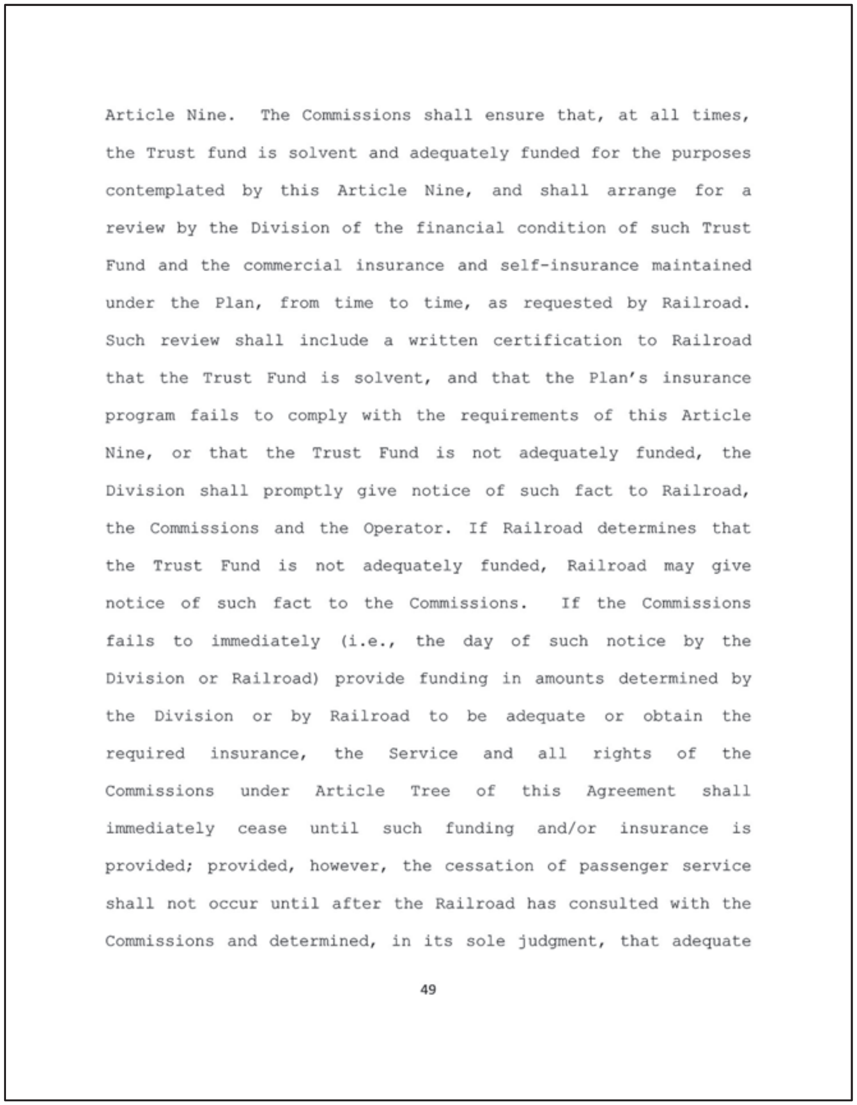

Article Nine. The Commissions shall ensure that, at all times, the Trust fund is solvent and adequately funded for the purposes contemplated by this Article Nine, and shall arrange for a review by the Division of the financial condition of such Trust Fund and the commercial insurance and self-insurance maintained under the Plan, from time to time, as requested by Railroad. Such review shall include a written certification to Railroad that the Trust Fund is solvent, and that the Plan's insurance program fails to comply with the requirements of this Article Nine, or that the Trust Fund is not adequately funded, the Division shall promptly give notice of such fact to Railroad, the Commissions and the Operator. If Railroad determines that the Trust Fund is not adequately funded, Railroad may give notice of such fact to the Commissions. If the Commissions fails to immediately (i.e., the day of such notice by the Division or Railroad) provide funding in amounts determined by the Division or by Railroad to be adequate or obtain the required insurance, the Service and all rights of the Commissions under Article Tree of this Agreement shall immediately cease until such funding and/or insurance is provided; provided, however, the cessation of passenger service shall not occur until after the Railroad has consulted with the Commissions and determined, in its sole judgment, that adequate

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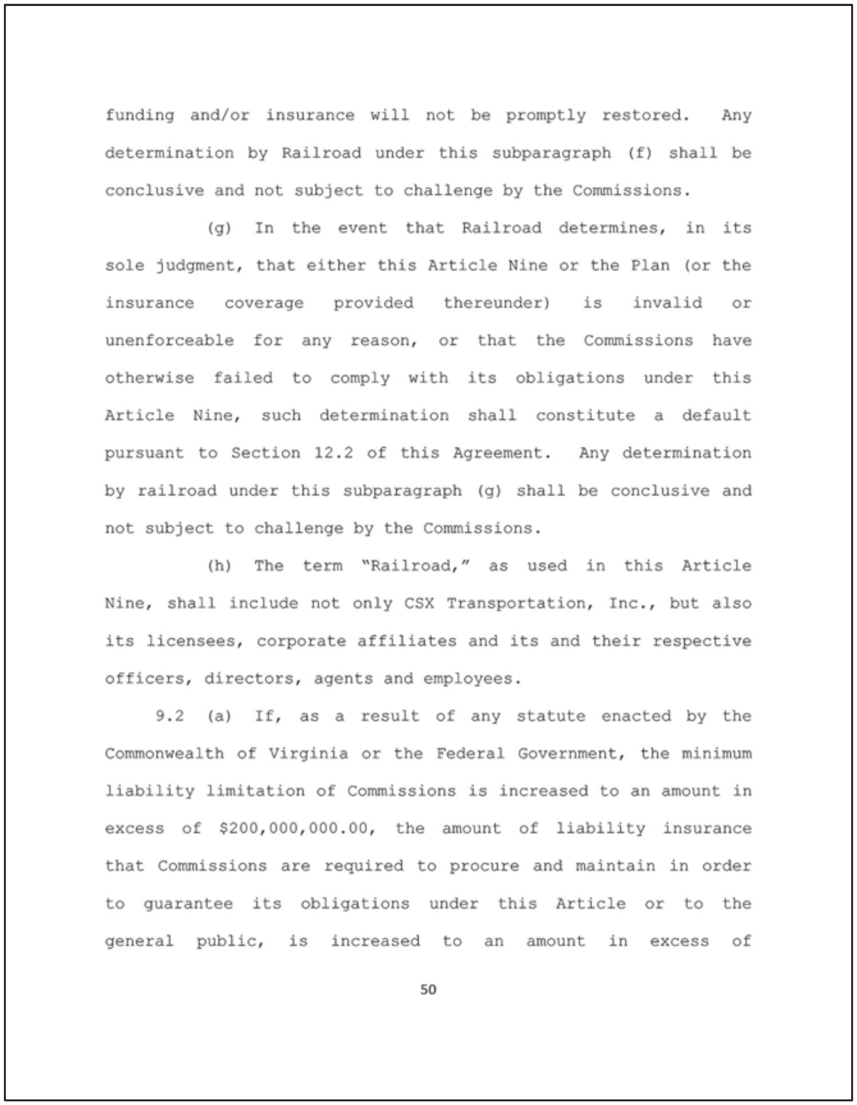

funding and/or insurance will not be promptly restored. Any determination by Railroad under this subparagraph (f) shall be conclusive and not subject to challenge by the Commissions.

(g) In the event that Railroad determines, in its sole judgment, that either this Article Nine or the Plan (or the insurance coverage provided thereunder) is invalid or unenforceable for any reason, or that the Commissions have otherwise failed to comply with its obligations under this Article Nine, such determination shall constitute a default pursuant to Section 12.2 of this Agreement. Any determination by railroad under this subparagraph (g) shall be conclusive and not subject to challenge by the Commissions.

(h) The term "Railroad," as used in this Article Nine, shall include not only CSX Transportation, Inc., but also its licensees, corporate affiliates and its and their respective officers, directors, agents and employees.

9.2 (a) If, as a result of any statute enacted by the Commonwealth of Virginia or the Federal Government, the minimum liability limitation of Commissions is increased to an amount in excess of $200,000,000.00, the amount of liability insurance that Commissions are required to procure and maintain in order to guarantee its obligations under this Article or to the general public, is increased to an amount in excess of

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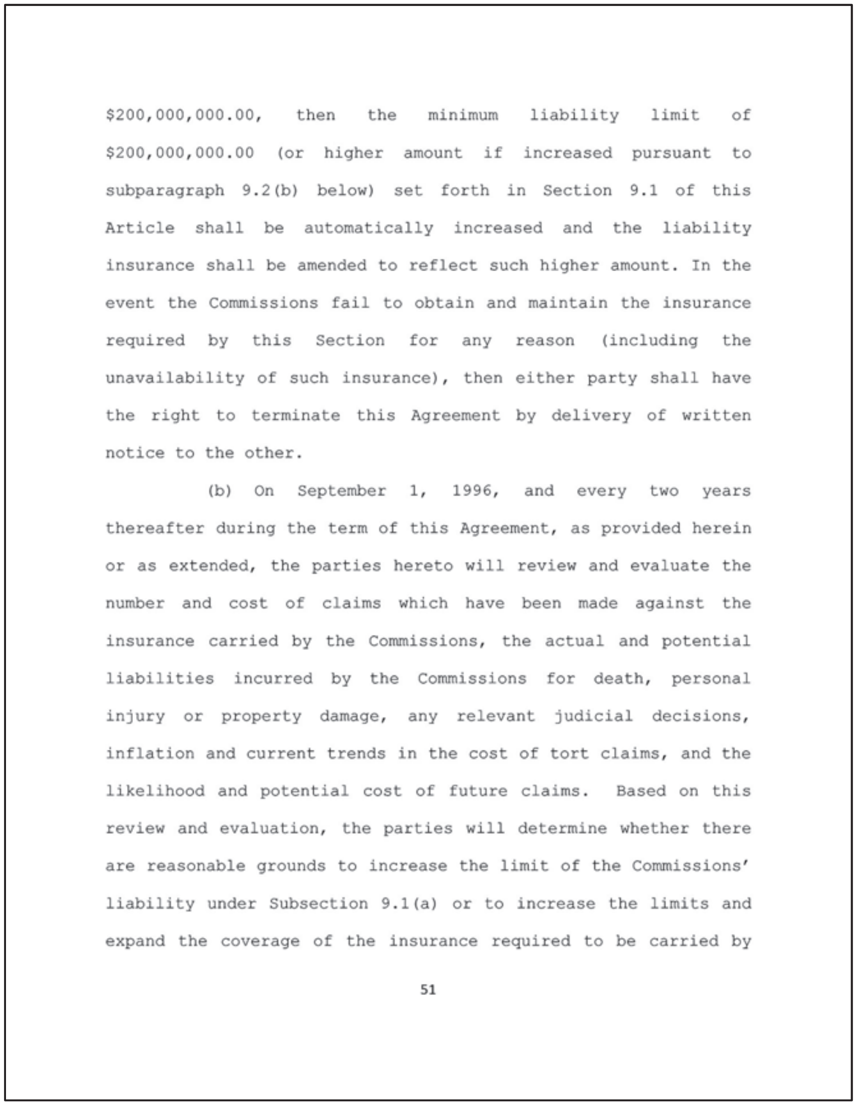

$200,000,000.00, then the minimum liability limit of $200,000,000.00 (or higher amount if increased pursuant to subparagraph 9.2(b) below) set forth in Section 9.1 of this Article shall be automatically increased and the liability insurance shall be amended to reflect such higher amount. In the event the Commissions fail to obtain and maintain the insurance required by this Section for any reason (including the unavailability of such insurance), then either party shall have the right to terminate this Agreement by delivery of written notice to the other.

(b) On September 1, 1996, and every two years thereafter during the term of this Agreement, as provided herein or as extended, the parties hereto will review and evaluate the number and cost of claims which have been made against the insurance carried by the Commissions, the actual and potential liabilities incurred by the Commissions for death, personal injury or property damage, any relevant judicial decisions, inflation and current trends in the cost of tort claims, and the likelihood and potential cost of future claims. Based on this review and evaluation, the parties will determine whether there are reasonable grounds to increase the limit of the Commissions' liability under Subsection 9.1(a) or to increase the limits and expand the coverage of the insurance required to be carried by

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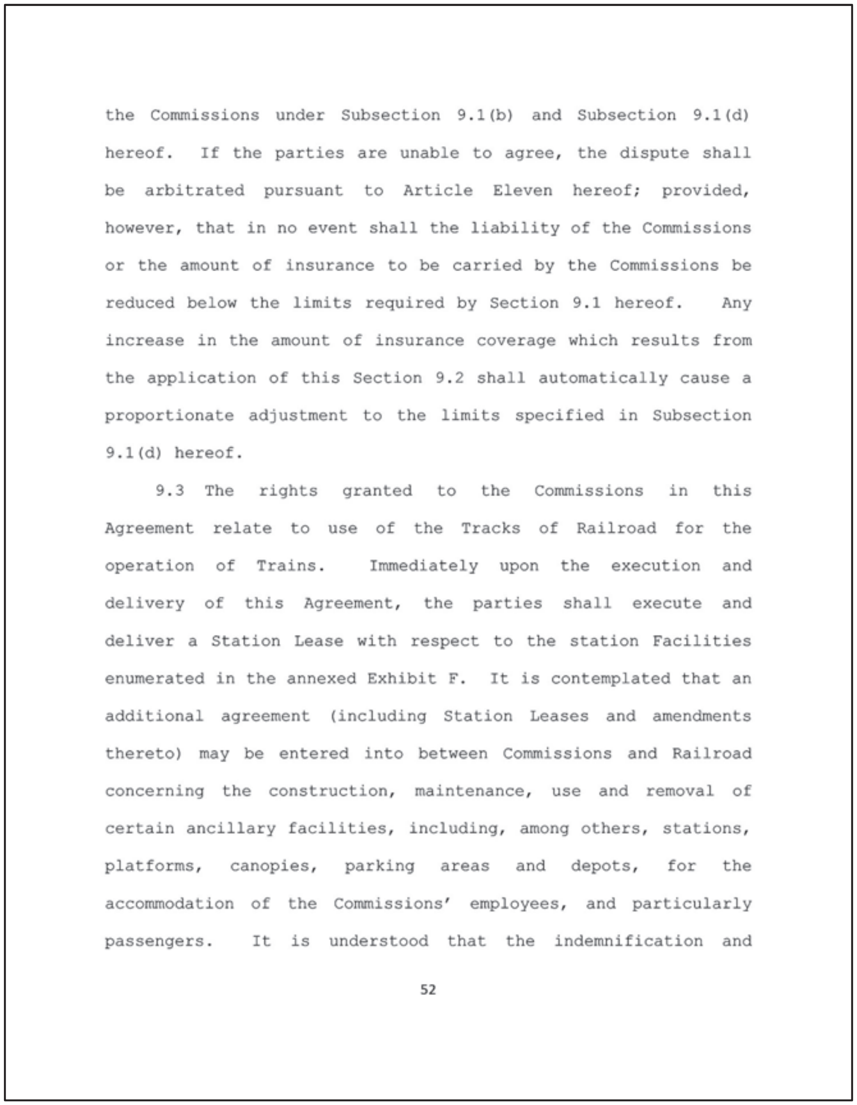

the Commissions under Subsection 9.1(b) and Subsection 9.1(d) hereof. If the parties are unable to agree, the dispute shall be arbitrated pursuant to Article Eleven hereof; provided, however, that in no event shall the liability of the Commissions or the amount of insurance to be carried by the Commissions be reduced below the limits required by Section 9.1 hereof. Any increase in the amount of insurance coverage which results from the application of this Section 9.2 shall automatically cause a proportionate adjustment to the limits specified in Subsection 9.1(d) hereof.

9.3 The rights granted to the Commissions in this Agreement relate to use of the Tracks of Railroad for the operation of Trains. Immediately upon the execution and delivery of this Agreement, the parties shall execute and deliver a Station Lease with respect to the station Facilities enumerated in the annexed Exhibit F. It is contemplated that an additional agreement (including Station Leases and amendments thereto) may be entered into between Commissions and Railroad concerning the construction, maintenance, use and removal of certain ancillary facilities, including, among others, stations, platforms, canopies, parking areas and depots, for the accommodation of the Commissions' employees, and particularly passengers. It is understood that the indemnification and

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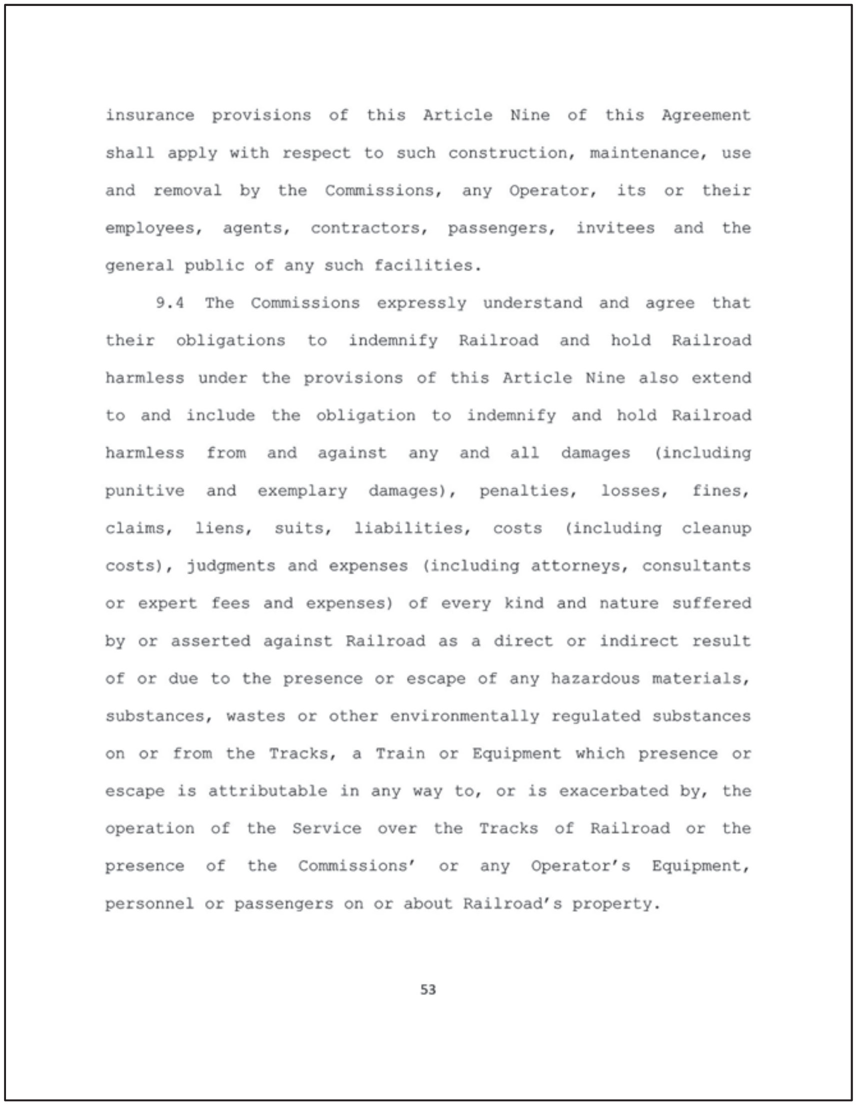

insurance provisions of this Article Nine of this Agreement shall apply with respect to such construction, maintenance, use and removal by the Commissions, any Operator, its or their employees, agents, contractors, passengers, invitees and the general public of any such facilities.

9.4 The Commissions expressly understand and agree that their obligations to indemnify Railroad and hold Railroad harmless under the provisions of this Article Nine also extend to and include the obligation to indemnify and hold Railroad harmless from and against any and all damages (including punitive and exemplary damages), penalties, losses, fines, claims, liens, suits, liabilities, costs (including cleanup costs), judgments and expenses (including attorneys, consultants or expert fees and expenses) of every kind and nature suffered by or asserted against Railroad as a direct or indirect result of or due to the presence or escape of any hazardous materials, substances, wastes or other environmentally regulated substances on or from the Tracks, a Train or Equipment which presence or escape is attributable in any way to, or is exacerbated by, the operation of the Service over the Tracks of Railroad or the presence of the Commissions' or any Operator's Equipment, personnel or passengers on or about Railroad's property.

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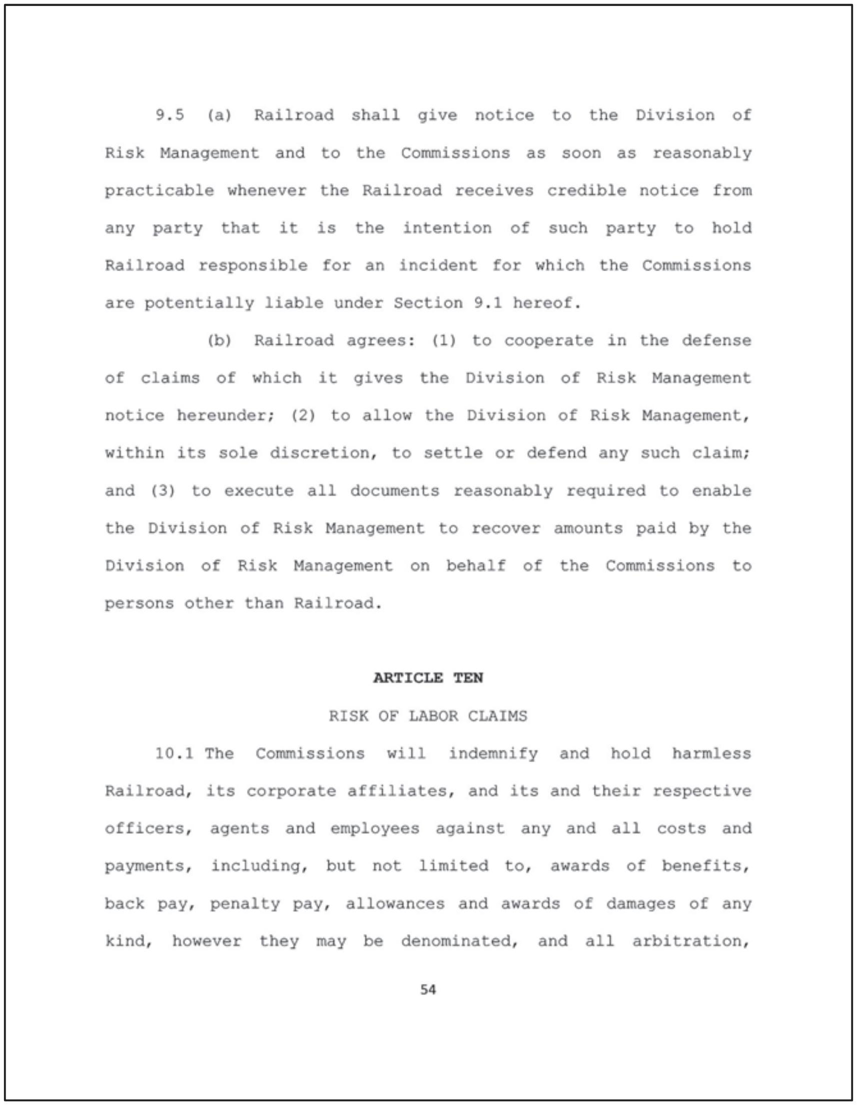

9.5 (a) Railroad shall give notice to the Division of Risk Management and to the Commissions as soon as reasonably practicable whenever the Railroad receives credible notice from any party that it is the intention of such party to hold Railroad responsible for an incident for which the Commissions are potentially liable under Section 9.1 hereof.

(b) Railroad agrees: (1) to cooperate in the defense of claims of which it gives the Division of Risk Management notice hereunder; (2) to allow the Division of Risk Management, within its sole discretion, to settle or defend any such claim; and (3) to execute all documents reasonably required to enable the Division of Risk Management to recover amounts paid by the Division of Risk Management on behalf of the Commissions to persons other than Railroad.

ARTICLE TEN

RISK OF LABOR CLAIMS

10.1 The Commissions will indemnify and hold harmless Railroad, its corporate affiliates, and its and their respective officers, agents and employees against any and all costs and payments, including, but not limited to, awards of benefits, back pay, penalty pay, allowances and awards of damages of any kind, however they may be denominated, and all arbitration,

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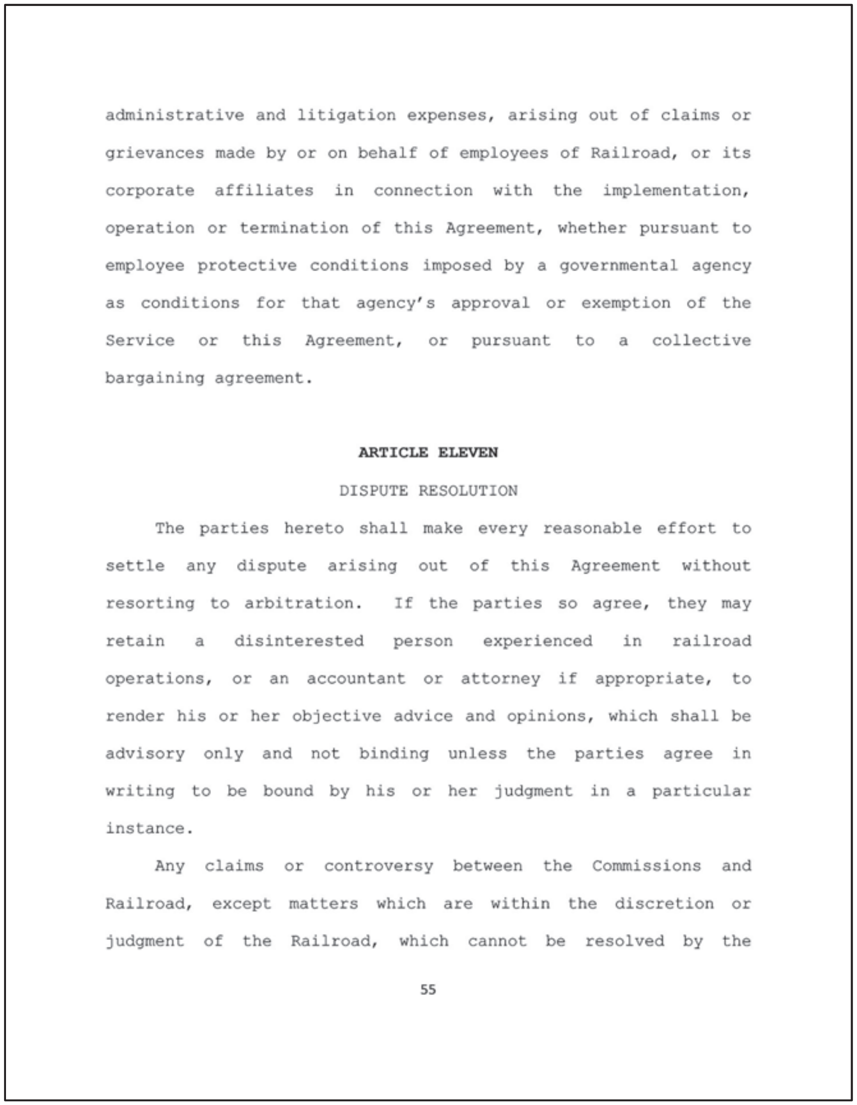

administrative and litigation expenses, arising out of claims or grievances made by or on behalf of employees of Railroad, or its corporate affiliates in connection with the implementation, operation or termination of this Agreement, whether pursuant to employee protective conditions imposed by a governmental agency as conditions for that agency's approval or exemption of the Service or this Agreement, or pursuant to a collective bargaining agreement.

ARTICLE ELEVEN

DISPUTE RESOLUTION

The parties hereto shall make every reasonable effort to settle any dispute arising out of this Agreement without resorting to arbitration. If the parties so agree, they may retain a disinterested person experienced in railroad operations, or an accountant or attorney if appropriate, to render his or her objective advice and opinions, which shall be advisory only and not binding unless the parties agree in writing to be bound by his or her judgment in a particular instance.

Any claims or controversy between the Commissions and Railroad, except matters which are within the discretion or judgment of the Railroad, which cannot be resolved by the

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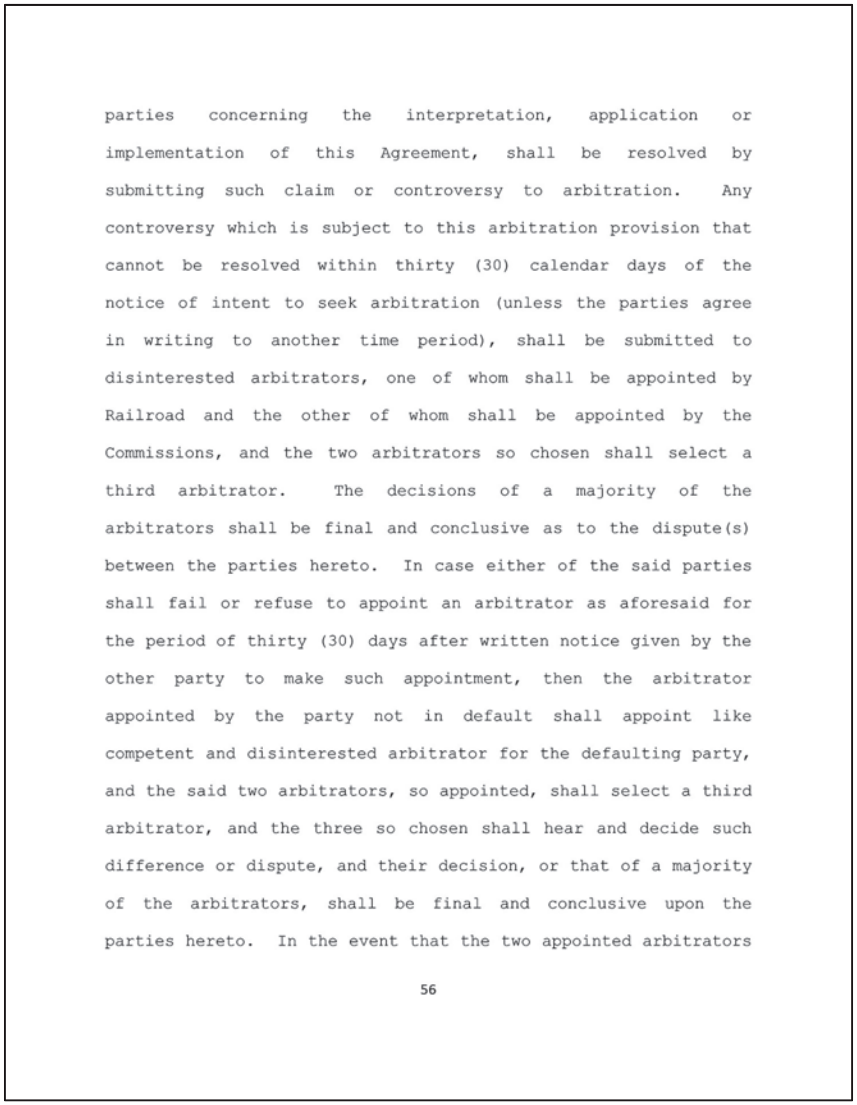

parties concerning the interpretation, application or implementation of this Agreement, shall be resolved by submitting such claim or controversy to arbitration. Any controversy which is subject to this arbitration provision that cannot be resolved within thirty (30) calendar days of the notice of intent to seek arbitration (unless the parties agree in writing to another time period), shall be submitted to disinterested arbitrators, one of whom shall be appointed by Railroad and the other of whom shall be appointed by the Commissions, and the two arbitrators so chosen shall select a third arbitrator. The decisions of a majority of the arbitrators shall be final and conclusive as to the dispute(s) between the parties hereto. In case either of the said parties shall fail or refuse to appoint an arbitrator as aforesaid for the period of thirty (30) days after written notice given by the other party to make such appointment, then the arbitrator appointed by the party not in default shall appoint like competent and disinterested arbitrator for the defaulting party, and the said two arbitrators, so appointed, shall select a third arbitrator, and the three so chosen shall hear and decide such difference or dispute, and their decision, or that of a majority of the arbitrators, shall be final and conclusive upon the parties hereto. In the event that the two appointed arbitrators

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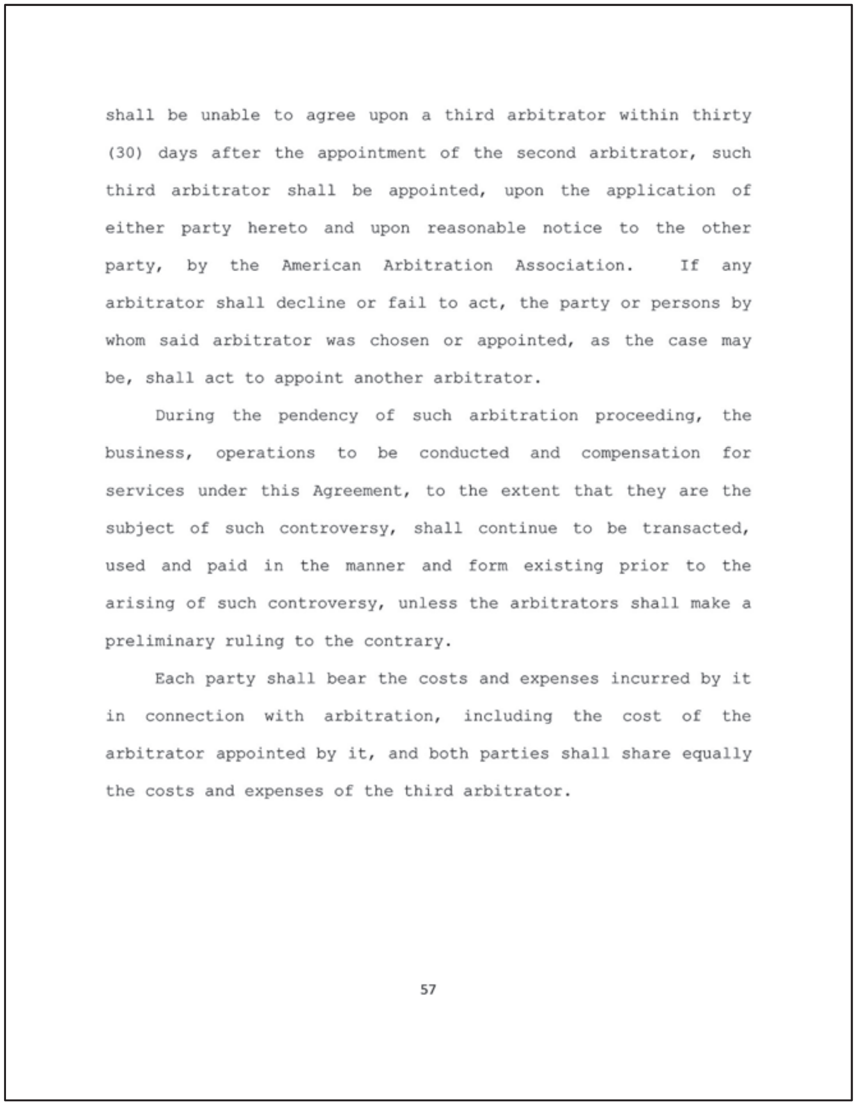

shall be unable to agree upon a third arbitrator within thirty (30) days after the appointment of the second arbitrator, such third arbitrator shall be appointed, upon the application of either party hereto and upon reasonable notice to the other party, by the American Arbitration Association. If any arbitrator shall decline or fail to act, the party or persons by whom said arbitrator was chosen or appointed, as the case may be, shall act to appoint another arbitrator.

During the pendency of such arbitration proceeding, the business, operations to be conducted and compensation for services under this Agreement, to the extent that they are the subject of such controversy, shall continue to be transacted, used and paid in the manner and form existing prior to the arising of such controversy, unless the arbitrators shall make a preliminary ruling to the contrary.

Each party shall bear the costs and expenses incurred by it in connection with arbitration, including the cost of the arbitrator appointed by it, and both parties shall share equally the costs and expenses of the third arbitrator.

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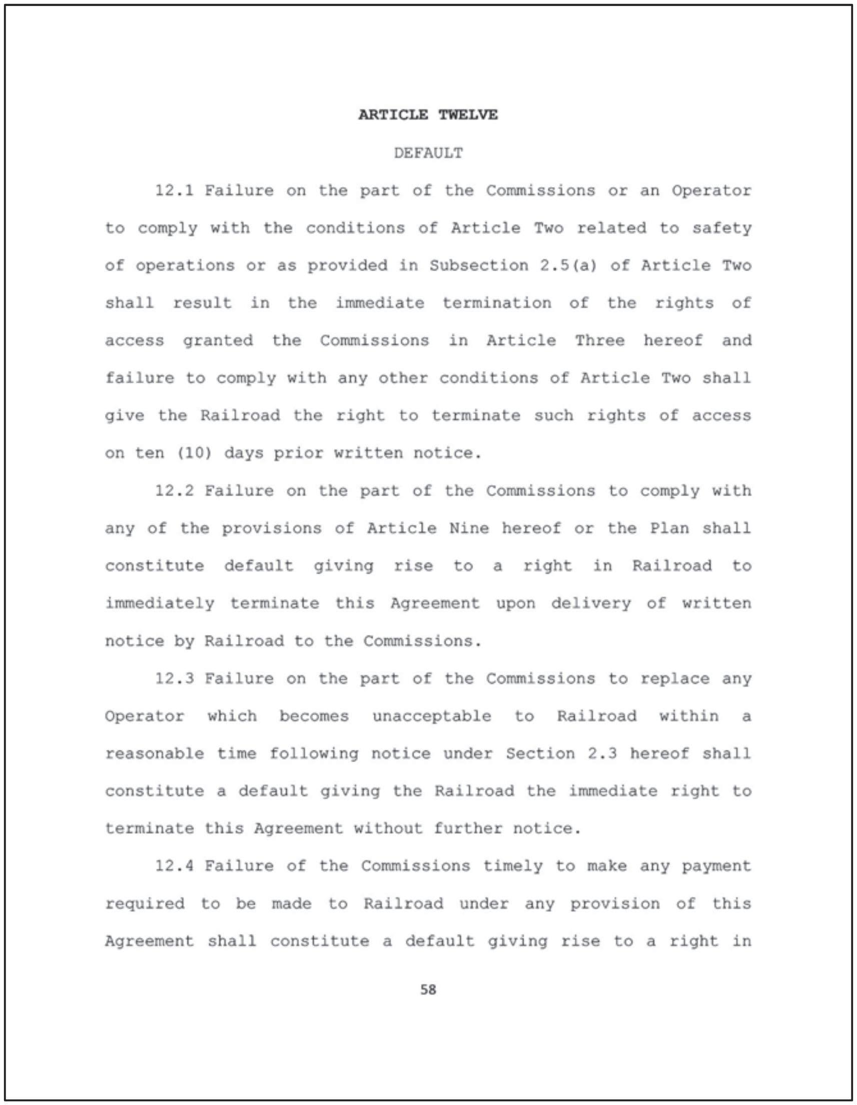


ARTICLE TWELVE

DEFAULT

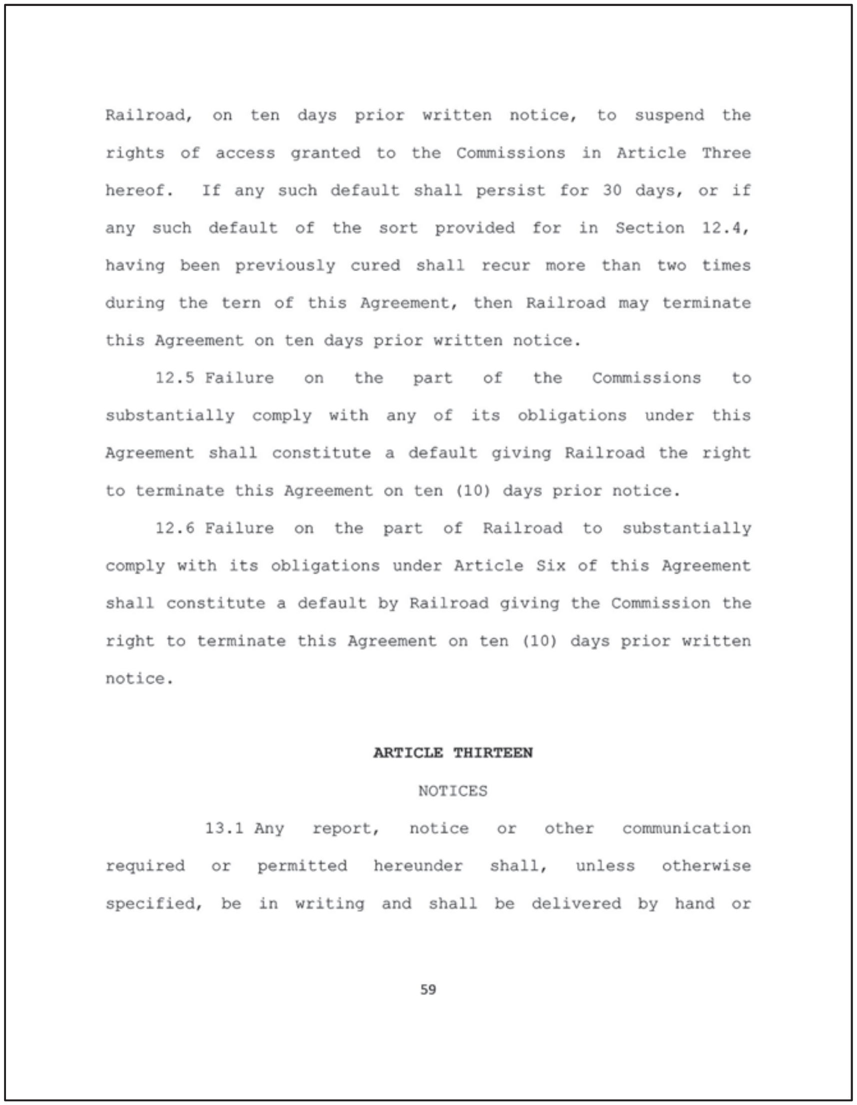
12.1 Failure on the part of the Commissions or an Operator to comply with the conditions of Article Two related to safety of operations or as provided in Subsection 2.5(a) of Article Two shall result in the immediate termination of the rights of access granted the Commissions in Article Three hereof and failure to comply with any other conditions of Article Two shall give the Railroad the right to terminate such rights of access on ten (10) days prior written notice.

12.2 Failure on the part of the Commissions to comply with any of the provisions of Article Nine hereof or the Plan shall constitute default giving rise to a right in Railroad to immediately terminate this Agreement upon delivery of written notice by Railroad to the Commissions.

12.3 Failure on the part of the Commissions to replace any Operator which becomes unacceptable to Railroad within a reasonable time following notice under Section 2.3 hereof shall constitute a default giving the Railroad the immediate right to terminate this Agreement without further notice.

12.4 Failure of the Commissions timely to make any payment required to be made to Railroad under any provision of this Agreement shall constitute a default giving rise to a right in

CSXT (continued)



Railroad, on ten days prior written notice, to suspend the rights of access granted to the Commissions in Article Three hereof. If any such default shall persist for 30 days, or if any such default of the sort provided for in Section 12.4, having been previously cured shall recur more than two times during the tern of this Agreement, then Railroad may terminate this Agreement on ten days prior written notice.

12.5 Failure on the part of the Commissions to substantially comply with any of its obligations under this Agreement shall constitute a default giving Railroad the right to terminate this Agreement on ten (10) days prior notice.

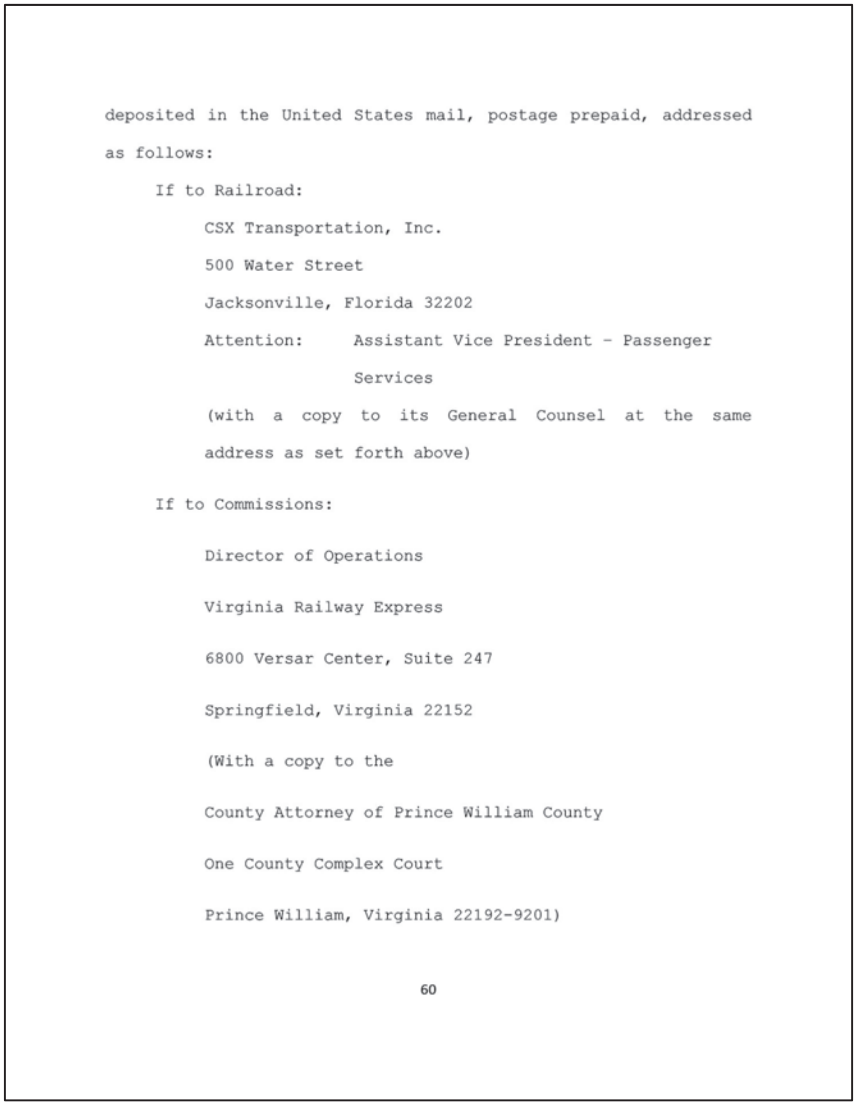
12.6 Failure on the part of Railroad to substantially comply with its obligations under Article Six of this Agreement shall constitute a default by Railroad giving the Commission the right to terminate this Agreement on ten (10) days prior written notice.

ARTICLE THIRTEEN

NOTICES

13.1 Any report, notice or other communication required or permitted hereunder shall, unless otherwise specified, be in writing and shall be delivered by hand or

CSXT (continued)



deposited in the United States mail, postage prepaid, addressed as follows:

If to Railroad:

CSX Transportation, Inc.
500 Water Street
Jacksonville, Florida 32202
Attention: Assistant Vice President – Passenger Services
(with a copy to its General Counsel at the same address as set forth above)

If to Commissions:

Director of Operations

Virginia Railway Express

6800 Versar Center, Suite 247

Springfield, Virginia 22152

(With a copy to the

County Attorney of Prince William County

One County Complex Court

Prince William, Virginia 22192-9201)

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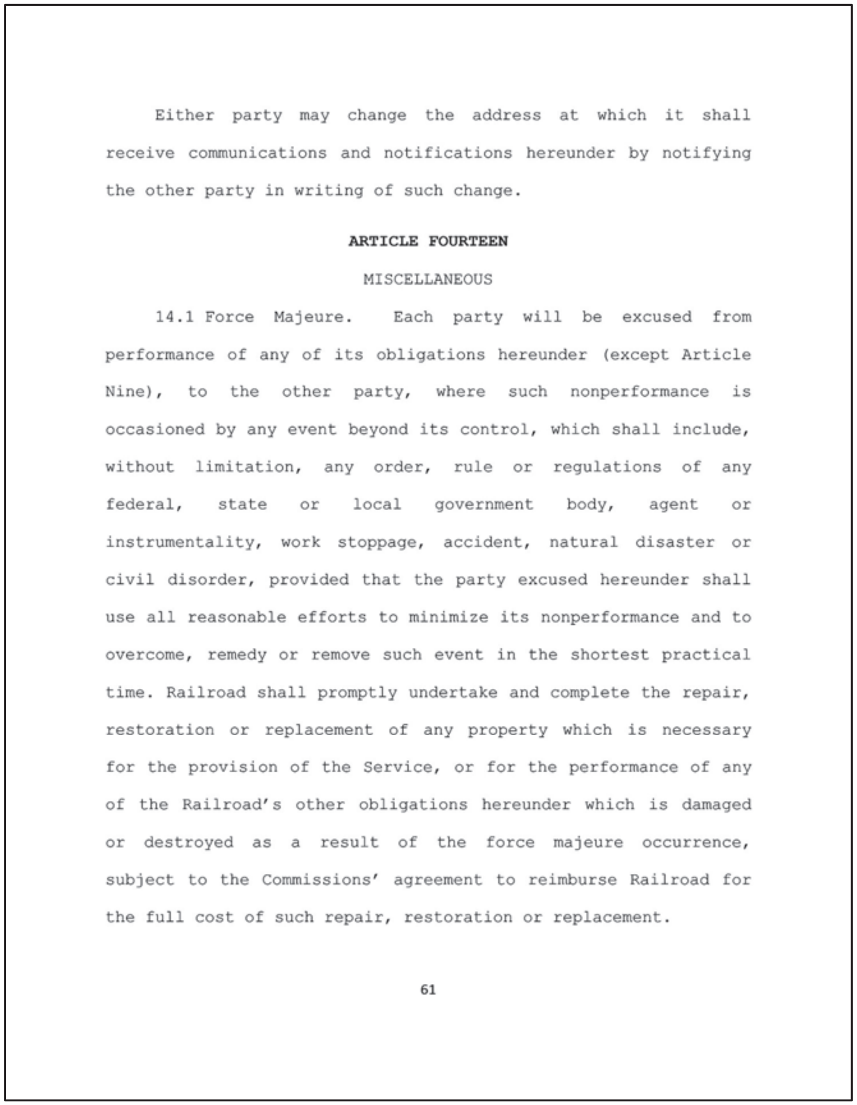

Either party may change the address at which it shall receive communications and notifications hereunder by notifying the other party in writing of such change.

ARTICLE FOURTEEN

MISCELLANEOUS

14.1 Force Majeure. Each party will be excused from performance of any of its obligations hereunder (except Article Nine), to the other party, where such nonperformance is occasioned by any event beyond its control, which shall include, without limitation, any order, rule or regulations of any federal, state or local government body, agent or instrumentality, work stoppage, accident, natural disaster or civil disorder, provided that the party excused hereunder shall use all reasonable efforts to minimize its nonperformance and to overcome, remedy or remove such event in the shortest practical time. Railroad shall promptly undertake and complete the repair, restoration or replacement of any property which is necessary for the provision of the Service, or for the performance of any of the Railroad's other obligations hereunder which is damaged or destroyed as a result of the force majeure occurrence, subject to the Commissions' agreement to reimburse Railroad for the full cost of such repair, restoration or replacement.

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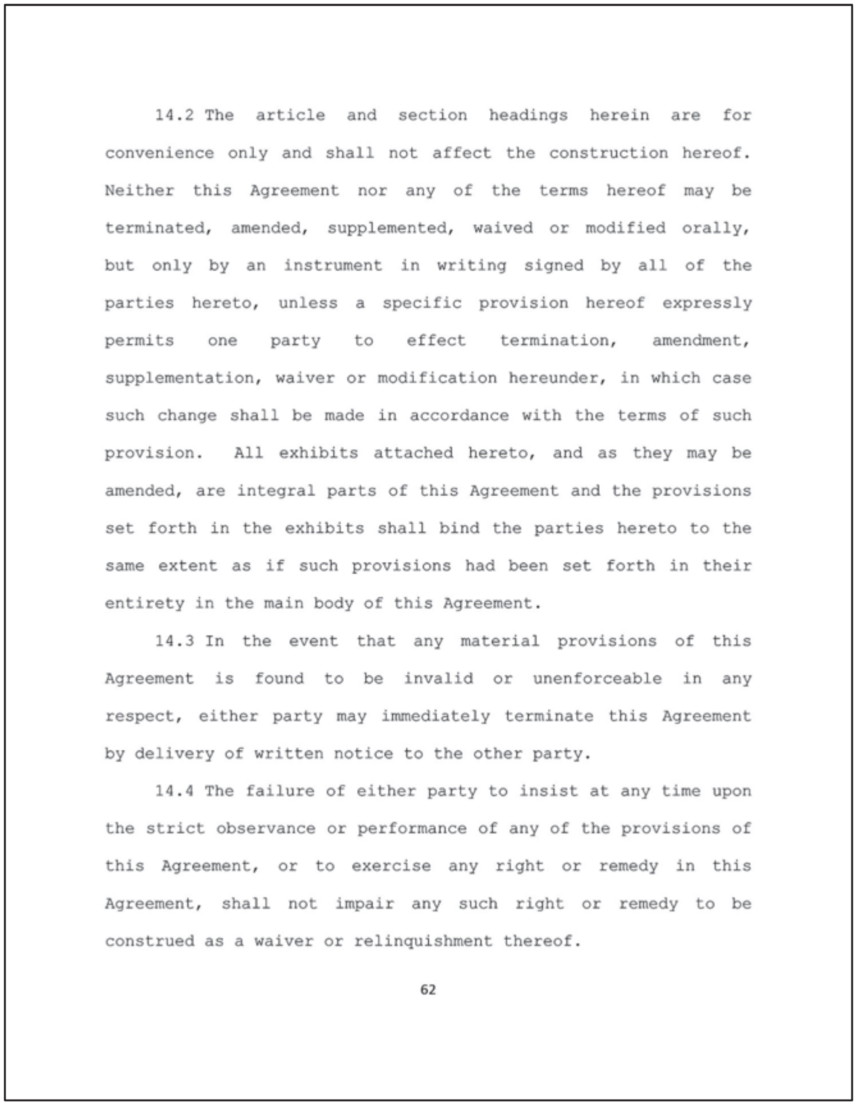

14.2 The article and section headings herein are for convenience only and shall not affect the construction hereof. Neither this Agreement nor any of the terms hereof may be terminated, amended, supplemented, waived or modified orally, but only by an instrument in writing signed by all of the parties hereto, unless a specific provision hereof expressly permits one party to effect termination, amendment, supplementation, waiver or modification hereunder, in which case such change shall be made in accordance with the terms of such provision. All exhibits attached hereto, and as they may be amended, are integral parts of this Agreement and the provisions set forth in the exhibits shall bind the parties hereto to the same extent as if such provisions had been set forth in their entirety in the main body of this Agreement.

14.3 In the event that any material provisions of this Agreement is found to be invalid or unenforceable in any respect, either party may immediately terminate this Agreement by delivery of written notice to the other party.

14.4 The failure of either party to insist at any time upon the strict observance or performance of any of the provisions of this Agreement, or to exercise any right or remedy in this Agreement, shall not impair any such right or remedy to be construed as a waiver or relinquishment thereof.

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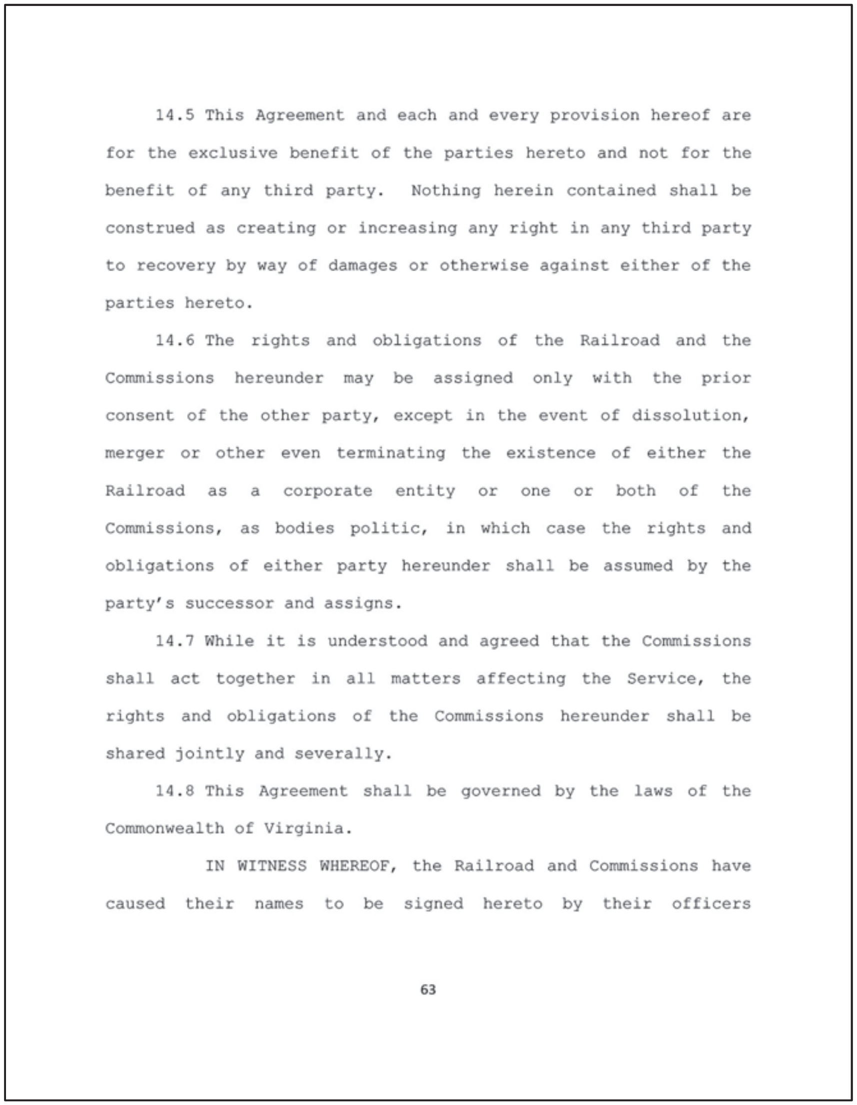


14.5 This Agreement and each and every provision hereof are for the exclusive benefit of the parties hereto and not for the benefit of any third party. Nothing herein contained shall be construed as creating or increasing any right in any third party to recovery by way of damages or otherwise against either of the parties hereto.

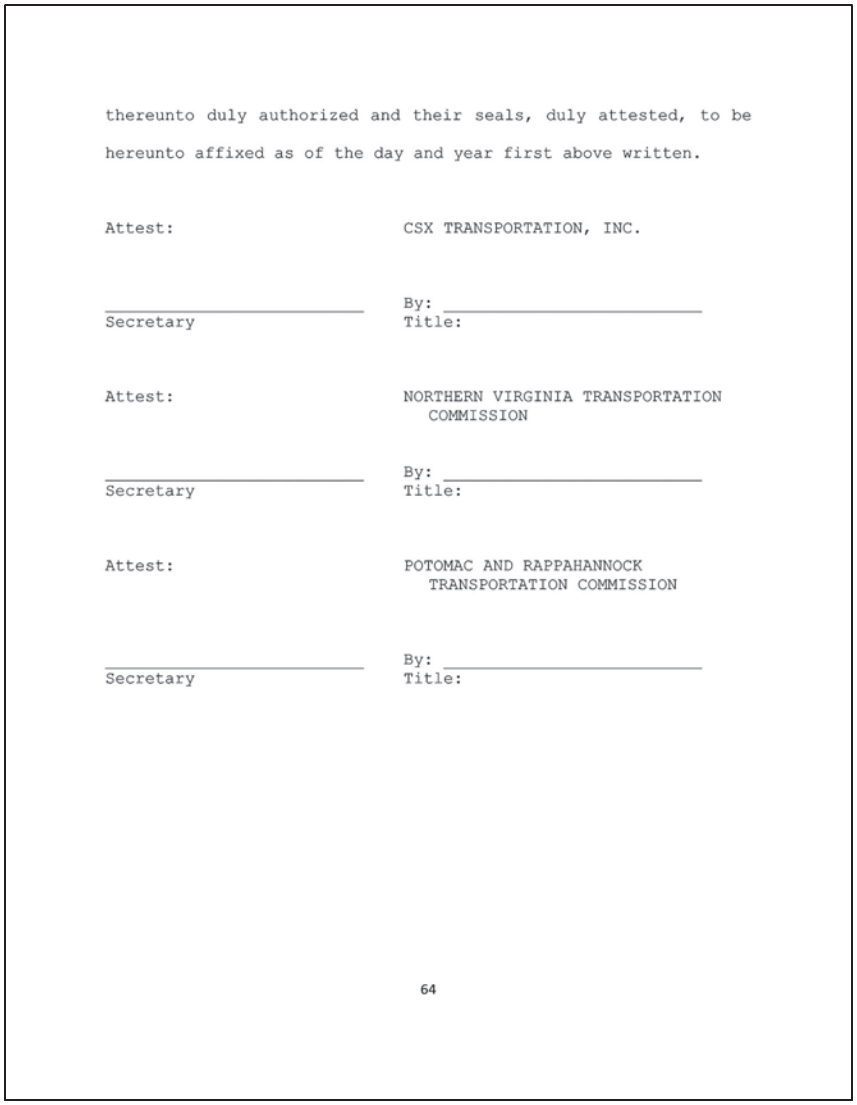
14.6 The rights and obligations of the Railroad and the Commissions hereunder may be assigned only with the prior consent of the other party, except in the event of dissolution, merger or other even terminating the existence of either the Railroad as a corporate entity or one or both of the Commissions, as bodies politic, in which case the rights and obligations of either party hereunder shall be assumed by the party's successor and assigns.

14.7 While it is understood and agreed that the Commissions shall act together in all matters affecting the Service, the rights and obligations of the Commissions hereunder shall be shared jointly and severally.

14.8 This Agreement shall be governed by the laws of the Commonwealth of Virginia.

IN WITNESS WHEREOF, the Railroad and Commissions have caused their names to be signed hereto by their officers

CSXT (continued)



thereunto duly authorized and their seals, duly attested, to be hereunto affixed as of the day and year first above written.

Attest:	CSX TRANSPORTATION, INC.
______________________ Secretary	By: ______________________ Title:
Attest:	NORTHERN VIRGINIA TRANSPORTATION COMMISSION
______________________ Secretary	By: ______________________ Title:
Attest:	POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION
______________________ Secretary	By: ______________________ Title:

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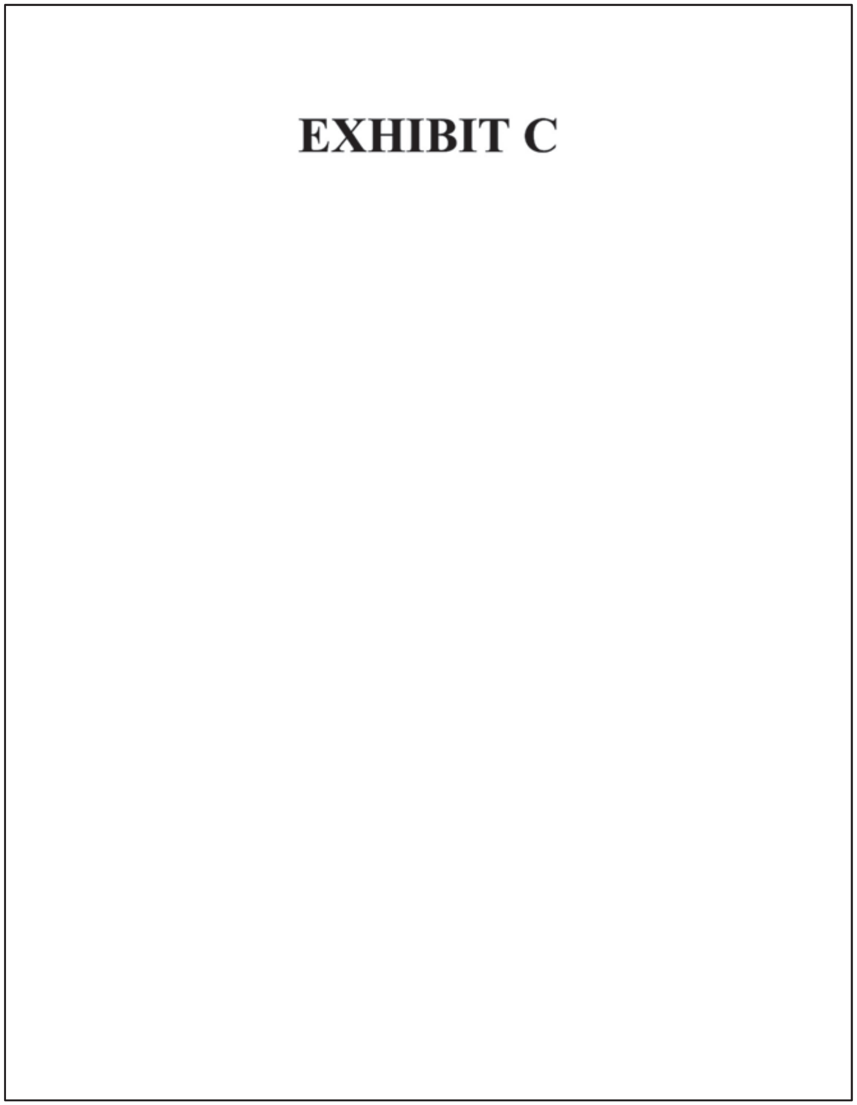
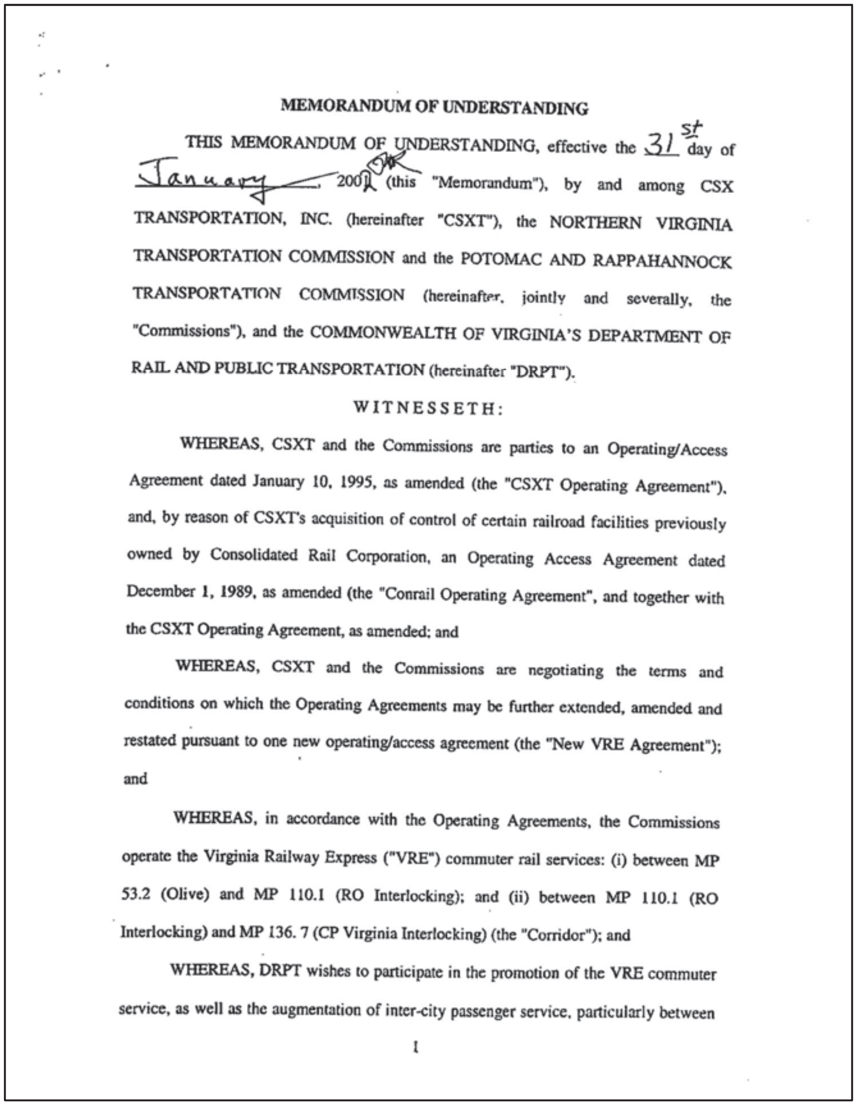


EXHIBIT C

CSXT (continued)



MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING, effective the 31st day of January, 2002 (this "Memorandum"), by and among CSX TRANSPORTATION, INC. (hereinafter "CSXT"), the NORTHERN VIRGINIA TRANSPORTATION COMMISSION and the POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION (hereinafter, jointly and severally, the "Commissions"), and the COMMONWEALTH OF VIRGINIA'S DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (hereinafter "DRPT").

WITNESSETH:

WHEREAS, CSXT and the Commissions are parties to an Operating/Access Agreement dated January 10, 1995, as amended (the "CSXT Operating Agreement"), and, by reason of CSXT's acquisition of control of certain railroad facilities previously owned by Consolidated Rail Corporation, an Operating Access Agreement dated December 1, 1989, as amended (the "Conrail Operating Agreement", and together with the CSXT Operating Agreement, as amended; and

WHEREAS, CSXT and the Commissions are negotiating the terms and conditions on which the Operating Agreements may be further extended, amended and restated pursuant to one new operating/access agreement (the "New VRE Agreement"); and

WHEREAS, in accordance with the Operating Agreements, the Commissions operate the Virginia Railway Express ("VRE") commuter rail services: (i) between MP 53.2 (Olive) and MP 110.1 (RO Interlocking); and (ii) between MP 110.1 (RO Interlocking) and MP 136. 7 (CP Virginia Interlocking) (the "Corridor"); and

WHEREAS, DRPT wishes to participate in the promotion of the VRE commuter service, as well as the augmentation of inter-city passenger service, particularly between

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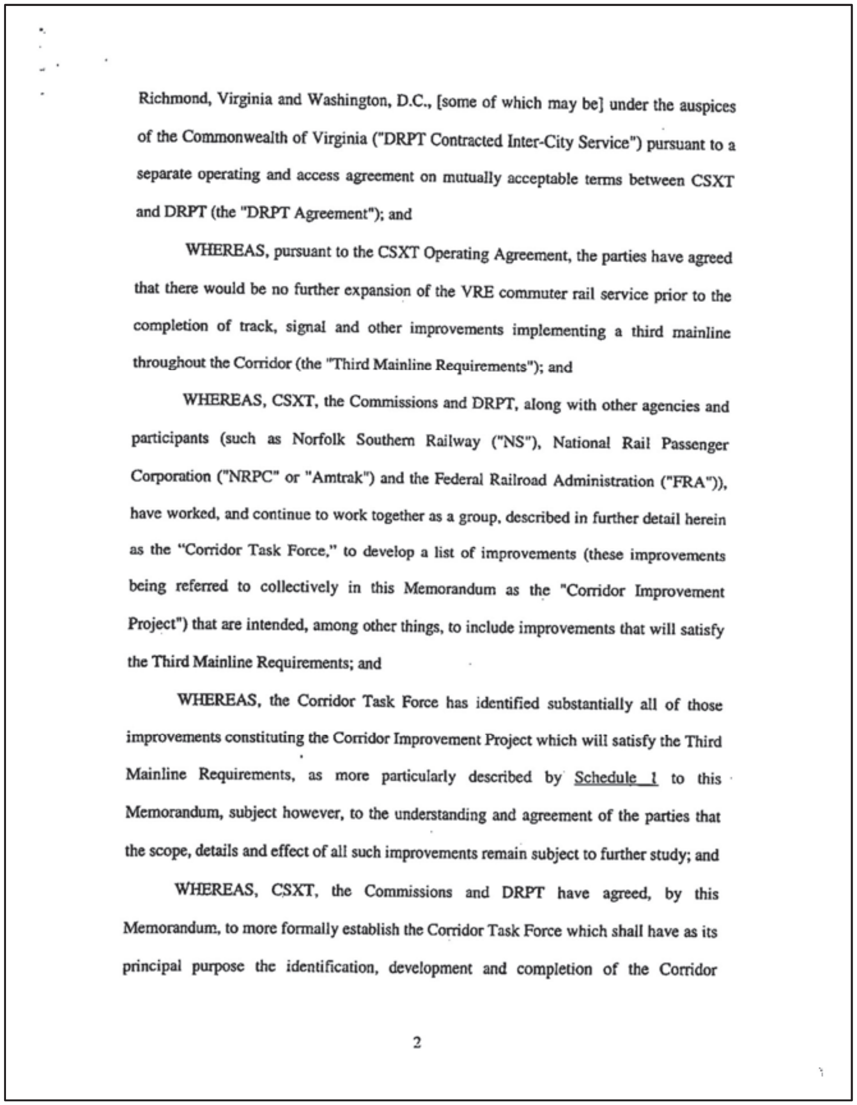

Richmond, Virginia and Washington, D.C., [some of which may be] under the auspices of the Commonwealth of Virginia ("DRPT Contracted Inter-City Service") pursuant to a separate operating and access agreement on mutually acceptable terms between CSXT and DRPT (the "DRPT Agreement"); and

WHEREAS, pursuant to the CSXT Operating Agreement, the parties have agreed that there would be no further expansion of the VRE commuter rail service prior to the completion of track, signal and other improvements implementing a third mainline throughout the Corridor (the "Third Mainline Requirements"); and

WHEREAS, CSXT, the Commissions and DRPT, along with other agencies and participants (such as Norfolk Southern Railway ("NS"), National Rail Passenger Corporation ("NRPC" or "Amtrak") and the Federal Railroad Administration ("FRA")), have worked, and continue to work together as a group, described in further detail herein as the "Corridor Task Force," to develop a list of improvements (these improvements being referred to collectively in this Memorandum as the "Corridor Improvement Project") that are intended, among other things, to include improvements that will satisfy the Third Mainline Requirements; and

WHEREAS, the Corridor Task Force has identified substantially all of those improvements constituting the Corridor Improvement Project which will satisfy the Third Mainline Requirements, as more particularly described by Schedule 1 to this Memorandum, subject however, to the understanding and agreement of the parties that the scope, details and effect of all such improvements remain subject to further study; and

WHEREAS, CSXT, the Commissions and DRPT have agreed, by this Memorandum, to more formally establish the Corridor Task Force which shall have as its principal purpose the identification, development and completion of the Corridor

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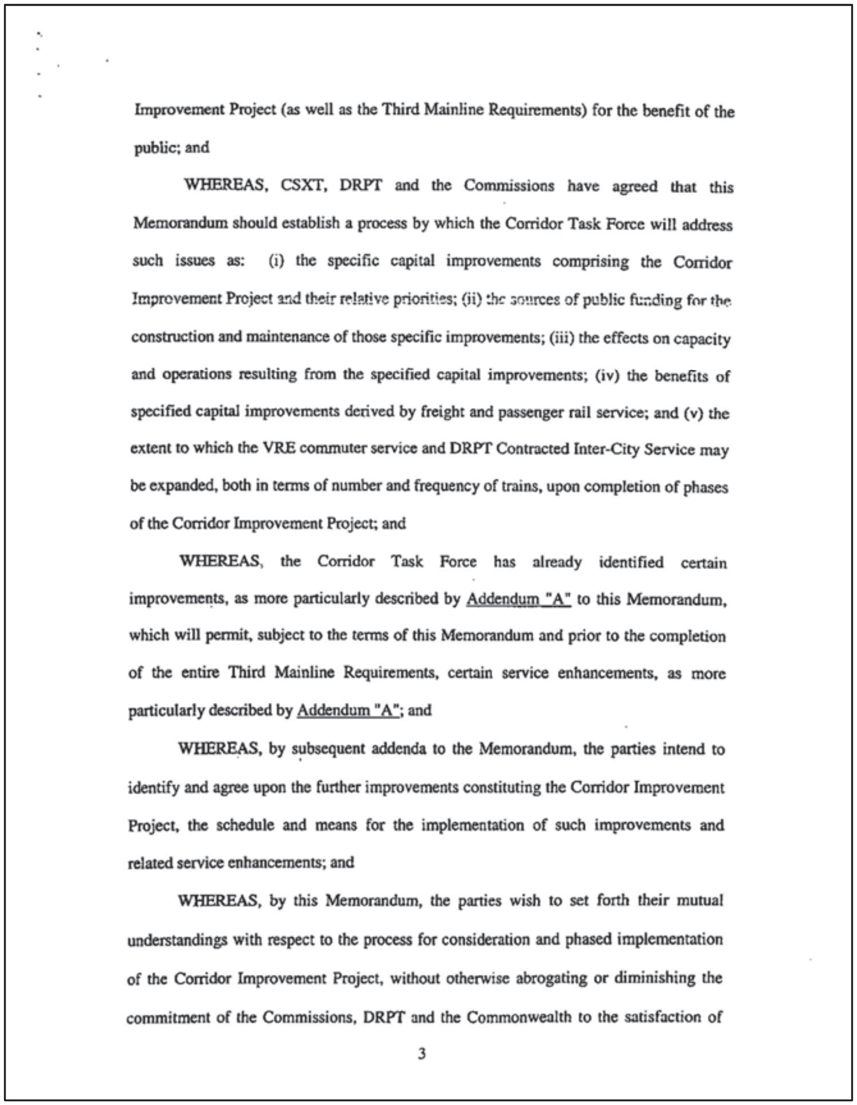
CSXT (continued)



Improvement Project (as well as the Third Mainline Requirements) for the benefit of the public; and

WHEREAS, CSXT, DRPT and the Commissions have agreed that this Memorandum should establish a process by which the Corridor Task Force will address such issues as: (i) the specific capital improvements comprising the Corridor Improvement Project and their relative priorities; (ii) the sources of public funding for the construction and maintenance of those specific improvements; (iii) the effects on capacity and operations resulting from the specified capital improvements; (iv) the benefits of specified capital improvements derived by freight and passenger rail service; and (v) the extent to which the VRE commuter service and DRPT Contracted Inter-City Service may be expanded, both in terms of number and frequency of trains, upon completion of phases of the Corridor Improvement Project; and

WHEREAS, the Corridor Task Force has already identified certain improvements, as more particularly described by Addendum "A" to this Memorandum, which will permit, subject to the terms of this Memorandum and prior to the completion of the entire Third Mainline Requirements, certain service enhancements, as more particularly described by Addendum "A"; and

WHEREAS, by subsequent addenda to the Memorandum, the parties intend to identify and agree upon the further improvements constituting the Corridor Improvement Project, the schedule and means for the implementation of such improvements and related service enhancements; and

WHEREAS, by this Memorandum, the parties wish to set forth their mutual understandings with respect to the process for consideration and phased implementation of the Corridor Improvement Project, without otherwise abrogating or diminishing the commitment of the Commissions, DRPT and the Commonwealth to the satisfaction of

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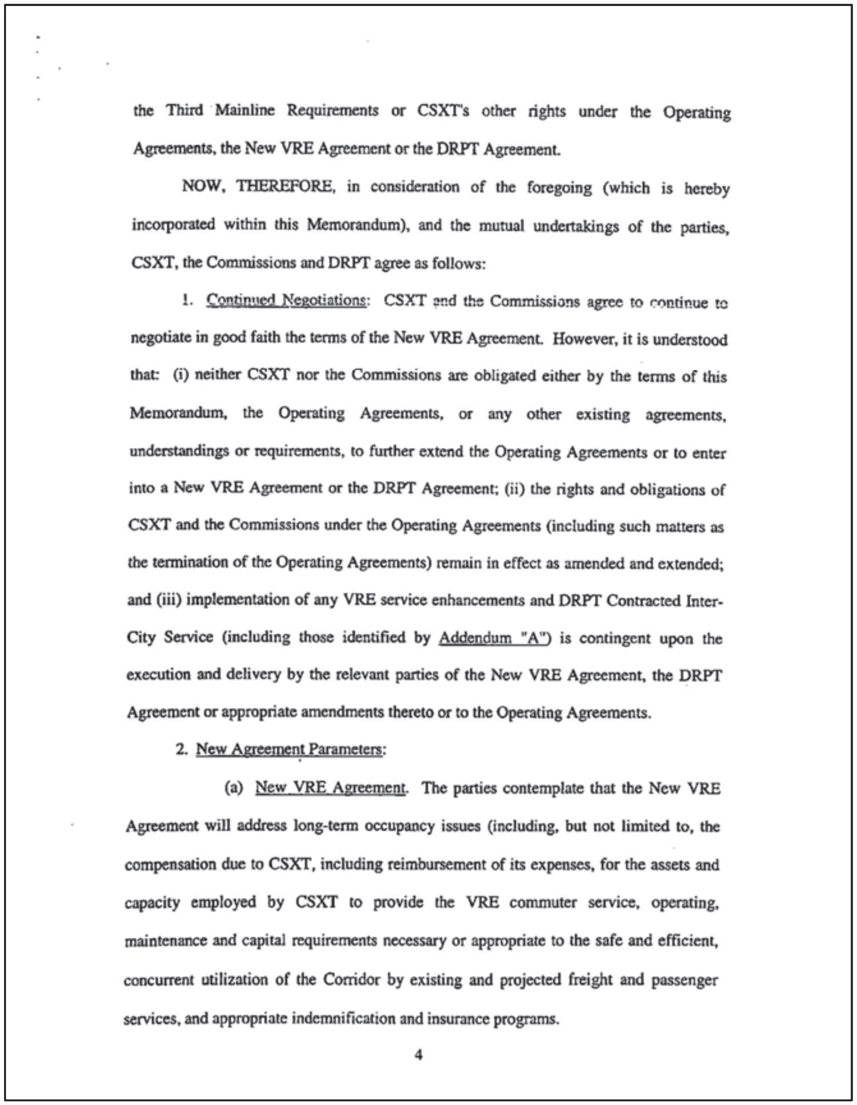
CSXT (continued)



the Third Mainline Requirements or CSXT's other rights under the Operating Agreements, the New VRE Agreement or the DRPT Agreement.

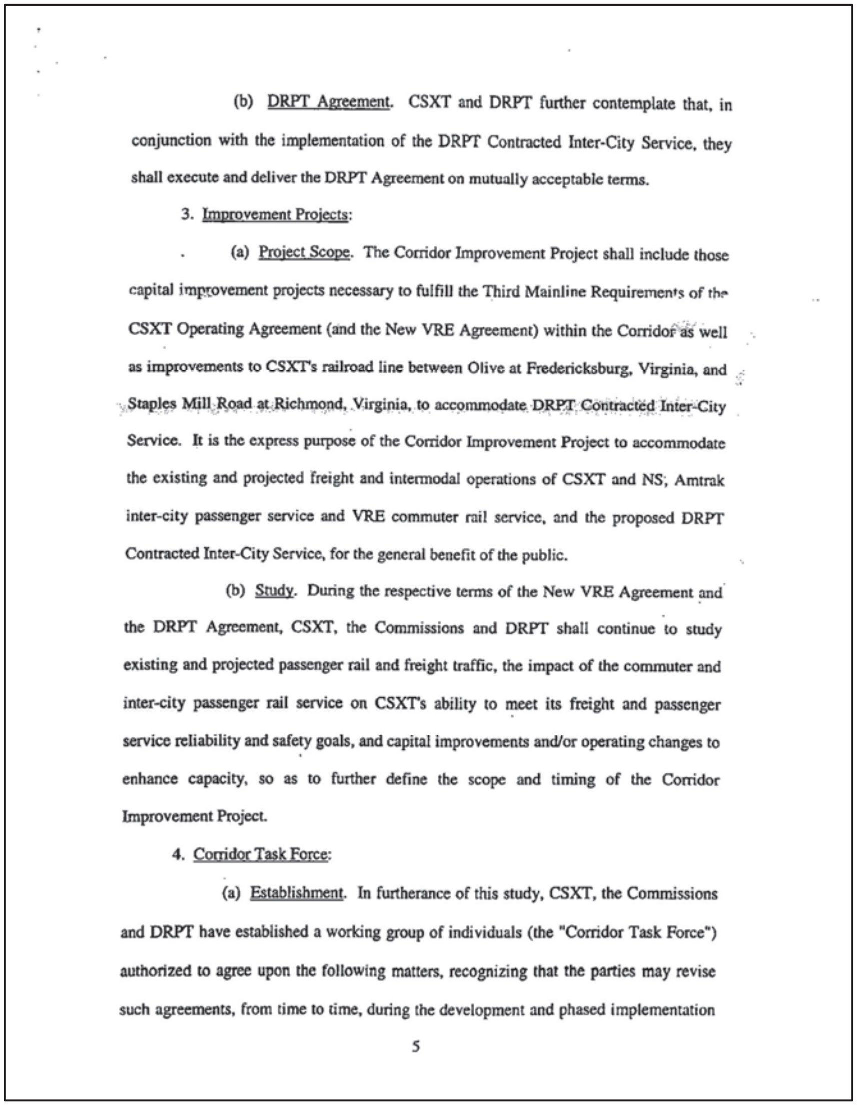
NOW, THEREFORE, in consideration of the foregoing (which is hereby incorporated within this Memorandum), and the mutual undertakings of the parties, CSXT, the Commissions and DRPT agree as follows:

1. Continued Negotiations: CSXT and the Commissions agree to continue to negotiate in good faith the terms of the New VRE Agreement. However, it is understood that: (i) neither CSXT nor the Commissions are obligated either by the terms of this Memorandum, the Operating Agreements, or any other existing agreements, understandings or requirements, to further extend the Operating Agreements or to enter into a New VRE Agreement or the DRPT Agreement; (ii) the rights and obligations of CSXT and the Commissions under the Operating Agreements (including such matters as the termination of the Operating Agreements) remain in effect as amended and extended; and (iii) implementation of any VRE service enhancements and DRPT Contracted Inter-City Service (including those identified by Addendum "A") is contingent upon the execution and delivery by the relevant parties of the New VRE Agreement, the DRPT Agreement or appropriate amendments thereto or to the Operating Agreements.

2. New Agreement Parameters:

(a) New VRE Agreement. The parties contemplate that the New VRE Agreement will address long-term occupancy issues (including, but not limited to, the compensation due to CSXT, including reimbursement of its expenses, for the assets and capacity employed by CSXT to provide the VRE commuter service, operating, maintenance and capital requirements necessary or appropriate to the safe and efficient, concurrent utilization of the Corridor by existing and projected freight and passenger services, and appropriate indemnification and insurance programs.

CSXT (continued)



(b) DRPT Agreement. CSXT and DRPT further contemplate that, in conjunction with the implementation of the DRPT Contracted Inter-City Service, they shall execute and deliver the DRPT Agreement on mutually acceptable terms.

3. Improvement Projects:

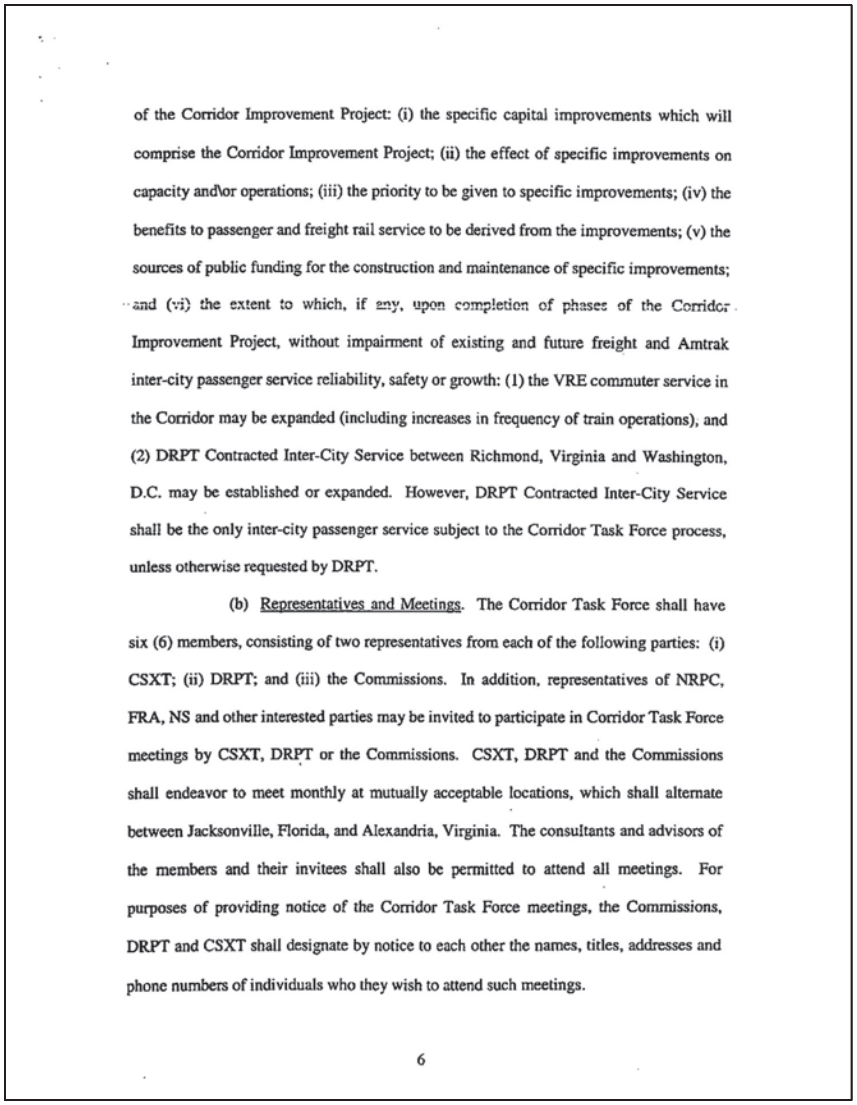
(a) Project Scope. The Corridor Improvement Project shall include those capital improvement projects necessary to fulfill the Third Mainline Requirements of the CSXT Operating Agreement (and the New VRE Agreement) within the Corridor as well as improvements to CSXT's railroad line between Olive at Fredericksburg, Virginia, and Staples Mill Road at Richmond, Virginia, to accommodate DRPT Contracted Inter-City Service. It is the express purpose of the Corridor Improvement Project to accommodate the existing and projected freight and intermodal operations of CSXT and NS; Amtrak inter-city passenger service and VRE commuter rail service, and the proposed DRPT Contracted Inter-City Service, for the general benefit of the public.

(b) Study. During the respective terms of the New VRE Agreement and the DRPT Agreement, CSXT, the Commissions and DRPT shall continue to study existing and projected passenger rail and freight traffic, the impact of the commuter and inter-city passenger rail service on CSXT's ability to meet its freight and passenger service reliability and safety goals, and capital improvements and/or operating changes to enhance capacity, so as to further define the scope and timing of the Corridor Improvement Project.

4. Corridor Task Force:

(a) Establishment. In furtherance of this study, CSXT, the Commissions and DRPT have established a working group of individuals (the "Corridor Task Force") authorized to agree upon the following matters, recognizing that the parties may revise such agreements, from time to time, during the development and phased implementation

CSXT (continued)



of the Corridor Improvement Project: (i) the specific capital improvements which will comprise the Corridor Improvement Project; (ii) the effect of specific improvements on capacity and\or operations; (iii) the priority to be given to specific improvements; (iv) the benefits to passenger and freight rail service to be derived from the improvements; (v) the sources of public funding for the construction and maintenance of specific improvements; and (vi) the extent to which, if any, upon completion of phases of the Corridor Improvement Project, without impairment of existing and future freight and Amtrak inter-city passenger service reliability, safety or growth: (1) the VRE commuter service in the Corridor may be expanded (including increases in frequency of train operations), and (2) DRPT Contracted Inter-City Service between Richmond, Virginia and Washington, D.C. may be established or expanded. However, DRPT Contracted Inter-City Service shall be the only inter-city passenger service subject to the Corridor Task Force process, unless otherwise requested by DRPT.

(b) Representatives and Meetings. The Corridor Task Force shall have six (6) members, consisting of two representatives from each of the following parties: (i) CSXT; (ii) DRPT; and (iii) the Commissions. In addition, representatives of NRPC, FRA, NS and other interested parties may be invited to participate in Corridor Task Force meetings by CSXT, DRPT or the Commissions. CSXT, DRPT and the Commissions shall endeavor to meet monthly at mutually acceptable locations, which shall alternate between Jacksonville, Florida, and Alexandria, Virginia. The consultants and advisors of the members and their invitees shall also be permitted to attend all meetings. For purposes of providing notice of the Corridor Task Force meetings, the Commissions, DRPT and CSXT shall designate by notice to each other the names, titles, addresses and phone numbers of individuals who they wish to attend such meetings.

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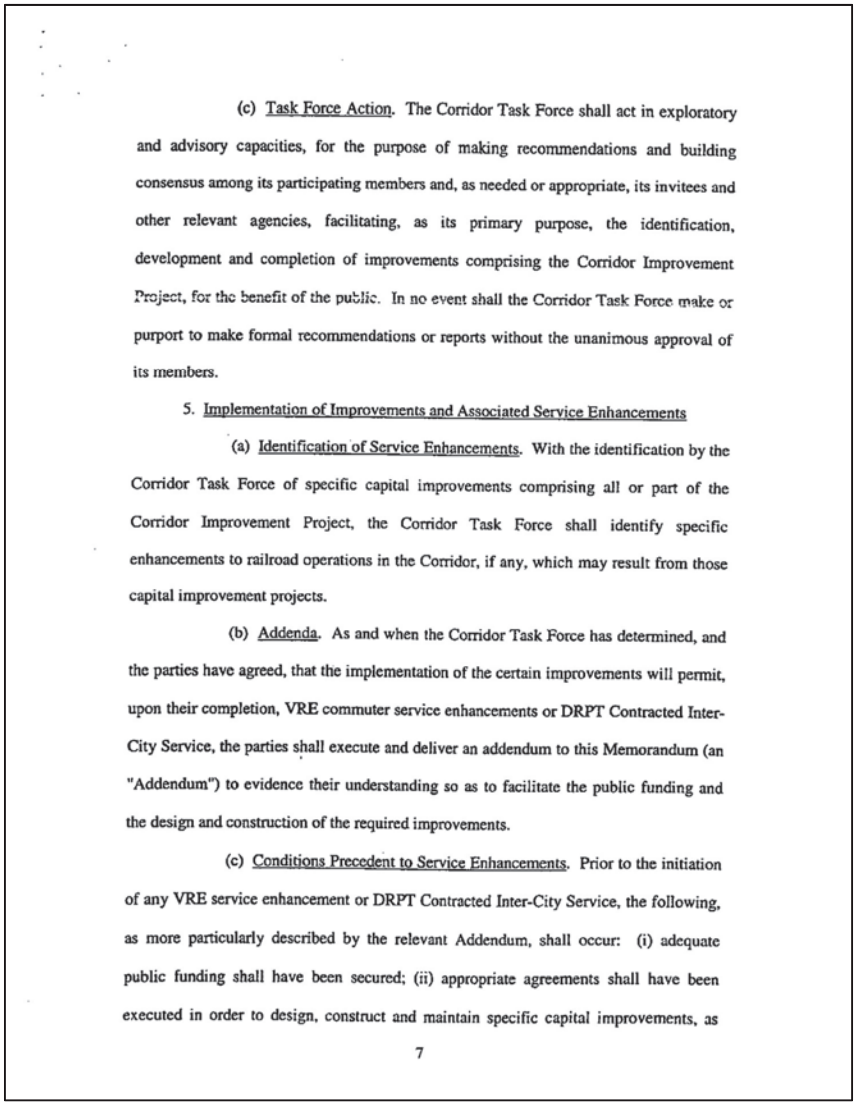


(c) Task Force Action. The Corridor Task Force shall act in exploratory and advisory capacities, for the purpose of making recommendations and building consensus among its participating members and, as needed or appropriate, its invitees and other relevant agencies, facilitating, as its primary purpose, the identification, development and completion of improvements comprising the Corridor Improvement Project, for the benefit of the public. In no event shall the Corridor Task Force make or purport to make formal recommendations or reports without the unanimous approval of its members.

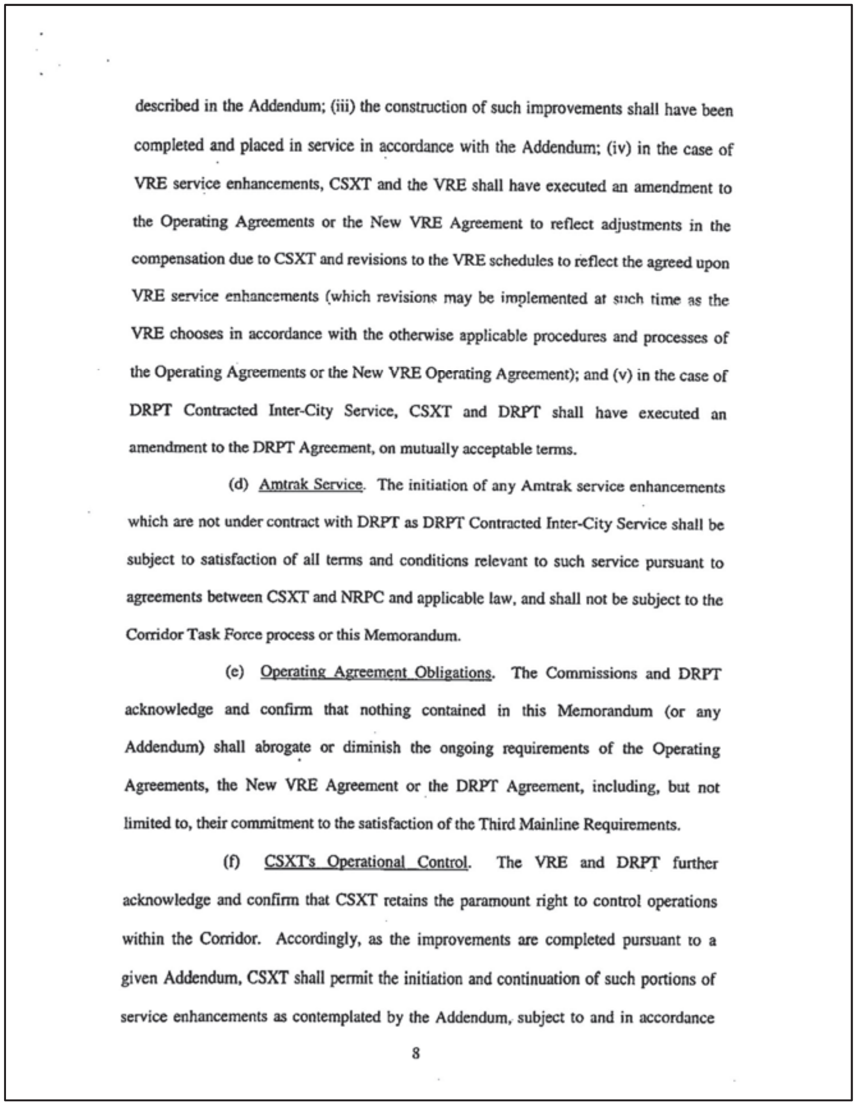
5. Implementation of Improvements and Associated Service Enhancements

(a) Identification of Service Enhancements. With the identification by the Corridor Task Force of specific capital improvements comprising all or part of the Corridor Improvement Project, the Corridor Task Force shall identify specific enhancements to railroad operations in the Corridor, if any, which may result from those capital improvement projects.

(b) Addenda. As and when the Corridor Task Force has determined, and the parties have agreed, that the implementation of the certain improvements will permit, upon their completion, VRE commuter service enhancements or DRPT Contracted Inter-City Service, the parties shall execute and deliver an addendum to this Memorandum (an "Addendum") to evidence their understanding so as to facilitate the public funding and the design and construction of the required improvements.

(c) Conditions Precedent to Service Enhancements. Prior to the initiation of any VRE service enhancement or DRPT Contracted Inter-City Service, the following, as more particularly described by the relevant Addendum, shall occur: (i) adequate public funding shall have been secured; (ii) appropriate agreements shall have been executed in order to design, construct and maintain specific capital improvements, as

CSXT (continued)



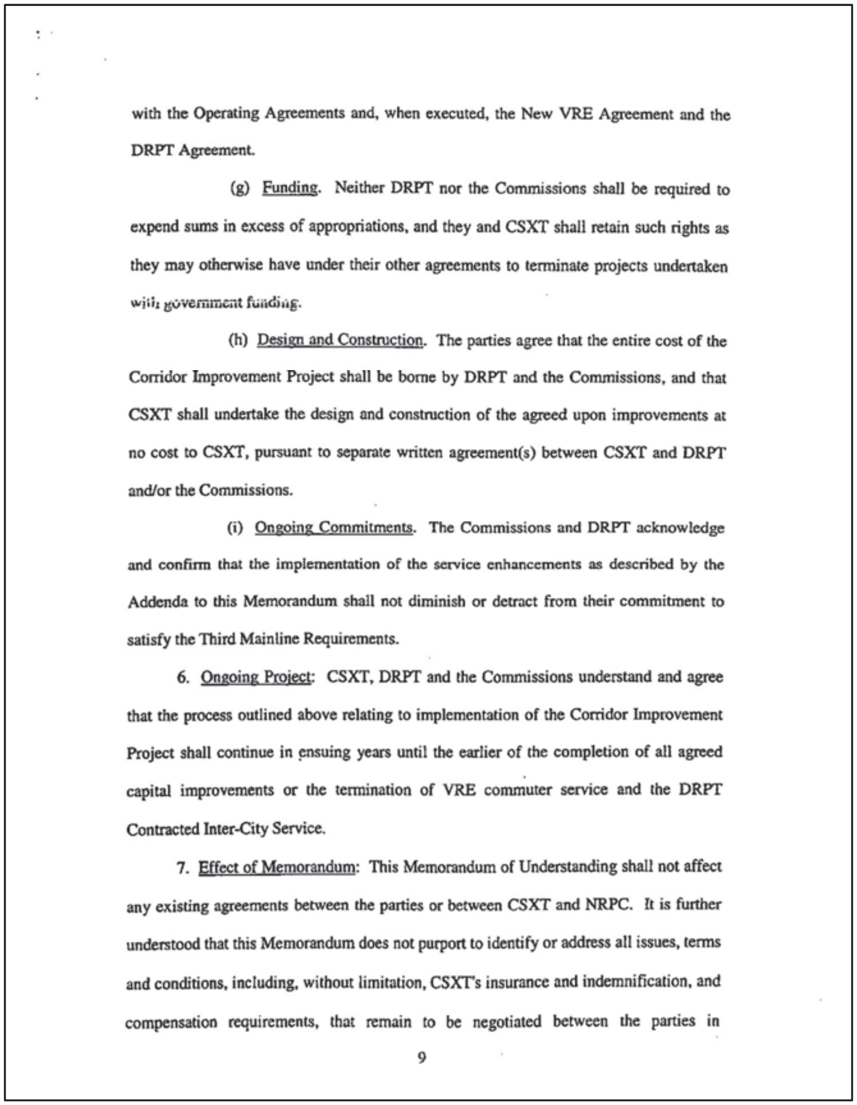
described in the Addendum; (iii) the construction of such improvements shall have been completed and placed in service in accordance with the Addendum; (iv) in the case of VRE service enhancements, CSXT and the VRE shall have executed an amendment to the Operating Agreements or the New VRE Agreement to reflect adjustments in the compensation due to CSXT and revisions to the VRE schedules to reflect the agreed upon VRE service enhancements (which revisions may be implemented at such time as the VRE chooses in accordance with the otherwise applicable procedures and processes of the Operating Agreements or the New VRE Operating Agreement); and (v) in the case of DRPT Contracted Inter-City Service, CSXT and DRPT shall have executed an amendment to the DRPT Agreement, on mutually acceptable terms.

(d) Amtrak Service. The initiation of any Amtrak service enhancements which are not under contract with DRPT as DRPT Contracted Inter-City Service shall be subject to satisfaction of all terms and conditions relevant to such service pursuant to agreements between CSXT and NRPC and applicable law, and shall not be subject to the Corridor Task Force process or this Memorandum.

(e) Operating Agreement Obligations. The Commissions and DRPT acknowledge and confirm that nothing contained in this Memorandum (or any Addendum) shall abrogate or diminish the ongoing requirements of the Operating Agreements, the New VRE Agreement or the DRPT Agreement, including, but not limited to, their commitment to the satisfaction of the Third Mainline Requirements.

(f) CSXT's Operational Control. The VRE and DRPT further acknowledge and confirm that CSXT retains the paramount right to control operations within the Corridor. Accordingly, as the improvements are completed pursuant to a given Addendum, CSXT shall permit the initiation and continuation of such portions of service enhancements as contemplated by the Addendum, subject to and in accordance

CSXT (continued)



with the Operating Agreements and, when executed, the New VRE Agreement and the DRPT Agreement.

(g) Funding. Neither DRPT nor the Commissions shall be required to expend sums in excess of appropriations, and they and CSXT shall retain such rights as they may otherwise have under their other agreements to terminate projects undertaken with government funding.

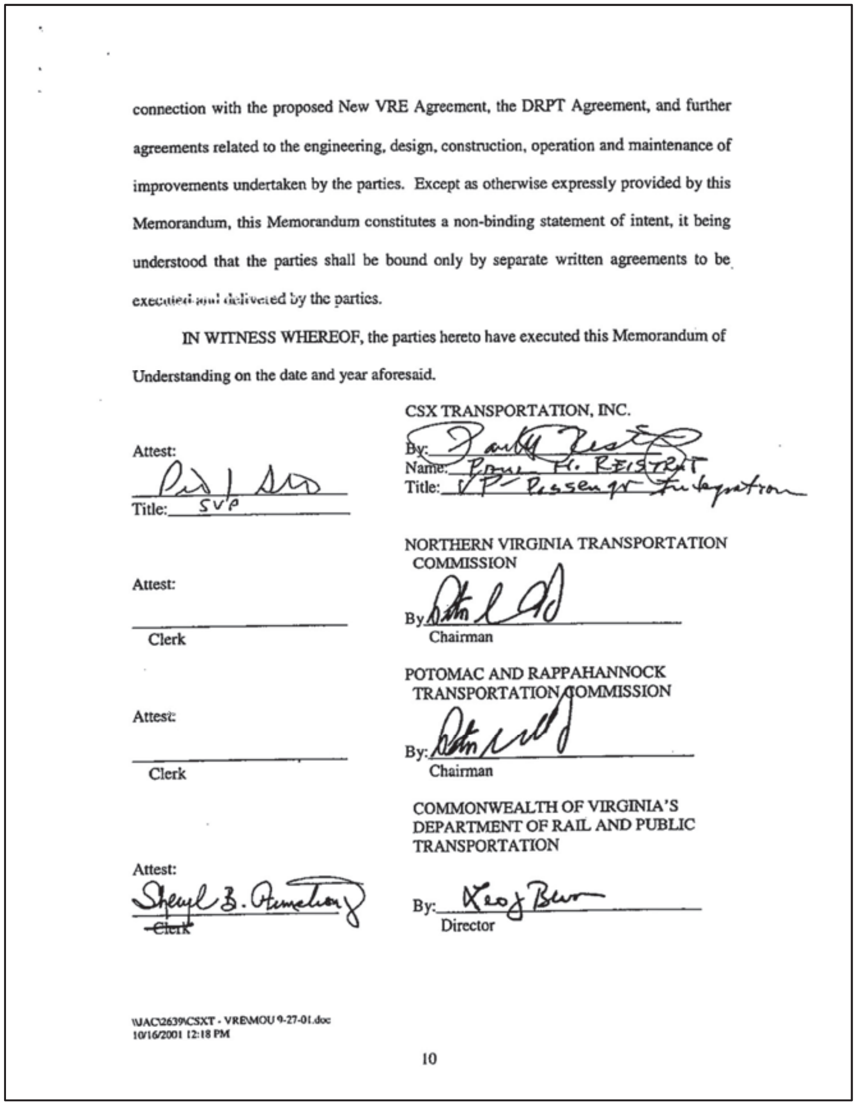
(h) Design and Construction. The parties agree that the entire cost of the Corridor Improvement Project shall be borne by DRPT and the Commissions, and that CSXT shall undertake the design and construction of the agreed upon improvements at no cost to CSXT, pursuant to separate written agreement(s) between CSXT and DRPT and/or the Commissions.

(i) Ongoing Commitments. The Commissions and DRPT acknowledge and confirm that the implementation of the service enhancements as described by the Addenda to this Memorandum shall not diminish or detract from their commitment to satisfy the Third Mainline Requirements.

6. Ongoing Project: CSXT, DRPT and the Commissions understand and agree that the process outlined above relating to implementation of the Corridor Improvement Project shall continue in ensuing years until the earlier of the completion of all agreed capital improvements or the termination of VRE commuter service and the DRPT Contracted Inter-City Service.

7. Effect of Memorandum: This Memorandum of Understanding shall not affect any existing agreements between the parties or between CSXT and NRPC. It is further understood that this Memorandum does not purport to identify or address all issues, terms and conditions, including, without limitation, CSXT's insurance and indemnification, and compensation requirements, that remain to be negotiated between the parties in

CSXT (continued)



connection with the proposed New VRE Agreement, the DRPT Agreement, and further agreements related to the engineering, design, construction, operation and maintenance of improvements undertaken by the parties. Except as otherwise expressly provided by this Memorandum, this Memorandum constitutes a non-binding statement of intent, it being understood that the parties shall be bound only by separate written agreements to be executed and delivered by the parties.

IN WITNESS WHEREOF, the parties hereto have executed this Memorandum of Understanding on the date and year aforesaid.

CSX TRANSPORTATION, INC.

Attest:

Title: SVP

By:
Name: PAUL H. REISTRUP
Title: VP- Passenger Integration

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

Attest:

Clerk

By:
Chairman

POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

Attest:

Clerk

By:
Chairman

COMMONWEALTH OF VIRGINIA'S DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

Attest:
Sheryl B. Armstrong
~~Clerk~~

By:
Director

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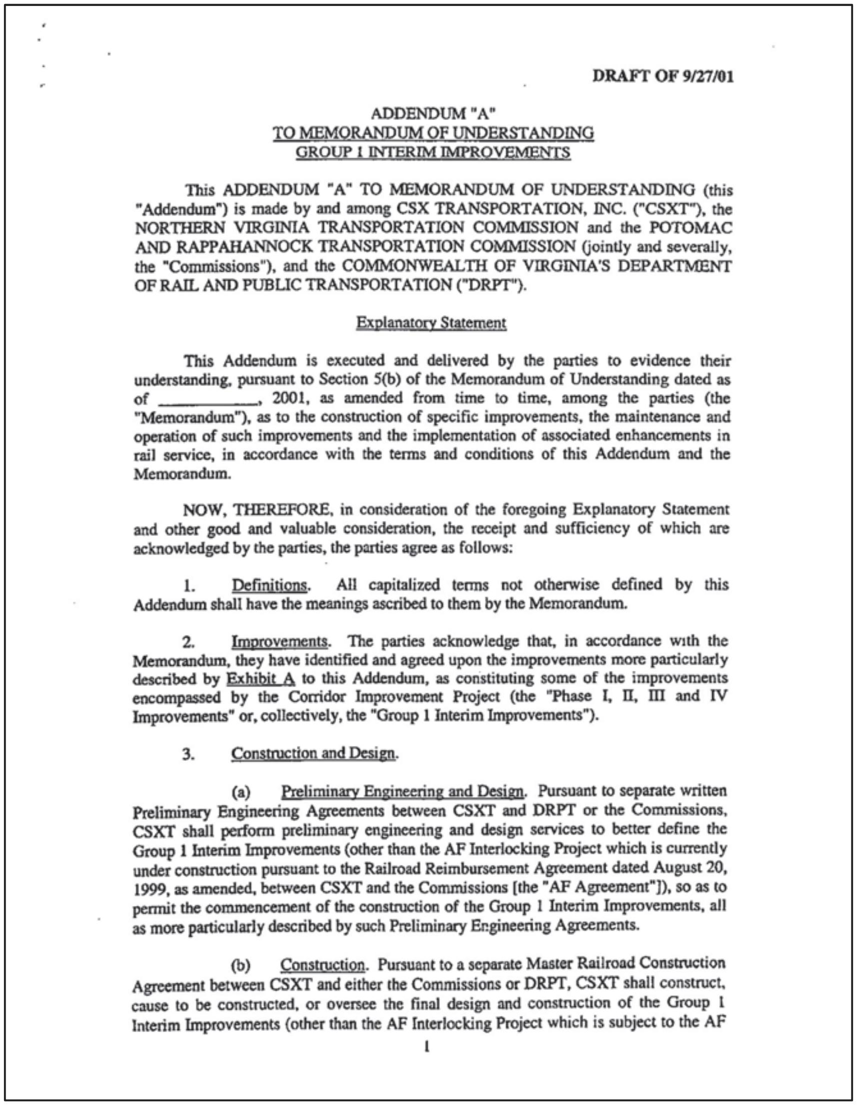
CSXT (continued)



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ADDENDUM "A"
TO MEMORANDUM OF UNDERSTANDING
GROUP 1 INTERIM IMPROVEMENTS

This ADDENDUM "A" TO MEMORANDUM OF UNDERSTANDING (this "Addendum") is made by and among CSX TRANSPORTATION, INC. ("CSXT"), the NORTHERN VIRGINIA TRANSPORTATION COMMISSION and the POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION (jointly and severally, the "Commissions"), and the COMMONWEALTH OF VIRGINIA'S DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION ("DRPT").

Explanatory Statement

This Addendum is executed and delivered by the parties to evidence their understanding, pursuant to Section 5(b) of the Memorandum of Understanding dated as of ____________, 2001, as amended from time to time, among the parties (the "Memorandum"), as to the construction of specific improvements, the maintenance and operation of such improvements and the implementation of associated enhancements in rail service, in accordance with the terms and conditions of this Addendum and the Memorandum.

NOW, THEREFORE, in consideration of the foregoing Explanatory Statement and other good and valuable consideration, the receipt and sufficiency of which are acknowledged by the parties, the parties agree as follows:

1. Definitions. All capitalized terms not otherwise defined by this Addendum shall have the meanings ascribed to them by the Memorandum.

2. Improvements. The parties acknowledge that, in accordance with the Memorandum, they have identified and agreed upon the improvements more particularly described by Exhibit A to this Addendum, as constituting some of the improvements encompassed by the Corridor Improvement Project (the "Phase I, II, III and IV Improvements" or, collectively, the "Group 1 Interim Improvements").

3. Construction and Design.

(a) Preliminary Engineering and Design. Pursuant to separate written Preliminary Engineering Agreements between CSXT and DRPT or the Commissions, CSXT shall perform preliminary engineering and design services to better define the Group 1 Interim Improvements (other than the AF Interlocking Project which is currently under construction pursuant to the Railroad Reimbursement Agreement dated August 20, 1999, as amended, between CSXT and the Commissions [the "AF Agreement"]), so as to permit the commencement of the construction of the Group 1 Interim Improvements, all as more particularly described by such Preliminary Engineering Agreements.

(b) Construction. Pursuant to a separate Master Railroad Construction Agreement between CSXT and either the Commissions or DRPT, CSXT shall construct, cause to be constructed, or oversee the final design and construction of the Group 1 Interim Improvements (other than the AF Interlocking Project which is subject to the AF

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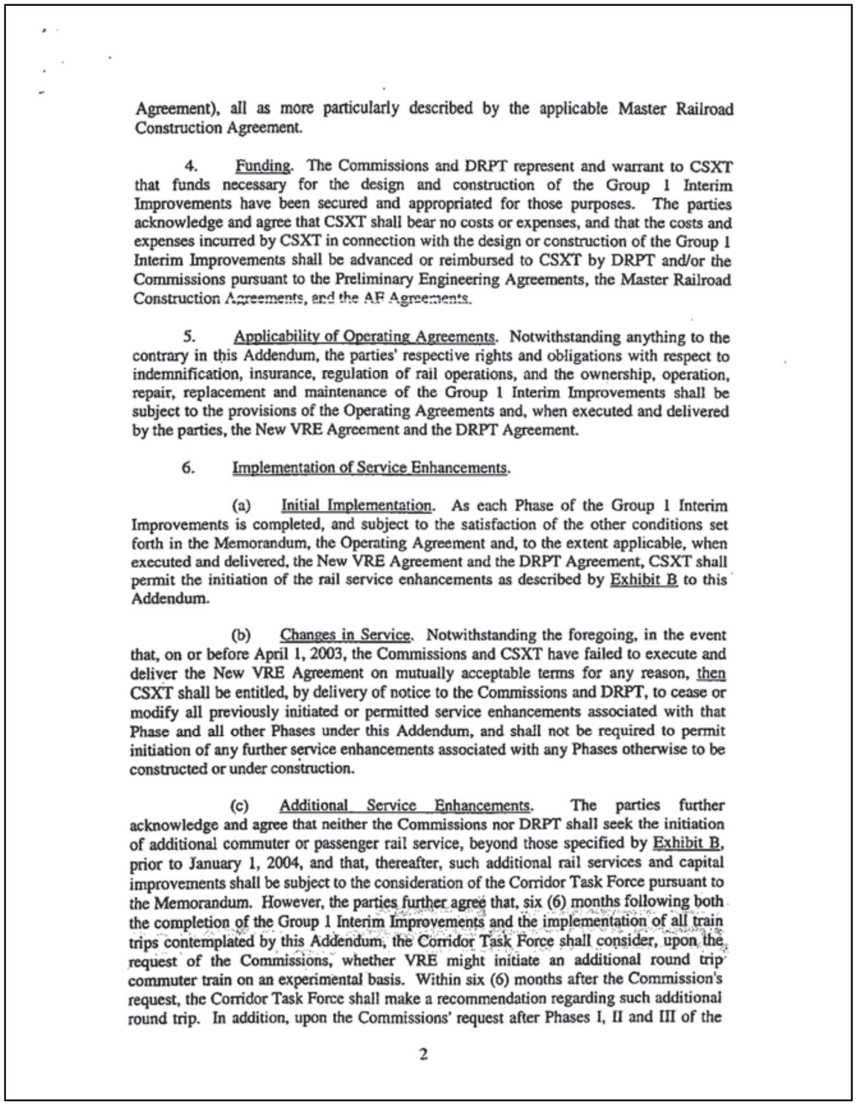
CSXT (continued)



Agreement), all as more particularly described by the applicable Master Railroad Construction Agreement.

4. Funding. The Commissions and DRPT represent and warrant to CSXT that funds necessary for the design and construction of the Group 1 Interim Improvements have been secured and appropriated for those purposes. The parties acknowledge and agree that CSXT shall bear no costs or expenses, and that the costs and expenses incurred by CSXT in connection with the design or construction of the Group 1 Interim Improvements shall be advanced or reimbursed to CSXT by DRPT and/or the Commissions pursuant to the Preliminary Engineering Agreements, the Master Railroad Construction Agreements, and the AE Agreements.

5. Applicability of Operating Agreements. Notwithstanding anything to the contrary in this Addendum, the parties' respective rights and obligations with respect to indemnification, insurance, regulation of rail operations, and the ownership, operation, repair, replacement and maintenance of the Group 1 Interim Improvements shall be subject to the provisions of the Operating Agreements and, when executed and delivered by the parties, the New VRE Agreement and the DRPT Agreement.

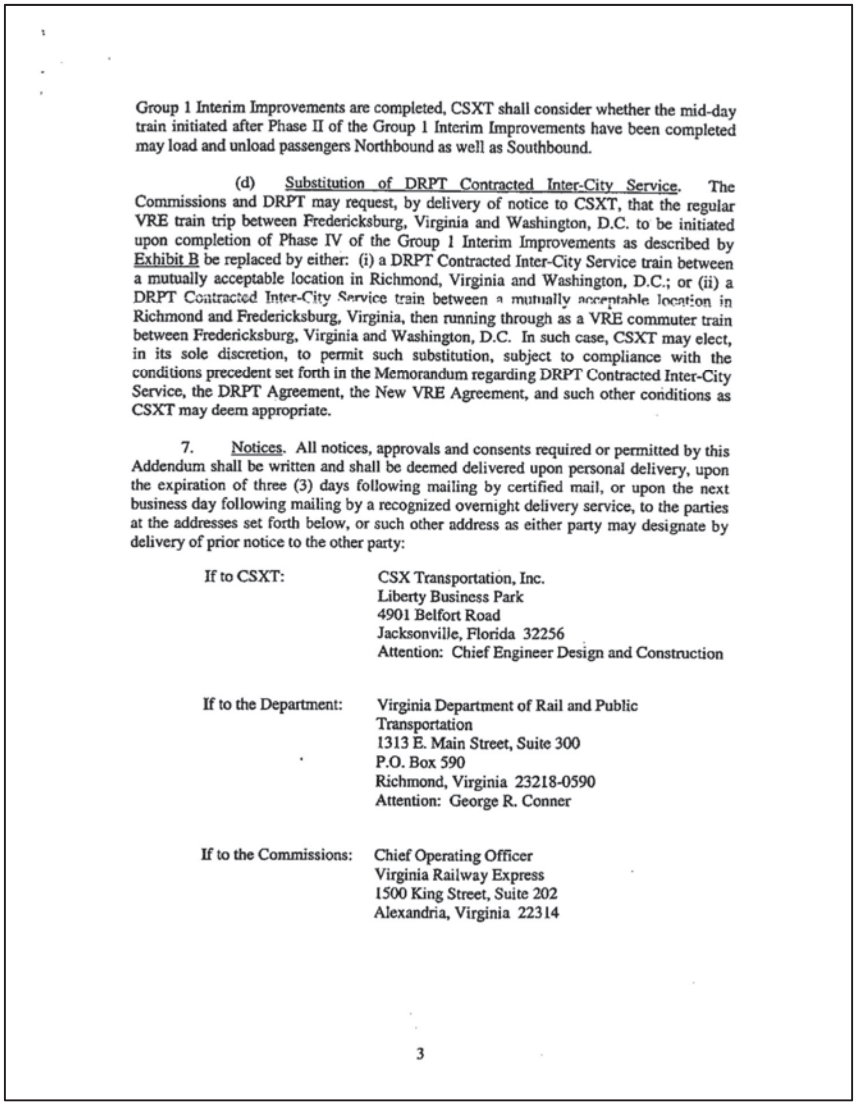
6. Implementation of Service Enhancements.

(a) Initial Implementation. As each Phase of the Group 1 Interim Improvements is completed, and subject to the satisfaction of the other conditions set forth in the Memorandum, the Operating Agreement and, to the extent applicable, when executed and delivered, the New VRE Agreement and the DRPT Agreement, CSXT shall permit the initiation of the rail service enhancements as described by Exhibit B to this Addendum.

(b) Changes in Service. Notwithstanding the foregoing, in the event that, on or before April 1, 2003, the Commissions and CSXT have failed to execute and deliver the New VRE Agreement on mutually acceptable terms for any reason, then CSXT shall be entitled, by delivery of notice to the Commissions and DRPT, to cease or modify all previously initiated or permitted service enhancements associated with that Phase and all other Phases under this Addendum, and shall not be required to permit initiation of any further service enhancements associated with any Phases otherwise to be constructed or under construction.

(c) Additional Service Enhancements. The parties further acknowledge and agree that neither the Commissions nor DRPT shall seek the initiation of additional commuter or passenger rail service, beyond those specified by Exhibit B, prior to January 1, 2004, and that, thereafter, such additional rail services and capital improvements shall be subject to the consideration of the Corridor Task Force pursuant to the Memorandum. However, the parties further agree that, six (6) months following both the completion of the Group 1 Interim Improvements and the implementation of all train trips contemplated by this Addendum, the Corridor Task Force shall consider, upon the request of the Commissions, whether VRE might initiate an additional round trip commuter train on an experimental basis. Within six (6) months after the Commission's request, the Corridor Task Force shall make a recommendation regarding such additional round trip. In addition, upon the Commissions' request after Phases I, II and III of the

CSXT (continued)



Group 1 Interim Improvements are completed, CSXT shall consider whether the mid-day train initiated after Phase II of the Group 1 Interim Improvements have been completed may load and unload passengers Northbound as well as Southbound.

(d) Substitution of DRPT Contracted Inter-City Service. The Commissions and DRPT may request, by delivery of notice to CSXT, that the regular VRE train trip between Fredericksburg, Virginia and Washington, D.C. to be initiated upon completion of Phase IV of the Group 1 Interim Improvements as described by Exhibit B be replaced by either: (i) a DRPT Contracted Inter-City Service train between a mutually acceptable location in Richmond, Virginia and Washington, D.C.; or (ii) a DRPT Contracted Inter-City Service train between a mutually acceptable location in Richmond and Fredericksburg, Virginia, then running through as a VRE commuter train between Fredericksburg, Virginia and Washington, D.C. In such case, CSXT may elect, in its sole discretion, to permit such substitution, subject to compliance with the conditions precedent set forth in the Memorandum regarding DRPT Contracted Inter-City Service, the DRPT Agreement, the New VRE Agreement, and such other conditions as CSXT may deem appropriate.

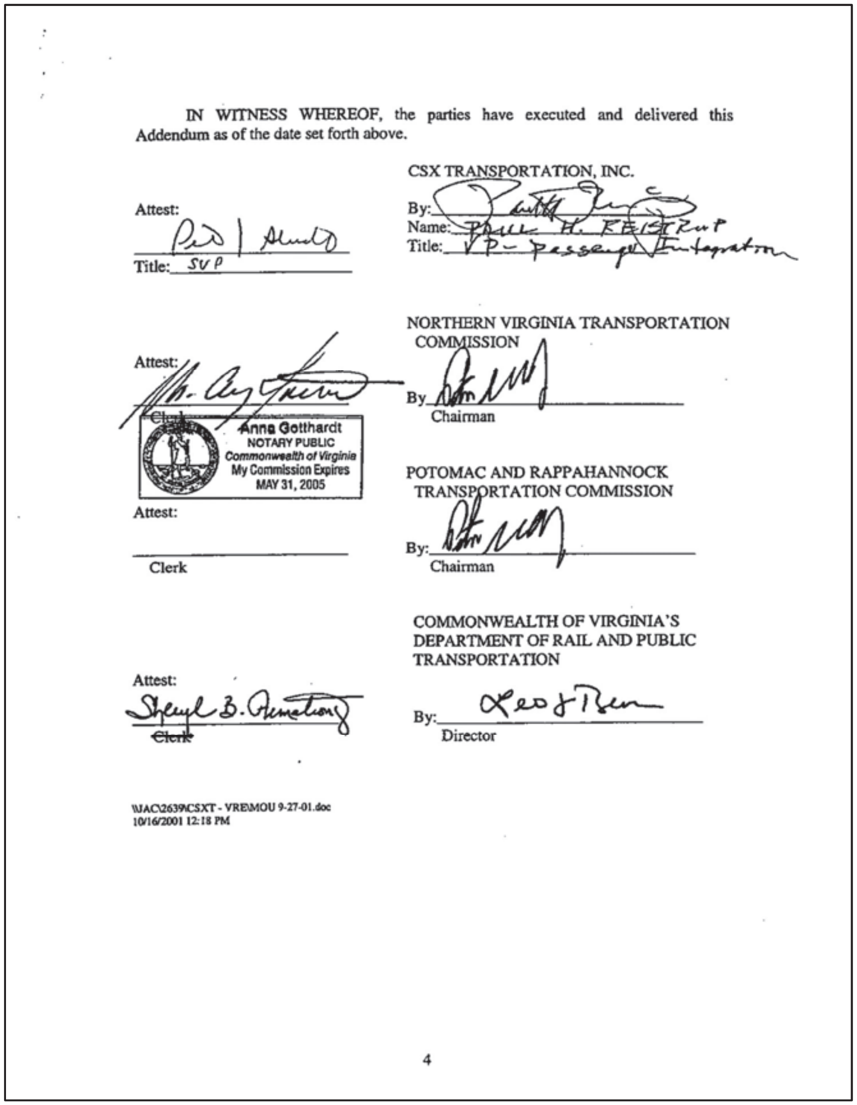
7. Notices. All notices, approvals and consents required or permitted by this Addendum shall be written and shall be deemed delivered upon personal delivery, upon the expiration of three (3) days following mailing by certified mail, or upon the next business day following mailing by a recognized overnight delivery service, to the parties at the addresses set forth below, or such other address as either party may designate by delivery of prior notice to the other party:

If to CSXT:
CSX Transportation, Inc.
Liberty Business Park
4901 Belfort Road
Jacksonville, Florida 32256
Attention: Chief Engineer Design and Construction

If to the Department:
Virginia Department of Rail and Public Transportation
1313 E. Main Street, Suite 300
P.O. Box 590
Richmond, Virginia 23218-0590
Attention: George R. Conner

If to the Commissions:
Chief Operating Officer
Virginia Railway Express
1500 King Street, Suite 202
Alexandria, Virginia 22314

CSXT (continued)



IN WITNESS WHEREOF, the parties have executed and delivered this Addendum as of the date set forth above.

CSX TRANSPORTATION, INC.

By:
Name: Paul H. Reistrup
Title: VP - Passenger Integration

Attest:

Title: SVP

NORTHERN VIRGINIA TRANSPORTATION COMMISSION

By:
Chairman

Attest:

Clerk

Anna Gotthardt
NOTARY PUBLIC
Commonwealth of Virginia
My Commission Expires
MAY 31, 2005

POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION

By:
Chairman

Attest:

Clerk

COMMONWEALTH OF VIRGINIA'S DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

By: Leo J Bevon
Director

Attest:
Sheryl B. Armstrong
~~Clerk~~

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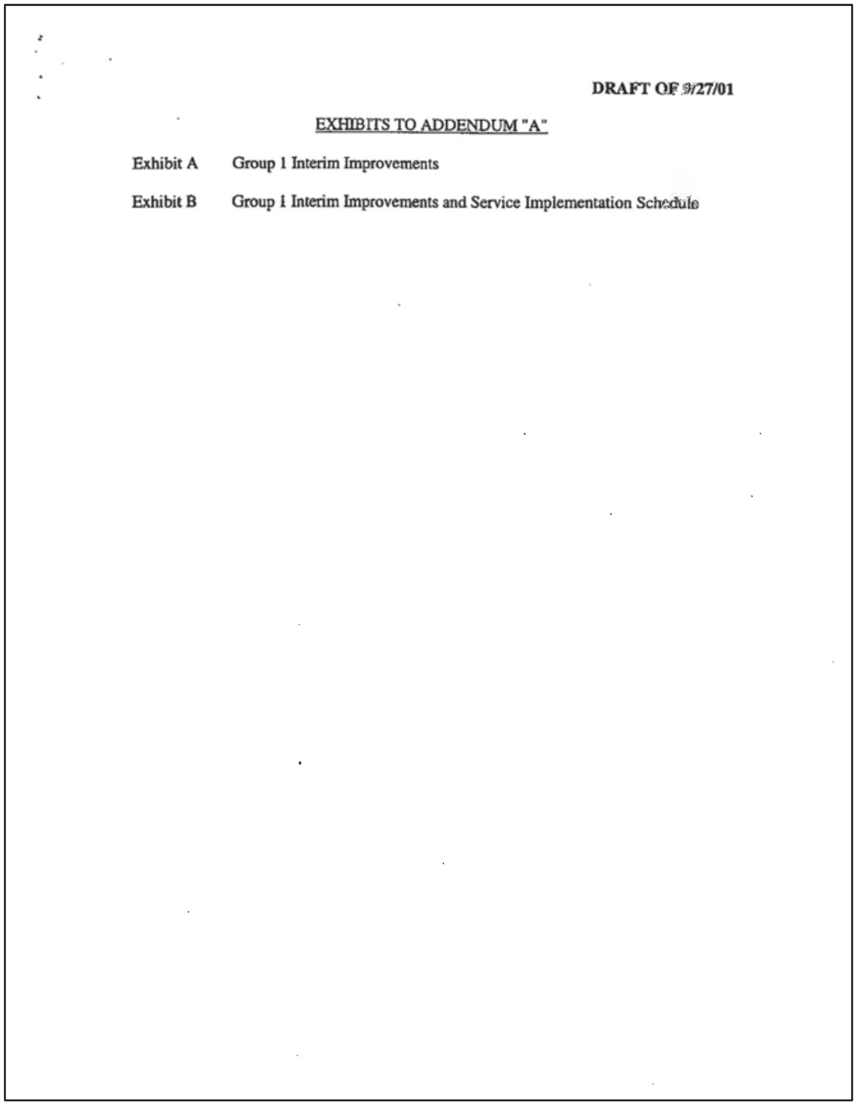
CSXT (continued)



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EXHIBITS TO ADDENDUM "A"

Exhibit A	Group 1 Interim Improvements
Exhibit B	Group 1 Interim Improvements and Service Implementation Schedule

CSXT (continued)

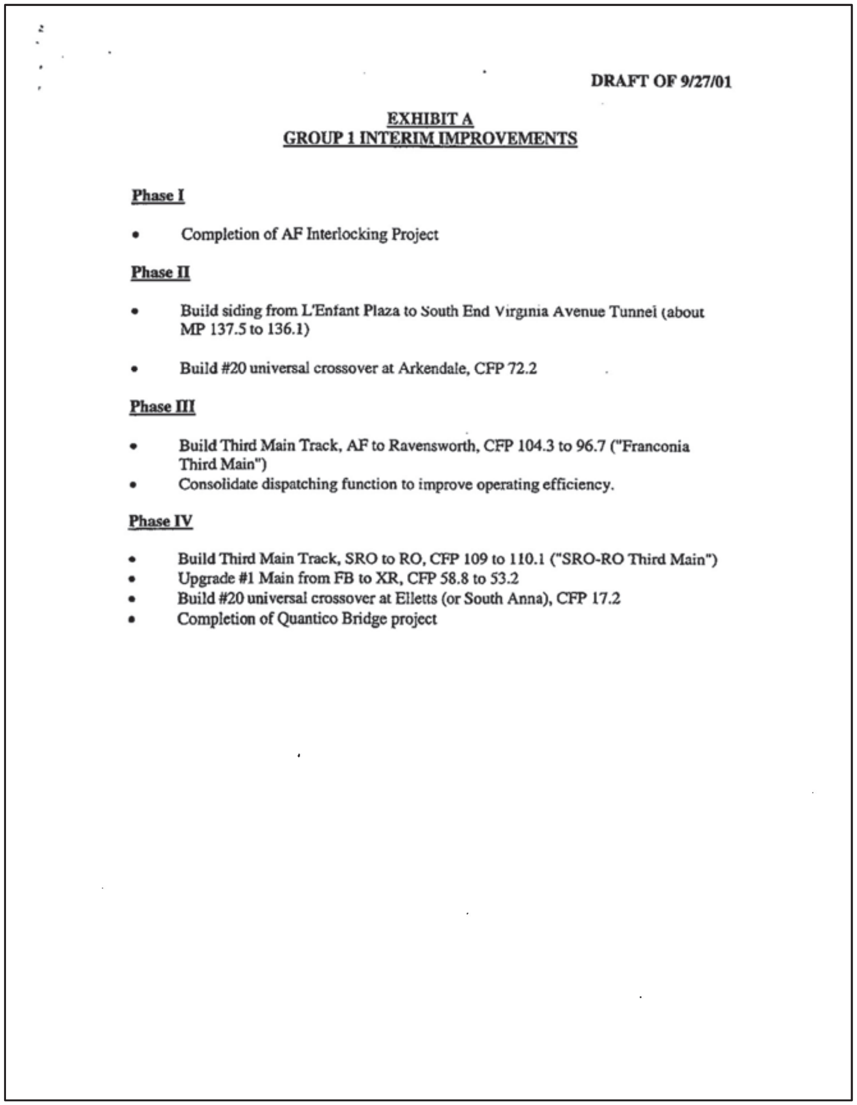

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EXHIBIT A
GROUP 1 INTERIM IMPROVEMENTS

Phase I

- Completion of AF Interlocking Project

Phase II

- Build siding from L'Enfant Plaza to South End Virginia Avenue Tunnel (about MP 137.5 to 136.1)
- Build #20 universal crossover at Arkendale, CFP 72.2

Phase III

- Build Third Main Track, AF to Ravensworth, CFP 104.3 to 96.7 ("Franconia Third Main")
- Consolidate dispatching function to improve operating efficiency.

Phase IV

- Build Third Main Track, SRO to RO, CFP 109 to 110.1 ("SRO-RO Third Main")
- Upgrade #1 Main from FB to XR, CFP 58.8 to 53.2
- Build #20 universal crossover at Elletts (or South Anna), CFP 17.2
- Completion of Quantico Bridge project

CSXT (continued)

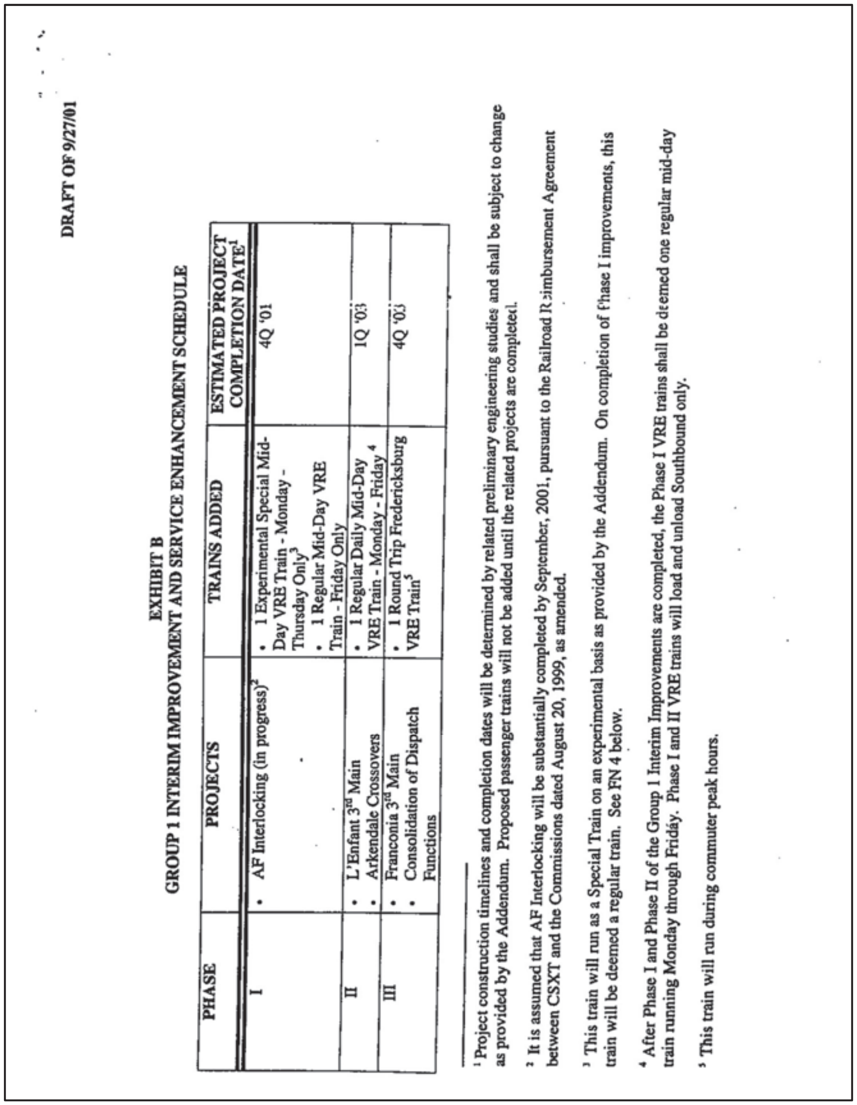

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EXHIBIT B
GROUP 1 INTERIM IMPROVEMENT AND SERVICE ENHANCEMENT SCHEDULE

PHASE	PROJECTS	TRAINS ADDED	ESTIMATED PROJECT COMPLETION DATE[1]
I	• AF Interlocking (in progress)[2]	• 1 Experimental Special Mid-Day VRE Train - Monday - Thursday Only[3] • 1 Regular Mid-Day VRE Train - Friday Only	4Q '01
II	• L'Enfant 3rd Main • Arkendale Crossovers	• 1 Regular Daily Mid-Day VRE Train - Monday - Friday[4]	1Q '03
III	• Franconia 3rd Main • Consolidation of Dispatch Functions	• 1 Round Trip Fredericksburg VRE Train[5]	4Q '03

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[1] Project construction timelines and completion dates will be determined by related preliminary engineering studies and shall be subject to change as provided by the Addendum. Proposed passenger trains will not be added until the related projects are completed.

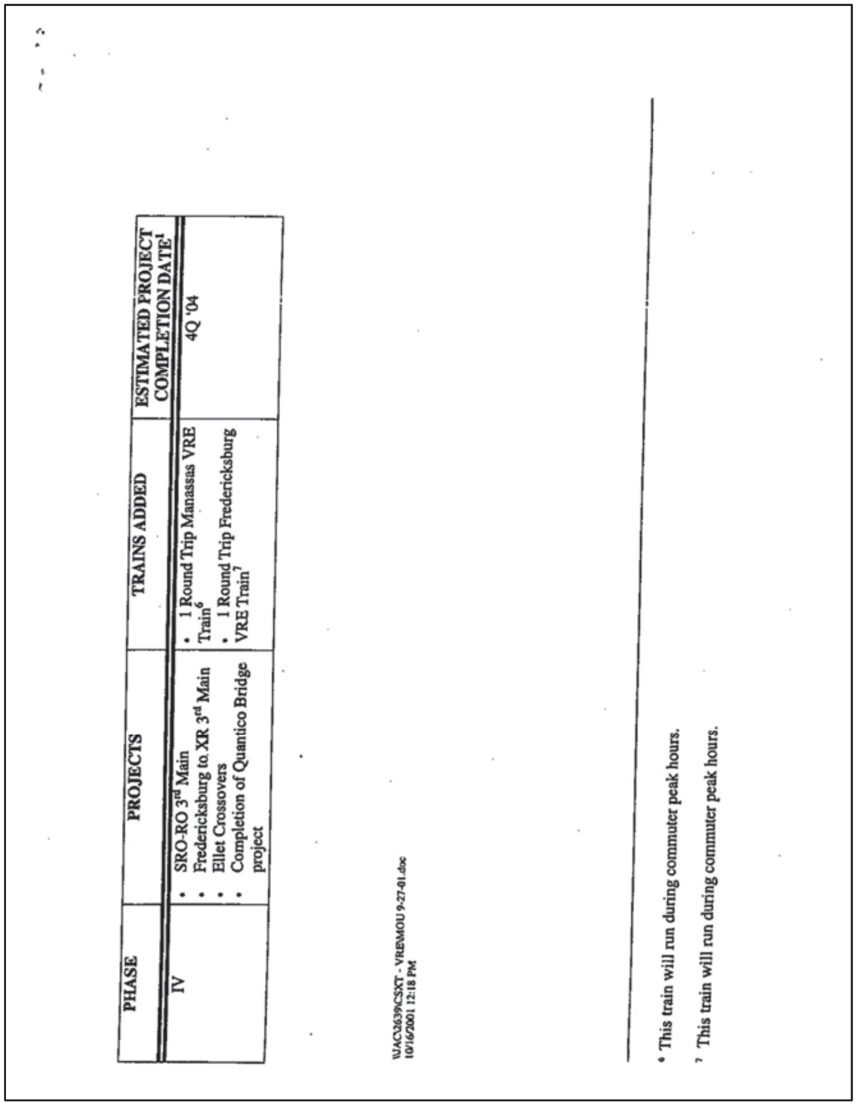
[2] It is assumed that AF Interlocking will be substantially completed by September, 2001, pursuant to the Railroad Reimbursement Agreement between CSXT and the Commissions dated August 20, 1999, as amended.

[3] This train will run as a Special Train on an experimental basis as provided by the Addendum. On completion of Phase I improvements, this train will be deemed a regular train. See FN 4 below.

[4] After Phase I and Phase II of the Group 1 Interim Improvements are completed, the Phase I VRE trains shall be deemed one regular mid-day train running Monday through Friday. Phase I and II VRE trains will load and unload Southbound only.

[5] This train will run during commuter peak hours.

CSXT (continued)



PHASE	PROJECTS	TRAINS ADDED	ESTIMATED PROJECT COMPLETION DATE[1]
IV	• SRO-RO 3rd Main • Fredericksburg to XR 3rd Main • Ellet Crossovers • Completion of Quantico Bridge project	• 1 Round Trip Manassas VRE Train[6] • 1 Round Trip Fredericksburg VRE Train[7]	4Q '04

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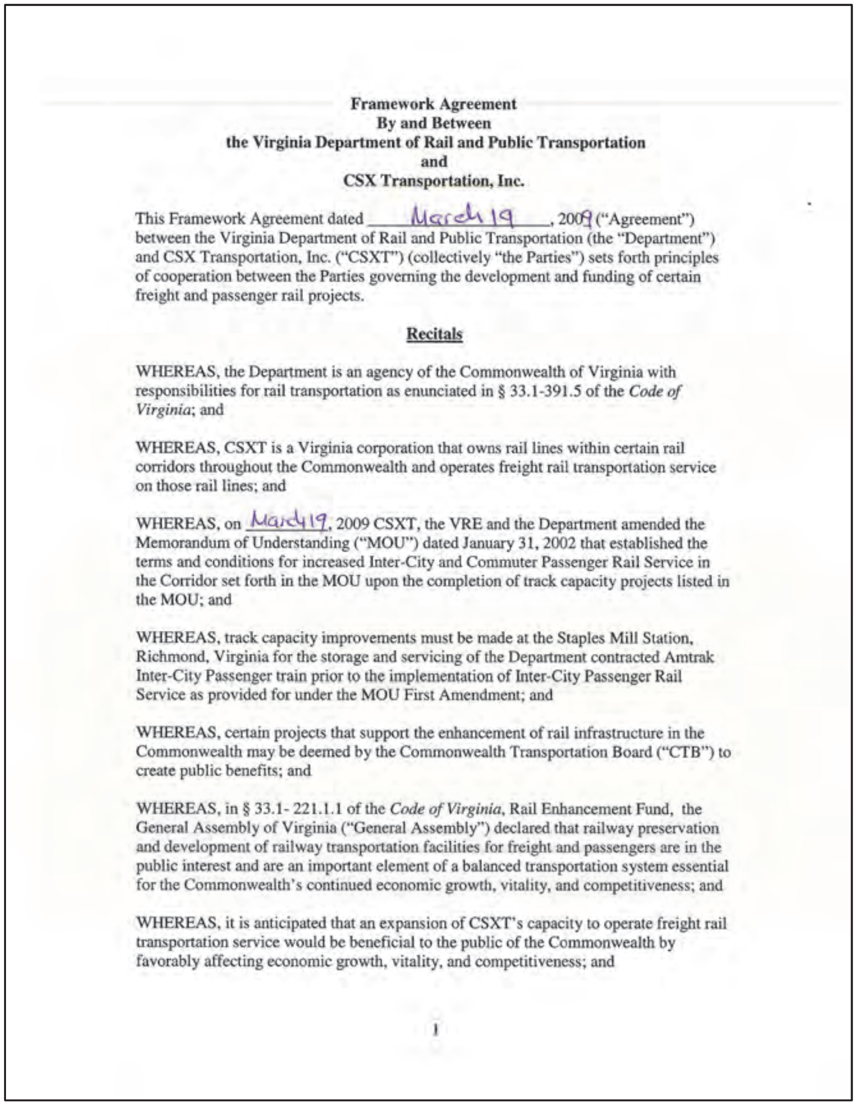
[6] This train will run during commuter peak hours.

[7] This train will run during commuter peak hours.

CSXT (continued)

EXHIBIT D

CSXT (continued)



Framework Agreement
By and Between
the Virginia Department of Rail and Public Transportation
and
CSX Transportation, Inc.

This Framework Agreement dated March 19, 2009 ("Agreement") between the Virginia Department of Rail and Public Transportation (the "Department") and CSX Transportation, Inc. ("CSXT") (collectively "the Parties") sets forth principles of cooperation between the Parties governing the development and funding of certain freight and passenger rail projects.

Recitals

WHEREAS, the Department is an agency of the Commonwealth of Virginia with responsibilities for rail transportation as enunciated in § 33.1-391.5 of the *Code of Virginia*; and

WHEREAS, CSXT is a Virginia corporation that owns rail lines within certain rail corridors throughout the Commonwealth and operates freight rail transportation service on those rail lines; and

WHEREAS, on March 19, 2009 CSXT, the VRE and the Department amended the Memorandum of Understanding ("MOU") dated January 31, 2002 that established the terms and conditions for increased Inter-City and Commuter Passenger Rail Service in the Corridor set forth in the MOU upon the completion of track capacity projects listed in the MOU; and

WHEREAS, track capacity improvements must be made at the Staples Mill Station, Richmond, Virginia for the storage and servicing of the Department contracted Amtrak Inter-City Passenger train prior to the implementation of Inter-City Passenger Rail Service as provided for under the MOU First Amendment; and

WHEREAS, certain projects that support the enhancement of rail infrastructure in the Commonwealth may be deemed by the Commonwealth Transportation Board ("CTB") to create public benefits; and

WHEREAS, in § 33.1- 221.1.1 of the *Code of Virginia*, Rail Enhancement Fund, the General Assembly of Virginia ("General Assembly") declared that railway preservation and development of railway transportation facilities for freight and passengers are in the public interest and are an important element of a balanced transportation system essential for the Commonwealth's continued economic growth, vitality, and competitiveness; and

WHEREAS, it is anticipated that an expansion of CSXT's capacity to operate freight rail transportation service would be beneficial to the public of the Commonwealth by favorably affecting economic growth, vitality, and competitiveness; and

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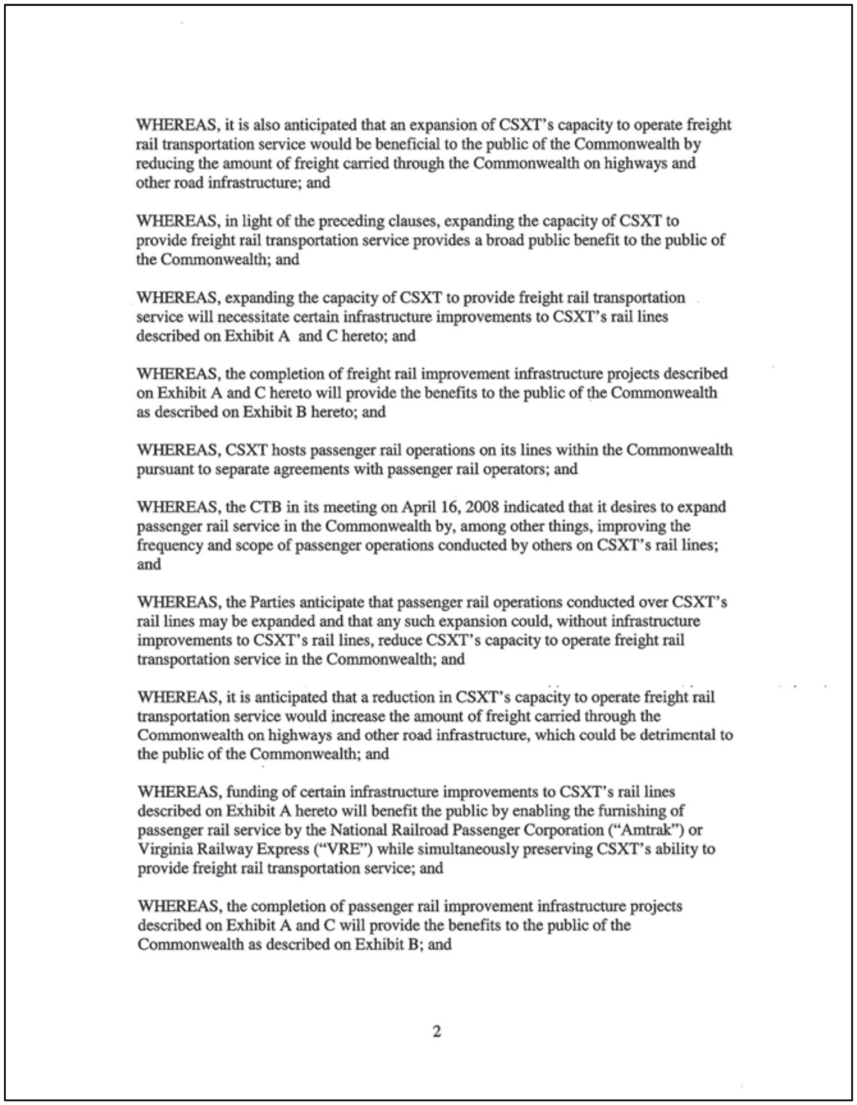

WHEREAS, it is also anticipated that an expansion of CSXT's capacity to operate freight rail transportation service would be beneficial to the public of the Commonwealth by reducing the amount of freight carried through the Commonwealth on highways and other road infrastructure; and

WHEREAS, in light of the preceding clauses, expanding the capacity of CSXT to provide freight rail transportation service provides a broad public benefit to the public of the Commonwealth; and

WHEREAS, expanding the capacity of CSXT to provide freight rail transportation service will necessitate certain infrastructure improvements to CSXT's rail lines described on Exhibit A and C hereto; and

WHEREAS, the completion of freight rail improvement infrastructure projects described on Exhibit A and C hereto will provide the benefits to the public of the Commonwealth as described on Exhibit B hereto; and

WHEREAS, CSXT hosts passenger rail operations on its lines within the Commonwealth pursuant to separate agreements with passenger rail operators; and

WHEREAS, the CTB in its meeting on April 16, 2008 indicated that it desires to expand passenger rail service in the Commonwealth by, among other things, improving the frequency and scope of passenger operations conducted by others on CSXT's rail lines; and

WHEREAS, the Parties anticipate that passenger rail operations conducted over CSXT's rail lines may be expanded and that any such expansion could, without infrastructure improvements to CSXT's rail lines, reduce CSXT's capacity to operate freight rail transportation service in the Commonwealth; and

WHEREAS, it is anticipated that a reduction in CSXT's capacity to operate freight rail transportation service would increase the amount of freight carried through the Commonwealth on highways and other road infrastructure, which could be detrimental to the public of the Commonwealth; and

WHEREAS, funding of certain infrastructure improvements to CSXT's rail lines described on Exhibit A hereto will benefit the public by enabling the furnishing of passenger rail service by the National Railroad Passenger Corporation ("Amtrak") or Virginia Railway Express ("VRE") while simultaneously preserving CSXT's ability to provide freight rail transportation service; and

WHEREAS, the completion of passenger rail improvement infrastructure projects described on Exhibit A and C will provide the benefits to the public of the Commonwealth as described on Exhibit B; and

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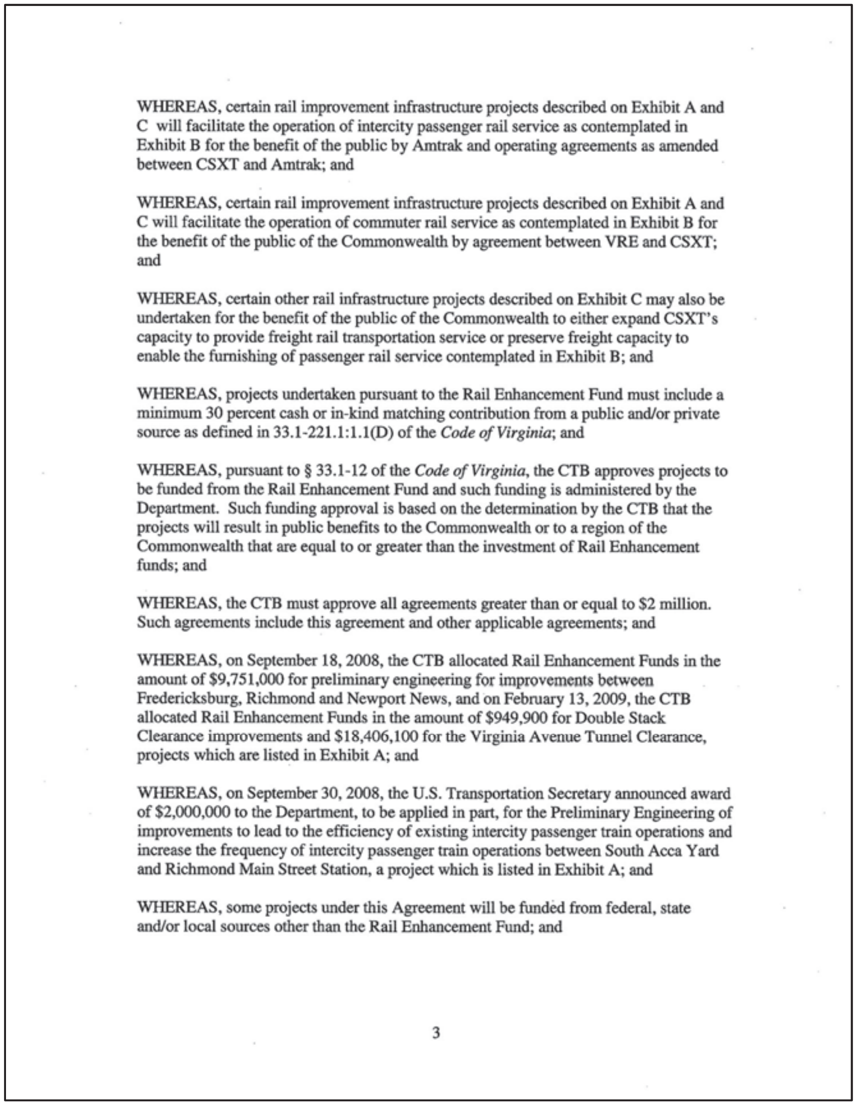
CSXT (continued)



WHEREAS, certain rail improvement infrastructure projects described on Exhibit A and C will facilitate the operation of intercity passenger rail service as contemplated in Exhibit B for the benefit of the public by Amtrak and operating agreements as amended between CSXT and Amtrak; and

WHEREAS, certain rail improvement infrastructure projects described on Exhibit A and C will facilitate the operation of commuter rail service as contemplated in Exhibit B for the benefit of the public of the Commonwealth by agreement between VRE and CSXT; and

WHEREAS, certain other rail infrastructure projects described on Exhibit C may also be undertaken for the benefit of the public of the Commonwealth to either expand CSXT's capacity to provide freight rail transportation service or preserve freight capacity to enable the furnishing of passenger rail service contemplated in Exhibit B; and

WHEREAS, projects undertaken pursuant to the Rail Enhancement Fund must include a minimum 30 percent cash or in-kind matching contribution from a public and/or private source as defined in 33.1-221.1:1.1(D) of the *Code of Virginia*; and

WHEREAS, pursuant to § 33.1-12 of the *Code of Virginia*, the CTB approves projects to be funded from the Rail Enhancement Fund and such funding is administered by the Department. Such funding approval is based on the determination by the CTB that the projects will result in public benefits to the Commonwealth or to a region of the Commonwealth that are equal to or greater than the investment of Rail Enhancement funds; and

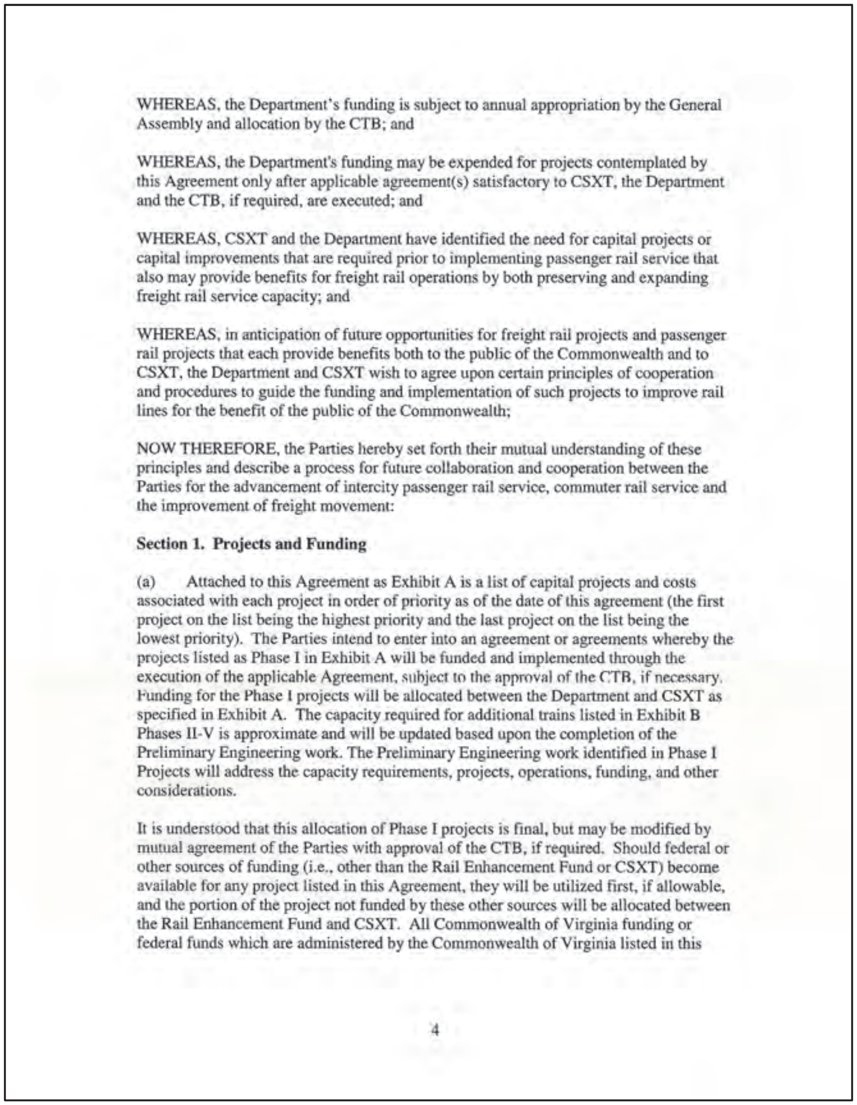
WHEREAS, the CTB must approve all agreements greater than or equal to $2 million. Such agreements include this agreement and other applicable agreements; and

WHEREAS, on September 18, 2008, the CTB allocated Rail Enhancement Funds in the amount of $9,751,000 for preliminary engineering for improvements between Fredericksburg, Richmond and Newport News, and on February 13, 2009, the CTB allocated Rail Enhancement Funds in the amount of $949,900 for Double Stack Clearance improvements and $18,406,100 for the Virginia Avenue Tunnel Clearance, projects which are listed in Exhibit A; and

WHEREAS, on September 30, 2008, the U.S. Transportation Secretary announced award of $2,000,000 to the Department, to be applied in part, for the Preliminary Engineering of improvements to lead to the efficiency of existing intercity passenger train operations and increase the frequency of intercity passenger train operations between South Acca Yard and Richmond Main Street Station, a project which is listed in Exhibit A; and

WHEREAS, some projects under this Agreement will be funded from federal, state and/or local sources other than the Rail Enhancement Fund; and

CSXT (continued)



WHEREAS, the Department's funding is subject to annual appropriation by the General Assembly and allocation by the CTB; and

WHEREAS, the Department's funding may be expended for projects contemplated by this Agreement only after applicable agreement(s) satisfactory to CSXT, the Department and the CTB, if required, are executed; and

WHEREAS, CSXT and the Department have identified the need for capital projects or capital improvements that are required prior to implementing passenger rail service that also may provide benefits for freight rail operations by both preserving and expanding freight rail service capacity; and

WHEREAS, in anticipation of future opportunities for freight rail projects and passenger rail projects that each provide benefits both to the public of the Commonwealth and to CSXT, the Department and CSXT wish to agree upon certain principles of cooperation and procedures to guide the funding and implementation of such projects to improve rail lines for the benefit of the public of the Commonwealth;

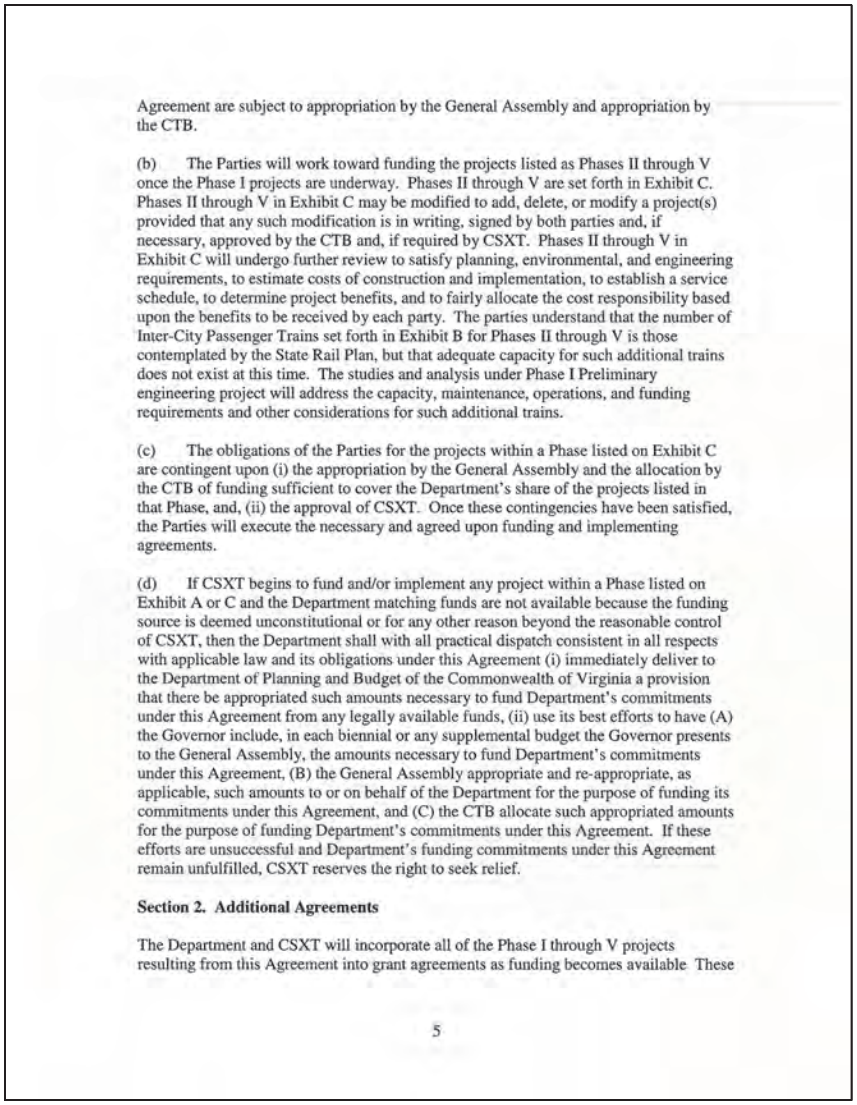
NOW THEREFORE, the Parties hereby set forth their mutual understanding of these principles and describe a process for future collaboration and cooperation between the Parties for the advancement of intercity passenger rail service, commuter rail service and the improvement of freight movement:

Section 1. Projects and Funding

(a) Attached to this Agreement as Exhibit A is a list of capital projects and costs associated with each project in order of priority as of the date of this agreement (the first project on the list being the highest priority and the last project on the list being the lowest priority). The Parties intend to enter into an agreement or agreements whereby the projects listed as Phase I in Exhibit A will be funded and implemented through the execution of the applicable Agreement, subject to the approval of the CTB, if necessary. Funding for the Phase I projects will be allocated between the Department and CSXT as specified in Exhibit A. The capacity required for additional trains listed in Exhibit B Phases II-V is approximate and will be updated based upon the completion of the Preliminary Engineering work. The Preliminary Engineering work identified in Phase I Projects will address the capacity requirements, projects, operations, funding, and other considerations.

It is understood that this allocation of Phase I projects is final, but may be modified by mutual agreement of the Parties with approval of the CTB, if required. Should federal or other sources of funding (i.e., other than the Rail Enhancement Fund or CSXT) become available for any project listed in this Agreement, they will be utilized first, if allowable, and the portion of the project not funded by these other sources will be allocated between the Rail Enhancement Fund and CSXT. All Commonwealth of Virginia funding or federal funds which are administered by the Commonwealth of Virginia listed in this

CSXT (continued)



Agreement are subject to appropriation by the General Assembly and appropriation by the CTB.

(b) The Parties will work toward funding the projects listed as Phases II through V once the Phase I projects are underway. Phases II through V are set forth in Exhibit C. Phases II through V in Exhibit C may be modified to add, delete, or modify a project(s) provided that any such modification is in writing, signed by both parties and, if necessary, approved by the CTB and, if required by CSXT. Phases II through V in Exhibit C will undergo further review to satisfy planning, environmental, and engineering requirements, to estimate costs of construction and implementation, to establish a service schedule, to determine project benefits, and to fairly allocate the cost responsibility based upon the benefits to be received by each party. The parties understand that the number of Inter-City Passenger Trains set forth in Exhibit B for Phases II through V is those contemplated by the State Rail Plan, but that adequate capacity for such additional trains does not exist at this time. The studies and analysis under Phase I Preliminary engineering project will address the capacity, maintenance, operations, and funding requirements and other considerations for such additional trains.

(c) The obligations of the Parties for the projects within a Phase listed on Exhibit C are contingent upon (i) the appropriation by the General Assembly and the allocation by the CTB of funding sufficient to cover the Department's share of the projects listed in that Phase, and, (ii) the approval of CSXT. Once these contingencies have been satisfied, the Parties will execute the necessary and agreed upon funding and implementing agreements.

(d) If CSXT begins to fund and/or implement any project within a Phase listed on Exhibit A or C and the Department matching funds are not available because the funding source is deemed unconstitutional or for any other reason beyond the reasonable control of CSXT, then the Department shall with all practical dispatch consistent in all respects with applicable law and its obligations under this Agreement (i) immediately deliver to the Department of Planning and Budget of the Commonwealth of Virginia a provision that there be appropriated such amounts necessary to fund Department's commitments under this Agreement from any legally available funds, (ii) use its best efforts to have (A) the Governor include, in each biennial or any supplemental budget the Governor presents to the General Assembly, the amounts necessary to fund Department's commitments under this Agreement, (B) the General Assembly appropriate and re-appropriate, as applicable, such amounts to or on behalf of the Department for the purpose of funding its commitments under this Agreement, and (C) the CTB allocate such appropriated amounts for the purpose of funding Department's commitments under this Agreement. If these efforts are unsuccessful and Department's funding commitments under this Agreement remain unfulfilled, CSXT reserves the right to seek relief.

Section 2. Additional Agreements

The Department and CSXT will incorporate all of the Phase I through V projects resulting from this Agreement into grant agreements as funding becomes available. These

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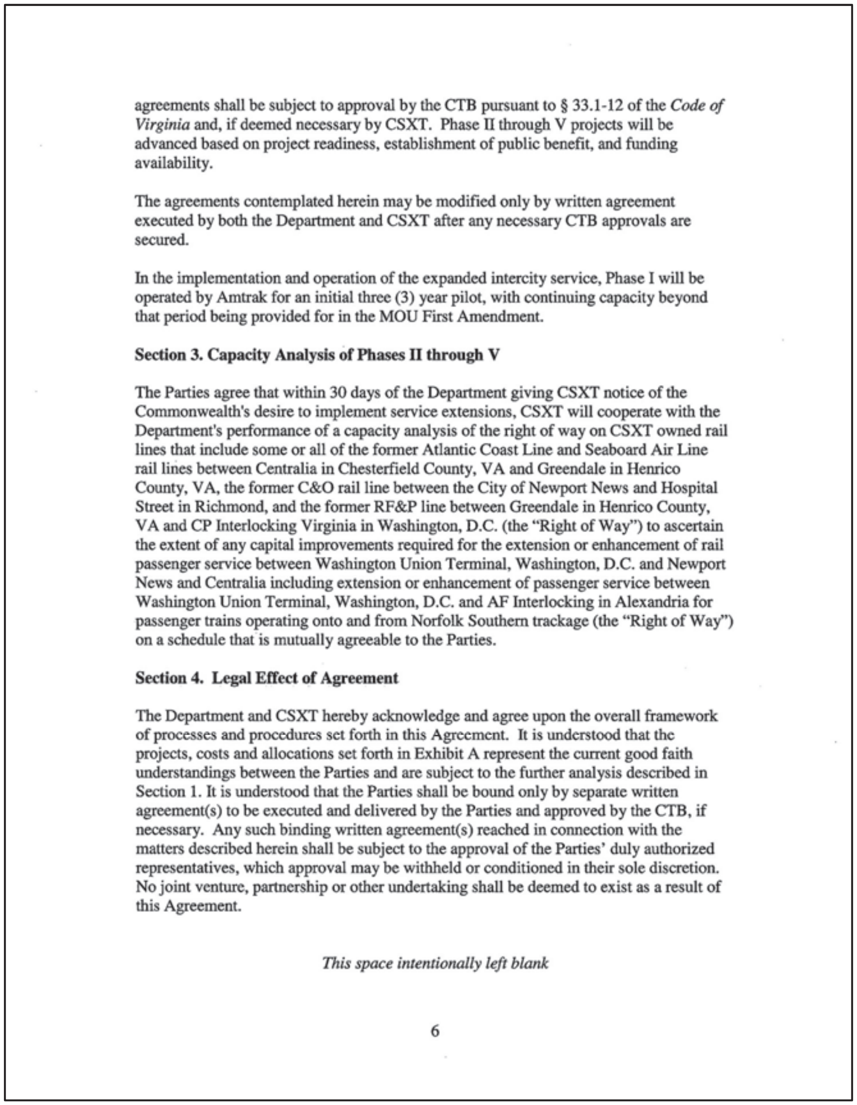

agreements shall be subject to approval by the CTB pursuant to § 33.1-12 of the *Code of Virginia* and, if deemed necessary by CSXT. Phase II through V projects will be advanced based on project readiness, establishment of public benefit, and funding availability.

The agreements contemplated herein may be modified only by written agreement executed by both the Department and CSXT after any necessary CTB approvals are secured.

In the implementation and operation of the expanded intercity service, Phase I will be operated by Amtrak for an initial three (3) year pilot, with continuing capacity beyond that period being provided for in the MOU First Amendment.

Section 3. Capacity Analysis of Phases II through V

The Parties agree that within 30 days of the Department giving CSXT notice of the Commonwealth's desire to implement service extensions, CSXT will cooperate with the Department's performance of a capacity analysis of the right of way on CSXT owned rail lines that include some or all of the former Atlantic Coast Line and Seaboard Air Line rail lines between Centralia in Chesterfield County, VA and Greendale in Henrico County, VA, the former C&O rail line between the City of Newport News and Hospital Street in Richmond, and the former RF&P line between Greendale in Henrico County, VA and CP Interlocking Virginia in Washington, D.C. (the "Right of Way") to ascertain the extent of any capital improvements required for the extension or enhancement of rail passenger service between Washington Union Terminal, Washington, D.C. and Newport News and Centralia including extension or enhancement of passenger service between Washington Union Terminal, Washington, D.C. and AF Interlocking in Alexandria for passenger trains operating onto and from Norfolk Southern trackage (the "Right of Way") on a schedule that is mutually agreeable to the Parties.

Section 4. Legal Effect of Agreement

The Department and CSXT hereby acknowledge and agree upon the overall framework of processes and procedures set forth in this Agreement. It is understood that the projects, costs and allocations set forth in Exhibit A represent the current good faith understandings between the Parties and are subject to the further analysis described in Section 1. It is understood that the Parties shall be bound only by separate written agreement(s) to be executed and delivered by the Parties and approved by the CTB, if necessary. Any such binding written agreement(s) reached in connection with the matters described herein shall be subject to the approval of the Parties' duly authorized representatives, which approval may be withheld or conditioned in their sole discretion. No joint venture, partnership or other undertaking shall be deemed to exist as a result of this Agreement.

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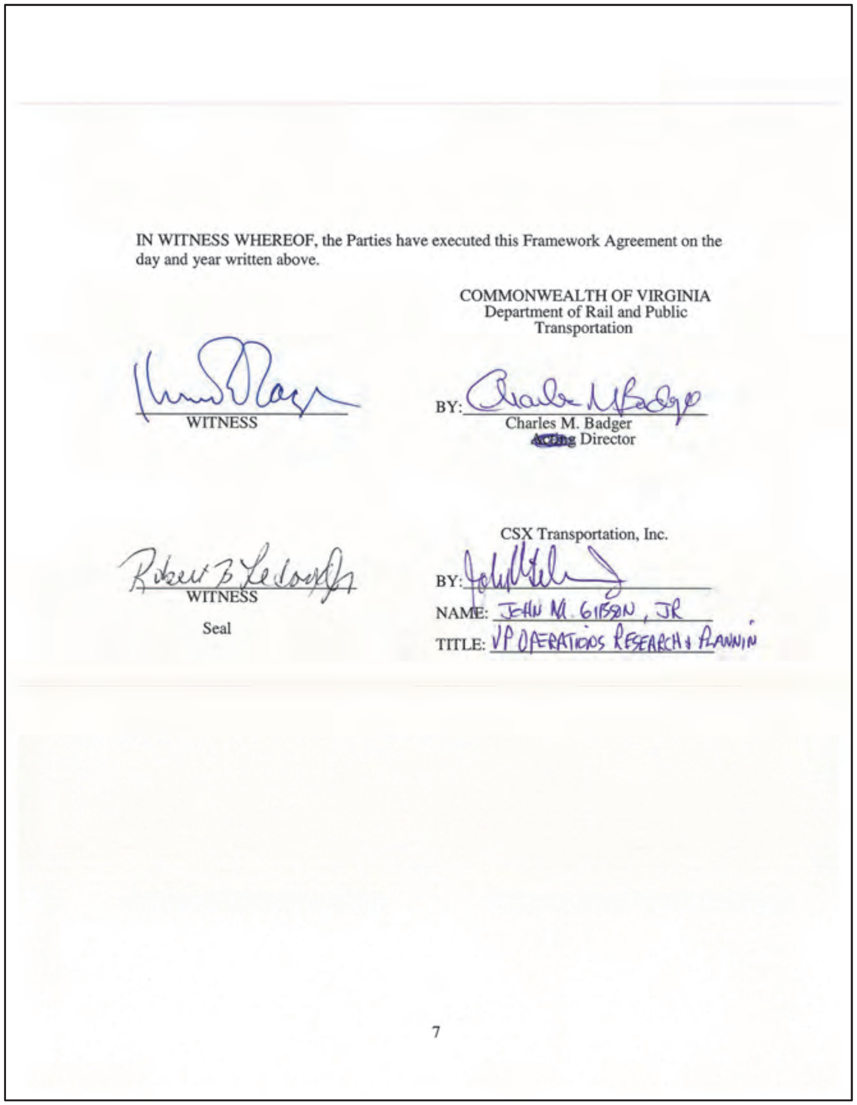

IN WITNESS WHEREOF, the Parties have executed this Framework Agreement on the day and year written above.

COMMONWEALTH OF VIRGINIA
Department of Rail and Public
Transportation

WITNESS

BY: Charles M Badger
Charles M. Badger
~~Acting~~ Director

CSX Transportation, Inc.

WITNESS

Seal

BY:
NAME: JOHN M. GIBSON, JR
TITLE: VP OPERATIONS RESEARCH & PLANNIN

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CSXT (continued)

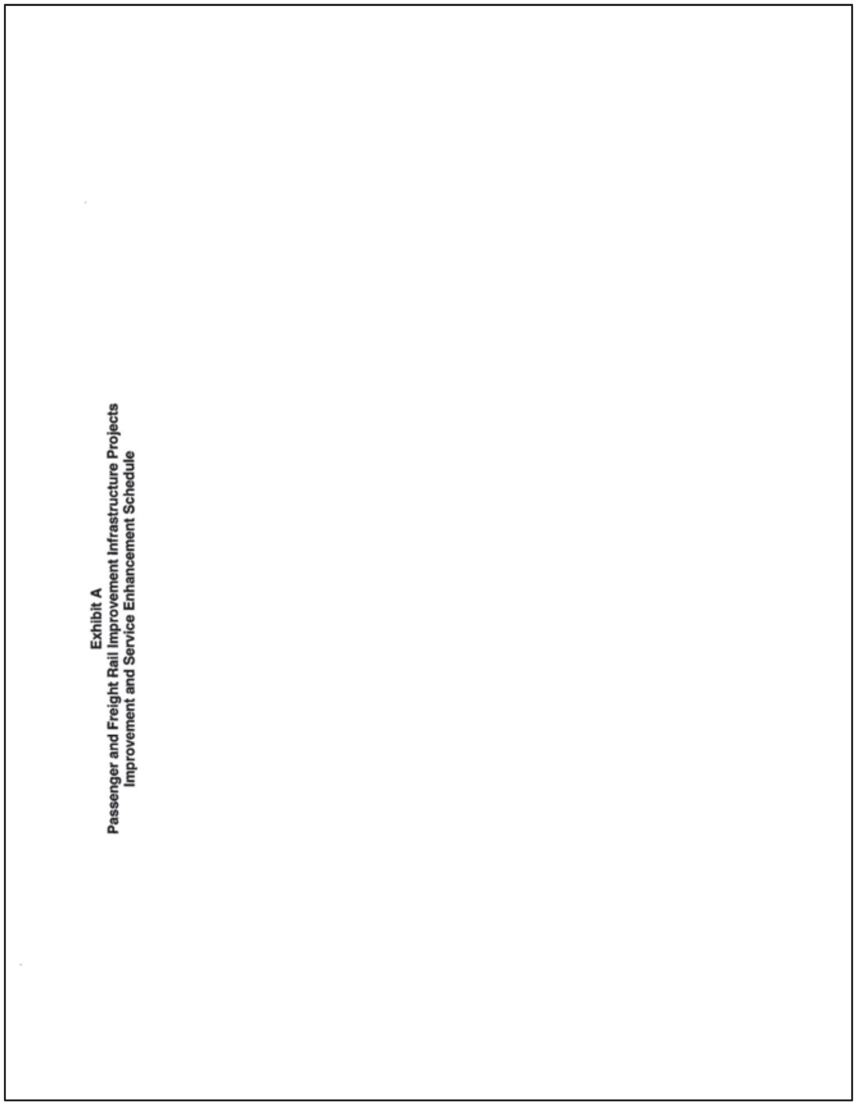

Exhibit A
Passenger and Freight Rail Improvement Infrastructure Projects
Improvement and Service Enhancement Schedule

CSXT (continued)

Exhibit B
Passenger and Freight Rail Improvement Infrastructure Projects Improvement and Service Enhancement Schedule

CSXT (continued)

Exhibit C
Passenger and Freight Rail Improvement Infrastructure Projects Improvement and Service Enhancement Schedule

Phase II:

- Upon completion of the Fredericksburg to Richmond and Newport News capacity study and preliminary engineering projects (funded as part of Phase I), infrastructure projects required to support proposed Amtrak passenger service to Richmond Main Street Station and potentially Newport News and replace freight capacity used by proposed passenger service to Richmond Main Street Station and potentially Newport News will be identified and budget estimates prepared in order to progress projects to a readiness state which identifies costs, funding sources, and project completion timelines.
- Additional infrastructure projects to support proposed I-95 freight service that are in a project readiness state will be identified, including costs, funding sources, and project completion timelines.
- Share of costs will be determined on project benefits. CSX will invest in projects with freight benefits, subject to freight capacity needs and an adequate return on investment for each proposed project. CSX will request Rail Enhancement funding for projects with freight and public benefits.
- Any federal funding received for a specific project will be applied towards the total project cost and remaining costs will be apportioned between CSX and DRPT according to project's percent allocation.

Phase III:

- Upon completion of the Fredericksburg to Washington, D.C. capacity study and preliminary engineering (funded to the Virginia Railway Express (VRE) part of a Commuter Rail project), infrastructure projects required to support proposed VRE commuter service between Washington Union Terminal and AF Interlocking for Manassas and Gainesville or Haymarket service and replace freight capacity used by the proposed VRE service enhancement, will be identified and budget estimates prepared in order to progress projects to a readiness state which identifies costs, funding sources, and project completion timelines.
- Additional infrastructure projects to support proposed I-95/I-64 intercity passenger service that are in a project readiness state will be identified, including costs, funding sources, and project completion timelines.
- Share of costs will be determined on project benefits. CSXT will invest in projects with freight benefits, subject to freight capacity needs and an adequate return on investment for each proposed project. CSXT will request Rail Enhancement funding for projects with freight and public benefits.
- Any federal funding received for a specific project will be applied towards the total project cost and remaining costs will be apportioned between CSXT and DRPT according to project's percent allocation.

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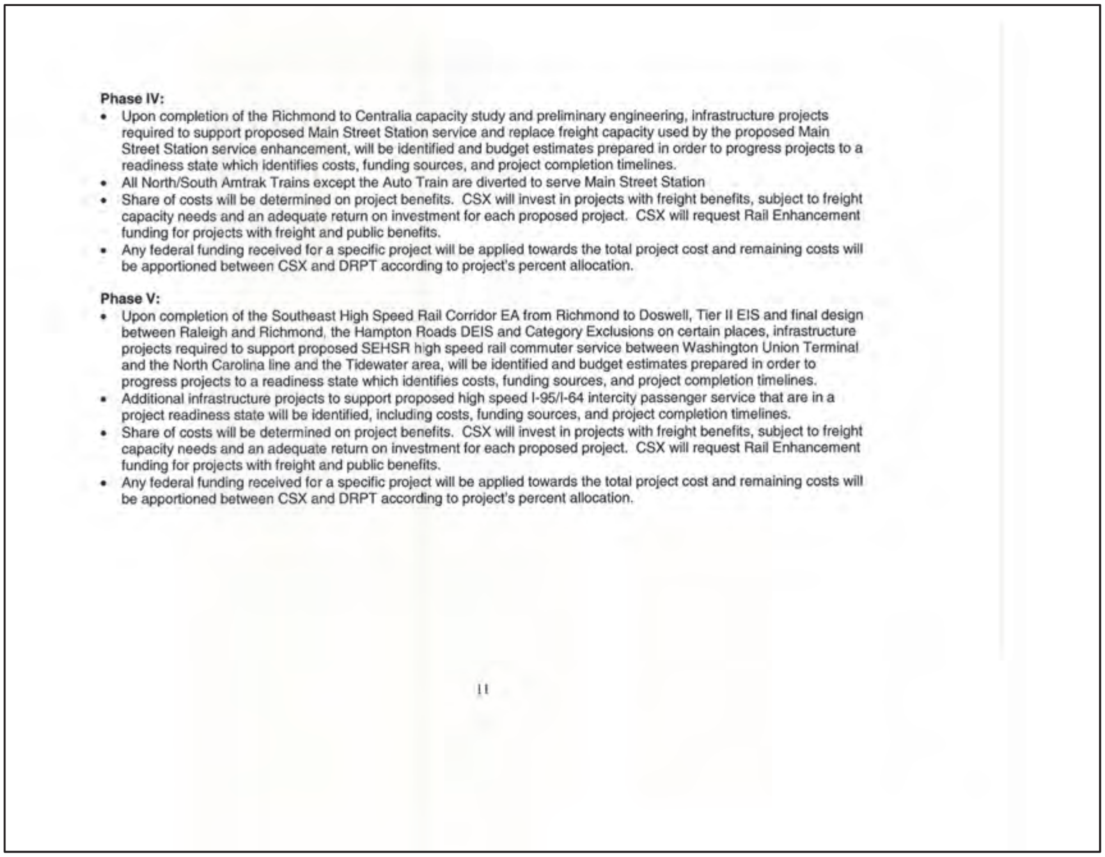

Phase IV:

- Upon completion of the Richmond to Centralia capacity study and preliminary engineering, infrastructure projects required to support proposed Main Street Station service and replace freight capacity used by the proposed Main Street Station service enhancement, will be identified and budget estimates prepared in order to progress projects to a readiness state which identifies costs, funding sources, and project completion timelines.
- All North/South Amtrak Trains except the Auto Train are diverted to serve Main Street Station
- Share of costs will be determined on project benefits. CSX will invest in projects with freight benefits, subject to freight capacity needs and an adequate return on investment for each proposed project. CSX will request Rail Enhancement funding for projects with freight and public benefits.
- Any federal funding received for a specific project will be applied towards the total project cost and remaining costs will be apportioned between CSX and DRPT according to project's percent allocation.

Phase V:

- Upon completion of the Southeast High Speed Rail Corridor EA from Richmond to Doswell, Tier II EIS and final design between Raleigh and Richmond, the Hampton Roads DEIS and Category Exclusions on certain places, infrastructure projects required to support proposed SEHSR high speed rail commuter service between Washington Union Terminal and the North Carolina line and the Tidewater area, will be identified and budget estimates prepared in order to progress projects to a readiness state which identifies costs, funding sources, and project completion timelines.
- Additional infrastructure projects to support proposed high speed I-95/I-64 intercity passenger service that are in a project readiness state will be identified, including costs, funding sources, and project completion timelines.
- Share of costs will be determined on project benefits. CSX will invest in projects with freight benefits, subject to freight capacity needs and an adequate return on investment for each proposed project. CSX will request Rail Enhancement funding for projects with freight and public benefits.
- Any federal funding received for a specific project will be applied towards the total project cost and remaining costs will be apportioned between CSX and DRPT according to project's percent allocation.

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CSXT (continued)

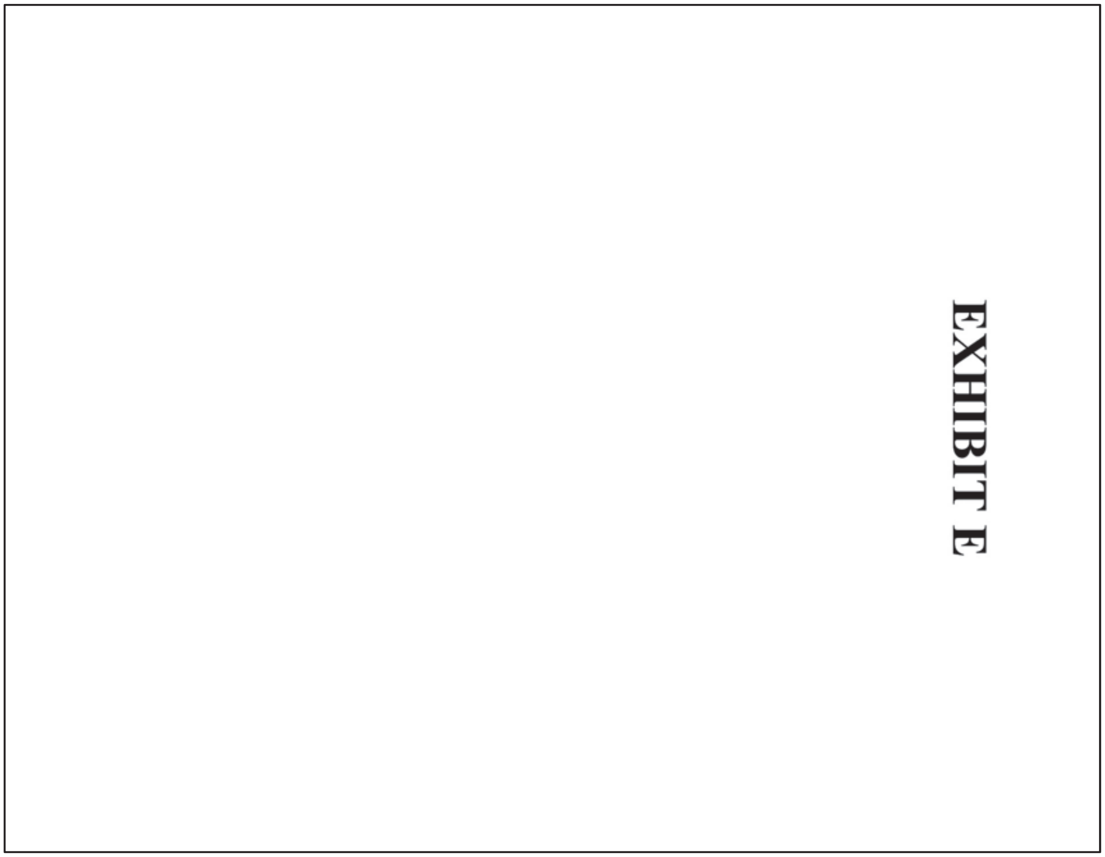

EXHIBIT E

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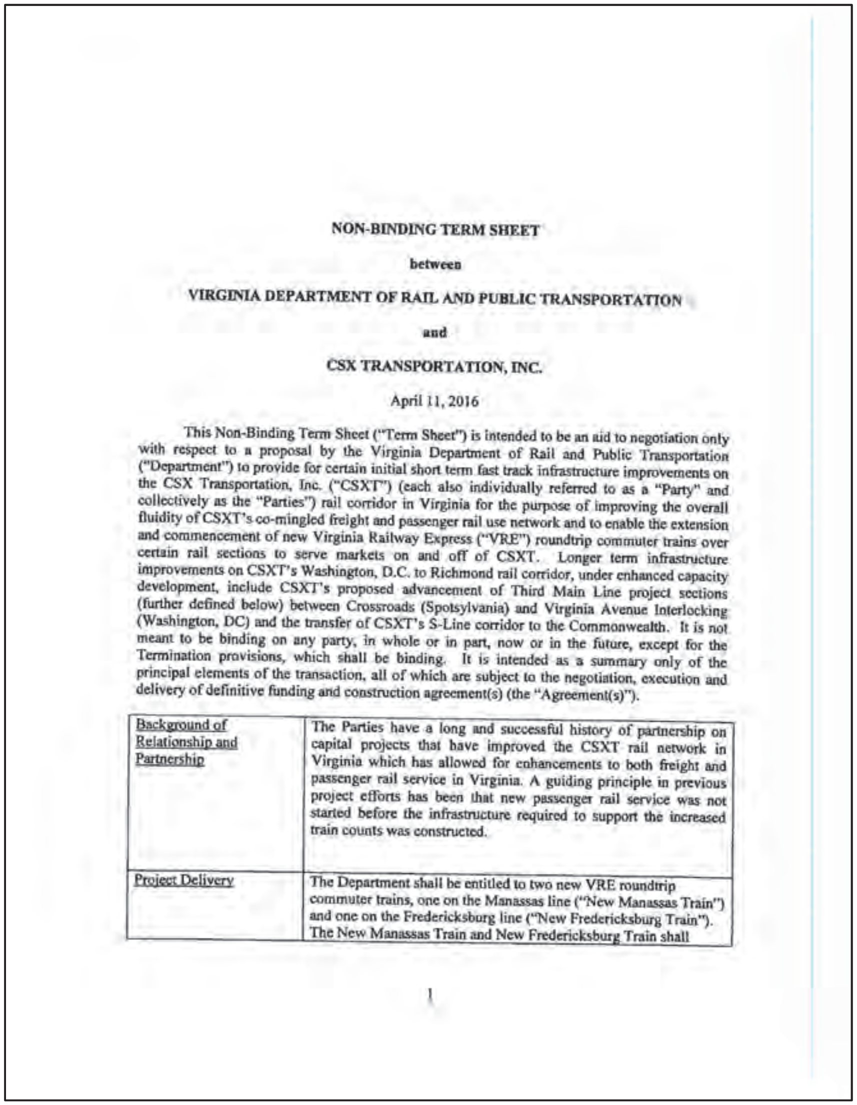


NON-BINDING TERM SHEET

between

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

and

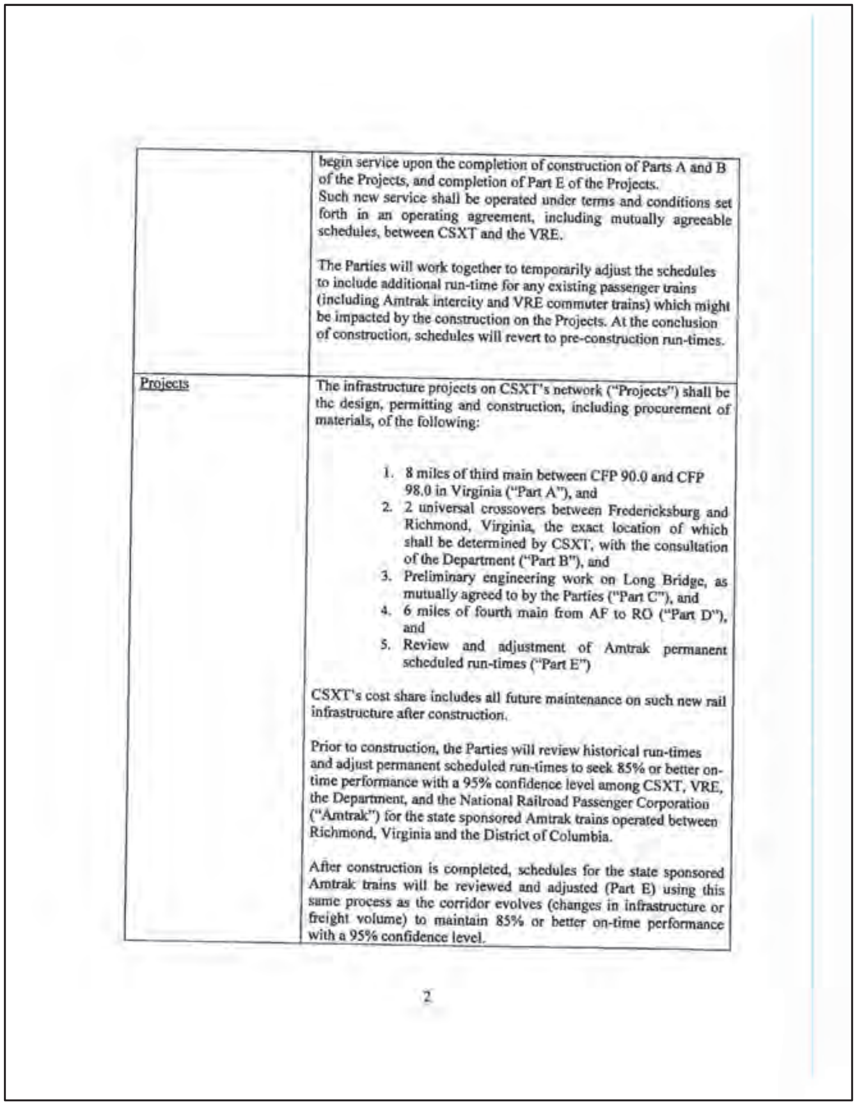
CSX TRANSPORTATION, INC.

April 11, 2016

This Non-Binding Term Sheet ("Term Sheet") is intended to be an aid to negotiation only with respect to a proposal by the Virginia Department of Rail and Public Transportation ("Department") to provide for certain initial short term fast track infrastructure improvements on the CSX Transportation, Inc. ("CSXT") (each also individually referred to as a "Party" and collectively as the "Parties") rail corridor in Virginia for the purpose of improving the overall fluidity of CSXT's co-mingled freight and passenger rail use network and to enable the extension and commencement of new Virginia Railway Express ("VRE") roundtrip commuter trains over certain rail sections to serve markets on and off of CSXT. Longer term infrastructure improvements on CSXT's Washington, D.C. to Richmond rail corridor, under enhanced capacity development, include CSXT's proposed advancement of Third Main Line project sections (further defined below) between Crossroads (Spotsylvania) and Virginia Avenue Interlocking (Washington, DC) and the transfer of CSXT's S-Line corridor to the Commonwealth. It is not meant to be binding on any party, in whole or in part, now or in the future, except for the Termination provisions, which shall be binding. It is intended as a summary only of the principal elements of the transaction, all of which are subject to the negotiation, execution and delivery of definitive funding and construction agreement(s) (the "Agreement(s)").

Background of Relationship and Partnership	The Parties have a long and successful history of partnership on capital projects that have improved the CSXT rail network in Virginia which has allowed for enhancements to both freight and passenger rail service in Virginia. A guiding principle in previous project efforts has been that new passenger rail service was not started before the infrastructure required to support the increased train counts was constructed.
Project Delivery	The Department shall be entitled to two new VRE roundtrip commuter trains, one on the Manassas line ("New Manassas Train") and one on the Fredericksburg line ("New Fredericksburg Train"). The New Manassas Train and New Fredericksburg Train shall

CSXT (continued)



	begin service upon the completion of construction of Parts A and B of the Projects, and completion of Part E of the Projects. Such new service shall be operated under terms and conditions set forth in an operating agreement, including mutually agreeable schedules, between CSXT and the VRE. The Parties will work together to temporarily adjust the schedules to include additional run-time for any existing passenger trains (including Amtrak intercity and VRE commuter trains) which might be impacted by the construction on the Projects. At the conclusion of construction, schedules will revert to pre-construction run-times.
Projects	The infrastructure projects on CSXT's network ("Projects") shall be the design, permitting and construction, including procurement of materials, of the following: 1. 8 miles of third main between CFP 90.0 and CFP 98.0 in Virginia ("Part A"), and 2. 2 universal crossovers between Fredericksburg and Richmond, Virginia, the exact location of which shall be determined by CSXT, with the consultation of the Department ("Part B"), and 3. Preliminary engineering work on Long Bridge, as mutually agreed to by the Parties ("Part C"), and 4. 6 miles of fourth main from AF to RO ("Part D"), and 5. Review and adjustment of Amtrak permanent scheduled run-times ("Part E") CSXT's cost share includes all future maintenance on such new rail infrastructure after construction. Prior to construction, the Parties will review historical run-times and adjust permanent scheduled run-times to seek 85% or better on-time performance with a 95% confidence level among CSXT, VRE, the Department, and the National Railroad Passenger Corporation ("Amtrak") for the state sponsored Amtrak trains operated between Richmond, Virginia and the District of Columbia. After construction is completed, schedules for the state sponsored Amtrak trains will be reviewed and adjusted (Part E) using this same process as the corridor evolves (changes in infrastructure or freight volume) to maintain 85% or better on-time performance with a 95% confidence level.

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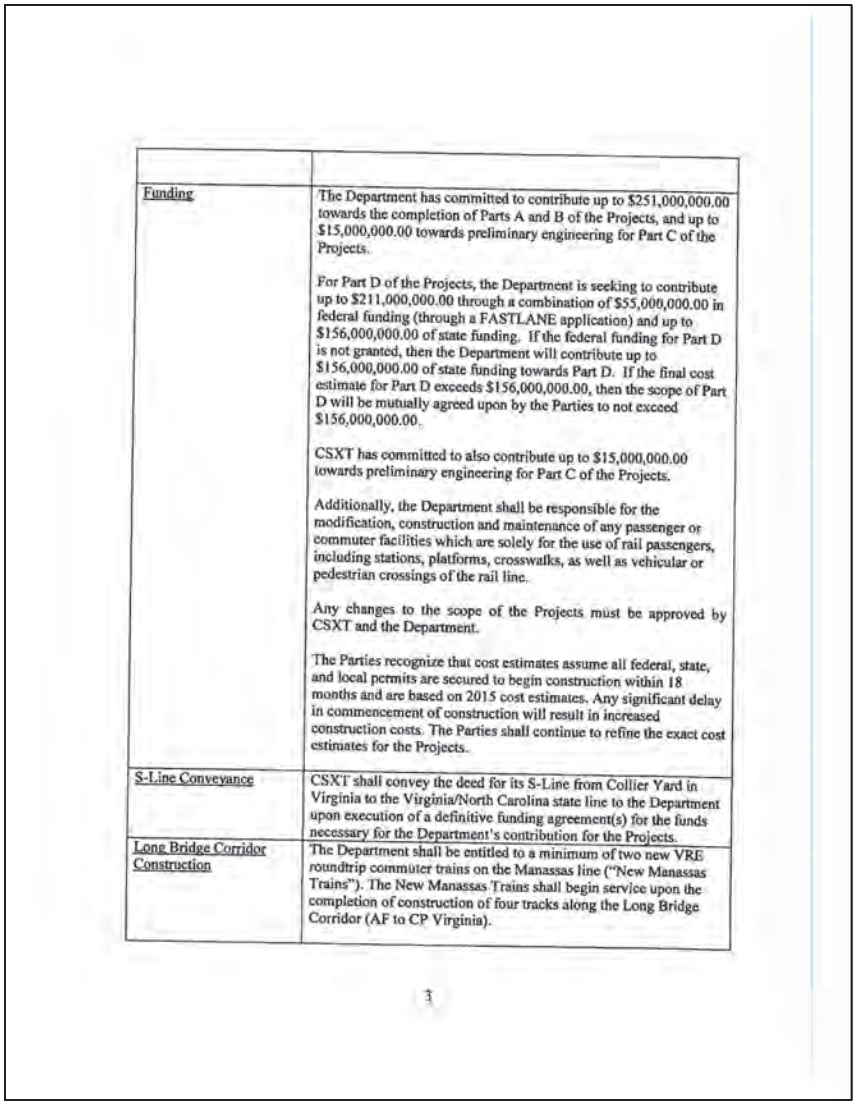

Funding	The Department has committed to contribute up to $251,000,000.00 towards the completion of Parts A and B of the Projects, and up to $15,000,000.00 towards preliminary engineering for Part C of the Projects. For Part D of the Projects, the Department is seeking to contribute up to $211,000,000.00 through a combination of $55,000,000.00 in federal funding (through a FASTLANE application) and up to $156,000,000.00 of state funding. If the federal funding for Part D is not granted, then the Department will contribute up to $156,000,000.00 of state funding towards Part D. If the final cost estimate for Part D exceeds $156,000,000.00, then the scope of Part D will be mutually agreed upon by the Parties to not exceed $156,000,000.00. CSXT has committed to also contribute up to $15,000,000.00 towards preliminary engineering for Part C of the Projects. Additionally, the Department shall be responsible for the modification, construction and maintenance of any passenger or commuter facilities which are solely for the use of rail passengers, including stations, platforms, crosswalks, as well as vehicular or pedestrian crossings of the rail line. Any changes to the scope of the Projects must be approved by CSXT and the Department. The Parties recognize that cost estimates assume all federal, state, and local permits are secured to begin construction within 18 months and are based on 2015 cost estimates. Any significant delay in commencement of construction will result in increased construction costs. The Parties shall continue to refine the exact cost estimates for the Projects.
S-Line Conveyance	CSXT shall convey the deed for its S-Line from Collier Yard in Virginia to the Virginia/North Carolina state line to the Department upon execution of a definitive funding agreement(s) for the funds necessary for the Department's contribution for the Projects.
Long Bridge Corridor Construction	The Department shall be entitled to a minimum of two new VRE roundtrip commuter trains on the Manassas line ("New Manassas Trains"). The New Manassas Trains shall begin service upon the completion of construction of four tracks along the Long Bridge Corridor (AF to CP Virginia).

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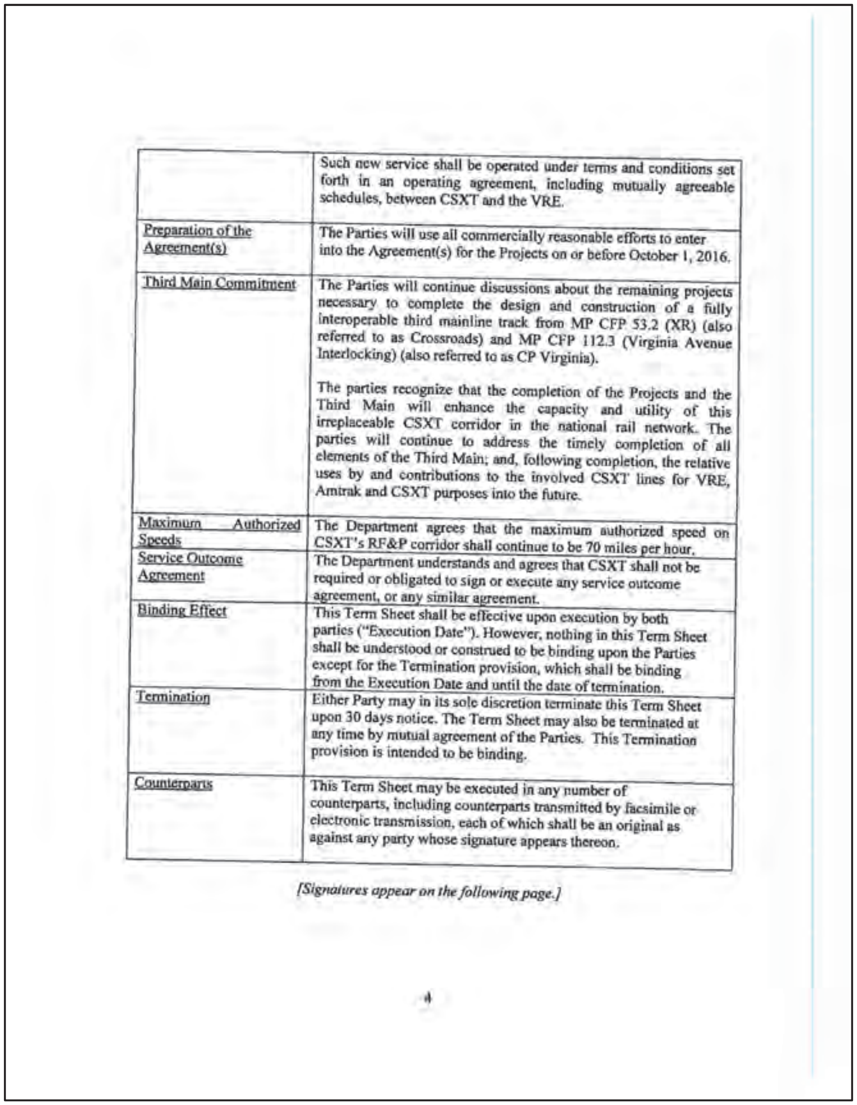

	Such new service shall be operated under terms and conditions set forth in an operating agreement, including mutually agreeable schedules, between CSXT and the VRE.
Preparation of the Agreement(s)	The Parties will use all commercially reasonable efforts to enter into the Agreement(s) for the Projects on or before October 1, 2016.
Third Main Commitment	The Parties will continue discussions about the remaining projects necessary to complete the design and construction of a fully interoperable third mainline track from MP CFP 53.2 (XR) (also referred to as Crossroads) and MP CFP 112.3 (Virginia Avenue Interlocking) (also referred to as CP Virginia). The parties recognize that the completion of the Projects and the Third Main will enhance the capacity and utility of this irreplaceable CSXT corridor in the national rail network. The parties will continue to address the timely completion of all elements of the Third Main; and, following completion, the relative uses by and contributions to the involved CSXT lines for VRE, Amtrak and CSXT purposes into the future.
Maximum Authorized Speeds	The Department agrees that the maximum authorized speed on CSXT's RF&P corridor shall continue to be 70 miles per hour.
Service Outcome Agreement	The Department understands and agrees that CSXT shall not be required or obligated to sign or execute any service outcome agreement, or any similar agreement.
Binding Effect	This Term Sheet shall be effective upon execution by both parties ("Execution Date"). However, nothing in this Term Sheet shall be understood or construed to be binding upon the Parties except for the Termination provision, which shall be binding from the Execution Date and until the date of termination.
Termination	Either Party may in its sole discretion terminate this Term Sheet upon 30 days notice. The Term Sheet may also be terminated at any time by mutual agreement of the Parties. This Termination provision is intended to be binding.
Counterparts	This Term Sheet may be executed in any number of counterparts, including counterparts transmitted by facsimile or electronic transmission, each of which shall be an original as against any party whose signature appears thereon.

[Signatures appear on the following page.]

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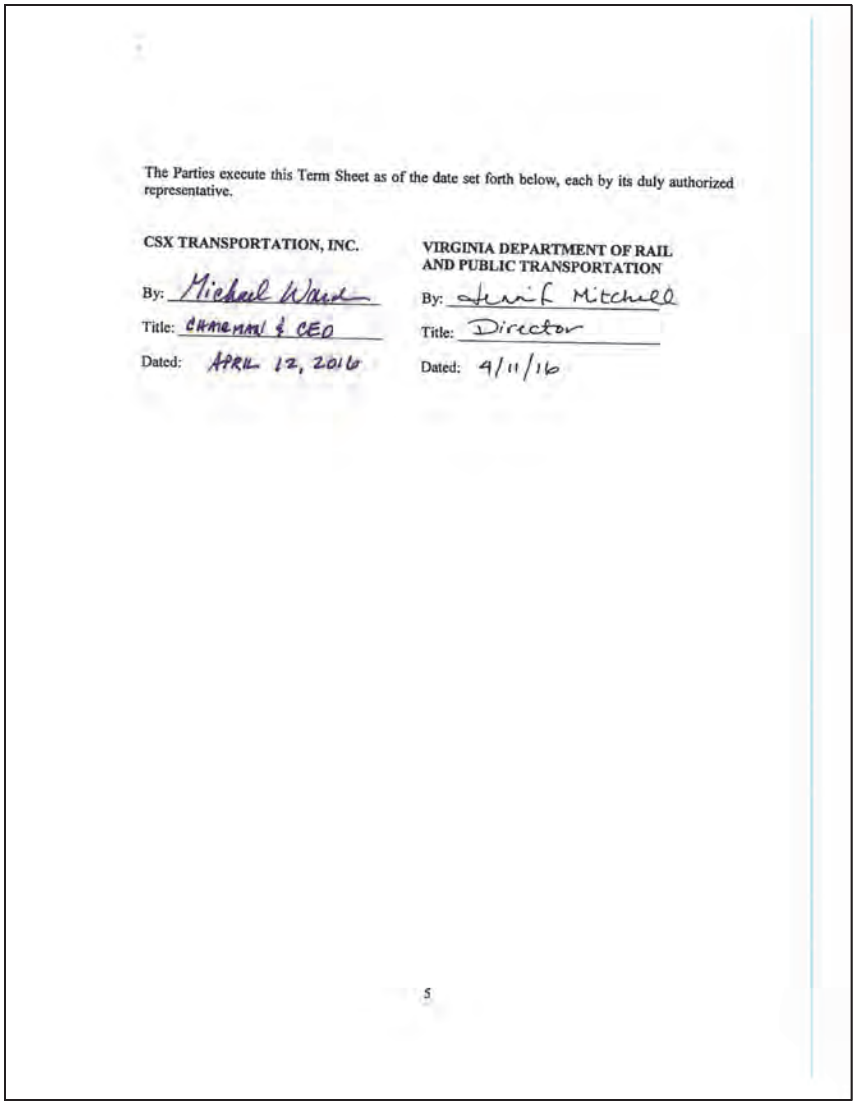
CSXT (continued)



The Parties execute this Term Sheet as of the date set forth below, each by its duly authorized representative.

CSX TRANSPORTATION, INC.

By: Michael Ward
Title: CHAIRMAN & CEO
Dated: APRIL 12, 2016

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

By: Jennif Mitchell
Title: Director
Dated: 4/11/16

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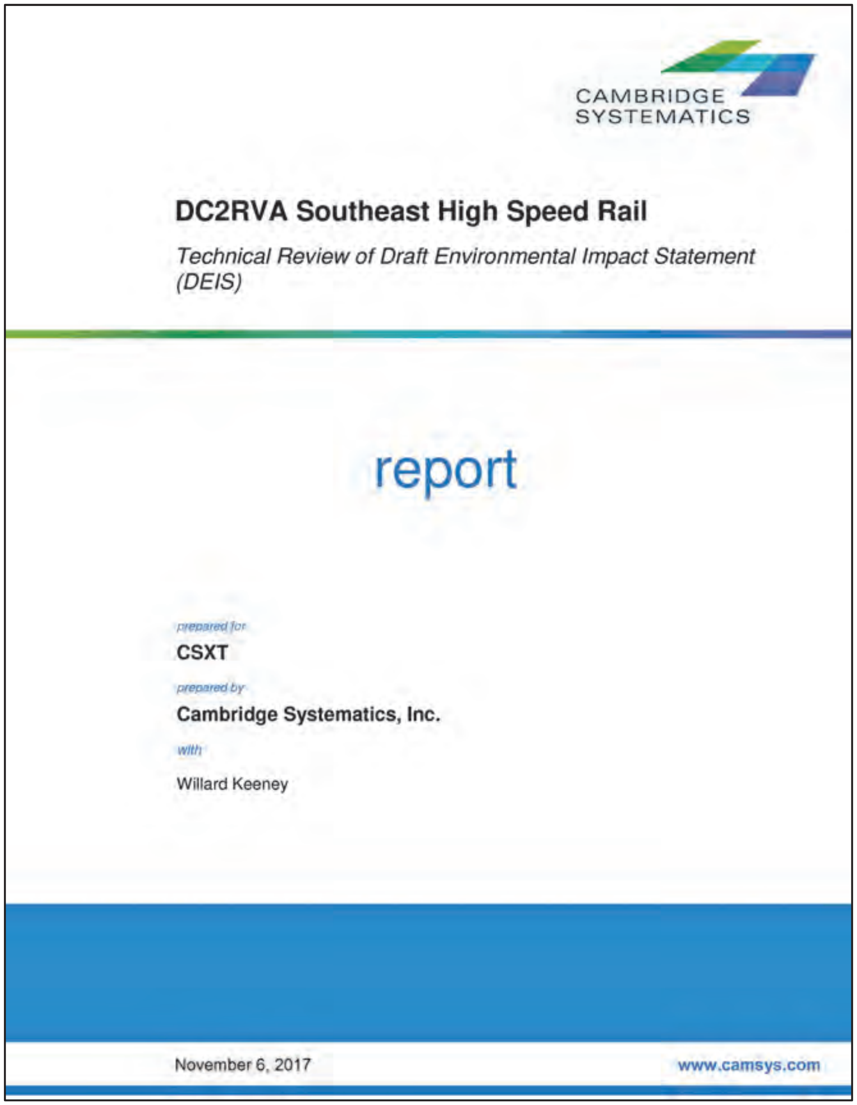
CSXT (continued)



CAMBRIDGE
SYSTEMATICS

DC2RVA Southeast High Speed Rail

Technical Review of Draft Environmental Impact Statement (DEIS)

report

prepared for

CSXT

prepared by

Cambridge Systematics, Inc.

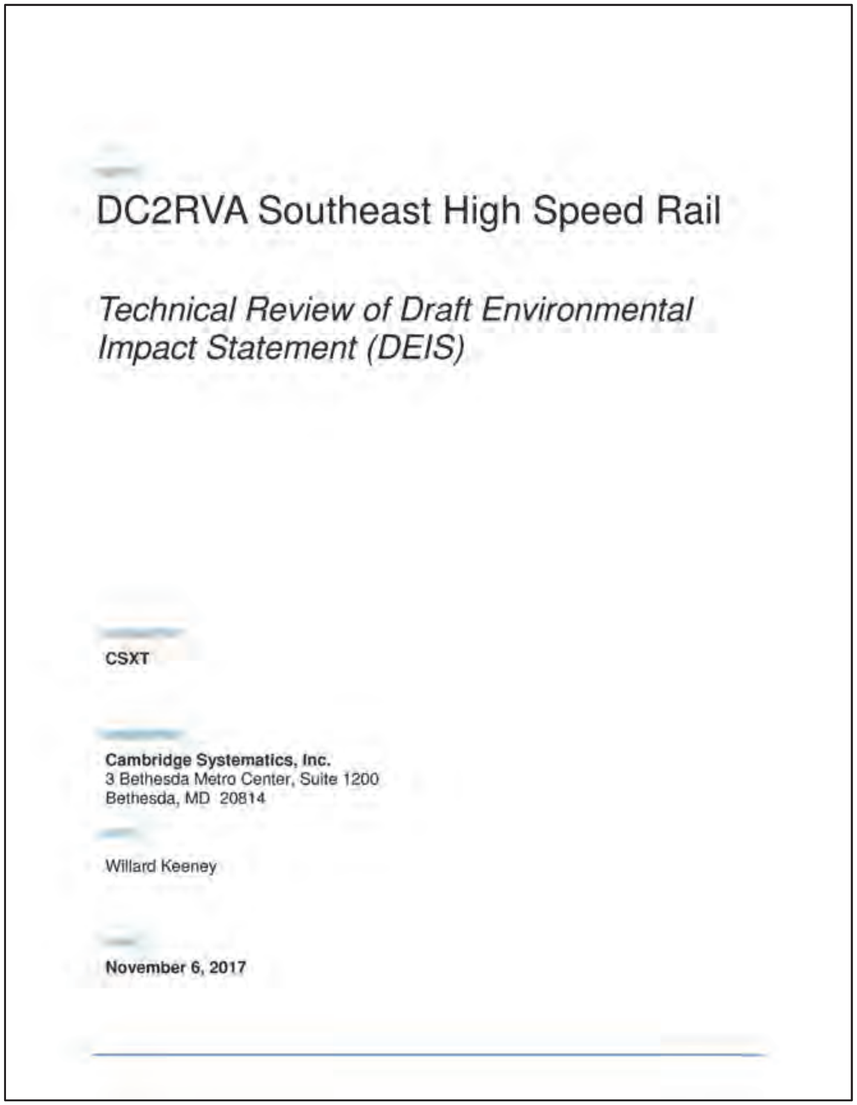
with

Willard Keeney

November 6, 2017

www.camsys.com

CSXT (continued)



DC2RVA Southeast High Speed Rail

Technical Review of Draft Environmental Impact Statement (DEIS)

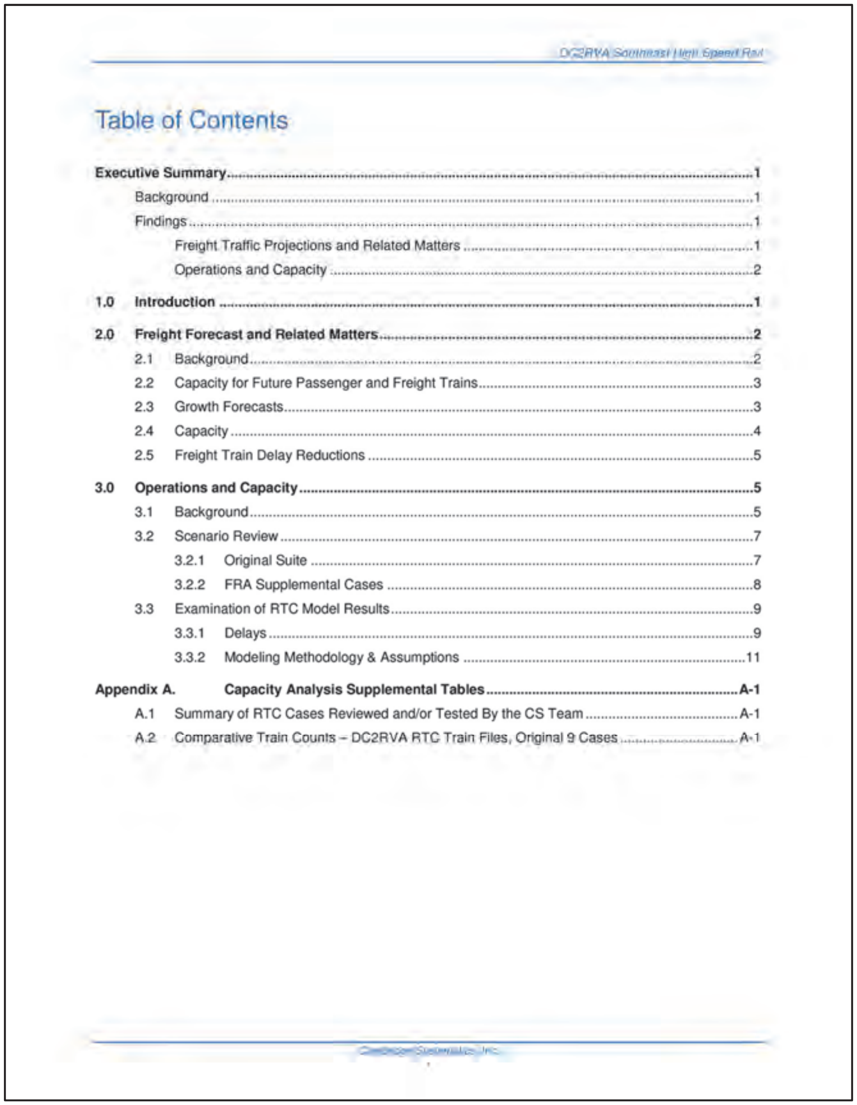
CSXT

Cambridge Systematics, Inc.
3 Bethesda Metro Center, Suite 1200
Bethesda, MD 20814

Willard Keeney

November 6, 2017

CSXT (continued)



DC2RVA Southeast High Speed Rail

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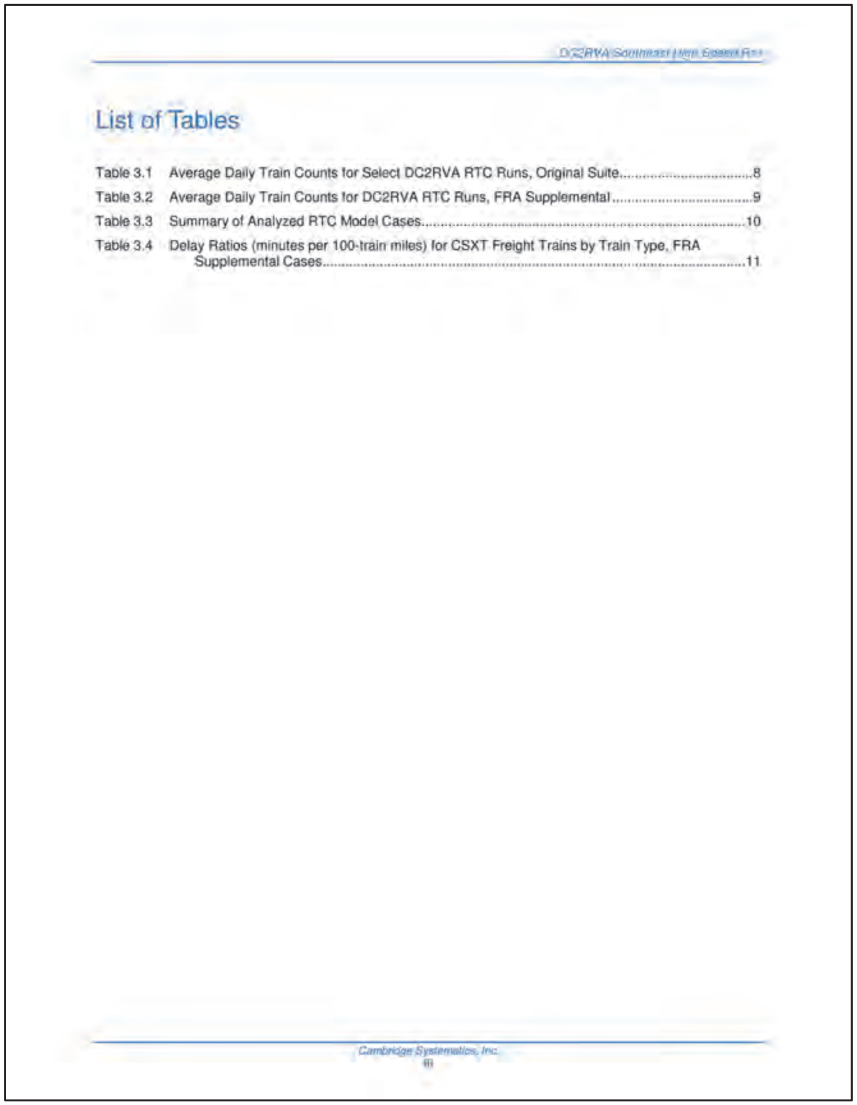
Cambridge Systematics, Inc.

CSXT (continued)



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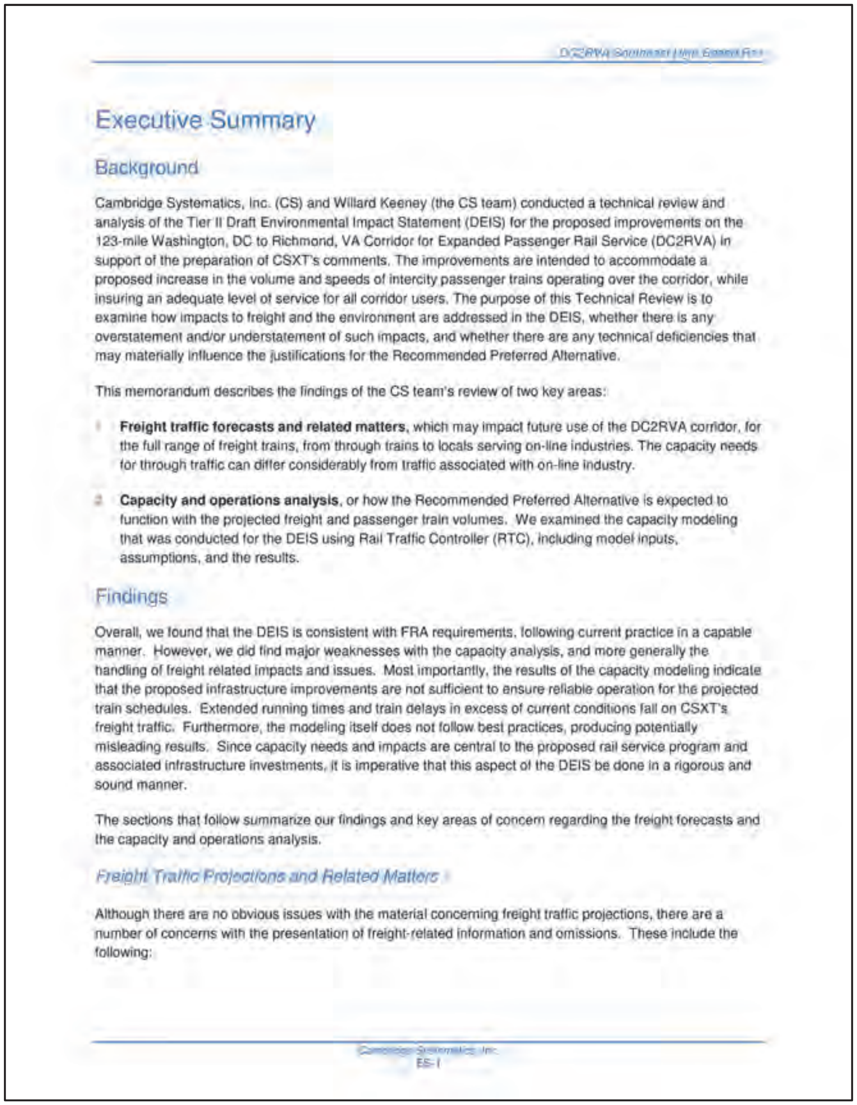


Executive Summary

Background

Cambridge Systematics, Inc. (CS) and Willard Keeney (the CS team) conducted a technical review and analysis of the Tier II Draft Environmental Impact Statement (DEIS) for the proposed improvements on the 123-mile Washington, DC to Richmond, VA Corridor for Expanded Passenger Rail Service (DC2RVA) in support of the preparation of CSXT's comments. The improvements are intended to accommodate a proposed increase in the volume and speeds of intercity passenger trains operating over the corridor, while insuring an adequate level of service for all corridor users. The purpose of this Technical Review is to examine how impacts to freight and the environment are addressed in the DEIS, whether there is any overstatement and/or understatement of such impacts, and whether there are any technical deficiencies that may materially influence the justifications for the Recommended Preferred Alternative.

This memorandum describes the findings of the CS team's review of two key areas:

1. **Freight traffic forecasts and related matters**, which may impact future use of the DC2RVA corridor, for the full range of freight trains, from through trains to locals serving on-line industries. The capacity needs for through traffic can differ considerably from traffic associated with on-line industry.

2. **Capacity and operations analysis**, or how the Recommended Preferred Alternative is expected to function with the projected freight and passenger train volumes. We examined the capacity modeling that was conducted for the DEIS using Rail Traffic Controller (RTC), including model inputs, assumptions, and the results.

Findings

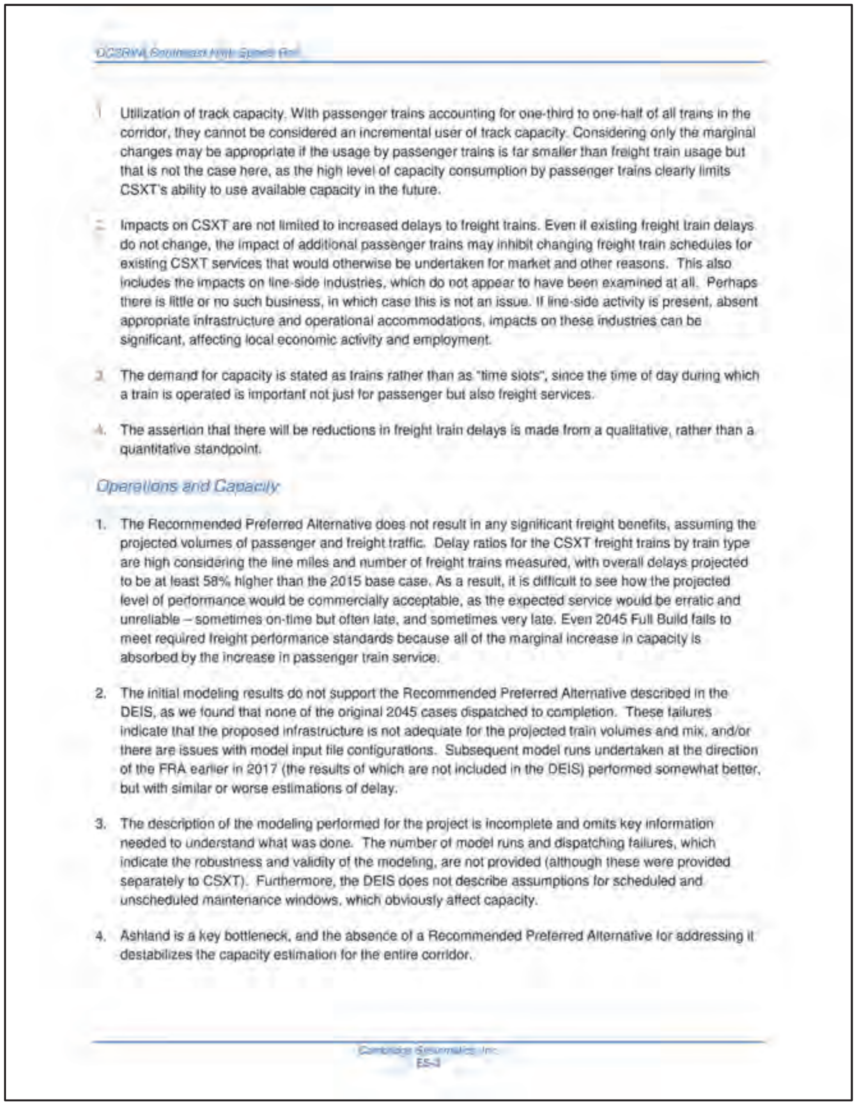
Overall, we found that the DEIS is consistent with FRA requirements, following current practice in a capable manner. However, we did find major weaknesses with the capacity analysis, and more generally the handling of freight related impacts and issues. Most importantly, the results of the capacity modeling indicate that the proposed infrastructure improvements are not sufficient to ensure reliable operation for the projected train schedules. Extended running times and train delays in excess of current conditions fall on CSXT's freight traffic. Furthermore, the modeling itself does not follow best practices, producing potentially misleading results. Since capacity needs and impacts are central to the proposed rail service program and associated infrastructure investments, it is imperative that this aspect of the DEIS be done in a rigorous and sound manner.

The sections that follow summarize our findings and key areas of concern regarding the freight forecasts and the capacity and operations analysis.

Freight Traffic Projections and Related Matters

Although there are no obvious issues with the material concerning freight traffic projections, there are a number of concerns with the presentation of freight-related information and omissions. These include the following:

CSXT (continued)

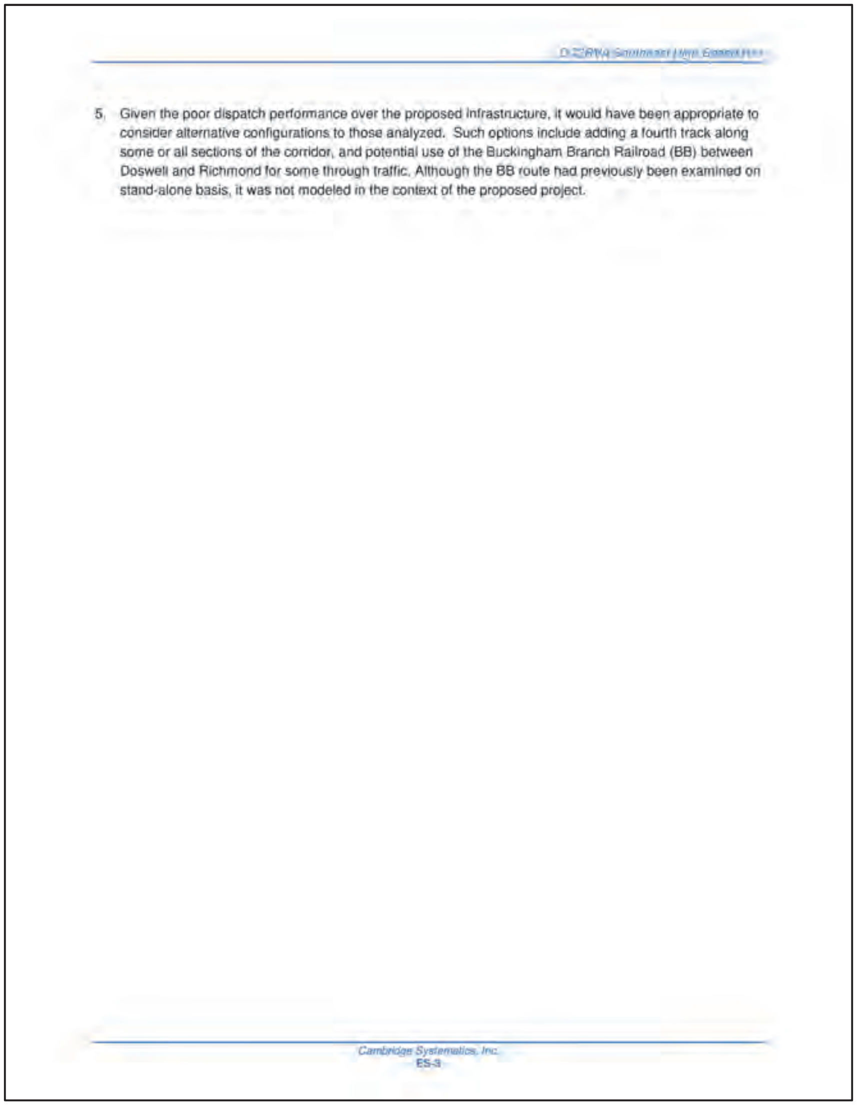


1. Utilization of track capacity. With passenger trains accounting for one-third to one-half of all trains in the corridor, they cannot be considered an incremental user of track capacity. Considering only the marginal changes may be appropriate if the usage by passenger trains is far smaller than freight train usage but that is not the case here, as the high level of capacity consumption by passenger trains clearly limits CSXT's ability to use available capacity in the future.
2. Impacts on CSXT are not limited to increased delays to freight trains. Even if existing freight train delays do not change, the impact of additional passenger trains may inhibit changing freight train schedules for existing CSXT services that would otherwise be undertaken for market and other reasons. This also includes the impacts on line-side industries, which do not appear to have been examined at all. Perhaps there is little or no such business, in which case this is not an issue. If line-side activity is present, absent appropriate infrastructure and operational accommodations, impacts on these industries can be significant, affecting local economic activity and employment.
3. The demand for capacity is stated as trains rather than as "time slots", since the time of day during which a train is operated is important not just for passenger but also freight services.
4. The assertion that there will be reductions in freight train delays is made from a qualitative, rather than a quantitative standpoint.

Operations and Capacity

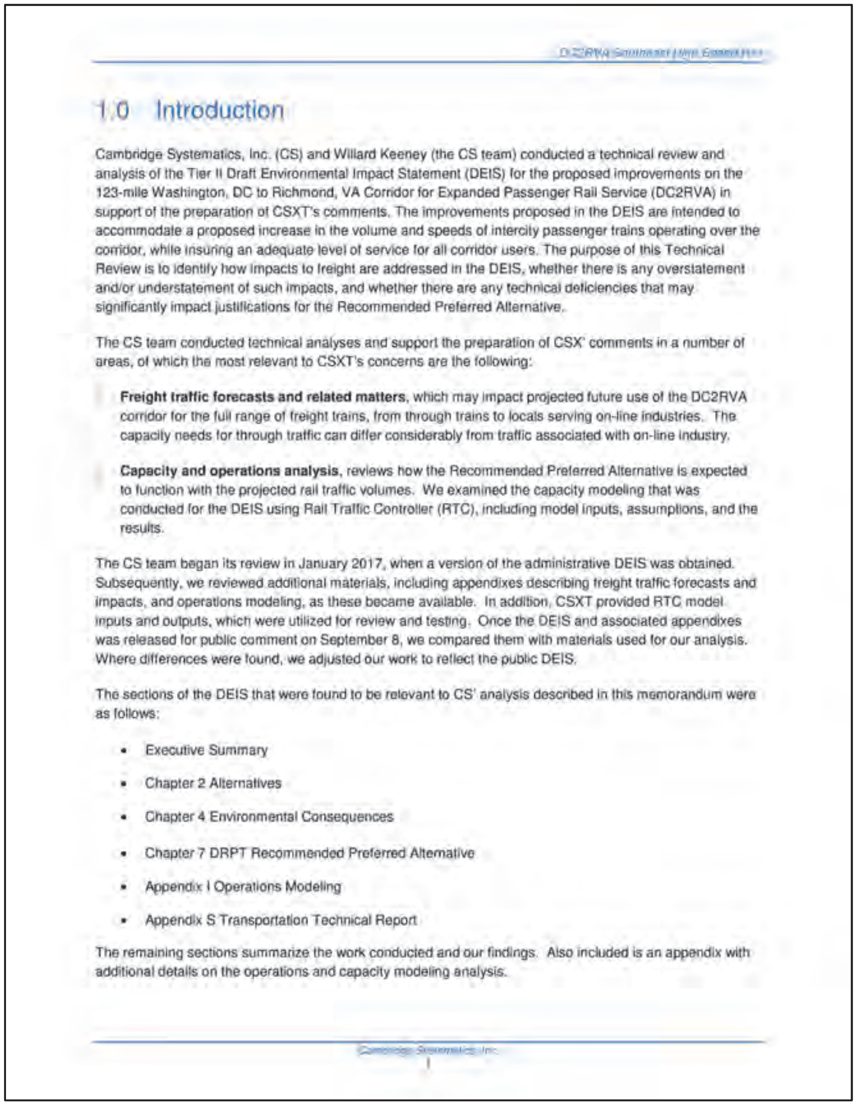
1. The Recommended Preferred Alternative does not result in any significant freight benefits, assuming the projected volumes of passenger and freight traffic. Delay ratios for the CSXT freight trains by train type are high considering the line miles and number of freight trains measured, with overall delays projected to be at least 58% higher than the 2015 base case. As a result, it is difficult to see how the projected level of performance would be commercially acceptable, as the expected service would be erratic and unreliable – sometimes on-time but often late, and sometimes very late. Even 2045 Full Build fails to meet required freight performance standards because all of the marginal increase in capacity is absorbed by the increase in passenger train service.
2. The initial modeling results do not support the Recommended Preferred Alternative described in the DEIS, as we found that none of the original 2045 cases dispatched to completion. These failures indicate that the proposed infrastructure is not adequate for the projected train volumes and mix, and/or there are issues with model input file configurations. Subsequent model runs undertaken at the direction of the FRA earlier in 2017 (the results of which are not included in the DEIS) performed somewhat better, but with similar or worse estimations of delay.
3. The description of the modeling performed for the project is incomplete and omits key information needed to understand what was done. The number of model runs and dispatching failures, which indicate the robustness and validity of the modeling, are not provided (although these were provided separately to CSXT). Furthermore, the DEIS does not describe assumptions for scheduled and unscheduled maintenance windows, which obviously affect capacity.
4. Ashland is a key bottleneck, and the absence of a Recommended Preferred Alternative for addressing it destabilizes the capacity estimation for the entire corridor.

CSXT (continued)



5. Given the poor dispatch performance over the proposed infrastructure, it would have been appropriate to consider alternative configurations to those analyzed. Such options include adding a fourth track along some or all sections of the corridor, and potential use of the Buckingham Branch Railroad (BB) between Doswell and Richmond for some through traffic. Although the BB route had previously been examined on stand-alone basis, it was not modeled in the context of the proposed project.

CSXT (continued)



1.0 Introduction

Cambridge Systematics, Inc. (CS) and Willard Keeney (the CS team) conducted a technical review and analysis of the Tier II Draft Environmental Impact Statement (DEIS) for the proposed improvements on the 123-mile Washington, DC to Richmond, VA Corridor for Expanded Passenger Rail Service (DC2RVA) in support of the preparation of CSXT's comments. The improvements proposed in the DEIS are intended to accommodate a proposed increase in the volume and speeds of intercity passenger trains operating over the corridor, while insuring an adequate level of service for all corridor users. The purpose of this Technical Review is to identify how impacts to freight are addressed in the DEIS, whether there is any overstatement and/or understatement of such impacts, and whether there are any technical deficiencies that may significantly impact justifications for the Recommended Preferred Alternative.

The CS team conducted technical analyses and support the preparation of CSX' comments in a number of areas, of which the most relevant to CSXT's concerns are the following:

- **Freight traffic forecasts and related matters**, which may impact projected future use of the DC2RVA corridor for the full range of freight trains, from through trains to locals serving on-line industries. The capacity needs for through traffic can differ considerably from traffic associated with on-line industry.
- **Capacity and operations analysis**, reviews how the Recommended Preferred Alternative is expected to function with the projected rail traffic volumes. We examined the capacity modeling that was conducted for the DEIS using Rail Traffic Controller (RTC), including model inputs, assumptions, and the results.

The CS team began its review in January 2017, when a version of the administrative DEIS was obtained. Subsequently, we reviewed additional materials, including appendixes describing freight traffic forecasts and impacts, and operations modeling, as these became available. In addition, CSXT provided RTC model inputs and outputs, which were utilized for review and testing. Once the DEIS and associated appendixes was released for public comment on September 8, we compared them with materials used for our analysis. Where differences were found, we adjusted our work to reflect the public DEIS.

The sections of the DEIS that were found to be relevant to CS' analysis described in this memorandum were as follows:

- Executive Summary
- Chapter 2 Alternatives
- Chapter 4 Environmental Consequences
- Chapter 7 DRPT Recommended Preferred Alternative
- Appendix I Operations Modeling
- Appendix S Transportation Technical Report

The remaining sections summarize the work conducted and our findings. Also included is an appendix with additional details on the operations and capacity modeling analysis.

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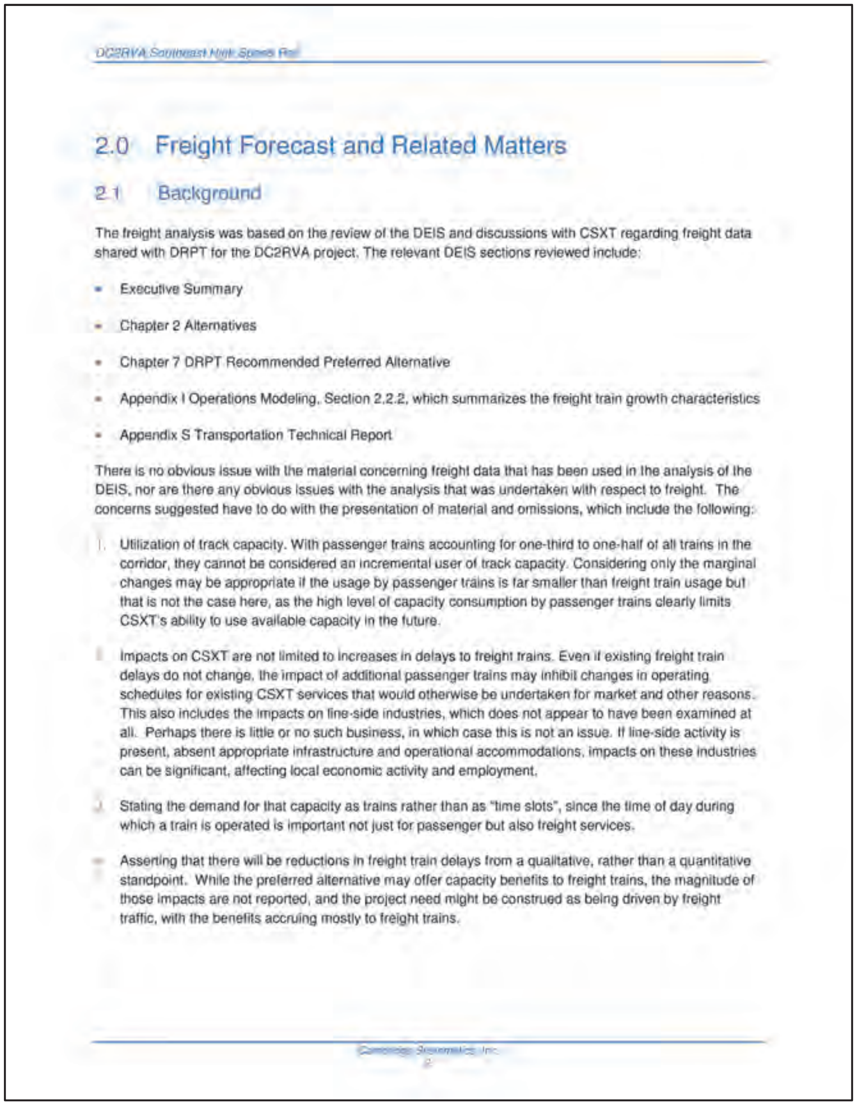

2.0 Freight Forecast and Related Matters

2.1 Background

The freight analysis was based on the review of the DEIS and discussions with CSXT regarding freight data shared with DRPT for the DC2RVA project. The relevant DEIS sections reviewed include:

- Executive Summary
- Chapter 2 Alternatives
- Chapter 7 DRPT Recommended Preferred Alternative
- Appendix I Operations Modeling, Section 2.2.2, which summarizes the freight train growth characteristics
- Appendix S Transportation Technical Report

There is no obvious issue with the material concerning freight data that has been used in the analysis of the DEIS, nor are there any obvious issues with the analysis that was undertaken with respect to freight. The concerns suggested have to do with the presentation of material and omissions, which include the following:

1. Utilization of track capacity. With passenger trains accounting for one-third to one-half of all trains in the corridor, they cannot be considered an incremental user of track capacity. Considering only the marginal changes may be appropriate if the usage by passenger trains is far smaller than freight train usage but that is not the case here, as the high level of capacity consumption by passenger trains clearly limits CSXT's ability to use available capacity in the future.
2. Impacts on CSXT are not limited to increases in delays to freight trains. Even if existing freight train delays do not change, the impact of additional passenger trains may inhibit changes in operating schedules for existing CSXT services that would otherwise be undertaken for market and other reasons. This also includes the impacts on line-side industries, which does not appear to have been examined at all. Perhaps there is little or no such business, in which case this is not an issue. If line-side activity is present, absent appropriate infrastructure and operational accommodations, impacts on these industries can be significant, affecting local economic activity and employment.
3. Stating the demand for that capacity as trains rather than as "time slots", since the time of day during which a train is operated is important not just for passenger but also freight services.
4. Asserting that there will be reductions in freight train delays from a qualitative, rather than a quantitative standpoint. While the preferred alternative may offer capacity benefits to freight trains, the magnitude of those impacts are not reported, and the project need might be construed as being driven by freight traffic, with the benefits accruing mostly to freight trains.

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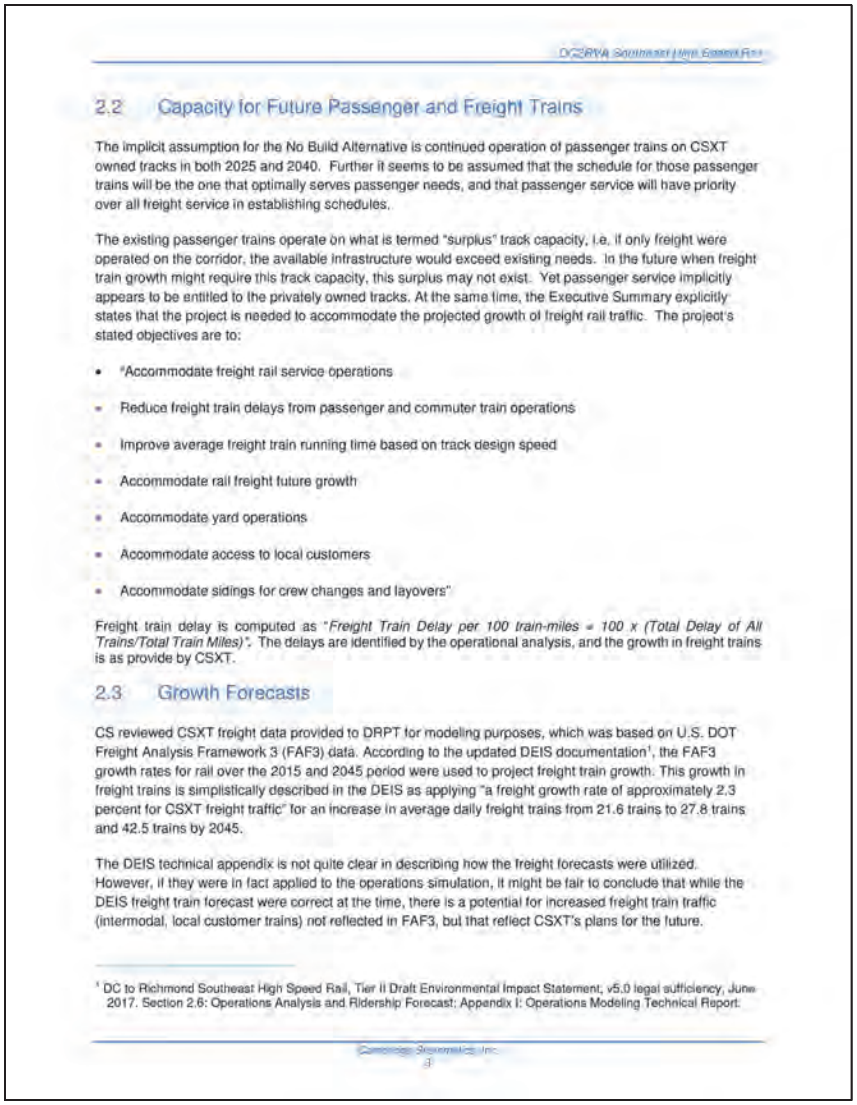

2.2 Capacity for Future Passenger and Freight Trains

The implicit assumption for the No Build Alternative is continued operation of passenger trains on CSXT owned tracks in both 2025 and 2040. Further it seems to be assumed that the schedule for those passenger trains will be the one that optimally serves passenger needs, and that passenger service will have priority over all freight service in establishing schedules.

The existing passenger trains operate on what is termed "surplus" track capacity, i.e. if only freight were operated on the corridor, the available infrastructure would exceed existing needs. In the future when freight train growth might require this track capacity, this surplus may not exist. Yet passenger service implicitly appears to be entitled to the privately owned tracks. At the same time, the Executive Summary explicitly states that the project is needed to accommodate the projected growth of freight rail traffic. The project's stated objectives are to:

- "Accommodate freight rail service operations
- Reduce freight train delays from passenger and commuter train operations
- Improve average freight train running time based on track design speed
- Accommodate rail freight future growth
- Accommodate yard operations
- Accommodate access to local customers
- Accommodate sidings for crew changes and layovers"

Freight train delay is computed as "*Freight Train Delay per 100 train-miles = 100 x (Total Delay of All Trains/Total Train Miles)*". The delays are identified by the operational analysis, and the growth in freight trains is as provide by CSXT.

2.3 Growth Forecasts

CS reviewed CSXT freight data provided to DRPT for modeling purposes, which was based on U.S. DOT Freight Analysis Framework 3 (FAF3) data. According to the updated DEIS documentation[1], the FAF3 growth rates for rail over the 2015 and 2045 period were used to project freight train growth. This growth in freight trains is simplistically described in the DEIS as applying "a freight growth rate of approximately 2.3 percent for CSXT freight traffic" for an increase in average daily freight trains from 21.6 trains to 27.8 trains and 42.5 trains by 2045.

The DEIS technical appendix is not quite clear in describing how the freight forecasts were utilized. However, if they were in fact applied to the operations simulation, it might be fair to conclude that while the DEIS freight train forecast were correct at the time, there is a potential for increased freight train traffic (intermodal, local customer trains) not reflected in FAF3, but that reflect CSXT's plans for the future.

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[1] DC to Richmond Southeast High Speed Rail, Tier II Draft Environmental Impact Statement; v5.0 legal sufficiency, June 2017. Section 2.6: Operations Analysis and Ridership Forecast; Appendix I: Operations Modeling Technical Report.

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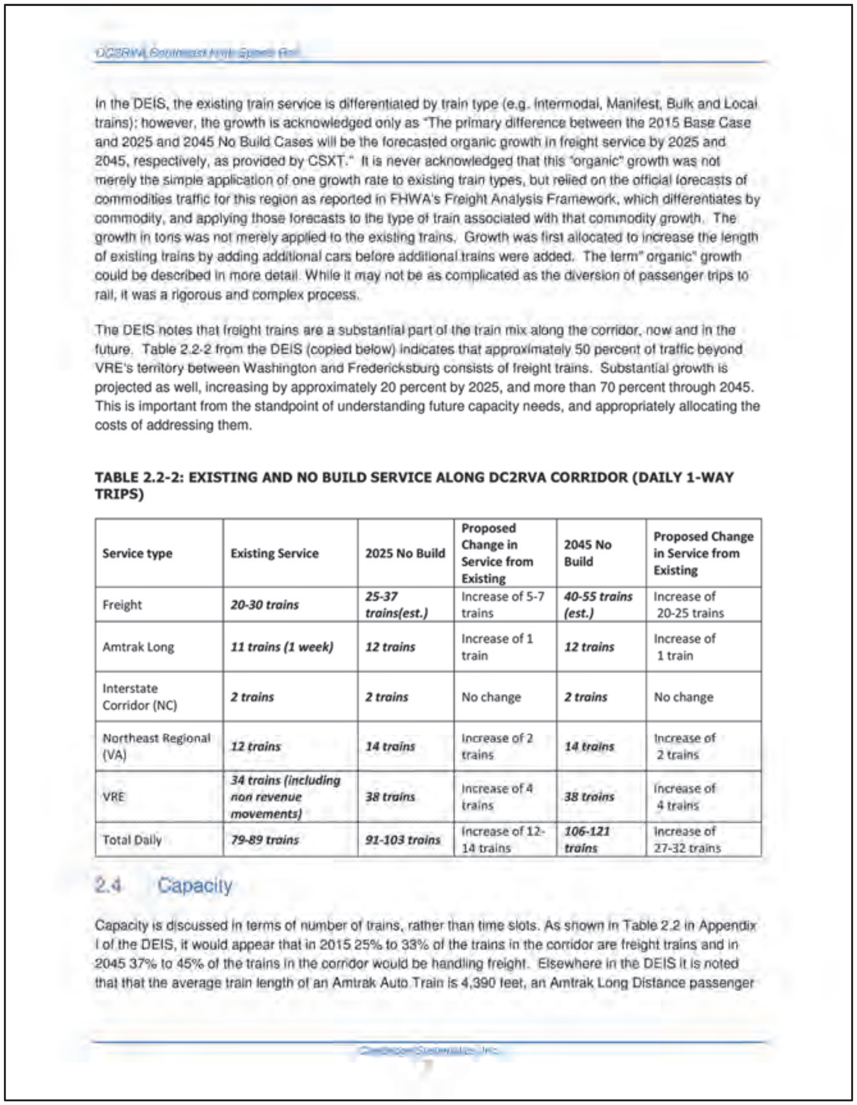


In the DEIS, the existing train service is differentiated by train type (e.g. Intermodal, Manifest, Bulk and Local trains); however, the growth is acknowledged only as "The primary difference between the 2015 Base Case and 2025 and 2045 No Build Cases will be the forecasted organic growth in freight service by 2025 and 2045, respectively, as provided by CSXT." It is never acknowledged that this "organic" growth was not merely the simple application of one growth rate to existing train types, but relied on the official forecasts of commodities traffic for this region as reported in FHWA's Freight Analysis Framework, which differentiates by commodity, and applying those forecasts to the type of train associated with that commodity growth. The growth in tons was not merely applied to the existing trains. Growth was first allocated to increase the length of existing trains by adding additional cars before additional trains were added. The term" organic" growth could be described in more detail. While it may not be as complicated as the diversion of passenger trips to rail, it was a rigorous and complex process.

The DEIS notes that freight trains are a substantial part of the train mix along the corridor, now and in the future. Table 2.2-2 from the DEIS (copied below) indicates that approximately 50 percent of traffic beyond VRE's territory between Washington and Fredericksburg consists of freight trains. Substantial growth is projected as well, increasing by approximately 20 percent by 2025, and more than 70 percent through 2045. This is important from the standpoint of understanding future capacity needs, and appropriately allocating the costs of addressing them.

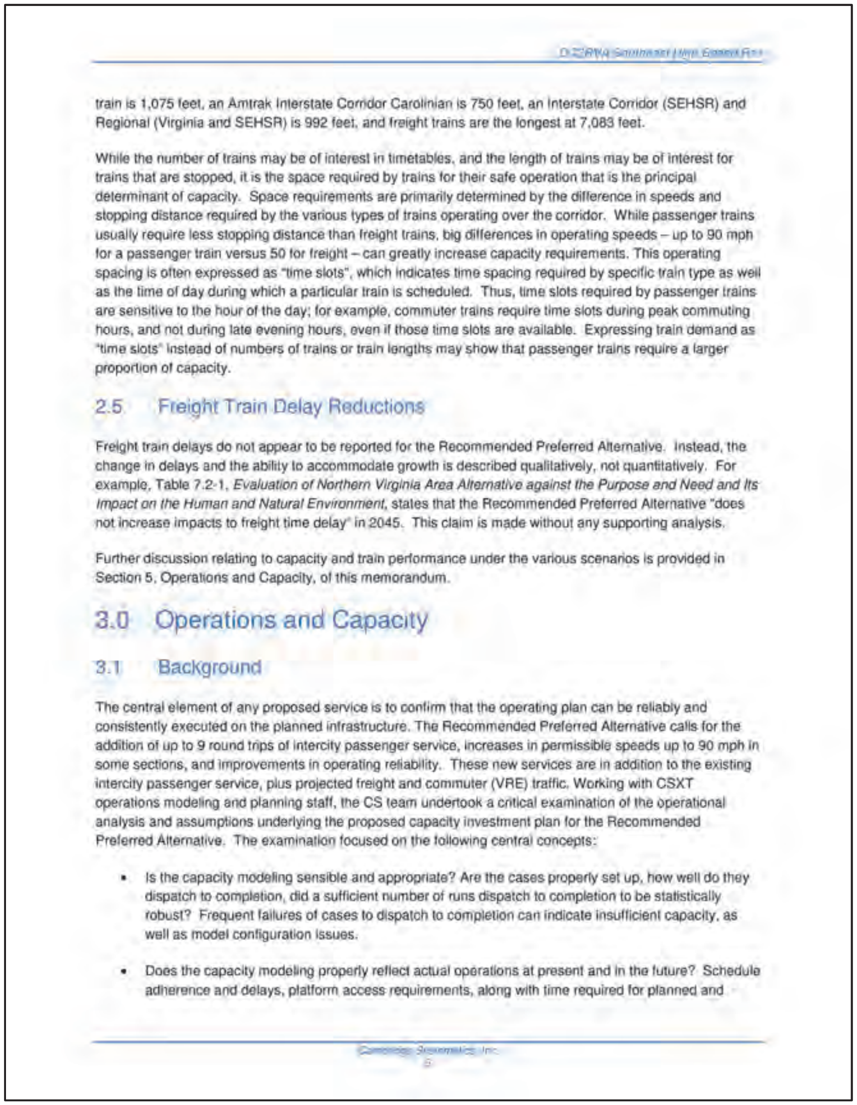
TABLE 2.2-2: EXISTING AND NO BUILD SERVICE ALONG DC2RVA CORRIDOR (DAILY 1-WAY TRIPS)

Service type	Existing Service	2025 No Build	Proposed Change in Service from Existing	2045 No Build	Proposed Change in Service from Existing
Freight	*20-30 trains*	*25-37 trains(est.)*	Increase of 5-7 trains	*40-55 trains (est.)*	Increase of 20-25 trains
Amtrak Long	*11 trains (1 week)*	*12 trains*	Increase of 1 train	*12 trains*	Increase of 1 train
Interstate Corridor (NC)	*2 trains*	*2 trains*	No change	*2 trains*	No change
Northeast Regional (VA)	*12 trains*	*14 trains*	Increase of 2 trains	*14 trains*	Increase of 2 trains
VRE	*34 trains (including non revenue movements)*	*38 trains*	Increase of 4 trains	*38 trains*	Increase of 4 trains
Total Daily	*79-89 trains*	*91-103 trains*	Increase of 12-14 trains	*106-121 trains*	Increase of 27-32 trains

2.4 Capacity

Capacity is discussed in terms of number of trains, rather than time slots. As shown in Table 2.2 in Appendix I of the DEIS, it would appear that in 2015 25% to 33% of the trains in the corridor are freight trains and in 2045 37% to 45% of the trains in the corridor would be handling freight. Elsewhere in the DEIS it is noted that that the average train length of an Amtrak Auto Train is 4,390 feet, an Amtrak Long Distance passenger

CSXT (continued)



train is 1,075 feet, an Amtrak Interstate Corridor Carolinian is 750 feet, an Interstate Corridor (SEHSR) and Regional (Virginia and SEHSR) is 992 feet, and freight trains are the longest at 7,083 feet.

While the number of trains may be of interest in timetables, and the length of trains may be of interest for trains that are stopped, it is the space required by trains for their safe operation that is the principal determinant of capacity. Space requirements are primarily determined by the difference in speeds and stopping distance required by the various types of trains operating over the corridor. While passenger trains usually require less stopping distance than freight trains, big differences in operating speeds – up to 90 mph for a passenger train versus 50 for freight – can greatly increase capacity requirements. This operating spacing is often expressed as "time slots", which indicates time spacing required by specific train type as well as the time of day during which a particular train is scheduled. Thus, time slots required by passenger trains are sensitive to the hour of the day; for example, commuter trains require time slots during peak commuting hours, and not during late evening hours, even if those time slots are available. Expressing train demand as "time slots" instead of numbers of trains or train lengths may show that passenger trains require a larger proportion of capacity.

2.5 Freight Train Delay Reductions

Freight train delays do not appear to be reported for the Recommended Preferred Alternative. Instead, the change in delays and the ability to accommodate growth is described qualitatively, not quantitatively. For example, Table 7.2-1, *Evaluation of Northern Virginia Area Alternative against the Purpose and Need and Its Impact on the Human and Natural Environment*, states that the Recommended Preferred Alternative "does not increase impacts to freight time delay" in 2045. This claim is made without any supporting analysis.

Further discussion relating to capacity and train performance under the various scenarios is provided in Section 5, Operations and Capacity, of this memorandum.

3.0 Operations and Capacity

3.1 Background

The central element of any proposed service is to confirm that the operating plan can be reliably and consistently executed on the planned infrastructure. The Recommended Preferred Alternative calls for the addition of up to 9 round trips of intercity passenger service, increases in permissible speeds up to 90 mph in some sections, and improvements in operating reliability. These new services are in addition to the existing intercity passenger service, plus projected freight and commuter (VRE) traffic. Working with CSXT operations modeling and planning staff, the CS team undertook a critical examination of the operational analysis and assumptions underlying the proposed capacity investment plan for the Recommended Preferred Alternative. The examination focused on the following central concepts:

- Is the capacity modeling sensible and appropriate? Are the cases properly set up, how well do they dispatch to completion, did a sufficient number of runs dispatch to completion to be statistically robust? Frequent failures of cases to dispatch to completion can indicate insufficient capacity, as well as model configuration issues.
- Does the capacity modeling properly reflect actual operations at present and in the future? Schedule adherence and delays, platform access requirements, along with time required for planned and unplanned maintenance, impact actual capacity. Trains using the corridor can be delayed for many reasons in the study corridor as well as beyond it, and capacity analysis should recognize those impacts.

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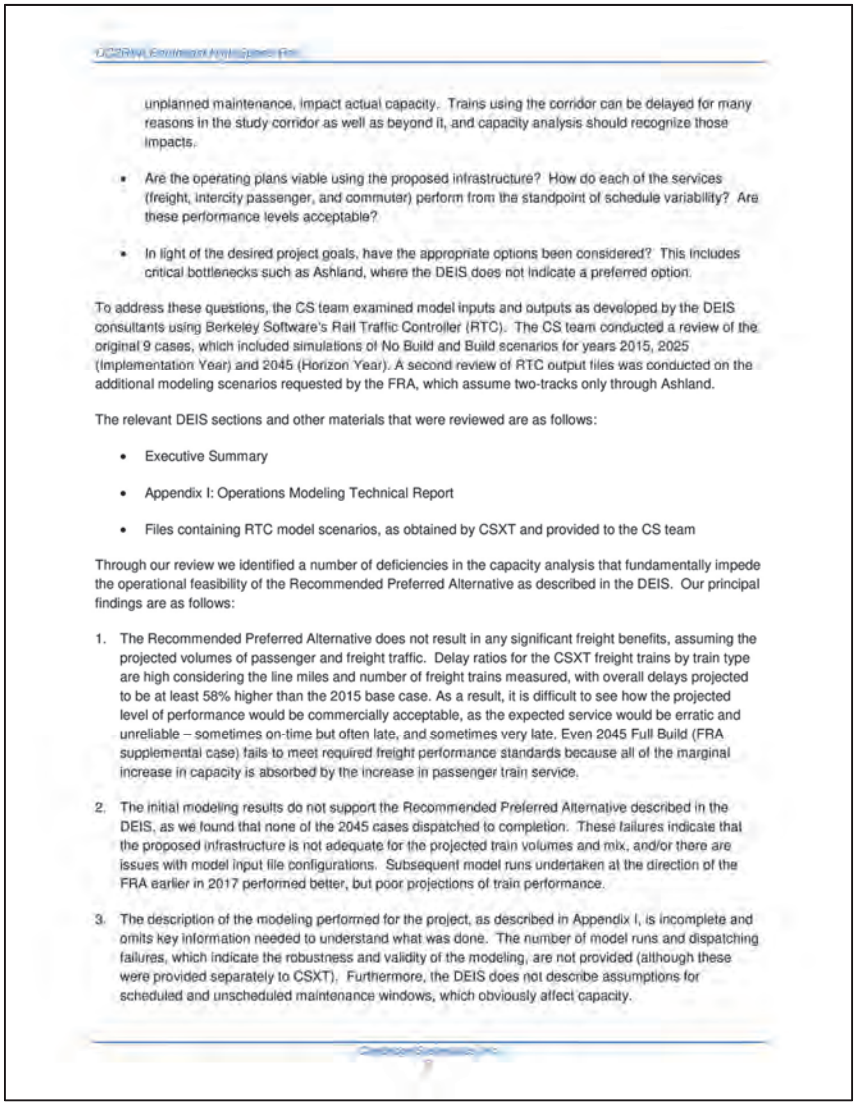

- Are the operating plans viable using the proposed infrastructure? How do each of the services (freight, intercity passenger, and commuter) perform from the standpoint of schedule variability? Are these performance levels acceptable?
- In light of the desired project goals, have the appropriate options been considered? This includes critical bottlenecks such as Ashland, where the DEIS does not indicate a preferred option.

To address these questions, the CS team examined model inputs and outputs as developed by the DEIS consultants using Berkeley Software's Rail Traffic Controller (RTC). The CS team conducted a review of the original 9 cases, which included simulations of No Build and Build scenarios for years 2015, 2025 (Implementation Year) and 2045 (Horizon Year). A second review of RTC output files was conducted on the additional modeling scenarios requested by the FRA, which assume two-tracks only through Ashland.

The relevant DEIS sections and other materials that were reviewed are as follows:

- Executive Summary
- Appendix I: Operations Modeling Technical Report
- Files containing RTC model scenarios, as obtained by CSXT and provided to the CS team

Through our review we identified a number of deficiencies in the capacity analysis that fundamentally impede the operational feasibility of the Recommended Preferred Alternative as described in the DEIS. Our principal findings are as follows:

1. The Recommended Preferred Alternative does not result in any significant freight benefits, assuming the projected volumes of passenger and freight traffic. Delay ratios for the CSXT freight trains by train type are high considering the line miles and number of freight trains measured, with overall delays projected to be at least 58% higher than the 2015 base case. As a result, it is difficult to see how the projected level of performance would be commercially acceptable, as the expected service would be erratic and unreliable – sometimes on-time but often late, and sometimes very late. Even 2045 Full Build (FRA supplemental case) fails to meet required freight performance standards because all of the marginal increase in capacity is absorbed by the increase in passenger train service.
2. The initial modeling results do not support the Recommended Preferred Alternative described in the DEIS, as we found that none of the 2045 cases dispatched to completion. These failures indicate that the proposed infrastructure is not adequate for the projected train volumes and mix, and/or there are issues with model input file configurations. Subsequent model runs undertaken at the direction of the FRA earlier in 2017 performed better, but poor projections of train performance.
3. The description of the modeling performed for the project, as described in Appendix I, is incomplete and omits key information needed to understand what was done. The number of model runs and dispatching failures, which indicate the robustness and validity of the modeling, are not provided (although these were provided separately to CSXT). Furthermore, the DEIS does not describe assumptions for scheduled and unscheduled maintenance windows, which obviously affect capacity.

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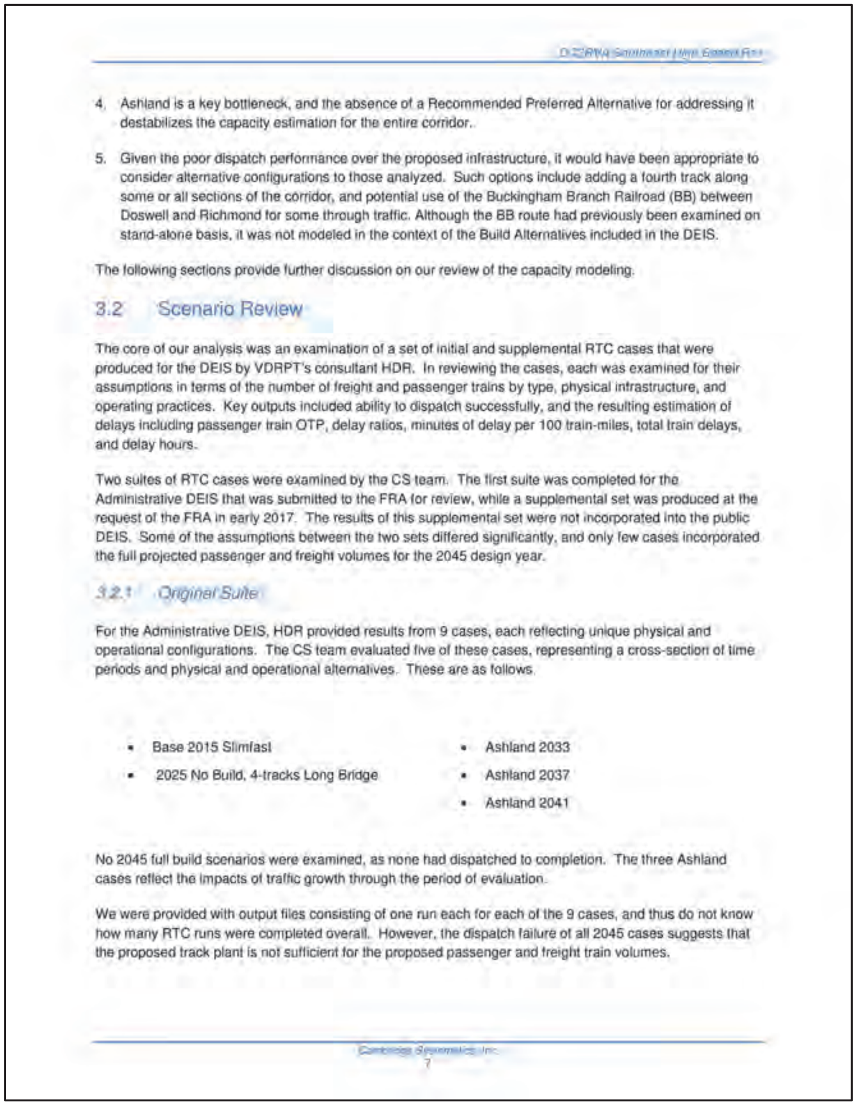

4. Ashland is a key bottleneck, and the absence of a Recommended Preferred Alternative for addressing it destabilizes the capacity estimation for the entire corridor.

5. Given the poor dispatch performance over the proposed infrastructure, it would have been appropriate to consider alternative configurations to those analyzed. Such options include adding a fourth track along some or all sections of the corridor, and potential use of the Buckingham Branch Railroad (BB) between Doswell and Richmond for some through traffic. Although the BB route had previously been examined on stand-alone basis, it was not modeled in the context of the Build Alternatives included in the DEIS.

The following sections provide further discussion on our review of the capacity modeling.

3.2 Scenario Review

The core of our analysis was an examination of a set of initial and supplemental RTC cases that were produced for the DEIS by VDRPT's consultant HDR. In reviewing the cases, each was examined for their assumptions in terms of the number of freight and passenger trains by type, physical infrastructure, and operating practices. Key outputs included ability to dispatch successfully, and the resulting estimation of delays including passenger train OTP, delay ratios, minutes of delay per 100 train-miles, total train delays, and delay hours.

Two suites of RTC cases were examined by the CS team. The first suite was completed for the Administrative DEIS that was submitted to the FRA for review, while a supplemental set was produced at the request of the FRA in early 2017. The results of this supplemental set were not incorporated into the public DEIS. Some of the assumptions between the two sets differed significantly, and only few cases incorporated the full projected passenger and freight volumes for the 2045 design year.

3.2.1 Original Suite

For the Administrative DEIS, HDR provided results from 9 cases, each reflecting unique physical and operational configurations. The CS team evaluated five of these cases, representing a cross-section of time periods and physical and operational alternatives. These are as follows.

- Base 2015 Slimfast
- 2025 No Build, 4-tracks Long Bridge
- Ashland 2033
- Ashland 2037
- Ashland 2041

No 2045 full build scenarios were examined, as none had dispatched to completion. The three Ashland cases reflect the impacts of traffic growth through the period of evaluation.

We were provided with output files consisting of one run each for each of the 9 cases, and thus do not know how many RTC runs were completed overall. However, the dispatch failure of all 2045 cases suggests that the proposed track plant is not sufficient for the proposed passenger and freight train volumes.

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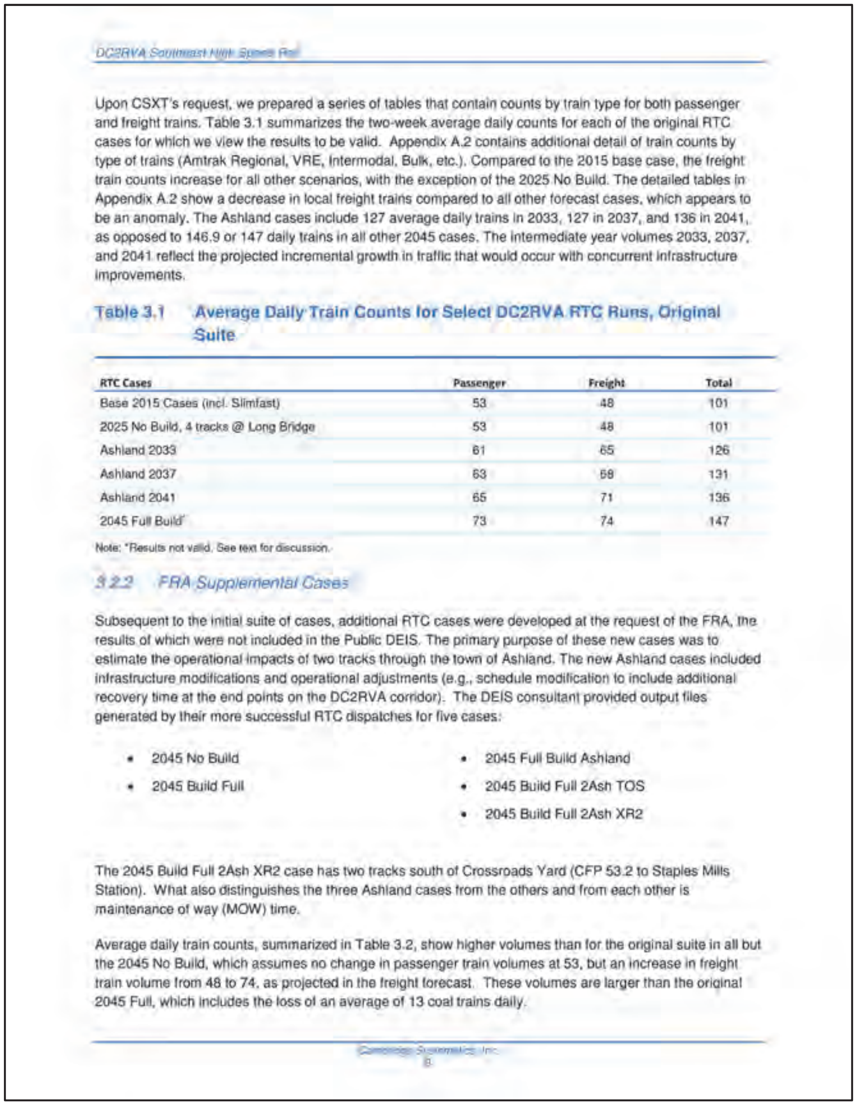

Upon CSXT's request, we prepared a series of tables that contain counts by train type for both passenger and freight trains. Table 3.1 summarizes the two-week average daily counts for each of the original RTC cases for which we view the results to be valid. Appendix A.2 contains additional detail of train counts by type of trains (Amtrak Regional, VRE, Intermodal, Bulk, etc.). Compared to the 2015 base case, the freight train counts increase for all other scenarios, with the exception of the 2025 No Build. The detailed tables in Appendix A.2 show a decrease in local freight trains compared to all other forecast cases, which appears to be an anomaly. The Ashland cases include 127 average daily trains in 2033, 127 in 2037, and 136 in 2041, as opposed to 146.9 or 147 daily trains in all other 2045 cases. The intermediate year volumes 2033, 2037, and 2041 reflect the projected incremental growth in traffic that would occur with concurrent infrastructure improvements.

Table 3.1 Average Daily Train Counts for Select DC2RVA RTC Runs, Original Suite

RTC Cases	Passenger	Freight	Total
Base 2015 Cases (incl. Slimfast)	53	48	101
2025 No Build, 4 tracks @ Long Bridge	53	48	101
Ashland 2033	61	65	126
Ashland 2037	63	68	131
Ashland 2041	65	71	136
2045 Full Build*	73	74	147

Note: *Results not valid. See text for discussion.

3.2.2 FRA Supplemental Cases

Subsequent to the initial suite of cases, additional RTC cases were developed at the request of the FRA, the results of which were not included in the Public DEIS. The primary purpose of these new cases was to estimate the operational impacts of two tracks through the town of Ashland. The new Ashland cases included infrastructure modifications and operational adjustments (e.g., schedule modification to include additional recovery time at the end points on the DC2RVA corridor). The DEIS consultant provided output files generated by their more successful RTC dispatches for five cases:

- 2045 No Build
- 2045 Build Full
- 2045 Full Build Ashland
- 2045 Build Full 2Ash TOS
- 2045 Build Full 2Ash XR2

The 2045 Build Full 2Ash XR2 case has two tracks south of Crossroads Yard (CFP 53.2 to Staples Mills Station). What also distinguishes the three Ashland cases from the others and from each other is maintenance of way (MOW) time.

Average daily train counts, summarized in Table 3.2, show higher volumes than for the original suite in all but the 2045 No Build, which assumes no change in passenger train volumes at 53, but an increase in freight train volume from 48 to 74, as projected in the freight forecast. These volumes are larger than the original 2045 Full, which includes the loss of an average of 13 coal trains daily.

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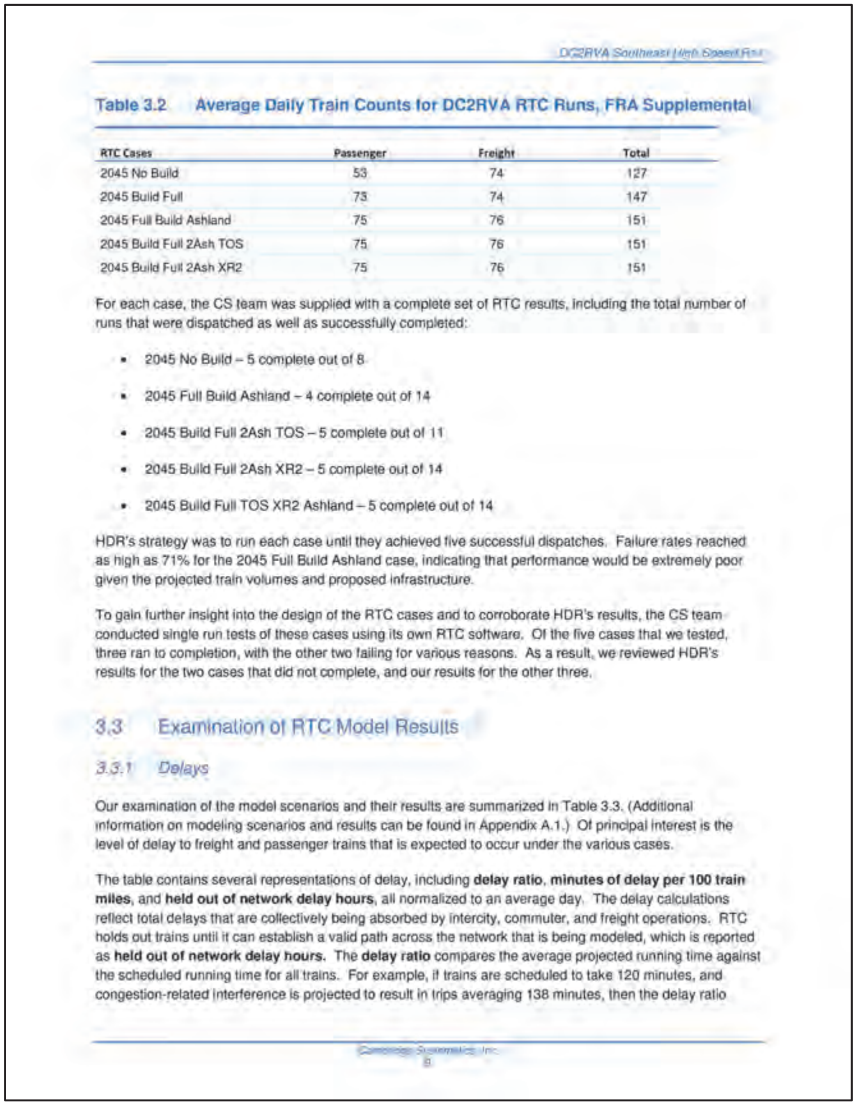

Table 3.2 Average Daily Train Counts for DC2RVA RTC Runs, FRA Supplemental

RTC Cases	Passenger	Freight	Total
2045 No Build	53	74	127
2045 Build Full	73	74	147
2045 Full Build Ashland	75	76	151
2045 Build Full 2Ash TOS	75	76	151
2045 Build Full 2Ash XR2	75	76	151

For each case, the CS team was supplied with a complete set of RTC results, including the total number of runs that were dispatched as well as successfully completed:

- 2045 No Build – 5 complete out of 8
- 2045 Full Build Ashland – 4 complete out of 14
- 2045 Build Full 2Ash TOS – 5 complete out of 11
- 2045 Build Full 2Ash XR2 – 5 complete out of 14
- 2045 Build Full TOS XR2 Ashland – 5 complete out of 14

HDR's strategy was to run each case until they achieved five successful dispatches. Failure rates reached as high as 71% for the 2045 Full Build Ashland case, indicating that performance would be extremely poor given the projected train volumes and proposed infrastructure.

To gain further insight into the design of the RTC cases and to corroborate HDR's results, the CS team conducted single run tests of these cases using its own RTC software. Of the five cases that we tested, three ran to completion, with the other two failing for various reasons. As a result, we reviewed HDR's results for the two cases that did not complete, and our results for the other three.

3.3 Examination of RTC Model Results

3.3.1 Delays

Our examination of the model scenarios and their results are summarized in Table 3.3. (Additional information on modeling scenarios and results can be found in Appendix A.1.) Of principal interest is the level of delay to freight and passenger trains that is expected to occur under the various cases.

The table contains several representations of delay, including **delay ratio**, **minutes of delay per 100 train miles**, and **held out of network delay hours**, all normalized to an average day. The delay calculations reflect total delays that are collectively being absorbed by intercity, commuter, and freight operations. RTC holds out trains until it can establish a valid path across the network that is being modeled, which is reported as **held out of network delay hours.** The **delay ratio** compares the average projected running time against the scheduled running time for all trains. For example, if trains are scheduled to take 120 minutes, and congestion-related interference is projected to result in trips averaging 138 minutes, then the delay ratio

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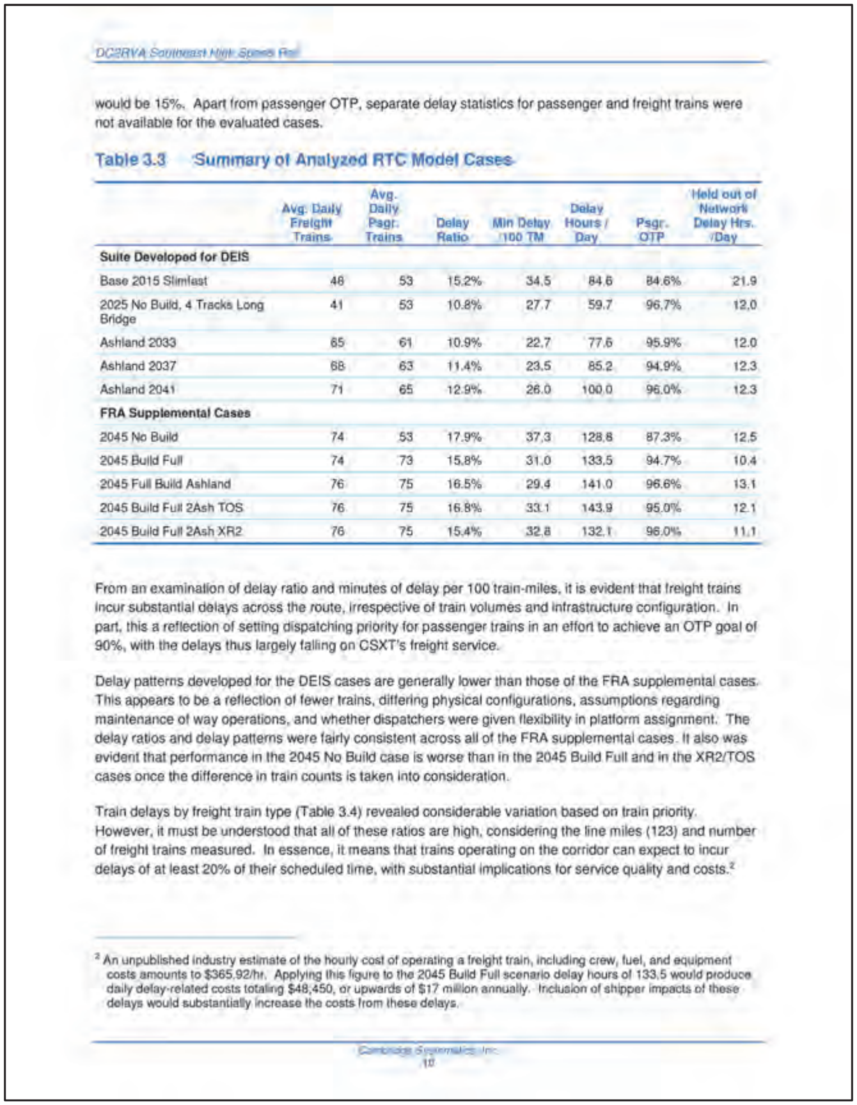

would be 15%. Apart from passenger OTP, separate delay statistics for passenger and freight trains were not available for the evaluated cases.

Table 3.3 Summary of Analyzed RTC Model Cases

	Avg. Daily Freight Trains	Avg. Daily Psgr. Trains	Delay Ratio	Min Delay /100 TM	Delay Hours / Day	Psgr. OTP	Held out of Network Delay Hrs. /Day
Suite Developed for DEIS							
Base 2015 Slimfast	46	53	15.2%	34.5	84.6	84.6%	21.9
2025 No Build, 4 Tracks Long Bridge	41	53	10.8%	27.7	59.7	96.7%	12.0
Ashland 2033	65	61	10.9%	22.7	77.6	95.9%	12.0
Ashland 2037	68	63	11.4%	23.5	85.2	94.9%	12.3
Ashland 2041	71	65	12.9%	26.0	100.0	96.0%	12.3
FRA Supplemental Cases							
2045 No Build	74	53	17.9%	37.3	128.8	87.3%	12.5
2045 Build Full	74	73	15.8%	31.0	133.5	94.7%	10.4
2045 Full Build Ashland	76	75	16.5%	29.4	141.0	96.6%	13.1
2045 Build Full 2Ash TOS	76	75	16.8%	33.1	143.9	95.0%	12.1
2045 Build Full 2Ash XR2	76	75	15.4%	32.8	132.1	96.0%	11.1

From an examination of delay ratio and minutes of delay per 100 train-miles, it is evident that freight trains incur substantial delays across the route, irrespective of train volumes and infrastructure configuration. In part, this a reflection of setting dispatching priority for passenger trains in an effort to achieve an OTP goal of 90%, with the delays thus largely falling on CSXT's freight service.

Delay patterns developed for the DEIS cases are generally lower than those of the FRA supplemental cases. This appears to be a reflection of fewer trains, differing physical configurations, assumptions regarding maintenance of way operations, and whether dispatchers were given flexibility in platform assignment. The delay ratios and delay patterns were fairly consistent across all of the FRA supplemental cases. It also was evident that performance in the 2045 No Build case is worse than in the 2045 Build Full and in the XR2/TOS cases once the difference in train counts is taken into consideration.

Train delays by freight train type (Table 3.4) revealed considerable variation based on train priority. However, it must be understood that all of these ratios are high, considering the line miles (123) and number of freight trains measured. In essence, it means that trains operating on the corridor can expect to incur delays of at least 20% of their scheduled time, with substantial implications for service quality and costs.[2]

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[2] An unpublished industry estimate of the hourly cost of operating a freight train, including crew, fuel, and equipment costs amounts to $365.92/hr. Applying this figure to the 2045 Build Full scenario delay hours of 133.5 would produce daily delay-related costs totaling $48,450, or upwards of $17 million annually. Inclusion of shipper impacts of these delays would substantially increase the costs from these delays.

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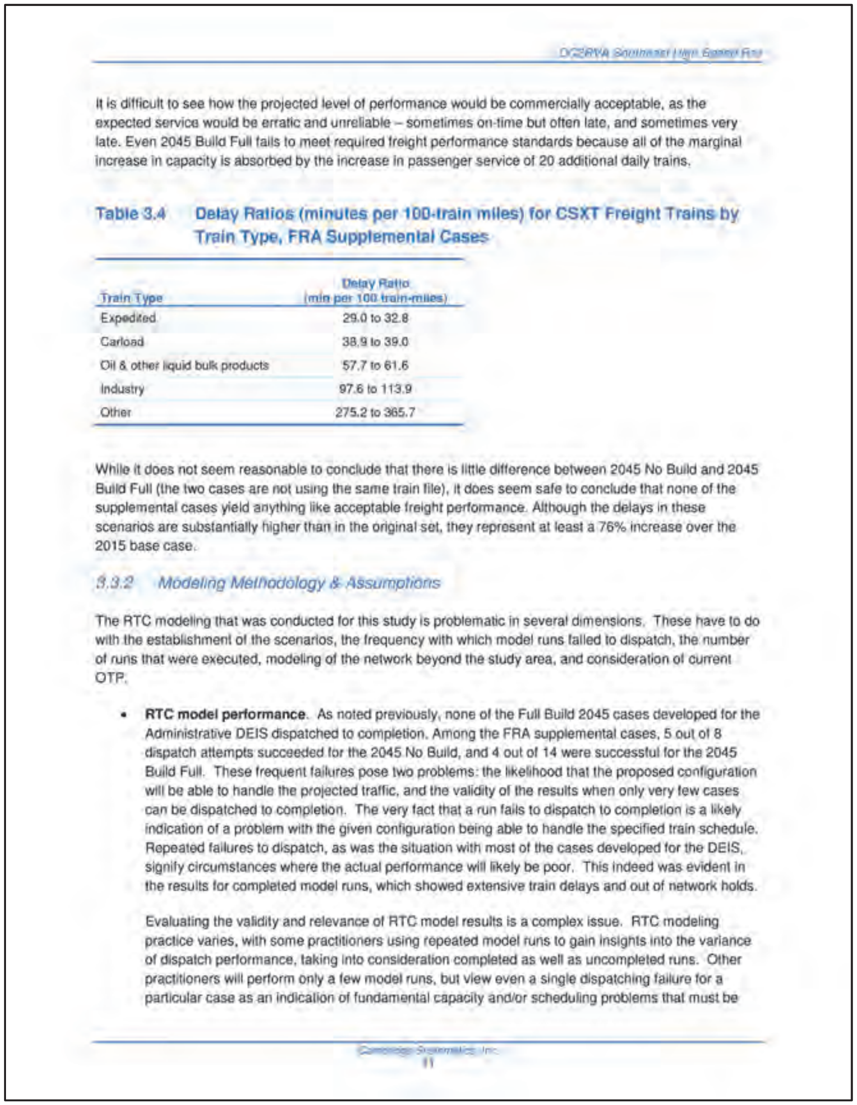


It is difficult to see how the projected level of performance would be commercially acceptable, as the expected service would be erratic and unreliable – sometimes on-time but often late, and sometimes very late. Even 2045 Build Full fails to meet required freight performance standards because all of the marginal increase in capacity is absorbed by the increase in passenger service of 20 additional daily trains.

Table 3.4 Delay Ratios (minutes per 100-train miles) for CSXT Freight Trains by Train Type, FRA Supplemental Cases

Train Type	Delay Ratio (min per 100 train-miles)
Expedited	29.0 to 32.8
Carload	38.9 to 39.0
Oil & other liquid bulk products	57.7 to 61.6
Industry	97.6 to 113.9
Other	275.2 to 365.7

While it does not seem reasonable to conclude that there is little difference between 2045 No Build and 2045 Build Full (the two cases are not using the same train file), it does seem safe to conclude that none of the supplemental cases yield anything like acceptable freight performance. Although the delays in these scenarios are substantially higher than in the original set, they represent at least a 76% increase over the 2015 base case.

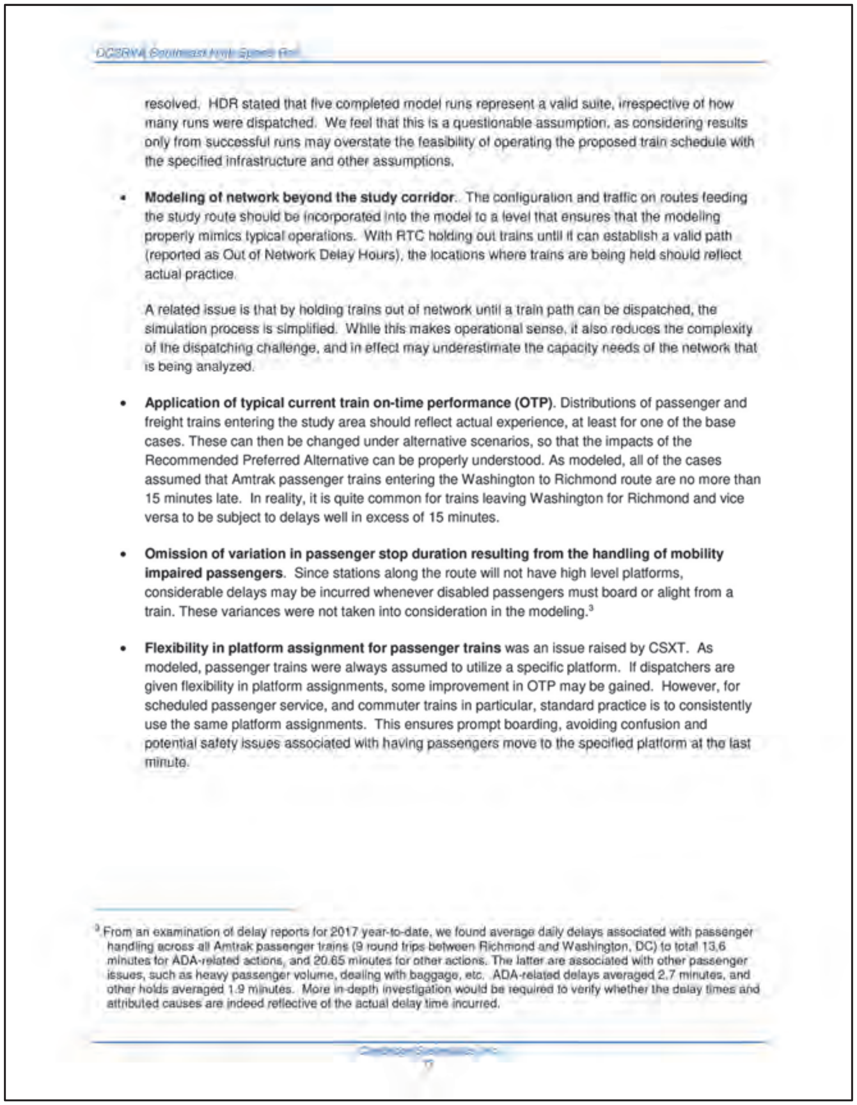
3.3.2 Modeling Methodology & Assumptions

The RTC modeling that was conducted for this study is problematic in several dimensions. These have to do with the establishment of the scenarios, the frequency with which model runs failed to dispatch, the number of runs that were executed, modeling of the network beyond the study area, and consideration of current OTP.

- **RTC model performance**. As noted previously, none of the Full Build 2045 cases developed for the Administrative DEIS dispatched to completion. Among the FRA supplemental cases, 5 out of 8 dispatch attempts succeeded for the 2045 No Build, and 4 out of 14 were successful for the 2045 Build Full. These frequent failures pose two problems: the likelihood that the proposed configuration will be able to handle the projected traffic, and the validity of the results when only very few cases can be dispatched to completion. The very fact that a run fails to dispatch to completion is a likely indication of a problem with the given configuration being able to handle the specified train schedule. Repeated failures to dispatch, as was the situation with most of the cases developed for the DEIS, signify circumstances where the actual performance will likely be poor. This indeed was evident in the results for completed model runs, which showed extensive train delays and out of network holds.

  Evaluating the validity and relevance of RTC model results is a complex issue. RTC modeling practice varies, with some practitioners using repeated model runs to gain insights into the variance of dispatch performance, taking into consideration completed as well as uncompleted runs. Other practitioners will perform only a few model runs, but view even a single dispatching failure for a particular case as an indication of fundamental capacity and/or scheduling problems that must be resolved. HDR stated that five completed model runs represent a valid suite, irrespective of how many runs were dispatched. We feel that this is a questionable assumption, as considering results only from successful runs may overstate the feasibility of operating the proposed train schedule with the specified infrastructure and other assumptions.

CSXT (continued)



- **Modeling of network beyond the study corridor**. The configuration and traffic on routes feeding the study route should be incorporated into the model to a level that ensures that the modeling properly mimics typical operations. With RTC holding out trains until it can establish a valid path (reported as Out of Network Delay Hours), the locations where trains are being held should reflect actual practice.

  A related issue is that by holding trains out of network until a train path can be dispatched, the simulation process is simplified. While this makes operational sense, it also reduces the complexity of the dispatching challenge, and in effect may underestimate the capacity needs of the network that is being analyzed.

- **Application of typical current train on-time performance (OTP)**. Distributions of passenger and freight trains entering the study area should reflect actual experience, at least for one of the base cases. These can then be changed under alternative scenarios, so that the impacts of the Recommended Preferred Alternative can be properly understood. As modeled, all of the cases assumed that Amtrak passenger trains entering the Washington to Richmond route are no more than 15 minutes late. In reality, it is quite common for trains leaving Washington for Richmond and vice versa to be subject to delays well in excess of 15 minutes.

- **Omission of variation in passenger stop duration resulting from the handling of mobility impaired passengers**. Since stations along the route will not have high level platforms, considerable delays may be incurred whenever disabled passengers must board or alight from a train. These variances were not taken into consideration in the modeling.[3]

- **Flexibility in platform assignment for passenger trains** was an issue raised by CSXT. As modeled, passenger trains were always assumed to utilize a specific platform. If dispatchers are given flexibility in platform assignments, some improvement in OTP may be gained. However, for scheduled passenger service, and commuter trains in particular, standard practice is to consistently use the same platform assignments. This ensures prompt boarding, avoiding confusion and potential safety issues associated with having passengers move to the specified platform at the last minute.

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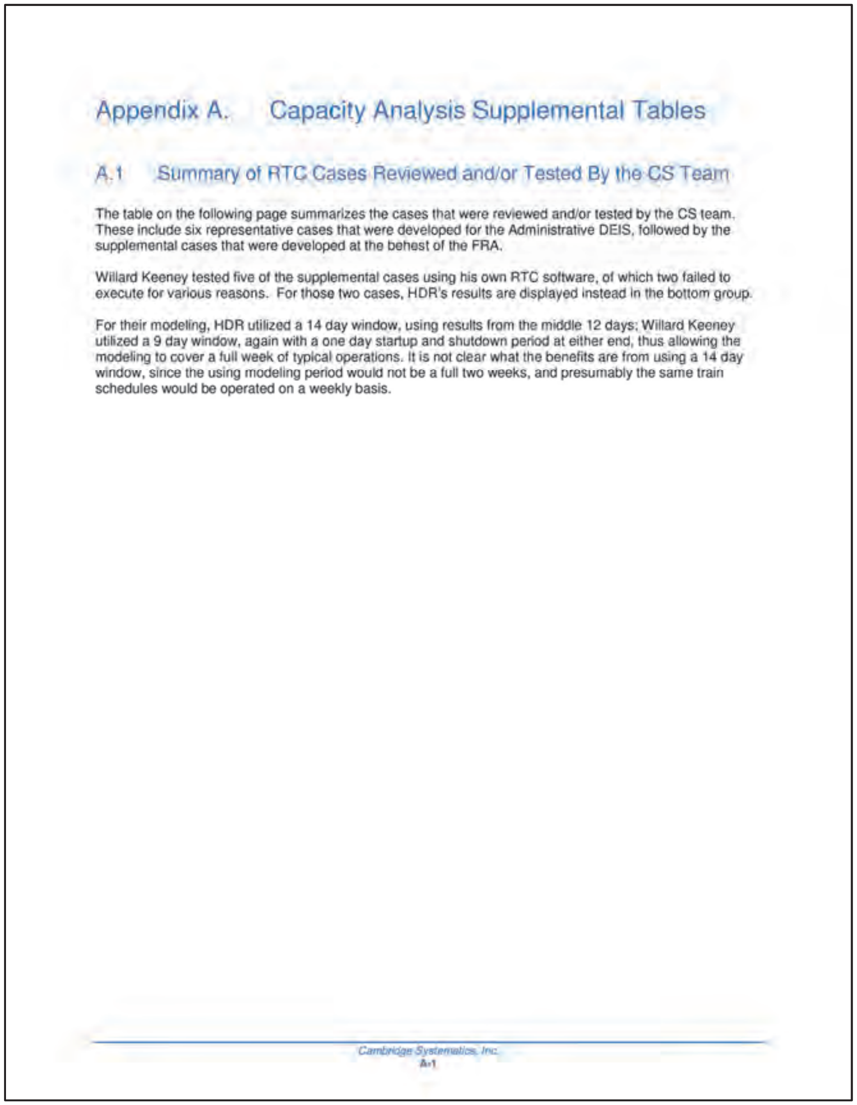
[3] From an examination of delay reports for 2017 year-to-date, we found average daily delays associated with passenger handling across all Amtrak passenger trains (9 round trips between Richmond and Washington, DC) to total 13.6 minutes for ADA-related actions, and 20.65 minutes for other actions. The latter are associated with other passenger issues, such as heavy passenger volume, dealing with baggage, etc. ADA-related delays averaged 2.7 minutes, and other holds averaged 1.9 minutes. More in-depth investigation would be required to verify whether the delay times and attributed causes are indeed reflective of the actual delay time incurred.

CSXT (continued)



Appendix A. Capacity Analysis Supplemental Tables

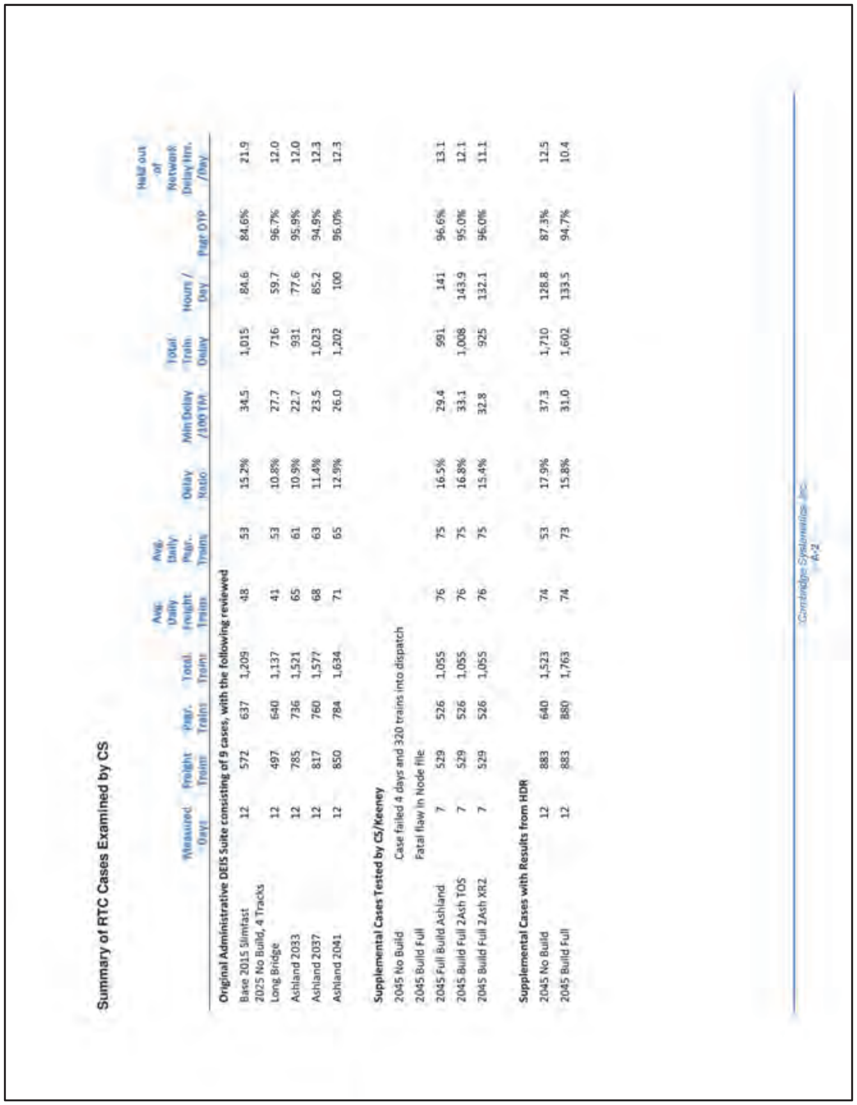
A.1 Summary of RTC Cases Reviewed and/or Tested By the CS Team

The table on the following page summarizes the cases that were reviewed and/or tested by the CS team. These include six representative cases that were developed for the Administrative DEIS, followed by the supplemental cases that were developed at the behest of the FRA.

Willard Keeney tested five of the supplemental cases using his own RTC software, of which two failed to execute for various reasons. For those two cases, HDR's results are displayed instead in the bottom group.

For their modeling, HDR utilized a 14 day window, using results from the middle 12 days; Willard Keeney utilized a 9 day window, again with a one day startup and shutdown period at either end, thus allowing the modeling to cover a full week of typical operations. It is not clear what the benefits are from using a 14 day window, since the using modeling period would not be a full two weeks, and presumably the same train schedules would be operated on a weekly basis.

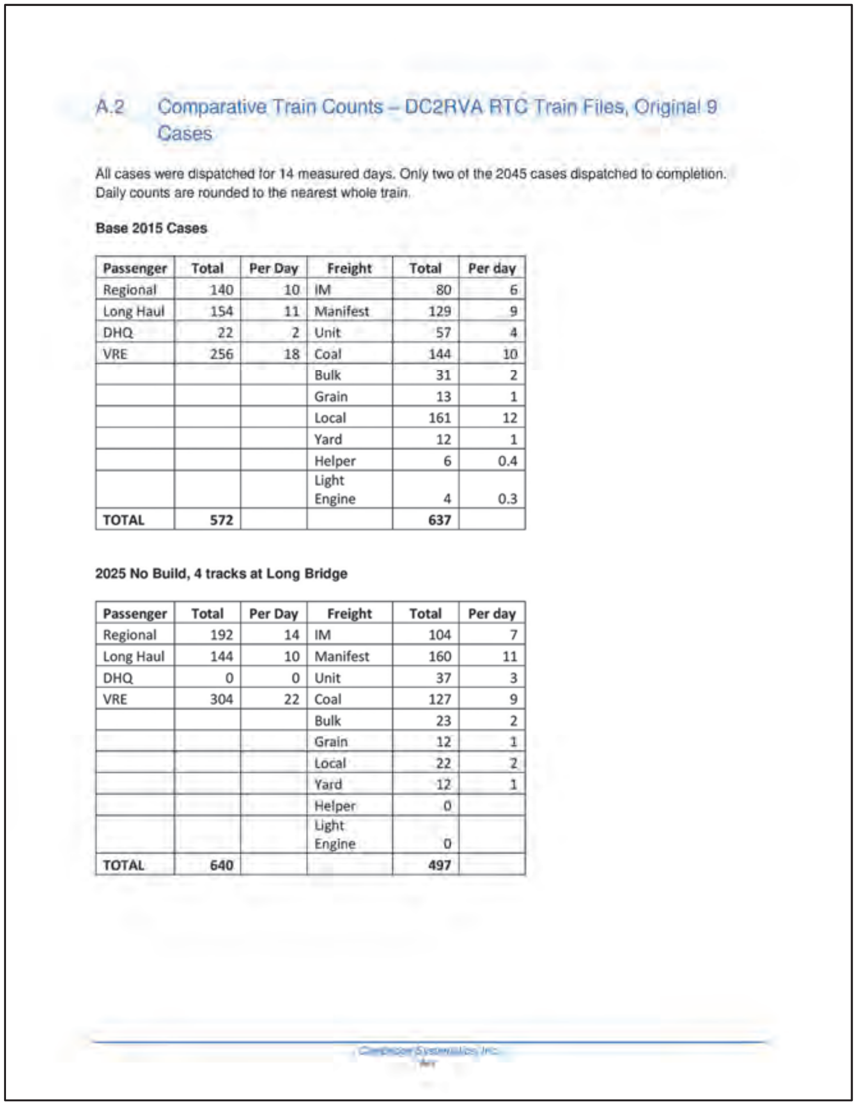
CSXT (continued)



Summary of RTC Cases Examined by CS

	Measured Days	Freight Trains	Psgr. Trains	Total Trains	Avg. Daily Freight Trains	Avg. Daily Psgr. Trains	Delay Ratio	Min Delay /100 TM	Total Train Delay	Hours / Day	Psgr OTP	Held out of Network Delay Hrs. /Day
Original Administrative DEIS Suite consisting of 9 cases, with the following reviewed												
Base 2015 Slimfast	12	572	637	1,209	48	53	15.2%	34.5	1,015	84.6	84.6%	21.9
2025 No Build, 4 Tracks Long Bridge	12	497	640	1,137	41	53	10.8%	27.7	716	59.7	96.7%	12.0
Ashland 2033	12	785	736	1,521	65	61	10.9%	22.7	931	77.6	95.9%	12.0
Ashland 2037	12	817	760	1,577	68	63	11.4%	23.5	1,023	85.2	94.9%	12.3
Ashland 2041	12	850	784	1,634	71	65	12.9%	26.0	1,202	100	96.0%	12.3
Supplemental Cases Tested by CS/Keeney												
2045 No Build	Case failed 4 days and 320 trains into dispatch											
2045 Build Full	Fatal flaw in Node file											
2045 Full Build Ashland	7	529	526	1,055	76	75	16.5%	29.4	991	141	96.6%	13.1
2045 Build Full 2Ash TOS	7	529	526	1,055	76	75	16.8%	33.1	1,008	143.9	95.0%	12.1
2045 Build Full 2Ash XR2	7	529	526	1,055	76	75	15.4%	32.8	925	132.1	96.0%	11.1
Supplemental Cases with Results from HDR												
2045 No Build	12	883	640	1,523	74	53	17.9%	37.3	1,710	128.8	87.3%	12.5
2045 Build Full	12	883	880	1,763	74	73	15.8%	31.0	1,602	133.5	94.7%	10.4

CSXT (continued)



A.2 Comparative Train Counts – DC2RVA RTC Train Files, Original 9 Cases

All cases were dispatched for 14 measured days. Only two of the 2045 cases dispatched to completion. Daily counts are rounded to the nearest whole train.

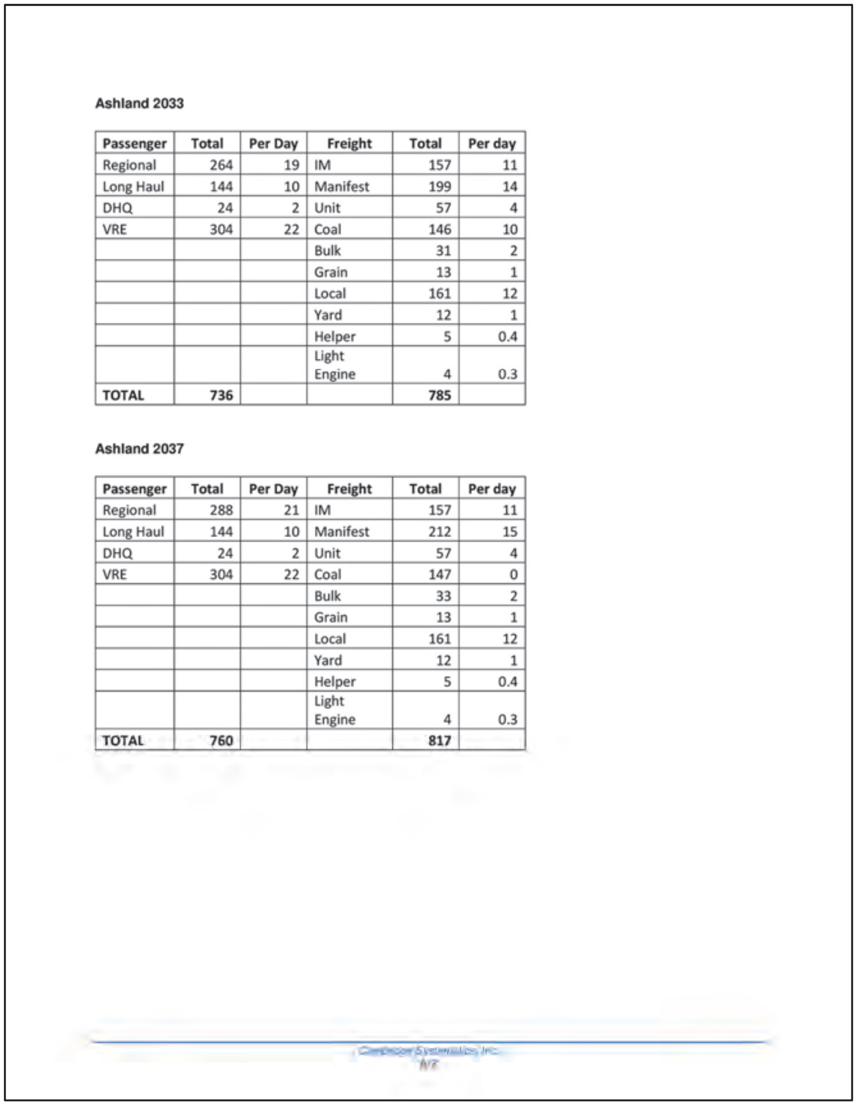
Base 2015 Cases

Passenger	Total	Per Day	Freight	Total	Per day
Regional	140	10	IM	80	6
Long Haul	154	11	Manifest	129	9
DHQ	22	2	Unit	57	4
VRE	256	18	Coal	144	10
			Bulk	31	2
			Grain	13	1
			Local	161	12
			Yard	12	1
			Helper	6	0.4
			Light Engine	4	0.3
TOTAL	**572**			**637**	

2025 No Build, 4 tracks at Long Bridge

Passenger	Total	Per Day	Freight	Total	Per day
Regional	192	14	IM	104	7
Long Haul	144	10	Manifest	160	11
DHQ	0	0	Unit	37	3
VRE	304	22	Coal	127	9
			Bulk	23	2
			Grain	12	1
			Local	22	2
			Yard	12	1
			Helper	0	
			Light Engine	0	
TOTAL	**640**			**497**	

CSXT (continued)



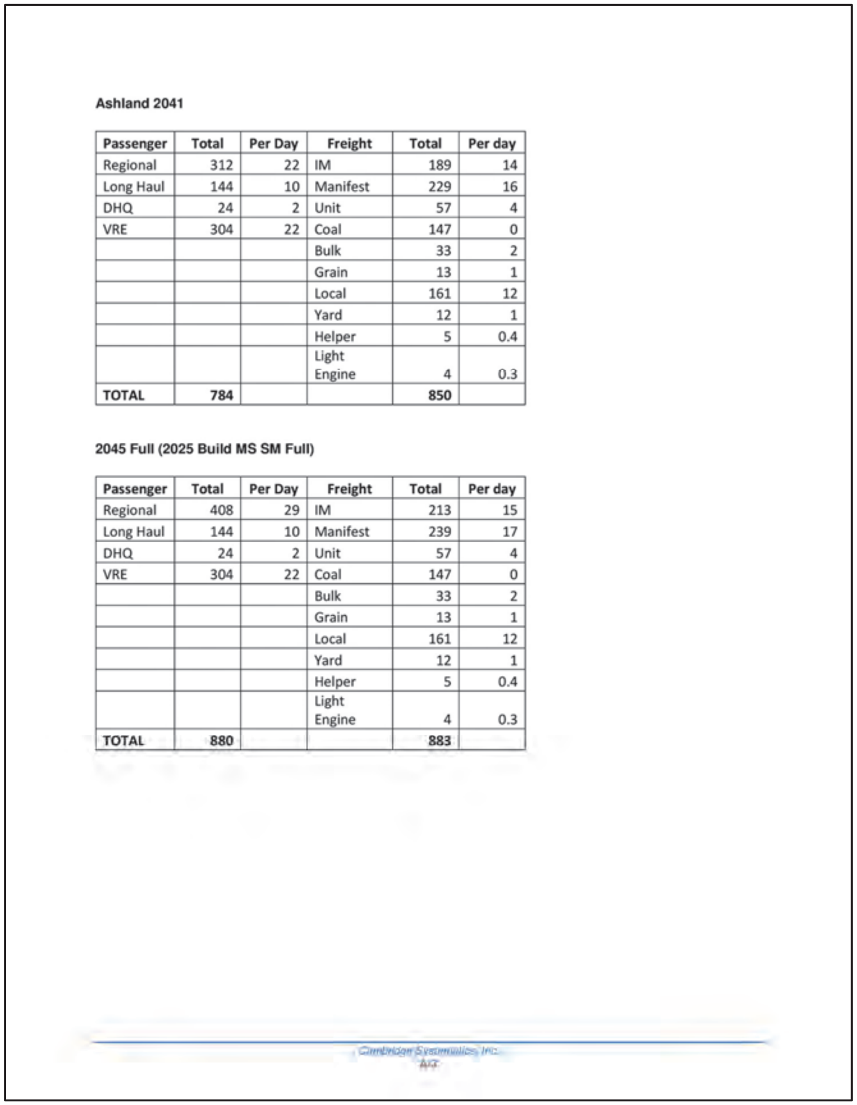
Ashland 2033

Passenger	Total	Per Day	Freight	Total	Per day
Regional	264	19	IM	157	11
Long Haul	144	10	Manifest	199	14
DHQ	24	2	Unit	57	4
VRE	304	22	Coal	146	10
			Bulk	31	2
			Grain	13	1
			Local	161	12
			Yard	12	1
			Helper	5	0.4
			Light Engine	4	0.3
TOTAL	**736**			**785**	

Ashland 2037

Passenger	Total	Per Day	Freight	Total	Per day
Regional	288	21	IM	157	11
Long Haul	144	10	Manifest	212	15
DHQ	24	2	Unit	57	4
VRE	304	22	Coal	147	0
			Bulk	33	2
			Grain	13	1
			Local	161	12
			Yard	12	1
			Helper	5	0.4
			Light Engine	4	0.3
TOTAL	**760**			**817**	

CSXT (continued)



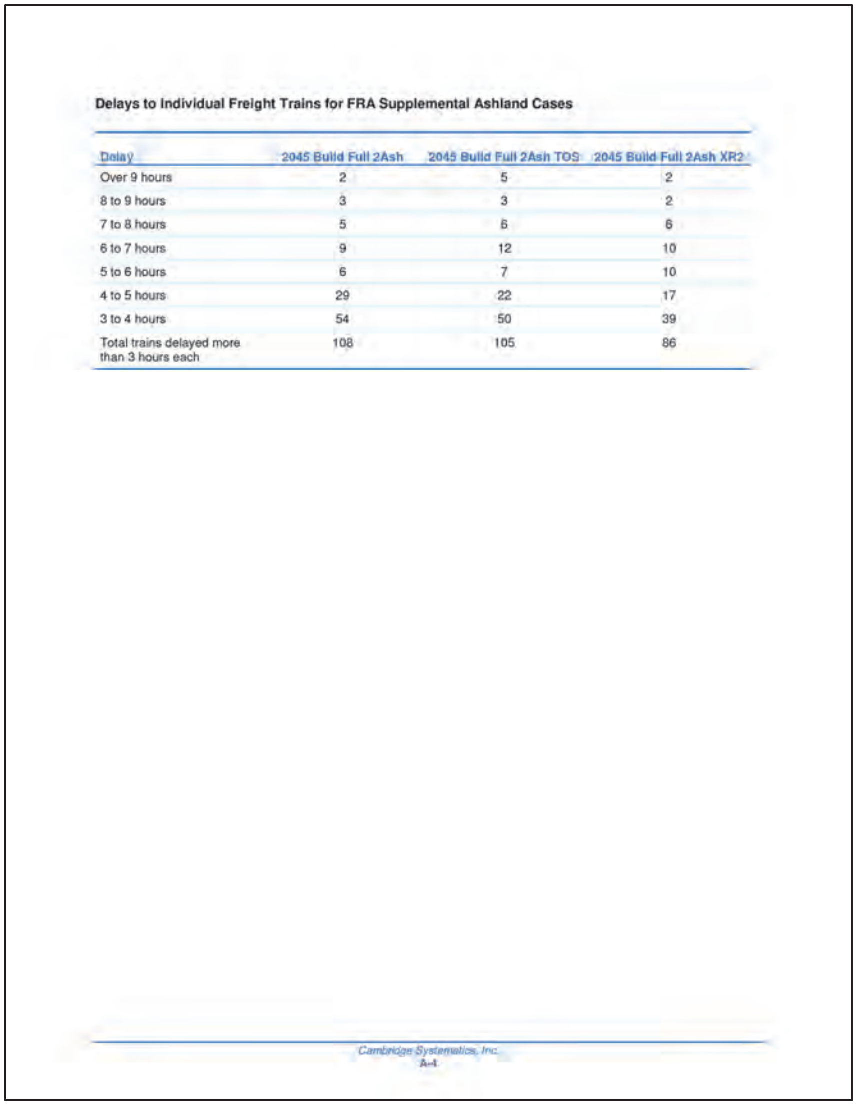
Ashland 2041

Passenger	Total	Per Day	Freight	Total	Per day
Regional	312	22	IM	189	14
Long Haul	144	10	Manifest	229	16
DHQ	24	2	Unit	57	4
VRE	304	22	Coal	147	0
			Bulk	33	2
			Grain	13	1
			Local	161	12
			Yard	12	1
			Helper	5	0.4
			Light Engine	4	0.3
TOTAL	**784**			**850**	

2045 Full (2025 Build MS SM Full)

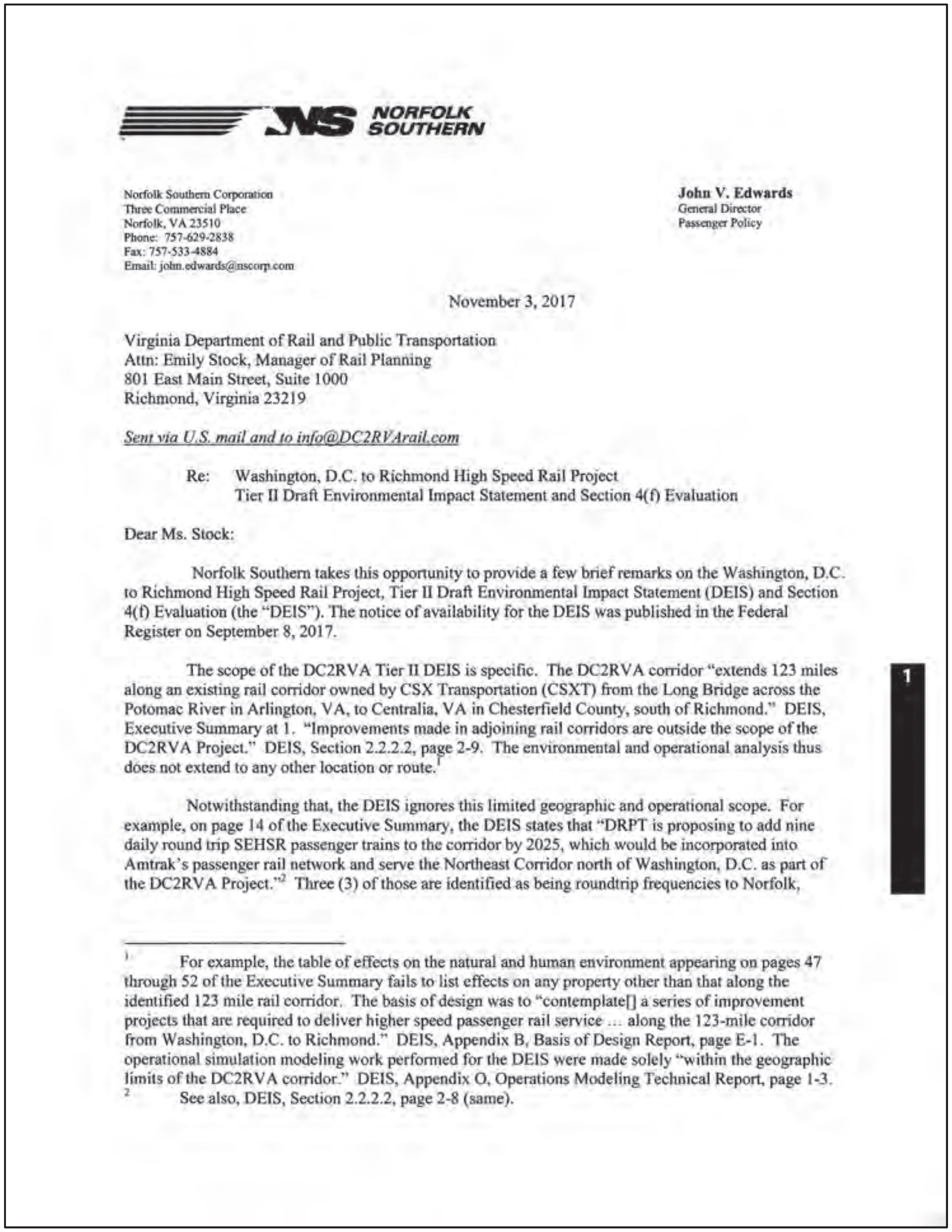
Passenger	Total	Per Day	Freight	Total	Per day
Regional	408	29	IM	213	15
Long Haul	144	10	Manifest	239	17
DHQ	24	2	Unit	57	4
VRE	304	22	Coal	147	0
			Bulk	33	2
			Grain	13	1
			Local	161	12
			Yard	12	1
			Helper	5	0.4
			Light Engine	4	0.3
TOTAL	**880**			**883**	

CSXT (continued)



Delays to Individual Freight Trains for FRA Supplemental Ashland Cases

Delay	2045 Build Full 2Ash	2045 Build Full 2Ash TOS	2045 Build Full 2Ash XR2
Over 9 hours	2	5	2
8 to 9 hours	3	3	2
7 to 8 hours	5	6	6
6 to 7 hours	9	12	10
5 to 6 hours	6	7	10
4 to 5 hours	29	22	17
3 to 4 hours	54	50	39
Total trains delayed more than 3 hours each	108	105	86



NORFOLK SOUTHERN

Norfolk Southern Corporation
Three Commercial Place
Norfolk, VA 23510
Phone: 757-629-2838
Fax: 757-533-4884
Email: john.edwards@nscorp.com

John V. Edwards
General Director
Passenger Policy

November 3, 2017

Virginia Department of Rail and Public Transportation
Attn: Emily Stock, Manager of Rail Planning
801 East Main Street, Suite 1000
Richmond, Virginia 23219

Sent via U.S. mail and to info@DC2RVArail.com

Re: Washington, D.C. to Richmond High Speed Rail Project
Tier II Draft Environmental Impact Statement and Section 4(f) Evaluation

Dear Ms. Stock:

Norfolk Southern takes this opportunity to provide a few brief remarks on the Washington, D.C. to Richmond High Speed Rail Project, Tier II Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation (the "DEIS"). The notice of availability for the DEIS was published in the Federal Register on September 8, 2017.

1

The scope of the DC2RVA Tier II DEIS is specific. The DC2RVA corridor "extends 123 miles along an existing rail corridor owned by CSX Transportation (CSXT) from the Long Bridge across the Potomac River in Arlington, VA, to Centralia, VA in Chesterfield County, south of Richmond." DEIS, Executive Summary at 1. "Improvements made in adjoining rail corridors are outside the scope of the DC2RVA Project." DEIS, Section 2.2.2.2, page 2-9. The environmental and operational analysis thus does not extend to any other location or route.[1]

Notwithstanding that, the DEIS ignores this limited geographic and operational scope. For example, on page 14 of the Executive Summary, the DEIS states that "DRPT is proposing to add nine daily round trip SEHSR passenger trains to the corridor by 2025, which would be incorporated into Amtrak's passenger rail network and serve the Northeast Corridor north of Washington, D.C. as part of the DC2RVA Project."[2] Three (3) of those are identified as being roundtrip frequencies to Norfolk,

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[1] For example, the table of effects on the natural and human environment appearing on pages 47 through 52 of the Executive Summary fails to list effects on any property other than that along the identified 123 mile rail corridor. The basis of design was to "contemplate[] a series of improvement projects that are required to deliver higher speed passenger rail service … along the 123-mile corridor from Washington, D.C. to Richmond." DEIS, Appendix B, Basis of Design Report, page E-1. The operational simulation modeling work performed for the DEIS were made solely "within the geographic limits of the DC2RVA corridor." DEIS, Appendix O, Operations Modeling Technical Report, page 1-3.

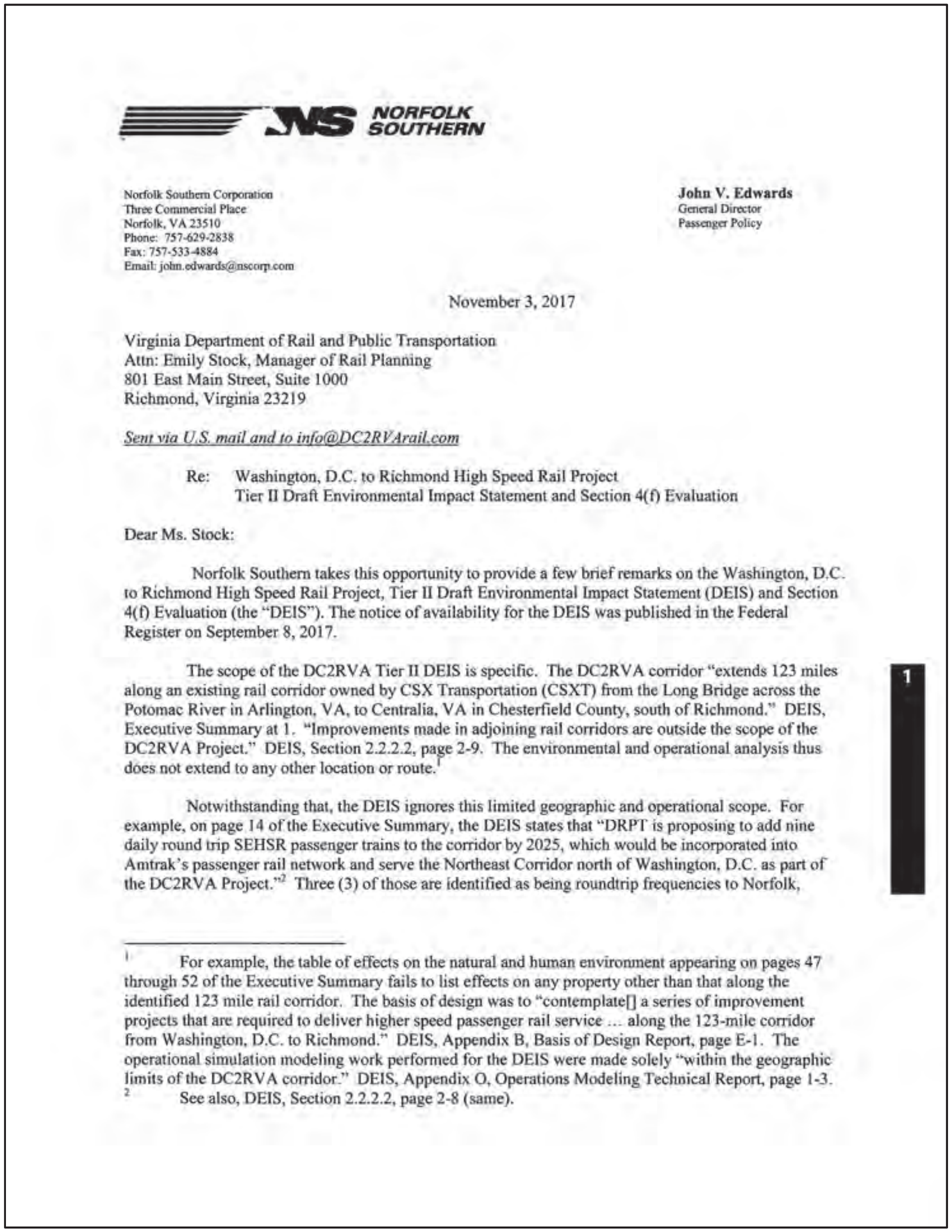
[2] See also, DEIS, Section 2.2.2.2, page 2-8 (same).

NORFOLK SOUTHERN

1. The Purpose of the DC2RVA Project is to increase capacity to deliver higher speed passenger rail, expand commuter rail, and accommodate growth of freight rail service in an efficient and reliable multimodal corridor between Washington, D.C. and Richmond, VA. While the Project's capacity-related infrastructure improvements are limited to the 123 miles between Arlington (RO Interlocking) and Centralia, VA, the Project recognizes the reality that many of the proposed train frequencies would not operate solely within the DC2RVA corridor. Thus, while the DC2RVA Draft and Final Environmental Impact Statements (EIS) evaluate the effects of capacity improvements within the corridor, each includes operational analyses of trains moving into, out of, and beyond the limits of the corridor. The DC2RVA Project does not, by itself, ensure that these additional passenger services would occur – rather, the DC2RVA Project ensures that there would be sufficient capacity within the Washington, D.C. to Richmond corridor for these additional passenger services to operate, should they be added incrementally between the current year and the planning horizon for the Project (2045).

   The DC2RVA Project carries forward the purpose of the 2002 Tier I EIS within the Washington, D.C. and Richmond corridor. The Project builds on the 2002 Tier I Final EIS and Record of Decision (ROD), and subsequent related studies (identified in the Final EIS Section 1.2), including the 2017 Richmond to Raleigh Tier II Final EIS and ROD and the 2012 Richmond to Hampton Roads Tier I Final EIS. The DC2RVA Project used these studies and decisions in determining the anticipated frequency of intercity passenger rail service in the DC2RVA corridor, and thereby the specific capacity improvements within the corridor necessary to support the additional passenger trains while accommodating commuter rail and growth of freight service. In keeping with the 2002 Tier I ROD, and the determination of the Federal Railroad Administration (FRA) to develop the program incrementally, the DC2RVA Project is itself just one increment of a larger program. The Department of Rail and Public Transportation (DRPT) recognizes that additional planning, analysis,

(Responses are continued on next page)



NORFOLK SOUTHERN

Norfolk Southern Corporation
Three Commercial Place
Norfolk, VA 23510
Phone: 757-629-2838
Fax: 757-533-4884
Email: john.edwards@nscorp.com

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Notwithstanding that, the DEIS ignores this limited geographic and operational scope. For example, on page 14 of the Executive Summary, the DEIS states that "DRPT is proposing to add nine daily round trip SEHSR passenger trains to the corridor by 2025, which would be incorporated into Amtrak's passenger rail network and serve the Northeast Corridor north of Washington, D.C. as part of the DC2RVA Project."[2] Three (3) of those are identified as being roundtrip frequencies to Norfolk,

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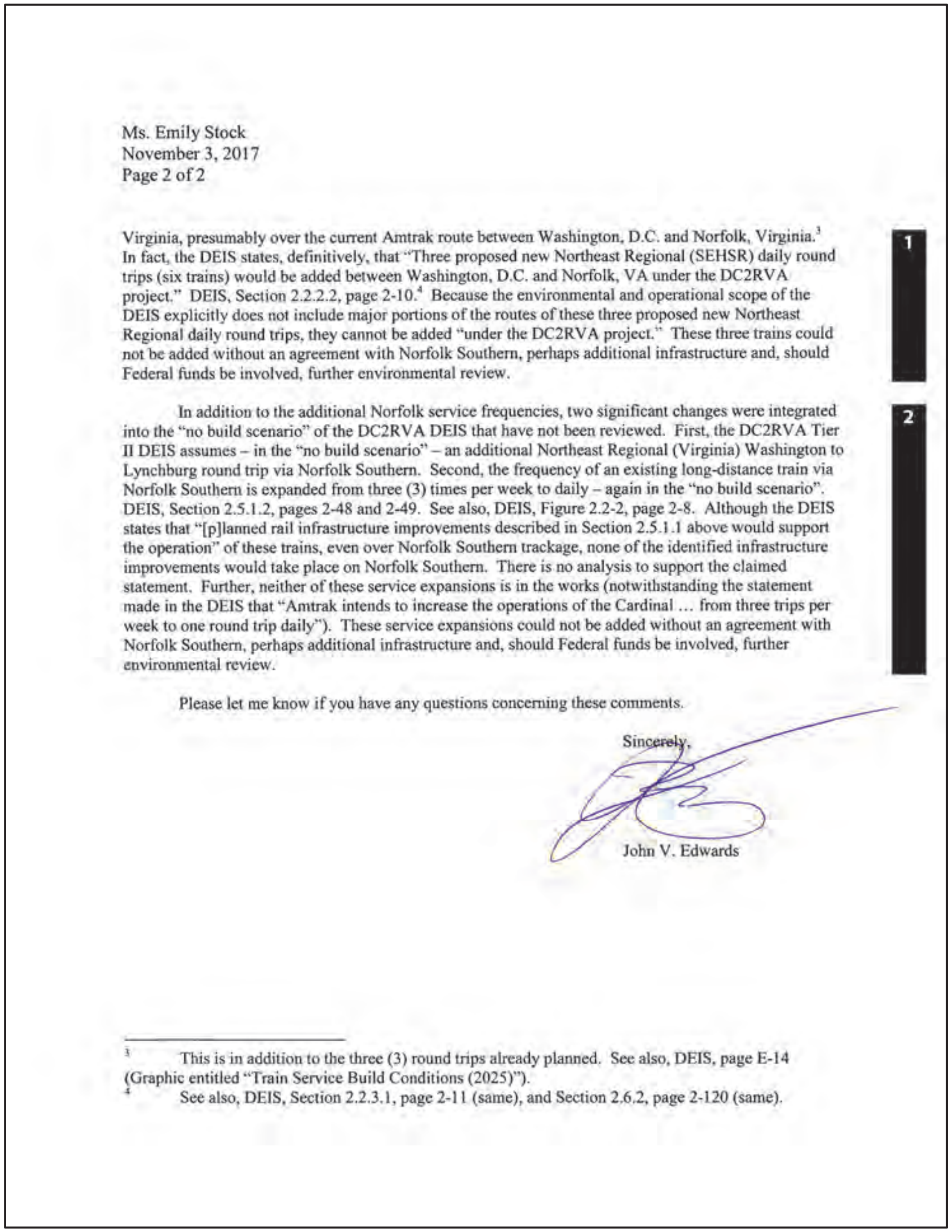
[2] See also, DEIS, Section 2.2.2.2, page 2-8 (same).

NORFOLK SOUTHERN (continued)

engineering and host railroad coordination would need to be completed prior to extending additional Northeast Regional service to Norfolk. Section 7.7 of the Final EIS, which has been added since the Draft EIS, details the coordination with other previous, ongoing, concurrent, and planned studies and projects within or adjacent to the DC2RVA corridor that are critical to the DC2RVA Project; Section 7.7.2 specifically details the coordination with other Southeast High Speed Rail (SEHSR) projects, including trains to Norfolk as part of the Richmond to Hampton Roads study.

Additionally, DRPT conducted refined modeling subsequent to the Draft EIS preliminary simulation modeling; the findings of this effort are summarized in Section 3.2 of the Final EIS and fully discussed in Appendix F.



Ms. Emily Stock
November 3, 2017
Page 2 of 2

1 Virginia, presumably over the current Amtrak route between Washington, D.C. and Norfolk, Virginia.[3] In fact, the DEIS states, definitively, that "Three proposed new Northeast Regional (SEHSR) daily round trips (six trains) would be added between Washington, D.C. and Norfolk, VA under the DC2RVA project." DEIS, Section 2.2.2.2, page 2-10.[4] Because the environmental and operational scope of the DEIS explicitly does not include major portions of the routes of these three proposed new Northeast Regional daily round trips, they cannot be added "under the DC2RVA project." These three trains could not be added without an agreement with Norfolk Southern, perhaps additional infrastructure and, should Federal funds be involved, further environmental review.

2 In addition to the additional Norfolk service frequencies, two significant changes were integrated into the "no build scenario" of the DC2RVA DEIS that have not been reviewed. First, the DC2RVA Tier II DEIS assumes – in the "no build scenario" – an additional Northeast Regional (Virginia) Washington to Lynchburg round trip via Norfolk Southern. Second, the frequency of an existing long-distance train via Norfolk Southern is expanded from three (3) times per week to daily – again in the "no build scenario". DEIS, Section 2.5.1.2, pages 2-48 and 2-49. See also, DEIS, Figure 2.2-2, page 2-8. Although the DEIS states that "[p]lanned rail infrastructure improvements described in Section 2.5.1.1 above would support the operation" of these trains, even over Norfolk Southern trackage, none of the identified infrastructure improvements would take place on Norfolk Southern. There is no analysis to support the claimed statement. Further, neither of these service expansions is in the works (notwithstanding the statement made in the DEIS that "Amtrak intends to increase the operations of the Cardinal … from three trips per week to one round trip daily"). These service expansions could not be added without an agreement with Norfolk Southern, perhaps additional infrastructure and, should Federal funds be involved, further environmental review.

Please let me know if you have any questions concerning these comments.

Sincerely,

John V. Edwards

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[3] This is in addition to the three (3) round trips already planned. See also, DEIS, page E-14 (Graphic entitled "Train Service Build Conditions (2025)").

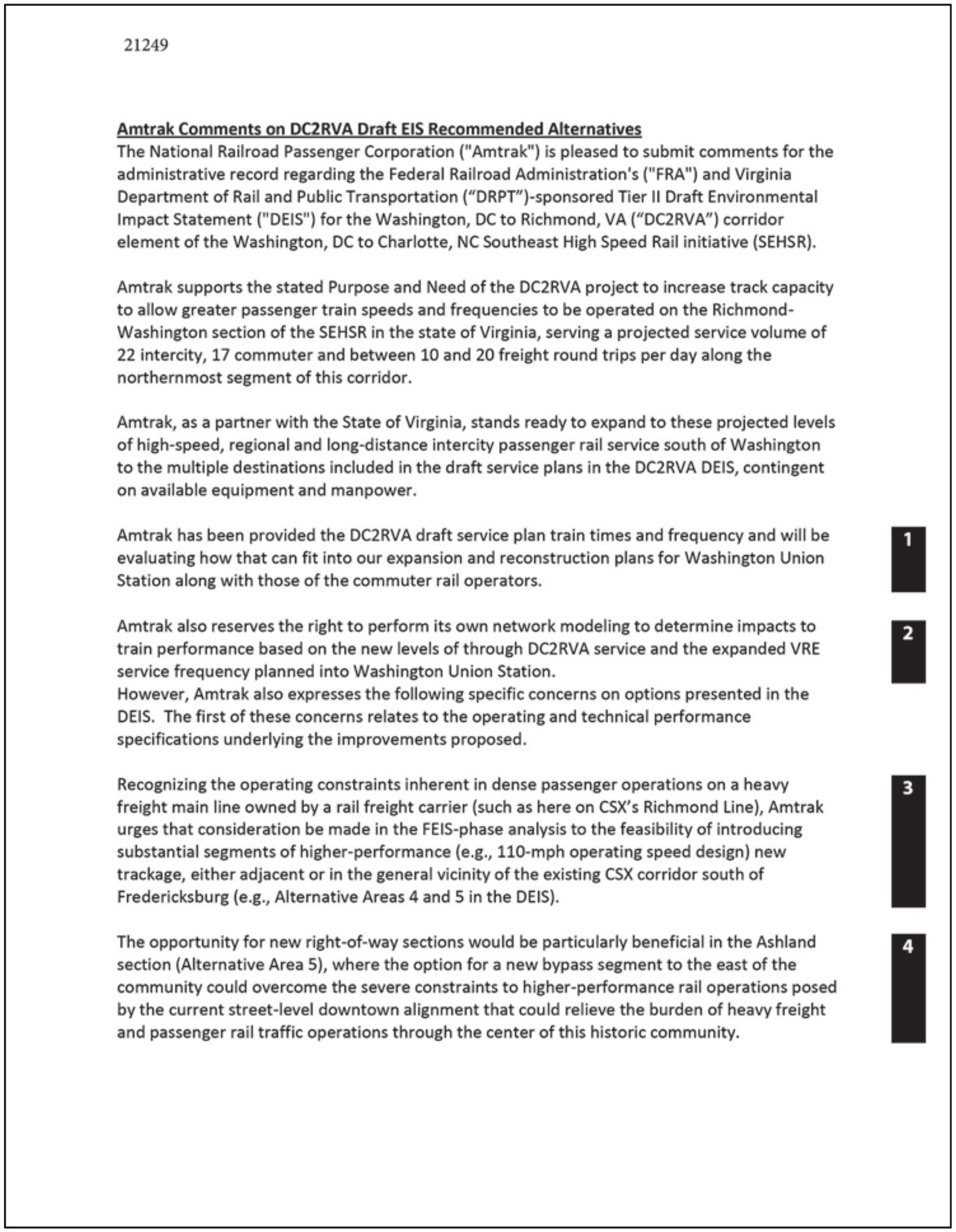
[4] See also, DEIS, Section 2.2.3.1, page 2-11 (same), and Section 2.6.2, page 2-120 (same).

NORFOLK SOUTHERN (continued)

(Response to comment 1 on previous page)

2. The No Build Alternative incorporates existing and future infrastructure and service levels from planned investments in the corridor that are likely to occur independent of the capacity improvements planned by the DC2RVA Project. If a project or additional service level was under construction, fully-funded, or was the focus of advanced collaborative planning, it was assumed to be complete by 2025 for the purposes of the Draft EIS evaluation. An additional Northeast Regional (Virginia-supported) Washington, D.C. to Lynchburg, VA round trip was identified in the 2017 Virginia Statewide Rail Plan as a short-term project that the Commonwealth of Virginia intends to pursue. Daily operation of Amtrak's long-distance Cardinal between New York and Chicago was proposed in Amtrak's Passenger Rail Investment and Improvement Act (PRIIA) Section 210 Performance Improvement Plan for the Cardinal dated September 2010 and reaffirmed by Amtrak as a service increase to include in the No Build assumptions for planning purposes for the DC2RVA Project.

   As stated above, the DC2RVA Project does not, by itself, ensure that these additional passenger services would occur – rather, the DC2RVA Project ensures that there would be sufficient capacity within the Washington, D.C. to Richmond corridor for these additional passenger services to operate. Section 4.2 of the Final EIS presents the service plan of the Preferred Alternative, which will be further refined in the Corridor Service Development Plan (SDP) for the Project, which is summarized in Chapter 7 of the Final EIS.



21249

Amtrak Comments on DC2RVA Draft EIS Recommended Alternatives

The National Railroad Passenger Corporation ("Amtrak") is pleased to submit comments for the administrative record regarding the Federal Railroad Administration's ("FRA") and Virginia Department of Rail and Public Transportation ("DRPT")-sponsored Tier II Draft Environmental Impact Statement ("DEIS") for the Washington, DC to Richmond, VA ("DC2RVA") corridor element of the Washington, DC to Charlotte, NC Southeast High Speed Rail initiative (SEHSR).

Amtrak supports the stated Purpose and Need of the DC2RVA project to increase track capacity to allow greater passenger train speeds and frequencies to be operated on the Richmond-Washington section of the SEHSR in the state of Virginia, serving a projected service volume of 22 intercity, 17 commuter and between 10 and 20 freight round trips per day along the northernmost segment of this corridor.

Amtrak, as a partner with the State of Virginia, stands ready to expand to these projected levels of high-speed, regional and long-distance intercity passenger rail service south of Washington to the multiple destinations included in the draft service plans in the DC2RVA DEIS, contingent on available equipment and manpower.

Amtrak has been provided the DC2RVA draft service plan train times and frequency and will be evaluating how that can fit into our expansion and reconstruction plans for Washington Union Station along with those of the commuter rail operators. 1

Amtrak also reserves the right to perform its own network modeling to determine impacts to train performance based on the new levels of through DC2RVA service and the expanded VRE service frequency planned into Washington Union Station. 2
However, Amtrak also expresses the following specific concerns on options presented in the DEIS. The first of these concerns relates to the operating and technical performance specifications underlying the improvements proposed.

Recognizing the operating constraints inherent in dense passenger operations on a heavy freight main line owned by a rail freight carrier (such as here on CSX's Richmond Line), Amtrak urges that consideration be made in the FEIS-phase analysis to the feasibility of introducing substantial segments of higher-performance (e.g., 110-mph operating speed design) new trackage, either adjacent or in the general vicinity of the existing CSX corridor south of Fredericksburg (e.g., Alternative Areas 4 and 5 in the DEIS). 3

The opportunity for new right-of-way sections would be particularly beneficial in the Ashland section (Alternative Area 5), where the option for a new bypass segment to the east of the community could overcome the severe constraints to higher-performance rail operations posed by the current street-level downtown alignment that could relieve the burden of heavy freight and passenger rail traffic operations through the center of this historic community. 4

AMTRAK

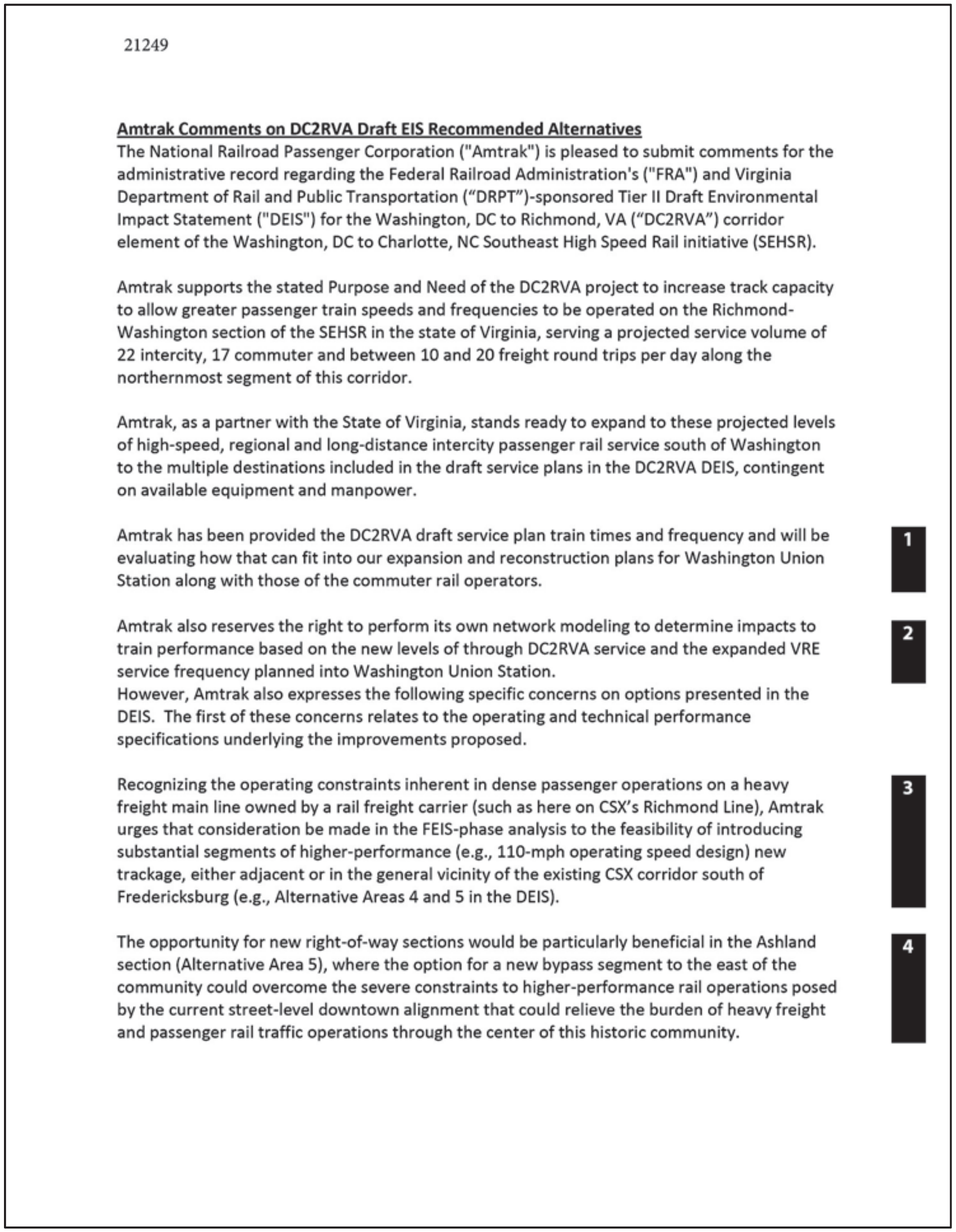
1. and 2. Comments noted. The Department of Rail and Public Transportation (DRPT) will continue to collaborate with Amtrak as it refines the passenger rail service plan and conceptual schedule for the Preferred Alternative during the preparation of the Corridor Service Development Plan (SDP) for the DC2RVA Project and beyond into final design.

3. The engineering and service plans presented in the DC2RVA Tier II Draft and Final Environmental Impact Statements (EIS) were developed based on the 2002 Tier I Final EIS and Record of Decision (ROD) issued for the Southeast High Speed Rail (SEHSR) corridor between Washington, D.C. and Charlotte, NC, which selected an incremental approach to developing the SEHSR program. Key elements of the selected incremental approach are:

   - Upgrade existing rail corridors (instead of developing new corridors).
   - Utilize fossil-fuel burning equipment rather than electric-powered equipment.
   - Add service as market demand increases and/or when funding is available.

   The incremental approach seeks to minimize cost and potential impacts to the environment by utilizing existing railroad tracks and rail rights-of-way as much as possible. Passenger service and freight service would share the CSXT-owned tracks. The 2002 Tier I EIS assumed a maximum speed of 110 mph, with an average speed of approximately 70 mph along the full length of the SEHSR corridor between Washington, D.C. and Charlotte, NC. Subsequently, in 2009, the Federal Railroad Administration (FRA) released its strategic plan for higher speed rail in America; investment strategies included upgrading reliability and service on conventional intercity rail services (operating speeds up to 79 to 90 mph on shared track) and developing emerging and regional higher-speed corridor services (operating speeds up to 90 to 110 mph on shared track). Also in September 2009,

(Responses are continued on next page)



21249

Amtrak Comments on DC2RVA Draft EIS Recommended Alternatives

The National Railroad Passenger Corporation ("Amtrak") is pleased to submit comments for the administrative record regarding the Federal Railroad Administration's ("FRA") and Virginia Department of Rail and Public Transportation ("DRPT")-sponsored Tier II Draft Environmental Impact Statement ("DEIS") for the Washington, DC to Richmond, VA ("DC2RVA") corridor element of the Washington, DC to Charlotte, NC Southeast High Speed Rail initiative (SEHSR).

Amtrak supports the stated Purpose and Need of the DC2RVA project to increase track capacity to allow greater passenger train speeds and frequencies to be operated on the Richmond-Washington section of the SEHSR in the state of Virginia, serving a projected service volume of 22 intercity, 17 commuter and between 10 and 20 freight round trips per day along the northernmost segment of this corridor.

Amtrak, as a partner with the State of Virginia, stands ready to expand to these projected levels of high-speed, regional and long-distance intercity passenger rail service south of Washington to the multiple destinations included in the draft service plans in the DC2RVA DEIS, contingent on available equipment and manpower.

Amtrak has been provided the DC2RVA draft service plan train times and frequency and will be evaluating how that can fit into our expansion and reconstruction plans for Washington Union Station along with those of the commuter rail operators. 1

Amtrak also reserves the right to perform its own network modeling to determine impacts to train performance based on the new levels of through DC2RVA service and the expanded VRE service frequency planned into Washington Union Station. 2
However, Amtrak also expresses the following specific concerns on options presented in the DEIS. The first of these concerns relates to the operating and technical performance specifications underlying the improvements proposed.

Recognizing the operating constraints inherent in dense passenger operations on a heavy freight main line owned by a rail freight carrier (such as here on CSX's Richmond Line), Amtrak urges that consideration be made in the FEIS-phase analysis to the feasibility of introducing substantial segments of higher-performance (e.g., 110-mph operating speed design) new trackage, either adjacent or in the general vicinity of the existing CSX corridor south of Fredericksburg (e.g., Alternative Areas 4 and 5 in the DEIS). 3

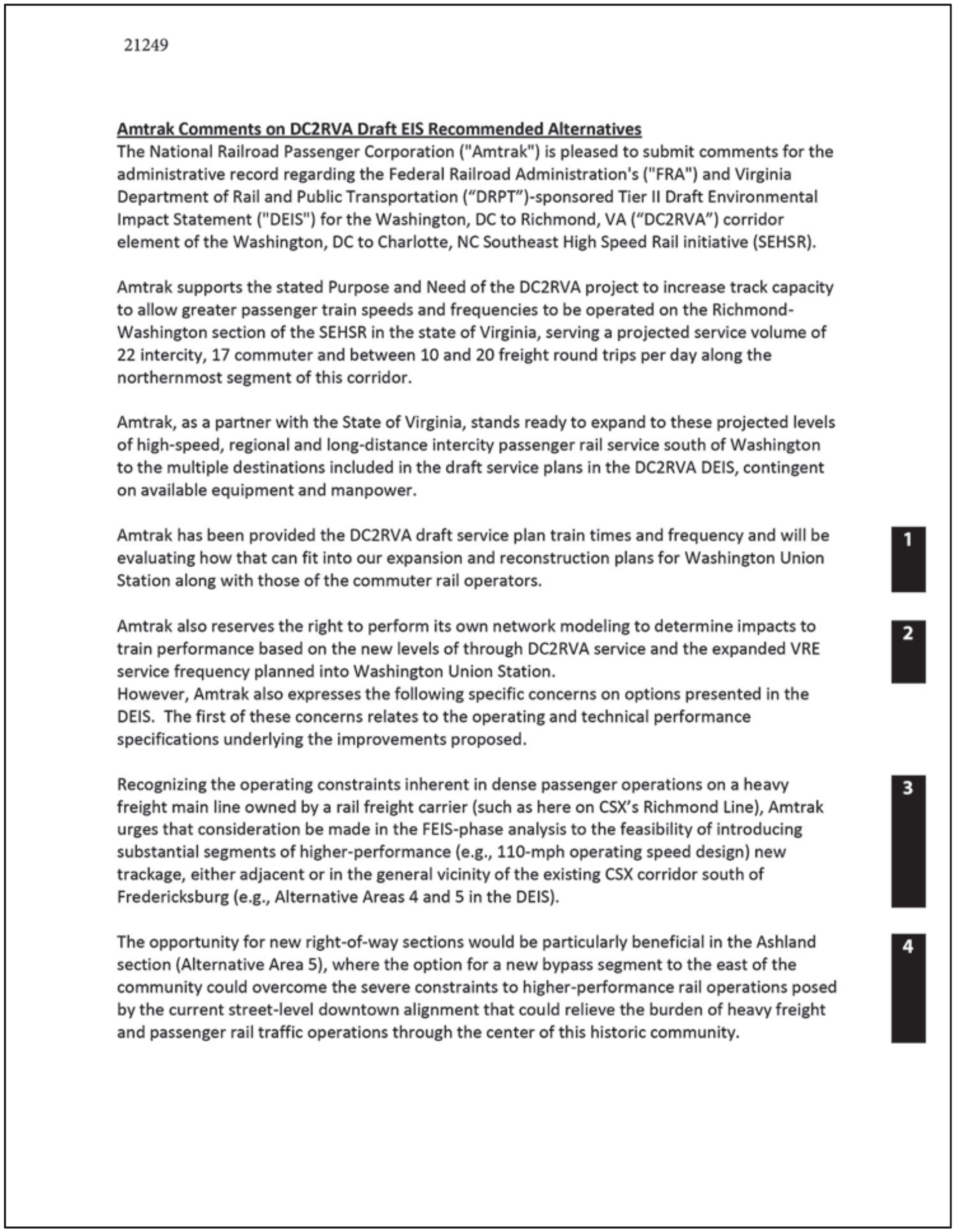
The opportunity for new right-of-way sections would be particularly beneficial in the Ashland section (Alternative Area 5), where the option for a new bypass segment to the east of the community could overcome the severe constraints to higher-performance rail operations posed by the current street-level downtown alignment that could relieve the burden of heavy freight and passenger rail traffic operations through the center of this historic community. 4

AMTRAK (continued)

DRPT released its I-95 Southeast High Speed Rail Corridor & Service Plan, which set a goal of increasing passenger rail speed to a 90-mph maximum in the Washington, D.C. to Petersburg, VA corridor. In keeping with DRPT's 2009 Service Plan, the DC2RVA Project was designed to upgrade the reliability and service of conventional intercity rail services at speeds up to 90 mph, where practical, in a corridor shared with commuter and freight services. DRPT determined that a maximum speed of 90 mph, where feasible, for the DC2RVA Project provided the optimal capacity to improve service on the DC2RVA corridor while minimizing environmental impacts and costs. However, DRPT's determination that a maximum authorized speed of 90 mph for the passenger trains in the DC2RVA corridor does not preclude consideration in the future to increase the maximum allowable speed in the corridor. Additional details on the decisions that led to the selection of a maximum authorized speed of 90 mph in the Project corridor are provided in Section 1.2 of the Final EIS.

4. As work on the Tier II Draft EIS for the DC2RVA Project advanced, DRPT recognized that each of the proposed Build Alternatives would have potential adverse consequences on the citizens and resources of the Town of Ashland and/or Hanover County, and there was no local consensus or preference for a Build Alternative in this area. DRPT convened the Town of Ashland/Hanover County Community Advisory Committee (CAC) to review all previously considered options for greater rail capacity in the Ashland/Hanover County area, and to identify potential options that could meet the Purpose and Need of the DC2RVA Project, while also minimizing or avoiding potential impacts to the community and environment. Ultimately, the CAC identified three "least objectionable" alternatives for through-town, below-grade, and bypass options, which are fully described in Section 3.3 of the Final EIS and its Appendix G, and briefly summarized below:

(Responses are continued on next page)



21249

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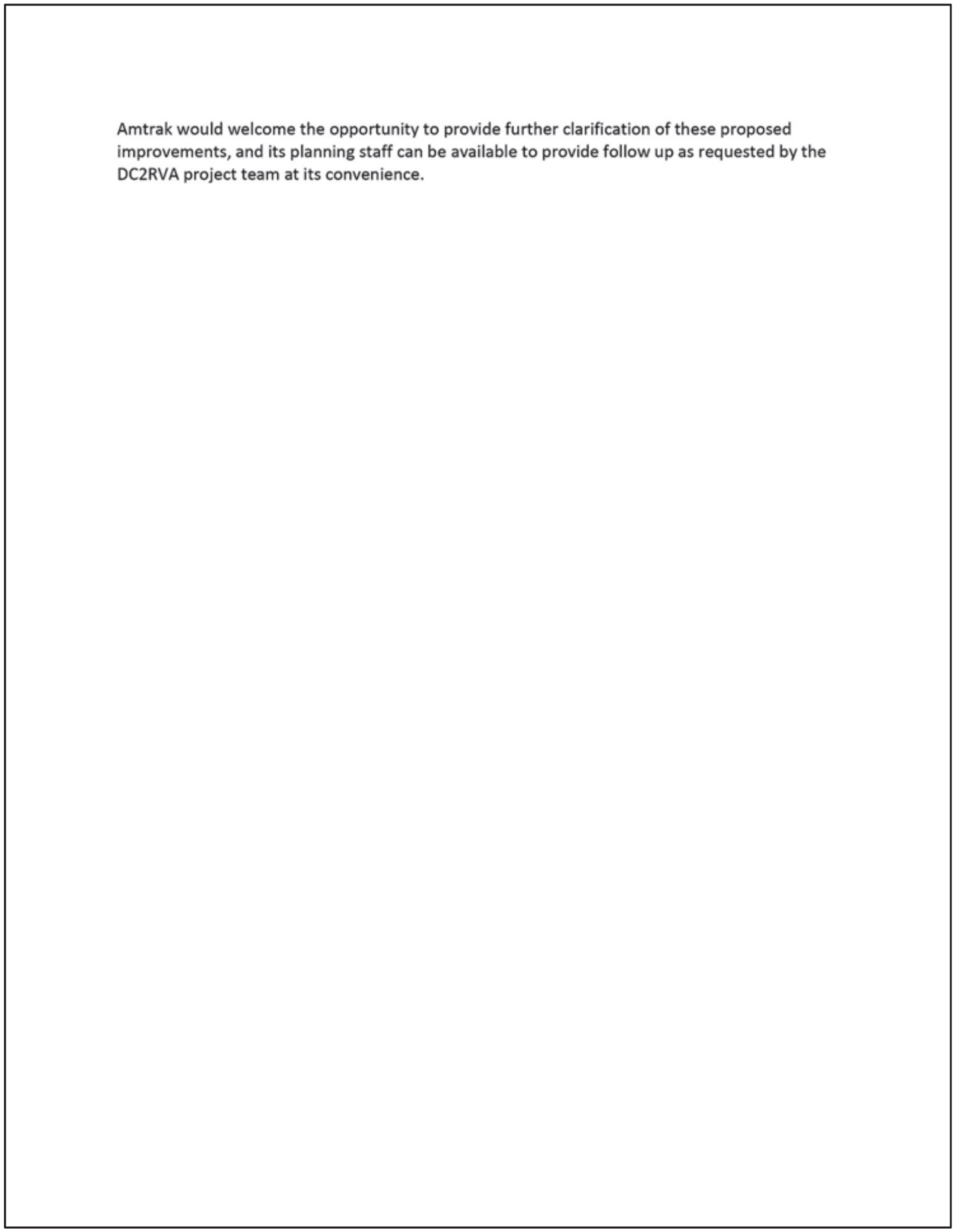
AMTRAK (continued)

- "3-2-3" Option (i.e., maintaining two tracks through Town): A third track would be added to the existing CSXT right-of-way north and south of the Town of Ashland, while the existing two tracks would remain in service through Ashland. This option is similar to Build Alternative 5A that was evaluated in the Draft EIS, with further minimization of infrastructure and associated potential impacts within downtown Ashland.
- Three-Track Trench: A trench would be constructed through Ashland approximately 50 feet wide and 33 feet deep. The two existing tracks through the Town of Ashland, along with a new third track, would pass through Ashland within the trench. This below-grade option followed a through-town alignment similar to Build Alternatives 5B and 5D as evaluated in the Draft EIS, but was considered and dismissed in the Draft EIS alternatives development process.
- Western Bypass Alignment: A two-track, grade-separated bypass approximately seven miles long would extend around the Town of Ashland to the west. This bypass alignment is similar to Build Alternative 5C as evaluated in the Draft EIS, but with a modified alignment. The AWB1 alignment was considered and dismissed in the Draft EIS alternatives development process.

The CAC's identification of least objectionable alternatives was intended to inform the final determination of a preferred alternative for the Ashland/Hanover County area by DRPT, the Commonwealth Transportation Board (CTB), and ultimately, FRA. In accordance with the September 2017 recommendation of the Town of Ashland/Hanover County Community Advisory Committee and the December 2017 resolution of the CTB, Alternative 5A was selected as the Preferred Alternative for the Ashland / Hanover area. Refer to Section 4.3.5 of the Final EIS for full description of the alternative and the basis for its selection.

Details of CAC activities are provided in the CAC Summary Report, which is Appendix G of the Final EIS.



Amtrak would welcome the opportunity to provide further clarification of these proposed improvements, and its planning staff can be available to provide follow up as requested by the DC2RVA project team at its convenience.

AMTRAK (continued)

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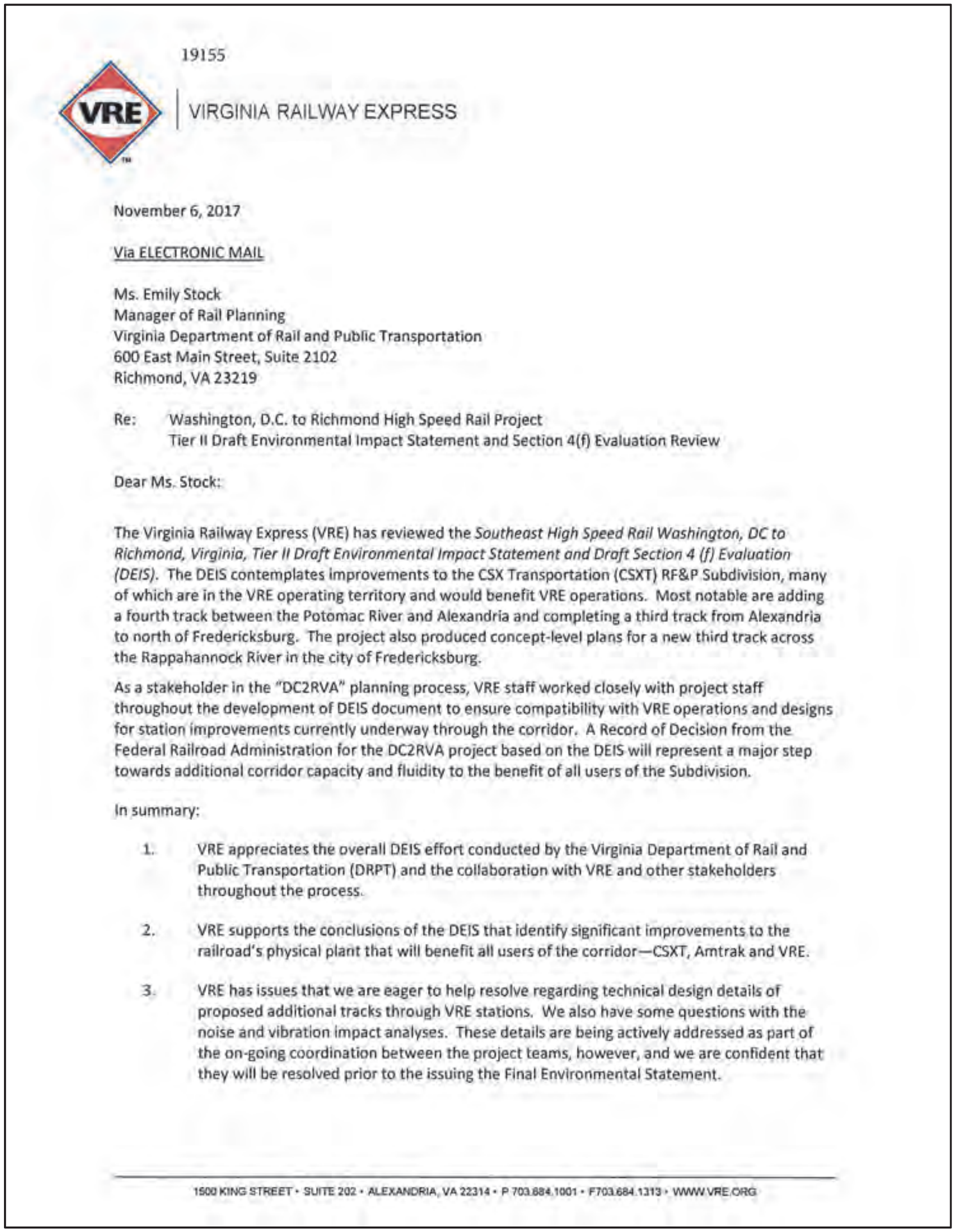


19155

VRE

VIRGINIA RAILWAY EXPRESS

November 6, 2017

Via ELECTRONIC MAIL

Ms. Emily Stock
Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Re: Washington, D.C. to Richmond High Speed Rail Project
Tier II Draft Environmental Impact Statement and Section 4(f) Evaluation Review

Dear Ms. Stock:

The Virginia Railway Express (VRE) has reviewed the *Southeast High Speed Rail Washington, DC to Richmond, Virginia, Tier II Draft Environmental Impact Statement and Draft Section 4 (f) Evaluation (DEIS)*. The DEIS contemplates improvements to the CSX Transportation (CSXT) RF&P Subdivision, many of which are in the VRE operating territory and would benefit VRE operations. Most notable are adding a fourth track between the Potomac River and Alexandria and completing a third track from Alexandria to north of Fredericksburg. The project also produced concept-level plans for a new third track across the Rappahannock River in the city of Fredericksburg.

As a stakeholder in the "DC2RVA" planning process, VRE staff worked closely with project staff throughout the development of DEIS document to ensure compatibility with VRE operations and designs for station improvements currently underway through the corridor. A Record of Decision from the Federal Railroad Administration for the DC2RVA project based on the DEIS will represent a major step towards additional corridor capacity and fluidity to the benefit of all users of the Subdivision.

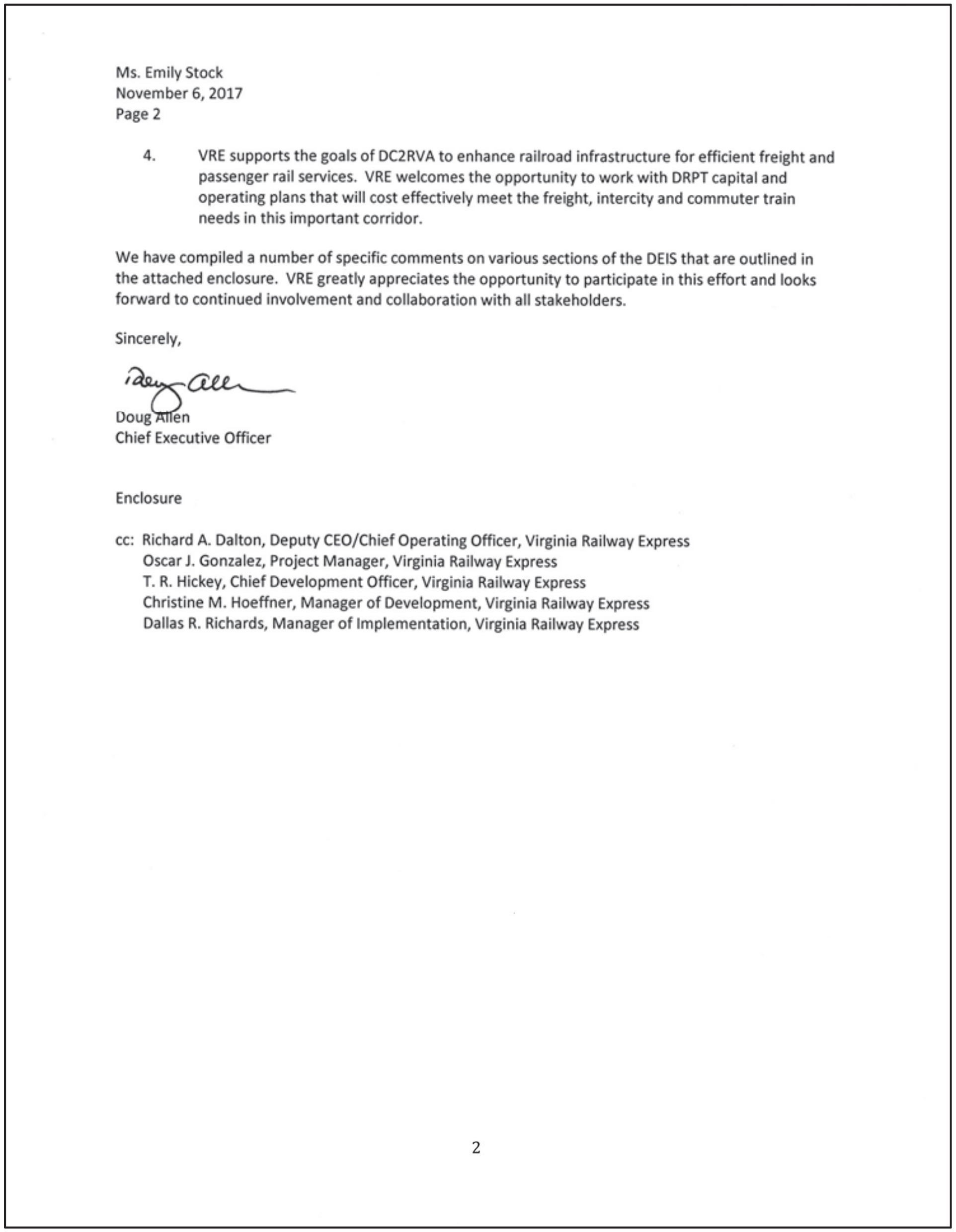
In summary:

1. VRE appreciates the overall DEIS effort conducted by the Virginia Department of Rail and Public Transportation (DRPT) and the collaboration with VRE and other stakeholders throughout the process.
2. VRE supports the conclusions of the DEIS that identify significant improvements to the railroad's physical plant that will benefit all users of the corridor—CSXT, Amtrak and VRE.
3. VRE has issues that we are eager to help resolve regarding technical design details of proposed additional tracks through VRE stations. We also have some questions with the noise and vibration impact analyses. These details are being actively addressed as part of the on-going coordination between the project teams, however, and we are confident that they will be resolved prior to the issuing the Final Environmental Statement.

VRE

Note DRPT responded to the specific comments in the attachment that are summarized in the first two pages of VREs letter. The response numbering below corresponds to the DRPT-numbered statements as indicated by the numbered black bars on the right side of the attachment to VRE's letter and is not intended to align with the letter summary numbering provided by VRE.

(No comments on this page)



Ms. Emily Stock
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Page 2

4. VRE supports the goals of DC2RVA to enhance railroad infrastructure for efficient freight and passenger rail services. VRE welcomes the opportunity to work with DRPT capital and operating plans that will cost effectively meet the freight, intercity and commuter train needs in this important corridor.

We have compiled a number of specific comments on various sections of the DEIS that are outlined in the attached enclosure. VRE greatly appreciates the opportunity to participate in this effort and looks forward to continued involvement and collaboration with all stakeholders.

Sincerely,

Doug Allen
Chief Executive Officer

Enclosure

cc: Richard A. Dalton, Deputy CEO/Chief Operating Officer, Virginia Railway Express
Oscar J. Gonzalez, Project Manager, Virginia Railway Express
T. R. Hickey, Chief Development Officer, Virginia Railway Express
Christine M. Hoeffner, Manager of Development, Virginia Railway Express
Dallas R. Richards, Manager of Implementation, Virginia Railway Express

VRE (continued)

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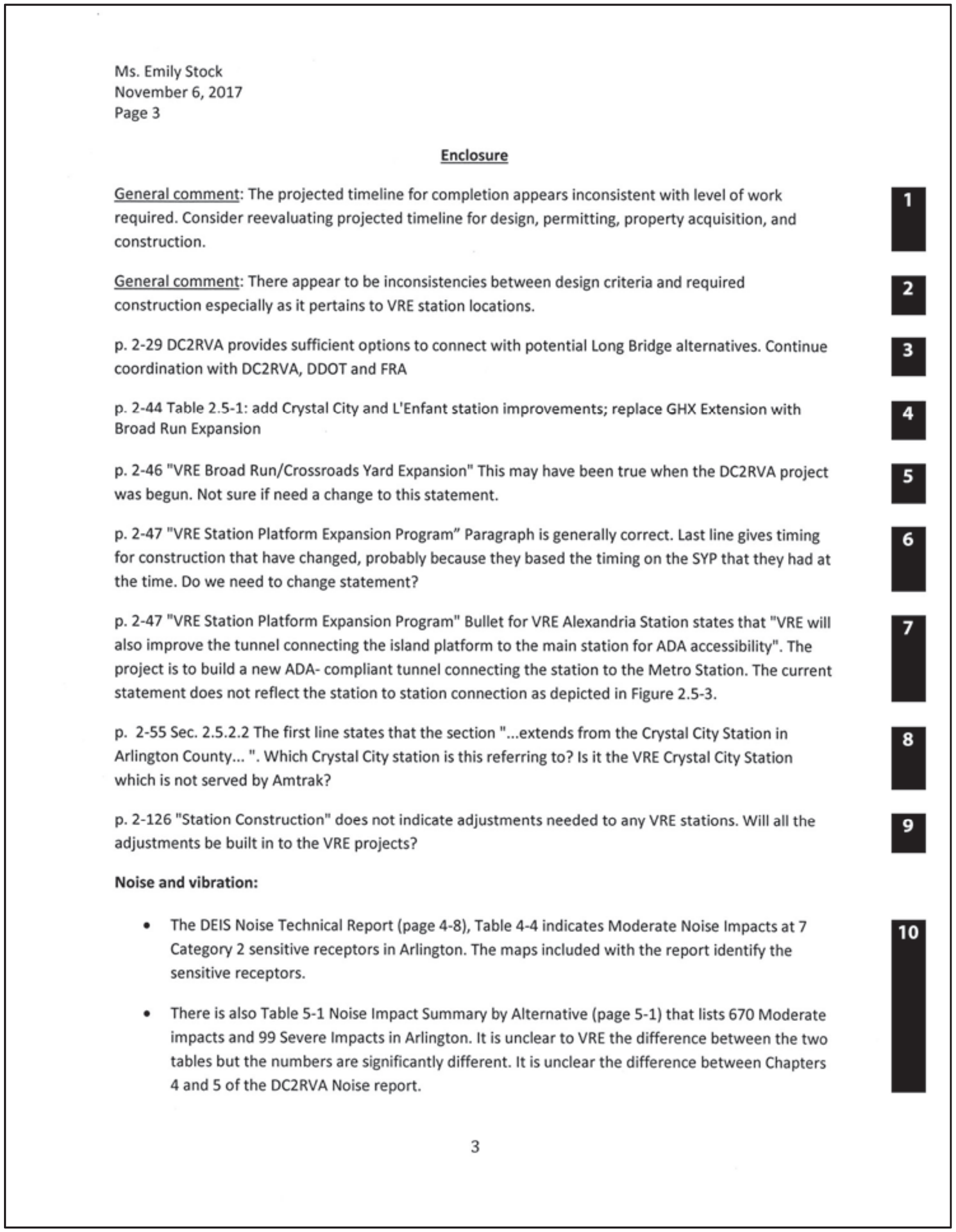

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Enclosure

1 General comment: The projected timeline for completion appears inconsistent with level of work required. Consider reevaluating projected timeline for design, permitting, property acquisition, and construction.

2 General comment: There appear to be inconsistencies between design criteria and required construction especially as it pertains to VRE station locations.

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8 p. 2-55 Sec. 2.5.2.2 The first line states that the section "...extends from the Crystal City Station in Arlington County... ". Which Crystal City station is this referring to? Is it the VRE Crystal City Station which is not served by Amtrak?

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Noise and vibration:

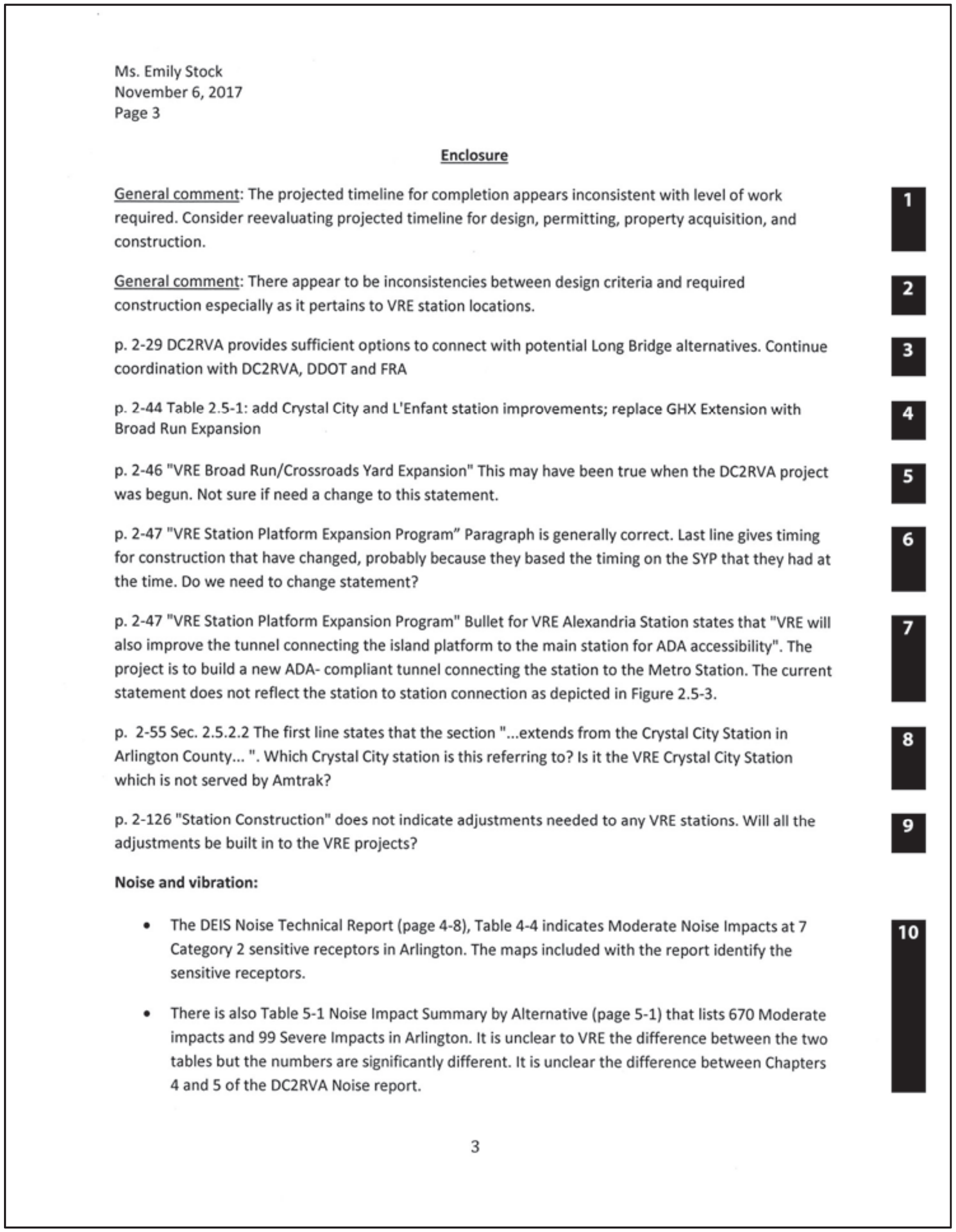
10
- The DEIS Noise Technical Report (page 4-8), Table 4-4 indicates Moderate Noise Impacts at 7 Category 2 sensitive receptors in Arlington. The maps included with the report identify the sensitive receptors.
- There is also Table 5-1 Noise Impact Summary by Alternative (page 5-1) that lists 670 Moderate impacts and 99 Severe Impacts in Arlington. It is unclear to VRE the difference between the two tables but the numbers are significantly different. It is unclear the difference between Chapters 4 and 5 of the DC2RVA Noise report.

3

VRE (continued)

1. The Department of Rail and Public Transportation (DRPT) and the Federal Railroad Administration (FRA) acknowledge the implementation process that follows the guidelines of the National Environmental Policy Act (NEPA) and preliminary design can be lengthy, and includes applying for construction permits, equipment selection and manufacturing, ordering materials, and actual construction of the rail corridor improvements. DRPT and FRA have adopted an incremental approach to develop new service and are working with CSXT, the owner of the railroad, to identify key opportunities to construct railroad infrastructure and implement improved service in the corridor as quickly as possible. For planning purposes, DRPT and FRA assumed the earliest the new service could be in operation would be 2025; this assumption is based on a completed NEPA process and full funding being immediately available. The build-out of the corridor and full implementation of the DC2RVA Project is dependent on future state and federal funding. Full details about future steps in the Project process, including funding, implementation and service priorities, final design, permitting, and construction, are included in Chapter 7 of this Final Environmental Impact Statement (EIS), which has been added since the Draft EIS to address these topics.
2. The design criteria for the DC2RVA Project apply to intercity passenger rail stations providing service to Amtrak, and including stations shared by Amtrak and the Virginia Railway Express (VRE). Adjustments to VRE stations are being coordinated between VRE and DRPT, separate from the DC2RVA Project. Application of the design criteria at stations solely serving VRE is limited to the track horizontal offset distance from VRE platforms and to the track elevation relative to the VRE platforms. Additional track or track realignments constructed under the DC2RVA Project will support the planned platform improvements at stations served by VRE. DRPT will continue coordinating with VRE to ensure proposed track improvements under DC2RVA align with VRE's ongoing and planned station expansion projects.

(Responses are continued on next page)



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Enclosure

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3

VRE (continued)

3. Comment noted. DRPT will continue to coordinate with FRA, the District Department of Transportation (DDOT), and other stakeholders on the Long Bridge project throughout the DC2RVA design process.

4. Draft EIS Table 2.5-1 has been updated as requested; refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS. Note that the Broad Run expansion is in the Draft EIS Table 2.5-1, so no addition is needed.

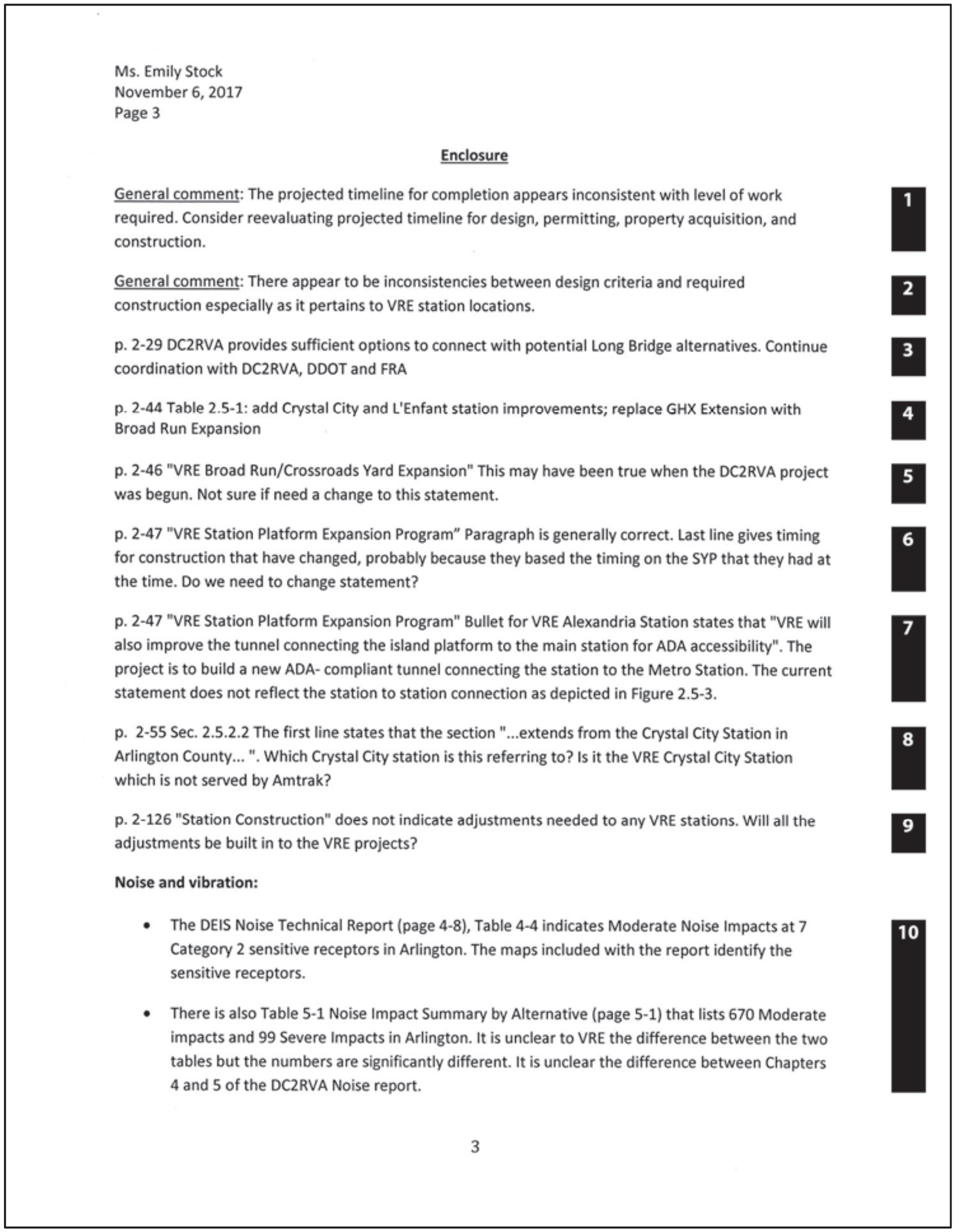
5. and 6. DRPT acknowledges that VRE's most recent plans and construction timelines for the two referenced projects have been revised since publication of the Draft EIS. Clarification of any effects from revised plans or construction timelines are addressed in Section 4.4.2 and Section 7.7 of the Final EIS.

7. The text has been corrected to reflect that the proposed new pedestrian tunnel would connect Alexandria Union Station to the King Street Metro Station and provide access to the platforms and station that are compliant with the Americans with Disabilities Act (ADA); refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS.

8. The referenced description has been updated to indicate that it refers to VRE's Crystal City Station. Refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS.

9. See DRPT-numbered statement #2 above for response.

(Responses are continued on next page)



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Page 3

Enclosure

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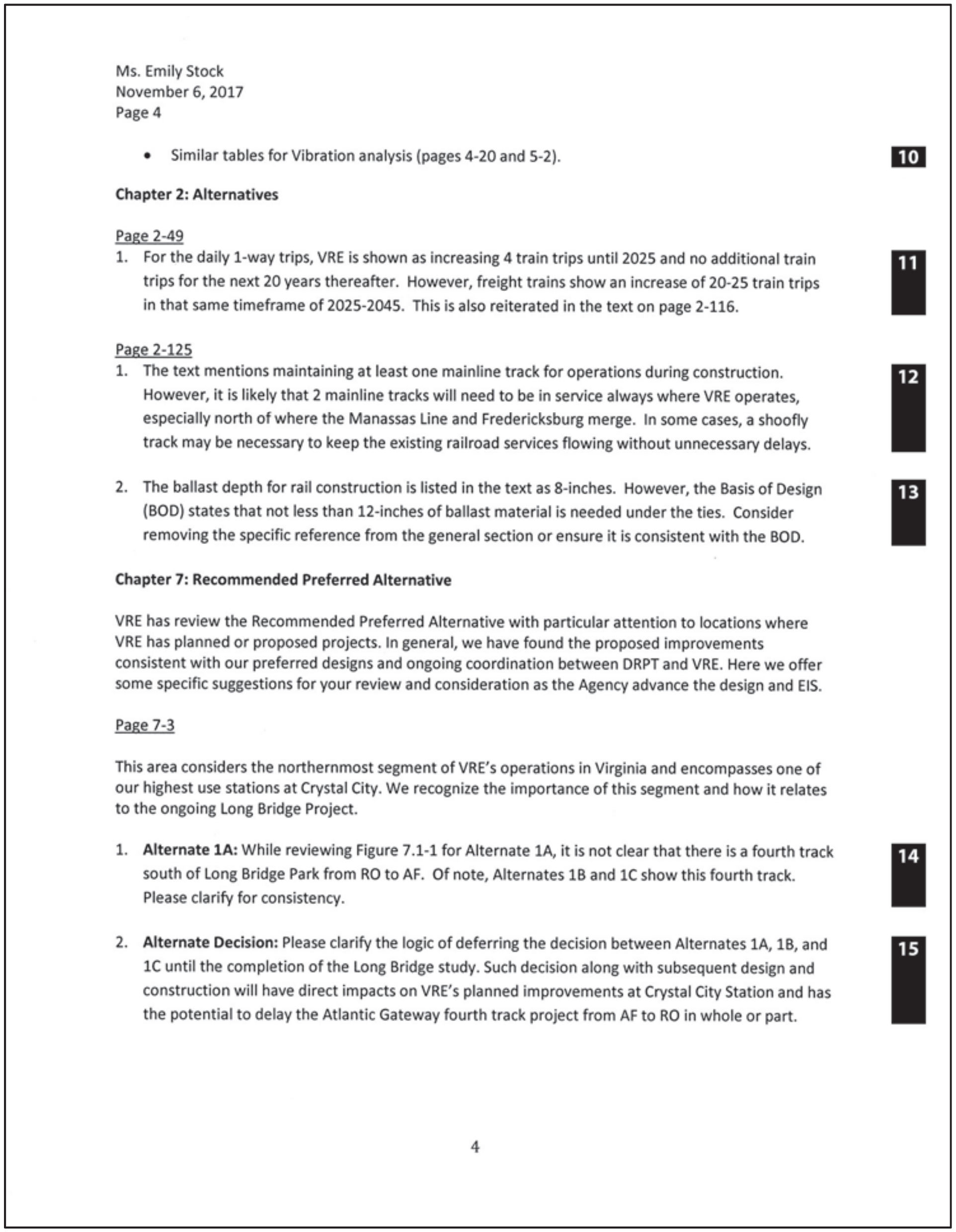
3

VRE (continued)

10. Table 4-4 in the Noise and Vibration Technical report (Appendix P in the Draft EIS) presents noise analysis results for Build Alternative 2A in the Northern Virginia segment (Area 2) of the DC2RVA corridor. Build Alternative 2A is the only Build Alternative for the Northern Virginia segment. Draft EIS Table 5-1 summarizes noise impacts for all six corridor segments and all of the Project Build Alternatives. The results for Build Alternative 2A are the same in both tables. Draft EIS Table 4-4 identifies noise impacts in each major municipality per Area, whereas Draft EIS Table 5-1 simply presents the total number of projected noise impacts per Area (all municipalities in that segment). Information on potential vibration effects are presented in the same manner.

    There are no changes to the vibration impact contours or noise impact contours since the publication of the Draft EIS, with the exception of two areas for noise only (one location in Crystal City in Arlington and one location in Richmond); these two areas are detailed in Final EIS Section 5.7 and updated maps are provided in Appendix M of the Final EIS.

    The noise analysis tables in Section 5.7 of the Final EIS are presented for only the defined contiguous Preferred Alternative through all six area segments of the Project corridor.



Ms. Emily Stock
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Page 4

- Similar tables for Vibration analysis (pages 4-20 and 5-2). **10**

Chapter 2: Alternatives

Page 2-49

1. For the daily 1-way trips, VRE is shown as increasing 4 train trips until 2025 and no additional train trips for the next 20 years thereafter. However, freight trains show an increase of 20-25 train trips in that same timeframe of 2025-2045. This is also reiterated in the text on page 2-116. **11**

Page 2-125

1. The text mentions maintaining at least one mainline track for operations during construction. However, it is likely that 2 mainline tracks will need to be in service always where VRE operates, especially north of where the Manassas Line and Fredericksburg merge. In some cases, a shoofly track may be necessary to keep the existing railroad services flowing without unnecessary delays. **12**

2. The ballast depth for rail construction is listed in the text as 8-inches. However, the Basis of Design (BOD) states that not less than 12-inches of ballast material is needed under the ties. Consider removing the specific reference from the general section or ensure it is consistent with the BOD. **13**

Chapter 7: Recommended Preferred Alternative

VRE has review the Recommended Preferred Alternative with particular attention to locations where VRE has planned or proposed projects. In general, we have found the proposed improvements consistent with our preferred designs and ongoing coordination between DRPT and VRE. Here we offer some specific suggestions for your review and consideration as the Agency advance the design and EIS.

Page 7-3

This area considers the northernmost segment of VRE's operations in Virginia and encompasses one of our highest use stations at Crystal City. We recognize the importance of this segment and how it relates to the ongoing Long Bridge Project.

1. **Alternate 1A:** While reviewing Figure 7.1-1 for Alternate 1A, it is not clear that there is a fourth track south of Long Bridge Park from RO to AF. Of note, Alternates 1B and 1C show this fourth track. Please clarify for consistency. **14**

2. **Alternate Decision:** Please clarify the logic of deferring the decision between Alternates 1A, 1B, and 1C until the completion of the Long Bridge study. Such decision along with subsequent design and construction will have direct impacts on VRE's planned improvements at Crystal City Station and has the potential to delay the Atlantic Gateway fourth track project from AF to RO in whole or part. **15**

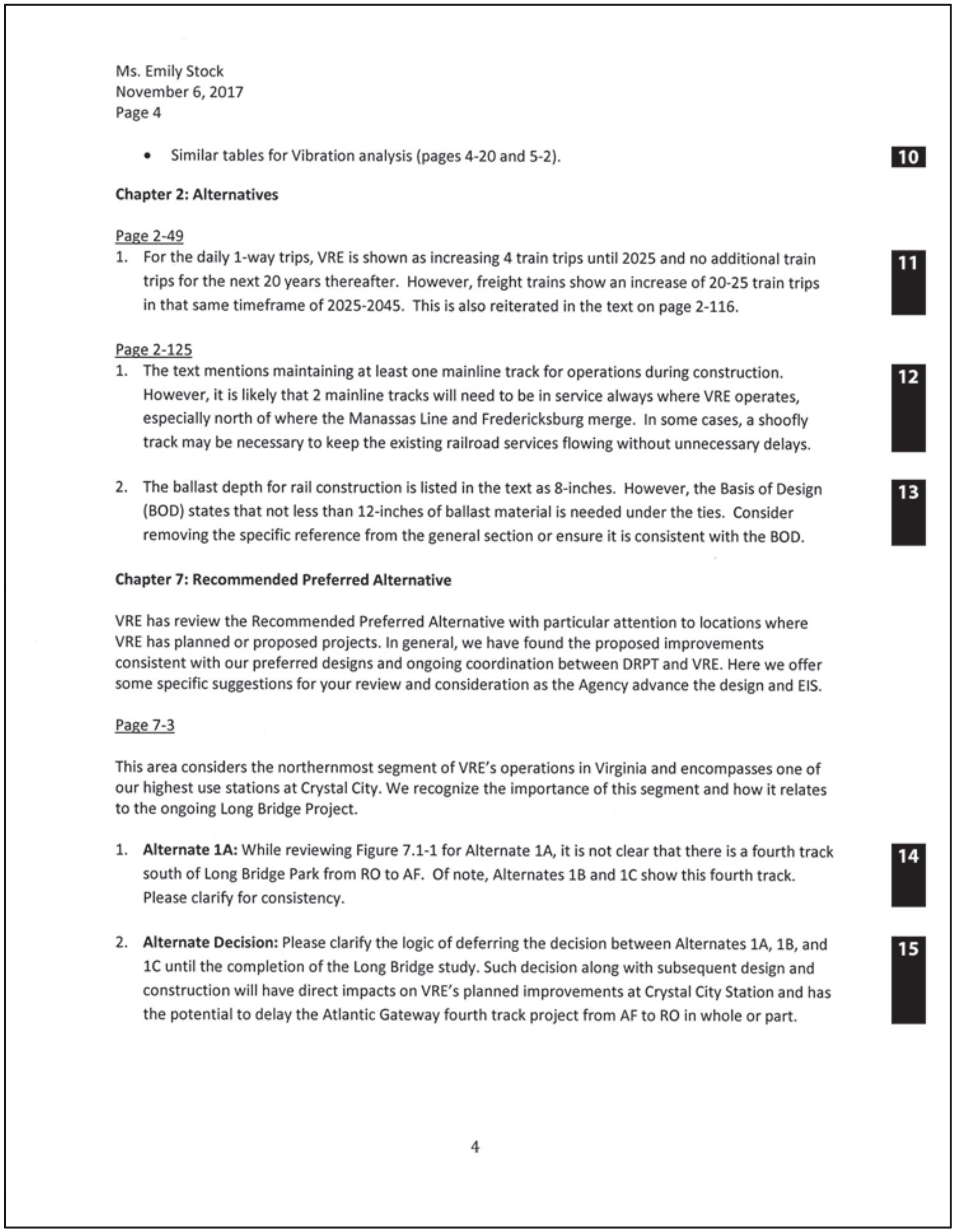
4

VRE (continued)

(Response to comment 10 on previous page)

11. No Build assumptions regarding projected increases in freight, intercity passenger, and commuter rail service frequencies were developed in consultation with FRA, CSXT, Amtrak, and VRE. The DC2RVA Project does not preclude the development of additional rail capacity projects to accommodate future increases in rail traffic as future service plans and market conditions change. Separate from the Purpose and Need of the DC2RVA Project, DRPT and FRA also recognize that CSXT, VRE, or other interested parties may pursue additional capital improvements (or service changes) along the DC2RVA corridor between Washington, D.C. and Centralia, VA or on the adjacent railroad network that would affect the operations within the Project corridor. Additional operations analysis performed through the life of the DC2RVA Project will include any modifications to the railroad network constructed (or service changes implemented) by others to continue to validate that the infrastructure defined in the EIS for the DC2RVA Project remains effective to meet the Purpose and Need of Project.
12. The referenced text is part of a general statement about maintaining operations throughout the DC2RVA corridor, and does not preclude the need to maintain more than one track in operation. VRE's description of locations where more than one track would need to remain in service is noted.
13. The referenced text was revised, as requested, to clearly indicate a minimum of 12 inches of ballast would be required under the ties; refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS.
14. Build Alternative 1A, as evaluated in the Draft EIS, proposes four mainline tracks between RO and AF; however, the referenced Draft EIS Figure 7.1-1 was intended as a high-level graphical preview of the Recommended Preferred Alternative at that time, and is not included as part of the Final EIS document. Rather, the Final EIS provides an updated detailed mapbook of the Preferred Alternative in Appendix L. Note that subsequent to the Draft EIS, Alternative 1B was selected as the Preferred Alternative for the Arlington Bridge Approach (refer to Final EIS Section 4.3.1).

(Responses are continued on next page)



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November 6, 2017
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1. For the daily 1-way trips, VRE is shown as increasing 4 train trips until 2025 and no additional train trips for the next 20 years thereafter. However, freight trains show an increase of 20-25 train trips in that same timeframe of 2025-2045. This is also reiterated in the text on page 2-116. 11

Page 2-125

1. The text mentions maintaining at least one mainline track for operations during construction. However, it is likely that 2 mainline tracks will need to be in service always where VRE operates, especially north of where the Manassas Line and Fredericksburg merge. In some cases, a shoofly track may be necessary to keep the existing railroad services flowing without unnecessary delays. 12
2. The ballast depth for rail construction is listed in the text as 8-inches. However, the Basis of Design (BOD) states that not less than 12-inches of ballast material is needed under the ties. Consider removing the specific reference from the general section or ensure it is consistent with the BOD. 13

Chapter 7: Recommended Preferred Alternative

VRE has review the Recommended Preferred Alternative with particular attention to locations where VRE has planned or proposed projects. In general, we have found the proposed improvements consistent with our preferred designs and ongoing coordination between DRPT and VRE. Here we offer some specific suggestions for your review and consideration as the Agency advance the design and EIS.

Page 7-3

This area considers the northernmost segment of VRE's operations in Virginia and encompasses one of our highest use stations at Crystal City. We recognize the importance of this segment and how it relates to the ongoing Long Bridge Project.

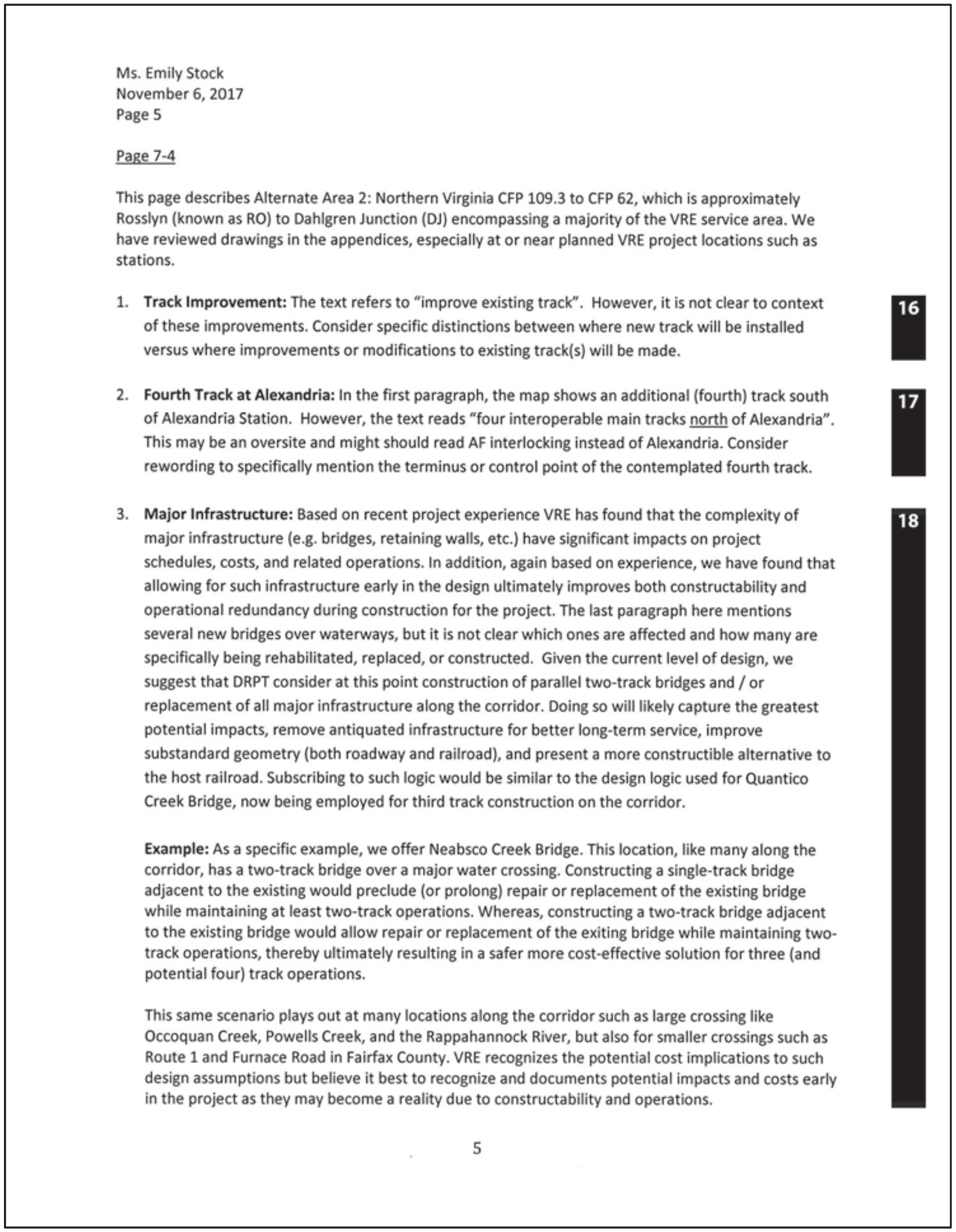
1. **Alternate 1A:** While reviewing Figure 7.1-1 for Alternate 1A, it is not clear that there is a fourth track south of Long Bridge Park from RO to AF. Of note, Alternates 1B and 1C show this fourth track. Please clarify for consistency. 14
2. **Alternate Decision:** Please clarify the logic of deferring the decision between Alternates 1A, 1B, and 1C until the completion of the Long Bridge study. Such decision along with subsequent design and construction will have direct impacts on VRE's planned improvements at Crystal City Station and has the potential to delay the Atlantic Gateway fourth track project from AF to RO in whole or part. 15

4

VRE (continued)

15. In the Draft EIS, to avoid unnecessarily constraining the possible alternatives of the separate Long Bridge project, FRA and DRPT identified and evaluated three possible configurations for the one-mile section of the DC2RVA corridor in Arlington, without recommendation of a preferred alternative between them at that time. Note that there is no requirement for a Draft EIS to recommend a preferred alternative. Subsequently, Alternative 1B: Add Two Tracks on the West was selected as the Preferred Alternative for the DC2RVA Project to align with the two alternatives that were recommended in the Long Bridge Alternatives Report. Refer to Final EIS Section 4.3.1 for details on the selection process and description of Preferred Alternative 1B. DRPT will continue to coordinate with the Long Bridge project to ensure a smooth transition to the proposed new Long Bridge.

    The corridor segment south of the bridge approach will be implemented as part of the Atlantic Gateway project and will include positioning of rail to accommodate appropriate transition to the bridge approach (regardless of location). This will allow VRE's proposed improvements at Crystal City Station to proceed with two tracks in service at all times.



Ms. Emily Stock
November 6, 2017
Page 5

Page 7-4

This page describes Alternate Area 2: Northern Virginia CFP 109.3 to CFP 62, which is approximately Rosslyn (known as RO) to Dahlgren Junction (DJ) encompassing a majority of the VRE service area. We have reviewed drawings in the appendices, especially at or near planned VRE project locations such as stations.

1. **Track Improvement:** The text refers to "improve existing track". However, it is not clear to context of these improvements. Consider specific distinctions between where new track will be installed versus where improvements or modifications to existing track(s) will be made. **16**

2. **Fourth Track at Alexandria:** In the first paragraph, the map shows an additional (fourth) track south of Alexandria Station. However, the text reads "four interoperable main tracks north of Alexandria". This may be an oversite and might should read AF interlocking instead of Alexandria. Consider rewording to specifically mention the terminus or control point of the contemplated fourth track. **17**

3. **Major Infrastructure:** Based on recent project experience VRE has found that the complexity of major infrastructure (e.g. bridges, retaining walls, etc.) have significant impacts on project schedules, costs, and related operations. In addition, again based on experience, we have found that allowing for such infrastructure early in the design ultimately improves both constructability and operational redundancy during construction for the project. The last paragraph here mentions several new bridges over waterways, but it is not clear which ones are affected and how many are specifically being rehabilitated, replaced, or constructed. Given the current level of design, we suggest that DRPT consider at this point construction of parallel two-track bridges and / or replacement of all major infrastructure along the corridor. Doing so will likely capture the greatest potential impacts, remove antiquated infrastructure for better long-term service, improve substandard geometry (both roadway and railroad), and present a more constructible alternative to the host railroad. Subscribing to such logic would be similar to the design logic used for Quantico Creek Bridge, now being employed for third track construction on the corridor. **18**

   Example: As a specific example, we offer Neabsco Creek Bridge. This location, like many along the corridor, has a two-track bridge over a major water crossing. Constructing a single-track bridge adjacent to the existing would preclude (or prolong) repair or replacement of the existing bridge while maintaining at least two-track operations. Whereas, constructing a two-track bridge adjacent to the existing bridge would allow repair or replacement of the exiting bridge while maintaining two-track operations, thereby ultimately resulting in a safer more cost-effective solution for three (and potential four) track operations.

   This same scenario plays out at many locations along the corridor such as large crossing like Occoquan Creek, Powells Creek, and the Rappahannock River, but also for smaller crossings such as Route 1 and Furnace Road in Fairfax County. VRE recognizes the potential cost implications to such design assumptions but believe it best to recognize and documents potential impacts and costs early in the project as they may become a reality due to constructability and operations.

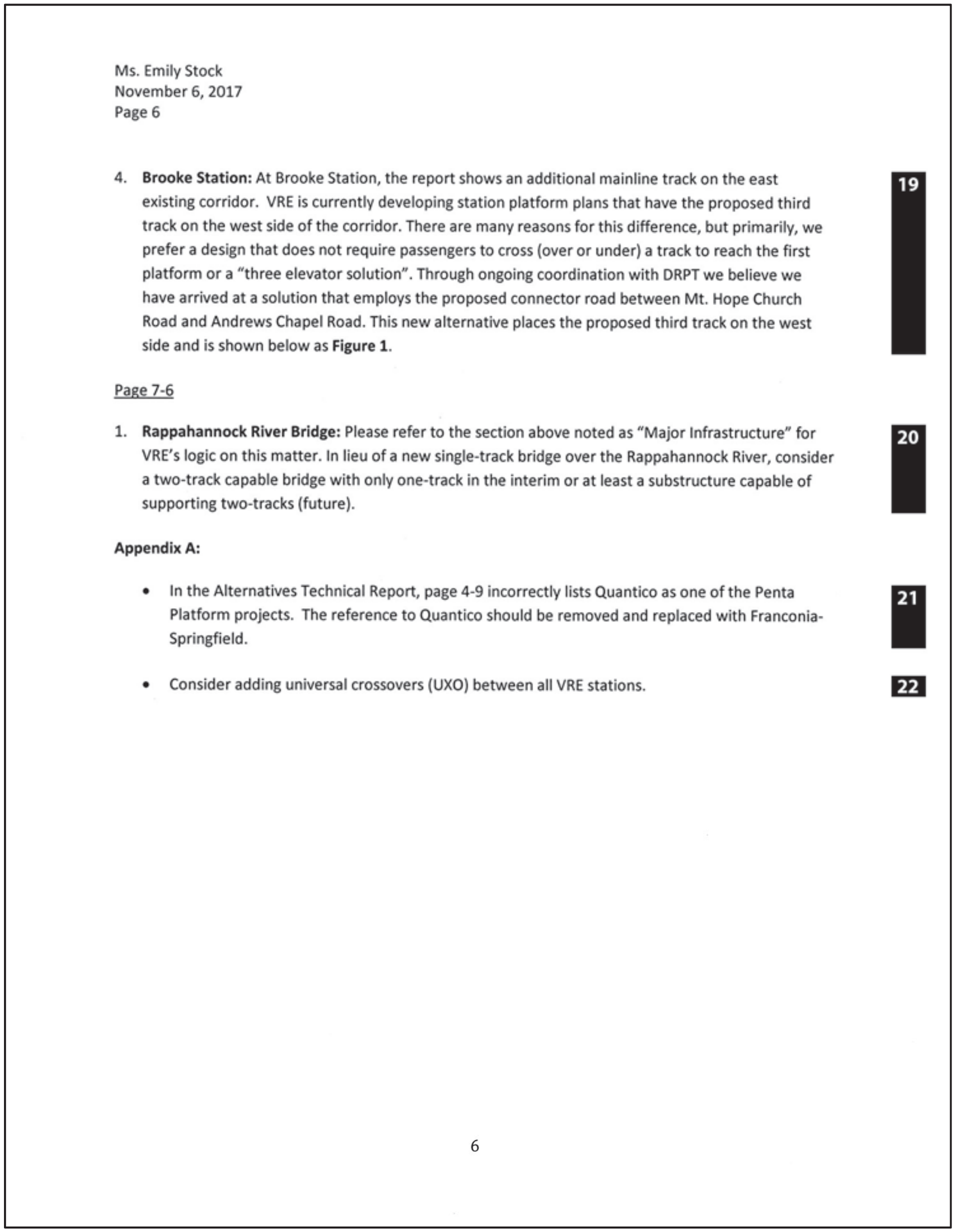
5

VRE (continued)

16. The referenced Figure 7.2-1 on page 7-4 of the Draft EIS was intended as a high-level graphical preview of the Recommended Preferred Alternative at that time and is not included as part of the Final EIS document. Rather, the Final EIS provides updated detailed descriptions and mapbooks of the Preferred Alternative Refer in Section 4.3 and Appendix L, respectively.

17. The referenced section was reworded for clarity, to read "…with four interoperable main tracks north of AF interlocking and three interoperable main tracks from AF interlocking to Fredericksburg"; refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS.

18. The DC2RVA Project's stated Purpose is to increase railroad capacity between Washington, D.C. and Richmond, VA to deliver higher speed passenger rail service, while also supporting the planned expansion of VRE commuter rail service and accommodating the forecasted growth of freight rail service by developing an efficient and reliable multimodal rail corridor. DRPT and FRA are committed to including sufficient infrastructure improvements in the DC2RVA Project to support the Purpose and Need – however, the goal of the Project is not to re-build the entire CSXT corridor, but to add necessary infrastructure. CSXT has certified that their existing rail bridges meet all necessary engineering and safety standards, and replacement of existing rail bridges is not proposed unless directly necessary to meet the Purpose and Need. The DC2RVA Project's major bridge conceptual designs and environmental impact evaluations address a sub-structure sufficient to support a two-track bridge, although the preliminary Project designs would only show a single-track bridge. This allows for an evaluation of the two-track bridge sub-structure and in-water impacts under NEPA and ensures future design flexibility, while limiting the Project's proposed infrastructure and costs to that necessary to meet Purpose and Need.



4. **Brooke Station:** At Brooke Station, the report shows an additional mainline track on the east existing corridor. VRE is currently developing station platform plans that have the proposed third track on the west side of the corridor. There are many reasons for this difference, but primarily, we prefer a design that does not require passengers to cross (over or under) a track to reach the first platform or a "three elevator solution". Through ongoing coordination with DRPT we believe we have arrived at a solution that employs the proposed connector road between Mt. Hope Church Road and Andrews Chapel Road. This new alternative places the proposed third track on the west side and is shown below as **Figure 1**. 19

Page 7-6

1. **Rappahannock River Bridge:** Please refer to the section above noted as "Major Infrastructure" for VRE's logic on this matter. In lieu of a new single-track bridge over the Rappahannock River, consider a two-track capable bridge with only one-track in the interim or at least a substructure capable of supporting two-tracks (future). 20

Appendix A:

- In the Alternatives Technical Report, page 4-9 incorrectly lists Quantico as one of the Penta Platform projects. The reference to Quantico should be removed and replaced with Franconia-Springfield. 21
- Consider adding universal crossovers (UXO) between all VRE stations. 22

VRE (continued)

19. DRPT remains committed to working with VRE and other stakeholders for the duration of the Project. VRE's proposed solution as shown in Figure 1 in the comments is noted.

20. Refer to DRPT-numbered statement #18 above for response.

21. By way of this response, DRPT acknowledges that the Franconia-Springfield station will replace the Quantico station on page 4-9 of the Alternatives Technical Report (Appendix A of the Draft EIS), under the Penta Platform projects description.

22. DRPT worked with FRA and CSXT to determine reasonable conceptual location of rail crossovers; final determinations will be developed during development of the Corridor Service Development Plan (SDP) for this Project (refer to Section 7.3 of the Final EIS for details) as well as during final design of signals and communication.

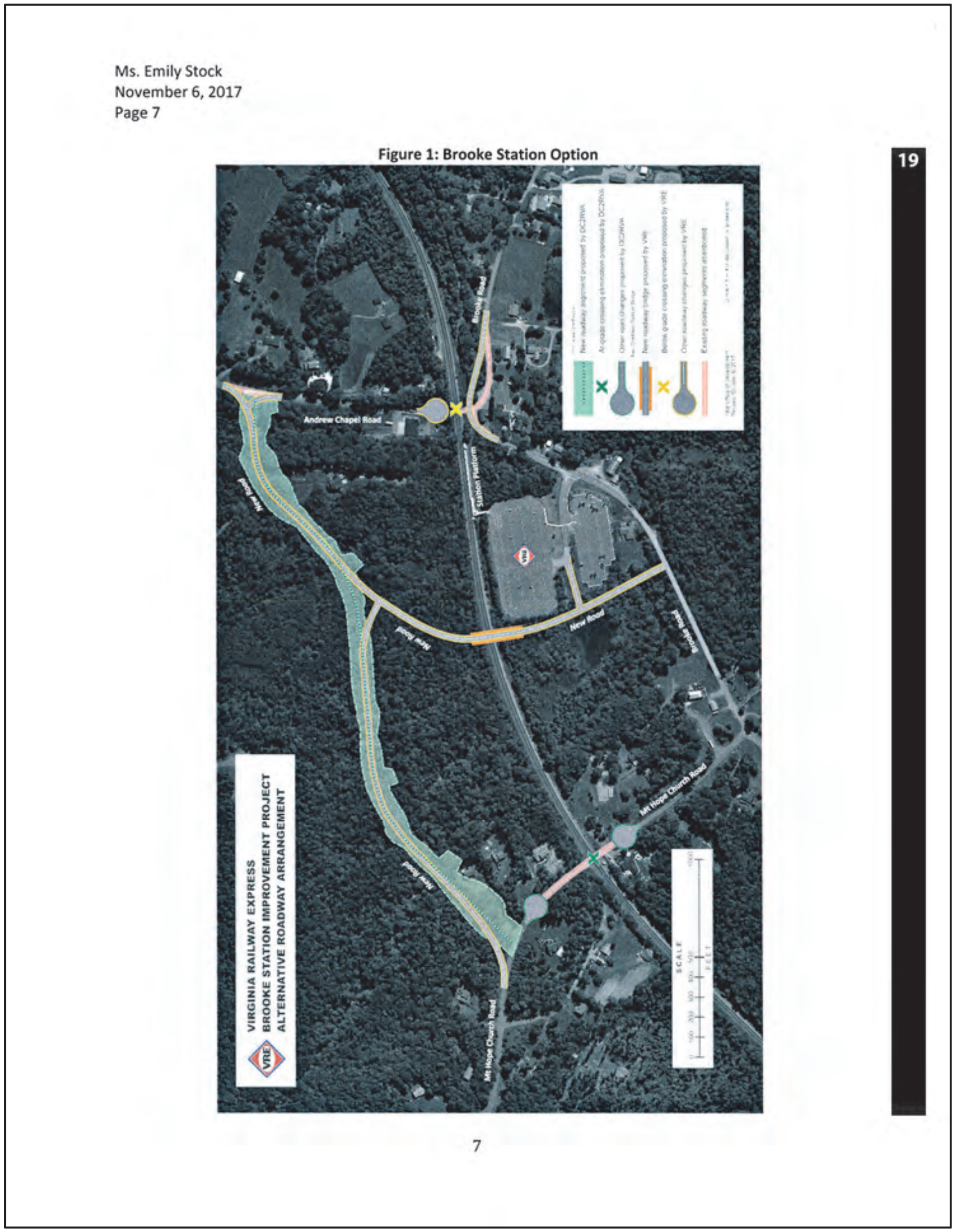


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Figure 1: Brooke Station Option

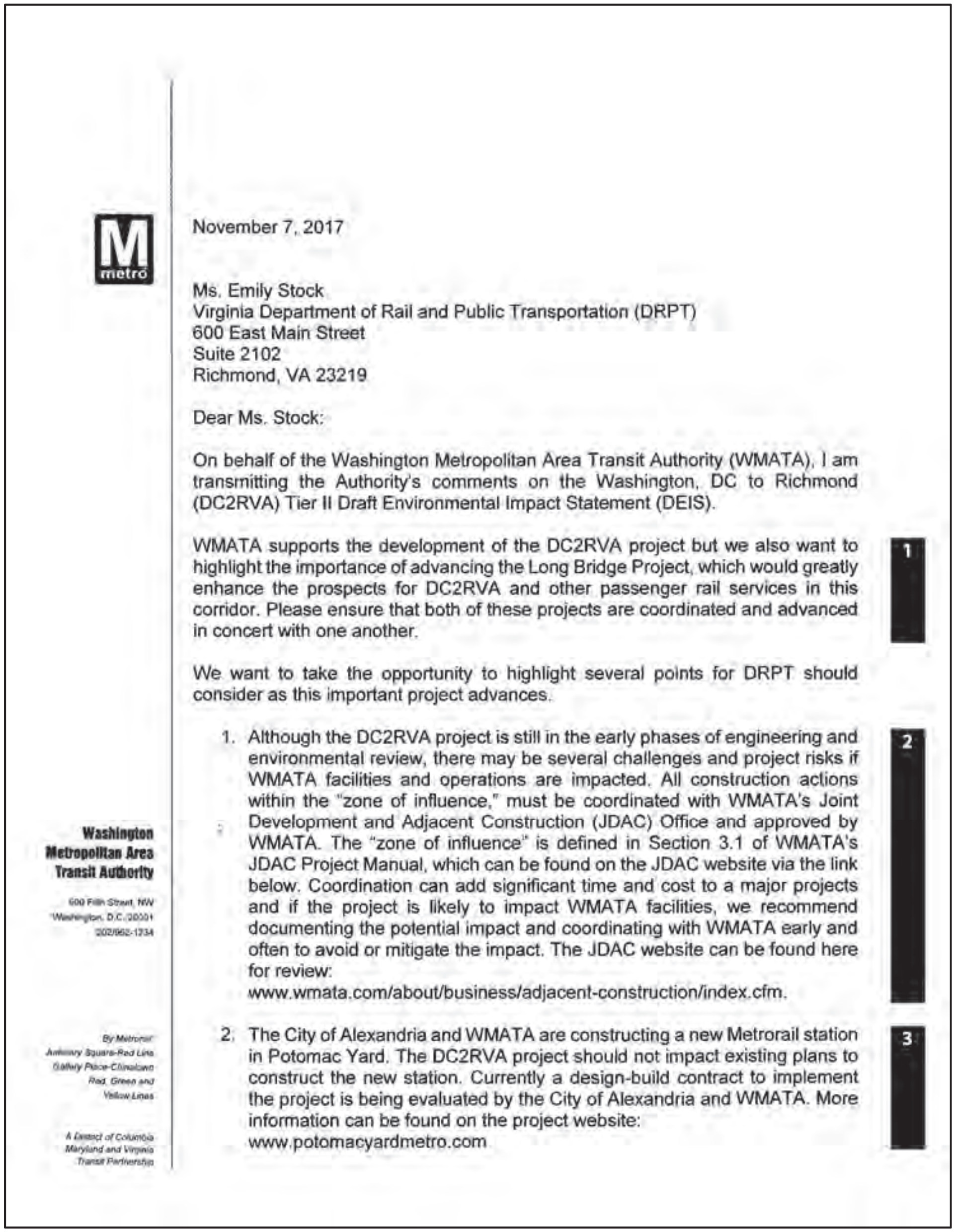
New roadway alignment proposed by DC2RVA
At-grade crossing elimination proposed by DC2RVA
Other road changes proposed by DC2RVA
New roadway bridge proposed by VRE
Below grade crossing elimination proposed by VRE
Other roadway changes proposed by VRE
Existing roadway segments abandoned
Brooke Road
Andrew Chapel Road
Station Platform
New Road
New Road
New Road
Brooke Road
Mt Hope Church Road
New Road
Mt Hope Church Road
SCALE
FEET
VIRGINIA RAILWAY EXPRESS
BROOKE STATION IMPROVEMENT PROJECT
ALTERNATIVE ROADWAY ARRANGEMENT
VRE

19

7

VRE (continued)

(No comments on this page)



metro

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

By Metrorail
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and Yellow Lines

A District of Columbia Maryland and Virginia Transit Partnership

November 7, 2017

Ms. Emily Stock
Virginia Department of Rail and Public Transportation (DRPT)
600 East Main Street
Suite 2102
Richmond, VA 23219

Dear Ms. Stock:

On behalf of the Washington Metropolitan Area Transit Authority (WMATA), I am transmitting the Authority's comments on the Washington, DC to Richmond (DC2RVA) Tier II Draft Environmental Impact Statement (DEIS).

WMATA supports the development of the DC2RVA project but we also want to highlight the importance of advancing the Long Bridge Project, which would greatly enhance the prospects for DC2RVA and other passenger rail services in this corridor. Please ensure that both of these projects are coordinated and advanced in concert with one another. **1**

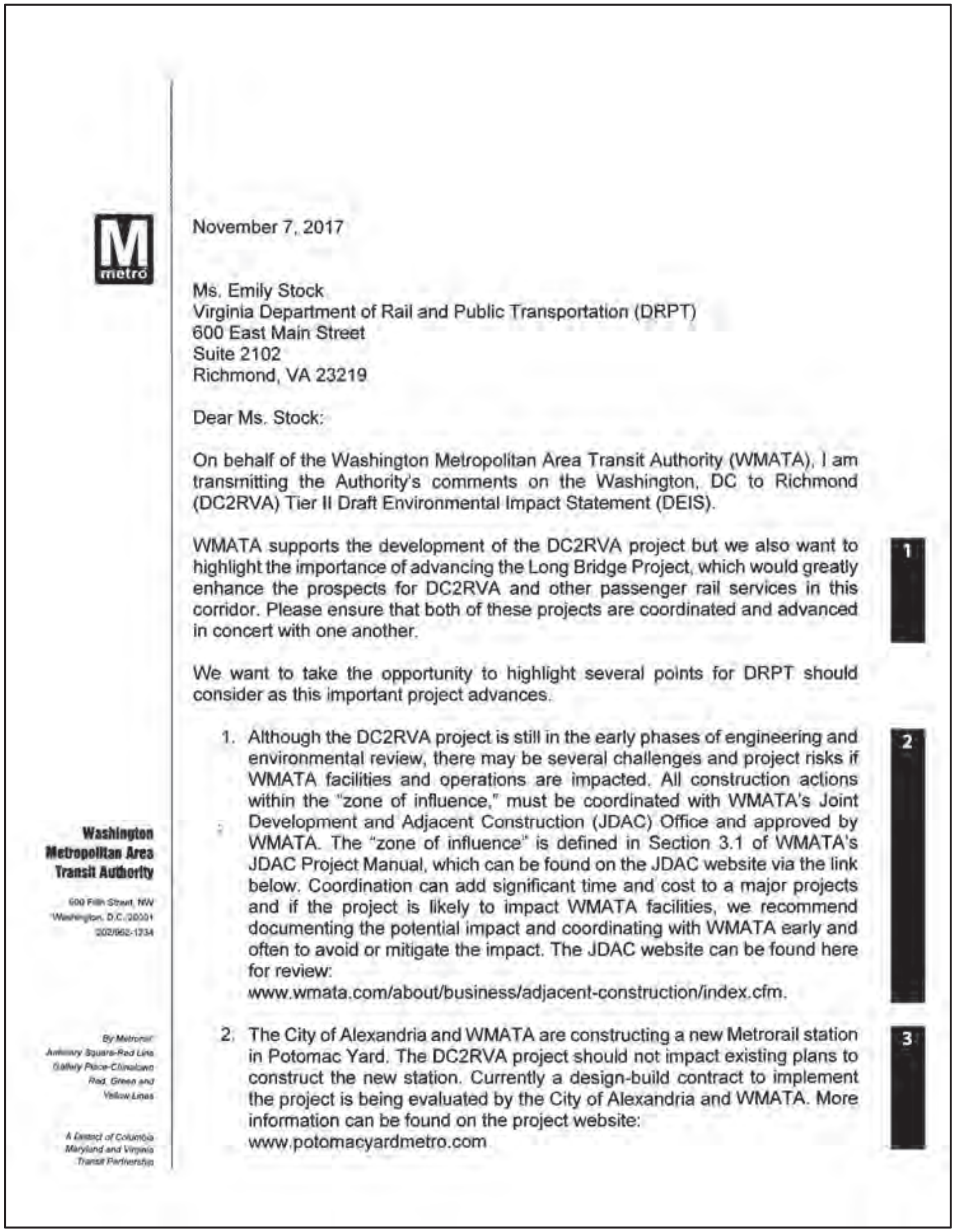
We want to take the opportunity to highlight several points for DRPT should consider as this important project advances.

1. Although the DC2RVA project is still in the early phases of engineering and environmental review, there may be several challenges and project risks if WMATA facilities and operations are impacted. All construction actions within the "zone of influence," must be coordinated with WMATA's Joint Development and Adjacent Construction (JDAC) Office and approved by WMATA. The "zone of influence" is defined in Section 3.1 of WMATA's JDAC Project Manual, which can be found on the JDAC website via the link below. Coordination can add significant time and cost to a major projects and if the project is likely to impact WMATA facilities, we recommend documenting the potential impact and coordinating with WMATA early and often to avoid or mitigate the impact. The JDAC website can be found here for review: www.wmata.com/about/business/adjacent-construction/index.cfm. **2**
2. The City of Alexandria and WMATA are constructing a new Metrorail station in Potomac Yard. The DC2RVA project should not impact existing plans to construct the new station. Currently a design-build contract to implement the project is being evaluated by the City of Alexandria and WMATA. More information can be found on the project website: www.potomacyardmetro.com **3**

WMATA

1. The Department of Rail and Public Transportation (DRPT) is currently working with the District Department of Transportation (DDOT) and the Federal Railroad Administration (FRA) to evaluate possible alternatives for increasing the rail corridor's capacity across the Potomac River via Long Bridge as part of a separate environmental study (the Long Bridge study), for which DRPT is a cooperating agency. In the Draft Environmental Impact Statement (EIS) for the DC2RVA Project, to avoid unnecessarily constraining the possible alternatives of the separate Long Bridge study, FRA and DRPT identified and evaluated three possible configurations for the one-mile section of the DC2RVA corridor in Arlington, without recommendation of a preferred alternative between them at that time. Subsequently, Alternative 1B: Add Two Tracks on the West was selected as the Preferred Alternative for the DC2RVA Project to align with the two alternatives that were recommended in the Long Bridge Alternatives Report. Refer to Final EIS Section 4.3.1 for details on the selection process and description of Preferred Alternative 1B. DRPT will continue to coordinate with the Long Bridge project to ensure a smooth transition to the proposed new Long Bridge.

(Responses are continued on next page)



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We want to take the opportunity to highlight several points for DRPT should consider as this important project advances.

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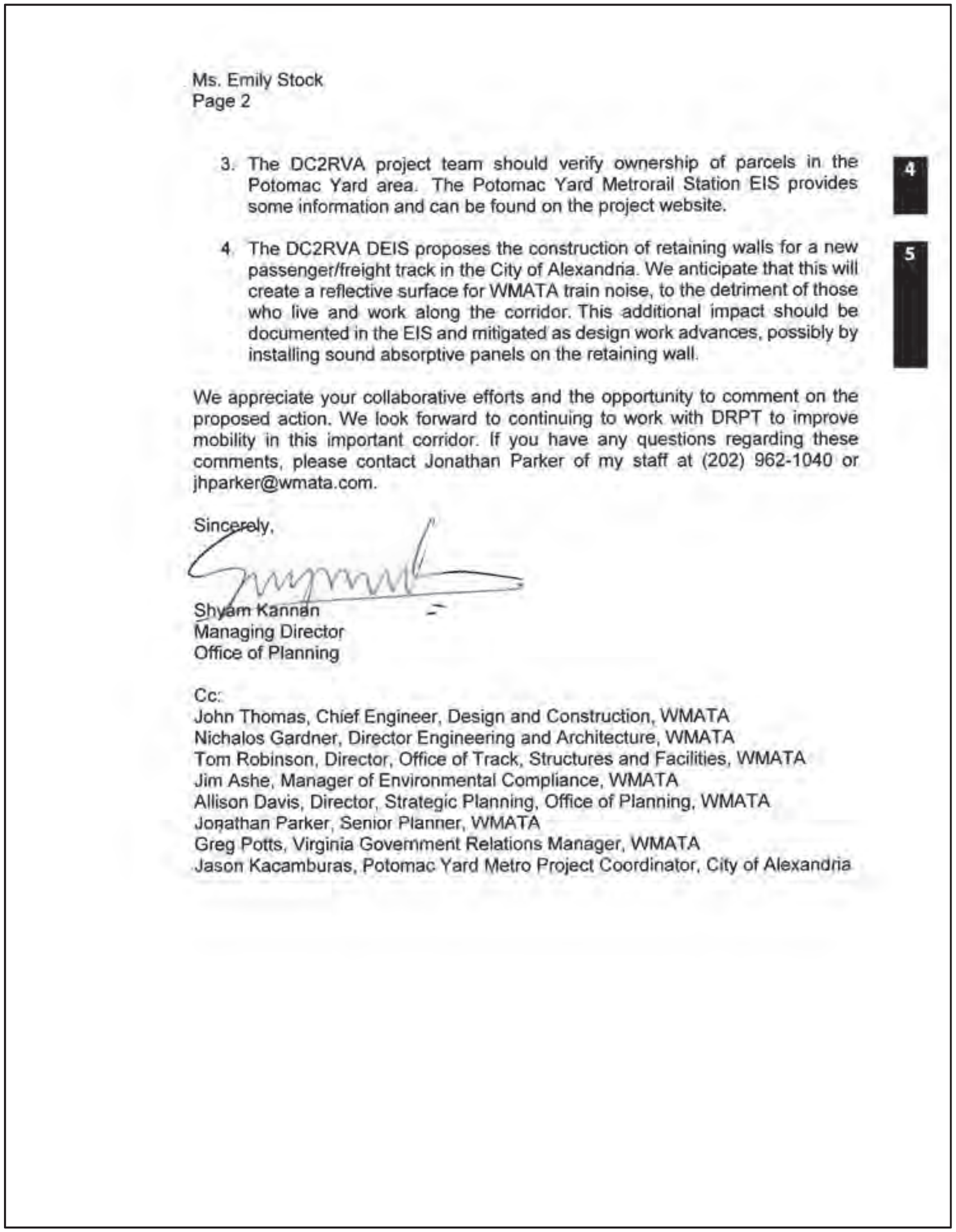
2. The City of Alexandria and WMATA are constructing a new Metrorail station in Potomac Yard. The DC2RVA project should not impact existing plans to construct the new station. Currently a design-build contract to implement the project is being evaluated by the City of Alexandria and WMATA. More information can be found on the project website: www.potomacyardmetro.com 3

WMATA (continued)

(Response to comment 1 on previous page)

2. Comment noted. The design of the DC2RVA Project in support of the Draft and Final EIS is at a conceptual level of engineering, as appropriate for decisions to be made as part of the National Environmental Policy Act (NEPA) process. Potential impacts have been identified based on this conceptual engineering, as reported in Chapter 5 of the Final EIS for the Preferred Alternative. No permanent impacts to Washington Metropolitan Area Transit Authority (WMATA) properties or operations have been identified based on the engineering to date, as all proposed track improvements will stay within the existing right-of-way at the King Street Metrorail Station location. However, there may be temporary impacts within the WMATA right-of-way associated with the construction of the proposed fourth track, but these impacts will not affect WMATA operations and may be eliminated in the next phase of design. DRPT is committed to working with WMATA and other stakeholders to further address potential Project effects during final design, after funding becomes available and incremental improvements are scheduled.

3. Based on WMATA information to date, the DC2RVA Project is not anticipated to impact WMATA's proposed Potomac Yard Metrorail Station. The permanent impacts of the DC2RVA Project are planned to remain within CSXT right-of-way at the Potomac Yard Metrorail Station, and the temporary impacts of the DC2RVA Project are planned to remain within City of Alexandria property at this location; the detailed mapbooks of the Preferred Alternative, which are provided as Appendix L of the Final EIS, show both the permanent and temporary limits of disturbance. DRPT will continue to coordinate with WMATA during DC2RVA final design, which would occur as funding becomes available and incremental improvements are scheduled. Further coordination between DRPT, CSXT, Virginia Railway Express (VRE), and WMATA will be required to determine construction sequence and potential infrastructure that could benefit both projects.



Ms. Emily Stock
Page 2

3. The DC2RVA project team should verify ownership of parcels in the Potomac Yard area. The Potomac Yard Metrorail Station EIS provides some information and can be found on the project website. 4

4. The DC2RVA DEIS proposes the construction of retaining walls for a new passenger/freight track in the City of Alexandria. We anticipate that this will create a reflective surface for WMATA train noise, to the detriment of those who live and work along the corridor. This additional impact should be documented in the EIS and mitigated as design work advances, possibly by installing sound absorptive panels on the retaining wall. 5

We appreciate your collaborative efforts and the opportunity to comment on the proposed action. We look forward to continuing to work with DRPT to improve mobility in this important corridor. If you have any questions regarding these comments, please contact Jonathan Parker of my staff at (202) 962-1040 or jhparker@wmata.com.

Sincerely,

Shyam Kannan
Managing Director
Office of Planning

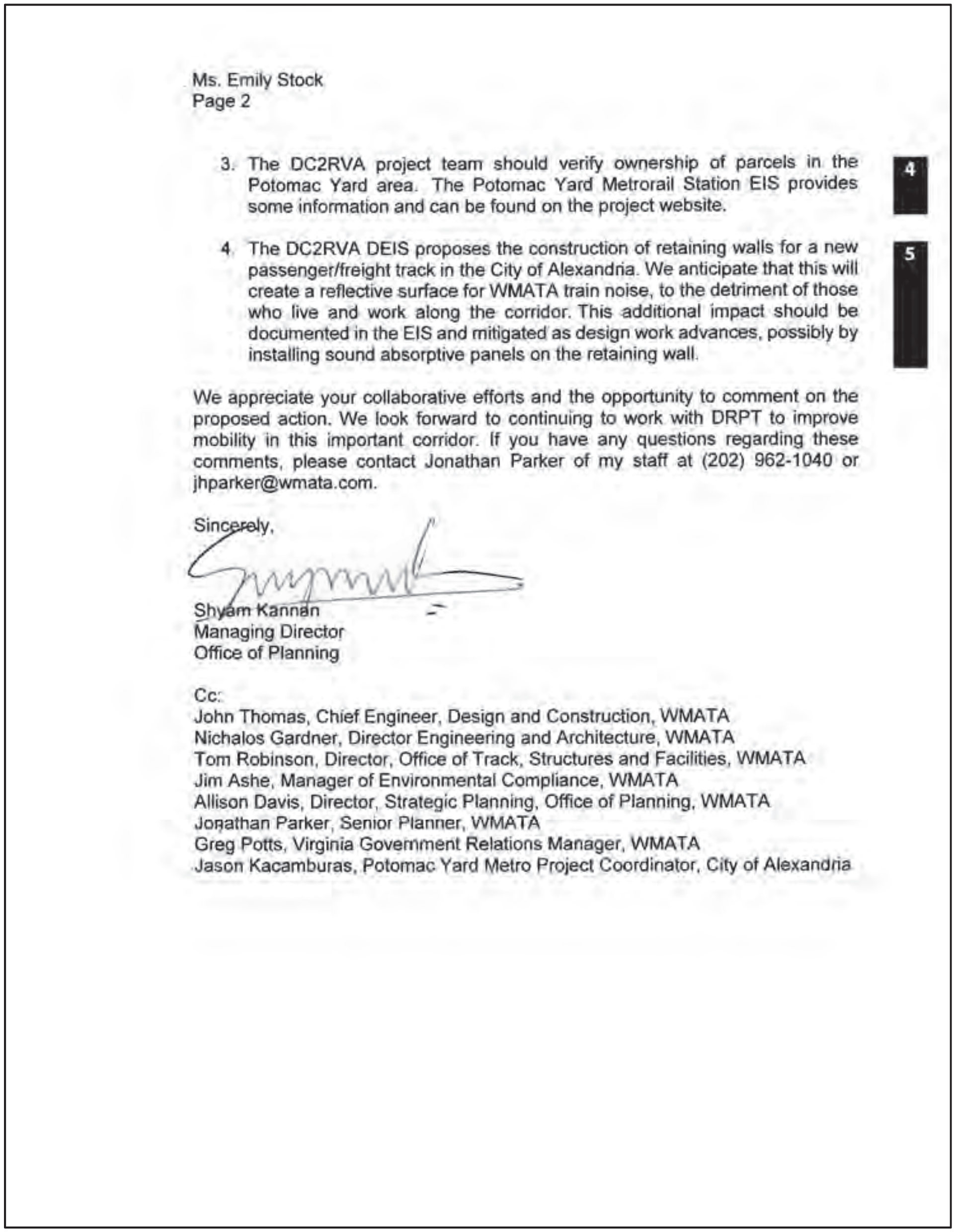
Cc:
John Thomas, Chief Engineer, Design and Construction, WMATA
Nichalos Gardner, Director Engineering and Architecture, WMATA
Tom Robinson, Director, Office of Track, Structures and Facilities, WMATA
Jim Ashe, Manager of Environmental Compliance, WMATA
Allison Davis, Director, Strategic Planning, Office of Planning, WMATA
Jonathan Parker, Senior Planner, WMATA
Greg Potts, Virginia Government Relations Manager, WMATA
Jason Kacamburas, Potomac Yard Metro Project Coordinator, City of Alexandria

WMATA (continued)

4. Right-of-way and relocations for the Preferred Alternative are presented in Section 5.11.4 of the Final EIS. For purposes of the Draft and Final EIS evaluations, ownership of all parcels along the Project corridor was determined from individual jurisdiction databases. DRPT, in coordination with VDOT, made the determinations of potential permanent and temporary property acquisition based on conceptual engineering and parcel boundary data provided by the individual jurisdictions. The right-of-way acquisition process, including property owner notification, appraisal, acquisition, and relocation, would be conducted by VDOT in accordance with Federal and state regulations and would occur during future design stages of the Project

   The right-of-way acquisition process, including property owner notification, appraisal, acquisition, and relocation, will be conducted by the Virginia Department of Transportation (VDOT) in accordance with federal and state regulations following final design of this segment of the corridor. Final design will also include additional survey of parcel boundaries, and greater precision in determining property acquisition needs, if needed. DRPT will continue to coordinate with WMATA during DC2RVA final design, which would occur as funding becomes available and incremental improvements are scheduled in the Potomac Yards area.

(Responses are continued on next page)



Ms. Emily Stock
Page 2

3. The DC2RVA project team should verify ownership of parcels in the Potomac Yard area. The Potomac Yard Metrorail Station EIS provides some information and can be found on the project website. **4**

4. The DC2RVA DEIS proposes the construction of retaining walls for a new passenger/freight track in the City of Alexandria. We anticipate that this will create a reflective surface for WMATA train noise, to the detriment of those who live and work along the corridor. This additional impact should be documented in the EIS and mitigated as design work advances, possibly by installing sound absorptive panels on the retaining wall. **5**

We appreciate your collaborative efforts and the opportunity to comment on the proposed action. We look forward to continuing to work with DRPT to improve mobility in this important corridor. If you have any questions regarding these comments, please contact Jonathan Parker of my staff at (202) 962-1040 or jhparker@wmata.com.

Sincerely,

Shyam Kannan
Managing Director
Office of Planning

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Nichalos Gardner, Director Engineering and Architecture, WMATA
Tom Robinson, Director, Office of Track, Structures and Facilities, WMATA
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Jonathan Parker, Senior Planner, WMATA
Greg Potts, Virginia Government Relations Manager, WMATA
Jason Kacamburas, Potomac Yard Metro Project Coordinator, City of Alexandria

WMATA (continued)

5. DRPT acknowledges that retaining walls may be constructed in this location, however, the exact size and location will not be developed until final design. As part of the Draft EIS noise assessments, DRPT evaluated the potential effects of the retaining walls on noise and concluded that the retaining walls would not substantively increase noise impacts. If the surface of a retaining wall was perfectly acoustically reflective, the reflection would be a mirror image of the original noise source (the train pass-by). When two identical noise sources are added together, the resulting increase is 3 decibels. In the absence of background noises (i.e., in an ideal, controlled listening environment like an audiology booth), a person with average hearing senses can perceive a change (increase or decrease) of approximately 3 decibels. In outdoor settings where normal background noises are a mixture of transportation noise and noise from other human activities, a 3-decibel change would be less noticeable to a person with average hearing senses. For this reason, DRPT does not believe that absorptive treatments are necessary, but will continue to coordinate with WMATA regarding potential impacts of retaining walls during DC2RVA final design, which would occur as funding becomes available and incremental improvements are scheduled.

APPENDIX B6

RESPONSES TO OTHER ORGANIZATIONS AND GROUPS COMMENTS

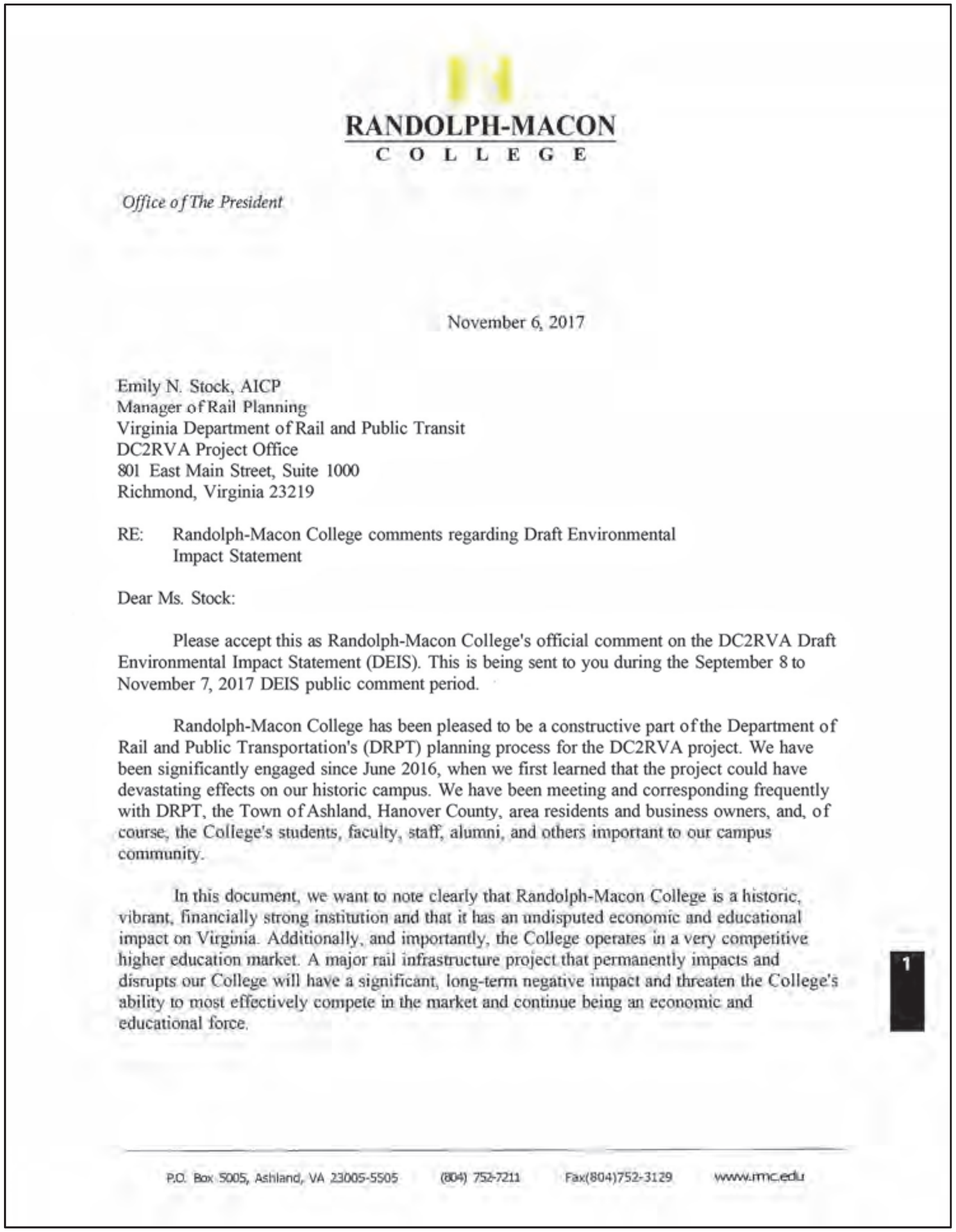
D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

Appendix B6

RESPONSES TO OTHER ORGANIZATIONS AND GROUPS COMMENTS

This Appendix Section B6 provides detailed responses to Other Organization and Group letters, presented in the below order:

- Randolph Macon College B-431
- Sierra Club B-437
- Southern Environmental Law Center (SELC) B-440
- Preservation Virginia B-446
- Hampton Roads Chamber B-450
- Virginia Chamber of Commerce B-452
- Virginia Maritime Association B-453
- Virginians for High Speed Rail (VHSR) B-454



RANDOLPH-MACON
COLLEGE

Office of The President

November 6, 2017

Emily N. Stock, AICP
Manager of Rail Planning
Virginia Department of Rail and Public Transit
DC2RVA Project Office
801 East Main Street, Suite 1000
Richmond, Virginia 23219

RE: Randolph-Macon College comments regarding Draft Environmental Impact Statement

Dear Ms. Stock:

Please accept this as Randolph-Macon College's official comment on the DC2RVA Draft Environmental Impact Statement (DEIS). This is being sent to you during the September 8 to November 7, 2017 DEIS public comment period.

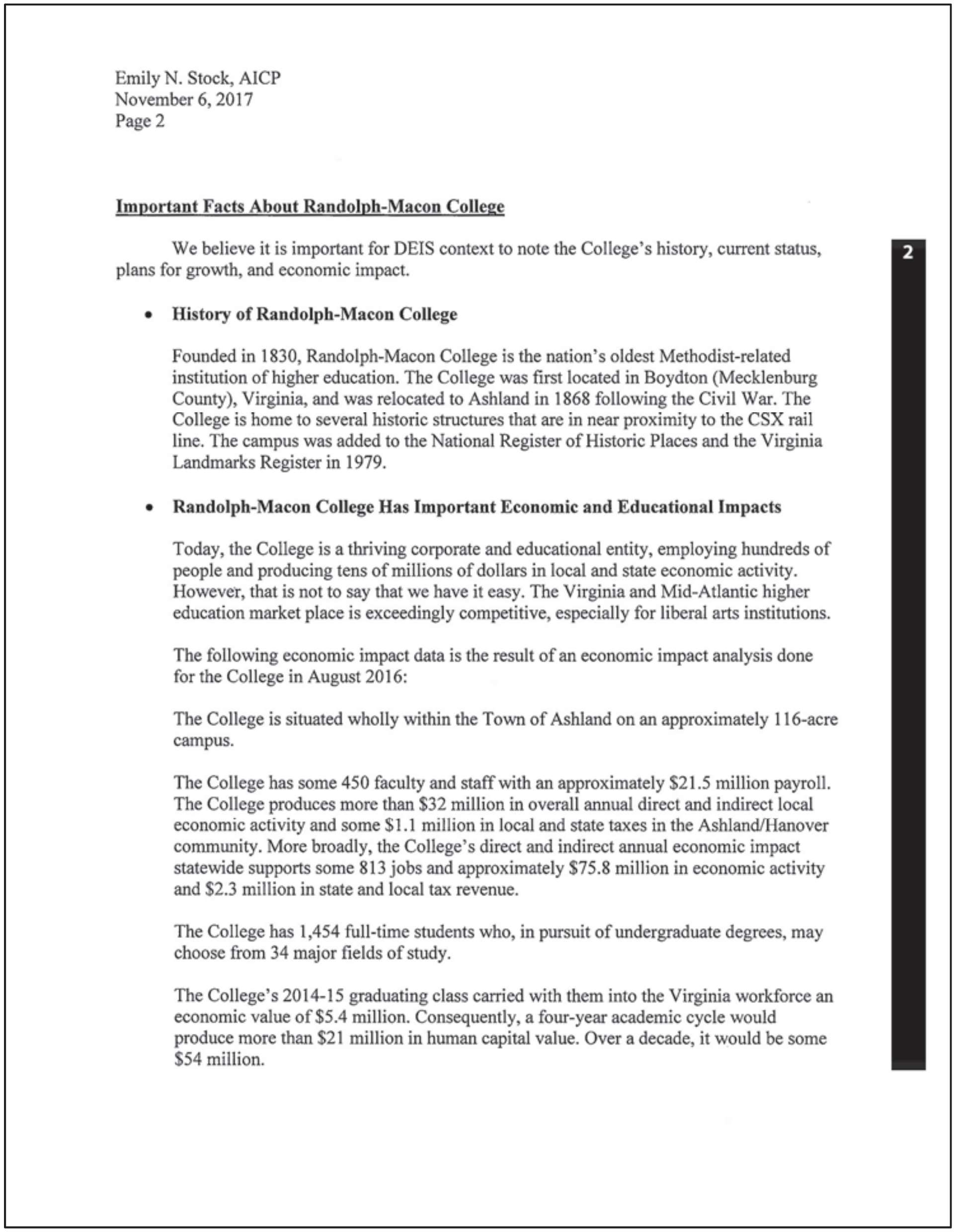
Randolph-Macon College has been pleased to be a constructive part of the Department of Rail and Public Transportation's (DRPT) planning process for the DC2RVA project. We have been significantly engaged since June 2016, when we first learned that the project could have devastating effects on our historic campus. We have been meeting and corresponding frequently with DRPT, the Town of Ashland, Hanover County, area residents and business owners, and, of course, the College's students, faculty, staff, alumni, and others important to our campus community.

In this document, we want to note clearly that Randolph-Macon College is a historic, vibrant, financially strong institution and that it has an undisputed economic and educational impact on Virginia. Additionally, and importantly, the College operates in a very competitive higher education market. A major rail infrastructure project that permanently impacts and disrupts our College will have a significant, long-term negative impact and threaten the College's ability to most effectively compete in the market and continue being an economic and educational force. 1

P.O. Box 5005, Ashland, VA 23005-5505 (804) 752-7211 Fax(804)752-3129 www.rmc.edu

RANDOLPH MACON COLLEGE

1. FRA and DRPT have evaluated the DC2RVA Project through the mechanism of an Environmental Impact Statement (EIS) to satisfy the requirements of the National Environmental Policy Act (NEPA), and provide the public an opportunity to understand and comment on the benefits and impacts of the Project. As part of the NEPA process and documented within Chapter 2 of the Draft EIS and the Alternatives Technical Report (Appendix A of the Draft EIS), FRA conducted a rigorous analysis of Project alternatives and their potential impacts on the natural and/or built environment, including impacts to Randolph Macon College. The Preferred Alternative through the Ashland/Hanover area, Alternative 5A, minimizes adverse impacts on the area's natural and built environments; refer to DRPT-numbered statement #4 for details.



Emily N. Stock, AICP
November 6, 2017
Page 2

Important Facts About Randolph-Macon College

2

We believe it is important for DEIS context to note the College's history, current status, plans for growth, and economic impact.

- **History of Randolph-Macon College**

  Founded in 1830, Randolph-Macon College is the nation's oldest Methodist-related institution of higher education. The College was first located in Boydton (Mecklenburg County), Virginia, and was relocated to Ashland in 1868 following the Civil War. The College is home to several historic structures that are in near proximity to the CSX rail line. The campus was added to the National Register of Historic Places and the Virginia Landmarks Register in 1979.

- **Randolph-Macon College Has Important Economic and Educational Impacts**

  Today, the College is a thriving corporate and educational entity, employing hundreds of people and producing tens of millions of dollars in local and state economic activity. However, that is not to say that we have it easy. The Virginia and Mid-Atlantic higher education market place is exceedingly competitive, especially for liberal arts institutions.

  The following economic impact data is the result of an economic impact analysis done for the College in August 2016:

  The College is situated wholly within the Town of Ashland on an approximately 116-acre campus.

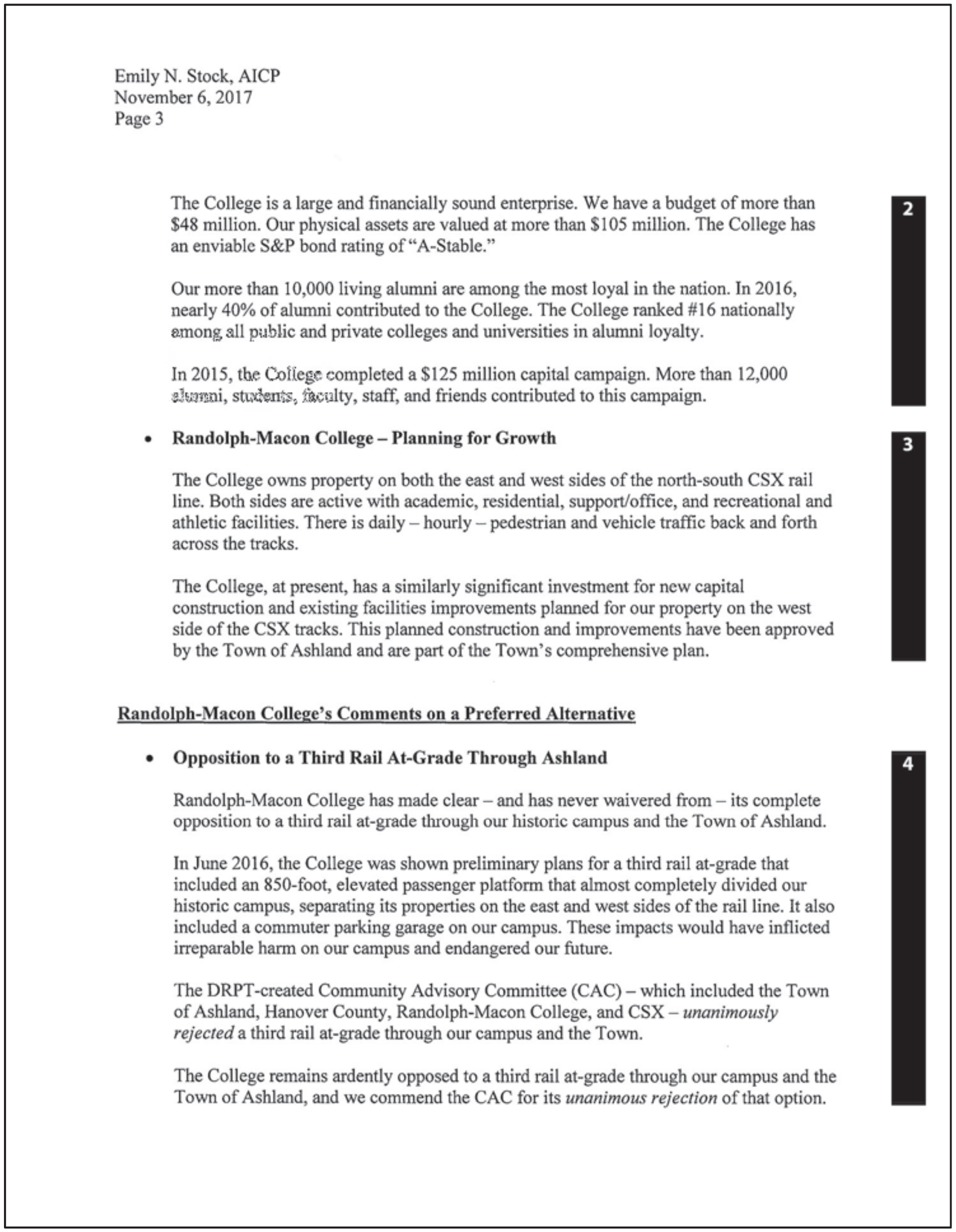
  The College has some 450 faculty and staff with an approximately $21.5 million payroll. The College produces more than $32 million in overall annual direct and indirect local economic activity and some $1.1 million in local and state taxes in the Ashland/Hanover community. More broadly, the College's direct and indirect annual economic impact statewide supports some 813 jobs and approximately $75.8 million in economic activity and $2.3 million in state and local tax revenue.

  The College has 1,454 full-time students who, in pursuit of undergraduate degrees, may choose from 34 major fields of study.

  The College's 2014-15 graduating class carried with them into the Virginia workforce an economic value of $5.4 million. Consequently, a four-year academic cycle would produce more than $21 million in human capital value. Over a decade, it would be some $54 million.

RANDOLPH MACON COLLEGE (continued)

2. FRA recognizes the importance of Randolph Macon College to the Town of Ashland, the Commonwealth of Virginia, and the College's many students, employees, and alumnae. The history, current status, and expansion plans of the College are described and considered in the Draft EIS, including in Section 3.11 Community Resources and Section 3.13 Archaeological and Aboveground Cultural and Historic Resources. The Commonwealth's recommendation to FRA specifically requests that the DC2RVA Project be advanced in a manner that avoids and/or minimizes permanent property impacts to the College, as indicated in the Commonwealth Transportation Board's (CTB) Resolution for the Project on December 6, 2017 (which is Appendix H of the Final EIS). Refer to DRPT-numbered statements #3 and #4 for further details.



Emily N. Stock, AICP
November 6, 2017
Page 3

2 The College is a large and financially sound enterprise. We have a budget of more than $48 million. Our physical assets are valued at more than $105 million. The College has an enviable S&P bond rating of "A-Stable."

Our more than 10,000 living alumni are among the most loyal in the nation. In 2016, nearly 40% of alumni contributed to the College. The College ranked #16 nationally among all public and private colleges and universities in alumni loyalty.

In 2015, the College completed a $125 million capital campaign. More than 12,000 alumni, students, faculty, staff, and friends contributed to this campaign.

- **Randolph-Macon College – Planning for Growth**

3 The College owns property on both the east and west sides of the north-south CSX rail line. Both sides are active with academic, residential, support/office, and recreational and athletic facilities. There is daily – hourly – pedestrian and vehicle traffic back and forth across the tracks.

The College, at present, has a similarly significant investment for new capital construction and existing facilities improvements planned for our property on the west side of the CSX tracks. This planned construction and improvements have been approved by the Town of Ashland and are part of the Town's comprehensive plan.

Randolph-Macon College's Comments on a Preferred Alternative

- **Opposition to a Third Rail At-Grade Through Ashland**

4 Randolph-Macon College has made clear – and has never waivered from – its complete opposition to a third rail at-grade through our historic campus and the Town of Ashland.

In June 2016, the College was shown preliminary plans for a third rail at-grade that included an 850-foot, elevated passenger platform that almost completely divided our historic campus, separating its properties on the east and west sides of the rail line. It also included a commuter parking garage on our campus. These impacts would have inflicted irreparable harm on our campus and endangered our future.

The DRPT-created Community Advisory Committee (CAC) – which included the Town of Ashland, Hanover County, Randolph-Macon College, and CSX – *unanimously rejected* a third rail at-grade through our campus and the Town.

The College remains ardently opposed to a third rail at-grade through our campus and the Town of Ashland, and we commend the CAC for its *unanimous rejection* of that option.

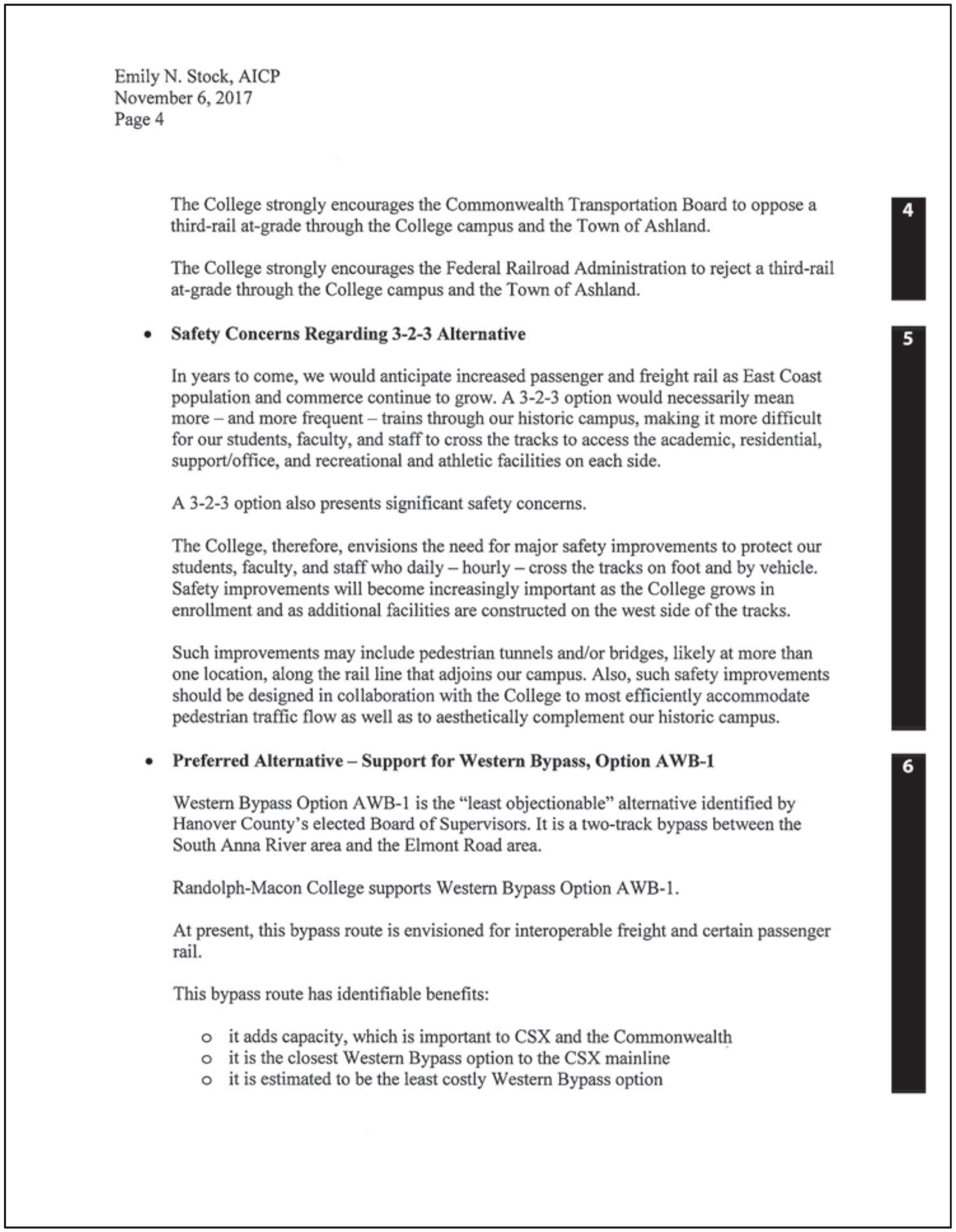
RANDOLPH MACON COLLEGE (continued)

(Response to comment 2 on previous page)

3. The Randolph Macon College Master Plan and the Town of Ashland Comprehensive Plan were both reviewed as a part of the Project's planning process. The Preferred Alternative for Area 5, Alternative 5A, would not affect any structures on the campus and, pursuant to the CTB resolution of December 6, 2017 (Appendix H of the Final EIS), would not require any property acquisition from the College.

4. DRPT acknowledges the College's preference to avoid any and all impacts to the College. In accordance with the September 2017 recommendation of the Town of Ashland/Hanover County Community Advisory Committee (CAC) (Appendix G of the Final EIS) and with the December 2017 resolutions of the Commonwealth Transportation Board (Appendix H of the Final EIS), Build Alternative 5A was selected as the Preferred Alternative, as detailed in Section 4.3.5 of the Final EIS.

   The Preferred Alternative maintains the existing rail infrastructure through the Town of Ashland and Randolph Macon College campus. Moreover, the Preferred Alternative would not include any roadway or station modifications within downtown Ashland. Any platform improvements at the Ashland Station would be negotiated between the Town of Ashland and Amtrak, separate from and with no proposed changes under the DC2RVA Project. Similarly, there would be no roadway improvements (including no modifications to existing at-grade crossing treatments) between Vaughan Road (Archie Cannon Drive) and Ashcake Road under the DC2RVA Project, including College Avenue/Henry Clay Street crossing, which would remain open with no proposed changes under the DC2RVA Project.



Emily N. Stock, AICP
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Page 4

4

The College strongly encourages the Commonwealth Transportation Board to oppose a third-rail at-grade through the College campus and the Town of Ashland.

The College strongly encourages the Federal Railroad Administration to reject a third-rail at-grade through the College campus and the Town of Ashland.

5

- **Safety Concerns Regarding 3-2-3 Alternative**

In years to come, we would anticipate increased passenger and freight rail as East Coast population and commerce continue to grow. A 3-2-3 option would necessarily mean more – and more frequent – trains through our historic campus, making it more difficult for our students, faculty, and staff to cross the tracks to access the academic, residential, support/office, and recreational and athletic facilities on each side.

A 3-2-3 option also presents significant safety concerns.

The College, therefore, envisions the need for major safety improvements to protect our students, faculty, and staff who daily – hourly – cross the tracks on foot and by vehicle. Safety improvements will become increasingly important as the College grows in enrollment and as additional facilities are constructed on the west side of the tracks.

Such improvements may include pedestrian tunnels and/or bridges, likely at more than one location, along the rail line that adjoins our campus. Also, such safety improvements should be designed in collaboration with the College to most efficiently accommodate pedestrian traffic flow as well as to aesthetically complement our historic campus.

6

- **Preferred Alternative – Support for Western Bypass, Option AWB-1**

Western Bypass Option AWB-1 is the "least objectionable" alternative identified by Hanover County's elected Board of Supervisors. It is a two-track bypass between the South Anna River area and the Elmont Road area.

Randolph-Macon College supports Western Bypass Option AWB-1.

At present, this bypass route is envisioned for interoperable freight and certain passenger rail.

This bypass route has identifiable benefits:

- it adds capacity, which is important to CSX and the Commonwealth
- it is the closest Western Bypass option to the CSX mainline
- it is estimated to be the least costly Western Bypass option

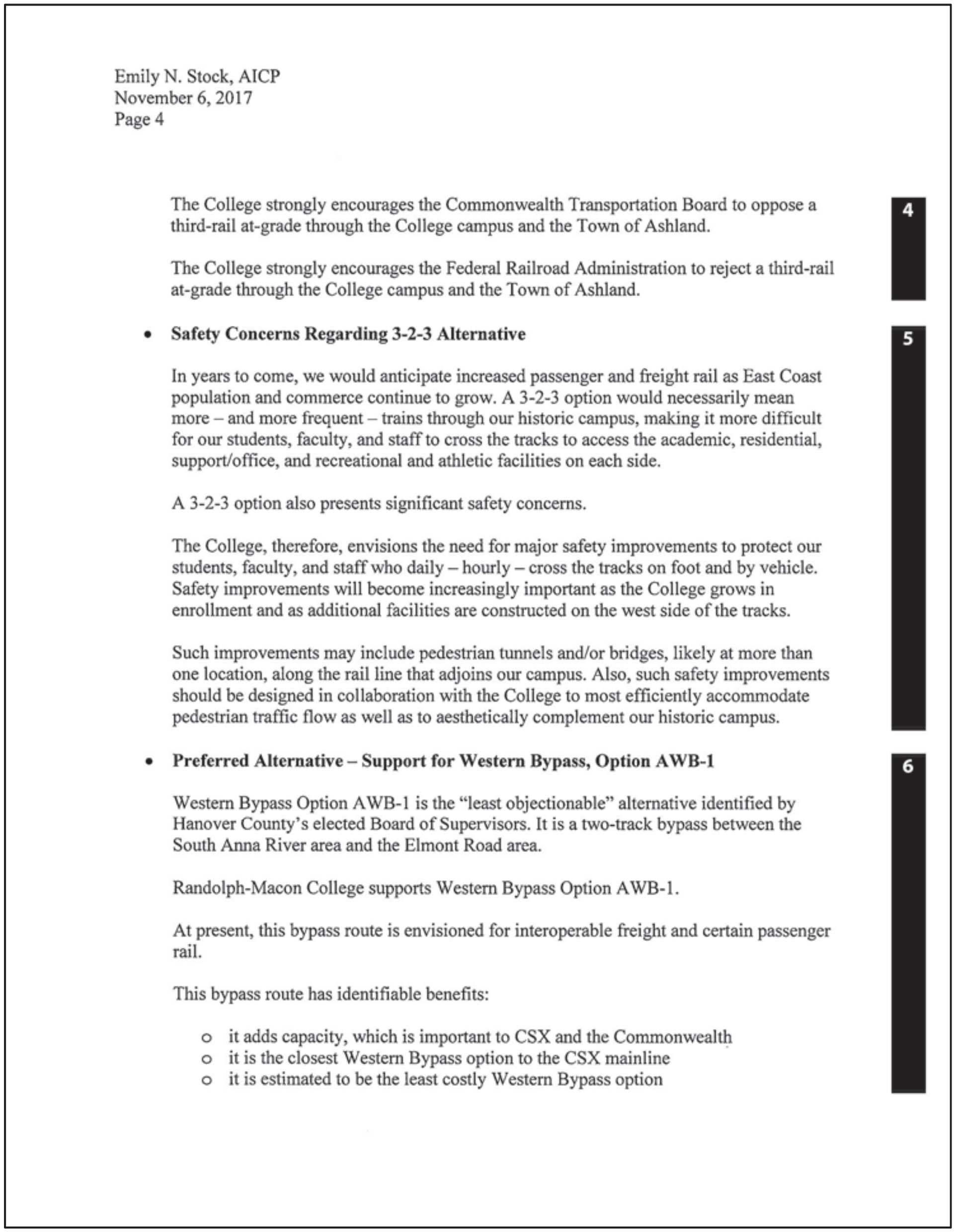
RANDOLPH MACON COLLEGE (continued)

(Response to comment 4 on previous page)

5. The DC2RVA Project will increase intercity passenger train frequencies through the Town of Ashland by 9 new daily intercity passenger round-trip trains (18 total trains per day). Existing intercity passenger service is also expected to continue to operate at the current level of 10 daily round trip trains (20 total trains per day) (i.e., the No Build condition). As a result, under the Project (i.e., the Build condition), total intercity passenger train operations, existing and projected, through Ashland are expected to increase to 19 daily round trip trains (38 total), which DRPT expects would continue to operate at the restricted speed of 35 mph set by CSXT. DRPT has also developed a forecast of CSXT freight train growth that estimates operations to nearly double between 2015 and 2045, reaching approximately 40 to 55 daily freight trains in 2045, regardless of implementation of the DC2RVA Project (i.e., the same for both 2045 No Build and Build conditions). These conditions are clarified in Section 4.2 of the Final EIS.

   DRPT acknowledges the Town's safety concern regarding the frequent daily pedestrian and vehicle crossings of the rail corridor in Ashland, and that any pedestrian crossings that occur in locations other than at designated crossings is unsafe and in contradiction to State law (it is a violation of Virginia code §18.2-159) and CSXT policies on trespass. The construction of two new grade separated roadway crossings at Vaughan Road (Archie Cannon Drive) north of town and Ashcake Road south of town in Alternative 5A will provide an alternate means for vehicular passage across the railroad corridor, allowing for a potential reduction in vehicle traffic utilizing the at-grade crossings through town. The Commonwealth of Virginia recognizes the current and future need to improve railroad and roadway safety through Ashland, independent of the DC2RVA Project, and has committed to working with the FRA, Town of Ashland, Randolph Macon College, CSXT, and other stakeholders on improving crossing safety in the Town of Ashland, separate from the DC2RVA Project, as indicated in the CTB Resolution for the Project on December 6, 2017.

(Responses are continued on next page)



Emily N. Stock, AICP
November 6, 2017
Page 4

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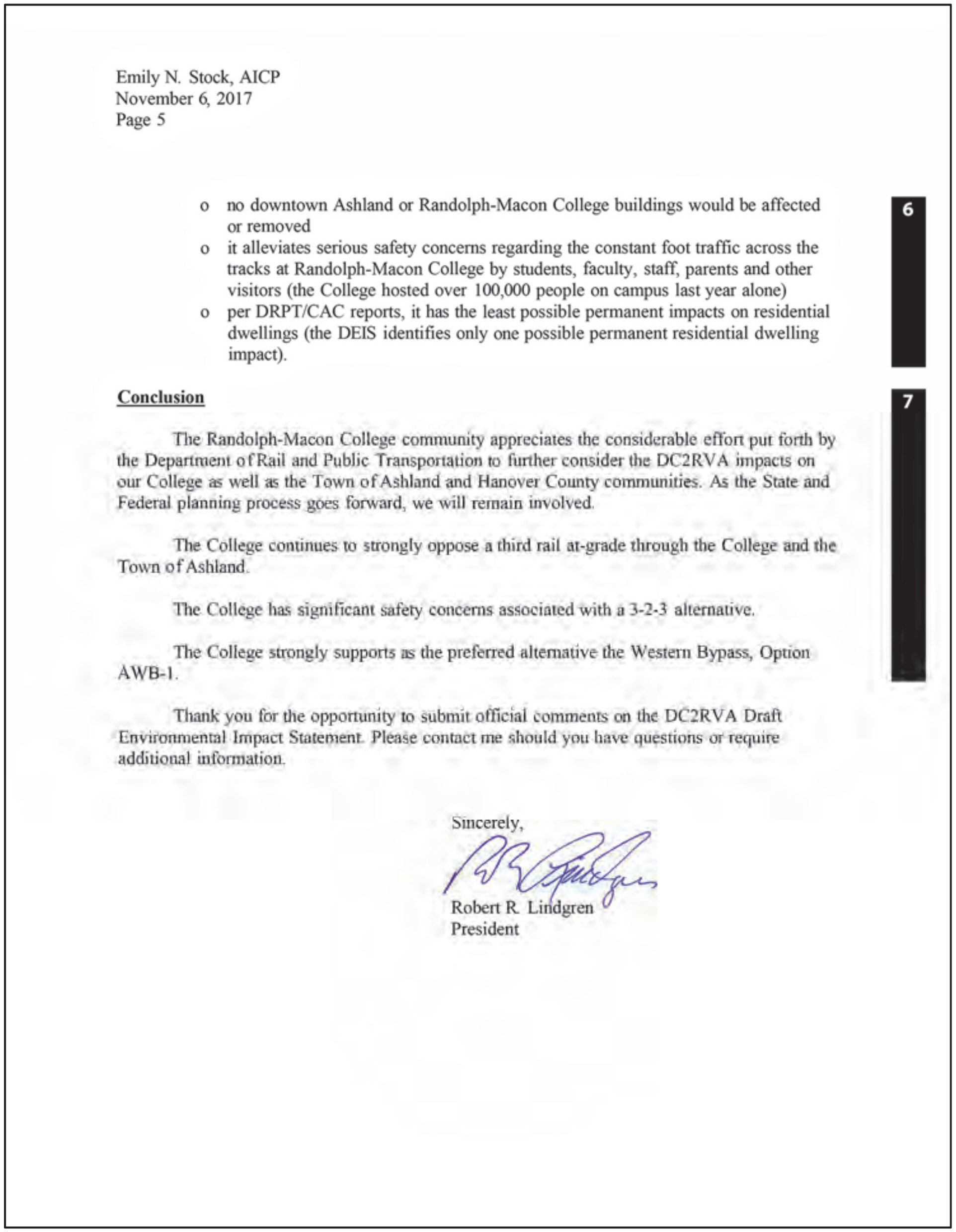
- it adds capacity, which is important to CSX and the Commonwealth
- it is the closest Western Bypass option to the CSX mainline
- it is estimated to be the least costly Western Bypass option

RANDOLPH MACON COLLEGE (continued)

6. DRPT recognizes Randolph Macon's support of the western bypass alternative AWB 1 (a variation of Alternative 5C presented in the Draft EIS), also identified by the Ashland/Hanover CAC as the least objectionable of the western bypass alternatives. However, DRPT eliminated this particular bypass option during the alternatives screening phase due to its impacts to property, wetlands, and other natural resources. Alternative 5A: Maintain Two Tracks through Ashland was selected as the Preferred Alternative for Area 5 (refer to Section 4.3.5 of the Final EIS for details).

   The Preferred Alternative 5A provides the railroad and roadway infrastructure required to support the railroad operations proposed in the DC2RVA Project. As presented in Chapter 5 of the Final EIS, Alternative 5A is expected to affect zero historic properties in downtown Ashland, as no additional infrastructure would be constructed within the Town of Ashland or outside of the CSXT railroad right-of-way through Hanover County. The exception to this includes the construction of new highway-rail grade separations where Vaughan Road (Archie Cannon Drive) and Ashcake Road cross the corridor to the north and south. There are no historic properties in the area of potential effects at the Ashcake Road intersection. There is one historic property at the Vaughan Road (Archie Cannon Drive) intersection: the Berkleytown Historic District. The FRA has determined, and the Virginia Department of Historic Resources (DHR) concurred, that the Project will have an adverse effect and a 4(f) use of this resource. Stipulations to mitigate the adverse effect are set forth in the Section 106 Draft Memorandum of Agreement (Appendix K of the Final EIS).

   Where all other alternatives considered in the Ashland/Hanover County Area would incur impacts to historic or protected resources; NEPA requires the selection of the "avoidance" alternative, which in this case would be Alternative 5A (Maintain Two Tracks Through Town).



Emily N. Stock, AICP
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Page 5

6

- no downtown Ashland or Randolph-Macon College buildings would be affected or removed
- it alleviates serious safety concerns regarding the constant foot traffic across the tracks at Randolph-Macon College by students, faculty, staff, parents and other visitors (the College hosted over 100,000 people on campus last year alone)
- per DRPT/CAC reports, it has the least possible permanent impacts on residential dwellings (the DEIS identifies only one possible permanent residential dwelling impact).

7

Conclusion

The Randolph-Macon College community appreciates the considerable effort put forth by the Department of Rail and Public Transportation to further consider the DC2RVA impacts on our College as well as the Town of Ashland and Hanover County communities. As the State and Federal planning process goes forward, we will remain involved.

The College continues to strongly oppose a third rail at-grade through the College and the Town of Ashland.

The College has significant safety concerns associated with a 3-2-3 alternative.

The College strongly supports as the preferred alternative the Western Bypass, Option AWB-1.

Thank you for the opportunity to submit official comments on the DC2RVA Draft Environmental Impact Statement. Please contact me should you have questions or require additional information.

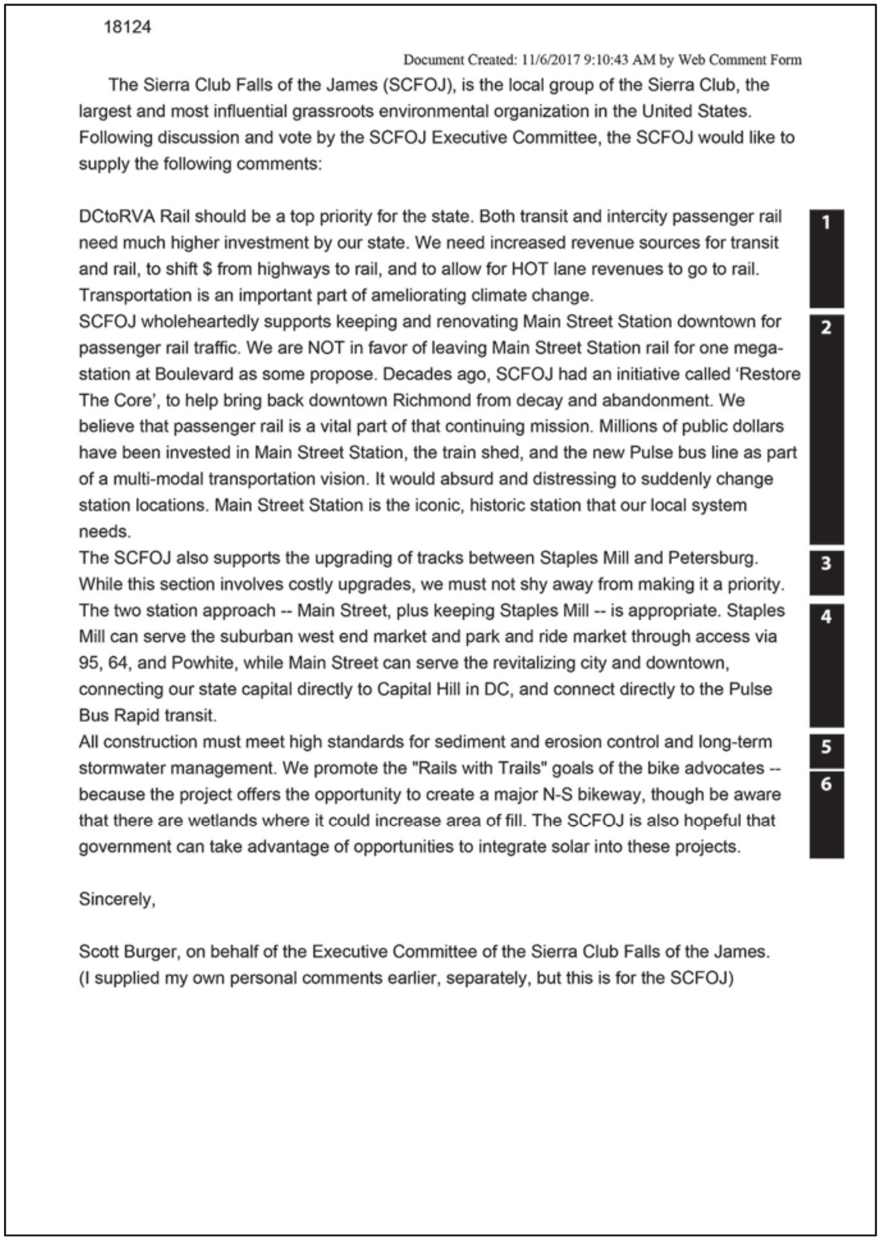
Sincerely,

Robert R. Lindgren
President

RANDOLPH MACON COLLEGE (continued)

(Response to comment 6 on previous page)

7. Comments noted; refer to DRPT-numbered statements #4 through #6.



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The Sierra Club Falls of the James (SCFOJ), is the local group of the Sierra Club, the largest and most influential grassroots environmental organization in the United States. Following discussion and vote by the SCFOJ Executive Committee, the SCFOJ would like to supply the following comments:

1 DCtoRVA Rail should be a top priority for the state. Both transit and intercity passenger rail need much higher investment by our state. We need increased revenue sources for transit and rail, to shift $ from highways to rail, and to allow for HOT lane revenues to go to rail. Transportation is an important part of ameliorating climate change.

2 SCFOJ wholeheartedly supports keeping and renovating Main Street Station downtown for passenger rail traffic. We are NOT in favor of leaving Main Street Station rail for one mega-station at Boulevard as some propose. Decades ago, SCFOJ had an initiative called 'Restore The Core', to help bring back downtown Richmond from decay and abandonment. We believe that passenger rail is a vital part of that continuing mission. Millions of public dollars have been invested in Main Street Station, the train shed, and the new Pulse bus line as part of a multi-modal transportation vision. It would absurd and distressing to suddenly change station locations. Main Street Station is the iconic, historic station that our local system needs.

3 The SCFOJ also supports the upgrading of tracks between Staples Mill and Petersburg. While this section involves costly upgrades, we must not shy away from making it a priority.

4 The two station approach -- Main Street, plus keeping Staples Mill -- is appropriate. Staples Mill can serve the suburban west end market and park and ride market through access via 95, 64, and Powhite, while Main Street can serve the revitalizing city and downtown, connecting our state capital directly to Capital Hill in DC, and connect directly to the Pulse Bus Rapid transit.

5 All construction must meet high standards for sediment and erosion control and long-term stormwater management. 6 We promote the "Rails with Trails" goals of the bike advocates -- because the project offers the opportunity to create a major N-S bikeway, though be aware that there are wetlands where it could increase area of fill. The SCFOJ is also hopeful that government can take advantage of opportunities to integrate solar into these projects.

Sincerely,

Scott Burger, on behalf of the Executive Committee of the Sierra Club Falls of the James.
(I supplied my own personal comments earlier, separately, but this is for the SCFOJ)

SIERRA CLUB

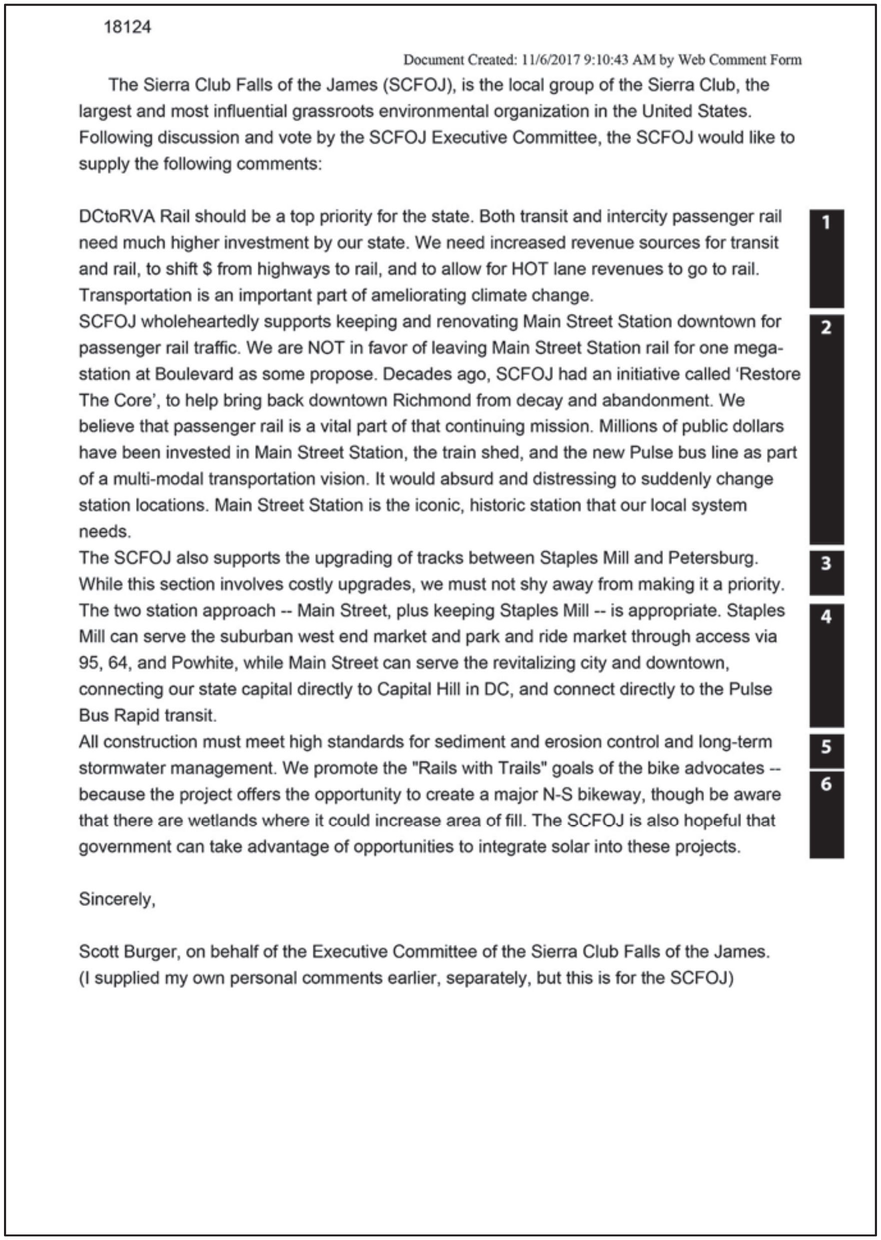
1. Transportation priorities for the Commonwealth of Virginia are set by the Commonwealth Transportation Board (CTB) and described in Virginia's Statewide Transportation Plan (Vtrans2040) and the 2017 Virginia State Rail Plan. The DC2RVA Project is listed as a priority project for the Commonwealth.

2. Section 4.2 of the Final EIS provides additional clarification to existing and proposed service at Main Street Station. Main Street Station currently serves 2 round trips (4 total daily) intercity passenger trains. Under Build conditions of the DC2RVA Project, the S-Line will be rebuilt, enabling all existing and proposed new intercity passenger trains stopping at Richmond to serve both Staples Mill Road and Main Street Stations. As a result, Main Street Station will see a total of 18 round trips (36 total daily) intercity passenger trains, which is an increase of 16 round trips (32 total daily) intercity passenger trains above the current service level at Main Street Station. Of those, the DC2RVA Project will:

   - Add 9 new daily intercity passenger round trips (18 new total trains per day)
   - Also reroute 7 existing daily intercity passenger round trips (14 existing total trips per day)

   Thus, the Preferred Alternative for Area 6 - Richmond will increase access to passenger rail services to residents and travelers within the City's Central Business District. The proposed routing of all of the existing and proposed passenger trains (excluding the Auto Train) to serve both Staples Mill Road Station and Main Street Station via the S-Line maximizes passenger rail service to Richmond's downtown. The proposed improvements to accommodate such services at Main Street Station are consistent with the City of Richmond's plans for the station and surrounding area.

(Responses are continued on next page)



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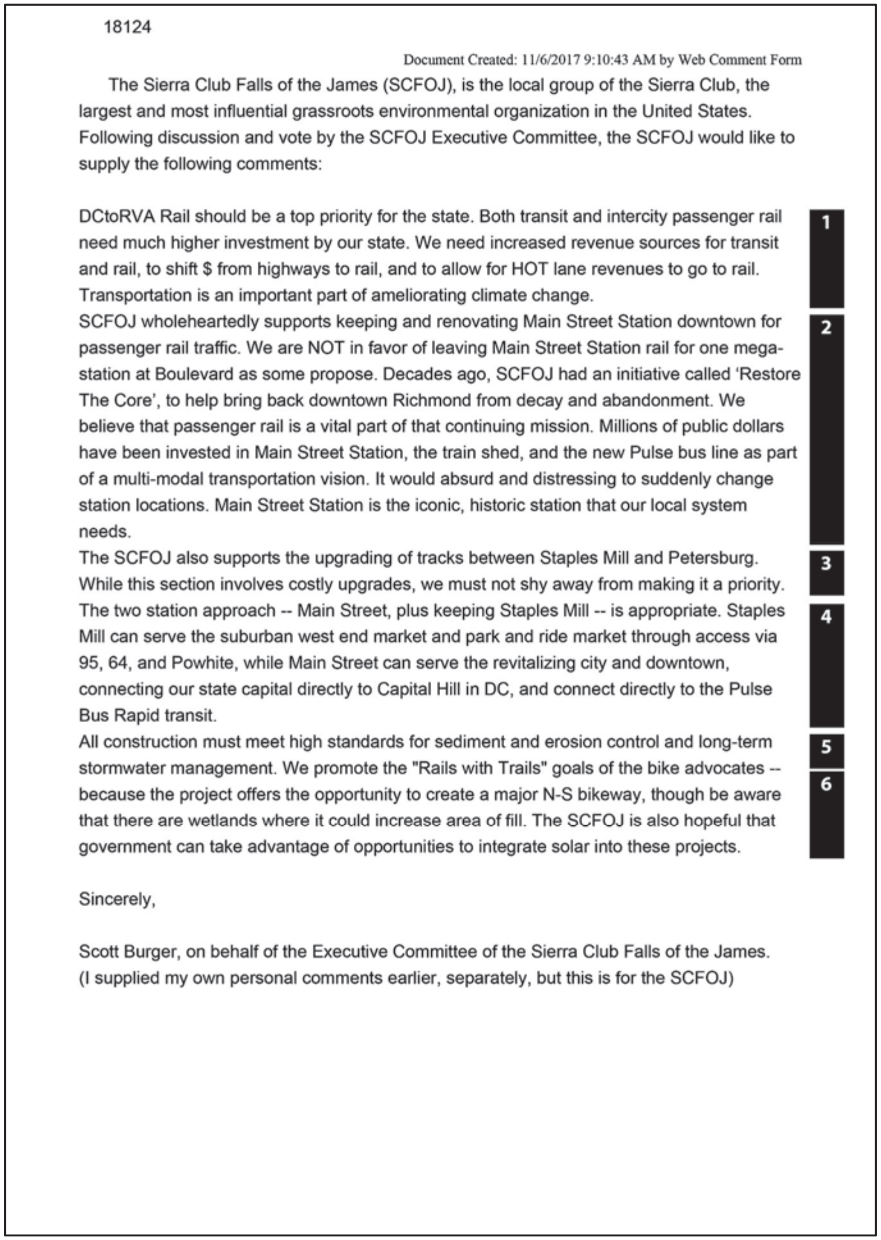
SIERRA CLUB (continued)

3. The Federal Railroad Administration (FRA) and the Department of Rail and Public Transportation (DRPT) recognize the need to improve the full railroad corridor to achieve the full goals and benefits of the larger Southeast High Speed Rail (SEHSR) Program and the Virginia State Rail Plan. The DC2RVA Project proposes track improvements between Arlington and Centralia, VA, and the Richmond to Raleigh (R2R) Tier II EIS/ROD identifies track and other improvements between Centralia, VA and Raleigh, NC, through Petersburg, VA. Section 7.7 of the Final EIS, which has been added since the Draft EIS, addresses the necessary coordination with previous and ongoing studies and projects that are within and/or adjacent to the DC2RVA corridor, that are critical to Project success.
4. DRPT acknowledges the Sierra Club's preference for a two-station approach, which aligns with the Preferred Alternative for Richmond: Alternative 6F: Full Service (Staples Mill Road Station and Main Street Station). Under the Preferred Alternative, all of the existing and proposed passenger trains (excluding the Auto Train) serve both Staples Mill Road Station and Main Street Station. Additionally, the provision of a two-station alternative in Richmond allows for a distribution of ridership, parking, and automobile traffic among the stations.
5. Specific sediment and erosion control measures will be developed during final design as funds become available for final design, permitting, and construction. DRPT will implement comprehensive Best Management Practices (BMPs) for sediment and erosion controls on both a temporary basis during construction and on a long-term basis for the life of the Project.

(Responses are continued on next page)



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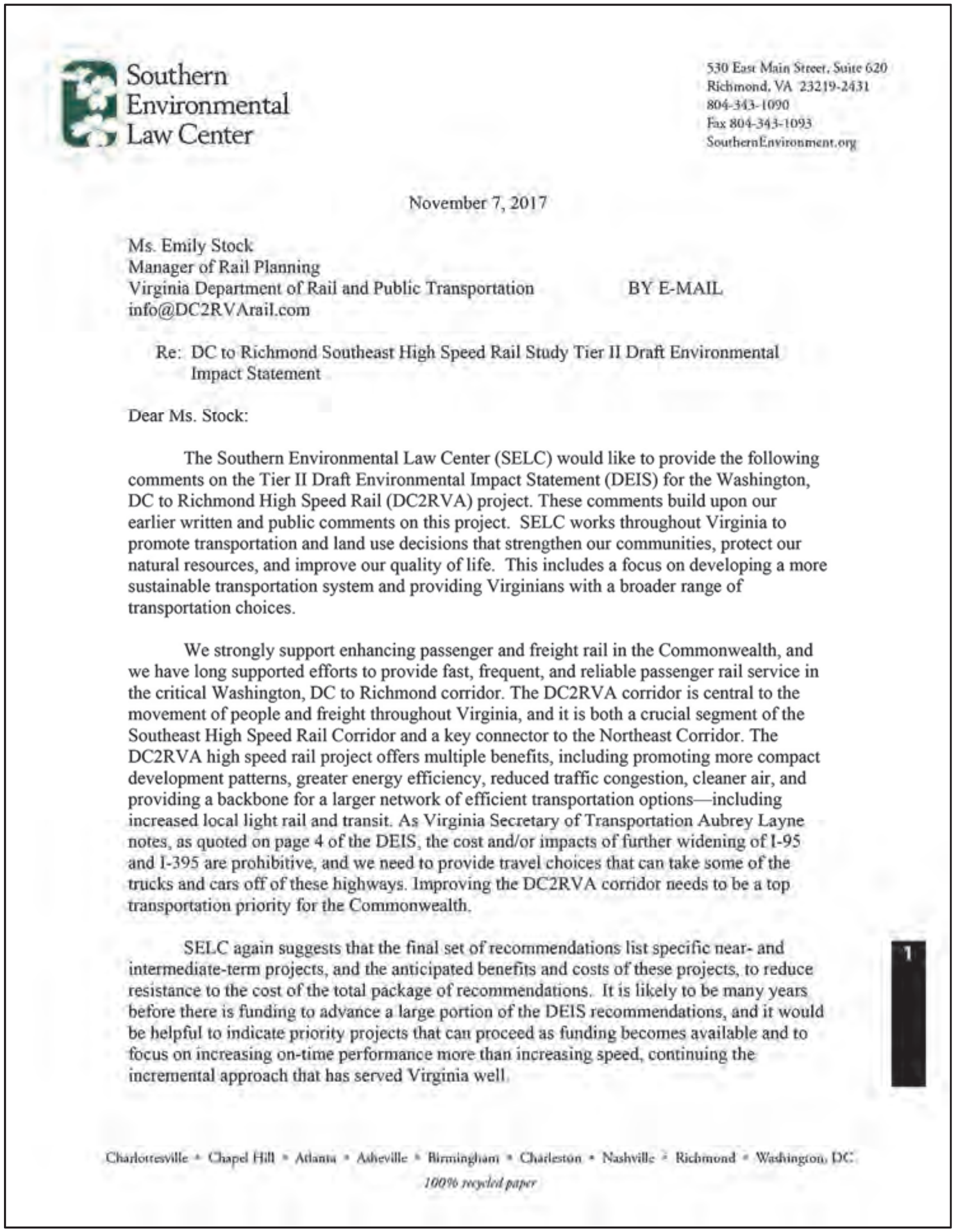
(I supplied my own personal comments earlier, separately, but this is for the SCFOJ)

SIERRA CLUB (continued)

6. Comment noted. The decision to establish a new greenway is a separate and distinct action from establishing high speed passenger rail service under the National Environmental Policy Act (NEPA). During Project scoping, FRA and DRPT received public comments in support of establishing a bicycle/walking path or greenway alongside the DC2RVA corridor. FRA and DRPT considered the addition of a greenway, but determined such a bicycle/walking path was not required to meet the Project's Purpose and Need, as providing a greenway does not support or enhance passenger rail service, nor is it a transportation choice for corridor-level travel. CSXT does not allow recreational use of its right-of-way for safety reasons, and therefore any greenway or path would require additional right-of-way to be acquired along the corridor. This Project does not preclude further consideration or development of such a greenway / path under a separate project in the future.



Southern
Environmental
Law Center

530 East Main Street, Suite 620
Richmond, VA 23219-2431
804-343-1090
Fax 804-343-1093
SouthernEnvironment.org

November 7, 2017

Ms. Emily Stock
Manager of Rail Planning
Virginia Department of Rail and Public Transportation
info@DC2RVArail.com

BY E-MAIL

Re: DC to Richmond Southeast High Speed Rail Study Tier II Draft Environmental Impact Statement

Dear Ms. Stock:

The Southern Environmental Law Center (SELC) would like to provide the following comments on the Tier II Draft Environmental Impact Statement (DEIS) for the Washington, DC to Richmond High Speed Rail (DC2RVA) project. These comments build upon our earlier written and public comments on this project. SELC works throughout Virginia to promote transportation and land use decisions that strengthen our communities, protect our natural resources, and improve our quality of life. This includes a focus on developing a more sustainable transportation system and providing Virginians with a broader range of transportation choices.

We strongly support enhancing passenger and freight rail in the Commonwealth, and we have long supported efforts to provide fast, frequent, and reliable passenger rail service in the critical Washington, DC to Richmond corridor. The DC2RVA corridor is central to the movement of people and freight throughout Virginia, and it is both a crucial segment of the Southeast High Speed Rail Corridor and a key connector to the Northeast Corridor. The DC2RVA high speed rail project offers multiple benefits, including promoting more compact development patterns, greater energy efficiency, reduced traffic congestion, cleaner air, and providing a backbone for a larger network of efficient transportation options—including increased local light rail and transit. As Virginia Secretary of Transportation Aubrey Layne notes, as quoted on page 4 of the DEIS, the cost and/or impacts of further widening of I-95 and I-395 are prohibitive, and we need to provide travel choices that can take some of the trucks and cars off of these highways. Improving the DC2RVA corridor needs to be a top transportation priority for the Commonwealth.

SELC again suggests that the final set of recommendations list specific near- and intermediate-term projects, and the anticipated benefits and costs of these projects, to reduce resistance to the cost of the total package of recommendations. It is likely to be many years before there is funding to advance a large portion of the DEIS recommendations, and it would be helpful to indicate priority projects that can proceed as funding becomes available and to focus on increasing on-time performance more than increasing speed, continuing the incremental approach that has served Virginia well. 1

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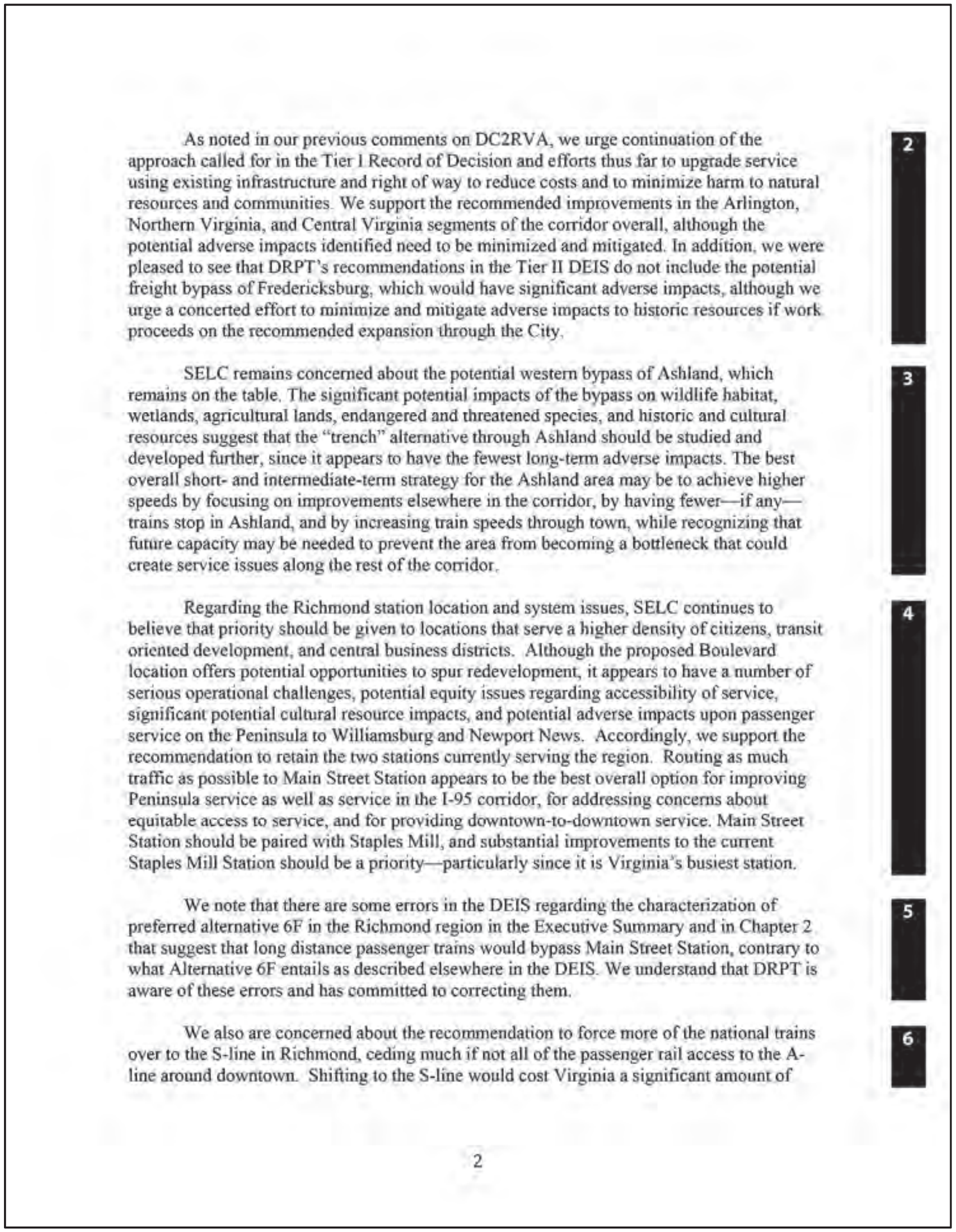
SOUTHERN ENVIRONMENTAL LAW CENTER (SELC)

1. Chapter 7 of the Final EIS, which has been added since the Draft EIS, provides descriptions of future steps of the Project, including funding, prioritization of adding capacity, final design, permitting, and construction. Complete build-out of the corridor and full implementation of the DC2RVA improvements (and realization of all Project benefits) is dependent on future state and federal funding. DRPT anticipates the DC2RVA Project would be implemented incrementally, as funding becomes available. The funding for the Project is anticipated to come from multiple sources, including federal, state, and local funds, plus passenger fare revenue recovery and private sector sources. Subsequent to the Final EIS, DRPT is developing a Corridor Service Development Plan that addresses likely phasing of improvements and Project benefits, including additional train service and improved reliability. DRPT has identified the following priorities for adding track capacity along the 123-mile DC2RVA corridor: Areas 1, 2, and 3, Arlington through Fredericksburg; Area 6 Richmond (including improvements to Staples Mill Road Station); Area 4 Central Virginia; and Area 5 Ashland. This does not preclude upgrading stations, or constructing highway-rail grade separations or at-grade crossing improvements, independently of the DC2RVA Project, should federal, state, local, or other funding become available.



2 As noted in our previous comments on DC2RVA, we urge continuation of the approach called for in the Tier I Record of Decision and efforts thus far to upgrade service using existing infrastructure and right of way to reduce costs and to minimize harm to natural resources and communities. We support the recommended improvements in the Arlington, Northern Virginia, and Central Virginia segments of the corridor overall, although the potential adverse impacts identified need to be minimized and mitigated. In addition, we were pleased to see that DRPT's recommendations in the Tier II DEIS do not include the potential freight bypass of Fredericksburg, which would have significant adverse impacts, although we urge a concerted effort to minimize and mitigate adverse impacts to historic resources if work proceeds on the recommended expansion through the City.

3 SELC remains concerned about the potential western bypass of Ashland, which remains on the table. The significant potential impacts of the bypass on wildlife habitat, wetlands, agricultural lands, endangered and threatened species, and historic and cultural resources suggest that the "trench" alternative through Ashland should be studied and developed further, since it appears to have the fewest long-term adverse impacts. The best overall short- and intermediate-term strategy for the Ashland area may be to achieve higher speeds by focusing on improvements elsewhere in the corridor, by having fewer—if any—trains stop in Ashland, and by increasing train speeds through town, while recognizing that future capacity may be needed to prevent the area from becoming a bottleneck that could create service issues along the rest of the corridor.

4 Regarding the Richmond station location and system issues, SELC continues to believe that priority should be given to locations that serve a higher density of citizens, transit oriented development, and central business districts. Although the proposed Boulevard location offers potential opportunities to spur redevelopment, it appears to have a number of serious operational challenges, potential equity issues regarding accessibility of service, significant potential cultural resource impacts, and potential adverse impacts upon passenger service on the Peninsula to Williamsburg and Newport News. Accordingly, we support the recommendation to retain the two stations currently serving the region. Routing as much traffic as possible to Main Street Station appears to be the best overall option for improving Peninsula service as well as service in the I-95 corridor, for addressing concerns about equitable access to service, and for providing downtown-to-downtown service. Main Street Station should be paired with Staples Mill, and substantial improvements to the current Staples Mill Station should be a priority—particularly since it is Virginia's busiest station.

5 We note that there are some errors in the DEIS regarding the characterization of preferred alternative 6F in the Richmond region in the Executive Summary and in Chapter 2 that suggest that long distance passenger trains would bypass Main Street Station, contrary to what Alternative 6F entails as described elsewhere in the DEIS. We understand that DRPT is aware of these errors and has committed to correcting them.

6 We also are concerned about the recommendation to force more of the national trains over to the S-line in Richmond, ceding much if not all of the passenger rail access to the A-line around downtown. Shifting to the S-line would cost Virginia a significant amount of

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SOUTHERN ENVIRONMENTAL LAW CENTER (SELC) (continued)

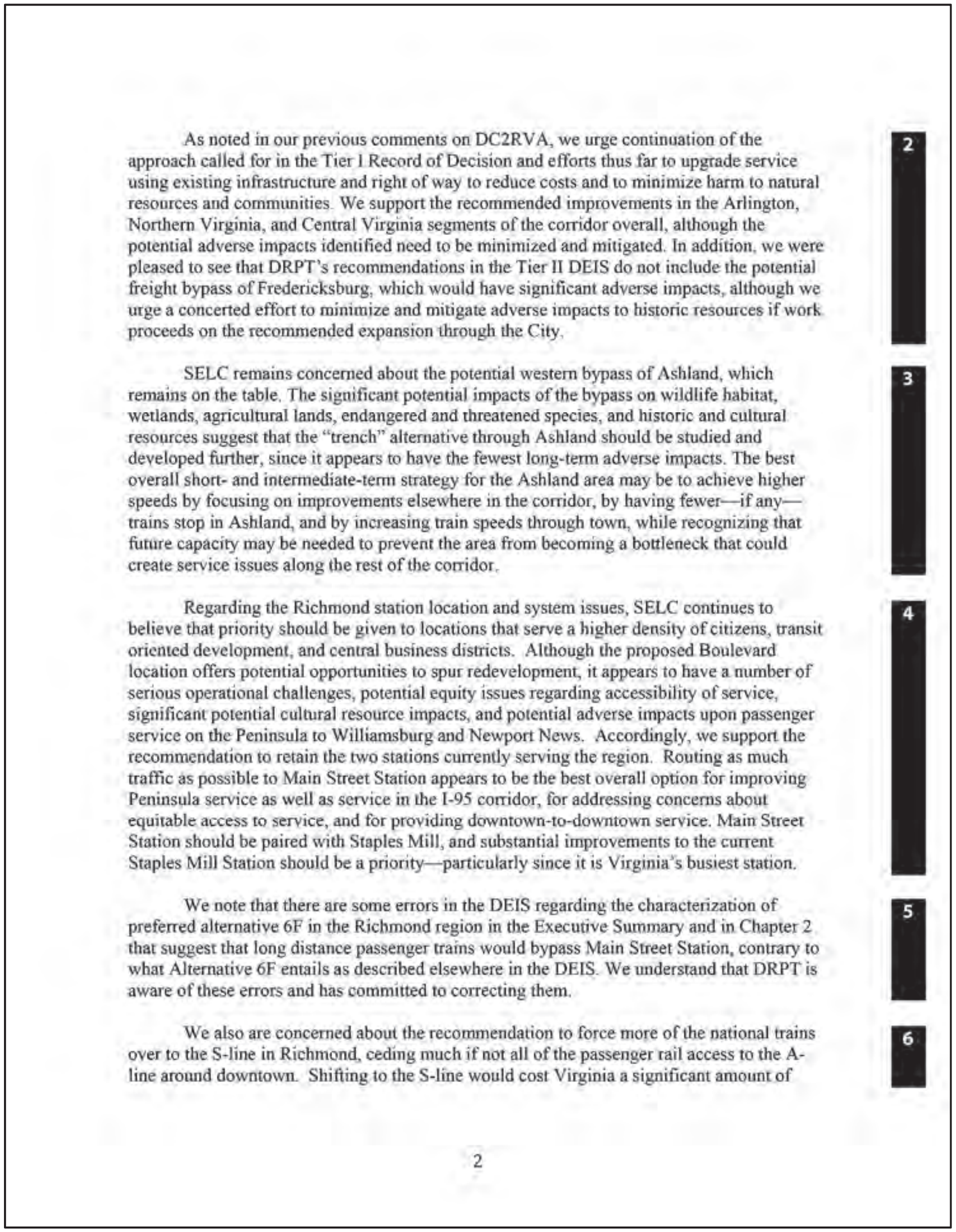
2. Comment noted. Additional measures to minimize and mitigate potential adverse effects will be developed during final design, after incremental improvements are scheduled and funding is secured.

3. In accordance with the September 2017 recommendation of the Town of Ashland/Hanover County Community Advisory Committee (CAC) and with the December 2017 resolutions of the Commonwealth Transportation Board (CTB), Alternative 5A was selected as the Commonwealth's Preferred Alternative, which maintains the existing rail infrastructure through the Town of Ashland and the Randolph Macon College campus. Preferred Alternative 5A provides the railroad and roadway infrastructure required to support the railroad operations proposed in the DC2RVA Project, and no other alternatives/improvements in the Ashland area are recommended as part of the Preferred Alternative.

   A station stop would remain in Ashland under the Preferred Alternative. However, platform improvements at the Ashland Station would be negotiated between the Town of Ashland and Amtrak, separate from and with no proposed changes under the DC2RVA Project. Similarly, there would be no roadway improvements (including no modifications to existing at-grade crossing treatments) between Vaughan Road and Ashcake Road under the DC2RVA Project, including College Avenue/Henry Clay Street, which would remain open with no proposed changes under the DC2RVA Project.

   FRA and DRPT anticipate that train speeds within the Town of Ashland, which are set by CSXT under their operating rules, would remain restricted for safety (currently, 35 mph) due to the number of at-grade vehicle and pedestrian crossings within the Town. The frequency of intercity passenger train service to the Ashland Station would be further determined during development of the Corridor Service Development Plan following the Final EIS and Record of Decision (ROD); refer to Section 7.3 of the Final EIS for details.

(Responses are continued on next page)



2 As noted in our previous comments on DC2RVA, we urge continuation of the approach called for in the Tier I Record of Decision and efforts thus far to upgrade service using existing infrastructure and right of way to reduce costs and to minimize harm to natural resources and communities. We support the recommended improvements in the Arlington, Northern Virginia, and Central Virginia segments of the corridor overall, although the potential adverse impacts identified need to be minimized and mitigated. In addition, we were pleased to see that DRPT's recommendations in the Tier II DEIS do not include the potential freight bypass of Fredericksburg, which would have significant adverse impacts, although we urge a concerted effort to minimize and mitigate adverse impacts to historic resources if work proceeds on the recommended expansion through the City.

3 SELC remains concerned about the potential western bypass of Ashland, which remains on the table. The significant potential impacts of the bypass on wildlife habitat, wetlands, agricultural lands, endangered and threatened species, and historic and cultural resources suggest that the "trench" alternative through Ashland should be studied and developed further, since it appears to have the fewest long-term adverse impacts. The best overall short- and intermediate-term strategy for the Ashland area may be to achieve higher speeds by focusing on improvements elsewhere in the corridor, by having fewer—if any—trains stop in Ashland, and by increasing train speeds through town, while recognizing that future capacity may be needed to prevent the area from becoming a bottleneck that could create service issues along the rest of the corridor.

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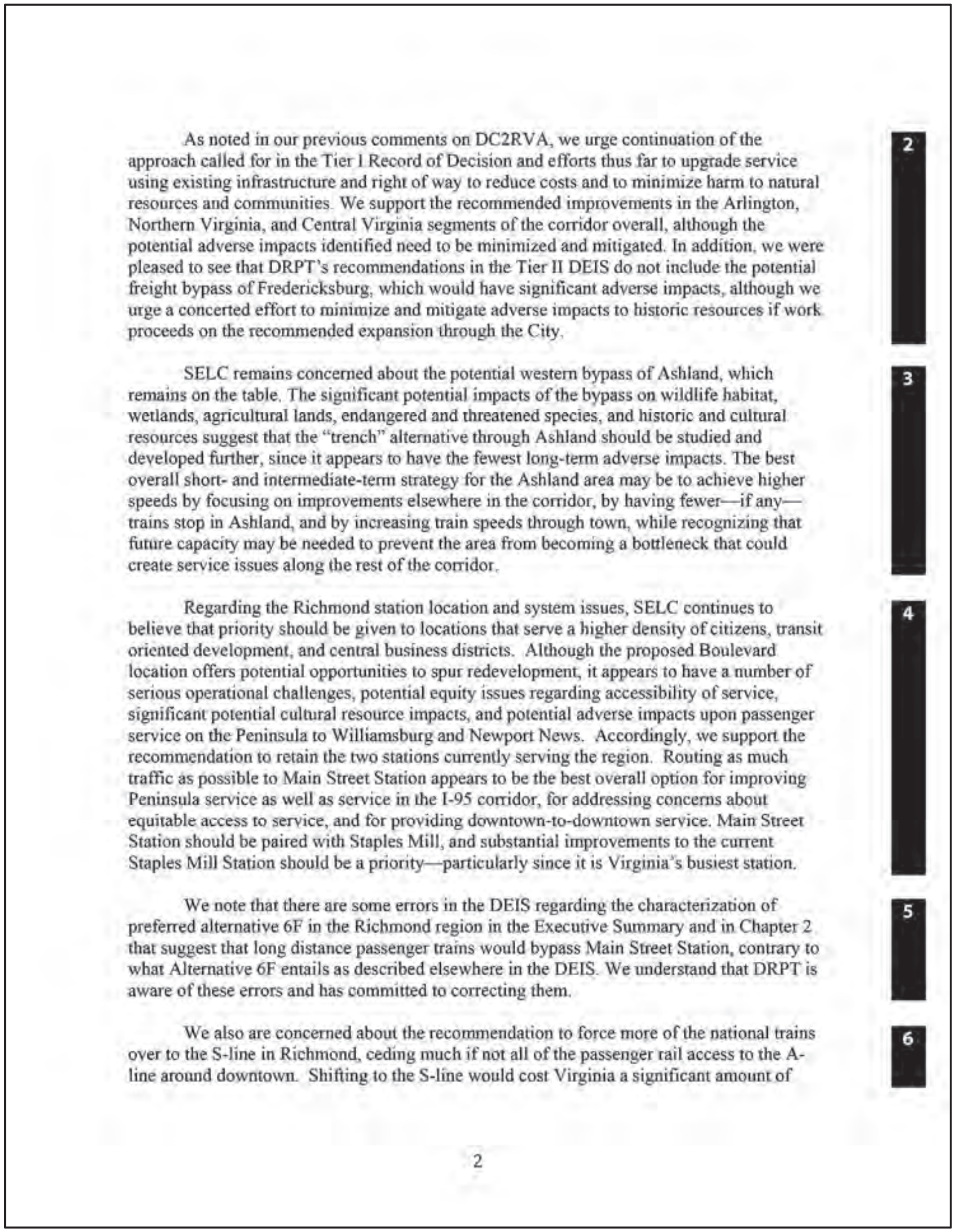
SOUTHERN ENVIRONMENTAL LAW CENTER (SELC) (continued)

4. DRPT acknowledges SELC's preference for a two-station approach, which aligns with the Preferred Alternative for Richmond: Build Alternative 6F: Full Service (Staples Mill Road Station and Main Street Station). The Preferred Alternative routes all of the existing and proposed passenger trains (excluding the Auto Train) to serve both Staples Mill Road Station and Main Street Station, thereby maximizing passenger rail service to Richmond's downtown and existing Staples Mill area.
5. DRPT confirms that the mis-identified train movements are corrected in the Final EIS. All north-south intercity passenger service on the corridor, with the exception of Amtrak's Auto Train, would be routed through Main Street Station under the Preferred Alternative.

(Responses are continued on next page)



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We note that there are some errors in the DEIS regarding the characterization of preferred alternative 6F in the Richmond region in the Executive Summary and in Chapter 2 that suggest that long distance passenger trains would bypass Main Street Station, contrary to what Alternative 6F entails as described elsewhere in the DEIS. We understand that DRPT is aware of these errors and has committed to correcting them. 5

We also are concerned about the recommendation to force more of the national trains over to the S-line in Richmond, ceding much if not all of the passenger rail access to the A-line around downtown. Shifting to the S-line would cost Virginia a significant amount of 6

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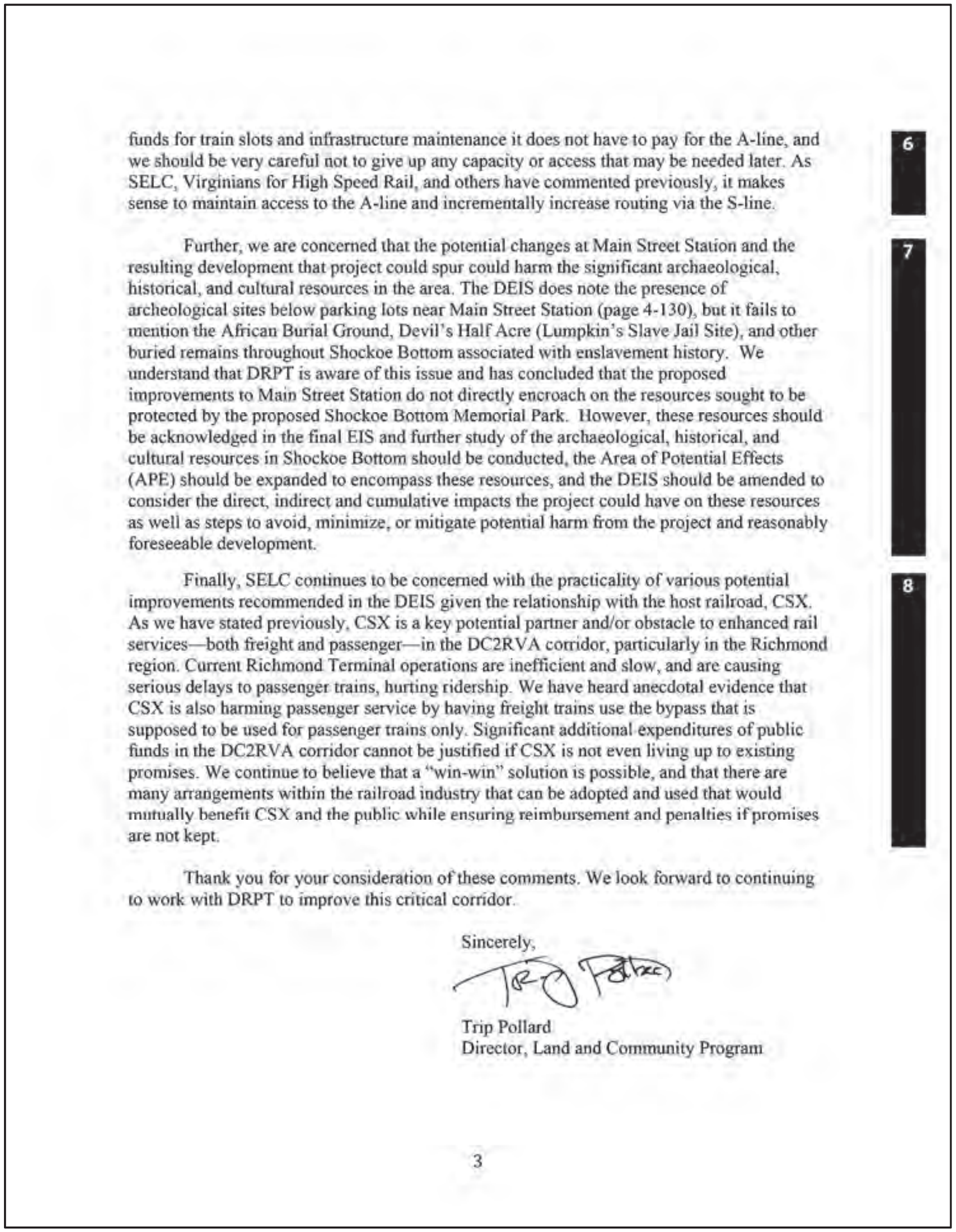
SOUTHERN ENVIRONMENTAL LAW CENTER (SELC) (continued)

6. As part of the Preferred Alternative in Richmond (Alternative 6F, as described in DRPT-numbered statement #4 above), all north-south intercity passenger service on the corridor, with the exception of Amtrak's Auto Train, would be routed through Main Street Station. The Auto Train would bypass Main Street Station on the A-Line, as it does not stop in Richmond and does not fit through the historic Triple Crossing rail structure immediately south of Main Street Station. Operating some intercity passenger trains on the A-Line (as suggested within the comment) would prevent them from stopping at Main Street Station, and would be inconsistent with the Preferred Alternative.

   DRPT performed detailed operations analysis of the railroad network through the Richmond section of the DC2RVA corridor, which supported the advancement of the alternatives shifting passenger service to the S-Line through Richmond. Chapter 2.6 and Appendix I (Operations Modeling) of the Draft EIS provide additional information on the operations modeling process in regard to routing operations in and around Richmond. The forecasted growth in freight traffic through the corridor in the No Build Alternative and all considered Build Alternatives demonstrated increased demand for freight capacity on the A-Line west of downtown Richmond; however, there is limited ability to increase capacity on the A-Line due to its constrained alignment in the median of I-195 and across the James River. Through physical survey and continued operations analysis, DRPT determined that the S-Line can accommodate the construction of additional capacity to support the reroute of existing and expansion of intercity passenger rail service proposed in the DC2RVA Project. DRPT believes that the A-Line does offer much needed redundancy in the Richmond area's passenger and freight rail network should unforeseen occurrences inhibit the movement of trains via the S-line. The infrastructure improvements proposed by the DC2RVA Project do not preclude use of the A-Line by passenger trains in the event of unforeseen occurrences that would prevent the use of the S-Line for passenger service, or if desired by Amtrak under its statutory authority. Refined operations analysis as part of the Final EIS looked at the ability of the corridor as a whole to meet the Project's Purpose and Need; refer to Final EIS Section 3.2 and its Appendix F.



6 funds for train slots and infrastructure maintenance it does not have to pay for the A-line, and we should be very careful not to give up any capacity or access that may be needed later. As SELC, Virginians for High Speed Rail, and others have commented previously, it makes sense to maintain access to the A-line and incrementally increase routing via the S-line.

7 Further, we are concerned that the potential changes at Main Street Station and the resulting development that project could spur could harm the significant archaeological, historical, and cultural resources in the area. The DEIS does note the presence of archeological sites below parking lots near Main Street Station (page 4-130), but it fails to mention the African Burial Ground, Devil's Half Acre (Lumpkin's Slave Jail Site), and other buried remains throughout Shockoe Bottom associated with enslavement history. We understand that DRPT is aware of this issue and has concluded that the proposed improvements to Main Street Station do not directly encroach on the resources sought to be protected by the proposed Shockoe Bottom Memorial Park. However, these resources should be acknowledged in the final EIS and further study of the archaeological, historical, and cultural resources in Shockoe Bottom should be conducted, the Area of Potential Effects (APE) should be expanded to encompass these resources, and the DEIS should be amended to consider the direct, indirect and cumulative impacts the project could have on these resources as well as steps to avoid, minimize, or mitigate potential harm from the project and reasonably foreseeable development.

8 Finally, SELC continues to be concerned with the practicality of various potential improvements recommended in the DEIS given the relationship with the host railroad, CSX. As we have stated previously, CSX is a key potential partner and/or obstacle to enhanced rail services—both freight and passenger—in the DC2RVA corridor, particularly in the Richmond region. Current Richmond Terminal operations are inefficient and slow, and are causing serious delays to passenger trains, hurting ridership. We have heard anecdotal evidence that CSX is also harming passenger service by having freight trains use the bypass that is supposed to be used for passenger trains only. Significant additional expenditures of public funds in the DC2RVA corridor cannot be justified if CSX is not even living up to existing promises. We continue to believe that a "win-win" solution is possible, and that there are many arrangements within the railroad industry that can be adopted and used that would mutually benefit CSX and the public while ensuring reimbursement and penalties if promises are not kept.

Thank you for your consideration of these comments. We look forward to continuing to work with DRPT to improve this critical corridor.

Sincerely,

Trip Pollard
Director, Land and Community Program

3

SOUTHERN ENVIRONMENTAL LAW CENTER (SELC) (continued)

(Response to comment 6 on previous page)

7. The FRA and DRPT fully understand the sensitivity and significance of the Shockoe Bottom area, and in particular the area slated for the Memorial Park. DRPT reviewed prior studies that recorded and evaluated archaeological and architectural properties in this area, which have been ongoing since 2006. Resources in Shockoe Bottom, including the proposed Memorial Park area, are discussed in Chapters 3, 5, and 6 of the Final EIS and within several reports in its Appendix D (cultural resource technical reports). Throughout the studies and agency/public consultation, the historic places in this area have been taken into consideration, including Lumpkins Jail/Devil's Half Acre and the Burial Ground, among others. The Preferred Alternative does not impact the known boundaries of these sites. At the request of several consulting parties, Lumpkins Jail site was added to the list of historic properties. The DHR determined that the Project will have no adverse effect on the site as no impacts will occur as part of the Project. A commitment to create a historic context on the Shockoe Bottom area and the slave trade is included in the Section 106 Draft Memorandum of Agreement (Appendix K of the Final EIS).

   Alternative 6F (Full Service Staples Mill Road/Main Street Station) was selected as the Preferred Alternative in Area 6 through Richmond. Through review and investigation of historic records, consultation with consulting parties and other groups with a vested knowledge of this area, and in comments received from the public and SELC, DRPT has reduced the facilities proposed for construction at Main Street Station to the minimum infrastructure necessary to deliver the service proposed in the DC2RVA Project, including: a reduction in the design length of the platforms on the east and west sides of the station to remain south of East Broad Street and to the minimum width feasible to support the forecasted level of ridership and services provided at the station, and the removal of the proposed parking deck. The provision of a two-station alternative in Richmond allows for a distribution of ridership, parking, and automobile traffic among the two stations. Therefore, the Preferred Alternative minimizes the infrastructure required and potential impacts associated with Main Street Station and nearby historic properties.

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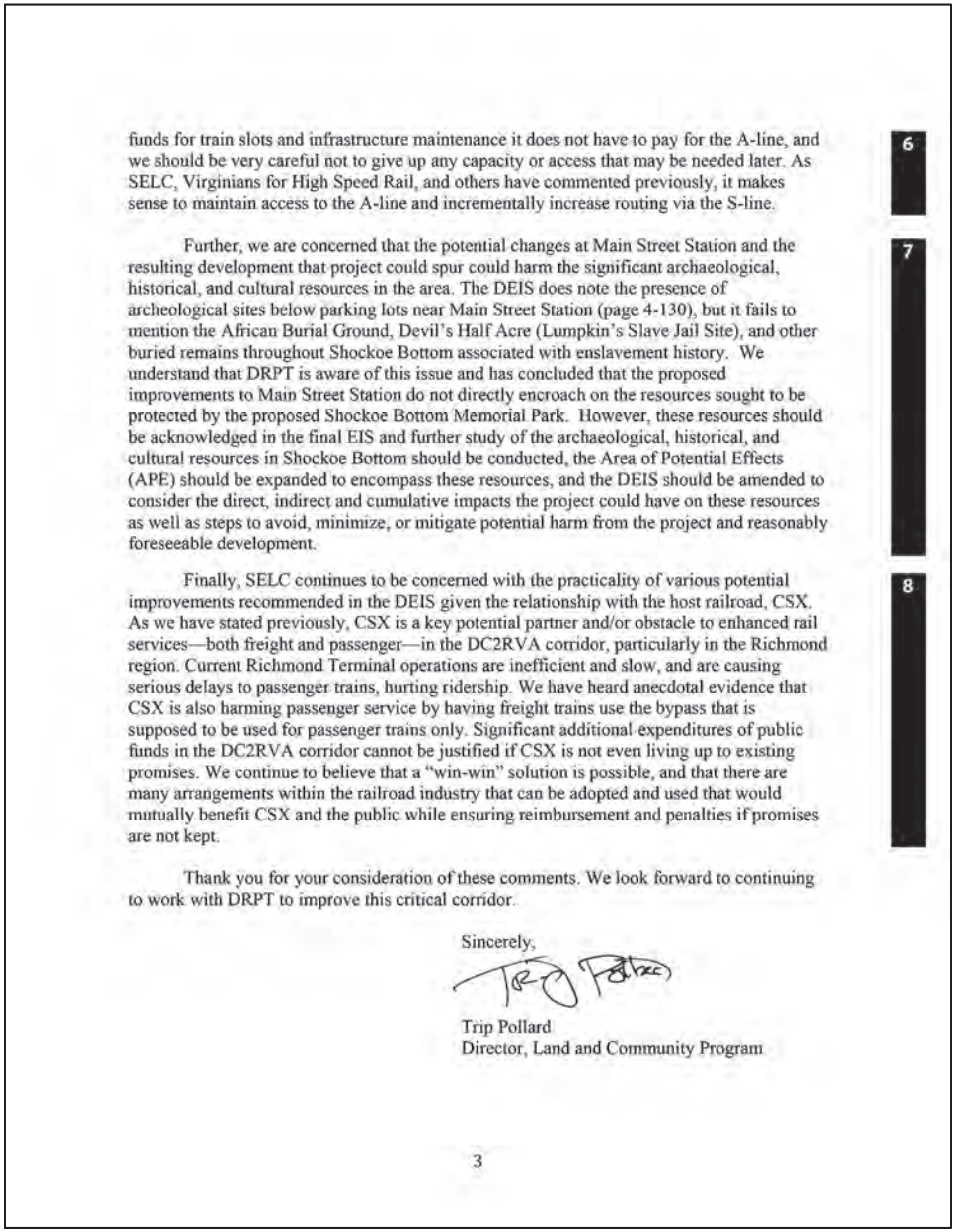

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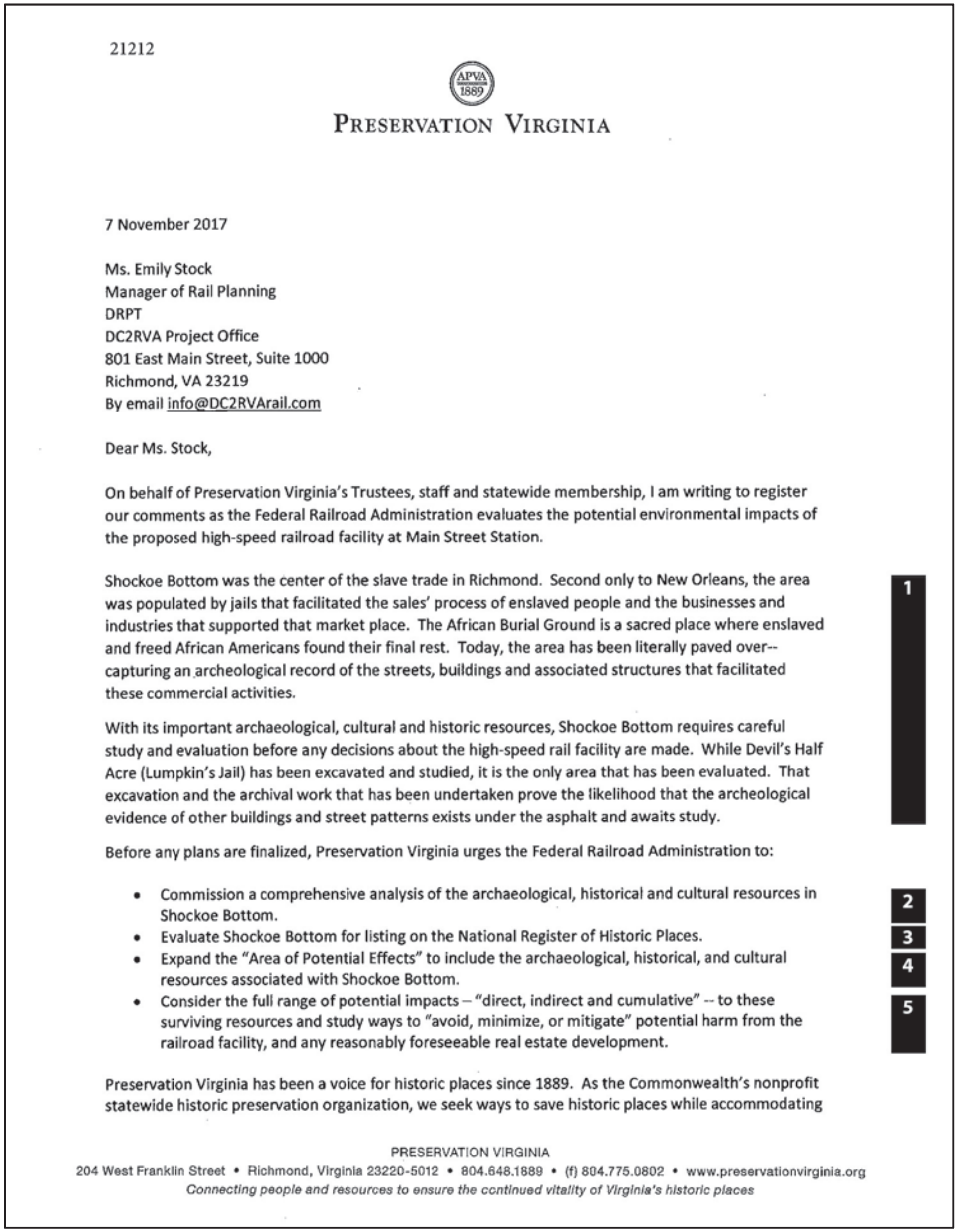
3

SOUTHERN ENVIRONMENTAL LAW CENTER (SELC) (continued)

8. FRA and DRPT are committed to continue working with CSXT to improve intercity passenger rail service in the DC2RVA corridor, and have a long and successful history of cooperating with CSXT to improve passenger, commuter, and freight rail service in the Commonwealth. FRA and DRPT also recognize that CSXT owns and operates the DC2RVA rail corridor, and has a responsibility to its shareholders and customers to provide efficient freight rail service. Timely passenger train movements through the CSXT Richmond Terminal operations at Acca Yard are an existing issue, and a separate project is currently underway to allow through movements of trains onto the A-Line while reducing interference from yard operations. The Preferred Alternative for the Richmond area, Alternative 6F, also includes provisions for passenger trains to bypass Acca Yard to the east while moving between Staples Mill Road Station and Main Street Station, thereby reducing future conflicts.



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APVA 1889

PRESERVATION VIRGINIA

7 November 2017

Ms. Emily Stock
Manager of Rail Planning
DRPT
DC2RVA Project Office
801 East Main Street, Suite 1000
Richmond, VA 23219
By email info@DC2RVArail.com

Dear Ms. Stock,

On behalf of Preservation Virginia's Trustees, staff and statewide membership, I am writing to register our comments as the Federal Railroad Administration evaluates the potential environmental impacts of the proposed high-speed railroad facility at Main Street Station.

Shockoe Bottom was the center of the slave trade in Richmond. Second only to New Orleans, the area was populated by jails that facilitated the sales' process of enslaved people and the businesses and industries that supported that market place. The African Burial Ground is a sacred place where enslaved and freed African Americans found their final rest. Today, the area has been literally paved over--capturing an archeological record of the streets, buildings and associated structures that facilitated these commercial activities. 1

With its important archaeological, cultural and historic resources, Shockoe Bottom requires careful study and evaluation before any decisions about the high-speed rail facility are made. While Devil's Half Acre (Lumpkin's Jail) has been excavated and studied, it is the only area that has been evaluated. That excavation and the archival work that has been undertaken prove the likelihood that the archeological evidence of other buildings and street patterns exists under the asphalt and awaits study.

Before any plans are finalized, Preservation Virginia urges the Federal Railroad Administration to:

- Commission a comprehensive analysis of the archaeological, historical and cultural resources in Shockoe Bottom. 2
- Evaluate Shockoe Bottom for listing on the National Register of Historic Places. 3
- Expand the "Area of Potential Effects" to include the archaeological, historical, and cultural resources associated with Shockoe Bottom. 4
- Consider the full range of potential impacts – "direct, indirect and cumulative" -- to these surviving resources and study ways to "avoid, minimize, or mitigate" potential harm from the railroad facility, and any reasonably foreseeable real estate development. 5

Preservation Virginia has been a voice for historic places since 1889. As the Commonwealth's nonprofit statewide historic preservation organization, we seek ways to save historic places while accommodating

PRESERVATION VIRGINIA

1. The FRA and DRPT fully understand the sensitivity and significance of the Shockoe Bottom area, and in particular the area slated for the Memorial Park. DRPT reviewed prior studies that recorded and evaluated archaeological and architectural properties in this area, which have been ongoing since 2006. Resources in Shockoe Bottom including the proposed Memorial Park area are discussed in Chapters 3, 5, and 6 of the Final EIS and within several reports in Appendix D (cultural resource technical reports). Throughout the studies and agency and public consultation, the historic places located in this area have been taken into consideration during Project planning. This includes Lumpkins Jail/Devil's Half Acre and the Burial Ground, among others. The Project, as currently designed, does not impact the known boundaries of these sites. At the request of several consulting parties, the Lumpkins Jail site was added to the list of historic properties. The DHR concurred that the Project will have no adverse effect on the site as no impacts will occur as part of the Project. However, a commitment to create a historic context on the Shockoe Bottom area and the slave trade is included in the Section 106 Draft Memorandum of Agreement (Appendix K of the Final EIS). Alternative 6F (Full Service Staples Mill Road/Main Street Station) was selected as the Preferred Alternative in Area 6 through Richmond. Through review and investigation of historic records, consultation with Project consulting parties and individuals with a vested knowledge in this area, and in comments received from the public and Preservation Virginia, DRPT has reduced the facilities proposed for construction at Main Street Station to the minimum infrastructure necessary to deliver the service proposed in the DC2RVA Project. This includes a reduction in the length of the platforms on the east and west sides of the station to remain south of East Broad Street and to the minimum width feasible to support the forecasted level of ridership and services provided at the station, and the removal of the proposed parking deck. The provision of a two-station alternative in Richmond allows for a distribution of ridership, parking, and automobile traffic among the two stations. Therefore, this minimizes the infrastructure required and potential impacts associated with Main Street Station.

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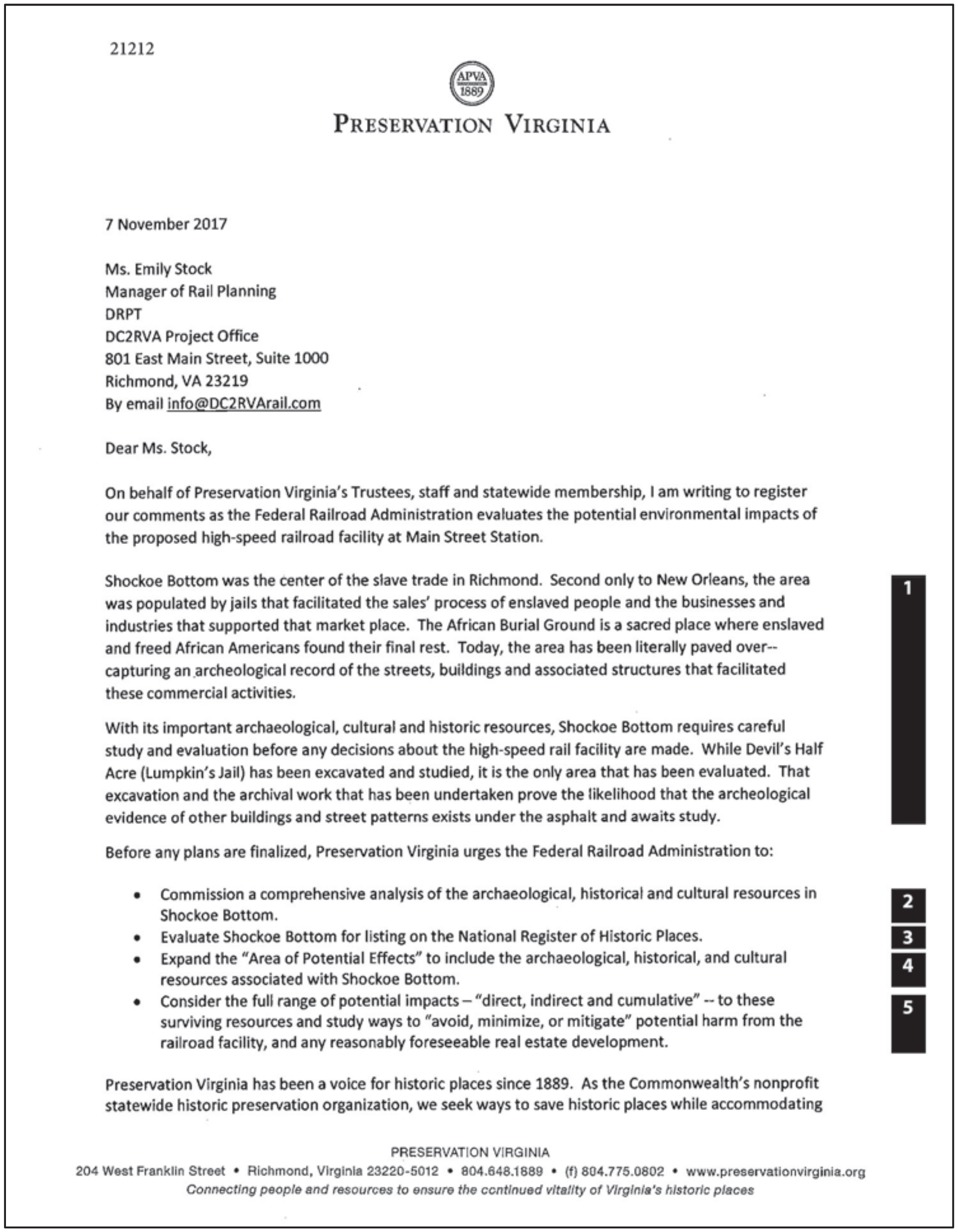

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With its important archaeological, cultural and historic resources, Shockoe Bottom requires careful study and evaluation before any decisions about the high-speed rail facility are made. While Devil's Half Acre (Lumpkin's Jail) has been excavated and studied, it is the only area that has been evaluated. That excavation and the archival work that has been undertaken prove the likelihood that the archeological evidence of other buildings and street patterns exists under the asphalt and awaits study.

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PRESERVATION VIRGINIA (continued)

2. The DC2RVA limits of disturbance have been the subject of a Phase IA archaeological reconnaissance and predictive model and a Phase IB survey, which included noting previously recorded sites and recording new resources in any areas where ground-disturbing activities may occur. DRPT is fully committed to conducting full archaeological studies on any area where disturbance cannot be avoided. Refer to DRPT-numbered statement #4 for additional response regarding the Area of Potential Effects.
3. The Shockoe Valley and Tobacco Row Historic District is listed in the NRHP. Refer to Chapters 3, 5, and 6 of the Final EIS for additional data on this resource. As FRA has determined, and DHR has concurred, that the Project will have an adverse effect on the district, the resource is also discussed in the Section 106 Draft Memorandum of Agreement (Appendix K of the Final EIS) to outline mitigations to resolve adverse effects. Regarding a possible archaeological district associated with enslaved individuals as a future study, should the City elect to pursue such a district, Chapter 3 presents a narrative on this area and includes concepts for future study including a potential district.
4. DRPT and FRA focused on minimizing the infrastructure required and the limits of proposed disturbance in this area in order to avoid subsurface impacts to the extent practicable. DRPT is fully committed to conducting full archaeological studies on any significant site where disturbance cannot be avoided per Section 106 of the National Historic Preservation Act of 1966. DRPT has conversed extensively with the DHR regarding archaeological study outside of the limits of disturbance, and the DHR has concluded that preservation in place is the priority, as archaeology can be a destructive science. As such, no excavations have occurred outside of the Project limits of disturbance. For any site located within the limits of disturbance where avoidance is not possible, FRA has determined that the Project will have an adverse effect on these resources. The Section 106 Draft Memorandum of Agreement (Appendix K of the Final EIS) outlines the steps that will be taken to mitigate the adverse effects on these resources.

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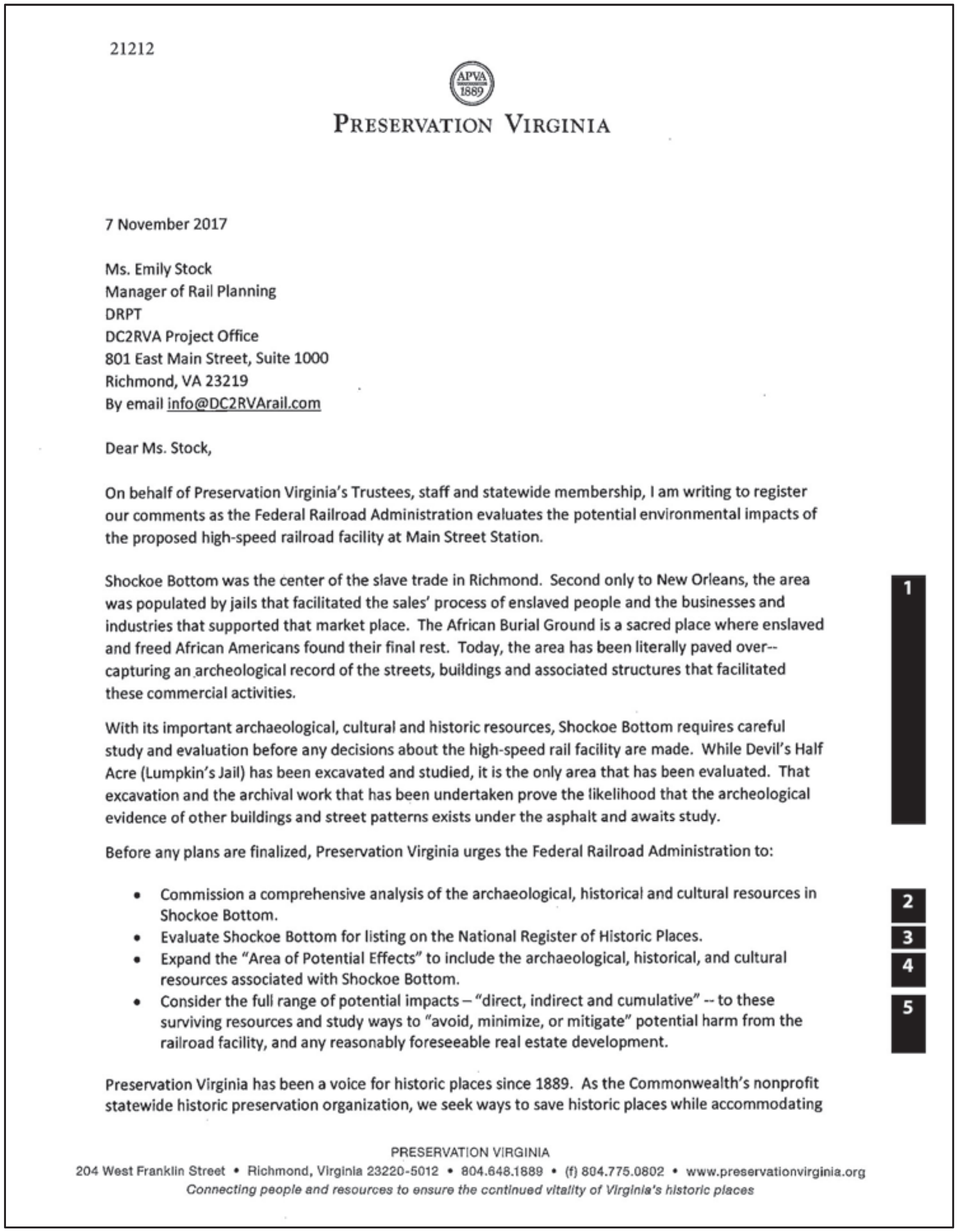

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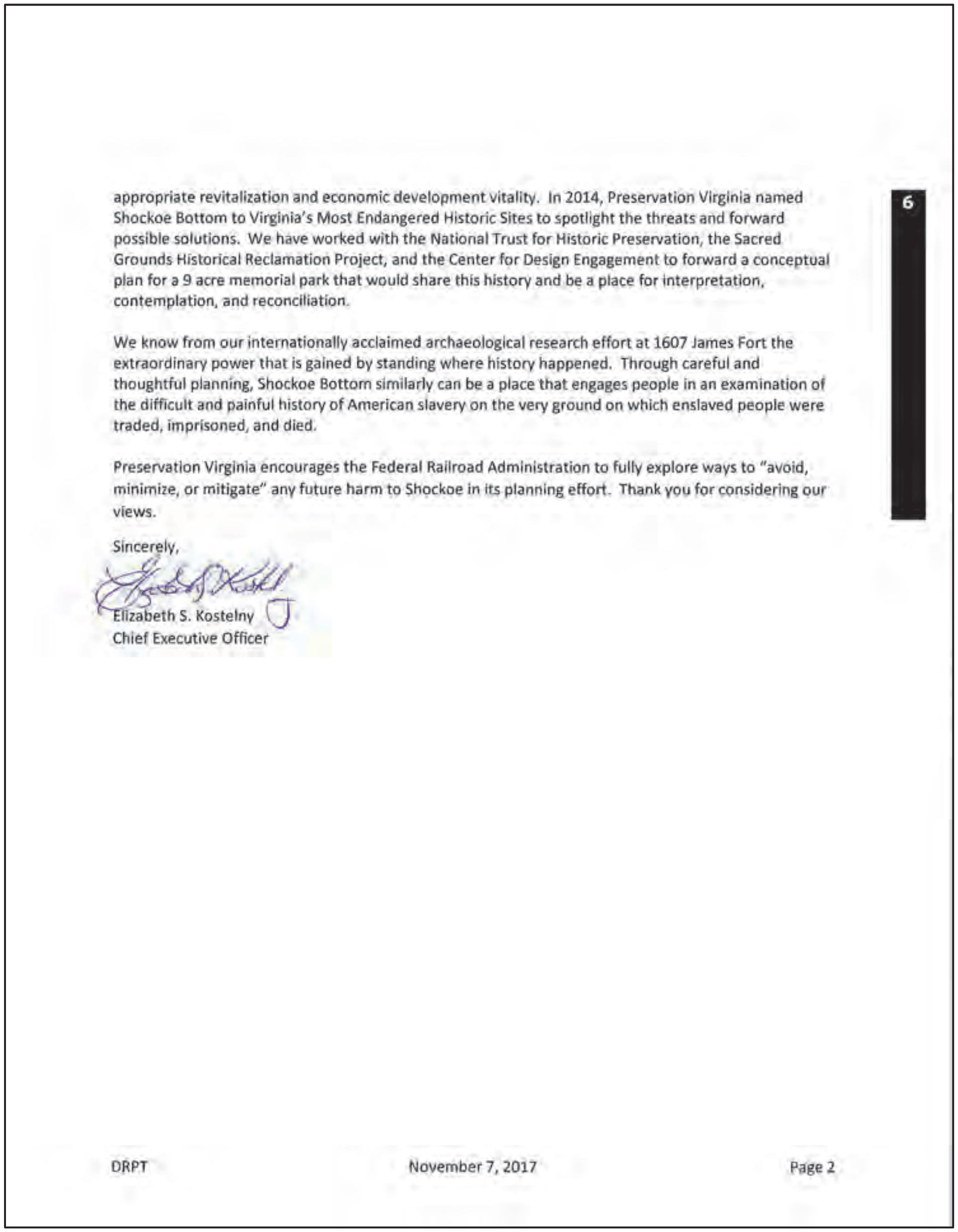
204 West Franklin Street • Richmond, Virginia 23220-5012 • 804.648.1889 • (f) 804.775.0802 • www.preservationvirginia.org
Connecting people and resources to ensure the continued vitality of Virginia's historic places

PRESERVATION VIRGINIA (continued)

5. Discussion of direct, indirect, and cumulative impacts to surviving resources at Main Street Station and Shockoe Bottom were addressed in the Draft EIS. However, FRA and DRPT have included additional information in the Chapter 3 of the Final EIS which helps the reader understand the historical context and the studies performed to date in the Shockoe Bottom area.



appropriate revitalization and economic development vitality. In 2014, Preservation Virginia named Shockoe Bottom to Virginia's Most Endangered Historic Sites to spotlight the threats and forward possible solutions. We have worked with the National Trust for Historic Preservation, the Sacred Grounds Historical Reclamation Project, and the Center for Design Engagement to forward a conceptual plan for a 9 acre memorial park that would share this history and be a place for interpretation, contemplation, and reconciliation.

We know from our internationally acclaimed archaeological research effort at 1607 James Fort the extraordinary power that is gained by standing where history happened. Through careful and thoughtful planning, Shockoe Bottom similarly can be a place that engages people in an examination of the difficult and painful history of American slavery on the very ground on which enslaved people were traded, imprisoned, and died.

Preservation Virginia encourages the Federal Railroad Administration to fully explore ways to "avoid, minimize, or mitigate" any future harm to Shockoe in its planning effort. Thank you for considering our views.

6

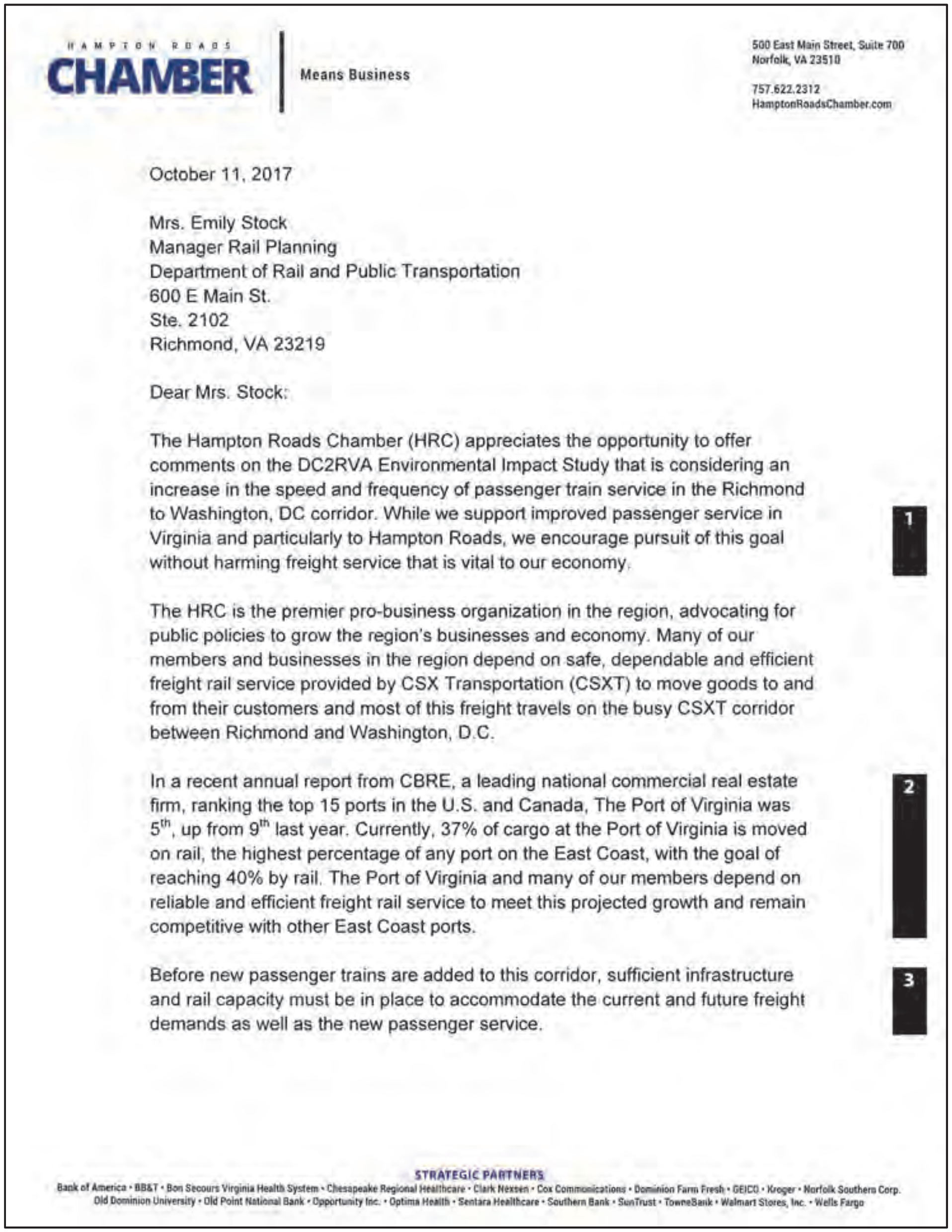
Sincerely,

Elizabeth S. Kostelny
Chief Executive Officer

DRPT November 7, 2017 Page 2

PRESERVATION VIRGINIA (continued)

6. FRA and DRPT are committed to avoiding and minimizing impacts to historic properties—both above and below ground—throughout the DC2RVA study process.



HAMPTON ROADS
CHAMBER
Means Business

500 East Main Street, Suite 700
Norfolk, VA 23510

757.622.2312
HamptonRoadsChamber.com

October 11, 2017

Mrs. Emily Stock
Manager Rail Planning
Department of Rail and Public Transportation
600 E Main St.
Ste. 2102
Richmond, VA 23219

Dear Mrs. Stock:

The Hampton Roads Chamber (HRC) appreciates the opportunity to offer comments on the DC2RVA Environmental Impact Study that is considering an increase in the speed and frequency of passenger train service in the Richmond to Washington, DC corridor. While we support improved passenger service in Virginia and particularly to Hampton Roads, we encourage pursuit of this goal without harming freight service that is vital to our economy. 1

The HRC is the premier pro-business organization in the region, advocating for public policies to grow the region's businesses and economy. Many of our members and businesses in the region depend on safe, dependable and efficient freight rail service provided by CSX Transportation (CSXT) to move goods to and from their customers and most of this freight travels on the busy CSXT corridor between Richmond and Washington, D.C.

In a recent annual report from CBRE, a leading national commercial real estate firm, ranking the top 15 ports in the U.S. and Canada, The Port of Virginia was 5th, up from 9th last year. Currently, 37% of cargo at the Port of Virginia is moved on rail, the highest percentage of any port on the East Coast, with the goal of reaching 40% by rail. The Port of Virginia and many of our members depend on reliable and efficient freight rail service to meet this projected growth and remain competitive with other East Coast ports. 2

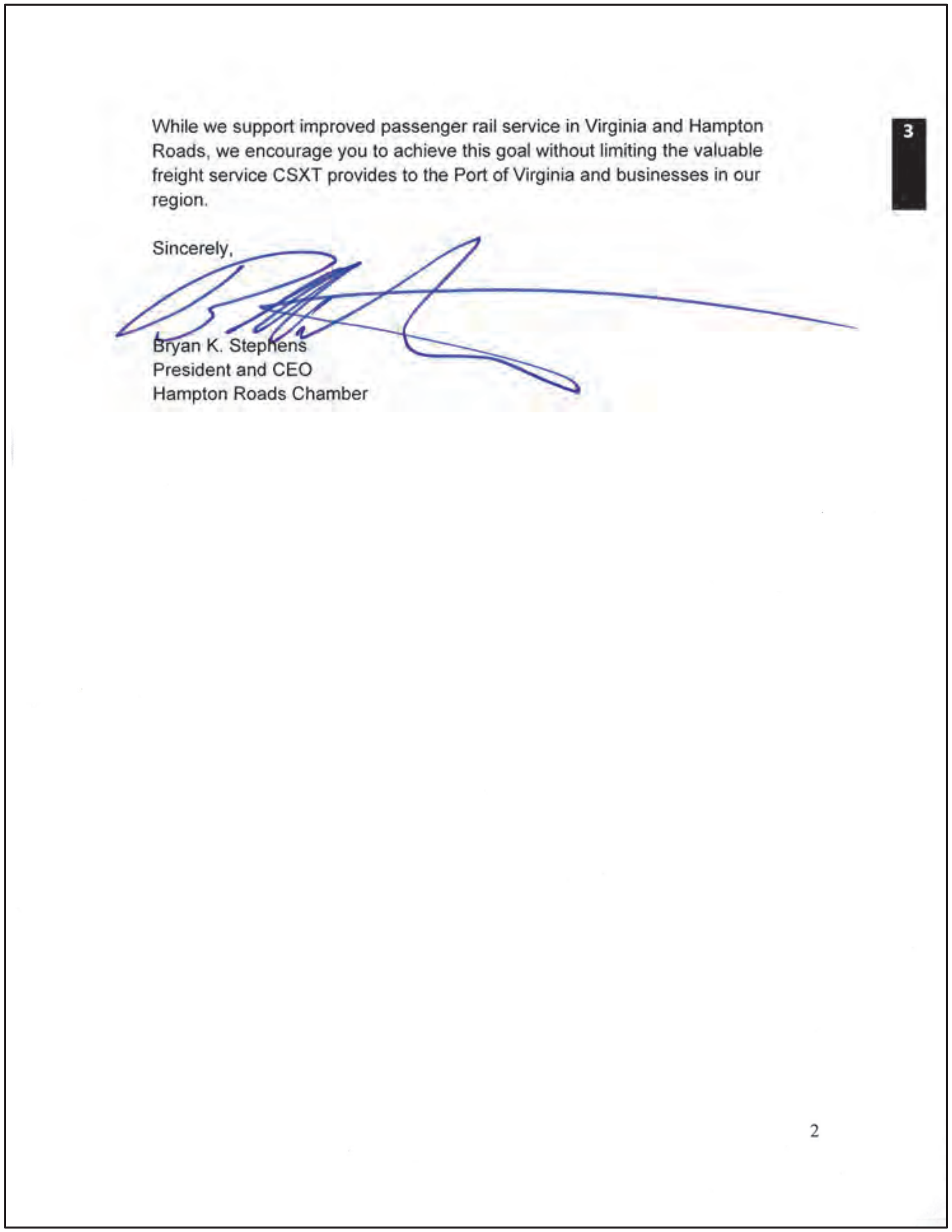
Before new passenger trains are added to this corridor, sufficient infrastructure and rail capacity must be in place to accommodate the current and future freight demands as well as the new passenger service. 3

STRATEGIC PARTNERS
Bank of America • BB&T • Bon Secours Virginia Health System • Chesapeake Regional Healthcare • Clark Nexsen • Cox Communications • Dominion Farm Fresh • GEICO • Kroger • Norfolk Southern Corp.
Old Dominion University • Old Point National Bank • Opportunity Inc. • Optima Health • Sentara Healthcare • Southern Bank • SunTrust • TowneBank • Walmart Stores, Inc. • Wells Fargo

HAMPTON ROADS CHAMBER

1. The DC2RVA Project proposes to accommodate efficient movement of rail freight traffic in the DC2RVA Corridor. The Project's stated Purpose is to increase railroad capacity between Washington, D.C. and Richmond, VA, not only to deliver improved passenger rail service, but also to support the planned expansion of Virginia Railway Express (VRE) commuter rail service and accommodate the forecasted growth of freight rail service by developing an efficient and reliable multimodal rail corridor. Improvements to freight rail operations in the corridor would also encourage economic development by increasing freight traffic through Virginia's ports, and present an opportunity for greater diversion of freight transport from congested highways to rail.
2. The Department of Rail and Public Transportation (DRPT) recognizes that the Port of Virginia is a major source of economic growth for the Commonwealth. Over the next 20 years, containerized cargo volume coming into the United States is expected to triple, far surpassing the capacity of existing United States ports. Much of this containerized cargo would be transported by rail, including freight trains along the DC2RVA corridor.

(Response to comment 3 on next page)



While we support improved passenger rail service in Virginia and Hampton Roads, we encourage you to achieve this goal without limiting the valuable freight service CSXT provides to the Port of Virginia and businesses in our region.

3

Sincerely,

Bryan K. Stephens
President and CEO
Hampton Roads Chamber

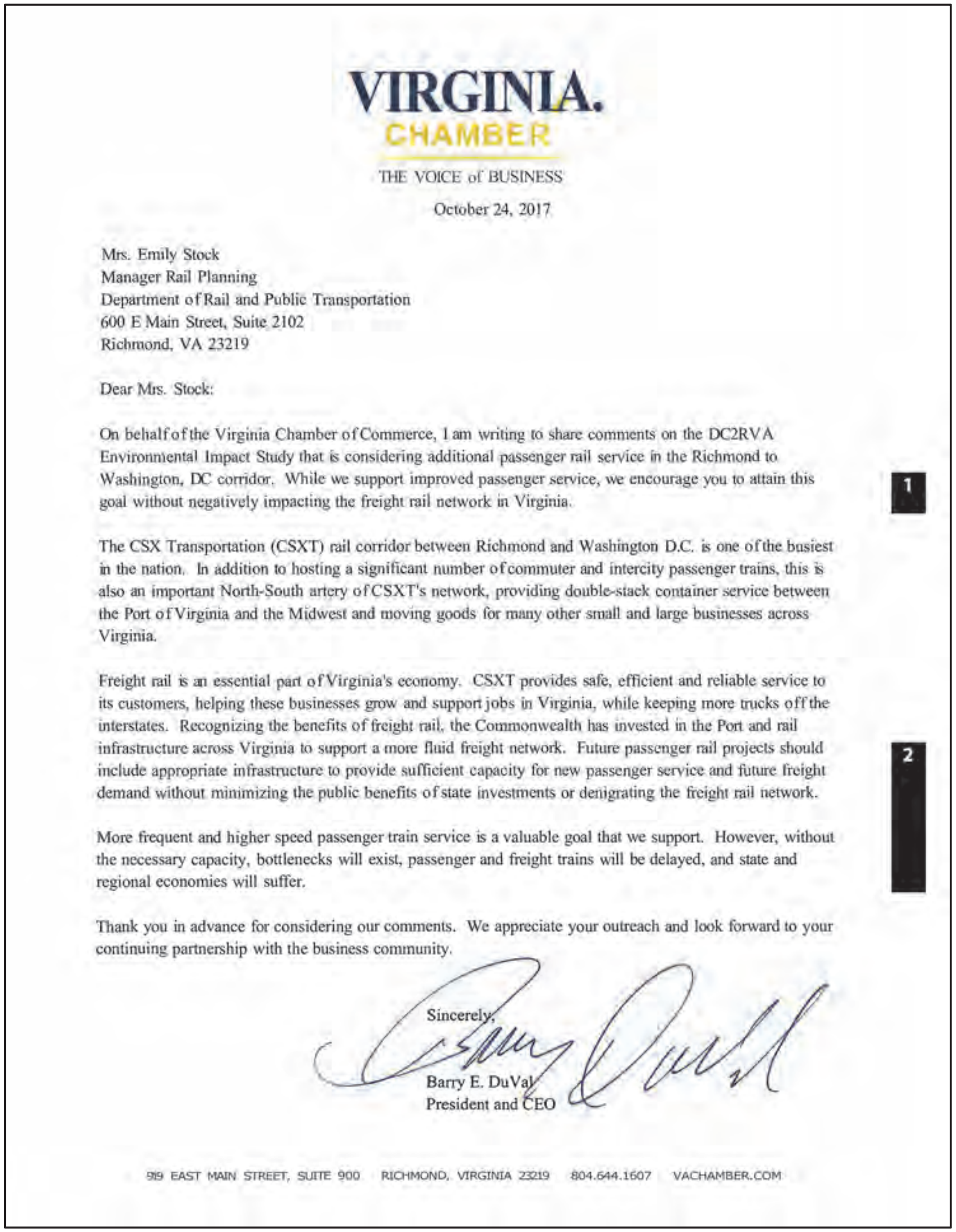
2

HAMPTON ROADS CHAMBER (continued)

3. DRPT conducted preliminary operations simulation modeling to estimate rail performance in the corridor, including impacts to freight rail. The preliminary operations simulation modeling has focused on verifying that the DC2RVA Project's proposed rail capacity improvements would meet the DC2RVA Project's Purpose and Need, and specifically would meet intercity passenger train and freight service performance goals established in the Passenger Rail Investment and Improvement Act (PRIIA).

   The operations simulation modeling incorporated increases in freight train frequencies projected through the year 2045. To determine projected freight train growth for the operations simulations, DRPT used CSXT input derived from the U.S. Department of Transportation's Freight Analysis Framework (FAF) to forecast how rail freight traffic in the corridor would increase and change through the year 2045. While CSXT's actual freight growth may be greater or less than the projected growth rates based on market demands, both DRPT and the Federal Railroad Administration (FRA) concluded that the FAF provided a reasonable basis for estimating future freight movement.

   Refer to Section 3.2 of the Final EIS and its Appendix F for details of the operations modeling process.



VIRGINIA.
CHAMBER
THE VOICE of BUSINESS

October 24, 2017

Mrs. Emily Stock
Manager Rail Planning
Department of Rail and Public Transportation
600 E Main Street, Suite 2102
Richmond, VA 23219

Dear Mrs. Stock:

On behalf of the Virginia Chamber of Commerce, I am writing to share comments on the DC2RVA Environmental Impact Study that is considering additional passenger rail service in the Richmond to Washington, DC corridor. While we support improved passenger service, we encourage you to attain this goal without negatively impacting the freight rail network in Virginia.

1

The CSX Transportation (CSXT) rail corridor between Richmond and Washington D.C. is one of the busiest in the nation. In addition to hosting a significant number of commuter and intercity passenger trains, this is also an important North-South artery of CSXT's network, providing double-stack container service between the Port of Virginia and the Midwest and moving goods for many other small and large businesses across Virginia.

Freight rail is an essential part of Virginia's economy. CSXT provides safe, efficient and reliable service to its customers, helping these businesses grow and support jobs in Virginia, while keeping more trucks off the interstates. Recognizing the benefits of freight rail, the Commonwealth has invested in the Port and rail infrastructure across Virginia to support a more fluid freight network. Future passenger rail projects should include appropriate infrastructure to provide sufficient capacity for new passenger service and future freight demand without minimizing the public benefits of state investments or denigrating the freight rail network.

2

More frequent and higher speed passenger train service is a valuable goal that we support. However, without the necessary capacity, bottlenecks will exist, passenger and freight trains will be delayed, and state and regional economies will suffer.

Thank you in advance for considering our comments. We appreciate your outreach and look forward to your continuing partnership with the business community.

Sincerely,

Barry DuVal

Barry E. DuVal
President and CEO

919 EAST MAIN STREET, SUITE 900 RICHMOND, VIRGINIA 23219 804.644.1607 VACHAMBER.COM

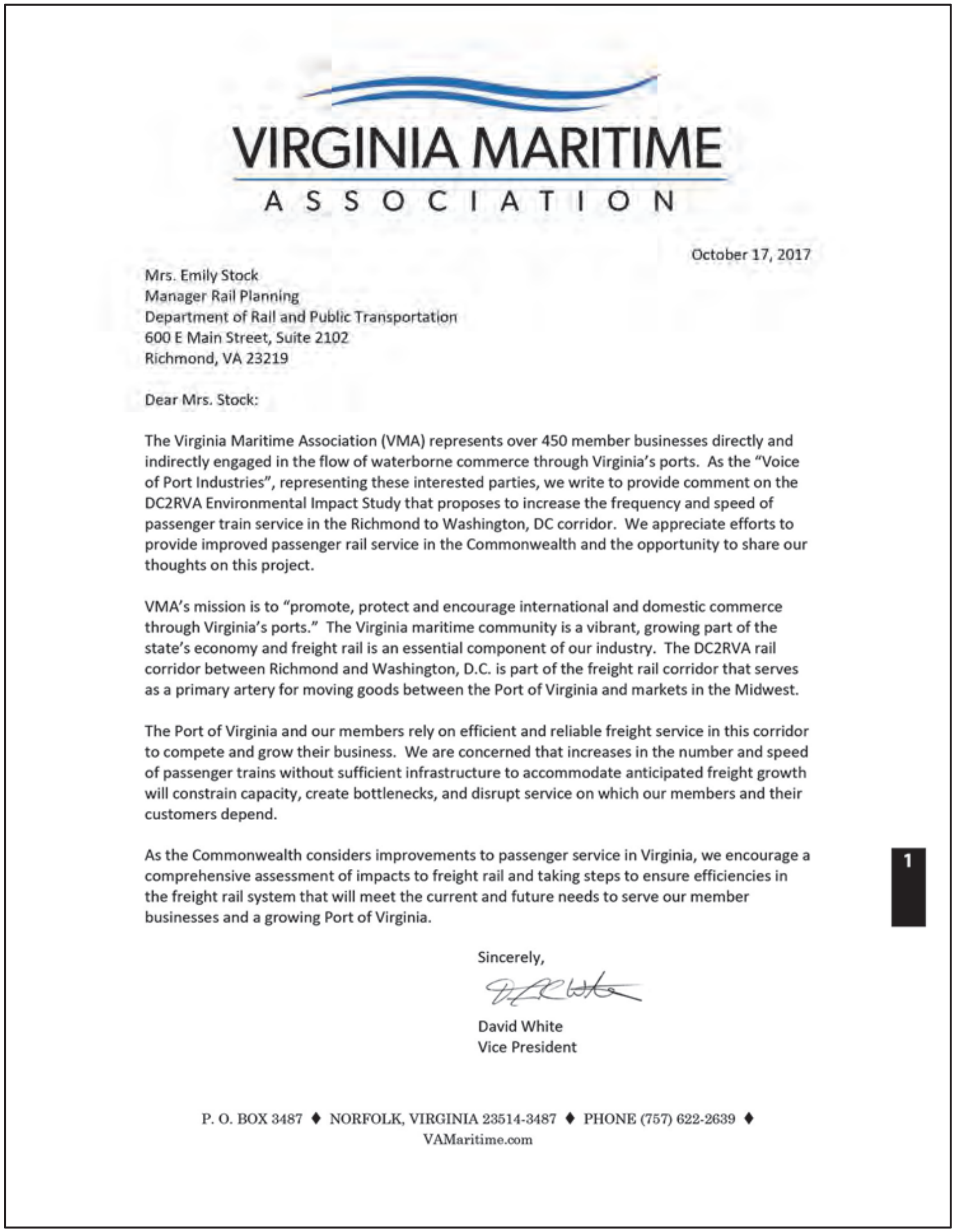
VIRGINIA CHAMBER OF COMMERCE

1. The DC2RVA Project proposes to accommodate efficient movement of rail freight traffic in the DC2RVA Corridor. The Project's stated Purpose is to increase railroad capacity in the 123-mile corridor between Washington, D.C. and Richmond, VA, not only to deliver improved passenger rail service, but also to support the planned expansion of Virginia Railway Express (VRE) commuter rail service and accommodate the forecasted growth of freight rail service by developing an efficient and reliable multimodal rail corridor. Improvements to freight rail operations in the corridor would also encourage economic development by increasing freight traffic through Virginia's ports, and present an opportunity for greater diversion of freight transport from congested highways to rail.

2. The Department of Rail and Public Transportation (DRPT) conducted preliminary operations simulation modeling to estimate rail performance in the corridor, including impacts to freight rail. The preliminary operations simulation modeling has focused on verifying that the DC2RVA Project's proposed rail capacity improvements would meet the DC2RVA Project's Purpose and Need, and specifically would meet intercity passenger train and freight service performance goals established in the Passenger Rail Investment and Improvement Act (PRIIA).

   The operations simulation modeling incorporated increases in freight train frequencies projected through the year 2045. To determine projected freight train growth for the operations simulations, DRPT used CSXT input derived from the U.S. Department of Transportation's Freight Analysis Framework (FAF) to forecast how rail freight traffic in the corridor would increase and change through the year 2045. While CSXT's actual freight growth may be greater or less than the projected growth rates based on market demands, both DRPT and the Federal Railroad Administration (FRA) concluded that the FAF provided a reasonable basis for estimating future freight movement.

   Refer to Section 3.2 of the Final EIS and its Appendix F for details of the operations modeling process.



VIRGINIA MARITIME
ASSOCIATION

October 17, 2017

Mrs. Emily Stock
Manager Rail Planning
Department of Rail and Public Transportation
600 E Main Street, Suite 2102
Richmond, VA 23219

Dear Mrs. Stock:

The Virginia Maritime Association (VMA) represents over 450 member businesses directly and indirectly engaged in the flow of waterborne commerce through Virginia's ports. As the "Voice of Port Industries", representing these interested parties, we write to provide comment on the DC2RVA Environmental Impact Study that proposes to increase the frequency and speed of passenger train service in the Richmond to Washington, DC corridor. We appreciate efforts to provide improved passenger rail service in the Commonwealth and the opportunity to share our thoughts on this project.

VMA's mission is to "promote, protect and encourage international and domestic commerce through Virginia's ports." The Virginia maritime community is a vibrant, growing part of the state's economy and freight rail is an essential component of our industry. The DC2RVA rail corridor between Richmond and Washington, D.C. is part of the freight rail corridor that serves as a primary artery for moving goods between the Port of Virginia and markets in the Midwest.

The Port of Virginia and our members rely on efficient and reliable freight service in this corridor to compete and grow their business. We are concerned that increases in the number and speed of passenger trains without sufficient infrastructure to accommodate anticipated freight growth will constrain capacity, create bottlenecks, and disrupt service on which our members and their customers depend.

As the Commonwealth considers improvements to passenger service in Virginia, we encourage a comprehensive assessment of impacts to freight rail and taking steps to ensure efficiencies in the freight rail system that will meet the current and future needs to serve our member businesses and a growing Port of Virginia. 1

Sincerely,

David White
Vice President

P. O. BOX 3487 ♦ NORFOLK, VIRGINIA 23514-3487 ♦ PHONE (757) 622-2639 ♦
VAMaritime.com

VIRGINIA MARITIME ASSOCIATION

1. The DC2RVA Project proposes to accommodate efficient movement of rail freight traffic in the DC2RVA Corridor. The Project's stated Purpose is to increase railroad capacity in the 123-mile corridor between Washington, D.C. and Richmond, VA, not only to deliver improved passenger rail service, but also to support the planned expansion of Virginia Railway Express (VRE) commuter rail service and accommodate the forecasted growth of freight rail service by developing an efficient and reliable multimodal rail corridor. Improvements to freight rail operations in the corridor would also encourage economic development by increasing freight traffic through Virginia's ports, and present an opportunity for greater diversion of freight transport from congested highways to rail.

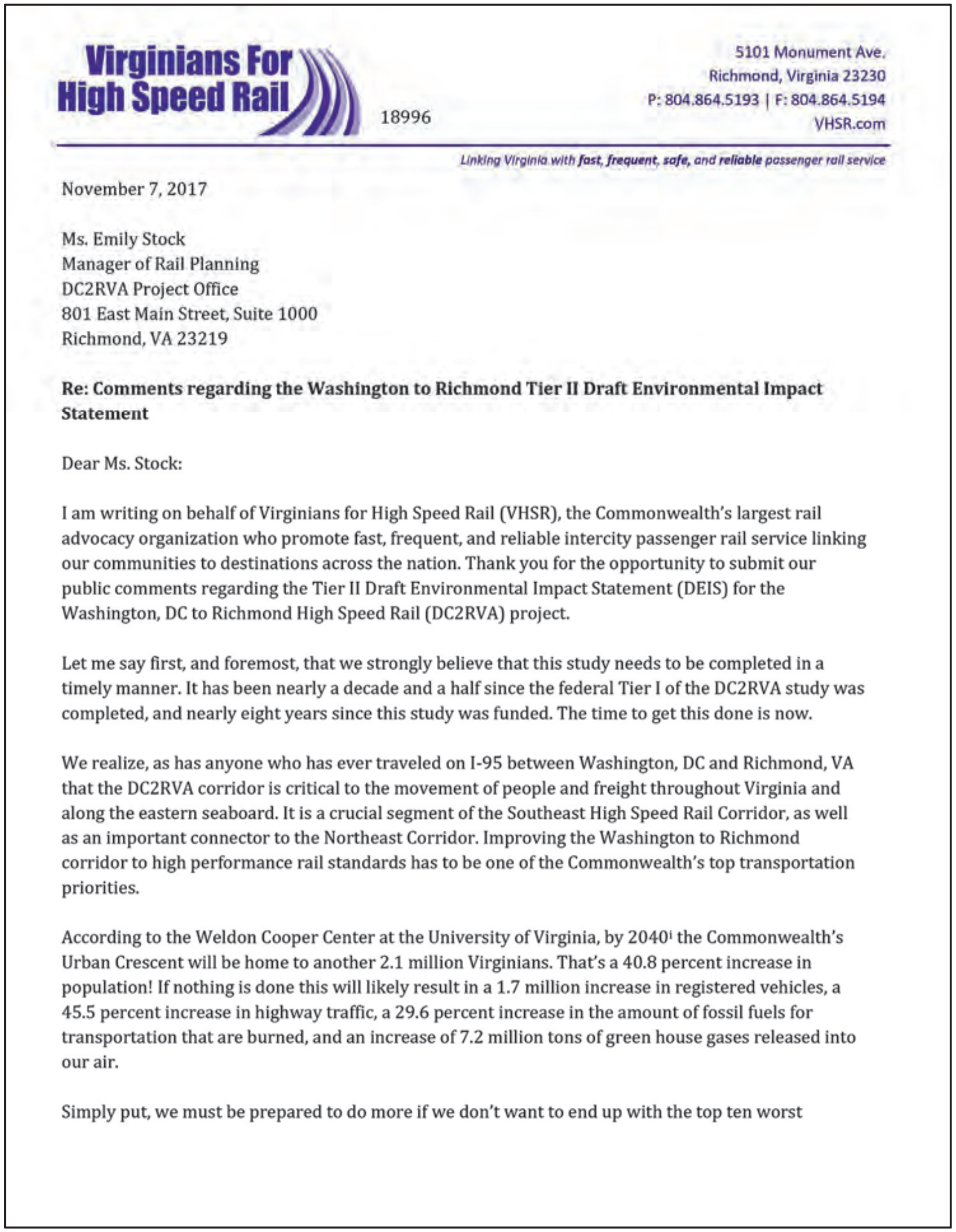
   The Department of Rail and Public Transportation (DRPT) conducted preliminary operations simulation modeling to estimate rail performance in the corridor, including impacts to freight rail. The preliminary operations simulation modeling has focused on verifying that the DC2RVA Project's proposed rail capacity improvements would meet the DC2RVA Project's Purpose and Need, and specifically would meet intercity passenger train and freight service performance goals established in the Passenger Rail Investment and Improvement Act (PRIIA).

   The operations simulation modeling incorporated increases in freight train frequencies projected through the year 2045. To determine projected freight train growth for the operations simulations, DRPT used CSXT input derived from the U.S. Department of Transportation's Freight Analysis Framework (FAF) to forecast how rail freight traffic in the corridor would increase and change through the year 2045. While CSXT's actual freight growth may be greater or less than the projected growth rates based on market demands, both DRPT and the Federal Railroad Administration (FRA) concluded that the FAF provided a reasonable basis for estimating future freight movement.

   Refer to Section 3.2 of the Final EIS and its Appendix F for details of the operations modeling process.

VIRGINIANS FOR HIGH SPEED RAIL

(No comments on this page)



Virginians For High Speed Rail

5101 Monument Ave.
Richmond, Virginia 23230
P: 804.864.5193 | F: 804.864.5194
VHSR.com

*Linking Virginia with **fast, frequent, safe,** and **reliable** passenger rail service*

18996

November 7, 2017

Ms. Emily Stock
Manager of Rail Planning
DC2RVA Project Office
801 East Main Street, Suite 1000
Richmond, VA 23219

Re: Comments regarding the Washington to Richmond Tier II Draft Environmental Impact Statement

Dear Ms. Stock:

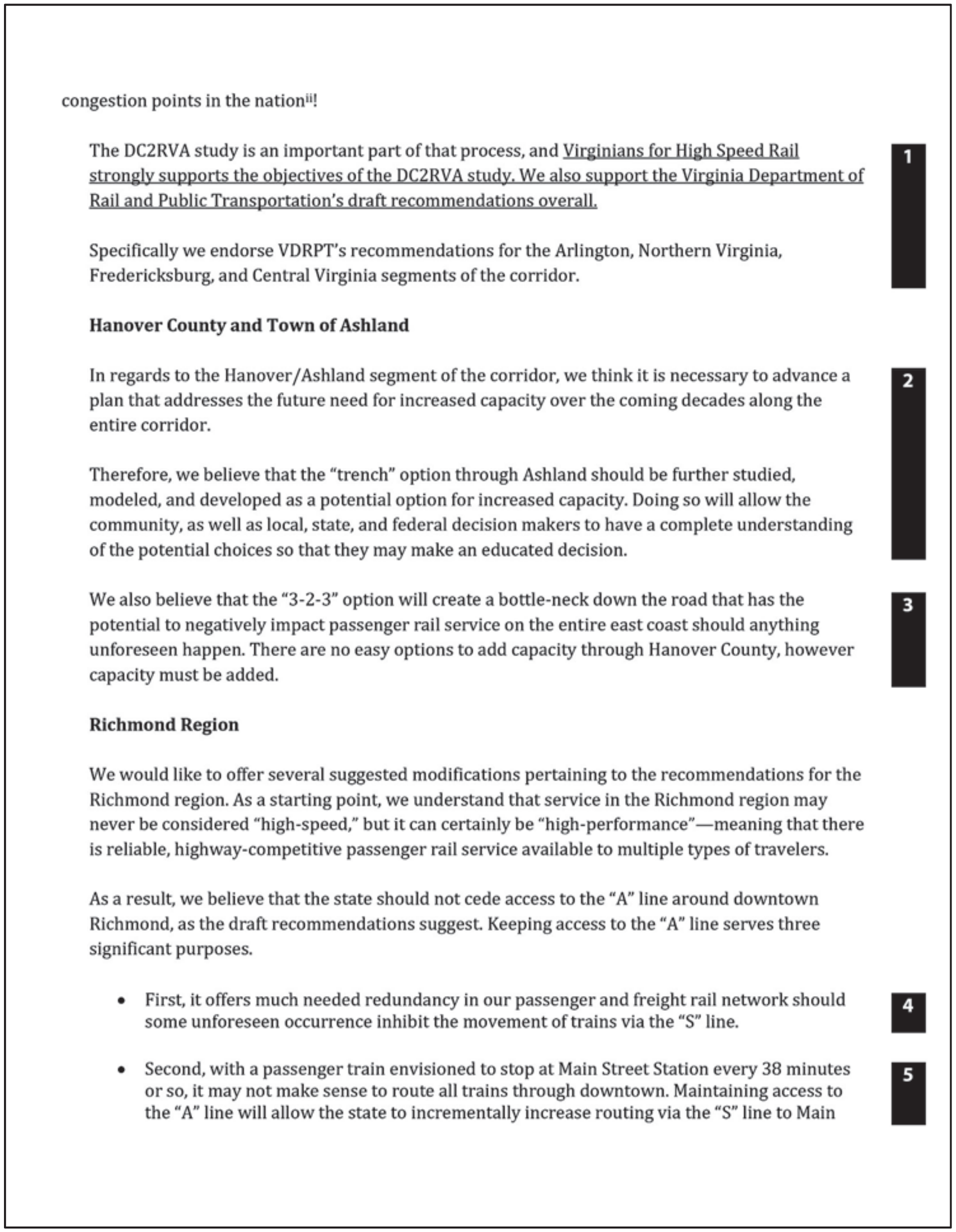
I am writing on behalf of Virginians for High Speed Rail (VHSR), the Commonwealth's largest rail advocacy organization who promote fast, frequent, and reliable intercity passenger rail service linking our communities to destinations across the nation. Thank you for the opportunity to submit our public comments regarding the Tier II Draft Environmental Impact Statement (DEIS) for the Washington, DC to Richmond High Speed Rail (DC2RVA) project.

Let me say first, and foremost, that we strongly believe that this study needs to be completed in a timely manner. It has been nearly a decade and a half since the federal Tier I of the DC2RVA study was completed, and nearly eight years since this study was funded. The time to get this done is now.

We realize, as has anyone who has ever traveled on I-95 between Washington, DC and Richmond, VA that the DC2RVA corridor is critical to the movement of people and freight throughout Virginia and along the eastern seaboard. It is a crucial segment of the Southeast High Speed Rail Corridor, as well as an important connector to the Northeast Corridor. Improving the Washington to Richmond corridor to high performance rail standards has to be one of the Commonwealth's top transportation priorities.

According to the Weldon Cooper Center at the University of Virginia, by 2040[i] the Commonwealth's Urban Crescent will be home to another 2.1 million Virginians. That's a 40.8 percent increase in population! If nothing is done this will likely result in a 1.7 million increase in registered vehicles, a 45.5 percent increase in highway traffic, a 29.6 percent increase in the amount of fossil fuels for transportation that are burned, and an increase of 7.2 million tons of green house gases released into our air.

Simply put, we must be prepared to do more if we don't want to end up with the top ten worst



congestion points in the nation[iii]!

The DC2RVA study is an important part of that process, and Virginians for High Speed Rail strongly supports the objectives of the DC2RVA study. We also support the Virginia Department of Rail and Public Transportation's draft recommendations overall. 1

Specifically we endorse VDRPT's recommendations for the Arlington, Northern Virginia, Fredericksburg, and Central Virginia segments of the corridor.

Hanover County and Town of Ashland

In regards to the Hanover/Ashland segment of the corridor, we think it is necessary to advance a plan that addresses the future need for increased capacity over the coming decades along the entire corridor. 2

Therefore, we believe that the "trench" option through Ashland should be further studied, modeled, and developed as a potential option for increased capacity. Doing so will allow the community, as well as local, state, and federal decision makers to have a complete understanding of the potential choices so that they may make an educated decision.

We also believe that the "3-2-3" option will create a bottle-neck down the road that has the potential to negatively impact passenger rail service on the entire east coast should anything unforeseen happen. There are no easy options to add capacity through Hanover County, however capacity must be added. 3

Richmond Region

We would like to offer several suggested modifications pertaining to the recommendations for the Richmond region. As a starting point, we understand that service in the Richmond region may never be considered "high-speed," but it can certainly be "high-performance"—meaning that there is reliable, highway-competitive passenger rail service available to multiple types of travelers.

As a result, we believe that the state should not cede access to the "A" line around downtown Richmond, as the draft recommendations suggest. Keeping access to the "A" line serves three significant purposes.

- First, it offers much needed redundancy in our passenger and freight rail network should some unforeseen occurrence inhibit the movement of trains via the "S" line. 4
- Second, with a passenger train envisioned to stop at Main Street Station every 38 minutes or so, it may not make sense to route all trains through downtown. Maintaining access to the "A" line will allow the state to incrementally increase routing via the "S" line to Main 5

VIRGINIANS FOR HIGH SPEED RAIL (continued)

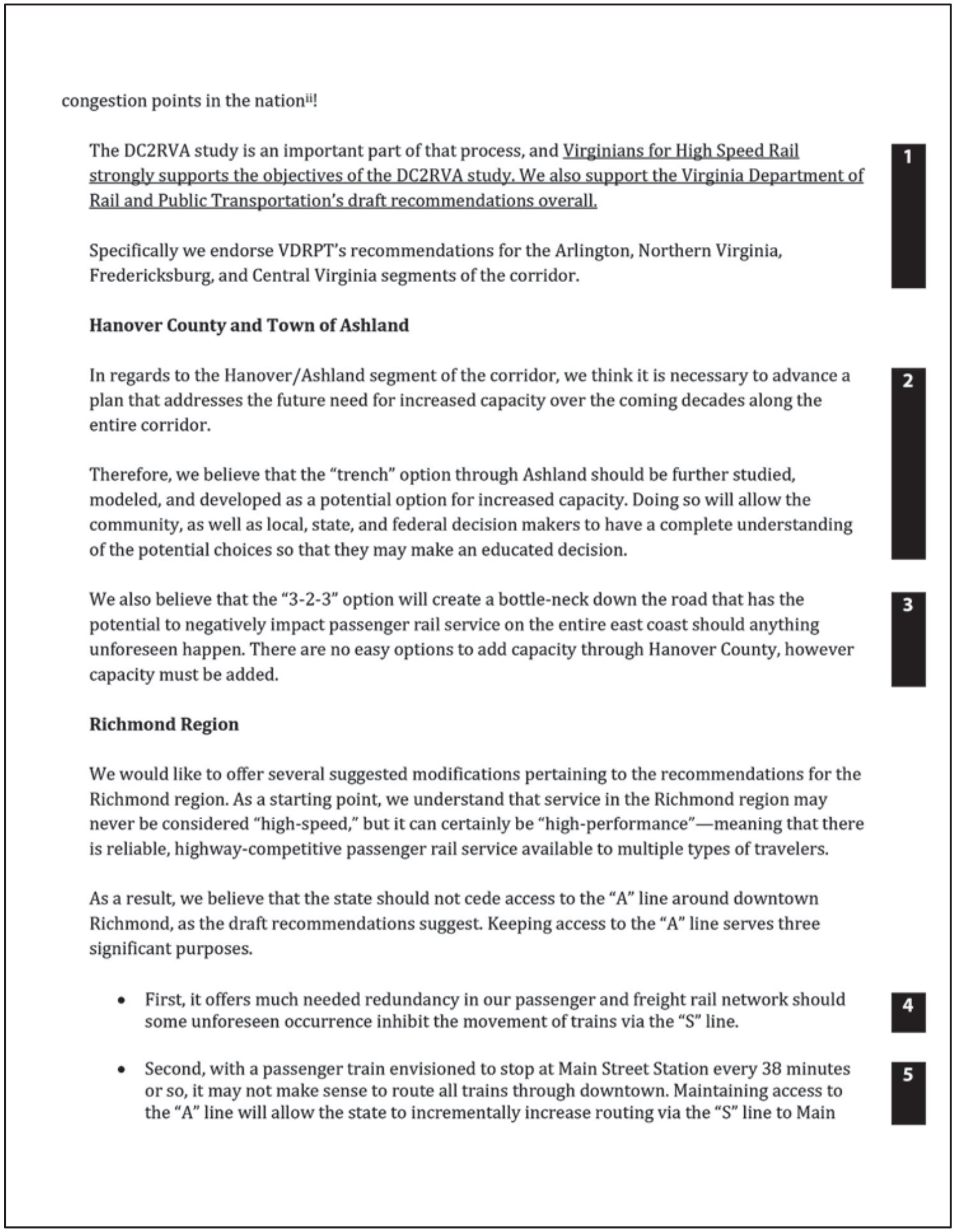
1. Comment noted. The Draft Environmental Impact Statement (EIS) recommendations for the Arlington, Northern Virginia, Fredericksburg, and Central Virginia portions of the Project corridor were selected as the Preferred Alternative in the Final EIS.

2. The Town of Ashland/Hanover County Community Advisory Committee (CAC) considered a three-track trench through Ashland and identified this option as the "least objectionable" below-ground alternative. However, the Town of Ashland did not support the trench due to potential impacts to local businesses and the community during construction and impacts to the character of the Town after the trench is placed in operation.

   Subsequently, in accordance with the September 2017 recommendation of the CAC (Appendix G of the Final EIS) and with the December 2017 resolution of the Commonwealth Transportation Board (CTB) (Appendix H of the Final EIS), Alternative 5A (the "3-2-3" option) was selected as the Preferred Alternative, which maintains the existing rail infrastructure through the Town of Ashland.

3. The Federal Railroad Administration (FRA) and DRPT, as discussed in Section 4.3.5 of the Final EIS, concluded that Alternative 5A (the "3-2-3" option) provides the railroad and roadway infrastructure required to support the railroad operations proposed in the DC2RVA Project. As presented in Chapter 5 of the Final EIS, Alternative 5A is expected to affect zero historic properties, as no additional infrastructure would be constructed within the Town of Ashland or outside of the CSXT railroad right-of-way through Hanover County, with the exception of two new highway-rail grade separations where Vaughan Road (Archie Cannon Drive) and Ashcake Road cross the corridor. Whereas all other alternatives considered in the Ashland/Hanover County Area would incur impacts to historic or protected resources; NEPA requires the selection of the "avoidance" alternative, which in this case would be Alternative 5A (Maintain Two Tracks Through Town).

(Responses are continued on next page)



congestion points in the nation[ii]!

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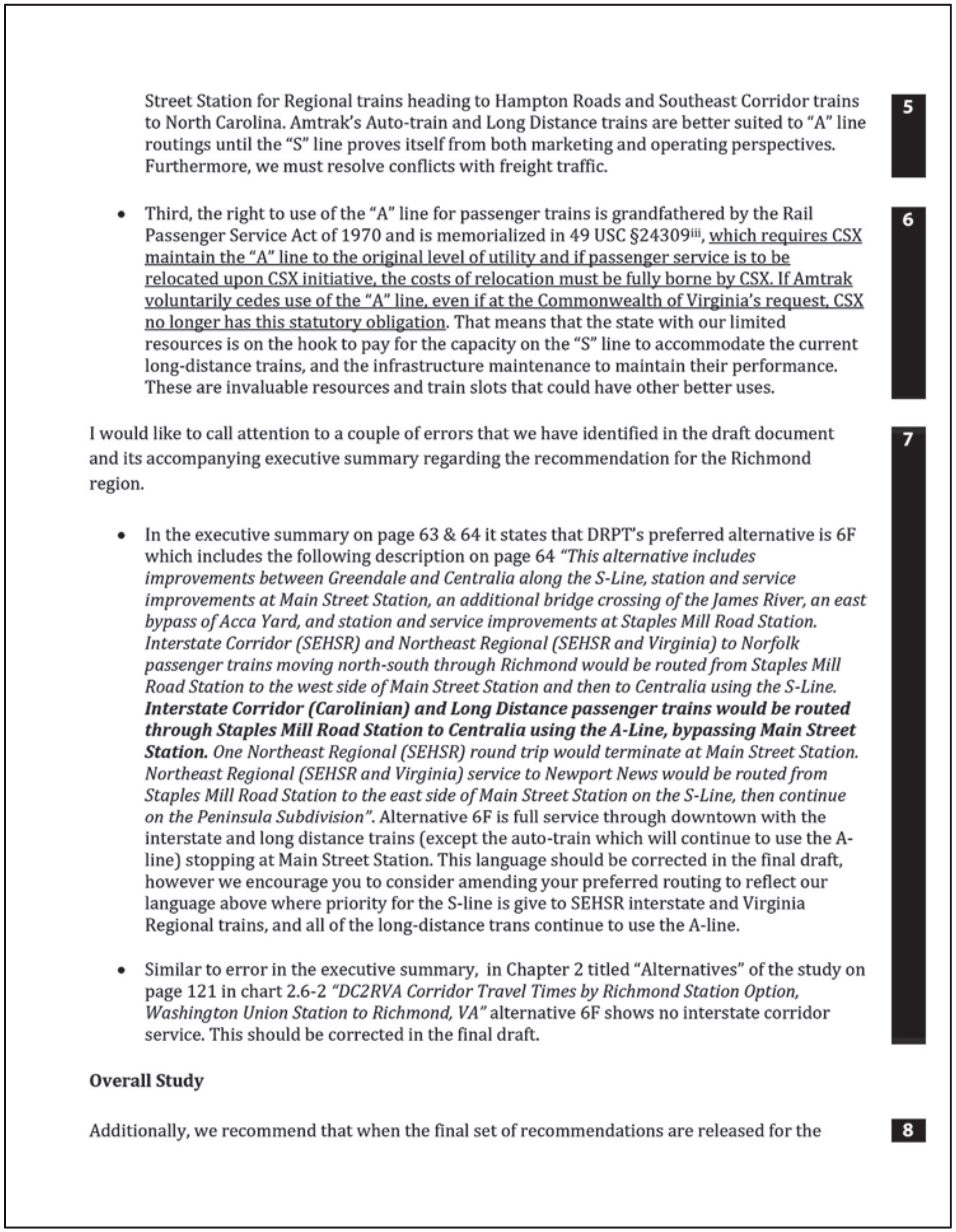
As a result, we believe that the state should not cede access to the "A" line around downtown Richmond, as the draft recommendations suggest. Keeping access to the "A" line serves three significant purposes.

- First, it offers much needed redundancy in our passenger and freight rail network should some unforeseen occurrence inhibit the movement of trains via the "S" line. 4
- Second, with a passenger train envisioned to stop at Main Street Station every 38 minutes or so, it may not make sense to route all trains through downtown. Maintaining access to the "A" line will allow the state to incrementally increase routing via the "S" line to Main 5

VIRGINIANS FOR HIGH SPEED RAIL (continued)

4 and 5. DRPT Performed detailed operations analysis of the railroad network through the Richmond section of the DC2RVA Corridor, which supported the advancement of the alternatives shifting passenger service to the S-Line through Richmond. The forecasted growth in freight traffic through the corridor in the No Build Alternative and all considered Build Alternatives as evaluated in the Draft EIS demonstrated increased demand for freight capacity on the A-Line west of downtown Richmond; however, there is limited ability to increase capacity on the A-Line due to its constrained alignment in the median of I-195 and across the James River. Through physical survey and continued operations analysis, DRPT determined that the S-Line can accommodate the construction of additional capacity to support the reroute of existing and expansion of intercity passenger rail service proposed in the DC2RVA Project. Chapter 2.6 and Appendix I (Operations Modeling) of the Draft EIS provide additional information on the operations modeling process with regard to routing in and around Richmond. Section 3.2 of the Final EIS and its Appendix F provides details of refined operations modeling that has occurred since the publication of the Draft EIS.

DRPT agrees with Virginians for High Speed Rail in its assertion that the CSXT A-Line offers much needed redundancy in the Richmond area's passenger and freight rail network should unforeseen occurrences inhibit the movement of trains via the S-line. The infrastructure improvements included in the Preferred Alternative (6F: Full Service) do not preclude use of the A-Line by passenger trains in the event of unforeseen occurrences that would prevent the use of the S-Line for passenger service, or if desired by Amtrak under its statutory authority. Under the Preferred Alternative, Amtrak's Auto Train would continue to use the A-Line.



Street Station for Regional trains heading to Hampton Roads and Southeast Corridor trains to North Carolina. Amtrak's Auto-train and Long Distance trains are better suited to "A" line routings until the "S" line proves itself from both marketing and operating perspectives. Furthermore, we must resolve conflicts with freight traffic. 5

- Third, the right to use of the "A" line for passenger trains is grandfathered by the Rail Passenger Service Act of 1970 and is memorialized in 49 USC §24309[iii], which requires CSX maintain the "A" line to the original level of utility and if passenger service is to be relocated upon CSX initiative, the costs of relocation must be fully borne by CSX. If Amtrak voluntarily cedes use of the "A" line, even if at the Commonwealth of Virginia's request, CSX no longer has this statutory obligation. That means that the state with our limited resources is on the hook to pay for the capacity on the "S" line to accommodate the current long-distance trains, and the infrastructure maintenance to maintain their performance. These are invaluable resources and train slots that could have other better uses. 6

I would like to call attention to a couple of errors that we have identified in the draft document and its accompanying executive summary regarding the recommendation for the Richmond region. 7

- In the executive summary on page 63 & 64 it states that DRPT's preferred alternative is 6F which includes the following description on page 64 *"This alternative includes improvements between Greendale and Centralia along the S-Line, station and service improvements at Main Street Station, an additional bridge crossing of the James River, an east bypass of Acca Yard, and station and service improvements at Staples Mill Road Station. Interstate Corridor (SEHSR) and Northeast Regional (SEHSR and Virginia) to Norfolk passenger trains moving north-south through Richmond would be routed from Staples Mill Road Station to the west side of Main Street Station and then to Centralia using the S-Line.* ***Interstate Corridor (Carolinian) and Long Distance passenger trains would be routed through Staples Mill Road Station to Centralia using the A-Line, bypassing Main Street Station.*** *One Northeast Regional (SEHSR) round trip would terminate at Main Street Station. Northeast Regional (SEHSR and Virginia) service to Newport News would be routed from Staples Mill Road Station to the east side of Main Street Station on the S-Line, then continue on the Peninsula Subdivision"*. Alternative 6F is full service through downtown with the interstate and long distance trains (except the auto-train which will continue to use the A-line) stopping at Main Street Station. This language should be corrected in the final draft, however we encourage you to consider amending your preferred routing to reflect our language above where priority for the S-line is give to SEHSR interstate and Virginia Regional trains, and all of the long-distance trans continue to use the A-line.
- Similar to error in the executive summary, in Chapter 2 titled "Alternatives" of the study on page 121 in chart 2.6-2 *"DC2RVA Corridor Travel Times by Richmond Station Option, Washington Union Station to Richmond, VA"* alternative 6F shows no interstate corridor service. This should be corrected in the final draft.

Overall Study

Additionally, we recommend that when the final set of recommendations are released for the 8

VIRGINIANS FOR HIGH SPEED RAIL (continued)

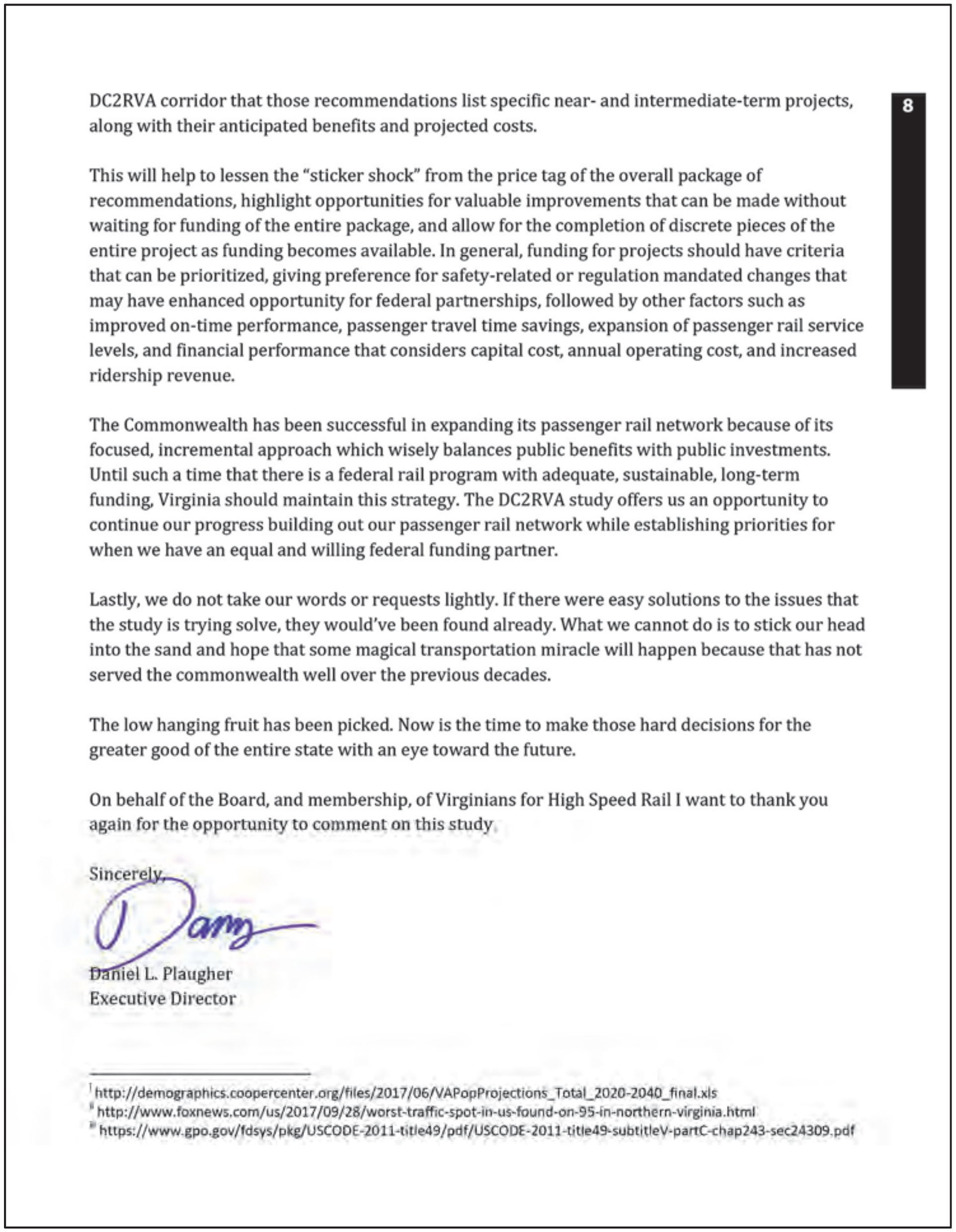
(Response to comment 5 on previous page)

6. Build-out of the proposed DC2RVA improvements and full implementation of proposed intercity passenger service is dependent on future state and federal funding, as described in Chapter 7 of the Final EIS (which has been added since the Draft EIS) to present information on future steps of the Project. Operating agreements for train slots on the CSXT-owned A-Line and S-Line, and along the entire DC2RVA corridor for planned future intercity passenger trains, would be the subject of future negotiations between CSXT, the Commonwealth of Virginia, and Amtrak, after the Project has final approvals and funding is available to support incremental final design and construction. DRPT recognizes Amtrak's statutory authority to operate over any route desired, subject to the jurisdiction of the Surface Transportation Board (STB); however, FRA and DRPT have defined the Preferred Alternative for the DC2RVA Project to provide the most feasible opportunity to construct, deliver, and sustain intercity passenger and freight train operations for the foreseeable future.

7. DRPT agrees that an incorrect summary of Build Alternative 6F with regard to service at Main Street Station was provided in the "Recommended Preferred Alternative" section of the Draft EIS Executive Summary (the full detailed descriptions provided in Chapters 2 and 7 of the Draft EIS were correct). The Draft EIS Executive Summary text has been corrected; refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS. Additionally, DRPT has ensured that all descriptions of Alternative 6F are correct in the Final EIS.

   The Build Alternative 6F and Build Alternative 6G rows in Draft EIS Table 2.6-2 were inadvertently switched; the data showing for Build Alternative 6F in the table is appropriate and accurate for Build Alternative 6G, and vice versa. This correction has been made in the Final EIS; refer to the errata table for the Draft EIS, which is Appendix A of the Final EIS.

(Response to comment 8 on next page)



DC2RVA corridor that those recommendations list specific near- and intermediate-term projects, along with their anticipated benefits and projected costs.

This will help to lessen the "sticker shock" from the price tag of the overall package of recommendations, highlight opportunities for valuable improvements that can be made without waiting for funding of the entire package, and allow for the completion of discrete pieces of the entire project as funding becomes available. In general, funding for projects should have criteria that can be prioritized, giving preference for safety-related or regulation mandated changes that may have enhanced opportunity for federal partnerships, followed by other factors such as improved on-time performance, passenger travel time savings, expansion of passenger rail service levels, and financial performance that considers capital cost, annual operating cost, and increased ridership revenue.

The Commonwealth has been successful in expanding its passenger rail network because of its focused, incremental approach which wisely balances public benefits with public investments. Until such a time that there is a federal rail program with adequate, sustainable, long-term funding, Virginia should maintain this strategy. The DC2RVA study offers us an opportunity to continue our progress building out our passenger rail network while establishing priorities for when we have an equal and willing federal funding partner.

Lastly, we do not take our words or requests lightly. If there were easy solutions to the issues that the study is trying solve, they would've been found already. What we cannot do is to stick our head into the sand and hope that some magical transportation miracle will happen because that has not served the commonwealth well over the previous decades.

The low hanging fruit has been picked. Now is the time to make those hard decisions for the greater good of the entire state with an eye toward the future.

On behalf of the Board, and membership, of Virginians for High Speed Rail I want to thank you again for the opportunity to comment on this study.

Sincerely,

Danny

Daniel L. Plaugher
Executive Director

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[i] http://demographics.coopercenter.org/files/2017/06/VAPopProjections_Total_2020-2040_final.xls
[ii] http://www.foxnews.com/us/2017/09/28/worst-traffic-spot-in-us-found-on-95-in-northern-virginia.html
[iii] https://www.gpo.gov/fdsys/pkg/USCODE-2011-title49/pdf/USCODE-2011-title49-subtitleV-partC-chap243-sec24309.pdf

VIRGINIANS FOR HIGH SPEED RAIL (continued)

8. Complete build-out of the corridor and full implementation of the DC2RVA improvements (and realization of all Project benefits) is dependent on future funding. DRPT anticipates the DC2RVA Project would be implemented incrementally, as funding becomes available. The funding for the Project is anticipated to come from multiple sources, including federal, state, and local funds, plus passenger fare revenue recovery and private sector sources. Subsequent to the Final EIS, DRPT is developing a Corridor Service Development Plan (refer to Section 7.3 of the Final EIS for details) that addresses likely phasing of improvements and Project benefits, including additional train service and improved reliability. This would not preclude upgrading stations, or constructing highway-rail grade separations or at-grade crossing improvements, independently of the DC2RVA Project, should federal, state, local, or other funding become available.

APPENDIX C

DETAILED RESPONSES TO GENERAL PUBLIC COMMENTS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

Appendix C

DETAILED RESPONSES TO GENERAL PUBLIC COMMENTS

As described in Chapter 2 of the Final EIS, the general public submitted more than 14,000 comments regarding the Project during the 30-day comment period and public hearing process that followed the September 2017 publication of the Draft Environmental Impact Statement (Draft EIS) for the DC2RVA Project. Most comments came from individuals living, working, or having property interests in the Project corridor, particularly within the Town of Ashland, Hanover County, and the City of Richmond. In accordance with 40 CFR 1503.4, the Virginia Department of Rail and Public Transportation (DRPT) carefully reviewed each comment, concern, and request and compiled them into broad subject matter categories, which generally parallel the chapter structure of the Draft and Final EIS documents, for presentation within this appendix:

- Study Process
  - Purpose and Need
  - Proposed Train Service/ Operations/Schedule
  - Public Involvement
  - Other Considerations
- Evaluation of Alternatives
  - Corridor Options Not Evaluated in the Draft EIS
  - Ashland Area Alternatives
  - Richmond Area Alternatives
  - Station Evaluation
- Funding, Implementation, and Construction
- Environmental Impacts
  - General
  - Traffic/Transportation
  - Right-of-Way/Displacements/ Property Values
  - Land Use
  - Community Facilities/Title VI/ Environmental Justice
  - Farmland
  - Bicycle and Pedestrian Facilities
  - Cultural Resources
  - Natural and Water Resources
  - Noise and Vibration
  - Air Quality
  - Visual / Aesthetics
  - Hazardous Materials
  - Indirect and Cumulative Effects
  - Safety

This appendix provides detailed responses from DRPT and the Federal Railroad Administration (FRA) to address substantive comments within the above topic areas. In general, substantive comments are those that question, with reasonable basis, the accuracy of information and methodology in the Draft EIS or present new information not considered in the Draft EIS, and cause changes or revisions in one or more alternative or environmental resource as part of the Final EIS. Many individuals commented on topics that did not warrant changes to methodology or information provided in the Draft EIS, such as:

- Suggestion of additional alternatives to consider, most of which were considered but dismissed during the 2002 Tier I EIS for the Southeast High Speed Rail (SEHSR) corridor between Washington, D.C. and Charlotte, NC, or do not align with the implementing actions that were the outcome of the 2002 Tier I EIS and Record of Decision (ROD).
- Request for detailed information or data that is beyond the scope of an environmental document and would be developed during the final design and permitting process.
  - Environmental impact assessments for the Project are based on conceptual engineering, which is approximately a 10% design level. Chapter 5 of the Final EIS clarifies the use of temporary and permanent impacts on environmental resources. Temporary impacts at the conceptual design level are a fixed offset or distance from the permanent impact limits; this is an allowance to account for possible construction means and methods that may exceed the permanent impact limits. Final design will clarify the potential construction means and methods that might be used to eliminate or mitigate temporary impacts.
  - Final design and mitigations will occur after Project funding becomes available and incremental improvements are scheduled, as explained in Chapter 7 of the Final EIS.

Notwithstanding, DRPT provided responses to these topics within the detailed responses provided in this appendix. DRPT did not provide responses to comments on overall position/opinion for or against the Project or preference for or against a specific Build Alternative that was evaluated in the Draft EIS. Additionally, DRPT addressed specific property questions directly with the property owner, separate from this response document. All comments received were considered as part of the selection process for the Preferred Alternative for this Final EIS.

The comments presented in this appendix convey the substance of the comments made, but condense similar comments together into a single topic and do not necessarily quote comments from individuals verbatim. The responses include reference to information provided in both the Draft and Final EIS, and some responses are the outcome from ongoing analyses and coordination that have occurred since the publication of the Draft EIS. DRPT and FRA do not view the public comment process as a "vote counting" process but rather one seeking substantive comments that benefit the FRA and DRPT in their final decision-making process. The public comment process is also an opportunity for the public to inform FRA or DRPT of potential concerns or conditions that were not identified during the preparation of the Draft EIS.

HOW TO USE THIS APPENDIX:

This general public response appendix is presented in two parts:

- **Appendix C1** lists the questions that DRPT responded to for each of the comment topic areas and provides an index to the page number in Appendix C2 where the detailed response can be found. The intent of this index is to provide a way to easily browse all questions that were asked by the general public and locate its detailed response.
- **Appendix C2** provides the detailed responses to each of the substantive comments within the previously-identified topic areas.

APPENDIX C1

IINDEX TO GENERAL PUBLIC COMMENTS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

Appendix C1

INDEX TO GENERAL PUBLIC COMMENTS

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STUDY PROCESS

PURPOSE AND NEED

1. How is the purpose of this Project different than the previous 2002 Tier I document? C2-1
2. Why is the Project adding more trains? Existing Amtrak trains do not appear to be full, and the corridor does not appear to be a major commuter route. C2-2
3. The 2002 Tier I EIS stated that this Project should minimize impacts by using existing rail corridors. Therefore, the bypass options under consideration as part of this Project do not conform to the Tier I recommendation. C2-3
4. The Project made a recommendation based on the assumption that Long Bridge and Union Station capacity improvements will be complete, when the timeline of neither is known. C2-3
5. Concerns over area-specific capacity needs. C2-4
    a. Why is more rail capacity needed in Area 5 (Ashland) but not Area 2 (Northern Virginia)?
    b. Additional rail capacity through Area 5 (Ashland) is not needed and not appropriate.
    c. In all Build Alternatives, Ashland will become a choke point for rail traffic for the entire corridor and Project capacity goals will not be met.
6. CSXT does not support Build Alternative 5A (commonly known as the "3-2-3" option) due to capacity constraints. Why is it considered? Isn't their support required to meet the Purpose and Need of the Project? C2-4
7. The Purpose and Need is based on an analysis of the "current" Need for the Project. However, the Draft EIS stated that the Project would be constructed between 15 and 25 years from now and the projections of the demand for enhanced passenger rail and freight service are presented for between 2025 and 2045—neither of which are "current." C2-5
8. The DC2RVA proposed solutions do not demonstrate that the rail options will truly support the service growth and results required to meet the Project Purpose and Need. C2-6
    a. Why is a proposed third track needed?
    b. Are even more tracks needed?
    c. Would it be worth it from a cost-benefit perspective to add more lines as part of this Project, to plan for the future?
9. There is no point to this Project without a national plan for better passenger rail. C2-6
10. High speed rail won't meaningfully reduce vehicle traffic, which is stated as an element of the Purpose and Need. The touted reduction in I-95 congestion by adding a high speed rail in the Project documentation is not true. C2-7

PROPOSED TRAIN SERVICE / OPERATIONS / SCHEDULE

1. The lack of specific travel time saved associated with each Build Alternative in the Draft EIS suggests the Project will provide negligible benefits for unacceptable costs. C2-7

2. Amtrak service is not a reliable transportation choice. Amtrak doesn't need to be faster, just more reliable. What is this Project doing to improve the frequent delays and/or cancellations that currently occur on Amtrak? C2-7
3. The passenger trains proposed by the Project should go faster. This is not true high speed rail that other countries have. C2-8
4. Concerns about rail technology assumed and/or evaluated in the Draft EIS C2-9
    a. The Project does not use the most up-to-date technology, such as hyperloop.
    b. This type of rail is an antiquated system and is not the future of transportation.
    c. No consideration is given to the fact that rail technology is changing (as reported in Draft EIS Appendix I); this assumption should be added to the report and then defended. The contents of Draft EIS Appendix J lists five types of transportation, but fails to identify new or emerging technologies.
5. Concerns about operations of new service proposed by the Project C2-10
    a. When will the proposed trains run?
    b. Why is there no late train?
    c. Are trips seven days a week?
    d. Are trips only for commuters?
    e. Monday through Friday service is insufficient, and weekends are needed too.
6. Concerns about freight service C2-10
    a. Project forecasts of future freight should be viewed with skepticism.
    b. The Project fails to anticipate major shifts in distribution patterns for freight that will be implemented over the next 20 to 40 years.
    c. The growth in the freight capacity is an assumption that may not hold up. Data published by the Association of American Railroads shows that the number of carloads in the year 2017 to date is below the number for the years 2015 and 2016.
    d. Higher speeds are needed by freight trains.
    e. Amtrak may use the rail corridor, but over 90% of rail traffic will be CSXT freight trains.
7. Concerns about Virginia Railway Express (VRE) service C2-12
    a. Are VRE changes part of the Project?
    b. Can night and/or weekend trains to VRE be added as part of this Project?
    c. A better alternative would be to expand commuter service between Fredericksburg and Richmond by the VRE or use Mobile Diesel Units to provide service connecting with VRE.

8. Reliable travel times and schedules are an unachievable goal even if all of the recommendations of the Draft EIS were adopted because many of the trains originate outside of the corridor. The Draft EIS fails to acknowledge barriers to faster or more reliable travel times that are outside of the area of proposed DC2RVA capacity improvements, such as at Long Bridge across the Potomac River or at Washington's Union Station. The improvements will not make corridor trains a competitive alternative to automobiles and are not worth the costs to affected stakeholders. C2-13

9. Concerns about the design of track crossovers C2-14
    a. Did the Project consider upgrading all rail line crossovers along the corridor to be at least 45 mph?
    b. The current crossovers at Doswell and Milford are only 30 mph and the resulting approaching signals slow trains down farther out than is necessary, both of which results in operations delays in the corridor.

PUBLIC INVOLVEMENT

1. How are our voices being heard? C2-14
    a. Are email and written comments being processed the same way?
    b. Mass comments dilute the messages of local residents.
    c. The comment-response is an unethical process — "form" comments sent through auto-generated websites should be eliminated/should not be "counted" as equivalent to citizen comments.
    d. Will all repeat comments by a single person be counted as individual comments in the record?
    e. What is considered more helpful by the DRPT—the total number of comments for or against an option or the quality of the comments?
2. Concerns about public outreach and involvement in Area 5 (Ashland) C2-15
    a. Within Ashland, the communication and transparency with the public was lacking.
    b. Homeowners along the proposed bypass should have been included/notified earlier.
    c. Ashland is getting a disproportionate amount of time/effort. It is one small town in a 123-mile corridor that will benefit from this Project.
    d. Why did Ashland have to do something other communities have not completed (i.e., the CAC, subsequent to publication of the Draft EIS)?
3. What was the outcome of the Ashland CAC after the publication of the Draft EIS? C2-16
    a. How does it affect analyses that occurred within the Draft EIS or in the Final EIS?
    b. There needs to be a formal comment period on any recommendations in Area 5 prior to the next step in the process.
4. DRPT has ignored public input for not expanding the CSXT rails. C2-17

OTHER

1. Will this process happen again in 20 years because of infrastructure upgrade issues? C2-18
2. Opposition to CSXT's level of involvement in the Project C2-18
    a. CSXT is not funding its fair share of this Project.
    b. CSXT attempt to "control" the decision of Ashland based on their own in-house study of Project impact on CSXT.

EVALUATION OF ALTERNATIVES

CORRIDOR OPTIONS NOT EVALUATED IN THE DRAFT EIS

1. Did the Project consider improvements outside of the existing rail corridor to improve train speed (such as construction of straighter lines, separate additional rail lines, flyovers, and/or tunnels)? C2-19
2. Did the Project consider moving all freight rail away/separate from passenger rail? C2-20
   a. It is disappointing that no cost/benefit study was made of the alternative of diverting substantial numbers of freight trains to the existing rail line in Maryland along the Route 301 corridor. The expense of building a new Potomac River bridge at Dahlgren and building connecting tracks to the RF&P line would be outweighed by both the homeland security benefits of bypassing the national capital and the benefits of freeing up the Fredericksburg-D.C. line for passenger rail.
3. Did the Project consider improving highway capacity, instead of and/or in addition to rail capacity? C2-21
4. Did the Project consider rail in the I-95 corridor right-of-way and/or within powerline right-of-way? C2-21
5. Did the Project consider having two freight lines and two high speed passenger rail lines? C2-22
6. Did the Project consider a three-track option with overtaking lanes (i.e., outer tracks would handle freight traffic and inner track would be utilized for passenger rail service only, in both directions)? C2-22

ASHLAND AREA ALTERNATIVES

1. How and why was a western bypass alternative in the Ashland area brought forward as an alternative in the Draft EIS? C2-22
2. Support for options not evaluated in the Draft EIS C2-23
   a. One elevated track through downtown Ashland
   b. Tunnel beneath the Town of Ashland
   c. Bypass for vehicular traffic around Ashland
   d. Use of the existing eastern rail alignment (i.e., the Buckingham Branch Line)
3. Could the proposed alignments through the Ashland Area (Area 5) be modified have less impacts overall, especially to homes? C2-24

RICHMOND AREA ALTERNATIVES

1. How will the Project route trains on the S-Line in Richmond? Isn't exclusively using the S-Line a missed opportunity of capacity for the existing A-Line? C2-24
2. The Richmond Area improvements should be further broken down into smaller projects that will allow for the steady increase of passenger rail service at Main Street Station to Hampton Roads and the Southeast United States. C2-25

STATION EVALUATION

1. Concern about which stations are being served by new DC2RVA service throughout the corridor, why those locations were chosen, and/or suggestions of additional stations or transit services that should be added along the corridor C2-26
2. Concern about which stations are being served within Richmond, their operations, and/or their connections to other modes of travel.. C2-26
3. Concern regarding proposed level of boarding platforms at stations as part of Project improvements C2-28
    a. The Project should ensure that all platforms are at train-door level so that ADA customers do not have to utilize a lift / wait for the conductor to find a ramp at the station.
    b. Not having "high-level" platforms in this Project adds travel time to trips. It looks like the Project will have at least four stations (if not more) that are "low-level" and that's going to add at least two minutes to every train in both directions.
    c. The objections to "high-level" platforms seem to be that VRE owns equipment designed for "low-level" platforms and that freight railroads don't like "high-level" platforms, but there has to be a solution to those concerns from other places in the country.
4. Are future parking demands being addressed / increased at stations as part of this Project? C2-29
5. Station-specific concerns.. C2-30
    a. Carmel Church Station has been supported by the last three administrations and has been included in the last two Virginia State Rail plans. It was studied in depth by DRPT and affirmed in the Amtrak Station Area Planning and Land Use Analysis study from August 2008. While the Project states that it does not preclude the development of new stations, the Project should include the station that the Caroline County community has been working on with the full support of the Commonwealth.
    b. In Fredericksburg, the Project should look into renovating the current historic station as a passenger station rather than building a new station.
    c. What is happening at the Ashland Station? The Project needs to be sensitive to the aesthetics of the historic building.

ENVIRONMENTAL IMPACTS

GENERAL

1. Is there no route which would not impact local citizens? C2-31
2. The environmental impacts and/or monetary cost of the Project are not worth the projected time-savings of passenger rail. High speed rail is prohibitively expensive when compared to the time-savings for passengers using these trains. It is not fair to ask residents to "pay" for this when they will not be seeing any benefit. C2-31

TRAFFIC / TRANSPORTATION

1. Concern about safety and/or accessibility of public at-grade roadway crossings as evaluated in the Draft EIS........ C2-32
2. What is happening to the existing at-grade treatments in the corridor (public crossings)? C2-33
3. Concern over private driveway access and/or crossing treatment throughout the corridor C2-33
4. Ashland-specific traffic concerns C2-34
    a. In Ashland, the proposed alternatives would not increase safety of at-grade roadway crossings, especially at the main intersection in downtown Ashland (England Street/Thompson Street crossing).
    b. In Ashland, railway traffic currently affects traffic flow by blocking intersections up to 15 —20 minutes. This is not covered in the Draft EIS.
    c. There has not been adequate attention to how disruptive the destruction/ construction through the town of Ashland would be. Shutting down Center Street for several years will create an inconvenience to all residents.
5. Concern over access of specific crossings C2-35
    a. In the Northern Virginia Area, there is no reference to problems at Railroad Avenue in Woodbridge. If a new 2-track bridge is to be built east of the existing bridge at Occoquan Creek, what will happen to access to houses on Railroad Avenue? The properties have no legal access to a public road except by using Railroad Avenue, which belongs to CSXT. There should be a frontage road study, with pedestrian passage.
    b. In Ashland, what is the plan for the Gwathmey Church Road crossing, which serves a landlocked community? As rail traffic increases, the safety of the crossing will become more of a problem.
    c. In Ashland along the western bypass (Build Alternatives 5C and 5C-Ashcake in the Draft EIS), there are families who presently gain ingress and egress from Cross Road. With the rail corridor replacing Cross Road, what happens to property owners in this area?

RIGHT-OF-WAY / DISPLACEMENTS / PROPERTY VALUE

1. Concern about process for acquiring private property, including compensation, timing, need, and methods........ C2-36
2. How are farms addressed in the property evaluations of the Draft EIS? Are farms considered businesses? C2-37
3. It seems that people with property the railroad crosses would only be compensated for the actual amount of land used by the physical railroad, with no value given to a single property that is split into pieces by the Project, such as a farm with a barn on one side and a pasture on the other. C2-37

4. Concern about property values C2-37
    a. Since the Project might not be completed until 15—20 years from now, this Project would encumber property owners land by basically tying their hands in the ability to utilize their property rights, and the value of their property would be devalued.
    b. In the Ashland Area, concern that the impact on property values of the proposed Project is immediate. Even just the discussion of shutting down Center Street for 2—3 years is hurting real estate prices now.
5. Concern that impacts to homeowners that are not directly located on the tracks are not considered as part of the Project C2-38
6. Concern that the Draft EIS did not address the economic impact in the Ashland Area ... C2-39
    a. In the Ashland Area, concern about negative economic impact of the construction of alternatives through town. The FRA decision will have immediate economic impacts, even if it is scheduled for 15—20 years in the future.
    b. In the Ashland Area, the western bypass option will significantly impact taxpaying property owners with lower property values for homes, farms, and land. This negative economic impact will not simply affect the homes and lands in the immediate area of the proposed tracks, but many more homes, farms, and lands in the vicinity of the entire western bypass. These additional taxpaying property owners have not been included in the fact-finding efforts of the rail reports.
7. In the Richmond area, there was no discussion of any potential impacts to local industrial businesses that this Project would affect outside of the Main Street Station Area. C2-39
8. In the Ashland area, it is not clear from the Draft EIS documentation exactly how many houses are impacted by the bypass alignments? C2-40

LAND USE

1. Lansdowne Road in Spotsylvania County is currently a two-lane facility. The Draft EIS mentions a grade separation where it crosses the tracks near the City of Fredericksburg. The County Comprehensive Plan recommends a future four-lane divided roadway for Lansdowne Road that should be considered as part of this Project........ C2-40
2. In Ashland, concern how a bypass would adversely impact Hanover County growth plans and/or is not compatible with County land use plans. For properties along the bypass alignment, houses are zoned for residential, so how can a bypass be built?........ C2-40
3. In Ashland, what is the opinion that VDOT has on this western bypass which is in conflict with their planned 4-lane north and western bypass of Ashland (starting at Cross Corner Road and ending at Staples Mills (Route 33))? That study was performed in the early 1990s. Numerous town meetings were held, and the route was chosen either on or very close to existing roadways. How does DRPT propose to close off Cross Corner Road with this West Ashland Bypass and still incorporate VDOT's planned bypass? Does DRPT or FRA have the authority to supersede existing plans by VDOT?........ C2-41

COMMUNITY FACILITIES / TITLE VI / ENVIRONMENTAL JUSTICE

1. Concern over Title VI and environmental justice (EJ) populations.................................... C2-41
    a. Will the Project affect more environmental justice (EJ) communities than non-EJ communities? If so, are there viable alternative routes which would have less of an impact on an EJ community and why haven't they been chosen?
    b. What specific actions have been taken to ensure that minority and/or low-income communities are not disproportionately affected by the construction and use of high speed rail? How will coordination with these communities be conducted?
2. It is discrimination that the Project does not include roll on / roll off level platforms at all stations. C2-42
3. Is Long Bridge Park affected by the Project? C2-42
4. Concern that the third rail options through Ashland do not appropriately consider impacts to Randolph-Macon College.. C2-43
5. Concern about specific community facilities located along the bypass alignments in Ashland C2-43
    a. To Independence Christian Church from the Western Bypass alternatives in the Ashland Area (Build Alternative 5C and 5C-Ashcake).
    b. To Kiddie Kingdom (a non-profit child care center) from the Western Bypass alternatives in the Ashland Area (Build Alternative 5C and 5C-Ashcake).
6. What is impact to Leesylvania State Park? C2-43
7. No consideration was made for any individuals with disabilities, who would be impacted by the sound and vibrations from a rail being close to houses along the Ashland Western Bypass alignment. C2-43

FARMLAND

1. The proposed Project would impact acres of land that are currently farmed. Not only does this mean that farmers would be unable to farm the land, but it could be impossible to leave cattle in pastures split by a train track. Does the Project account for these ramifications? C2-44
2. The Project should uphold the Farmland Protection Act and the Local Agriculture Districts Act quoted in the Draft EIS which were put in place to minimize the conversion of the Commonwealth's farmland to nonagricultural uses... C2-44
3. The dairy industry is in peril all on its own. Over the last 15 years dairies in Hanover have diminished and warrant protection. C2-45

BICYCLE AND PEDESTRIAN FACILITIES

1. Concern regarding consideration/accommodation of bicycle and pedestrian facilities .. C2-45
    a. It is an oversight that the Project does not include a parallel greenway. The Project corridor should include a multiuse path that connects to trailways that are in place or planned along the corridor, such as the East Coast Greenway.

   b. The Draft EIS did not focus enough on bicycle and pedestrian facilities. Bicycle and pedestrian facilities should be considered and accommodated as part of at-grade and/or grade separated crossings.
   c. Walking over the tracks is an impediment and impossible for wheelchairs and mobility aids. How does the Project improve these problems?
2. Will bicycles be allowed / accommodated for on all the new trains? If not, why? C2-46
3. Ashland is home to the intersection of Bicycle Routes 1 and 76. The Draft EIS did not consider these trails that would be impacted by all through-town build alternatives...................... C2-47

CULTURAL RESOURCES

1. Concern regarding the Main Street Station options in Richmond and their impact on the Shockoe Bottom Area and the cultural resources related to slave trade in the area, including the footprint of the "Burial Ground for Negros", Lumpkins Jail/Devil's Half Acre, and/or the proposed Memorial Park. Concern that impacts to these resources, either individually or as a whole, were not fully considered within the Draft EIS.. C2-47
2. Concern regarding the third-rail options through Ashland and their impact on the historic districts / properties, including the potential Berkleytown Historic District. The Section 106 study revealed buildings that are potentially eligible for individual listing. Aren't historic districts and buildings elevated to individual listings supposed to be protected?............ C2-50
3. In the Ashland Area, how did cultural resources studies along the bypass alignment differ from those along the main corridor through Ashland? Have any studies been conducted on any potential structural changes that may occur to these properties due to additional freight and passenger rail trains?... C2-51
4. Concern regarding the Rosemont Historic District in Alexandria C2-51
5. In Ashland, residents living along the tracks receive tax credits from the state to maintain and preserve historic homes. How will this be impacted by the Project?................................. C2-51
6. In Ashland, the Commonwealth has invested in the town itself to preserve its historic character. Any three-track option through town would be at odds with those state-sponsored efforts—how does the document account for this investment?... C2-52
7. The Draft EIS did not give adequate consideration to the impact on the cultural, archeological, and historic site of Ferry Farm, George Washington's boyhood home. Currently Stafford County is re-configuring the entrance road to this cultural site to align with the Ferry Road and Route 3 (Kings Highway) intersection, which would be directly across from the rail crossing of Ferry Road on the Dahlgren spur (relevant to the 3C option). C2-52

NATURAL AND WATER RESOURCES

1. How will the Project reduce and/or mitigate the effects on the groundwater and private wells throughout the construction and long-term operation of the railways? Will the Project be assessed for its potential to contaminate water supplies under the Safe Water Drinking Act amendments? How will these specific potential sources of pollution be monitored and addressed so that contamination is minimized to the lowest levels possible? Are there measures in place for how to address a contamination episode if one occurs due to the Project?

A testing and alert mechanism for contaminated water should be implemented in order to ensure groundwater stays clean and safe for use. C2-53

2. How will the Project protect flood zones / wetlands or get approval from DEQ to build in these areas? More must be done to absorb the cost of losing wetland ecosystems. C2-53
3. The effects of sea level rise are not considered by the Draft EIS. Currently, there are stretches along the corridor where the water seems to be lapping at the tracks already. That's going to be a growing problem and needs to be addressed. C2-54
4. Concern over "missed" natural and/or water resources in the Ashland Area along the Western Bypass alternatives (Draft EIS Build Alternatives 5C and 5C-Ashcake)............. C2-55
    a. In the Ashland Area, the proposed bypass (Build Alternatives 5C and 5C-Ashcake in the Draft EIS) would kill a Giant Sequoia on the land at 12311 Elmont Road.
    b. In the Ashland Area, a property owner along the Western Bypass (Draft EIS Build Alternative 5C and 5C-Ashcake) found a male (red eyed) eastern box turtle. Its roaming radius is approximately 1 mile.
    c. In the Ashland Area, property along the Western Bypass (Draft EIS Build Alternative 5C and 5C-Ashcake) has wetlands and flood zone areas. If property owners cannot build in this area, how is it legal to build a train track? The number of trees that will have to be cut and soil that will have to be disturbed will be devastating. The DEQ of VA website seems very clear that it can't happen. These areas are also home to native wildlife such as deer fox owls and eagles, which could become landlocked if the Project is built.
5. As our region and state see more traffic, investment in Long Bridge across the Potomac is a critical component to handle growth in Amtrak and VRE and freight. All that construction must meet high standards for sediment and erosion control and long-term stormwater management. C2-56
6. What is the plan for design of bridge openings over navigable waterways, including Neabsco Creek? C2-56

NOISE AND VIBRATION

1. Concern about what noise and /or vibration studies have been conducted as part of the Project C2-57
    a. How will noise and vibration of high speed rail compare to current Amtrak, CSXT, and commuter trains?
    b. Noise and vibration levels were not studied for all traffic that would travel on new line such as freight and other passenger trains.
    c. The effects of increased weight from heavier and longer trains and the increases in the future were not considered, nor is the closer distance about 15 feet considered.
    d. What about impacts due to existing trains or when existing trains pass by each other? This Project will increase the ability of other trains to move more quickly. What would the vibration and noise impacts be of increased speeds of these other trains?
    e. The noise impact assessment failed to assess and compare current noise exposure versus projected future in terms of length of time of exposure and any increases in decibels.
    f. Concern over impact to underground pipelines within the railroad easement, especially since some of these may be very old and not withstand increased vibrations from the Project.

2. Concern about noise and vibration mitigation.. C2-59
   a. What noise and vibration mitigations are occurring? Residences already have noise impacts and/or shaking of homes when the trains go past, which will get worse with the addition of new rails. Can an impact study and/or mitigation (natural and/or manmade, i.e., noise barriers) be completed? Are you going to pay for damage that the Project does to homes shaking?
   b. Concern that Draft EIS does not detail mitigation. When will residents know whether the severely impacted residential areas will be looked at for noise barriers? Will mitigation include sound walls and / or requests for sound walls?
3. Concern about noise and vibration during construction, which doesn't seem to be evaluated in the Draft EIS.. C2-60
4. The noise and vibrational impact section of the Draft EIS falls far short of describing, if not actively disguises, the increased vibrational and noise impact that another set of tracks and the resulting increased high speed train and freight traffic will have on the livability of the surrounding neighborhoods. The report fails to note that some homes are all built on marine clay. This is in contrast to what the report says, which states that the soil on which the tracks are built minimally conducts vibration or noise. The Project should mandate slow moving trains and lighter trains and enforce these regulations. C2-60
5. If adequate engineering studies had been done, the conclusion would be that many of the historic homes along the corridor would not be able to withstand the construction / drilling impact that will occur because of the Project. C2-61
6. Why has no one has done a noise and vibration study on any of the houses on Mount Vernon Avenue near King Street Metro? Due to the proximity of these houses to the tracks, such a study should have been a priority for this EIS to be taken seriously.................................. C2-61
7. Concern about train horn use C2-61
   a. There are existing quiet zones in the corridor to prevent the trains from blowing horns. The Project should establish new quiet zones in other areas throughout the corridor?
   b. Will the Project significantly decrease frequency and decibels of train horns?
   c. The process for evaluating locomotive air horn noise in Crystal City and Alexandria is flawed. 110 decibels is in the Code of Federal Regulations, but that level of air horn noise is an issue.

AIR QUALITY

1. The Draft EIS doesn't seem to reflect the reduction in highway emissions that could occur if more people chose to travel by rail. C2-62
2. Increased train traffic from the Project will cause an environmental burden on the people living next to the tracks because of the additional diesel fumes and related emissions which impact the air quality, which was not addressed in the Draft EIS. C2-62
3. There is no consideration given to air quality during construction in the Draft EIS. There will be fumes and noises coming from construction that it will be unhealthy to residents and their posterity. C2-63

VISUAL/ AESTHETIC

1. How are visual impacts evaluated, both throughout the corridor and within historic downtown Ashland streetscape specifically? C2-63
2. Page 3-54 of the Draft EIS lays out the definition of Visual Resources: “Viewers in visually sensitive resource areas are typically involved in outdoor activities where their sensitivity to the surrounding visual environment may be heightened.” However, later on page 3-66 of the Draft EIS, it states in regard to VAU 5-2 or the western bypass of Ashland that “no sensitive visual resources are identified within this unit.” This is incorrect, as bicyclists, walkers, and joggers frequent Yowell Road and the private residences there. This area of private residences provides a visual resource to viewers traveling in this VAU and should be taken into consideration in the final copy of the EIS given its regular recreational use. C2-64
3. The Project will have a negative visual and noise impact on homes and Blue Park in Alexandria if the existing “greenbelt” of mature trees and shrubs along the railroad tracks are cut down. The Draft EIS maps show that some of this greenbelt is within the Project’s area of temporary and permanent impact. C2-64

HAZARDOUS MATERIALS

1. The DC2RVA will provide CSXT an upgraded rail system with the potential of moving more freight and toxic materials though the Project corridor. C2-65
    a. Do more trains mean more chances that a hazardous spill will happen?
    b. In the Bypass alignments, the Project will be introducing the potential for hazardous materials in previously pristine places. How is that accounted for?

INDIRECT AND CUMULATIVE EFFECTS

1. Concern about secondary/cumulative impacts in and around Fredericksburg C2-65
2. In the Richmond Area, the Draft EIS does not take into account the indirect/cumulative effects of the Project, including induced development. C2-66

SAFETY

1. Does adding a third rail increase the risk of train derailments? C2-66
2. Within Ashland, a third track would significantly endanger Randolph-Macon College’s students, faculty and staff, and tens of thousands of annual visitors. C2-66
3. Within Ashland, parked cars on Center Street/Railroad Avenue block visibility whether driving, walking, or biking. The difficult combination of street traffic, pedestrians, and trains from multiple directions is unsafe—how will the Project change these unsafe conditions? C2-67

OTHER

1. In Ashland, the analysis of the through town alternatives does not take into account the 100-year old trees and their history that would be destroyed. They date back to the Civil War. C2-67

2. What are the impacts to east coast commerce and international trade, if the DC2RVA corridor were incapacitated? There should be a north-south rail infrastructure back-up plan in a geographically separate location in case something occurred along the DC2RVA corridor, such as a natural or man-made emergency. ... C2-67

FUNDING, CONSTRUCTION, AND IMPLEMENTATION

1. Questions regarding Project funding, funding sources and timing, and/or funding for construction. ... C2-68
    a. Who is paying for this Project?
    b. DRPT claims that this Project will be paid for by "federal state and local sources" but have failed to advise the public that this "source" is our tax dollars.
2. How much will the new service fare cost? The cost of travel, not the number of trains, is the biggest obstacle to regularly using Amtrak. Will there be fare reductions compared to existing pricing? ... C2-68
3. Construction-related questions and/or issues ... C2-69
    a. How long would the Project take to construct?
    b. What does access to private property during construction look like?
    c. How will emergency access to properties occur during construction?
    d. What does construction phasing look like? Could the third rail alternatives be phased within Ashland that Center Street is not closed for the duration of the construction?
    e. There needs to be a robust process to ensure that new construction minimizes the impacts on adjacent neighborhoods and that there is a robust and transparent process for residents to monitor decisions and to be able to influence plans and actions.
4. After the Final EIS and ROD, what other tasks / deliverables are part of this Project? What is the "conceptual design" of this EIS versus "final design," and when would that occur? C2-70

APPENDIX C2

DETAILED RESPONSES TO GENERAL PUBLIC COMMENTS

Appendix C2

DETAILED RESPONSES TO GENERAL PUBLIC COMMENTS

STUDY PROCESS

Chapter 1 of this Final Environmental Impact Statement (EIS) provides a synopsis of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project background and study process, including decisions made during previous studies that affect the Project assumptions, the basis of the Project Purpose and Need, and a summary of the alternatives development process and Draft EIS documentation.

PURPOSE AND NEED

1. How is the purpose of this Project different than the previous 2002 Tier I document?

As described in Section 1.1.1 of the Final EIS, the DC2RVA Project is the second of a two-tiered environmental process. A first-level Tier I EIS and Record of Decision (ROD) was completed in 2002 for the 500-mile Southeast High Speed Rail (SEHSR) corridor between Washington, D.C. and Charlotte, NC (hereafter referred to as the 2002 Tier I EIS). The 2002 Tier I EIS, which was completed by the Federal Railroad Administration (FRA) in coordination with the Department of Rail and Public Transportation (DRPT), defined much of the framework upon which the DC2RVA Project is based, including: using existing fossil fuel locomotive technology; upgrading existing rail corridors; and building the corridor in incremental sections as funds become available. Refer to Section 1.2.1.1 of the Final EIS for additional details on 2002 Tier I EIS decisions. Additionally, Chapter 1 of the Draft EIS provides more information on the federal policy decisions governing the Project and the decision to improve conventional intercity passenger rail service.

The 2002 Tier I EIS established the overall purpose for the SEHSR corridor: to provide a competitive transportation choice to travelers within the Washington, D.C. to Richmond, Raleigh, and Charlotte travel corridor. This DC2RVA Tier II EIS carries forward the purpose and need of the 2002 Tier I EIS within the specific Washington, D.C. to Richmond segment of the larger corridor—improving travel time, frequency, and reliability of conventional intercity passenger rail service along the existing railroad corridor between Washington, D.C. and Richmond, VA. The Tier II Purpose and Need further builds upon the Tier I by recognizing and incorporating several key corridor-specific items that are unique to the Project corridor, which are documented in Section 1.3.1 of the Final EIS. The corridor-specific items include establishment of a 90 mph maximum authorized speed for intercity passenger trains, accommodation of Virginia Railway Express (VRE) commuter trains, and accommodation of CSXT's freight service, plus the recognition that the corridor is owned and operated by CSXT.

2. Why is the Project adding more trains? Existing Amtrak trains do not appear to be full, and the corridor does not appear to be a major commuter route.

As described in Section 1.2 of the Final EIS, the need for additional intercity passenger trains in the corridor to meet the goals of the Project have been documented for many years. In line with response #1 above, the DC2RVA Project used three specific goals to guide the development of the proposed passenger rail service improvements:

- Increase the number of intercity passenger trains between Washington, D.C. and Richmond
- Increase the reliability of all intercity passenger trains between Washington, D.C. and Richmond, both existing and proposed trains
- Reduce travel times for all intercity passenger trains between Washington, D.C. and Richmond

In a properly functioning intercity passenger rail system, passenger cars are rarely "full" (i.e., filled to capacity), as a full train has no capacity to take on more passengers at the next stop or stops unless passengers exit the train. Ideally, there are always enough vacant seats available at each station stop to accommodate new passengers. If a train is already full when it leaves Richmond for Washington, D.C. (or vice versa), then passengers waiting at Ashland, Fredericksburg, Quantico, or other stations are unable to board. Furthermore, if the train continues full as it moves north to Philadelphia and New York or Boston, again, passengers are unable to board. The trains, now and in the future, are intended to have some empty seats.

DRPT conducted analysis as part of the Project that indicates that, if the Project is implemented, intercity passenger rail ridership will nearly double within the next 10 years, from 1.4 million annual passengers carried in 2015, to 2.5 million annual passengers carried in 2025, which is the proposed first year of the Project. These forecasts also indicate that intercity passenger rail ridership could triple between now and 2045, with a projected ridership in 2045 of 3.2 million annual passengers. Appendix J of the Draft EIS provides more information on passenger rail ridership projections in the corridor.

Intercity passenger trains, as defined in the Purpose and Need of the Project, are not limited to serving commuter passengers. Intercity passenger rail serves travelers making many kinds of trips, including business travel, recreational travel, visits to friends and family, vacation travel, and more. Intercity passenger trains traveling between Washington, D.C. and Richmond will continue north on Amtrak's Northeast Corridor (NEC) to Philadelphia, New York, and Boston, and south to Raleigh and Charlotte NC, as well as destinations in South Carolina, Georgia, and Florida, with stops in between.

While some passengers use Amtrak for commuting to/from work, many passengers continue traveling north beyond the Washington, D.C. metropolitan area or to points south of Richmond. VRE provides commuter service on a portion of the DC2RVA corridor by running commuter trains north into the city during the morning commute and south back to Spotsylvania during the afternoon commute. These trains do not continue north of Washington, D.C. or south of Spotsylvania, and do not provide intercity service.

3. **The 2002 Tier I EIS stated that this Project should minimize impacts by using existing rail corridors. Therefore, the bypass options under consideration as part of this Project do not conform to the Tier I recommendation.**

The Preferred Alternative for the corridor, as presented in Chapter 4 of the Final EIS, does not include any bypass alternatives that were evaluated in the Draft EIS.

As detailed within the Alternatives Technical Report (Appendix A of the Draft EIS), DRPT focused alternatives development within the existing CSXT right-of-way to minimize impacts and property acquisition. However, in areas where the right-of-way appeared potentially limited, or where other potentially reasonable alternatives were identified during Project scoping by stakeholders, DRPT evaluated a range of other alternatives, including new bypass alignments outside of existing CSXT right-of-way that would connect to existing rail lines. This approach is consistent with National Environmental Policy Act (NEPA) guidance, DC2RVA's Purpose and Need to increase capacity in the corridor, and recommendations of the 2002 Tier I EIS, which established the use of existing rail corridors in preference to new alignments, but did not preclude them if they provided the same benefits.

4. **The Project made a recommendation based on the assumption that Long Bridge and Union Station capacity improvements will be complete, when the timeline of neither is known.**

The DC2RVA Project is one part of a much larger intercity passenger rail series of interrelated projects to improve passenger rail service in the Southeast High Speed Rail Corridor and through its connections to the Northeast Corridor. The Project's service and benefits are clearly linked to and partially dependent upon completion of other projects both north and south of the DC2RVA corridor, as recognized in both the 2002 Tier I EIS and the Project's Purpose and Need (Chapter 1 of the Draft EIS and Section 1.3.1 of the Final EIS).

The relationship of the DC2RVA Project to the proposed improvements at the Long Bridge and Washington Union Station are presented in Draft EIS Section 1.6.4 and 1.6.5, respectively. Additionally, updated descriptions of the studies and projects in and adjacent to the corridor are presented in both Section 1.2 and Section 7.7 of the Final EIS. Refer to Section 1.2.4 of the Final EIS for details on how the Project relates to the 2017 Virginia Statewide Rail Plan, and Section 7.7 for current/ongoing Project coordination with other studies and projects, including their relevance to the Preferred Alternative specifically.

FRA and DRPT acknowledge that the recommended capacity improvements in the DC2RVA Project would provide incremental benefits to passenger service in the Project corridor and beyond, though the total benefits of the DC2RVA Project would not be available until other projects, including the Long Bridge Capacity Expansion and Washington Union Station capacity improvements, are complete. DRPT's assumptions regarding the completion of the Long Bridge and Union Station capacity improvements as part of the Project No Build Alternative are reasonable for the tiered planning process as described in 23 CFR 771.111(g) and Council on Environmental Quality (CEQ) regulations 40 CFR 1502.20 and 1508.28.

5. **Concerns over area-specific capacity needs**
    a. **Why is more rail capacity needed in Area 5 (Ashland) but not Area 2 (Northern Virginia)?**
    b. **Additional rail capacity through Area 5 (Ashland) is not needed and not appropriate.**
    c. **In all Build Alternatives, Ashland will become a choke point for rail traffic for the entire corridor and Project capacity goals will not be met.**

In response to a) and b), in order to improve passenger rail service frequency, reliability, and travel time in the Project corridor, which is shared by growing volumes of intercity passenger, commuter, and freight rail traffic, additional rail capacity is needed throughout the 123-mile corridor. This has been the conclusion of prior corridor studies, including the 2002 Tier I EIS (see Chapter 4 of Appendix A of the Draft EIS), and was verified by rail operations modeling conducted throughout this Tier II Project to define the specific rail infrastructure required to meet the Purpose and Need of the DC2RVA Project (see Section 3.2 of the Final EIS for details).

The Preferred Alternative for the DC2RVA corridor, as presented in detail for each area within Chapter 4 of the Final EIS, includes corridor-wide rail capacity improvements, most notably an additional main line track along most of the corridor, including both Area 2 and Area 5. Other capacity improvements to rail infrastructure, such as additional rail sidings, crossovers, and rail yard bypasses and leads, are included as part of the Preferred Alternative.

The Preferred Alternative in Area 2 (Alternative 2A) adds capacity to the corridor to ensure that a minimum of three main line tracks are available through this section of the corridor; refer to Section 4.3.2 of the Final EIS for detailed description of the Preferred Alternative within Area 2. The Preferred Alternative in Area 5 (Alternative 5A, commonly known as the “3-2-3” option) adds an additional track north and south of Ashland, as detailed in Section 4.3.5 of the Final EIS.

In response to c), subsequent to the publication of the Draft EIS, DRPT conducted additional refined rail operations analyses to estimate the sufficiency of the rail infrastructure presented in the Draft EIS, both within the DC2RVA corridor as well as in a larger network beyond the limits of the Project. These refined operations analyses are summarized in Section 3.2 of the Final EIS and detailed in its Appendix F and build on the preliminary operations simulation modeling conducted during preparation of the Draft EIS. Based on the refined operations analysis, DRPT and FRA determined that Preferred Alternative, including two tracks through Ashland (Alternative 5A, also known as “3-2-3”) and with 9 new daily intercity passenger round trips (18 total trains per day), meets the Purpose and Need of the Project while not unduly impacting CSXT’s forecasted future freight operations and minimizing environmental impacts through the Town of Ashland.

6. **CSXT does not support Build Alternative 5A (commonly known as the “3-2-3” option) due to capacity constraints. Why is it considered? Isn’t their support required to meet the Purpose and Need of the Project?**

FRA and DRPT are committed to continue working with CSXT to improve intercity passenger rail service in the DC2RVA corridor and have a long and successful history of cooperating with CSXT to improve passenger, commuter, and freight rail service in the Commonwealth. FRA and DRPT also recognize that CSXT owns and operates the DC2RVA rail corridor and has a responsibility to its shareholders and customers to provide efficient freight rail service. CSXT served on the Ashland/Hanover Area Community Advisory Committee (CAC) with other stakeholders, and contributed to the CAC's review of alternatives, at a level commensurate with other stakeholders. The CAC's recommendations were instrumental in the selection of Alternative 5A: Two Tracks Through Town as the Preferred Alternative for Area 5.

In addition, DRPT and FRA conducted independent computer-based rail operations analyses, which estimated passenger and freight train performance in the corridor under several infrastructure alternatives in Area 5. This effort provided additional information that aided FRA and DRPT in the selection of Alternative 5A as the Preferred Alternative for Area 5. This refined operations analysis determined that while constructing a two-track western bypass or adding a third track to the existing CSXT railroad through the Town of Ashland would improve the efficiency of railroad operations through DC2RVA study Area 5, the additional capacity was not required to meet the Purpose and Need of the DC2RVA Project. Additionally, since Alternative 5A (Maintain Two Tracks through Town) provided adequate railroad capacity to meet the Purpose and Need of the Project, this alternative also resulted in the least impacts to environmental resources, including historic properties. Should an alternative that avoids impacts to historic properties be feasible and prudent and meet the purpose and need of a project, then Section 4(f) of the U.S. DOT Act of 1966 requires FRA to select that alternative.

FRA and DRPT will continue to coordinate with CSXT and other Project stakeholders on service planning and engineering for the Preferred Alternative, including Project implementation and phasing of service.

7. **The Purpose and Need is based on an analysis of the "current" Need for the Project. However, the Draft EIS stated that the Project would be constructed between 15 and 25 years from now and the projections of the demand for enhanced passenger rail and freight service are presented for between 2025 and 2045—neither of which are "current."**

Section 1.5 of the Draft EIS stated that "current conditions" in the Project corridor support the Purpose and Need set forth in the 2002 Tier I EIS. These conditions were listed as: population growth; freight growth; congestion in the I-95 corridor; air travel congestion; rail capacity issues in the corridor; reliable and convenient movement of goods and people; and air quality. The listed conditions are applicable to support the Project Purpose and Need throughout the Tier II planning dates that were established by FRA and DRPT and are presented in Section 1.2.6 of the Final EIS. As described in that section, federal guidance requires that DRPT demonstrate that the Project is sufficient to deliver the proposed passenger rail benefits and an efficient and reliable multimodal rail corridor over a 20-year time horizon following the anticipated completion of the construction (i.e., 20 years past 2025 for the DC2RVA Project). Accordingly, DRPT used operational simulations analysis, as summarized in Section 3.2 of the Final EIS, to test the proposed alternatives to determine if the rail capacity is adequate for both the opening day (2025) levels of projected passenger, commuter, and freight rail traffic and to determine if the infrastructure remains adequate over the 20-year planning horizon of 2045.

8. **The DC2RVA proposed solutions do not demonstrate that the rail options will truly support the service growth and results required to meet the Project Purpose and Need.**
    a. **Why is a proposed third track needed?**
    b. **Are even more tracks needed?**
    c. **Would it be worth it from a cost-benefit perspective to add more lines as part of this Project, to plan for the future?**

In response to a), the Project capacity improvements recommended by DRPT in the Draft EIS, and the associated Preferred Alternative presented in Chapter 4 of the Final EIS, provide the additional infrastructure necessary to meet the Project's Purpose and Need. This includes additional capacity to support the addition of 9 new daily intercity passenger round trips (18 total trains per day) in the corridor, as well as VRE's planned near-term commuter service growth and CSXT's estimated freight service growth through the year 2045. The additional rail capacity is expanded by adding a third rail to the majority of the Project corridor, and a fourth track in some areas in Northern Virginia where a third track already exists. Chapter 4 of the Final EIS includes an explanation of DRPT’s basis for recommending the Preferred Alternative within each area.

DRPT's operational analyses as described in the Draft EIS (Section 2.6 and Appendix I in the Draft EIS) show that for most of the corridor, adding one main track to the existing CSXT corridor provides sufficient additional capacity to meet the Project's Purpose and Need. Subsequent to the publication of the Draft EIS, DRPT conducted additional refined rail operations analyses to assess the sufficiency of the rail infrastructure presented in the Draft EIS, both within the DC2RVA corridor as well as in a larger CSXT network. These refined rail operations analyses are presented in Section 3.2 and Appendix F of the Final EIS, and they show that the Preferred Alternative meets the performance goals of the Project, and Project Purpose and Need, for the entire corridor.

In response to b) and c), any additional improvements beyond those identified as part of the Preferred Alternative do not justify the additional cost or environmental impact as they are not necessary to meet the Project Purpose and Need.

9. **There is no point to this Project without a national plan for better passenger rail.**

The DC2RVA corridor is a critical link between Amtrak’s heavily traveled NEC and the developing SEHSR corridor extending south of Richmond. The DC2RVA Project is one part of a larger series of rail improvement projects throughout the state, region, and eastern portion of the U.S. that have been ongoing since the early 1990s. Section 1.2 of the Final EIS describes in detail how the SESHR corridor and its studies have evolved to reflect additional studies and planning, national and state transportation priorities and funding, and demand for intercity passenger rail services, and how these key documents relate to the Purpose and Need of the DC2RVA Project.

The ability of the DC2RVA Project to improve intercity passenger rail service is dependent upon the performance and capacity of the connecting NEC and SEHSR corridor and completion of the related projects and their associated rail improvements. A summary of some of the key interrelated rail improvement projects and studies is presented in Section 7.7 of the Final EIS.

10. **High speed rail won't meaningfully reduce vehicle traffic, which is stated as an element of the Purpose and Need. The touted reduction in I-95 congestion by adding a high speed rail in the Project documentation is not true.**

The DC2RVA Project Purpose and Need (Chapter 1 of the Draft EIS and summarized in Section 1.3 of the Final EIS) states the Project is needed to address existing congestion on the rail network, not I-95. The DC2RVA Project will offer travelers a viable alternative to the congested interstate and, by diverting some travelers from road to rail, congestion will be less than without the Project. Section 5.15.1 of the Final EIS estimates the decreases in vehicles using the regional roadway network (i.e., mainly I-95) between Washington, D.C. and Richmond, VA.

PROPOSED TRAIN SERVICE / OPERATIONS / SCHEDULE

1. **The lack of specific travel time saved associated with each Build Alternative in the Draft EIS suggests the Project will provide negligible benefits for unacceptable costs.**

To aid in preliminary ridership forecasting, DRPT developed conceptual timetables incorporating the train frequency and train speed for each of the Richmond Area Build Alternatives described in Chapter 2 of the Draft EIS. Table 2.6-2 in that same chapter summarizes the estimated travel times, inclusive of station stops, between Washington, D.C. and Richmond based on the conceptual timetables for each Build Alternative. However, the travel times would vary for each train depending on time of day and schedule, and the number of stops. Subsequent to the publication of the Draft EIS, DRPT worked with FRA and Amtrak to refine the proposed passenger train schedules; refer to Appendix F of the Final EIS.

The proposed reduction in travel time is only one of the three major transportation benefits that the DC2RVA Project would create. In addition to reducing travel time, the Project will improve the reliability of both existing and proposed passenger trains traveling between Washington, D.C. and Richmond. Finally, the Project will allow for the introduction of 9 new daily intercity passenger round trips (18 total trains per day) between Washington, D.C. and Richmond—essentially doubling the number of train departures each way for passengers traveling in the DC2RVA corridor. The significant increase in train frequency will provide more convenient travel times for multiple types of travelers and markets. It is the combination of more frequent departures, improved reliability, and the reduction in trip time that will fulfill the Project Purpose and Need to make rail a more competitive choice.

2. **Amtrak service is not a reliable transportation choice. Amtrak doesn't need to be faster, just more reliable. What is this Project doing to improve the frequent delays and/or cancellations that currently occur on Amtrak?**

Achieving better passenger train on-time performance (i.e., reliability) is a cornerstone of the rail infrastructure improvements that are proposed by the DC2RVA Project. The 2002 Tier I EIS concluded that in the DC2RVA corridor, opportunities for increased speeds are limited, and therefore recommended incremental improvements for network fluidity within the existing right-of-way. DRPT's goal is to enable intercity passenger trains to achieve an on-time performance of 90 percent or better between Washington, D.C. and Richmond (Amtrak current performance is approximately 65 percent on-time performance in the corridor). The increase in on-time performance would be achieved in large part due to the additional capacity from adding a third track (and fourth track in some areas in Northern Virginia where a third track already exists) along most of the corridor, as proposed by the Project. Proposed infrastructure improvements of the Preferred Alternative will allow for intercity passenger rail speeds to increase from the current maximum authorized speed of 70 mph for the corridor (except for Richmond to Centralia, which is currently authorized at 79 mph) to a maximum authorized speed of 90 mph, where practical. It is important to note that the passenger trains in the DC2RVA Project have endpoints beyond the Project area (New York and Boston to the north, and Hampton Roads, North Carolina, Georgia, and Florida to the south); however, projects and plans are underway in connecting corridors to address delays in those locations, as described in Section 1.2.1.3 of the Final EIS.

3. **The passenger trains proposed by the Project should go faster. This is not true high speed rail that other countries have.**

As described in Chapter 1 of the Final EIS and in line with the 2002 Tier I EIS decisions that were made, the Purpose of the DC2RVA Project is to improve the travel time, frequency, and reliability of intercity passenger rail service between Washington, D.C. and Richmond on existing railroad lines using conventional diesel-powered locomotive technology. The 2002 Tier I EIS did evaluate and dismiss “advanced” high speed rail (i.e., trains with average operating speeds of 185 to 200 mph) because it would require the construction of an entirely new and separate passenger-only railroad system, which FRA and DRPT determined at that time was not necessary to meet the need of the SEHSR corridor to connect major urban centers. Additionally, passenger service (intercity and commuter) and freight service share the CSXT-owned tracks, now as well as in the Preferred Alternative proposed by this Project. The previous 2002 Tier I EIS assumed a maximum speed of 110 mph for intercity passenger trains, with an average speed of approximately 70 mph along the full length of the SEHSR corridor between Washington, D.C. and Charlotte, NC. Subsequently, in 2009, FRA released its strategic plan for higher speed rail in America; investment strategies included upgrading reliability and service on conventional intercity rail services (operating speeds up to 79 to 90 mph on shared track) and developing emerging and regional higher-speed corridor services (operating speeds up to 90 to 110 mph on shared track). Also in September 2009, DRPT released its I-95 Southeast High Speed Rail Corridor & Service Plan, which set a goal of increasing passenger rail speed to a 90 mph maximum in the Washington, D.C. to Petersburg, VA corridor. In keeping with DRPT’s 2009 Service Plan, the DC2RVA Project was designed to upgrade the reliability and service of conventional intercity rail services at speeds up to 90 mph, where practical, in a corridor shared with commuter and freight services. Additional details on these previous studies are provided in Section 1.2 of the Final EIS.

DRPT determined that a maximum speed for intercity passenger rail of 90 mph, where feasible, for the DCRVA Project provided the optimal capacity to improve service on the DC2RVA corridor while minimizing environmental impacts and costs. However, DRPT’s determination that a maximum speed of 90 mph for the passenger trains in the DC2RVA corridor does not preclude consideration in the future to increase the maximum allowable speed in the corridor, nor does it preclude pursuing European- or Asian-style 180-mph+ high speed rail projects at some point in the future, separate from this Project. Specifically, one of the guiding principles of the DC2RVA Basis of Design was to not preclude future electrification of the corridor, which would be subject to separate environmental documentation at that time.

4. **Concerns about rail technology assumed and/or evaluated in the Draft EIS**
    a. **The Project does not use the most up-to-date technology, such as hyperloop.**
    b. **This type of rail is an antiquated system and is not the future of transportation.**
    c. **No consideration is given to the fact that rail technology is changing (as reported in Draft EIS Appendix I); this assumption should be added to the report and then defended. The contents of Draft EIS Appendix J lists five types of transportation, but fails to identify new or emerging technologies.**

In response to a), b), and c), FRA, DRPT, and their partners are focused on improving rail service and reliability through conventional intercity passenger rail service operating at higher speeds through this Project. As discussed in Section 1.2 of the Final EIS, the DC2RVA Project is a Tier II EIS that builds on the decisions made as part of the 2002 Tier I EIS and ROD, in which FRA and the Federal Highway Administration (FHWA) selected an incremental approach to developing the passenger rail that maximizes use of existing infrastructure and minimizes environmental impacts. In the 2002 Tier I EIS, FRA and FHWA determined this approach to be the most cost-effective. Key elements of this incremental approach include: upgrading existing rail corridors (instead of developing new rail corridors); using fossil-fuel burning equipment rather than electric-powered equipment; and adding service as market demand increases and/or when funding is available.

The 2002 Tier I EIS did consider other types of technology, such as electrification systems, but FRA and FHWA did not recommend these due to high capital cost of implementation relative to the level of ridership demand for that type of service in the SEHSR corridor. The 2002 Tier I EIS also evaluated and dismissed advanced high speed rail (i.e., trains with average operating speeds of 185 to 200 mph) because it would require the construction of an entirely new and separate passenger-only railroad system, which was not necessary to meet the need of the Project to connect major urban centers. The 2002 Tier I EIS recognized that ridership demand will continue to increase across the SEHSR corridor, and stated that electrification or higher speed operation could be developed in the future. Accordingly, one of the guiding principles of the DC2RVA Project's Basis of Design (Appendix B of the Draft EIS) was to not preclude future electrification of the corridor, such as providing sufficient clearance on new grade-separated roadway crossings to accommodate a potential future electric catenary system.

DRPT does recognize that technologies are changing, and new transportation modes and options may be available in the future. Advancing the DC2RVA Project with an incremental approach does not preclude future applications of hyperloop or other new technologies if or when they become viable, which would be subject to separate environmental documentation at that time.

5. **Concerns about operations of new service proposed by the Project**
   a. **When will the proposed trains run?**
   b. **Why is there no late train?**
   c. **Are trips seven days a week?**
   d. **Are trips only for commuters?**
   e. **Monday through Friday service is insufficient, and weekends are needed too.**

In response to a) through e), the proposed intercity passenger rail service expansion between Washington, D.C. and Richmond is planned to run seven days per week, just like the existing intercity passenger rail service between Washington, D.C. and Richmond. The Project proposes to add 9 new daily intercity passenger round trips (18 total trains per day) between Washington, D.C. and Richmond—essentially doubling the number of train departures each way for passengers traveling in the DC2RVA corridor. Intercity passenger trains are not limited to serving commuter passengers and are intended to cater to travelers making many different kinds of trips, including business travel, recreational travel, visits to friends and family, vacation travel, and more. To serve this diverse group of travel needs, DRPT prepared a service plan for the DC2RVA Project that proposes to operate passenger trains between Washington, D.C. and Richmond every 1 to 2 hours during the day and early evening. A conceptual train schedule was included in Draft EIS Appendix J. Additionally, as part of the Project, DRPT is developing a Corridor Service Development Plan that will provide additional detail on the service implementation, ridership, and operations; refer to Section 7.3 of the Final EIS for more details.

Under the proposed schedule, for both southbound trips from Washington Union Station and northbound trips from Richmond, the earliest departure of the day would occur around 6 a.m. and the last departure of the day would occur around 9 p.m. The 9 new daily intercity passenger round trips (18 total trains per day) proposed by this Project will be incorporated into Amtrak's existing passenger rail network, as described in Section 4.2 of the Final EIS.

6. **Concerns about freight service**
   a. **Project forecasts of future freight should be viewed with skepticism.**
   b. **The Project fails to anticipate major shifts in distribution patterns for freight that will be implemented over the next 20 to 40 years.**
   c. **The growth in the freight capacity is an assumption that may not hold up. Data published by the Association of American Railroads shows that the number of carloads in the year 2017 to date is below the number for the years 2015 and 2016.**
   d. **Higher speeds are needed by freight trains.**
   e. **Amtrak may use the rail corridor, but over 90% of rail traffic will be CSXT freight trains.**

Details of the rail operations analysis modeling for all Build Alternatives were provided in Appendix I of the Draft EIS; refined operations analysis modeling that was updated for the Preferred Alternative is provided in Section 3.2 and Appendix F of the Final EIS.

In response to a), as part of the planning work to accommodate the forecasted growth of freight service and in accordance with federal requirements, DRPT solicited input from CSXT about future increases in freight rail traffic in the corridor through the year 2045, which is the 20-year horizon beyond the Project's proposed implementation year of 2025. CSXT provided baseline data and suggested that DRPT use the U.S. Department of Transportation's (USDOT) Freight Analysis Framework (FAF) to forecast how rail freight traffic in the DC2RVA corridor would increase and change through the year 2045. The FAF is produced through a partnership between the Federal Bureau of Transportation Statistics and FHWA; it integrates data from a variety of sources to create a comprehensive picture of freight movement among states and major metropolitan areas by all modes of transportation. The FAF provides publicly available projected growth rates for rail freight traffic. The FAF also provides growth rates that are differentiated by commodity type, and in addition provides forecasts for tonnage and value by regions of origin and destination.

To determine the growth rate of freight within the DC2RVA corridor, DRPT applied the growth rates in ton-miles by commodity group for the states that CSXT operates in to determine growth by train type in the corridor (i.e., intermodal, manifest, bulk, automotive). FAF data reports ton-miles by commodity group, from which DRPT was able to assign to different train types associated with that commodity based on a methodology used by the Association of American Railroads in its National Freight Infrastructure Capacity and Investment Study (AAR, 2007). The forecasted growth in ton-miles was applied to existing freight trains first until they reached a predetermined number of freight cars, after which the remaining growth was applied to additional trains with the same number of cars.

In response to b) and c), the DC2RVA Project is designed to accommodate the projected growth of freight service through the planning year of 2045, at freight growth rates established by USDOT's FAF, and accepted by the FRA and DRPT as documented in the Draft EIS. The infrastructure proposed as part of the DC2RVA Project meets the stated Purpose and Need; refer to Section 3.2 of the Final EIS for further details on refined operations modeling that indicated such. As described in the response a) above, as part of the planning work to accommodate the forecasted growth of freight service, DRPT solicited input from CSXT regarding their future increases in freight rail traffic in the corridor through the year 2045. This forecast is to ensure the Project meets meet federal requirements that rail projects must determine and accommodate future rail volumes and capacity needs for a period of 20 year beyond implementation date. DRPT used the USDOT's FAF to forecast how rail freight traffic in the corridor would increase and change through the year 2045. For more information on how planned increases in freight rail traffic were accounted for, refer to Appendix I of the Draft EIS.

In response to d), it is a Project Purpose to provide for the efficient movement of rail freight traffic in the DC2RVA corridor (refer to Section 1.3 of the Final EIS for additional detail). By adding an additional rail to the majority of the Project corridor, the Project will not only allow 9 new daily intercity passenger round trips (18 total trains per day) to run each day, at 90 percent on-time performance, but also allow for enough track capacity to accommodate anticipated freight train growth.

In certain segments of the corridor, the new and upgraded infrastructure proposed by the Project could also allow for a potential increase in freight train speeds. The most significant increase in freight train speeds could occur in the segment between Richmond Main Street Station and Centralia, where the Project proposes to rebuild a 25 mph freight line to current track standards that could accommodate passenger trains with a maximum authorized speed of 79 mph and freight trains with a maximum authorized speed of 60 mph. Throughout the corridor north of

Richmond, a number of curves will be rebuilt, which could result in potential freight train speed increases of 5 mph to 20 mph around those curves.

In response to e), in addition to what was stated in response to a) and b) above, the Project accounts for projected increases in all train types. In the DC2RVA corridor, the mix of freight, intercity passenger, and commuter rail traffic varies by segment of the corridor, with locations closer to Washington, D.C. having more passenger and commuter traffic, particularly north of Fredericksburg and Alexandria, regardless of whether the Project is implemented. Table 2.5-2 of the Draft EIS presented the total number of each type of train for existing and future conditions. In 2015, freight train traffic accounted for less than half of all train traffic in the overall corridor. The No Build scenario for 2045 indicates that freight traffic north of Alexandria is projected to account for 38 percent to 45 percent of all train traffic in the corridor—again less than half—and north of Fredericksburg, freight train traffic is projected to account for 51 percent to 59 percent of all train traffic. In the 2045 Build scenario, with the Project's proposed addition of 9 new daily intercity passenger round trips (18 total trains per day), freight traffic would again be less than half of all train traffic on the corridor; freight volume north of Alexandria would be only 32 percent to 40 percent of all traffic, and north of Fredericksburg would be 42 percent to 50 percent of all traffic. For additional information about the projected mix of freight, passenger, and commuter traffic on the DC2RVA corridor see both Chapter 2 and Appendix I of the Draft EIS. It is important to note that VRE and CSXT growth is independent of the DC2RVA Project and will occur regardless of whether or not the DC2RVA Project is implemented.

7. **Concerns about Virginia Railway Express (VRE) service**
    a. **Are VRE changes part of the Project?**
    b. **Can night and/or weekend trains to VRE be added as part of this Project?**
    c. **A better alternative would be to expand commuter service between Fredericksburg and Richmond by the VRE or use Mobile Diesel Units to provide service connecting with VRE.**

The DC2RVA Project proposes to expand intercity passenger rail service between Washington, D.C. and Richmond, VA as part of the development of the federally funded SEHSR corridor, as summarized in Section 4.2 of the Final EIS. Under the Project service plan, intercity passenger trains will operate through the DC2RVA corridor but originate from, or continue to, destinations north of Washington, D.C. on the Northeast Corridor, or south of Richmond in North Carolina or Hampton Roads (though one daily round trip is planned to originate in Richmond and operate north of Washington, D.C. to and from Boston.) Under the proposed service plan, intercity passenger trains will operate between Washington, D.C. and Richmond every 1 to 2 hours in each direction during the day and early evening.

In response to a) and b), the DC2RVA Project does not include changes to VRE service directly but will allow for the planned near-term expansion of VRE commuter rail service. The proposed intercity passenger rail service expansion for the Project is anticipated to run seven days per week, consistent with existing passenger rail service, with departures throughout the day. As shown in Figure 4.2-1 of the Final EIS, some of those intercity passenger trains may make station stops at stations also served by VRE commuter trains, including Fredericksburg, Quantico, Woodbridge, Alexandria, L'Enfant Plaza (limited service), and Washington Union Station.

The intercity passenger service will be operated separately from and independently of VRE commuter rail service. VRE has developed its own 2040 Plan, which includes a long-term goal of creating the opportunity for weekend service. Station improvements as part of the Project, as described in Chapter 4 of the Final EIS, apply to intercity passenger rail stations providing service to Amtrak, and include stations shared by Amtrak and VRE. Adjustments to VRE stations are being coordinated between VRE and DRPT, separate from the DC2RVA Project, but any additional track or track realignments constructed under the DC2RVA Project will support the planned platform improvements at stations served by VRE.

In response to c), options to expand VRE commuter rail service from Fredericksburg to Richmond or use self-propelled Diesel Multiple Unit railcars to provide connecting services were not evaluated because they do not meet the Purpose and Need of the DC2RVA Project.

8. **Reliable travel times and schedules are an unachievable goal even if all of the recommendations of the Draft EIS were adopted because many of the trains originate outside of the corridor. The Draft EIS fails to acknowledge barriers to faster or more reliable travel times that are outside of the area of proposed DC2RVA capacity improvements, such as at Long Bridge across the Potomac River or at Washington's Union Station. The improvements will not make corridor trains a competitive alternative to automobiles and are not worth the costs to affected stakeholders.**

See the response to Study Process #4 in the section above. FRA and DRPT recognize that the DC2RVA Project is just one of a series of projects which must be completed to achieve the Purpose and Need of the 2002 Tier I EIS and ROD for the entire SEHSR corridor, and to achieve the benefits of other rail improvement projects in the NEC and beyond. In order to obtain the full benefit of the DC2RVA infrastructure and service improvements, several other ongoing rail improvement projects must also be completed in corridors adjacent to the DC2RVA corridor. The DC2RVA Project provides a critical link between Amtrak's heavily traveled NEC and the developing SEHSR corridor. The ability of the DC2RVA Project to improve intercity passenger rail is dependent upon the performance and capacity of these connecting corridors and completion of the related projects and their associated rail improvements.

Details of the previous and ongoing rail planning studies in the DC2RVA corridor and adjacent sections of the larger Southeast and Northeast Rail Corridors were provided in Chapter 4 of the Alternatives Technical Report (Appendix A of the Draft EIS). Section 1.2 of the Final EIS describes how the Project is one part of a larger series of rail improvement projects through the state, region, and eastern portion of the U.S. is provided in. Additionally, a summary of some of the key interrelated rail improvement projects and studies, and the relationship of these other studies/projects to the DC2RVA Project, is presented in Section 7.7 of the Final EIS.

In keeping with the decisions in the 2002 Tier I EIS and ROD, improvements in the entire SEHSR corridor are being conducted in an incremental approach. The DC2RVA Project upgrades the reliability and service of existing and planned conventional intercity rail services to operate at higher speeds up to 90 mph, where practical, in a 123-mile multimodal corridor shared with commuter and freight services.

9. **Concerns about the design of track crossovers**
   a. **Did the Project consider upgrading all rail line crossovers to be at least 45 mph?**
   b. **The current crossovers at Doswell and Milford are only 30 mph and the resulting approaching signals slow trains down farther out than is necessary, both of which results in operations delays in the corridor.**

In response to a), per the Project Basis of Design, all proposed crossovers in the Project corridor are being designed to the maximum speed allowable by CSXT. The Project upgrades all new crossovers where track is impacted by the Preferred Alternative to include the highest-speed turnout (one end of a crossover) allowed by CSXT on its mainlines, which is 45 mph. The existing railroad infrastructure, including crossovers, will remain in place except where the DC2RVA Project directly impacts that infrastructure.

In response to b), the DC2RVA Project includes a higher speed crossover at Doswell and a second higher speed crossover at North Doswell. An existing crossover at Milford will remain in place with three proposed higher speed crossovers to be added to create a full universal interlocking at Milford.

PUBLIC INVOLVEMENT

1. **How are our voices being heard?**
   a. **Are email and written comments being processed the same way?**
   b. **Mass comments dilute the messages of local residents.**
   c. **The comment-response is an unethical process— "form" comments sent through auto-generated websites should be eliminated/should not be "counted" as equivalent to citizen comments.**
   d. **Will all repeat comments by a single person be counted as individual comments in the record?**
   e. **What is considered more helpful by the DRPT—the total number of comments for or against an option or the quality of the comments?**

In response to a), Section 2.1 of the Final EIS describes the public involvement for the entire Project process, including public comments received on the Draft EIS. During the DC2RVA Project process, there were three formal comment periods to coincide with major Project milestones: Scoping, Alternatives Development, and Draft EIS.

During these formal comment periods, DRPT collected public and agency comments from a variety of sources including oral comments during public meetings and hearings, hotline calls, mailed letters, emails, petitions, and web comments. Each comment was reviewed to determine the issues and concerns identified. The same review process was applied for all comments, regardless of the method of receipt: each comment was documented and processed through DRPT's comment database to categorize issues and concerns about the Project.

In response to b), c), d), and e), the introduction to this Appendix C details the process for responding to public comments. During the Draft EIS comment period, DRPT received thousands of comments, and many of the comments addressed similar issues. The goal of the public comment process is to understand the public's view of the Project and its alternatives in order to provide input into the decision-making process of the section of the Preferred Alternative.

DRPT considered all public comments on the Draft EIS and addressed substantive concerns in the Final EIS by way of this Appendix C. DRPT and FRA do not view the public comment process as a "vote counting" process but rather one seeking substantive comments that benefit the FRA and DRPT in their final decision-making process. The public comment process is also an opportunity for the public to inform FRA or DRPT of potential concerns or conditions that were not identified during the preparation of the Draft EIS.

2. **Concerns about public outreach and involvement in Area 5 (Ashland)**
    a. **Within Ashland, the communication and transparency with the public was lacking.**
    b. **Homeowners along the proposed bypass should have been included/notified earlier.**
    c. **Ashland is getting a disproportionate amount of time/effort. It is one small town in a 123-mile corridor that will benefit from this Project.**
    d. **Why did Ashland have to do something other communities have not completed (i.e., the CAC, subsequent to publication of the Draft EIS)?**

In response to a), DRPT implemented an active and robust outreach effort beginning in 2014 to engage the public and have meaningful exchanges with corridor communities regarding the Project. Through the alternatives development process and related public outreach, DRPT recognized the unique nature of the Town of Ashland and Hanover County, and that many of the alternatives for improved rail capacity in this area generated community concerns.

As part of their fulfillment of the NEPA requirements, DRPT conducted extensive public outreach along the corridor to identify potential alternatives and public concerns, present the results of DRPT's preliminary alternative screening and evaluations, and evaluate Project impacts. Project alternatives, mapping, and other information, including copies of all meeting presentations, are available on the Project website. In the Town of Ashland/Hanover County area meetings, DRPT provided Project materials presenting multiple alternatives including four western bypass alignments and five eastern bypass alignments, and identified one western bypass for detailed evaluation in the Draft EIS. The Draft EIS describes the alternatives development process, and for Area 5 (Ashland), evaluates in detail seven alternatives. See responses to b), c), and d) below for further details on communication and coordination.

In response to b), in order to solicit input from property owners near potential alternatives throughout the Project corridor, DRPT mailed letters to over 10,000 property owners asking for their input and urging them to visit the property owner page on the Project website. DRPT used locality data to obtain addresses and alerted local officials in advance of property owner letter mailings. DRPT also visited dozens of civic groups, task forces, and governmental organizations to inform them of Project status and to gather input.

In response to c), throughout most of the 123-mile Project corridor, DRPT was able to identify reasonable alternatives that largely fit within existing railroad right-of-way, thereby minimizing impacts to property, communities, and environmental resources. However, the railroad right-of-way in Ashland presents a unique set of circumstances within the Project corridor: the characteristics of a railroad mainline located at-grade in the center of a limited-width street for almost two miles through a historic town. Developing and evaluating alternatives that meet the DC2RVA Purpose and Need while seeking to minimize impacts to property, community and environmental resources in the Ashland area was more challenging than in other parts of the Project corridor in regard to public outreach.

In response to d), during preparation of the Draft EIS, DRPT recognized that each of the proposed Build Alternatives for Alternative Area 5 would have potentially adverse consequences on the citizens and resources of the Town of Ashland and/or Hanover County, and there was no local consensus or preference for a build alternative. In addition, both the Town of Ashland and Hanover County expressed the desire to have the opportunity to be more engaged in the development and evaluation of local options. DRPT therefore determined that expanded community involvement would better inform DRPT's and FRA's decision-making process, and reached out to the Town of Ashland, Hanover County, Randolph-Macon College, Richmond Metropolitan Planning Organization, and CSXT to participate in the Town of Ashland/Hanover County Community Advisory Committee (CAC) to take a fresh look at a wide range of alternatives for the Project through Alternative Area 5. CAC members were appointed by their communities/organizations, and all CAC meetings were open to the public. Refer to Section 2.14.3 of the Final EIS for further description of the CAC, and Appendix G of the Final EIS for a summary of CAC activities.

3. **What was the outcome of the Ashland CAC after the publication of the Draft EIS?**
    a. **How does it affect analyses that occurred within the Draft EIS or in the Final EIS?**
    b. **There needs to be a formal comment period on any recommendations in Area 5 prior to the next step in the process.**

Section 2.1.4.3 of the Final EIS describes the CAC and Appendix G of the Final EIS provides a full summary of CAC activities.

In response to a), as described in the above locations in the Final EIS, Alternative 5A: Two Tracks Through Town (also known as "3-2-3" option) was selected by the Ashland/Hanover CAC as one of their three "least objectionable" options (it was the least objectionable "through town") alternative. As described in Chapter 4 of the Final EIS, Alternative 5A was selected as the Preferred Alternative for the Project, based on the findings of the Draft EIS, input from the CAC as well as public and agency comments, and the results of refined rail corridor operations simulation modeling that showed Alternative 5A could meet the Project Purpose and Need. This refined operations analysis determined that while constructing a two-track western bypass or adding a third track to the existing CSXT railroad through the Town of Ashland would improve the efficiency of railroad operations through DC2RVA study Area 5, the additional capacity was not required to meet the Purpose and Need of the DC2RVA Project. Additionally, since Alternative 5A (Maintain Two Tracks through Town) provided adequate railroad capacity to meet the Purpose and Need of the Project, this alternative also resulted in the least impacts to historic properties. Should an alternative that avoids impacts to historic properties be feasible and prudent and meet the purpose and need of a project, then Section 4(f) of the U.S. DOT Act of 1966 requires FRA to select that alternative (see Chapter 6 of the Final EIS for the Final Section 4(f) Evaluation).

The recommendations of the CAC were a contributing factor to both the Commonwealth Transportation Board (CTB) resolution for the Project (Appendix H of the Final EIS), and the selection of the Preferred Alternative, as documented in Section 4.1 of the Final EIS. The CTB resolution also directed DRPT to explore the need for other safety improvements to pedestrian and vehicle at-grade crossings and to improve emergency vehicle access within the Town of Ashland, and to avoid or minimize any property acquisitions in downtown Ashland where the corridor would remain two tracks. Preferred Alternative 5A is fully described in Section 4.3.5 of the Final EIS, including rationale for the basis of selection and description of any design changes that have occurred since publication of the Draft EIS. In the Preferred Alternative 5A, a third main track will be added to the rail corridor from Doswell south to Ashland, and from Ashland south to I-295. Grade separations are proposed at Vaughan Road (Archie Cannon Drive) and Ashcake Road on the outskirts of Ashland. Between Vaughan Road (Archie Cannon Drive) and Ashcake Road, the rail corridor will remain two tracks through downtown Ashland and existing at-grade vehicle crossings, such as S.R. 54, will remain in operation. The Ashland station will remain in its present location, without any improvements as part of this Project. Environmental impacts for the Preferred Alternative are presented in Chapter 5 of the Final EIS.

In response to b), DRPT and FRA prepared the Draft and Final EIS in accordance with the NEPA and its implementing regulations, as described in FRA's Environmental Procedures and CEQ regulations 40 CFR 1500 -1508. These regulations require FRA and DRPT to consider the environmental impacts of proposed actions and reasonable alternatives to those actions, and to make information on the impacts and alternatives publicly available before decisions are made and actions occur. Acknowledging the unique nature of the area and community concerns, the CAC was established to further review and inform the evaluation of alternatives for Area 5. All meetings were open to the public, with specific meeting times set aside specifically to allow for verbal comment by the public. Each of the CAC meetings included a full video recording available after the meeting on the Project website. The video offered the public who were unable to attend the meetings an opportunity to view the same information when it was most convenient for them. All public comments and questions were reviewed by the DRPT staff, and responses were prepared and shared with the CAC as part of the decision-making process. The composition and role of the CAC are summarized in Section 2.1.4.3 of the Final EIS and a summary report of CAC activities is included as Appendix G of the Final EIS.

After reviewing all the comments received on the Draft EIS and considering the input from the CAC process and the public comments made during it, plus the results of additional operations simulation modeling, on December 6, 2017, DRPT provided the CTB with a final recommendation for Alternative 5A as the Preferred Alternative in Area 5.

4. DRPT has ignored public input for not expanding the CSXT rails.

The No Build Alternative (i.e., no expansion of rails within the CSXT corridor) was fully evaluated and dismissed by the FRA and FHWA in the 2002 Tier I EIS because it did not meet the Project's Purpose and Need. Although previously dismissed, the DC2RVA Project process fully considered the No Build Alternative in the Draft EIS as required by NEPA. However, as stated in Section 4.4.2 of the Final EIS, FRA and DRPT confirm the findings of the 2002 Tier I EIS that the No Build Alternative is not a viable alternative to meet the Project's Purpose and Need.

OTHER

1. Will this process happen again in 20 years because of infrastructure upgrade issues?

Infrastructure elements, as proposed under the Preferred Alternative, are intended to provide the desired capacity and safety improvements necessary to meet the Project's purpose and need (as stated in Chapter 1 of the Final EIS). Federal requirements under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) require that the proposed improvements satisfy the corridor needs through the 20-year operation horizon (estimated to be 2045). Prior to that time, it is expected that routine maintenance and/or upgrading of railroad infrastructure could be required, however such actions would not require additional NEPA evaluations or approvals.

In the event of major changes in rail technology in the future, FRA or the appropriate Federal sponsoring agency would make a determination of required approvals at the appropriate time. It cannot be speculated at this time what such requirements will be 20 years in the future.

2. Opposition to CSXT's level of involvement in the Project

a. CSXT is not funding its fair share of this Project.

b. CSXT attempt to "control" the decision of Ashland based on their own in-house study of Project impact on CSXT.

CSXT owns and operates the railroad upon which the DC2RVA Project is based and is therefore an important stakeholder in Project planning and evaluation.

In response to a), funding for the DC2RVA Tier II EIS was provided from an FRA grant for high performance intercity passenger rail development with the Commonwealth of Virginia and CSXT providing a required non-federal match to the FRA grant funds. DRPT has not secured funding for the full-build of the DC2RVA Project; refer to Section 7.4 of the Final EIS for details.

In response to b), CSXT served on the Town of Ashland/Hanover County CAC with other stakeholders, and contributed to the CAC's review of alternatives, at a level commensurate with other stakeholders. The role of the CAC and that of other Project stakeholders was to provide comments and input to DRPT and the CTB as they formulated a recommended Preferred Alternative. The CAC's recommendations were instrumental in the selection of Alternative 5A – Two Tracks Through Town as the Preferred Alternative for Area 5.

In addition, DRPT and FRA conducted independent computer-based rail operations analyses, which estimated passenger and freight train performance in the corridor under several infrastructure alternatives in Area 5. This effort provided additional information that aided FRA and DRPT in the selection of Alternative 5A as the Preferred Alternative for Area 5. This refined operations analysis determined that while constructing a two-track western bypass or adding a third track to the existing CSXT railroad through the Town of Ashland would improve the efficiency of railroad operations through DC2RVA study Area 5, the additional capacity was not required to meet the Purpose and Need of the DC2RVA Project. Additionally, since Alternative 5A (Maintain Two Tracks through Town) provided adequate railroad capacity to meet the Purpose and Need of the Project, this alternative also resulted in the least impacts to historic properties. Should an alternative that avoids impacts to historic properties be feasible and prudent and meet the purpose and need of a project, then Section 4(f) of the U.S. DOT Act of 1966 requires FRA to select that alternative (see Chapter 6 of the Final EIS for the Final Section 4(f) Evaluation).

EVALUATION OF ALTERNATIVES

Chapter 4 of the Final EIS describes the Preferred Alternative within each area as well as its selection process, the reason / basis for selection, and any design changes since publication of the Draft EIS, which includes defining the Preferred Alternative in Area 1 and Area 5. A detailed mapbook of the Limits of Disturbance (LOD) of the Preferred Alternative is Appendix L of the Final EIS.

Note that the Final EIS does not republish all data and analyses at the same level of detail as the Draft EIS and its technical appendices (refer to Section 1.1.2 of the Final EIS for details). Refer to Chapter 2 of the Draft EIS and Appendix A of the Draft EIS for full details of all Build Alternatives in the Draft EIS, including the process that was used to develop, evaluate, and eliminate them.

CORRIDOR OPTIONS NOT EVALUATED IN THE DRAFT EIS

1. **Did the Project consider improvements outside of the existing rail corridor to improve train speed (such as construction of straighter lines, separate additional rail lines, flyovers, and/or tunnels)?**

The 2002 Tier I EIS and ROD, FRA and FHWA selected an incremental approach to develop the corridor (refer to Section 1.2 and Chapter 7 of the Final EIS for further discussion). As described there, a key element of the selected incremental approach was upgrading existing rail corridors in preference to developing new corridors (but did not preclude them if they provided the same benefits). This approach sought to minimize cost and potential impacts to the environment by utilizing existing railroad tracks and rail rights-of-way as much as possible and allowing access to existing stations and infrastructure. DC2RVA Project infrastructure improvements are limited to those necessary to meet the DC2RVA Purpose and Need, which preclude many of the suggested improvements.

However, the Draft EIS did evaluate alignments outside of existing railroad right-of-way—but connecting to existing rail corridors—as bypass alternatives for the City of Fredericksburg and the Town of Ashland because they are urban areas with limited right-of-way. The typical cross section of the new bypass alignments in these areas included a total of two tracks. DRPT determined that these bypass alignments would have higher impacts to property and natural resources and higher costs, and they generated substantial public opposition compared to the alternatives that added capacity within or followed the existing right-of-way. Neither of these bypass alternatives were selected as part of the Preferred Alternative; refer to Chapter 4 of the Final EIS for details. Additionally, the alternatives development process included other freight and/or passenger rail bypass alignment options that were dismissed from further consideration for similar reasons; refer to Appendix A of the Draft EIS for details.

2. **Did the Project consider moving all freight rail away/separate from passenger rail?**
   a. **It is disappointing that no cost/benefit study was made of the alternative of diverting substantial numbers of freight trains to the existing rail line in Maryland along the Route 301 corridor. The expense of building a new Potomac River bridge at Dahlgren and building connecting tracks to the RF&P line would be outweighed by both the homeland security benefits of bypassing the national capital and the benefits of freeing up the Fredericksburg-D.C. line for passenger rail.**

The Draft EIS did not consider completely separating freight and passenger rail away from the existing CSXT-owned/operated rail corridor between Washington, D.C. and Richmond. The Tier II EIS is the second step in a two-tiered federal environmental review process, building on the 2002 Tier I EIS that recommended passenger rail improvements in the 500-mile corridor between Washington, D.C. and Charlotte, NC. The 2002 Tier I EIS did evaluate other alignments in detail, but recommended adding additional track capacity within the existing railroad right-of-way between Washington, D.C. and Richmond. The 2002 Tier I EIS determined that building a new rail system dedicated to passenger or freight trains would cost more, result in more environmental impacts, and require extensive property acquisition. Conversely, sharing the rail system allows access to existing stations and infrastructure. This, in turn, allows the DC2RVA Project to be implemented more economically and minimizes impacts to the environment. Accordingly, and in line with the 2002 Tier I EIS recommendation for improvements within the existing rail corridor (in preference to new alignments), DRPT focused alternatives development within the existing CSXT right-of-way to minimize impacts and property acquisition. However, in areas where the right-of-way appeared potentially limited, or where other potentially reasonable alternatives were identified during Project scoping by stakeholders, DRPT evaluated a range of other alternatives, including new freight and/or passenger rail bypass alignments outside of existing CSXT right-of-way that would connect to existing rail lines, as detailed within the Alternatives Technical Report (Appendix A of the Draft EIS).

In response to a), in addition to what is stated above, evaluating a freight bypass around Washington, D.C. via a new Potomac River rail bridge at Dahlgren and connecting tracks to the existing rail line in Maryland along the Route 301 corridor is beyond the scope of the DC2RVA study, and is not in keeping with the Project's Purpose and Need, as set forth in the 2002 Tier I EIS. Subsequent to the completion of the 2002 Tier I EIS, and prior to the initiation of the DC2RVA Project, the National Rail Planning Commission prepared the Freight Railroad Realignment Feasibility Study in 2007[1] to evaluate the potential to construct freight rail bypass of Washington, D.C. from Central Virginia through Southern Maryland. The primary regional objectives of the study were to: mitigate security concerns related to the monumental core of Washington, D.C. and the U.S. Capitol; and accommodate the expansion of the passenger and freight capacity within the Washington, D.C. region of the East Coast rail corridor.

Although a new rail route connecting Central Virginia through Southern Maryland could divert some freight or passenger rail service from the CSXT RF&P corridor between Washington, D.C. and Richmond, VA, it would not meet the Purpose and Need of the DC2RVA Project. The advancement of the DC2RVA Project, however, would not preclude the consideration of a new rail bypass around Washington, D.C. in the future, which would be subject to separate environmental documentation at that time.

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[1] https://www.ncpc.gov/docs/Freight_Railroad_Realignment_Study.pdf

3. Did the Project consider improving highway capacity, instead of and/or in addition to rail capacity?

The I-95 corridor carries more than 350 million tons of freight each year and more than 400,000 people a day[2]. The corridor is a vital conduit for national commerce and trade that connects northeast consumer markets with southeastern ports and manufacturing centers, accounting for 20 percent of the U.S. gross domestic product and making it the fourth largest economy in the world. Congestion on I-95 and parallel rail lines challenges the efficiency of the workforce and the freight network. To address these problems, the Commonwealth has taken a multimodal approach, including highway, rail, and other improvements under the heading of the Atlantic Gateway Program. The Atlantic Gateway is a multimodal suite of projects focused on the I-95 corridor between Washington, D.C. and Fredericksburg, VA, and includes a combined suite of freight and commuter rail, highway, and technology components. The DC2RVA Project is specifically focused on improving intercity passenger rail in the corridor between Washington, D.C. and Richmond, and overlaps with the Atlantic Gateway Program.

The Purpose of the DC2RVA Project is to increase railroad capacity between Washington, D.C. and Richmond to deliver higher speed passenger rail while also supporting the planned expansion of VRE commuter rail service and accommodating the forecasted growth of freight rail service by developing an efficient and reliable multimodal rail corridor. Consideration of additional highway/roadway capacity beyond that necessary to improve existing road/rail crossings to meet the needs of the DC2RVA Project is beyond the scope of the Tier II effort. The Atlantic Gateway highway and rail improvements will expand upon and work in concert with the DC2RVA Project improvements to improve transportation choice and efficiency in this vital corridor.

4. Did the Project consider rail in the I-95 corridor right-of-way and/or within powerline right-of-way?

In the 2002 Tier I, FRA and FHWA recommended adding additional track capacity within the existing railroad right-of-way, which is owned and operated by CSXT. Building a new rail system dedicated only to passenger trains would cost more, result in more environmental impacts, and require extensive property acquisition. Conversely, sharing the rail system allows access to existing stations and infrastructure. This in turn, allows the Project to be implemented more economically and minimizes impacts to the environment.

In keeping with the recommendations of the 2002 Tier I EIS, and the DC2RVA's Purpose and Need, DRPT focused development of alternatives for the DC2RVA Project within the existing CSXT right-of-way to minimize impacts and property acquisition. However, in areas where the right-of-way appeared limited, or where other potentially reasonable alternatives were identified during Project scoping, DRPT evaluated alternatives outside the existing CSXT right-of-way, including new alignments alongside or within existing power line and interstate rights-of-way, to ultimately connect back to existing rail corridors. However, all of these alternatives were dismissed from inclusion in the Draft EIS environmental evaluation for the reasons noted above. Appendix A of the Draft EIS describes the range of alternatives identified and evaluated, including those dismissed from further consideration.

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[2] http://www.atlanticgateway

Specifically, within the Ashland Area, the range of alternatives included five options for an eastern bypass around the Town of Ashland, all of which ran alongside an existing power line right-of-way for some portion of their alignment. Two of the eastern bypass options would use the median of I-95 and one option would run alongside the right-of-way of I-95 just east of Ashland. DRPT eliminated these eastern bypass options from further consideration during the screening process due to their cost, impacts to existing infrastructure, environmental resources, and extensive property acquisition. The Ashland/Hanover CAC (see Section 2.1 of the Final EIS) also looked at these and other eastern bypass alignments and eliminated an eastern bypass from consideration as well.

5. **Did the Project consider having two freight lines and two high speed passenger rail lines?**

In the 2002 Tier I EIS, FRA and FHWA determined the Project would be developed incrementally along the existing CSXT-owned rail corridor between Washington, D.C. and Richmond, and that intercity passenger, commuter, and freight rail service would use the same tracks to maximize use of existing infrastructure. DRPT's analyses described in the Draft EIS show that for most of the corridor, adding one main track to the existing CSXT corridor provides sufficient additional capacity for intercity passenger, commuter, and freight rail, in order to meet the Project's Purpose.

6. **Did the Project consider a three-track option with overtaking lanes (i.e., outer tracks would handle freight traffic and inner track would be utilized for passenger rail service only, in both directions)?**

Based on prior corridor studies, including the 2002 Tier I EIS and the 2009 Virginia I-95 High Speed Rail Corridor & Service Development Plan (both of which are described in Section 1.2 of the Final EIS), FRA and DRPT determined that the most efficient means of adding capacity to the existing corridor was through an incremental process using existing rail corridors, and by adding capacity to the existing corridors through the addition of a main track with crossovers such that all main tracks are interoperable by intercity passenger, commuter, and freight trains. Interoperability of the main tracks maximizes the corridor's capacity, speed, and flexibility for all trains.

ASHLAND AREA ALTERNATIVES

1. **How and why was a western bypass alternative in the Ashland area brought forward as an alternative in the Draft EIS?**

The DC2RVA Project generally proposes additional rail capacity, in the form of an additional main track, be added alongside the existing tracks and within the CSXT-owned right-of-way to minimize costs and impacts. However, in the Town of Ashland, the CSXT right-of-way is too narrow to accommodate a potential third track—additional right-of-way would be required if a third track was placed through the town. Therefore, in response to public input during DC2RVA scoping and alternatives development phases, DRPT evaluated numerous bypass alignments, including both eastern and western bypasses. The bypass alignments were considered as options that avoided/minimized the potential impacts caused by expanding the rail corridor through the Town of Ashland. After screening the bypass alignments for potential significant environmental impacts and effects on infrastructure, DRPT selected Ashland West Bypass #4 (AWB4) for detailed evaluation in the Draft EIS, which is included as Build Alternatives 5C and 5C–Ashcake.

Refer to question Public Involvement #2 and #3 in the section above regarding development of the Town of Ashland/Hanover County CAC and its outcome. The mission of the CAC was to take a fresh look at a wide range of alternatives for Alternative Area 5, including reexamining eastern and western bypass alternatives. After review of all Ashland area alternatives, the CAC identified AWB1 as the "least objectionable" western bypass alternative; refer to Appendix G of the Final EIS for full summary of CAC activities.

Ultimately, FRA and DRPT determined that the additional capacity and operational efficiency provided by either a third track through town or a bypass around the town did not justify the cost and environmental impacts associated with the additional capacity. The Preferred Alternative for Area 5 was selected as 5A, which maintains two tracks through town; the reasons for its selection are detailed in Section 4.3.5 of the Final EIS. No bypass alternatives were selected as part of the Preferred Alternative in the Final EIS.

2. **Support for options not evaluated in the Draft EIS**
    a. **One elevated track through downtown Ashland**
    b. **Tunnel beneath the Town of Ashland**
    c. **Bypass for vehicular traffic around Ashland**
    d. **Use of the existing eastern rail alignment (i.e., the Buckingham Branch Line)**

In response to a), DRPT evaluated a raised rail trestle or viaduct through the Town of Ashland as a potential option to add rail capacity along the existing corridor (see Appendix A—Alternatives Technical Report of the Draft EIS). The rail trestle or viaduct was eliminated during the screening process due to impacts to existing infrastructure, as well as public concerns over impacts to historic resources, noise, and aesthetics. Rather, DRPT advanced alternatives to the Draft EIS that included the construction of a third track at-grade through the Town of Ashland—Alternatives 5B, 5B–Ashcake, and 5D–Ashcake, and construction of a two-track western bypass—Alternative 5C and 5C–Ashcake.

In response to b), DRPT evaluated tunnel options as part of the alternatives development process of the Draft EIS. Tunnel options included a deep-bore tunnel into bedrock, a mixed tunnel in both bedrock and the unconsolidated overburden, and a cut-and-cover tunnel. These tunnel options were documented in the Alternatives Technical Report (Appendix A of the Draft EIS) but were eliminated from further consideration during the screening process due to concerns over cost and impacts during construction, effects on nearby structures, and the long-term impacts of the above-ground ventilation facilities on the Town of Ashland. Subsequently, during the Ashland/Hanover Area CAC process to review the Area 5 alternatives, tunnels were reviewed by the CAC and eliminated from further consideration due to their relatively higher cost compared to other area alternatives.

In response to c), the Purpose of the Tier II DC2RVA Project is to increase railroad capacity between Washington, D.C. and Richmond to deliver higher speed passenger rail while also supporting the planned expansion of VRE commuter rail service and accommodating the forecasted growth of freight rail service by developing an efficient and reliable multimodal rail. Consideration of additional highway/roadway capacity beyond that necessary to improve existing road/rail crossings to meet the needs of the DC2RVA Project is beyond the scope of the DC2RVA Tier II effort. The DC2RVA Project does not preclude future non-rail capacity improvements studies or projects, separate from this EIS process.

In response to d), DRPT evaluated the use of the Buckingham Branch Railroad (BBR) as well as other eastern bypass options as potential alternatives to adding rail capacity along the existing corridor in the Ashland/Hanover area (see Appendix A—Alternatives Technical Report of the Draft EIS). The BBR and other eastern bypass options were eliminated during the alternatives screening process due to impacts to parks, wetlands, historic resources, and existing infrastructure. Routing passenger trains via the BBR would not allow trains to serve Staples Mill Road Station in Richmond in Alternatives 6A, 6E, 6F, and 6G. Additionally, routing freight trains via the BBR would increase the travel time for freight trains operating between Washington, D.C. and Richmond, and would increase freight rail congestion within Richmond by routing additional freight traffic from Acca yard to the BBR. The BBR and eastern bypass options were reevaluated by the Ashland/Hanover CAC and again eliminated from consideration. Under the Preferred Alternative, CSXT will continue to route freight trains on the BBR from Richmond through Doswell, VA, as necessary.

3. **Could the proposed alignments through the Ashland Area (Area 5) be modified to have less impacts overall, especially to homes?**

The Preferred Alternative for Area 5 was selected as Alternative 5A, which maintains two tracks through town and adds an additional track north and south of the town, and has the least residential impacts of any Build Alternative that was evaluated in the Draft EIS. The conceptual design of the Preferred Alternative through Area 5, as described in Section 4.3.5 of the Final EIS, has been refined since the Draft EIS evaluation and does not have any residential impacts in the Ashland Area.

All of the impact analyses in the Draft and Final EIS are based on conceptual engineering, which was revised between the Draft and Final evaluations and further minimized certain impacts (refer to Chapter 4 of the Final EIS for details). The Preferred Alternative will be further refined during final design, after funding is available and incremental improvements are scheduled, to further minimize impacts to environmental resources and property throughout the entire Project corridor.

RICHMOND AREA ALTERNATIVES

1. **How will the Project route trains on the S-Line in Richmond? Isn't exclusively using the S-Line a missed opportunity of capacity for the existing A-Line?**

Full descriptions of routing for the Preferred Alternative through Richmond is provided in Section 4.3.6 of the Final EIS. The Preferred Alternative for Area 6 (Alternative 6F: Full Service, Staples Mill Road/Main Street Stations) will route all north-south passenger trains through downtown Richmond along the S-Line, with the exception of the Auto Train which will continue to use the A-Line. Passenger trains will diverge from the CSXT RF&P Subdivision just north of the Staples Mill Road Station onto a new passenger train bypass around the east side of the Acca Yard terminal, which will include new level-boarding station platforms to serve the Staples Mill Road Station. South of Acca Yard, passenger trains will use the existing S-Line, which will be rebuilt and expanded, to access Main Street Station in downtown Richmond. Trains bound for Norfolk, North Carolina, and southern destinations will continue south on the S-Line past the west side of Main Street Station south to Centralia, where they will rejoin the CSXT A-Line. Amtrak's Newport News passenger service will leave the S-Line to continue east of Main Street Station onto the Peninsula Line. The use of the S-Line for north-south passenger trains through Richmond also validates the Preferred Alternative of the Richmond-to-Raleigh (R2R) Tier II EIS, the Preferred Alternative for the Richmond to Hampton Roads Tier I EIS, and is supported by FRA's Station Area Planning guidance that emphasizes downtown station locations.

Rebuilding the S-Line as the main passenger train route through downtown Richmond supports the DC2RVA Project's goal of providing a competitive passenger rail transportation option for travelers by providing downtown-to-downtown service between Washington and Richmond. In addition, the potential for conflicts between passenger and freight trains in the Richmond terminal area will be reduced, since most north-south freight traffic through Richmond will continue to use the A-Line, while passenger trains will use the S-Line. Options to expand rail capacity on the A-Line to support both the expanded passenger service and forecasted increases in freight traffic are limited, or cost-prohibitive, owing to the line's location in the median of I-195 in Richmond. DRPT conducted computer-based rail operating simulations that provided estimates of future freight and passenger train performance on alternatives using both the S-Line and A-Line as the primary passenger route through Richmond. Based on those simulations, DRPT concluded that the diversion of passenger trains onto the S-Line allowed for two primary freight and passenger corridors for north-south traffic through Richmond, which would reduce the potential for conflicts between freight and passenger trains and enable passenger trains to meet the Project's on-time performance goals.

However, DRPT believes that the A-Line offers much needed redundancy in the Richmond area's passenger and freight rail network should unforeseen occurrences inhibit the movement of trains via the S-Line. The infrastructure improvements proposed by the DC2RVA Project do not preclude use of the A-Line by passenger trains in the event of unforeseen occurrences that would prevent the use of the S-Line for passenger service.

2. **The Richmond Area improvements should be further broken down into smaller projects that will allow for the steady increase of passenger rail service at Main Street Station to Hampton Roads and the Southeast United States.**

The DC2RVA Project provides additional capacity to support 9 new daily intercity passenger round trips (18 total trains per day) between Washington, D.C. and Richmond, and extending north to the NEC. This new service includes one new round trip originating at Richmond Main Street Station, one new roundtrip extending south to Newport News, three new roundtrips extending south to Norfolk, and four new round trips extending south to Raleigh and Charlotte, NC. Refer to Section 4.2 of the Final EIS for description of the proposed service plan. DRPT is preparing a Corridor Service Development Plan as part of the DC2RVA Project, which will include a proposed service implementation schedule; refer to Section 7.3 of the Final EIS for details.

DRPT anticipates that the DC2RVA Project, and its proposed 9 new daily intercity passenger round trips (18 total trains per day), will be implemented incrementally, as funding becomes available. Refer to Chapter 7 of the Final EIS for an overview of the anticipated future steps for Project implementation and construction.

STATION EVALUATION

1. **Concern about which stations are being served by new DC2RVA service throughout the corridor, why those locations were chosen, and/or suggestions of additional stations or transit services that should be added along the corridor**

DRPT evaluated potential new passenger rail stations for their suitability to serve as intercity passenger rail stations in the DC2RVA corridor, as described in Section 2.3.3.2 of the Draft EIS, and plans to incorporate the proposed passenger train service into Amtrak's existing intercity passenger rail network. Under the proposed service plan for Preferred Alternative as described in Section 4.2 of the Final EIS, existing station locations that will be served by the proposed service include: Alexandria, Woodbridge, Quantico, Fredericksburg, Ashland, and Richmond (existing Staples Mill Road and Main Street Stations). All upgrades to existing station facilities served by the Project are included in the description of the Preferred Alternative in Section 4.3 of the Final EIS.

Several locations for potential new or replacement intercity passenger stations were identified during the Project scoping phase based on public input and recommendations from prior corridor studies. However, ultimately DRPT determined that no new stations were needed to meet the Purpose and Need for the Project. However, the Project does not preclude future changes to service patterns and intercity passenger rail station locations, nor does it preclude development of new station locations in the future along the corridor, separate from this Project and its environmental process. the Final EIS

Multimodal access to high speed rail stations, including highway, public transit, and other modes, was one of the evaluation criteria for selecting which stations could receive additional passenger service under this Project; additional detail on multimodal access to the corridor rail stations is provided in Appendix A of the Draft EIS.

Several of the Amtrak stations also serve VRE's commuter rail service, including Alexandria, Woodbridge, Quantico, and Fredericksburg stations. VRE has other stations along the corridor which are not served by Amtrak. The Amtrak/VRE Alexandria Station is adjacent to a WMATA Metrorail station, and all of the Amtrak stations in the Project corridor, with the exception of Ashland, are served by local/regional bus routes. Further, Richmond's Main Street Station is now served by the City's new Bus Rapid Transit System. However, the DC2RVA Project does not include any provisions to develop or implement new transit service to a station because addition of any new service is under the purview of local and regional authorities, and not DRPT.

2. **Concern about which stations are being served within Richmond, their operations, and/or their connections to other modes of travel**

As described in Chapter 2 of the Draft EIS, DRPT evaluated two primary route alignment alternatives in the Draft EIS for the Richmond Area to determine which route was best capable of providing the capacity required to support the DC2RVA Purpose and Need: one route passes west of downtown on the CSXT A-Line, and the other passes through downtown via the CSXT S-Line. In addition to the routing options, the Draft EIS evaluated four unique station locations with eight different station service alternatives in the Richmond area serving multiple route and station combinations. DRPT also evaluated other potential station locations in the Richmond area as part of the alternatives development process, which were dismissed from further consideration during screening (refer to the Alternatives Technical Report, Appendix A of the Draft EIS, for full details).

Section 4.3.6 of the Final EIS fully describes the station improvements, amenities, and operations at Staples Mill Road and Main Street Stations as part of the Preferred Alternative. Based on the cost estimates, levels of impact, and ridership projections presented in the Draft EIS, DRPT determined that having both a downtown station and a suburban station would provide the most flexible service, and Alternative 6F: Full Service, Staples Mill Road/Main Street Stations was selected as the Preferred Alternative. The Preferred Alternative will run all passenger train service that stops in Richmond on the S-Line, thus separating it from CSXT's principal freight corridor (the A-Line); this configuration will reduce rail congestion and delay. The Amtrak Auto Train, which does not stop in Richmond, will continue to use the A-Line.

All intercity passenger trains that stop in Richmond, including the 9 new daily intercity passenger round trips (18 total trains per day), will serve both Staples Mill Road Station and Main Street Station. Additionally, Main Street Station is unique in that passenger trains will be rerouted to it as part of the Preferred Alternative. Main Street Station currently serves two existing daily round trips (four total trains per day).

Under Build conditions of the Project, the S-Line will be rebuilt, enabling all existing and proposed new intercity passenger trains stopping at Richmond to serve both Staples Mill Road and Main Street Stations. As a result, Main Street Station will see a total of 18 daily round trips (36 total trains per day), which is an increase of 16 daily round trips (32 total trains per day) above the current service level at Main Street Station. Of those, the DC2RVA Project will add 9 new daily intercity passenger round trips (18 total trains per day) and also reroute 7 existing round trips (14 existing total daily intercity passenger trains). Main Street Station will provide for convenient connection to Richmond's transit system, including multiple bus routes and the City's new Bus Rapid Transit (BRT) system.

While Main Street Station site constraints and concerns over potential impacts to cultural resources limit the number of tracks and length of platforms proposed for the station, future passenger service amenities to be provided at the station, such as checked baggage service, are not precluded. Amenities to be provided at each station for a particular passenger service will be determined by DRPT in coordination between Amtrak, the City of Richmond, and other station stakeholders, and are not included as part of the DC2RVA Project. DRPT has assumed that Amtrak's scheduled crew changes in the Richmond area, which currently occur at Staples Mill Road Station, would continue to occur at Staples Mill Road Station under the Preferred Alternative.

3. **Concern regarding proposed level of boarding platforms at stations as part of Project improvements**
    1. **The Project should ensure that all platforms are at train-door level so that ADA customers do not have to utilize a lift / wait for the conductor to find a ramp at the station.**
    2. **Not having "high-level" platforms in this Project adds travel time to trips. It looks like the Project will have at least four stations (if not more) that are "low-level" and that's going to add at least two minutes to every train in both directions.**
    3. **The objections to "high-level" platforms seem to be that VRE owns equipment designed for "low-level" platforms and that freight railroads don't like "high-level" platforms, but there has to be a solution to those concerns from other places in the country.**

In response to a), b), and c), federal regulations (49 CFR Parts 37 and 38) require passenger rail stations to have boarding platforms that are level to the floor of the railcar, wherever it would not be prevented by freight train clearance requirements. However, the different types of passenger, freight, and commuter trains sharing the tracks of the DC2RVA corridor have different height and clearance requirements, which prevents the use of level-boarding platforms at many of the stations in the DC2RVA corridor. For example, the floor height of Amtrak passenger cars is approximately 48 inches above the top of the rail, whereas the floor height of VRE commuter railcars is much lower and requires a station platform no more than 8 inches above the top of the rail. In addition, the width of certain freight cars operating in the DC2RVA corridor extends far enough outside the width of the rails that a 48-inch-high station platform would obstruct their movement. As a result, at stations where the platforms serve tracks used by passenger, freight, and commuter trains, the platform cannot be more than 8 inches above the top of the rail.

The DC2RVA Project has prepared a Basis of Design Report (see Appendix B of the Draft EIS) that governs all new station platform construction and reconstruction of existing platforms. The Basis of Design states that boarding for the mobility-impaired transit users shall be provided by one or more of the following methods:

- Level-boarding platforms (sometimes referred to as "high-level" platforms, as the platform is 48 inches higher than the top of rail). Level-boarding platforms provide level boarding where they would not conflict with freight train clearances.
- Railcar-equipped wheelchair lifts. Railcars equipped with mechanical lifts provide persons with disabilities access to all railcars.
- Wheelchair lifts at low-level platforms. At low-level platforms (8 inches above the top of rail) that do not provide level boarding, portable wheelchair lifts can be utilized to provide equal access as required by the Americans with Disabilities Act of 1990 (ADA).

Within the DC2RVA Project, Staples Mill Road Station is the only location where platforms will be located on new tracks that will serve only passenger trains, which will allow for the construction of level-boarding platforms (48 inches above the top of rail). However, Alexandria, Woodbridge, Quantico, Fredericksburg, Ashland, and Richmond Main Street Station have platforms that are served from tracks also used by freight trains and, in some cases, VRE commuter trains as well, and as a result, will require low-level platforms (8 inches above the top of rail). At the stations where level-boarding is not permissible, DRPT or Amtrak (or other sponsoring agency) will be required to submit a level-boarding plan to FRA's Office of Civil Rights demonstrating that the proposed method (railcar-equipped lifts, wheelchair lifts, etc.) will meet the objectives of ADA.

4. Are future parking demands being addressed / increased at stations as part of this Project?

DRPT used an Amtrak-approved methodology to determine the parking demand at each existing intercity passenger rail station in the DC2RVA corridor (Alexandria, Woodbridge, Quantico, Fredericksburg, Ashland, and the two existing Richmond stations) for each Build Alternative evaluated in the Draft EIS. Parking capacities were based on DC2RVA ridership projections for the year 2045. Factors that affect parking demand include type of station (i.e., station location in an urban or more rural area, as urban stations are assumed to have greater access to public transit options and therefore require less parking) as well as type of Amtrak service (i.e., there are different parking requirements for long distance versus regional train passengers, and business versus non-business passengers). Refer to Section 4.5.2 of Appendix S of the Draft EIS for parking calculations, the results of which are summarized in Section 4.15 of the Draft EIS. An updated summary of the parking needs for the Preferred Alternative is provided in Section 5.15.1.4, and includes description of parking facilities at each station.

The conceptual layouts for each station site that are shown in the station alternative figures in Chapter 4 of the Final EIS are additionally based on the physical characteristics of the station site, the DC2RVA Basis of Design, the functional requirements of Amtrak, and/or Project refinements to the Preferred Alternative that have occurred since the publication of the Draft EIS. A multi-story parking garage sufficient to meet the parking demand is proposed at the Fredericksburg Station as part of the Preferred Alternative. Since the publication of the Draft EIS, DRPT removed proposed parking improvements from the Preferred Alternative at the stations at Ashland in the Final EIS due to the relatively low increase in ridership proposed for those stations and availability of nearby private or publicly owned parking facilities; in addition, there was no local support for additional parking infrastructure dedicated to intercity passenger rail customers during review of Project Build Alternatives (see Appendix G for details on the CAC). DRPT also removed the proposed parking improvements at Main Street Station in Richmond as part of the Preferred Alternative due to its location in an urban area, availability of public transportation options, the presence of existing private or publicly-owned parking facilities, and concerns to potential impacts to historically sensitive resources in the station area. Additionally, at Staples Mill Road Station, in July 2018 Amtrak completed an expansion of the parking at the Staples Mill Road Station, from 274 parking spaces to 589 parking spaces. The completed parking improvements include a dedicated bus loading zone, bike racks, taxi/ride-share parking, improved pedestrian accommodations, additional ADA parking and two entrances via Staples Mill Road and Bremner Boulevard. This expanded parking lot meets the projected parking demand estimated for the DC2RVA Project, and no further parking improvements are recommended as part of the Project.

5. **Station-specific concerns**
    a. **Carmel Church Station has been supported by the last three administrations and has been included in the last two Virginia State Rail plans. It was studied in depth by DRPT and affirmed in the Amtrak Station Area Planning and Land Use Analysis study from August 2008. While the Project states that it does not preclude the development of new stations, the Project should include the station that the Caroline County community has been working on with the full support of the Commonwealth.**
    b. **In Fredericksburg, the Project should look into renovating the current historic station as a passenger station rather than building a new station.**
    c. **What is happening at the Ashland Station? The Project needs to be sensitive to the aesthetics of the historic building.**

In response to a), DRPT acknowledges the previous and ongoing support of a station location at Carmel Church. DRPT evaluated the potential for a new intercity passenger rail station at Carmel Church (see Section 8.3.5.8 of the Alternatives Technical Report, which is Draft EIS Appendix A). A Carmel Church station has been previously proposed in conjunction with a new mixed-use development known as the Carmel Church Community and Village; however, this development has not begun, and the area remains largely rural with low density single family residential and some industrial uses. DRPT considered and dismissed the Carmel Church location for development of a new train station as part of the DC2RVA Project due to its lack of development and its relatively low population density (and potential ridership) in the area. This does not preclude addition of a station at Carmel Church in the future if conditions change and the potential ridership warrants a new station.

In response to b), the Draft and Final EIS includes a conceptual footprint (and cost) for a new station in Fredericksburg on land currently used for surface parking. The conceptual footprint provides a basis for the Draft EIS impact evaluation but is not intended as a final determination on station layout. Final station design for any station in the DC2RVA corridor is not part of the Project. Any final design for a new station will be coordinated with Amtrak, the City of Fredericksburg, and other stakeholders. The potential use of the existing historic station could be evaluated during final design, should it be determined necessary at that time.

In response to c), the Ashland Train Station is both individually eligible for the National Register of Historic Places (NRHP) and as a contributing resource to the Ashland Historic District; as such, any changes made to this building or landscape as part of the DC2RVA Project would require an analysis to see if the changes adversely impact the station. The historic train station building is used as a visitor's center for the Town of Ashland and is not part of the Amtrak station.

However, there are no proposed changes to the station or its two brick platforms as part of the DC2RVA Project. In accordance with the September 2017 recommendation of the Town of Ashland/Hanover County CAC and with the December 2017 resolutions of the CTB, Build Alternative 5A: Maintain Two Tracks Through Town was selected as the Preferred Alternative. As selected, the Preferred Alternative in Area 5 will not include any roadway or station modifications within downtown Ashland (refer to Section 4.3.5 of the Final EIS for details). In a separate ongoing project, Amtrak is working with the Town of Ashland and FRA to improve the existing station platforms to meet ADA requirements.

ENVIRONMENTAL IMPACTS

Chapter 5 of the Final EIS documents the potential effects on the human, physical, and natural environments that may result from construction and operation of the Preferred Alternative for the Project. The effects presented in Chapter 5 are based on the conceptual engineering Limits of Disturbance (LOD) for the Preferred Alternative in each of the six areas defined for the Project, as defined in Chapter 4 of the Final EIS and its Appendix M.

GENERAL

1. **Is there no route which would not impact local citizens?**

The 2002 Tier I EIS established the general alignment for the SEHSR corridor, including the DC2RVA corridor between Washington, D.C. and Richmond, VA, ensuring connectivity with the future improvements to the NEC north of Washington, D.C. The 2002 Tier I EIS recommended that improvements be constructed within the existing railroad right-of-way to the extent possible in an effort to minimize physical impacts. The Basis of Design for the DC2RVA Project (see Appendix B of the Draft EIS) followed, to the extent practical, this recommendation for remaining within the existing right-of-way. Nonetheless, the DC2RVA Project requires some improvements outside the existing right-of-way in locations of limited right-of-way width, areas where speed-limiting curves needed to be flattened (or reduced), major river crossings where road/rail crossings required modifications, and other locations with limiting characteristics. The only alternative considered in both the Tier I and Tier II evaluations that would not require any additional right-of-way (and associated physical impacts) would be the No Build Alternative. However, FRA and FHWA determined in the 2002 Tier I EIS that the No Build Alternative did not to satisfy the Project's stated purpose and need and was thus considered not to be a viable alternative. DRPT considered the No Build Alternative as a baseline for evaluation as part of this Project, but confirmed the findings of the 2002 Tier I EIS that the No Build Alternative is not a viable alternative to meet the Project Purpose and Need. See Section 4.4.2 of the Final EIS for more detail.

2. **The environmental impacts and/or monetary cost of the Project are not worth the projected time-savings of passenger rail. High speed rail is prohibitively expensive when compared to the time-savings for passengers using these trains. It is not fair to ask residents to "pay" for this when they will not be seeing any benefit.**

The purpose of the DC2RVA Project is to increase capacity to deliver higher speed passenger rail, expand commuter rail, and accommodate growth of freight rail service in an efficient and reliable multimodal rail corridor. The increased capacity will allow for an increase of 9 new daily intercity passenger round trips (18 total trains per day), improve the reliability of on-time performance, and reduce travel time for all intercity passenger service in the corridor. Benefits of the Project and a comparison of the benefits to the No Build Alternative are documented in the Draft EIS. Improvements associated with the DC2RVA Project will also benefit non-rail users, such as improved safety of highway-rail crossings, reduction in growth of highway traffic congestion, and improvements in regional air quality. A detailed public benefits analysis is included in the Project's Corridor Service Development Plan, which is being prepared by DRPT as part of the DC2RVA Project (see Section 7.4 of the Final EIS for further details).

TRAFFIC / TRANSPORTATION

1. Concern about safety and/or accessibility of public at-grade roadway crossings as evaluated in the Draft EIS

In accordance with the FRA's High Speed Passenger Rail Safety Strategy, the Draft EIS analyses assumed that the Project would provide a minimum of active gates and lights at all public at-grade crossings. As part of that minimum protection, two types of active gates and light systems are recommended as part of the Project at public crossings:

- **Four-quadrant gates:** This system includes four gates (entrance and exit gates on all roadway approaches) designed to provide full closure of the crossing when a train is approaching or occupying the crossings, thus eliminating the opportunity for vehicles to navigate around a lowered gate. The design can include detection inside the gate to ensure that vehicles do not get "trapped" inside lowered gates.
- **Median treatment (non-traversable) with center gates:** This system includes physical improvements designed to impede the movement of vehicles into the opposing traffic lane and around a lowered gate. Typical treatments can include barrier wall systems, wide raised medians, and mountable raised curb systems with vertical median separators.

In addition to the two minimum treatment types above, DRPT also evaluated at-grade crossing elimination (which includes potential grade separation and crossing closure of existing at-grade crossings) as part of the Project.

Safety of all users and vehicle accessibility (i.e., connectivity of the roadway network) were two primary considerations during the crossing treatment review as part of the Draft EIS. DRPT applied FRA and FHWA guidance, which includes calculation of rail and roadway traffic and speeds, to determine if each at-grade crossing should be considered for grade separation or crossing closure, or if active gate systems (as described in the bullets above) would be sufficient. DRPT then determined specific crossing treatment recommendations for each crossing based on safety needs, the geometry of parallel/intersection crossing roadways to ensure safe and efficient vehicle operations, life-cycle cost efficiencies, construction feasibility, environmental impact, and operating conditions within the rail corridor. Discussion of this decision process can be found in Section 4.15.2.1 of the Draft EIS, with additional information in Section 5.2 of its Appendix S (Transportation Technical Report).

The proposed crossing treatments at each public at-grade crossing for the Preferred Alternative are summarized in traffic/transportation response #2 below, and fully detailed in Section 5.15.2.2 of the Final EIS. As detailed there, the Preferred Alternative includes "no action" at several existing at-grade crossings, in locations where other/future projects or actions will provide additional safety improvements.

Further, dynamic crossing safety technology to control exit gates (such as embedded loops or radar as part of active gate systems) will be included during the final design of the Project, as applicable, and is subject to FRA Office of Railroad Safety approval, at the time of that design.

2. What is happening to the existing at-grade treatments in the corridor (public crossings)?

The proposed crossing treatments at each public at-grade for the Preferred Alternative are presented in Section 5.15.2.1 of the Final EIS and shown on the detailed Preferred Alternative mapbook in Appendix L of the Final EIS, and include the following:

- **Grade separations**: 7 crossings
- **Closure:** 7 crossings
- **Four-quadrant gates**: 13 crossings
- **Center median treatment**: 8 crossings
- **No action:** 8 crossings

These treatments are the same as evaluated in the Draft EIS, with three exceptions (listed north to south in the Project corridor):

1) The removal of one four-quadrant gate improvement in Northern Virginia (Potomac Road) from the Project, to align with the decisions made as part of the separate Powells Creek to Arkendale project in this same area (refer to Final EIS Section 4.3.2 for details).

2) The Preferred Alternative through Area 5 (Alternative 5A) will not improve any existing at-grade crossing treatments between Vaughan Road (Archie Cannon Drive) and Ashcake Road under the DC2RVA Project. Further, College Avenue/Henry Clay Street will remain open with no proposed changes as part of the Preferred Alternative. This differs from the evaluation as shown in the Draft EIS, which included proposed four-quadrant gates at all at-grade crossings within Town (which would require property and/or traffic operations impacts) and required closure of the College Avenue crossing (due to conflicts with station platform improvements that were shown in the Draft EIS). The recommendation for proposed grade separations at Vaughan Road (Archie Cannon Drive) and Ashcake Road remain in the Preferred Alternative, as analyzed in the Draft EIS. The CTB further committed DRPT to explore potential improvements in the Town of Ashland that will "help protect the safety of motorized and non-motorized roadway users." DRPT will continue the outreach for other safety improvements separate from the obligations of the DC2RVA Project.

3) The addition of one grade separation in Henrico County (Hermitage Road), which replaced a previous recommendation of four-quadrant gates in the Draft EIS evaluation.

3. Concern over private driveway access and/or crossing treatment throughout the corridor

DRPT's process to determine crossing treatments at private at-grade crossings followed a similar site-specific process as public at-grade crossings (as summarized in traffic/transportation response #1 above). Safety and accessibility were two key factors in the process.

Most of the existing private crossings currently have warning signs only, although a few have locking gates. Wherever practicable, existing private crossings are maintained, albeit with additional safety measures, as detailed in Section 5.15.2 of the Final EIS. At private crossings, the Preferred Alternative includes locking gates at most existing private at-grade crossings; however, four-quadrant gates are proposed at private locations in the Richmond area where site-specific safety, geometric, and/or operating conditions were determined to preclude use of locking gates. If access to private property cannot be maintained or provided in kind, the property would need to be acquired, as detailed in Section 5.11.4 of the Final EIS.

Locking gates will not impede the owner's access to the private crossing, but will provide an additional measure of safety for both vehicles and trains at the crossing. DRPT anticipates that locking gates will be tied to train control, and private property owners will need to "request" that their crossing gate be opened. However, details of technology and design of the track circuit interlock will be determined as part of the final design of the Project and is subject to FRA and CSXT approval at the time of that design. DRPT will coordinate with property owners to determine means of access to each property during final design.

4. **Ashland-specific traffic concerns**
   a. **In Ashland, the proposed alternatives would not increase safety of at-grade roadway crossings, especially at the main intersection in downtown Ashland (England Street / Thompson Street crossing).**
   b. **In Ashland, railway traffic currently affects traffic flow by blocking intersections up to 15–20 minutes. This is not covered in the Draft EIS.**
   c. **There has not been adequate attention to how disruptive the destruction/ construction through the town of Ashland would be. Shutting down Center Street for several years will create an inconvenience to all residents.**

In response to a), the Draft EIS alternatives considered for downtown Ashland included safety upgrades to the at-grade road and pedestrian crossings in keeping with FRA's Safety Strategy (see Section 4.15.2.1 of the Draft EIS, with additional information in Section 5.2 of its Appendix S (Transportation Technical Report), for specific recommendations by alternative and road crossing). DRPT also analyzed the existing and projected future traffic on the at-grade road crossings to determine the potential need for grade-separations to improve safety and traffic flow, as well as site-specific physical conditions and rail operating conditions. DRPT did not recommend a grade separation at England/Thompson Street under any Build Alternative analyzed in the Draft EIS due to the potential impacts to traffic and adjacent properties from the infrastructure required for a grade separation at that location.

The Preferred Alternative (Alternative 5A: Two Tracks Through Town) includes grade separations be constructed at Vaughan Road (Archie Cannon Drive) and Ashcake Road in Ashland to improve safety, emergency response, and traffic flow throughout town. Additionally, the CTB's resolution recommending Alternative 5A for the Ashland/Hanover area also directed DRPT to explore the need for other safety improvements to pedestrian and vehicle at-grade crossings and to improve emergency vehicle access within the Town of Ashland, and to avoid or minimize any property acquisitions in downtown Ashland where the corridor would remain two tracks. Therefore, DRPT is committed to work with the FRA, the Virginia Department of Transportation (VDOT), Town of Ashland, Randolph-Macon College, and CSXT to identify safety improvements for pedestrians and vehicles crossing the tracks in Ashland that minimize the acquisition of additional right-of-way. DRPT will continue the outreach for other safety improvements separate from the obligations of the DC2RVA Project.

In response to b), the Draft EIS included an analysis of total daily delay experienced by vehicles at at-grade crossings based on Project-specific variables, which can be found in Section 4.15.2.4 of the Draft EIS, with additional information in Section 5.5 of its Appendix S (Transportation Technical Report); note that updated total daily delay results for the Preferred Alternative are presented in Section 5.15.2.4. The amount of time that a road is blocked by a passing train in

Ashland depends on several variables, including (a) the length of the train, (b) whether a train is making a station stop at Ashland, and (c) the speed of the train. The maximum train speed through Ashland is limited to 35 mph. The Preferred Alternative in Ashland (Alternative 5A) includes grade separations at both Vaughan Road (Archie Cannon Drive) and Ashcake Road in Ashland; these two grade separations will provide an alternative to drivers using the England Street at-grade crossing. The CTB's resolution also directed DRPT to explore the need for other potential improvements in downtown Ashland that will help protect the safety of motorized and non-motorized roadway users, and to facilitate emergency access, separate from the DC2RVA Project. DRPT will continue the outreach for other safety improvements separate from the obligations of the DC2RVA Project.

In response to c), in accordance with the September 2017 recommendation of the Town of Ashland/Hanover County CAC and with the December 2017 resolutions of the CTB, Alternative 5A: Maintain Two Tracks Through Town was selected as the Preferred Alternative. As selected, Preferred Alternative 5A does not include any rail or roadway improvements (including no modifications to existing at-grade crossing treatments) between Vaughan Road (Archie Cannon Drive) and Ashcake Road under the DC2RVA Project. College Avenue/Henry Clay Street will remain open with no proposed changes under the DC2RVA Project and the Preferred Alternative will not require the prolonged closure of or any impact to Center Street.

5. **Concern over access of specific crossings**
    a. **In the Northern Virginia Area, there is no reference to problems at Railroad Avenue in Woodbridge. If a new 2-track bridge is to be built east of the existing bridge at Occoquan Creek, what will happen to access to houses on Railroad Avenue? The properties have no legal access to a public road except by using Railroad Avenue, which belongs to CSXT. There should be a frontage road study, with pedestrian passage.**
    b. **In Ashland, what is the plan for the Gwathmey Church Road crossing, which serves a landlocked community? As rail traffic increases, the safety of the crossing will become more of a problem.**
    c. **In Ashland along the western bypass (Build Alternatives 5C and 5C-Ashcake in the Draft EIS), there are families who presently gain ingress and egress from Cross Road. With the rail corridor replacing Cross Road, what happens to property owners in this area?**

In response to a), access to the existing homes along Railroad Avenue in Woodbridge, which parallels the existing tracks and is within CSXT right-of-way, is an ongoing issue that predates the DC2RVA Project. These houses currently use Railroad Avenue, an unpaved CSXT service access road to access an adjacent private residential development and then to a public road. While the use of Railroad Avenue to provide access to the homes has been ongoing for many years, it is not clear if a formal easement exists. The lack of clear access to a public road has created issues for the homeowners and limits re-sale of the homes. Prince William County is currently working with VDOT, the adjacent residential developer, and CSXT to address the existing access situation.

The Preferred Alternative in Area 2 (Northern Virginia) is largely within existing CSXT right-of-way, which includes and impacts the current use of Railroad Avenue. The potential impacts and limits of disturbance on Railroad Avenue are described in the Draft EIS in Section 4.11 and its

Appendix D; updated limits of disturbance are presented in the Final EIS Section 5.11.3 and its Appendix M. Railroad Avenue impacts, which are based on the conceptual engineering that was performed in support of the Draft and Final EIS, will require an alternate form of access to the properties currently served by Railroad Avenue. In accordance with the policies and procedures of VDOT, DRPT will develop plans for Railroad Avenue to provide the information needed to assess the feasibility of providing a frontage road or alternate access at the time that funding is provided for the further development of this portion of the corridor. Those plans would include pedestrian activities noted at the time the plans are developed. DRPT will seek to minimize impacts to property and access during final design throughout the corridor.

In response to b), under the Preferred Alternative, the Project will install four-quadrant gates at the Gwathmey Church Road crossing, which will provide an additional level of safety beyond existing conditions. Two gates will close the crossing to approaching highway vehicles, as in existing conditions; however, an additional two gates will close the crossing behind departing highway vehicles to act as a deterrent to drivers tempted to go between two lowered gates.

DRPT did consider crossing elimination (grade separation or closure with alternate access to Ashcake Road) at this location during preliminary analyses performed in support of the Draft EIS, which are provided in the At-Grade Crossing Evaluation Technical Memorandum (see Appendix OO of the Alternatives Technical Report (Appendix A of the Draft EIS)). However, DRPT determined that grade separation was not feasible due to cost-benefit considerations and the fact that closure with construction of a new connector roadway was not feasible due to property impacts to the residences on Gwathmey Church Road and safety of new intersection geometrics with proposed grade-separated Ashcake Road.

In response to c), Alternative 5A: Two Tracks Through Town has been selected as the Preferred Alternative for Alternative Area 5, which dismisses the western bypass alternatives and the associated impacts noted in the comment. Notwithstanding, as discussed in the Draft EIS, none of the bypass alternatives would have created any new at-grade crossings, and ingress/egress for all residences would have either be maintained, or the entire property would have needed to be acquired.

RIGHT-OF-WAY / DISPLACEMENTS / PROPERTY VALUE

1. Concern about process for acquiring private property, including compensation, timing, need, and methods

In order to minimize impacts to the built and natural environments and in accordance with decisions reached as part of the 2002 Tier I EIS, the DC2RVA Build Alternatives were designed to remain as much as possible within the existing CSXT right-of-way. Additional right-of-way is only required when this could not occur due to safety and/or operations of the Project.

In the Commonwealth of Virginia, the right-of-way acquisition process, including property owner notification, appraisal, acquisition, and relocation, is the responsibility of VDOT. VDOT will ensure the right-of-way process is undertaken in compliance with applicable Federal and state regulations, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA), as amended. The statutes ensure that the citizens of the Commonwealth affected by the right-of-way process are treated fairly and equitably. VDOT is granted the authority to ensure that right-of-way is acquired at fair market value. VDOT Right-of-Way and Utilities Division adheres to the code of Ethics of the International Right-of-Way association, which includes a commitment "To ascertain and weigh all of the facts relative to real properties in making an appraisal thereof, using the best and most approved methods of determining the just and fair market value." Relocations associated with the Preferred Alternative are discussed in Section 5.11 of the Final EIS. For the improvements proposed in the Preferred Alternative, DRPT (or sponsoring agency) will coordinate all requirements of the right-of-way process through VDOT.

2. **How are farms addressed in the property evaluations of the Draft EIS? Are farms considered businesses?**

Farms are considered a business or commercial relocation and therefore fall under the URA, as described in Right-of-Way response #1 above. Commercial relocations, which includes farms, are addressed in Section 5.11 of the Final EIS.

The right-of-way acquisition process, including property owner notification, appraisal, acquisition, and relocation, is the responsibility of VDOT, in accordance with this Federal regulation, as well as other applicable Federal and state regulations. Additionally, farmland loss and farmland soil acreage loss are both considered as a part of the Farmland Protection Policy Act of 1981 (FPPA) compliance process and are used in the Natural Resources Conservation Service (NRCS) Form CPA-106. These effects are discussed in Section 4.3 of the Draft EIS.

3. **It seems that people with property the railroad crosses would only be compensated for the actual amount of land used by the physical railroad, with no value given to a single property that is split into pieces by the Project, such as a farm with a barn on one side and a pasture on the other.**

Right-of-way and relocations for each of the Build Alternatives are discussed in Section 4.11.4 of the Draft EIS; those associated with the Preferred Alternative are presented in Section 5.11.4 of the Final EIS. Total or partial acquisition of parcels will take place throughout the corridor. The right-of-way acquisition process, including property owner notification, appraisal, acquisition, and relocation, is the responsibility of VDOT, in accordance with Federal and state regulations. Under these regulations, a remnant or residue of a parcel that "can no longer be utilized for the purpose for which the entire tract is then being utilized" could be acquired as a part of the relocation process. In addition, a parcel could also be acquired if the construction of the Project would "leave the remaining portions without a means of access to a public highway."

4. **Concern about property values**
   a. **Since the Project might not be completed until 15—20 years from now, this Project would encumber property owners land by basically tying their hands in the ability to utilize their property rights, and the value of their property would be devalued.**
   b. **In the Ashland Area, concern that the impact on property values of the proposed Project is immediate. Even just the discussion of shutting down Center Street for 2—3 years is hurting real estate prices now.**

In response to a), the Draft EIS examined the direct effects of the Project on property in Section 4.11 those associated with the Preferred Alternative are presented in Section 5.11of the Final EIS. The right-of-way process is highly controlled by various laws and regulations. Compliance is required with most of the substantial body of law that governs private real estate transactions. Preliminary right-of-way estimates are based not only on an individual property but also on similar properties throughout the surrounding area in order to provide a true fair market value of a property. The appraisal describes the property as it exists before the acquisition and without considering the impact of any proposed transportation improvements.

The cost estimates prepared for the Final EIS included all acquisition costs, including land, improvements (e.g. buildings), damages to the property, and relocation expenses for homeowners/renters. These estimates also include administrative costs of acquisition, condemnation costs, demolition costs, and any additional relocation assistance, or utility adjustments, as necessary.

In response to b), subsequent to the publication of the Draft EIS, the Preferred Alternative for the Ashland area was selected as Alternative 5A: Two Tracks Through Town. The corridor through downtown Ashland will remain two tracks and does not require any prolonged closure of or impact to Center Street. Notwithstanding, the economic effects of all Build Alternatives are in Section 4.11.1 of the Draft EIS and associated effects with the Preferred Alternative are in Section 5.11.1 of the Final EIS. Short-term effects are based on construction of the Project. Preliminary right-of-way estimates are based not only on an individual property but also on similar properties throughout the surrounding area in order to provide a true fair market value of a property. The appraisal describes the property as it exists before the acquisition and without considering the impact of any proposed transportation improvements.

5. Concern that impacts to homeowners that are not directly located on the tracks are not considered as part of the Project

The study areas for potential direct environmental impacts extended beyond the properties located directly adjacent to the railroad tracks. For example, as indicated in the introduction to Final EIS Chapter 5, study areas for each potentially affected environmental resource were identified. The study areas differ in size depending on the resource and are typically centered about the existing rail or potential bypass alignments. The study areas for the human environment, noise, and air quality are larger than the natural environment boundaries. The larger study areas are defined by regions of influence in which a resource may potentially have noticeable Project-related impacts. Regions of influence for human resources account for factors such as community sizes, geographical and political boundaries, and census tract boundaries. The study area widths range from 500 feet to up to 3 miles in some sections.

The indirect and cumulative impacts analysis considered areas even farther beyond properties adjacent to the railroad, as outlined for the Preferred Alternative in Final EIS Section 5.20.

6. **Concern that the Draft EIS did not address the economic impact in the Ashland Area**
    a. **In the Ashland Area, concern about negative economic impact of the construction of alternatives through town. The FRA decision will have immediate economic impacts, even if it is scheduled for 15—20 years in the future.**
    b. **In the Ashland Area, the western bypass option will significantly impact taxpaying property owners with lower property values for homes, farms, and land. This negative economic impact will not simply affect the homes and lands in the immediate area of the proposed tracks, but many more homes, farms, and lands in the vicinity of the entire western bypass. These additional taxpaying property owners have not been included in the fact-finding efforts of the rail reports.**

Subsequent to the publication of the Draft EIS, Alternative 5A: Two Tracks Through Town was selected as the Preferred Alternative and would maintain the existing two-track corridor through downtown Ashland without any impact between Vaughan Road (Archie Cannon Drive) and Ashcake Road, in accordance with the CTB resolution directing DRPT to avoid or minimize any property acquisitions in downtown Ashland. While this selection negates the comments made regarding the bypass alternatives in Ashland, further response is provided below.

In response to a), the economic effects of all Build Alternatives evaluated in the Draft EIS are presented in Section 4.11.1 of the Draft EIS. The Draft EIS states that "the short-term effects of construction within town [Ashland], particularly central downtown along Railroad Avenue and Center Street, could cause local businesses to suffer loss of commerce and, potentially, closure. In addition to the short-term effects of construction, Build Alternatives 5B, 5B–Ashcake, and 5D–Ashcake could close South Center Street between England Street and Maiden Street. Access to the businesses and residences would still be provided from other public rights-of-way. However, the long-term effects of the closure and change in access could also cause loss of commerce and potential closure of businesses. This in turn could cause negative effects on the economic vitality of downtown Ashland." Commercial relocations for the Preferred Alternative are presented in Section 5.11 of the Final EIS.

In response to b), although it is possible that the Project could have some incremental effects on property values, there is no reliable method to distinguish those incremental effects from other variables that influence values of property over time as part of the NEPA process. Furthermore, in some instances, property values could be affected positively, such as in areas of potential induced development surrounding stations, as indicated in the indirect effects analysis in Draft EIS Section 4.20.1.2.

7. **In the Richmond area, there was no discussion of any potential impacts to local industrial businesses that this Project would affect outside of the Main Street Station Area.**

The Draft EIS addressed a wide range of potential impacts to local industrial businesses (and other land uses) throughout the corridor, for all Build Alternatives, in Chapter 4 as follows: noise and vibration effects are described in Section 4.7; visual impacts are described in Section 4.9; economic effects are described in Section 4.11.1; community effects and effects from changes to the transportation network are described in Section 4.11.2; right-of-way and relocations are identified in Section 4.11.4; and changes in land use are described in Section 4.11.5. In addition, in Section 4.15, the Draft EIS presents changes in regional roadways, the road network near stations, and parking near stations in Section 4.15.1, and proposed crossing improvements effects on connectivity and accessibility (Section 4.15.2). The Final EIS presents updated information on those same topics for the Preferred Alternative; Final EIS Chapter 5 is presented in the same structure as the Draft EIS sections listed above, but each of the numbered sections begins with a 5 (to denote Chapter 5) rather than a 4.

8. **In the Ashland area, it is not clear from the Draft EIS documentation exactly how many houses are impacted by the bypass alignments?**

Subsequent to the publication of the Draft EIS, Alternative 5A: Two Tracks Through Town was selected as the Preferred Alternative and would maintain the existing two-track corridor through downtown Ashland without any impact between Vaughan Road (Archie Cannon Drive) and Ashcake Road, in accordance with the CTB resolution on the Project. Preferred Alternative 5A would not impact any homes in Ashland. Notwithstanding, details on the right-of-way and relocations for all alternatives, including the bypass alignments, were discussed in Section 4.11 of the Draft EIS; this information for the Preferred Alternative only is presented in Section 5.11 of the Final EIS.

LAND USE

1. **Lansdowne Road in Spotsylvania County is currently a two-lane facility. The Draft EIS mentions a grade separation where it crosses the tracks near the City of Fredericksburg. The County Comprehensive Plan recommends a future four-lane divided roadway for Lansdowne Road that should be considered as part of this Project.**

Designs in support of the Draft and Final EIS were prepared at a conceptual level sufficient for assessing the impacts of the DC2RVA Project, which is approximately a 10 percent level of design (see the beginning of Chapter 4 of the Final EIS for details). While the expansion of Lansdowne Road to a four-lane facility is in the County's comprehensive plan as a possible improvement by 2030, there are no designs, concept plans, funding, or schedule in place to expand Lansdowne Road. Therefore, the conceptual design for the proposed grade separation of Lansdowne Road over the CSXT right-of-way reflects the two-lane roadway in place as of the completion of the DC2RVA Tier II EIS. Additionally, it is important to note that the Project is not anticipated to affect vehicle volumes or operations on Lansdowne Road. A future expansion of the roadway to four lanes is independent of the DC2RVA Project, and any impacts associated with expanding Lansdowne Road would be a result of that roadway widening project and not the DC2RVA Project. During future phases of design (see Section 7.5 of the Final EIS), DRPT will continue to coordinate with the County to incorporate the comprehensive plan's future roadway improvements in the DC2RVA design plans, as planned and funded at that time.

2. **In Ashland, concern how a bypass would adversely impact Hanover County growth plans and/or is not compatible with County land use plans. For properties along the bypass alignment, houses are zoned for residential, so how can a bypass be built?**

Subsequent to the publication of the Draft EIS, Alternative 5A: Two Tracks Through Town was selected as the Preferred Alternative and would maintain the existing two-track corridor through downtown Ashland without any impact between Vaughan Road (Archie Cannon Drive) and Ashcake Road, in accordance with the CTB resolution on the Project. The western bypass alternatives (Alternatives 5C and 5C–Ashcake) were fully evaluated in the Draft EIS. After consideration of the Draft EIS, expanded community engagement of the CAC, and consideration of all of the public comments DRPT did not recommend the bypass alternatives in the Ashland area. Additional discussion and rationale for DRPT's selection of Alternative 5A in Ashland is discussed in Section 4.3.5 of the Final EIS and its Appendix I.

3. **In Ashland, what is the opinion that VDOT has on this western bypass which is in conflict with their planned 4-lane north and western bypass of Ashland (starting at Cross Corner Road and ending at Staples Mills (Route 33))? That study was performed in the early 1990s. Numerous town meetings were held, and the route was chosen either on or very close to existing roadways. How does DRPT propose to close off Cross Corner Road with this West Ashland Bypass and still incorporate VDOT's planned bypass? Does DRPT or FRA have the authority to supersede existing plans by VDOT?**

Although several east and west rail bypass options around the Town of Ashland were considered during the Project alternatives development process, Alternative 5A: Two Tracks Through Town has been selected as the Preferred Alternative. The concept of a roadway bypass of Ashland, studied in the 1990s, is not currently considered an active project by VDOT, and is not listed in VDOT's 2025 State Highway Plan of recommended improvements. The Preferred Alternative will have no effect on the previously studied roadway. Further, VDOT has not offered any objections or concerns regarding the Preferred Alternative and their prior road planning efforts. Two western bypass alternatives (Alternatives 5C and 5C–Ashcake) were evaluated in the Draft EIS. After consideration of the Draft EIS, expanded community engagement of the CAC, and consideration of all of the public comments, DRPT did not recommend the bypass alternatives in the Ashland area as the Preferred Alternative. Additional discussion and rational for DRPT's selection of Alternative 5A in Ashland is discussed in Section 4.3.5 of the Final EIS and its Appendix I.

COMMUNITY FACILITIES / TITLE VI / ENVIRONMENTAL JUSTICE

1. **Concern over Title VI and environmental justice (EJ) populations**
    a. **Will the Project affect more environmental justice (EJ) communities than non-EJ communities? If so, are there viable alternative routes which would have less of an impact on an EJ community and why haven't they been chosen?**
    b. **What specific actions have been taken to ensure that minority and/or low-income communities are not disproportionately affected by the construction and use of high speed rail? How will coordination with these communities be conducted?**

In response to a), the primary effects on Title VI and environmental justice (EJ) populations are through residential relocations. The methodology used to assess the locations of EJ communities and populations as well as the analysis of the effects of the Build Alternatives in the Community Impact Assessment and Draft EIS ensure that disproportionate and adverse effects are considered. The number of relocations, changes in community cohesion, relocations of community facilities, changes of access to these facilities, changes in response times for emergency services, and noise and vibration effects are all examined to assess effects. The EJ impacts are then compared to impacts in those census tracts that do not meet the thresholds for EJ populations. While several of the Build Alternatives analyzed in the Draft EIS had EJ impacts (see Section 4.12 of the Draft EIS), the Preferred Alternative does not have the potential to disproportionately impact census tracts with low-income and minority populations through residential relocations (see Section 5.12 of the Final EIS).

In response to b), public outreach has been integral to the Project since the Project kick-off in the Fall of 2014 (see Chapter 6 of the Draft EIS). DRPT launched a dedicated Project website and social media accounts in October 2014. Newspaper and on-line advertising for the Project kick-off and all subsequent public outreach milestones and events were in both English and Spanish. Public outreach has included public meetings, a Project mailing list, newsletters, small group information meetings, and a continued presence on social media (i.e., Project website, Twitter, Facebook). Community coordination and public outreach will continue through these methods during all future phases of the Project.

2. **It is discrimination that the Project does not include roll on / roll off level platforms at all stations.**

This Project is along tracks owned by CSXT for freight train operations, requiring freight train clearance requirements at most stations. Freight train clearance requirements preclude level platforms for passenger service. As a part of the Title VI and ADA compliance for the DC2RVA Project, accommodations for the population with disabilities have been considered throughout the Project development process. Federal regulations (49 CFR Parts 37 and 38) require passenger rail stations to have boarding platforms that are level to the floor of the railcar, wherever it would not be prevented by freight train clearance requirements. Level boarding will be available at the Staples Mill Road Station after station reconstruction. At the other stations, including Alexandria, Woodbridge, Quantico, Fredericksburg, Ashland, and Richmond Main Street, the platforms are served from tracks that are used by freight trains and, in some cases, VRE commuter trains. These stations will require low-level platforms. See Station Evaluation response #3 for further details.

The DC2RVA Basis of Design Report, Appendix B of the Draft EIS, states that level boarding for mobility-impaired transit users shall be provided by one or more of the following methods: high level platforms, railcar-equipped wheelchair lifts, or wheelchair lifts. This design report also contains details on the new and rebuilt stations and platforms and their compliance with ADA access requirements. At the stations where level-boarding is not permissible, DRPT or Amtrak (or other sponsoring agency) will be required to submit a level-boarding plan to FRA's Office of Civil Rights demonstrating that the proposed method (railcar-equipped lifts, wheelchair lifts, etc.) will meet the objectives of ADA.

3. **Is Long Bridge Park affected by the Project?**

Subsequent to the publication of the Draft EIS, Alternative 1B was selected as the Preferred Alternative in Area 1 to align with the bridge capacity expansion alternatives that are under consideration as part of the separate Long Bridge study (see Section 4.3.1 of the Final EIS for full details). Preferred Alternative 1B will only have temporary impacts to Long Bridge Park on the west side of the existing right-of-way. These impacts are limited to short-term use of park lands during construction and will not affect existing or proposed park activities. The Draft EIS indicated that Build Alternative 1B would have permanent impacts to Long Bridge Park. However, coordination with Arlington County since publication of the Draft EIS has resulted in the elimination of the permanent encroachments upon park lands to the west of the existing right-of-way. These updated impacts are presented in Section 5.14 of the Final EIS, and are reflected in the Final Section 4(f) Evaluation for the Project (which is Chapter 6 of the Final EIS).

4. **Concern that the third rail options through Ashland do not appropriately consider impacts to Randolph-Macon College**

Subsequent to the publication of the Draft EIS, Alternative 5A: Two Tracks Through Town was selected as the Preferred Alternative and would maintain the existing two-track corridor through downtown Ashland between Vaughan Road (Archie Cannon Drive) and Ashcake Road, in accordance with the CTB resolution on the Project. Notwithstanding, according to the College's Strategic Plan 2009-2017, college construction activities would be occurring adjacent to the right-of-way, but these are not expected to be affected by the Preferred Alternative or vice versa.

5. **Concern about specific community facilities located along the bypass alignments in Ashland**
   a. **To Independence Christian Church from the Western Bypass alternatives in the Ashland Area (Build Alternative 5C and 5C–Ashcake).**
   b. **To Kiddie Kingdom (a non-profit child care center) from the Western Bypass alternatives in the Ashland Area (Build Alternative 5C and 5C–Ashcake).**

In response to a) and b), the western bypass alternatives as evaluated in the Draft EIS (Build Alternatives 5C and 5C–Ashcake) have been dismissed from consideration in the Final EIS. Subsequent to the publication of the Draft EIS, Alternative 5A: Two Tracks Through Town was selected as the Preferred Alternative and would maintain the existing two-track corridor through downtown Ashland without any impact between Vaughan Road (Archie Cannon Drive) and Ashcake Road, in accordance with the CTB resolution on the Project. Preferred Alternative 5A will have no effect on the noted properties.

6. **What is impact to Leesylvania State Park?**

The Preferred Alternative (Build Alternative 2A) traverses through Leesylvania State Park along the existing rail corridor; however, within this area, improvements are contained within the existing CSXT right-of-way. The Preferred Alternative has no temporary or permanent impacts to the Leesylvania State Park lands.

7. **No consideration was made for any individuals with disabilities, who would be impacted by the sound and vibrations from a rail being close to houses along the Ashland Western Bypass alignment.**

The Preferred Alternative 5A: Two Tracks Through Town will have no effect on the noted property nor the occupants. The western bypass alternatives evaluated in the Draft EIS (Build Alternatives 5C and 5C–Ashcake) have been dismissed from consideration in the Final EIS. Notwithstanding, as part of the Draft EIS, DRPT completed assessments of Project-related noise and vibration for each of the Build Alternatives. The assessments used FRA methods and established maximum acceptable Project-related noise and vibration levels. All locations experiencing Project-related noise and vibration levels above this were considered to be impacts as defined by FRA and subject to appropriate mitigations.

FARMLAND

1. **The proposed Project would impact acres of land that are currently farmed. Not only does this mean that farmers would be unable to farm the land, but it could be impossible to leave cattle in pastures split by a train track. Does the Project account for these ramifications?**

The Agricultural Lands analysis was conducted in accordance with applicable Federal and state regulations: the Farmland Protection Policy Act of 1981 (FPPA) and the Local Agricultural and Forestal Districts Act. Effects to farmland soil, active farms, and Agricultural/Forestal Districts appear in Sections 3.3 and 4.3 of the Draft EIS for all Build Alternatives; the potential impacts of the Preferred Alternative on these resources are presented in Section 5.3 of the Final EIS.

The Preferred Alternative does not split any farms or other lands not already divided by the existing rail corridor:

- In Areas 1, 2, 4 and 6, none of the Build Alternatives had the potential to split farm properties. In Area 3, only Build Alternative 3C as evaluated in the Draft EIS had the potential to split farm properties, and this was not selected as the Preferred Alternative (which was selected as Alternative 3B). The western bypass alternatives in Area 5 (Build Alternatives 5C and 5C–Ashcake) were the only Build Alternatives that could potentially split farm properties, and no bypass alignments were selected as the Preferred Alternative. Alternative 5A: Two Tracks Through Town, which has minor encroachments on lands immediately adjacent the railroad right-of-way but does not split or divide any farm properties, was selected as the Preferred Alternative for this area.
- Throughout the corridor, a limited number of private crossings provide some landowners direct access across the tracks; the Project does not affect the number of private crossings (none are created and none are closed as part of the Project). DRPT will coordinate with CSXT and property owners to determine review or confirm means of access to each property during final design. DRPT will work with CSXT and the private crossing owners to install locking gates at each crossing identified for such treatment, which will be determined during the final design of the Project and is subject to FRA approval at the time of that design. These locking gates will not impede the owner’s access to the private crossing, but will provide an additional measure of safety for both vehicles and trains at the crossing.

2. **The Project should uphold the Farmland Protection Act and the Local Agriculture Districts Act quoted in the Draft EIS which were put in place to minimize the conversion of the Commonwealth’s farmland to nonagricultural uses.**

Farmland loss and farmland soil acreage loss are both considered as a part of the Farmland Protection Policy Act of 1981 (FPPA) compliance process and are used in the Natural Resources Conservation Service (NRCS) Form CPA-106. These forms appear in Appendix N of the Draft EIS and are summarized in Section 4.3 of the Draft EIS for all Build Alternatives; summary for the Preferred Alternative is provided in Section 5.3 of the Final EIS. Within Areas 1-4 and Area 6, the Build Alternative as analyzed in the Draft EIS with the lowest score on Form CPA-106 was chosen as the Preferred Alternative (Alternatives 1B, 2A, 3B, and 4A). Within Alternative Area 5 (Ashland/Hanover County), Build Alternatives 5C and 5C–Ashcake would both convert the highest amount of acreage of farmland soils and both have the highest Corridor Assessment Scores of any Build Alternative throughout the Project corridor; however, neither of these alternatives were selected as the Preferred Alternative for the area. Conversely, the Preferred Alternative (5A: Two Tracks through Town) encroaches upon the least amount of farmland soils and does not bisect or divide any of the properties.

Effects to Agricultural/Forestal Districts have been analyzed in compliance with the Local Agricultural and Forestal Districts Act. The Draft EIS was provided to the Agricultural/Forestal District Advisory Committee, Hanover County Board of Supervisors, and Planning Commission to solicit their comments on the Project.

3. **The dairy industry is in peril all on its own. Over the last 15 years dairies in Hanover have diminished and warrant protection.**

Farmland loss, including pasture and grazing land and on-farm investments, and farmland soil acreage loss are all considered as a part of the Farmland Protection Policy Act of 1981 (FPPA) compliance process and are used in the Natural Resources Conservation Service (NRCS) Form CPA-106. These forms appear in Appendix N of the Draft EIS and are summarized in its Section 4.3 for all Build Alternatives; summary for the Preferred Alternative is provided in Section 5.3 of the Final EIS. Within Alternative Area 5 (Ashland/Hanover County), the western bypass alternatives (Build Alternatives 5C and 5C–Ashcake) would both convert the highest amount of acreage of farmland soils and both have the highest Corridor Assessment Scores of any Build Alternative throughout the Project corridor; however, neither of these alternatives were selected as the Preferred Alternative for the area. Conversely, the Preferred Alternative (5A: Two Tracks through Town) encroaches upon the least amount of farmland soils and does not bisect or divide any of the properties.

BICYCLE AND PEDESTRIAN FACILITIES

1. **Concern regarding consideration/accommodation of bicycle and pedestrian facilities**
    a. **It is an oversight that the Project does not include a parallel greenway. The Project corridor should include a multiuse path that connects to trailways that are in place or planned along the corridor, such as the East Coast Greenway.**
    b. **The Draft EIS did not focus enough on bicycle and pedestrian facilities. Bicycle and pedestrian facilities should be considered and accommodated as part of at-grade and/or grade separated crossings.**
    c. **Walking over the tracks is an impediment and impossible for wheelchairs and mobility aids. How does the Project improve these problems?**

The DC2RVA Project addresses bicycle and pedestrian safety at public at-grade crossings along the DC2RVA rail corridor, in keeping with the Project's Basis of Design and applicable FRA, Amtrak, CSXT, and VDOT safety standards.

In response to a), the decision to establish a new greenway is a separate and distinct action from establishing high speed passenger rail service under the NEPA and is not part of the Purpose and Need of the Project. Additionally, the incremental approach called for in the 2002 Tier I EIS dictates utilizing existing rights-of-way as much as possible. Accordingly, the DC2RVA Project corridor runs on right-of-way belonging to CSXT. The CSXT right-of-way is not of sufficient width to support a greenway, nor does CSXT allow recreational use of its rights-of-way. The Project does not preclude a future greenway outside the CSXT right-of-way, should the Commonwealth decide at some point to pursue such a greenway, under a separate project at that time. However, developing a parallel greenway outside the CSXT right-of-way is a major undertaking and would likely require its own unique corridor study and potentially its own NEPA evaluation should federal funds or actions be involved.

In response to b) and c), existing bicycle and pedestrian facilities are proposed to be maintained (provided in-kind, i.e., to the same level of existing treatment) as part of Project improvements. In locations where the Preferred Alternative includes modifications to the railroad or roadway where bicycle/pedestrian access is present or required, the Project will improve at-grade vehicle crossings with crosswalks for bicycle/pedestrian use, and upgrade other bicycle/pedestrian crossings, to ensure compliance with applicable standards, including ADA. This compliance would be required for the entire crossing and not just the side of the crossing closest to the Project track work. If a crossing does not require roadway or railroad modifications as part of the Preferred Alternative, there will be no changes to the existing bicycle and pedestrian facilities at that location. Additional safety measures, including opportunities for additional bicycle and pedestrian accessibility improvements, including new and/or additional ADA-compliant facilities beyond existing levels, will be evaluated during final design in coordination with FRA; refer to Chapter 7 of the Final EIS for an overview of future steps for the Project.

In addition, as part of the CTB's resolution recommending Alternative 5A as the Preferred Alternative for the Ashland/Hanover area, the CTB directed DRPT to explore the need for other safety improvements to pedestrian and vehicle at-grade crossings within the Town of Ashland. Therefore, DRPT is committed to work with the FRA, VDOT, Town of Ashland, Randolph-Macon College, and CSXT to identify safety improvements for pedestrians, bicycles and vehicles crossing the tracks in Ashland that minimize the acquisition of additional right-of-way. DRPT will continue the outreach for other safety improvements separate from the obligations of the DC2RVA Project.

Finally, DRPT notes that crossing railroad tracks at any location other than designated crossings is unsafe and is a violation of Virginia code §18.2-159.

2. Will bicycles be allowed/accommodated for on all the new trains? If not, why?

Provisions for luggage and bicycle allowances are under the purview of the operator (Amtrak). Accordingly, the new service that is proposed as part of the DC2RVA Project will be subject to Amtrak's bicycle policies at the time of service. Current Amtrak bicycle policies are summarized below.

Beginning in fall 2015, Amtrak began implementing a new bicycle policy that allows bicyclists to check their bicycles for transport on customized bike racks installed in train cars. The service is available for a fee at stations with checked baggage service. In addition, at stations with checked baggage, passengers may also check bicycles and/or bicycle trailers in a bicycle container, in lieu of a piece of baggage. Bicycle boxes are sold at most staffed locations.

Amtrak also permits passengers to bring aboard folding bicycles in lieu of a piece of carry-on baggage.

3. **Ashland is home to the intersection of Bicycle Routes 1 and 76. The Draft EIS did not consider these trails that would be impacted by all through-town build alternatives.**

These facilities were mentioned in Section 3.15.1.3 of the Draft EIS (Other Regional Transportation Facilities—Bicycle and Pedestrian Facilities On and/or Adjacent to Public Roadways) and are located in the Project corridor beyond just the Town of Ashland. As noted in bicycle/pedestrian facilities response #1, the Project will improve at-grade vehicle crossings with crosswalks for bicycle/pedestrian use, and upgrade other bicycle/pedestrian crossings, in locations where the Preferred Alternative includes modifications to the railroad or roadway.

Bike Routes 1 and 76 are located on the existing public road right-of-way, which are considered for transportation use and which intersect the DC2RVA corridor in the following locations:

- Bike Route 1 crosses the DC2RVA rail corridor on Mills Drive (U.S. 17) in Spotsylvania County and on White Oak Road (VA 218) in Stafford County. Bike Route 1 is impacted and improved by DC2RVA improvements at: Hermitage Road in the City of Richmond; Hungary Road and Purcell Road in Henrico County; Elmont Road, Gwathmey Church Road, Center Street, and Ashcake Road in Hanover County; Mine Road in Spotsylvania County; Leeland Road in Stafford County; and Lorton Road in Fairfax County.
- Bike Route 76 is impacted and improved by DC2RVA improvements at Ashcake Road in Hanover County.

Additionally, as part of the CTB's resolution recommending Alternative 5A (Two Tracks Through Town) as the Preferred Alternative for the Ashland/Hanover area, DRPT is committed to work with the FRA, VDOT, Town of Ashland, Randolph-Macon College, and CSXT to identify safety improvements for all users, including bicyclists, crossing the tracks at-grade in Ashland. DRPT will continue the outreach for other safety improvements separate from the obligations of the DC2RVA Project.

CULTURAL RESOURCES

1. **Concern regarding the Main Street Station options in Richmond and their impact on the Shockoe Bottom Area and the cultural resources related to slave trade in the area, including the footprint of the "Burial Ground for Negros," Lumpkins Jail/Devil's Half Acre, and/or the proposed Memorial Park. Concern that impacts to these resources, either individually or as a whole, were not fully considered within the Draft EIS.**

DRPT and FRA fully understand the sensitivity and significance of the Shockoe Bottom area. Studies to record and evaluate archaeological and architectural properties in this area have been ongoing since 2006. Above- and below-ground cultural resources in the Shockoe Bottom area of Richmond are referenced in the Draft EIS, Final EIS, and associated technical reports in a manner consistent with the Virginia Department of Historic Resources (DHR) guidelines on cultural resource studies and per the process set forth in Section 106 of the National Historic Preservation Act of 1966, ensuring that all effects of the proposed undertaking on historic properties were taken into consideration. Due to additional studies and comments by consulting parties, Lumpkins Jail/Devil's Half Acre site and a burial ground to the north of Shockoe Bottom, Graveyard for Free People of Color and Slaves, have been added to the list of historic properties in the APE. In addition, Lumpkins and the "Burial Ground for Negros" are both being considered contributing elements to the Shockoe Valley and Tobacco Row Historic District, and impacts to these sites and the district due to the Project have been evaluated by the DHR. Project plans are taking recorded resources, the proposed Memorial Park boundaries, and the historic role of Shockoe Bottom in the slave trade into consideration during every step of the engineering and evaluation process and every attempt is being made to avoid significant resources. DRPT used DHR guidelines to evaluate the presence of known resources associated with the slave industry. Tools used during the cultural resource evaluation process included overlaying historical maps on modern aerial imagery, detailed map analysis of the proposed Shockoe Bottom Memorial Park relative to Project alternatives, and careful evaluation of ways to avoid and/or limit both physical and visual changes in the area around Main Street Station.

The Project, as designed and evaluated in the Draft and Final EIS, does not impact known boundaries of sites associated with the slave trade. At the request of consulting parties since the Draft EIS, Lumpkins Jail was added as a historic property to the Section 106 analysis as it is within the indirect area of potential effects. However, FRA determined that the Project will have no adverse effect on this resource, and the DHR concurred with this determination.

Although a Richmond Slave District has not been recorded on file at the Virginia Department of Historic Resources, creation of such a district is a recommended future study to be completed by the City or another entity as described in Final EIS Chapter 3. Establishment of boundaries for such a district is included as a mitigation for adverse effects to the Shockoe Valley and Tobacco Row Historic District.

Aiding in determining boundaries for such a district, in tandem with City efforts, is included in the Section 106 Draft Memorandum of Agreement (MOA) as a mitigation stipulation for adverse effects to the Shockoe Valley and Tobacco Row Historic District. Refer to Appendix K of the Final EIS for the MOA; all Section 106 mitigations are also included as Project Commitments in the Final EIS. This approach, as well as close coordination and a robust dialogue on historic properties in the Shockoe Bottom area, has taken place during numerous meetings, telephone calls and emails between DRPT and FRA with DHR as well as other local stakeholders including the City of Richmond, Historic Richmond Foundation, Preservation Virginia, National Trust for Historic Preservation, National Park Service, and the Advisory Council on Historic Preservation.

Alternative 6F (Full Service Staples Mill Road/Main Street Station) has been selected as the Preferred Alternative in Area 6 through Richmond, which provides full service to two stations in Richmond, one serving Downtown Richmond at Main Street Station and a second serving suburban Richmond at Staples Mill Road. Section 4.3.6 of the Final EIS describes the infrastructure improvements proposed near Main Street Station in Area 6. Through review and investigation of historic records, consultation with consulting parties and groups with a vested interest in area history, and in comments received from the public and organizations, DRPT has reduced the facilities proposed for construction at Main Street Station to the minimum infrastructure necessary to deliver the service proposed in the DC2RVA Project. This includes a reduction in the design length of the platforms on the west side of the station to remain south of East Broad Street, and to the minimum width feasible to support the forecasted level of ridership and services provided at the station. The east side platforms will also remain south of East Broad Street. The provision of a two-station alternative in Richmond allows for a distribution of ridership, parking and automobile traffic among the stations. Therefore, this minimizes the infrastructure required and potential impacts associated with Main Street Station. In addition, the Preferred Alternative infrastructure designs rely upon existing piers and platforms to the greatest extent possible to limit disturbance in general and subsurface impacts specifically in this area. Also, a parking deck planned for east of Main Street Station has been removed since the Draft EIS to minimize impacts on archaeological sites and surrounding buildings.

The City of Richmond is currently developing a plan for the development of the Lumpkins Slave Jail archeological site and a future slavery museum. The Mayor's vision is to develop an area plan that will enable the City to protect and honor the history of the area. This plan would not be limited to the jail and burial grounds, but will also include the broader footprint of Shockoe Valley. As conceived by the City, the plan will support the significant public/ private investments that are underway and that have already been made in Shockoe Valley, such as the renovated Main Street Station and 17th Street Farmers Market. The City confirmed this and their general commitment to historic preservation in this area in a letter dated November 1, 2018 (see Appendix E.5 of the Final EIS for a copy of this letter). The final design of the DC2RVA rail improvements will be coordinated with the City of Richmond and the City's Shockoe Bottom area plans.

All maps showing specific archaeological sites in Shockoe Bottom and elsewhere in the DC2RVA Project corridor have been redacted from public report copies to comply with the Archaeological Resources Protection Act (1979), which limits data available to the public to protect sites from looting or other damaging activities. However, these maps were provided to DHR and interested Consulting Parties for consideration; contact DRPT for details.

To the north of Shockoe Bottom, DRPT also recorded and carefully evaluated the Grave Yard for Free People of Color and Slaves (recorded as archaeological site #44HE1203). The site was first recorded in the spring of 2018. Upon recognition of the presence of the site, DRPT worked to minimize the Project's limits of disturbance in this area to avoid the cemetery to the greatest extent possible. In addition, further research was undertaken to better understand the altered landscape of this area, including gathering historic maps, photographs, newspaper articles, and more. Previous studies by VDOT were also examined to understand the stratigraphy at this cemetery. Based on the revised Project parameters and the historic data on the area's development, the DHR concurred that the Project will have no adverse effect on this cemetery from the perspective of Section 106 of the National Historic Preservation Act. Despite this finding, DRPT is committing to complete additional studies in this area prior to commencing construction, including: 1) completion of an extensive landscape analysis to understand the changes in the topography and development over the past 200 years; 2) archaeological testing in any areas where the Project may require excavation in the vicinity of the cemetery; and 3) archaeological monitoring during Project construction. Data on all of the activities completed on this resource were disseminated to consulting parties and interested members of the public on several occasions, including an on-site visit on February 13, 2019, to assure that this data was thoroughly shared. These are included in the Project Commitments, which are included as a preface in the Final EIS document and will become part of the Record of Decision.

Resources in Shockoe Bottom and the Grave Yard for Free People of Color and Slaves were discussed in Chapters 3, 4 and 5 of the Draft EIS and within several reports in its Appendix R (cultural resource technical reports) to assure that these historic places were taken into consideration during Project planning. Section 3.1.4, Chapters 5 and 6, and Appendices D, E, and K of the Final EIS provide additional information on the historical resources in the Shockoe Bottom/Grave Yard for Free People of Color and Slaves area and provide the reader with a greater sense of the historic and cultural context of the area as indicated in the comment. This additional information, along with numerous comments, led to the modification of several proposed improvement elements for Richmond's Main Street Station (refer to both Section 4.3.6 and Appendix J of the Final EIS for discussions of specific infrastructure changes).

2. **Concern regarding the third-rail options through Ashland and their impact on the historic districts / properties, including the potential Berkleytown Historic District. The Section 106 study revealed buildings that are potentially eligible for individual listing. Aren't historic districts and buildings elevated to individual listings supposed to be protected?**

Section 106 is a process designed to assure that historic resources are taken into consideration during project planning and that adverse effects to these resources be mitigated. The law sets forth this process to assure that significant historic properties are part of the project planning process but designation as a historic property does not afford "protection" per se. Only resources that are determined to be National Historic Landmarks should be avoided outright. If it is found that a project will have an adverse effect on a significant resource in some manner (both direct and indirect), the law states that this effect needs to be mitigated. Mitigation could mean minimizing the Project footprint or physical impacts to a property, installing vegetative screening, preparing historical research for public distribution, creating public interpretive signage, and more. The goals are to assure that all impacts are minimized to the greatest extent possible while still achieving the Project's purpose and need and, in some cases, to give history back to a community wherein historic elements are impacted or removed.

Section 106 studies completed as part of the DC2RVA Project included reconnaissance- and intensive-level architectural documentation of resources along the corridor in areas where the Project may have an effect on their character-defining features; refer to Draft EIS Chapters 3, 4, and 5, and Appendices R and U. Follow-up reports and final summary data can be found in Final EIS Chapters 3, 5, and 6 and Appendices D and K.

The Berkleytown Historic District has been determined to be eligible for listing in the NRHP by the DHR. Section 3.1.3 and Chapters 5 and 6 of the Final EIS provide additional information on Berkleytown and other historical resources in the Ashland area. The expanded discussion provides the reader with a better sense of the historic and cultural context of the area as indicated in the comment.

The FRA has determined that the Preferred Alternative (5A: Two Tracks Through Town) will have an adverse effect on this Berkleytown Historic District as the Project requires notable road modifications at Vaughan Road, thus changing the road pattern of the historic district and installing a new overpass within the viewshed. Berkleytown has been included in the Section 106 Draft Memorandum of Agreement to outline steps to mitigate the adverse effects (see Appendix K of the Final EIS).

The FRA determined that the Project will not adversely affect any other eligible historic property in Ashland due to the minimization of the Project design. The DHR concurred with these determinations (see Appendix E of the Final EIS for details on all Section 106 comments and coordination).

3. In the Ashland Area, how did cultural resources studies along the bypass alignment differ from those along the main corridor through Ashland? Have any studies been conducted on any potential structural changes that may occur to these properties due to additional freight and passenger rail trains?

The Ashland Bypass alternatives (5C and 5C–Ashcake) and the Ashland Through Town alternatives (5A, 5A–Ashcake, 5B, 5B–Ashcake, and 5D) were studied at different levels at the recommendation of the DHR. Because numerous alternatives overlapped in this area, the extant main line (through town) corridor was surveyed through a cultural resource Phase IB identification-level study. This included documenting recorded above-ground resources over 48 years in age and excavating shovel test pits in select areas to identify archaeological sites. For purposes of the Draft EIS study, DHR chose to have DRPT conduct a Phase IA reconnaissance study rather than a Phase IB identification-level study for the bypass alignment due to the possible width of the bypass corridor and the archaeological best practice to avoid excavations where possible. Should the bypass alternative have been selected as the Preferred Alternative, then an extensive Phase IB identification-level survey, including mapping of all areas that would have been the subject of subsurface archaeological testing through shovel test pits, would have been conducted.

Since the publication of the Draft EIS, Alternative 5A: Two Tracks Through Town was selected as the Preferred Alternative for the Ashland Area 5. The cultural resource studies have been completed for the Preferred Alternative, a list of historic properties has been developed, Project effect has been determined on the historic properties, and a Section 106 Draft Memorandum of Agreement (refer to Appendix K of the Final EIS) has been authored to outline steps to mitigate the adverse effects, as applicable. This includes considerations on avoidance and/or mitigation, as possible, on both direct (structural) and indirect (visual, etc.) impacts on any resource that is eligible for or listed on the NRHP.

4. Concern regarding the Rosemont Historic District in Alexandria

DHR has determined that the Rosemont Historic District is eligible for the NRHP. As such, the National Historic Preservation Act of 1966 requires an evaluation of potential impacts on the historic significance and integrity of the neighborhood. DRPT has worked closely with DHR, the City of Alexandria, and other groups to assure that character-defining features of the historic district are taken into consideration during all Project planning and all attempts to avoid and minimize impacts are made. Additional studies on the district have been completed since the publication of the Draft EIS, including expanded surveys to assure that all resources have been identified in the area of potential effects and working with the City of Alexandria on their plans to expand the district boundaries. Additional information is presented in both Section 5.13 of the Final EIS and Appendix D.

5. In Ashland, residents living along the tracks receive tax credits from the state to maintain and preserve historic homes. How will this be impacted by the Project?

DRPT does not anticipate that the Project will have negative impacts on the availability of historic tax credits. Any building that is a contributing resource to a NRHP-eligible or NRHP-listed historic district, or that is individually eligible for the NRHP, is potentially qualified for tax credits. The Ashland Historic District will remain listed on the NRHP regardless of the Project. This ensures that tax credits will remain an option for any property owner who owns a building that contributes to the district. DRPT actually recommended within the DC2RVA studies that several other area districts be eligible for the NRHP, including Berkleytown, Taylorsville, Doswell, and an expansion of Randolph-Macon College. DHR's concurrence with DRPT's recommendation that these other area districts are eligible for the NRHP will potentially open up the tax credit program to many more area property owners with buildings that contribute to the eligible districts.

6. **In Ashland, the Commonwealth has invested in the town itself to preserve its historic character. Any three-track option through town would be at odds with those state-sponsored efforts—how does the document account for this investment?**

The Ashland Historic District is listed on the NRHP. Several individual resources in the district are also eligible for the NRHP. The DRPT continues to work closely with the DHR to evaluate any potential impacts to the area's historic significance, integrity, and character, as required through the National Historic Preservation Act of 1966. This analysis and additional data are presented in both Section 5.13 and Appendices D and E of the Final EIS.

Since the publication of the Draft EIS, Alternative 5A: Two Tracks Through Town was selected as the Preferred Alternative for the Ashland Area 5. The Preferred Alternative 5A provides the railroad and roadway infrastructure required to support the railroad operations proposed in the DC2RVA Project without adding an additional track through town. As presented in Chapter 5 of the Final EIS, Alternative 5A is expected to affect zero historic properties in downtown Ashland, as no additional infrastructure would be constructed within the Town of Ashland or outside of the CSXT railroad right-of-way through Hanover County. The exception to this includes the construction of new highway-rail grade separations where Vaughan Road (Archie Cannon Drive) and Ashcake Road cross the corridor to the north and south. There are no historic properties in the area of potential effects at the Ashcake Road intersection. There is one historic resource at the Vaughan Road (Archie Cannon Drive) intersection: the Berkleytown Historic District. The FRA has determined, and the DHR concurred, that the Project will have an adverse effect and a 4(f) use of this resource. Stipulations to mitigate the adverse effect are set forth in the Section 106 Draft Memorandum of Agreement (see Appendix K of the Final EIS for details).

7. **The Draft EIS did not give adequate consideration to the impact on the cultural, archeological, and historic site of Ferry Farm, George Washington's boyhood home. Currently Stafford County is re-configuring the entrance road to this cultural site to align with the Ferry Road and Route 3 (Kings Highway) intersection, which would be directly across from the rail crossing of Ferry Road on the Dahlgren spur (relevant to the 3C option).**

The Fredericksburg Bypass (Build Alternative 3C) was the subject of a Phase IA reconnaissance study rather than a Phase IB identification-level study as part of the Draft EIS process for several reasons, including the width of the bypass corridor and the archaeological best practice to avoid excavations where possible. DRPT and FRA understand that the Phase IA is a planning document only and does not replace the need for a Phase IB identification survey had the bypass alternative been selected. However, the Preferred Alternative 3B (which adds one track east of the existing tracks) will not have any effect on the historic Ferry Farm as it is not located with the area of potential effects of the Preferred Alternative, which bypasses this area and runs through downtown Fredericksburg instead.

NATURAL AND WATER RESOURCES

1. **How will the Project reduce and/or mitigate the effects on the groundwater and private wells throughout the construction and long-term operation of the railways? Will the Project be assessed for its potential to contaminate water supplies under the Safe Water Drinking Act amendments? How will these specific potential sources of pollution be monitored and addressed so that contamination is minimized to the lowest levels possible? Are there measures in place for how to address a contamination episode if one occurs due to the Project? A testing and alert mechanism for contaminated water should be implemented in order to ensure groundwater stays clean and safe for use.**

Section 4.1.4 in the Draft EIS and Section 4.1.4 in the Natural Resources Technical Report describe the extent of involvement of the Project with public groundwater drinking water sources and private wells for all Build Alternatives evaluated in the Draft EIS, and Section 5.1.4 of the Final EIS presents this same information, updated for the Preferred Alternative specifically. Section 5.1.6.3 in the Final EIS identifies a number of impact reduction and mitigation measures to be implemented for the Project. Among these are temporary and permanent stormwater management measures and pollution controls. If accidental spills occur during construction, the contractor will be required to immediately notify all appropriate local, state, and federal agencies and to take immediate action to contain and remove the contaminant. Spills of fuel or other potentially hazardous materials that may occur during operation of proposed passenger trains will be handled in accordance with emergency management and response plans of CSXT, Amtrak, and VRE in coordination with local, state, and federal emergency response agencies as appropriate, depending on the situation; refer to Section 5.18 of the Final EIS, which has been updated since the publication of the Draft EIS, for details on public health and safety with regard to hazardous materials.

Proposed mitigation is identified throughout Chapter 5 of the Final EIS as a way to avoid, minimize, reduce, or eliminate potential effects of the Project, including applicable Best Management Practices (BMPs), which are existing practices and measures required by law, regulation, or policy that reduce the environmental impacts of designated activities, functions, or processes. As detailed in Section 5.1 of the Final EIS, the Project will not remediate existing sources of contaminants unless practical or required by federal, state, or local regulations; however, construction of the Preferred Alternative will incorporate BMPs and improved stormwater facilities, which will mitigate potential impacts and minimize further impairment of the water bodies. Further, the Preferred Alternative will be located adjacent to existing railroad and roadway facilities, and construction of the Preferred Alternative will incorporate BMPs and improved stormwater facilities, which will mitigate the potential impacts caused by the new facilities constructed by the Project and may result in improved water quality conditions.

2. **How will the Project protect flood zones/wetlands or get approval from DEQ to build in these areas? More must be done to absorb the cost of losing wetland ecosystems.**

Efforts have been made throughout the planning and preliminary design process to avoid and reduce impacts to streams and wetlands to the extent practicable, and such impact avoidance and reduction efforts will continue to be made during the Project's final design and permitting, which will occur after funding becomes available and incremental improvements are scheduled. Impacts to streams and wetlands are governed by the federal Clean Water Act, which requires permits from federal and state regulatory agencies. Close coordination has been maintained with the U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality during the course of the DC2RVA Project development process - including scoping meetings, review of DRPT's approach to evaluating wetland and stream impacts, and field reviews. DRPT anticipates the Project will be developed incrementally depending on availability of funding. As funding becomes available, a selected portion of the Project will move into final design and permitting prior to construction. As part of the joint permitting process, mitigation for unavoidable impacts will be developed in coordination with these same regulatory agencies and will be incorporated into final design for both temporary and permanent impacts. An updated mapbook of water resources (major river crossings, streams, wetlands, impaired waters, and resource protection areas) in relation to the Preferred Alternative LOD is provided in Appendix M of the Final EIS. Section 5.1.2 of the Final EIS discusses the impact of the Preferred Alternative on wetlands, and Section 5.1.6.1 presents avoidance, minimization, and mitigation evaluation for water resources. Section 7.8 of the Final EIS discussion permits and regulatory approvals that will be needed for the next steps of the Project design and construction.

The Project is also being designed consistent with Executive Order 11988 and state/local regulations pertaining to floodplains so that the probability of increased flooding is minimized and to avoid or minimize impacts on natural and beneficial floodplain values.

3. **The effects of sea level rise are not considered by the Draft EIS. Currently, there are stretches along the corridor where the water seems to be lapping at the tracks already. That's going to be a growing problem and needs to be addressed.**

A review of Sea Level Rise Planning Maps produced by the Virginia Institute of Marine Science's Center for Coastal Resources Management show that most of the corridor is at elevations that will be well above projected sea level rise. The most vulnerable areas would be in Arlington, Alexandria, Prince William County, and Stafford County, and potential issues posed by rising sea level in these areas include potential flooding, wave attack and erosion of the railroad base, and potential interruptions of service due to damaged infrastructure.

Railroad design standards (as summarized in the DC2RVA Basis of Design, which is Appendix B to the Draft EIS) take into account the risks of flooding, hydrological parameters, and erosion protection. During the final design phase, these standards, as well as any necessary supplemental hydrological studies reflecting potential sea level rise, will be used to design the rail infrastructure to withstand reasonably expected risks associated with potential sea level rise. Refer to Chapter 7 of the Final EIS for an overview of future steps for final design, implementation, and construction of the Project.

4. **Concern over "missed" natural and/or water resources in the Ashland Area along the Western Bypass alternatives (Draft EIS Build Alternatives 5C and 5C–Ashcake)**
   a. **In the Ashland Area, the proposed bypass (Build Alternatives 5C and 5C–Ashcake in the Draft EIS) would kill a Giant Sequoia on the land at 12311 Elmont Road.**
   b. **In the Ashland Area, a property owner along the Western Bypass (Draft EIS Build Alternative 5C and 5C–Ashcake) found a male (red eyed) eastern box turtle. Its roaming radius is approximately 1 mile.**
   c. **In the Ashland Area, property along the Western Bypass (Draft EIS Build Alternative 5C and 5C–Ashcake) has wetlands and flood zone areas. If property owners cannot build in this area, how is it legal to build a train track? The number of trees that will have to be cut and soil that will have to be disturbed will be devastating. The DEQ of VA website seems very clear that it can't happen. These areas are also home to native wildlife such as deer fox owls and eagles, which could become landlocked if the Project is built.**

Subsequent to the publication of the Draft EIS, Alternative 5A: Two Tracks Through Town was selected as the Preferred Alternative and would maintain the existing two-track corridor through downtown Ashland without any impact between Vaughan Road (Archie Cannon Drive) and Ashcake Road, in accordance with the CTB resolution on the Project. Notwithstanding, DRPT has provided responses to each of these concerns, below.

In response to a), the western bypass alternatives (5C and 5C–Ashcake), which could potentially affect the noted tree, are not included as part of the Preferred Alternative evaluated in the Final EIS.

Notwithstanding, as acknowledged in the Draft EIS (page 4-68), construction of the Build Alternatives would affect terrestrial natural communities and associated wildlife habitat through conversion of existing land coverage to railroad structures and maintained right-of-way. Minimization measures to protect natural habitats and communities could involve minimization of clearing and grubbing, landscaping and planting for onsite replacement of trees that are removed, and native shrub planting and reseeding of disturbed areas. Non-native ornamental trees, such as a Giant Sequoia, typically have less value to terrestrial natural communities and wildlife than native trees and shrubs, although such trees can have value to property owners and communities.

In response to b), the western bypass alternatives (Alternatives 5C and 5C–Ashcake), which could potentially affect the noted box turtle habitat, are not included as part of the Preferred Alternative evaluated in the Final EIS.

Notwithstanding, as discussed in Section 4.10.1 of the Draft EIS, the Build Alternatives would affect terrestrial natural communities and associated wildlife habitat through conversion of existing land cover to railroad structures and maintained right-of-way. Box turtle habitat consists of mesic (moist) woodlands, including hardwood (oak-hickory) forests, mixed hardwood-pine forests, and maritime forests (Dodd 2002). As reported in Table 4.10-1 of the Draft EIS, approximately 64.0 acres of permanent impacts and approximately 20.7 acres of temporary impacts to upland forest habitat would occur on the Ashland bypass alignments (Alternatives 5C and 5C–Ashcake). These habitat conversions could be expected to incrementally diminish the resident population of box turtles, if present in the impacted areas, and to present a barrier to box turtle movements. However, box turtles are not on the Virginia or federal lists of threatened or endangered species. According the Virginia Department of Game and Inland Fisheries (VDGIF), the box turtle is known or likely to occur in every county in Virginia (VDGIF website 2017). The box turtle is not included on the Virginia Division of Natural Heritage's Rare Animals List, Animal Watchlist, or Animal Review List (Roble 2016).

In response to c), the western bypass alternatives (5C and 5C–Ashcake), which could potentially affect the noted wetlands, are not included as part of the Preferred Alternative evaluated in the Final EIS.

Notwithstanding, it would be legal to build railroad tracks within wetlands and floodplains provided applicable permits are obtained from the U.S. Army Corps of Engineers, the Virginia Department of Environmental Quality, and the Virginia Marine Resources Commission. Before issuing such permits, permitting agencies require applicants to document efforts to avoid and minimize impacts to these resources to the extent practicable. In addition, compensatory mitigation must be provided to offset unavoidable impacts.

5. **As our region and state see more traffic, investment in Long Bridge across the Potomac is a critical component to handle growth in Amtrak and VRE and freight. All that construction must meet high standards for sediment and erosion control and long-term stormwater management.**

DRPT and FRA agree that additional capacity across the Potomac River at or adjacent to the Long Bridge is critical to handle growth in passenger, commuter, and freight rail service, and the DC2RVA Project has included the expanded capacity over the Long Bridge as part of the infrastructure that would be in place under the No-Build Alternative in both the Draft and Final EIS. Separate from the DC2RVA Project, DRPT is working with District Department of Transportation (DDOT) and other stakeholders on an EIS for the Long Bridge Project, which proposes to increase rail capacity at the Long Bridge Potomac River rail crossing. Any impacts associated with the proposed expansion of the Long Bridge are accounted for (quantified and mitigated, as necessary) as part of that project, separate from the DC2RVA Project.

Comprehensive sediment and erosion controls will be implemented on a temporary basis during construction and on a long-term basis for the life of the DC2RVA Project. Similar controls would also be expected to be employed under the Long Bridge Project, as defined in its separate EIS record. Applicable standards require controls aimed at both water quality and quantity. Refer to Section 7.8 of the Final EIS for summary of regulatory actions and approvals that will be required as the Project moves forward.

6. **What is the plan for design of bridge openings over navigable waterways, including Neabsco Creek?**

Bridge openings over navigable channels are regulated by the U.S. Coast Guard (USCG), which typically requires existing navigable channels to be maintained. Specifically, in response to Neabsco Creek, information available to DRPT at the time of this study indicates that the USCG will require a minimum navigable channel opening width of 30 feet for a new structure at the crossing. Final designs for the new bridge will meet the USCG permit requirements at that time.

NOISE AND VIBRATION

1. **Concern about what noise and /or vibration studies have been conducted as part of the Project**
    a. **How will noise and vibration of high speed rail compare to current Amtrak, CSXT, and commuter trains?**
    b. **Noise and vibration levels were not studied for all traffic that would travel on new line such as freight and other passenger trains.**
    c. **The effects of increased weight from heavier and longer trains and the increases in the future were not considered, nor is the closer distance about 15 feet considered.**
    d. **What about impacts due to existing trains or when existing trains pass by each other? This Project will increase the ability of other trains to move more quickly. What would the vibration and noise impacts be of increased speeds of these other trains?**
    e. **The noise impact assessment failed to assess and compare current noise exposure versus projected future in terms of length of time of exposure and any increases in decibels.**
    f. **Concern over impact to underground pipelines within the railroad easement, especially since some of these may be very old and not withstand increased vibrations from the Project.**

DRPT completed noise and vibration studies for all Build Alternatives that were considered in the Draft EIS, including bypass alignments (Fredericksburg and Ashland), from which the Preferred Alternative evaluated in the Final EIS was chosen. FRA has established maximum acceptable Project-related noise and vibration levels. Noise and vibration levels due to the proposed Project that are above these maximum acceptable levels are considered to be impacts as defined by FRA. Train noise level calculations accounted for Project-related wayside noise (locomotive and wheel-rail noise) and locomotive horn use at public at-grade crossings. Existing locomotive horn use is incorporated into the noise analysis via the existing noise measurements. FRA locomotive horn use regulations and CSXT operating rules do not require locomotive horn use at private at-grade crossings. Further, CSXT has a rule on train horn use such that trains should not sound horns at any passenger and commuter station on the corridor between the hours of 11:30 pm and 4:30 am unless people are present. The train noise evaluated by DRPT, following FRA guidelines, combines the wayside train noise from the passage of the locomotive and rail cars and the train horn noise at crossings and stations. The vibration assessment also followed precedent recently established by the Richmond to Raleigh (R2R) EIS, which was also approved by FRA. DRPT completed assessments of Project-related noise and vibration using FRA methods, which included measuring existing noise levels throughout the corridor and along the bypass routes. DRPT also measured existing vibration levels. Results of the noise and vibration assessments are summarized in the Draft EIS and presented in greater detail in its Appendix P (Noise and Vibration Technical Report). Section 5.7 of the Final EIS presents the noise and vibration impacts for the Preferred Alternative, and includes discussion of the minor changes that have occurred since the publication of the Draft EIS. Figures in the Noise and Vibration Technical Report (Appendix P of the Draft EIS) showed the noise and vibration impact contours for the Build Alternatives evaluated in the Draft EIS, which have not changed for the Preferred Alternative other than in two locations for noise only in the Project corridor (these locations are in Area 2 and Area 6 and are updated in Appendix M of the Final EIS).

In addition, see below for details for each of the questions asked above.

In response to a), the intercity passenger trains proposed under this Project are anticipated to utilize locomotives and railcars that are similar to locomotives and railcars currently used by passenger trains in the corridor. Therefore, DRPT anticipates that noise and vibration from the proposed trains will be similar to noise and vibration from existing passenger trains when the speeds are the same. Train noise and vibration generally increase as speed increases, however, duration of the noise and vibration event decreases.

In response to b) and c), DRPT evaluated noise and vibration associated with the addition of 9 new daily intercity passenger round trips (18 total trains per day) on the DC2RVA corridor, using FRA methods for noise and vibration impact assessment. The most common source of noise and vibration in the study area is freight trains, generally produce higher levels (or more) noise and vibration than passenger trains because they are heavier and longer. Freight trains operate and may increase or decrease independently of the proposed DC2RVA Project and, and in some sections of the corridor may operate more frequently or during evening/late night hours when noise may be more noticeable. Potential changes in freight and passenger train traffic currently utilizing the Project corridor that would occur independent of the proposed Project are not included in the noise or vibration assessment performed for this Project. CSXT's potential use of longer and heavier freight trains was not evaluated in the noise and vibration assessment.

In response to d), in accordance with the requirements of NEPA and the noise and vibration assessment guidelines of the FRA, DRPT assessed noise and vibration due to the 9 new daily intercity passenger round trips (18 total trains per day) and did not separately evaluate noise and vibration from passenger or freight trains that currently use the corridor except where the DC2RVA Project proposes to install the new tracks and realign the existing tracks on a shifted location, which would bring the tracks closer to or shift them farther from noise receptors (i.e., closer to or farther away from a home or school.).Also, the Preferred Alternative has the potential to reduce existing horn noise through the seven new grade separations and seven crossing closures proposed for existing at-grade crossings in the corridor (refer to Section 5.15.2 of the Final EIS for specific locations of at-grade crossing treatments for the Preferred Alternative).

If two of the proposed intercity passenger trains happened to pass each other while traveling in opposite directions at the same speed, it is possible that vibration levels could increase up to 3 vibration decibels (VdB) at the moment and place of passing. However, it is difficult to project where along the corridor such a passing event may occur. Vibration levels from simultaneous pass-by events are subject to the same FRA vibration impact thresholds as single passenger trains are subject to, however, evaluating vibration from identical trains passing at the same speed, in the same location, is highly variable and beyond the scope of FRA vibration assessment requirements.

In response to e), DRPT's noise analysis is based on the land use category and the projected change to the existing noise exposure in the area. In accordance with FRA noise impact assessment guidelines, DRPT measured existing noise levels at locations throughout the corridor, calculated future Project-related noise levels, and compared those results with FRA noise impact thresholds. The thresholds are based on specific noise-sensitive land categories: "no impact" indicates Project noise levels are unlikely to cause annoyance; a" moderate noise impact" is a noise level increase that is noticeable to most people, yet generally not enough to cause adverse reactions; and a "severe noise impact" is a noise level increase that could cause annoyance to a significant percentage of people. The FRA noise impact assessment methods base the noise impact threshold on existing noise levels; in that manner, existing noise levels are incorporated into the noise assessment. DRPT's assessment accounted for the length of the proposed intercity passenger trains and their speed, as well as new tracks and track shifts.

In response to f), pipelines and other in-ground utilities do occur within or along portions of the CSXT-owned right-of-way. For the purposes of assessing potential Project impacts and estimating Project costs within the Draft and Final EIS, DRPT has assumed that where the permanent limits of disturbance associated with Project improvements encroach upon these utilities, the utility would be relocated. Utility relocations would be subject to existing easement agreements between the utility and property owner; subject to the nature of the cause of the relocation (DC2RVA Project related or tertiary); and subject to the cause of the action (dependent upon who is initiating and funding the work – private party, property owner, utility owner, or public entity).

Project improvements have been designed to a conceptual (10% design) level. The impact limits and location of the utilities is based on readily available geospatial data. That utility data does not provide pipeline conditions or other information necessary to reach a more detailed conclusion. As the Project advances through future design phases, DRPT will coordinate with CSXT and the utility owners/operators to address potential impacts (ballast encroachment, vibration, maintenance access, etc.) to the utility. Possible measures to address utility impacts include design modifications to the Project, design modifications to the utility, and/or relocation of the utility.

2. **Concern about noise and vibration mitigation**
    a. **What noise and vibration mitigations are occurring? Residences already have noise impacts and/or shaking of homes when the trains go past, which will get worse with the addition of new rails. Can an impact study and/or mitigation (natural and/or manmade, i.e., noise barriers) be completed? Are you going to pay for damage that the Project does to homes shaking?**
    b. **Concern that Draft EIS does not detail mitigation. When will residents know whether the severely impacted residential areas will be looked at for noise barriers? Will mitigation include sound walls and/or requests for sound walls?**

The Final EIS presents preliminary avoidance, minimization, and mitigation measures for noise and vibration in Section 5.7.1.3 and 5.7.2.3, respectively.

In response to a), DRPT is aware that some residents living near the existing alignment report being able to feel vibration during train pass-by events. It is possible that freight trains produce the highest levels of ground-borne vibration, and that some of the perceived vibrations are actually the result of airborne low frequency noise emitted by diesel locomotives on freight trains.

The FRA has established maximum acceptable Project-related noise and vibration levels. Noise and vibration levels above this, due to the proposed Project are considered to be impacts as defined by FRA. DRPT completed assessments of Project-related noise and vibration using FRA methods. Results of those assessments are summarized in the Draft EIS and presented in greater detail in its Appendix P (Noise and Vibration Technical Report). Section 5.7 of the Final EIS presents the noise and vibration impacts for the Preferred Alternative, and includes discussion of the minor changes that have occurred since the publication of the Draft EIS. Figures in the Noise and Vibration Technical Report (Appendix P of the Draft EIS) showed the noise and vibration impact contours for the Build Alternatives evaluated in the Draft EIS, which have not changed for the Preferred Alternative other than in two locations for noise only in the Project corridor (these locations are updated in Appendix M of the Final EIS).

In response to b), mitigation measures will be evaluated in more detail during final design, which will occur after funding becomes available and incremental improvements are scheduled. Mitigation measures for noise impacts from the additional 9 new daily intercity passenger round trips (18 total trains per day) will be evaluated where warranted. Train noise (other than whistle noise at crossings; refer to response #7 below) is difficult to mitigate without creating additional impacts to property and the environment. The process of evaluating and implementing noise and vibration mitigation will occur in accordance with FRA methods and guidelines and subject to FRA approval.

While sound barrier walls are a common mitigation measure for major highway projects, they are not typical for intercity passenger rail projects and are not required by FRA or FTA. Further, CSXT policy generally does not allow sound barrier walls within their right-of-way. Therefore, use of sound barrier walls as future mitigation for DC2RVA train noise would require additional property impacts.

3. **Concern about noise and vibration during construction, which doesn't seem to be evaluated in the Draft EIS**

DRPT evaluated construction noise and vibration; refer to Section 4.19 of the Draft EIS for all Build Alternatives, and Section 5.19 of the Final EIS for the Preferred Alternative specifically.

4. **The noise and vibrational impact section of the Draft EIS falls far short of describing, if not actively disguises, the increased vibrational and noise impact that another set of tracks and the resulting increased high speed train and freight traffic will have on the livability of the surrounding neighborhoods. The report fails to note that some homes are all built on marine clay. This is in contrast to what the report says, which states that the soil on which the tracks are built minimally conducts vibration or noise. The Project should mandate slow moving trains and lighter trains and enforce these regulations.**

DRPT adequately and appropriately evaluated noise and vibration from the proposed intercity passenger trains using FRA methods and guidelines. Vibration effects were assessed based on the methods and criteria included in FRA's High Speed Ground Transportation Noise and Vibration Impact Assessment guidance manual (September 2012) as well as those included in the FTA's Transit Noise and Vibration Impact Assessment (May 2006) manual, where applicable.

Vibration is evaluated on a per-event basis, not on a cumulative or 24-hour basis; noise is evaluated on a 24-hour cumulative basis. The Project proposes to add intercity passenger trains, which are lighter than freight trains and therefore do not produce the same levels of ground-borne vibration as freight trains operating at the same speed. Freight trains operate as-needed in response to market demands, and independently of this Project. This Project does not propose to change the consist (e.g. type and order of rail cars in a train) or volume of freight trains in the Project corridor. Reducing the speed of passenger trains in the corridor conflicts with the Purpose and Need for the Project.

DRPT reviewed publicly available and reasonably obtainable soils data in the study area in an attempt to assess their ability to propagate ground-borne vibration. Due to the magnitude of the Project corridor, DRPT developed general characterizations of the soil's vibration propagation characteristics for each segment of the corridor evaluated in the vibration analysis and incorporated those characterizations into the vibration assessment for each Project segment.

5. **If adequate engineering studies had been done, the conclusion would be that many of the historic homes along the corridor would not be able to withstand the construction / drilling impact that will occur because of the Project.**

DRPT performed a preliminary evaluation of construction-related vibration using FRA guidelines. The construction vibration assessment performed at this phase of this Project did evaluate the potential for vibration-induced damage to buildings during construction; see Draft EIS Appendix P—Noise and Vibration Technical Report for full details, and Section 5.7.2 of the Final EIS for vibration impacts of the Preferred Alternative. A more detailed construction vibration assessment will be performed as-needed during the final design phase of the Project.

6. **Why has no one has done a noise and vibration study on any of the houses on Mount Vernon Avenue near King Street Metro? Due to the proximity of these houses to the tracks, such a study should have been a priority for this EIS to be taken seriously.**

DRPT evaluated noise and vibration throughout the entire 123-mile study corridor using FRA methods for noise and vibration impact assessment, which are the appropriate methodologies for this type of Project. This evaluation included measuring noise throughout the study area, measuring vibration at select locations, and calculating Project-related noise and vibration throughout the entire study corridor. These findings for all Build Alternatives are summarized in Section 4.7 of the Draft EIS, and in Section 5.7 of the Final EIS for the Preferred Alternative. Specific areas projected to experience noise and vibration impacts as defined by FRA are identified in the contour figures presented in Draft EIS Appendix P—Noise and Vibration Technical Report; changes in noise and vibration impacts from the Draft EIS to the Final EIS due to minor design changes are presented in Section 5.7 of the Final EIS.

7. **Concern about train horn use**
    a. **There are existing quiet zones in the corridor to prevent the trains from blowing horns. The Project should establish new quiet zones in other areas throughout the corridor?**
    b. **Will the Project significantly decrease frequency and decibels of train horns?**
    c. **The process for evaluating locomotive air horn noise in Crystal City and Alexandria is flawed. 110 decibels is in the Code of Federal Regulations, but that level of air horn noise is an issue.**

In response to a), quiet zones are addressed in Section 5.15 of the Final EIS. FRA regulations (49 CFR Part 222) requires locomotive horn use at public at-grade crossings, but the regulations also include the procedures by which the local authority could establish a quiet zone where locomotive horn use at public at-grade crossings is not necessarily required because supplemental and alternative safety measures (SSMs) are installed. Under the regulations, local jurisdictions/municipalities initiate and manage the process for implementing the creation of new quiet zones; it is not under the purview of DRPT nor this Project. Therefore, noise reduction benefits that would derive from removing the requirement for trains to routinely sound horns are dependent on locality actions, in accordance with FRA standards and approved by FRA. Also, CSXT operating rules require all trains to sound their horn when approaching, passing, or departing a passenger (intercity or commuter) station along the mainline. Localities would also fund all improvements, equipment, and signage, and they would provide ongoing maintenance for all quiet zones within their jurisdictions. The FRA Office of Railroad Safety authorizes quiet zones on a site-specific basis, which are voluntary by the operating railroad.

DRPT does not anticipate that the Project will adversely affect existing or future quiet zone designations as Project improvements that qualify as SSMs are proposed at most existing public at-grade crossings, including the two areas with existing Quiet Zone designations (see Section 5.15.2.2 of the Final EIS).

In response to b), use of locomotive horns and how loud they have to be are regulated by FRA safety rules, and are also subject to CSXT operating rules. This Project does not propose to decrease the loudness of locomotive horns; however, the Project does include the elimination of several at-grade crossings by either grade separating the crossing or closing the crossing. In these locations, the elimination of at-grade crossings would decrease horn noise.

In response to c), locomotive horn use is regulated by FRA safety regulations, and also subject to CSXT operating rules. DRPT evaluated locomotive horn use by the proposed intercity passenger trains implemented under the DC2RVA Project using FRA noise assessment methodologies.

AIR QUALITY

1. **The Draft EIS doesn't seem to reflect the reduction in highway emissions that could occur if more people chose to travel by rail.**

DRPT evaluated the potential reduction in highway pollutant emissions in the Draft EIS. This information was presented for all Build Alternatives in Section 4.6.4 and Table 4.6-3 of the Draft EIS; updated impacts for the Preferred Alternative are presented in Section 5.6.4 and Table 5.6-3 of the Final EIS. DRPT estimates that the Preferred Alternative will reduce carbon dioxide (CO2) 6,518 tons per year by 2045. This calculation includes all modes of intercity passenger travel between Washington, D.C. and Richmond, VA (i.e., rail, automobile, bus, and air). CO2 is the primary greenhouse gas (GHG) associated with the combustion of transportation fuels, accounting for more than 95 percent of transportation GHG emissions based on global warming potential.

Additionally, DRPT estimated the Project will result in a net reduction in fuel consumption in the DC2RVA corridor of approximately 3 million gallons per year by 2045; refer to Section 4.6.2.1 of the Draft EIS and Section 5.6.2.1 of the Final EIS. Reducing fuel consumption will result in a commensurate reduction in pollutant emissions.

2. **Increased train traffic from the Project will cause an environmental burden on the people living next to the tracks because of the additional diesel fumes and related emissions which impact the air quality, which was not addressed in the Draft EIS.**

Section 4.6 of the Draft EIS addressed air quality impacts of all Project Build Alternatives, and Section 5.6 of the Final EIS addresses the same topic for the Preferred Alternative. While the Project would increase the emissions of diesel exhaust and associated directly-emitted air pollutants along the DC2RVA corridor, the spatial and temporal density of these emissions would not be nearly sufficient to cause or substantially contribute to localized violation of the National Ambient Air Quality Standards (NAAQS). Additionally, the Project will decrease intercity passenger regional vehicle miles traveled (VMT) and mobile source air toxics (MSAT) emissions compared to the No Build Alternative. The availability of improved intercity passenger rail service would reduce the number of vehicle trips on a regional basis. Because the Project will not substantially change the regional traffic mix, the amount of MSATs emitted from highways and other roadways within the study area would be proportional to the VMT. Because the regional VMT estimated for the Project would be less than the No Build Alternative, MSAT emissions from regional vehicle traffic would be less for the Project compared to the No Build Alternative.

3. **There is no consideration given to air quality during construction in the Draft EIS. There will be fumes and noises coming from construction that it will be unhealthy to residents and their posterity.**

Since the publication of the Draft EIS, DRPT has conducted a quantitative assessment of greenhouse gas (GHG) emissions during construction for the Preferred Alternative using the FHWA Infrastructure Carbon Estimator (see Section 5.6.5 of the Final EIS for details). DRPT determined that CO_2 emissions from DC2RVA construction will be less than 0.1 percent of the total CO_2 emissions from large facilities in the DC2RVA study area. Given this relatively small contribution, its distribution along the 123-mile corridor, and emission across multiple years, DRPT concludes that construction of this Project will have a negligible impact on climate change due to GHG emissions.

All construction activities will be performed in accordance with VDOT's Road and Bridge Specifications on fugitive dust control, which would be incorporated into the contract specifications at the time of construction. With the application of appropriate measures to limit dust emissions during construction, DRPT does not anticipate that this Project will cause any significant, short-term particulate matter air quality impacts.

VISUAL / AESTHETIC

1. **How are visual impacts evaluated, both throughout the corridor and within historic downtown Ashland streetscape specifically?**

Aesthetic and visual impact methodology are addressed in Section 4.9 of the Draft EIS, and the visual impacts related to the Preferred Alternative are presented in Section 5.9 of the Final EIS. In accordance with FRA's Procedures for Considering Environmental Impacts (FRA 1999), DRPT identified major changes likely to occur in the natural landscape and in the developed environment as a result of this Project. The assessment considered the visual changes associated with the Build Alternatives, such as track improvements, bridges, grade crossings/separations, roadway improvements, stations and maintenance facilities, and other permanent improvements associated with the Project. The level of visual impact was assessed by combining the severity of the change in visual quality with the degree to which people are sensitive to the change.

The visually sensitive nature of the Town of Ashland is recognized by DRPT. The Preferred Alternative 5A: Two Tracks Through Town will introduce minimal changes to the visual context of the historic downtown area. The two existing tracks will remain in their current location and no new trackage will be constructed. Further, there would be no changes to the existing station location or infrastructure under the DC2RVA Project. Grade separated structures will be constructed at Vaughan Road (Archie Cannon Drive) and Ashcake Road on the north and south ends town, respectively, to improve traffic operations and safety at these two crossings. The architectural features of these new structures will be designed to befit the visual setting with minimal structural elements or appurtenances.

2. **Page 3-54 of the Draft EIS lays out the definition of Visual Resources: "Viewers in visually sensitive resource areas are typically involved in outdoor activities where their sensitivity to the surrounding visual environment may be heightened." However, later on page 3-66 of the Draft EIS, it states in regard to VAU 5-2 or the western bypass of Ashland that "no sensitive visual resources are identified within this unit." This is incorrect, as bicyclists, walkers, and joggers frequent Yowell Road and the private residences there. This area of private residences provides a visual resource to viewers traveling in this VAU and should be taken into consideration in the final copy of the EIS given its regular recreational use.**

Subsequent to the publication of the Draft EIS, Alternative 5A was selected as the Preferred Alternative. The Preferred Alternative does not include any bypass alignments (Build Alternative 5C and 5C–Ashcake in Ashland, as evaluated in the Draft EIS).

Visually sensitive resources along the Project corridor are defined as those typically open to many viewers, not just an individual residence. That said, DRPT recognizes the unique visual quality of this area and accounted for it with the visual assessment unit impact rating as shown in the Draft and Final EIS. The overall change to the visual assessment unit (VAU) is considered as part of the Project, not just impacts to visually sensitive resources.

3. **The Project will have a negative visual and noise impact on homes and Blue Park in Alexandria if the existing "greenbelt" of mature trees and shrubs along the railroad tracks are cut down. The Draft EIS maps show that some of this greenbelt is within the Project's area of temporary and permanent impact.**

Under the Preferred Alternative 2A, the additional track in the area nearest Blue Park would be located on the east side of the existing tracks (opposite side from Blue Park) and the existing tracks would be shifted slightly to the west in the direction of the park. However, all work on the west side of the tracks nearest the park would be conducted within the existing CSXT right-of-way. Impacts to the existing trees and vegetation within the existing right-of-way would be minimized to the greatest extent practical to maintain the visual buffer between the park and the rail corridor. Note that CSXT may choose to remove or modify vegetation within their right-of-way at any time.

HAZARDOUS MATERIALS

1. **The DC2RVA will provide CSXT an upgraded rail system with the potential of moving more freight and toxic materials though the Project corridor.**
    a. **Do more trains mean more chances that a hazardous spill will happen?**
    b. **In the Bypass alignments, the Project will be introducing the potential for hazardous materials in previously pristine places. How is that accounted for?**

Refer to Section 5.18 of the Final EIS for discussion of public health and safety associated with hazardous materials transport on the rail line, which has been updated since the publication of the Draft EIS. FRA and the United States Department of Homeland Security (DHS) regulate the transportation of hazardous materials on railroads, and part of that regulation requires all Class I railroads to maintain a safety plan for transporting such materials, which are separate from the scope of this Tier II effort.

In response to a), neither FRA nor DRPT anticipate that the addition of the 9 new daily intercity passenger round trips (18 total trains per day) would result in any change in either the types or quantities of freight shipped on the corridor. Freight shipments, including any hazardous materials, would not be affected by the Project, and are projected to increase under CSXT freight operations whether or not the Project is implemented.

In response to b), subsequent to the publication of the Draft EIS, Alternative 5A was selected as the Preferred Alternative, which does not include any Project impacts in town between Vaughan Road (Archie Cannon Drive) and Ashcake Road. The Preferred Alternative does not include any bypass alignments (Build Alternatives 3C in Fredericksburg and 5C and 5C–Ashcake in Ashland, as evaluated in the Draft EIS).

INDIRECT AND CUMULATIVE EFFECTS

1. **Concern about secondary/cumulative impacts in and around Fredericksburg**

Draft EIS Sections 4.20.1.2 and 4.20.1.6 addressed potential induced development impacts of all Build Alternatives associated with the Project. The locations where induced growth might occur are focused near the stations where access to improved intercity passenger rail services would be provided. In the Fredericksburg area, that would be Fredericksburg Station. Inducement of growth requires access to the rail services at the station locations in the same manner as highway interchanges provide access to the interstate highway system. FRA guidance suggests defining the station area in terms of 0.25- and 0.5-mile radii of the station. Accordingly, the study area for analysis of potential induced development was defined as the areas within a 0.5-mile radius of the station locations.

There are many factors influencing the ongoing development in the Fredericksburg region regardless of any previous or future rail improvements.

As described in Draft EIS Section 1.5.2.6 in the Project Need and summarized in Section 1.3 of the Final EIS, providing more consistent, reliable, on-time passenger rail service is expected to induce more people to travel by rail, which would in turn reduce demand on parallel roadways. Although the proposed rail improvements could potentially provide a small incremental boost to the attractiveness of the region, that attractiveness already has been in play for decades due to the existing roadway network and other factors noted above. Moreover, the region increasingly is becoming more than a bedroom community to Washington, D.C. and northern Virginia as development mass and diversity now support more "home-grown" markets and industries. Regional business and government leaders have undertaken strategic planning efforts to target retention and expansion of industries best suited to the location and economic strengths and capabilities of the Fredericksburg Region. In such an environment, any contribution to the region's attractiveness would be consistent with regional goals and planning and would be overshadowed by other forces driving further development in the region.

2. **In the Richmond Area, the Draft EIS does not take into account the indirect/cumulative effects of the Project, including induced development.**

Expected indirect and induced impacts in the vicinity of Main Street Station from the Preferred Alternative are addressed in Section 5.20 of the Final EIS, which has been updated since the publication of the Draft EIS. Additionally, in response to comments received on the Draft EIS, DRPT has included Section 3.1.4 of the Final EIS, which contains additional discussion of potential indirect and induced impacts on the slave district issues.

SAFETY

1. **Does adding a third rail increase the risk of train derailments?**

Adding a third track to the existing two track corridor does not inherently increase the risk of derailments, especially as new improvements are built to current safety standards. However, any increase in the number of passenger and freight trains in the corridor does increase the likelihood of derailments, just as increasing the number of cars using a particular road increases the likelihood of accidents. The third track will be constructed to meet FRA and CSXT standards for safety and performance, and the Project will include improved signals and communications systems and improved safety systems for all at-grade crossings. However, there may be an increase in the number of derailments regardless if the Project is implemented or not, as the number of trains using the corridor increases over time. CSXT freight service and VRE commuter service is projected to increase without the Project.

2. **Within Ashland, a third track would significantly endanger Randolph-Macon College's students, faculty and staff, and tens of thousands of annual visitors.**

Randolph-Macon College is located on both sides of the existing railroad mainline in downtown Ashland, and has plans for expansion including dormitories on the west of the tracks, with the main campus on the east side of the tracks. Crossing the railroad tracks at other than designated crossings is unsafe and is a violation of Virginia code §18.2-159. Nonetheless, students and other pedestrians often walk across the existing tracks, and increased train service in the future can exacerbate the situation. Recognizing such, the CTB resolution recommending Alternative 5A as the Preferred Alternative for the Ashland/Hanover area (Appendix H of the Final EIS) directed DRPT to explore the need for other safety improvements to pedestrian and vehicle at-grade crossings within the Town of Ashland, separate from the DC2RVA Project. Therefore, DRPT is committed to work with the FRA, VDOT, Town of Ashland, Randolph-Macon College, and CSXT to identify safety improvements for pedestrians, bicycles and vehicles crossing the tracks in Ashland that minimize the acquisition of additional right-of-way, and DRPT will continue the outreach for other safety improvements separate from the obligations of the DC2RVA Project.

3. **Within Ashland, parked cars on Center Street/Railroad Avenue block visibility whether driving, walking, or biking. The difficult combination of street traffic, pedestrians, and trains from multiple directions is unsafe—how will the Project change these unsafe conditions?**

Center Street/Railroad Avenue is an existing condition of the local roadways and is controlled by the Town of Ashland. The Preferred Alternative 5A: Two Tracks Through Town would increase the number of trains through town by approximately one train per hour in each direction, depending on the time of day, without affecting the designated parking. However, the CTB has directed DRPT to explore the need for other safety improvements to pedestrian and vehicle at-grade crossings within the Town of Ashland, separate from the DC2RVA Project. Therefore, DRPT is committed to work with the FRA, VDOT, Town of Ashland, Randolph-Macon College, and CSXT to identify safety improvements for pedestrians and vehicles crossing the tracks in Ashland that minimize the acquisition of additional right-of-way, and DRPT will continue the outreach for other safety improvements separate from the obligations of the DC2RVA Project.

OTHER

1. **In Ashland, the analysis of the through town alternatives does not take into account the 100-year old trees and their history that would be destroyed. They date back to the Civil War.**

Although none of the mature trees located along the rail line in downtown Ashland are listed in the National Register of Champion Trees or Virginia's Big Trees program, they were considered in the visual and cultural resource evaluations. The stately trees were considered for their important part in the context (or setting) of downtown Ashland. The Preferred Alternative 5A: Two Tracks Through Town does not have any permanent or temporary impacts in town between Vaughan Road (Archie Cannon Drive) and Ashcake Road, so it will not impact the noted trees (directly or indirectly).

2. **What are the impacts to east coast commerce and international trade, if the DC2RVA corridor were incapacitated? There should be a north-south rail infrastructure back-up plan in a geographically separate location in case something occurred along the DC2RVA corridor, such as a natural or man-made emergency.**

FRA and DRPT recognize that the Project corridor is an integral part of the freight rail commerce and trade distribution network, and the DC2RVA Project proposes to accommodate efficient movement of rail freight traffic in the DC2RVA corridor. However, the primary Purpose of the DC2RVA Project is to increase railroad capacity between Washington, D.C. and Richmond to deliver higher speed passenger rail while also supporting the planned expansion of VRE commuter rail service and accommodating the forecasted growth of freight rail service by developing an efficient and reliable multimodal rail corridor. Consideration of larger regional and national network emergency issues, such as a back-up plan for redundant capacity in a different geographic location, is beyond the scope of the DC2RVA Project as Project improvements are limited to those necessary to meet the DC2RVA Purpose and Need.

FUNDING, CONSTRUCTION, AND IMPLEMENTATION

Chapter 7 of the Final EIS presents an overview of future steps for the Project that would occur after publication of the Final EIS, including funding, final design, permitting, construction, and implementation.

1. **Questions regarding Project funding, funding sources and timing, and/or funding for construction.**
    a. **Who is paying for this Project?**
    b. **DRPT claims that this Project will be paid for by "federal state and local sources" but have failed to advise the public that this "source" is our tax dollars.**

In response to a) and b), funding for the current DC2RVA Tier II EIS is from an FRA grant for high speed intercity passenger rail development. The Commonwealth of Virginia and CSXT are providing the local match to the federal grant. The DC2RVA Project is not funded beyond the NEPA Tier II EIS; however, as of the publication of the Final EIS, DRPT has secured funding from both the U.S. DOT FASTLANE program and state sources to construct a fourth mainline track for approximately six miles between the Potomac River and Alexandria, as part of the Commonwealth's "Atlantic Gateway" program, described in greater detail in Section 7.7.1 of the Final EIS.

DRPT anticipates that the DC2RVA Project will be implemented incrementally, as funding becomes available. DRPT has not secured funding for Project construction, but has identified several possible sources of funds, including public and private sources. Potential federal sources for construction funding include FRA high speed intercity passenger rail grant funds, U.S. DOT Transportation Investment Generating Economic Recovery (TIGER) or Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant funds, and other Federal discretionary sources, subject to future appropriations. Other non-federal funding sources include the Commonwealth of Virginia, local governmental, and private sector funds. The new DC2RVA service would be part of Virginia's state -supported passenger rail system and a system of long-distance Amtrak and multi-state high speed rail lines. Therefore, operation and maintenance cost would be covered by a combination of passenger fare revenue recovery and state, federal, and/or local funds.

2. **How much will the new service fare cost? The cost of travel, not the number of trains, is the biggest obstacle to regularly using Amtrak. Will there be fare reductions compared to existing pricing?**

Fares are not determined during this stage in the NEPA process. The DC2RVA Project service plan includes adding 9 new daily intercity passenger round trips (18 total trains per day) in the corridor, and DRPT anticipates that these trains – like other intercity passenger trains on the corridor - would be operated by Amtrak. The fares for passenger service on these new trains would be set by Amtrak, in coordination with DRPT and other stakeholders, at the time the trains are brought into service. Additional information on implementing the 9 new daily intercity passenger round trips (18 total trains per day) intercity passenger trains will be included in the Corridor Service Development Plan, which is being prepared by DRPT as part of the DC2RVA Project.

3. **Construction-related questions and/or issues**
    a. **How long would the Project take to construct?**
    b. **What does access to private property during construction look like?**
    c. **How will emergency access to properties occur during construction?**
    d. **What does construction phasing look like? Could the third rail alternatives be phased within Ashland that Center Street is not closed for the duration of the construction?**
    e. **There needs to be a robust process to ensure that new construction minimizes the impacts on adjacent neighborhoods and that there is a robust and transparent process for residents to monitor decisions and to be able to influence plans and actions.**

In response to a), the period of construction has not been determined, and is dependent on Project funding. For the purposes of this analysis, DRPT assumed that the DC2RVA Project would be fully built (infrastructure built and proposed intercity passenger trains in service) by 2025. Actual dates for future Project development are dependent on obtaining a Record of Decision (ROD), identifying and securing construction funding, completing Project design, and finalizing all necessary approvals and permits, including agreements with Amtrak and CSXT. DRPT anticipates the Project would be built in increments, with higher priority given to adding capacity to the Arlington, Northern Virginia, and Fredericksburg areas, followed by Richmond, Central Virginia, and Ashland areas. Full details on the anticipated dates and order of future steps of the Project are provide in Chapter 7 of the Final EIS.

In response to b) and c), access to private properties will be determined during future phases of design as it is beyond the level of detail of the conceptual engineering that was prepared in support of the Draft and Final EIS. A construction management plan will be prepared during final design, which will address means and methods to maintain safe access to all properties, including midblock properties in Ashland, and/or to mitigate any access impacts to the property. Emergency access to homes will be maintained to all properties during construction and will be coordinated with First Responders. If emergency access cannot be maintained, relocation of residents or other means of mitigation would be required.

In response to d), the extent and duration of any construction-related road closures will be determined after funding is secured and during final design, which will include development of a construction management plan to consider maintaining traffic on public and private roads to allow for property access and flow of traffic. With regard to Ashland specifically, subsequent to the publication of the Draft EIS, Alternative 5A was selected as the Preferred Alternative, which does not include any Project impacts in town between Vaughan Road (Archie Cannon Drive) and Ashcake Road; the Preferred Alternative will not impact Center Street in Ashland.

In response to e), a construction management plan will be developed for the Project that identifies measures to be taken to minimize construction impacts to local neighborhoods, roadways, and other resources, during final design. Short-term impacts due to construction activities will be minimized through the use of prescribed Best Management Practices. Work in protected resource areas such as wetlands, water bodies or floodplains, will be performed in accordance with stipulations contained in the permits issued by the regulatory agencies. Similarly work in historic districts or other areas of cultural resources will be performed per the conditions of Section 106 Draft Memorandum of Agreement (see Appendix K of the Final EIS). Details on construction practices associated with the proposed improvements are presented in Appendix L of the Draft

EIS (Constructability Technical Report), and will be further refined during future phases of Project design (refer to Chapter 7 of the Final EIS for details).

4. **After the Final EIS and ROD, what other tasks/deliverables are part of this Project? What is the "conceptual design" of this EIS versus "final design," and when would that occur?**

Chapter 7 of the Final EIS has been added since the Draft EIS to summarize the anticipated sequence of events following the publication of the Final EIS, which include: preliminary engineering; service development planning; funding; final design and permitting; construction and implementation; coordination with other ongoing studies and projects; and other federal actions, permits, and regulatory approvals.

The current Tier II DC2RVA EIS is being funded from an FRA grant with the Commonwealth of Virginia and CSXT providing the local match to the grant. The grant includes preparing the DC2RVA Tier II EIS, which will culminate in a ROD produced by FRA. The ROD will identify mitigation measures and related commitments by FRA and DRPT. In addition to the EIS and ROD, the grant includes funding for DRPT to prepare Preliminary Engineering Design (e.g., design to about the 30% level) of the DC2RVA track and roadway improvements. DRPT is preparing a Corridor Service Development Plan that: develops updated ridership and revenue forecasts for the new service; reviews the rail operational plan for the new service, including rolling stock requirements, crew and equipment scheduling, and terminal, yard and support operations; conducts a station access analysis for the new service; identifies operations and maintenance costs; and provides an estimate of public benefits.

DRPT anticipates that the DC2RVA Project will be implemented incrementally as funding becomes available. Once funding becomes available for a segment of the Project, DRPT and/or CSXT will initiate final design for that segment, apply for applicable environmental and construction permits and easements, acquire additional right-of-way, and finalize specific mitigation requirements.

APPENDIX D

UPDATED CULTURAL RESOURCES REPORTS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

Appendix D

UPDATED CULTURAL RESOURCES REPORTS

Following this introduction, the updated cultural resources information is presented in the following order:

- D1. Section 106 Determinations of Effect
- D2. Phase IB Archaeological Survey Preferred Alternative Limits Of Disturbance
- D3. Architectural Reconnaissance Survey Limits of Disturbance Expansion Area
- D4. Architectural Intensive Investigations Report A
- D5. Architectural Intensive Investigations Report B
- D6. Architectural Intensive Investigations Report C

APPENDIX D1

SECTION 106 DETERMINATIONS OF EFFECT

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

Appendix D1

SECTION 106 DETERMINATIONS OF EFFECT

Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended (54 U.S.C. 306108), and implementing regulations (36 CFR Part 800) require federal agencies to consider the effects of their actions on historic properties and to afford the Advisory Council on Historic Preservation (ACHP) an opportunity to comment if the action would result in an adverse effect on any property listed in or eligible for the National Register of Historic Places (NRHP). The purpose of this appendix is to provide additional detail on the background and history of the Section 106 process that led to the determinations of effect for the cultural resources that are summarized in the Final Environmental Impact Statement (EIS), specifically Chapter 5 (Environmental Consequences) and Chapter 6 (Final Section 4(f) Evaluation).

- Section D1.1 identifies the historic properties
- Section D1.2 identifies the determination of effect for each historic property
- Section D1.3 summarizes mitigation measures related to the determinations of effect

The archaeology and architecture reports are presented in Appendices D2 through D6 of the Final EIS and Appendix R of the Draft EIS, and include mapping of cultural resources. Comments and coordination on the Section 106 process are provided in Appendix E of the Final EIS.

D1.1 ARCHAEOLOGICAL AND ABOVE GROUND CULTURAL AND HISTORIC RESOURCES

Through the cultural resource studies for the Project (see Appendices D2 through D6 of this document and Appendices R and U of the Draft EIS), DRPT identified 120 historic properties within the Project's Area of Potential Effect (APE)[1] for the Preferred Alternative. These 120 historic properties are presented in Table D1.1-1, and include:

- 13 archaeological sites
- 96 above ground resources
- 1 resource with above ground and below ground components
- 10 battlefields

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[1] The APE is defined before the identification of historic properties and includes areas where the Project could impact character-defining features, directly or indirectly. While the Project limits of disturbance (LOD) are the physical boundary of construction and related activities, the APE considers all locations where the Project may result in ground disturbances, visible or audible disturbances, or changes in public access, traffic patterns, or land use.

All 120 resources were evaluated under Section 106 of the National Historic Preservation Act to determine Project effects, detailed in Section D1.2 and summarized in Chapter 5, which highlights determinations of adverse effect, no adverse effect, and no effect for each resource. The 120 Section 106 properties were also evaluated separately under Section 4(f) of the Department of Transportation Act, which is provided in Chapter 6 of the Final EIS.

Changes since the Draft EIS. There were 158 historic properties reported in the APE of all Build Alternatives under consideration in the Draft EIS. Since the publication of the Draft EIS, engineering refinements to the Limits of Disturbance (LOD) have occurred to minimize impacts of the Preferred Alternative. Additional cultural resource studies were completed for the Preferred Alternative between January and July 2018, including Phase I archaeological survey, reconnaissance architectural survey, and intensive architectural studies. This work, as well as a reanalysis of all previously recorded resources in the APE and extensive coordination with Section 106 consulting parties and the general public, resulted in modifications to the draft list of historic properties in the APE. Since the publication of the Draft EIS, 53 resources were removed from the list and 15 were added, resulting in an updated total of 120 historic properties in the Project APE of the Preferred Alternative to be evaluated as part of the Final EIS.

- Resources that have been added to the APE since the Draft EIS are denoted by an asterisk in Table D1.1-1.
- Resources that have been removed from the APE since the Draft EIS are listed separately in Table D1.1-2.

NHRP Eligibility. A historic property is defined as any resource that is eligible for, assumed eligible for, or listed in the National Register of Historic Places (NRHP). The majority of the 120 historic properties that are included in the Final EIS (n=93) have been determined to be eligible for or are already listed in the NRHP. Another 26 have been determined to be potentially eligible for the NRHP, but are being assumed to be eligible as part of this Project. Most of these resources are archaeological sites that have been identified but not yet the subject of Phase II-level archaeological testing. If any of these sites will be impacted by the Project, DRPT has committed to completing data recovery studies on impact areas regardless of eligibility determinations. The one remaining resource was not accessible during the technical studies due to denied property access. DRPT has elected to consider this resource eligible for the NRHP as well. Regardless of eligibility status (potentially eligible, eligible, listed, or not accessible), DRPT is treating all 120 resources as historic properties. DRPT determined that these resources meet one or more of the following NRHP eligibility criteria:

- Criterion A—Associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B—Associated with the lives of persons significant in our past.
- Criterion C—Embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D—Has yielded or may be likely to yield information important in prehistory or history. Although resources considered eligible for the NRHP under Criterion D alone are evaluated for project effect, a resource must be eligible for one other criterion in

addition to D (wherein preservation in place in warranted) to be considered a Section 4(f) resource.

In addition to the four criteria listed above, there are seven additional criteria considerations. Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the NRHP. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following "additional criteria consideration" categories:

a) A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

b) A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

c) A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or

d) A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

e) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

f) A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or

g) A property achieving significance within the past 50 years if it is of exceptional importance.

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County, City of Alexandria	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and much of the concrete remains intact.	Listed under Criteria A and C	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six ca. 1941 airplane hangars and associated runways and other landscape elements.	Listed under Criteria A and C	

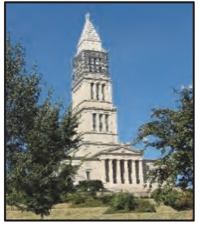
▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	
7	100-0124	Alexandria Union Station, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style.	Listed under Criteria A and C	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Eligible under Criteria A and C	
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building is a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
12	500-0001-0022	RF&P Bridge over Occoquan River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	500-0001-0022
13	076-0023	*Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	
14	44ST1223	*Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862–1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/ Potentially Eligible under Criterion A	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/ Potentially Eligible under Criterion A	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	111-0132-0025

► *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century through the late twentieth century.	Listed under Criterion C	
21	44SP0688	*Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
22	111-0067/ 111-0132-0505	*Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built ca. 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	
23	111-0132-0458	*Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	111-0132-0458
24	111-0132-0147	*Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	111-0132-0147
25	44SP0687	*Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	

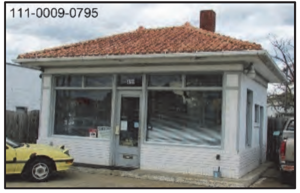
▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	111-0132-0704
27	111-0132-0126	*The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed ca. 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	111-0132-0126
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	111-0132-0020
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	111-0132-0522

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name / Description	City / County	Date / Time Period	Description	NRHP Eligibility	Image
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	 111-0009-0795
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	111-0009
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	088-5181
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSXT railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	088-5364

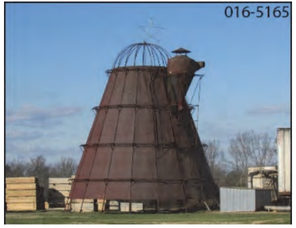
▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	

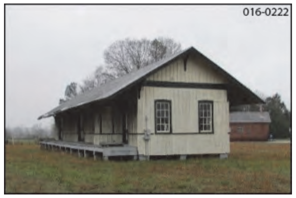
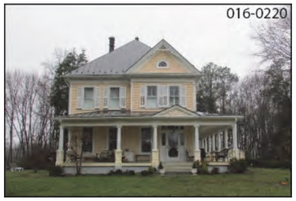
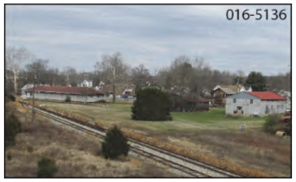
▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century.	Eligible under Criteria A and C	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	

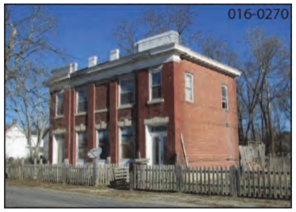
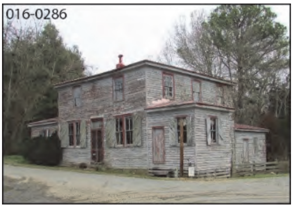
▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	
44	016-5136	Milford Historic District	Caroline County	ca. 1880–1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	

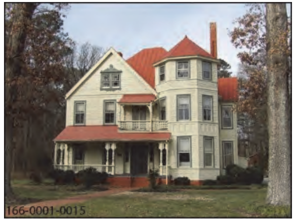
▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	
50	042-5307	Taylorsville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early–nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	
51	042-0556	*Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document, but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the Project on April 4, 2018.	Not evaluated; Not accessible (Assuming eligible for undertaking)	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	166-0001
54	166-0001-0015	Business Office, Randolph-Macon, 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	 166-0001-0015
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	166-5072
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation.	Listed under Criteria A and C	166-0002

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

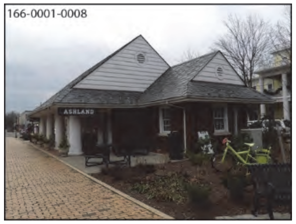
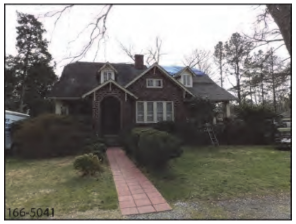
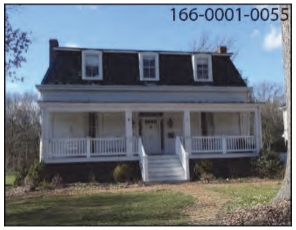
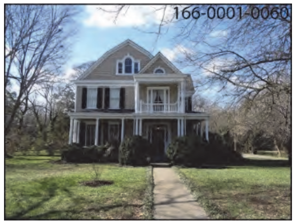
North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	

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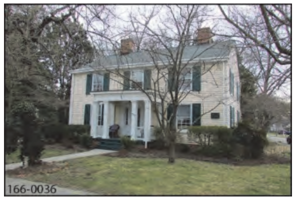
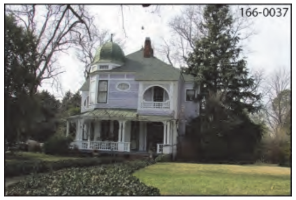
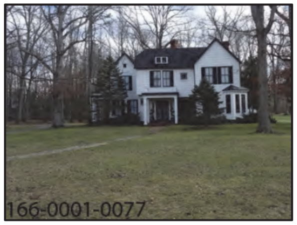
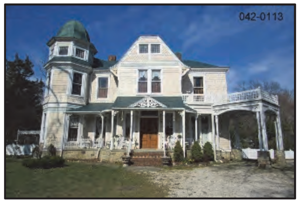
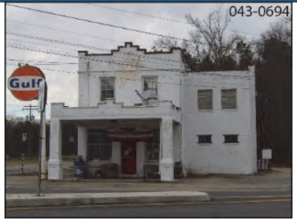
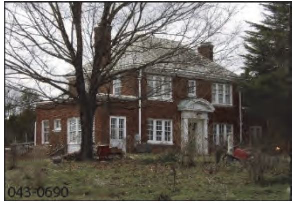
Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	 166-0036
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	 166-0037
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	 166-0001-0077
64	042-0113	*Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey.	Eligible under Criterion C	 042-0113

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resource is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

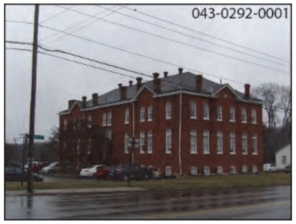
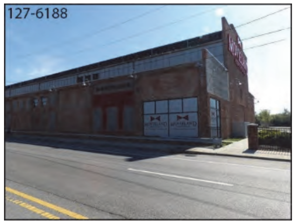
North-South Order	DHR ID	Name / Description	City / County	Date / Time Period	Description	NRHP Eligibility	Image
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	 043-0292-0001
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152-acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	127-6136
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	 127-6188

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Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998, this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consists of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	
80	127-6883	*Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the City of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America.	Listed under Criterion C	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is an 8.4-acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
84	44HE1203	*Grave Yard for Free People of Color and Slaves	City of Richmond	1816	Historic maps from the early-nineteenth century represent this cemetery, used after closing the "Burial Ground for Negros" in Shockoe Bottom. The cemetery was used from 1816 until the mid-nineteenth century. No above-ground evidence of the cemetery exists, and its integrity is unknown.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	
85	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	
86	44HE1053	*Lumpkins Jail/ Devil's Half Acre	City of Richmond	1830s through 1850s	Archaeological site of Lumpkins Jail, established by Robert Lumpkin to house enslaved African-Americans prior to sale and transport. Archaeological excavations in 2005 and 2008 revealed portions of the complex and 16,000 artifacts.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking).	
87	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
88	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	
89	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	
90	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	
91	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
92	127-0019	*Masons' Hall, 1805 Franklin Street	City of Richmond	1785	Mason's Hall, a two-story, three-bay frame structure on a brick English basement, is the oldest building in the United States erected for Masonic purposes that has continually been used as a Masonic Hall since its construction.	Listed under Criteria A and C	
93	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area.	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	127-0344-0123
94	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	
95	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
96	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	
97	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	
98	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	
99	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century.	Eligible under Criterion A	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
100	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	
101	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	
102	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the U.S. government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars.	Eligible under Criteria A, C, and D	127-6245 WILLIAMS BRIDGE COMPANY
103	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond.	Eligible under Criteria A and C	

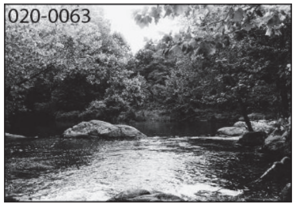
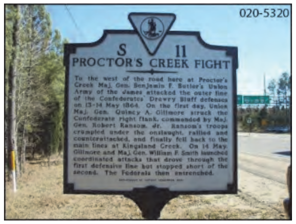
▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
104	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post-World War II design.	Eligible under Criteria A and C	
105	127-5818	*Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company's tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	
106	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	
107	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	

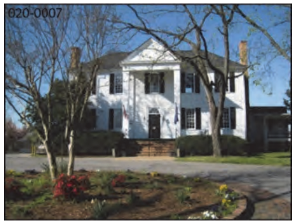
▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
108	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	
109	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	
110	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	
111	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	

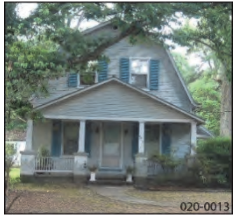
▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
112	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952.	Eligible under Criteria A, B, C, D	
113	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	
114	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks have been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	

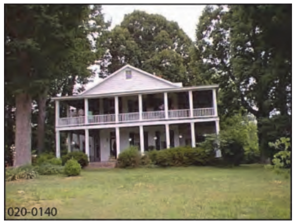
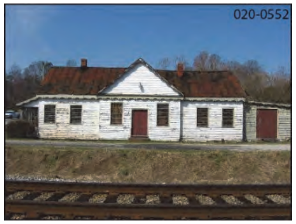
▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
115	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	
116	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	
117	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	
118	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	

▶ *Continued – see end of table for notes.*

Table D1.1-1: List of Historic Properties in APE of Preferred Alternative

North-South Order	DHR ID	Name/Description	City/County	Date/Time Period	Description	NRHP Eligibility	Image
119	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	 020-0140
120	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	 020-0552

Note: Resources that have been added to the APE since the publication of the Draft EIS are noted by an asterisk (*) before their "Name/Description."

Table D1.1-2: List of Resources Removed from the APE since the Draft EIS

DHR ID	Resource Name / Description
500-0001-0013	RF&P Bridge over Holmes Run in Cameron Run Park
029-5741	Hannah P. Clark House/Enyedi House, 10605 Furnace Road
287-0010	Marine Corps Base Quantico (Current), Quantico Marine Corps Base Historic District
287-5147	Town of Quantico (Historic/Current), Town of Quantico Historic District (Current)
089-0019	Richland/Richlands, 945 Widwater Road
089-0045	RF&P Bridge over Potomac Creek at Leland Road
089-0080	RF&P Bridge over Naomi Road
089-0016/ 44ST0084	Ferry Farm
089-0014	Sherwood Forest (Historic)
016-5129	Woodford Historic District
016-0224	Glenwood House, 11102 Woodford Road
042-0470	House, 10570 Doswell Rd
042-0469	Tri-County Bank, Doswell branch (part of Squahspenny Antiques), 10561 Doswell Rd
500-0001-0002	RF&P Bridge over Little River
042-0836	Earthworks, Little River
042-0557	Dry Bridge, 10411 Old Bridge Road
042-0392	Montevideo
166-5073-0010	House, Dabney Funeral Home, 600 B Street
042-5048	Elmont Historic District
043-0693	Mill Road Historic District
043-5646	House, 11501 Old Washington Highway
043-5657	Darling Smokestack, Old Washington Highway
043-5636	Integrated Power Sources of VA, 2260 Dabney Road
127-6569	Central National Bank, 3501 W Broad Street
127-6514	Kent Road Village, 905 Kent Road
127-0742	West of Boulevard Historic District
127-6756	Carillon Neighborhood Historic District

▶ *Continued.*

Table D1.1-2: List of Resources Removed from the APE since the Draft EIS

DHR ID	Resource Name / Description
127-6629	Cedarhurst Neighborhood Historic District
127-6980	House, 351 W. 49th Street
127-6757	Woodstock Historic District
127-7036	Rolando Historic District
127-8036-0001	Broad Run House, 2011 S. Kinsley Avenue
127-6840	Warehouse, 2728 Hermitage Road
127-6165	Cookie Factory Lofts, 900 Terminal Place
127-0226	Science Museum of Virginia, 2500 Broad Street, West
127-6570	West Broad Street Industrial and Commercial Historic District
127-0343	Chestnut Hill/ Plateau Historic District
44HE1092	Warehouse
127-5808	Bridge #1857, South 14th Street; Mayo Bridge South
127-0197	Philip Morris Leaf Storage Warehouse, 1717-1721 East Cary Street
44HE1095	Storage facility
127-0282	Henrico County Courthouse, 2127 Main Street East
127-0192	St. John's Church Historic District
127-0192-0322	Libby Hill Park and Park House, 2801 East Franklin Street
127-0854	Bridge #1850, E Main Street, spanning Southern Railway
127-0119	John Woodward House, 3017 Williamsburg Avenue
127-6693	Armitage Manufacturing Company, 3200 Williamsburg Avenue (Function/Location)
127-6255	Fulton Gas Works, Williamsburg Avenue
127-0257	Bridge #8067
043-5313	James River Steam Brewery Cellars, 4920 Old Main Street
043-0439	Aviation General Supply Depot, 508 Bickerstaff Road
043-5071	Darbytown & New Market Roads Battlefield, Route 5
020-0022/ 44CF0680	Centralia Earthworks (repeated in Draft EIS as both above- and below-ground resources; one removed in Final EIS)

D1.2 SECTION 106 EFFECT DETERMINATIONS

FRA has completed an evaluation of effect of the Preferred Alternative for the Project on historic properties in accordance with Section 106. DHR has concurred with these recommendations. Effects are defined as adverse effect (the Project would diminish the characteristics that render a property eligible for the NRHP); no adverse effect (the Project may alter an aspect of the resource's integrity but the character-defining features that rendered it eligible for the NRHP would remain intact); or no effect (the Project does not have the potential to alter or diminish aspects of the historic property that render it eligible for the NRHP).

The Project will have an adverse effect on 21 historic properties, as shown in Table D1.2-1. It will have no adverse effect on 69 historic properties and no effect on 30 properties. Details on these effect determinations are discussed in the sections below the table, by resource type:

- Archaeological sites
- Architectural sites, which includes above ground resources including buildings, districts, structures, and objects
- Battlefields

Table D1.2-1: Summary of Effect Determinations on Historic Properties, Preferred Alternative

Type of Historic Property	Effect Determination (Number of Resources)		
	Adverse	**No Adverse**	**No Effect**
Archaeological Resources	8	6	0
Architectural Resources	13	54	30
Battlefields	0	10	0
Total for the Preferred Alternative:	21	69[1]	30

Notes: 1. Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive (111-0147) is both an above and below ground resource, and it is counted in the table twice in the "No Adverse Effect" column, as both an Archaeological Resource and a Historic Resource. Therefore, while the numbers in the three historic property categories under "No Adverse Effect" add to 70, the total for the Preferred Alternative is 69 individual resources.

D1.2.1 Archaeological Resources

FRA's determinations of effect for archaeological resources in Virginia for the Preferred Alternative of the Project are summarized in Table D1.2-2 and detailed in Table D1.2-3. DHR has concurred on these determinations in letters dated June 28, 2018, July 18, 2018, and January 4, 2019. Data recovery excavations will be completed on any segment of these sites that will be impacted by the Project. Details on the data recovery are included as stipulations in the Draft Section 106 Memorandum of Agreement (MOA) that is being developed as part of the environmental process (see Appendix K of the Final EIS).

Table D1.2-2: Summary of Effect Determinations on Archaeological Sites

Alternative Area	Alternative	Effect Determination (Number of Resources)		
		Adverse	No Adverse	No Effect
Area 2: Northern Virginia (Long Bridge Approach to Dahlgren Spur)	2A	1	0	0
Range of impacts for all Draft EIS Alternatives in this Alternative Area		0	0	0
Area 3: Fredericksburg (Dahlgren Spur to Crossroads)	3B	4	2	0
Range of impacts for all Draft EIS Alternatives in this Alternative Area		0-1	0-1	0-3
Area 6: Richmond (I-295 to Centralia)	6F	3	3	0
Range of impacts for all Draft EIS Alternatives in this Alternative Area		0-3	4-7	2-4
Total[1] for the Preferred Alternative:		**8**	**5**	**0**

Notes: 1. Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive (111-0147) is both an above and below ground resource and is included in the above totals as "No Adverse Effect."

There are no archaeological sites within the APE in Alternative Areas 1, 4, and 5, so they are not shown in the table.

Table D1.2-3: Details of Effect Determinations on Archaeological Sites (Listed North to South)

DHR ID	Name/Description	City/County	Date/Time Period	NRHP Eligibility	DHR Effect Determination
44ST1223	Civil War Campsite	Stafford County	1862-1863	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	Listed under Criteria A and D	No Adverse
44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse
44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse

▶ *Continued.*

Table D1.2-3: Details of Effect Determinations on Archaeological Sites (Listed North to South)

DHR ID	Name/Description	City/County	Date/Time Period	NRHP Eligibility	DHR Effect Determination
44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse
111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	Listed under Criteria A and D	No Adverse
44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse
44HE1203	Grave Yard for Free People of Color and Slaves	City of Richmond	1816	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse
44HE1053	Lumpkins Jail/ Devil's Half Acre	City of Richmond	1830s through 1850s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse
44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse
44HE1097	Railroad, Warehouse	City of Richmond	19th century	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse
44HE1094	Warehouse	City of Richmond	19th century	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse
020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	Listed under Criterion D	No Adverse
44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	Eligible under Criteria A, C, and D	No Adverse

D1.2.2 Historical Resources

Ninety-seven (97) eligible or listed buildings, districts, structures, and objects are located within the APE of the Preferred Alternative for the Project: 96 above ground resources and 1 that has an above ground and below ground component. They range from single-family rural dwellings to significant historic districts along the rail corridor. Main Street Station (127-0172) in Richmond is also a National Historic Landmark (NHL); see the technical reports in Draft EIS Appendix R and Final EIS Appendix D2–D6 for additional details.

FRA's determinations of effect for historic resources in the Project APE are listed in Table D1.2-4; details of all resources can be found in Table D1.2-5. DHR has concurred with these determinations in letters dated June 28, 2018, July 18, 2018, and January 4, 2019. Discussions of the coordination of these determinations with DHR and relevant consulting parties is provided in Appendix E of this Final EIS.

Table D1.2-4: Summary of Effect Determinations on Buildings, Districts, Structures, and Objects

Alternative Area	Alternative	Effect Determination (Number of Resources)		
		Adverse	No Adverse	No Effect
Corridor Wide[1]	All	1	0	0
Area 1: Arlington (Long Bridge Approach)	1B	0	2	0
Range of impacts for all Draft EIS Alternatives in this Alternative Area		1	2	0
Area 2: Northern Virginia (Long Bridge Approach to Dahlgren Spur)	2A	2	5	3
Impacts reported in Draft EIS for this Alternative		1	10	4
Area 3: Fredericksburg (Dahlgren Spur to Crossroads)	3B	2	8	4
Range of impacts for all Draft EIS Alternatives in this Alternative Area		1-4	0-11	0-15
Area 4: Central Virginia (Crossroads to Doswell)	4A	2	8	3
Impacts reported in Draft EIS for this Alternative		3	12	4
Area 5: Ashland (Doswell to I-295)	5A	3	2	11
Range of impacts for all Draft EIS Alternatives in this Alternative Area		0-7	0-10	0-16
Area 6: Richmond (I-295 to Centralia)	6F	3	29	9
Range of impacts for all Draft EIS Alternatives in this Alternative Area		7-16	42-60	2-11
Total[2] for the Preferred Alternative:		**13**	**54**	**30**

Notes: 1. The RF&P Railroad (500-0001) spans the majority of the Project corridor from the Potomac River on the north to Main Street Station in Richmond on the south.

2. Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive (111-0147) is both an above and below ground resource and is included in the above totals as "No Adverse Effect."

Table D1.2-5: Details of Effect Determinations on Buildings, Districts, Structures, and Objects (Listed North to South)

DHR ID	Name / Description	City / County	Date / Time Period	NRHP Eligibility	DHR Effect Determination
500-0001	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836-1943	Eligible under Criterion A	Adverse
029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County, City of Alexandria	ca. 1929	Listed under Criteria A and C	No Adverse
000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	Listed under Criteria A and C	No Adverse
100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect
100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	Listed under Criteria A and C	No Adverse
100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	Listed under Criteria A and C	No Adverse
100-0124	Alexandria Union Station, 110 Callahan Drive	City of Alexandria	1905	Listed under Criteria A and C	No Adverse
100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	Listed under Criterion C and Criteria Consideration F	No Effect
100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	Eligible under Criteria A and C	No Adverse
029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	Eligible under Criterion A	No Effect
029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	Listed under Criteria A and C	No Adverse
500-0001-0022	RF&P Bridge over Occoquan River	Prince William County	1915	Eligible under Criterion C; Contributing to RF&P HD	Adverse
076-0023	Rippon Lodge	Prince William County	1747	Listed under Criteria A and B	Adverse
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	Listed under Criteria A and D	No Adverse

▶ *Continued.*

Table D1.2-5: Details of Effect Determinations on Buildings, Districts, Structures, and Objects (Listed North to South)

DHR ID	Name/ Description	City/County	Date / Time Period	NRHP Eligibility	DHR Effect Determination
111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/ Platform	City of Fredericksburg	1927	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse
111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	Listed under Criterion C	Adverse
111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect
111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect
111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect
111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse
111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect
111-0132-0020	Purina Tower	City of Fredericksburg	1916	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse
111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse
111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse
111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	Eligible under Criteria A and C	No Adverse
088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	Eligible under Criterion A	No Adverse
088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	Listed under Criterion C	No Adverse

▶ *Continued.*

Table D1.2-5: Details of Effect Determinations on Buildings, Districts, Structures, and Objects (Listed North to South)

DHR ID	Name/ Description	City/County	Date / Time Period	NRHP Eligibility	DHR Effect Determination
016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	Eligible under Criteria A and C	No Adverse
016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect
016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	Eligible under Criteria A and C	No Adverse
016-0223	First Woodford Post Office	Caroline County	1874	Eligible under Criteria A and C	No Adverse
016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse
016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect
016-5136	Milford Historic District	Caroline County	ca. 1880–1960	Eligible under Criteria A and C	No Adverse
016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse
016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	Eligible under Criteria A and C	No Adverse
042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Eligible under Criteria A and C	Adverse
042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse
042-5307	Taylorsville Road Historic District	Hanover County	ca. 1900-1935	Eligible under Criteria A and C	No Adverse
042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect
166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	Eligible under Criterion A	Adverse
166-0001	Ashland Historic District	Hanover County	1850-1950	Listed under Criteria A and C	No Adverse

▶ *Continued.*

Table D1.2-5: Details of Effect Determinations on Buildings, Districts, Structures, and Objects (Listed North to South)

DHR ID	Name/ Description	City/County	Date / Time Period	NRHP Eligibility	DHR Effect Determination
166-0001-0015	Business Office, Randolph-Macon, 310 N. Center Street	Hanover County	ca. 1895	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect
166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect
166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	Listed under Criteria A and C	No Effect
166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect
166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect
166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect
166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect
166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect
166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect

▶ *Continued.*

Table D1.2-5: Details of Effect Determinations on Buildings, Districts, Structures, and Objects (Listed North to South)

DHR ID	Name/ Description	City/County	Date / Time Period	NRHP Eligibility	DHR Effect Determination
166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect
042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	Eligible under Criterion C	No Adverse
043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	Eligible under Criterion C	No Effect
043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect
043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	Listed under Criteria A and C	Adverse
043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse
127-6136	Scott's Addition Historic District	City of Richmond	post-1900	Listed under Criteria A and C	No Adverse
127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	Listed under Criteria A and C	No Adverse
127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	Listed under Criteria A and C	No Effect
127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	Listed under Criterion A	No Adverse
127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	Listed under Criteria A and C	No Adverse
127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	Listed under Criteria A and C	No Adverse
127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	Listed under Criteria A and C	No Effect
127-0822	Carver Residential Historic District	City of Richmond	1845-1920	Listed under Criteria A and C	No Effect
127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect

▶ *Continued.*

Table D1.2-5: Details of Effect Determinations on Buildings, Districts, Structures, and Objects (Listed North to South)

DHR ID	Name / Description	City / County	Date / Time Period	NRHP Eligibility	DHR Effect Determination
127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	Listed under Criteria A and C	No Effect
127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	Eligible under Criteria A and C	No Adverse
127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	Listed under Criteria A and B and Criteria Consideration D	No Adverse
127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	Listed under Criterion C	No Adverse
127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Listed under Criteria A and C	No Adverse
127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	Listed under Criteria A and C	Adverse
127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	Eligible under Criterion C and Criteria Consideration B	No Adverse
127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	Determined NHL; Listed under Criteria A and C	Adverse
127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Eligible under Criterion A	Adverse
127-0019	Masons' Hall, 1805 Franklin Street	City of Richmond	1785	Listed under Criteria A and C	No Adverse
127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	No Adverse
127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Listed under Criteria A and C	No Adverse
127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	Eligible under Criterion A	No Adverse
127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Listed under Criteria A and C	No Adverse
127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse

▶ *Continued.*

Table D1.2-5: Details of Effect Determinations on Buildings, Districts, Structures, and Objects (Listed North to South)

DHR ID	Name/ Description	City/County	Date / Time Period	NRHP Eligibility	DHR Effect Determination
127-6792	Southern Railway	City of Richmond	ca. 1850	Eligible under Criterion A	No Adverse
127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	Listed under Criteria A and C	No Adverse
127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	Listed under Criteria A and C	No Adverse
127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Eligible under Criteria A, C, and D	No Adverse
127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	Eligible under Criteria A and C	No Adverse
127-6213	Davee Gardens Historic District	City of Richmond	1947	Eligible under Criteria A and C	No Adverse
127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	Eligible under Criteria A and C and Criteria Consideration G	No Adverse
020-5474	DuPont Spruance	Chesterfield County	1929	Eligible under Criteria A and C	No Effect
020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	Eligible under Criteria A, B, C, D	No Adverse
020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	Listed under Criteria A, C, and D	No Adverse
020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	Eligible under Criterion A	No Adverse
020-0013	House, 3619 Thurston Road	Chesterfield County	1913	Eligible under Criterion C	No Effect
127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Eligible under Criterion A	No Adverse
020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	Eligible under Criteria A and C	No Effect
020-0140	Circle Oaks/ 4510 Centralia Road	Chesterfield County	1840	Eligible under Criterion C	No Adverse
020-0552	Centralia Post Office	Chesterfield County	1905	Eligible under Criterion A	No Adverse

D1.2.3 Battlefields

There are 10 battlefields located in the APE, all of which are associated with Civil War activities located in areas that were sites of numerous troop engagements during the war, notably the localities from Stafford County to the southern terminus of the Project. The resources were defined and mapped based on the American Battlefield Protection Program (ABPP)-defined Potential National Register (PotNR) boundaries, as determined in 2009. If PotNR boundaries were not available, DHR boundaries were used. In February 2016, DHR agreed to use these boundaries in the current analysis.

FRA's determinations of effect for historic resources in Virginia are listed in Table D1.2-6; details on each battlefield are presented in Table D1.2-7. DHR concurred with these determinations in letters dated June 28, 2018, July 18, 2018, and January 4, 2019. Based on dialogues with DHR, the Project will have no adverse effect on all 10 battlefields within the APE.

Table D1.2-6: Summary of Effect Determinations on Battlefields

Alternative Area	Alternative	Effect (Number of Resources)		
		Adverse	No Adverse	No Effect
Area 3: Fredericksburg (Dahlgren Spur to Crossroads)	3B	0	4	0
Range of impacts for all Draft EIS Alternatives in this Alternative Area		0	0-3	0-3
Area 4: Central Virginia (Crossroads to Doswell)	4A	0	1	0
Impacts reported in Draft EIS for this Alternative		0	1	0
Area 6: Richmond (I-295 to Centralia)	6F	0	5	0
Range of impacts for all Draft EIS Alternatives in this Alternative Area		0	4-6	0-2
Total for the Preferred Alternative:		**0**	**10**	**0**

Notes: There are no battlefields within the APE in Alternative Areas 1, 2, and 5.

Table D1.2-7: Summary of Effect Determinations on Battlefields (Listed North to South)

DHR ID	Name/Description	City/County	Date / Time Period	NRHP Eligibility	DHR Effect Determination
111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	Eligible/ Potentially Eligible under Criterion A	No Adverse
111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	Eligible/ Potentially Eligible under Criterion A	No Adverse
088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	Eligible under Criterion A	No Adverse
088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Eligible under Criterion A	No Adverse
042-0123	North Anna Battlefield	Hanover County	1864	Eligible under Criterion A	No Adverse

▶ *Continued.*

Table D1.2-7: Summary of Effect Determinations on Battlefields (Listed North to South)

DHR ID	Name/Description	City/County	Date / Time Period	NRHP Eligibility	DHR Effect Determination
043-5108	Yellow Tavern Battlefield	Henrico County	1864	Eligible/ Potentially Eligible under Criterion A	No Adverse
043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	Eligible under Criterion A	No Adverse
020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Eligible/ Potentially Eligible under Criterion A	No Adverse
020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Eligible under Criterion A	No Adverse
123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	Eligible under Criterion A	No Adverse

D1.3 SUMMARY AND MITIGATION

In summary, FRA's determination is that 21 historic properties will be adversely affected by the Preferred Alternative. Eleven of these impacts will be direct, two indirect/cumulative, and eight both direct and indirect. Another 69 properties will have no adverse effect resulting from the Preferred Alternative and the remaining 30 historic properties in the APE will have no effect resulting from the Preferred Alternative.

Where FRA has determined that the Preferred Alternative will have an adverse effect on historic resources, and DHR has concurred with that determination, efforts have been undertaken to avoid, minimize, or mitigate the adverse effects. Efforts have been made by DRPT to identify a Preferred Alternative that avoids adverse effects to Section 106 resources identified in this section. Where avoidance is not possible, through the Section 106 consultation process, FRA, DRPT, DHR, ACHP, and the consulting parties have identified measures to minimize and mitigate for impacts.

The Section 106 Draft Memorandum of Agreement (MOA) has been developed based on feedback from consulting parties, property owners, and involved agencies and includes a roster of tasks to be completed on all adversely affected resources, such as public interpretation, additional research, National Register documentation, archaeological data recovery, and more, to mitigate any adverse effects caused by the undertaking. All mitigation measures are noted in the Section 106 Draft MOA, which is Appendix K of this Final EIS. Acquiring a signed MOA is the final step in the Section 106 process; a final, signed MOA will be part of the Record of Decision for the Project.

APPENDIX D2

PHASE IB ARCHAEOLOGICAL SURVEY
PREFERRED ALTERNATIVE
LIMITS OF DISTURBANCE

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

May 2018

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Phase IB Archaeological Survey for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project

Preferred Alternative Limits of Disturbance

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

Phase IB Archaeological Survey for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project Preferred Alternative Limits of Disturbance

DHR #2014-0666

by

Kevin McCloskey, Emily Calhoun, Kerry González, and Mike Klein

Prepared for

Virginia Department of Rail and Public Transportation

600 E. Main Street, Suite 2102
Richmond, Virginia 23219

Prepared by

DC2RVA Project Team

801 E. Main Street, Suite 1000
Richmond, Virginia 23219

May 2018

May 14, 2018

Kerri S. Barile, Principal Investigator | Date

ABSTRACT

The proposed Washington, D.C. to Richmond (DC2RVA) segment of the Southeast High Speed Rail project was examined through a Phase IB archaeological survey. The proposed project is being completed under the auspices of the Federal Rail Administration (FRA) in conjunction with the Virginia Department of Rail and Public Transportation (DRPT). Because of the FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act of 1969 (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666.

The current archaeological study included a Phase IB survey of portions of the Preferred Alternative limits of disturbance (LOD) (Arlington [Area 1] through Richmond [Area 6]) of the DC2RVA corridor. The DC2RVA corridor has been the subject of ongoing cultural resource investigations from 2014 to the present, including a Phase IA archaeological background review and archaeological predictive model (Klein at al. 2015) and a Phase IB archaeological survey of the mainline based on modeling (McCloskey et al. 2016). Since the conclusion of the previous Phase IB archaeological work, a draft environmental impact statement resulting in the selection of a Preferred Alternative has been completed. Additionally, engineering and design work has been completed for the corridor resulting in the definition of the physical footprint of improvements for the selected Preferred Alternative, including all road modifications, straightening of curves, the addition of wyes, proposed station locations, parking areas, etc. As such, the area of potential effects (APE) studied as part of the current report was defined by the LOD of the Preferred Alternative, including the footprint of physical improvements associated with the project, inclusive of both the rail modifications and any associated roadwork, which had not been surveyed during the previous IB effort.

The archaeological study consisted of a pedestrian survey and subsurface testing, supplemented by metal detector survey, throughout the APE beyond the limits of previous Phase IB investigations. Based on the pedestrian survey, subsurface testing (and, where necessary, metal detection) was carried out in locations deemed to have potential for intact subsurface deposits. Additionally, all sites within the APE not addressed by the previous DC2RVA Phase IB archaeological study and determined eligible or potentially eligible for listing in the National Register of Historic Places (NRHP), as well as those previously recorded sites that had not been evaluated by the DHR, were examined regardless of their location within areas identified for archaeological testing. The archaeological areas subjected to Phase IB study, inclusive of pedestrian and subsurface testing, encompass 158.8 acres (64.3 ha).

Phase IB survey included a pedestrian survey and photo documentation followed by systematic subsurface testing, and metal detector survey when warranted, in locations deemed to have the potential for subsurface deposits. Pedestrian survey found that the majority of the archaeological APE was disturbed by buried utility corridors, modern development, and grading associated with the railroad. Following the pedestrian survey, a total of 511 shovel test pits (STPs) were excavated across the APE. The excavation of shovel test pits and metal detector hits resulted in the recovery of 140 artifacts that date predominantly to the historic period.

Phase IB survey resulted in the identification of 23 archaeological sites and 5 isolated finds within the surveyed portions of the APE. Of these 23 archaeological sites, 17 were previously identified archaeological sites and 6 were newly recorded. Based on this survey it is **recommended that one site, 44CF0680, remains eligible for listing in the NRHP under Criteria A and C. However, the portion of site 44CF0680 within the APE does not contribute to overall site eligibility.** The survey identified **nine archaeological sites (44HE0357, 44HE1097, 44HE1098, 44HE1094, 44SP0187, 44SP0468, 44SP0687, 44SP0688, and 44ST1223) that are recommended potentially eligible for listing in the NRHP under Criterion D.** It is further **recommended that nine sites (44CF0022, 44CF0123, 44CF0260, 44HE1203, 44HE1204, 44PW1008, 44ST0011, 44ST0270, and 44ST0271) are or remain unevaluated for the NRHP, but that the portions of all these sites within the APE do no contribute to their overall site eligibility**. The remaining **four archaeological sites (44HE1202, 44SP0767, 44SP0768, and 44ST1224,) are all recommended not eligible for listing in the NRHP**. However, sites 44ST1224 and 44SP0786 are both small family cemeteries that have not been fully delineated, so they should be avoided or their boundaries defined.

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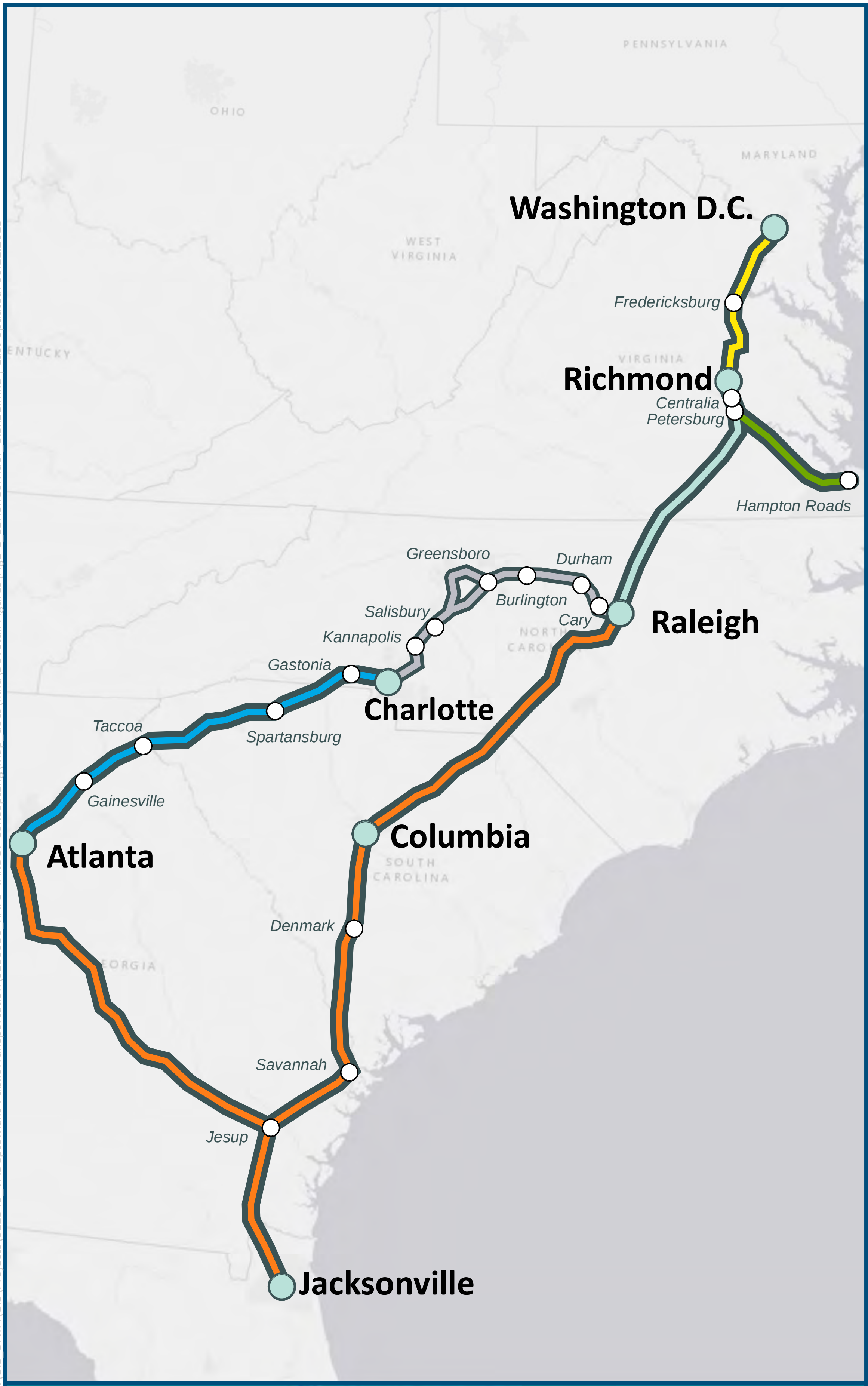
1 INTRODUCTION

Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team, and on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a Phase IB archaeological survey of the Arlington (Area 1) through Richmond (Area 6) areas of the Washington, D.C. to Richmond (DC2RVA) high speed rail Preferred Alternative. The project is being completed as Virginia Department of Historic Resources (DHR) File #2014-0666.

The Federal Railroad Administration (FRA) and DRPT propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the DC2RVA project (Project). The Project will deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors. The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor (Figure 1-1), which extends from Washington, D.C. through Richmond, VA, and from Richmond continues east to Hampton Roads (Norfolk), VA and south to Raleigh, NC, and Charlotte, NC, and then continues west to Atlanta and south to Florida. The Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

The purpose of the SEHSR program, as stated in the 2002 Tier I Final Environmental Impact Statement (EIS) completed for the full SEHSR corridor, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte travel corridor. The purpose of the current Washington, D.C. to Richmond SEHSR project described here is to fulfill the purpose of the SEHSR Tier I EIS within this segment of the larger SEHSR corridor. The Project, by increasing rail capacity and improving travel times between Washington, D.C. and Richmond, will improve passenger train performance and reliability in the corridor, enabling intercity passenger rail to be a competitive transportation choice for travelers between Washington, D.C. and Richmond, and beyond.

Given FRA's funding involvement and permitting through various other federal agencies, the Project is required to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations under 36CFR800. Additionally, all cultural resource work was designed to comply with the Virginia Antiquities Act (Code of Virginia § 10.1-2300) and guidelines and regulations promulgated by the DHR as necessary.


PENNSYLVANIA
OHIO
MARYLAND
WEST VIRGINIA
KENTUCKY
VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
Washington D.C.
Fredericksburg
Richmond
Centralia
Petersburg
Hampton Roads
Greensboro
Durham
Burlington
Cary
Raleigh
Salisbury
Kannapolis
Gastonia
Charlotte
Taccoa
Spartansburg
Gainesville
Atlanta
Columbia
Denmark
Savannah
Jesup
Jacksonville

0 40 80
Miles

1 inch=80 miles
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: 2014
ESRI World Light Gray Base

Southeast High Speed Rail (SEHSR) Segment Status

🟨	**Washington D.C. to Richmond** *Tier II EIS*
▬	**Richmond to Raleigh** *Tier II EIS*
▬	**Raleigh to Charlotte**
🟩	**Richmond to Hampton Roads** *Tier I EIS*
🟦	**Charlotte to Atlanta** *Tier I EIS*
🟧	**SEHSR Extended** *Feasibility Studies Complete*

Figure 1-1

Overview of the SEHSR Corridor

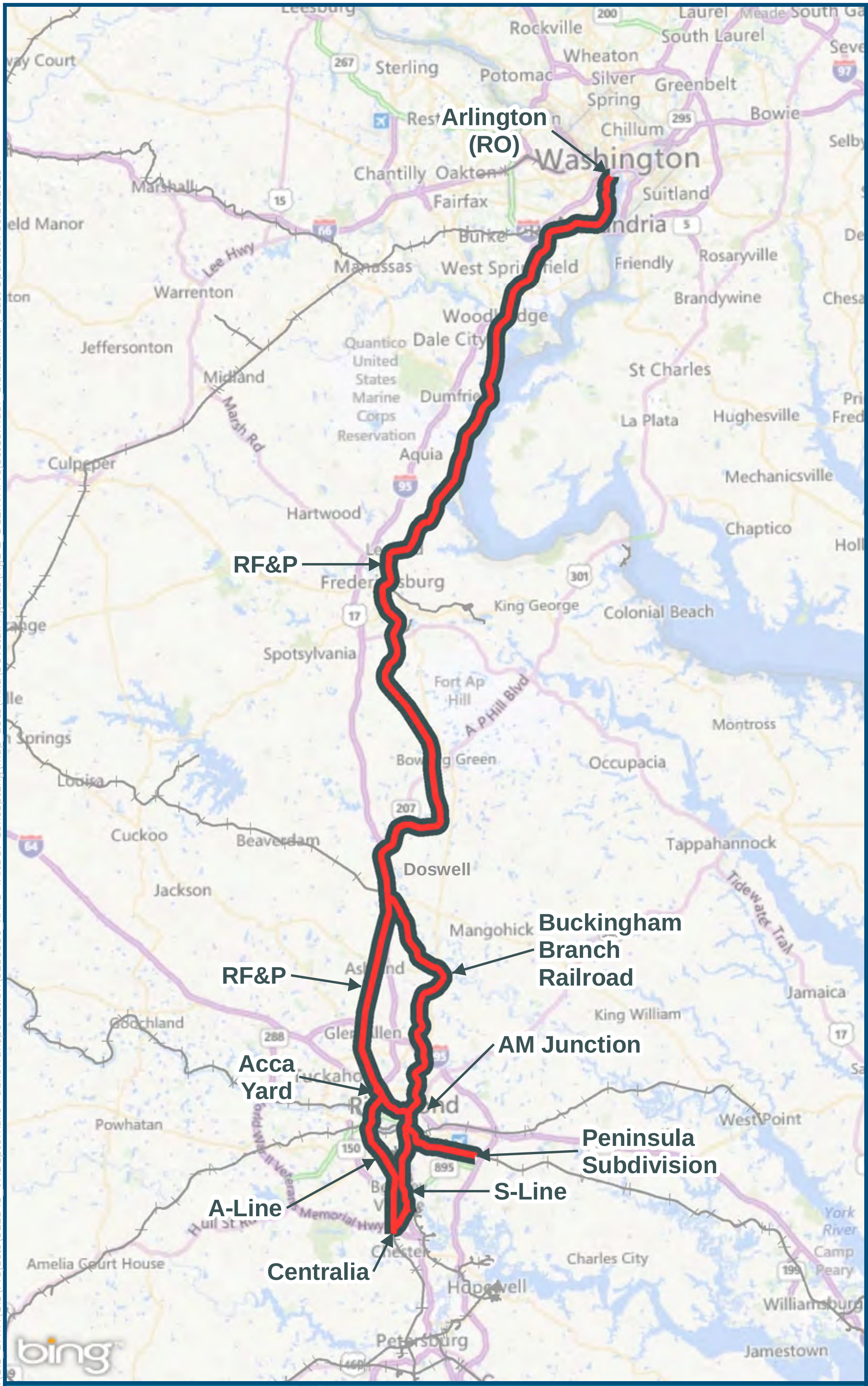
1.1 PROJECT LOCATION

The Washington, D.C. to Richmond corridor spans 123 miles (198 km) along an existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County) (Figure 1-2). For the purposes of engineering and environmental planning, the Preferred Alternative has been subdivided into six areas that correspond with improvements and have been named and numbered 1–6 from north to south (Figure 1-3). In previous archaeological reports associated with the DC2RVA corridor (Klein at el. 2015; McCloskey et al. 2016) the corridor was subdivided into 22 segments. These 22 divisions have since been reorganized and incorporated into the existing 6 areas; in an effort to be consistent with the Tier II draft EIS and the impending Tier II final EIS these 6 areas have been used for the purposes of the current archaeological investigation.

At the northern terminus in Arlington, VA, the Project limit ends at the southern approach to Long Bridge, a double-track rail bridge taking the rail corridor over the Potomac River; however, the northern terminus of Union Station in Washington, D.C. will be used for ridership and revenue forecasting, as well as service development planning within the Project corridor. The southern terminus in Centralia is the junction of two CSXT routes that begin in Richmond and rejoin approximately 11 miles (17.7 km) south of the city. Proposed improvements are along CSXT-owned track, generally parallel to the I-95 corridor between northern Virginia and Richmond. From north to south, the project travels through the following counties and cities:

- Arlington County
- City of Alexandria
- Fairfax County
- Prince William County
- Stafford County
- City of Fredericksburg
- Spotsylvania County
- Caroline County
- Hanover County
- Henrico County
- City of Richmond
- Chesterfield County

In Arlington, the Project connects to existing CSXT track extending across the Potomac River on the Long Bridge into Washington, D.C. and Union Station, the southern terminus of Amtrak's NEC. At Centralia, the Project connects to both the Richmond to Raleigh segment of the SEHSR corridor and the Richmond to Hampton Roads segment of the SEHSR corridor. The Washington, D.C. to Richmond segment is an integral part of the overall Washington, D.C. to Charlotte SEHSR corridor and provides a critical link between high speed intercity passenger service from Boston to Washington, D.C. and the southeastern United States.


Arlington (RO)
RF&P
Doswell
Buckingham Branch Railroad
RF&P
AM Junction
Acca Yard
Peninsula Subdivision
S-Line
A-Line
Centralia

0 7 14
Miles

1 inch=14 miles
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: 2015 Bing Maps Road (Microsoft Corporation and its data suppliers)

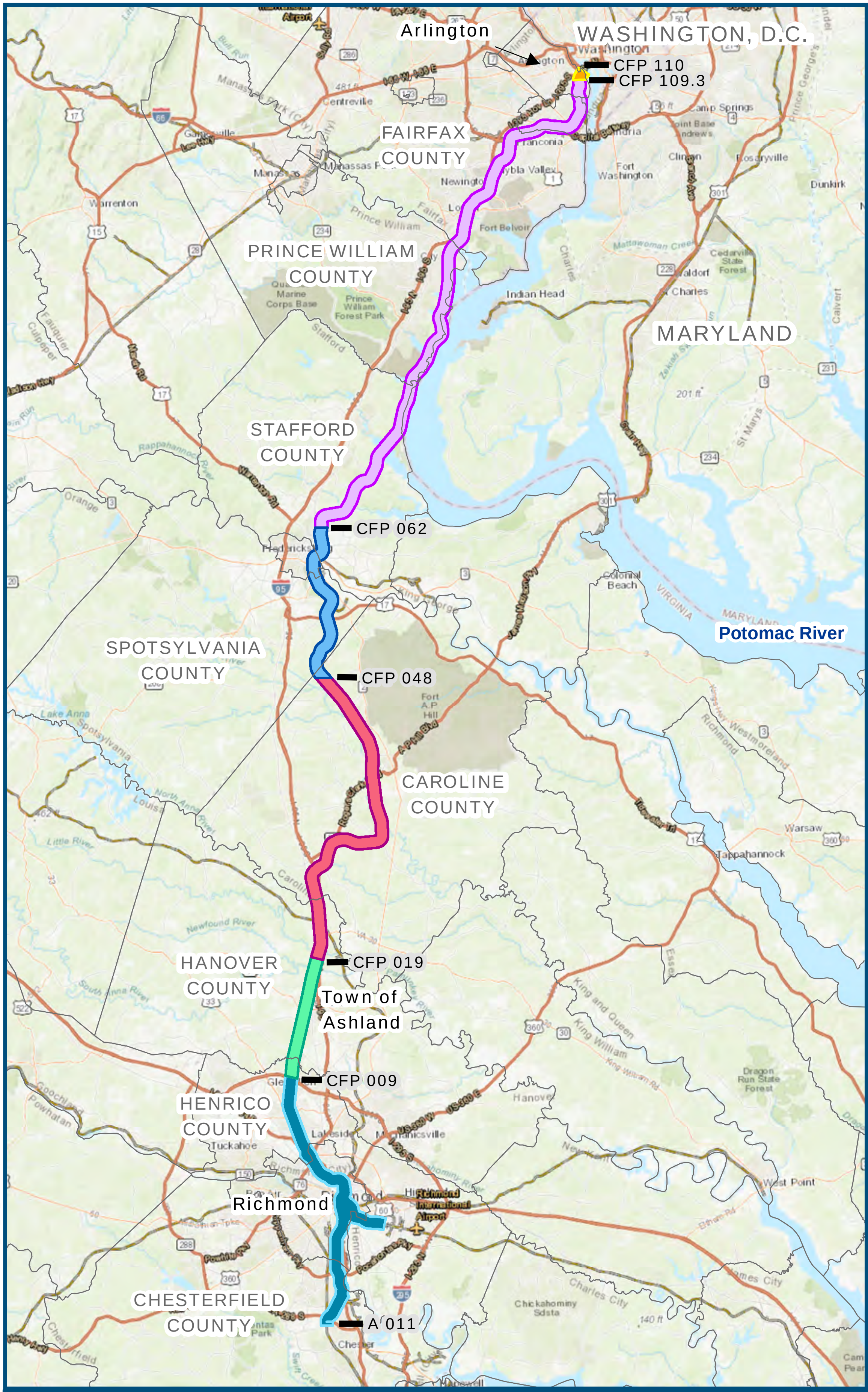
🟥 DC2RVA Project Corridor

┼ Virginia Rail Lines

Figure 1-2

Overview of the DC2RVA Project Corridor

\\ctsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\Dovetail Figures\Fig1-2_DC2RVAProjectCorridor_8.5x11.mxd | Last Updated: 06.10.2015


Arlington
WASHINGTON, D.C.
CFP 110
CFP 109.3
FAIRFAX COUNTY
PRINCE WILLIAM COUNTY
MARYLAND
STAFFORD COUNTY
CFP 062
SPOTSYLVANIA COUNTY
CFP 048
Potomac River
CAROLINE COUNTY
HANOVER COUNTY
CFP 019
Town of Ashland
CFP 009
HENRICO COUNTY
Richmond
CHESTERFIELD COUNTY
A 011

0 5 10
Miles
0 10 20
Kilometers

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 USGS
Topographic Map

Legend

- 🟧 Area 1: Arlington (Long Bridge Approach) (CFP 110 - CFP 109.3)
- 🟪 Area 2: Northern Virginia (CFP 109.3 - CFP 62)
- 🟦 Area 3: Fredericksburg (CFP 62 - CFP 48)
- 🟥 Area 4: Central Virginia (CFP 48 - CFP 19)
- 🟩 Area 5: Ashland (CFP 19 - CFP 9)
- 🟦 Area 6: Richmond (CFP 9 - A 011)

Figure 1-3
DC2RVA Project Areas of the Preferred Alternative

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1.2 DC2RVA PROJECT DESCRIPTION

The Project will include specific rail infrastructure improvements and service upgrades intended to improve the travel time, service frequency, and on-time performance of passenger trains operating between Washington, D.C. and Richmond, VA. Specific improvements to the existing rail infrastructure between Arlington, VA, and Centralia, VA include:

- Corridor-wide upgrades to existing track and signal systems to achieve higher operating speeds, including curve realignments, higher-speed crossovers between tracks, passing sidings, and grade crossing improvements.
- Corridor-wide improvements to train operating capacity to achieve higher passenger train service frequency and reliability, including an additional main track along most of the corridor, and additional controlled sidings, crossovers, yard bypasses and leads, and other capacity and reliability improvements at certain locations.
- Station and platform improvements for Amtrak and Virginia Railway Express (VRE) stations.

Environmental studies (the Tier II EIS) in support of the Project continue to assess the environmental impacts of these improvements and identify ways to avoid, minimize, or otherwise mitigate such impacts.

Studies in support of the Project will address passenger and freight rail operations and service between Union Station in Washington, D.C. and Richmond and beyond, but the Project does not include physical improvements to the Long Bridge across the Potomac River or to rail infrastructure within Washington, D.C. Other projects will address improvements to the rail infrastructure north of Arlington and south of Centralia along the SEHSR corridor.

1.3 PREVIOUS SURVEYS AND CURRENT STUDY

The DC2RVA Team has been conducting Phase I-level cultural resource studies for the entire 123-mile (198 km) DC2RVA corridor since December 2014. These include Phase IA and Phase IB archaeological surveys and reconnaissance-level architectural studies. To date, the findings have been detailed in two archaeology reports and 16 architectural reports. The current study included a Phase IB archaeological survey of LOD expansion areas within the Preferred Alternative of the DC2RVA corridor in any part of the APE that was not included in a previous document. Environmental Context, Historic Context, and Background Review sections for the overall project corridor are not included, as this information was presented in previous DC2RVA project reports (e.g., Klein at al. 2015; McCloskey et al. 2016). The results of the architectural survey, examining all above-ground resources, spanning the entire 123-mile (198 km) corridor are discussed in separate documents (e.g., Anderson and Staton 2016; Manning et al. 2016; Manning and Salvato 2016; Peckler 2016; Staton et al. 2016a; Staton et al. 2016b; Staton and Lesiuk 2015; Sylvester and Staton 2016)

The current archaeological study comprises a Phase IB survey of the DC2RVA corridor based on the results of previous Phase IA (Klein at al. 2015) and Phase IB (McCloskey et al. 2016) archaeological studies of the corridor, including predictive modeling. The archaeological APE for the DC2RVA project, as defined in consultation with the DHR, includes the footprint of physical improvements associated with the project, inclusive of both the rail modifications and any associated roadwork. Since the conclusion of the previous Phase IB archaeological work, a draft EIS resulting in the selection of a Preferred Alternative has been completed. Additionally, engineering and design work has been completed for the corridor resulting in the definition of the physical footprint of improvements for the selected Preferred Alternative, including all road modifications, straightening of curves, the addition of wyes, proposed station locations, parking areas, etc. As such, the APE studied as part of the current report was defined by the LOD of the Preferred Alternative and is located generally along the existing 123-mile (198-km) CSXT rail corridor.

The cultural resource survey was conducted from February to April 2018. The fieldwork was conducted by Kevin McCloskey, Emily Calhoun, Kerry González, Mike Klein, Jonas Schnur, Theresa Ulrich, Bryce Matheny, and Jordan Scott, with Kerri S. Barile serving as Principal Investigator. Drs. Barile and Klein, as well as Ms. Calhoun and Ms. González, meet or exceed the standards established for Archaeologists by the Secretary of the Interior (SOI).

2 ARCHAEOLOGY PROJECT ORGANIZATION

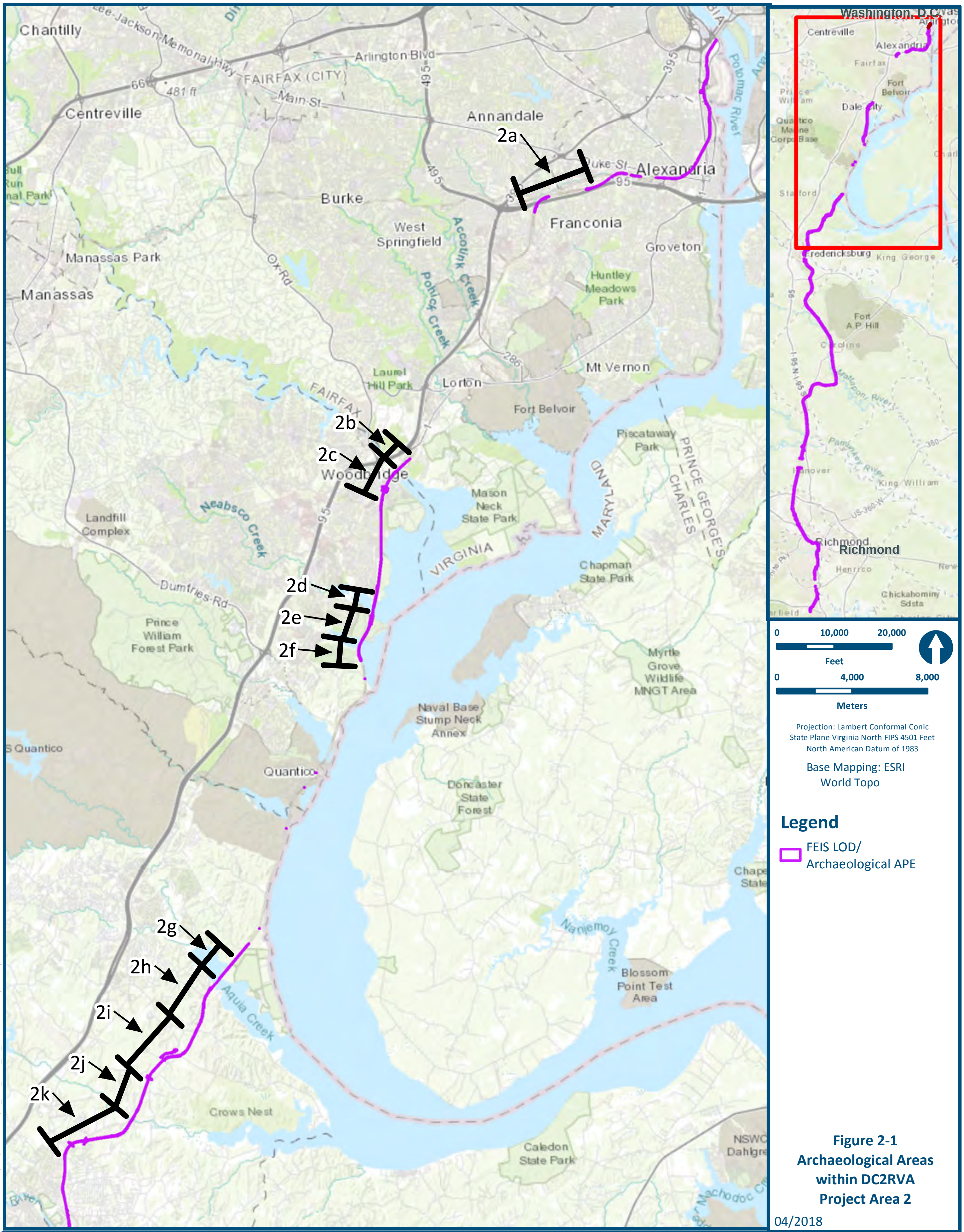
The DC2RVA corridor spans 123 miles (198 km) along an existing rail corridor owned by CSXT between Control Point RO (MP CFP 110) in Arlington, VA to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County). The corridor generally parallels the I-95 corridor between Northern Virginia and Richmond, traversing twelve cities and counties (Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond, and Chesterfield County).

For the purposes of engineering and environmental planning, the DC2RVA corridor has been subdivided into six areas. Locations within these six areas were designated for archaeological survey through a review of modern aerial imagery, comparisons to DHR's site files, and in light of the predictive model created for the 2015 DC2RVA archaeological APE (Klein et al. 2015). Based on this analysis, the six DC2RVA project areas were further subdivided for the purposes of the current archaeological study, corresponding to discrete locations identified for archaeological survey. The archaeological areas subjected to Phase IB study encompassed 158.8 acres (64.3 ha). These subdivided locations, referred to as Phase IB archaeological areas, were given alphabetical letter designations within each of the larger six DC2RVA project areas (Table 2-1; Figure 2-1 through Figure 2-5).

TABLE 2-1: PHASE IB ARCHAEOLOGICAL AREAS

Project Area	Phase IB Archaeological Areas	
Area 1, Arlington	Archaeological Areas	n/a
	Total Acreage	0
Area 2, Northern Virginia	Archaeological Areas	2a, 2b, 2c, 2d, 2e, 2f, 2g, 2h ,2i, 2j, and 2k
	Total Acreage	60.9 acres
Area 3, Fredericksburg	Archaeological Areas	3a, 3b, 3c, 3d, 3e, and 3f
	Total Acreage	29.5 acres
Area 4, Central Virginia	Archaeological Areas	4b, 4c, 4d, 4e, and 4f
	Total Acreage	3.9 acres
Area 5, Ashland	Archaeological Areas	5a, 5b, and 5c
	Total Acreage	31.7 acres
Area 6, Richmond	Archaeological Areas	6a, 6b, 6c, 6d, 6e, 6f, 6g, and 6h
	Total Acreage	32.8 acres

Note: Revisions to the LOD during the course of fieldwork eliminated the need for archaeological survey in Archaeological Area 4a, so it is not discussed or addressed within these results. Source: Dovetail 2018


2a
2b
2c
2d
2e
2f
2g
2h
2i
2j
2k
Washington, D.C.
Arlington
Chantilly
Lee-Jackson Memorial Hwy
Arlington Blvd
FAIRFAX (CITY)
Main St
Centreville
Annandale
Duke St
Alexandria
Bull Run
Burke
Franconia
West Springfield
Groveton
Manassas Park
Manassas
Huntley Meadows Park
Accotink Creek
Pohick Creek
Ox Rd
Laurel Hill Park
Lorton
Mt Vernon
Fort Belvoir
FAIRFAX
Piscataway Park
Woodbridge
Mason Neck State Park
MARYLAND
PRINCE GEORGE'S
CHARLES
Landfill Complex
Neabsco Creek
VIRGINIA
Chapman State Park
Dumfries Rd
Prince William Forest Park
Myrtle Grove Wildlife MNGT Area
Naval Base Stump Neck Annex
Quantico
Doncaster State Forest
Nanjemoy Creek
Blossom Point Test Area
Aquia Creek
Crows Nest
Caledon State Park
NSWC Dahlgren
Machodoc Creek
Potomac River
Fredericksburg
King George
Stafford
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
Richmond
Henrico
Chickahominy Sdsta

0 10,000 20,000
Feet

0 4,000 8,000
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

▭ FEIS LOD/ Archaeological APE

Figure 2-1
Archaeological Areas within DC2RVA Project Area 2

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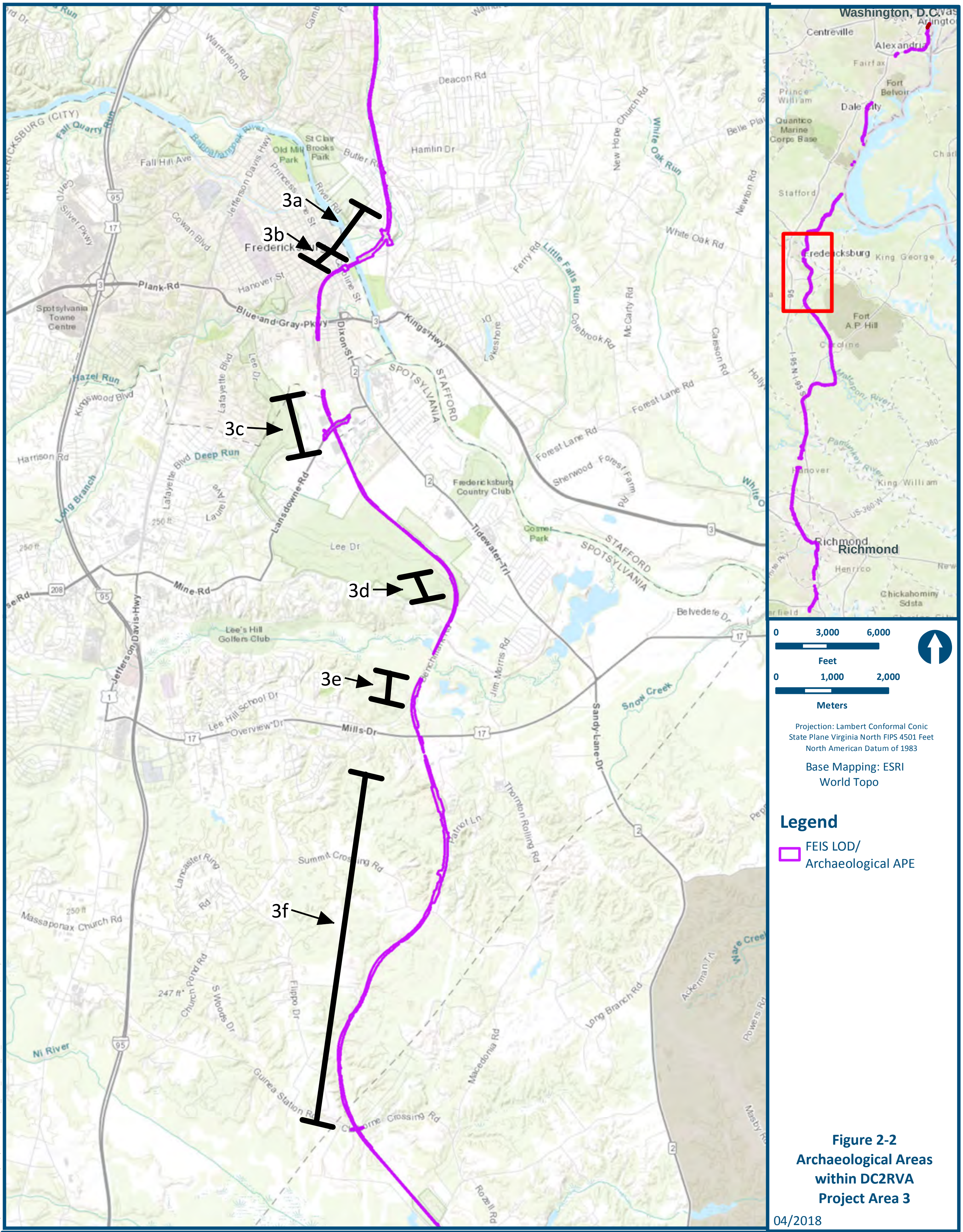

3a
3b
3c
3d
3e
3f
Fredericksburg
FREDERICKSBURG (CITY)
Rappahannock River
Fall Quarry Run
Warrenton Rd
Deacon Rd
Hamlin Dr
Butler Rd
Old Mill Park
St Clair Brooks Park
Fall Hill Ave
Princess Anne St
Jefferson Davis Hwy
River Rd
Cowan Blvd
Silver Pkwy
Hanover St
Plank Rd
Spotsylvania Towne Centre
Blue and Gray Pkwy
Dixon St
Kings Hwy
SPOTSYLVANIA
STAFFORD
Lakeshore Dr
Colebrook Rd
McCarty Rd
Cassoon Rd
Ferry Rd
Little Falls Run
White Oak Rd
White Oak Run
New Hope Church Rd
Newton Rd
Belle Plains Rd
Forest Lane Rd
Hazel Run
Kingswood Blvd
Lafayette Blvd
Lee Dr
Deep Run
Harrison Rd
Long Branch
Lansdowne Rd
Laurel Ave
Fredericksburg Country Club
Sherwood Forest Farm Rd
Tidewater Trl
Cosner Park
Mine Rd
Lee's Hill Golfers Club
Jefferson Davis Hwy
Benchmark Rd
Jim Morris Rd
Belvedere Dr
Snow Creek
Sandy Lane Dr
Lee Hill School Dr
Overview Dr
Mills Dr
Thornton Rolling Rd
Patriot Ln
Summit Crossing Rd
Lancaster Ring Rd
Massaponax Church Rd
Church Pond Rd
S Woods Dr
Flippo Dr
Ni River
Guinea Station Rd
Crossing Rd
Macedonia Rd
Long Branch Rd
Ackerman Trl
Ware Creek
Powers Rd
Mosby Rd
Rozell Rd
250 ft
247 ft
95
17
3
2
1
208
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
Richmond
Henrico
Chickahominy Sdsta

0 3,000 6,000

Feet

0 1,000 2,000

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

▭ FEIS LOD/ Archaeological APE

Figure 2-2
Archaeological Areas within DC2RVA Project Area 3

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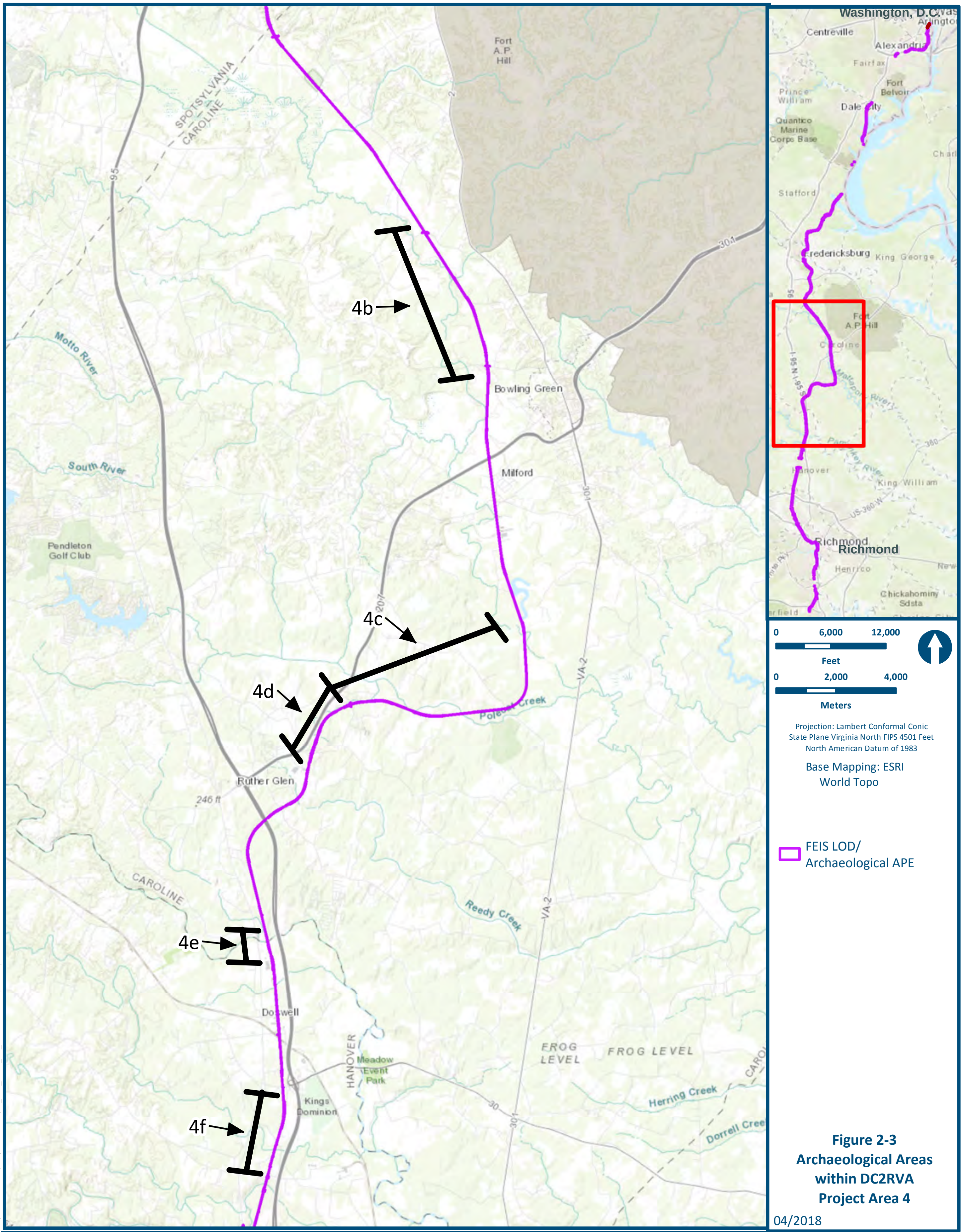
4b
4c
4d
4e
4f
Fort A.P. Hill
SPOTSYLVANIA
CAROLINE
Motto River
South River
Pendleton Golf Club
Bowling Green
Milford
Ruther Glen
246 ft
Polecat Creek
Reedy Creek
Doswell
HANOVER
Meadow Event Park
Kings Dominion
FROG LEVEL
Herring Creek
Dorrell Creek
95
207
301
30
VA-2
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Caroline
Hanover
King William
Richmond
Henrico
Chickahominy Sdsta

0 6,000 12,000
Feet

0 2,000 4,000
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

▭ FEIS LOD/
Archaeological APE

**Figure 2-3
Archaeological Areas
within DC2RVA
Project Area 4**

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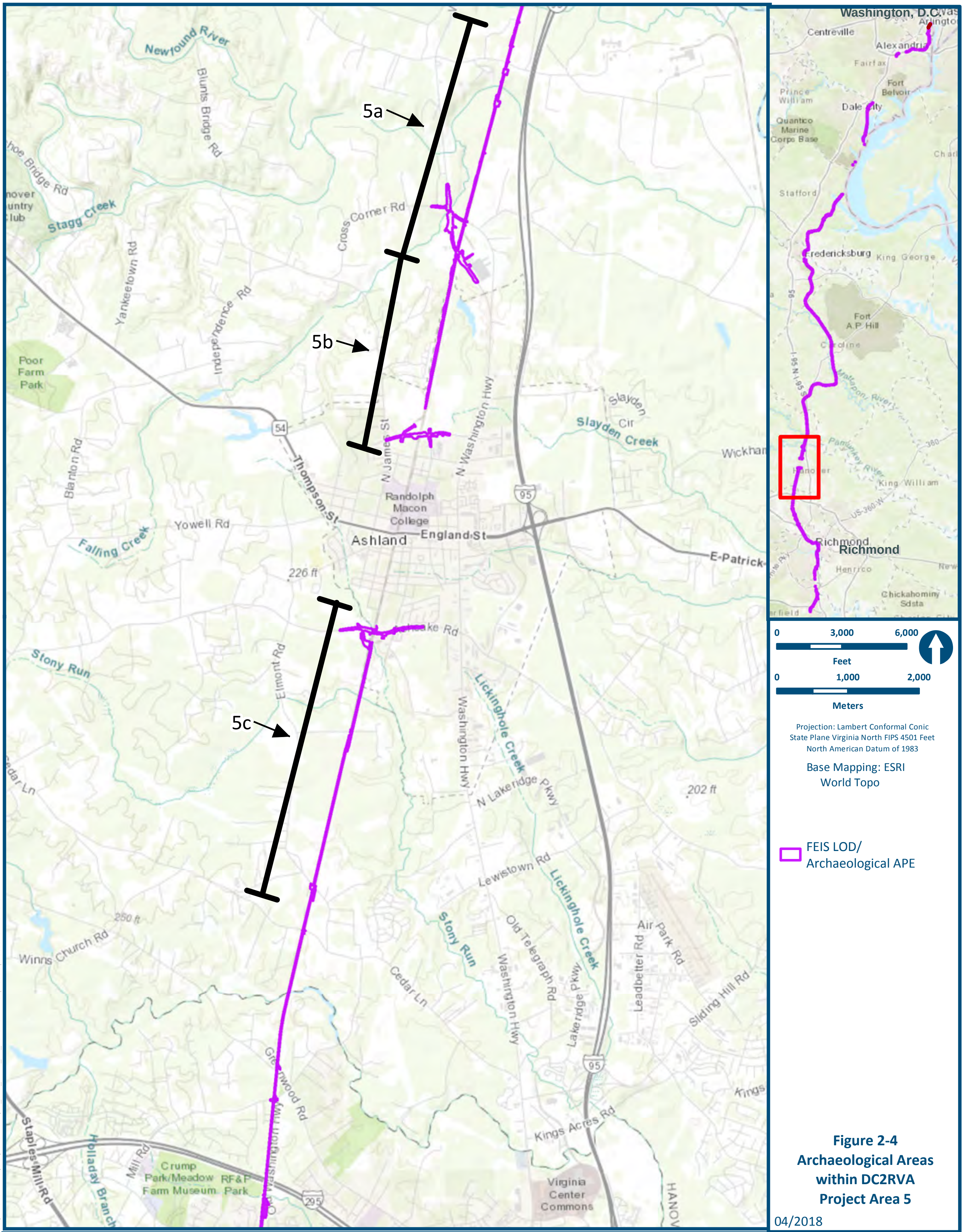
5a
5b
5c
Newfound River
Blunts Bridge Rd
Stagg Creek
Cross Corner Rd
Yankeetown Rd
Independence Rd
Poor Farm Park
Blanton Rd
54
Thompson St
N James St
N Washington Hwy
Slayden Cir
Slayden Creek
Wickham
Randolph Macon College
Ashland
England St
E Patrick
95
Yowell Rd
Falling Creek
226 ft
Stony Run
Elmont Rd
Lickinghole Creek
Washington Hwy
N Lakeridge Pkwy
202 ft
Lewistown Rd
250 ft
Winns Church Rd
Cedar Ln
Stony Run
Old Telegraph Rd
Lakeridge Pkwy
Leadbetter Rd
Air Park Rd
Sliding Hill Rd
Kings Acres Rd
Glenwood Rd
Staples Mill Rd
Holladay Branch
Mill Rd
Crump Park/Meadow Farm Museum
RF&P Park
295
Virginia Center Commons
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Hanover
King William
Richmond
Henrico
Chickahominy
0 3,000 6,000
Feet
0 1,000 2,000
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI World Topo
FEIS LOD/ Archaeological APE

Figure 2-4 Archaeological Areas within DC2RVA Project Area 5

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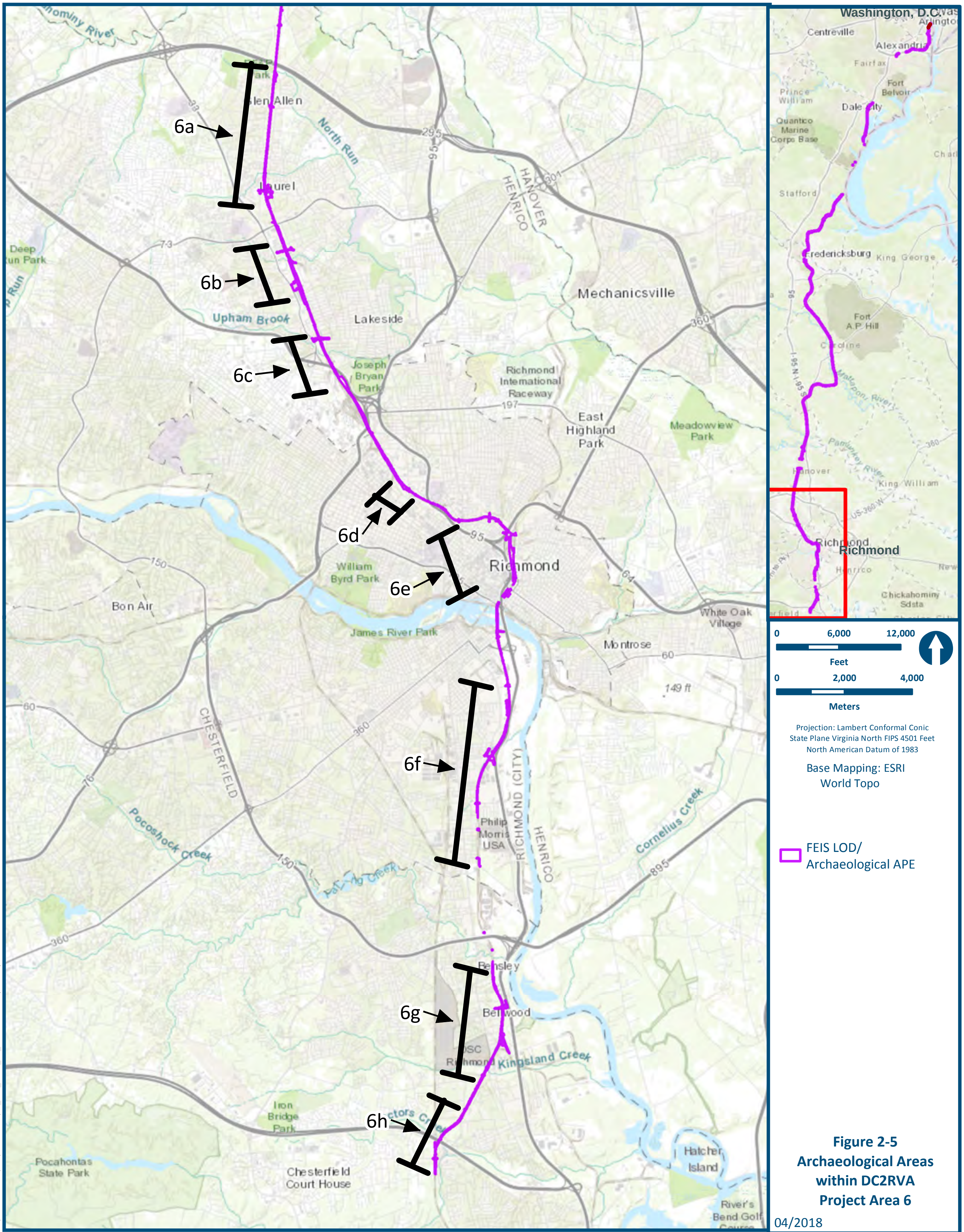

6a
6b
6c
6d
6e
6f
6g
6h
Glen Allen
Laurel
Lakeside
Joseph Bryan Park
Richmond International Raceway
Mechanicsville
East Highland Park
Meadowview Park
Richmond
William Byrd Park
James River Park
Bon Air
Montrose
White Oak Village
Philip Morris USA
Bensley
Bellwood
Iron Bridge Park
Pocahontas State Park
Chesterfield Court House
Hatcher Island
River's Bend Golf Course
Deep Run Park
Upham Brook
North Run
Pocoshock Creek
Kingsland Creek
Cornelius Creek
Falling Creek
HANOVER
HENRICO
CHESTERFIELD
RICHMOND (CITY)
149 ft
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
Richmond
Henrico
Chickahominy Sdsta
0
6,000
12,000
Feet
0
2,000
4,000
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

▭ FEIS LOD/ Archaeological APE

Figure 2-5
Archaeological Areas within DC2RVA Project Area 6

04/2018

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3 SURVEY METHODOLOGY

The goal of the archaeological survey was to identify any archaeological sites within the archaeological APE that are listed in or eligible for the NRHP. The survey methods employed to meet this goal were chosen with regard to the project's scope (i.e., the project's potential to affect significant resources, should they be present), the potential of the project area to contain significant resources, local field conditions, documented prior disturbance, the limits of previous Phase IB survey, and the results of prior predictive modeling of the APE.

3.1 PHASE IB ARCHAEOLOGICAL AREA SELECTION

As previously noted, the DC2RVA corridor has been the subject of ongoing cultural resource investigations from 2014 to present, including a Phase IA archaeological background review and archaeological predictive model (Klein at al. 2015) and a Phase IB archaeological survey of the mainline based on modeling (McCloskey et al. 2016). This previous Phase IB investigation examined the output locations from the predictive modeling efforts within the APE, defined at the time as 50 feet (15.2 m) on both sides of the center of the existing 123-mile (198-km) project corridor. This investigation found that the overwhelming majority of the APE was disturbed by buried utility corridors, modern development, and grading associated with the railroad. The field observations and results from this previous Phase IB investigation helped to inform the selection of areas warranting archaeological survey within the LOD of the Preferred Alternative, which serves as the APE for the current investigation. The results of this survey combined with additional locational and disturbance factors were used to select the areas subjected to Phase IB survey within the scope of this project and they include:

- Proximity and relative location to areas previously identified by predictive modeling to have high, medium, and low potential for archaeological deposits
- Proximity and relative location to previously recorded archaeological sites and battle-related architectural resources
- Location relative to the limits of the previous Phase IB APE
- Topography
- Location within utility corridors as defined from the previous Phase IB survey
- Modern disturbance noted on aerial imagery and documented during the previous Phase IB survey

These factors were analyzed and delineated during an intensive GIS-based desktop analysis of the Preferred Alternative LOD. The analysis rendered discrete locations throughout the length of the corridor that warranted archaeological survey within the scope of the current Phase IB investigation. These discrete locations were then grouped for ease of survey, as discussed in the following section (3.2 Archaeological Survey).

During the desktop review discussed above, it became apparent that certain locations along the corridor required additional historic map analysis. The predictive model developed by Klein et al. (2015) and implemented by McCloskey et al. (2016) consulted and incorporated historic maps which shaped the model development and thus were reflected in the output probability locations. To mirror this methodology, a variety of historic maps were georeferenced using GIS software and used to identify additional locations for archaeological survey in the Fredericksburg and Richmond areas of the APE. These locations were targeted for historic map analysis because the Preferred Alternative LOD extended well beyond the previous Phase IB APE and a multitude of map resources were available for analysis. Other historic locations considered but eliminated from analysis due to a lack of LOD modifications/track improvements outside the 2016 Phase IB APE (in that their historic map analysis was completed as part of the predictive model), were Ashland and Alexandria.

Historic maps consulted in Fredericksburg included Ferguson (1909), Gray (1878), and Sanborn Map Company (1886, 1891, 1896, 1902, 1912, 1919, and 1927). In Richmond maps georeferenced included Baist (1889), Bates (1835), Beers (1877), Ludwig (1865), Randal (1922), and Sanborn Map Company (1905). These maps were used to note areas within the APE that reflected a historical occupation and could yield intact archaeological deposits. Locations identified through this analysis were flagged for archaeological survey and in some locations, this analysis resulted in the identification of archaeological site boundaries, based purely on historic map projections.

3.2 ARCHAEOLOGICAL SURVEY

As previously discussed, locations within the six DC2RVA project areas were designated for archaeological survey through a review of modern aerial imagery, comparisons to DHR's site files, analysis of the Phase IA study and predictive model, and evaluating the results of the prior Phase IB survey. The locations indicated by this review, referred to as Phase IB archaeological areas, were given alphabetical letter designations within each of the larger six DC2RVA project segments. The archaeological areas were designated first by their DC2RVA area number and then by their lettered designation assigned as part of this study, for example Archaeological Area A in Area 2, Northern Virginia, is notated within this report as "2a". Shovel test pits (STPs) were excavated at 50-foot (15.2-m) intervals along transects across these Phase IB archaeological areas within the larger APE. Given the highly disturbed nature of the APE, judgmental shovel testing (shovel tests placed not on transect but judgmentally placed given field conditions) was also employed in order to maximize subsurface sampling and to verify subsurface integrity.

Each STP within the archaeological area was given a numerical designation. The provenience information for each STP included the archaeological area alphabetical designation, lettered transect designation, and the sequential numerical designation. For example, STP 2a-A-1 refers to the first STP on the first transect excavated within Area A of Area 2, Northern Virginia. STPs were not excavated in areas of obvious modern disturbance. STPs measured approximately 1.3 feet (38.1 cm) in diameter and were excavated to penetrate at least 0.3 feet (10.2 cm) into sterile subsoil where possible. Shovel test radials were excavated at 25-foot (7.6-m) intervals in cardinal directions from shovel tests that produced cultural materials.

All soils excavated from STPs were passed through 0.25-inch (0.6-cm) hardware mesh cloth. Each distinct soil horizon was given a stratum designation (e.g., I, II) in order to delineate stratigraphic relationships. All artifacts were recovered and bagged by stratum. The project name, area designation, transect, STP, stratum, excavator, date, and material recovered were recorded on field tags for each level. Soil conditions, weather information, and notations on disturbances were recorded in field notes.

Metal detector survey was carried out within the American Battlefield Protection Program's (ABPP) potential National Register (PotNR)-established boundaries of all Civil War battlefields that intersect the Phase IB archaeological areas within the APE. Additionally, judgmental metal detector survey was completed in areas deemed to have high probability for containing Civil War resources. This assessment of probability was based on the evidence of recent metal detecting activity by amateurs and other surface features identified during the pedestrian survey.

The metal detector surveys were only completed in areas deemed through pedestrian survey to have the potential for intact subsurface deposits and thus overlapped the STP survey transects within potential Civil War sites. The metal detector surveys were conducted by staff who have received specialized training in using metal detectors at Civil War sites, using a Fisher Gold Bug and a Tesoro Cibola metal detector. Metal detecting was conducted in a zig-zag pattern along transects spaced at 6-foot (1.8-m) intervals. The discriminating function of the metal detector was turned off and any positive contacts were identified with pin flags. The locations of all positive contacts were excavated to determine if the contact was positive for historic ferrous and/or non-ferrous metal artifacts. All contacts positive for artifacts were mapped and, if need be, were used to produce artifact distribution maps that show and discriminate between locations of military and non-military and possible dual use artifacts.

3.3 LABORATORY METHODS

Any archaeological specimens collected during the Phase IB survey were transported to Dovetail's laboratory in Fredericksburg, VA, for processing and analysis. Prior to artifact washing, each bag was cross-referenced with the field log to confirm provenience information and contents. Stable objects were washed with tap water and a soft brush with special attention paid to edges of ceramics and glass to better aid in identification. After washing, the artifacts were grouped by provenience and placed on a drying rack.

Once dry, the artifacts were cataloged for analysis. Specific characteristics were described using currently accepted terminology and were entered into an Access database. After cataloging, diagnostic artifacts were pulled and directly marked with their provenience information or accession number.

Specific ware types and manufacture dates were identified using Adams (2002), Bartoviks (1980), Greer (1970), Nelson (1968), Noël Hume (1991), Pittman et al. (1987), and South (1977). Non-tool prehistoric lithics were identified using Andrefsky (1998), Odell (2004), and Whittaker (1994). Hafted bifaces and prehistoric ceramics, if recovered, were assigned types using standard regional typologies (i.e., Coe 1964; Custer 1989; Ritchie 1971).

4 RESULTS OF ARCHAEOLOGICAL SURVEY

The archaeological areas subjected to Phase IB study, inclusive of pedestrian and subsurface testing, encompass 158.8 acres (64.3 ha). For purposes of this report, areas of archaeological testing will be described by their orientation to the existing rail, as that rail is oriented at the specific segment location in each area.

The following discussion first presents a general summary of the extensive disturbance noted throughout the APE. Following this discussion, the survey results from each area within the DC2RVA preferred alternative corridor are presented inclusive of location, noted disturbance, and general results. Within each segment description is a detailed presentation of the archaeological areas that warranted subsurface testing, and all of the identified sites are described in detail, including NRHP eligibility recommendations. Maps of archaeological areas surveyed within the APE are not presented within the body of this results section; instead these are presented in Appendix A. Also presented as appendices are the shovel test catalog (Appendix B), the artifact catalog (Appendix C), archaeological State Lands Permit (Appendix D), and newly recorded archaeological site forms (Appendix E).

The significance of each site within this survey was evaluated in relation to the NRHP eligibility criteria. Sites were evaluated in regards to Criterion A, for their association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for their association with people significant in our nation's history; Criterion C, for their embodiment of the distinctive characteristics of a style, type, or period of construction; and Criterion D, for their potential to yield information important to our understanding of history or prehistory. The seven aspects of integrity (location, design, setting, materials, workmanship, feeling, and association) were also examined, as they pertain to subsurface deposits and particularly in relation to NRHP assessment under Criterion D.

4.1 DISTURBANCE

As expected within a project corridor that is so closely aligned with an existing major railroad corridor, the archaeological areas subjected to Phase IB survey within the DC2RVA corridor contained substantial portions in which subsurface archaeological testing was not warranted (for detailed photographs of disturbance within the corridor as a whole, see McCloskey et al. 2016). Substantial subsurface disturbance throughout much of the APE rendered systematic shovel testing unnecessary, impracticable, or unsafe (Figure 4-1). The single largest source of surface disturbance within the corridor is grading associated with the construction and maintenance of the existing railroad. A number of other disturbances are found repeatedly throughout the corridor, including buried utility transmission lines, access roads, and large areas of standing water.

Throughout the 123 miles (198 km) of the DC2RVA corridor, the track of the existing railroad and associated ballast are largely level, with their topographic relief varying only a few feet across the entire length of the corridor. The surrounding natural topographic relief, however, varies substantially, from the tops of significant hills to low lying areas near wetlands and streams. To maintain the largely level rail line through these topographic variances, a great deal of grading has been undertaken. Throughout the DC2RVA corridor, where the existing rail is substantially higher than the natural surface, a large artificial berm is required to carry the existing rail at its level. Where the rail needs to be lower than the natural surface, it has been cut through leaving high walled, steeply sloped embankments leading from the natural topography down to the rail bed. The entire width of the APE was often within these graded and thus artificially sloped areas. Although the width of the Preferred Alternative corridor often extends substantially further from the existing rail than the APE of the 2016 survey (McCloskey et al. 2016), these areas are often those in which the grading from the existing rail to the surrounding land is most extreme, and therefore even this wider corridor was largely disturbed by grading. Not only are these areas disturbed and susceptible to erosion, therefore not likely to contain intact cultural deposits, they are also in many cases so steep as to make any kind of subsurface testing entirely impracticable.

Outside of areas disturbed by grading for the existing railroad, the largest cause of disturbance in the DC2RVA archaeological APE is the presence of buried utility corridors. Petroleum pipelines and fiber optic cable parallel the existing railroad line on one or both sides and often are located within the APE. The prevalence of these buried utility lines precluded subsurface testing because of obvious safety reasons; additionally, conversations with utility marking personnel knowledgeable about those corridors indicated that their installation involved a great deal of subsurface disturbance/earth moving. The petroleum pipeline was described as occupying a trench that was cut approximately 20 feet (6.1 m) wide. It is important to note that there are many areas within the corridor, in which these buried utilities combine with other disturbances, in particular the construction and maintenance grading discussed above. As such, in many locations, multiple subsurface disturbances are evident and occupy the entire width of the APE.

Another source of substantial disturbance throughout the length of the DC2RVA corridor is the presence of standing water in the archeological APE. Whether as a result of natural streams or as a result of drainage from the existing rail corridor accumulating in low-lying or poorly drained areas, large portions of the areas identified for Phase IB study were covered in standing water. Standing water was present in areas not mapped as being within one of the numerous streams that lie in or near the DC2RVA corridor.

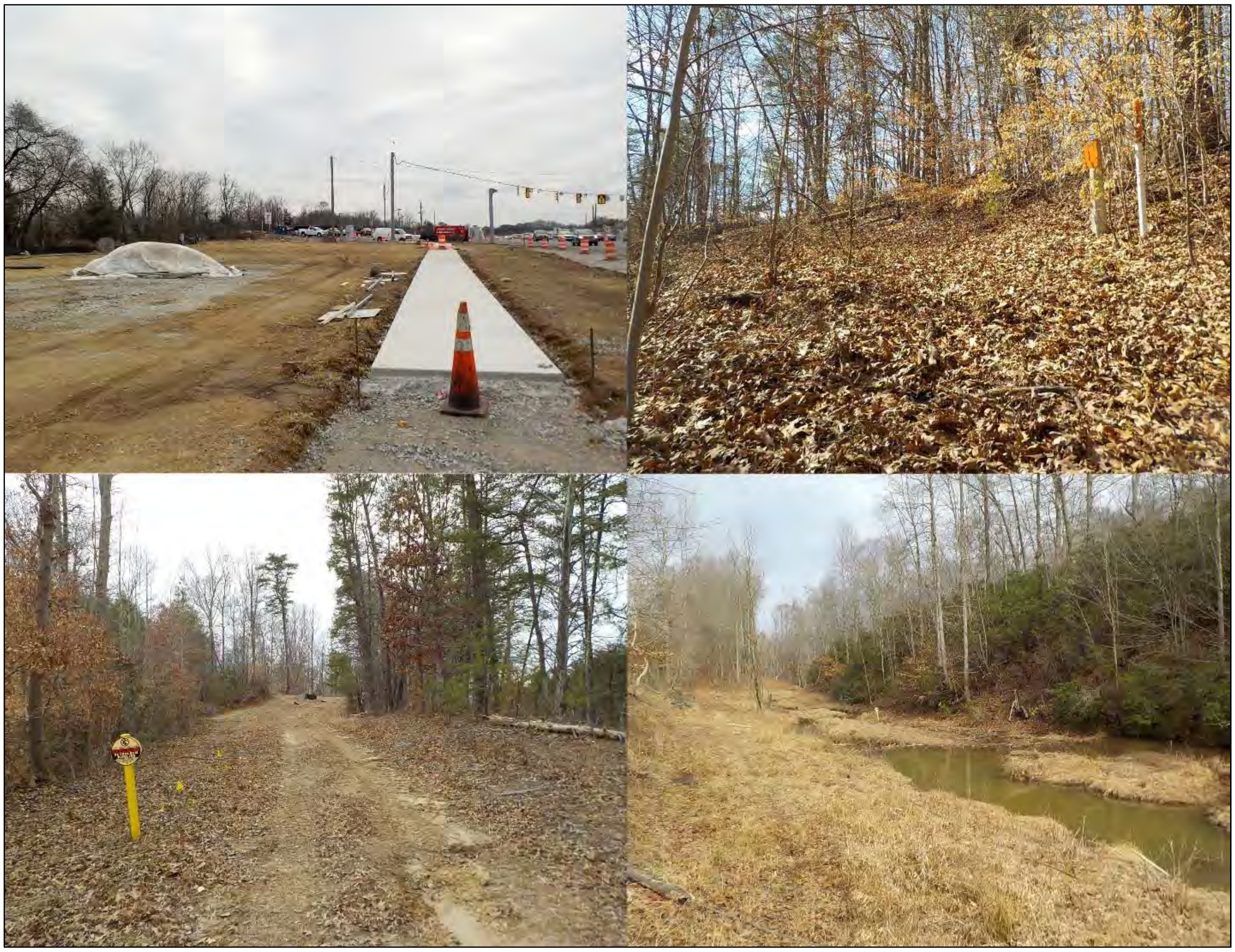


FIGURE 4-1: EXAMPLES OF COMMON DISTURBANCES NOTED THROUGHOUT THE APE (UPPER LEFT: UTILITY LINE CORRIDORS; UPPER RIGHT: STEEP SLOPES; LOWER LEFT ACCESS ROADS; LOWER RIGHT: STANDING WATER)

4.2 AREA 1: ARLINGTON

Area 1 of the DC2RVA archaeological APE is located entirely in the City of Arlington (see Figure 2-1). Extending less than 1 mile (1.6 km), Area 1 follows the existing rail line and runs through highly developed areas of Arlington adjacent to Ronald Reagan Washington National Airport. Analysis of the Preferred Alternative compared to the previous DC2RVA Phase IB survey, aerial photography, DHR records, and the predictive model from 2016 indicated no additional Phase IB survey was warranted in Area 1 as a result of previous disturbance (Figure 4-2).

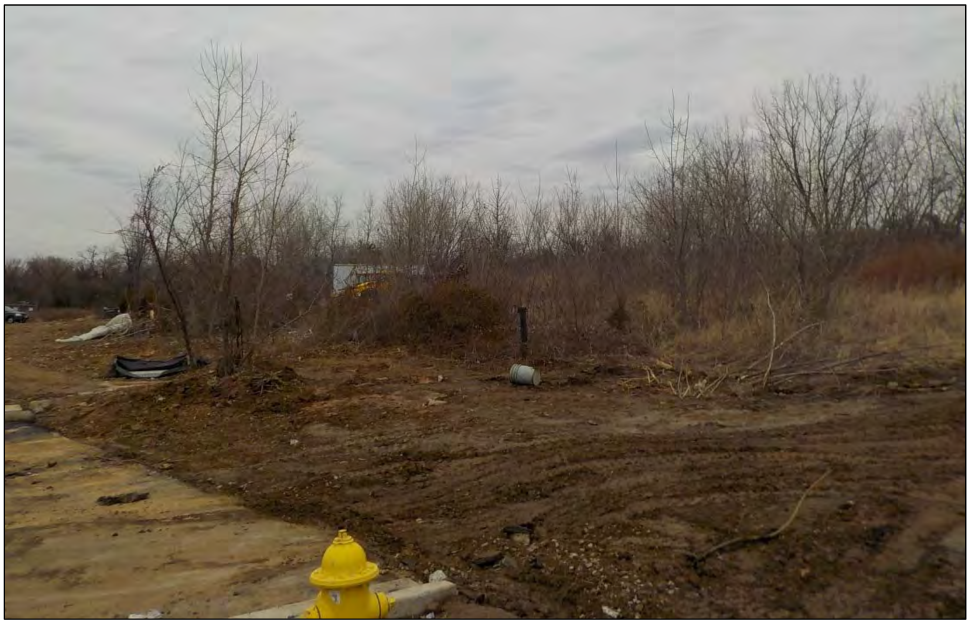


FIGURE 4-2: TYPICAL ENVIRONMENTAL SETTING IN AREA 1, LOOKING EAST

4.3 AREA 2: NORTHERN VIRGINIA

The Northern Virginia area of the Preferred Alternative encompasses those portions of the LOD lying within Arlington, Fairfax, and Prince William Counties, as well as part of the LOD within Stafford County (see Figure 2-1). Beginning in the north at the Arlington-Fairfax County Line, and ending in the south near Dahlgren Junction, approximately 1-mile (1.6-km) north of the Rappahannock River, Area 2 runs along approximately 47 miles (75.6 km) of the existing CSXT rail. The Area 2 archaeological APE encompasses 60.9 acres (24.6 ha) identified for archaeological survey.

The setting of the Northern Virginia segment is varied; however, most of the area consists of rolling terrain containing young deciduous forest with some stands of pine and varying degrees of grasses and brambles (Figure 4-3). Area 2 consists of 11 archaeological areas, lettered 2a through 2k, that were identified for Phase IB testing. Of these, Archaeological Areas 2a, 2b, and 2h required no subsurface testing as these areas were disturbed in their entirety. These areas were the subject of pedestrian survey and photo documentation only. The remaining eight archaeological areas were subjected to subsurface testing in at least some portions. A number of the archaeological areas are crossed by or adjacent to streams, including the Occoquan River and Marumsco, Farm, and Neabsco Creeks.

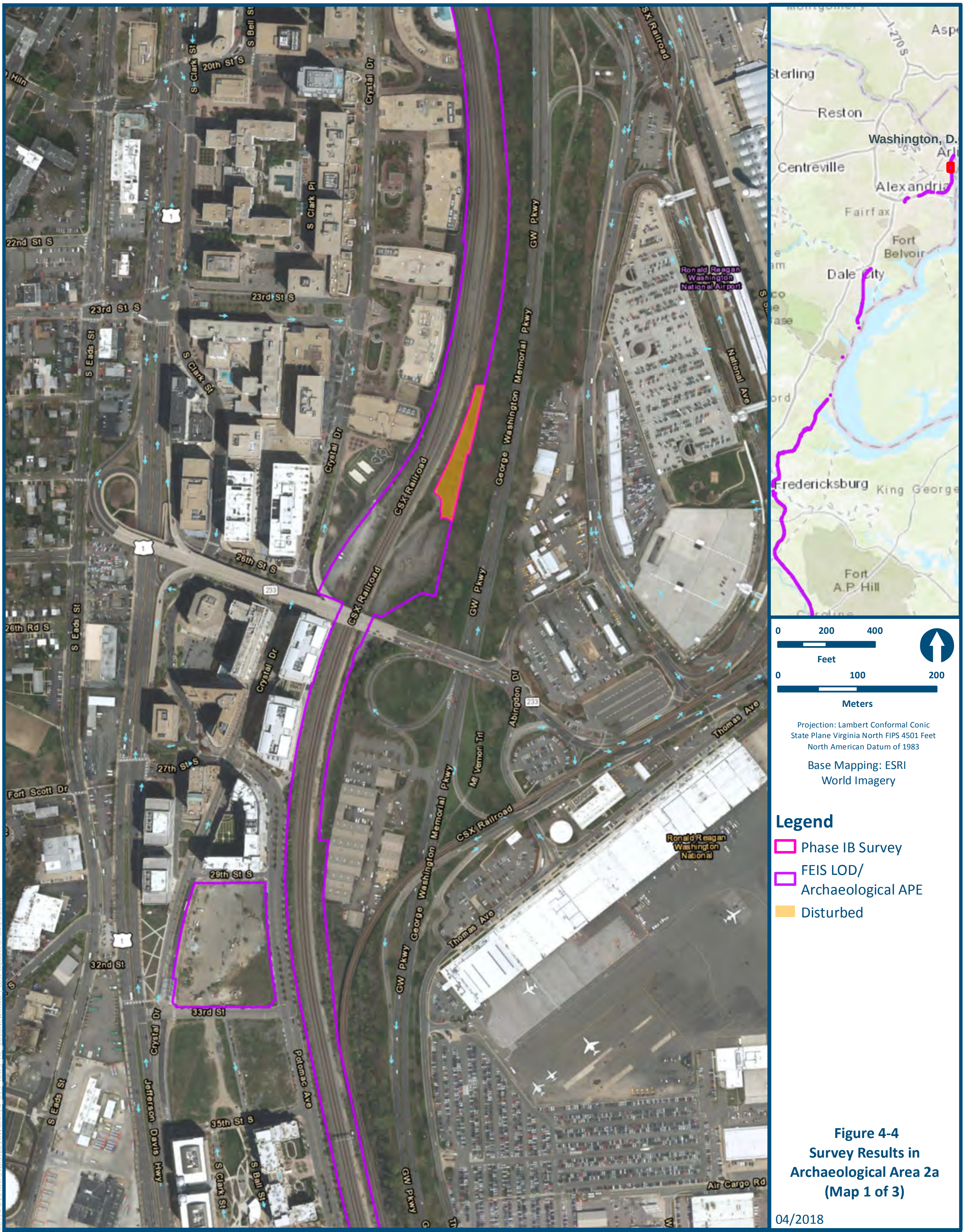
Like much of the DC2RVA project corridor as a whole, substantial portions of Area 2 were not subjected to subsurface testing due to existing soil disturbances. These disturbances mainly consisted of the grading and embankments required by the existing railroad. Other disturbances included substantial buried fiber optic and petroleum utility transmission lines, and artificial ditches.

FIGURE 4-3: REPRESENTATIVE VIEW OF AREA 2 SETTING, LOOKING NORTHEAST

The pedestrian survey within Area 2 identified a small family cemetery, recorded as site 44ST1224/089-5624. Subsequent subsurface testing in the area resulted in the excavation of 156 shovel tests in Area 2. Stratigraphy varied greatly across this area, as would be expected from such a small sample over such a large geographic area. Shovel testing produced no artifacts, but seven artifacts were uncovered by metal detecting and a single artifact by surface collection within the area, resulting in the identification of one site (44ST1223) and one isolated find (ISF 2e-1). Additionally, three previously recorded sites, 44PW1008, 44ST0270, and 44ST0271, not previously examined by prior DC2RVA Phase IB survey, intersect Area 2. All previously and newly recorded sites are discussed below general descriptions of the archaeological area within Area 2.

4.3.1 Archaeological Area 2a

Area 2a is made up of four small clusters of areas requiring archaeological study, three lying along the southern side of the existing CSXT rail line, in Fairfax County, approximately 1-mile (1.6-km) east of the interchange of Interstate Highways 95 (I-95) and 495 (I-495) in Springfield, and one lying on the eastern side of the rail, approximately 500 feet (152.4 m) north of Airport Access Road in the City of Arlington. All three clusters lie in an area that is extensively developed with suburban residential, commercial and industrial construction. Area 2a stretches across approximately 8.5 miles (13.7 km) of the proposed corridor, through an area where the rail is largely oriented east to west, though it does turn to the south at the far eastern end of Area 2a. The four areas within this distance, beginning with the northernmost respectively, are approximately 560 feet (170.6 m), 600 feet (182.9 m), 310 feet (94.5 m) and 290 feet (88.4 m) long, with the widest section reaching 80 feet (24.4 m). Archaeological Area 2a encompasses a total of 3 acres (1.2 ha). No subsurface testing was conducted within Area 2a, as the entire area was disturbed, lying mainly within substantial grade between the surrounding land and the existing railroad (Figure 4-4 through Figure 4-6). Disturbance was also caused by multiple buried utilities running through the project area (Figure 4-7 and Figure 4-8). No artifacts were found, and no sites were discovered.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CSX Railroad
22nd St S
S Clark Pl
GW Pkwy
Ronald Reagan Washington National Airport
23rd St S
S Eads St
National Ave
George Washington Memorial Pkwy
26th St S
233
26th Rd S
Abingdon Dr
Thomas Ave
27th St S
Mt Vernon Trl
Fort Scott Dr
29th St S
32nd St
33rd St
Jefferson Davis Hwy
Potomac Ave
35th St S
Air Cargo Rd
Sterling
Reston
Washington, D.C.
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Disturbed

Figure 4-4
Survey Results in Archaeological Area 2a
(Map 1 of 3)

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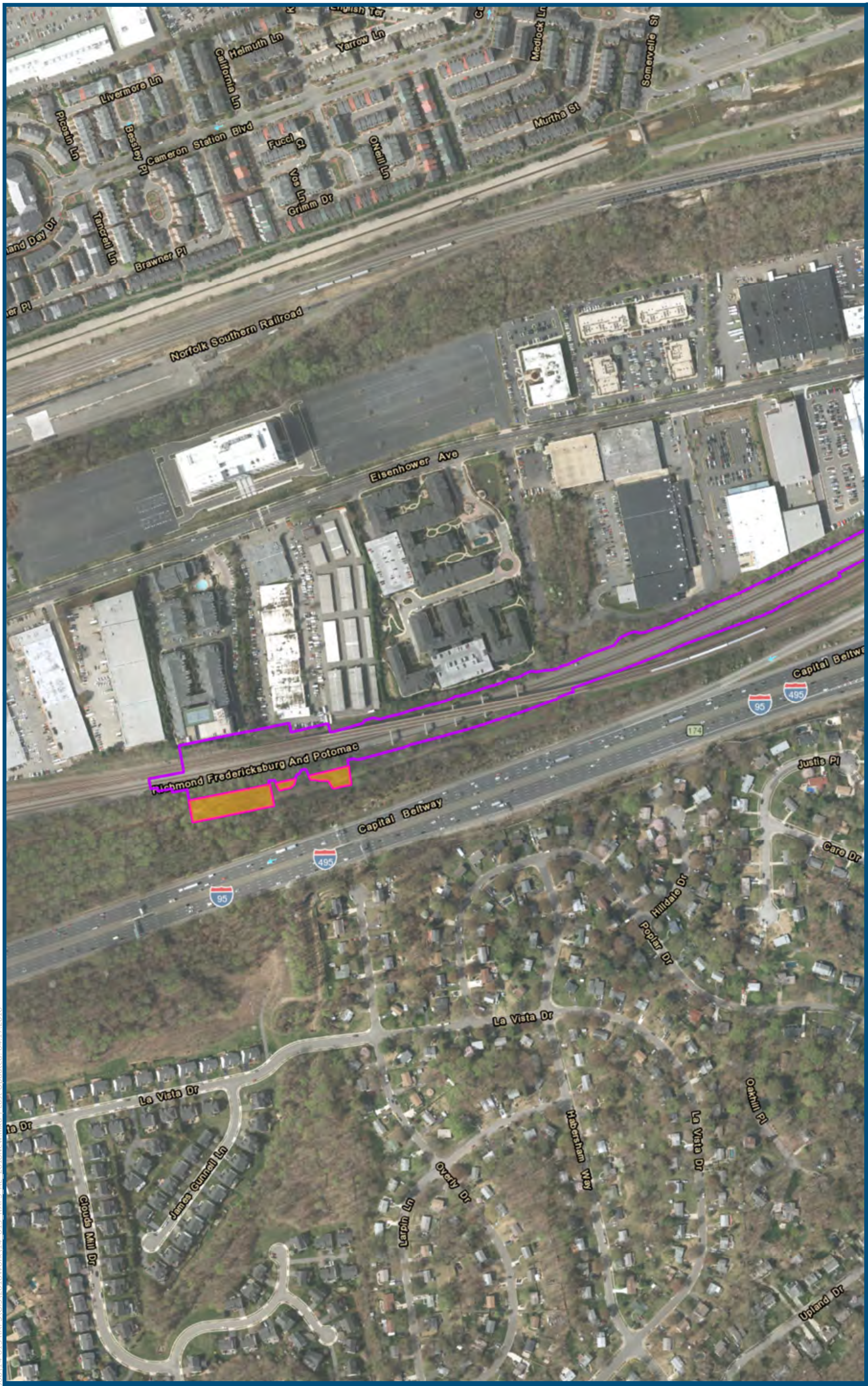
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Yarrow Ln
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Livermore Ln
California Ln
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ONeill Ln
Murtha St
Vos Ln
Grimm Dr
Tancreti Ln
Brawner Pl
Norfolk Southern Railroad
Eisenhower Ave
Richmond Fredericksburg And Potomac
Capital Beltway
95
495
174
Justis Pl
Cara Dr
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Clouds Mill Dr
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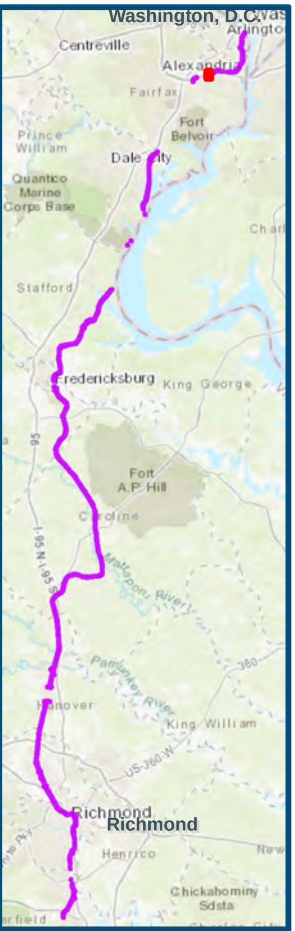
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Charl
Fredericksburg
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95
Fort A.P. Hill
Caroline
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

☐	Phase IB Survey
☐	FEIS LOD/ Archaeological APE
▨	Disturbed

Figure 4-5
Survey Results in Archaeological Area 2a (Map 2 of 3)

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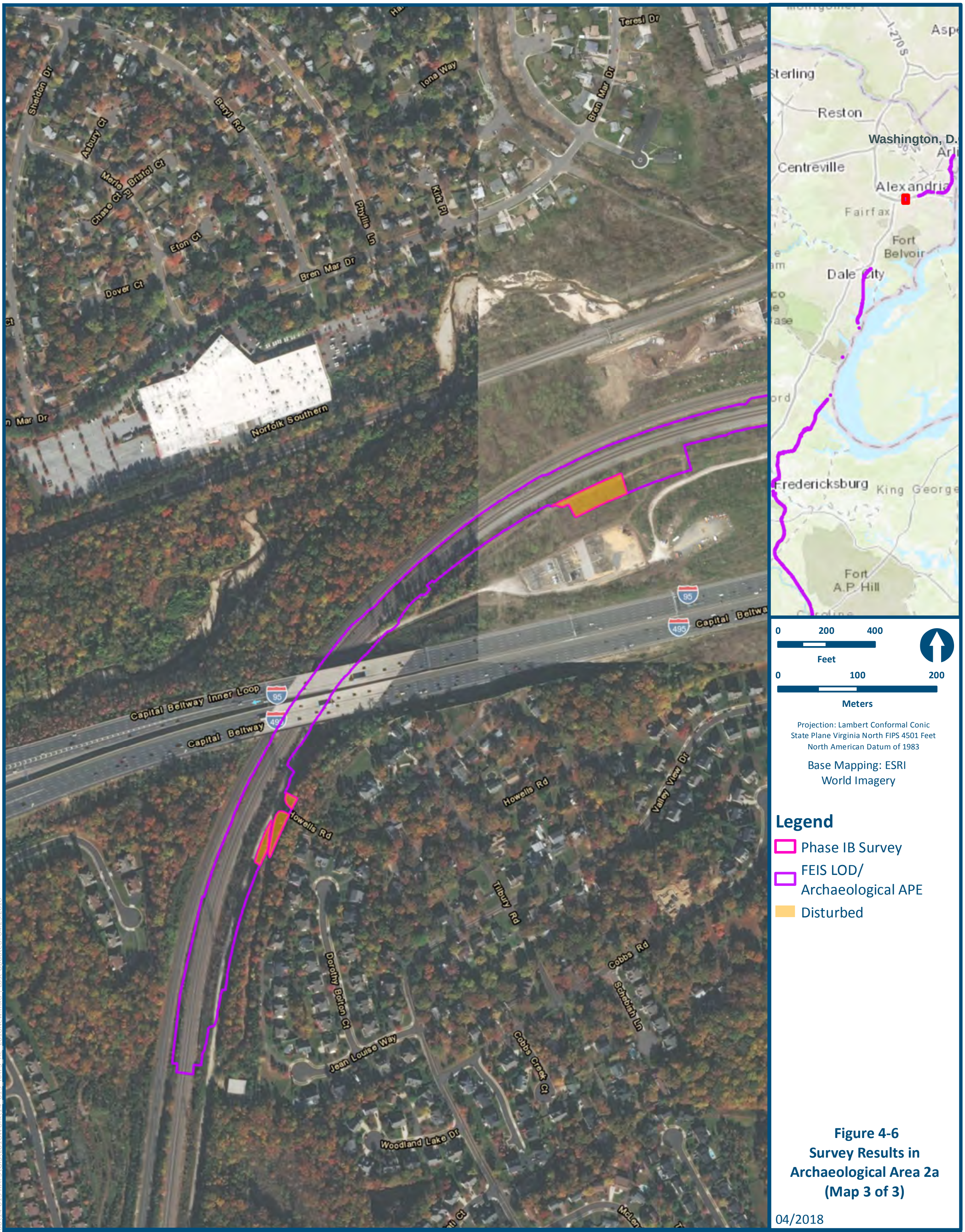
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Dover Ct
Norfolk Southern
n Mar Dr
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Capital Beltway Inner Loop
95
495
Capital Beltway
Howells Rd
Valley View Dr
Howells Rd
Tilbury Rd
Dorothy Bolton Ct
Cobbs Rd
Schebish Ln
Jean Louise Way
Cobbs Creek Ct
Woodland Lake Dr
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
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Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Disturbed

Figure 4-6
Survey Results in Archaeological Area 2a
(Map 3 of 3)

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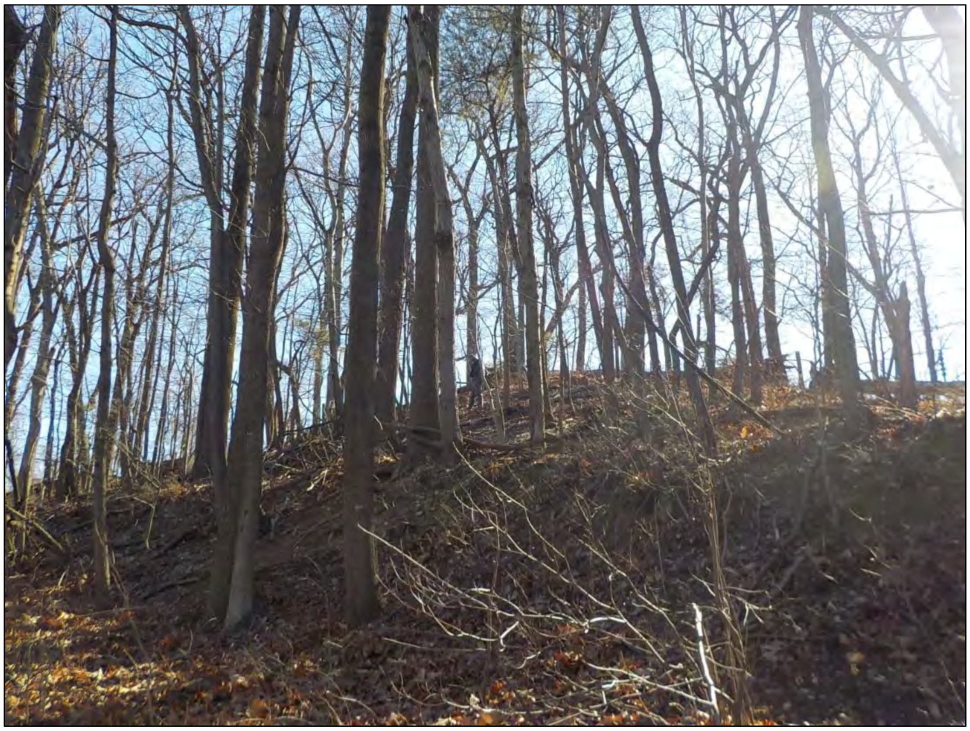


FIGURE 4-7: STEEP SLOPE IN AREA 2A, LOOKING EAST

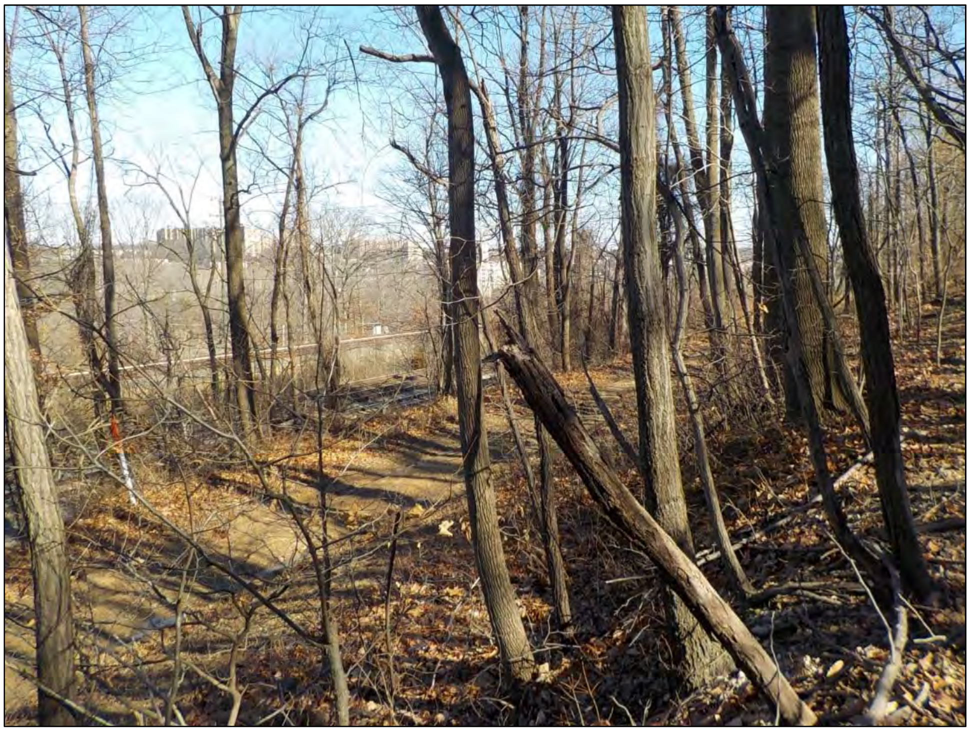


FIGURE 4-8: STEEP SLOPE AND BURIED UTILITY DISTURBANCE IN AREA 2A, LOOKING NORTH

4.3.2 Archaeological Area 2b

Archaeological Area 2b, in Fairfax County, is made up of two small strips of APE identified for archaeological study, located on the east side of the existing CSXT rail, immediately to the north of the Occoquan River. Spanning across a combined length of 700 feet (213.4 m), and with a maximum width of 40 feet (12.2 m), Archaeological Area 2b lies in a strip of land paralleling the existing rail that has been cleared for a petroleum pipeline. Archaeological Area 2b encompasses a total of 0.3 acres (0.1 ha) subjected to Phase IB archaeological survey. The area is relatively level in the north but begins to slope down towards the river as it extends to the south. No subsurface testing was conducted within Archaeological Area 2b, as the entire area was disturbed, with testing precluded by construction grading related to the existing rail, the large trench containing the petroleum pipeline, and the slope down to the Occoquan River (Figure 4-9). No artifacts were found and no new sites were discovered (Figure 4-10).

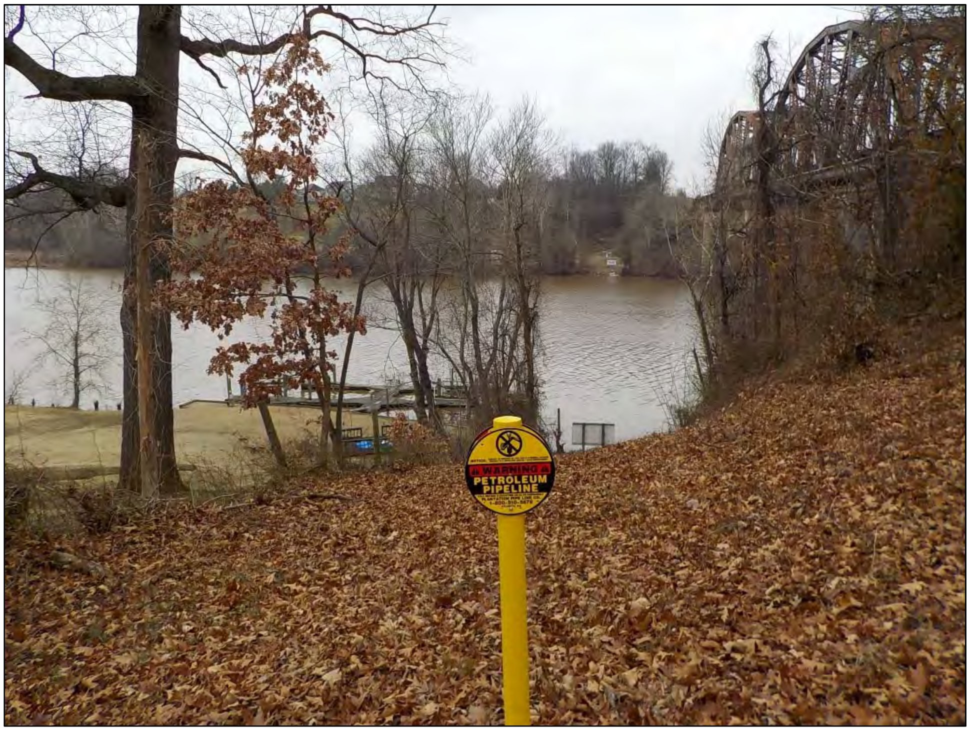
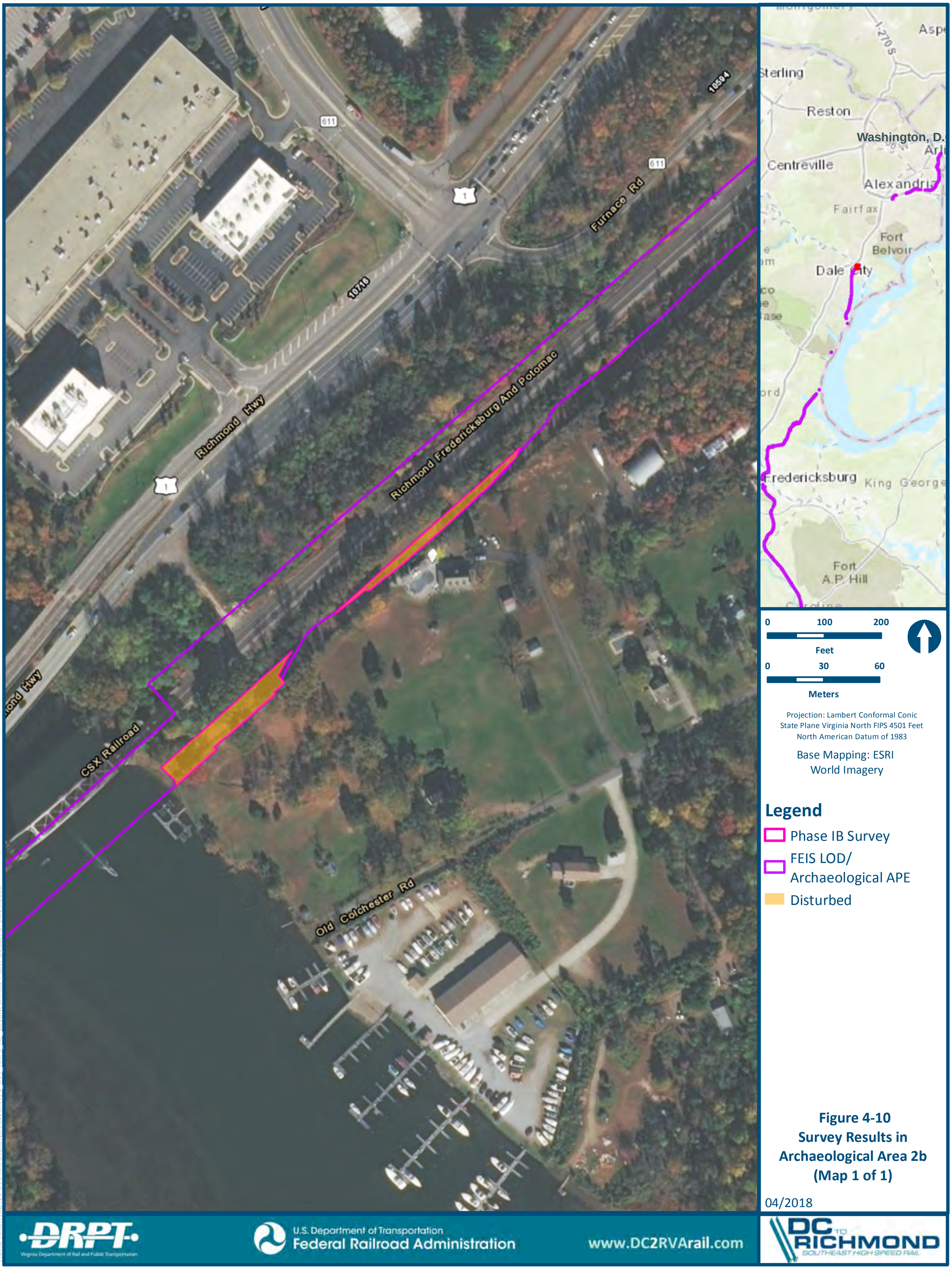


FIGURE 4-9: TYPICAL SETTING IN ARCHAEOLOGICAL AREA 2B, LOOKING SOUTH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Richmond Fredericksburg And Potomac
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Old Colchester Rd
Sterling
Reston
Washington, D.
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Alexandria
Fairfax
Fort Belvoir
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE
▬	Disturbed

Figure 4-10
Survey Results in Archaeological Area 2b
(Map 1 of 1)

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4.3.3 Archaeological Area 2c

Archaeological Area 2c is located in Prince William County, beginning just south of the Occoquan River, opposite from Area 2b. This area consists of six discrete sections of areas requiring archaeological study lying in two large clusters, one along the east side of the existing rail immediately south of the river and one at the intersection of the existing rail with Dawson Beach Road in Woodbridge. Area 2c, which is surrounded by residential and industrial areas of Woodbridge, contains a mixture of young deciduous wooded areas with substantial undergrowth and cleared areas, which generally contain utility corridors (Figures 4-11 through Figure 4-13). Area 2c spans slightly less than 1 mile (1.6 km) of the existing rail corridor, and the six irregularly shaped sections vary in size, encompassing a combined area of 5.1 acres (2 ha). Much of Area 2c was not subjected to subsurface testing because of disturbances during pedestrian survey. These disturbances included graded surfaces associated with railroad construction and petroleum pipeline facilities. However, two small portions within Area 2c were subjected to STP survey (Figure 4-14 and Figure 4-15). Eight STPs were excavated along three transects. No artifacts were found and no sites were discovered.

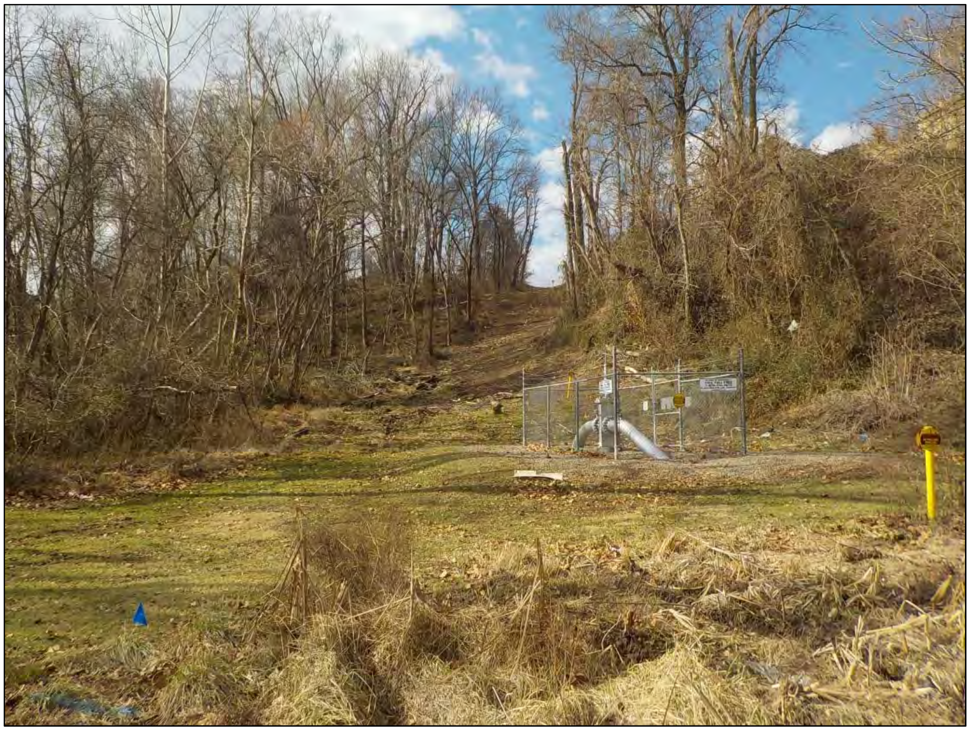


FIGURE 4-11: DISTURBANCE FROM BURIED UTILITIES IN NORTHERN PORTION OF AREA 2C, LOOKING NORTH

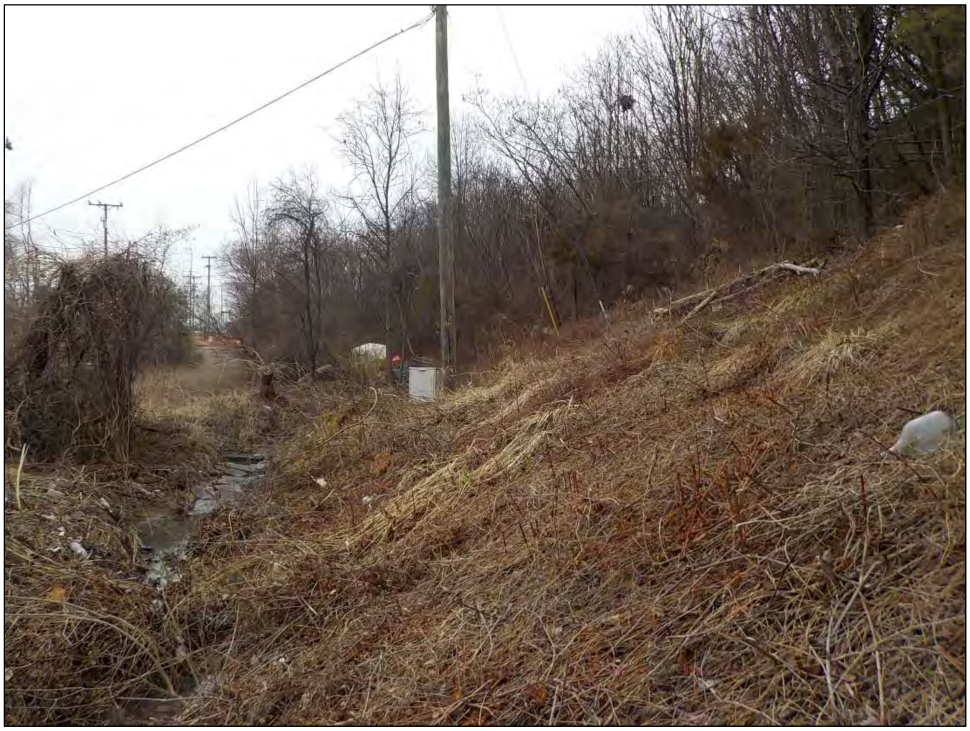


FIGURE 4-12: STEEP SLOPE AND BURIED UTILITY DISTURBANCE IN SOUTHERN PORTION OF ARCHAEOLOGICAL AREA 2C, LOOKING EAST

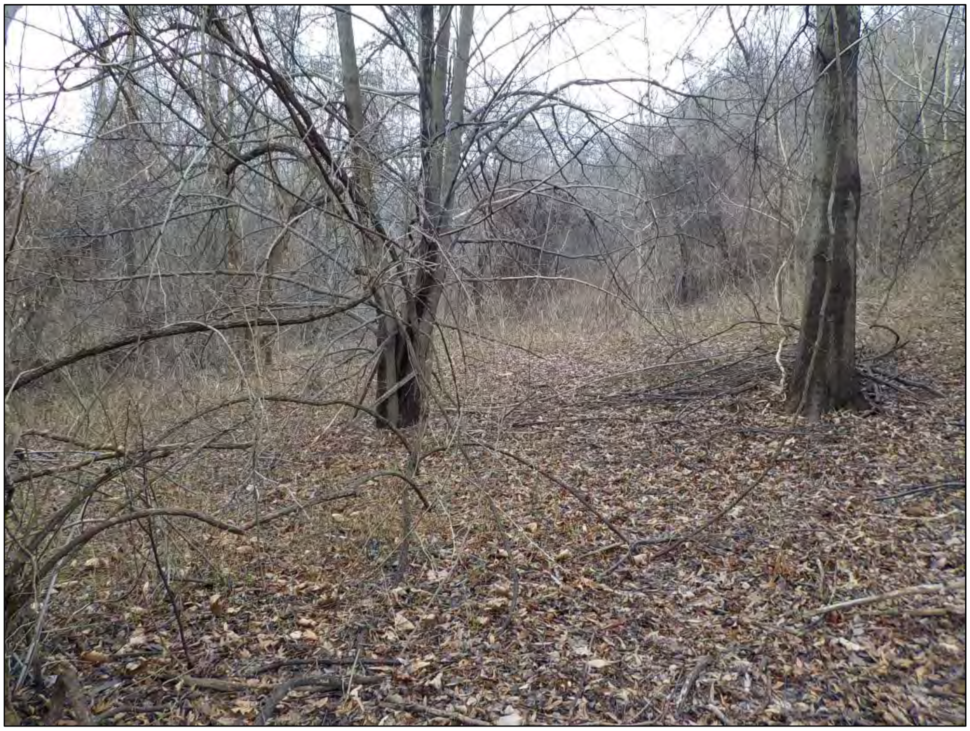
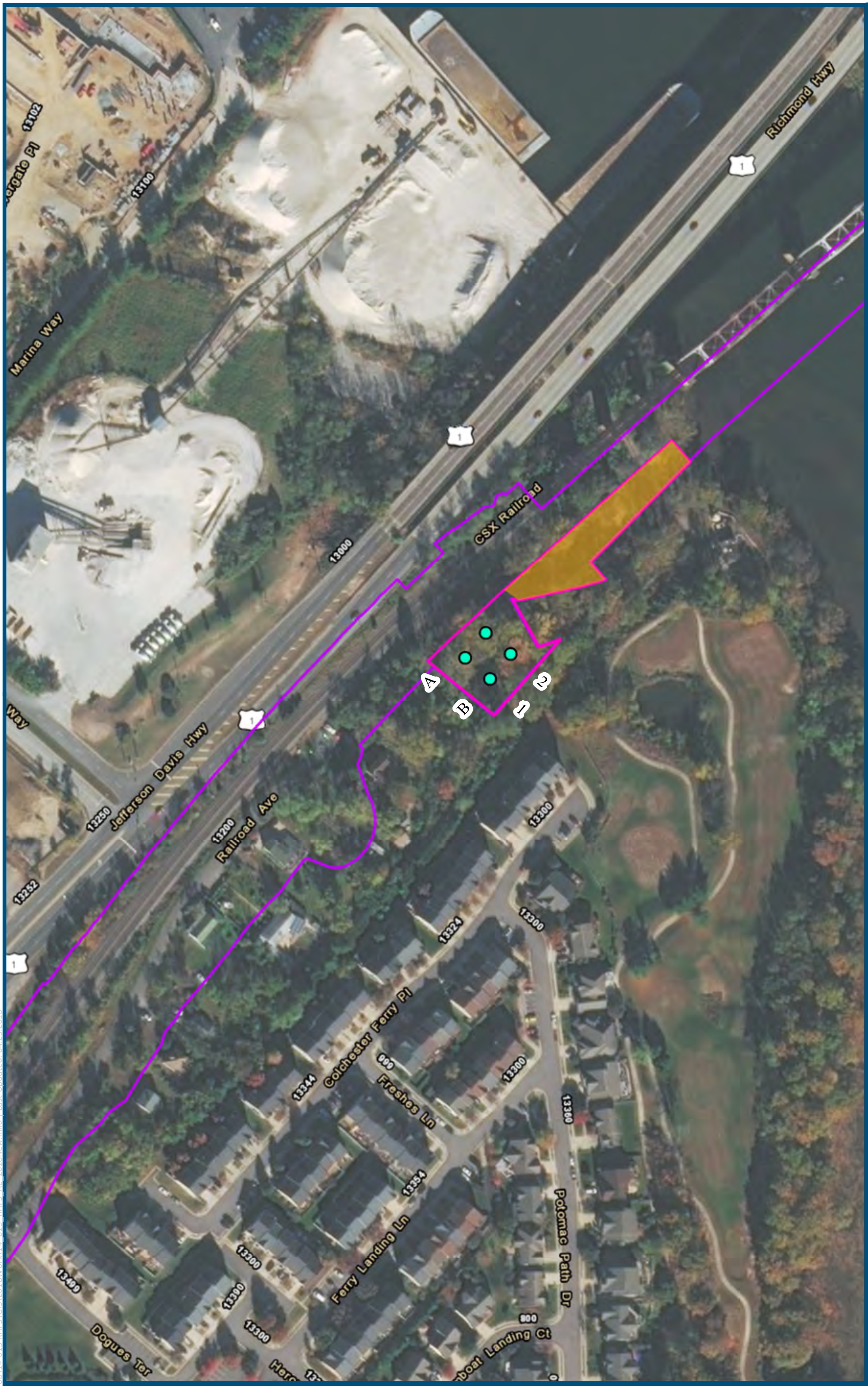


FIGURE 4-13: PORTION OF AREA 2C SUBJECTED TO SUBSURFACE TESTING, LOOKING SOUTH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13200
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13324
13300
Colchester Ferry Pl
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Freshes Ln
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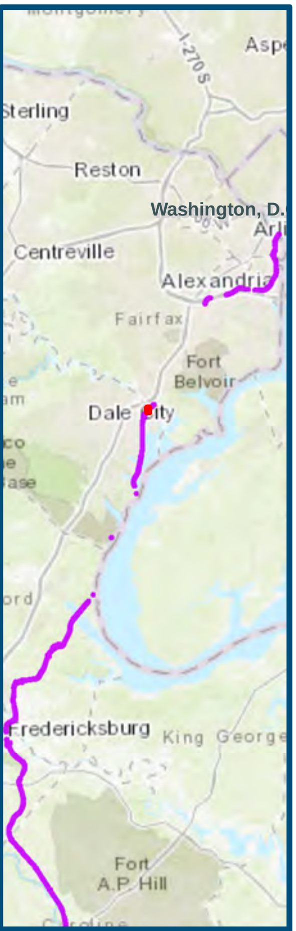
Steamboat Landing Ct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Fort A.P. Hill
Caroline

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE
●	Negative STP
▨	Disturbed

Figure 4-14
Survey Results in Archaeological Area 2c
(Map 1 of 2)

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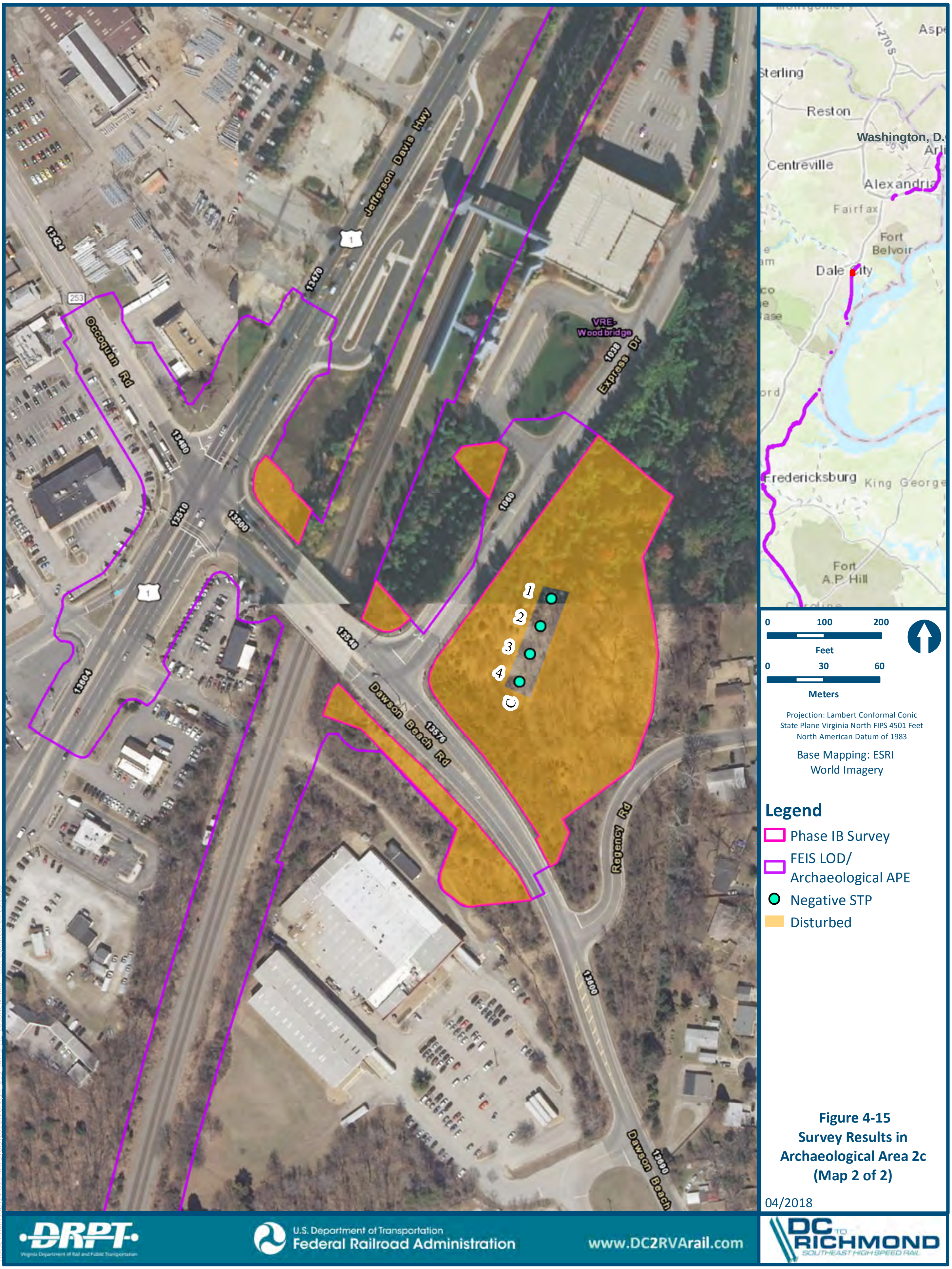
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253
Occoquan Rd
13480
13510
13500
13604
13548
VRE-Woodbridge
1038 Express Dr
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1
2
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C
Dawson Beach Rd
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Regency Rd
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI World Imagery
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
● Negative STP
Disturbed

Figure 4-15
Survey Results in Archaeological Area 2c
(Map 2 of 2)

04/2018

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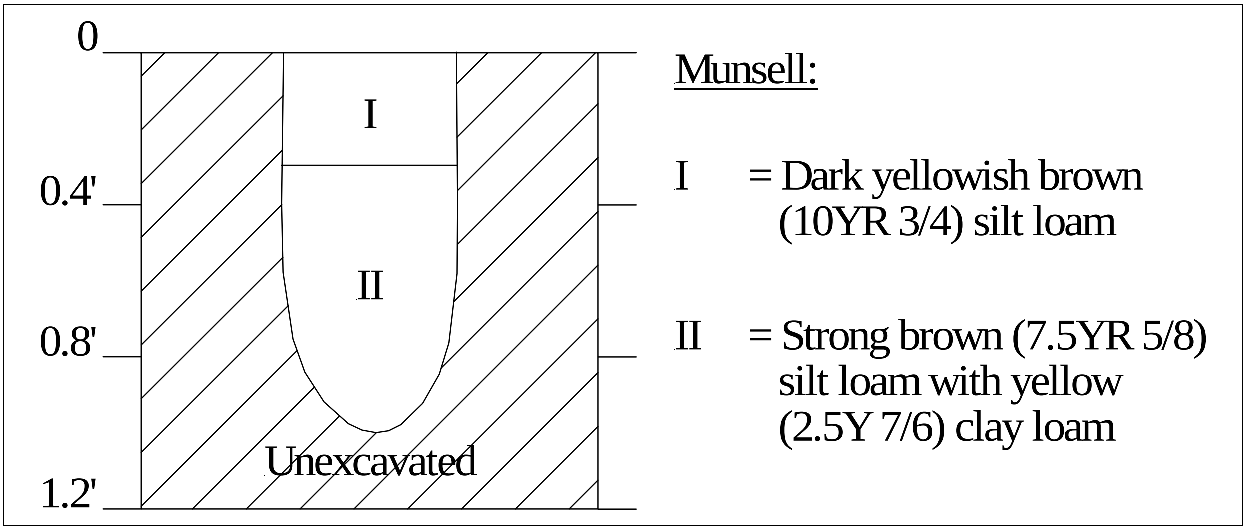
The average STP depth in Area 2c was 1.1 feet (33.5 cm) with a maximum depth of 1.6 feet (48.8 cm). A-horizon depths ranged from 0.3 feet (9.1 cm) to 0.9 feet (27.4 cm) with an average depth of 0.5 feet (15.2 cm). A representative profile has dark yellowish brown (10YR 3/4) silt loam overlying strong brown (7.5YR 5/8) silt loam subsoil mottled with 2.5Y 7/6 yellow clay loam (Figure 4-16).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Unexcavated
Munsell:
I = Dark yellowish brown (10YR 3/4) silt loam
II = Strong brown (7.5YR 5/8) silt loam with yellow (2.5Y 7/6) clay loam

FIGURE 4-16: REPRESENTATIVE SOIL PROFILE FROM AREA 2C, STP 2C-C-2

4.3.4 Archaeological Area 2d

Archaeological Area 2d is located on the west side of the existing railroad, immediately to the north of Neabsco Creek, near its mouth at Occoquan Bay. Archaeological Area 2d consists of a single linear block, measuring approximately 930 feet (283.5 m) from north to south and 55 feet (16.8 m) across its greatest width, a total of 1.1 acres (0.4 ha). The setting of Archaeological Area 2d is typified by second growth woods with a variable understory of vines and brambles (Figure 4-17). Although approximately half of the width of Archaeological Area 2d was not subjected to subsurface testing due to disturbance from construction and maintenance grading for the existing rail, as well as a buried fiber optic line that parallels the rail, STPs were excavated through the entire length of the area within the narrow strip of undisturbed land on the edge of the area (Figure 4-18). Two transects totaling 36 STPs were initially designated for excavation in Archaeological Area 2d, but the entirety of the "A" transect was observed to be disturbed, leaving the single B transect of 18 STPs as the entirety of excavation (Figure 4-19). No artifacts were found and no sites were discovered.

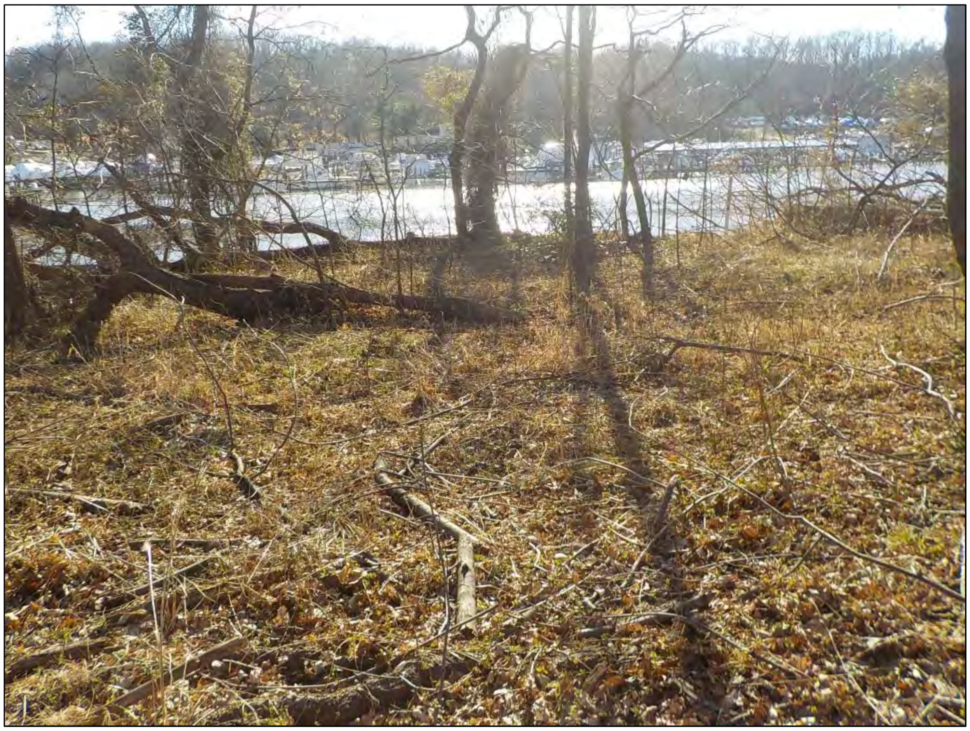


FIGURE 4-17: PORTION OF AREA 2D SUBJECTED TO SUBSURFACE TESTING, LOOKING NORTH

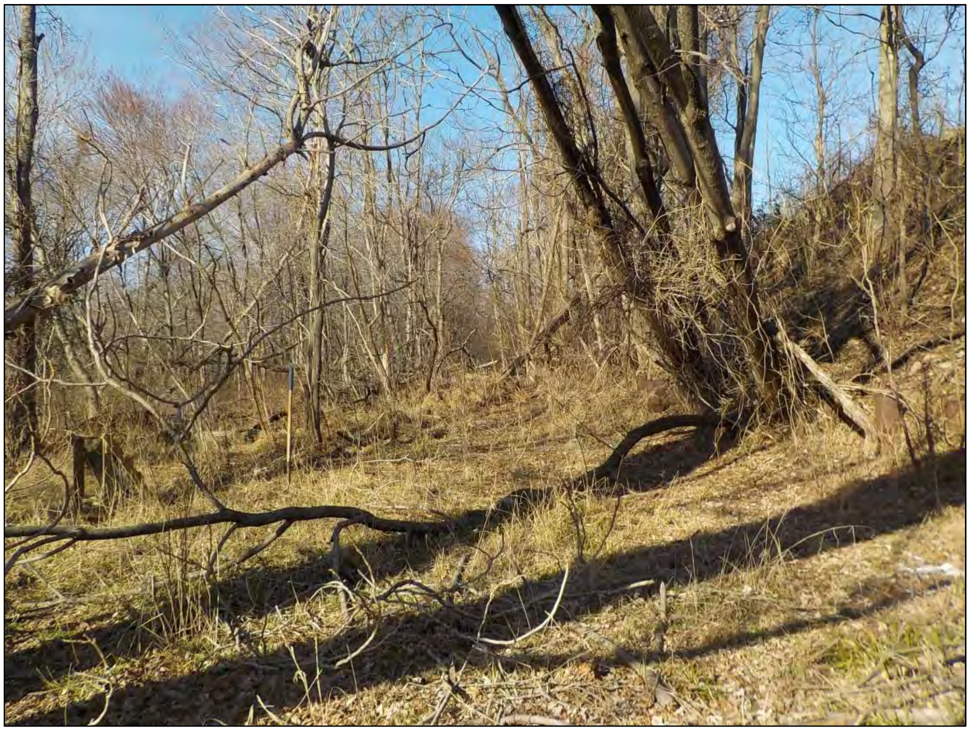
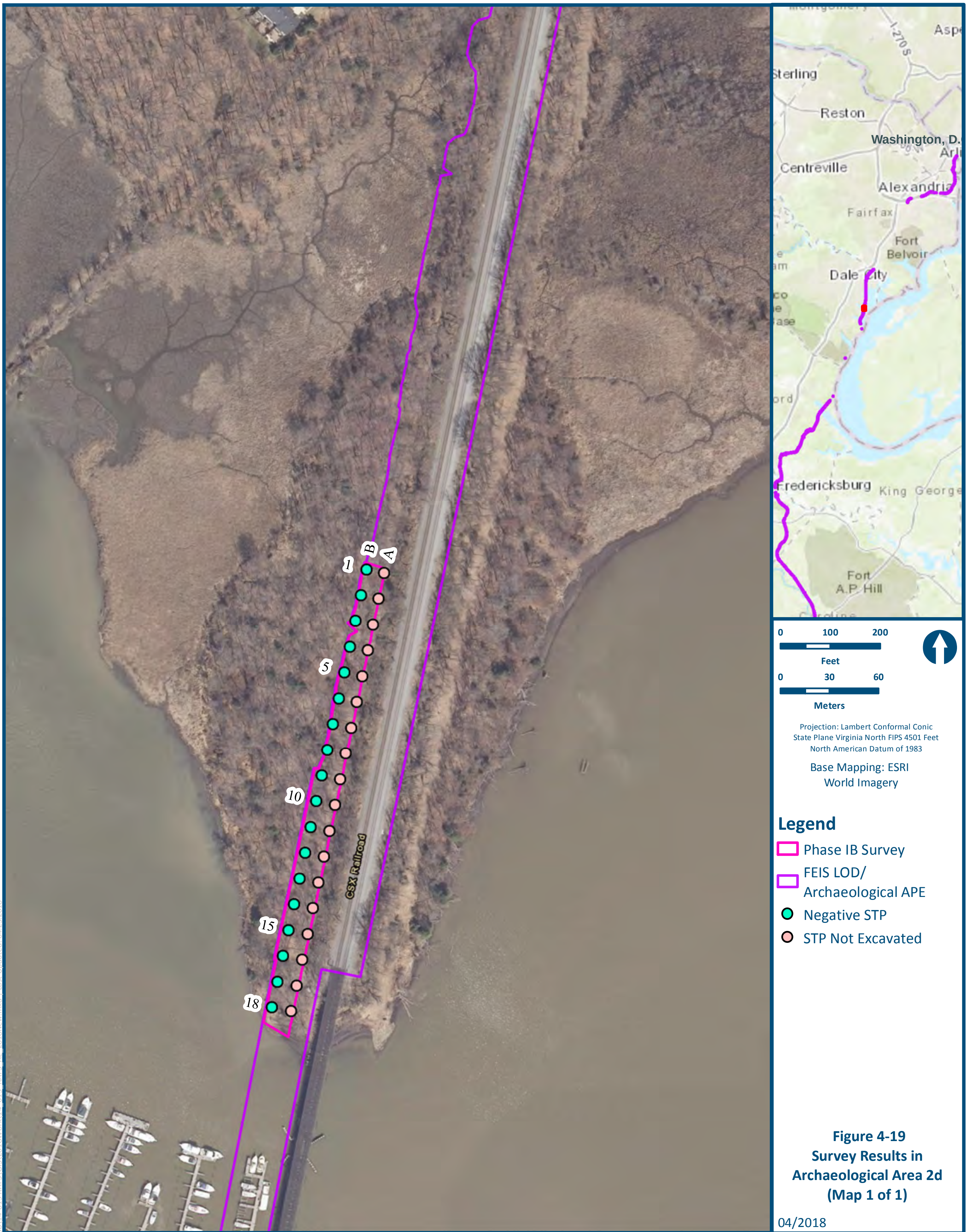


FIGURE 4-18: STEEP SLOPE IN AREA 2D, LOOKING NORTH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Washington, D.
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
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B
A
5
10
15
18
CSX Railroad
0 100 200
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Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI World Imagery
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Negative STP
STP Not Excavated

Figure 4-19
Survey Results in Archaeological Area 2d
(Map 1 of 1)

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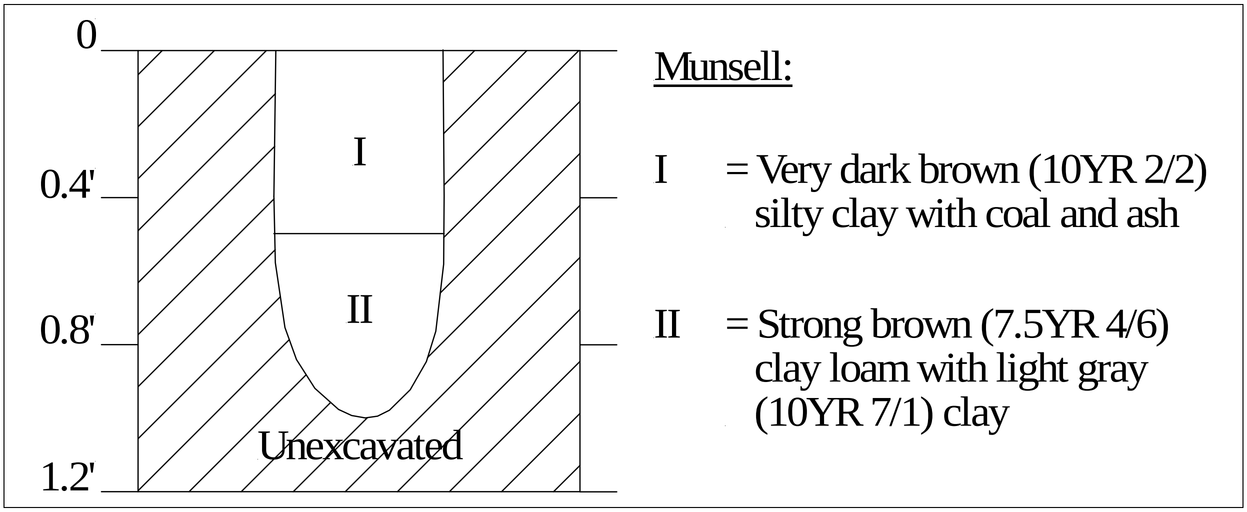
The average STP depth in Area 2d was 1.1 feet (33.5 cm) with a maximum depth of 1.8 feet (54.9 cm). A-horizon depths ranged from 0.3 feet (9.1 cm) to 0.7 feet (21.3 cm) with an average depth of 0.5 feet (15.2 cm). Typical STP profiles in Archaeological Area 2d consisted of very dark brown (10YR 2/2) silty clay with coal and ash inclusions, overlying a sterile subsoil of strong brown (7.5YR 4/6) clay loam mottled with 10YR 7/1 light gray clay (Figure 4-20). The coal and ash inclusions noted in Stratum I likely originated from rail operations, from either freight or locomotive by-products, and were observed in the upper soil strata of many STPs in close proximity to the rail corridor.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0.4'
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I
II
Unexcavated
Munsell:
I = Very dark brown (10YR 2/2) silty clay with coal and ash
II = Strong brown (7.5YR 4/6) clay loam with light gray (10YR 7/1) clay

FIGURE 4-20: REPRESENTATIVE SOIL PROFILE FROM AREA 2D, STP 2D-B-4

4.3.5 Archaeological Area 2e

Archaeological Area 2e lies adjacent to Leesylvania State Park on a wooded peninsula between Neabsco and Powells Creeks in Prince William County. Because Archaeological Area 2e is in close proximity to Leesylvania State Park and archaeological survey work was completed in an area along the CSXT/Park boundary, a DHR State Lands Permit was obtained to adequately assure that all parties were thoroughly informed of the archaeological survey work. All excavation was conducted in accordance with that permit which is included in Appendix D.

Archaeological Area 2e consists of three discrete blocks identified for archaeological study, all of which are linear and parallel the existing rail line. The three areas span across approximately 1 mile (1.6 km) of the existing corridor and measure a total of 13.8 acres (5.6 ha). The two blocks of survey located to the west, measure 2,700 feet (823.0 m) long and 1,700 feet (518.2 m) long, while the block on the east is 1,600 feet (487.7 m) long. All three blocks vary in width but tend to be approximately 100 feet (30.5 m) wide, with a maximum width of 130 feet (39.6 m). The environmental setting includes both wooded and maintained grassy areas and is generally gently sloping with isolated locations containing more substantial slope. The bulk of the area is disturbed, with gravel roads, buried pipelines and construction grading for the existing rail precluding subsurface testing in the majority of the three blocks of survey (Figure 4-21). However, small portions of each of the three blocks of survey were tested (Figure 4-22). In total, 22 STPs were excavated along four transects (Figure 4-23 and Figure 4-24). STP survey produced no artifacts, but a single artifact, a fragment of insulator glass, was recovered from the surface, collected, and designated ISF 2e-1. Isolated finds are, by definition, not eligible for NRHP listing.

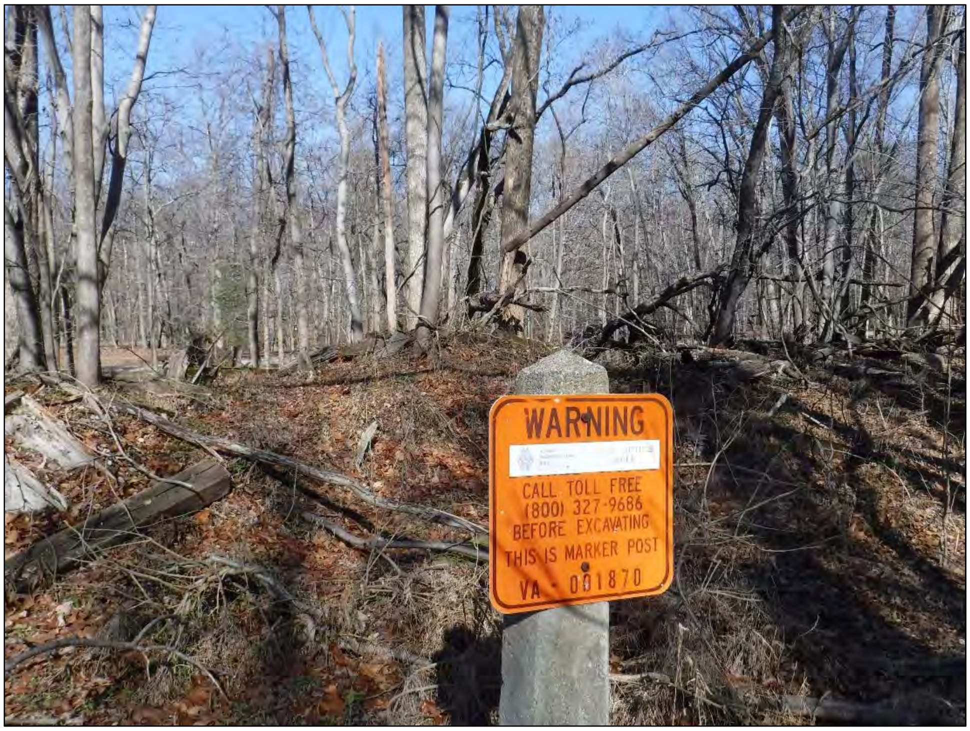
WARNING
CALL TOLL FREE
(800) 327-9686
BEFORE EXCAVATING
THIS IS MARKER POST
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FIGURE 4-21: DISTURBANCE FROM BURIED UTILITIES IN AREA 2E, LOOKING WEST

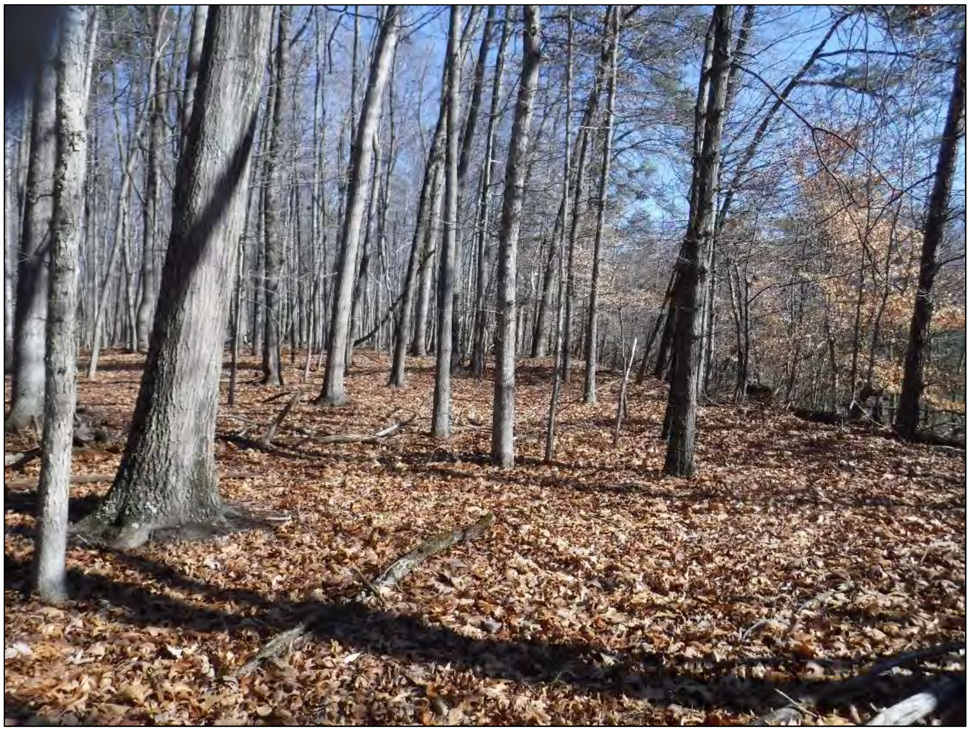
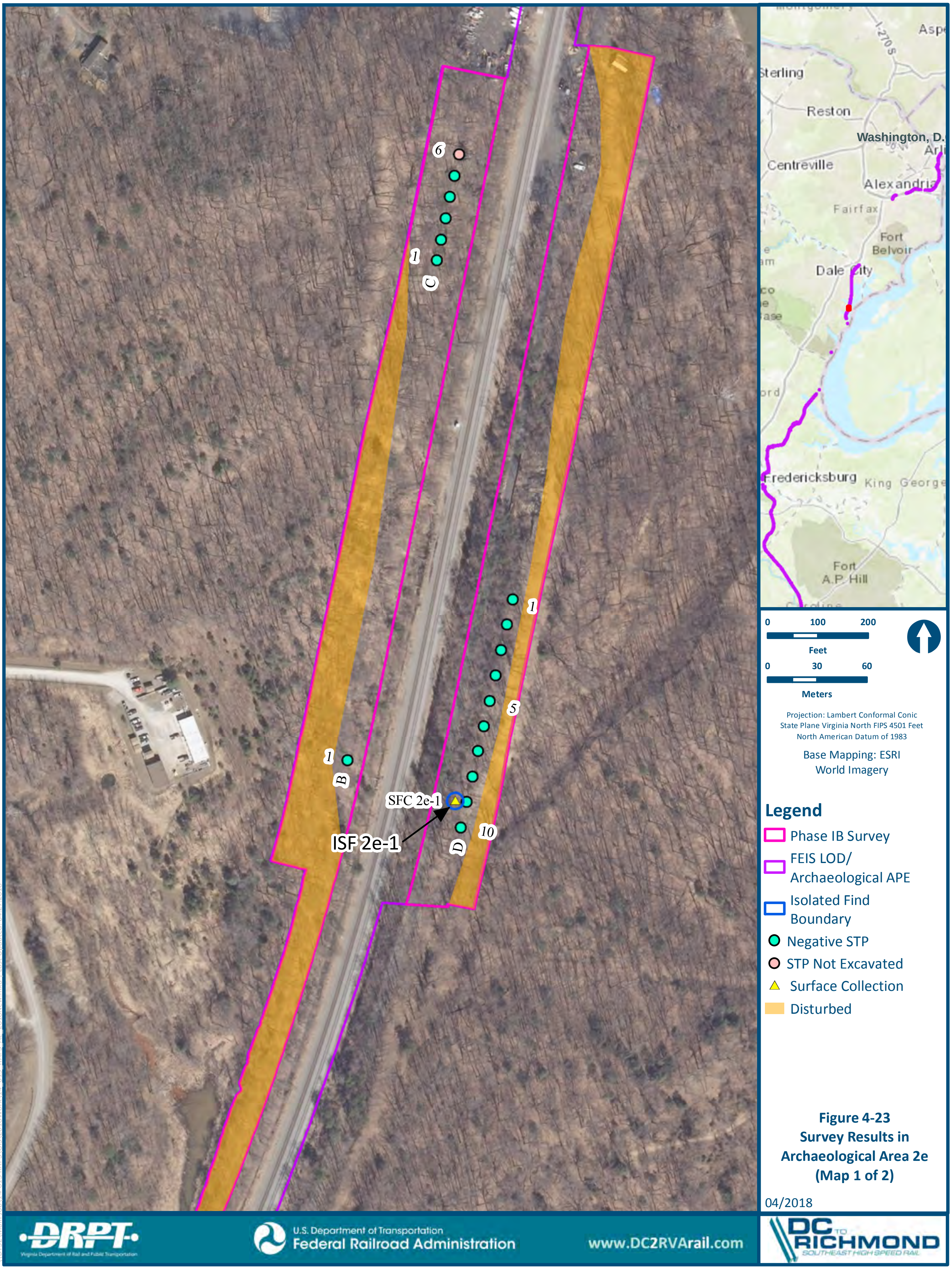


FIGURE 4-22: PORTION OF AREA 2E SUBJECTED TO SUBSURFACE TESTING, LOOKING NORTH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Fairfax
Fort
Belvoir
Dale City
Fredericksburg
King George
Fort
A.P. Hill
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Feet
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Meters
Legend
Phase IB Survey
FEIS LOD/
Archaeological APE
Isolated Find
Boundary
Negative STP
STP Not Excavated
Surface Collection
Disturbed

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Figure 4-23
Survey Results in
Archaeological Area 2e
(Map 1 of 2)

04/2018

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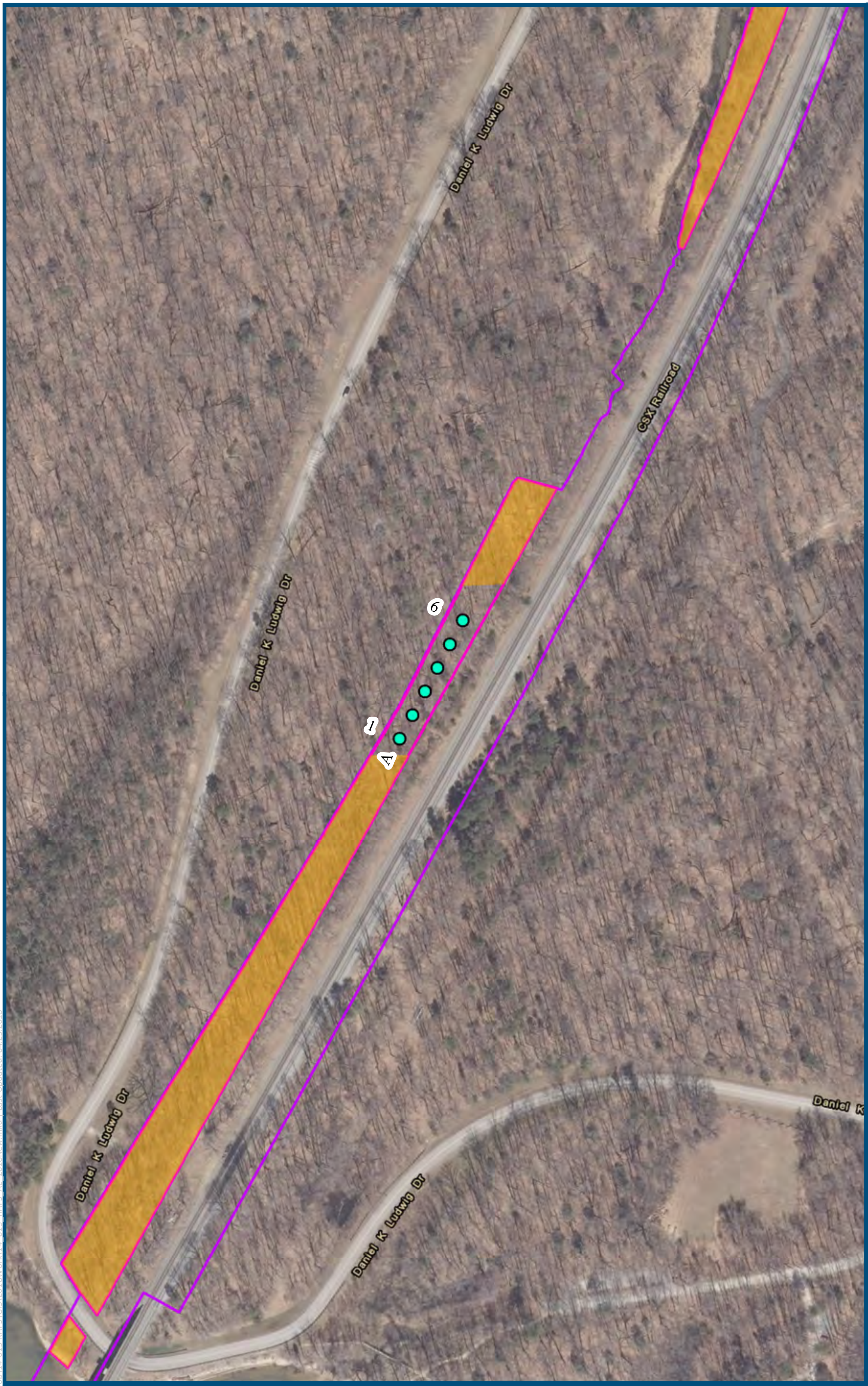
Daniel K Ludwig Dr
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Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline

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Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ☐ Phase IB Survey
- ☐ FEIS LOD/ Archaeological APE
- ● Negative STP
- 🟧 Disturbed

Figure 4-24
Survey Results in Archaeological Area 2e
(Map 2 of 2)

04/2018

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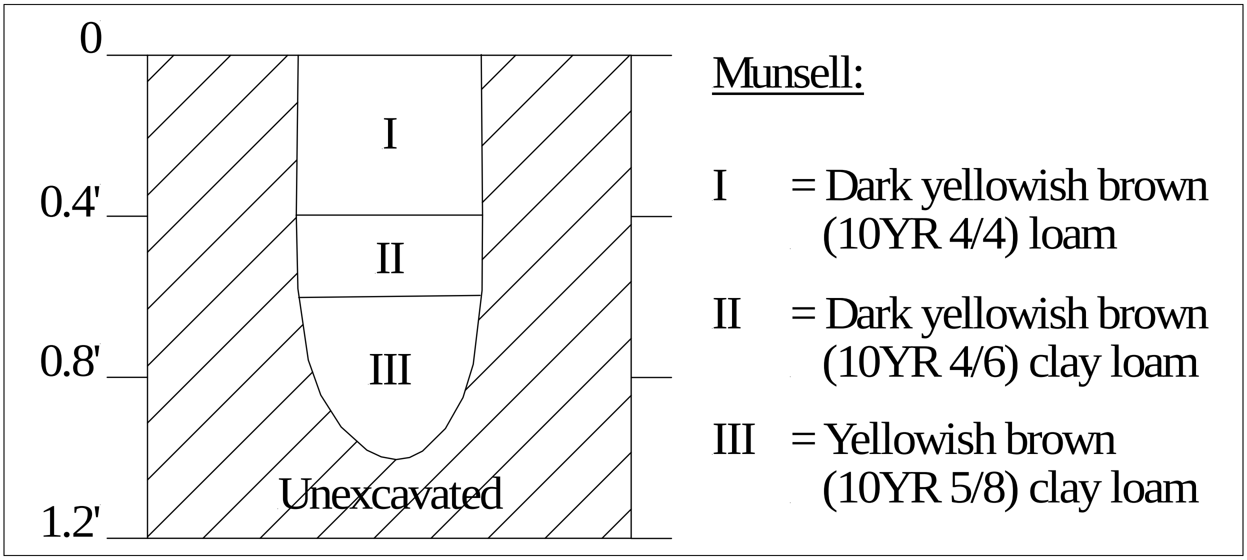
The average STP depth in Area 2e was 1.0 feet (30.5 cm) with a maximum depth of 1.2 feet (36.6 cm). A-horizon depths ranged from 0.1 feet (3.0 cm) to 0.5 feet (15.2 cm) with an average depth of 0.3 feet (9.1 cm). A typical STP profile in Archaeological Area 2e consisted of dark yellowish brown (10YR 4/4) loam overlying dark yellowish brown (10YR 4/6) clay loam, which in turn capped yellowish brown (10YR 5/8) clay loam subsoil (Figure 4-25).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Unexcavated
Munsell:
I = Dark yellowish brown (10YR 4/4) loam
II = Dark yellowish brown (10YR 4/6) clay loam
III = Yellowish brown (10YR 5/8) clay loam

FIGURE 4-25: REPRESENTATIVE SOIL PROFILE FROM AREA 2E, STP 2E-A-5

4.3.6 Archaeological Area 2f

Archaeological Area 2f consists of two blocks of survey, which encompass a total of 2.2 acres (0.9 ha), on the west side of the existing rail located just to the south of Powells Creek in Prince William County. Both study blocks parallel the existing rail, with the smaller, northern of the two measuring approximately 130 feet (39.6 m) in length and the southern extending for approximately 1,900 feet (579.1 m), covering an area measuring 2.2 acres (0.9 ha). Width varied constantly across the length of these areas, but the widest parts of the corridor were approximately 55 feet (16.8 m) across. Archaeological Area 2f was typified by a substantial slope running from east to west leaving only a narrow strip of level ground within the project area. Vegetation consisted of secondary growth forest with a substantial understory of vines and brambles. In much of Archaeological Area 2f only pedestrian survey was undertaken due to disturbance related to the road running through the area or to extreme slopes or erosion that rendered STP survey impractical (Figure 4-26), but STP survey was completed through the southern block of Area 2f (Figure 4-27). A total of 30 STPs was excavated along a single transect within Archaeological Area 2f (Figure 4-28 and Figure 4-29). No artifacts were recovered, nor were any features or new archaeological sites encountered. Archaeological Area 2f does intersect with previously identified site 44PW1008, discussed within the sites description section below the area descriptions.

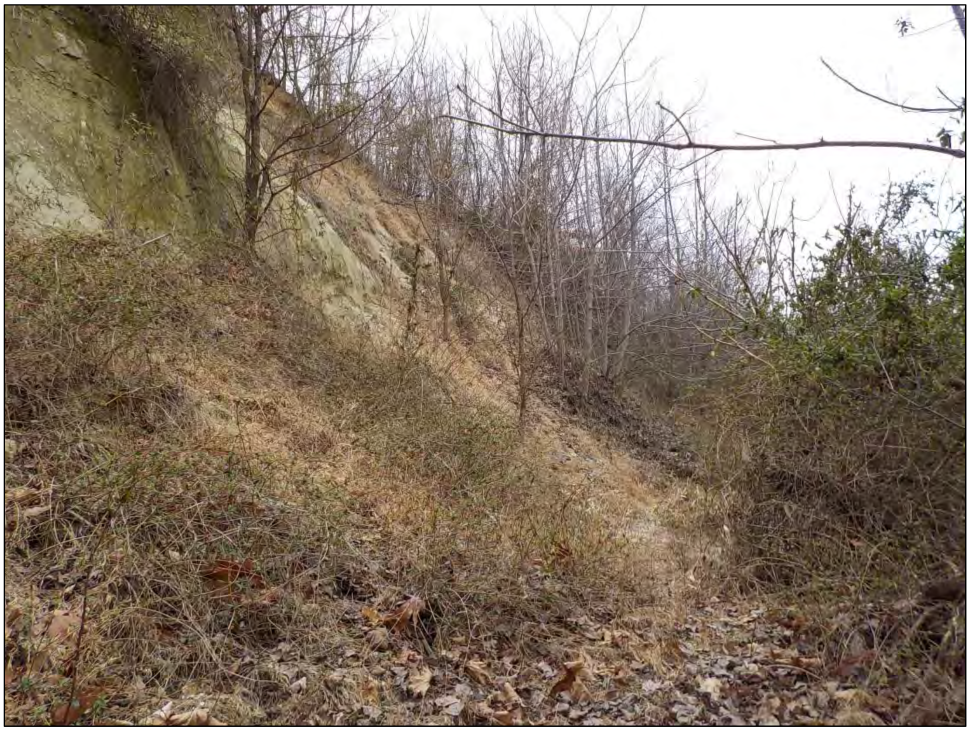


FIGURE 4-26: STEEP SLOPE DISTURBANCE IN AREA 2F, LOOKING SOUTH

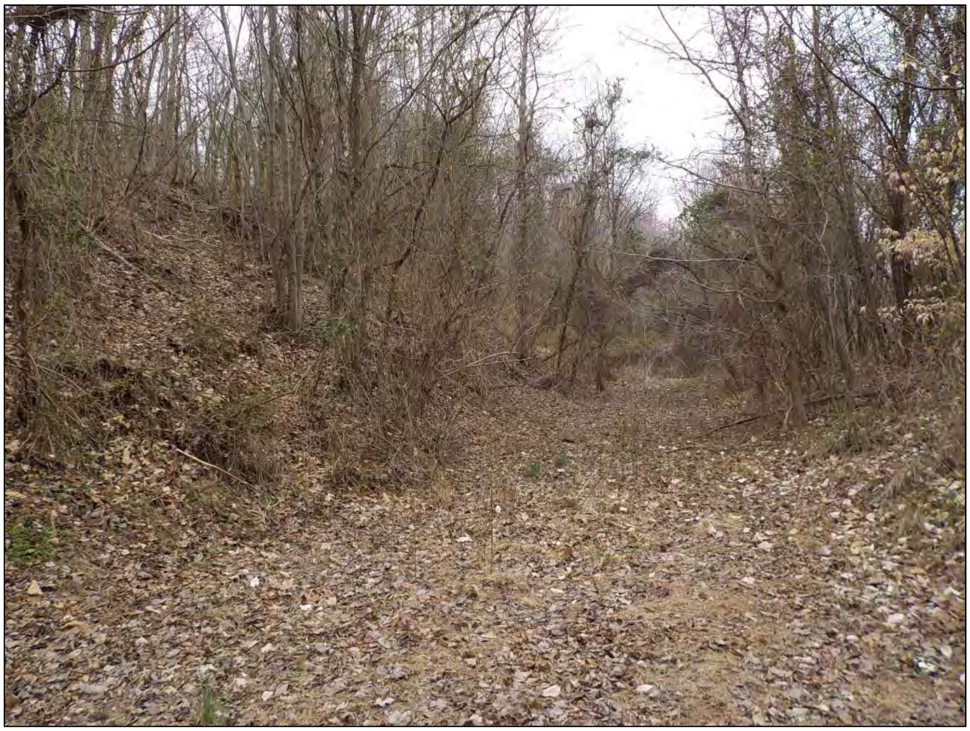
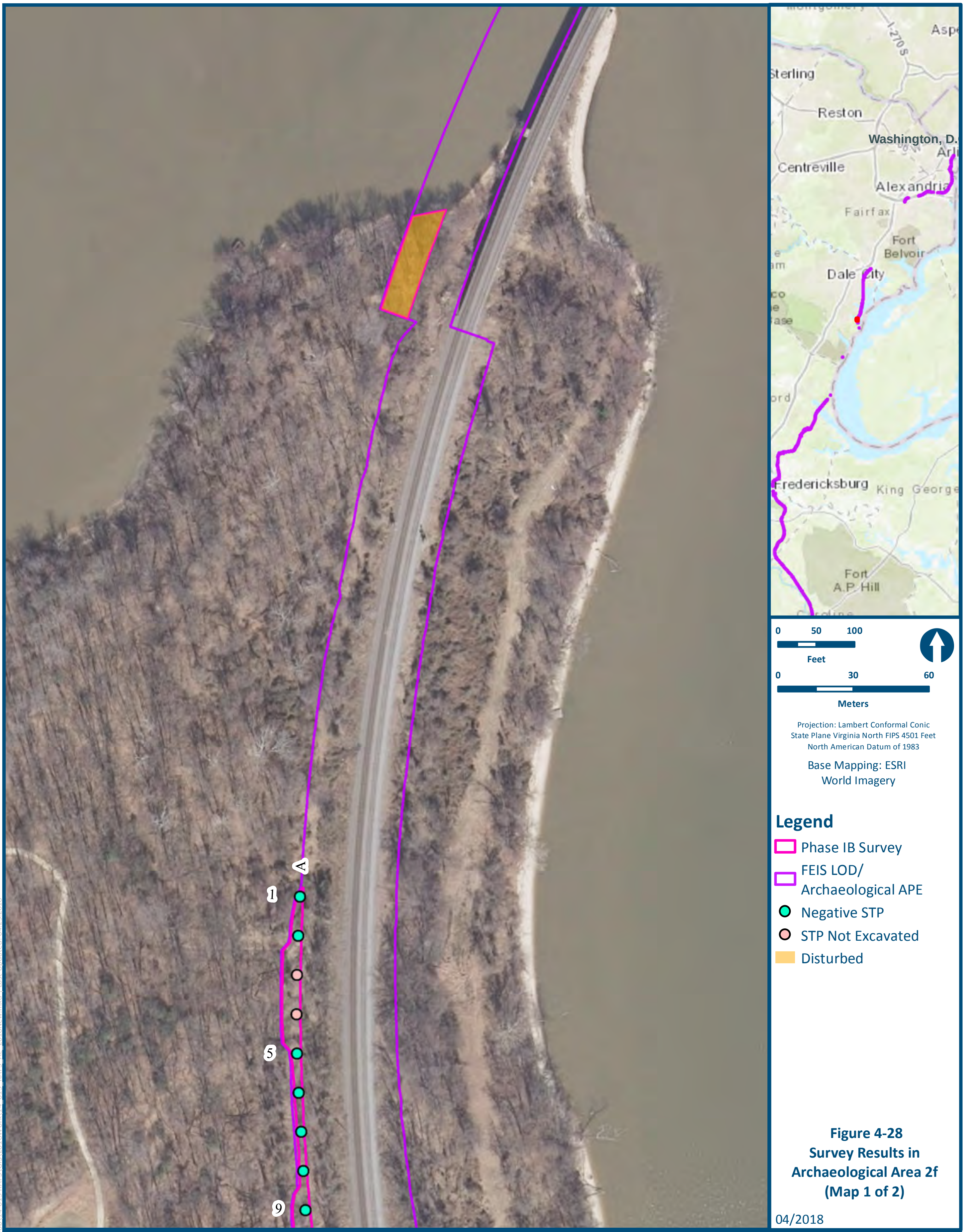


FIGURE 4-27: PORTION OF AREA 2F SUBJECTED TO SUBSURFACE TESTING, LOOKING SOUTH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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ○ STP Not Excavated
- 🟧 Disturbed

Figure 4-28
Survey Results in Archaeological Area 2f
(Map 1 of 2)

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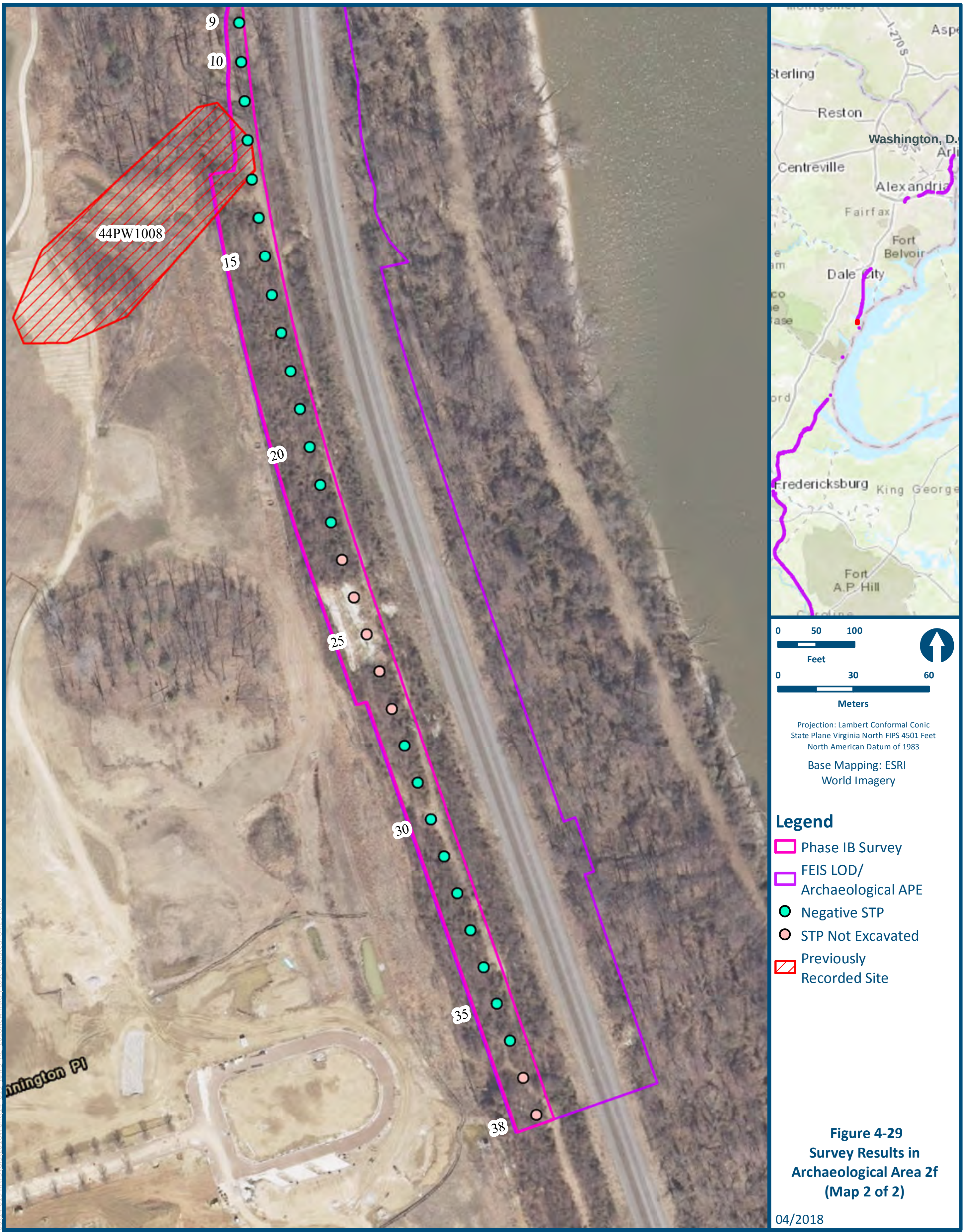
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Projection: Lambert Conformal Conic
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North American Datum of 1983

Base Mapping: ESRI
World Imagery

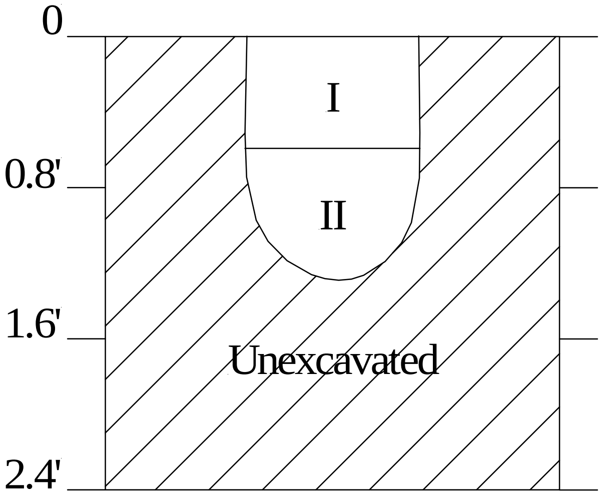
Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ○ STP Not Excavated
- ▨ Previously Recorded Site

Figure 4-29
Survey Results in
Archaeological Area 2f
(Map 2 of 2)

04/2018

The average STP depth in Archaeological Area 2f was 0.9 feet (27.2 cm) with a maximum depth of 1.3 feet (39.6 cm). A-horizon depths ranged from 0.2 feet (6.1 cm) to 0.6 feet (18.3 cm) with an average depth of 0.4 feet (12.2 cm). STP profiles varied somewhat across the area, but a typical profile consisted of dark yellowish brown (10YR 3/4) silty sand with 10YR 7/1 gray degraded sandstone overlying gray (10YR 7/1) degraded sandstone bedrock (Figure 4-30).



Munsell:

I = Dark yellowish brown (10YR 3/4) with gray (10YR 7/1) degraded sandstone

II = Gray (10YR 7/1) degraded sandstone

FIGURE 4-30: REPRESENTATIVE SOIL PROFILE FROM AREA 2F, STP 2F-A-15

4.3.7 Archaeological Area 2g

Archaeological Area 2g, located in Prince William County, is situated in a wooded area just north of Aquia Creek. Consisting of two separate blocks of identified for Phase IB study, Area 2g lies entirely on the east side of the existing railroad. The northern block is very narrow, with a maximum width of a little over 10 feet (3.1 m) and a length of approximately 290 feet (88.4 m), while the southern block is wider, with a width of approximately 40 feet (12.2 m) and measuring 190 feet (57.9 m) in length. Archaeological Area 2g encompassed a total of 0.3 acres (0.1 ha) subjected to Phase IB archaeological survey. Archaeological Area 2g was generally typified by level topography and open older growth forest, and not as obviously subject to disturbance as much of the corridor. However, upon excavation of STPs, it became clear that the area had actually been subjected to substantial construction grading related to the existing railroad (Figure 4-31). Two STPs were excavated on two transects (Figure 4-32 and Figure 4-33). No artifacts were found and no sites were discovered.

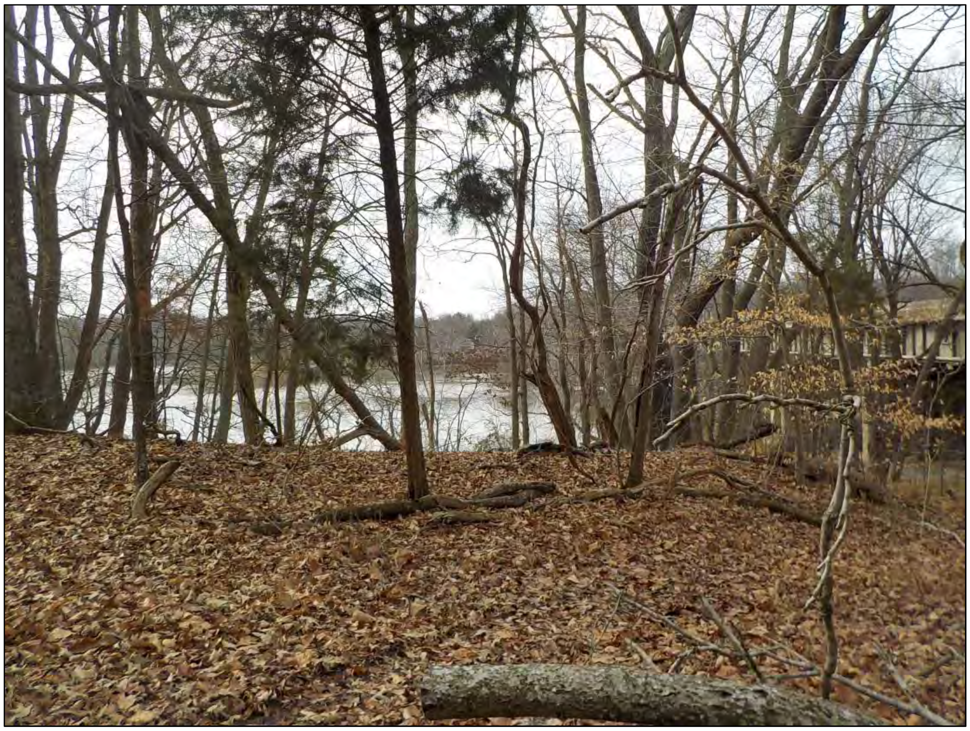
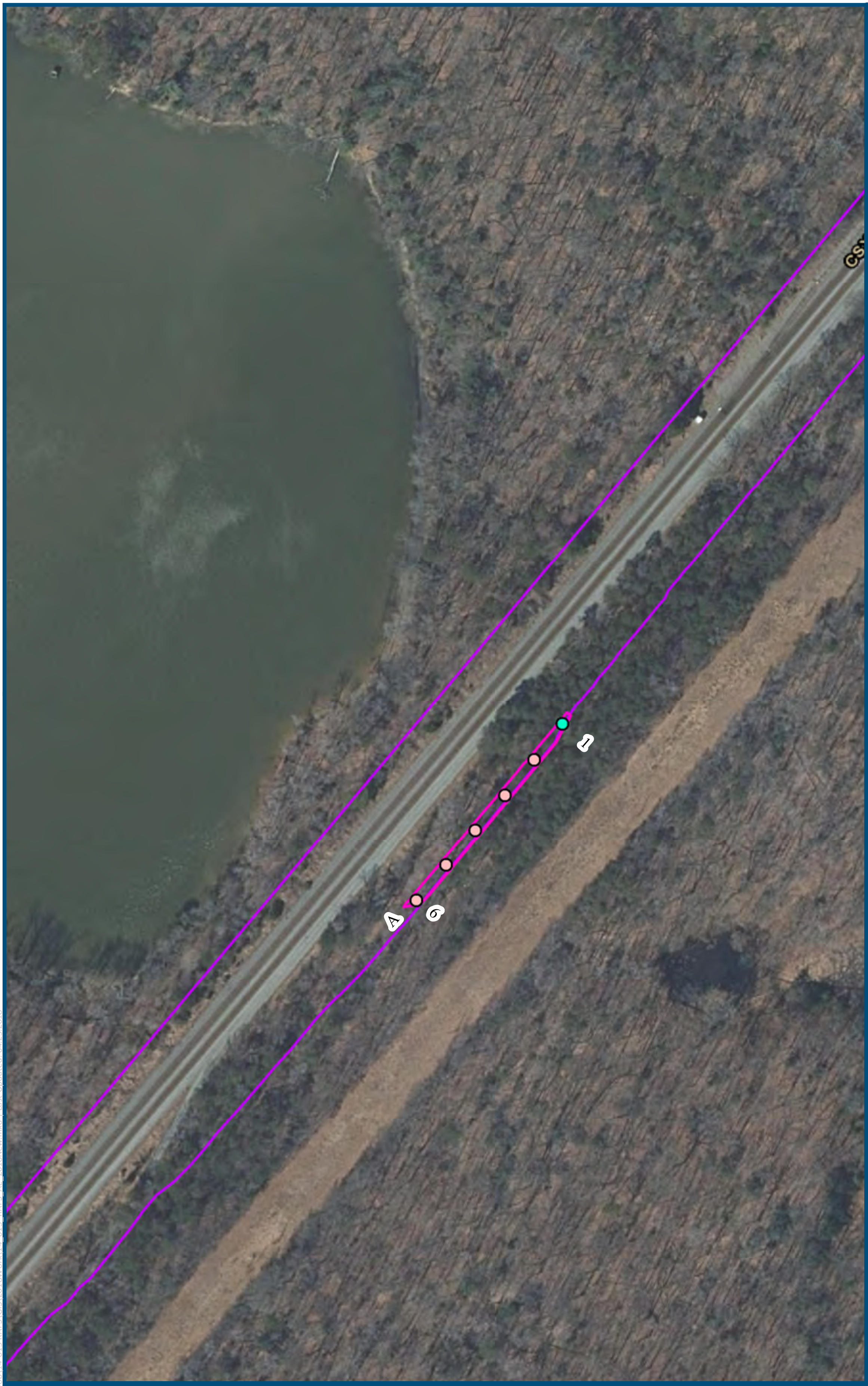
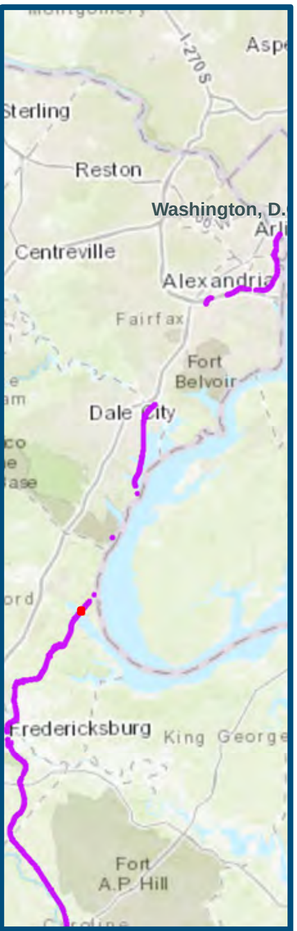


FIGURE 4-31: TYPICAL SETTING IN AREA 2G, LOOKING SOUTH

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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE
●	Negative STP
●	STP Not Excavated

Figure 4-32
Survey Results in
Archaeological Area 2g
(Map 1 of 2)

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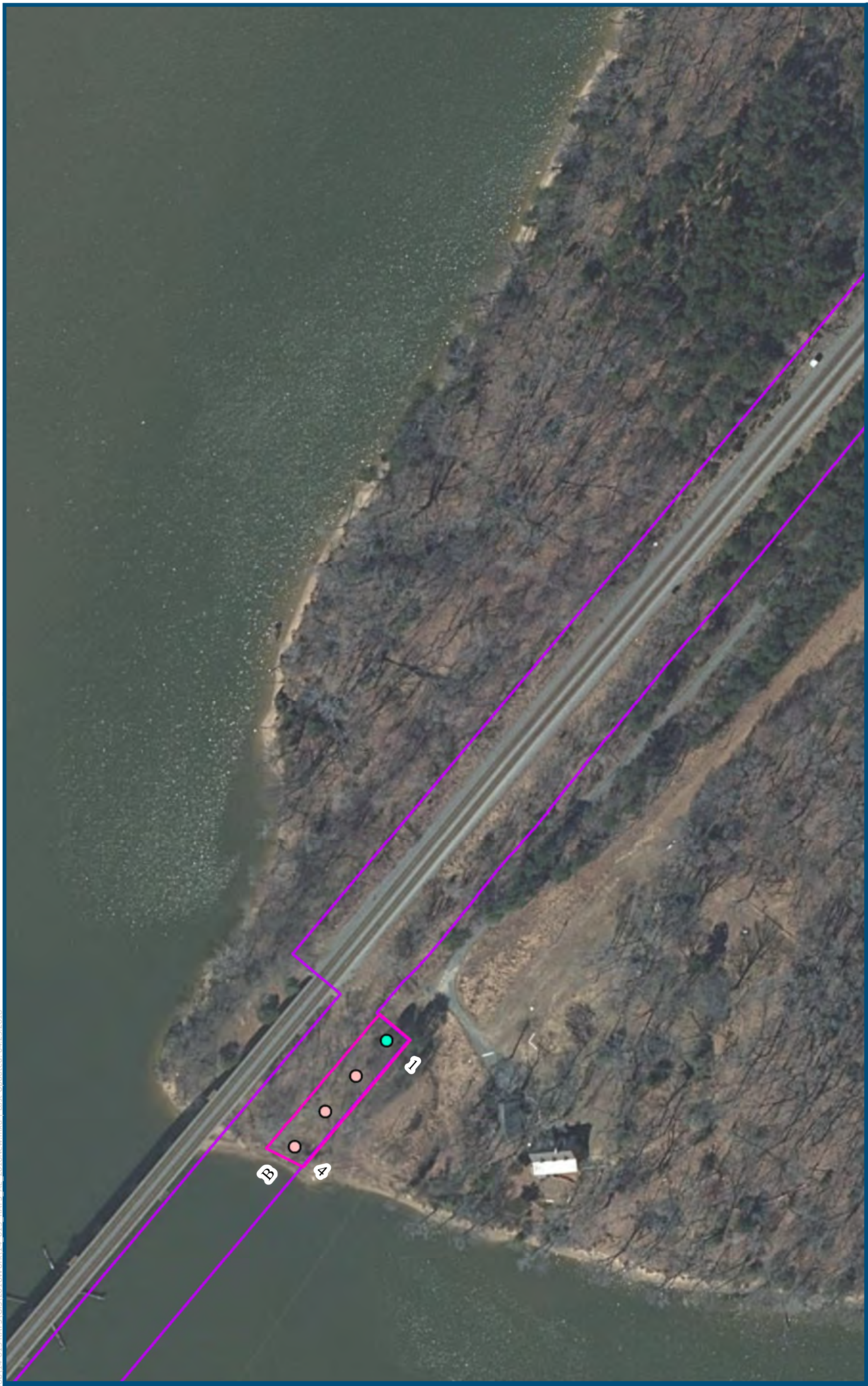

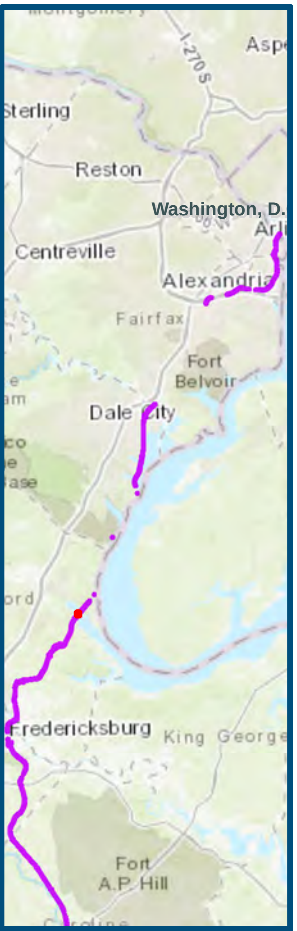
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ○ STP Not Excavated

Figure 4-33
Survey Results in Archaeological Area 2g
(Map 2 of 2)

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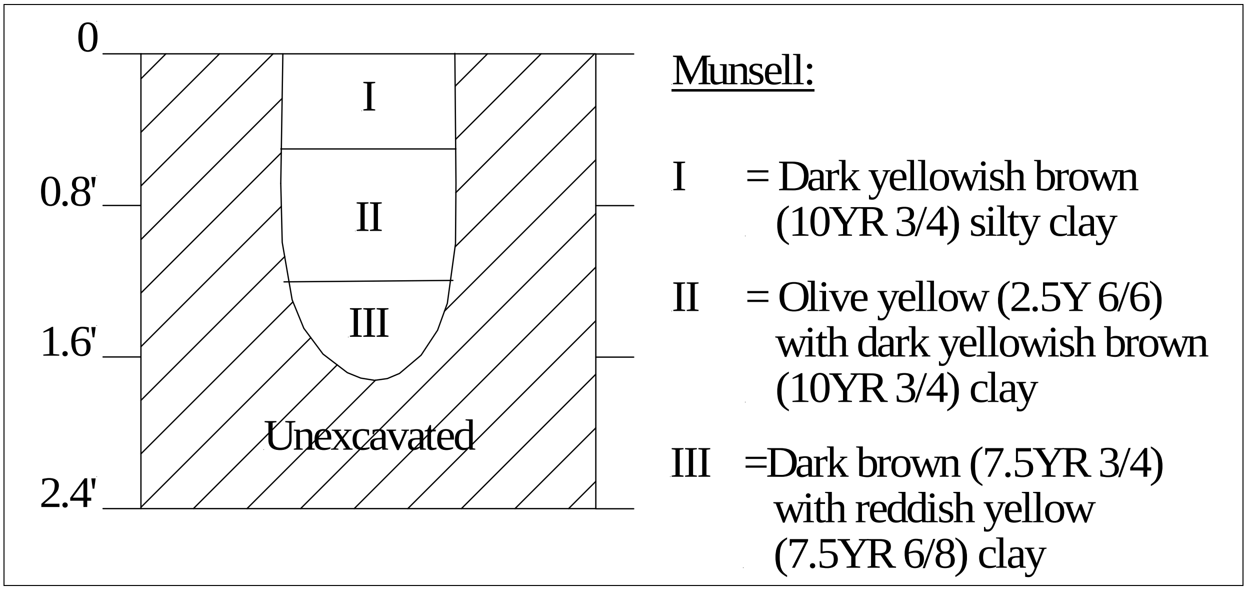
Only two STPs were excavated in Archaeological Area 2g, and both showed substantial evidence of disturbance. The average STP depth in Area 2g was 1.2 feet (36.6 cm) with a maximum depth of 1.7 feet (39.6 cm). All soils above subsoil in both STPs were disturbed. A representative profile consisted of dark yellowish brown (10YR 3/4) silty clay overburden, overlying another layer of overburden made up of olive yellow (2.5Y 6/6) with dark yellowish brown (10YR 3/4) clay overlying yet another disturbed level consisting of dark brown (10YR 3/4) with reddish yellow (7.5YR 6/8) clay (Figure 4-34).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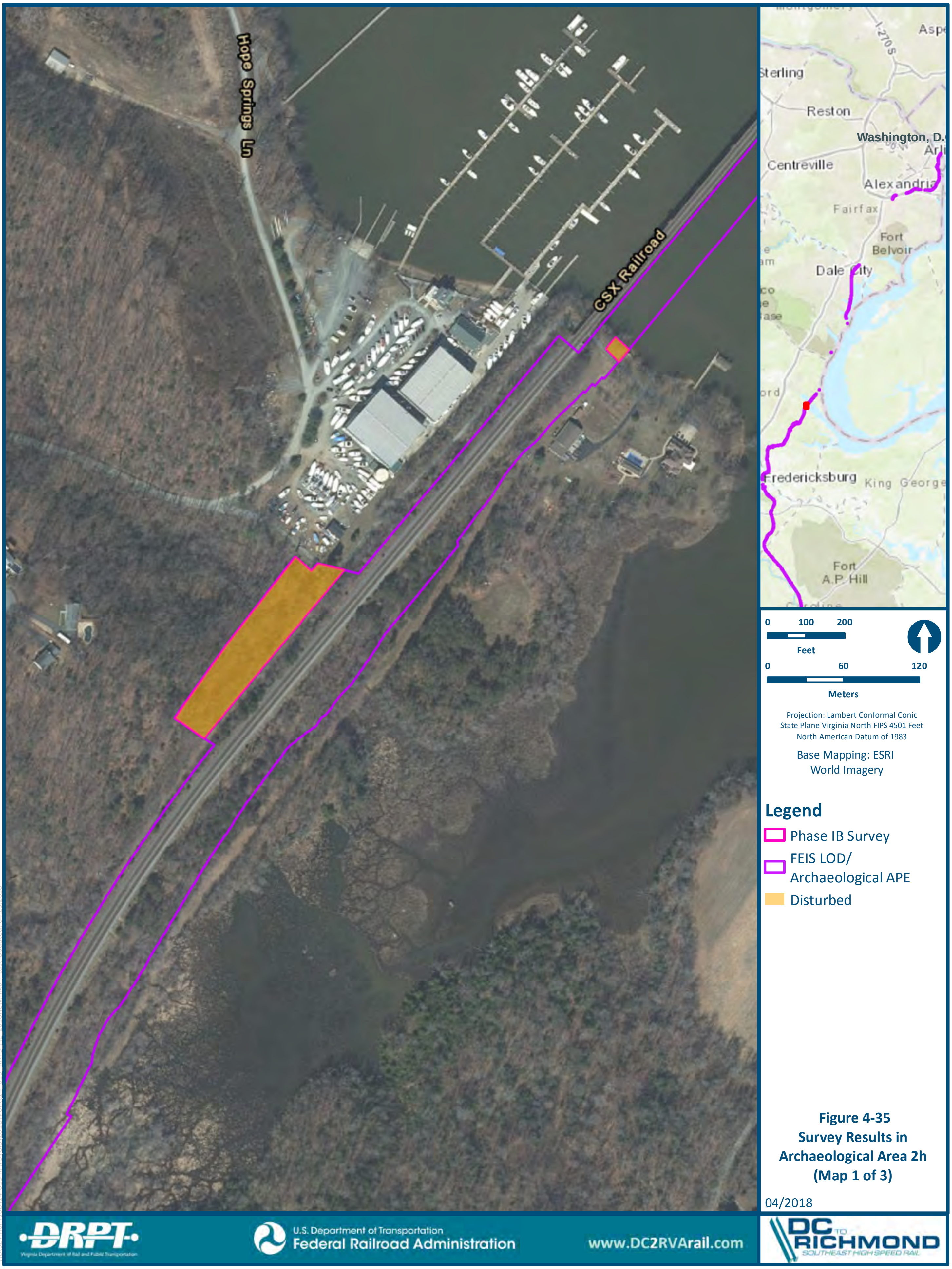
Munsell:
I = Dark yellowish brown (10YR 3/4) silty clay
II = Olive yellow (2.5Y 6/6) with dark yellowish brown (10YR 3/4) clay
III =Dark brown (7.5YR 3/4) with reddish yellow (7.5YR 6/8) clay

FIGURE 4-34: REPRESENTATIVE SOIL PROFILE FROM AREA 2G, STP 2G-A-1

4.3.8 Archaeological Area 2h

Archaeological Area 2h lies in Stafford County across Aquia Creek from Archaeological Area 2g and consists of eight small blocks of areas identified for archaeological study, dispersed across approximately 1.7 miles (2.7 km) on both sides of the existing CSXT rail line and comprising 4.1 acres (1.7 ha). These eight blocks contain a total length of approximately 3,700 feet (1,127.8 m), and vary in width, reaching a maximum width of approximately 110 feet (33.5 m). Archaeological Area 2g is situated generally in low lying areas with young deciduous forest, the entirety of which was disturbed and not suitable for subsurface survey (Figure 4-35 through Figure 4-37). Disturbance arose from erosion, the steep existing railroad, and buried utility lines (Figure 4-38). No artifacts were recovered and no sites were identified.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Reston
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Arli
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Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline
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Meters
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Disturbed

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Figure 4-35
Survey Results in Archaeological Area 2h
(Map 1 of 3)

04/2018

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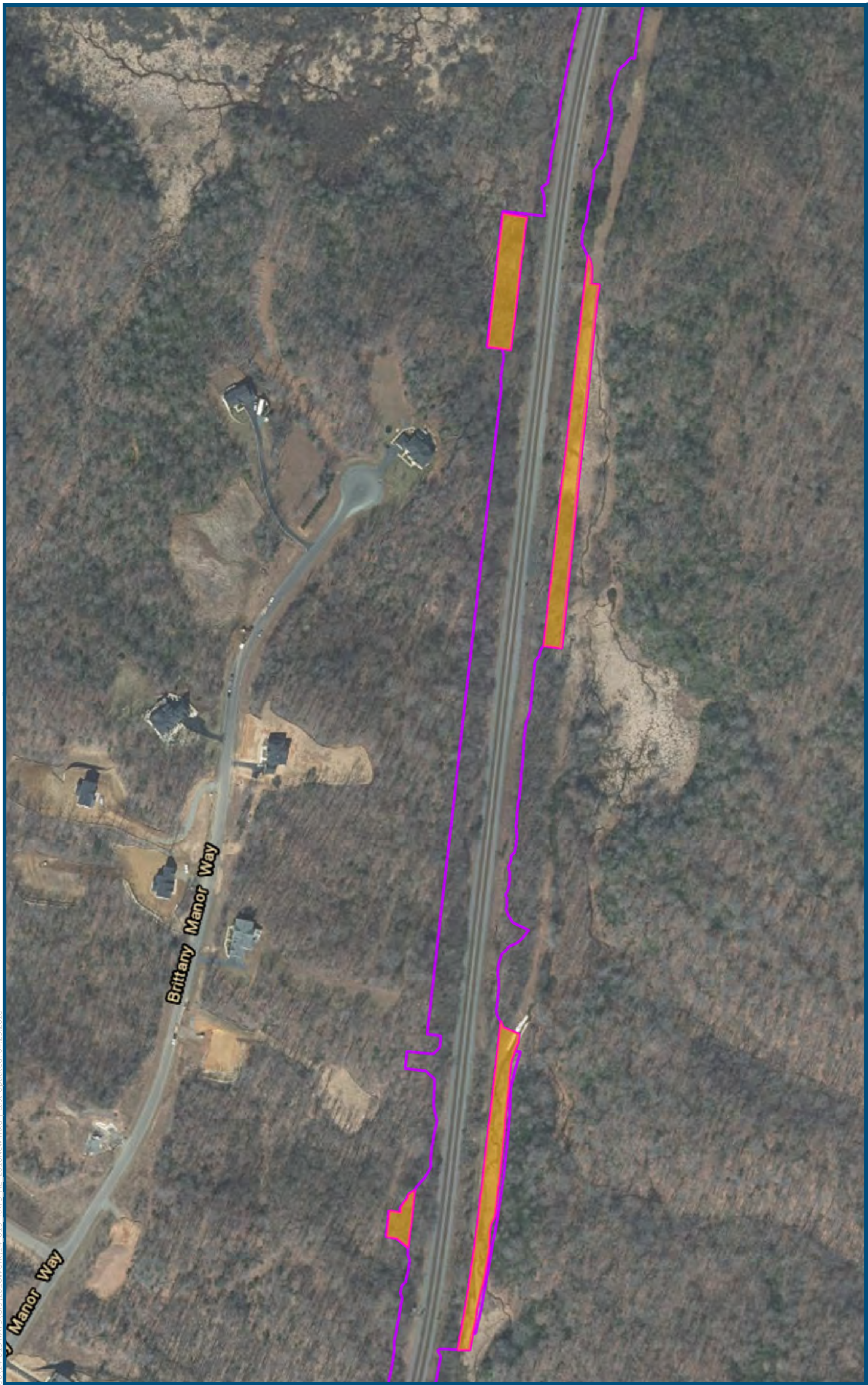
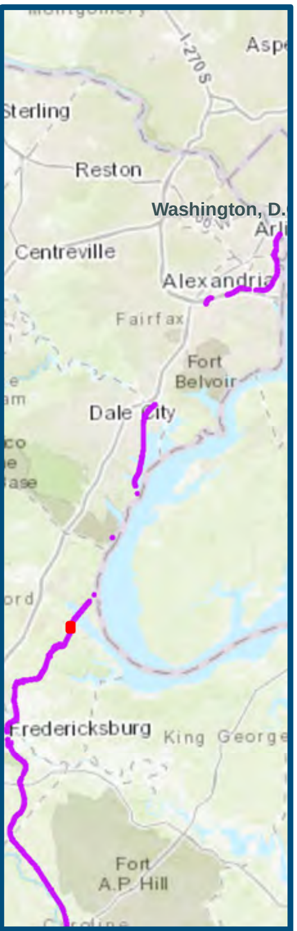

Brittany Manor Way
Manor Way


Montgomery
I-270 S
Asp
Sterling
Reston
Washington, D.
Arl
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline

0 100 200
Feet

0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE
▨	Disturbed

Figure 4-36
Survey Results in Archaeological Area 2h
(Map 2 of 3)

04/2018

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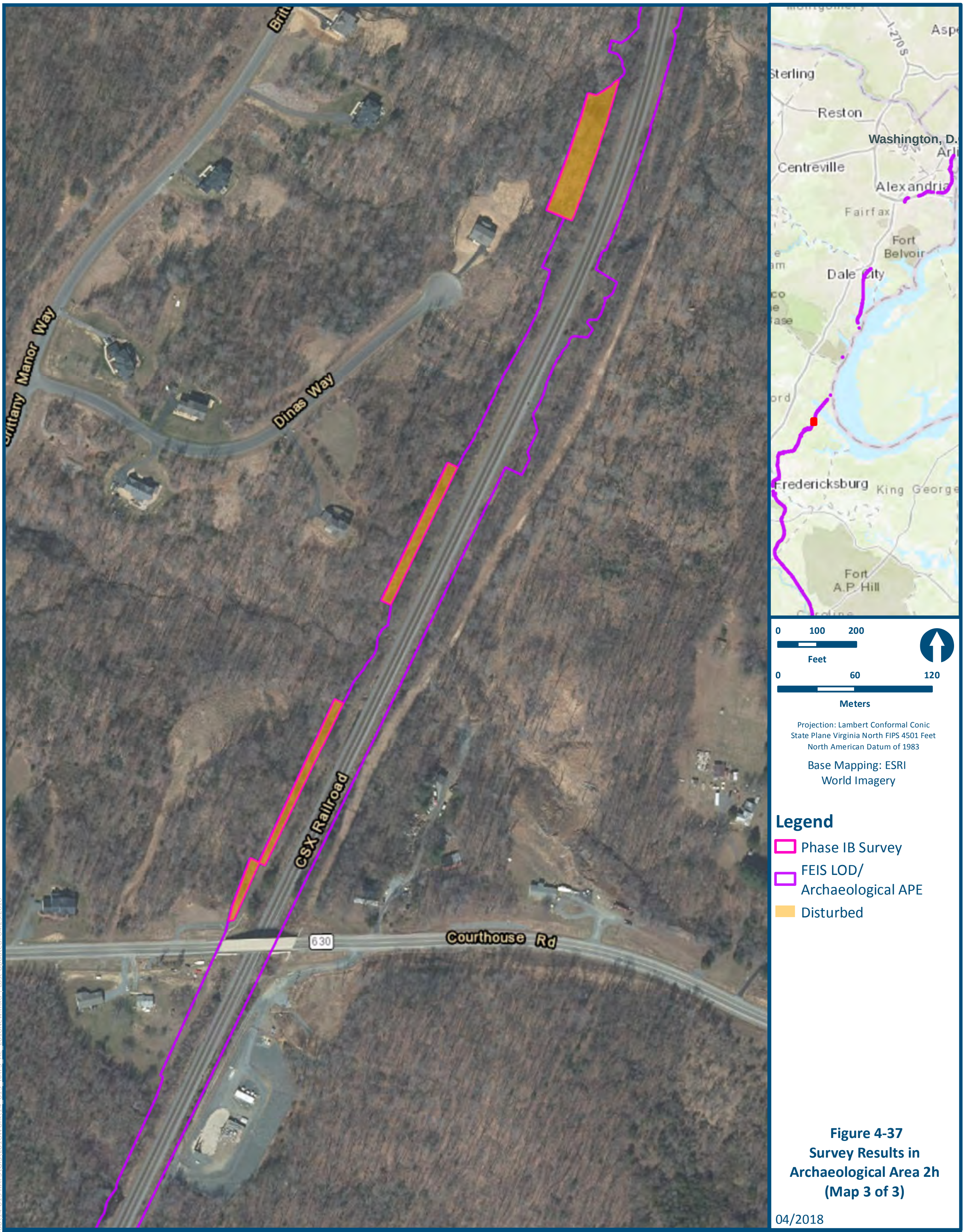
Brittany Manor Way
Dinas Way
CSX Railroad
630
Courthouse Rd
Montgomery
I-270 S
Aspen
Sterling
Reston
Washington, D.C.
Arl
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline
0
100
200
Feet
0
60
120
Meters
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Disturbed

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Figure 4-37
Survey Results in
Archaeological Area 2h
(Map 3 of 3)

04/2018

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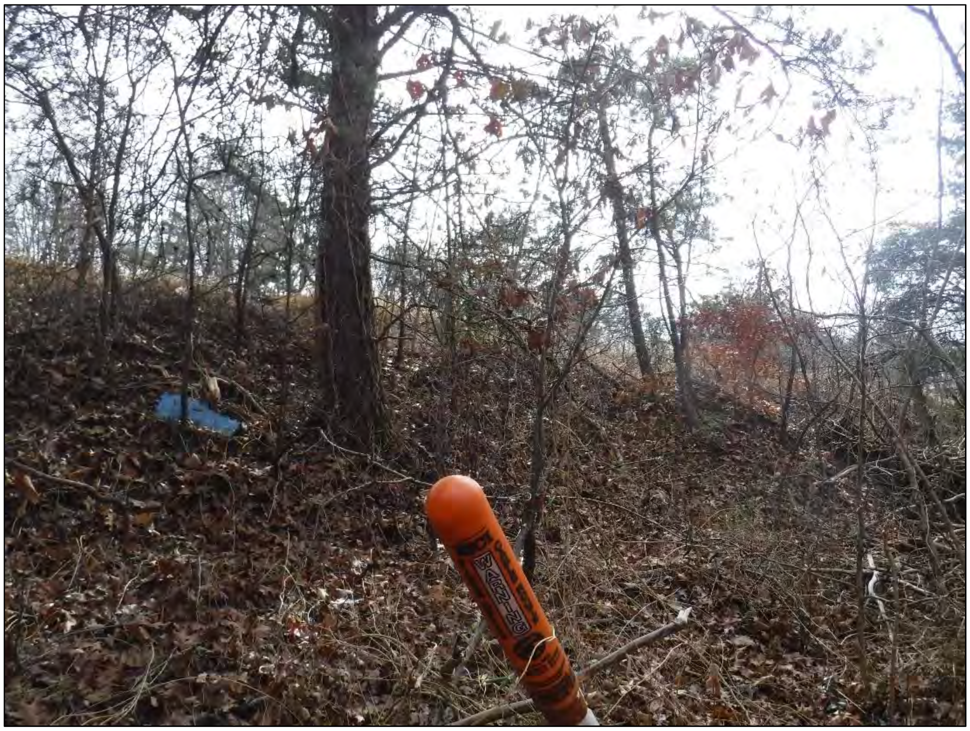


FIGURE 4-38: STEEP SLOPE AND DISTURBANCE FROM BURIED UTILITIES IN AREA 2H, LOOKING SOUTH

4.3.9 Archaeological Area 2i

Archaeological Area 2i is located in Stafford County near the Brooke VRE station. This area spans across approximately 1.8 miles (2.9 km) of the existing rail corridor beginning 0.6 miles (1.0 km) south of Courthouse Road and continuing to the crossing of Eskimo Hill Road over the existing rail. This archaeological area consists of 16 separate study blocks encompassing a total of 18.8 acres (7.6 ha) located both on the sides of the existing railroad and along Eskimo Hill Road. A large section located in the wooded area north of the existing rail extending from Union Camp Drive between Andrew Chapel Road and Mt. Hope Church Road was identified for Phase IB study, but was not tested because the landowners denied access. Settings varied across Area 2i and included open fields and yards as well as areas of secondary growth woods. Topography was typified by gentle slopes in less disturbed areas, and as elsewhere in the corridor, more extreme slopes near existing rail and road grading. Large portions of Archaeological Area 2i were disturbed by both road and rail construction, landscaping around residences, as well as buried utilities (Figure 4-39 and Figure 4-41). Fifty-Four STPs were excavated along 15 transects (Figure 4-42 through Figure 4-46). No artifacts were found and no sites were discovered.

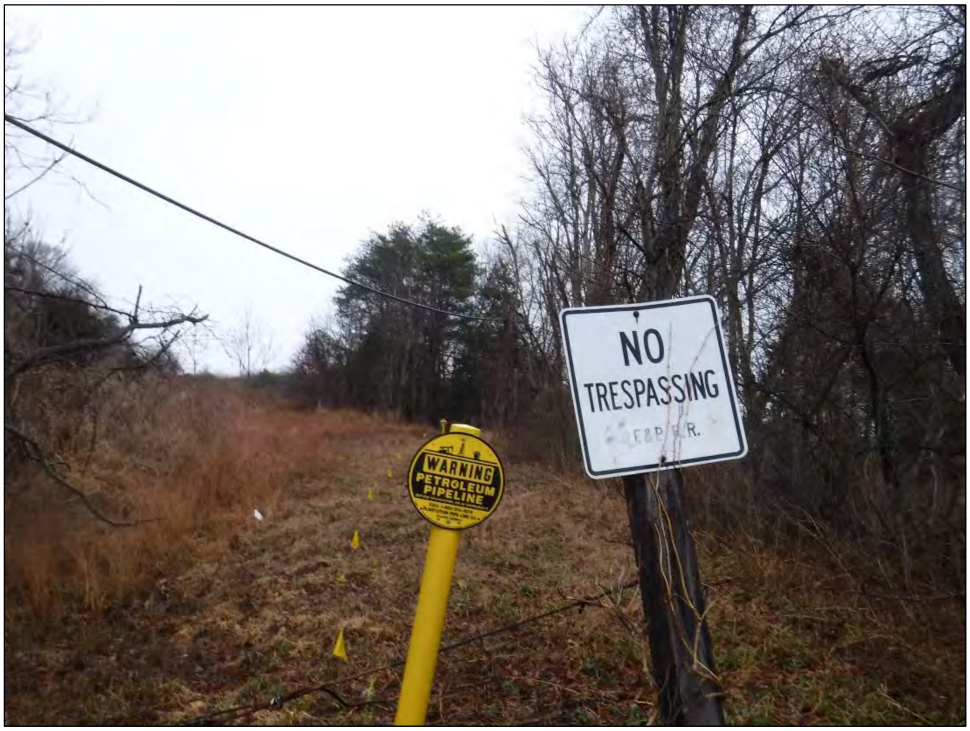

NO
TRESPASSING
F&P R.R.
WARNING
PETROLEUM
PIPELINE

FIGURE 4-39: DISTURBANCE FROM BURIED UTILITIES IN AREA 21, LOOKING NORTH

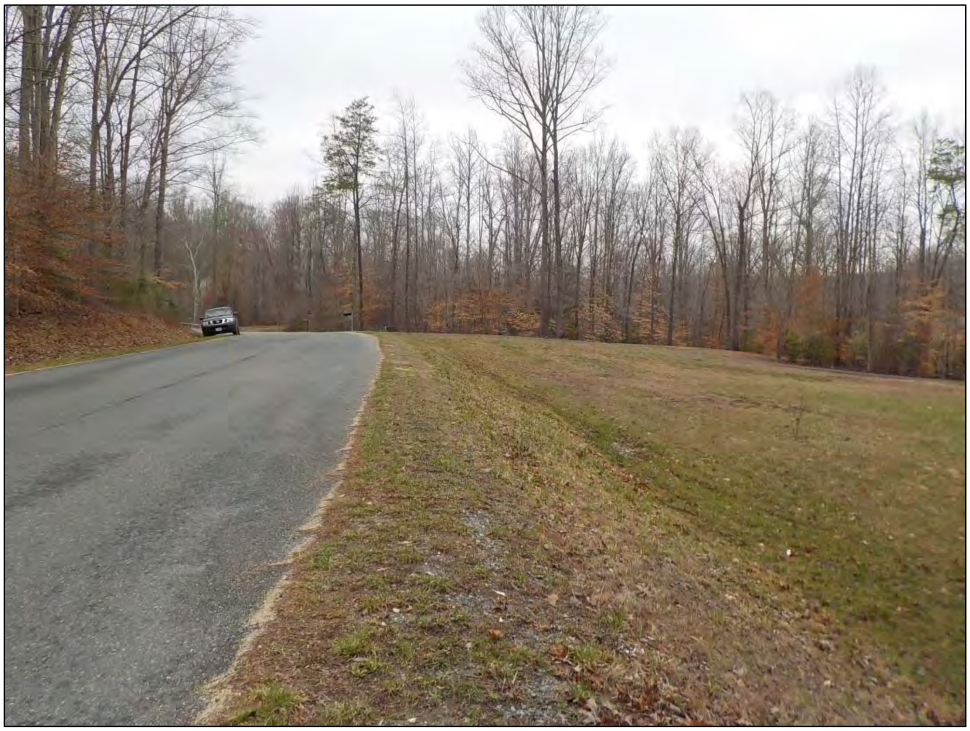


FIGURE 4-40: DISTURBANCE FROM ROAD GRADING IN AREA 21, LOOKING SOUTH

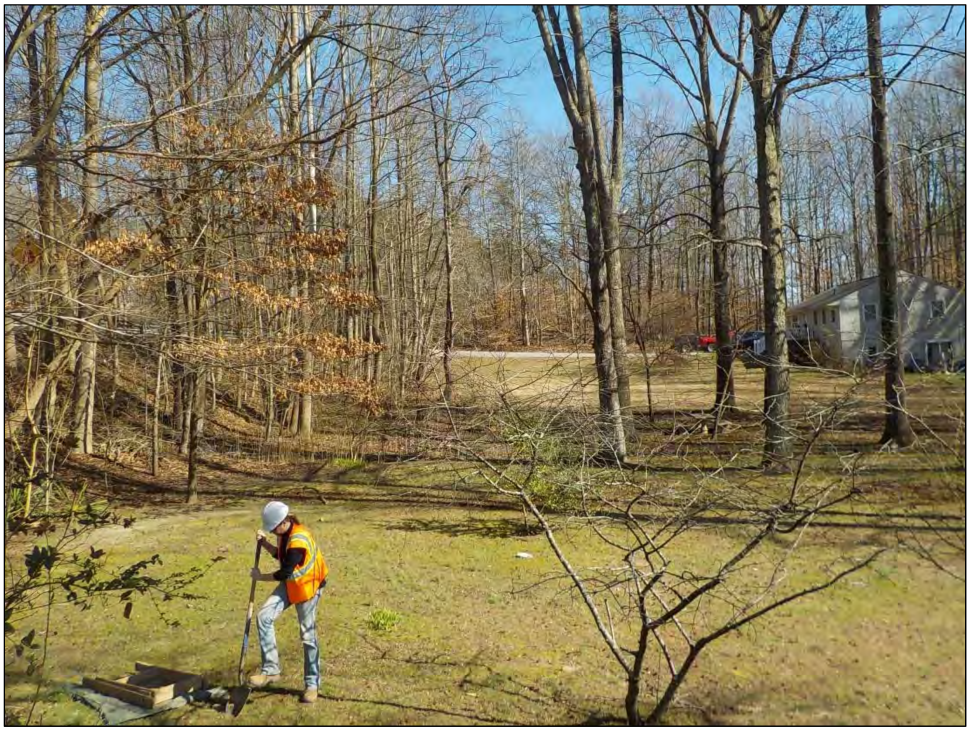
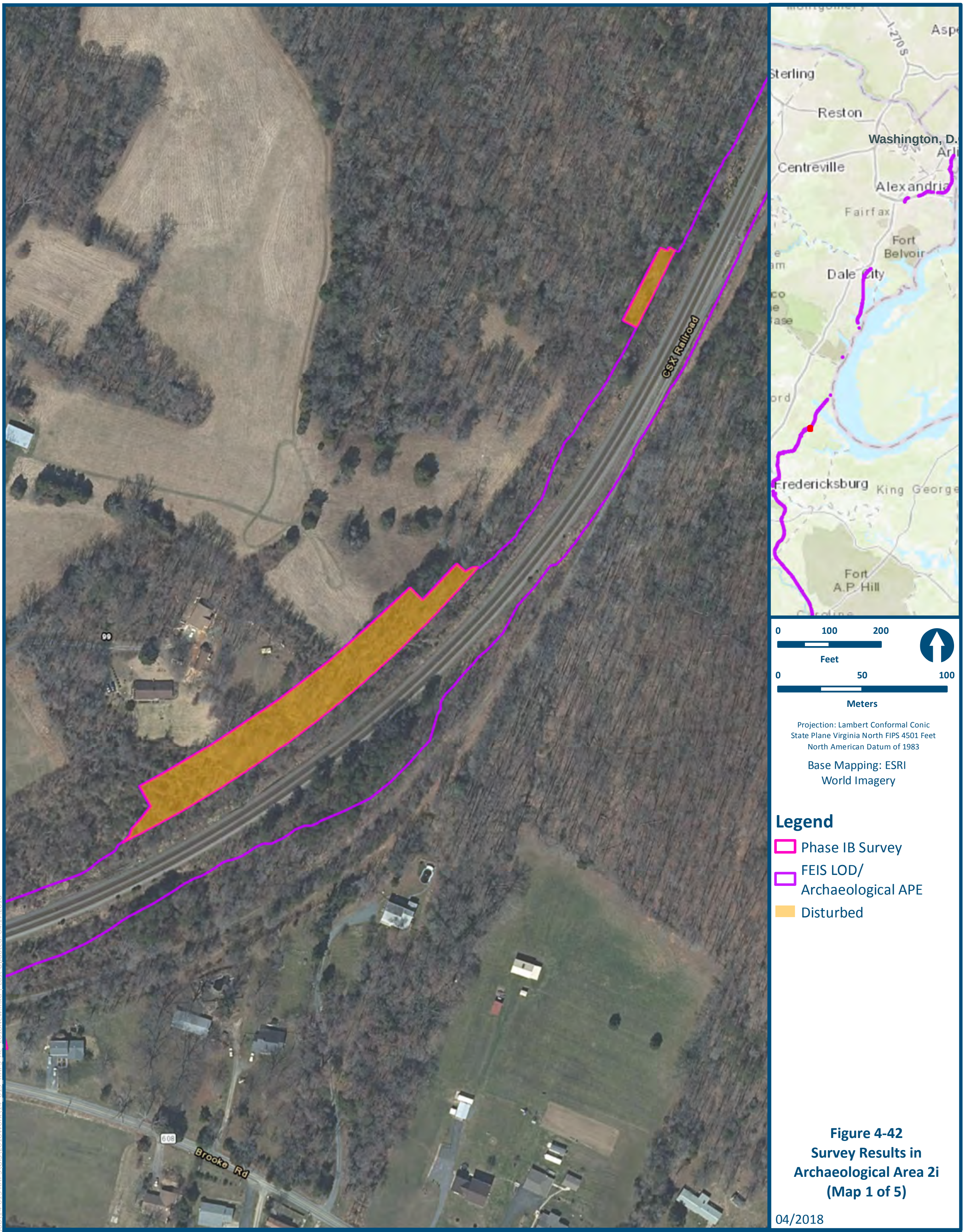


FIGURE 4-41: PORTION OF AREA 21 SUBJECTED TO SUBSURFACE TESTING, LOOKING EAST


CSX Railroad
Brooke Rd
608
99
Sterling
Reston
Washington, D.
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
0 100 200
Feet
0 50 100
Meters
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Disturbed

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Figure 4-42
Survey Results in
Archaeological Area 2i
(Map 1 of 5)

04/2018

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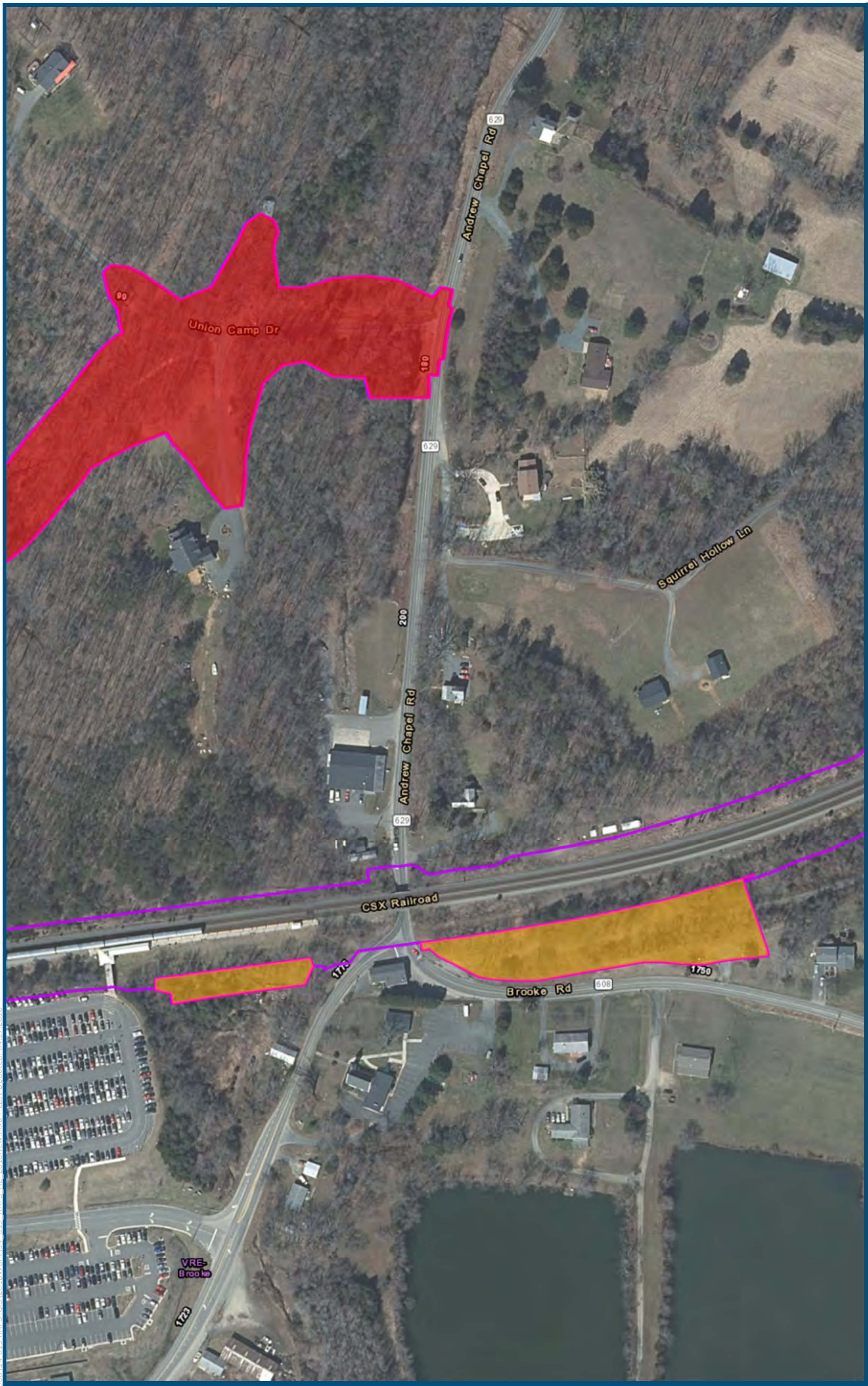
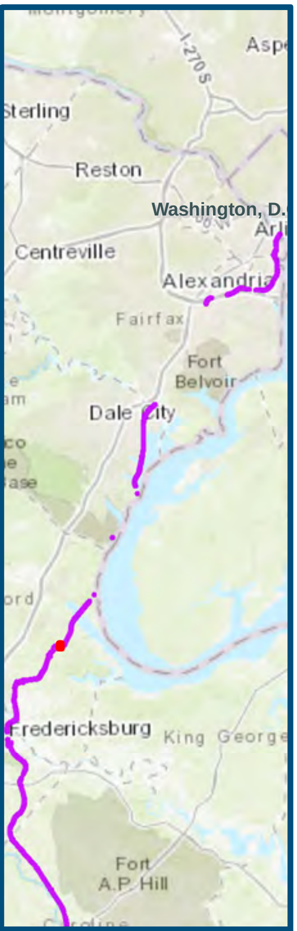

Union Camp Dr
99
180
629
Andrew Chapel Rd
629
Squirrel Hollow Ln
200
Andrew Chapel Rd
629
CSX Railroad
1750
Brooke Rd
608
1750
VRE-Brooke
1723


Montgomery
I-270S
Aspen
Sterling
Reston
Washington, D.
Arl
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline

0 100 200
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- □ Phase IB Survey
- □ FEIS LOD/ Archaeological APE
- 🟧 Disturbed
- 🟥 No Access

Figure 4-43
Survey Results in Archaeological Area 2i
(Map 2 of 5)

04/2018

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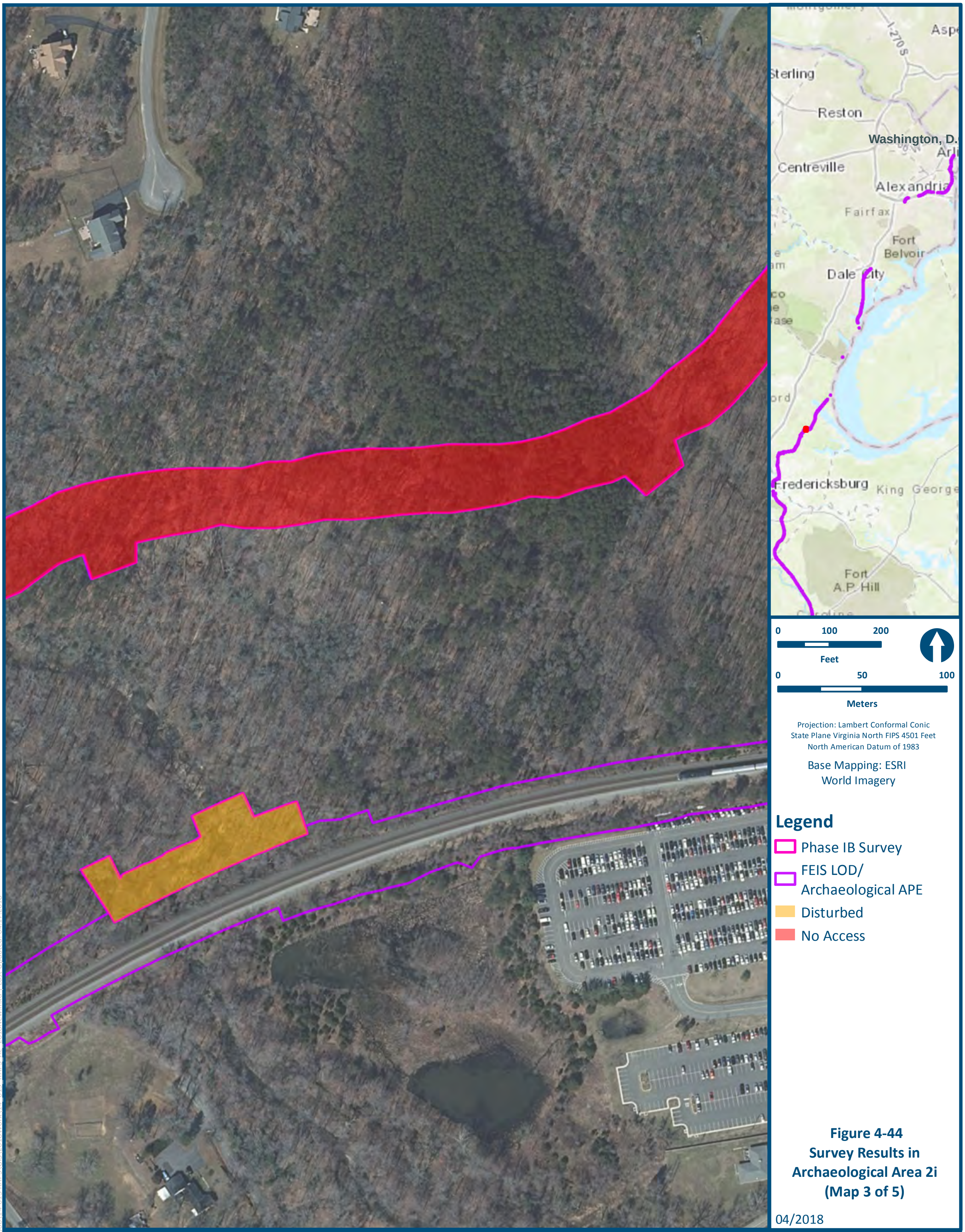
Montgomery
I-270 S
Aspen
Sterling
Reston
Washington, D.
Arli
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline
0 100 200
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- 🟧 Disturbed
- 🟥 No Access

Figure 4-44
Survey Results in
Archaeological Area 2i
(Map 3 of 5)

04/2018

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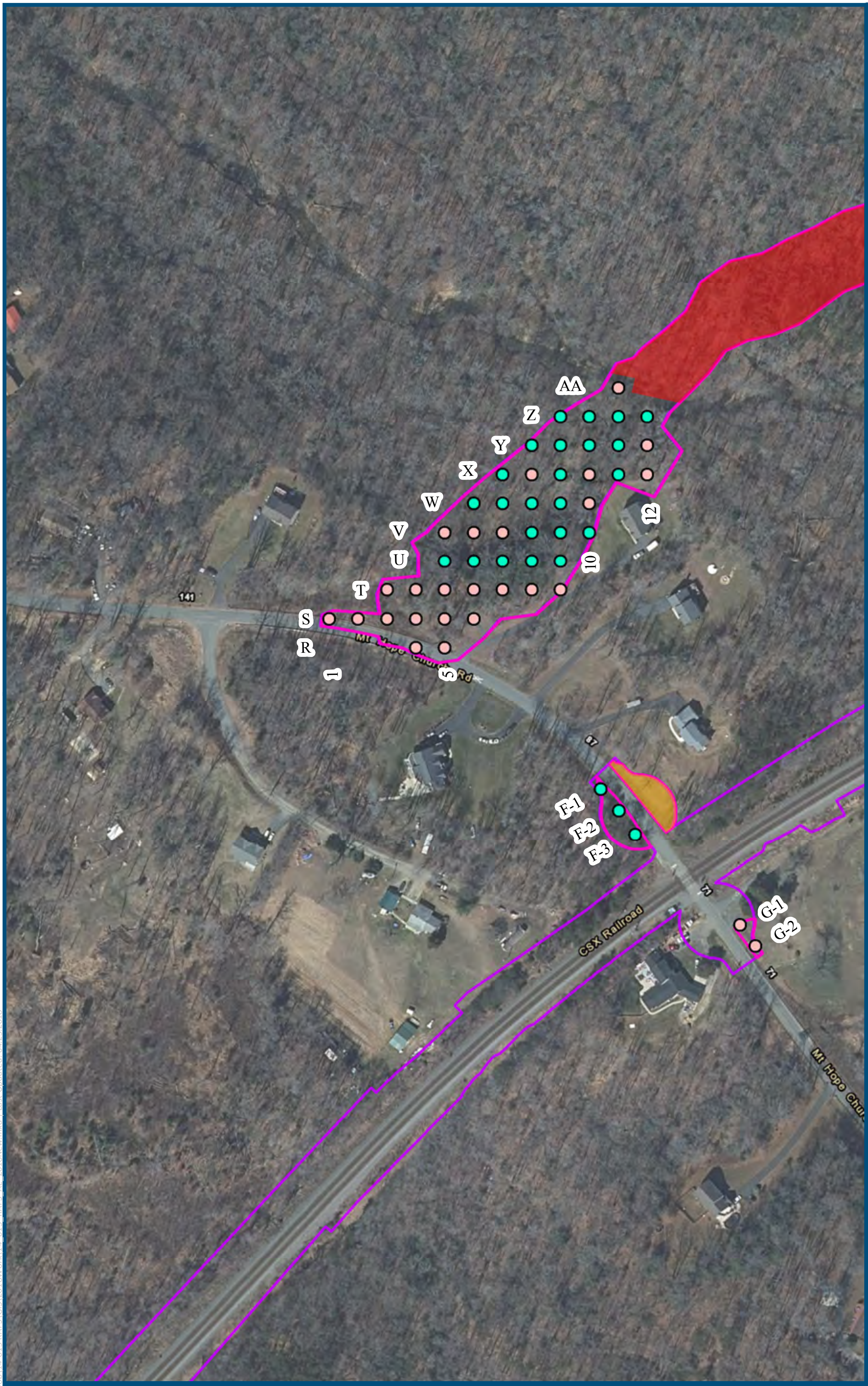
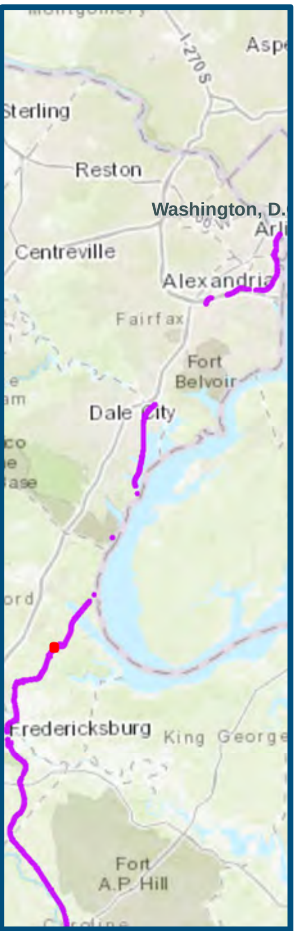

AA
Z
Y
X
W
V
U
T
S
R
1
5
10
12
141
Mt Hope Church Rd
87
F-1
F-2
F-3
71
G-1
G-2
71
CSX Railroad
Mt Hope Chu


Montgomery
I-270 S
Aspe
Sterling
Reston
Washington, D.
Arli
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline

0 100 200
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ○ STP Not Excavated
- 🟧 Disturbed
- 🟥 No Access

Figure 4-45
Survey Results in Archaeological Area 2i (Map 4 of 5)

04/2018

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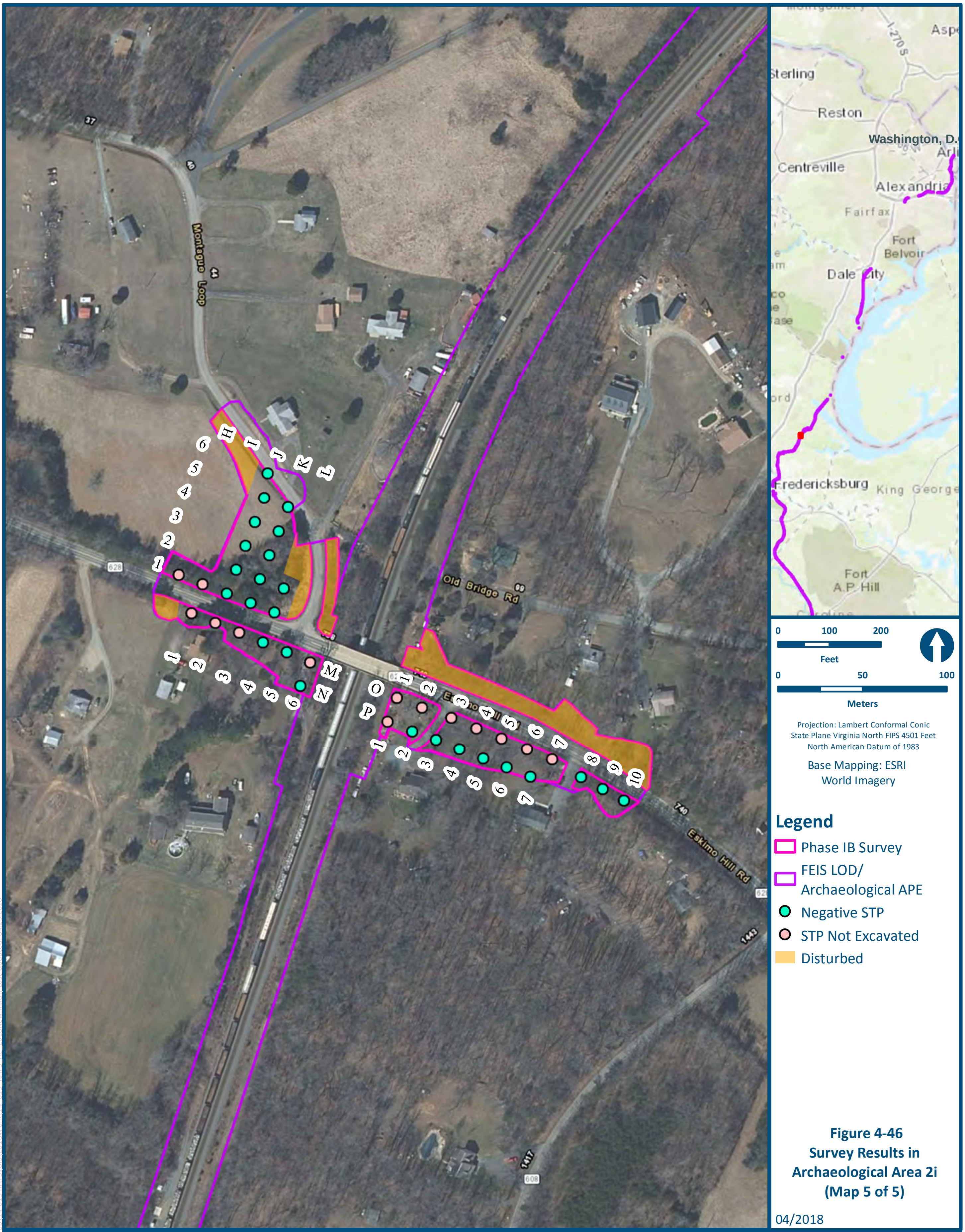

37
40
44
Montague Loop
628
Old Bridge Rd
Eskimo Hill Rd
740
629
1443
1417
608
H
I
J
K
L
M
N
O
P
1
2
3
4
5
6
7
8
9
10
Sterling
I-270S
Reston
Washington, D.
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
0 100 200
Feet
0 50 100
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI World Imagery
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Negative STP
STP Not Excavated
Disturbed

Figure 4-46
Survey Results in Archaeological Area 2i
(Map 5 of 5)

04/2018

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The average STP depth in Archaeological Area 2i was 1.1 feet (33.5 cm) with a maximum depth of 1.9 feet (57.9 cm). A-horizon depths ranged from 0.2 feet (6.1 cm) to 1.5 feet (45.7 cm) with an average depth of 0.7 feet (21.3 cm). STP profiles varied across this relatively large area, but a generally typical profile consisted of dark yellowish brown (10YR 4/4) silt loam topsoil overlying light yellowish brown (10YR 6/4) silty clay loam subsoil (Figure 4-47).

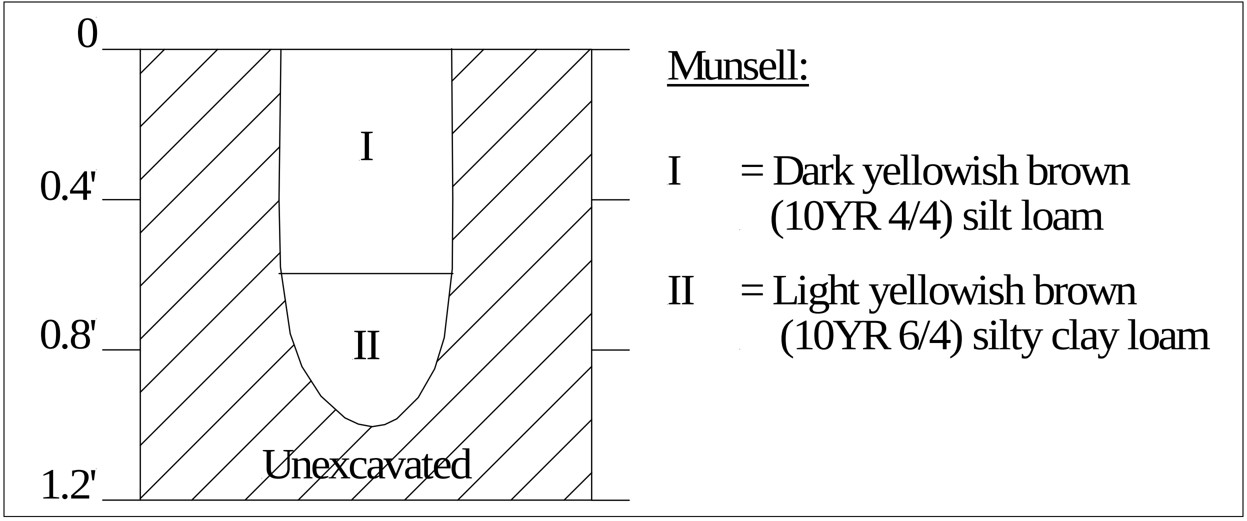

0
0.4'
0.8'
1.2'
I
II
Unexcavated
Munsell:
I = Dark yellowish brown (10YR 4/4) silt loam
II = Light yellowish brown (10YR 6/4) silty clay loam

FIGURE 4-47: REPRESENTATIVE SOIL PROFILE FROM AREA 2I, STP 2I-L-4

4.3.10 Archaeological Area 2j

Archaeological Area 2j is located in Stafford County in a swath of woods located north of Potomac Creek, near Daffan. This archaeological area, located in a semi-rural area on the edges of the Fredericksburg suburbs, contains three separate blocks, two on the east of the existing rail and one on the west. These sections lie almost entirely within forests, but a cleared powerline corridor does cut across the area. Archaeological Area 2j encompasses a total of 1.5 acres (0.6 ha) of identified for Phase IB study. The natural topography of the area is gently sloping or level, but the extreme slope of the existing rail does cut through the areas identified for study. The entirety of the east side of the rails was disturbed by a petroleum pipeline corridor, but one of the sections on the west side was largely undisturbed allowing for STP survey (Figure 4-48). Five STPs were excavated along a single transect (Figure 4-49 and Figure 4-50). No artifacts were found and no sites were discovered.

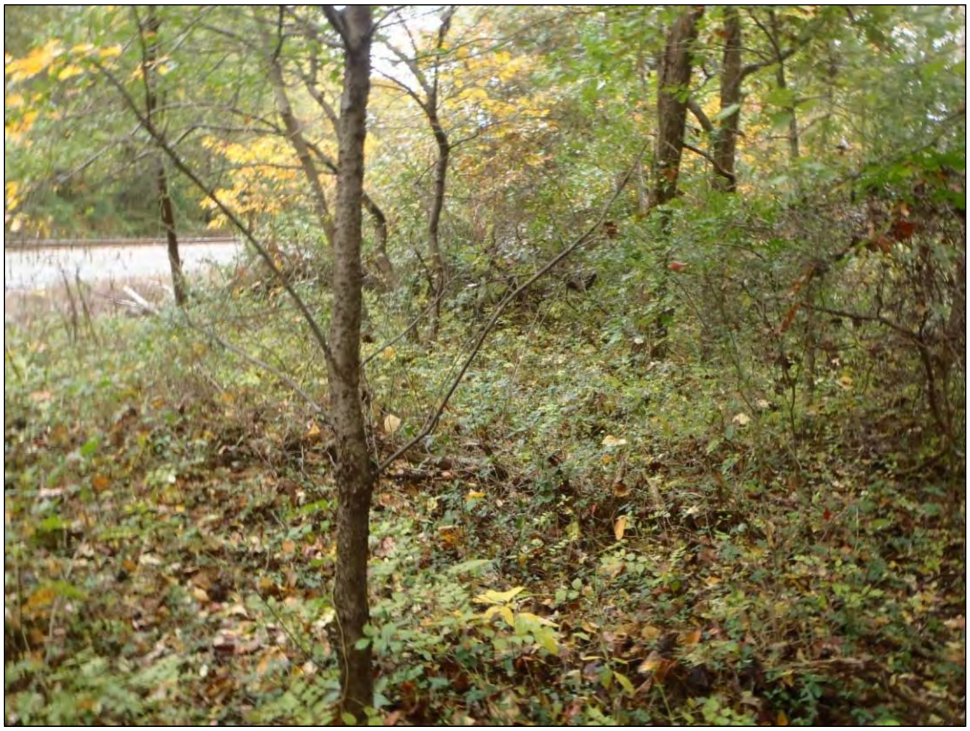
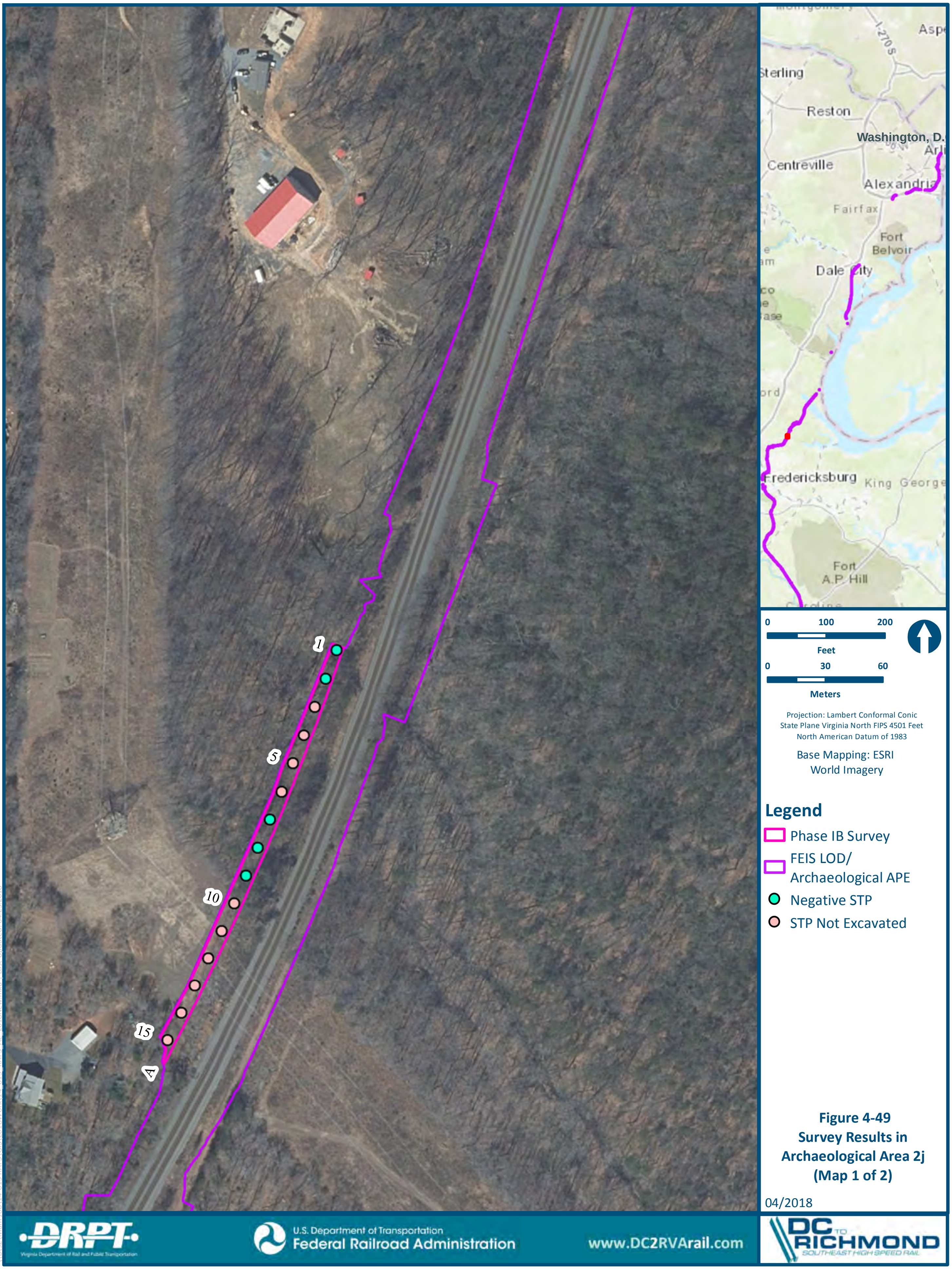


FIGURE 4-48: PORTION OF AREA 2J SUBJECTED TO SUBSURFACE TESTING, LOOKING NORTH


1
5
10
15
4
Montgomery
I-270 S
Aspen
Sterling
Reston
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
0
100
200
Feet
0
30
60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ● STP Not Excavated

Figure 4-49
Survey Results in
Archaeological Area 2j
(Map 1 of 2)

04/2018

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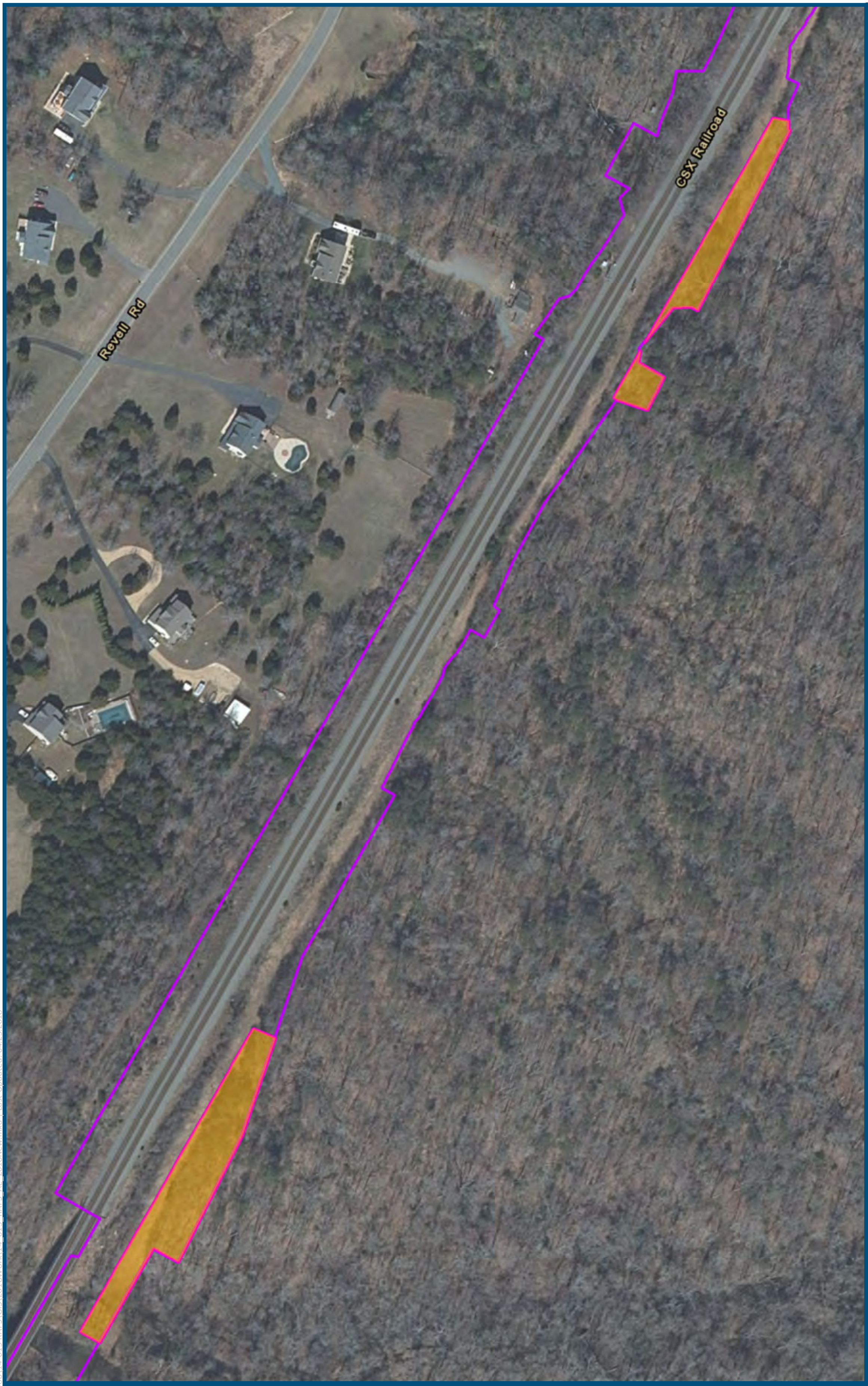
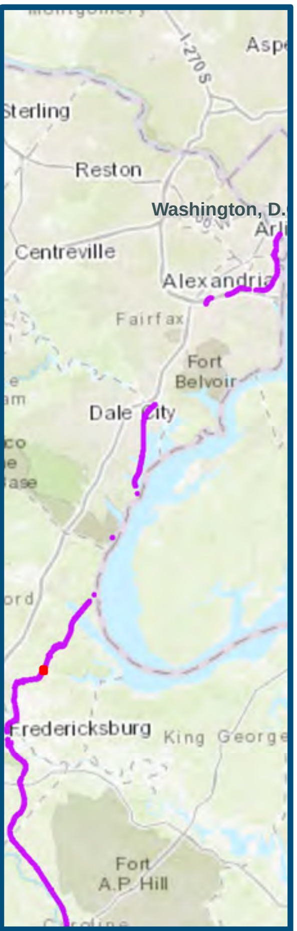

Revell Rd
CSX Railroad


Montgomery
I-270 S
Aspen
Sterling
Reston
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline

0 100 200
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- 🟧 Disturbed

Figure 4-50
Survey Results in Archaeological Area 2j
(Map 2 of 2)

04/2018

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The average STP depth in Archaeological Area 2j was 1.0 feet (30.5 cm) with a maximum depth of 1.4 feet (42.7 cm). A-horizon depths ranged from 0.1 feet (3.0 cm) to 0.7 feet (21.4 cm) with an average depth of 0.4 feet (12.2 cm). A representative profile has a dark yellowish brown (10YR 4/4) sandy loam topsoil overlying brownish yellow (10YR 6/8) sandy clay subsoil (Figure 4-51).

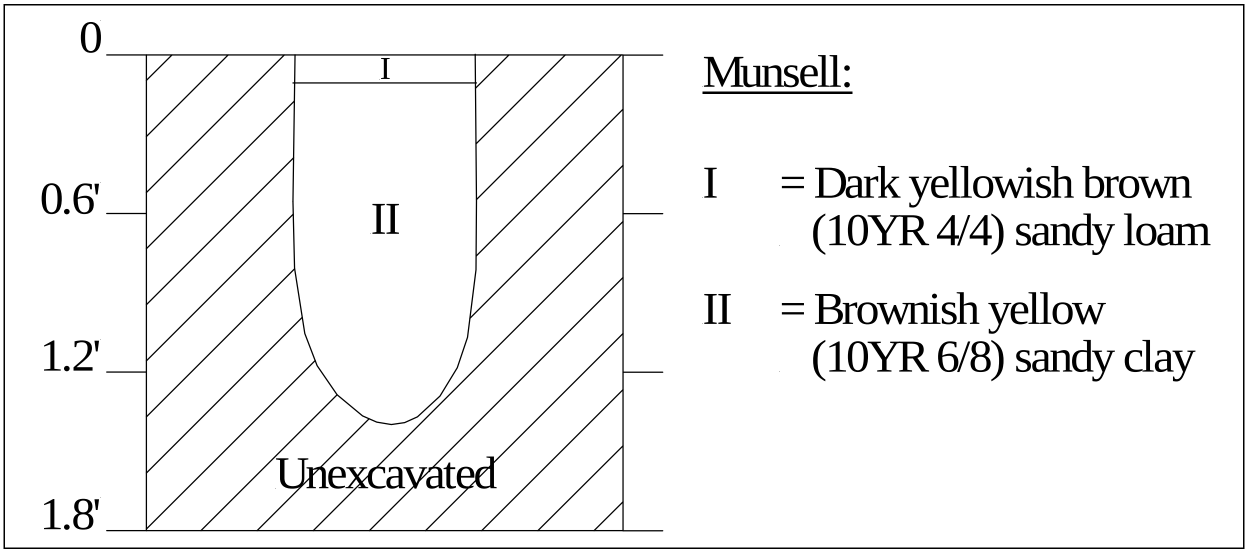
0
0.6'
1.2'
1.8'
I
II
Unexcavated
Munsell:
I = Dark yellowish brown (10YR 4/4) sandy loam
II = Brownish yellow (10YR 6/8) sandy clay

FIGURE 4-51: REPRESENTATIVE SOIL PROFILE FROM AREA 2J, STP 2J-A-7

4.3.11 Archaeological Area 2k

Archaeological Area 2k begins directly across Potomac Creek from the end of Archaeological Area 2j. From there it follows the existing rail to the southwest, then curving to the west, before curving back to the southwest, ending approximately 2,000 feet (609.6 m) from the railroad's crossing of Primmer House Road. In addition to the sections that parallel the rail on both sides, Area 2k includes blocks deemed suitable for archaeological study that extend along Primmer House and Leeland Roads at their crossing with the existing rail. Composed of 18 separate blocks, Archaeological Area 2k encompasses 10.6 acres (4.3 ha). The majority of Area 2k lies within wooded locations, varying from relatively open older growth to young secondary growth with dense vines and brambles. Most of Area 2k is gently sloping, but the rolling natural topography occasionally becomes steeper, and the existing rails and roads through these slopes required substantial construction grading. These natural and artificial slopes precluded subsurface testing in much of Archaeological Area 2k, as did buried utility lines and eroded areas (Figure 4-52). Small Portions of Archaeological Area 2k were, however, suitable for subsurface testing (Figure 4-53). Twenty STPs were excavated on eight transects (Figure 4-54 through Figure 4-64). Metal detector survey was conducted in portions of Archaeological Area 2k based on the evidence of recent metal detecting activity by amateurs and other surface features identified during the pedestrian survey. These features were believed to be indicative of a Civil War era archaeological site and, as such, metal detecting was conducted.

No artifacts were recovered from the STPs in Archaeological Area 2k, but metal detector survey, undertaken when depressions were observed in the project area, recovered seven artifacts which resulted in the identification of site 44ST1223, a nineteenth-century historic site with a Civil War component. Additionally, two previously identified archaeological sites, 44ST0270 and 44ST0271, slightly overlap the project area within Area 2k. Also, pedestrian survey within Archaeological Area 2k identified a small family cemetery, recorded as site 44ST1224/089-5624. New and previously identified sites are discussed separately below the area descriptions.

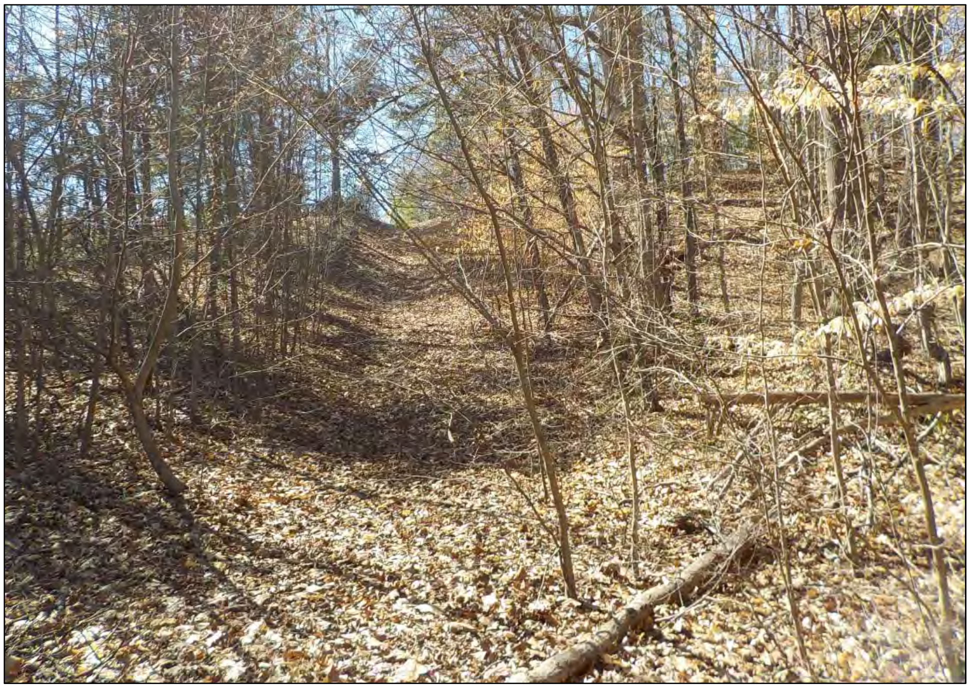

FIGURE 4-52: BURIED UTILITY DISTURBANCE IN AREA 2K, LOOKING NORTH

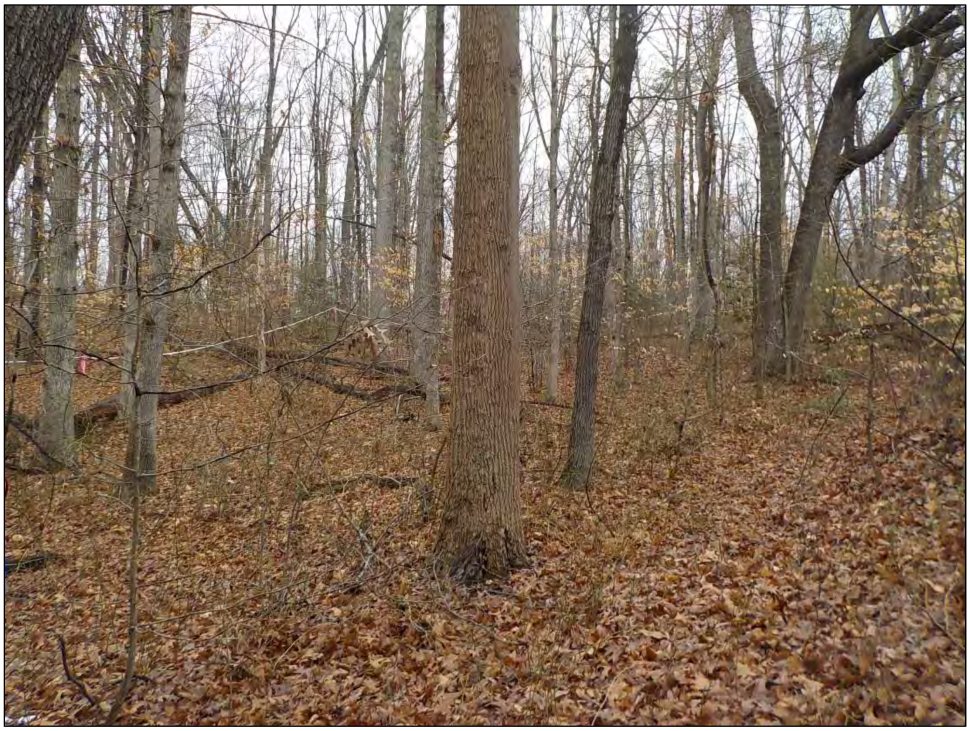

FIGURE 4-53: PORTION OF AREA 2K SUBJECTED TO SUBSURFACE TESTING, LOOKING NORTH

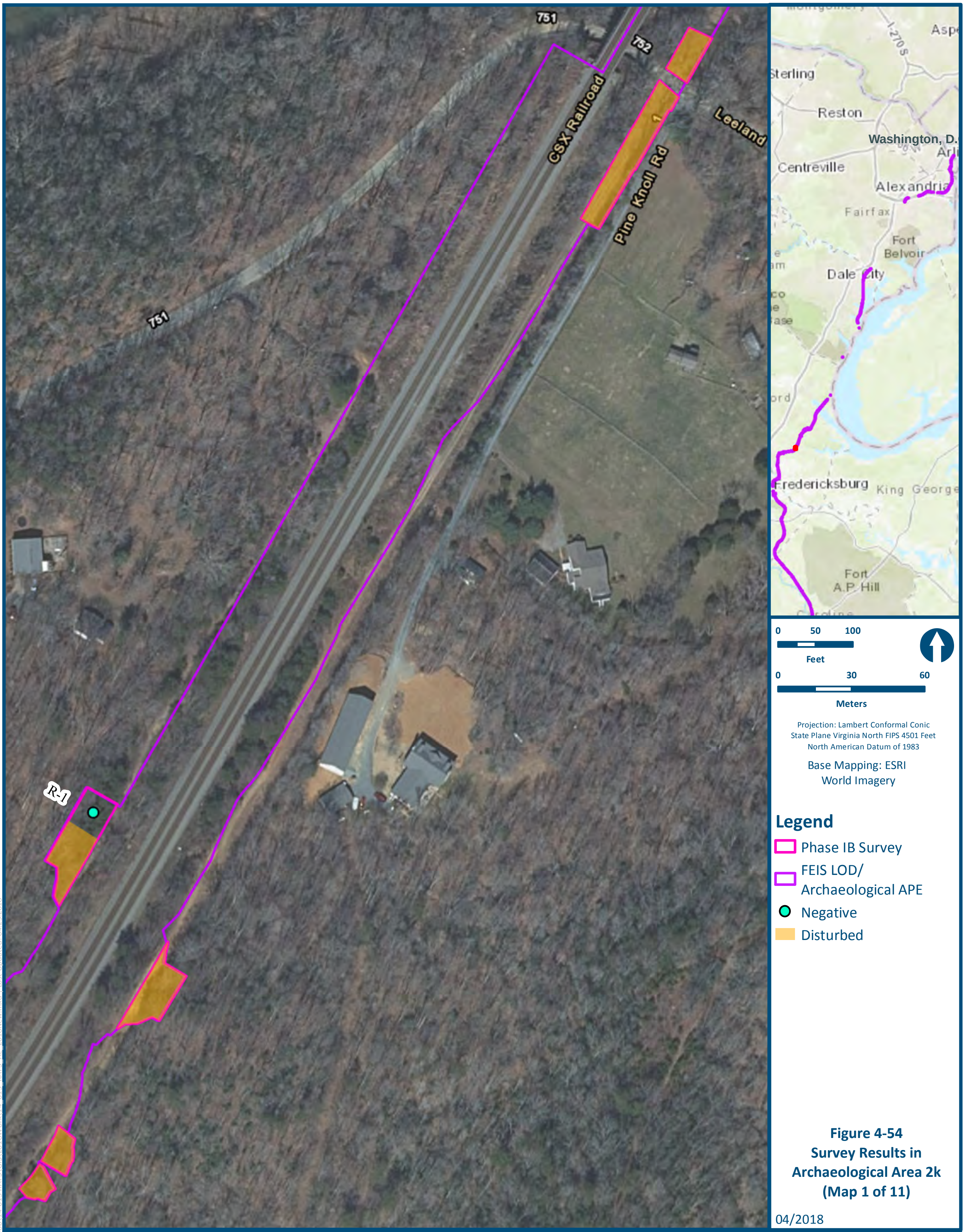
751
752
CSX Railroad
Leeland
Pine Knoll Rd
1
751
R-1
Montgomery
Aspe
I-270 S
Sterling
Reston
Washington, D.
Arli
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline
0 50 100
Feet
0 30 60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Negative
Disturbed

Figure 4-54
Survey Results in Archaeological Area 2k
(Map 1 of 11)

04/2018

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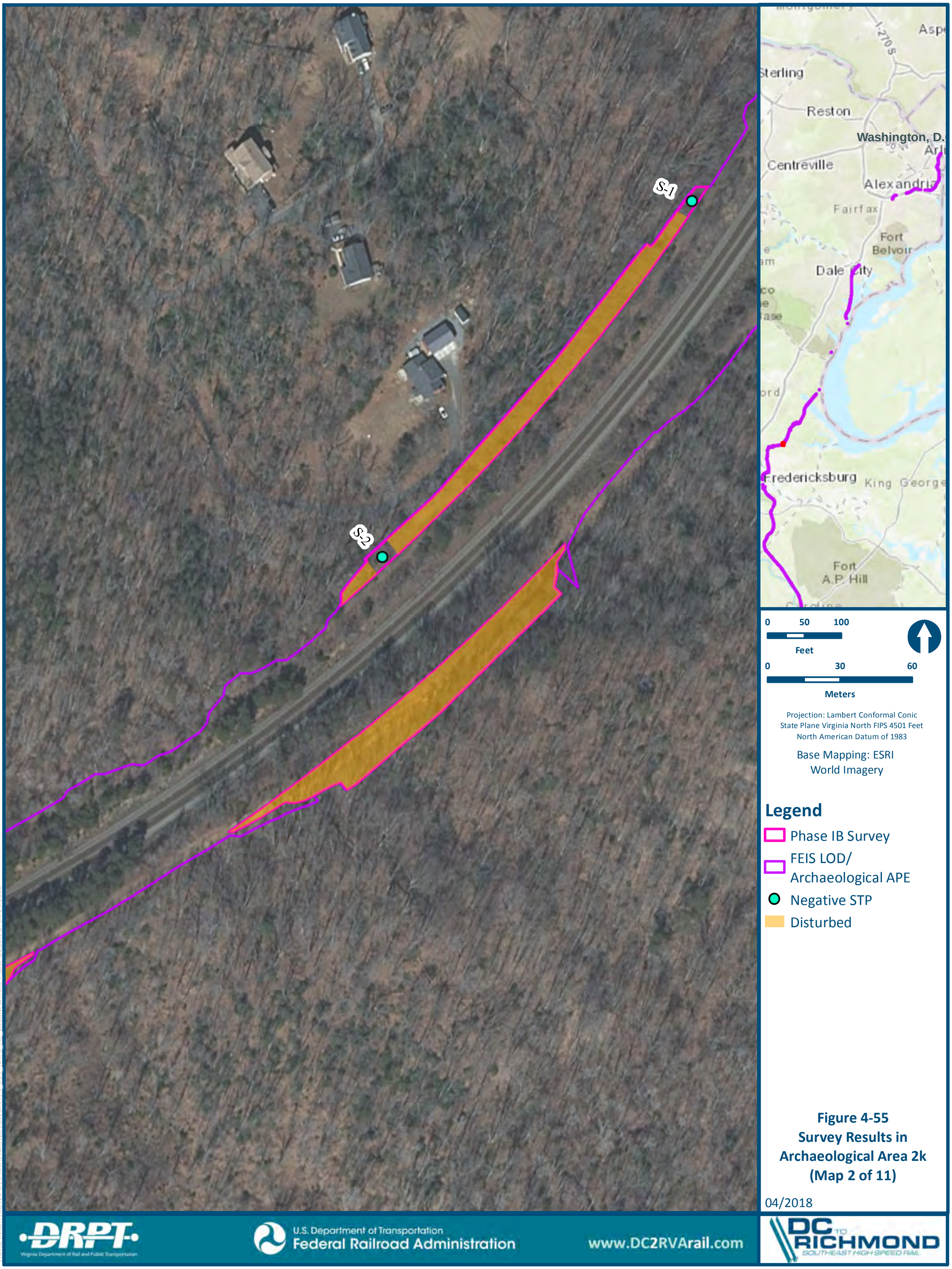

S-1
S-2
Montgomery
I-270 S
Aspen
Sterling
Reston
Washington, D.C.
Arl
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline
0
50
100
Feet
0
30
60
Meters
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Negative STP
Disturbed

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Figure 4-55
Survey Results in Archaeological Area 2k (Map 2 of 11)

04/2018

\\Drc2\Main\Job\14-015 RAPS\GIS\2018\Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.23.2018

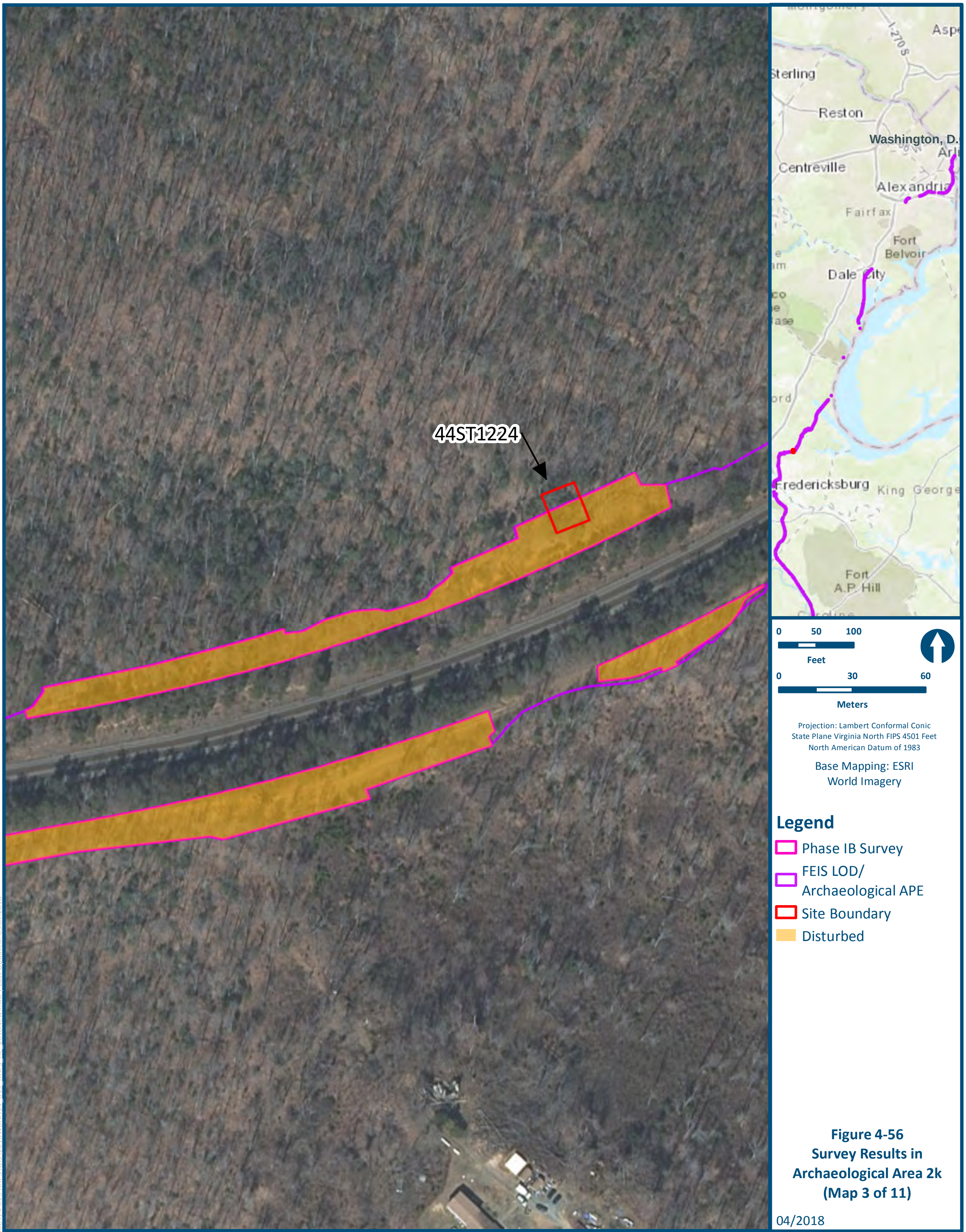
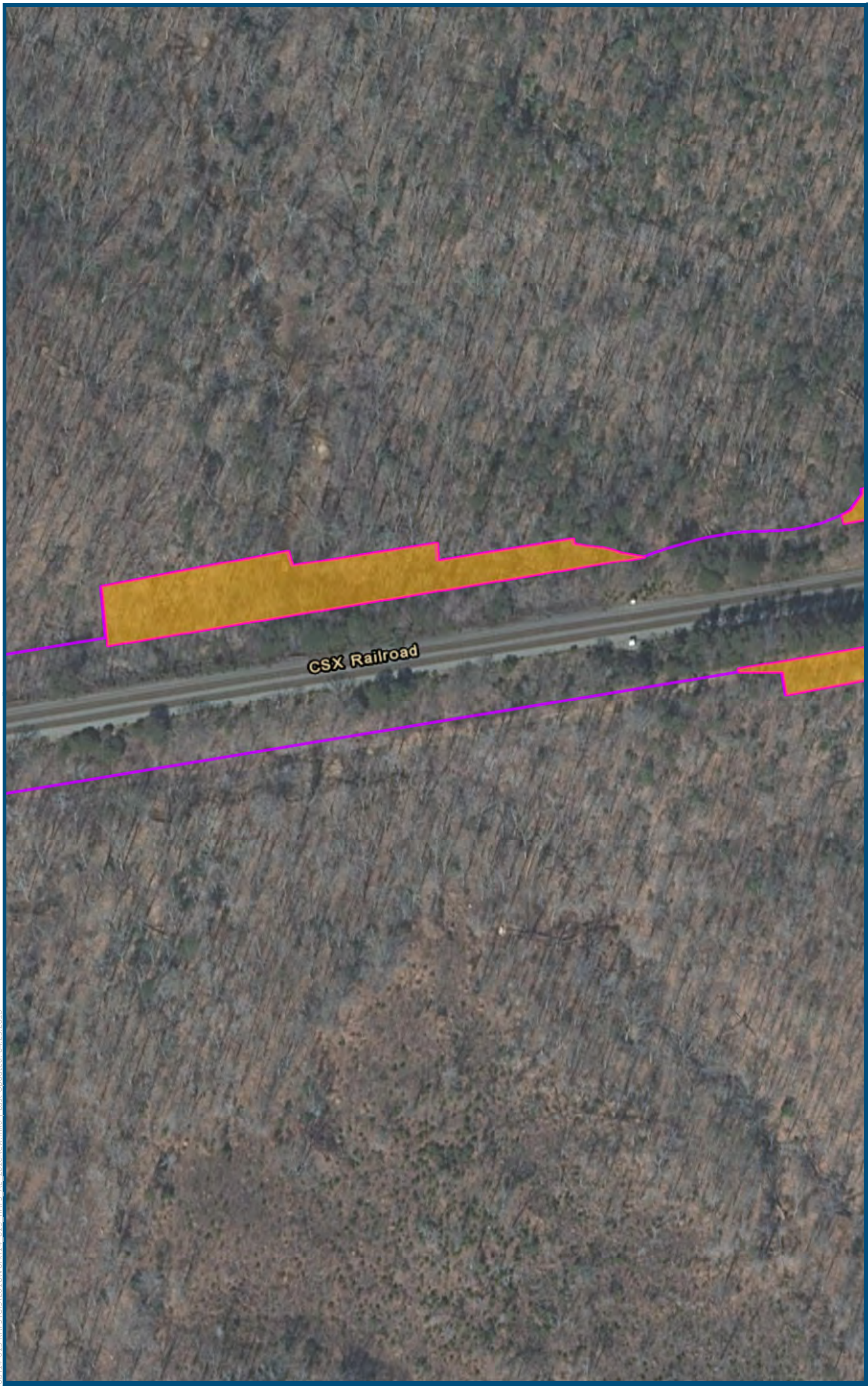
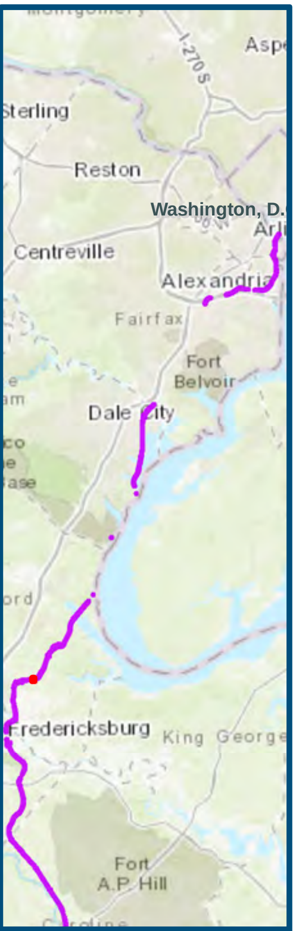

44ST1224
Sterling
Reston
Washington, D.
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
0 50 100
Feet
0 30 60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Site Boundary
Disturbed

Figure 4-56
Survey Results in Archaeological Area 2k
(Map 3 of 11)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018\Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 05.07.2018


CSX Railroad


Montgomery
I-270 S
Aspen
Sterling
Reston
Washington, D.
Arli
Centreville
Alexandria
Fairfax
Fort
Belvoir
Dale City
Fredericksburg
King George
Fort
A.P. Hill
Caroline

0 50 100
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ▨ Disturbed

Figure 4-57
Survey Results in Archaeological Area 2k
(Map 4 of 11)

04/2018

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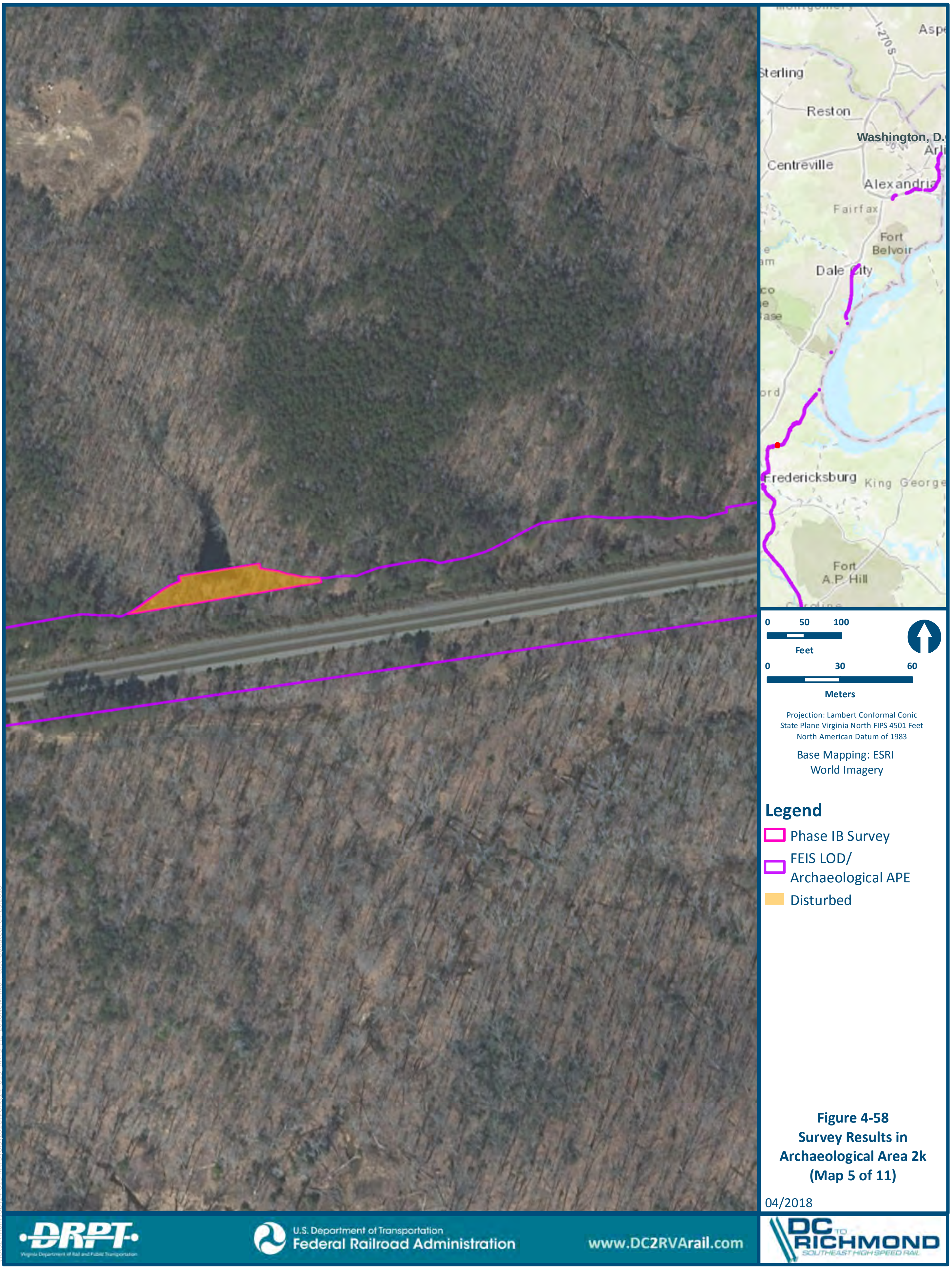
Montgomery
I-270 S
Aspen
Sterling
Reston
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline
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Feet
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Meters
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Disturbed

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Figure 4-58
Survey Results in Archaeological Area 2k
(Map 5 of 11)

04/2018

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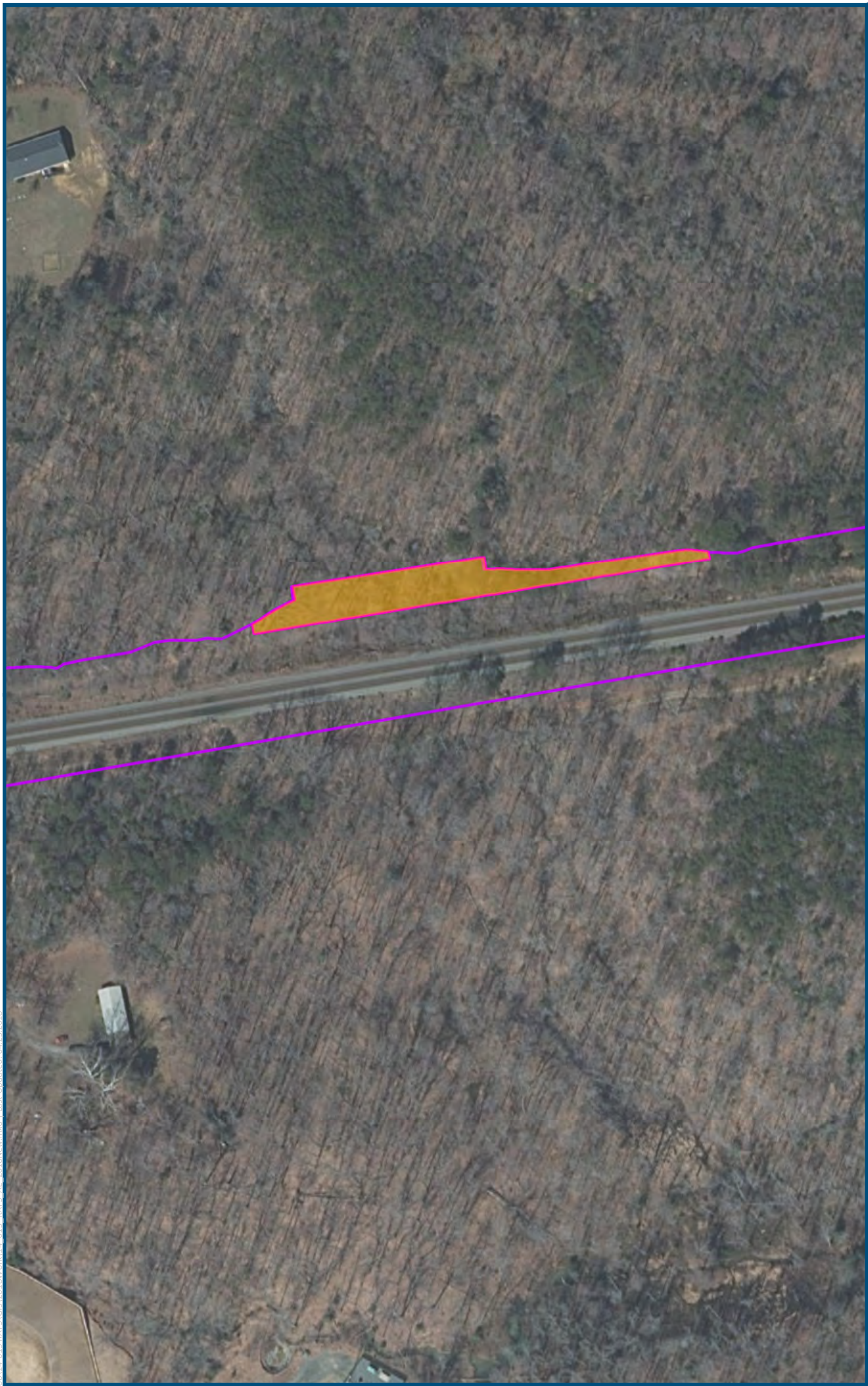

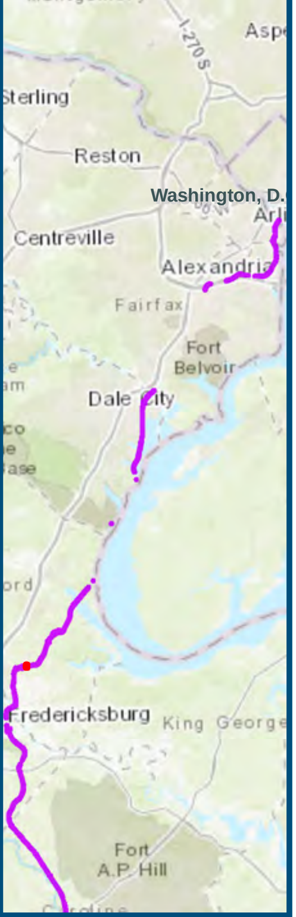
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Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline

0 50 100
Feet

0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- 🟧 Disturbed

Figure 4-59
Survey Results in Archaeological Area 2k
(Map 6 of 11)

04/2018

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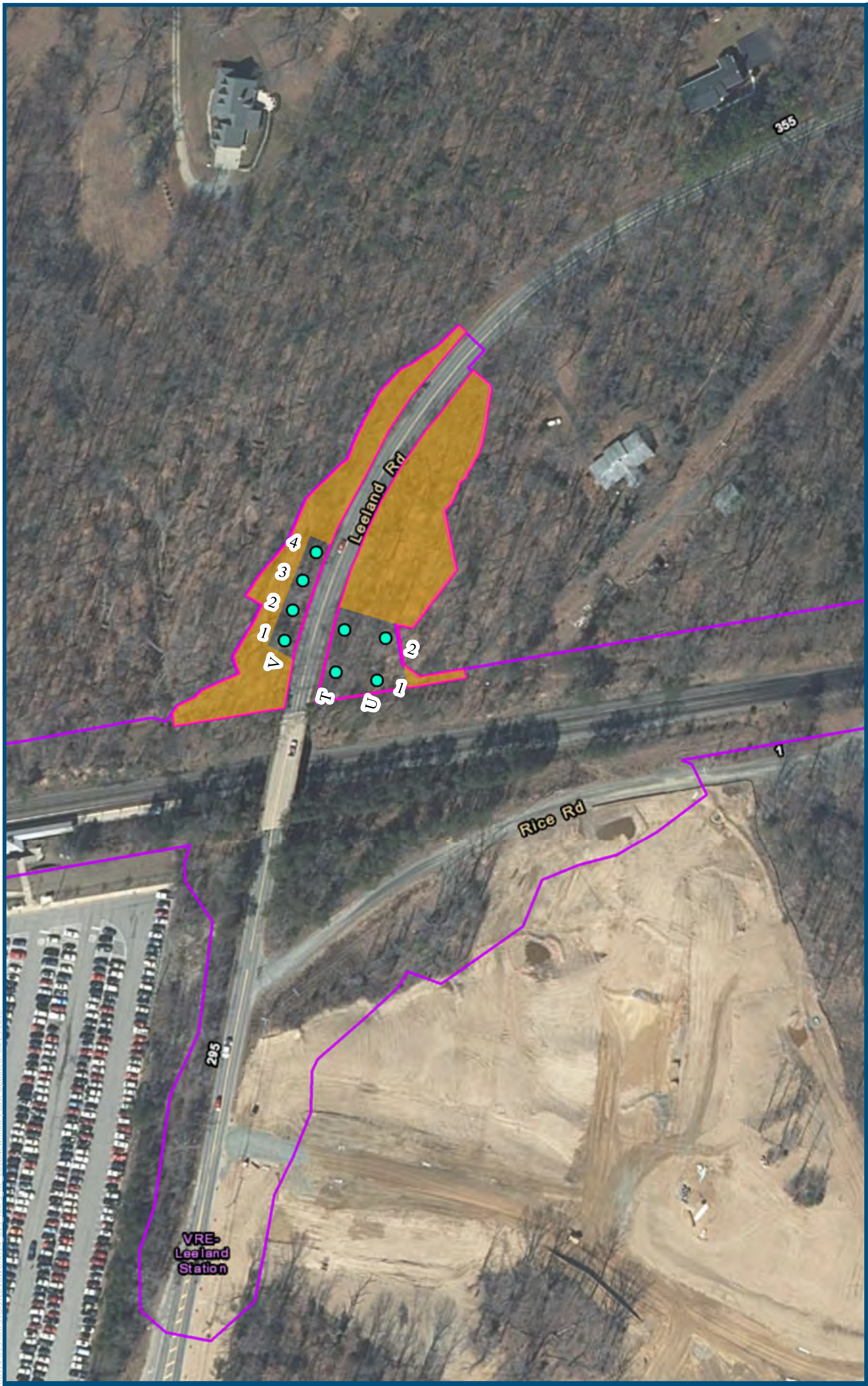
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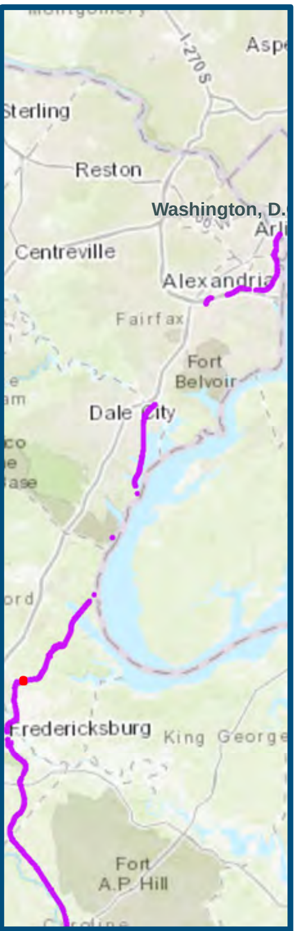
Leeland Rd
4
3
2
1
A
T
U
1
2
Rice Rd
1
295
VRE-Leeland Station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Dale City
Fredericksburg
King George
Fort A.P. Hill

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Feet

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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ▨ Disturbed

Figure 4-60
Survey Results in
Archaeological Area 2k
(Map 7 of 11)

04/2018

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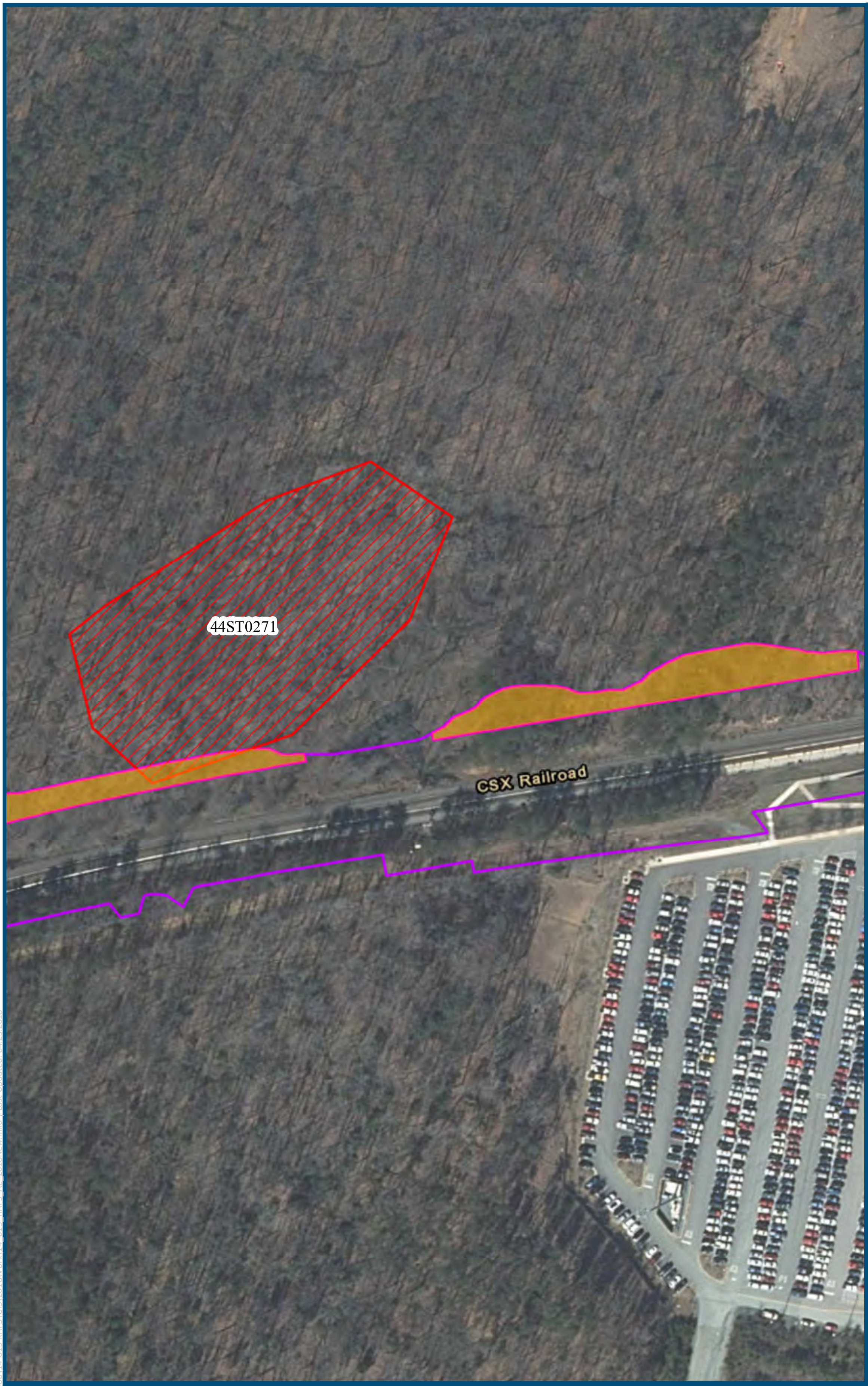
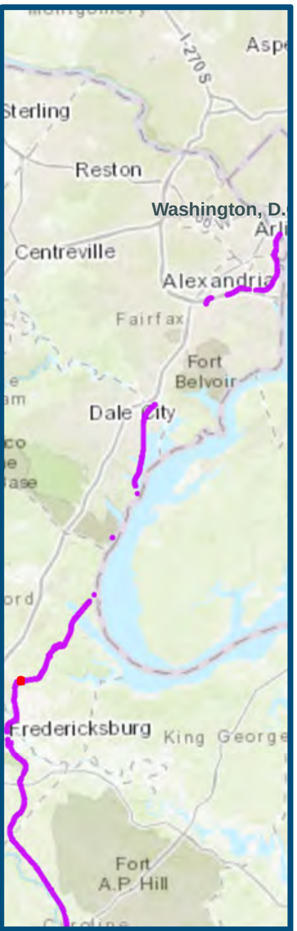

44ST0271
CSX Railroad


Montgomery
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Reston
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Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline

0 50 100
Feet

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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- 🟪 Phase IB Survey
- 🟪 FEIS LOD/ Archaeological APE
- 🟧 Disturbed
- ▨ Previously Recorded Site

Figure 4-61
Survey Results in Archaeological Area 2k
(Map 8 of 11)

04/2018

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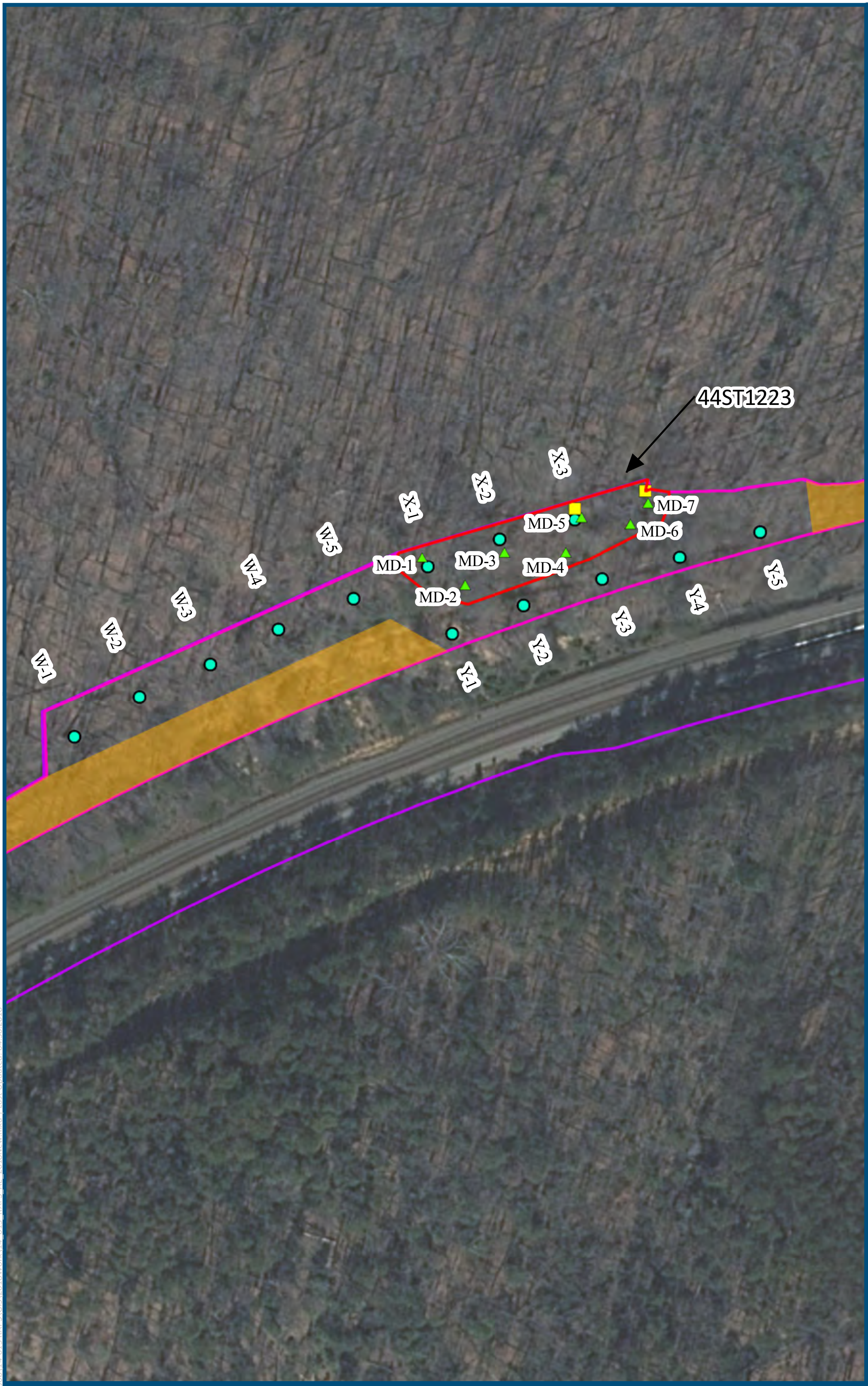
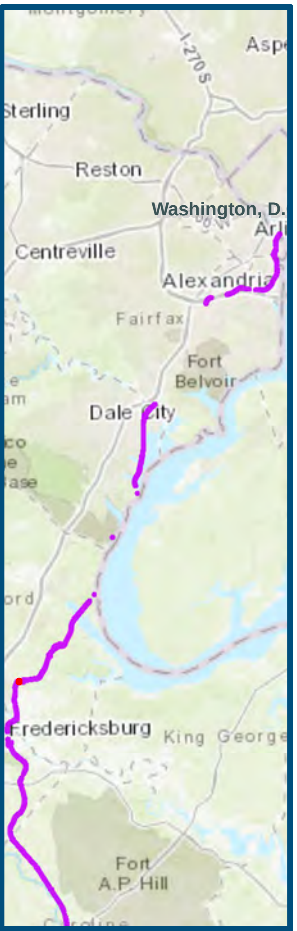

44ST1223
X-1
X-2
X-3
W-1
W-2
W-3
W-4
W-5
MD-1
MD-2
MD-3
MD-4
MD-5
MD-6
MD-7
Y-1
Y-2
Y-3
Y-4
Y-5


Montgomery
I-270 S
Aspe
Sterling
Reston
Washington, D.
Arli
Centreville
Alexandria
Fairfax
Fort
Belvoir
Dale City
Fredericksburg
King George
Fort
A.P. Hill
Caroline

0 50 100
Feet

0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- 🟥 Phase IB Survey
- 🟪 FEIS LOD/ Archaeological APE
- 🟥 Site Boundary
- ● Negative STP
- ▲ Metal Detector Hit
- 🟨 Civil War Feature
- 🟧 Disturbed

Figure 4-62
Survey Results in Archaeological Area 2k
(Map 9 of 11)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.30.2018

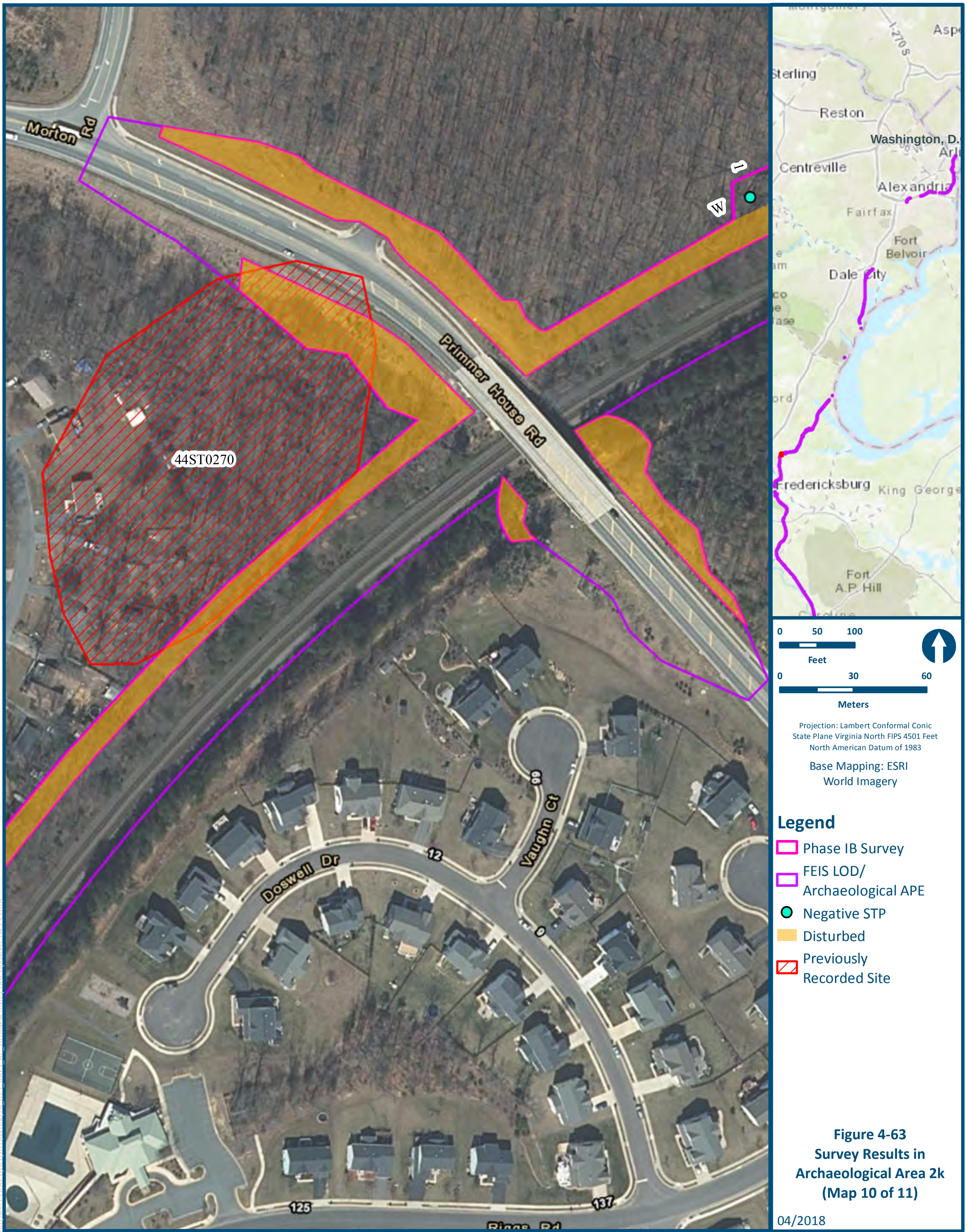
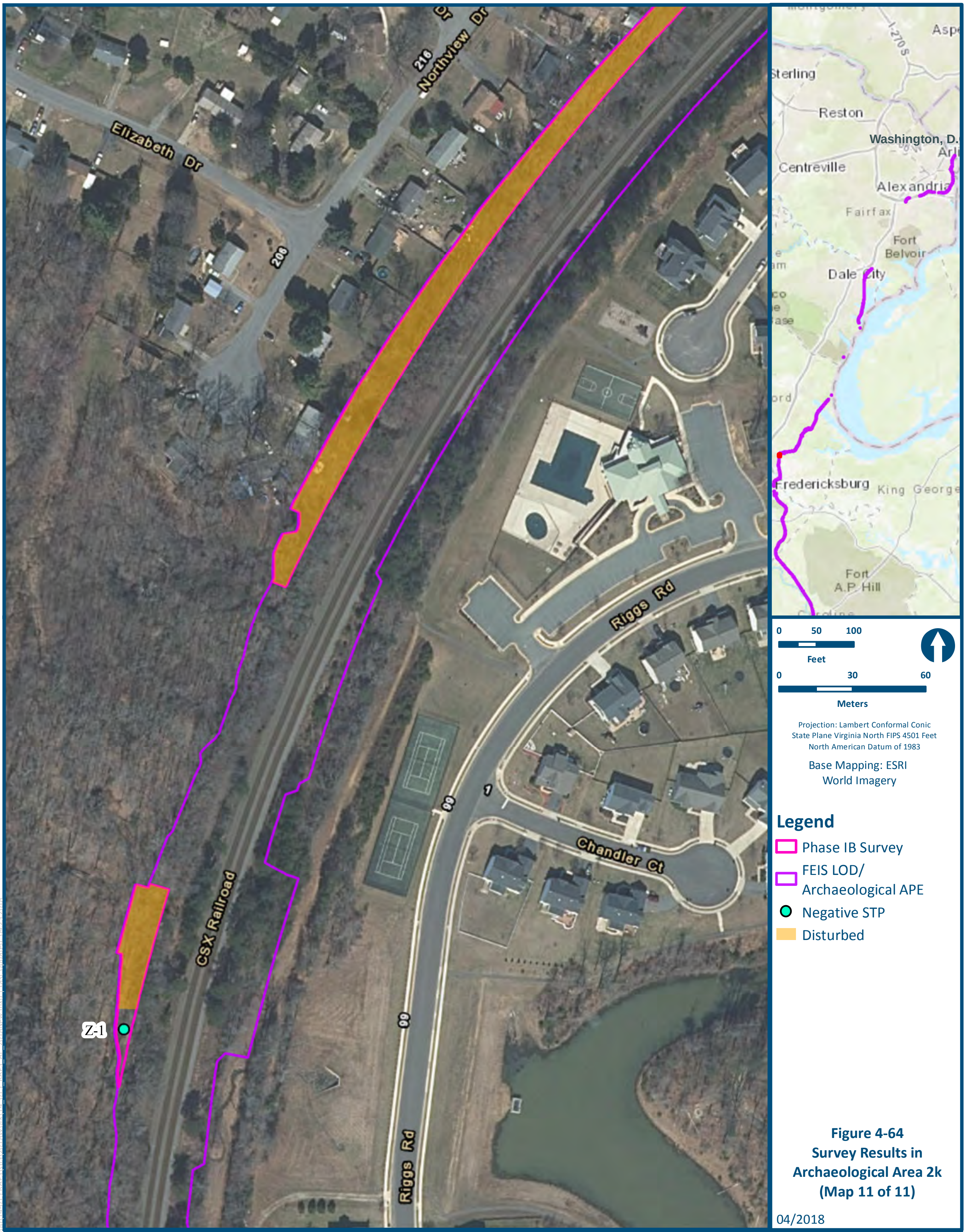

Morton Rd
Primmer House Rd
44ST0270
W
1
Vaughn Ct
Doswell Dr
Riggs Rd
99
12
0
125
137
Sterling
Reston
Washington, D.
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
I-270
0 50 100
Feet
0 30 60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Negative STP
Disturbed
Previously Recorded Site

Figure 4-63
Survey Results in Archaeological Area 2k
(Map 10 of 11)

04/2018


Northview Dr
216
Dr
Elizabeth Dr
206
CSX Railroad
Riggs Rd
Chandler Ct
90
1
90
Riggs Rd
Z-1
Montgomery
I-270S
Aspe
Sterling
Reston
Washington, D.
Arli
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline
0 50 100
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- 🟧 Disturbed

Figure 4-64
Survey Results in Archaeological Area 2k
(Map 11 of 11)

04/2018

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The average STP depth in Archaeological Area 2k was 1.1 feet (33.5 cm) with a maximum depth of 1.5 feet (45.7 cm). A-horizon depths ranged from 0.1 feet (3.0 cm) to 0.6 feet (18.3 cm) with an average depth of 0.4 feet (12.2 cm). A representative profile consists of very dark grayish brown (2.5Y 3/2) silt loam topsoil, capping light yellowish brown (2.5Y 6/4) silty clay subsoil (Figure 4-65).

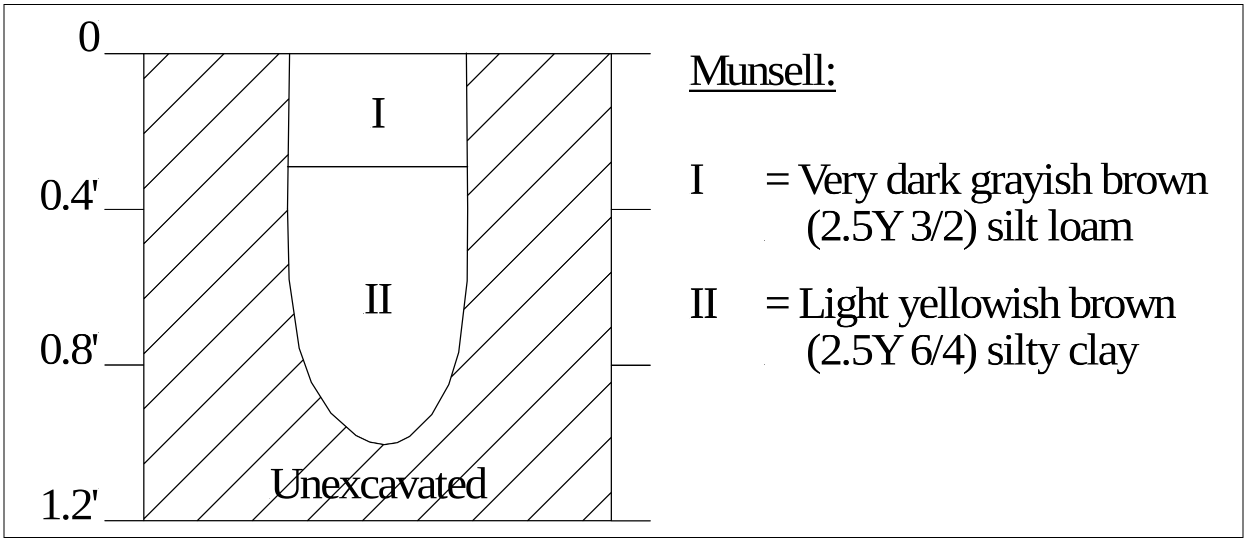
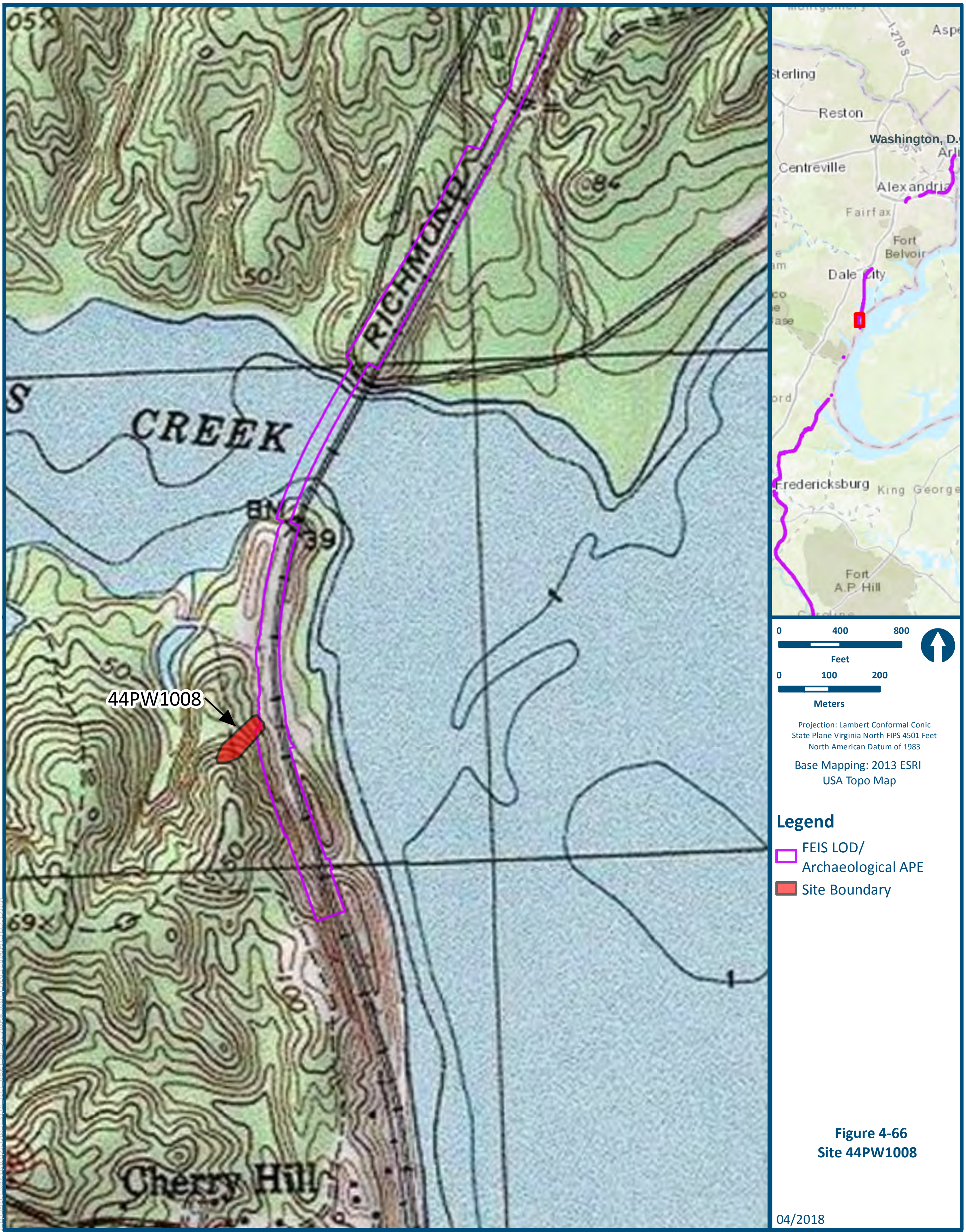

0
0.4'
0.8'
1.2'
I
II
Unexcavated
Munsell:
I = Very dark grayish brown (2.5Y 3/2) silt loam
II = Light yellowish brown (2.5Y 6/4) silty clay

FIGURE 4-65: REPRESENTATIVE SOIL PROFILE FROM AREA 2K, STP 2K-W-4

4.3.12 Previously Recorded Site 44PW1008

Site 44PW1008 is an archaeological site of indeterminate age or cultural affiliation in Prince William County (Figure 4-66). DHR site files record no notes of the associated site artifacts and indicate that the site is unevaluated regarding its NRHP eligibility. Most of the site as previously mapped lies outside the APE to the west. The APE within this site lies in a graded area between two artificial sloped surfaces, with push piles and dumped trash (Figure 4-67). Because of these artificial slopes, visual observation from the project corridor into the site was limited. However, to the extent that the site overlaps the present survey area, substantial disturbance is evident on the surface. Two STPs on the transect testing this portion of Archaeological Area 2f lie within the site boundaries. Both STPs had similar profiles consisting of a thin topsoil of dark yellowish brown (10YR 3/4) overlying gray (10YR 7/1) degraded sandstone. This is consistent with the area having been extensively graded. Because of the limited portion of the site lying within the project boundaries **it is recommended that site 44PW1008 remains unevaluated for the NRHP. However, within the archaeological APE, this portion of site 44PW1008 has been substantially disturbed and retains little soils that might retain archaeological deposits, and as such any portion of the site within the APE would not contribute to the site's overall eligibility**.


RICHMOND
CREEK
BM
39
50
84
Cherry Hill
44PW1008
Sterling
Reston
Washington, D.C.
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
I-270 S
0 400 800
Feet
0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2013 ESRI
USA Topo Map

Legend

- ▭ FEIS LOD/ Archaeological APE
- 🟥 Site Boundary

Figure 4-66
Site 44PW1008

04/2018

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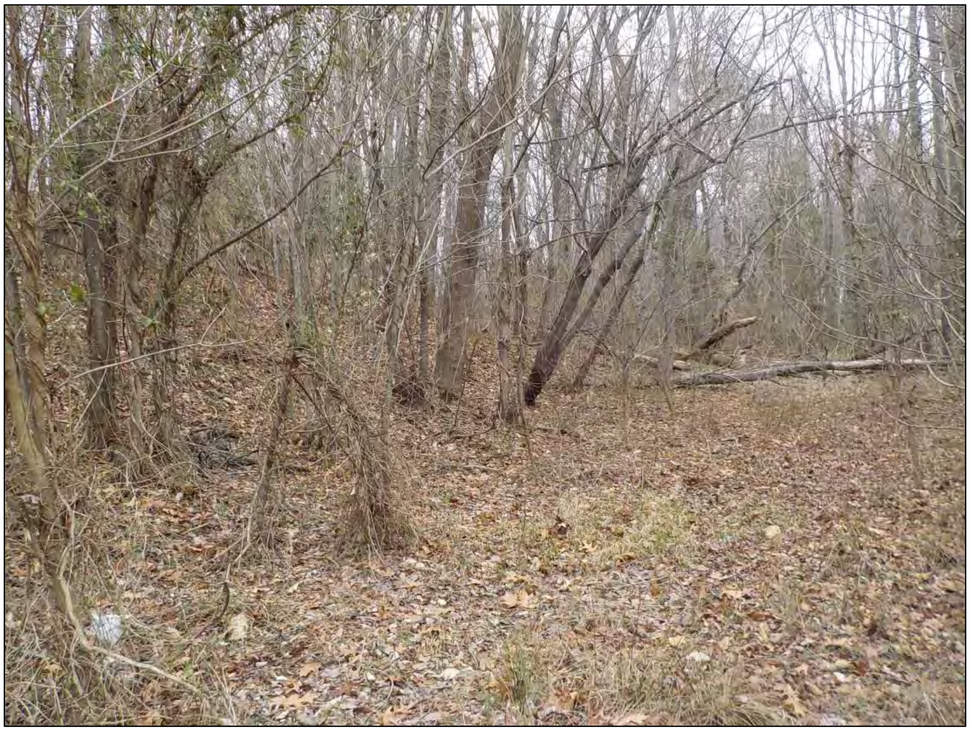
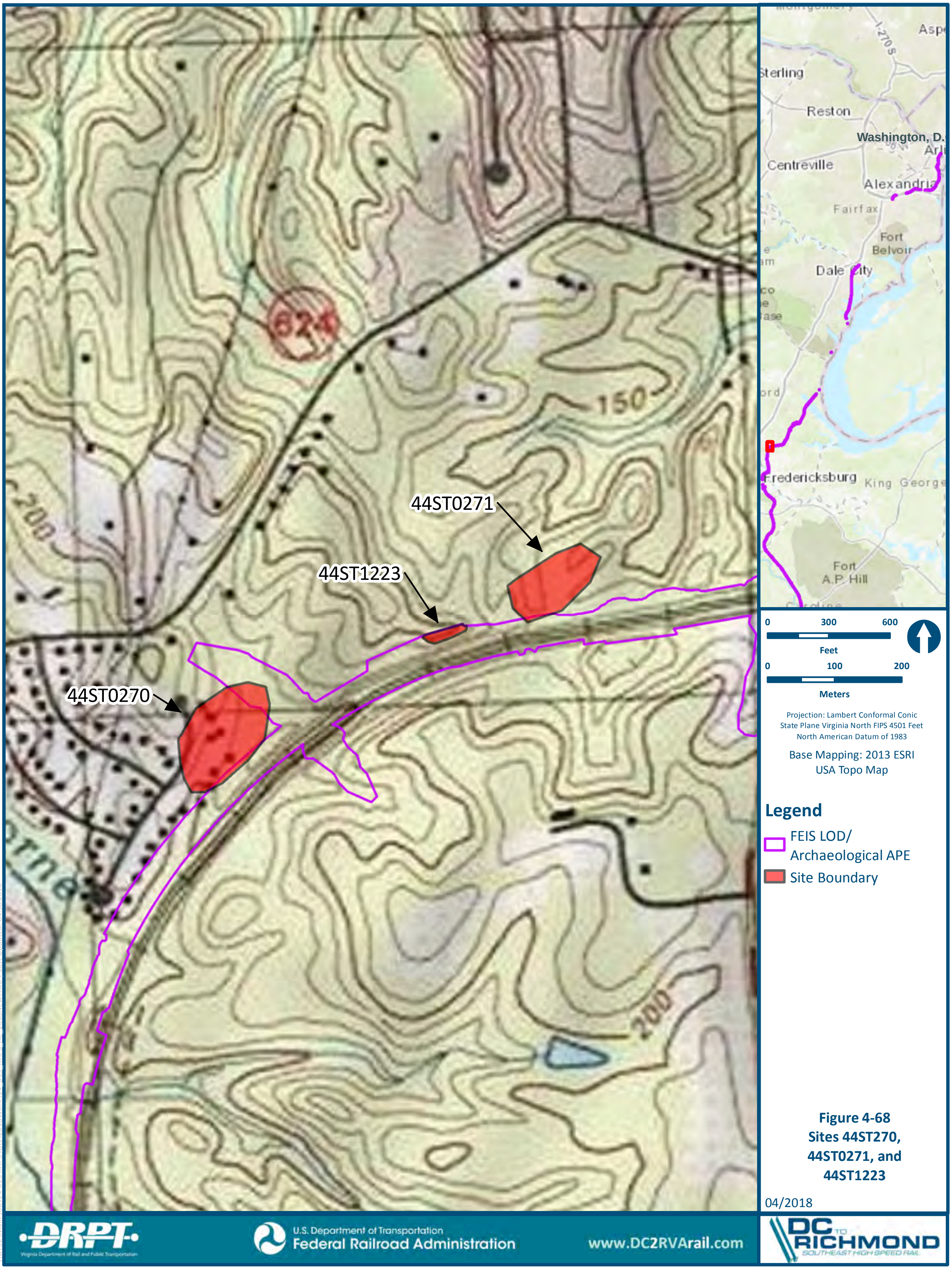


FIGURE 4-67: OVERVIEW OF SITE 44PW1008 WITHIN APE, LOOKING NORTH

4.3.13 Previously Recorded Site 44ST0270

Site 44ST0270, a reported Civil War camp, was identified to DHR by an informant who observed hut depressions in the area (Figure 4-68). The site has not been evaluated for NRHP eligibility. The substantial majority of the site lies outside the present survey area, and the portion that lies within the survey area is either on the extremely steep artificial slope up to Primmer House Road, or in the eroded area at the bottom of that slope (Figure 4-69). A pedestrian survey of the site indicated that no depressions or other visual indicators of the site were found intact within the project APE. It is therefore unlikely that any portion of the site within the current survey area remains intact, and given the nature of the site's initial recordation, may not have been part of the site core to begin with. **It is recommended that site 44ST0270 remains unevaluated for the NRHP. However, within the archaeological APE, the portion of site 44ST0270 has been extensively compromised by buried utilities and a gravel road, and as such any portion of the site within the APE does not contribute to the site's overall eligibility**.


44ST0271
44ST1223
44ST0270
150
200
200
624
Sterling
Reston
Washington, D.
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
I-270
0 300 600
Feet
0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2013 ESRI
USA Topo Map

Legend

- FEIS LOD/ Archaeological APE
- 🟥 Site Boundary

Figure 4-68
Sites 44ST270, 44ST0271, and 44ST1223

04/2018

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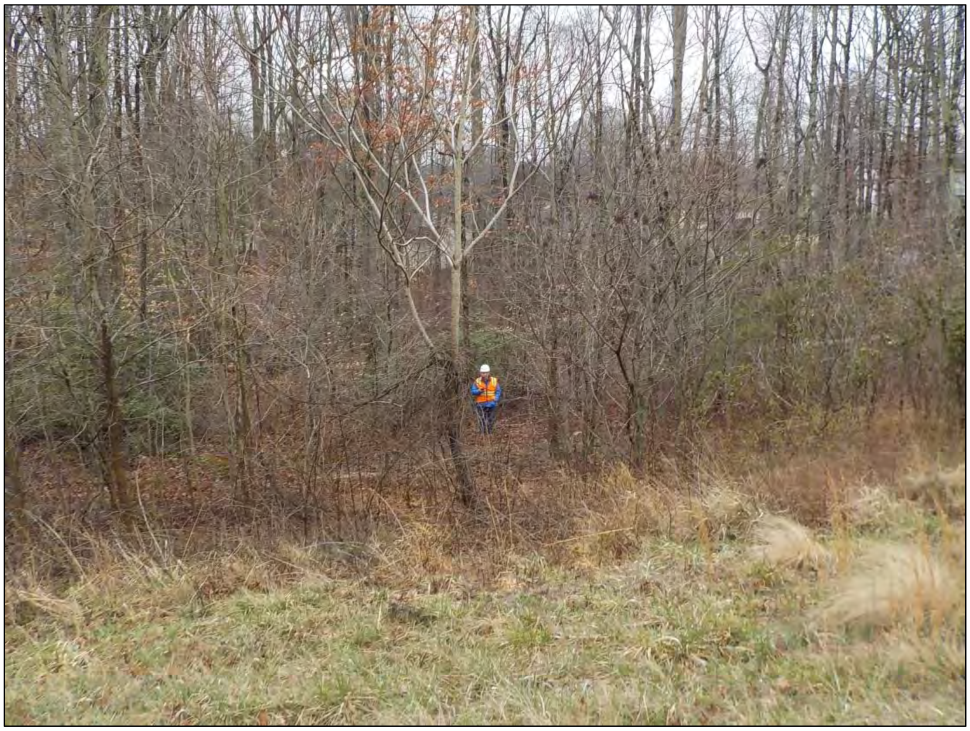


FIGURE 4-69: OVERVIEW OF SITE 44ST0270 WITHIN APE, LOOKING WEST

4.3.14 Previously Recorded Site 44ST0271

Site 44ST0271 is also an informant-identified Civil War camp (see Figure 4-68). DHR site files indicate that the site is unevaluated in regard to its NRHP eligibility. The substantial majority of the site as mapped lies outside the present survey area on private property to which Dovetail archaeologists did not have access. However, to the extent that the site overlaps the present survey area, the likelihood of undisturbed subsurface remains is low, as the area shows substantial erosion and disturbance relating to the existing rail line and a buried fiber optic line paralleling the rail (Figure 4-70). No depressions or other visual indicators of the site were found intact within the project APE. As such i**t is recommended that site 44ST0271 remains unevaluated for the NRHP. However, within the archaeological APE, the portion of site 44ST0271 has been substantially disturbed by both utility trenches and grading for the existing rail, and as such any portion of the site within the APE would not contribute to the site's overall eligibility**.

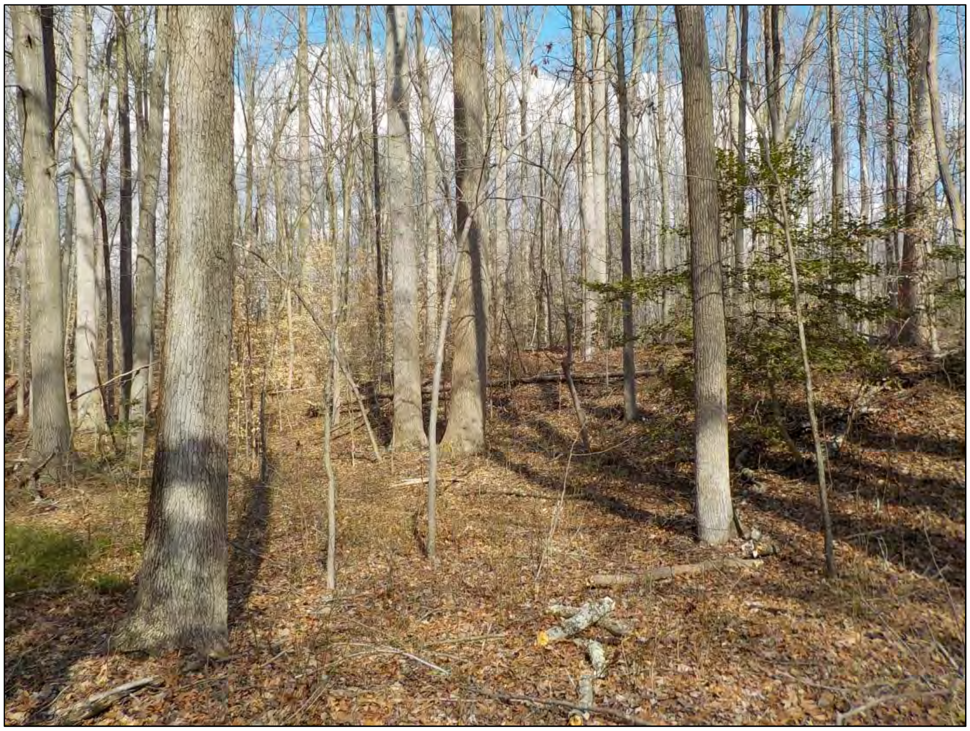


FIGURE 4-70: OVERVIEW OF SITE 44ST0271 WITHIN APE, LOOKING WEST

4.3.15 Newly Identified Site 44ST1223

4.3.15.1 Site Description

Site 44ST1223 is located in a wooded setting (Figure 4-71) on the north side of the CSXT rail line, just east of Primmer House Road, more specifically, within the central portion of Archaeological Area 2k (see Figure 4-68). This site represents a Civil War campsite occupied during the winter of 1862–1863 when the Union Army was ordered into winter quarters. The site was initially identified during the pedestrian survey based on the presence of two square depressions measuring approximately 3-foot (0.3-m) square, representing 'hut holes' (areas where soldier's winter tents were located) as well as recent metal detecting activity. These features were roughly linear in nature, however given only two were identified an exact layout is difficult to ascertain. While shovel testing resulted in no cultural materials, a cursory metal detector sweep of the archaeological APE was conducted to further delineate the portion of the site within the project limits.

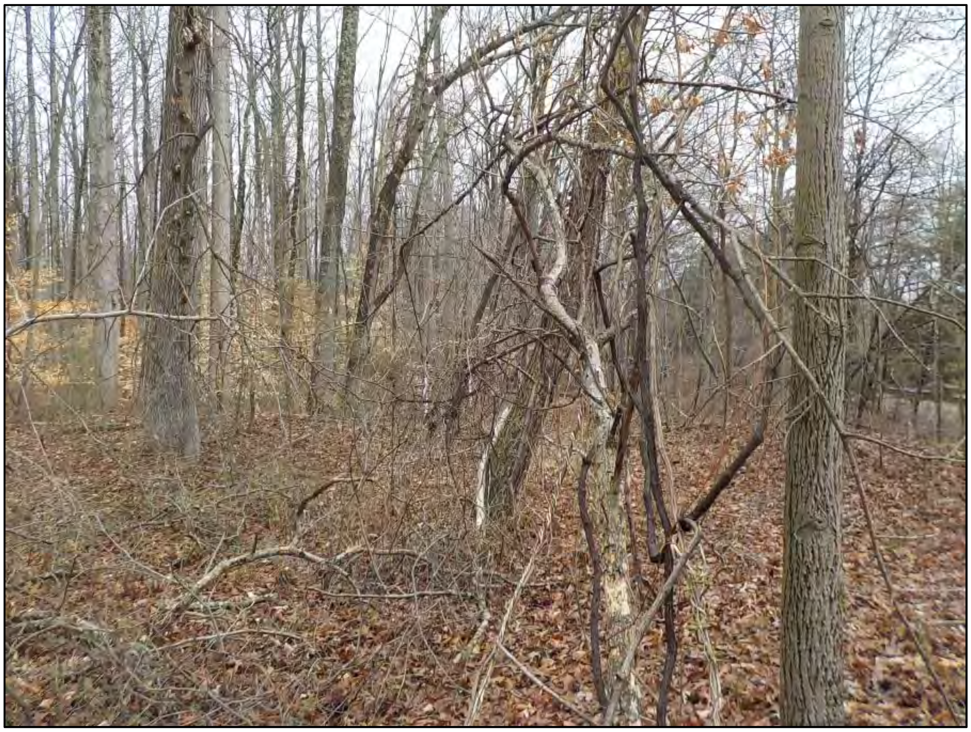


FIGURE 4-71: GENERAL VIEW OF SITE 44ST1223, LOOKING NORTHWEST

Much of the area is disturbed from logging, access roads, and buried utility lines which appear to have impacted a portion of the site. Due to property access limitations, only a portion of the site was investigated; however, additional hut holes were observed on a neighboring parcel. The portion of the site investigated during this survey measures approximately 223 feet (67.9 m) x 54 feet (62.4 m), covering an area of 0.2 acres (0.08 ha). It sits at an elevation of approximately 185 feet (56 m) above mean sea level (AMSL).

A total of seven artifacts was recovered from six metal detector hits at site 44ST1223, all representing the historic occupation of the site. Materials recovered include cut nails, barrel banding, and a broken horseshoe. While these artifacts could also represent a historic domestic occupation, the presence of hut holes and recent metal detectorist activity indicates this site represents a Civil War-era winter encampment. Furthermore, discussions with local metal detecting amateurs suggest that this site was occupied by the elements of the Third Corps during the winter of 1862–1863, and several Union and Confederate-related artifacts have been recovered from the general vicinity in the past.

The average depth of STPs within the site was 0.9 feet (0.3 m), with the deepest STP extending to a depth of 1 foot (0.3 m). The average A-horizon measured 0.47 feet (0.1 m). The maximum A-horizon measurement within the site was 0.6 feet (0.2 m). An average soil profile for this site contained two stratigraphic levels. Stratum I, consists of a very dark grayish brown (2.5Y 3/2) silt loam which overlaid a subsoil consisting of a light yellowish brown (2.5Y 6/4) clay loam (Figure 4-72).

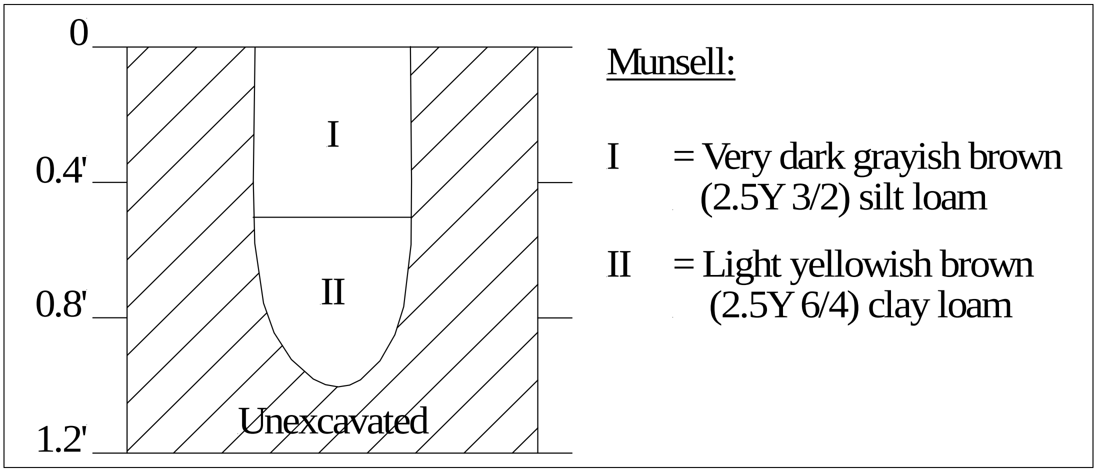

0
0.4'
0.8'
1.2'
I
II
Unexcavated
Munsell:
I = Very dark grayish brown (2.5Y 3/2) silt loam
II = Light yellowish brown (2.5Y 6/4) clay loam

FIGURE 4-72: REPRESENTATIVE STP PROFILE FOR SITE 44ST1223

4.3.15.2 Evaluation and Significance

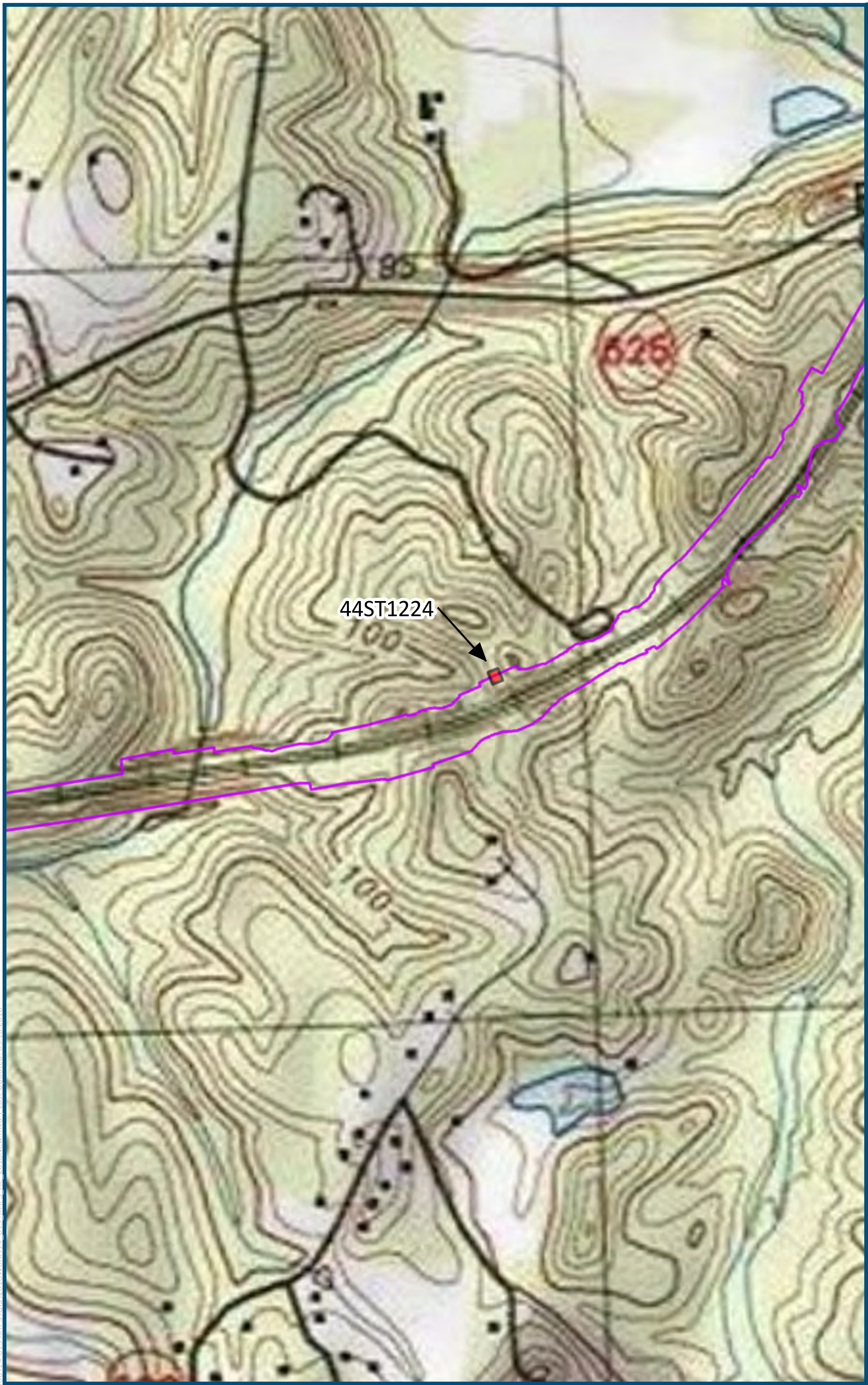
Site 44ST1223 is a nineteenth century Civil War encampment occupied during the winter of 1862–1863. Excavations at the site resulted in little cultural material specific to the Civil War occupation of the site, but surface evidence indicates that features related to hut holes are present. While this site is tied to the Civil War, specifically when the Union Army went into winter quarters, this is not considered a significant historical event or pattern of events as Civil War winter encampments are found throughout this portion of Virginia (Criterion A) and, as such, Criterion A is not applicable. Additionally, there are no known associations with significant persons (Criterion B) and the deposits do not illustrate distinctive characteristics of a type, period, or method of construction (Criterion C). Furthermore, nearly 100 sites of this type have been identified in Stafford County alone, approximately 20 of which were subjected to a Phase II evaluation (i.e. Brady et al. 2004; Klein et al. 2007) and would be more applicable for Criterion C.

However, the presence of above-ground remains representative of Civil War features and the recovery of artifacts representing the nineteenth century Civil War occupation of the site suggests that further excavation at the site has the potential to yield significant data about the nineteenth century occupation of the area (Criterion D). As such, Dovetail **recommends site 44ST1223 as potentially eligible for NRHP listing, under Criterion D.**

4.3.16 Newly Identified Site 44ST1224

4.3.16.1 Site Description

Site 44ST1224/089-5624 is a small mid-nineteenth century family cemetery, known as the Daffan Cemetery, located in densely wooded portion of Archaeological Area 2k (Figure 4-73 and Figure 4-74). The cemetery is on the north side of the CSXT rail line and south of Leeland Road, situated approximately 6 miles (9.7 km) northeast of Falmouth, Virginia, in Stafford County. The site was identified during the pedestrian survey and no shovel tests were excavated within the cemetery area. The site measures approximately 35 x 40 feet (10.7 x 12.2 m), covering an area of 0.04 acres (0.02 ha). It sits at an elevation of approximately 130 feet (39.6 m) AMSL.


44ST1224
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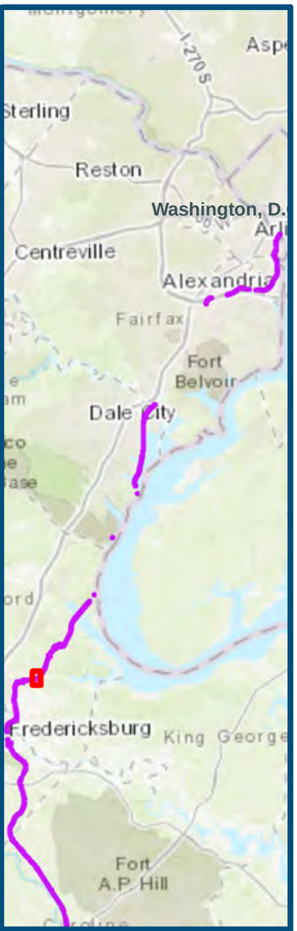
100
85
626


Sterling
Reston
Washington, D.
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
I-270

0
300
600
Feet
0
100
200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2013 ESRI
USA Topo Map

Legend

- ▭ FEIS LOD/ Archaeological APE
- 🟥 Site Boundary

Figure 4-73
Site 44ST1224

04/2018

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FIGURE 4-74: SITE 44ST1224/089-5624, LOOKING NORTH

Surface features noted at the site include five headstones, one associated footstone, and at least three unmarked interments. The first headstone reads "IN / *Memory of* / WILLIAM DAFFAN / DIED / April 2nd, 1855/in the 78th year of / His age." The marker is sandstone and has an unmarked associated sandstone footstone (Figure 4-75). The second headstone, also sandstone, has an engraved circle thought to contain an angel and reads "In memory of" (the rest of the text is buried) (Figure 4-76). The third sandstone marker has been damaged and is represented by detached top half and the bottom half which remains in its original location. The detached top half is decorated with a rose and reads "In memory of". The in situ base bears the inscription "…ANN M. / BURRUS/ WIFE OF P. H. BURRUS / Caroline County/ Who died / November 22nd 1848 / 29th year of her age." (Figure 4-77). The fourth headstone is also sandstone and reads "IN / *Memory of* / HUGH W. DAFFAN / DIED / Sept, 22. 1847 / In the 11 year / of his age." (Figure 4-78). The final headstone is granite and has no discernible inscription (Figure 4-78).

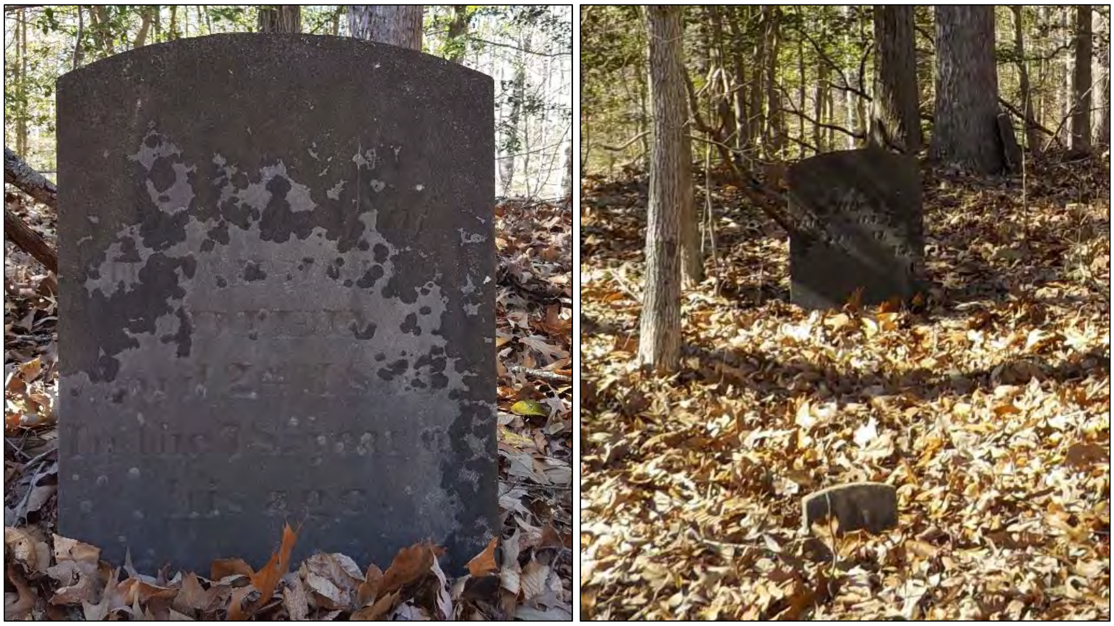


FIGURE 4-75: SITE 44ST1224, WILLIAM DAFFAN HEADSTONE DETAIL

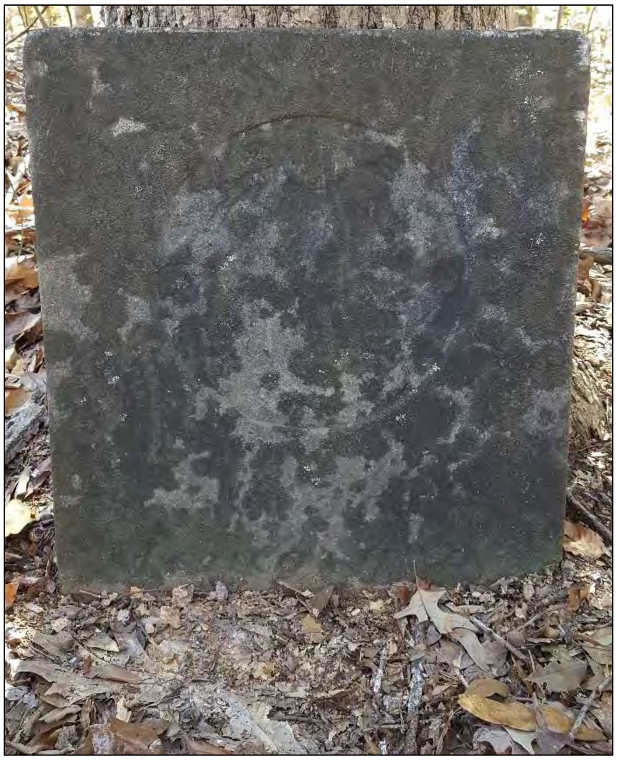


FIGURE 4-76: SITE 44ST1224, UNKNOWN HEADSTONE DETAIL

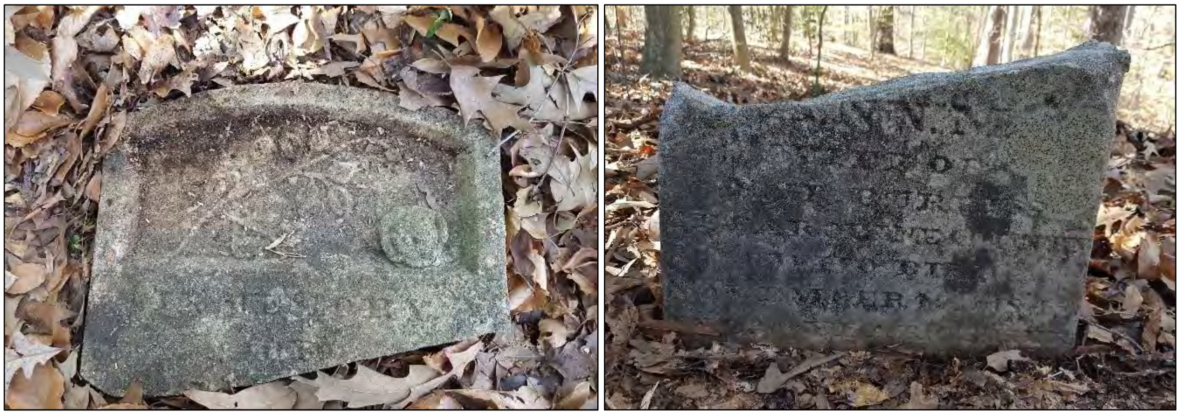


FIGURE 4-77: SITE 44ST1224, ANN M. BURRUS HEADSTONE DETAIL

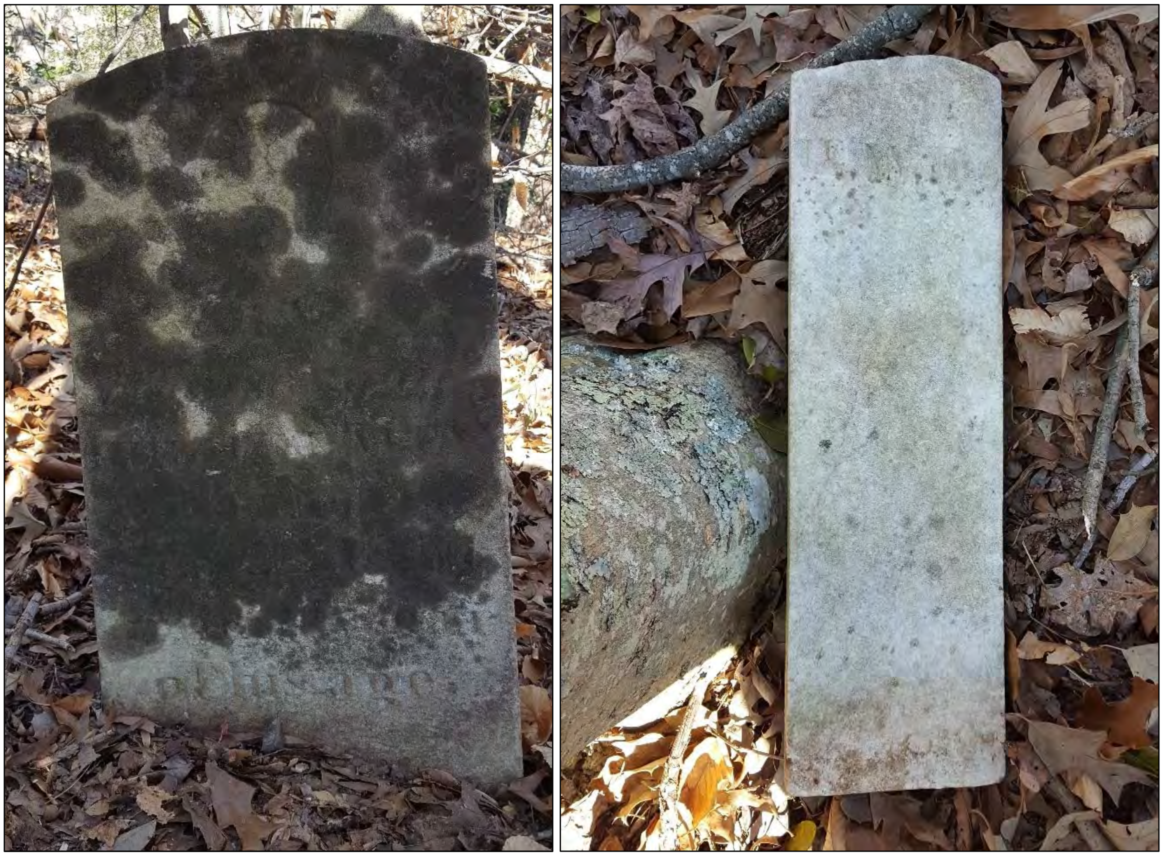


FIGURE 4-78: SITE 44ST1224, HUGH W. DAFFAN HEADSTONE DETAIL (LEFT) AND UNKNOWN HEADSTONE DETAIL (RIGHT)

In addition to the marked interments, at least three additional unmarked graves were noted during the pedestrian survey of the cemetery area. These unmarked interments were identified based on the presences of shallow rectangular depressions. Based on the presence of both marked and unmarked graves, it appears that a minimum of eight individuals may be buried within the cemetery. Given the interment dates on the discernible grave markers, the cemetery was established circa 1847 and abandoned circa 1855, suggesting it was in use for a very short period during the mid-nineteenth century. The Stafford County Cemetery Committee completed a survey of the cemetery in April 2009 and noted similar conditions and the presence of at least seven graves (both marked and unmarked) (Dodd 2009). This 2009 survey noted that the cemetery was threatened by neglect and that at least one grave had been disturbed and damaged.

4.3.16.2 Evaluation and Significance

Site 44ST1224/089-5624 is a small mid-nineteenth-century family cemetery, including the marked interments of five individuals and at least three unmarked graves. No subsurface excavations were conducted within the cemetery area, as such the boundaries of the cemetery have not been delineated. The cemetery appears to be typical of small family burying grounds encountered throughout the region and does not display any unique architectural elements or known association with people or events important in history. As such, **it is recommended that site 44ST1224/089-5624 is not eligible for NRHP inclusion under Criteria A–D.** However, it is recommended that the general cemetery area should be avoided or further delineation efforts should be undertaken to determine the exact limits of the cemetery.

4.4 AREA 3: FREDERICKSBURG

Area 3 of the DC2RVA Preferred Alternative encompasses those portions of the LOD lying within a part of Stafford County, and the City of Fredericksburg and Spotsylvania County in their entirety. A very small portion of Area 3 extends into Caroline County with the final archaeological area terminating approximately 800 feet (243.8 m) south of the Spotsylvania-Caroline County line. Beginning in the north near Dahlgren junction and ending on the south between Claiborne and Guinea, Area 3 runs along approximately 13 miles (20.9 km) of the existing CSXT rail. The areas identified for archaeological survey within Area 3 encompasses 29.5 acres (11.9 ha).

The setting of Area 3 is varied, running directly through downtown Fredericksburg and the local environs, but continuing into the rural areas to the southeast of the city. The northern portions of Area 3 reflect the urban environment around Fredericksburg, and as the corridor moves further to the south, the setting transitions to one dominated by wooded areas. (Figure 5-29). Area 3 consists of six archaeological areas, lettered 3a through 3f, designated for Phase IB study within the scope of the current investigation. One of these, Archaeological Area 3e, was inaccessible at the time of field survey and no pedestrian or subsurface archaeological investigations were completed in this area. The remaining five archaeological areas were subjected to subsurface testing in at least some portions. A number of the archaeological areas are crossed by or adjacent to streams, including the Rappahannock River, and Deep Run and Massaponax Creeks (see Figure 2-2).

Like much of the DC2RVA project corridor as a whole, substantial portions of Area 3 were not subjected to subsurface testing due to existing disturbances. These disturbances mainly consisted of the construction grading creating embankments required by the existing railroad. Other disturbances included substantial buried fiber optic and petroleum utility transmission lines and artificial ditches. Although the majority of area within Area 3 was disturbed and therefore not subjected to subsurface testing, five archaeological areas received at least some subsurface testing (Figure 4-79).

FIGURE 4-79: REPRESENTATIVE VIEW OF AREA 3 SETTING, LOOKING NORTHEAST

A total of 199 shovel tests was excavated in Area 3. Stratigraphy varied greatly across this area, as would be expected from such a small sample over such a large geographic area. Eight positive shovel tests and a single metal detector hit resulted in the identification of two new archaeological sites (44SP0767 and 3f-2) and two isolated finds (ISF 3c-1 and ISF 3f-1). Additionally, five previously recorded archaeological sites intersect Area 3 and were revisited during the current survey (44SP0187, 44SP0468, 44SP0687, 44SP0688, and 44ST0011). Artifacts were recovered from only one of these previously identified sites, 44SP0187. Newly and previously identified sites and ISFs are discussed below a general description of each area.

4.4.1 Archaeological Area 3a

Archaeological Area 3a begins at the existing CSXT railroad’s crossing of Kings Highway (Route 3), and continues from there to the southwest, ending at the Rappahannock River, and spanning across approximately 2,400 feet (731.5 m). Archaeological Area 3a consists of eight blocks of area deemed suitable for archaeological study that are located on both sides of the existing rail and running along the sides of Kings Highway. These areas encompass a total of 8.1 acres (3.3 ha). The majority of this area is not suitable for subsurface testing as the corridor falls largely in the extensive construction grading related to both the railroad as it approaches a bridge crossing the Rappahannock River, and to the multi-lane overpass of Kings Highway over the railroad (Figure 4-80). A small portion of Archaeological Area 3a, lying primarily along the western side of the rail, was tested via STP survey, but even there, many shovel test locations were left unexcavated as construction grading or inundation protrude across the transects (Figure 4-81). Twenty-one STPs were excavated and were located primarily on two transects, but a pair of judgmental STPs was excavated as well (Figure 4-82 and Figure 4-83). No artifacts were found and no new sites were identified in Archaeological Area 3a. However, previously identified site 44ST0011 intersects the APE in this area.

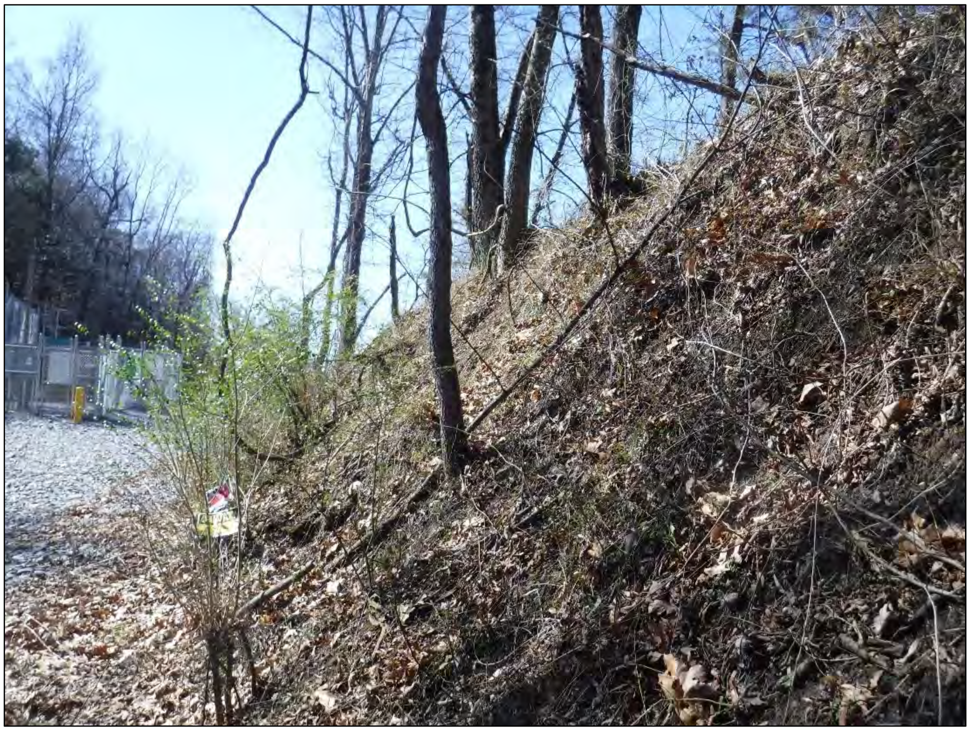


FIGURE 4-80: STEEP SLOPE IN AREA 3A, LOOKING SOUTH

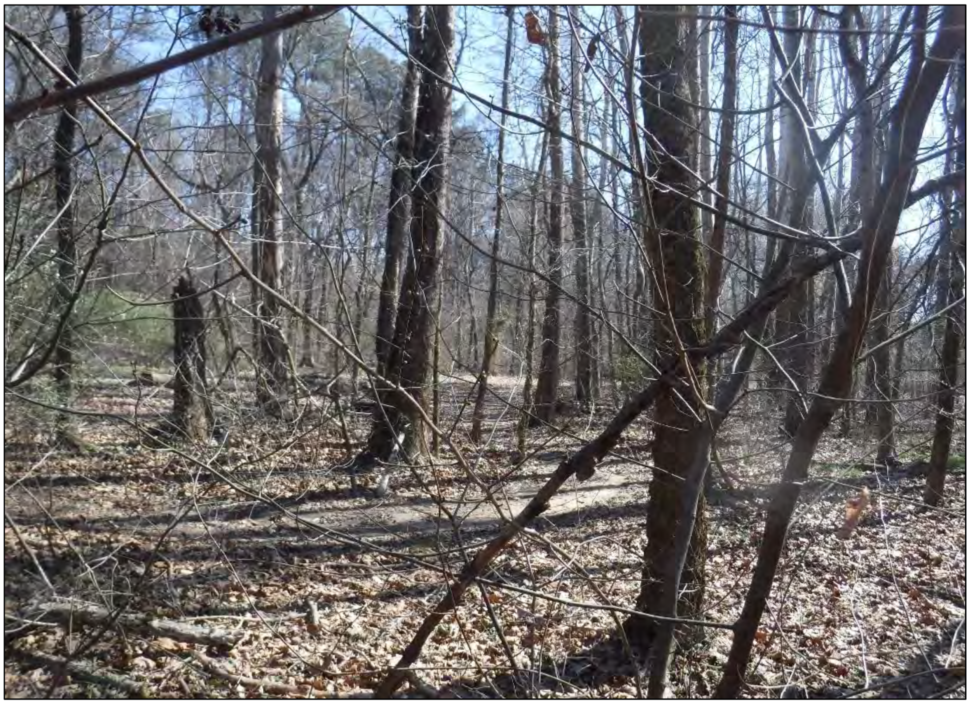
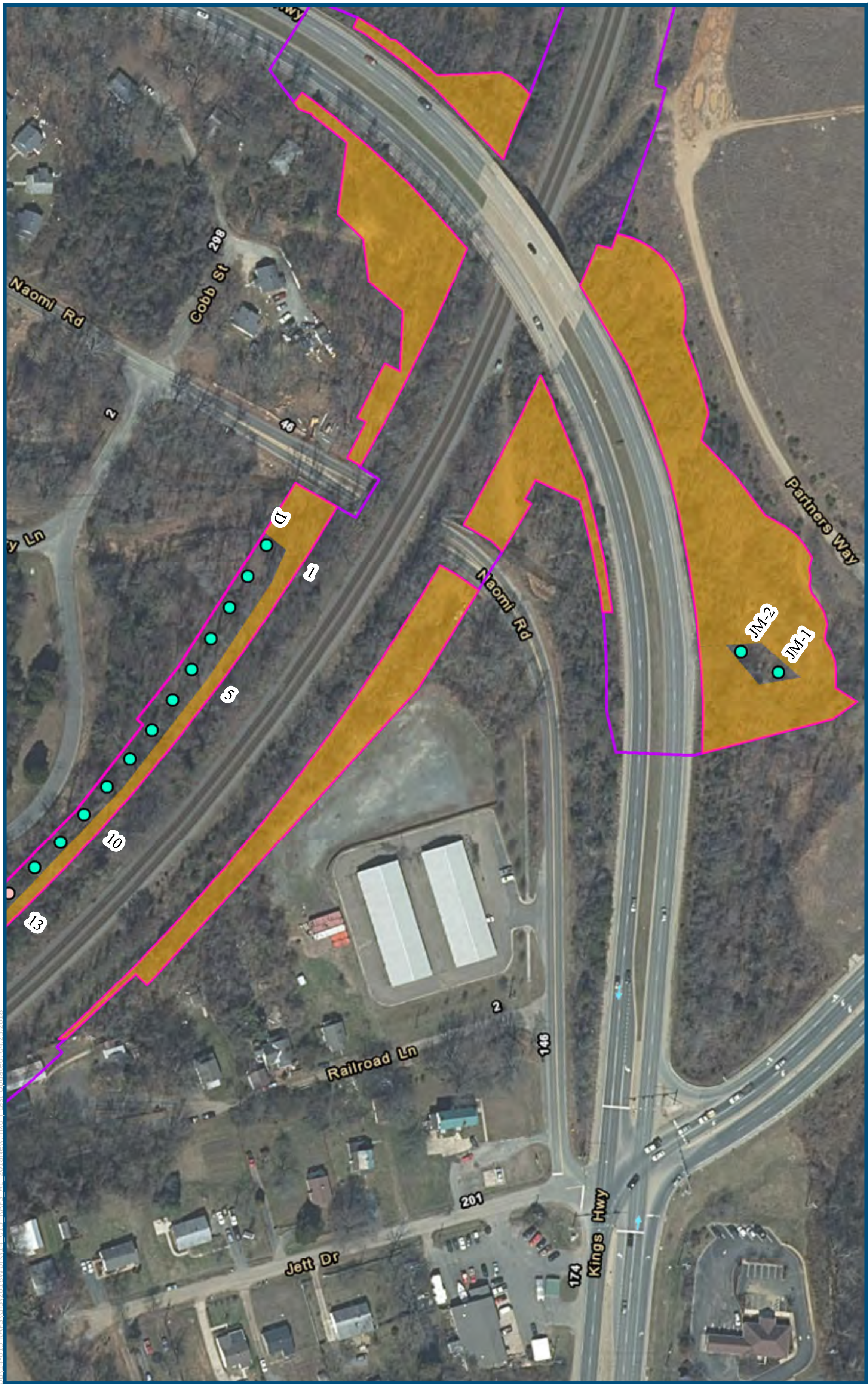
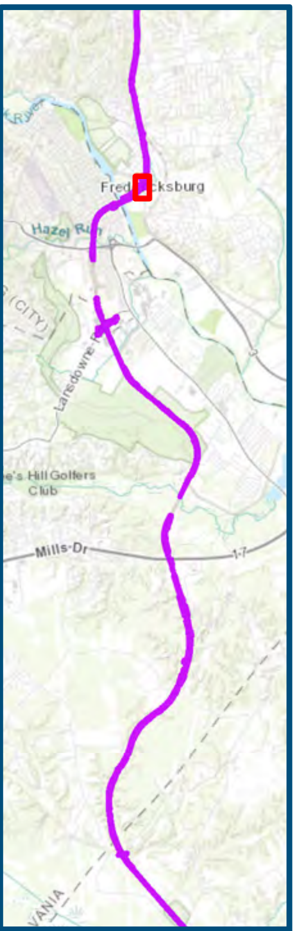


FIGURE 4-81: PORTION OF AREA 3A SUBJECTED TO SUBSURFACE TESTING, LOOKING NORTH


Naomi Rd
Cobb St
298
2
46
D
1
5
10
13
y Ln
Naomi Rd
JM-2
JM-1
Partners Way
Railroad Ln
148
2
201
Jett Dr
174
Kings Hwy


Fredericksburg
Hazel Run
(CITY)
Lansdowne
Lee's Hill Golfers Club
Mills Dr
17
VANIA

0 50 100
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ○ STP Not Excavated
- 🟧 Disturbed

Figure 4-82
Survey Results in Archaeological Area 3a
(Map 1 of 2)

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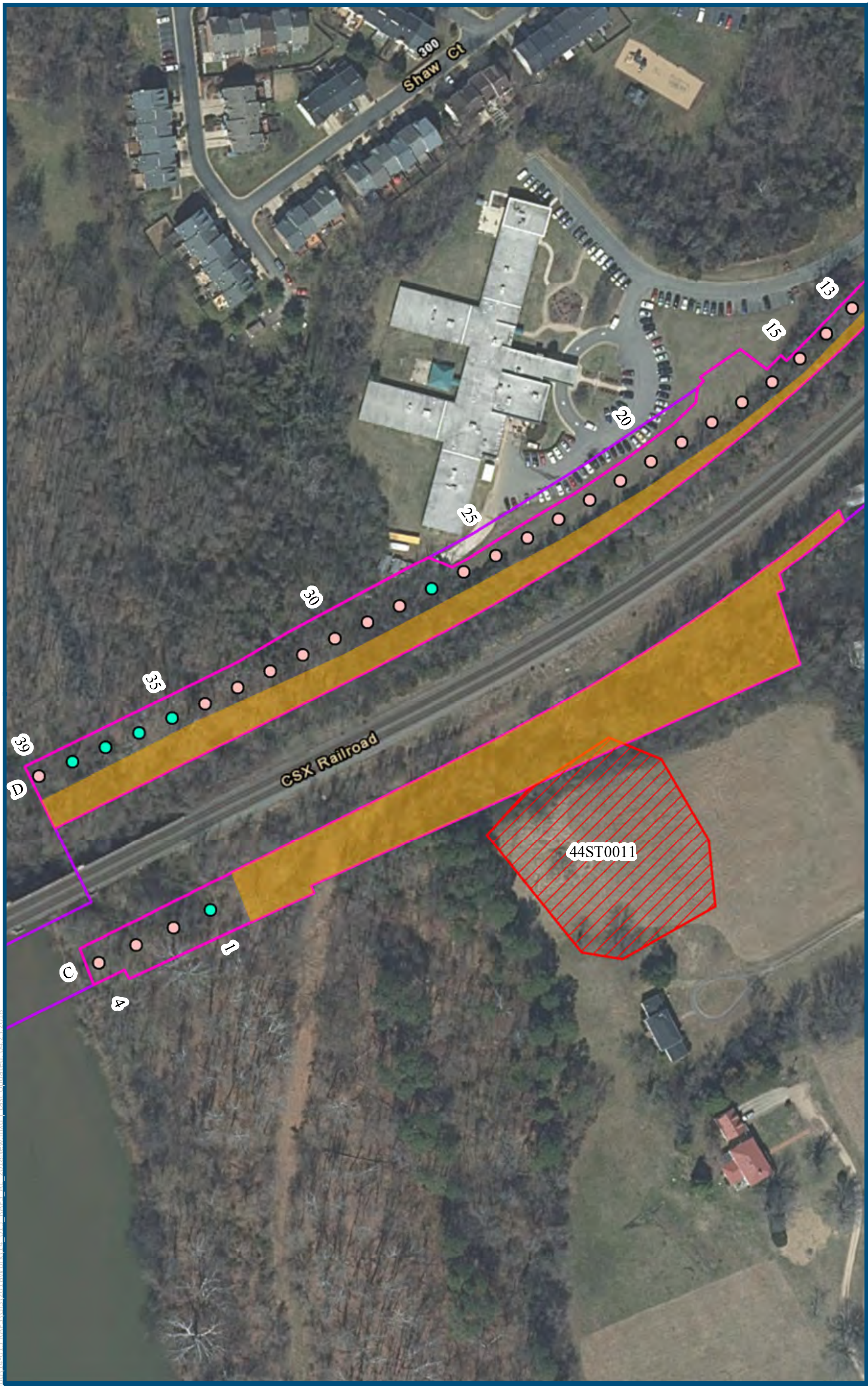
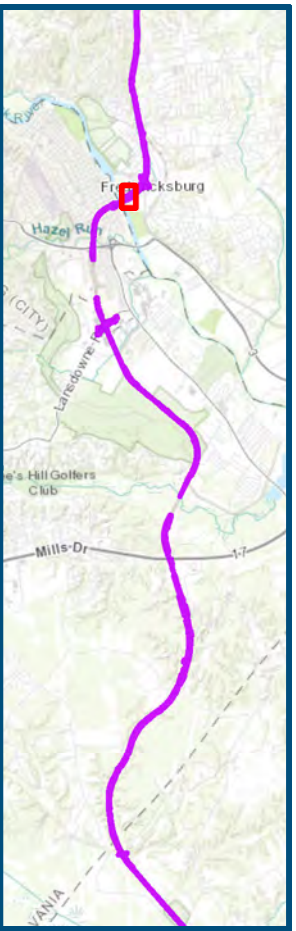

300
Shaw Ct
13
15
20
25
30
35
39
D
CSX Railroad
44ST0011
1
C
4


Fr cksburg
Hazel Ru
(CITY)
Lansdowne
e's Hill Golfers
Club
Mills Dr
VANIA

0 50 100
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ● STP Not Excavated
- 🟧 Disturbed
- ▨ Previously Recorded Site

Figure 4-83
Survey Results in Archaeological Area 3a
(Map 2 of 2)

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The average STP depth in Archaeological Area 3a was 1.3 feet (39.6 cm) with a maximum depth of 3.0 feet (91.4 cm). A-horizon depths ranged from 0.1 feet (3.0 cm) to 2.0 feet (61.0 cm) with an average depth of 0.6 feet (18.3 cm). A typical shovel test profile in Archaeological Area 3a consisted of dark grayish brown (10YR 4/2) sandy loam overlying dark yellowish brown (10YR 4/6) sandy loam, which sat atop brownish yellow (10YR 6/8) sand subsoil (Figure 4-84).

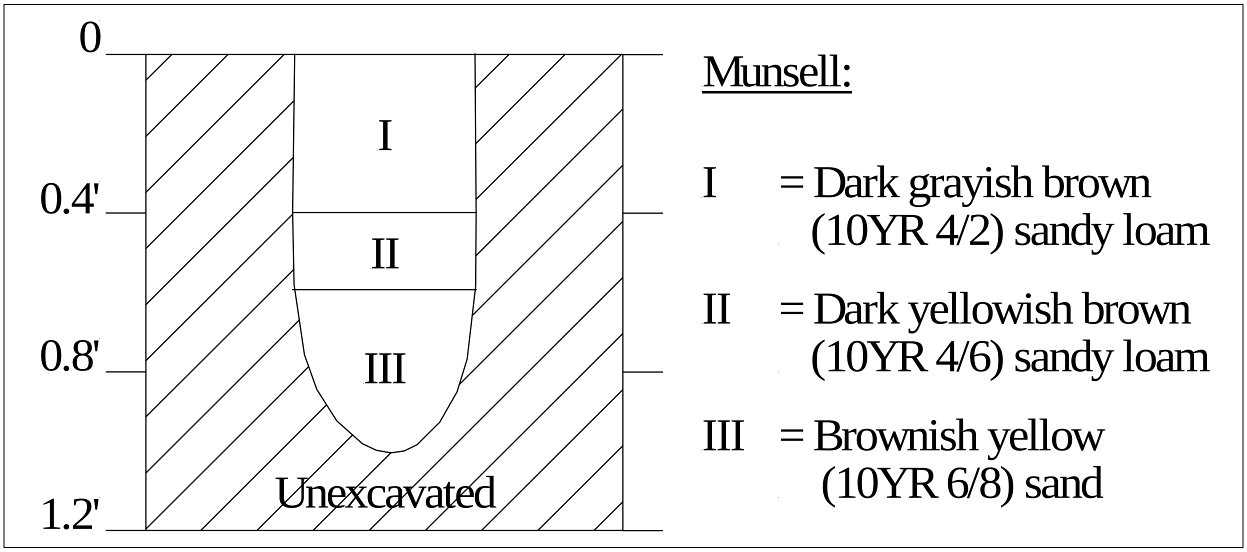
0
0.4'
0.8'
1.2'
I
II
III
Unexcavated
Munsell:
I = Dark grayish brown (10YR 4/2) sandy loam
II = Dark yellowish brown (10YR 4/6) sandy loam
III = Brownish yellow (10YR 6/8) sand

FIGURE 4-84: REPRESENTATIVE SOIL PROFILE FROM AREA 3A, STP 3A-D-7

4.4.2 Archaeological Area 3b

Archaeological Area 3b is a small area located in the downtown area of the City of Fredericksburg. Area 3b consists of a single block of survey area in a grassy level field to the south of the existing rail, overlooking the Rappahannock River. Measuring approximately 180 feet (54.9 m) long and 40 feet (12.2 m) wide, Area 3b extends from the river bank to the edge of Sophia Street, encompassing 0.2 acres (0.8 ha) identified for archaeological survey. Enough of Area 3b was undisturbed that subsurface testing was feasible through its entire length, but disturbances from the railroad construction and from buried utilities were present (Figure 4-85 and Figure 4-86). Subsurface testing in Archaeological Area 3b consisted of the excavation of four STPs along a single transect as well as metal detector survey, as Area 3b overlaps the PotNR boundaries for Battle of Fredericksburg I (111-5295), Battle of Fredericksburg II (111-5296), and the Salem Church Battlefield (088-5181). All four STPs were positive, and this finding and a metal detector hit resulted in the expansion of previously identified site 44SP1087 (Figure 4-87). These results, including notes on soil stratigraphy, are discussed below as they relate to site 44SP1087. Additionally, the APE in Archaeological Area 3b crosses previously recorded archaeological sites 44SP0687 and 44SP0688, which were examined as part of the study.

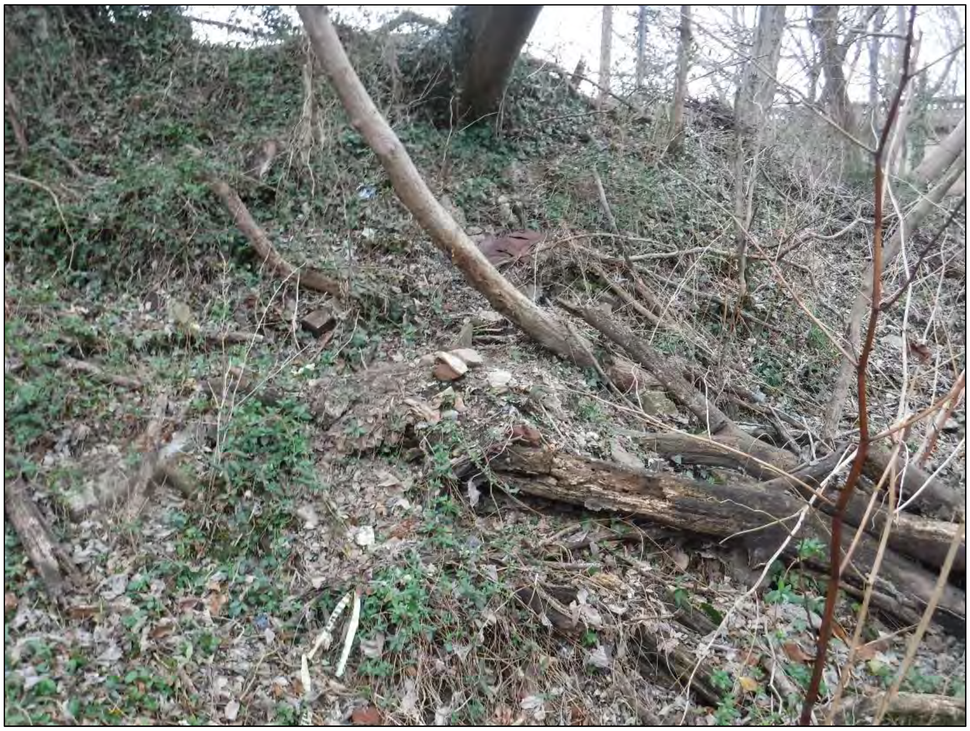

FIGURE 4-85: STEEP SLOPE IN AREA 3B, LOOKING WEST

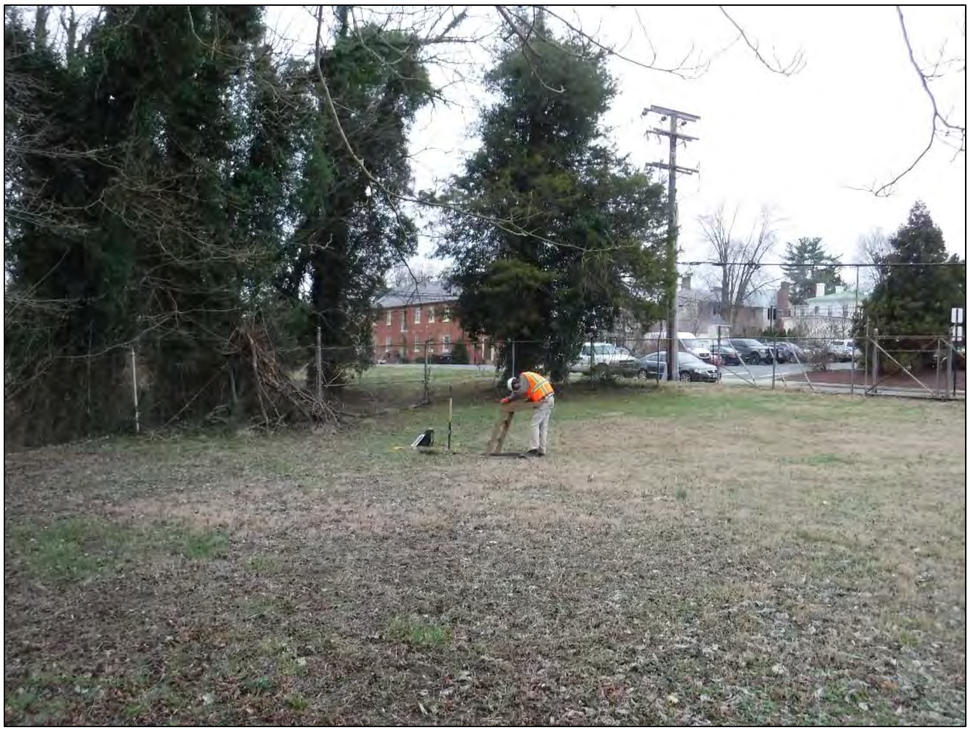

FIGURE 4-86: PORTION OF AREA 3B SUBJECTED TO SUBSURFACE TESTING, LOOKING NORTH

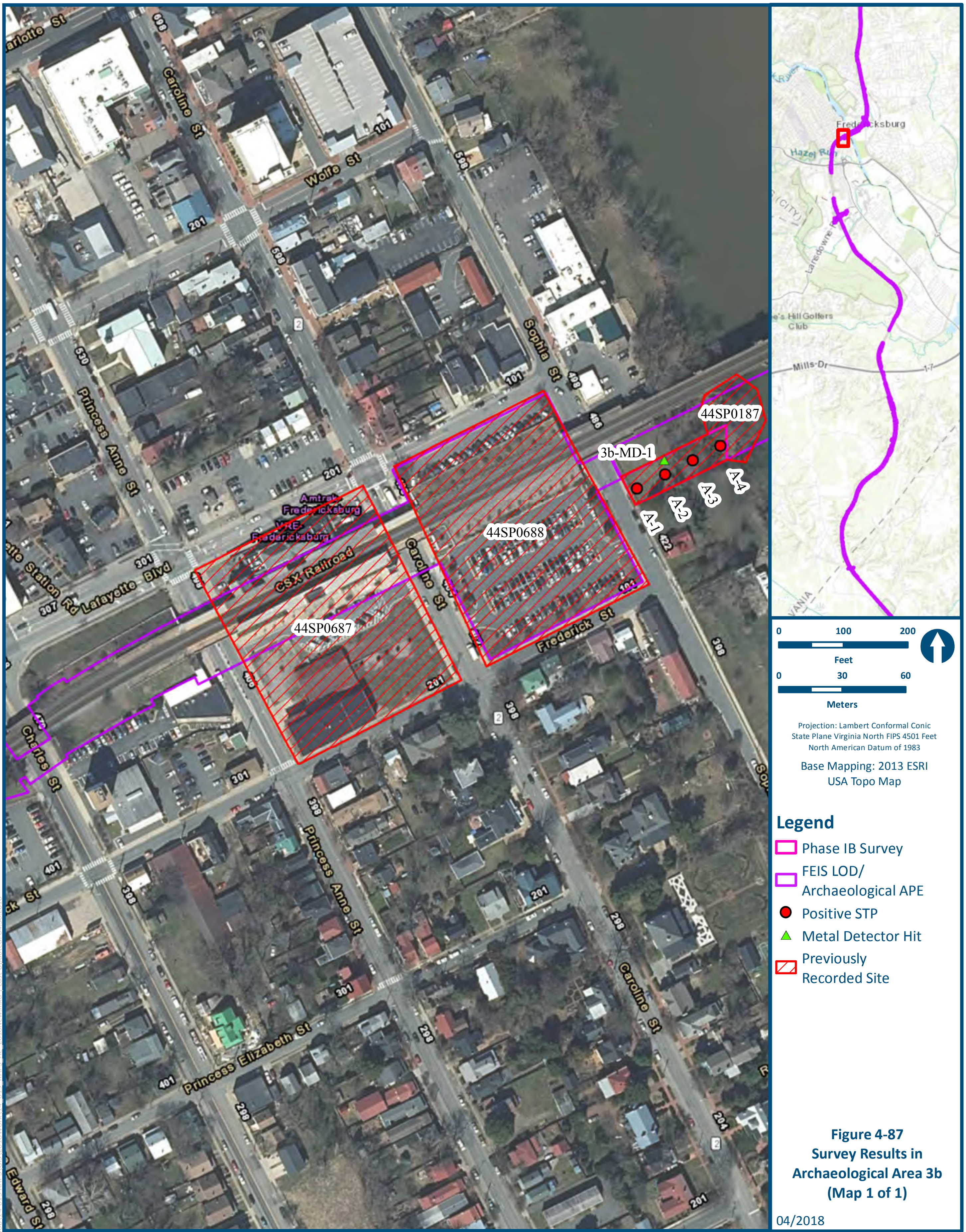
Charlotte St
Caroline St
Wolfe St
Sophia St
Princess Anne St
Lafayette Blvd
Station Rd
Charles St
Frederick St
Princess Elizabeth St
Edward St
CSX Railroad
Amtrak Fredericksburg
VRE Fredericksburg
44SP0687
44SP0688
44SP0187
3b-MD-1
A-1
A-2
A-3
A-4
Fredericksburg
Hazel Run
Mills Dr
Lansdowne Rd
Hill Golfers Club
0 100 200
Feet
0 30 60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2013 ESRI
USA Topo Map
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
● Positive STP
▲ Metal Detector Hit
▨ Previously Recorded Site

Figure 4-87
Survey Results in
Archaeological Area 3b
(Map 1 of 1)

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4.4.3 Archaeological Area 3c

Archaeological Area 3c consists of six blocks that were part of the archaeological study lying along Lansdowne Road near its intersection with the existing CSXT rail, and one additional strip of testing along the east side of the rail, to the north of Lansdowne Road. The surrounding setting of Archaeological Area 3c is dominated by commercial and light industrial development. In general the setting of the studied areas within Archaeological Area 3c corresponds to this development, lying in level graded, mowed areas surrounding commercial facilities. However, portions of Archaeological Area 3c lie in areas of secondary growth woods. The seven blocks making up Archaeological Area 3c total 3.4 acres (1.4 ha). Although substantial disturbance was present within the area, five of the seven sections had sufficient undisturbed areas as to allow for subsurface testing (Figure 4-88 and Figure 4-89). Subsurface testing in Archaeological Area 3c consisted of 43 STPs aligned on nine transects (Figure 4-90 through Figure 4-92). A single positive STP resulted in the identification of an isolated find, ISF 3c-1, a fragment of prehistoric quartz debitage. Isolated finds are by definition not eligible for NRHP listing.

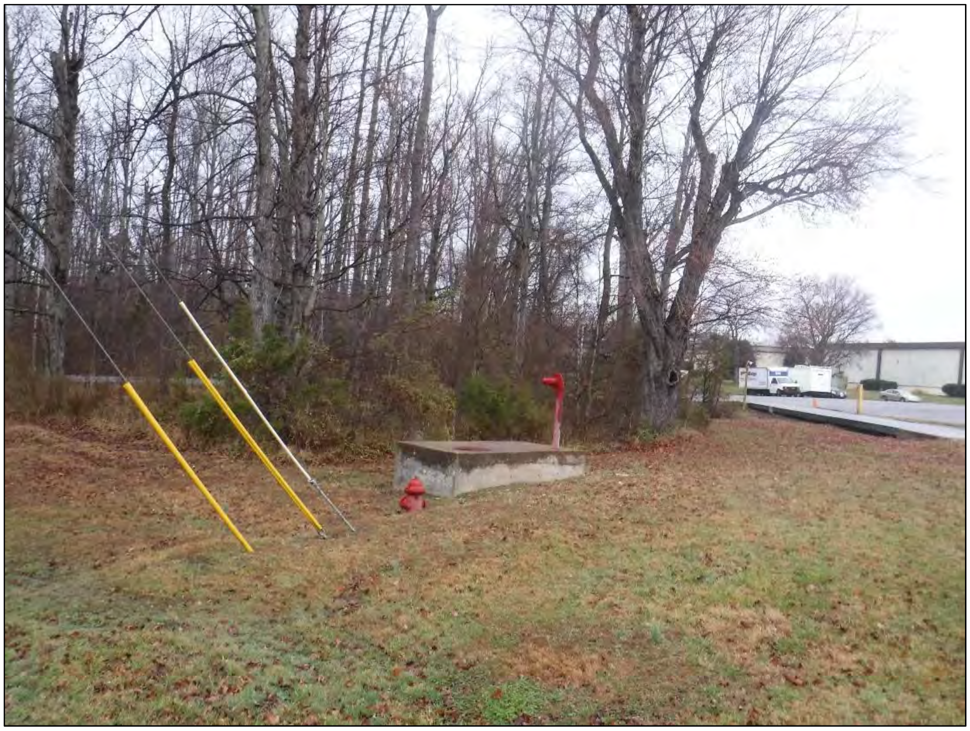


FIGURE 4-88: BURIED UTILITY DISTURBANCE IN AREA 3C, LOOKING WEST

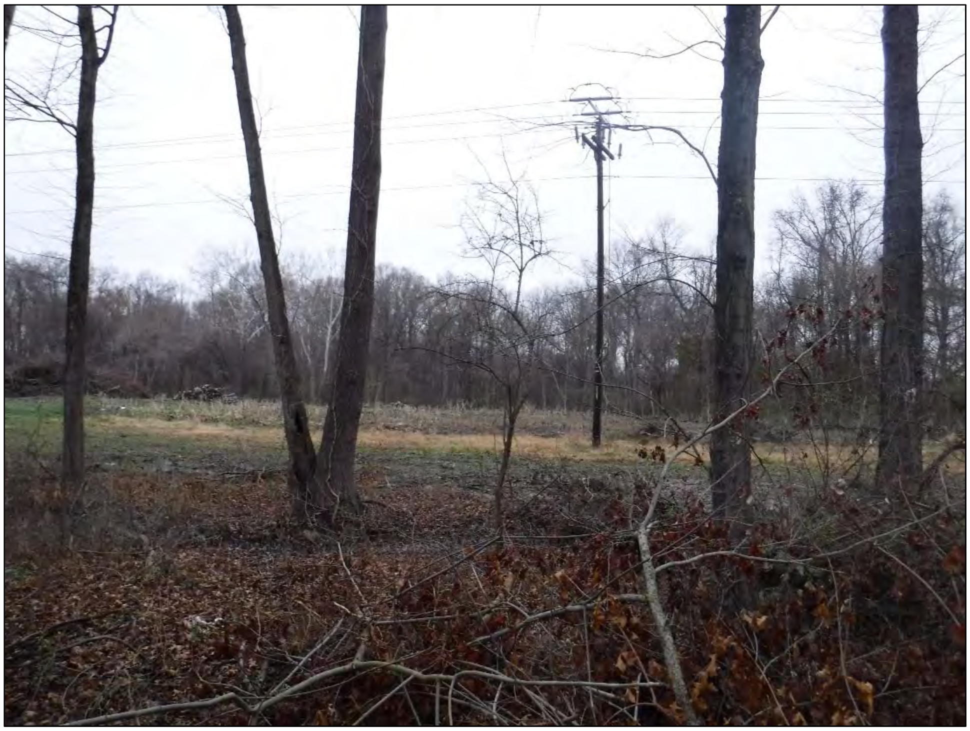
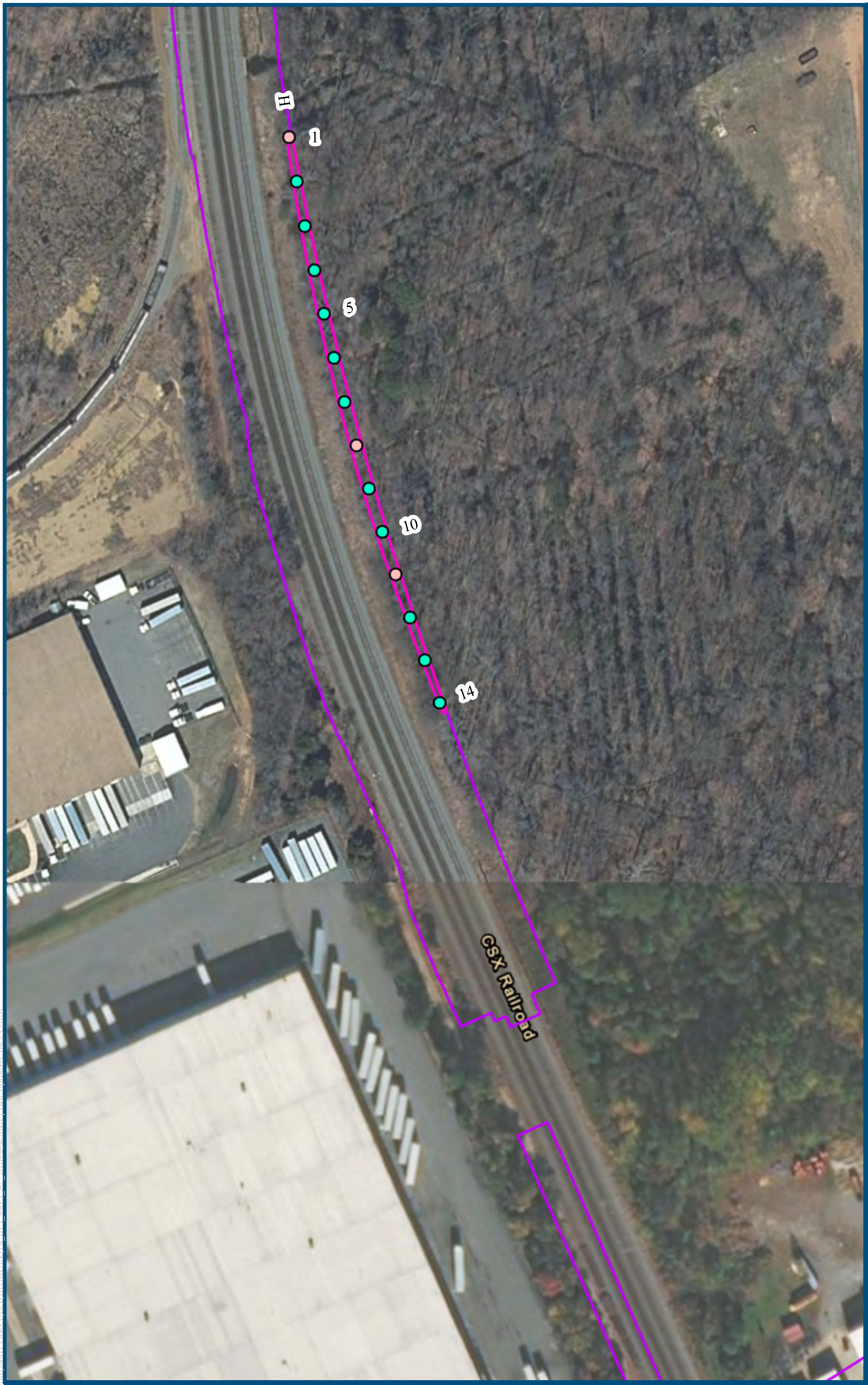
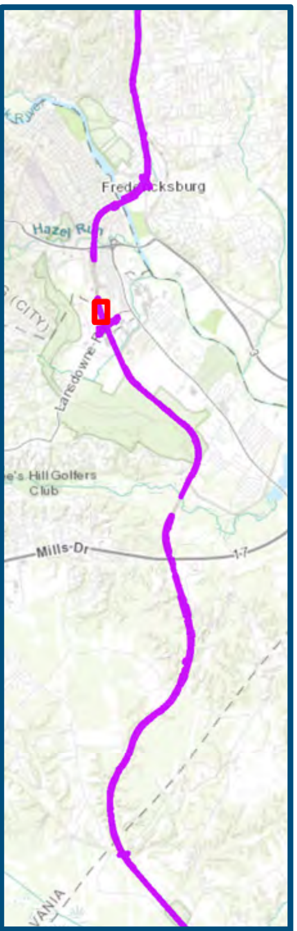


FIGURE 4-89: PORTION OF AREA 3C SUBJECTED TO SUBSURFACE TESTING, LOOKING NORTH


11
1
5
10
14
CSX Railroad


Fredericksburg
Hazel Run
(CITY)
Lansdowne Rd
Lee's Hill Golfers Club
Mills Dr
17
VANIA

0 50 100

Feet

0 30 60

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE
●	Negative STP
●	STP Not Excavated

Figure 4-90
Survey Results in
Archaeological Area 3c
(Map 1 of 3)

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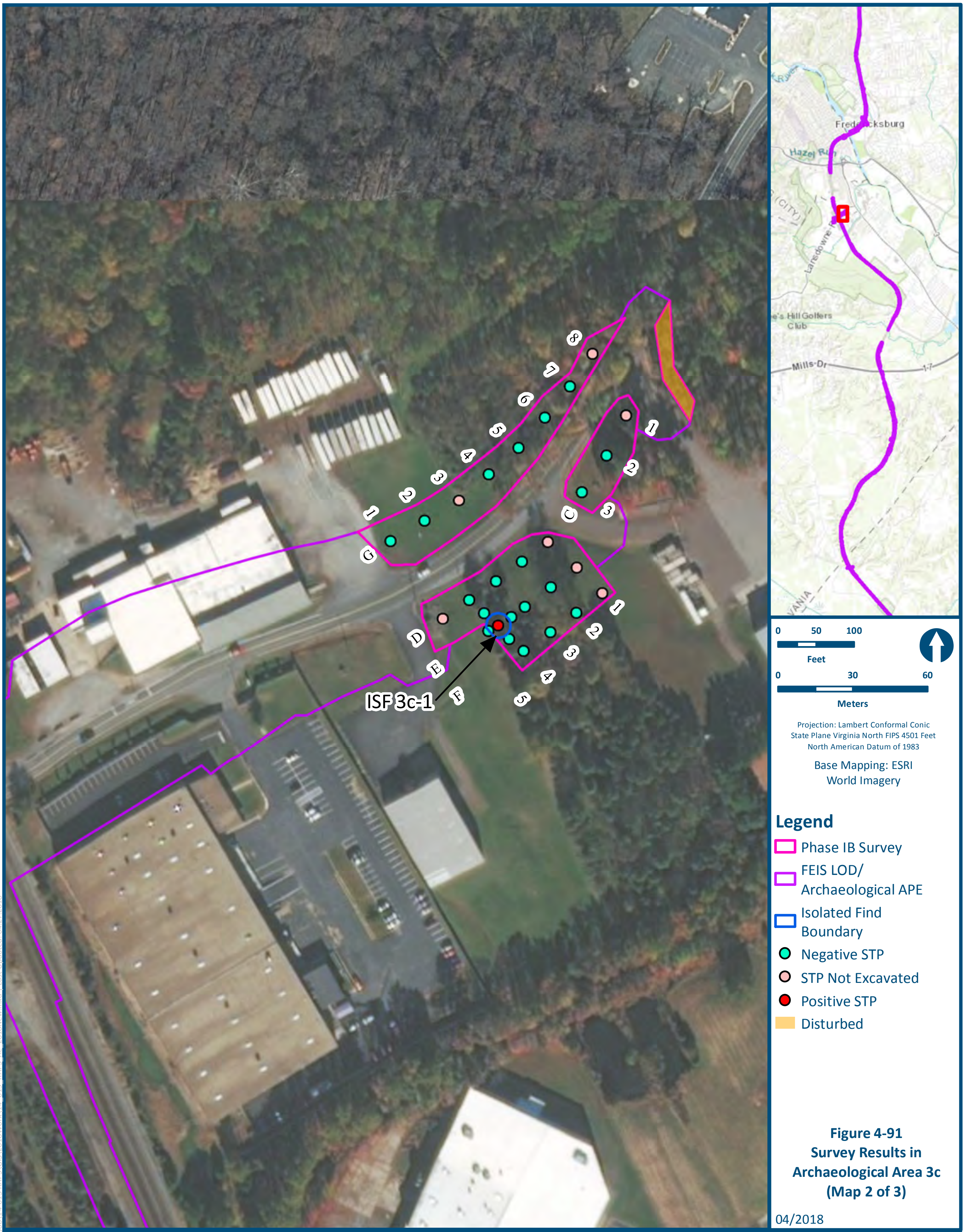
ISF 3c-1
1
2
3
4
5
6
7
8
G
C
D
E
F
Fredericksburg
Hazel Run
(CITY)
Lansdowne Rd
Lee's Hill Golfers Club
Mills Dr
VANIA
0 50 100
Feet
0 30 60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Isolated Find Boundary
Negative STP
STP Not Excavated
Positive STP
Disturbed

Figure 4-91
Survey Results in Archaeological Area 3c (Map 2 of 3)

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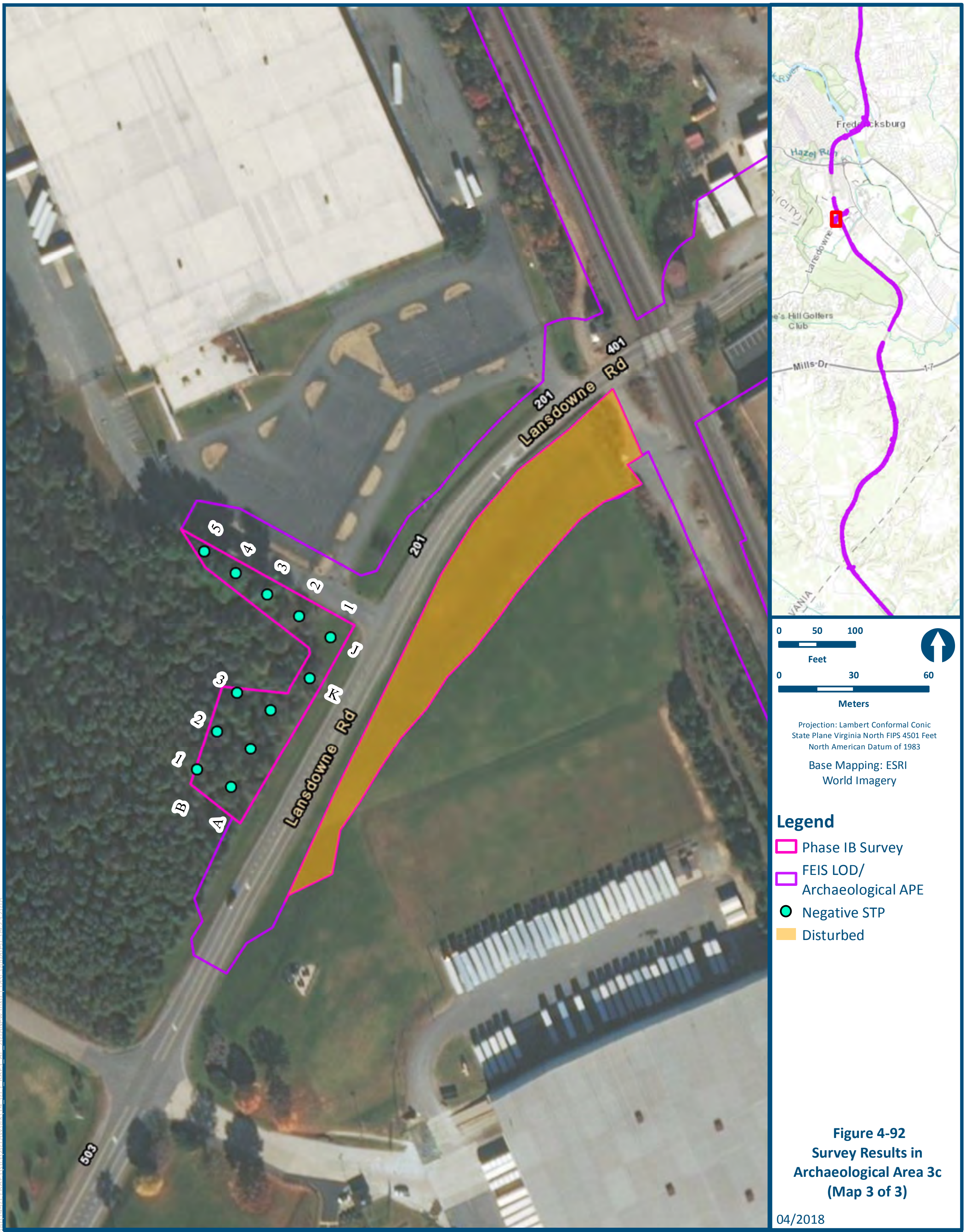
Lansdowne Rd
201
401
201
Lansdowne Rd
503
5
4
3
2
1
J
K
3
2
1
B
A
R River
Fredericksburg
Hazel Run
(CITY)
Lansdowne
's Hill Golfers Club
Mills Dr
17
VANIA
0 50 100
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- 🟧 Disturbed

Figure 4-92
Survey Results in Archaeological Area 3c
(Map 3 of 3)

04/2018

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The average STP in Archaeological Area 3c reached a depth of 1.0 feet (30.5 cm) with the deepest STP extending to 1.8 feet (54.9 cm). A typical STP profile consisted of dark yellowish brown (10YR 4/4) clay loam topsoil which sat above strong brown (7.5YR 5/6) clay subsoil with pockets of brownish yellow (10YR 6/8) clay (Figure 4-93).

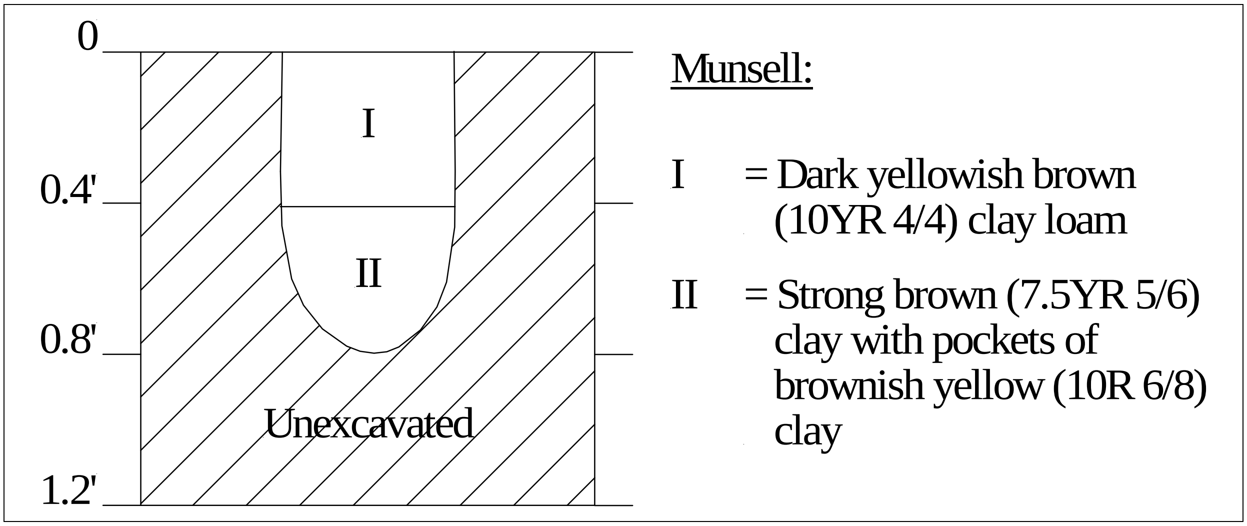

0
0.4'
0.8'
1.2'
I
II
Unexcavated
Munsell:
I = Dark yellowish brown (10YR 4/4) clay loam
II = Strong brown (7.5YR 5/6) clay with pockets of brownish yellow (10R 6/8) clay

FIGURE 4-93: REPRESENTATIVE SOIL PROFILE FROM AREA 3C, STP 3C-D-2

4.4.4 Archaeological Area 3d

Archaeological Area 3d is a small area lying entirely on the steep slope lying between a curve in the existing CSXT rail and the Fredericksburg and Spotsylvania National Military Park (111-0147). Archaeological Area 3d measures 425 feet (129.5 m) long and has a maximum width of 55 feet (16.8 m) encompassing an area of 0.4 acres (0.2 ha) on the west side of the existing rail. The area is entirely covered in young mixed woods with an understory of greenbrier and brambles, and is generally characterized by steep slope, though a narrow relatively level area was present allowing for a transect of STPs which ran the entire length of Area 3c (Figure 4-94). A total of eight STPs was excavated (Figure 4-95). In addition to STP survey, metal detector survey was conducted within Archaeological Area 3d, as it overlaps the PotNR boundaries for the Battle of Fredericksburg I (111-5295) and the Battle of Fredericksburg II (111-5295). No artifacts were found and no new sites were discovered. However, the majority of Archaeological Area 3d lies within the mapped boundaries of previously identified site 44SP0468 (see site description below).

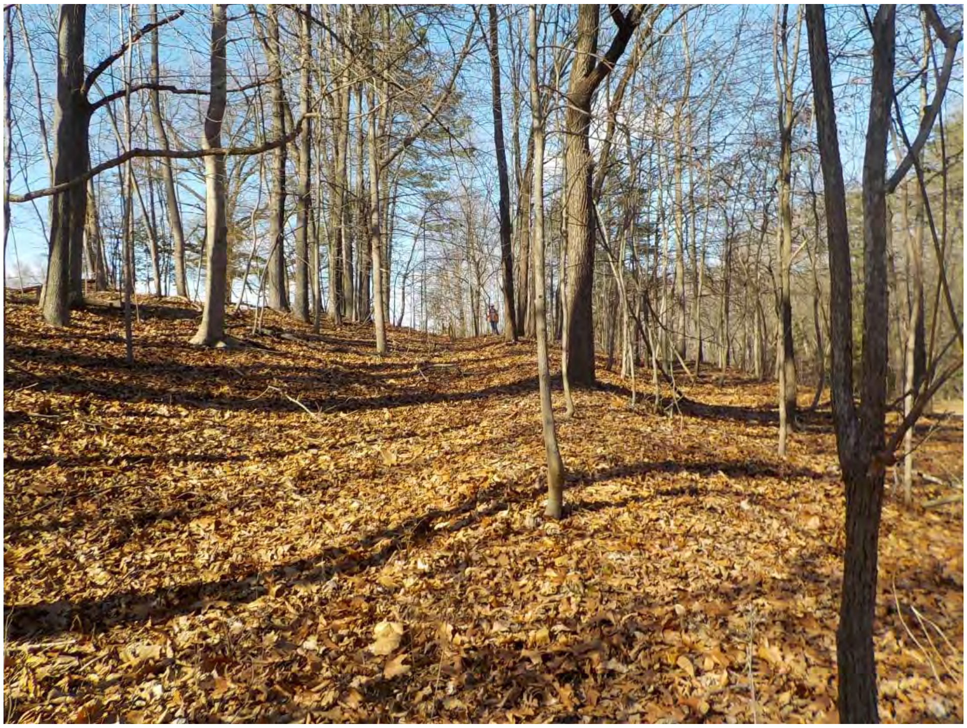
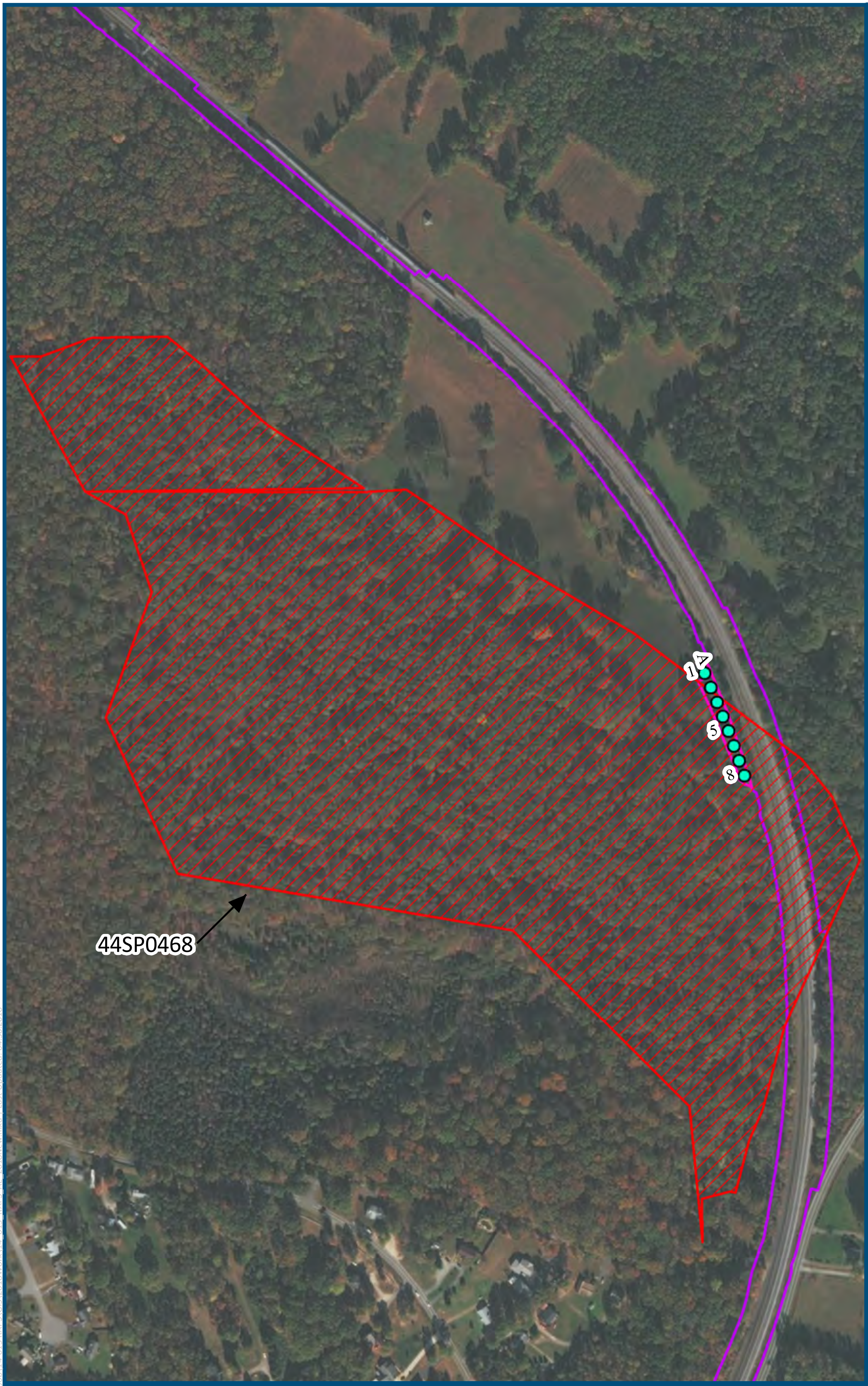
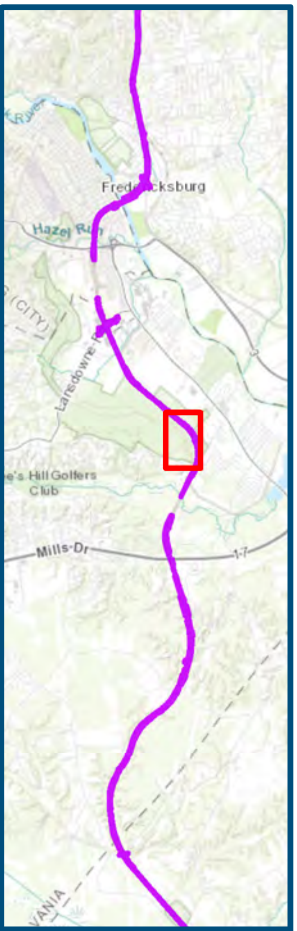


FIGURE 4-94: PORTION OF AREA 3D SUBJECTED TO SUBSURFACE TESTING, LOOKING NORTH


44SP0468
1
5
8


River
Fredericksburg
Hazel Run
(CITY)
Lansdowne Rd
e's Hill Golfers Club
Mills Dr
VANIA

0 200 400
Feet
0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE
●	Negative STP
▨	Previously Recorded Site

Figure 4-95
Survey Results in
Archaeological Area 3d
(Map 1 of 1)

04/2018

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The average STP in Archaeological Area 3d reached a depth of 1.0 feet (30.5 cm), with the deepest extending to 1.2 feet (36.6 cm). A-horizon soils in 3d ranged from 0.3 feet (9.1 cm) to 0.8 feet (24.4 cm) with an average depth of 0.6 feet (18.3 cm). STP profiles generally consisted of dark yellowish brown (10YR 4/4) silt loam topsoil overlying yellow (10YR 7/8) silt loam subsoil (Figure 4-96).

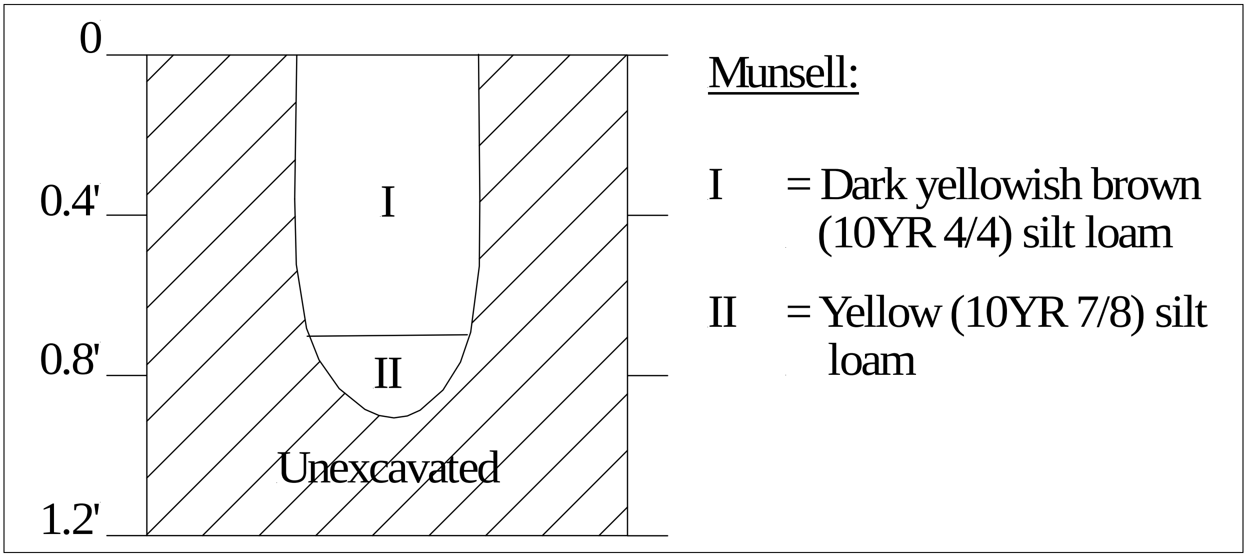
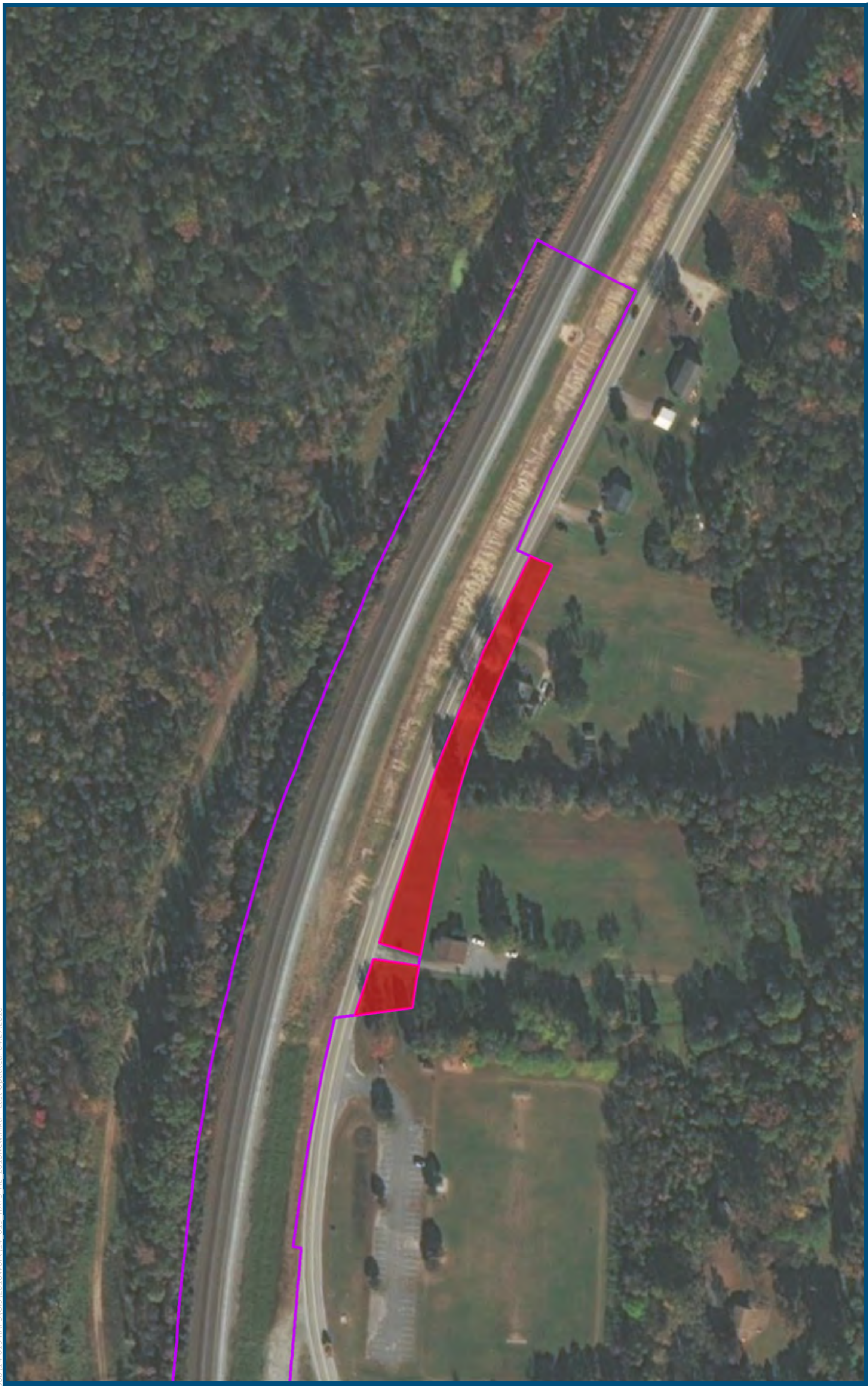
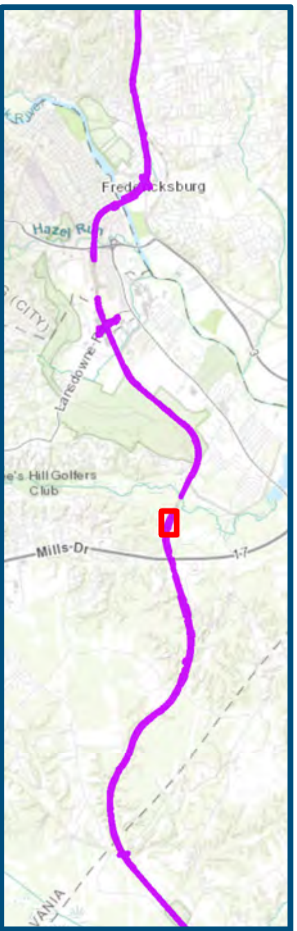

0
0.4'
0.8'
1.2'
I
II
Unexcavated
Munsell:
I = Dark yellowish brown (10YR 4/4) silt loam
II = Yellow (10YR 7/8) silt loam

FIGURE 4-96: REPRESENTATIVE SOIL PROFILE FROM AREA 3D, STP 3D-A-1

4.4.5 Archaeological Area 3e

Archaeological Area 3e is located on the east side of Benchmark Road, which parallels the east side of the existing rail, running north to south across a length of 650 feet (198.1 m). The area includes two blocks identified for archaeological study and encompasses 0.6 acres (0.2 ha). This area is situated within a residential zone, south of Fredericksburg. At the time of survey Benchmark Road within Area 3a was closed for road construction, as such archaeological survey crews were not permitted to enter the area. Based on the inability to access Archaeological Area 3e, no pedestrian or subsurface archaeological investigations were completed in this area (Figure 4-97). No artifacts were found and no sites were discovered.




R River
Fredericksburg
Hazel Run
(CITY)
Lansdowne Rd
Lee's Hill Golfers Club
Mills Dr
I-7
VANIA

0
100
200
Feet
0
30
60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ☐ Phase IB Survey
- ☐ FEIS LOD/ Archaeological APE
- 🟥 No Access

Figure 4-97
Survey Results in Archaeological Area 3e
(Map 1 of 1)

04/2018

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4.4.6 Archaeological Area 3f

Archaeological Area 3f is a long section of the LOD containing eight separate blocks including sections to both the east and west of the existing CSXT rail. Archaeological Area 3f begins approximately 3,000 feet (914.4 m) south of Mills Drive (U.S. Highway 17) near Olive in Spotsylvania County, and continues along the rail spanning approximately 4 miles (6.4 km) of the rail corridor, and encompassing a total of 16.9 acres (6.8 ha). The topography within Archaeological Area 3f consists generally of ridgetops and slopes, and is largely wooded with cleared areas for utility corridors as well as the unmaintained path of Benchmark Rd along the eastern side of the rail. North of Summit Crossing Road, STP survey was possible through much of the survey sections (Figure 4-98). However, the portions of Archaeological Area 3f south of Summit Crossing Road are typified by extensive construction grading resulting from the existing CSXT rail line as well as disturbance and erosion from the access roads and utility lines paralleling the existing rail line. Additionally, the intersection of those eroded areas with the numerous creeks crossing low lying spots within the area led to the inundation of substantial portions of the corridor. As such, work completed Archaeological Area 3f south of Summit Crossing Road included only pedestrian survey, no subsurface investigations were undertaken (Figure 4-99). Subsurface testing in Archaeological Area 3f included 124 STPs on 14 transects (Figure 4-100 through Figure 4-109). Three positive STPs produced a total of seven historic artifacts, which together with the observations made during pedestrian reconnaissance resulted in the identification of two new archaeological sites and one isolated find. ISF 3f-1 consisted of a cut nail and a bottle glass fragment of indeterminate manufacture. Isolated Finds are, by definition, not eligible for NRHP listing. Sites 44SP0767 and 3f-2 are discussed in detail below the area descriptions.

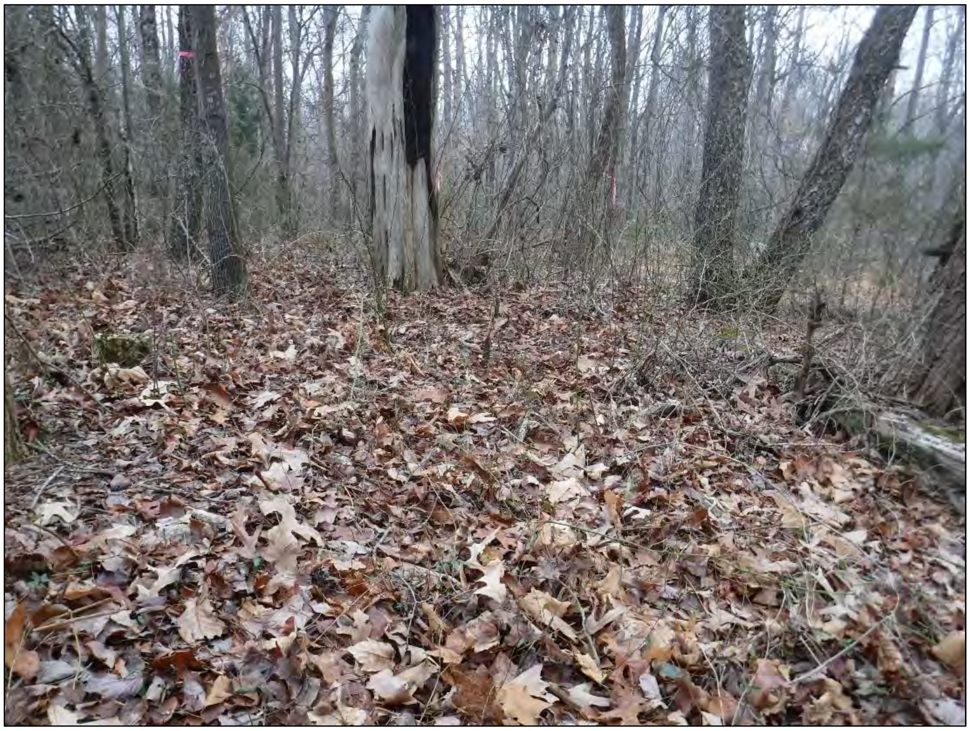


FIGURE 4-98: TYPICAL SETTING IN PORTIONS OF AREA 3F SUBJECTED TO SUBSURFACE TESTING, LOOKING NORTH

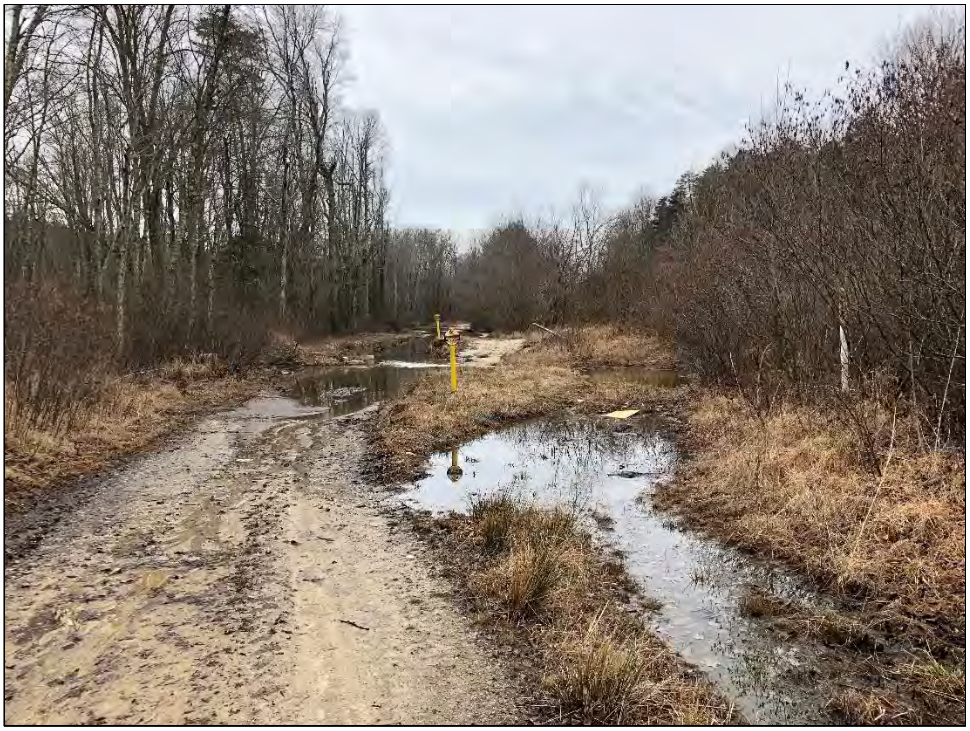
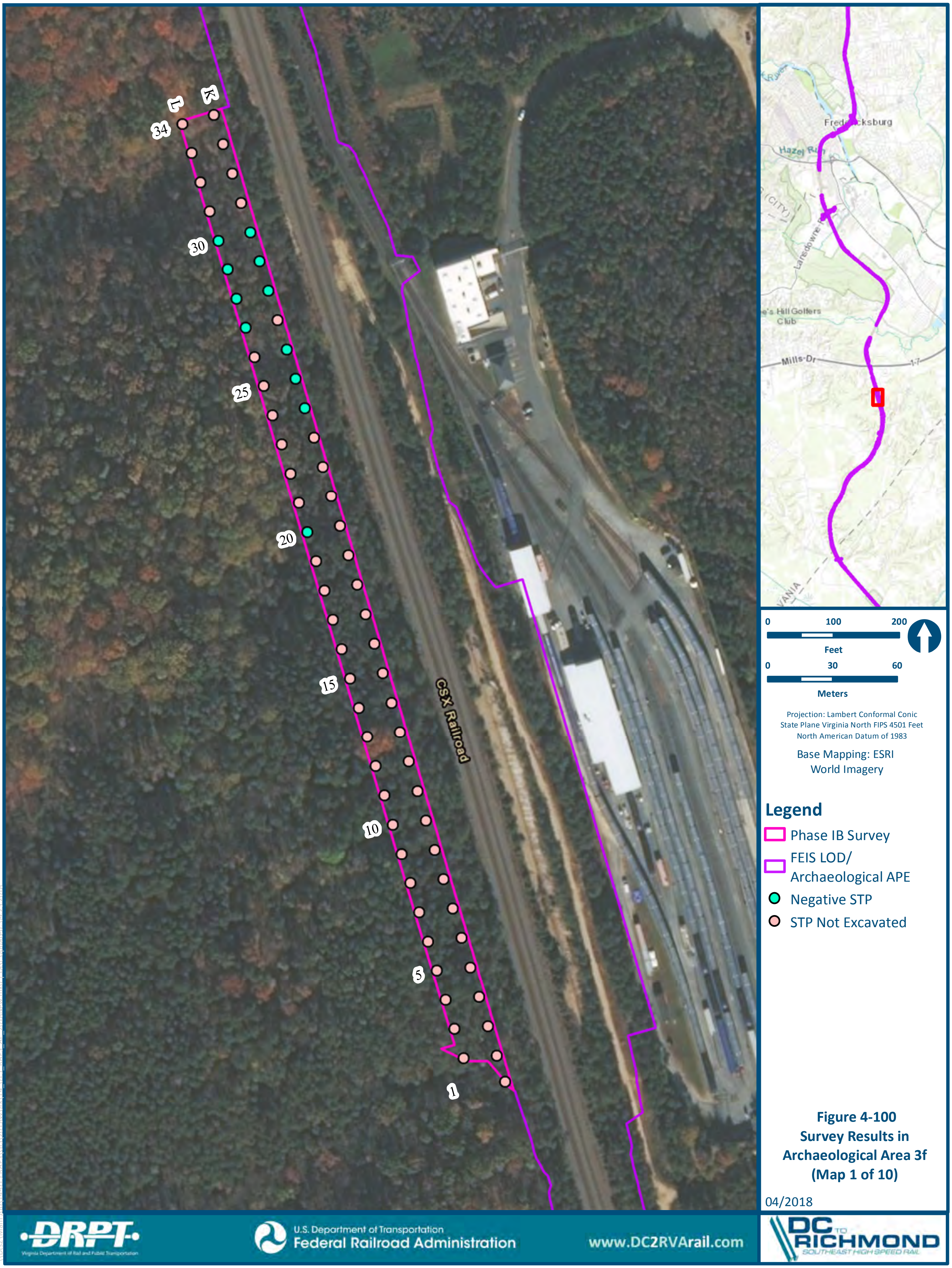


FIGURE 4-99: ROAD AND BURIED UTILITY DISTURBANCE IN AREA 3F, LOOKING SOUTH


L
K
34
30
25
20
15
10
5
1
CSX Railroad
Fredericksburg
Hazel Run
(CITY)
Lansdowne Rd
Lee's Hill Golfers Club
Mills Dr
17
VANIA
0
100
200
Feet
0
30
60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ● STP Not Excavated

Figure 4-100
Survey Results in
Archaeological Area 3f
(Map 1 of 10)

04/2018

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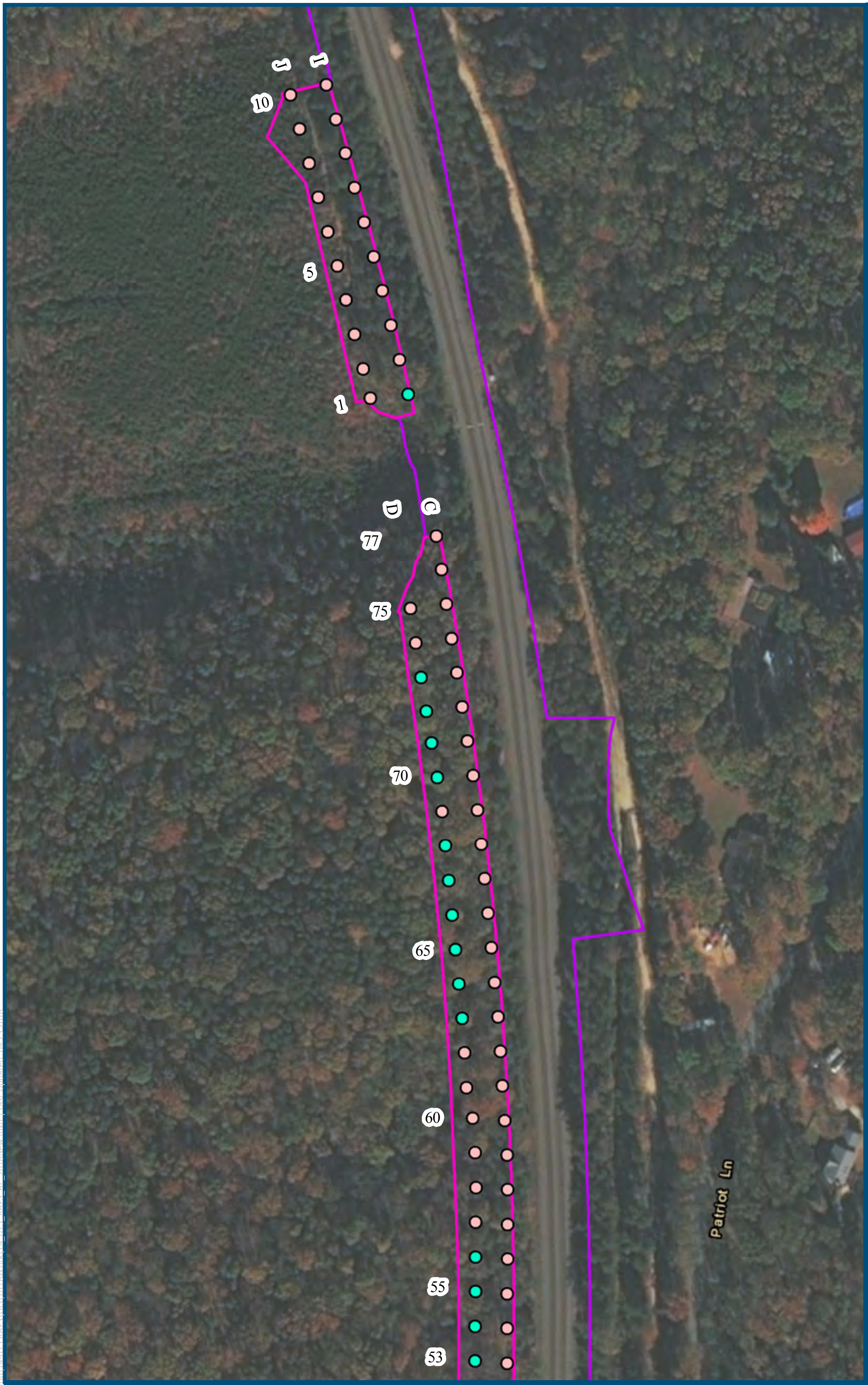
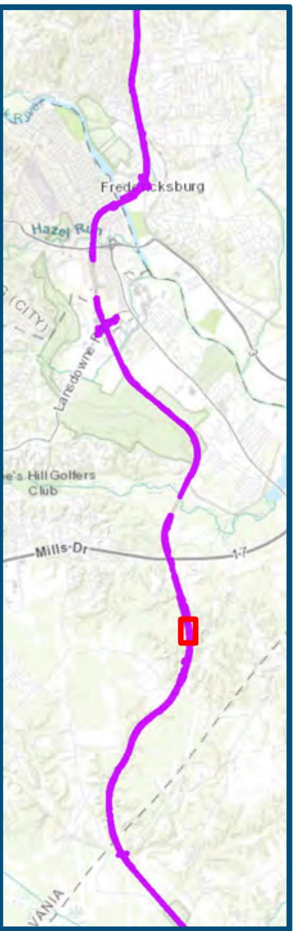

J
I
10
5
1
D
C
77
75
70
65
60
55
53
Patriot Ln


R River
Fredericksburg
Hazel Run
(CITY)
Lansdowne
e's Hill Golfers Club
Mills Dr
17
VANIA

0 100 200
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- 🟪 Phase IB Survey
- 🟪 FEIS LOD/ Archaeological APE
- ● Negative STP
- ● STP Not Excavated

Figure 4-101
Survey Results in Archaeological Area 3f
(Map 2 of 10)

04/2018

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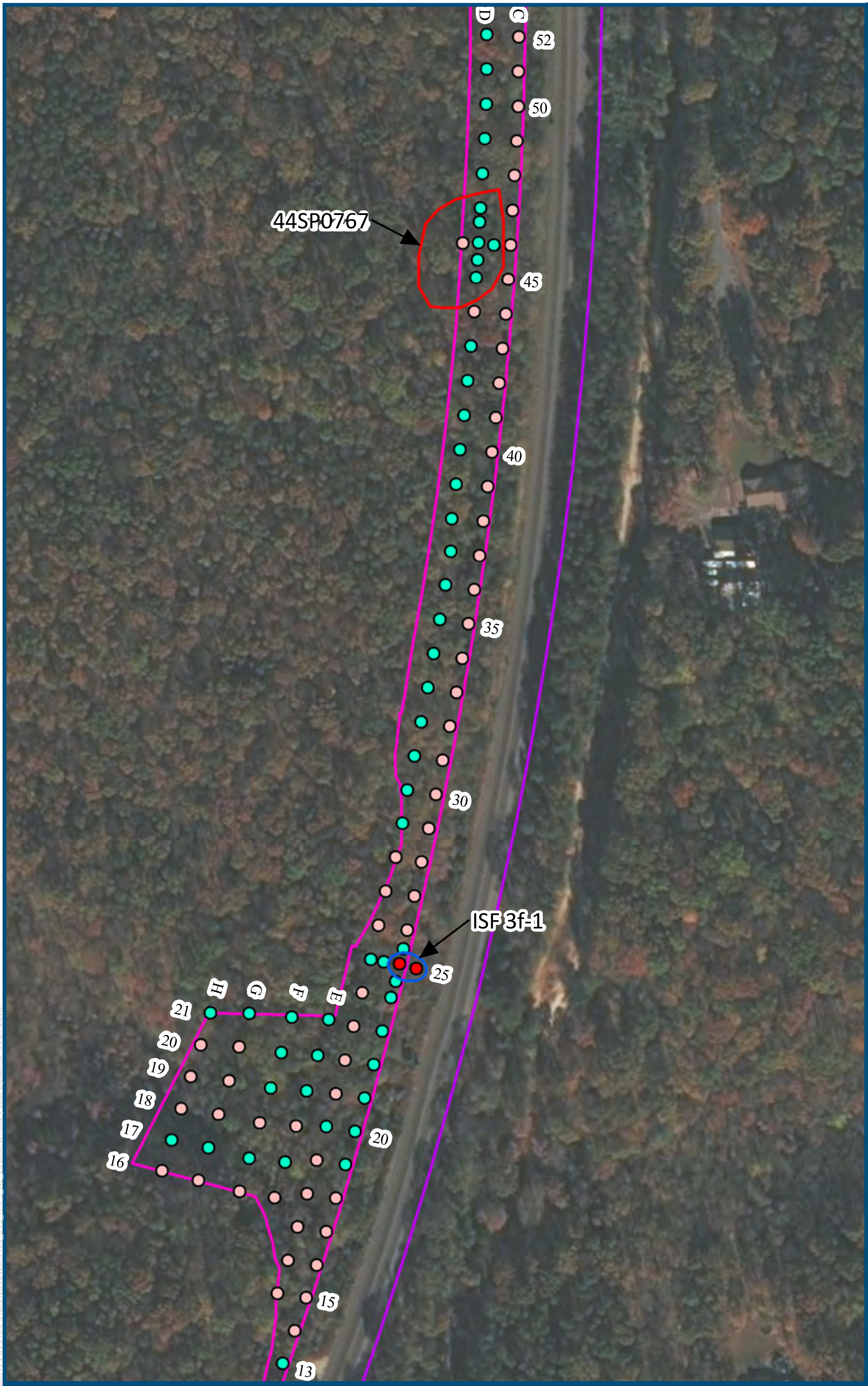
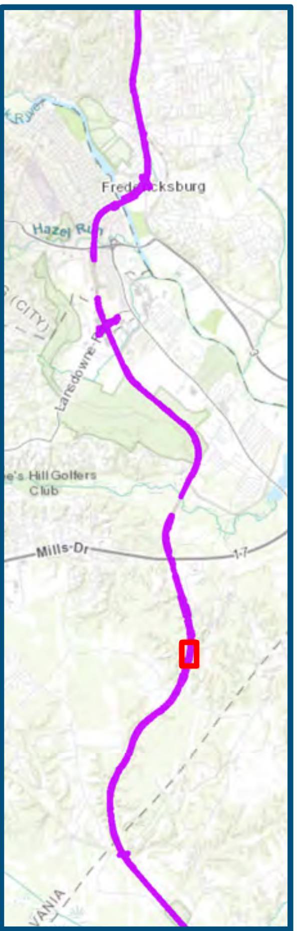

D
C
52
50
44SP0767
45
40
35
30
ISF 3f-1
25
H
G
F
E
21
20
19
18
17
16
20
15
13


R River
Fredericksburg
Hazel Run
(CITY)
Lansdowne Rd
Lee's Hill Golfers Club
Mills Dr
17
VANIA

0 100 200
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

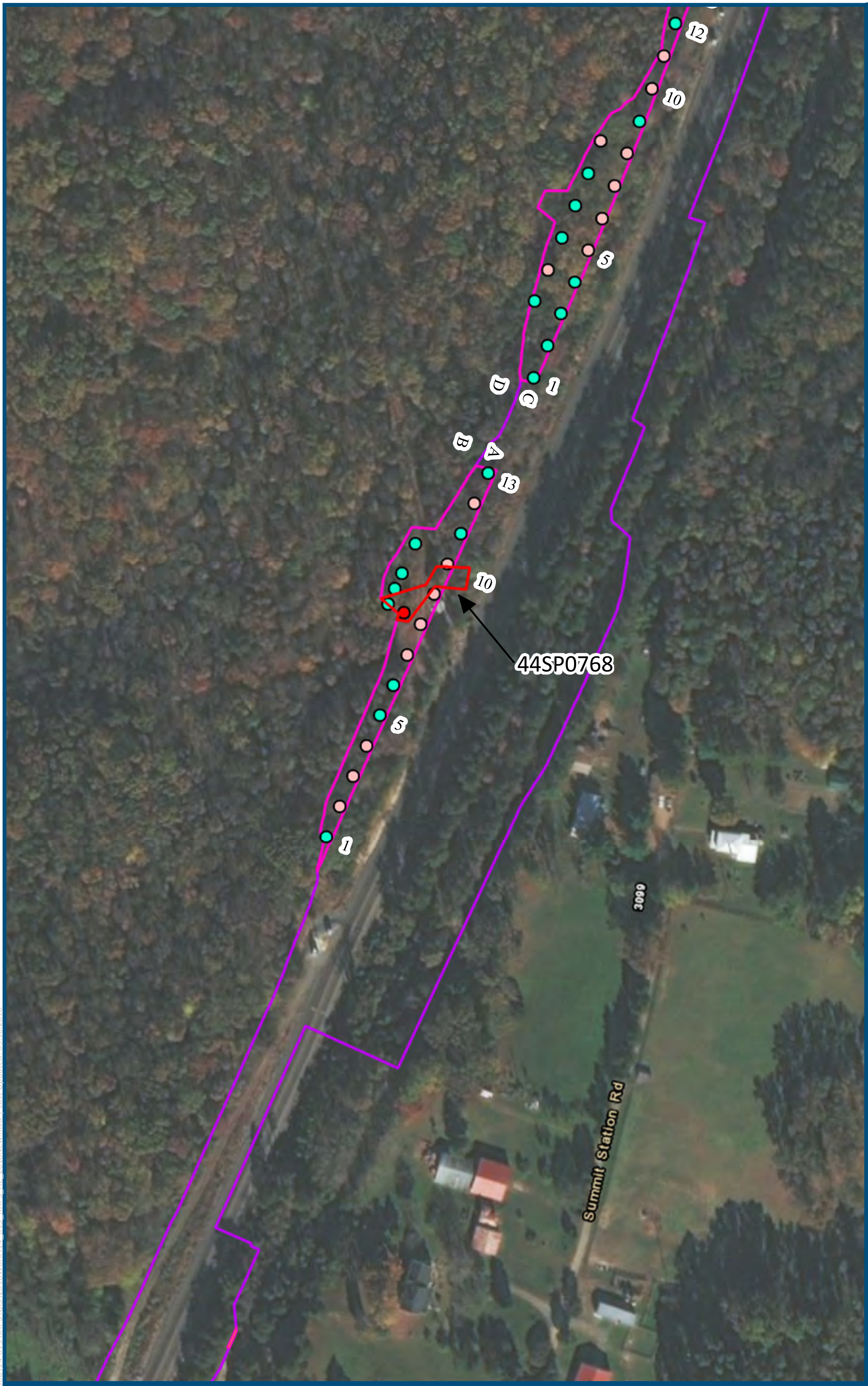
Legend

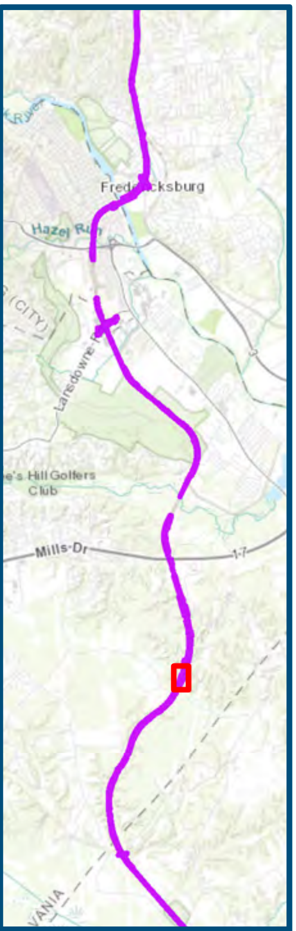
- Phase IB Survey
- FEIS LOD/ Archaeological APE
- Site Boundary
- Isolated Find Boundary
- ● Negative STP
- ● STP Not Excavated
- ● Positive STP

Figure 4-102
Survey Results in
Archaeological Area 3f
(Map 3 of 10)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.27.2018


12
10
5
1
D
C
B
A
13
10
5
1
44SP0768
3099
Summit Station Rd


R River
Fredericksburg
Hazel Run
(CITY)
Lansdowne
e's Hill Golfers Club
Mills Dr
VANIA

0 100 200
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE
▭	Site Boundary
●	Negative STP
●	STP Not Excavated
●	Positive STP
▬	Disturbed

**Figure 4-103
Survey Results in
Archaeological Area 3f
(Map 4 of 10)**

04/2018

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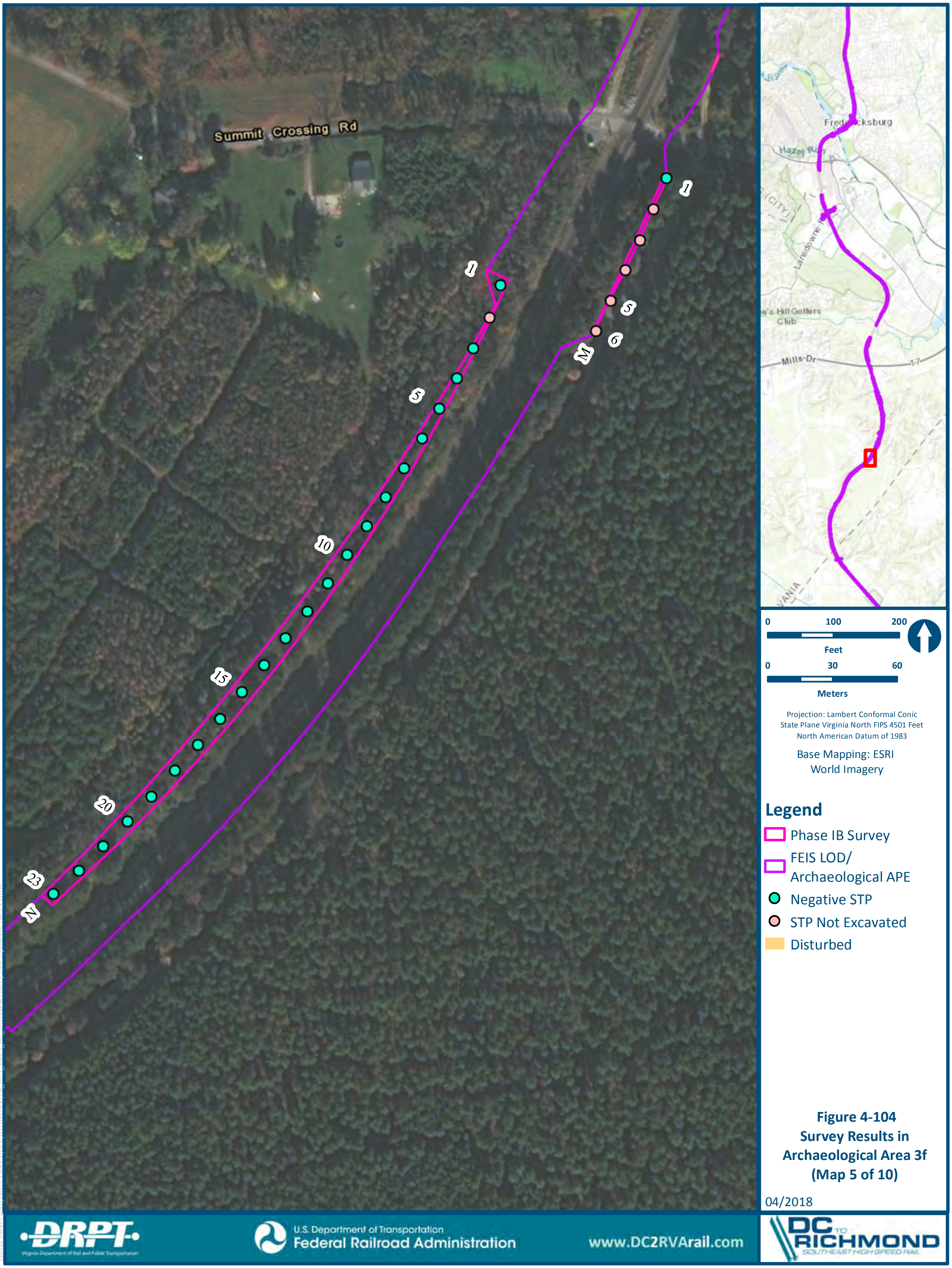
Summit Crossing Rd
1
1
5
5
6
M
10
15
20
23
N
Fredericksburg
Hazel Run
(CITY)
Lansdowne
Lee's Hill Golfers Club
Mills Dr
17
VANIA
0 100 200
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ● STP Not Excavated
- ■ Disturbed

Figure 4-104
Survey Results in Archaeological Area 3f
(Map 5 of 10)

04/2018

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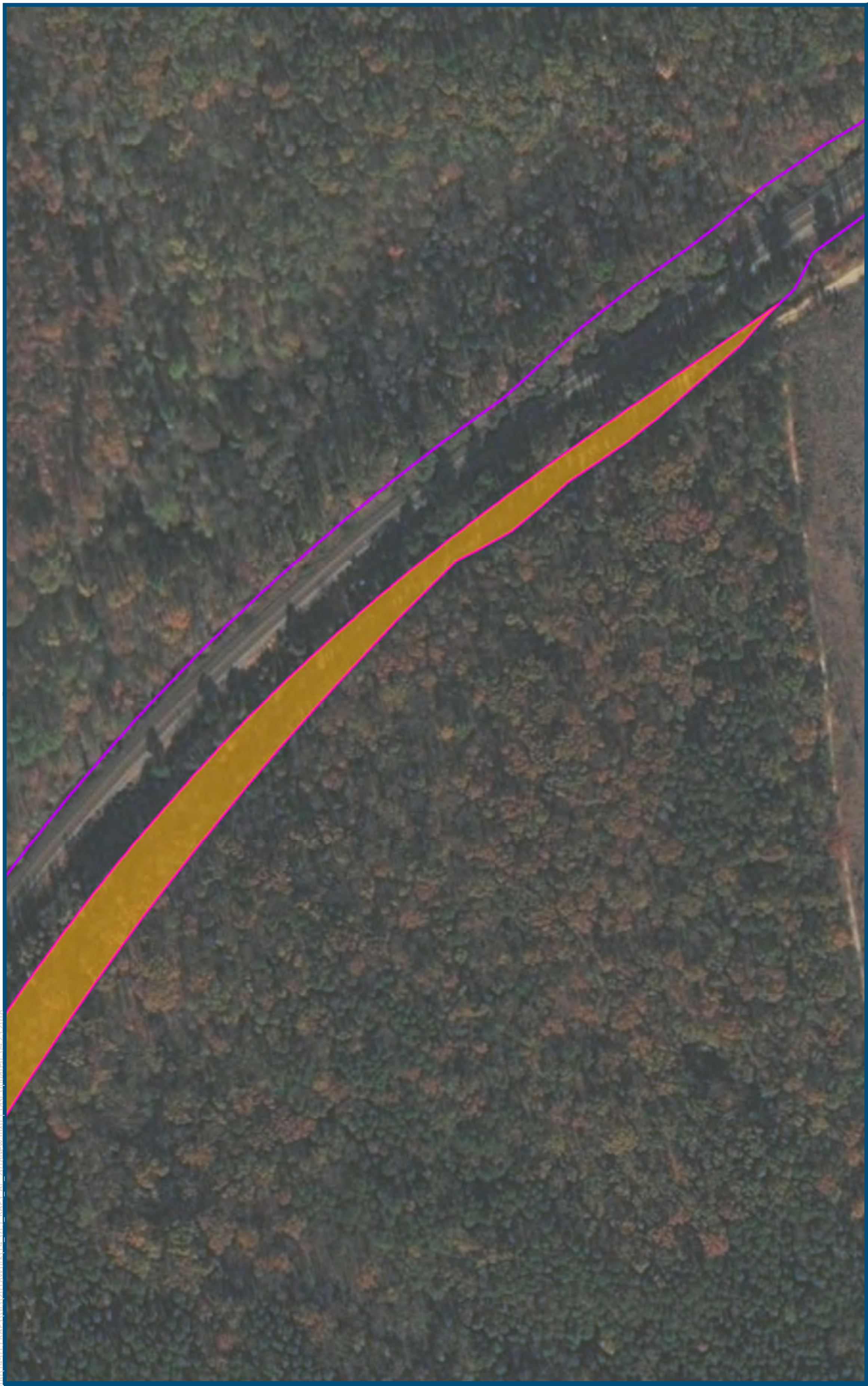

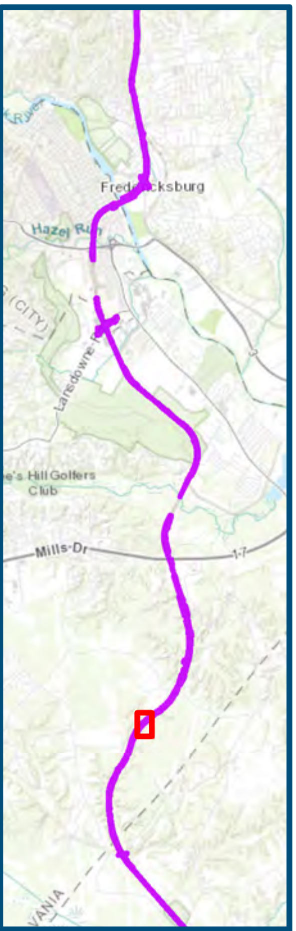
Fredericksburg
Hazel Run
(CITY)
Lansdowne
Lee's Hill Golfers Club
Mills Dr
17
VANIA

0
100
200
Feet
0
30
60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE
🟧	Disturbed

Figure 4-105
Survey Results in
Archaeological Area 3f
(Map 6 of 10)

04/2018

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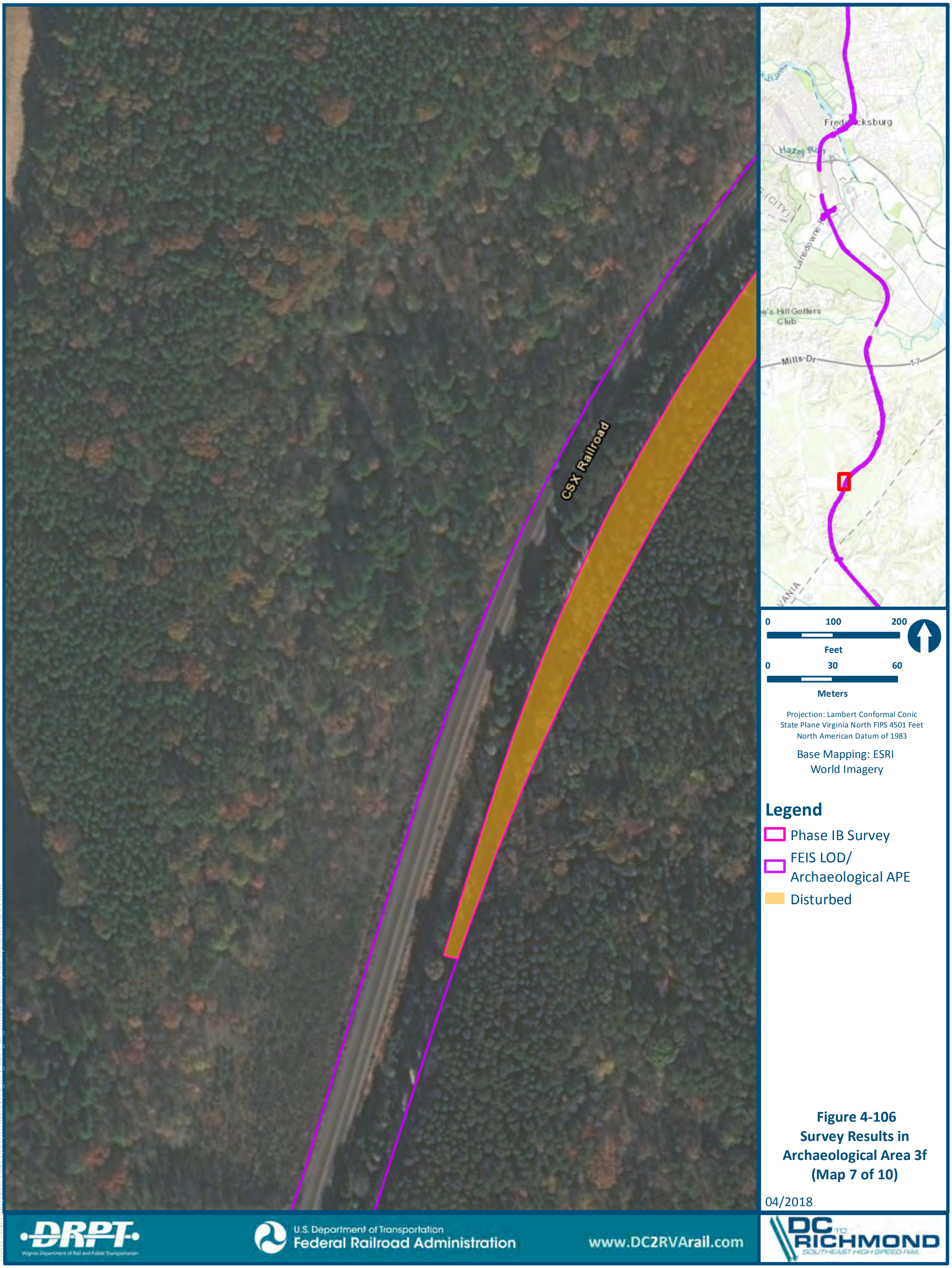
CSX Railroad
Fredericksburg
Hazel Run
(CITY)
Lansdowne
Lee's Hill Golfers Club
Mills Dr
VANIA
0
100
200
Feet
0
30
60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Disturbed

Figure 4-106
Survey Results in
Archaeological Area 3f
(Map 7 of 10)

04/2018

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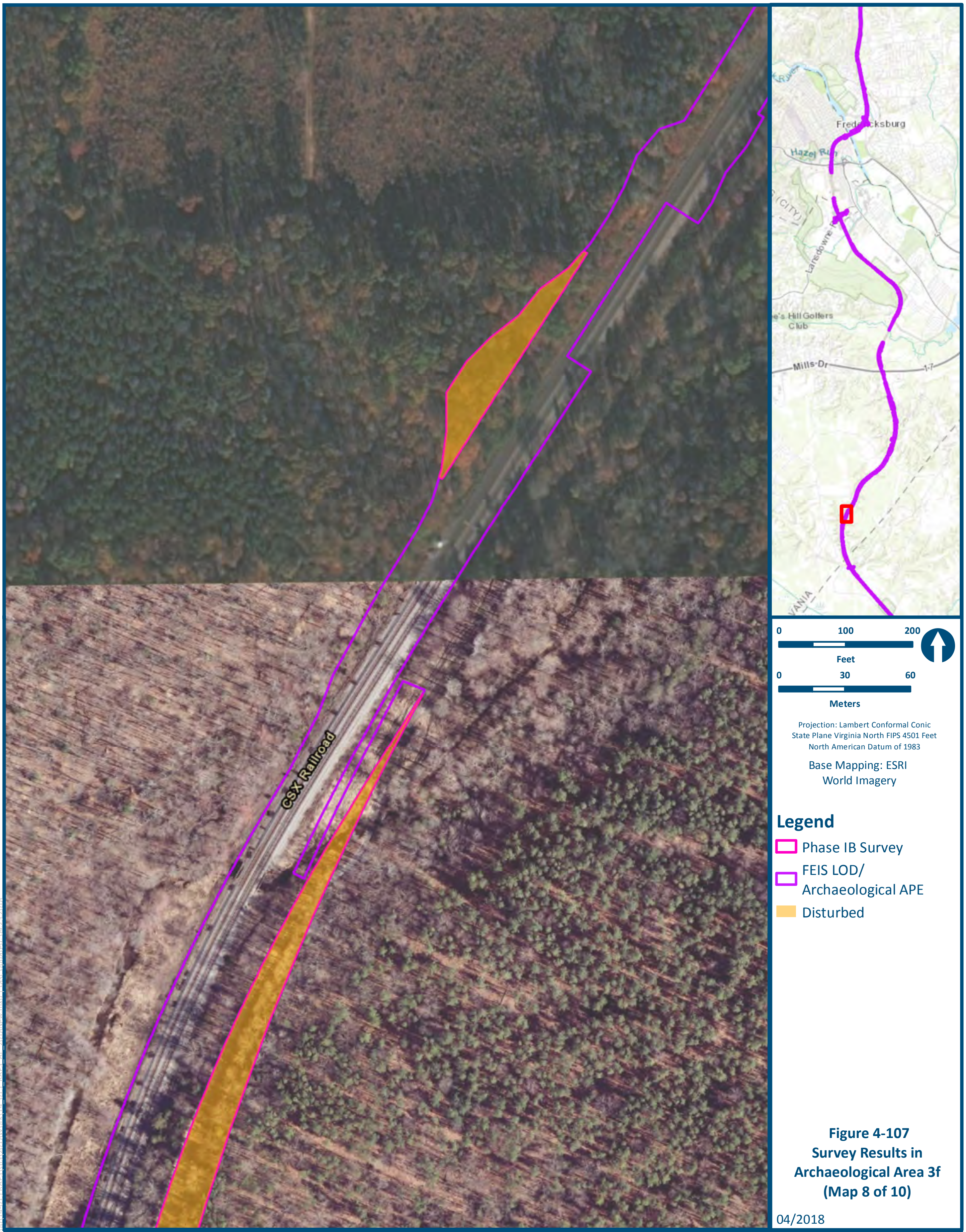
CSX Railroad
Fredericksburg
Hazel Run
(CITY)
Lansdowne
e's Hill Golfers Club
Mills Dr
17
VANIA
0
100
200
Feet
0
30
60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ▨ Disturbed

Figure 4-107
Survey Results in Archaeological Area 3f
(Map 8 of 10)

04/2018

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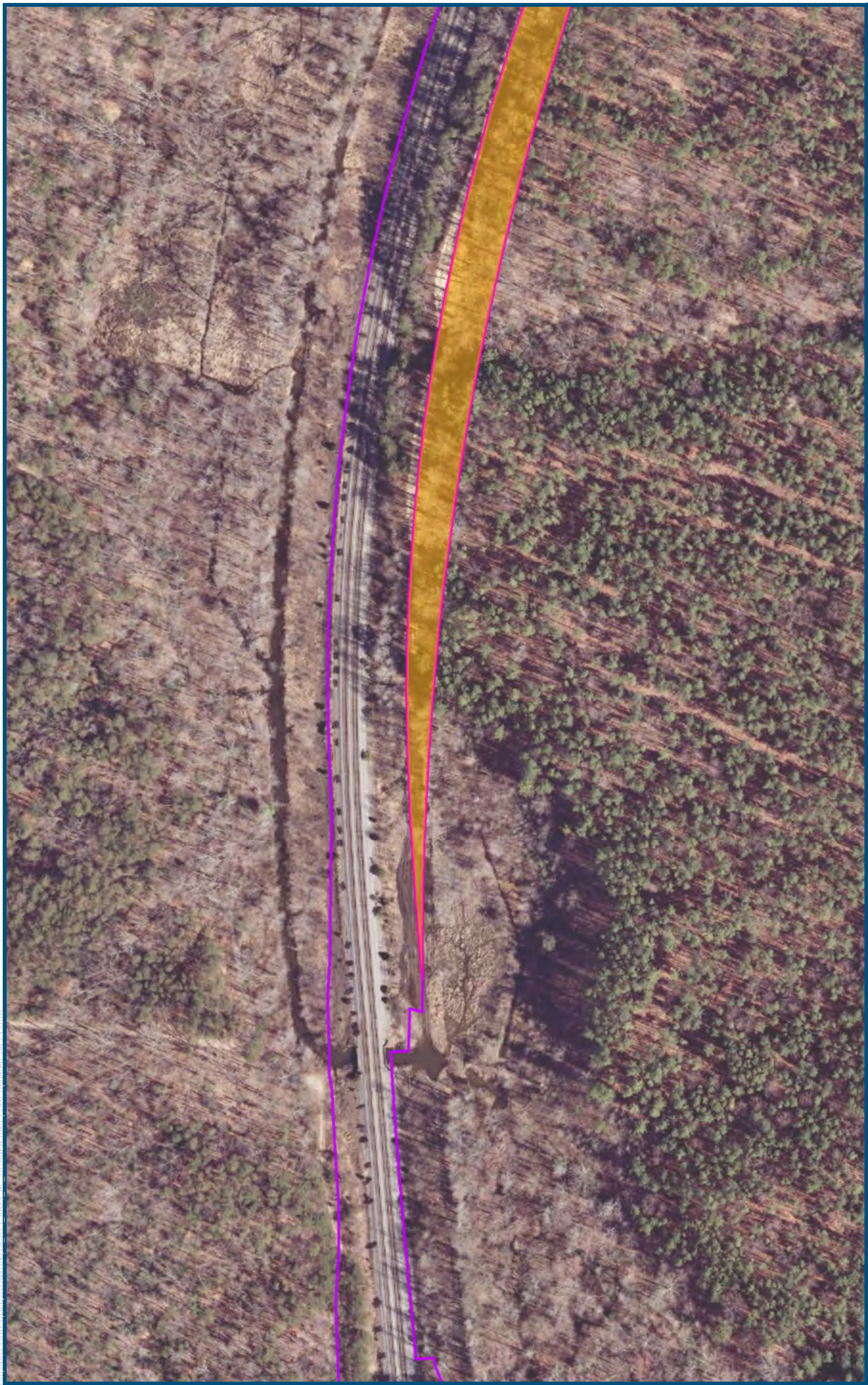

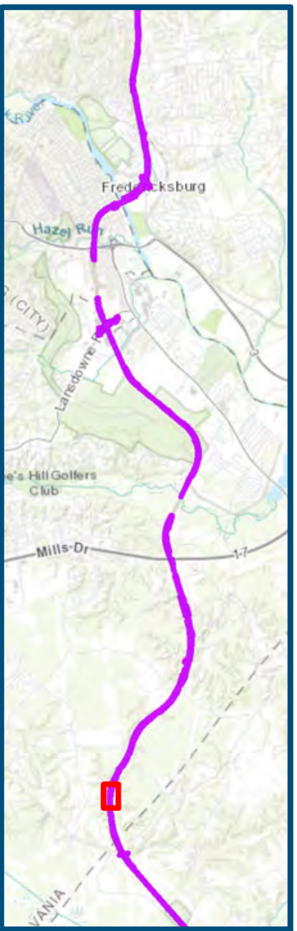
R River
Fredericksburg
Hazel Run
(CITY)
Lansdowne
Lee's Hill Golfers Club
Mills Dr
VANIA

0 100 200
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE
🟧	Disturbed

Figure 4-108
Survey Results in Archaeological Area 3f
(Map 9 of 10)

04/2018

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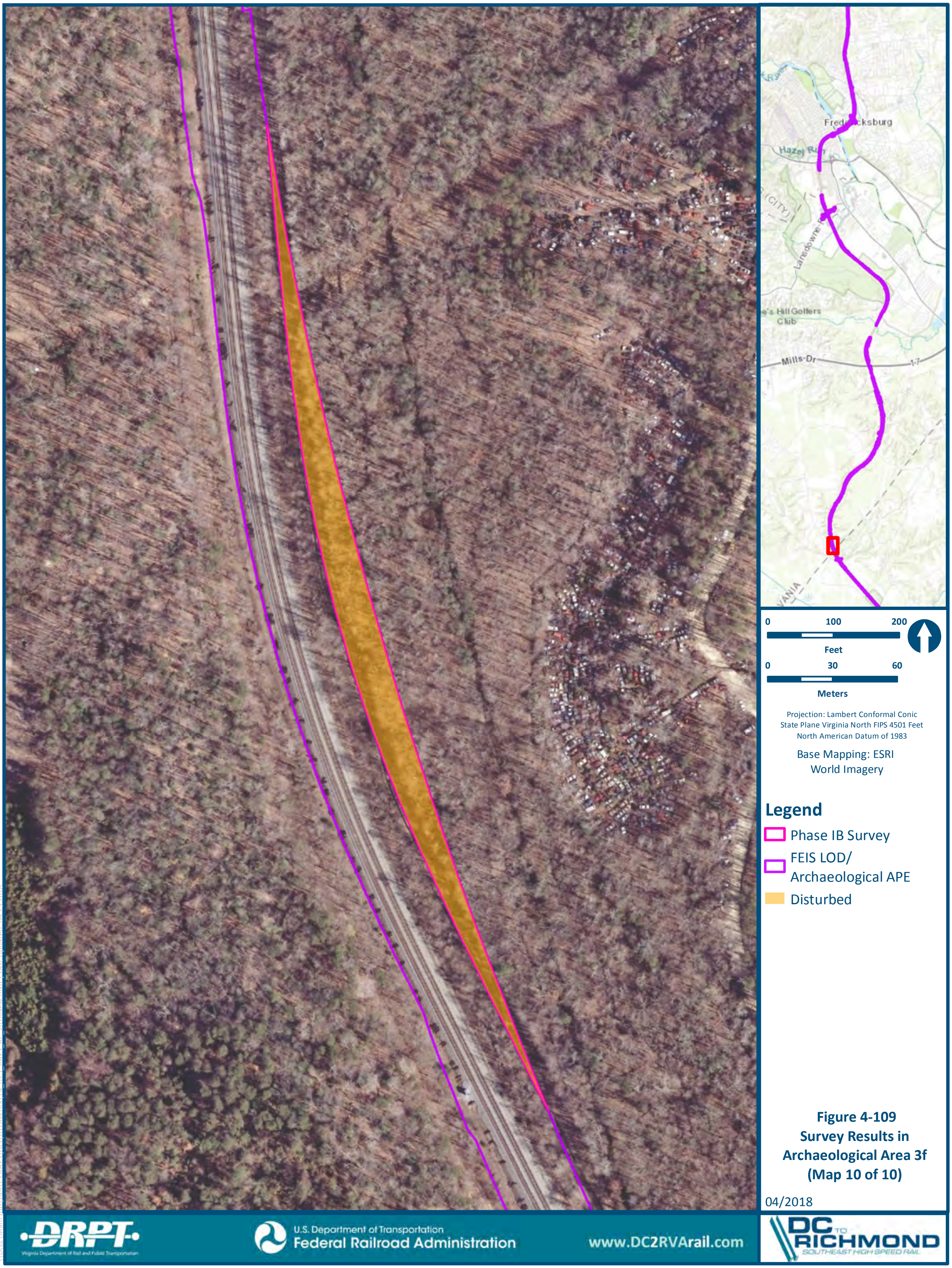

R
Fredericksburg
Hazel Run
(CITY)
Lansdowne
Lee's Hill Golfers Club
Mills Dr
VANIA
0
100
200
Feet
0
30
60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE
▨	Disturbed

Figure 4-109
Survey Results in Archaeological Area 3f
(Map 10 of 10)

04/2018

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STPs excavated in Archaeological Area 3f reached an average depth of 0.9 feet (27.4 cm) with the deepest reaching 2.0 feet (61.0 cm). A-horizon soils averaged 0.3 feet (9.1 cm) deep, reaching a maximum of 2.0 feet (61.0 cm) in depth. A typical STP profile in Area 3f consisted of a topsoil of black (10YR 2/1) sand with humus, overlying dark yellowish brown (10YR 4/4) sand, which in turn overlay brownish yellow (10YR 6/8) sandy clay subsoil (Figure 4-110).

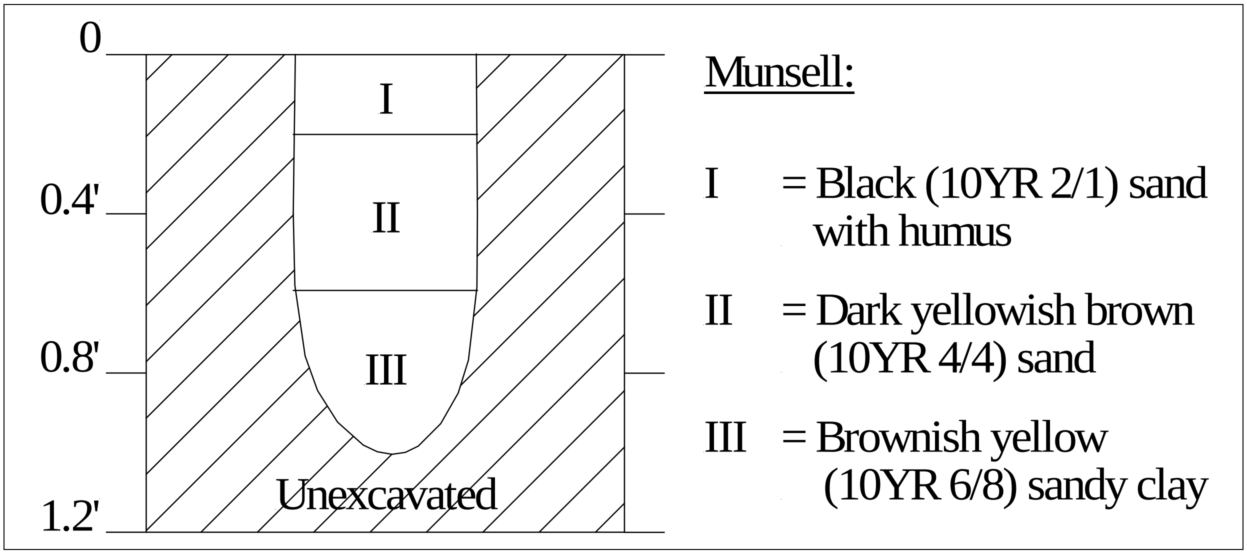
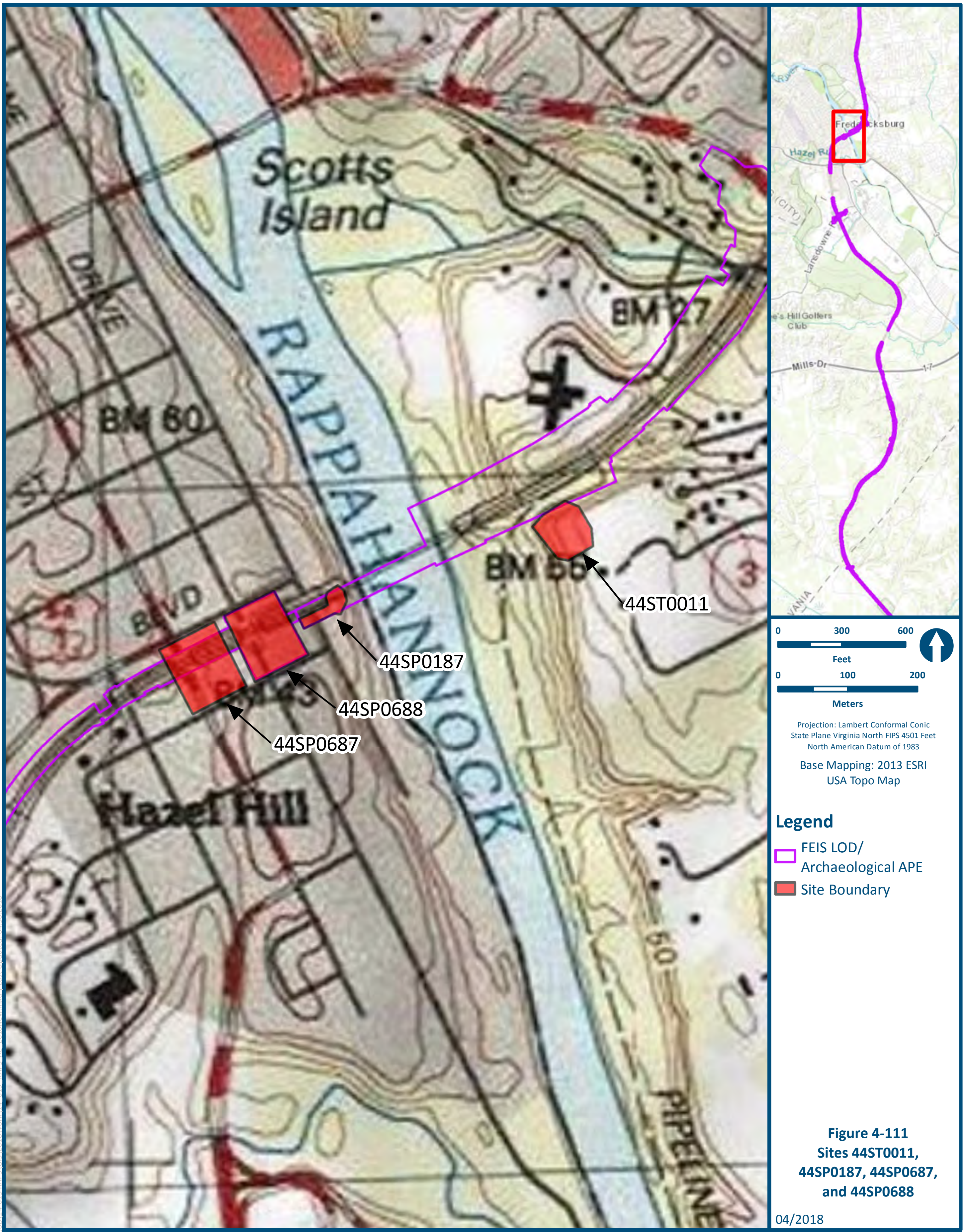

0
0.4'
0.8'
1.2'
I
II
III
Unexcavated
Munsell:
I = Black (10YR 2/1) sand with humus
II = Dark yellowish brown (10YR 4/4) sand
III = Brownish yellow (10YR 6/8) sandy clay

FIGURE 4-110: REPRESENTATIVE SOIL PROFILE FROM AREA 3F, STP 3F-D-51

4.4.7 Previously Recorded Site 44ST0011

Site 44ST0011 is a multicomponent site lying within the overall boundary of Ferry Farm (089-0016) (Figure 4-111). This site, identified primarily as a prehistoric site but including colonial elements, has not been evaluated in regard to its NRHP eligibility. The majority of the site as mapped lies outside the present survey in an open field to the southwest of the wooded survey area. However, to the extent that the site overlaps the present survey area, it lies in a sloping eroded area lying at the base of the railroad bridge crossing the Rappahannock River to the south (Figure 4-112). As the bulk of the site lies outside the project corridor in a field toward which visibility was limited from the project corridor, the site integrity as a whole cannot be assessed. However, based on the Phase IB study, the portion of the site within the APE was found to be heavily disturbed by erosion from an ephemeral drainage leading to the Rappahannock River. Of the approximately 50,000 square feet (4,645. 2 sq. m) encompassed by the site as a whole, less than 2 percent of the area lies within the APE. As such i**t is recommended that site 44ST0011 remains unevaluated for the NRHP. However, within the archaeological APE, the portion of site 44ST011 has been substantially disturbed, and as such any portion of the site within the APE would not contribute to the site's overall eligibility**.


Scotts Island
RAPPAHANNOCK
BM 27
BM 60
BM 50
BLVD
DRIVE
Hazel Hill
PIPELINE
60
44ST0011
44SP0187
44SP0688
44SP0687
Fredericksburg
Hazel Run
(CITY)
Lansdowne
Hill Golfers Club
Mills Dr
0
300
600
Feet
0
100
200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2013 ESRI
USA Topo Map

Legend

▭ FEIS LOD/ Archaeological APE

🟥 Site Boundary

Figure 4-111
Sites 44ST0011, 44SP0187, 44SP0687, and 44SP0688

04/2018

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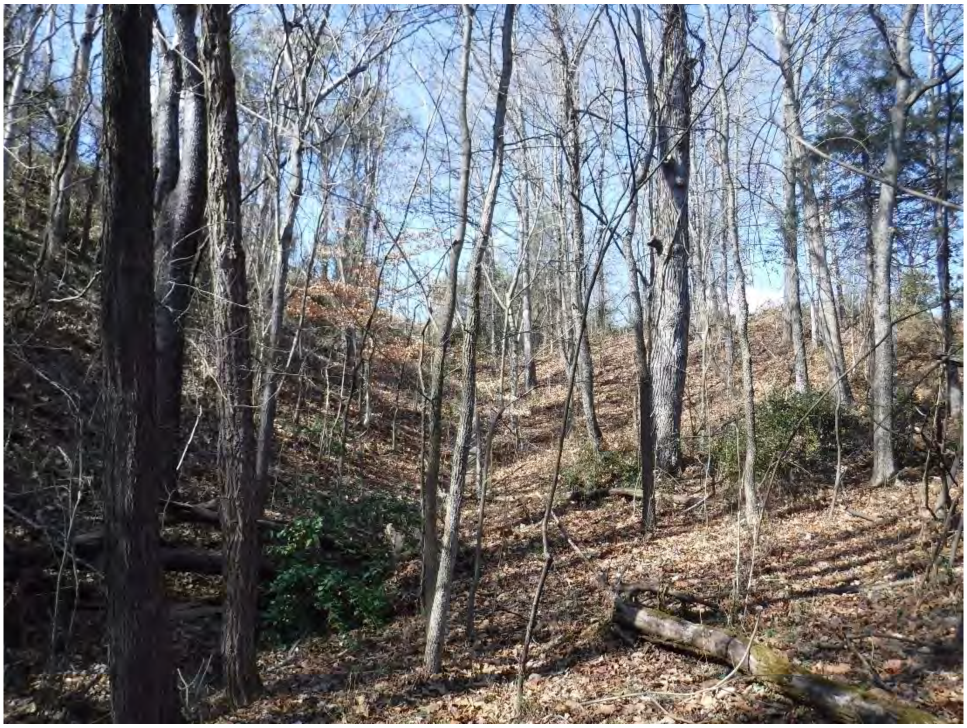


Figure 4-112: Overview of Portion of 44ST0011 Lying Within the APE, Looking North

4.4.8 Previously Recorded Site 44SP0187

4.4.8.1 Site Description

Previously recorded site 44SP0187 is located in a portion of Archaeological Area 3b that was identified for additional archaeological study (see Figure 4-111). As recorded at the DHR, the site is a nineteenth-century cut stone bridge pier on the south bank of the Rappahannock River, east of Sophia Street in Fredericksburg. Site 44SP0187 was visited during the 2016 Phase IB archaeological survey focused on the rail mainline (McCloskey et al. 2016). Expansions to the LOD as a result of the final EIS planning and design work required Phase I survey within additional portions of the site and gave archaeologists a better window into the site deposits and stratigraphy.

As noted by McCloskey et al. 2016, the DHR archives record site 44SP0187 as the remains of a bridge based on the observation of a cut-granite pier at the water's edge during low tide. McCloskey et al. noted the site location likely represented the remains of a mill operation that had been replaced by a series of industrial plants over time as well as several incarnations of the railroad bridge. As such, it was postulated that the site likely includes the remains of several buildings and structures; however, no subsurface testing was conducted at that time based on the limits of APE.

During the current survey, no cut stone was observed in the river, so although classified as a nineteenth-century bridge, the terrestrial portion of site 44SP0187 occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg (Hennessy 2011;

Figure 44). The mill extends inland from the river's edge to the ridge top along Sophia Street in all cases. In addition, the 1856 *Bird's Eye Views of Fredericksburg* published in 1856 and redrawn in 1862 depicts buildings at the approximate location of the survey, but there are no details clearly identify the function of the buildings (Figure 4-115 and Figure 4-116).

Archaeological testing of site 44SP0187 included the excavation of four STPs and metal-detector survey along transects spaced at 6-foot (1.8-m) intervals. Metal detector survey was completed as the site is located within PotNR boundaries for Battle of Fredericksburg I (111-5295), Battle of Fredericksburg II (111-5296), and the Salem Church Battlefield (088-5181). The STP transect crossed the project area from approximately 25 feet (7.6 m) southeast of Sophia Street to the floodplain of the Rappahannock River (Figure 4-117 through Figure 4-119).

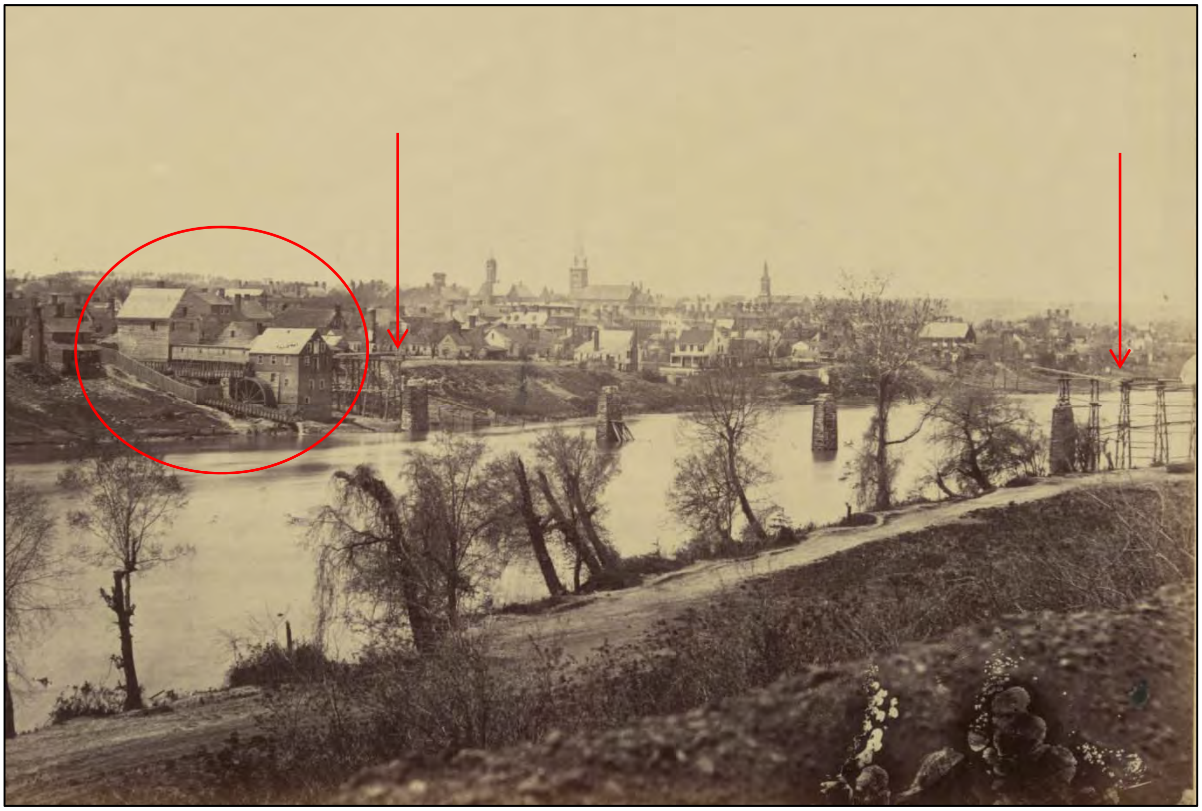


FIGURE 4-113: DETAIL FROM O'SULLIVAN'S (1863) PHOTOGRAPH SHOWING A VIEW OF FREDERICKSBURG ACROSS THE RAPPAHANNOCK RIVER SHOWING A MILL ADJACENT TO THE RAILROAD BRIDGE. THE CIRCLE OUTLINES THE MILL AND THE ARROWS IDENTIFY THE REMAINS OF THE RAILROAD BRIDGE. ONLY PIERS REMAIN IN THE RIVER.

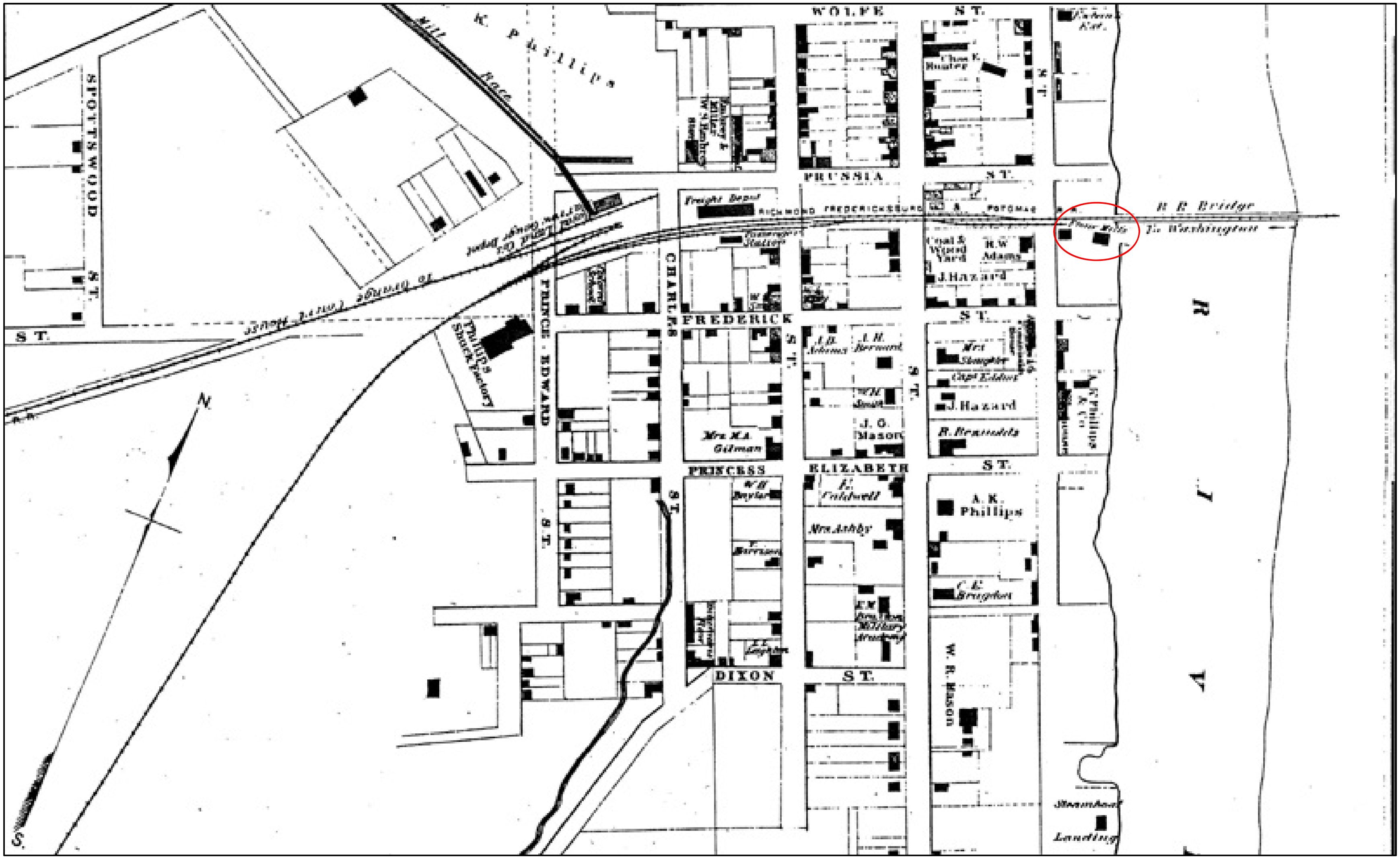

WOLFE ST.
PRUSSIA ST.
FREDERICK ST.
PRINCESS
ELIZABETH ST.
DIXON ST.
SPOTTSWOOD ST.
PRINCE EDWARD ST.
CHARLES ST.
SOPHIA ST.
R R Bridge
Freight Depot
RICHMOND FREDERICKSBURG & POTOMAC
Coal & Wood Yard
R.W. Adams
J. Hazard
A.K. Phillips
Phillips Shuck Factory
Mill Race
K. Phillips
Mrs M.A. Gilman
J.O. Mason
E. Caldwell
Mrs Ashby
W. R. Mason
Steamboat Landing
N
S.

FIGURE 4-114: DETAIL FROM *GRAY'S NEW MAP OF FREDERICKSBURG* (1878). THE RED CIRCLE MARKS THE LOCATION OF THE BUILDINGS LABELED "FLOUR MILLS" IN RELATION TO THE RAILROAD BRIDGE AND SOPHIA STREET.

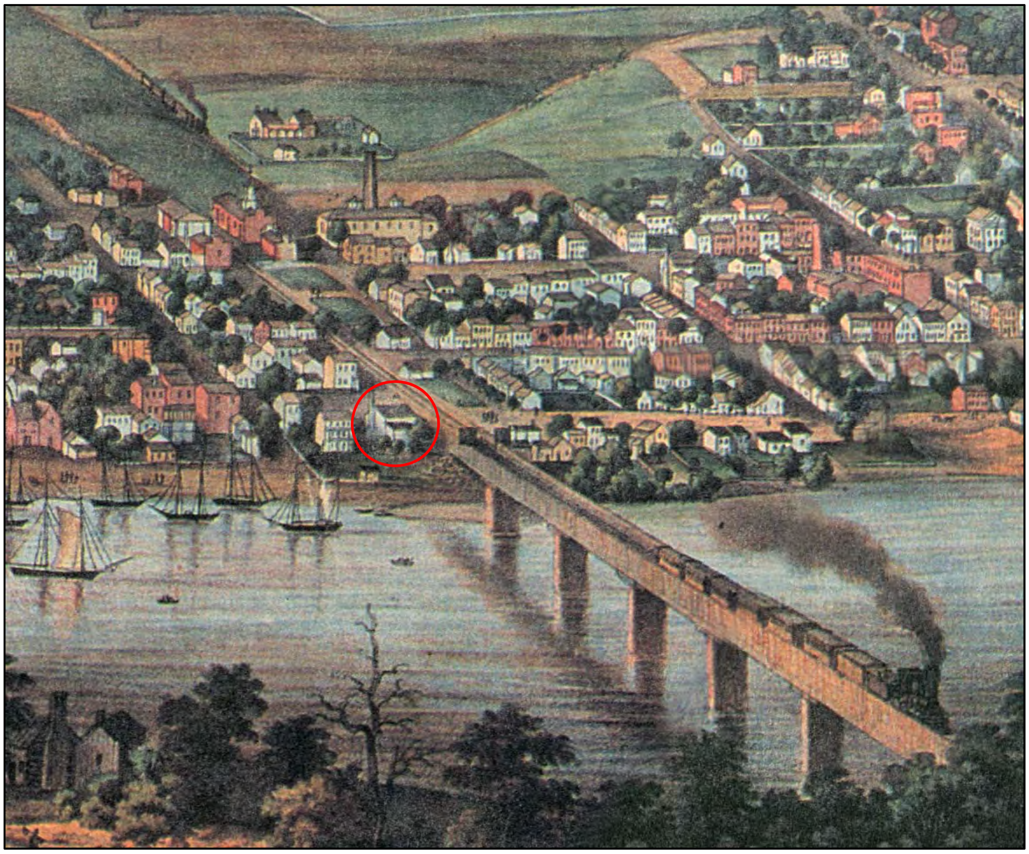


Figure 4-115: Detail of an 1856 Bird's Eye View of Fredericksburg, Virginia, View 2986 (SACHSE 1856). The Circle Outlines the Mill.

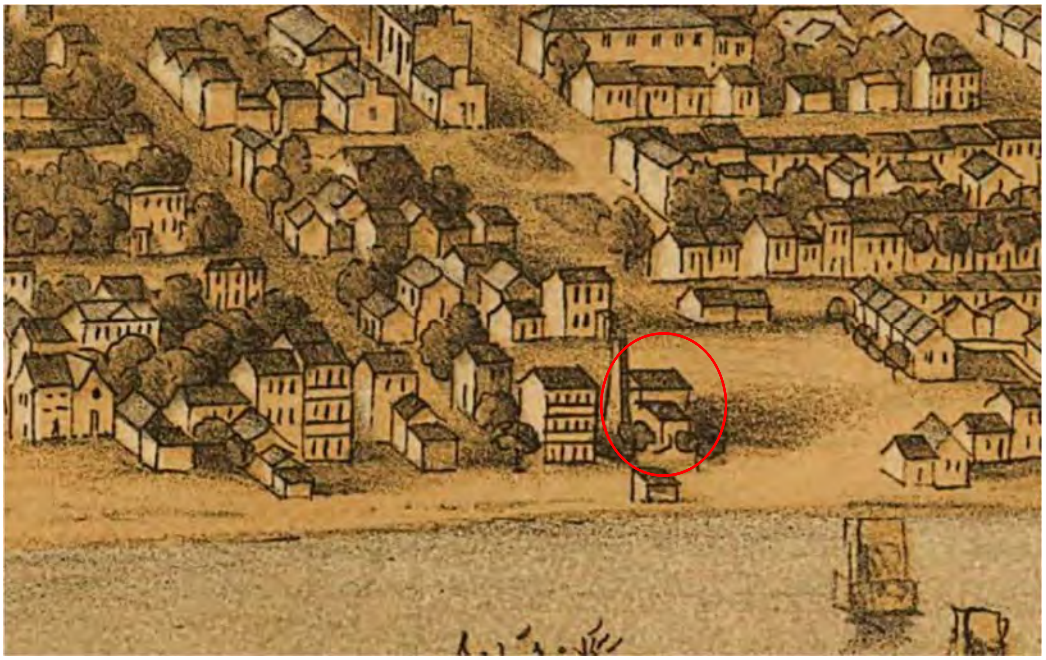


FIGURE 4-116: DETAIL FROM *VIEW OF FREDERICKSBURG, VA. NOV. 1862* (SACHSE 1863). THE CIRCLE OUTLINES THE MILL.

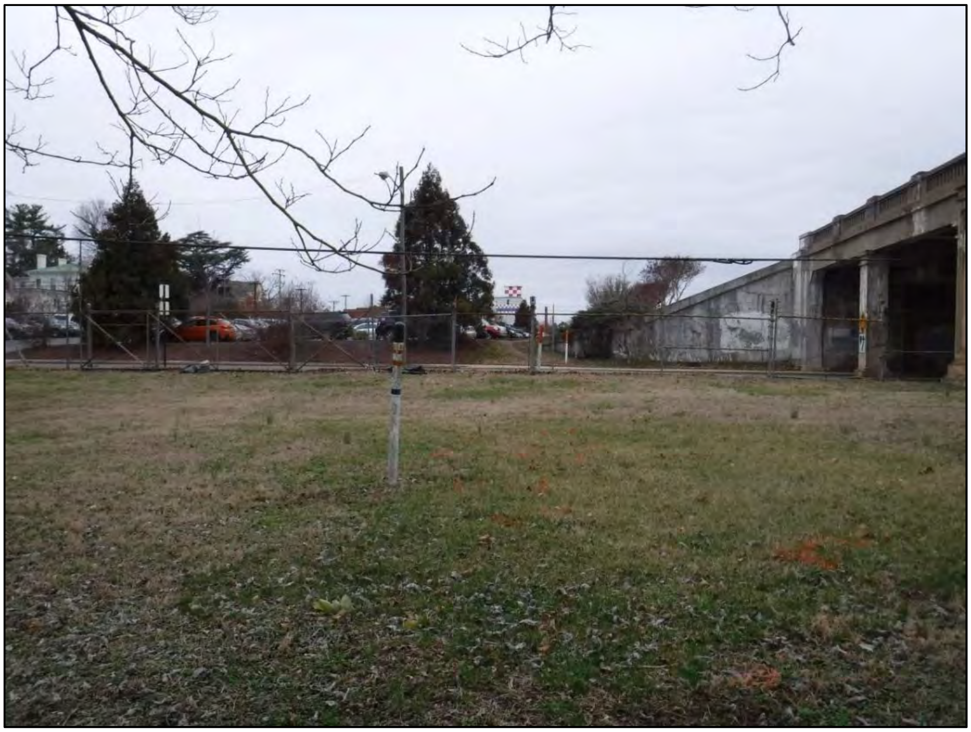


FIGURE 4-117: SOPHIA STREET SHOWING MARKED UTILITY LINE, LOOKING SOUTHWEST

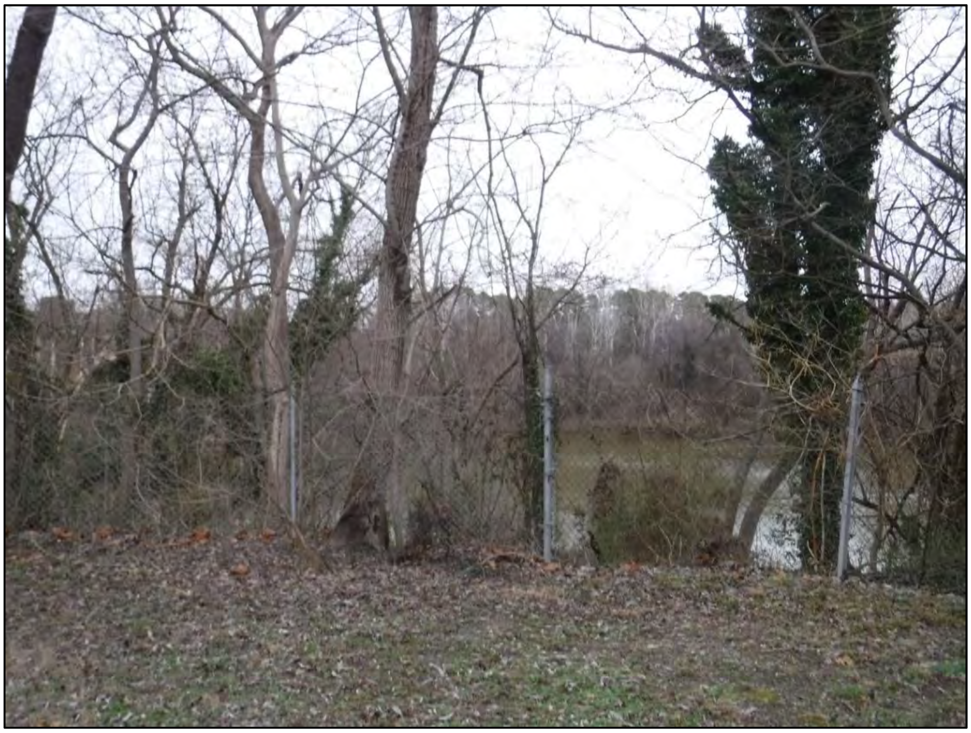


FIGURE 4-118: EDGE OF THE RIDGE AND SLOPE DOWN TO THE RAPPAHANNOCK RIVER, LOOKING SOUTHEAST

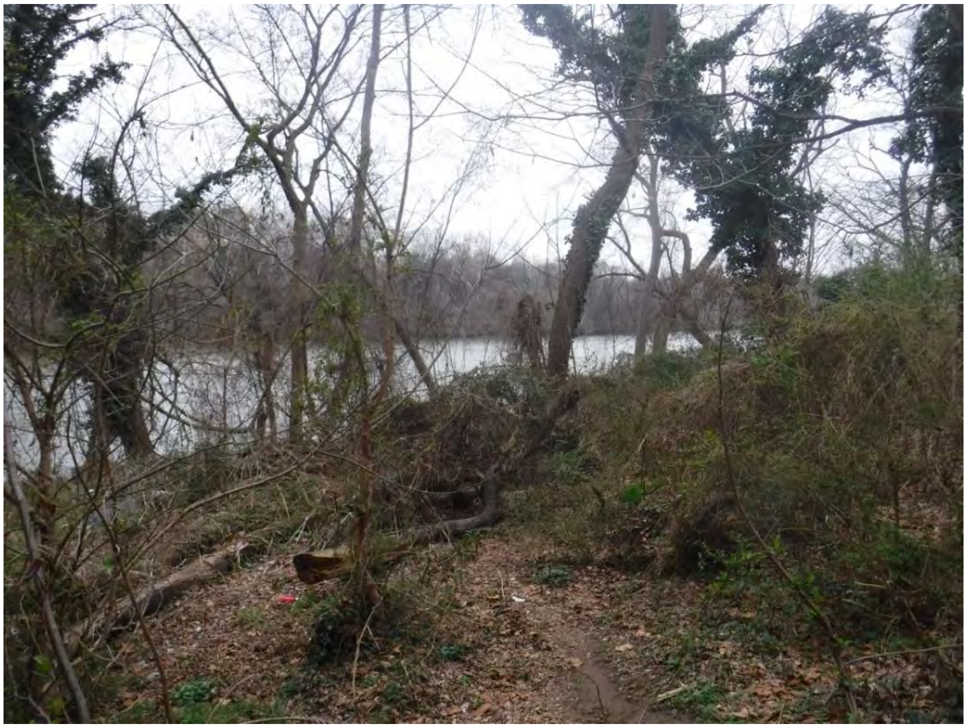


FIGURE 4-119: FLOODPLAIN PORTION OF SITE 44ST0187, LOOKING SOUTHEAST

The average depth of STPs within the site was 1.7 feet (0.5 m), with the deepest STP extending to a depth of 3 feet (0.9 m). The average A-horizon soils measured 0.7 feet (0.2 m). The maximum A-horizon soils measurement within the site measured 1 foot (0.3 m). As a result of considerable disturbance and of the variation in anthropogenic, colluvial, and alluvial deposition across the project area, the profiles of STPs differed considerably. Road gravel in the topsoil and the mix of soils in the underlying stratum indicated disturbance in STP 3b-A-1, while, despite the presence of a relatively large artifact assemblage in STP 3b-A-2, the recovery of an aluminum twist-off bottle cap near the base of Stratum III indicated that all contexts were formed relatively recently (Figure 4-120). Despite apparent disturbance in STP 3b-A-3, located on the small bench above the active floodplain, the complete bricks and large brick bats protruding from the walls and near the base of the 2.2-foot (0.7-m) deep STP indicated the possible presence of an intact, deeply buried stratum.

The domestic assemblage recovered during the STP survey included redware, whiteware, ironstone, stoneware, soft-paste porcelain and various types of bottle and vessel glass. Architectural artifacts included brick fragments, cut and wire nails, and window glass. In addition, a white ball-clay pipe stem, lamp parts, iron straps, and oyster shell were recovered.

A large, rectangular fragment of an iron spring was encountered during metal-detector survey. Other metal items excavated during the metal-detector survey were wire and cut nails, bolts and screws, a faucet part, corroded iron, and aluminum cans, bottle caps, and pop tops. No artifacts clearly dating to the Civil War era or unambiguously associated with a mill were encountered during the archaeological survey.

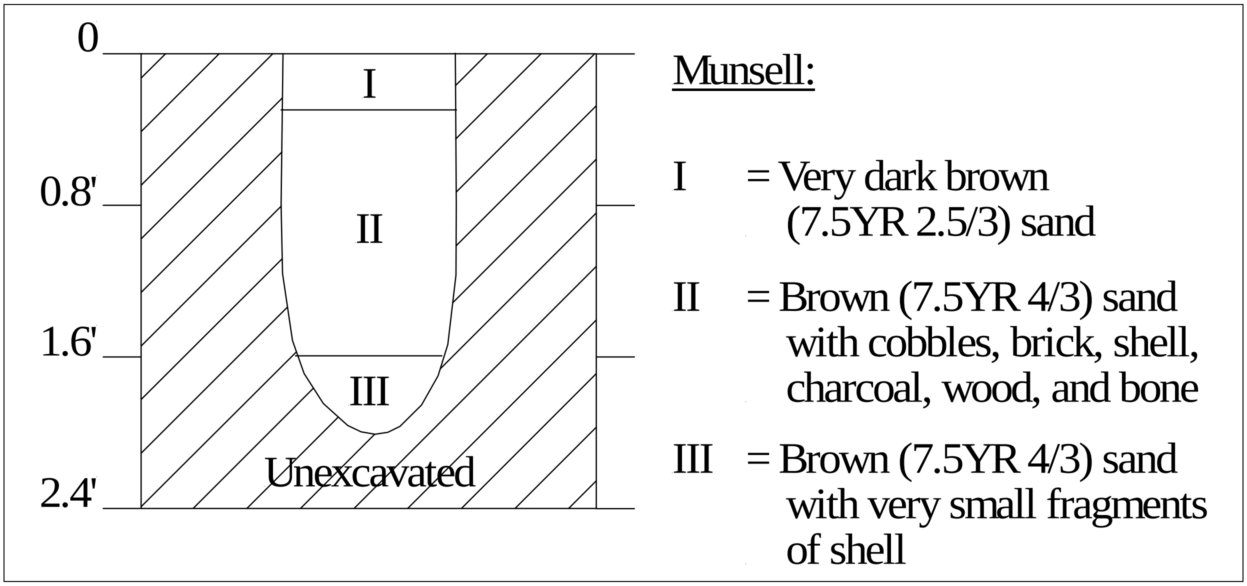

0
0.8'
1.6'
2.4'
I
II
III
Unexcavated
Munsell:
I = Very dark brown (7.5YR 2.5/3) sand
II = Brown (7.5YR 4/3) sand with cobbles, brick, shell, charcoal, wood, and bone
III = Brown (7.5YR 4/3) sand with very small fragments of shell

FIGURE 4-120: REPRESENTATIVE SOIL PROFILE FROM SITE 44SP0187

4.4.8.2 Evaluation and Significance

Site 44SP0187 is the nineteenth-century Marye's Mill and includes cut stone piers and likely other building remains. Excavations at the site resulted in the recovery of domestic material and evidence of intact subsurface features, but no direct evidence of milling operations. Additional excavations are needed to ascertain the integrity and significance of the deposits, as a buried intact mill-era stratum was noted during the survey. As such, Dovetail **recommends that site 44SP0187 is potentially eligible for the NRHP under Criterion A for its association with the nineteenth-century milling industry in the region and under Criterion D for its archaeological potential.**

4.4.9 Previously Recorded Sites 44SP0687 and 44SP0688

Sites 44SP0867 and 44SP0688, each encompassing a city block in Fredericksburg (blocks 48 and 49 respectively), were identified by the Center for Historic Preservation at the University of Mary Washington in 1992 (see Figure 4-111). Both sites were identified via systematic shovel test survey, followed by test unit excavation and backhoe trenching. According to DHR site files and the report summarizing investigations undertaken at these locations, both sites show evidence of the occupation of these city blocks spanning from the Late Archaic through the twentieth century. Artifacts listed in both site forms include Civil War buttons and Minié-style bullets from the Fredericksburg Union occupation, quartz lithics, animal bone and ceramics from the late-eighteenth- through early-nineteenth-century occupation, and artisan related objects. Pedestrian inspection of these sites during the current investigation indicated that both include paved parking lots and buildings, indicative of their urban location (Figure 4-121 and Figure 4-122). However, previous investigations of these locations have documented the presence of intact cultural deposits beneath modern development (Sanford et al. 1992). As such, it is **recommended that sites 44SP0867 and 44SP0688 are potentially eligible for listing in the NRHP.**

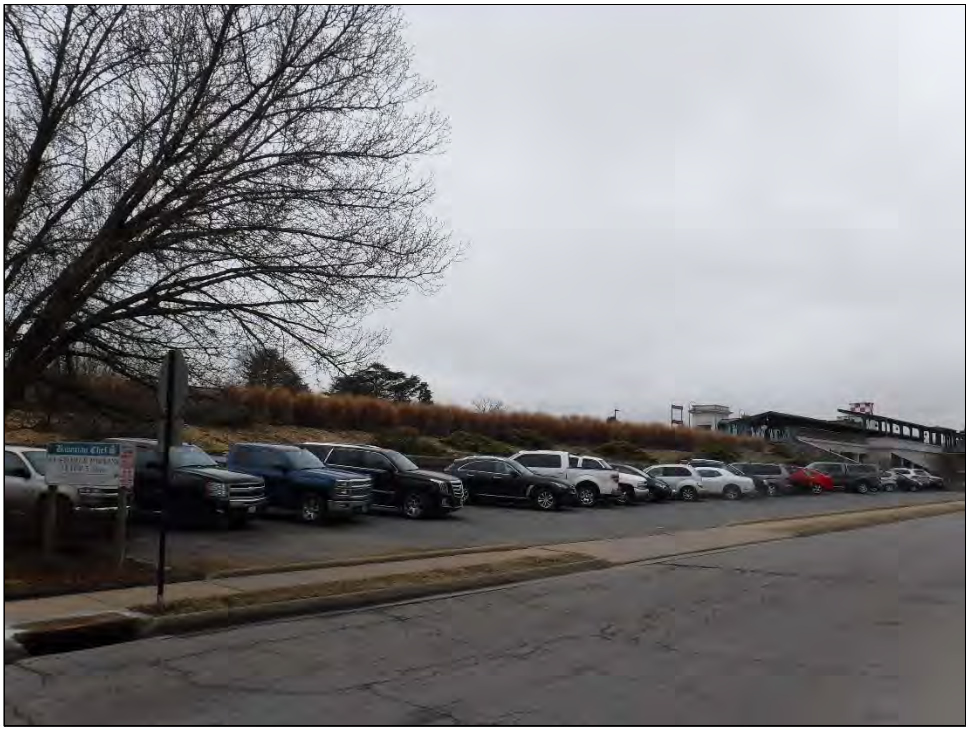


FIGURE 4-121: OVERVIEW OF SITE 44SP0688 WITHIN APE, LOOKING WEST

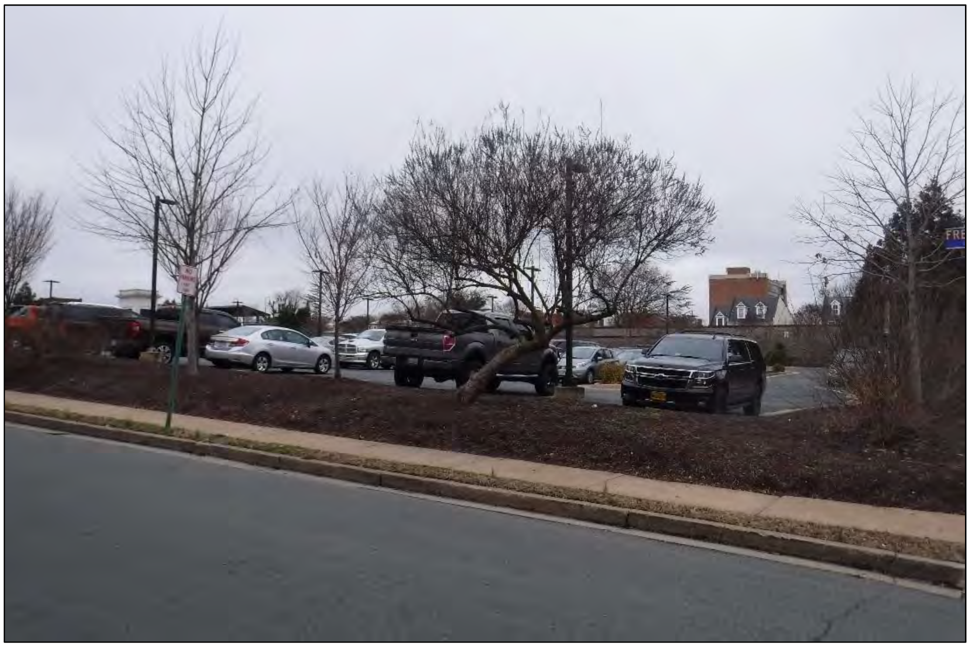
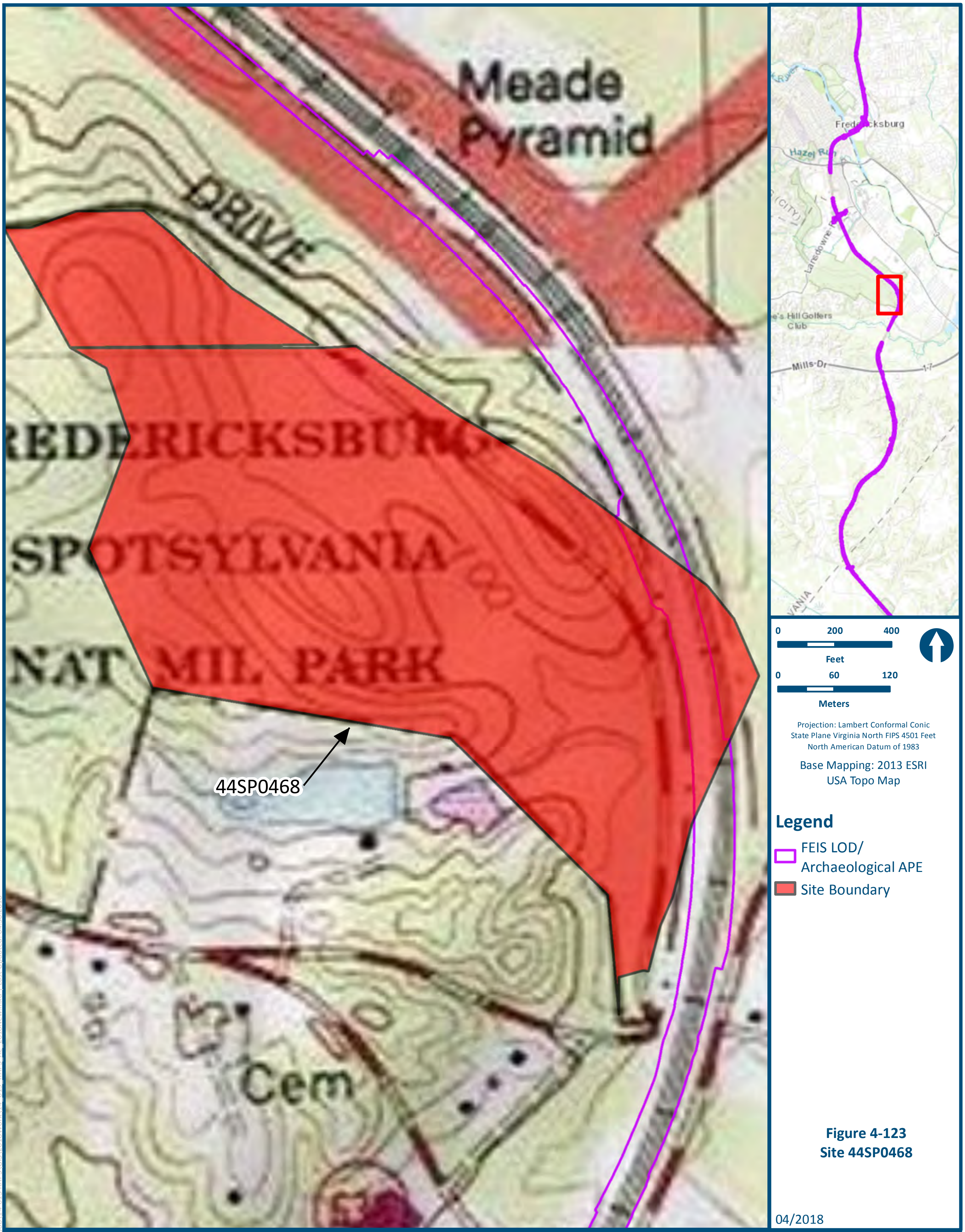


FIGURE 4-122: OVERVIEW OF SITES 44SP0688 AND 44SP0687, LOOKING SOUTHEAST

4.4.10 Previously Recorded Site 44SP0468

Site 44SP0468, Jackson's Earthworks-Encampment site, is a large complex of earthworks and other encampment features associated with the Civil War First Battle of Fredericksburg and lying within the PotNR boundaries of the Fredericksburg I Battlefield (111-5295) (Figure 4-123). The site is mapped mainly to the east of the corridor but encompassing most of Archaeological Area 3d. A section of earthworks, likely associated with this site, was observed during the 2016 survey (McCloskey et al. 2016) but lay slightly outside the APE of that survey. The portion of the current survey area lying within the mapped boundaries of the site lies entirely on the steep and eroded slope running down from Fredericksburg and Spotsylvania National Military Park (111-0147) towards the existing CSXT rail. STP and metal detector survey were undertaken in Archaeological Area 3c, including within site 44SP0468, but recovered no artifacts (Figure 4-124). This resource taken as a whole was recommended in the 2016 report to be potentially eligible for the NRHP under Criterion A for its associated with Civil War activity in the area and under Criterion D for its archaeological potential pending additional studies. DHR concurred with this recommendation in a letter dated October 11, 2016. The current survey did not yield additional artifacts from the site, but the previous recommendation **that the site as a whole remains potentially eligible for the NRHP under Criteria A and D, remains unchanged.**


Meade
Pyramid
DRIVE
FREDERICKSBURG
SPOTSYLVANIA
NAT MIL PARK
44SP0468
Cem
Fredericksburg
Hazel Run
Lansdowne
Mills Dr
Hill Golfers Club
0 200 400
Feet
0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2013 ESRI
USA Topo Map

Legend

- ☐ FEIS LOD/ Archaeological APE
- 🟥 Site Boundary

Figure 4-123
Site 44SP0468

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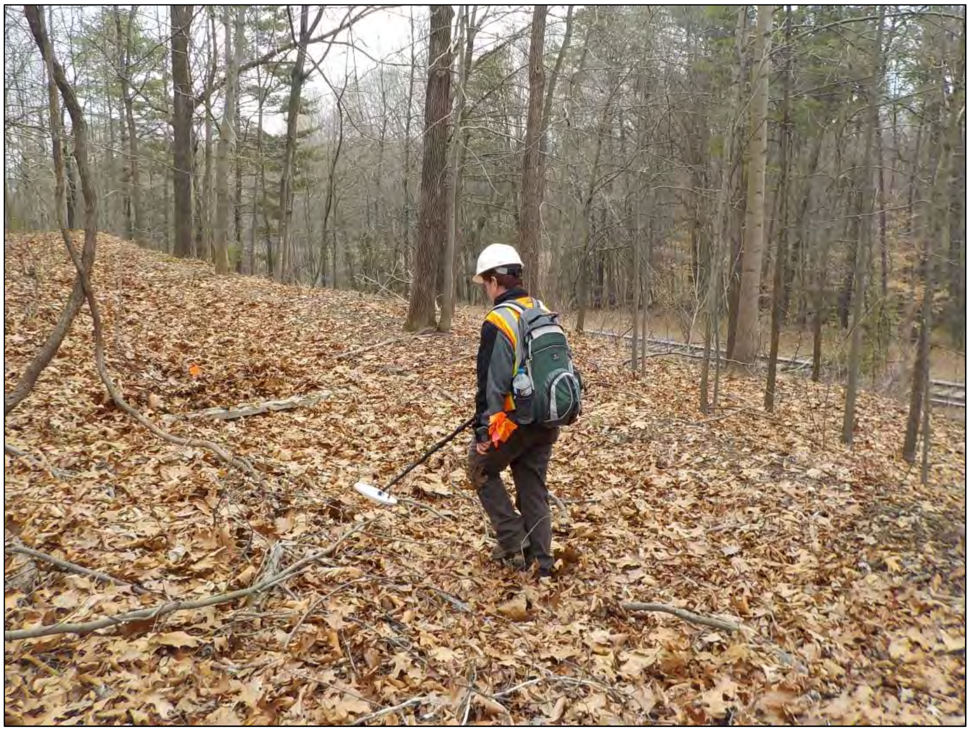


FIGURE 4-124: METAL DETECTOR SURVEY IN SITE 44SP0468, LOOKING NORTHEAST

4.4.11 Newly Identified Site 44SP0767

4.4.11.1 Site Description

Site 44SP0767 is located in a wooded setting (Figure 4-125) on the west side of the CSXT rail line, north of Summit Crossing Road, within the central portion of Archaeological Area 3f (Figure 4-126). This site represents a potential Civil War earthwork measuring 150 by 115 feet (45.7 by 35 m), comprising 0.33 acres (0.1 ha). It sits at an elevation of 210 feet (64 m) AMSL and is approximately 9 feet deep (2.7 m) from the top of earthen mound to the base of the depression.

The site was identified during the pedestrian survey and subsequent STP testing and metal detector survey yielded no cultural material. However, a lack of cultural deposits should not negate the significance of this resource as it was likely hastily constructed in anticipation of a need to defend the nearby railroad during the Civil War. Unfortunately, an exhaustive map search did not reveal any documented earthwork located in this area which could have provided a narrower date range. Despite its absence on historic maps, the Union Army's Fifth Corps were known to be in the general vicinity in 1864. Most notable among the known Civil War presence in the area, General Grant held a war council at the nearby Massaponax Church in 1864, less than 5 miles (8 km) to the west of the site. The earthwork remains observed at site 44SP0767 could be representative of any one of these Civil War activities.

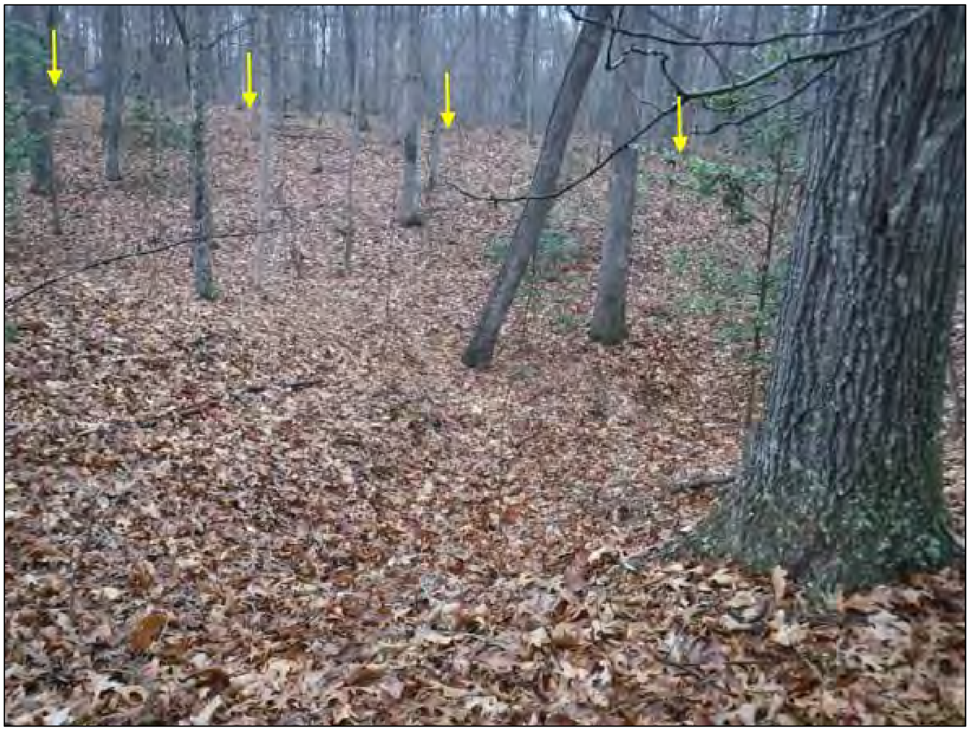
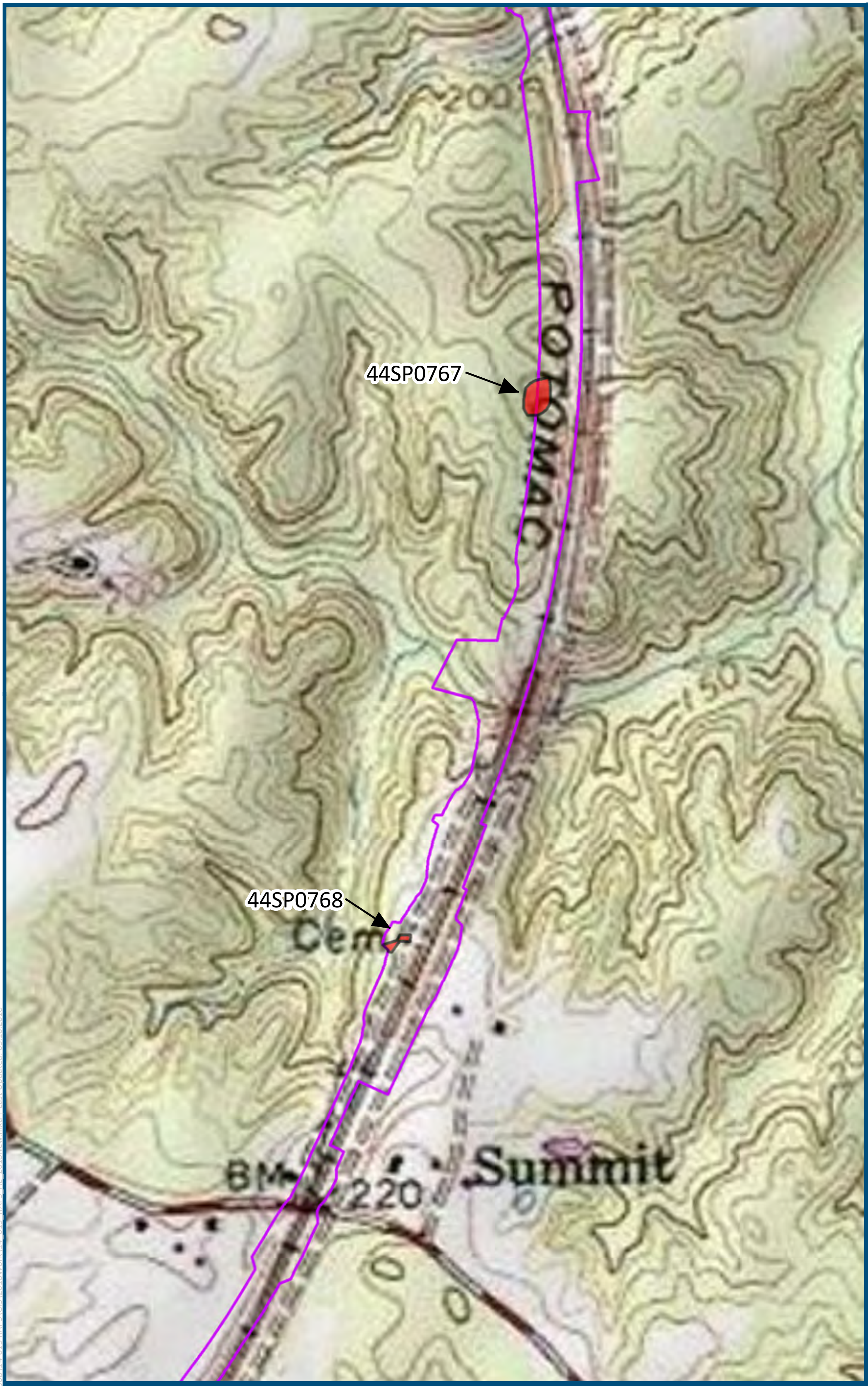
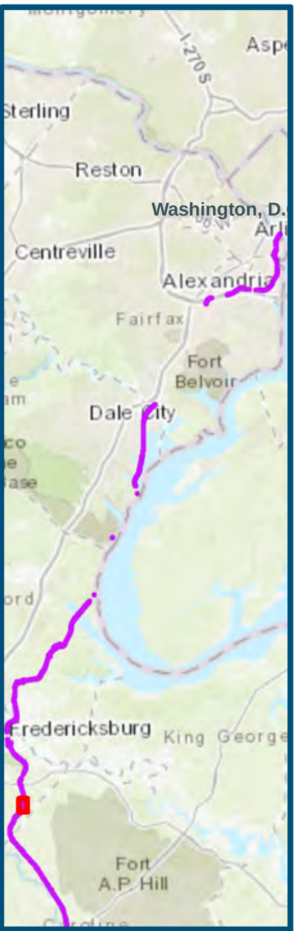


FIGURE 4-125: GENERAL VIEW OF SITE 44SP0767, FACING NORTHWEST. YELLOW ARROWS MARK TOP OF EARTHWORK.


200
POTOMAC
44SP0767
150
44SP0768
Cem
BM 220
Summit


I-270
Sterling
Reston
Washington, D.
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill

0 300 600

Feet

0 100 200

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2013 ESRI
USA Topo Map

Legend

☐	FEIS LOD/ Archaeological APE
🟥	Site Boundary

Figure 4-126
Sites 44SP0767
and 44SP0768

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An average soil profile for this site contained three stratigraphic levels. Stratum I consisted of a black (10YR 2/1) sand extending to a depth of 0.3 feet (0.09 m) that overlaid a dark yellowish brown (10YR 4/4) sand terminating at 0.6 feet (0.2 m). Beneath the second stratum was a subsoil of a brownish yellow (10YR 6/8) sandy clay (Figure 4-127). Excavation ceased at 0.9 feet (0.3 m) below ground surface.

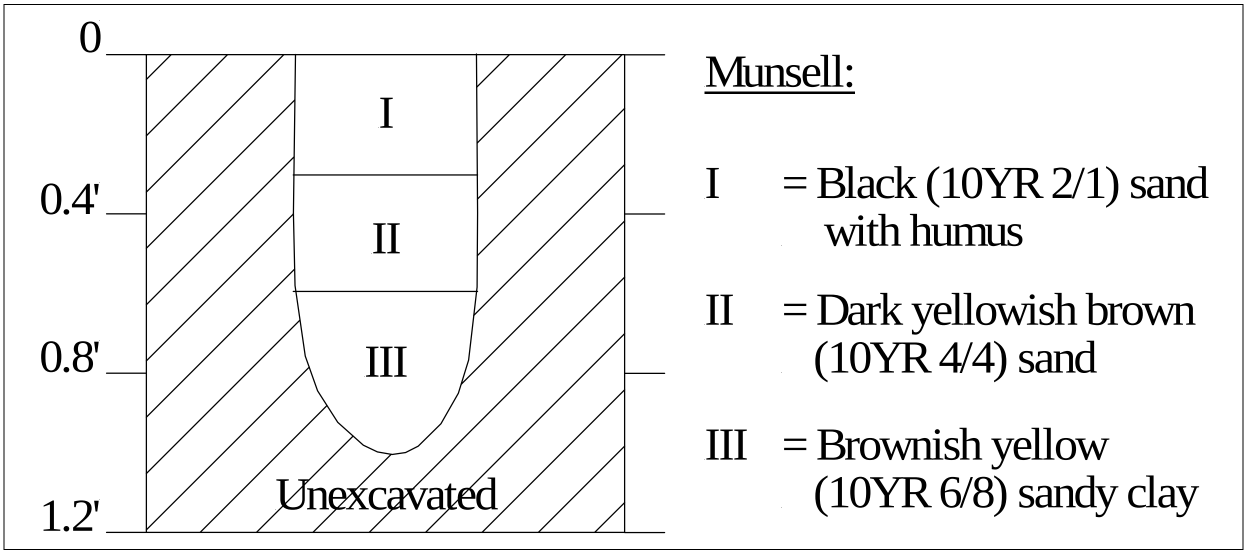

0
0.4'
0.8'
1.2'
I
II
III
Unexcavated
Munsell:
I = Black (10YR 2/1) sand with humus
II = Dark yellowish brown (10YR 4/4) sand
III = Brownish yellow (10YR 6/8) sandy clay

FIGURE 4-127: REPRESENTATIVE STP PROFILE FROM SITE 44SP0767

4.4.11.2 Evaluation and Significance

Site 44SP0767 is a late-nineteenth century Civil War earthwork. Excavations at the site resulted in no cultural material specific to the Civil War occupation of the site and only a large surface feature characterizes this site. While this site is tied to the Civil War, it is unknown if it is related to a significant engagement during the war and, as such, Criterion A is not applicable. Additionally, there are no known associations with significant persons (Criterion B) and the deposits do not illustrate distinctive characteristics of a type, period, or method of construction (Criterion C). Above-ground remains representative of a Civil War earthwork comprise the entirety of the site and with no cultural remains present or identification of the earthwork on historic maps it is unclear at what point during the war this earthwork was constructed. As such, **it is recommended that site 44SP0767 does not have the potential to yield significant data about the nineteenth century occupation of the area (Criterion D).**

4.4.12 Newly Identified Site 44SP0768

4.4.12.1 Site Description

Site 44SP0768/088-5511 is a small twentieth-century family cemetery and associated artifact scatter located in a densely wooded portion of Area 3f. The site is on the west side of the CSXT rail line and north of Summit Crossing Road (see Figure 4-126), situated immediately north and west of a communications tower and associated metal pre-fabricated shed (Figure 4-128). The site was identified during the pedestrian survey and based on the recovery of five fragments of clear bottle glass from one STP. The site measures approximately 250 x 150 feet (76.2 x 45.7 m), but the cemetery area itself measures 25 x 25 feet (7.6 x 7.6 m). The site covers an area of 0.06 acres (0.02 ha) and it sits at an elevation of approximately 230 feet (70.1 m) AMSL.

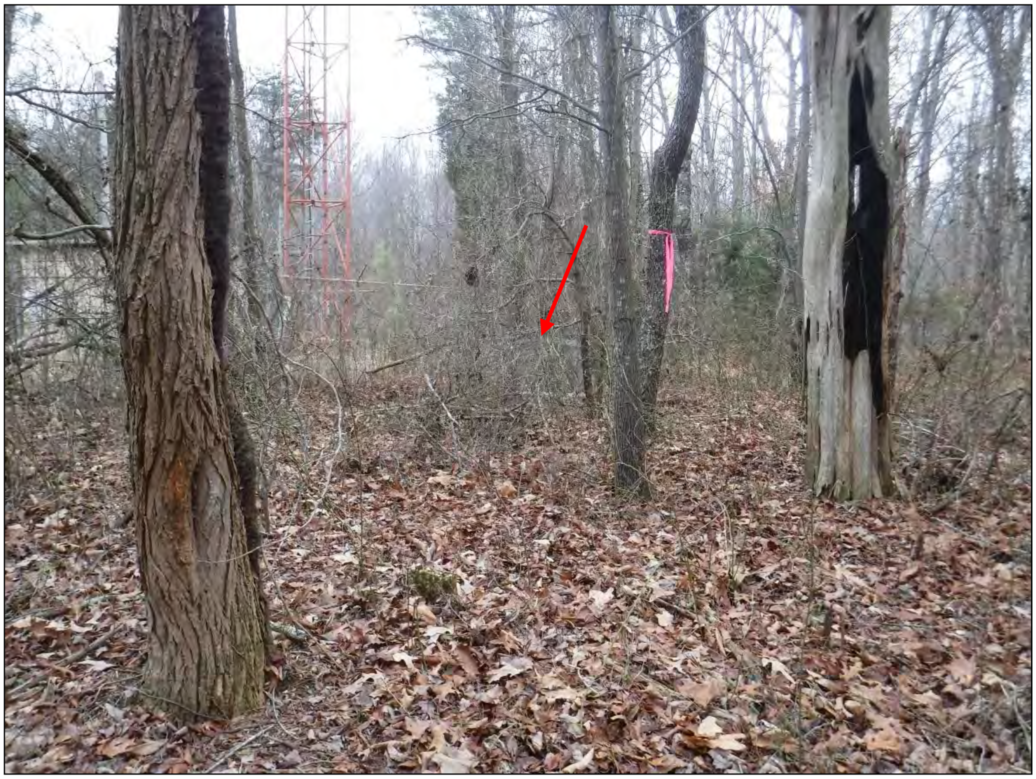


FIGURE 4-128: SITE 44SP0768/088-5511, LOOKING SOUTH. NOTE THE COMMUNICATION TOWER AND SHED TO THE SOUTH AND HEADSTONE (RED ARROW).

The artifact assemblage recovered from site 44SP0768 includes five artifacts, likely indicative of the twentieth century use of the cemetery or adjacent communication tower construction. All five artifacts consist of clear bottle glass. The only STP excavated in the site area was 3f-B-8 East from which the artifacts were recovered, all adjacent STPs were negative for cultural materials. This STP within the site contained two levels. Stratum I, which was 0.2 feet (6 cm) thick, consisted of a dark yellowish brown (10YR 4/2) sand. It overlaid a subsoil consisting of a strong brown (7.5YR 5/6) sandy clay. The STP was terminated at a depth of 0.9 feet (27 cm).

Surface features noted at the site location include two engraved headstones, one footstone, four metal fence posts, and one gate post. One headstone reads "CATLETT/ Vivian 1901–1952/Shirley 1898–1948/Henry 1865–1919/Nellie 1869–1951" and the second reads "Annie Kate/ Gilchrist/ Born/October 11, 1882" (Figure 4-129). The death date on the second stone was not visible at the time of survey as it was buried, but images of the markers located in the findagrave.com database indicate the death date to be 1914 (Findagrave.com 2010). Based on the presence of these stones, it appears that a minimum of five individuals may be buried within the cemetery. Four metal fence posts and a metal gate post were observed surrounding the marked graves, although no fencing in between these posts remains (Figure 4-130).

4.4.11.2 Evaluation and Significance

Site 44SP0768/088-5511 is a small twentieth-century family cemetery and artifact scatter, including five artifacts, the marked interments of five individuals, and the remains of decorative metal fencing. No subsurface excavations were conducted within the cemetery area, as such the cemetery has not been delineated. The cemetery appears to be typical of small family burying grounds encountered throughout the region and does not display any unique architectural elements or known association with people or events important in history. As such, it is **recommended that site 44SP0768/088-5511 is not eligible for NRHP inclusion under Criteria A–D. However, it is recommended that the general cemetery area should be avoided or further delineation efforts should be undertaken to determine the exact limits of the cemetery.**

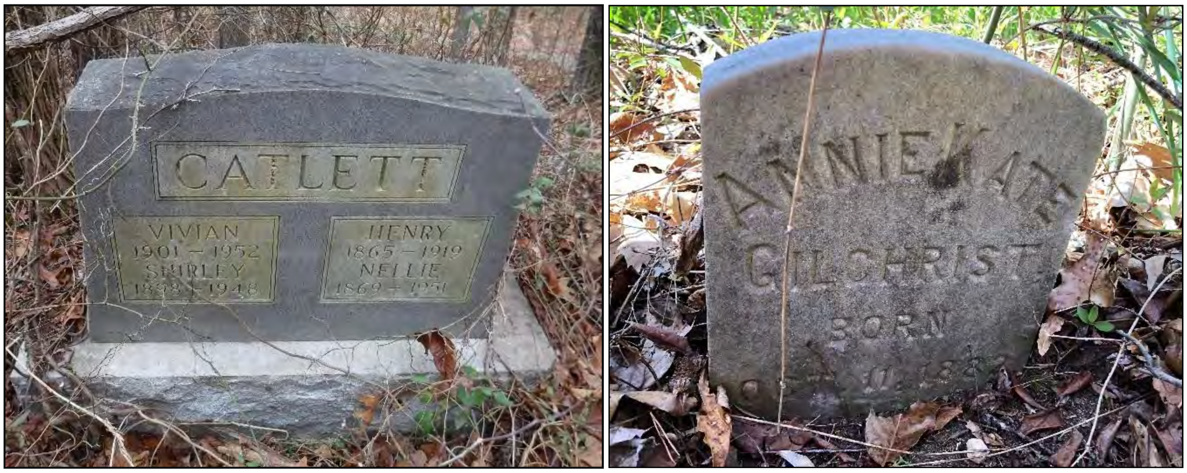


FIGURE 4-129: SITE 44SP0768/088-5511, HEADSTONE DETAILS

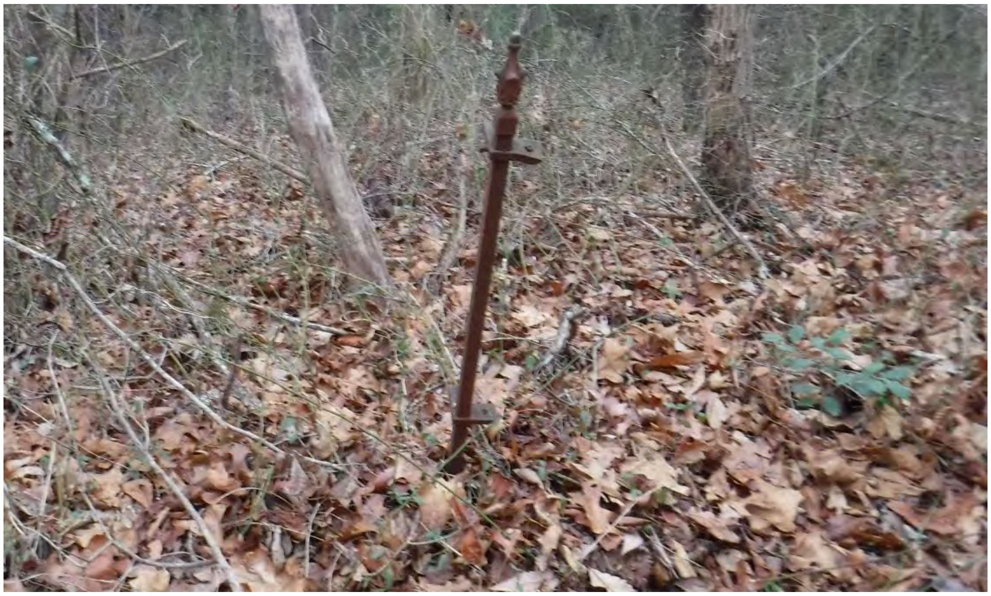


FIGURE 4-130: SITE 44SP0768/088-5511, FENCEPOST DETAIL

4.5 AREA 4: CENTRAL VIRGINIA

The Central Virginia segment (Area 4) of the DC2RVA Preferred Alternative encompasses those portions of the LOD lying within Caroline and Hanover Counties (with the exception of the small portion of Area 3 that extends into Caroline, as discussed above). Beginning in the north at Guinea and ending in the south at the South Anna River, Area 4 runs along approximately 28 miles (45.1 km) of the existing CSXT rail. The areas subjected to study within Area 4 encompasses 3.9 acres (1.2 ha) (see Figure 2-3).

The setting of Area 4 is almost entirely rural, with the development related to Kings Dominion theme park and industrial activity near Doswell being the only substantial development near the project corridor, other than the existing rail. In general, the areas subject to archaeological study within Area 4 are dominated by young evergreen or mixed woods and topography is characterized by either rolling slopes or flatter low lying areas that are often inundated (Figure 4-131). Area 4 consists of five archaeological areas, 4b through 4f, designated for Phase IB archaeological study (note: revisions to the LOD during fieldwork eliminated the need for archaeological survey in Archaeological Area 4a, so it is not discussed or addressed within these results). Two of these archaeological areas, 4c and 4e, were dominated by disturbed, inundated, or sloping areas to such an extent as to entirely preclude shovel testing, though metal detector survey was undertaken in portions of Archaeological Area 4e. The remaining three archaeological areas were subjected to subsurface testing in at least some portions. The North and South Anna Rivers and their tributaries cross the project area in Archaeological Area 4.

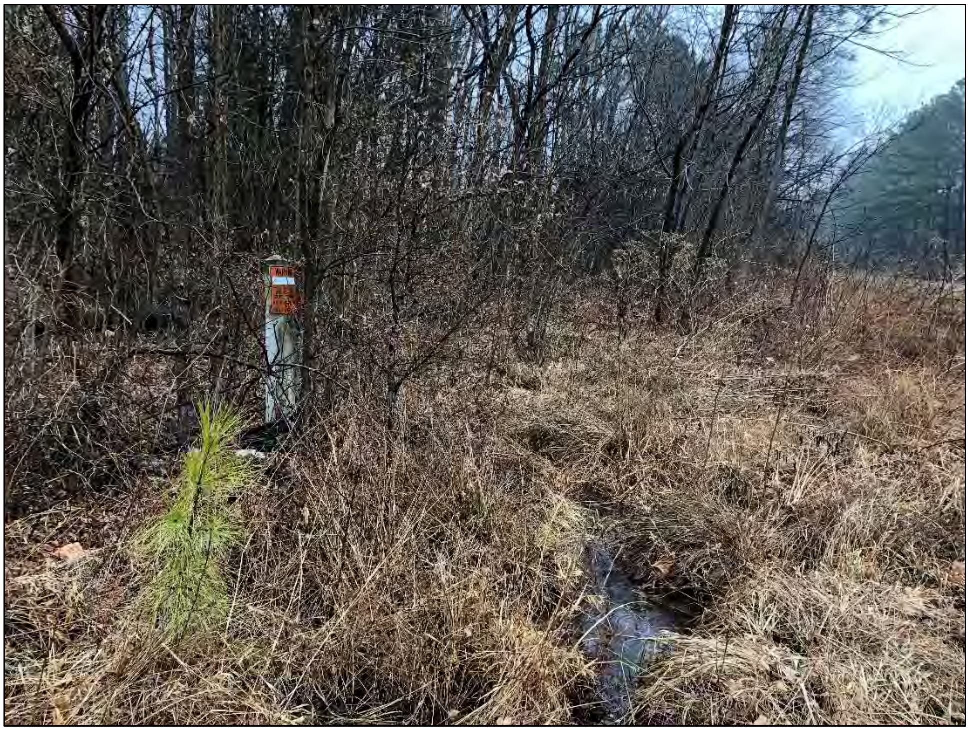


FIGURE 4-131: REPRESENTATIVE VIEW OF AREA 4 SETTING, LOOKING NORTH

A total of 28 shovel tests was excavated in Area 4. Stratigraphy varied greatly across this area, as would be expected from such a small sample over such a large geographic area. No artifacts were recovered from Area 4 nor were any features or archaeological sites identified.

4.5.1 Archaeological Area 4b

Area 4b consists of eight blocks of identified for Phase IB study in Caroline County, four (one at each corner) at the crossing of Woodslane Road near Woodford and the existing rail, and four located similarly at the crossing of Paige Road and the existing rail near Bowling Green. These locations are both at-grade crossings of the rail over those roads, and the grading associated with road construction around these crossings has rendered -inundated areas occupying almost the entire width of the APE. As such, shovel testing in seven of the eight sections could not be completed (Figure 4-132). However, a small strip of woods and plowed field along the north side of Woodslane Road was the subject of subsurface investigation (Figure 4-133). The eight blocks encompass an area of 0.8 acres (0.3 ha). Subsurface testing in Archaeological Area 4b included the excavation of six STPs aligned on a single transect (Figure 4-134 and Figure 4-135). No artifacts were recovered and no sites or features were identified.

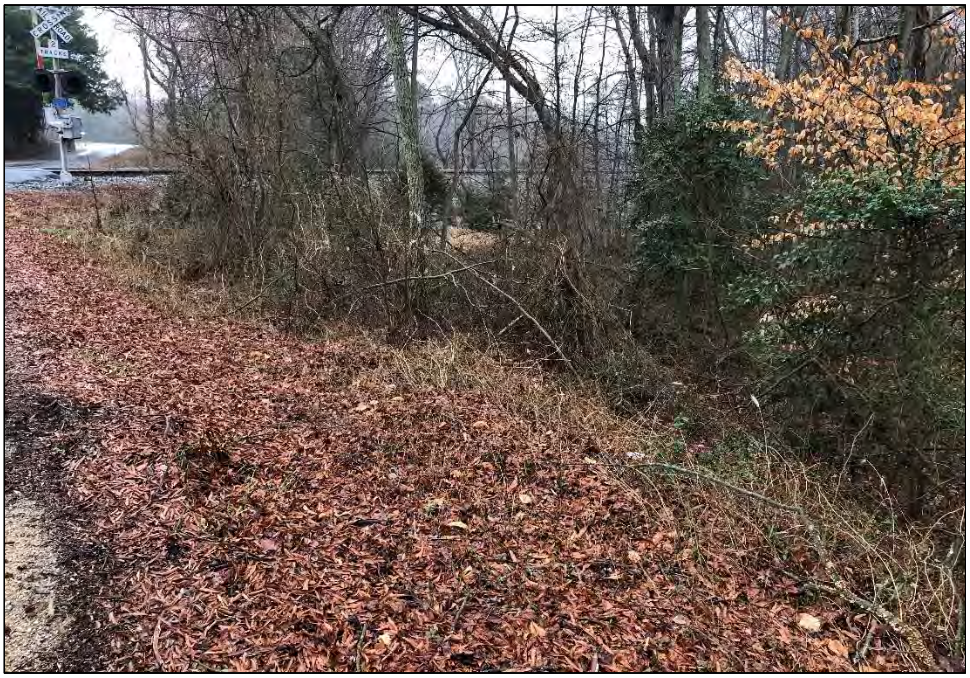


FIGURE 4-132: BURIED UTILITY DISTURBANCE AND SLOPE IN AREA 4B, LOOKING NORTH

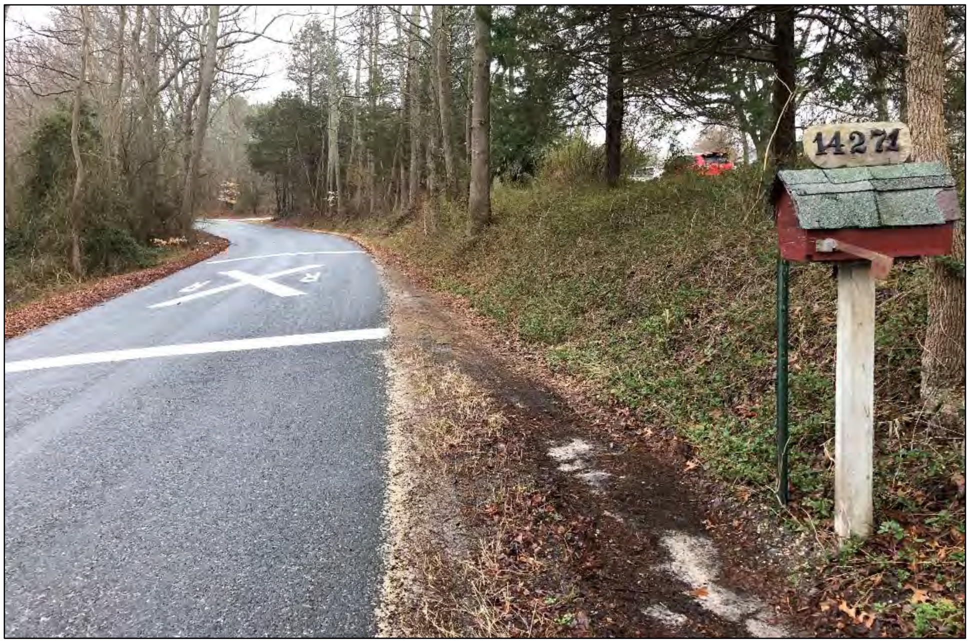
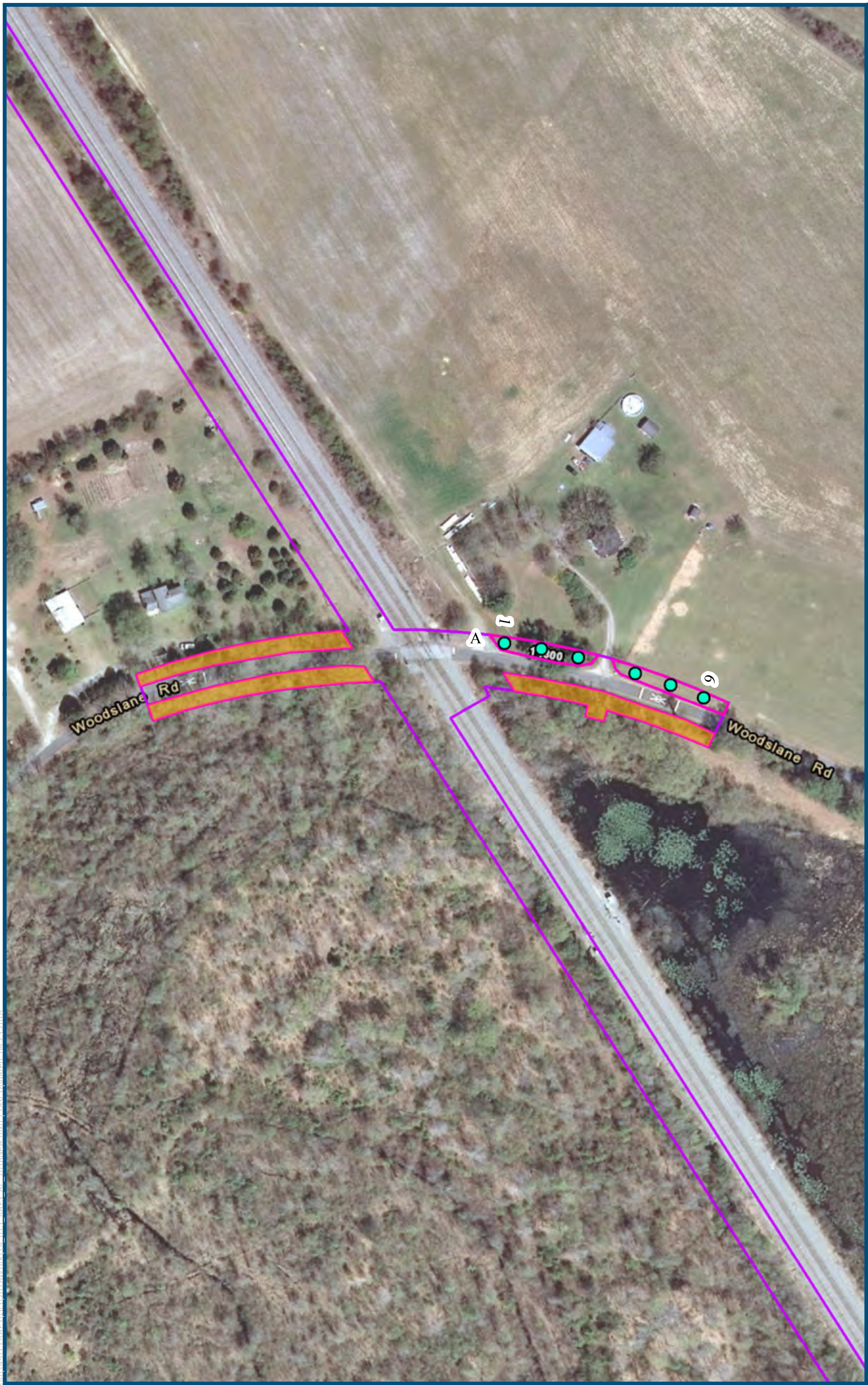
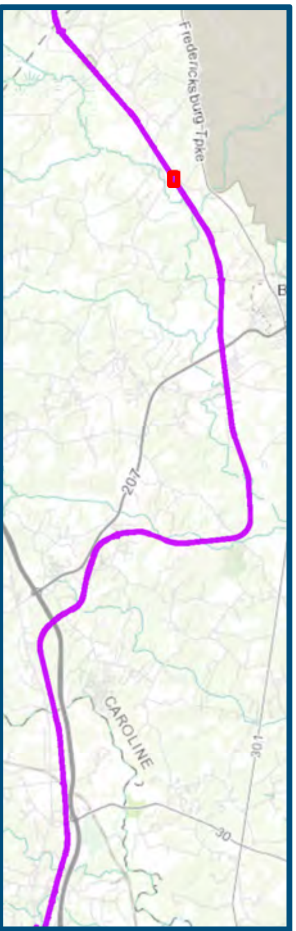


FIGURE 4-133: PORTION OF AREA 4B SUBJECTED TO SUBSURFACE TESTING, LOOKING SOUTH


A
1
6
Woodslane Rd
Woodslane Rd


Fredericksburg Tpke
B
207
CAROLINE
301
30

0 100 200
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ▨ Disturbed

Figure 4-134
Survey Results in Archaeological Area 4b (Map 1 of 2)

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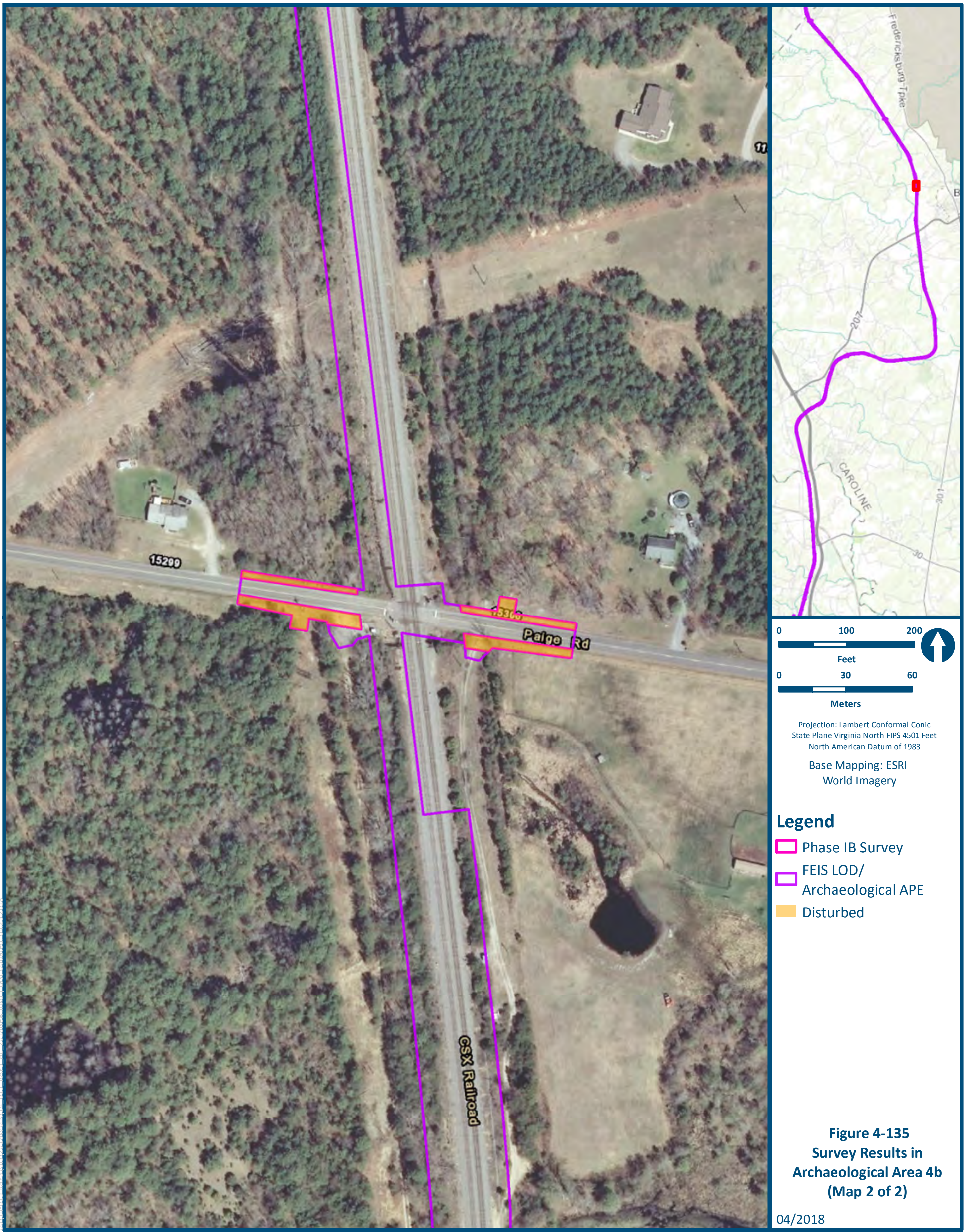
15299
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Paige Rd
CSX Railroad
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CAROLINE
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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ☐ Phase IB Survey
- ☐ FEIS LOD/ Archaeological APE
- ▨ Disturbed

Figure 4-135
Survey Results in
Archaeological Area 4b
(Map 2 of 2)

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The average STP in Archaeological Area 4b reached a depth of 1.3 feet (39.6 cm). The deepest STP extended to a depth of 1.4 feet (42.7 cm). A-horizon soils in Area 4b ranged from 0.8 feet (24.4 cm) to 1.0 feet (30.5 cm) with an average depth of 0.9 feet (27.4 cm). A typical STP profile within Area 4b consisted of a dark yellowish brown (10YR 4/4) sandy loam plow zone overlying a yellowish brown (10YR 5/6) silty clay subsoil (Figure 4-136).

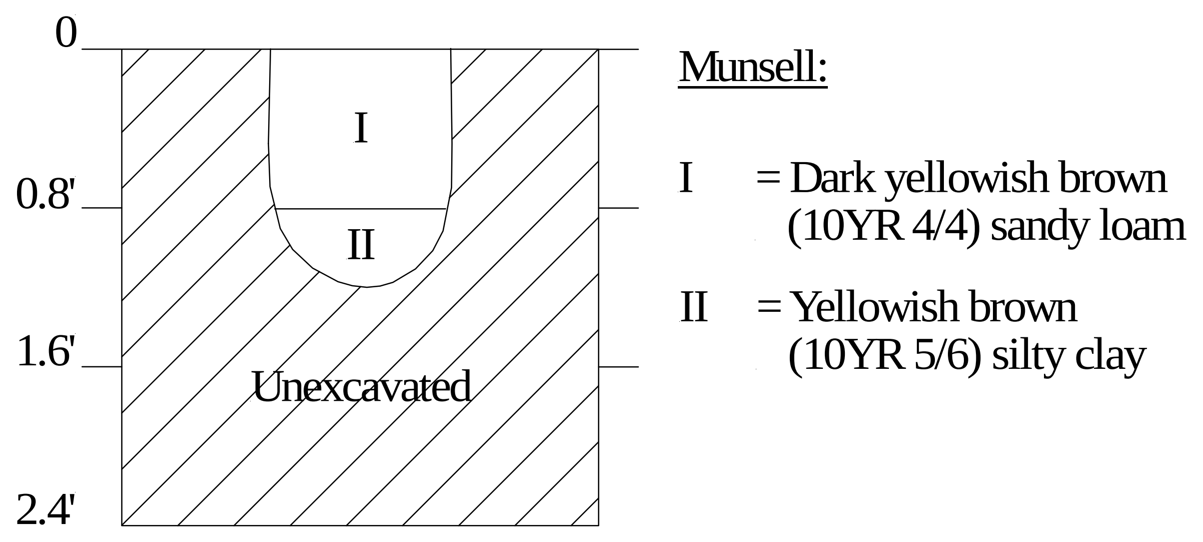

0
0.8'
1.6'
2.4'
I
II
Unexcavated
Munsell:
I = Dark yellowish brown (10YR 4/4) sandy loam
II = Yellowish brown (10YR 5/6) silty clay

FIGURE 4-136: REPRESENTATIVE SOIL PROFILE FROM AREA 4B, STP 4B-A-4

4.5.2 Archaeological Area 4c

Archaeological Area 4c consists of five blocks of area deemed suitable for Phase IB archaeological study spanning approximately 3.5 miles (5.6 km) along an east to west oriented stretch of the existing CSXT rail to the northeast of Ruther Glen in Caroline County. The first block is a long narrow strip paralleling the north side of the rail to the east of Penola Road, while the remaining four blocks are roughly semi-circular and are located at each corner of the crossing of Colemans Mill Road with the existing rail. The eastern section lies entirely in a deeply rutted gravel road lying adjacent to the CSXT rail corridor, while the western section lies in the steep slopes on the sides of Colemans Mill Road as it approaches the crossing with the rail (Figure 4-137 and Figure 4-138). These disturbances precluded STP survey in Archaeological Area 4c (Figure 4-139 through Figure 4-141). No artifacts were recovered, nor were any sites or features identified.

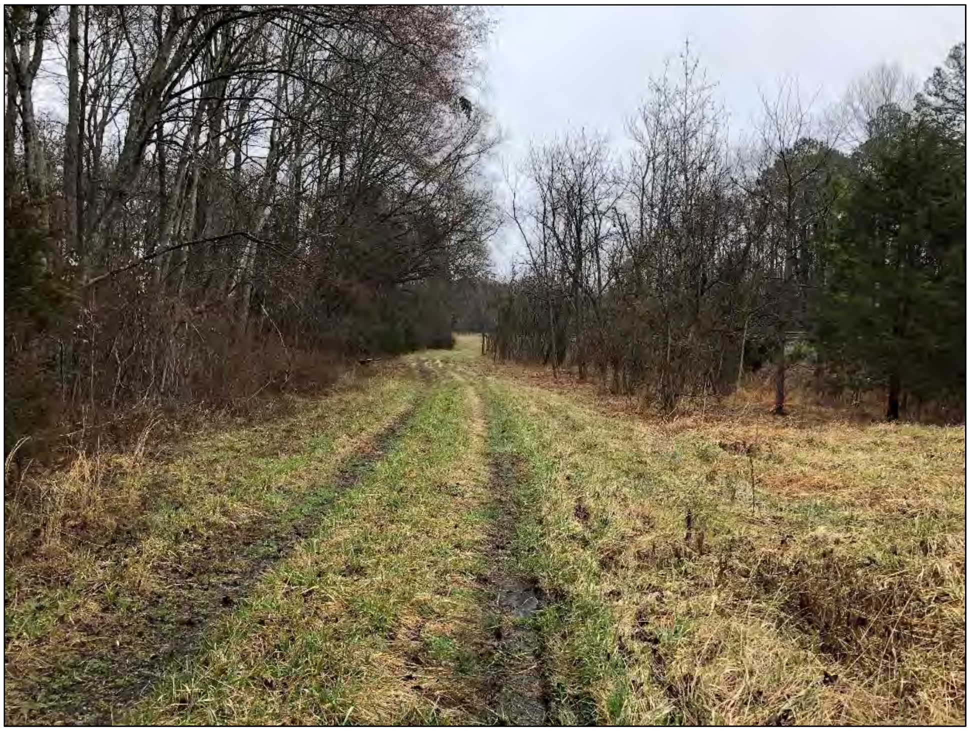


FIGURE 5-137: EASTERN PORTION OF AREA 4C, LOOKING EAST

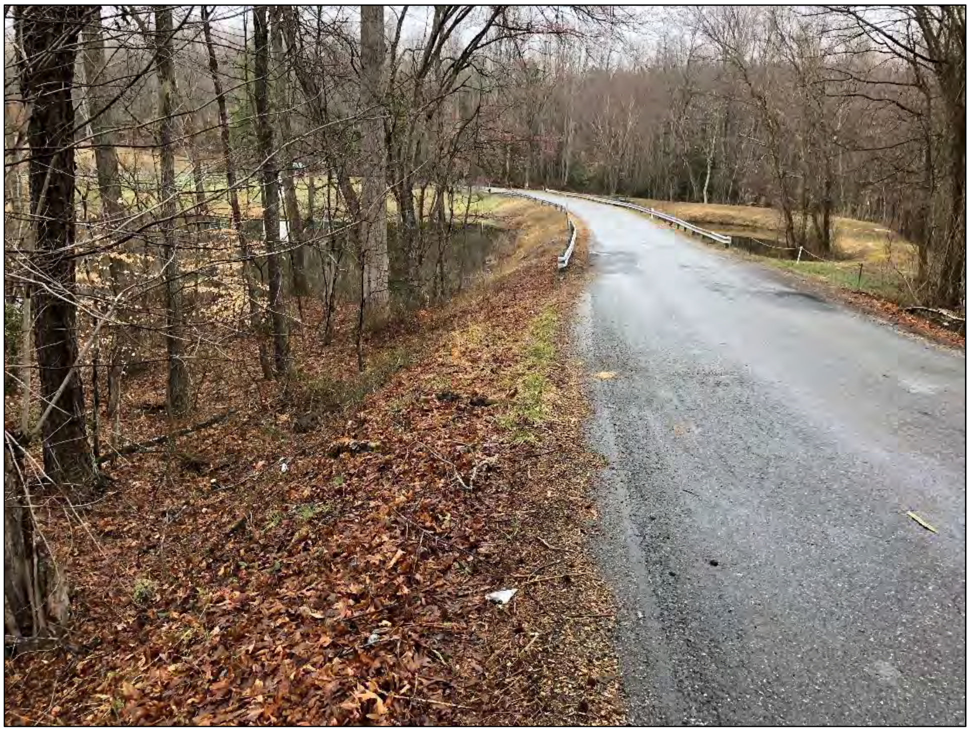
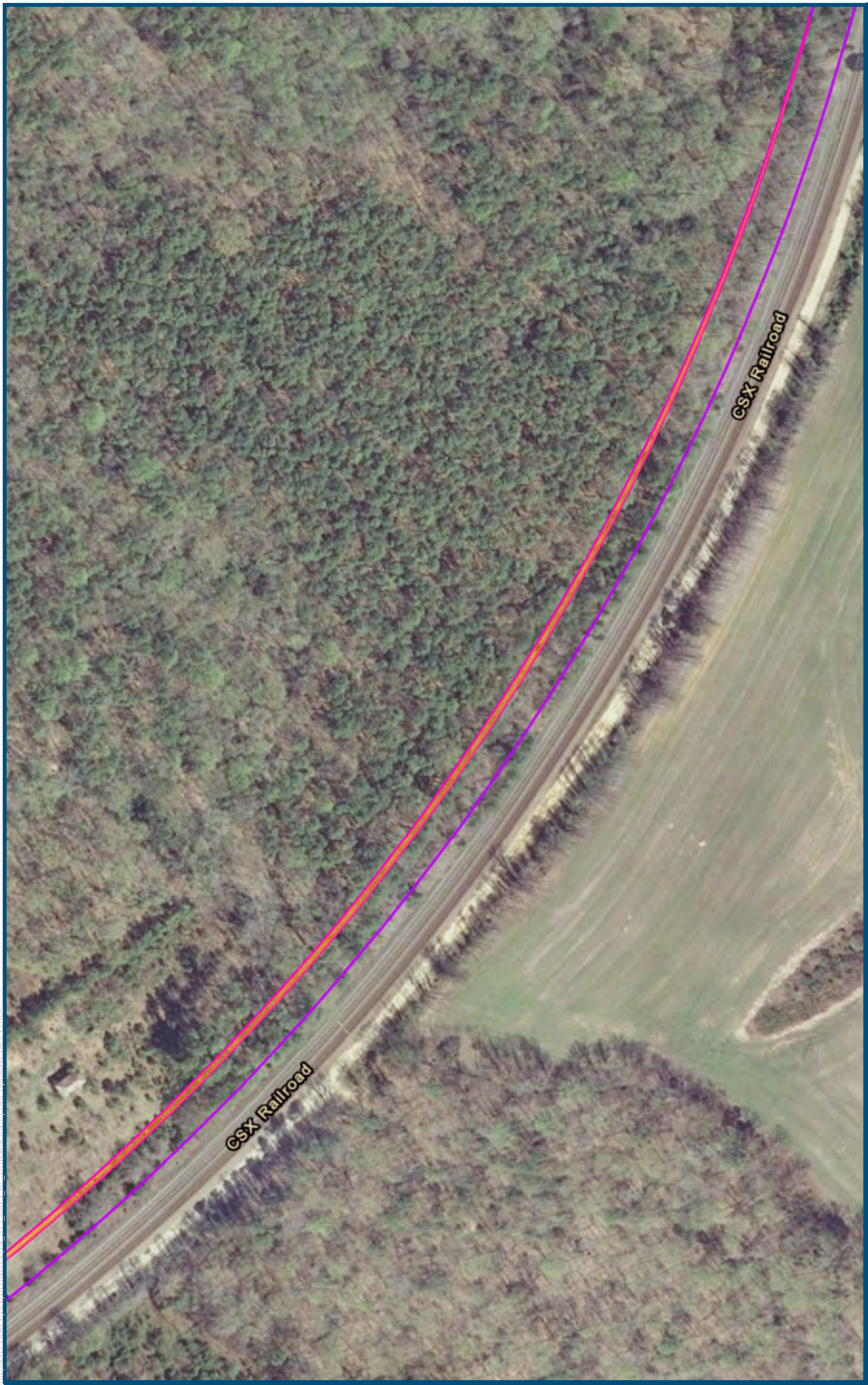
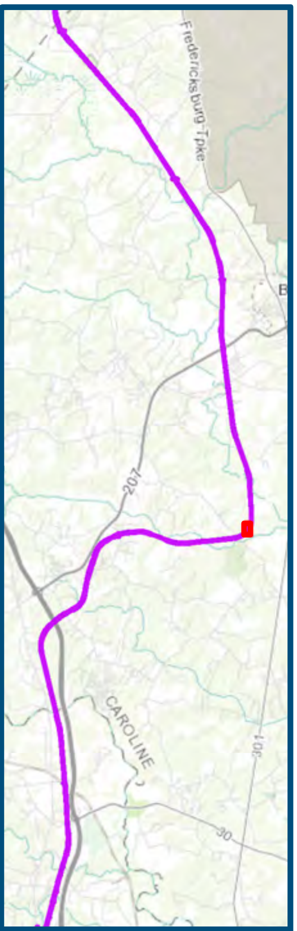


FIGURE 4-138: WESTERN SECTION OF AREA 4C, LOOKING NORTH


CSX Railroad
CSX Railroad


Fredericksburg Tpke
207
CAROLINE
301
30

0
90
180
Feet
0
30
60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE
▬	Disturbed

Figure 4-139
Survey Results in Archaeological Area 4c
(Map 1 of 3)

04/2018

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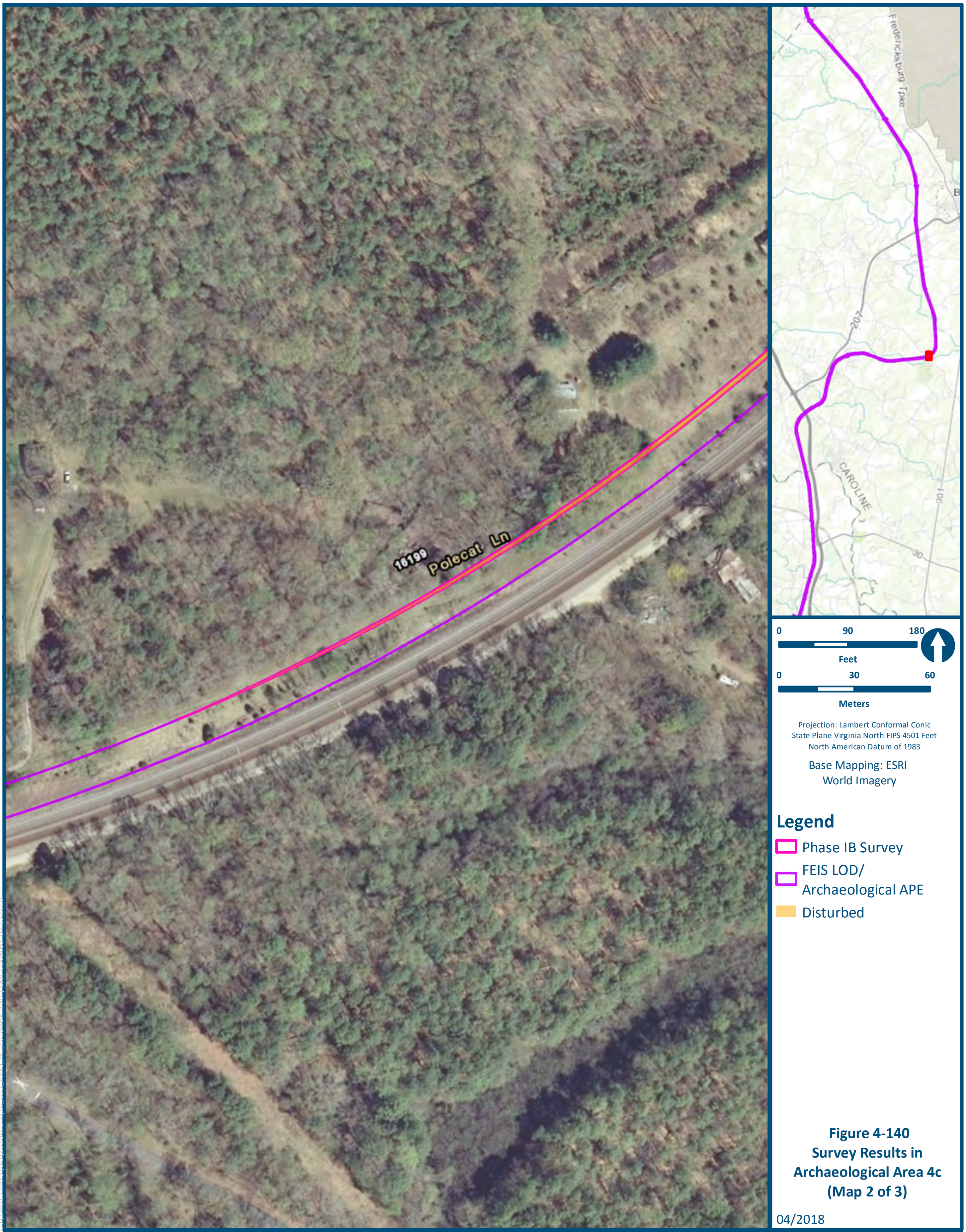
10199
Polecat Ln
Fredericksburg Tpke
B
207
CAROLINE
30
301
0
90
180
Feet
0
30
60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery
Legend
Phase IB Survey
FEIS LOD/
Archaeological APE
Disturbed

Figure 4-140
Survey Results in
Archaeological Area 4c
(Map 2 of 3)

04/2018

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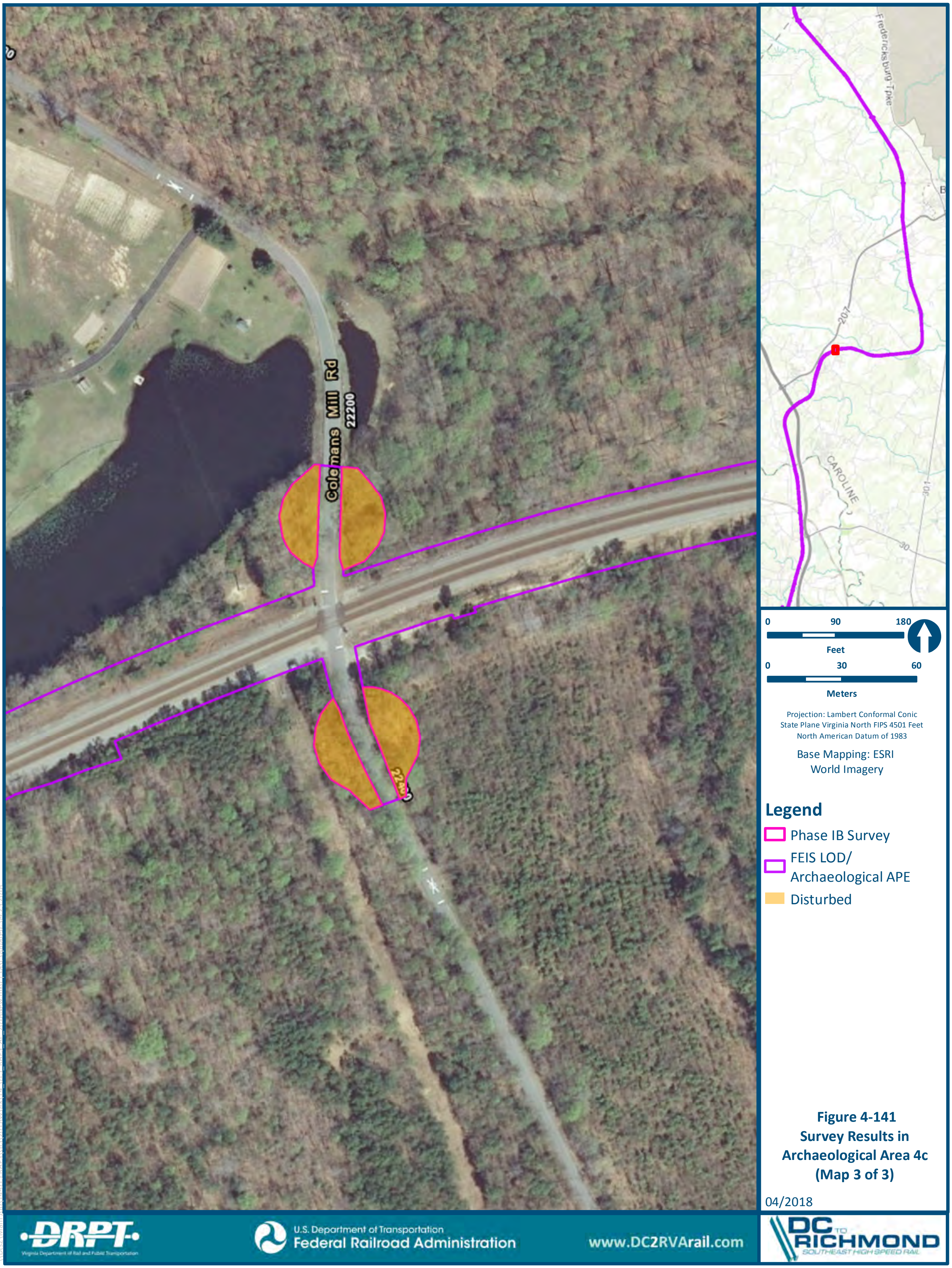
Colemans Mill Rd
22200
Fredericksburg Tpke
207
CAROLINE
301
30
0
90
180
Feet
0
30
60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- 🟧 Disturbed

Figure 4-141
Survey Results in
Archaeological Area 4c
(Map 3 of 3)

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4.5.3 Archaeological Area 4d

Archaeological Area 4d is located in Ruther Glen, in Caroline County. It covers approximately 3,000 feet (914.4 m) along the existing rail line from its northernmost to southernmost studied area. It consists of five discrete blocks located on both sides of the existing rail, to both north and south of the rail's intersection with Dry Bridge Road (Virginia State Route 684). These five blocks include a linear distance of approximately 1,760 feet (536.4), which never exceeded 55 feet (16.8 m) in width and encompassed an area of 0.8 acres (0.3 ha). The area is typified by gently rolling hills, and the study areas generally lie in thin wooded strips between utility corridors or access roads and the existing rail. The slope leading down to the existing rail line often occupies a substantial portion of the area width, and where it does not, disturbance associated with the parallel utility corridors and access roads occupy the bulk of the remainder (Figure 4-142). This leaves only a narrow strip available for subsurface testing, and in several places these disturbances occupied the entire width of the APE, entirely precluding subsurface testing (Figure 4-143). One of the five blocks was, upon pedestrian survey, determined to be entirely disturbed. The remaining four blocks received subsurface investigation. STP survey consisted of a total of 16 STPs placed along four transects, one transect in each of the four blocks (Figure 4-144 through Figure 4-146). Even where STPs were excavated, the profiles often indicated disturbed soils (Figure 4-147). No artifacts were recovered, nor were any sites or features identified in Archaeological Area 4d.

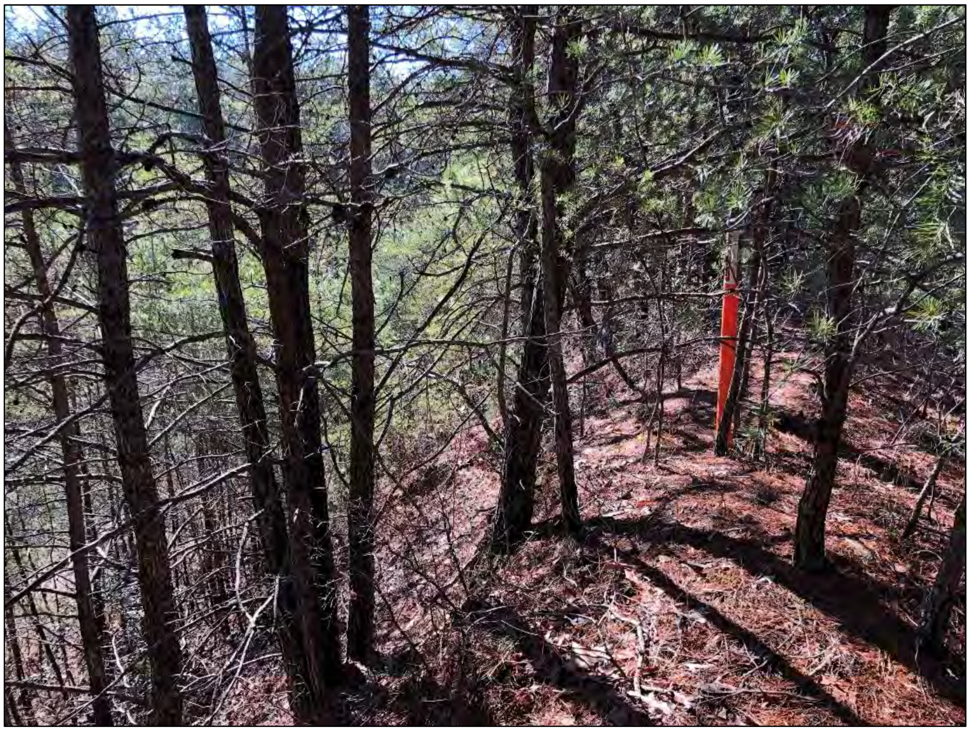


FIGURE 4-142: STEEP SLOPE AND BURIED UTILITY DISTURBANCE IN AREA 4D, LOOKING SOUTH

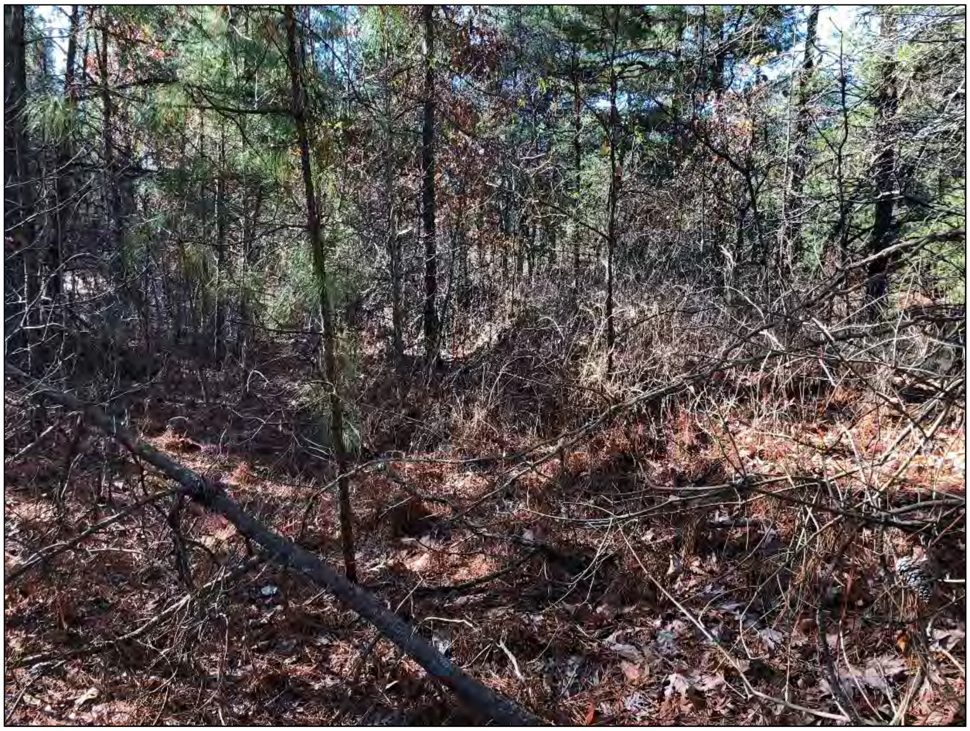
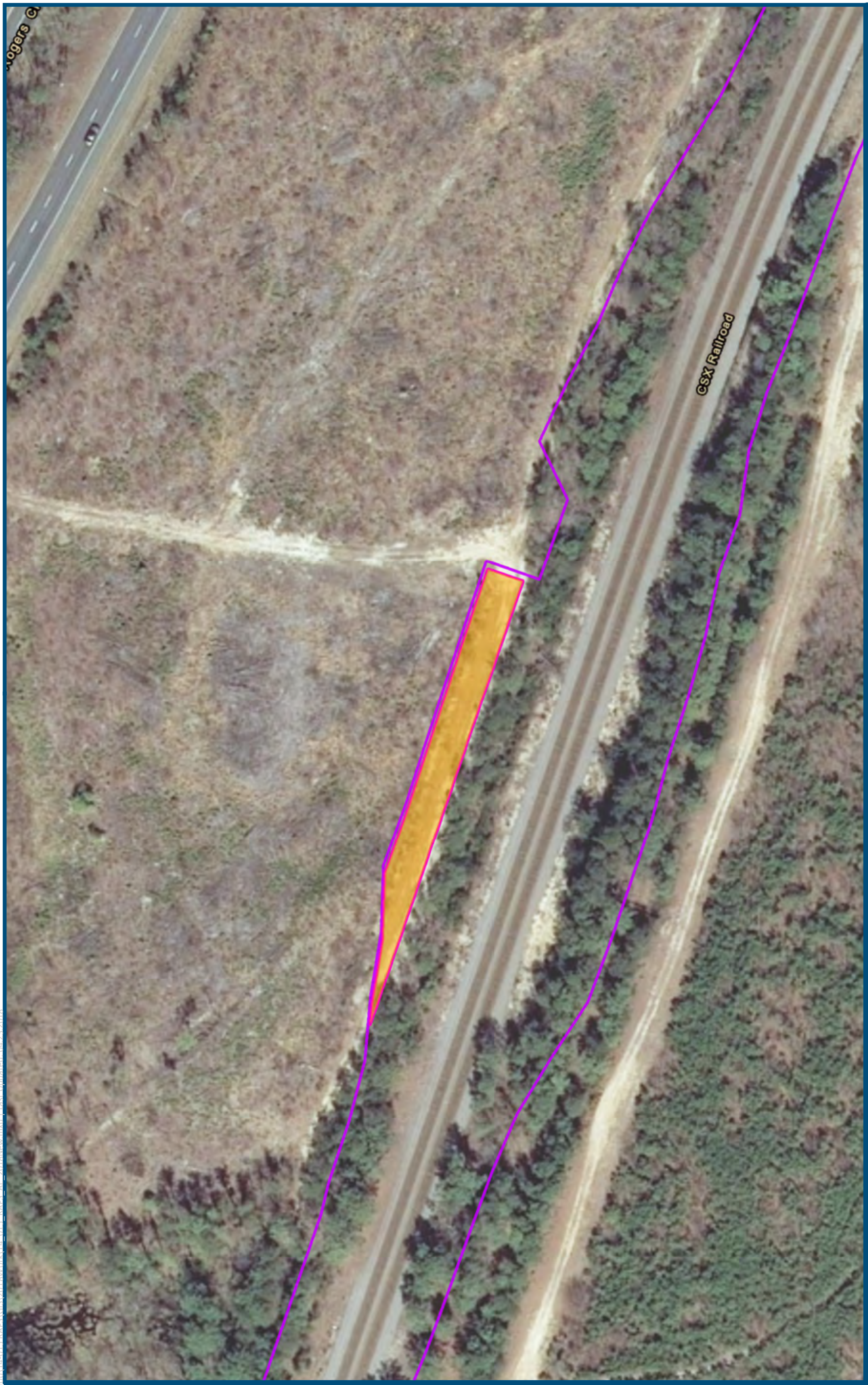
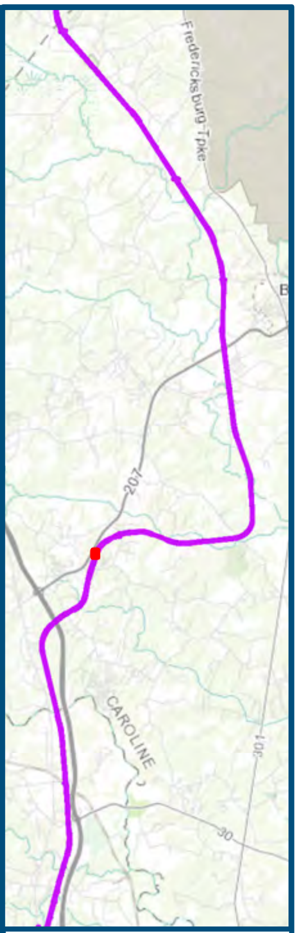


FIGURE 4-143: PORTION OF AREA 4D SUBJECTED TO SUBSURFACE TESTING, LOOKING NORTH


Rogers C
CSX Railroad


Fredericksburg Tpke
207
CAROLINE
301
30
B

0 50 100
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- 🟧 Disturbed

Figure 4-144
Survey Results in Archaeological Area 4d
(Map 1 of 3)

04/2018

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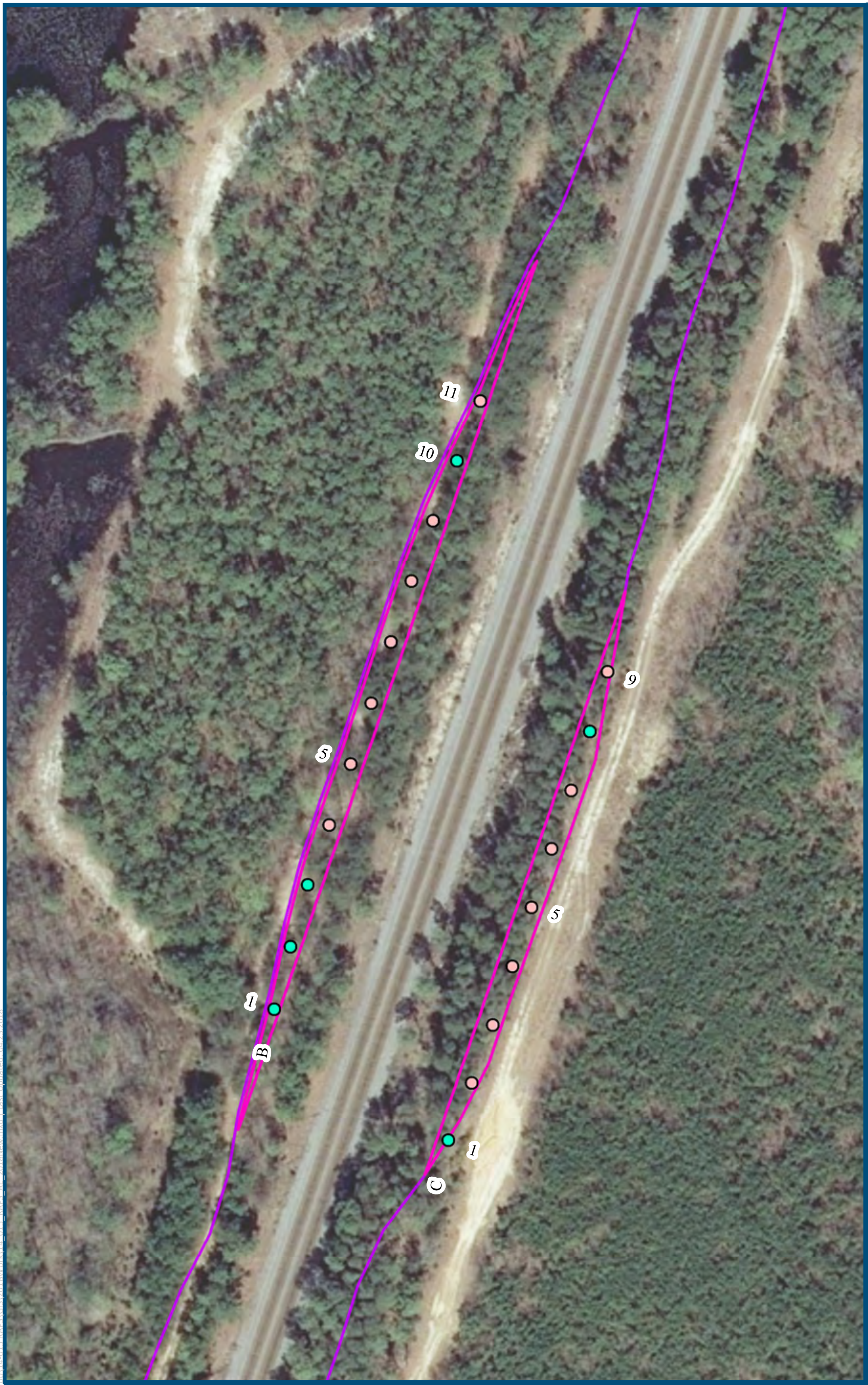
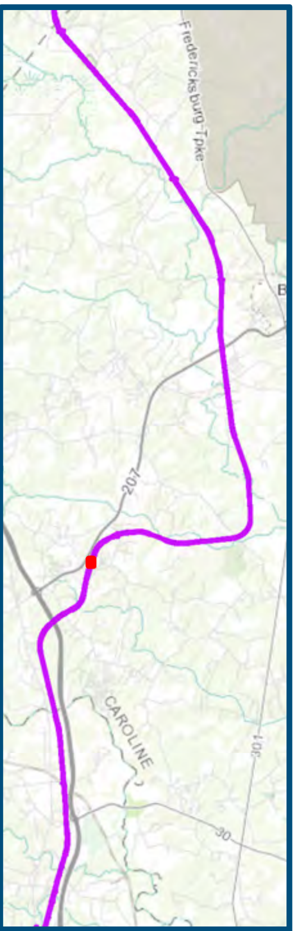
DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL


11
10
5
1
B
9
5
1
C


Fredericksburg Tpke
B
207
CAROLINE
301
30

0 50 100
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- Phase IB Survey
- FEIS LOD/ Archaeological APE
- ● Negative STP
- ● STP Not Excavated

Figure 4-145
Survey Results in Archaeological Area 4d
(Map 2 of 3)

04/2018

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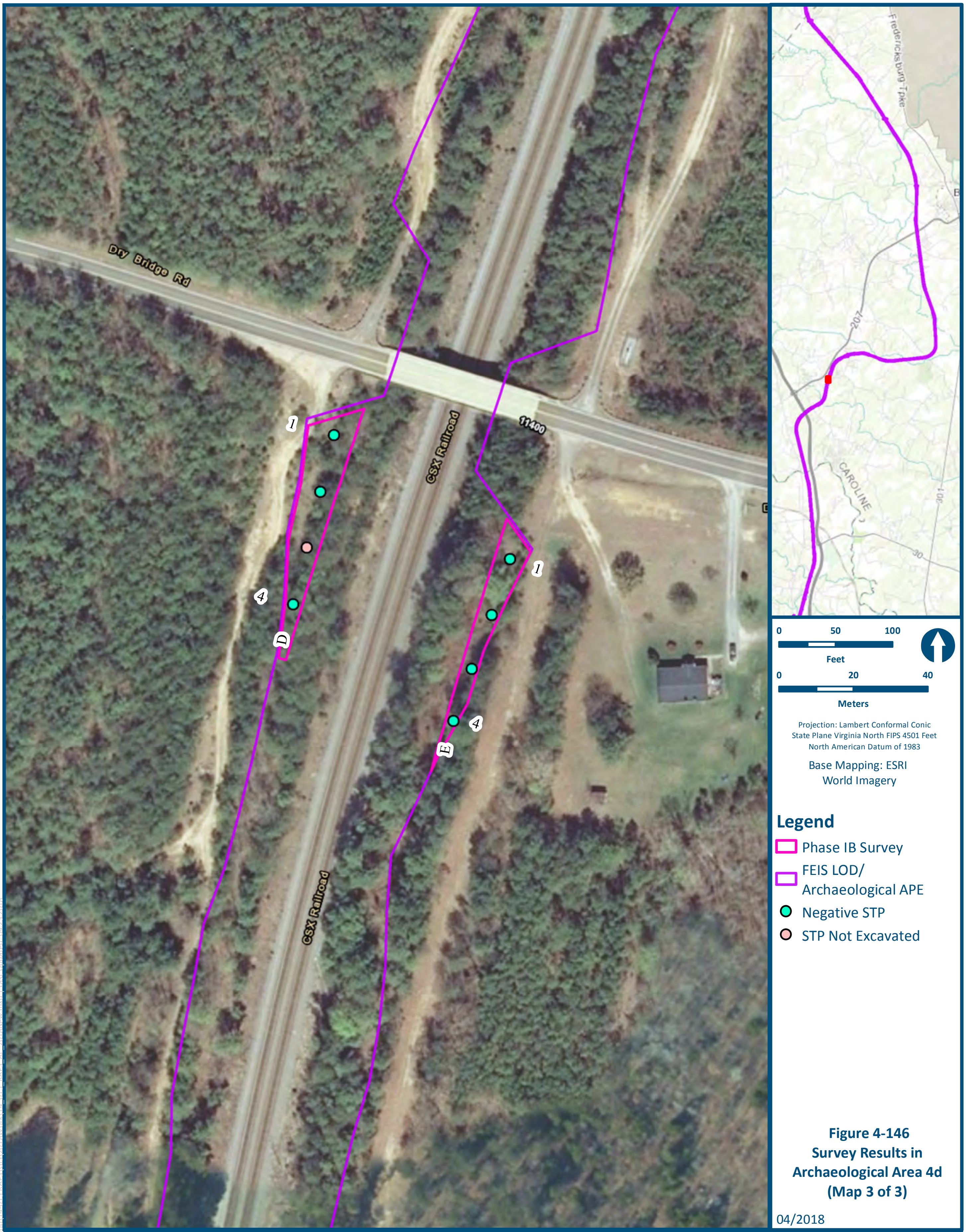

Dry Bridge Rd
11400
CSX Railroad
CSX Railroad
1
4
D
1
4
E
Fredericksburg Tpke
207
CAROLINE
301
30
0 50 100
Feet
0 20 40
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Negative STP
STP Not Excavated

Figure 4-146
Survey Results in Archaeological Area 4d (Map 3 of 3)

04/2018

STP profiles vary substantially across Archaeological Area 4d, and as discussed above, a number of STPs contained clearly disturbed soils. STPs were excavated to an average depth of 1.2 feet (36.6 cm) with the deepest reaching 1.9 feet (57.9 cm). A horizon soils ranged from 0.2 feet (6.1 cm) to 1.0 feet (30.5 cm), averaging 0.4 feet (12.2 cm). A typical non-disturbed STP profile within Area 4d consisted of dark grayish brown (2.5Y 4/2) sandy loam topsoil, under which was brownish yellow (10YR 6/6) sandy clay subsoil (Figure 4-148).

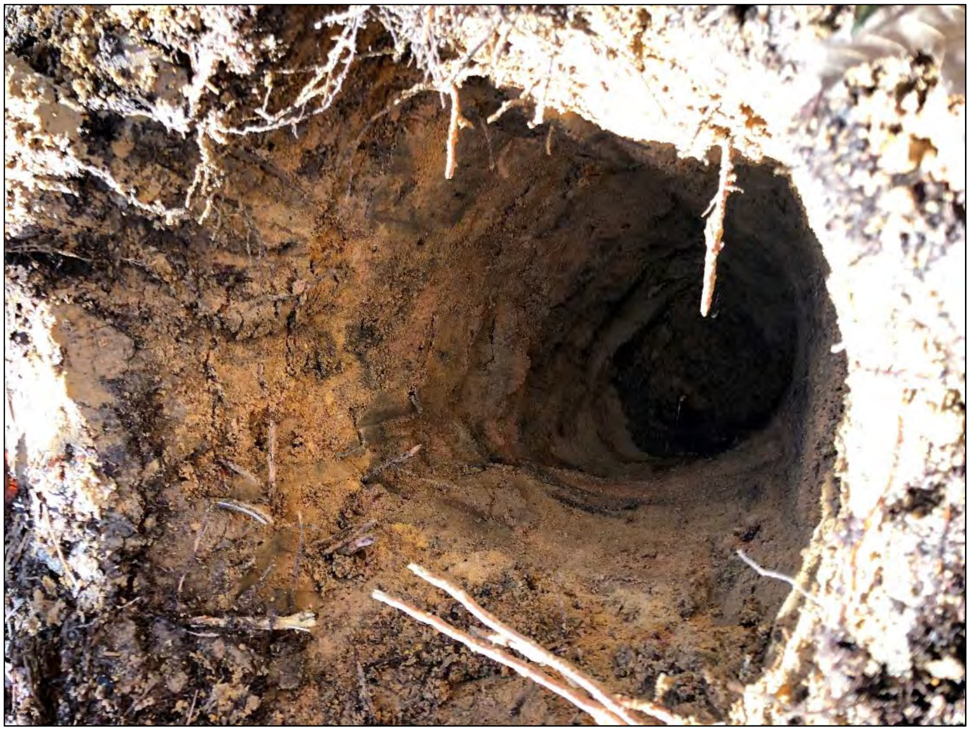
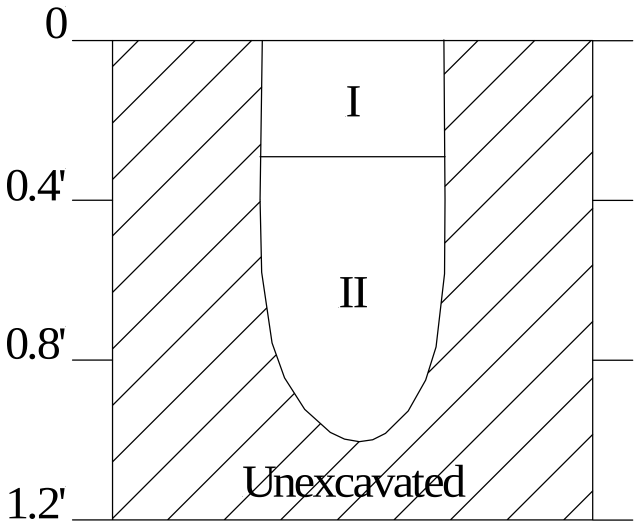


FIGURE 4-147: DISTURBED SOILS IN AREA 4D STP



Munsell:

I = Dark grayish brown (2.5Y 4/2) sandy loam

II = Brownish yellow (10YR 6/6) sandy clay

FIGURE 4-148: REPRESENTATIVE SOIL PROFILE FROM AREA 4D, STP 4D-E-1

4.5.4 Archaeological Area 4e

Archaeological Area 4e consists of two study blocks on the west side of the existing rail line, immediately south of the North Anna River. The two areas span a total length of 865 feet (263.7 m), which had a maximum width of 35 feet (10.7 m). These areas identified for Phase IB study encompass an area of 0.5 acres (0.2 ha). The area was generally unsuitable for subsurface testing based on the presence of an access road within the APE. Additionally, poorly drained soils within the APE had left much of the area inundated at the time of survey (Figure 4-149). Push piles were also observed throughout the areas identified for Phase IB study. Although a STP survey was not performed as a result of these clear signs of disturbance, a metal detection survey was conducted, as Archaeological Area 4e lies entirely within the study area for the North Anna Battlefield (042-0123). The only items recovered from metal detection were modern refuse, such as beer cans, galvanized wire, and aluminum foil, that was discarded in the field. No artifacts were found and no sites or features were identified in Archaeological Area 4e (Figure 4-150).

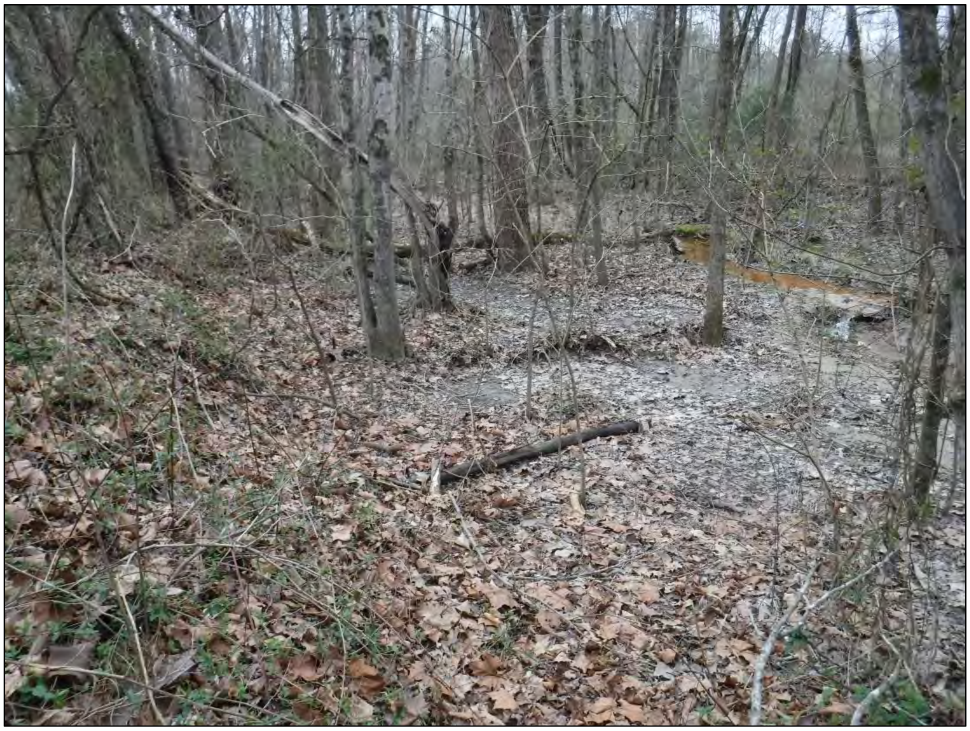
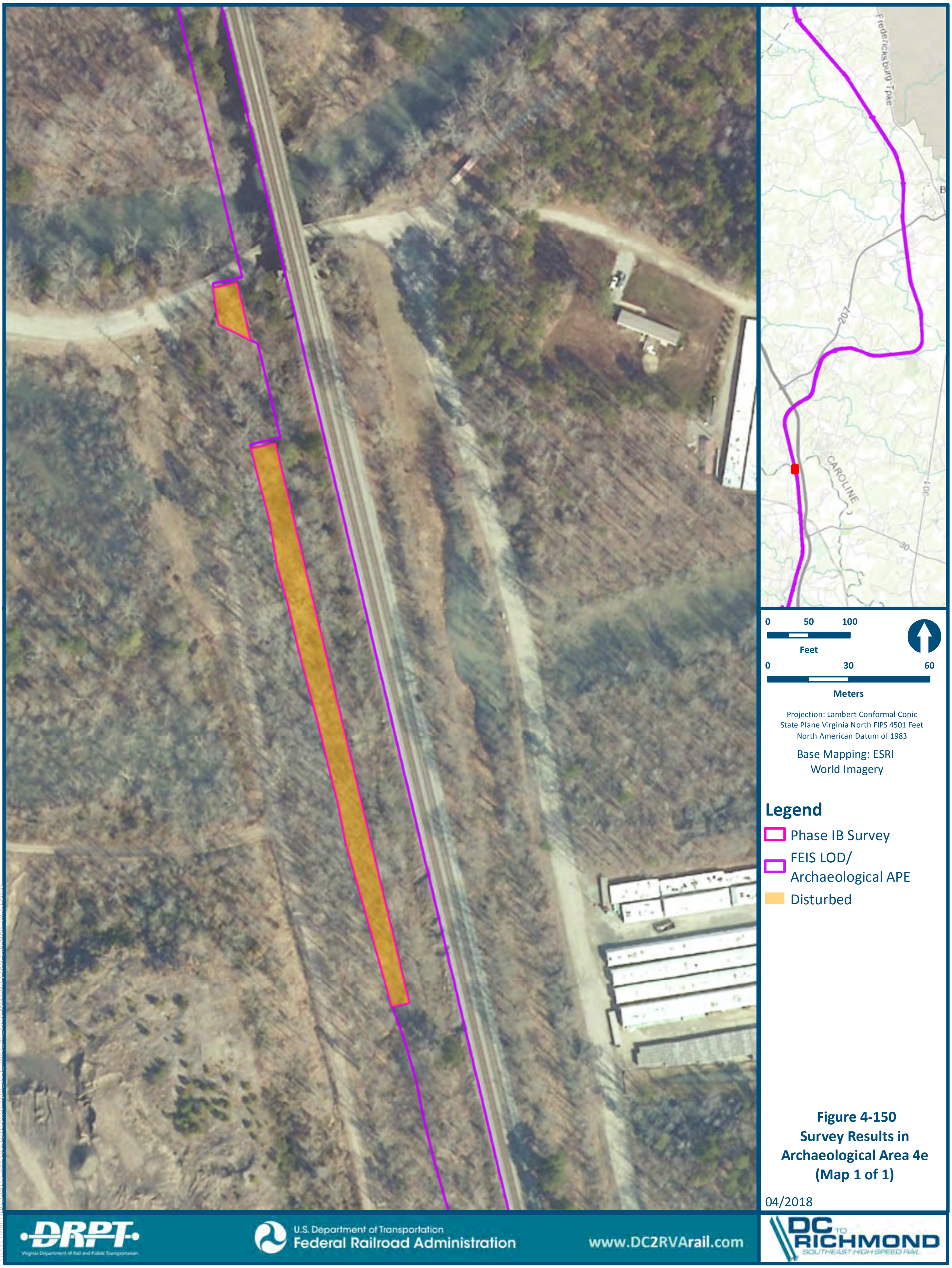


FIGURE 4-149: INUNDATED PORTION OF AREA 4E, LOOKING SOUTH


Fredericksburg Tpke
207
CAROLINE
301
30
0
50
100
Feet
0
30
60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ▨ Disturbed

Figure 4-150 Survey Results in Archaeological Area 4e (Map 1 of 1)

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4.5.5 Archaeological Area 4f

Archaeological Area 4f is a north-south oriented area consisting of three discrete blocks, all located on the west side of the existing rail line. Located in Doswell less than 0.5 miles (0.8 km) west of Kings Dominion theme park, Archaeological Area 4f spans a total distance of 1.5 miles (2.4 km) and measures less than 40 feet (12.2 m) wide. The locations identified for Phase IB study encompass an area of 1 acre (0.4 ha). Most of this area was found to be disturbed as a result of the pedestrian survey, as most of the APE falls either in the slope leading to the existing rail, or in a buried fiber optic corridor (Figure 4-151). One section, however, contained enough level ground outside of the rail grade to permit a single transect of nine STPs (Figure 4-152). No artifacts were found and no sites or features were identified in Archaeological Area 4f (Figure 4-153 and Figure 4-154).

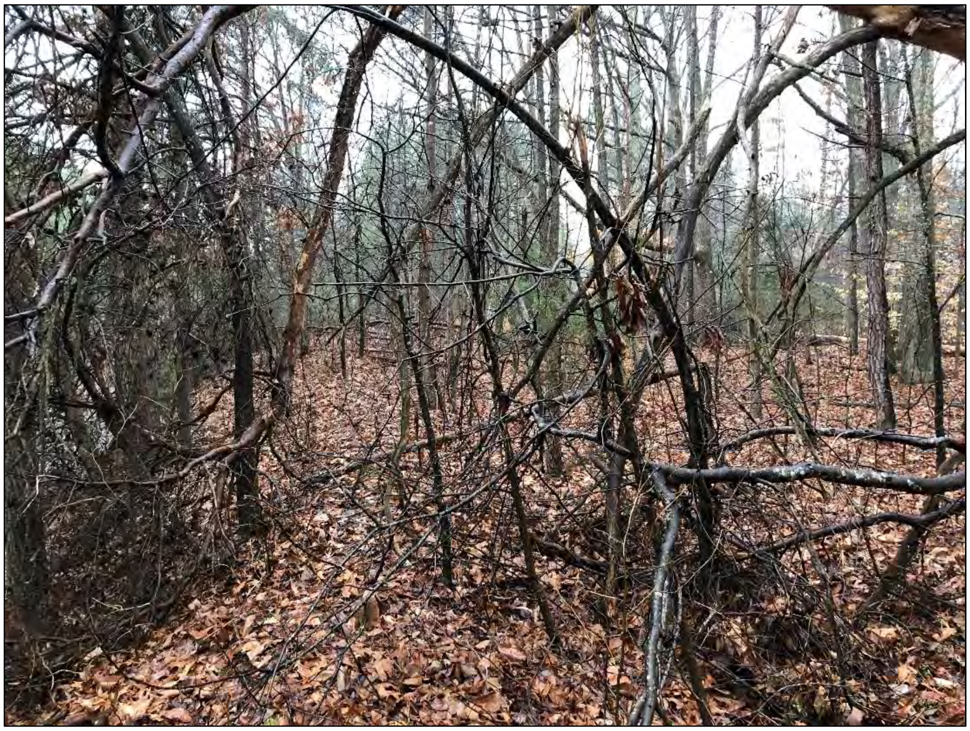


FIGURE 4-151: UTILITY DISTURBANCE IN AREA 4F, LOOKING NORTH (SLOPE TO RAIL ON LEFT)

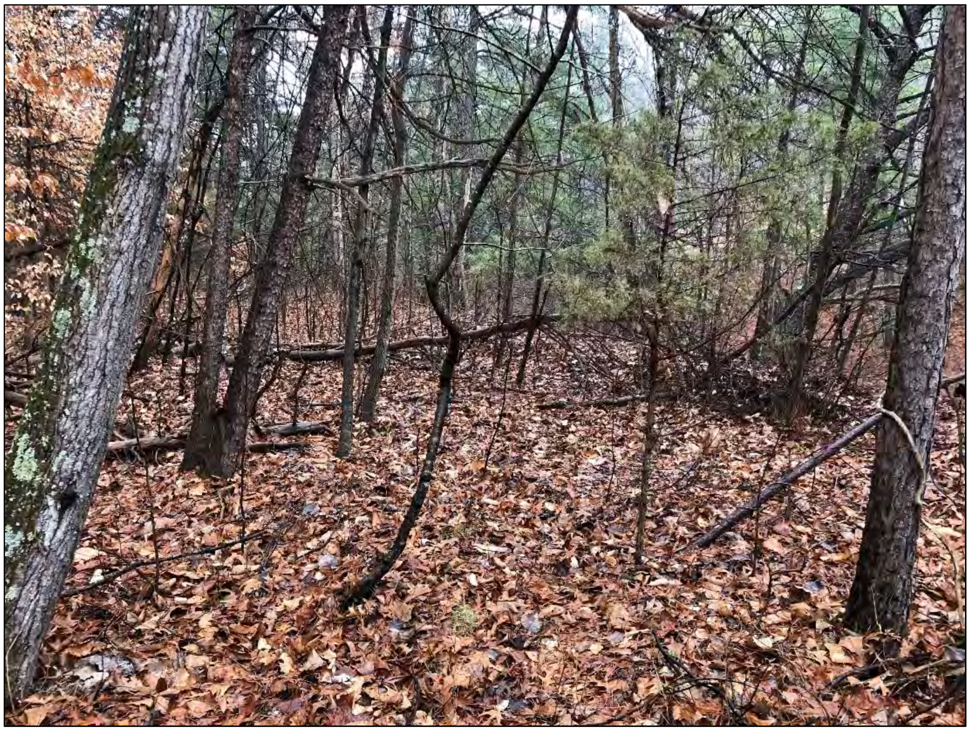
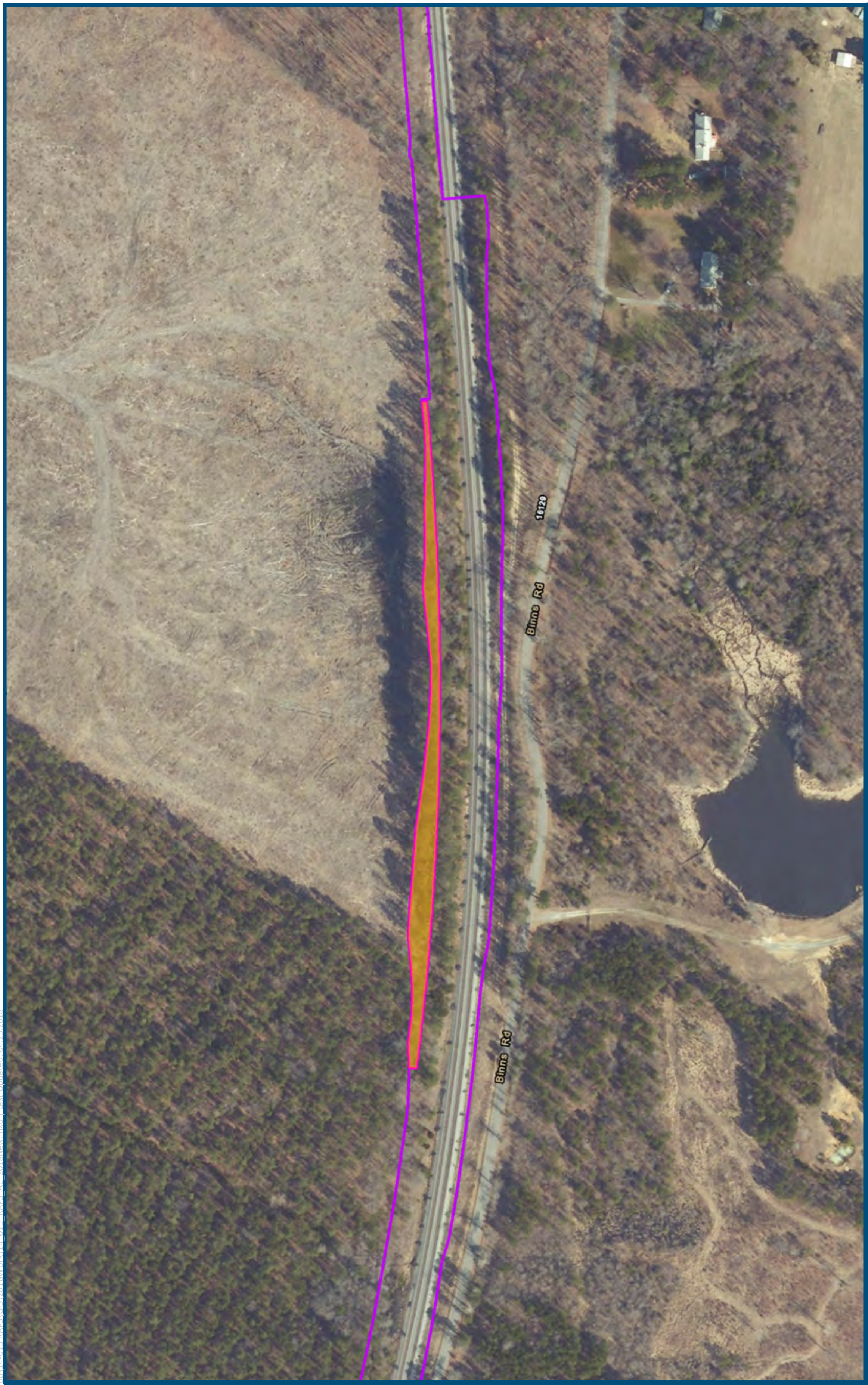
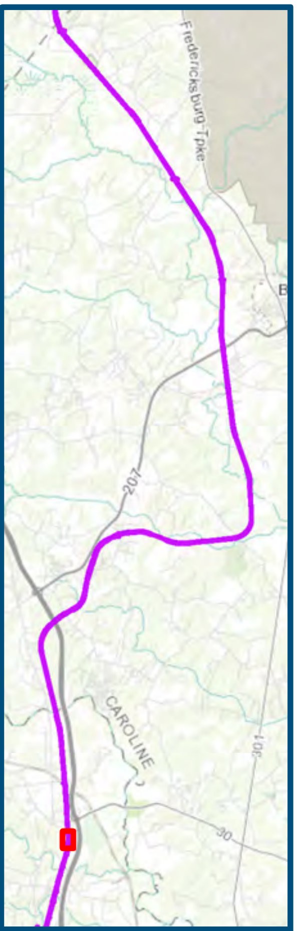


FIGURE 4-152: PORTION OF AREA 4F SUBJECTED TO SUBSURFACE TESTING, LOOKING NORTH


16129
Binns Rd
Binns Rd


Fredericksburg Tpke
B
207
CAROLINE
301
30

0
100
200
Feet
0
50
100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ▬ Disturbed

Figure 4-153
Survey Results in Archaeological Area 4f
(Map 1 of 2)

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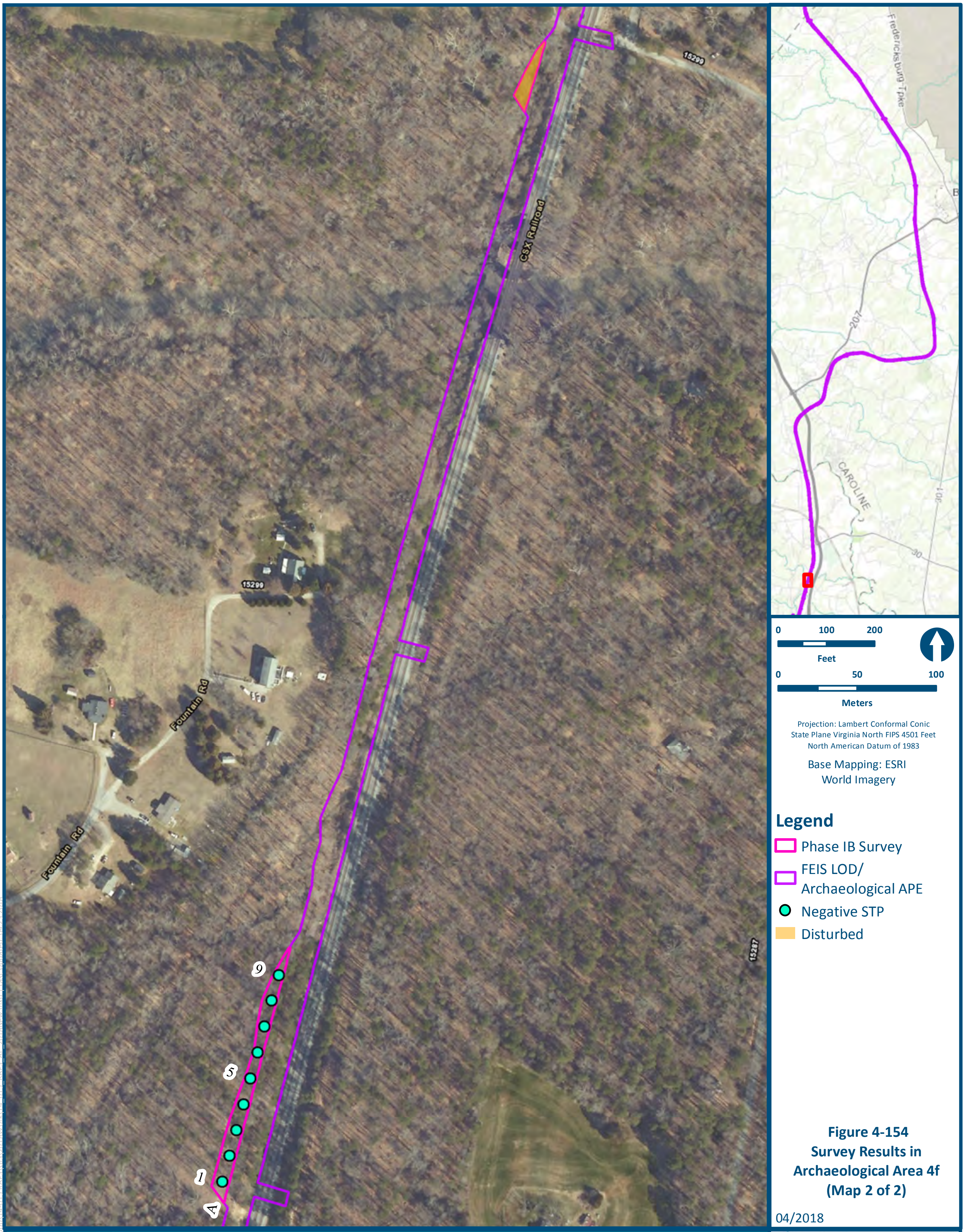
15299
CSX Railroad
15299
Fountain Rd
Fountain Rd
9
5
1
A
15287
Fredericksburg Tpke
207
CAROLINE
301
30
0
100
200
Feet
0
50
100
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Negative STP
Disturbed

Figure 4-154
Survey Results in Archaeological Area 4f
(Map 2 of 2)

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Although STP survey was undertaken in one portion of Archaeological Area 4f that was not obviously disturbed based on pedestrian reconnaissance, subsurface testing indicated that even that area was disturbed, likely by a nearby buried fiber optic utility corridor. All nine excavated STPs showed similar evidence of disturbance, with mixed soils to depths of 1.5 feet (45.7 cm). A typical STP profile consisted entirely of various clumps and bands of brownish yellow (10YR 6/8), dark grayish brown (2.5Y 4/2), and brownish yellow (10YR 6/6) sandy loam and sandy clay with 40 percent gravel (Figure 4-155 and Figure 4-156).

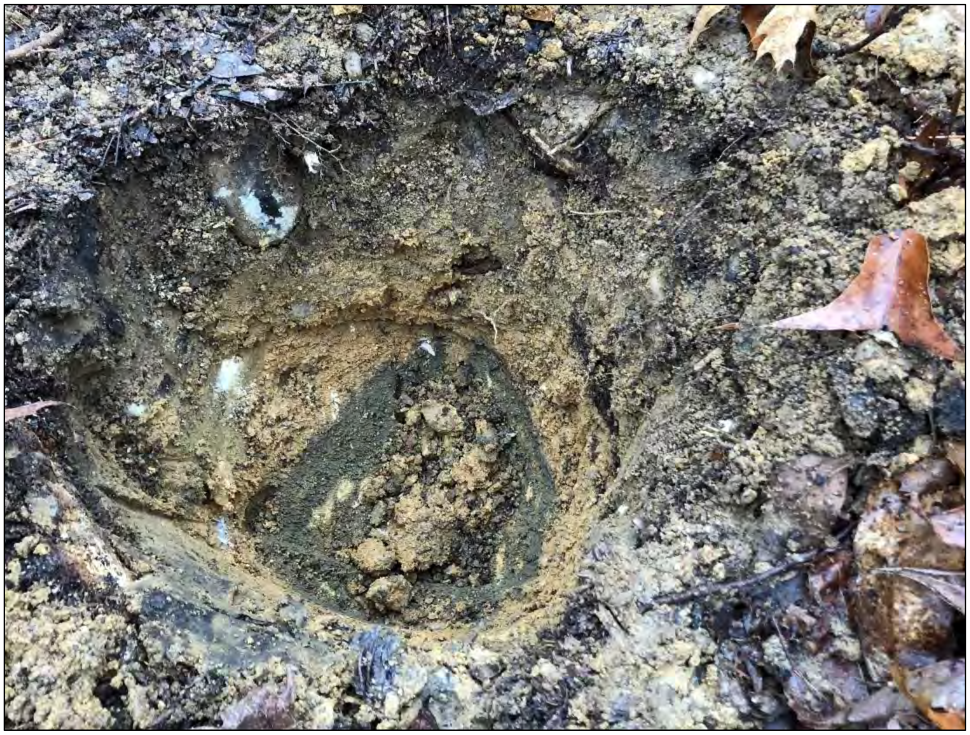
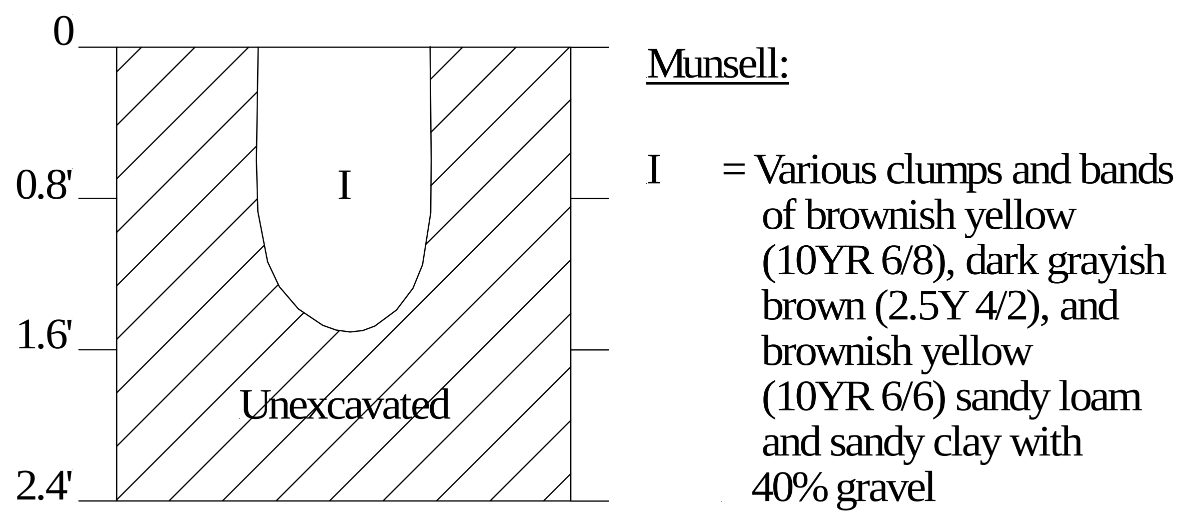


FIGURE 4-155:DISTURBED STP IN AREA 4F



Munsell:

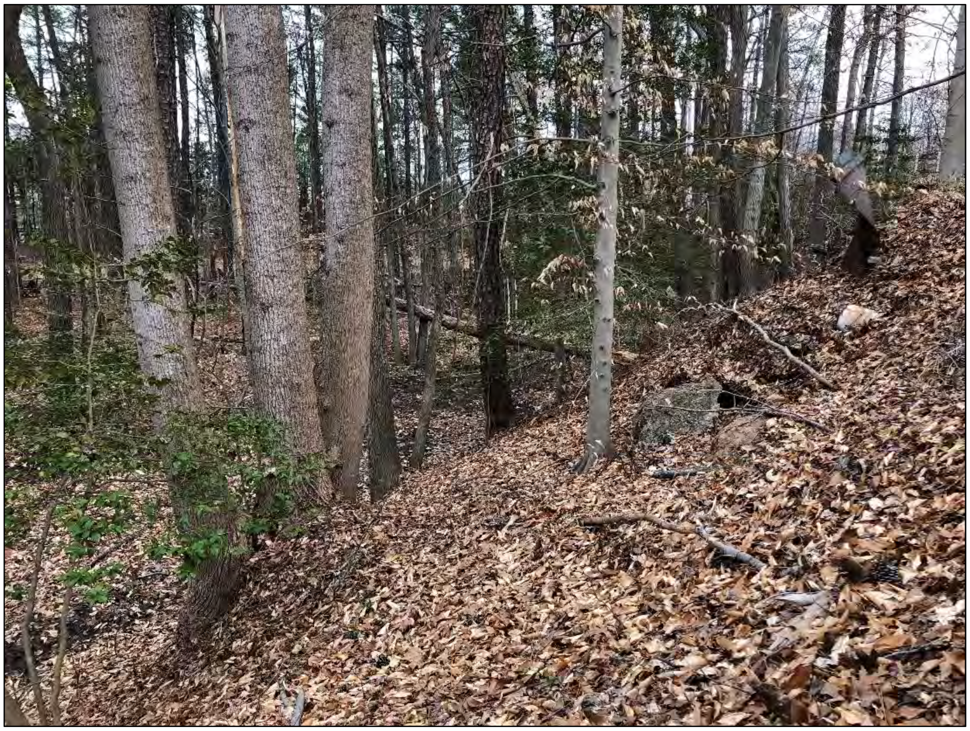
I = Various clumps and bands of brownish yellow (10YR 6/8), dark grayish brown (2.5Y 4/2), and brownish yellow (10YR 6/6) sandy loam and sandy clay with 40% gravel

FIGURE 4-156: REPRESENTATIVE SOIL PROFILE FROM AREA 4F, STP 4F-A-5

4.6 AREA 5: ASHLAND

The Ashland Area (Area 5) of the DC2RVA Preferred Alternative encompasses those portions of the LOD to the north and south of downtown Ashland, located in Hanover County. Beginning in the north near the South Anna River and ending on the south near Center Street Road, Area 5 extends along approximately 3 miles (4.8 km) of the existing CSXT rail. It also extends along U.S. Highway 1 (Route 1) to the northwest of that road's crossing with the existing rail for approximately 0.5 miles (0.8 km). The archaeological area identified for Phase IB study with Area 5 encompass 31.7 acres (12.8 ha) (see Figure 2-4).

The setting of Area 5 is a mixture of rural and suburban, including both wooded areas, domestic lots, and industrial locations. In general, the Phase IB study areas lie along the edges of either the existing rail or those roads which cross the rail as it approaches Ashland. These areas were generally steeply sloped, particularly in those areas that approach either Route 1 or the substantial railroad bridge over the South Anna River (Figure 4-157). Area 5 consists of three archaeological areas, Areas 5a through 5c, designated for Phase IB study. Although pedestrian survey revealed that the majority of Area 5 was disturbed, at least some portion of each of the three areas was sufficiently intact to allow some subsurface testing.



5

FIGURE 4-157: REPRESENTATIVE VIEW OF AREA 5 SETTING, LOOKING NORTH

A total of 84 shovel tests was excavated in Area 5. Stratigraphy varied greatly across this area, as would be expected from such a small sample over such a large geographic area. Two artifacts were recovered from Area 5, resulting in the identification of a single isolated find, ISF 5a-1. No features or archaeological sites were identified.

4.6.1 Archaeological Area 5a

Archaeological Area 5a consists of several survey blocks, located along the existing rail, as well as along Cross Corner and Ellets Crossing Roads and Route 1. Archaeological Area 5a begins at the South Anna River and continues south across approximately 1.8 miles (2.9 km) of the existing rail corridor, as well as extending out along the aforementioned roads, to encompass a total of 13 acres (5.3 ha) subjected to Phase IB survey. The APE within Archaeological Area 5a is largely occupied by mixed secondary growth forest, with dense brambles and numerous fallen trees, but the immediate surroundings outside the corridor are relatively developed including industrial and municipal facilities. The pedestrian survey of Archaeological Area 5a revealed wide-spread surface and subsurface disturbance, which precluded subsurface testing in most locations. The substantial construction grading necessary to build roads and railroads through the rolling topography within Archaeological Area 5a resulted in most portions lying in the steep artificial slopes leading up from or down to the nearby roads and railroads (Figure 4-158). However, some portions of Area 5a were located on level ground that was not obviously disturbed (Figure 4-159). Subsurface testing in Archaeological Area 5a included 14 STPs located on three transects (Figure 4-160 through Figure 4-164). STPs produced two artifacts, resulting in the identification of a single isolated find. ISF 5a-1 consisted of two pieces of prehistoric quartz debitage produced from one primary STP and one radial STP. ISFs are, by definition, not eligible for NRHP listing.

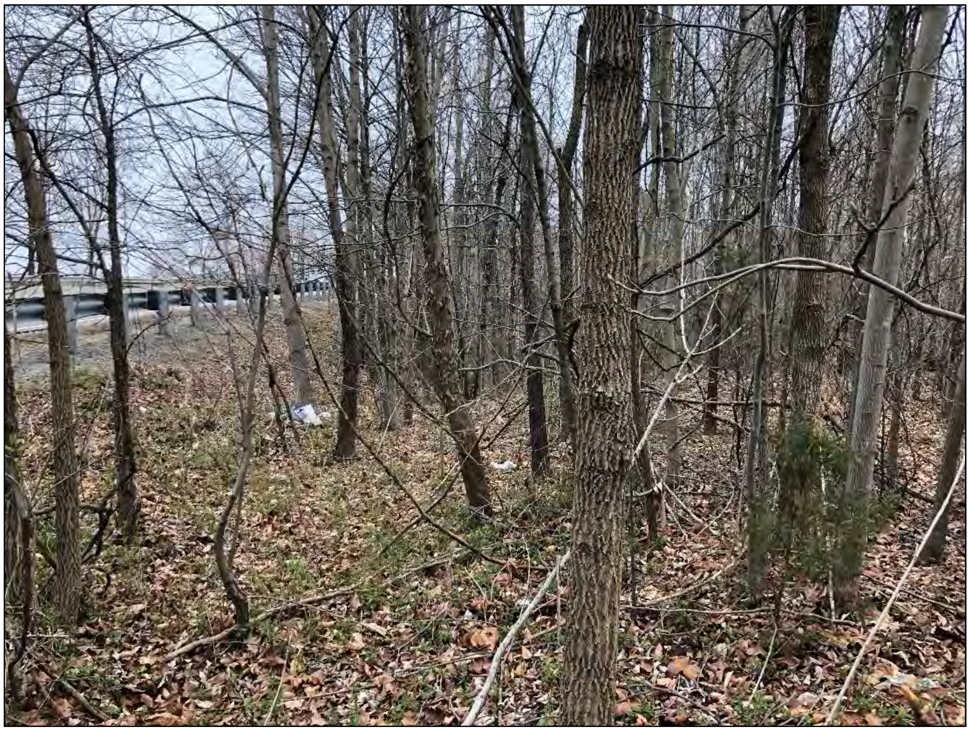
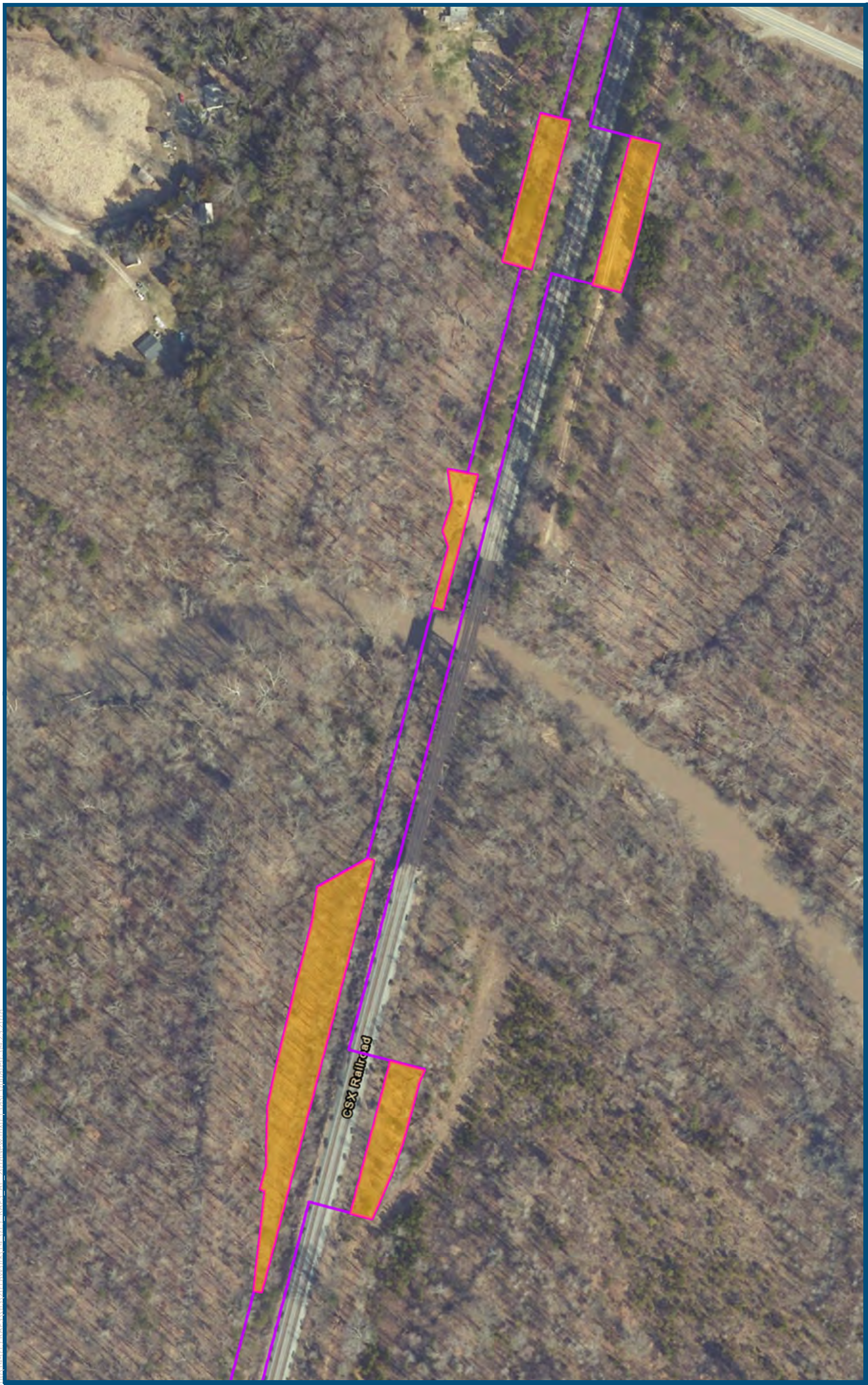
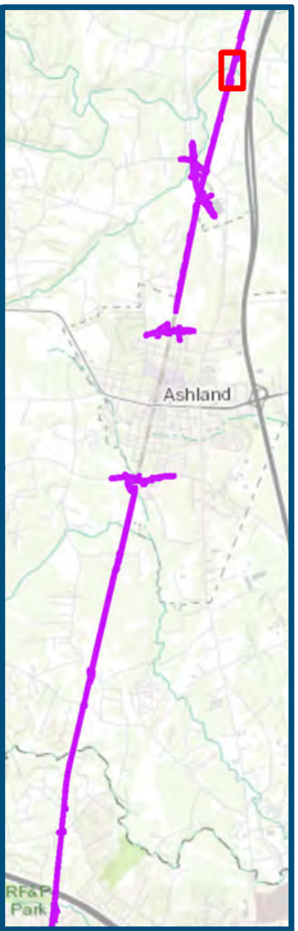


FIGURE 4-158: ROAD CONSTRUCTION GRADING DISTURBANCE IN AREA 5A, LOOKING NORTHWEST

FIGURE 4-159: PORTION OF AREA 5A SUBJECTED TO SUBSURFACE TESTING, LOOKING EAST





Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ☐ Phase IB Survey
- ☐ FEIS LOD/ Archaeological APE
- ▨ Disturbed

Figure 4-160
Survey Results in Archaeological Area 5a (Map 1 of 5)

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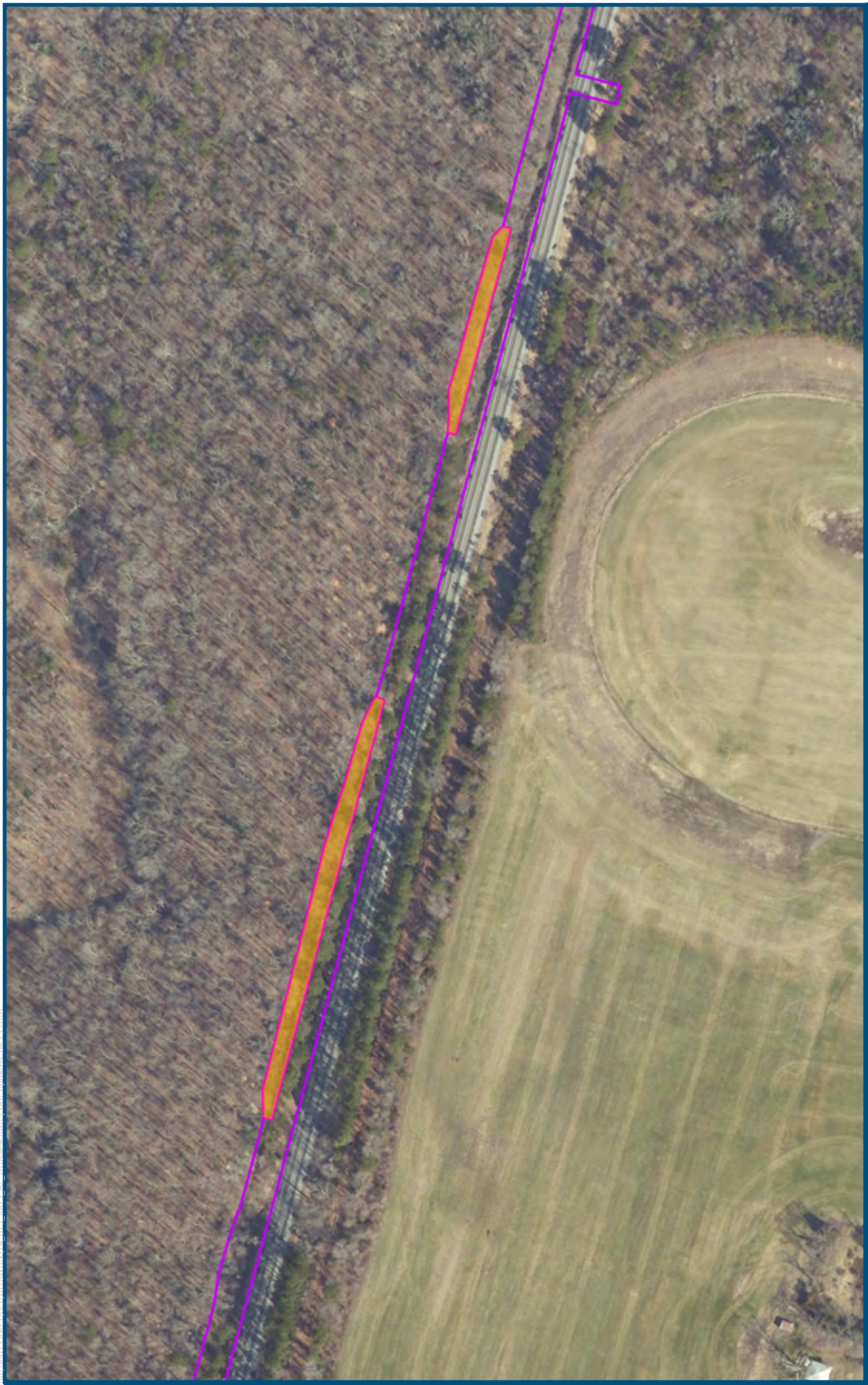

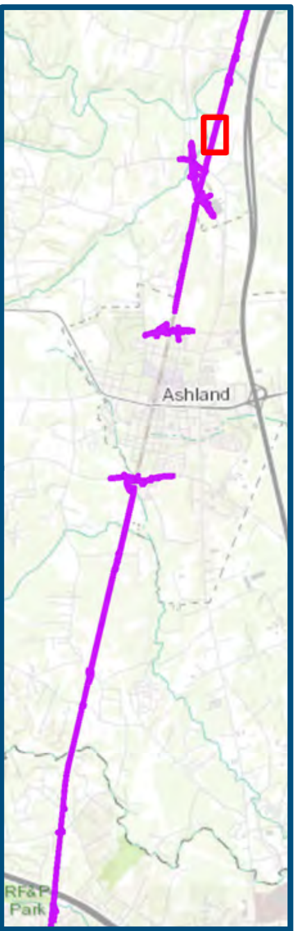

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Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ▬ Disturbed

Figure 4-161
Survey Results in Archaeological Area 5a
(Map 2 of 5)

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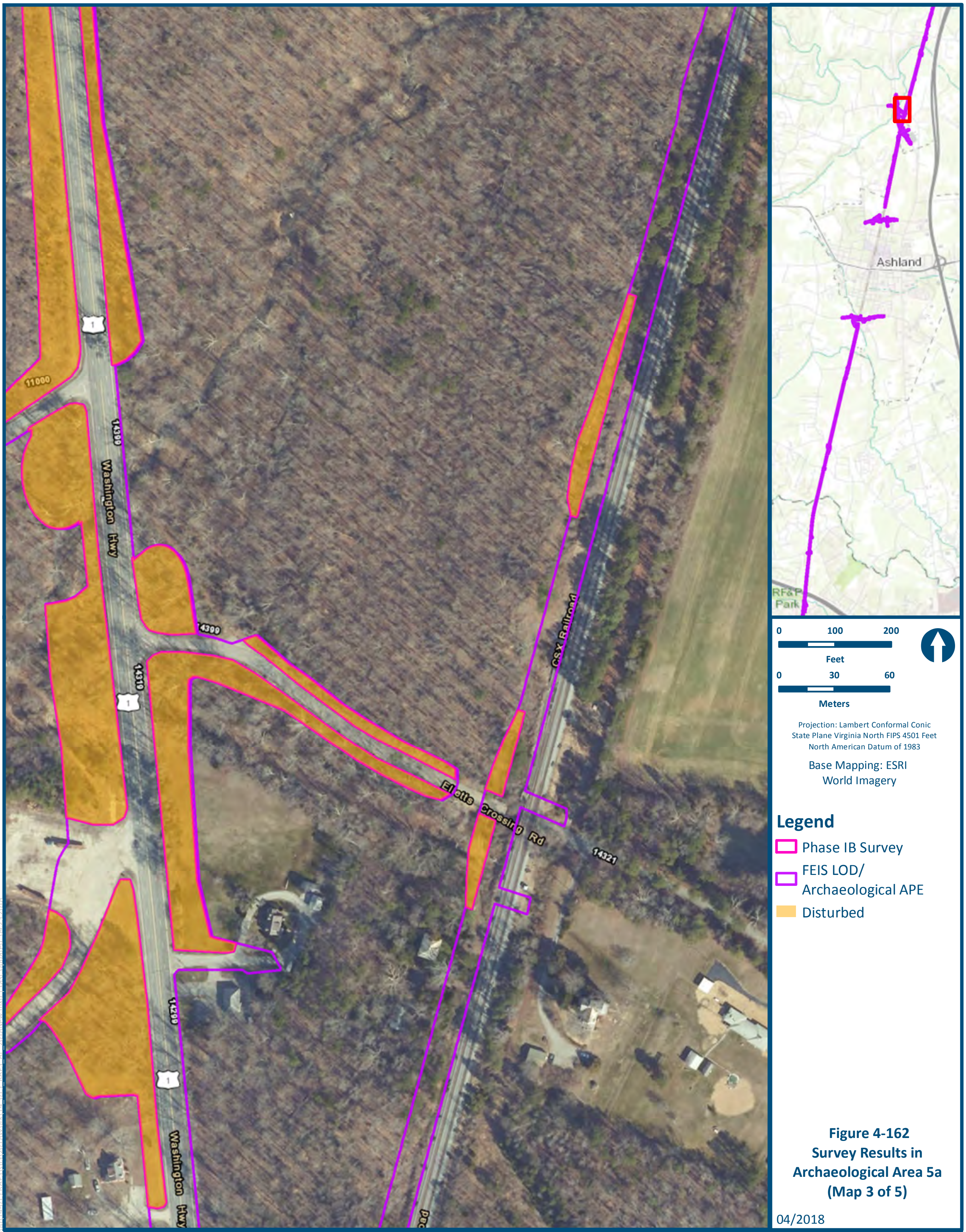
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Washington Hwy
1
14399
14310
1
Elletts Crossing Rd
14321
CSX Railroad
14209
1
Washington Hwy
Ashland
RF&P Park
0 100 200
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ▨ Disturbed

Figure 4-162
Survey Results in Archaeological Area 5a (Map 3 of 5)

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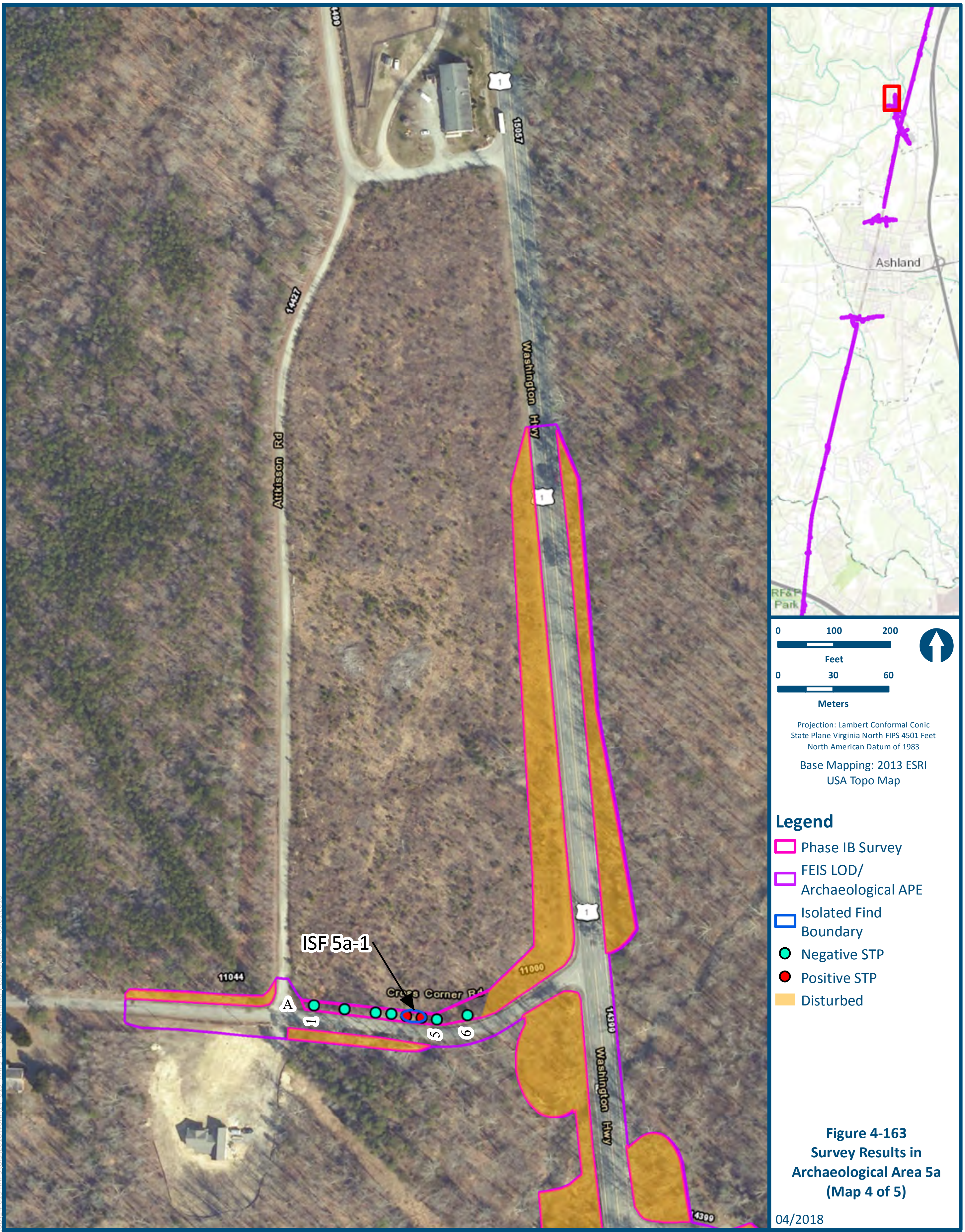
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15057
14427
Washington Hwy
Attkisson Rd
1
1
ISF 5a-1
11044
11000
Cross Corner Rd
A
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5
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14390
Washington Hwy
14399
Ashland
RF&P Park
0 100 200
Feet
0 30 60
Meters
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Isolated Find Boundary
Negative STP
Positive STP
Disturbed

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2013 ESRI
USA Topo Map

Figure 4-163
Survey Results in
Archaeological Area 5a
(Map 4 of 5)

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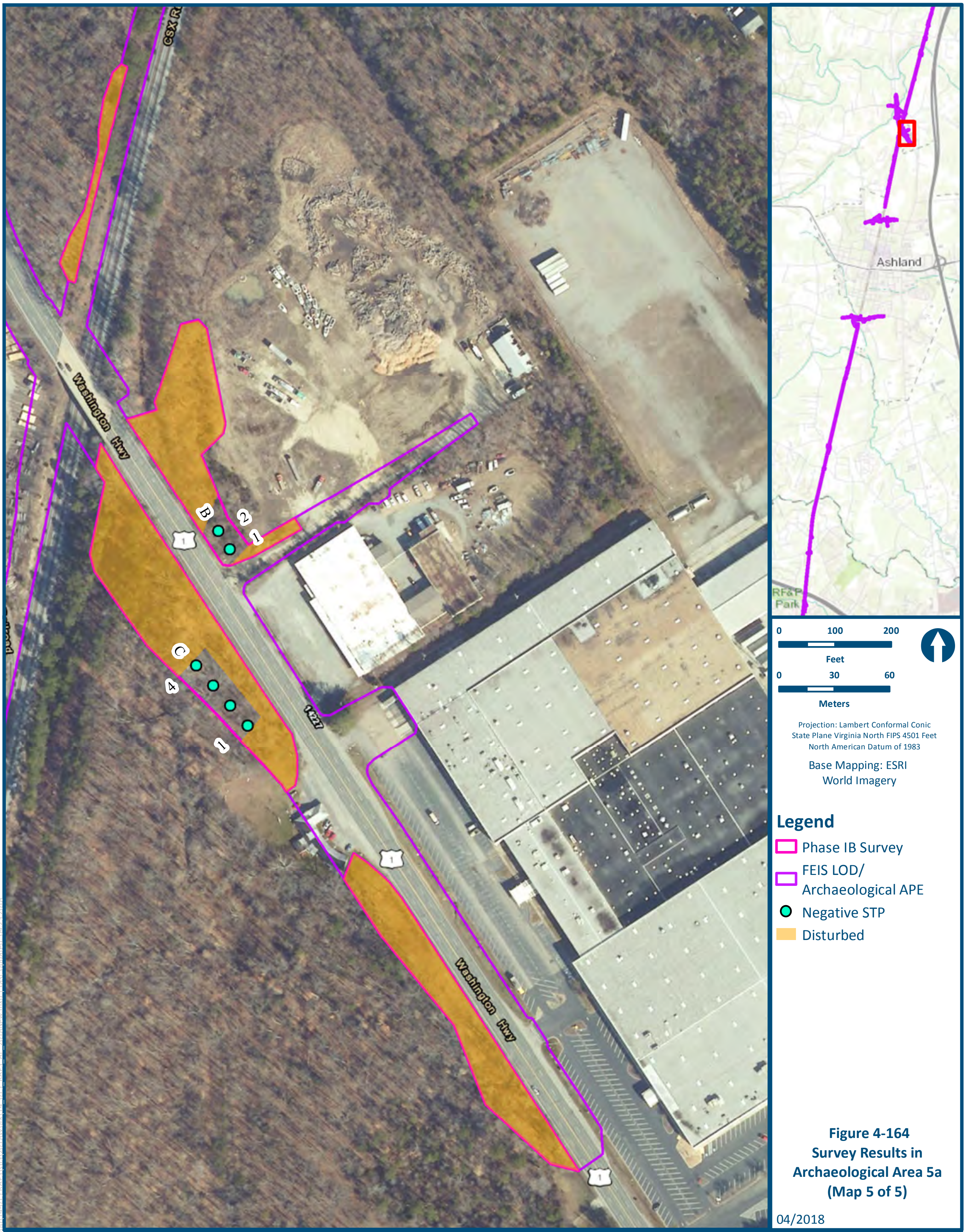
CSX R
Washington Hwy
B
2
1
1
C
4
1
1227
1
1
1
Washington Hwy
Ashland
RF&P Park
0 100 200
Feet
0 30 60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Negative STP
Disturbed

Figure 4-164
Survey Results in Archaeological Area 5a
(Map 5 of 5)

04/2018

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The average STP in Archaeological Area 5a reached a depth of 1.0 feet (30.5 cm), with the deepest STP excavated to 1.5 feet (45.7 cm). A-horizon soils in Area 5a had an average thickness of 0.5 feet (15.2 cm) and ranged from 0.1 feet (3.0 cm) to 0.8 feet (24.4 cm) thick. A typical STP profile for Archaeological Area 5a consisted of light olive brown (2.5Y 5/3) clay loam topsoil, overlying light yellowish brown (2.5Y 6/4) silty clay (Figure 4-165)

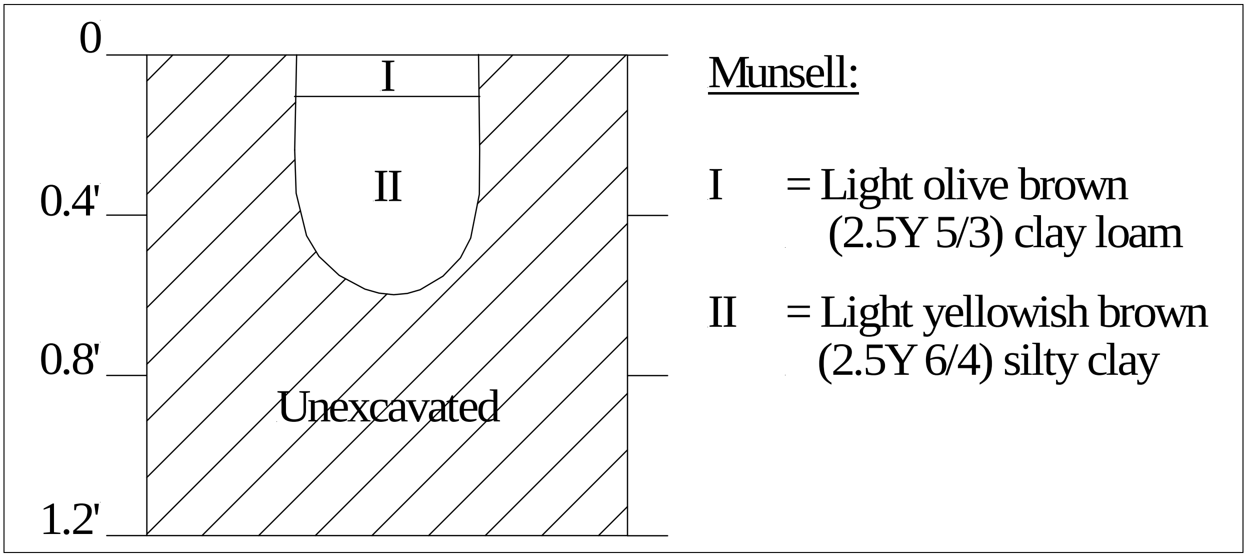

0
0.4'
0.8'
1.2'
I
II
Unexcavated
Munsell:
I = Light olive brown (2.5Y 5/3) clay loam
II = Light yellowish brown (2.5Y 6/4) silty clay

FIGURE 4-165: REPRESENTATIVE SOIL PROFILE FROM AREA 5A, STP 5A-A-2

4.6.2 Archaeological Area 5b

Archaeological Area 5b consists of study blocks lying along the existing rail and along Archie Cannon Drive/Vaughan Road in the vicinity of the rail. These blocks span across approximately 1.3 miles (2.1 km) north to south along the existing CSXT rail line and 0.5 miles (0.8 km) east to west along Archie Cannon Drive/Vaughan Road. The portion of Area 5b identified for Phase IB study encompasses an area of 11.2 acres (4.5 ha). The setting transitions from the more industrially oriented outskirts of Ashland to the essentially suburban setting along Archie Cannon Drive. As with much of Area 5, these blocks lie largely in the already graded areas along these transportation corridors and are disturbed (Figure 4-166). Several areas extending off Archie Cannon Drive/Vaughan Road, however, appeared relatively undisturbed and were subjected to STP survey (Figure 4-167). The portions of Archaeological Area 5b identified for Phase IB survey were tested with 29 STPs aligned on six transects (Figure 4-168 through Figure 4-174). No artifacts were recovered from testing in Area 5b, nor were any sites or features identified.

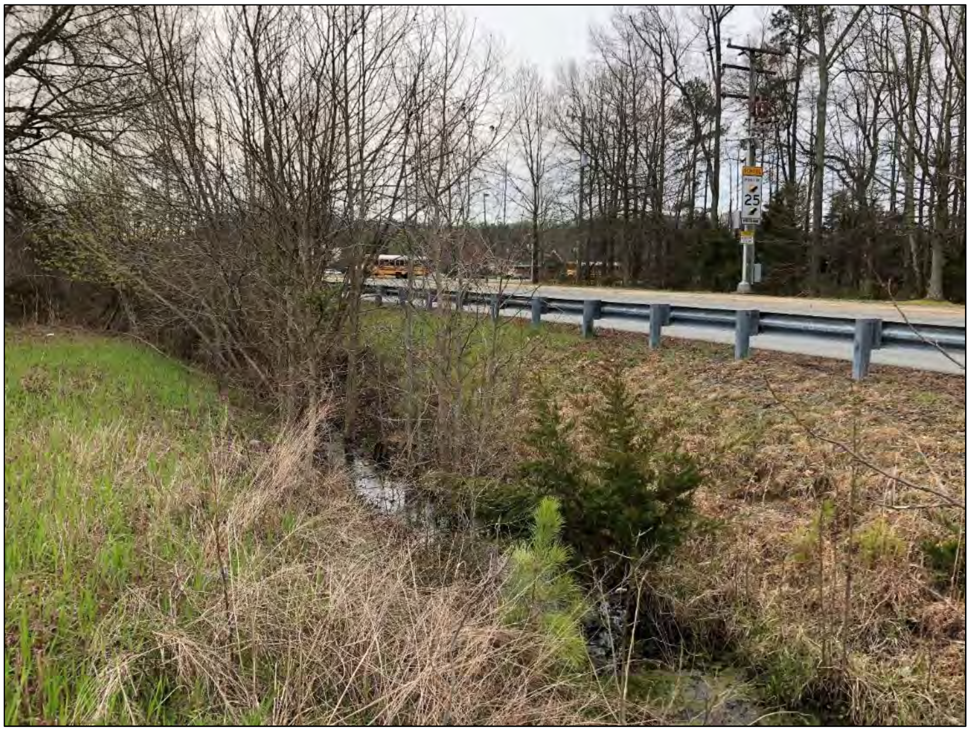


FIGURE 4-166: ROAD CONSTRUCTION DISTURBANCE IN AREA 5B, LOOKING EAST

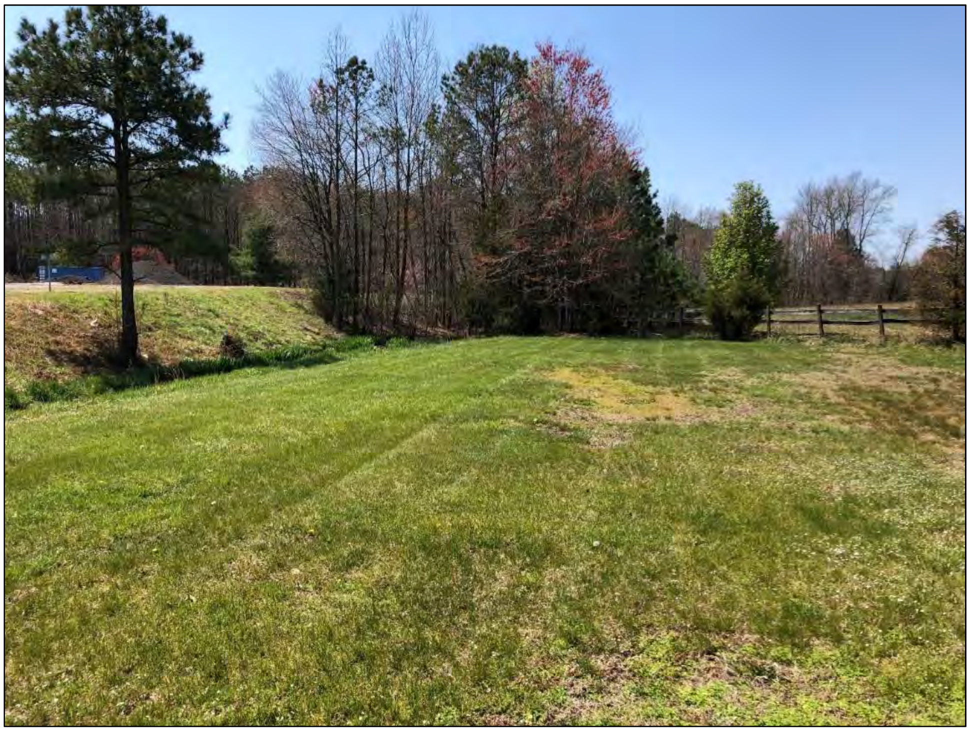
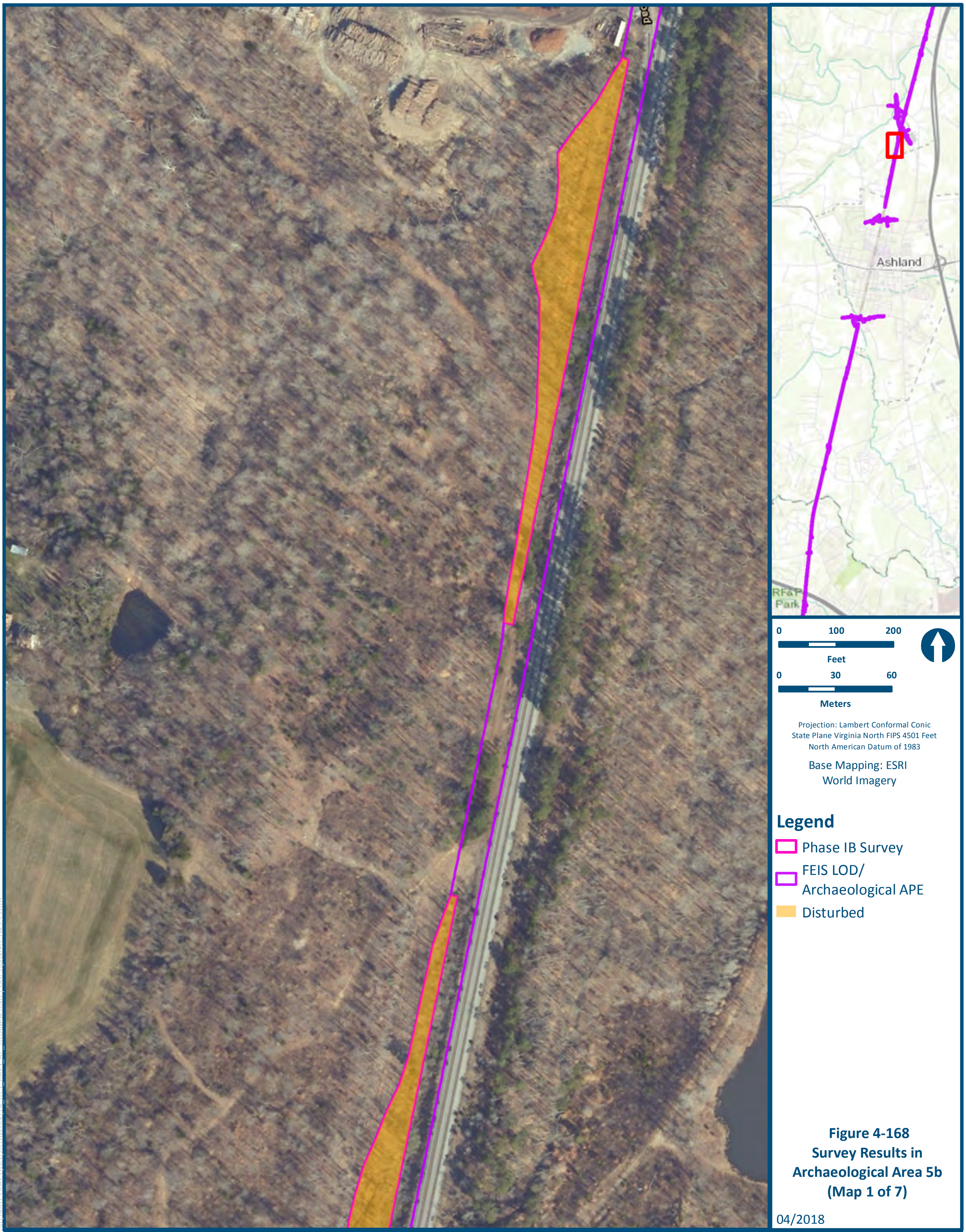


FIGURE 4-167: PORTION OF AREA 5B SUBJECTED TO SUBSURFACE TESTING, LOOKING WEST



Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ▨ Disturbed

Figure 4-168
Survey Results in
Archaeological Area 5b
(Map 1 of 7)

04/2018

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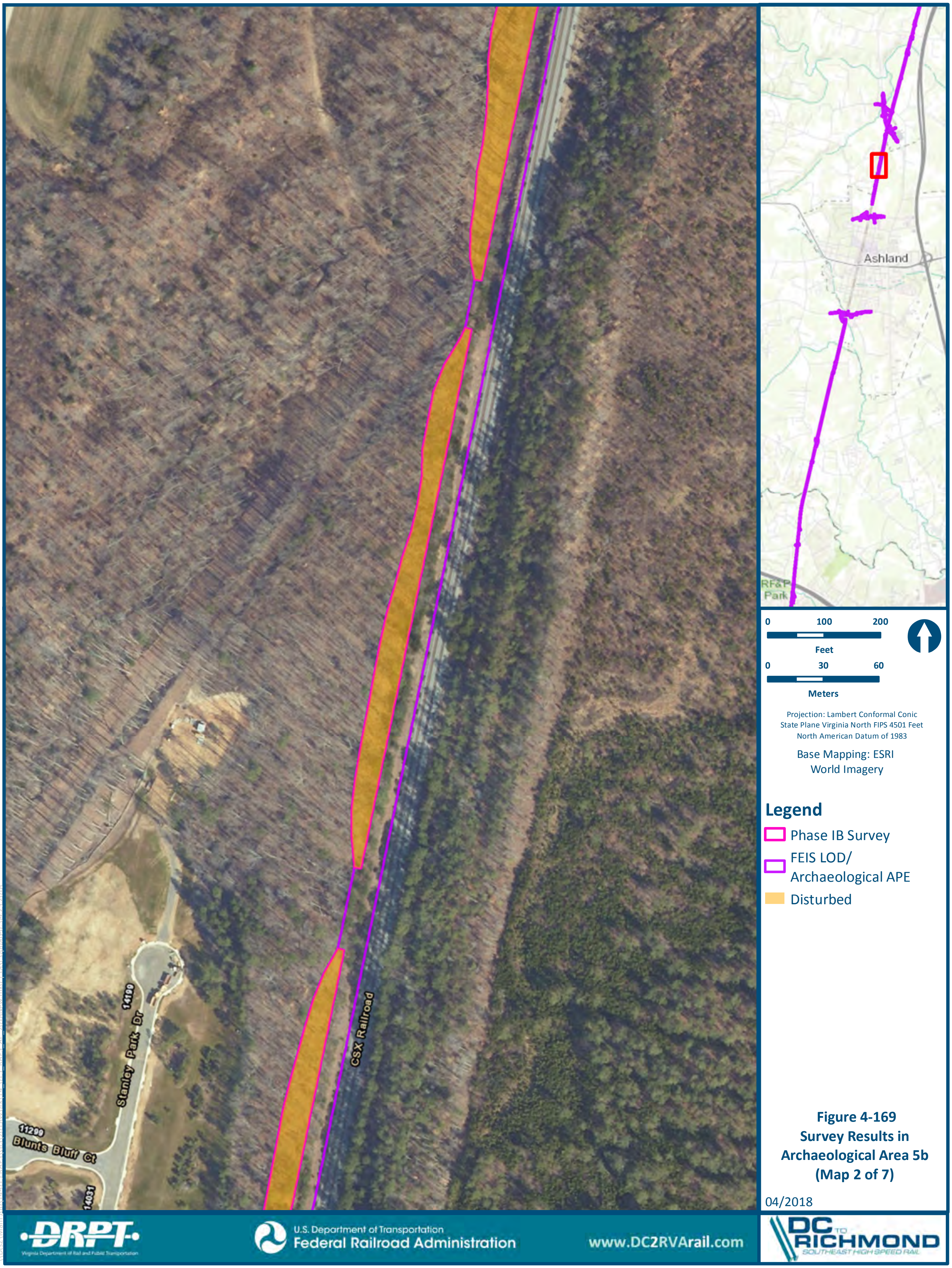
CSX Railroad
Stanley Park Dr
14199
11299
Blunts Bluff Ct
14031
Ashland
RF&P Park
0
100
200
Feet
0
30
60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery
Legend
Phase IB Survey
FEIS LOD/
Archaeological APE
Disturbed

Figure 4-169
Survey Results in
Archaeological Area 5b
(Map 2 of 7)

04/2018

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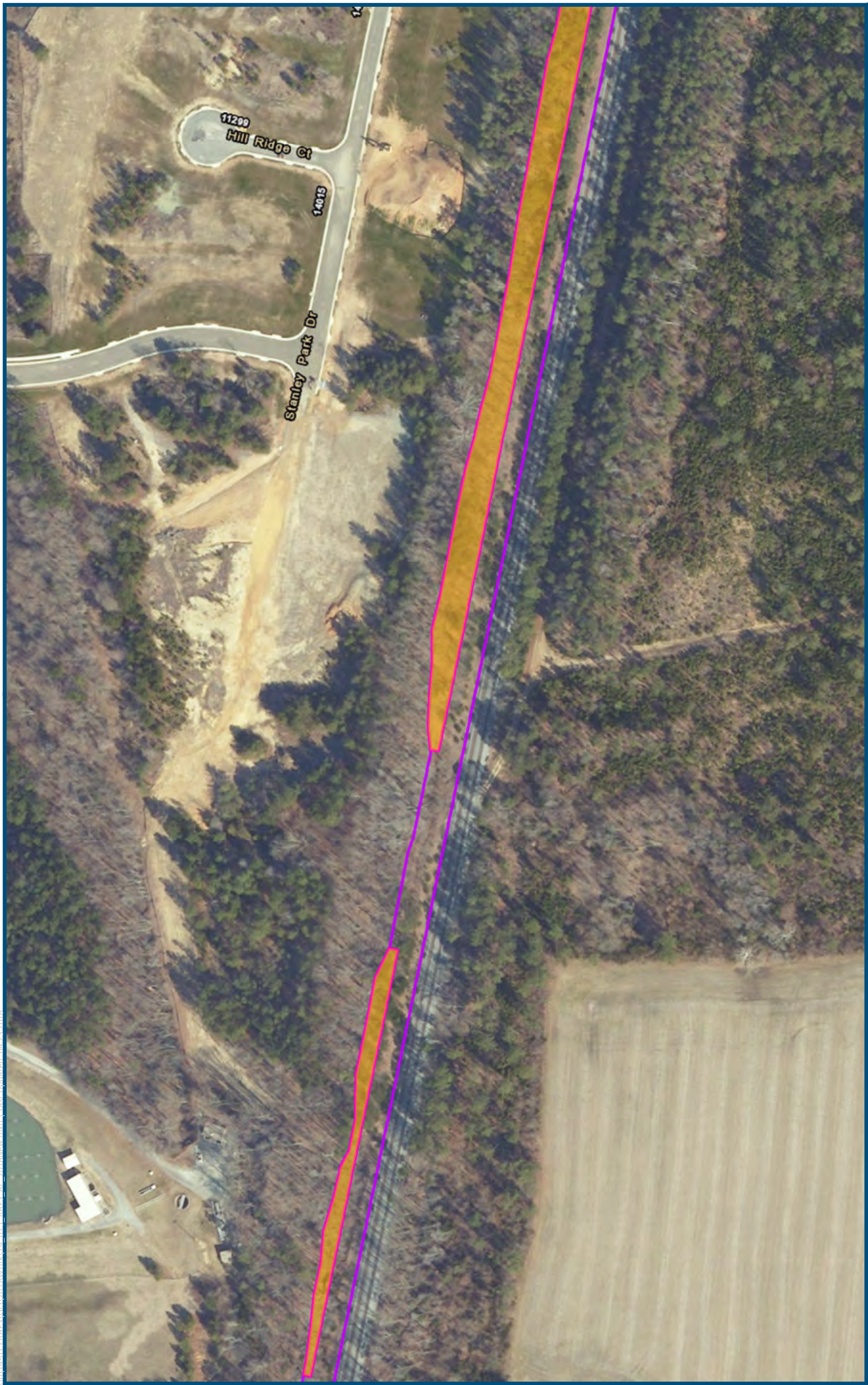

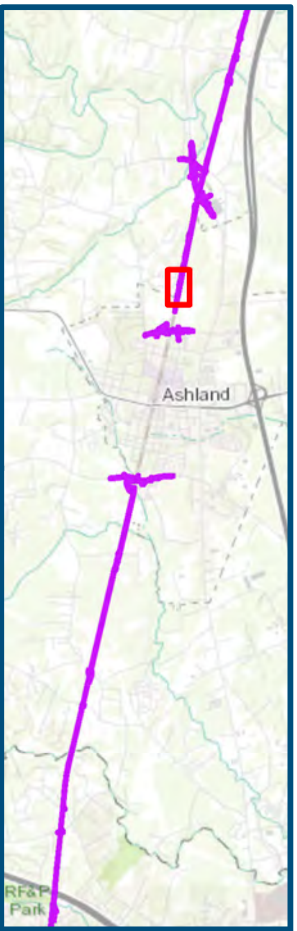

0 100 200
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ▬ Disturbed

Figure 4-170
Survey Results in Archaeological Area 5b
(Map 3 of 7)

04/2018

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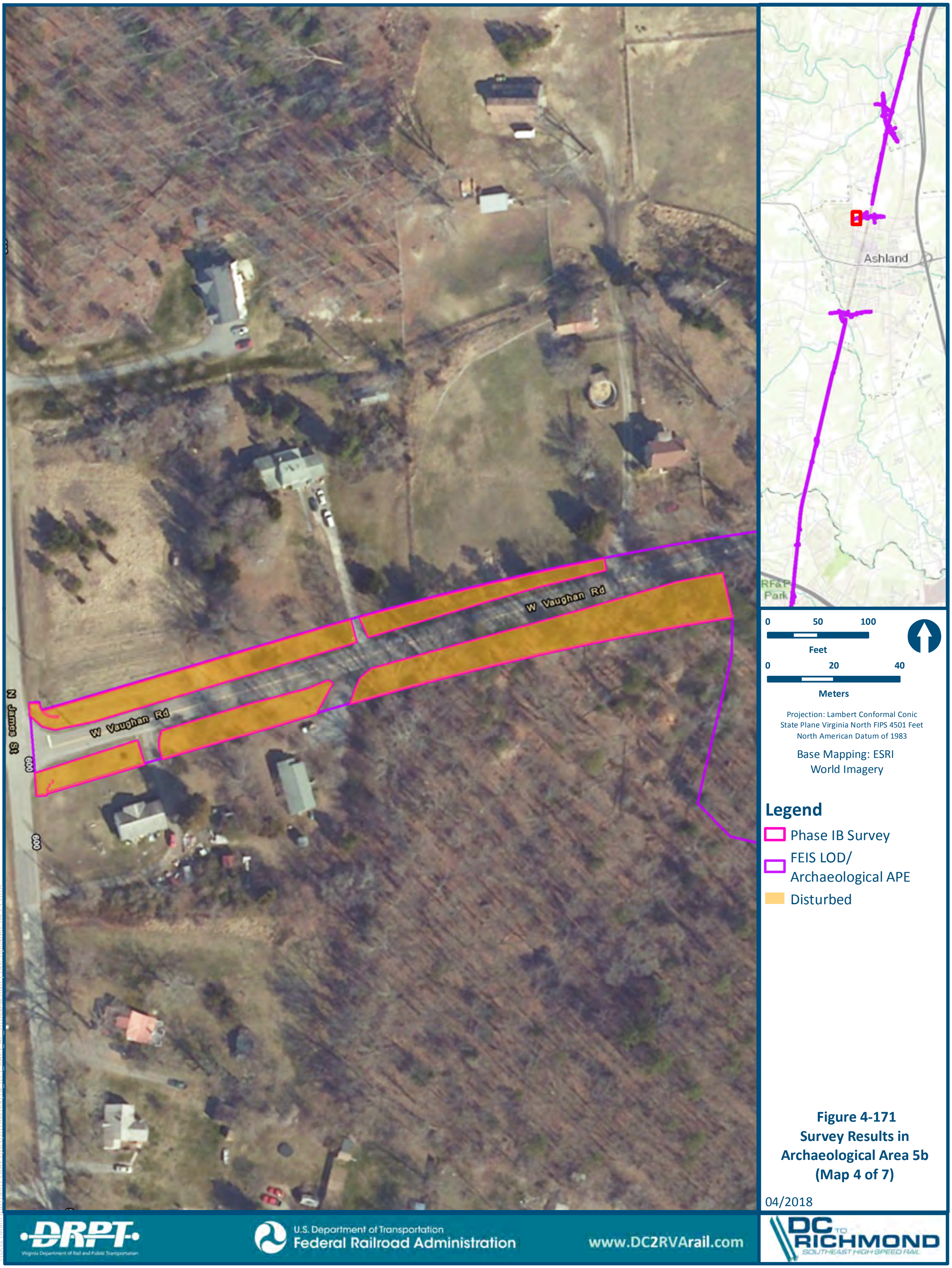
W Vaughan Rd
W Vaughan Rd
N James St
600
600
Ashland
RF&P Park
0 50 100
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- Phase IB Survey
- FEIS LOD/ Archaeological APE
- Disturbed

Figure 4-171
Survey Results in Archaeological Area 5b
(Map 4 of 7)

04/2018

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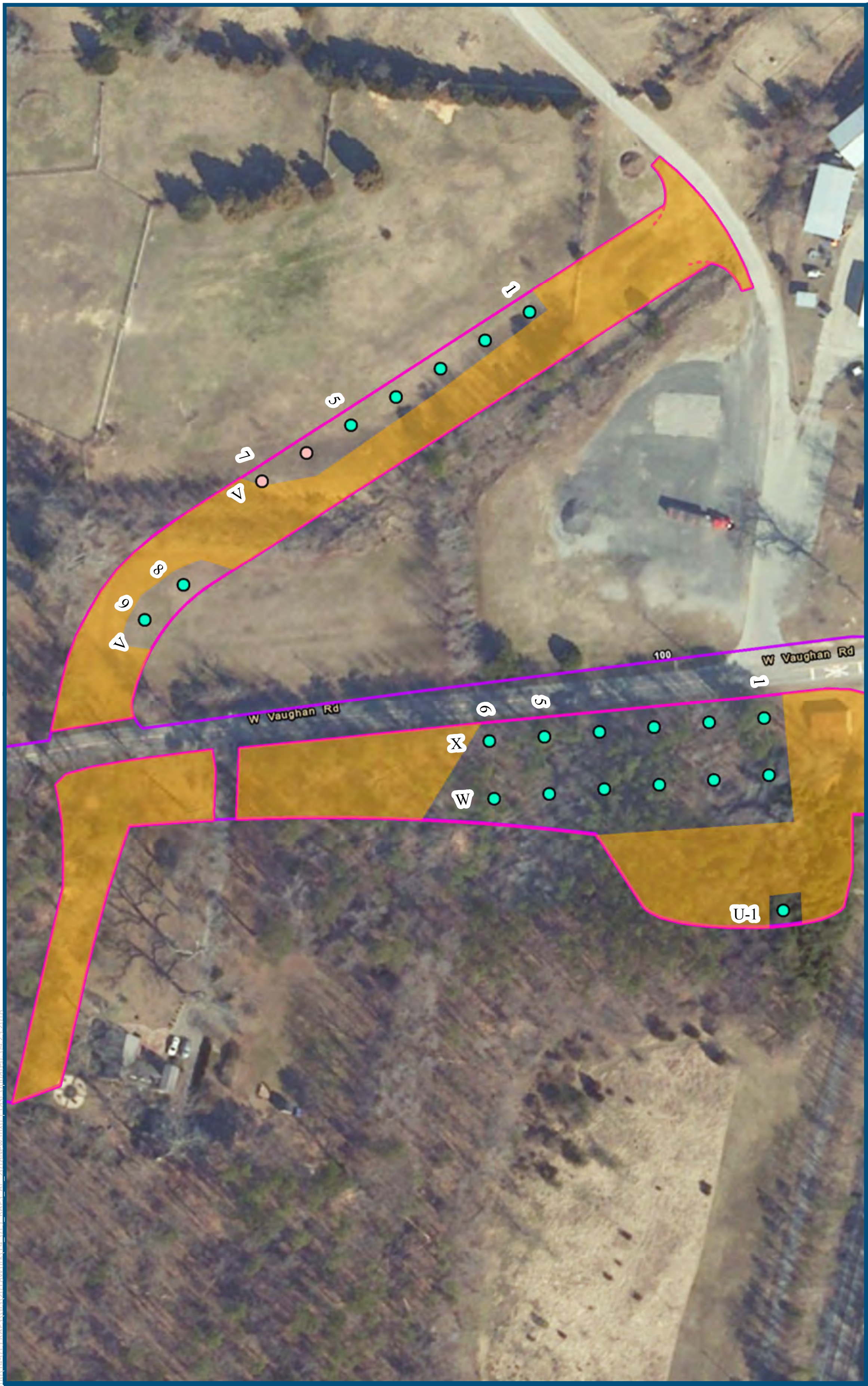

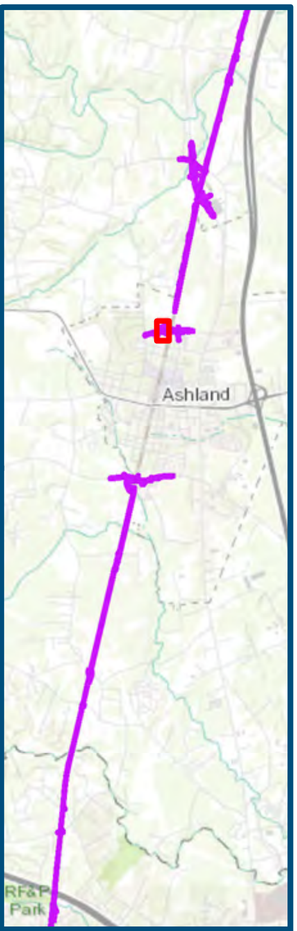

0 50 100
Feet

0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ○ STP Not Excavated
- 🟧 Disturbed

Figure 4-172
Survey Results in Archaeological Area 5b
(Map 5 of 7)

04/2018

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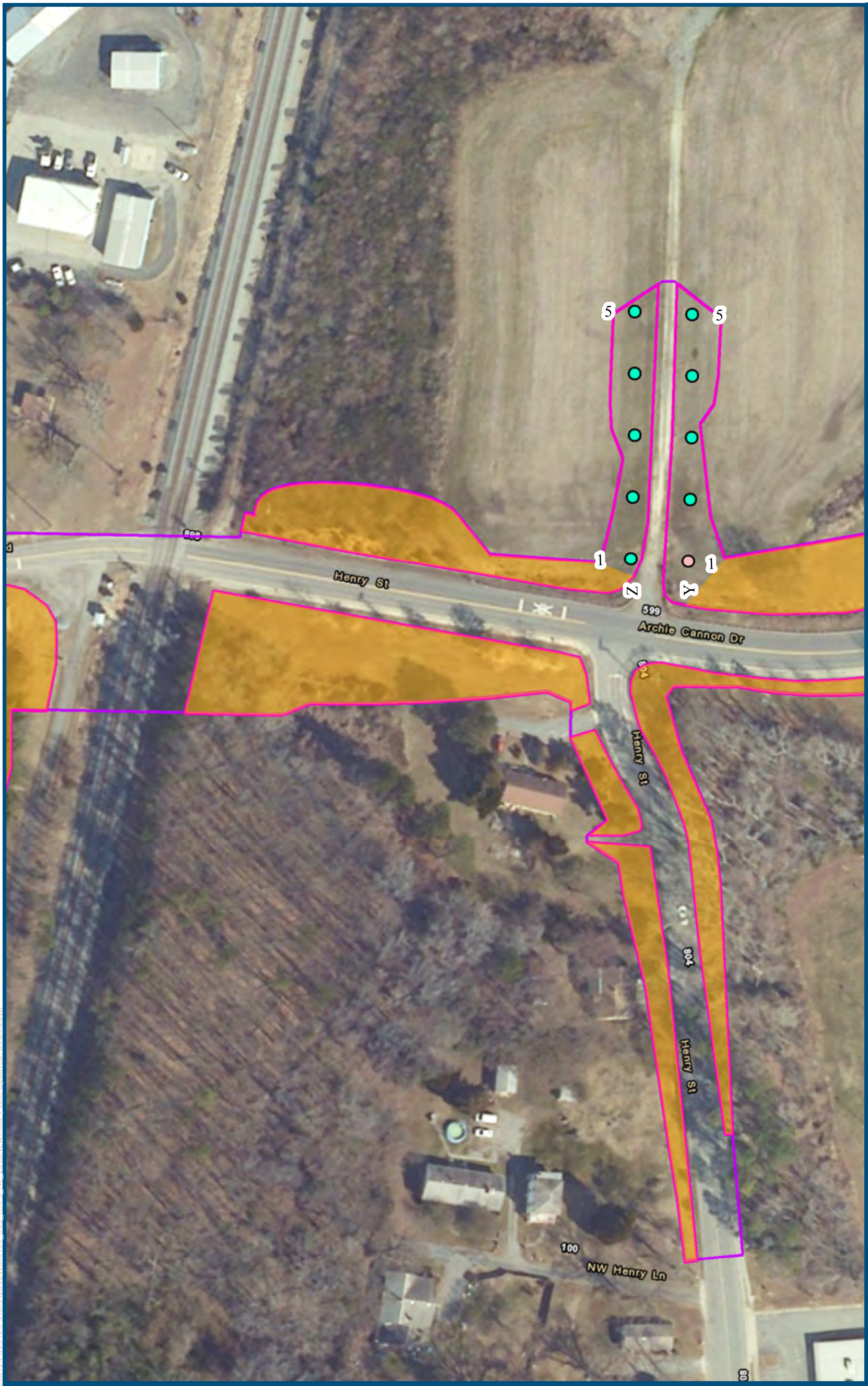
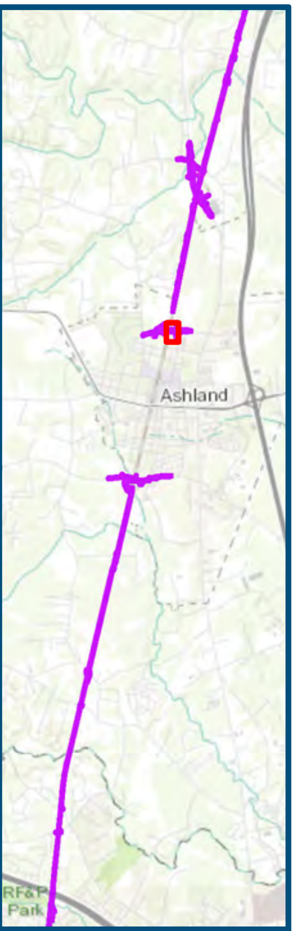

5
5
1
1
Z
Y
Henry St
599
Archie Cannon Dr
804
Henry St
804
Henry St
100
NW Henry Ln


Ashland
RF&P Park

0 50 100
Feet

0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ● STP Not Excavated
- ▨ Disturbed

Figure 4-173
Survey Results in
Archaeological Area 5b
(Map 6 of 7)

04/2018

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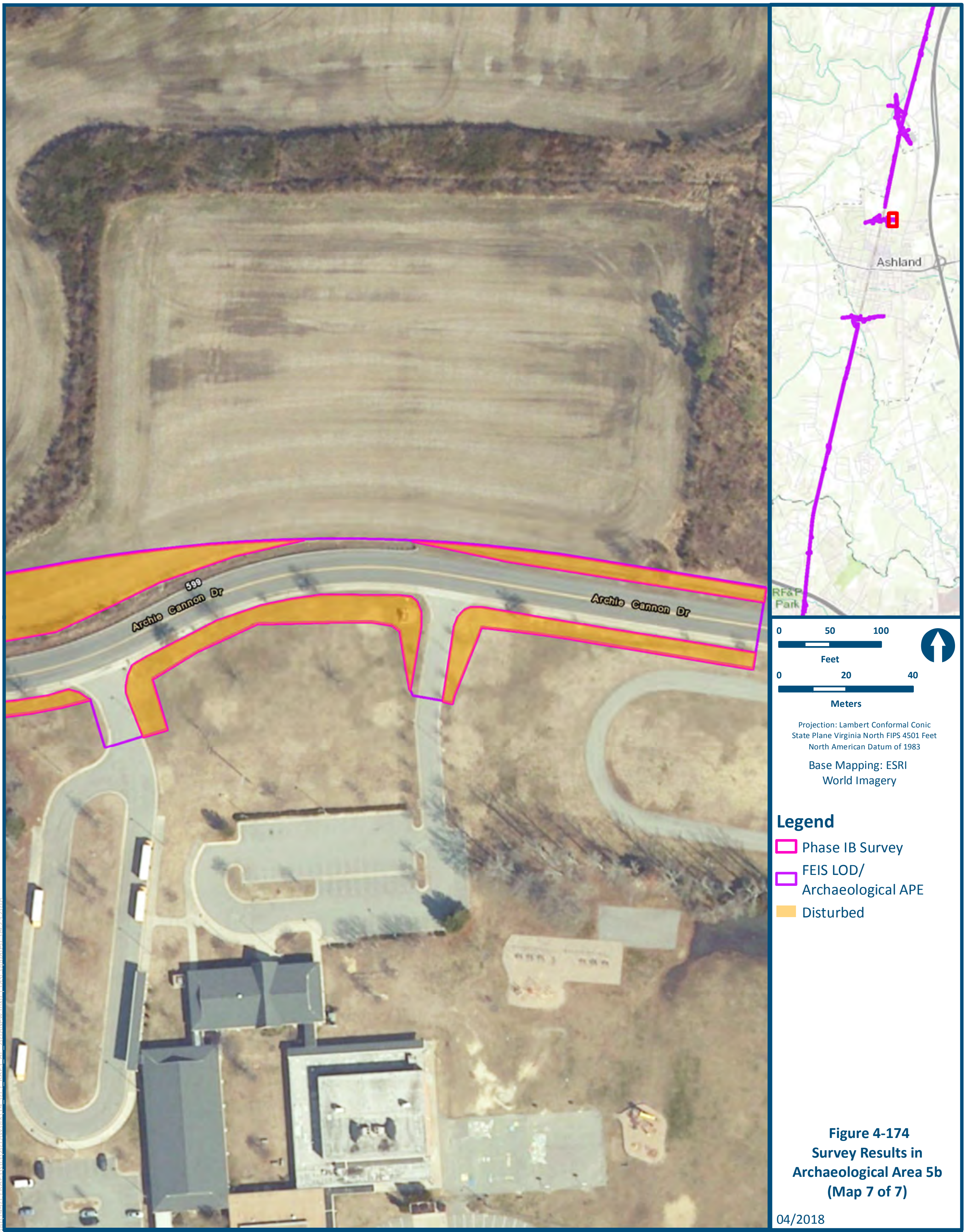
599
Archie Cannon Dr
Archie Cannon Dr
Ashland
RF&P Park
0
50
100
Feet
0
20
40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ▨ Disturbed

Figure 4-174
Survey Results in Archaeological Area 5b
(Map 7 of 7)

04/2018

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Average depth of STPs in Archaeological Area 5b was 1.0 feet (30.5 cm) with a maximum depth of 1.7 feet (51.8 cm), while A horizons, which ranged from 0.2 feet (6 cm) to 1.3 feet, averaged a depth of 0.6 feet (18.3 cm). A typical STP profile in Area 5b consisted of olive brown (2.5Y 4/3) sandy loam topsoil which capped light yellowish brown (10YR 6/4) sandy clay subsoil (Figure 4-175).

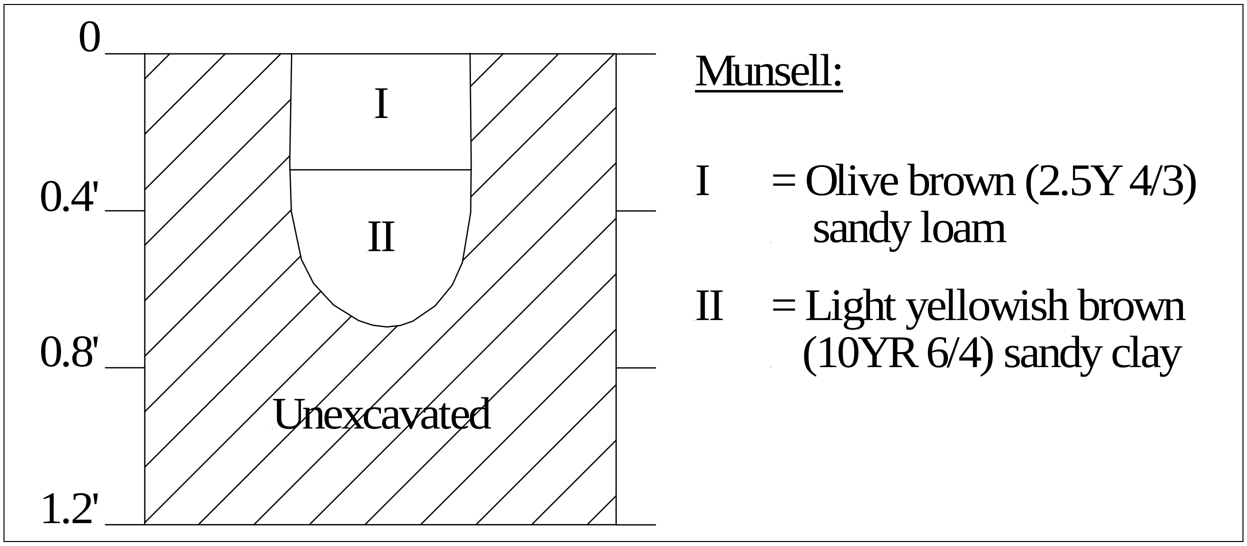

0
0.4'
0.8'
1.2'
I
II
Unexcavated
Munsell:
I = Olive brown (2.5Y 4/3) sandy loam
II = Light yellowish brown (10YR 6/4) sandy clay

FIGURE 4-175: REPRESENTATIVE SOIL PROFILE FROM AREA 5B, STP 5B-X-3

4.6.3 Archaeological Area 5c

Archaeological Area 5c lies along both sides of Ashcake Road, south of downtown Ashland, at Ashcake's crossing of the existing CSXT railroad. It covers approximately 0.5 miles (0.8 km), with one notable larger block running diagonally from Ashcake over approximately 900 feet (274.3 m) toward the existing rail. Two additional blocks of survey on Elmont Road were also included in Archaeological Area 5c, resulting in a total study area of 7.5 acres (3 ha). Located at the south end of Ashland, Archaeological Area 5c is a mixture of suburban and rural settings. The portions of Archaeological Area 5c lying immediately adjacent to Ashcake Road were almost entirely disturbed by road construction grading and development, though small undisturbed areas were found in some areas and tested with STPs (Figure 4-176). The bulk of this subsurface testing took place in the pasture lying within the southwest corner of Ashcake's crossing with the CSXT rail (Figure 4-177). Archaeological Area 5c was tested with a total of 41 STPs along 8 transects (Figure 4-178 through Figure 4-180). All STPs were negative, and no artifacts were recovered from Archaeological Area 5c. No archaeological features or sites were identified.

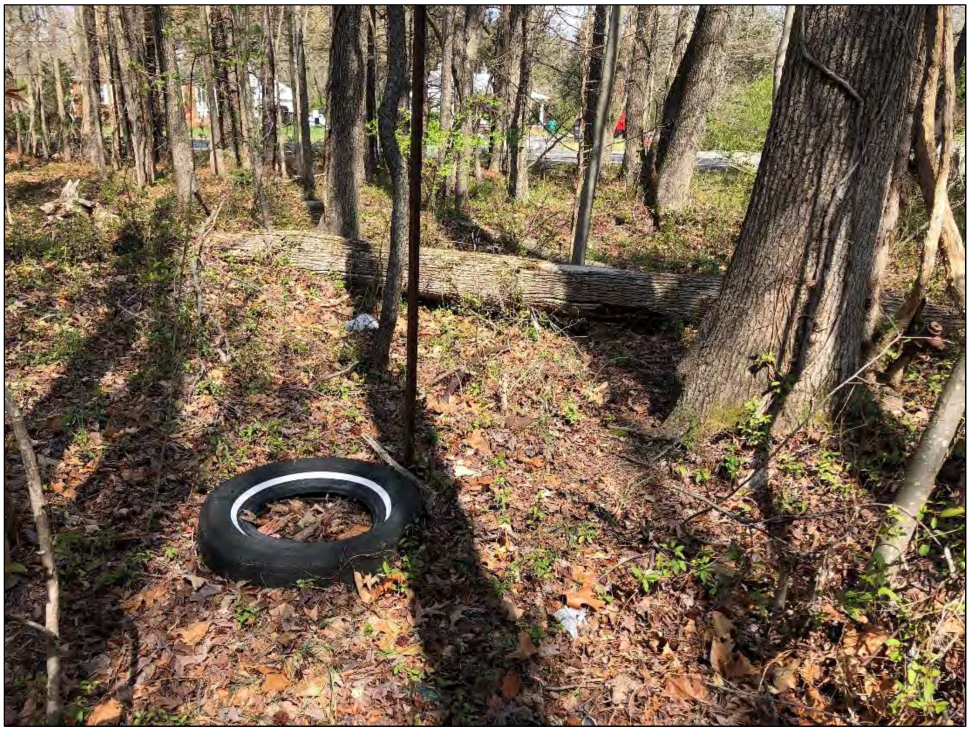


FIGURE 4-176: OVERVIEW OF AREA 5C, LOOKING WEST

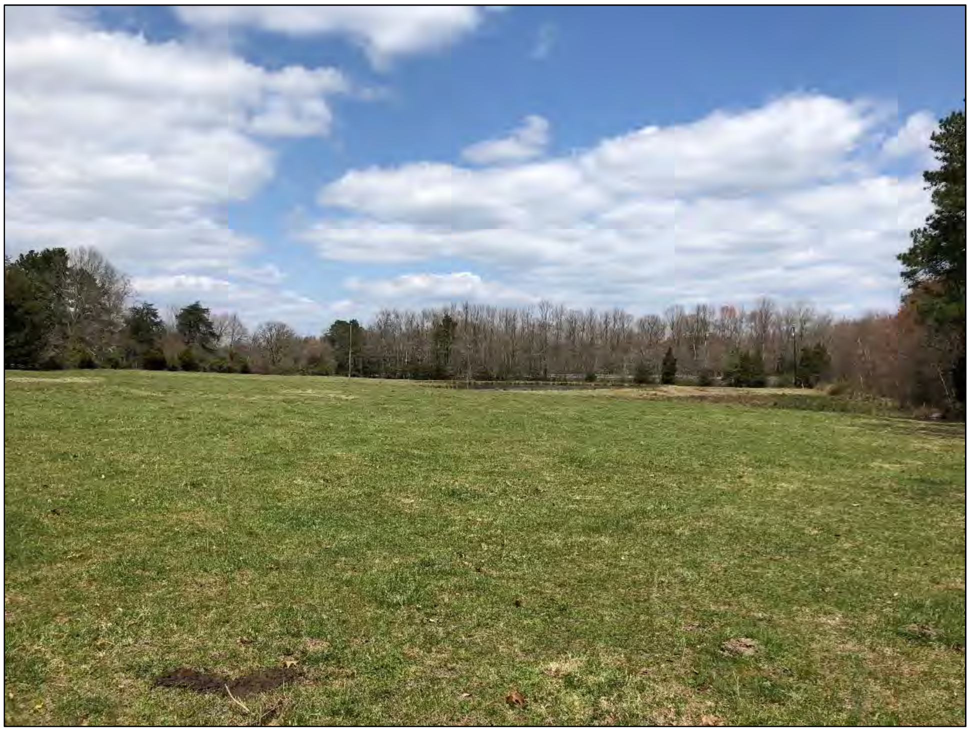
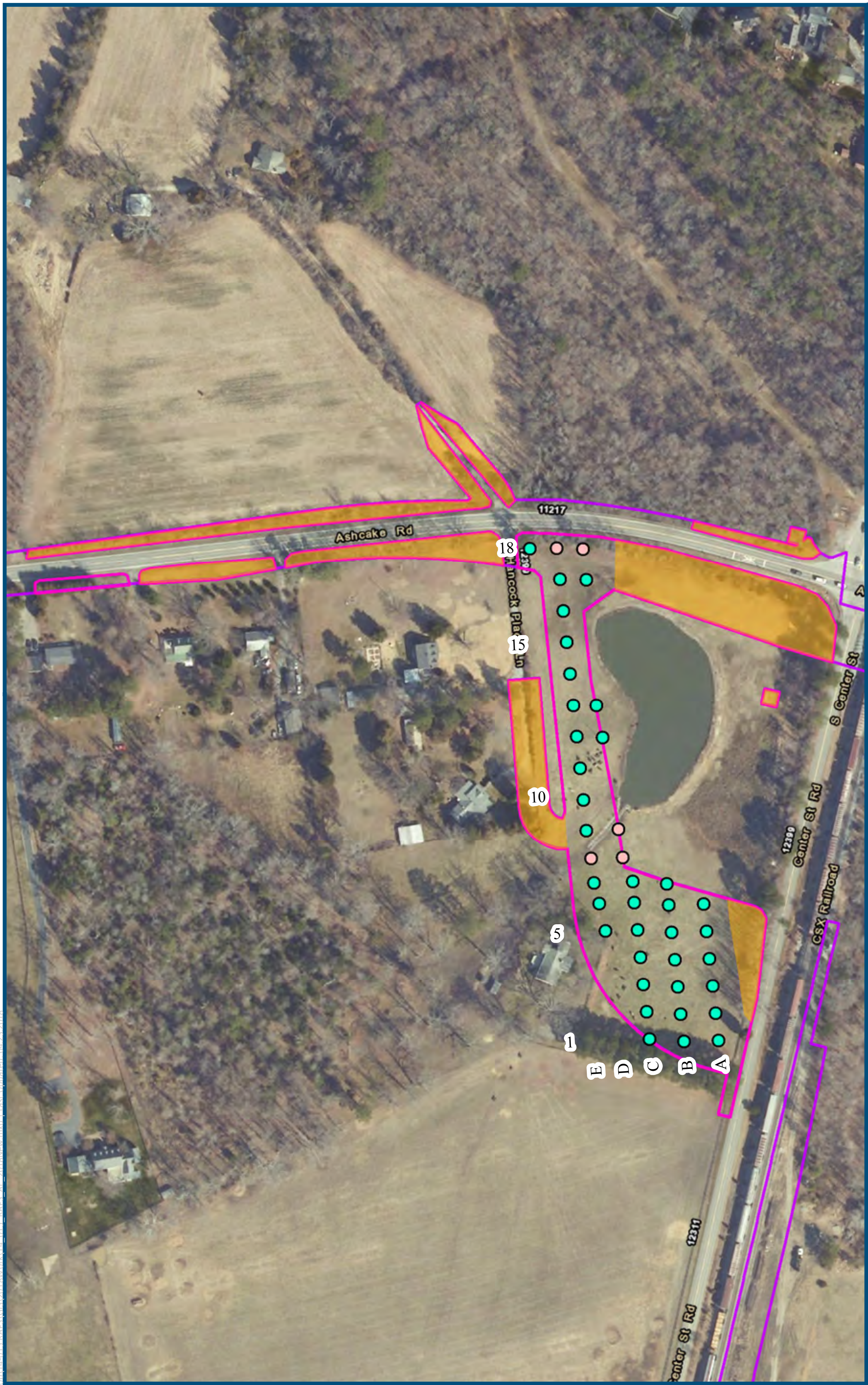
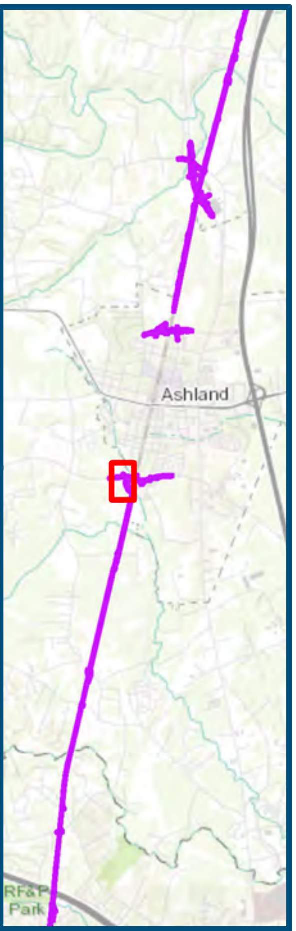


FIGURE 4-177: PASTURE CONTAINING LARGEST PORTION OF AREA 5C SUBJECTED TO SUBSURFACE TESTING, LOOKING NORTH


11217
Ashcake Rd
18
15
10
5
1
E
D
C
B
A
Hancock Place Ln
S Center St
12299 Center St Rd
CSX Railroad
12311
Center St Rd


Ashland
RF&P Park

0 100 200
Feet

0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ○ STP Not Excavated
- ▨ Disturbed

Figure 4-178
Survey Results in Archaeological Area 5c
(Map 1 of 3)

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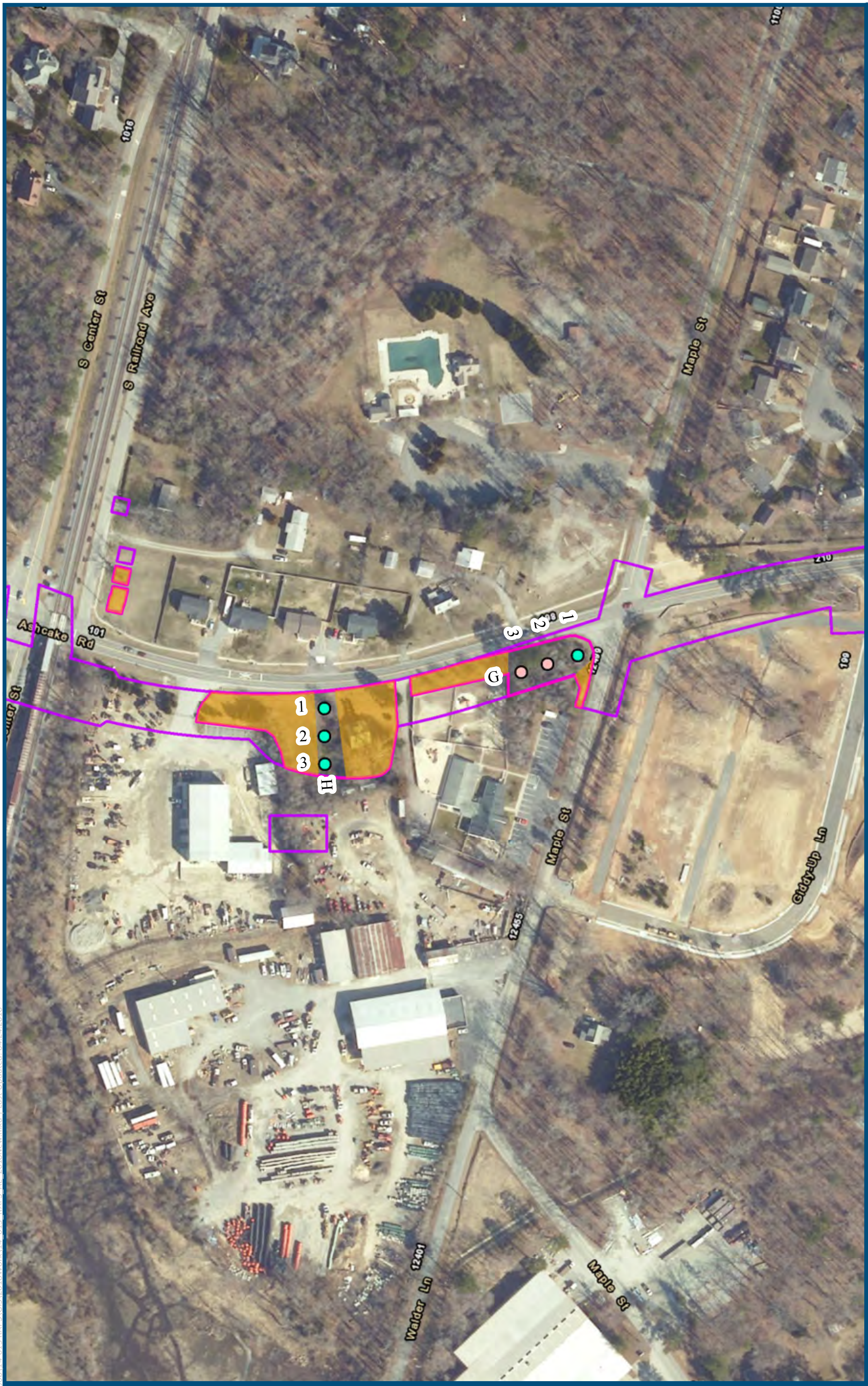
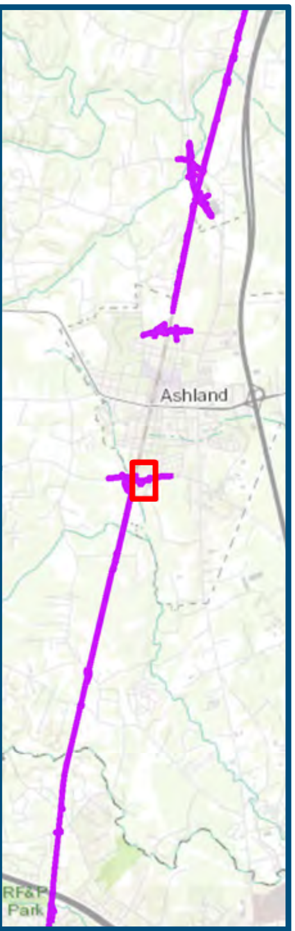

S Center St
S Railroad Ave
1016
Maple St
1100
Ashcake Rd
101
210
1
2
3
G
H
1
2
3
Center St
12459
Maple St
12455
Giddy-Up Ln
190
12401
Walder Ln
Maple St


Ashland
RF&P Park

0 100 200
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ○ STP Not Excavated
- ▨ Disturbed

Figure 4-179
Survey Results in Archaeological Area 5c
(Map 2 of 3)

04/2018

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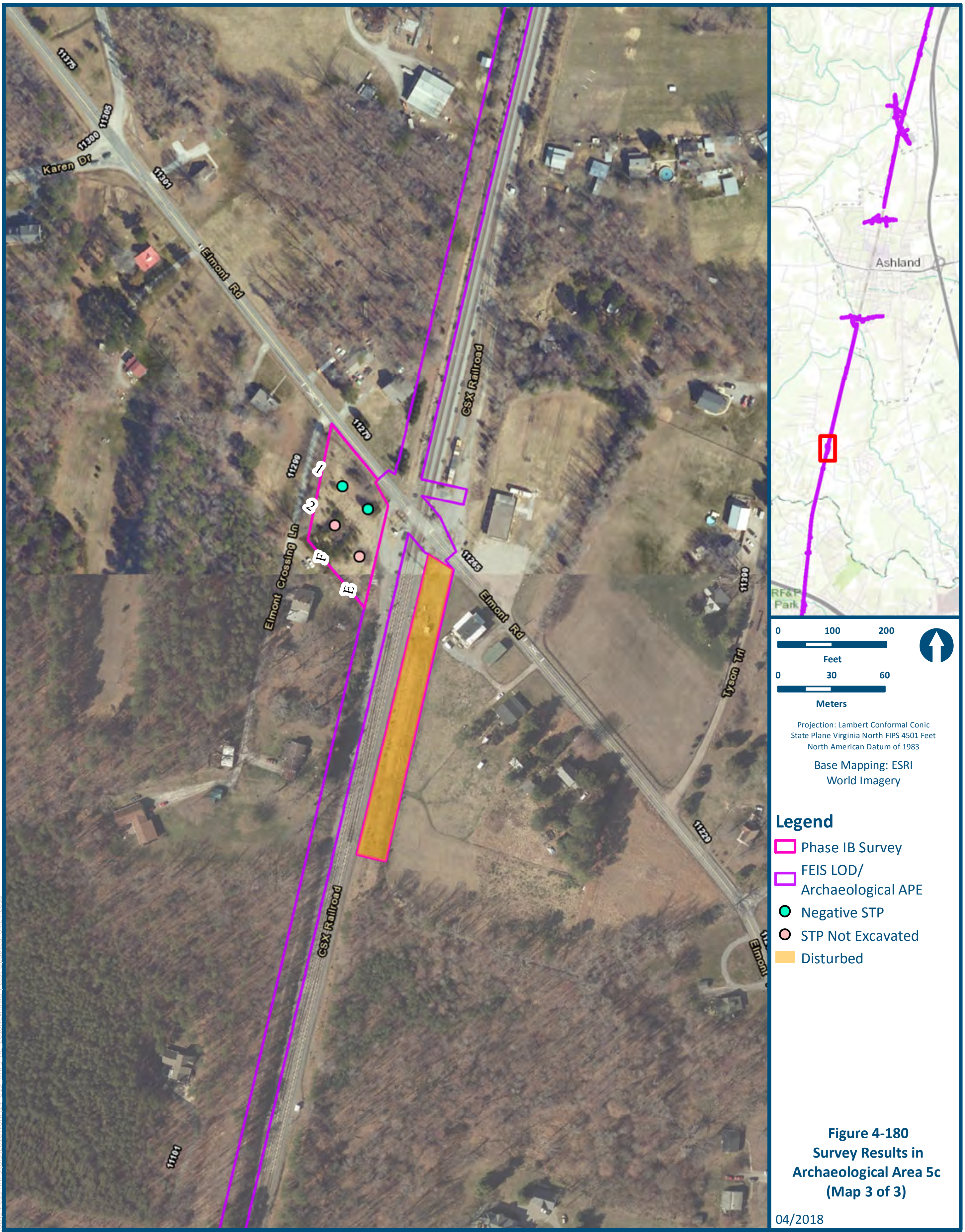
11375
11303
11300
Karen Dr
11301
Elmont Rd
CSX Railroad
11279
11299
1
2
F
E
Elmont Crossing Ln
11265
Elmont Rd
11399
Tyson Trl
11220
Elmont
CSX Railroad
11101
Ashland
RF&P Park
0
100
200
Feet
0
30
60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ● STP Not Excavated
- ▨ Disturbed

**Figure 4-180
Survey Results in
Archaeological Area 5c
(Map 3 of 3)**

04/2018

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STPs in Archaeological Area 5c reached an average depth of 1.2 feet (36.6 cm) and a maximum depth of 1.6 feet (48.8 cm). A-horizon soils in Area 5c averaged 0.8 feet (24.4 cm) and ranged from 0.3 to 1.2 feet (9.1 to 36.6 cm) in depth. A typical soil profile recorded in Area 5c consisted of dark olive brown (2.5Y 3/3) sandy loam topsoil overlying brownish yellow (10YR 6/6) sandy clay sterile subsoil (Figure 4-181).

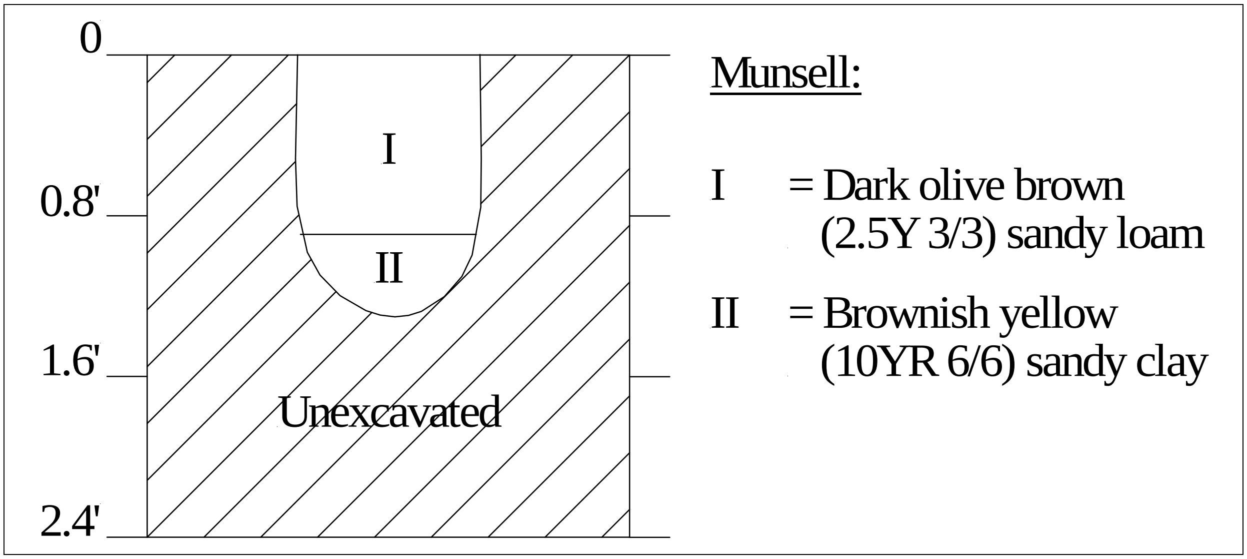

0
0.8'
1.6'
2.4'
I
II
Unexcavated
Munsell:
I = Dark olive brown (2.5Y 3/3) sandy loam
II = Brownish yellow (10YR 6/6) sandy clay

FIGURE 4-181: REPRESENTATIVE SOIL PROFILE FROM AREA 5C, STP 5C-C-12

4.7 AREA 6: RICHMOND

The Richmond Area (Area 6) of the DC2RVA Preferred Alternative LOD is located in Henrico and Chesterfield Counties and the City of Richmond. Starting in the north, the first portion of the Phase IB study is located just south of Interstate Highway 295 (I-295). From there Area 6 continues south through Glen Allen and towards the City of Richmond, passing through downtown Richmond and crossing the James River into the Manchester Area, continuing into Chesterfield County and ending at the crossing of Centralia Road and the existing CSXT railroad in Centralia (see Figure 2-5). Area 6 spans across approximately 14 miles (22.5 km) of the existing railroad corridor and areas within it identified for Phase IB study encompasses 32.8 acres (13.3 ha). Area 6 consists of eight archaeological areas, 6a through 6h.

The setting of Area 6 varies substantially from the commuter community settings found in Glen Allen and Centralia at either end of Area 6, through the dense commercial development in Henrico just north of Richmond, the downtown commercial setting, and heavily industrialized areas immediately south of the James River (Figure 4-182). Like much of the project corridor, substantial portions of Area 6 were found to be unsuitable for subsurface testing based on the pedestrian reconnaissance. This reconnaissance revealed a variety of existing disturbances within the APE, mainly consisting of the construction grading and artificially sloped embankments associated with the CSXT corridor.

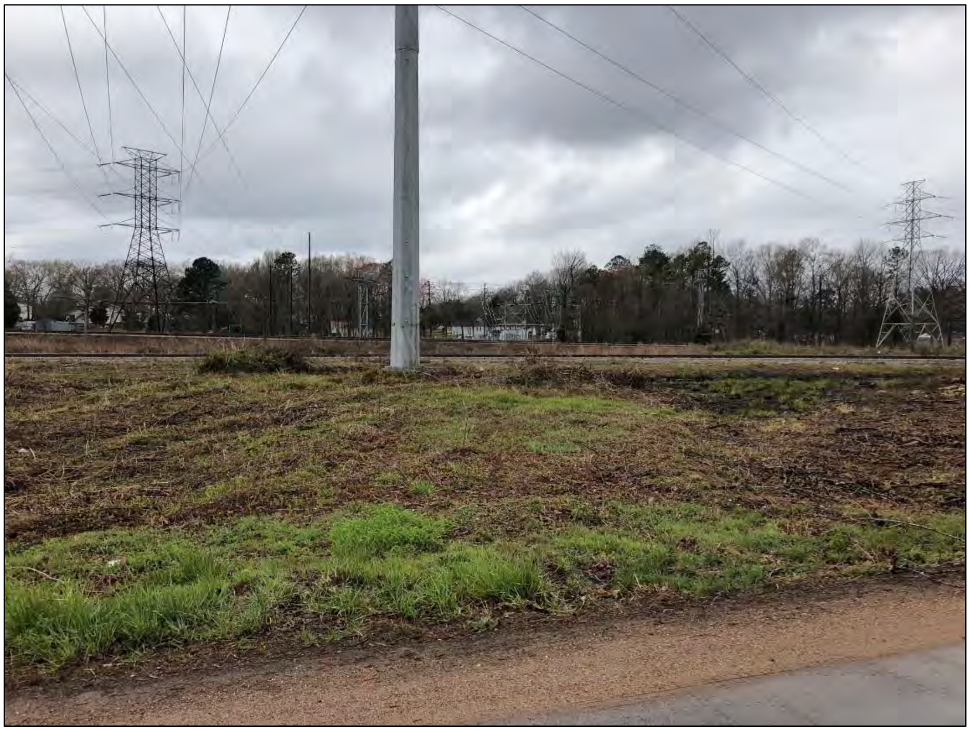


FIGURE 4-182: TYPICAL SETTING IN AREA 6, LOOKING WEST

Subsurface testing in Area 6 consisted of STP survey, as well as metal detector survey within the small areas of the Yellow Tavern Battlefield (043-5108) and Proctor's Creek Battlefield (020-5320) that overlap the APE. A total of 44 STPs was excavated in Area 6, producing 22 artifacts and resulting in the identification of a single new site, 44HE1202. Additionally, two sites were identified by historic map research (44HE1203 and 44HE1204), while eight previously identified sites (44CF0022, 44CF0123, 44CF0260, 44CF0680, 44HE0357, 44HE1094, 44HE1097, and 44HE1098) that overlap the project area were inspected.

4.7.1 Archaeological Area 6a

Archaeological Area 6a, located in Henrico County, has its northern end just south of I-295. From there it follows the existing CSXT rail approximately 2 miles (3.2 km) to the south across Mountain and Hungary Roads, before ending just south of Hungary Road. It includes small portions extending to the east and west along Hungary Road and Mountain Road. The total area encompassed by survey in Area 6a was 6.1 acres (2.5 ha). Near Hungary Road, the study area overlaps the Yellow Tavern Battlefield (043-5108). Construction grading associated with the railroad and the nearby roads, as well as buried utilities and inundation, precluded subsurface testing throughout much of Archaeological Area 6a (Figure 4-183 and Figure 4-184). However, where the railroad and surrounding land were all relatively level near the crossing of Hungary Road, STP survey was performed (Figure 4-185). Metal detection was attempted in the areas within the Yellow Tavern Battlefield (043-5108), but the graded, graveled setting and prevalence of trash limited the efficacy of that technique. STP survey included the excavation of 31 STPs on nine transects (Figure 4-186 through Figure 4-189). A total of 22 artifacts was recovered from Area 6a, resulting in the identification of a single historic site, 44HE1202, discussed below after the area descriptions.

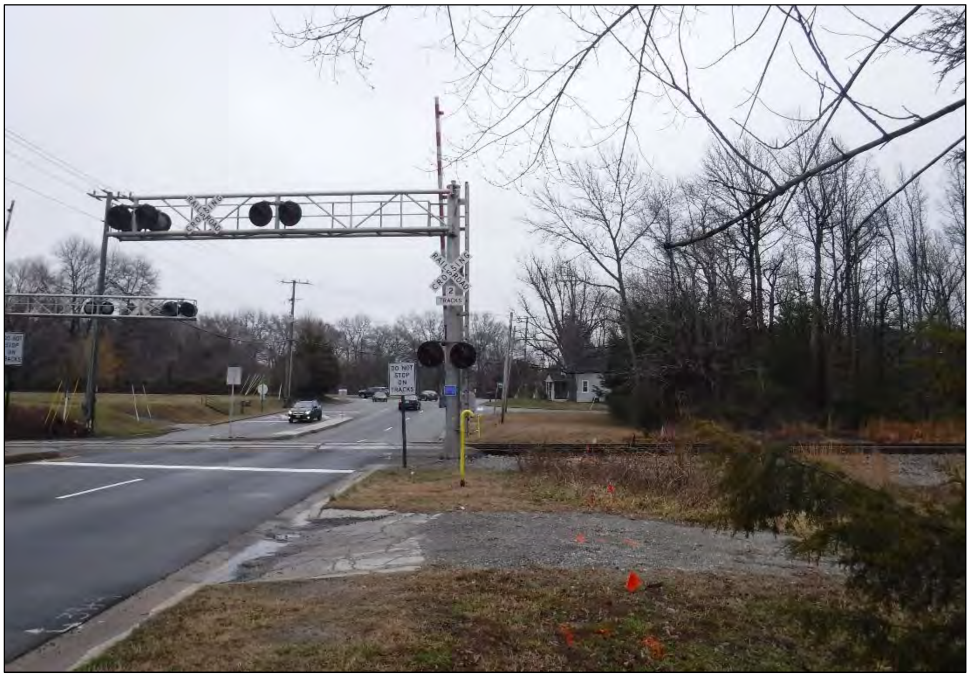

RAILROAD CROSSING
2 TRACKS
DO NOT STOP ON TRACKS

FIGURE 4-183: RAILROAD AND ROAD CONSTRUCTION DISTURBANCE ALONG HUNGARY ROAD IN AREA 6A, LOOKING EAST

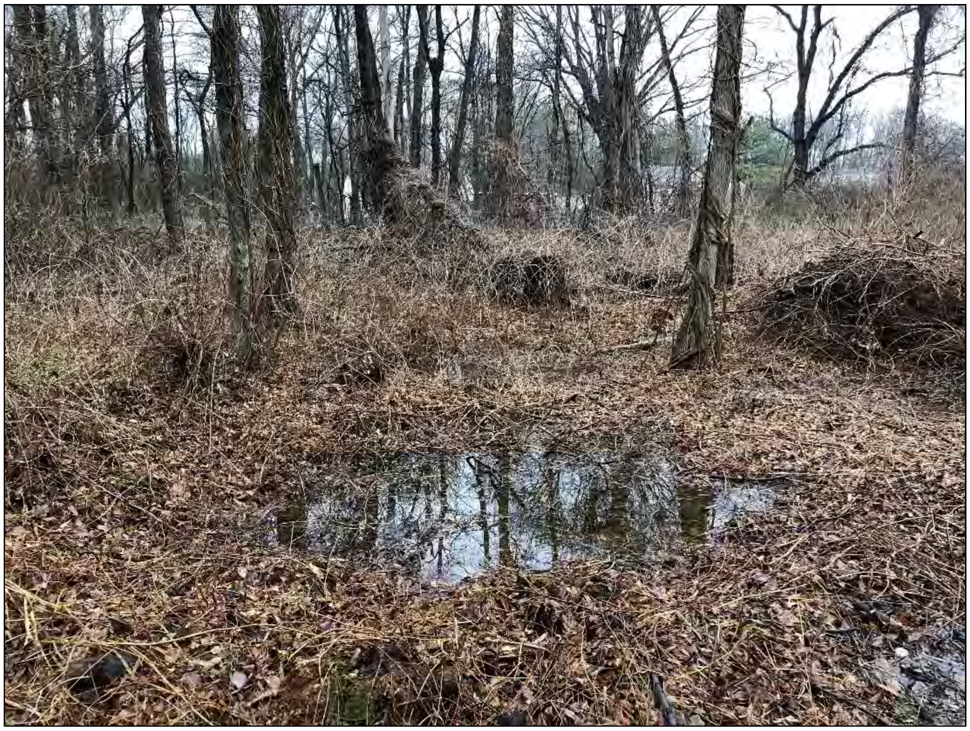


FIGURE 4-184: INUNDATION PORTION OF AREA 6A, LOOKING SOUTH

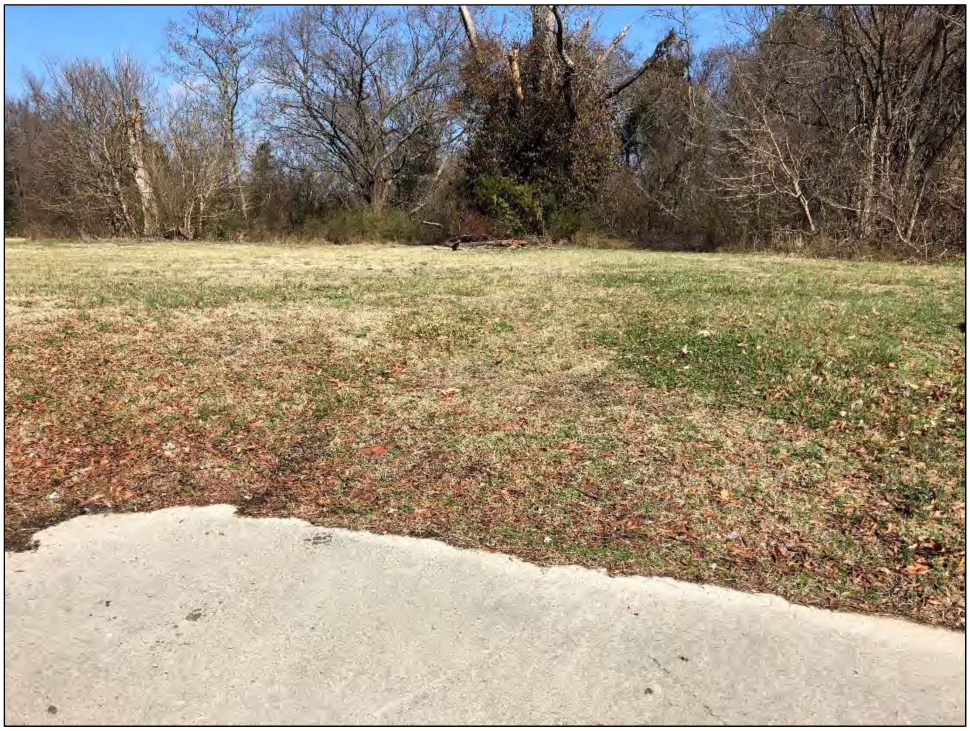
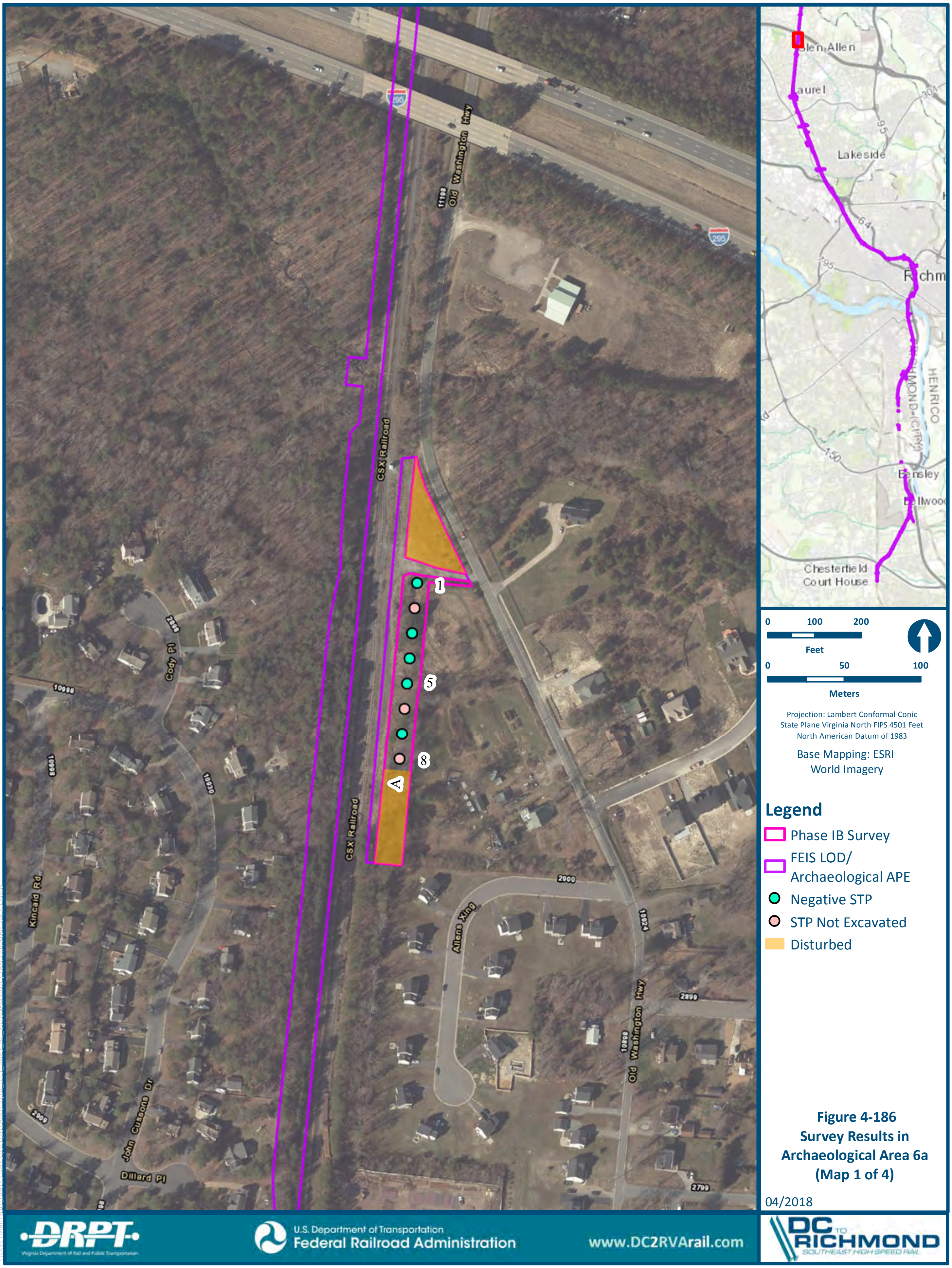


FIGURE 4-185: PORTION OF AREA 6A SUBJECTED TO SUBSURFACE TESTING, NORTH OF HUNGARY ROAD, LOOKING NORTH



295
295
Old Washington Hwy
11198
CSX Railroad
CSX Railroad
1
5
8
A
Cody Pl
2898
10998
10998
10930
Kincaid Rd
John Cussons Dr
Dillard Pl
2909
2900
Allens Xing
10924
10999
Old Washington Hwy
2899
2799
Glen Allen
Laurel
Lakeside
295
301
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield Court House
0
100
200
Feet
0
50
100
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery
Legend
▭ Phase IB Survey
▭ FEIS LOD/ Archaeological APE
● Negative STP
● STP Not Excavated
▨ Disturbed

Figure 4-186
Survey Results in
Archaeological Area 6a
(Map 1 of 4)

04/2018

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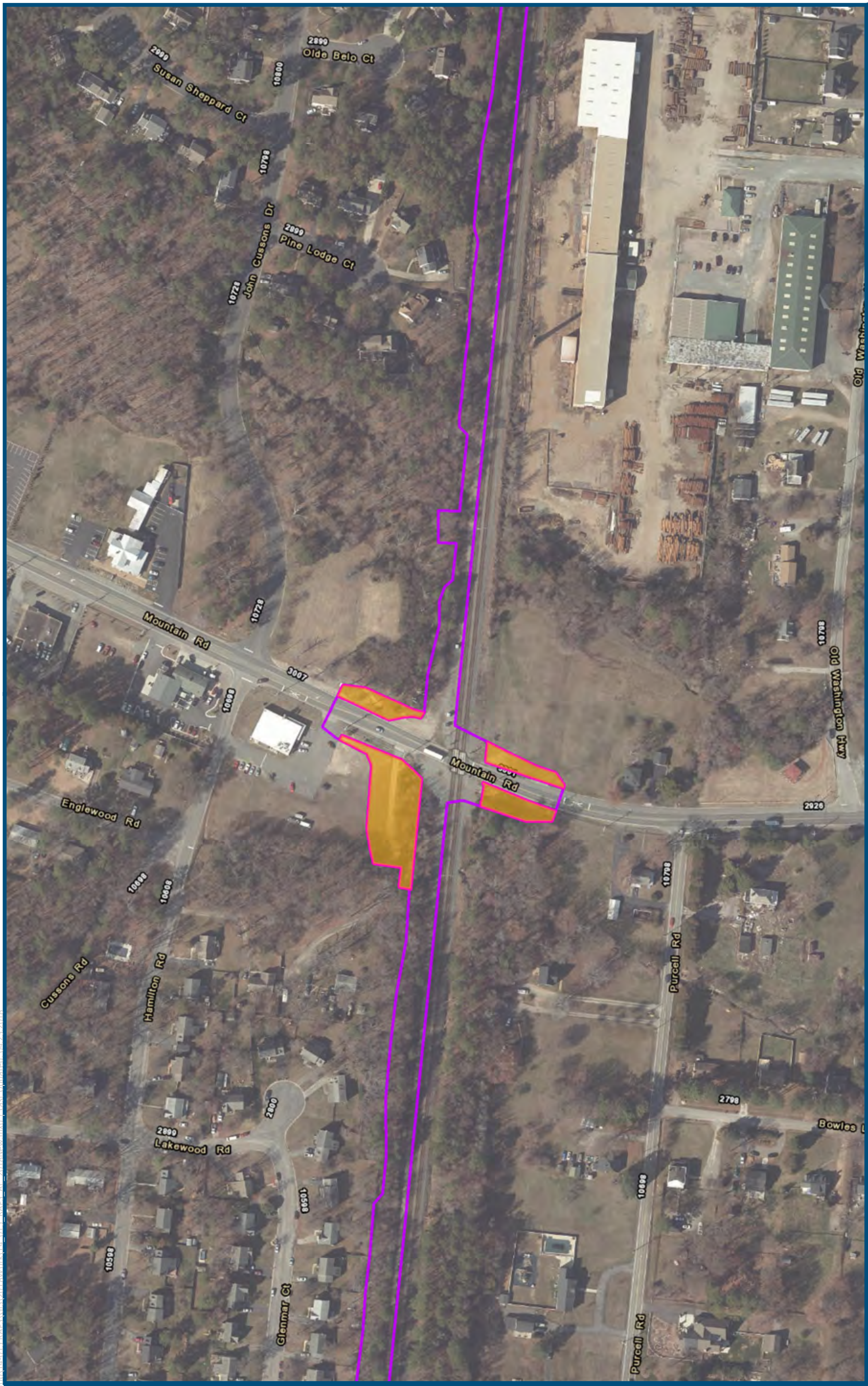

Olde Belo Ct
2899
Susan Sheppard Ct
10800
10798
2899
Pine Lodge Ct
John Cussons Dr
10728
Old Washington Hwy
Mountain Rd
3007
10728
10698
Mountain Rd
3007
Englewood Rd
2926
10708
Old Washington Hwy
10700
Purcell Rd
10698
10608
Cussons Rd
Hamilton Rd
2800
2899
Lakewood Rd
10598
Glenmar Ct
2798
Bowles
10698
10598
Purcell Rd

Glen Allen
Laurel
301
95
Lakeside
64
195
Richm
RICHMOND (CITY)
HENRICO
150
Bensley
Bellwood
Chesterfield Court House

0 100 200
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ▨ Disturbed

Figure 4-187
Survey Results in Archaeological Area 6a
(Map 2 of 4)

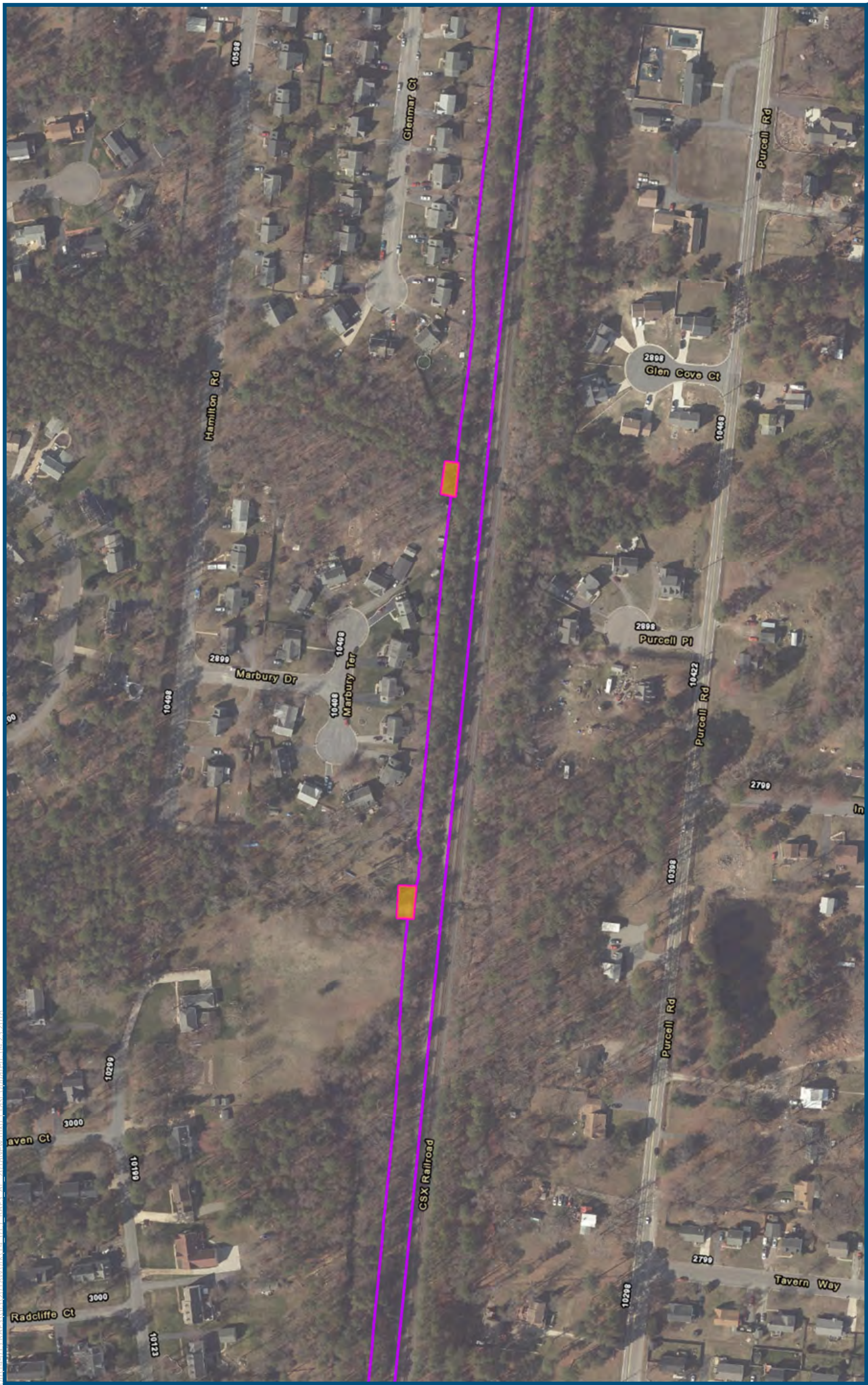
04/2018

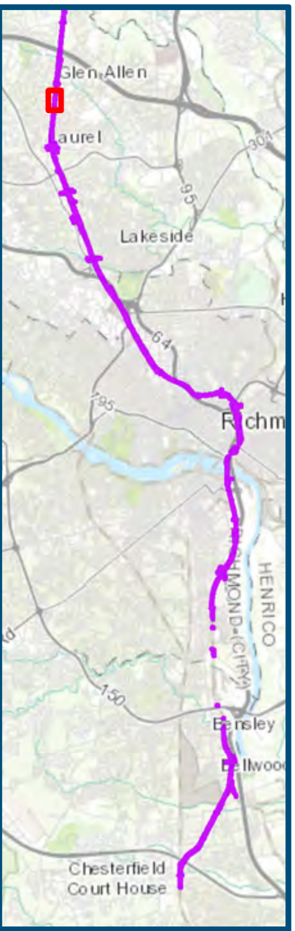
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL


Glenmar Ct
10598
Purcell Rd
2899
Glen Cove Ct
Hamilton Rd
10460
2899
Purcell Pl
10408
Marbury Ter
2899
Marbury Dr
10408
10498
10422
Purcell Rd
2799
In
10398
Purcell Rd
10299
3000
aven Ct
10109
CSX Railroad
2799
Tavern Way
3000
Radcliffe Ct
10123
10298


Glen Allen
Laurel
301
95
Lakeside
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield
Court House

0
100
200
Feet
0
50
100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ▨ Disturbed

Figure 4-188
Survey Results in Archaeological Area 6a (Map 3 of 4)

04/2018

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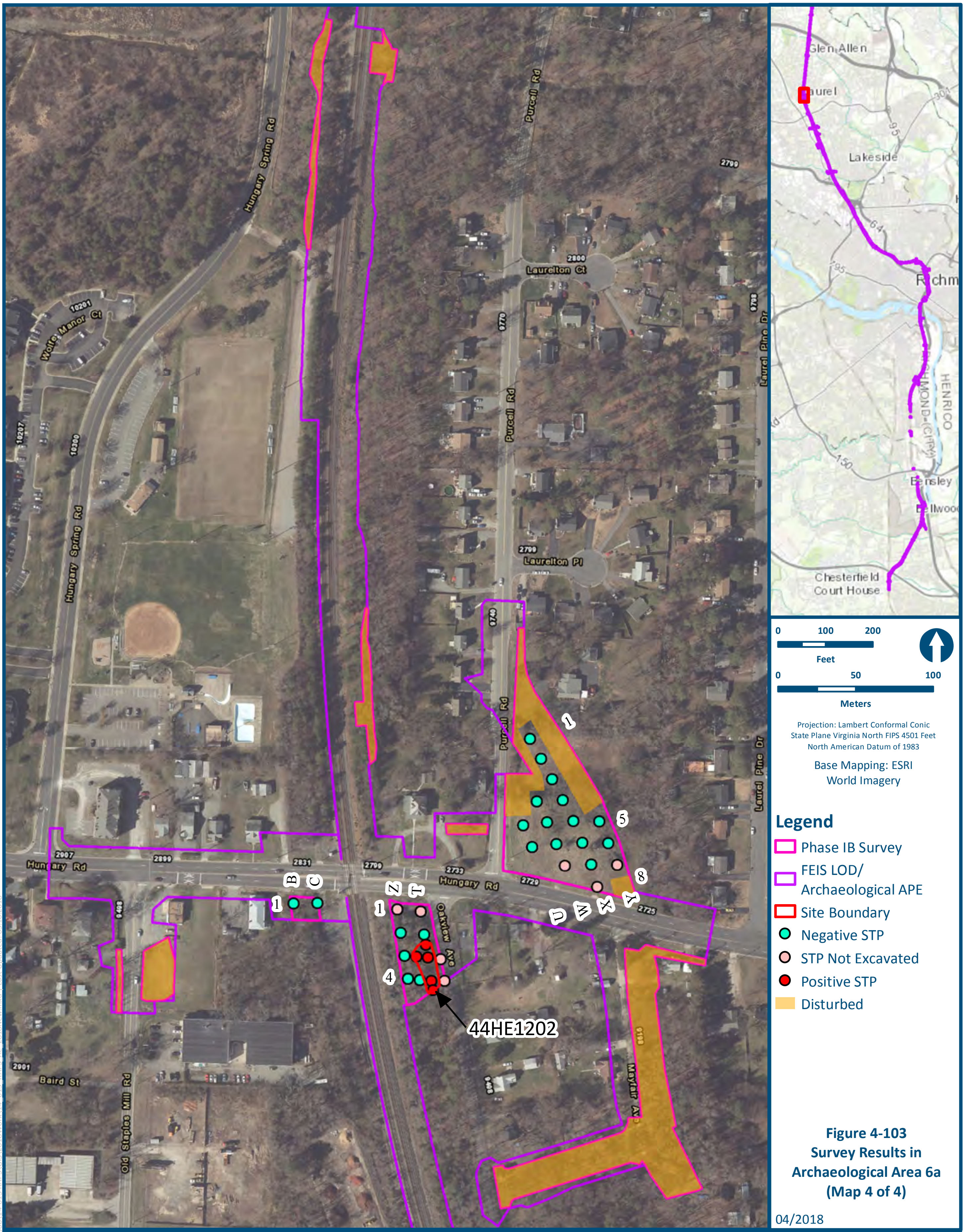
Hungary Spring Rd
Wolfe Manor Ct
10201
10207
10300
Purcell Rd
2799
2800
Laurelton Ct
9770
9708
Laurel Pine Dr
2799
Laurelton Pl
9740
2907
2899
2831
2799
2733
2729
2725
Hungary Rd
9408
B
C
1
Z
T
1
Oakview Ave
4
44HE1202
U
W
X
Y
8
5
1
9108
Mayfair Ave
9109
2901
Baird St
Old Staples Mill Rd
Glen Allen
Laurel
Lakeside
Richm
HENRICO
RICHMOND (CITY)
Bensley
Bellwood
Chesterfield Court House
95
64
195
150
301
0 100 200
Feet
0 50 100
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI World Imagery
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Site Boundary
Negative STP
STP Not Excavated
Positive STP
Disturbed

Figure 4-103
Survey Results in
Archaeological Area 6a
(Map 4 of 4)

04/2018

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The average STP in Archaeological Area 6a reached a depth of 1.1 feet, with a maximum depth of 1.5 feet, while the A-horizon soils ranged from 0.1 to 1.1 feet, averaging 0.6 feet. A typical profile in Area 6a included olive brown (2.5Y 4/3) sandy loam topsoil, under which lay light yellowish brown (10YR 6/4) sandy clay subsoil (Figure 4-190).

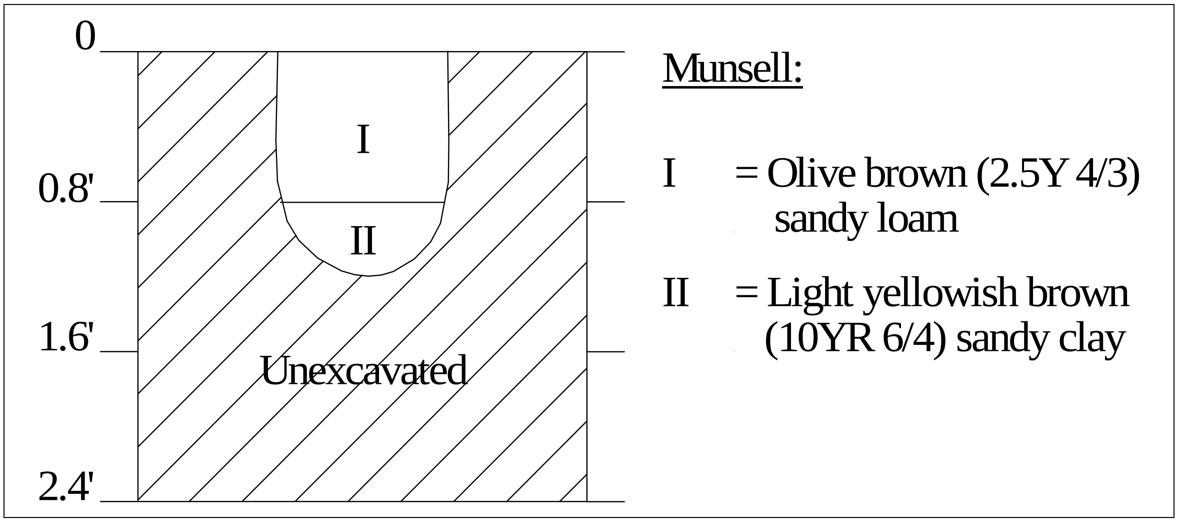

0
0.8'
1.6'
2.4'
I
II
Unexcavated
Munsell:
I = Olive brown (2.5Y 4/3) sandy loam
II = Light yellowish brown (10YR 6/4) sandy clay

FIGURE 4-190: REPRESENTATIVE SOIL PROFILE FROM AREA 6A, STP 6A-U-5

4.7.2 Archaeological Area 6b

Archaeological Area 6b consists of only two small sections, one in the Amtrak parking lot at Bremner Boulevard and Staples Mill Road and the other along Hermitage Road near its intersection with Edenbrook Drive. These sections encompass 2.1 acres (0.8 ha). These areas are entirely disturbed, with the area at the Amtrak station having been recently paved and graded, while the areas along Hermitage Road lie entirely in steep slopes and drainages along the edge of that road (Figure 4-191). No STP survey was possible in Archaeological Area 6b, and no sites, features, or artifacts were identified (Figure 4-192 and Figure 4-193).

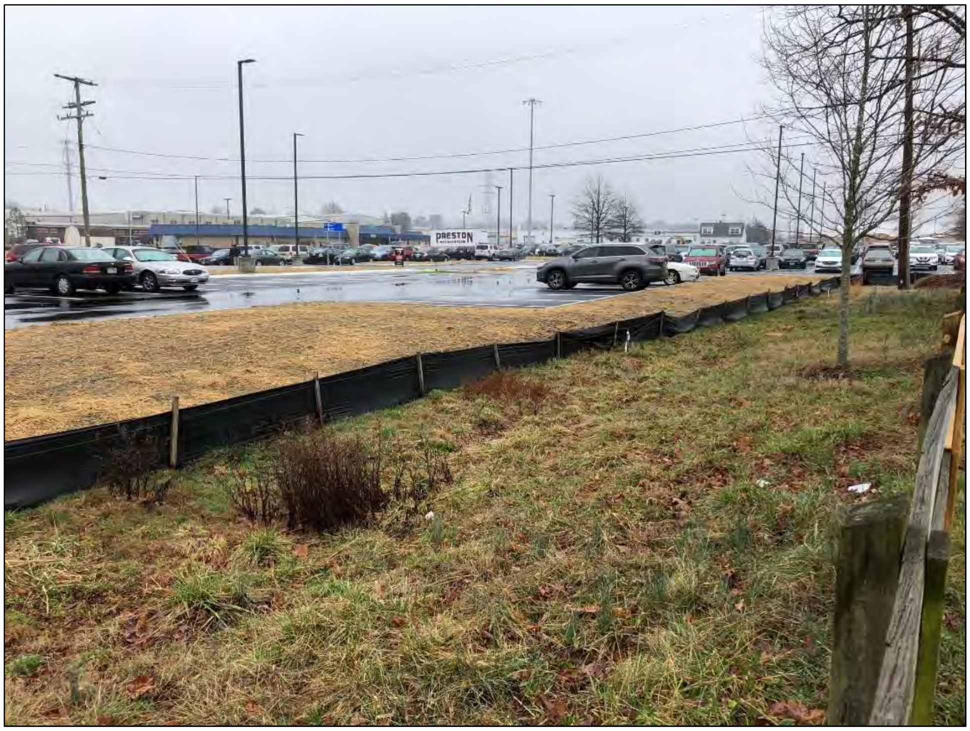
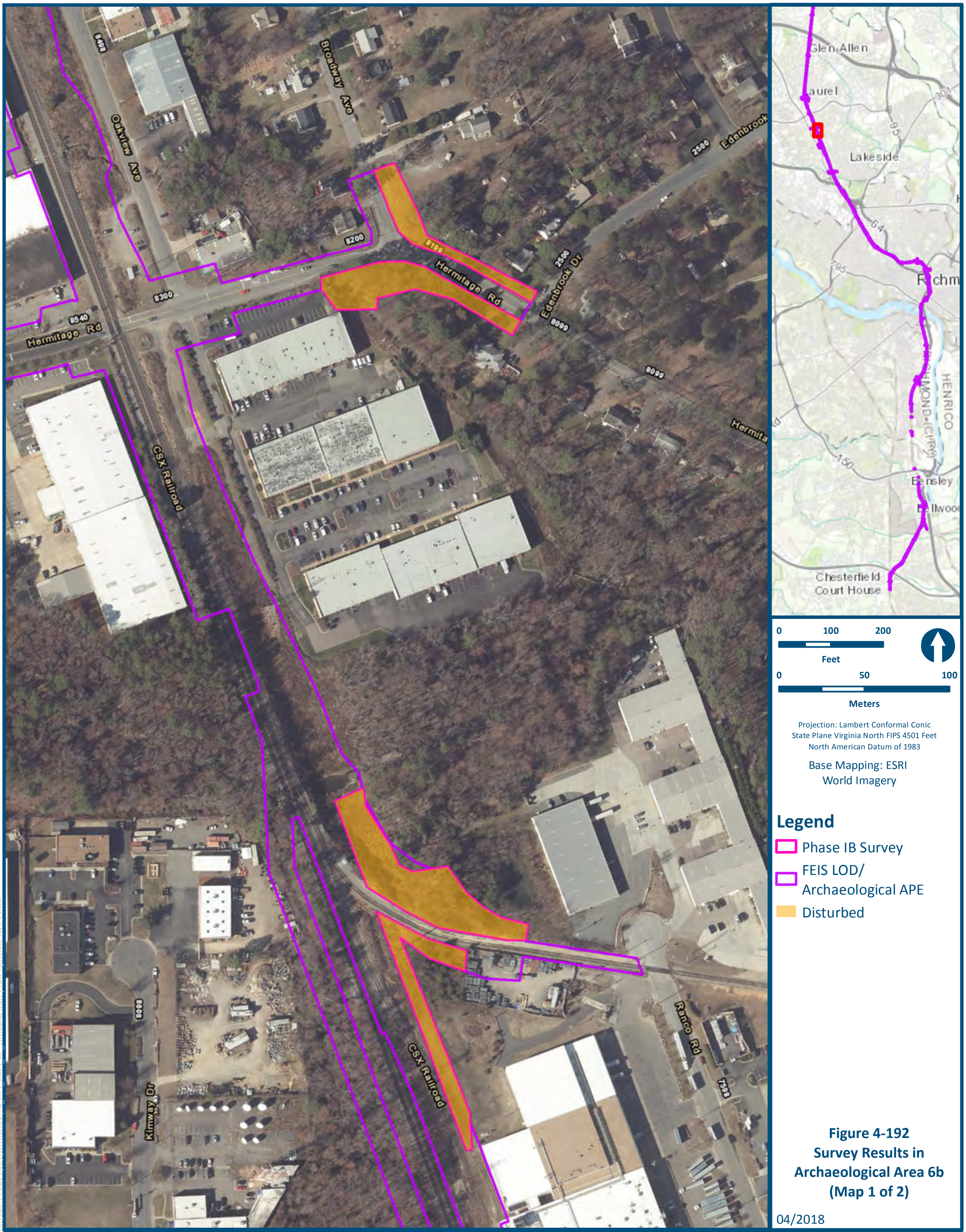


FIGURE 4-191: AMTRAK STATION CONSTRUCTION DISTURBANCE IN AREA 6B, LOOKING SOUTHEAST


8496
Broadway Ave
Oakview Ave
2500
Edenbrook
8200
8199
Hermitage Rd
Edenbrook Dr
2500
8300
8540
Hermitage Rd
8099
8099
Hermita
CSX Railroad
CSX Railroad
8898
Kimway Dr
Ranco Rd
7598
Glen Allen
Laurel
Lakeside
301
95
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield
Court House

0 100 200
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ☐ Phase IB Survey
- ☐ FEIS LOD/ Archaeological APE
- ▨ Disturbed

Figure 4-192
Survey Results in
Archaeological Area 6b
(Map 1 of 2)

04/2018

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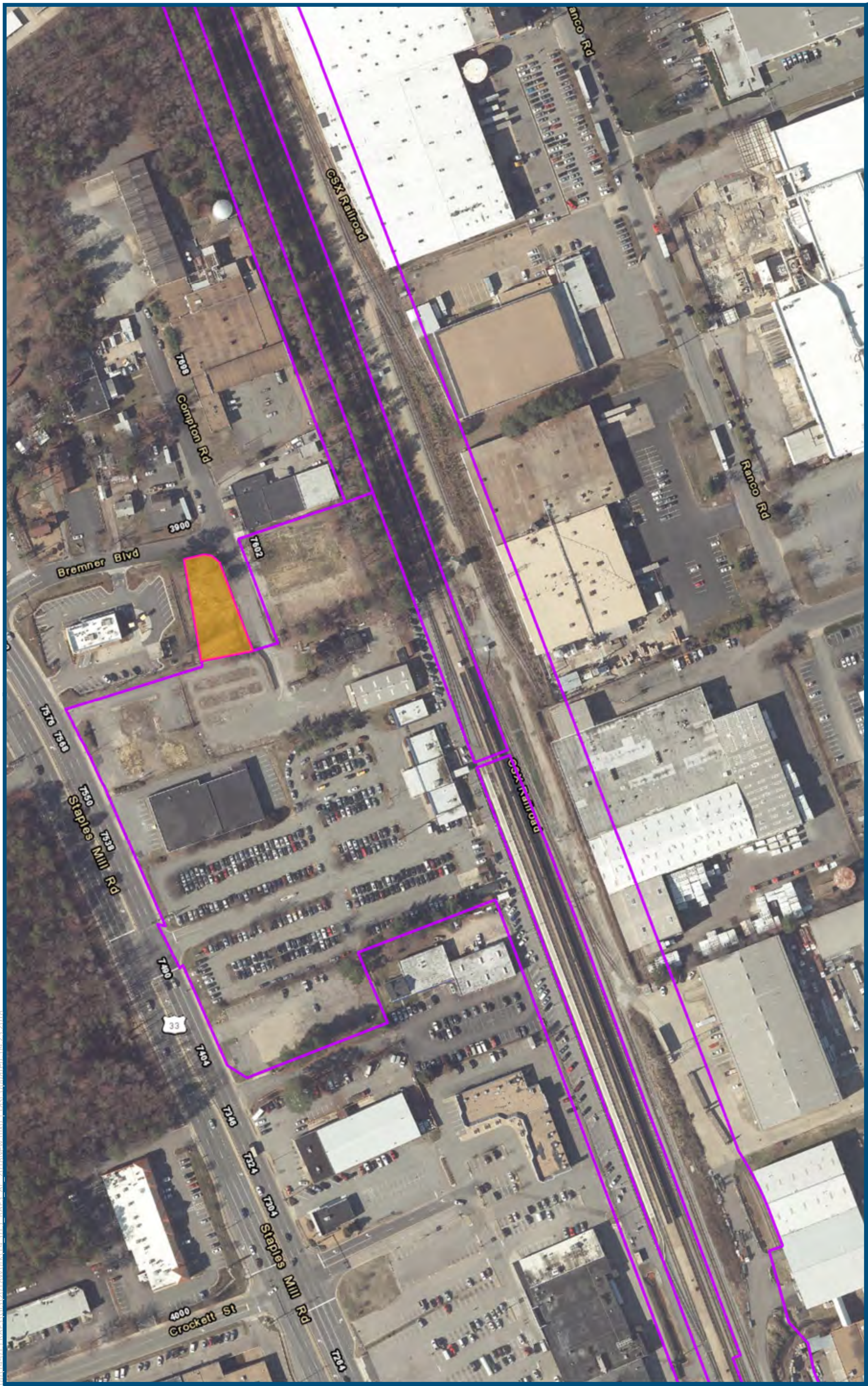
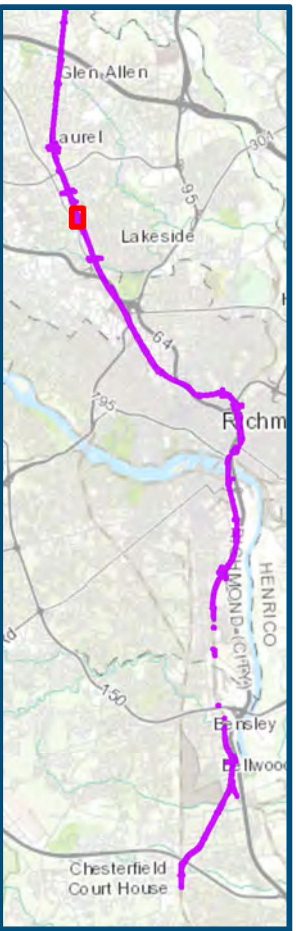

Ranco Rd
CSX Railroad
7608
Compton Rd
3900
Bremner Blvd
7602
Ranco Rd
CSX Railroad
7576
7568
7550
7538
Staples Mill Rd
7400
33
7404
7346
7324
7304
Staples Mill Rd
4000
Crockett St
7204


Glen Allen
Laurel
Lakeside
95
301
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield
Court House

0 100 200
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ☐ Phase IB Survey
- ☐ FEIS LOD/ Archaeological APE
- 🟧 Disturbed

Figure 4-193
Survey Results in
Archaeological Area 6b
(Map 2 of 2)

04/2018

\\Dts2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AF_2018New.mxd | Last Updated: 04.23.2018

4.7.3 Archaeological Area 6c

Archaeological Area 6c is another small area in Henrico County consisting of a number of blocks in one location along the overpass of Dumbarton Road over the existing CSXT rail and another pair of survey blocks along the CSXT rail south of Dumbarton Road. The areas identified for Phase IB study within Archaeological Area 6c encompass 9.6 acres (3.9 ha). This portion of the APE reflects the most heavily developed parts of the Richmond metro area, with disturbance related to the railroad, Interstate Highway 64 (I-64), the local road grid, and residential development all making the entirety of Archaeological Area 6c unsuitable for subsurface testing. The sections along Dumbarton Road lie mainly in the sloped margins of the overpass or in graveled front drives with buried utilities, while the sections along the CSXT rail lie in a highly deflated and graveled work area (Figure 4-194 and Figure 4-195). Given this widespread disturbance, no subsurface testing was undertaken in Archaeological Area 6c (Figure 4-196 and Figure 4-197).

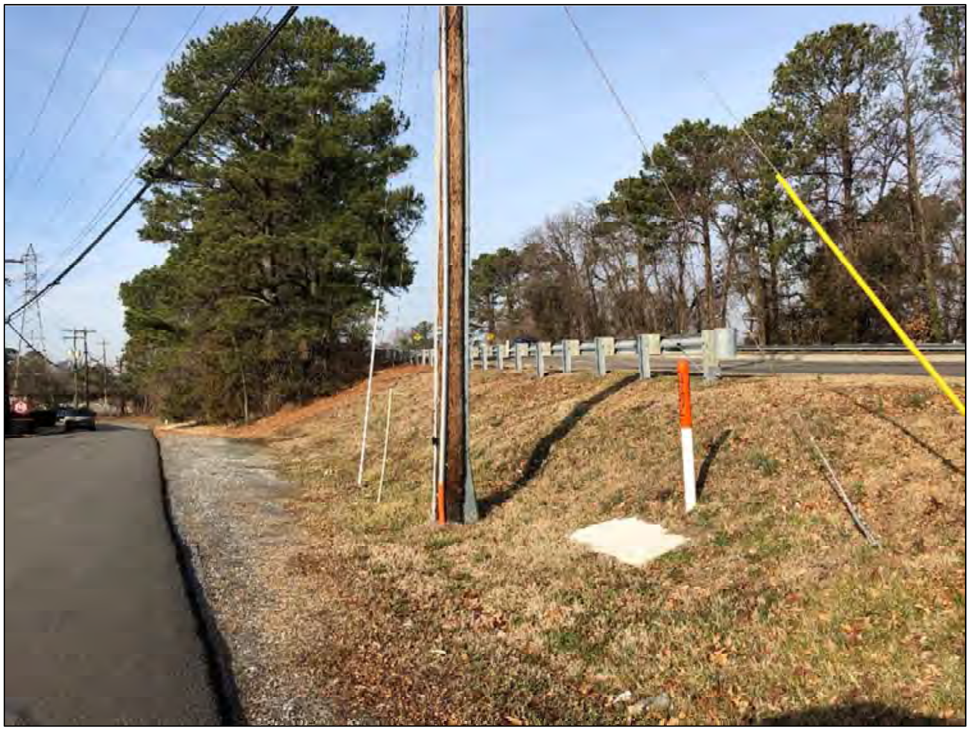


FIGURE 4-194: ROAD CONSTRUCTION AND BURIED UTILITY DISTURBANCE IN AREA 6C ALONG DUMBARTON ROAD, LOOKING WEST

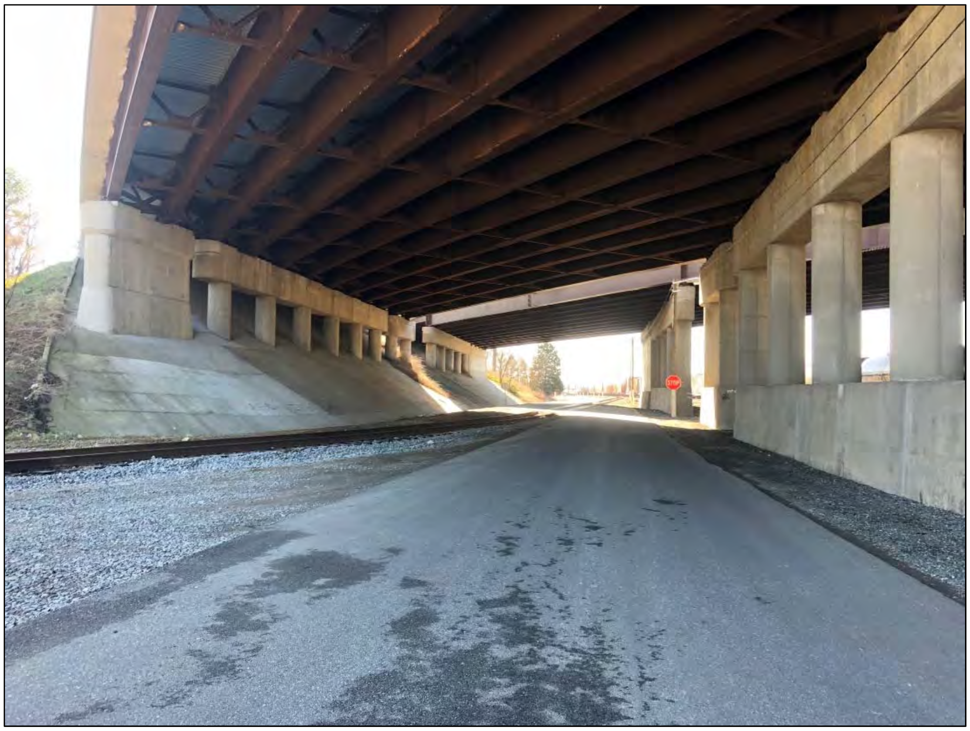
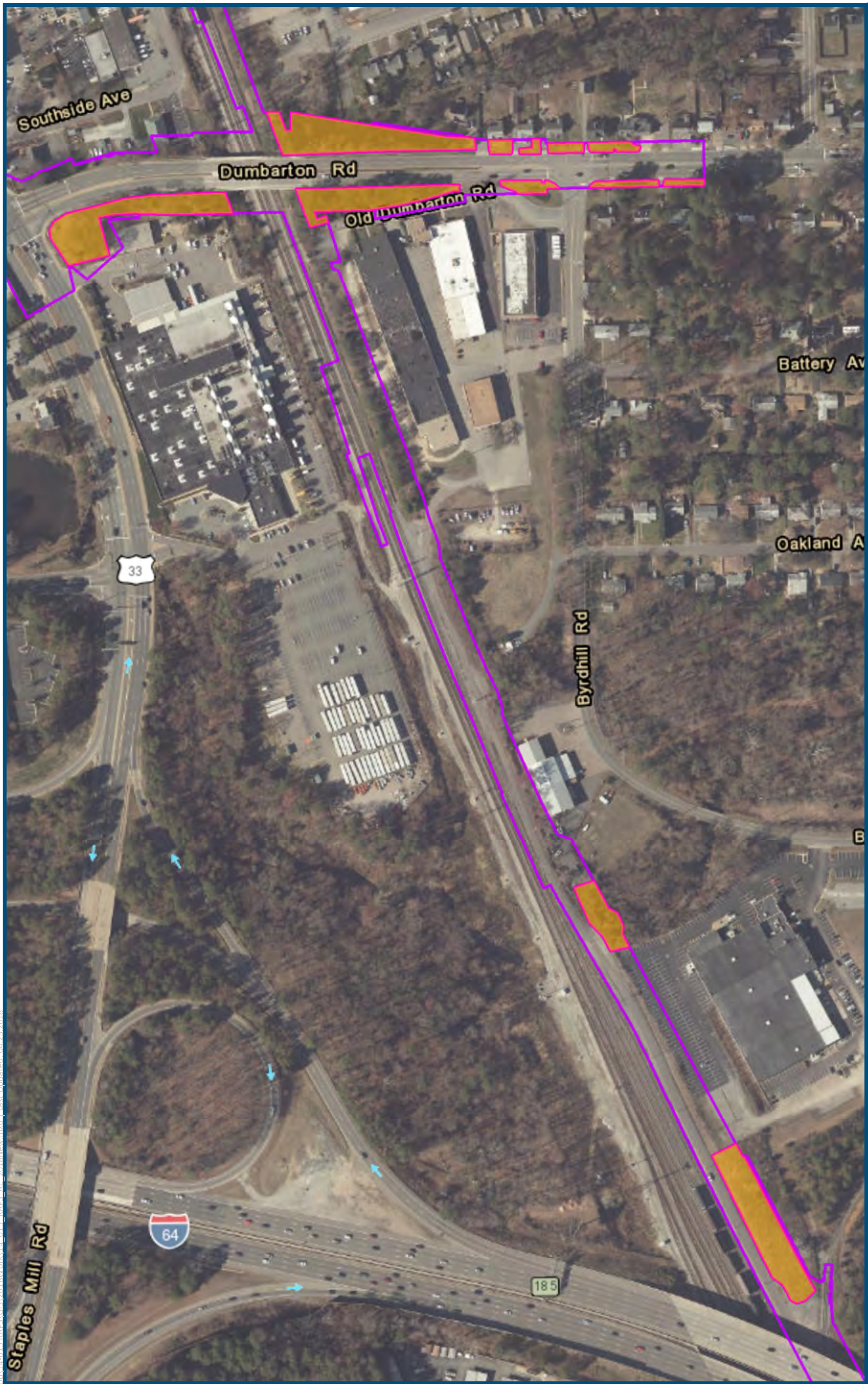
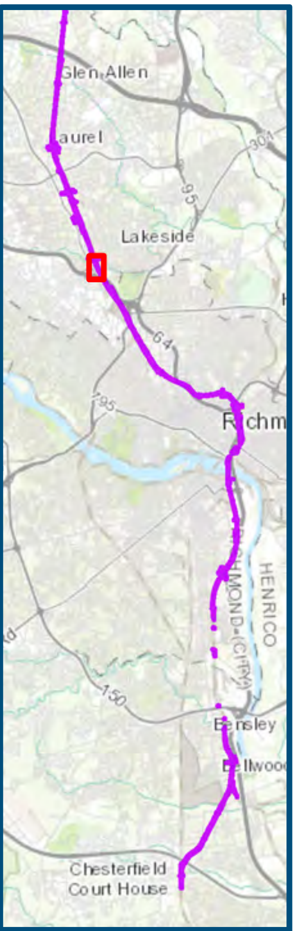


FIGURE 4-195: AREA 6C ALONG CSXT RAIL, LOOKING SOUTH


Southside Ave
Dumbarton Rd
Old Dumbarton Rd
Battery Av
Oakland A
Byrdhill Rd
33
B
Staples Mill Rd
64
185


Glen Allen
Laurel
301
95
Lakeside
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield Court House

0 100 200
Feet

0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ▨ Disturbed

Figure 4-196
Survey Results in Archaeological Area 6c
(Map 1 of 2)

04/2018

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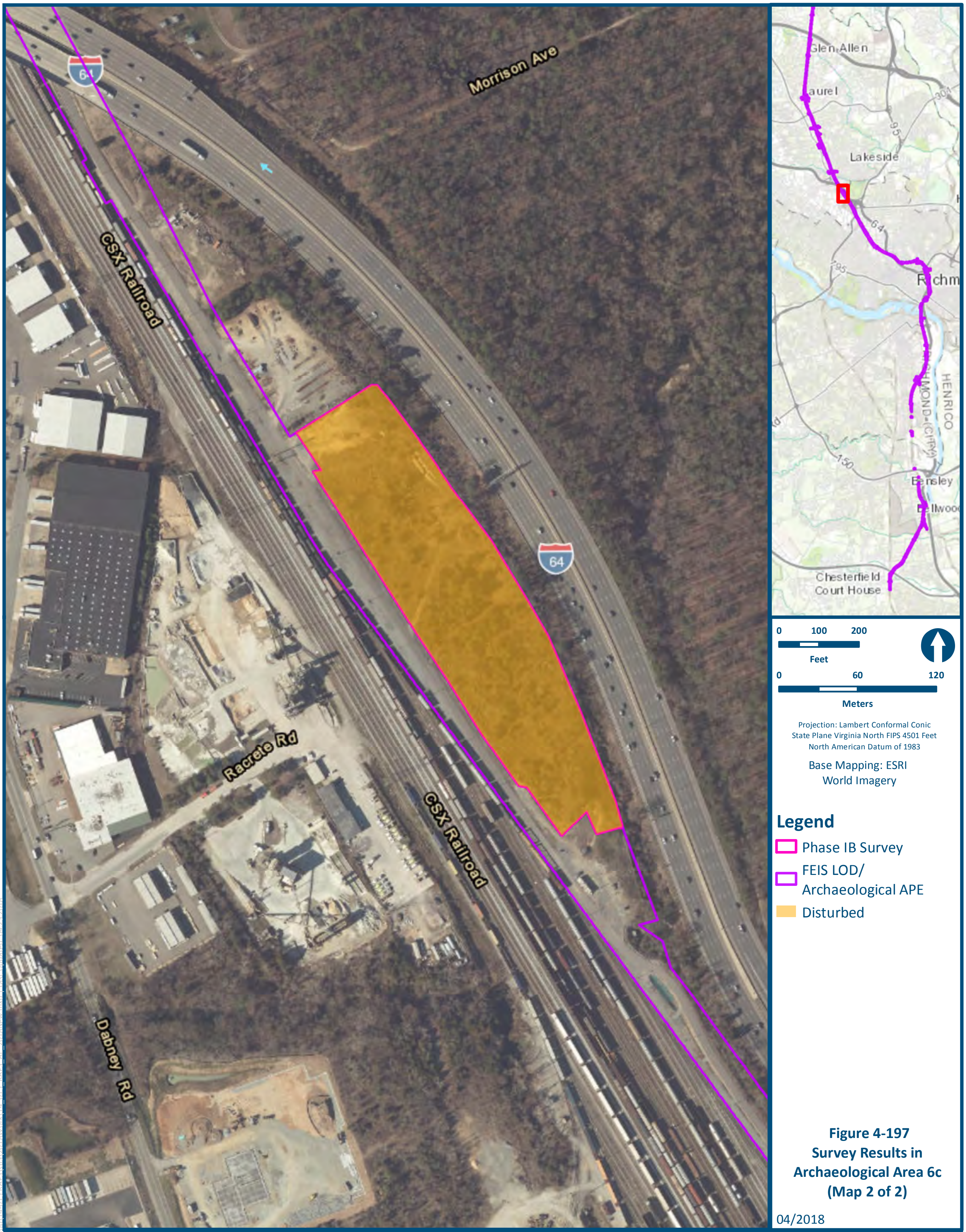
Morrison Ave
64
CSX Railroad
64
Racrete Rd
CSX Railroad
Dabney Rd
Glen Allen
Laurel
301
95
Lakeside
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield Court House
0
100
200
Feet
0
60
120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ▬ Disturbed

Figure 4-197
Survey Results in Archaeological Area 6c
(Map 2 of 2)

04/2018

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4.7.4 Archaeological Area 6d

Archaeological Area 6d consists of a single study block located on the western side of the existing rail line, near the intersection of Hermitage Road and Leigh Street in the City of Richmond. The area begins approximately 400 feet (121.9 m) northwest of Hermitage Road, and its longest side parallels the existing rail for 650 feet (198.1 m) from there. Overall the area, which has a maximum width of approximately 185 feet (56.4 m), has a roughly triangular shape and occupies 1.4 acres (0.6 ha) in a heavily graded, graveled, and otherwise disturbed wedge of land between an electric power substation and the CSXT railroad (Figure 4-198). Subsurface testing in Archaeological Area 6d was entirely precluded by disturbance. No artifacts were found and no sites or features were identified in Archaeological Area 6d (Figure 4-199).

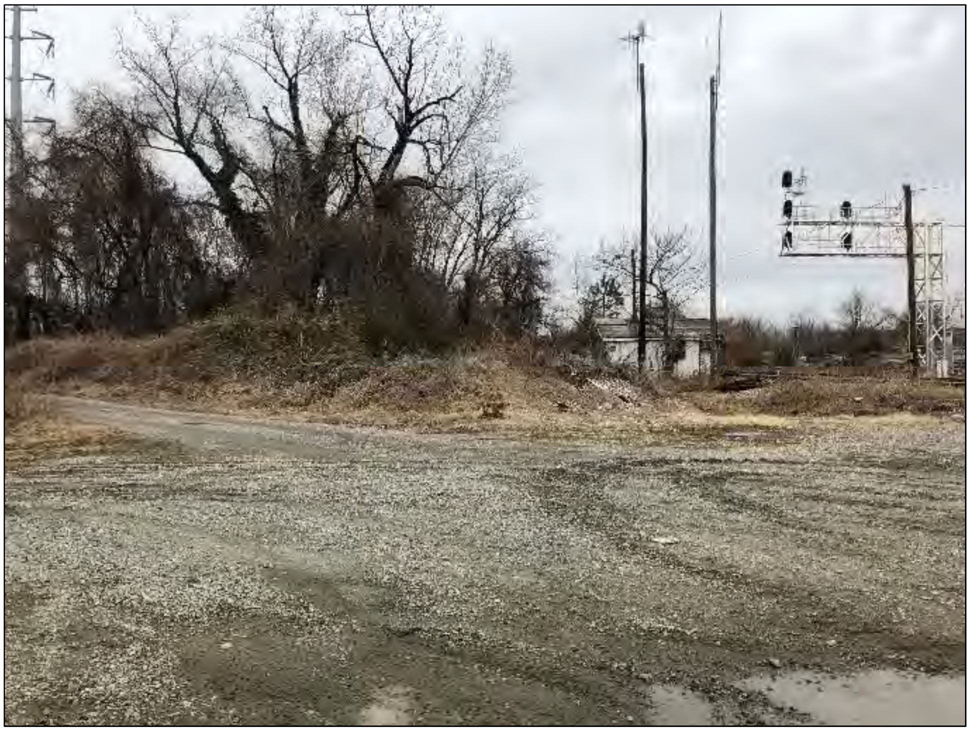
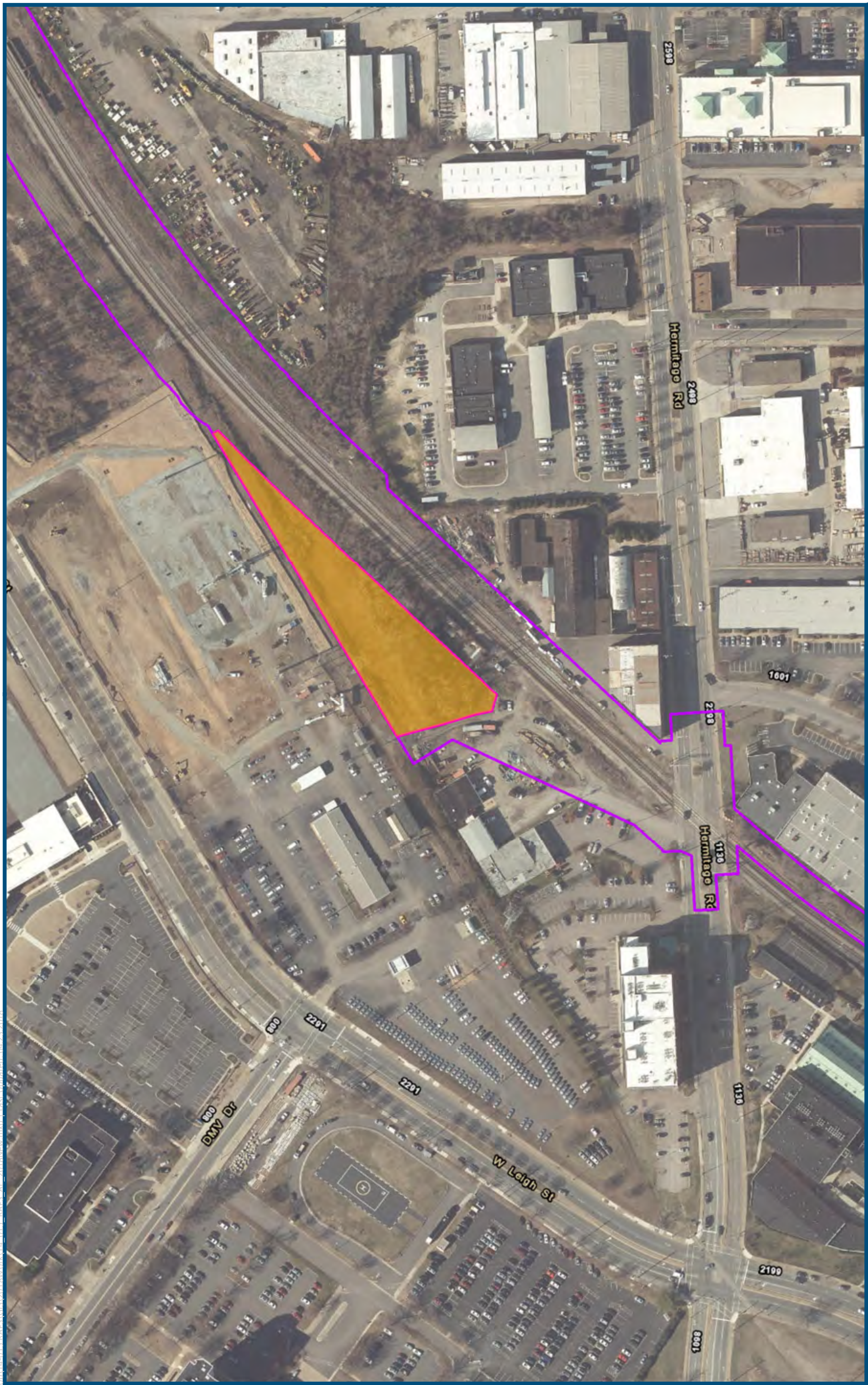
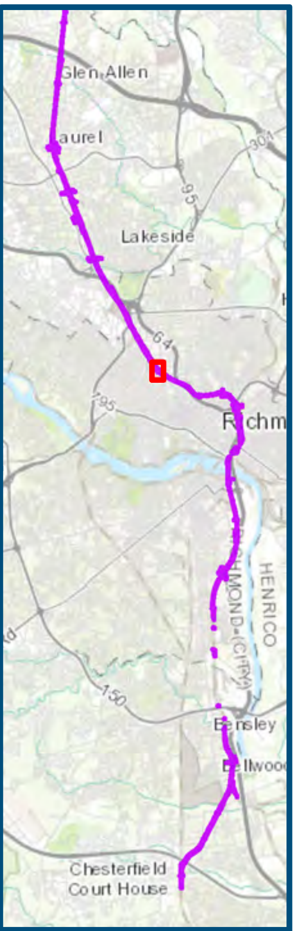


FIGURE 4-198: OVERVIEW OF AREA 6D, LOOKING NORTHWEST


2598
Hermitage Rd
2498
1601
2598
1126
Hermitage Rd
1126
2291
800
2291
800
DMV Dr
W Leigh St
2109
1001


Glen Allen
Laurel
95
301
Lakeside
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield
Court House

0 100 200
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- 🟧 Disturbed

Figure 4-199
Survey Results in Archaeological Area 6d
(Map 1 of 1)

04/2018

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4.7.5 Archaeological Area 6e

Archaeological Area 6e consists of two locations identified for Phase IB archaeological study: one along St. James Street, just north of downtown Richmond, and the second running adjacent to sections of CSXT rail between Oliver Hill Way and I-95, occupying a combined area of 7.1 acres (2.9 ha). The portion lying on the west side of St. James Street runs along that road for approximately 400 feet (121.9 m) and lies entirely in the extremely steep slope up from that road, or in the ditch between the slope and the road (Figure 4-200). The larger area, along the CSXT rail, is approximately 2,200 feet (670.6 m) long and is also entirely disturbed, dominated by gravel, rubble, and push piles (Figure 4-201). Subsurface testing in Archaeological Area 6e was entirely precluded by disturbance. No artifacts were found, and no new sites or features were identified during the survey; however, historic map analysis resulted in the identification of two new archaeological sites, 44HE1203 and 44HE1204 (Figure 4-202 through Figure 4-204), both described below.

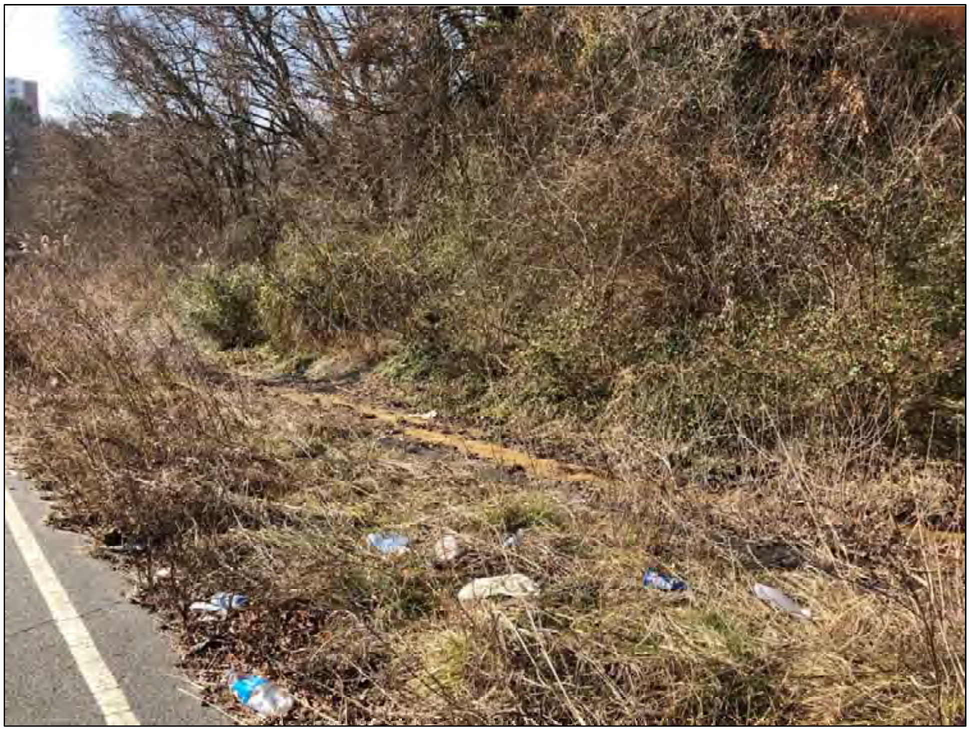


FIGURE 4-200: OVERVIEW OF AREA 6E, LOOKING NORTHWEST

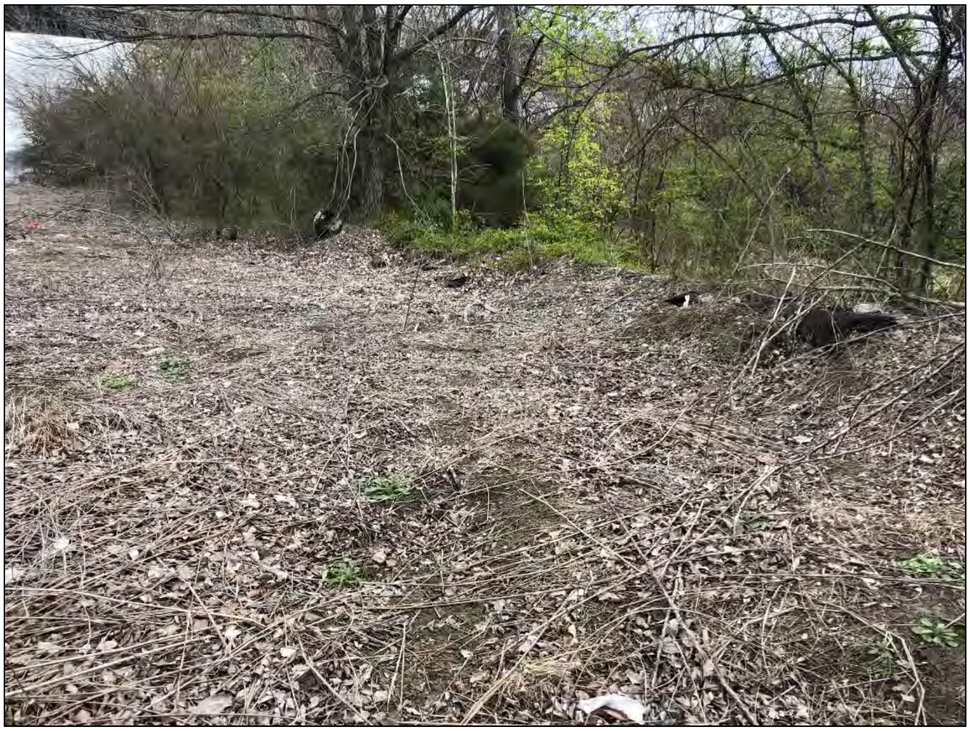
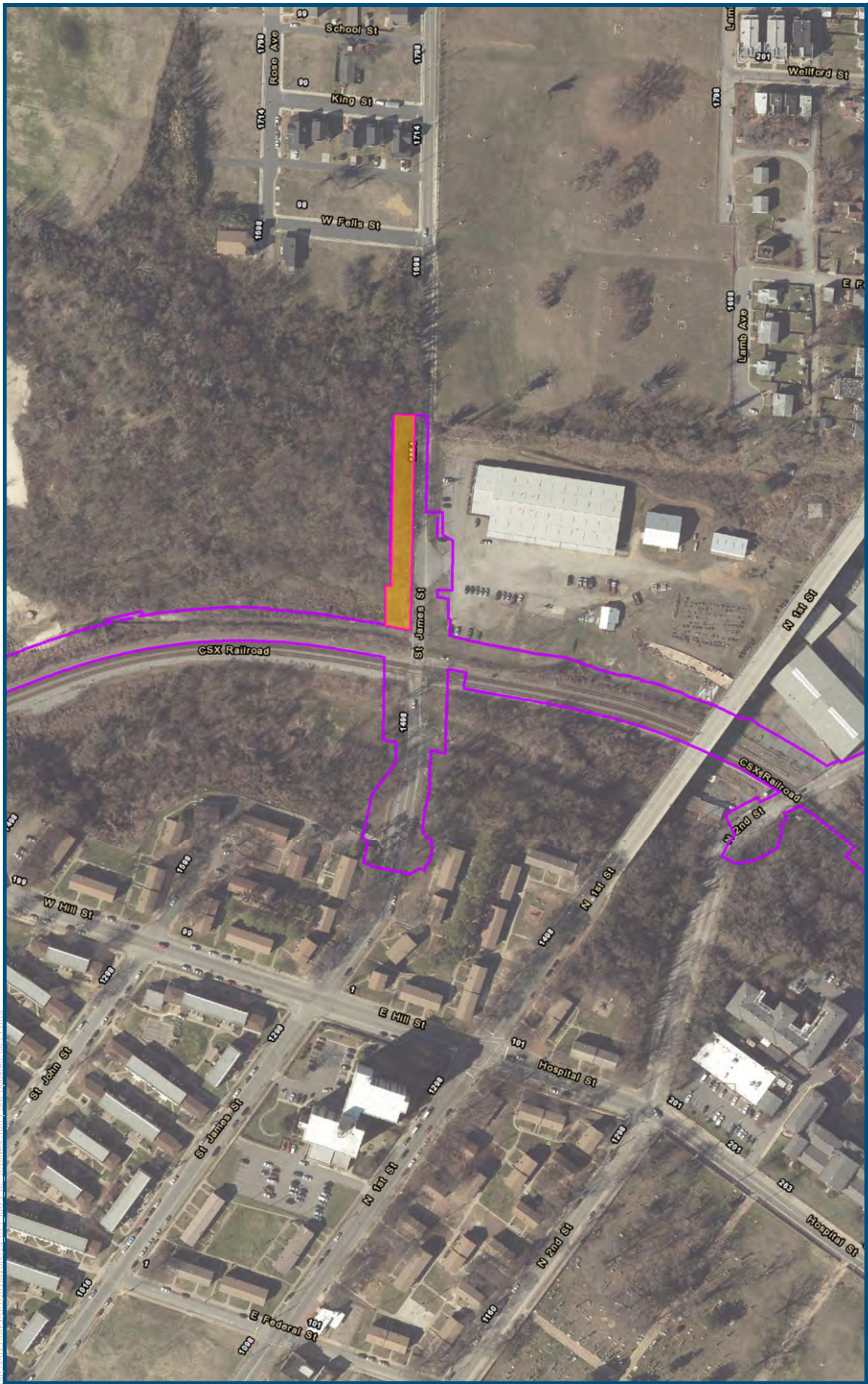
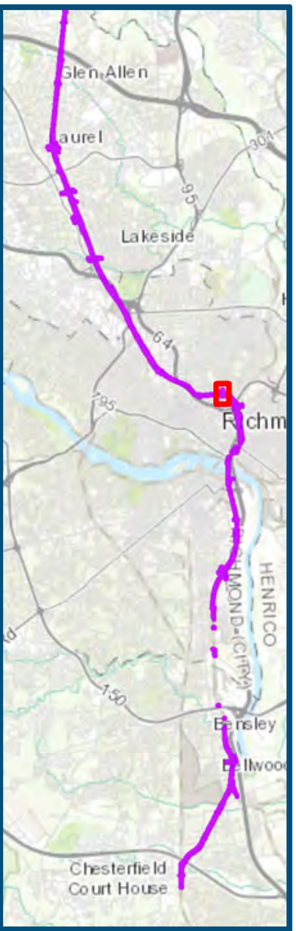


FIGURE 4-201: ROAD RUNNING THROUGH AREA 6E, LOOKING NORTH


School St
Rose Ave
King St
W Fells St
Wellford St
Lamb Ave
E F
1700
1714
1600
99
St James St
CSX Railroad
N 1st St
N 2nd St
1400
1500
W Hill St
E Hill St
Hospital St
St John St
E Federal St
1300
1200
1100
1000
199
201
263
101
1


Glen Allen
Laurel
Lakeside
Richm
Bensley
Bellwood
Chesterfield Court House
HENRICO
RICHMOND (CITY)
95
64
295
301
150

0 100 200
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

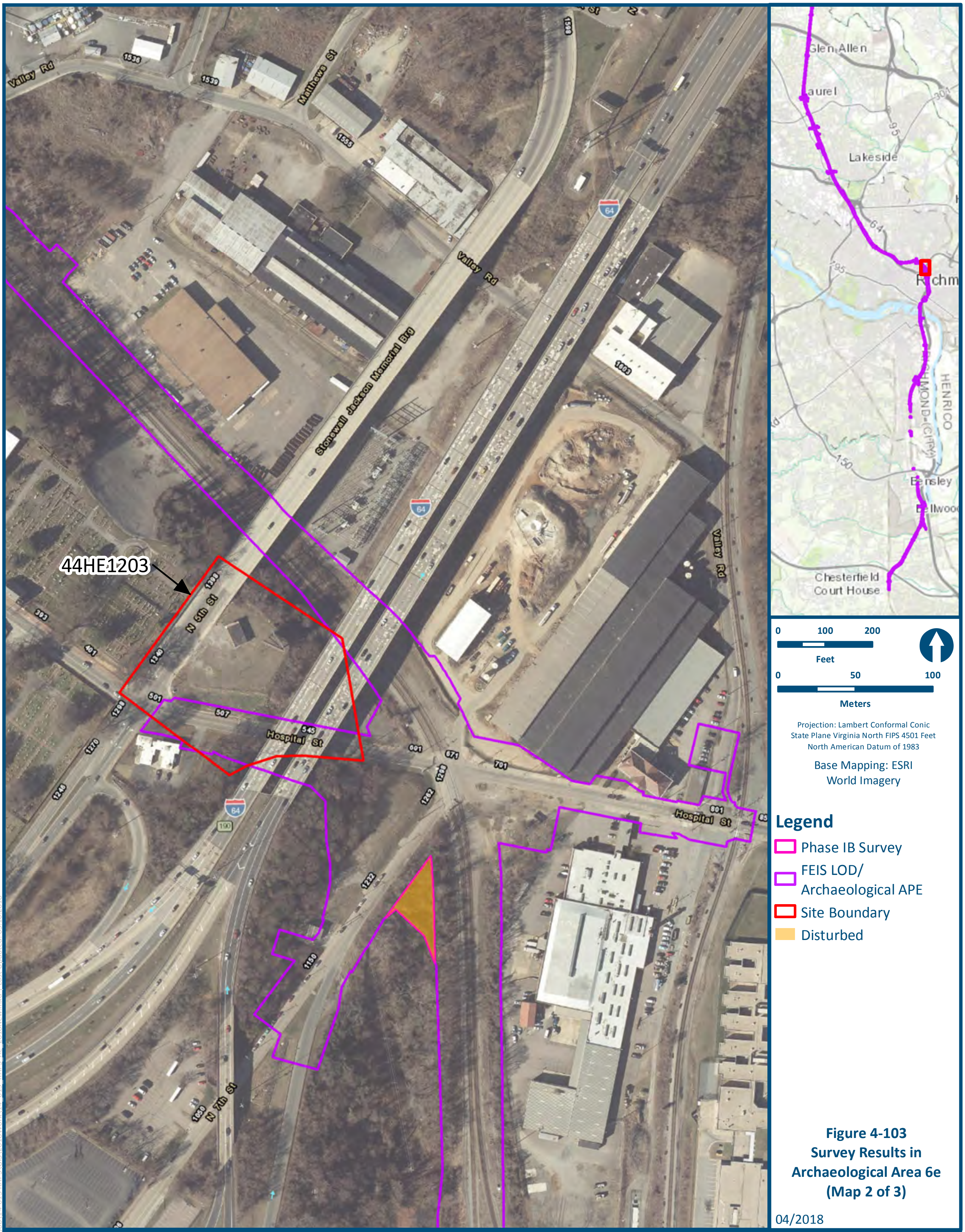
Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- 🟧 Disturbed

Figure 4-202
Survey Results in Archaeological Area 6e
(Map 1 of 3)

04/2018

\\Dts2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.23.2018


44HE1203
Valley Rd
Matthews St
Stonewall Jackson Memorial Brg
N 5th St
Hospital St
N 7th St
64
190
1536
1539
1555
1599
1603
1399
1240
1298
1270
1248
1222
1232
1150
1060
393
401
501
507
545
601
671
701
801
Glen Allen
Laurel
Lakeside
Richm
Bensley
Bellwood
Chesterfield Court House
HENRICO
RICHMOND (CITY)
295
95
64
301
150
0
100
200
Feet
0
50
100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE
▭	Site Boundary
▨	Disturbed

**Figure 4-103
Survey Results in
Archaeological Area 6e
(Map 2 of 3)**

04/2018

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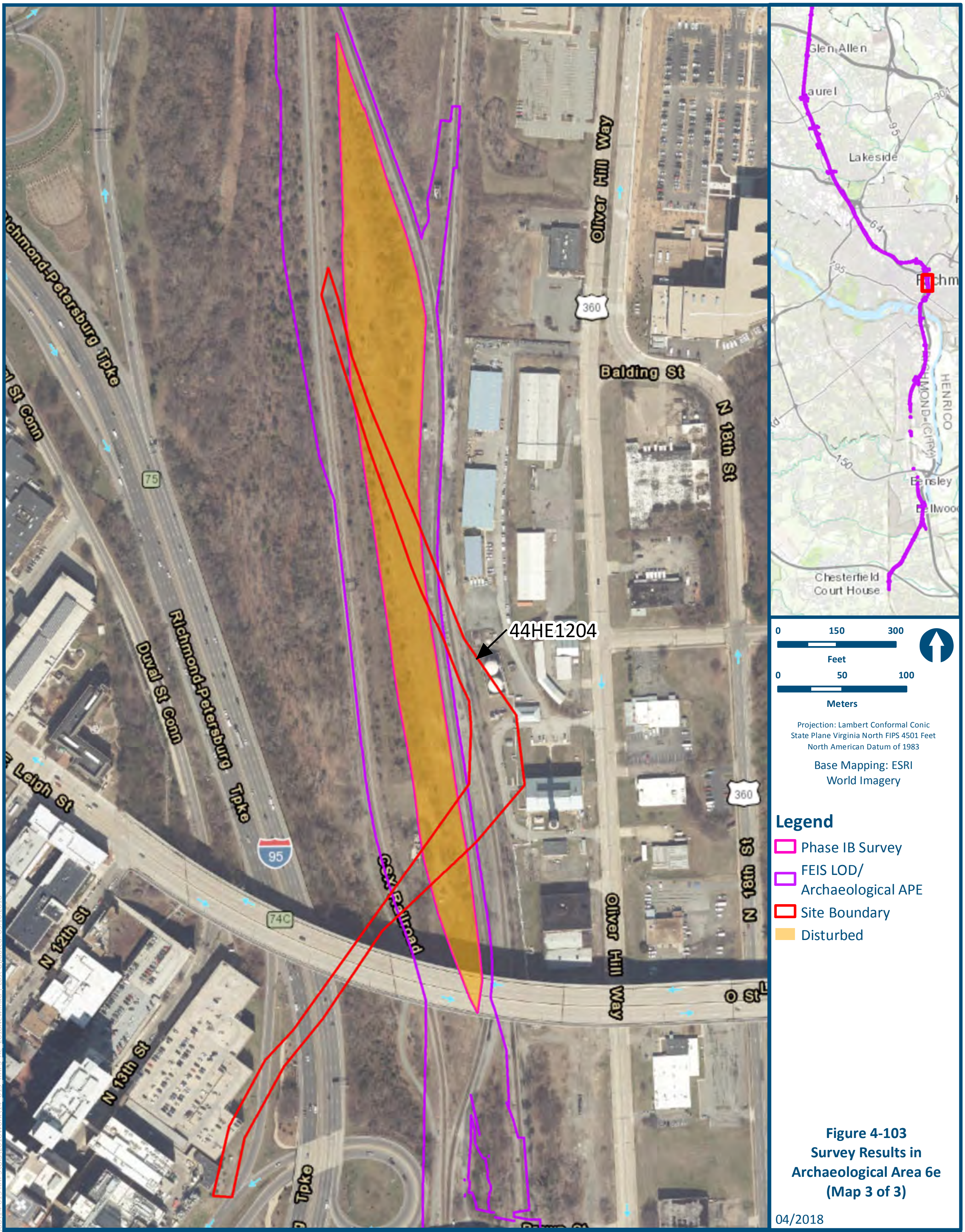

44HE1204
Richmond-Petersburg Tpke
Duval St Conn
Oliver Hill Way
Balding St
N 18th St
N 12th St
N 13th St
E Leigh St
O St
CSX Railroad
Tpke
360
75
74C
95
Glen Allen
Laurel
Lakeside
Richm
HENRICO
RICHMOND (CITY)
Bensley
Bellwood
Chesterfield Court House
295
64
301
150
0
150
300
Feet
0
50
100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ▭ Site Boundary
- ▬ Disturbed

Figure 4-103
Survey Results in Archaeological Area 6e (Map 3 of 3)

04/2018

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4.7.6 Archaeological Area 6f

Archaeological Area 6f is composed of several separate blocks identified for Phase IB archaeological study generally organized into three locations. The first of these locations is between Commerce Road and the existing CSXT rail as they parallel I-95 near Ancarrow's Landing in Richmond and the remaining two are situated along Ruffin Road and Dale Avenue. These sections encompass a total area of 3.4 acres (1.4 ha) identified for Phase IB archaeological study. The sections along Commerce and Ruffin Road were subjected to pedestrian survey only, as extensive grading activity in the industrial area along Commerce Road, buried utilities in the residential area on Ruffin Road, and paved surfaces throughout precluded subsurface investigations (Figure 4-205). However, in the wooded area to the south of Dale Avenue, no obvious disturbance was observed and as such, a single transect of two STPs was excavated (Figure 4-206). No artifacts were found and no sites were identified in Archaeological Area 6f (Figure 4-207 through Figure 4-210).

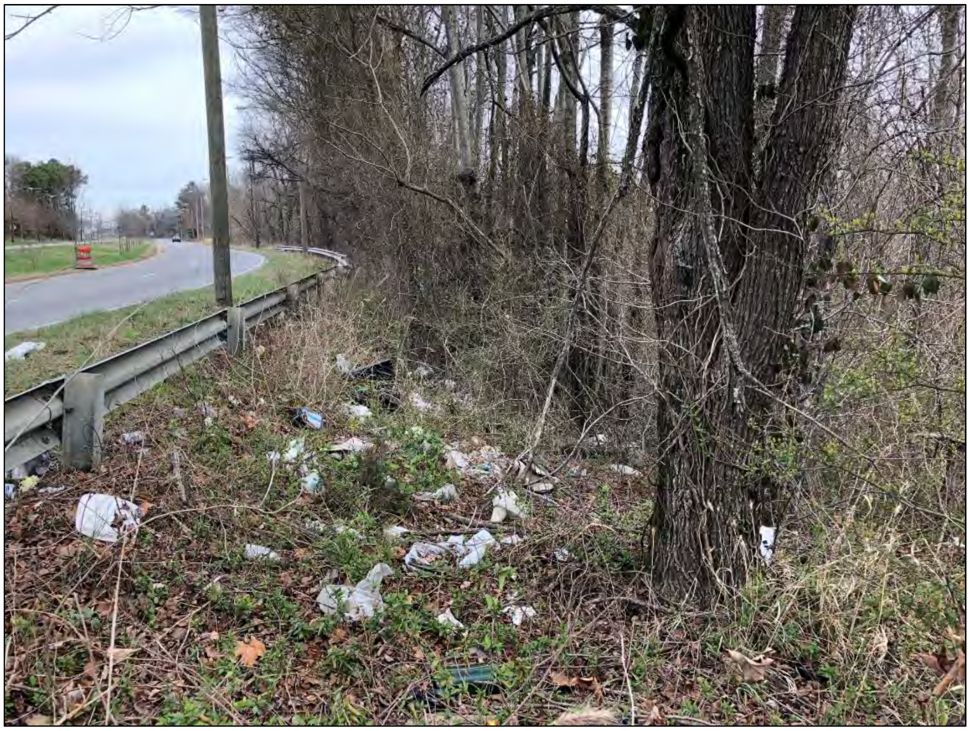


FIGURE 4-205: ROAD CONSTRUCTION AND SLOPE DISTURBANCE IN AREA 6F ALONG COMMERCE ROAD, LOOKING NORTHEAST

The two STPs excavated in Archaeological Area 6f had relatively similar soils, consisting of thin topsoil overlying clayey subsoil. The average STP reached a depth of 0.8 feet (24.4 cm), with the deeper STP reaching 1.0 feet (30.5 cm), while the A horizons averaged 0.3 feet (9.1 cm). A representative profile consists of brown (10YR 4/3) sandy loam overlying light brownish (10YR 6/2) gray sandy clay (Figure 4-211).

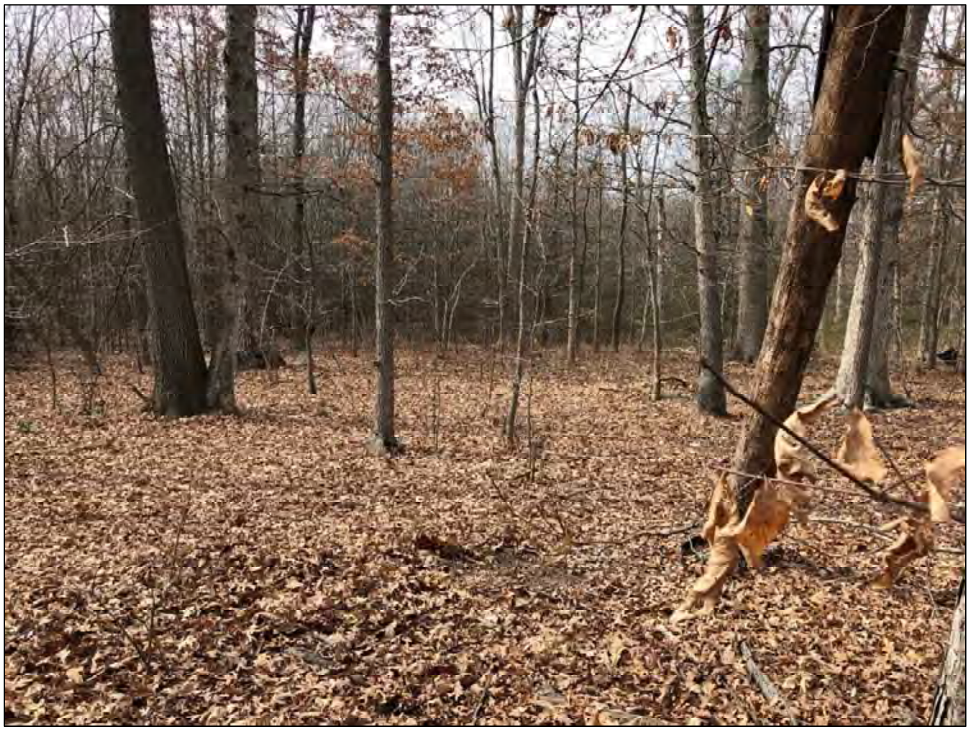
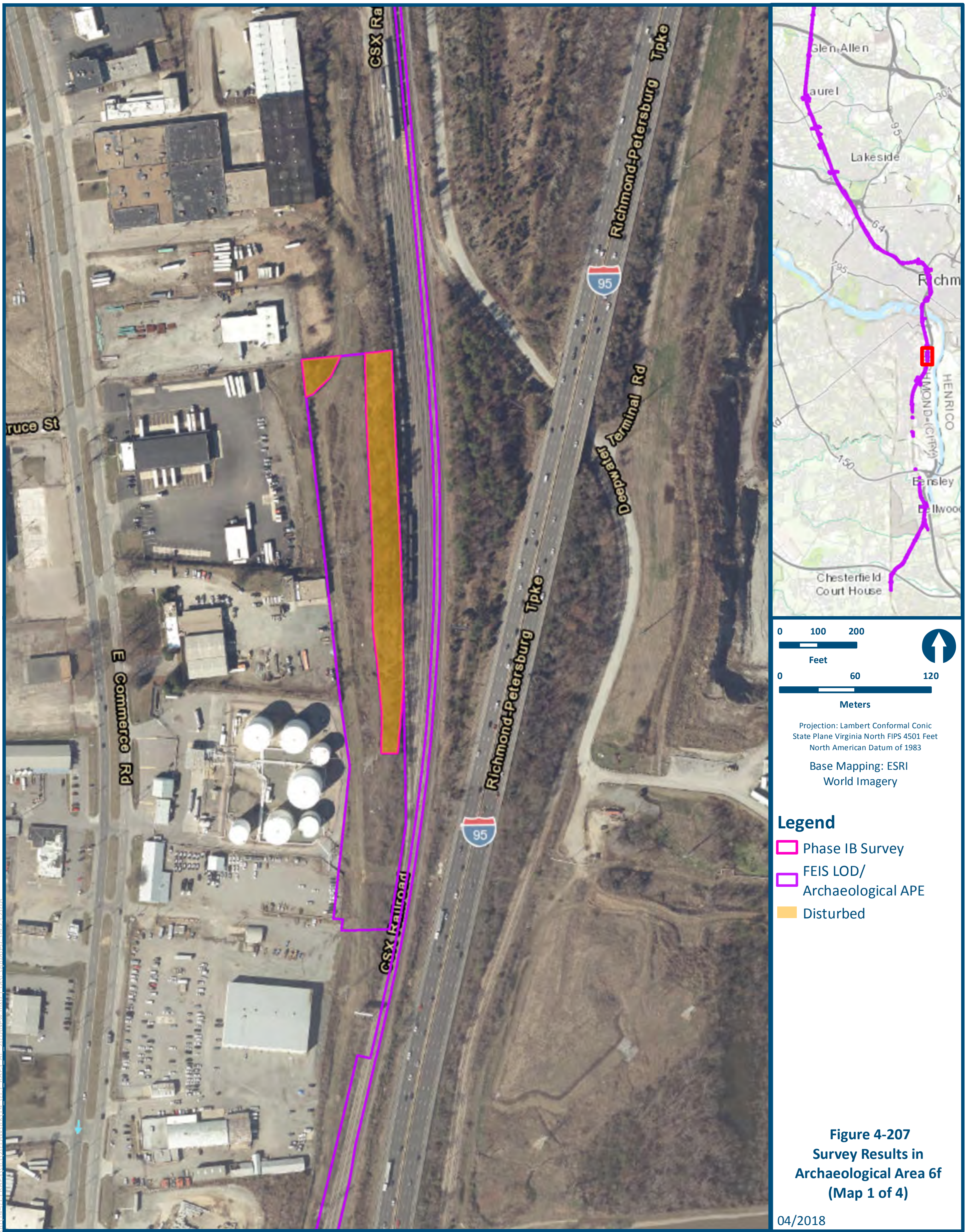


FIGURE 4-206: PORTION OF AREA 6F SUBJECTED TO SUBSURFACE TESTING, LOOKING SOUTH


CSX Railroad
Richmond-Petersburg Tpke
95
Deepwater Terminal Rd
ruce St
E Commerce Rd
Glen Allen
Laurel
Lakeside
Richm
HENRICO
RICHMOND (CITY)
Bensley
Bellwood
Chesterfield Court House
301
95
64
195
150
0 100 200
Feet
0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

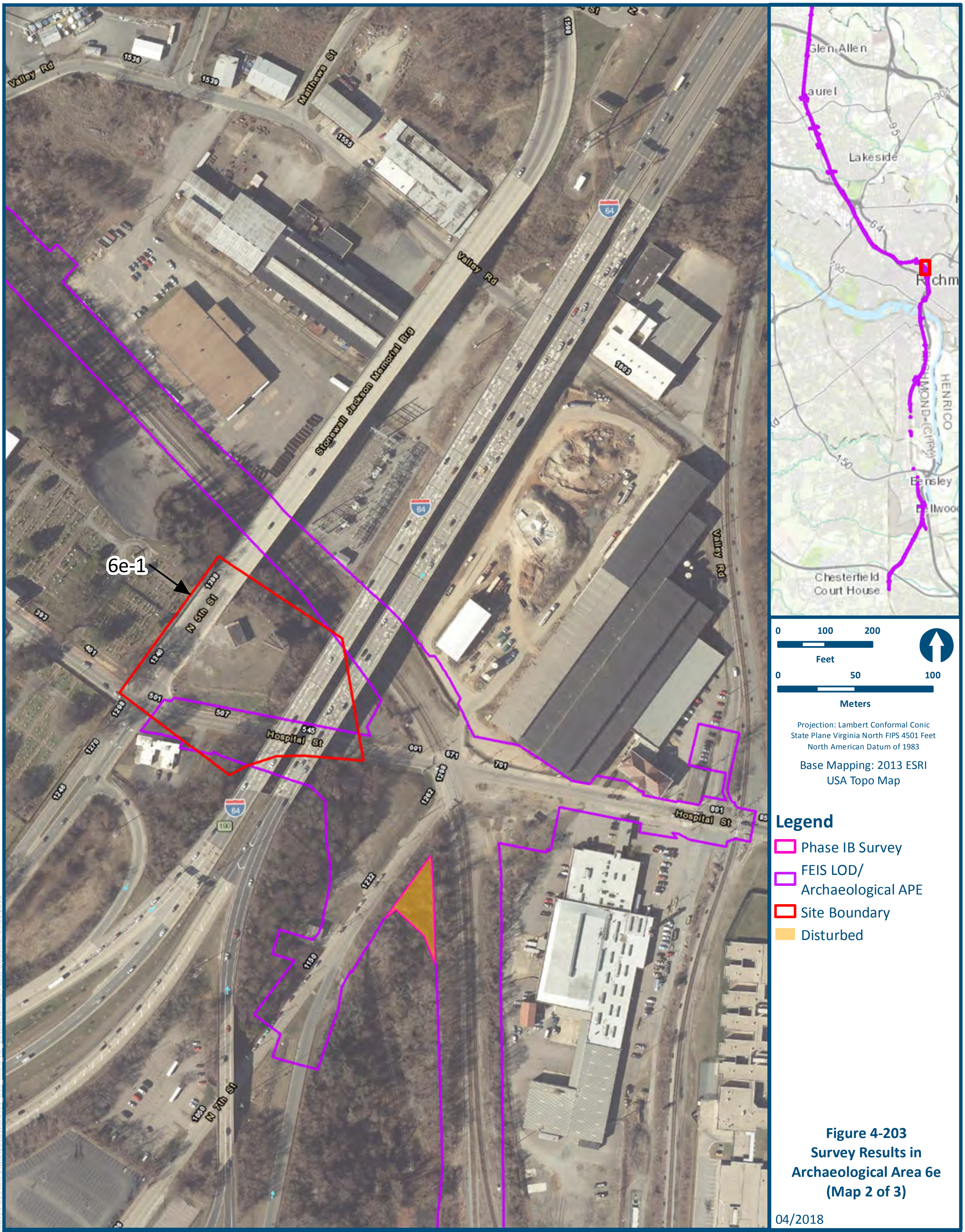
Base Mapping: ESRI
World Imagery

Legend

- 🟥 Phase IB Survey
- 🟪 FEIS LOD/ Archaeological APE
- 🟧 Disturbed

Figure 4-207
Survey Results in Archaeological Area 6f
(Map 1 of 4)

04/2018


Valley Rd
1536
1539
Matthews St
1555
1598
64
Valley Rd
Stonewall Jackson Memorial Brd
1603
64
6e-1
1399
N 5th St
393
1240
401
501
507
545
Hospital St
1298
1270
1248
601
671
701
1290
1232
64
190
801
Hospital St
Valley Rd
1222
1150
N 7th St
1050
Glen Allen
Laurel
Lakeside
95
64
295
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield Court House
301

0 100 200
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2013 ESRI
USA Topo Map

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- 🟥 Site Boundary
- 🟧 Disturbed

Figure 4-203
Survey Results in Archaeological Area 6e
(Map 2 of 3)

04/2018

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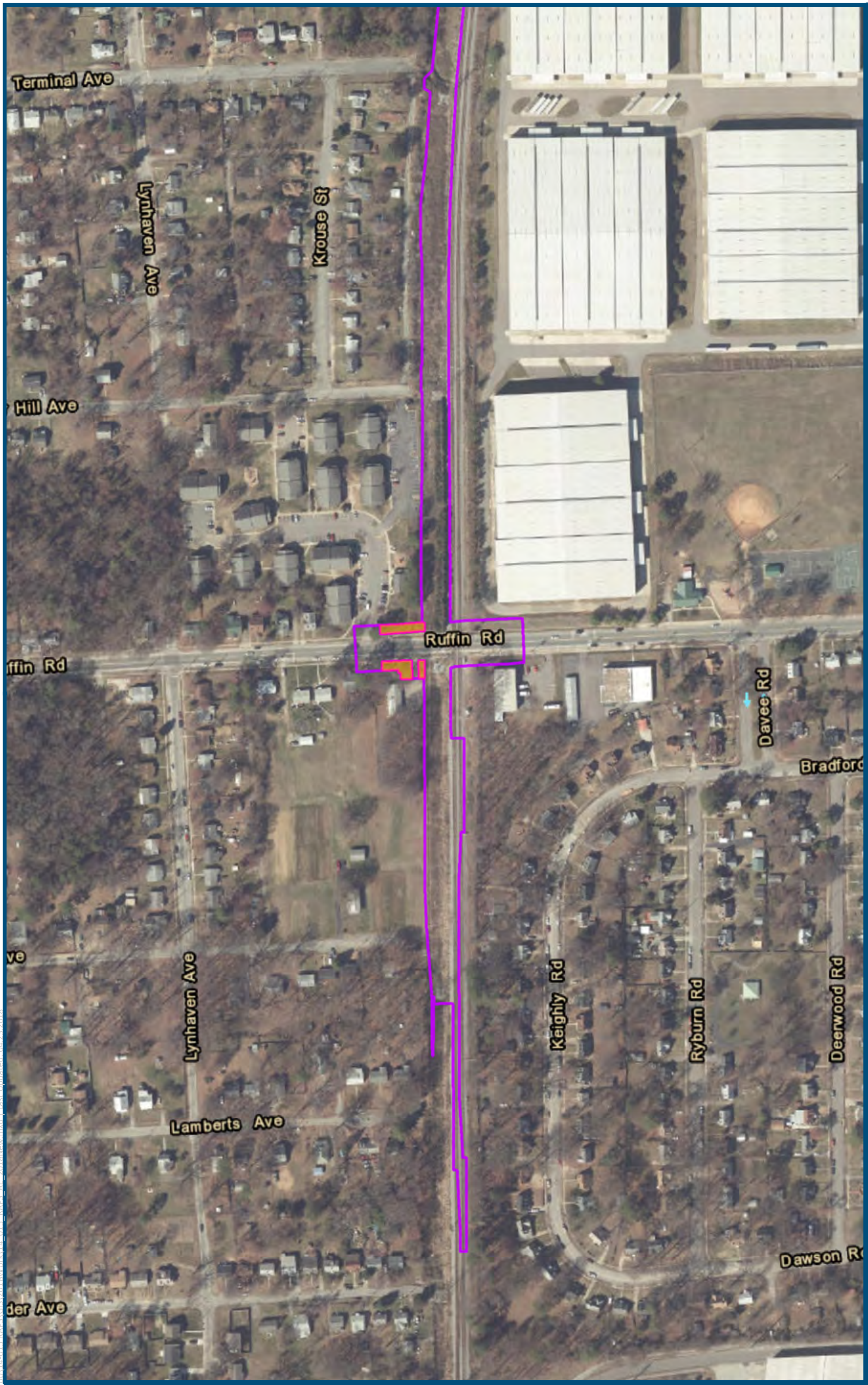
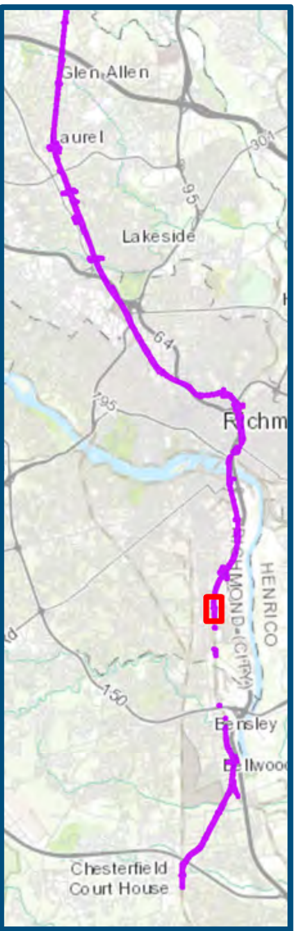

Terminal Ave
Lynhaven Ave
Krouse St
Hill Ave
Ruffin Rd
Ruffin Rd
Davee Rd
Bradford
Lynhaven Ave
Keighly Rd
Ryburn Rd
Deerwood Rd
Lamberts Ave
Dawson Rd
der Ave
ve


Glen Allen
Laurel
95
301
Lakeside
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield Court House

0 100 200
Feet

0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

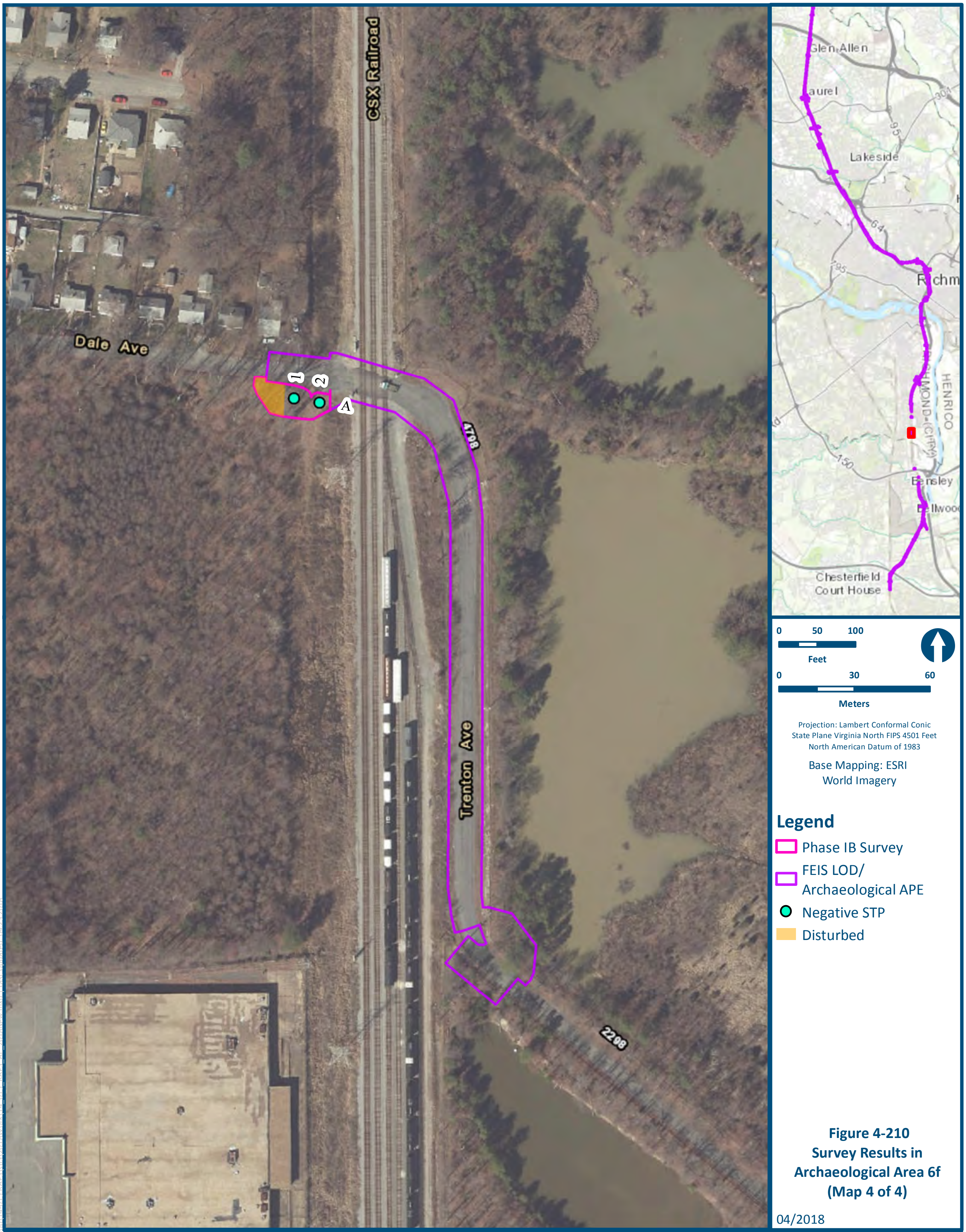
Legend

- ☐ Phase IB Survey
- ☐ FEIS LOD/ Archaeological APE
- ▨ Disturbed

Figure 4-209
Survey Results in Archaeological Area 6f
(Map 3 of 4)

04/2018

\\Dts2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.23.2018


CSX Railroad
Dale Ave
1
2
A
4798
Trenton Ave
2298
Glen Allen
Laurel
301
95
Lakeside
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield Court House
0
50
100
Feet
0
30
60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- ▨ Disturbed

Figure 4-210
Survey Results in Archaeological Area 6f
(Map 4 of 4)

04/2018

\\Dts2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AF_2018New.mxd | Last Updated: 04.23.2018

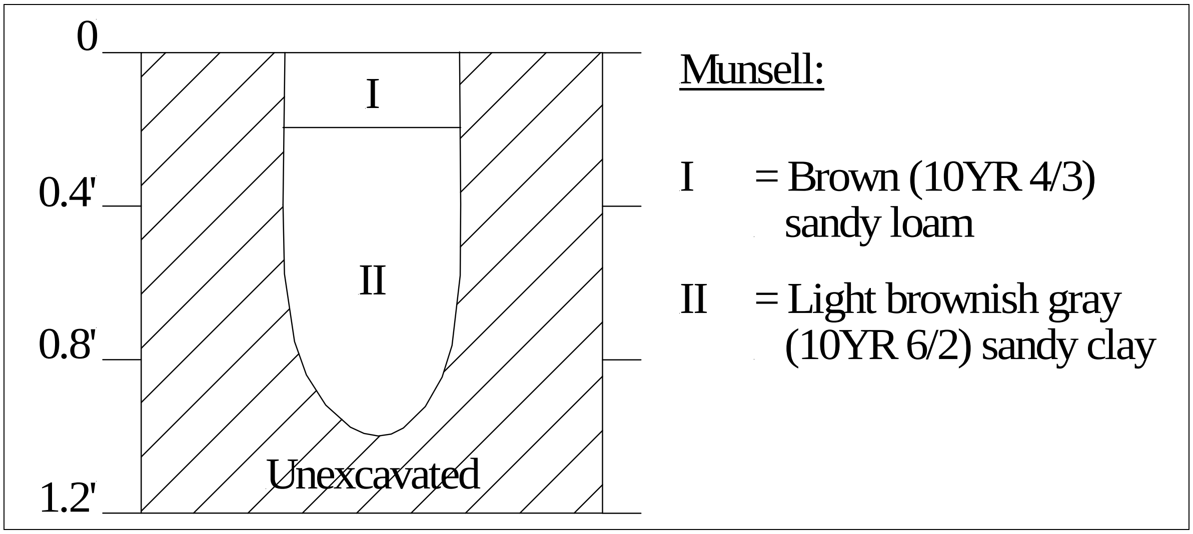

0
0.4'
0.8'
1.2'
I
II
Unexcavated
Munsell:
I = Brown (10YR 4/3) sandy loam
II = Light brownish gray (10YR 6/2) sandy clay

FIGURE 4-211: REPRESENTATIVE SOIL PROFILE FROM AREA 6F, STP 6F-A-2

4.7.7 Archaeological Area 6g

Archaeological Area 6g is located in Chesterfield County and consists of two large locations. The larger, northern block is clustered around Elliham Avenue at its overpass of the existing rail. The smaller, southern block is located near the intersection of Kingsland and Chester Roads. These combine for a total of 2.3 acres (0.9 ha). The southern portion of Archaeological Area 6g was not subjected to subsurface testing due to notable surface disturbances. It is situated in an area extensively graded and around Kingsland Road's crossing of the existing rail line and in inundated areas as the grading along the rail approaches a creek. The much larger northern portion also contains substantial disturbance, as the overpass required substantial grading, and the area in general slopes down from I-95 on the east toward the much lower lying rail line. Along Elliham Avenue, driveways and the drainage and utilities along the road precluded subsurface testing (Figure 4-212). However, two sections, one in a flat field adjacent to the overpass and one paralleling the rail on the east, were subjected to subsurface testing (Figure 4-213).

Subsurface testing in Archaeological Area 6g consisted of 10 STPs located on three transects. A very narrow portion of the Proctors Creek Battlefield (020-5320) overlaps the project area south of Elliham Avenue, but the steep, and apparently artificial slope in this area made STP and metal detector survey impracticable (Figure 4-214). No artifacts were recovered, nor were any new sites or features identified (Figure 4-215 through Figure 4-217). Previously identified site 44CF0022 also intersected the APE in this location; the site is discussed in detail below.

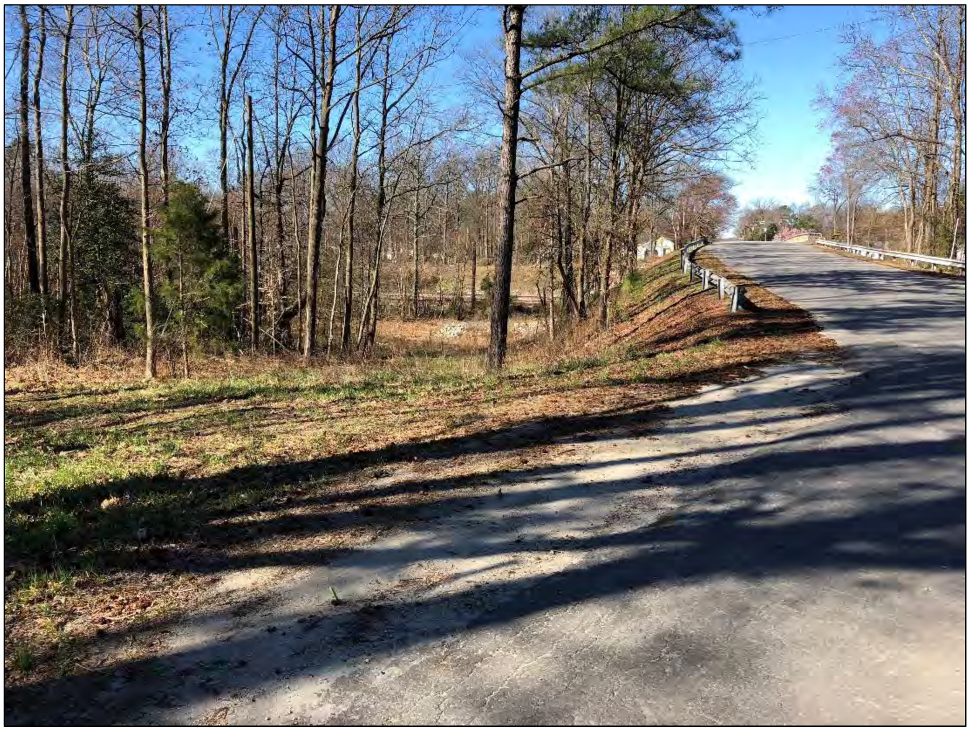


FIGURE 4-212: GRADING OF OVERPASS IN AREA 6G ON ELLIHAM AVENUE, LOOKING WEST

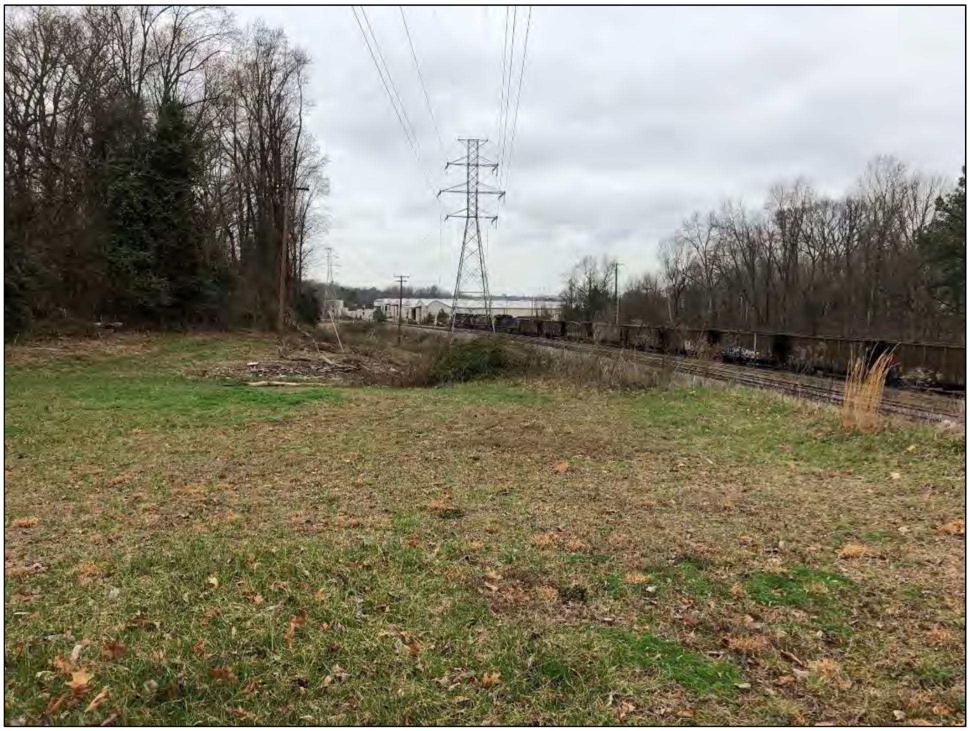


FIGURE 4-213: PORTION OF AREA 6G, NORTH OF ELLIHAM AVENUE, SUBJECTED TO SUBSURFACE TESTING, LOOKING NORTH

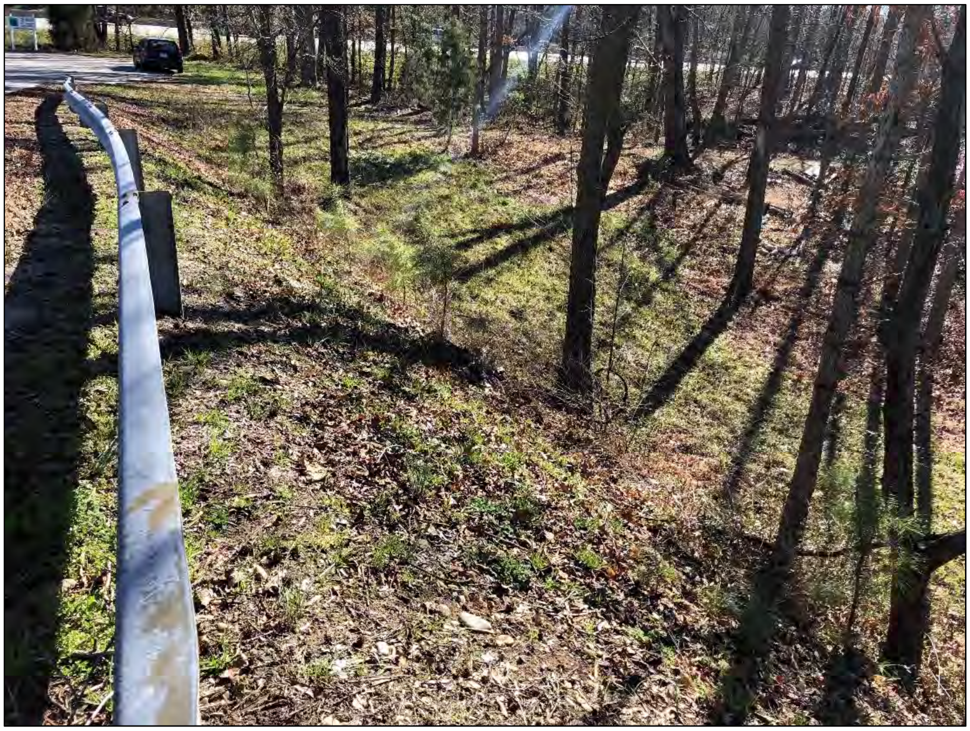


FIGURE 4-214: GRADING FROM OVERPASS, WITHIN PROCTORS CREEK BATTLEFIELD, LOOKING EAST

STPS in Archaeological Area 6g reached an average depth of 0.8 feet (9.1 cm) with a maximum depth of 1.4 feet (42.7 cm). A-horizon soils in Area 6g STPs had an average thickness of 0.4 feet (4.6 cm) and ranged from 0.1 to 1.0 feet (3.0 to 30.5 cm). A typical STP profile in Area 6g consisted of dark yellowish brown (10YR 3/4) silt loam topsoil overlying brownish yellow (10YR 6/6) silty clay subsoil (Figure 4-218).

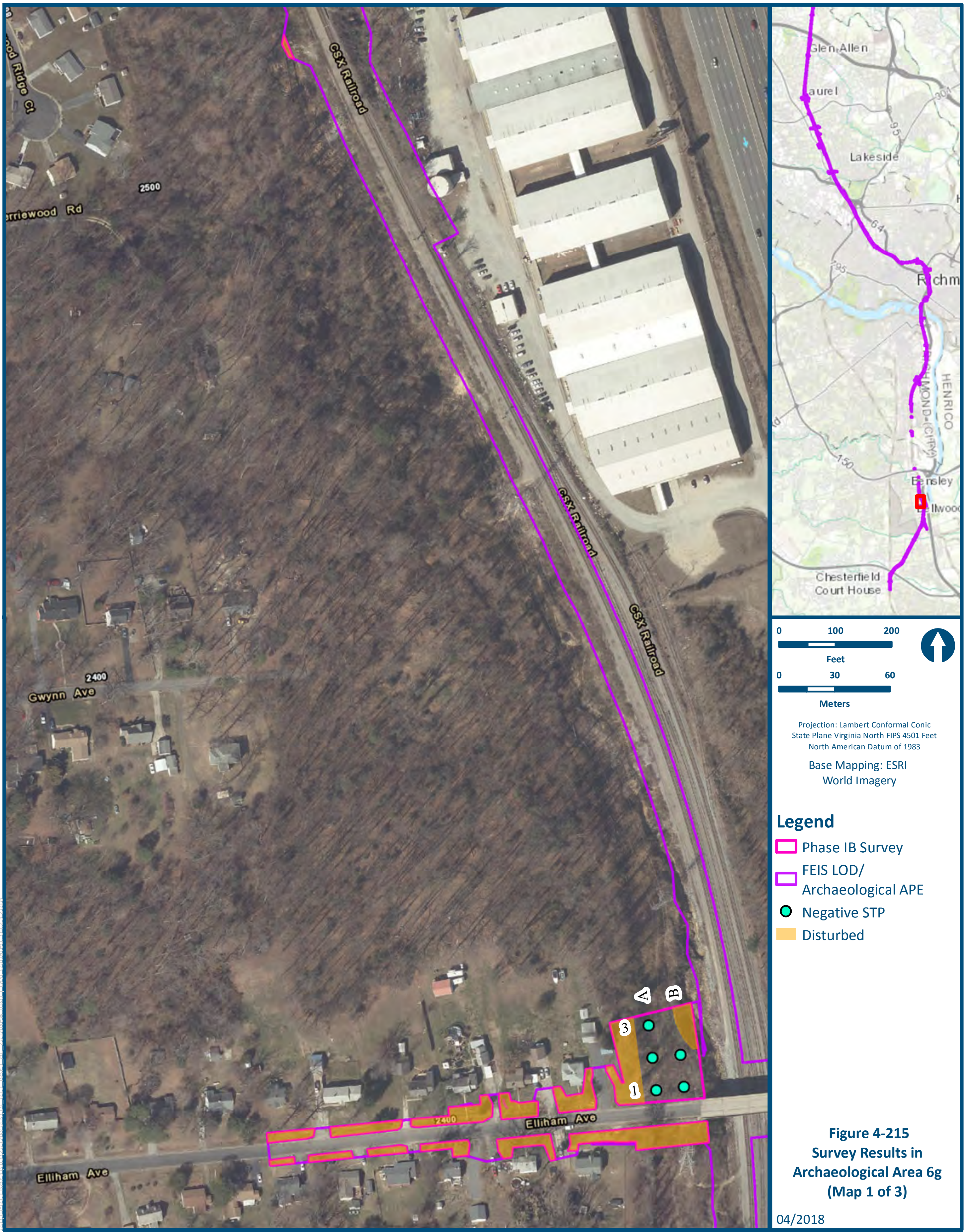

Wood Ridge Ct
2500
Merriewood Rd
CSX Railroad
CSX Railroad
CSX Railroad
2400
Gwynn Ave
A
B
3
1
2400
Elliham Ave
Elliham Ave
Glen Allen
Laurel
301
95
Lakeside
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield Court House
0
100
200
Feet
0
30
60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI World Imagery
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Negative STP
Disturbed

Figure 4-215
Survey Results in Archaeological Area 6g
(Map 1 of 3)

04/2018

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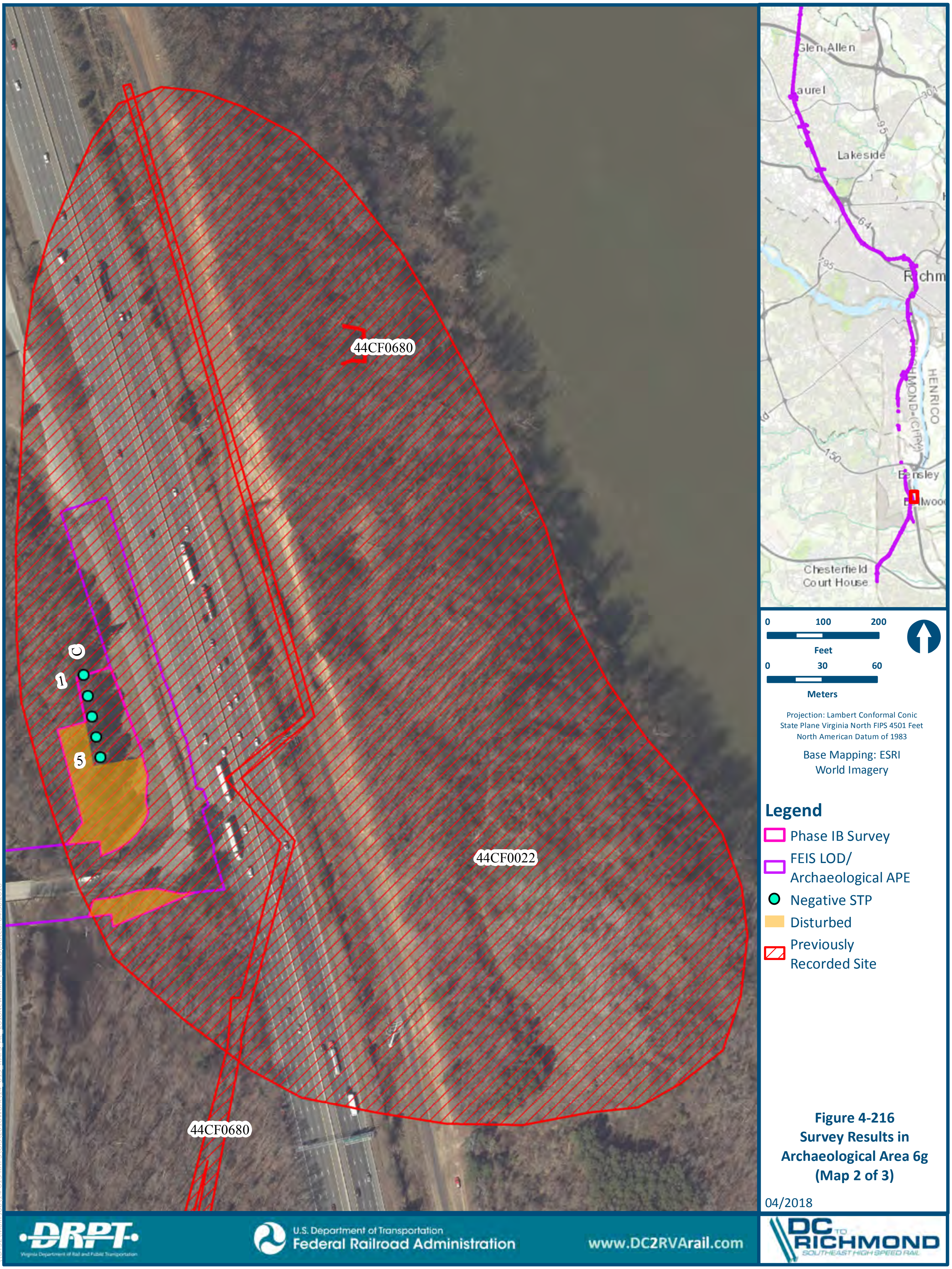
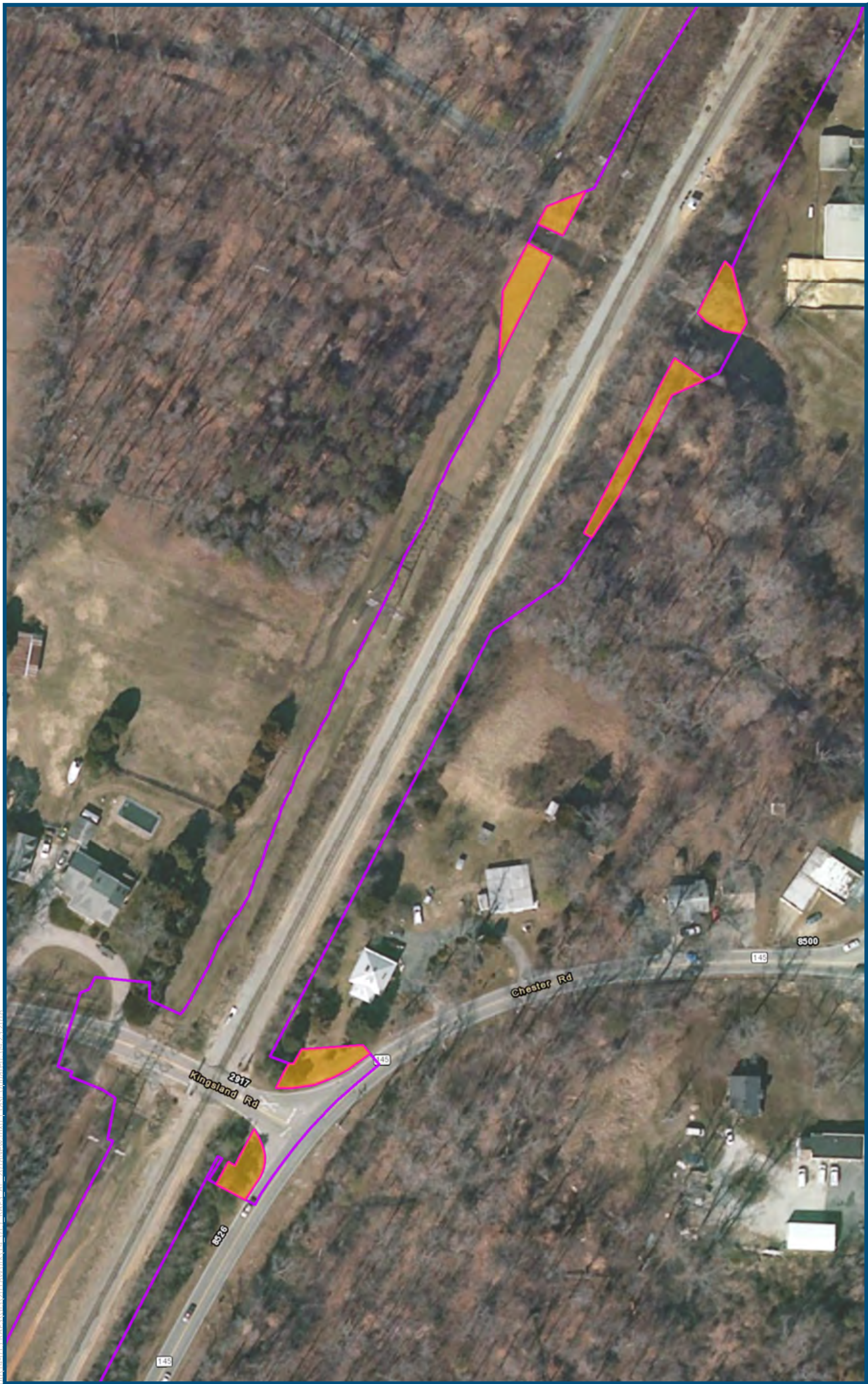
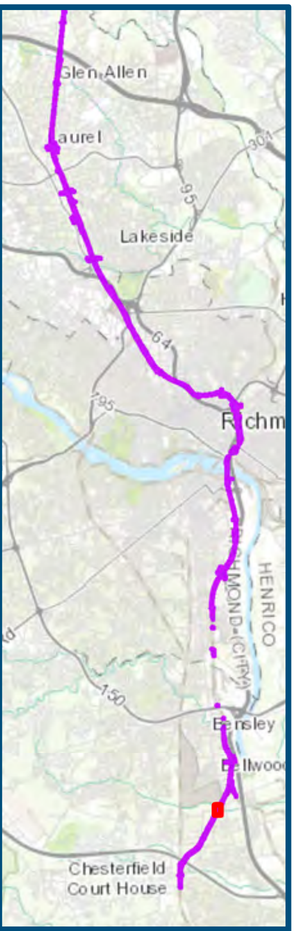

44CF0680
44CF0022
44CF0680
C
1
5
Glen Allen
Laurel
Lakeside
Richm
HENRICO
RICHMOND (CITY)
Bensley
Bellwood
Chesterfield Court House
95
301
64
195
150
0 100 200
Feet
0 30 60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE
Negative STP
Disturbed
Previously Recorded Site

Figure 4-216
Survey Results in Archaeological Area 6g
(Map 2 of 3)

04/2018


Chester Rd
Kingsland Rd
2917
8500
145
8526


Glen Allen
Laurel
301
95
Lakeside
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield
Court House

0 50 100
Feet

0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- 🟧 Disturbed

Figure 4-217
Survey Results in Archaeological Area 6g
(Map 3 of 3)

04/2018

\\Dts2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.23.2018

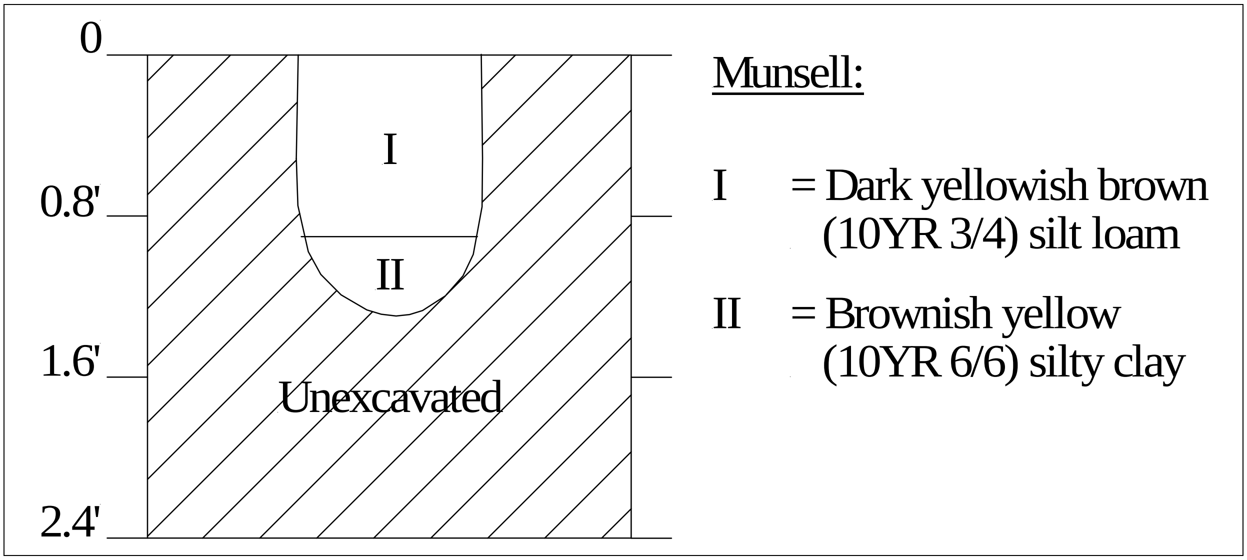

0
0.8'
1.6'
2.4'
I
II
Unexcavated
Munsell:
I = Dark yellowish brown (10YR 3/4) silt loam
II = Brownish yellow (10YR 6/6) silty clay

FIGURE 4-218: REPRESENTATIVE SOIL PROFILE FROM AREA 6G, STP 6G-A-3

4.7.8 Archaeological Area 6h

Archaeological Area 6h is the southernmost area within the APE. It is located in Chesterfield County and consists of three locations identified for Phase IB study lying on the east side of the existing CSXT rail between Chester Road and Virginia State Route 288, as well as two smaller locations further to the south, lying on either side of Old Lane on the west side of its crossing of the existing rail. Combined, these locations within Archaeological Area 6h include 0.7 acres (0.3 ha). The three northern portions all lie in disturbed areas along the existing CSXT rail (Figure 4-219). Three portions of this area are traversed by the mapped extent of previously recorded site 44CF0680, Fort Darling, but no evidence of visible earthworks could be seen within or in the viewshed of the project corridor (Figure 4-220). Site 44CF0680 was evaluated as part of the previous DC2RVA Phase IB survey (McCloskey et al. 2016) but is discussed further below.

The southern portion along Old Lane is also largely disturbed, either in graded or graveled areas along the road, but a small part of this location appeared undisturbed and was tested with a single STP (Figure 4-221 through Figure 4-223). This STP had a profile consisting of an A horizon of brown (10YR 4/3) sandy loam reaching a depth of 0.7 feet (21.3 cm) overlaying a sterile subsoil of light yellowish brown (10YR 6/4) clay sand that was excavated to a depth of 1.1 feet (33.5 cm) (Figure 4-224). This portion of Archaeological Area 6h is within Proctors Creek Battlefield (020-5320), as such metal detector survey was completed. No artifacts were found and no new sites were identified in Archaeological Area 6h.

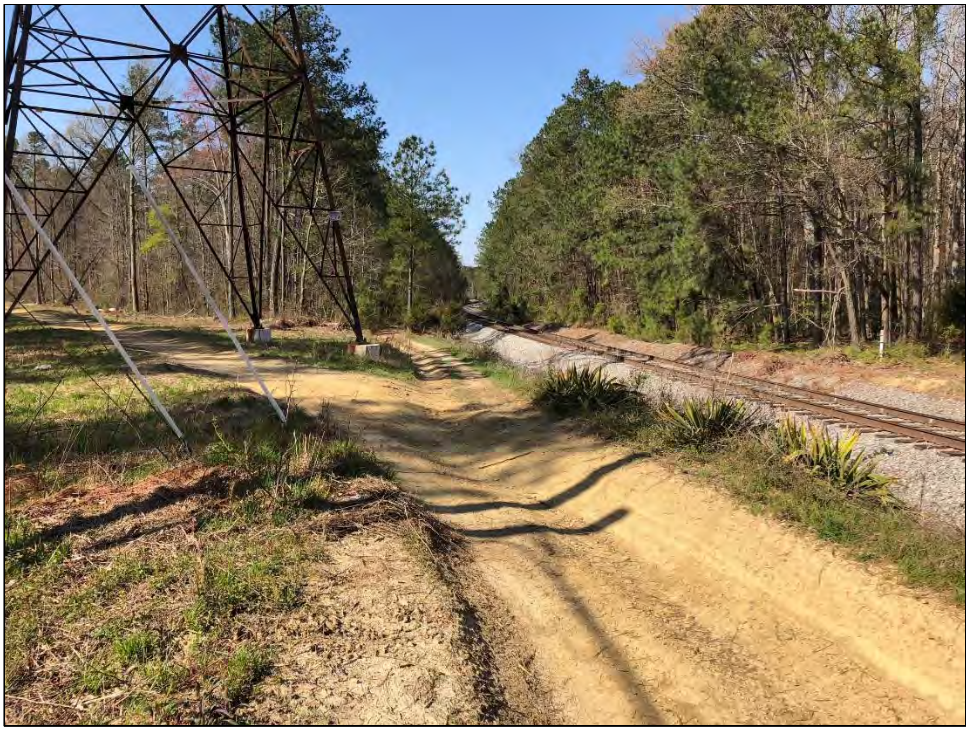
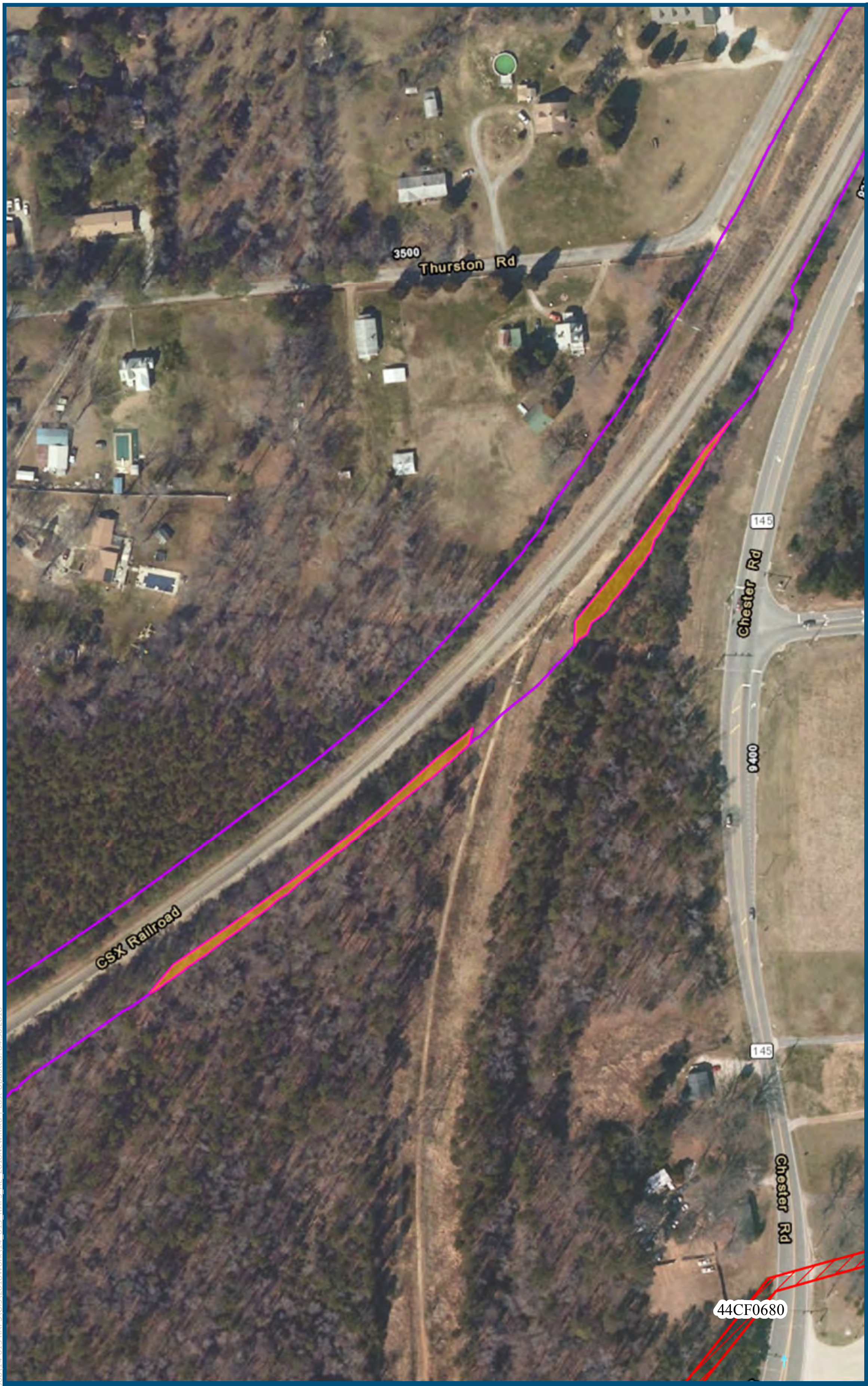
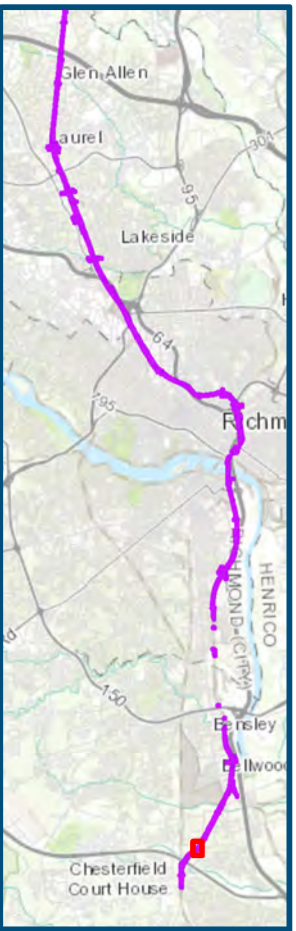


FIGURE 4-219: UTILITY AND RAIL CONSTRUCTION DISTURBANCE ALONG CSXT CORRIDOR IN AREA 6H, LOOKING SOUTH

FIGURE 4-220: VIEW FROM APE IN AREA 6H LOOKING WEST TOWARD LOCATION OF 44CF0680


3500
Thurston Rd
CSX Railroad
145
Chester Rd
9400
145
Chester Rd
44CF0680


Glen Allen
Laurel
295
95
Lakeside
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwoo
1
Chesterfield Court House

0 100 200
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

☐ Phase IB Survey

☐ FEIS LOD/ Archaeological APE

🟧 Disturbed

▨ Previously Recorded Site

Figure 4-221
Survey Results in Archaeological Area 6h
(Map 1 of 3)

04/2018

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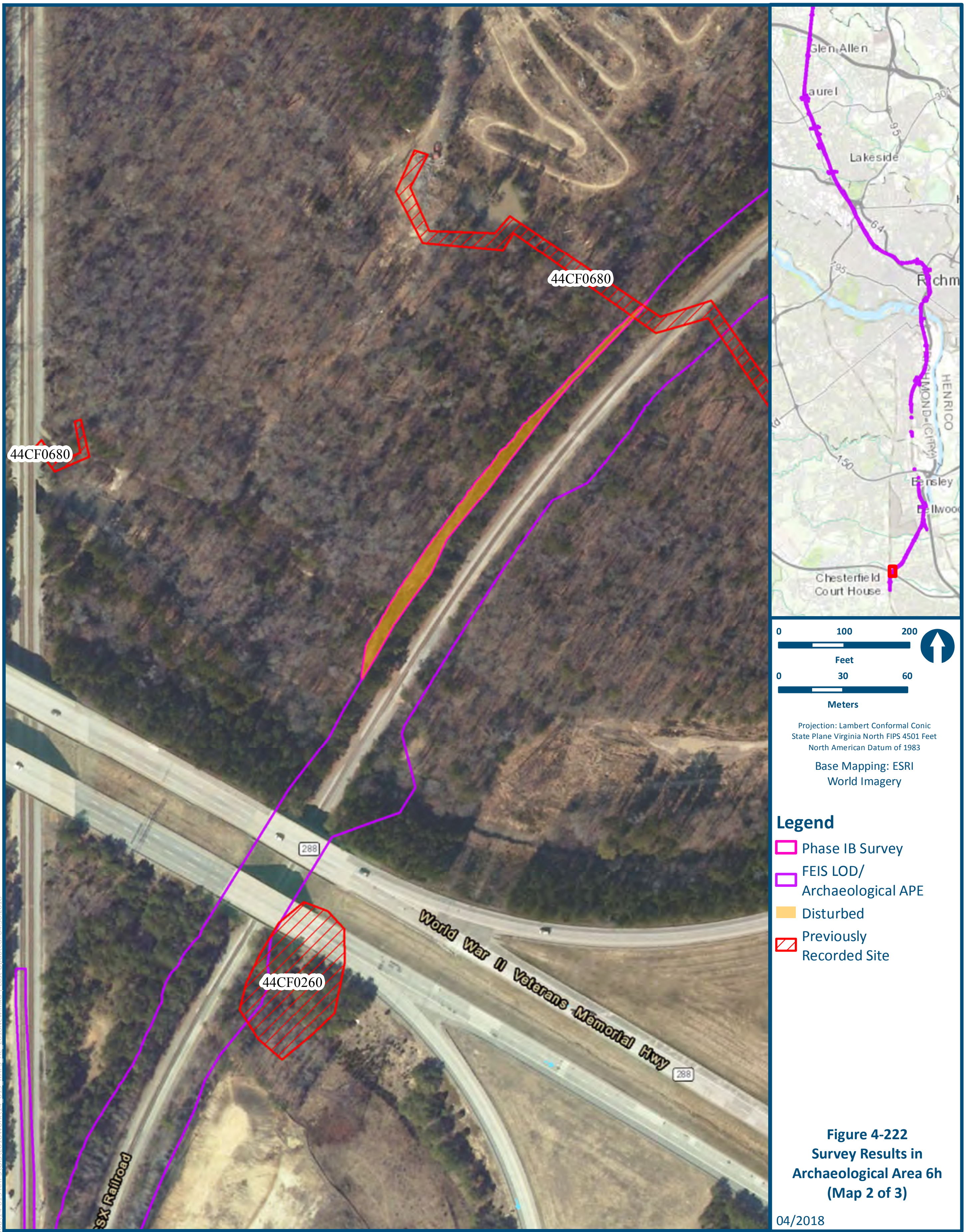

44CF0680
44CF0680
44CF0260
288
World War II Veterans Memorial Hwy
288
CSX Railroad
Glen Allen
Laurel
Lakeside
301
95
64
195
Richm
HENRICO
RICHMOND (City)
150
Bensley
Bellwood
Chesterfield Court House
0
100
200
Feet
0
30
60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI World Imagery

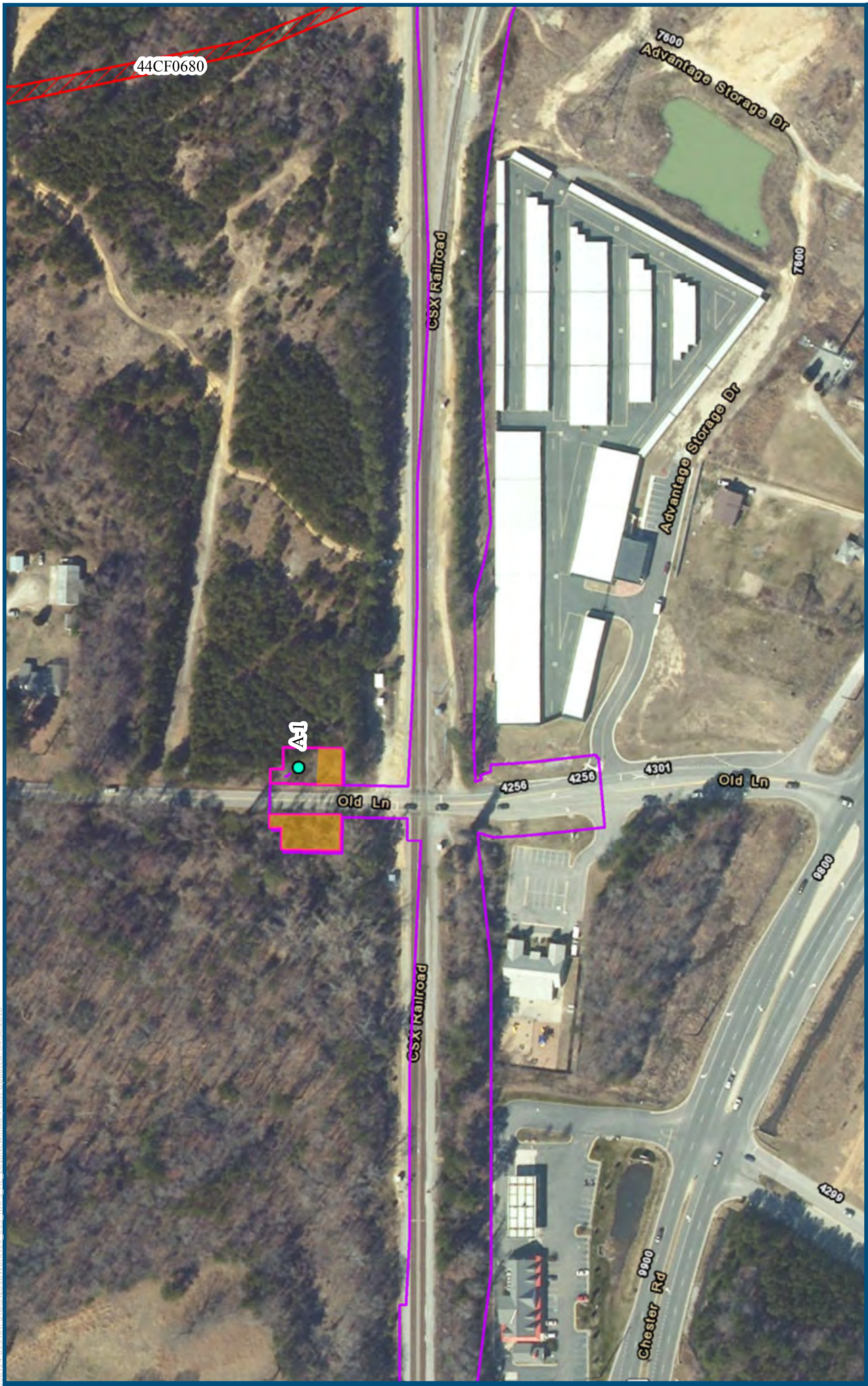
Legend

- Phase IB Survey
- FEIS LOD/ Archaeological APE
- Disturbed
- ▨ Previously Recorded Site

Figure 4-222
Survey Results in Archaeological Area 6h
(Map 2 of 3)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.30.2018


44CF0680
7600 Advantage Storage Dr
CSX Railroad
7600
Advantage Storage Dr
A-1
Old Ln
4256
4256
4301
Old Ln
9800
CSX Railroad
4299
9900
Chester Rd

Glen Allen
Laurel
301
95
Lakeside
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield Court House

0 100 200
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Imagery

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE
- ● Negative STP
- 🟧 Disturbed
- ▨ Previously Recorded Site

Figure 4-223
Survey Results in
Archaeological Area 6h
(Map 3 of 3)

04/2018

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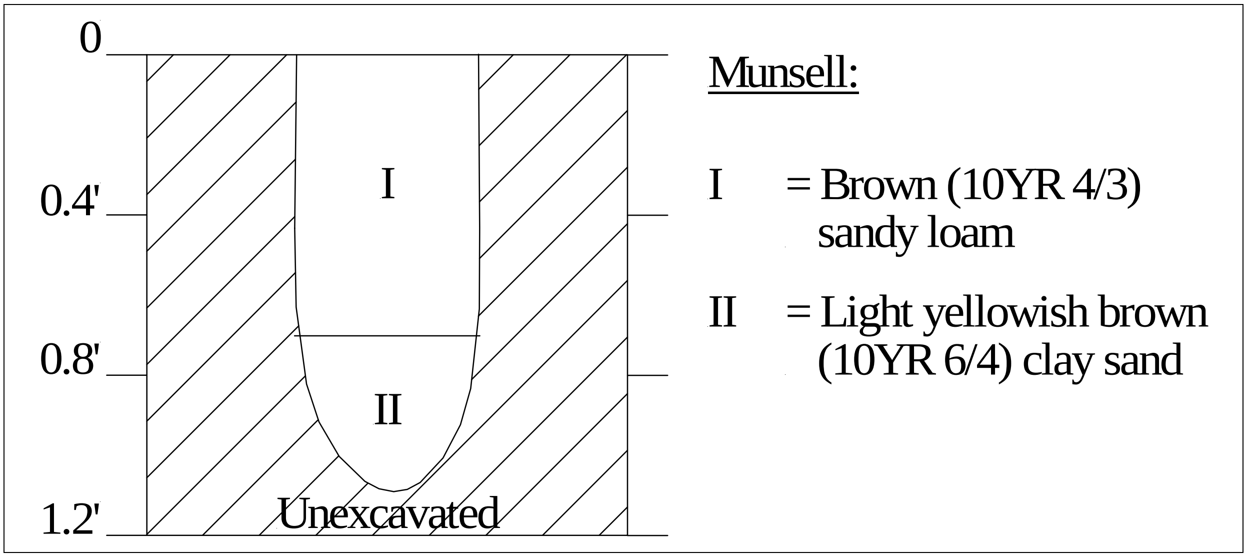

0
0.4'
0.8'
1.2'
I
II
Unexcavated
Munsell:
I = Brown (10YR 4/3) sandy loam
II = Light yellowish brown (10YR 6/4) clay sand

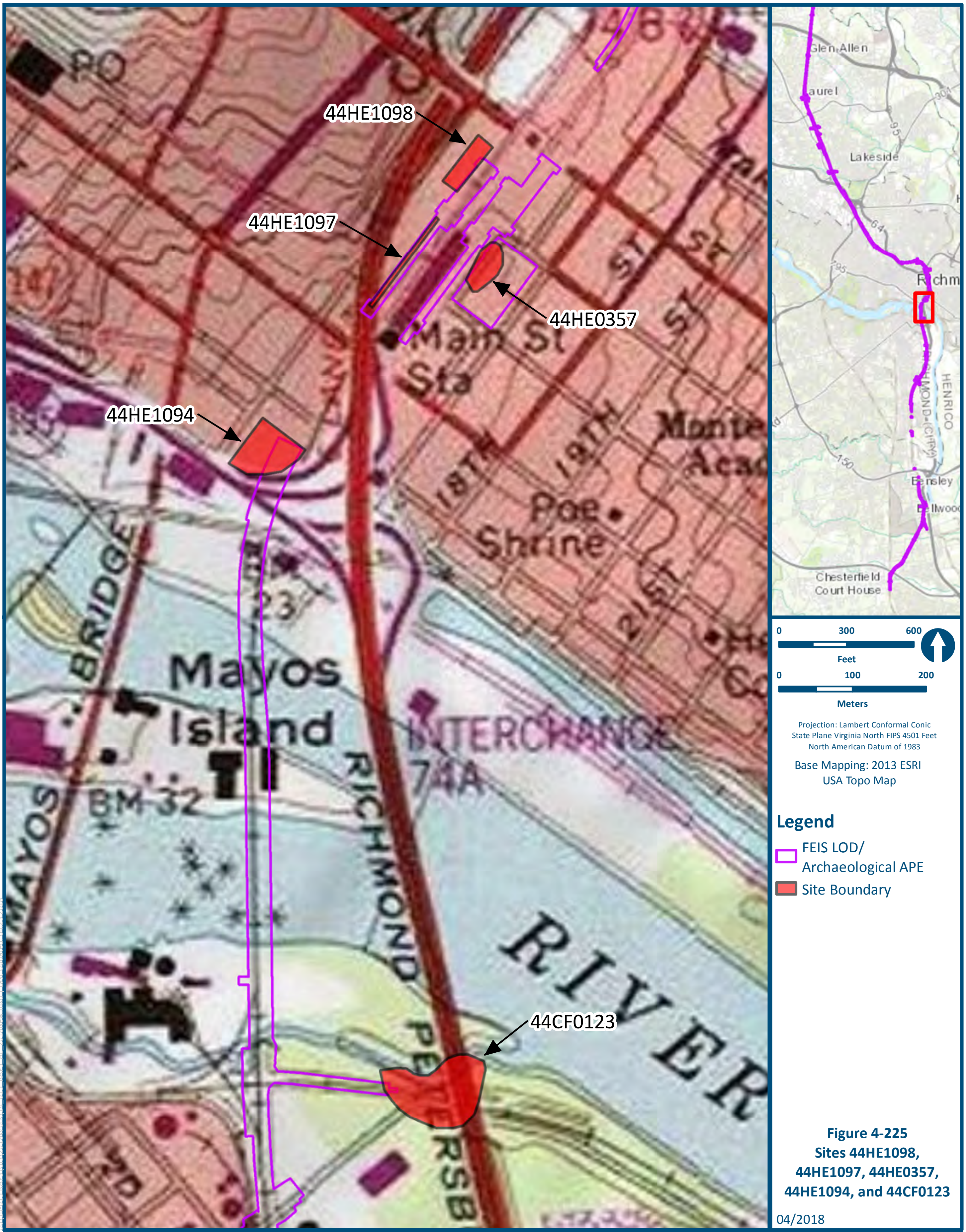
FIGURE 4-224: REPRESENTATIVE SOIL PROFILE FROM AREA 6G, STP 6H-A-1

4.7.9 Previously Recorded Site 44HE0357

Site 44HE0357, located east of Main Street Station in Richmond, is currently recorded as a privy/pit complex dating to the eighteenth and nineteenth century (Figure 4-225). No bibliographic reference or other documentation is provided in DHR's site files, other than to note that the site was recorded by then Virginia Department of Transportation (VDOT) archaeologist Lyle Browning. The site form further describes the site as:

> …bounded by the backs of several decrepit buildings on the west and a parking lot under tarmacadam on the east. To the north and south are derelict areas. The three holes presently open show a black heavily organic nightsoil buildup containing oyster shell, late 18th-mid 19th century ceramics, tile drain, metal drain frags., and gingerbeer bottles. Local tradition has it that the honeywagons were dumped in the vicinity in a small either alley or stream like area. This site is being at present severely pothunted by privy hunters for glass and ceramics. [Browning 1980]

The site is currently located underneath a paved parking lot to the east of Main Street Station (Figure 4-226). Based on its location within a paved parking lot, no Phase IB subsurface investigations were undertaken at the site during the current survey; as such the subsurface integrity of the site is unknown. However, pedestrian survey of the area did document near-surface disturbances indicative of the urban location of the site. Excavations in the immediate vicinity of this site have demonstrated that cultural deposits have the potential to be preserved, buried under modern and historic fill (Laird 2006, 2010). Based on the potential for buried cultural deposits within this site location and the inability for the Phase IB methodology of this investigation to adequately assess the integrity of any potential deposits, **it is recommended that site 44HE0357 is potentially eligible for listing in the NRHP under Criterion D.**


44HE1098
44HE1097
44HE0357
44HE1094
44CF0123
Main St Sta
Poe Shrine
Mayos Island
BM 32
BRIDGE
MAYOS
RICHMOND PETERSB
RIVER
INTERCHANGE 74A
18TH
19TH
21ST
Glen Allen
Laurel
Lakeside
Richm
HENRICO
Bensley
Bellwood
Chesterfield Court House
95
64
295
301
150

0 300 600
Feet

0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2013 ESRI
USA Topo Map

Legend

- ▭ FEIS LOD/ Archaeological APE
- 🟥 Site Boundary

Figure 4-225
Sites 44HE1098, 44HE1097, 44HE0357, 44HE1094, and 44CF0123

04/2018

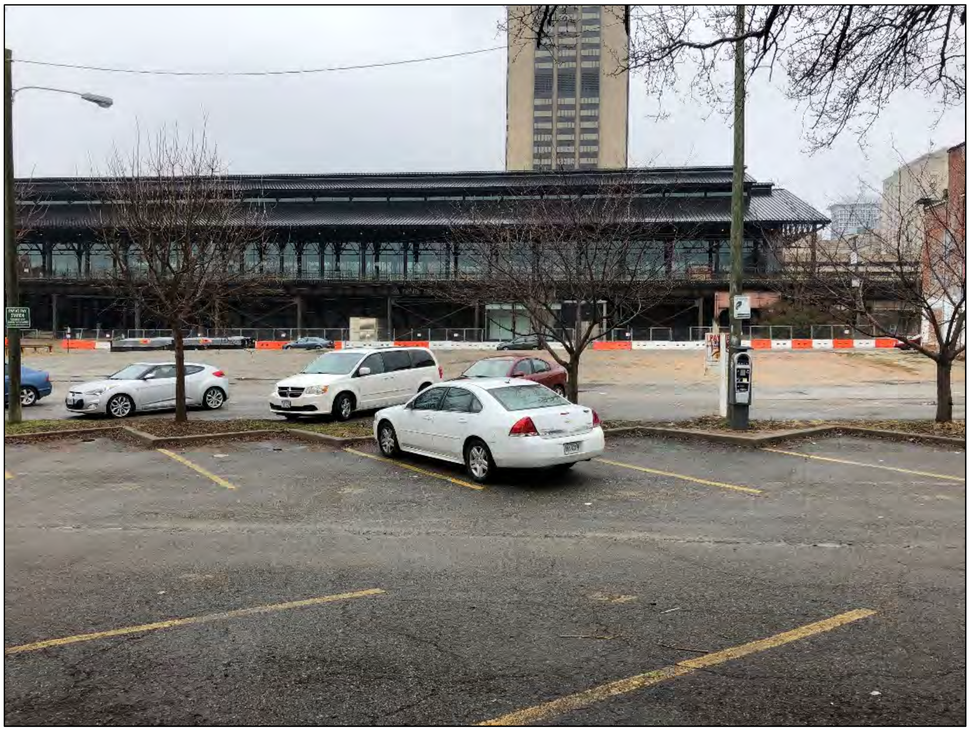


FIGURE 4-226: OVERVIEW OF SITE 44HE0357, LOOKING WEST

4.7.10 Previously Recorded Sites 44HE1094, 44HE1097 and 44SHE1098

Site 44HE1094 is recorded in DHR site files as a nineteenth-century Commissary Warehouse and located in Archaeological Area 6e northwest of the intersection of Interstate Highway 195 (I-195) and I-95. The site is currently not evaluated for listing in the NRHP (see Figure 4-225). The site was identified during archaeological work in advance of the Richmond Floodwall project in the early 1990s. Unfortunately, an archaeological report was never completed in association with this Richmond Floodwall project, so little is known about the identification or composition of the site. During the current survey, a pedestrian inspection of the site area found it to be located within a paved parking lot and extant buildings along 15th Street in Richmond (Figure 4-227).

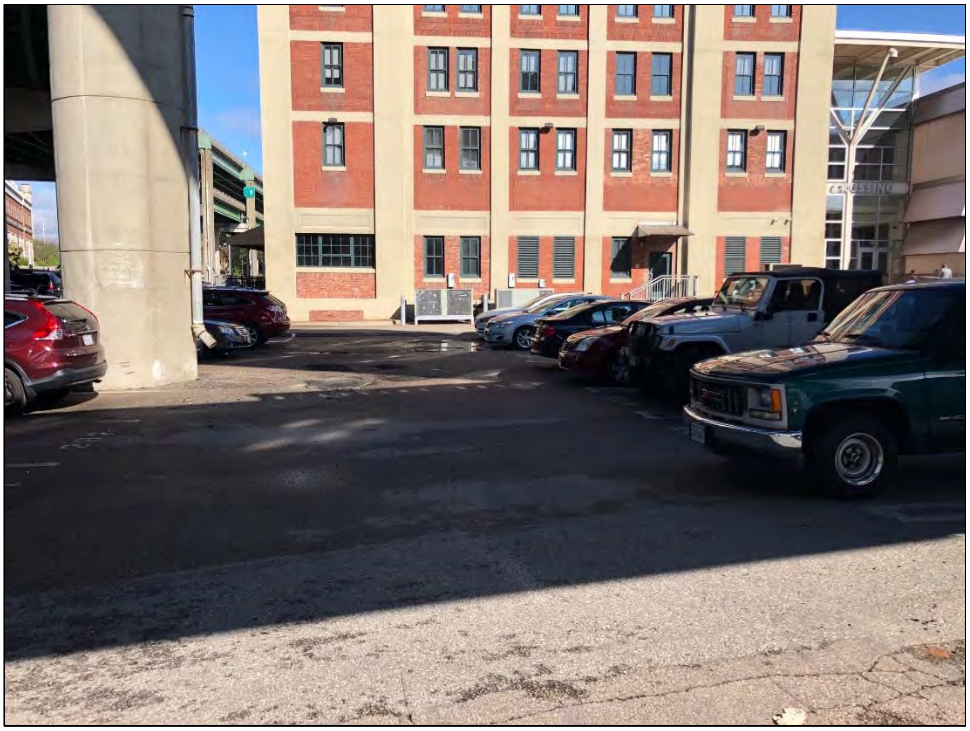


FIGURE 4-227: OVERVIEW OF SITE 44HE1094, LOOKING WEST

Sites 44HE1097 and 44HE1098, located west of Main Street Station in Richmond, were also identified during archaeological work in advance of the Richmond Floodwall project in the early 1990s (see Figure 4-225). Both sites are currently recorded in DHR site records as being unevaluated for NRHP listing. DHR site files note site 44HE1097 as a railroad warehouse dating to the nineteenth century. DHR files further state that artifacts were collected from the site during monitoring associated with the floodwall construction, but do not elaborate on the type or number of materials collected. Site 44HE1098 is classified as a railroad site, but no other information is noted about the site's function or time period. The site was located during excavation and construction of the floodwall, and it was subjected to surface collection efforts during construction. Again, the type or number of materials collected is not recorded. Both sites are currently located underneath a paved parking lot adjacent to Main Street Station (Figure 4-228).

Given their location within paved parking lots and extant building, Phase IB subsurface investigations were not undertaken at these sites, as such the subsurface integrity of these sites is unknown as a result of this survey. Other excavations in the immediate vicinity of these sites have demonstrated that cultural deposits have the potential to be preserved, buried under modern and historic fill (Laird 2006, 2010). Based on the potential for buried cultural deposits within these site locations and the inability for the Phase IB methodology of this investigation to adequately assess the integrity of any potential deposits, **it is recommended that sites 44HE1094, 44HE1097, and 44HE1098 are potentially eligible for listing in the NRHP under Criterion D.**

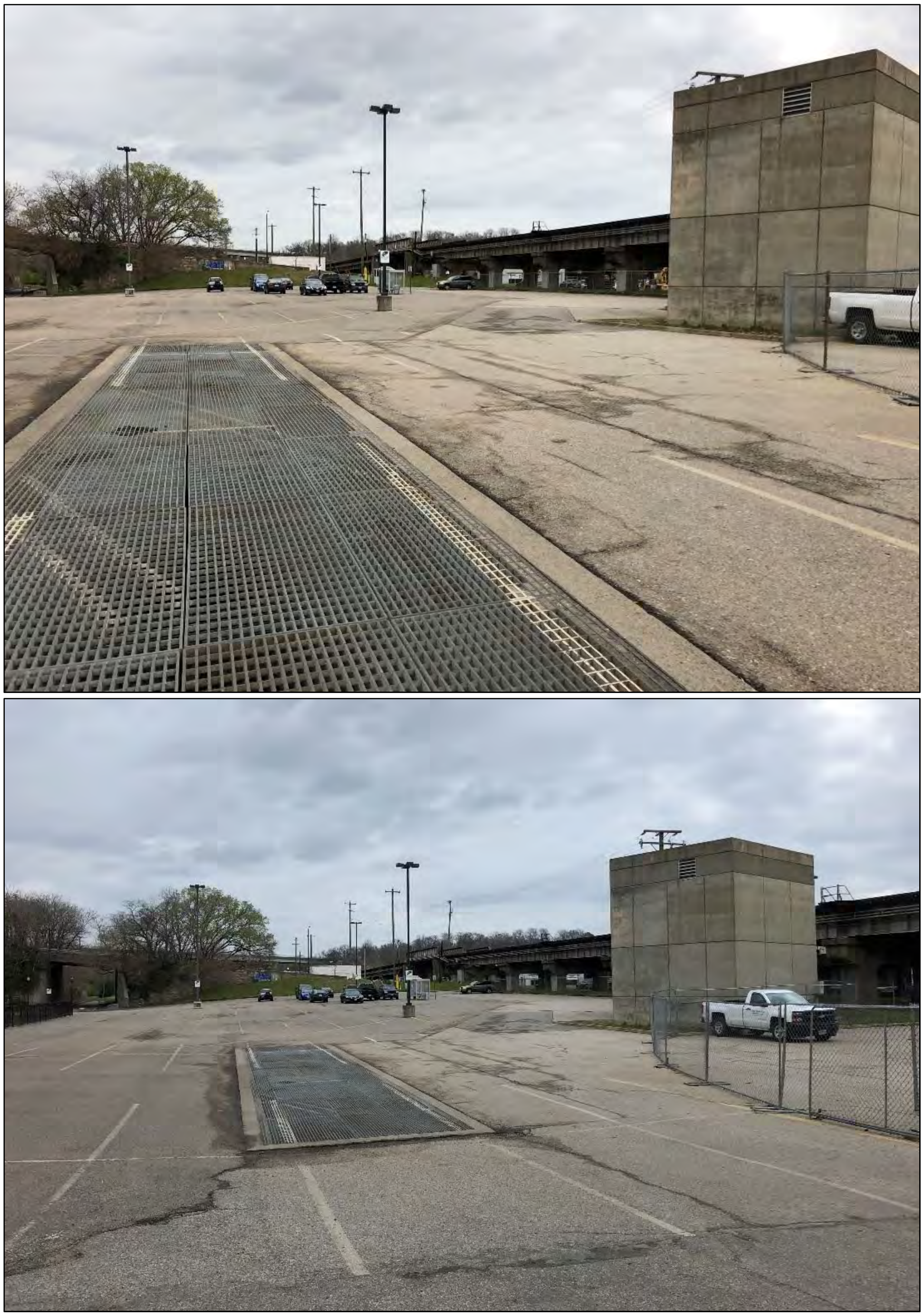
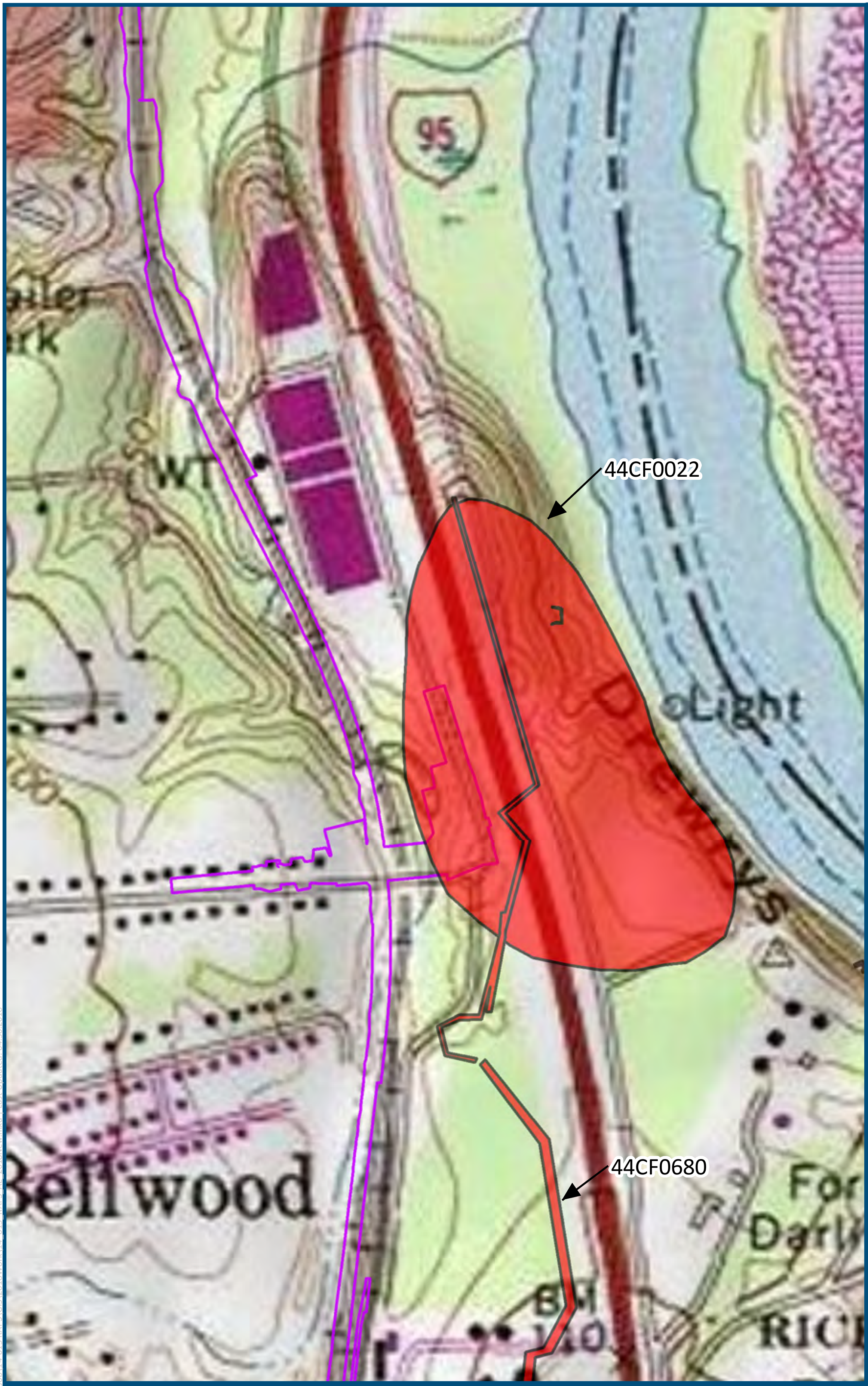
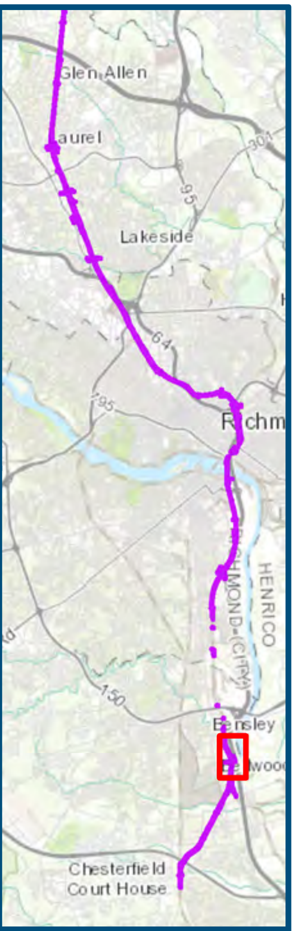


FIGURE 4-228: OVERVIEW OF SITE 44HE1098, LOOKING NORTH (TOP); OVERVIEW OF SITES 44HE1097 AND 44HE1098, LOOKING NORTH (BOTTOM)

4.7.11 Previously Recorded Site 44CF0022

Site 44CF0022 is listed as an Archaic lithic scatter with a Woodland component that has not been evaluated for NRHP listing. The majority of the site is mapped to the east of the project area (Figure 4-229). The portions of the site lying within the APE are situated within the steeply sloped margins along I-95 and the substantially lower-lying CSXT rail line (Figure 4-230). To obtain some information about this site, STPs were placed on a somewhat level area on the side of this slope. Five STPs were excavated and all contained deflated soils, with a thin topsoil, less than 0.1 feet (3.0 cm) in all STPs transitioning into gravelly sandy clay subsoil. No artifacts were recovered and no features identified. As the majority of the site lies outside the current project area, it is **recommended that the site remain unevaluated**. However, given the highly eroded soils and widespread grading and road disturbance within Site 44CF0022 as it overlaps the current project area **it is recommended that those portions of the site lying within the project area do not contribute to potential NRHP eligibility under Criterion D.**


44CF0022
44CF0680
95
WT
Light
Bellwood
BM
140
RIC
For
Darl


Glen Allen
Laurel
301
95
Lakeside
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield
Court House

0 300 600
Feet
0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2013 ESRI
USA Topo Map

Legend

- ☐ FEIS LOD/ Archaeological APE
- 🟥 Site Boundary

Figure 4-229
Sites 44CF0022
and 44CF0680

04/2018

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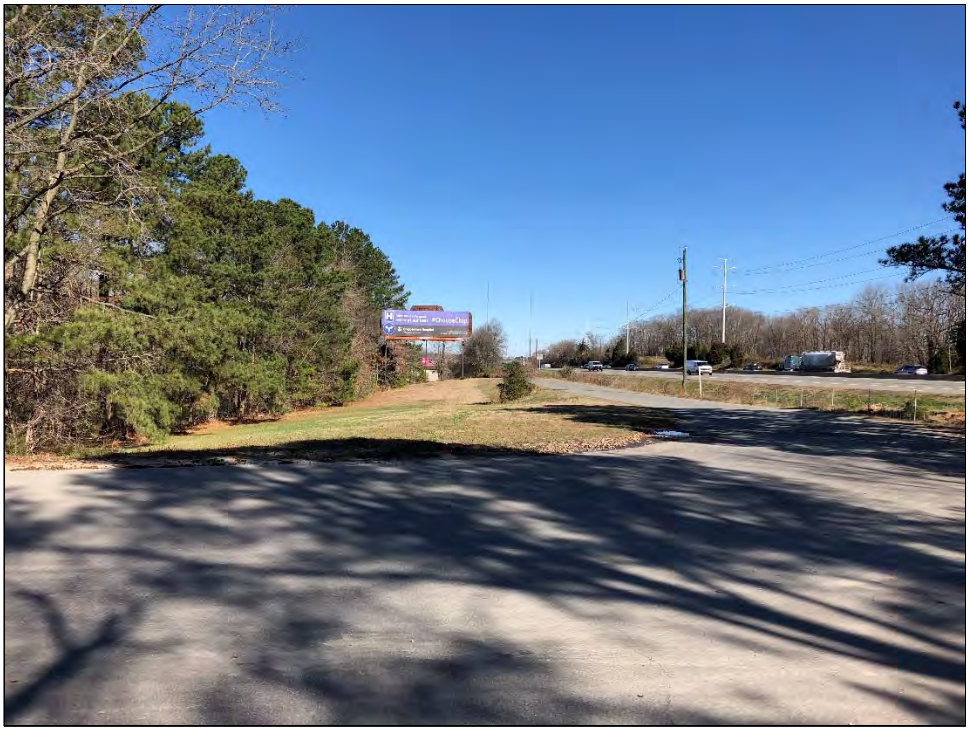


FIGURE 4-230: OVERVIEW OF SITE 44CF0022 WITHIN APE, LOOKING NORTH

4.7.12 Previously Recorded Site 44CF0123

Site 44CF0123, the Maury Street site, is an unevaluated multicomponent site with Early Woodland and nineteenth-century components, described as a prehistoric camp and historic dwelling. The portions of the site within the APE are located within heavily disturbed and graded areas owned by Richmond public utilities and in the artificially sloped surfaces associated with the Richmond Floodwall network (see Figure 4-225 and Figure 4-231). The extensive disturbance of the site within the current project area precluded subsurface testing, but observable conditions indicate that it is unlikely that intact archaeological deposits remain in those portions of the site. Because a substantial portion of the site lies outside the current survey area it is recommend that the site as a whole remain unevaluated, but given the conditions within the project area **it is recommended that those portions of 44CF0123 lying within the project area do not contribute to potential NRHP eligibility under Criterion D.**

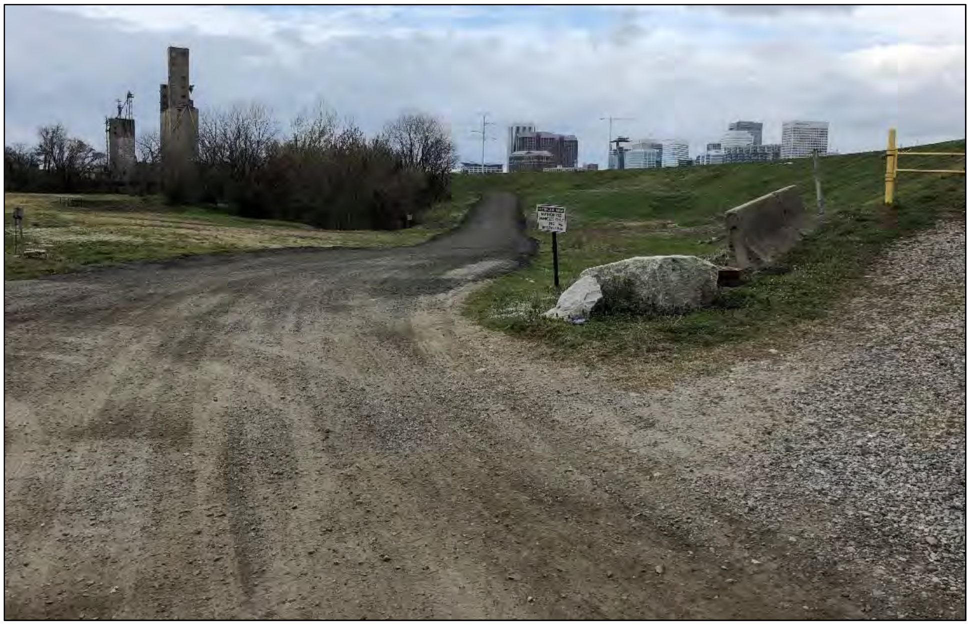
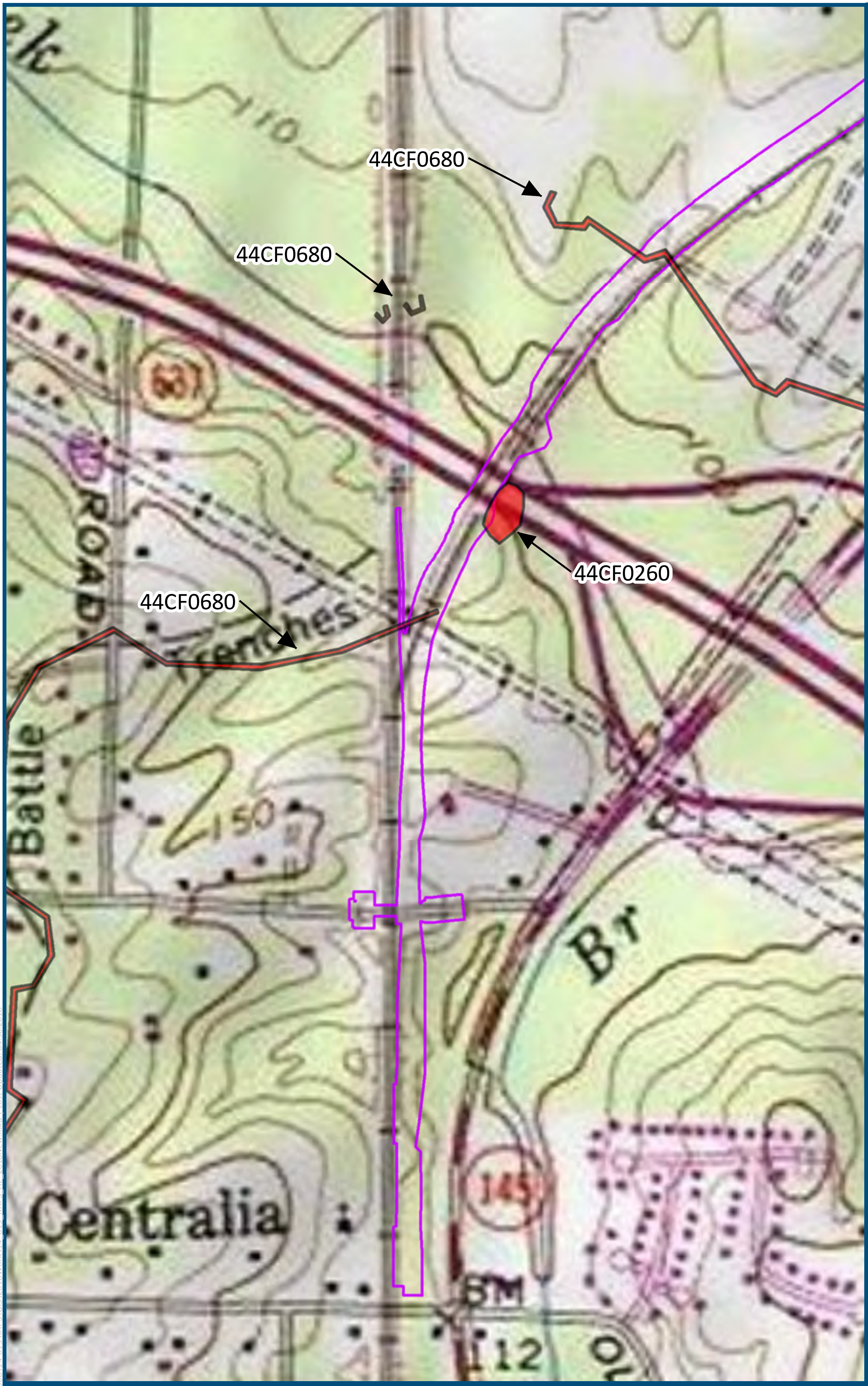
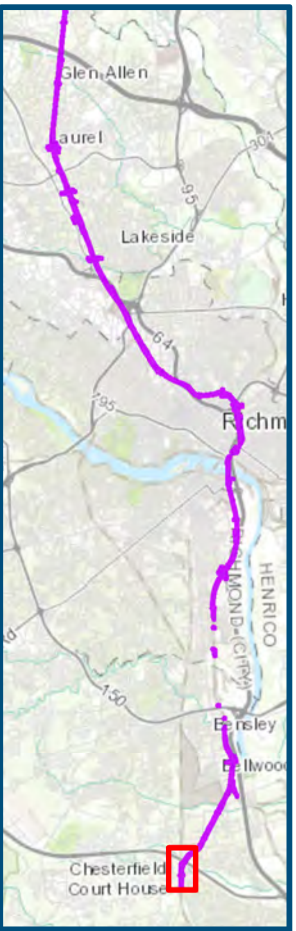


FIGURE 4-231: OVERVIEW OF SITE 44CF0123 WITHIN APE, LOOKING WEST

4.7.13 Previously Recorded Site 44CF0260

Site 44CF0260, a surface scatter of prehistoric lithics, lies on the south side of State Route 288, within a graded area between the SR 288 onramp and a large retention pond (Figure 4-232). A very small section of the site is situated within Archaeological Area 6h of the current investigation. A pedestrian survey of the site location was conducted and found that the area in which the site is located has little integrity remaining (Figure 4-233). The site was originally recorded as a surface scatter, but pedestrian survey identified no artifacts or features present on the ground surface. Based on the results of the pedestrian survey, no subsurface testing was conducted within the site area. Because a substantial portion of the site lies outside the current survey area, it is recommended that the site as a whole remain unevaluated, but given the conditions within the project area **it is recommended that those portions of 44CF0260 lying within the project area do not contribute to potential NRHP eligibility under Criterion D.**


44CF0680
44CF0680
44CF0260
44CF0680
110
631
ROAD
Battle
Trenches
150
100
Br
145
Centralia
BM
112


Glen Allen
Laurel
Lakeside
301
95
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield
Court House

0 300 600
Feet
0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2013 ESRI
USA Topo Map

Legend

🟪 FEIS LOD/ Archaeological APE

🟥 Site Boundary

Figure 4-232
Sites 44CF0260
and 44CF0680

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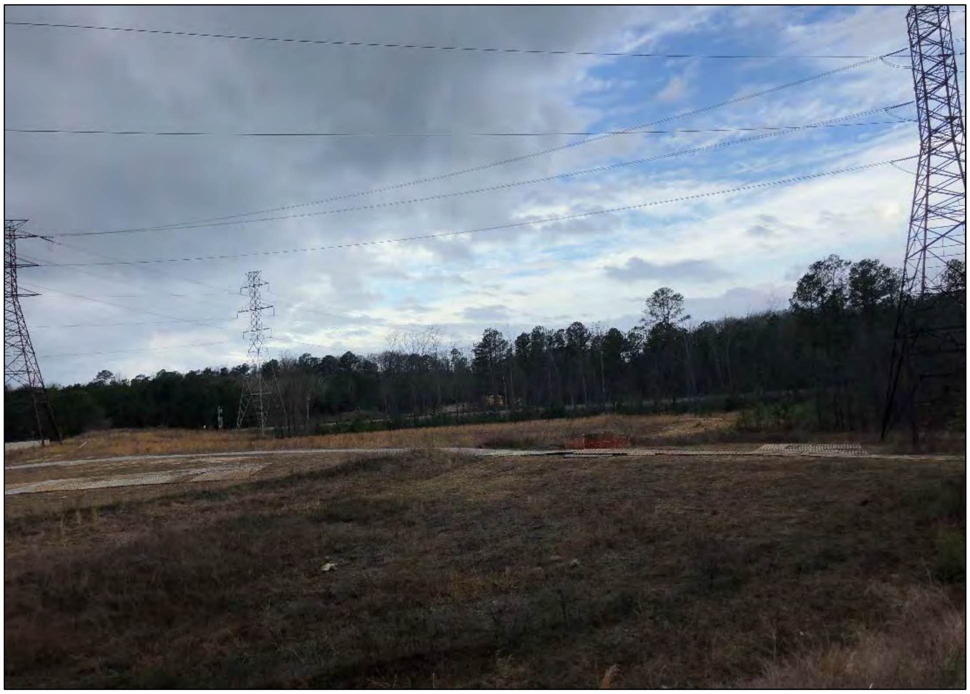
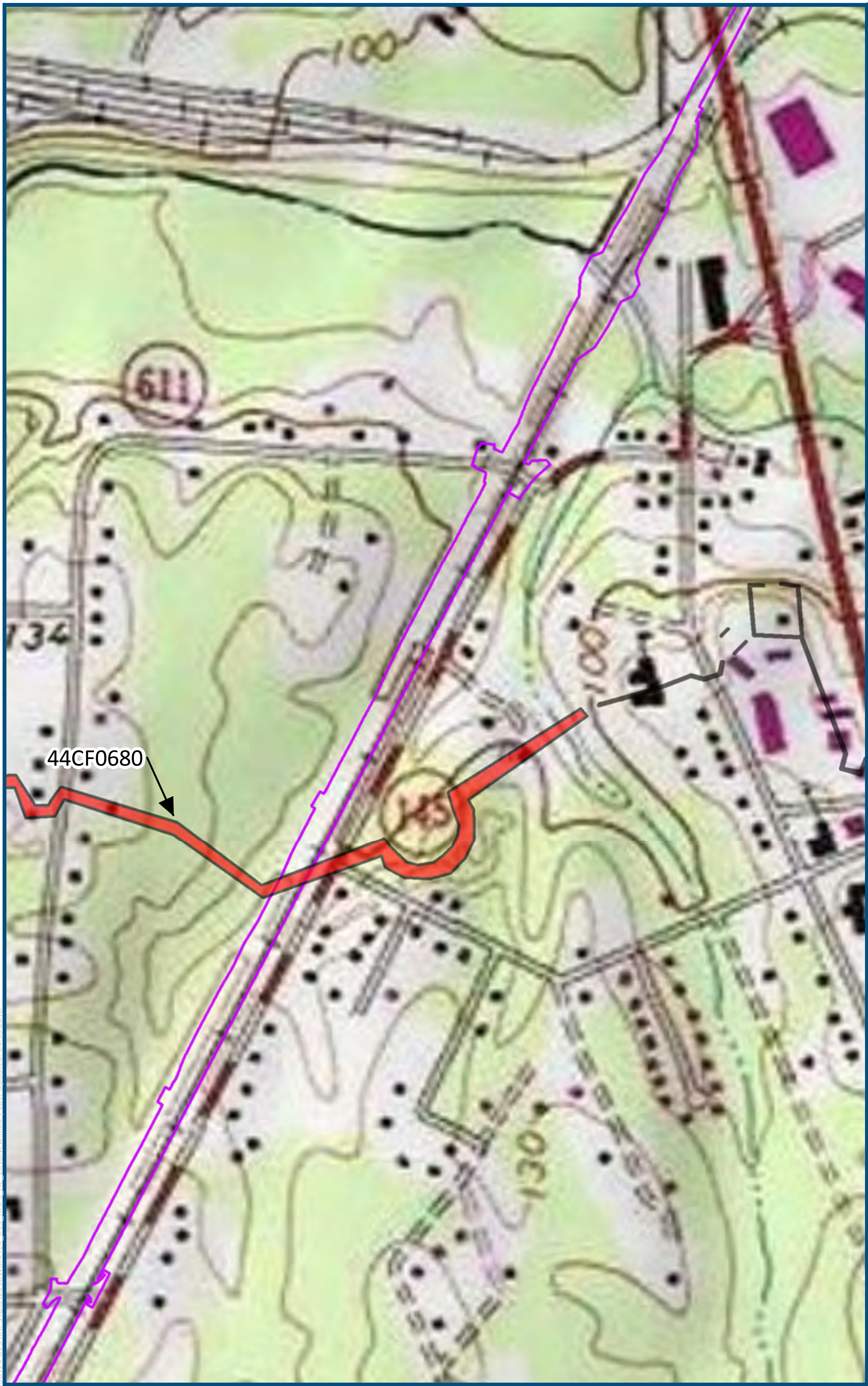
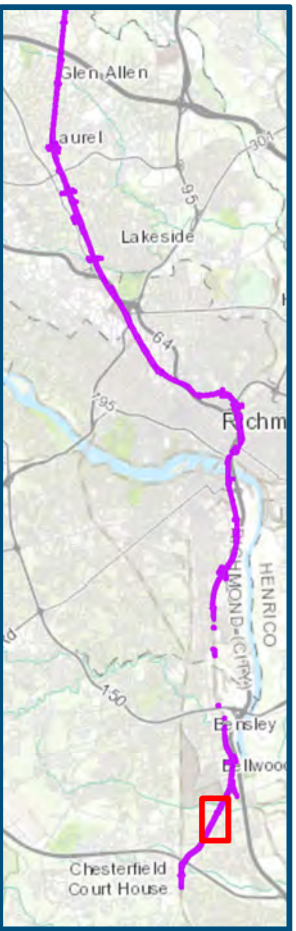


FIGURE 4-233: OVERVIEW OF SITE 44CF0260 WITHIN APE, LOOKING SOUTH

4.7.14 Previously Recorded Site 44CF0680

Site 44CF0680, Fort Darling or Centralia Earthworks site, is a large complex of earthworks and other encampment features associated with the Civil War activity south of Richmond. DHR has determined this site to be eligible for the NRHP under Criteria A and C, and it is associated with architectural resource 020-0022. Archaeological Area 6h intersects the mapped extent of previously recorded site 44CF0680 in three locations, but no evidence of visible earthworks could be seen from the project corridor at any location (see Figure 4-220 and Figure 4-234). This resource, taken as a whole, was recommended in the McCloskey et al. (2016) to be eligible for the NRHP under Criteria A and C, and DHR concurred with this recommendation in a letter dated October 11, 2016. Because of its notable association with the Civil War and preservation in other locations, **it is recommended that site 44CF0680 remains eligible for the NRHP under Criteria A and C. The subsurface integrity of the segments of the site overlapping the APE, however, have been compromised by the railroad construction and lack any visible evidence of earthworks, as such the portions of this site within the APE do not contribute to overall site eligibility.**


100
611
134
44CF0680
100
145
130


Glen Allen
Laurel
301
95
Lakeside
64
195
Richm
HENRICO
RICHMOND (CITY)
150
Bensley
Bellwood
Chesterfield
Court House

0 300 600
Feet
0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2013 ESRI
USA Topo Map

Legend

- ☐ FEIS LOD/ Archaeological APE
- 🟥 Site Boundary

Figure 4-234
Site 44CF080

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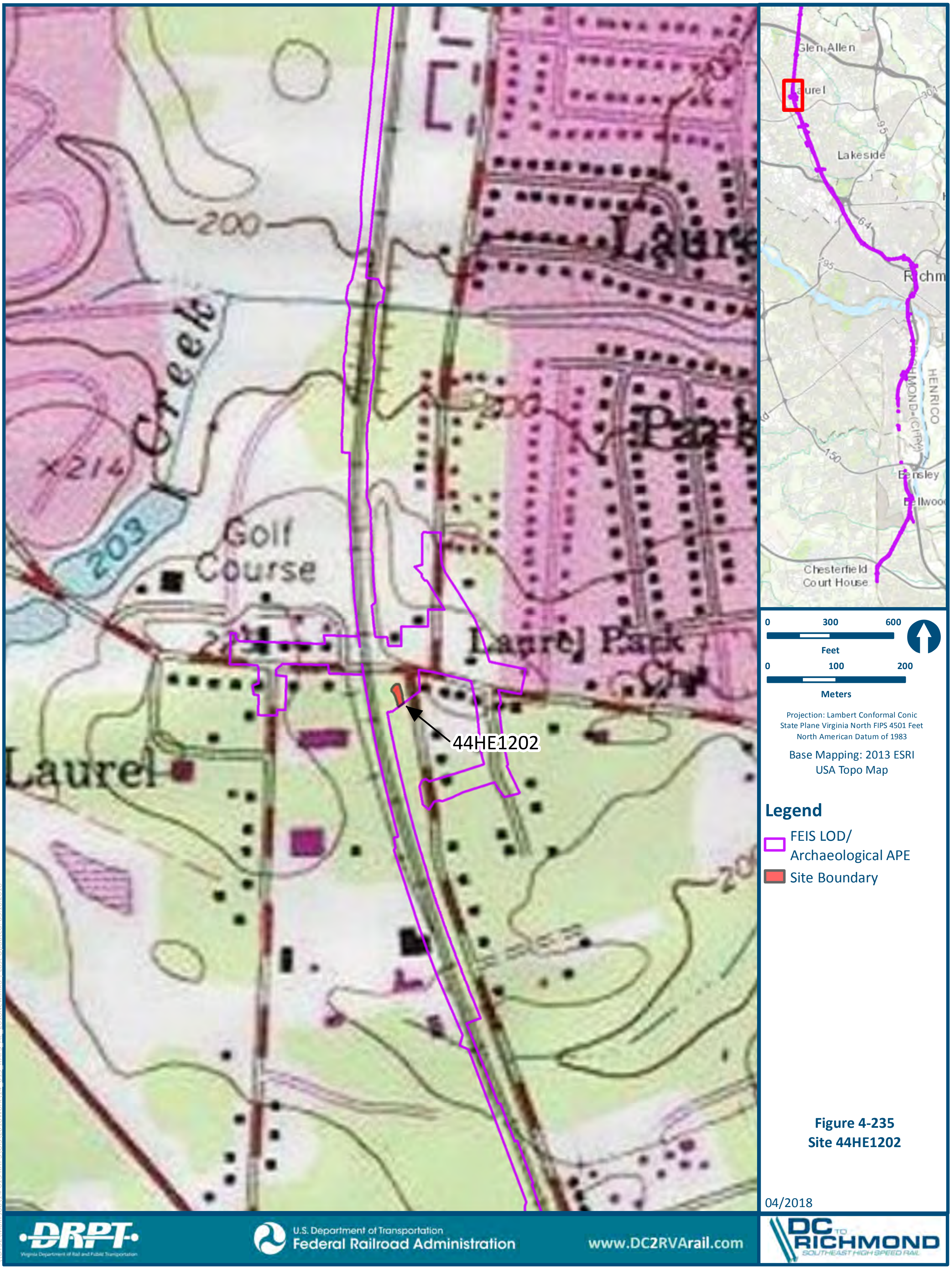
4.7.15 Newly Identified Site 44HE1202

4.7.15.1 Site Description

Site 44HE1202 is located in a small wooded area on the eastern side of the CSXT rail line, between the rail and Mayfair Avenue, just south of Hungary Road in Glen Allen, Henrico County (Figure 4-235). This site appears to be a refuse scatter dating to the twentieth century (Figure 4-236). The site was initially identified during STP survey, via the recovery of 22 artifacts in five STPs. The site was bounded by negative STPs to the north and west, disturbance to the east and the project boundary to the south. Though no structural remains of a house or other building were observed within the project area, periwinkle abounded in the vicinity of the positive STPs, which could be indicative of intentional planting by historic occupants, suggesting the possibility of a house site.

Ground surfaces in and around the site show substantial signs of disturbance, and the soils and inundation nearby indicate that the area may occasionally be flooded. The area is generally characterized by level topography and young deciduous trees, with a dense understory of vines and brambles, as well as the aforementioned periwinkle ground coverage. Site 44HE1202 measures approximately 110 feet (33.5 feet) north to south and 50 feet (15.2 m) east to west, encompassing an area of 0.1 acres (404 m). Site 44HE1202 lies at 215.4 feet (65.7 m) AMSL.

The assemblage recovered from site 44HE1202 includes 22 artifacts dating to the early-twentieth century. The artifacts primarily include clear, brilliant green, and aqua bottle glass likely representing casual discard rather than being indicative of a domestic occupation. Additional materials include nails, both machine-cut and those of indeterminate manufacturing, window glass, and a fragment of ironstone.


44HE1202
Golf Course
Laurel
Laurel Park
Laurel Park Ch
Creek
203
200
x214
Glen Allen
Laurel
Lakeside
Richmond
Bensley
Bellwood
Chesterfield Court House
HENRICO
RICHMOND (CITY)
95
64
295
150
301

0 300 600
Feet
0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2013 ESRI
USA Topo Map

Legend

▭ FEIS LOD/ Archaeological APE

🟥 Site Boundary

Figure 4-235
Site 44HE1202

04/2018

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FIGURE 4-236: GENERAL VIEW OF SITE 44HE1202, FACING NORTH

The average depth of STPs within the site was 1.3 feet (39.6 cm), with the deepest STP also extending to a depth of 1.3 feet (39.6 cm). The average A horizon measured 0.8 feet (24.4 cm). The maximum A-horizon measurement within the site measured 0.9 feet (27.4 cm). The typical STP within the site contained two levels. Stratum I consists of a black (2.5Y 2.5/1) sandy loam which overlaid a subsoil consisting of a light yellowish brown (10YR 6/4) sandy clay (Figure 4-237).

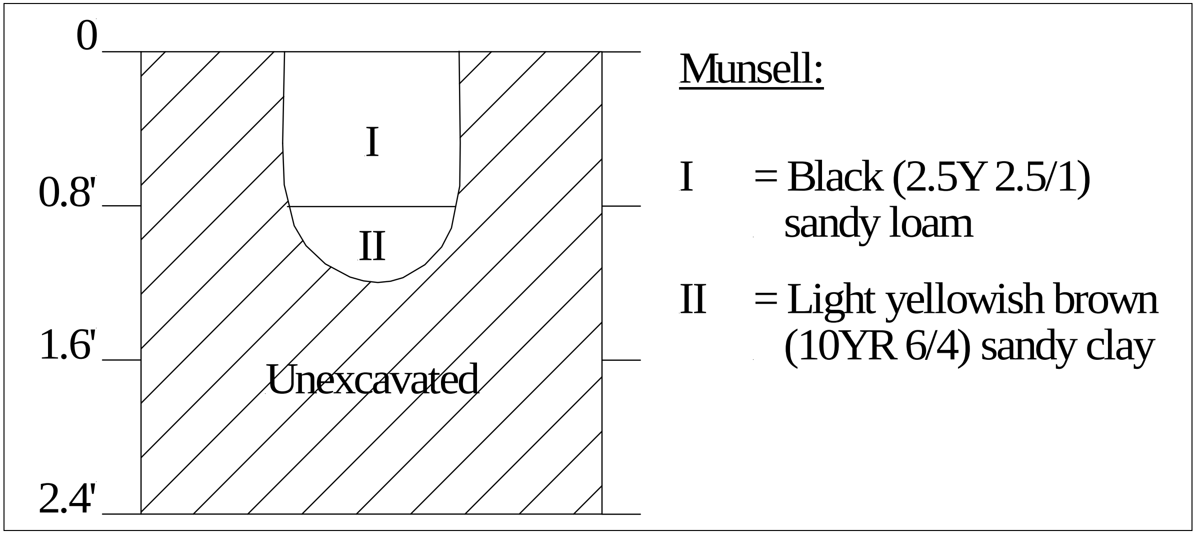

0
0.8'
1.6'
2.4'
I
II
Unexcavated
Munsell:
I = Black (2.5Y 2.5/1) sandy loam
II = Light yellowish brown (10YR 6/4) sandy clay

FIGURE 4-237: REPRESENTATIVE STP PROFILE FOR SITE 44HE1202

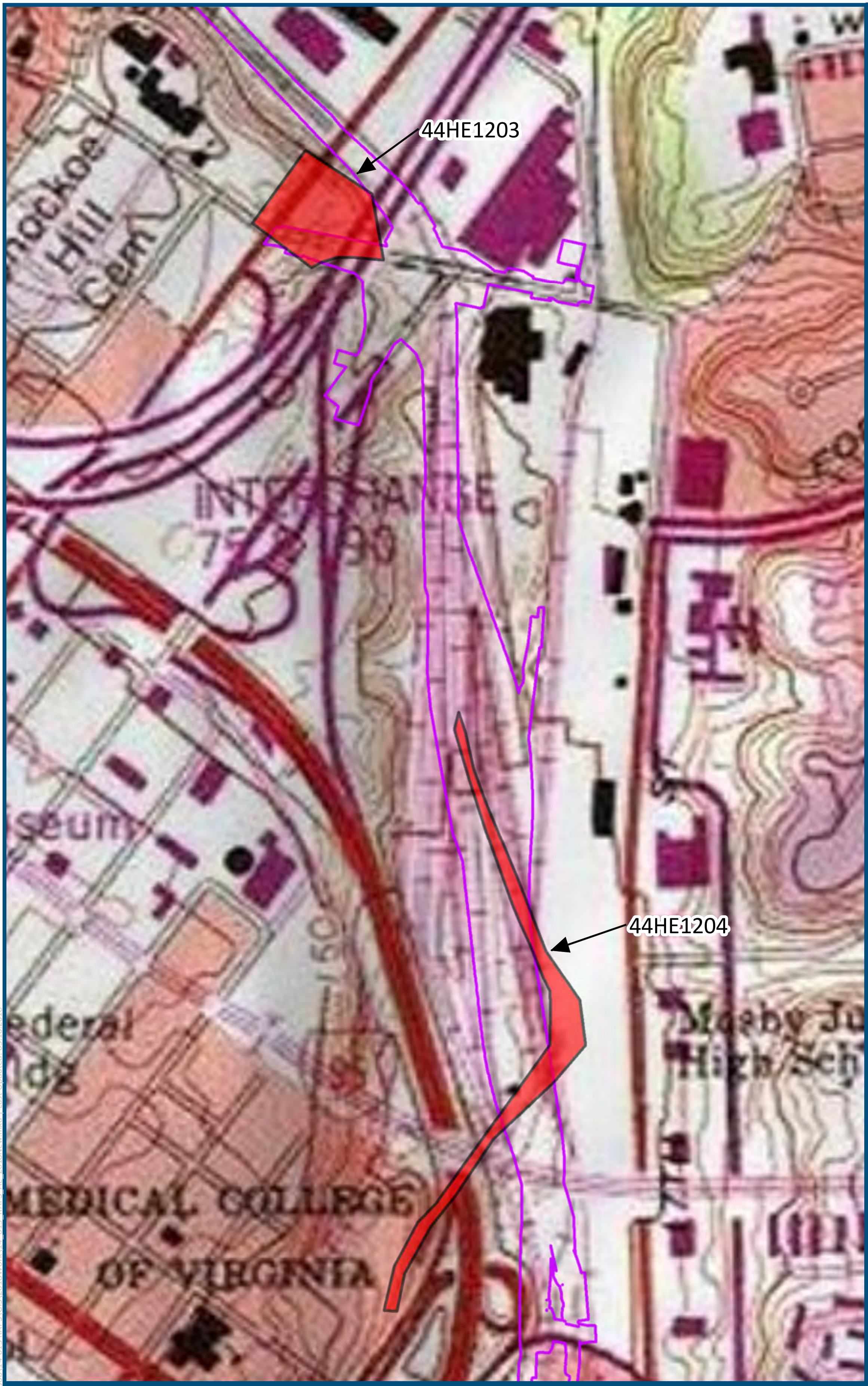
4.7.15.2 Evaluation and Significance

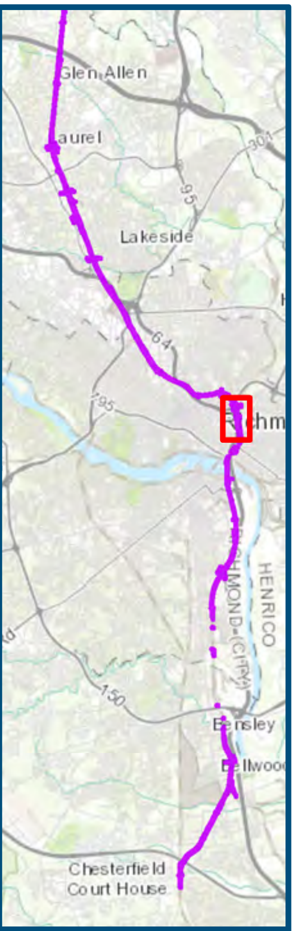
Site 44HE1202 is likely a twentieth-century refuse scatter. Given the lack of evidence for a structure in the site boundaries and the widespread disturbance, as well as the abundance of sites dating to this period, it is unlikely that the site would yield significant information about twentieth-century occupation of the Glen Allen area, as such the site is not eligible for NRHP listing under criterion D. Nor is the site associated with a historical event or pattern of events (Criterion A) or significant persons (Criterion B) and the deposits do not illustrate distinctive characteristics of a type, period, or method of construction (Criterion C). As such, it is **recommended that site 44HE1202 is not eligible for NRHP listing.**

4.7.16 Newly Identified Site 44HE1203

4.7.16.1 Site Description

Site 44HE1203 is located in an urban setting (Figure 4-238 and Figure 4-239) on the west side of the CSXT rail line, along Hospital Street in Richmond, within the northern portion of Archaeological Area 6e. This site represents the "Grave Yard for Free People of Color and Slaves" identified solely based on current historic map analysis. The site was identified based on the Micajah Bates 1835 *Plan of the City of Richmond Drawn From Actual Survey and Regional Plans* (Figure 4-239). Phase IB pedestrian survey of this portion of the APE indicated near-surface disturbance to the site location from buried utility corridors, modern development of the location, and construction associated with the modern alignment of Hospital Street. Given the presence of multiple near-surface disturbances, no subsurface testing was undertaken at the location and thus, no subsurface deposits associated with the site have been identified. The site, as defined from historic map analysis, measures 350 x 500 feet (106.7 x 152.4 m), encompasses an approximate area of 3.3 acres (1.3 ha), and is located at approximately 105 feet (32 m) AMSL.


44HE1203
44HE1204
Shockoe Hill Cem
INTERCHANGE
Federal Bldg
MEDICAL COLLEGE OF VIRGINIA
Mosby Ju High Sch


Glen Allen
Laurel
Lakeside
Richm
HENRICO
RICHMOND (CITY)
Bensley
Bellwood
Chesterfield Court House
95
64
195
301
150

0 300 600
Feet

0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2013 ESRI
USA Topo Map

Legend

- 🟪 FEIS LOD/ Archaeological APE
- 🟥 Site Boundary

Figure 4-238
Sites 44HE1203
and 44HE1204

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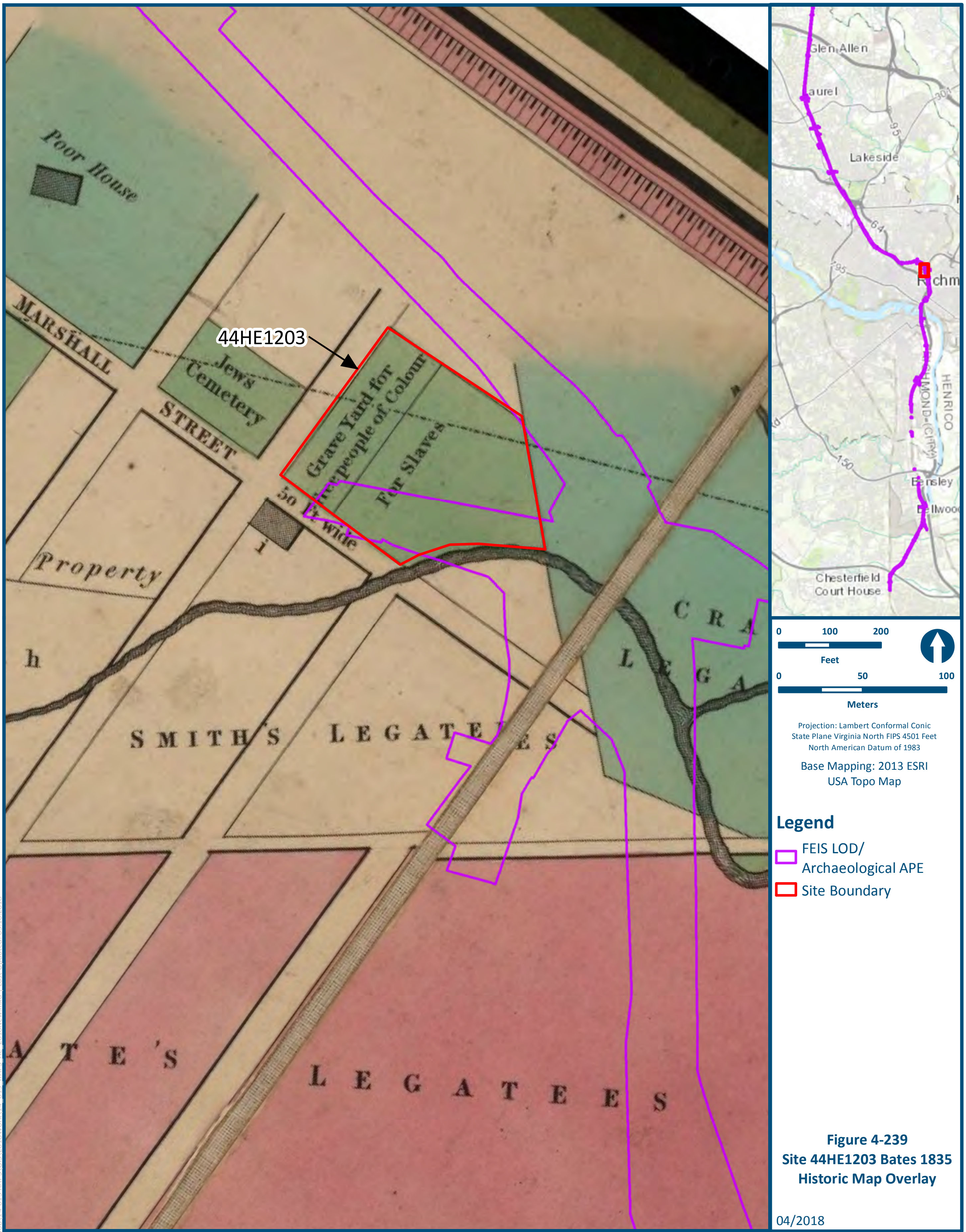
44HE1203
Poor House
MARSHALL STREET
Jews Cemetery
Grave Yard for people of Colour
For Slaves
50 Ft wide
Property
h
SMITH'S LEGATEES
CRA
LEGA
ATE'S
LEGATEES
Glen Allen
Laurel
Lakeside
Richm
HENRICO
RICHMOND (CITY)
Bensley
Bellwood
Chesterfield Court House
295
95
64
195
150
301
0
100
200
Feet
0
50
100
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2013 ESRI
USA Topo Map
Legend
FEIS LOD/ Archaeological APE
Site Boundary

Figure 4-239
Site 44HE1203 Bates 1835
Historic Map Overlay

04/2018

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Further evidence of the presence of the "Grave Yard for Free People of Color and Slaves" as noted by Bates (1835) comes from previous archaeological investigations undertaken in advance of the proposed widening of I-64, of which the project area partially overlaps the DC2RVA archaeological APE (Calhoun 2013). The archaeological investigation, completed on behalf of VDOT, included the excavation of a series of backhoe trenches used to assess the stratigraphy and presence of archaeological features within the 0.68-acre (0.28-ha) project area. Extensive documentary, map, and background research as to the location and extent of the purported cemetery was conducted by VDOT in advance of the archaeological investigation (Calhoun 2013). The study noted that the cemetery location shows up intermittently on maps of city, including Beers (1877), Ellyson (1856), and Michler (1867). Documentary evidence of the cemetery was also noted in Richmond City Council Minutes from 1816 and an advertisement in the *Richmond Enquirer* in 1816 (see images in Calhoun 2013). In a discussion of the documentary evidence, Calhoun speculated that the interments may have been moved from the cemetery location to make way for the 1890 construction of the 5th Street Viaduct (now the Stonewall Jackson Bridge) and were reinterred in the graveyard at the Richmond Penitentiary. An excerpt from this report outlines the speculation on the individuals buried at the cemetery:

> Burying Ground were removed prior to, or during, the construction of the 1890 viaduct and that [sic] they were reinterred in the graveyard at the Richmond Penitentiary. The Richmond Penitentiary closed in the early 1990s, and all of the graves were removed from the property and it was sold. During the archaeological exhumation, it was noted that dispersed amongst the prison burials were some that contained more than one individual and that were not consistent with other burials at the penitentiary. Kathy Biedleman, who directed the project, stated that she accessed records that indicated that these burials were originally interred in the Burying Ground and that when the viaduct was constructed in 1890, they were moved to the penitentiary (Interview with Robert Clarke). Unfortunately, the research conducted for the purpose of this report did not discover any records that substantiate this claim, and the several attempts to contact Ms. Biedleman have been unsuccessful. [Calhoun 2013]

Despite overwhelming documentary evidence of the cemetery, no physical archaeological evidence was documented in the 2013 project area. Instead the geoarchaeological assessment indicated that the project area stratigraphy consisted of vary degrees of modern fill deposited on top of truncated ancient marine soils. The documentary and geoarchaeological analysis indicated that if the cemetery remains intact, that it was likely located at the crest of the valley slope immediately east of the extant Shockoe Hill Cemetery (127-0389) and Hebrew Cemetery (127-6166). This location, as proposed by Calhoun (2013), is currently recorded as an above-ground resource, Talley's Auto Service Center, located at 1305 N 5th Street (127-6660).

4.7.16.2 Evaluation and Significance

Site 44HE1203 is a nineteenth-century "Grave Yard for Free People of Color and Slaves" as identified by Bates 1835. According to documentary evidence it was established circa 1816 and likely abandoned circa 1890. No subsurface excavations were conducted within the cemetery area, as such the cemetery has not been delineated. Pedestrian survey of the cemetery area within the current APE indicated a variety of modern disturbances. The APE within the site area is confined to the sidewalks north of Hospital Street, the road itself, and the slope immediately south of Hospital Street. Pedestrian survey of the site location indicates that the disturbance noted within the APE, most notably the grading needed to construct Hospital Street (approximately 10 feet [3 m]) would have disturbed the cemetery location (Figure 4-240). As such, **the portion of site 44HE1203 within the APE lacks subsurface integrity and therefore does not contribute the site's overall NRHP eligibility.** However, it is **recommended that site 44HE1203 should be considered unevaluated for the NRHP** as no subsurface investigations within site location have been undertaken. It is further noted that Calhoun's (2013) recommendation that if the cemetery remains intact, it would likely be located at the crest of the valley slope under the footprint of current Tallys Auto Shop, remains valid (Figure 4-241). The current survey noted that the crest of the valley slope, to the north of the current APE, appeared visually intact and not subjected to the extensive grading observed in the portion of the site within the APE.

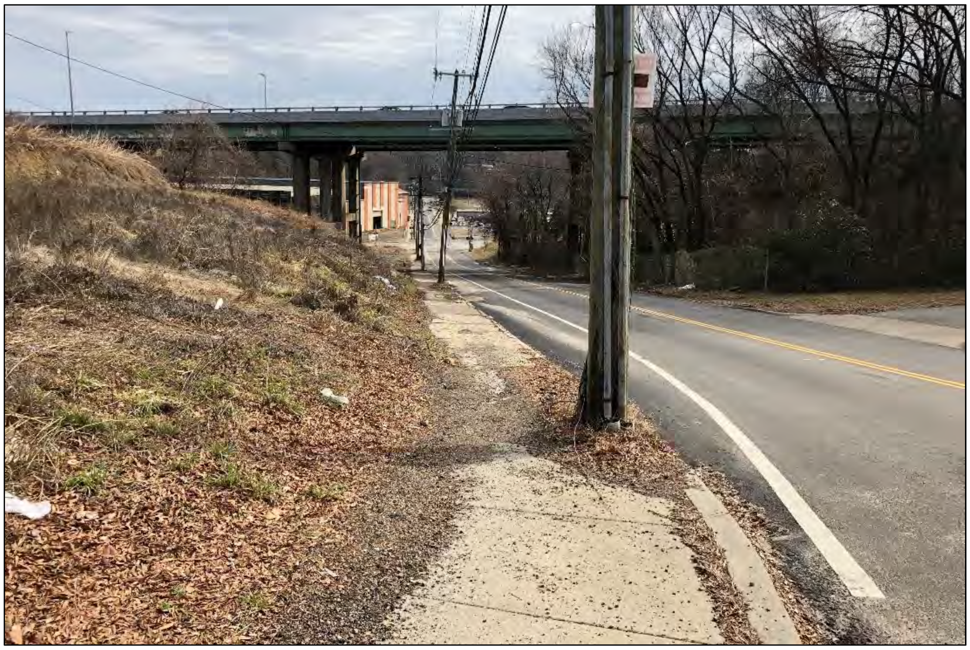


FIGURE 4-240: OVERVIEW OF SITE 44HE1203 NOTING GRADING OF HOSPITAL STEET, LOOKING EAST

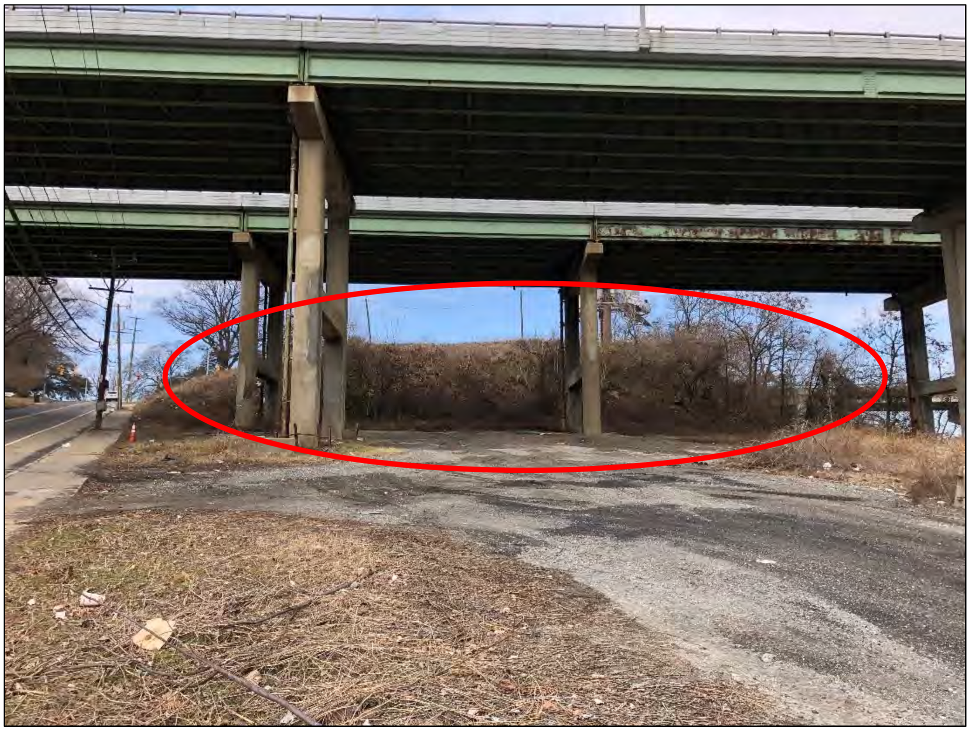
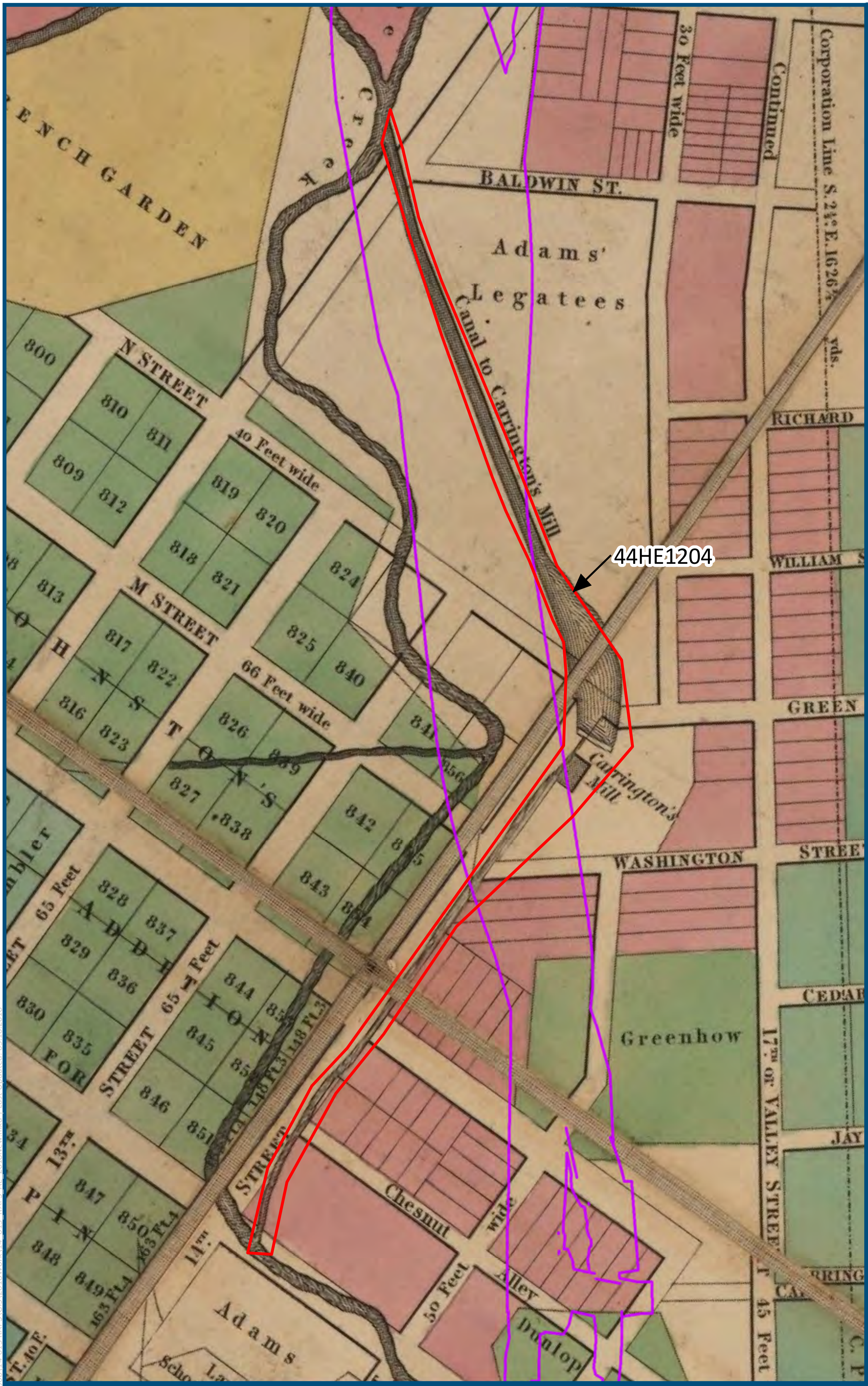


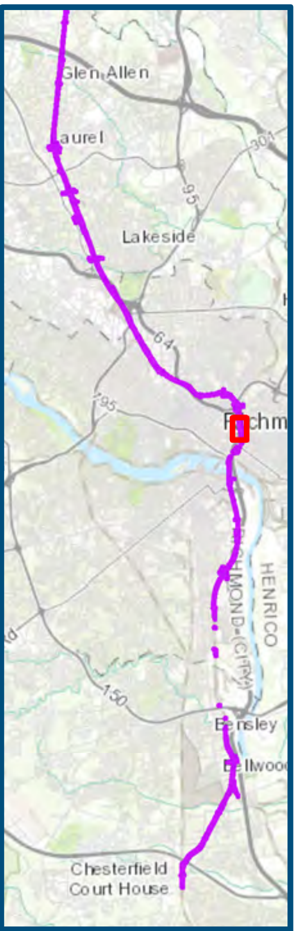
FIGURE 4-241: SITE 44HE1203, ASSUMED INTACT PORTION OF THE SITE (AT THE CREST OF THE VALLEY SLOPE) IS CIRCLED IN RED, LOOKING WEST

4.7.17 Newly Identified Site 44HE1204

4.7.17.1 Site Description

Site 44HE1204 is located in an urban setting (see Figure 4-238 and Figure 4-242) on the east side of the CSXT rail line, directly north of I-95, within the southern portion of Archaeological Area 6e. This site represents Carrington's Mill and associated mill race, identified based solely on historic map analysis. The site was identified based on the Micajah Bates' 1835 *Plan of the City of Richmond Drawn From Actual Survey and Regional Plans* and also noted on the F.W. Beers' 1877 *Map of the City of Richmond*. Phase IB pedestrian survey of this portion of the APE indicated near-surface disturbance to the site location from buried utility corridors, modern development of the location, and construction associated with the modern alignment the railway (Figure 4-243). Based on the presence of multiple surface disturbances, no subsurface testing was undertaken at the location and thus no subsurface deposits associated with the site have been identified. The site, as defined from historic map projection, measures 1,400 x 150 feet (426.7 x 45.7 m), encompasses an approximate area of 1.8 acres (0.7 ha), and is located at approximately 90 feet (27.4 m) AMSL.


44HE1204
FRENCH GARDEN
Creek
BALDWIN ST.
Adams' Legatees
Canal to Carrington's Mill
Carrington's Mill
30 Feet wide
Continued
Corporation Line S. 24° E. 1626⅔ yds.
RICHARD
WILLIAM S
GREEN
WASHINGTON STREET
CEDAR
JAY
N STREET
M STREET
40 Feet wide
66 Feet wide
65 Feet
JOHNSTON'S ADDITION
STREET
Greenhow
17th or VALLEY STREET
45 Feet
Chesnut
50 Feet wide
Alley
Dunlop
Adams
14th
13th
800
810
811
809
812
819
820
818
821
824
825
840
813
817
822
816
823
826
839
827
838
842
843
828
837
829
836
830
835
844
845
846
851
847
850
848
849


Glen Allen
Laurel
Lakeside
Richm
295
95
301
64
195
150
RICHMOND (CITY)
HENRICO
Bensley
Bellwood
Chesterfield Court House

0 150 300
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2013 ESRI
USA Topo Map

Legend

- 🟪 FEIS LOD/ Archaeological APE
- 🟥 Site Boundary

Figure 4-242
Site 44HE1204 Bates 1835
Historic Map Overlay

04/2018

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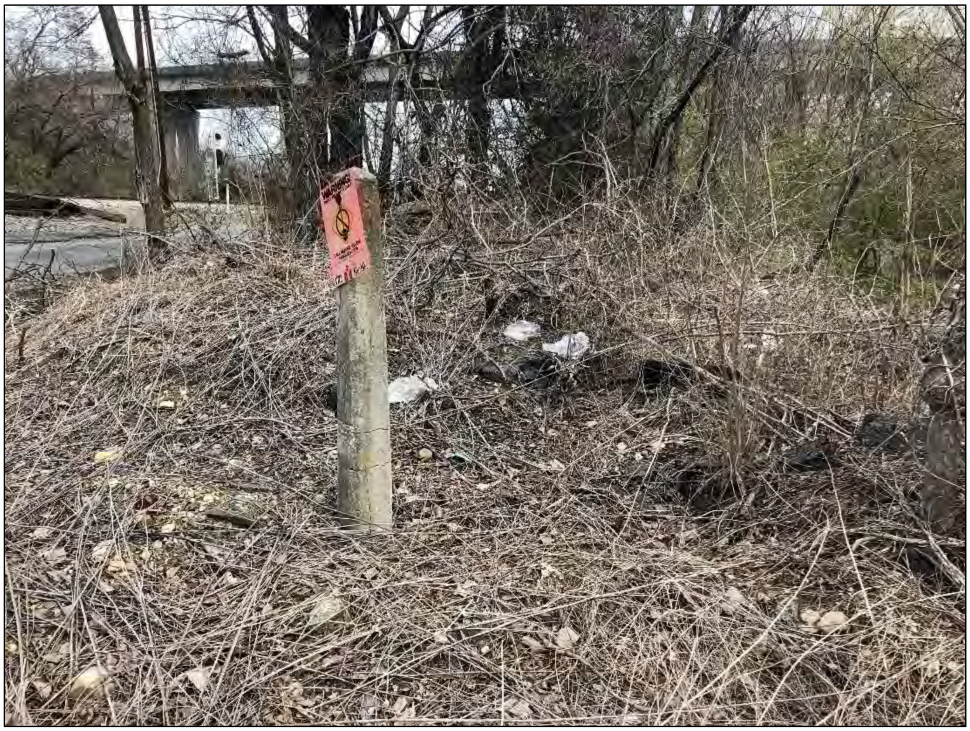

Figure 4-243: Overview of Site 44HE1204, Noting BURIED UTILITY Corridor, MODERN Road, AND RAILROAD Disturbance, Looking Southeast

Carrington's Mill first appears on the 1835 Bates maps and preliminary research was unable to define how long the mill had been operational by this time. The map shown in Figure 4-242 indicates the canal running south from Shockoe Creek, the location of the mill wheel evidenced by the gap between the canal and the mill building, the mill building itself, and associated mill race. Research indicates that Colonel George M. Carrington owned the mill as well as the surrounding property and employed Anthony Victor as his manager/proprietor of the mill operations (*Richmond Enquirer* 1850). Based on advertisements in the *Richmond Enquirer* it seems that Carrington's was a grist mill that also facilitated the storage of ice for the public. On May 14, 1847, a notice was placed in the *Richmond Enquirer* stating that Carrington's Mill would accept deposits of ice for the public and in 1849, Anthony Victor placed notices that "2,000 bbls best white corn wanted at Carrington's Mill, which the highest cash price will be given" (*Richmond Enquirer* 1847 and 1849). While the mill suffered notable damages from a flood in the summer of 1850, newspaper accounts in the years following suggest that Colonel Carrington repaired and rebuilt to continue his operation. However, this would seemingly not last long. On March 17, 1852, notice was placed in the *Richmond Times Dispatch* that Colonel Carrington's proprietor, Anthony Victor, was charged with shooting a man in the face over a young lady that was living in the house with Mr. Victor (*Richmond Times Dispatch* 1852). Victor was eventually charged with feloniously shooting a man and was sentenced to confinement in the penitentiary for three years (*Richmond Enquirer* 1852).

By 1854, the mill is referenced as "Carrington's Old Mill" indicating the mill was no longer operational. A specific notice in the *Richmond Times Dispatch* on June 24, 1854 mentions "a gang of little boys…who are in the habit of bathing in Shockoe Creek…..While the officers are endeavoring to break up this indecent habit on the part of the boys, we will suggest to them the property of having an eye to the pond at Carrington's old mill, where grown men congregate of evenings to bathe" (*Richmond Times Dispatch* 1854). Three years later, Colonel Carrington passed away with all of his personal possessions and presumably his real estate being sold at auction (*Richmond Times Dispatch* 1857).

4.7.17.2 Evaluation and Significance

Site 44HE1204 is an early-nineteenth-century mill site as identified by Bates 1835. According to documentary evidence it was established circa 1835 and likely abandoned by the 1850s. No subsurface excavations were conducted within the location of the mill site and, as such, the mill and associated infrastructure have not been delineated. Pedestrian survey of the mill site within the current APE indicated a variety of modern disturbances. The APE within the site area is confined to a wooded parcel along CSXT right-of-way. Pedestrian survey of the site location indicates that the disturbance noted within the APE, most notably buried utility corridors, modern development, and construction associated with the modern alignment the railway would have removed any trace of the former mill site. As such**, the portion of site 44HE1204 within the APE lacks subsurface integrity and therefore cannot contribute the site's overall NRHP eligibility.** However, it is **recommended that site 44HE1204 should be considered unevaluated for the NRHP** as no subsurface investigations within the site location have been undertaken.

5 SUMMARY AND RECOMMENDATIONS

The proposed DC2RVA preferred alternative of the SEHSR project was examined through a Phase IB archaeological survey. The proposed project is being completed under the auspices of the FRA in conjunction with the DRPT. Because of the FRA's involvement, the undertaking is required to comply with the NEPA of 1969 and Section 106 of the National Historic Preservation Act of 1966, as amended. The project is being completed as DHR File Review #2014-0666.

The archaeological APE for the DC2RVA project includes the footprint of physical improvements associated with the project, inclusive of both the rail modifications and any associated roadwork. The APE of the mainline was the subject of archaeological survey in 2015 and 2016. The results were summarized in a report (McCloskey et al. 2016) and submitted to the DHR for review. Since the conclusion of the previous Phase IB archaeological work, a draft EIS resulting in the selection of a Preferred Alternative has been completed. Additionally, engineering and design work has been completed for the corridor resulting in the definition of the physical footprint of improvements for the selected Preferred Alternative, including all road modifications, straightening of curves, the addition of wyes, proposed station locations, parking areas, etc. As such, the APE studied as part of the current report was defined by the LOD of the Preferred Alternative, and is generally located along the existing 123-mile (198-km) CSXT rail corridor. The goals of the Phase IB survey were to identify archaeological sites greater than 50 years in age and to provide an initial assessment of the physical integrity and research potential of any archaeological sites discovered within the APE in relation to potential NRHP eligibility.

The archaeological study consisted of a pedestrian survey and subsurface testing, supplemented by metal detector survey, throughout the APE beyond the limits of previous Phase IB investigations. Based on the pedestrian survey, subsurface testing (and, where necessary, metal detector survey) was carried out in locations deemed to have potential for intact subsurface deposits. Additionally, all sites within the APE not addressed by the previous DC2RVA Phase IB archaeological study, determined eligible or potentially eligible for listing in the NRHP, and those previously recorded sites that had not been evaluated by the DHR were examined. The archaeological areas subjected to Phase IB study, inclusive of pedestrian and subsurface testing, encompass 158.8 acres (64.3 ha).

A total of 511 STPs was excavated within areas identified for Phase IB study along the 123-mile-long (198-km) APE. The excavation of shovel tests and metal detector hits resulted in the recovery of 140 artifacts that date predominantly to the historic period. Two locations identified for Phase IB study were not accessible at the time of the current investigation. The inaccessible portions of Archaeological Area 2k (off Union Camp Road in Stafford County) and Archaeological Area 3e (along Benchmark Road in Spotsylvania County) are not included within the results and recommendations presented in the scope of this report.

Phase IB survey resulted in the identification of 23 archaeological sites and 5 isolated finds within the surveyed portions of the APE (Table 5-1). Of these 23 archaeological sites, 17 were previously identified archaeological sites and 6 were newly recorded. Based on this survey it is **recommended that one site, 44CF0680, remains eligible for listing in the NRHP under Criteria A and C. However, the portion of site 44CF0680 within the APE does not contribute to overall site eligibility.** The survey identified **nine archaeological sites (44HE0357, 44HE1097, 44HE1098, 44HE1094, 44SP0187, 44SP0468, 44SP0687, 44SP0688, and 44ST1223) that are recommended potentially eligible for listing in the NRHP under Criterion D.** It is further **recommended that nine sites (44CF0022, 44CF0123, 44CF0260, 44HE1203, 44HE1204, 44PW1008, 44ST0011, 44ST0270, and 44ST0271) are or remain unevaluated for the NRHP, but that the portions of all these sites within the APE do no contribute to their overall site eligibility**. The remaining **four archaeological sites (44HE1202, 44SP0767, 44SP0768, and 44ST1224,) are all recommended not eligible for listing in the NRHP**. However, sites 44ST1224 and 44SP0786 are both small family cemeteries that have not been fully delineated, so they should be avoided or their boundaries defined.

TABLE 5-1: SUMMARY OF IDENTIFIED ARCHAEOLOGICAL SITES

DC2RVA Project Area	DHR Number	Type	Recommendation
2f	44PW1008	Indeterminate Type or Age	Unevaluated; Portion in APE does not contribute to Eligibility
2k	44ST1223	Civil War Campsite; Nineteenth Century	Potentially Eligible under Criterion D
2k	44ST1224/ 089-5624	Daffan Family Cemetery; Mid-Nineteenth Century	Not Eligible
2k	44ST0271	Civil War Camp; Nineteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility
2k	44ST0270	Civil War Camp; Nineteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility
3a	44ST0011	Indeterminate; Unknown Prehistoric and Colonial	Unevaluated; Portion in APE does not contribute to Eligibility
3b	44SP0187	Marye's Mill; Nineteenth Century	Potentially Eligible under Criteria A and D
3b	44SP0687	Fredericksburg Block 48; Late Archaic through Twentieth Century	Potentially Eligible under Criterion D
3b	44SP0688	Fredericksburg Block 49; Late Archaic through Twentieth Century	Potentially Eligible under Criterion D
3d	44SP0468	Jackson's Earthwork-Encampment; Nineteenth Century	Potentially Eligible under Criteria A and D
3f	44SP0768/ 088-5511	Family Cemetery and Artifact Scatter; Twentieth Century	Not Eligible
3f	44SP0767/ 088-5516	Civil War Earthwork; Nineteenth century	Not Eligible
6a	44HE1202	Refuse Scatter; Twentieth Century	Not Eligible

TABLE 5-1: SUMMARY OF IDENTIFIED ARCHAEOLOGICAL SITES

DC2RVA Project Area	DHR Number	Type	Recommendation
6e	44HE1203	Cemetery: "Grave Yard for Free People of Color and Slaves"; Nineteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility
6e	44HE1204	Carrington's Mill; Early-Nineteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility
6e	44HE0357	Privy/Pit Complex; Eighteenth through Nineteenth Century	Potentially Eligible under Criterion D
6e	44HE1097	Railroad Warehouse; Nineteenth Century	Potentially Eligible under Criterion D
6e	44HE1098	Railroad Site; Indeterminate Age	Potentially Eligible under Criterion D
6e	44HE1094	Commissary Warehouse; Nineteenth Century	Potentially Eligible under Criterion D
6f	44CF0123	Camp and Dwelling; Early Woodland and Nineteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility
6g	44CF0022	Lithic Scatter; Archaic through Woodland	Unevaluated; Portion in APE does not contribute to Eligibility
6h	44CF0260	Lithic Scatter; Unknown Prehistoric	Unevaluated; Portion in APE does not contribute to Eligibility
6h	44CF0680	Fort Darling/Centralia Earthworks; Nineteenth Century	Eligible under Criteria A and C; Portion in APE does not contribute to Eligibility

Source: Dovetail 2018

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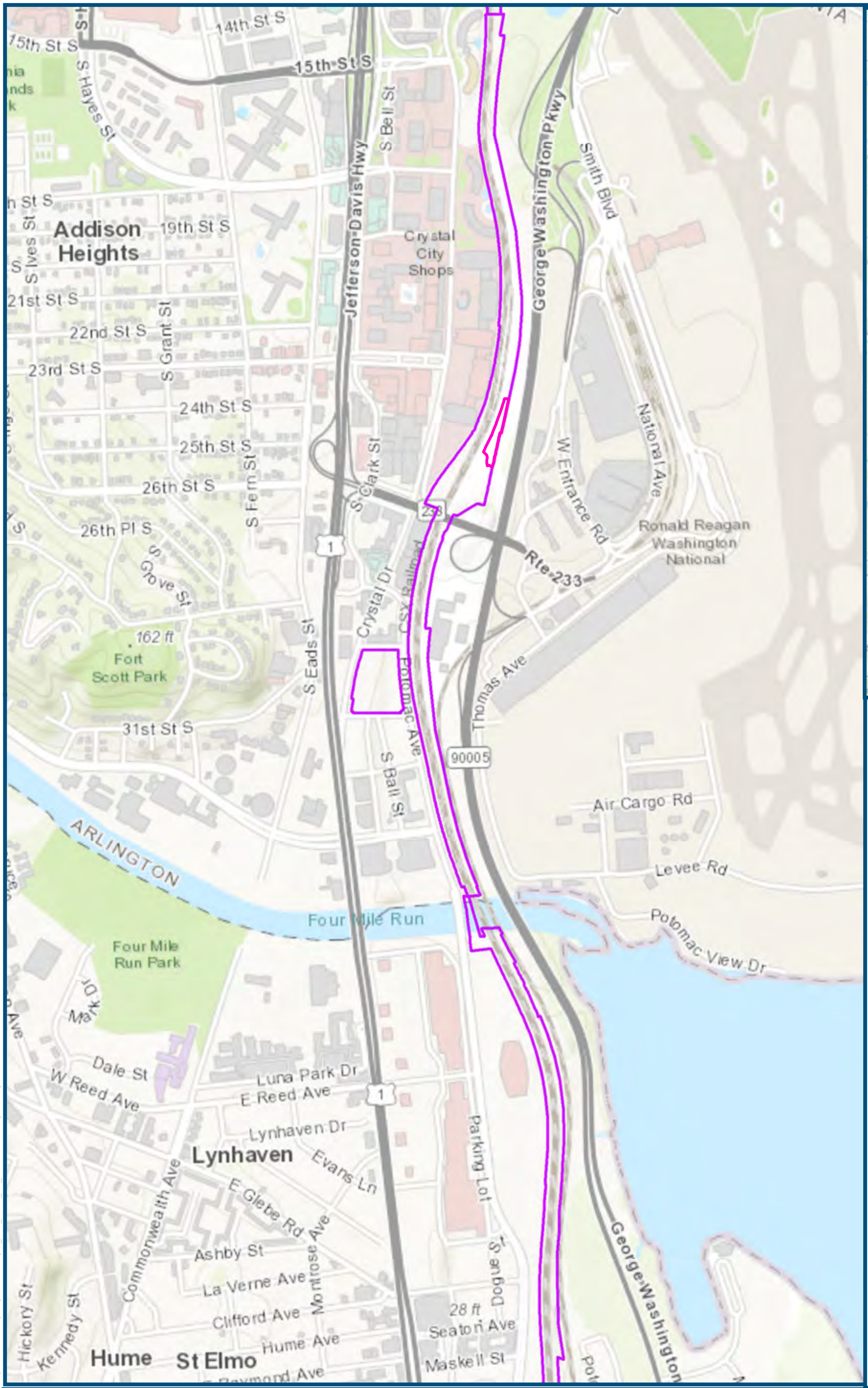
APPENDIX A: MAPS DETAILING ARCHAEOLOGICAL AREAS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31st St S
S Ball St
90005
Air Cargo Rd
Levee Rd
ARLINGTON
Four Mile Run
Four Mile Run Park
Potomac View Dr
Mark Dr
Dale St
W Reed Ave
Luna Park Dr
E Reed Ave
1
Lynhaven Dr
Lynhaven
Evans Ln
Parking Lot
E Glebe Rd
Commonwealth Ave
Montrose Ave
Ashby St
La Verne Ave
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Hume
St Elmo
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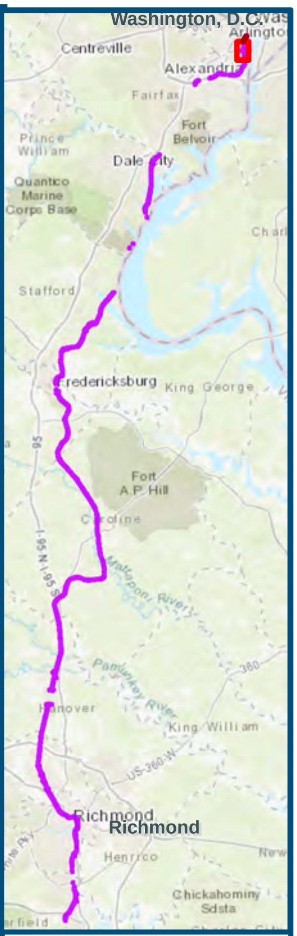
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Dale City
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Stafford
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Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
Chickahominy Sdsta

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2a (Map 1 of 3)

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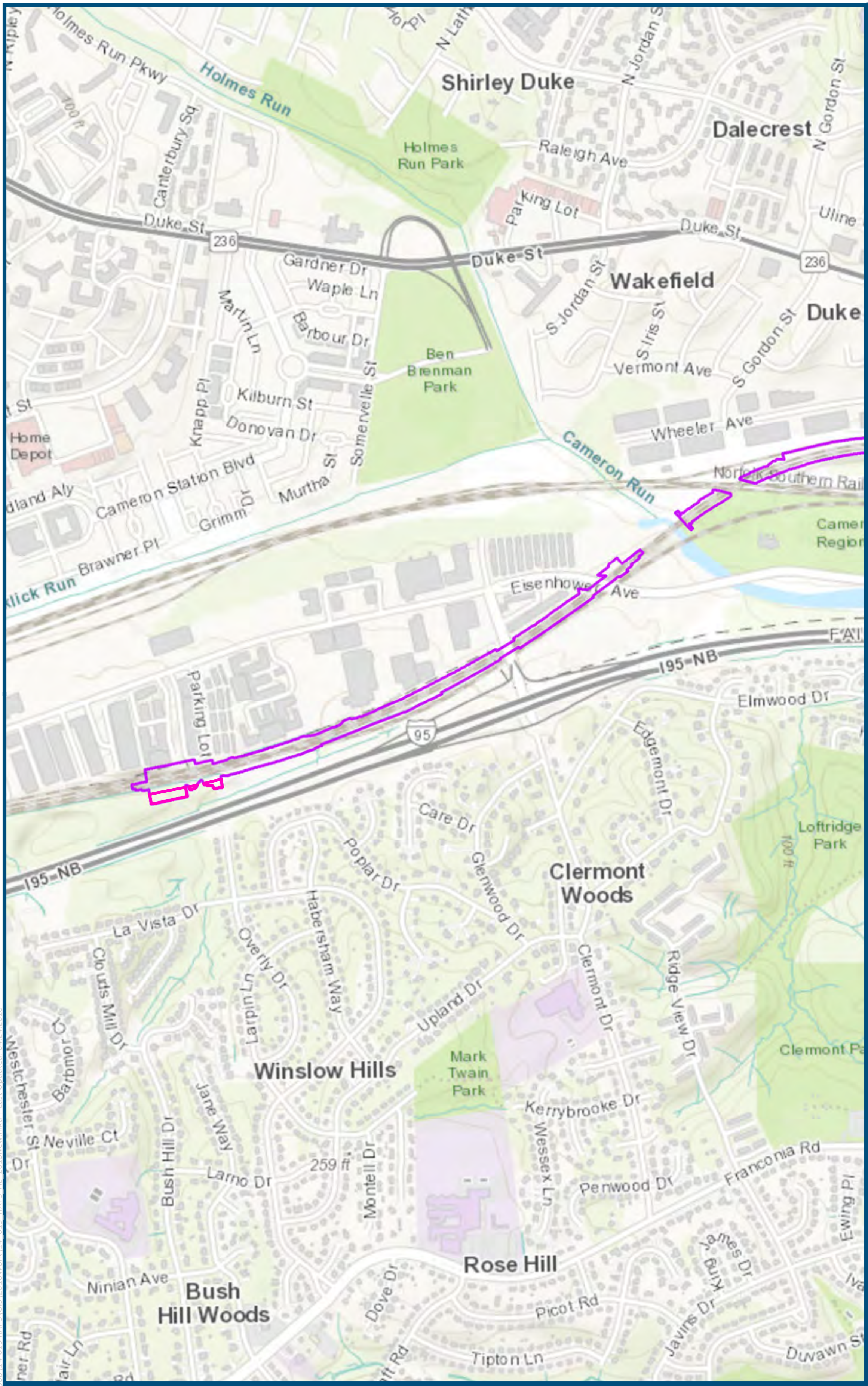
Holmes Run Pkwy
Holmes Run
Shirley Duke
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N Gordon St
Dalecrest
Holmes Run Park
Raleigh Ave
Canterbury Sq
King Lot
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Duke St
236
Gardner Dr
Duke St
Duke St
236
Waple Ln
Wakefield
Martin Ln
Barbour Dr
S Jordan St
Duke
Ben Brenman Park
S Iris St
S Gordon St
Vermont Ave
Knapp Pl
Kilburn St
Somervelle St
Home Depot
Donovan Dr
Wheeler Ave
Cameron Station Blvd
Cameron Run
Murtha St
Norfolk Southern Rail
Grimm Dr
Cameron Regional
Brawner Pl
Eisenhower Ave
Parking Lot
195-NB
95
Elmwood Dr
Edgemont Dr
Care Dr
Loftridge Park
Poplar Dr
Glenwood Dr
Clermont Woods
195-NB
La Vista Dr
Habersham Way
Overly Dr
Clouds Mill Dr
Larpin Ln
Upland Dr
Clermont Dr
Ridge View Dr
Barbmor Ct
Westchester St
Winslow Hills
Mark Twain Park
Clermont Park
Jane Way
Kerrybrooke Dr
Neville Ct
Bush Hill Dr
Larno Dr
259 ft
Montell Dr
Wessex Ln
Penwood Dr
Franconia Rd
Ewing Pl
James Dr
King James Dr
Rose Hill
Ninian Ave
Bush Hill Woods
Dove Dr
Picot Rd
Javins Dr
Tipton Ln
Duvawn St

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
US-360
Richmond
Henrico
Chickahominy Sdsta
Charles City
Chesterfield

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Feet

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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2a (Map 2 of 3)

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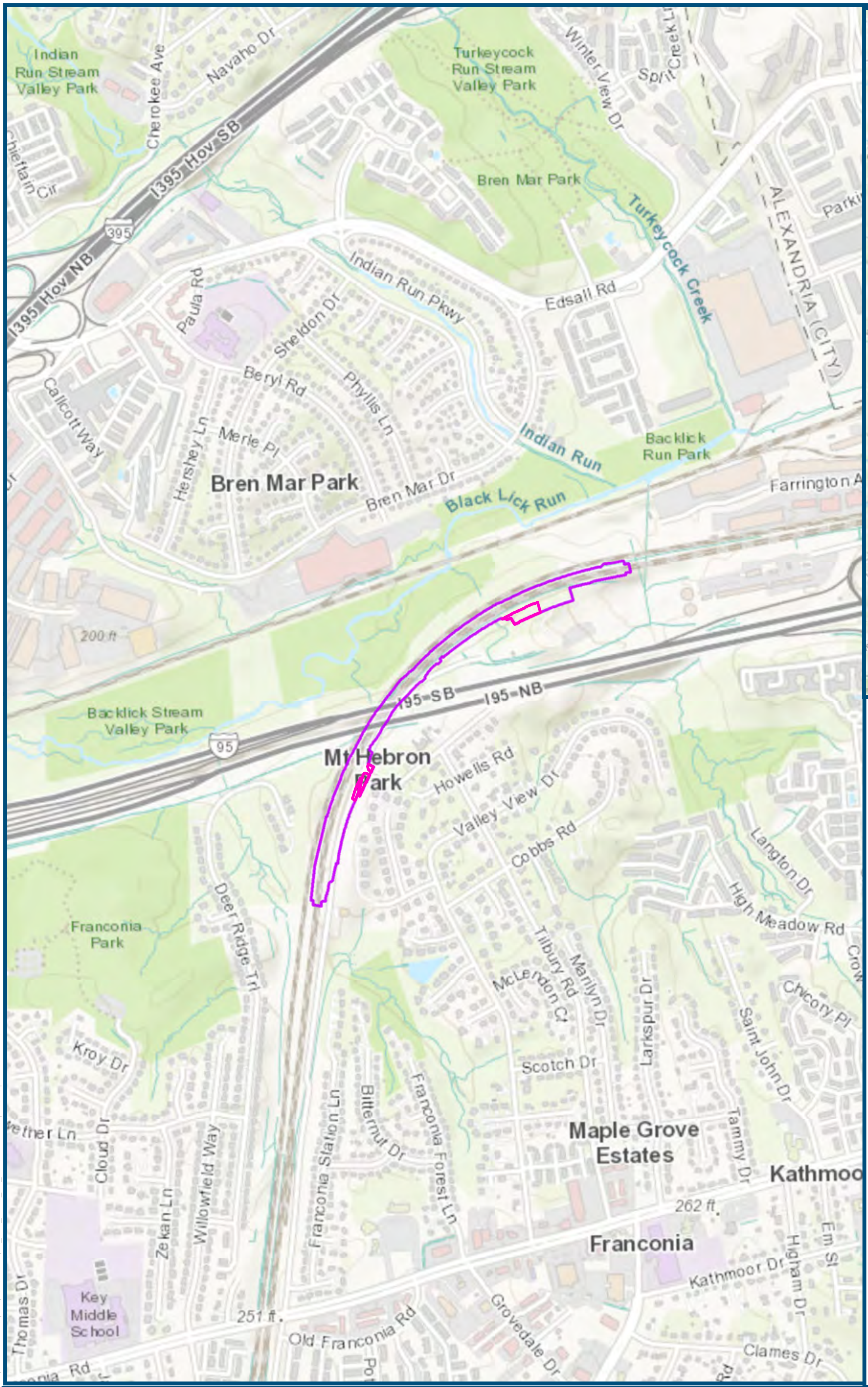
DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC to RICHMOND SOUTHEAST HIGH SPEED RAIL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Cherokee Ave
Navaho Dr
Turkeycock Run Stream Valley Park
Winter View Dr
Sprit Creek Ln
Chieftain Cir
I395 Hov SB
395
Bren Mar Park
Turkeycock Creek
ALEXANDRIA (CITY)
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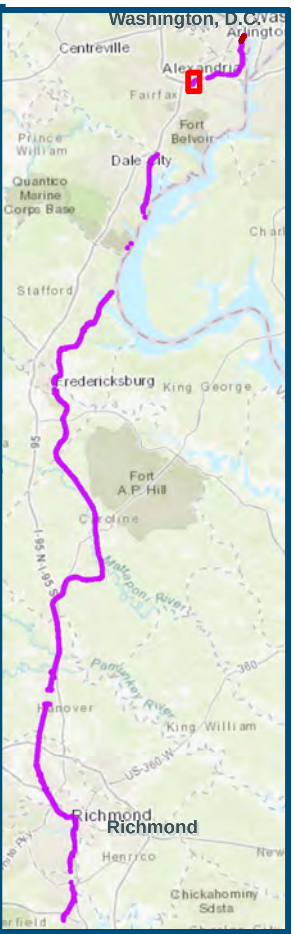
I395 Hov NB
Paula Rd
Indian Run Pkwy
Edsall Rd
Sheldon Dr
Beryl Rd
Phyllis Ln
Callicott Way
Merle Pl
Hershey Ln
Indian Run
Backlick Run Park
Bren Mar Park
Bren Mar Dr
Black Lick Run
Farrington A
200 ft
Backlick Stream Valley Park
I95 SB
I95 NB
95
Mt Hebron Park
Howells Rd
Valley View Dr
Cobbs Rd
Langton Dr
High Meadow Rd
Franconia Park
Deer Ridge Trl
Tilbury Rd
McLendon Ct
Marilyn Dr
Larkspur Dr
Chicory Pl
Crow
Saint John Dr
Kroy Dr
Scotch Dr
Bitternut Dr
Franconia Forest Ln
Franconia Station Ln
ether Ln
Cloud Dr
Willowfield Way
Zekan Ln
Maple Grove Estates
Tammy Dr
Kathmoo
262 ft
Franconia
Em St
Higham Dr
Thomas Dr
Key Middle School
251 ft
Old Franconia Rd
Po
Grovedale Dr
Kathmoor Dr
Clames Dr
onia Rd
Rd
0 500 1,000
Feet
0 200 400
Meters


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Hanover
Pamunkey River
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

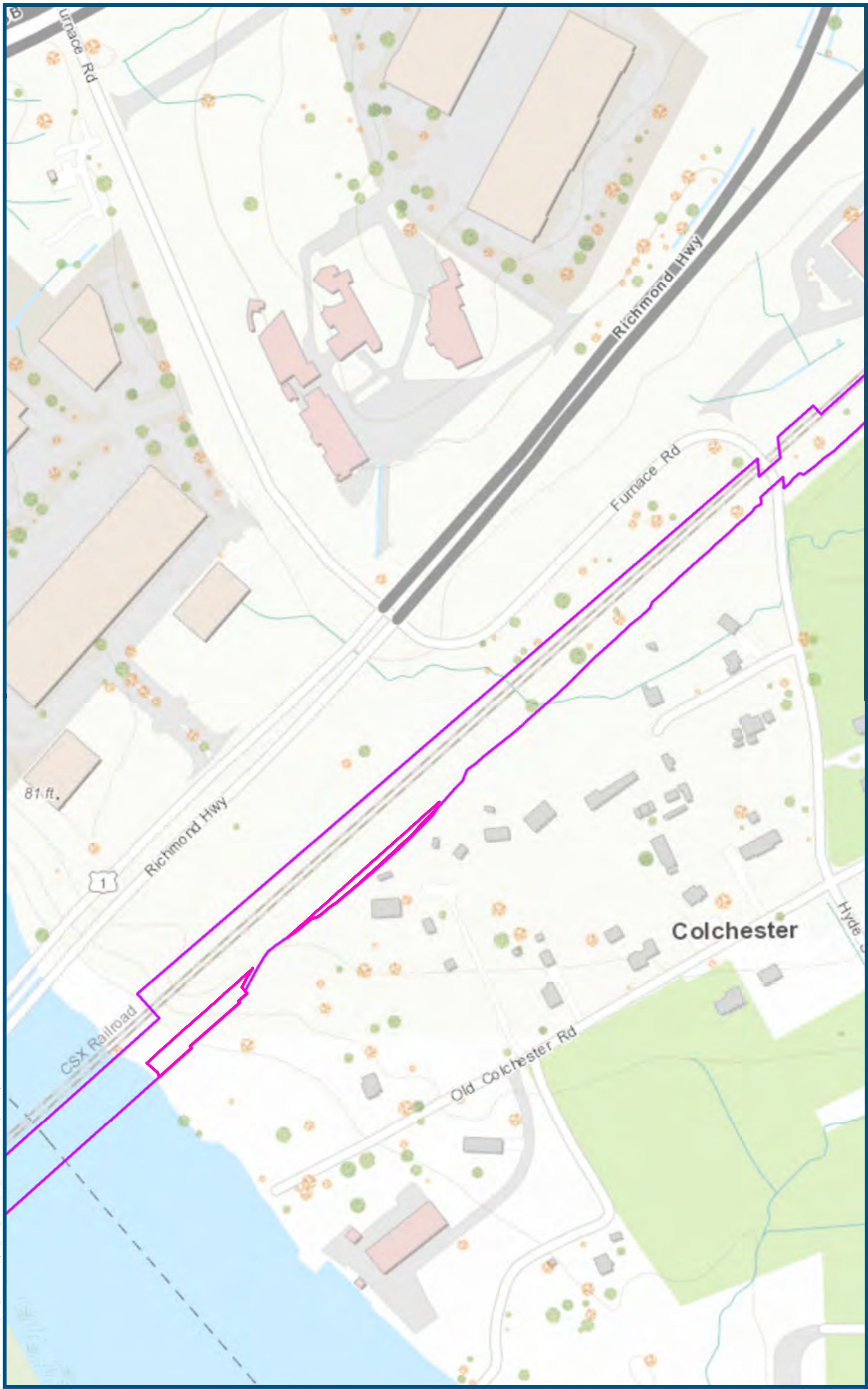
🟥 Phase IB Survey

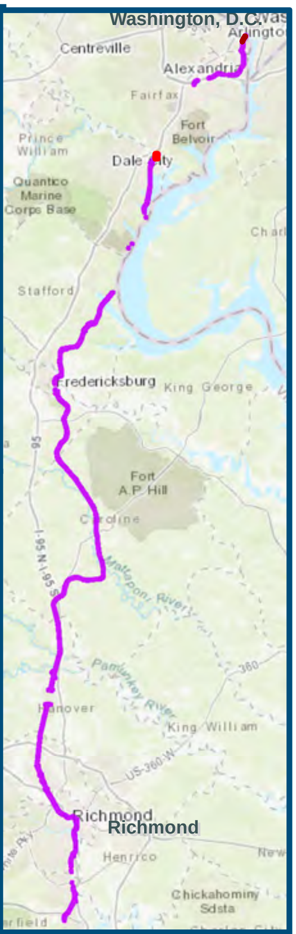
🟪 FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2a (Map 3 of 3)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Furnace Rd
Richmond Hwy
Furnace Rd
81 ft.
1
Richmond Hwy
CSX Railroad
Old Colchester Rd
Colchester
Hyde


Washington, D.C.
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
Chickahominy Sdsta

0 150 300
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

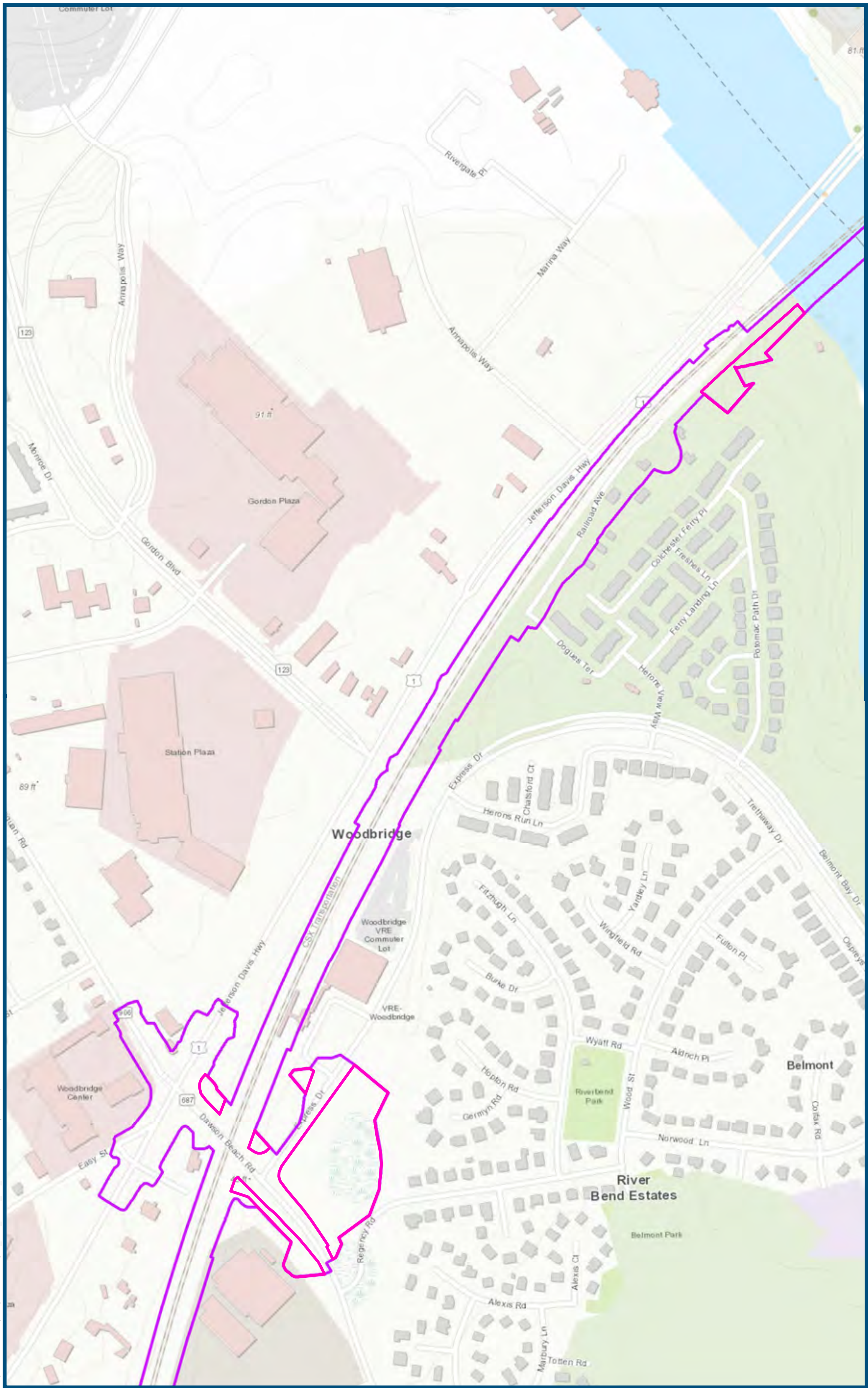
▭ Phase IB Survey

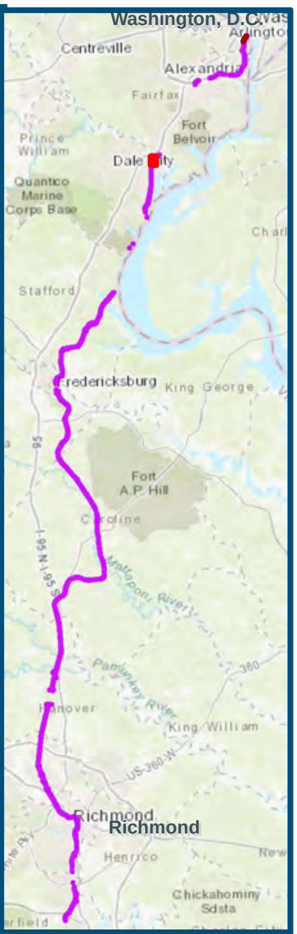
▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2b (Map 1 of 1)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Commuter Lot
81 ft
Rivergate Pl
Marina Way
Annapolis Way
Annapolis Way
123
Monroe Dr
91 ft
Gordon Plaza
Gordon Blvd
Jefferson Davis Hwy
Railroad Ave
1
Colchester Ferry Pl
Freshes Ln
Ferry Landing Ln
Potomac Path Dr
Dogues Ter
Herons View Way
Station Plaza
89 ft
123
1
Express Dr
Chatsford Ct
Herons Run Ln
Tretheway Dr
Belmont Bay Dr
Woodbridge
CSX Transportation
Woodbridge VRE Commuter Lot
VRE-Woodbridge
Fitzhugh Ln
Yardley Ln
Wingfield Rd
Fulton Pl
Osprey
Burke Dr
Wyatt Rd
Aldrich Pl
Belmont
Hopton Rd
Germyn Rd
Riverbend Park
Wood St
Colfax Rd
Norwood Ln
River Bend Estates
Belmont Park
Regency Rd
Alexis Ct
Alexis Rd
Marbury Ln
Totten Rd
Jefferson Davis Hwy
906
1
687
Woodbridge Center
Dawson Beach Rd
Express Dr
Easy St


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
Chickahominy Sdsta

0 200 400

Feet

0 100 200

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

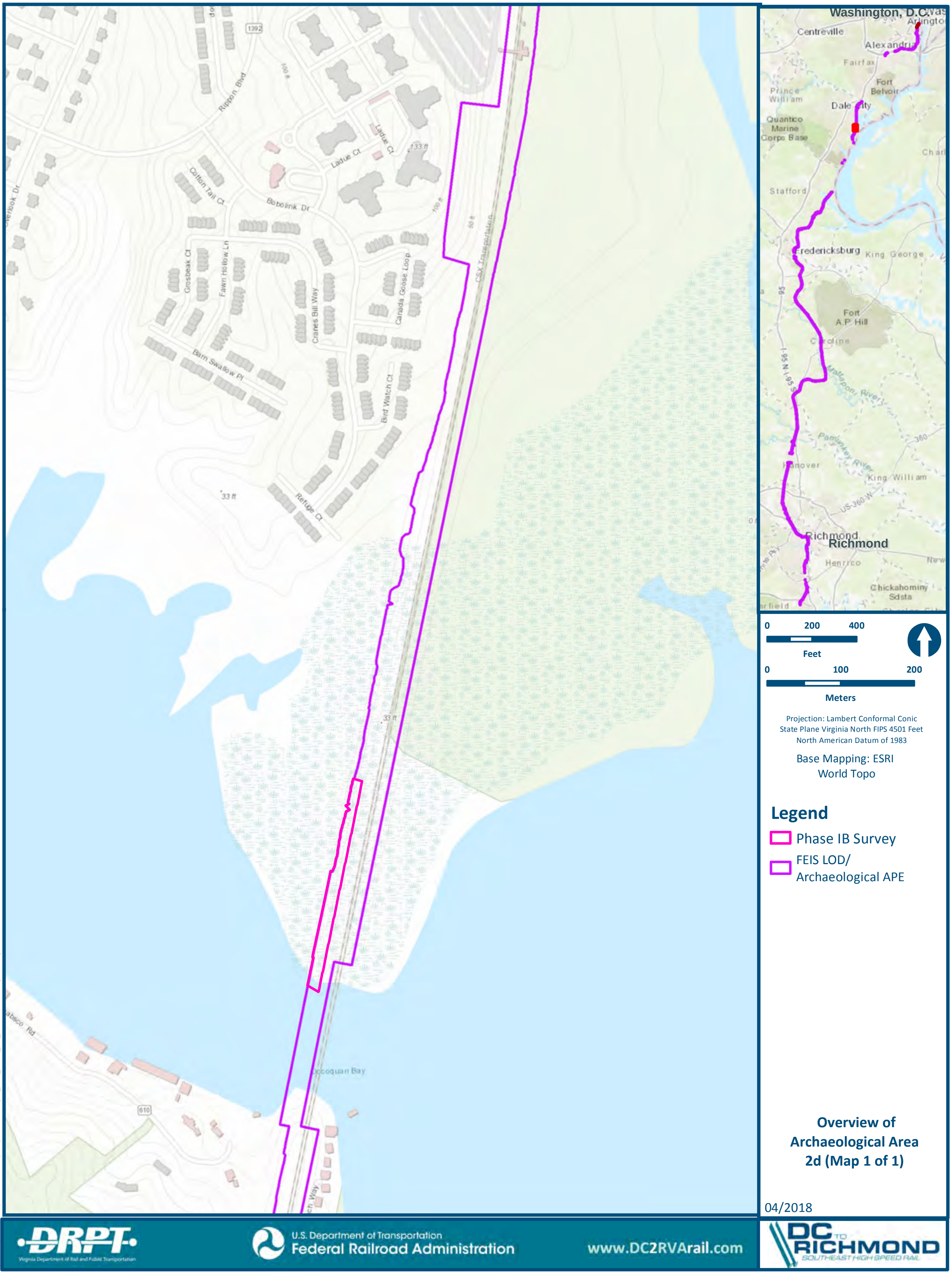
▭ Phase IB Survey

▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2c (Map 1 of 1)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


1392
Rippon Blvd
Ladue Ct
Ladue Ct
133 ft
Cotton Tail Ct
Bobolink Dr
Overlook Dr
100 ft
100 ft
50 ft
CSX Transportation
Grosbeak Ct
Fawn Hollow Ln
Cranes Bill Way
Canada Goose Loop
Barn Swallow Pl
Bird Watch Ct
33 ft
Refuge Ct
33 ft
Occoquan Bay
610
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
Richmond
Henrico
Chickahominy Sdsta
0 200 400
Feet
0 100 200
Meters
Legend
Phase IB Survey
FEIS LOD/ Archaeological APE

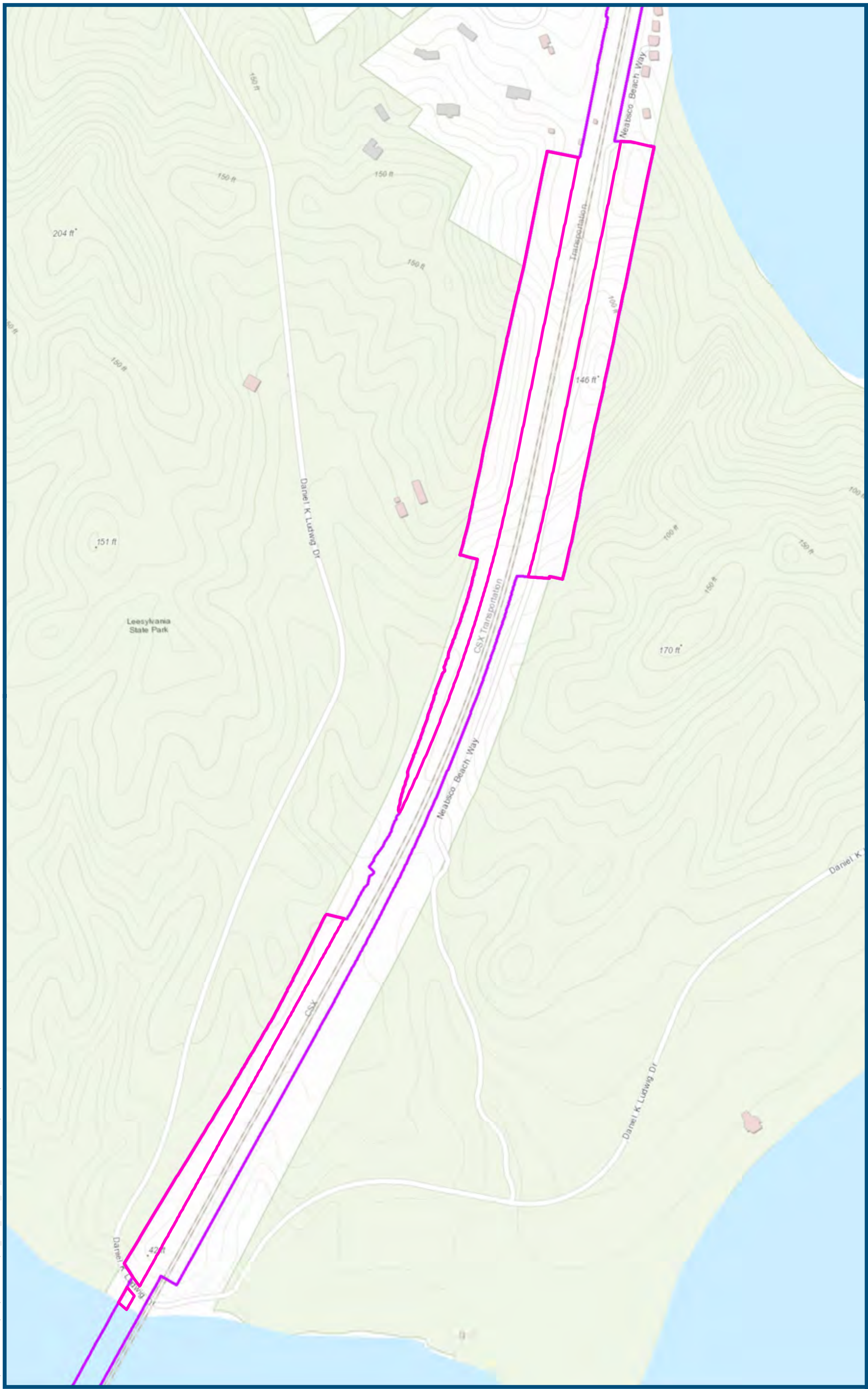
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

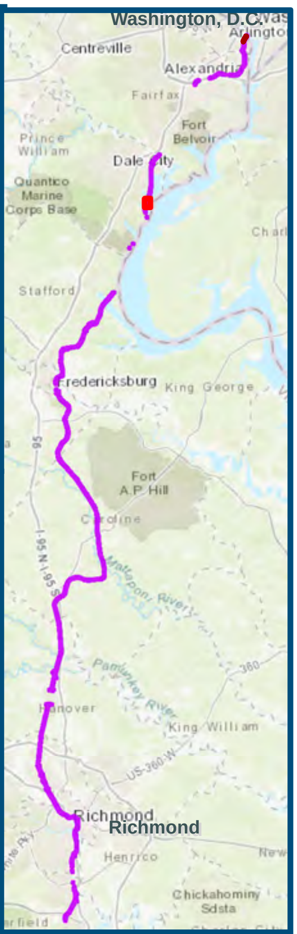
Base Mapping: ESRI
World Topo

Overview of Archaeological Area 2d (Map 1 of 1)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Neabsco Beach Way
Transportation
100 ft
150 ft
204 ft
146 ft
151 ft
Daniel K Ludwig Dr
Leesylvania State Park
CSX Transportation
170 ft
Neabsco Beach Way
Daniel K
CSX
Daniel K Ludwig Dr
42 ft


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
Chickahominy Sdsta

0 200 400
Feet
0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

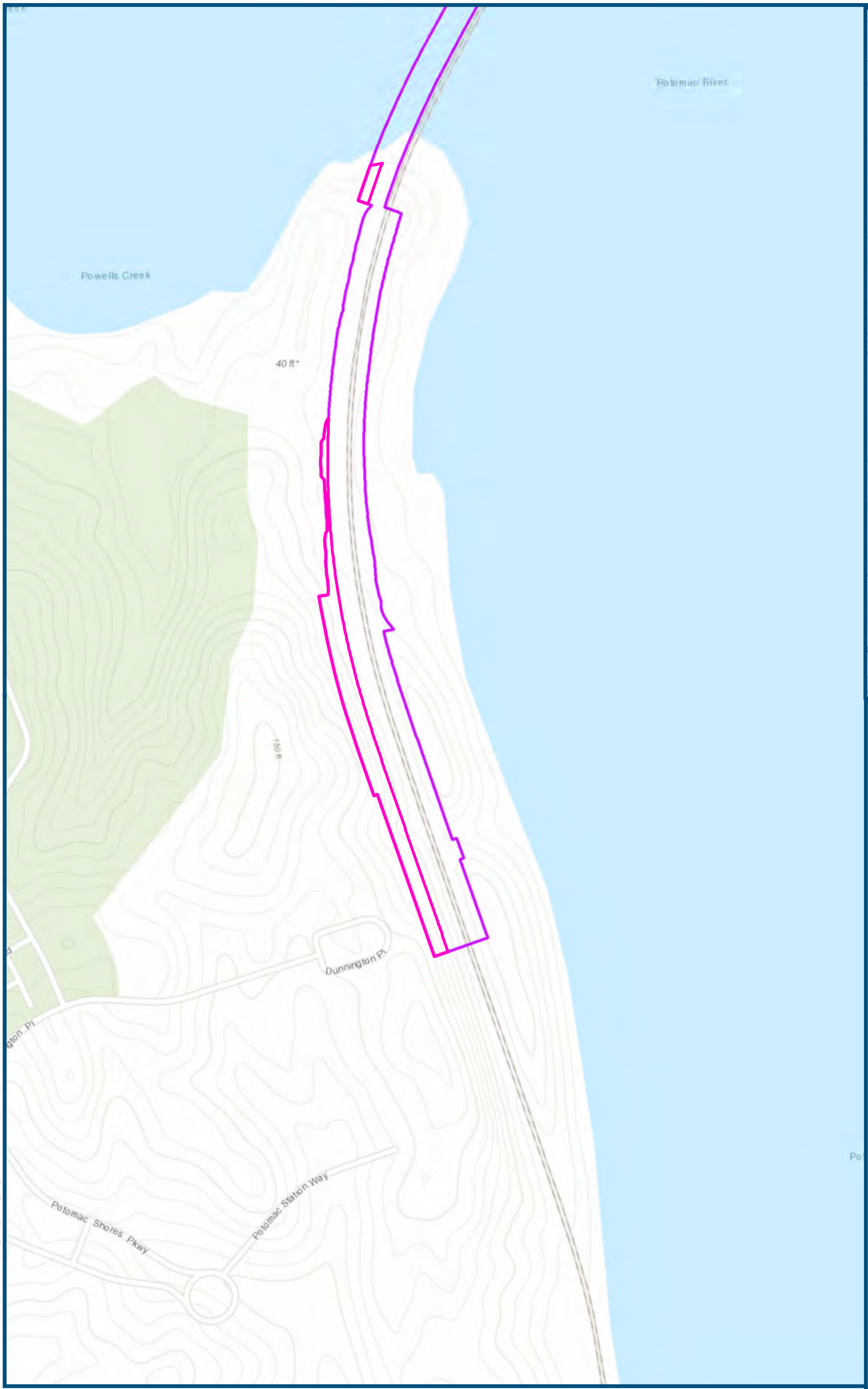
☐ Phase IB Survey

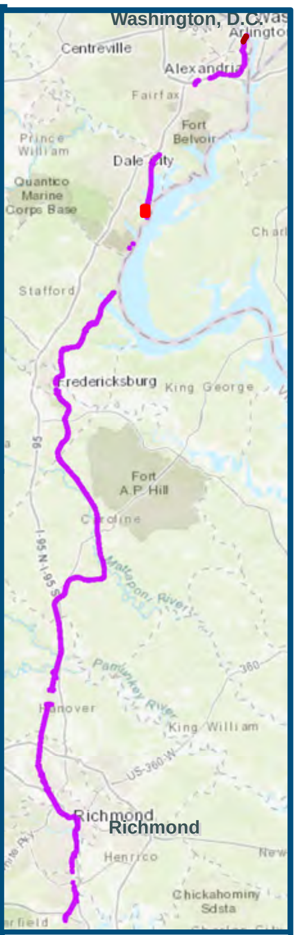
☐ FEIS LOD/
Archaeological APE

Overview of Archaeological Area 2e (Map 1 of 1)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Potomac River
Powells Creek
40 ft
150 ft
Dunnington Pl
gton Pl
Potomac Shores Pkwy
Potomac Station Way
Po


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N I-95 S
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400
Feet

0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

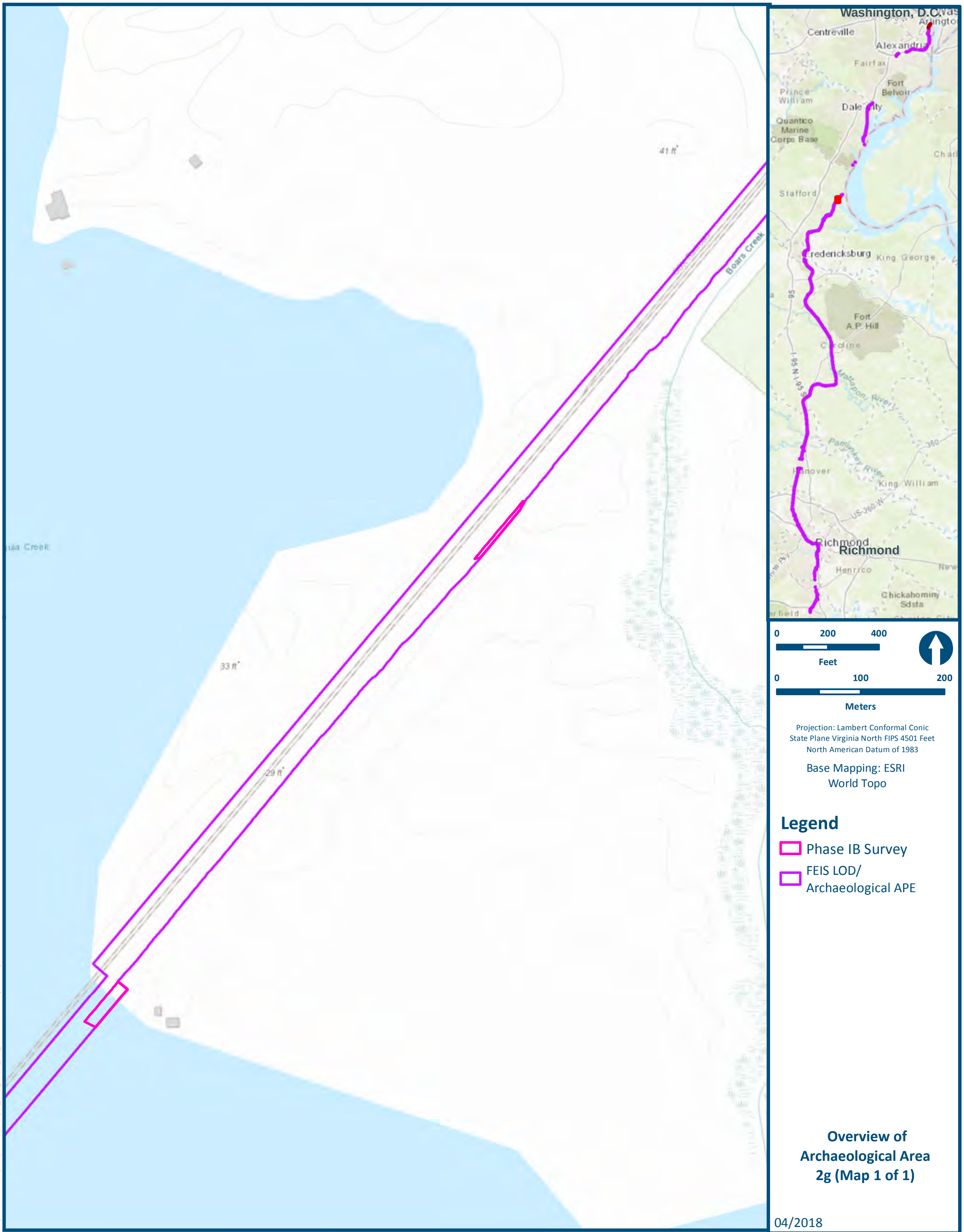
□ Phase IB Survey

□ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2f (Map 1 of 1)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


41 ft
33 ft
29 ft
Boars Creek
uia Creek
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400
Feet

0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

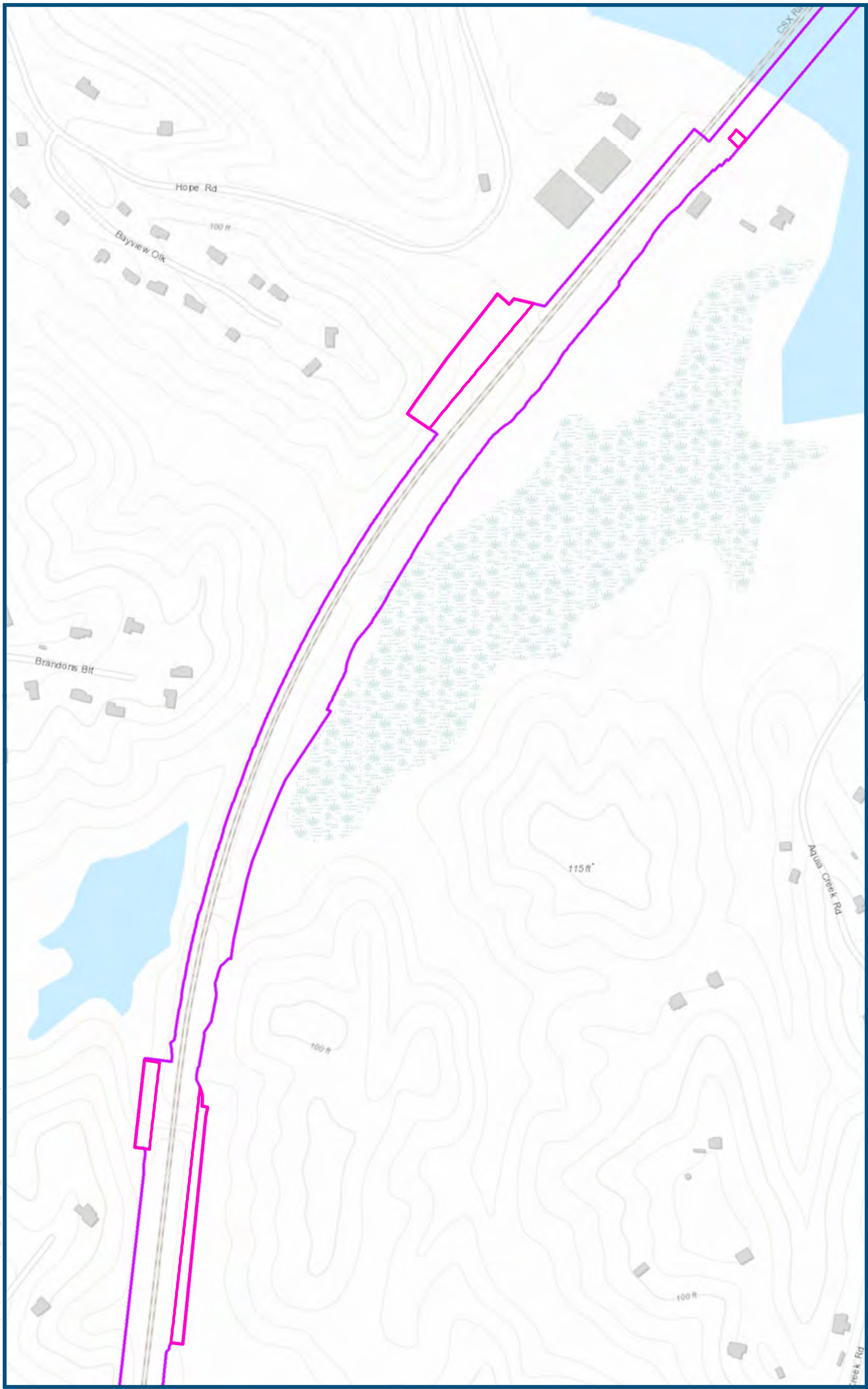
Legend

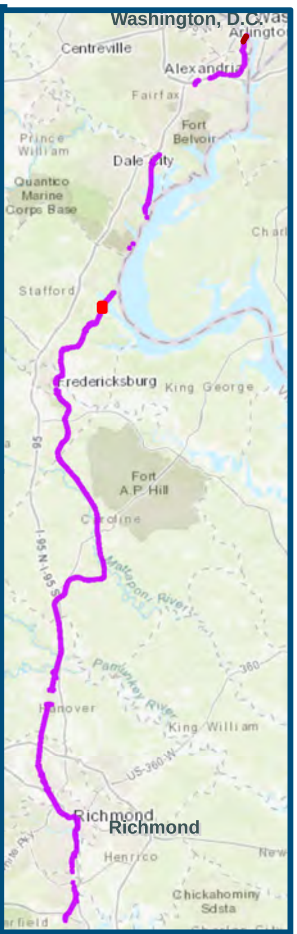
- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2g (Map 1 of 1)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


CSX Ra
Hope Rd
100 ft
Bayview Olk
Brandons Blf
115 ft
Aquia Creek Rd
100 ft
100 ft
reek Rd


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattapony River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400
Feet

0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

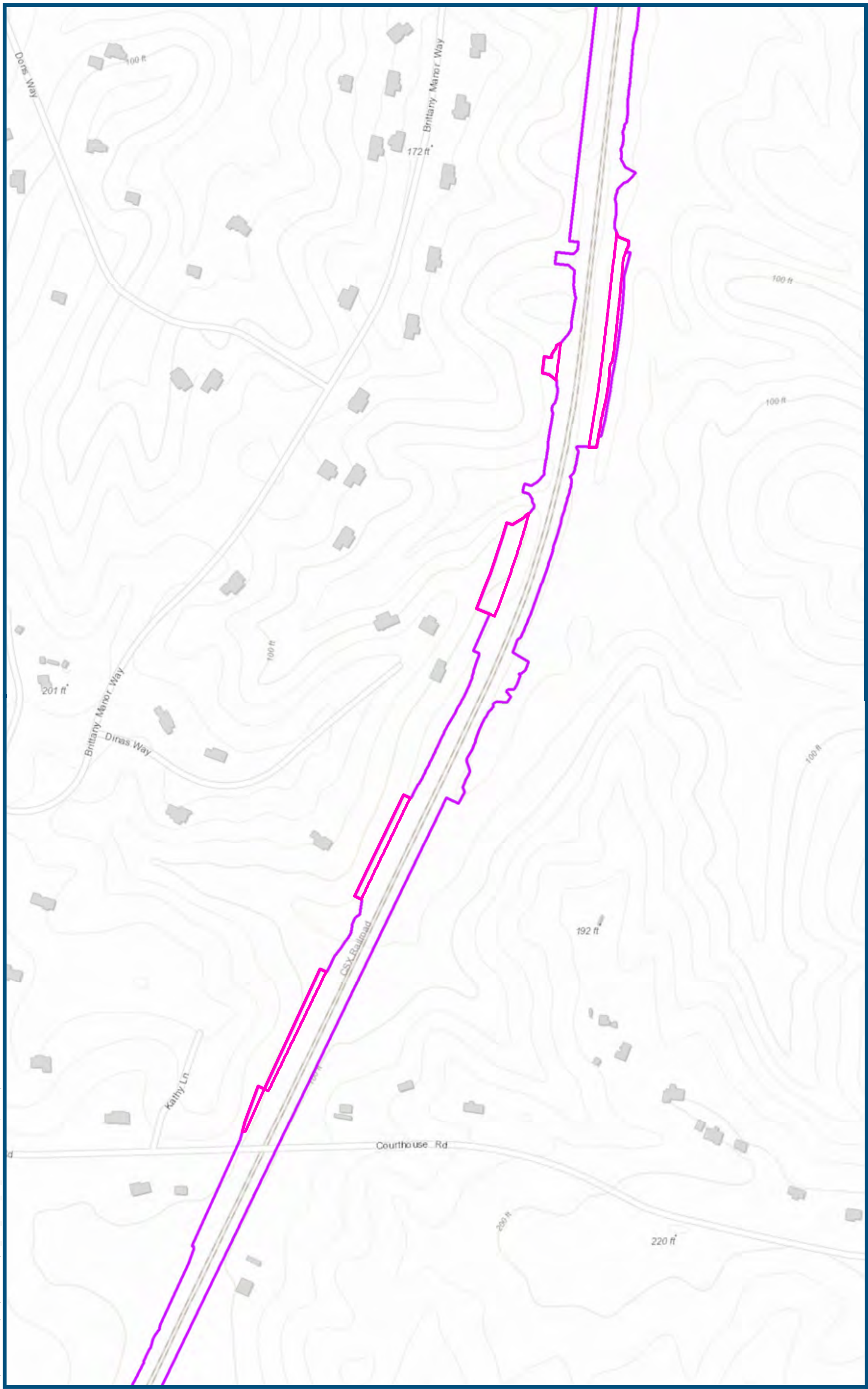
▭ Phase IB Survey

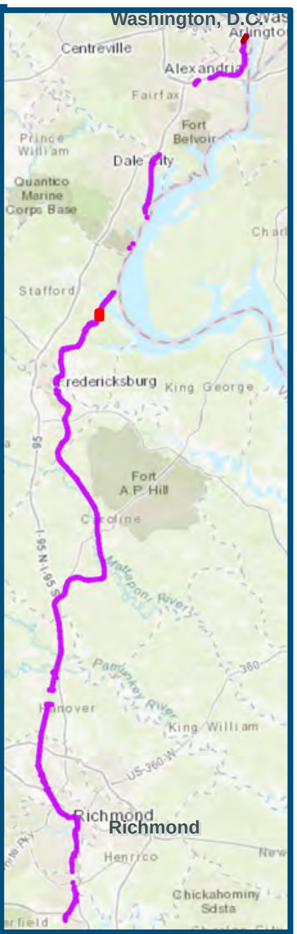
▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2h (Map 1 of 2)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Dons Way
100 ft
Brittany Manor Way
172 ft
100 ft
100 ft
201 ft
100 ft
Brittany Manor Way
Dinas Way
100 ft
192 ft
CSX Railroad
Kathy Ln
100 ft
Courthouse Rd
200 ft
220 ft


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
360
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400

Feet

0 100 200

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

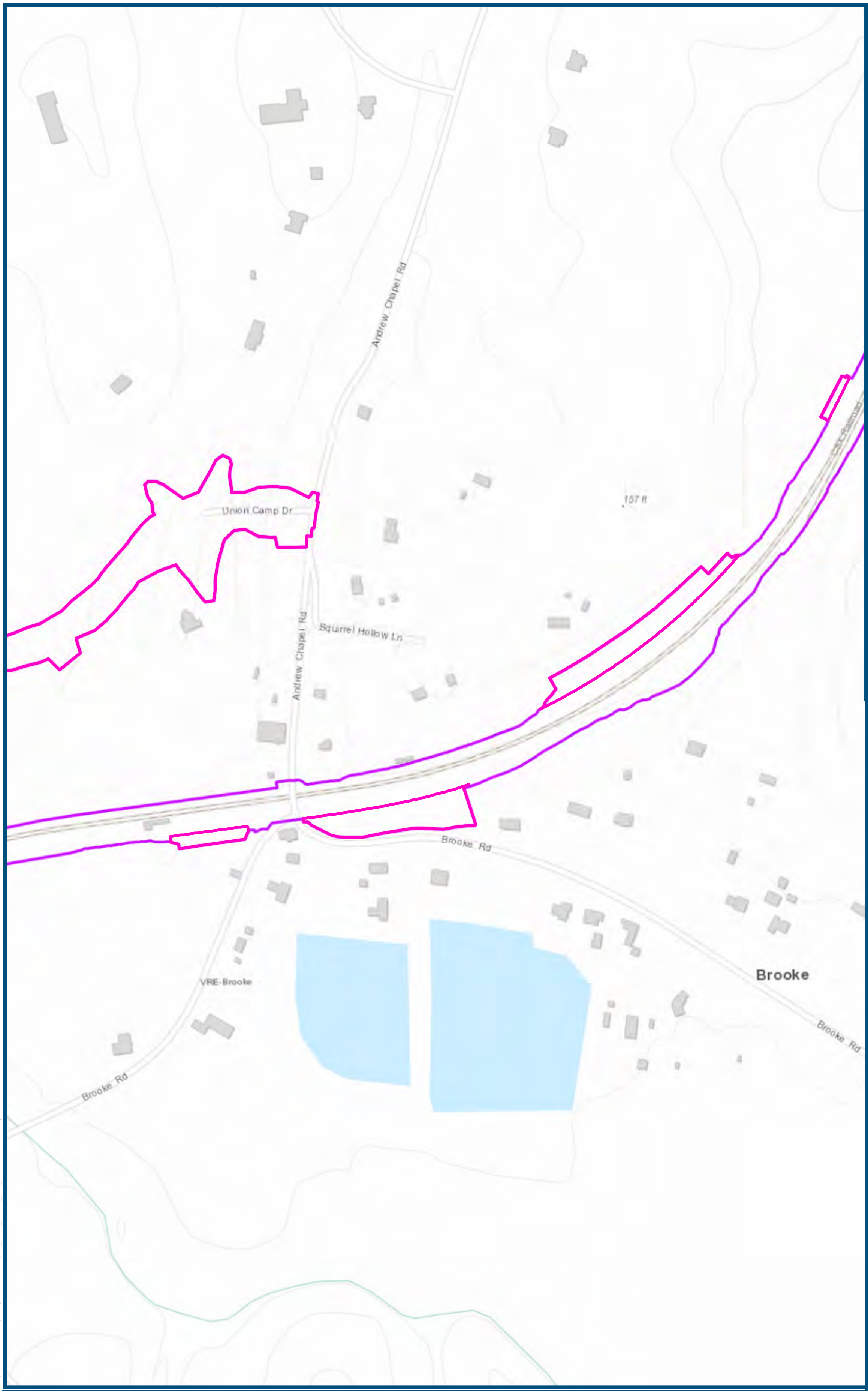
▭ Phase IB Survey

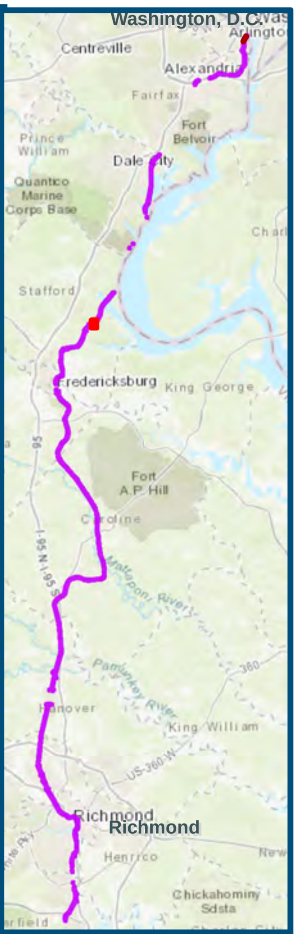
▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2h (Map 2 of 2)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018\Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Andrew Chapel Rd
Union Camp Dr
157 ft
Squirrel Hollow Ln
Andrew Chapel Rd
Brooke Rd
Brooke
VRE-Brooke
Brooke Rd
Brooke Rd


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
360
Richmond
Richmond
Henrico
Chickahominy Sdsta
95
I-95 N
Charl
New
erfield

0 200 400

Feet

0 100 200

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

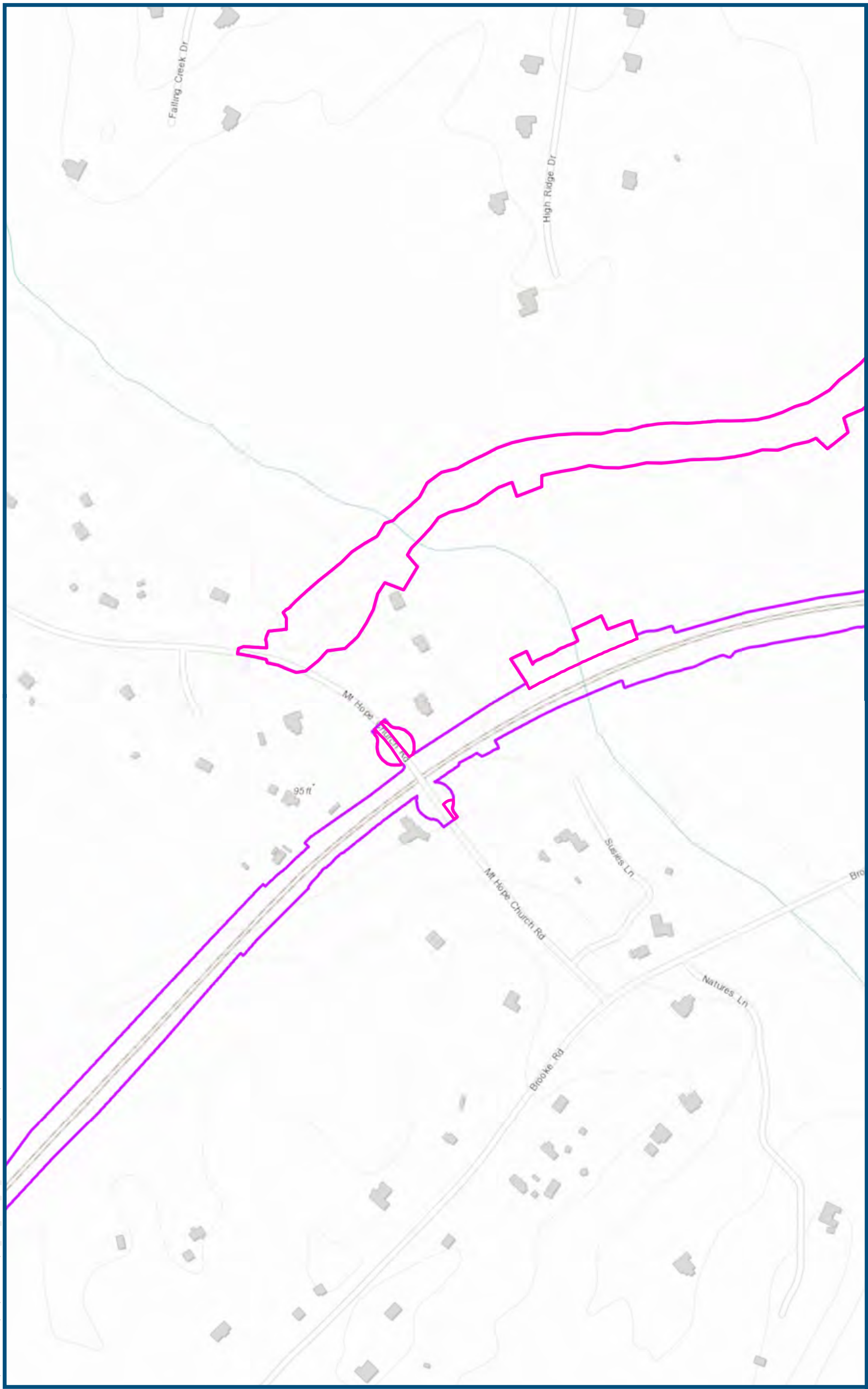
Legend

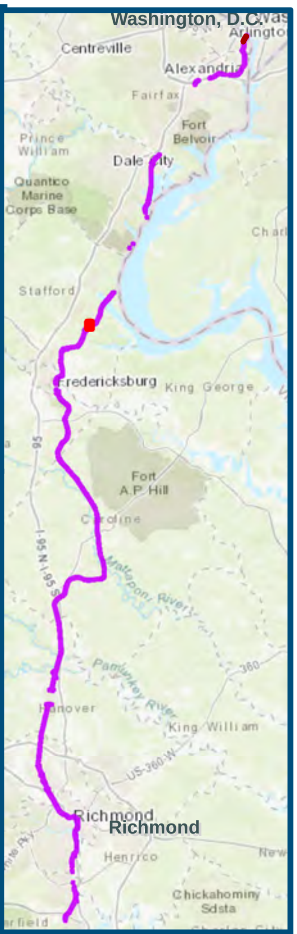
- Phase IB Survey
- FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2i (Map 1 of 3)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Falling Creek Dr
High Ridge Dr
Mt Hope Church Rd
95 ft
Sueies Ln
Mt Hope Church Rd
Natures Ln
Brooke Rd
Bro


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Charl
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
erfield

0 200 400

Feet

0 100 200

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

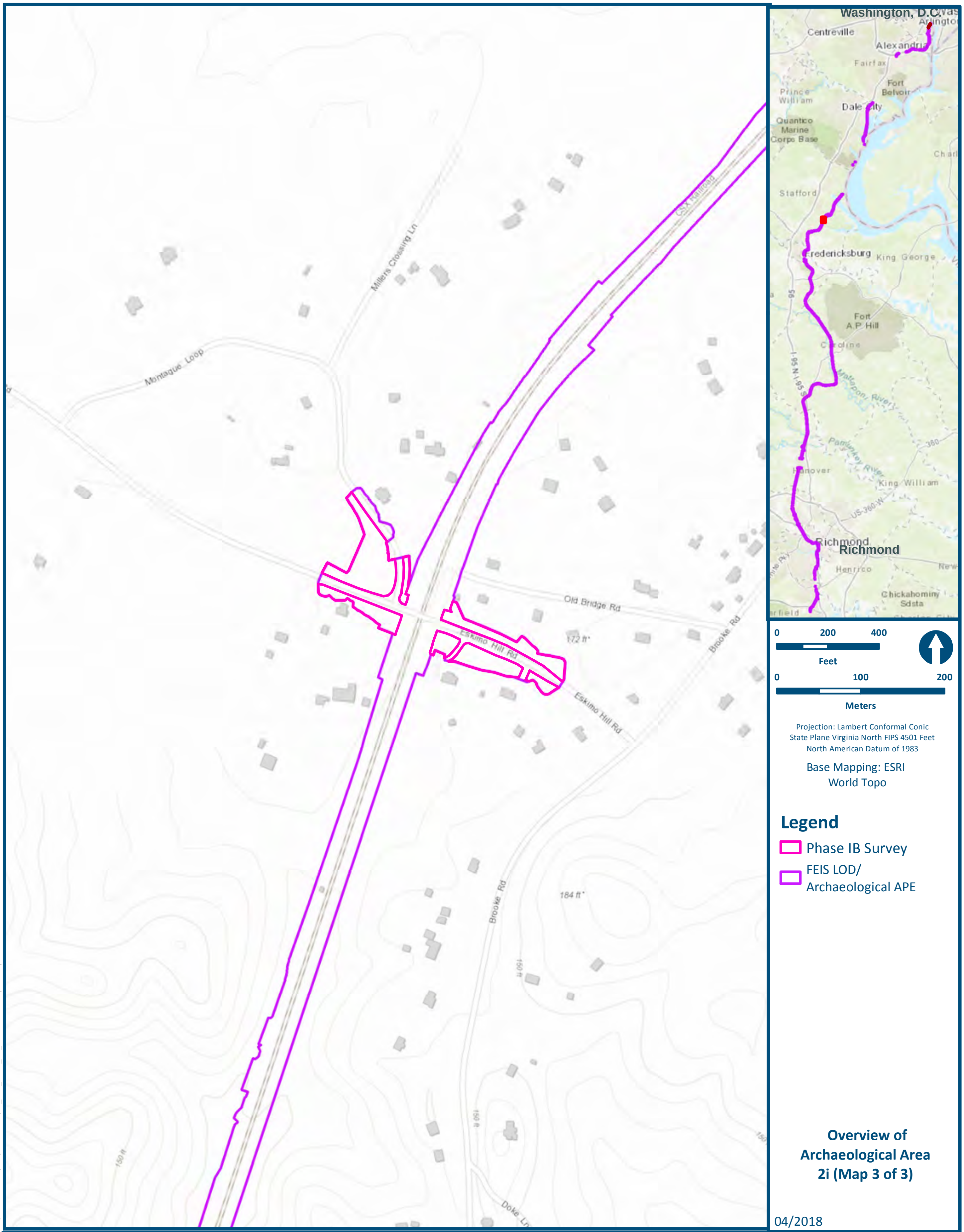
▢ Phase IB Survey

▢ FEIS LOD/
Archaeological APE

Overview of Archaeological Area 2i (Map 2 of 3)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


CSX Railroad
Millers Crossing Ln
Montague Loop
Old Bridge Rd
Eskimo Hill Rd
Eskimo Hill Rd
Brooke Rd
Brooke Rd
172 ft
184 ft
150 ft
150 ft
150 ft
150 ft
Doke Ln
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
360
95
I-95 N
Richmond
Richmond
Henrico
Chickahominy Sdsta

0 200 400
Feet

0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

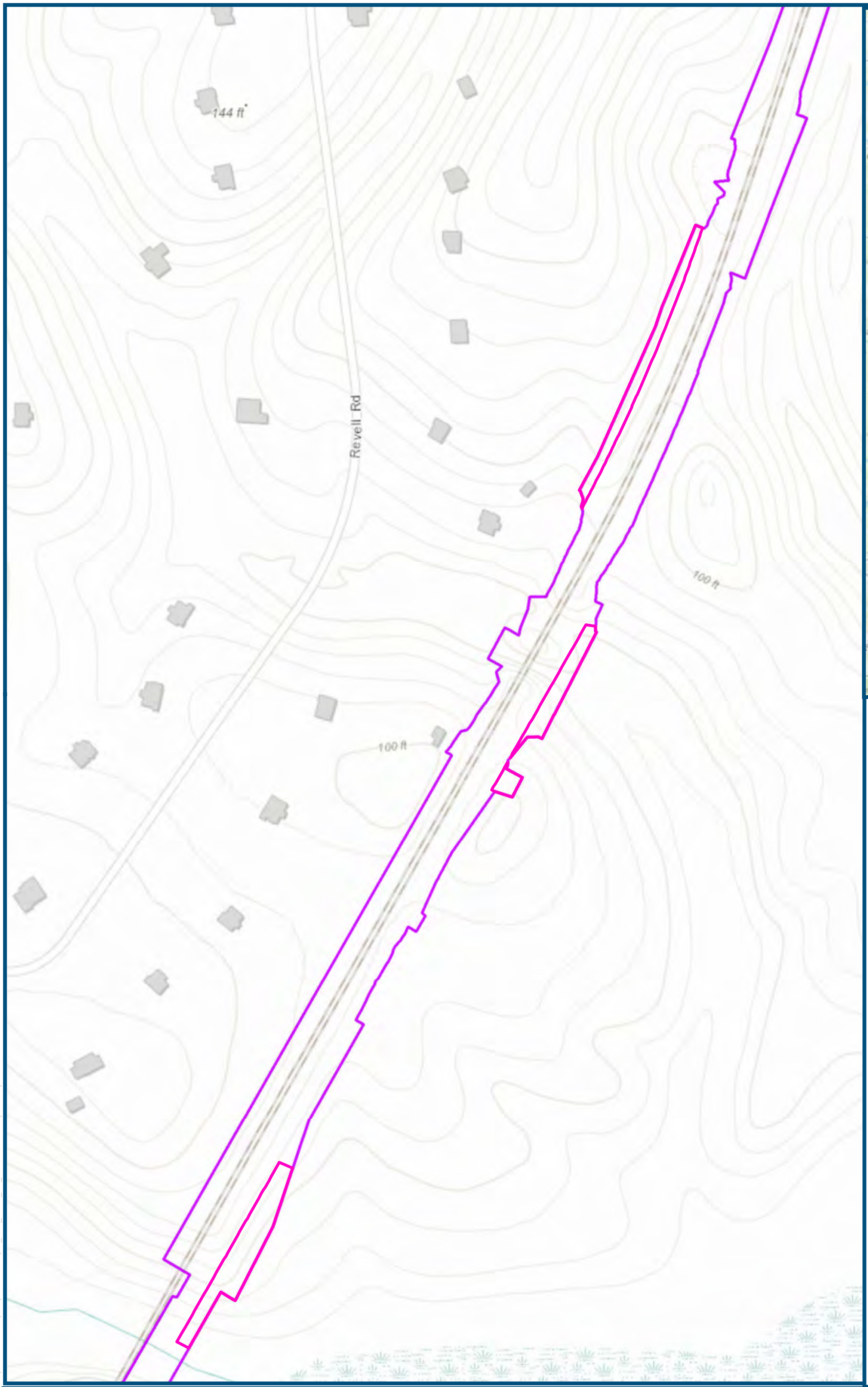
Legend

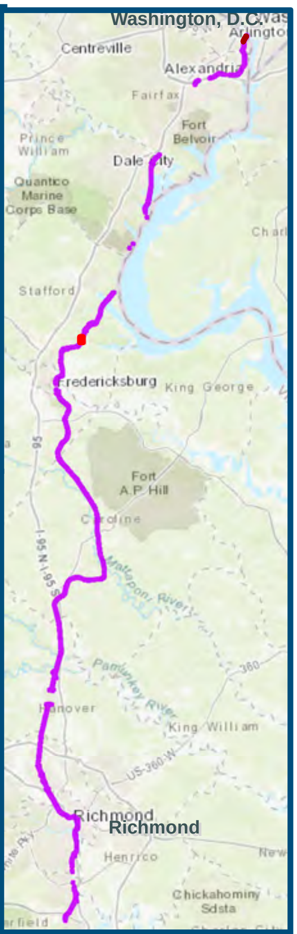
- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2i (Map 3 of 3)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


144 ft
Revell Rd
100 ft
100 ft


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattapony River
Pamunkey River
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
Chickahominy Sdsta
New
rfield

0 150 300
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2j (Map 1 of 1)

04/2018

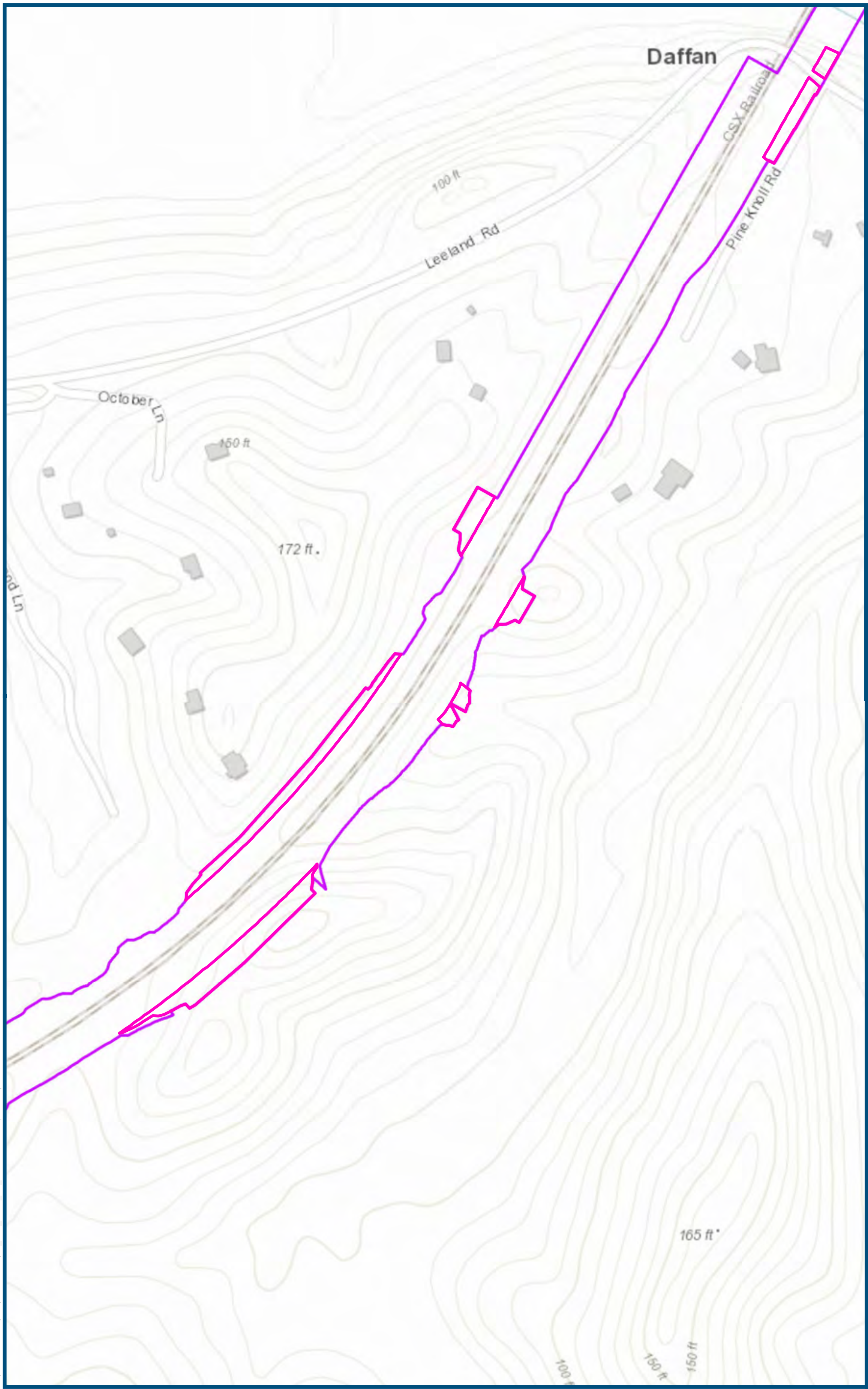
\\DTS2\Main\Job\14-015 RAPS\GIS\2018\Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018

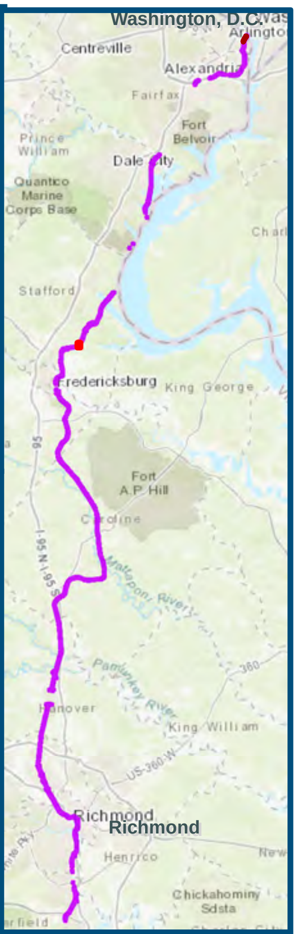
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL


Daffan
CSX Railroad
Pine Knoll Rd
Leeland Rd
100 ft
October Ln
150 ft
172 ft.
nd Ln
165 ft
100 ft
150 ft
150 ft


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 150 300
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

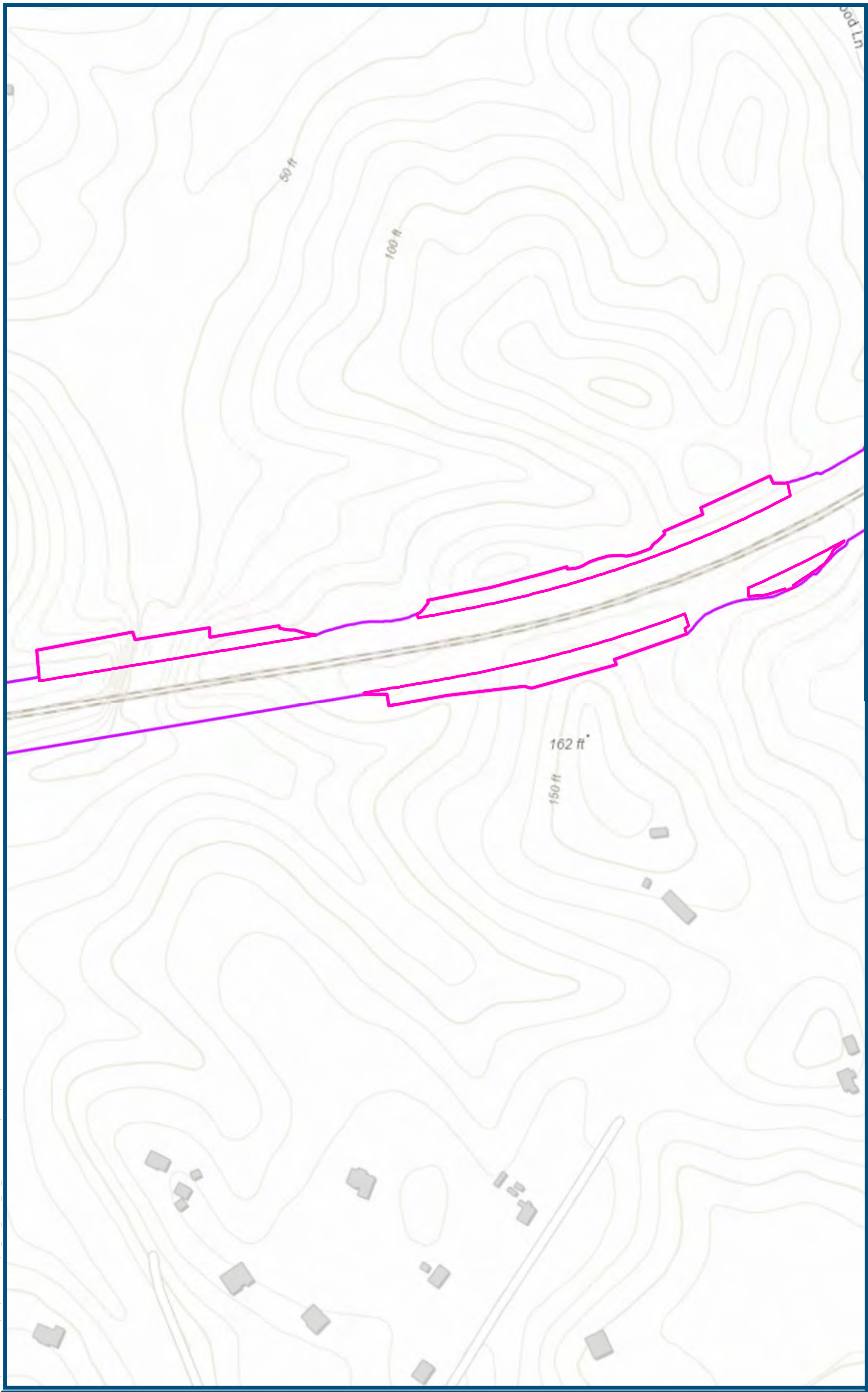
🟪 Phase IB Survey

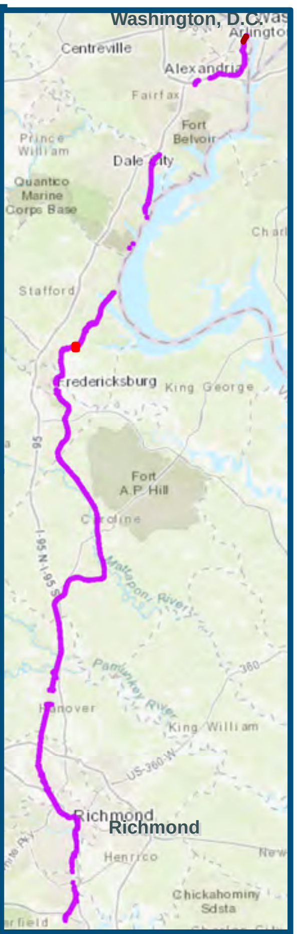
🟪 FEIS LOD/
Archaeological APE

Overview of Archaeological Area 2k (Map 1 of 6)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


ood Ln
50 ft
100 ft
162 ft
150 ft


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
Chickahominy Sdsta

0 150 300
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

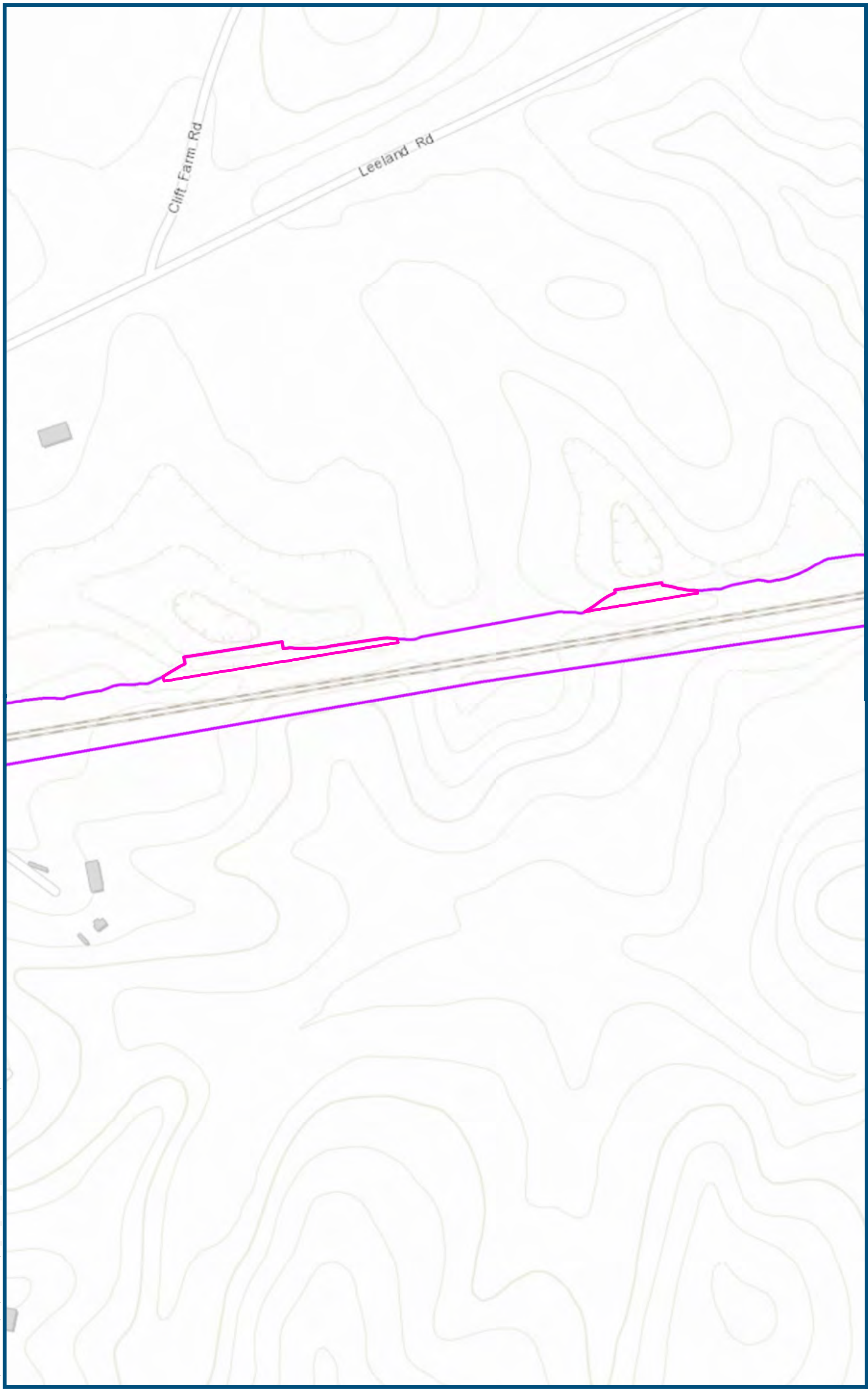
▭ Phase IB Survey

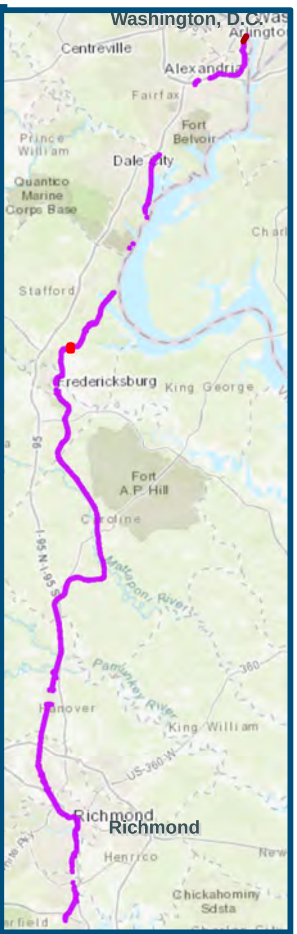
▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2k (Map 2 of 6)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Clift Farm Rd
Leeland Rd


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N I-95 S
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
erfield

0
150
300
Feet
0
50
100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

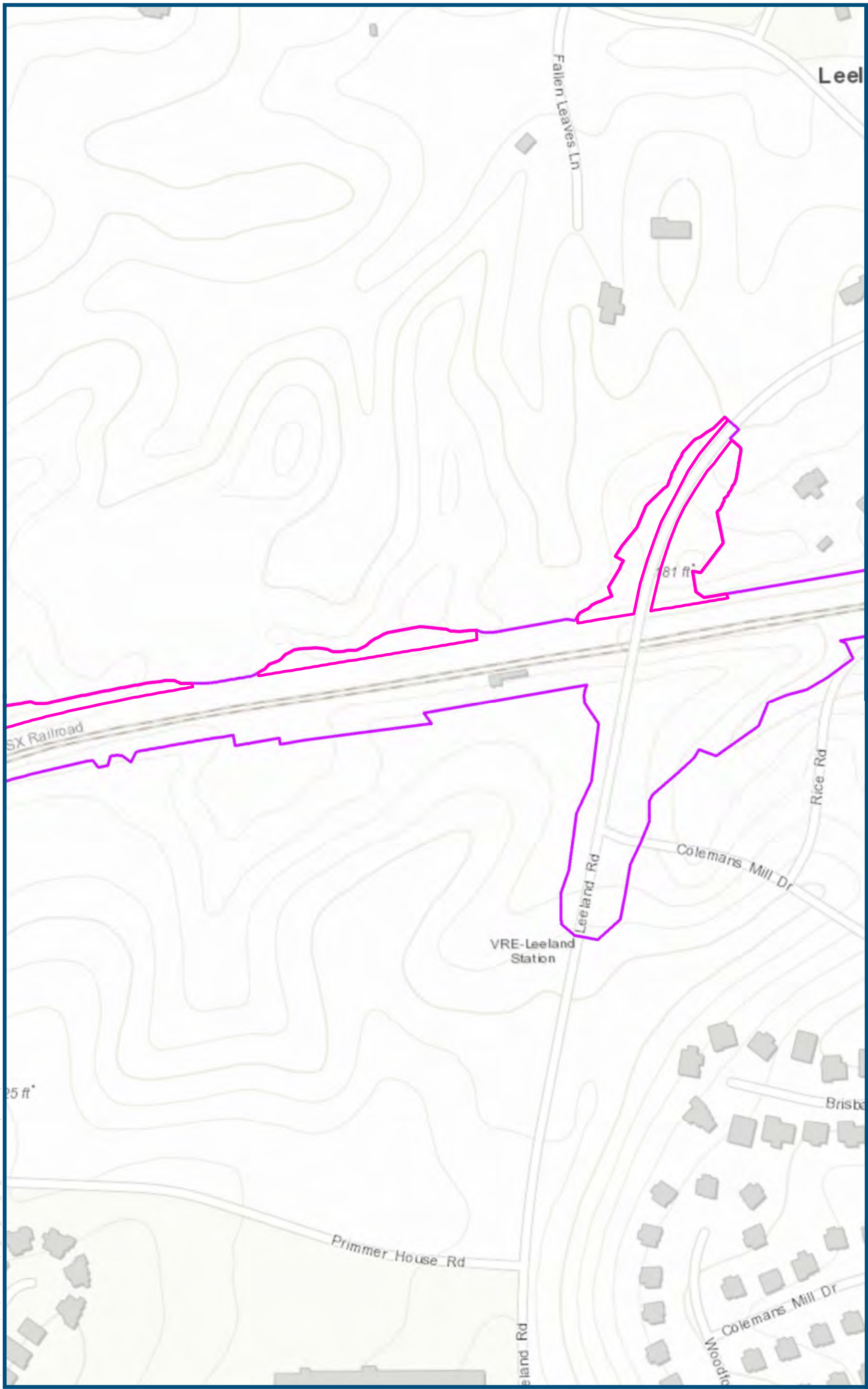
Legend

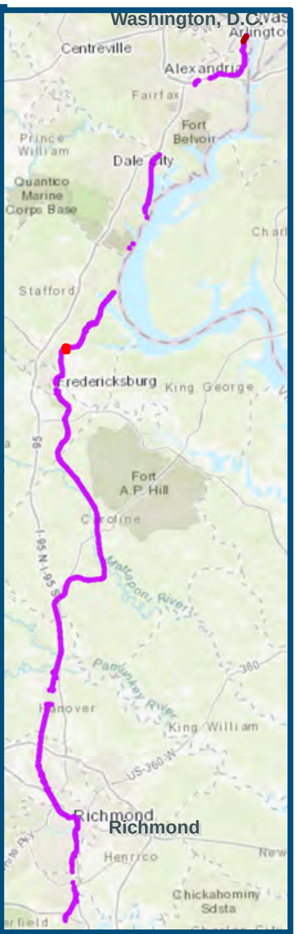
▭ Phase IB Survey

▭ FEIS LOD/
Archaeological APE

Overview of Archaeological Area 2k (Map 3 of 6)

04/2018


Leel
Fallen Leaves Ln
181 ft
SX Railroad
Rice Rd
Colemans Mill Dr
Leeland Rd
VRE-Leeland Station
25 ft
Brisba
Primmer House Rd
Colemans Mill Dr
Woodfo
eland Rd


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N I-95 S
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
erfield

0 150 300
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

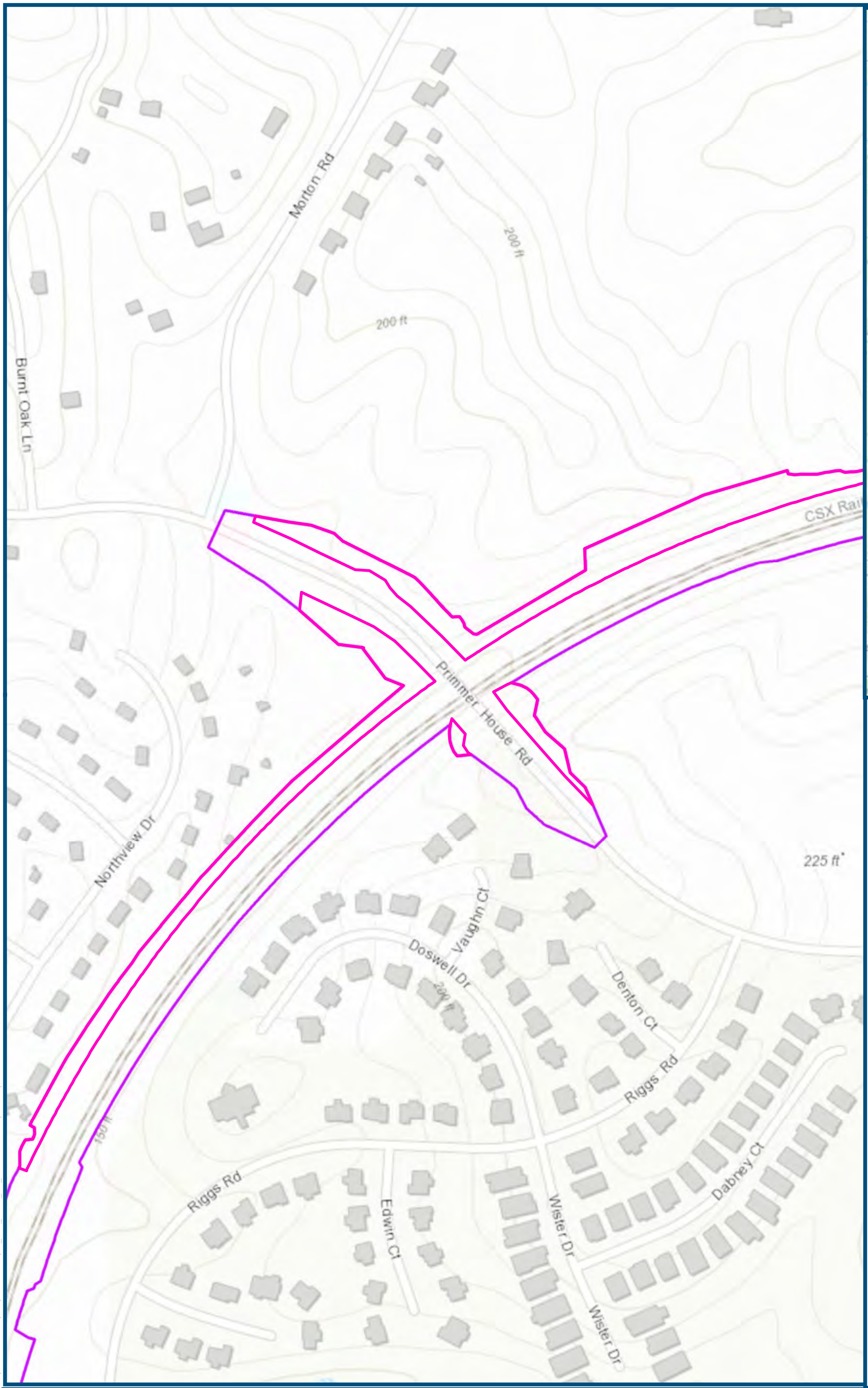
Base Mapping: ESRI
World Topo

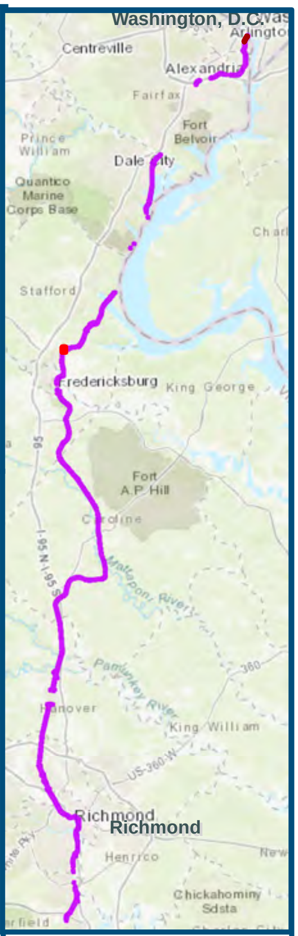
Legend

- ☐ Phase IB Survey
- ☐ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2k (Map 4 of 6)

04/2018


Morton Rd
200 ft
200 ft
Burnt Oak Ln
CSX Rail
Primmer House Rd
225 ft
Northview Dr
Vaughn Ct
Doswell Dr
200 ft
Denton Ct
Riggs Rd
150 ft
Riggs Rd
Edwin Ct
Wister Dr
Wister Dr
Dabney Ct


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N I-95 S
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 150 300
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

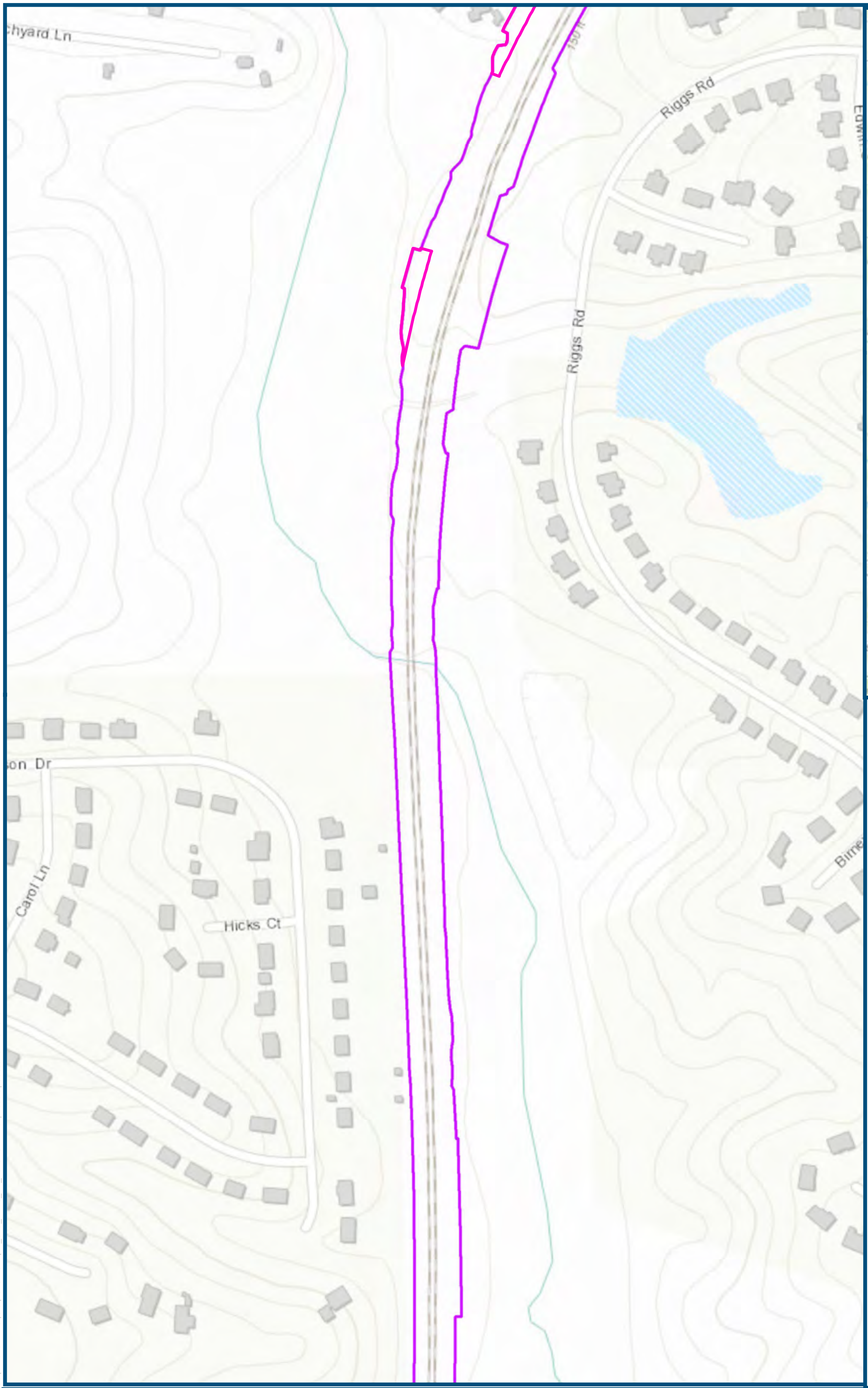
Legend

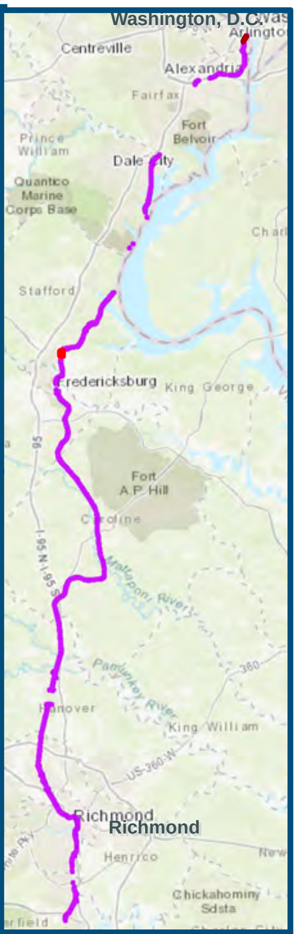
- ▢ Phase IB Survey
- ▢ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2k (Map 5 of 6)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


chyard Ln
Riggs Rd
Edwin
Riggs Rd
150 ft
on Dr
Carol Ln
Hicks Ct
Birne


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattapony River
360
Pamunkey River
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
Chickahominy Sdsta

0 150 300
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

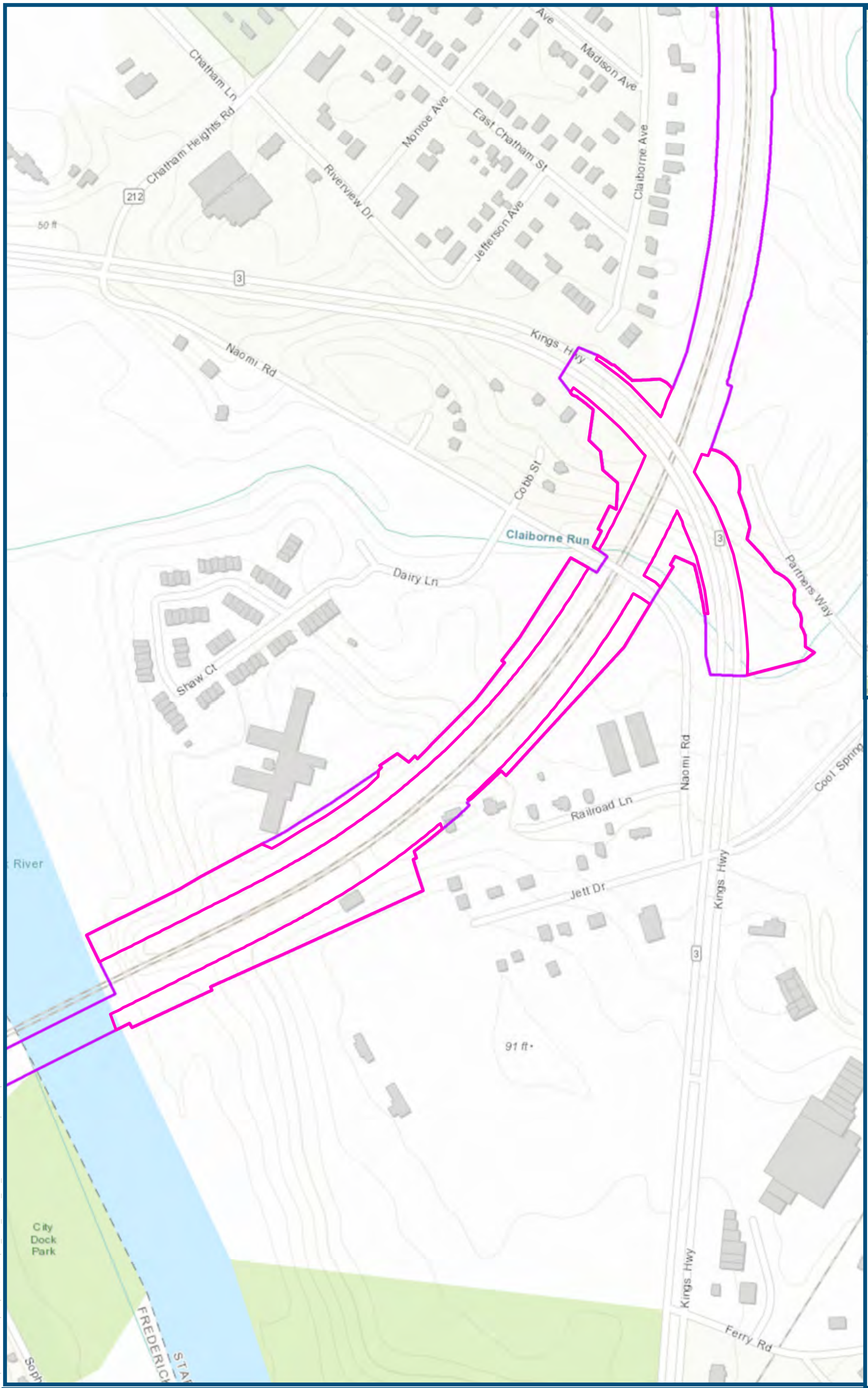
Legend

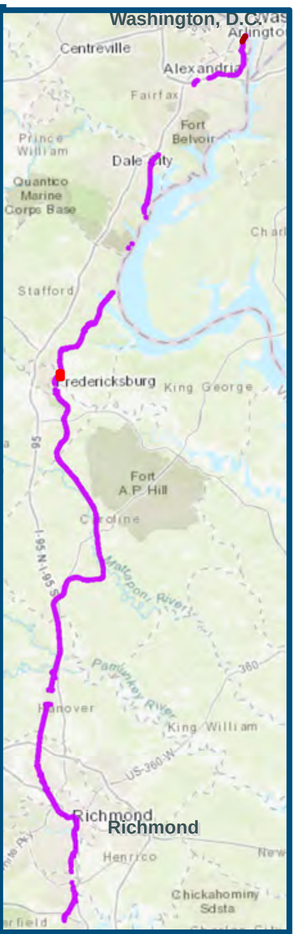
- ▢ Phase IB Survey
- ▢ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 2k (Map 6 of 6)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Ave
Madison Ave
Chatham Ln
Chatham Heights Rd
Monroe Ave
East Chatham St
Claiborne Ave
212
Riverview Dr
Jefferson Ave
50 ft
3
Kings Hwy
Naomi Rd
Cobb St
Claiborne Run
3
Dairy Ln
Partners Way
Shaw Ct
River
Cool Spring
Railroad Ln
Naomi Rd
Jett Dr
Kings Hwy
3
91 ft
City
Dock
Park
Kings Hwy
Ferry Rd
FREDERICK
STAF
Soph


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort
Belvoir
Prince
William
Dale City
Quantico
Marine
Corps Base
Stafford
Fredericksburg
King George
95
Fort
A.P. Hill
Caroline
I-95 N
Mattapony River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy
Sdsta
erfield

0 200 400
Feet

0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

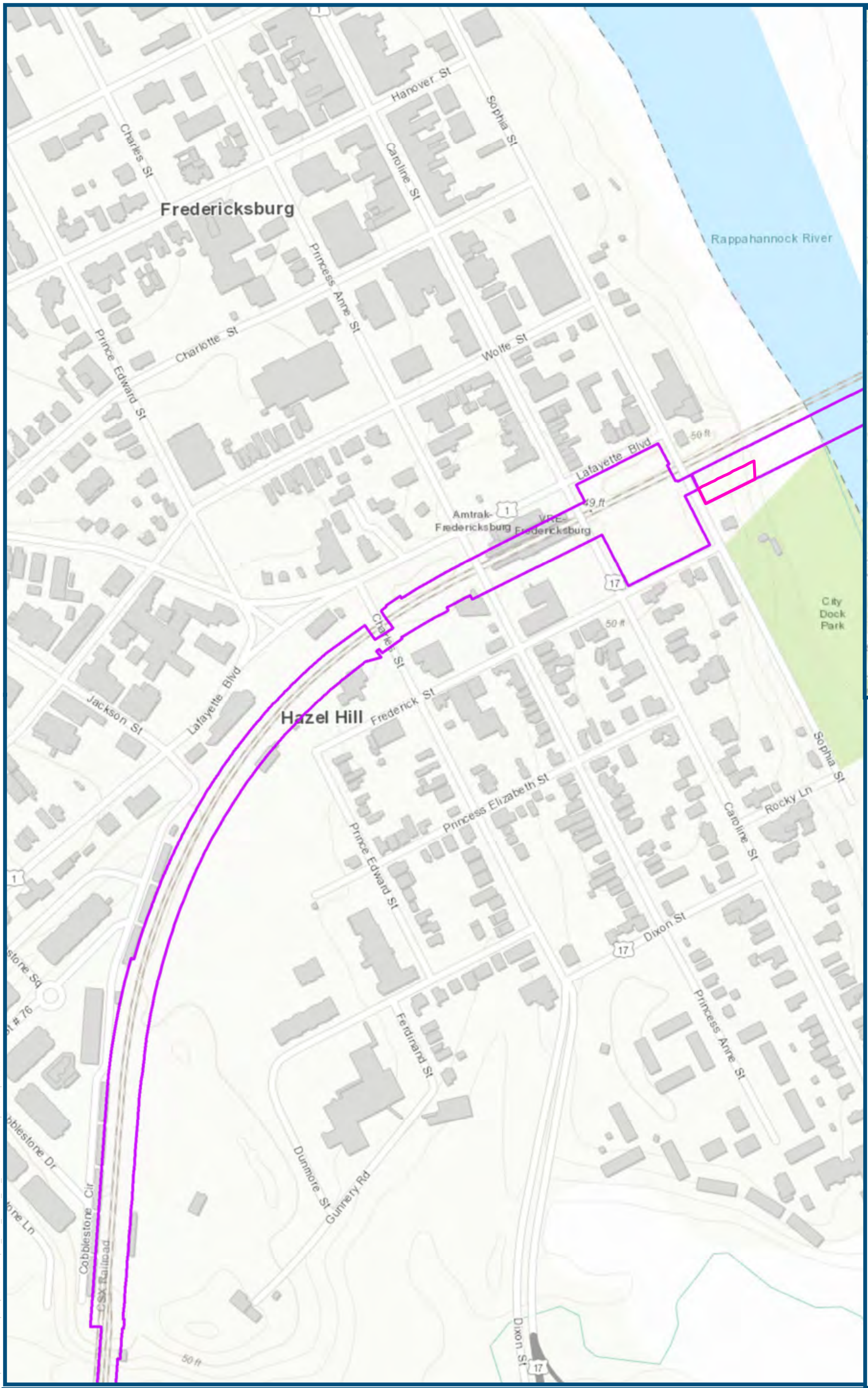
☐ Phase IB Survey

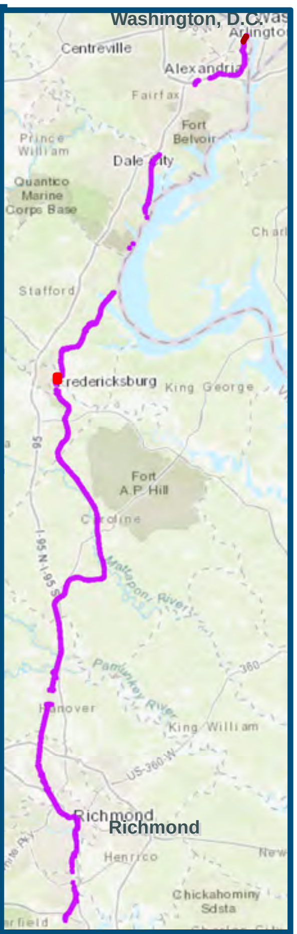
☐ FEIS LOD/
Archaeological APE

Overview of Archaeological Area 3a (Map 1 of 1)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Fredericksburg
Hazel Hill
Rappahannock River
City Dock Park
Hanover St
Sophia St
Charles St
Caroline St
Princess Anne St
Prince Edward St
Charlotte St
Wolfe St
Lafayette Blvd
Amtrak-Fredericksburg
VRE-Fredericksburg
49 ft
50 ft
17
1
Jackson St
Frederick St
Princess Elizabeth St
Rocky Ln
Dixon St
Ferdinand St
Dunmore St
Gunnery Rd
Cobblestone Cir
Cobblestone Dr
CSX Railroad
Dixon St


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
Richmond
Henrico
Chickahominy Sdsta

0 200 400
Feet

0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

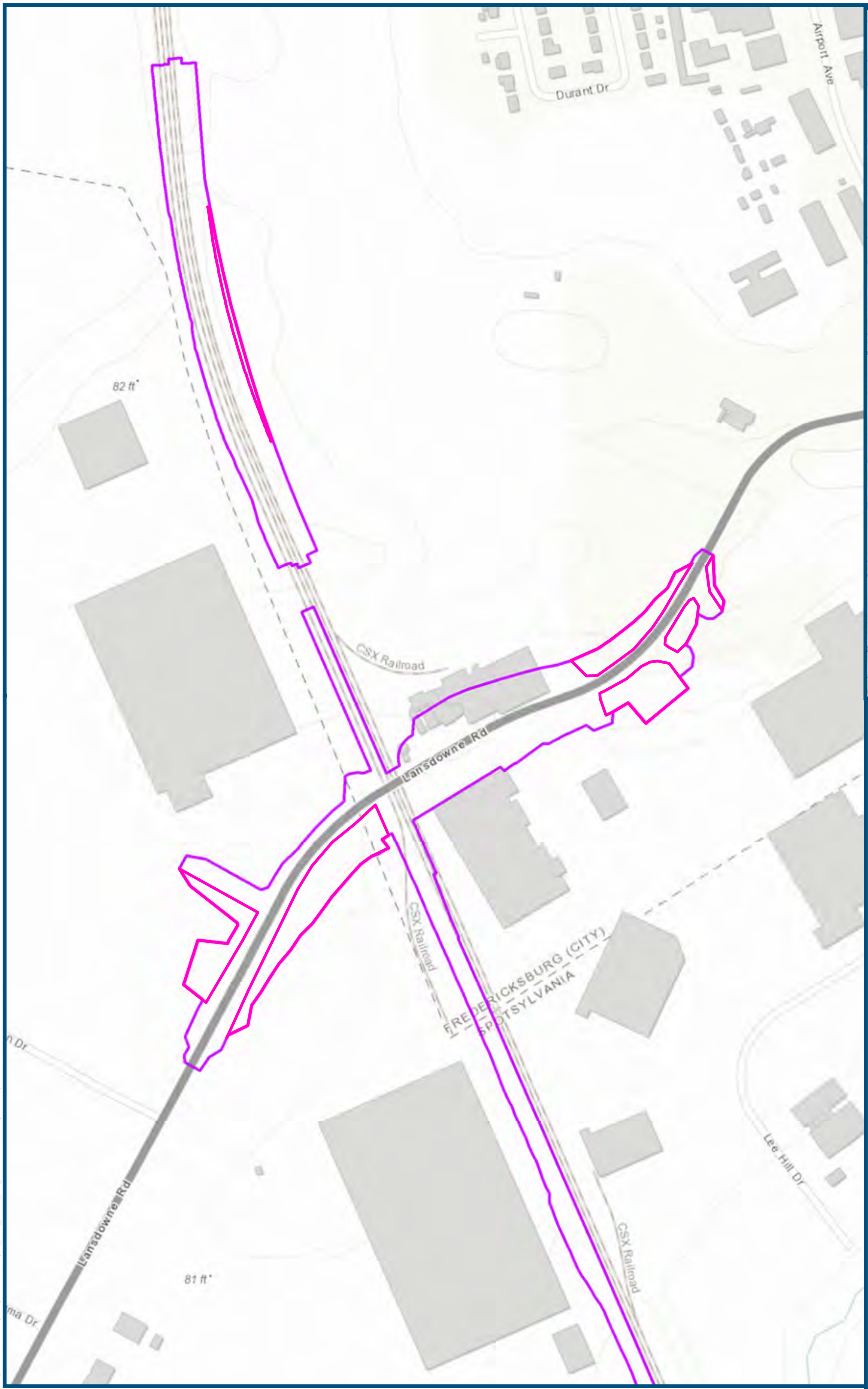
▭ Phase IB Survey

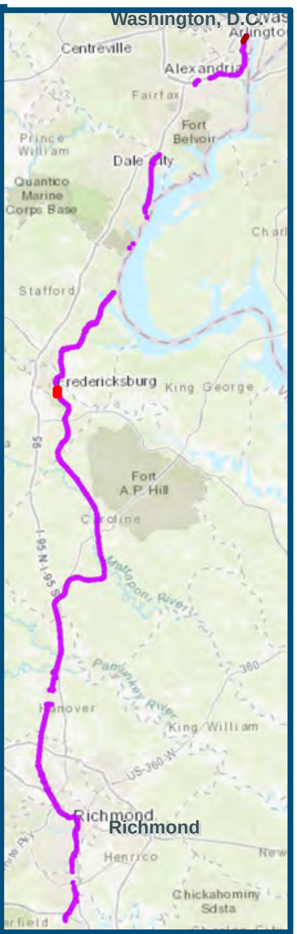
▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 3b (Map 1 of 1)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Durant Dr
Airport Ave
82 ft
CSX Railroad
Lansdowne Rd
CSX Railroad
FREDERICKSBURG (CITY)
SPOTSYLVANIA
n Dr
Lee Hill Dr
CSX Railroad
Lansdowne Rd
81 ft
ma Dr


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400
Feet
0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

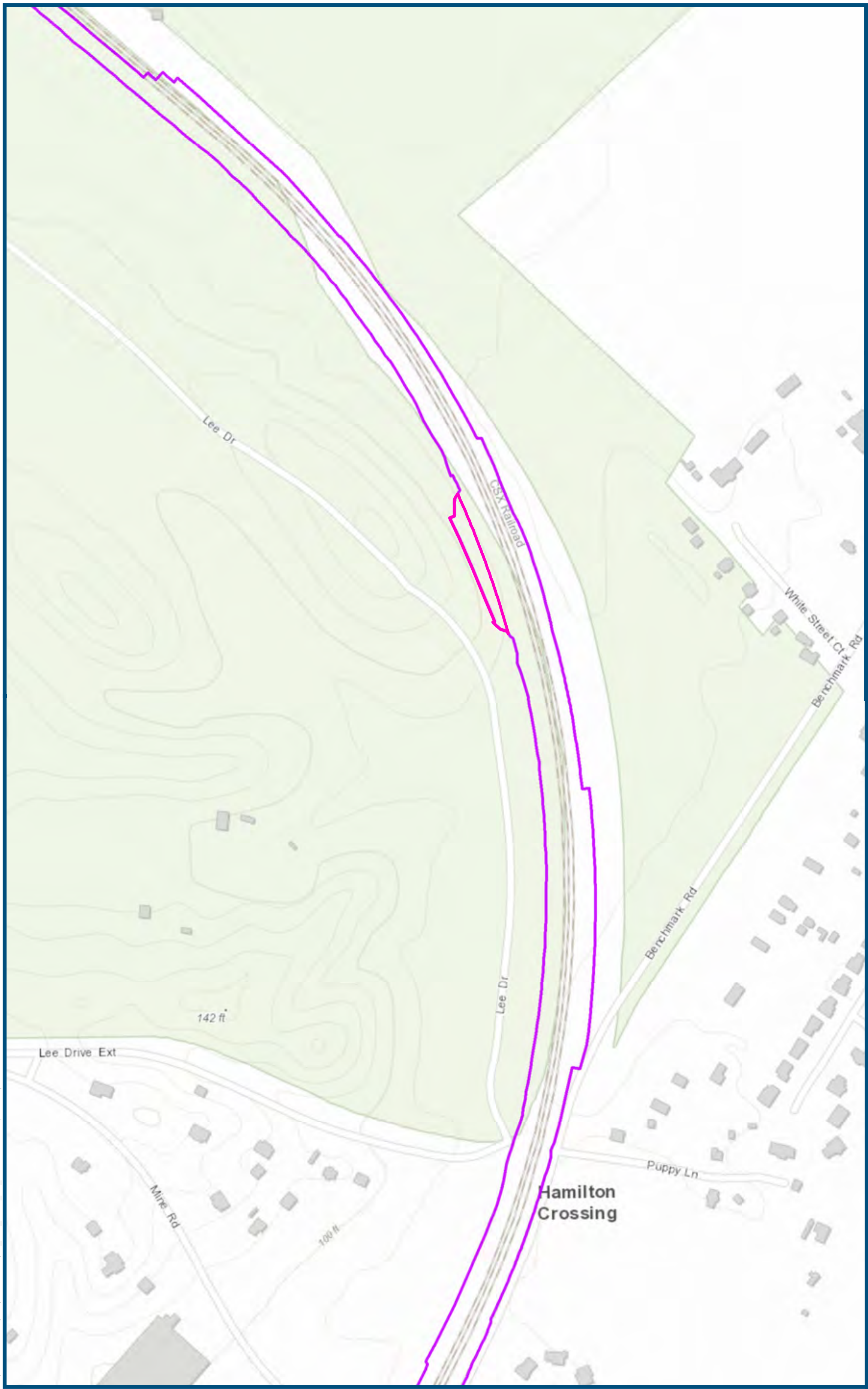
▭ Phase IB Survey

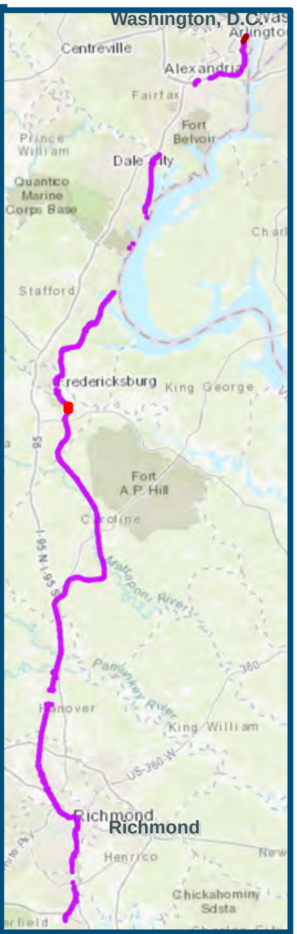
▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 3c (Map 1 of 1)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Lee Dr
CSX Railroad
White Street Ct
Benchmark Rd
Benchmark Rd
Lee Dr
142 ft
Lee Drive Ext
Puppy Ln
Hamilton Crossing
Mine Rd
100 ft


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
Hanover
King William
US-360 W
360
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400

Feet

0 60 120

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

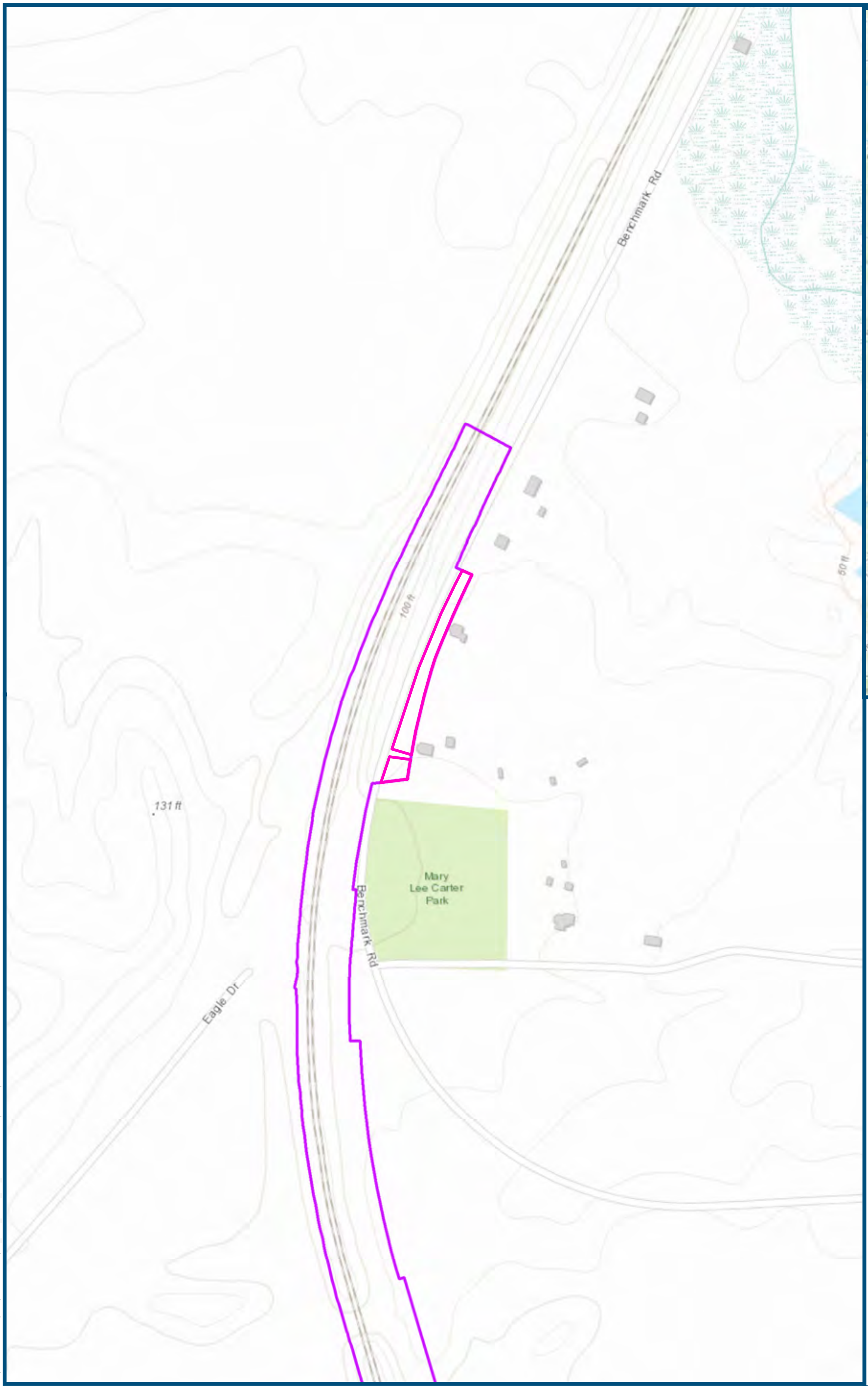
Legend

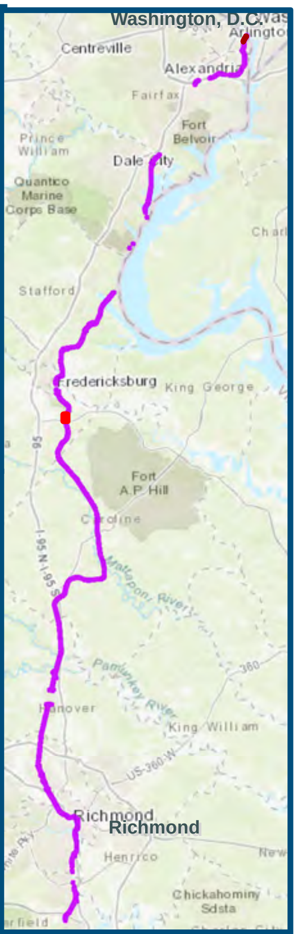
▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE

Overview of Archaeological Area 3d (Map 1 of 1)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Benchmark Rd
100 ft
50 ft
131 ft
Mary Lee Carter Park
Benchmark Rd
Eagle Dr


Washington, D.C.
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
Chickahominy Sdsta

0 200 400
Feet

0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

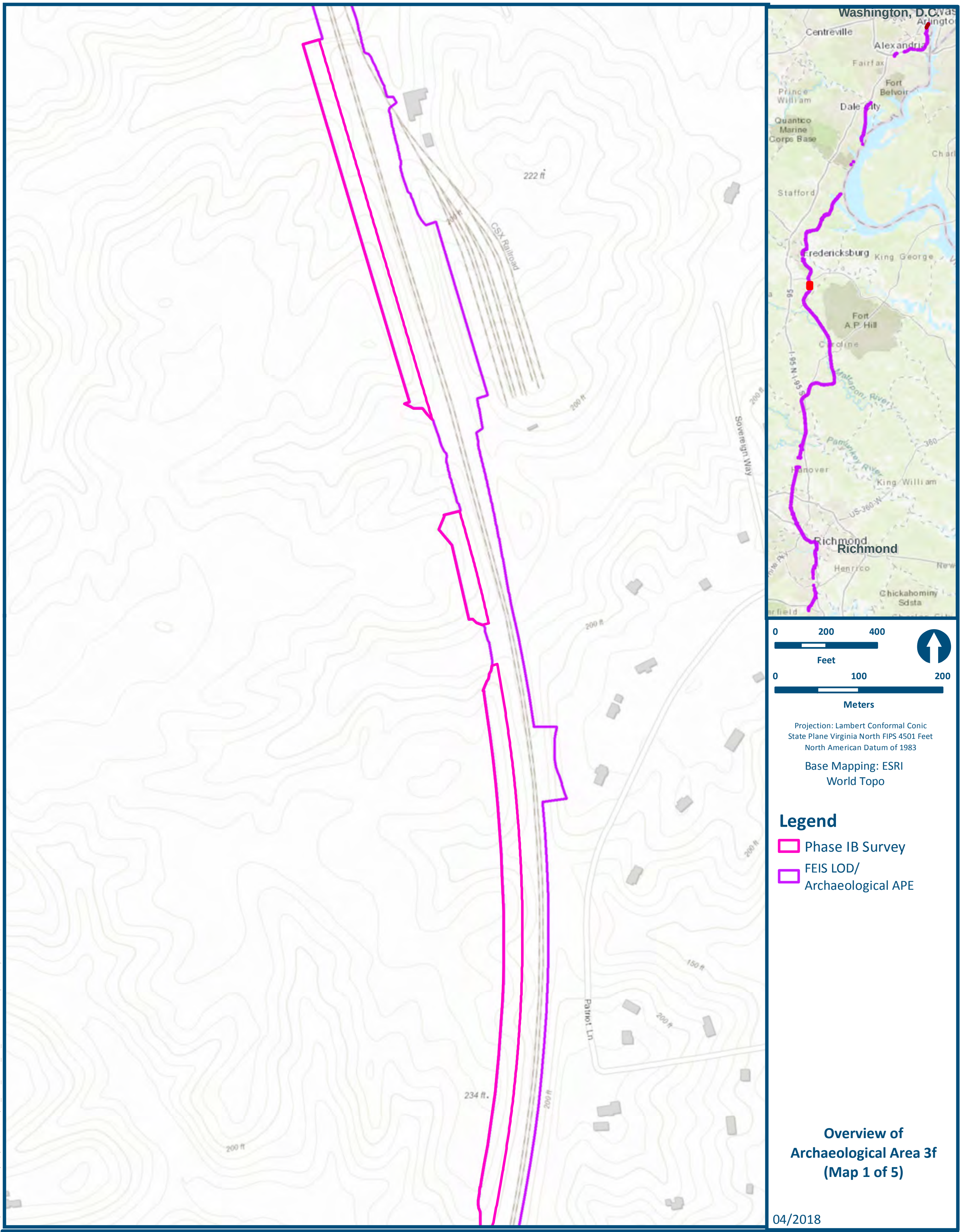
Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE

Overview of Archaeological Area 3e (Map 1 of 1)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


222 ft
200 ft
CSX Railroad
200 ft
Sovereign Way
200 ft
200 ft
200 ft
150 ft
200 ft
Patriot Ln
234 ft.
200 ft
200 ft
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N I-95 S
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400
Feet

0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

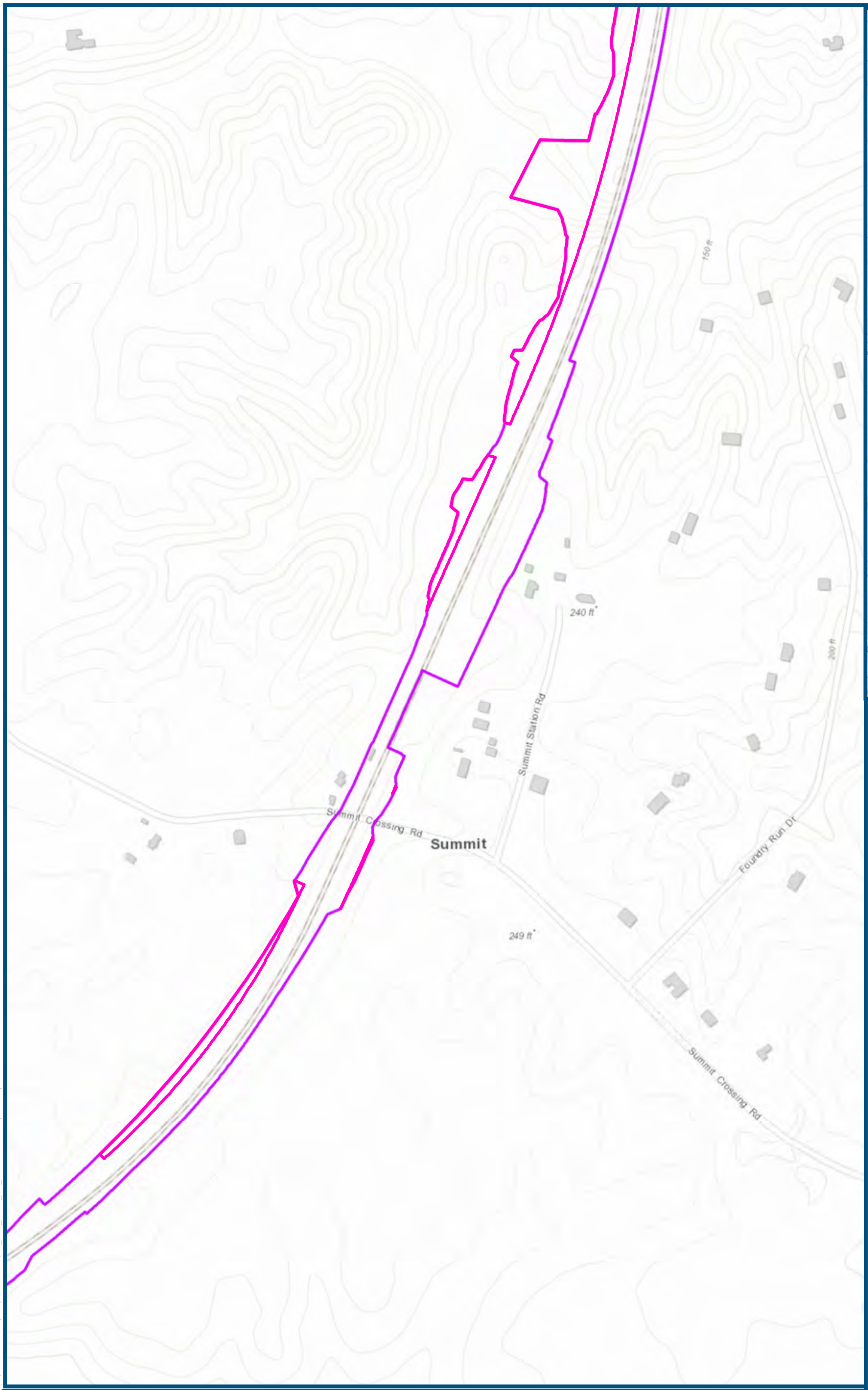
▭ Phase IB Survey

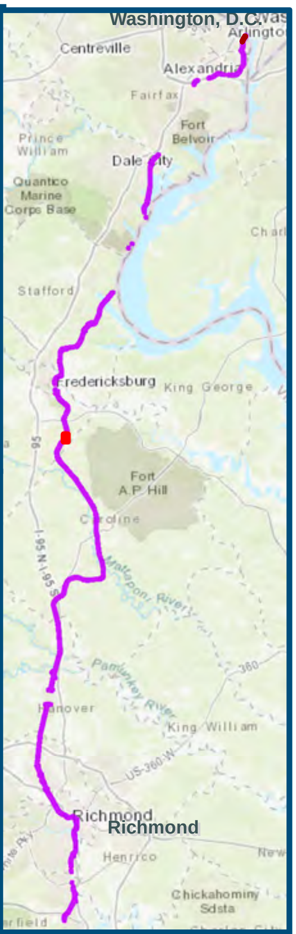
▭ FEIS LOD/
Archaeological APE

Overview of Archaeological Area 3f (Map 1 of 5)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


150 ft
240 ft
200 ft
Summit Station Rd
Summit Crossing Rd
Summit
Foundry Run Dr
249 ft
Summit Crossing Rd


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N I-95 S
Mattapony River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
erfield

0 200 400

Feet

0 100 200

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

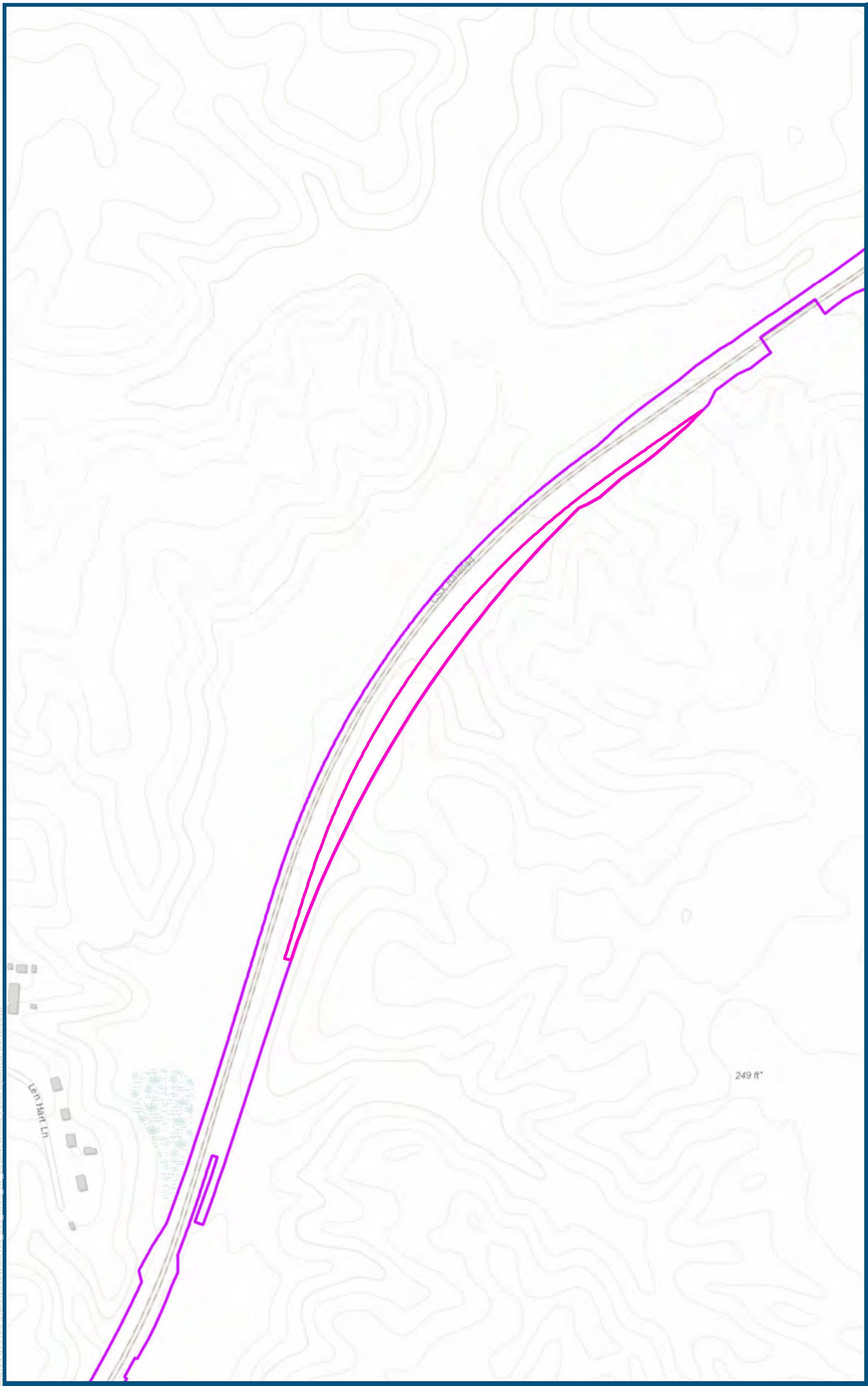
Legend

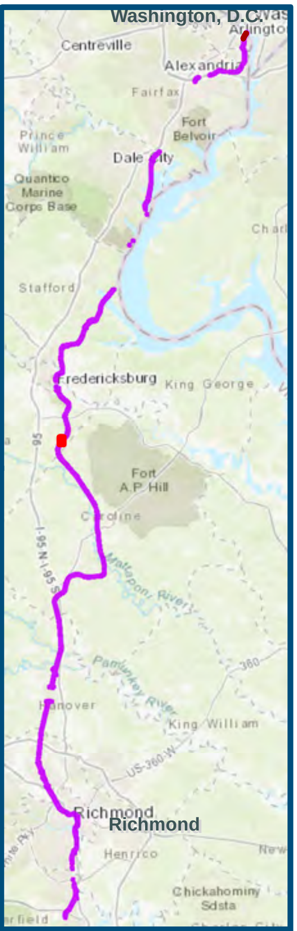
- 🟥 Phase IB Survey
- 🟪 FEIS LOD/ Archaeological APE

Overview of Archaeological Area 3f (Map 2 of 5)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


CSX Railroad
Len Hart Ln
249 ft


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400
Feet

0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

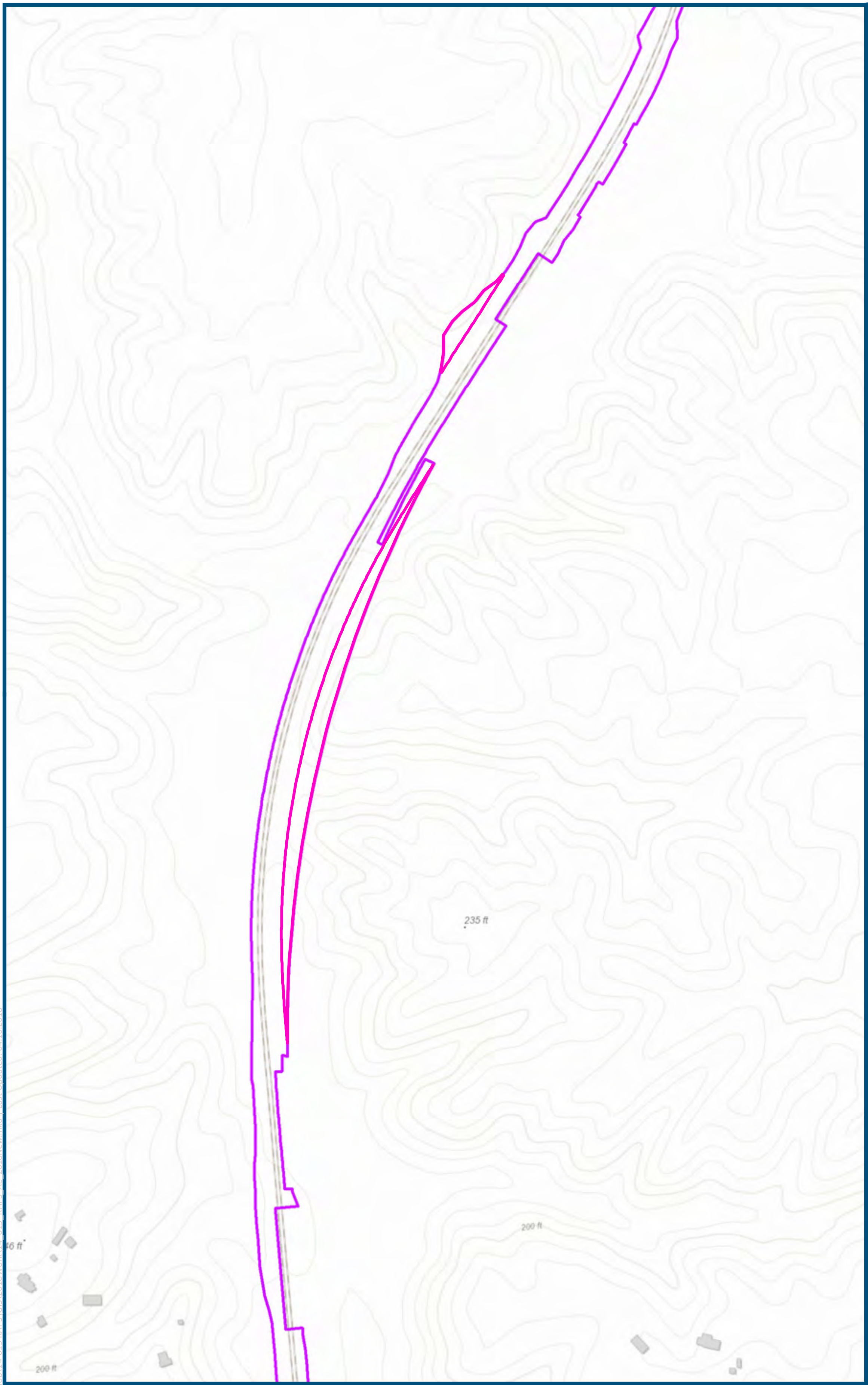
Legend

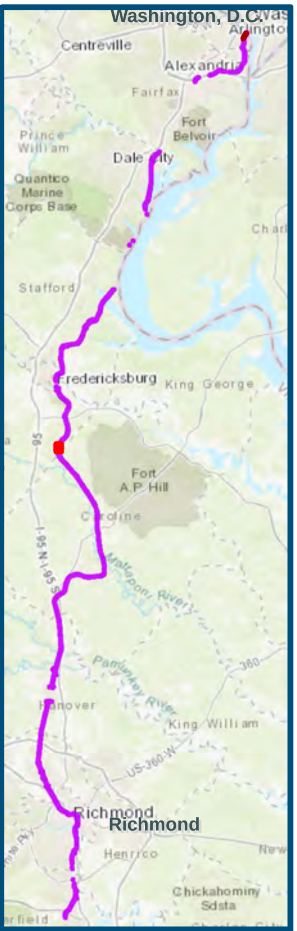
- 🟥 Phase IB Survey
- 🟪 FEIS LOD/ Archaeological APE

Overview of Archaeological Area 3f (Map 3 of 5)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


235 ft
200 ft
200 ft
46 ft


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N I-95 S
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400
Feet

0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

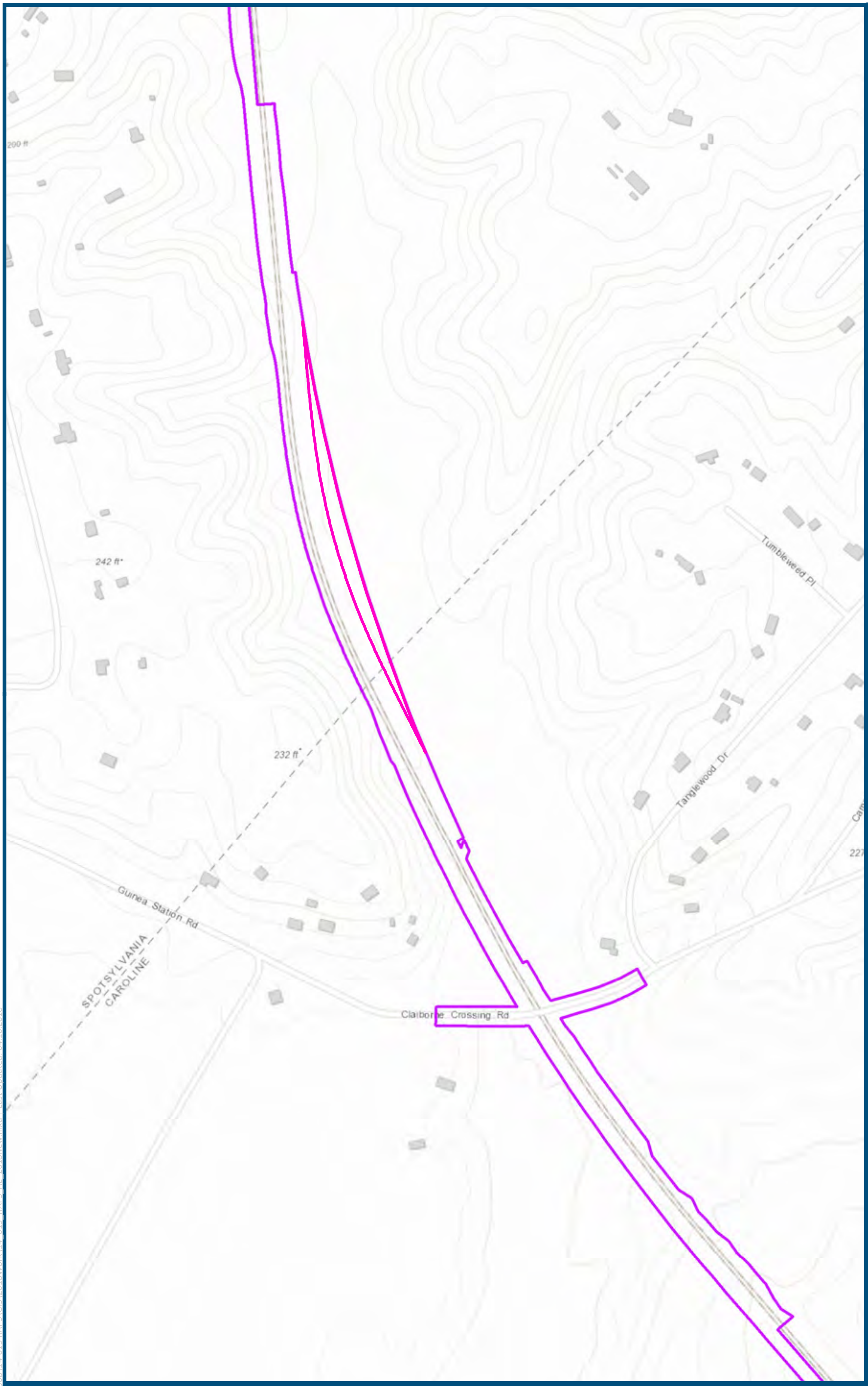
Legend

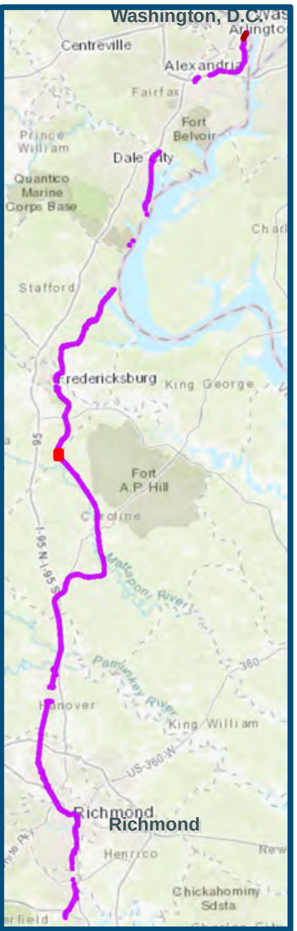
- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 3f (Map 4 of 5)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018\Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


200 ft
242 ft
232 ft
227
Tumbleweed Pl
Tanglewood Dr
Guinea Station Rd
Claiborne Crossing Rd
SPOTSYLVANIA
CAROLINE


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400
Feet

0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

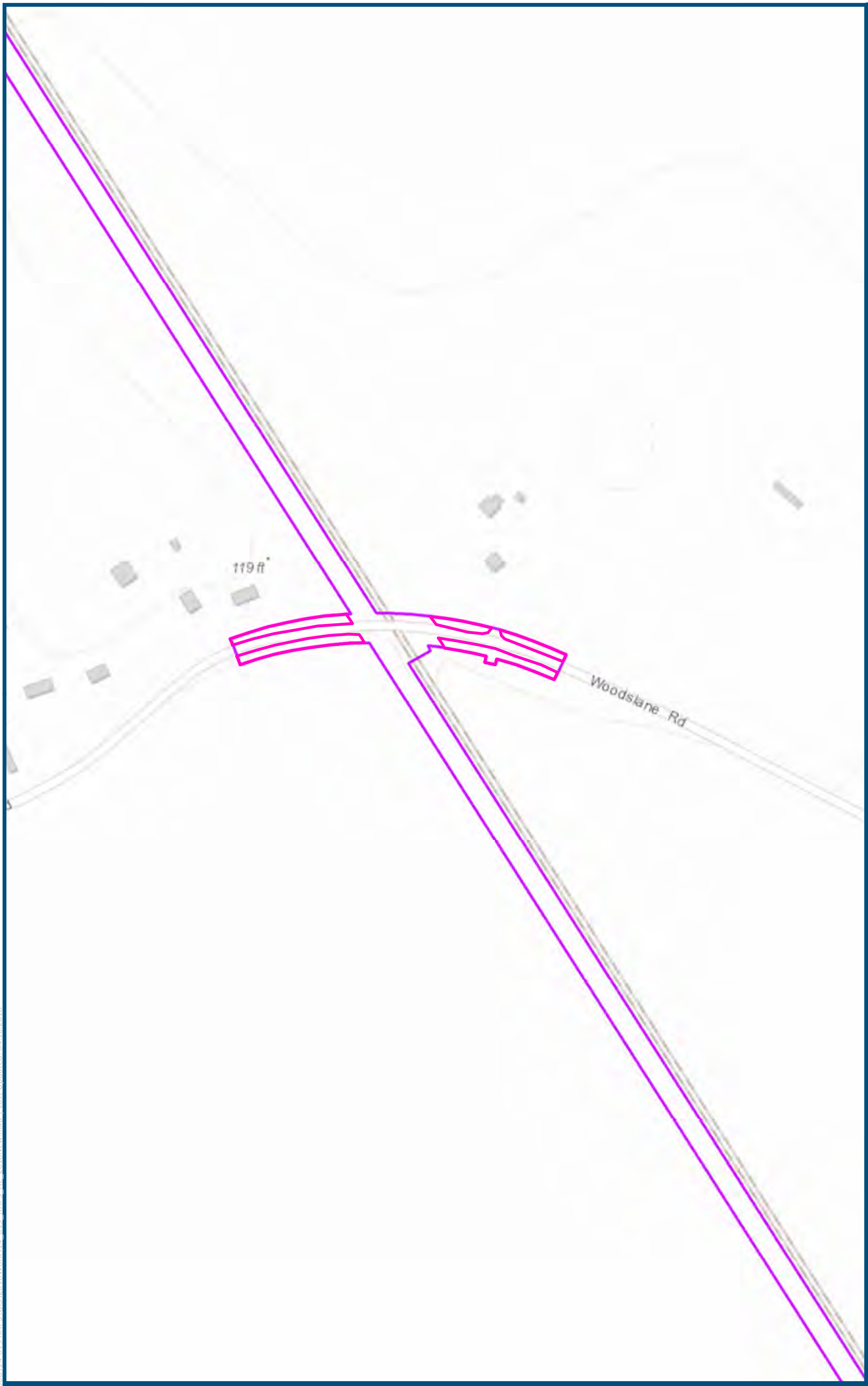
Legend

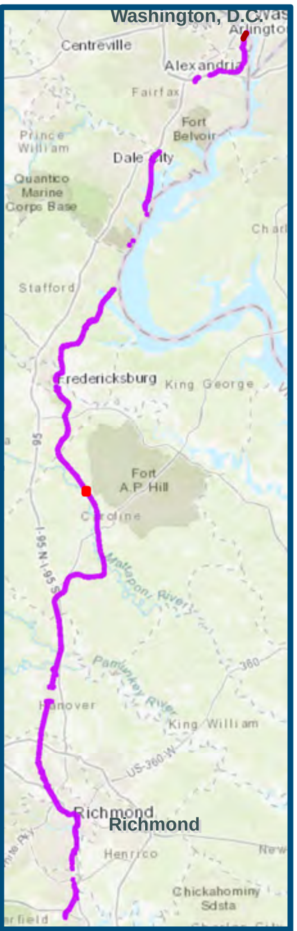
🟥	Phase IB Survey
🟪	FEIS LOD/ Archaeological APE

Overview of Archaeological Area 3f (Map 5 of 5)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


119 ft
Woodslane Rd


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 150 300
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

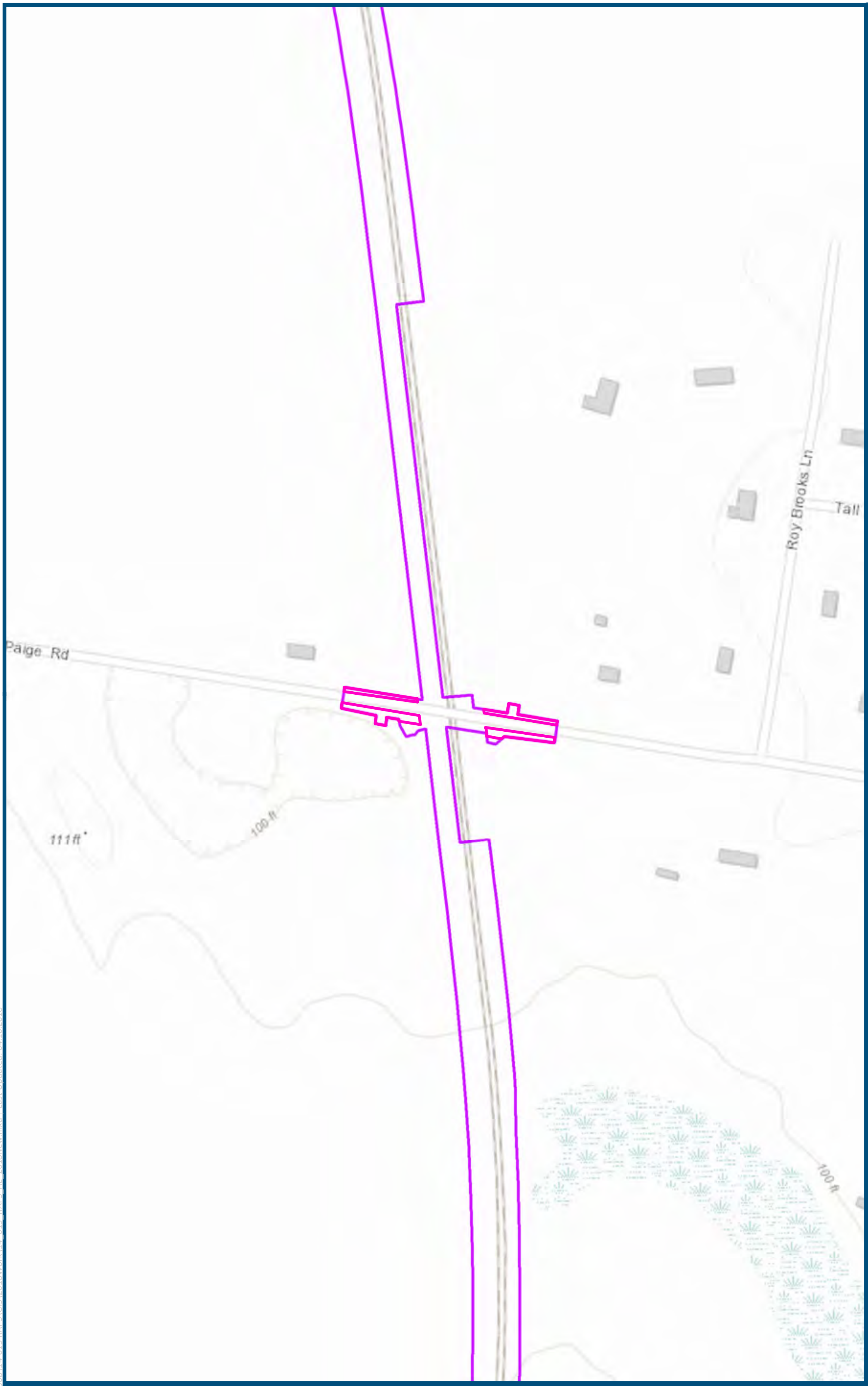
Legend

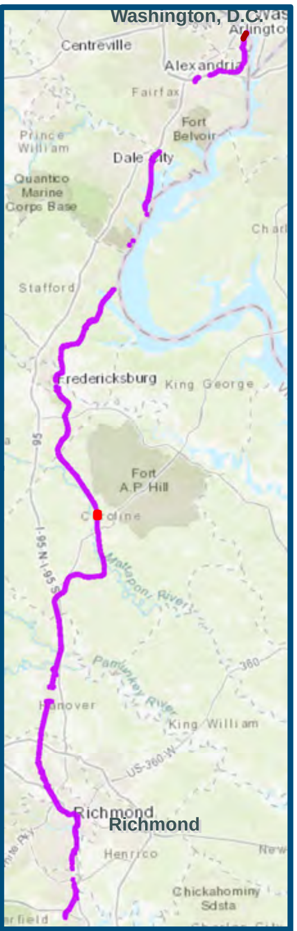
▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE

Overview of Archaeological Area 4b (Map 1 of 2)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Paige Rd
Roy Brooks Ln
Tall
111 ft
100 ft
100 ft


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
erfield

0 150 300
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE

Overview of Archaeological Area 4b (Map 2 of 2)

04/2018

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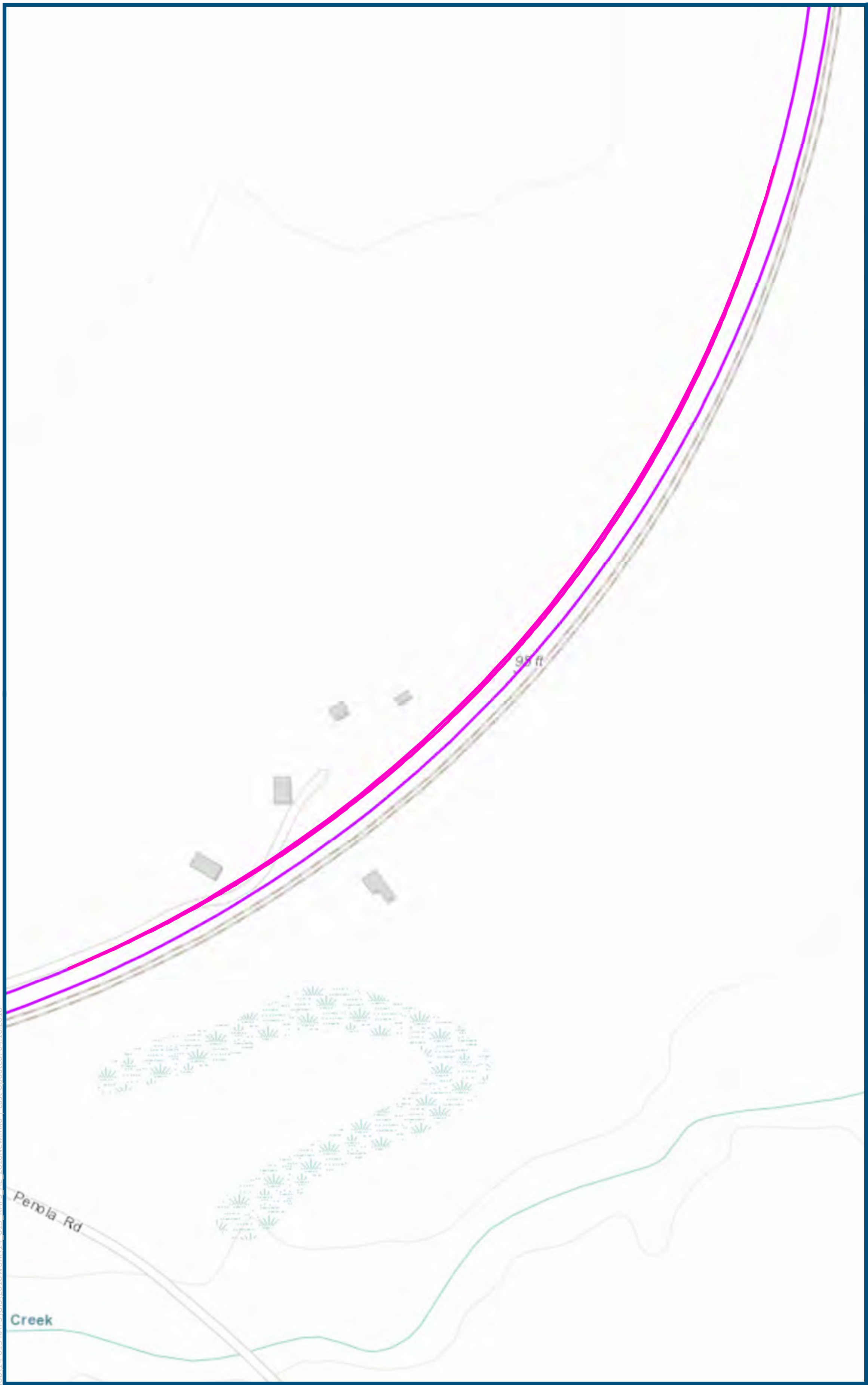
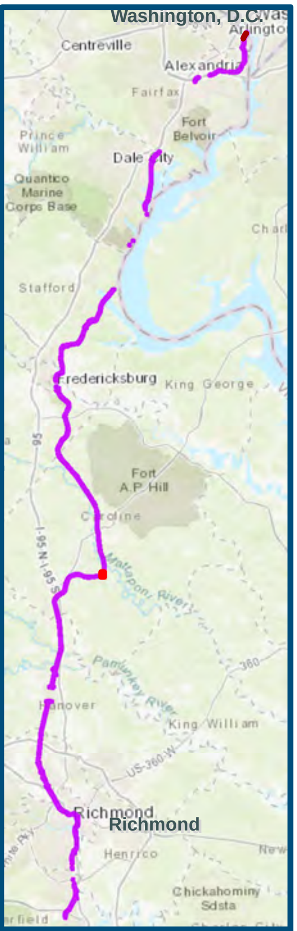

95 ft
Penola Rd
Creek


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0
150
300
Feet
0
50
100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

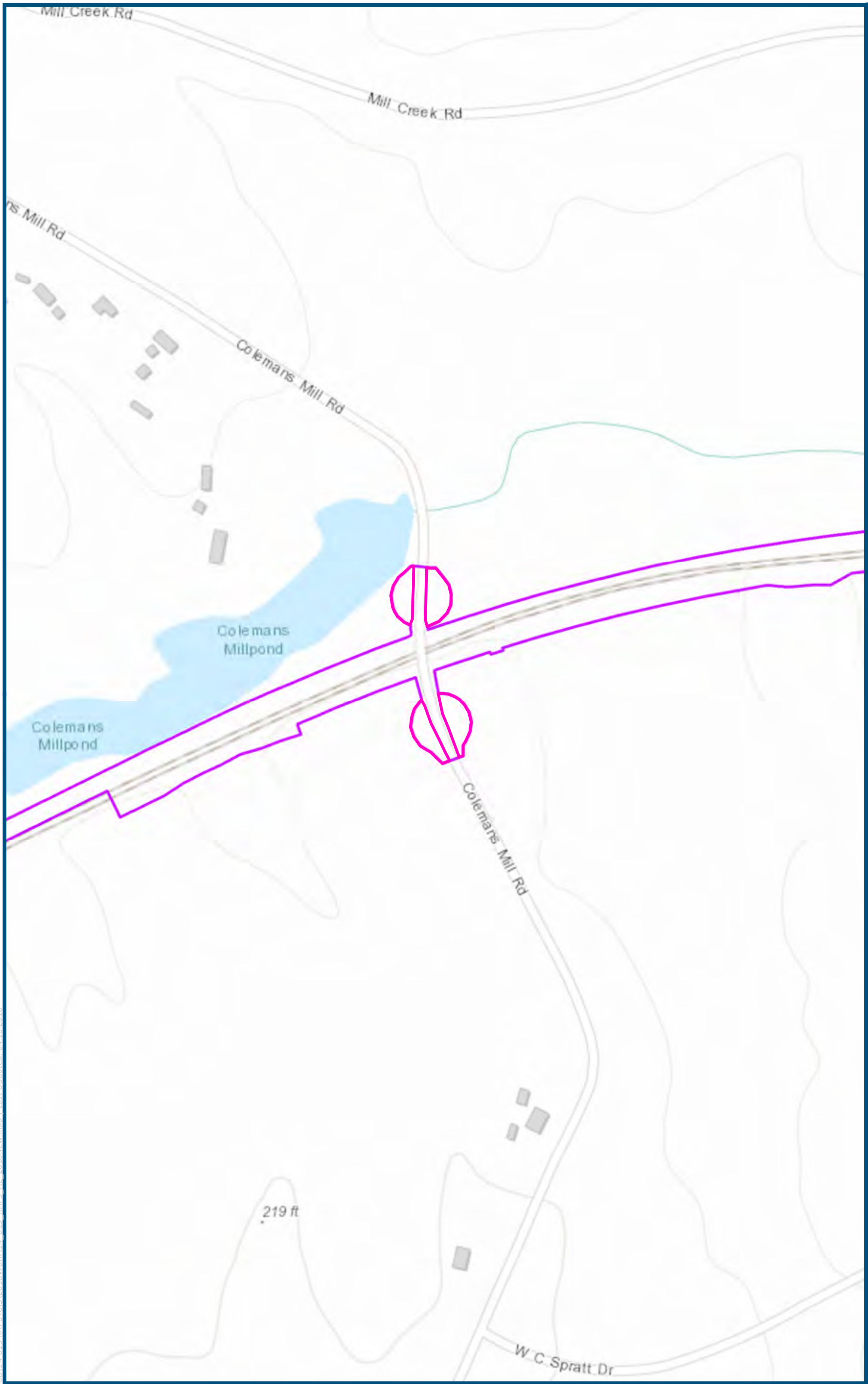
Legend

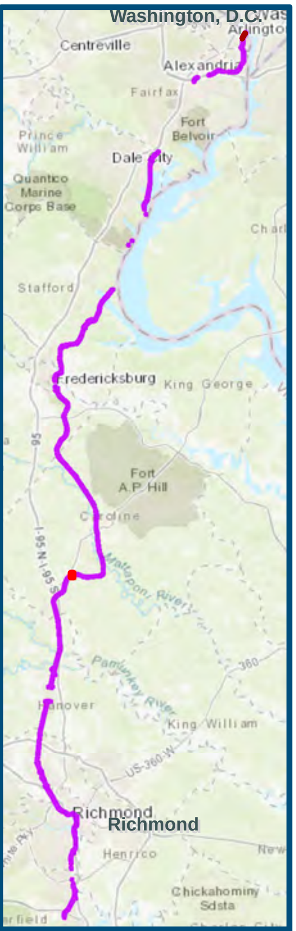
▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE

Overview of Archaeological Area 4c (Map 1 of 2)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Mill Creek Rd
Mill Creek Rd
Colemans Mill Rd
Colemans Mill Rd
Colemans Millpond
Colemans Millpond
Colemans Mill Rd
219 ft
W C Spratt Dr


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 150 300
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

▭ Phase IB Survey

▭ FEIS LOD/
Archaeological APE

Overview of Archaeological Area 4c (Map 2 of 2)

04/2018

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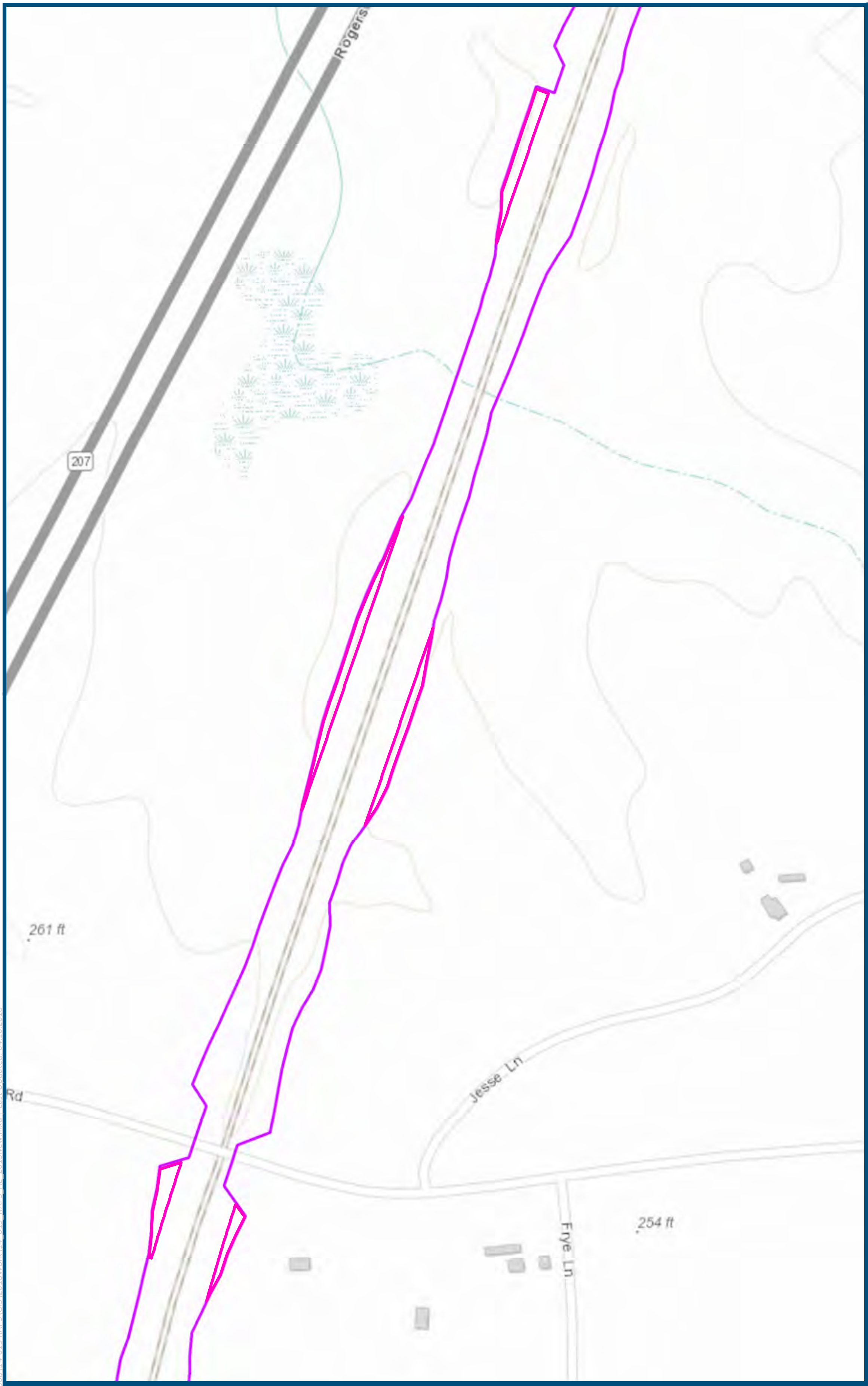
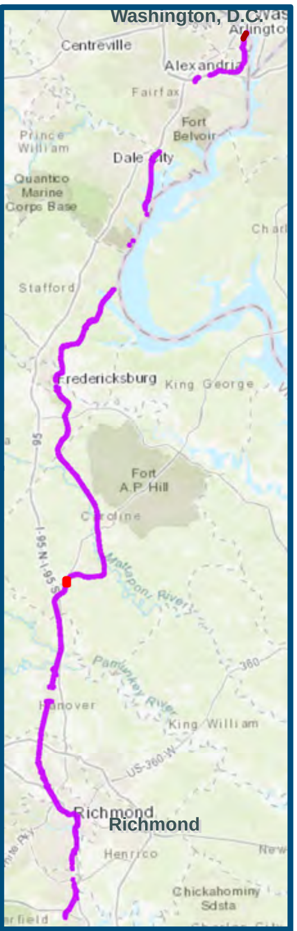

Rogers
207
261 ft
Rd
Jesse Ln
Frye Ln
254 ft


Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattapony River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0
150
300
Feet
0
50
100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

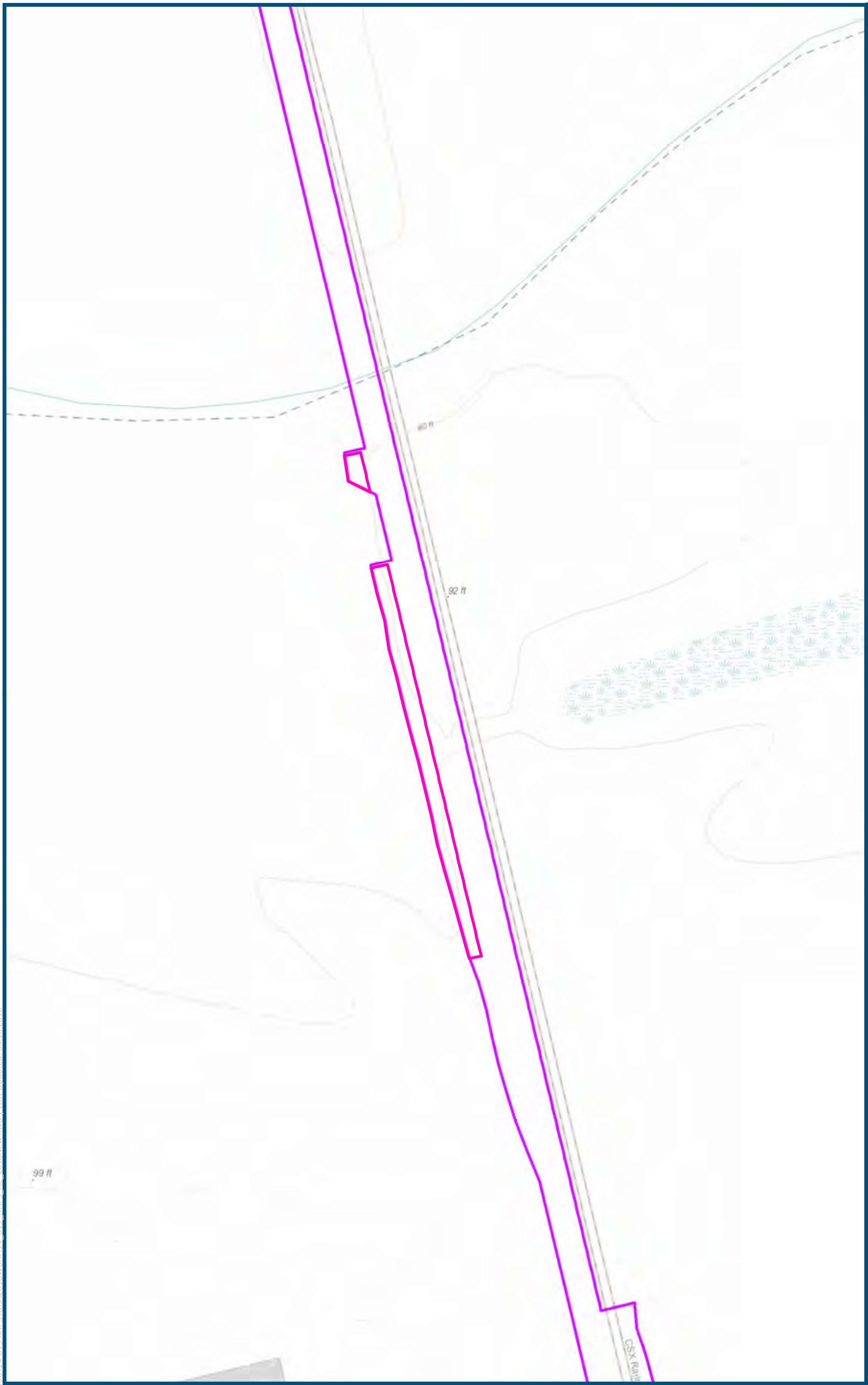
Base Mapping: ESRI
World Topo

Legend

- □ Phase IB Survey
- □ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 4d (Map 1 of 1)

04/2018


80 ft
92 ft
99 ft
CSX Rail

Washington, D.C.
Arlingto
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 100 200

Feet

0 50 100

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

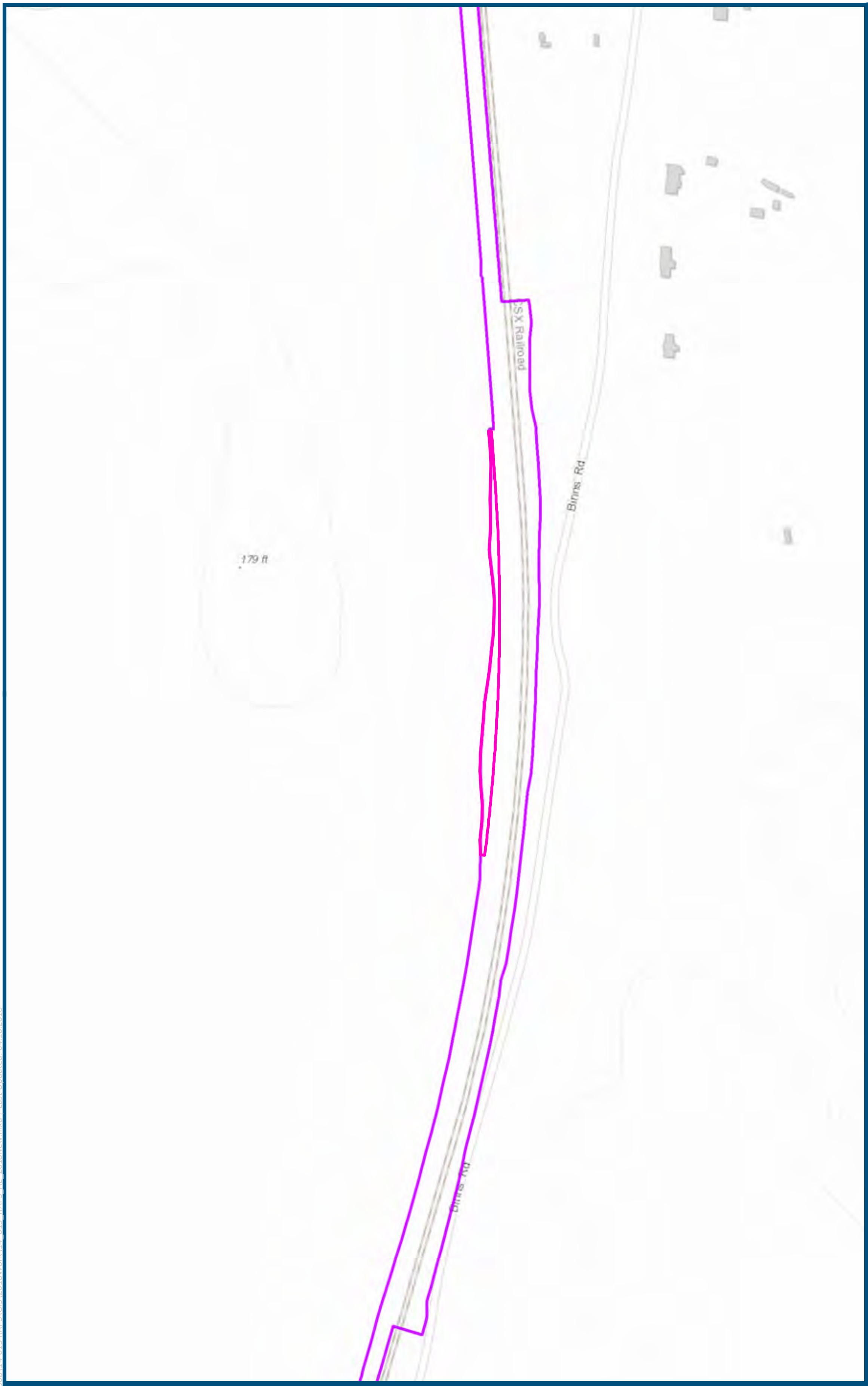
Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE

Overview of Archaeological Area 4e (Map 1 of 1)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


CSX Railroad
Binns Rd
179 ft
Binns Rd

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

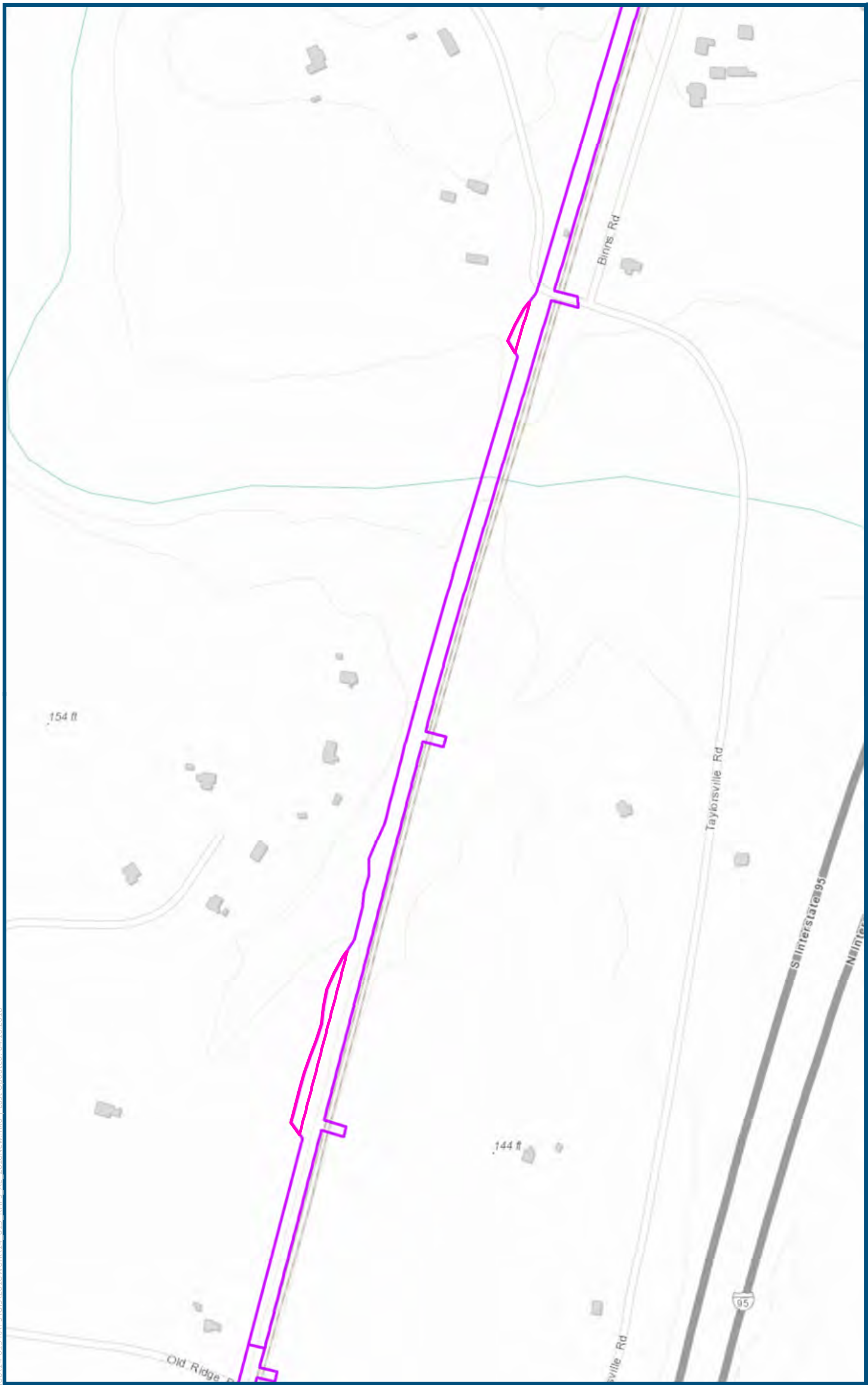
🟪 Phase IB Survey

🟪 FEIS LOD/
Archaeological APE

Overview of Archaeological Area 4f (Map 1 of 2)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Binns Rd
154 ft
Taylorsville Rd
S Interstate 95
N Inter
144 ft
95
Old Ridge R
ville Rd

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N I-95 S
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

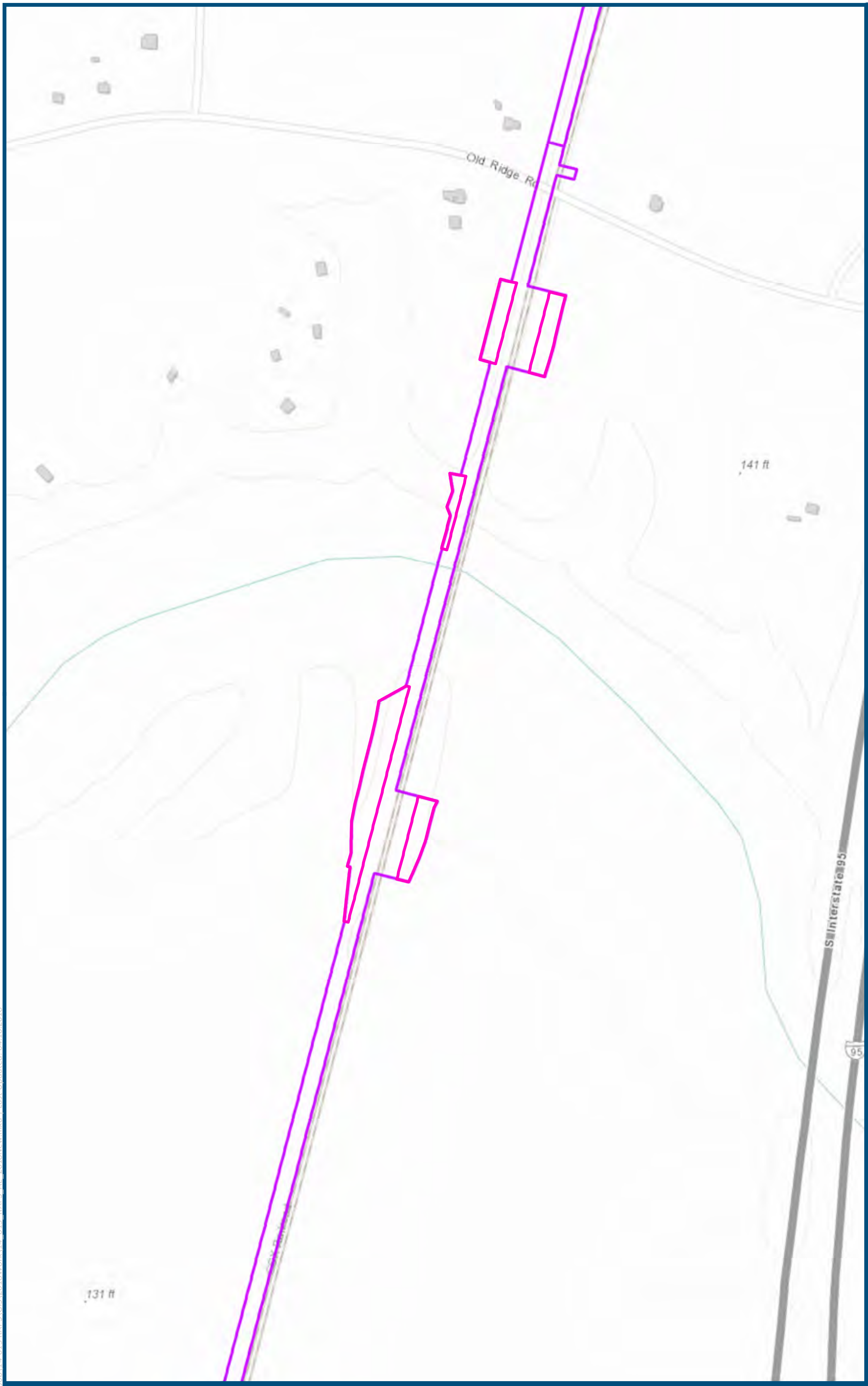
▭ Phase IB Survey

▭ FEIS LOD/
Archaeological APE

Overview of Archaeological Area 4f (Map 2 of 2)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018\Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018



Old Ridge Rd
141 ft
131 ft
S Interstate 95
95

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Charl
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400

Feet

0 50 100

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 5a (Map 1 of 3)

04/2018

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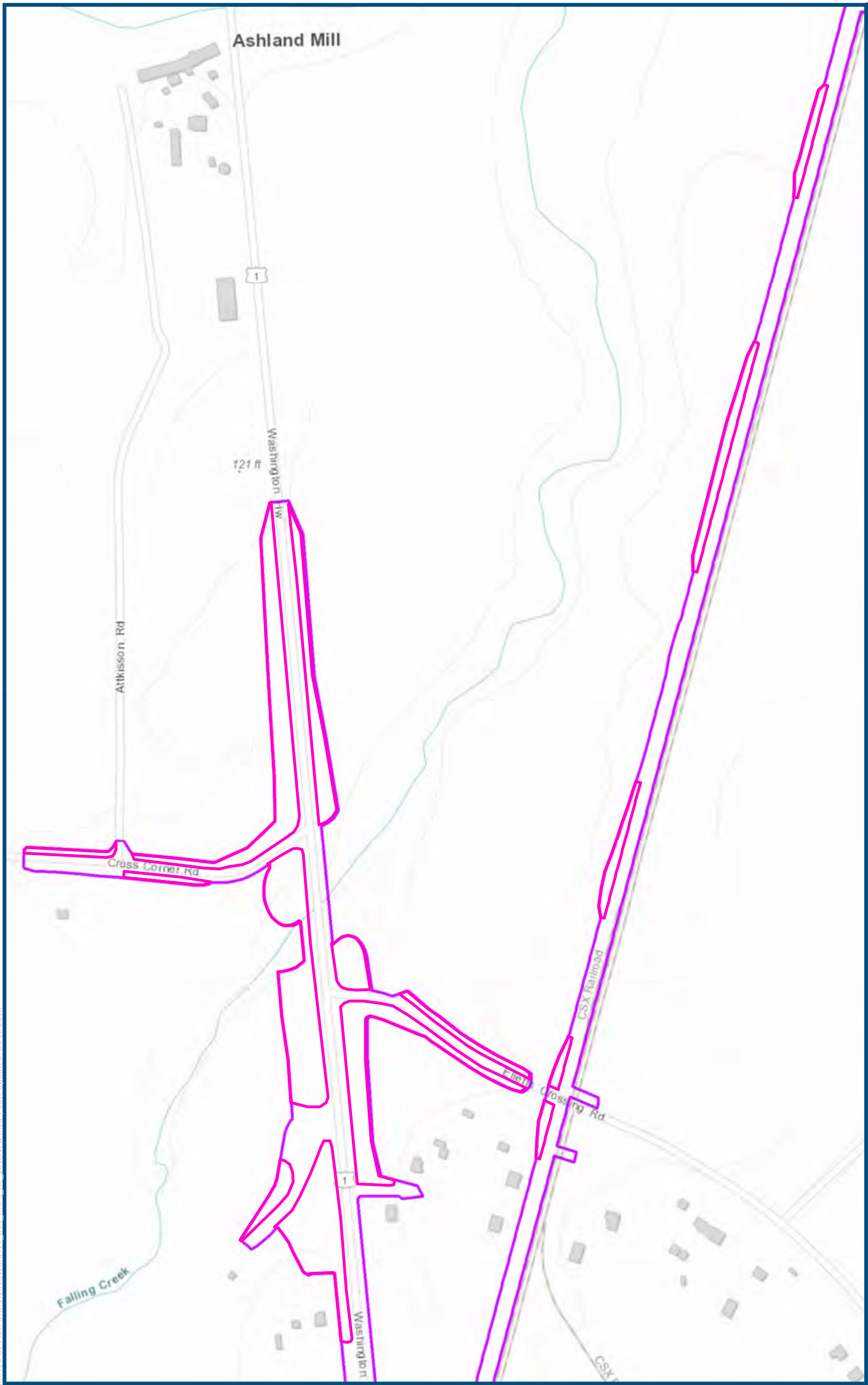

Ashland Mill
1
Washington Hw
121 ft
Attkisson Rd
Cross Corner Rd
Elletts Crossing Rd
CSX Railroad
Falling Creek
Washington
CSX R

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattapony River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Henrico
Chickahominy Sdsta

0 200 400
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

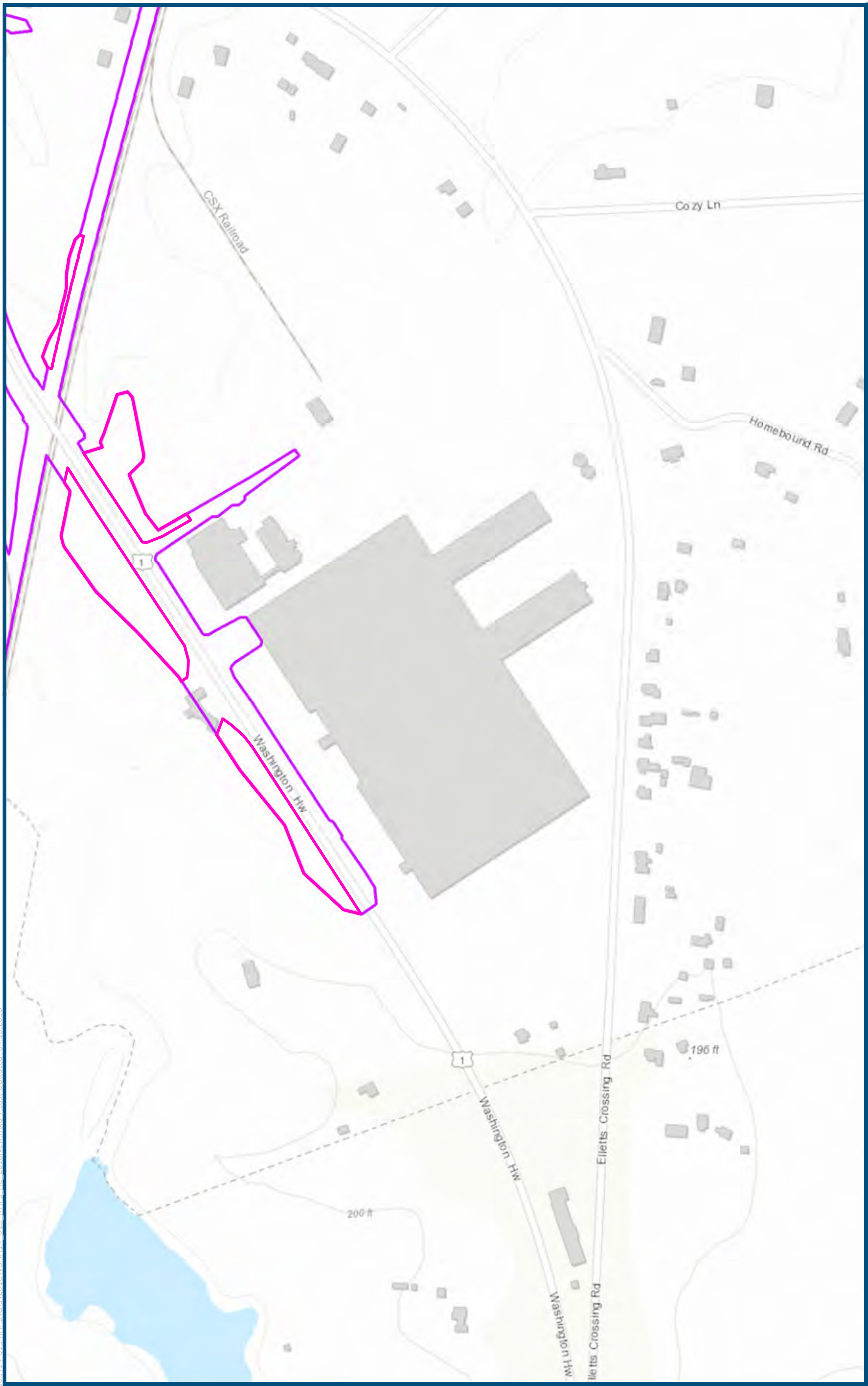
▭ Phase IB Survey

▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 5a (Map 2 of 3)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


CSX Railroad
Cozy Ln
Homebound Rd
Washington Hw
1
196 ft
200 ft
Elletts Crossing Rd
Washington Hw

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Prince William
Fort Belvoir
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

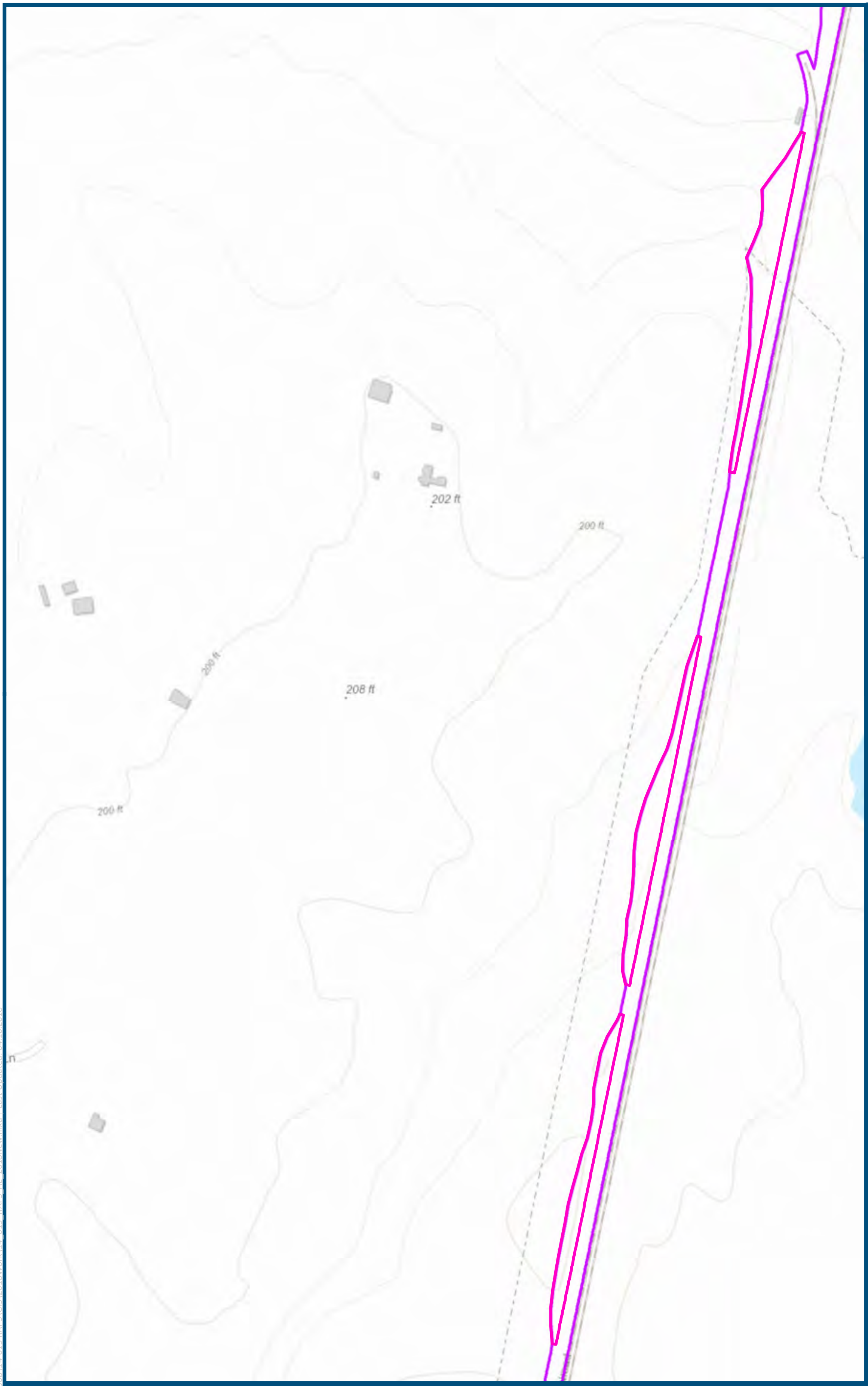
Base Mapping: ESRI
World Topo

Legend

- 🟥 Phase IB Survey
- 🟪 FEIS LOD/ Archaeological APE

Overview of Archaeological Area 5a (Map 3 of 3)

04/2018


202 ft
200 ft
200 ft
208 ft
200 ft

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
Chickahominy Sdsta
New

0 200 400
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 5b (Map 1 of 4)

04/2018

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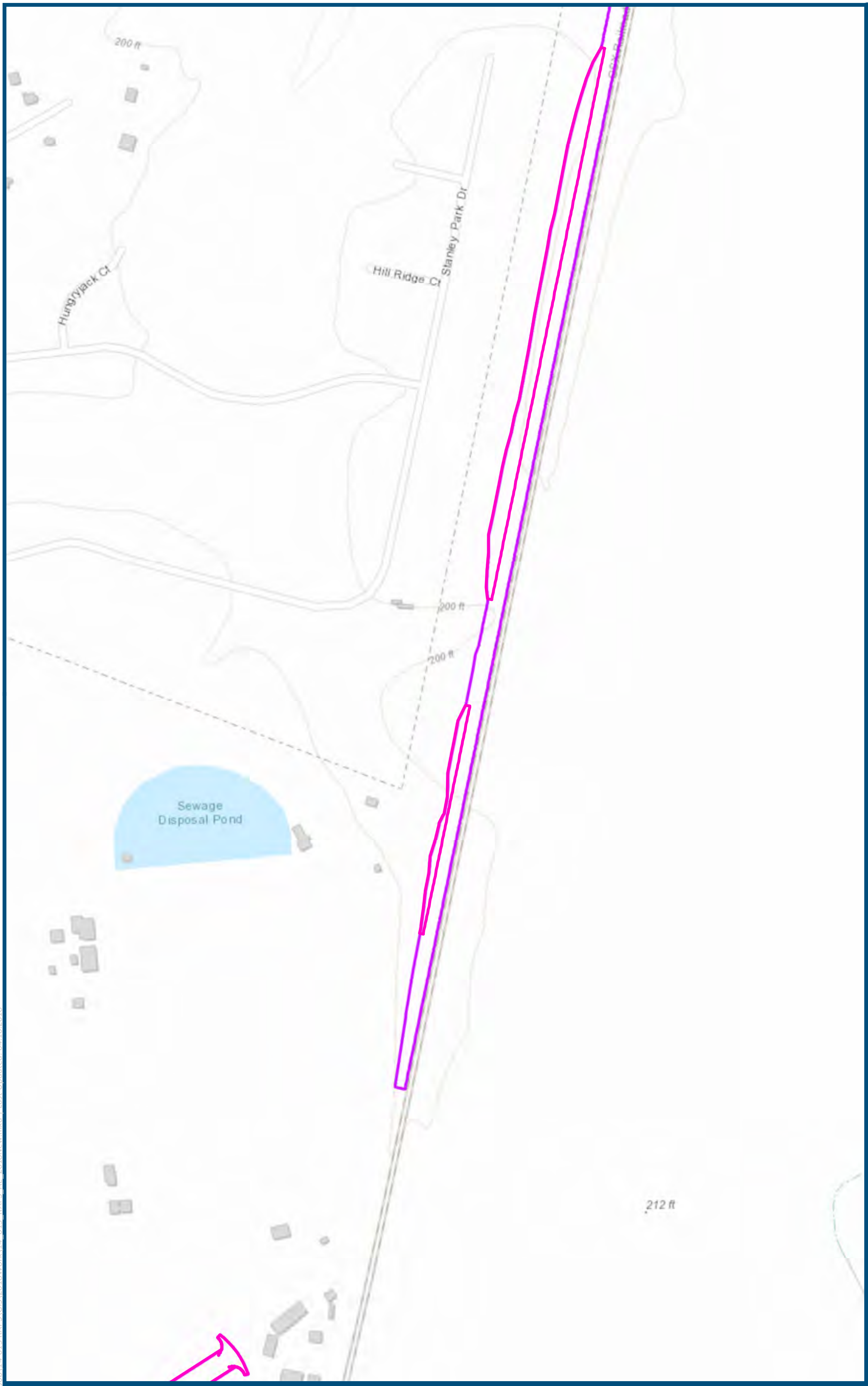
200 ft
Hungryjack Ct
Hill Ridge Ct
Stanley Park Dr
200 ft
200 ft
Sewage Disposal Pond
212 ft

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta

0 200 400
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE

Overview of Archaeological Area 5b (Map 2 of 4)

04/2018

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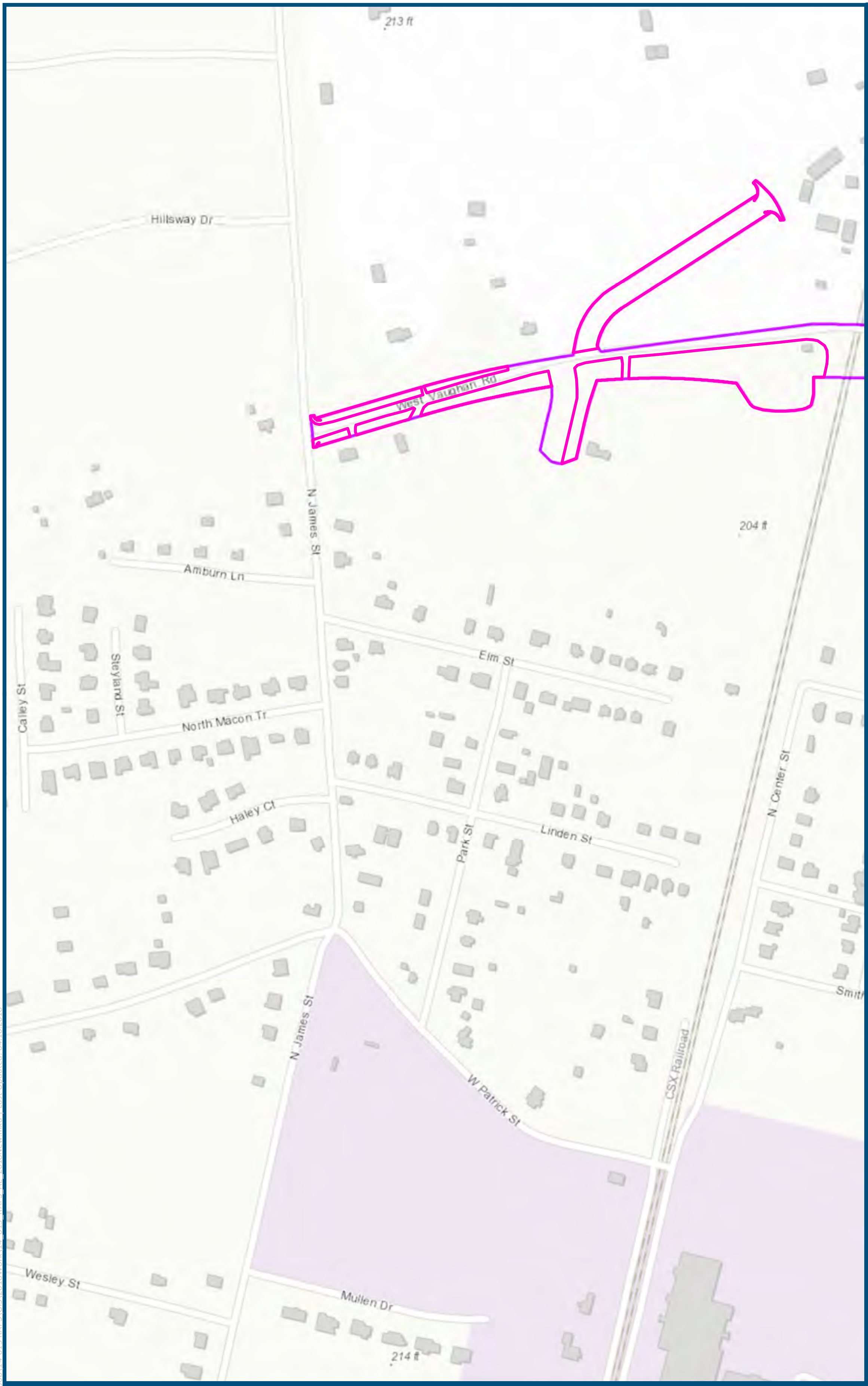
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC to RICHMOND
SOUTHEAST HIGH SPEED RAIL


213 ft
Hillsway Dr
West Vaughan Rd
N James St
204 ft
Amburn Ln
Elm St
Steyland St
Calley St
North Macon Tr
Haley Ct
Park St
Linden St
N Center St
Smith
CSX Railroad
W Patrick St
N James St
Wesley St
Mullen Dr
214 ft

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
Hanover
360
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

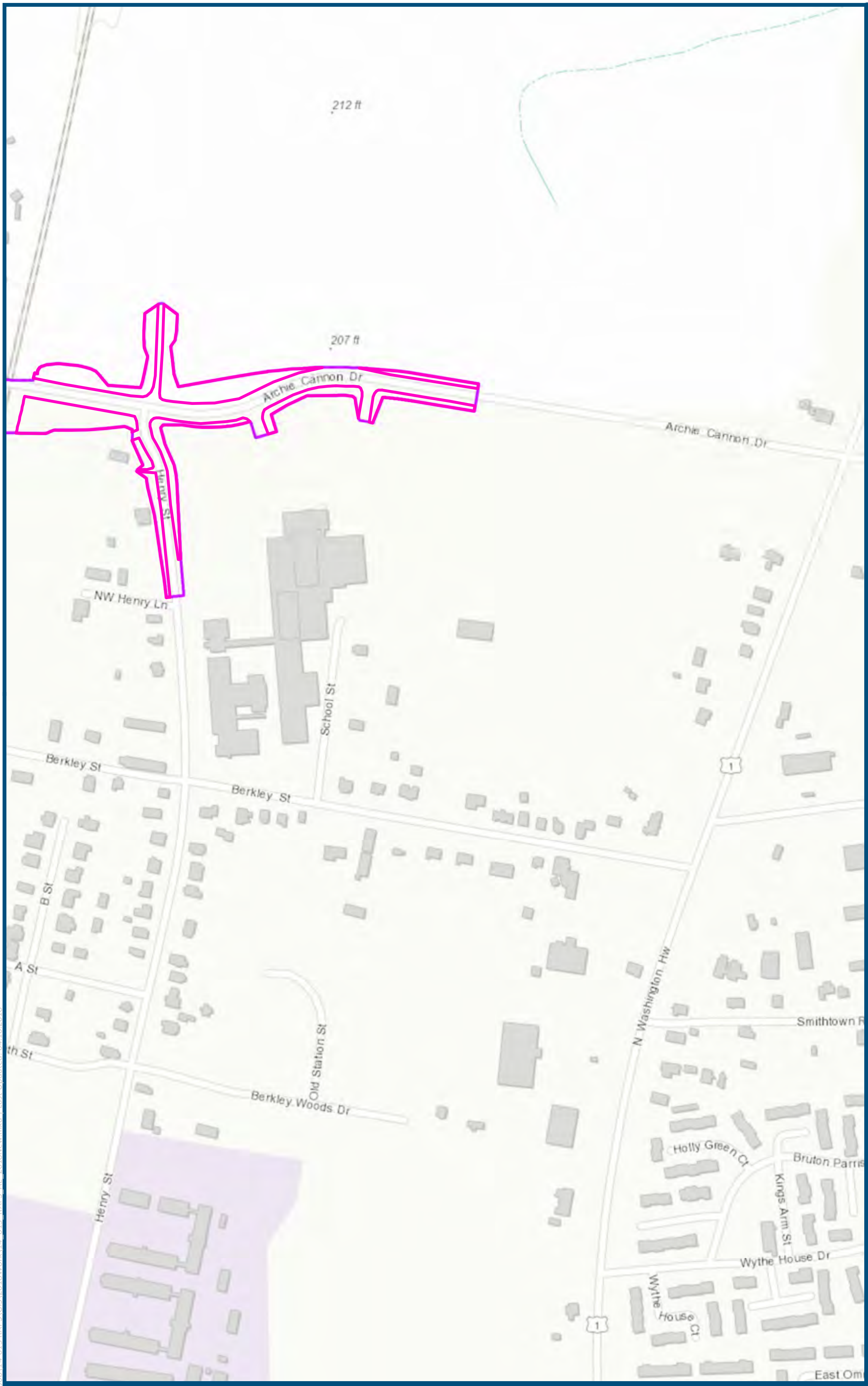
🟥 Phase IB Survey

🟪 FEIS LOD/
Archaeological APE

Overview of Archaeological Area 5b (Map 3 of 4)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018



212 ft
207 ft
Archie Cannon Dr
Archie Cannon Dr
Henry St
NW Henry Ln
School St
Berkley St
Berkley St
B St
A St
th St
Old Station St
Berkley Woods Dr
Henry St
N Washington Hw
1
1
Smithtown R
Holly Green Ct
Bruton Parris
Kings Arm St
Wythe House Dr
Wythe House Ct
East Om

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N I-95 S
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

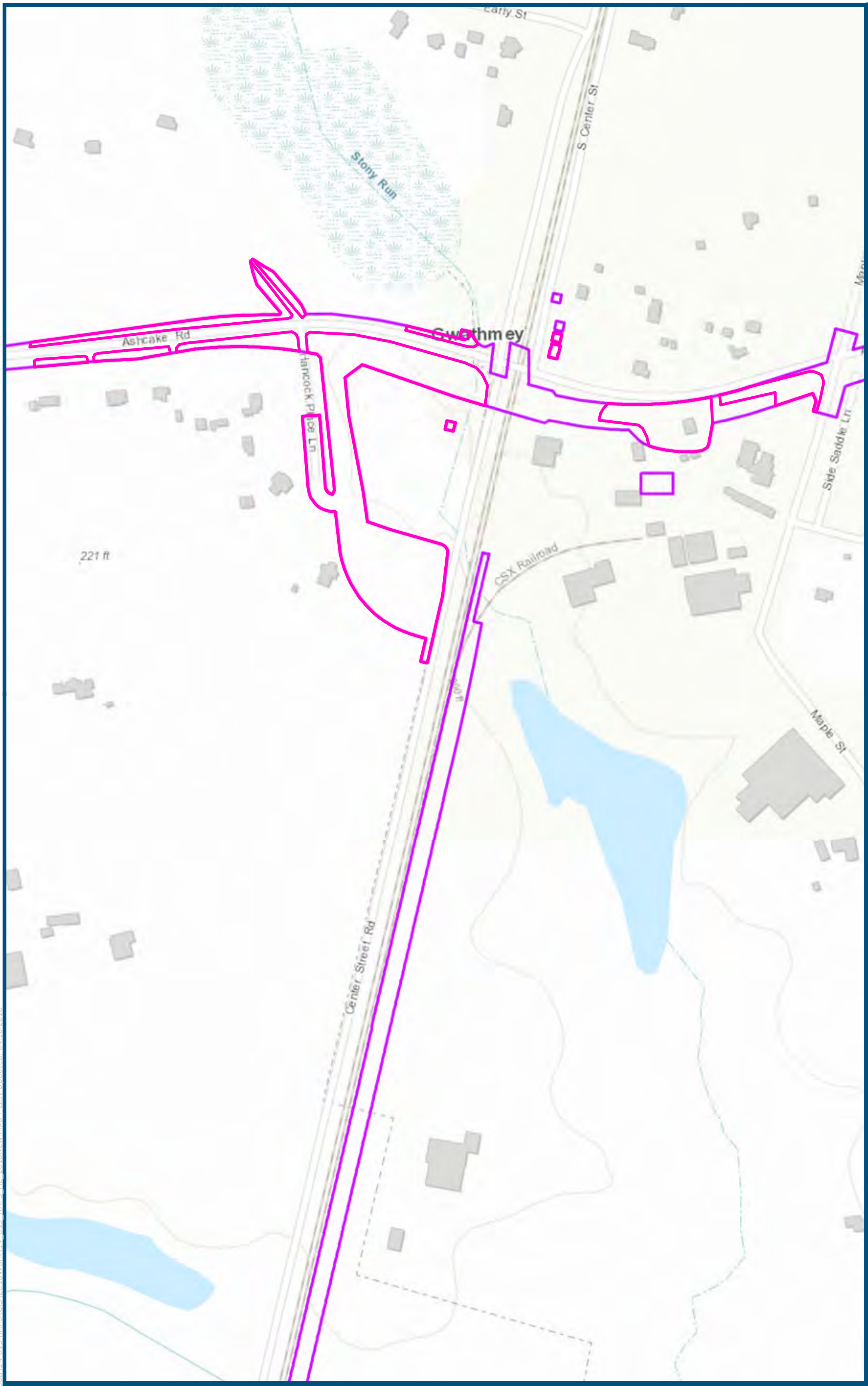
☐ Phase IB Survey

☐ FEIS LOD/
Archaeological APE

Overview of Archaeological Area 5b (Map 4 of 4)

04/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\2018\Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Early St
S Center St
Stony Run
Ashcake Rd
Gwathmey
Hancock Place Ln
221 ft
CSX Railroad
Side Saddle Ln
Maple St
200 ft
Center Street Rd

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
Richmond
Henrico
Chickahominy Sdsta

0 200 400

Feet

0 50 100

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

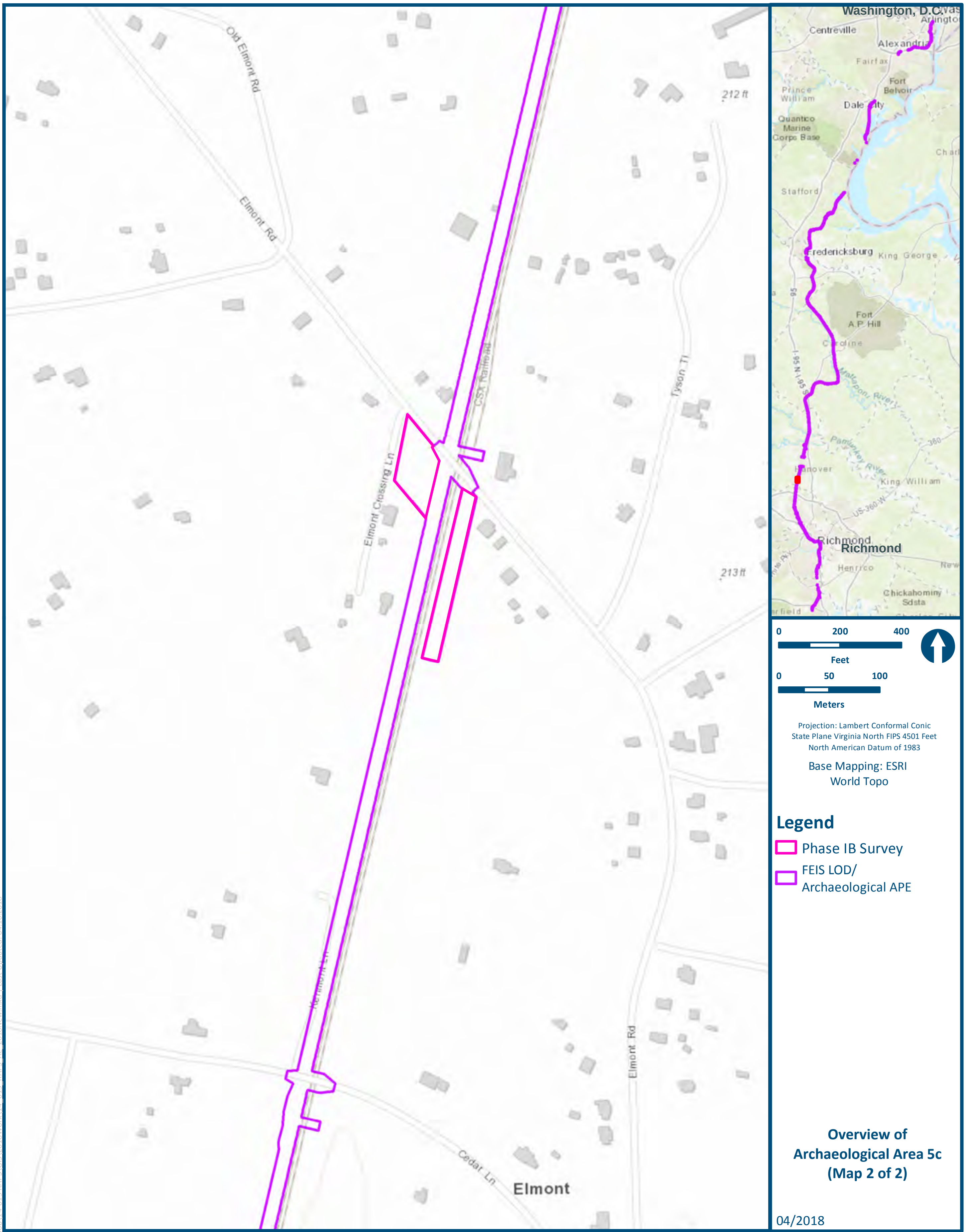
Legend

- 🟪 Phase IB Survey
- 🟪 FEIS LOD/ Archaeological APE

Overview of Archaeological Area 5c (Map 1 of 2)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018\Work\14_015_RAPS_AE_2018New.mxd | Last Updated: 04.16.2018


Old Elmont Rd
Elmont Rd
212 ft
CSX Railroad
Tyson Tr
Elmont Crossing Ln
213 ft
Kenmont Ln
Elmont Rd
Cedar Ln
Elmont
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta

0 200 400

Feet

0 50 100

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 5c (Map 2 of 2)

04/2018

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DRPT
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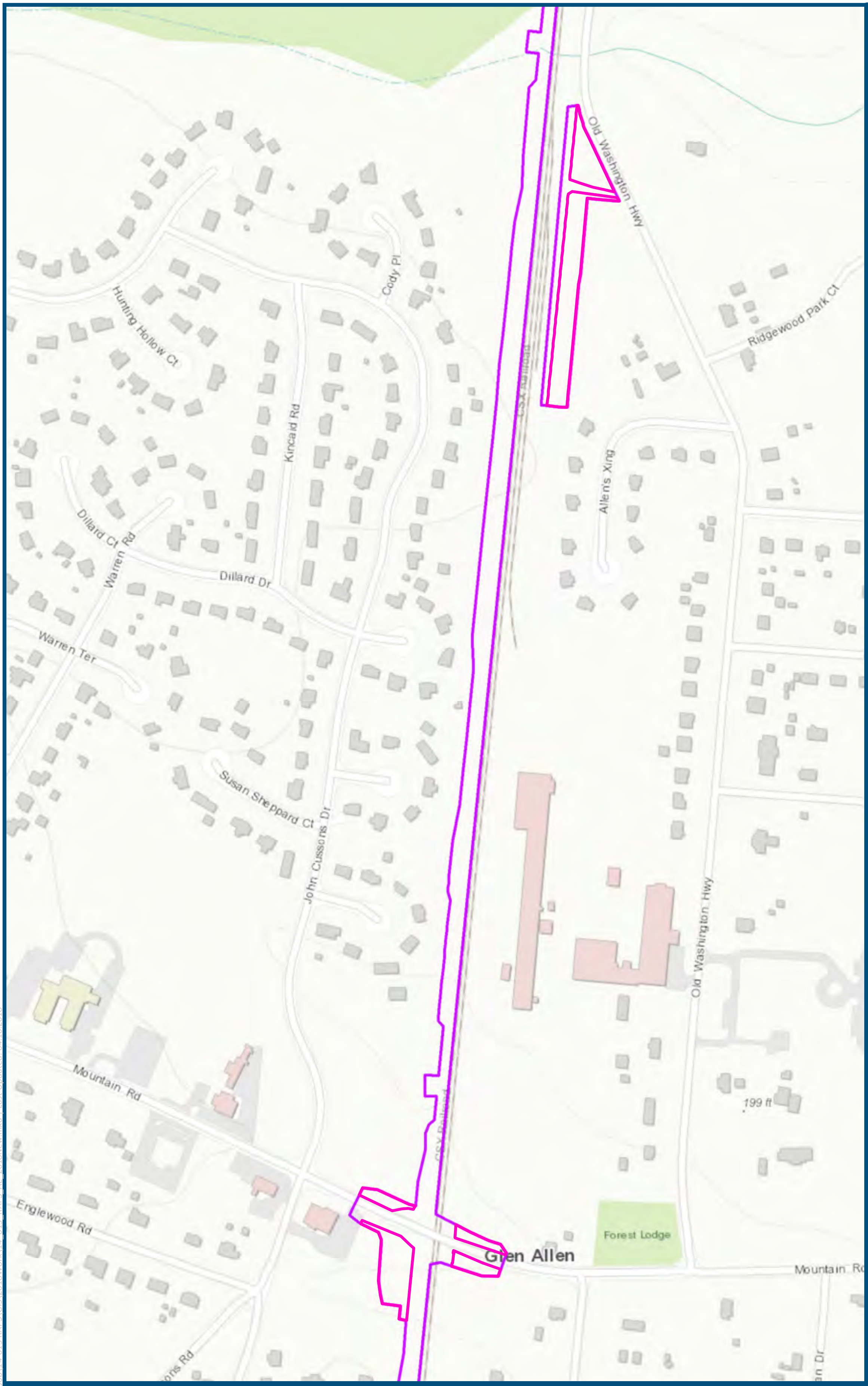
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL


Old Washington Hwy
Cody Pl
Hunting Hollow Ct
Ridgewood Park Ct
CSX Railroad
Kincaid Rd
Allen's Xing
Dillard Ct
Warren Rd
Dillard Dr
Warren Ter
Susan Sheppard Ct
John Cussons Dr
Old Washington Hwy
Mountain Rd
Englewood Rd
CSX Railroad
Forest Lodge
Glen Allen
Mountain Rd
199 ft
ons Rd
n Dr

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 6a (Map 1 of 3)

04/2018

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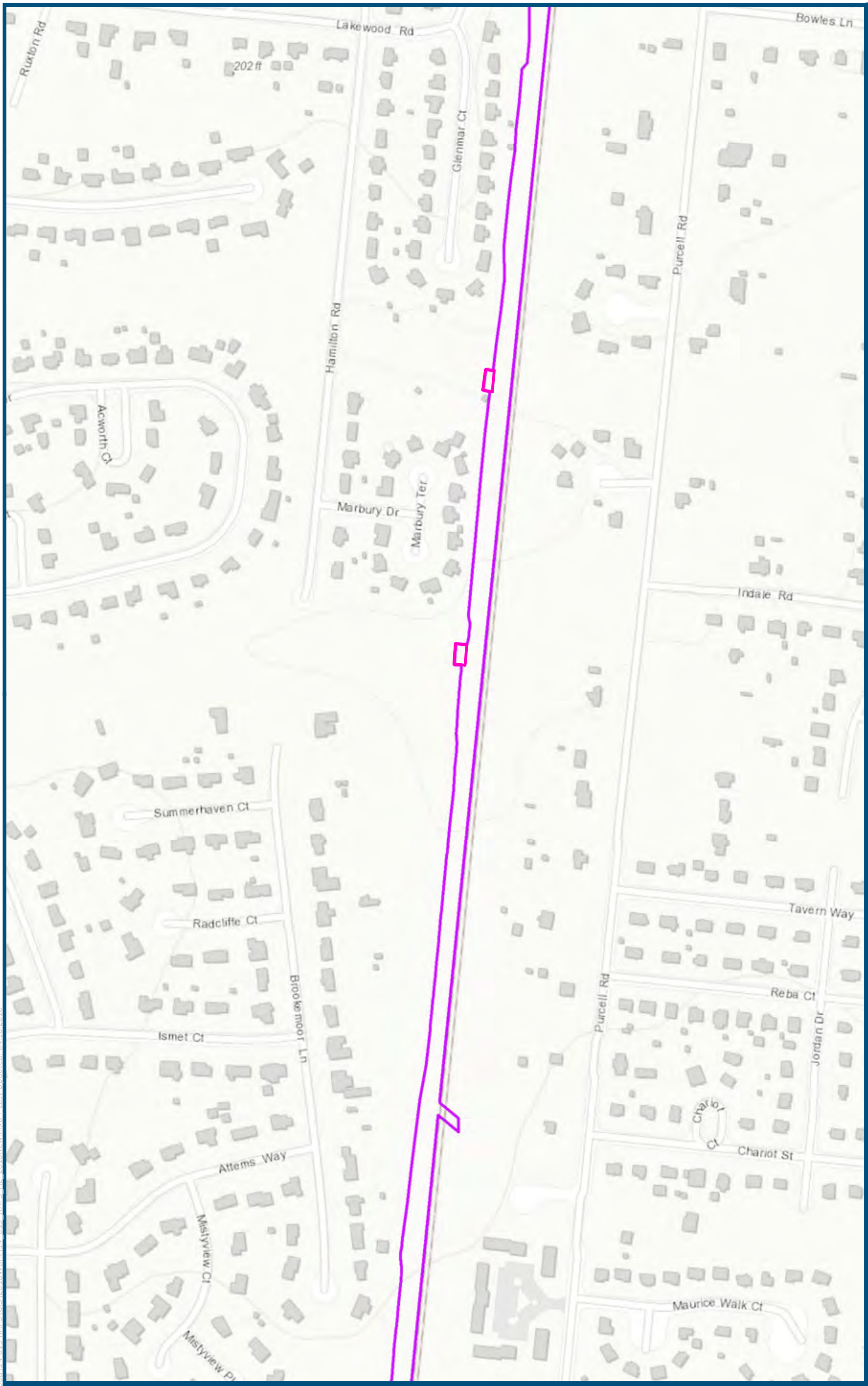
Lakewood Rd
Bowles Ln
Ruxton Rd
202 ft
Glenmar Ct
Purcell Rd
Hamilton Rd
Acworth Ct
Marbury Dr
Marbury Ter
Indale Rd
Summerhaven Ct
Radcliffe Ct
Tavern Way
Brookemoor Ln
Reba Ct
Purcell Rd
Jordan Dr
Ismet Ct
Chariot Ct
Chariot St
Attems Way
Mistyview Ct
Maurice Walk Ct
Mistyview Pl

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 6a (Map 2 of 3)

04/2018

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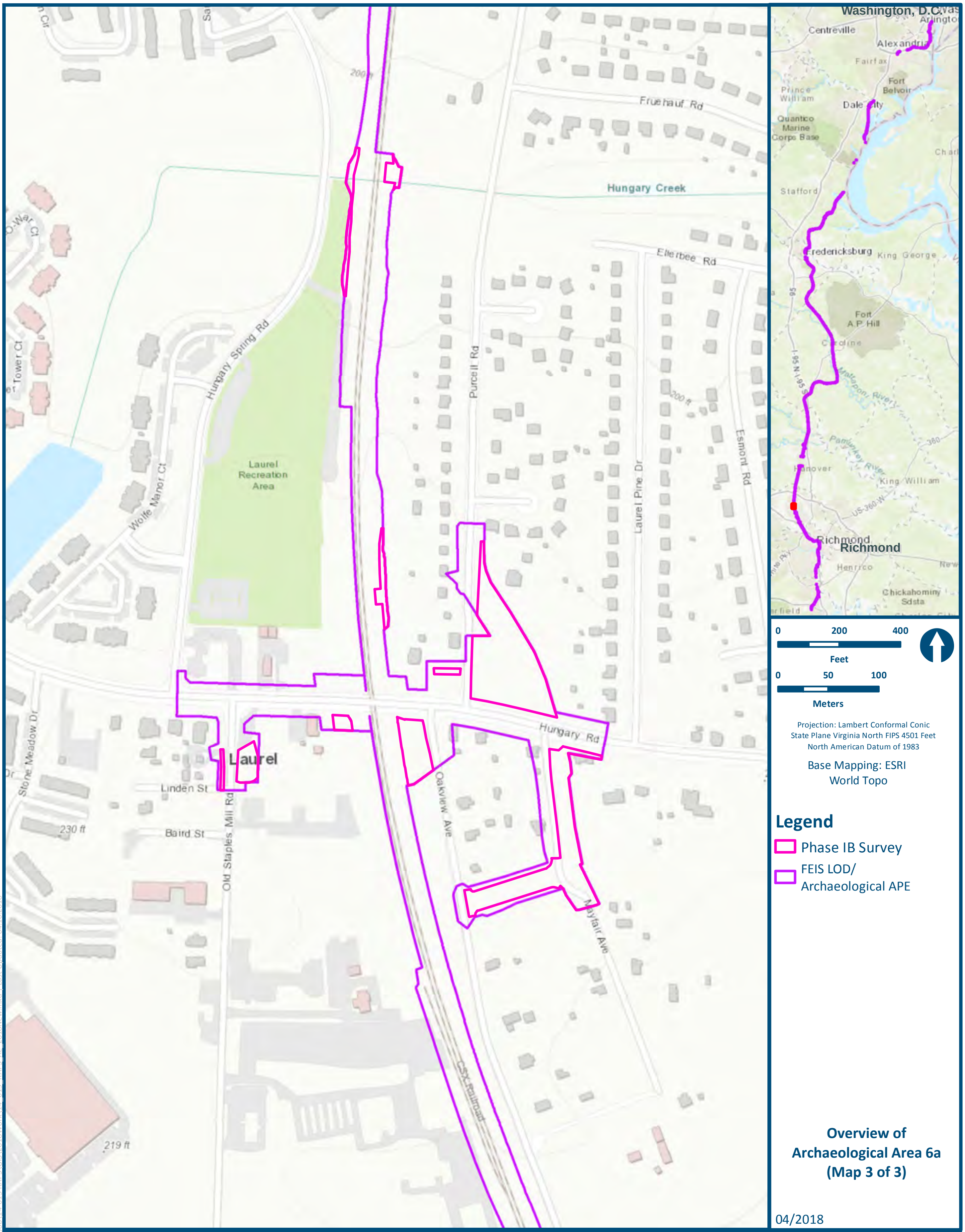
Fruehauf Rd
Hungary Creek
Ellerbee Rd
Purcell Rd
Laurel Pine Dr
Esmont Rd
200 ft
Hungary Spring Rd
Laurel Recreation Area
Wolfe Manor Ct
Tower Ct
Hungary Rd
Laurel
Linden St
Baird St
Old Staples Mill Rd
Stone Meadow Dr
230 ft
Oakview Ave
Mayfair Ave
CSX Railroad
219 ft
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
Richmond
Henrico
Chickahominy Sdsta
0 200 400
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

🟪 Phase IB Survey

🟪 FEIS LOD/ Archaeological APE

Overview of Archaeological Area 6a (Map 3 of 3)

04/2018

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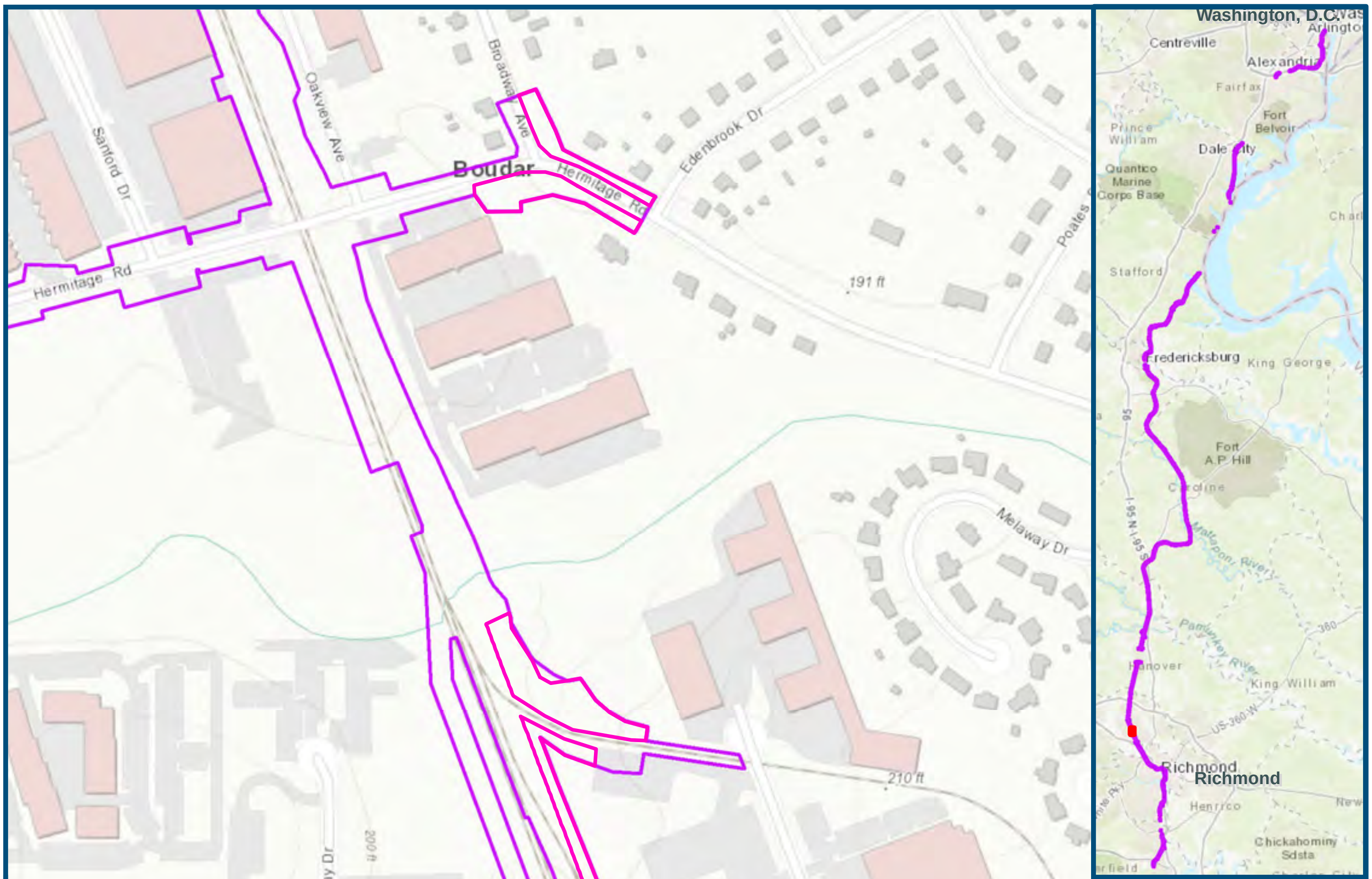
Boudar
Hermitage Rd
Oakview Ave
Broadway Ave
Edenbrook Dr
Sanford Dr
Poates
191 ft
Melaway Dr
210 ft
200 ft
Kimway Dr
Ranco Rd
Wistar Rd
Tangle Dr
Selkirk Ln
Staples Mill Rd
CSX Railroad
Compton Rd
Bremner Blvd
Balmoral Ave
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
Richmond
Henrico
Chickahominy Sdsta
New
360
I-95 N
95

0 200 400

Feet

0 50 100

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 6b (Map 1 of 1)

04/2018

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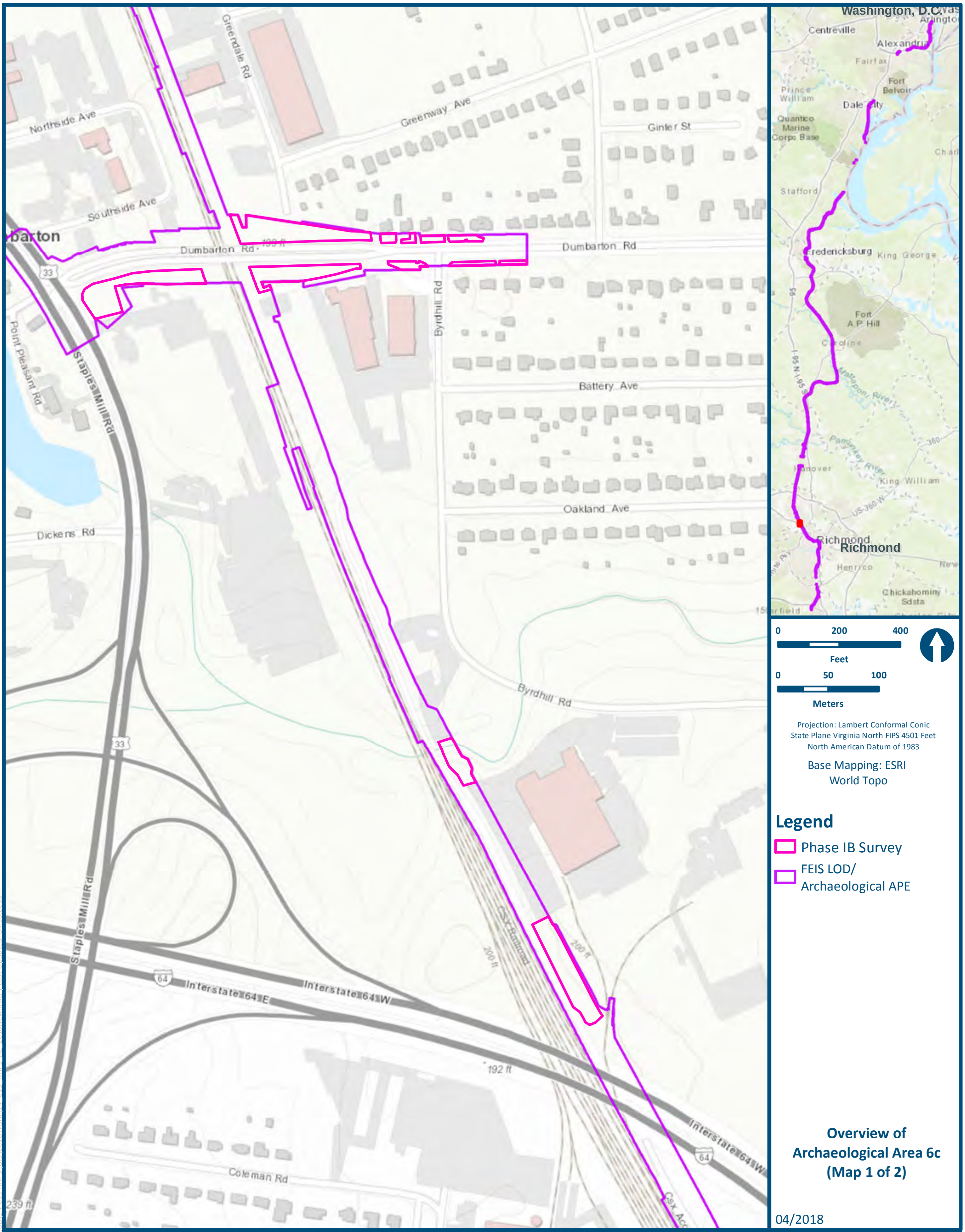
Greendale Rd
Northside Ave
Greenway Ave
Ginter St
Southside Ave
Dumbarton
Dumbarton Rd
199 ft
Dumbarton Rd
33
Byrdhill Rd
Point Pleasant Rd
Staples Mill Rd
Battery Ave
Oakland Ave
Dickens Rd
Byrdhill Rd
33
CSX Railroad
200 ft
200 ft
Staples Mill Rd
64
Interstate 64 E
Interstate 64 W
192 ft
Interstate 64 W
64
Coleman Rd
239 ft
CSX Acc
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
360
Richmond
Richmond
Henrico
Chickahominy Sdsta
I-95 N
95
0
200
400
Feet
0
50
100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

🟥 Phase IB Survey

🟪 FEIS LOD/ Archaeological APE

Overview of Archaeological Area 6c (Map 1 of 2)

04/2018

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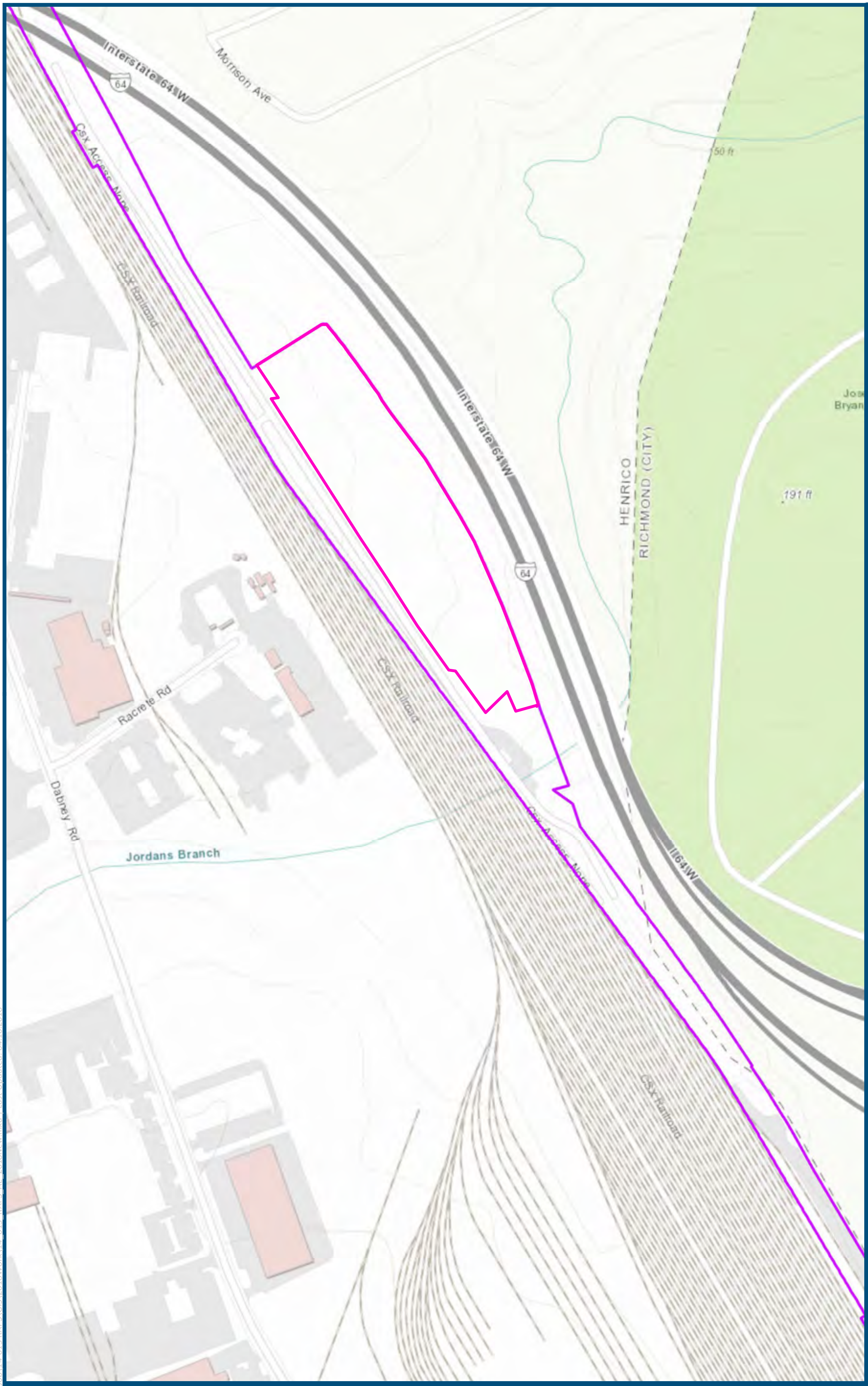
Interstate 64 W
64
Morrison Ave
Csx Access Nora
CSX Railroad
Interstate 64 W
50 ft
HENRICO
RICHMOND (CITY)
Jos
Bryan
191 ft
64
Racrete Rd
Dabney Rd
Jordans Branch
CSX Railroad
Csx Access Nora
I-64 W
CSX Railroad

Washington, D.C.
Was
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400

Feet

0 50 100

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

- Phase IB Survey
- FEIS LOD/ Archaeological APE

Overview of Archaeological Area 6c (Map 2 of 2)

04/2018

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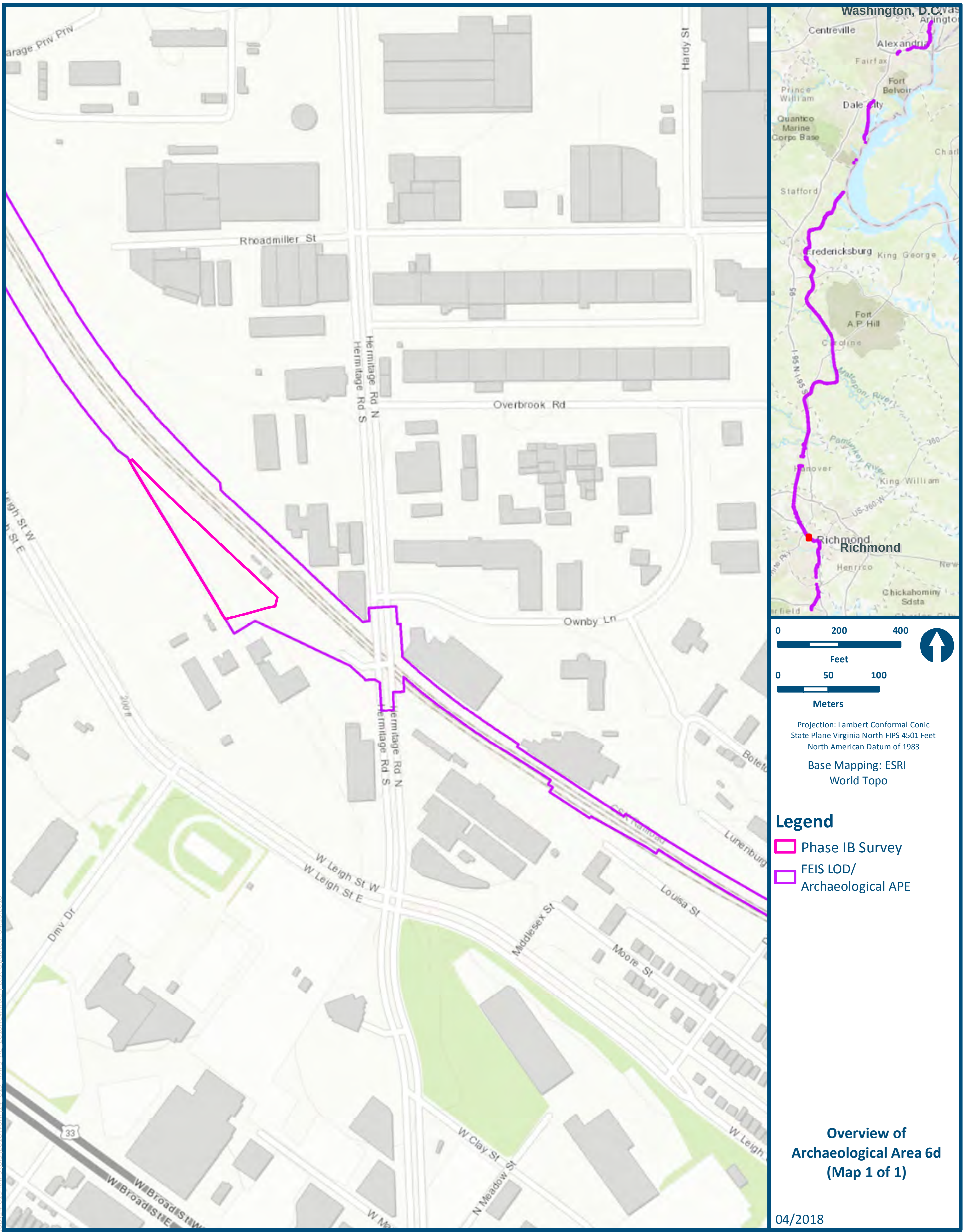

Garage Priv Prv
Hardy St
Rhoadmiller St
Hermitage Rd N
Hermitage Rd S
Overbrook Rd
Ownby Ln
Leigh St W
Leigh St E
CSX Railroad
Boteto
Lunenburg
W Leigh St W
W Leigh St E
Louisa St
Middlesex St
Moore St
Dmv Dr
33
W Broad St W
W Broad St E
W Clay St
N Meadow St
W Leigh
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Prince William
Fort Belvoir
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattapony River
Pamunkey River
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
0 200 400
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE

Overview of Archaeological Area 6d (Map 1 of 1)

04/2018

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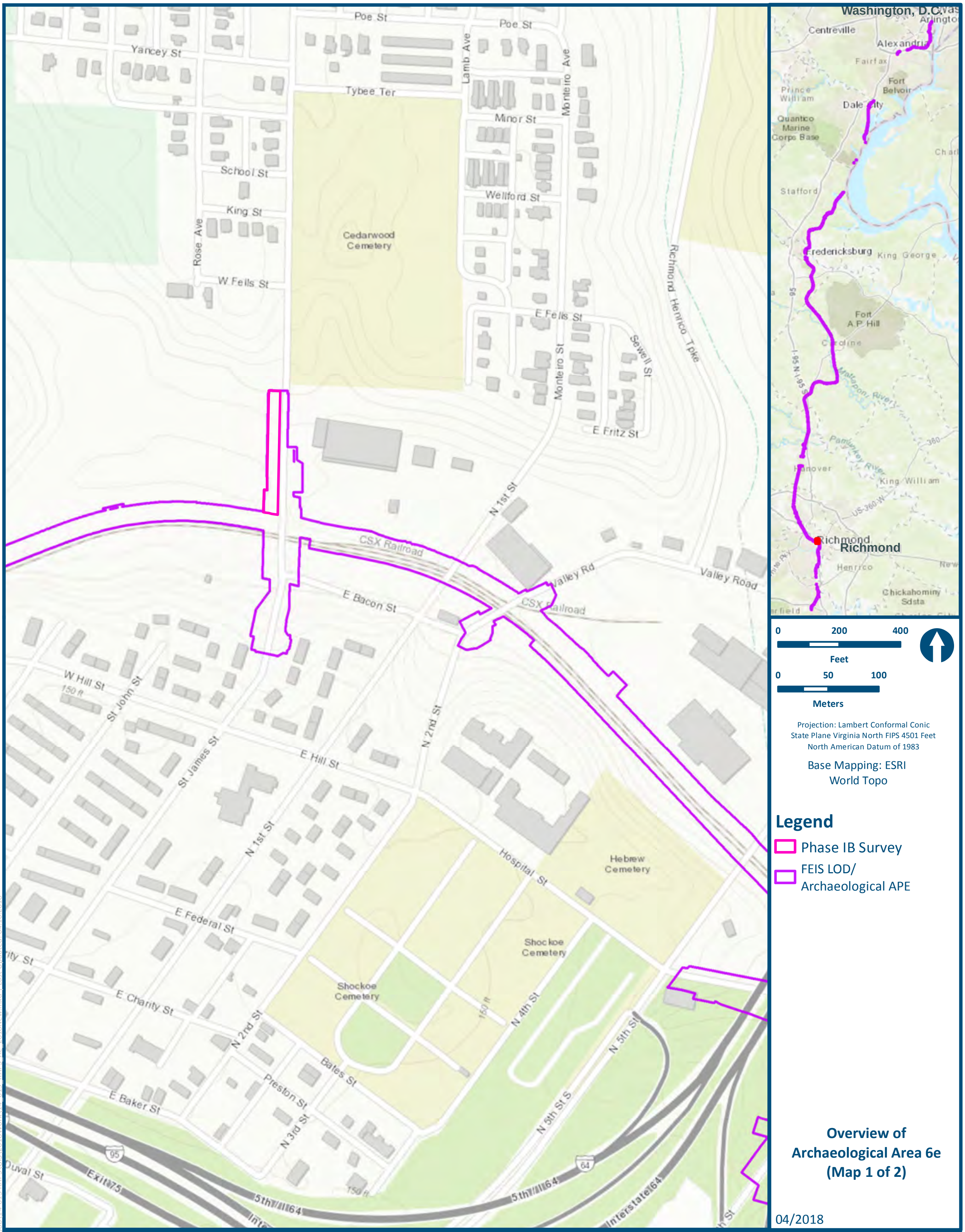
Poe St
Poe St
Yancey St
Lamb Ave
Monteiro Ave
Tybee Ter
Minor St
School St
Welford St
King St
Rose Ave
Cedarwood Cemetery
W Fells St
E Fells St
Richmond Henrico Tpke
Sewell St
Monteiro St
E Fritz St
N 1st St
CSX Railroad
Valley Rd
Valley Road
CSX Railroad
E Bacon St
W Hill St
150 ft
St John St
St James St
N 2nd St
E Hill St
N 1st St
Hospital St
Hebrew Cemetery
E Federal St
Shockoe Cemetery
Charity St
E Charity St
150 ft
Shockoe Cemetery
N 4th St
N 2nd St
N 5th St
Bates St
Preston St
E Baker St
N 3rd St
N 5th St S
95
64
Duval St
Exit 75
5th/I-64
5th/I-64
150 ft
Interstate 64
Interstate 64
St
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
I-95 S
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 200 400

Feet

0 50 100

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 6e (Map 1 of 2)

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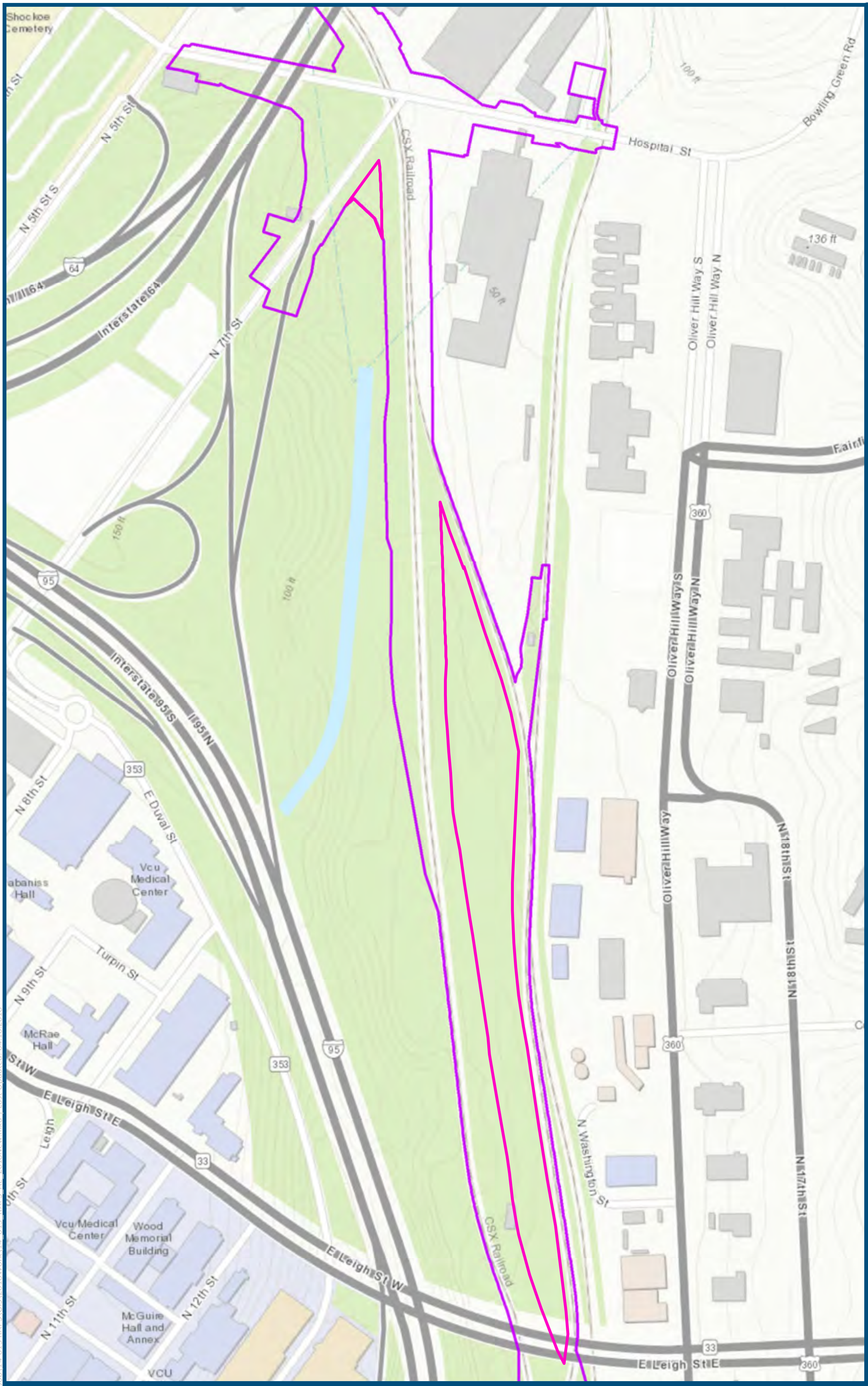
Shockoe Cemetery
N 5th St
N 5th St S
Interstate64
64
N 7th St
CSX Railroad
Hospital St
Bowling Green Rd
100 ft
136 ft
50 ft
150 ft
100 ft
Oliver Hill Way S
Oliver Hill Way N
Fairfi
360
95
Interstate95S
I95N
353
E Duval St
N 8th St
Cabaniss Hall
Vcu Medical Center
Turpin St
N 9th St
McRae Hall
E Leigh St E
Leigh St W
33
Vcu Medical Center
Wood Memorial Building
McGuire Hall and Annex
N 11th St
N 12th St
VCU
E Leigh St W
CSX Railroad
N Washington St
Oliver Hill Way
N 18th St
N 17th St
E Leigh St E

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
I-95 N
Mattapony River
Pamunkey River
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
Chickahominy Sdsta
New

0 200 400

Feet

0 50 100

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE

Overview of Archaeological Area 6e (Map 2 of 2)

04/2018

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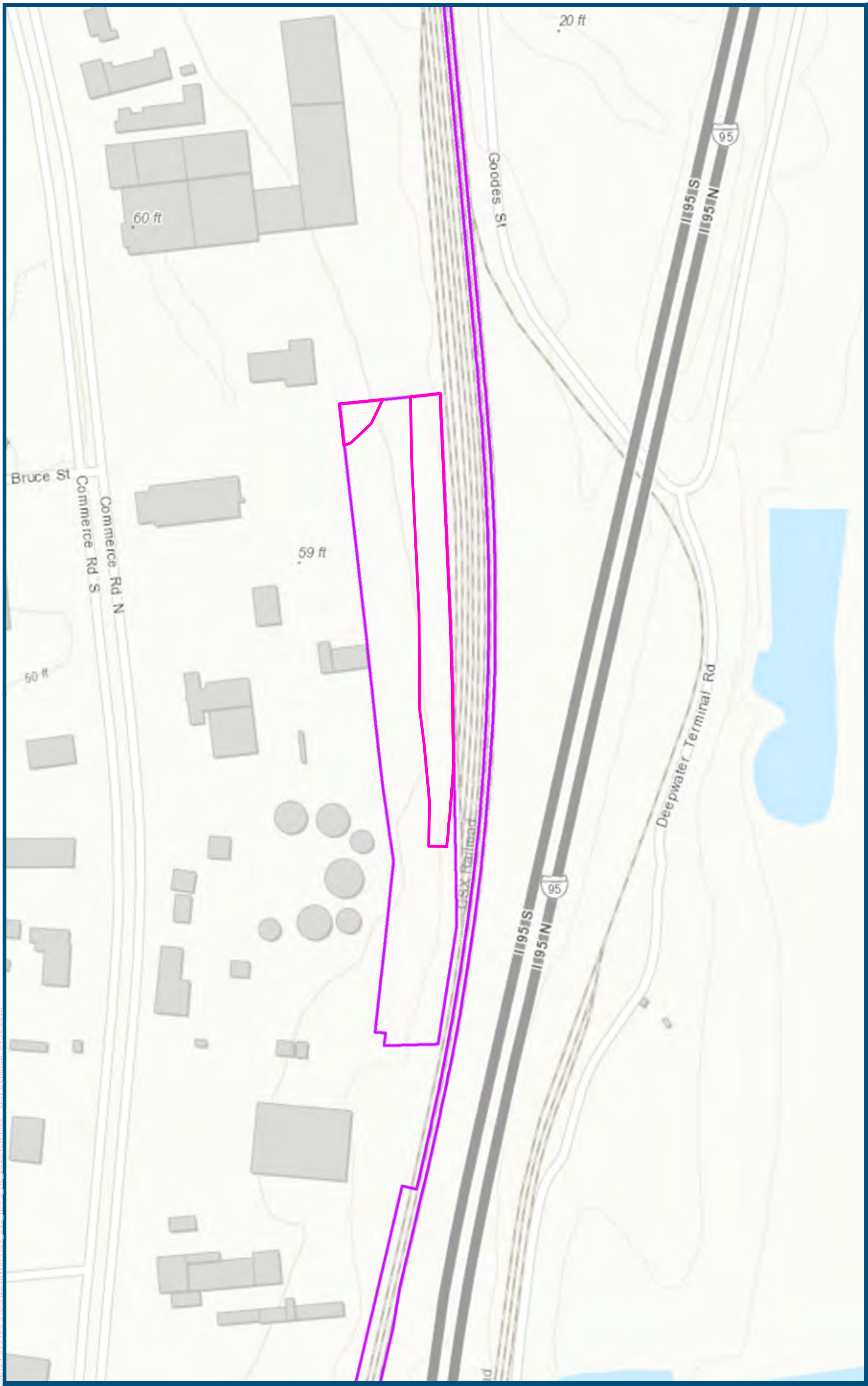
20 ft
95
Goodes St
95 S
95 N
60 ft
Bruce St
Commerce Rd S
Commerce Rd N
59 ft
50 ft
CSX Railroad
Deepwater Terminal Rd
95
95 S
95 N

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
Chickahominy Sdsta

0 150 300
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

🟥 Phase IB Survey

🟪 FEIS LOD/
Archaeological APE

Overview of Archaeological Area 6f (Map 1 of 4)

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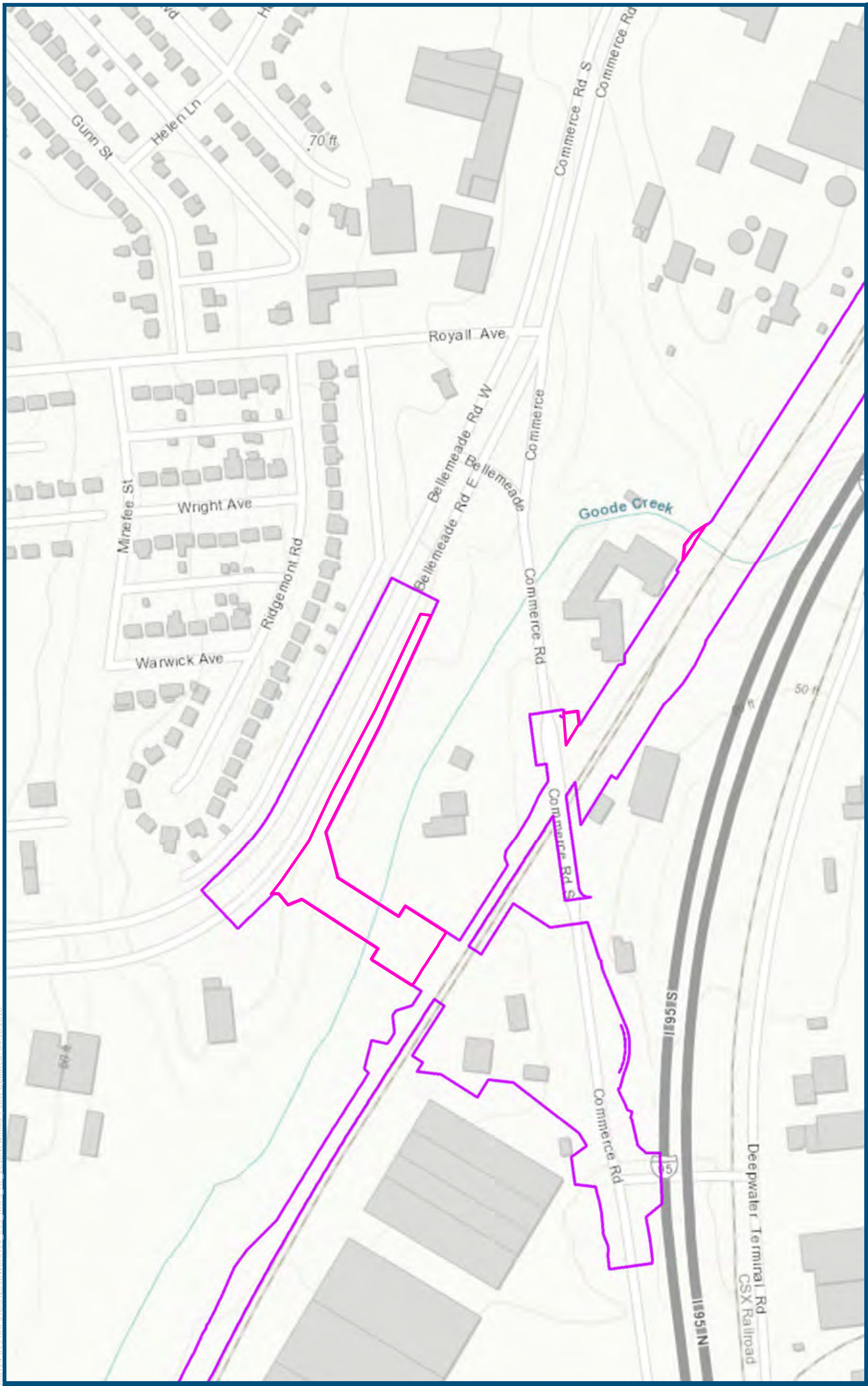

Gunn St
Helen Ln
70 ft
Commerce Rd S
Commerce Rd
Royall Ave
Bellemeade Rd W
Bellemeade Rd E
Bellemeade
Commerce
Goode Creek
Minefee St
Wright Ave
Ridgemont Rd
Warwick Ave
Commerce Rd
50 ft
Commerce Rd S
Commerce Rd
I-95 S
I-95
I-95 N
Deepwater Terminal Rd
CSX Railroad

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
Chickahominy Sdsta
New

0 150 300
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 6f (Map 2 of 4)

04/2018

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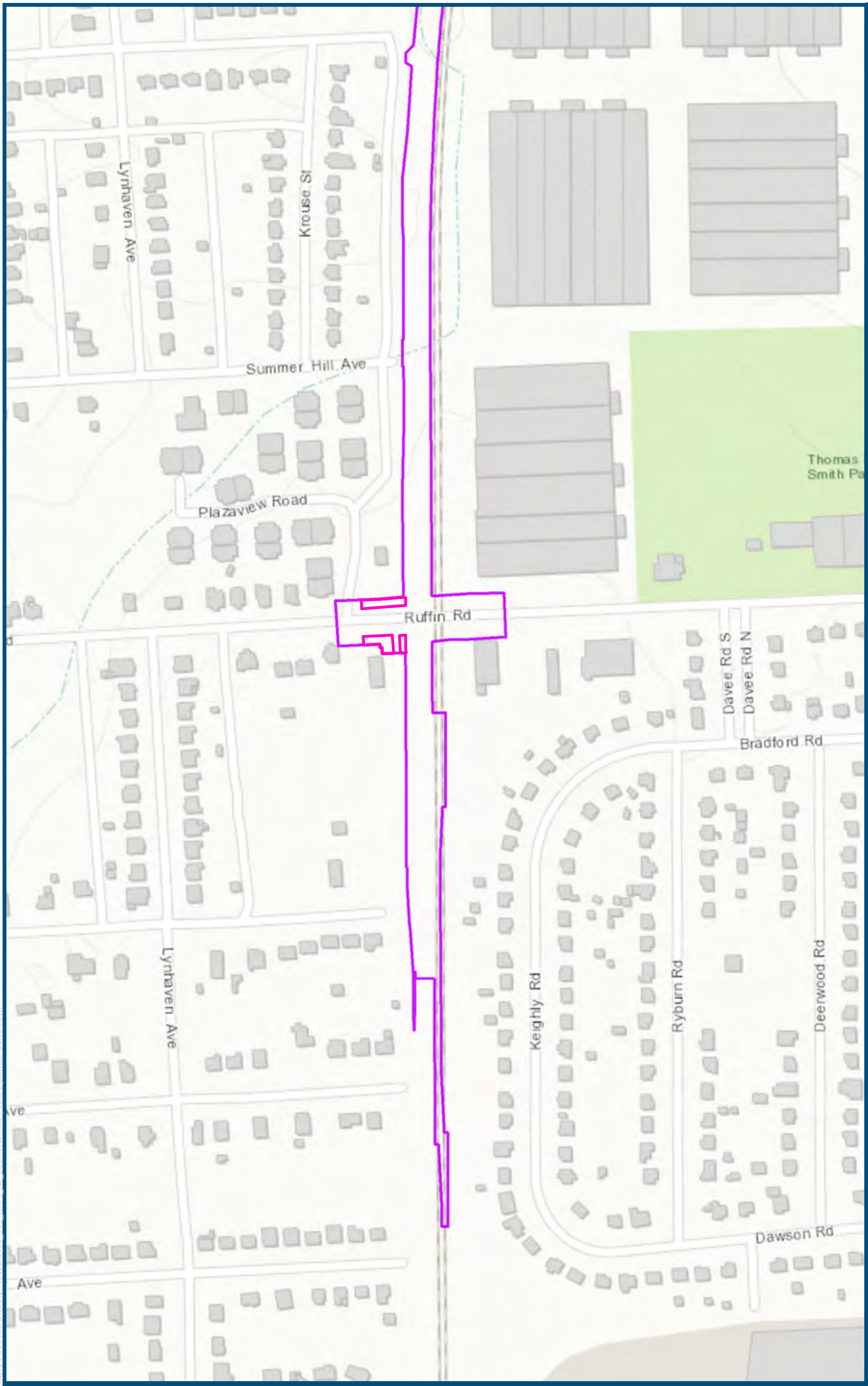
Lynhaven Ave
Krouse St
Summer Hill Ave
Plazaview Road
Thomas Smith Pa
Ruffin Rd
Davee Rd S
Davee Rd N
Bradford Rd
Keighly Rd
Ryburn Rd
Deerwood Rd
Lynhaven Ave
Ave
Ave
Dawson Rd

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 150 300
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 6f (Map 3 of 4)

04/2018

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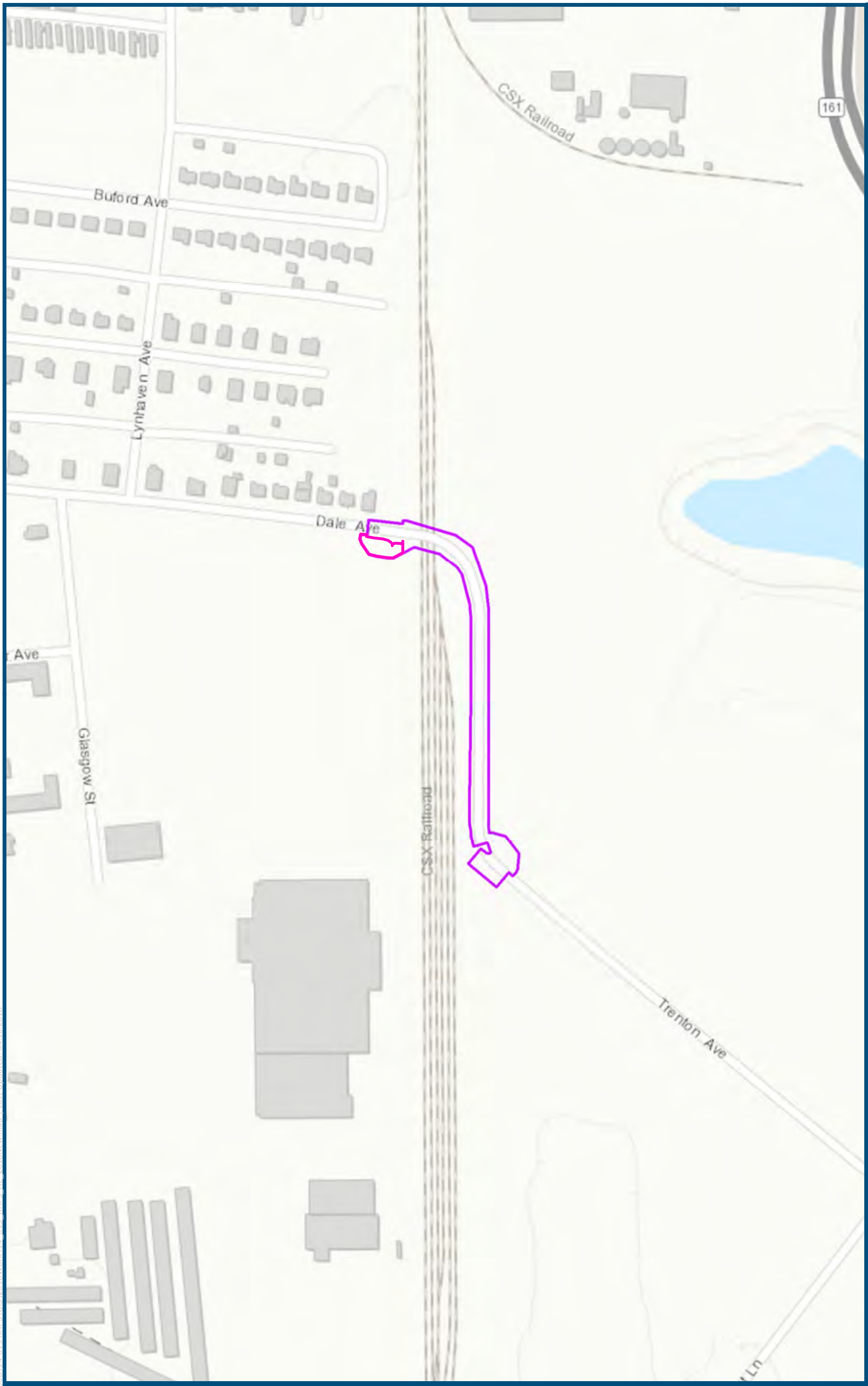
SOUTHEAST HIGH SPEED RAIL


Buford Ave
Lynhaven Ave
Dale Ave
Ave
Glasgow St
CSX Railroad
CSX Railroad
161
Trenton Ave
Ln

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
Chickahominy Sdsta

0 150 300

Feet

0 50 100

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 6f (Map 4 of 4)

04/2018

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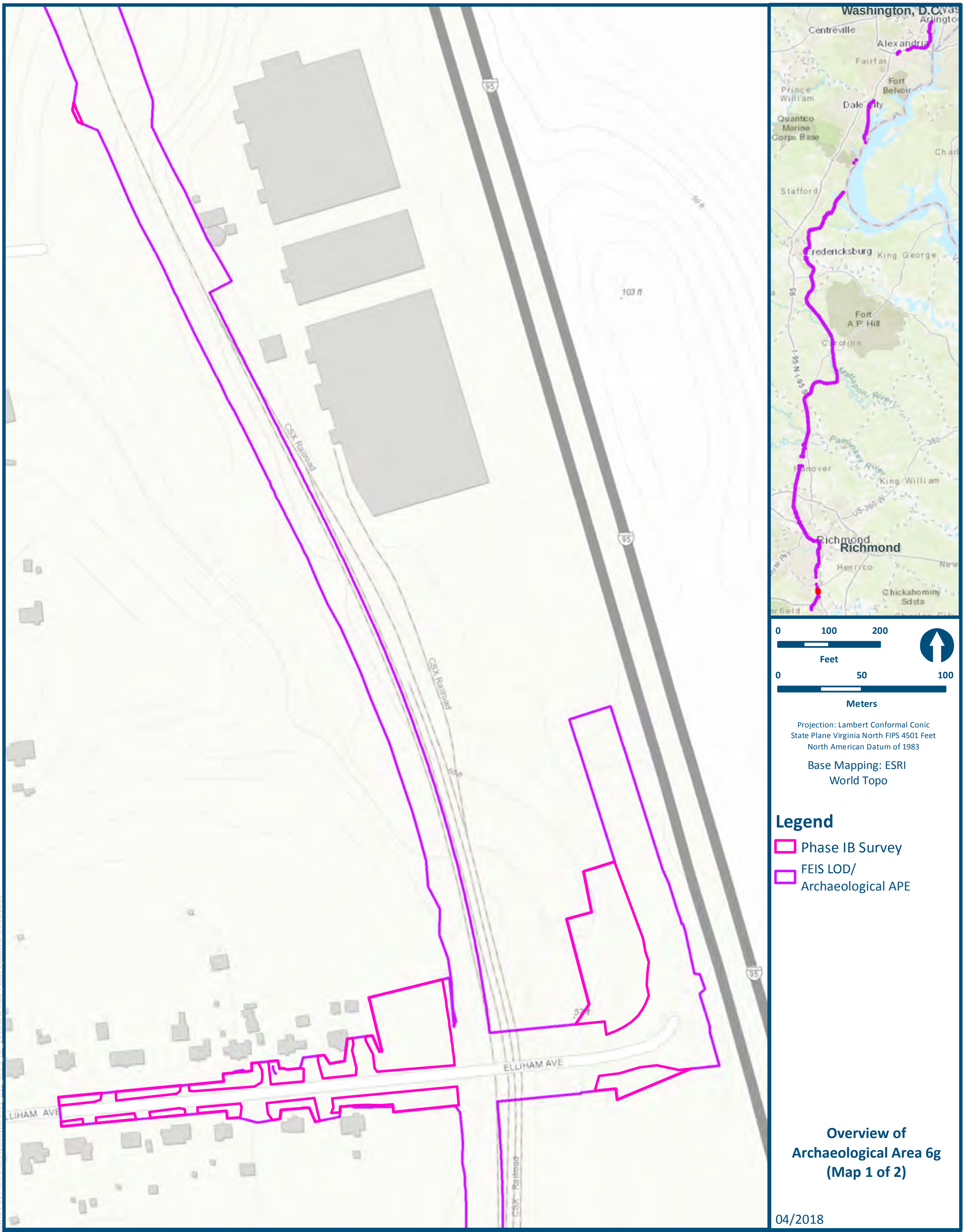
CSX Railroad
CSX Railroad
CSX Railroad
95
95
95
103 ft
50 ft
50 ft
57 ft
ELLIHAM AVE
ELLIHAM AVE
Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield
0
100
200
Feet
0
50
100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

▭	Phase IB Survey
▭	FEIS LOD/ Archaeological APE

Overview of Archaeological Area 6g (Map 1 of 2)

04/2018

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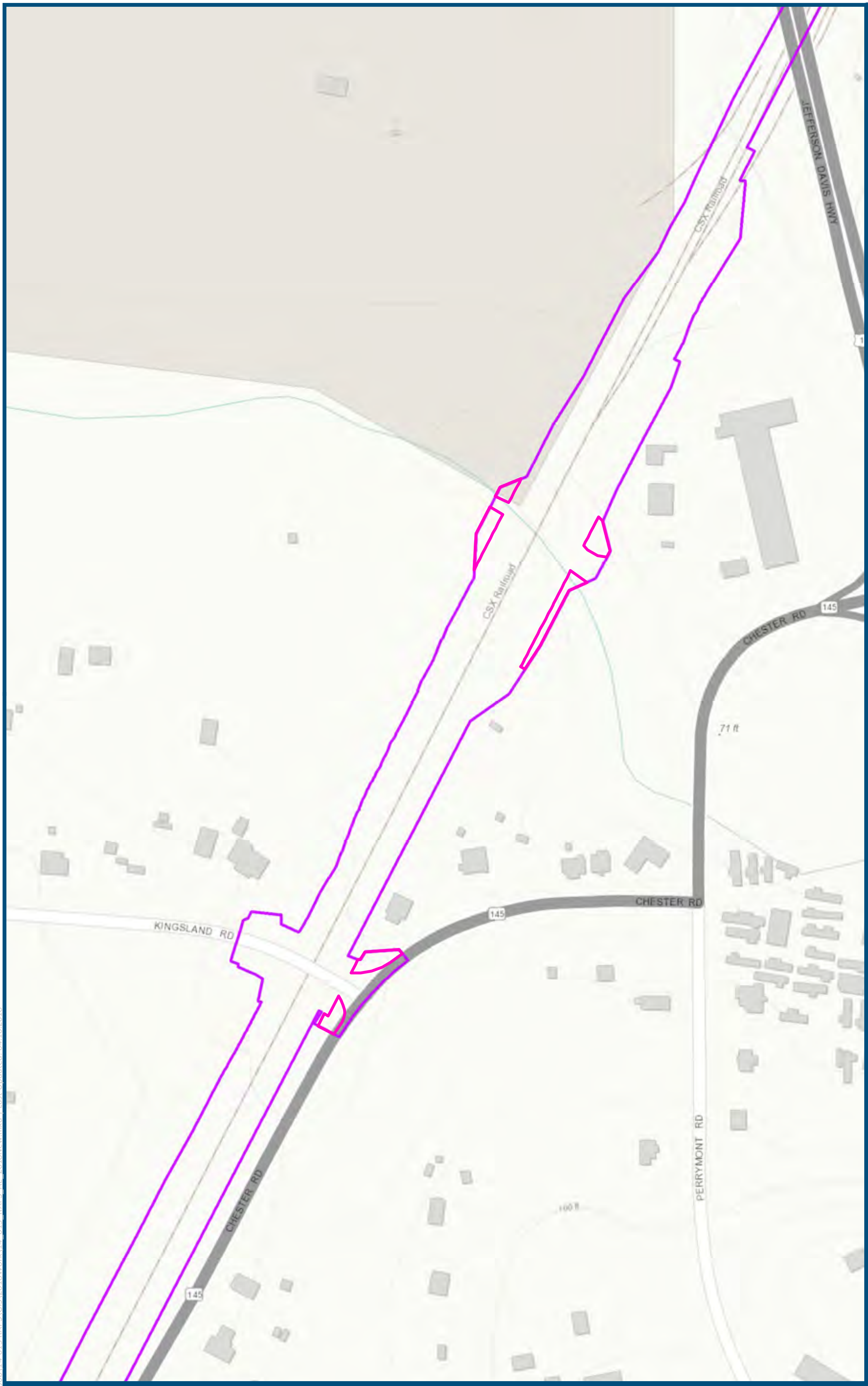
JEFFERSON DAVIS HWY
CSX Railroad
CSX Railroad
CHESTER RD
145
71 ft
KINGSLAND RD
CHESTER RD
145
CHESTER RD
PERRYMONT RD
100 ft
145

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charl
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Richmond
Henrico
New
Chickahominy Sdsta
rfield

0 100 200

Feet

0 50 100

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

- 🟥 Phase IB Survey
- ▢ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 6g (Map 2 of 2)

04/2018

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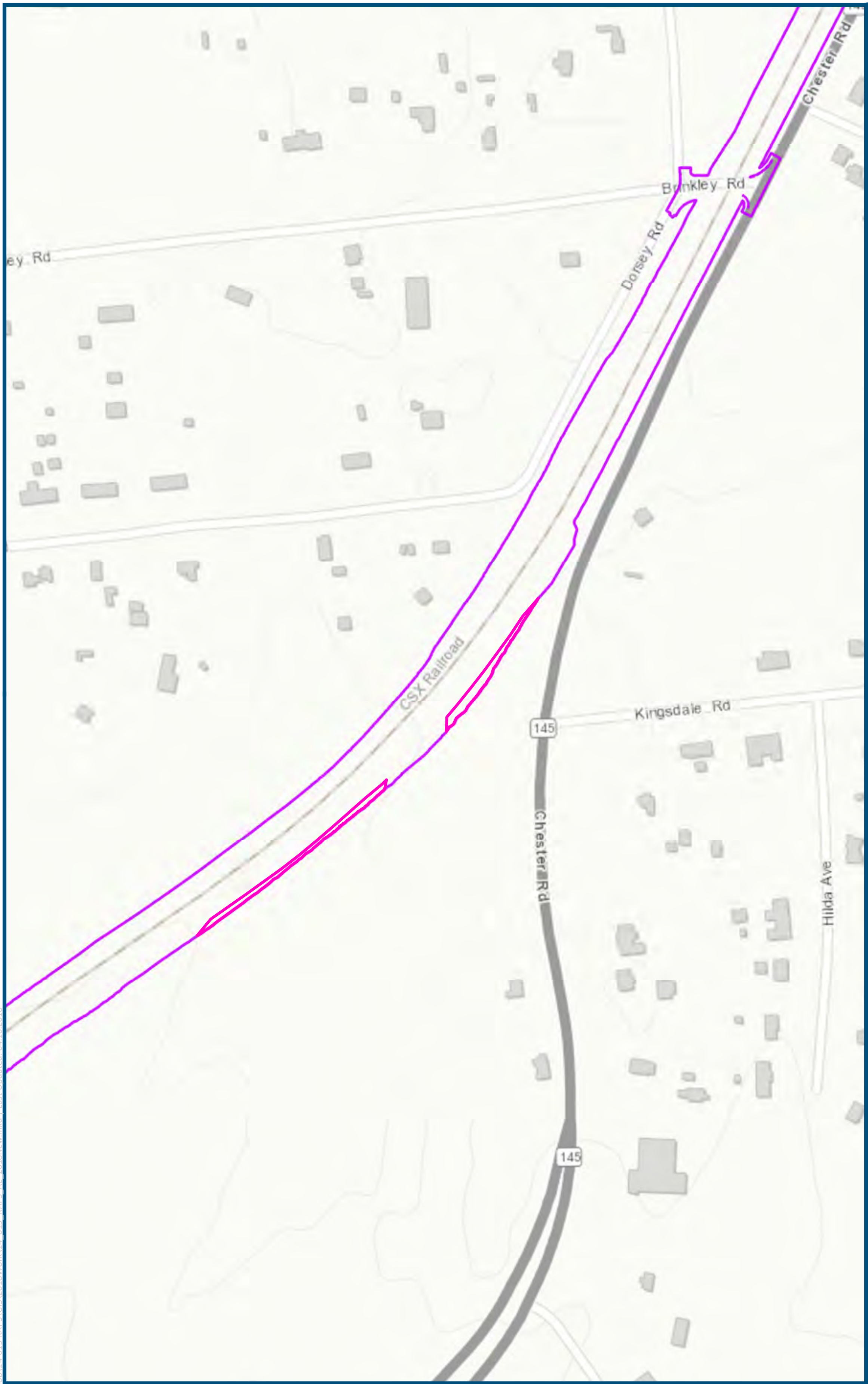
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL


Brinkley Rd
ey Rd
Dorsey Rd
Chester Rd
CSX Railroad
Kingsdale Rd
145
Chester Rd
145
Hilda Ave

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
Chickahominy Sdsta

0 150 300
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

- ▭ Phase IB Survey
- ▭ FEIS LOD/ Archaeological APE

Overview of Archaeological Area 6h (Map 1 of 2)

04/2018

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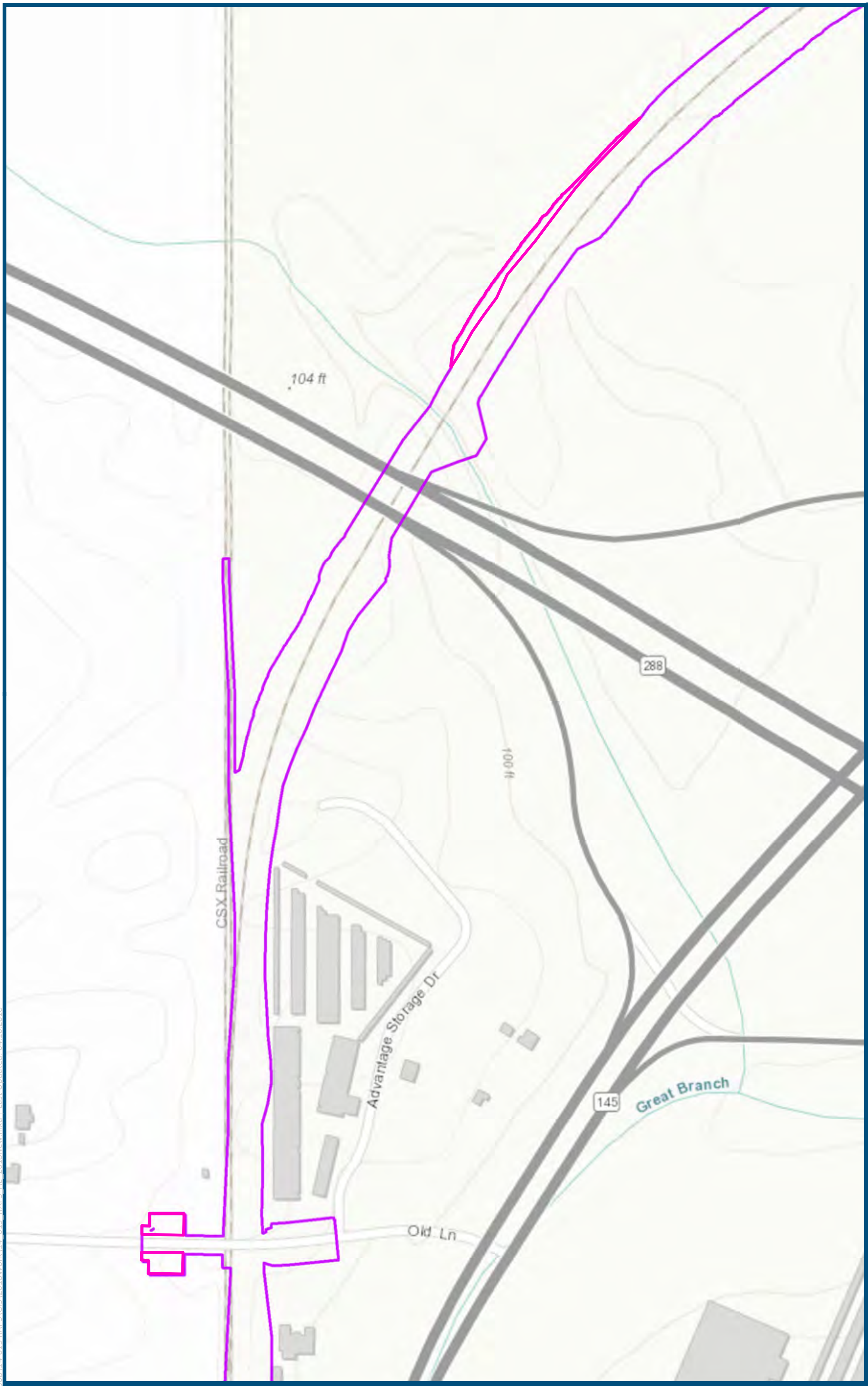
104 ft
CSX Railroad
288
100 ft
Advantage Storage Dr
Old Ln
145
Great Branch

Washington, D.C.
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N I-95 S
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360-W
Richmond
Richmond
Henrico
Chickahominy Sdsta

0 150 300
Feet

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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: ESRI
World Topo

Legend

□ Phase IB Survey

□ FEIS LOD/
Archaeological APE

Overview of
Archaeological Area 6h
(Map 2 of 2)

04/2018

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APPENDIX B: SHOVEL TEST CATALOG

TABLE B-1: SHOVEL TEST CATALOG

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
2c	A	1		I	0.00	0.40	10YR 2/1 black silty sand with road gravel and ballast	
2c	A	1		II	0.40	0.90	2.5Y 7/8 yellow clay with ballast	terminated - rock impasse
2c	A	2		I	0.00	0.50	10YR 2/2 very dark brown silt loam	
2c	A	2		II	0.50	0.90	10YR 6/8 brownish yellow clay mottled with 10YR 7/1 light gray clay	disturbed
2c	B	1		I	0.00	0.90	10YR 2/2 very dark brown silt loam	
2c	B	1		II	0.90	1.30	10YR 4/3 brown silty sand with 2.5Y 7/8 yellow clay	
2c	B	1		III	1.30	1.60	2.5Y 7/8 yellow clay	
2c	B	2		I	0.00	0.40	10YR 2/2 very dark brown silt loam	
2c	B	2		II	0.40	0.90	10YR 6/8 brownish yellow clay mottled with 10YR 7/1 light gray clay	
2c	C	1		I	0.00	0.30	7.5YR 4/6 strong brown silty clay	
2c	C	1		II	0.30	1.10	10YR 5/6 yellowish brown with 2.5Y 7/6 yellow silty clay	
2c	C	1		III	1.10	1.70	10YR 5/6 yellowish brown silty clay with 2.5Y 7/6 yellow clay loam	
2c	C	2		I	0.00	0.30	10YR 3/4 dark yellowish brown silt loam	
2c	C	2		II	0.30	1.00	7.5YR 5/8 strong brown silt loam with 2.5Y 7/6 yellow clay loam	
2c	C	3		I	0.00	0.40	10YR 3/4 dark yellowish brown silt loam	
2c	C	3		II	0.40	0.80	7.5YR 5/8 strong brown silt loam with 2.5Y 7/6 yellow clay loam	
2c	C	4		I	0.00	0.50	10YR 3/4 dark yellowish brown silt loam	
2c	C	4		II	0.50	0.90	7.5YR 5/8 strong brown silt loam with 2.5Y 7/6 yellow clay loam	
2d	A	1					Not Excavated	disturbed
2d	A	2					Not Excavated	disturbed
2d	A	3					Not Excavated	disturbed
2d	A	4					Not Excavated	disturbed
2d	A	5					Not Excavated	disturbed
2d	A	6					Not Excavated	disturbed
2d	A	7					Not Excavated	disturbed
2d	A	8					Not Excavated	disturbed
2d	A	9					Not Excavated	disturbed
2d	A	10					Not Excavated	disturbed
2d	A	11					Not Excavated	disturbed
2d	A	12					Not Excavated	disturbed
2d	A	13					Not Excavated	disturbed
2d	A	14					Not Excavated	disturbed
2d	A	15					Not Excavated	disturbed
2d	A	16					Not Excavated	disturbed
2d	A	17					Not Excavated	disturbed
2d	A	18					Not Excavated	disturbed
2d	B	1		I	0.00	0.60	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	1		II	0.60	0.90	10YR 4/3 brown with 10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	1		III	0.90	1.10	10YR 5/6 yellowish brown with 7.5YR 4/6 strong brown clay and 10YR 7/1 light gray clay	
2d	B	1		IV	1.10	1.80	2.5Y 6/1 gray clay	
2d	B	2		I	0.00	0.50	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	2		II	0.50	0.90	10YR 4/3 brown with 10YR 2/2 very dark brown silty clay with coal and ash	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
2d	B	2		III	0.90	1.20	10YR 5/6 yellowish brown with 7.5YR 4/6 strong brown clay and 10YR 7/1 light gray clay	
2d	B	2		IV	1.20	1.60	2.5Y 6/1 gray clay	
2d	B	3		I	0.00	0.40	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	3		II	0.40	1.40	7.5YR 4/6 strong brown clay loam with 10YR 7/1 light gray clay	
2d	B	4		I	0.00	0.50	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	4		II	0.50	1.00	7.5YR 4/6 strong brown clay loam with 10YR 7/1 light gray clay	
2d	B	5		I	0.00	0.60	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	5		II	0.60	0.90	7.5YR 4/6 strong brown clay loam with 10YR 7/1 light gray clay	
2d	B	6		I	0.00	0.70	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	6		II	0.70	1.10	7.5YR 4/6 strong brown clay loam with 10YR 7/1 light gray clay	
2d	B	7		I	0.00	0.40	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	7		II	0.40	0.80	7.5YR 4/6 strong brown clay loam with 10YR 7/1 light gray clay	
2d	B	8		I	0.00	0.30	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	8		II	0.30	0.70	7.5YR 4/6 strong brown clay loam with 10YR 7/1 light gray clay	
2d	B	9		I	0.00	0.50	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	9		II	0.50	1.00	7.5YR 4/6 strong brown clay loam with 10YR 7/1 light gray clay	
2d	B	10		I	0.00	0.70	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	10		II	0.70	1.10	7.5YR 4/6 strong brown clay loam with 10YR 7/1 light gray clay	
2d	B	11		I	0.00	0.30	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	11		II	0.30	0.70	7.5YR 4/6 strong brown clay loam with 10YR 7/1 light gray clay	
2d	B	12		I	0.00	0.50	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	12		II	0.50	0.90	10YR 4/3 brown with 10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	12		III	0.90	1.20	7.5YR 6/1 gray clay	
2d	B	13		I	0.00	0.40	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	13		II	0.40	0.80	7.5YR 4/6 strong brown clay loam with 10YR 7/1 light gray clay	
2d	B	14		I	0.00	0.70	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	14		II	0.70	1.10	7.5YR 4/6 strong brown clay loam with 10YR 7/1 light gray clay	
2d	B	15		I	0.00	0.60	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	15		II	0.60	1.00	7.5YR 4/6 strong brown clay loam with 10YR 7/1 light gray clay	
2d	B	16		I	0.00	0.30	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	16		II	0.30	0.80	7.5YR 4/6 strong brown clay loam with 10YR 7/1 light gray clay	
2d	B	17		I	0.00	0.60	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	17		II	0.60	1.00	7.5YR 4/6 strong brown clay loam with 10YR 7/1 light gray clay	
2d	B	18		I	0.00	0.60	10YR 2/2 very dark brown silty clay with coal and ash	
2d	B	18		II	0.60	1.00	7.5YR 4/6 strong brown clay with 10YR 7/1 gray clay	
2e	A	1		I	0.00	0.20	10YR 4/4 dark yellowish brown loam	
2e	A	1		II	0.20	0.40	10YR 4/6 dark yellowish brown clay loam	
2e	A	1		III	0.40	0.80	7.5YR 5/8 strong brown clay	
2e	A	2		I	0.00	0.20	10YR 4/4 dark yellowish brown loam	
2e	A	2		II	0.20	0.60	10YR 4/6 dark yellowish brown clay loam	
2e	A	2		III	0.60	1.10	10YR 5/8 yellowish brown clay loam	
2e	A	3		I	0.00	0.40	10YR 4/4 dark yellowish brown loam	
2e	A	3		II	0.40	0.70	10YR 4/6 dark yellowish brown clay loam	
2e	A	3		III	0.70	0.90	10YR 5/8 yellowish brown clay loam	terminated - root impasse

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
2e	A	4		I	0.00	0.40	10YR 4/4 dark yellowish brown loam	
2e	A	4		II	0.40	0.60	10YR 4/6 dark yellowish brown clay loam	
2e	A	4		III	0.60	0.90	10YR 5/8 yellowish brown clay loam	
2e	A	5		I	0.00	0.40	10YR 4/4 dark yellowish brown loam	
2e	A	5		II	0.40	0.60	10YR 4/6 dark yellowish brown clay loam	
2e	A	5		III	0.60	1.00	10YR 5/8 yellowish brown clay loam	
2e	A	6		I	0.00	0.20	10YR 4/4 dark yellowish brown loam	
2e	A	6		II	0.20	0.70	10YR 4/6 dark yellowish brown clay loam	
2e	A	6		III	0.70	0.90	10YR 5/8 yellowish brown clay loam	terminated - root impasse
2e	B	1		I	0.00	0.30	10YR 4/4 dark yellowish brown loam	terminated - root impasse
2e	C	1		I	0.00	0.20	10YR 4/4 dark yellowish brown loam	
2e	C	1		II	0.20	0.70	10YR 5/4 yellowish brown loam	
2e	C	1		III	0.70	1.00	10YR 6/4 light yellowish brown sand	
2e	C	2		I	0.00	0.10	10YR 4/4 dark yellowish brown loam	
2e	C	2		II	0.10	0.50	10YR 5/4 yellowish brown loam	
2e	C	2		III	0.50	1.00	10YR 6/4 light yellowish brown sand with pockets of 5Y 6/2 light olive gray clay	
2e	C	3		I	0.00	0.10	10YR 4/4 dark yellowish brown loam	
2e	C	3		II	0.10	0.30	10YR 5/4 yellowish brown loam	
2e	C	3		III	0.30	1.00	10YR 6/4 light yellowish brown sand with pockets of 5Y 6/2 light olive gray clay	
2e	C	4		I	0.00	0.30	10YR 4/4 dark yellowish brown loam	
2e	C	4		II	0.30	0.60	10YR 5/4 yellowish brown loam	
2e	C	4		III	0.60	1.00	10YR 6/4 light yellowish brown sand with pockets of 5Y 6/2 light olive gray clay	
2e	C	5		I	0.00	0.30	10YR 4/4 dark yellowish brown loam	
2e	C	5		II	0.30	0.60	10YR 5/4 yellowish brown loam	
2e	C	5		III	0.60	0.90	10YR 6/4 light yellowish brown sand with pockets of 5Y 6/2 light olive gray clay	
2e	C	6					Not Excavated	buried cable line and push pile
2e	D	1		I	0.00	0.40	10YR 4/2 dark grayish brown sand	
2e	D	1		II	0.40	1.00	2.5Y 6/6 olive yellow sandy clay	
2e	D	2		I	0.00	0.30	10YR 4/2 dark grayish brown sand	
2e	D	2		II	0.30	0.50	10YR 4/6 dark yellowish brown sand	
2e	D	2		III	0.50	0.90	2.5YR 6/6 light red with pockets of 5Y 6/2 light olive gray sandy clay	
2e	D	3		I	0.00	0.30	10YR 4/2 dark grayish brown sand	
2e	D	3		II	0.30	0.60	10YR 4/6 dark yellowish brown sand	
2e	D	3		III	0.60	1.00	2.5YR 6/6 light red with pockets of 5Y 6/2 light olive gray sandy clay	
2e	D	4		I	0.00	0.30	10YR 4/2 dark grayish brown sand	
2e	D	4		II	0.30	0.70	10YR 4/6 dark yellowish brown sand	
2e	D	4		III	0.70	1.00	2.5YR 6/6 light red with pockets of 5Y 6/2 light olive gray sandy clay	
2e	D	5		I	0.00	0.50	10YR 4/2 dark grayish brown sand	
2e	D	5		II	0.50	0.70	10YR 4/6 dark yellowish brown sand	
2e	D	5		III	0.70	1.20	2.5YR 6/6 light red with pockets of 5Y 6/2 light olive gray sandy clay	
2e	D	6		I	0.00	0.20	10YR 4/2 dark grayish brown sand	
2e	D	6		II	0.20	0.70	10YR 4/6 dark yellowish brown sand	
2e	D	6		III	0.70	1.00	2.5YR 6/6 light red with pockets of 5Y 6/2 light olive gray sandy clay	
2e	D	7		I	0.00	0.20	10YR 4/2 dark grayish brown sand	
2e	D	7		II	0.20	0.60	10YR 4/6 dark yellowish brown sand	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
2e	D	7		III	0.60	1.10	2.5YR 6/6 light red with pockets of 5Y 6/2 light olive gray sandy clay	
2e	D	8		I	0.00	0.10	10YR 4/2 dark grayish brown sand	
2e	D	8		II	0.10	0.50	10YR 4/4 dark yellowish brown sand	
2e	D	8		III	0.50	1.00	2.5YR 6/6 light red with pockets of 5Y 6/2 light olive gray and mottles of 7.5YR 5/6 strong brown sandy clay	
2e	D	9		I	0.00	0.30	10YR 4/2 dark grayish brown sand	
2e	D	9		II	0.30	0.40	10YR 4/4 dark yellowish brown sand	
2e	D	9		III	0.40	1.00	7.5YR 5/8 strong brown sandy clay	
2e	D	10		I	0.00	0.40	10YR 4/2 dark grayish brown sand	
2e	D	10		II	0.40	0.60	10YR 4/4 dark yellowish brown sand	
2e	D	10		III	0.60	1.00	7.5YR 5/8 strong brown sandy clay	
2f	A	1		I	0.00	0.40	10YR 3/4 dark yellowish brown silty sand with 10YR 7/1 gray degraded sandstone	disturbed
2f	A	1		II	0.40	0.80	10YR 7/1 gray degraded sandstone	
2f	A	2		I	0.00	0.30	10YR 3/4 dark yellowish brown silty sand with 10YR 7/1 gray degraded sandstone	
2f	A	2		II	0.30	0.90	10YR 7/1 gray degraded sandstone	
2f	A	3					Not Excavated	push piles
2f	A	4					Not Excavated	push piles
2f	A	5		I	0.00	0.20	10YR 3/4 dark yellowish brown silty sand with 10YR 7/1 gray degraded sandstone	
2f	A	5		II	0.20	0.60	10YR 7/1 gray degraded sandstone	
2f	A	6		I	0.00	0.40	10YR 3/4 dark yellowish brown silty sand with 10YR 7/1 gray degraded sandstone	
2f	A	6		II	0.40	0.90	10YR 7/1 gray degraded sandstone	
2f	A	7		I	0.00	0.30	10YR 3/4 dark yellowish brown silty sand with 10YR 7/1 gray degraded sandstone	
2f	A	7		II	0.30	0.80	10YR 7/1 gray degraded sandstone	
2f	A	8		I	0.00	0.30	10YR 4/4 dark yellowish brown silt loam with 10YR 7/1 gray clay with degraded sandstone	
2f	A	8		II	0.30	0.70	10YR 7/1 gray degraded sandstone	
2f	A	9		I	0.00	0.40	10YR 4/4 dark yellowish brown silt loam with 10YR 7/1 gray clay with degraded sandstone	
2f	A	9		II	0.40	0.80	10YR 7/1 gray degraded sandstone	
2f	A	10		I	0.00	0.30	10YR 4/4 dark yellowish brown silt loam with 10YR 7/1 gray clay with degraded sandstone	
2f	A	10		II	0.30	0.70	10YR 7/1 gray degraded sandstone	
2f	A	11		I	0.00	0.50	10YR 4/4 dark yellowish brown silt loam with 10YR 7/1 gray clay with degraded sandstone	
2f	A	11		II	0.50	0.90	10YR 7/1 gray degraded sandstone	
2f	A	12		I	0.00	0.30	10YR 3/2 very dark grayish brown silt loam	
2f	A	12		II	0.30	0.60	10YR 6/6 brownish yellow silt loam	
2f	A	12		III	0.60	1.10	10YR 7/1 gray clay	
2f	A	13		I	0.00	0.20	10YR 3/2 very dark grayish brown silt loam	
2f	A	13		II	0.20	0.50	10YR 6/6 brownish yellow silt loam	
2f	A	13		III	0.50	1.20	10YR 7/1 gray clay	
2f	A	14		I	0.00	0.30	10YR 3/2 very dark grayish brown silt loam	
2f	A	14		II	0.30	0.60	10YR 6/6 brownish yellow silt loam	
2f	A	14		III	0.60	1.30	10YR 7/1 gray clay	
2f	A	15		I	0.00	0.60	10YR 3/4 dark yellowish brown with 10YR 7/1 gray degraded sandstone	
2f	A	15		II	0.60	1.30	10YR 7/1 gray degraded sandstone	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
2f	A	16		I	0.00	0.40	10YR 3/4 dark yellowish brown with 10YR 7/1 gray degraded sandstone	
2f	A	16		II	0.40	1.10	10YR 7/1 gray degraded sandstone	
2f	A	17		I	0.00	0.50	10YR 3/4 dark yellowish brown with 10YR 7/1 gray degraded sandstone	
2f	A	17		II	0.50	0.90	10YR 7/1 gray degraded sandstone	
2f	A	18		I	0.00	0.40	10YR 3/4 dark yellowish brown with 10YR 7/1 gray degraded sandstone	
2f	A	18		II	0.40	0.80	10YR 7/1 gray degraded sandstone	
2f	A	19		I	0.00	0.40	10YR 3/4 dark yellowish brown with 10YR 7/1 gray degraded sandstone	
2f	A	19		II	0.40	1.10	10YR 7/1 gray degraded sandstone	
2f	A	20		I	0.00	0.40	10YR 3/4 dark yellowish brown with 10YR 7/1 gray degraded sandstone	
2f	A	20		II	0.40	0.90	10YR 7/1 gray clay with degraded sandstone	
2f	A	21		I	0.00	0.40	10YR 3/4 dark yellowish brown with 10YR 7/1 gray degraded sandstone	
2f	A	21		II	0.40	0.80	10YR 7/1 gray clay with degraded sandstone	
2f	A	22		I	0.00	0.40	10YR 3/4 dark yellowish brown with 10YR 7/1 gray degraded sandstone	
2f	A	22		II	0.40	0.90	10YR 7/1 gray clay with degraded sandstone	
2f	A	23					Not Excavated	eroding bank and slope
2f	A	24					Not Excavated	eroding bank and slope
2f	A	25					Not Excavated	eroding bank and slope
2f	A	26					Not Excavated	eroding bank and slope
2f	A	27					Not Excavated	eroding bank and slope
2f	A	28		I	0.00	0.30	10YR 3/4 dark yellowish brown silt loam with 10YR 7/1 gray degraded sandstone	
2f	A	28		II	0.30	0.80	10YR 7/1 gray clay with degraded sandstone	
2f	A	29		I	0.00	0.40	10YR 3/4 dark yellowish brown silt loam with 10YR 7/1 gray degraded sandstone	
2f	A	29		II	0.40	0.90	10YR 7/1 gray clay with degraded sandstone	
2f	A	30		I	0.00	0.40	10YR 4/4 dark yellowish brown with 10YR 7/1 gray silt loam	
2f	A	30		II	0.40	0.90	10YR 7/1 gray clay	
2f	A	31		I	0.00	0.30	10YR 4/4 dark yellowish brown with 10YR 7/1 gray silt loam	
2f	A	31		II	0.30	0.80	10YR 7/1 gray clay	
2f	A	32		I	0.00	0.50	10YR 4/4 dark yellowish brown with 10YR 7/1 gray silt loam	
2f	A	32		II	0.50	1.00	10YR 7/1 gray clay	
2f	A	33		I	0.00	0.30	10YR 4/4 dark yellowish brown with 10YR 7/1 gray silt loam	
2f	A	33		II	0.30	0.70	10YR 7/1 gray clay	
2f	A	34		I	0.00	0.30	10YR 4/4 dark yellowish brown with 10YR 7/1 gray silt loam	
2f	A	34		II	0.30	0.90	10YR 7/1 gray clay	
2f	A	35		I	0.00	0.40	10YR 4/4 dark yellowish brown with 10YR 7/1 gray silt loam	
2f	A	35		II	0.40	0.80	10YR 7/1 gray clay	
2f	A	36		I	0.00	0.30	10YR 4/4 dark yellowish brown with 10YR 7/1 gray silt loam	
2f	A	36		II	0.30	0.80	10YR 7/1 gray clay	
2f	A	37					Not Excavated	disturbed
2f	A	38					Not Excavated	disturbed
2g	A	1		I	0.00	0.50	10YR 3/4 dark yellowish brown silty clay	
2g	A	1		II	0.50	1.20	2.5Y 6/6 olive yellow with 10YR 3/4 dark yellowish brown clay	
2g	A	1		III	1.20	1.70	7.5YR 3/4 dark brown with 7.5YR 6/8 reddish yellow clay	
2g	A	2					Not Excavated	Disturbed
2g	A	3					Not Excavated	Disturbed
2g	A	4					Not Excavated	Disturbed

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
2g	A	5					Not Excavated	Disturbed
2g	A	6					Not Excavated	Disturbed
2g	B	1		I	0.00	0.30	10YR 3/2 very dark grayish brown silt loam	
2g	B	1		II	0.30	0.70	10YR 4/6 dark yellowish brown clay	
2g	B	2					Not Excavated	Disturbed
2g	B	3					Not Excavated	Disturbed
2g	B	4					Not Excavated	Disturbed
2i	F	1		I	0.00	0.50	10YR 4/3 brown silty sand	
2i	F	1		II	0.50	1.30	10YR 5/8 yellowish brown silty sand	
2i	F	2		I	0.00	0.60	10YR 4/3 brown silty sand	
2i	F	2		II	0.60	1.20	10YR 5/8 yellowish brown silty sand	
2i	F	3		I	0.00	0.60	10YR 2/2 very dark brown silt loam	
2i	F	3		II	0.60	1.10	10YR 5/6 yellowish brown silty clay	
2i	G	1					Not Excavated	gravel drive
2i	G	2					Not Excavated	gravel fill
2i	H	1					Not Excavated	berm
2i	I	1					Not Excavated	berm
2i	J	1		I	0.00	0.40	10YR 3/3 dark brown silty clay loam	
2i	J	1		II	0.40	0.60	10YR 4/6 dark yellowish brown silt	
2i	J	1		III	0.60	1.00	7.5YR 5/6 strong brown clay loam	
2i	J	2		I	0.00	1.00	10YR 5/6 yellowish brown silty clay loam	
2i	J	2		II	1.00	1.40	10YR 5/8 yellowish brown clay loam	
2i	J	3		I	0.00	1.00	10YR 4/6 dark yellowish brown silty clay	
2i	J	3		II	1.00	1.40	10YR 5/4 yellowish brown clay loam	
2i	J	4		I	0.00	0.80	10YR 4/6 dark yellowish brown silty clay loam	
2i	J	4		II	0.80	1.20	7.5YR 5/6 strong brown clay loam	
2i	J	5		I	0.00	0.80	10YR 4/6 dark yellowish brown silty clay loam	
2i	J	5		II	0.80	1.20	10YR 5/4 yellowish brown silty clay	
2i	J	5		III	1.20	1.60	7.5YR 5/6 strong brown clay loam	
2i	J	6		I	0.00	1.00	10YR 4/6 dark yellowish brown silty clay loam	
2i	J	6		II	1.00	1.40	10YR 5/4 yellowish brown silty clay	
2i	J	6		III	1.40	1.80	7.5YR 5/6 strong brown clay loam	
2i	K	1		I	0.00	0.40	10YR 3/3 dark brown silty clay loam	
2i	K	1		II	0.40	0.90	10YR 4/6 dark yellowish brown silt	
2i	K	1		III	0.90	1.30	7.5YR 5/6 strong brown clay loam	
2i	K	2		I	0.00	0.80	10YR 3/3 dark brown silty clay loam	
2i	K	2		II	0.80	1.20	7.5YR 5/6 strong brown clay loam	
2i	K	3		I	0.00	1.10	10YR 4/6 dark yellowish brown silty clay	
2i	K	3		II	1.10	1.50	10YR 5/4 yellowish brown clay loam	
2i	K	4		I	0.00	1.50	10YR 4/6 dark yellowish brown silt loam	
2i	K	4		II	1.50	1.90	10YR 6/4 light yellowish brown sandy loam	
2i	K	5		I	0.00	0.40	10YR 4/6 dark yellowish brown silt loam	
2i	K	5		II	0.40	0.80	10YR 5/4 yellowish brown silt loam	
2i	K	5		III	0.80	1.20	7.5YR 5/6 strong brown clay loam	
2i	L	1		I	0.00	0.40	10YR 3/3 dark brown silty clay loam	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
2i	L	1		II	0.40	0.90	7.5YR 5/6 strong brown clay loam	
2i	L	2		I	0.00	0.80	10YR 3/3 dark brown silty clay loam	
2i	L	2		II	0.80	1.20	7.5YR 5/6 strong brown clay loam	
2i	L	3		I	0.00	0.40	10YR 4/3 brown silt loam	
2i	L	3		II	0.40	0.50	10YR 4/4 dark yellowish brown silt loam	
2i	L	3		III	0.50	0.90	7.5YR 5/6 strong brown with 10YR 6/3 pale brown silty clay loam	
2i	L	4		I	0.00	0.60	10YR 4/4 dark yellowish brown silt loam	
2i	L	4		II	0.60	1.00	10YR 6/4 light yellowish brown silty clay loam	
2i	M	1					Not Excavated	road disturbance
2i	M	2					Not Excavated	berm, private utilities
2i	M	3					Not Excavated	berm, private utilities
2i	M	4		I	0.00	0.40	10YR 4/6 dark yellowish brown silt loam	
2i	M	4		II	0.40	0.80	7.5YR 5/6 strong brown clay loam	
2i	M	5		I	0.00	0.20	10YR 4/6 dark yellowish brown silt loam	
2i	M	5		II	0.20	0.40	10YR 5/4 yellowish brown silt loam	
2i	M	5		III	0.40	0.90	7.5YR 5/6 strong brown clay loam	
2i	M	6					Not Excavated	access road, slope
2i	N	6		I	0.00	0.40	10YR 4/6 dark yellowish brown silty clay	
2i	N	6		II	0.40	0.90	10YR 5/6 yellowish brown silty clay loam	
2i	N	6		III	0.90	1.30	10YR 6/4 light yellowish brown clay loam	
2i	O	1					Not Excavated	slope
2i	O	2					Not Excavated	slope
2i	O	3					Not Excavated	slope
2i	O	4					Not Excavated	slope
2i	O	5					Not Excavated	slope
2i	O	6					Not Excavated	slope
2i	O	7					Not Excavated	slope
2i	O	8		I	0.00	0.80	10YR 4/6 dark yellowish brown silt loam	
2i	O	8		II	0.80	1.20	10YR 6/4 dark yellowish brown clay loam	
2i	O	9		I	0.00	0.90	10YR 4/6 dark yellowish brown silt loam	
2i	O	9		II	0.90	1.30	10YR 6/4 dark yellowish brown clay loam	
2i	O	10		I	0.00	0.80	10YR 4/6 dark yellowish brown silt loam	
2i	O	10		II	0.80	1.20	10YR 6/4 dark yellowish brown clay loam	
2i	P	1					Not Excavated	gas line
2i	P	2		I	0.00	0.70	10YR 4/6 dark yellowish brown silt loam	
2i	P	2		II	0.70	0.90	10YR 6/4 light yellowish brown silt loam	
2i	P	2		III	0.90	1.00	10YR 3/3 dark brown silt loam	
2i	P	2		IV	1.00	1.40	10YR 6/4 light yellowish brown with 10YR 5/6 yellowish brown sandy loam	
2i	P	3		I	0.00	0.70	10YR 4/6 dark yellowish brown silt loam	
2i	P	3		II	0.70	1.10	10YR 5/6 yellowish brown with 10YR 6/4 light yellowish brown clay loam	
2i	P	4		I	0.00	0.70	10YR 4/6 dark yellowish brown silt loam	
2i	P	4		II	0.70	1.10	10YR 5/6 yellowish brown silt loam	
2i	P	4		III	1.10	1.50	10YR 6/4 dark yellowish brown clay loam	
2i	P	5		I	0.00	0.80	10YR 4/6 dark yellowish brown silt loam	
2i	P	5		II	0.80	1.20	10YR 6/4 dark yellowish brown clay loam	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
2i	P	6		I	0.00	0.80	10YR 4/6 dark yellowish brown silt loam	
2i	P	6		II	0.80	1.20	10YR 6/4 dark yellowish brown clay loam	
2i	P	7		I	0.00	0.30	10YR 6/4 dark yellowish brown clay loam	terminated - disturbed
2i	Q	1					Not Excavated	drainage, slope
2i	Q	2					Not Excavated	drainage, slope
2i	Q	3					Not Excavated	drainage, slope
2i	R	4					Not Excavated	road disturbance
2i	R	5					Not Excavated	road disturbance
2i	S	1					Not Excavated	road disturbance
2i	S	2					Not Excavated	road disturbance
2i	S	3					Not Excavated	slope
2i	S	4					Not Excavated	slope
2i	S	5					Not Excavated	slope
2i	S	6					Not Excavated	slope
2i	T	3					Not Excavated	slope
2i	T	4					Not Excavated	slope
2i	T	5					Not Excavated	drainage
2i	T	6					Not Excavated	slope
2i	T	7					Not Excavated	standing water
2i	T	8					Not Excavated	slope
2i	T	9					Not Excavated	slope
2i	U	5		I	0.00	0.30	10YR 3/2 very dark grayish brown silt loam	
2i	U	5		II	0.30	0.70	10YR 4/3 brown sandy silt	
2i	U	6		I	0.00	0.40	10YR 3/2 very dark grayish brown silt loam	
2i	U	6		II	0.40	0.90	10YR 4/3 brown sandy loam	
2i	U	7		I	0.00	0.80	10YR 4/6 dark yellowish brown with 10YR 3/2 very dark grayish brown silt loam	
2i	U	7		II	0.80	0.90	10YR 4/6 dark yellowish brown silty clay loam	terminated - water
2i	U	8		I	0.00	0.50	10YR 3/2 very dark grayish brown silt loam	
2i	U	8		II	0.50	0.90	10YR 4/3 brown sandy loam	
2i	U	9		I	0.00	0.30	10YR 3/2 very dark grayish brown silt loam	
2i	U	9		II	0.30	0.80	10YR 4/3 brown sandy loam	
2i	V	5					Not Excavated	standing water
2i	V	6					Not Excavated	standing water
2i	V	7					Not Excavated	standing water
2i	V	8		I	0.00	0.70	10YR 4/3 brown silt loam	
2i	V	8		II	0.70	1.20	10YR 6/2 light brownish gray silt loam	
2i	V	9		I	0.00	0.80	10YR 4/3 brown silt loam	
2i	V	9		II	0.80	1.20	10YR 6/2 light brownish gray silt loam	
2i	V	10		I	0.00	0.40	10YR 4/3 brown silt loam	
2i	V	10		II	0.40	0.80	10YR 6/2 light brownish gray silt loam	
2i	W	6		I	0.00	0.70	10YR 6/4 light yellowish brown silt loam	
2i	W	6		II	0.70	1.10	10YR 6/4 light yellowish brown with manganese sandy clay loam	
2i	W	7		I	0.00	0.50	10YR 4/3 brown silt loam	
2i	W	7		II	0.50	0.90	10YR 6/2 light brownish gray with 7.5YR 5/4 brown silty clay loam	
2i	W	8		I	0.00	0.50	10YR 4/3 brown silt loam	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
2i	W	8		II	0.50	0.90	10YR 6/2 light brownish gray with 7.5YR 5/4 brown silty clay loam	
2i	W	9		I	0.00	1.00	10YR 4/3 brown silt loam	
2i	W	9		II	1.00	1.40	10YR 6/2 light brownish gray with 7.5YR 5/4 brown silty clay loam	
2i	W	10					Not Excavated	slope
2i	X	7		I	0.00	0.30	10YR 3/3 dark brown silty sand	terminated - water
2i	X	8					Not Excavated	standing water
2i	X	9		I	0.00	0.40	10YR 3/4 dark yellowish brown silty clay	
2i	X	9		II	0.40	0.90	10YR 5/8 yellowish brown silty clay	
2i	X	10					Not Excavated	drainage
2i	X	11		I	0.00	0.40	10YR 3/4 dark yellowish brown silty clay	
2i	X	11		II	0.40	0.80	10YR 4/6 dark yellowish brown silty clay	
2i	X	12					Not Excavated	embankment
2i	Y	8		I	0.00	0.80	10YR 4/3 brown silt loam	
2i	Y	8		II	0.80	1.30	10YR 6/6 brownish yellow clay	
2i	Y	9		I	0.00	0.90	10YR 4/3 brown silt loam	terminated - root impasse
2i	Y	10		I	0.00	0.60	10YR 3/4 dark yellowish brown sandy loam	
2i	Y	10		II	0.60	1.00	10YR 6/4 light yellowish brown sand	
2i	Y	11		I	0.00	0.50	10YR 5/4 yellowish brown silt loam	
2i	Y	11		II	0.50	1.00	10YR 6/3 pale brown silt loam	
2i	Y	12					Not Excavated	sandbar
2i	Z	9		I	0.00	1.00	10YR 4/3 brown silt loam	
2i	Z	9		II	1.00	1.40	10YR 6/2 light brownish gray with 7.5YR 5/4 brown silty clay loam	
2i	Z	10		I	0.00	1.00	10YR 4/3 brown silt loam	
2i	Z	10		II	1.00	1.40	10YR 6/6 brownish yellow clay	
2i	Z	11		I	0.00	1.10	10YR 4/3 brown silt loam	
2i	Z	11		II	1.10	1.50	10YR 6/2 light brownish gray silt loam	
2i	Z	12		I	0.00	1.00	10YR 4/3 brown silt loam	
2i	Z	12		II	1.00	1.40	10YR 6/2 light brownish gray silt loam	
2i	AA	11					Not Excavated	embankment
2i	JM	1					Not Excavated	utility, slope
2j	A	1		I	0.00	0.20	10YR 3/2 very dark grayish brown silt loam	
2j	A	1		II	0.20	0.60	10YR 5/8 yellowish brown sandy loam	
2j	A	2		I	0.00	0.50	10YR 3/2 very dark grayish brown silt loam	
2j	A	2		II	0.50	1.00	10YR 5/8 yellowish brown sandy loam	
2j	A	3					Not Excavated	slope, fiber optic
2j	A	4					Not Excavated	slope, fiber optic
2j	A	5					Not Excavated	slope, fiber optic
2j	A	6					Not Excavated	slope, fiber optic
2j	A	7		I	0.00	0.10	10YR 4/4 dark yellowish brown sandy loam	
2j	A	7		II	0.10	1.40	10YR 6/8 brownish yellow sandy clay	
2j	A	8		I	0.00	0.30	10YR 4/4 dark yellowish brown sandy loam	
2j	A	8		II	0.30	0.80	10YR 6/8 brownish yellow sandy clay	
2j	A	9		I	0.00	0.70	10YR 4/4 dark yellowish brown sandy loam	
2j	A	9		II	0.70	1.10	10YR 6/8 brownish yellow sandy clay	
2j	A	10					Not Excavated	slope, powerline

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
2j	A	11					Not Excavated	slope, powerline
2j	A	12					Not Excavated	slope, powerline
2j	A	13					Not Excavated	slope, powerline
2j	A	14					Not Excavated	slope, powerline
2j	A	15					Not Excavated	slope, powerline
2k	R	1		I	0.00	0.10	10YR 4/3 brown silt loam	
2k	R	1		II	0.10	0.80	7.5YR 5/6 strong brown silty clay with degrading bedrock	
2k	S	1		I	0.00	0.60	10YR 4/3 brown silt loam	
2k	S	1		II	0.60	1.00	7.5YR 5/6 strong brown silty clay with degrading bedrock	
2k	S	2		I	0.00	0.60	10YR 4/3 brown silt loam	
2k	S	2		II	0.60	1.00	7.5YR 5/6 strong brown silty clay with degrading bedrock	
2k	T	1		I	0.00	0.60	2.5Y 4/2 dark grayish brown silt loam	
2k	T	1		II	0.60	1.00	2.5Y 6/3 light yellowish brown silt loam	
2k	T	1		III	1.00	1.40	10YR 6/4 light yellowish brown silt loam	
2k	T	2		I	0.00	0.50	2.5Y 4/2 dark grayish brown silt loam	
2k	T	2		II	0.50	0.80	2.5Y 6/3 light yellowish brown silt loam	
2k	T	2		III	0.80	1.20	10YR 6/4 light yellowish brown silt loam	
2k	U	1		I	0.00	0.40	2.5Y 4/2 dark grayish brown silt loam	
2k	U	1		II	0.40	1.00	2.5Y 6/3 light yellowish brown silt loam	
2k	U	1		III	1.00	1.40	10YR 6/4 light yellowish brown silt loam	
2k	U	2		I	0.00	0.40	2.5Y 4/2 dark grayish brown silt loam	
2k	U	2		II	0.40	1.00	2.5Y 6/3 light yellowish brown silt loam	
2k	U	2		III	1.00	1.4	10YR 6/4 light yellowish brown silt loam	
2k	V	1		I	0.00	0.10	2.5Y 4/2 dark grayish brown sandy loam	
2k	V	1		II	0.10	1.00	2.5Y 6/3 light yellowish brown sandy loam	
2k	V	1		III	1.00	1.50	10YR 6/4 light yellowish brown sandy clay	
2k	V	2		I	0.00	0.10	2.5Y 4/2 dark grayish brown sandy loam	
2k	V	2		II	0.10	0.70	2.5Y 6/3 light yellowish brown sandy loam	
2k	V	2		III	0.70	1.10	10YR 6/4 light yellowish brown sandy clay	
2k	V	3		I	0.00	0.30	2.5Y 4/2 dark grayish brown sandy loam	
2k	V	3		II	0.30	0.70	2.5Y 6/3 light yellowish brown sandy loam	
2k	V	3		III	0.70	1.10	10YR 6/4 light yellowish brown sandy clay	
2k	W	1		I	0.00	0.60	2.5Y 3/2 very dark grayish brown silt loam	
2k	W	1		II	0.60	1.00	2.5Y 6/4 light yellowish brown silty clay	
2k	W	2		I	0.00	0.50	2.5Y 3/2 very dark grayish brown silt loam	
2k	W	2		II	0.50	0.90	2.5Y 6/4 light yellowish brown silty clay	
2k	W	3		I	0.00	0.60	2.5Y 3/2 very dark grayish brown silt loam	
2k	W	3		II	0.60	1.00	2.5Y 6/4 light yellowish brown silty clay	
2k	W	4		I	0.00	0.30	2.5Y 3/2 very dark grayish brown silt loam	
2k	W	4		II	0.30	1.00	2.5Y 6/4 light yellowish brown silty clay	
2k	W	5		I	0.00	0.40	2.5Y 3/2 very dark grayish brown silt loam	
2k	W	5		II	0.40	1.00	2.5Y 6/4 light yellowish brown silty clay	
2k	X	1		I	0.00	0.30	2.5Y 3/2 very dark grayish brown silt loam	
2k	X	1		II	0.30	0.70	2.5Y 6/4 light yellowish brown silty clay	
2k	X	2		I	0.00	0.50	2.5Y 3/2 very dark grayish brown silt loam	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
2k	X	2		II	0.50	1.00	2.5Y 6/4 light yellowish brown clay loam	
2k	X	3		I	0.00	0.60	2.5Y 3/2 very dark grayish brown silt loam	
2k	X	3		II	0.60	1.00	2.5Y 6/4 light yellowish brown sandy loam	
2k	Y	1					Not Excavated	fiber optic line
2k	Y	2					Not Excavated	fiber optic line
2k	Y	3					Not Excavated	fiber optic line
2k	Y	4					Not Excavated	fiber optic line
2k	Y	5					Not Excavated	fiber optic line
2k	Z	1		I	0.00	0.40	10YR 2/2 very dark brown sandy loam	
2k	Z	1		II	0.40	1.00	10YR 6/6 brownish yellow sandy clay	
3a	C	1		I	0.00	0.70	10YR 3/3 dark brown clay loam	
3a	C	1		II	0.70	1.00	7.5YR 5/4 brown sandy clay loam	
3a	C	1		III	1.00	1.60	10YR 5/4 yellowish brown sand	root impasse on floodplain
3a	C	2					Not Excavated	floodplain
3a	C	3					Not Excavated	
3a	C	4					Not Excavated	
3a	D	1		I	0.00	0.50	10YR 4/2 dark grayish brown sandy clay loam	
3a	D	1		II	0.50	1.00	7.5YR 5/6 strong brown and 10YR 4/2 dark grayish brown clay	
3a	D	2		I	0.00	0.40	10YR 4/2 dark grayish brown sandy clay loam	
3a	D	2		II	0.40	0.70	7.5YR 5/6 strong brown and 10YR 4/2 dark grayish brown clay	
3a	D	3		I	0.00	0.50	10YR 4/2 dark grayish brown sandy loam	
3a	D	3		II	0.50	0.70	10YR 4/6 dark yellowish brown sand	
3a	D	3		III	0.70	1.10	10YR 5/8 yellowish brown sand	
3a	D	4		I	0.00	0.50	10YR 4/2 dark grayish brown sandy loam	
3a	D	4		II	0.50	0.80	10YR 4/6 dark yellowish brown sand	
3a	D	4		III	0.80	1.10	10YR 5/8 yellowish brown sandy clay with approximately 25% surrounded - sub angular rocks	
3a	D	5		I	0.00	0.40	10YR 4/4 dark yellowish brown sandy loam	
3a	D	5		II	0.40	0.60	10YR 4/6 dark yellowish brown sandy loam	
3a	D	5		III	0.60	0.90	10YR 5/6 yellowish brown mottled with 2.5Y 8/2 pale yellow sandy clay	
3a	D	6		I	0.00	0.40	10YR 4/2 dark grayish brown sandy loam	
3a	D	6		II	0.40	0.60	10YR 4/6 dark yellowish brown sandy loam	
3a	D	6		III	0.60	1.20	10YR 5/8 yellowish brown sandy loam	
3a	D	7		I	0.00	0.40	10YR 4/2 dark grayish brown sandy loam	
3a	D	7		II	0.40	0.60	10YR 4/6 dark yellowish brown sandy loam	
3a	D	7		III	0.60	1.00	10YR 6/8 brownish yellow sand	
3a	D	8		I	0.00	0.40	10YR 4/2 dark grayish brown sandy loam	
3a	D	8		II	0.40	0.70	10YR 4/6 dark yellowish brown sandy loam	
3a	D	8		III	0.70	1.00	10YR 6/8 brownish yellow sand	
3a	D	9		I	0.00	0.20	10YR 4/2 dark grayish brown sandy loam	
3a	D	9		II	0.20	0.70	10YR 4/6 dark yellowish brown sandy loam	
3a	D	9		III	0.70	1.00	10YR 5/6 yellowish brown sand	
3a	D	10		I	0.00	0.30	10YR 4/2 dark grayish brown sandy loam	
3a	D	10		II	0.30	0.70	10YR 4/6 dark yellowish brown sandy loam	
3a	D	10		III	0.70	1.00	10YR 5/6 yellowish brown sand	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3a	D	11		I	0.00	0.20	10YR 4/2 dark grayish brown sandy loam	
3a	D	11		II	0.20	0.40	10YR 4/6 dark yellowish brown sandy loam	
3a	D	11		III	0.40	0.80	10YR 5/8 yellowish brown sandy loam	
3a	D	12		I	0.00	0.10	10YR 4/2 dark grayish brown sandy loam	
3a	D	12		II	0.10	0.60	10YR 4/6 dark yellowish brown sand	
3a	D	12		III	0.60	0.90	10YR 5/8 yellowish brown sandy clay	
3a	D	13					Not Excavated	steep slope
3a	D	14					Not Excavated	steep slope
3a	D	15					Not Excavated	steep slope
3a	D	16					Not Excavated	graded slope behind nursing home
3a	D	17					Not Excavated	graded slope behind nursing home
3a	D	18					Not Excavated	graded slope behind nursing home
3a	D	19					Not Excavated	graded slope behind nursing home
3a	D	20					Not Excavated	graded slope behind nursing home
3a	D	21					Not Excavated	graded slope behind nursing home
3a	D	22					Not Excavated	graded slope behind nursing home
3a	D	23					Not Excavated	graded slope behind nursing home
3a	D	24					Not Excavated	graded slope behind nursing home
3a	D	25					Not Excavated	graded slope behind nursing home
3a	D	26					Not Excavated	slope up to east in woods
3a	D	27		I	0.00	0.20	10YR 4/2 dark grayish brown sandy loam	
3a	D	27		II	0.20	0.50	10YR 4/2 dark grayish brown sandy loam with 7.5YR 5/8 strong brown sandy clay	
3a	D	27		III	0.50	1.10	7.5YR 5/8 strong brown sandy clay	
3a	D	28					Not Excavated	slope up to east
3a	D	29					Not Excavated	slope up to east
3a	D	30					Not Excavated	slope south to floodplain
3a	D	31					Not Excavated	slope south to floodplain
3a	D	32					Not Excavated	slope south to floodplain
3a	D	33					Not Excavated	slope south to floodplain
3a	D	34					Not Excavated	slope south to floodplain
3a	D	35		I	0.00	0.10	7.5YR 4/3 brown sandy loam and root mat	
3a	D	35		II	0.10	0.70	7.5YR 4/3 brown sandy loam	
3a	D	35		III	0.70	1.10	7.5YR 6/8 reddish yellow and 5Y 8/2 pale yellow mottled with 7.5YR 5/8 strong brown clay	
3a	D	36		I	0.00	0.80	7.5YR 4/3 brown clay loam	
3a	D	36		II	0.80	1.30	7.5YR 6/8 reddish yellow clay with 7.5YR 5/8 strong brown mottles	
3a	D	37		I	0.00	1.20	10YR 4/4 dark yellowish brown clay loam	
3a	D	37		II	1.20	2.10	7.5YR 5/6 strong brown clay/ clay loam	water seeping in
3a	D	38		I	0.00	1.20	10YR 4/4 dark yellowish brown clay loam	
3a	D	38		II	1.20	2.20	7.5YR 5/6 strong brown clay/ clay loam	
3a	D	39					Not Excavated	bank of river
3a	E	1					Not Excavated	slope
3a	F	1					Not Excavated	old access road, disturbed
3a	F	2					Not Excavated	old access road, disturbed
3a	JM	1		I	0.00	1.90	10YR 4/3 brown sand	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3a	JM	1		II	1.90	2.00	10YR 6/3 pale brown sand	
3a	JM	2		I	0.00	2.00	10YR 4/3 brown sand	
3a	JM	2		II	2.00	3.00	10YR 6/3 pale brown sand	
3b	A	1		I	0.00	0.90	10YR 2/1 black sandy loam with road gravels at surface and pebbles and cobbles below	
3b	A	1		II	0.90	1.30	10YR 5/4 yellowish brown coarse sand with pockets of 5Y 8/2 pale yellow and 7.5YR 5/6 strong brown	
3b	A	2		I	0.00	0.30	7.5YR 2.5/3 very dark brown sand	
3b	A	2		II	0.30	1.60	7.5YR 4/3 brown sand with cobbles, brick, shell, charcoal, wood, and bone	
3b	A	2		III	1.60	2.20	7.5YR 4/3 brown sand with very small fragments of shell	
3b	A	3		I	0.00	2.10	10YR 2/2 very dark brown coarse sand	possible intact brick at base of STP
3b	A	4		I	0.00	1.00	10YR 3/6 dark yellowish brown clay loam	
3b	A	4		II	1.00	2.20	10YR 3/4 dark yellowish brown sand	
3b	A	4		III	2.20	2.70	10YR 5/6 yellowish brown clay loam	
3b	A	4		IV	2.70	3.00	10YR 4/6 dark yellowish brown sandy clay loam	
3c	A	1		I	0.00	0.20	10YR 4/3 brown clay loam	
3c	A	1		II	0.20	0.90	10YR 5/4 yellowish brown clay loam	
3c	A	1		III	0.90	1.30	7.5YR 5/8 strong brown clay	
3c	A	2		I	0.00	0.20	10YR 4/3 brown clay loam	
3c	A	2		II	0.20	0.60	10YR 5/4 yellowish brown clay loam	
3c	A	2		III	0.60	1.00	7.5YR 5/8 strong brown clay	
3c	A	3		I	0.00	0.20	10YR 4/3 brown clay loam	
3c	A	3		II	0.20	0.70	10YR 5/4 yellowish brown clay loam	
3c	A	3		III	0.70	1.10	7.5YR 5/8 strong brown clay	
3c	B	1		I	0.00	0.10	10YR 4/3 brown clay loam	
3c	B	1		II	0.10	0.40	10YR 5/4 yellowish brown clay loam	
3c	B	1		III	0.40	0.90	7.5YR 5/8 strong brown clay	
3c	B	2		I	0.00	0.10	10YR 4/3 brown clay loam	
3c	B	2		II	0.10	0.60	10YR 5/4 yellowish brown clay loam	
3c	B	2		III	0.60	1.00	7.5YR 5/8 strong brown clay	
3c	B	3		I	0.00	0.10	10YR 4/3 brown clay loam	
3c	B	3		II	0.10	0.40	10YR 5/4 yellowish brown clay loam	
3c	B	3		III	0.40	1.00	10YR 4/3 brown clay loam	
3c	C	1		I			Not Excavated	flooded
3c	C	2		I	0.00	0.70	10YR 4/3 brown clay loam	wet
3c	C	2		II	0.70	0.90	7.5YR 5/6 strong brown mottled with 7.5YR 5/8 strong brown clay	
3c	C	3		I	0.00	0.60	10YR 4/4 dark yellowish brown clay loam	
3c	C	3		II	0.60	0.90	7.5YR 5/6 strong brown clay	
3c	D	1					Not Excavated	graded slope down to drainage ditch
3c	D	2		I	0.00	0.40	10YR 4/4 dark yellowish brown clay loam	
3c	D	2		II	0.40	0.80	7.5YR 5/6 strong brown clay with pockets of 10YR 6/8 brownish yellow clay	
3c	D	3		I	0.00	0.40	10YR 4/4 dark yellowish brown clay loam	
3c	D	3		II	0.40	0.80	7.5YR 5/6 strong brown clay with pockets of 10YR 6/8 brownish yellow clay	
3c	D	4		I	0.00	0.60	10YR 4/4 dark yellowish brown clay loam	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3c	D	4		II	0.60	0.90	10YR 4/4 dark yellowish brown clay loam and 7.5YR 5/8 strong brown clay	
3c	D	4		III	0.90	1.20	7.5YR 5/8 strong brown clay	
3c	D	5					Not Excavated	ditch and rocks
3c	E	1					Not Excavated	graded area near road
3c	E	2		I	0.00	0.50	10YR 4/3 brown clay loam	
3c	E	2		II	0.50	0.90	7.5YR 5/6 strong brown clay with pockets of 10YR 6/8 brownish yellow clay	
3c	E	3		I	0.00	0.50	10YR 4/3 brown clay loam	
3c	E	3		II	0.50	0.90	7.5YR 5/6 strong brown clay with pockets of 10YR 6/8 brownish yellow clay	
3c	E	4	East	I	0.00	0.50	10YR 4/3 brown clay loam	
3c	E	4	East	II	0.50	0.90	7.5YR 5/6 strong brown clay with pockets of 10YR 6/8 brownish yellow clay	
3c	E	4	North	I	0.00	0.50	10YR 4/3 brown clay loam	
3c	E	4	North	II	0.50	1.00	7.5YR 5/6 strong brown clay with pockets of 10YR 6/8 brownish yellow clay	
3c	E	4	South	I	0.00	0.60	10YR 4/3 brown clay loam	
3c	E	4	South	II	0.60	1.00	7.5YR 5/6 strong brown clay with pockets of 10YR 6/8 brownish yellow clay	
3c	E	4	West	I	0.00	0.70	10YR 4/3 brown clay loam	
3c	E	4	West	II	0.70	1.00	7.5YR 5/6 strong brown clay with pockets of 10YR 6/8 brownish yellow clay	
3c	E	4		I	0.00	0.40	10YR 4/4 dark yellowish brown clay loam	
3c	E	4		II	0.40	0.80	7.5YR 5/6 strong brown with large pockets of 10YR 6/8 brownish yellow clay	
3c	F	1					Not Excavated	graded area near road
3c	F	2		I	0.00	0.40	10YR 4/3 brown clay loam	
3c	F	2		II	0.40	1.00	7.5YR 5/6 strong brown clay with pockets of 10YR 6/8 brownish yellow clay	
3c	F	3		I	0.00	0.60	10YR 4/3 brown clay loam	
3c	F	3		II	0.60	1.00	7.5YR 5/6 strong brown clay with pockets of 10YR 6/8 brownish yellow clay	
3c	F	4		I	0.00	0.40	10YR 4/3 brown clay loam	
3c	F	4		II	0.40	0.70	7.5YR 5/6 strong brown clay with pockets of 10YR 6/8 brownish yellow clay	
3c	G	1		I	0.00	0.40	10YR 4/3 brown clay loam	
3c	G	1		II	0.40	0.80	7.5YR 5/8 strong brown clay	
3c	G	2		I	0.00	0.60	10YR 4/3 brown clay loam	
3c	G	2		II	0.60	1.00	7.5YR 5/8 strong brown clay	
3c	G	3					Not Excavated	standing water
3c	G	4		I	0.00	1.40	10YR 2/1 black sand	
3c	G	4		II	1.40	1.80	2.5Y 3/2 very dark grayish brown sand	wet
3c	G	5		I	0.00	0.60	10YR 2/1 black sand	water at 0.3'
3c	G	6		I	0.00	0.60	10YR 4/3 brown sand	
3c	G	6		II	0.60	0.90	10YR 8/2 very pale brown sand	wet
3c	G	7		I	0.00	0.60	10YR 4/3 brown sand	
3c	G	7		II	0.60	1.00	10YR 8/2 very pale brown sand	wet
3c	G	8					Not Excavated	disturbed, utilities
3c	H	1					Not Excavated	roots and large trees
3c	H	2		I	0.00	0.40	10YR 2/2 very dark brown sand	
3c	H	2		II	0.40	0.70	10YR 6/4 light yellowish brown sand	
3c	H	2		III	0.70	1.20	10YR 4/6 dark yellowish brown sand	
3c	H	3		I	0.00	0.60	10YR 2/2 very dark brown sand	
3c	H	3		II	0.60	0.90	10YR 6/4 light yellowish brown sand	
3c	H	3		III	0.90	1.20	10YR 4/6 dark yellowish brown sand	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3c	H	4		I	0.00	0.80	Mix of 10YR 2/2 very dark brown, 10YR 6/4 light yellowish brown, and 10YR 4/6 dark yellowish brown sand	
3c	H	4		II	0.80	1.10	10YR 4/6 dark yellowish brown sandy clay	
3c	H	5		I	0.00	0.60	10YR 2/2 very dark brown sand	
3c	H	5		II	0.60	0.90	10YR 6/4 light yellowish brown sand	
3c	H	5		III	0.90	1.30	10YR 4/6 dark yellowish brown sandy clay	
3c	H	6		I	0.00	0.20	10YR 4/4 dark yellowish brown loam and root mat	terminated - root impasse
3c	H	7		I	0.00	0.30	10YR 6/4 light yellowish brown sand	
3c	H	7		II	0.30	0.60	10YR 4/6 dark yellowish brown sandy clay	
3c	H	7		III	0.60	0.90	10YR 4/4 dark yellowish brown loam and root mat	
3c	H	8					Not Excavated	large roots
3c	H	9		I	0.00	0.40	10YR 2/1 black fine sand	
3c	H	9		II	0.40	1.00	7.5YR 5/6 strong brown sand	flooding
3c	H	10		I	0.00	0.50	10YR 2/1 black fine sand	
3c	H	10		II	0.50	0.90	7.5YR 5/6 strong brown sand	hydric
3c	H	11					Not Excavated	roots
3c	H	12		I	0.00	0.30	10YR 2/1 black sand	wet, flooding
3c	H	13		I	0.00	0.50	10YR 4/2 dark grayish brown sand	
3c	H	13		II	0.50	0.90	7.5YR 5/6 strong brown mottled with 7.5YR 5/8 strong brown sandy clay	
3c	H	14		I	0.00	0.60	10YR 4/2 dark grayish brown sand	
3c	H	14		II	0.60	0.80	7.5YR 5/6 strong brown mottled with 7.5YR 5/8 strong brown sandy clay	
3c	I	1					Not Excavated	utility
3c	I	2					Not Excavated	utility
3c	I	3					Not Excavated	utility
3c	J	1		I	0.00	0.70	10YR 3/4 dark yellowish brown with 10YR 6/4 light yellowish brown compact silt loam	
3c	J	1		II	0.70	1.30	10YR 4/3 brown silt loam	
3c	J	1		III	1.30	1.70	10YR 5/6 yellowish brown silty clay loam	
3c	J	2					Not Excavated	utility
3c	J	3		I	0.00	1.00	10YR 3/4 dark yellowish brown with 10YR 6/4 light yellowish brown and 7.5YR 5/6 strong brown silty clay loam	
3c	J	3		II	1.00	1.40	7.5YR 5/6 strong brown silty clay loam	
3c	J	4		I	0.00	1.00	10YR 5/3 brown silt loam	
3c	J	4		II	1.00	1.30	10YR 5/3 brown with 10YR 5/6 yellowish brown silty clay loam	
3c	J	4		III	1.30	1.40	10YR 3/2 very dark grayish brown silt loam	terminated - root impasse
3c	J	5		I	0.00	1.00	10YR 4/4 dark yellowish brown silt loam	
3c	J	5		II	1.00	1.40	10YR 4/6 dark yellowish brown silty clay loam	
3c	K	1					Not Excavated	utility
3d	A	1		I	0.00	0.70	10YR 4/4 dark yellowish brown silt loam	
3d	A	1		II	0.70	1.10	10YR 7/8 yellow silt loam	
3d	A	2		I	0.00	0.50	10YR 4/4 dark yellowish brown silt loam	
3d	A	2		II	0.50	0.90	10YR 7/8 yellow clay loam	
3d	A	3		I	0.00	0.80	10YR 4/4 dark yellowish brown silt loam	
3d	A	3		II	0.80	1.20	10YR 7/8 yellow clay loam	
3d	A	4		I	0.00	0.30	10YR 4/4 dark yellowish brown silt loam	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3d	A	4		II	0.30	0.80	10YR 7/8 yellow clay loam	
3d	A	5		I	0.00	0.80	10YR 4/4 dark yellowish brown silt loam	
3d	A	5		II	0.80	1.20	10YR 7/8 yellow clay loam	
3d	A	6		I	0.00	0.40	10YR 4/4 dark yellowish brown silt loam	
3d	A	6		II	0.40	0.80	5YR 4/6 yellowish red clay loam	
3d	A	7		I	0.00	0.40	10YR 4/4 dark yellowish brown silt loam	
3d	A	7		II	0.40	0.60	5YR 4/6 yellowish red clay loam	root disturbance
3d	A	8		I	0.00	0.60	10YR 4/4 dark yellowish brown silt	
3d	A	8		II	0.60	1.00	5YR 4/6 yellowish red clay	
3f	A	1		I	0.00	0.30	10YR 2/1 black loam with humus and road gravels	
3f	A	1		II	0.30	0.40	10YR 5/8 yellowish brown clay loam with road gravels	
3f	A	1		III	0.40	0.60	10YR 5/8 yellowish brown compacted clay	
3f	A	2					Not Excavated	push pile
3f	A	3					Not Excavated	push pile
3f	A	4					Not Excavated	push pile
3f	A	5		I	0.00	0.30	10YR 2/1 black loam with humus and road gravels	
3f	A	5		II	0.30	0.70	10YR 5/8 yellowish brown clay loam with road gravels	
3f	A	5		III	0.70	0.80	10YR 5/8 yellowish brown compacted clay	terminated - root impasse
3f	A	6		I	0.00	0.20	10YR 2/1 black loam and gravels	disturbed
3f	A	6		II	0.20	0.40	10YR 5/8 yellowish brown clay loam with road gravels	
3f	A	6		III	0.40	0.90	10YR 2/2 very dark brown clay loam with gravels	
3f	A	6		IV	0.90	1.50	10YR 4/4 dark yellowish brown clay loam and gravels	
3f	A	7					Not Excavated	road
3f	A	8					Not Excavated	gravels
3f	A	9					Not Excavated	tower
3f	A	10					Not Excavated	in cemetery
3f	A	11		I	0.00	0.20	10YR 2/1 black sand and root mat	
3f	A	11		II	0.20	0.90	2.5Y 4/2 dark grayish brown sand	
3f	A	11		III	0.90	1.20	2.5Y 5/6 light olive brown sandy clay and clay loam	
3f	A	12					Not Excavated	gravel road
3f	A	13		I	0.00	0.40	10YR 2/1 black sand	
3f	A	13		II	0.40	0.80	2.5Y 4/2 dark grayish brown sand	
3f	A	13		III	0.80	1.10	10YR 2/1 black sand	
3f	A	13		IV	1.10	1.40	2.5Y 4/2 dark grayish brown sand	
3f	A	13		V	1.40	1.70	2.5Y 5/6 light olive brown sandy clay and clay loam	
3f	B	8	East	I	0.00	0.20	10YR 4/2 dark yellowish brown sand	
3f	B	8	East	II	0.20	0.90	7.5YR 5/6 strong brown sandy clay	
3f	B	8	North	I	0.00	0.60	10YR 4/2 dark yellowish brown sandy loam	
3f	B	8	North	II	0.60	0.90	7.5YR 5/6 strong brown sandy clay	
3f	B	8		I	0.00	0.10	10YR 2/1 black sand and humus	terminated - brick bats immediately below surface
3f	B	9		I	0.00	0.30	10YR 2/1 black sand and humus	
3f	B	9		II	0.30	0.60	2.5Y 4/2 dark grayish brown sand	
3f	B	9		III	0.60	1.00	2.5Y 5/6 light olive brown sandy clay loam	
3f	B	10		I	0.00	0.10	10YR 2/1 black sand and humus	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3f	B	10		II	0.10	0.50	2.5Y 4/2 dark grayish brown sand	
3f	B	10		III	0.50	1.00	2.5Y 5/6 light olive brown sandy clay loam	
3f	C	1		I	0.00	0.20	10YR 2/1 black sand	
3f	C	1		II	0.20	0.40	mix of 2.5Y 4/2 dark grayish brown and 2.5Y 5/6 light olive brown sandy clay	
3f	C	1		III	0.40	0.80	2.5Y 4/2 dark grayish brown sand	
3f	C	1		IV	0.80	1.10	7.5YR 5/6 strong brown sand	
3f	C	2		I	0.00	0.10	10YR 2/1 black sand and root mat	
3f	C	2		II	0.10	0.80	2.5Y 4/2 dark grayish brown sand	
3f	C	2		III	0.80	1.10	7.5YR 5/6 strong brown sand	
3f	C	3		I	0.00	0.20	10YR 2/1 black sand and root mat	
3f	C	3		II	0.20	0.70	10YR 3/4 dark yellowish brown and 10YR 5/6 yellowish brown coarse sand	
3f	C	3		III	0.70	0.80	10YR 2/1 black sand	
3f	C	3		IV	0.80	1.10	10YR 5/2 grayish brown silt sand with brick flecks	
3f	C	3		V	1.10	1.30	2.5Y 5/4 light olive brown fine sand	
3f	C	4		I	0.00	0.10	10YR 2/1 black sand and root mat	
3f	C	4		II	0.10	0.20	2.5Y 5/4 light olive brown fine sand	
3f	C	4		III	0.20	0.30	10YR 2/1 black sand	
3f	C	4		IV	0.30	0.40	10YR 5/2 grayish brown sand	
3f	C	4		V	0.40	0.80	10YR 4/4 dark yellowish brown sand	
3f	C	4		VI	0.80	1.20	2.5Y 5/4 light olive brown fine sand	
3f	C	5					Not Excavated	push pile and road
3f	C	6					Not Excavated	road
3f	C	7					Not Excavated	road
3f	C	8					Not Excavated	road
3f	C	9		I	0.00	0.20	10YR 2/1 black sand and root mat	
3f	C	9		II	0.20	0.80	2.5Y 4/2 dark grayish brown sand	
3f	C	9		III	0.80	1.10	7.5YR 5/6 strong brown sand	
3f	C	10					Not Excavated	push pile
3f	C	11					Not Excavated	push pile, slope
3f	C	12		I	0.00	1.00	mix of 10YR 2/1 black sand, 10YR 5/8 yellowish brown sand, 2.5Y 4/2 dark grayish brown sand, 7.5YR 5/8 strong brown sandy clay, and 2.5Y 4/2 dark grayish brown sandy clay	
3f	C	13		I	0.00	0.20	10YR 2/1 black sand with road gravels	
3f	C	13		II	0.20	0.60	10YR 5/2 grayish brown sand with gravels	
3f	C	13		III	0.60	1.00	7.5YR 5/8 strong brown sandy clay with gravels	
3f	C	14					Not Excavated	slope, above ravine
3f	C	15					Not Excavated	ravine
3f	C	16					Not Excavated	ravine
3f	C	17					Not Excavated	ravine
3f	C	18					Not Excavated	ravine
3f	C	19		I	0.00	0.20	10YR 2/1 black sand and roots	
3f	C	19		II	0.20	0.30	2.5Y 4/2 dark grayish brown sand	
3f	C	19		III	0.30	0.70	7.5YR 5/6 strong brown sandy clay loam	
3f	C	20		I	0.00	0.70	10YR 2/1 black and root	
3f	C	20		II	0.70	1.00	7.5YR 5/6 strong brown sandy clay with gravels	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3f	C	20		III	1.00	1.30	7.5YR 5/8 strong brown sandy clay with gravels	on ridge top
3f	C	21		I	0.00	0.50	10YR 2/1 black and root	
3f	C	21		II	0.50	0.70	7.5YR 5/6 strong brown sandy clay with gravels	
3f	C	21		III	0.70	0.80	7.5YR 5/8 strong brown sandy clay with gravels	terminated - root impasse, on ridge top
3f	C	22		I	0.00	2.00	10YR 2/1 black sand with pockets and lenses of 7.5YR 5/8 strong brown and charcoal	
3f	C	23		I	0.00	0.30	10YR 2/1 sand root mat	
3f	C	23		II	0.30	0.40	10YR 4/3 brown sand	
3f	C	23		III	0.40	0.60	7.5YR 5/6 strong brown sandy clay	
3f	C	24		I	0.00	0.10	10YR 4/3 brown sandy clay with gravels	
3f	C	24		II	0.10	0.70	10YR 4/3 brown sandy clay with 10YR 6/8 brownish yellow clay	
3f	C	24		III	0.70	1.10	10YR 6/8 brownish yellow clay	
3f	C	25	East	I	0.00	0.70	10YR 2/1 black sand and humus	
3f	C	25	East	II	0.70	1.10	10YR 4/4 dark yellowish brown sand	
3f	C	25	North	I	0.00	0.80	mix of 10YR 2/1 black sand with coal and charcoal, 10YR 4/2 dark grayish brown sand, and 7.5YR 5/6 strong brown sandy clay	
3f	C	25	North	II	0.80	1.10	10YR 2/1 black sand with coal and charcoal	
3f	C	25	North	III	1.10	1.40	10YR 4/2 dark grayish brown sand	
3f	C	25	North	IV	1.40	1.70	7.5YR 5/6 strong brown sandy clay	
3f	C	25	South	I	0.00	0.15	10YR 2/1 black sand and humus	
3f	C	25	South	II	0.15	0.50	7.5YR 5/6 strong brown sandy clay with gravels	
3f	C	25	West	I	0.00	0.40	10YR 2/1 black sand with coal	
3f	C	25	West	II	0.40	1.00	7.5YR 5/6 strong brown sandy clay	
3f	C	25		I	0.00	0.60	10YR 2/1 black sand	cut nail
3f	C	25		II	0.60	1.00	mix of 10YR 4/3 brown sand with 10YR 2/1 black sand	
3f	C	25		III	1.00	1.30	7.5YR 5/6 strong brown sandy clay	disturbed
3f	C	26					Not Excavated	push pile, slope
3f	C	27					Not Excavated	push pile, slope
3f	C	28					Not Excavated	push pile, slope
3f	C	29					Not Excavated	push pile, slope
3f	C	30					Not Excavated	push pile, slope
3f	C	31					Not Excavated	push pile, slope
3f	C	32					Not Excavated	push pile, slope
3f	C	33					Not Excavated	push pile, slope
3f	C	34					Not Excavated	push pile, slope
3f	C	35					Not Excavated	push pile, slope
3f	C	36					Not Excavated	push pile, slope
3f	C	37					Not Excavated	push pile, slope
3f	C	38					Not Excavated	push pile, slope
3f	C	39					Not Excavated	push pile, slope
3f	C	40					Not Excavated	push pile, slope
3f	C	41					Not Excavated	push pile, slope
3f	C	42					Not Excavated	push pile, slope
3f	C	43					Not Excavated	push pile, slope

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3f	C	44					Not Excavated	push pile, slope
3f	C	45					Not Excavated	push pile, slope
3f	C	46					Not Excavated	push pile, slope
3f	C	47					Not Excavated	push pile, slope
3f	C	48					Not Excavated	push pile, slope
3f	C	49					Not Excavated	push pile, slope
3f	C	50					Not Excavated	push pile, slope
3f	C	51					Not Excavated	push pile, slope
3f	C	52					Not Excavated	push pile, slope
3f	C	53					Not Excavated	push pile, slope
3f	C	54					Not Excavated	push pile, slope
3f	C	55					Not Excavated	slope, buried utilities
3f	C	56					Not Excavated	slope, buried utilities
3f	C	57					Not Excavated	slope, buried utilities
3f	C	58					Not Excavated	slope, buried utilities
3f	C	59					Not Excavated	slope, buried utilities
3f	C	60					Not Excavated	slope, buried utilities
3f	C	61					Not Excavated	slope, buried utilities
3f	C	62					Not Excavated	slope, buried utilities
3f	C	63					Not Excavated	slope, buried utilities
3f	C	64					Not Excavated	slope, buried utilities
3f	C	65					Not Excavated	slope, buried utilities
3f	C	66					Not Excavated	slope, buried utilities
3f	C	67					Not Excavated	slope, buried utilities
3f	C	68					Not Excavated	slope, buried utilities
3f	C	69					Not Excavated	slope, buried utilities
3f	C	70					Not Excavated	slope, buried utilities
3f	C	71					Not Excavated	slope, buried utilities
3f	C	72					Not Excavated	slope, buried utilities
3f	C	73					Not Excavated	slope, buried utilities
3f	C	74					Not Excavated	slope, buried utilities
3f	C	75					Not Excavated	slope, buried utilities
3f	C	76					Not Excavated	slope, buried utilities
3f	C	77					Not Excavated	slope, buried utilities
3f	D	3		I	0.00	0.30	10YR 2/1 black sand and root mat	
3f	D	3		II	0.30	0.50	10YR 4/4 dark yellowish brown sand and gravels	
3f	D	3		III	0.50	0.80	7.5YR 5/6 strong brown sandy clay and gravels	
3f	D	4					Not Excavated	tire/ refuse dump
3f	D	5		I	0.00	0.40	10YR 2/1 black sand and root mass	
3f	D	5		II	0.40	0.70	10YR 4/3 brown sand	terminated - root impasse
3f	D	6		I	0.00	0.20	10YR 2/1 black sand and root mass	
3f	D	6		II	0.20	0.60	10YR 4/3 brown sand with pockets of 7.5YR 5/6 strong brown sandy clay	
3f	D	6		III	0.60	1.00	7.5YR 5/6 strong brown sandy clay	
3f	D	7		I	0.00	0.30	10YR 2/1 black sand and root mat	
3f	D	7		II	0.30	0.40	10YR 5/2 grayish brown sand	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3f	D	7		III	0.40	0.80	2.5Y 5/4 dark grayish brown sandy clay with gravels	
3f	D	8					Not Excavated	slope, buried utilities
3f	D	15					Not Excavated	ridge to west of road
3f	D	16					Not Excavated	slope
3f	D	17					Not Excavated	in road
3f	D	18					Not Excavated	in road
3f	D	19					Not Excavated	slope
3f	D	20		I	0.00	0.10	10YR 2/1 black root mat and sand	
3f	D	20		II	0.10	0.30	mix of 10YR 4/4 dark yellowish brown sand and 7.5YR 5/8 strong brown sandy clay	
3f	D	20		III	0.30	0.70	7.5YR 5/8 strong brown sandy clay	
3f	D	21					Not Excavated	in road
3f	D	22					Not Excavated	slope
3f	D	23					Not Excavated	steep slope
3f	D	24					Not Excavated	steep slope
3f	D	25		I	0.00	0.50	10YR 2/1 black sand and humus	
3f	D	25		II	0.50	0.90	10YR 4/4 dark yellowish brown sand	
3f	D	25		III	0.90	1.20	10YR 6/8 brownish yellow sandy clay	
3f	D	26					Not Excavated	outside project area
3f	D	27					Not Excavated	outside project area
3f	D	28					Not Excavated	push pile
3f	D	29		I	0.00	0.20	10YR 2/1 black sand and humus	
3f	D	29		II	0.20	0.40	10YR 4/4 dark yellowish brown sand	
3f	D	29		III	0.40	0.70	10YR 6/8 brownish yellow sandy clay	
3f	D	30		I	0.00	0.20	10YR 2/1 black sand and humus	
3f	D	30		II	0.20	0.30	10YR 4/4 dark yellowish brown sand with 50% gravels	
3f	D	30		III	0.30	0.70	10YR 6/8 brownish yellow sandy clay	
3f	D	31		I	0.00	0.10	10YR 2/1 black sand and humus	
3f	D	31		II	0.10	0.40	10YR 4/4 dark yellowish brown sand	
3f	D	31		III	0.40	1.00	10YR 6/8 brownish yellow sandy clay with 50% gravels	
3f	D	32		I	0.00	0.30	10YR 2/1 black sand and humus	
3f	D	32		II	0.30	0.70	10YR 4/6 dark yellowish brown sand	
3f	D	32		III	0.70	1.20	10YR 6/8 brownish yellow sandy clay	
3f	D	33		I	0.00	0.10	10YR 2/1 black sand and humus	
3f	D	33		II	0.10	0.20	10YR 4/4 dark yellowish brown sand	
3f	D	33		III	0.20	0.70	10YR 6/8 brownish yellow sandy clay	
3f	D	34		I	0.00	0.10	10YR 2/1 black sand and roots	
3f	D	34		II	0.10	0.50	10YR 4/6 dark yellowish brown sand	
3f	D	34		III	0.50	1.00	10YR 6/8 brownish yellow sandy clay	
3f	D	35		I	0.00	0.20	10YR 2/1 black sand and roots	
3f	D	35		II	0.20	0.60	10YR 4/6 dark yellowish brown sand	
3f	D	35		III	0.60	1.10	10YR 6/8 brownish yellow sandy clay	
3f	D	36		I	0.00	0.30	10YR 2/1 black sand and roots	
3f	D	36		II	0.30	0.50	10YR 4/6 dark yellowish brown sand	
3f	D	36		III	0.50	0.70	10YR 6/8 brownish yellow sandy clay	terminated - root impasse
3f	D	37		I	0.00	0.20	10YR 2/1 black sand and roots	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3f	D	37		II	0.20	0.40	10YR 4/6 dark yellowish brown sand	
3f	D	37		III	0.40	0.80	10YR 6/8 brownish yellow sandy clay	
3f	D	38		I	0.00	0.40	10YR 2/1 black sand and roots	
3f	D	38		II	0.40	0.80	10YR 4/6 dark yellowish brown sand	
3f	D	38		III	0.80	1.20	10YR 6/8 brownish yellow sandy clay	
3f	D	39		I	0.00	0.30	10YR 2/1 black sand and roots	
3f	D	39		II	0.30	0.70	10YR 4/6 dark yellowish brown sand	terminated - root impasse
3f	D	40		I	0.00	0.20	10YR 2/1 black sand	
3f	D	40		II	0.20	0.70	10YR 4/4 dark yellowish brown sand	
3f	D	40		III	0.70	1.10	10YR 6/8 brownish yellow sandy clay	slope
3f	D	41		I	0.00	0.10	10YR 2/1 black sand	
3f	D	41		II	0.10	0.30	10YR 4/4 dark yellowish brown sand	
3f	D	41		III	0.30	0.80	10YR 6/8 brownish yellow sandy clay	slope
3f	D	42		I	0.00	0.10	10YR 2/1 black sand	
3f	D	42		II	0.10	0.40	10YR 4/4 dark yellowish brown sand	
3f	D	42		III	0.40	0.90	10YR 6/8 brownish yellow sandy clay	slope
3f	D	43		I	0.00	0.10	10YR 2/1 black sand	
3f	D	43		II	0.10	0.40	10YR 4/4 dark yellowish brown sand	
3f	D	43		III	0.40	1.00	10YR 6/8 brownish yellow sandy clay	slope
3f	D	44					Not Excavated	slope
3f	D	45		I	0.00	0.30	10YR 2/1 black sand	
3f	D	45		II	0.30	0.60	10YR 4/4 dark yellowish brown sand	
3f	D	45		III	0.60	1.00	10YR 6/8 brownish yellow sandy clay	
3f	D	46	East	I	0.00	0.40	10YR 2/1 black sand and root mass	
3f	D	46	East	II	0.40	0.80	10YR 4/4 dark yellowish brown sand with gravels	
3f	D	46	East	III	0.80	1.10	7.5YR 5/6 strong brown sandy clay with gravels	
3f	D	46	North	I	0.00	0.30	10YR 2/1 black sand and root mat	
3f	D	46	North	II	0.30	0.50	10YR 4/4 dark yellowish brown sand	
3f	D	46	North	III	0.50	1.10	10YR 6/8 brownish yellow sandy clay	
3f	D	46	South	I	0.00	0.40	10YR 2/1 black sand and root mass	
3f	D	46	South	II	0.40	0.80	10YR 4/4 dark yellowish brown sand with gravels	
3f	D	46	South	III	0.80	1.20	7.5YR 5/6 strong brown sandy clay with gravels	
3f	D	46	West				Not Excavated	write-off
3f	D	46		I	0.00	0.30	10YR 2/1 black sand with humus	
3f	D	46		II	0.30	0.60	10YR 4/4 dark yellowish brown sand	
3f	D	46		III	0.60	0.90	10YR 6/8 brownish yellow sandy clay	atop possible earthwork
3f	D	47		I	0.00	0.30	10YR 2/1 black sand with humus	
3f	D	47		II	0.30	0.40	10YR 4/4 dark yellowish brown sand	
3f	D	47		III	0.40	1.00	10YR 6/8 brownish yellow sandy clay	north of possible earthwork
3f	D	48		I	0.00	0.10	10YR 2/1 black sand with humus	
3f	D	48		II	0.10	0.50	10YR 4/4 dark yellowish brown sand	
3f	D	48		III	0.50	1.00	10YR 6/8 brownish yellow sandy clay	
3f	D	49		I	0.00	0.20	10YR 2/1 black sand with humus	
3f	D	49		II	0.20	0.60	10YR 4/4 dark yellowish brown sand	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3f	D	49		III	0.60	0.90	10YR 6/8 brownish yellow sandy clay	gentle slope down to edge of ridge top
3f	D	50		I	0.00	0.30	10YR 2/1 black sand with humus	
3f	D	50		II	0.30	0.40	10YR 4/4 dark yellowish brown sand	
3f	D	50		III	0.40	0.60	10YR 6/8 brownish yellow sandy clay	terminated - root impasse
3f	D	51		I	0.00	0.20	10YR 2/1 black sand with humus	
3f	D	51		II	0.20	0.60	10YR 4/4 dark yellowish brown sand	
3f	D	51		III	0.60	1.00	10YR 6/8 brownish yellow sandy clay	gentle slope
3f	D	52		I	0.00	0.30	10YR 2/1 black sand	
3f	D	52		II	0.30	0.60	10YR 4/4 dark yellowish brown sand with gravels	
3f	D	52		III	0.60	1.10	10YR 6/8 brownish yellow sandy clay with gravels	gentle slope down
3f	D	53		I	0.00	0.30	10YR 2/1 black sand	
3f	D	53		II	0.30	0.70	10YR 4/4 dark yellowish brown sand with gravels	
3f	D	53		III	0.70	1.00	10YR 6/8 brownish yellow sandy clay with gravels	
3f	D	54		I	0.00	0.30	10YR 2/1 black sand	
3f	D	54		II	0.30	0.60	10YR 4/4 dark yellowish brown sand with gravels	
3f	D	54		III	0.60	1.00	10YR 6/8 brownish yellow sandy clay with gravels	level upland
3f	D	55		I	0.00	0.40	10YR 2/1 black sand	
3f	D	55		II	0.40	0.80	10YR 4/4 dark yellowish brown sand with gravels	
3f	D	55		III	0.80	1.00	10YR 6/8 brownish yellow sandy clay with gravels	terminated - root impasse, level upland
3f	D	56		I	0.00	0.20	10YR 2/1 black sand	
3f	D	56		II	0.20	0.40	10YR 4/4 dark yellowish brown sand with gravels	
3f	D	56		III	0.40	0.90	10YR 6/8 brownish yellow sandy clay with gravels	
3f	D	57					Not Excavated	slopes and water
3f	D	58					Not Excavated	slopes and water
3f	D	59					Not Excavated	slopes and water
3f	D	60					Not Excavated	slopes and water
3f	D	61					Not Excavated	slopes and water
3f	D	62					Not Excavated	slopes and water
3f	D	63		I	0.00	0.40	10YR 2/1 black sand and roots	
3f	D	63		II	0.40	0.80	10YR 4/4 dark yellowish brown sand and gravels	
3f	D	63		III	0.80	1.10	7.5YR 5/6 strong brown sandy clay	
3f	D	64		I	0.00	0.40	10YR 2/1 black sand and humus with 50% gravels	
3f	D	64		II	0.40	0.60	10YR 4/2 dark grayish brown sand with 50% gravels	
3f	D	64		III	0.60	1.00	7.5YR 5/6 strong brown sandy clay with 50% gravels	
3f	D	65		I	0.00	0.20	10YR 2/1 black sand and humus with 50% gravels	
3f	D	65		II	0.20	0.30	10YR 4/2 dark grayish brown compacted sand with 50% gravels	
3f	D	65		III	0.30	0.60	7.5YR 5/6 strong brown sandy clay with 50% gravels	
3f	D	66		I	0.00	0.30	10YR 2/1 black sand and humus with 50% gravels	
3f	D	66		II	0.30	0.50	10YR 4/2 dark grayish brown sand with 50% gravels	
3f	D	66		III	0.50	0.90	7.5YR 5/6 strong brown sandy clay with 50% gravels	
3f	D	67		I	0.00	0.20	10YR 2/1 black sand and humus with 50% gravels	
3f	D	67		II	0.20	0.30	10YR 4/2 dark grayish brown sand with 50% gravels	
3f	D	67		III	0.30	0.70	7.5YR 5/6 strong brown sandy clay with 50% gravels	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3f	D	68		I	0.00	0.10	10YR 2/1 black sand and humus with 50% gravels	
3f	D	68		II	0.10	0.30	10YR 4/2 dark grayish brown sand with 50% gravels	
3f	D	68		III	0.30	0.80	7.5YR 5/6 strong brown sandy clay with 50% gravels	
3f	D	69					Not Excavated	on slope
3f	D	70		I	0.00	0.10	10YR 2/1 black sand and humus	
3f	D	70		II	0.10	0.50	10YR 4/4 dark yellowish brown sand	
3f	D	70		III	0.50	0.90	7.5YR 5/6 strong brown sandy clay with gravels	
3f	D	71		I	0.00	0.10	10YR 4/2 dark grayish brown sand and humus	
3f	D	71		II	0.10	0.40	10YR 4/2 dark grayish brown sand	
3f	D	71		III	0.40	0.90	10YR 6/8 brownish yellow sand	
3f	D	72		I	0.00	0.20	10YR 4/2 dark grayish brown sand and humus	
3f	D	72		II	0.20	0.60	10YR 4/2 dark grayish brown sand	
3f	D	72		III	0.60	1.00	10YR 6/8 brownish yellow sand	
3f	D	73		I	0.00	0.10	10YR 4/2 dark grayish brown sand and humus	
3f	D	73		II	0.10	0.30	10YR 4/2 dark grayish brown sand	
3f	D	73		III	0.30	0.80	10YR 6/8 brownish yellow sand	
3f	D	74					Not Excavated	ravine
3f	D	75					Not Excavated	ravine
3f	E	16					Not Excavated	steep slope
3f	E	17		I	0.00	0.10	10YR 2/1 black sand and root mat	
3f	E	17		II	0.10	0.30	10YR 4/4 dark yellowish brown sand	
3f	E	17		III	0.30	1.00	7.5YR 5/6 strong brown sand with 25-50% gravels	
3f	E	18					Not Excavated	wet
3f	E	19		I	0.00	0.40	10YR 2/1 black sand and root mat	
3f	E	19		II	0.40	0.80	10YR 4/2 dark grayish brown sand	
3f	E	19		III	0.80	1.20	7.5YR 5/6 strong brown sandy clay	
3f	E	20		I	0.00	0.20	10YR 2/1 black sand and root mat	
3f	E	20		II	0.20	0.40	10YR 4/2 dark grayish brown sand	
3f	E	20		III	0.40	1.00	7.5YR 5/6 strong brown sandy clay	
3f	E	21		I	0.00	0.10	10YR 2/1 black sand and root mat	
3f	E	21		II	0.10	0.40	10YR 4/2 dark grayish brown sand	
3f	E	21		III	0.40	1.00	7.5YR 5/6 strong brown sandy clay	
3f	F	16					Not Excavated	steep slope
3f	F	17		I	0.00	0.10	10YR 2/1 black sand and root mat	
3f	F	17		II	0.10	0.50	10YR 4/4 dark yellowish brown sand	
3f	F	17		III	0.50	1.10	7.5YR 5/6 strong brown sand with 25-50% gravels	
3f	F	18					Not Excavated	wet
3f	F	19		I	0.00	0.30	10YR 2/1 black sand and root mat	
3f	F	19		II	0.30	0.70	10YR 4/4 dark yellowish brown sand	
3f	F	19		III	0.70	1.00	7.5YR 5/6 strong brown sandy clay	
3f	F	20		I	0.00	0.20	10YR 2/1 black sand and root mat	
3f	F	20		II	0.20	0.50	10YR 4/2 dark grayish brown sand	
3f	F	20		III	0.50	0.90	7.5YR 5/6 strong brown sandy clay	
3f	F	21		I	0.00	0.20	10YR 2/1 black sand and root mat	
3f	F	21		II	0.20	0.30	10YR 4/2 dark grayish brown sand	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3f	F	21		III	0.30	0.90	7.5YR 5/6 strong brown sandy clay	
3f	G	16					Not Excavated	steep slope
3f	G	17		I	0.00	0.10	10YR 2/1 black sand and root mat	
3f	G	17		II	0.10	0.30	10YR 4/4 dark yellowish brown sand	
3f	G	17		III	0.30	1.10	10YR 6/8 brownish yellow sand with 25-50% gravels	
3f	G	18					Not Excavated	wet
3f	G	19					Not Excavated	slope
3f	G	20					Not Excavated	slope
3f	G	21		I	0.00	0.30	10YR 2/1 black sand and root mat	
3f	G	21		II	0.30	0.70	10YR 4/2 dark grayish brown sand	
3f	G	21		III	0.70	1.10	7.5YR 5/6 strong brown sandy clay	
3f	H	16					Not Excavated	steep slope
3f	H	17		I	0.00	0.20	10YR 4/2 dark grayish brown sand with gravels	
3f	H	17		II	0.20	0.60	10YR 4/4 dark yellowish brown sand with gravels	
3f	H	17		III	0.60	1.00	10YR 6/8 brownish yellow sand with gravels	terminated - root impasse, wet
3f	H	18					Not Excavated	wet
3f	H	19					Not Excavated	slope
3f	H	20					Not Excavated	slope
3f	H	21		I	0.00	0.30	10YR 2/1 black sand and root mat	
3f	H	21		II	0.30	0.70	10YR 4/2 dark grayish brown sand	terminated - root impasse
3f	I	1		I	0.00	0.10	10YR 2/1 black sand	
3f	I	1		II	0.10	0.20	10YR 4/6 dark yellowish brown sand	
3f	I	1		III	0.20	1.20	10YR 6/8 brownish yellow sandy clay with gravels	
3f	I	2					Not Excavated	steep slope
3f	I	3					Not Excavated	steep slope
3f	I	4					Not Excavated	steep slope
3f	I	5					Not Excavated	steep slope
3f	I	6					Not Excavated	steep slope
3f	I	7					Not Excavated	steep slope
3f	I	8					Not Excavated	steep slope
3f	I	9					Not Excavated	steep slope
3f	I	10					Not Excavated	steep slope
3f	J	1					Not Excavated	ravine
3f	J	2					Not Excavated	ravine
3f	J	3					Not Excavated	ravine
3f	J	4					Not Excavated	eroded road cut
3f	J	5					Not Excavated	eroded road cut
3f	J	6					Not Excavated	eroded road cut
3f	J	7					Not Excavated	eroded road cut
3f	J	8					Not Excavated	eroded road cut
3f	J	9					Not Excavated	eroded road cut
3f	J	10					Not Excavated	eroded road cut
3f	K	1					Not Excavated	ravine, slope
3f	K	2					Not Excavated	ravine, slope
3f	K	3					Not Excavated	ravine, slope

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3f	K	4					Not Excavated	ravine, slope
3f	K	5					Not Excavated	ravine, slope
3f	K	6					Not Excavated	ravine, slope
3f	K	7					Not Excavated	ravine, slope
3f	K	8					Not Excavated	ravine, slope
3f	K	9					Not Excavated	ravine, slope
3f	K	10					Not Excavated	ravine, slope
3f	K	11					Not Excavated	ravine, slope
3f	K	12					Not Excavated	ravine, slope
3f	K	13					Not Excavated	ravine, slope
3f	K	14					Not Excavated	ravine, slope
3f	K	15					Not Excavated	ravine, slope
3f	K	16					Not Excavated	ravine, slope
3f	K	17					Not Excavated	ravine, slope
3f	K	18					Not Excavated	ravine, slope
3f	K	19					Not Excavated	ravine, slope
3f	K	20					Not Excavated	ravine, slope
3f	K	21					Not Excavated	ravine, slope
3f	K	22					Not Excavated	ravine, slope
3f	K	23					Not Excavated	ravine, slope
3f	K	24		I	0.00	0.10	10YR 2/1 black organic loam	
3f	K	24		II	0.10	0.70	10YR 6/6 brownish yellow clay loam with 25% gravels	
3f	K	24		III	0.70	1.00	10YR 6/6 brownish yellow clay with 25% gravels	
3f	K	25		I	0.00	0.10	10YR 2/1 black organic loam	
3f	K	25		II	0.10	0.70	10YR 6/6 brownish yellow clay loam with 25% gravels	
3f	K	25		III	0.70	1.00	10YR 6/6 brownish yellow clay with 25% gravels	
3f	K	26		I	0.00	0.20	10YR 2/1 black organic loam	
3f	K	26		II	0.20	0.60	10YR 6/6 brownish yellow clay loam with 25% gravels	
3f	K	26		III	0.60	1.00	10YR 6/6 brownish yellow clay with 25% gravels	
3f	K	27					Not Excavated	ravine, slope
3f	K	28		I	0.00	0.40	10YR 2/1 black sand and root mass	
3f	K	28		II	0.40	0.60	10YR 4/4 dark yellowish brown sand with gravels	
3f	K	28		III	0.60	1.00	7.5YR 5/6 strong brown sandy clay with gravels	
3f	K	29		I	0.00	0.10	10YR 2/1 black organic loam	
3f	K	29		II	0.10	0.60	10YR 6/6 brownish yellow clay loam with 25% gravels	
3f	K	29		III	0.60	0.90	10YR 6/6 brownish yellow clay with 25% gravels	
3f	K	30		I	0.00	0.10	10YR 2/1 black organic loam	
3f	K	30		II	0.10	0.70	10YR 6/6 brownish yellow clay loam with 25% gravels	
3f	K	30		III	0.70	1.10	10YR 6/6 brownish yellow clay with 25% gravels	
3f	L	2					Not Excavated	ravine, slope
3f	L	3					Not Excavated	ravine, slope
3f	L	4					Not Excavated	ravine, slope
3f	L	5					Not Excavated	ravine, slope
3f	L	6					Not Excavated	ravine, slope
3f	L	7					Not Excavated	ravine, slope

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3f	L	8					Not Excavated	ravine, slope
3f	L	9					Not Excavated	ravine, slope
3f	L	10					Not Excavated	ravine, slope
3f	L	11					Not Excavated	ravine, slope
3f	L	12					Not Excavated	ravine, slope
3f	L	13					Not Excavated	ravine, slope
3f	L	14					Not Excavated	ravine, slope
3f	L	15					Not Excavated	ravine, slope
3f	L	16					Not Excavated	ravine, slope
3f	L	17					Not Excavated	ravine, slope
3f	L	18					Not Excavated	ravine, slope
3f	L	19					Not Excavated	ravine, slope
3f	L	20		I	0.00	0.10	10YR 2/1 black sand and humus	
3f	L	20		II	0.10	0.50	7.5YR 5/6 strong brown sandy clay with 50% gravels	
3f	L	21		I	0.00	0.10	10YR 2/1 black organic loam	
3f	L	21		II	0.10	0.60	10YR 6/6 brownish yellow clay loam with 25% gravels	terminated - root impasse
3f	L	22		I	0.00	0.20	10YR 2/1 black organic loam	
3f	L	22		II	0.20	0.70	10YR 6/6 brownish yellow clay loam with 25% gravels	
3f	L	22		III	0.70	1.00	10YR 6/6 brownish yellow clay with 25% gravels	
3f	L	23		I	0.00	0.10	10YR 2/1 black organic loam	
3f	L	23		II	0.10	0.80	10YR 6/6 brownish yellow clay loam with 25% gravels	
3f	L	23		III	0.80	1.20	10YR 6/6 brownish yellow clay with 25% gravels	
3f	L	24					Not Excavated	ravine, slope
3f	L	25					Not Excavated	ravine
3f	L	26					Not Excavated	ravine
3f	L	27		I	0.00	0.10	10YR 2/1 black sand and root mass	
3f	L	27		II	0.10	0.20	10YR 4/4 dark yellowish brown sand with gravels	
3f	L	27		III	0.20	0.70	7.5YR 5/6 strong brown sandy clay with gravels	
3f	L	28		I	0.00	0.50	10YR 2/1 black sand and root mass	
3f	L	28		II	0.50	0.80	10YR 4/4 dark yellowish brown sand with gravels	
3f	L	28		III	0.80	1.10	7.5YR 5/6 strong brown sandy clay with gravels	
3f	L	29		I	0.00	0.50	10YR 2/1 black sand and root mass	
3f	L	29		II	0.50	0.80	10YR 4/4 dark yellowish brown sand with gravels	
3f	L	29		III	0.80	1.10	7.5YR 5/6 strong brown sandy clay with gravels	
3f	L	30		I	0.00	0.50	10YR 2/1 black sand and root mass	
3f	L	30		II	0.50	0.80	10YR 4/4 dark yellowish brown sand with gravels	
3f	L	30		III	0.80	1.10	7.5YR 5/6 strong brown sandy clay with gravels	
3f	M	1		I	0.00	0.90	10YR 4/3 brown silty sand	
3f	M	1		II	0.90	1.10	10YR 2/1 black with 10YR 6/6 brownish yellow silty sand	
3f	M	1		III	1.10	1.50	10YR 6/6 brownish yellow silty sand	
3f	M	2					Not Excavated	disturbed/utilities
3f	M	3					Not Excavated	disturbed/utilities
3f	M	4					Not Excavated	disturbed/utilities
3f	M	5					Not Excavated	disturbed/utilities
3f	M	6					Not Excavated	disturbed/utilities

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
3f	N	1		I	0.00	0.40	10YR 4/3 brown silty sand	
3f	N	1		II	0.40	0.80	10YR 6/6 brownish yellow silty sand	
3f	N	2					Not Excavated	railroad berm
3f	N	3		I	0.00	0.40	10YR 4/3 brown silty sand	
3f	N	3		II	0.40	0.80	10YR 6/6 brownish yellow silty sand	
3f	N	4		I	0.00	0.30	10YR 4/3 brown silty sand	
3f	N	4		II	0.30	0.70	10YR 6/6 brownish yellow silty sand	
3f	N	5		I	0.00	0.40	10YR 4/3 brown silty sand	
3f	N	5		II	0.40	0.80	10YR 6/6 brownish yellow silty sand	
3f	N	6		I	0.00	0.20	10YR 4/3 brown silty sand	
3f	N	6		II	0.20	0.60	10YR 6/6 brownish yellow silty sand	
3f	N	7		I	0.00	0.30	10YR 4/3 brown silty sand	
3f	N	7		II	0.30	0.90	10YR 6/6 brownish yellow silty sand	
3f	N	8		I	0.00	0.20	10YR 4/3 brown silty sand	
3f	N	8		II	0.20	0.60	10YR 6/6 brownish yellow silty sand	
3f	N	9		I	0.00	0.30	10YR 4/3 brown silty sand	
3f	N	9		II	0.30	0.70	10YR 6/6 brownish yellow silty sand	
3f	N	10		I	0.00	0.30	10YR 4/3 brown silty sand	
3f	N	10		II	0.30	0.70	10YR 6/6 brownish yellow silty sand	
3f	N	11		I	0.00	0.20	10YR 4/3 brown silty sand	
3f	N	11		II	0.20	0.60	10YR 6/6 brownish yellow silty sand	
3f	N	12		I	0.00	0.10	10YR 4/3 brown silty sand	
3f	N	12		II	0.10	0.50	10YR 6/6 brownish yellow silty sand	
3f	N	13		I	0.00	0.20	10YR 4/3 brown silty sand	
3f	N	13		II	0.20	0.60	10YR 6/6 brownish yellow silty sand	
3f	N	14		I	0.00	0.30	10YR 4/3 brown silty sand	
3f	N	14		II	0.30	0.60	10YR 6/6 brownish yellow silty sand	
3f	N	15		I	0.00	0.30	10YR 4/3 brown silty sand	
3f	N	15		II	0.30	0.70	10YR 6/6 brownish yellow silty sand	
3f	N	16		I	0.00	0.20	10YR 3/4 dark yellowish brown silty sand	
3f	N	16		II	0.20	0.60	10YR 6/6 brownish yellow silty sand	
3f	N	17		I	0.00	0.30	10YR 3/4 dark yellowish brown silty sand	
3f	N	17		II	0.30	0.70	10YR 6/6 brownish yellow silty sand	
3f	N	18		I	0.00	0.20	10YR 3/4 dark yellowish brown silty sand	
3f	N	18		II	0.20	0.70	10YR 6/6 brownish yellow silty sand	
3f	N	19		I	0.00	0.30	10YR 3/4 dark yellowish brown silty sand	
3f	N	19		II	0.30	0.70	10YR 6/6 brownish yellow silty sand	
3f	N	20		I	0.00	0.20	10YR 3/4 dark yellowish brown silty sand	
3f	N	20		II	0.20	0.60	10YR 6/6 brownish yellow silty sand	
3f	N	21		I	0.00	0.30	10YR 3/4 dark yellowish brown silty sand	
3f	N	21		II	0.30	0.70	10YR 6/6 brownish yellow silty sand	
3f	N	22		I	0.00	0.20	10YR 3/4 dark yellowish brown silty sand	
3f	N	22		II	0.20	0.60	10YR 6/6 brownish yellow silty sand	
3f	N	23		I	0.00	0.30	10YR 3/4 dark yellowish brown silty sand	
3f	N	23		II	0.30	0.80	10YR 6/6 brownish yellow silty sand	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
4b	A	1		I	0.00	0.90	10YR 3/4 dark yellowish brown silt loam	
4b	A	1		II	0.90	1.30	10YR 5/6 yellowish brown silty clay with high percentage of rounded gravel	
4b	A	2		I	0.00	0.90	10YR 3/4 dark yellowish brown silt loam	
4b	A	2		II	0.90	1.30	10YR 5/6 yellowish brown silty clay with high percentage of rounded gravel	
4b	A	3		I	0.00	0.90	10YR 3/4 dark yellowish brown silt loam	
4b	A	3		II	0.90	1.30	10YR 5/6 yellowish brown silty clay with high percentage of rounded gravel	
4b	A	4		I	0.00	0.80	10YR 4/4 dark yellowish brown sandy loam	
4b	A	4		II	0.80	1.20	10YR 5/6 yellowish brown silty clay	
4b	A	5		I	0.00	0.90	10YR 4/4 dark yellowish brown sandy loam	
4b	A	5		II	0.90	1.30	10YR 5/6 yellowish brown silty clay	
4b	A	6		I	0.00	1.00	10YR 4/4 dark yellowish brown sandy loam	
4b	A	6		II	1.00	1.40	10YR 5/6 yellowish brown silty clay	
4d	B	1		I	0.00	0.30	10YR 4/3 brown sandy loam	
4d	B	1		II	0.30	1.50	10YR 6/3 pale brown clay sand with banding and angular gravel	
4d	B	1		III	1.50	1.90	10YR 4/1 dark gray sandy clay	
4d	B	2		I	0.00	0.30	10YR 4/3 brown sandy loam	
4d	B	2		II	0.30	1.00	10YR 6/3 pale brown sandy loam with pockets of various clay	
4d	B	2		III	1.00	1.40	7.5YR 6/6 reddish yellow sandy clay	
4d	B	3		I	0.00	0.30	10YR 4/3 brown sandy loam	
4d	B	3		II	0.30	1.00	10YR 6/3 pale brown sandy loam with pockets of various clay	
4d	B	3		III	1.00	1.40	7.5YR 6/6 reddish yellow sandy clay	
4d	B	4					Not Excavated	narrow berm between access road and slope down to railroad, disturbed
4d	B	5					Not Excavated	narrow berm between access road and slope down to railroad, disturbed
4d	B	6					Not Excavated	narrow berm between access road and slope down to railroad, disturbed
4d	B	7					Not Excavated	narrow berm between access road and slope down to railroad, disturbed
4d	B	8					Not Excavated	narrow berm between access road and slope down to railroad, disturbed
4d	B	9					Not Excavated	narrow berm between access road and slope down to railroad, disturbed
4d	B	10		I	0.00	0.40	10YR 5/3 brown sandy loam	
4d	B	10		II	0.40	1.10	10YR 6/3 pale brown sandy loam with pockets of various clay	
4d	B	10		III	1.10	1.20	10YR 2/1 black sandy loam	
4d	B	10		IV	1.20	1.60	10YR 6/6 brownish yellow sandy clay	
4d	B	11					Not Excavated	ditch/berm at railroad grade
4d	C	1		I	0.00	1.00	2.5Y 4/2 dark grayish brown sandy loam	
4d	C	1		II	1.00	1.40	10YR 6/6 brownish yellow sandy clay	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
4d	C	2					Not Excavated	sewer line and rail grade
4d	C	3					Not Excavated	sewer line and rail grade
4d	C	4					Not Excavated	sewer line and rail grade
4d	C	5					Not Excavated	sewer line and rail grade
4d	C	6					Not Excavated	sewer line and rail grade
4d	C	7					Not Excavated	sewer line and rail grade
4d	C	8		I	0.00	0.90	2.5Y 4/3 olive brown sandy loam	
4d	C	8		II	0.90	1.20	10YR 6/4 light yellowish brown sandy clay	
4d	C	9					Not Excavated	eroded road/sewer line
4d	D	1		I	0.00	0.20	2.5Y 4/2 dark grayish brown sandy loam	
4d	D	1		II	0.20	1.00	7.5YR 5/8 strong brown sandy clay	
4d	D	2		I	0.00	0.20	10YR 4/3 brown sandy loam	
4d	D	2		II	0.20	0.60	7.5YR 6/6 reddish yellow sandy clay	
4d	D	2		III	0.60	1.00	10YR 6/6 brownish yellow sandy clay	
4d	D	3					Not Excavated	push pile
4d	D	4		I	0.00	0.20	10YR 3/3 dark brown sandy loam	
4d	D	4		II	0.20	0.80	10YR 6/6 brownish yellow sandy clay	
4d	E	1		I	0.00	0.30	2.5Y 4/2 dark grayish brown sandy loam	
4d	E	1		II	0.30	1.00	10YR 6/6 brownish yellow sandy clay	
4d	E	2		I	0.00	0.20	2.5Y 4/2 dark grayish brown sandy loam	
4d	E	2		II	0.20	0.80	10YR 6/6 brownish yellow sandy clay	
4d	E	3		I	0.00	0.20	2.5Y 4/2 dark grayish brown sandy loam	
4d	E	3		II	0.20	0.60	10YR 6/6 brownish yellow sandy clay	
4d	E	4		I	0.00	0.20	2.5Y 4/2 dark grayish brown sandy loam	
4d	E	4		II	0.20	1.10	60% 10YR 6/3 pale brown, 20% 10YR 6/8 brownish yellow, and 20% 10YR 2/1 black sandy clay loam	
4d	E	4		III	1.10	1.50	10YR 6/6 brownish yellow sandy clay	
4f	A	1		I	0.00	1.50	Various clumps and bands of 10YR 6/8 brownish yellow, 2.5Y 4/2 dark grayish brown, and 10YR 6/6 brownish yellow sandy loam and sandy clay with 40% gravel	disturbed
4f	A	2		I	0.00	1.50	Various clumps and bands of 10YR 6/8 brownish yellow, 2.5Y 4/2 dark grayish brown, and 10YR 6/6 brownish yellow sandy loam and sandy clay with 40% gravel	disturbed
4f	A	3		I	0.00	1.50	Various clumps and bands of 10YR 6/8 brownish yellow, 2.5Y 4/2 dark grayish brown, and 10YR 6/6 brownish yellow sandy loam and sandy clay with 40% gravel	disturbed
4f	A	4		I	0.00	1.50	Various clumps and bands of 10YR 6/8 brownish yellow, 2.5Y 4/2 dark grayish brown, and 10YR 6/6 brownish yellow sandy loam and sandy clay with 40% gravel	disturbed
4f	A	5		I	0.00	1.50	Various clumps and bands of 10YR 6/8 brownish yellow, 2.5Y 4/2 dark grayish brown, and 10YR 6/6 brownish yellow sandy loam and sandy clay with 40% gravel	disturbed
4f	A	6		I	0.00	1.50	Various clumps and bands of 10YR 6/8 brownish yellow, 2.5Y 4/2 dark grayish brown, and 10YR 6/6 brownish yellow sandy loam and sandy clay with 40% gravel	disturbed
4f	A	7		I	0.00	1.50	Various clumps and bands of 10YR 6/8 brownish yellow, 2.5Y 4/2 dark grayish brown, and 10YR 6/6 brownish yellow sandy loam and sandy clay with 40% gravel	disturbed
4f	A	8		I	0.00	1.50	Various clumps and bands of 10YR 6/8 brownish yellow, 2.5Y 4/2 dark grayish brown, and 10YR 6/6 brownish yellow sandy loam and sandy clay with 40% gravel	disturbed
4f	A	9		I	0.00	1.50	Various clumps and bands of 10YR 6/8 brownish yellow, 2.5Y 4/2 dark grayish brown, and 10YR 6/6 brownish yellow sandy loam and sandy clay with 40% gravel	disturbed
5a	A	1		I	0.00	0.10	2.5Y 5/3 light olive brown clay loam	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
5a	A	1		II	0.10	1.00	2.5Y 6/4 light yellowish brown silty clay	
5a	A	2		I	0.00	0.10	2.5Y 5/3 light olive brown clay loam	
5a	A	2		II	0.10	0.60	2.5Y 6/4 light yellowish brown silty clay	
5a	A	3		I	0.00	0.10	2.5Y 5/3 light olive brown clay loam	
5a	A	3		II	0.10	0.60	2.5Y 6/4 light yellowish brown silty clay	
5a	A	4	East	I	0.00	0.40	2.5Y 5/3 light olive brown clay loam	
5a	A	4	East	II	0.40	1.00	2.5Y 6/4 light yellowish brown silty clay	
5a	A	4	West	I	0.00	0.50	2.5Y 5/3 light olive brown clay loam	
5a	A	4	West	II	0.50	1.00	2.5Y 6/4 light yellowish brown silty clay	
5a	A	4		I	0.00	0.30	2.5Y 5/3 light olive brown clay loam	
5a	A	4		II	0.30	1.00	2.5Y 6/4 light yellowish brown silty clay	
5a	A	5		I	0.00	0.40	2.5Y 5/3 light olive brown clay loam	
5a	A	5		II	0.40	1.00	2.5Y 6/4 light yellowish brown silty clay	
5a	A	6		I	0.00	0.50	2.5Y 5/3 light olive brown clay loam	
5a	A	6		II	0.50	1.00	2.5Y 6/4 light yellowish brown silty clay	
5a	B	1		I	0.00	0.60	2.5 3/3 dark olive brown silt loam with 40% gravel	
5a	B	1		II	0.60	1.00	2.5Y 6/4 light yellowish brown silty clay	
5a	B	2		I	0.00	1.50	mixed sands and clays	disturbed
5a	C	1		I	0.00	0.40	2.5Y 4/3 olive brown sandy loam	
5a	C	1		II	0.40	0.80	10YR 6/6 brownish yellow sandy clay	
5a	C	2		I	0.00	0.60	2.5Y 4/3 olive brown sandy loam	
5a	C	2		II	0.60	1.00	10YR 6/6 brownish yellow sandy clay	
5a	C	3		I	0.00	0.80	2.5Y 4/3 olive brown sandy loam	
5a	C	3		II	0.80	1.20	10YR 6/6 brownish yellow sandy clay	
5a	C	4		I	0.00	0.70	2.5Y 4/3 olive brown sandy loam	
5a	C	4		II	0.70	1.10	10YR 6/6 brownish yellow sandy clay	
5b	U	1		I	0.00	0.30	2.5Y 4/3 olive brown silt loam	
5b	U	1		II	0.30	0.70	7.5YR 5/6 strong brown silty clay	
5b	V	1		I	0.00	0.30	10YR 4/3 brown sandy loam	
5b	V	1		II	0.30	1.00	10YR 5/4 yellowish brown sandy loam mottled with 10YR 6/8 brownish yellow sandy clay and 35% rounded gravels and cobbles	
5b	V	2		I	0.00	0.30	10YR 4/3 brown sandy loam	
5b	V	2		II	0.30	1.00	10YR 5/4 yellowish brown sandy loam mottled with 10YR 6/8 brownish yellow sandy clay and 35% rounded gravels and cobbles	
5b	V	3		I	0.00	0.30	10YR 4/3 brown sandy loam	
5b	V	3		II	0.30	1.00	10YR 5/4 yellowish brown sandy loam mottled with 10YR 6/8 brownish yellow sandy clay and 35% rounded gravels and cobbles	
5b	V	4		I	0.00	0.60	10YR 4/3 brown sandy loam	
5b	V	4		II	0.60	1.00	10YR 5/2 grayish brown mottled with 7.5YR 5/6 strong brown sandy clay	
5b	V	5		I	0.00	0.20	10YR 4/3 brown sandy loam	
5b	V	5		II	0.20	0.80	10YR 5/2 grayish brown mottled with 10YR 5/6 yellowish brown sandy clay and 30% gravel	
5b	V	6					Not Excavated	sewer main
5b	V	7					Not Excavated	creek/stream
5b	V	8		I	0.00	1.30	10YR 4/3 brown sandy loam	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
5b	V	8		II	1.30	1.70	10YR 4/3 brown sandy clay with 40% 7.5YR 4/6 strong brown oxidation	
5b	V	9		I	0.00	1.30	10YR 4/3 brown sandy loam	
5b	V	9		II	1.30	1.70	10YR 6/4 light yellowish brown sandy clay	
5b	W	1		I	0.00	0.30	2.5Y 4/3 olive brown silt loam	
5b	W	1		II	0.30	0.70	7.5YR 5/6 strong brown silty clay	
5b	W	2		I	0.00	0.30	2.5Y 4/3 olive brown silt loam	
5b	W	2		II	0.30	0.70	7.5YR 5/6 strong brown silty clay	
5b	W	3		I	0.00	0.20	2.5Y 4/3 olive brown silt loam	
5b	W	3		II	0.20	0.60	7.5YR 5/6 strong brown silty clay	
5b	W	4		I	0.00	0.20	2.5Y 4/3 olive brown silt loam	
5b	W	4		II	0.20	0.80	7.5YR 5/6 strong brown silty clay	
5b	W	5		I	0.00	0.40	2.5Y 4/3 olive brown sandy loam	
5b	W	5		II	0.40	0.80	10YR 6/6 brownish yellow sandy clay	
5b	W	6		I	0.00	0.40	2.5Y 4/3 olive brown sandy loam	
5b	W	6		II	0.40	0.80	10YR 6/6 brownish yellow sandy clay	
5b	X	1		I	0.00	0.90	2.5Y 4/3 olive brown sandy loam	
5b	X	1		II	0.90	1.30	10YR 6/4 light yellowish brown sandy clay	
5b	X	2		I	0.00	0.90	2.5Y 4/3 olive brown sandy loam	
5b	X	2		II	0.90	1.30	10YR 6/4 light yellowish brown sandy clay	
5b	X	3		I	0.00	0.30	2.5Y 4/3 olive brown sandy loam	
5b	X	3		II	0.30	0.70	10YR 6/4 light yellowish brown sandy clay	
5b	X	4		I	0.00	0.40	2.5Y 4/3 olive brown sandy loam	
5b	X	4		II	0.40	0.80	10YR 6/4 light yellowish brown sandy clay	
5b	X	5		I	0.00	0.20	2.5Y 4/3 olive brown sandy loam	
5b	X	5		II	0.20	0.80	10YR 6/4 light yellowish brown sandy clay	
5b	X	6		I	0.00	0.40	2.5Y 4/3 olive brown sandy loam	
5b	X	6		II	0.40	0.80	10YR 6/4 light yellowish brown sandy clay	
5b	Y	1					Not Excavated	disturbed
5b	Y	2		I	0.00	0.80	10YR 4/3 brown sandy loam	
5b	Y	2		II	0.80	1.20	10YR 6/6 brownish yellow sandy clay	
5b	Y	3		I	0.00	0.70	10YR 4/3 brown sandy loam	
5b	Y	3		II	0.70	1.10	10YR 6/6 brownish yellow sandy clay	
5b	Y	4		I	0.00	0.90	10YR 4/3 brown sandy loam	
5b	Y	4		II	0.90	1.30	10YR 6/6 brownish yellow sandy clay	
5b	Y	5		I	0.00	0.90	10YR 4/3 brown sandy loam	
5b	Y	5		II	0.90	1.30	10YR 6/6 brownish yellow sandy clay	
5b	Z	1		I	0.00	0.60	10YR 4/3 brown sandy loam	
5b	Z	1		II	0.60	1.00	10YR 6/6 brownish yellow sandy clay	
5b	Z	2		I	0.00	0.70	10YR 4/3 brown sandy loam	
5b	Z	2		II	0.70	1.10	10YR 6/6 brownish yellow sandy clay	
5b	Z	3		I	0.00	0.80	10YR 4/3 brown sandy loam	
5b	Z	3		II	0.80	1.20	10YR 6/6 brownish yellow sandy clay	
5b	Z	4		I	0.00	0.40	10YR 4/3 brown sandy loam	
5b	Z	4		II	0.40	0.80	10YR 6/6 brownish yellow sandy clay	
5b	Z	5		I	0.00	0.70	10YR 4/3 brown sandy loam	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
5b	Z	5		II	0.70	1.10	10YR 6/6 brownish yellow sandy clay	
5c	A	1		I	0.00	1.00	10YR 4/4 dark yellowish brown sandy loam	
5c	A	1		II	1.00	1.40	10YR 6/6 brownish yellow sandy clay	
5c	A	2		I	0.00	1.00	10YR 4/4 dark yellowish brown sandy loam	
5c	A	2		II	1.00	1.40	10YR 6/6 brownish yellow sandy clay	
5c	A	3		I	0.00	0.90	10YR 4/4 dark yellowish brown sandy loam	
5c	A	3		II	0.90	1.30	10YR 6/6 brownish yellow sandy clay	
5c	A	4		I	0.00	0.90	10YR 4/4 dark yellowish brown sandy loam	
5c	A	4		II	0.90	1.30	10YR 6/6 brownish yellow sandy clay	
5c	A	5		I	0.00	0.90	10YR 4/4 dark yellowish brown sandy loam	
5c	A	5		II	0.90	1.30	10YR 6/6 brownish yellow sandy clay	
5c	A	6		I	0.00	0.90	10YR 4/4 dark yellowish brown sandy loam	
5c	A	6		II	0.90	1.30	10YR 6/6 brownish yellow sandy clay	
5c	B	1		I	0.00	0.90	10YR 3/4 dark yellowish brown sandy loam	
5c	B	1		II	0.90	1.30	10YR 6/6 brownish yellow sandy clay	
5c	B	2		I	0.00	0.90	10YR 3/4 dark yellowish brown sandy loam	
5c	B	2		II	0.90	1.30	10YR 6/6 brownish yellow sandy clay	
5c	B	3		I	0.00	0.90	10YR 3/4 dark yellowish brown sandy loam	
5c	B	3		II	0.90	1.30	10YR 6/6 brownish yellow sandy clay	
5c	B	4		I	0.00	0.40	10YR 3/4 dark yellowish brown sandy loam	
5c	B	4		II	0.40	0.80	10YR 6/6 brownish yellow sandy clay	
5c	B	5		I	0.00	1.00	10YR 3/4 dark yellowish brown sandy loam	
5c	B	5		II	1.00	1.40	10YR 6/6 brownish yellow sandy clay	
5c	B	6		I	0.00	0.90	10YR 3/4 dark yellowish brown sandy loam	
5c	B	6		II	0.90	1.30	10YR 6/6 brownish yellow sandy clay	
5c	B	7		I	0.00	1.00	10YR 3/4 dark yellowish brown sandy loam	
5c	B	7		II	1.00	1.40	10YR 6/6 brownish yellow sandy clay	
5c	C	1		I	0.00	0.80	10YR 4/3 brown sandy loam	
5c	C	1		II	0.80	1.20	10YR 6/4 light yellowish brown sand	
5c	C	2		I	0.00	0.80	10YR 4/3 brown sandy loam	
5c	C	2		II	0.80	1.20	10YR 6/4 light yellowish brown sand	
5c	C	3		I	0.00	1.10	10YR 4/3 brown sandy loam	
5c	C	3		II	1.10	1.50	10YR 6/4 light yellowish brown sand	
5c	C	4		I	0.00	0.70	10YR 4/3 brown sandy loam	
5c	C	4		II	0.70	1.10	10YR 6/4 light yellowish brown sand	
5c	C	5		I	0.00	0.70	10YR 3/3 dark brown sandy loam	
5c	C	5		II	0.70	1.10	10YR 6/4 light yellowish brown sand	
5c	C	6		I	0.00	0.70	10Y 4/3 brown sandy loam	
5c	C	6		II	0.70	1.10	10YR 6/4 light yellowish brown sand	
5c	C	7		I	0.00	0.70	10Y 4/3 brown sandy loam	
5c	C	7		II	0.70	1.10	10YR 6/4 light yellowish brown sand	
5c	C	12		I	0.00	0.90	2.5Y 3/3 dark olive brown sandy loam	
5c	C	12		II	0.90	1.30	10YR 6/6 brownish yellow sandy clay	
5c	C	13		I	0.00	0.80	2.5Y 3/3 dark olive brown sandy loam	
5c	C	13		II	0.80	1.20	10YR 6/6 brownish yellow sandy clay	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
5c	C	17		I	0.00	0.60	10YR 5/4 yellowish brown sandy loam	
5c	C	17		II	0.60	0.90	10YR 3/3 dark brown sandy loam	
5c	C	17		III	0.90	1.30	10YR 6/4 light yellowish brown compact sandy loam	
5c	C	18					Not Excavated	write off
5c	D	5		I	0.00	1.00	10YR 3/4 dark yellowish brown sandy loam	
5c	D	5		II	1.00	1.40	10YR 6/6 brownish yellow sandy clay	
5c	D	6		I	0.00	0.50	10YR 3/4 dark yellowish brown sandy loam	
5c	D	6		II	0.50	0.90	10YR 6/4 light yellowish brown sand	
5c	D	7		I	0.00	0.60	10YR 3/4 dark yellowish brown sandy loam	
5c	D	7		II	0.60	1.00	10YR 6/4 light yellowish brown sand	
5c	D	8					Not Excavated	drainage
5c	D	9		I	0.00	0.90	2.5Y 3/3 dark olive brown sandy loam	
5c	D	9		II	0.90	1.30	10YR 6/6 brownish yellow sandy clay	
5c	D	10		I	0.00	0.60	10YR 3/4 dark yellowish brown sandy loam	
5c	D	10		II	0.60	1.00	10YR 6/4 light yellowish brown sand	
5c	D	11		I	0.00	0.90	2.5Y 3/3 dark olive brown sandy loam	
5c	D	11		II	0.90	1.30	10YR 6/6 brownish yellow sandy clay	
5c	D	12		I	0.00	1.20	10YR 3/4 dark yellowish brown sandy loam	
5c	D	12		II	1.20	1.60	10YR 6/4 light yellowish brown sand	
5c	D	13		I	0.00	1.20	10YR 3/4 dark yellowish brown sandy loam	
5c	D	13		II	1.20	1.60	10YR 6/4 light yellowish brown sand	
5c	D	14		I	0.00	0.70	10YR 3/4 dark yellowish brown sandy loam	
5c	D	14		II	0.70	1.10	10YR 6/4 light yellowish brown sand	
5c	D	15		I	0.00	0.80	2.5Y 3/3 dark olive brown sandy loam	
5c	D	15		II	0.80	1.20	10YR 6/6 brownish yellow sandy clay	
5c	D	16		I	0.00	0.90	10YR 3/3 dark brown sandy loam	wet
5c	D	16		II	0.90	1.30	10YR 6/4 light yellowish brown sand	wet
5c	D	17		I	0.00	0.90	2.5Y 3/3 dark olive brown sandy loam	
5c	D	17		II	0.90	1.20	10YR 6/6 brownish yellow sandy clay	
5c	D	18					Not Excavated	
5c	E	1		I	0.00	0.30	10YR 3/3 dark brown sandy loam	
5c	E	1		II	0.30	1.00	10YR 6/4 light yellowish brown sandy clay	
5c	E	2					Not Excavated	compacted gravel
5c	E	18					Not Excavated	
5c	F	1		I	0.00	0.30	10YR 3/3 dark brown sandy loam	
5c	F	1		II	0.30	1.00	10YR 6/4 light yellowish brown sandy clay	
5c	F	2					Not Excavated	compacted gravel
5c	G	1		I	0.00	0.80	10YR 3/3 dark brown sandy loam	
5c	G	1		II	0.80	1.20	1YR 6/4 light yellowish brown sandy clay	
5c	G	2					Not Excavated	compacted gravel
5c	G	3					Not Excavated	compacted gravel
5c	H	1		I	0.00	1.00	10YR 4/4 dark yellowish brown sandy loam	
5c	H	1		II	1.00	1.40	10YR 6/4 light yellowish brown silty clay	
5c	H	2		I	0.00	0.90	10YR 4/4 dark yellowish brown sandy loam	
5c	H	2		II	0.90	1.30	10YR 6/4 light yellowish brown silty clay	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
5c	H	3		I	0.00	0.90	10YR 4/4 dark yellowish brown sandy loam	
5c	H	3		II	0.90	1.30	10YR 6/4 light yellowish brown silty clay	
6a	A	1		I	0.00	0.40	10YR 3/2 very dark grayish brown silt loam	
6a	A	1		II	0.40	1.00	85% 10YR 6/1 gray with 15% 10YR 6/4 light yellowish brown sandy clay	
6a	A	2					Not Excavated	inundated
6a	A	3		I	0.00	0.40	10YR 3/2 very dark grayish brown silt loam	
6a	A	3		II	0.40	0.80	10YR 5/1 gray clay sand	water oozing in
6a	A	4		I	0.00	0.40	10YR 3/2 very dark grayish brown silt loam	
6a	A	4		II	0.40	0.80	10YR 5/1 gray clay sand	
6a	A	5		I	0.00	0.30	10YR 3/2 very dark grayish brown silt loam	
6a	A	5		II	0.30	0.70	10YR 5/1 gray clay sand	
6a	A	6					Not Excavated	access road
6a	A	7		I	0.00	0.40	2.5YR 2.5/2 very dusky red sandy loam	
6a	A	7		II	0.40	0.80	10YR 5/1 gray sandy clay	
6a	A	8					Not Excavated	terminated - water oozing in
6a	B	1		I	0.00	0.40	10YR 2/1 black loam	graded with road gravels
6a	C	1		I	0.00	0.20	10YR 2/1 black loam	
6a	C	1		II	0.20	0.70	10YR 4/2 dark grayish brown sandy loam	
6a	C	1		III	0.70	1.00	7.5YR 6/6 reddish yellow mottled with 10YR 5/1 gray clay	
6a	T	1					Not Excavated	grading and utilities
6a	T	2		I	0.00	1.00	2.5Y 2.5/1 black sandy loam	
6a	T	2		II	1.00	1.40	10YR 6/4 light yellowish brown sandy clay	
6a	T	3	East				Not Excavated	ditch
6a	T	3	North	I	0.00	0.80	2.5Y 2.5/1 black sandy loam	
6a	T	3	North	II	0.80	1.20	10YR 6/4 light yellowish brown sandy clay	
6a	T	3	West	I	0.00	0.90	2.5Y 2.5/1 black sandy loam	
6a	T	3	West	II	0.90	1.30	10YR 6/4 light yellowish brown sandy clay	
6a	T	3		I	0.00	0.80	2.5Y 2.5/1 black sandy loam	
6a	T	3		II	0.80	1.20	10YR 6/4 light yellowish brown sandy clay	
6a	T	4	East				Not Excavated	ditch
6a	T	4	South	I	0.00	0.90	2.5Y 2.5/1 black sandy loam	
6a	T	4	South	II	0.90	1.30	10YR 6/4 light yellowish brown sandy clay	
6a	T	4	West	I	0.00	0.90	2.5Y 2.5/1 black sandy loam	
6a	T	4	West	II	0.90	1.30	10YR 6/4 light yellowish brown sandy clay	
6a	T	4		I	0.00	0.70	2.5Y 2.5/1 black sandy loam	
6a	T	4		II	0.70	0.90	2.5Y 4/2 dark grayish brown sandy loam	
6a	T	4		III	0.90	1.30	10YR 6/4 light yellowish brown sandy clay	with gravel from old driveway
6a	U	5		I	0.00	0.80	2.5Y 4/3 olive brown sandy loam	
6a	U	5		II	0.80	1.20	10YR 6/4 light yellowish brown sandy clay	
6a	U	6		I	0.00	0.80	2.5Y 4/3 olive brown sandy loam	
6a	U	6		II	0.80	1.30	10YR 6/4 light yellowish brown sandy clay	
6a	W	4		I	0.00	0.90	2.5Y 4/3 olive brown sandy loam	
6a	W	4		II	0.90	1.30	10YR 6/4 light yellowish brown sandy clay	
6a	W	5		I	0.00	0.90	2.5Y 4/3 olive brown sandy loam	
6a	W	5		II	0.90	1.30	10YR 6/4 light yellowish brown sandy clay	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
6a	W	6		I	0.00	1.10	2.5Y 4/3 olive brown sandy loam	
6a	W	6		II	1.10	1.50	10YR 6/4 light yellowish brown sandy clay	
6a	W	7					Not Excavated	grading
6a	X	1		I	0.00	0.90	2.5Y 5/3 light olive brown sandy loam	
6a	X	1		II	0.90	1.30	10YR 6/4 light yellowish brown sandy clay	
6a	X	2		I	0.00	0.80	2.5Y 5/3 light olive brown sandy loam	
6a	X	2		II	0.80	1.20	10YR 6/4 light yellowish brown sandy clay	modern refuse discarded
6a	X	3		I	0.00	0.80	2.5Y 5/3 light olive brown sandy loam	
6a	X	3		II	0.80	1.20	10YR 6/4 light yellowish brown sandy clay	modern refuse discarded
6a	X	4		I	0.00	0.90	2.5Y 4/2 dark grayish brown sandy loam	
6a	X	4		II	0.90	1.30	2.5Y 6/4 light yellowish brown sandy clay	modern refuse discarded
6a	X	5		I	0.00	0.40	2.5Y 4/2 dark grayish brown sandy loam	
6a	X	5		II	0.40	0.80	2.5Y 6/4 light yellowish brown sandy clay	
6a	X	6		I	0.00	0.10	2.5Y 4/2 dark grayish brown sandy loam	
6a	X	6		II	0.10	0.50	2.5Y 6/4 light yellowish brown sandy clay	
6a	X	7		I	0.00	0.20	2.5Y 4/2 dark grayish brown sandy loam	
6a	X	7		II	0.20	0.60	2.5Y 6/4 light yellowish brown sandy clay	very small brick flecks and gravel
6a	X	8					Not Excavated	driveway
6a	Y	5		I	0.00	0.90	2.5YR 3/2 very dark grayish brown with 40% pea gravel	
6a	Y	5		II	0.90	1.30	10YR 6/4 light yellowish brown sandy clay	
6a	Y	6		I	0.00	0.10	2.5Y 3/2 very dark grayish brown sandy loam	terminated - gravel impasse
6a	Y	7					Not Excavated	gravel, probably driveway
6a	Z	1					Not Excavated	buried utilities
6a	Z	2		I	0.00	0.40	10YR 3/2 very dark grayish brown sandy loam	
6a	Z	2		II	0.40	0.70	10YR 6/4 light yellowish brown sandy loam	
6a	Z	2		III	0.70	1.10	10YR 5/6 yellowish brown sandy clay	
6a	Z	3		I	0.00	0.30	10YR 3/2 very dark grayish brown sandy loam	
6a	Z	3		II	0.30	0.90	10YR 5/2 grayish brown sandy loam with pockets of clay	
6a	Z	3		III	0.90	1.30	10YR 6/4 light yellowish brown sandy clay	
6a	Z	4		I	0.00	0.40	10YR 3/2 very dark grayish brown sandy loam	
6a	Z	4		II	0.40	0.80	10YR 5/3 brown sandy loam	
6a	Z	4		III	0.80	1.20	10YR 6/2 light brownish gray sandy clay	
6f	A	1		I	0.00	0.30	2.5Y 4/3 olive brown silty clay loam	
6f	A	1		II	0.30	0.70	10YR 6/8 brownish yellow silty clay	
6f	A	2		I	0.00	0.20	10YR 4/3 brown sandy loam	
6f	A	2		II	0.20	1.00	10YR 6/2 light brownish gray sandy clay	
6g	A	1		I	0.00	0.10	10YR 3/2 very dark grayish brown silt loam	terminated - compact gravel
6g	A	2		I	0.00	1.00	10YR 3/4 dark yellowish brown silt loam	
6g	A	2		II	1.00	1.40	10YR 6/6 brownish yellow silty clay	
6g	A	3		I	0.00	0.90	10YR 3/4 dark yellowish brown silt loam	
6g	A	3		II	0.90	1.30	10YR 6/6 brownish yellow silty clay	
6g	B	1		I	0.00	0.10	10YR 3/2 very dark grayish brown silt loam	
6g	B	1		II	0.10	0.70	10YR 6/6 brownish yellow and 10YR 6/1 gray clay	overburden
6g	B	1		III	0.70	1.00	10YR 3/3 dark brown silt loam	
6g	B	1		IV	1.00	1.40	10YR 6/4 light yellowish brown silty clay	

Area	Transect	STP	Radial	Level	Start Depth (ft.)	End Depth (ft.)	Soil Description	Comments
6g	B	2		I	0.00	1.00	10YR 6/6 brownish yellow and 10YR 6/1 gray clay	terminated - compaction, overburden
6g	C	1		I	0.00	0.10	10YR 4/3 brown sandy loam	
6g	C	1		II	0.10	0.80	10YR 5/6 yellowish brown sandy clay with 60% gravel	
6g	C	2		I	0.00	0.10	10YR 4/3 brown sandy loam	
6g	C	2		II	0.10	0.60	10YR 5/6 yellowish brown sandy clay with 60% gravel	
6g	C	3		I	0.00	0.10	10YR 4/3 brown sandy loam	
6g	C	3		II	0.10	0.60	10YR 5/6 yellowish brown sandy clay with 60% gravel	
6g	C	4		I	0.00	0.10	10YR 4/3 brown sandy loam	
6g	C	4		II	0.10	0.50	10YR 5/6 yellowish brown sandy clay with 60% gravel	
6g	C	5		I	0.00	0.10	10YR 4/3 brown sandy loam	
6g	C	5		II	0.10	0.50	10YR 5/6 yellowish brown sandy clay with 60% gravel	
6h	A	1		I	0.00	0.70	10YR 4/3 brown sandy loam	
6h	A	1		II	0.70	1.10	10YR 6/4 light yellowish brown clay sand	

APPENDIX C: ARTIFACT CATALOG

TABLE C-1: ARTIFACT CATALOG

Site	Prov.	Strat	Level	Object	Part	Material	Ware	Decoration/Color	Manufacture Tech.	Comments	Count
44ST1223	2k-MD-1	I	1	Nail	Head and Shaft	Iron Alloy			Cut, Machine Cut Head		1
44ST1223	2k-MD-2	I	1	Nail	Head and Shaft	Iron Alloy			Cut, Machine Cut Head		1
44ST1223	2k-MD-3	I	1	Barrel Banding	Fragment	Iron Alloy			Indeterminate		1
44ST1223	2k-MD-4	I	1	Nail	Head and Shaft	Iron Alloy			Cut, Machine Cut Head		1
44ST1223	2k-MD-5	I	1	Nail	Head and Shaft	Iron Alloy			Cut, Machine Cut Head		1
44ST1223	2k-MD-5	I	1	Nail	Complete	Iron Alloy			Cut, Machine Cut Head		1
44ST1223	2k-MD-6	I	1	Horseshoe	Fragment	Iron Alloy			Hand Wrought		1
44SP0768	3f-B-8 East	I	1	Bottle	Body Fragment	Glass		Clear	Indeterminate		5
44SP0187	3b-A-1	I	1	Nail	Head and Shaft	Iron Alloy			Cut, Machine Cut Head		1
44SP0187	3b-A-1	I	1	Indeterminate	Rim Fragment	Refined Earthenware	Whiteware	Painted/Green			1
44SP0187	3b-A-1	I	1	Jug/Bottle	Body Fragment	Stoneware	American Stoneware	None Present, Indeterminate Decoration			1
44SP0187	3b-A-1	I	1	Indeterminate	Body Fragment	Refined Earthenware	Whiteware	Transferprint Underglaze/Blue			1
44SP0187	3b-A-1	I	1	Insulator	Base Fragment	Glass		Aqua	Machine-made		1
44SP0187	3b-A-1	I	1	Shell	Fragment	Shell				Oyster/12.1 g	1
44SP0187	3b-A-2	II	1	Window Glass	Fragment	Glass		Aqua	Indeterminate		4
44SP0187	3b-A-2	II	1	Brick	Fragment	Clay			Hand-made	320 g	2
44SP0187	3b-A-2	II	1	Mug/Cup/Drinking Pot	Base/Body Fragment	Coarse Earthenware	Redware	Iron Glaze			6
44SP0187	3b-A-2	II	1	Indeterminate	Body Fragment	Refined Earthenware	Ironstone	Painted/Chrome Colors			1
44SP0187	3b-A-2	II	1	Indeterminate	Body Fragment	Refined Earthenware	Whiteware	None Present, Indeterminate Decoration			1
44SP0187	3b-A-2	II	1	Bottle	Body Fragment	Glass		Clear	Indeterminate		4
44SP0187	3b-A-2	II	1	Bottle	Body Fragment	Glass		Amber	Indeterminate		6
44SP0187	3b-A-2	II	1	Spring	Fragment	Iron Alloy			Machine-made		2
44SP0187	3b-A-2	II	1	Shell	Fragment	Shell				Oyster/ 40.1 g	4
44SP0187	3b-A-2	II	1	Bead	Complete	Glass		Red		triangle shaped	1
44SP0187	3b-A-2	II	1	Smoking Pipe	Pipe Stem	White Ball Clay				5/64th	1

Site	Prov.	Strat	Level	Object	Part	Material	Ware	Decoration/Color	Manufacture Tech.	Comments	Count
44SP0187	3b-A-2	III	I	Nail	Complete	Iron Alloy			Ungalvanized Wire	Finishing nails	3
44SP0187	3b-A-2	III	I	Nail	Complete	Iron Alloy			Ungalvanized Wire		1
44SP0187	3b-A-2	III	I	Cap	Complete	Aluminum				SCREW TOP	1
44SP0187	3b-A-3	I	I	Nail	Complete	Iron Alloy			Machine-made	large nail/spike (size of test unit nail)	1
44SP0187	3b-A-3	I	I	Indeterminate	Fragment	Iron Alloy			Indeterminate	iron fragment with small pebbles attached from corrosion.	1
44SP0187	3b-A-3	I	I	Strap	Fragment	Iron Alloy			Indeterminate	Iron strapping. Possible barrel banding	2
44SP0187	3b-A-3	I/II		Window Glass	Fragment	Glass		Clear	Indeterminate		5
44SP0187	3b-A-3	I/II		Bottle	Body Fragment	Glass		Molded Pattern/Clear	Indeterminate	square	3
44SP0187	3b-A-3	I/II		Tumbler	Body Fragment	Glass		Clear	Indeterminate		1
44SP0187	3b-A-3	I/II		Lamp Part	Base Fragment	Glass		Clear	Indeterminate		1
44SP0187	3b-A-3	I/II		Indeterminate	Body Fragment	Glass		Clear	Indeterminate	crizzled	2
44SP0187	3b-A-3	I/II		Bottle	Base/Body Fragment	Glass		Stippled/Clear	Machine-made		3
44SP0187	3b-A-3	I/II		Bottle	Body Fragment	Glass		Clear	Indeterminate		9
44SP0187	3b-A-3	I/II		Lamp, Chimney	Fragment	Glass		Clear	Indeterminate		5
44SP0187	3b-A-3	I/II		Bottle	Body Fragment	Glass		Amber	Indeterminate		4
44SP0187	3b-A-3	I/II		Bottle	Finish	Glass		Clear	Machine-made	Small Mouth External Thread	1
44SP0187	3b-A-3	I/II		Indeterminate	Indeterminate Part	Copper Alloy			Indeterminate	two copper tubes from one sheet of copper alloy	1
44SP0187	3b-A-4	I/II		Window Glass	Fragment	Glass		Aqua	Indeterminate		1

Site	Prov.	Strat	Level	Object	Part	Material	Ware	Decoration/Color	Manufacture Tech.	Comments	Count
44SP0187	3b-A-4	I/II		Indeterminate	Body Fragment	Porcelain	Soft Paste	Painted/Green			1
44SP0187	3b-A-4	I/II		Bottle	Body Fragment	Glass		Aqua	Indeterminate		1
44SP0187	3b-A-4	I/II		Bottle	Base/Body Fragment	Glass		Embossed/Clear	Machine-made	Units in CC'S	14
44SP0187	3b-MD-1	I	I	Indeterminate	Complete	Iron Alloy			Indeterminate	Rectangular iron. Too dense to be harness or carriage related.	1
44HE1202	6a-T-3	I	I	Bottle	Body Fragment	Glass		Aqua	Indeterminate		1
44HE1202	6a-T-3	I	I	Bottle	Body Fragment	Glass		Brilliant Green	Machine-made		2
44HE1202	6a-T-3	I	I	Bottle	Body Fragment	Glass		Clear	Indeterminate		2
44HE1202	6a-T-3	I	I	Bottle	Body Fragment	Glass		Embossed/Clear	Machine-made	possible Orange Crush bottle fragment "ru Beverage"	1
44HE1202	6a-T-3 North	I	I	Nail	Head and Shaft	Iron Alloy			Cut, Machine Cut Head		1
44HE1202	6a-T-3 North	I	I	Nail	Head and Shaft	Iron Alloy			Indeterminate		2
44HE1202	6a-T-3 North	I	I	Window Glass	Fragment	Glass		Aqua	Indeterminate		1
44HE1202	6a-T-3 North	I	I	Bottle	Body Fragment	Glass		Clear	Indeterminate		2
44HE1202	6a-T-3 West	I	I	Nail	Shaft	Iron Alloy			Indeterminate		2
44HE1202	6a-T-3 West	I	I	Hollowware	Body Fragment	Refined Earthenware	Ironstone	Colored Glaze		Blue-tinted ironstone	1
44HE1202	6a-T-3 West	I	I	Bottle	Body Fragment	Glass		Clear	Indeterminate		2
44HE1202	6a-T-4	I	I	Nail	Head and Shaft	Iron Alloy			Indeterminate		1
44HE1202	6a-T-4	I	I	Bottle	Body Fragment	Glass		Clear	Indeterminate		1
44HE1202	6a-T-4 South	I	I	Indeterminate	Body Fragment	Milk Glass			Indeterminate		1
44HE1202	6a-T-4 South	I	I	Bottle	Body Fragment	Glass		Clear	Indeterminate		2

Site	Prov.	Strat	Level	Object	Part	Material	Ware	Decoration/Color	Manufacture Tech.	Comments	Count
ISF 2e-1	2e-1	0		Insulator	Almost Complete	Glass		Embossed/Aqua	Machine-made	" PAT. NOV. 13 1883. FAB. 12.1884	1
ISF 3c-1	3c-E-4	1	1	Debitage	Fragment	Quartz				Size Class 2 0 % Cortex No Platform	1
ISF 3f-1	3f-C-25	1	1	Nail	Complete	Iron Alloy			Cut, Machine Cut Head		1
ISF 3f-1	3f-C-25 West	1	1	Bottle	Body Fragment	Glass		Clear	Indeterminate		1
ISF 5a-1	5a-A-4	1	1	Debitage	Fragment	Quartz				Size Class 3 0 % Cortex No Platform	1
ISF 5a-1	5a-A-4 East	1	1	Debitage	Fragment	Quartz				Size Class 2 0 % Cortex No Platform	1

APPENDIX D: STATE LANDS PERMIT

COMMONWEALTH of VIRGINIA

Department of Historic Resources

Matt Strickler
Secretary of Natural Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

February 20, 2018

Ms. Kerri Barile
Dovetail Cultural Resource Group
300 Central Road, Suite 200
Fredericksburg, VA 22401

Re: Request for Permit to Conduct Archaeological Investigations on State-Controlled Land
Southeast High Speed Rail Project - DC2RVA Section
Leesylvania State Park, Prince William County, VA
DHR File No. 2014-0666

Dear Ms. Barile:

Thank you for your request for permission to conduct field investigations on state-controlled lands. Find enclosed the requested permit. This permit is valid for the investigations as described in the approved research design. Please be aware that there are several conditions that must be met to satisfy the permit requirements, and these are listed in the permit.

The permit is valid for a period of one year dating from February 20, 2018. According to the stipulations of the permit, a final report of all investigations is due in the Department by February 20, 2019. This report should thoroughly document the findings of this archaeological work and provide recommendations on the need for and scope of additional work.

Should there be extenuating circumstances that make you unable to meet the conditions of this permit, please contact the Department. If you have any questions concerning the stipulations of the permit, or if we may provide any further assistance, please do not hesitate to contact me at roger.kirchen@dhr.virginia.gov.

Sincerely,

Roger W. Kirchen, Director
Review and Compliance Division

encl.

c. Mr. Craig Seaver, DCR

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

COMMONWEALTH of VIRGINIA

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February 20, 2018

Ms. Kerri Barile
Dovetail Cultural Resource Group
300 Central Road, Suite 200
Fredericksburg, VA 22401

Re: Permit to Conduct Archaeological Investigations on State-Controlled Land
Southeast High Speed Rail Project - DC2RVA Section
Leesylvania State Park, Prince William County, VA
DHR File No. 2014-0666

Dear Ms. Barile:

Thank you for your request for permission to conduct field investigations on state-controlled lands. In accordance with §10.1-2300 of the *Code of Virginia*, the Virginia Antiquities Act, effective July 1, 1989, the Department of Historic Resources ("Department") on this 20th day of February, 2018 hereby grants to Kerri Barile ("Permittee") of the Dovetail Cultural Resource Group permission to conduct archaeological investigations at Leesylvania State Park in Prince William County in support of the Southeast High Speed Rail Project - DC2RVA Section. This permit is to be considered effective as of today's date.

The granting of this permit signifies that:

1. The Department finds that granting the permit is in the best interests of the Commonwealth;

2. The Department finds that the archeologist selected to perform the work is qualified pursuant to §10.1-2302(B) of the *Code of Virginia* to conduct these investigations;

3. The Department has received from the Permittee acknowledgement that all materials resulting from the study, including artifacts, field records and photographs, are the property of the Commonwealth of Virginia in accordance with §10.1-2302(C); and

4. The Department has received from the Permittee and has approved, pursuant to §10.1-2302(D), a statement detailing the goals and objectives of the project and the proposed research strategy.

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

This permit is granted subject to the following conditions:

1. The Permittee shall ensure that the proposed field investigations are carried out in strict accordance with the approved research statement referred to in Item 4 above, or shall obtain the prior written approval of the Department for any change;

2. The Permittee shall ensure that the Department is informed in writing of the initiation and completion of field work, and allow inspections by representatives or designees of the Department as determined necessary by the Department;

3. The Permittee shall ensure that, at the conclusion of the project, a Virginia State Archaeological Site Inventory form is completed for any identified site or updated for existing sites. All inventory forms shall be submitted to the Department in an electronic format consistent with the Department's Virginia Cultural Resource Information System (VCRIS) at the end of the field investigations and prior to submission of any technical reports;

4. The Permittee shall ensure that a technical report of the investigations is prepared upon completion of all field investigations under this permit. The report shall meet the federal standards entitled *Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (48 FR 44716-44742, September 29, 1983) and the Department's *Guidelines for Conducting Historic Resources Survey in Virginia* (rev. 2017). One bound hardcopy and one digital copy of the report shall be submitted to the Department for review and comment;

5. All artifacts recovered as a consequence of the investigations conducted under this permit shall be placed in the collections of the Department upon completion of the study and shall be curated (with the exception of any items used for appropriate exhibit purposes) in accordance with the Department's *State Curation Standards*;

6. The archeologist selected to perform the work shall carry a copy of the permit during all fieldwork;

7. The Permittee shall consult with the Department in the event that human remains are identified during work performed under this permit;

8. The Department reserves the right to revoke this permit upon the initiative of the Director, or upon the request of any interested party for violations of any of the above conditions, or if good cause is demonstrated; and

9. This permit shall be valid for one year from the date of issuance. This permit is not transferable.

If you have any questions regarding this permit and its conditions, or if you require any further assistance, please do not hesitate to contact Roger Kirchen of our project review division at email roger.kirchen@dhr.virginia.gov.

Sincerely,

Julie V. Langan

Julie V. Langan
Director

APPENDIX E: NEWLY RECORDED ARCHAEOLOGICAL SITE FORMS

Virginia Department of Historic Resources
Archaeological Site Record

DHR ID: 44HE1202

Snapshot

Date Generated: May 10, 2018

Site Name:	No Data
Site Classification:	Terrestrial, open air
Year(s):	No Data
Site Type(s):	Artifact scatter
Other DHR ID:	No Data
Temporary Designation:	site 6a-1

Site Evaluation Status

Not Evaluated

Locational Information

USGS Quad:	GLEN ALLEN
County/Independent City:	Henrico (County)
Physiographic Province:	Coastal Plain
Elevation:	215
Aspect:	Flat
Drainage:	James
Slope:	0 - 2
Acreage:	0.080
Landform:	Urban
Ownership Status:	Private
Government Entity Name:	No Data

Site Components

Component 1

Category:	Domestic
Site Type:	Artifact scatter
Cultural Affiliation:	Indeterminate
DHR Time Period:	Reconstruction and Growth, The New Dominion, World War I to World War II
Start Year:	No Data
End Year:	No Data
Comments:	(Calhoun 2018) This site is a refuse scatter dating to the twentieth century and was initially identified during STP survey, via the recovery of 22 artifacts in five STPs.

Bibliographic Information

Bibliography:

No Data

Informant Data:

No Data

CRM Events

Event Type: Survey:Phase I

Project Staff/Notes:

Survey was conducted by Kevin McCloskey, Dr. Mike Klein, Jonas Schnur, and Kerry Gonzalez

Project Review File Number:	2014-0666
Sponsoring Organization:	No Data
Organization/Company:	Dovetail CRG
Investigator:	Kevin McCloskey
Survey Date:	2/4/2018

Survey Description:

Dovetail 2018: The current archaeological study included a Phase IB survey of the preferred alternative limits of disturbance (LOD) (Arlington [Area 1] through Richmond [Area 6]) of the DC2RVA corridor. The DC2RVA corridor has been the subject of ongoing cultural resource investigations from 2014 to present, including a Phase IA archaeological background review and archaeological predictive model (Klein at al. 2015) and a Phase IB archaeological survey of the mainline based on modeling (McCloskey et al. 2016). The archaeological area of potential effects (APE) for the DC2RVA project includes the footprint of physical improvements associated with the project, inclusive of both the rail modifications and any associated roadwork. Since the conclusion of the previous Phase IB archaeological work, a draft environmental impact statement resulting in the selection of a Preferred Alternative has been completed. Additionally, engineering, and design work has been completed for the corridor resulting in the definition of the physical footprint of improvements for the selected Preferred Alternative, including all road modifications, straightening of curves, the addition of wyes, proposed station locations, parking areas, etc. As such the APE studied as part of the current report was defined by the LOD of the Preferred Alternative, specifically defined as an area e generally along the existing 123-mile (198-km) CSX Transportation (CSXT) rail corridor. The archaeological study consisted of a pedestrian survey and subsurface testing with STPs placed at 50-foot intervals, supplemented by a metal detector survey, where needed, throughout the APE beyond the limits of previous Phase IB investigations.

Current Land Use	**Date of Use**	**Comments**
Forest	3/1/2018 12:00:00 AM	(Calhoun 2018) The site is located in a small wooded area on the eastern side of the CSXT rail line, between the rail and Mayfair Avenue, just south of Hungary Road in Glen Allen, Henrico County.

Threats to Resource:	Transportation Expansion
Site Conditions:	25-49% of Site Destroyed
Survey Strategies:	Observation, Subsurface Testing
Specimens Collected:	Yes
Specimens Observed, Not Collected:	No

Artifacts Summary and Diagnostics:

The assemblage recovered from the site includes 22 artifacts dating to the early-twentieth century. The artifacts primarily include clear, brilliant green, and aqua bottle glass likely representing casual discard rather than being indicative of a domestic occupation. Additional materials include nails, both machine-cut and those of indeterminate manufacturing, window glass, and a fragment of ironstone.

Summary of Specimens Observed, Not Collected:

No Data

Current Curation Repository:	Dovetail Cultural Resource Group
Permanent Curation Repository:	Dovetail Cultural Resource Group
Field Notes:	Yes
Field Notes Repository:	Dovetail Cultural Resource Group
Photographic Media:	Digital
Survey Reports:	Yes

Survey Report Information:

Dovetail 2018: McCloskey, Kevin, Emily Calhoun, Kerry Gonzalez, and Mike Klein Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Preferred Alternative Limits of Disturbance

Survey Report Repository:	DHR
DHR Library Reference Number:	No Data
Significance Statement:	The site is a twentieth-century refuse scatter. Given the lack of evidence for a structure in the site boundaries and the widespread disturbance, as well as the abundance of sites dating to this period, it is unlikely that the site would yield significant information about twentieth-century occupation of the Glen Allen area, as such the site is not eligible for NRHP listing under criterion D. Nor is the site associated with a historical event or pattern of events (Criterion A) or significant persons (Criterion B) and the deposits do not illustrate distinctive characteristics of a type, period, or method of construction (Criterion C). As such, it is recommended that the site is not eligible for NRHP listing.
Surveyor's Eligibility Recommendations:	Recommended Not Eligible
Surveyor's NR Criteria Recommendations, :	No Data

Surveyor's NR Criteria Considerations: No Data

Snapshot

Date Generated: May 10, 2018

Site Name:	Grave Yard for Free People of Color and Slaves
Site Classification:	Terrestrial, open air
Year(s):	No Data
Site Type(s):	Cemetery
Other DHR ID:	No Data
Temporary Designation:	Site 6e-1

Site Evaluation Status

Not Evaluated

Locational Information

USGS Quad:	RICHMOND
County/Independent City:	Richmond (Ind. City)
Physiographic Province:	Coastal Plain
Elevation:	130
Aspect:	Facing Southeast
Drainage:	James
Slope:	2 - 6
Acreage:	3.300
Landform:	Sideslope
Ownership Status:	Private
Government Entity Name:	No Data

Site Components

Component 1

Category:	Funerary
Site Type:	Cemetery
Cultural Affiliation:	African American
DHR Time Period:	Antebellum Period
Start Year:	No Data
End Year:	No Data
Comments:	This site represents the “Grave Yard for Free People of Color and Slaves” identified solely based on historic map analysis. The site was identified based on the Micajah Bates 1835 Plan of the City of Richmond Drawn From Actual Survey and Regional Plans.

Bibliographic Information

Bibliography:

Bates, Micajah
1835Plan of the City of Richmond Drawn From Actual Survey and Regional Plans. Electronic document, search.lib.virginia.edu/catalog/uva-lib:1003728#?c=0&m=0&s=0&cv=0&xywh=-1404%2C-1453%2C23619%2C17511, accessed January 2018.

Beers, F.W.
1877Map of the City of Richmond. F.W. Beers, Richmond, Virginia. Electronic document, www.loc.gov/item/2005630891, accessed January 2018.
Calhoun, Emily
2013Archaeological and Geoarchaeological Assessment of The Slave and Free Black Burying Ground, I-64 Shockoe Valley Bridge Project, City of Richmond, Virginia. Cultural Resource Analysts, Inc., Richmond, Virginia

Informant Data:

No Data

CRM Events

Event Type: Survey:Phase I

Project Staff/Notes:

Survey was conducted by Kevin McCloskey, Dr. Mike Klein, Jonas Schnur, and Kerry Gonzalez

Project Review File Number:	2014-0666
Sponsoring Organization:	No Data
Organization/Company:	Dovetail CRG
Investigator:	Kevin McCloskey
Survey Date:	2/4/2018

Survey Description:

Dovetail 2018: The current archaeological study included a Phase IB survey of the preferred alternative limits of disturbance (LOD) (Arlington [Area 1] through Richmond [Area 6]) of the DC2RVA corridor. The DC2RVA corridor has been the subject of ongoing cultural resource investigations from 2014 to present, including a Phase IA archaeological background review and archaeological predictive model (Klein at al. 2015) and a Phase IB archaeological survey of the mainline based on modeling (McCloskey et al. 2016). The archaeological area of potential effects (APE) for the DC2RVA project includes the footprint of physical improvements associated with the project, inclusive of both the rail modifications and any associated roadwork. Since the conclusion of the previous Phase IB archaeological work, a draft environmental impact statement resulting in the selection of a Preferred Alternative has been completed. Additionally, engineering, and design work has been completed for the corridor resulting in the definition of the physical footprint of improvements for the selected Preferred Alternative, including all road modifications, straightening of curves, the addition of wyes, proposed station locations, parking areas, etc. As such the APE studied as part of the current report was defined by the LOD of the Preferred Alternative, specifically defined as an area e generally along the existing 123-mile (198-km) CSX Transportation (CSXT) rail corridor. The archaeological study consisted of a pedestrian survey and subsurface testing with STPs placed at 50-foot intervals, supplemented by a metal detector survey, where needed, throughout the APE beyond the limits of previous Phase IB investigations.

Current Land Use	**Date of Use**	**Comments**
Parking lot	3/1/2018 12:00:00 AM	(Calhoun 2018) The site is located in an urban setting on the west side of the CSXT rail line, along Hospital Street in Richmond.

Threats to Resource:	Transportation Expansion
Site Conditions:	75-99% of Site Destroyed
Survey Strategies:	Historic Map Projection
Specimens Collected:	No
Specimens Observed, Not Collected:	No

Artifacts Summary and Diagnostics:

No Data

Summary of Specimens Observed, Not Collected:

No Data

Current Curation Repository:	n/a
Permanent Curation Repository:	n/a
Field Notes:	Yes
Field Notes Repository:	Dovetail Cultural Resource Group
Photographic Media:	Digital
Survey Reports:	Yes

Survey Report Information:

Dovetail 2018: McCloskey, Kevin, Emily Calhoun, Kerry Gonzalez, and Mike Klein Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Preferred Alternative Limits of Disturbance

Survey Report Repository:	DHR
DHR Library Reference Number:	No Data
Significance Statement:	(Calhoun 2018) The site is a nineteenth-century “Grave Yard for Free People of Color and Slaves” as identified by Bates (1835). According to documentary evidence it was established circa 1816 and likely abandoned circa 1890. No subsurface excavations were conducted within the cemetery area, as such the cemetery has not been delineated. Pedestrian survey of the cemetery area within the current APE indicated a variety of modern disturbances. The APE within the site area is confined to the sidewalks north of Hospital Street, the road itself, and the slope immediately south of Hospital Street. Pedestrian survey of the site location indicates that the disturbance noted within the APE, most notably the grading needed to construct Hospital Street (approximately 10 feet [3 m]) would have disturbed the cemetery location. As such, the portion of the site within the APE lacks subsurface integrity and therefore does not contribute the site’s overall NRHP eligibility. However, it is recommended that the site should be considered unevaluated for the NRHP as no subsurface investigations within site location have been undertaken. It is further noted that Calhoun’s (2013) recommendation that if the cemetery remains intact, it would likely be located at the crest of the valley slope under the footprint of current Tallys Auto Shop,

remains valid. The current survey noted that the crest of the valley slope, to the north of the current APE, appeared visually intact and not subjected to the extensive grading observed in the portion of the site within the APE.

Surveyor's Eligibility Recommendations:	Recommended Potentially Eligible
Surveyor's NR Criteria Recommendations, :	D
Surveyor's NR Criteria Considerations:	No Data

Snapshot

Date Generated: May 10, 2018

Site Name:	Carrington's Mill
Site Classification:	Terrestrial, open air
Year(s):	1835 - 1850
Site Type(s):	Mill
Other DHR ID:	No Data
Temporary Designation:	site 6e-2

Site Evaluation Status

Not Evaluated

Locational Information

USGS Quad:	RICHMOND
County/Independent City:	Richmond (Ind. City)
Physiographic Province:	Coastal Plain
Elevation:	50
Aspect:	Facing South
Drainage:	James
Slope:	0 - 2
Acreage:	3.570
Landform:	Urban
Ownership Status:	Private
Government Entity Name:	No Data

Site Components

Component 1

Category:	Industry/Processing/Extraction
Site Type:	Mill
Cultural Affiliation:	Euro-American
DHR Time Period:	Antebellum Period
Start Year:	1835
End Year:	1850
Comments:	(Calhoun 2018) The sites is an early-nineteenth-century mill site as identified by Bates 1835. According to documentary evidence it was established circa 1835 and likely abandoned by the 1850s. No subsurface excavations were conducted within the location of the mill site and, as such, the mill and associated infrastructure have not been delineated.

Bibliographic Information

Bibliography:

Bates, Micajah
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0&xywh=-1404%2C-1453%2C23619%2C17511, accessed January 2018.
Richmond Enquirer [Richmond, Virginia]
1847May 14. Electronic document, https://www.newspapers.com, accessed April 2018.
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1854June 24. Electronic document, https://www.newspapers.com, accessed April 2018.
1857 April 20. Electronic document, https://www.newspapers.com, accessed April 2018.

Informant Data:

No Data

CRM Events

Event Type: Survey:Phase I

Project Staff/Notes:

Survey was conducted by Kevin McCloskey, Dr. Mike Klein, Jonas Schnur, and Kerry Gonzalez

Project Review File Number:	2014-0666
Sponsoring Organization:	No Data
Organization/Company:	Dovetail CRG
Investigator:	Kevin McCloskey
Survey Date:	2/4/2018

Survey Description:

Dovetail 2018: The current archaeological study included a Phase IB survey of the preferred alternative limits of disturbance (LOD) (Arlington [Area 1] through Richmond [Area 6]) of the DC2RVA corridor. The DC2RVA corridor has been the subject of ongoing cultural resource investigations from 2014 to present, including a Phase IA archaeological background review and archaeological predictive model (Klein at al. 2015) and a Phase IB archaeological survey of the mainline based on modeling (McCloskey et al. 2016). The archaeological area of potential effects (APE) for the DC2RVA project includes the footprint of physical improvements associated with the project, inclusive of both the rail modifications and any associated roadwork. Since the conclusion of the previous Phase IB archaeological work, a draft environmental impact statement resulting in the selection of a Preferred Alternative has been completed. Additionally, engineering, and design work has been completed for the corridor resulting in the definition of the physical footprint of improvements for the selected Preferred Alternative, including all road modifications, straightening of curves, the addition of wyes, proposed station locations, parking areas, etc. As such the APE studied as part of the current report was defined by the LOD of the Preferred Alternative, specifically defined as an area e generally along the existing 123-mile (198-km) CSX Transportation (CSXT) rail corridor. The archaeological study consisted of a pedestrian survey and subsurface testing with STPs placed at 50-foot intervals, supplemented by a metal detector survey, where needed, throughout the APE beyond the limits of previous Phase IB investigations.

Current Land Use	Date of Use	Comments
Railroad	3/1/2018 12:00:00 AM	(Calhoun 2018) The site is located in an urban setting on the east side of the CSXT rail line, directly north of I-95.

Threats to Resource:	Transportation Expansion
Site Conditions:	Unknown Portion of Site Destroyed
Survey Strategies:	Historic Map Projection
Specimens Collected:	No
Specimens Observed, Not Collected:	No

Artifacts Summary and Diagnostics:

No Data

Summary of Specimens Observed, Not Collected:

No Data

Current Curation Repository:	n/a
Permanent Curation Repository:	n/a
Field Notes:	Yes
Field Notes Repository:	Dovetail Cultural Resource Group
Photographic Media:	Digital
Survey Reports:	Yes

Survey Report Information:

Dovetail 2018: McCloskey, Kevin, Emily Calhoun, Kerry Gonzalez, and Mike Klein Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Preferred Alternative Limits of Disturbance

Survey Report Repository:	DHR
DHR Library Reference Number:	No Data
Significance Statement:	(Calhoun 2018) The site is an early-nineteenth-century mill site as identified by Bates 1835. According to documentary evidence it was established circa 1835 and likely abandoned by the 1850s. No subsurface excavations were conducted within the location of the mill site and, as such, the mill and associated infrastructure have not been delineated. Pedestrian survey of the mill site within the current APE indicated a variety of modern disturbances. The APE within the site area is confined to a wooded parcel along CSXT right-of-way. Pedestrian survey of the site location indicates that the disturbance noted within the APE, most notably buried utility corridors, modern development, and construction associated with the modern alignment the railway would likely have removed any trace of the former mill site. As such, the portion of the site within the APE lacks subsurface integrity and therefore cannot contribute the site’s overall NRHP eligibility. However, it is recommended that the site should be considered unevaluated for the NRHP as no subsurface investigations within the site location have been undertaken.
Surveyor's Eligibility Recommendations:	No Data

Surveyor's NR Criteria Recommendations, :	No Data
Surveyor's NR Criteria Considerations:	No Data

Snapshot

Date Generated: May 10, 2018

Site Name:	No Data
Site Classification:	Terrestrial, open air
Year(s):	1914 - 1952
Site Type(s):	Cemetery
Other DHR ID:	088-5511
Temporary Designation:	site 3f-1

Site Evaluation Status

Not Evaluated

Locational Information

USGS Quad:	GUINEA
County/Independent City:	Spotsylvania (County)
Physiographic Province:	Coastal Plain
Elevation:	230
Aspect:	Flat
Drainage:	Lower Chesapeake
Slope:	0 - 2
Acreage:	0.060
Landform:	Ridge Top
Ownership Status:	Private
Government Entity Name:	No Data

Site Components

Component 1

Category:	Funerary
Site Type:	Cemetery
Cultural Affiliation:	Euro-American
DHR Time Period:	Reconstruction and Growth, World War I to World War II
Start Year:	1914
End Year:	1952
Comments:	(Calhoun 2018) The site (088-5511) is a small twentieth-century family cemetery and artifact scatter, including the marked interments of five individuals and the remains of decorative metal fencing. The earliest marked interment indicates the cemetery originated circa 1914 and the latest marked date indicates it fell out of use circa 1952.

Bibliographic Information

Bibliography:

Findagrave.com
2010Family Cemetery, Massaponax (Guinea), Spotsylvania County, Virginia. Electronic document, https://www.findagrave.com/cemetery/2346068/memorial-search?page=1#sr-49775562, accessed April 2018.

Informant Data:

No Data

CRM Events

Event Type: Survey:Phase I

Project Staff/Notes:

Survey was conducted by Kevin McCloskey, Dr. Mike Klein, Jonas Schnur, and Kerry Gonzalez

Project Review File Number:	2014-0666
Sponsoring Organization:	No Data
Organization/Company:	Dovetail CRG
Investigator:	Kevin McCloskey
Survey Date:	2/4/2018

Survey Description:

Dovetail 2018: The current archaeological study included a Phase IB survey of the preferred alternative limits of disturbance (LOD) (Arlington [Area 1] through Richmond [Area 6]) of the DC2RVA corridor. The DC2RVA corridor has been the subject of ongoing cultural resource investigations from 2014 to present, including a Phase IA archaeological background review and archaeological predictive model (Klein at al. 2015) and a Phase IB archaeological survey of the mainline based on modeling (McCloskey et al. 2016). The archaeological area of potential effects (APE) for the DC2RVA project includes the footprint of physical improvements associated with the project, inclusive of both the rail modifications and any associated roadwork. Since the conclusion of the previous Phase IB archaeological work, a draft environmental impact statement resulting in the selection of a Preferred Alternative has been completed. Additionally, engineering, and design work has been completed for the corridor resulting in the definition of the physical footprint of improvements for the selected Preferred Alternative, including all road modifications, straightening of curves, the addition of wyes, proposed station locations, parking areas, etc. As such the APE studied as part of the current report was defined by the LOD of the Preferred Alternative, specifically defined as an area e generally along the existing 123-mile (198-km) CSX Transportation (CSXT) rail corridor. The archaeological study consisted of a pedestrian survey and subsurface testing with STPs placed at 50-foot intervals, supplemented by a metal detector survey, where needed, throughout the APE beyond the limits of previous Phase IB investigations.

Current Land Use	Date of Use	Comments
Forest	3/1/2018 12:00:00 AM	(Calhoun 2018) The cemetery is located in a densely wooded area and is on the west side of the CSXT rail line and north of Summit Crossing Road, situated immediately west and north of a communications tower and associated metal pre-fabricated shed.

Threats to Resource:	Transportation Expansion
Site Conditions:	Unknown Portion of Site Destroyed
Survey Strategies:	Historic Map Projection, Observation
Specimens Collected:	Yes
Specimens Observed, Not Collected:	Yes

Artifacts Summary and Diagnostics:

(Calhoun 2018) The artifact assemblage consists of five fragments of clear bottle glass.

Summary of Specimens Observed, Not Collected:

(Calhoun 2018) Surface features noted at the site location include two engraved headstones, one footstone, four metal fence posts, and one gate post. One headstone reads “CATLETT/ Vivian 1901–1952/Shirley 1898–1948/Henry 1865–1919/Nellie 1869–1951” and the second reads “Annie Kate/ Gilchrist/ Born/October 11, 1882”. The death date on the second stone was not visible at the time of survey as it was buried, but images of the markers located in the findagrave.com database indicate the death date to be 1914 (Findagrave.com 2010). Based on the presence of these stones, it appears that a minimum of five individuals may be buried within the cemetery. Four metal fence posts and a metal gate post were observed surrounding the marked graves, although no fencing in between these posts remains

Current Curation Repository:	n/a
Permanent Curation Repository:	n/a
Field Notes:	No
Field Notes Repository:	No Data
Photographic Media:	Digital
Survey Reports:	Yes

Survey Report Information:

Dovetail 2018: McCloskey, Kevin, Emily Calhoun, Kerry Gonzalez, and Mike Klein Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Preferred Alternative Limits of Disturbance

Survey Report Repository:	DHR
DHR Library Reference Number:	No Data
Significance Statement:	(Calhoun 2018) The site (088-5511) is a small twentieth-century family cemetery and artifact scatter, including five artifacts, the marked interments of five individuals, and the remains of decorative metal fencing. No subsurface excavations were conducted within the cemetery area, as such the cemetery has not been delineated. The cemetery appears to be typical of small family burying grounds encountered throughout the region and does not display any unique architectural elements or known association with people or events important in history. As such, it is recommended that the site is not eligible for NRHP inclusion under Criteria A–D. However, it is recommended that the general cemetery area should be avoided or further delineation efforts

	should be undertaken to determine the exact limits of the cemetery.
Surveyor's Eligibility Recommendations:	Recommended Not Eligible
Surveyor's NR Criteria Recommendations, :	No Data
Surveyor's NR Criteria Considerations:	No Data

Snapshot

Date Generated: May 10, 2018

Site Name:	Daffan Family Cemetery
Site Classification:	Terrestrial, open air
Year(s):	1847 - 1855
Site Type(s):	Cemetery
Other DHR ID:	089-5624
Temporary Designation:	site 2k-2

Site Evaluation Status

Not Evaluated

Locational Information

USGS Quad:	FREDERICKSBURG
County/Independent City:	Stafford (County)
Physiographic Province:	No Data
Elevation:	140
Aspect:	Facing South
Drainage:	Potomac
Slope:	0 - 2
Acreage:	0.050
Landform:	Ridge Top
Ownership Status:	Private
Government Entity Name:	No Data

Site Components

Component 1

Category:	Funerary
Site Type:	Cemetery
Cultural Affiliation:	Euro-American
DHR Time Period:	Antebellum Period, Civil War, Reconstruction and Growth
Start Year:	1847
End Year:	1855
Comments:	(Calhoun 2018) The site is a small mid-nineteenth century family cemetery, known as the Daffan Cemetery. Surface features noted at the site include five headstones, one associated footstone, and at least three unmarked interments. Given the interment dates on the discernible grave markers, the cemetery was established circa 1847 and abandoned circa 1855, suggesting it was in use for a very short period during the mid-nineteenth century.

Bibliographic Information

Bibliography:

No Data

Informant Data:

No Data

CRM Events

Event Type: Survey:Phase I

Project Staff/Notes:

Survey was conducted by Kevin McCloskey, Dr. Mike Klein, Jonas Schnur, and Kerry Gonzalez

Project Review File Number:	2014-0666
Sponsoring Organization:	No Data
Organization/Company:	Dovetail CRG
Investigator:	Kevin McCloskey
Survey Date:	2/4/2018

Survey Description:

Dovetail 2018: The current archaeological study included a Phase IB survey of the preferred alternative limits of disturbance (LOD) (Arlington [Area 1] through Richmond [Area 6]) of the DC2RVA corridor. The DC2RVA corridor has been the subject of ongoing cultural resource investigations from 2014 to present, including a Phase IA archaeological background review and archaeological predictive model (Klein at al. 2015) and a Phase IB archaeological survey of the mainline based on modeling (McCloskey et al. 2016). The archaeological area of potential effects (APE) for the DC2RVA project includes the footprint of physical improvements associated with the project, inclusive of both the rail modifications and any associated roadwork. Since the conclusion of the previous Phase IB archaeological work, a draft environmental impact statement resulting in the selection of a Preferred Alternative has been completed. Additionally, engineering, and design work has been completed for the corridor resulting in the definition of the physical footprint of improvements for the selected Preferred Alternative, including all road modifications, straightening of curves, the addition of wyes, proposed station locations, parking areas, etc. As such the APE studied as part of the current report was defined by the LOD of the Preferred Alternative, specifically defined as an area e generally along the existing 123-mile (198-km) CSX Transportation (CSXT) rail corridor. The archaeological study consisted of a pedestrian survey and subsurface testing with STPs placed at 50-foot intervals, supplemented by a metal detector survey, where needed, throughout the APE beyond the limits of previous Phase IB investigations.

Current Land Use	Date of Use	Comments
Forest	3/1/2018 12:00:00 AM	(Calhoun 2018) The cemetery is densely wooded and located on the north side of the CSXT rail line and south of Leeland Road, situated approximately 6 miles (9.7 km) northeast of Falmouth, Virginia, in Stafford County.

Threats to Resource:	Transportation Expansion
Site Conditions:	Unknown Portion of Site Destroyed
Survey Strategies:	Historic Map Projection, Observation
Specimens Collected:	No
Specimens Observed, Not Collected:	Yes

Artifacts Summary and Diagnostics:

No Data

Summary of Specimens Observed, Not Collected:

(Calhoun 2018) Surface features noted at the site include five headstones, one associated footstone, and at least three unmarked interments. The first headstone reads “IN / Memory of / WILLIAM DAFFAN / DIED / April 2nd, 1855/in the 78th year of / His age.” The marker is sandstone and has an unmarked associated sandstone footstone. The second headstone, also sandstone, has an engraved circle thought to contain an angel and reads “In memory of” (the rest of the text is buried). The third sandstone marker has been damaged and is represented by detached top half and the bottom half which remains in its original location. The detached top half is decorated with a rose and reads “In memory of”. The in situ base bears the inscription “…ANN M. / BURRUS/ WIFE OF P. H. BURRUS / Caroline County/ Who died / November 22nd 1848 / 29th year of her age.”. The fourth headstone is also sandstone and reads “IN / Memory of / HUGH W. DAFFAN / DIED / Sept, 22. 1847 / In the 11 year / of his age.”. The final headstone is granite and has no discernible inscription.
In addition to the marked interments, at least three additional unmarked graves were noted during the pedestrian survey of the cemetery area. These unmarked interments were identified based on the presences of shallow rectangular depressions. Based on the presence of both marked and unmarked graves, it appears that a minimum of eight individuals may be buried within the cemetery.

Current Curation Repository:	n/a
Permanent Curation Repository:	n/a
Field Notes:	Yes
Field Notes Repository:	Dovetail Cultural Resource Group
Photographic Media:	Digital
Survey Reports:	Yes

Survey Report Information:

Dovetail 2018: McCloskey, Kevin, Emily Calhoun, Kerry Gonzalez, and Mike Klein Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Preferred Alternative Limits of Disturbance

Survey Report Repository:	DHR
DHR Library Reference Number:	No Data
Significance Statement:	(Calhoun 2018) The site (089-5624) is a small mid-nineteenth-century family cemetery, including the marked interments of five individuals and at least three unmarked graves. No subsurface excavations were conducted within the cemetery area, as such the boundaries of the cemetery have not been delineated. The cemetery appears to be typical of small family

burying grounds encountered throughout the region and does not display any unique architectural elements or known association with people or events important in history. As such, it is recommended that site is not eligible for NRHP inclusion under Criteria A–D. However, it is recommended that the general cemetery area should be avoided or further delineation efforts should be undertaken to determine the exact limits of the cemetery.

Surveyor's Eligibility Recommendations:	Recommended Not Eligible
Surveyor's NR Criteria Recommendations, :	No Data
Surveyor's NR Criteria Considerations:	No Data

APPENDIX F: QUALIFICATIONS OF THE INVESTIGATORS

Kerri S. Barile, Ph.D., RPA

Dovetail Cultural Resource Group

President

Dr. Barile has over 20 years of professional experience in the fields of archaeology, architectural history, historic research, and cultural resource management (CRM). She has directed the excavation of a wide array of archaeological sites in Virginia, Delaware, Maryland, Texas, South Carolina, and North Carolina, among others, and has recorded and researched an abundance of historic buildings, structures, districts, and objects. She has written and contributed to over 250 CRM reports. In addition to CRM experience, Dr. Barile has taught university courses in historic preservation and preservation law, architectural history, and archaeology. She has also published numerous professional articles and papers on her studies, including articles in Historical Archaeology and several National Register of Historic Places nominations.

Education

University of Texas, Ph.D. in Anthropology & Architectural History, 2004
University of South Carolina, M.A.in Anthropology, 1999
University of South Carolina, Master’s Cert. in Museum Management, 1999
Mary Washington College, B.A. in Historic Preservation, 1994

Professional Experience

22 Years

Registration

Secretary of Interior Standards Qualified as Archaeologist, Architectural Historian, Historian
Register of Professional Archaeologists

Sample Project Experience

9th Street Bridge Architectural Study (City of Roanoke, Virginia). Intensive architectural survey of the historic bridge as stipulated in the Memorandum of Agreement for a bridge improvement plan

Berryville Water Line Survey (Clarke County, Virginia). Phase I architectural evaluation and Phases I and II archaeological investigations along 4 miles of the proposed line

Ellis-Bell Archaeological Site (Fredericksburg, Virginia). Investigative archaeological study and archival research of 1830s kiln site

Historic Counting House (Falmouth, Virginia). Intensive architectural survey, archival research, and production of Memorandum of Agreement prior to adaptive reuse project

Interstate 64 Peninsula Study (Richmond to Hampton, Virginia). Archaeological assessment of a 75-mile section of the I-64 corridor as part of a Draft Environmental Impact Statement

Route 301 Construction (New Castle County, Delaware). Cultural resource studies including Phases I, II, and III archaeological studies based on a predictive model, as well as public outreach, and project coordination on behalf of the Delaware Department of Transportation

Wildwood Phase II Archaeological Testing (Loudoun County, Virginia). Archival research and archaeological testing of a nineteenth century domestic site

Emily Calhoun, M.A., RPA

Dovetail Cultural Resource Group

Report Manager

Ms. Calhoun has over 12 years of professional experience in the field of archaeology and has had the opportunity to work in a wide range of geographic and archaeological settings at sites in Colorado, Delaware, Maryland, Massachusetts, Nebraska, North Carolina, South Dakota, Virginia, Wisconsin, and Wyoming. As Dovetail's Report Manager, Ms. Calhoun is responsible for coordinating reporting tasks and assuring that reports and other written media meet internal and external quality standards.

Education

Colorado State University, M.A. in Anthropology, 2010
Virginia Polytechnic Institute and State University, B.S. in Biological Sciences, 2006

Professional Experience

12 Years

Registration

Secretary of Interior Standards Qualified as Archaeologist
Register of Professional Archaeologists

Sample Project Experience

Southeast High Speed Rail Corridor Study (Raleigh, North Carolina, to Washington D.C.). Archaeological Phase I survey, GIS mapping and modeling, and Phase II testing.
Archaeological Survey of Proposed Forest Thinning Parcels, Fort Pickett Military Training Center (Dinwiddie and Nottoway Counties, Virginia). Phase I archaeological survey of 190 acres on behalf of the Virginia Department of Military Affairs.
Mosby's Crossing Development Project (Warrenton, Virginia). Phase I cultural resource survey of approximately 46 acres for a proposed residential development.
Fauquier County Predictive Model (Fauquier County, Virginia). Prehistoric archaeological predictive model for archaeological sites in the county to aid in preservation development planning by the county.
Centerville Turnpike Road Widening (Virginia Beach, Virginia). Phase I archaeological survey of 12 acres associated with proposed road widening, on behalf of the City of Virginia Beach and Virginia Department of Transportation.
Historic Cemetery Delineation, Route 630 Project (Stafford County, Virginia). Cemetery delineation resulting in the identification of three marked and two unmarked graves within a nineteenth and twentieth century family cemetery, completed on behalf of the Virginia Department of Transportation.
Evaluation of the Chamber's Mill Dam (Buckingham County, Virginia). Phase II archaeological evaluation, on behalf of the Virginia Department of Transportation, of an eighteenth-century dam and mill site on the Slate River.
Archaeological Monitoring of the Solitude Water Line (City of Blacksburg, Virginia)**.** Archaeological monitoring of waterline installation at the mid-to-late nineteenth century Historic Solitude Property.

Kevin C. McCloskey

Dovetail Cultural Resource Group

Crew Chief

Mr. McCloskey has seven years of professional experience in the field of archaeology as it relates to cultural resource management. He has had the opportunity to work in a wide range of geographic and archaeological settings at archaeological sites in Virginia, North Carolina, Maryland, Florida, West Virginia, and The District of Columbia. At Dovetail, Mr. McCloskey is responsible for participating in all phases of archaeological field investigations.

Education

University of Richmond, J.D. in Law, 2003
University of Virginia, B.A. in History, 2000

Professional Experience

7 Years

Registration

N/A

Sample Project Experience

Houston-LeCompt Archaeological Site (New Castle County, Delaware). Phase III archaeological data recovery of a late-eighteenth century through early-nineteenth century tenant farmstead to mitigate adverse effects to the site from construction of Route 301.

Armstrong Rogers Archaeological Site (New Castle County, Delaware). Phase III archaeological data recovery at a late-eighteenth through mid-nineteenth century farmstead work yard for Delaware Department of Transportation's U.S. Route 301 project.

Courthouse Road/ Route 1 Widening Project (Stafford County, Virginia). Phase I cultural resource survey, archival research, and reporting for the Courthouse Road/Route 1 Widening Project.

Virginia Beach Transit Extension Study Project (City of Virginia Beach, Virginia). Phase I cultural resource survey for the Hampton Transit Project.

Southeast High Speed Rail (DC2RVA Rail) Project (Richmond to Washington, D.C.). Cultural Resource studies, archival research, GIS field data collection, cultural resource GIS layers, and reporting.

Purple Line Light Rail (Montgomery and Prince Georges County, Maryland). Phase 1A reconnaissance studies, archival research, architectural analysis, Determinations of Eligibility, Phase 1B archaeological surveys, GIS field data collection, cultural resource GIS layers, coordination geomorphological studies, and reporting.

Eastern Shore Natural Gas Company White Oak Lateral Project (Kent County, Delaware). Cultural resource studies to Section 106 (National Historic Preservation Act) and National Environmental Policy Act compliance standards, under the regulatory authority of the Federal Energy Regulatory Commission.

Route 301 Northern Spur (New Castle County, Delaware). Phase II archaeological investigations on behalf of Delaware Department of Transportation.

APPENDIX D3

ARCHITECTURAL RECONNAISSANCE SURVEY LIMITS OF DISTURBANCE EXPANSION AREA

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

May 2018

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

ADDENDUM: Architectural Reconnaissance Survey of the LOD Expansion Area for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project

Arlington, Caroline, Chesterfield, Hanover, Henrico, Fairfax, Prince William, Stafford, and Spotsylvania Counties and the Cities of Alexandria, Fredericksburg, and Richmond, Virginia
(DHR #2014-0666)

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

ADDENDUM:

Architectural Reconnaissance Survey of the LOD Expansion Area for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project, Arlington, Caroline, Chesterfield, Hanover, Henrico, Fairfax, Prince William, Stafford, and Spotsylvania Counties and the Cities of Alexandria, Fredericksburg, and Richmond, Virginia

(DHR #2014-0666)

by

Adriana T. Moss and Kerri S. Barile

Prepared for

Virginia Department of Rail and Public Transportation

600 E. Main Street, Suite 2102
Richmond, Virginia 23219

Prepared by

DC2RVA Project Team

801 E. Main Street, Suite 1000
Richmond, Virginia 23219

May 2018

May 4, 2018

Kerri S. Barile, Principal Investigator
Date

ABSTRACT

Dovetail Cultural Resource Group (Dovetail), as part of the DC2RVA Project Team, and on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a reconnaissance-level architectural survey of the Preferred Alternative of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project (the Project). The Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666.

From 2014 through 2017, the DC2RVA team conducted architectural reconnaissance studies on all Project alternatives inclusive of the areas within 500 feet of the centerline of each alternative corridor (also defined as the area of potential effects [APE]), resulting in the recordation of thousands of architectural resources. Since these studies, engineering associated with the development of the Project alternatives has resulted in a slightly expanded limit of disturbance (LOD) to accommodate road modifications, straightening curves, proposed station locations, parking areas, etc. The expanded LOD areas were not included in the original architectural study.

This report details buildings, objects, structures, and districts over 48 years of age within the LOD expansion APE (the date was designed to correspond to the schedule of the environmental document). In total, the DC2RVA Project Team surveyed 352 historic architectural resources—124 previously recorded and 228 newly recorded properties. Two resources were previously listed in the National Register of Historic Places (NRHP), and it is recommended that both remain listed: Rippon Lodge (076-0023) and the Town of Barton Heights Historic District (127-0816). Another 11 properties are recommended potentially eligible for the NRHP based on the current survey: East Rosemont Historic District (100-5341), Chancellor House (111-0013/111-0132-0508), Hackley-Monroe House/James Monroe House/Joseph Jones House (111-0038/111-0132-0509), Dr. Charles Mortimer House at 213 Caroline Street (111-0067/111-0132-0505), the 1770 House (111-0132-0126), Shiloh Baptist Church (New Site) (111-0132-0147), Robert Adams Residence (111-0132-0458), Loving's Produce Company (127-0344-0102), Philip Morris Operations Complex (127-5818), Gilpin Court Apartment Complex (127-6883), and Hanover County School Board (166-5073-0024). One resource, Hoopers (042-0556), was not accessible during the current survey; it is recommended that further study be completed to determine eligibility.

The remaining 338 resources are recommended not individually eligible for the NRHP, although 126 of these properties are recommended to be contributing elements to surrounding historic districts: Rosemont Historic District (100-0137), East Rosemont Historic District (100-5341), Boundary Markers of the Original District of Columbia (000-0022), Fredericksburg Historic District (111-0132), Berkleytown Historic District (166-5073), Laurel Industrial School Historic District (043-0292), Town of Barton Heights Historic District (127-0816), Seaboard Air Line Railroad Corridor (127-5271), and Richmond, Fredericksburg & Potomac Railroad (500-0001).

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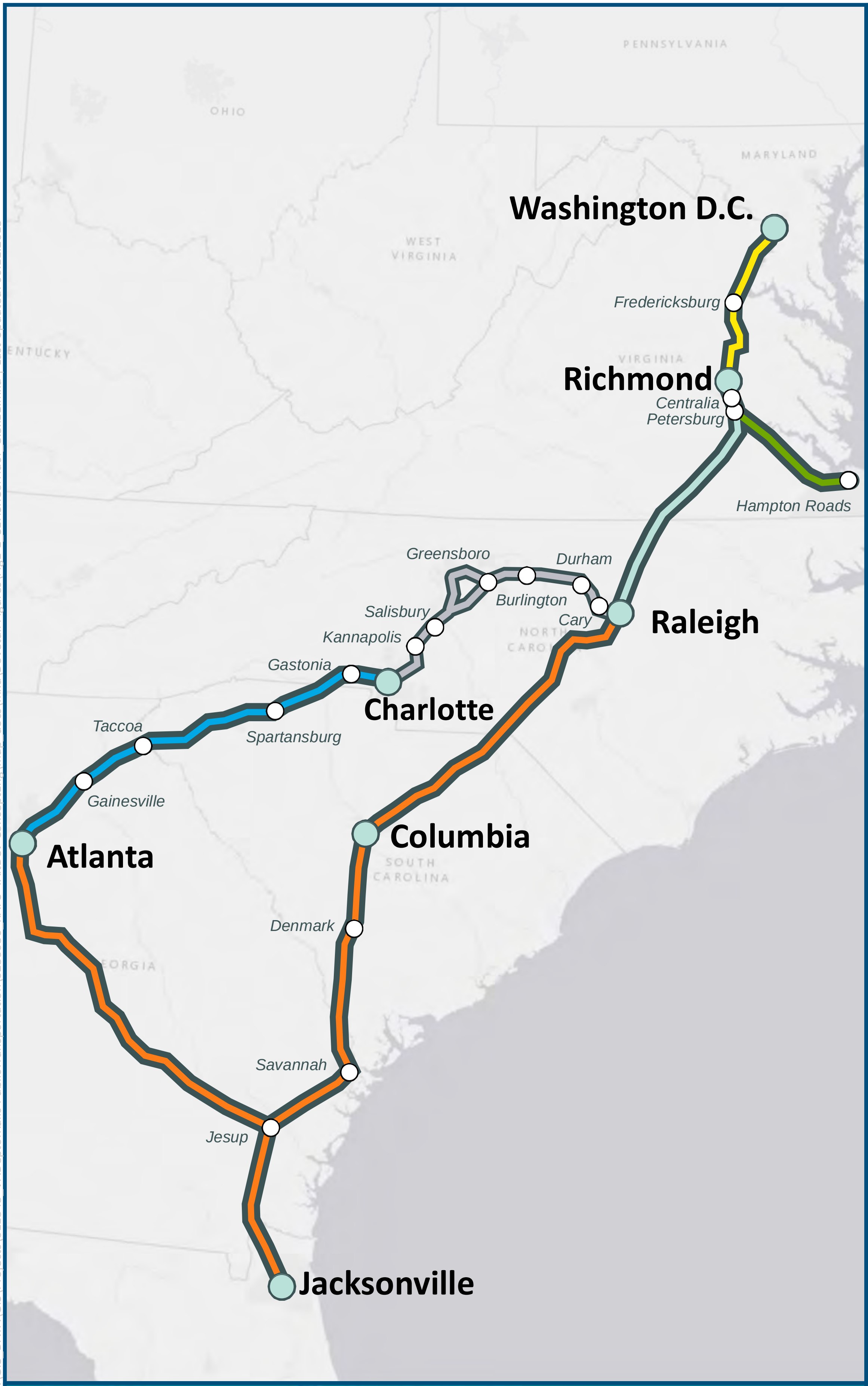
1 INTRODUCTION

Dovetail Cultural Resource Group (Dovetail), as part of the DC2RVA Project Team, and on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a reconnaissance-level architectural survey of additional segments within the Preferred Alternative of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The project is being completed as Virginia Department of Historic Resources (DHR) File #2014-0666.

The Federal Railroad Administration (FRA) and DRPT propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the DC2RVA project. The Project will deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors. The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor (Figure 1-1), which extends from Washington, D.C. through Richmond, VA, and from Richmond continues east to Hampton Roads (Norfolk), VA, and south to Raleigh, NC, and Charlotte, NC, and then continues west to Atlanta and south to Florida. The Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

The purpose of the SEHSR program, as stated in the 2002 Tier I Final Environmental Impact Statement (EIS) completed for the full SEHSR corridor, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte, NC, travel corridor. The purpose of the current Washington, D.C. to Richmond SEHSR project described here is to fulfill the purpose of the SEHSR Tier I EIS within this segment of the larger SEHSR corridor. The Project, by increasing rail capacity and improving travel times between Washington, D.C. and Richmond, will improve passenger train performance and reliability in the corridor, enabling intercity passenger rail to be a competitive transportation choice for travelers between Washington, D.C., Richmond, and beyond.

Given FRA’s funding involvement and permitting through various other federal agencies, the DC2RVA project is required to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations under 36CFR800. Additionally, all cultural resource work was designed to comply with the Virginia Antiquities Act (Code of Virginia § 10.1-2300) and guidelines and regulations promulgated by the DHR, as necessary.


PENNSYLVANIA
OHIO
MARYLAND
WEST VIRGINIA
KENTUCKY
VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
Washington D.C.
Fredericksburg
Richmond
Centralia
Petersburg
Hampton Roads
Greensboro
Durham
Burlington
Cary
Raleigh
Salisbury
Kannapolis
Gastonia
Charlotte
Taccoa
Spartansburg
Gainesville
Atlanta
Columbia
Denmark
Savannah
Jesup
Jacksonville

0 40 80
Miles

1 inch=80 miles
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: 2014
ESRI World Light Gray Base

Southeast High Speed Rail (SEHSR) Segment Status

🟨	**Washington D.C. to Richmond** *Tier II EIS*
▬	**Richmond to Raleigh** *Tier II EIS*
▬	**Raleigh to Charlotte**
🟩	**Richmond to Hampton Roads** *Tier I EIS*
🟦	**Charlotte to Atlanta** *Tier I EIS*
🟧	**SEHSR Extended** *Feasibility Studies Complete*

Figure 1-1

Overview of the SEHSR Corridor

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\Dovetail Figures\Fig1-1_SEHSRCorridor_8.5x11.mxd | Last Updated: 06.11.2015

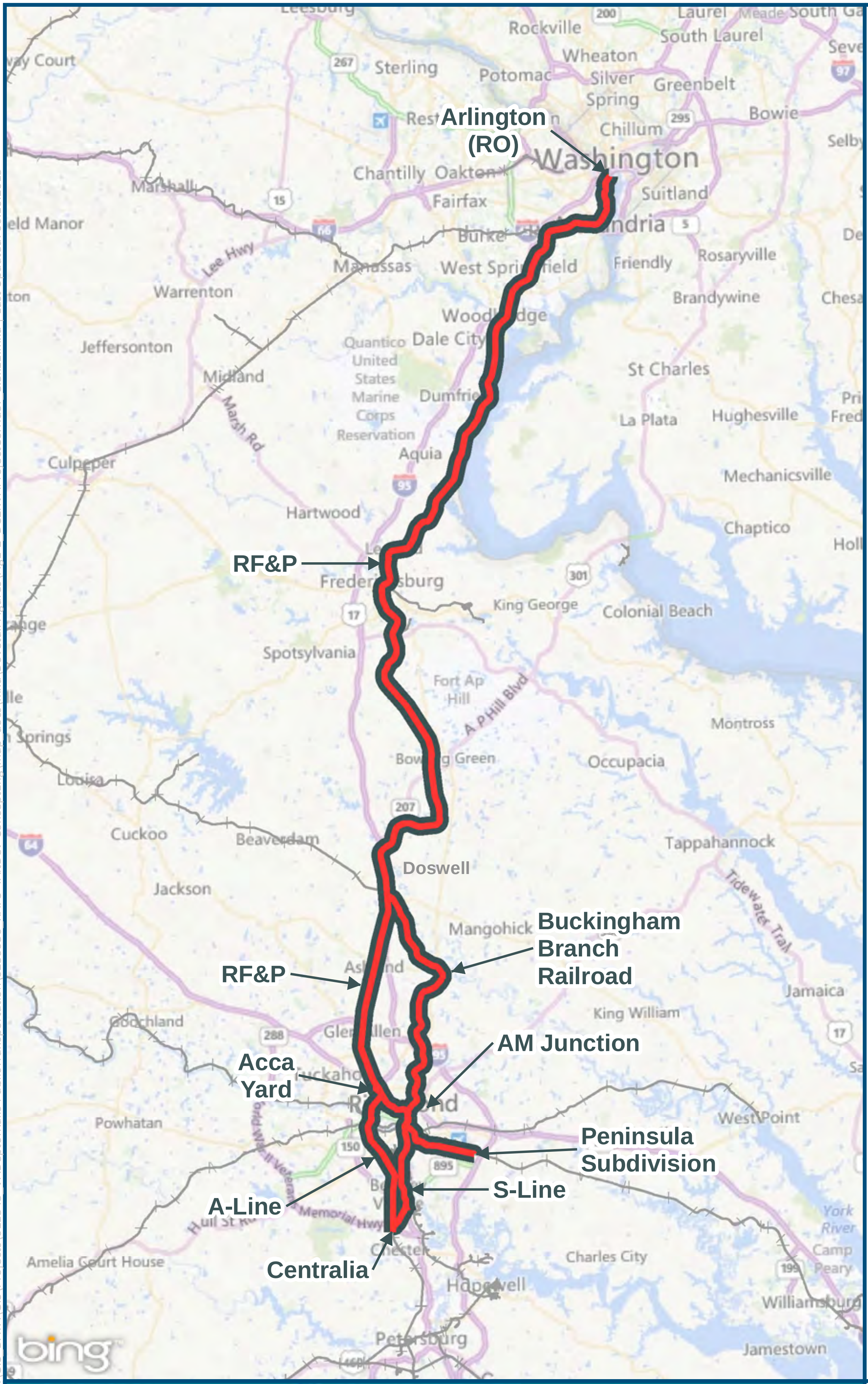
1.1 PROJECT LOCATION

The DC2RVA Team outlined the Build Alternatives, including the Preferred Alternative, for this project in the Draft Environmental Impact Statement (DEIS), which was signed by the FRA in September 2017. The Preferred Alternative was approved by the Commonwealth Transportation Board in December 2017 and spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA, to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County) (Figure 1-2). At the northern terminus in Arlington, VA, the Project limit ends at the southern approach to Long Bridge, a double-track rail bridge taking the rail corridor over the Potomac River; however, the northern terminus of Union Station in Washington, D.C. will be used for ridership and revenue forecasting, as well as service development planning within the Project corridor. The southern terminus in Centralia is the junction of two CSXT routes that begin in Richmond and rejoin approximately 11 miles south of the city.

Proposed improvements are along CSXT-owned track, generally parallel to the I-95 corridor between northern Virginia and Richmond. From north to south, the project travels through the following counties and cities:

- Arlington County
- City of Alexandria
- Fairfax County
- Prince William County
- Stafford County
- City of Fredericksburg
- Spotsylvania County
- Caroline County
- Hanover County
- Henrico County
- City of Richmond
- Chesterfield County

In Arlington, the Project connects to existing CSXT track extending across the Potomac River on the Long Bridge into Washington, D.C. and Union Station, the southern terminus of Amtrak's Northeast Corridor (NEC). At Centralia, the Project connects to both the Richmond to Raleigh segment of the SEHSR corridor and the Richmond to Hampton Roads segment of the SEHSR corridor.


Arlington (RO)
RF&P
RF&P
Doswell
Buckingham Branch Railroad
AM Junction
Acca Yard
Peninsula Subdivision
S-Line
A-Line
Centralia
Leesburg
Rockville
Laurel
South Laurel
Sterling
Potomac
Wheaton
Silver Spring
Greenbelt
Bowie
Chillum
Washington
Chantilly
Oakton
Fairfax
Marshall
Suitland
Alexandria
Burke
Manassas
West Springfield
Friendly
Rosaryville
Lee Hwy
Warrenton
Brandywine
Woodbridge
Jeffersonton
Quantico
Dale City
United States Marine Corps Reservation
Midland
Marsh Rd
Dumfries
St Charles
La Plata
Hughesville
Culpeper
Aquia
Mechanicsville
Hartwood
Chaptico
Fredericksburg
King George
Colonial Beach
Spotsylvania
Fort A P Hill
A P Hill Blvd
Bowling Green
Occupacia
Montross
Louisa
Cuckoo
Beaverdam
Tappahannock
Jackson
Tidewater Trail
Mangohick
Ashland
Jamaica
King William
Goochland
Glen Allen
Tuckahoe
Richmond
West Point
Powhatan
Hull St Rd
Memorial Hwy
Chester
Charles City
Amelia Court House
Hopewell
Williamsburg
York River
Camp Peary
Petersburg
Jamestown
bing

0 7 14
Miles

1 inch=14 miles
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: 2015 Bing Maps Road (Microsoft Corporation and its data suppliers)

- 🟥 DC2RVA Project Corridor
- ┼ Virginia Rail Lines

Figure 1-2

Overview of the DC2RVA Project Corridor

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\Dovetail Figures\Fig1-2_DC2RVAProjectCorridor_8.5x11.mxd | Last Updated: 06.10.2015

The Washington, D.C. to Richmond segment is an integral part of the overall Washington, D.C. to Charlotte SEHSR corridor and provides a critical link between high speed intercity passenger service from Boston to Washington, D.C. and the southeastern United States.

1.2 PROJECT DESCRIPTION

The DC2RVA project will include specific rail infrastructure improvements, proposed road construction, and service upgrades intended to improve the travel time, service frequency, and on-time performance of passenger trains operating between Washington, D.C. and Richmond, VA. Specific improvements to the existing rail infrastructure between Arlington, VA, and Centralia, VA, include:

- Corridor-wide upgrades to existing track and signal systems to achieve higher operating speeds, including curve realignments, higher-speed crossovers between tracks, passing sidings, and grade crossing improvements.
- Corridor-wide improvements to train operating capacity to achieve higher passenger train service frequency and reliability, including an additional main track along most of the corridor, and additional controlled sidings, crossovers, yard bypasses and leads, and other capacity and reliability improvements at certain locations.
- Station and platform improvements for Amtrak and Virginia Railway Express (VRE) stations.

The Tier II EIS being completed for the Project will assess the environmental impacts of these improvements and identify ways to avoid, minimize, or otherwise mitigate such impacts. The Project may include locations for new or replacement intercity passenger stations on the Project corridor, and additional rail capacity and other improvements in the Richmond area, including on the CSXT Peninsula Subdivision from AM Junction in Richmond, VA (just north of Main Street Station), east to Beulah Road in Henrico County, and on the bypass areas around the Town of Ashland, VA, and the City of Fredericksburg, VA.

Studies in support of the Project will address passenger and freight rail operations and service between Union Station in Washington, D.C. to Richmond and beyond, but the Project does not include physical improvements to the Long Bridge across the Potomac River or to rail infrastructure within Washington, D.C. Other projects will address improvements to the rail infrastructure north of Arlington and south of Centralia along the SEHSR corridor.

The original architectural reconnaissance study for the DC2RVA project was conducted between 2014 and 2016. This work included recordation of buildings, structures, objects and districts over 48 years in age within all alternatives under consideration (the date was determined to correspond to the schedule for environmental documentation). The area of potential effects (APE) for this work included a 500-foot study corridor from the centerline of each alternative. The APE was expanded to 1,000 feet in areas where an overpass would be constructed as part of the project and was redefined as one city block in urban sectors. As project designs have been refined, the Project limits of disturbance (LOD) have been modified to accommodate various design needs. These include road modifications, straightening curves, the addition of wyes, proposed station locations, parking areas, etc. These expanded LOD areas were not included in the original architectural reconnaissance study. As such, this addendum report includes all areas that are now within the project APE but which were not included in previous investigations.

1.3 PREVIOUS SURVEYS AND CURRENT STUDY

The DC2RVA Team has been conducting reconnaissance-level architectural studies for the entire 123-mile DC2RVA corridor since December 2014. To date, the findings have been detailed in 16 reports. The current study included a reconnaissance architectural survey of LOD expansion areas within the Preferred Alternative of the DC2RVA corridor in any part of the APE that was not included in a previous document. Historic Context and Background Review sections for the overall project corridor are not included, as this information was presented in previous DC2RVA project reports (e.g., Anderson and Staton 2016; Manning et al. 2016; Manning and Salvato 2016; Peckler 2016; Staton et al. 2016a; Staton et al. 2016b; Staton and Lesiuk 2015; Sylvester and Staton 2016). The results of the archaeological survey spanning the entire 123-mile corridor are discussed in separate documents.

The current architectural survey was conducted to evaluate previously recorded properties that have not been evaluated for the NRHP as well as any unrecorded resource over 48 years in age. Any property in the APE that has been previously determined to be eligible, or is listed in, the NRHP, was briefly reviewed to assure that the characteristics that rendered the property eligible are still intact. For the purposes of the current study, the APE is defined as the footprint of proposed construction work associated with the Project plus any areas where alterations to a resource's setting and feeling are likely to occur as a result of it. For areas where the Project LOD has been expanded beyond the original study corridor, the APE includes the footprint and an additional 500-foot buffer on either side for new roads, stations, or track modifications, and the footprint plus a 1,000-foot buffer on either side for new overpasses.

2 METHODOLOGY

The architectural survey was conducted to evaluate any historic buildings, objects, or districts over 48 years in age for NRHP eligibility. Each resource was evaluated in regards to Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; and Criterion C, for its embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values. As part of the current survey, these architectural resources were not evaluated under Criterion D for its potential to yield information important in history. Criteria considerations were taken into account only where necessary. In addition, all resources were viewed in light of the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

For previously recorded resources determined eligible for, or listed in, the NRHP within the APE, the DC2RVA team briefly examined these properties to assure that they retain the characteristics that rendered them eligible for the NRHP, but in-depth studies were not completed on these resources.

During the architectural survey of both newly recorded and previously identified resources, the Project APE was surveyed through a combination of a vehicular and pedestrian reconnaissance. Above-ground properties meeting the established age criteria were documented through photographs, written notes, and mapping. This includes buildings, structures, objects, and districts within the Project APE. Digital photos were taken of each property documenting the primary elevation, oblique angles, and general setting.

After the architectural fieldwork was completed, the project team prepared separate Virginia Cultural Resources Information System (V-CRIS) forms and accompanying documentation for each recorded property in accordance with DHR policies and practices. Each V-CRIS packet includes a V-CRIS form, site plan, set of hard-copy color photographs, and a CD of digital photos for each property. The hard copy and electronic versions of the photographs were labeled and prepared according to DHR standards.

3 RESULTS

The architectural investigation of the expanded LOD of the DC2RVA project involved a field survey of any areas that are now in the LOD and Project APE that were not included in previous studies. In total, the team recorded 352 resources, 124 of which were previously recorded with the DHR and 228 were newly recorded as a part of this effort.

3.1 PREVIOUSLY RECORDED RESOURCES

This survey identified 124 previously recorded buildings, structures, objects, and districts within the APE (Table 3-1, Figures 3-1 through 3-16). Two of these resources were previously listed in the NRHP and Virginia Landmarks Registry (VLR), 14 were determined not eligible for listing in the NRHP by the DHR, and the remaining 108 had not been formally evaluated for NRHP eligibility.

TABLE 3-1: PREVIOUSLY RECORDED RESOURCE REVISITED DURING THE CURRENT SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	Previous DHR Determination	DC2RVA Project Team Recommendation
100-0158	House, 323 E. Oak Street	City of Alexandria	ca. 1921	Not Evaluated	Not Eligible
100-0137-0033	Townhouse, 103, 105, and 107 Commonwealth Avenue	City of Alexandria	1939	Not Evaluated	Not Eligible; Contributing to Rosemont HD
100-0137-0030	Townhouse, 73, 75, and 77 Commonwealth Avenue	City of Alexandria	1939	Not Evaluated	Not Eligible; Contributing to Rosemont HD
100-0137-0029	Townhouse, 67, 69, and 71 Commonwealth Avenue	City of Alexandria	1939	Not Evaluated	Not Eligible; Contributing to Rosemont HD
100-0137-0274	The Harrison House, 90 Commonwealth Avenue	City of Alexandria	1925	Not Evaluated	Not Eligible; Contributing to Rosemont HD
100-0137-0002	Water Commissioner's House, 4 W. Cedar Street	City of Alexandria	1914	Not Evaluated	Not Eligible; Contributing to Rosemont HD
100-0137-0004	Murtagh House, 6 W. Cedar Street	City of Alexandria	1916	Not Evaluated	Not Eligible; Contributing to Rosemont HD
100-0137-0006	Sidley House, 8 W. Cedar Street	City of Alexandria	1909	Not Evaluated	Not Eligible; Contributing to Rosemont HD

TABLE 3-1: PREVIOUSLY RECORDED RESOURCE REVISITED DURING THE CURRENT SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	Previous DHR Determination	DC2RVA Project Team Recommendation
100-0137-0008	Jackson House/Gartlam House, 10 W. Cedar Street	City of Alexandria	1914	Not Evaluated	Not Eligible; Contributing to Rosemont HD
100-0137-0010	Harris House/Nazzaro House, 12 W. Cedar Street	City of Alexandria	1912	Not Evaluated	Not Eligible; Contributing to Rosemont HD
100-0137-0273	The Stickley House/The Czekalski House, 30 Sunset Drive	City of Alexandria	ca. 1931	Not Evaluated	Not Eligible; Contributing to Rosemont HD
100-0137-0272	Double House, 28-28A Sunset Drive	City of Alexandria	1985	Not Evaluated	Not Eligible; Non-Contributing to Rosemont HD
100-0137-0268	The Yowell House, 24 Sunset Drive	City of Alexandria	1935	Not Evaluated	Not Eligible; Contributing to Rosemont HD
100-0137-0267	House, 22 Sunset Drive	City of Alexandria	1965	Not Evaluated	Not Eligible; Non-Contributing to Rosemont HD
100-0137-0265	The Grant House, 20 Sunset Drive	City of Alexandria	1933	Not Evaluated	Not Eligible; Contributing to Rosemont HD
100-0137-0263	Double House, 16-18 Sunset Drive	City of Alexandria	ca. 1932	Not Evaluated	Not Eligible; Contributing to Rosemont HD
100-0137-0261	The Fisher House, 14 Sunset Drive	City of Alexandria	ca. 1931	Not Evaluated	Not Eligible; Contributing to Rosemont HD
100-0137-0259	Apartment Building, 12A and 12B Sunset Drive	City of Alexandria	1952	Not Evaluated	Not Eligible; Non-Contributing to Rosemont HD
100-0137-0258	Alexandria Lodgings, 10 Sunset Drive	City of Alexandria	1939	Not Evaluated	Not Eligible; Contributing to Rosemont HD
100-0137-0227	Marsh House/Burns House, 11 Russell Road	City of Alexandria	1922	Not Evaluated	Not Eligible; Contributing to Rosemont HD
100-0137-0270	Apartment Building, 26 Sunset Drive	City of Alexandria	1936	Not Evaluated	Not Eligible; Contributing to Rosemont HD
000-0022-0003	Southwest No. 2 Boundary Marker, Russell Road at King Street	City of Alexandria	1792	Not Evaluated	Not Eligible; Contributing to Boundary Markers of the Original District of Columbia
076-0023	Rippon Lodge/Blackburn House, 15500 Blackburn Road	Prince William County	ca. 1745	NRHP/VLR Listed	Remain Listed
076-5214	Commercial Building, 13441 Occoquan Road	Prince William	1920	Not Eligible	No Longer Extant; Not Eligible

TABLE 3-1: PREVIOUSLY RECORDED RESOURCE REVISITED DURING THE CURRENT SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	Previous DHR Determination	DC2RVA Project Team Recommendation
076-5212	Commercial Building, 13426 Occoquan Road	Prince William	1940	Not Eligible	Remains Not Eligible
076-5213	Commercial Building, 13428 Occoquan Road	Prince William	ca. 1930	Not Eligible	Remains Not Eligible
076-5215	Restaurant, 13440 Occoquan Road	Prince William	1962	Not Eligible	Remains Not Eligible
089-0166	House, 151 Andrew Chapel Road	Stafford County	1903	Not Evaluated	Not Eligible
111-0013/111-0132-0508	Chancellor House, 300 Caroline Street	City of Fredericksburg	ca. 1780	Not Evaluated	Potentially Eligible under Criteria B & C; Contributing to Fredericksburg HD
111-0038/111-0132-0509	Hackley-Monroe House/James Monroe House/Joseph Jones House, 301 Caroline Street	City of Fredericksburg	ca. 1785	Not Evaluated	Potentially Eligible under Criteria B & C; Contributing to Fredericksburg HD
111-0067/111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	ca. 1780	Not Evaluated	Potentially Eligible under Criteria B & C; Contributing to Fredericksburg HD
111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	Not Evaluated	Potentially Eligible under Criterion C; Contributing to Fredericksburg HD
111-0132-0131	House, 302 Princess Anne Street	City of Fredericksburg	ca. 1850	Not Evaluated	Not Eligible; Contributing to Fredericksburg HD
111-0132-0132	House, 304 Princess Anne Street	City of Fredericksburg	1841	Not Evaluated	Not Eligible; Contributing to Fredericksburg HD
111-0132-0304	House, 601 Sophia Street	City of Fredericksburg	ca. 1960	Not Evaluated	Not Eligible; Non-Contributing to Fredericksburg HD
111-0132-0426	Commercial Building, 600 Caroline Street	City of Fredericksburg	ca. 2000	Not Evaluated	Not Eligible; Non-Contributing to Fredericksburg HD
111-0132-0454	Claiborne Wigglesworth House, 522 Caroline Street	City of Fredericksburg	1821	Not Evaluated	Not Eligible; Contributing to Fredericksburg HD
111-0132-0455	Elisha Dickenson Single Dwelling, 524 Caroline Street	City of Fredericksburg	ca. 1820	Not Evaluated	Not Eligible; Contributing to Fredericksburg HD
111-0132-0457	House, 526 Caroline Street	City of Fredericksburg	ca. 1820	Not Evaluated	Not Eligible; Contributing to Fredericksburg HD

TABLE 3-1: PREVIOUSLY RECORDED RESOURCE REVISITED DURING THE CURRENT SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	Previous DHR Determination	DC2RVA Project Team Recommendation
111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	Not Evaluated	Potentially Eligible under Criterion C; Contributing to Fredericksburg HD
111-0132-0459	Single dwelling, 529 Caroline Street	City of Fredericksburg	ca. 1870	Not Evaluated	Not Eligible; Contributing to Fredericksburg HD
111-0132-0460	Commercial Building, 531 Caroline Street	City of Fredericksburg	ca. 1900	Not Evaluated	Not Eligible; Contributing to the Fredericksburg HD
111-0132-0507	Dr. Charles Mortimer House, 216 Caroline Street	City of Fredericksburg	1787	Not Evaluated	Not Eligible; Contributing to Fredericksburg HD
111-0132-0524	House, 203 Princess Elizabeth Street	City of Fredericksburg	ca. 1925	Not Evaluated	Not Eligible; Contributing to Fredericksburg HD
111-0132-0525	House, 204 Princess Elizabeth Street	City of Fredericksburg	ca. 1855	Not Evaluated	Not Eligible; Contributing to Fredericksburg HD
111-0132-0526	House, 205 Princess Elizabeth Street	City of Fredericksburg	1797	Not Evaluated	Not Eligible; Contributing to Fredericksburg HD
111-0132-0527	James N. Turner House, 207 Princess Elizabeth Street	City of Fredericksburg	1881	Not Evaluated	Not Eligible; Contributing to Fredericksburg HD
111-0132-0528	House, 209 Princess Elizabeth Street	City of Fredericksburg	ca. 1880	Not Evaluated	Not Eligible; Contributing to Fredericksburg HD
111-0132-0686	House, 100 Wolfe Street	City of Fredericksburg	ca. 1840	Not Evaluated	Not Eligible; Contributing to Fredericksburg HD
111-0132-0687	Robert Ellis House,102 Wolfe Street	City of Fredericksburg	ca. 1840	Not Evaluated	Not Eligible; Contributing to the Fredericksburg HD
111-0132-0688	Single dwelling, 104 Wolfe Street	City of Fredericksburg	ca. 1915	Not Evaluated	Not Eligible; Contributing to the Fredericksburg HD
111-0132-0689	Single Dwelling, 106 Wolfe Street	City of Fredericksburg	ca. 1870	Not Evaluated	Not Eligible; Contributing to Fredericksburg HD
111-0132-0690	Wolfe Street Tenement House/House, 108 Wolfe Street	City of Fredericksburg	ca. 1790	Not Evaluated	Not Eligible; Contributing to Fredericksburg HD
042-0556	Hoopers, 11108 McConnell Lane	Hanover County	ca. 1810	Not Evaluated	Not Evaluated; No Access
043-0292-0002	Infirmary, 2915 Hungary Road	Henrico County	1899	Not Evaluated	Not Eligible; Contributing to Laurel Industrial School HD
043-0292-0003	House, 2913 Hungary Road	Henrico County	1947	Not Evaluated	Not Eligible; Non-contributing to Laurel Industrial School HD

TABLE 3-1: PREVIOUSLY RECORDED RESOURCE REVISITED DURING THE CURRENT SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	Previous DHR Determination	DC2RVA Project Team Recommendation
043-0292-0004	House, 2911 Hungary Road	Henrico County	1910	Not Evaluated	Not Eligible; Contributing to Laurel Industrial School HD
043-0292-0005	Administrative Offices/Teacher's Quarters, 2909 Hungary Road	Henrico County	1910	Not Evaluated	Not Eligible; Contributing to Laurel Industrial School HD
043-5467	Laurel Park Historic District	Henrico County	1954–1960	Not Evaluated	Not Eligible
127-0816	Town of Barton Heights Historic District	City of Richmond	1880–1949	NRHP/VLR Listed	Remain Listed
127-6623	Commercial Building, 2724 Broad Street	City of Richmond	ca. 1930	Not Eligible	Remains Not Eligible
127-0816-0007	House, 203 Wellford Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0017	House, 203 Minor Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0027	House, 101 Yancey Street	City of Richmond	ca. 1910	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0028	House, 9 Yancey Street	City of Richmond	ca. 1910	Not Evaluated	No Longer Extant; Non-contributing to Town of Barton Heights HD
127-0816-0029	House, 5 Yancey Street	City of Richmond	ca. 1910	Not Evaluated	No Longer Extant; Non-contributing to Town of Barton Heights HD
127-0816-0030	House, 1 Poe Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0031	House, 3 Poe Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0061	Duplex, 1603/1605 Lamb Avenue	City of Richmond	ca. 1990	Not Evaluated	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0062	House, 1607 Lamb Avenue	City of Richmond	ca. 1990	Not Evaluated	Not Eligible; Non-Contributing to Town of Barton Heights HD

TABLE 3-1: PREVIOUSLY RECORDED RESOURCE REVISITED DURING THE CURRENT SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	Previous DHR Determination	DC2RVA Project Team Recommendation
127-0816-0063	Duplex, 1609/1611 Lamb Avenue	City of Richmond	ca. 1990	Not Evaluated	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0064	House, 1613 Lamb Avenue	City of Richmond	ca. 1990	Not Evaluated	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0065	House, 1604 Monteiro Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0066	House, 1606 Monteiro Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0067	Apartments, 1608 and 1610 Monteiro Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0068	Apartments, 1612 and 1614 Monteiro Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0069	House, 1620 Monteiro Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0070	House, 1619 Monteiro Street	City of Richmond	ca. 1900	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0071	House, 1617 Monteiro Street	City of Richmond	ca. 1900	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0072	House, 1613 Monteiro Street	City of Richmond	ca. 1900	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0073	House, 1611 Monteiro Street	City of Richmond	ca. 1910	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0074	House, 1609 Monteiro Street	City of Richmond	ca. 1900	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0075	Duplex, 1607/1605 Monteiro Street	City of Richmond	ca. 1990	Not Evaluated	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0076	Duplex, 1603/1601 Monteiro Street	City of Richmond	ca. 1990	Not Evaluated	Not Eligible; Non-Contributing to Town of Barton Heights HD

TABLE 3-1: PREVIOUSLY RECORDED RESOURCE REVISITED DURING THE CURRENT SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	Previous DHR Determination	DC2RVA Project Team Recommendation
127-0816-0083	Virginia Electric Power Company Substation, 1701 Lamb Avenue	City of Richmond	ca. 1957	Not Evaluated	Not Eligible; Non-contributing to Town of Barton Heights HD
127-0816-0084	Apartments, 1703 Lamb Avenue	City of Richmond	ca. 1960	Not Evaluated	Not Eligible; Non-contributing to Town of Barton Heights HD
127-0816-0085	Apartments, 1705 Lamb Avenue	City of Richmond	ca. 1960	Not Evaluated	Not Eligible; Non-contributing to Town of Barton Heights HD
127-0816-0086	Apartments, 1700 Monteiro Street	City of Richmond	ca. 1960	Not Evaluated	Not Eligible; Non-contributing to Town of Barton Heights HD
127-0816-0087	House, 1706 Monteiro Street	City of Richmond	ca. 1910	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0088	House, 1708 Monteiro Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0089	House, 1710 Monteiro Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0090	House, 1716 Monteiro Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0091	House, 1705 Monteiro Street	City of Richmond	ca. 1900	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0092	House, 1800 Monteiro Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0835	House, 3-5 Fells Street	City of Richmond	ca. 1920	Not Evaluated	No Longer Extant; Not Eligible
127-0836	House, 2 King Street	City of Richmond	ca. 1900	Not Evaluated	No Longer Extant; Not Eligible
127-0837	House, 3 King Street	City of Richmond	ca. 1900	Not Evaluated	No Longer Extant; Not Eligible
127-0838	House, 4 King Street	City of Richmond	ca. 1900	Not Evaluated	No Longer Extant; Not Eligible
127-0839	Apartment Building, 1900 Saint James Street	City of Richmond	ca. 1950	Not Evaluated	No Longer Extant; Not Eligible
127-6138	House, 6 West Fells Street	City of Richmond	ca. 1900	Not Evaluated	No Longer Extant; Not Eligible

TABLE 3-1: PREVIOUSLY RECORDED RESOURCE REVISITED DURING THE CURRENT SURVEY (RESOURCES LISTED NORTH TO SOUTH)

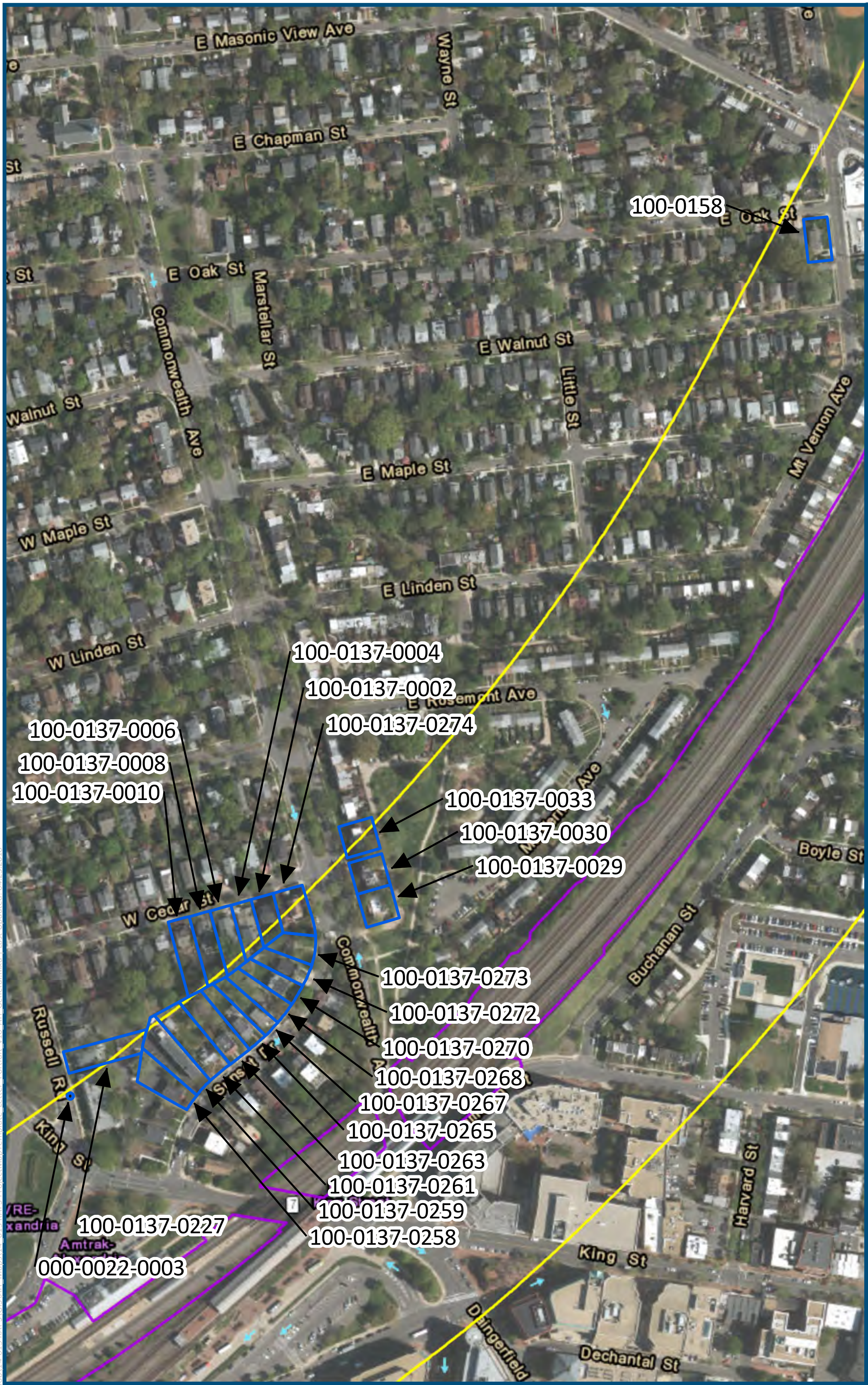
DHR Number	Name	City/County	Date of Construction	Previous DHR Determination	DC2RVA Project Team Recommendation
020-5409	House, 8219 Jefferson Davis Highway	City of Richmond	ca. 1940	Not Evaluated (R2R)	Not Eligible
127-6883	Gilpin Court Apartment Complex	City of Richmond	1942	Not Evaluated; Recommended as Not Eligible	Potentially Eligible under Criterion A
127-0796	4 Fells Street	City of Richmond	ca. 1900	Not Evaluated	No Longer Extant; Not Eligible
127-0816-0001	Apartments, 200 Wellford Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0002	Apartments, 202 Wellford Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0003	Apartments, 204 Wellford Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0004	House, 209 Wellford Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0005	House, 207 Wellford Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0006	House, 205 Wellford Street	City of Richmond	ca. 1920	Not Evaluated	Not Eligible; Contributing to Town of Barton Heights HD
127-6658	Reco Biotechnology (Current), 710 Hospital Street	City of Richmond	ca. 1908	Not Eligible	Remains Not Eligible
127-0344-0291	Commercial Building, 13-15 N. 18th Street	City of Richmond	1900	Not Evaluated	Not Eligible
127-0009	Geographic Distributing Services, Inc./Wortham-McGruder Warehouse, 23 S. 15th Street	City of Richmond	1830	Not Evaluated	Not Eligible
127-0344-0102	Loving's Produce Company, 1601-1605 East Grace Street	City of Richmond	ca. 1870	Not Evaluated	Potentially Eligible under A; Contributing to Shockoe Valley and Tobacco Row HD
127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1950–1980	Not Evaluated	Potentially Eligible under Criterion C & Criterion Consideration D

TABLE 3-1: PREVIOUSLY RECORDED RESOURCE REVISITED DURING THE CURRENT SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	Previous DHR Determination	DC2RVA Project Team Recommendation
127-6224	House, 2401 Coles Street	City of Richmond	ca. 1938	Not Eligible	Remains Not Eligible
127-6322	House, 2408 Bells Road	City of Richmond	ca. 1948	Not Eligible	Remains Not Eligible
127-6323	House, 2416 Bells Road	City of Richmond	ca. 1959	Not Eligible	Remains Not Eligible
127-6335	House, 3900 Lynhaven Avenue	City of Richmond	ca. 1959	Not Eligible	Remains Not Eligible
127-6336	House, 3902 Lynhaven Avenue	City of Richmond	ca. 1959	Not Eligible	Remains Not Eligible
127-6233	House, 2405 Dale Avenue	City of Richmond	ca. 1950	Not Eligible	Remains Not Eligible
127-6234	House, 2403 Dale Avenue	City of Richmond	ca. 1950	Not Eligible	Remains Not Eligible
127-6235	House, 2401 Dale Avenue	City of Richmond	1945	Not Eligible	Remains Not Eligible
020-5392	Terminal Office, 5801 Jefferson Davis Highway	Chesterfield County	ca. 1958	Not evaluated; Recommended Not Eligible	Not Eligible
020-5623	Bridge, Chippenham Parkway Bridge over Seaboard Air Line	Chesterfield County	1958	Not Evaluated; Recommended Not Eligible; Contributing to SAL	Not Eligible; Contributing to Seaboard Air Line HD

Source: Dovetail, 2018a.

Table Notes: 1. Cells highlighted in red denote resources that should retain their previous eligibility determination (listed in the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey or require further study



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Commonwealth Ave
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E Maple St
W Maple St
E Linden St
W Linden St
E Rosemont Ave
100-0137-0004
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100-0137-0006
100-0137-0008
100-0137-0010
100-0137-0033
100-0137-0030
100-0137-0029
W Cedar St
Boyle St
Buchanan St
Commonwealth Ave
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100-0137-0272
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100-0137-0258
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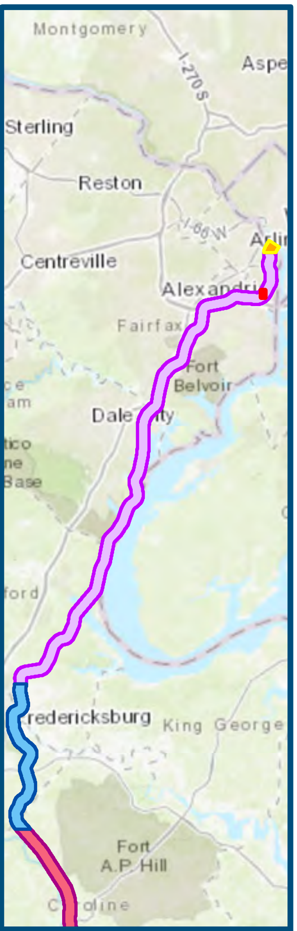
Dangerfield
Dechantal St



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Sterling
Reston
I-66 W
Arli
Centreville
Alexandri
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline

0 150 300
Feet

0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Not Eligible

Figure 3-1
Previously Recorded Resources
(Map 1 of 16)

4/2018

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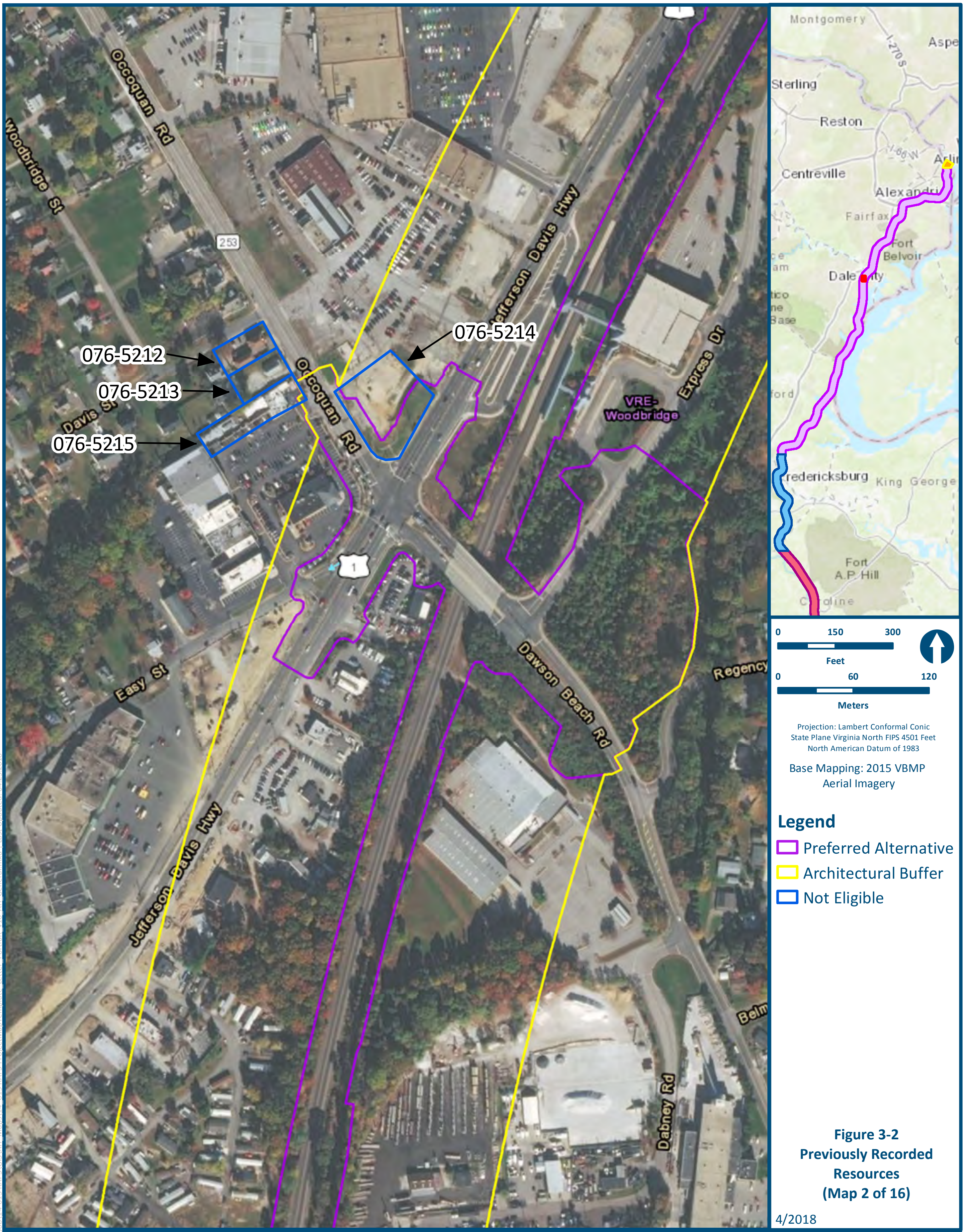

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076-5215
076-5214
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Davis St
Jefferson Davis Hwy
VRE-Woodbridge
Express Dr
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Easy St
Dawson Beach Rd
Regency
Belm
Dabney Rd
Montgomery
Aspe
I-270 S
Sterling
Reston
I-66 W
Arli
Centreville
Alexandri
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline
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150
300
Feet
0
60
120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- ▢ Preferred Alternative
- ▢ Architectural Buffer
- ▢ Not Eligible

Figure 3-2
Previously Recorded Resources
(Map 2 of 16)

4/2018

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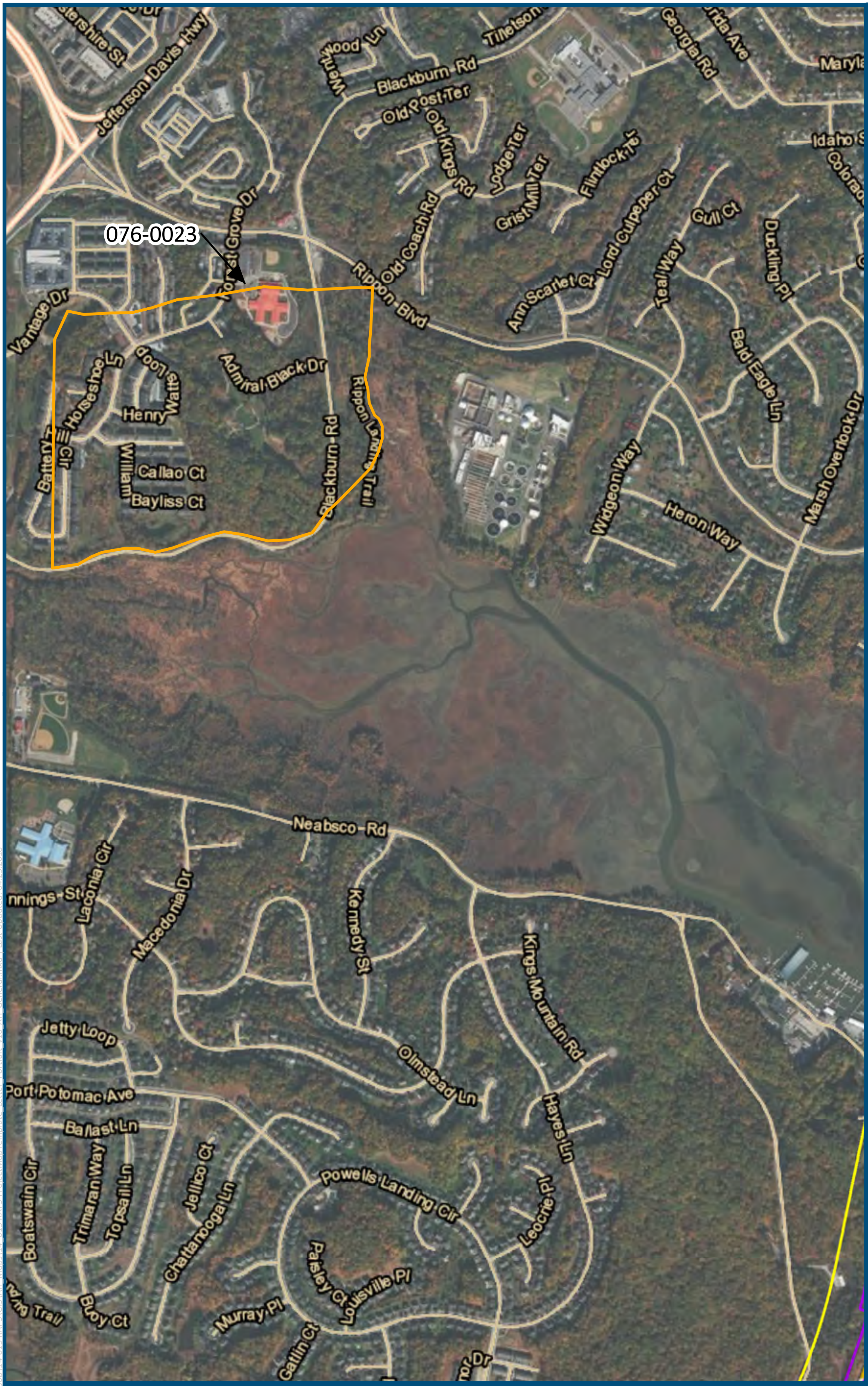
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Blackburn Rd
Old Post Ter
Old Kings Rd
Lodge Ter
Grist Mill Ter
Flintlock Ter
Tilletson
Georgia Rd
Florida Ave
Maryland
Idaho St
Colorado
Fort Grove Dr
Old Coach Rd
Rippon Blvd
Ann Scarlet Ct
Lord Culpeper Ct
Gull Ct
Teal Way
Duckling Pl
Bald Eagle Ln
Marsh Overlook Dr
Vantage Dr
Horseshoe Ln
Loop
Watts
Henry
Admiral Black Dr
Battery Hill Cir
William
Callao Ct
Bayliss Ct
Blackburn Rd
Rippon Landing Trail
Widgeon Way
Heron Way
Neabsco Rd
Jennings St
Laconia Cir
Macedonia Dr
Kennedy St
Kings Mountain Rd
Jetty Loop
Port Potomac Ave
Ballast Ln
Olmstead Ln
Hayes Ln
Boatswain Cir
Trimaran Way
Topsail Ln
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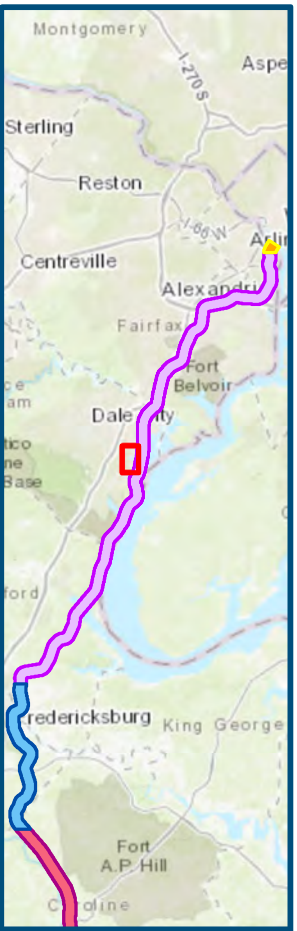
Louisville Pl
Murray Pl
Gatlin Ct
Buoy Ct
Trail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I-66 W
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline

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Feet
0 200 400
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- NRHP Listed/Eligible

Figure 3-3
Previously Recorded Resources
(Map 3 of 16)

4/2018

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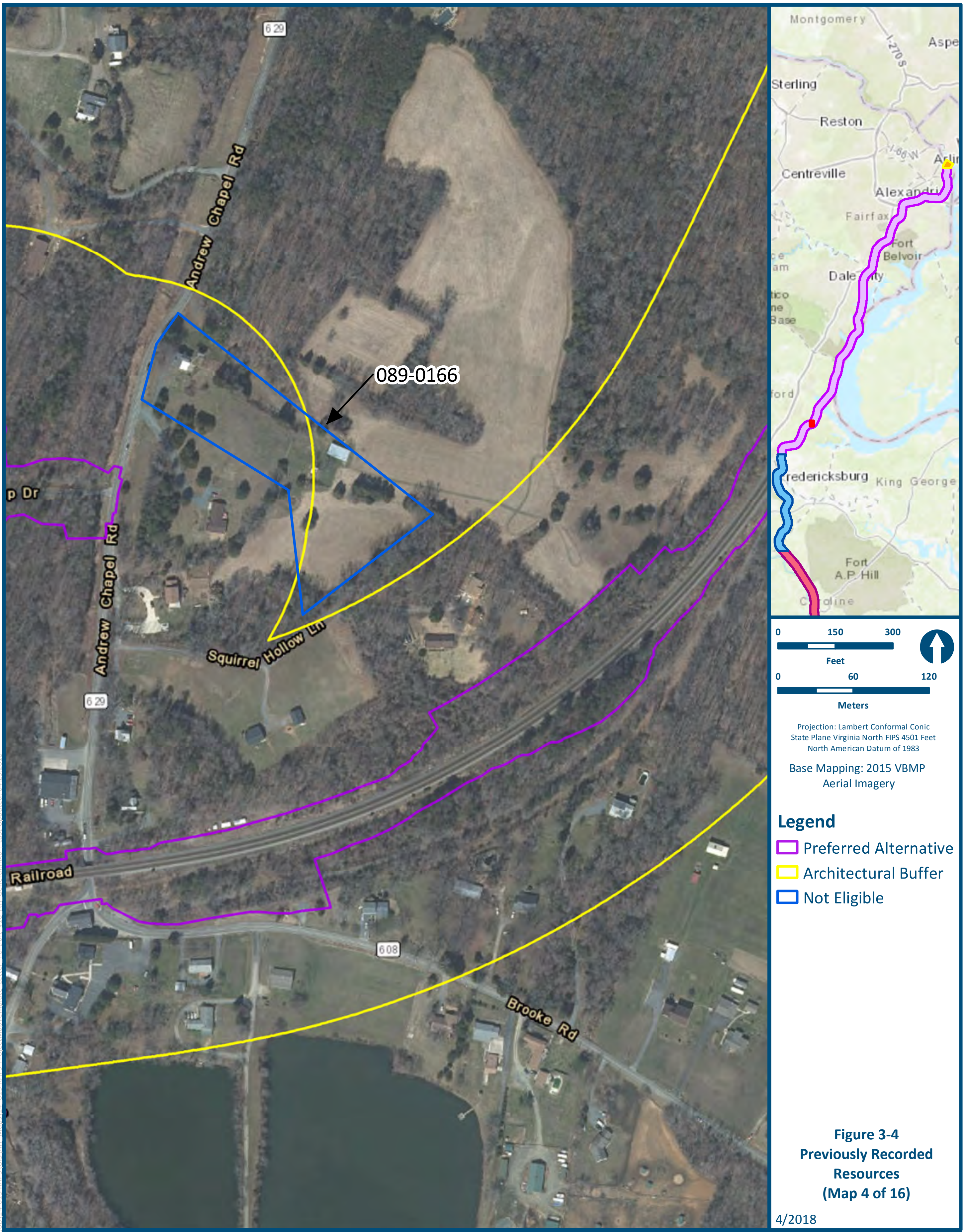
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Andrew Chapel Rd
Squirrel Hollow Ln
629
Railroad
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Brooke Rd
Montgomery
I-270S
Aspe
Sterling
Reston
I-66 W
Arli
Centreville
Alexandri
Fairfax
Fort Belvoir
Dale City
Base
ford
Fredericksburg
King George
Fort A.P. Hill
Caroline
0
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Feet
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60
120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

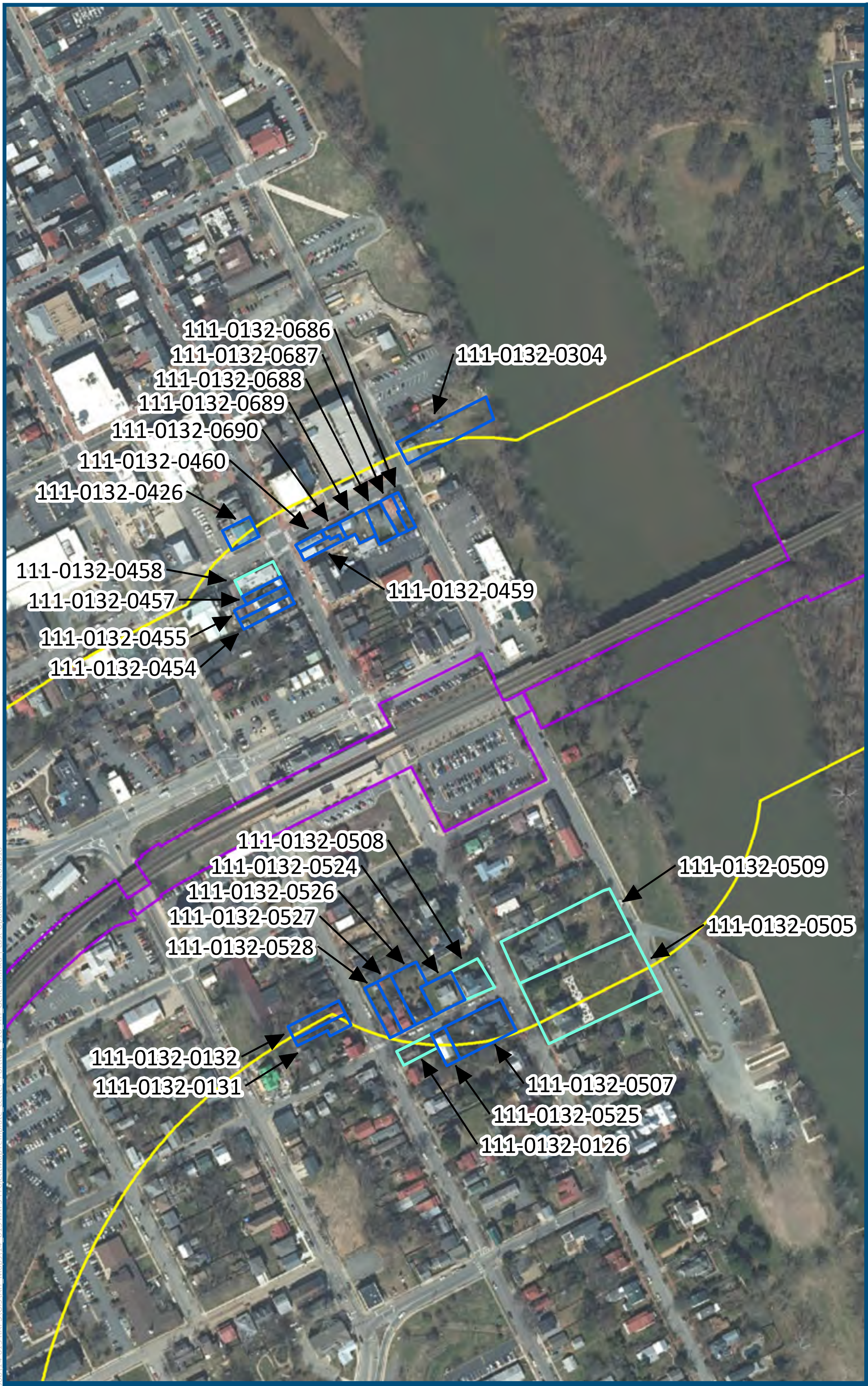
Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Not Eligible

Figure 3-4
Previously Recorded Resources
(Map 4 of 16)

4/2018

\\VDTS2\Main Job\14-015 RAPS\GIS\AH_Maps\14_015 RAPS ProjectMapTemplate_Letter_Portrait_v10_AH_General.mxd | Last Updated: 04.25.2018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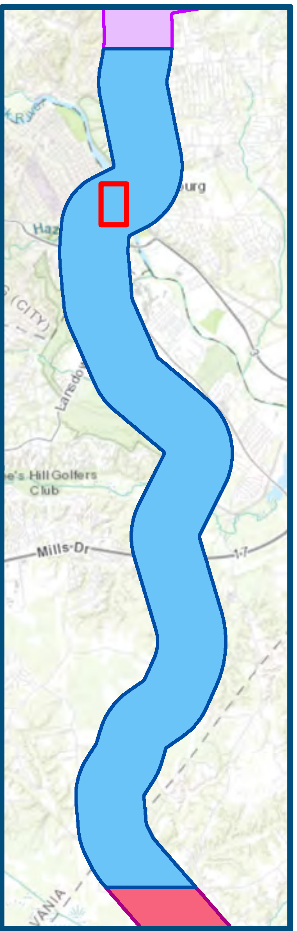
River
Hills
Haz
(CITY)
urg
Lansdowne
Lee's Hill Golfers Club
Mills Dr
17
VANIA

0
150
300
Feet
0
60
120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- ▢ Preferred Alternative
- ▢ Architectural Buffer
- ▢ Not Eligible
- ▢ Potentially Eligible

Figure 3-5
Previously Recorded Resources
(Map 5 of 16)

4/2018

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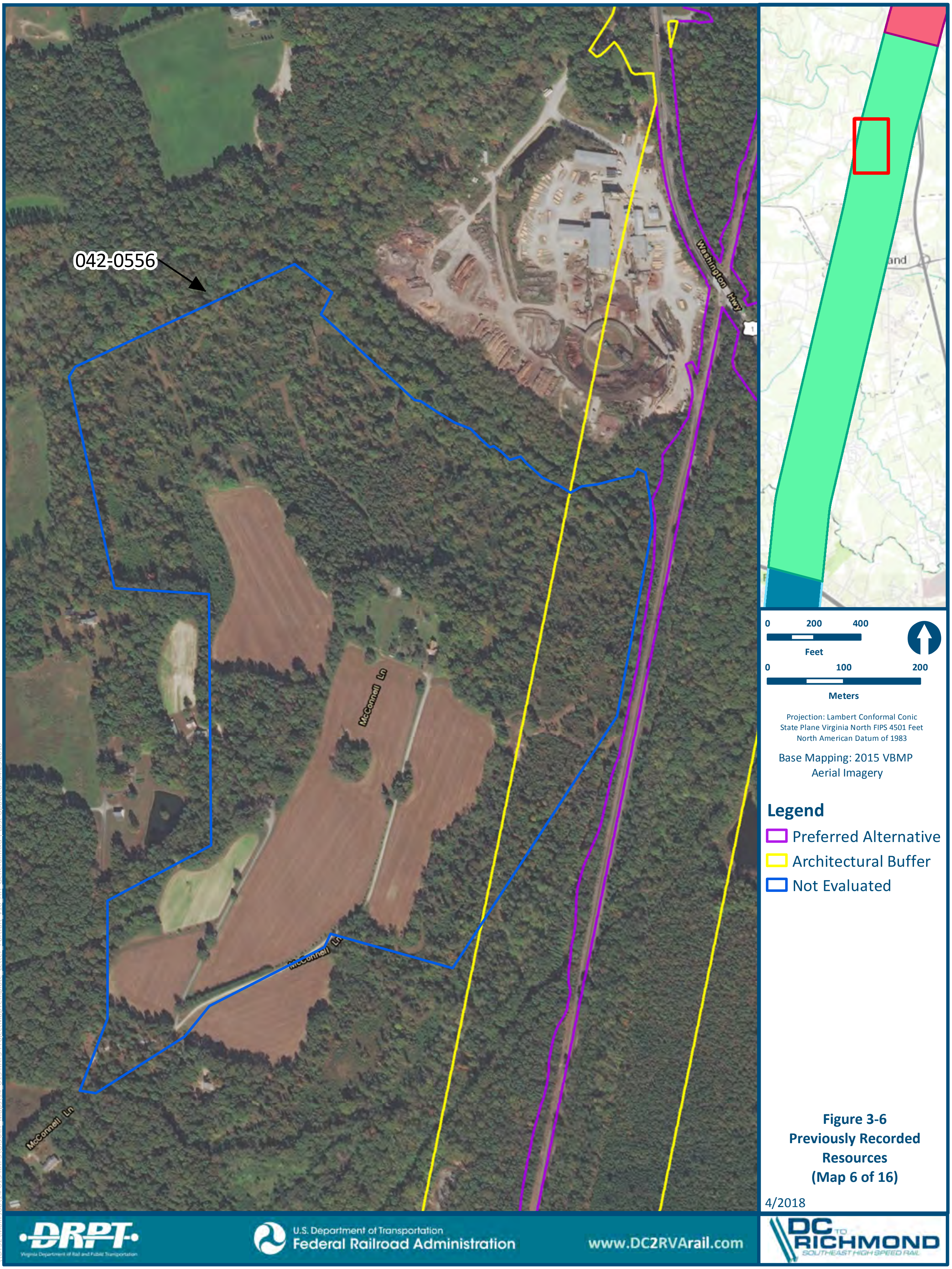
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1
McConnell Ln
McConnell Ln
McConnell Ln
and
0 200 400
Feet
0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

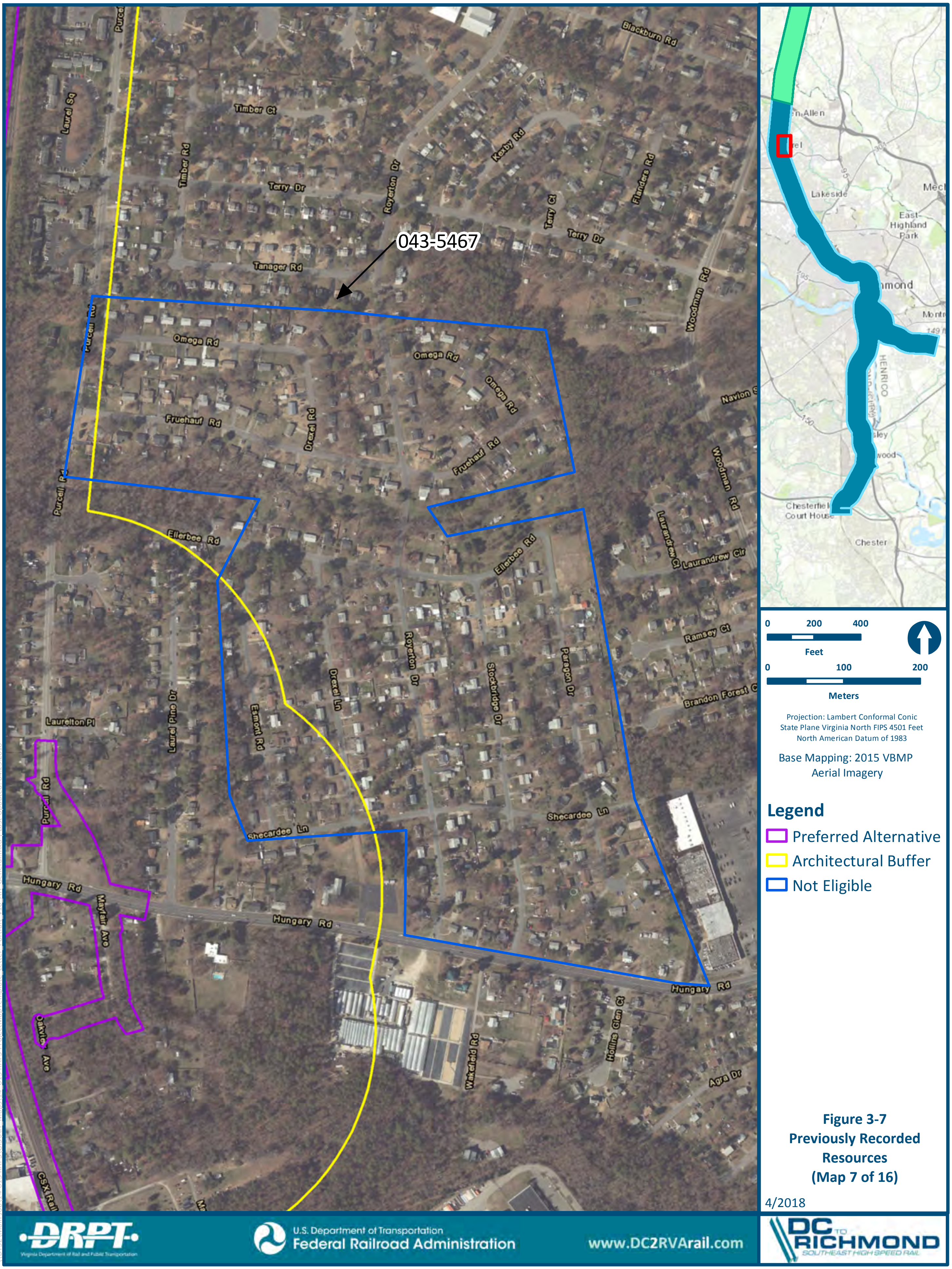
Legend

- Preferred Alternative
- Architectural Buffer
- Not Evaluated

Figure 3-6
Previously Recorded Resources
(Map 6 of 16)

4/2018

\\DTS2\Main Job\14-015 RAPS\GIS\AH_Maps\14_015 RAPS ProjectMapTemplate_Letter_Portrait_v10_AH_General.mxd | Last Updated: 04.25.2018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Blackburn Rd
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Timber Ct
Timber Rd
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Royerton Dr
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Flanders Rd
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Tanager Rd
Woodman Rd
Omega Rd
Omega Rd
Omega Rd
Fruehauf Rd
Drexel Rd
Fruehauf Rd
Navion St
Woodman Rd
Purcell Rd
Ellerbee Rd
Ellerbee Rd
Laurandrew Ct
Laurandrew Cir
Ramsey Ct
Royerton Dr
Stockbridge Dr
Paragon Dr
Drexel Ln
Esmont Rd
Brandon Forest Ct
Laurelton Pl
Laurel Pine Dr
Purcell Rd
Shecardee Ln
Shecardee Ln
Hungary Rd
Hungary Rd
Hungary Rd
Mayfair Ave
Oakvale Ave
Hollins Glen Ct
Wakefield Rd
Agra Dr
CSX Rail
Glen Allen
Laurel
Lakeside
Mechanicsville
East Highland Park
Richmond
Montrose
HENRICO
CHESTERFIELD
Bensley
Bellwood
Chesterfield Court House
Chester
295
95
301
150
195
149
0 200 400
Feet
0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

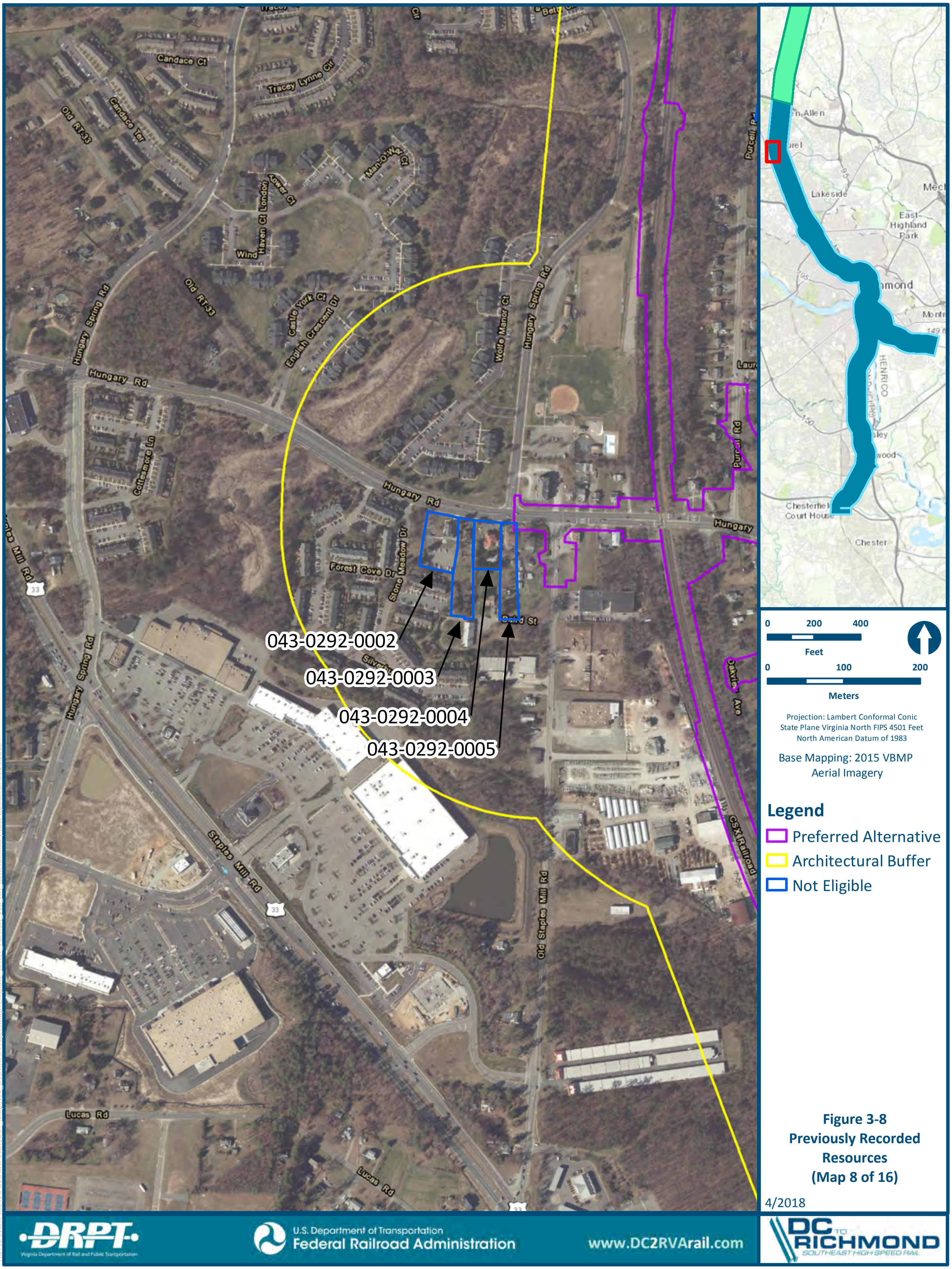
Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Not Eligible

Figure 3-7
Previously Recorded
Resources
(Map 7 of 16)

4/2018

\\DTS2\Main Job\14-015 RAPS\GIS\AH_Maps\14_015 RAPS ProjectMapTemplate_Letter_Portrait_v10_AH_General.mxd | Last Updated: 04.25.2018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Tracey Lynne Cir
Old RT-33
Candace Ter
Man-O-War Ct
London Tower Ct
Haven Ct
Wind
Old RT-33
Castle York Ct
English Crescent Dr
Wolfe Manor Ct
Hungary Spring Rd
Hungary Spring Rd
Hungary Rd
Hungary Rd
Hungary
Cottesmore Ln
Forest Cove Dr
Stone Meadow Dr
Baird St
Silverbell
Staples Mill Rd
Old Staples Mill Rd
CSX Railroad
Purcell Rd
Purcell Rd
Oakview Ave
Lucas Rd
Lucas Rd
33
043-0292-0002
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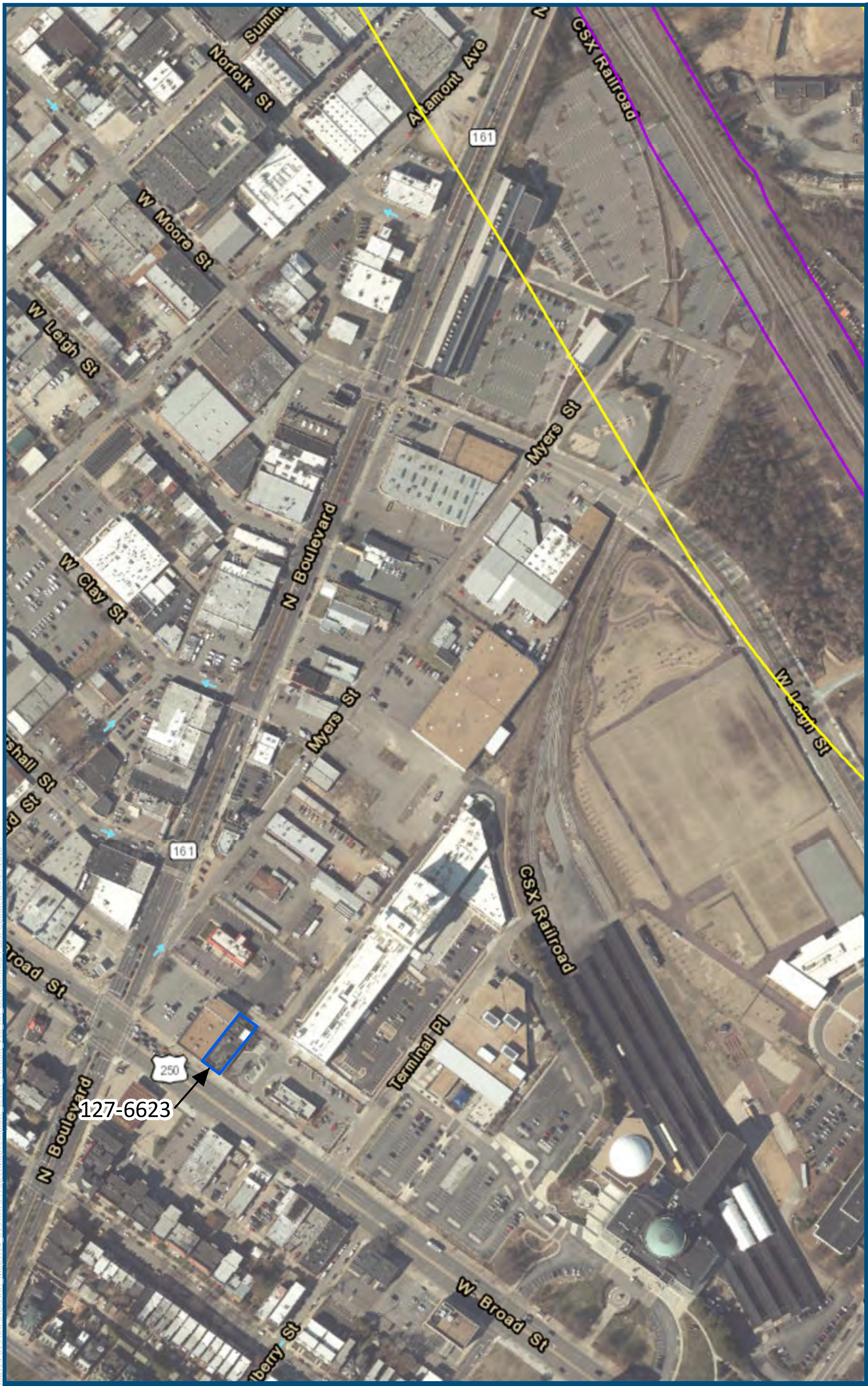
043-0292-0004
043-0292-0005
Glen Allen
Laurel
Lakeside
East Highland Park
Richmond
HENRICO
Chesterfield Court House
Chester
0 200 400
Feet
0 100 200
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2015 VBMP Aerial Imagery
Legend
Preferred Alternative
Architectural Buffer
Not Eligible

Figure 3-8
Previously Recorded Resources
(Map 8 of 16)

4/2018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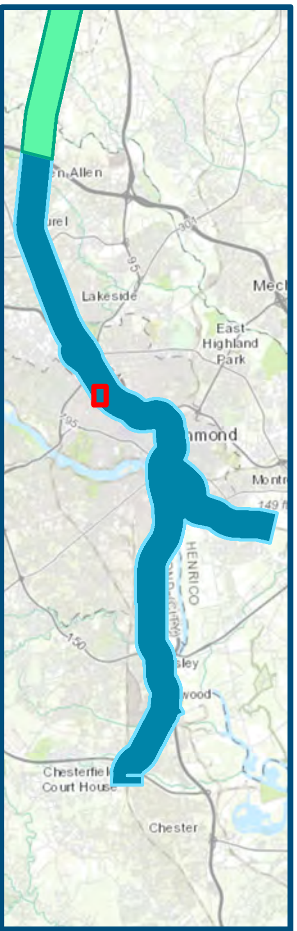
Norfolk St
Altamont Ave
161
CSX Railroad
W Moore St
W Leigh St
Myers St
N Boulevard
W Clay St
Marshall St
Myers St
W Leigh St
161
Broad St
CSX Railroad
Terminal Pl
250
127-6623
N Boulevard
W Broad St
Mulberry St


Glen Allen
Laurel
Lakeside
Mechanicsville
East Highland Park
Richmond
Montrose
HENRICO
CHESTERFIELD
Bensley
Bellwood
Chesterfield Court House
Chester

0 150 300
Feet

0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Not Eligible

Figure 3-9
Previously Recorded Resources
(Map 9 of 16)

4/2018

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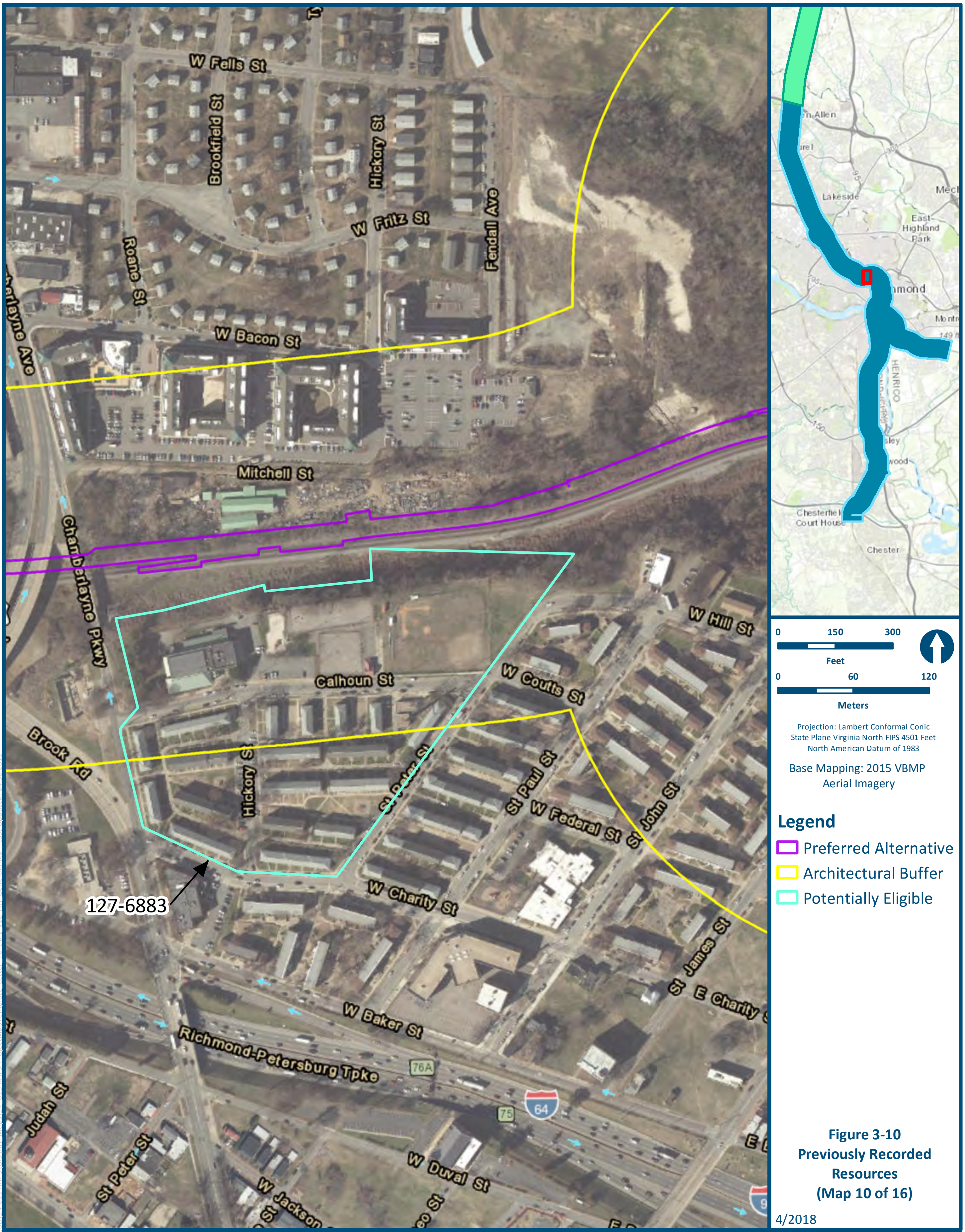
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Brookfield St
Hickory St
Fendall Ave
W Fritz St
Roane St
Chamberlayne Ave
W Bacon St
Mitchell St
Chamberlayne Pkwy
W Hill St
Calhoun St
W Coutts St
Brook Rd
Hickory St
St Peter St
St Paul St
W Federal St
St John St
127-6883
W Charity St
St James St
E Charity St
W Baker St
Richmond-Petersburg Tpke
76A
75
64
Judah St
St Peter St
W Duval St
W Jackson St
Allen
Lakeside
East Highland Park
Richmond
HENRICO
Chesterfield Court House
Chester
95
150
64

0 150 300
Feet
0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- ▭ Preferred Alternative
- ▭ Architectural Buffer
- ▭ Potentially Eligible

Figure 3-10
Previously Recorded Resources
(Map 10 of 16)

4/2018

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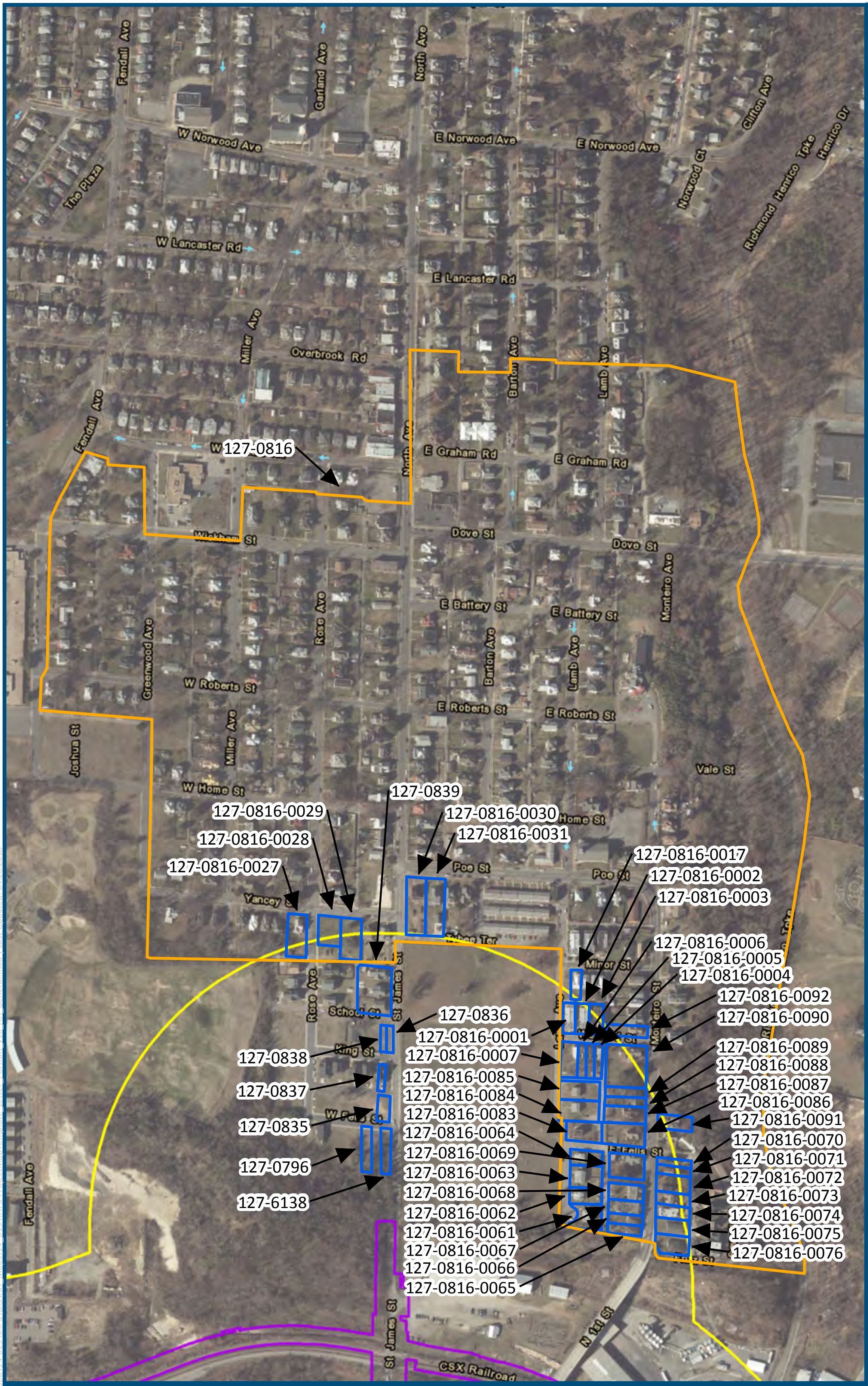
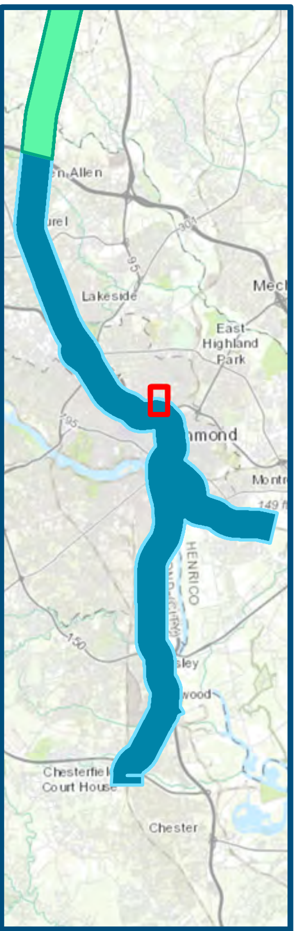


Fendall Ave
Garland Ave
North Ave
Clinton Ave
Henrico Dr
W Norwood Ave
E Norwood Ave
E Norwood Ave
Norwood Ct
Richmond Henrico Tpke
The Plaza
W Lancaster Rd
E Lancaster Rd
Miller Ave
Overbrook Rd
Barton Ave
Lamb Ave
Fendall Ave
W
127-0816
E Graham Rd
E Graham Rd
North Ave
Wickham St
Dove St
Dove St
Monteiro Ave
E Battery St
E Battery St
Greenwood Ave
Rose Ave
Barton Ave
Lamb Ave
W Roberts St
E Roberts St
E Roberts St
Miller Ave
Joshua St
W Home St
Home St
Vale St
127-0839
127-0816-0029
127-0816-0030
127-0816-0031
127-0816-0028
127-0816-0027
Yancey
Poe St
Poe St
127-0816-0017
127-0816-0002
127-0816-0003
127-0816-0006
127-0816-0005
127-0816-0004
Minor St
Rose Ave
School St
St James St
127-0836
127-0816-0001
127-0816-0007
127-0838
King St
127-0816-0092
127-0816-0090
127-0816-0089
127-0816-0088
127-0816-0087
127-0816-0086
127-0816-0091
127-0837
127-0816-0085
127-0816-0084
127-0816-0083
127-0835
W Fells St
127-0816-0064
127-0816-0069
127-0816-0063
127-0816-0068
127-0816-0062
127-0816-0061
127-0816-0067
127-0816-0066
127-0816-0065
127-0796
127-6138
E Fells St
127-0816-0070
127-0816-0071
127-0816-0072
127-0816-0073
127-0816-0074
127-0816-0075
127-0816-0076
Fendall Ave
St James St
N 1st St
CSX Railroad



Allen
Lakeside
East Highland Park
Mec
Richmond
HENRICO
Chesterfield Court House
Chester

0 200 400

Feet

0 100 200

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟧 NRHP Listed/Eligible
- 🟦 Not Eligible

Figure 3-11
Previously Recorded Resources
(Map 11 of 16)

4/2018

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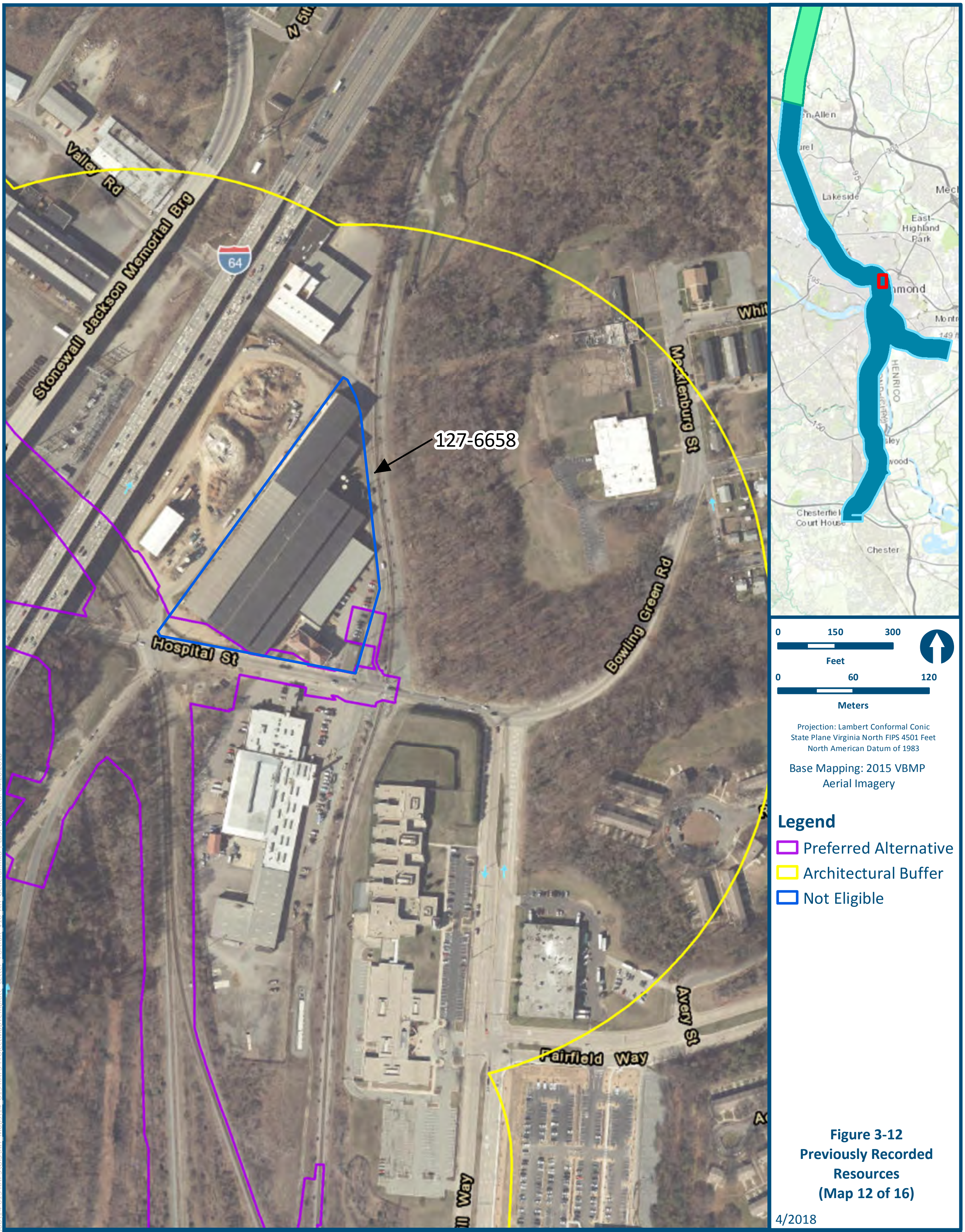

N 5th
Valley Rd
Stonewall Jackson Memorial Brg
64
127-6658
Whi
Mecklenburg St
Bowling Green Rd
Hospital St
Avery St
Fairfield Way
Way
Glen Allen
Laurel
Lakeside
Mech
East Highland Park
Richmond
Montr
HENRICO
Chesterfield Court House
Chester
0 150 300
Feet
0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

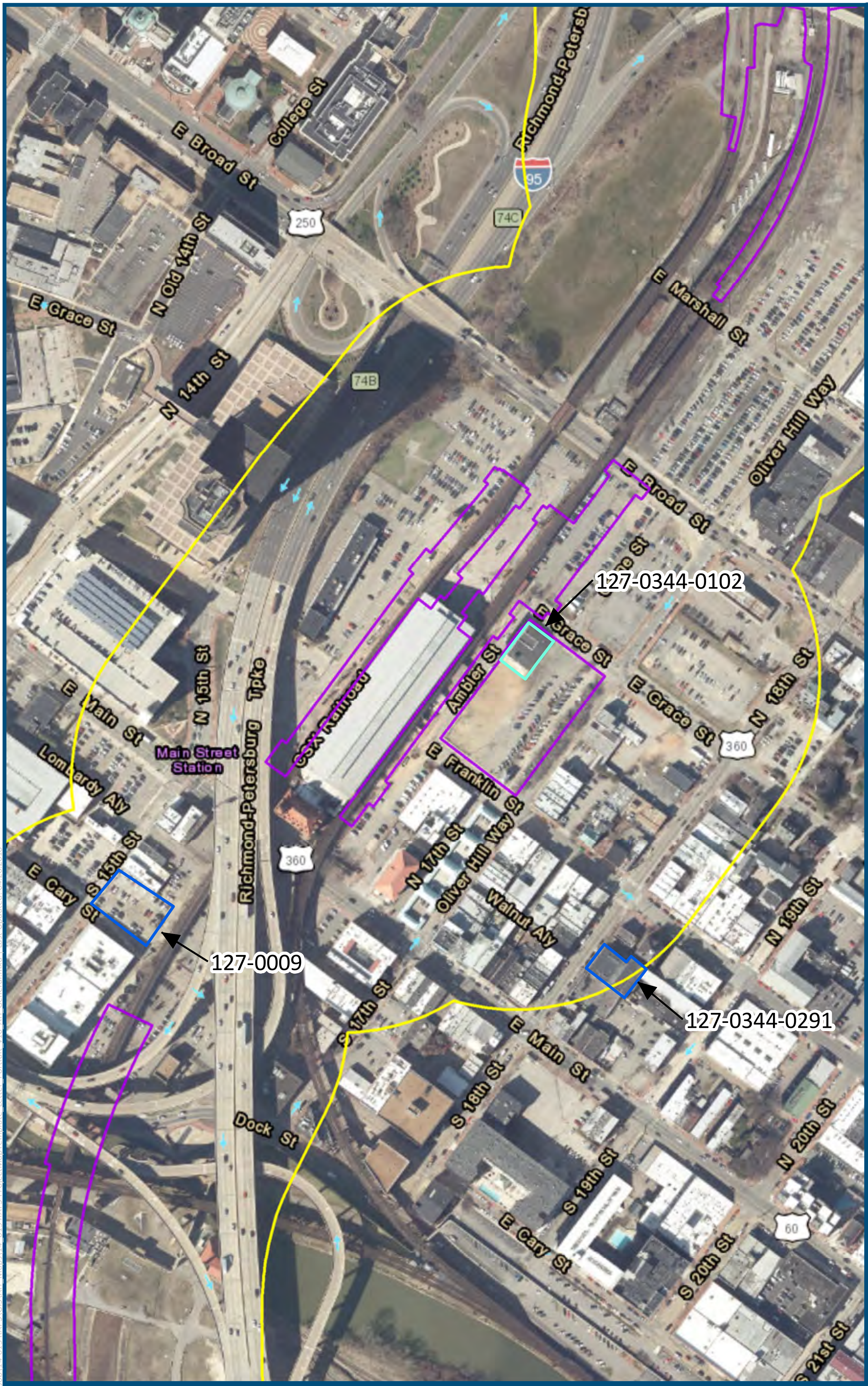
Legend

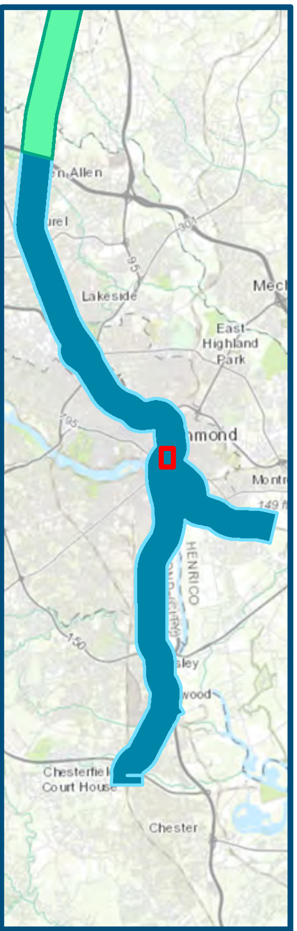
- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Not Eligible

Figure 3-12
Previously Recorded Resources
(Map 12 of 16)

4/2018

\\DTS2\Main Job\14-015 RAPS\GIS\AH_Maps\14_015 RAPS ProjectMapTemplate_Letter_Portrait_v10_AH_General.mxd | Last Updated: 04.26.2018


E Broad St
College St
Richmond-Petersburg
95
250
74C
E Marshall St
N Old 14th St
E Grace St
N 14th St
74B
Oliver Hill Way
E Broad St
127-0344-0102
E Grace St
Ambler St
CSX Railroad
N 15th St
Richmond-Petersburg Tpke
E Main St
Main Street Station
Lombardy Aly
E Grace St
N 18th St
360
E Franklin St
N 17th St
Oliver Hill Way
Walnut Aly
360
S 15th St
E Cary St
127-0009
127-0344-0291
N 19th St
S 17th St
E Main St
S 18th St
Dock St
S 19th St
N 20th St
60
E Cary St
S 20th St
S 21st St


Allen
Laurel
Lakeside
Mechanicsville
East Highland Park
Richmond
Montrose
HENRICO
CHESTERFIELD
Bensley
Bellwood
Chesterfield Court House
Chester
295
95
150
149

0 150 300
Feet

0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

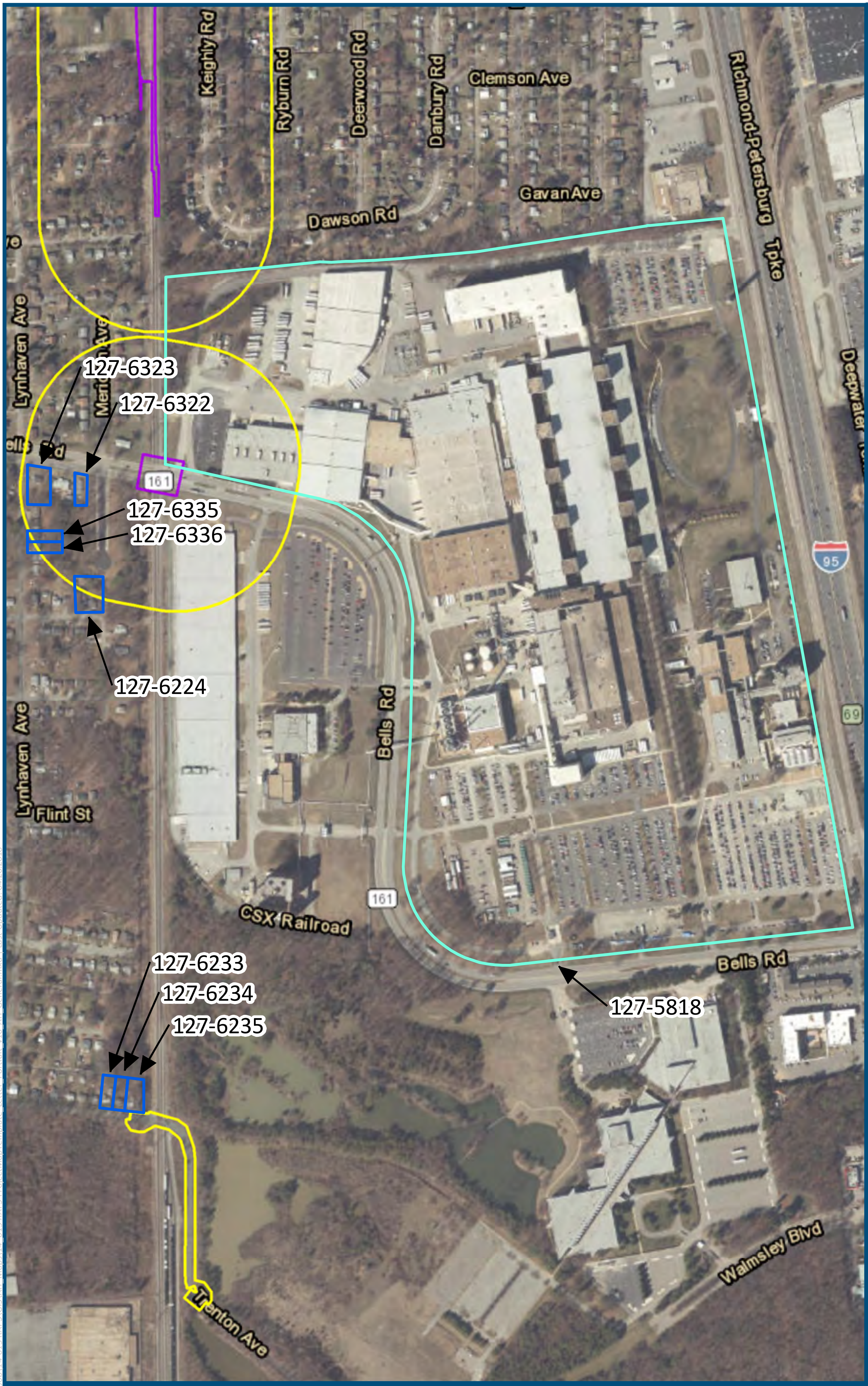
Legend

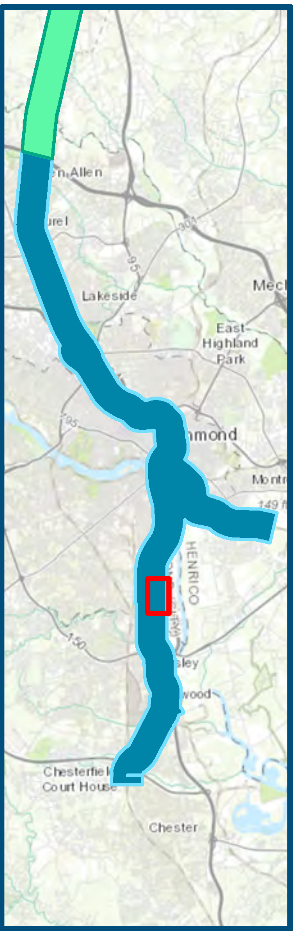
□ Preferred Alternative
□ Architectural Buffer
□ Not Eligible
□ Potentially Eligible

Figure 3-13
Previously Recorded Resources
(Map 13 of 16)

4/2018

\\DTS2\Main Job\14-015 RAPS\GIS\AH_Maps\14_015 RAPS ProjectMapTemplate_Letter_Portrait v10_AH_General.mxd | Last Updated: 04.26.2018


Keighly Rd
Ryburn Rd
Deerwood Rd
Danbury Rd
Clemson Ave
Richmond-Petersburg Tpke
Gavan Ave
Dawson Rd
Lynhaven Ave
Meridian Ave
Bells Rd
Deepwater Tml
127-6323
127-6322
161
127-6335
127-6336
95
127-6224
69
Bells Rd
Lynhaven Ave
Flint St
161
CSX Railroad
127-6233
127-6234
127-6235
Bells Rd
127-5818
Walmsley Blvd
Trenton Ave


Glen Allen
Laurel
301
95
Lakeside
Mechanicsville
East Highland Park
195
Richmond
Montrose
149 ft
HENRICO
150
Bensley
Bellwood
Chesterfield Court House
Chester

0 300 600
Feet

0 120 240
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Not Eligible
- 🟩 Potentially Eligible

**Figure 3-14
Previously Recorded
Resources
(Map 14 of 16)**

4/2018

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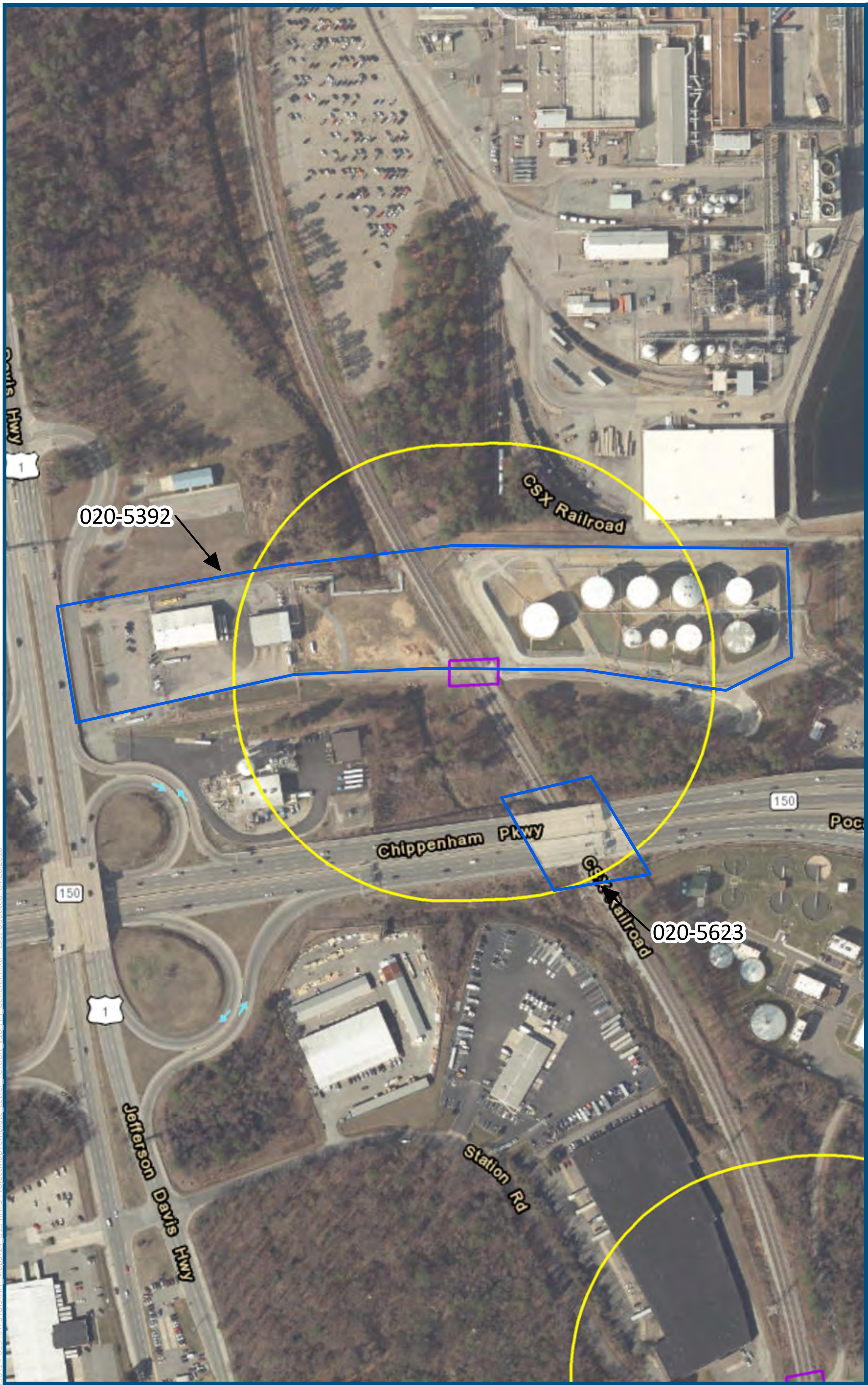
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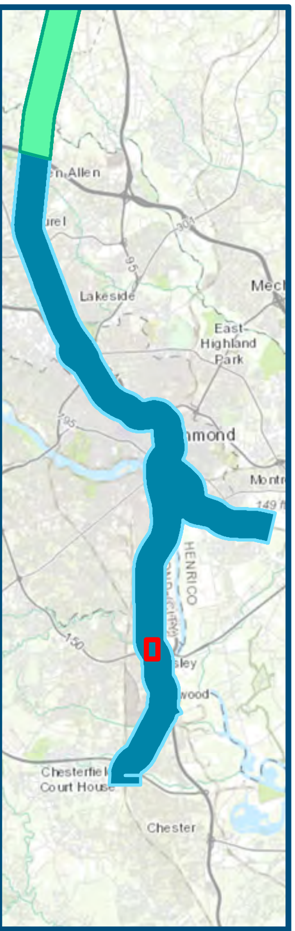
1
020-5392
CSX Railroad
150
Chippenham Pkwy
Poc
CSX Railroad
020-5623
150
1
Jefferson Davis Hwy
Station Rd


Glen Allen
Laurel
295
95
Lakeside
Mechanicsville
East Highland Park
Richmond
195
Montrose
HENRICO
CHESTERFIELD
150
Bensley
Bellwood
Chesterfield Court House
Chester

0 150 300
Feet
0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- ☐ Preferred Alternative
- ☐ Architectural Buffer
- ☐ Not Eligible

Figure 3-15
Previously Recorded Resources
(Map 15 of 16)

4/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\AH_Maps\14_015 RAPS ProjectMapTemplate_Letter_Portrait_v10_AH_General.mxd | Last Updated: 04.26.2018

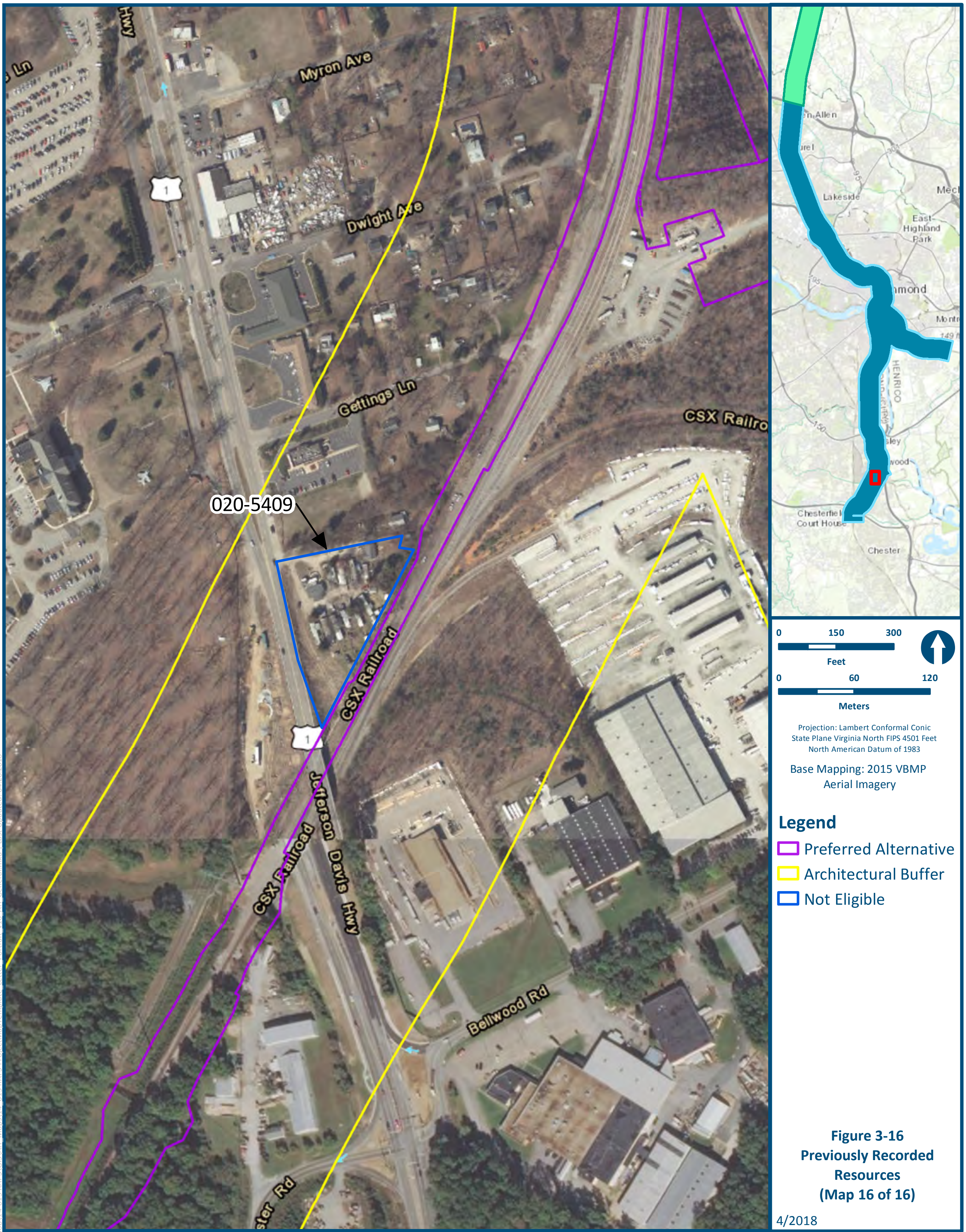

Hwy
Ln
Myron Ave
1
Dwight Ave
Gettings Ln
CSX Railroad
020-5409
CSX Railroad
1
Jefferson Davis Hwy
CSX Railroad
Bellwood Rd
ster Rd
Glen Allen
Laurel
Lakeside
East Highland Park
Mechanicsville
Richmond
Montrose
149
HENRICO
150
Bensley
Bellwood
Chesterfield Court House
Chester
0
150
300
Feet
0
60
120
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2015 VBMP Aerial Imagery
Legend
Preferred Alternative
Architectural Buffer
Not Eligible

Figure 3-16
Previously Recorded Resources
(Map 16 of 16)

4/2018

\\DTS2\Main Job\14-015 RAPS\GIS\AH_Maps\14_015 RAPS ProjectMapTemplate_Letter_Portrait_v10_AH_General.mxd | Last Updated: 04.26.2018

There were two previously NRHP/VLR listed resources revisited as part of this project. Rippon Lodge/Blackburn House (076-0023) is located at 15500 Blackburn Road in Woodbridge (Figure 3-17). Although the resource is located outside of the 500-foot APE, it was determined that the resource is visible from the rail crossing at Neabsco Creek to the east (Figure 3-18). As such, the architectural APE was expanded to include this viewshed. Rippon Lodge was listed in the VLR and NRHP in 1971 under Criterion A for its association with the early development of the area and Criterion B for its association with Thomas Blackburn. This resource was revisited during the current study to ascertain if the characteristics that rendered it previously eligible for the NRHP are in place. Based on the current reconnaissance survey, it is **recommended that this resource retain its status as a listed property in the VLR and NRHP**.

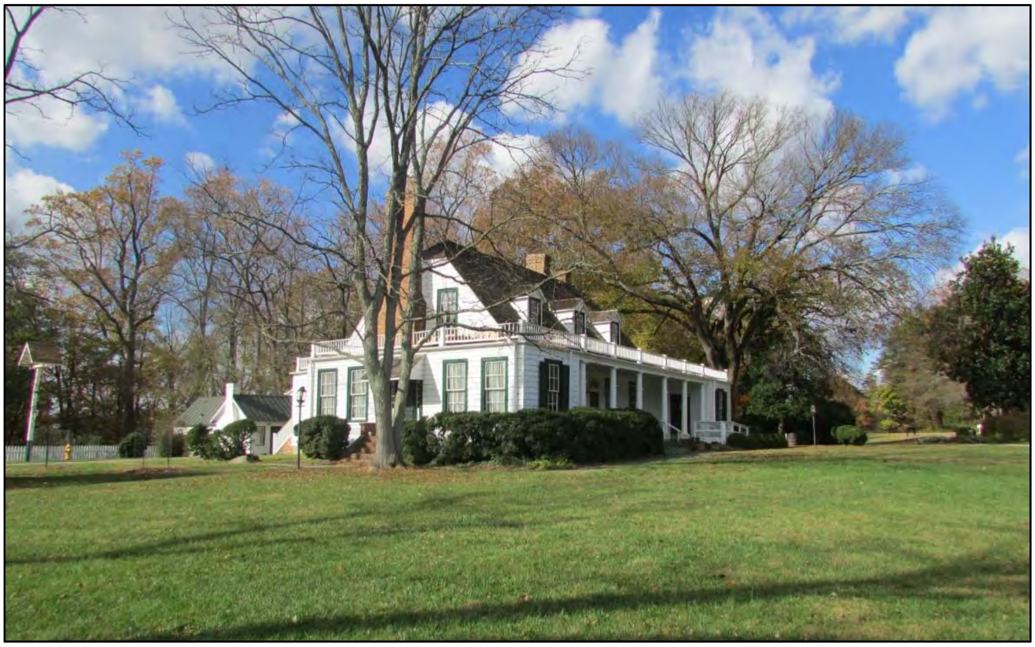


FIGURE 3-17: RIPPON LODGE (076-0023), EAST OBLIQUE

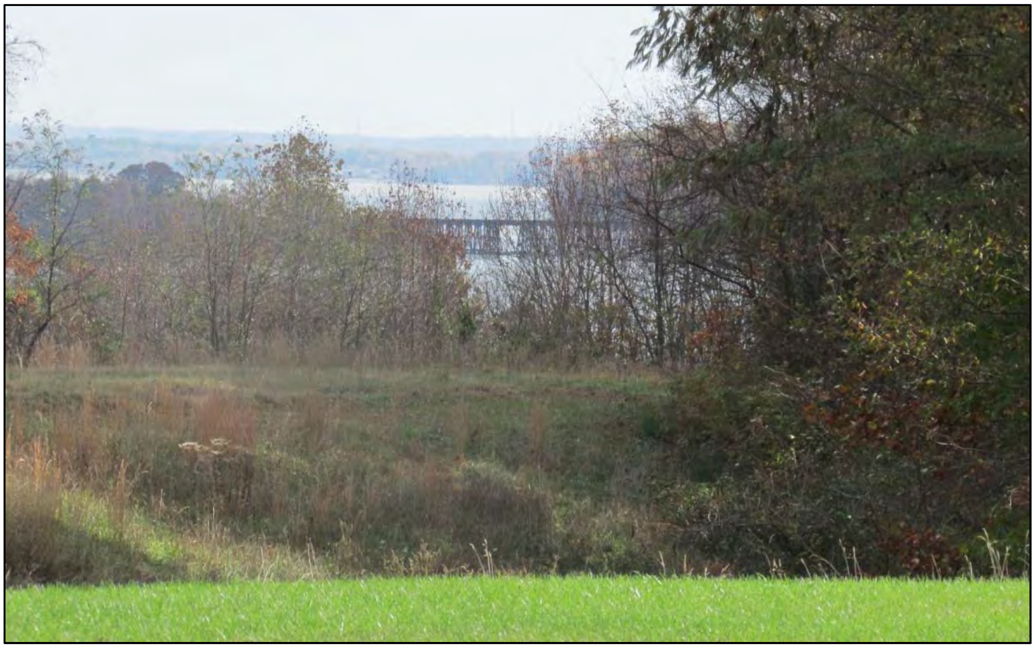


FIGURE 3-18: VIEW FROM RIPPON LODGE TO NEABSCO CREEK RAIL BRIDGE, LOOKING SOUTHEAST

The Town of Barton Heights Historic District (127-0816) was listed in the NRHP in 2003 and the VLR in 2011 under Criterion A for its association with important events in Transportation and Community Planning and Development and Criterion C for its distinctive architecture. This turn-of-the-century, streetcar neighborhood is located in the northern section of the City of Richmond and filled with single- and multi-family dwellings constructed in the Queen Anne or Colonial Revival styles and are similar in scale, materials, massing and setbacks (Figure 3-19). The resource, revisited during the current survey due to its determination being made over five years, is **recommended to retain its status as NRHP and VLR listed.**

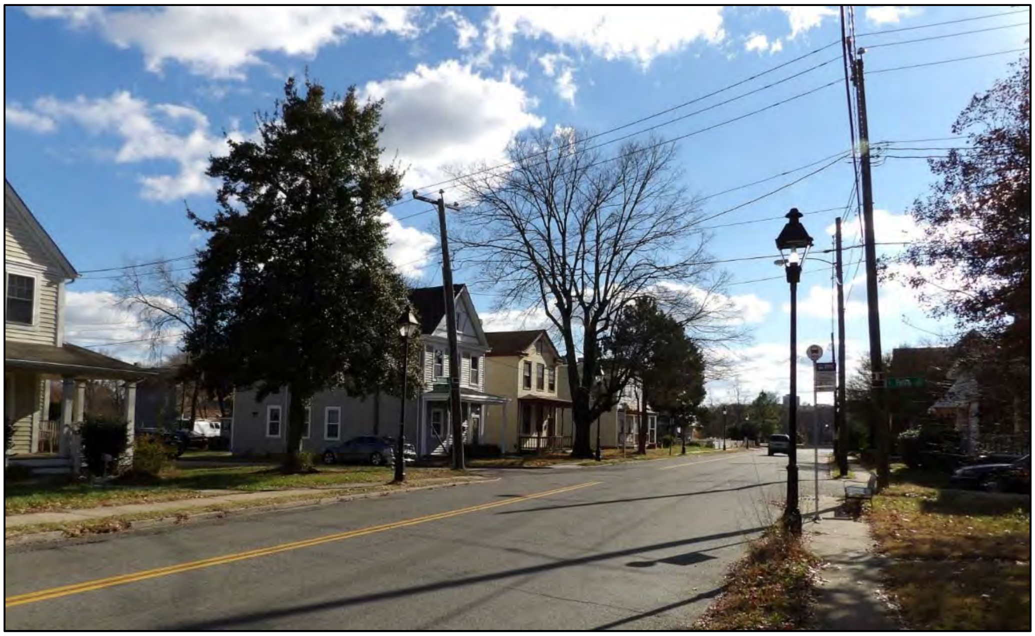


FIGURE 3-19: TOWN OF BARTON HEIGHTS HISTORIC DISTRICT (127-0816), LOOKING SOUTH ALONG MONTEIRO STREET

Eight of the 108 previously recorded resources that had not received an eligibility determination are recommended potentially eligible for the VLR/NRHP as a result of this reconnaissance study. Five are in Fredericksburg and three are in Richmond.

The Chancellor House (111-0132-0508) in Fredericksburg is a two-story, four-bay, single-family dwelling built circa 1780 in a Georgian style (Figure 3-20). It is in good condition and has retained its overall character and integrity. For these reasons, it was recommended as potentially eligible for the NRHP under Criterion C in a 2007 survey. The resource has not changed significantly since that assessment, therefore, **it is recommended that the house remain potentially eligible under that criterion. Based on the current evaluation, it is also recommended that the resource is potentially eligible under Criteria A and B.** This property was owned by George Aler during the second quarter of the nineteenth century, Fredericksburg's most prominent slave dealer. Contemporary accounts describe an associated slave pen immediately north of the dwelling (Barile et al. 2018:3-69–3-83). This resource therefore may have a notable connection to the slave trade in Fredericksburg (Criterion A) and an association with George Aler (Criterion B) with significance at the local level. As an architectural resource, it was not evaluated under Criterion D. The house has been previously identified as a **contributing element of the Fredericksburg Historic District (111-0132)**. As it continues to reflect the history of this area and retains a high level of historic integrity, it is recommended to remain a contributing resource within this district.

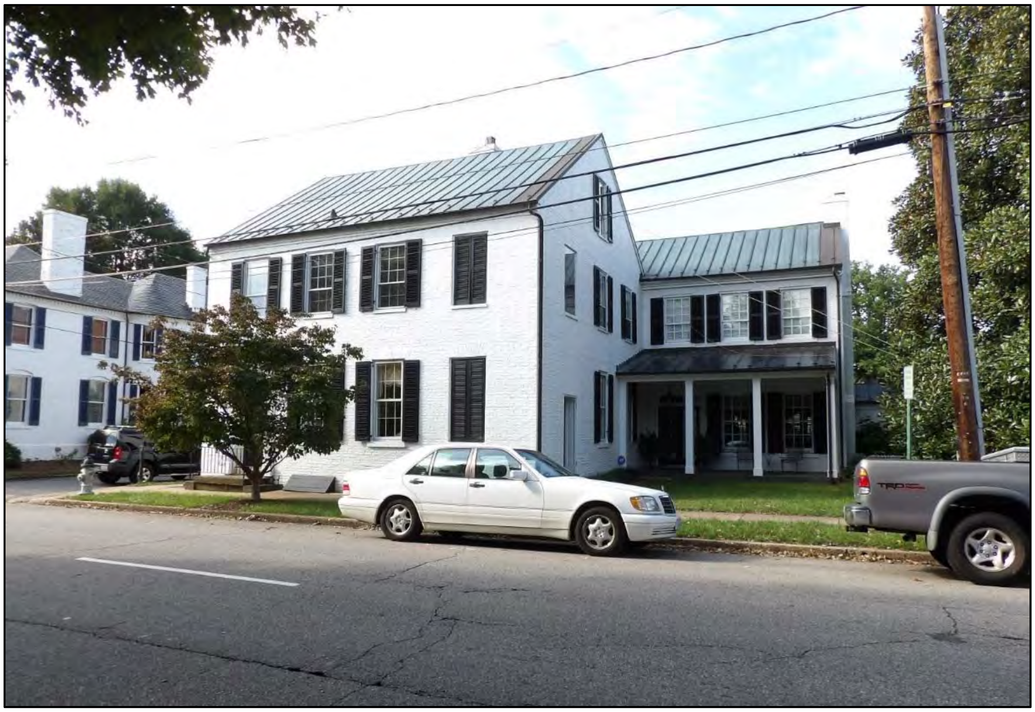


FIGURE 3-20: CHANCELLOR HOUSE AT 300 CAROLINE STREET (111-0132-0508), NORTH OBLIQUE. THE FORMER SLAVE PEN WAS LOCATED IN FRONT OF THE REAR ADDITION.

The Hackley-Monroe House, also known as the James Monroe House and the Joseph Jones House (111-0038/111-0132-0509), is situated in the southern end of the Fredericksburg Historic District. It is a two-and-one-half-story, late-Georgian-style, parged, single-family dwelling constructed around 1785 (Figure 3-21). Although the resource features some common modifications such as additions, it still retains enough historic integrity to merit eligibility for the NRHP. The house was also occupied by President James Monroe for a short time in the late-1780s. The DC2RVA Team **recommends the Hackley-Monroe House as potentially individually eligible for the NRHP under Criterion C as an outstanding example of this period and style of architecture at the local level.** It is also **recommended to remain a contributing resource within the Fredericksburg Historic District (111-0132).**

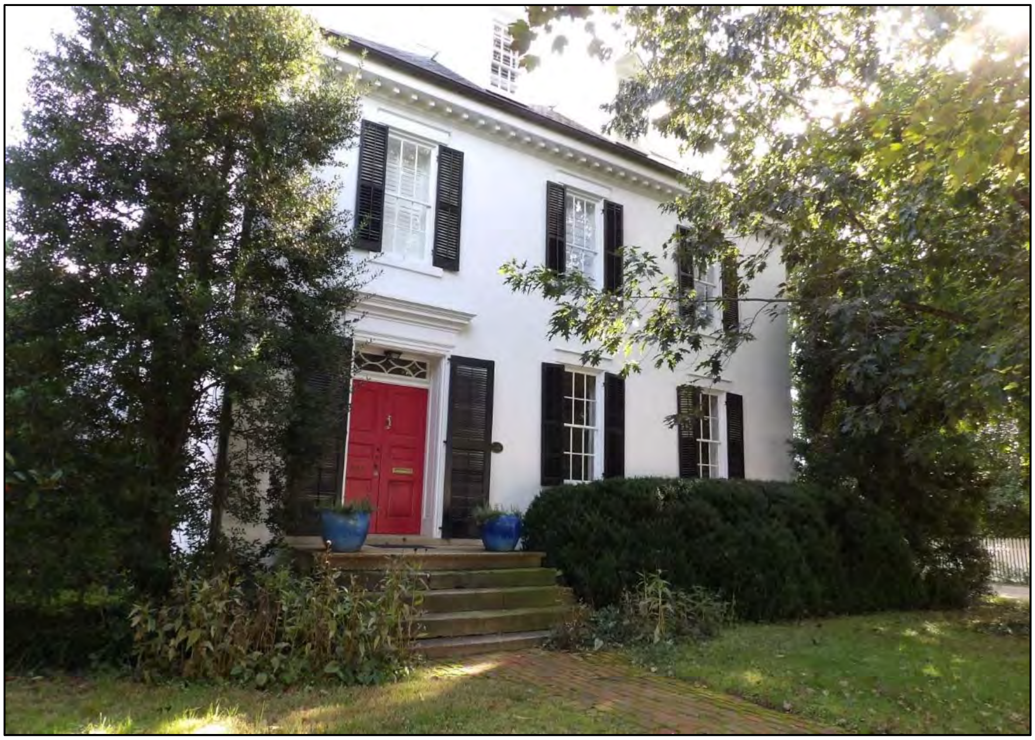


FIGURE 3-21: HACKLEY-MONROE HOUSE (111-0038/111-0132-0509), SOUTHWEST ELEVATION

The Dr. Charles Mortimer House (111-0067/111-0132-0505) at 213 Caroline Street in Fredericksburg is a two-story, Federal-style, single-family dwelling constructed in Flemish-bond brick between 1764 and 1780 (Figure 3-22). The building contains a mixture of late Georgian- and early Federal-style elements include modillions in the roof eaves as well as a porch with a full entablature and Ionic columns. The house is associated with Dr. Charles Mortimer, one of Fredericksburg's early prominent citizens. He was a local physician as well as the City's first mayor. The DC2RVA Team **recommends the Dr. Charles Mortimer House as potentially individually eligible for the NRHP under Criterion B for its association with Dr. Charles Mortimer and Criterion C as an outstanding example of this period and style of architecture at the local level.** It is also **recommended to remain a contributing resource within the Fredericksburg Historic District (111-0132).**

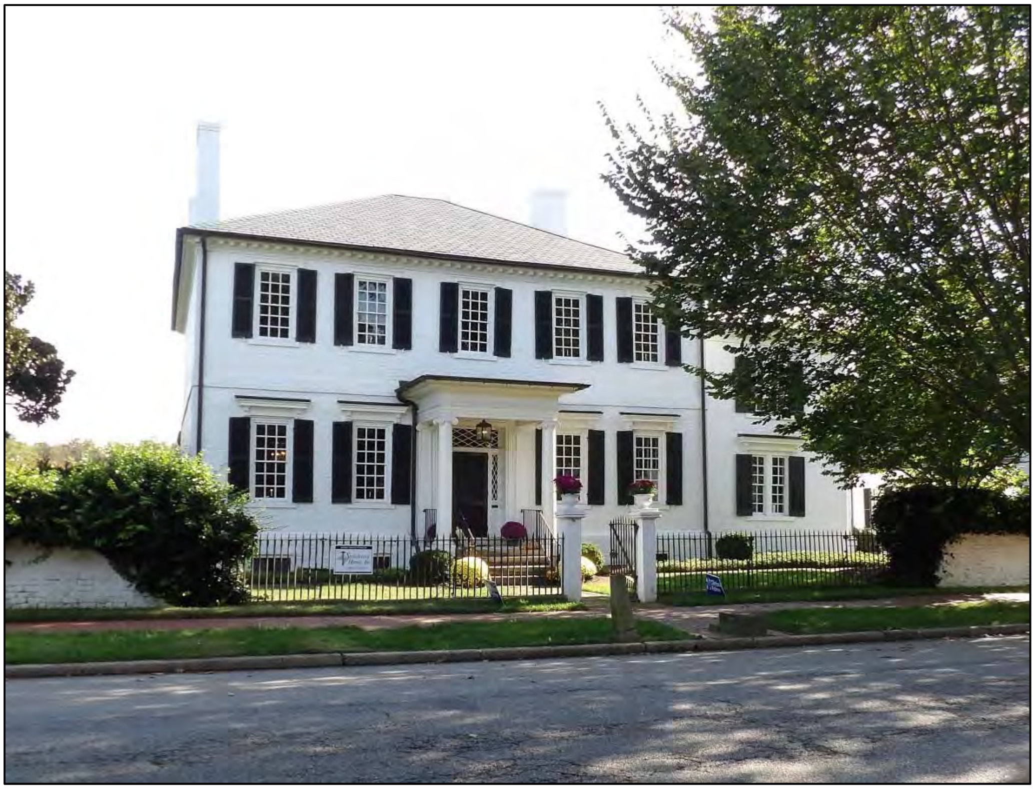


FIGURE 3-22: DR. CHARLES MORTIMER HOUSE (111-0067/111-0132-0505), SOUTHWEST ELEVATION

The 1770 House (111-0132-0126), located in the southern end of the Fredericksburg Historic District, is a one-and-one-half-story, wood-frame, weatherboard-clad dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements (Figure 3-23). The building features a wood-shingled, gabled roof pierced by gabled dormers and wood-frame windows. When it was last surveyed in 2006, the resource was recommended to be eligible for the NRHP under Criterion C due to its good condition and the retention of its historic fabric. The building has been well maintained and retains a high level of historic integrity, despite large additions to the rear because they were constructed in similar form and massing. As the building has not notably changed since it was last surveyed, it is **recommended that the resource remains potentially eligible under Criterion C**. It has no known association with any events or individuals of historical significance and is, therefore, recommended not eligible for the NRHP under Criteria A and B. The house has been previously identified as a contributing element of the Fredericksburg Historic District (111-0132). As it continues to reflect the history of this area and retains a high level of historic integrity, it is **recommended to remain a contributing resource within this district.**

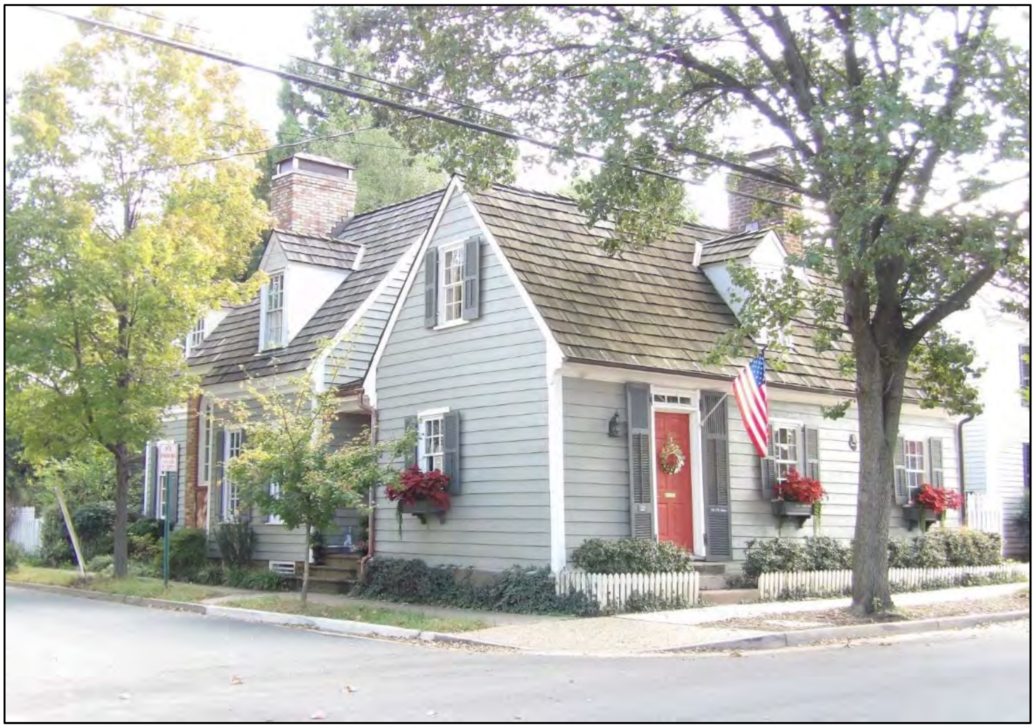


FIGURE 3-23: THE 1770 HOUSE (111-0132-0126), NORTHWEST OBLIQUE

The Robert Adams Residence (111-0132-0458) in Fredericksburg, constructed circa 1891, is a two-story, Italianate-style dwelling covered by a hipped roof accented by a molded cornice featuring scrolled modillions and dentils (Figure 3-24). A prominent two-story, bay window embellished by a projecting cornice encompasses half of the primary elevation. The resource, which is located in the heart of the city on one of its main thoroughfares of Caroline Street, is an excellent representation of the Italianate style and has experienced limited alterations. The DC2RVA Team **recommends the Robert Adams Residence (111-0132-0458) as potentially individually eligible for the NRHP under Criterion C as an outstanding example of this period and style of architecture at the local level.** It is also **recommended to remain a contributing resource within the Fredericksburg Historic District (111-0132).**

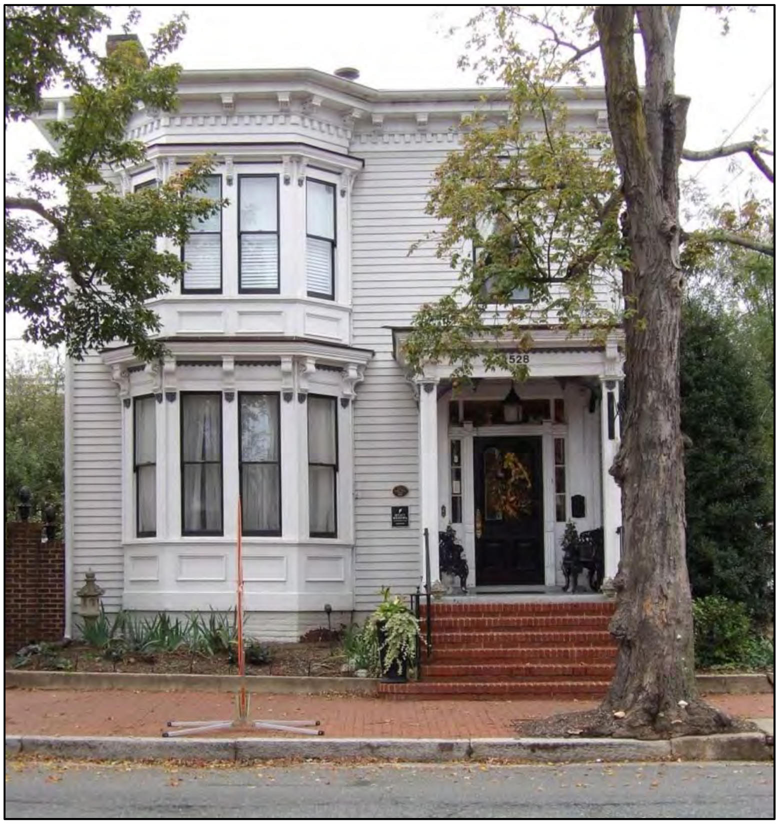


FIGURE 3-24: ROBERT ADAMS RESIDENCE (111-0132-0458), NORTHEAST ELEVATION

The Gilpin Court Apartment Complex (127-6883) in Richmond is an approximately 15-acre apartment complex built in 1942 by the Richmond Redevelopment and Housing Authority (RRHA) as subsidized, public housing (Figure 3-25). The RRHA, which was created by the Richmond City Council in 1940, "grew out of a national program launched by the federal government in the late 1930s to combat blight and to provide housing for many of the poor suffering from the Great Depression" (RRHA 2017). Although the City of Richmond has many of these "courts," Gilpin Court is the oldest of them and was allegedly named for "Charles Sydney Gilpin, an African-American resident of Jackson Ward who became one of the country's most significant stage actors of the 1920s" (Holmberg 2017). Given the resource's association with Richmond's African-American community, with the national subsidized housing movement from the Public Works Administration, and its role in the City's overall city planning and social history, **it is recommended that the resource is potentially eligible for listing in the NRHP under Criterion A**. The complex has not been properly maintained and suffers from a loss of integrity as well as a constant threat of demolition. Therefore, it is recommended that the resource is not eligible for listing in the NRHP under Criterion C. Although the complex is named for a popular Richmond-native, African-American actor, there is no clear association to that person. It is not known that the complex is associated with any other significant person form our history; and for these reasons, the resource it recommended that the resource is not eligible for the NRHP under Criterion B.

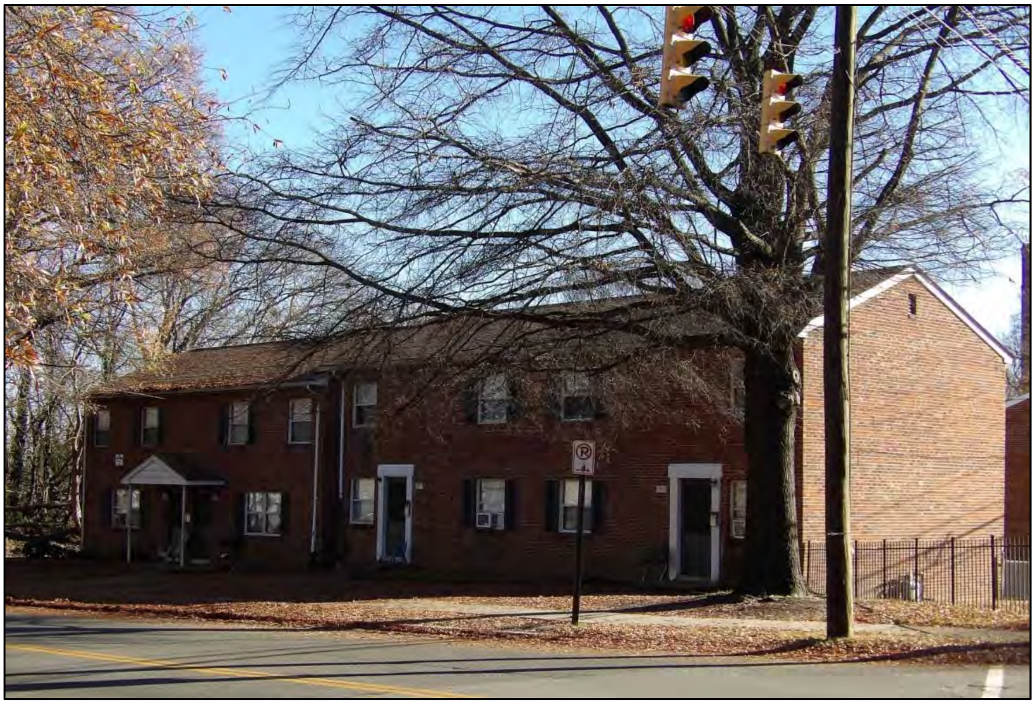


FIGURE 3-25: GILPIN COURT APARTMENT COMPLEX (127-6883), LOOKING EAST FROM N. 1ST STREET AT ONE OF THE ORIGINAL APARTMENT BUILDINGS

The commercial building at 1601–1605 E. Grace Street in Richmond, locally known as Loving's Produce Co. (127-0344-0102), is a three-story, eight-bay, commercial building constructed around 1870 with vernacular Italianate attributes (Figure 3-26). It was built during a period of tremendous regrowth in Richmond, when the industrial and commercial core of what is today the Shockoe Valley and Tobacco Row Historic District (127-0344) was rebuilt after Civil War-era devastation. This resource is one of the earliest, and few surviving, examples of the immediate post-war reconstruction in this area. It represents the efforts by residents to reclaim their city by establishing new businesses and constructing warehouses to provide goods and employment to the area. For its notable associations with the rebuilding of Shockoe Bottom, this resource is **recommended potentially eligible under Criterion A at the local level.** While the Loving name has been present in this area for generations, the family does not appear to have attained significance in their own right, thus it is recommended not eligible under Criterion B. The building is currently vacant, exhibits signs of deterioration, and has been notably modified over the decades; as such it is recommended not eligible under Criterion C. Loving's Produce Co. is located within the NRHP-listed Shockoe Valley and Tobacco Row Historic District. It was built during the district's period of significance (ca. 1870–1950) and represents architectural trends throughout the community. The resource is **recommended to contribute to the eligibility of the Shockoe Valley and Tobacco Row Historic District**.

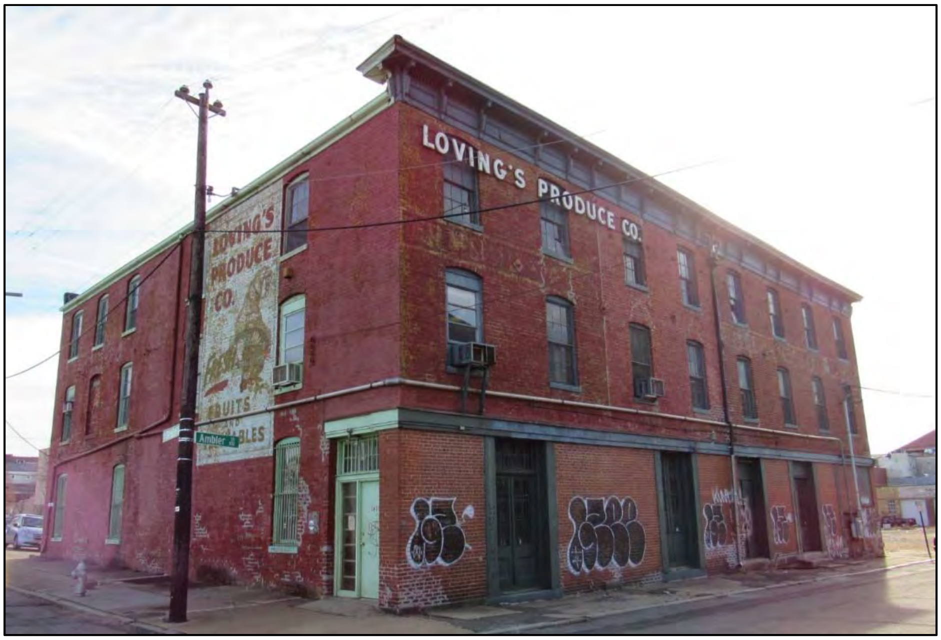


FIGURE 3-26: LOVING'S PRODUCE COMPANY (127-0344-0102), NORTH OBLIQUE

The Philip Morris Operations Complex (127-5818) in Richmond is an industrial complex used for tobacco processing constructed between 1950 and 1980. The complex comprises multiple warehouses, office buildings, industrial structures, and manufacturing equipment. Notably, several of the buildings on the property were designed by famed New York-based architect, Ulrich Franzen, some of which embody the International and Post-Modern architectural styles and were potentially constructed less than 50 years ago (Figure3-27). Initial research indicates that Franzen was a famed German-born American architect known for his Modernist-style architectural designs (Harvard University Library 2000). Therefore, it is recommended that the resource is potentially eligible under Criterion C for listing in the NRHP and Criterion Consideration G. The resource is not known to be associated with a significant event or person from our history, and as such, is recommended not eligible for the NRHP under Criteria A and B. In conclusion, the Philip Morris Operations Complex (127-5818) is **recommended as potentially eligible for the NRHP under Criterion C as an outstanding example of this period and style of architecture at the local level and Criterion Consideration G as a property that has achieved significance within the past 50 years.**

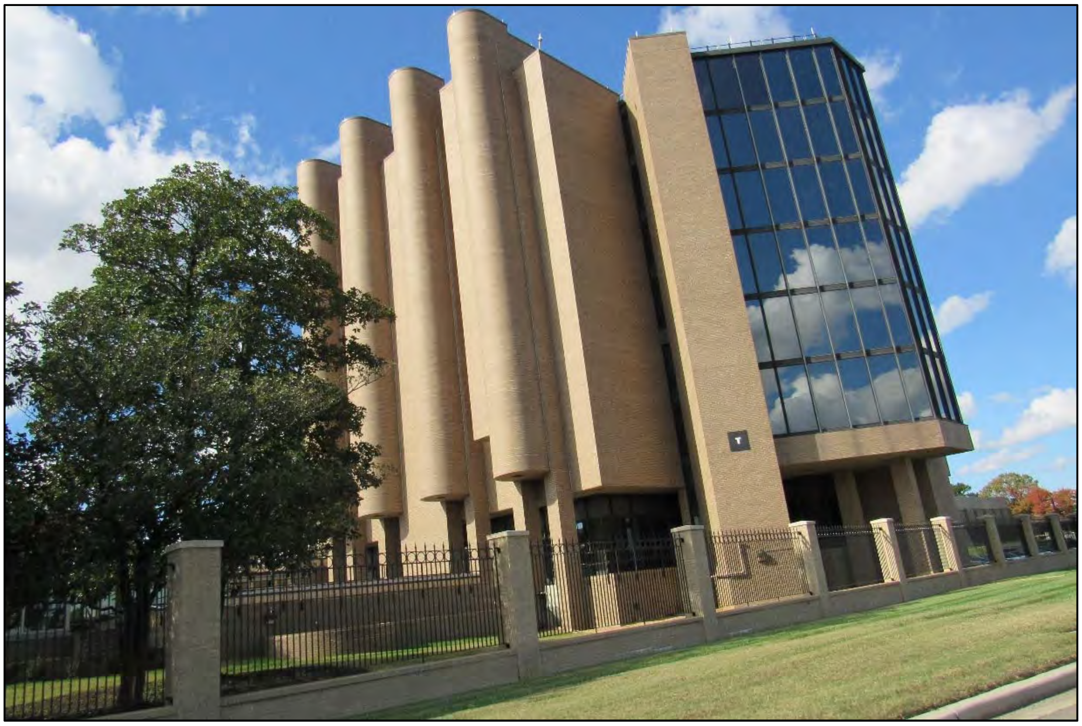


FIGURE 3-27: PHILIP MORRIS OPERATIONS COMPLEX (127-5818), MAIN BUILDING, SOUTHEAST OBLIQUE

The remaining 114 resources are recommended not eligible for the NRHP. The vast majority are twentieth-century residential buildings that represent post-war occupational booms of the D.C. to Richmond metro area; some ecclesiastic buildings, commercial structures, and industrial complexes can also be found among the collection. The oldest resource is the Dr. Charles Mortimer House at 216 Caroline Street in Fredericksburg (111-0132-0507), constructed in 1770; the latest-dating resource is the Double House in the Rosemont Historic District (100-0137-0272), built in 1985. Each of the resources was evaluated for its significance and integrity, and none exhibited notable merit to render a recommendation of individual eligibility.

More specifically, of the 114 resources, 13 were previously determined to be not eligible by the DHR but the determination occurred more than five years ago. As such, these resources were reevaluated to meet DHR requirements. It is **recommended that the following 13 resources remain not eligible: 076-5212, 076-5213, 076-5215, 127-6623, 127-6658, 127-6224, 127-6322, 127-6323, 127-6335, 127-6336, 127-6233, 127-6234, and 127-6235.**

Ten resources have been demolished since they were originally recorded. They were not evaluated for individual NRHP eligibility before they were removed. As they are no longer extant, it is **recommended that these resources are not eligible for the NRHP: 076-5214, 127-0816-0028, 127-0816-0029, 127-0835, 127-0836, 127-0837, 127-0838, 127-0839, 127-6138, and 127-0796.**

Sixty-seven additional resources not previously evaluated are recommended not eligible for individual NRHP listing, but are believed to contribute to a surrounding historic district. These resources include:

Not Eligible/Contributing to the Rosemont Historic District (100-0137) (n=17): 100-0137-0033, 100-0137-0030, 100-0137-0029, 100-0137-0274, 100-0137-0002, 100-0137-0004, 100-0137-0006, 100-0137-0008, 100-0137-0010, 100-0137-0273, 100-0137-0268, 100-0137-0265, 100-0137-0263, 100-0137-0261, 100-0137-0258, 100-0137-0227, and 100-0137-0270

Not Eligible/Contributing to the Boundary Markers of the Original District of Columbia (000-0022) (n=1): 000-0022-0003

Not Eligible/Contributing to the Fredericksburg Historic District (111-0132) (n=18): 111-0132-0131, 111-0132-0132, 111-0132-0454, 111-0132-0455, 111-0132-0457, 111-0132-0459, 111-0132-0460, 111-0132-0507, 111-0132-0524, 111-0132-0525, 111-0132-0526, 111-0132-0527, 111-0132-0528, 111-0132-0686, 111-0132-0687, 111-0132-0688, 111-0132-0689, and 111-0132-0690

Not Eligible/Contributing to the Laurel Industrial School Historic District (043-0292) (n=3): 043-0292-0002, 043-0292-0004, and 043-0292-0005

Not Eligible/Contributing to the Town of Barton Heights Historic District (127-0816) (n=27): 127-0816-0007, 127-0816-0017, 127-0816-0027, 127-0816-0030, 127-0816-0031, 127-0816-0065, 127-0816-0066, 127-0816-0067, 127-0816-0068, 127-0816-0069, 127-0816-0070, 127-0816-0071, 127-0816-0072, 127-0816-0073, 127-0816-0074, 127-0816-0087, 127-0816-0088, 127-0816-0089, 127-0816-0090, 127-0816-0091, 127-0816-0092, 127-0816-0001, 127-0816-0002, 127-0816-0003, 127-0816-0004, 127-0816-0005, and 127-0816-0006

Not Eligible/Contributes to the Seaboard Air Line Railroad Corridor (127-5271 (n=1): 020-5623

Twenty-three resources are **recommended as not individually eligible and not contributing to a historic district. They include: 020-5392, 020-5409, 043-0292-0003, 043-5467, 089-0166, 111-0132-0304, 111-0132-0426, 100-0137-0259, 100-0137-0267, 100-0137-0272, 100-0158, 127-0009, 127-0344-0291, 127-0816-0061, 127-0816-0062, 127-0816-0063, 127-0816-0064, 127-0816-0075, 127-0816-0076, 127-0816-0083, 127-0816-0084, 127-0816-0085, and 127-0816-0086.**

The final previously recorded property was not accessible during the current study. **Hoopers at (042-0556) 11108 McConnell Lane in Hanover County will be assumed potentially eligible** for the purposes of the current review and the subject of additional study once access is granted to ascertain its significance and integrity and render a recommendation on NRHP eligibility.

3.2 NEWLY RECORDED RESOURCES

Of the 352 resources documented during the current effort, 228 have not yet been recorded with the DHR (Table 3-2; Figures 3-28 through 3-51). Each of these newly recorded resources was evaluated for its potential to be individually eligible for the NRHP and potential contribution to surrounding historic districts, as applicable.

TABLE 3-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THIS SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
000-9818	DC Warehouse MA-134, off of Airport Access Road and Mt. Vernon Parkway	Arlington County	ca. 1964	Not Eligible
100-5341	East Rosemont Historic District	City of Alexandria	1915–1955	Potentially Eligible under Criterion C
100-5342	Duplex, 319-321 E. Oak Street	City of Alexandria	1944	Not Eligible
100-5343	Duplex, 315-317 E. Oak Street	City of Alexandria	1944	Not Eligible
100-5344	Duplex, 311-313 E. Oak Street	City of Alexandria	1944	Not Eligible
100-5345	House, 128 E. Walnut Street	City of Alexandria	1927	Not Eligible; Contributing to East Rosemont HD
100-5346	Duplex, 126 E. Walnut Street	City of Alexandria	1939	Not Eligible; Contributing to East Rosemont HD
100-5347	Duplex, 124 E. Walnut Street	City of Alexandria	1939	Not Eligible; Contributing to East Rosemont HD
100-5348	House, 120 E. Walnut Street	City of Alexandria	1917	Not Eligible; Contributing to East Rosemont HD
100-5349	House, 118 E. Walnut Street	City of Alexandria	1920	Not Eligible; Contributing to East Rosemont HD
100-5350	House, 129 E. Walnut Street	City of Alexandria	1935	Not Eligible; Contributing to East Rosemont HD
100-5351	House, 127 E. Walnut Street	City of Alexandria	1935	Not Eligible; Contributing to East Rosemont HD
100-5352	House, 125 E. Walnut Street	City of Alexandria	1935	Not Eligible; Contributing to East Rosemont HD
100-5353	House, 123 E. Walnut Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5354	House, 121 E. Walnut Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5355	House, 119 E. Walnut Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5356	House, 117 E. Walnut Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5357	House, 115 E. Walnut Street	City of Alexandria	1917	Not Eligible; Contributing to East Rosemont HD
100-5358	House, 113 E. Walnut Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5359	Duplex, 400-402 Mt. Vernon Avenue	City of Alexandria	1949	Not Eligible; Contributing to East Rosemont HD

TABLE 3-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THIS SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-5360	Duplex, 122-124 E. Maple Street	City of Alexandria	1939	Not Eligible; Contributing to East Rosemont HD
100-5361	House, 120 E. Maple Street	City of Alexandria	1950	Not Eligible; Contributing to East Rosemont HD
100-5362	House, 118 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5363	House, 116 E. Maple Street	City of Alexandria	1958	Not Eligible; Non-Contributing to East Rosemont HD
100-5364	House, 114 E. Maple Street	City of Alexandria	1958	Not Eligible; Non-Contributing to East Rosemont HD
100-5365	House, 112 E. Maple Street	City of Alexandria	1935	Not Eligible; Non-Contributing to East Rosemont HD
100-5366	House, 110 E. Maple Street	City of Alexandria	1920	Not Eligible; Contributing to East Rosemont HD
100-5367	House, 108 E. Maple Street	City of Alexandria	1935	Not Eligible; Contributing to East Rosemont HD
100-5368	Duplex, 121-123 E. Maple Street	City of Alexandria	1949	Not Eligible; Contributing to East Rosemont HD
100-5369	Duplex, 117-119 E. Maple Street	City of Alexandria	1949	Not Eligible; Contributing to East Rosemont HD
100-5370	House, 115 E. Maple Street	City of Alexandria	1938	Not Eligible; Contributing to East Rosemont HD
100-5371	House, 113 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5372	House, 111 E. Maple Street	City of Alexandria	1914	Not Eligible; Contributing to East Rosemont HD
100-5373	House, 109 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5374	House, 107 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5375	House, 105 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5376	House, 103 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5377	House, 112 E. Linden Street	City of Alexandria	1917	Not Eligible; Contributing to East Rosemont HD

TABLE 3-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THIS SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-5378	House, 110 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5379	House, 108 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5380	House, 106 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5381	House, 104 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5382	House, 102 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5383	House, 100 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5384	Townhouses, 107-119 E. Linden Street	City of Alexandria	1945	Not Eligible; Contributing to East Rosemont HD
100-5385	House, 105 E. Linden Street	City of Alexandria	1932	Not Eligible; Contributing to East Rosemont HD
100-5386	House, 103 E. Linden Street	City of Alexandria	1920	Not Eligible; Contributing to East Rosemont HD
100-5387	House, 101 E. Linden Street	City of Alexandria	1920	Not Eligible; Contributing to East Rosemont HD
100-5388	House, 39 E. Linden Street	City of Alexandria	1925	Not Eligible; Contributing to East Rosemont HD
100-5389	House, 37 E. Linden Street	City of Alexandria	1920	Not Eligible; Contributing to East Rosemont HD
100-5390	Multi-Family, 60-110 E. Rosemont Avenue	City of Alexandria	1950	Not Eligible; Contributing to East Rosemont HD
100-5391	Multi-Family, 46-58 E. Rosemont Avenue	City of Alexandria	1950	Not Eligible; Contributing to East Rosemont HD
100-5392	Multi-Family, 32-44 E. Rosemont Avenue	City of Alexandria	1950	Not Eligible; Contributing to East Rosemont HD
100-5393	Multi-Family, 31-43 E. Rosemont Avenue	City of Alexandria	1950	Not Eligible; Contributing to East Rosemont HD
100-5394	Multi-Family, 49-57 E. Rosemont Avenue	City of Alexandria	1951	Not Eligible; Contributing to East Rosemont HD
100-5395	Multi-Family, 48-110 Mt. Vernon Avenue	City of Alexandria	1951	Not Eligible; Contributing to East Rosemont HD
100-5396	Multi-Family, 38-46 Mt. Vernon Avenue	City of Alexandria	1951	Not Eligible; Contributing to East Rosemont HD

TABLE 3-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THIS SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-5397	Multi-Family, 22-32 Mt. Vernon Avenue	City of Alexandria	1951	Not Eligible; Contributing to East Rosemont HD
100-0137-0314	Condominiums, 3 Russell Road	City of Alexandria	pre-1949	Not Eligible; Contributing to Rosemont HD
076-5838	Commercial Building, 13494 Jefferson Davis Highway	Prince William	Pre-1968	Not Eligible
076-5890	Universal Dynamics Inc, 13600 Dabney Road	Prince William County	1967	Not Eligible
076-5891	WOODBRIDGE SHOPPING CENTER LLC, 13562 Jefferson Davis Highway	Prince William County	1962	Not Eligible
089-5605	House, 211 Andrew Chapel Road	Stafford County	1900	Not Eligible
089-5606	House, 85 Morton Road	Stafford County	1968	Not Eligible
500-0001-0059	Possible RF&P Spur, Primmer House Road	Stafford County	post 1870	Not Eligible; Contributing to RF&P Railroad HD
111-0132-0147	Shiloh Baptist Church (New Site), 521 Princess Anne Street	City of Fredericksburg	ca. 1896	Potentially Eligible under Criterion A & Criteria Consideration A; Contributing to Fredericksburg HD
111-5434	Fredericksburg Agricultural Fairgrounds, 2400 Airport Avenue	City of Fredericksburg	ca. 1963	Not Eligible
111-5435	Commercial Building/All Care Service, 2514 Airport Avenue	City of Fredericksburg	1959	Not Eligible
166-5083	House, 210 Amburn Lane	Hanover County	ca. 1960	Not Eligible
166-5085	House, 206 Amburn Lane	Hanover County	ca. 1960	Not Eligible
166-5087	House, 208 Amburn Lane	Hanover County	ca. 1960	Not Eligible
166-5089	House, 204 Amburn Lane	Hanover County	ca. 1960	Not Eligible
166-5091	House, 522 North James Street	Hanover County	ca. 1960	Not Eligible
166-5093	House, 524 North James Street	Hanover County	ca. 1930	Not Eligible
166-5094	House, 600 North James Street	Hanover County	1950	Not Eligible
166-5096	House, 613 North James Street	Hanover County	1963	Not Eligible
166-5098	House, 114 West Vaughan Road	Hanover County	1946	Not Eligible
166-5100	House, 110 West Vaughan Road	Hanover County	1956	Not Eligible
166-5101	House, 107 West Vaughan Road	Hanover County	1945	Not Eligible
166-5102	House, 523 North James Street	Hanover County	1940	Not Eligible

TABLE 3-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THIS SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-5103	House, 521 North James Street	Hanover County	pre-1968	Not Eligible
166-5104	House, 208 Elm Street	Hanover County	1938	Not Eligible
166-5105	House, 206 Elm Street	Hanover County	1942	Not Eligible
166-5106	House, 202 Elm Street	Hanover County	ca. 1950	Not Eligible
166-5107	House, 200 Elm Street	Hanover County	ca. 1950	Not Eligible
166-5108	House, 112 Elm Street	Hanover County	1935	Not Eligible
166-5109	House, 111 Elm Street	Hanover County	1935	Not Eligible
166-5110	House, 115 Elm Street	Hanover County	ca. 1965	Not Eligible
166-5111	House, 605 Park Street	Hanover County	ca. 1960	Not Eligible
166-5112	House, 201 Elm Street	Hanover County	ca. 1950	Not Eligible
166-5113	House, 203 Elm Street	Hanover County	pre-1968	Not Eligible
166-5115	House, 604 Park Street	Hanover County	ca. 1950	Not Eligible
166-5116	House, 606 Park Street	Hanover County	1925	Not Eligible
166-5117	House, 206 Linden Street	Hanover County	pre-1968	Not Eligible
166-5118	House, 208 Linden Street	Hanover County	pre-1968	Not Eligible
166-5084	House, 513 North James Street	Hanover County	1950	Not Eligible
166-5086	House, 515 North James Street	Hanover County	1935	Not Eligible
166-5088	House, 517 North James Street	Hanover County	1935	Not Eligible
166-5090	House, 121 Elm Street	Hanover County	pre-1966	Not Eligible
166-5092	House, 630 North Washington Highway	Hanover County	pre-1968	Not Eligible
166-5095	House, 622 North Washington Highway	Hanover County	pre-1968	Not Eligible
166-5097	House, 620 North Washington Highway	Hanover County	1915	Not Eligible
166-5099	House, 616 North Washington Highway	Hanover County	pre-1968	Not Eligible
166-5073-0024	Hanover County School Board, 200 Berkley Street	Hanover County	1948	Potentially Eligible, Criterion A
166-5073-0018	House, 105 School Street	Hanover County	pre-1968	Not Eligible/Contributing to Berkleytown HD
166-5073-0019	House, 101 School Street	Hanover County	1962	Not Eligible/Contributing to Berkleytown HD

TABLE 3-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THIS SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-5073-0020	House, 706 Henry Street	Hanover County	pre-1966	Not Eligible/Contributing to Berkleytown HD
166-5073-0021	House, 708 Henry Street	Hanover County	pre-1966	Not Eligible/Contributing to Berkleytown HD
166-5073-0022	House, 704 Henry Street	Hanover County	1963	Not Eligible/Contributing to Berkleytown HD
166-5073-0025	House, 616 Henry Street	Hanover County	ca. 1920	Not Eligible; Contributing to Berkleytown HD
166-5073-0023	House, 109 Berkley Street	Hanover County	pre-1968	Not Eligible/Contributing to Berkleytown HD
166-5114	House, 207 Elm Street	Hanover County	pre-1968	Not Eligible
042-5785	House, 11214-11220 Ashcake Road	Hanover County	ca.1935	Not Eligible
042-5786	House, 11247 Ashcake Road	Hanover County	ca. 1947	Not Eligible
042-5787	House, 11239 Ashcake Road	Hanover County	ca. 1949	Not Eligible
042-5788	House, 12345 Hancock Place Lane	Hanover County	ca. 1947	Not Eligible
042-5789	House, 12341 Hancock Place Lane	Hanover County	ca. 1960	Not Eligible
042-5790	House, 12333 Hancock Place Lane	Hanover County	ca. 1950	Not Eligible
166-5119	Renwood Farms/A.G. Systems, 12409 Maple Street	Hanover County	ca. 1960	Not Eligible
166-5120	House, 241 Ashcake Road	Hanover County	pre-1968	Not Eligible
166-5121	House, 237 Ashcake Road	Hanover County	1961	Not Eligible
166-5122	House, 233 Ashcake Road	Hanover County	pre-1968	Not Eligible
166-5123	House, 231 Ashcake Road	Hanover County	1962	Not Eligible
166-5124	House, 225 Ashcake Road	Hanover County	1954	Not Eligible
166-5125	House, 223 Ashcake Road	Hanover County	pre-1968	Not Eligible
166-5126	House, 215 Ashcake Road	Hanover County	1935	Not Eligible
166-5127	House, 213 Ashcake Road	Hanover County	pre-1968	Not Eligible
166-5128	Toddler Town, 12465 Maple Street	Hanover County	ca. 1960	Not Eligible
166-5129	House, 109 Ashcake Road	Hanover County	ca. 1950	Not Eligible
166-5130	House, 108-110 Ashcake Road	Hanover County	ca. 1935	Not Eligible
042-5791	Warehouse, 14174 Washington Hwy	Hanover County	pre-1968	Not Eligible
043-5865	House, 2912 Baird Street	Henrico County	ca. 1961	Not Eligible

TABLE 3-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THIS SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-5866	WMCI Apt Maintenance Building, 9310 Old Staples Mill Road	Henrico County	ca. 1900	Not Eligible
043-5867	House, 9302 Old Staples Mill Road	Henrico County	ca. 1934	Not Eligible
043-5868	House, 9300 Old Staples Mill Road	Henrico County	ca. 1934	Not Eligible
043-5869	Commercial Building, 9206 Old Staples Mill Road	Henrico County	ca. 1930	Not Eligible
043-5870	Commercial Building, 9101 Old Staples Mill Road	Henrico County	ca. 1957	Not Eligible
043-5871	House, 2716 Hungary Road	Henrico County	ca. 1936	Not Eligible
043-5872	House, 2714 Hungary Road	Henrico County	ca. 1920	Not Eligible
043-5873	House, 2712 Hungary Road	Henrico County	ca. 1948	Not Eligible
043-5874	House, 2710 Hungary Road	Henrico County	ca. 1956	Not Eligible
043-5875	Laurel Park Methodist, 2700 Hungary Road	Henrico County	ca. 1963	Not Eligible
043-5876	House, 2513 Hungary Road	Henrico County	ca. 1937	Not Eligible
043-5877	House, 2501 Hungary Road	Henrico County	ca. 1963	Not Eligible
043-5878	House, 2505 Hungary Road	Henrico County	ca. 1937	Not Eligible
043-5879	House, 9413 Wakefield Road	Henrico County	ca. 1945	Not Eligible
043-5880	House, 9415 Wakefield Road	Henrico County	ca. 1965	Not Eligible
043-5881	Jones Flower Brokerage, 2603 Hungary Road	Henrico County	ca. 1946	Not Eligible
043-5882	House, 2715 Hungary Road	Henrico County	ca. 1948	Not Eligible
043-5883	Cemetery, 2711 Hungary Road	Henrico County	ca. 1960	Not Eligible
043-5884	House, 2717 Hungary Road	Henrico County	ca. 1950	Not Eligible
043-5885	House, 2723 Hungary Road	Henrico County	ca. 1942	Not Eligible
043-5886	House, 9119 Mayfair Avenue	Henrico County	ca. 1948	Not Eligible
043-5887	House, 9117 Mayfair Avenue	Henrico County	ca. 1948	Not Eligible
043-5888	House, 9113 Mayfair Avenue	Henrico County	ca. 1947	Not Eligible
043-5889	Dam, N. of Hungary Road	Henrico County	ca. 1936	Not Eligible
043-5890	Commercial Building, Compton Road	Henrico County	ca. 1968	Not Eligible
043-5891	Commercial Building, 3906 Bremner Road	Henrico County	ca. 1950	Not Eligible

TABLE 3-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THIS SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-5892	House, 4007 Bremner Road	Henrico County	ca. 1940	Not Eligible
043-5893	House, 4004 Bremner Road	Henrico County	ca. 1940	Not Eligible
043-5894	House, 4005 Bremner Road	Henrico County	ca. 1940	Not Eligible
043-5895	House, 4002 Bremner Road	Henrico County	ca. 1940	Not Eligible
043-5896	House, 4003 Bremner Road	Henrico County	ca. 1940	Not Eligible
043-6057	House, 8103 Hermitage Road	Henrico County	1960	Not Eligible
043-6058	House, 8405 Broadway Avenue	Henrico County	1939	Not Eligible
043-5897	House, 7606 Staples Mill Road	Henrico County	ca. 1940	Not Eligible
043-5898	House, 7604 Staples Mill Road	Henrico County	ca. 1940	Not Eligible
043-5899	Commercial Building, 7135 Staples Mill Road	Henrico County	ca. 1968	Not Eligible
043-5900	Hamlet Condominium Complex, 5600 Staples Mill Road	Henrico County	1962	Not Eligible
043-5901	House, 5500 Staples Mill Road	Henrico County	ca. 1966	Not Eligible
043-5902	House, 2 Point Pleasant Road	Henrico County	ca. 1965	Not Eligible
043-5903	House, 3106 Dumbarton Road	Henrico County	ca. 1955	Not Eligible
043-5904	House, 3104 Dumbarton Road	Henrico County	ca. 1955	Not Eligible
043-5905	House, 3100 Dumbarton Road	Henrico County	ca. 1955	Not Eligible
043-5906	House, 3028 Dumbarton Road	Henrico County	ca. 1955	Not Eligible
043-5907	House, 3008 Dumbarton Road	Henrico County	ca. 1952	Not Eligible
043-5908	House, 3006 Dumbarton Road	Henrico County	ca. 1952	Not Eligible
043-5909	House, 3004 Dumbarton Road	Henrico County	ca. 1952	Not Eligible
043-5910	House, 3002 Dumbarton Road	Henrico County	ca. 1952	Not Eligible
043-5911	House, 3000 Dumbarton Road	Henrico County	ca. 1952	Not Eligible
043-5912	House, 2917 Dumbarton Road	Henrico County	ca. 1954	Not Eligible
043-5913	House, 2923 Dumbarton Road	Henrico County	ca. 1950	Not Eligible
043-5914	House, 2925 Dumbarton Road	Henrico County	ca. 1950	Not Eligible
043-5915	House, 2927A Dumbarton Road	Henrico County	ca. 1959	Not Eligible
043-5916	House, 2927 Dumbarton Road	Henrico County	ca. 1950	Not Eligible
043-5917	House, 2929 Dumbarton Road	Henrico County	ca. 1949	Not Eligible
127-7143	Multi-Family, 105 E. Federal Street	City of Richmond	1900	Not Eligible

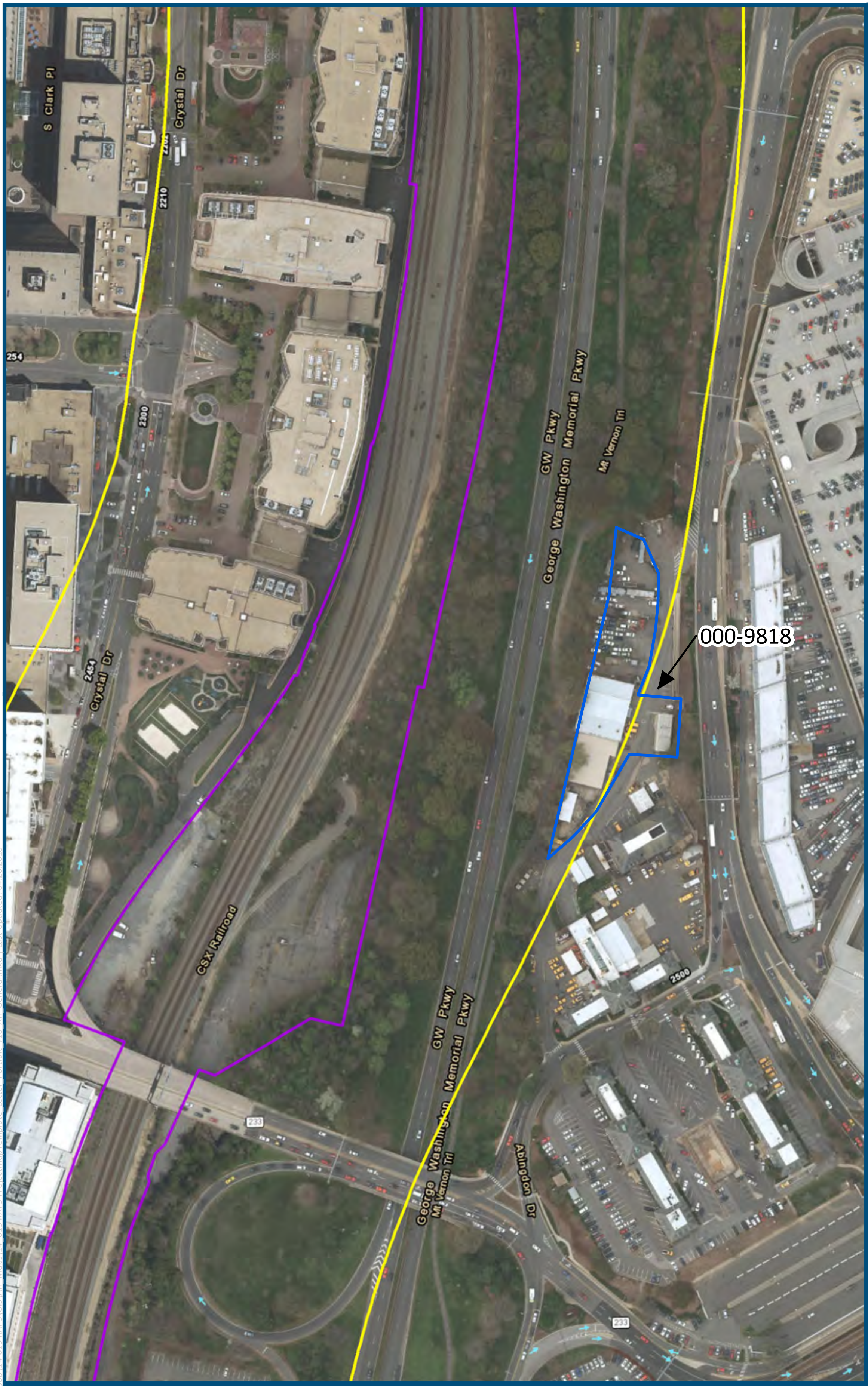
TABLE 3-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THIS SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-7144	Industrial, 120 E. Bacon Street	City of Richmond	1960	Not Eligible
127-7145	Brunson Funeral Chapel, 100 E. Federal Street	City of Richmond	ca. 1900	Not Eligible
127-7162	House, 1900 Wood Street	City of Richmond	1966	Not Eligible
127-7163	House, 1901 Wood Street	City of Richmond	1966	Not Eligible
127-7164	House, 1903 Wood Street	City of Richmond	1945	Not Eligible
127-7165	House, 1900 Chelsea Street	City of Richmond	1946	Not Eligible
127-7166	House, 1902 Chelsea Street	City of Richmond	1946	Not Eligible
127-7167	House, 1904 Chelsea Street	City of Richmond	1946	Not Eligible
127-7168	House, 1901 Chelsea Street	City of Richmond	1946	Not Eligible
127-7169	House, 1903 Chelsea Street	City of Richmond	1946	Not Eligible
127-7170	House, 1905 Chelsea Street	City of Richmond	1946	Not Eligible
127-7171	Industrial Building/Rayco Industries Inc., 1502 Valley Road	City of Richmond	1956	Not Eligible
127-7066	Motley-Cockrell Logistics Services, 2700 Deepwater Terminal Road	City of Richmond	ca. 1961	Not Eligible
127-7067	Dunmar Records Management, 2602 Deepwater Terminal Road	City of Richmond	ca. 1964	Not Eligible
127-7068	American Pallet, 2500 Deepwater Terminal Road	City of Richmond	ca. 1965	Not Eligible
127-7069	Crenshaw Corporation, 2320 Deepwater Terminal Road	City of Richmond	ca. 1965	Not Eligible
127-7070	Miller Total Clean, Inc., 2212 Deepwater Terminal Road	City of Richmond	ca. 1968	Not Eligible
127-7071	Branscome Richmond, 2106 Deepwater Terminal Road	City of Richmond	ca. 1965	Not Eligible
127-7072	Luckstone, 2100 Deepwater Terminal Road	City of Richmond	ca. 1966	Not Eligible
127-7073	ABC Supply Co. Inc., 2120 Bellemeade Road	City of Richmond	ca. 1967	Not Eligible
127-7074	Graystone Place Apartments, 2188 Afton Avenue	City of Richmond	1960	Not Eligible
127-7075	All Saints Apostolic Church, 2001 Royall Avenue	City of Richmond	ca. 1965	Not Eligible
127-7076	Commercial Building, 1901 Bellemeade Road	City of Richmond	1958	Not Eligible

TABLE 3-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THIS SURVEY (RESOURCES LISTED NORTH TO SOUTH)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-7161	Southmont Village HD	City of Richmond	1954	Not Eligible
127-7160	Southside Gardens HD	City of Richmond	1950-1956	Not Eligible
127-7157	Melrose HD	City of Richmond	1910-1970	Not Eligible
127-7158	House, 2127 Wright Avenue	City of Richmond	1932	Not Eligible
127-7159	House, 2214 Warwick Avenue	City of Richmond	1932	Not Eligible
127-7077	House, 3708 Lynhaven Avenue	City of Richmond	1965	Not Eligible
127-7078	House, 2417 Bells Road	City of Richmond	1964	Not Eligible
020-5783	Air Liquide Industrial, 5901 Jefferson Davis Highway	Chesterfield County	ca. 1966	Not Eligible
020-5784	House, 2511 Elliham Avenue	Chesterfield County	ca. 1940	Not Eligible
020-5785	House, 2515 Elliham Avenue	Chesterfield County	ca. 1956	Not Eligible
020-5786	House, 2519 Elliham Avenue	Chesterfield County	ca. 1940	Not Eligible
020-5787	House, 2523 Elliham Avenue	Chesterfield County	ca. 1958	Not Eligible
020-5788	House, 2525 Elliham Avenue	Chesterfield County	ca. 1957	Not Eligible
020-5789	House, 2529 Elliham Avenue	Chesterfield County	ca. 1957	Not Eligible
020-5790	House, 2526 Elliham Avenue	Chesterfield County	ca. 1940	Not Eligible
020-5791	House, 2522 Elliham Avenue	Chesterfield County	ca.1940	Not Eligible
020-5792	House, 2518 Elliham Avenue	Chesterfield County	ca. 1963	Not Eligible
020-5793	House, 2512 Elliham Avenue	Chesterfield County	ca. 1940	Not Eligible

Source: Dovetail, 2018b.
Table Notes: 1. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey or require further study.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2210
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2300
2434
Crystal Dr
CSX Railroad
GW Pkwy
George Washington Memorial Pkwy
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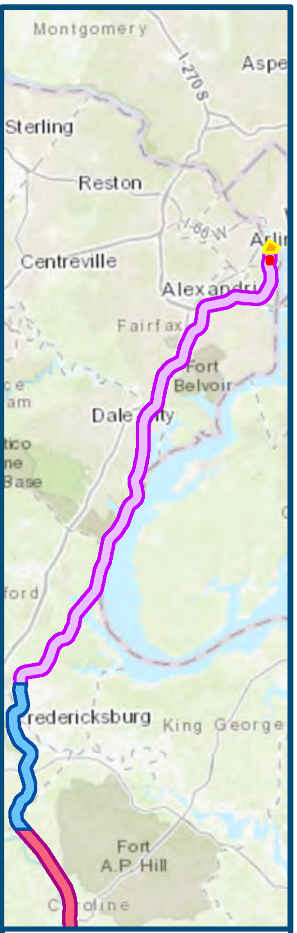
2500
233
GW Pkwy
George Washington Memorial Pkwy
Mt Vernon Trl
Abingdon Dr
233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Aspe
Sterling
Reston
I-66 W
Arli
Centreville
Alexandri
Fairfax
Fort Belvoir
Dale City
Base
ford
Fredericksburg
King George
Fort A.P. Hill
Caroline

0 100 200

Feet

0 50 100

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

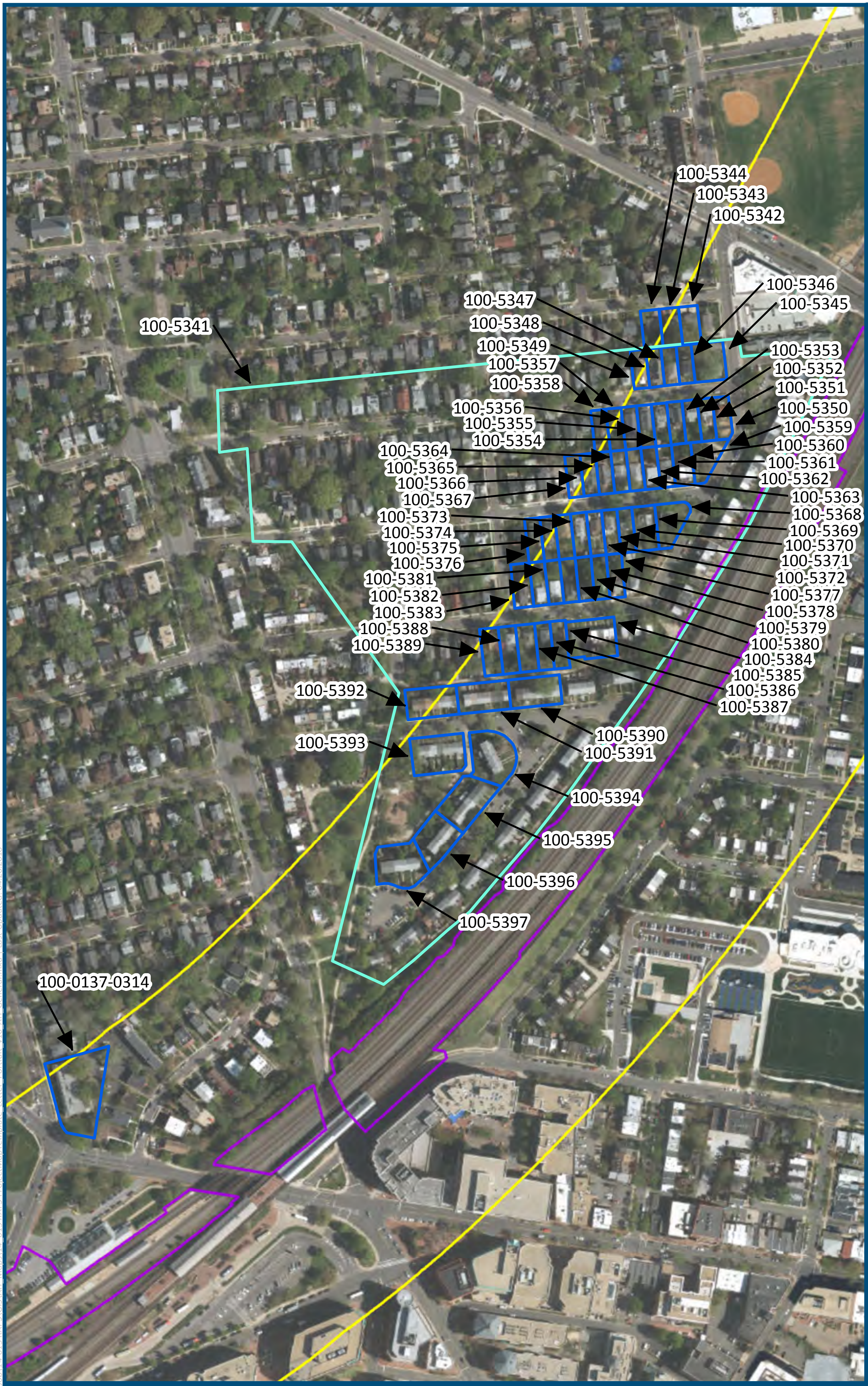
Legend

▭	Preferred Alternative
▭	Architectural Buffer
▭	Not Eligible

Figure 3-28
Newly Recorded
Resources
(Map 1 of 24)

4/2018

\\DTS2\Main Job\14-015 RAPS\GIS\AH_Maps\14_015 RAPS ProjectMapTemplate_Letter_Portrait_v10_AH_General.mxd | Last Updated: 04.26.2018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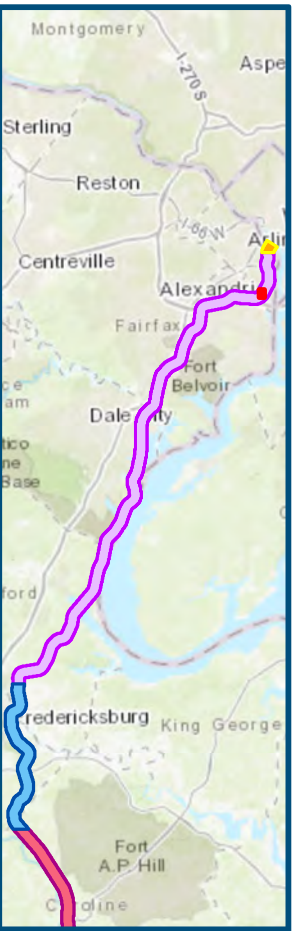
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I-270 S
Aspe
Sterling
Reston
I-66 W
Arli
Centreville
Alexandri
Fairfax
Fort Belvoir
Dale City
ford
Fredericksburg
King George
Fort A.P. Hill
Caroline

0
200
400
Feet
0
60
120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

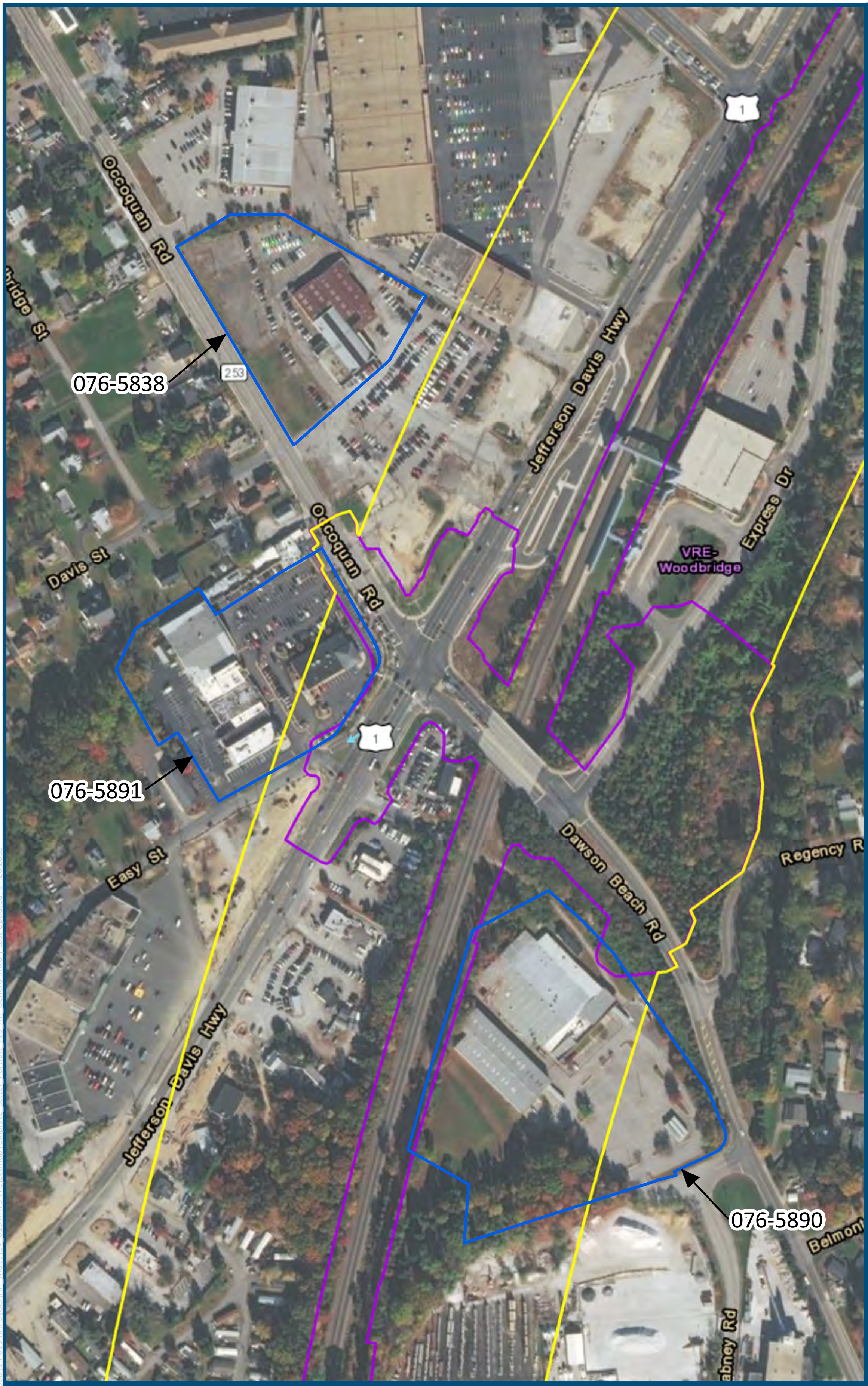
Legend

- Preferred Alternative
- Architectural Buffer
- Not Eligible
- Potentially Eligible

Figure 3-29
Newly Recorded Resources
(Map 2 of 24)

4/2018

\\VDTS2\Main Job\14-015 RAPS\GIS\AH_Maps\14_015 RAPS ProjectMapTemplate_Letter_Portrait_v10_AH_General.mxd | Last Updated: 04.26.2018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Bridge St
Davis St
Easy St
Jefferson Davis Hwy
Dawson Beach Rd
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Regency R
Belmont
Gabney Rd
VRE-Woodbridge
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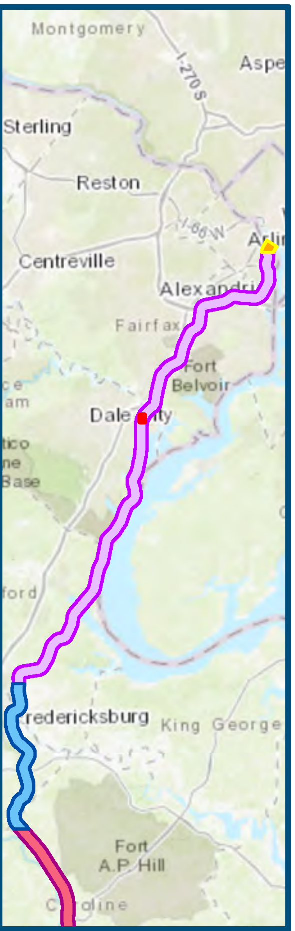
076-5890


Montgomery
Aspe
I-270 S
Sterling
Reston
I-66 W
Arli
Centreville
Alexandri
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline

0 150 300
Feet

0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

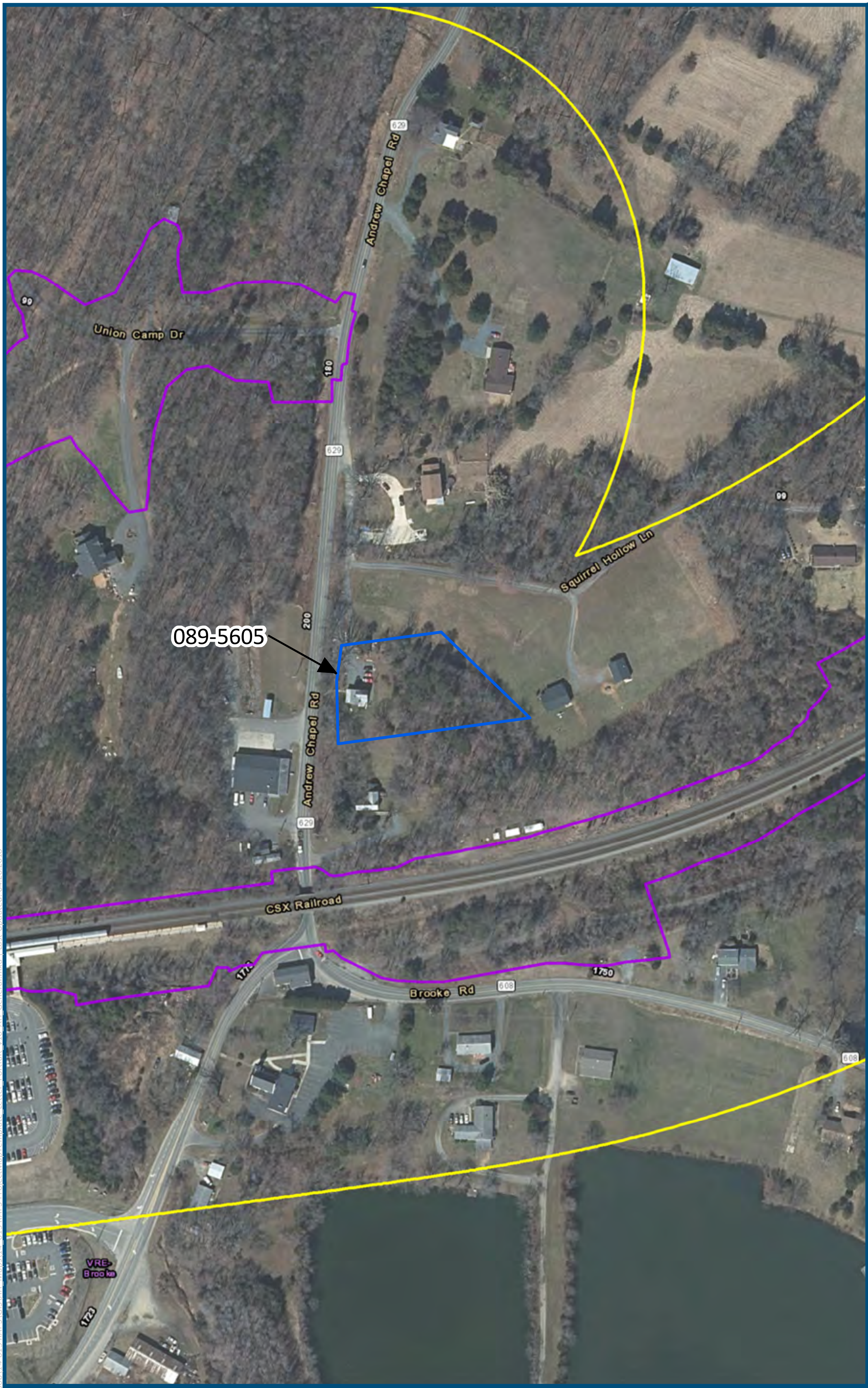
Legend

- Preferred Alternative
- Architectural Buffer
- Not Eligible

Figure 3-30
Newly Recorded
Resources
(Map 3 of 24)

4/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\AH_Maps\14_015 RAPS ProjectMapTemplate_Letter_Portrait_v10_AH_General.mxd | Last Updated: 04.26.2018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CSX Railroad
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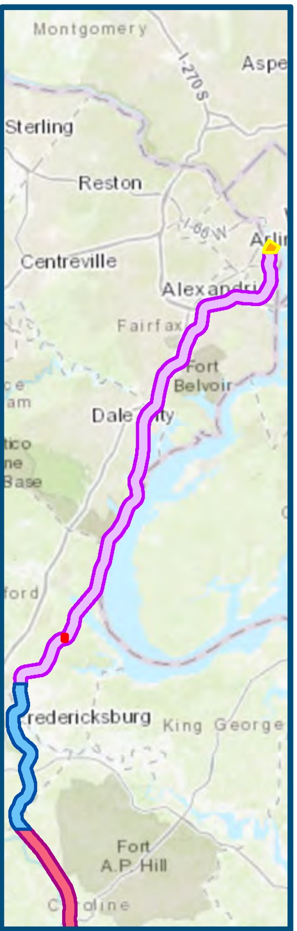
VRE-Brooke


Montgomery
I-270S
Aspe
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Reston
I-66 W
Arli
Centreville
Alexandri
Fairfax
Fort Belvoir
Dale City
ford
Fredericksburg
King George
Fort A.P. Hill
Caroline

0
100
200
Feet
0
30
60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- □ Preferred Alternative
- □ Architectural Buffer
- □ Not Eligible

Figure 3-31
Newly Recorded Resources
(Map 4 of 24)

4/2018

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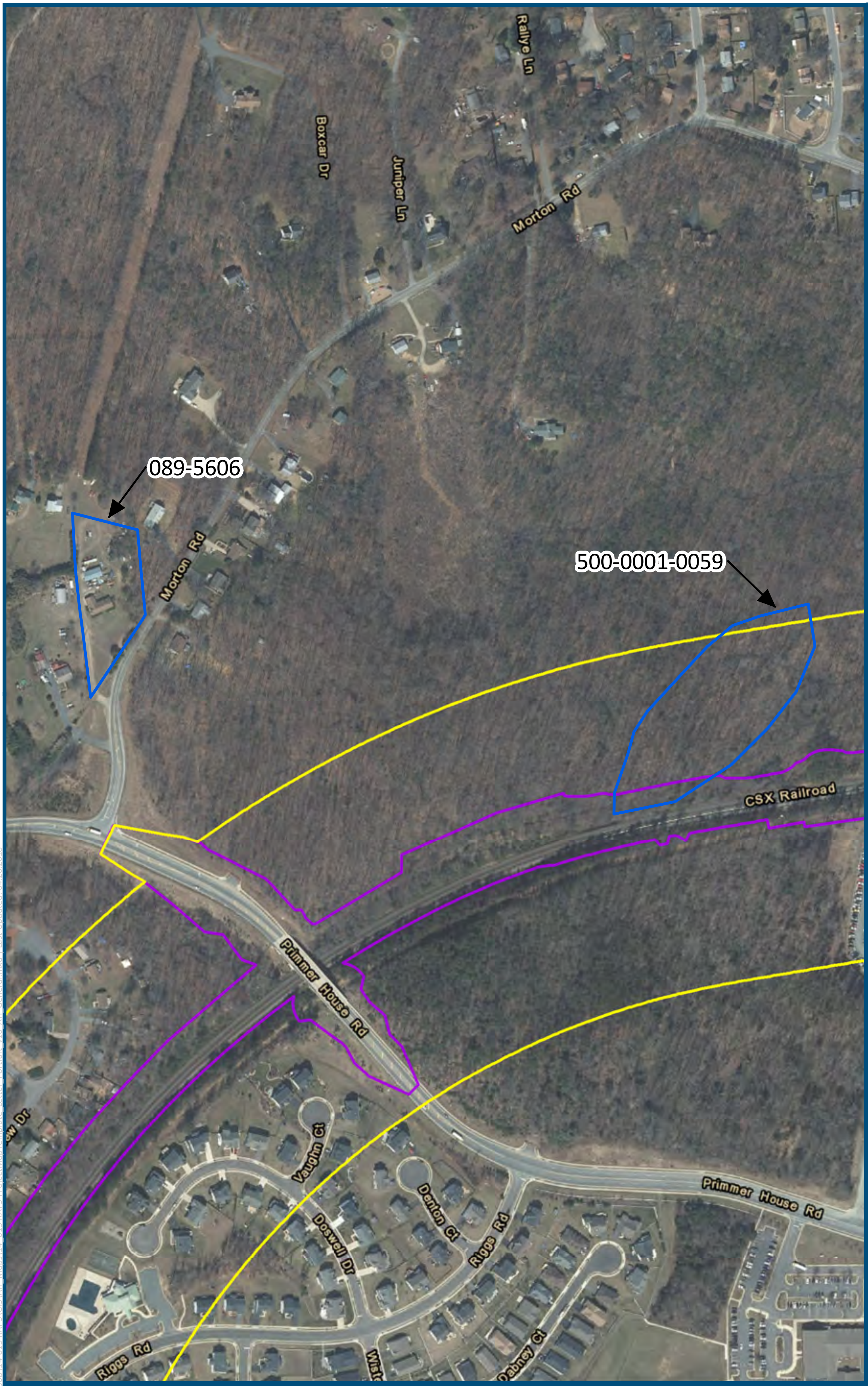
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Riggs Rd
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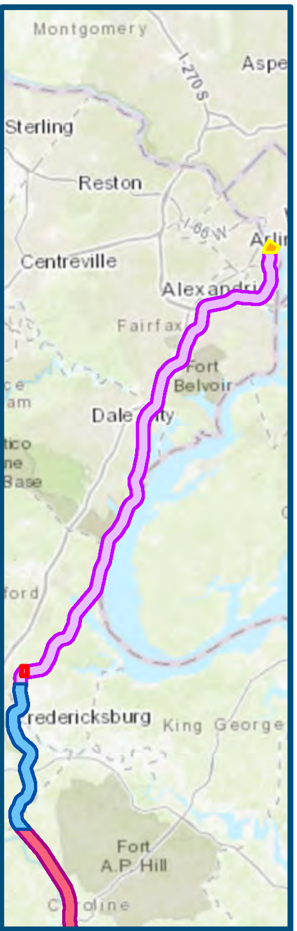
Dabney Ct
ow Dr
Wisc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Aspe
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Reston
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Arli
Centreville
Alexandri
Fairfax
Fort Belvoir
Dale City
ford
Fredericksburg
King George
Fort A.P. Hill
Caroline

0 200 400
Feet
0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Not Eligible

Figure 3-32
Newly Recorded
Resources
(Map 5 of 24)

4/2018

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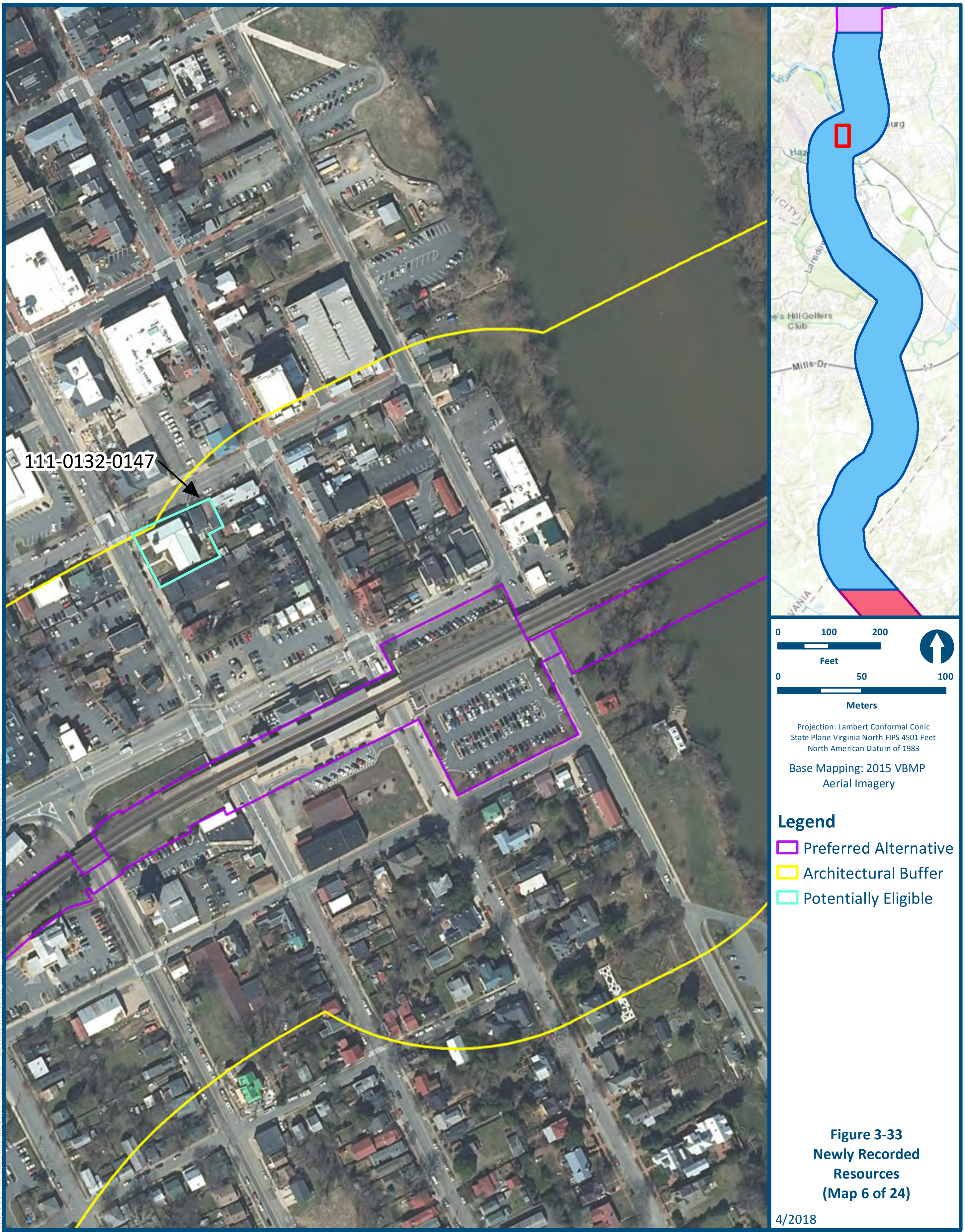
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River
burg
Haz
(CITY)
Lansdown
Lee's Hill Golfers Club
Mills Dr
17
VANIA

0 100 200
Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

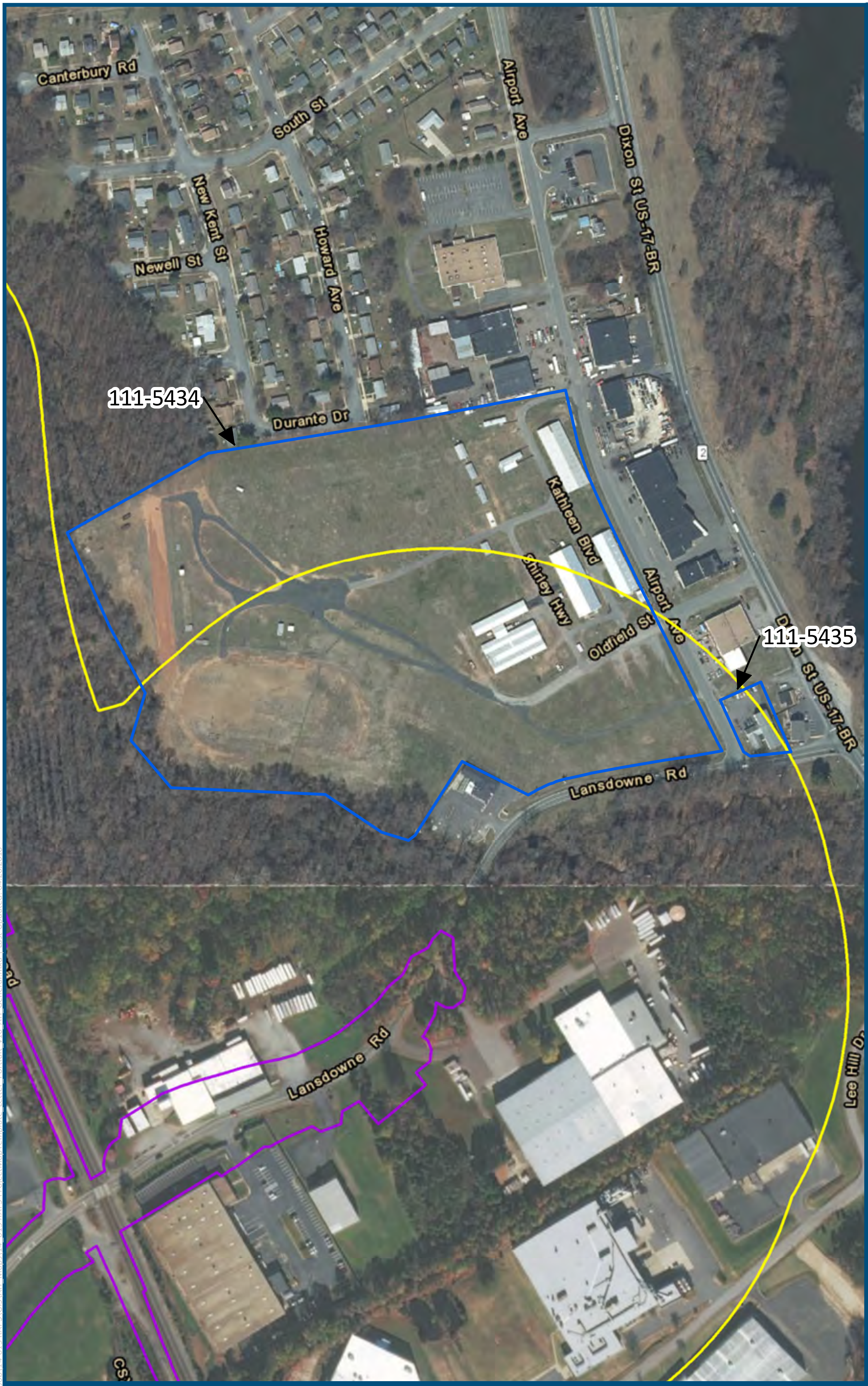
Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Potentially Eligible

Figure 3-33
Newly Recorded
Resources
(Map 6 of 24)

4/2018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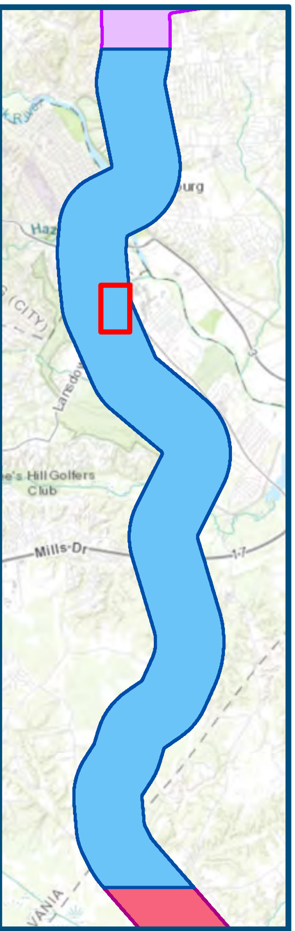
Dixon St US-17-BR
Lansdowne Rd
Lansdowne Rd
Lee Hill Dr
2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Haz
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Mills Dr
17
VANIA

0 200 400
Feet
0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Not Eligible

Figure 3-34
Newly Recorded Resources
(Map 7 of 24)

4/2018

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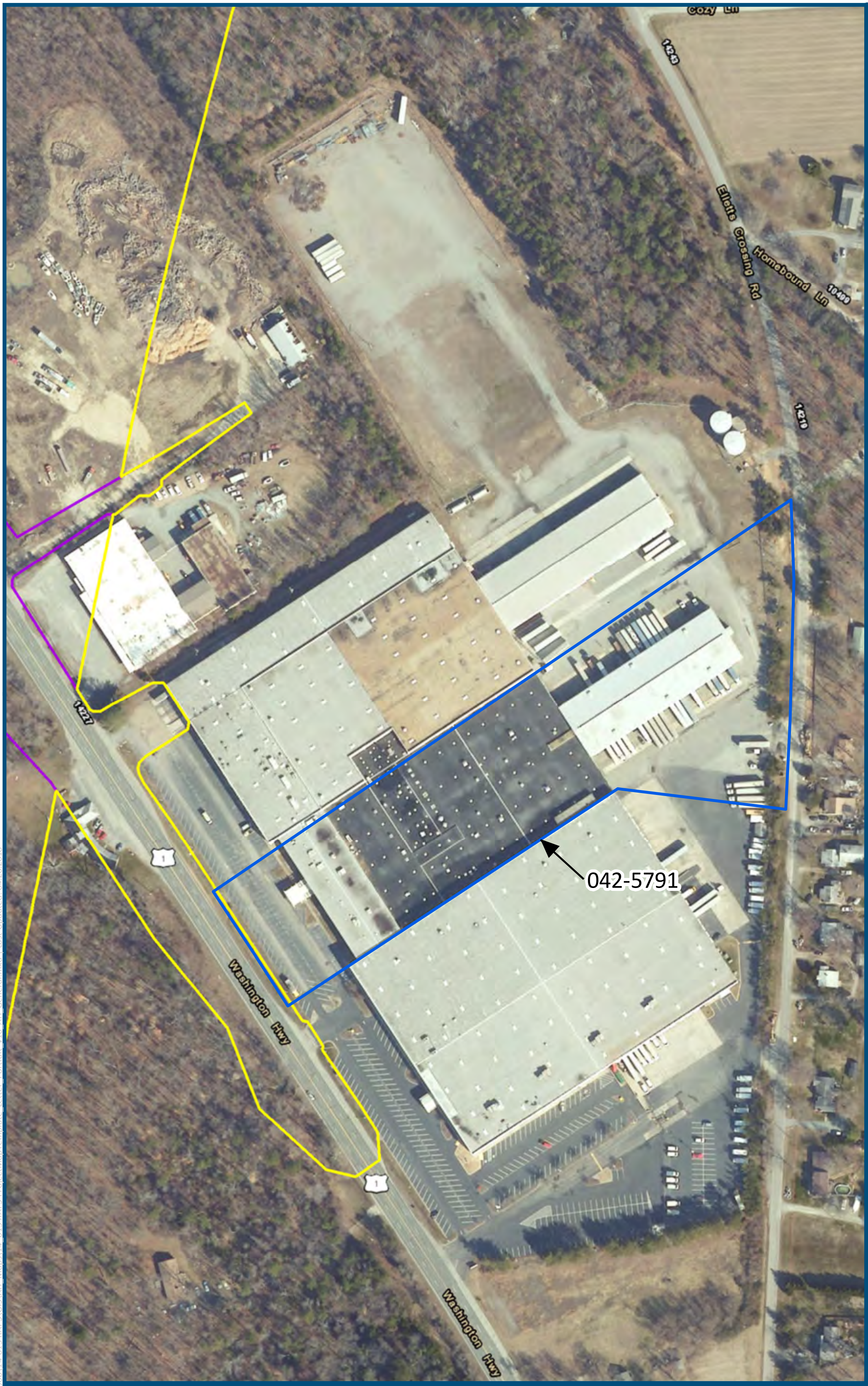
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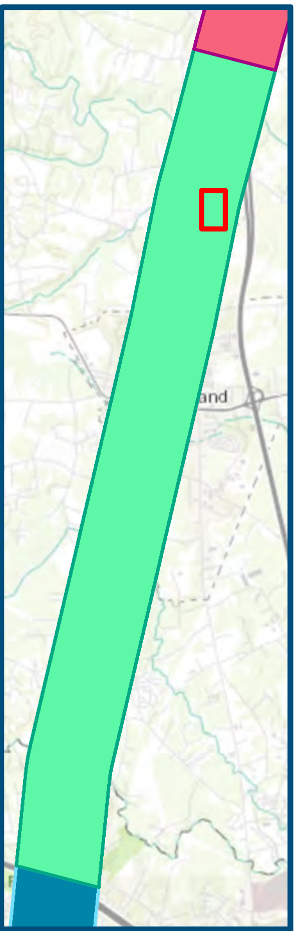

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Feet

0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Not Eligible

Figure 3-35
Newly Recorded
Resources
(Map 8 of 24)

4/2018

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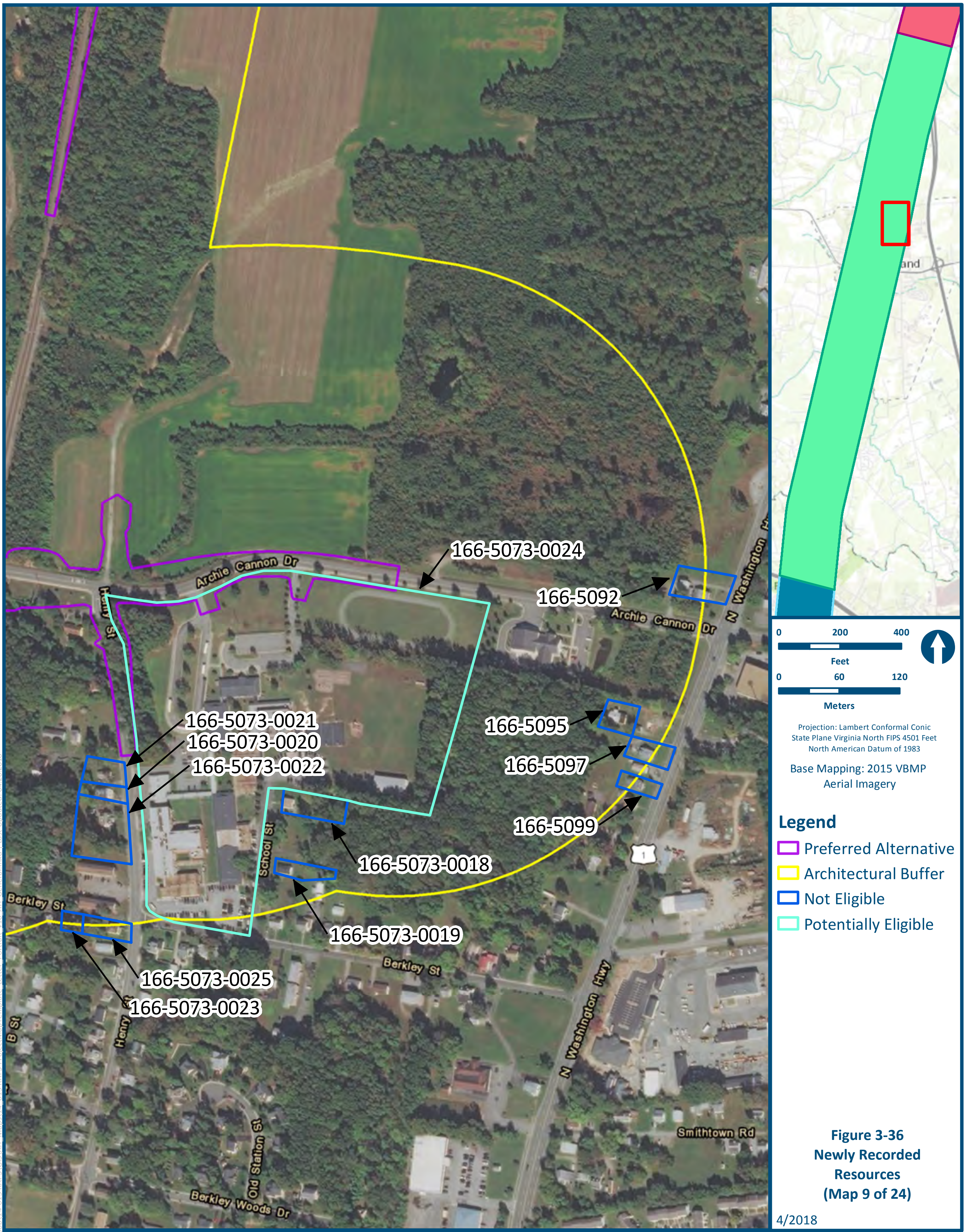
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166-5073-0019
166-5073-0025
166-5073-0023
Archie Cannon Dr
Archie Cannon Dr
N Washington Hwy
N Washington Hwy
Henry St
Henry St
School St
Berkley St
Berkley St
B St
Old Station St
Berkley Woods Dr
Smithtown Rd
1
and
0 200 400
Feet
0 60 120
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2015 VBMP
Aerial Imagery
Legend
Preferred Alternative
Architectural Buffer
Not Eligible
Potentially Eligible

Figure 3-36
Newly Recorded
Resources
(Map 9 of 24)

4/2018

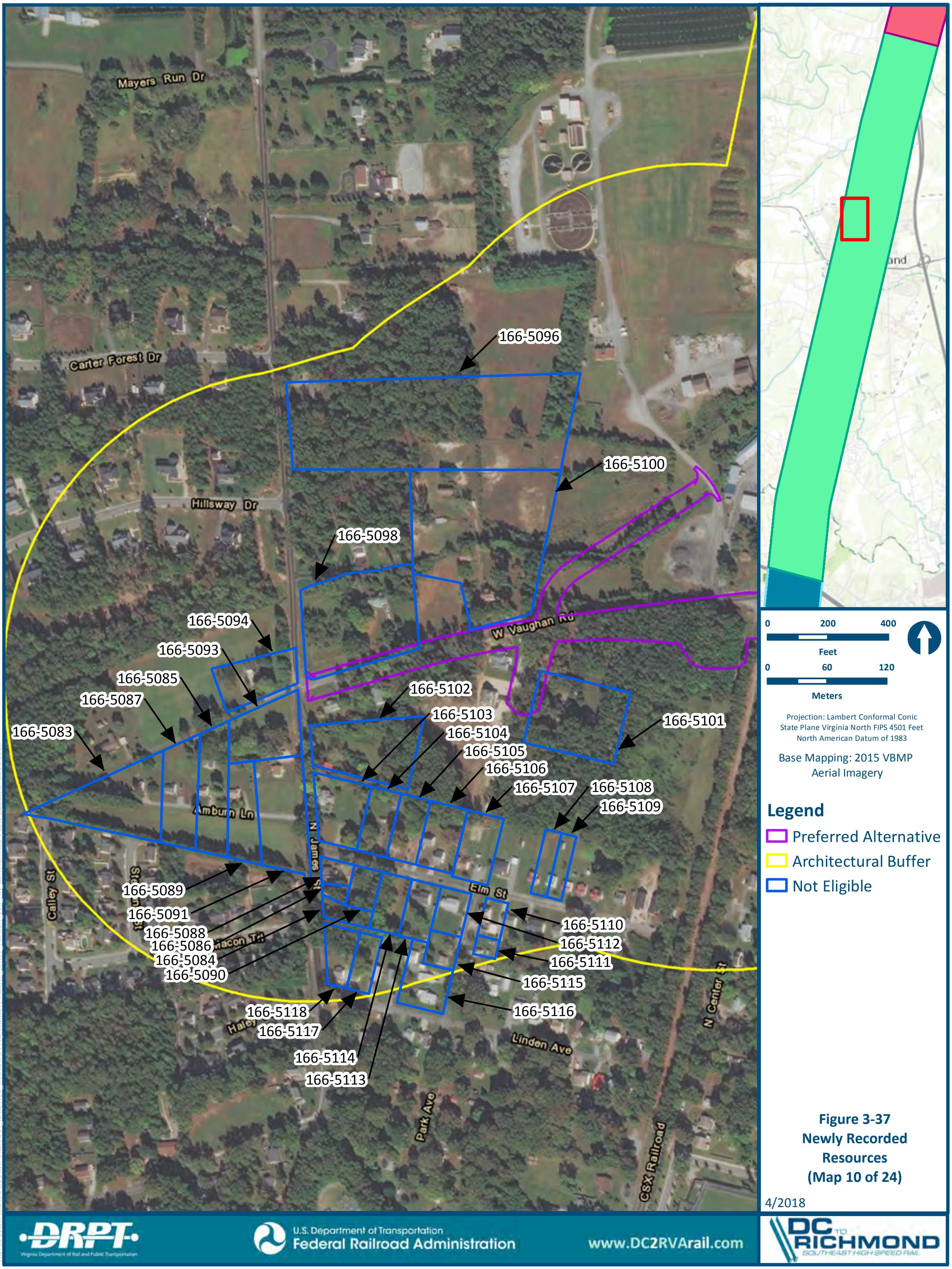
\\DTS2\Main Job\14-015 RAPS\GIS\AH_Maps\14_015 RAPS ProjectMapTemplate_Letter_Portrait_v10_AH_General.mxd | Last Updated: 04.26.2018

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL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W Vaughan Rd
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N Center St
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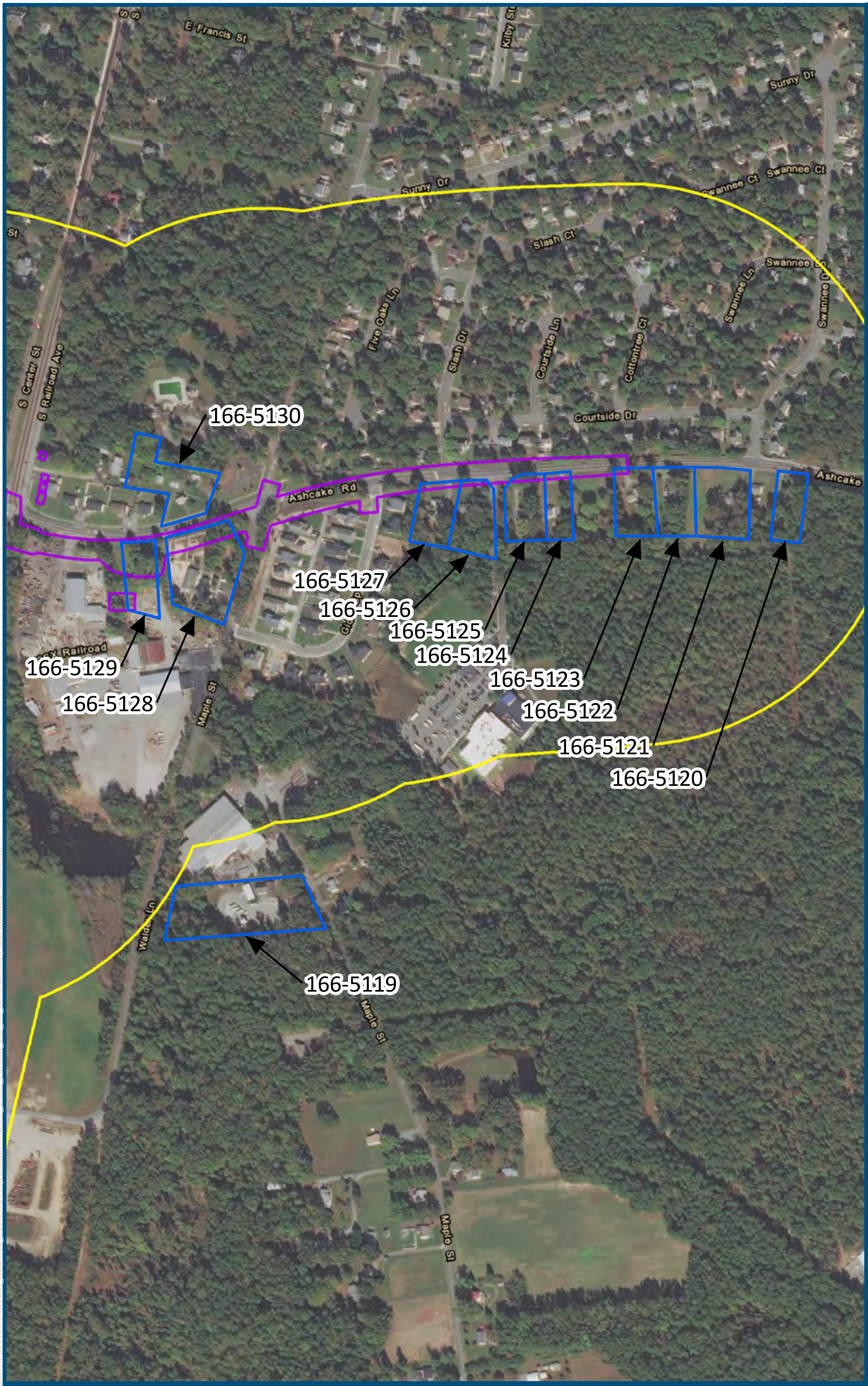
and
0 200 400
Feet
0 60 120
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2015 VBMP
Aerial Imagery
Legend
Preferred Alternative
Architectural Buffer
Not Eligible

Figure 3-37
Newly Recorded Resources
(Map 10 of 24)

4/2018

\\DTS2\Main\Job\14-015 RAPS\GIS\AH_Maps\14_015 RAPS ProjectMapTemplate_Letter_Portrait_v10_AH_General.mxd | Last Updated: 04.26.2018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Kilby St
Sunny Dr
Sunny Dr
Swannee Ct
Swannee Ct
Slash Ct
Swannee Ln
Swannee Ln
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St
Five Oaks Ln
Slash Dr
Courtside Ln
Cottontree Ct
S Center St
S Railroad Ave
Courtside Dr
Ashcake Rd
Ashcake
Railroad
Maple St
Walden Ln
Maple St
Maple St
166-5130
166-5127
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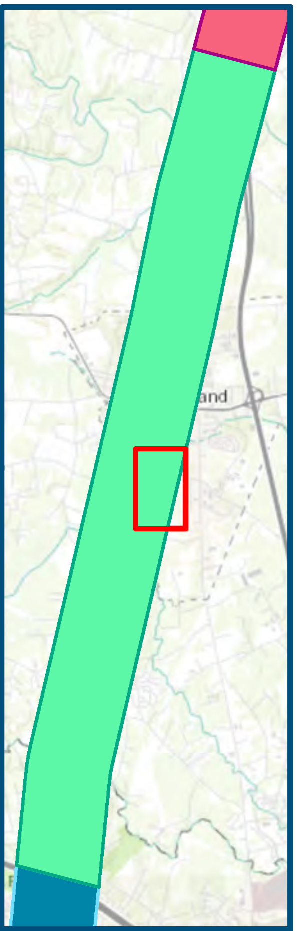
166-5119



0 200 400
Feet
0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Not Eligible

Figure 3-38
Newly Recorded Resources
(Map 11 of 24)

4/2018

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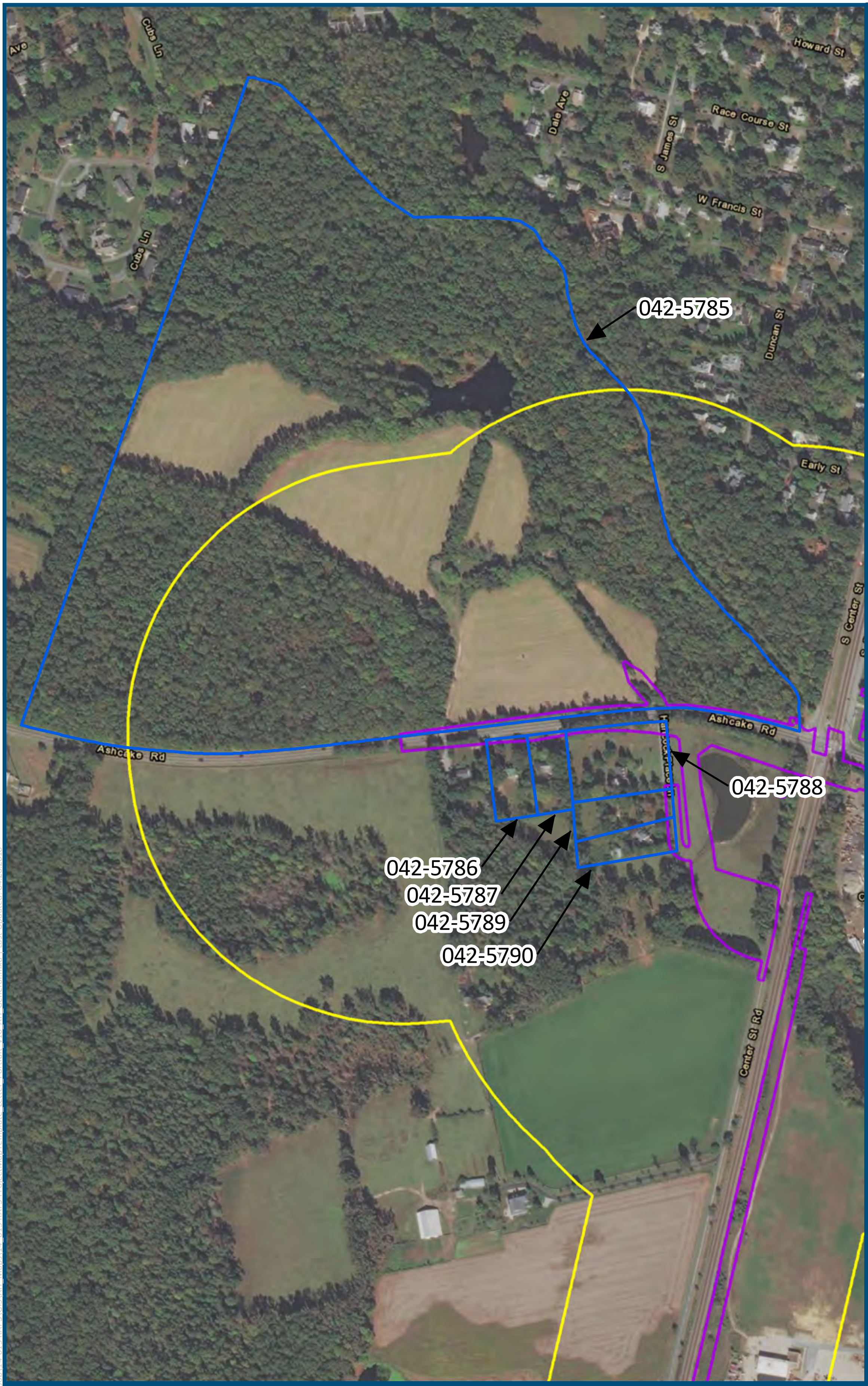
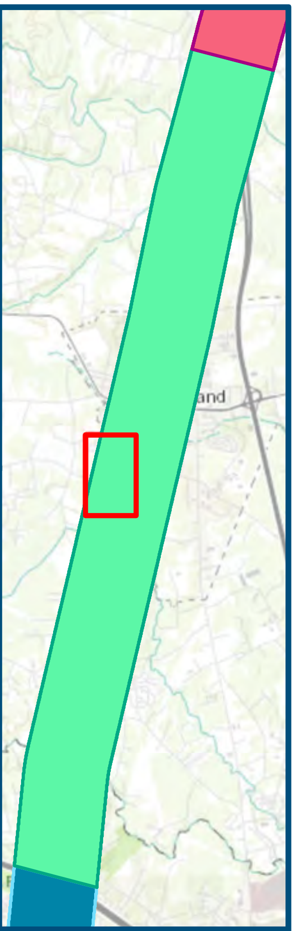

Ave
Cubs Ln
Howard St
Dale Ave
Race Course St
S James St
W Francis St
Cubs Ln
Duncan St
042-5785
Early St
S Center St
Ashcake Rd
Ashcake Rd
042-5788
042-5786
042-5787
042-5789
042-5790
Center St Rd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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Not Eligible

Figure 3-39
Newly Recorded
Resources
(Map 12 of 24)

4/2018

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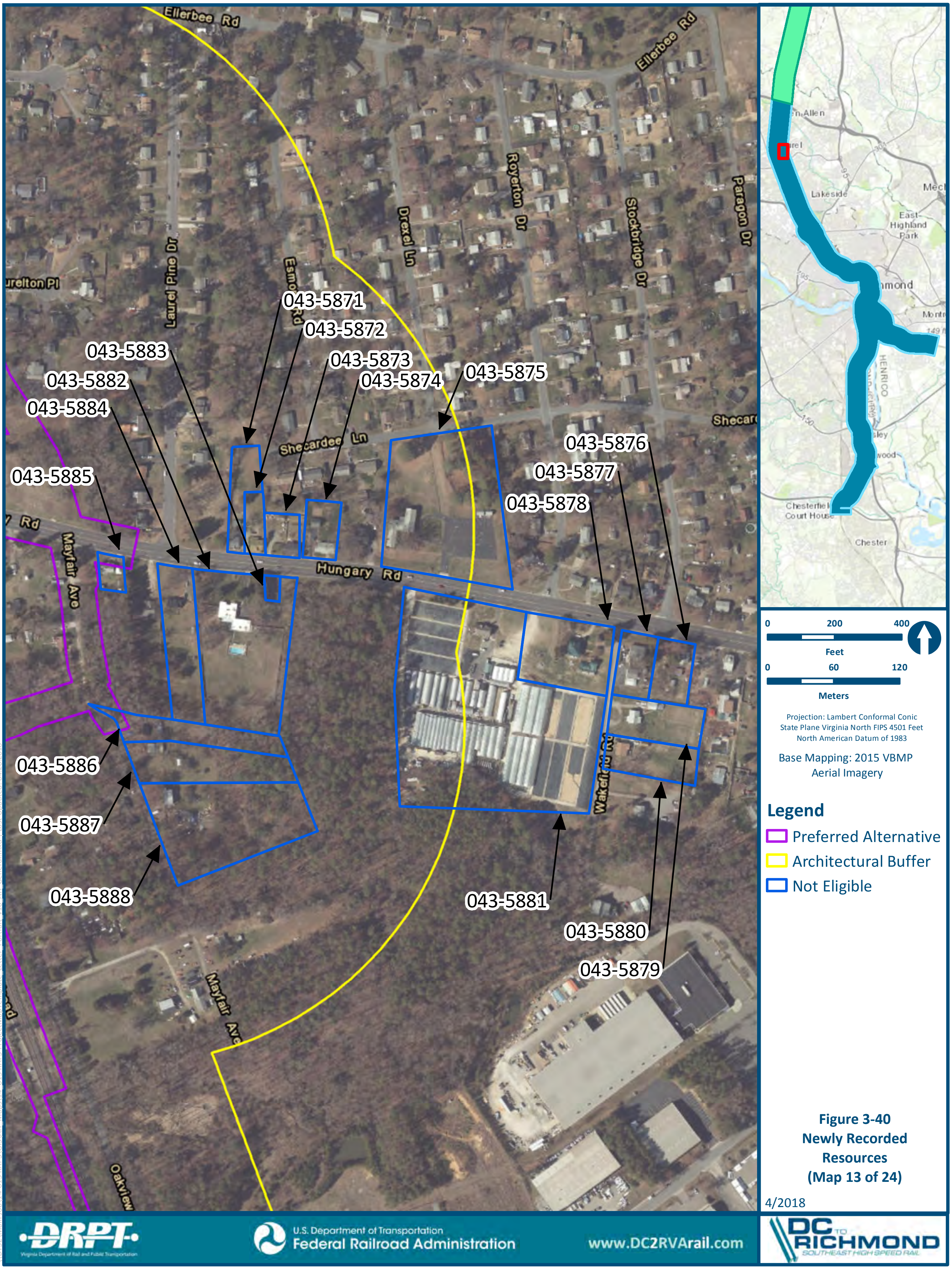
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Ellerbee Rd
urelton Pl
Laurel Pine Dr
Esmont Rd
Drexel Ln
Royerton Dr
Stockbridge Dr
Paragon Dr
Shecardee Ln
Shecardee
Hungary Rd
Rd
Mayfair Ave
Mayfair Ave
Wakefield Dr
Oakview
043-5871
043-5872
043-5873
043-5874
043-5875
043-5876
043-5877
043-5878
043-5879
043-5880
043-5881
043-5882
043-5883
043-5884
043-5885
043-5886
043-5887
043-5888
Glen Allen
Laurel
Lakeside
Mechanicsville
East Highland Park
Richmond
Montrose
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Chesterfield Court House
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Not Eligible

Figure 3-40
Newly Recorded Resources
(Map 13 of 24)

4/2018

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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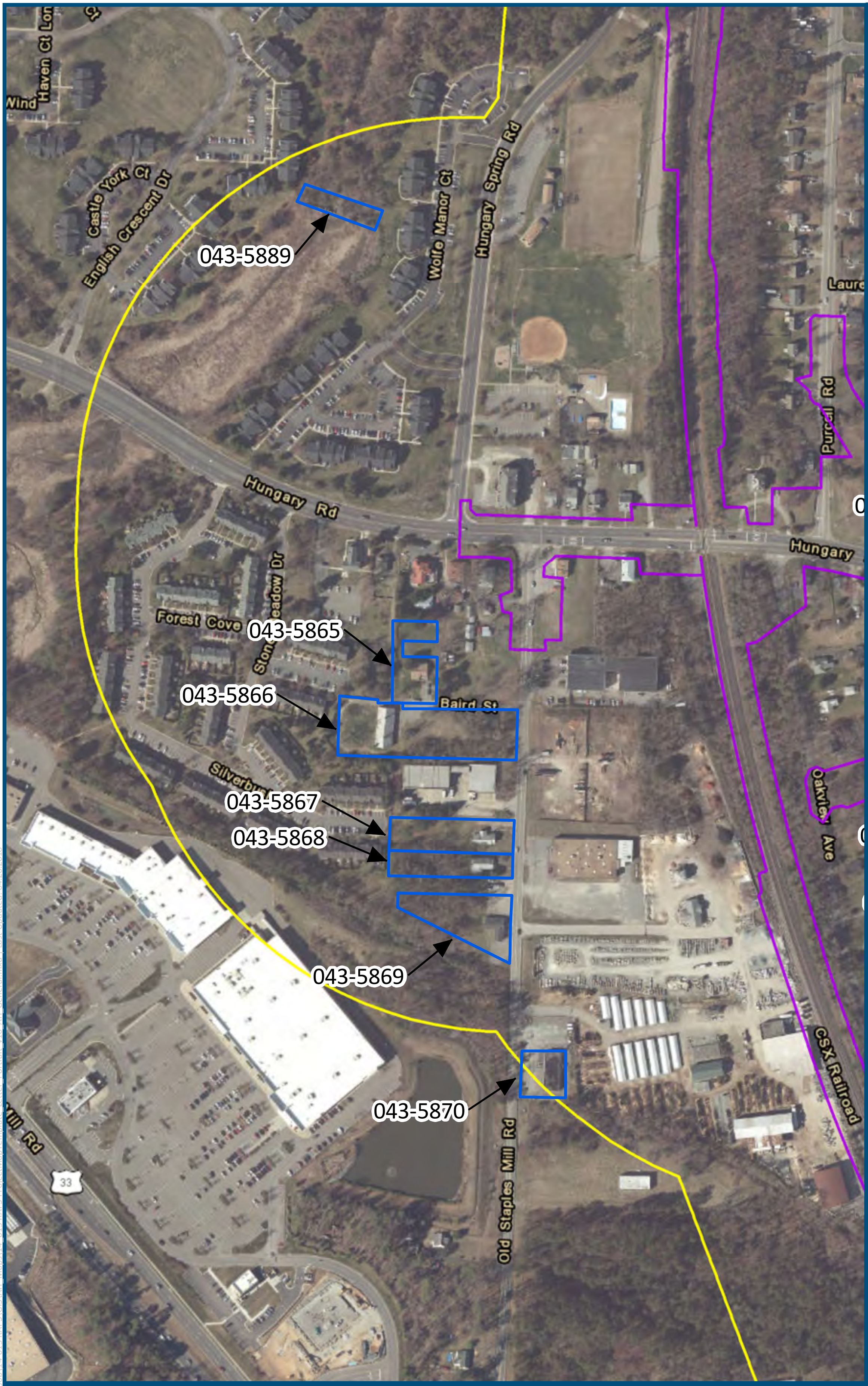
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Haven Ct
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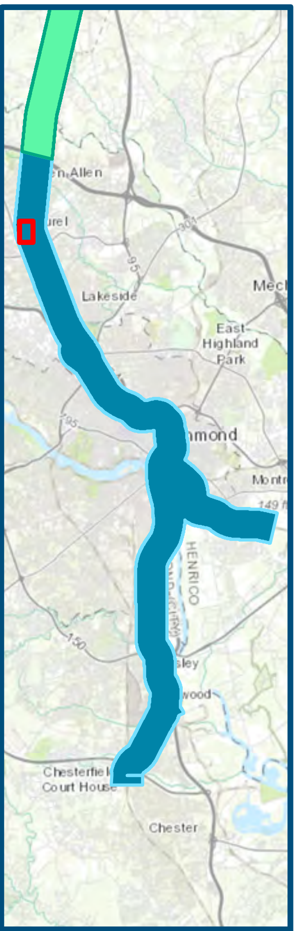
Castle York Ct
English Crescent Dr
Wolfe Manor Ct
Hungary Spring Rd
Laure
Purcell Rd
043-5889
Hungary Rd
Hungary
Forest Cove
Stone Meadow Dr
Baird St
Silverbrook
043-5865
043-5866
043-5867
043-5868
043-5869
043-5870
Oakview Ave
CSX Railroad
Mill Rd
33
Old Staples Mill Rd


Glen Allen
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Lakeside
Mech
East Highland Park
Richmond
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Chesterfield Court House
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

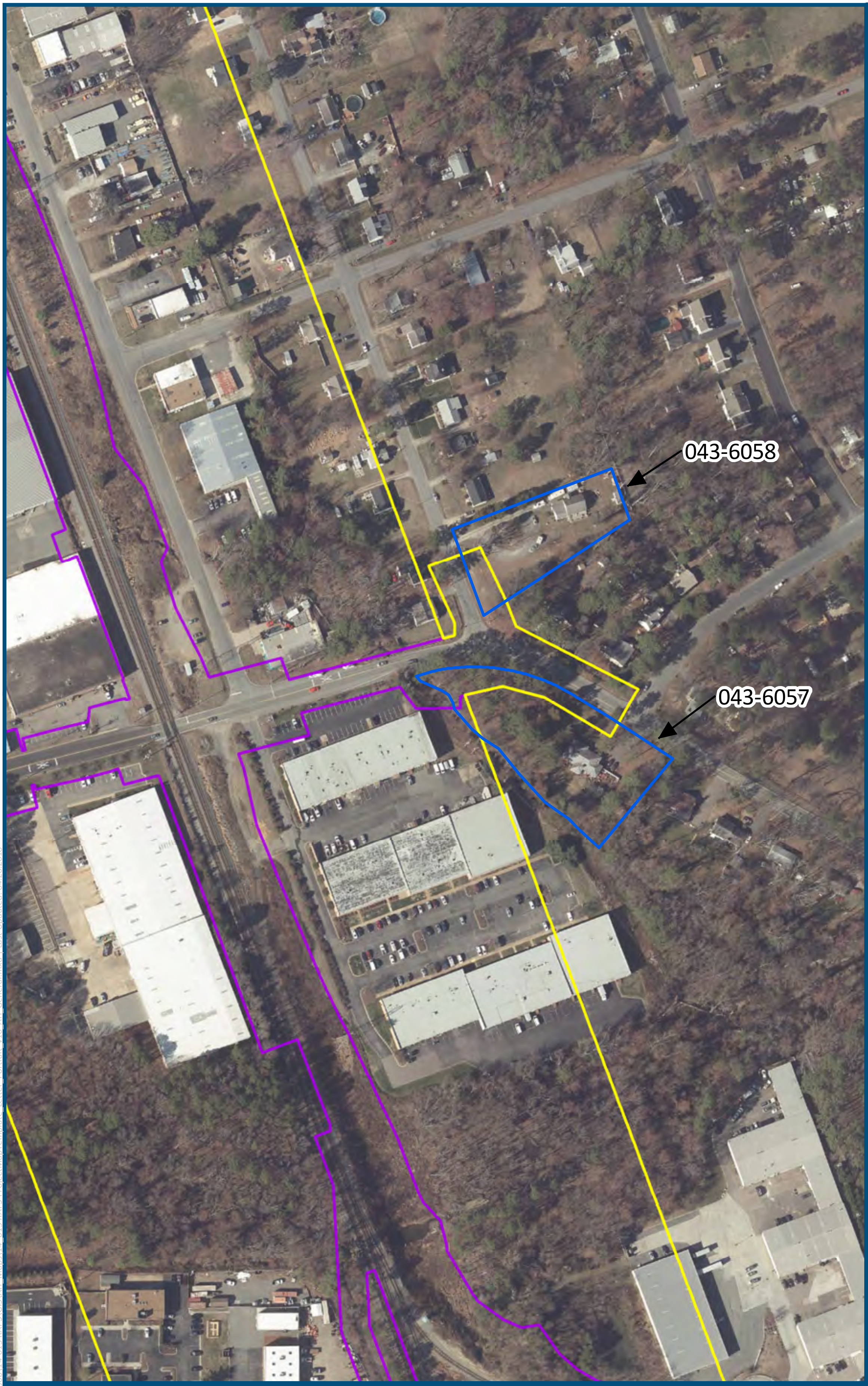
Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Not Eligible

Figure 3-41
Newly Recorded Resources
(Map 14 of 24)

4/2018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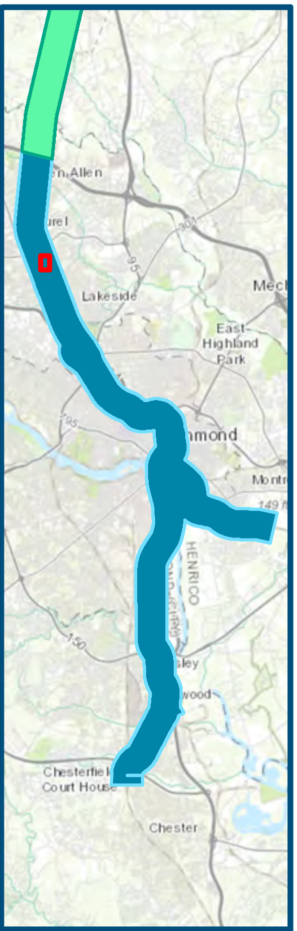
043-6057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East-
Highland
Park
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Montr
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wood
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Court Hous
Chester
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360
149

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Feet

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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Not Eligible

Figure 3-42
Newly Recorded
Resources
(Map 15 of 24)

4/2018

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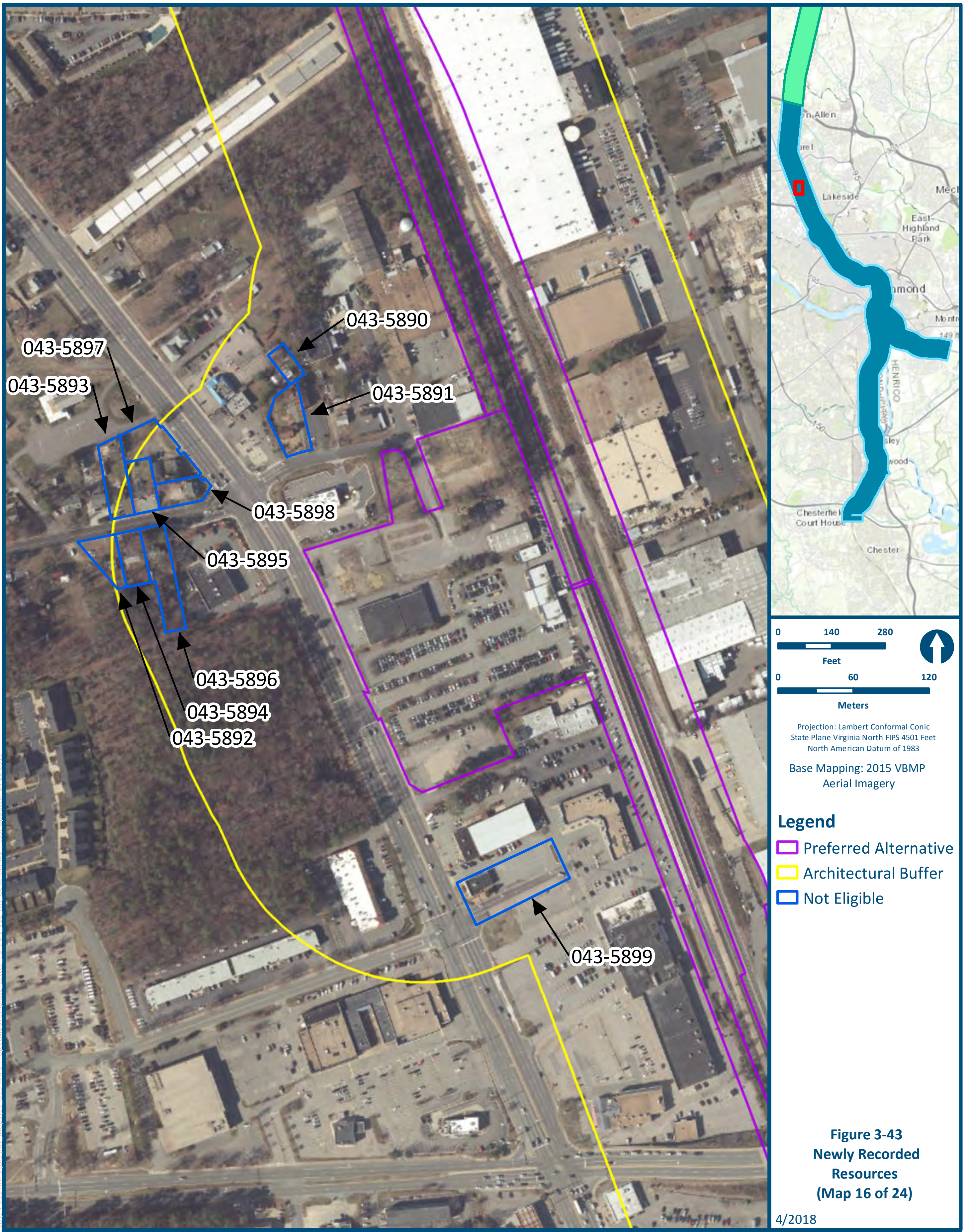
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043-5893
043-5891
043-5898
043-5895
043-5896
043-5894
043-5892
043-5899
Lakeside
East Highland Park
HENRICO
Chesterfield Court House
Chester
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Feet
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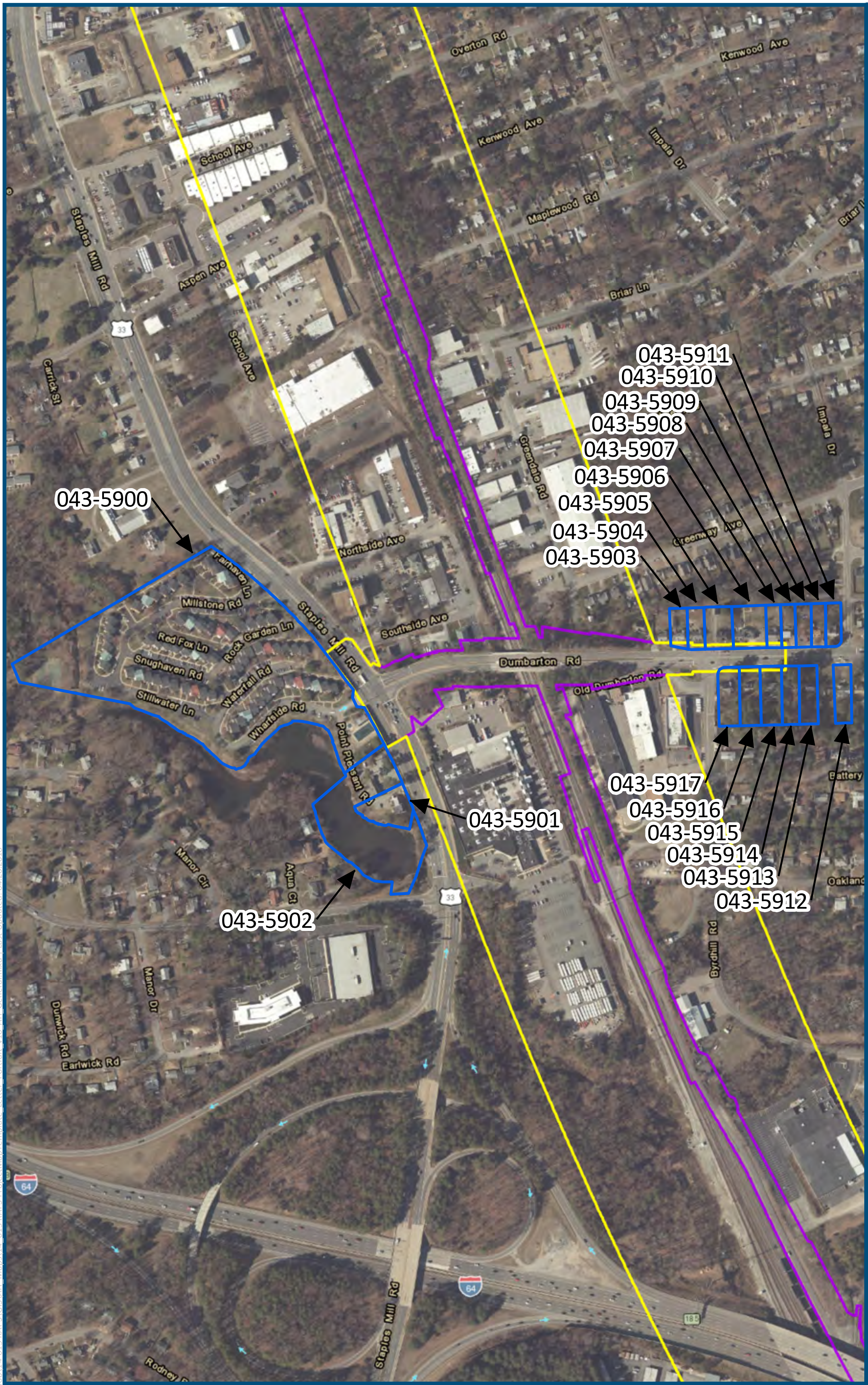
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2015 VBMP Aerial Imagery

Legend

🟪	Preferred Alternative
🟨	Architectural Buffer
🟦	Not Eligible

Figure 3-43
Newly Recorded Resources
(Map 16 of 24)

4/2018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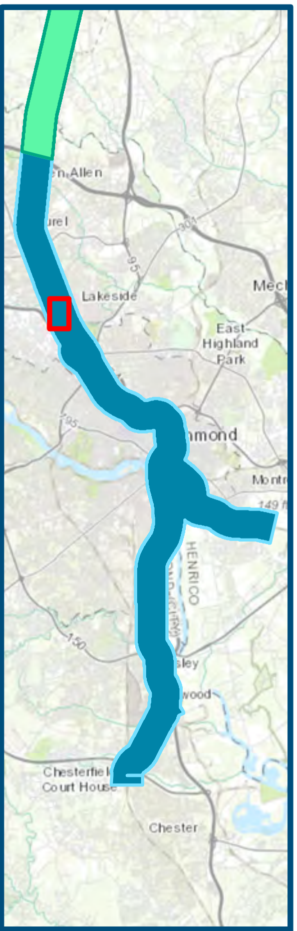
043-5901
043-5902
043-5903
043-5904
043-5905
043-5906
043-5907
043-5908
043-5909
043-5910
043-5911
043-5912
043-5913
043-5914
043-5915
043-5916
043-5917
Overton Rd
Kenwood Ave
Impala Dr
Maplewood Rd
Briar Ln
School Ave
Aspen Ave
Staples Mill Rd
Carrick St
Greendale Rd
Northside Ave
Southside Ave
Greenway Ave
Dumbarton Rd
Old Dumbarton Rd
Fairhaven Ln
Millstone Rd
Red Fox Ln
Rock Garden Ln
Snughaven Rd
Waterfall Rd
Stillwater Ln
Wharfside Rd
Point Pleasant Rd
Battery
Oakland
Byrdhill Rd
Manor Cir
Aqua Ct
Manor Dr
Dunwick Rd
Earlwick Rd
Rodney
33
64
185


n Allen
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Chesterfield Court House
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Not Eligible

Figure 3-44
Newly Recorded Resources
(Map 17 of 24)

4/2018

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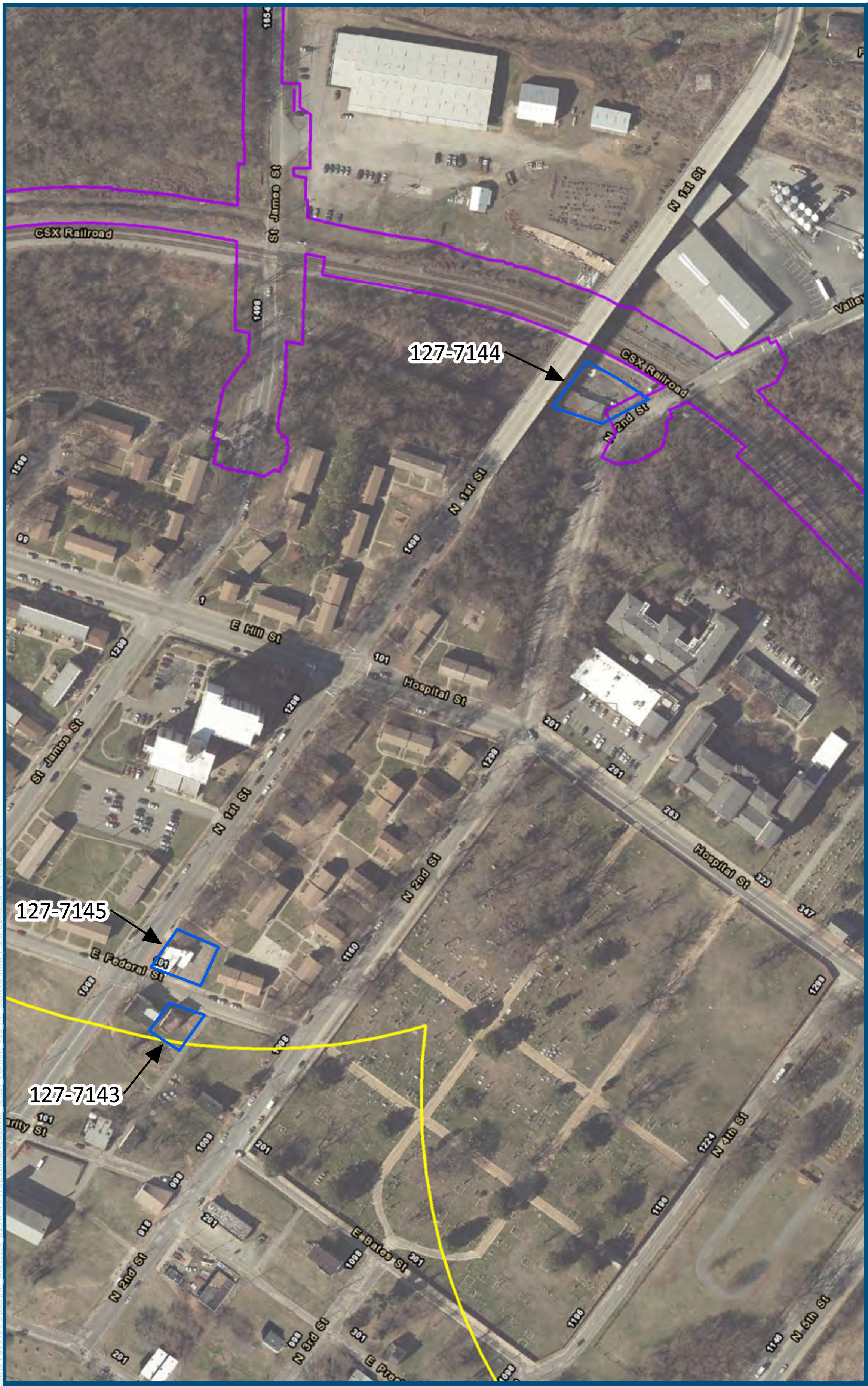
127-7144
127-7145
127-7143
CSX Railroad
St James St
N 1st St
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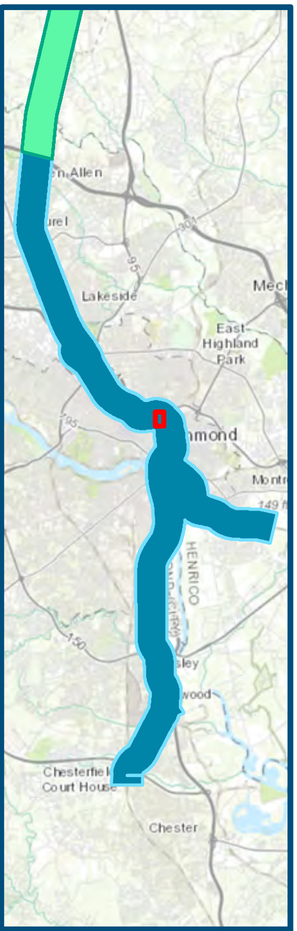
E Hill St
Hospital St
E Federal St
E Bates St
N 3rd St
N 4th St
N 6th St
Valley
Charity St
E Prep


Allen
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Not Eligible

Figure 3-45
Newly Recorded
Resources
(Map 18 of 24)

4/2018

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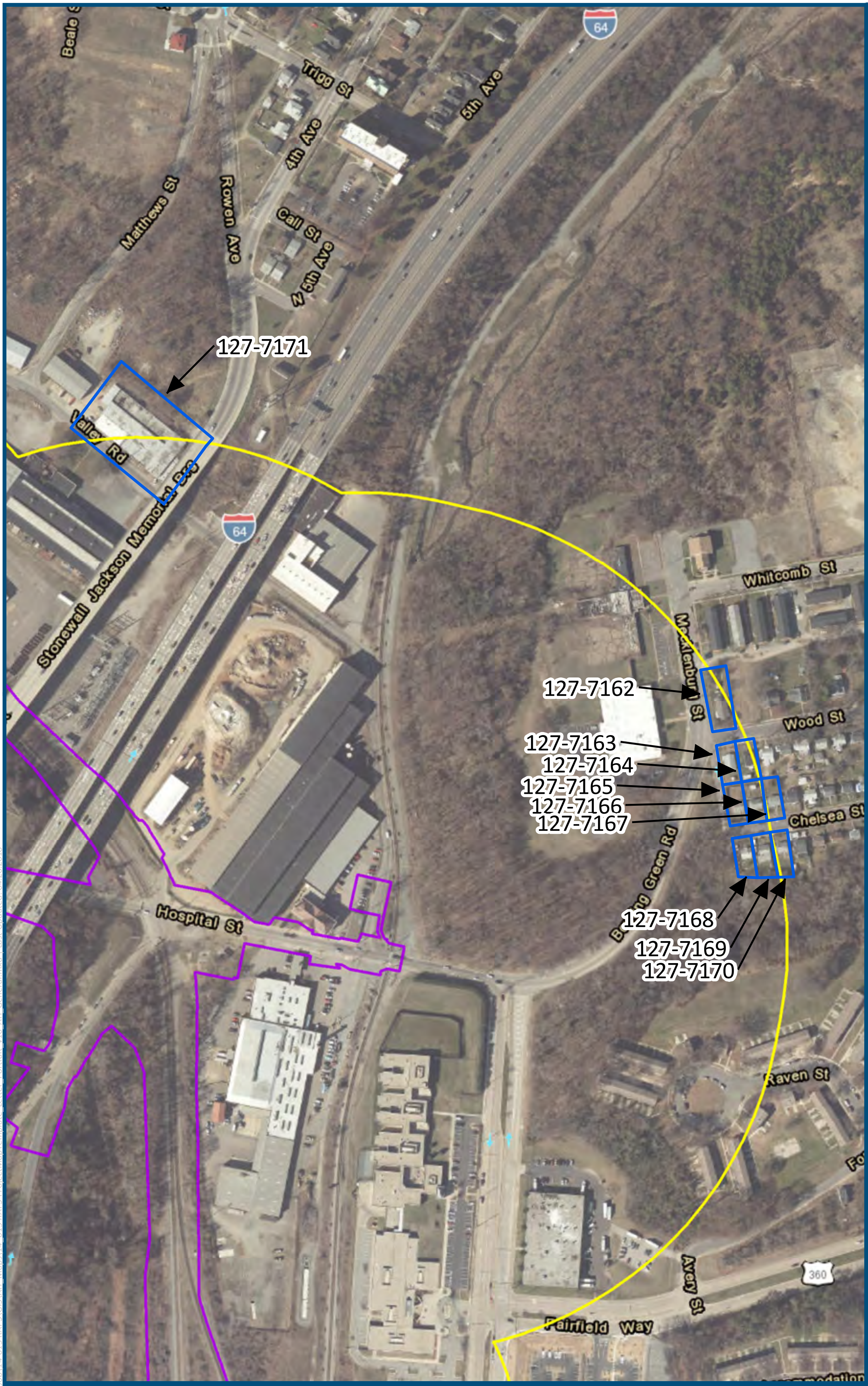
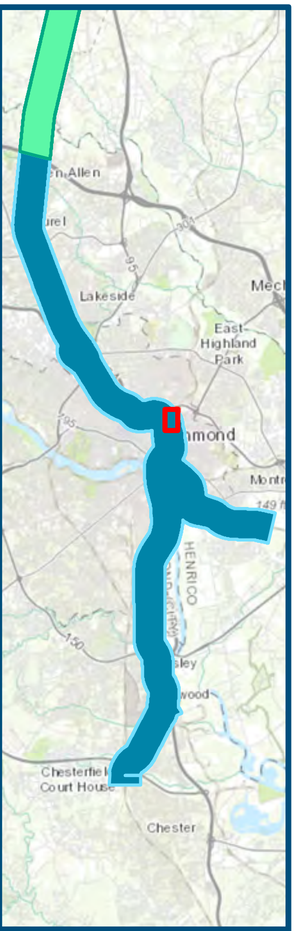

Beale St
64
Trigg St
5th Ave
4th Ave
Matthews St
Rowen Ave
Call St
N 5th Ave
127-7171
Valley Rd
Stonewall Jackson Memorial Brg
64
Whitcomb St
Mecklenburg St
127-7162
Wood St
127-7163
127-7164
127-7165
127-7166
127-7167
Chelsea St
Bowling Green Rd
Hospital St
127-7168
127-7169
127-7170
Raven St
Fo
Avery St
360
Fairfield Way
Accommodation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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- ▭ Preferred Alternative
- ▭ Architectural Buffer
- ▭ Not Eligible

Figure 3-46
Newly Recorded Resources
(Map 19 of 24)

4/2018

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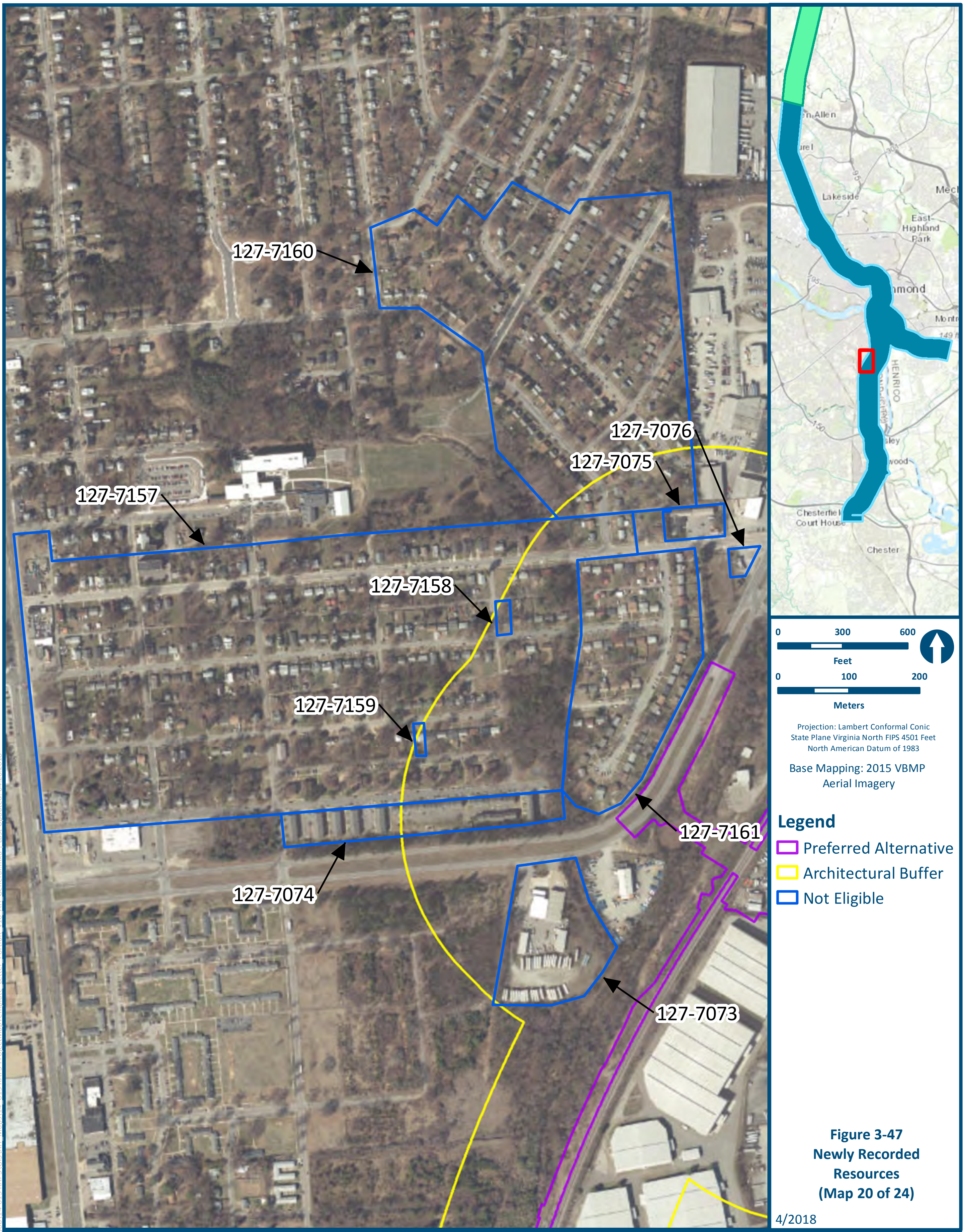
127-7160
127-7076
127-7075
127-7157
127-7158
127-7159
127-7161
127-7074
127-7073
Allen
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Chesterfield Court House
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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Not Eligible

Figure 3-47
Newly Recorded Resources
(Map 20 of 24)

4/2018

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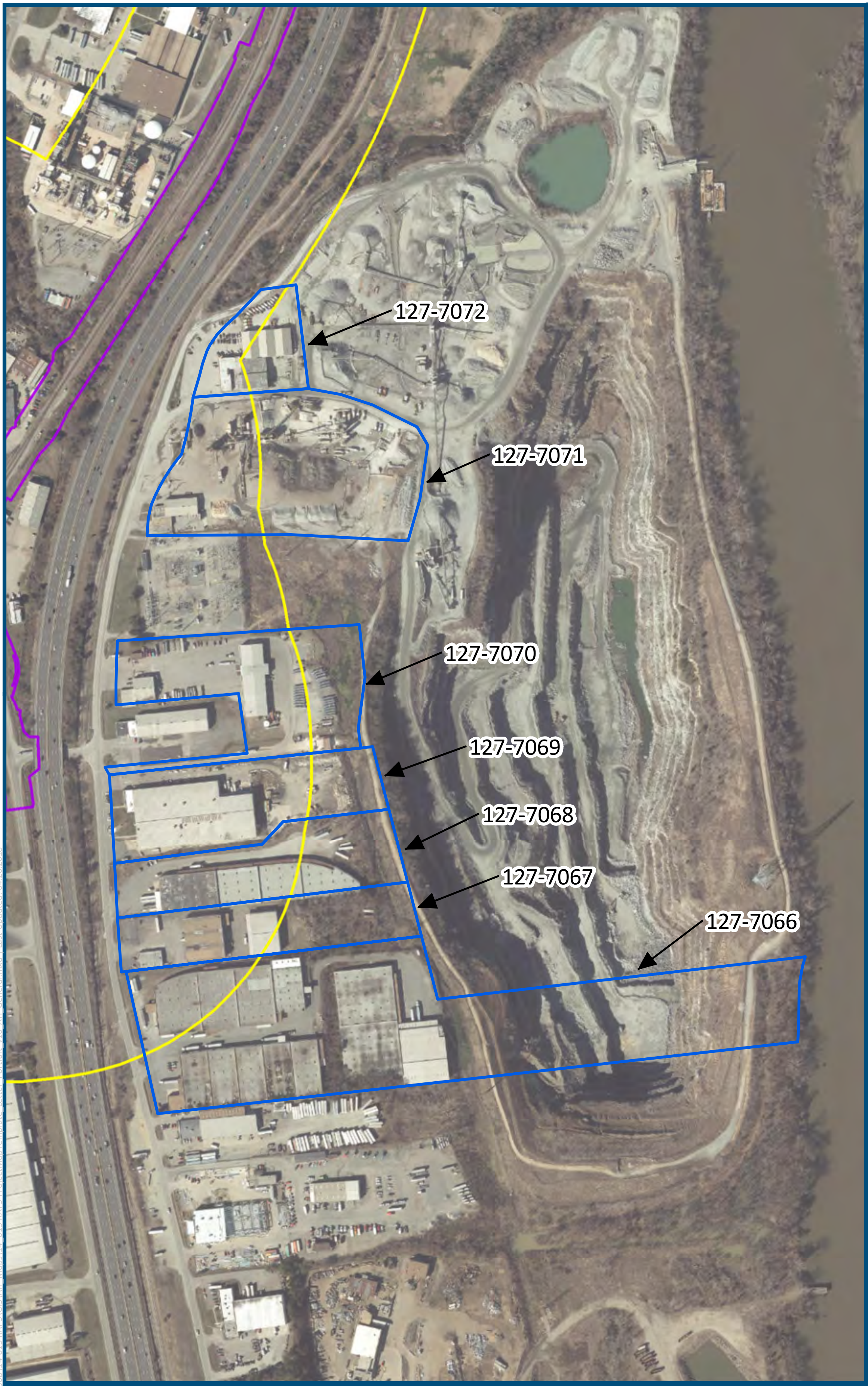
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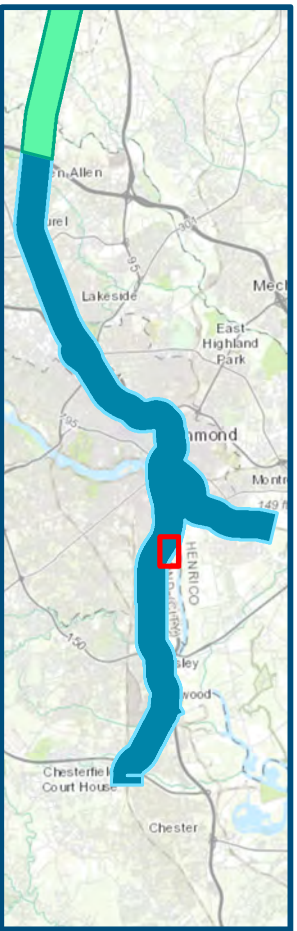
127-7071
127-7070
127-7069
127-7068
127-7067
127-7066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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

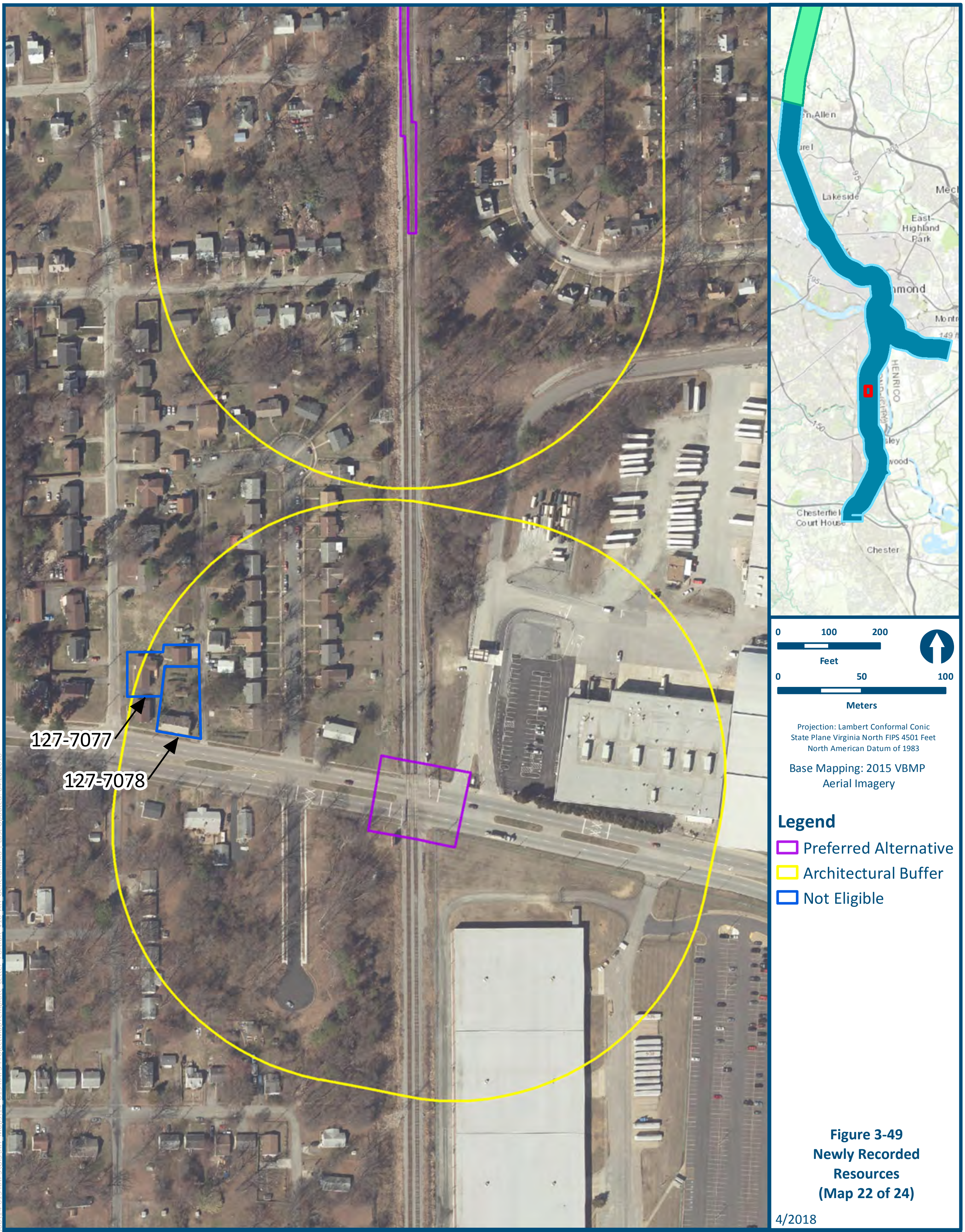
Legend

- ▢ Preferred Alternative
- ▢ Architectural Buffer
- ▢ Not Eligible

Figure 3-48
Newly Recorded Resources
(Map 21 of 24)

4/2018

\\DTS2\Main Job\14-015 RAPS\GIS\AH_Maps\14_015 RAPS ProjectMapTemplate_Letter_Portrait_v10_AH_General.mxd | Last Updated: 04.26.2018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Chesterfiel
Court House
Chester
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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Not Eligible

Figure 3-49
Newly Recorded Resources
(Map 22 of 24)

4/2018

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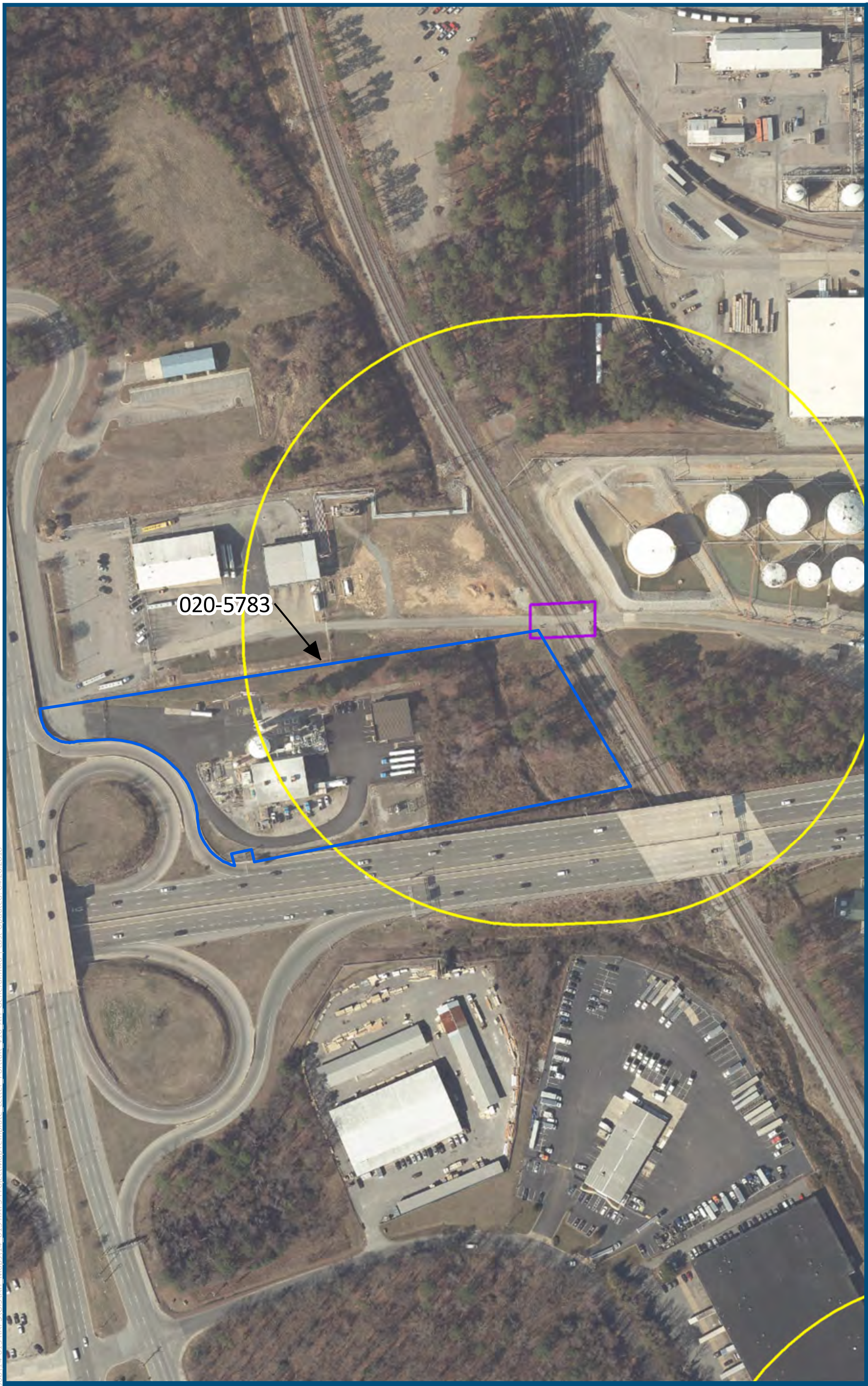

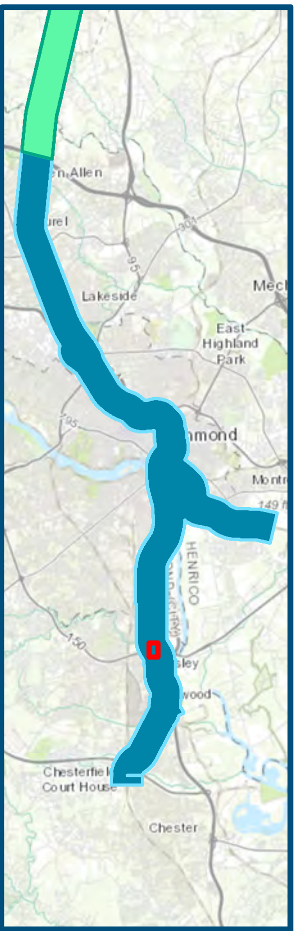
Allen
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East Highland Park
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HENRICO
Chesterfield Court House
Chester

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Feet
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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

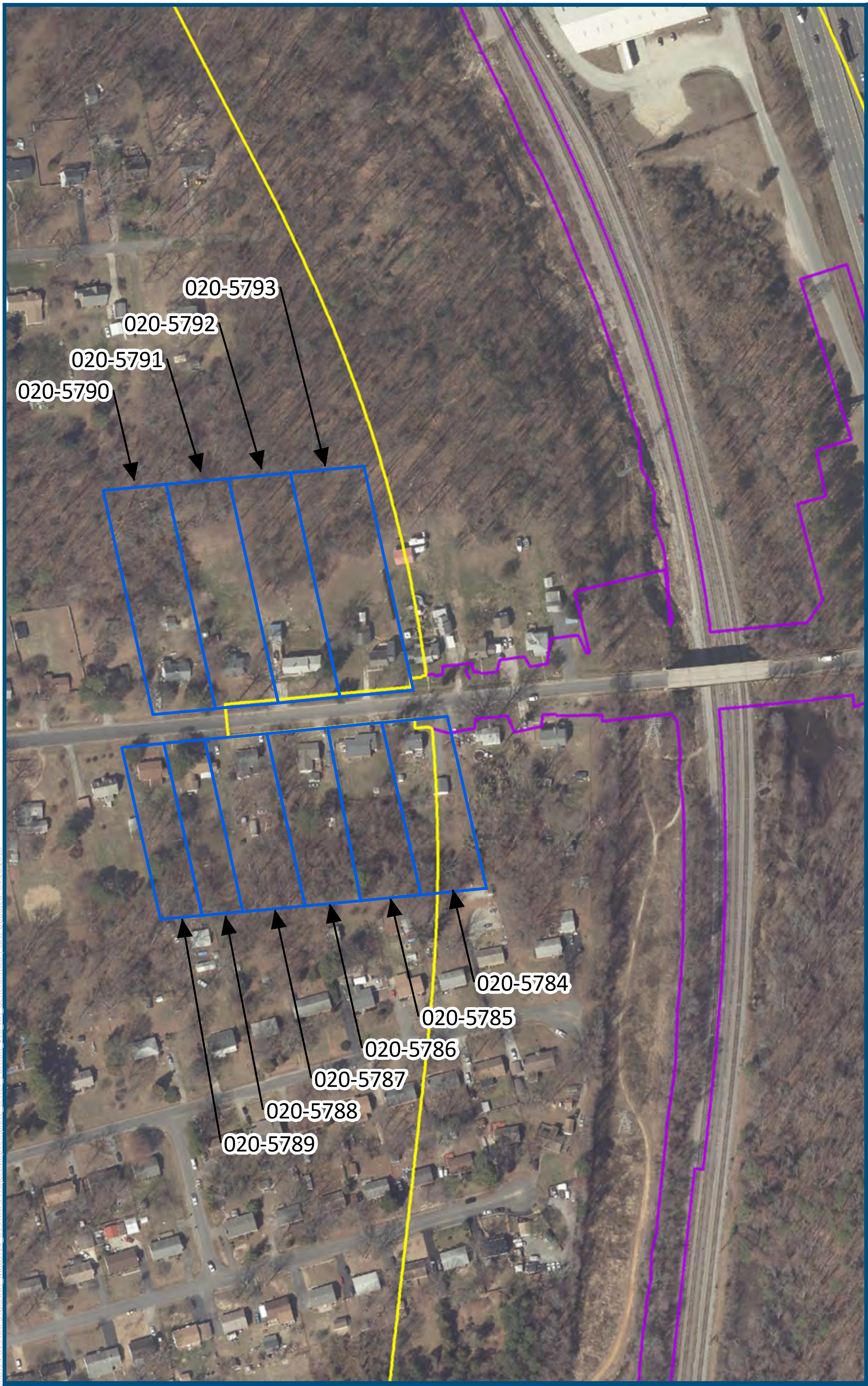
Legend

🟪 Preferred Alternative
🟨 Architectural Buffer
🟦 Not Eligible

Figure 3-50
Newly Recorded
Resources
(Map 23 of 24)

4/2018

\\DTS2\Main Job\14-015 RAPS\GIS\AH_Maps\14_015 RAPS ProjectMapTemplate_Letter_Portrait_v10_AH_General.mxd | Last Updated: 04.26.2018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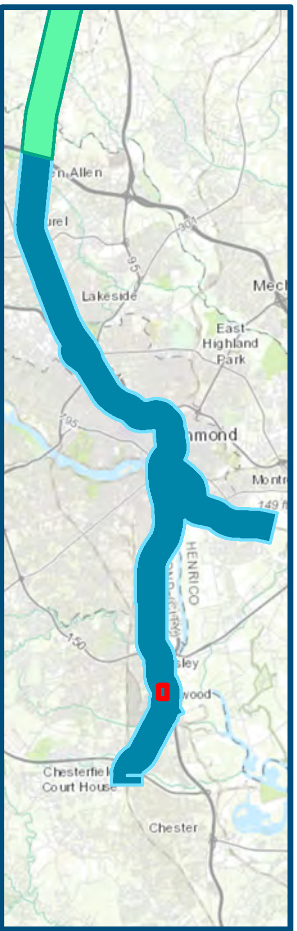
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Chesterfield Court House
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Projection: Lambert Conformal Conic
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North American Datum of 1983

Base Mapping: 2015 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Not Eligible

Figure 3-51
Newly Recorded Resources
(Map 24 of 24)

4/2018

Three newly recorded resources are recommended to be individually potentially eligible for the NRHP: one is in Alexandria, one is in Fredericksburg, and one is in Ashland.

The East Rosemont Historic District (100-5341) in Alexandria comprises a later section of the Rosemont neighborhood (100-0137), an NRHP-listed, early-twentieth-century planned residential subdivision northwest of the Old and Historic District of Alexandria. The East Rosemont District includes a 30-acre area of working-class, single-family and multi-family dwellings constructed mostly between 1915 and 1955, composed of modest vernacular buildings aimed at the local railroad and industrial workers (Figure 3-52). The district is **recommended potentially eligible for the NRHP under Criterion C at the local level** as an excellent collection of early-twentieth-century residential architecture. It has no notable association with an important event in the development of the city or other activities that shaped the community (Criterion A), and no ties were found to link this district to a notable individual (Criterion B).

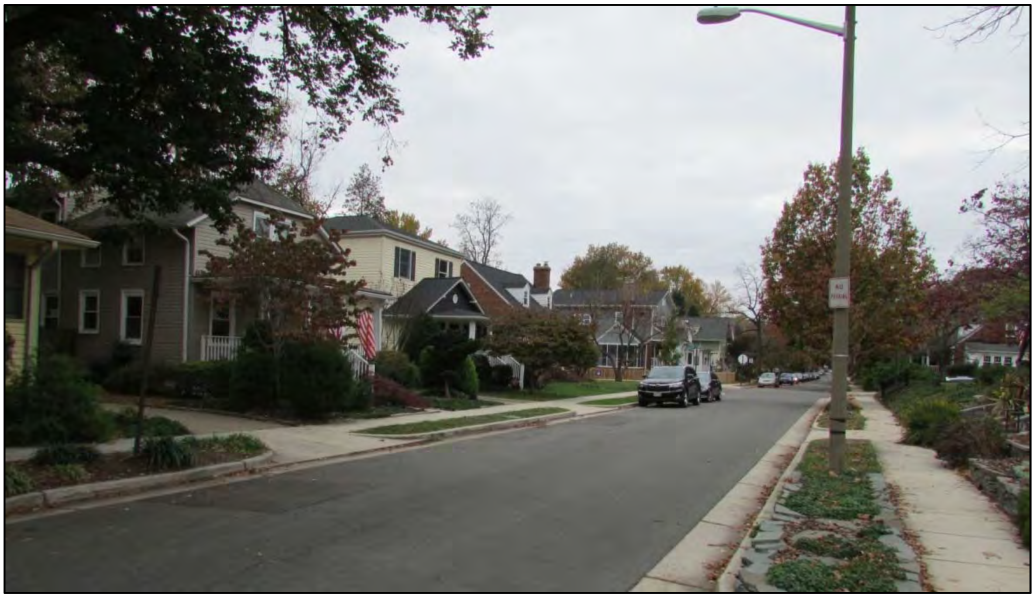

FIGURE 3-52: THE EAST ROSEMONT HISTORIC DISTRICT (100-5341), LOOKING NORTH ALONG MAPLE STREET

Shiloh Baptist Church (New Site) (111-0132-0147) is located at 521 Princess Anne Street in Fredericksburg. The resource is a two-story, multi-bay church constructed in the Colonial Revival style around 1896 (Figure 3-53). The congregation has played a significant role in the lives of African-American residents for over 150 years, remaining a cultural hub today. **It is recommended potentially eligible for the NRHP under Criterion A and Criteria Consideration A**. The church's form and materials are common to the era and area in which it was constructed, it is not the work of a master, and it is not known to be an outstanding example of its type or style. For these reasons, it is recommended not eligible for the NRHP under Criterion C. It has no known association with any individuals of historical significance and is therefore recommended not eligible under Criterion B. The church has been previously identified as a contributing element of the Fredericksburg Historic District (111-0132). As it continues to reflect the history of this area and retains a high level of historic integrity, it is **recommended to remain a contributing resource within this district.**

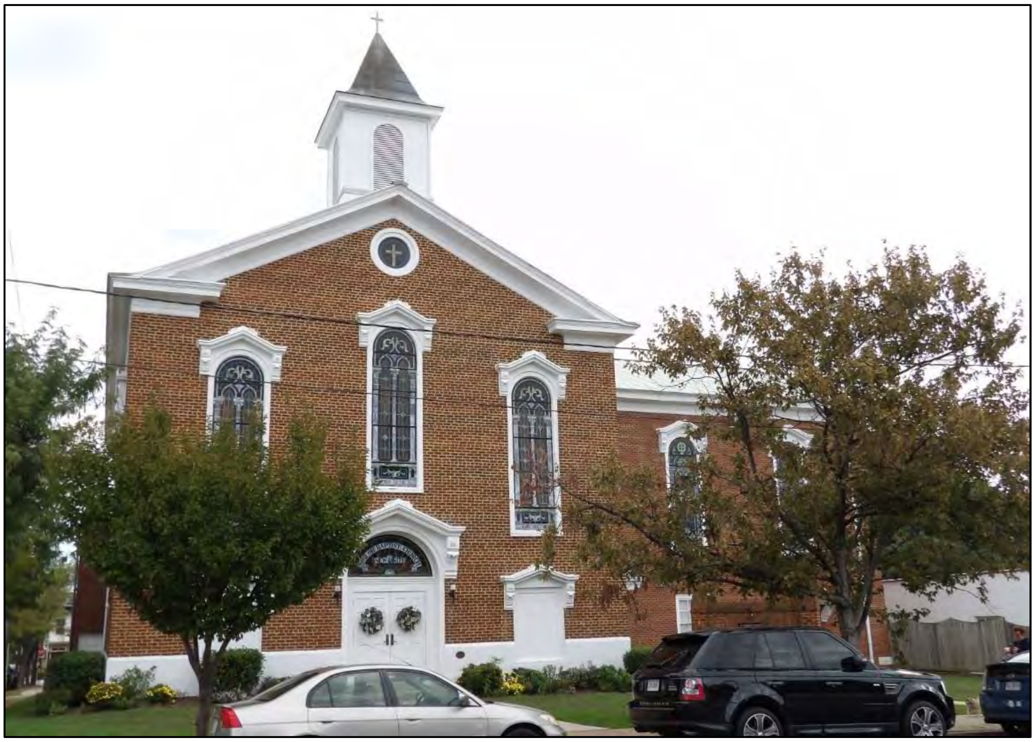

FIGURE 3-53: SHILOH BAPTIST CHURCH (NEW SITE) (111-0132-0147), SOUTHWEST ELEVATION

The building currently occupied by the Hanover County School Board (166-5073-0024) at 200 Berkley Street in Ashland is believed to have been the area's first high school for African-American students. The building is a two-story, multi-bay, educational building constructed around 1948 in the International style (Figure 3-54). Due to its association with African-American history in Ashland, the resource is **recommended potentially eligible for the NRHP under Criterion A at the local level.** This resource is a good example of the International style, a form not frequently seen in Ashland. Therefore, **it is recommended that this resource be considered potentially eligible for the NRHP under Criterion C**. It has no known association with any individuals of historical significance and is therefore recommended not eligible for the NRHP under Criterion B. This resource is located within the boundaries of the potentially-eligible Berkleytown Historic District (111-5073) and was constructed during its period of significance from 1910 to 1968. Therefore, the Hanover County School Board at 200 Berkley Street is **recommended as contributing to the Berkleytown Historic District.**

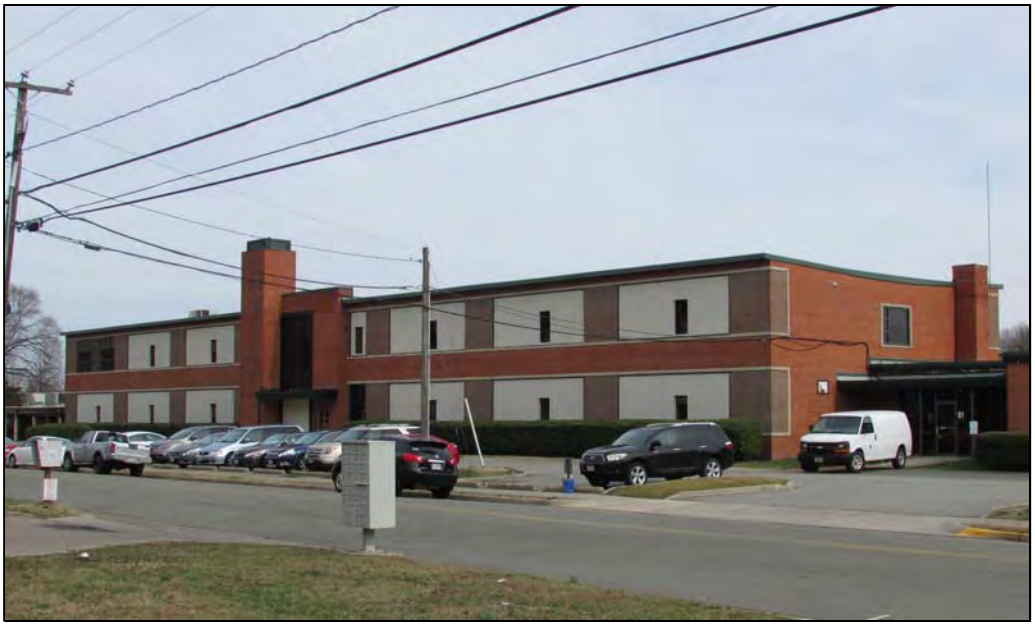

FIGURE 3-54: HANOVER COUNTY SCHOOL BOARD BUILDING (166-5073-0024), SOUTHWEST OBLIQUE

The remaining 225 resources are recommended not individually eligible for the NRHP. As with the previously recorded, not-eligible resources, an overwhelming majority of these properties are twentieth-century residential buildings with no notable significance at the local, state, or federal level. The oldest resource in this collection is the House at 211 Andrew Chapel Road (089-5605) in Stafford County, built in 1900. Several properties built around 1960 represent the later years in this grouping, including the House at 85 Morton Drive (089-5606) in Stafford County; Commercial Building on Compton Road (043-5890) and Commercial Building at 7135 Staples Mill Road (043-5899) in Henrico County; and Miller Total Clean, Inc. at 2212 Deepwater Terminal Road (127-7070) in Richmond.

Of the 225 resources recommended not individually eligible for the NRHP, 59 are recommended as contributing elements to their surrounding historic districts. They include:

Not Eligible/Contributing to the Rosemont Historic District (100-0137) (n=1)*:* 100-0137-0314

Not Eligible/Contributing to the East Rosemont Historic District (100-5341) (n=50)*:* 100-5345, 100-5346, 100-5347, 100-5348, 100-5349, 100-5350, 100-5351, 100-5352, 100-5353, 100-5354, 100-5355, 100-5356, 100-5357, 100-5358, 100-5359, 100-5360, 100-5361, 100-5362, 100-5366, 100-5367, 100-5368, 100-5369, 100-5370, 100-5371, 100-5372, 100-5373, 100-5374, 100-5375, 100-5376, 100-5377, 100-5378, 100-5379, 100-5380, 100-5381, 100-5382, 100-5383, 100-5384, 100-5385, 100-5386, 100-5387, 100-5388, 100-5389, 100-5390, 100-5391, 100-5392, 100-5393, 100-5394, 100-5395, 100-5396, and 100-5397

Not Eligible/Contributing to the Berkleytown Historic District (166-5073) (n=7): 166-5073-0018, 166-5073-0019, 166-5073-0020, 166-5073-0021, 166-5073-0022, 166-5073-0025, and 166-5073-0023

Not Eligible/Contributing to the Richmond, Fredericksburg & Potomac (RF&P) Railroad Historic District (500-0001) (n=1): 500-0001-0059

The remaining 166 are not located in a historic district and/or do not contribute to the overall eligibility of a district. These resources are: 000-9818, 020-5783 through 020-5793, 042-5785 through 042-5790, 042-5791, 043-5865 through 043-5917, 043-6057, 043-6058, 076-5838, 076-5890, 076-5891, 089-5605, 089-5606, 100-5342 through 100-5344, 100-5363 through 100-5365, 111-5434, 111-5435, 127-7066 through 127-7078, 127-7143 through 127-7145, 127-7157 through 127-7171, and 166-5083 through 166-5130.

4 SUMMARY AND RECOMMENDATIONS

On behalf of the DRPT, Dovetail conducted a reconnaissance-level architectural survey of additional segments within the Preferred Alternative of the DC2RVA project. The project is being completed as DHR File Review #2014-0666. From 2014 through 2016, the DC2RVA team conducted architectural reconnaissance studies on all Project alternatives inclusive of all areas within 500 feet of the centerline of each alternative corridor (the project APE). This resulted in the recordation of thousands of buildings, structures, objects, and districts. Since these studies, engineering associated with the development of the Project alternatives has resulted in a slightly expanded LOD to accommodate road modifications, straightening curves, the addition of wyes, proposed station locations, parking areas, etc. The expanded LOD areas were not included in the original architectural reconnaissance study.

In total, the DC2RVA Project Team surveyed 352 historic architectural resources within the LOD area, including 124 previously recorded and 228 newly recorded. Two resources were previously listed on the National Register of Historic Places, and it is recommended that both remain listed: Rippon Lodge (076-0023) and the Town of Barton Heights Historic District (127-0816).

As a result of the current study, 11 properties are recommended to be potentially eligible for the NRHP based on the current survey: East Rosemont Historic District (100-5341), Chancellor House (111-0013/111-0132-0508), Hackley-Monroe House/James Monroe House/Joseph Jones House (111-0038/111-0132-0509), Dr. Charles Mortimer House at 213 Caroline Street (111-0067/111-0132-0505), the 1770 House (111-0132-0126), Shiloh Baptist Church (New Site) (111-0132-0147), Robert Adams Residence (111-0132-0458), Loving's Produce Co. (127-0344-0102), Philip Morris Operations Complex (127-5818), Gilpin Court Apartment Complex (127-6883), and Hanover County School Board (166-5073-0024). One resource, Hoopers (042-0556) was not accessible during the current survey, thus it is recommended that further study be completed to determine eligibility.

The remaining 338 resources are recommended not individually eligible for the NRHP, although 126 are recommended to be contributing elements to surrounding historic districts, including the Rosemont Historic District (100-0137), East Rosemont Historic District (100-5341), Boundary Markers of the Original District of Columbia 000-0022, Fredericksburg Historic District (111-0132), Berkleytown Historic District (166-5073), Laurel Industrial School Historic District (043-0292), Town of Barton Heights Historic District (127-0816), Seaboard Air Line Railroad Corridor (127-5271), and the RF&P Railroad Corridor/Historic District (500-0001).

Table 4-1 contains summary data on all of the 352 recorded properties.

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
000-0022-0003	Southwest No. 2 Boundary Marker, Russell Road at King Street	City of Alexandria	1792	Not Eligible; Contributing to Boundary Markers of the Original District of Columbia
000-9818	DC Warehouse MA-134, off of Airport Access Road and Mt. Vernon Parkway	Arlington County	ca. 1964	Not Eligible
020-5392	Terminal Office, 5801 Jefferson Davis Highway	Chesterfield County	ca. 1958	Not Eligible
020-5409	House, 8219 Jefferson Davis Highway	Chesterfield County	ca. 1940	Not Eligible
020-5623	Bridge, Chippenham Parkway Bridge over Seaboard Air Line	Chesterfield County	1958	Not Eligible; Contributing to Seaboard Air Line Railroad Corridor
020-5783	Air Liquide Industrial, 5901 Jefferson Davis Highway	Chesterfield County	ca. 1966	Not Eligible
020-5784	House, 2511 Elliham Avenue	Chesterfield County	ca. 1940	Not Eligible
020-5785	House, 2515 Elliham Avenue	Chesterfield County	ca. 1956	Not Eligible
020-5786	House, 2519 Elliham Avenue	Chesterfield County	ca. 1940	Not Eligible
020-5787	House, 2523 Elliham Avenue	Chesterfield County	ca. 1958	Not Eligible
020-5788	House, 2525 Elliham Avenue	Chesterfield County	ca. 1957	Not Eligible
020-5789	House, 2529 Elliham Avenue	Chesterfield County	ca. 1957	Not Eligible
020-5790	House, 2526 Elliham Avenue	Chesterfield County	ca. 1940	Not Eligible
020-5791	House, 2522 Elliham Avenue	Chesterfield County	ca.1940	Not Eligible
020-5792	House, 2518 Elliham Avenue	Chesterfield County	ca. 1963	Not Eligible
020-5793	House, 2512 Elliham Avenue	Chesterfield County	ca. 1940	Not Eligible
042-0556	Hoopers, 11108 McConnell Lane	Hanover County	ca. 1810	Not Evaluated; No Access
042-5785	House, 11214-11220 Ashcake Road	Hanover County	ca.1935	Not Eligible
042-5786	House, 11247 Ashcake Road	Hanover County	ca. 1947	Not Eligible
042-5787	House, 11239 Ashcake Road	Hanover County	ca. 1949	Not Eligible
042-5788	House, 12345 Hancock Place Lane	Hanover County	ca. 1947	Not Eligible
042-5789	House, 12341 Hancock Place Lane	Hanover County	ca. 1960	Not Eligible

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-5790	House, 12333 Hancock Place Lane	Hanover County	ca. 1950	Not Eligible
042-5791	Warehouse, 14174 Washington Hwy	Hanover County	pre-1968	Not Eligible
043-0292-0002	Infirmary, 2915 Hungary Road	Henrico County	1899	Not Eligible; Contributing to Laurel Industrial School HD
043-0292-0003	House, 2913 Hungary Road	Henrico County	1947	Not Eligible; Non-contributing to Laurel Industrial School HD
043-0292-0004	House, 2911 Hungary Road	Henrico County	1910	Not Eligible; Contributing to Laurel Industrial School HD
043-0292-0005	Administrative Offices/Teacher's Quarters, 2909 Hungary Road	Henrico County	1910	Not Eligible; Contributing to Laurel Industrial School HD
043-5467	Laurel Park HD	Henrico County	1954–1960	Not Eligible
043-5865	House, 2912 Baird Street	Henrico County	ca. 1961	Not Eligible
043-5866	WMCI Apt Maintenance Building, 9310 Old Staples Mill Road	Henrico County	ca. 1900	Not Eligible
043-5867	House, 9302 Old Staples Mill Road	Henrico County	ca. 1934	Not Eligible
043-5868	House, 9300 Old Staples Mill Road	Henrico County	ca. 1934	Not Eligible
043-5869	Commercial Building, 9206 Old Staples Mill Road	Henrico County	ca. 1930	Not Eligible
043-5870	Commercial Building, 9101 Old Staples Mill Road	Henrico County	ca. 1957	Not Eligible
043-5871	House, 2716 Hungary Road	Henrico County	ca. 1936	Not Eligible
043-5872	House, 2714 Hungary Road	Henrico County	ca. 1920	Not Eligible
043-5873	House, 2712 Hungary Road	Henrico County	ca. 1948	Not Eligible
043-5874	House, 2710 Hungary Road	Henrico County	ca. 1956	Not Eligible
043-5875	Laurel Park Methodist, 2700 Hungary Road	Henrico County	ca. 1963	Not Eligible
043-5876	House, 2513 Hungary Road	Henrico County	ca. 1937	Not Eligible
043-5877	House, 2501 Hungary Road	Henrico County	ca. 1963	Not Eligible
043-5878	House, 2505 Hungary Road	Henrico County	ca. 1937	Not Eligible
043-5879	House, 9413 Wakefield Road	Henrico County	ca. 1945	Not Eligible
043-5880	House, 9415 Wakefield Road	Henrico County	ca. 1965	Not Eligible

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-5881	Jones Flower Brokerage, 2603 Hungary Road	Henrico County	ca. 1946	Not Eligible
043-5882	House, 2715 Hungary Road	Henrico County	ca. 1948	Not Eligible
043-5883	Cemetery, 2711 Hungary Road	Henrico County	ca. 1960	Not Eligible
043-5884	House, 2717 Hungary Road	Henrico County	ca. 1950	Not Eligible
043-5885	House, 2723 Hungary Road	Henrico County	ca. 1942	Not Eligible
043-5886	House, 9119 Mayfair Avenue	Henrico County	ca. 1948	Not Eligible
043-5887	House, 9117 Mayfair Avenue	Henrico County	ca. 1948	Not Eligible
043-5888	House, 9113 Mayfair Avenue	Henrico County	ca. 1947	Not Eligible
043-5889	Dam, N. of Hungary Road	Henrico County	ca. 1936	Not Eligible
043-5890	Commercial Building, Compton Road	Henrico County	ca. 1968	Not Eligible
043-5891	Commercial Building, 3906 Bremner Road	Henrico County	ca. 1950	Not Eligible
043-5892	House, 4007 Bremner Road	Henrico County	ca. 1940	Not Eligible
043-5893	House, 4004 Bremner Road	Henrico County	ca. 1940	Not Eligible
043-5894	House, 4005 Bremner Road	Henrico County	ca. 1940	Not Eligible
043-5895	House, 4002 Bremner Road	Henrico County	ca. 1940	Not Eligible
043-5896	House, 4003 Bremner Road	Henrico County	ca. 1940	Not Eligible
043-5897	House, 7606 Staples Mill Road	Henrico County	ca. 1940	Not Eligible
043-5898	House, 7604 Staples Mill Road	Henrico County	ca. 1940	Not Eligible
043-5899	Commercial Building, 7135 Staples Mill Road	Henrico County	ca. 1968	Not Eligible
043-5900	Hamlet Condominium Complex, 5600 Staples Mill Road	Henrico County	1962	Not Eligible
043-5901	House, 5500 Staples Mill Road	Henrico County	ca. 1966	Not Eligible
043-5902	House, 2 Point Pleasant Road	Henrico County	ca. 1965	Not Eligible
043-5903	House, 3106 Dumbarton Road	Henrico County	ca. 1955	Not Eligible
043-5904	House, 3104 Dumbarton Road	Henrico County	ca. 1955	Not Eligible
043-5905	House, 3100 Dumbarton Road	Henrico County	ca. 1955	Not Eligible
043-5906	House, 3028 Dumbarton Road	Henrico County	ca. 1955	Not Eligible
043-5907	House, 3008 Dumbarton Road	Henrico County	ca. 1952	Not Eligible

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-5908	House, 3006 Dumbarton Road	Henrico County	ca. 1952	Not Eligible
043-5909	House, 3004 Dumbarton Road	Henrico County	ca. 1952	Not Eligible
043-5910	House, 3002 Dumbarton Road	Henrico County	ca. 1952	Not Eligible
043-5911	House, 3000 Dumbarton Road	Henrico County	ca. 1952	Not Eligible
043-5912	House, 2917 Dumbarton Road	Henrico County	ca. 1954	Not Eligible
043-5913	House, 2923 Dumbarton Road	Henrico County	ca. 1950	Not Eligible
043-5914	House, 2925 Dumbarton Road	Henrico County	ca. 1950	Not Eligible
043-5915	House, 2927A Dumbarton Road	Henrico County	ca. 1959	Not Eligible
043-5916	House, 2927 Dumbarton Road	Henrico County	ca. 1950	Not Eligible
043-5917	House, 2929 Dumbarton Road	Henrico County	ca. 1949	Not Eligible
043-6057	House, 8103 Hermitage Road	Henrico County	1960	Not Eligible
043-6058	House, 8405 Broadway Avenue	Henrico County	1939	Not Eligible
076-0023	Rippon Lodge/Blackburn House, 15500 Blackburn Road	Prince William County	ca. 1745	Remain Listed
076-5212	Commercial Building, 13426 Occoquan Road	Prince William	1940	Remains Not Eligible
076-5213	Commercial Building, 13428 Occoquan Road	Prince William	ca. 1930	Remains Not Eligible
076-5214	Commercial Building, 13441 Occoquan Road	Prince William	1920	No Longer Extant; Not Eligible
076-5215	Restaurant, 13440 Occoquan Road	Prince William	1962	Remains Not Eligible
076-5838	Commercial Building, 13494 Jefferson Davis Highway	Prince William	Pre-1968	Not Eligible
076-5890	Universal Dynamics Inc, 13600 Dabney Road	Prince William County	1967	Not Eligible
076-5891	WOODBRIDGE SHOPPING CENTER LLC, 13562 Jefferson Davis Highway	Prince William County	1962	Not Eligible
089-0166	House, 151 Andrew Chapel Road	Stafford County	1903	Not Eligible
089-5605	House, 211 Andrew Chapel Road	Stafford County	1900	Not Eligible
089-5606	House, 85 Morton Road	Stafford County	1968	Not Eligible
100-0137-0002	Water Commissioner's House, 4 W. Cedar Street	City of Alexandria	1914	Not Eligible; Contributing to Rosemont HD

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-0137-0004	Murtagh House, 6 W. Cedar Street	City of Alexandria	1916	Not Eligible; Contributing to Rosemont HD
100-0137-0006	Sidley House, 8 W. Cedar Street	City of Alexandria	1909	Not Eligible; Contributing to Rosemont HD
100-0137-0008	Jackson House/Gartlam House, 10 W. Cedar Street	City of Alexandria	1914	Not Eligible; Contributing to Rosemont HD
100-0137-0010	Harris House/Nazzaro House, 12 W. Cedar Street	City of Alexandria	1912	Not Eligible; Contributing to Rosemont HD
100-0137-0029	Townhouse, 67, 69, and 71 Commonwealth Avenue	City of Alexandria	1939	Not Eligible; Contributing to Rosemont HD
100-0137-0030	Townhouse, 73, 75, and 77 Commonwealth Avenue	City of Alexandria	1939	Not Eligible; Contributing to Rosemont HD
100-0137-0033	Townhouse, 103, 105, and 107 Commonwealth Avenue	City of Alexandria	1939	Not Eligible; Contributing to Rosemont HD
100-0137-0227	Marsh House/Burns House, 11 Russell Road	City of Alexandria	1922	Not Eligible; Contributing to Rosemont HD
100-0137-0258	Alexandria Lodgings, 10 Sunset Drive	City of Alexandria	1939	Not Eligible; Contributing to Rosemont HD
100-0137-0259	Apartment Building, 12A and 12B Sunset Drive	City of Alexandria	1952	Not Eligible; Non-Contributing to Rosemont HD
100-0137-0261	The Fisher House, 14 Sunset Drive	City of Alexandria	ca. 1931	Not Eligible; Contributing to Rosemont HD
100-0137-0263	Double House, 16-18 Sunset Drive	City of Alexandria	ca. 1932	Not Eligible; Contributing to Rosemont HD
100-0137-0265	The Grant House, 20 Sunset Drive	City of Alexandria	1933	Not Eligible; Contributing to Rosemont HD
100-0137-0267	House, 22 Sunset Drive	City of Alexandria	1965	Not Eligible; Non-Contributing to Rosemont HD
100-0137-0268	The Yowell House, 24 Sunset Drive	City of Alexandria	1935	Not Eligible; Contributing to Rosemont HD
100-0137-0270	Apartment Building, 26 Sunset Drive	City of Alexandria	1936	Not Eligible; Contributing to Rosemont HD
100-0137-0272	Double House, 28-28A Sunset Drive	City of Alexandria	1985	Not Eligible; Non-Contributing to Rosemont HD
100-0137-0273	The Stickley House/The Czekalski House, 30 Sunset Drive	City of Alexandria	ca. 1931	Not Eligible; Contributing to Rosemont HD

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-0137-0274	The Harrison House, 90 Commonwealth Avenue	City of Alexandria	1925	Not Eligible; Contributing to Rosemont HD
100-0137-0314	Condominiums, 3 Russell Road	City of Alexandria	pre-1949	Not Eligible; Contributing to Rosemont HD
100-0158	House, 323 E. Oak Street	City of Alexandria	ca. 1921	Not Eligible
100-5341	East Rosemont Historic District	City of Alexandria	1915–1955	Potentially Eligible under Criterion C
100-5342	Duplex, 319-321 E. Oak Street	City of Alexandria	1944	Not Eligible
100-5343	Duplex, 315-317 E. Oak Street	City of Alexandria	1944	Not Eligible
100-5344	Duplex, 311-313 E. Oak Street	City of Alexandria	1944	Not Eligible
100-5345	House, 128 E. Walnut Street	City of Alexandria	1927	Not Eligible; Contributing to East Rosemont HD
100-5346	Duplex, 126 E. Walnut Street	City of Alexandria	1939	Not Eligible; Contributing to East Rosemont HD
100-5347	Duplex, 124 E. Walnut Street	City of Alexandria	1939	Not Eligible; Contributing to East Rosemont HD
100-5348	House, 120 E. Walnut Street	City of Alexandria	1917	Not Eligible; Contributing to East Rosemont HD
100-5349	House, 118 E. Walnut Street	City of Alexandria	1920	Not Eligible; Contributing to East Rosemont HD
100-5350	House, 129 E. Walnut Street	City of Alexandria	1935	Not Eligible; Contributing to East Rosemont HD
100-5351	House, 127 E. Walnut Street	City of Alexandria	1935	Not Eligible; Contributing to East Rosemont HD
100-5352	House, 125 E. Walnut Street	City of Alexandria	1935	Not Eligible; Contributing to East Rosemont HD
100-5353	House, 123 E. Walnut Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5354	House, 121 E. Walnut Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5355	House, 119 E. Walnut Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5356	House, 117 E. Walnut Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5357	House, 115 E. Walnut Street	City of Alexandria	1917	Not Eligible; Contributing to East Rosemont HD
100-5358	House, 113 E. Walnut Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-5359	Duplex, 400-402 Mt. Vernon Avenue	City of Alexandria	1949	Not Eligible; Contributing to East Rosemont HD
100-5360	Duplex, 122-124 E. Maple Street	City of Alexandria	1939	Not Eligible; Contributing to East Rosemont HD
100-5361	House, 120 E. Maple Street	City of Alexandria	1950	Not Eligible; Contributing to East Rosemont HD
100-5362	House, 118 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5363	House, 116 E. Maple Street	City of Alexandria	1958	Not Eligible; Non-Contributing to East Rosemont HD
100-5364	House, 114 E. Maple Street	City of Alexandria	1958	Not Eligible; Non-Contributing to East Rosemont HD
100-5365	House, 112 E. Maple Street	City of Alexandria	1935	Not Eligible; Non-Contributing to East Rosemont HD
100-5366	House, 110 E. Maple Street	City of Alexandria	1920	Not Eligible; Contributing to East Rosemont HD
100-5367	House, 108 E. Maple Street	City of Alexandria	1935	Not Eligible; Contributing to East Rosemont HD
100-5368	Duplex, 121-123 E. Maple Street	City of Alexandria	1949	Not Eligible; Contributing to East Rosemont HD
100-5369	Duplex, 117-119 E. Maple Street	City of Alexandria	1949	Not Eligible; Contributing to East Rosemont HD
100-5370	House, 115 E. Maple Street	City of Alexandria	1938	Not Eligible; Contributing to East Rosemont HD
100-5371	House, 113 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5372	House, 111 E. Maple Street	City of Alexandria	1914	Not Eligible; Contributing to East Rosemont HD
100-5373	House, 109 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5374	House, 107 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5375	House, 105 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5376	House, 103 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-5377	House, 112 E. Linden Street	City of Alexandria	1917	Not Eligible; Contributing to East Rosemont HD
100-5378	House, 110 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5379	House, 108 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5380	House, 106 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5381	House, 104 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5382	House, 102 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5383	House, 100 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5384	Townhouses, 107-119 E. Linden Street	City of Alexandria	1945	Not Eligible; Contributing to East Rosemont HD
100-5385	House, 105 E. Linden Street	City of Alexandria	1932	Not Eligible; Contributing to East Rosemont HD
100-5386	House, 103 E. Linden Street	City of Alexandria	1920	Not Eligible; Contributing to East Rosemont HD
100-5387	House, 101 E. Linden Street	City of Alexandria	1920	Not Eligible; Contributing to East Rosemont HD
100-5388	House, 39 E. Linden Street	City of Alexandria	1925	Not Eligible; Contributing to East Rosemont HD
100-5389	House, 37 E. Linden Street	City of Alexandria	1920	Not Eligible; Contributing to East Rosemont HD
100-5390	Multi-Family, 60-110 E. Rosemont Avenue	City of Alexandria	1950	Not Eligible; Contributing to East Rosemont HD
100-5391	Multi-Family, 46-58 E. Rosemont Avenue	City of Alexandria	1950	Not Eligible; Contributing to East Rosemont HD
100-5392	Multi-Family, 32-44 E. Rosemont Avenue	City of Alexandria	1950	Not Eligible; Contributing to East Rosemont HD
100-5393	Multi-Family, 31-43 E. Rosemont Avenue	City of Alexandria	1950	Not Eligible; Contributing to East Rosemont HD
100-5394	Multi-Family, 49-57 E. Rosemont Avenue	City of Alexandria	1951	Not Eligible; Contributing to East Rosemont HD
100-5395	Multi-Family, 48-110 Mt. Vernon Avenue	City of Alexandria	1951	Not Eligible; Contributing to East Rosemont HD

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
100-5396	Multi-Family, 38-46 Mt. Vernon Avenue	City of Alexandria	1951	Not Eligible; Contributing to East Rosemont HD
100-5397	Multi-Family, 22-32 Mt. Vernon Avenue	City of Alexandria	1951	Not Eligible; Contributing to East Rosemont HD
111-0013/111-0132-0508	Chancellor House, 300 Caroline Street	City of Fredericksburg	ca. 1780	Potentially Eligible under Criteria A, B & C; Contributing to Fredericksburg HD
111-0038/111-0132-0509	Hackley-Monroe House, James Monroe House, Joseph Jones House, 301 Caroline Street	City of Fredericksburg	ca. 1785	Potentially Eligible under Criteria B & C; Contributing to Fredericksburg HD
111-0067/111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	ca. 1780	Potentially Eligible under Criteria B and C; Contributing to Fredericksburg HD
111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	Potentially Eligible under Criterion C; Contributing to Fredericksburg HD
111-0132-0131	House, 302 Princess Anne Street	City of Fredericksburg	ca. 1850	Not Eligible; Contributing to Fredericksburg HD
111-0132-0132	House, 304 Princess Anne Street	City of Fredericksburg	1841	Not Eligible; Contributing to Fredericksburg HD
111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	ca. 1896	Potentially Eligible under Criterion A &Consideration A; Contributing to Fredericksburg HD
111-0132-0304	House, 601 Sophia Street	City of Fredericksburg	ca. 1960	Not Eligible; Non-Contributing to Fredericksburg HD
111-0132-0426	Commercial Building, 600 Caroline Street	City of Fredericksburg	ca. 2000	Not Eligible; Non-Contributing to Fredericksburg HD
111-0132-0454	Claiborne Wigglesworth House, 522 Caroline Street	City of Fredericksburg	1821	Not Eligible; Contributing to Fredericksburg HD
111-0132-0455	Elisha Dickenson Single Dwelling, 524 Caroline Street	City of Fredericksburg	ca. 1820	Not Eligible; Contributing to Fredericksburg HD
111-0132-0457	House, 526 Caroline Street	City of Fredericksburg	ca. 1820	Not Eligible; Contributing to Fredericksburg HD
111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	Potentially Eligible under Criterion C; Contributing to Fredericksburg HD

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
111-0132-0459	Single dwelling, 529 Caroline Street	City of Fredericksburg	ca. 1870	Not Eligible; Contributing to Fredericksburg HD
111-0132-0460	Commercial Building, 531 Caroline Street	City of Fredericksburg	ca. 1900	Not Eligible; Contributing to Fredericksburg HD
111-0132-0507	Dr. Charles Mortimer House, 216 Caroline Street	City of Fredericksburg	1787	Not Eligible; Contributing to Fredericksburg HD
111-0132-0524	House, 203 Princess Elizabeth Street	City of Fredericksburg	ca. 1925	Not Eligible; Contributing to Fredericksburg HD
111-0132-0525	House, 204 Princess Elizabeth Street	City of Fredericksburg	ca. 1855	Not Eligible; Contributing to Fredericksburg HD
111-0132-0526	House, 205 Princess Elizabeth Street	City of Fredericksburg	1797	Not Eligible; Contributing to Fredericksburg HD
111-0132-0527	James N. Turner House, 207 Princess Elizabeth Street	City of Fredericksburg	1881	Not Eligible; Contributing to Fredericksburg HD
111-0132-0528	House, 209 Princess Elizabeth Street	City of Fredericksburg	ca. 1880	Not Eligible; Contributing to Fredericksburg HD
111-0132-0686	House, 100 Wolfe Street	City of Fredericksburg	ca. 1840	Not Eligible; Contributing to Fredericksburg HD
111-0132-0687	Robert Ellis House,102 Wolfe Street	City of Fredericksburg	ca. 1840	Not Eligible; Contributing to the Fredericksburg HD
111-0132-0688	Single dwelling, 104 Wolfe Street	City of Fredericksburg	ca. 1915	Not Eligible; Contributing to the Fredericksburg HD
111-0132-0689	Single Dwelling, 106 Wolfe Street	City of Fredericksburg	ca. 1870	Not Eligible; Contributing to Fredericksburg HD
111-0132-0690	Wolfe Street Tenement House/House, 108 Wolfe Street	City of Fredericksburg	ca. 1790	Not Eligible; Contributing to Fredericksburg HD
111-5434	Fredericksburg Agricultural Fairgrounds, 2400 Airport Avenue	City of Fredericksburg	ca. 1963	Not Eligible
111-5435	Commercial Building/All Care Service, 2514 Airport Avenue	City of Fredericksburg	1959	Not Eligible
127-0009	Geographic Distributing Services, Inc./Wortham-McGruder Warehouse, 23 S. 15th Street	City of Richmond	1830	Not Eligible
127-0344-0102	Loving's Produce Company, 1601–1605 East Grace Street	City of Richmond	ca. 1870	Potentially Eligible under Criterion A; Contributing to Shockoe Valley and Tobacco Row HD
127-0344-0291	Commercial Building, 13-15 N. 18th Street	City of Richmond	1900	Not Eligible

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-0796	4 Fells Street	City of Richmond	ca. 1900	No Longer Extant; Not Eligible
127-0816	Town of Barton Heights Historic District	City of Richmond	1880–1949	Remain Listed
127-0816-0001	Apartments, 200 Wellford Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0002	Apartments, 202 Wellford Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0003	Apartments, 204 Wellford Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0004	House, 209 Wellford Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0005	House, 207 Wellford Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0006	House, 205 Wellford Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0007	House, 203 Wellford Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0017	House, 203 Minor Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0027	House, 101 Yancey Street	City of Richmond	ca. 1910	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0028	House, 9 Yancey Street	City of Richmond	ca. 1910	No Longer Extant; Non-contributing to Town of Barton Heights HD
127-0816-0029	House, 5 Yancey Street	City of Richmond	ca. 1910	No Longer Extant; Non-contributing to Town of Barton Heights HD
127-0816-0030	House, 1 Poe Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0031	House, 3 Poe Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-0816-0061	Duplex, 1603/1605 Lamb Avenue	City of Richmond	ca. 1990	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0062	House, 1607 Lamb Avenue	City of Richmond	ca. 1990	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0063	Duplex, 1609/1611 Lamb Avenue	City of Richmond	ca. 1990	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0064	House, 1613 Lamb Avenue	City of Richmond	ca. 1990	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0065	House, 1604 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0066	House, 1606 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0067	Apartments, 1608 and 1610 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0068	Apartments, 1612 and 1614 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0069	House, 1620 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0070	House, 1619 Monteiro Street	City of Richmond	ca. 1900	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0071	House, 1617 Monteiro Street	City of Richmond	ca. 1900	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0072	House, 1613 Monteiro Street	City of Richmond	ca. 1900	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0073	House, 1611 Monteiro Street	City of Richmond	ca. 1910	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0074	House, 1609 Monteiro Street	City of Richmond	ca. 1900	Not Eligible; Contributing to Town of Barton Heights HD

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-0816-0075	Duplex, 1607/1605 Monteiro Street	City of Richmond	ca. 1990	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0076	Duplex, 1603/1601 Monteiro Street	City of Richmond	ca. 1990	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0083	Virginia Electric Power Company Substation, 1701 Lamb Avenue	City of Richmond	ca. 1957	Not Eligible; Non-contributing to Town of Barton Heights HD
127-0816-0084	Apartments, 1703 Lamb Avenue	City of Richmond	ca. 1960	Not Eligible; Non-contributing to Town of Barton Heights HD
127-0816-0085	Apartments, 1705 Lamb Avenue	City of Richmond	ca. 1960	Not Eligible; Non-contributing to Town of Barton Heights HD
127-0816-0086	Apartments, 1700 Monteiro Street	City of Richmond	ca. 1960	Not Eligible; Non-contributing to Town of Barton Heights HD
127-0816-0087	House, 1706 Monteiro Street	City of Richmond	ca. 1910	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0088	House, 1708 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0089	House, 1710 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0090	House, 1716 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0091	House, 1705 Monteiro Street	City of Richmond	ca. 1900	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0092	House, 1800 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0835	House, 3-5 Fells Street	City of Richmond	ca. 1920	No Longer Extant; Not Eligible
127-0836	House, 2 King Street	City of Richmond	ca. 1900	No Longer Extant; Not Eligible
127-0837	House, 3 King Street	City of Richmond	ca. 1900	No Longer Extant; Not Eligible

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-0838	House, 4 King Street	City of Richmond	ca. 1900	No Longer Extant; Not Eligible
127-0839	Apartment Building, 1900 Saint James Street	City of Richmond	ca. 1950	No Longer Extant; Not Eligible
127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1950–1980	Potentially Eligible under Criterion C & Criterion Consideration D
127-6138	House, 6 West Fells Street	City of Richmond	ca. 1900	No Longer Extant; Not Eligible
127-6224	House, 2401 Coles Street	City of Richmond	ca. 1938	Remains Not Eligible
127-6233	House, 2405 Dale Avenue	City of Richmond	ca. 1950	Remains Not Eligible
127-6234	House, 2403 Dale Avenue	City of Richmond	ca. 1950	Remains Not Eligible
127-6235	House, 2401 Dale Avenue	City of Richmond	1945	Remains Not Eligible
127-6322	House, 2408 Bells Road	City of Richmond	ca. 1948	Remains Not Eligible
127-6323	House, 2416 Bells Road	City of Richmond	ca. 1959	Remains Not Eligible
127-6335	House, 3900 Lynhaven Avenue	City of Richmond	ca. 1959	Remains Not Eligible
127-6336	House, 3902 Lynhaven Avenue	City of Richmond	ca. 1959	Remains Not Eligible
127-6623	Commercial Building, 2724 Broad Street	City of Richmond	ca. 1930	Remains Not Eligible
127-6658	Reco Biotechnology (Current), 710 Hospital Street	City of Richmond	ca. 1908	Remains Not Eligible
127-6883	Gilpin Court Apartment Complex	City of Richmond	1942	Potentially Eligible under Criterion A
127-7066	Motley-Cockrell Logistics Services, 2700 Deepwater Terminal Road	City of Richmond	ca. 1961	Not Eligible
127-7067	Dunmar Records Management, 2602 Deepwater Terminal Road	City of Richmond	ca. 1964	Not Eligible
127-7068	American Pallet, 2500 Deepwater Terminal Road	City of Richmond	ca. 1965	Not Eligible
127-7069	Crenshaw Corporation, 2320 Deepwater Terminal Road	City of Richmond	ca. 1965	Not Eligible
127-7070	Miller Total Clean, Inc., 2212 Deepwater Terminal Road	City of Richmond	ca. 1968	Not Eligible
127-7071	Branscome Richmond, 2106 Deepwater Terminal Road	City of Richmond	ca. 1965	Not Eligible

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-7072	Luckstone, 2100 Deepwater Terminal Road	City of Richmond	ca. 1966	Not Eligible
127-7073	ABC Supply Co. Inc., 2120 Bellemeade Road	City of Richmond	ca. 1967	Not Eligible
127-7074	Graystone Place Apartments, 2188 Afton Avenue	City of Richmond	1960	Not Eligible
127-7075	All Saints Apostolic Church, 2001 Royall Avenue	City of Richmond	ca. 1965	Not Eligible
127-7076	Commercial Building, 1901 Bellemeade Road	City of Richmond	1958	Not Eligible
127-7077	House, 3708 Lynhaven Avenue	City of Richmond	1965	Not Eligible
127-7078	House, 2417 Bells Road	City of Richmond	1964	Not Eligible
127-7143	Multi-Family, 105 E. Federal Street	City of Richmond	1900	Not Eligible
127-7144	Industrial, 120 E. Bacon Street	City of Richmond	1960	Not Eligible
127-7145	Brunson Funeral Chapel, 100 E. Federal Street	City of Richmond	ca. 1900	Not Eligible
127-7157	Melrose HD	City of Richmond	1910-1970	Not Eligible
127-7158	House, 2127 Wright Avenue	City of Richmond	1932	Not Eligible
127-7159	House, 2214 Warwick Avenue	City of Richmond	1932	Not Eligible
127-7160	Southside Gardens HD	City of Richmond	1950-1956	Not Eligible
127-7161	Southmont Village HD	City of Richmond	1954	Not Eligible
127-7162	House, 1900 Wood Street	City of Richmond	1966	Not Eligible
127-7163	House, 1901 Wood Street	City of Richmond	1966	Not Eligible
127-7164	House, 1903 Wood Street	City of Richmond	1945	Not Eligible
127-7165	House, 1900 Chelsea Street	City of Richmond	1946	Not Eligible
127-7166	House, 1902 Chelsea Street	City of Richmond	1946	Not Eligible
127-7167	House, 1904 Chelsea Street	City of Richmond	1946	Not Eligible
127-7168	House, 1901 Chelsea Street	City of Richmond	1946	Not Eligible
127-7169	House, 1903 Chelsea Street	City of Richmond	1946	Not Eligible
127-7170	House, 1905 Chelsea Street	City of Richmond	1946	Not Eligible
127-7171	Industrial Building/Rayco Industries Inc., 1502 Valley Road	City of Richmond	1956	Not Eligible

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-5073-0018	House, 105 School Street	Hanover County	pre-1968	Not Eligible; Contributing to Berkleytown HD
166-5073-0019	House, 101 School Street	Hanover County	1962	Not Eligible; Contributing to Berkleytown HD
166-5073-0020	House, 706 Henry Street	Hanover County	pre-1966	Not Eligible; Contributing to Berkleytown HD
166-5073-0021	House, 708 Henry Street	Hanover County	pre-1966	Not Eligible; Contributing to Berkleytown HD
166-5073-0022	House, 704 Henry Street	Hanover County	1963	Not Eligible; Contributing to Berkleytown HD
166-5073-0023	House, 109 Berkley Street	Hanover County	pre-1968	Not Eligible; Contributing to Berkleytown HD
166-5073-0024	Hanover County School Board, 200 Berkley Street	Hanover County	1948	Potentially Eligible under Criterion A
166-5073-0025	House, 616 Henry Street	Hanover County	ca. 1920	Not Eligible; Contributing to Berkleytown HD
166-5083	House, 210 Amburn Lane	Hanover County	ca. 1960	Not Eligible
166-5084	House, 513 North James Street	Hanover County	1950	Not Eligible
166-5085	House, 206 Amburn Lane	Hanover County	ca. 1960	Not Eligible
166-5086	House, 515 North James Street	Hanover County	1935	Not Eligible
166-5087	House, 208 Amburn Lane	Hanover County	ca. 1960	Not Eligible
166-5088	House, 517 North James Street	Hanover County	1935	Not Eligible
166-5089	House, 204 Amburn Lane	Hanover County	ca. 1960	Not Eligible
166-5090	House, 121 Elm Street	Hanover County	pre-1966	Not Eligible
166-5091	House, 522 North James Street	Hanover County	ca. 1960	Not Eligible
166-5092	House, 630 North Washington Highway	Hanover County	pre-1968	Not Eligible
166-5093	House, 524 North James Street	Hanover County	ca. 1930	Not Eligible
166-5094	House, 600 North James Street	Hanover County	1950	Not Eligible
166-5095	House, 622 North Washington Highway	Hanover County	pre-1968	Not Eligible
166-5096	House, 613 North James Street	Hanover County	1963	Not Eligible
166-5097	House, 620 North Washington Highway	Hanover County	1915	Not Eligible
166-5098	House, 114 West Vaughan Road	Hanover County	1946	Not Eligible

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-5099	House, 616 North Washington Highway	Hanover County	pre-1968	Not Eligible
166-5100	House, 110 West Vaughan Road	Hanover County	1956	Not Eligible
166-5101	House, 107 West Vaughan Road	Hanover County	1945	Not Eligible
166-5102	House, 523 North James Street	Hanover County	1940	Not Eligible
166-5103	House, 521 North James Street	Hanover County	pre-1968	Not Eligible
166-5104	House, 208 Elm Street	Hanover County	1938	Not Eligible
166-5105	House, 206 Elm Street	Hanover County	1942	Not Eligible
166-5106	House, 202 Elm Street	Hanover County	ca. 1950	Not Eligible
166-5107	House, 200 Elm Street	Hanover County	ca. 1950	Not Eligible
166-5108	House, 112 Elm Street	Hanover County	1935	Not Eligible
166-5109	House, 111 Elm Street	Hanover County	1935	Not Eligible
166-5110	House, 115 Elm Street	Hanover County	ca. 1965	Not Eligible
166-5111	House, 605 Park Street	Hanover County	ca. 1960	Not Eligible
166-5112	House, 201 Elm Street	Hanover County	ca. 1950	Not Eligible
166-5113	House, 203 Elm Street	Hanover County	pre-1968	Not Eligible
166-5114	House, 207 Elm Street	Hanover County	pre-1968	Not Eligible
166-5115	House, 604 Park Street	Hanover County	ca, 1950	Not Eligible
166-5116	House, 606 Park Street	Hanover County	1925	Not Eligible
166-5117	House, 206 Linden Street	Hanover County	pre-1968	Not Eligible
166-5118	House, 208 Linden Street	Hanover County	pre-1968	Not Eligible
166-5119	Renwood Farms/A.G. Systems, 12409 Maple Street	Hanover County	ca. 1960	Not Eligible
166-5120	House, 241 Ashcake Road	Hanover County	pre-1968	Not Eligible
166-5121	House, 237 Ashcake Road	Hanover County	1961	Not Eligible
166-5122	House, 233 Ashcake Road	Hanover County	pre-1968	Not Eligible
166-5123	House, 231 Ashcake Road	Hanover County	1962	Not Eligible
166-5124	House, 225 Ashcake Road	Hanover County	1954	Not Eligible
166-5125	House, 223 Ashcake Road	Hanover County	pre-1968	Not Eligible
166-5126	House, 215 Ashcake Road	Hanover County	1935	Not Eligible
166-5127	House, 213 Ashcake Road	Hanover County	pre-1968	Not Eligible

TABLE 4-1: SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS (ORGANIZED BY RESOURCE NUMBER)

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-5128	Toddler Town, 12465 Maple Street	Hanover County	ca. 1960	Not Eligible
166-5129	House, 109 Ashcake Road	Hanover County	ca. 1950	Not Eligible
166-5130	House, 108-110 Ashcake Road	Hanover County	ca. 1935	Not Eligible
500-0001-0059	Possible RF&P Spur, Primmer House Road	Stafford County	post 1870	Not Eligible; Contributing to RF&P Railroad HD

Source: Dovetail, 2018c.
Table Notes: 1. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey or require further study.

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APPENDIX D4

ARCHITECTURAL INTENSIVE INVESTIGATIONS

REPORT A

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

March 2018

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project

Report A

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project

(Report A)

DHR #2014-0666

by

Kerri S. Barile, Kristine A. Chase, Sean Maroney,
Adriana T. Moss, Danae Peckler, and Heather Dollins Staton

Prepared for

Virginia Department of Rail and Public Transportation

600 E. Main Street, Suite 2102
Richmond, Virginia 23219

Prepared by

DC2RVA Project Team

801 E. Main Street, Suite 1000
Richmond, Virginia 23219

March 2018

March 23, 2018

Kerri S. Barile, Principal Investigator Date

ABSTRACT

Dovetail Cultural Resource Group (Dovetail), as a member of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project Team and on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted an intensive-level architectural survey of the DC2RVA Project. The proposed Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666. Dovetail and the DC2RVA Team completed 16 reports detailing the results of the reconnaissance-level survey and coordinated the results with the DHR between 2015 and 2017.

Subsequent analysis included an investigation-level evaluation of architectural resources recommended potentially eligible for listing in the National Register of Historic Places (NRHP) during the reconnaissance-level survey that are located within the Preferred Alternative of the DC2RVA Project. The goals of this investigation were to: first, document the architectural and landscape features of the properties; second, gather archival data on the properties; and third, examine the physical and historical information collected within the appropriate context(s) to properly evaluate each property under established criteria for the NRHP. The fourth goal of this investigation was to propose NRHP boundaries for any property should it be recommended eligible for listing. Work on this project was conducted in 2017 and 2018, in accordance with relevant state and federal regulations as part of the compliance process established in Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800).

In total, the DC2RVA Project Team surveyed 54 historic architectural resources at the evaluation level, 13 of which are detailed in the current report (the remaining 42 resources will be presented in subsequent reports). Of those 13 resources, the DC2RVA Project Team is recommending that 11 are individually eligible for listing in the NRHP (088-0254, 111-0009, 111-0009-0795, 111-0132-0020, 111-0132-0025, 111-0132-0522, 111-0132-0704, 127-6792, 127-6793, 500-0001, and 500-0001-0022) while two (111-0023 and 127-6840) are recommended not individually eligible.

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1 INTRODUCTION

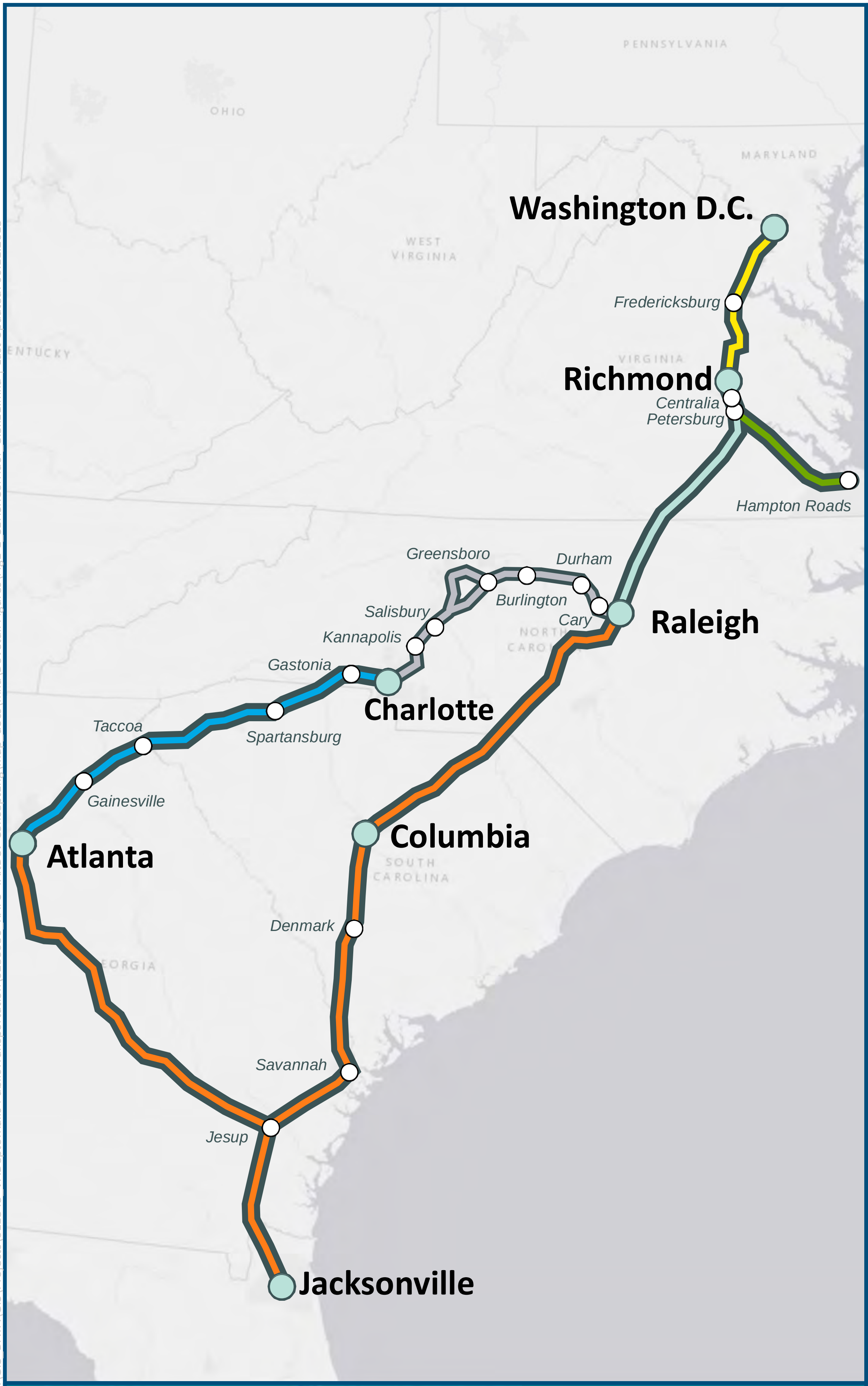
Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted an intensive-level architectural survey of resources along the Preferred Alternative of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project. The proposed Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666.

The FRA and DRPT propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the DC2RVA Project. The Project will deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors. The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor (Figure 1-1), which extends from Washington, D.C. through Richmond, VA; and from Richmond continues east to Hampton Roads (Norfolk), VA and south to Raleigh, NC; and Charlotte, NC, and then continues west to Atlanta, GA, and south to Florida. The Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

The purpose of the SEHSR program, as stated in the 2002 Tier I Final Environmental Impact Statement (EIS) completed for the full SEHSR corridor, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte travel corridor. The purpose of the current Washington, D.C. to Richmond SEHSR project described here is to fulfill the purpose of the SEHSR Tier I EIS within this segment of the larger SEHSR corridor. The Project, by increasing rail capacity and improving travel times between Washington, D.C. and Richmond, will improve passenger train frequency, performance and reliability in the corridor, enabling intercity passenger rail to be a competitive transportation choice for travelers between Washington, D.C. and Richmond and beyond.

Given FRA's funding involvement and permitting through various other federal agencies, the DC2RVA project is required to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and the Act's implementing regulations under 36CFR800. Additionally, all cultural resource work was designed by DRPT and Dovetail to comply with the Virginia Antiquities Act (Code of Virginia § 10.1-2300) and guidelines and regulations promulgated by the DHR as necessary.

Previous Project studies included a reconnaissance survey of all alternatives under consideration, completed between 2015 and 2017. In September 2017, a DRPT-recommended Preferred Alternative was presented in the Draft Environmental Impact Statement (EIS). DRPT's recommended Preferred Alternative was approved by the Commonwealth Transportation Board for recommendation to FRA in December 2017. Intensive-level architectural studies were therefore completed for all above-ground resources determined to be potentially eligible by the DHR within the area of potential effects (APE) of the Commonwealth's recommended Preferred Alternative. The current report focuses on the results of the intensive-level investigations completed by Dovetail on 13 of the 54 architectural resources that comply with these study parameters, organized in the body of this report in geographical order from north to south. The remainder of the resources will be detailed in separate reports (Table 1-1).


PENNSYLVANIA
OHIO
MARYLAND
WEST VIRGINIA
KENTUCKY
VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
Washington D.C.
Fredericksburg
Richmond
Centralia
Petersburg
Hampton Roads
Greensboro
Durham
Burlington
Salisbury
Cary
Raleigh
Kannapolis
Gastonia
Charlotte
Taccoa
Spartansburg
Gainesville
Atlanta
Columbia
Denmark
Savannah
Jesup
Jacksonville

0 40 80
Miles

1 inch=80 miles
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: 2014
ESRI World Light Gray Base

Southeast High Speed Rail (SEHSR) Segment Status

🟨 **Washington D.C. to Richmond**
Tier II EIS

▬ **Richmond to Raleigh**
Tier II EIS

▬ **Raleigh to Charlotte**

🟩 **Richmond to Hampton Roads**
Tier I EIS

🟦 **Charlotte to Atlanta**
Tier I EIS

🟧 **SEHSR Extended**
Feasibility Studies Complete

Figure 1-1

Overview of the SEHSR Corridor

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

\\ctsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\Dovetail Figures\Fig1-1_SEHSRCorridor_8.5x11.mxd | Last Updated: 06.11.2015

1.1 PROJECT LOCATION

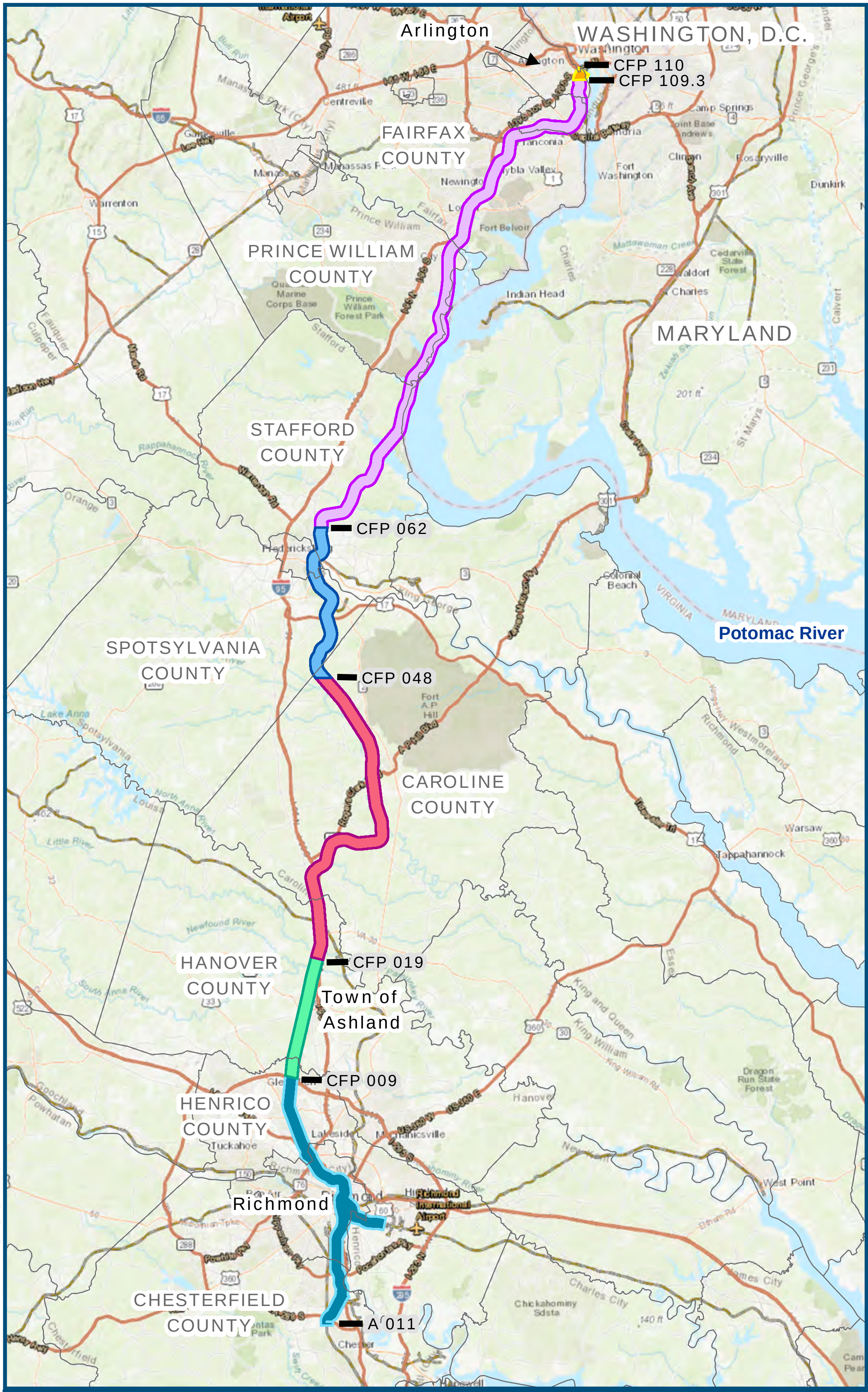
The Washington, D.C. to Richmond corridor spans approximately 123 miles along the existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA, to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County) (Figure 1-2). For the purposes of conceptual engineering and environmental planning, the DC2RVA corridor has been subdivided into 6 Areas that correspond with improvements and alternatives, and as such have been named and numbered from north to south (Figure 1-2). At the northern terminus in Arlington, VA, the Project limit for infrastructure improvements ends at the southern approach to Long Bridge, a double-track rail bridge taking the rail corridor over the Potomac River; however, the northern terminus of Union Station in Washington, D.C. is used for ridership and revenue forecasting, as well as service development planning within the Project corridor. The southern terminus in Centralia is the junction of two CSXT routes that begin in Richmond and rejoin approximately 11 miles south of the city.

Proposed improvements are along CSXT-owned track and right-of-way, generally parallel to the I-95 corridor between northern Virginia and Richmond. From north to south, the project travels through the following counties and cities:

- Arlington County
- City of Alexandria
- Fairfax County
- Prince William County
- Stafford County
- City of Fredericksburg
- Spotsylvania County
- Caroline County
- Hanover County
- Henrico County
- City of Richmond
- Chesterfield County

In Arlington, the Project connects to existing CSXT track extending across the Potomac River on the Long Bridge into Washington, D.C. and Union Station, the southern terminus of Amtrak's Northeast Corridor (NEC). At Centralia, the Project connects to both the Richmond to Raleigh segment of the SEHSR corridor and the Richmond to Hampton Roads segment of the SEHSR corridor.

The Washington, D.C. to Richmond segment is an integral part of the overall Washington, D.C. to Charlotte SEHSR corridor and provides a critical link between high speed intercity passenger service from Boston to Washington, D.C. and the southeastern United States.


WASHINGTON, D.C.
Arlington
CFP 110
CFP 109.3
FAIRFAX COUNTY
PRINCE WILLIAM COUNTY
MARYLAND
STAFFORD COUNTY
CFP 062
SPOTSYLVANIA COUNTY
Potomac River
CFP 048
CAROLINE COUNTY
HANOVER COUNTY
CFP 019
Town of Ashland
CFP 009
HENRICO COUNTY
Richmond
CHESTERFIELD COUNTY
A 011

0 5 10
Miles
0 10 20
Kilometers

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2015 USGS
Topographic Map

Legend

- 🟧 Area 1: Arlington (Long Bridge Approach) (CFP 110 - CFP 109.3)
- 🟪 Area 2: Northern Virginia (CFP 109.3 - CFP 62)
- 🟦 Area 3: Fredericksburg (CFP 62 - CFP 48)
- 🟥 Area 4: Central Virginia (CFP 48 - CFP 19)
- 🟩 Area 5: Ashland (CFP 19 - CFP 9)
- 🟦 Area 6: Richmond (CFP 9 - A 011)

Figure 1-2
DC2RVA Project Areas of the Preferred Alternative
02/2018

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1.2 PROJECT DESCRIPTION

The DC2RVA project will include specific rail infrastructure improvements and service upgrades intended to improve the travel time, service frequency, and on-time performance of passenger trains operating between Washington, D.C. and Richmond, VA. Specific improvements to the existing rail infrastructure between Arlington, VA, and Centralia, VA include:

- Corridor-wide upgrades to existing track and signal systems to achieve higher operating speeds, including curve realignments, higher-speed crossovers between tracks, passing sidings, and grade crossing improvements.
- Corridor-wide improvements to train operating capacity to achieve higher passenger train service frequency and reliability, including an additional main track along most of the corridor, and additional controlled sidings, crossovers, yard bypasses and leads, and other capacity and reliability improvements at certain locations.
- Station and platform improvements for Amtrak and Virginia Railway Express (VRE) stations.

The Tier II EIS being completed for the Project will assess the environmental impacts of these improvements and identify ways to avoid, minimize, or otherwise mitigate such impacts.

Studies in support of the Project address passenger and freight rail operations and service between Union Station in Washington, D.C. and Richmond and beyond, but the Project does not include physical improvements to the Long Bridge across the Potomac River or to rail infrastructure within Washington, D.C. Other projects will address improvements to the rail infrastructure north of Arlington and south of Centralia along the SEHSR corridor.

1.3 CURRENT STUDY

The DC2RVA Team has been conducting reconnaissance-level architectural studies for the entire 123-mile DC2RVA corridor since December 2014. To date, the findings have been detailed in 16 reports. Between January 29, 2016 and March 1, 2017, DHR concurred with the DC2RVA team's recommendations on these 16 reports. In addition, subsequent reconnaissance-level architectural studies are ongoing in areas where the limits of disturbance have been modified since the original work, and the preliminary results have been shared by the DHR to solicit feedback. Through all efforts, the DHR has determined that 54 resources are individually potentially eligible for the NRHP within the Commonwealth's recommended Preferred Alternative. As such, the DC2RVA team is currently completing intensive-level surveys on those 54 properties (Table 1-1). This report includes the results of the intensive-level investigations on 13 of the 54 resources (Report A). The remaining 41 resources will be presented in two subsequent reports (Report B and Report C) (Figure1-3 through 1-6).

Documentation and research for this project were conducted by Dovetail in accordance with relevant state and federal guidelines as part of the compliance process established in Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). Fieldwork and archival research was completed between March 2017 and February 2018. During this period, DHR records were consulted and various municipal and private repositories, including land and tax records, as well as historical and genealogical societies were visited. A background literature and records review of the architectural APE at the DHR was conducted as part of the reconnaissance survey completed during the previous architectural studies for the Project (e.g., Anderson and Staton 2016; Staton and Lesiuk 2015).

TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT

DC2RVA Corridor Area	DHR ID	Name/ Description	City/ County
2	029-5741	Hannah P. Clark House/ Enyedi House, 10605 Furnace Road	Fairfax County
2	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria
2	100-5341	East Rosemont Historic District	City of Alexandria
2	500-0001-0022	RF&P Bridge over Occoquan River	Prince William County
3	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg
3	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg
3	111-0013/ 111-0132-0508	Chancellor House, 300 Caroline Street	City of Fredericksburg
3	111-0023	Dixon House, 401–403 Sophia Street	City of Fredericksburg
3	111-0038/ 111-0132-0509	Hackley-Monroe House/ James Monroe House/ Joseph Jones House, 301 Caroline Street	City of Fredericksburg
3	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg
3	111-0132-0020	Purina Tower Complex, 401–403 Charles Street	City of Fredericksburg
3	111-0132-0025	Rappahannock River Railroad Bridge	City of Fredericksburg
3	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg
3	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg
3	111-0132-0507	Dr. Charles Mortimer House, 216 Caroline Street	City of Fredericksburg
3	111-0132-0522	George Aler House/Duplex, 314–316 Frederick Street	City of Fredericksburg
3	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg
3	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail	Spotsylvania County
4	016-0092	Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County
4	016-5129	Woodford Historic District	Caroline County
4	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County
4	016-0223	First Woodford Post Office, Lake Farm Road	Caroline County
4	016-0224	Glenwood House, 11102 Woodford Road	Caroline County

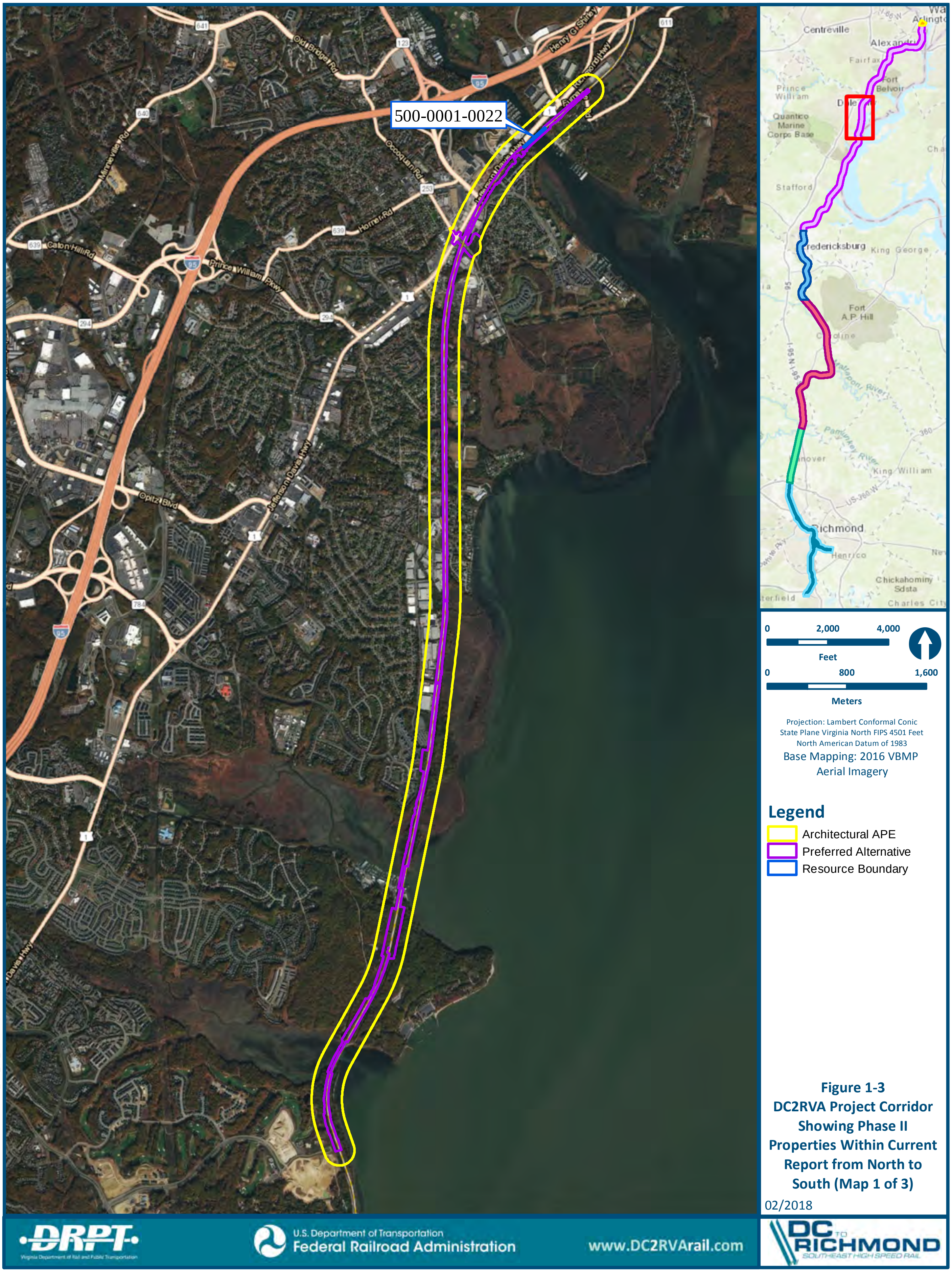
TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT

4	016-5136	Milford Historic District	Caroline County
4	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County
4	016-0286	Coghill-Jeter Store and House/ Coleman's Store, 22275 Penola Road	Caroline County
4	016-5165	Excelsior Industry of Caroline County Historic District	Caroline County
4	042-0093/ 042-5466	Doswell Depot and Tower, 10577 Doswell Road	Hanover County
4	042-0468	Doswell Inn, 10567 Doswell Road	Hanover County
4	042-0469	Tri-County Bank-Doswell Branch, 10561 Doswell Road	Hanover County
4	042-0470	Darnell Store, 10570 Doswell Road	Hanover County
4	042-5448	Doswell Historic District	Hanover County
5	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County
5	042-0420	Sinton House, 12081 Holly Oaks Lane	Hanover County
5	042-0557	Farmstead/ Dry Bridge, 10411 Old Bridge Road	Hanover County
5	042-5048	Elmont Historic District	Hanover County
5	166-0033	Elk's Lodge, 616 Henry Street	Hanover County
5	166-5073	Berkleytown Historic District	Hanover County
5	166-5073-0010	Dabney Funeral Home, 600 B Street	Hanover County
5	166-5073-0024	Hanover County School Board, 200 Berkley Street	Hanover County
5	043-0693	Mill Road Historic District	Henrico County
5	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County
6	043-0292-0001	Robert Stiles Building/ Main Building of the Laurel Industrial School, 2900 Hungary Road	Henrico County
6	043-5636	RF&P Paint Shop, 2260 Dabney Road	Henrico County
6	127-0197	Philip Morris Leaf Storage Warehouse, 1717-1721 East Cary Street	City of Richmond
6	127-0344-0102	Loving's Produce Company, 1601–1605 East Grace Street	City of Richmond
6	127-0344-0123	Railroad Youth Men’s Christian Association (YMCA), 1552 East Main Street	City of Richmond
6	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond

TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT

6	127-6129	Winfree Cottage, East Franklin Street	City of Richmond
6	127-6792	Southern Railway Segment	City of Richmond
6	127-6793	Chesapeake & Ohio Railroad Segment	City of Richmond
6	127-6840	The City of Richmond Department of Public Works Maintenance Yard, 2728 Hermitage Road	City of Richmond
6	127-6883	Gilpin Court Apartment Complex, Charity Street West/ East Hill Street/ St. James Street/ North 2nd Street	City of Richmond
all	500-0001	Richmond, Fredericksburg, & Potomac Railroad Historic District	Multiple

Source: Dovetail, 2018a.
Note: Resources are presented from north to south. Resources highlighted in blue are included in this report. All non-highlighted resources will be detailed in separate reports.


500-0001-0022
Henry G Shirley
Old Bridge Rd
Occoquan Rd
Horner Rd
Minnieville Rd
Caton Hill Rd
Prince William Pkwy
Jefferson Davis Hwy
Opitz Blvd
Davis Hwy
95
1
123
253
294
639
640
641
611
784
Centreville
Alexandria
Arlington
Fairfax
Prince William
Fort Belvoir
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
US-360-W
Richmond
Henrico
Chickahominy Sdsta
Charles City
0
2,000
4,000
Feet
0
800
1,600
Meters
Legend
Architectural APE
Preferred Alternative
Resource Boundary

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Figure 1-3
DC2RVA Project Corridor Showing Phase II Properties Within Current Report from North to South (Map 1 of 3)

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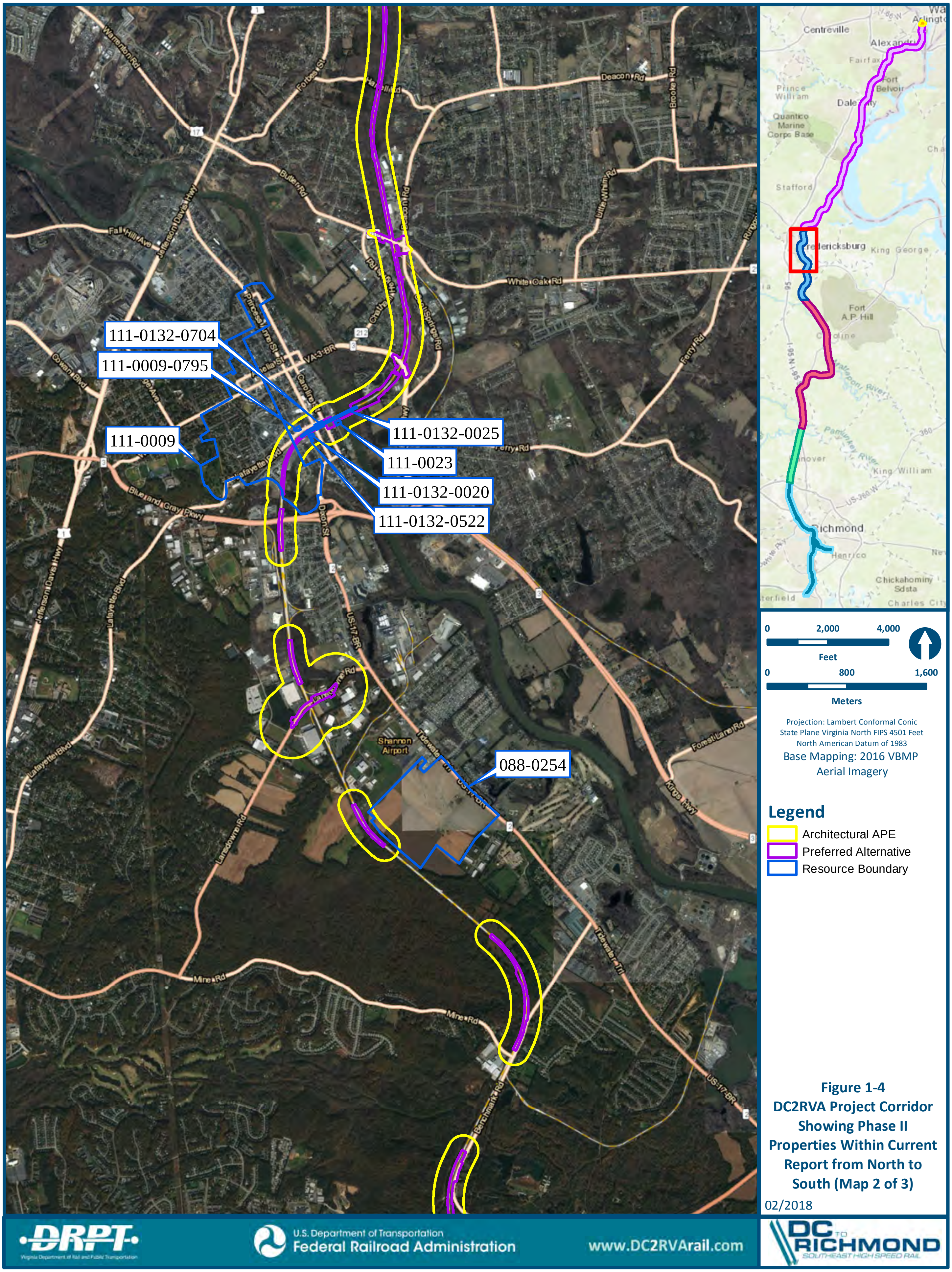
111-0132-0704
111-0009-0795
111-0009
111-0132-0025
111-0023
111-0132-0020
111-0132-0522
088-0254
Warrenton Rd
Forbes St
Deacon Rd
Brooke Rd
Butler Rd
Fall Hill Ave
Jefferson Davis Hwy
Little Whim Rd
White Oak Rd
VA-3-BR
Cowan Blvd
Ferry Rd
Lafayette Blvd
Blue and Gray Pkwy
Dixon St
US-17-BR
Shannon Airport
Tidewater Trl
Forest Lane Rd
Kings Hwy
Lansdowne Rd
Mine Rd
Benchmark Rd
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Hanover
King William
Richmond
Henrico
Chickahominy Sdsta
Charles City

0 2,000 4,000

Feet

0 800 1,600

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟦 Resource Boundary

Figure 1-4
DC2RVA Project Corridor Showing Phase II Properties Within Current Report from North to South (Map 2 of 3)

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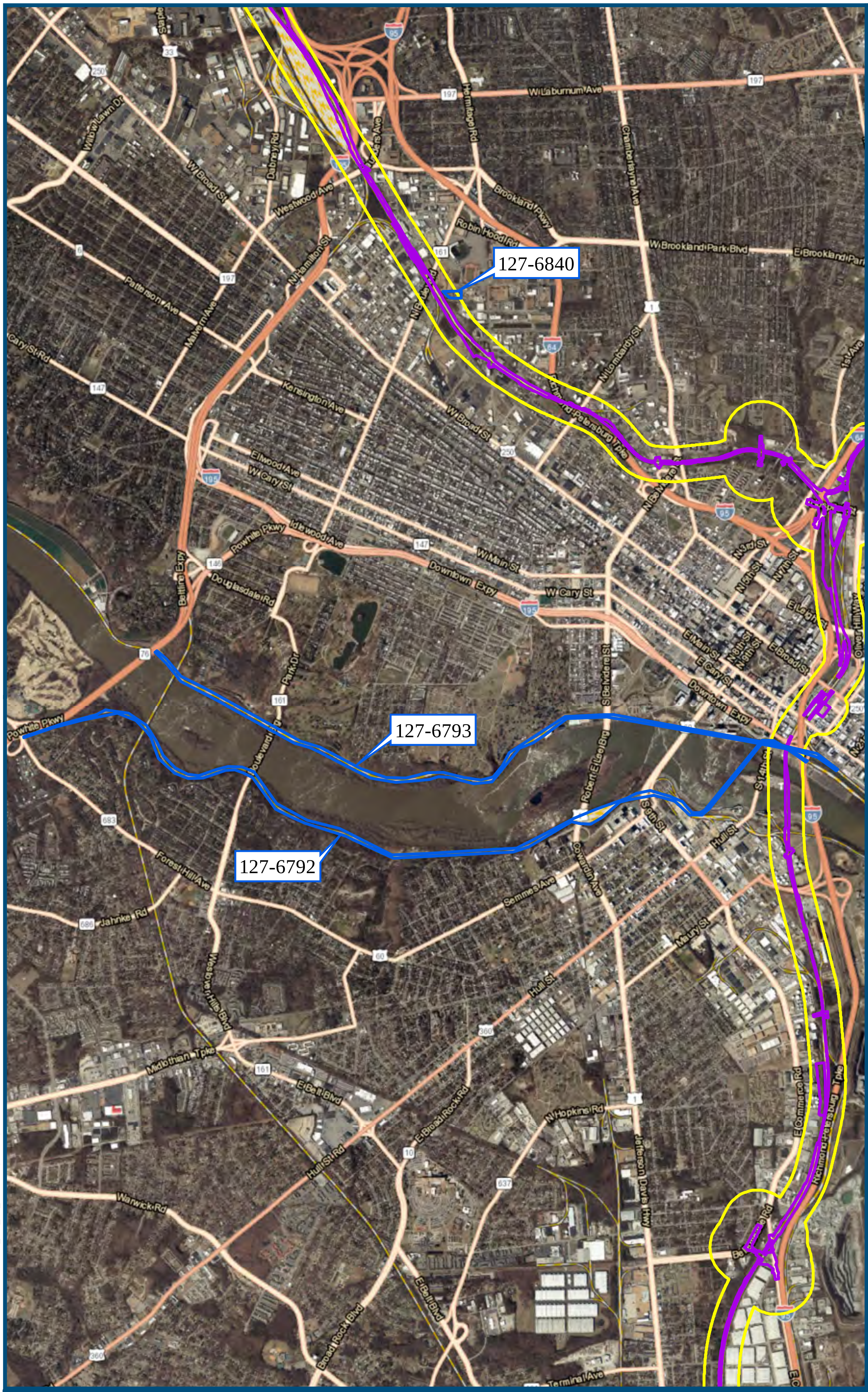
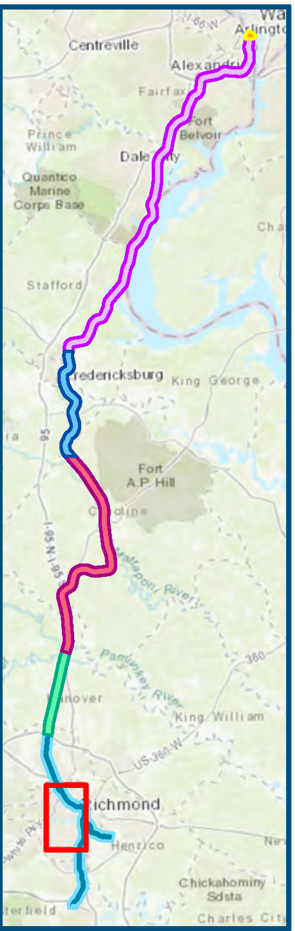
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL


127-6840
127-6793
127-6792
W Laburnum Ave
Hermitage Rd
Brookland Pkwy
Robin Hood Rd
W Brookland Park Blvd
E Brookland Park
W Broad St
Westwood Ave
Patterson Ave
Kensington Ave
Ellwood Ave
W Cary St
Idlewood Ave
Powhite Pkwy
Douglasdale Rd
Downtown Expy
W Main St
Boulevard
Park Dr
Belvidere St
Forest Hill Ave
Jahnke Rd
Semmes Ave
Cowardin Ave
Hull St
Hull St Rd
Midlothian Tpke
E Belt Blvd
Broad Rock Blvd
Warwick Rd
W Hopkins Rd
Jefferson Davis Hwy
E Commerce Rd
Richmond Petersburg Tpke
Terminal Ave
Maury St
N Lombardy St
Chamberlayne Ave
W Broad St
N 1st St
E Leigh St
N 3rd St
Oliver Hill Way
S 4th St
S 9th St
Westover Hills Blvd
Bells Rd


Washington
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Hanover
King William
Richmond
Henrico
Chickahominy Sdsta
Charles City
Petersfield

0 2,000 4,000
Feet

0 800 1,600
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟦 Resource Boundary

Figure 1-5
DC2RVA Project Corridor Showing Phase II Properties Within Current Report from North to South (Map 3 of 3)

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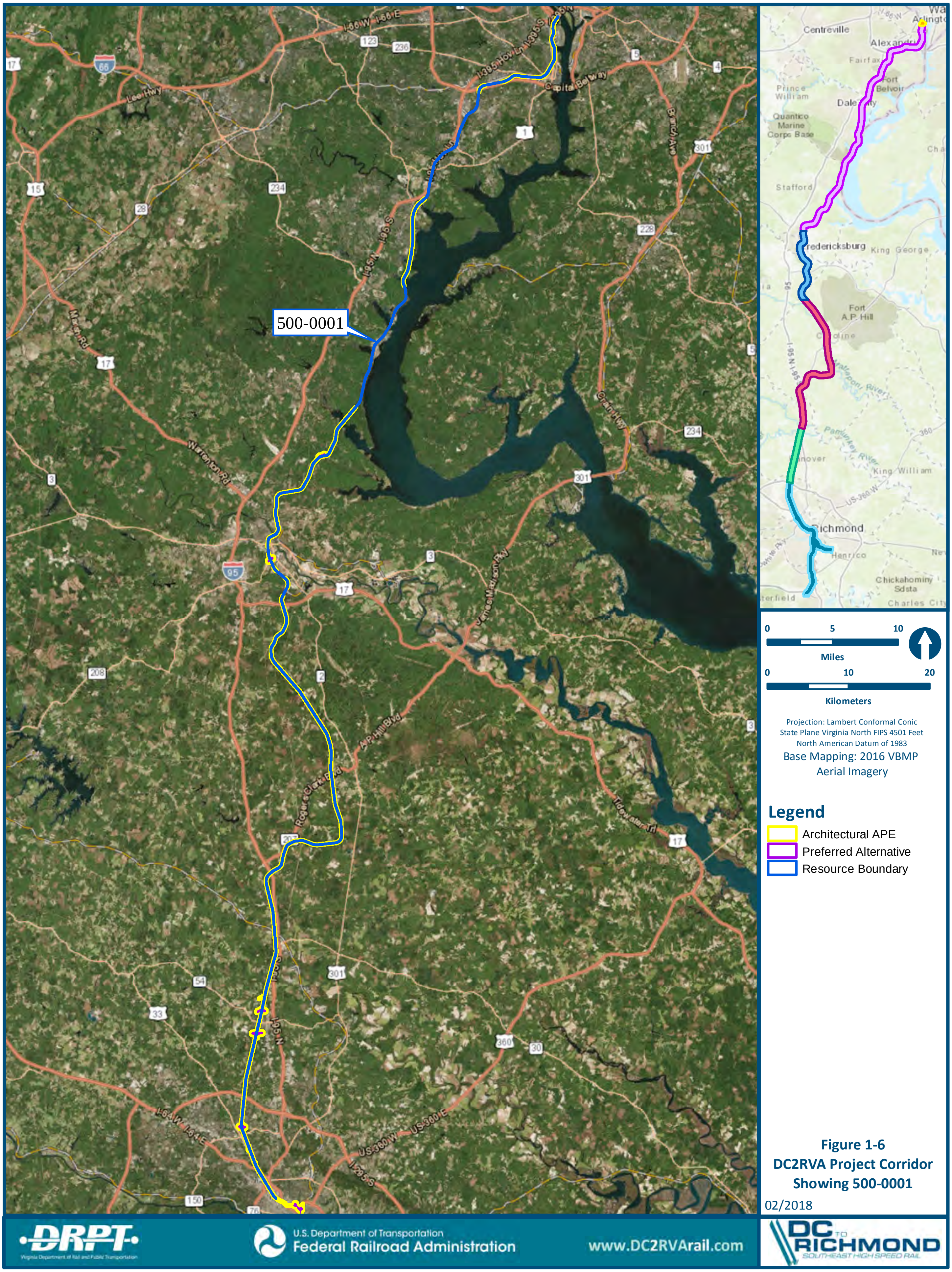
500-0001
I-66 W
I-66 E
123
236
I-395 HOV Ln
I-395 S
I-95 N
Capital Beltway
Lee Hwy
66
17
1
5
4
Branch Ave
301
234
15
28
I-95 N
I-95 S
228
Marsh Rd
17
Warrenton Rd
Grant Hwy
234
3
301
95
17
3
James Madison Pkwy
208
2
A P Hill Blvd
Rogers Clark Blvd
207
Tidewater Trl
17
3
5
54
33
301
I-95 N
360
30
I-64 W
I-64 E
US-360 W
US-360 E
I-295 S
150
76
Wa
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Cha
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
I-95 S
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360 W
Richmond
Henrico
Ne
Chickahominy
Sdsta
Charles City
Chesterfield
0
5
10
Miles
0
10
20
Kilometers
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery
Legend
Architectural APE
Preferred Alternative
Resource Boundary

Figure 1-6
DC2RVA Project Corridor
Showing 500-0001

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U.S. Department of Transportation
Federal Railroad Administration

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SOUTHEAST HIGH SPEED RAIL

2 METHODOLOGY

The architectural investigation for the DC2RVA Project was conducted to examine any historic buildings, objects, or districts over 48 years in age for NRHP eligibility concurred by DHR to be potentially eligible for listing in the NRHP. Each potentially eligible resource was evaluated with regard to NRHP Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values. As part of the current survey, these architectural resources were not evaluated under Criterion D for its potential to yield information important in history. Additionally, each resource's integrity was addressed through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association. Criteria considerations were taken into account only where necessary. This report meets the standards set forth by the DHR's architectural survey manual (DHR 2017).

Field recordation included an in-depth physical examination of each resource, including the interiors when accessible; digital photographs documenting the primary elevation, oblique angles, occasionally interiors, and general setting; detailed site plans of the property and floor plans were prepared when applicable. Archival research on each resource was conducted at land record repositories for various municipalities, historical and genealogical societies, online repositories of historic records, local libraries, and the Library of Virginia.

After the architectural fieldwork, research, and evaluation was completed, the Project Team prepared separate Virginia Cultural Resource Information System V-CRIS forms and accompanying documentation for each recorded property in accordance with DHR policies and practices. Each V-CRIS packet includes a V-CRIS form, site plan, set of hard-copy color photographs, and a CD of digital photos for each property to meet with the current DHR standards (DHR 2017).

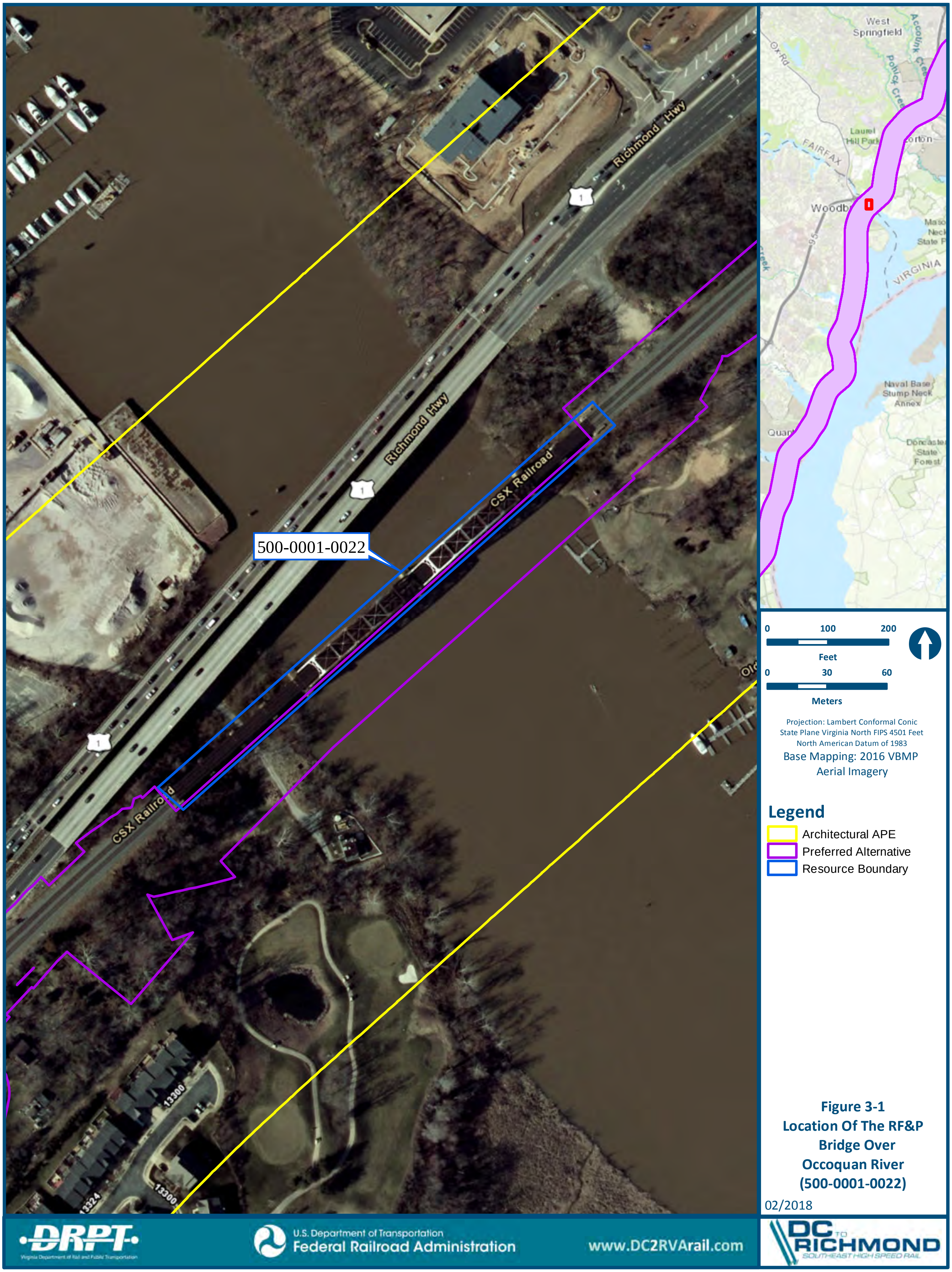
3 SURVEY RESULTS

Dovetail completed intensive-level architectural investigations on 54 resources determined to be individually potentially eligible for the NRHP within the Preferred Alternative, 13 of which are detailed in the current chapter. The remainder of the resources will be examined in separate future reports.

3.1 RF&P BRIDGE OVER OCCOQUAN RIVER (500-0001-0022)

The Richmond, Fredericksburg, and Potomac (RF&P) Railroad Bridge over Occoquan River (500-0001-0022), located east of U.S. Route 1 Highway (Route 1) in Woodbridge, Virginia, is a 1915 Parker through-truss railroad bridge that crosses the Occoquan River. It also spans the jurisdiction line between Fairfax and Prince William counties in a developed suburban setting of industrial, commercial, and residential buildings (Figure 3-1). The bridge carries the historic RF&P Railroad (500-0001), now owned and operated by CSXT. The structure is one of three bridges that cross the river at this location; the others carry Interstate 95 and Route 1 over the Occoquan

This structure consists of two Parker through trusses supporting a continuous span of steel-plate-deck girders with two simple spans of the same extending from the north approach and four simple spans at the south approach. The bridge has always served as a rail-related resource carrying RF&P, CSXT, and Amtrak trains and is not accessible to vehicular or pedestrian traffic. Due to the nature of the resource, access was restricted to the CSXT right-of-way, limiting survey of the whole structure. The following section includes a history of the structure based on archival research, an architectural description, and an analysis with a statement of significance.


Richmond Hwy
1
Richmond Hwy
1
CSX Railroad
500-0001-0022
1
CSX Railroad
Old
13300
13324
13300
West Springfield
Accotink Creek
Ox Rd
Pohick Creek
Laurel Hill Park
Lorton
FAIRFAX
Woodbr
95
Mason Neck State P
VIRGINIA
Creek
Naval Base Stump Neck Annex
Quan
Doncaster State Forest

0 100 200
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟦 Resource Boundary

Figure 3-1
Location Of The RF&P Bridge Over Occoquan River (500-0001-0022)

02/2018

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3.1.1 Historic Context

The area of Woodbridge and Occoquan has had a wide variety of modes of transportation across the Occoquan River. Like other eastern states during the mid-nineteenth century, Virginia began to see an increase of transportation development with the construction of better horse-drawn roads, steamships, short-lived canals, and railroads, connecting rural areas with commercial centers like Richmond and Washington, D.C. Before rail transportation, stagecoach travel from Richmond to Washington consisted of at least three days of travel including a layover in Fredericksburg (Richmond 2010), but with the introduction of steamships to the area in 1815, travel lessened by a full day.

The RF&P Railroad developed during the mid- to late-nineteenth century to connect Richmond to Washington, D.C. The rail line was chartered in 1834 and constructed track from Richmond to Fredericksburg by 1837. By the start of the Civil War, the rail line had extended to Aquia Creek. Construction was delayed at Aquia due to funding, the war, and the obstacle of the swampy landscape north of Aquia (Brown 2006:90–91; Wright 2015). Prior to the railroad extending to Washington, D.C., passengers stopped at Aquia and took a steamship north.

Adjacent to the bridge of study, a previous railroad bridge existed southeast of the town of Occoquan in Woodbridge and was constructed by H.K. Bradshaw for the Alexandria and Fredericksburg Railroad in 1871–1872 (Figure 3-2) (Griffin 1984:110). This wood trestle bridge received extensive damage from subsequent flooding and was replaced in 1892 by the Pennsylvania Railroad Company with a metal Pratt truss (Alexandria Gazette 1892; Richmond 2010). This bridge was later converted to hold vehicular traffic for Route 1 in 1914 and was damaged by Hurricane Agnes in 1972. Following the hurricane, a temporary bridge was established until 1981 when a permanent replacement was finally constructed (Figures 3-3 through 3-6) (Brown 2006:117). At the time of the Route 1 bridge conversion from rail to automobile in the early-twentieth century, the current RF&P Bridge over the Occoquan River (500-001-0022) was erected (Griffin 1984:110).

Construction began in May 1914 and finished in 1915 at a cost of $300,000 (Engineering and Contracting 1914:55; Richmond Times-Dispatch 1915). Designed by Gustav Lindenthal, the project was supervised by Captain S.B. Rice and constructed by the Phoenix Bridge Company. The foundation and masonry was constructed by John Monks and Sons (Engineering News 1914:294). At the time of construction, the bridge was 875 feet long with two steel Parker trusses of 250 feet each and five steel-deck-plate girders of 75 feet each. However, the current design of the bridge includes an additional two spans on the north and four on the south approaches. No documentation was found to detail any changes to the bridges spans. The circa-1915 bridge allowed improved rail traffic by allowing heavier steam locomotives (Pacific types) to cross the river on double tracks compared to the previous single-track bridge. This bridge continues to serve rail traffic along the former RF&P Railroad.

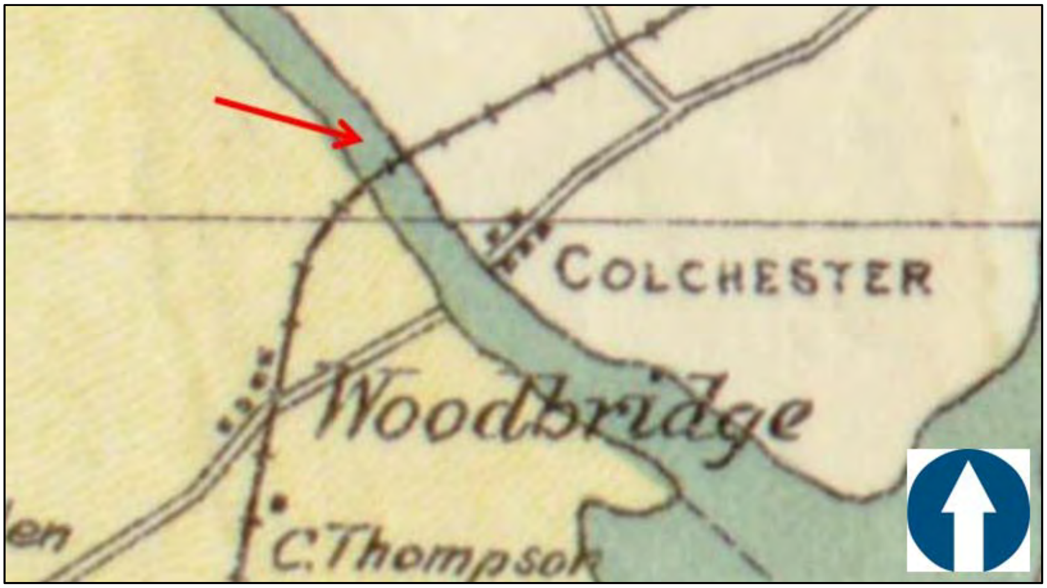


FIGURE 3-2: EXCERPT OF MAP OF PRINCE WILLIAM COUNTY, VIRGINIA, 1901 (BROWN 1901). THE BRIDGE'S LOCATION IS INDICATED BY THE RED ARROW. (MAP NOT TO SCALE)

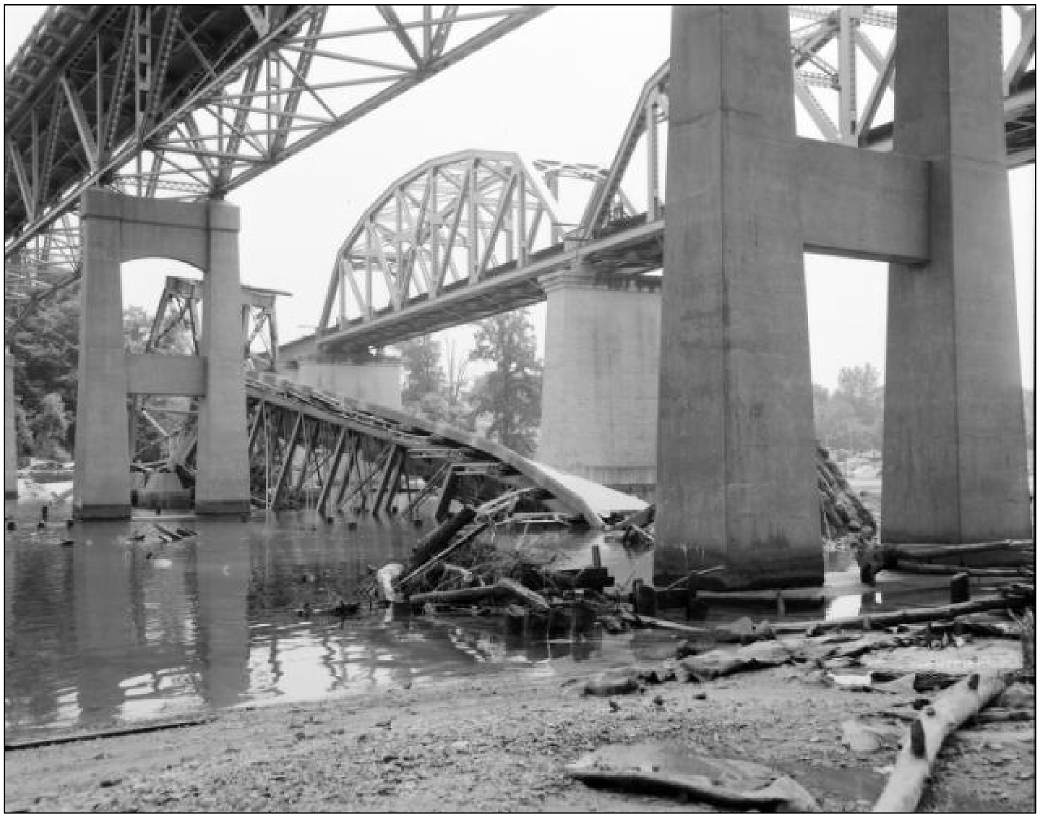


FIGURE 3-3: VIEW OF THE BRIDGE, CSXT TRACKS OVER OCCOQUAN RIVER IN BACKGROUND, LOOKING NORTHEAST, AFTER AGNES IN 1972
(LIBRARY OF VIRGINIA 1972A)

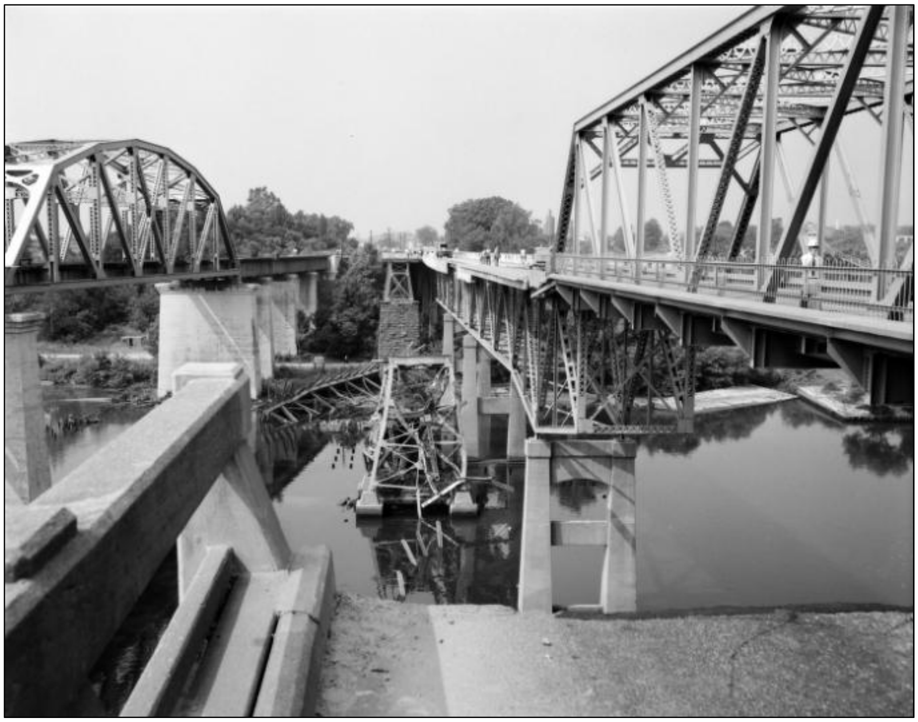


FIGURE 3-4: VIEW OF THE BRIDGE, CSXT TRACKS OVER OCCOQUAN RIVER ON THE LEFT OF THE IMAGE, LOOKING SOUTH, AFTER AGNES IN 1972 (LIBRARY OF VIRGINIA 1972B)

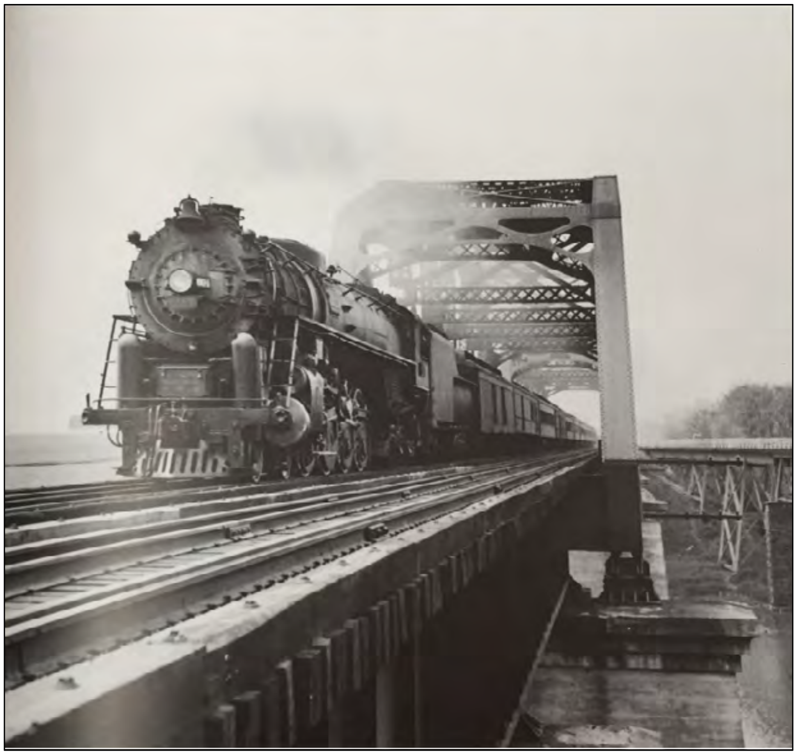


FIGURE 3-5: A PRE-1981 PHOTOGRAPH LOOKING SOUTH TOWARD THE RAILROAD BRIDGE (GRIFFIN 1984:113)

3.1.1.1 Gustav Lindenthal

Gustav Lindenthal (1850–1935), an Austrian civil engineer, designed the well-known Queensboro (1909) Bridge in New York, the Sciotoville Bridge (1917) over the Ohio River, and the Sellwood Bridge (1922) in Oregon. He worked with the Pennsylvania Railroad and the New York Connecting Railroad to create the Hell Gate Bridge, the longest steel arch bridge spanning 1,017 feet in 1916. He immigrated to the United States in 1874 and began his own engineering business in 1881 with projects from New York to Oregon and served as the construction engineer to the Philadelphia Centennial Exposition (1874–1877) (Gandhi 2015; Structurae 2014). Coined the "Dean of American Bridge Builders," he was known for choosing more complex structural forms in his designs (American Society of Civil Engineers [ASCE] 2017). His 1881–1883 Smithfield Street Bridge, a lenticular truss, located in Pittsburgh, Pennsylvania, over the Monongahela River, is listed in the NRHP and designated a National Historic Civic Engineering Landmark and a National Historic Landmark (Pghbridges.com 2017). The Queensboro Bridge in New York was listed in the NRHP in 1978.

3.1.1.2 Phoenix Bridge Company

Originally known as the Phoenix Iron Works in 1790, the Phoenix Bridge Company was located in Phoenixville, Pennsylvania, and began producing nails and, later, other metal products from pig iron and wrought iron to the Griffin Gun cannon for the Civil War. The company also patented the Phoenix Column which allowed lighter, stronger structural supports. With the success of the column, the company then began constructing bridges across the country under a subsidiary firm known as the Phoenix Bridge Company (Lemelson Center 2014). The company continued through the mid-twentieth century but declined due to the saturation of the market and increase of reinforced concrete bridge designs, closing in 1962 (Historical Society of the Phoenixville Area n.d.). Well-known examples of their work include the 1887 Phoenix Bridge in Eagle Rock, Virginia (011-0095, NRHP listed in 1975), Etters Bridge in Cumberland County, Pennsylvania (NRHP listed in 1986), County Line Bowstring Bridge near Concordia, Kansas (NRHP listed in 1990), and the Hays Street Bridge in San Antonio, Texas (NRHP listed in 2012) (Bridgehunter.com 2007, 2017a; Versaw 1985; Virginia Department of Highways and Transportation 1975).

3.2.1 Architectural Description

The current bridge is the third crossing the Occoquan River and appears to be relatively intact from its 1915 construction. The bridge consists of two centrally located, steel, Parker-type, through trusses with steel-plate deck girders extending to the north south approaches, totaling eight spans of approximately 920 feet (Figure 3-7) (DRPT 2016). The riveted bridge rests on concrete abutments with seven solid-wall concrete piers and carries two rail tracks on an open ballast deck. Although publicly available records are limited, it appears that the bridge has had some repairs over the years, specifically with some bolt replacements (Figure 3-8). The portal bracing, top chords, top lateral bracing, vertical posts, diagonals, and bottom chords appear to be intact (Figure 3-9).

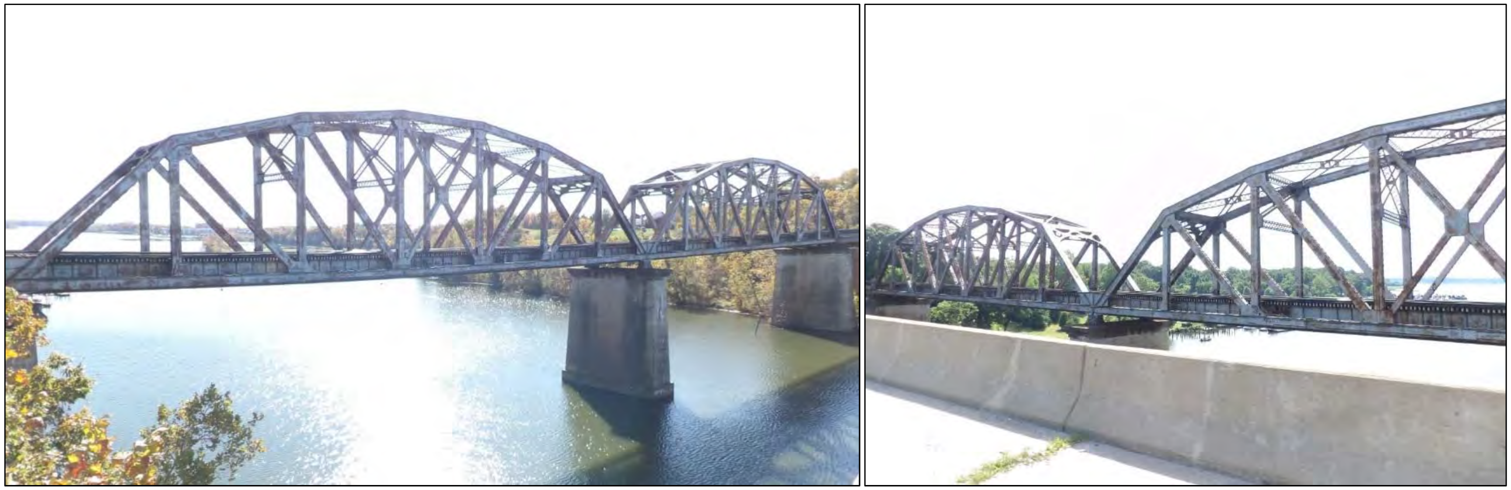


FIGURE 3-6: VIEW OF THE WEST ELEVATION OF THE BRIDGE, LOOKING SOUTHEAST FROM ROUTE 1 (LEFT); LOOKING NORTHEAST FROM ROUTE 1 (RIGHT)

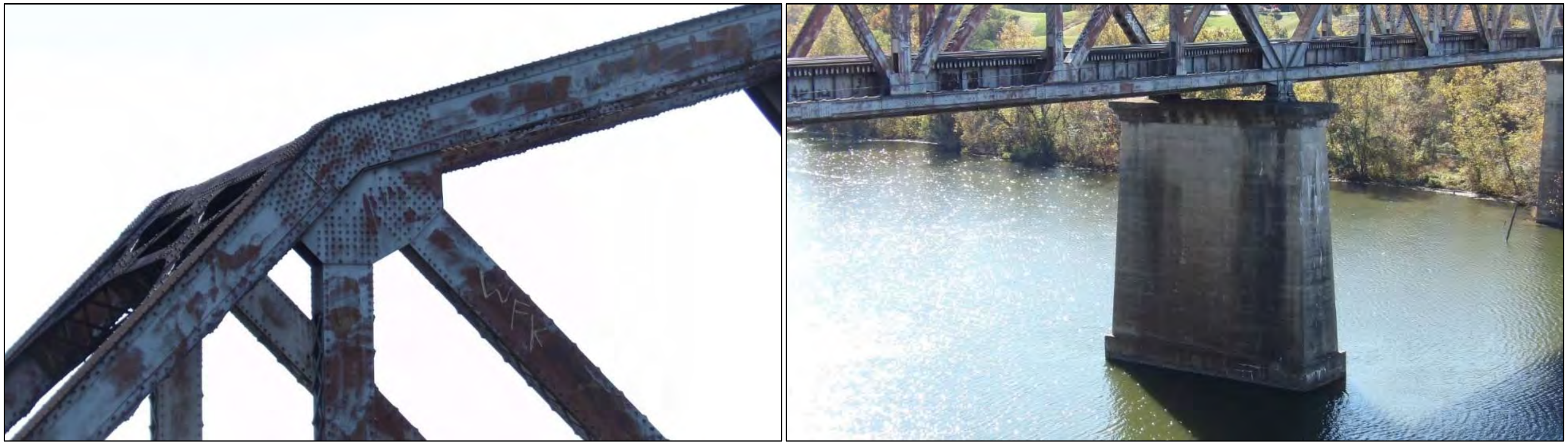


FIGURE 3-7: CLOSE-UP OF THE RIVETED CONNECTIONS ALONG THE TOP CHORDS AT THE NORTHERN APPROACH (LEFT); CLOSE-UP OF ONE OF THE POURED CONCRETE SOLID-WALL PIERS, LOOKING SOUTHEAST (RIGHT)

Previous records note these trusses as a Camelback design. As defined in the *Historic Context for Common Historic Bridge Types*, a "camelback is a variation of the Parker truss. Most camelback trusses are essentially Parker trusses with exactly five slopes in the upper chord and end posts" (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3-35). Since the two trusses have seven segments including the end posts, they are Parker trusses.

The Parker truss was developed and patented by Charles H. Parker, a mechanical engineer from Massachusetts in 1870 (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3–34). His design modified the previously patented Pratt truss bridge type and its signature polygonal top chord (Figures 3-9 through 3-11) (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3–34). This allowed for the use of less metal due to the shortening of the vertical and diagonal members as they splayed from the center of the truss to the ends. The design became economical for bridges spanning over 160 feet or more, and with the development of highway departments in the 1920s onward, these structures began to be standardized.

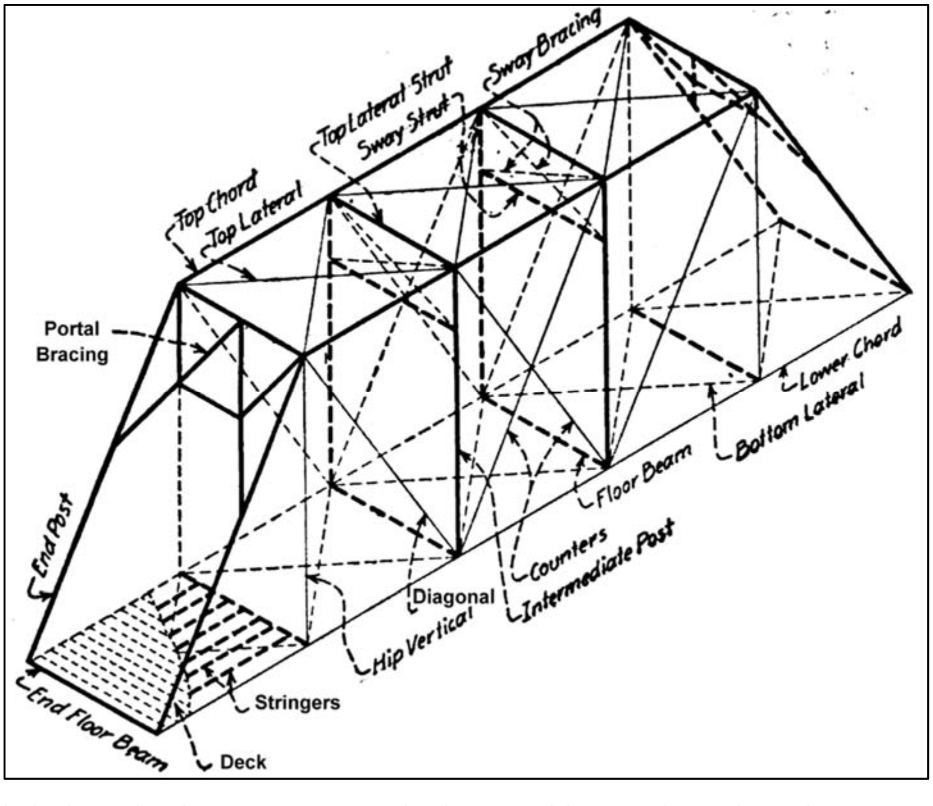

Sway Bracing
Top Lateral Strut
Sway Strut
Top Chord
Top Lateral
Portal Bracing
End Post
End Floor Beam
Deck
Stringers
Hip Vertical
Diagonal
Counters
Intermediate Post
Floor Beam
Bottom Lateral
Lower Chord

FIGURE 3-8: SKETCH OF A PRATT THROUGH-TRUSS BRIDGE, NOTING THE PARTS OF A TRUSS (HISTORIC BRIDGE FOUNDATION 2017)

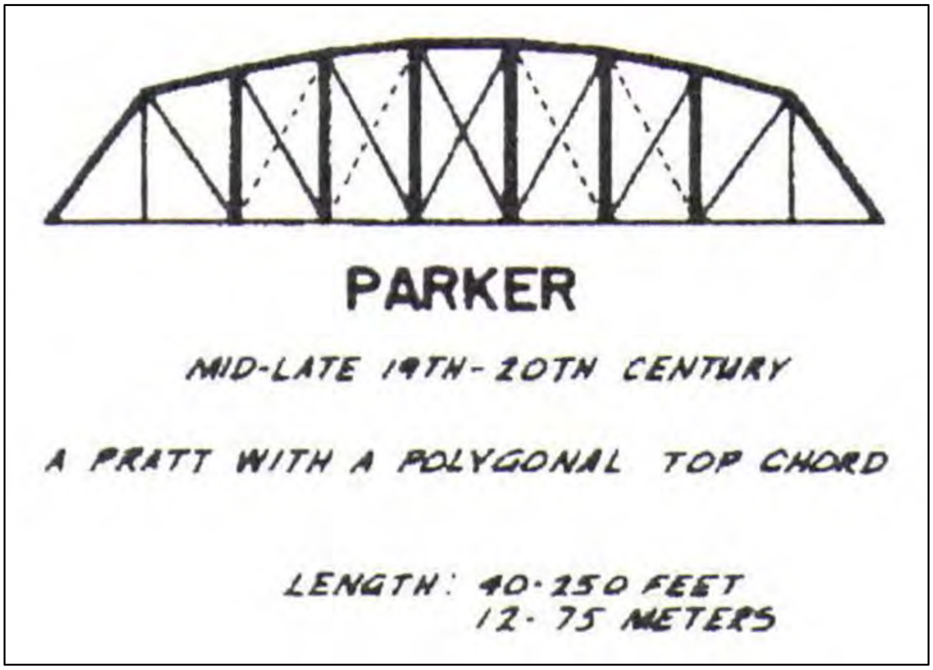

PARKER
MID-LATE 19TH-20TH CENTURY
A PRATT WITH A POLYGONAL TOP CHORD
LENGTH: 40-250 FEET
12-75 METERS

FIGURE 3-9: SKETCH OF A PARKER TRUSS BRIDGE (NORTH CAROLINA DEPARTMENT OF TRANSPORTATION [NCDOT] 2013)

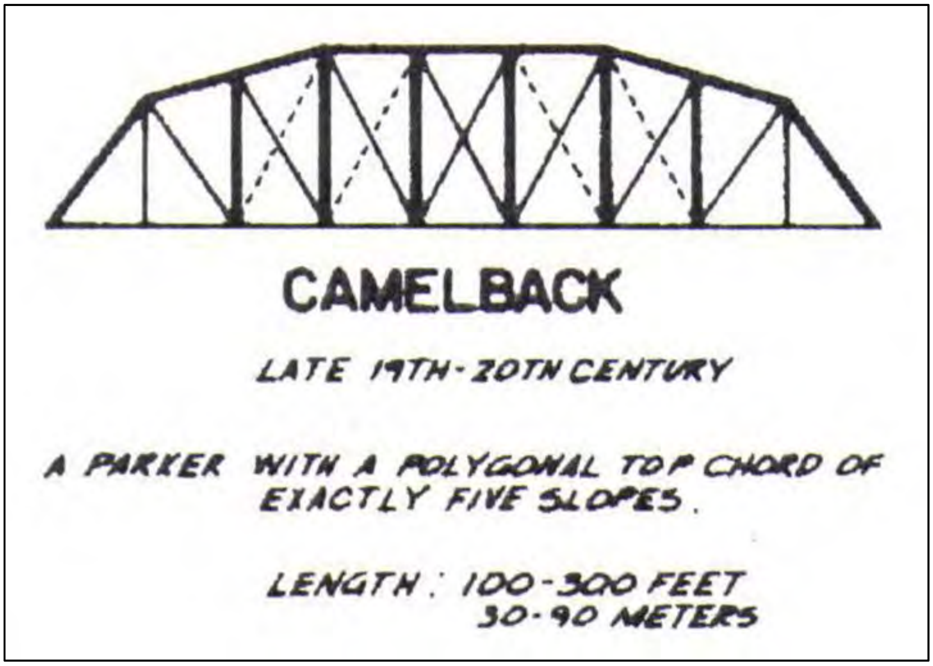

CAMELBACK
LATE 19TH-20TH CENTURY
A PARKER WITH A POLYGONAL TOP CHORD OF EXACTLY FIVE SLOPES.
LENGTH: 100-300 FEET
30-90 METERS

FIGURE 3-10: SKETCH OF A THROUGH CAMELBACK TRUSS BRIDGE (NCDOT 2013)

3.1.3 NRHP Evaluation

Today, the RF&P Railroad Bridge over the Occoquan River (500-0001-0022) is still used as a railroad bridge carrying CSXT, Amtrak, and VRE trains across the Occoquan River. The bridge appears to be in good condition, denoted by its ability to carry varying weight loads from freight and passenger traffic. Access to the bridge was limited to the accessible CSXT rights-of-way. Much of the bridge was not closely inspected due to the height of the bridge's superstructure t and clearance from the river.

Constructed for the RF&P Railroad (500-0001), this structure served as a replacement to an earlier circa-1892 railroad truss bridge that was converted to vehicular traffic along Route 1 around 1914 during a time that the railroad company was updating their infrastructure. The bridge allowed the rail line to pass over the Occoquan River, the northernmost large body of water along the line, before reaching the Potomac River and Washington, D.C., its terminus. DHR files also note that in 2001, staff determined that the bridge was contributing to the RF&P Railroad (500-0001) and, was therefore, "eligible for the NR [National Register] in the broader context of the RR [Railroad]" (Richmond 2010).

There is little data to support that the bridge is individually significant for its association to important events in transportation as it was a replacement to an earlier bridge that crossed the Occoquan River. Therefore, it is recommended not eligible for inclusion in the NRHP under Criterion A.

This resource is not known to have any associations with individuals who have made significant contributions to history, and is, therefore, recommended not eligible for the NRHP under Criterion B. Architects, engineers, and builders of historic properties are more appropriately considered within the context of a resource's design under Criterion C. The RF&P Railroad Bridge over Occoquan River was designed by Gustav Lindenthal and constructed by Captain S.B. Rice with the Phoenix Bridge Company. Although Lindenthal was a prominent civil engineer, having designed the Smithfield Street Bridge in Pittsburg, Pennsylvania (1883), the Queensboro Bridge in New York City (1909), and the Hell Gate Bridge in New York City (1912), this bridge is one of his simpler, smaller designs (Gandhi 2015:301). As larger and more complex designs of Lindenthal's work survive elsewhere today, this resource does not exhibit the mastery of his construction methods.

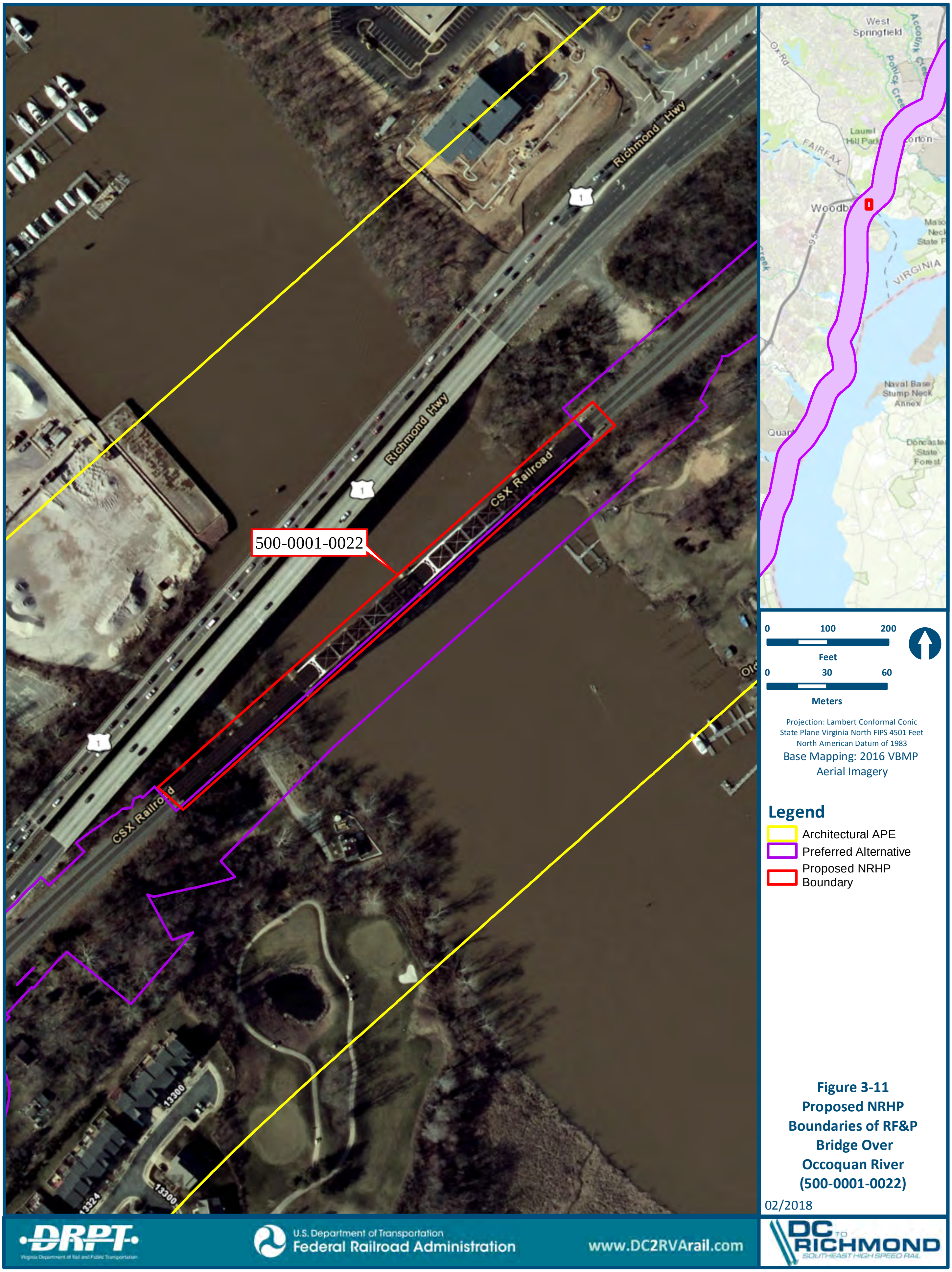
According to data gleaned from CSXT, this railroad bridge is the only metal through truss along the 124-mile RF&P Railroad line, and from the *Survey of Metal Truss Bridges in Virginia*, there are only three Parker through-truss bridges in the Commonwealth of Virginia, all of which are vehicular (Miller and Clark 1997:45). These Parker trusses in Virginia range in age from 1872 to 1938 (Miller and Wallingford 2014). The *Context for Common Historic Bridge Types* notes that "examples dating after the first two decades of the twentieth century are substantially less significant than" earlier examples; the 1915 bridge predates this period (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3–35).

Character-defining features of Parker truss bridges include polygonal top chord, inclined end posts, panel diagonals, varied-length verticals from end to center panels, floor beams, stringers, and struts (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3-35). The RF&P Railroad Bridge over Occoquan River (500-0001-0022) appears to have retained many of these features, rendering it a high level of integrity of location, design, setting, materials, workmanship, feeling, and association. No other examples of this type of bridge are known to exist along the RF&P Railroad's corridor. It is recommended that this resource is eligible for inclusion in the NRHP under Criterion C as an example of a rare example of the Parker truss design in Virginia. As an architectural resource, this property was not evaluated under Criterion D.

As previously noted, this resource is located within the RF&P Railroad Historic District (500-0001) (Figure 1-6). This railroad bridge was constructed during the RF&P's period of significance (1837–1943) and is representative of transportation-related structures of this era. For this reason, it is recommended that the bridge remain a contributing resource to the RF&P Railroad Historic District (500-0001). For additional information on the RF&P Railroad Historic District (500-0001), see page 3-154.

In sum, the RF&P Bridge over Occoquan River (500-0001-0022) is **recommended eligible for individually listing in the NRHP under Criterion C as an example of a rare early truss design in the Commonwealth of Virginia**. It also **recommended that the resource remains contributing to the RF&P Railroad Historic District (500-0001).**

The proposed NRHP boundaries for the RF&P Bridge over Occoquan River strictly outline the footprint of the bridge (Figure 3-11). The period of significance for the bridge starts in 1915, its date of construction, and extends to 1968 for its continued use as a railroad bridge. This end date follows the NPS guidelines which say: "Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (National Park Service [NPS] 1997).


500-0001-0022
Richmond Hwy
Richmond Hwy
CSX Railroad
CSX Railroad
1
1
1
Old
13300
13300
13324
West Springfield
Accotink Creek
Ox Rd
Pohick Creek
Laurel Hill Park
Lorton
FAIRFAX
Woodb
95
Creek
Mason Neck State P
VIRGINIA
Naval Base Stump Neck Annex
Quan
Doncaster State Forest
0
100
200
Feet
0
30
60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟨 Architectural APE
🟪 Preferred Alternative
🟥 Proposed NRHP Boundary

Figure 3-11
Proposed NRHP Boundaries of RF&P Bridge Over Occoquan River (500-0001-0022)

02/2018

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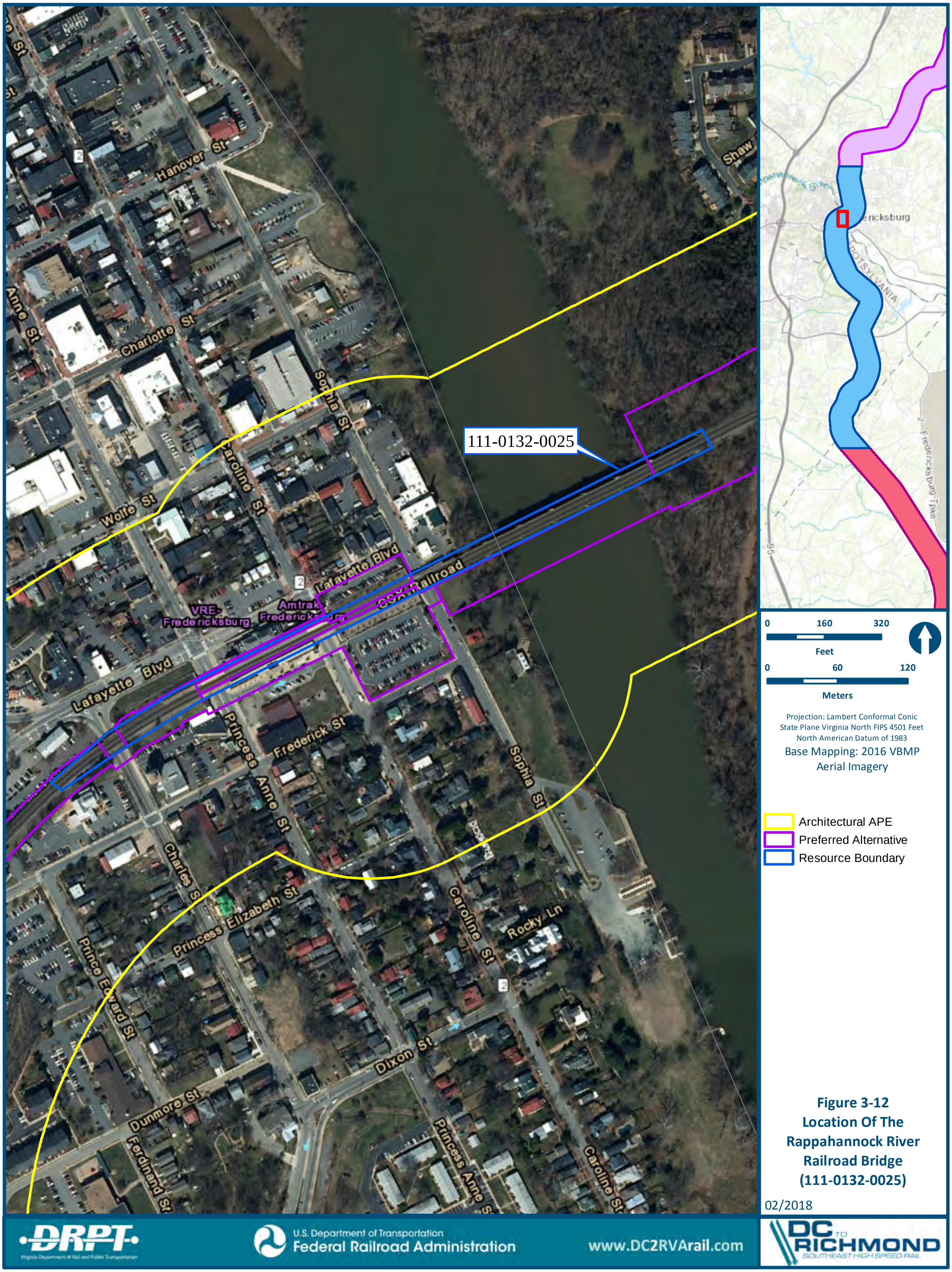
3.2 RAPPAHANNOCK RIVER RAILROAD BRIDGE (111-0132-0025)

The Rappahannock River Railroad Bridge (111-0132-0025) is a multi-span, open-spandrel, concrete-arch railroad bridge, originally constructed to serve the RF&P Railroad (500-0001) between the City of Fredericksburg and Stafford County, VA (Figure 3-12). The current bridge is the latest in a series of bridges built for the railroad beginning in the 1830s to cross the Rappahannock River. On the north, the bridge extends into an industrial area. The railroad bed is predominantly screened from view by dense, mature tree growth and underbrush along both sides. To the south, the bridge passes into the City of Fredericksburg's downtown core on an elevated track, running parallel to Lafayette Boulevard. The raised track crosses perpendicularly over Sophia and Caroline Streets before arriving at the Fredericksburg Train Station (001-0132-0704), located between Caroline and Princess Anne Streets. Commercial properties, townhomes, and paved-asphalt parking lots border the railroad corridor to the north and south in the city.

3.2.1 Historic Context

The RF&P Railroad first began operations through the City of Fredericksburg in 1837, creating the first link in a rail transportation chain that would eventually connect the Virginia state capital with the nation's capital in Washington, D.C. (McGehee 1992). Initially begun in Richmond, a segment of the RF&P was completed in 1836 to Hazel Run and then expanded to Fredericksburg the following year.

Even though the railroad did not reach Washington, D.C., until the 1870s, the section from Richmond to Fredericksburg was a significant transportation artery throughout the 1840s and 1850s, moving passengers and freight through central Virginia quickly and efficiently. During the Civil War, this railroad became a hotly-contested asset. Between 1861 and mid-year 1862, the RF&P was used by both Union and Confederate forces at various times, and both sides would damage or destroy sections of track to impede their enemy's advance or to delay pursuit during a retreat. For example, a previous Rappahannock River railroad bridge was destroyed in May 1862 as Union forces withdrew toward Washington, D.C. Following the Peninsula Campaign, it was rebuilt by October 1862 (RF&P Railroad 1863). It was destroyed again, this time by the Confederate Army, prior to the First Battle of Fredericksburg later that December (Figure 3-13).


111-0132-0025
Hanover St
Charlotte St
Wolfe St
Lafayette Blvd
Frederick St
Princess Elizabeth St
Dixon St
Dunmore St
Rocky Ln
Anne St
Sophia St
Caroline St
Princess Anne St
Charles St
Prince Edward St
Ferdinand St
Shaw
VRE-Fredericksburg
Amtrak Fredericksburg
CSX Railroad
2
ericksburg
POTSYLVANIA
Fredericksburg Tpke
95
0 160 320
Feet
0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

🟨	Architectural APE
🟪	Preferred Alternative
🟦	Resource Boundary

Figure 3-12
Location Of The Rappahannock River Railroad Bridge (111-0132-0025)

02/2018

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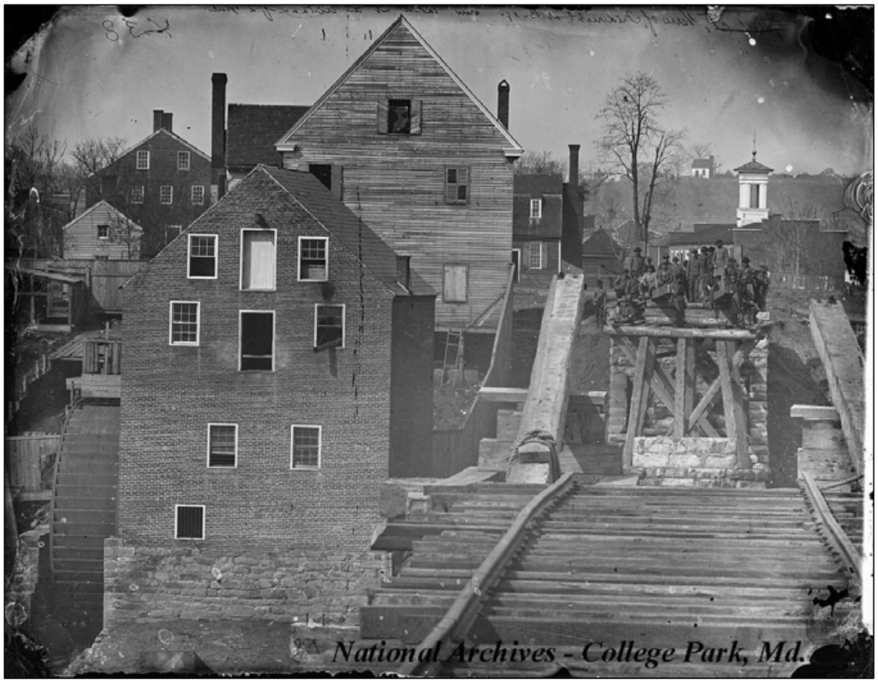


FIGURE 3-13: CONFEDERATE SOLDIERS OBSERVE UNION PHOTOGRAPHER CAPT. ANDREW RUSSELL ACROSS THE RUINS OF THE ORIGINAL RAPPAHANNOCK RIVER RAILROAD BRIDGE PRIOR TO THE 1863 CAMPAIGN SEASON (LIBRARY OF CONGRESS [LOC] 1863)

The RF&P Railroad Company continued to maintain and repair structures along the entire railroad throughout the late-nineteenth and early-twentieth centuries. By the early 1910s, the railroad company began to once again modernize its bridges. Noted engineer and bridge designer, John E. Greiner, was awarded the contract to replace the Rappahannock River Railroad Bridge in the mid-1920s (Mordecai 1940). He designed an open-spandrel, concrete-arch bridge with nine spans, which was put into service on May 1, 1927 (Figure 3-14) (RF&P Railroad 1927). In his proposal, he estimated the cost of the improvements to the Fredericksburg Station and its surrounding area to be $1,180,000 (Greiner and Company 1924). The bridge, however, was constructed with 10 spans, adding a third span on the eastern embankment and varying from historic plans. The new bridge was built as an integral part of a larger major improvement project in Fredericksburg that included elevating the rail tracks to allow for vehicular traffic to pass below, double tracking the system through town, and enlarging the station to accommodate an increased volume of both passenger and freight traffic (Figures 3-15 through 3-17). The bridge continues to serve rail traffic, including Amtrak, VRE and CSXT.

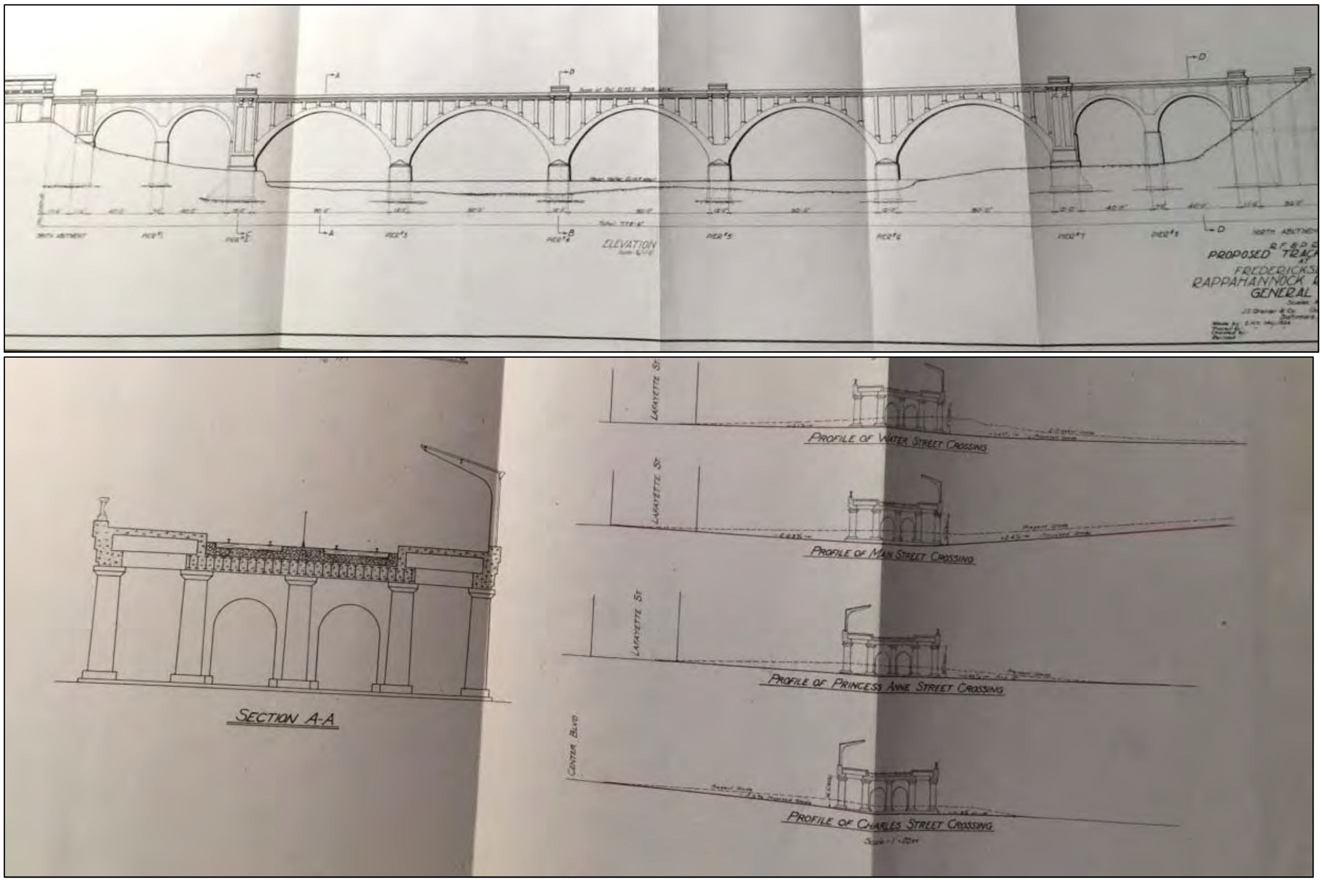

ELEVATION
PROPOSED TRA
FREDERICKS
RAPPAHANNOCK
GENERAL
SECTION A-A
LAFAYETTE ST
PROFILE OF WATER STREET CROSSING
PROFILE OF MAIN STREET CROSSING
PROFILE OF PRINCESS ANNE STREET CROSSING
CENTER BLVD
PROFILE OF CHARLES STREET CROSSING

FIGURE 3-14: A 1924 PROPOSED DRAWING OF THE RAPPAHANNOCK RIVER RAILROAD BRIDGE (GREINER AND COMPANY 1924): OVERVIEW (TOP); DETAIL OF SPANS (BOTTOM)

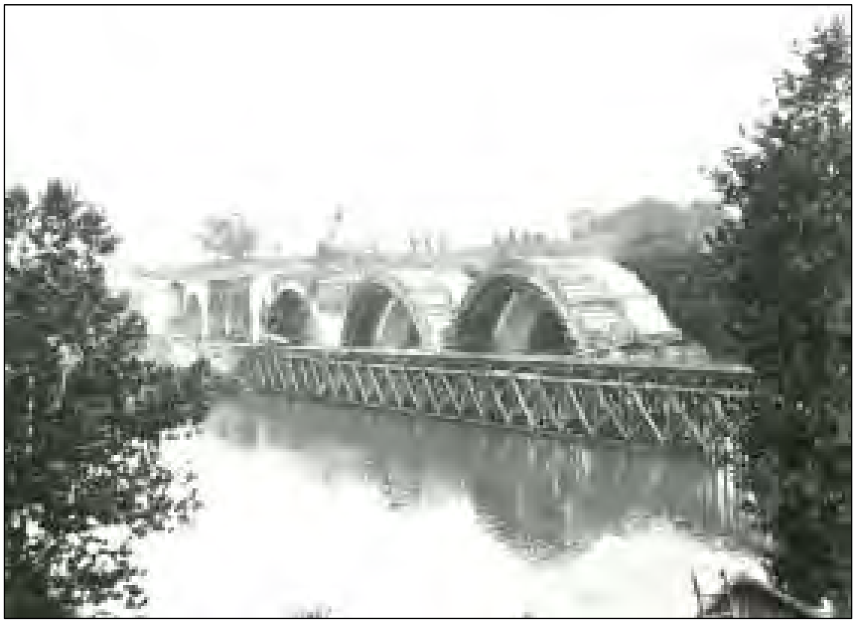


FIGURE 3-15: PHOTOGRAPH OF THE RAPPAHANNOCK RIVER RAILROAD BRIDGE UNDER CONSTRUCTION IN 1926 (BLACKWELL 2016)

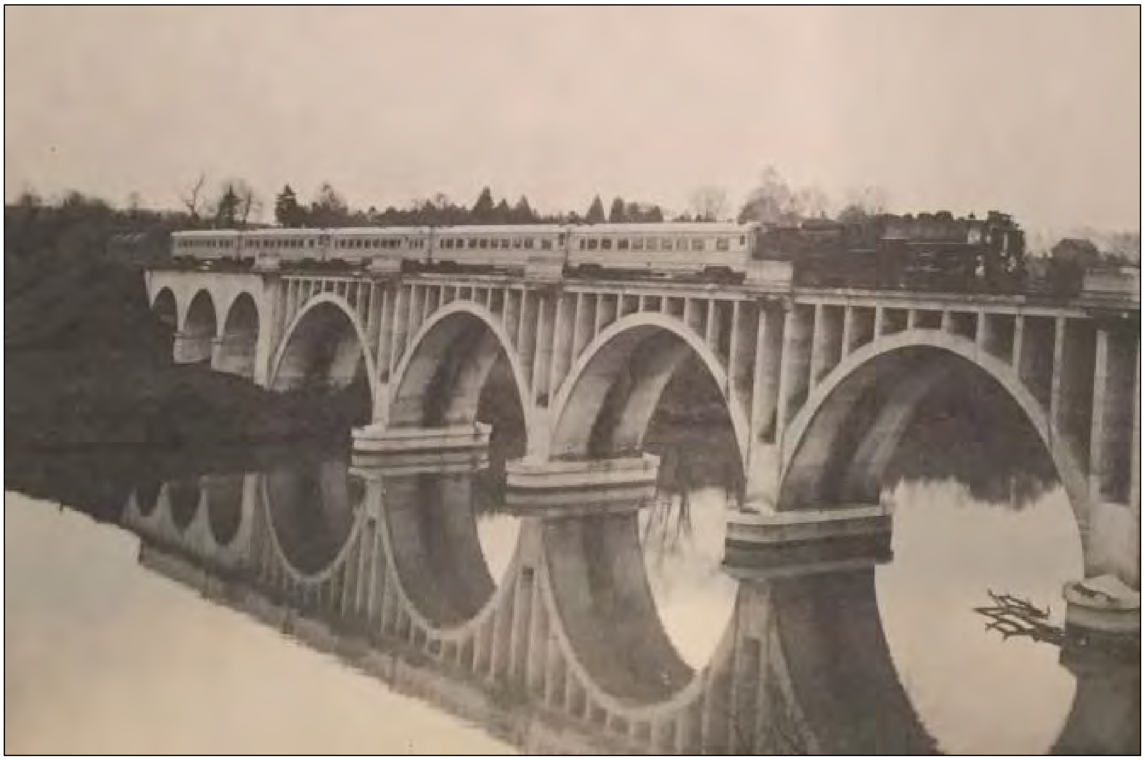


FIGURE 3-16: THE RAPPAHANNOCK RIVER RAILROAD BRIDGE, CIRCA 1945 (MORDECAI 1948)

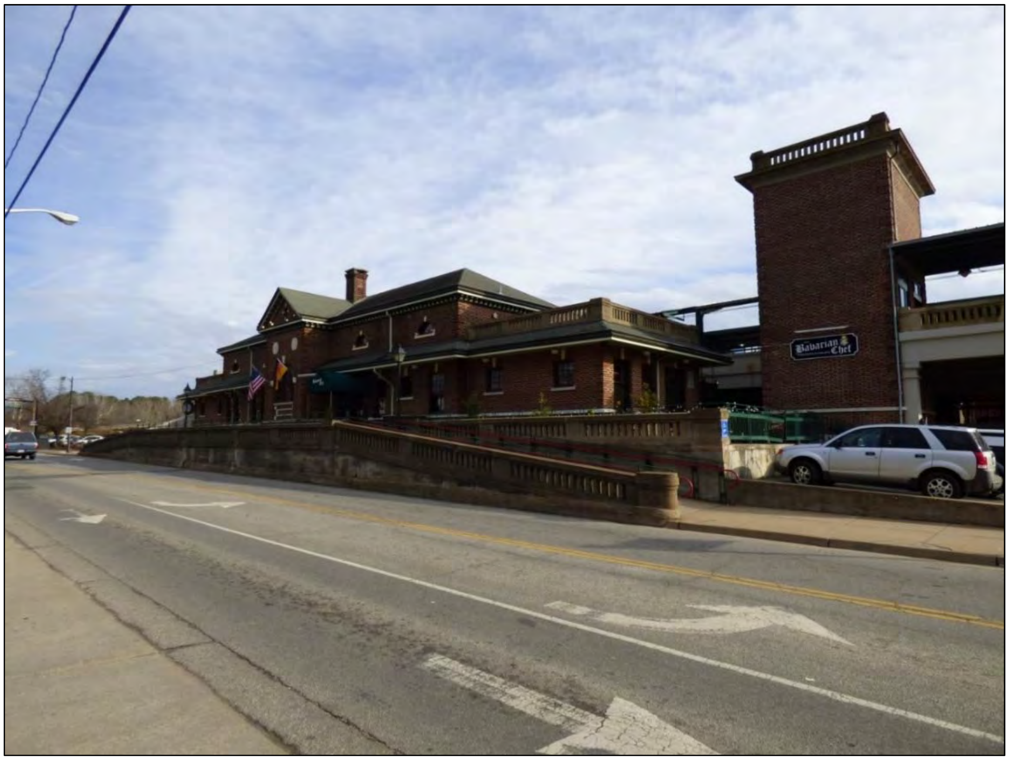


FIGURE 3-17: THE FREDERICKSBURG TRAIN STATION (111-0132-0704) MODIFIED IN THE 1920S DURING RF&P RAILROAD IMPROVEMENT PROJECT

3.2.1.1 John E. Greiner

John E. Greiner (1859–1942) was an architect and civil engineer who established the firm of Greiner Engineering in 1908, which was later acquired by the URS Corporation in 1996 (URS Corporation was later acquired by AECOM in 2014) (Tatman 2017). Greiner designed bridges in the first half of the twentieth century from Maine to Florida, including the Appomattox Bridge in Petersburg, Virginia (Bridgehunter.com 2017b, 2017c). A former Baltimore and Ohio Railroad and Philadelphia Bridge Company engineer, he worked for engineer Gustav Lindenthal on the Seventh Street Bridge in Pittsburgh, Pennsylvania. Also during his time under Lindenthal, Greiner was involved in the design of the Hanover Street Bridge in Baltimore, Maryland, a 1916 bascule bridge, a moveable bridge that lifts the deck by trunnions and counter-weights recommended NRHP eligible by the Maryland Historical Trust (Crampton and Abell 1994; Pghbridges.com 2017; Structurae 2017). Greiner and his company predominantly worked in the Baltimore area after 1904 when he was involved in establishing a new building code for the city of Baltimore following an extensive fire. He constructed the Rappahannock River Railroad Bridge and the James River Arch Bridge (1919) for the RF&P Railroad. His significant bridges include the Hanover Street Bridge, Howard Street Bridge (1938), the Governor Harry W. Nice Memorial Bridge (1938), and the Thomas J. Hatern Memorial Bridge (1939), all of which remain in use (Maryland State Archives 2017). One of his prominent bridges is the 1926 Bridge of Lions in St. Augustine, Florida, which is listed in the NRHP (Steinbach and Paarlberg 1982).

3.2.1.2 Reinforced Concrete Open Spandrel Arch

Construction of the reinforced-concrete, open-spandrel, arch bridge type occurred between 1906 through 1940; it was a dominant bridge design in the 1920s and 1930 when materials and funds were limited (Figure 3-18) (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005:3-67). The reinforced concrete allowed the cost of construction to decrease with the elimination of spandrel walls and fill material while also reducing the dead load. Due to their design and openness, this bridge type was also preferred in scenic locations such as the Rappahannock River. The design's popularity was succeeded by pre-stressed steel beam and reinforced-concrete girder bridges.

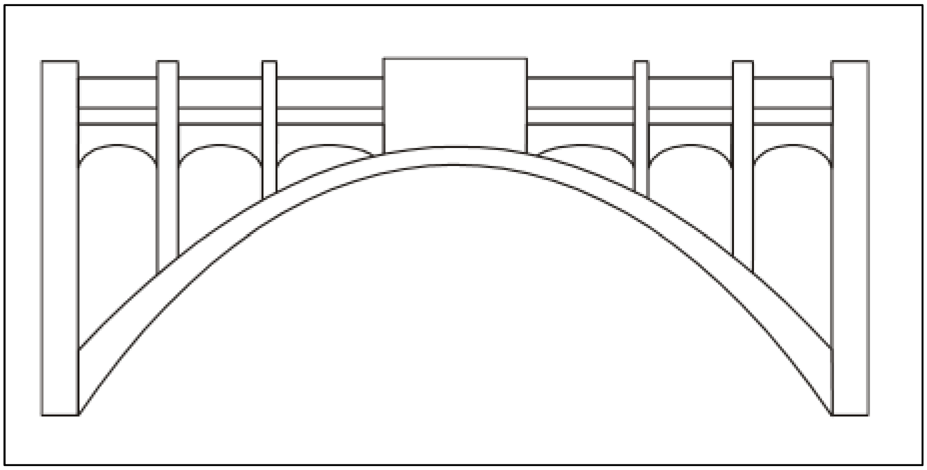


FIGURE 3-18: AN OPEN SPANDREL RIB CONCRETE ARCH (MILLER ET AL. 2000:11)

3.2.2 Architectural Description

The Rappahannock River Railroad Bridge is a 10-span, 800-foot, open-spandrel, concrete-arch bridge that opened in 1927 to replace an earlier bridge spanning the river (Figure 3-19) (Virginia Department of Rail and Public Transportation 2016). Designed by noted bridge designer, John E. Greiner, the bridge is structurally similar to his James River Arch Bridge in Richmond and is representative of a popular style in the late 1920s. Each of the piers is set on a cylindrical, poured-concrete base sunk into the riverbed with spread footings. Its poured-concrete open spandrels support the deck, also made of poured concrete (Figure 3-20). At the mid-point of each section of the spandrel wall, centered above the pier foundation, are large, rectangular, poured-concrete decorative elements set on the outside of the bridge and supported by poured-concrete brackets. The poured-concrete deck is covered with composite ballast and supports two lines of track. A metal-rail fence runs along the west side of the bridge (Figure 3-20).

The Rappahannock River Railroad Bridge comprises four subsidiary bridges as it moves through historic downtown Fredericksburg. The first crosses Sophia Street, the closest street that runs parallel to the Rappahannock River. This two-span, circa-1927 bridge is composed entirely of reinforced poured concrete. Each span extends over two single lanes of vehicular traffic, one going in each direction. Its wing walls have recessed panels cast into them while the central pier features a concrete Tuscan pilaster and is further supported by square Tuscan columns. A concrete, square balustrade parapet runs along both sides of the bridge (Figure 3-21).

The second bridge crosses Caroline Street which runs parallel to Sophia Street one block to the west. This four-span, circa-1927 bridge is composed entirely of reinforced poured concrete. Its wing walls are flat and undecorated, unlike those on the Sophia Street bridge, but its piers feature Tuscan pilasters. Its two center spans each shelter a single lane of vehicular traffic, both traveling southeast to northwest. The outermost spans provide pedestrian access beneath the bridge and for the Fredericksburg Train Station (111-0132-0704), located immediately to the north of this bridge. Two lines of track run down the middle of the poured-concrete deck and are flanked by poured-concrete station platforms lined by a poured-concrete, square balustrade (Figure 3-21).

The third bridge crosses Princess Anne Street which runs parallel to Caroline Street one block to the west. This four-span, circa-1927 bridge is also composed entirely of poured concrete. Its wing walls are also undecorated but feature Tuscan pilasters on its piers. The two center spans each cover a single lane of vehicular traffic, both traveling west to east. A concrete median wall separates the lanes on the southeast side of the street. The outermost spans provide pedestrian access along poured-concrete sidewalks. The Fredericksburg Train Station is located immediately to the north of the bridge. Two lines of track run down the center of the bridge’s poured-concrete deck and are flanked by poured-concrete station platforms topped with a poured-concrete square balustrade (Figure 3-22).

The fourth bridge crosses Charles Street which parallels Princess Anne Street one block to the west. This four-span, circa-1927 bridge is also composed entirely of poured concrete. Its wing walls on the south are also undecorated except for capping, but its piers feature the same Tuscan pilasters present on the other three bridges. Its two center spans each shelter a single lane of vehicular traffic, one going in each direction. The two outer spans are much narrower than the central spans and each accommodate a poured-concrete sidewalk for pedestrian traffic. Two lines of track, set within ballast infill, runs across the poured-concrete deck. Poured-concrete, square balustrade parapets flank the bridge on both elevations (Figure 3-22).

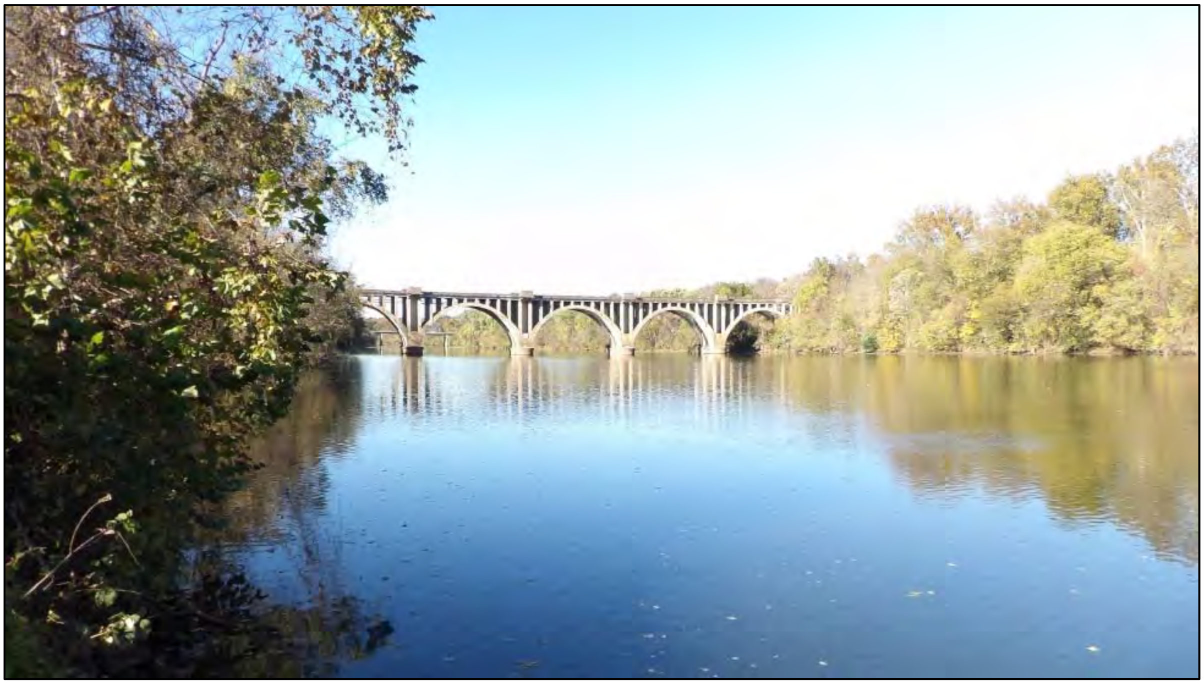


FIGURE 3-19: VIEW OF RAPPAHANNOCK RIVER RAILROAD BRIDGE, LOOKING NORTHWEST FROM CITY DOCK

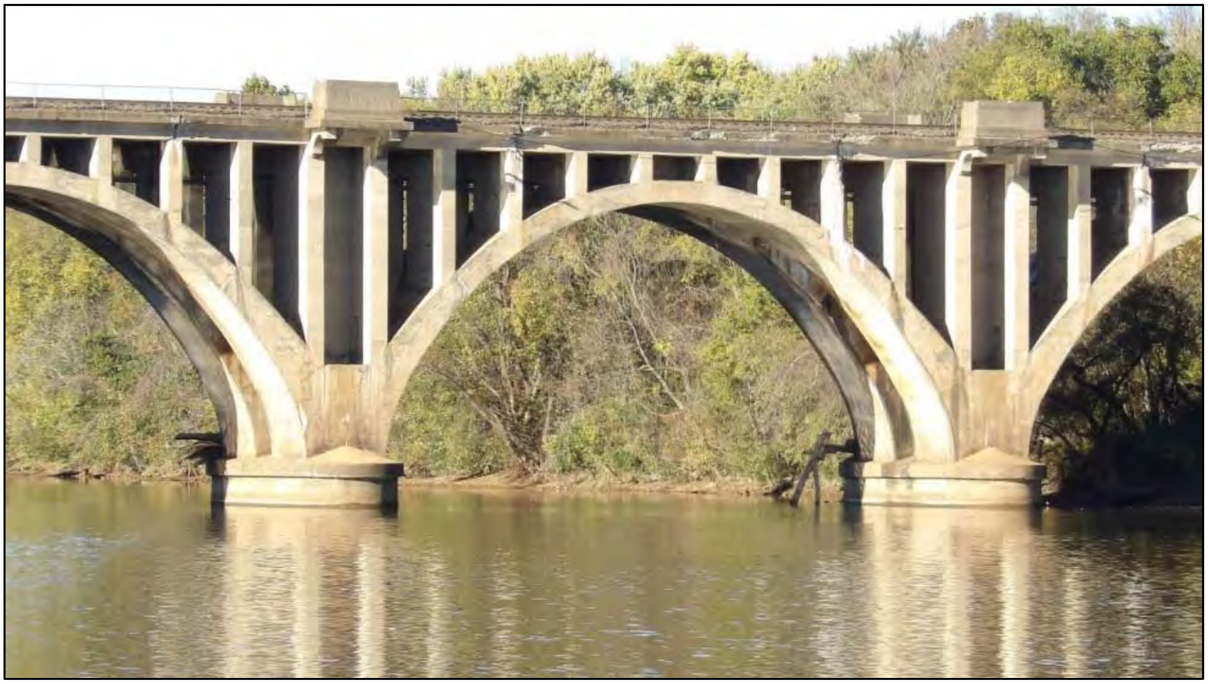


FIGURE 3-20: SPANDREL DETAIL, LOOKING NORTHWEST

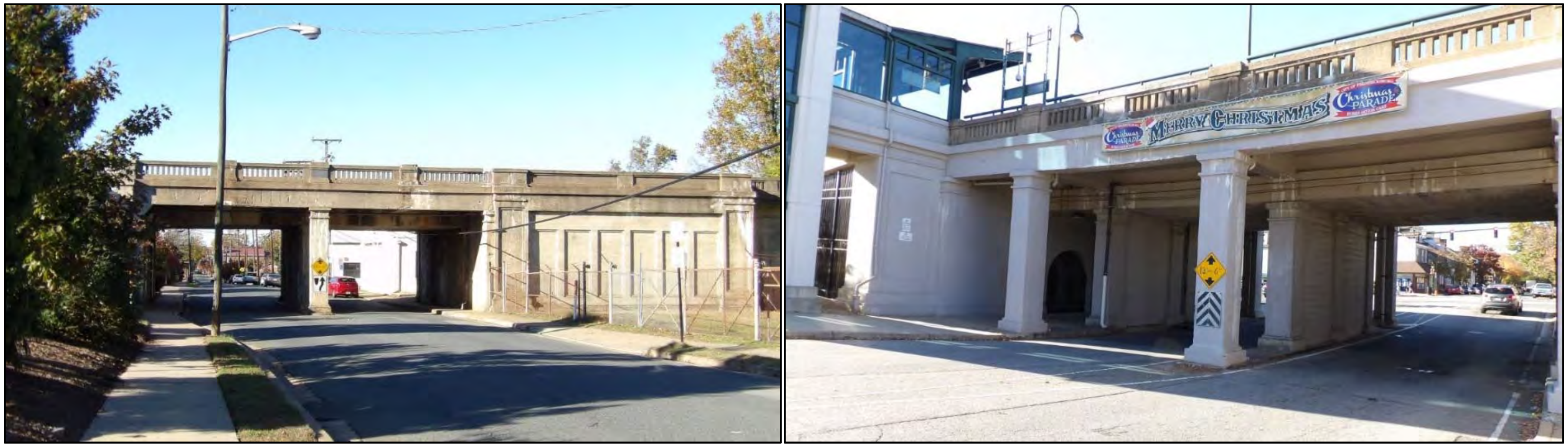

Christmas PARADE
MERRY CHRISTMAS
Christmas PARADE

FIGURE 3-21: SOPHIA STREET BRIDGE, LOOKING NORTHWEST (LEFT); CAROLINE STREET BRIDGE, LOOKING NORTHWEST (RIGHT)

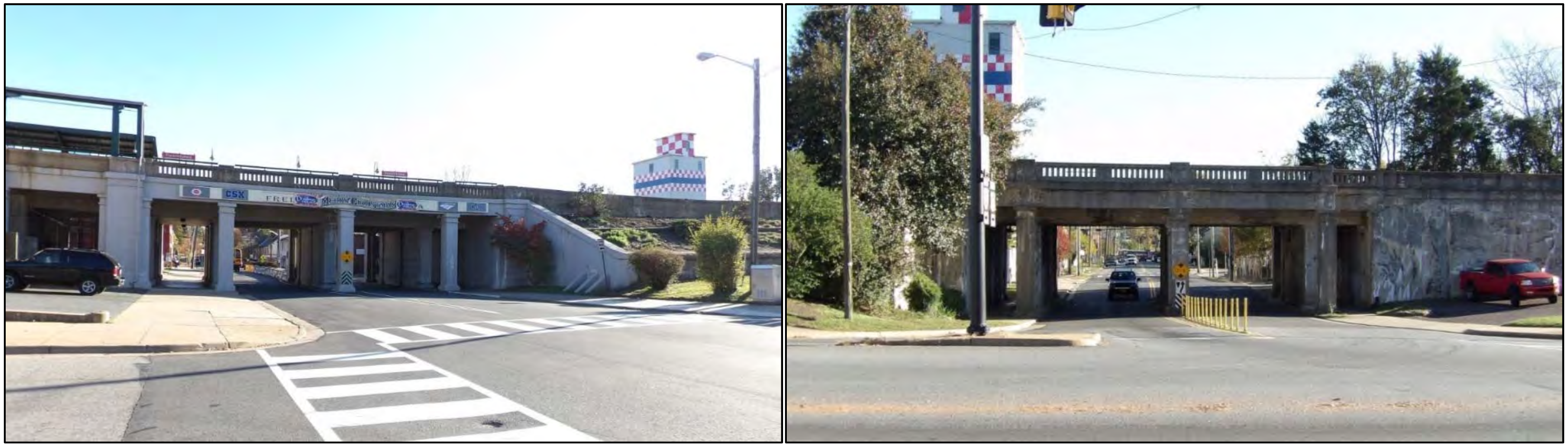


FIGURE 3-22: PRINCESS ANNE STREET BRIDGE, LOOKING SOUTHEAST (LEFT); CHARLES STREET BRIDGE, LOOKING SOUTHEAST (RIGHT)

3.2.3 NRHP Evaluation

The Rappahannock River Railroad Bridge was built circa 1927 to replace an earlier bridge located in roughly the same area; it was designed by John Greiner. Although Greiner was a prominent architect and civil engineer, designing the Hanover Street Bridge (1916), Howard Street Bridge (1938), the Governor Harry W. Nice Memorial Bridge (1938), the Thomas J. Hatern Memorial Bridge (1939), and the NRHP-listed 1926 Bridge of Lions in St. Augustine, Florida, the bridge over the Rappahannock River is one of his simpler, smaller designs. As larger and more complex designs of Greiner's work survive elsewhere today, this resource does not exhibit the mastery of his construction methods.

The current bridge is a reinforced, poured-concrete, open-spandrel, arch railroad bridge in good condition. There is little data to support that the bridge is individually significant for its association to important events in transportation and community planning as it was a replacement to two earlier bridges that crossed the Rappahannock River. As part of the RF&P Railroad, this corridor greatly influenced local and regional transportation as well as the City of Fredericksburg; however, the bridge itself did not make important contributions to this pattern of events (Shrimpton et al. 1990). Therefore, it is recommended not eligible for individual inclusion in the NRHP under Criterion A.

It has no known association with any person of historical significance and is therefore recommended not eligible for the NRHP under Criterion B. Architects, engineers, and builders of historic properties are more appropriately considered within the context of a resource's design under Criterion C. Although the bridge was designed by celebrated architect and civil engineer, John E. Greiner, who designed two bridges for the RF&P Railroad.

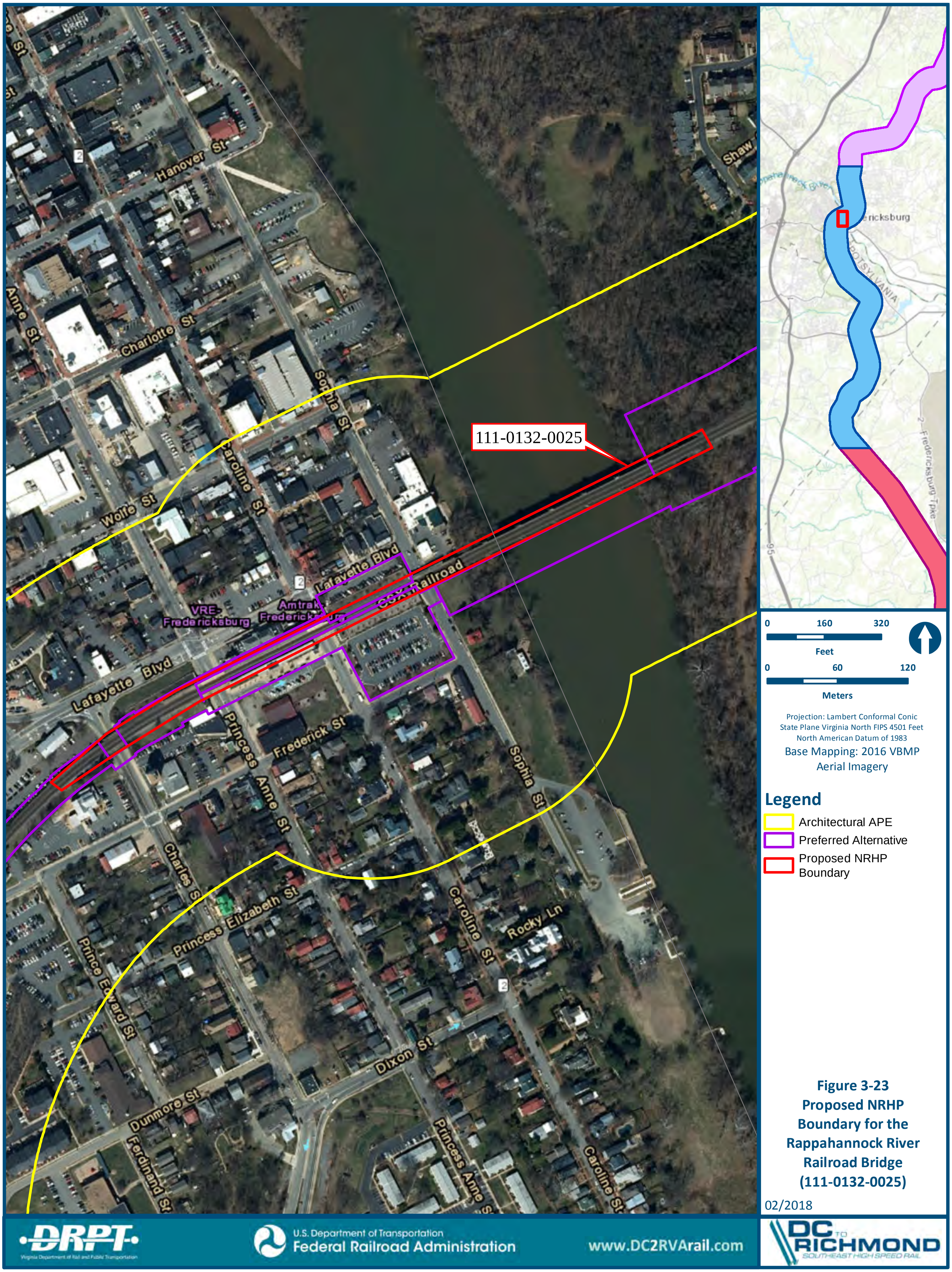
According to DHR records, the Rappahannock River Railroad Bridge is one of only a handful of reinforced, poured-concrete, open-spandrel bridges in the state and is the only example identified with the DHR within the surrounding counties. A majority of the remaining examples are located in southern and western locations like the city of Roanoke or Augusta County and date to the late 1920s (Miller et al. 2000; Parsons Brinckerhoff and Engineering and Industrial Heritage 2005). The Rappahannock River Railroad Bridge appears to be the only open-spandrel, arch railroad bridge along the RF&P line. It retains a high level of integrity of materials, location, association, design, workmanship, setting, and feeling, thereby maintaining its character-defining features including arch ribs, ring, spandrel, spandrel columns, and parapets, piers, abutments, and wing walls. Therefore, it is recommended individually eligible for the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The Rappahannock River Railroad Bridge is also located within the boundaries of the Fredericksburg Historic District (111-0132). It was constructed during the district's period of significance and is representative of architectural and transportation trends in the city. The resource is also associated with the RF&P Railroad Historic District (500-0001) and was constructed during its period of significance. For additional information on the RF&P Railroad Historic District (500-0001), see page 3-154.

In sum, the Rappahannock River Railroad Bridge is **recommended eligible for the NRHP under Criterion C for being an exemplary example of an open-spandrel bridge** (Figure 3-23). It is also **recommended to remain a contributing resource to the Fredericksburg Historic District (111-0132) and to the RF&P Railroad Historic District (500-0001).** Because this bridge post-dates the

Civil War, the resource is **recommended as a non-contributing resource to the Banks' Ford (088-5181), Battle of Fredericksburg I (111-5295), and Battle of Fredericksburg II (111-5296).**

The proposed NRHP boundaries for the Rappahannock River Railroad Bridge strictly outline the footprint of the resource (Figure 3-23). The period of significance for the Rappahannock River Railroad Bridge starts in 1927, its date of construction, and extends to 1968 for its continued use as a railroad bridge. This end date follows the NPS guidelines which say: "Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997).


111-0132-0025
Hanover St
Charlotte St
Wolfe St
Lafayette Blvd
Lafayette Blvd
Sophia St
Sophia St
Caroline St
Caroline St
Caroline St
Princess Anne St
Princess Anne St
Anne St
Frederick St
Charles St
Princess Elizabeth St
Prince Edward St
Dixon St
Dunmore St
Ferdinand St
Rocky Ln
Shaw
CSX Railroad
VRE-Fredericksburg
Amtrak-Fredericksburg
2
ericksburg
SPOTSYLVANIA
Fredericksburg Tpke
95
0 160 320
Feet
0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP Aerial Imagery

Legend

🟨	Architectural APE
🟪	Preferred Alternative
🟥	Proposed NRHP Boundary

**Figure 3-23
Proposed NRHP
Boundary for the
Rappahannock River
Railroad Bridge
(111-0132-0025)**

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3.3 DIXON HOUSE (111-0023)

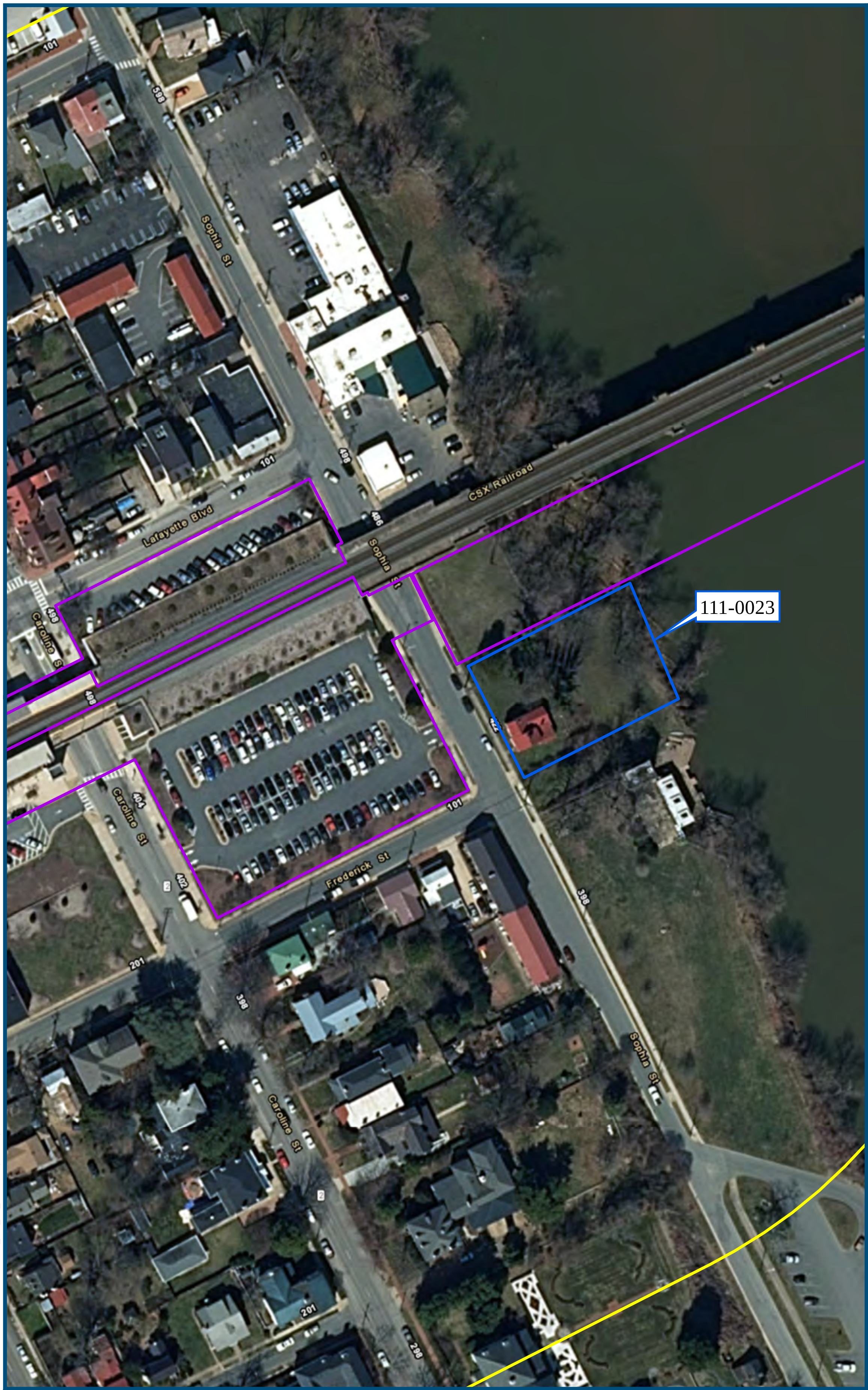
The property at 401–403 Sophia Street, known as the Dixon House, is located in downtown Fredericksburg (Figure 3-24). The lot is bounded by Sophia Street on the west, undeveloped land near the railroad on the north, the Rappahannock River on the east, and Frederick Street Extended on the south.

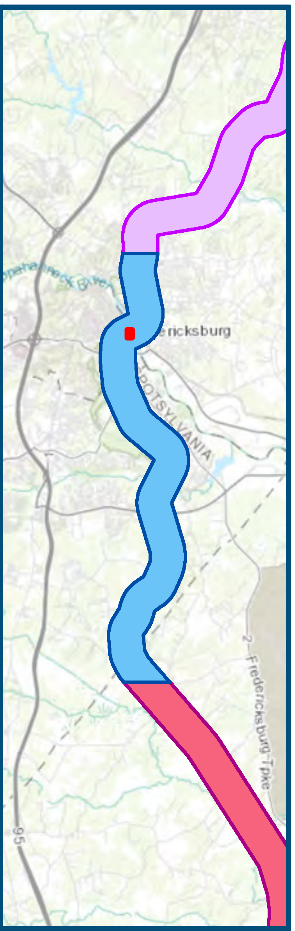
In August 2015, shortly after the DHR concurrence on the potential eligibility of this resource, the house at 401–403 Sophia Street was demolished. The current narrative provides a brief history of the house and lot followed by photographs of the demolition process and an updated recommendation on NRHP eligibility to complete the evaluation process.

3.3.1 Historic Context

The house at 401–403 Sophia Street was located on Lot 274, added to the original city boundaries in the 1759 town expansion. Like most of the lots in this area, the parcel was owned by Roger Dixon and his wife, Lucy. Roger Dixon was one of the most influential voices on the expansion of the city boundaries, and he was the developer who platted the land on the south side of town and heavily marketed the lots for sale (Historic Fredericksburg Foundation, Inc. [HFFI] 2014:44). Dixon built a capacious dwelling for himself on nearby lower Caroline Street and sold the surrounding parcels off piecemeal as the population of the town grew. He sold Lot 274 in 1764 to William Thompson, a land speculator who lived in London (City of Fredericksburg Deed Book [CFDB] F:426). The lot remained undeveloped throughout the remainder of the eighteenth century, as the parcel passed through several owners.

Most of what were Lots 274 and 275 (located to the north of 274) were owned by James Somerville in the last years of the eighteenth century. Somerville was the third mayor of Fredericksburg. This fact led to the house at 401–403 Sophia Street being known as the “Early Mayor’s House” in the early-twentieth century (although archival research shows that the home was not extant during Somerville’s ownership) (Works Progress Administration [WPA] 1938). Upon his death in 1798, Mayor Somerville passed the property to his nephew, James N. Somerville. At the time Somerville received this property from his uncle, it contained a warehouse and a wharf along the river (City of Fredericksburg Will Book [CFWB] DC:84). A two-story wood dwelling with a rear, full-width, shed-roofed addition was constructed on the lot to the north of what became 401–403 Sophia Street in the early-nineteenth century. This house was never actually occupied by Somerville but rather used, at times, as a rental property and home for nearby warehouse employees.


111-0023
CSX Railroad
Sophia St
Lafayette Blvd
Caroline St
Frederick St
101
201
298
398
402
404
486
498
598


Fredericksburg
POTSYLVANIA
2 - Fredericksburg Tpke
95

0 60 120
Feet

0 25 50
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟦 Resource Boundary

Figure 3-24
Former Location Of The Dixon House (111-0023)

02/2018

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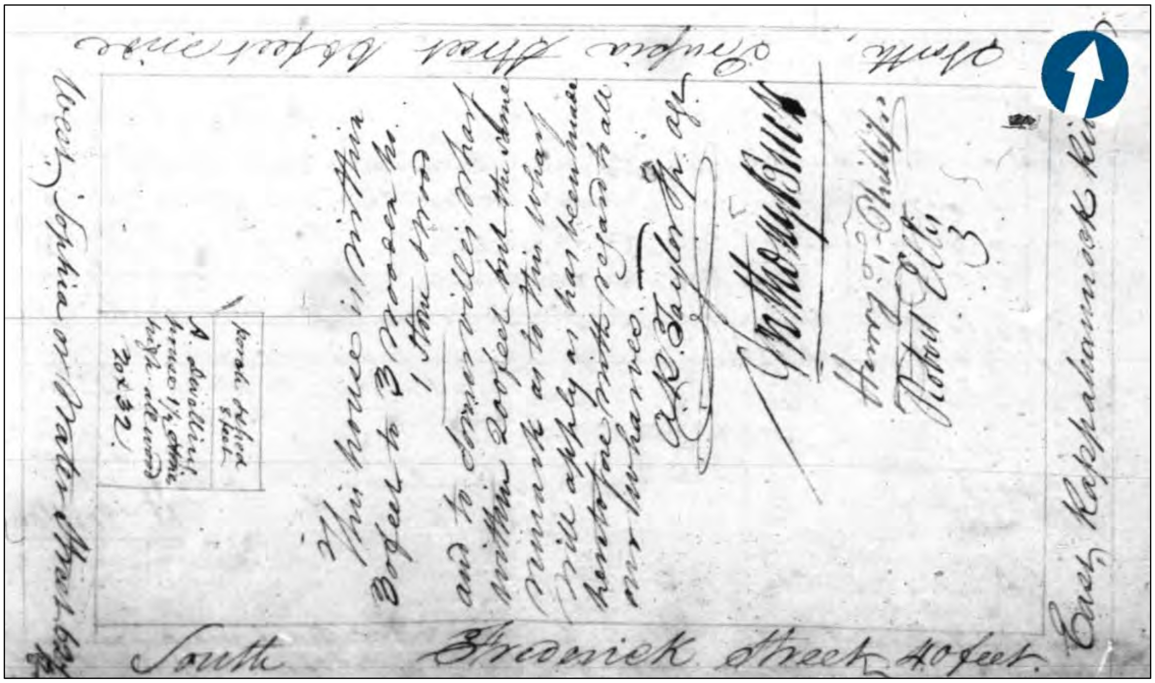
Between 1815 and 1833, Anthony Buck of Fredericksburg purchased several lots along the Fredericksburg riverfront, one of which was Lot 274. Buck insured the house built by James N. Somerville with the Mutual Assurance Society, renewing the policy several times (Figure 3-25) (Mutual Assurance Society of Virginia [MAS] 1983). Like Somerville, he did not reside on the parcel but rented the structure. Upon Buck's death in 1843, his heirs sold his interest in Lot 274 to John L. Marye. It was Marye who built the house known as 401 Sophia Street. The southern half was the original dwelling, built around 1843 and used as a tenant house (City of Fredericksburg Tax Records [CFTR] 1844–1861). Marye sold the house at 401 Sophia Street to Franklin Slaughter in 1862; Franklin was the brother of then-mayor Montgomery Slaughter. Franklin suffered from notable mental illness and, like the owners before him, he did not occupy the lot. He was actually listed as "insane" on the 1870 and 1880 censuses, and he lived with his family. He died in 1893 at the Western State Mental Hospital in Staunton and is buried in the Fredericksburg City Cemetery (Find a Grave 2008; United States Federal Population Census [U.S. Census] 1870, 1880). Notable for the current study, the house at 401 Sophia Street and the two-story house with the shed-roofed addition to the north were both depicted on several Civil War-era photographs captured by Union troops from the Stafford side of the Rappahannock River (Figure 3-26). These images aid our knowledge of the Fredericksburg riverfront and the state of these homes during the war years.



West, Sophia or Water Street 62½

North, Fauquier Street 68 feet wide

Porch shed
8 feet

A. Dwelling
house 1½ storie
high. all wood
20 x 32.

This house is within
30 feet to 3 wooden ho.
1 stone & wood
and to Somervilles wharf
within 200 feet but the same
remark as to this wharf
will apply as has been made
heretofore with regard to all
our wharves.

A. R. Taylor Sp. agt

Anthony Buck

Henry S. Phillips
Robert Ellis
3

South Frederick Street 40 feet.

East, Rappahannock Riv

FIGURE 3-25: MAS INSURANCE POLICY ACQUIRED BY ANTHONY BUCK IN 1818 FOR THE ORIGINAL DWELLING ON LOT 274 (MAS 1983). THE HOUSE AT 401–403 SOPHIA STREET WOULD BE BUILT TO THE SOUTH OF THIS HOUSE ALONG WHAT IS TERMED "SOUTH FREDERICK STREET."

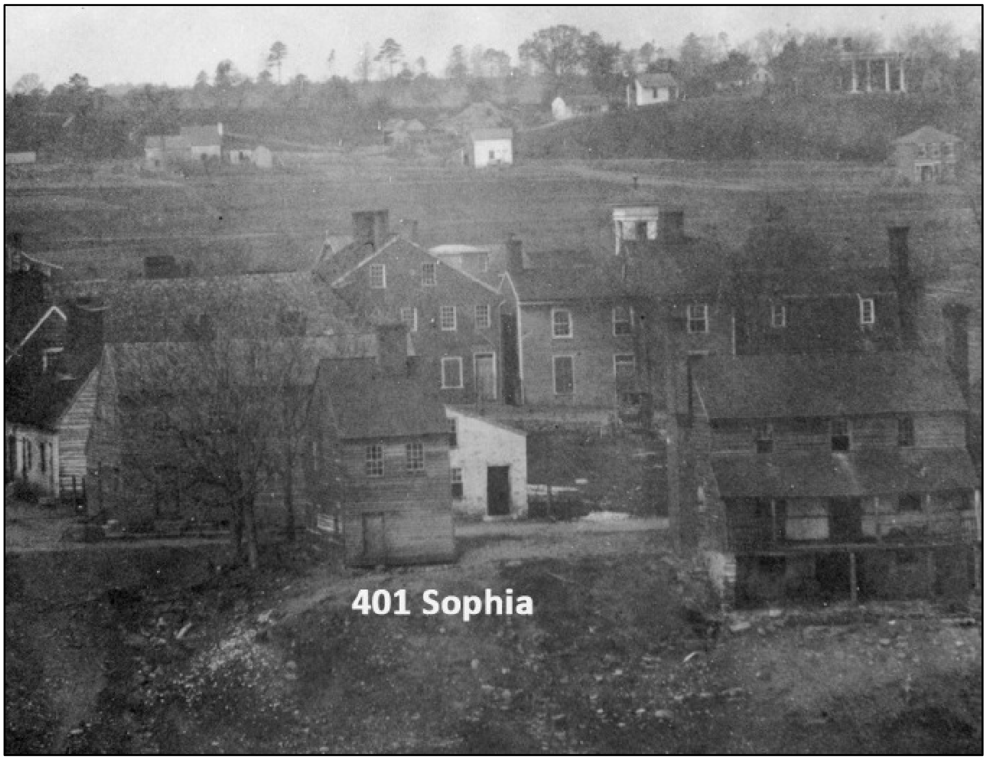


FIGURE 3-26: THE REAR OF THE HOUSE AT WHAT WAS THEN KNOWN AS 401 SOPHIA STREET DURING THE CIVIL WAR (NATIONAL PARK SERVICE [NPS] 2015). THE ORIGINAL HOUSE ON THE LOT WITH THE REAR SHED-ROOFED ADDITION (CA. 1815) CAN BE SEEN TO THE RIGHT.

The first owners to occupy the home at 401 Sophia Street were the Jenkins family. Alexander and Mary Jenkins bought the home in November 1887 (Figure 3-27) (CFDB BB:417). Numerous small dwellings along Sophia Street were owned and occupied by members of the Jenkins family in the late-nineteenth through early-twentieth century. A working-class family, members of the clan were employed throughout Fredericksburg, at the Eagle Shoe Company on Lafayette Street, at the Excelsior Plant on Sophia Street, and by the RF&P Railroad (Barile 2009:6–13). In fact, members of the Jenkins family owned approximately one-third of all dwellings on lower Sophia Street after the war. During their ownership of 401 Sophia Street, Alexander and Mary Jenkins granted a right-of-way easement to the RF&P for the construction of a rail spur from the main line north of their home to a warehouse located south of their house along Sophia Street (Figure 3-28) (CFDB OO:500). The line would have snaked along the north side of their home and immediately behind their back door (Figure 3-29). It was never built. The Jenkins family eventually sold the lot, and it passed through several owners. In the 1920s, it was owned by the Refractory Products Corporation and the Quigley Furnace Specialty Company who, at times, operated a factory across the street. The dwelling was used as worker housing, and it was the subject of a WPA report in 1938 (Figure 3-30).

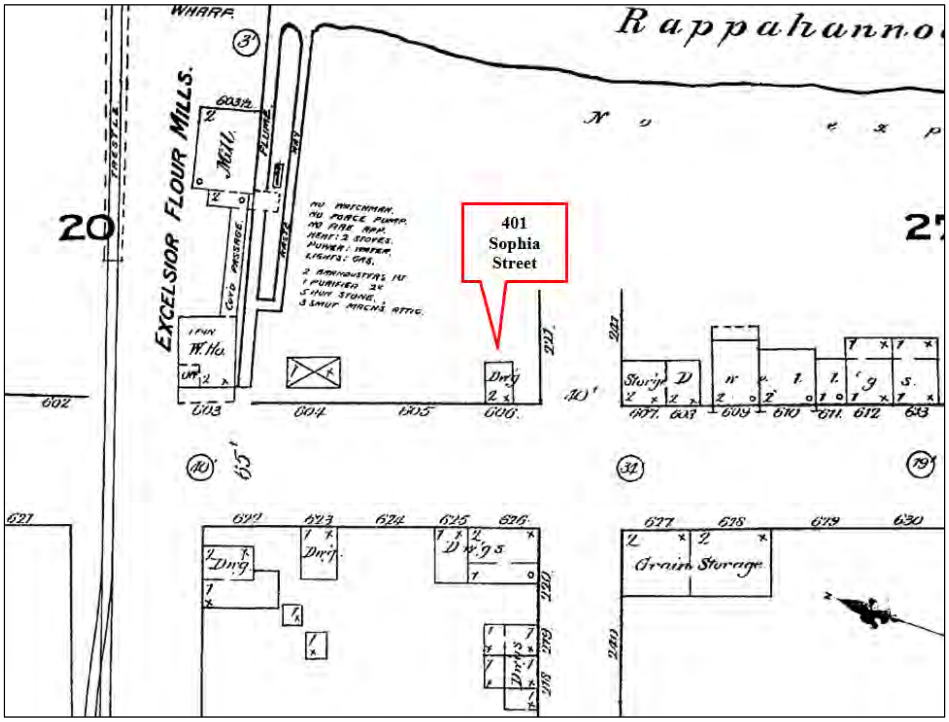

Rappahanno
WHARF
EXCELSIOR FLOUR MILLS.
Mill
FLUME
20
2
401
Sophia
Street
Drg
Grain Storage
602
603
604
605
606
607
608
609
610
611
612
613
621
622
623
624
625
626
627
628
629
630

FIGURE 3-27: THE HOUSE AT 401 SOPHIA STREET IN 1887 DURING THE JENKINS' OWNERSHIP (SANBORN MAP COMPANY 1887)

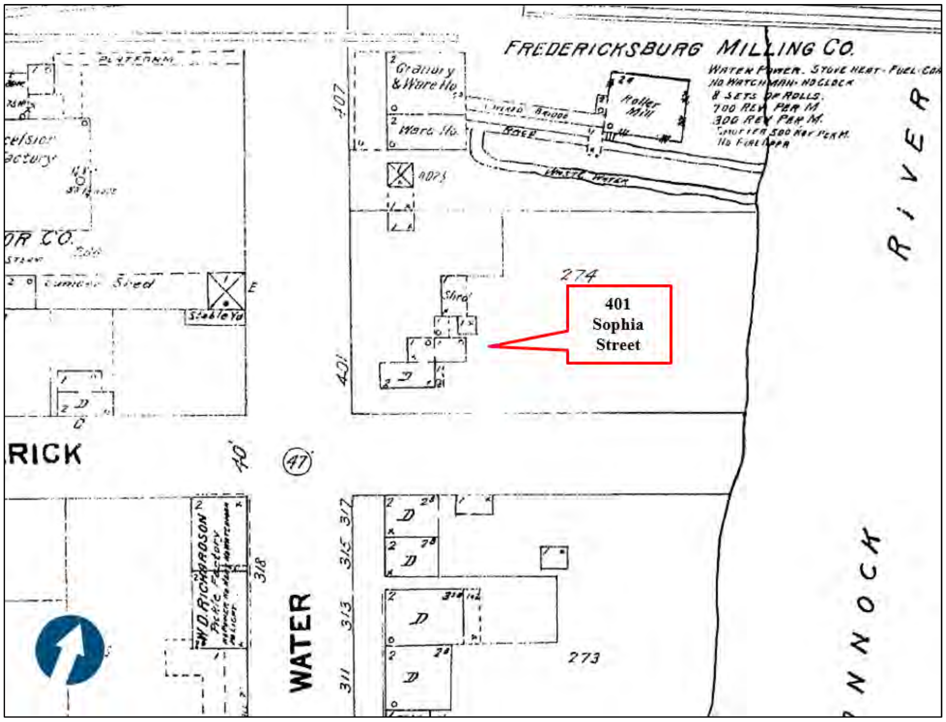

FREDERICKSBURG MILLING CO.
Roller Mill
Granary & Ware Ho.
Ware Ho.
RIVER
401
Sophia
Street
274
273
RICK
WATER
47
407
401
W.D. RICHARDSON
311
313
315
317
318

FIGURE 3-28: THE PROPERTY AS SHOWN IN THE 1902 SANBORN MAP (SANBORN MAP COMPANY 1902). NOTE THE CHANGES MADE TO 401–403 SOPHIA STREET BY THE JENKINS FAMILY AND THE ABSENCE OF THE TWO-STORY HOUSE ONCE LOCATED TO THE NORTH, DEMOLISHED AROUND 1900.

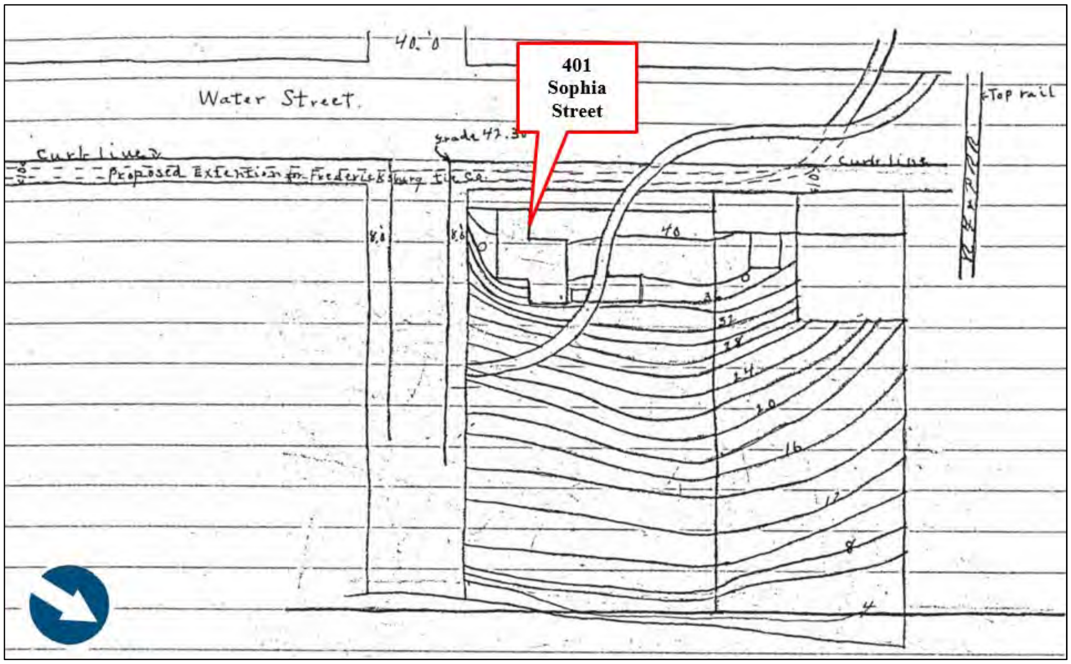

40'-0
401 Sophia Street
Water Street.
Top rail
grade 47.30
Curb line
Proposed Extention for Fredericksburg tie Co.
Curb line
8.0
8.0
40
32
28
24
20
16
12
8
4

FIGURE 3-29: CIRCA 1913 PLAT SHOWING THE PROPOSED RF&P RAIL SPUR SNAKING AROUND THE HOUSE AT 401 SOPHIA STREET (CFDB OO:500)

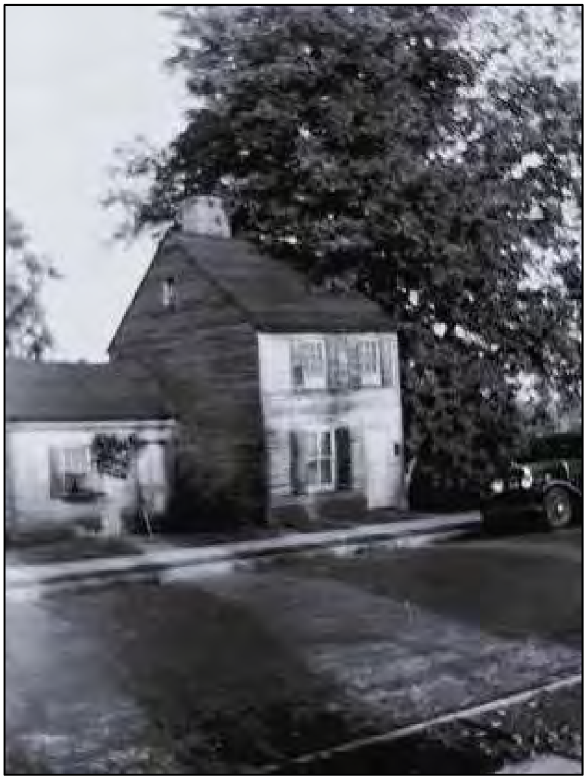


FIGURE 3-30: THE HOUSE AT 401 SOPHIA STREET CAPTURED IN 1938 DURING THE WPA PROJECT (WPA 1938). THE HOME WAS CALLED THE "EARLY MAYOR'S HOUSE" AT THIS TIME AS IT WAS MISTAKENLY BELIEVED THAT THE HOME WAS OCCUPIED BY JAMES SOMERVILLE IN THE LATE-EIGHTEENTH CENTURY.

In 1948, the house was purchased by Mennis and Virginia Gibson. They enlarged the home through an addition on the north side of the dwelling that mirrored the original home in scale and massing, constructed in the 1950s (it was at this time that the address was expanded from 401 Sophia Street to 401–403 Sophia Street). They lived in the home until Mennis's death in 1976 (CFWB R:598). Virginia remained in the house until 1984 when it was sold to Herbert and Courtney Pelley (CFDB 188:95). The home was owned and occupied by the Pelley's until 1997 when the house was sold to UCK, LLC, who rented the dwelling (CFDB 305:625). It remained unoccupied from 2012 until it was demolished in August 2015.

3.3.2 Architectural Description

The Dixon House at 401–403 Sophia Street was a two-story, four-bay dwelling built with no discernable style (Figure 3-31). The southern half (southern two bays) was the original core, built around 1843 (Figure 3-32). The northern half (northern two bays) was a later addition, added in the 1950s by the Gibson family. A description of the property can be found in the 2015 survey (Staton and Lesiuk 2015). The dwelling was demolished on August 27 and 28, 2015 at the request of the owner, UCK, LLC. Because of its age and its rarity as an Antebellum-aged structure along lower Sophia Street, numerous photographs were taken during the demolition process (Figure 3-33). An inspection of the photos shows that the wood framing was hand hewn and the structural system was fastened with cut nails with cut heads, emblematic of the period of construction (Figure 3-34). Today, the lot is covered in manicured grass; no above-ground elements remain of the once-extant building (Figure 3-35).

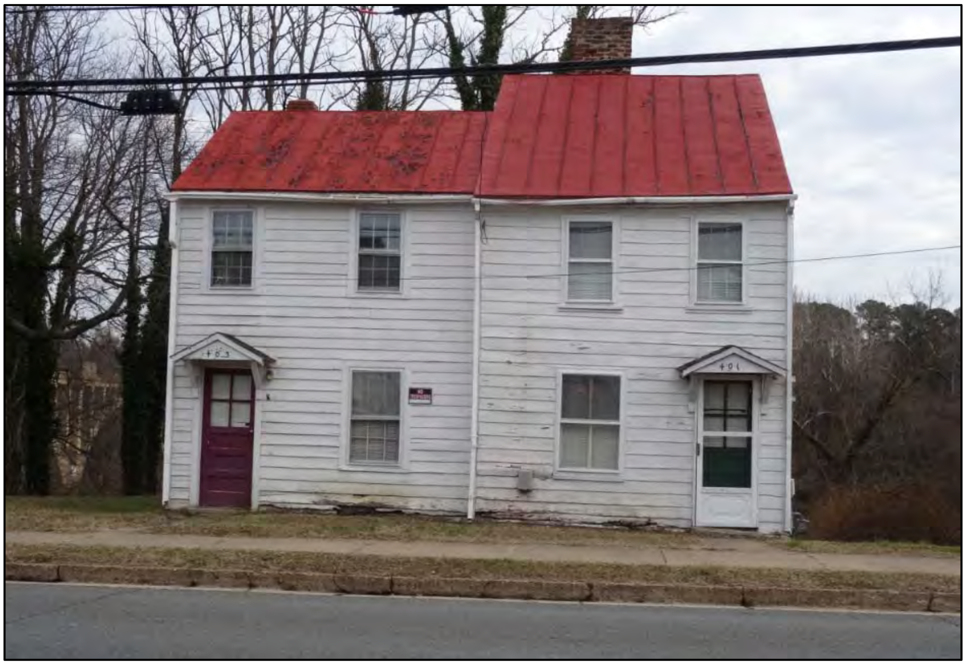


FIGURE 3-31: PRIMARY (WEST) ELEVATION OF THE HOUSE AS PHOTOGRAPHED IN THE SUMMER OF 2015 JUST BEFORE DEMOLITION

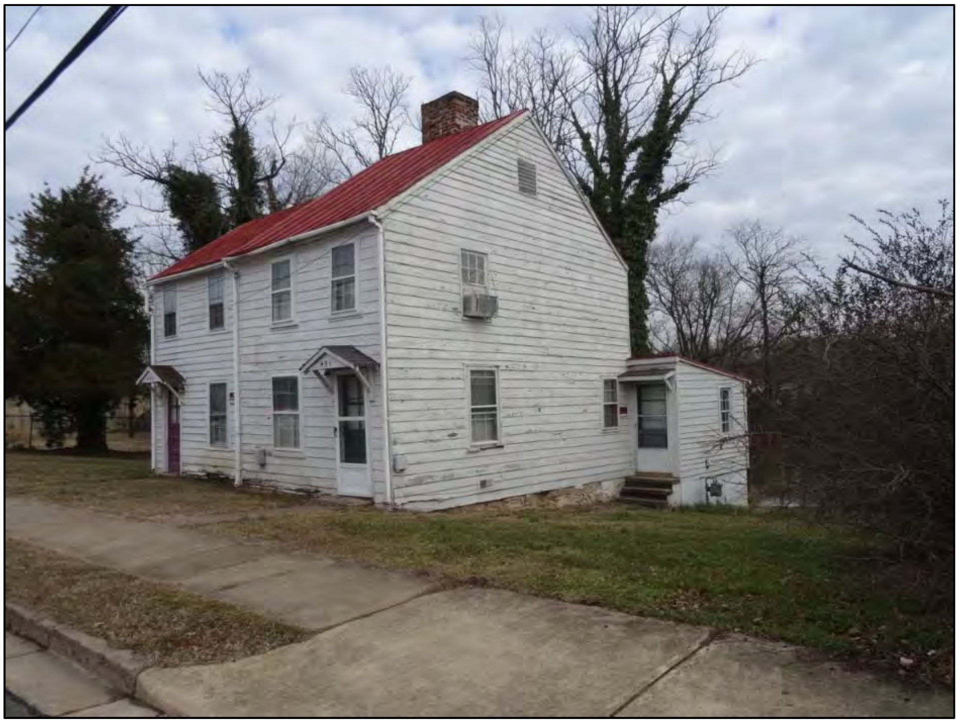


FIGURE 3-32: SOUTHWEST OBLIQUE CAPTURED IN THE SUMMER OF 2015. THE SOUTHERN HALF (FOREGROUND) IS THE ORIGINAL 1843 CORE.

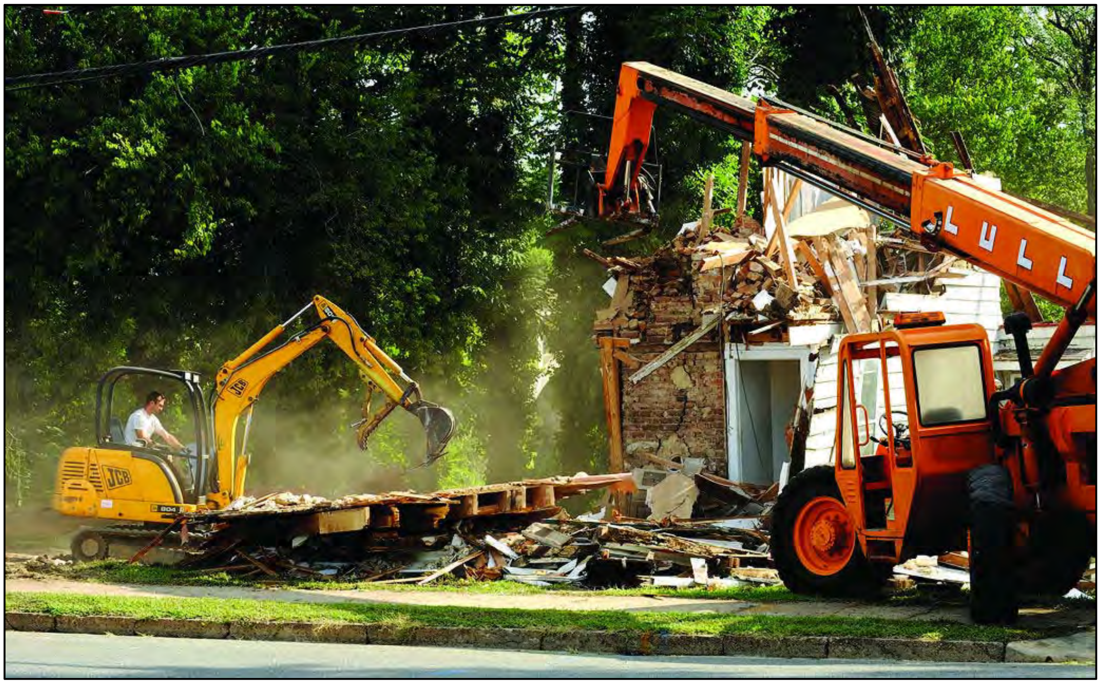


FIGURE 3-33: THE HOUSE DURING DEMOLITION
(FREDERICKSBURG FREE LANCE-STAR 2015)

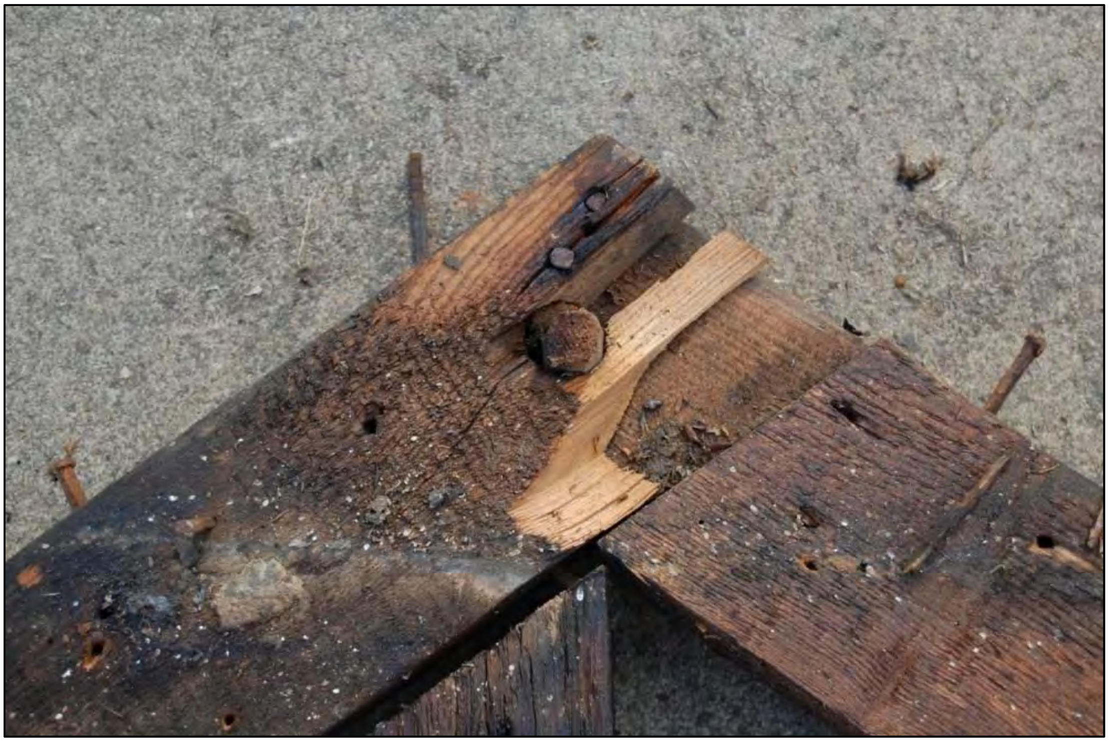


FIGURE 3-34: SAMPLE OF FRAMING AND FASTENERS FROM THE 1843 CORE (CUMMINGS 2015)

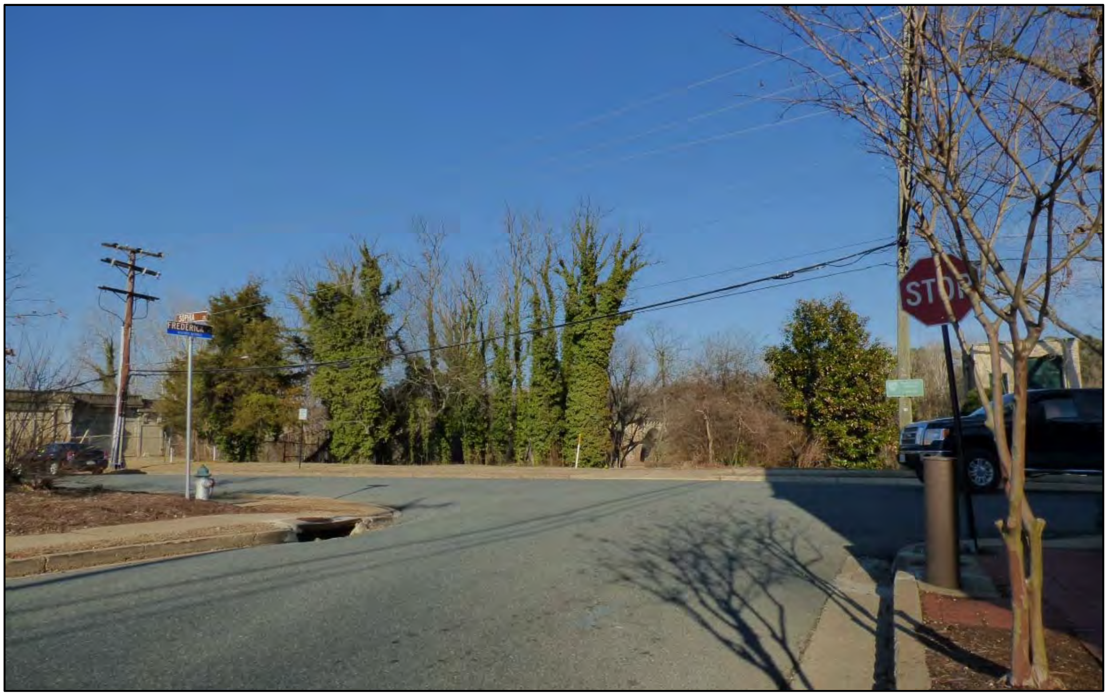


FIGURE 3-35: FORMER LOCATION OF THE DIXON HOUSE, LOOKING EAST FROM THE INTERSECTION OF SOPHIA AND FREDERICK STREETS

3.3.3 NRHP Evaluation

The Dixon House at 401–403 Sophia Street was the sole surviving antebellum structure on a streetscape that was the scene of incredible destruction during the Civil War and, architecturally, retained many character-defining features. However, the building was demolished in August 2015. As such, the resource at 401–403 Sophia Street is recommended not eligible for the NRHP under Criteria A–C. It was not evaluated under Criterion D; however, photographs taken of the demolition show notable subsurface disturbances completed during the demolition process. The probability for encountering intact, significant archaeological deposits is low. In sum, the Dixon House is **recommended not eligible for listing in the NRHP under Criteria A–C.** As the resource has been demolished, it is recommended non-contributing to the eligibility of the Fredericksburg Historic District (111-0132).

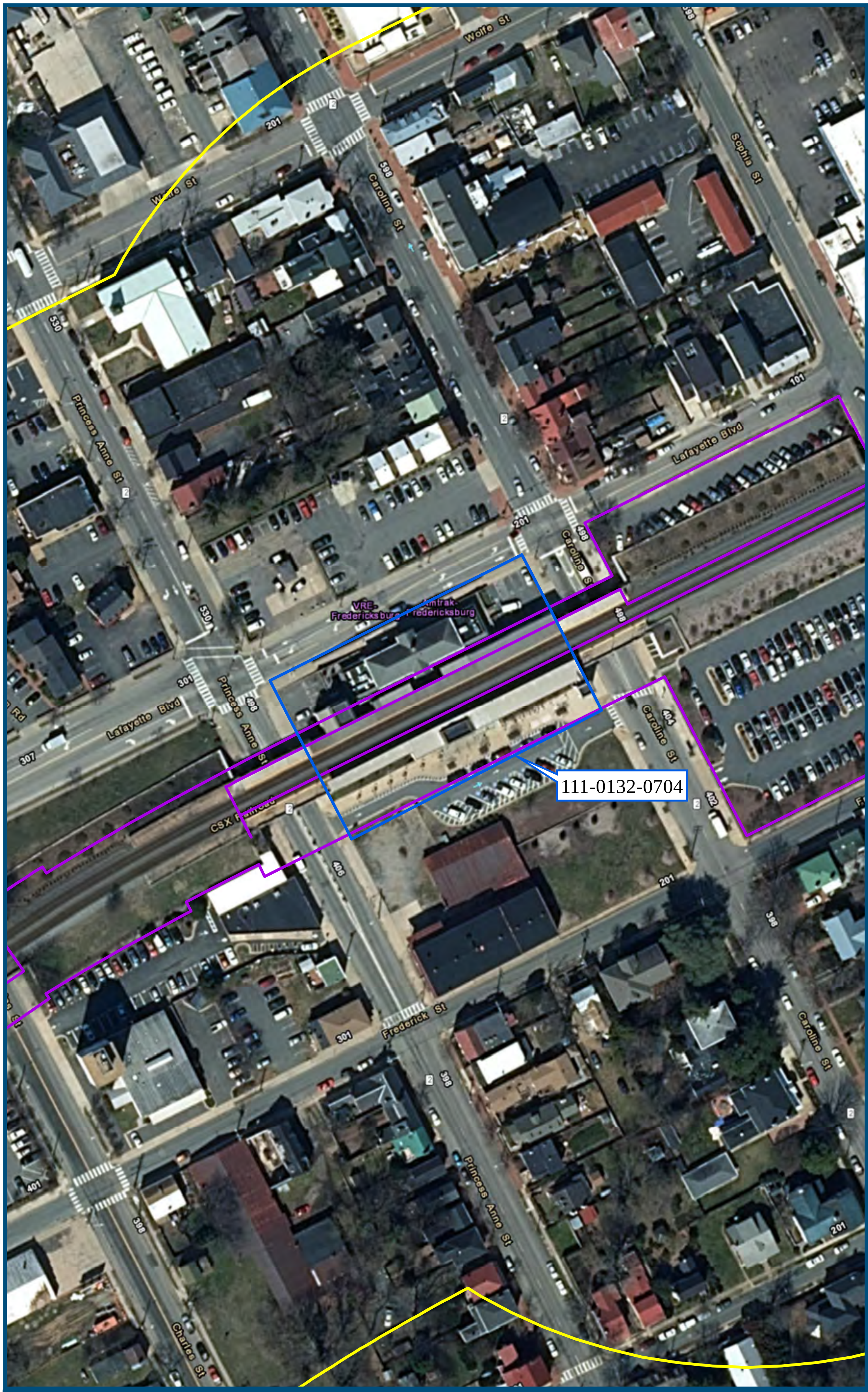
3.4 FREDERICKSBURG TRAIN STATION (111-0132-0704)

The Fredericksburg Train Station is located at 200 Lafayette Boulevard in downtown Fredericksburg (Figure 3-36). The primary resource faces north on Lafayette, and the lot is bounded by Princess Anne Street on the west, Frederick Street on the south, and Caroline Street on the east.

During the 2015 DC2RVA rail identification-level survey, the boundaries for this resource were restricted to the parcel on which the main train building sits (Parcel Number 7789-23-2444) (Staton and Lesiuk 2015). However, during the current intensive-level study, the DC2RVA Team determined that there are additional resources associated with the Fredericksburg Train Station located beyond the parcel boundaries, including a passenger waiting station, passenger platform, and elevator tower. As such, as part of the current survey, the Team expanded the resource boundaries to include these secondary resources; the Fredericksburg Train Station boundaries now comprise Parcel Numbers 7789-23-2444 and 7789-23-3302 and the CSXT right-of-way that separates these two parcels.

3.4.1 Historic Context

Although not the first rail system established in Virginia, the RF&P was certainly one of the most influential. Chartered in 1834, the 113-mile line opened in 1836 with the original segment running from Richmond to Hazel Run just south of the limits of Fredericksburg (Griffin 1994:4–5). The line into town was opened six months later. On January 23, 1837, the first passenger train stopped in Fredericksburg, ushering in a new age of transportation (Griffin 1994:5; HFFI 2014:26). This was the temporary end-of-the-line for the RF&P, as the route north of Fredericksburg was not completed for five years. The line to the north was finally opened in 1842, bringing travelers not to Washington, D.C., but to Aquia Landing, where they would board steam ships that would carry them the rest of the way. A continual rail line between Richmond and Washington was not completed until 1872 (Griffin 1994:5).


Wolfe St
Wolfe St
Sophia St
Caroline St
Caroline St
Caroline St
Caroline St
Princess Anne St
Princess Anne St
Princess Anne St
Lafayette Blvd
Lafayette Blvd
VRE-Fredericksburg
Amtrak-Fredericksburg
CSX Railroad
Frederick St
Charles St
111-0132-0704
201
398
530
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498
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307
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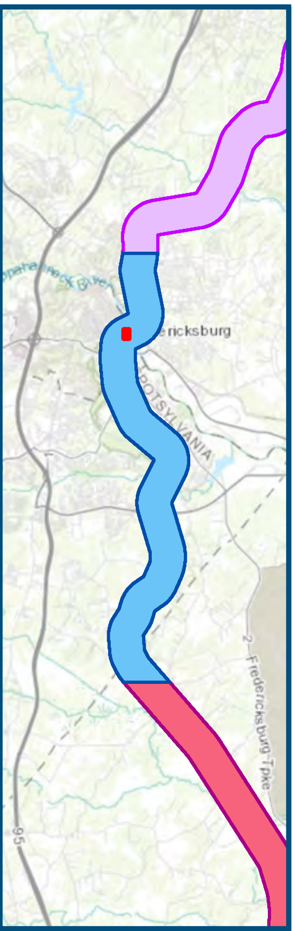
404
402
201
398
301
398
401
398
201


Fredericksburg
POTSYLVANIA
Fredericksburg Tpke
95

0 60 120
Feet

0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟦 Resource Boundary

Figure 3-36
Location Of The Fredericksburg Train Station (111-0132-0704)

02/2018

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The history of the Fredericksburg station itself somewhat mirrors the piecemealed history of the rail line. Originally, the alignment of the rail track was to run through the center of town. Lots along Charlotte Street were purchased between 1834 and 1836 as the future location of the rail bed (Barile et al. 2008). As plans progressed, it was determined that a course through the southern part of town would be advantageous from an engineering and property perspective, and the current alignment was chosen in 1836. Five lots were purchased by the RF&P Railroad Company along what is today Lafayette Boulevard for the construction of the railroad track, sidings, and a wheel house (CFDB K:200). Although trains stopped in town, Fredericksburg originally did not have a depot. Passengers waited on an open platform, but no shelter for people or goods was provided. Numerous letters to the editor of the *Fredericksburg News* (1850) lamented the absence of a station: "Would it not be as well for the company to expend some of their proceeds in erecting suitable buildings on their now barren lots in this place. — It presents a bad appearance to strangers passing through our town." In response, a small, one-story, wood-framed structure was eventually built in the mid-1850s to function as an anchor to the train service in this area. Rail traffic was soon disrupted, though, by one of the most significant events in our nation: the Civil War.

Located half way between the U.S. capital in Washington, D.C. and the Confederate capital in Richmond, Fredericksburg was the site of repeated fighting and occupation. The rail line connecting the two capitals was often the focus of the conflict. The rail bridge over the Rappahannock River was burned early in the war, and rail traffic ceased (Marvel 1995:5; O'Reilly 2006:8). Numerous Civil War images highlight the remains of the rail tracks on the south side of the Rappahannock River—a symbol of war's destruction (Figure 3-37). Rail traffic was not fully restored until after 1870. Passengers continued to use the small depot built in the 1850s to purchase tickets and wait for arriving trains.

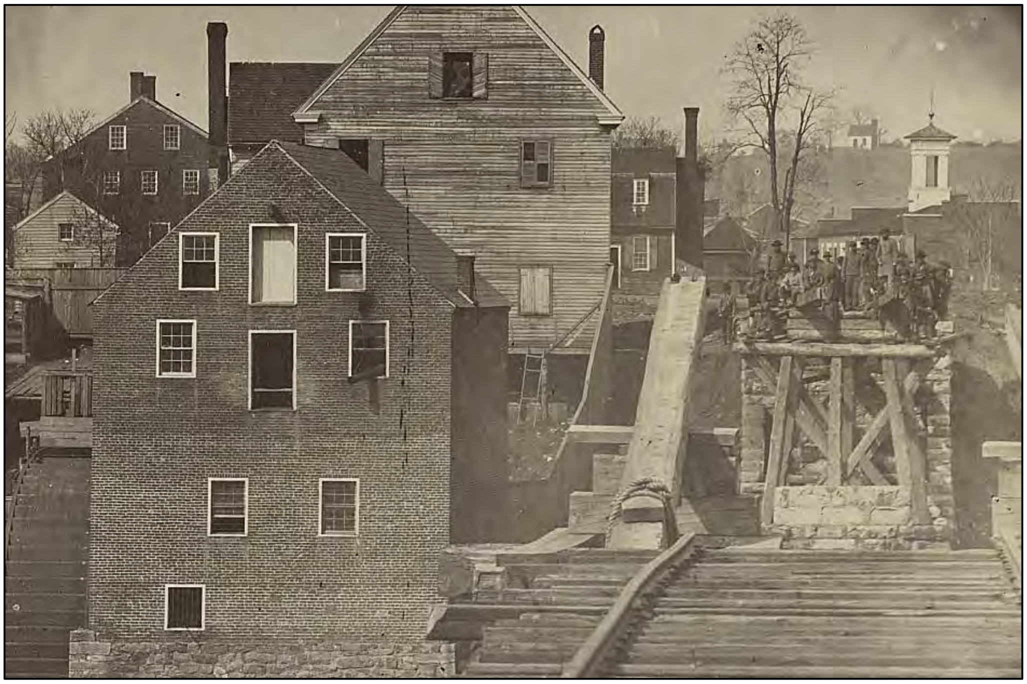


FIGURE 3-37: CIVIL WAR SOLDIERS SIT ON THE END OF THE RAIL TRACKS IN FREDERICKSBURG CIRCA 1863 (LOC 1863). THE BRIDGE CONNECTING THE TRACKS TO STAFFORD COUNTY TO THE EAST WERE BURNED EARLY IN THE WAR.

By the 1880s, economic and social prosperity had improved in this area, and traffic along the RF&P increased substantially. The increase in rail travel once again caused Fredericksburg residents to clamor for a new station to replace the older depot. The RF&P relented, and a new station was erected in 1888. The new station was "a very decided improvement, and adds much to the comfort of visitors and the travelling public. It is quite an ornament to the city" (Fredericksburg Star 1888). This new building was a one-story, timber-frame structure with a hipped roof and prominent cross gable featuring decorative bargeboard (Figure 3-38). A long, covered platform was parallel to the at-grade rail tracks. The station was a success for decades, but its location at the bend of the tracks and its material composition led to repeated damage. For example, in June 1896, the roof was blown off of the station building during a powerful storm, making the building unusable for months (Fredericksburg Free Lance 1896).

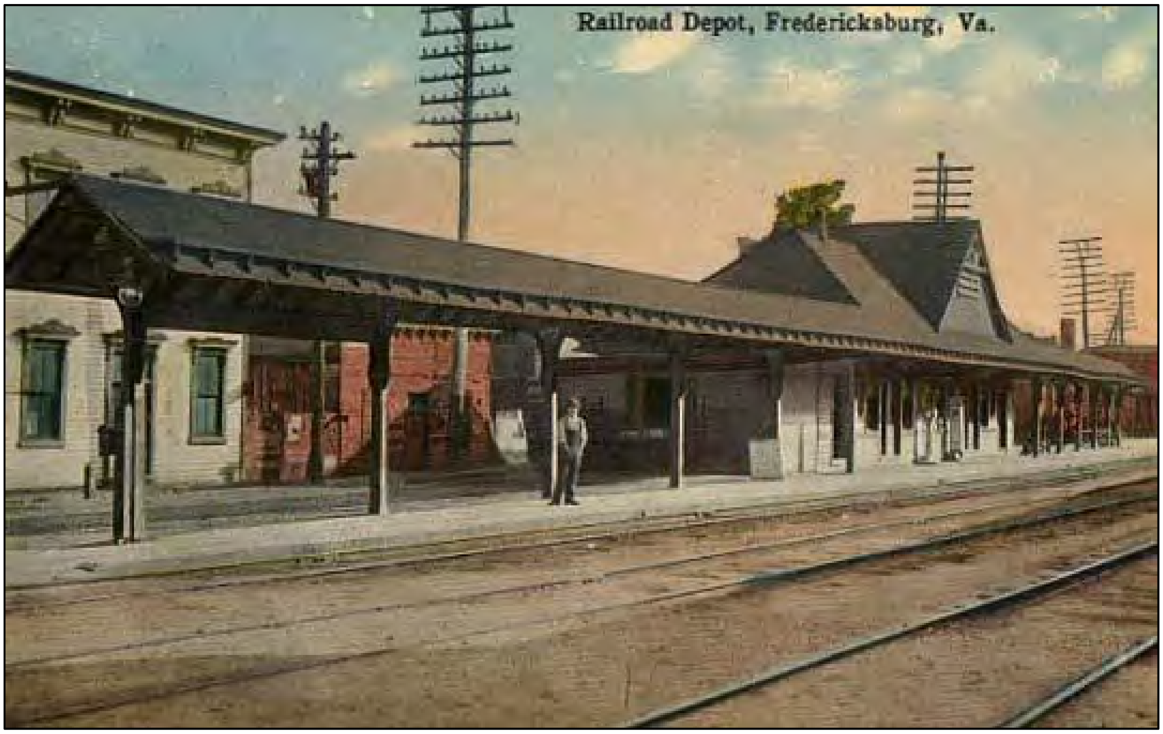


FIGURE 3-38: CIRCA 1888 FREDERICKSBURG TRAIN STATION (TRAINWEB 1905)

Seeking yet another solution to their station issues, Fredericksburg City Council began to petition the RF&P for a new building in 1909. A new site for a station was selected east of the old site (Figure 3-39). For the first time, the train station was to be located to the north of the extant tracks, closer to the core of commercial development. Local builder E.G. "Peck" Heflin was selected to complete the project (Fredericksburg Free Lance-Star 1941). Using tenants of the relatively new (to Fredericksburg) Colonial Revival style, Heflin designed a capacious and grand station to mirror elements of Fredericksburg's colonial past (Figure 3-40). When it opened in 1910, the new $125,000 building was described as "one of the handsomest and best equipped stations in the State" (Fredericksburg Daily Star 1910). The new station was decorated with chestnut accents and terrazzo floors, and the interior was lit through both electric and gas lighting. Although not integrated, the new station served all of Fredericksburg's residents through the use of separate, fully equipped "white" and "colored" waiting rooms and separate bathroom facilities.

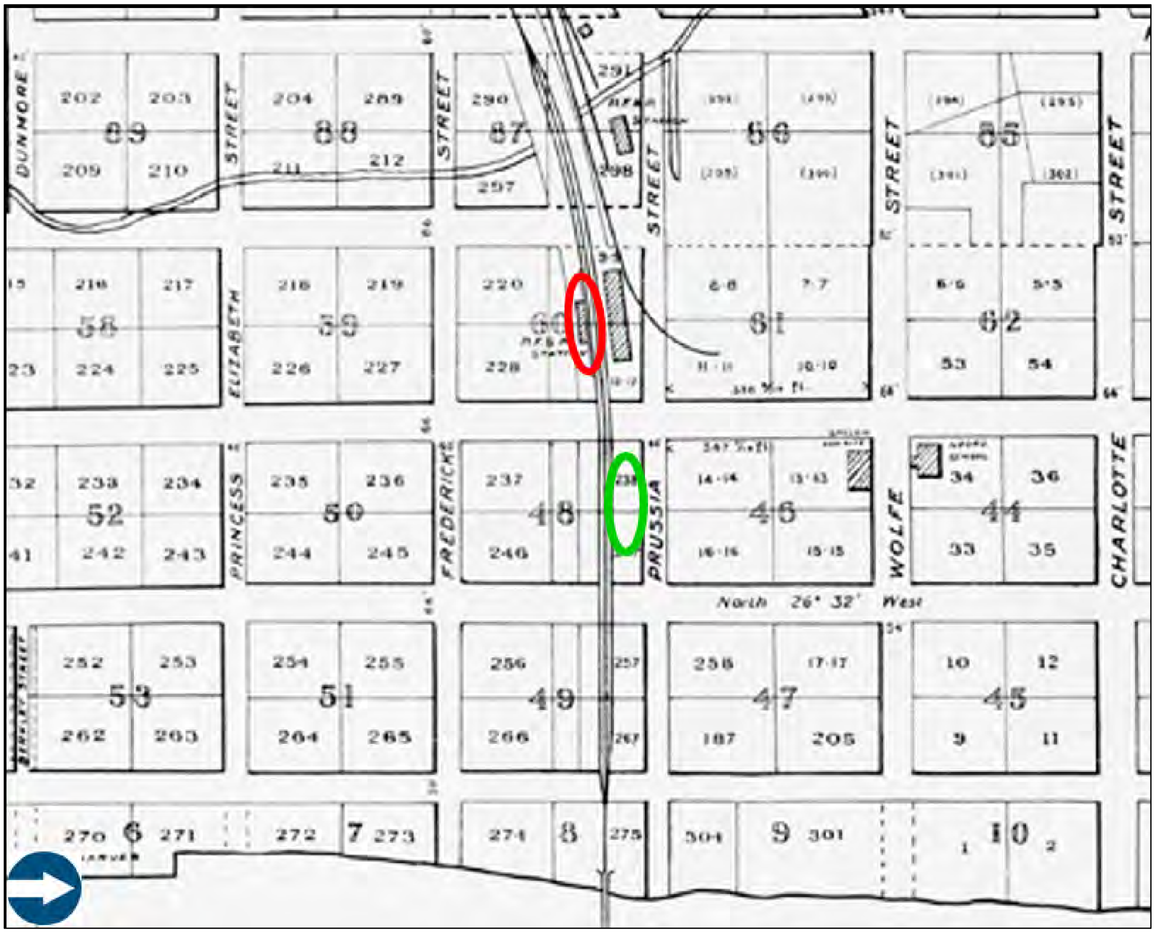

DUNMORE
STREET
ELIZABETH
PRINCESS
FREDERICK
PRUSSIA
WOLFE
CHARLOTTE
STREET
STREET
STREET
North 26° 32' West
R.F.&P. Station
89
88
87
66
65
58
59
60
61
62
52
50
48
46
44
53
51
49
47
45
6
7
8
9
10

FIGURE 3-39: LOCATION OF THE 1850S AND LATER 1888 DEPOT (CIRCLED IN RED) IN RELATION TO THE CIRCA 1910 FREDERICKSBURG TRAIN STATION LOCATION (CIRCLED IN GREEN) AS SHOWN ON AN 1890 CITY MAP (FREDERICKSBURGVA 1890)

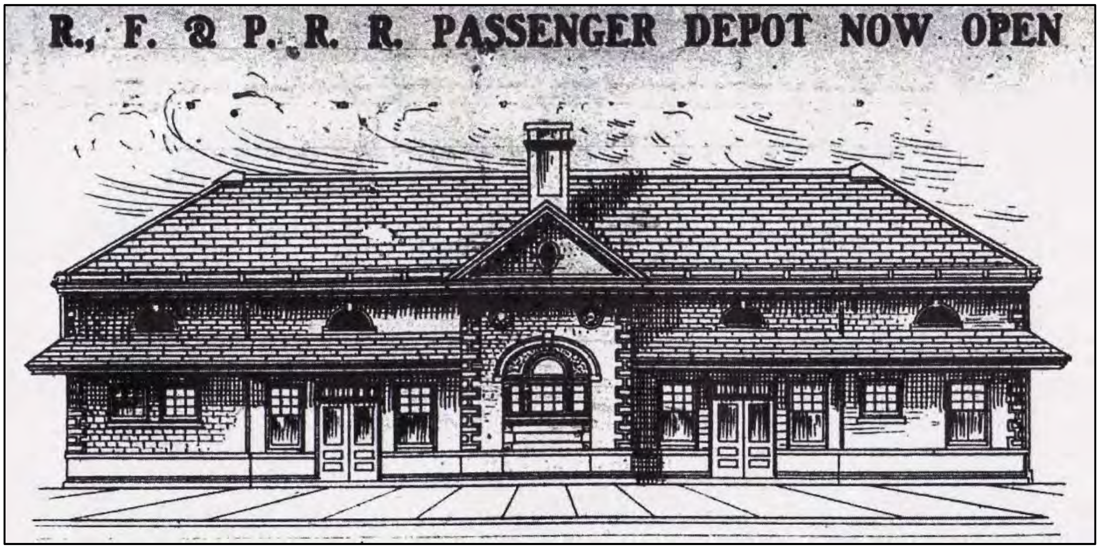

R., F. & P. R. R. PASSENGER DEPOT NOW OPEN

FIGURE 3-40: NEW STATION AS IT APPEARED AT ITS OPENING IN NOVEMBER 1910 (FREDERICKSBURG DAILY STAR 1910)

The new station served the city well but the dramatic increase in rail and road traffic during World War I and the pre-depression years led to numerous accidents and incidents along the at-grade tracks through town. It was determined that a raised system of rail tracks would expedite rail service and provide a safer environment for residents. A temporary station and rudimentary set of tracks were built on the south side of the existing rails to provide continuous coverage for rail passengers during the multi-year project, which cost well over $1 million (Fredericksburg Free Lance-Star 1927).

The raising of the tracks was achieved through both the creation of a superstructure to increase the height of the tracks themselves as well as lowering the level of the streets near the tracks and the station by several feet (Figure 3-41). Together, these elements allowed for vehicles to traverse under the tracks and for longer trains to stop at the station unimpeded by auto traffic. In addition, several improvements were made to help facilitate loading and unloading of both travelers and goods at the station during the construction (Figure 3-42). Two wings were appended to the original building to increase the size of the 1910 station, a new shelter was built on the south side of the tracks to protect those waiting for northbound trains, and an elevator was erected to help move goods up to the new elevated platform (Sanborn Map Company 1912, 1919, 1927). A large, cast, concrete ramp with Colonial Revival balustrade was built at this time along the primary elevation to allow pedestrians to access the station easily from the now-lower Lafayette Boulevard in front of the station.

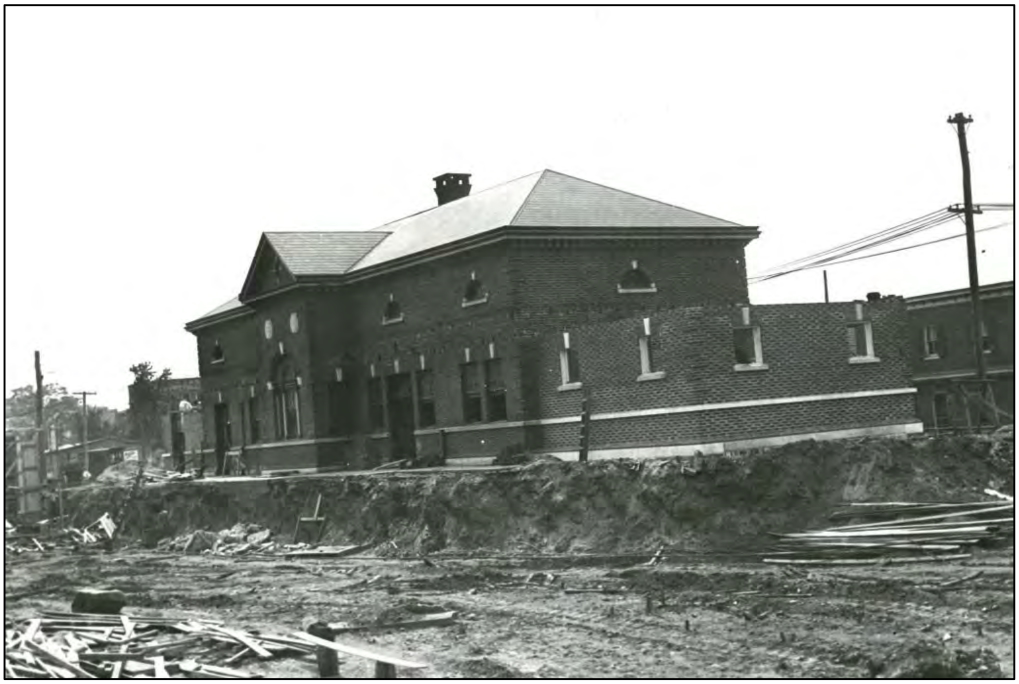


FIGURE 3-41: RENOVATIONS TO THE FREDERICKSBURG TRAIN STATION IN 1927 (HFFI 1927). NOTE THE LOWERING OF THE ROADWAY IN FRONT OF THE STATION.

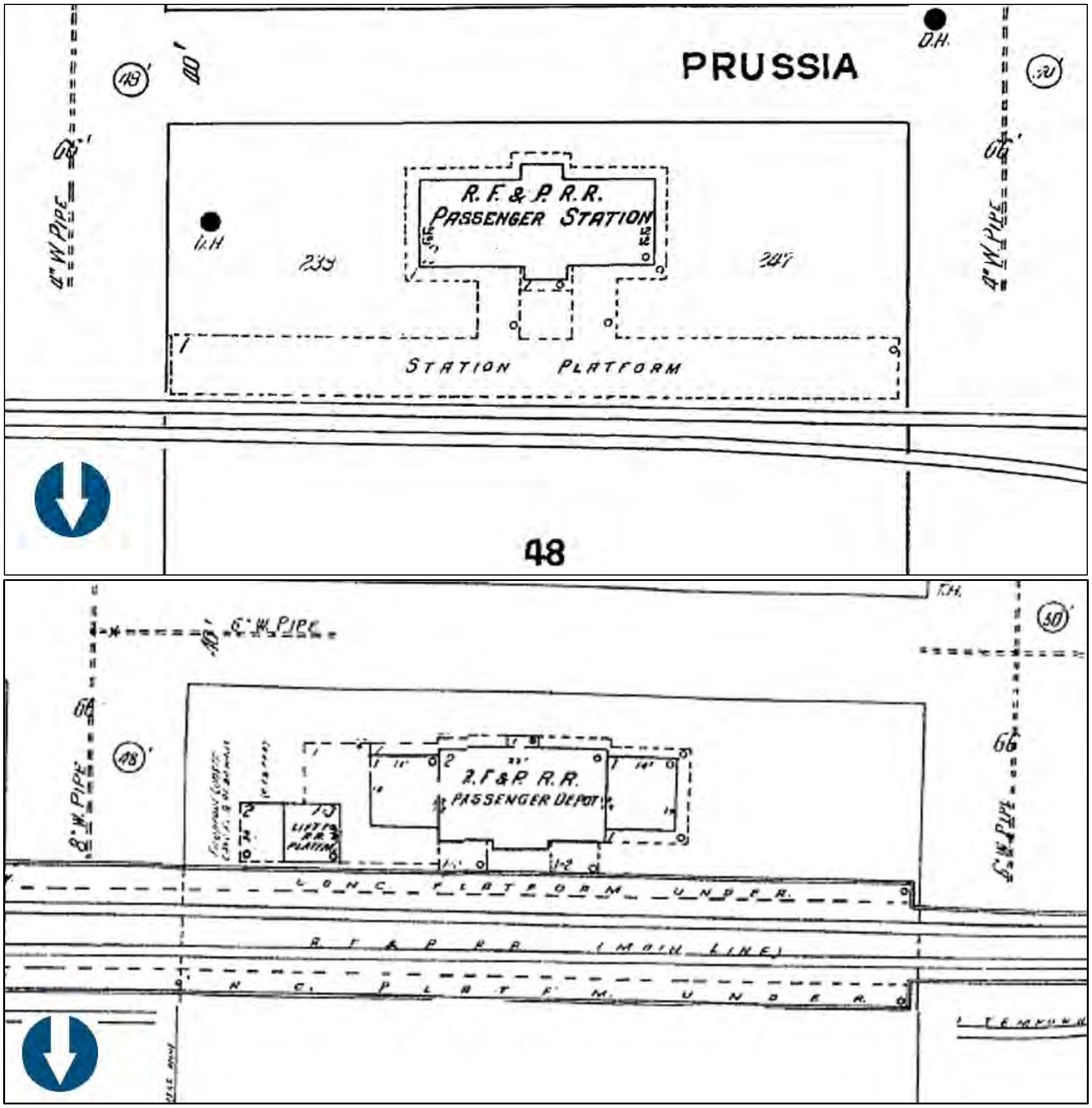

PRUSSIA
R.F.&P. R.R.
PASSENGER STATION
STATION PLATFORM
4" W. PIPE
48
R.F.&P. R.R.
PASSENGER DEPOT
LONG PLATFORM UNDER
R.F.&P. R.R. (MAIN LINE)
6" W. PIPE
8" W. PIPE

FIGURE 3-42: THE FREDERICKSBURG TRAIN STATION AS ORIGINALLY DESIGNED (TOP, CIRCA 1912) AND AFTER RENOVATIONS AND ELEVATION OF TRACKS (BOTTOM, CIRCA 1927) (SANBORN MAP COMPANY 1912, 1927, 1949)

Rail continued to be a primary method of travel in Fredericksburg through the 1930s and during World War II when record numbers of soldiers and travelers used the RF&P to traverse the country (Pierce 1987). In 1956, the Federal-Aid Highway Act led to the creation of a national system of interstates connecting cities and towns across America, including Interstate 95 (I-95). The personal automobile quickly became the transportation method of choice, and the railroads saw a notable decline in ridership. This steady decrease in passenger service continued in the 1960s and 1970s. The circa-1910 station was disused in 1976 and sat empty for many years (Pierce 1987). It was not until the late 1980s when it was finally resurrected as a restaurant. Interestingly, the RF&P Company retained ownership of the station until 1996 (CFDB 297:277). It is likely due to this continued rail ownership that the station underwent very few changes as it transformed from a rail depot to a commercial venue.

Rail traffic at the Fredericksburg station began to increase again in the early 1990s—not due to a renewed interest in train travel per se, but through the development of commuter rail. The arrival of the VRE in 1992 brought a revived vigor to the train station (Fredericksburg Free Lance-Star 1992). Today, the Fredericksburg Train Station building and the secondary elements associated with continued rail traffic are at the heart of a vibrant and active part of town.

3.4.2 Architectural Description

3.4.2.1 Primary Resource Exterior

The Fredericksburg Train Station is a rectilinear, two-story, five-bay, brick building constructed in the Georgian Revival style circa 1910. Measuring roughly 135 feet by 26 feet, the station rests on a raised foundation that is hidden by the surrounding poured-concrete platform (Figure 3-43–Figure 3-45). The brick walls of the building are laid in a Flemish bond pattern featuring hard-fired, or blackened, headers. The base of the building is decorated with a molded brick and cast stone water table as well as beveled brick quoins at the corners.

The main massing is covered by a hipped asphalt-shingled roof lined by a wood cornice with heavy modillions and pierced by a single, central-interior, corbelled, brick chimney. At the center of the north and south elevations is a two-story, projecting, gabled bay that contains a Palladian window at the lower level and two pre-cast stones featuring the numbers "19" and "10" at the upper level with a pediment above. Appended later, at the same time as the reconstruction of the Rappahannock River Bridge circa 1927, two one-story wings flank the station on both the east and west sides (Figure 3-46). These wings are covered by a low-pitched roof lined by a pre-cast concrete balustrade. A hipped, asphalt-shingled skirt wraps around each wing and a portion of the north elevation of the station building to create wide overhanging eaves. On the south elevation, this skirt has been removed from the main massing and replaced by a wide band of stucco.

Two double-leafed entries are located on the north elevation, each flanking the central projecting bay. Both are filled with a set of half-glazed wood doors topped by a five-light, wood-framed transom window. One set of wood double-leafed doors and a paneled wood door are located on the west elevation. All of the doors at the station building do not appear to be original. The windows, however, do appear to be original to the construction of the building and comprise nine-over-one, double-hung, wood-sash windows topped by splayed jack arches and a central pre-cast keystone. Filling the projecting central bay on both the north and south elevations is a Palladian window featuring fluted pilasters and a pebble-dashed stucco (Figure 3-47). At the upper level, a series of wood-framed fanlights with pre-cast stone sills and keystones are exhibited. Windows in both wings are largely nine-light, wood-framed, pivot sashes with pre-cast sills, splayed jack arches, and pre-cast keystones.

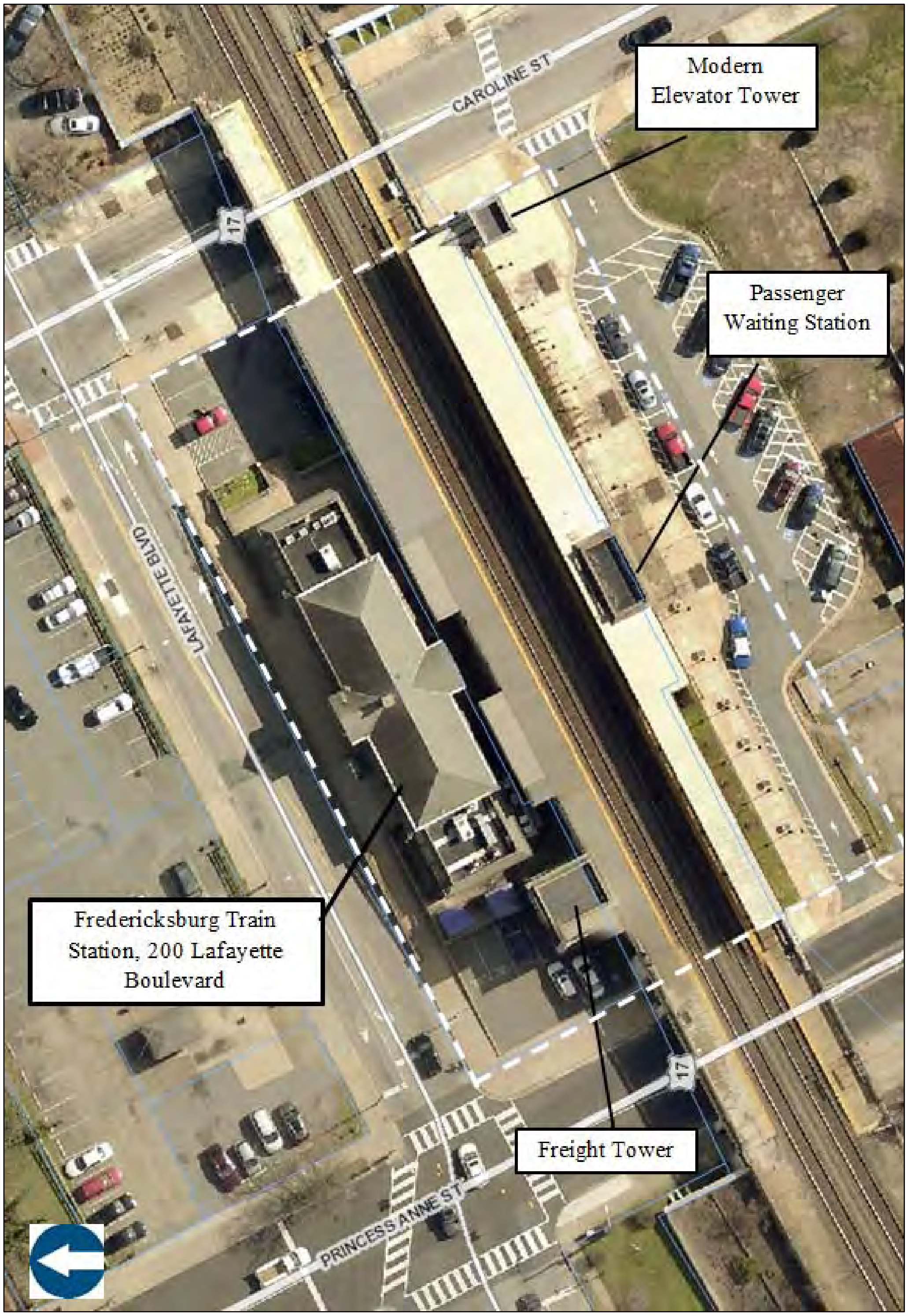

Modern Elevator Tower
Passenger Waiting Station
Fredericksburg Train Station, 200 Lafayette Boulevard
Freight Tower
CAROLINE ST
LAFAYETTE BLVD
PRINCESS ANNE ST
17
17

FIGURE 3-43: SITE PLAN OF THE FREDERICKSBURG TRAIN STATION (111-0132-0704) (CITY OF FREDERICKSBURG 2017) (NOT TO SCALE)

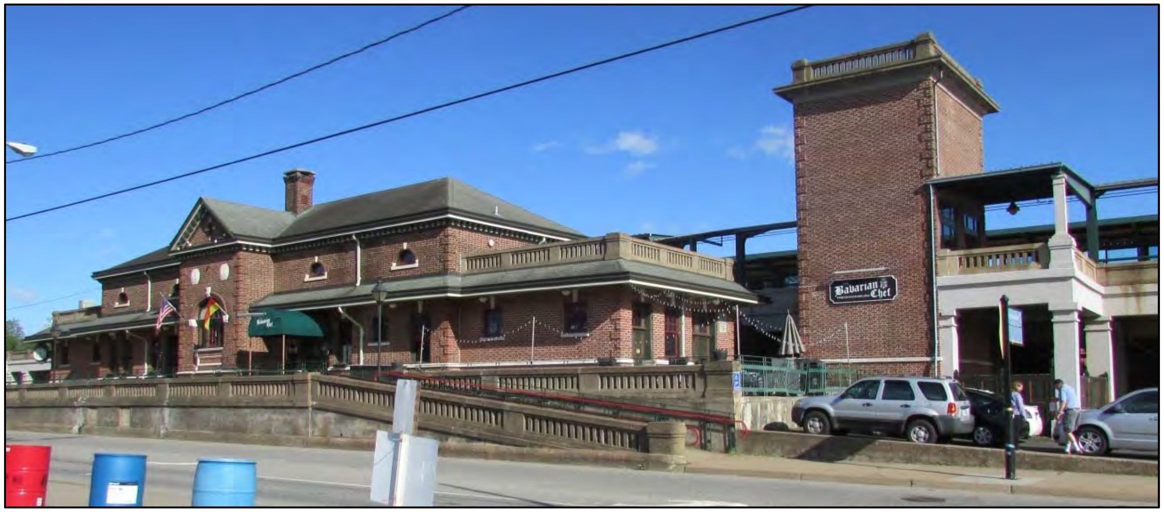

Bavarian Chef

FIGURE 3-44: FREDERICKSBURG TRAIN STATION, NORTHWEST OBLIQUE

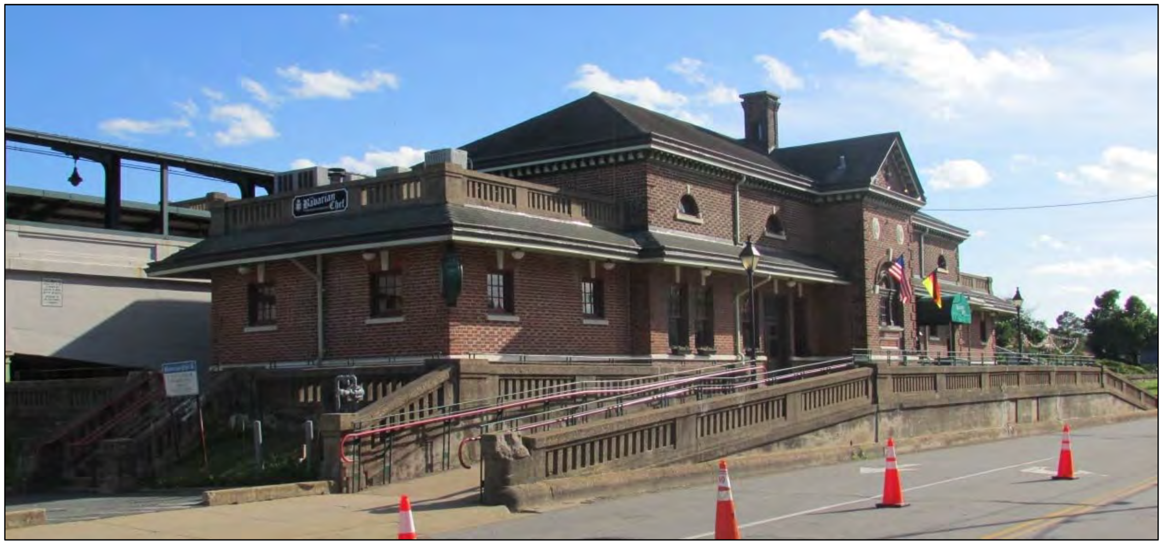

Bavarian Chef

FIGURE 3-45: FREDERICKSBURG TRAIN STATION (111-0132-0704), NORTHEAST OBLIQUE

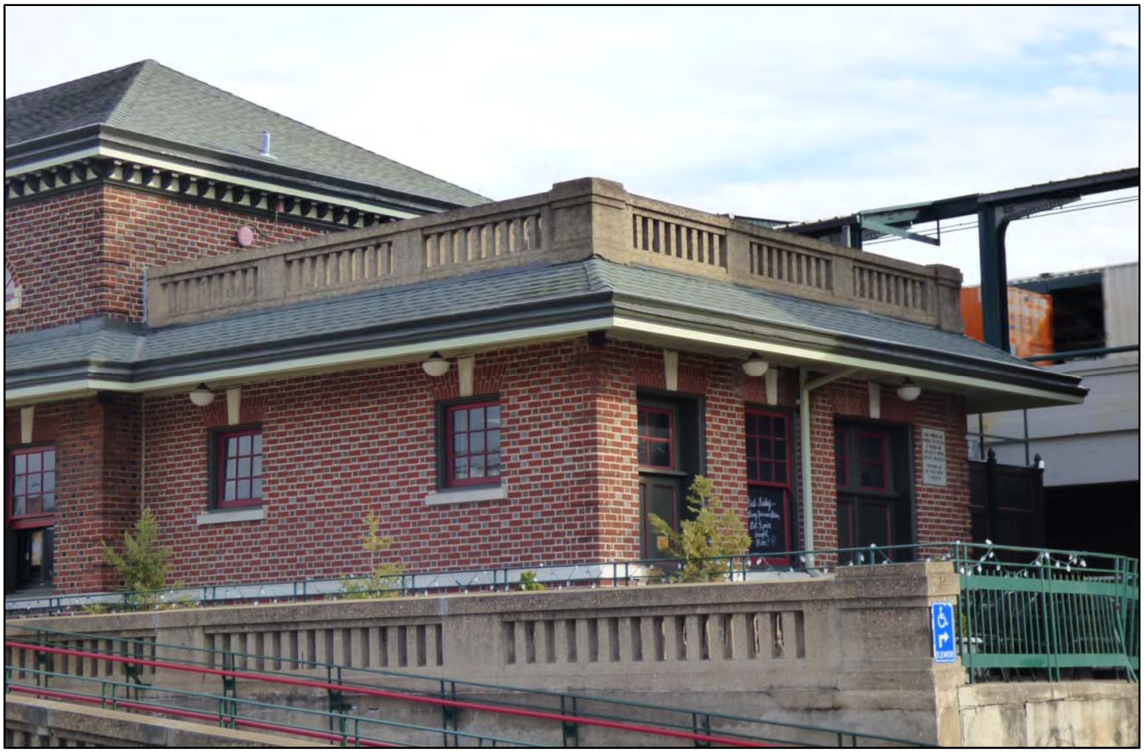


FIGURE 3-46: FREDERICKSBURG TRAIN STATION, NORTHWEST OBLIQUE OF CIRCA-1927 WEST WING

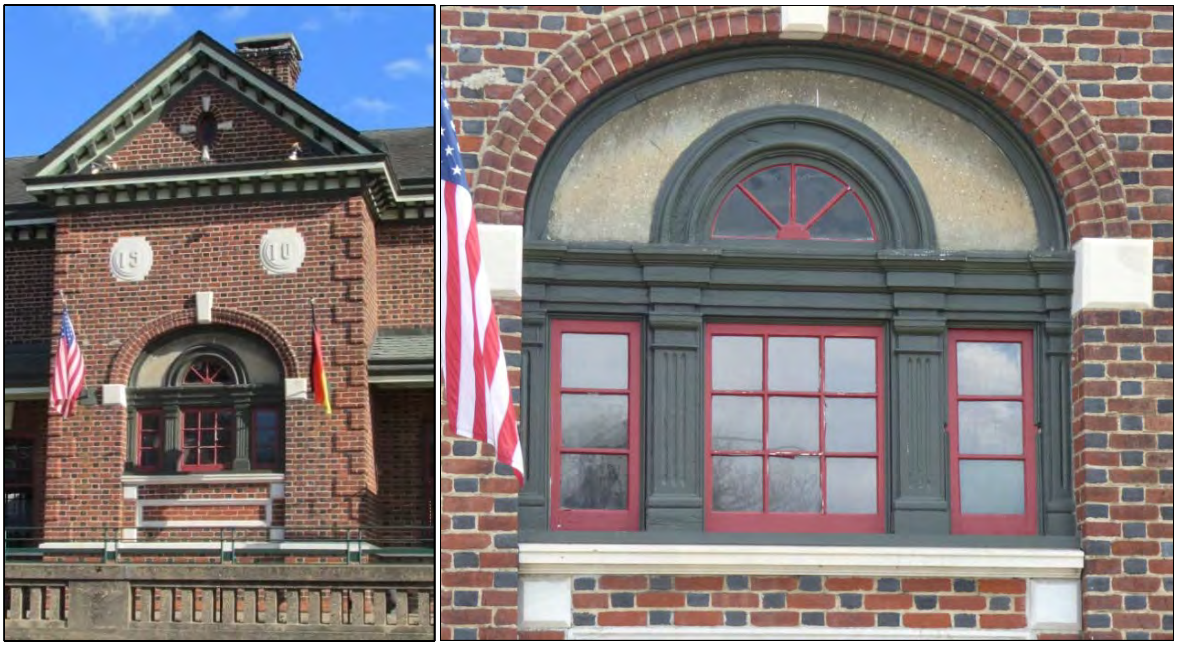


FIGURE 3-47: FREDERICKSBURG TRAIN STATION, DETAIL OF PROJECTING BAY AND PALLADIAN WINDOW ON NORTH ELEVATION

3.4.2.2 Primary Resource Interior

On the interior, the spatial organization of the train station remains largely intact even though the space was converted into a restaurant in the 1990s. Originally, the main massing consisted of open waiting rooms on either side of two smaller central spaces that historically served as the ticket office and "colored" restrooms. Today, the "white" waiting room remains open and retains its finely dressed stone walls, intricate woodwork, and arched plaster ceiling. The "colored" waiting room is largely open, but now contains a long bar and the hostess waiting area. What was the ticket office is now a private dining room, which has maintained its unique hexagonal wall configuration and large windows for viewing train traffic. The original "colored" restrooms appear to have been reworked into storage spaces.

Historically, the east wing was equally divided into "white" restrooms for both men and women, but this wing, in particular, was gutted during the latest renovation and is now one large dining space (Figure 3-48). This is the one interior area that has not retained its integrity. The west wing originally functioned as a baggage area but now serves as a kitchen and storage area for the restaurant. The general configuration and flow of this space has been maintained.

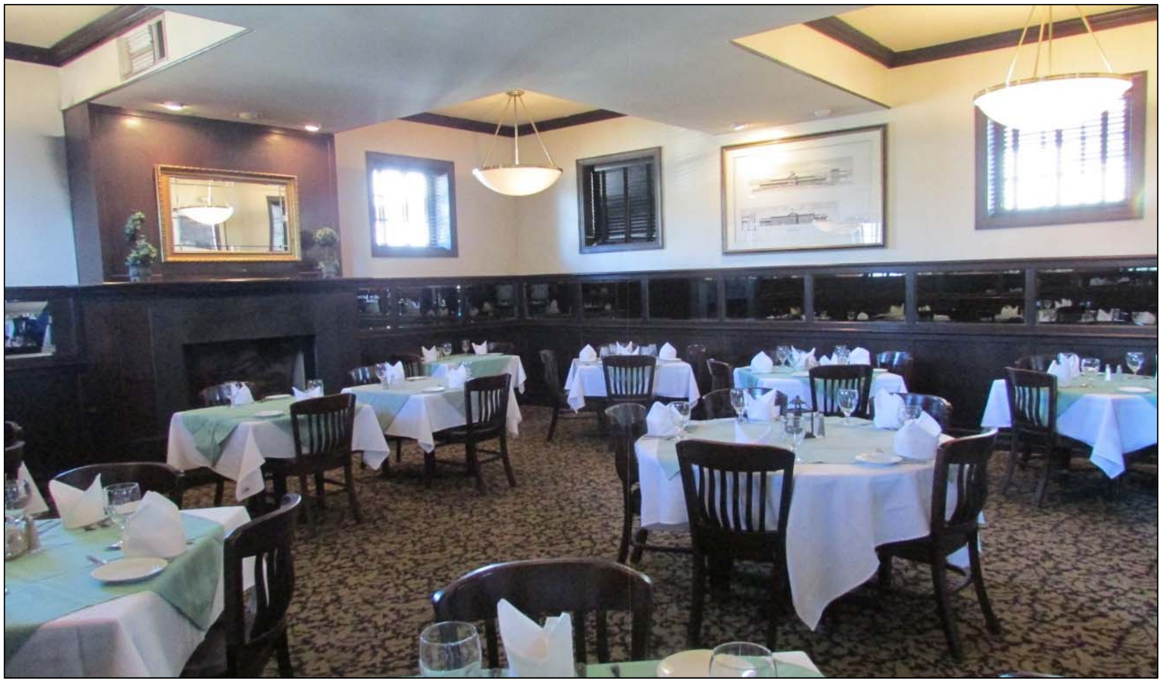


FIGURE 3-48: VIEW OF DINING ROOM, LOOKING EAST

3.4.2.3 Secondary Resources

Four secondary resources are associated with this property. A two-story freight tower lift was built circa 1927 when the station and platform were raised to eliminate at-grade street crossings (Figure 3-49). The tower construction utilized the same materials as the station building additions. It likely rests on a poured concrete foundation and has a masonry structural system clad in a Flemish-bonded brick featuring brick quoins. It is covered by a low-pitched roof lined with a pre-cast concrete cornice and topped with a concrete balustrade. In recent decades, this tower has been rehabilitated to include an elevator for accessing the station platform. At this time, fixed metal-framed windows were added to allow natural light into this structure.

A concrete platform surrounds both the station building and elevated railroad tracks. This structure is made of reinforced poured concrete and dates from the circa-1927 expansion of the station and is lined by the same pre-cast concrete balustrade and railing used throughout the station. A passenger waiting station was also constructed opposite the station building in 1927 (Figure 3-49). It is a single-room structure with a poured-concrete foundation and structural system that is covered by a low-pitched roof lined with the station's ubiquitous concrete balustrade. Two single-leaf entries are located on the north elevation facing the tracks on either side of a central, fixed, multi-pane window. This waiting station is still in use as a rail waiting area today.

A circa-1995 metal canopy shelters the area on both sides of the railroad tracks where passengers get on and off the trains (Figure 3-50). At the north side, the canopy extends to the freight tower on the west end, and at the south side the canopy envelopes the waiting station and extends to a circa-1995 elevator tower at the east end of the platform.

A modern elevator tower, constructed circa 1995, is located at the southeast corner of the modern metal canopy on the south side of the railroad tracks. It was built to match the older station building in material and design, featuring a poured-concrete foundation and structural system topped with a low-pitched roof.

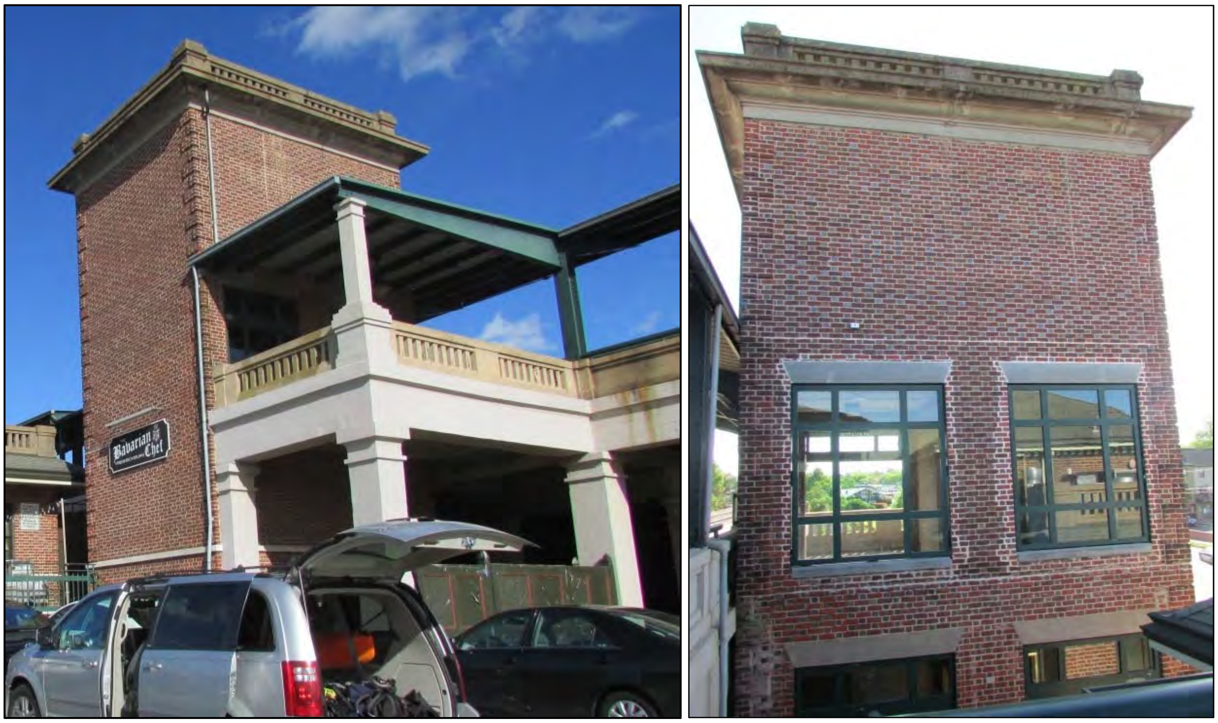


FIGURE 3-49: NORTHWEST OBLIQUE AT LEFT AND EAST ELEVATION OF FREIGHT TOWER

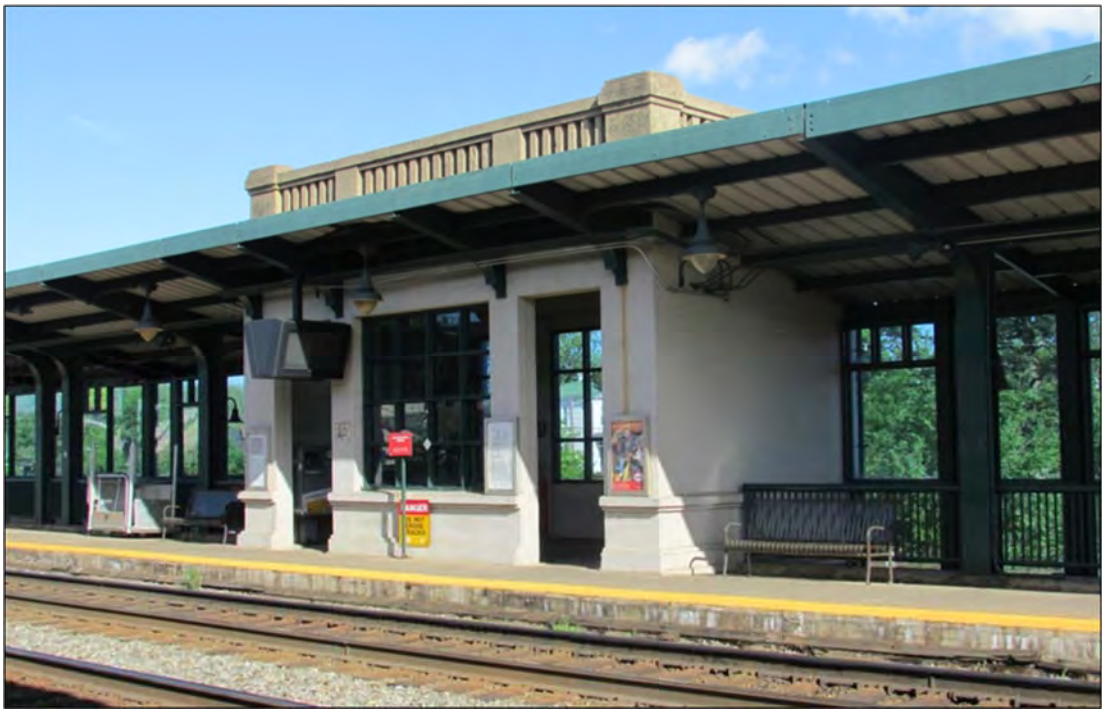


FIGURE 3-50: NORTHWEST OBLIQUE OF PASSENGER WAITING STATION

3.4.3 NRHP Evaluation

Rail travel has been a mainstay of Fredericksburg since the first train arrived in January 1837. In fact, the extant Fredericksburg Train Station is the third station in the city. A small depot was built in the 1850s and this building was replaced in 1888 by a larger structure. The high demand for passenger and freight services caused this station to be demolished in 1910 and replaced by the current Georgian Revival-styled building. The station and surrounding tracks were modified in 1927 to accommodate raised facilities, and rail continued to be a central part of Fredericksburg life until the construction of nearby I-95 in the late 1950s, when the personal automobile overtook the train as the preferred mode of interstate transportation. Interest in the rail was revived in 1992 when the VRE was established.

The Fredericksburg Train Station is the most prominent surviving symbol of the importance of rail travel to the community, and visitors from across the nation stepped through the station's doors. It directly reflects historical trends ranging from the dichotomy of the train and the automobile in the early-twentieth century to the presence of Southern racial segregation in the pre-Civil Rights era. It is recommended that this resource is eligible for the NRHP under Criterion A for its significant associations with transportation, community planning, and development in Fredericksburg at the local, state, and national level.

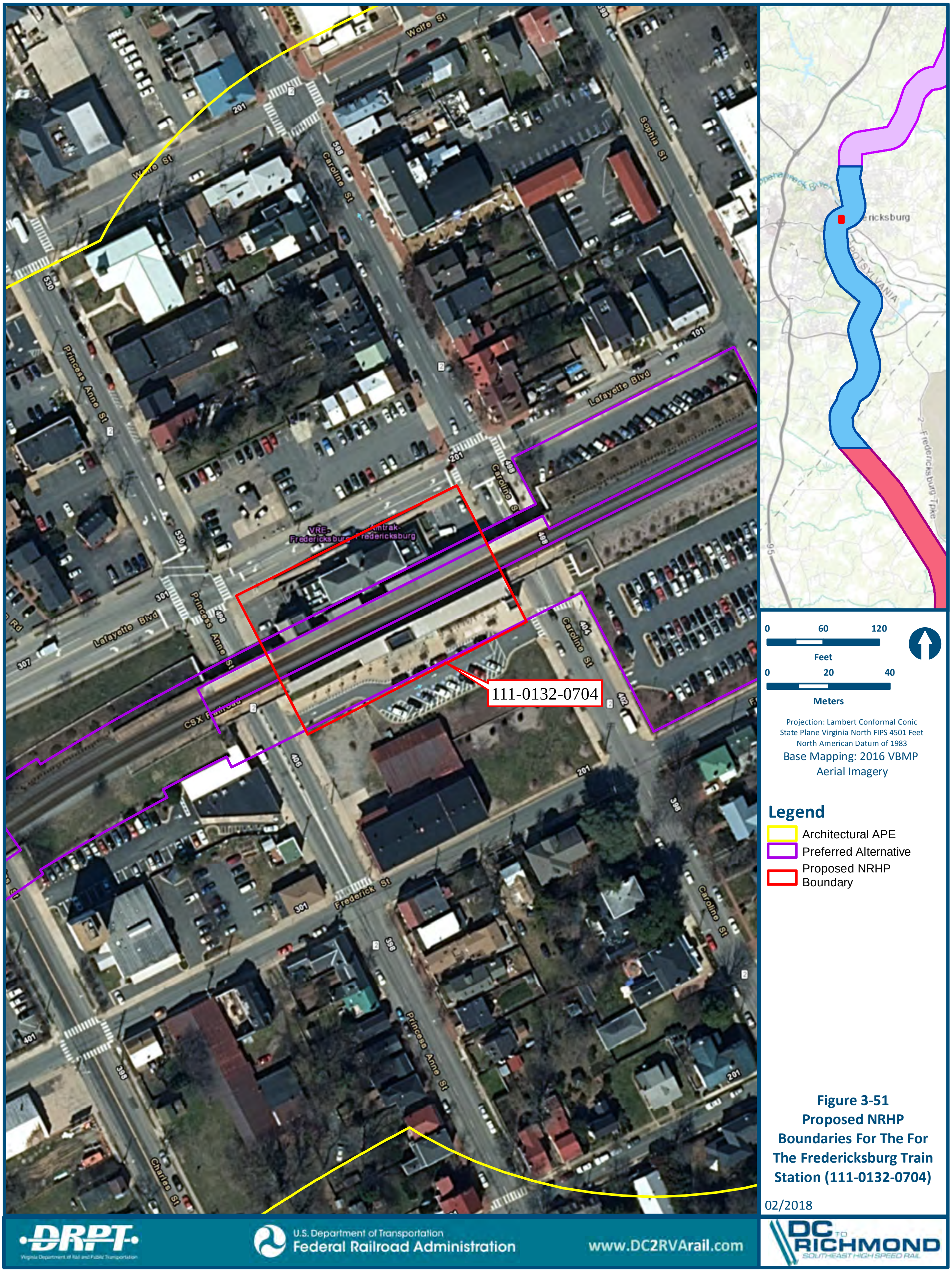
Although the Fredericksburg Train Station was built by one of Fredericksburg's most notable designers, Peck Heflin, NRHP guidelines state that resources associated with architects, artisans, artists, or engineers solely due to their involvement in the design should be noted under Criterion C rather than Criterion B. For a resource to be eligible under B, it has to have had a long-term, profound effect on their work, such as a studio or a home. While the train station is a very important piece of Heflin's work and represents a key moment in his design evolution, the association is project specific. There is also no connection between this resource and any other notable individual. As such, it is recommended that this property is not eligible under Criterion B.

The Fredericksburg Train Station is an excellent example of Georgian Revival architecture in the community. The building's symmetry, Flemish-bonded brick structural system, hipped roof, quoins, and other decorative elements such as keystones, fanlights, and stone lintels clearly demonstrate the influence of Georgian architectural trends on earlier examples of the Colonial Revival style. Furthermore, the building is a notable part of how the City's designers embraced their Colonial heritage in the first decades of the twentieth century. Though the main station building is now used as a restaurant, the interior spaces and the vast majority of the architectural elements were maintained during the conversion to commercial use. Moreover, the secondary elements that surround the station, including the tracks, platform, waiting station, and elevators, are all still used for rail travel.

In comparing this station to other rail buildings in Virginia, there are 21 stations that have been determined to be eligible for the NRHP. Of these, only four were designed in the Colonial Revival style: the Alexandria Station (100-0124), the Orange Station (275-0022), the Williamsburg Station (137-0250), and the private station at the DuPont Spruance plant south of Richmond (020-5474). The Fredericksburg Train Station is a direct comparison to the Alexandria Station, which is listed on the NRHP. Both are brick stations built in the first decade of the twentieth century in urban environments to service a growing clientele. Both include high-style architectural elements on the exterior and both retain many of their original architectural elements and historic space uses. On the interior, the Fredericksburg station also retains its high-styled decorative elements such as terrazzo floors and chestnut woodwork.

In addition to being an exceptional individual example of Georgian Revival architecture with excellent integrity, the Fredericksburg Train Station is also significant as the work of Fredericksburg's most prominent twentieth-century architect, E.G. "Peck" Heflin. Heflin dropped out of school at the age of 15 to work as a carpenter. From these humble beginnings, he went on to design and construct the city's most notable buildings in the first half of the twentieth century. The train station was one of his earliest forays into high-style Colonial Revival design, more particularly as it was influenced by Georgian architecture in Virginia. After the success here, he went on to design and build Lafayette School (now the Central Rappahannock Regional Library), the Princess Anne Hotel, the Stratford Hotel (now the George Washington Executive Center), the old Mary Washington hospital, several buildings on the campus of what is now the University of Mary Washington, and dozens more. In addition to his success as a commercial designer, he also crafted hundreds of private residences, many in variations of the Colonial Revival style. The importance and prevalence of his work, and the Colonial Revival style in general, to Fredericksburg is reflected in the Fredericksburg Historic District's (111-0132) NRHP nomination update written in 1984, which was specifically appended to the original 1972 nomination to include buildings designed in the Colonial Revival style. Many of these were designed by Heflin, and the train station was one of the catalysts for this design trend. Given its exceptional integrity of location, design, setting, feeling, association, workmanship and materials, as well as its importance as an early Colonial Revival building designed by Peck Heflin, it is recommended that the Fredericksburg Train Station is eligible for the NRHP under Criterion C. As an architectural resource, the property was not evaluated under Criterion D. In sum, the Fredericksburg Train Station is **recommended as individually eligible under Criteria A and C and is a contributing element to the Fredericksburg Historic District (111-0132).**

The proposed NRHP boundary for the Fredericksburg Train Station at 200 Lafayette Boulevard follows the legal lot description for two parcels in their entirety (Parcel Numbers 7789-23-2444 and 7789-23-3302) as well as the CSXT-owned railroad tracks that separate the two parcels (Figure 3-51). It is bounded on the north by Lafayette Boulevard, on the west by Princess Street, on the south by a series of parcels (Parcel Numbers 7789-23-3296, 7789-23-2199, and, 7789-23-2233), and on the east by Caroline Street. The proposed boundaries include the train station, passenger waiting station, two-story freight tower lift, concrete platform, metal canopy, elevator tower, small parking areas and poured-concrete sidewalks. The period of significance for the Fredericksburg Train Station begins with its construction date in 1910. Because it continues to be associated with railroad traffic in Fredericksburg, the DC2RVA Team applied the NPS 50-year-rule for defining periods of significance for resources "where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997). As such, the period of significance spans from 1910 to 1968.


Wolfe St
Wolfe St
Sophia St
Caroline St
Caroline St
Caroline St
Caroline St
Princess Anne St
Princess Anne St
Princess Anne St
Lafayette Blvd
Lafayette Blvd
VRE-Fredericksburg
Amtrak-Fredericksburg
CSX Railroad
Frederick St
Charles St
Rd
111-0132-0704
ericksburg
POTSYLVANIA
2-Fredericksburg Tpke
95
0 60 120
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟥 Proposed NRHP Boundary

Figure 3-51
Proposed NRHP Boundaries For The For The Fredericksburg Train Station (111-0132-0704)

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3.5 PURINA TOWER COMPLEX (111-0132-0020)

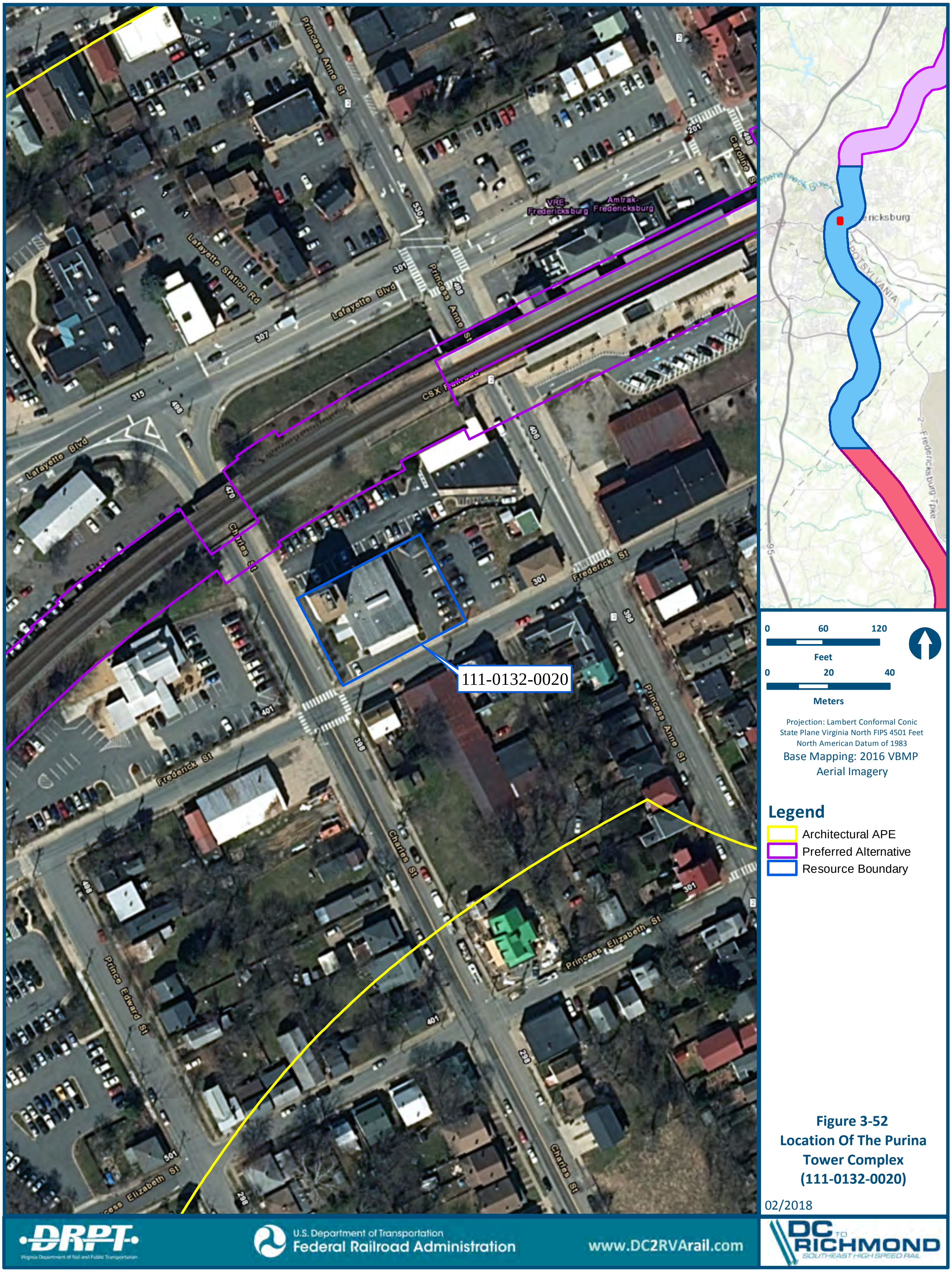
The industrial building complex at 401–403 Charles Street, known locally as the Purina Tower Complex (111-0132-0020), is located within the boundaries of the Fredericksburg Historic District (111-0132) in the City of Fredericksburg, Virginia, along the western bank of the Rappahannock River. The building occupies a 0.36-acre parcel on the northwest corner of the intersection of Frederick and Charles Streets, just south of the CSXT elevated railroad tracks in the city's downtown district (Figure 3-52).

The areas to the immediate north, east, and west of the property are largely industrial in character, embodied in the CSXT railroad tracks and train station, several late-nineteenth and early-twentieth-century warehouses, and the city's one-time gas plant building. The areas to the south and southeast are primarily residential, populated by single-family homes of varying size and style dating from the late nineteenth-century through the present.

3.5.1 Historic Context

The parcels presently associated with 401–403 Charles Street were part of a larger, 330-acre tract purchased by Roger Dixon shortly after his arrival in Fredericksburg in 1749. More specifically, the present-day property was part of lot 220 on block 60, platted by Dixon in 1752. As shown on the map in the figure below (Figure 3-53), the northern boundary of his land extended at an angle through block 60 and a portion of lot 220. Interest in Dixon's real estate venture was slow to manifest. Though he had sold 33 of the platted lots by the early 1760s, few had been improved in any substantial way (Loyd n.d.). Lot 220 was sold in 1765 (CFDB F:694).

The first reference to any standing structures on lot 220 appears in 1834, when the property's then-owner, John Metcalf, paid fees on a building valued at $100.00 (Stanton 2013). A dwelling is noted in the 1886 Sanborn Fire Insurance map at the northeast corner of Frederick and Charles Streets (Figure 3-54) (Sanborn Map Company 1886). In 1909, the estate of Thomas Griffin was charged a fee on a portion of lot 220 valued at $200.00 and a building—presumably the dwelling on the southwest corner of the parcel—assessed at $50.00. The house was apparently demolished shortly thereafter as the following year's tax rolls list no structure and a note appearing in the page margin read, "small building off" (Stanton 2013). Five years later, in 1914, the heirs of Thomas Griffin (dec.) sold the 30 by 165-foot property along the west side of lot 22, to local businessmen, Edgar M. Young and Houston K. Sweetser (CFDB 48:545).


Princess Anne St
Caroline St
VRE-Fredericksburg
Amtrak-Fredericksburg
Lafayette Station Rd
Lafayette Blvd
CSX Railroad
Charles St
Frederick St
Princess Elizabeth St
Prince Edward St
111-0132-0020
Fredericksburg
Potsylvania
Fredericksburg Tpke
95
0
60
120
Feet
0
20
40
Meters
Legend
Architectural APE
Preferred Alternative
Resource Boundary

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Figure 3-52
Location Of The Purina Tower Complex
(111-0132-0020)

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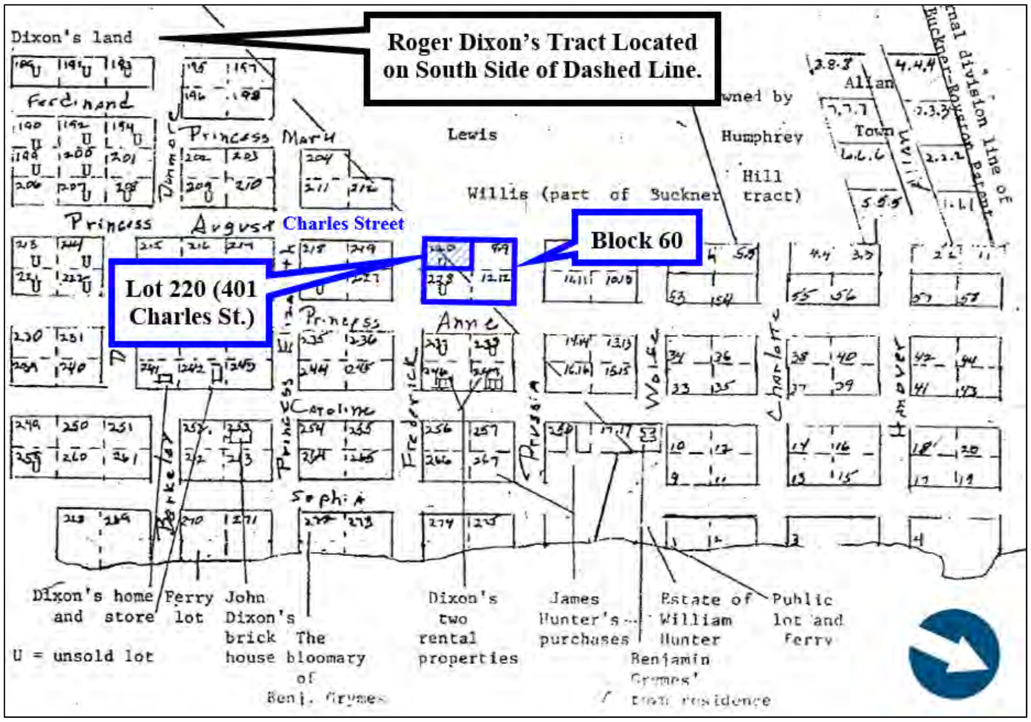

Dixon's land
Roger Dixon's Tract Located on South Side of Dashed Line.
Ferdinand
Princess Mary
Lewis
Owned by Humphrey Hill
Willis (part of Buckner tract)
Allan Town
Buckner-Royston Patent
Princess
Augusta
Charles Street
Block 60
Lot 220 (401 Charles St.)
Princess Anne
Caroline
Sophia
Frederick
Prussia
Wolfe
Charlotte
Hanover
Berkeley
Dixon's home and store
Ferry lot
John Dixon's brick house
The bloomary of Benj. Grymes
Dixon's two rental properties
James Hunter's purchases
Estate of William Hunter
Benjamin Grymes' town residence
Public lot and ferry
U = unsold lot

FIGURE 3-53: THE LOCATION OF PRESENT-DAY 314-316 FREDERICK STREET AS SHOWN ON A MAP OF LOWER FREDERICKSBURG IN 1768 (FELDER 1982). NOTE: DIXON'S LAND IS ON LEFT SIDE OF THE DASHED LINE. (MAP NOT TO SCALE)

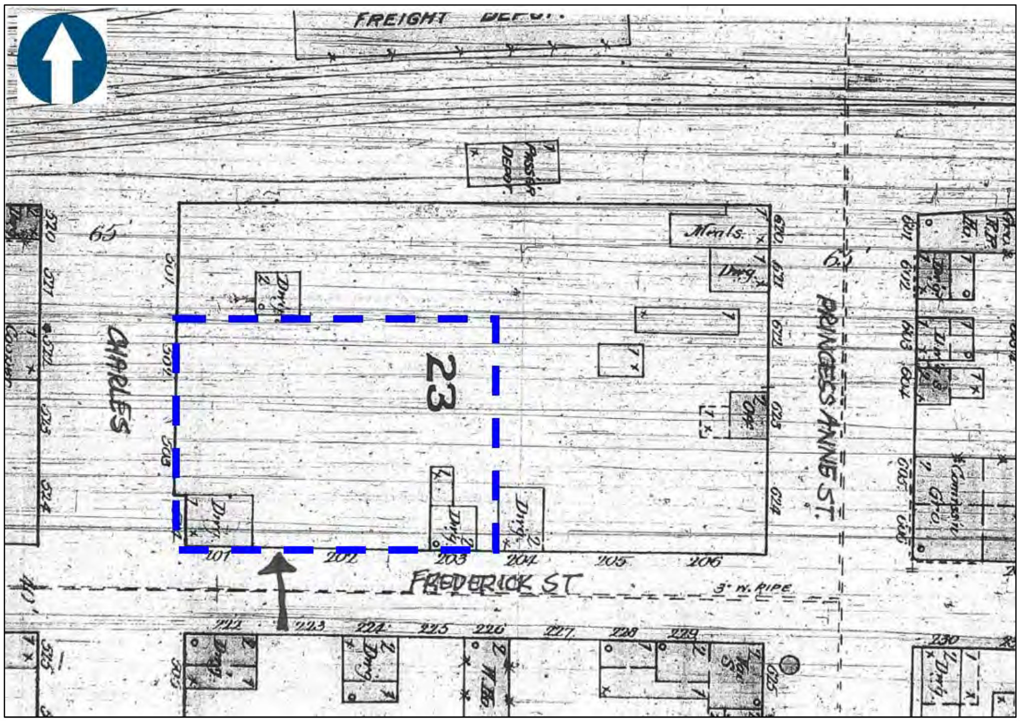

FREIGHT DEPOT
PASSGR. DEPOT
CHARLES
PRINCESS ANNE ST.
FREDERICK ST
23
65
Meals
Dwg.
3" W. PIPE
201
202
203
204
205
206

FIGURE 3-54: PROPERTY ASSOCIATED WITH PRESENT-DAY 401 CHARLES STREET AS SHOWN ON AN 1886 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1886). *NOTE*: APPROXIMATE BOUNDARIES OF PRESENT-DAY PROPERTY OUTLINED IN BLUE. (MAP NOT TO SCALE)

The new owners were partners in "a feed and grain concern" known as the Young-Sweetser Company (Fredericksburg Free Lance-Star 1961). The enterprise had been established two years prior, and the pair were looking to expand. In 1915, they enlarged their existing 30 foot by 165 foot site (Parcel 1) through two additional acquisitions. The first, an east-adjoining, 78 foot by 104 foot property (Parcel 2), was purchased from the RF&P Railroad (CFDB 49:11). As part of the deal the railroad received a 30 foot by 68.5 foot section excised from the north end of the parcel acquired from the Griffin estate the year before. The second (Parcel 3) was another east-adjoining, 43 foot by 104 foot lot (CFDB 49:94). The approximate boundaries of the three acquired properties are shown on the 1919 Sanborn map (Figure 3-55) (Sanborn Map Company 1919). Also visible on the 1919 map is a new warehouse building, which according to land tax records, was likely constructed around 1916, and a new rail spur line extending along the north edge of the property (Stanton 2013). By 1920, this building had either been replaced by, or incorporated into, a new, larger warehouse and a six-story, concrete grain elevator appended to the northwest corner. An advertisement for the Young-Sweetser Company appearing in the 1921 Fredericksburg City Directory specifically noted the "new concrete elevator and warehouse" (Fredericksburg City Directory 1921). The new facility is visible on the 1927 Sanborn map below (Figure 3-56). Also shown are a square-shaped, one-story, frame addition at the south end of the warehouse's west elevation, a frame canopy along the west elevation of the grain elevator, and a rectangular clerestory centered on the main block's roof.

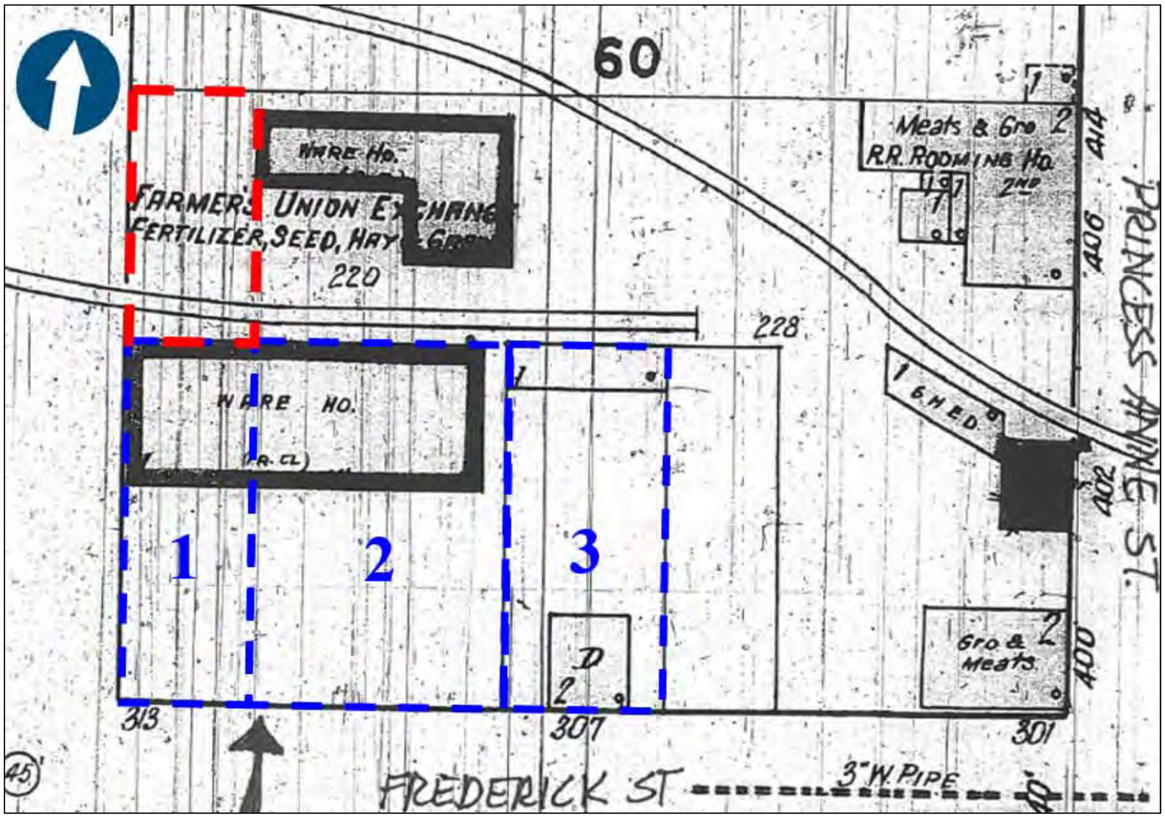


FIGURE 3-55: PROPERTY ASSOCIATED WITH PRESENT-DAY 401 CHARLES STREET AS SHOWN ON A 1919 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1919). NOTE: THE PARCEL OUTLINED IN RED IS THE 30-BY-68.5 FOOT PARCEL CONVEYED BY YOUNG AND SWEETSER TO THE RF&P RAILROAD IN 1915 (CFDB 49:11). (MAP NOT TO SCALE)

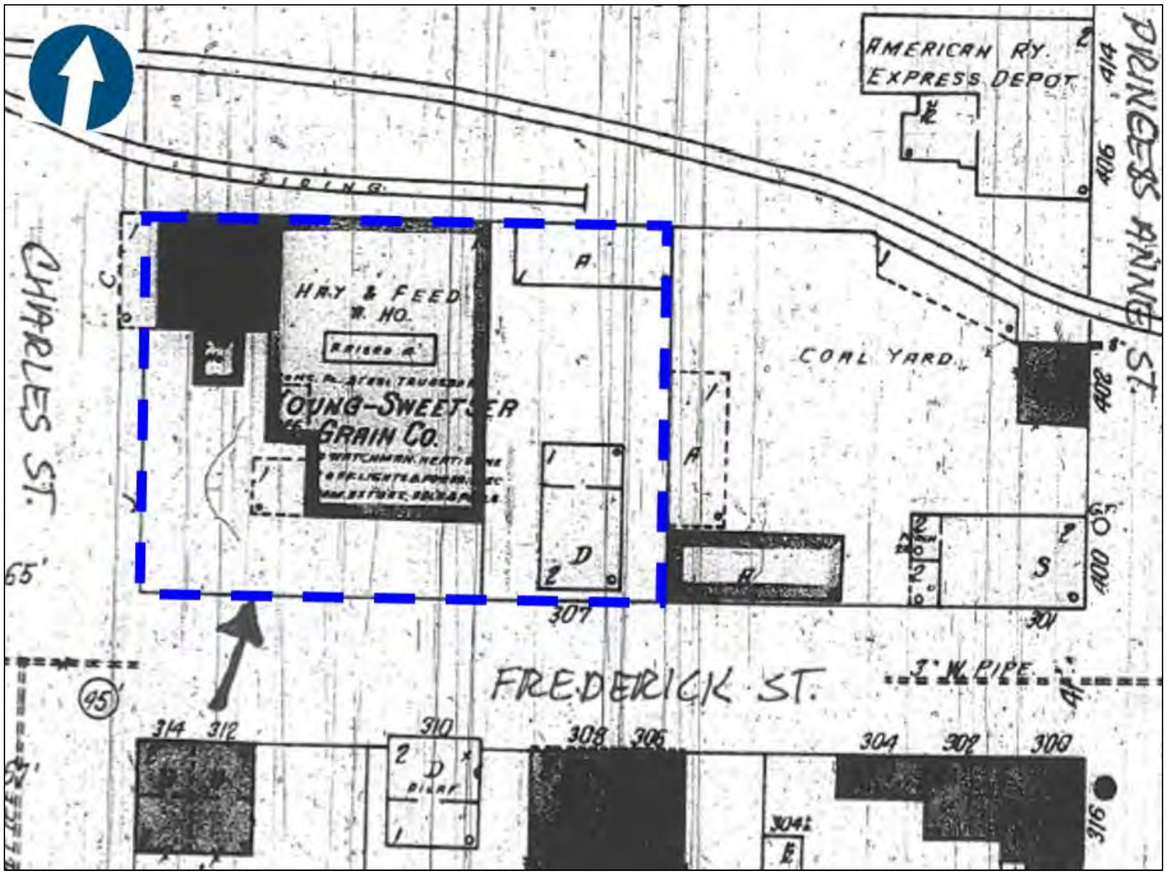


FIGURE 3-56: 401 CHARLES STREET PROPERTY SHOWN ON A 1927 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1927). *NOTE:* APPROXIMATE BOUNDARIES OF PRESENT-DAY PARCEL OUTLINED IN BLUE. (MAP NOT TO SCALE)

The grain elevator, built by the Deverell-Spencer Co. of Baltimore, Maryland, was erected on a concrete slab using a slip-form method (Heverin 1997). The slip-form method utilizes formwork raised vertically in a continuous process to extrude a reinforced concrete section that is suitable for construction of high-rise structures, such as towers (MPA 2018). The finished structure stood 88 feet tall with a storage capacity of 20,000 bushels of grain. It was built on a "unit plan" that could be expanded by simply appending additional silo bins. Grain was transported by train car using the rail spur, by river barges, and by truck to one of two loading doors on the Charles Street side and north elevation of the tower. The facility was outfitted with the latest machinery for cleaning, weighing, distributing, elevating, and storing the grain. "Nothing so voluably typifies progress as to view the big concrete grain elevator of the Young-Sweetser Co. here and compare it with conditions in olden times for handling and keeping grain crops" (Fredericksburg Daily Star 1919; Fredericksburg Free Lance-Star 1922). Reportedly the only "large elevator between Richmond and Washington," it had an immediate impact, helping connect area farmers with a larger market for their products (Fredericksburg Free Lance 1922). As seen in a 1930s photograph, the rail siding ran along the north side of the building where grain could be loaded and unloaded from cars through a door on the north side of the elevator (Figure 3-57).

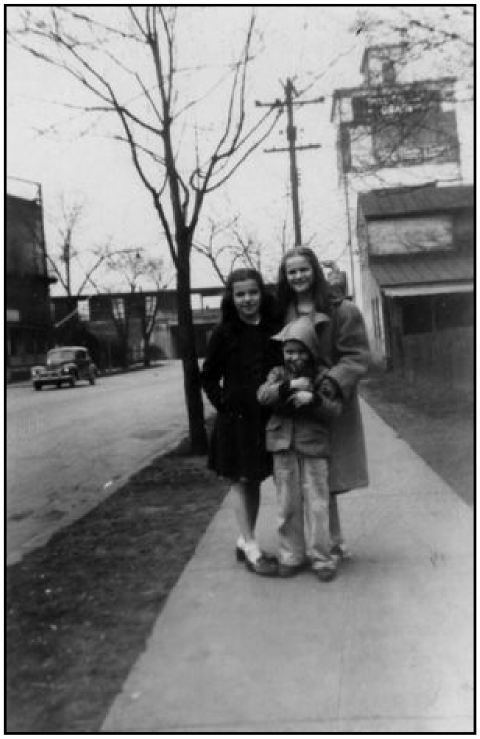


FIGURE 3-57: HALL FAMILY WALKING TO CHURCH ON LAFAYETTE BOULEVARD IN 1949. PURINA TOWER VISIBLE IN THE BACKGROUND TO THE RIGHT. (STROBEL 2015)

The Young-Sweetser Company's business continued to thrive until the mid-century; however, in the 1950s things changed as the enterprise faced increasing competition from other local grain companies like Germania Mills and Roxbury Mills, which, by then, had also constructed large-volume elevators. The operation continued, supported mainly by smaller volume customers, and focus gradually shifted from bulk grain shipments to more "specialized feeds and prepared mixtures" (Figure 3-58) (May 1987:6). In 1961, the company's remaining founder, H. K. Sweetser, passed away (Edgar M. Young had died in 1944). The business continued for another two decades under the direction of his widow, Mary Sweetser, who had joined the board of directors in the 1930s, and their son, Robert Moore. In 1981 however, following the deaths of Mary Sweetser and Robert Moore, the company was sold and the tenure of the Young and Sweetser families ended (May 1987:4-8).

The new owner, the Farm and Tack Supply Company, Inc., which had been operating out of the facility since 1966, was owned by the Redgrave family. The Young-Sweetser Company's feed business continued, but the product line had been expanded to include horse tack, pet supplies, and leather goods. The elevator remained in operation for another five years, but by 1986, the interior machinery had become too outdated and was shut down for good (May 1987:6). The Farm and Tack Supply Company remained in business until 1992 and two years later (1994), the 401 Charles Street property was sold to an LLC (Prime Properties, LLC) whose principal had plans to adapt the warehouse and elevator for use as a health club (Amrhine 2001; CFDB 275:467). Those plans failed to manifest, and five years later (1999) the site was acquired by its current owner, Hamilton Palmer (CFDB 330:500).

In the early 2000s, a portion of the warehouse interior was reconfigured to provide office and meeting spaces, and a rehabilitation of the facility was completed. The rehabilitiation work included repairs to the exterior concrete walls of the grain elevator. An open area along the east side of the warehouse was paved for parking and the tower's familiar checkerboard paint scheme was refreshed around this time as well. The original checkerboard paint scheme had reportedly been paid for by one of Young-Sweetser's largest clients, the Purina Company, as an advertisement likely sometime after the 1950s (Amrhine 2001; May 1987:6; Staley 2005:4).

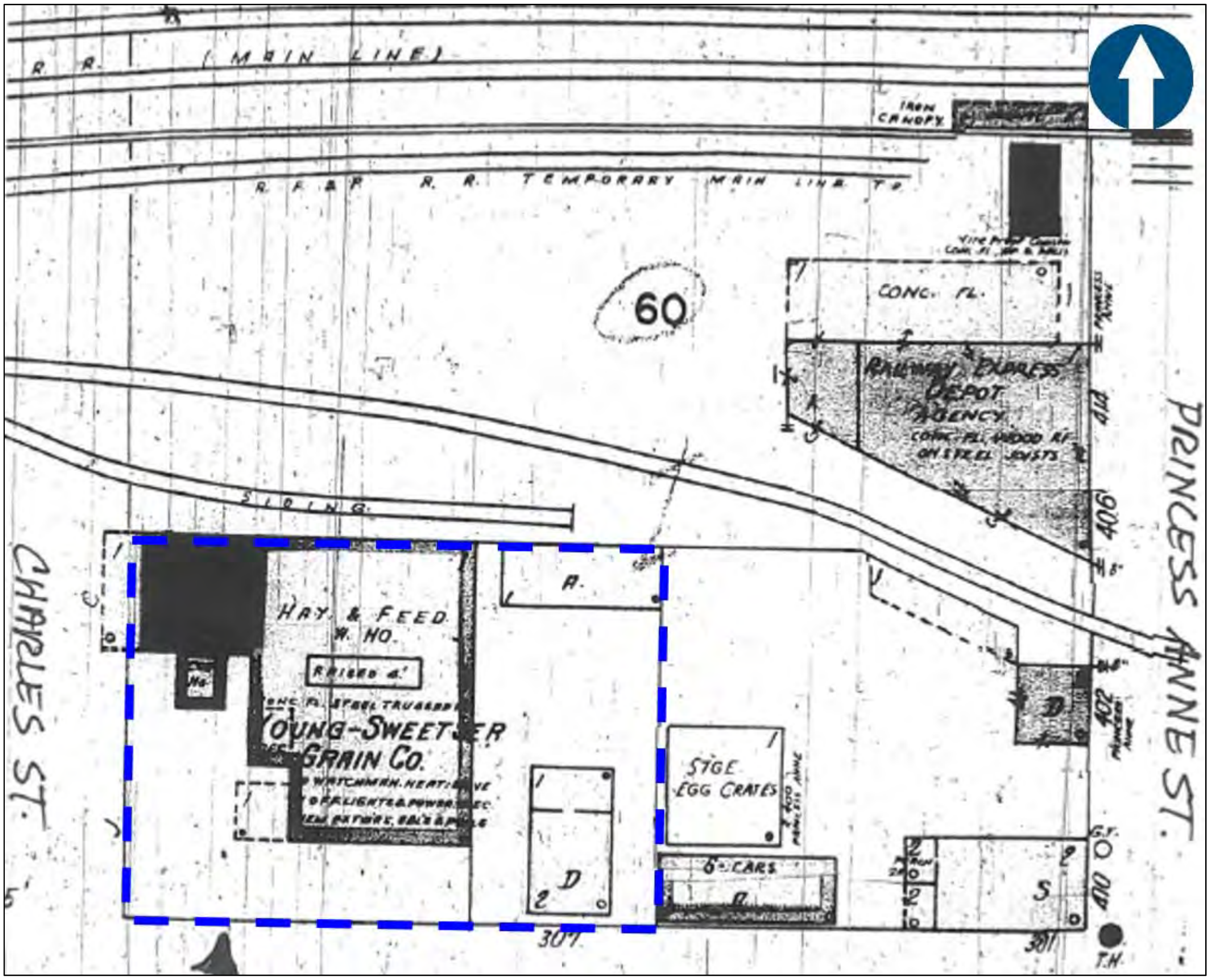

R. R. (MAIN LINE)
IRON CANOPY
R. F. & P. R. R. TEMPORARY MAIN LINE TR.
60
CONC. FL.
RAILWAY EXPRESS DEPOT AGENCY
SIDING
CHARLES ST.
PRINCESS ANNE ST.
HAY & FEED W. HO.
RAISED 4'
YOUNG-SWEETSER GRAIN CO.
A
D
STGE EGG CRATES
6 CARS
S
307
301
406
404
402
400
T.H.
G.T.

FIGURE 3-58: 401 CHARLES STREET AS SHOWN ON A 1941 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1941). *NOTE:* APPROXIMATE BOUNDARIES OF PRESENT-DAY PROPERTY OUTLINED IN BLUE. (MAP NOT TO SCALE)

3.5.2 Architectural Description

3.5.2.1 Primary Resource Exterior

The industrial building complex at 401–403 Charles Street, known as the Purina Tower Complex, is located on the southwest corner of the Charles and Frederick Streets intersection on a lot approximately 0.36 acres in area and roughly 104 by 150 feet in dimension (Figure 3-59). The facility, which includes a large, one-and-a-half-story, warehouse main block and a six-story, concrete, grain elevator appended to its northwest corner, sits slightly set back from Frederick Street on the south and Charles Street on the east with its primary elevation facing south. Paved parking areas border the north, south, and east sides of the building, and a paved driveway extends in a north-south direction along the west elevation. Landscaping is limited to several modestly sized trees planted in the east-side parking area, along the sidewalk on the west side of the structure, and adjacent to the side entrance centered on the building's west elevation. Manicured shrubs also line portions of the west and east elevations. The latter screen a gas meter and its associated piping installed along the foundation. A vertical-plank wood fence extends eastward from the northeast corner of the building along the north side of the east-adjoining parking area (Figure 3-60).

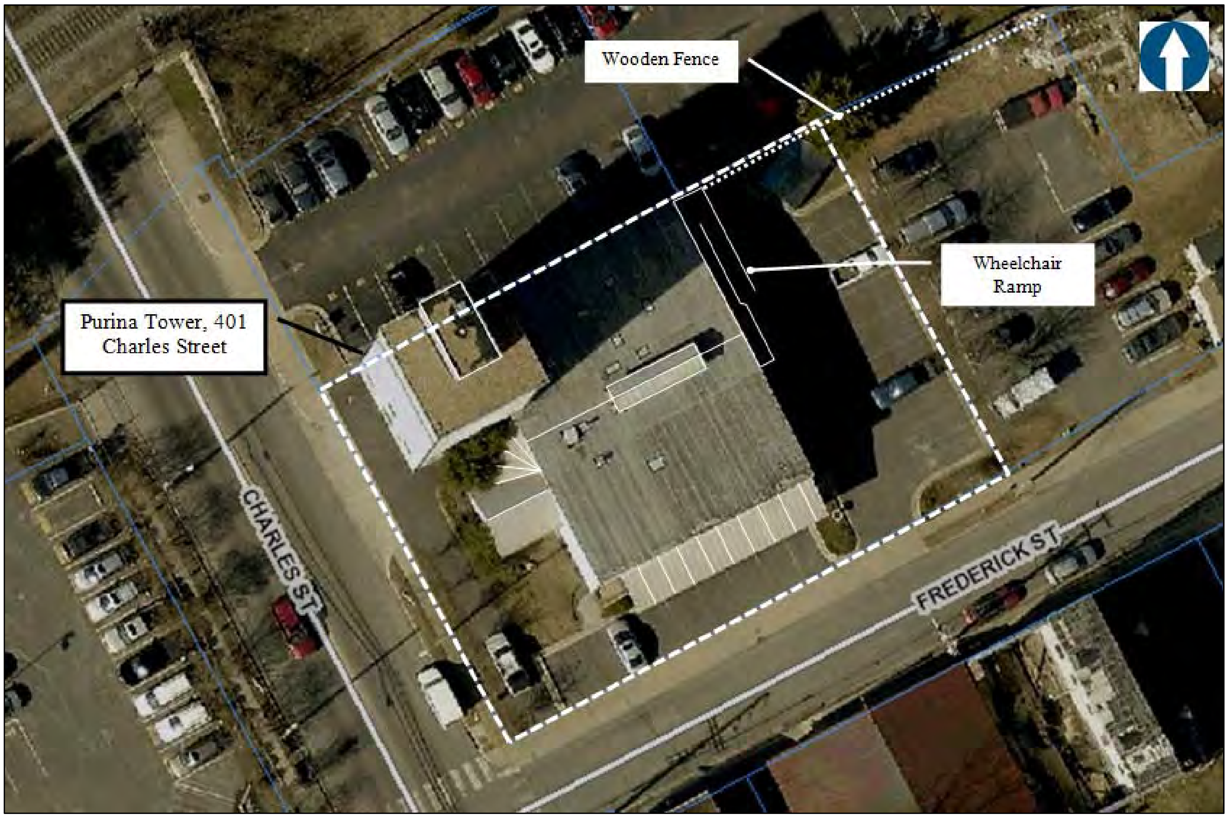


FIGURE 3-59: SITE PLAN OF 401 CHARLES STREET (111-0132-0020), FREDERICKSBURG, VIRGINIA, AS SHOWN ON A 2014 AERIAL PHOTOGRAPH (CITY OF FREDERICKSBURG 2017) (NOT TO SCALE)

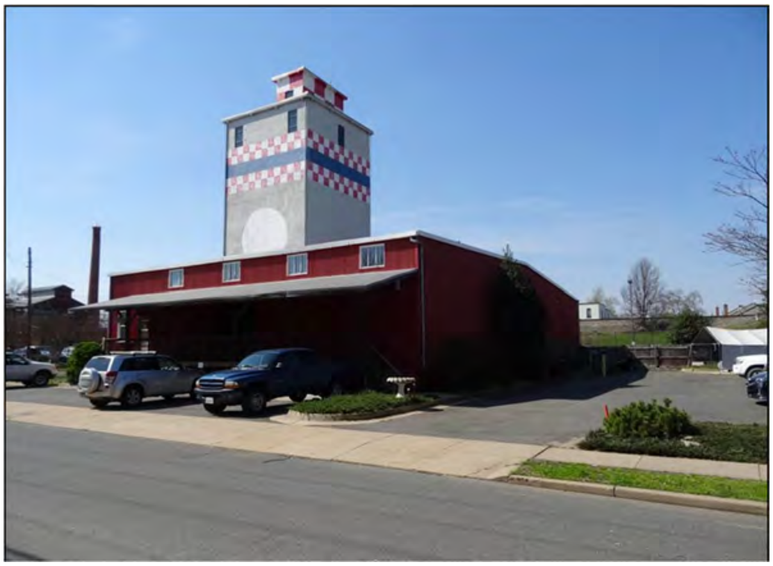


FIGURE 3-60: SOUTHEAST OBLIQUE VIEW OF PURINA TOWER COMPLEX

The warehouse section has a slightly raised, concrete-block foundation. The brick-and-wood frame is clad on the south and east elevations in corrugated metal, and parged along the west side. The north elevation is an aluminum-framed, glass curtain wall supported by a slightly raised brick foundation with concrete piers. The low-pitched, side-gable roof is sheathed in standing seam metal. A narrow, gable-roofed clerestory extending east-west along the central portion of the roof peak provides light to the interior (Figure 3-61 and Figure 3-62).

A wood porch, raised on square wood piers and framed by a balustrade of simple, square spindles, extends nearly the full length of the south elevation. A shed roof clad in corrugated metal extends out over the porch and a set of wood steps at the east and west ends provide access. Both have a single wood railing on their south (outer) side. The main entrance is marked by a set of recessed metal doors with a 14-pane, metal-framed, glass surround located near the center of the south facade. The current owner and his staff generally access the building via a single wood door situated near the west end of the south elevation. The door has a three-panel lower half and a three-light glass section in its upper half covered by metal-framed, wire mesh. A similarly designed entrance is also present on the building’s east elevation. Access is provided via a set of wood steps or a bi-directional wood access ramp. There are several other secondary entrances. A metal gate in the corrugated metal wall between the west elevation’s one-story addition and the grain elevator, leads to an open-air, side porch entry. A set of metal steps flanked by metal railings ascend to a triangular-shaped wood deck bordered by a metal balustrade. A wood-framed glass door at the back of the deck provides interior access. There are also two glass doors, separated by a narrow glass panel near the center of the glass wall, on the north elevation. Square, metal, access panels on the west elevation of the main block, the south wall of the one-story addition, and near the midpoint of the raised brick foundation on the north elevation provide basement level access.

Fenestration on the south elevation of the main warehouse block includes a single one-over-one, double-hung, wood window located just west of the entry door at the west end of the elevation, four, three-pane, wood-framed, casement windows centered in each of the four eastern bays just below the roof edge, and a glass block window under the porch. There are two, fixed, three-pane windows in the south half of the west elevation. An additional one-over-one, double-hung window is visible near the tympanum area on the west elevation.

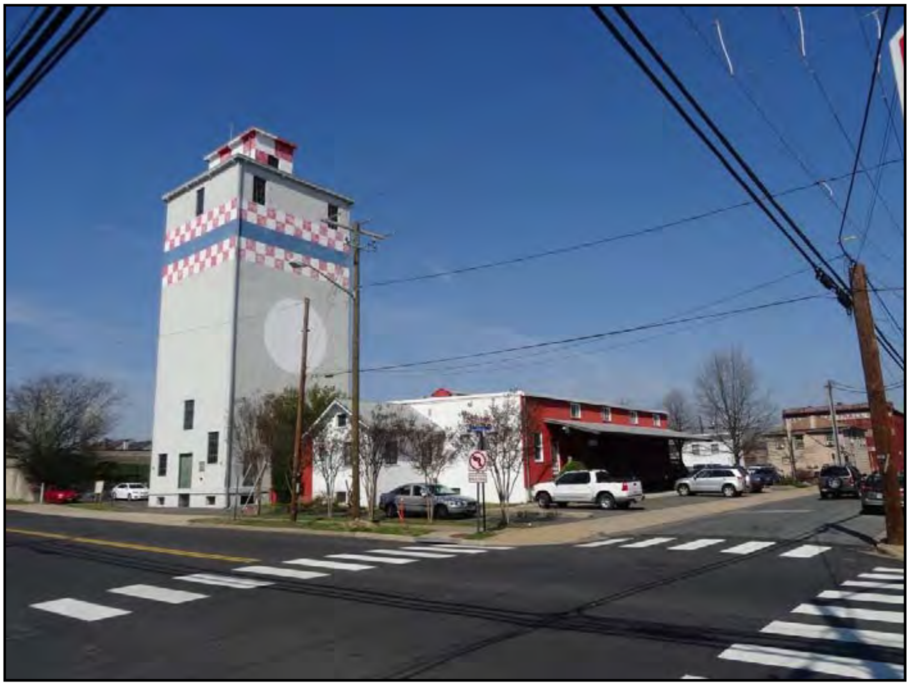


FIGURE 3-61: SOUTHWEST OBLIQUE VIEW OF PURINA TOWER COMPLEX

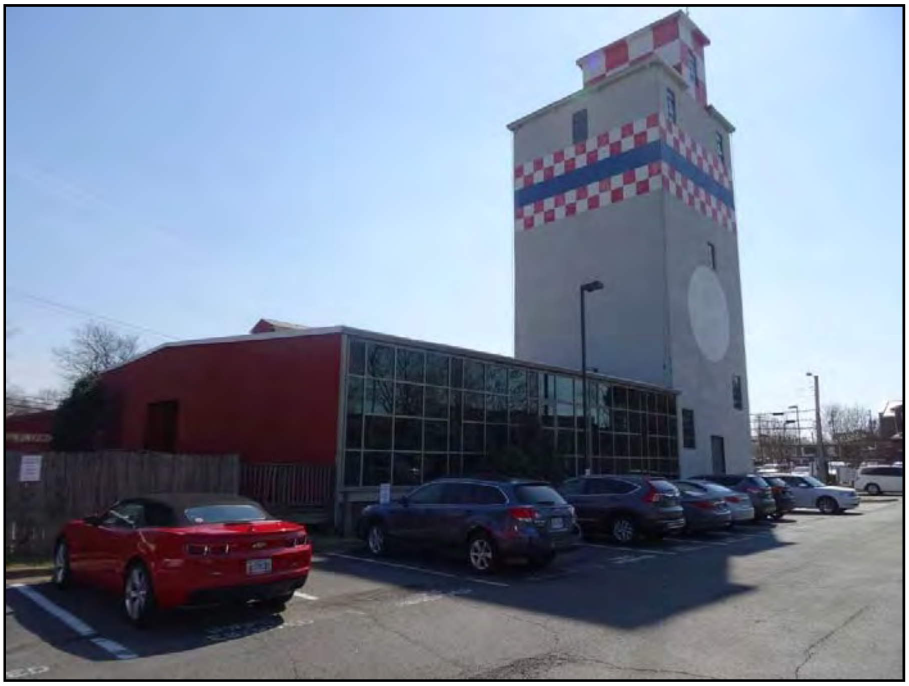


FIGURE 3-62: NORTHEAST OBLIQUE VIEW OF PURINA TOWER COMPLEX

There are two additions present, including a one-story, one-bay section on the west elevation that once housed a greenhouse and a six-story grain elevator adjoining the northwest corner of the main block. The one-story addition is situated near the southern end of the main block's west elevation. Its raised concrete-block foundation contains a full basement and supports a parged brick frame. The steeply-pitched, front-gabled roof is sheathed in standing seam metal with overhanging raking eaves supported by simple brackets. A slightly overhanging section of roof on the front (west) elevation is supported three wood brackets situated at either end and below the peak. Fenestration includes two, double, six-light, casement windows topped by four-light transoms on the south wall and one more located just south of the midline of the west elevation (Figure 3-63). A small, four-light, casement window occupies the north side of the latter.

On the west elevation there are two small, three-pane, casement windows located mid-way up the wall on the south side of the one-and-a-half-story addition and a new one-over-one, double-hung unit positioned near the roof peak just below the cornice on the north side of the addition (Figure 3-64). There are also five fixed, three-pane windows at the basement level, including two on the north and south elevations and one centered on the west elevation.

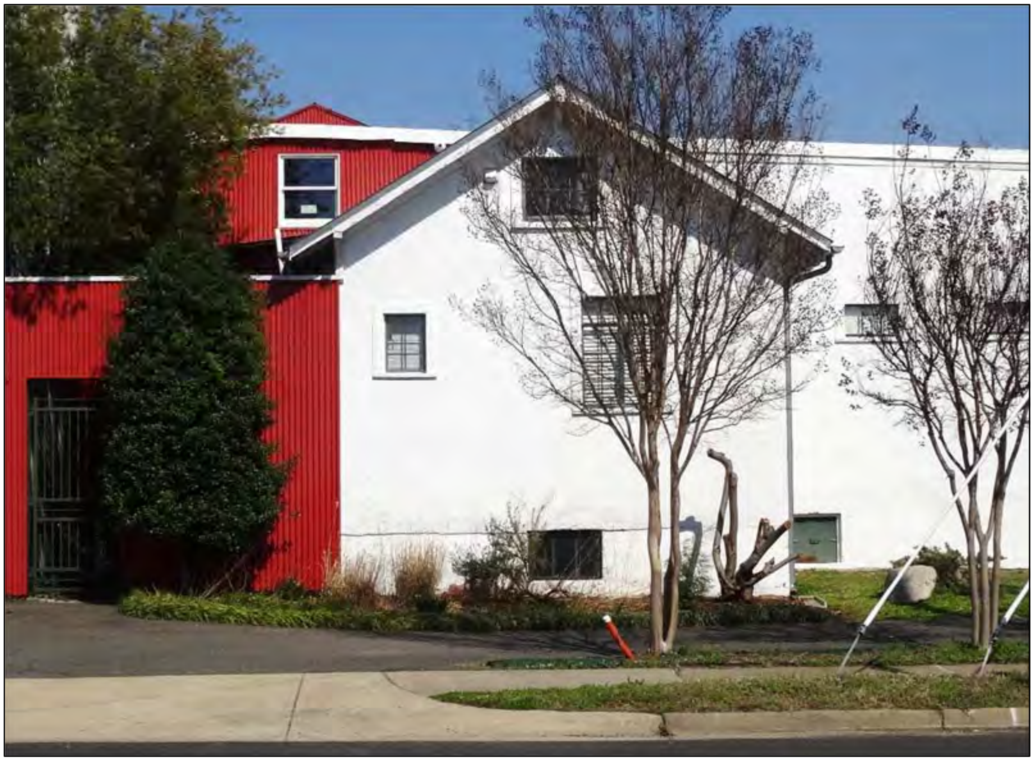


FIGURE 3-63: WEST ELEVATION OF THE ONE-STORY ADDITION ON WEST ELEVATION OF WAREHOUSE BLOCK AT PURINA TOWER COMPLEX

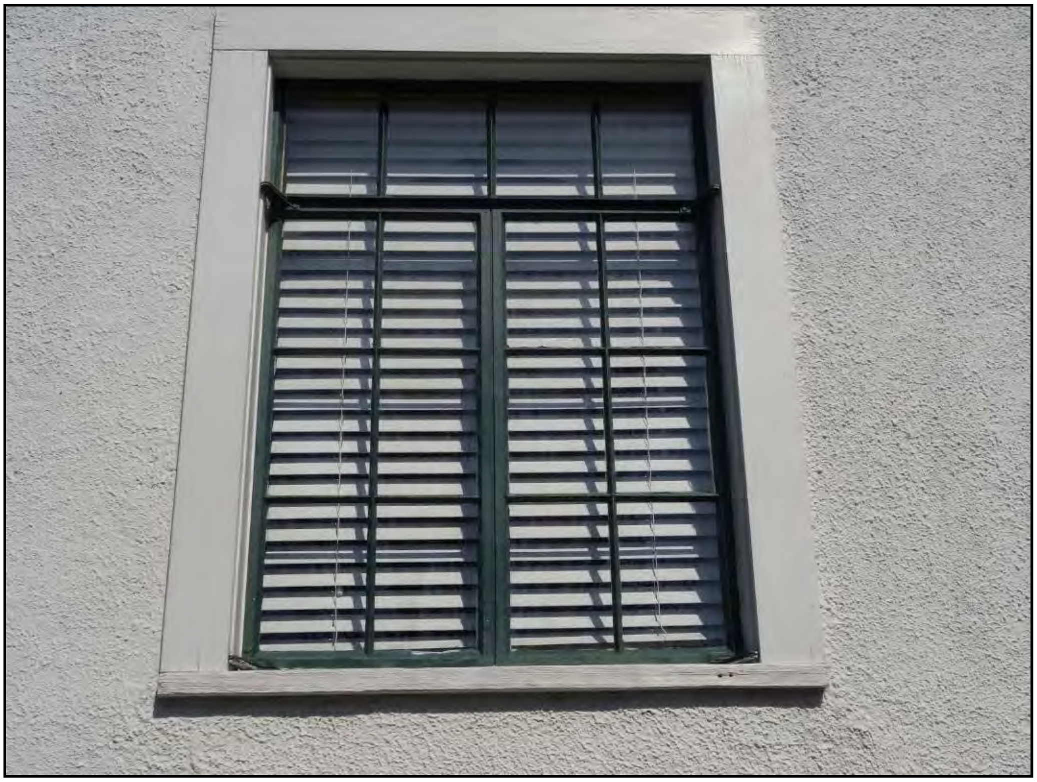


FIGURE 3-64: DETAIL VIEW OF METAL CASEMENT WINDOW

The second addition is the multi-story grain elevator which is approximately 80 feet tall (Figure 3-65). A raised concrete foundation set upon a concrete slab base supports a steel-reinforced, poured-concrete frame with a parged exterior. The flat, tar-and-pebble clad roof has slightly overhanging eaves supported by simple triangular brackets. Centered on the roof is a rectangular-shaped, concrete cupola with a hipped roof and the same overhanging eaves and brackets as the main tower block.

There are two sets of double-leaf doors just above the raised foundation at the center of the north and west elevations. Each is wood sheathed in metal. The tower's windows are primarily located in the upper and lower bays, and include original, 12-light, metal-framed units with pivoting, six-light, central sections; a single 12-light metal unit with an upper eight-light pivoting section, and four-pane, wood-framed, awning windows at ground level of the north, south and west elevations.

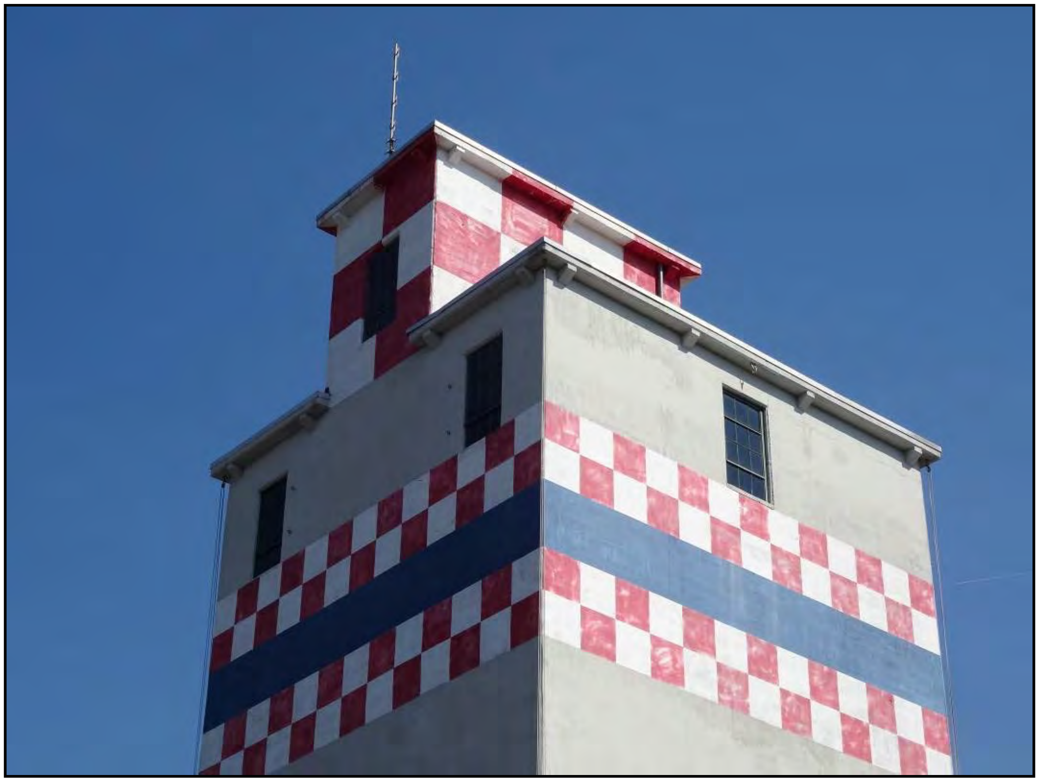


FIGURE 3-65: CLOSE-UP VIEW OF GRAIN ELEVATOR ROOF AND CUPOLA OF PURINA TOWER

3.5.2.2 Primary Resources Interior

The majority of the warehouse interior is open, save for a long, narrow, frame-walled section in the southwest corner that contains office spaces, a meeting room, and bathroom facilities. This corner section is internally subdivided by a frame wall that extends north-south through its center. The single, wood-paneled door near the west end of the main block's south elevation opens into a long, narrow, open space on the west side of this dividing wall, containing work areas. On the west wall, a few feet north of the entrance, stands a square cubicle bordered by low frame walls on its north, south, and east sides. A door on the east wall, across from the cubicle, accesses a meeting room/conference space. The rest of this area is open with several desks and tables along each wall. Original wood flooring is visible in the middle section of this space, with remainder covered in carpet. The walls and ceiling in this southwest corner section are finished in sheetrock (Figures 3-66 through 3-68).

A short distance north of the cubicle, a pair of wood doors on the west wall open into a square room that once housed the facility's greenhouse (but now serves as office space). The original pine wood floor in this room, which is now used as office space, is in generally good condition. Wood shelves frame the entrance on the room's east wall. Just north of the door to this space is a set of concrete steps that descend to the basement level. Metal railings and metal mesh frame the landing. On the east wall directly opposite the stairwell, is a solid wood door that opens into a square-shaped space. Solid wood doors on the north and south walls open into modern bathrooms. A third solid wood door near the southeast corner of the room leads to a narrow wood staircase that ascends to an unfinished attic space above. The remaining wood door centered on the east wall opens into the adjoining warehouse space.

A door at the north end of the long, narrow office/work space also opens into the building's open warehouse section. The exposed, wood roof framing visible in the ceiling is supported by large steel rafters and wood-boxed, steel columns positioned at the corners of each structural bays (Figure 3-69). The wood floors in this section of the warehouse are original and in generally good condition.

A large, sliding, metal door near the northwest corner of the warehouse space opens into the ground floor (working level) of the grain elevator tower. The majority of the original mechanical equipment, with the exception of a few elements stored in the northeast corner of the ground floor space (Figure 3-70), has been removed. The walls and ceiling are exposed concrete. Evenly distributed square holes, which mark the locations of the elevator's grain storage bins, are also visible in certain areas of the ceiling. One of the bays near the northwest corner of the tower extends as an open shaft to the floor of an enclosed space at the upper-most level. A metal ladder is affixed to the shaft's east wall and a pair of large beams is present on the west wall (possibly associated with a "man lift" mechanism used to transport workers up and down the tower). Two of the bays along the west wall are partially enclosed on the second level by frame walls with a door centered on the east side. A one-by-two-bay portion of the ground floor's southeast corner is enclosed and houses a small work/tool shop.

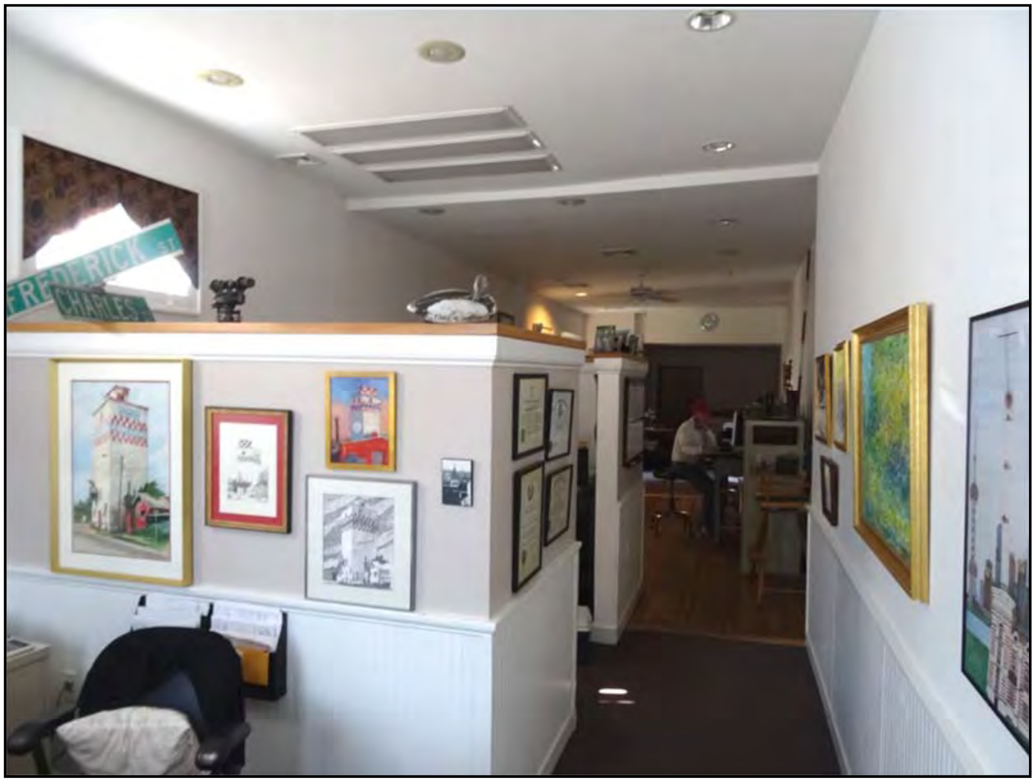


FIGURE 3-66: VIEW OF OFFICE SPACES IN WAREHOUSE, LOOKING NORTH

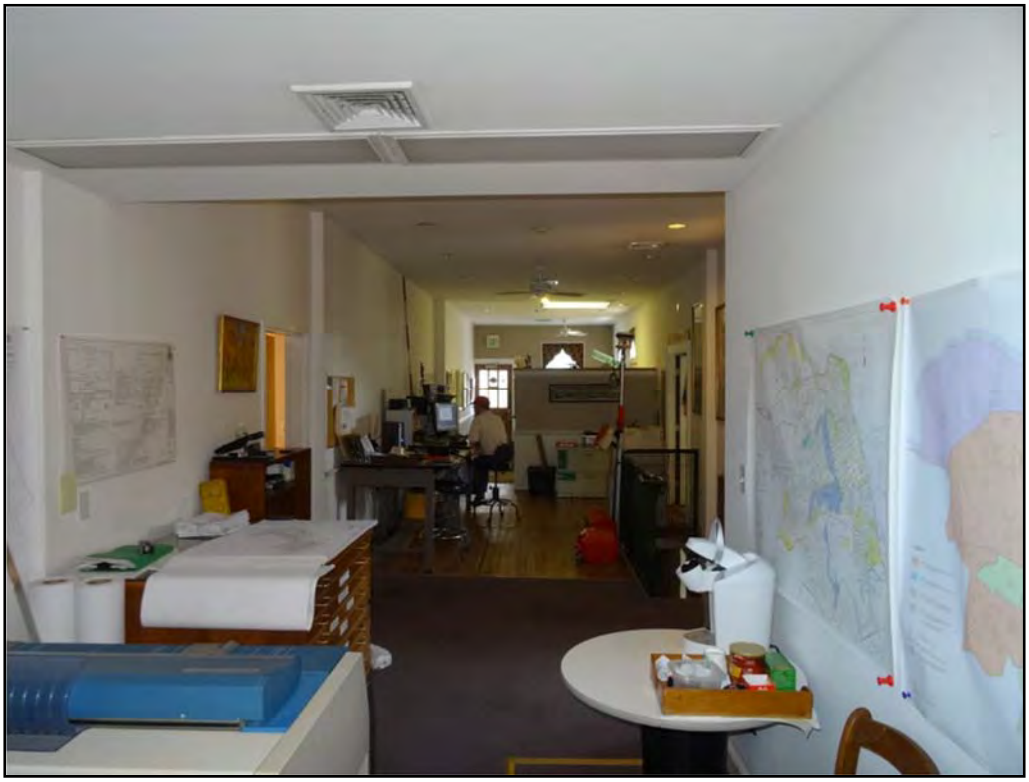


FIGURE 3-67: VIEW OF OFFICE SPACES IN WAREHOUSE, LOOKING SOUTH

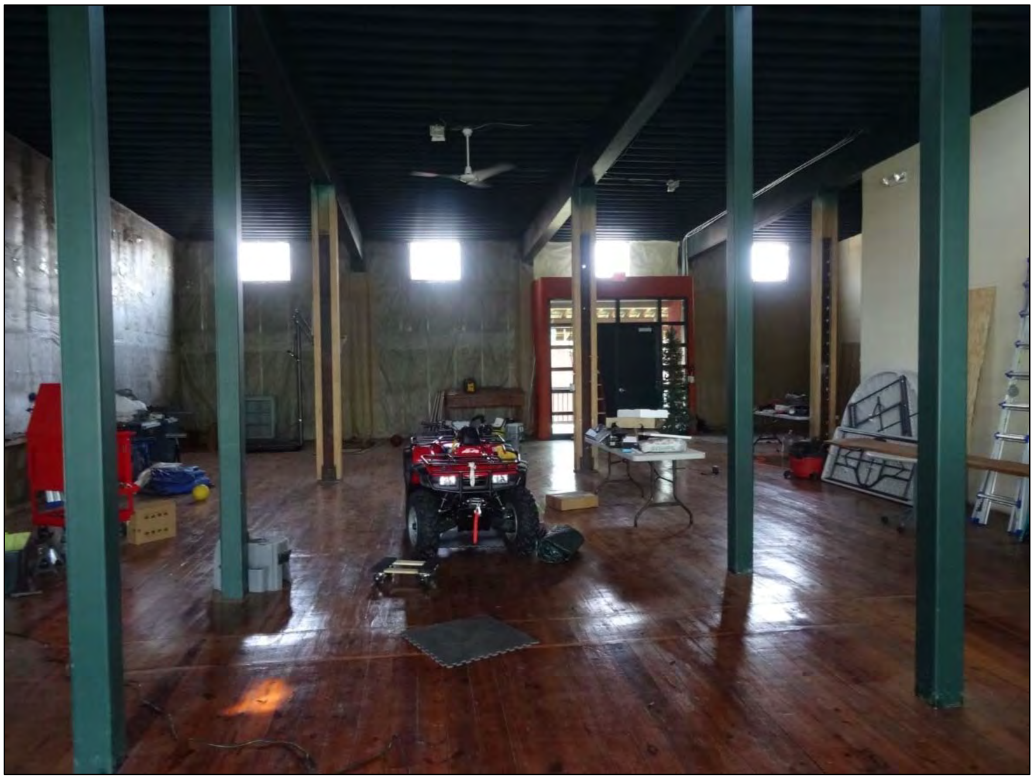


FIGURE 3-68: INTERIOR OF WAREHOUSE SPACE, LOOKING SOUTH

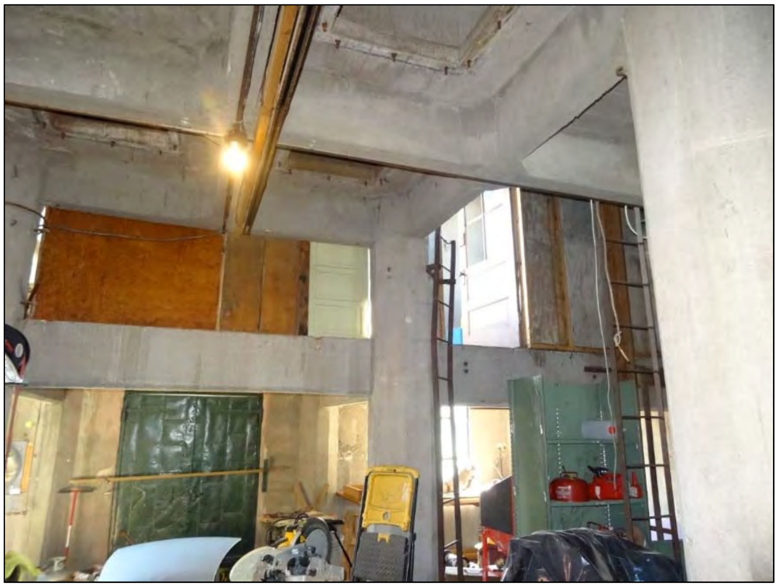


FIGURE 3-69: INTERIOR OF GRAIN ELEVATOR TOWER, LOOKING WEST-NORTHWEST

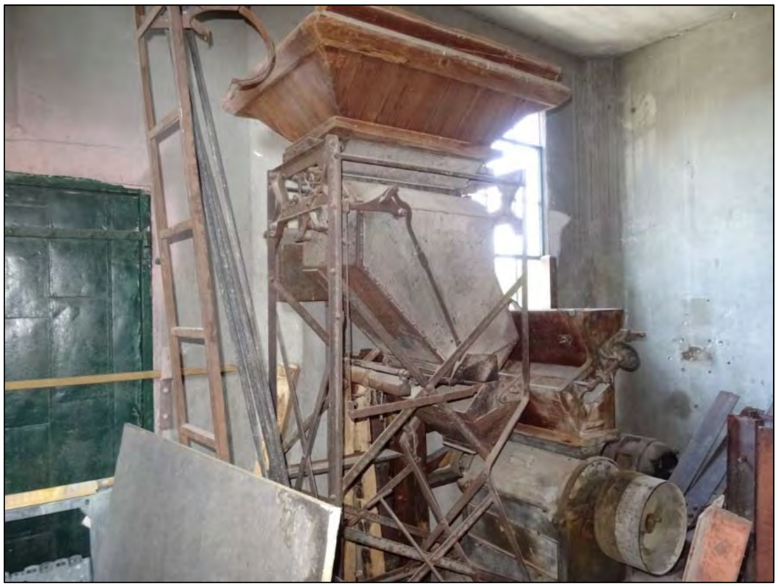


FIGURE 3-70: PART OF THE ORIGINAL MACHINERY IN THE GRAIN ELEVATOR

3.5.3 NRHP Evaluation

The industrial building known as the Purina Tower Complex (111-0132-0020) at 401–403 Charles Street is a former grain storage and shipping facility constructed in the early-twentieth century. It is one of downtown Fredericksburg's most familiar and important landmarks and has helped define the community's skyline for nearly a century. The multi-story, reinforced-concrete grain elevator was completed in 1920 and operated continuously until 1986. It was the first, and for several decades only, high-capacity facility in the Fredericksburg region and had an important impact on the area's agricultural economy during the first half of the twentieth century. The Young-Sweetser enterprise helped connect local and regional farmers with a broader market, reaching as far as the Chesapeake Bay, and "created a link between agriculture and industry" (NPS 1986).

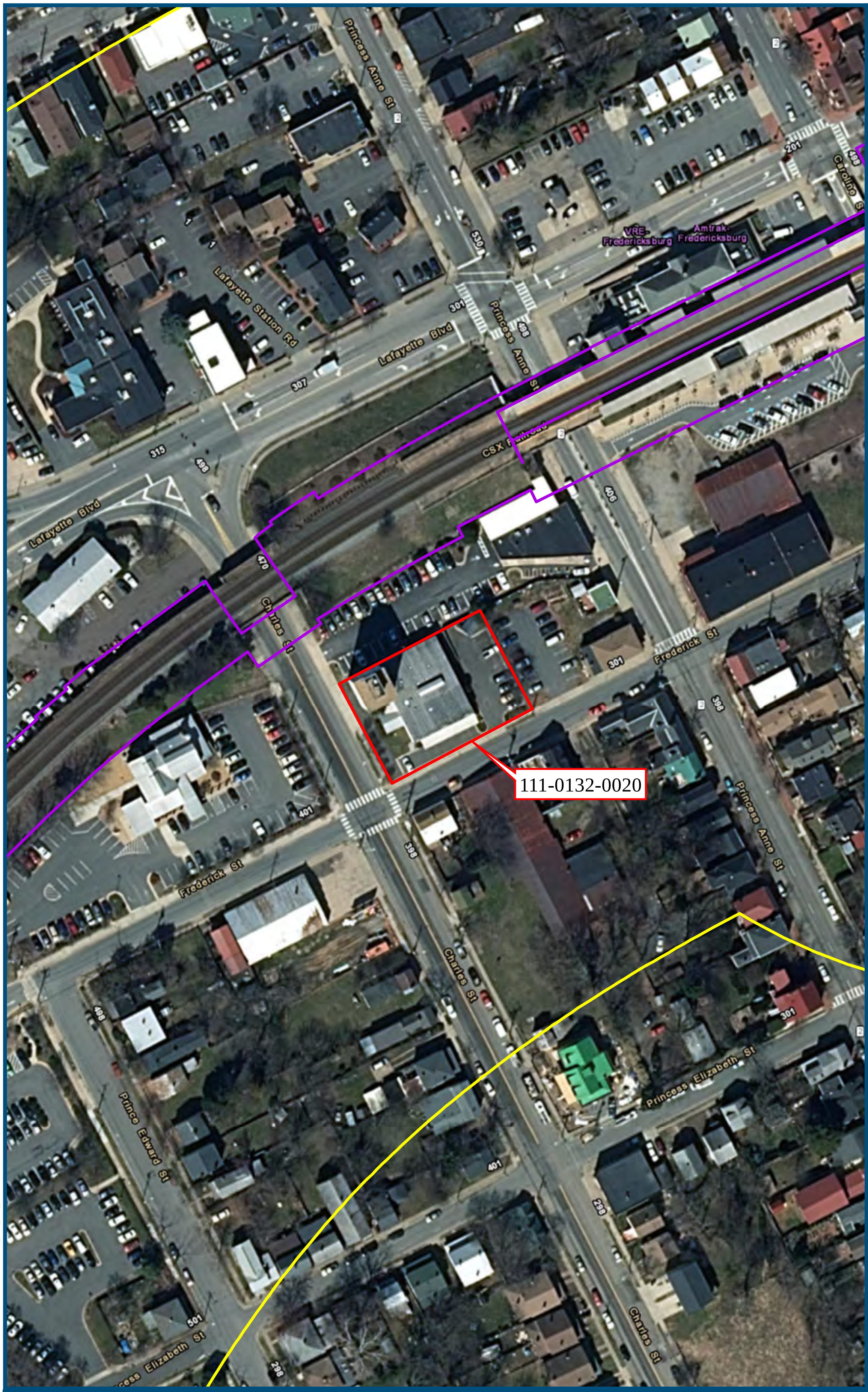
It is one of the few, and possibly only, surviving reinforced-concrete buildings in Fredericksburg constructed using the slip-form method (May 1987:7). As previously discussed, this technique, which was developed in the late-nineteenth century, greatly enhanced the concrete construction process by allowing for a continuous pour (versus pouring in stages and waiting for each to dry) and saving significant time and cost. The facility remains in generally good condition and retains sufficient integrity of location, design, workmanship, setting, feeling, association, and materials, including original windows and interior wood flooring. The interior layout of the warehouse was altered somewhat in the 2000s when the current owner adapted a portion for use as office space. The resulting changes, including the addition of frame walls and new bathrooms are largely reversible.

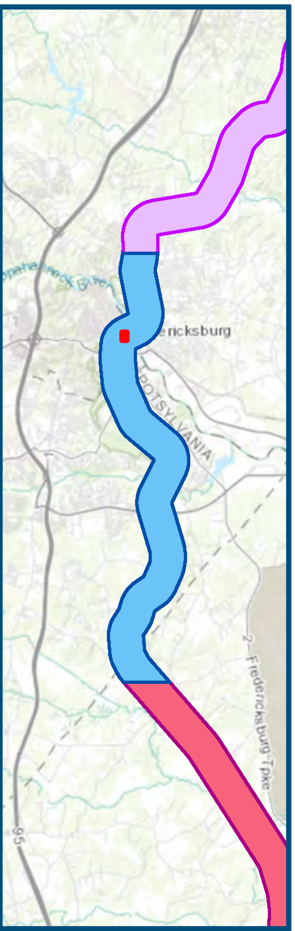
The Purina Tower Complex is recommended eligible for individual listing in the NRHP under Criterion A, at the local level, in the areas of commerce and transportation. The 1920 grain elevator was the first high volume grain shipping and storage facility built in the area and shipped and received product by wagon, truck, train and barge. It had a substantial impact on the region's farmers and agricultural economy. The property bears no known associations with any particularly significant individuals, and is therefore not recommended eligible for listing in the NRHP under Criterion B. This resource is also recommended eligible for listing in the NRHP under Criterion C as a representative example of an early-twentieth century, high capacity grain elevator and shipping/storage facility, as well as a specific construction method known as slip-form, reinforced-concrete grain elevator. As an architectural resource, the property was not evaluated under Criterion D.

In sum, the early-twentieth century warehouse and grain elevator known as Purina Tower Complex at 401–403 Charles Street is **recommended eligible for the NRHP under Criterion A at the local level for its importance to the Fredericksburg area's agricultural economy, and under Criterion C at the local level as an example of an early-twentieth century, slip-form, reinforced concrete grain elevator**.

Additionally, this resource is situated within the boundaries of the Fredericksburg Historic District (111-0132). Its date of construction falls within the District's period of significance (1721–1921) and the building's design is reflective of the city's prevailing architectural and historic trends. As such, the property should be considered **a contributing element to the Fredericksburg Historic District**.

The proposed NRHP boundary for the Purina Tower Complex at 401–403 Charles Street follows the legal lot description for one Fredericksburg City parcel (Parcel Number 7789-23-0003) (Figure 3-71). The lot is bordered on the west by Charles Street, on the south by Frederick Street, and on the north and east by lots predominately filled with asphalt parking lots (Parcel Numbers 7789-23-1019, 7789-23-1107, and 7789-13-9170). The proposed boundary includes the Purina Tower and two asphalt parking areas. The period of significance for the Purina Tower starts in 1916, the date of its construction, and ends in 1992, when it stopped being associated with Fredericksburg's agricultural scene.


Princess Anne St
Caroline St
Lafayette Station Rd
Lafayette Blvd
VRE-Fredericksburg
Amtrak-Fredericksburg
CSX Railroad
Charles St
Frederick St
Princess Elizabeth St
Prince Edward St
111-0132-0020


ericksburg
POTSYLVANIA
2 - Fredericksburg Tpke
95

0 60 120
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟥 Proposed NRHP Boundary

Figure 3-71
Proposed NRHP Boundaries For The Purina Tower Complex (111-0132-0020)

02/2018

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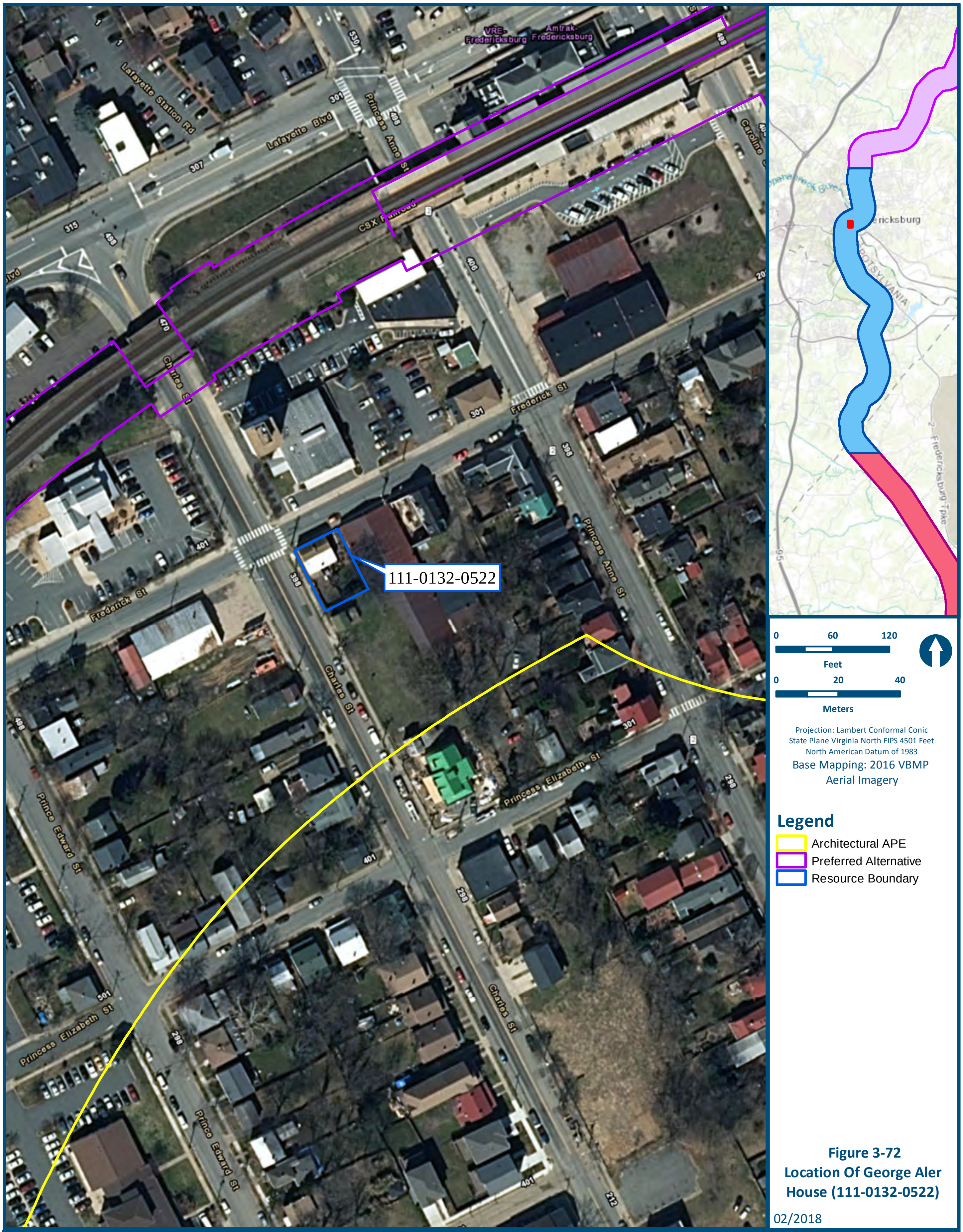
3.6 GEORGE ALER HOUSE (111-0132-0522)

The duplex known as the George Aler House at 314–316 Frederick Street (111-5296/111-0132-0522) is located in the City of Fredericksburg, Virginia, along the western bank of the Rappahannock River. The dwelling straddles two adjoining parcels, approximately 0.09 acres in combined area, on the southeast corner of the intersection of Frederick and Charles Streets, near the southern end of the City's downtown district (Figure 3-72). The building is situated in the property's northwest corner with minimal setback and its primary elevation facing north. Open areas of lawn containing several mature trees lie east and south of the dwelling. A section of approximately 6-foot-tall, vertical-plank wood fencing with a wood gate at its center runs along the north side of the east yard. Additional sections of wood fencing also border and subdivide the rear (south-side) yard spaces behind the duplex. A second wood gate located near the southwest corner of the building accesses a small brick patio behind the west-side, rear yard. A second brick patio is present in the east-side yard.

3.6.1 Historic Context

The two parcels presently associated with 314–316 Frederick Street were part of a larger, 330-acre tract purchased by Roger Dixon shortly after his arrival in Fredericksburg in 1749. The tract, which adjoined the town's southern boundary at the time, was subdivided and platted by Dixon in 1752. The current resource area became part of block 59, which was further subdivided into four lots, each 132 feet by 165 feet in dimension (approximately 0.5 acre in area) numbered 226, 227, 218, and 219. The latter, comprising the northwest quadrant of the block, was bordered by Prince Augusta Street (present-day Charles Street) in the west and Frederick Street in the north (Figure 3-73).

Interest in Dixon's new subdivision was slow to manifest. Though he had sold 33 of his 40 platted lots by the early 1760s, few had been improved in any way (Loyd n.d.). This was true of the area, which despite its sale in 1765, remained largely undeveloped for another 30 years (Spotsylvania County Deed Book [SCDB] F:702). The first reference to any structure on the property comes from a Mutual Assurance policy (#25) issued to William Harvey in 1796 on a building valued at $700.00 (MAS 1983). A sketch map included with the policy identified the parcel as Lot 219 and described a "Dwelling house 18 feet wide 24 feet long… two story high built of wood & covered with wood" that fronted on the south side of Frederick Street, at least 20 feet east of the intersection with Princess Augusta Street (present-day Charles Street) (Figure 3-74). Harvey, who had acquired the property in 1783, was a local merchant and one-time mayor of Fredericksburg in the early 1790s (CFDB A:46; The Virginia Herald 1791, 1792). The policy referred to a tenant named Samuel Lucas, so he apparently did not reside in the house.


VRE-Fredericksburg
Amtrak-Fredericksburg
Lafayette Station Rd
Lafayette Blvd
Blvd
Princess Anne St
Caroline St
CSX Railroad
Charles St
Frederick St
Princess Elizabeth St
Prince Edward St
111-0132-0522
530
301
307
315
498
470
406
401
398
298
212
501
2
ericksburg
POTSYLVANIA
Fredericksburg Tpke
95

0 60 120
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟨 Architectural APE
🟪 Preferred Alternative
🟦 Resource Boundary

Figure 3-72
Location Of George Aler House (111-0132-0522)

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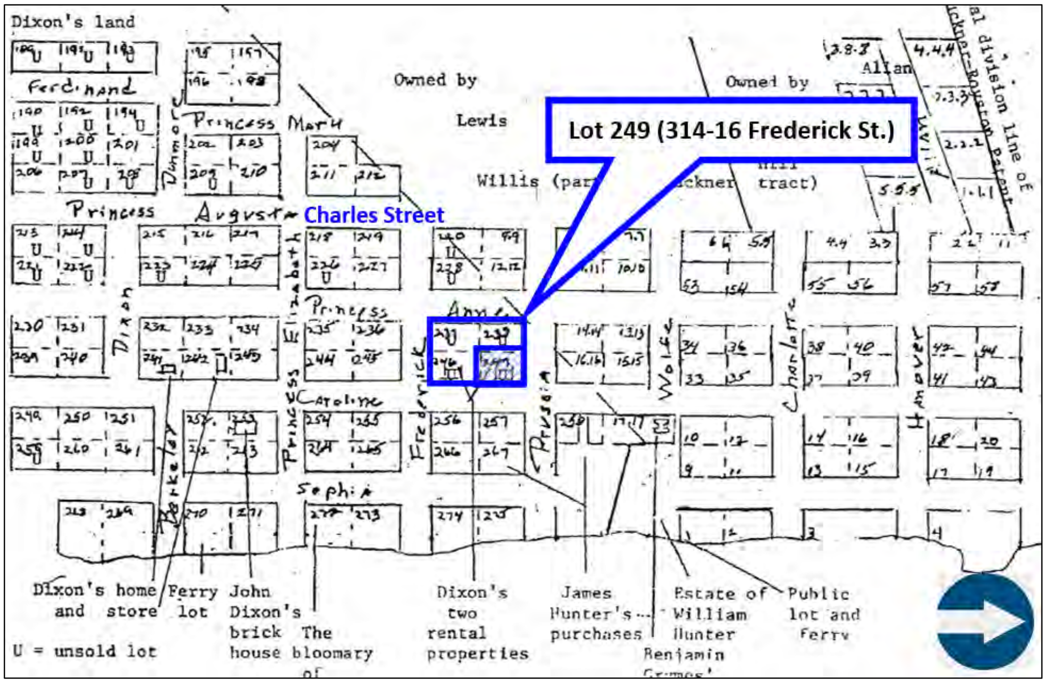

Dixon's land
Ferdinand
Princess Mary
Owned by
Lewis
Willis (part
Owned by
Allan
tract)
Lot 249 (314-16 Frederick St.)
Princess
Augusta
Charles Street
Dixon
Elizabeth
Princess
Anne
Frederick
Prussia
Wolfe
Charlotte
Hanover
Caroline
Princess
Berkeley
Sophia
Dixon's home and store
Ferry lot
John Dixon's brick house
The bloomary of
Dixon's two rental properties
James Hunter's purchases
Estate of William Hunter
Benjamin Grymes'
Public lot and ferry
U = unsold lot

FIGURE 3-73: THE LOCATION OF PRESENT-DAY 314–316 FREDERICK STREET SHOWN ON A MAP OF LOWER FREDERICKSBURG IN 1768 (FELDER 1982). NOTE: ROGER DIXON'S LAND IS ON LEFT SIDE OF THE DASHED LINE.

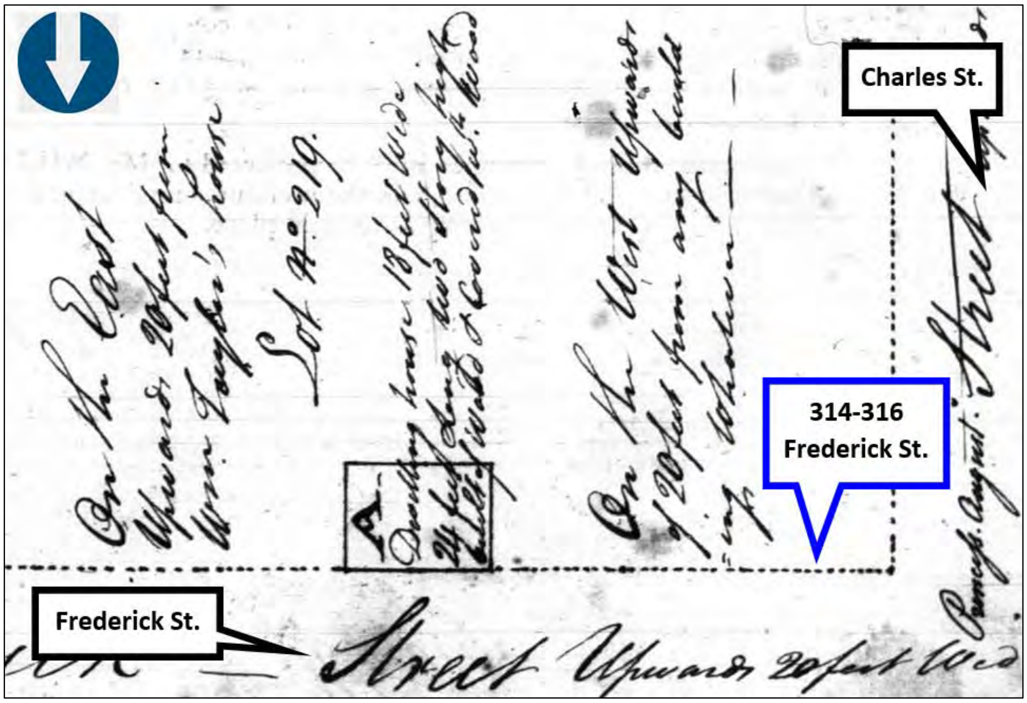

Charles St.
314-316 Frederick St.
Frederick St.
On the East Upwards 20 feet from Wm. Vaughan's house
Lot No. 219
A
Dwelling house 18 feet wide 24 feet long two story high covered with wood
On the West Upwards of 20 feet from any building whatever
Princess Augusta Street
Street Upwards 20 feet Wood

FIGURE 3-74: SKETCH MAP RECORDED ON A MUTUAL ASSURANCE POLICY (#25) ISSUED TO WILLIAM HARVEY IN 1796 DEPICTING A TWO-STORY, WOOD-FRAME DWELLING ON A PORTION OF CITY LOT 219 (PRESENT-DAY 310 FREDERICK STREET) (MAS 1983)

Following Harvey's death in 1798, the property passed through several owners, including a gentleman named William Emmerson, who acquired Lot 219 and Harvey's frame dwelling in 1810 (CFDB D:275). Shortly thereafter he subdivided and sold a 73 feet by 132 feet section from its southern end (CFDB D:316).

The remaining northern portion of the lot was purchased by George Aler in 1843 (CFDB M:460). According to land tax records, the property came with one taxable structure, presumably the two-story frame dwelling built by William Harvey in the 1790s, valued at $400.00. Seven years later, in 1851, he paid fees on two taxable structures, including the two-story frame dwelling valued at $750.00 and a second, newly erected building assessed at $250.00 (Stanton 2013). The latter, as depicted on an 1886 Sanborn Fire Insurance map, was a two-story brick dwelling with a one-story, rear, brick addition situated on the northwest corner of the parcel, the same building currently associated with 314–316 Frederick Street (Figure 3-75). Tax records for 1854 and 1855 list Aler as the occupant of both buildings. A year later, the 1790s frame dwelling is listed as tenant-occupied and the new brick structure is described as a "jail" (Stanton 2013).

George Aler owned and operated the largest of Fredericksburg's brickyards at the time and, according to newspaper accounts, provided oversight, as well as labor and materials, for several notable construction projects around town, including St. Mary's Church on Princess Anne Street and the Fairgrounds, west of town (Fredericksburg News 1857; Hennessy 2010a; Weekly Advertiser 1854, 1857). Though not documented in historical records, it is reasonable to assume that he also provided the labor and materials for the construction of the two-story brick building on his Frederick Street property. Aler was also active in the civic arena, serving at various times as a member of city council and the Superintendent of Streets. Between the late 1840s and 1860, he was also Fredericksburg's leading slave trader (Hennessy 2010a).

It is this latter role that may help explain the "jail" reference appearing in the 1856 land tax records. Evidence from historical records, including, in particular, the documented testimony of a slave named Isaac Williams, whom Aler had purchased in the early 1850s, suggests the brick building on Frederick Street may have been constructed and, for a few years (1856–1859), utilized as a slave jail. In a manuscript entitled, *Sunshine and Shadow of Slave Life: Reminiscences As Told by Isaac D. Williams to "Tege,"* published in 1885, Isaac Williams offers the following account:

> Fitzhugh finally agreed to their terms and I was sold to George A. Ayler of Fredericksburg, Virginia, a town situated on the Rappahannock river. Thither I was removed and kept by him in a sort of pen, where slaves and cattle were huddled promiscuously together. I was locked up at night in a little room just large enough to stand up in and kept there for nine days; then I was sold to Dr. James, a Tennessee slave dealer, who gave fifteen hundred dollars for me. …One day I got leave to go across the road, to get some clothes that we had left in a house just opposite our prison pen [Williams 1885:9-10].

If William's testimony does describe the present-day dwelling at 314–316 Frederick Street, then the "little room" he mentions may have been located in some portion of the building's one-story rear addition.

The presence of an enclosure to house enslaved individuals adjacent to the rail tracks follows in line with a development pattern seen throughout Virginia in the middle of the nineteenth century. In 1808, Congress enacted the African Slave Trade Act, which halted the practice of importing enslaved people into the United States (Gudmestad 1993). At the same time, the mid-

Atlantic agricultural economy changed from labor-intensive crops such as tobacco to less labor-intensive goods such as wheat. This change in agricultural practice resulted in an overabundance of enslaved labor in the mid-Atlantic region. This is in stark contrast to areas further south, where tobacco, rice, indigo, and other labor-heavy crops were king (Laird 2010:6). Since the foreign slave market had been cut off in 1808, planters in the south looked for other ways to meet their labor needs; one of the most prolific was purchasing individuals from the "overstock" areas to the north. This resulted in what has been called the "interstate slave trade" in America, which emerged in the 1820s and was prolific until the Civil War (i.e., Gudmestad 1993; Wright 1993:28–32).

Like many individuals in Alexandria and Richmond, such as Robert Lumpkin, George Aler capitalized on this trend. He owned two potential slave jails in downtown Fredericksburg: one at 300 Caroline Street and the second at 314–316 Frederick Street. Both are within a block or two of the railroad tracks and near the Rappahannock River, but outside of the dense commercial core thus keeping overt evidence of the darkest side of slavery out of the direct public eye.

References in the land records to the building at present-day 314–316 Frederick Street as an active jail cease after 1859. The following year, the occupants of both of Aler's dwellings are listed as "tenants." In 1861, Aler sold his portion of Lot 219 to Elizabeth McDougal, which included both the two-story, brick building and the 1790s frame house just to the east (CFDB T:296). Land records indicate that during her ownership tenure, Mrs. McDougall occupied half of the brick duplex and rented the other section to various tenants including, beginning in 1869, her daughter, Mary Jane Gately.

In 1889, the eastern portion of the property containing the 1790s frame dwelling was subdivided and sold to William King (CFDB CC:176). Two years later, Elizabeth McDougal passed away leaving her remaining portion of Lot 219, containing the brick dwelling, to her daughter, Mary Jane Gately (CFWB I:323). The latter conveyed a deed of trust on the property to the Enterprise Building Association in 1894 and, in 1898, was sold by a special commissioner appointed in chancery suit involving Mary Jane Gately to Ella M. Hicks and her husband Richard for $400.00 (CFDB EE:561, HH:245).

It is not entirely clear if the brick dwelling at 314–316 Frederick Street was originally constructed as a duplex or if it was later reconfigured to serve as such, possibly in the late 1890s or very early 1900s. Sanborn Fire Insurance maps published in 1886, 1891, and 1896 show only one street number (#222) in front of the building, no interior dividing wall, and a single, centrally located, interior doorway connecting the main block with the one-story rear addition (Figure 3-76) (Sanborn Map Company 1886, 1891, 1896). A Sanborn map published in 1902 however, depicts a two-unit dwelling with two assigned street numbers (#312 and #314) and two interior doorways leading to the rear addition (Figure 3-76) (Sanborn Map Company 1902). The 1902 map also indicates two apparently recent subdivisions of the lot, including a narrow strip from the northwest corner of the parcel with a lot line that extended north-south through middle of the brick dwelling, and a section from the south end of the property. Land records confirm that in 1900, then-owner Ella Hicks built a small two-story, frame dwelling (present-day 317 Charles Street) on the 26.5 feet by 51 feet parcel subdivided from the south end of her Frederick Street lot.

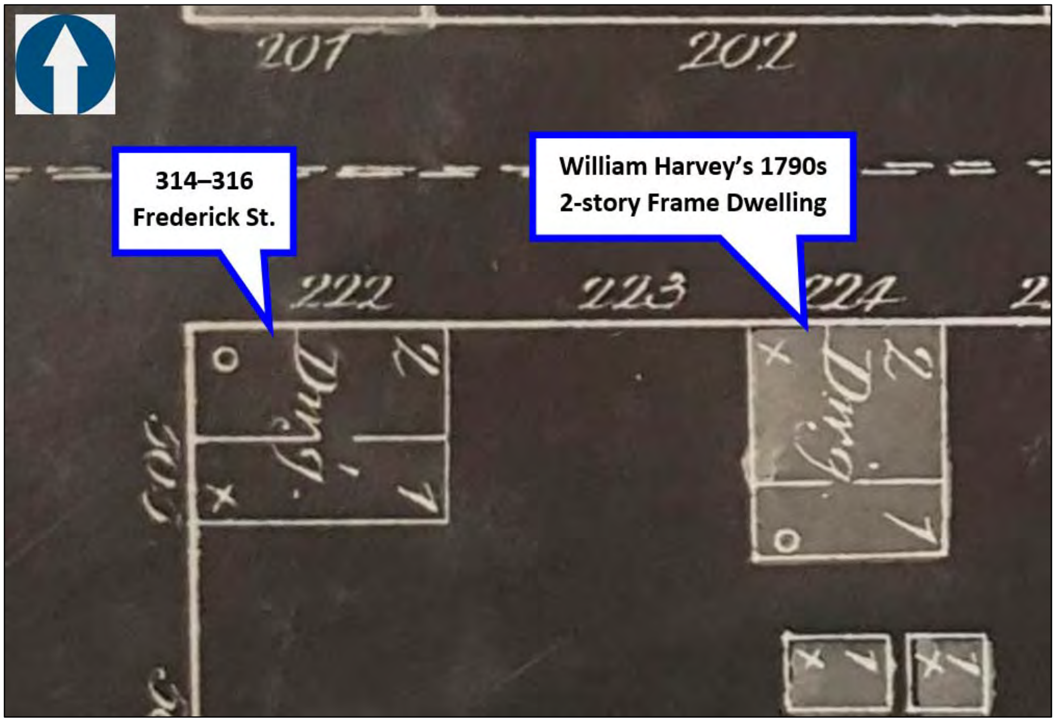

201
202
314–316
Frederick St.
William Harvey's 1790s
2-story Frame Dwelling
222
223
224
2
Dwg.
Dwg.

FIGURE 3-75: DWELLING AT PRESENT-DAY 314–316 FREDERICK STREET SHOWN ON AN 1886 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1886)

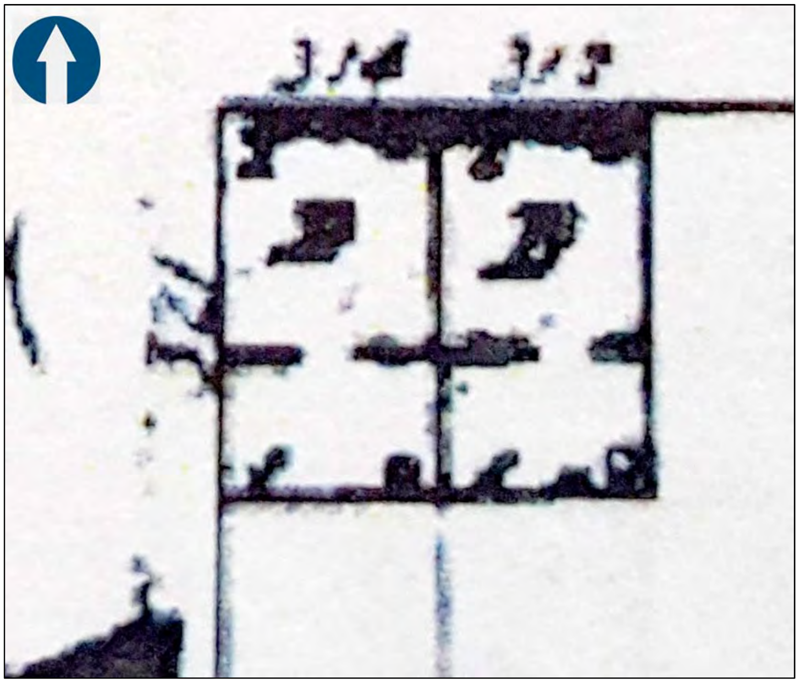


FIGURE 3-76: GEORGE ALER HOUSE, 314–316 FREDERICK STREET SHOWN ON A 1902 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1902). NOTE: THE SKETCH SHOWS TWO INTERIOR DOORWAYS (ON REAR WALL OF MAIN BLOCK) FOR FIRST TIME.

Beginning in the late-nineteenth through the early-twentieth centuries, Mrs. Hicks and her husband, Richard Hicks, invested heavily in real estate, acquiring over 20 individual parcels near the south end of downtown (O'Brien 1999:4–5). The majority of these lay in the vicinity of Princess Anne, Charles and Prince Edward streets, including the property directly south of the 314–316 Frederick Street parcel (designated 317 Charles Street) (CFDB HH:245).

Sometime between 1927 and 1941, as evident from a review of Sanborn Fire Insurance maps, a one-story, four-bay, single-pile, frame addition was erected on the rear (south) elevation of the building's one-story, rear, brick addition (Figure 3-77) (Sanborn Map Company 1941). In a photograph taken in 1949 looking north along Charles Street from a point just south of 314–316 Frederick Street, this second rear addition appears to be a partially-enclosed, shed-roofed porch.

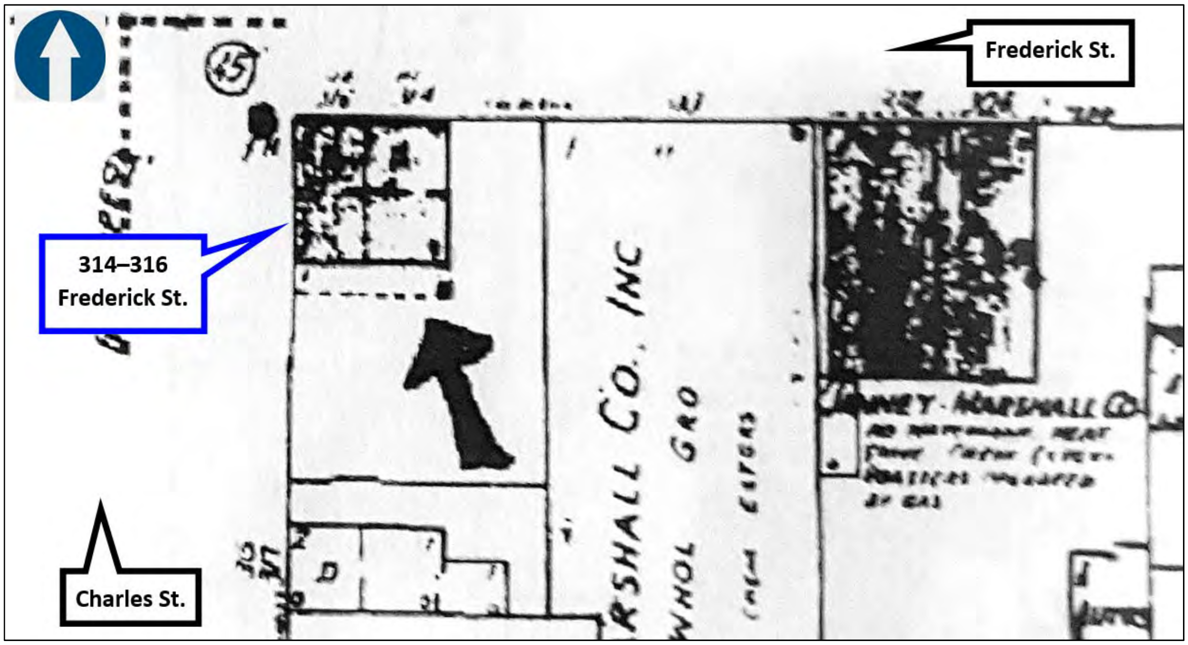


FIGURE 3-77: GEORGE ALER HOUSE, 314-316 FREDERICK STREET SHOWN ON A 1941 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1941). NOTE: A ONE-STORY FRAME ADDITION HAS BEEN ERECTED ON THE REAR (SOUTH) ELEVATION OF THE DWELLING.

Following Ella's death in 1935, the property remained in the family until 1973, when the lot and dwelling were sold by Betty Sivak and her husband to the HFFI, a local preservation advocacy group (CFDB 150:101). The latter re-conveyed the property a year later, but retained a preservation easement, which was recorded with the deed (CFDB 152:248-249). A mid-twentieth century photograph of the building's north elevation shows that the façade has not been greatly altered; however, a 1949 photograph of the duplex's rear shows the second-story, brick addition visible on the current building (Figures 3-78 and 3-79) (Strobel 2015).

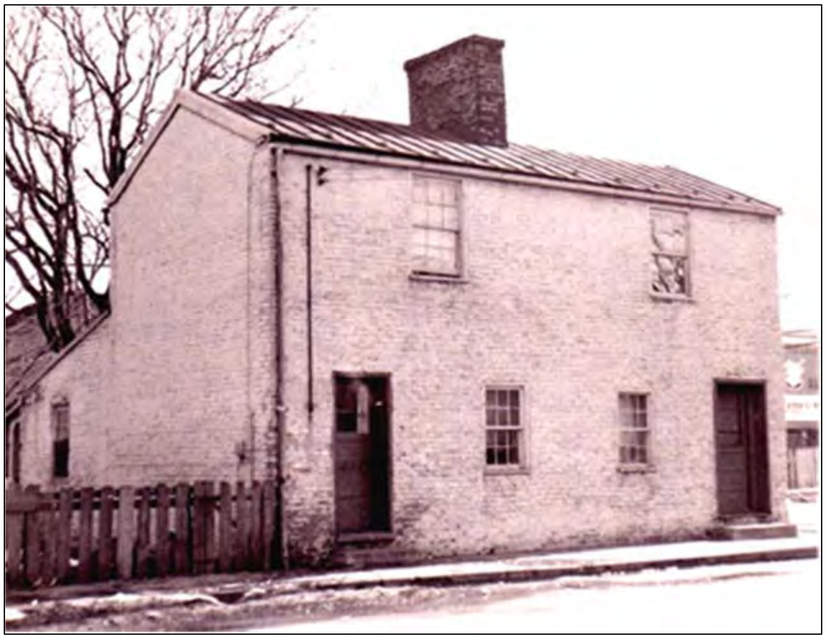


FIGURE 3-78: NORTHEAST OBLIQUE VIEW OF 314-316 FREDERICK STREET TAKEN IN 1958 (HFFI N.D.)

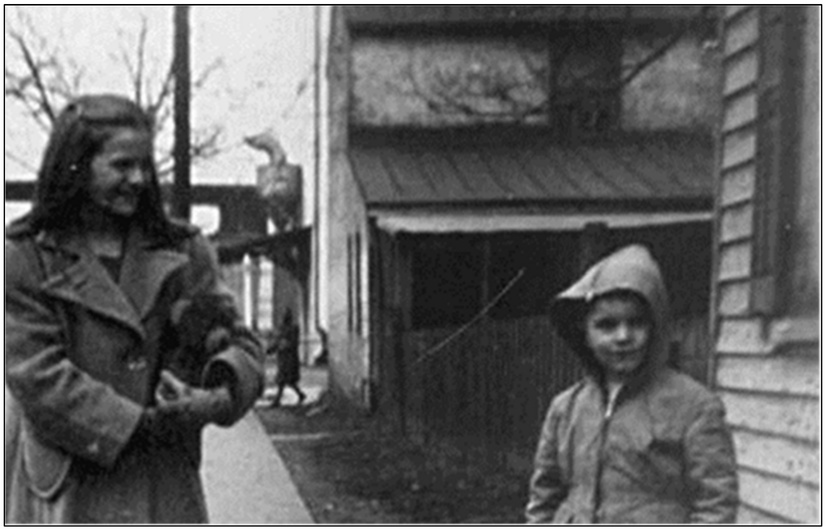


FIGURE 3-79: 1949 PHOTO SHOWING REAR (SOUTH) ELEVATION OF 316 FREDERICK STREET, LOOKING NORTH ALONG CHARLES STREET (STROBEL 2015). NOTE: THE REAR OF GEORGE ALER HOUSE, 314-316 FREDERICK STREET IS VISIBLE IN BACKGROUND.

3.6.2 Architectural Description

3.6.2.1 Primary Resource Exterior

The property's primary built resource is a two-story, four-bay, vernacular-style duplex constructed in 1851 (Figure 3-80). The building's rectangular plan, measuring approximately 28.0 feet by 33.0 feet in dimension, is oriented east-west with minimal setback and its primary elevation facing north (Figure 3-81). A continuous brick foundation supports the main block's brick frame, set in a five-to-one, common bond pattern, and a shallow-pitched, side-gabled roof clad in composite shingles. A large, central-interior, brick chimney with a corbelled cap rises above the main block and a second, smaller, interior brick chimney is visible near the center of a two-story, rear addition.

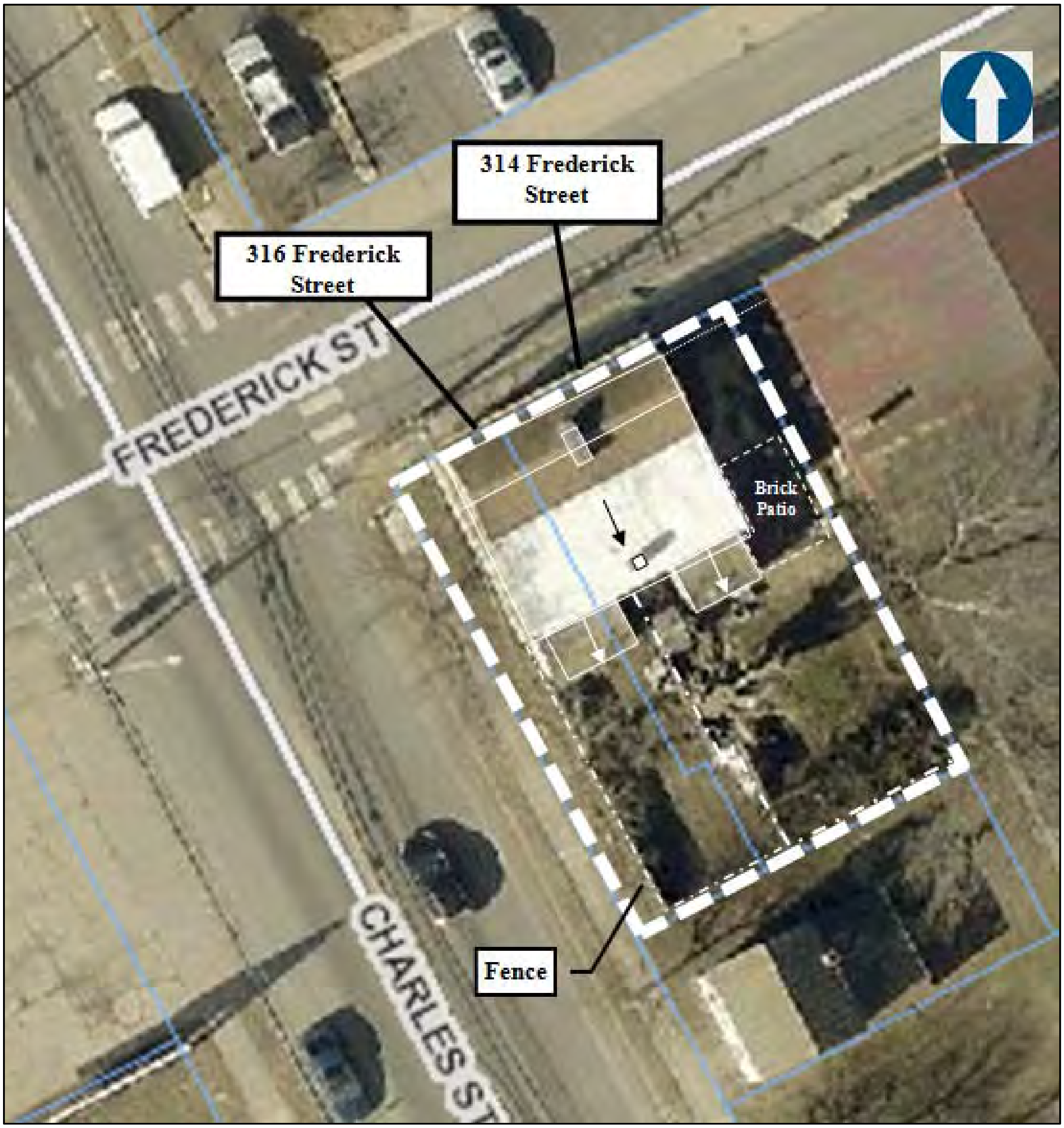

314 Frederick Street
316 Frederick Street
FREDERICK ST
Brick Patio
Fence
CHARLES ST

FIGURE 3-80: SITE PLAN OF GEORGE ALER HOUSE, 314–316 FREDERICK STREET (1121-0132-0522) (CITY OF FREDERICKSBURG 2017) (NOT TO SCALE)

The two main entrances to the duplex are marked by a short brick stoop and a modern, six-paneled, wood door situated near each end of the primary (north) elevation. Both doorways are recessed slightly and the east-end door is topped by a slightly-splayed, brick lintel. There are two additional secondary entrances on the rear (south) side of the building, each marked by a modern, two-paneled, wood door with a nine-light section of glass in their upper half. The west-side entrance is located near the west end of the south elevation of a one-story, one-bay frame addition. The second is situated on the east elevation of a one-story, one-bay, frame addition located near the east end of the building's rear elevation.

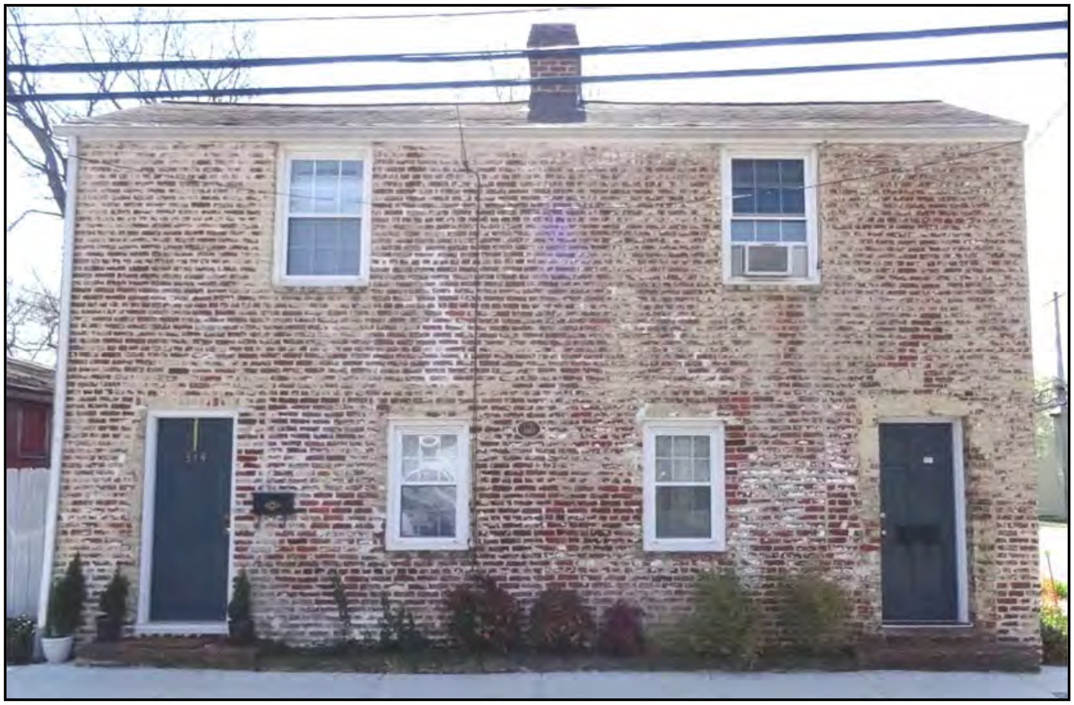


FIGURE 3-81: PRIMARY (NORTH) ELEVATION OF GEORGE ALER HOUSE, 314–316 FREDERICK STREET

Fenestration consists of one-over-one, double-hung, vinyl windows with simulated divided lights, brick sills, and molded wood frames. There are four windows on the primary elevation, including two symmetrically placed between the east- and west-end entrances, and two on the second floor centered in each half of the facade just below the roof's simple molded cornice. The remaining fenestration includes a single window on the east and west elevations on the first floor of the rear, two-story, brick addition, and two windows on the second floor of the building's rear elevation placed just below the roof on either side of the building's midline. The latter have molded frames, but no brick sills.

A one-story, four-bay, single-pile, brick addition, set in a five-to-one common bond, was added to the main block's rear elevation either at the time of the building's original construction or shortly thereafter. A second-floor, four-bay, single-pile, brick addition was erected atop the first-story addition sometime after 1958 as evidenced by a photograph taken that year, which shows only one story. The brick frame is set in an all-stretcher bond configuration. A one-story, four-bay, frame porch erected on the rear of the building during the early-twentieth century was later removed and replaced with two one-story, single-bay frame, rear-entry additions sometime in the late 1900s. The existing additions each have a shed roof sheathed in composite shingles. The existing east- and west-side frame additions are clad in vinyl- and beaded-weatherboard siding, respectively, and both are topped by a shed roof sheathed in composite shingles.

3.6.1.2 Primary Resource Interior

Access to the interior of the duplex's eastern section (314 Frederick Street) was not possible, but according to the homeowner, the two sides mirror one another very closely in terms of appearance, layout, and detailing (Michael Pappas, personal communication 2016). Though not currently visible, there is reportedly an interior doorway in the second floor's central dividing wall, which was covered over when new sheetrock was installed in the 1970s (Michael Pappas, personal communication 2016). If original, the door's presence would suggest there was free movement between the building's two halves for some period of time. The front entrance to the western half of the building (316 Frederick Street) opens into a large, open living room space with a wood, closed-string staircase situated along the west wall that ascends to the second floor. The latter has a plain, square-plank handrail and simple, square balusters topped with turned caps. A small storage space lies beneath the south end of the staircase. The ceiling and walls are finished in sheetrock. The pine wood flooring in the main block's first and second levels are original. Additional wood trim details include molded chair rails, baseboards with cavetto-style base caps, and molded wood door and window surrounds. There is a contemporary brick fireplace centered on the east wall. It has a slightly raised brick hearth, a four-panel glass screen, and a simple, white-painted, built-up, mantel shelf supported in front by two L-shaped, wood brackets (Figure 3-83).

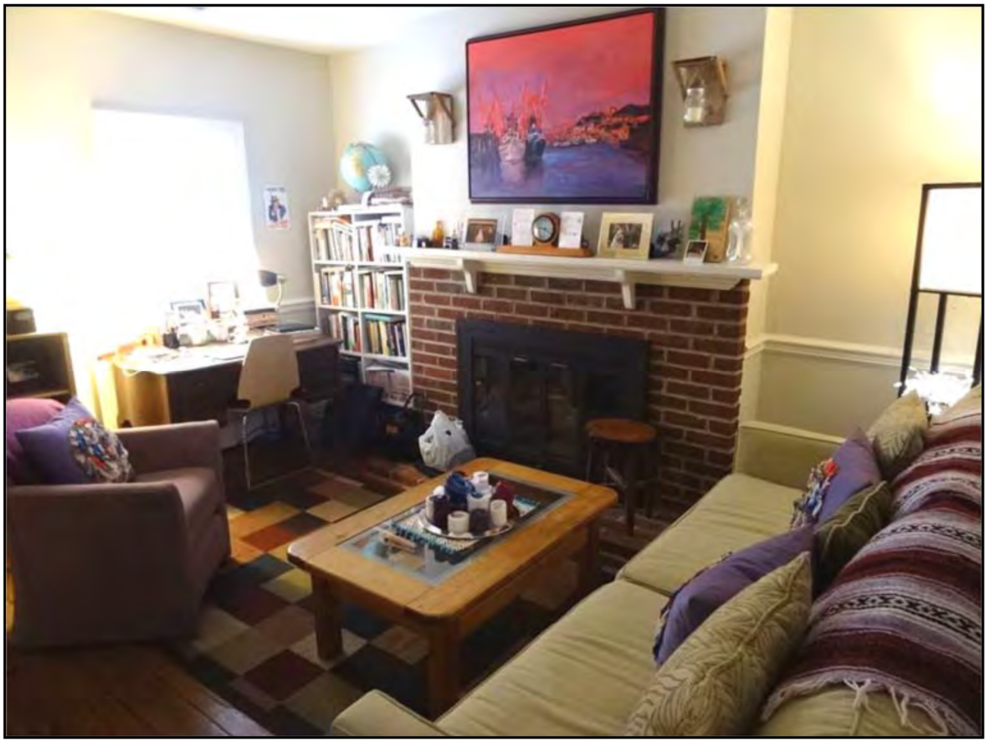


FIGURE 3-82: FIRST FLOOR LIVING ROOM AND BRICK FIREPLACE ON THE EAST WALL, LOOKING NORTHEAST

An opening near the west end of the rear (south) wall steps down into a kitchen space in the rear brick addition. The broad, wood-plank threshold of this doorway is original and years of use have created a concave depression near its center. The kitchen beyond has an unpainted, wood-plank ceiling and alternating black-and-white linoleum tiles cover the floor (Figure 3-83). There is a contemporary brick fireplace installed at an angle in the southeast corner of this space. It has a slightly raised brick hearth, a four-panel glass screen, and an unpainted mantel very similar in appearance to the one in the living room. The angled wall space above the fireplace is covered with stained, horizontal, wood planks. An open doorway in the south wall steps down into the one-story, rear, frame addition, which contains a laundry area and an enclosed half-bath.

The staircase in the living room ascends to a large, open bedroom on the second floor (Figure 3-83). A simple wood-plank railing secured by two square posts and topped with turned caps surrounds the second-floor landing. The walls and ceilings are finished in sheetrock and pine wood flooring is original. The room's lone window has a molded wood surround and a plain wood sill. There is a modern brick fireplace centered on the east wall identical to the one in the living room below. A shallow closet with wood louvered doors occupies the space on the south side of the fireplace. Reportedly, the interior doorway that once connected the two halves of the building still exists behind the sheet rock on the back wall of the closet (Michael Pappas, personal communication 2016). A square wood panel near the northwest corner of the ceiling provides access to an attic space. A six-panel, wood door centered on the north wall opens and steps down into a second bedroom in the rear brick addition. The walls and ceiling are covered in sheetrock and floor is carpeted. Another six-panel wood door on the east wall opens into a modern full bath.

3.6.3 NRHP Evaluation

The duplex, known as the George Aler House, at 314–316 Frederick Street is a vernacular dwelling constructed in 1851. It is unclear whether the building was originally constructed as a duplex or as a single-family home that was later reconfigured to serve as such. For the first five years following the building's construction in 1851, then-owner, George Aler, is listed in land tax records as the tenant of both the brick building and the 1790s frame dwelling on his portion of Lot 219. Between 1856 and 1859, the frame house is described as tenant-occupied and the brick building as a jail. By 1902, a Sanborn map shows an interior dividing wall extending north-south through the center of the building. Though it has undergone a number of interior and exterior changes over time, the core of the original building remains intact and in generally good condition. Changes to the dwelling's interior have also been made over the years, including the replacement of wall- and ceiling-plaster, however other original materials (in the main block), such as the wood flooring, molded wood chair rails and base boards, door and window surrounds, fireplace mantels, and staircase, still survive. These elements still collectively reflect the home's relatively modest, almost utilitarian, interior design, which reflects the surrounding neighborhood's mixed industrial/residential character that manifested and evolved during the late-eighteenth- and early twentieth-centuries.

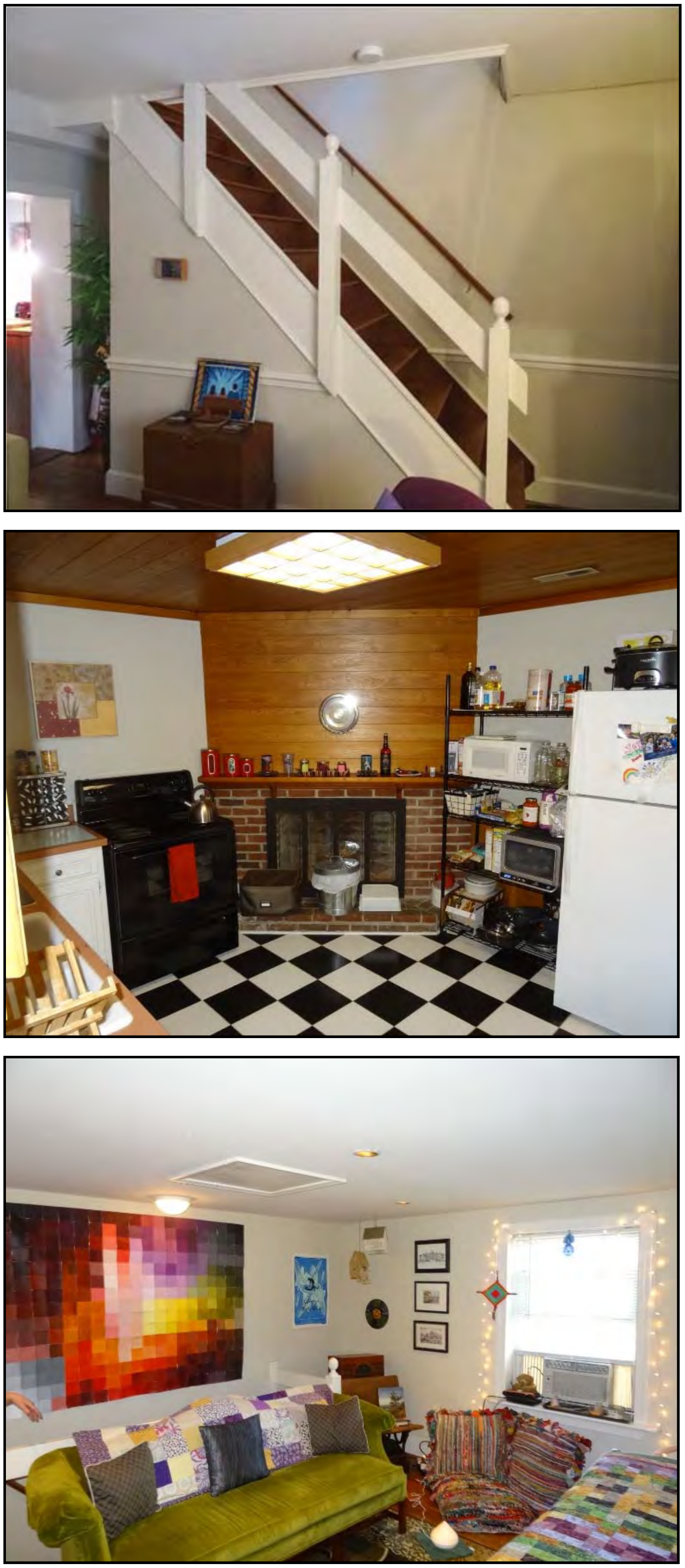


FIGURE 3-83: STAIRCASE ON WEST WALL OF FIRST FLOOR LIVING ROOM, LOOKING SOUTHWEST (TOP); OVERVIEW OF KITCHEN AND BRICK FIREPLACE IN SOUTHEAST CORNER, LOOKING SOUTHEAST (MIDDLE); SOUTH BEDROOM ON SECOND FLOOR, LOOKING NORTHWEST (BOTTOM)

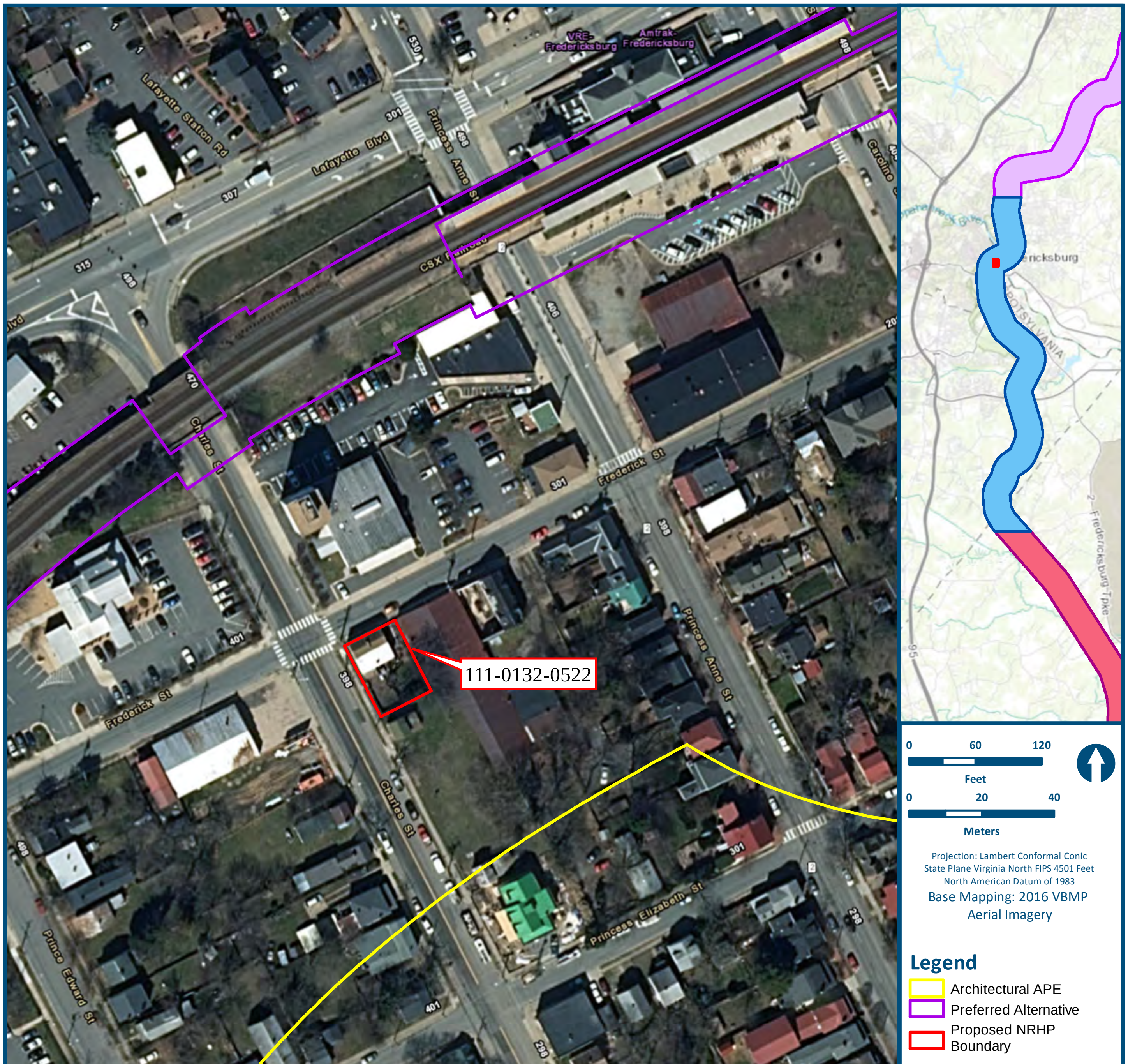
Though the building has undergone a number of changes over time, including several additions and the replacement of all original exterior siding and windows, it retains sufficient integrity of design, location, association, workmanship, setting, and feeling to merit NRHP-eligibility consideration. It is recommended eligible for individual listing on the NRHP under Criterion A for its associations with Fredericksburg's African American population and slave trade during the mid-1800s. It is one of the last extant buildings with a direct association to the practice of slavery in Fredericksburg and one of the few above-ground reminders of the slave trade in Virginia in most areas, such as the Shockoe Bottom in Richmond, all evidence of this practice were demolished in the late-nineteenth and early-twentieth centuries.

It is also recommended eligible for listing on the NRHP under Criterion B at the local level for its associations with George Aler, who was Fredericksburg's leading slave trader from the 1840s through 1860. Though the building survives as one of Fredericksburg's few mid-nineteenth-century brick duplexes, its design does not embody any distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values and is therefore, not recommended NRHP-eligible under Criterion C. As an architectural resource, the property was not evaluated under Criterion D.

In sum, the George Aler House at 314–316 Frederick Street is **recommended eligible for the NRHP under Criterion A at the local level for its association with Fredericksburg's African American community and Criterion B at the local level for its association with George Aler.**

Additionally, this resource is situated within the boundaries of the Fredericksburg Historic District (111-0132). Its date of construction (1851) falls within the District's period of significance (1721–1921) and the building's design is reflective of the city's prevailing architectural and historic trends. As such, the property should be considered **a contributing element to the Fredericksburg Historic District.**

The proposed NRHP boundary for the George Aler House at 314–316 Frederick Street follows the legal lot description for two parcels in their entirety (Parcel Numbers 7789-22-0849 and 7789-22-0827) (Figure 3-84). It is bounded on the northwest by Frederick Street, on the southwest by Charles Street, on the southeast by a lot containing a single-family dwelling (Parcel Number 7789-22-0856), and on the northeast by a large industrial building (Parcel Number 7789-22-1954). The proposed boundary for this resource includes the George Aler House, fence, and enclosed yard. Because this resource is significant only during the ownership of George Aler, the period of significance spans from 1851, when the house was constructed, to 1861, when Aler sold it the property to Elizabeth McDougal.


VRE-Fredericksburg
Amtrak-Fredericksburg
Lafayette Station Rd
Lafayette Blvd
Princess Anne St
CSX Railroad
Caroline St
Charles St
Frederick St
Princess Elizabeth St
Prince Edward St
111-0132-0522
Fredericksburg
POTSYLVANIA
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95
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0 20 40
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery
Legend
Architectural APE
Preferred Alternative
Proposed NRHP Boundary

Figure 3-84
Proposed NRHP
Boundaries For The
George Aler House
(111-0132-0522)

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3.7 PULLIAM'S SERVICE STATION (111-0009-0795)

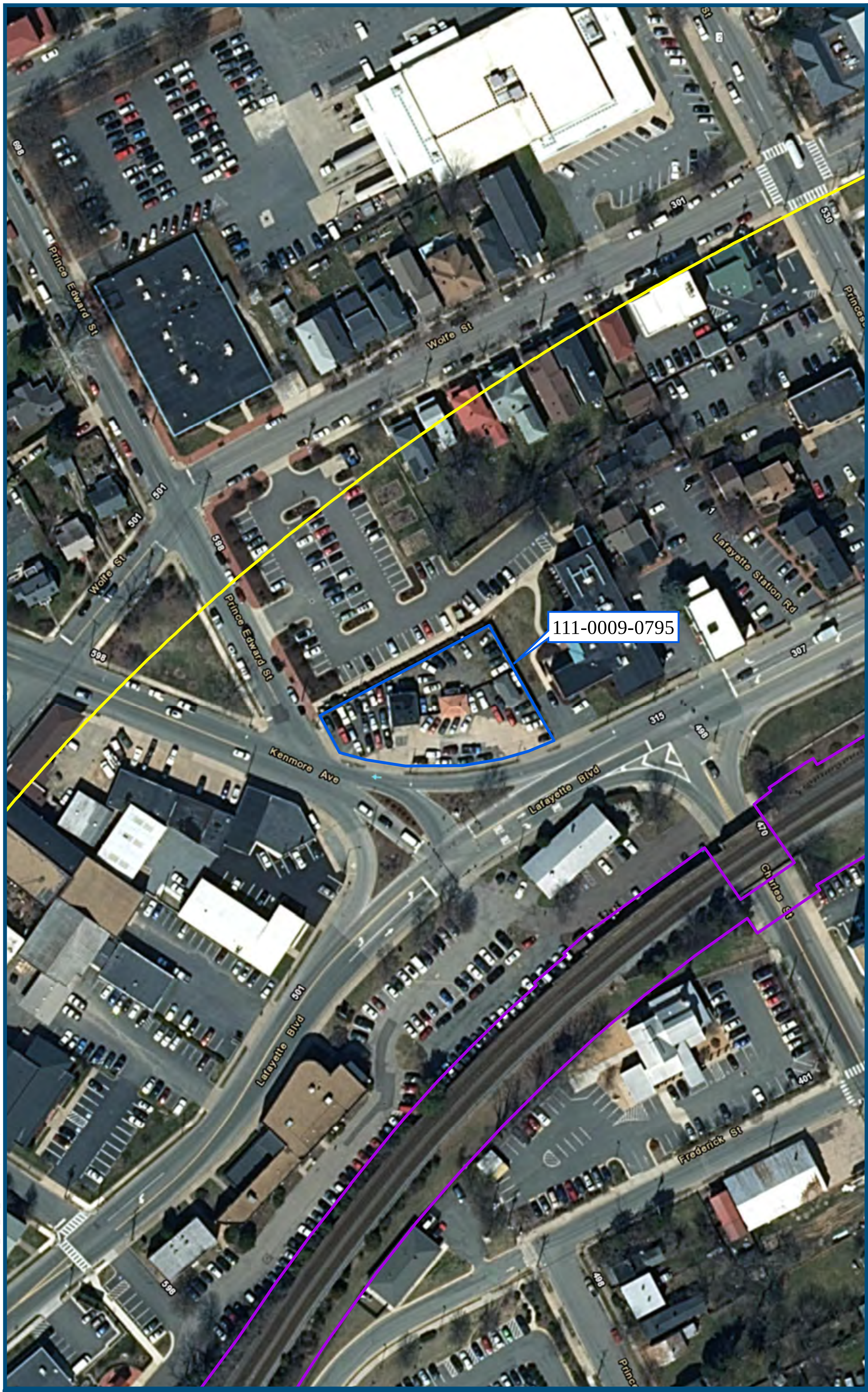
The property presently known as Pulliam's Service Station (111-0009-0795), is located at 411 Lafayette Boulevard in within the boundaries of the Fredericksburg Historic District Expansion (111-0009) in the City of Fredericksburg, Virginia. The parcel is more particularly located on the northeast corner of the boulevard's intersection with Kenmore Avenue (Figure 3-85). The surrounding neighborhood is marked by a mix of commercial and industrial properties.

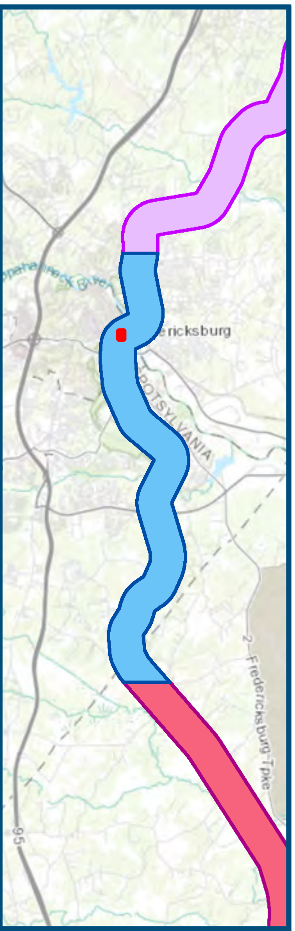
3.7.1 Historic Context

The property located at 411 Lafayette Boulevard was part of lot 292 in the southwest corner of city block 86 of Fredericksburg. Between 1902 and 1904, a local businessman named J. W. Masters acquired lot 292 and a north-adjoining property (lot 293). He established a planing mill and lumber yard business on the northern two-thirds of the combined parcel. As evident on the 1927 Sanborn Fire Insurance map shown in (Figure 3-86), the lower portion of Masters' property (the current 411 Lafayette Boulevard lot), remained undeveloped, due in part to the fact that a section of an old mill race still extended through the parcel's southwest corner.

The late 1920s witnessed several developments that would help shape the future of the 411 Lafayette Boulevard lot. In 1927, a new section of Route 1 connecting Richmond with Washington, D.C. was completed. The roadway passed through downtown Fredericksburg bringing traffic along Princess Anne Street and Lafayette Boulevard (then-called National Boulevard). A year or two later, Kenmore Avenue was extended southward to Lafayette Boulevard covering the mill race mentioned above. Finally, in 1929, J. W. Masters died and ownership of lots 292 and 293 passed to his two children, Ada and Howard Masters (CFWB R:2006; Spencer 2013).

The siblings, along with Ada's husband, Edward Gibson, continued operating their late father's mill and lumber yard for several more years (Spencer 2013). Around 1936, the family, no doubt seeing the potential investment opportunity that Route 1 presented, decided to develop the south end of the Prince Edward Street parcel. A year later, a new filling station was erected on the site and leased to a man named, T. Olin Linthicum (Fredericksburg City Directory 1938). The new Linthicum Service Station was a rectangular-shaped, one-story building of concrete block construction. Interestingly, it featured a Mission Revival-style design with a hipped, terra cotta-tiled roof, a white stuccoed exterior, and large storefront windows. As shown in a 1938 photograph, the building fronted onto a large concrete parking lot with the pumps out front and a fence lined with planted shrubs, running along the north and east sides of the lot. A tall sign near the road bearing a star-in-circle logo announced to drivers that the new station sold Texaco Oil Company products (Figure 3-87). The photo also shows what may be a possible service area just to the west of the station (same location of the site's current two-bay garage).


111-0009-0795
Prince Edward St
Wolfe St
Kenmore Ave
Lafayette Blvd
Lafayette Station Rd
Charles St
Frederick St
Princess
598
501
301
307
315
498
470
401
530


ericksburg
POTSYLVANIA
Fredericksburg Tpke
95

0 60 120

Feet

0 20 40

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

🟨 Architectural
🟪 Preferred
🟦 Resource Boundary

Figure 3-85
Location Of Pulliam's Service Station (111-0009-0795)

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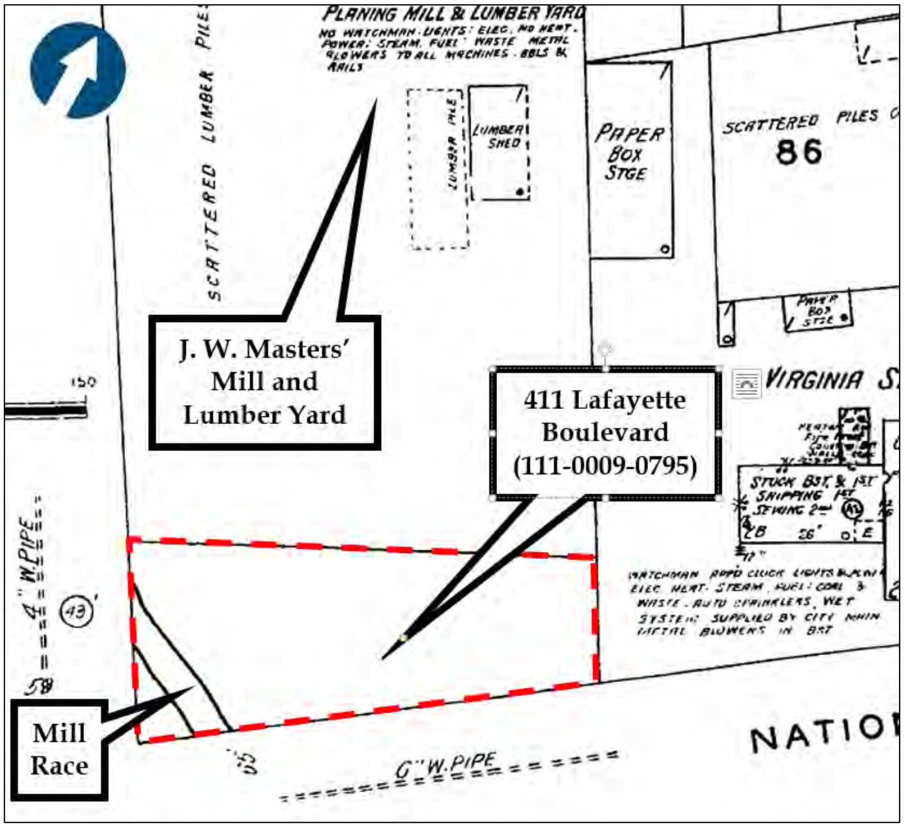

PLANING MILL & LUMBER YARD
NO WATCHMAN. LIGHTS: ELEC. NO HEAT. POWER: STEAM. FUEL: WASTE. METAL BLOWERS TO ALL MACHINES. BBLS & RAILS
SCATTERED LUMBER PILES
LUMBER PILE
LUMBER SHED
PAPER BOX STGE
SCATTERED PILES
86
PAPER BOX STGE
VIRGINIA S
STOCK BST. & 1ST
SHIPPING 1ST
SEWING 2ND
WATCHMAN ... LIGHTS: ELEC. HEAT: STEAM. FUEL: COAL & WASTE. AUTO SPRINKLERS, WET SYSTEM SUPPLIED BY CITY MAIN. METAL BLOWERS IN BST
NATIO
150
4" W.PIPE
6" W.PIPE
J. W. Masters' Mill and Lumber Yard
411 Lafayette Boulevard (111-0009-0795)
Mill Race

FIGURE 3-86: THE 411 LAFAYETTE BOULEVARD LOT SHOWN ON A 1927 SANFORD FIRE INSURANCE MAP (SANBORN MAP COMPANY 1927)

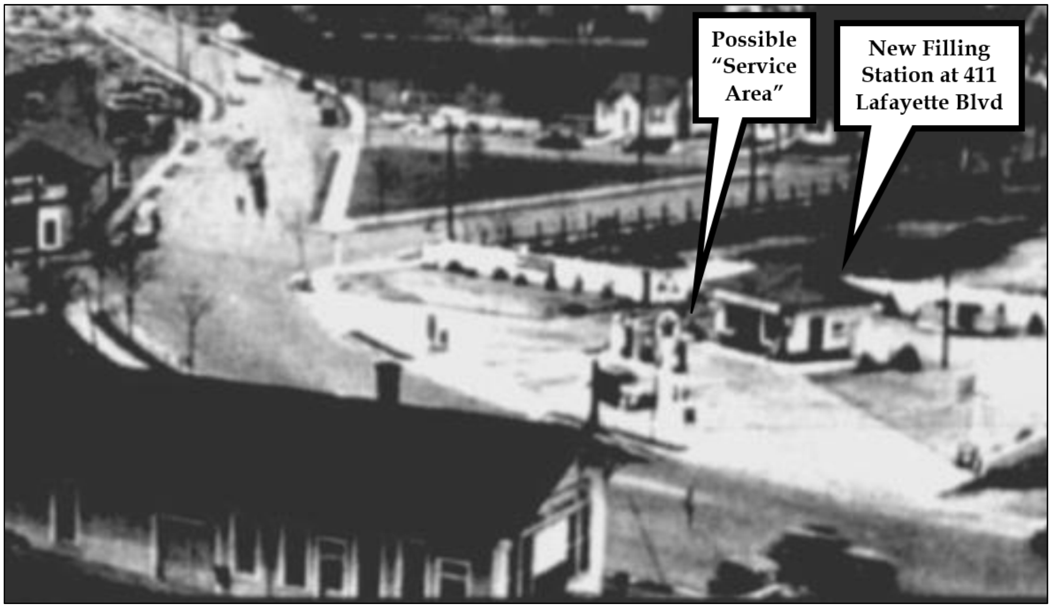

Possible "Service Area"
New Filling Station at 411 Lafayette Blvd

FIGURE 3-87: 1938 PHOTOGRAPH OF 411 LAFAYETTE BOULEVARD, LOOKING WEST (RAINES 1938)

The first filling stations, which began to appear around 1910, were simple, curb-side hand pumps connected to a below- or above-ground tank (Figure 3-88) (Lienhard 1997). When congestion due to increasing traffic made access to the pumps problematic, they gave way to a new form: the drive-up filling station. The first of these were typically one-story, rectangular-shaped buildings with gas pumps out front, covered, in some cases, by a canopy. Many were built along gateway corridors, ideally on corner lots with two or more points of access. Where they adjoined residential neighborhoods, station designers began incorporating revival-inspired architectural styles popular at the time, such as the Colonial and Tudor Revival styles, to give them a more "house-like" appearance and better blend them into their surroundings (Figure 3-89). The "house type" model typically contained office/sales space, a storage area, and public restrooms (Center of Preservation Research [CoPR] 2015:3; Jakle and Sculle 1994:45; Randl 2008; Rosin 2010:4). At the same time, gas stations were also becoming increasingly tied to corporate identity. Oil companies developed standardized, prefabricated designs intended "to coordinate logos, color schemes, signage, and building architecture" (Kaszynski 2000:65). The Texaco Oil Company, which by the 1920s had expanded to 46 states, including Virginia, had adopted the Mission Revival style for many of its new stations, featuring terra cotta-tile roofs, large windows, and stucco exteriors (Landscape Change Program 2011; Moore and Mace 2016:4-11).

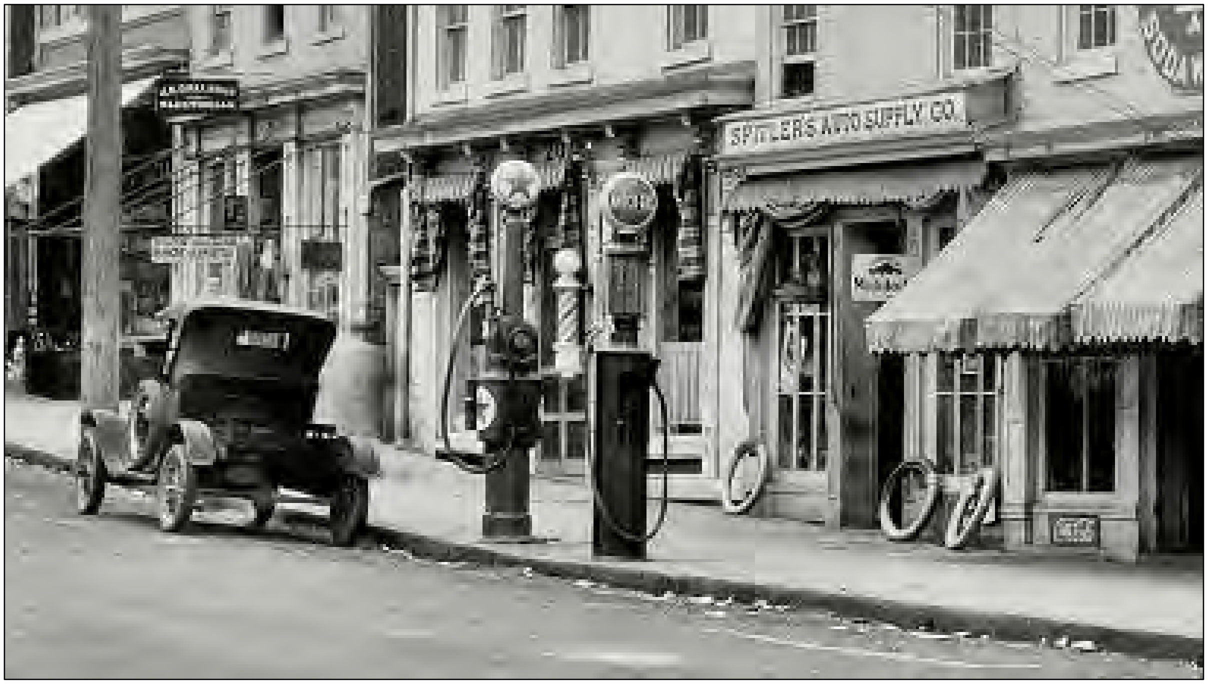


Figure 3-88: Early-Twentieth Century Photo of Curb-side Gas Pumps Outside of Spitlers Auto Supply Company (205 Commerce [NoW WILLIAM] Street) iN Fredericksburg (Johnston 1927)

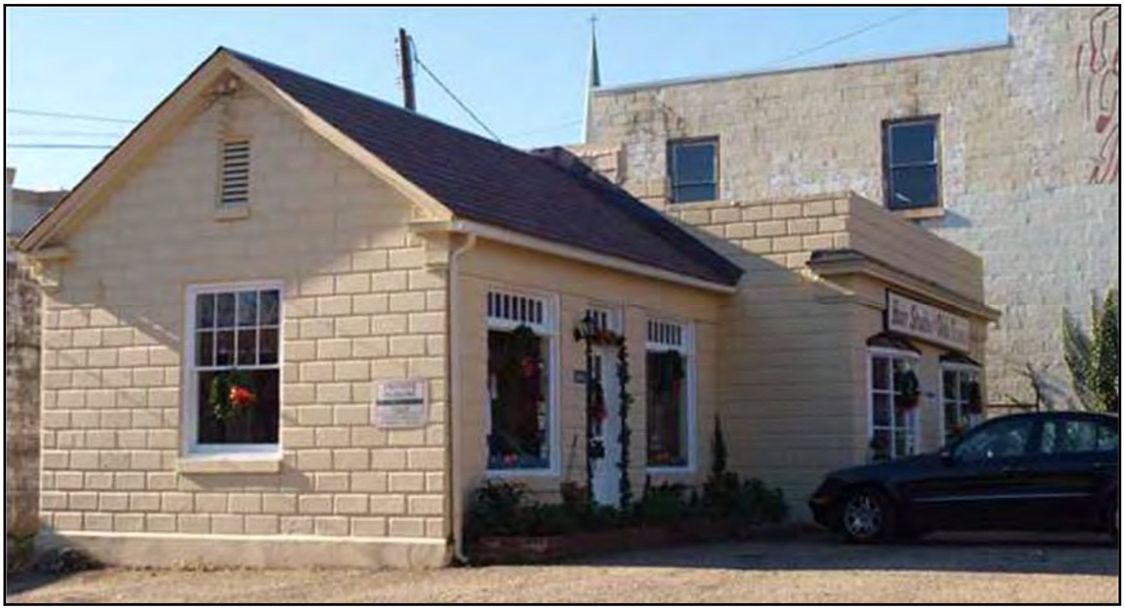


FIGURE 3-89: FORMER “HOUSE-STYLE” GAS STATION AT 100 WILLIAM STREET (CITY OF FREDERICKSBURG 2017)

Around 1940, the one-story, concrete-block building that presently stands on the east side of the 411 Lafayette Boulevard lot, was constructed, and as indicated on the 1941 Sanborn Fire Insurance map shown below (Figure 3-90), housed a restaurant.

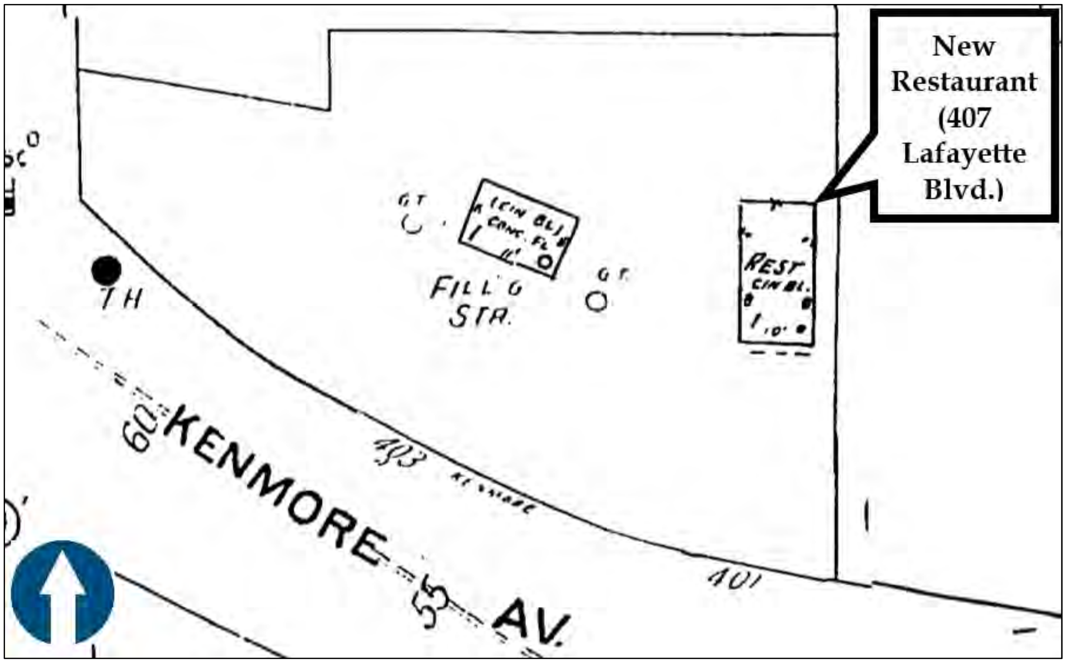

New Restaurant (407 Lafayette Blvd.)
REST CIN BL.
FILL G STA.
G.T.
G.T.
CIN BL CONC. FL.
TH
KENMORE AV.
403
401

FIGURE 3-90: THE 411 LAFAYETTE BOULEVARD PROPERTY SHOWN ON A 1941 SANBORN FIRE INSURANCE MAP (SANBORN MAP COMPANY 1941)

The presence of the new eatery, which was advertised as “Mack’s Lunch” in the 1947–1948 Fredericksburg City Directory and had its own address (407 Lafayette Boulevard), was not unusual for this period. Prior to World War II (WWII), the terms "filling station" or "gasoline station" were standard. During the 1930s, however, owners began expanding their auto-related products and adding new auto repair services and by the post-War period, the term "service station" had become common (Keenov and Baxter 2005:E-11). Expanded services were not exclusively limited to automobiles. Many stations also added sit-down restaurants and curbside food service to attract tourist traffic. A block south of the Linthicum Service Station, the Horton's Esso Filling Station and Dining Room offered an indoor restaurant and served curbside barbeque (Figure 3-91).

In 1946, Edward Gibson acquired his brother-in-law, Howard Masters' half interest in the 411 Lafayatte Boulevard lot (CFDB 82:451). A year later there was apparently a change in management and corporate affiliation as the 1947–1948 city directory lists the business as Blackley's Esso Station. In 1949, the name changed again to Johnson & Hurlock's Mobil Gas. Also around this time, the circa-1940, one-story building was repurposed as office space for a used cars enterprise called Blackley's Used Cars (Spencer 2013).

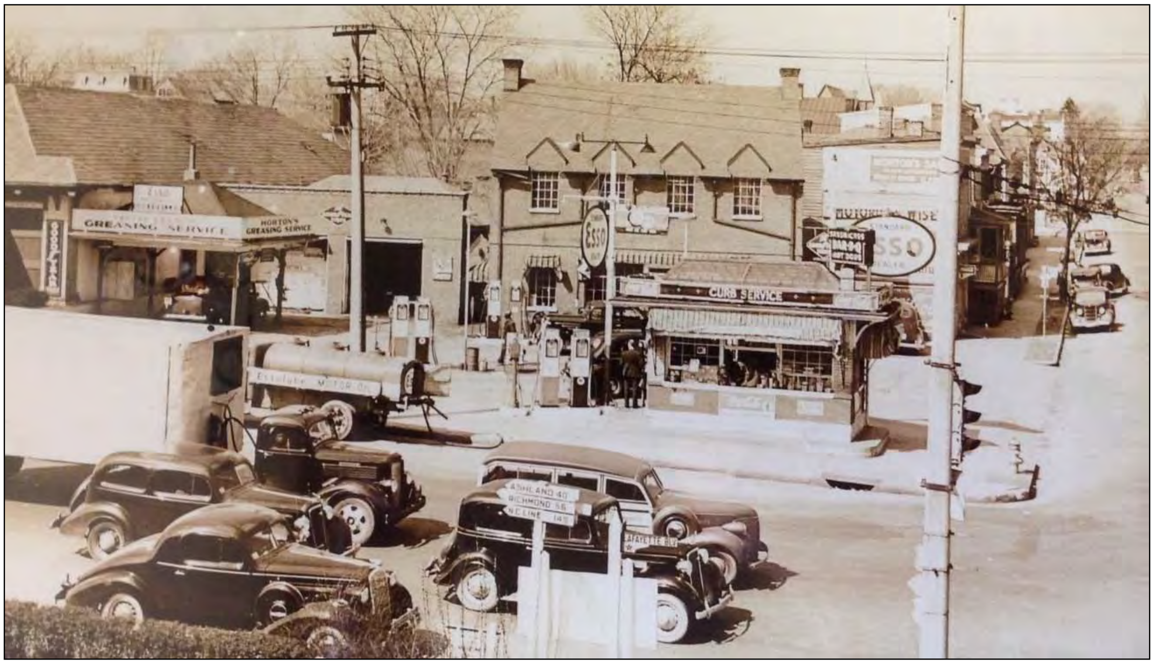


FIGURE 3-91: EARLY-TWENTIETH CENTURY PHOTO OF HORTON'S ESSO FILLING STATION AND DINING ROOM (301 LAFAYETTE BOULEVARD) (CENTRAL RAPPAHANNOCK HERITAGE CENTER [CRHC] CIRCA 1930)

The 1950s were a period of expansion and improvement for the operation at 411 Lafayette Boulevard. In 1951, Edward Gibson, as the owner, was issued a permit to construct a new 26.5 by 28-foot "service shop & grease storage addition" (Stanton 2014). The permit describes the proposed structure as an addition, but its dimensions closely match those of the detached two-stall service garage that presently stands on the lot. The new building's design, featuring simple, rectangular-shaped massing and a flat roof, was typical of service stations during this era. The previously-discussed expansion of auto-related products and service offerings that manifested in the 1930s had, by the post-WWII years, spurred another shift in gas station form. The previous "house style" model was replaced by the "oblong box," an expandable, rectangular-shaped form comprised of adjoining, flat-roofed bays that housed space for additional auto services (Jakle and Sculle 1994:144, 156).

In 1955, the property's circa-1940, one-story building, which up to this point had maintained its own address (407 Lafayette Boulevard), was folded into the site's service station facilities (Spencer 2013). Three years later, in 1958, Gibson was issued another permit for the installation of two 4,000-gallon, below-ground, gas tanks (Stanton 2014).

Edward Gibson passed away in 1972 and, sometime thereafter, ownership of the station and lot was conveyed to Johnson & Hurlock. A year later the business became a Texaco station and operated as such for the next decade. In 1983, Rixey Johnson gained full ownership and changed the name of the business to Johnson's Automotive (Spencer 2013). In 1989, after 42 years in the business, Johnson retired and leased the property to Kennedy's Towing and Repair. Two years later, the lot and facilities were purchased by Lee P. Rowe for $45,000. In 1995, the site was leased to its current proprietor, Pulliam's Auto Center, Inc. (CFDB 242:313; Spencer 2013).

3.7.2 Architectural Description

The built complex includes a circa-1937, single-story, filling station flanked on either side by a detached one-story garage and is set on a 0.39-acre, irregularly-shaped lot with a curved southern boundary that follows the alignment of the roadway connector between Kenmore Avenue and Lafayette Boulevard (Figure 3-92). The parcel is flat and open with covered primarily by a mix of concrete and paved-asphalt parking areas and is accessed from the street at the southeast and southwest corners of the lot. The site is bordered by a large paved parking lot to the north and a poured concrete sidewalk along the south. Vegetation is limited to a narrow strip of grass along the east side of the parcel and small grassy areas on the north side of the built complex. A vertical-plank, wood fence composed of 6-foot, arched sections fastened to square wood posts borders the north and east sides of the parcel. The posts are topped by a pointed finial. Additional wood fencing extends laterally from the filling station in center to the east- and west-flanking garages. The latter has a paired set of gates at center, providing access to parking area in the northeast corner of the parcel.

3.7.2.1 Primary Resource Exterior

The property's primary resource is a one-story, one-bay (structural), former filling station constructed circa-1937 in the Spanish Mission Revival style. The building is set back some distance from the street near the center of a 0.39-acre lot with its rectangular plan oriented east-west and its primary elevation facing south. A concrete slab foundation supports the building's concrete-block frame. The latter is clad in white stucco with grey trim and topped by a hipped roof sheathed in original, terra-cotta, barrel tiles with broad overhanging eaves. A single, faux, interior, brick chimney is visible near the east end of the roof ridge (Figures 3-93 and 3-94).

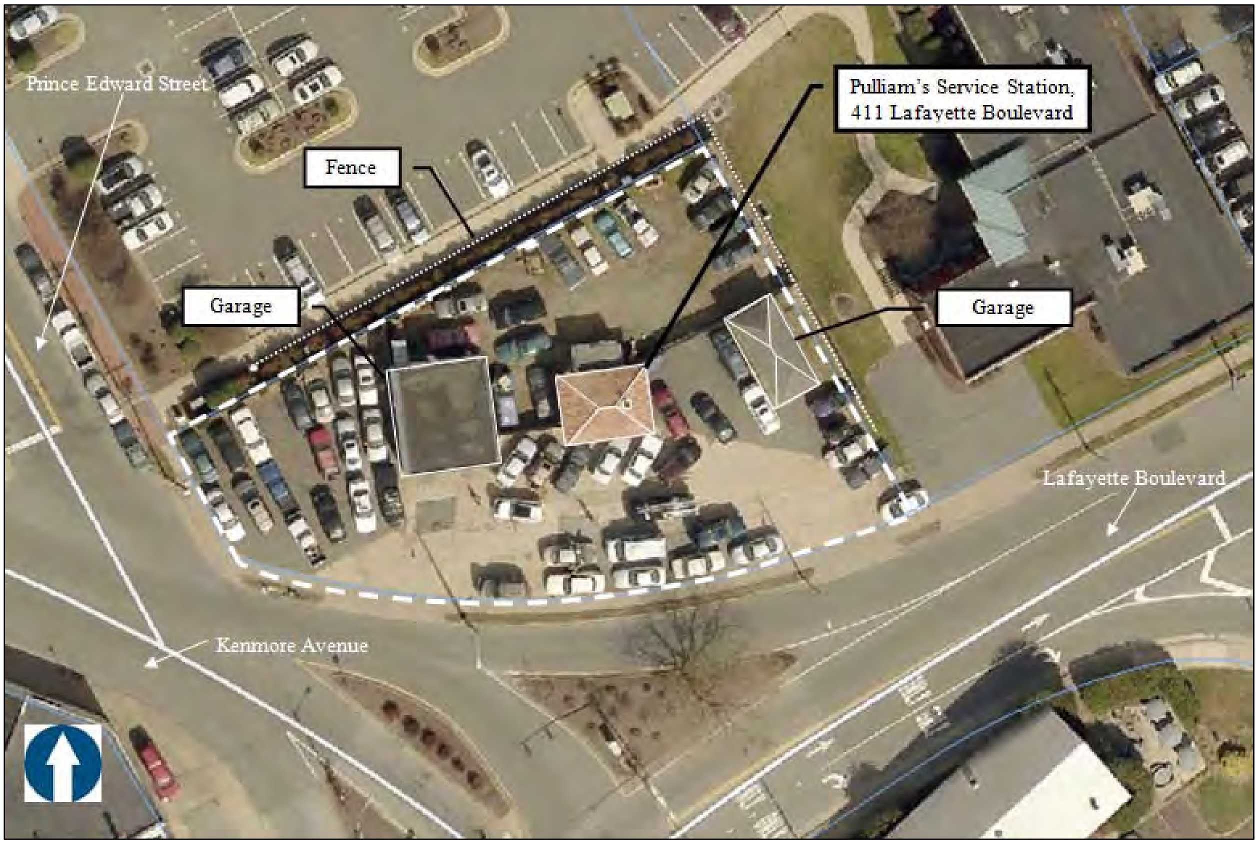


FIGURE 3-92: SITE PLAN OF PULLIAM'S SERVICE STATION (111-0009-0795) (CITY OF FREDERICKSBURG 2017) (NOT TO SCALE)

The primary entrance, marked by full-light wood door topped by a transom window, is centered on the south elevation. Large, square, storefront windows topped by two-pane transoms flank the entry door, and simple paneled pilasters frame either end of the elevation. A band of decorative brick veneer covers the bulkhead panels on the façade (south elevation) and continues along the east and west elevations. The band consists of a five-course section set in an all-stretcher bond bordered at top by a single rowlock course and at the bottom by a single soldier course. Narrow bands of grey trim extend horizontally along the top of each façade, beneath the overhanging eaves.

There are two secondary entrances marked by a single, six-paneled, wood door positioned at the north end of both the east and west elevations, which formerly led to women's and men's restrooms. A single lighting fixture is visible beneath overhanging eaves near the southeast corner of the building and two small cameras are similarly mounted at the southwest corner. Fenestration includes a metal casement window on the east and west elevations, and a small, three-pane, wood-framed, hopper window on the east wall located between the metal casement window and restroom door. A single, small, three-pane, wood-frame window is also visible at either end of the rear (north) elevation. There is a small, rectangular, cinder-block addition centered on the rear elevation of the former filling station (Figure 3-95).

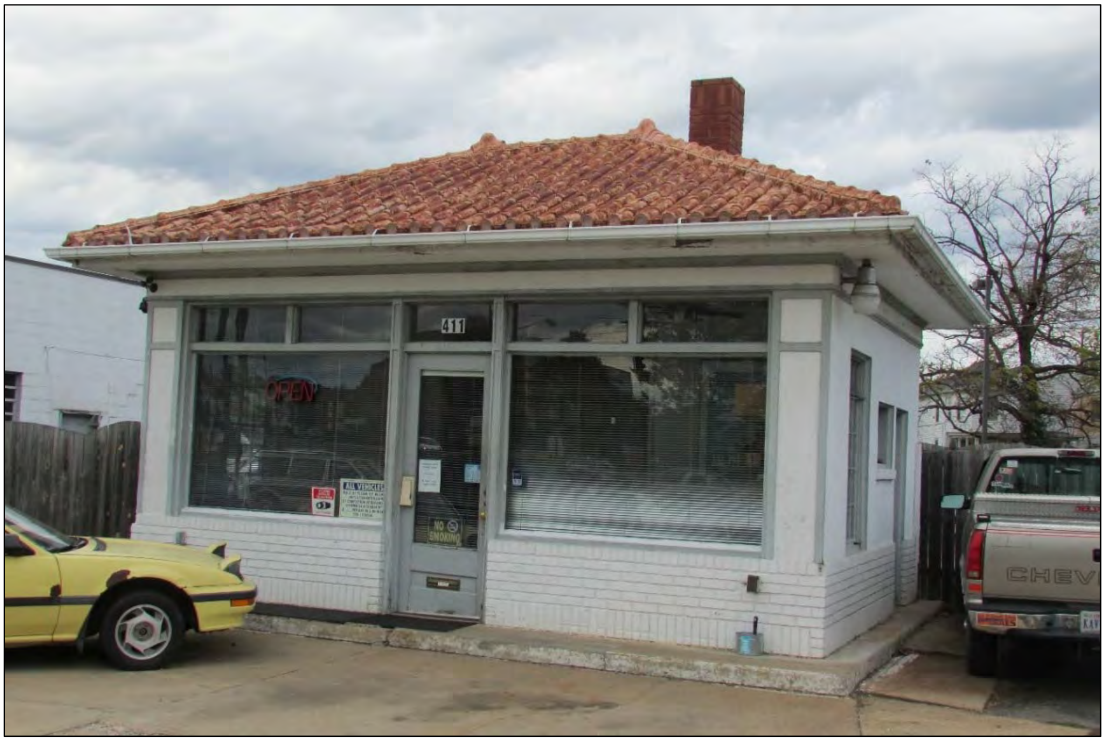

411
OPEN
NO SMOKING
ALL VEHICLES
CHEV

FIGURE 3-93: PRIMARY (SOUTH) ELEVATION OF THE FORMER FILLING STATION AT 411 LAFAYETTE BOULEVARD

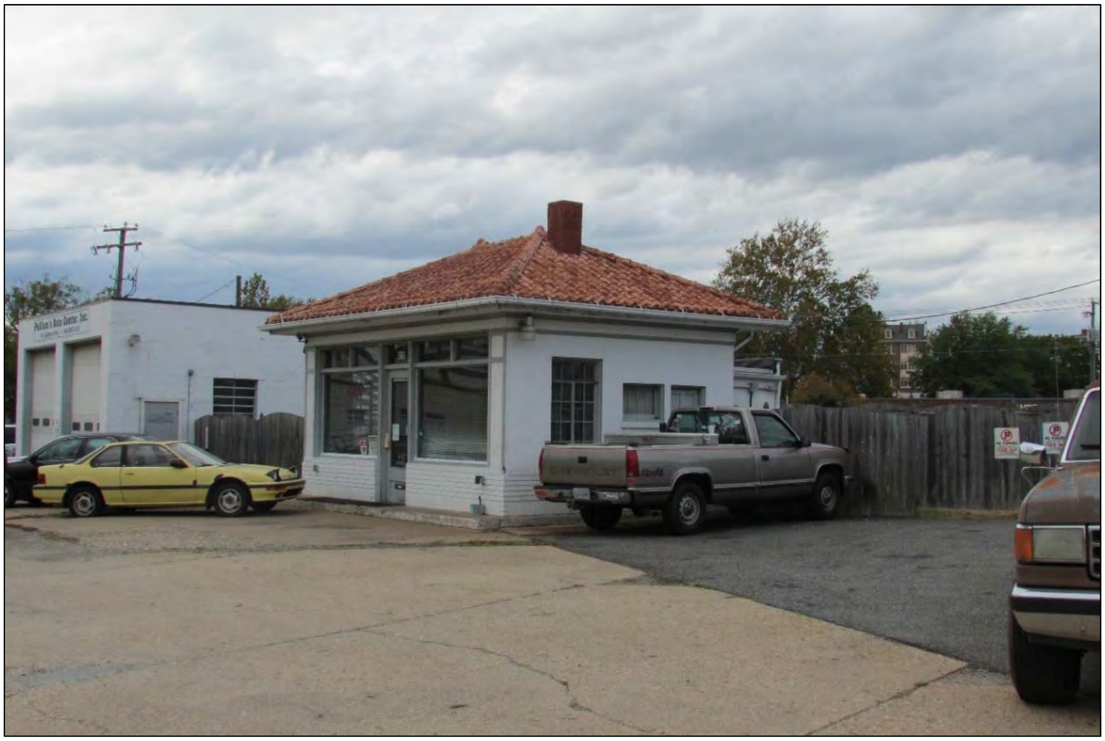


FIGURE 3-94: SOUTHEAST OBLIQUE VIEW OF THE FORMER FILLING STATION AT 411 LAFAYETTE BOULEVARD

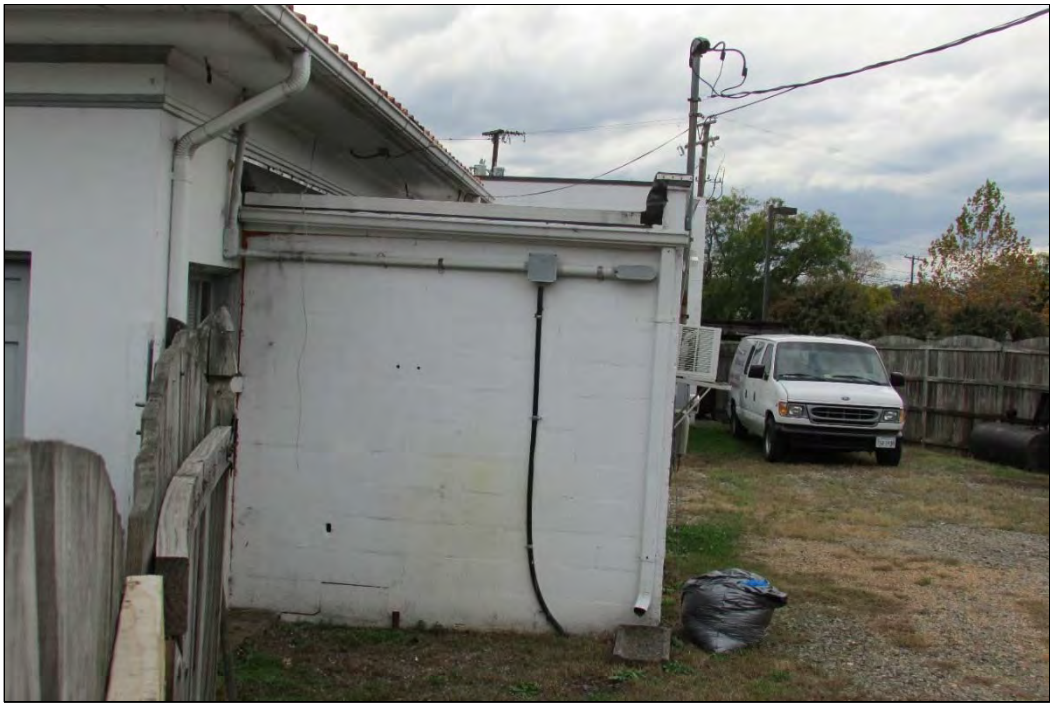


FIGURE 3-95: ONE-STORY, CONCRETE-BLOCK REAR (NORTH) ADDITION

3.7.2.2 Primary Resource Interior

Photographs of the building's interior were not permitted and only limited access was possible during the most recent site visit. Based on a cursory inspection, the original layout appears to be generally intact with an open area at front and a couple of doorways in the north half of the space possibly leading to a storage room and the northeast corner restroom. Such an arrangement was fairly typical of early-twentieth century, house-type, filling stations. The main entrance usually opened into a sales and product display area with, depending on the facility's size, additional rooms, such as an office or storage space, located to the rear. In cases where the design incorporated separate men's and women's facilities, like this resource, interior access to the men's room was also common (Randl 2008).

3.7.2.3 Secondary Resources

The property contains two secondary resources. The first is a circa-1940, one-story, five-bay garage situated near the lot's eastern boundary (Figure 3-96). The building's rectangular plan is oriented north-south with its primary elevation facing west. A concrete foundation supports concrete-block walls and a hipped roof clad in composite shingles with overhanging eaves. The main entrance is marked by a single, slightly recessed, wood door at the center of the west elevation. There is also single-bay garage door opening at the south end of the building. Fenestration includes two, three-over-one, double-hung, wood windows on the south side of the main entrance, a small, four-pane, wood-framed, hopper or awning-style window on the north side of the main entry door, and a similarly-sized, boarded-up window space near the north end of the façade. Four more three-over-one, double-hung, wood windows present on the rear (east) elevation. When originally constructed, this building housed a restaurant, but was later adapted for other uses, including an office for used car business. It presently serves as additional auto service space.

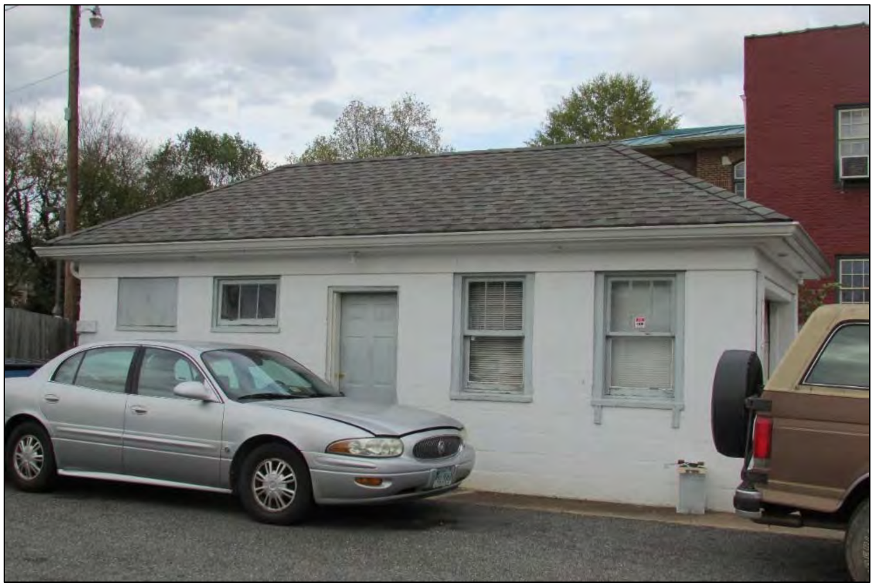


FIGURE 3-96: SOUTHEAST OBLIQUE VIEW OF THE CIRCA-1940, ONE-STORY GARAGE

The lot also contains a circa-1950, one-story, two-bay, concrete-block, service garage located just west of the primary resource (Figure 3-97). The square-plan building is set back from the street roughly the same distance as the filling station with its primary elevation facing south. The building has a concrete slab foundation and a flat roof with metal coping. Overhead segmental garage doors provide access to each bay on the south elevation, and two single-leaf doors on the east wall offer pedestrian access. Fenestration includes two, multi-light, metal windows on the east, west, and north walls.

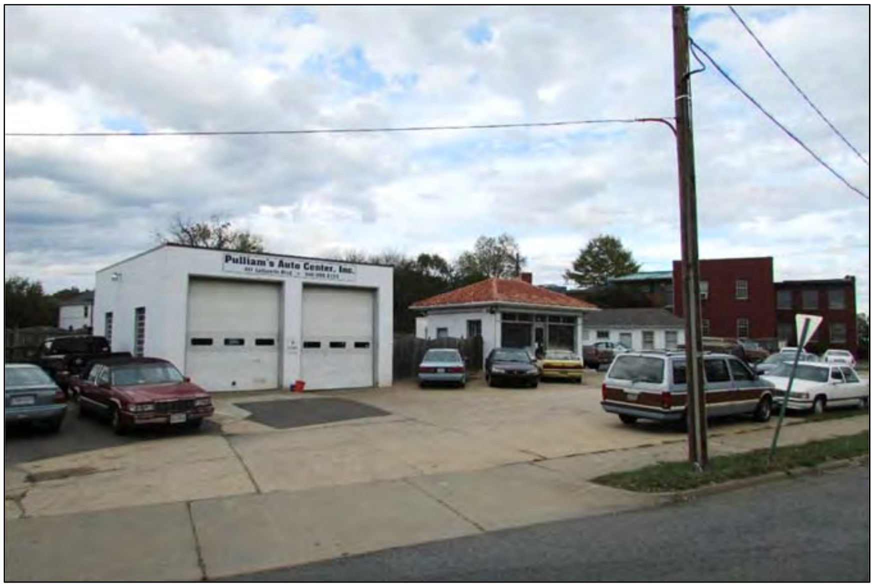


FIGURE 3-97: SOUTHEAST OBLIQUE OF THE CIRCA-1950 SERVICE GARAGE

3.7.3 NRHP Evaluation

The one-story concrete building at 411 Lafayette Boulevard is a Mission Revival-styled, "house-type" filling station constructed around 1937. Popular architectural styles were incorporated into gas station designs to help them blend in with surrounding residential neighborhoods. Eventually, particular designs became closely tied to corporate identities and oil companies began developing standardized designs to help promote brand recognition and sell their products (Blanton 2012:E2). The Texaco Oil Company, which had expanded nationwide, initially developed its Mission Revival-styled stations for its home state and southwest markets, but as the visual link between model and brand solidified, the design was deployed to other areas of the country as well, including the east coast (Moore and Mace 2016:3–5). Only a few known examples remain extant in Virginia (Figure 3-98).

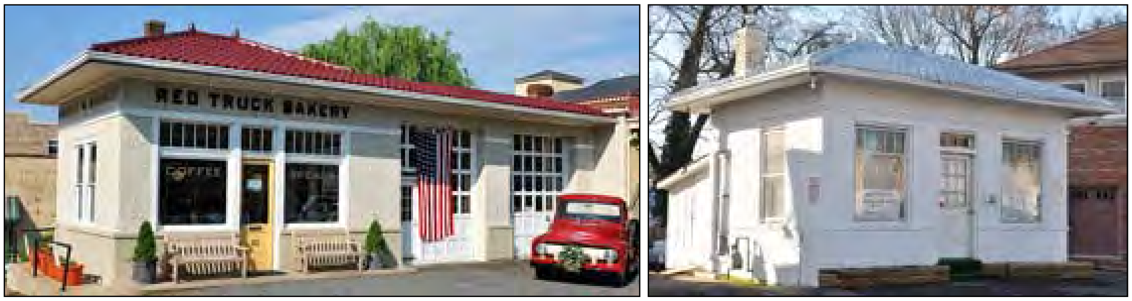


FIGURE 3-98: TWO EARLY TWENTIETH CENTURY, MISSION REVIVAL-STYLED GAS STATIONS IN WARRENTON (LEFT) AND WINCHESTER (RIGHT), VIRGINIA (ROADSIDEARCHITECTURE.COM N.D.)

Though a number of changes have been made to the site over time, including the removal of the original gas pumps and the addition of two new buildings, such alterations are not uncommon and, in fact, reflect the evolution of gas and service station design during the twentieth century, as adjustments were made in response to shifting industry trends and design aesthetics. The former filling station's original design remains intact and readily discernable. It retains key elements of its Mission Revival style, including the stuccoed concrete exterior, hipped roof and terra-cotta barrel tiles, and the decorative band of brickwork at the base of the wall. The scale and interior layout of its "house-type" form, which typified station design during the 1920s and 1930s also remains intact. The original windows also survive. Overall, this resource remains in good condition and retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to warrant its consideration for listing in the NRHP.

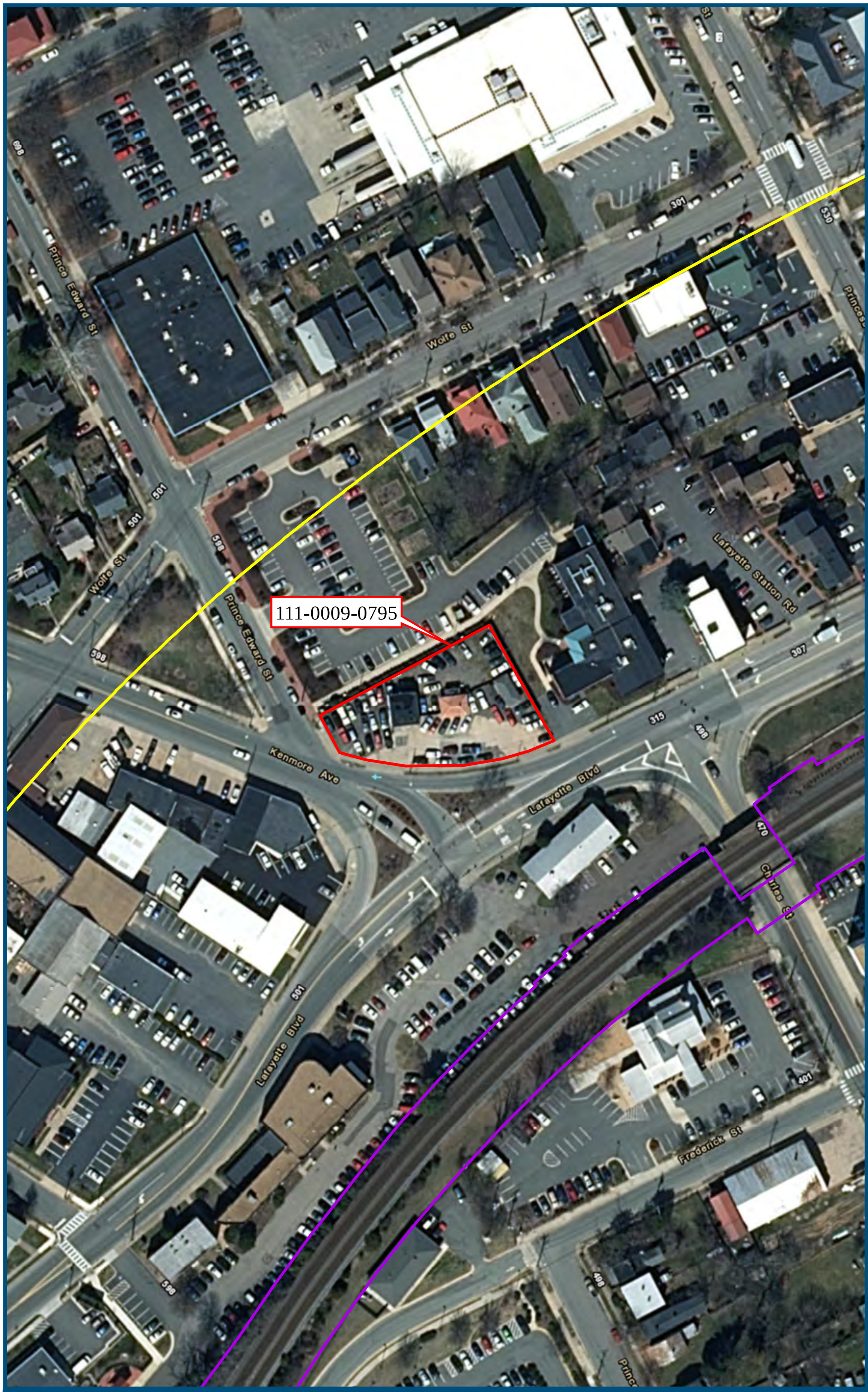
The former filling station presently known as Pulliam's Service Station is recommended eligible under Criterion A, in the areas of commerce and transportation at the local level, as a reflective example of the important impact that the automobile had on Fredericksburg's economy and built environment during the early decades of the twentieth century. The growing popularity of the automobile combined with coursing Route 1 through Fredericksburg in 1927, had a significant and tangible effect on the city. A host of auto-related businesses, including filling and service stations, tourist homes and motels, dealerships, and restaurants, grew up along gateway corridors and adjoining streets during this period. While many of the buildings that housed those businesses have been lost or repurposed over time, the 411 Lafayette Boulevard complex has continuously served the auto-related needs of travelers and local residents for over three-quarters of a century. It is also an illustrative example of oil companies' efforts to leverage gas station design as a branding tool during the first half of the twentieth century.

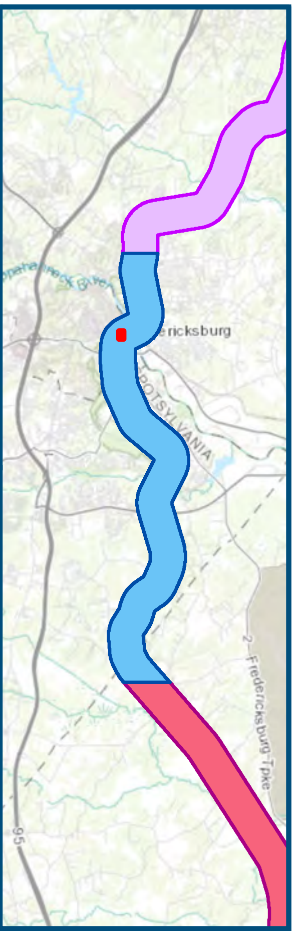
The property bears no known associations with any particularly significant individuals, and is therefore not recommended eligible for listing in the NRHP under Criterion B. The former filling station is a good example of a specific building form developed and utilized, in this case by the oil industry, to brand and market products. Its design, which combines the Mission Revival style applied to a house-type gas station, was utilized by the Texaco Oil Company during the 1920s and 1930s to market and brand its auto-related products and services. Moreover, it is one of only a handful of known examples left in Virginia. One of these, a circa-1920 service station, is also located in Fredericksburg (2400 block of Princess Anne Street), but its design and form have been negatively impacted by an out-of-scale, two-bay, service-garage addition that intrudes on the footprint of the original section (Figure 3-98). For these reasons, this resource is also recommended eligible for the NRHP under Criterion C at the local level. As an architectural resource, the property was not evaluated under Criterion D.

In sum, Pulliam's Service Station at 411 Lafayette Boulevard is **recommended eligible for the NRHP under Criterion A at the local level for its association with the important impact that the automobile had on Fredericksburg's economy and built environment during the early decades of the twentieth century, and under Criterion C at the local level as an example of an early-twentieth century, Mission Revival-styled, house-type, gas station, and a building form developed and utilized to brand and market automobile-related products.**

Additionally, this resource is situated within the boundaries of the Fredericksburg Historic District Extension (111-0009). Its date of construction falls within the District's period of significance (1794-1967) and the building's design is reflective of the city's prevailing architectural and historic trends. As such, the property should be **considered a contributing element to the Fredericksburg Historic District Extension.**

The proposed NRHP boundary for Pulliam's Service Station at 411 Lafayette Boulevard follows the legal lot description for one Fredericksburg City parcel: Parcel Number 7789-13-5279 (Figure 3-99). It is bounded on the west and south by the intersection of Prince Edward Street, Kenmore Avenue, and Lafayette Boulevard, on the northeast a two-story commercial property (Parcel Number 7789-13-6375), and on the northwest by an empty lot currently used for parking (Parcel Number 7789-13-4472). The proposed boundary for Pulliam's Service Station includes the service station, two garages, and surrounding parking areas. The period of significance for Pulliam's Service Station begins in circa 1937, when the original fueling station was constructed. Because it continues to be associated with Fredericksburg's automobile industry, the DC2RVA Team applied the NPS 50-year-rule for defining periods of significance for resources "where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997). As such, the period of significance spans from circa 1937 to 1968.


111-0009-0795
Wolfe St
Prince Edward St
Kenmore Ave
Lafayette Blvd
Lafayette Station Rd
Charles St
Frederick St
Princess
Prince
301
315
307
501
598
608
530
498
470
401
498


Rappahannock River
Fredericksburg
SPOTSYLVANIA
Fredericksburg Tpke
95

0 60 120
Feet

0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟥 Proposed NRHP Boundary

Figure 3-99
Proposed NRHP Boundaries for Pullium's Service Station (111-0009-0795)

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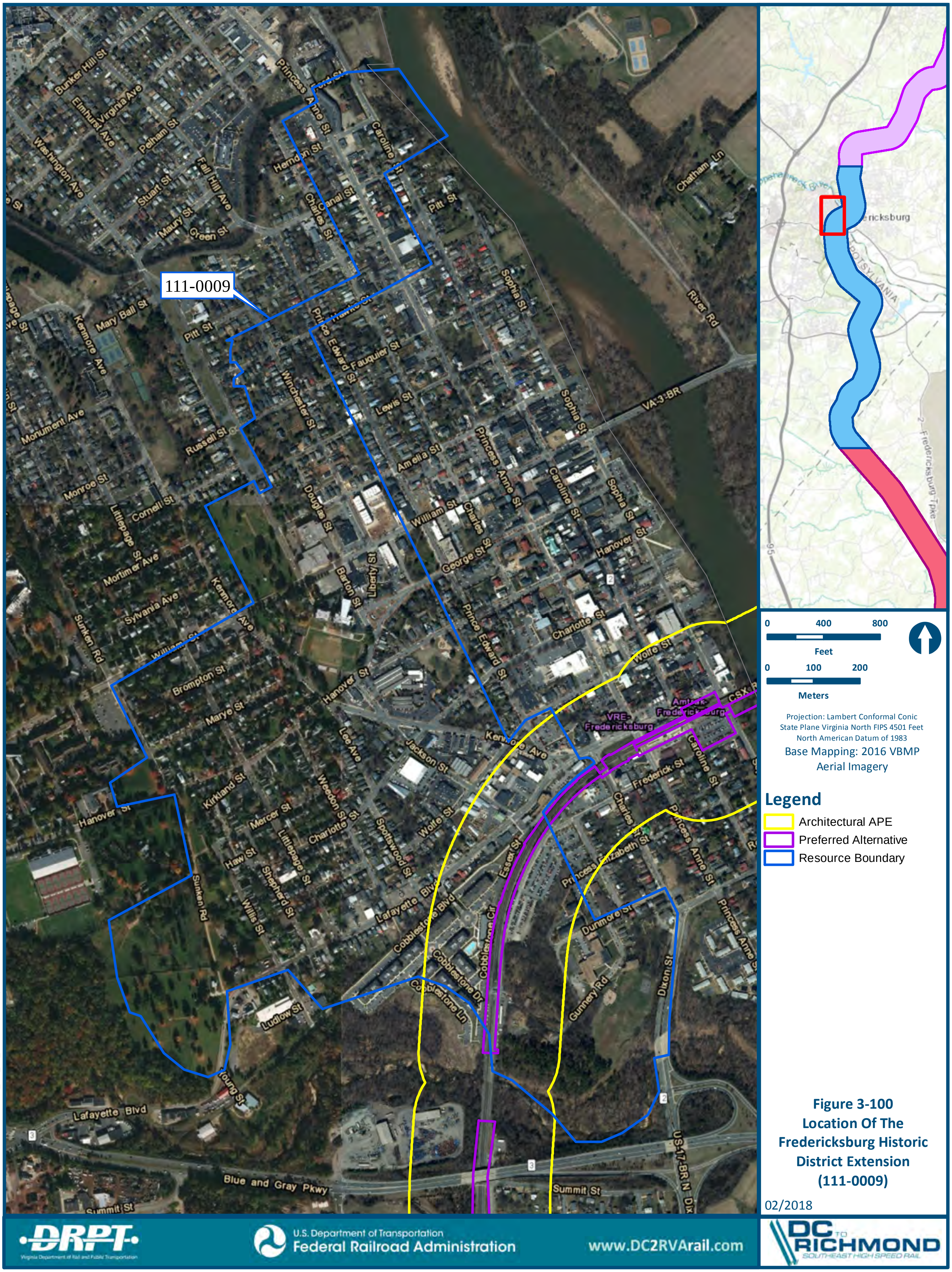
3.8 FREDERICKSBURG HISTORIC DISTRICT EXTENSION (111-0009)

The Fredericksburg Historic District Extension (111-0009) encompasses an approximately 40-block area bordering the north, west, and south margins of Fredericksburg's original 50-block downtown Fredericksburg Historic District (111-0132), listed in the NRHP in 1971 (Figures 3-100 and 3-101). The eastern boundary of the extension district runs along the Rappahannock River at the north end, then follows the west side of the existing Fredericksburg Historic District midway between Prince Edward and Winchester streets, and along the west side of Dixon Street at the south end. To the west, the boundary extends southward along Charles Street for roughly three and a half blocks, where it intersects with the Washington Avenue Historic District (111-5262), Sunken Road, and the Fredericksburg and Confederate Cemeteries (Figure 3-101). At the south end, the margin stretches along Lafayette Boulevard, the Virginia Central Railway Trail, Hazel Run, and Dixon Street. The district was briefly resurveyed as part of reconnaissance studies conducted as part of the DC2RVA project, where it was found that the district remained potentially eligible (Staton and Lesiuk 2015).

Though the proposed extension area contains a handful of late-eighteenth-century resources, including, for example, the 1794 dwelling at 504 Hanover Street known locally as Federal Hill (111-0030), the majority of resources date from the early-nineteenth through the mid-twentieth centuries. The area is characterized by residential neighborhoods intermixed with pockets of industrial and commercial development. Also present are several churches, cemeteries, and other green spaces, schools, and commemorative memorials. The extension area's existing building stock exhibits a wide range of architectural styles, including both high-style and vernacular examples. Collectively, they reflect and embody the community's 200-plus year evolution from eighteenth-century port town to modern city.

3.8.1 Historic Context

The town of Fredericksburg was surveyed and platted in 1727. Almost immediately, the community began to grow and, by 1730, had become the 10th largest shipping port in the colonies. In 1759, continuing growth necessitated the extension of the community's boundaries (Alvey 1978:1–2). The area that is within the current historic district was sparsely populated during the eighteenth century. It comprised a handful of larger farms on the outskirts of the growing town.


111-0009
Princess Anne St
Caroline St
Herndon St
Canal St
Charles St
Pitt St
Sophia St
Chatham Ln
River Rd
Bunker Hill St
Elmhurst Ave
Virginia Ave
Washington Ave
Pelham St
Stuart St
Fall Hill Ave
Maury St
Green St
Mary Ball St
Kenmore Ave
Hawke St
Prince Edward St
Fauquier St
Winchester St
Lewis St
Amelia St
VA-3-BR
Monument Ave
Russell St
Monroe St
Cornell St
Littlepage St
Mortimer Ave
Sylvania Ave
Douglas St
William St
George St
Hanover St
Barton St
Liberty St
Charlotte St
Wolfe St
Sunken Rd
Brompton St
Marye St
Lee Ave
Jackson St
Kenmore Ave
VRE-Fredericksburg
Amtrak-Fredericksburg
CSX R
Frederick St
Kirkland St
Mercer St
Weedon St
Spotswood St
Haw St
Shepherd St
Willis St
Lafayette Blvd
Cobblestone Blvd
Cobblestone Cir
Cobblestone Dr
Cobblestone Ln
Essex St
Elizabeth St
Dunmore St
Gunnery Rd
Dixon St
Ludlow St
Young St
Blue and Gray Pkwy
Summit St
US-17-BR N Dix
Fredericksburg
POTSYLVANIA
2-Fredericksburg Tpke
95
0
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Feet
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100
200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- Architectural APE
- Preferred Alternative
- Resource Boundary

Figure 3-100
Location Of The
Fredericksburg Historic
District Extension
(111-0009)

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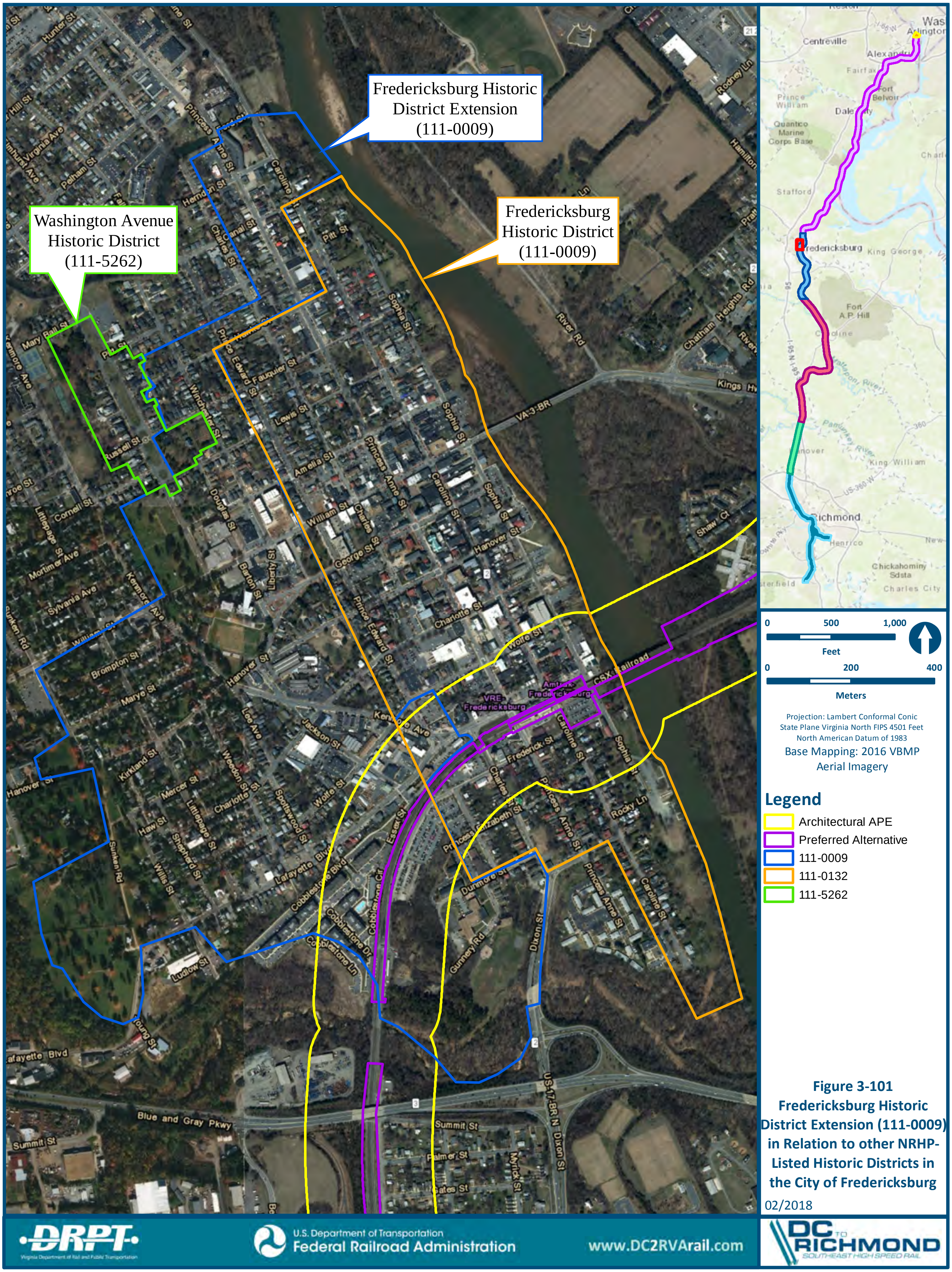
Fredericksburg Historic District Extension (111-0009)
Washington Avenue Historic District (111-5262)
Fredericksburg Historic District (111-0009)
Amtrak-Fredericksburg
VRE-Fredericksburg
CSX Railroad
VA-3-BR
Blue and Gray Pkwy
US-17-BR N
Princess Anne St
Caroline St
Sophia St
Prince Edward St
Charles St
Hanover St
William St
Lafayette Blvd
Kenmore Ave
Washington
Arlington
Alexandria
Centreville
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Hanover
King William
Richmond
Henrico
Chickahominy Sdsta
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State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery
Legend
Architectural APE
Preferred Alternative
111-0009
111-0132
111-5262

Figure 3-101
Fredericksburg Historic District Extension (111-0009) in Relation to other NRHP-Listed Historic Districts in the City of Fredericksburg

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Fredericksburg continued to prosper as a port town into the nineteenth century. In fact, by 1840, over $4 million worth of goods were being shipped annually from its ports (Willis and Felder 1993:6). To facilitate the movement of those goods, local merchants and officials began discussing plans for a new canal system. Construction on the Rappahannock Navigation System, which comprised a network of dams, locks, and canals, began in the late 1820s, but a lack of funds delayed its completion until 1849 (André and Moore 2008:52). The new canal was one of the many reasons that the city boundaries were, once again, expanded. This increase, occurring in 1851, included many large tracts that are part of the Fredericksburg Historic District Extension (Johnston and Smith 2001:8–22). One of the new canal sections extended through the proposed district along the present-day route of Kenmore Avenue. Despite, or perhaps because of, the construction of the canal, residential development in this area continued to be sparse during this period. While the canal system was originally designed to help funnel water to provide water power throughout the city, many residents found the new canal ditches to be extremely convenient places to deposit household refuse, human waste, and other detritus. The canals soon became blocked and putrid (Fredericksburg Area Tourism Department 2017).

The town's burgeoning prosperity changed drastically in the early 1860s, with the onset of the Civil War. Numerous battles occurred within and around Fredericksburg, including a particularly bloody engagement known as the First Battle of Fredericksburg. On December 13, 1862, Union troops crossed the Rappahannock River, marching through the town to attack Confederate lines entrenched along some high ground to the west of downtown (today's Marye's Heights). Confederate forces deployed behind a stone wall bordering the present-day Sunken Road repelled a series of attacks until, finally, on the night of December 15th, Federal forces were finally forced to withdraw back across the river during (Marvel 1993:3; Willis and Felder 1993:52). This attack traversed almost the entire stretch of land that is now part of the historic district extension (Figure 3-102). The mostly undeveloped broad vista was the scene of indescribable horror, and the buildings in the soldiers' wake were damaged—some beyond salvation.

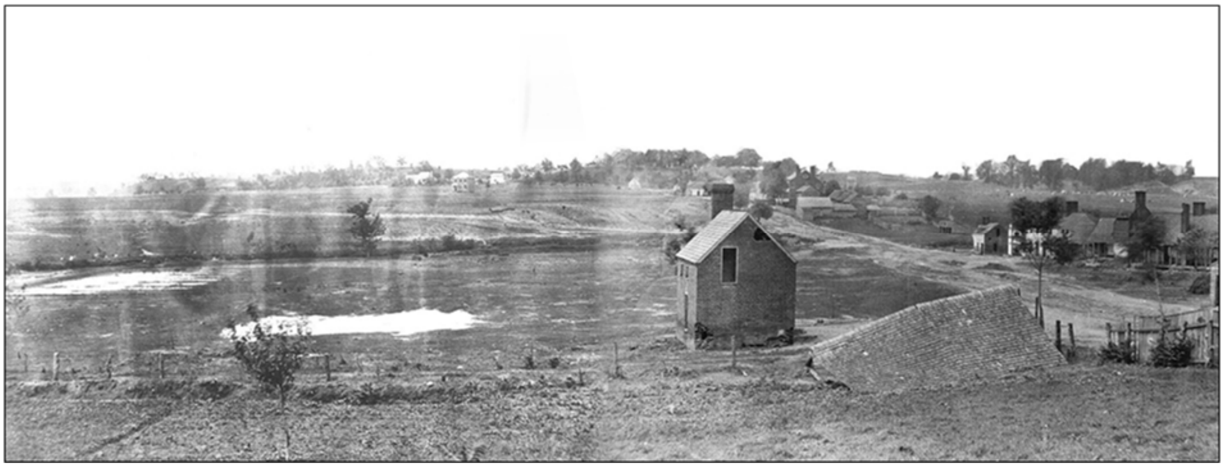


FIGURE 3-102: VIEW OF HANOVER STREET CORRIDOR AND MARYE'S HEIGHTS (REAR) DURING THE CIVIL WAR, LOOKING WEST (CIVIL WAR TRUST 2018). THIS VIEW IS LOOKING AT THE PROPOSED DISTRICT EXTENSION AREA.

The Civil War decimated the physical and cultural fabric of not only the extension area but the whole town and surrounding areas. The next decade was marked by economic decline and, as a result, new development was limited (Johnston and Smith 2001:8–23). Despite the destruction, however, area inhabitants remained in town, determined to rebuild their lives and their homes.

The community's population expanded after the war as emancipated slaves and white farm owners whose properties had been destroyed during the conflict, flooded into town looking for work in one of the growing number of industrial factories and mills.

The town grew so rapidly and so large that Fredericksburg was incorporated into a city in 1879 (Willis and Felder 1993). The rebuilding of the railroad in the 1870s, which had been rendered useless after destruction during the war, made the canal system essentially obsolete, but bolstered the community's emerging industrial economy (Malvasi et al. 2010:101). New roads were also built to and from Fredericksburg for area farmers and merchants to deliver and receive goods. Development sprawled from the commercial center to encompass new neighborhoods to the north and south of town, including the extension area.

By the 1880s, Fredericksburg had largely recovered from war's destruction, and new opportunities for growth were emerging. As a result, the areas surrounding the downtown district saw a spike in new residential development (Johnston and Smith 2001:8--24). The Fredericksburg Development Company (FDC), organized by a group of local businessmen, purchased a significant amount of land in and around town (Figure 3-103). This group, as well as several other ventures, purchased parcels in the extension areas and platted out smaller urban lots for future residential structures. A nationwide financial panic in 1893 stalled development activities for several years, and the FDC and other groups were forced to sell most of their holdings (Johnston and Smith 2001:8–30). Given this, development remained limited until the turn of the century even though some parcels in the extension area had been cleared and platted.

The late-nineteenth and early-twentieth-century industrial successes of Fredericksburg led to a tremendous need for housing, most notably for the emerging middle class. The lots in the extension district, already platted and within a moderate walking distance of town, were the perfect solution. Domestic residences sprang up along its streets by the dozens, and limited commercial, ecclesiastic, educational, and industrial buildings accompanied this growth.

In 1927, a new section of Route 1 connecting Richmond with Washington, D.C. was completed. The roadway passed through downtown Fredericksburg bringing traffic along Princess Anne Street and what is now Lafayette Boulevard. A year or two later, Kenmore Avenue was extended southward to Lafayette Boulevard covering the canal mentioned above. By the 1950s, a Route 1 bypass was created outside of town and through-traffic was diverted, most of the lots in the extension area had been developed. The few open lots were subsequently built upon in the second half of the twentieth century, leaving a densely populated and architecturally rich fabric.

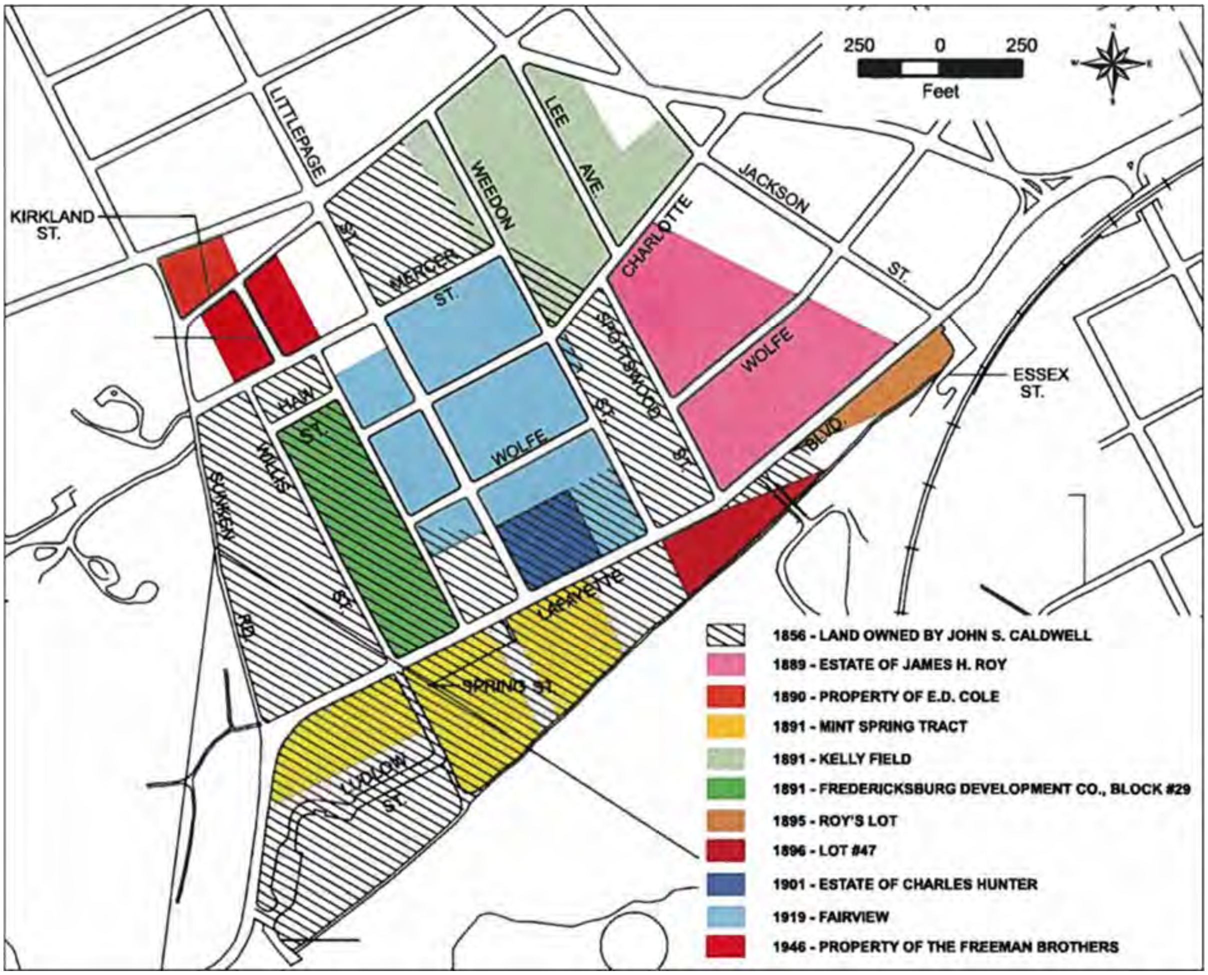

250 0 250
Feet
KIRKLAND ST.
LITTLEPAGE
ST.
MERCER
ST.
WEEDON
LEE AVE.
CHARLOTTE
JACKSON
ST.
WOLFE
SPOTSWOOD ST.
ESSEX ST.
BLVD
HAW ST.
WILLIS
SUNKEN RD.
WOLFE
LAFAYETTE
ST.
SPRING ST.
LUDLOW ST.
1856 - LAND OWNED BY JOHN S. CALDWELL
1889 - ESTATE OF JAMES H. ROY
1890 - PROPERTY OF E.D. COLE
1891 - MINT SPRING TRACT
1891 - KELLY FIELD
1891 - FREDERICKSBURG DEVELOPMENT CO., BLOCK #29
1895 - ROY'S LOT
1896 - LOT #47
1901 - ESTATE OF CHARLES HUNTER
1919 - FAIRVIEW
1946 - PROPERTY OF THE FREEMAN BROTHERS

FIGURE 3-103: MAP OF SUBDIVISION DEVELOPMENT IN SOUTHERN PORTION OF THE HISTORIC DISTRICT EXTENSION AREA (MALVASI ET AL. 2010:35)

3.8.2 Architectural Description

The Fredericksburg Historic District Extension (111-0009), encompassing approximately 40 blocks bordering the north, west, and south margins of the city's original 50-block downtown district, includes almost 500 buildings. The area encompasses a mixture of mostly nineteenth- and twentieth-century residential enclaves, with pockets of industrial and commercial development located along sections of the Princess Anne Street, Kenmore Avenue, William Street, and Lafayette Boulevard corridors. The existing housing stock exhibits a variety of materials and a wide range of architectural styles, including Italianate, Queen Anne, Shingle, Colonial Revival, and Craftsman, expressed in both formal and vernacular designs. Collectively, they reflect and embody the area's evolution from eighteenth-century outskirts to an inner-city neighborhood.

The oldest resource, Federal Hill (111-0030), is a frame dwelling at 504 Hanover Street, constructed circa-1794. The house exhibits a transitional design, blending elements of both Georgian and Federal styles (Figure 3-104). The building's odd angle when compared to the linear street grid reflects its early origins. Two dwellings in the district date to the early-nineteenth century, both of which survived the Civil War—the Freeman House on Littlepage Street and the Rowe House at 801 Hanover Street (111-0107) (Figure 3-105).

Although the vast majority of the building stock dates to the twentieth century, several domestic structures reflect popular late-nineteenth-century styles, such as the Italianate dwelling at 601 Spottswood Street and the Queen Anne-styled houses along Lewis and Winchester streets (Figures 3-106 and 3-107). While some early-twentieth-century residential buildings continued the tradition of using stylized and patterned designs, such as the dwellings constructed in the foursquare form found in the 800 block of Charlotte Street (Figure 3-108), some of the smaller lots in the extension area were the ideal site for working class homes. These dwellings tended to be frame construction and two stories in height and typically one room wide to fit on increasingly divided lots. A sample of these can still be seen in the 600 block of George Street (Figure 3-109).

The 1920s and 1930s brought an eclectic building stock to this area. While most of the construction tended to revolve around single-family dwellings, the designs varied from Colonial Revival, Tudor Revival, and Craftsman-styled houses to those embracing the bungalow and Cape Cod forms (Figures 3-110 through 3-112). Most of the buildings from the 1950s and into the late-twentieth century continued to be one- to one-and-a-half story residences with simple forms.

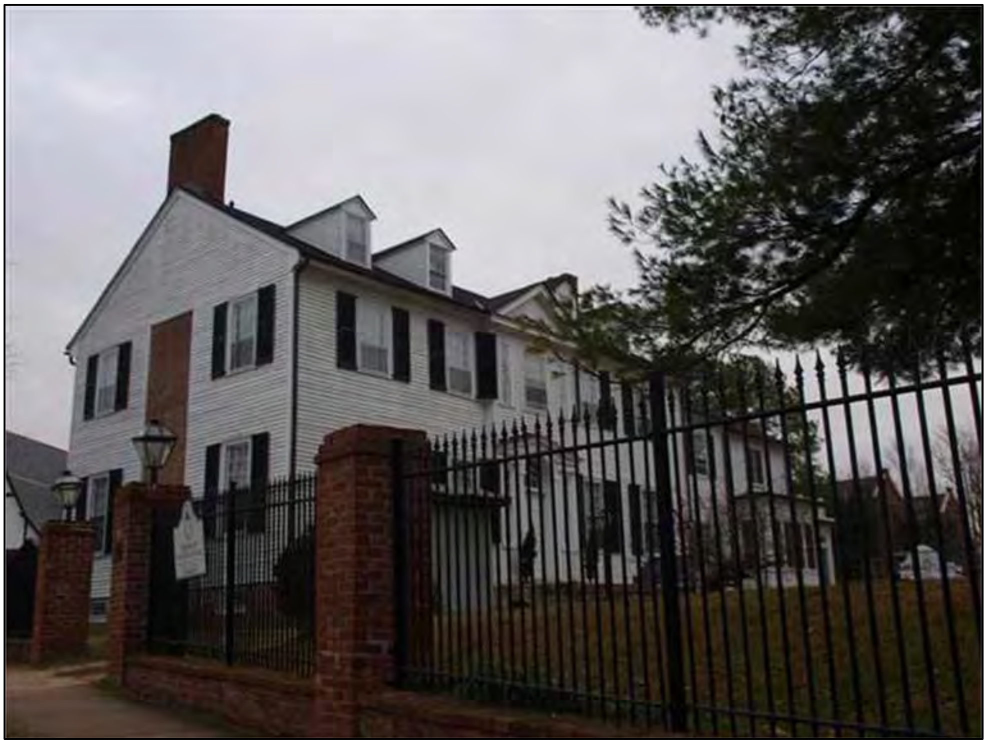


FIGURE 3-104: 1794 FEDERAL HILL DWELLING AT 504 HANOVER STREET (111-0030)

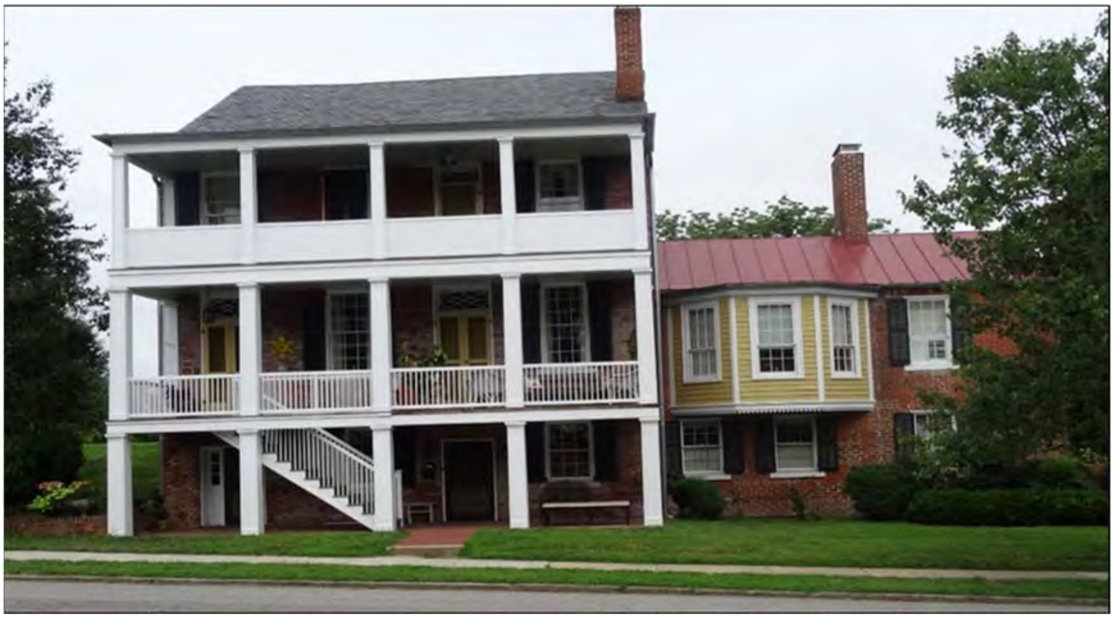


FIGURE 3-105: SOUTH ELEVATION OF THE 1828 FEDERAL-STYLE ROWE HOUSE AT 801 HANOVER STREET (111-0107)

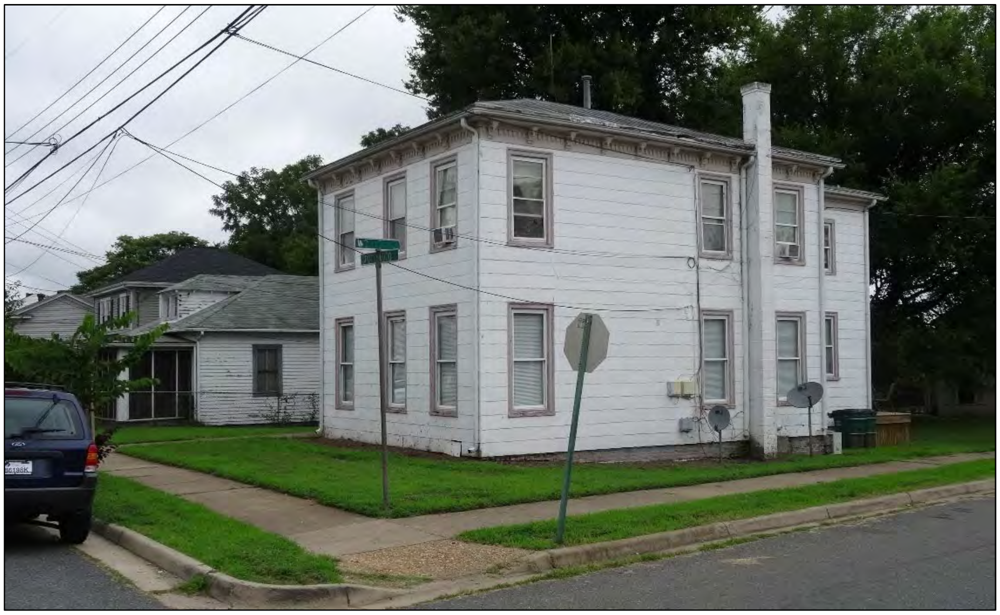


FIGURE 3-106: SOUTHWEST OBLIQUE OF ITALIANATE-STYLE DWELLING AT 601 SPOTTSWOOD STREET

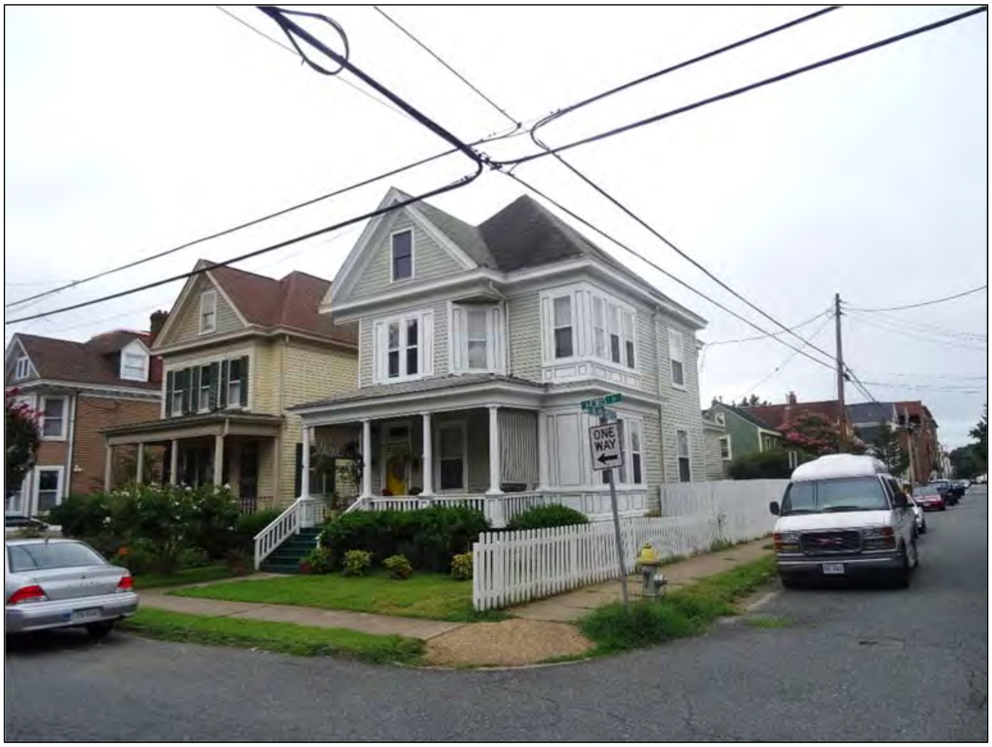


FIGURE 3-107: VIEW OF QUEEN ANNE-STYLE DWELLINGS ON THE SOUTHWEST CORNER OF LEWIS AND WINCHESTER STREETS, LOOKING SOUTHEAST

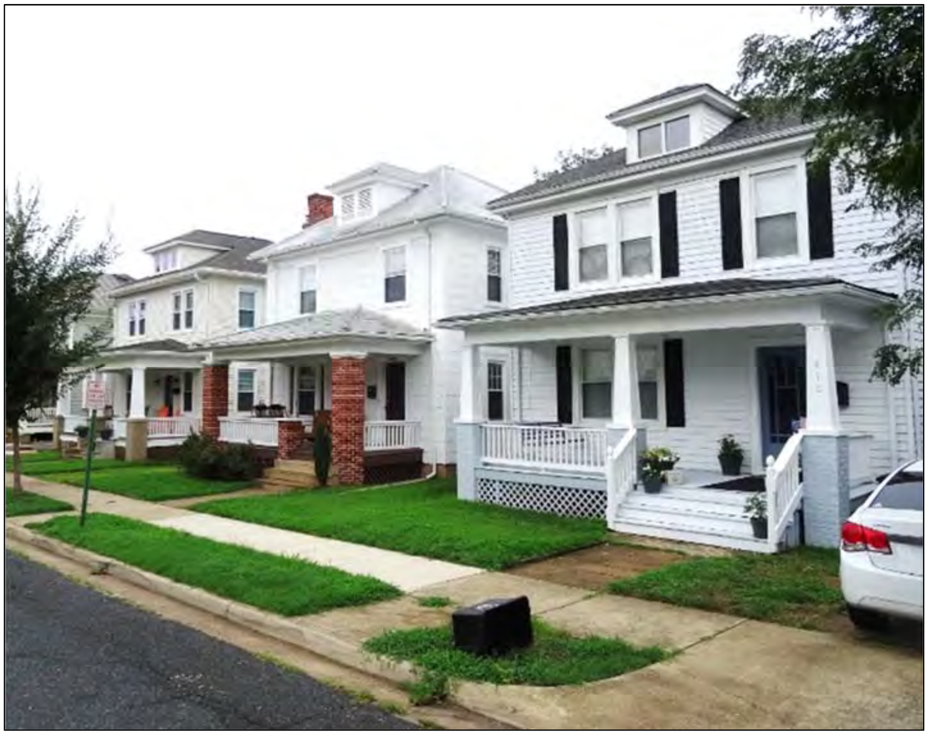


FIGURE 3-108: VIEW OF SEVERAL FOURSQUARE HOUSES ALONG THE 800 BLOCK OF CHARLOTTE STREET, LOOKING EAST

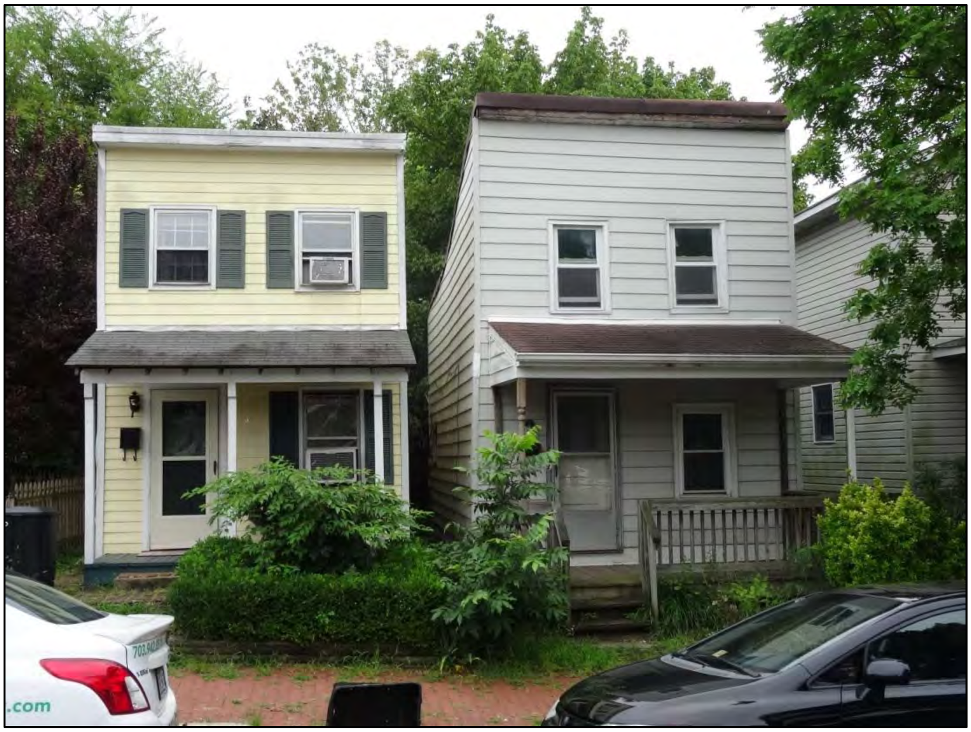


FIGURE 3-109: TURN-OF-THE-CENTURY, VERNACULAR WORKER HOUSING AT 602 AND 604 GEORGE STREET, LOOKING EAST. BLOCK OF GEORGE STREET, LOOKING SOUTHEAST

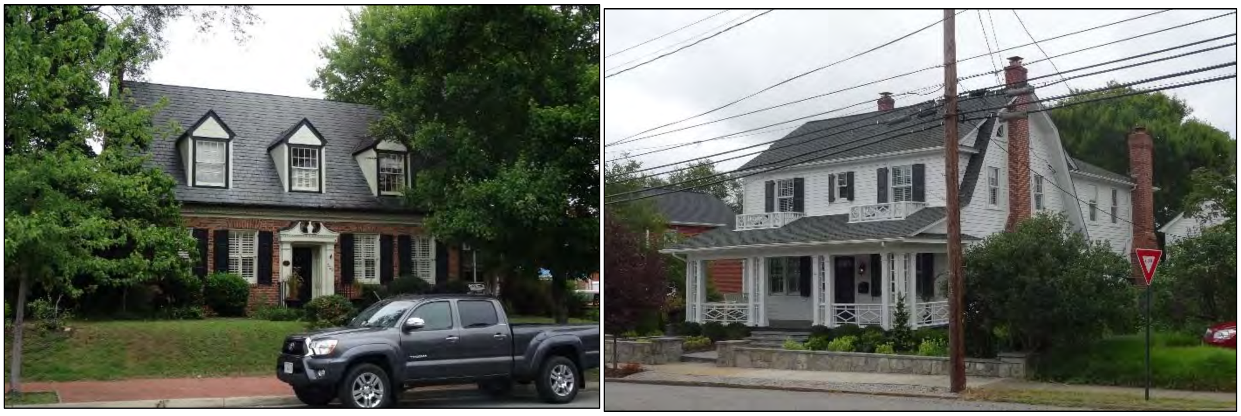


FIGURE 3-110: PRIMARY (NORTH) ELEVATION OF A 1935 COLONIAL REVIVAL-STYLED, CAPE COD DWELLING AT 529 GEORGE STREET (LEFT) AND SOUTHEAST OBLIQUE VIEW OF 1920 DUTCH COLONIAL REVIVAL DWELLING AT 810 HANOVER STREET (RIGHT)

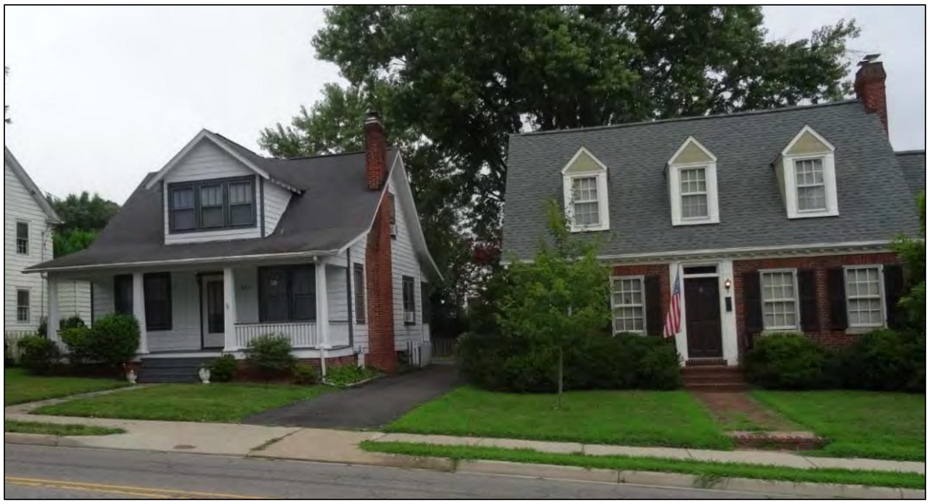


FIGURE 3-111: SOUTH ELEVATIONS OF A 1940 CRAFTSMAN BUNGALOW AT 907 WILLIAM STREET (LEFT) AND A 1946 COLONIAL-REVIVAL-STYLED CAPE COD HOME AT 905 WILLIAM STREET (RIGHT)

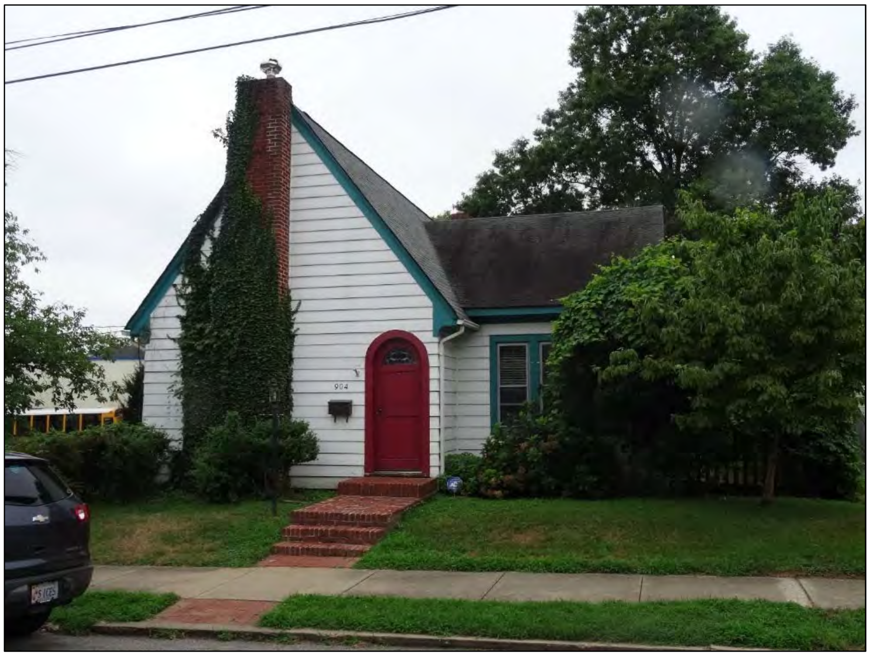


FIGURE 3-112: EAST ELEVATION OF A TUDOR REVIVAL-STYLED DWELLING AT 914 HANOVER STREET

Although the majority of the building stock comprises residential structures, early- and mid-twentieth-century commercial properties populate much of the north side of Lafayette Boulevard—a product of the corridor's one-time role as part of Route 1—and William Street. These include gas stations, restaurants, and service buildings (Figure 3-113). The Matthew Fontaine Maury School at 900 Barton Street (111-0009-0014), constructed in 1919, represents educational development which was needed as the city's population expanded (Figure 3-114). The extension area is also home to several churches, including, among others, the Classical Revival-styled Fairview Baptist Church at 900 Charlotte Street, built in 1925, and a 1930 brick church at 821–823 Lafayette Boulevard, which is now the local headquarters for the Salvation

Army (Figure 3-115). The Fredericksburg City Cemetery and north-adjoining Confederate Cemetery (111-0009-0129) also lie within the proposed extension area, on the northwest corner of William Street and Washington Avenue.

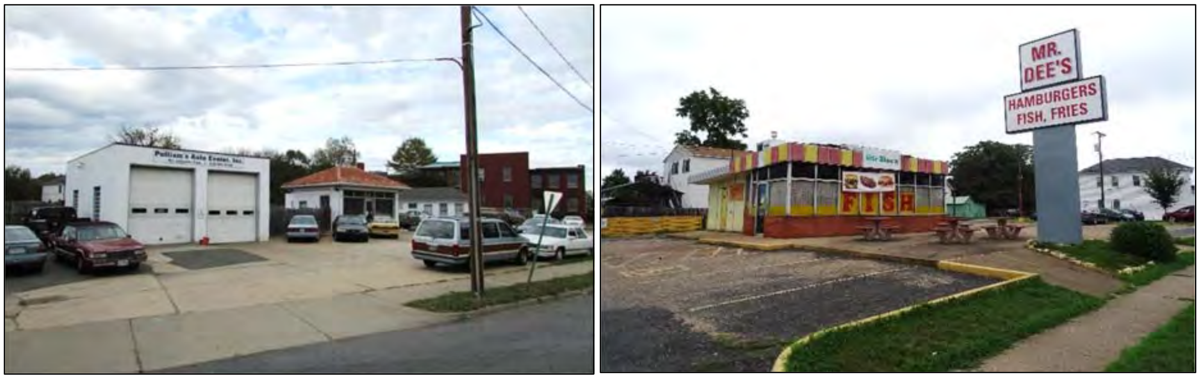


FIGURE 3-113: SOUTHWEST OBLIQUE OF A FORMER 1930S FILLING STATION (PULLIAMS AUTO) AT 401 LAFAYETTE BOULEVARD (111-0009-0795) (LEFT) AND SOUTHWEST OBLIQUE VIEW OF MR. DEE'S RESTAURANT AT 701 LAFAYETTE BOULEVARD (RIGHT)

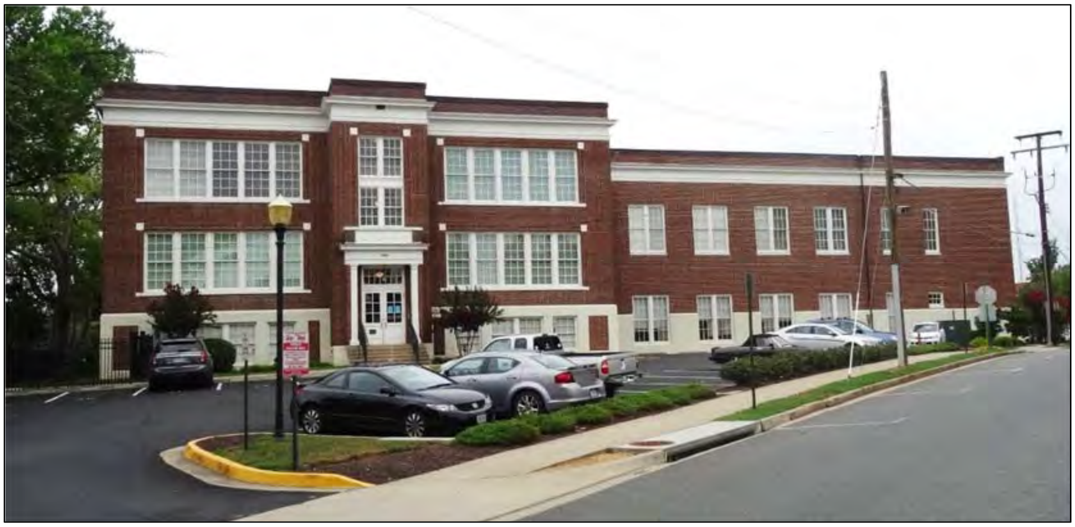


FIGURE 3-114: EAST ELEVATION OF THE MATTHEW FONTAINE MAURY SCHOOL AT 900 BARTON STREET (111-0009-0014)

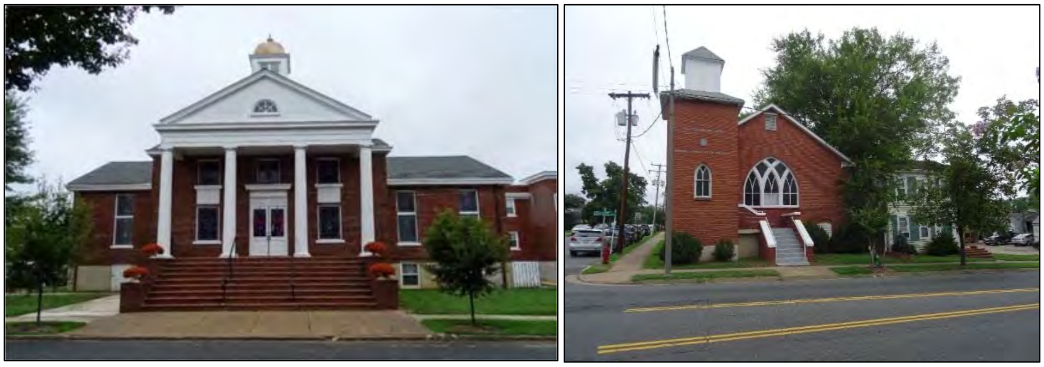


FIGURE 3-115: NORTH ELEVATION OF THE FAIRVIEW BAPTIST CHURCH AT 900 CHARLOTTE STREET (BUILT 1925) (LEFT) AND SOUTH ELEVATION OF CHURCH AT 821–823 LAFAYETTE BOULEVARD (BUILT 1930) (RIGHT)

The twenty-first century is represented by pockets of new construction, including a new, mixed-use development (townhomes with ground-floor commercial space) on the north side of the 500 block of William Street and the Cobblestone Apartments complex built in 2012 between Lafayette Boulevard and the CSXT rail line at the south end of the proposed district extension (Figure 3-116). Instances of new residential, infill development were also noted throughout the project area.

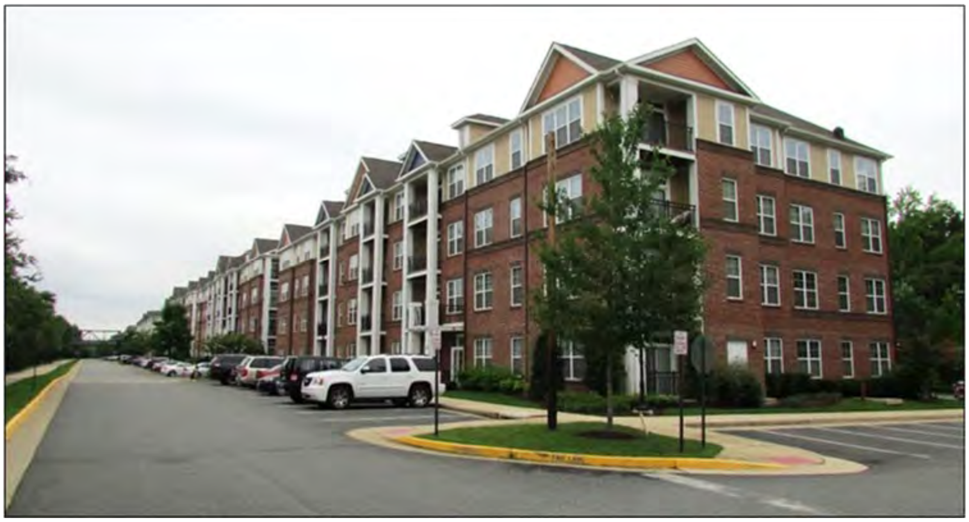


FIGURE 3-116: OVERVIEW OF APARTMENTS AT COBBLESTONE SQUARE AT 627 COBBLESTONE CIRCLE, LOOKING EAST

3.8.3 NRHP Evaluation

The proposed Fredericksburg Historic District Extension (111-0009) embodies and helps to narrate the city's growth and evolution from late-eighteenth century, riverside port town to a modern city. The extension area as a whole retains sufficient integrity of location, setting, feeling, association, design, materials, and workmanship despite some modern infill, lingering neglect in some areas, and replacement of historic materials, which are common characteristics of consistently growing historic cities or towns.

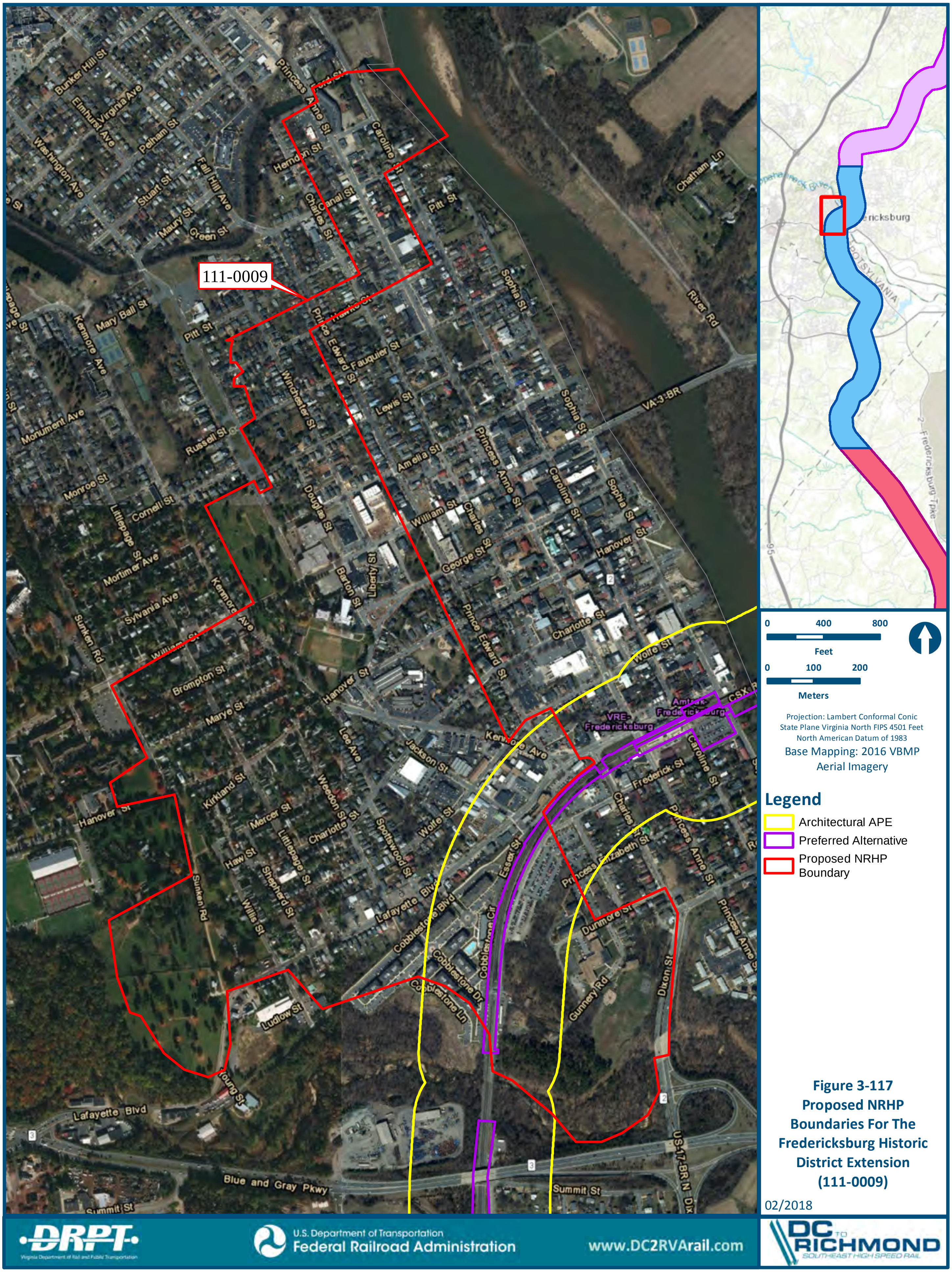
Land that was once farmland on the outskirts of town became an important hub for residential occupancy during the late-nineteenth and early-twentieth centuries. While most of Fredericksburg's upper and upper middle class inhabited the areas closer to downtown, this part of the city was within walking distance to many of the city's establishments but offered those of the working class and middle class the opportunity to own a home on moderate-sized lots. The building stock directly reflects the eras of financial prosperity and economic hardships faced by this community. Beyond the residential development, the commercial buildings on the perimeter of the district directly reflect this area's importance as cross-route town as travelers traversed what was then Route 1 along Princess Anne Street and Lafayette Boulevard. It is therefore recommended that the district is eligible for the NRHP under Criterion A for its overall contribution to trends in community planning and development that exhibit broad patterns of history within Fredericksburg.

The resource has no known association with any significant event or person and therefore is recommended not eligible for the NRHP under Criterion B.

The architectural stock in the district ranges from modest, small-scale, vernacular, worker housing to large, high-style dwellings, interspersed with commercial, educational, ecclesiastic, and industrial places. Signs of deterioration and structural integrity issues were noted in the area resulting largely from vacancy, protracted neglect, and deferred maintenance. Other integrity issues observed include the replacement of historic fabric with modern materials, such as vinyl siding and windows; however these are common modifications. Some new, larger-scale, contemporary development was noted within the district extension area, including, for example, multi-story townhomes along the 500 blocks of Amelia, Winchester, and William streets, built 2015–2017, and a multi-unit residential complex known as the Apartments at Cobblestone, built 2010, at the south end of the extension area. Despite these integrity issues and some infill, the preponderance of the buildings in the district date to the late-nineteenth and early-twentieth century and provide an excellent cross section of building styles and forms which most directly represent the use of this area as a suburban-turned-urban residential enclave and exhibit many of their original character-defining features. This area also exhibits good examples of adaptive reuse, notably the former G. H. Manufacturing Plant, which was converted for use as office space, and the Matthew Fontaine Maury School (111-0009-0014), which now houses condominiums. Due to its disparate yet rich character and integrity, it is recommended that the district is eligible under Criterion C for its architectural merit. As an architectural resource, this property was not evaluated under Criterion D.

In sum, the Fredericksburg Historic District Extension (111-0009) is **recommended as eligible for listing in the NRHP under Criterion A for its overall contribution to the developmental history of Fredericksburg and Criterion C for its architectural merit with a period of significance of 1794, the year Federal Hill was constructed, through 1967.**

The Fredericksburg Historic District Extension (111-0009) encompasses an approximately 40-block area bordering the north, west, and south margins of Fredericksburg's original 50-block downtown Fredericksburg Historic District (111-0132), listed in the NRHP in 1971 (Figure 3-117). The eastern boundary of the extension district runs along the Rappahannock River at the north end, then follows the west side of the existing Fredericksburg Historic District midway between Prince Edward and Winchester streets, and along the west side of Dixon Street at the south end. To the west, the boundary extends southward along Charles Street for roughly three and a half blocks, where it intersects with the Washington Avenue Historic District (111-5262), Sunken Road, and the City of Fredericksburg and Confederate Cemeteries. At the south end, the margin stretches along Lafayette Boulevard, the Virginia Central Railway Trail, Hazel Run, and Dixon Street.


111-0009
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Maury St
Green St
Chatham Ln
Sophia St
River Rd
Mary Ball St
Kenmore Ave
Hawke St
Prince Edward St
Fauquier St
Winchester St
Lewis St
VA-3-BR
Monument Ave
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Amelia St
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Mortimer Ave
Barton St
Liberty St
George St
Hanover St
Sylvania Ave
Sunken Rd
Charlotte St
Wolfe St
Brompton St
Marye St
Lee Ave
Jackson St
Kenmore Ave
VRE-Fredericksburg
Amtrak-Fredericksburg
CSX
Frederick St
Kirkland St
Mercer St
Weedon St
Spotswood St
Haw St
Shepherd St
Willis St
Lafayette Blvd
Essex St
Elizabeth St
Dunmore St
Cobblestone Blvd
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Gunnery Rd
Dixon St
Ludlow St
Young St
Blue and Gray Pkwy
Summit St
US-17-BR N Dix
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POTSYLVANIA
Fredericksburg Tpke
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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟥 Proposed NRHP Boundary

Figure 3-117
Proposed NRHP Boundaries For The Fredericksburg Historic District Extension (111-0009)

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3.9 SLAUGHTER PEN FARM (088-0254)

The Slaughter Pen Farm property (088-0254) is located at 11190 Tidewater Trail (State Route 17), in the northeast corner of Spotsylvania County, Virginia. It adjoins the tracks of the former RF&P Railroad, approximately 2.5 miles southeast of downtown Fredericksburg, Virginia (Figure 3-118). This resource is a 200.61-acre historic farm with a Civil War landscape component. The extant built complex includes a circa-1898, two-story, frame dwelling and several frame outbuildings.

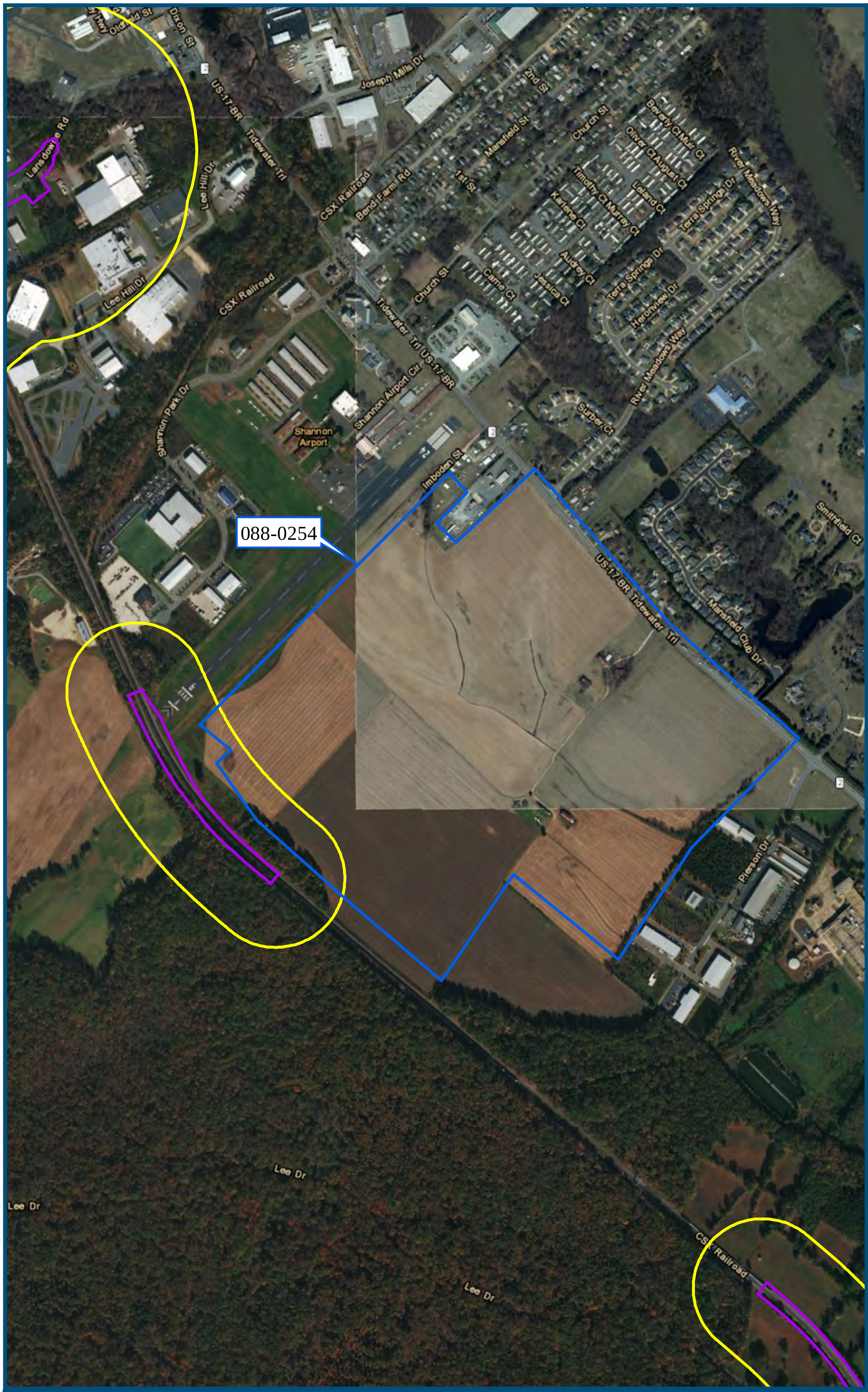
3.9.1 Historic Context

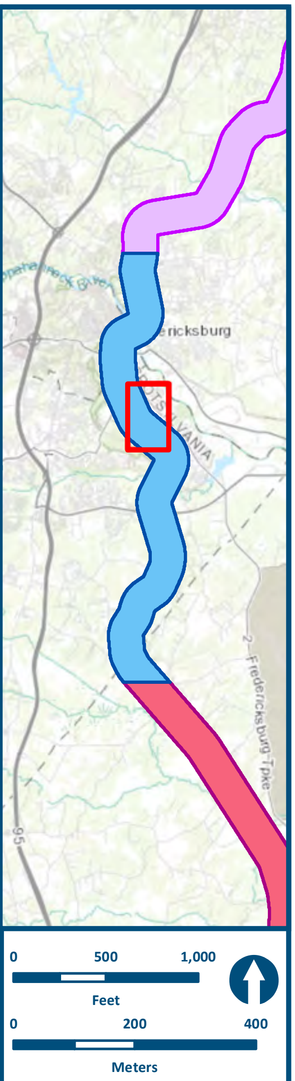
The Slaughter Pen Farm property, known also at different points as the "Wayside Farm" and "Pierson Farm," was originally part of a larger 4,972-acre land patent conveyed by the Virginia Colony Assembly to Major Thomas Laurence Smith in 1679. In 1728, Mann Page of Gloucester County, acquired a 3,500-acre patent in what is now Spotsylvania County described as the "westernmost corner of a patent granted to Lawrence Smith and Robert Taliaferro, both deceased" (Library of Virginia n.d.). The first member of the Page family to reside in Spotsylvania County however was Mann Page, III (1749–1803). He arrived in the early 1770s and erected a grand stone mansion along the south bank of the Rappahannock River (opposite the present-day Slaughter Pen Farm property), near the port of Fredericksburg. The new house became the center of large plantation estate Page had named "Mannsfield" (Gordon 1936:1–2).

When Mann Page, IV died in 1803, his estate was divided between his heirs. His widow, Mary Page, received as her dower the Mannsfield home and approximately 800-plus acres at the north end of the family's Spotsylvania landholdings (Spotsylvania County Will Book [SCWB] W-D C:200). Several years later, Mary remarried and moved to Prince William County. Her share of the Mannsfield estate was sold through several transactions to William Bernard (SCDB S:365, U:126, BB:463). The latter had relocated from King George County around 1811 and begun acquiring real estate in the Fredericksburg region, including, in addition to Mannsfield, an 845-acre tract known as Garnetts Quarter and a 160-acre property called Merry Hill (SCDB R:453, AK:76).

In 1836, a portion of Bernard's Mannsfield tract was conveyed to the RF&P Railroad Company (chartered in 1834) for a new rail line they were constructing (Griffin 1994; SCDB FF:371). A section of the railway, which reached Fredericksburg in 1837, extended along the boundary of the current Slaughter Pen Farm parcel's western boundary. Seven years later, in 1844, William Bernard passed away. His Mannsfield estate was divided into two sections and, his sons, Arthur H. H. Bernard and Nathaniel A. Bernard, drew lots to determine which part they would receive. Arthur was granted the Mannsfield manor house and 563 acres of surrounding land, and Nathan received the remainder (SCWB W-BB:16).

The Mannsfield estate was among the largest plantations in the area during this period. In addition to the main house and grounds, the built complex included an array of outbuildings of varying form and function spread out over the property's 1,800 acres. Among these were several clusters of slave quarters, built to house the Bernard family's 70-plus slaves. One of these, consisting of at least three, one-story, frame cabins and a stone-lined well, occupied a low knoll just west of the current Slaughter Pen property. A circa-1860s map depicts the small enclave (identified as "Bernard's Cabins") (Figure 3-119) (Hennessy 2010b; Swain 2008).


088-0254
Old Mill St
Dixon St
US-17-BR
Joseph Mills Dr
2nd St
Church St
Beverly Ct
Mull Ct
Oliver Ct
August Ct
Mansfield St
Tidewater Trl
Lansdowne Rd
Lee Hill Dr
CSX Railroad
Bend Farm Rd
1st St
Timothy Ct
Murray Ct
Leland Ct
Terra Springs Dr
River Meadows Way
Karlene Ct
Audrey Ct
Carrie Ct
Jessica Ct
Heronview Dr
Lee Hill Dr
Shannon Park Dr
Shannon Airport Cir
Shannon Airport
Imboden St
Surber Ct
Smithfield Ct
US-17-BR Tidewater Trl
Mansfield Club Dr
Pierson Dr
Lee Dr
CSX Railroad
2


ericksburg
2 - Fredericksburg Tpke
95
0
500
1,000
Feet
0
200
400
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟦 Resource Boundary

Figure 3-118
Location Of Slaughter Pen Farm (088-0254)

02/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_AH_PhII.mxd | Last Updated: 02.19.2018

The Civil War had a substantial impact on the Fredericksburg area and the Slaughter Pen Farm. On December 13, 1862, the Slaughter Pen Farm was the site of a violent clash between Union and Confederate forces during the Battle of Fredericksburg. Federal troops led by Major General William B. Franklin, crossed the open fields at Slaughter Pen to attack Confederate defensive positions located on some high ground in the woods just west of the RF&P rail line (Figure 3-120). Elements of a Union regiment commanded by General George Meade and John Gibbon successfully advanced to the woods, even reaching and crossing the railroad tracks, but were repelled by reserve Confederate forces called up by General Stonewall Jackson to counter the attack. The Federal troops were pushed back to the road (present-day Tidewater Trail/SR 17) and retreated. When the fighting had stopped, approximately 5,000 soldiers were dead (Rafuse 2011; Schemmer 2009; Sullivan 2011). The fighting was so intense and deadly that, in the aftermath, some Union soldiers gave the site a name: the “Slaughter Pen” (O’Reilly 2006:236). Sometime between December 1862 and May 1863, the Mannsfield estate’s main house was destroyed in a fire (Miller and Lanier 1911:22; Northington 1936). On the 1862 map, which was published in 1867, the word “ruins” appears next to the site (which is incorrectly identified as belonging to “Burnett” rather than Bernard).

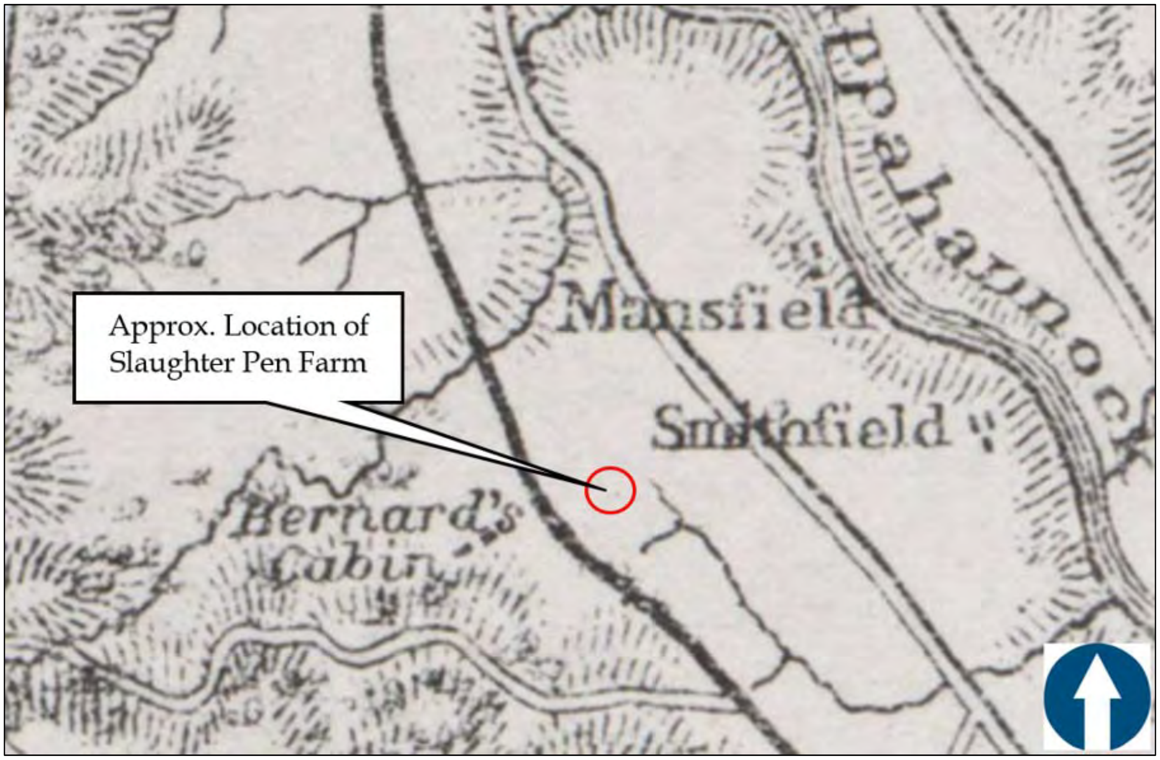


FIGURE 3-119: LOCATION OF SLAUGHTER PEN FARM AS SHOWN ON A CIRCA-1860S MAP OF SPOTSYLVANIA COUNTY (STANFORD CA. 1860) (MAP NOT TO SCALE)

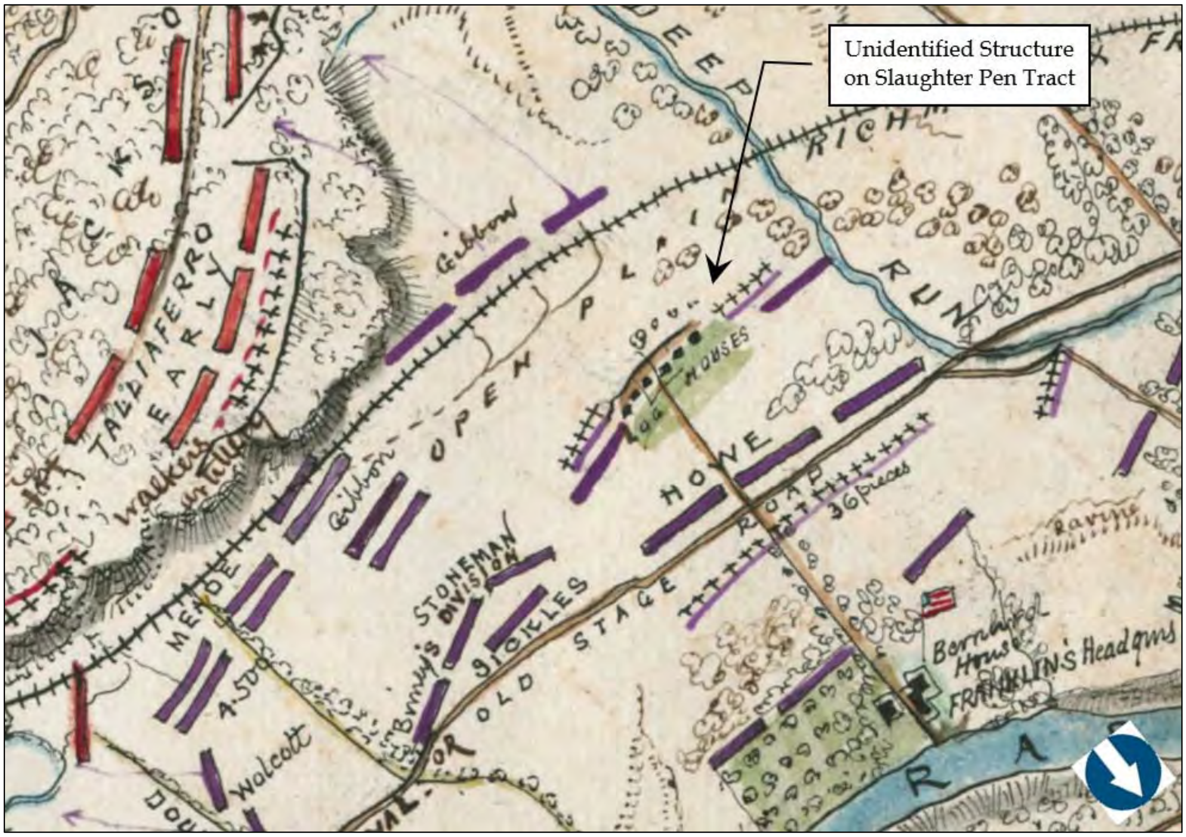

Unidentified Structure on Slaughter Pen Tract
DEEP RUN
RICHM
OPEN PLAIN
LOG HOUSES
HOWE
ROAD
36 pieces
OLD STAGE
SICKLES
STONEMAN DIVISION
Birney's
Gibbon
Gibbon
MEADE
A. SDG
Wolcott
JACKSON
TALIAFERRO
EARLY
Walker's Artillery
Ravine
Bernard House
FRANKLIN'S Headqrs
RAP

FIGURE 3-120: PLAN MAP OF THE BATTLE OF FREDERICKSBURG, VIRGINIA, DECEMBER 13, 1862 WITH STRUCTURE ON SLAUGHTER PEN TRACT (SNEDEN CA. 1862). NOTE: UNION FORCES REPRESENTED IN PURPLE AND CONFEDERATE FORCES REPRESENTED IN RED IN MAP. (MAP NOT TO SCALE)

An article on the Mannsfield estate written by a war correspondent for the *New York Times* in May 1865 noted that just prior to the Battle of Fredericksburg, the property's owner, A.H.H. Bernard, "a wealthy Secessionist, middle-aged bachelor," had reportedly attempted to cross the Union lines, but was captured and imprisoned. The article also mentions that the Mannsfield mansion house, which had been used as a hospital during the battle, had since accidentally burned (Northington 1936; Tiernan 1901).

It is unclear whether Arthur H. H. Bernard ever permanently returned to Spotsylvania County (the 1870 U.S. Census lists him as a resident of Richmond, Virginia). He died in 1891 and three years later, his heirs sold 290 acres of the family estate to Thomas P. Yerby for $1,500 (SCDB AH:288; Fredericksburg Free Lance 1891). The 1893 plat map shows the Bernard's partitioned Mannsfield estate (Figure 3-121). The 290-acre portion bordering the south side of the "Road" (present-day Tidewater Trail/Route 17), included the Slaughter Pen Farm tract, then 240 acres in size, and a north-adjoining, 50-acre parcel that, according to land records, had formerly been part of the larger Merry Hill Farm tract (Spotsylvania County Plat Book [SCPB] AG:224).

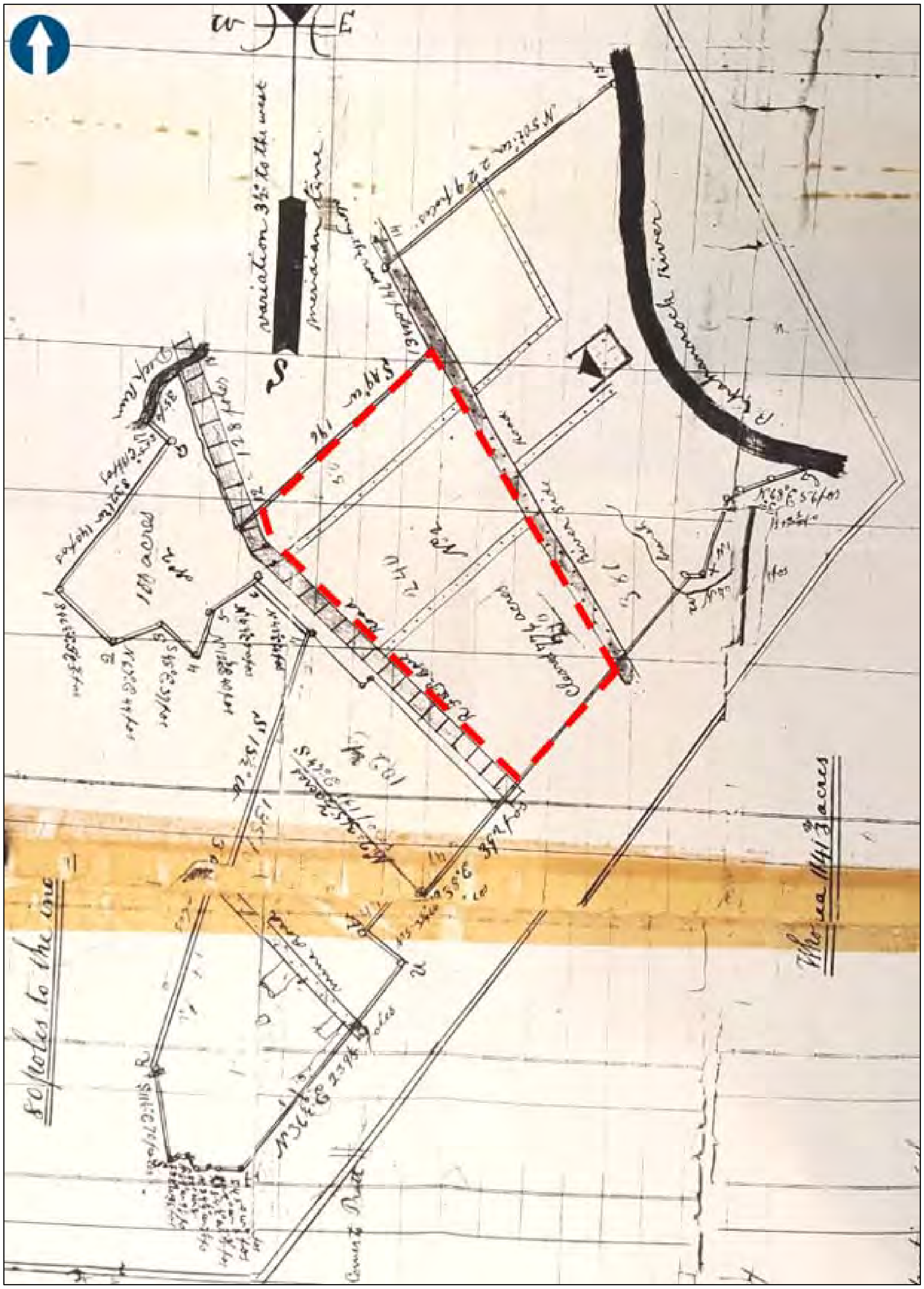

W
E
S
variation 3½° to the west
meridian line
Rappahannock River
No 2
240
No 1
Thence 1141⅔ acres
80 poles to the line

FIGURE 3-121: 1893 PLAT MAP OF 1,141.66-ACRE BERNARD ESTATE (SCPB AG:224). NOTE: THE 240-ACRE SLAUGHTER PEN FARM PROPERTY AND ADJOINING 50 ACRES OF THE MERRY HILL FARM ARE OUTLINED IN RED. (MAP NOT TO SCALE)

Following his acquisition, Yerby conveyed a deed of trust on the 290-acre tract, apparently to fund some planned improvements (SCDB AF:70). An extract from a 1904 suit between W. S. Embrey (plaintiff) and Thomas P. Yerby, Sr., recorded in a City of Fredericksburg Circuit Court order book, offers details concerning the new construction that occurred on the property during this period. According to the court records, a log tenant house with a two-story frame addition attached to one end was built on the Slaughter Pen tract in the "early winter" of 1894 (City of Fredericksburg Circuit Court 1904). Other improvements included a new barn/stable, a carriage building, a windmill, two tenement houses, additional outbuildings, fencing, and drainage ditches. The barn, erected at a cost of $1,800, was reportedly large, housing 40 stalls and space for feed storage. The court record also noted that the extant two-story, Italianate-styled, frame dwelling was constructed around 1898 by a local carpenter named Mason Garner (City of Fredericksburg Circuit Court 1904). A review of land records from this period also indicate that Yerby, who resided with his family on an 800-acre plantation to the south called Belvoir, apparently named his newly acquired property "Wayside" (SCDB 90:381, 488; 94:148).

Yerby sold small portions of the tract, including 5 acres on the south side of the RF&P rail line, to Richard M. Doswell in 1898 (SCDB AI:262) and another 2.0 acres from the southwest corner of the property to the RF&P Railroad in 1906 (SCDB AV:255). At some point in the early 1900s, Thomas Yerby developed health problems and moved his family to their Wayside property so he could be closer to his physician. In February 1907, he passed away following a bout with pneumonia (Findagrave.com 2017a). In the 1910 U.S. Census, his widow, Jane R. Yerby, is listed as the head of a household that included her daughter, Lena P. Yerby, and three grandchildren. Lena, was reportedly managing the family farm (U.S. Census 1910). In 1911, Thomas' daughter, Jane D. Yerby, married a gentleman from Caroline County named Victor R. Pierson (The Times Dispatch 1911). A decade later, in 1920, the U.S. Census listed Victor R. Pierson in residence at Slaughter Pen Farm with his wife, Jane ("Jenny") D. Pierson, and their three children. Victor's profession was described as a dairy and grain farmer.

Ownership of the property eventually passed to their son, John Wallace Pierson, who resided on the farm until his own death in 2005. In his obituary, published in the *Fredericksburg Free Lance-Star*, he was described as a "retired dairy farmer and an avid gardener" (Findagrave.com 2017b). In 2006, his heirs sold the tract for $12 million to the Civil War Trust; a nonprofit organization dedicated to the preservation of the country's significant Civil War-era battlefields (Schemmer 2014). After acquiring the property, the Trust placed the property under a preservation easement held by the DHR (DHR 2007:67).

In 2014, the Civil War Trust hired a contractor to demolish several buildings on the property, including a vacant house near the boundary with Shannon Airport, a frame milking barn, several frame sheds, and two wells (Schemmer 2014).

3.9.2 Architectural Description

The property known as Slaughter Pen Farm currently consists of a circa-1898 main dwelling, circa-1894 tenant house, two agricultural buildings, two domestic outbuildings, and a ditch fence (Figure 3-122). When initially surveyed in 1996, a substantial number of secondary resources were recorded in association with this property. In recent decades at least 11 buildings have been demolished at Slaughter Pen Farm, many of which were related to its twentieth-century agricultural use. However, the farm itself is best known for its role in the 1862 Battle of Fredericksburg.

3.9.2.1 Primary Resource Exterior

As detailed in previous investigations, the main dwelling at Slaughter Pen Farm is a late-nineteenth-century, two-story, three-bay, Italianate residence (Figure 3-123). It rests primarily on a continuous brick foundation, laid in American bond and extending to a one-story rear ell; however, the foundation of the north wing has been replaced with continuous poured concrete. The house's frame structural system is currently clad in vinyl siding and covered by a hipped roof sheathed in standing-seam metal. A wood cornice wraps around the two-story main massing of the house and is ornamented by dentils and scrolled brackets. Two interior, corbelled, brick chimneys pierce the roof of the main massing while a third chimney appears to have been relocated from the center of the rear ell to the exterior of the same. The main entry and other fenestration at the first floor was boarded over at the time of survey, but upper level windows are two-over-two (vertical muntins), double-hung, wood sashes. At the rear, or southwest elevation, a two-story, projecting, gabled bay extends from the center and a one-story ell extends from the south corner of the house—both of which appear original to its design (Figure 3-124). Two four-light, wood-framed, casement windows are located in the gabled ends of these extensions. A one-story, lean-to addition was made to the north side of central projecting bay, likely at the same time that the foundation around the north wing of the house was replaced. A lean-to porch was also added to the north elevation of the rear ell sometime in the early-twentieth century.

3.9.2.2 Secondary Resources

Two domestic outbuildings are located in proximity to the main dwelling, previously identified as a kitchen and shed (Figure 3-125). The circa-1900, one-story, one-room, summer kitchen has a frame structural system clad in weatherboard which is currently resting directly on the ground. The building is covered by a front-gabled roof sheathed in v-crimped metal and features a small interior-end brick chimney at the southeast elevation. A single-leaf entrance is located on the northwest elevation while a single, six-over-six, double-hung, wood-framed, sash window marks the center of both the northeast and southwest elevations. At the interior, the kitchen walls have been covered in drywall and a portion of the brick flue removed.

The building previously identified as a shed is better described as a cold storage building. Constructed from primarily concrete block circa 1950, this building rests on a poured concrete slab and is covered by a front-gabled roof sheathed in v-crimped metal. The roof is supported by a nailed, king-post, truss system made from two-by-fours clad in weatherboard at the gabled ends. Fenestration is limited to the northwest elevation where a single-leaf entry provides access to the building and gabled ends on both the northwest and southeast elevations feature a louvered wood vent at the gable allows warmer air to escape. A small concrete-block pump house covered by a metal-clad shed roof extends from the southeast elevation (Figure 3-126). At the interior, a simple wood work table lines the southwest wall.

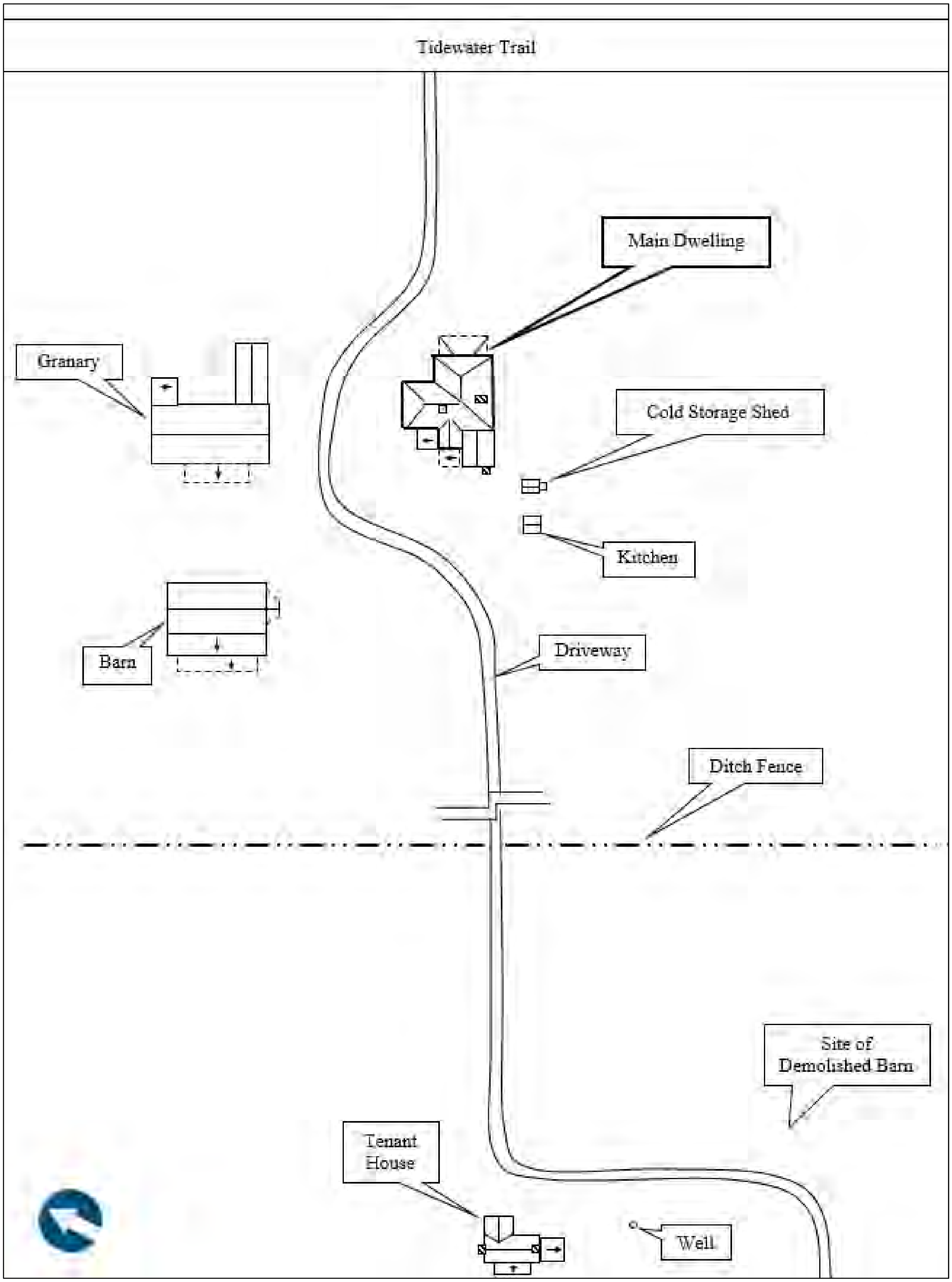

Tidewater Trail
Main Dwelling
Granary
Cold Storage Shed
Kitchen
Barn
Driveway
Ditch Fence
Site of Demolished Barn
Tenant House
Well

FIGURE 3-122: SITE PLAN FOR SLAUGHTER PEN FARM (088-0254) (NOT TO SCALE)

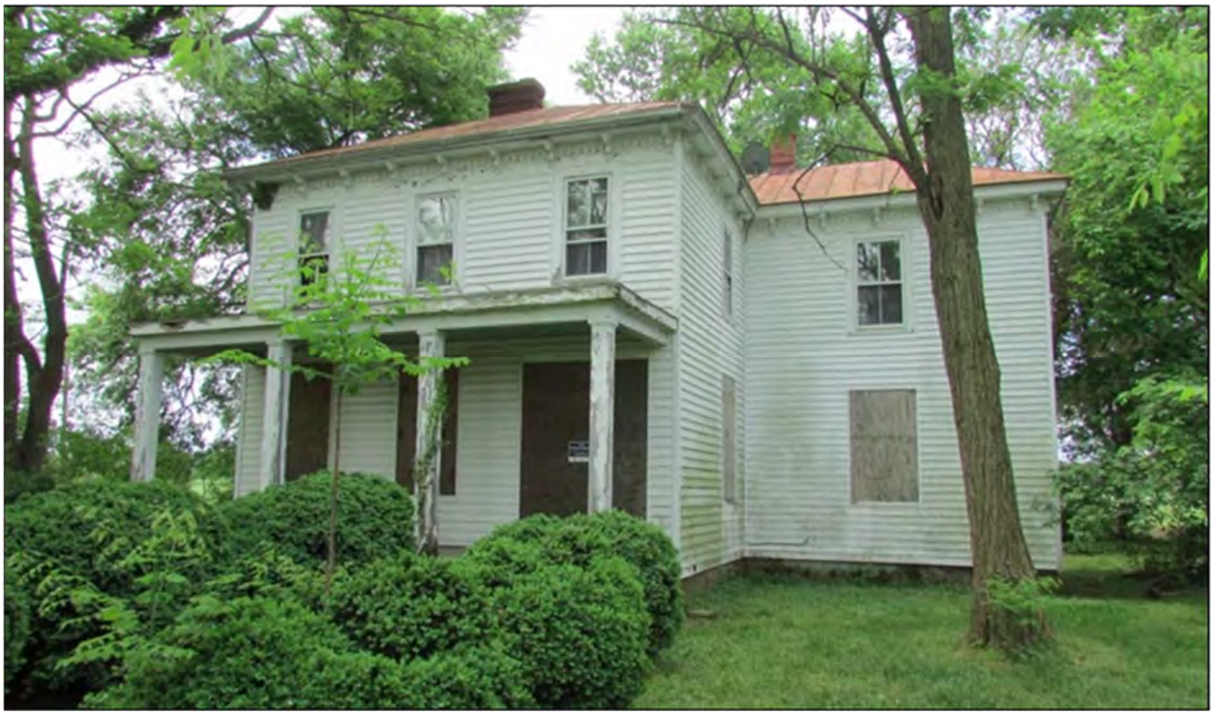


FIGURE 3-123: SLAUGHTER PEN FARM, VIEW OF FAÇADE OR NORTHEAST ELEVATION

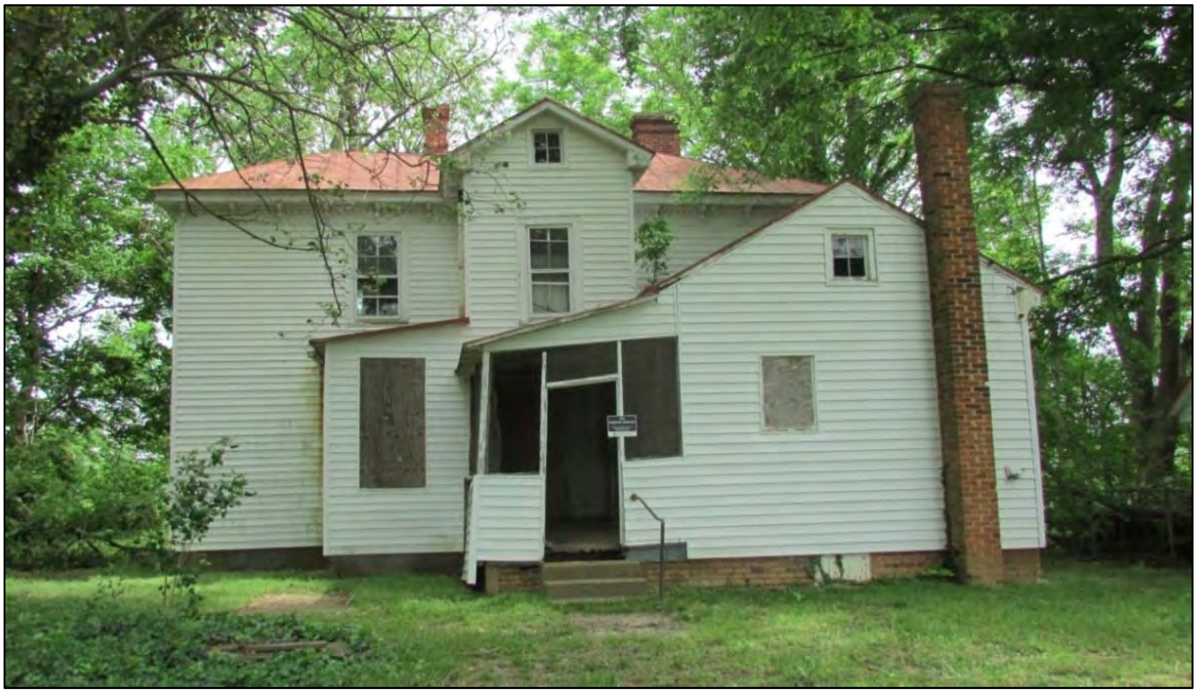


FIGURE 3-124: SLAUGHTER PEN FARM, REAR OR SOUTHWEST ELEVATION

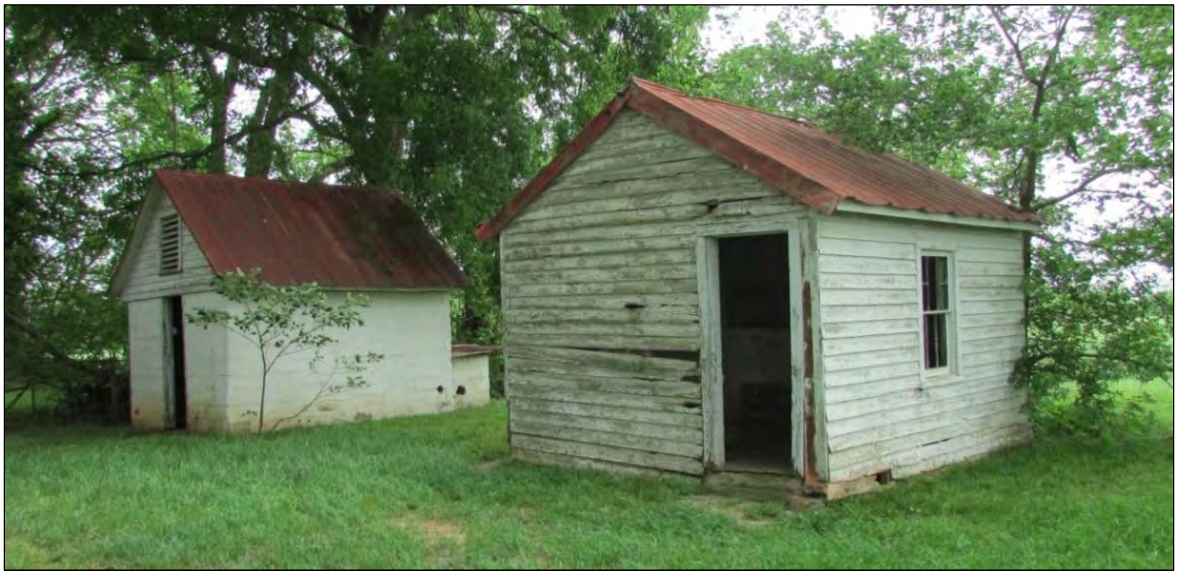


FIGURE 3-125: SLAUGHTER PEN FARM, VIEW OF DOMESTIC OUTBUILDINGS LOOKING NORTHEAST

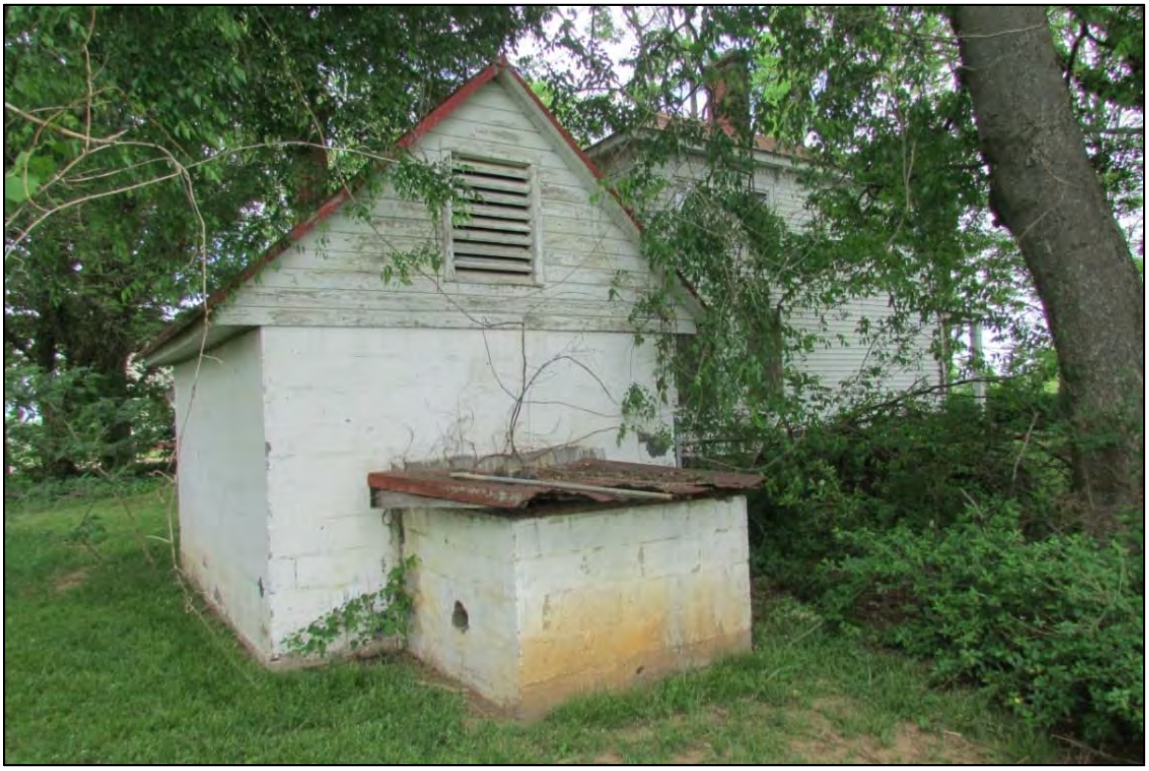


FIGURE 3-126: SLAUGHTER PEN FARM, SOUTH OBLIQUE OF COLD STORAGE SHED

Located closest to the main dwelling is a frame building previously identified as a barn, but which is more accurately described as a granary or storehouse (Figure 3-127). This building appears to have been built circa 1920 and used to store crops and other goods, perhaps for direct sale from the property to area farmers. This building has multiple additions, many of which rest on a continuous poured-concrete foundation and have a frame structural system clad in diagonal plank sheathing. At the two-story, three-bay, original section of the storehouse, this sheathing is further clad in asbestos siding while a large rear addition, likely used to store hay, is sided with corrugated metal. Both of these sections are covered by a front-gabled roof sheathed in v-crimped metal. A single-leaf wood door provides access to the granary from the primary or southeast elevation. A concrete-block addition extends from the east corner of the building and has been modified in recent decades, opening the southeast side to serve as a four-bay machine shed. Another smaller addition extends from the north corner of the building and is covered with overgrowth. It rests on continuous poured concrete, has a frame structural system clad in diamond-shaped asphalt shingles, and is covered by a shed roof. A lean-to porch addition extends from the middle of the southwest elevation to shelter two large loading bays, one of which is covered by a sliding wood door. From the northeast elevation, a window in the foundation lets light into a basement area.

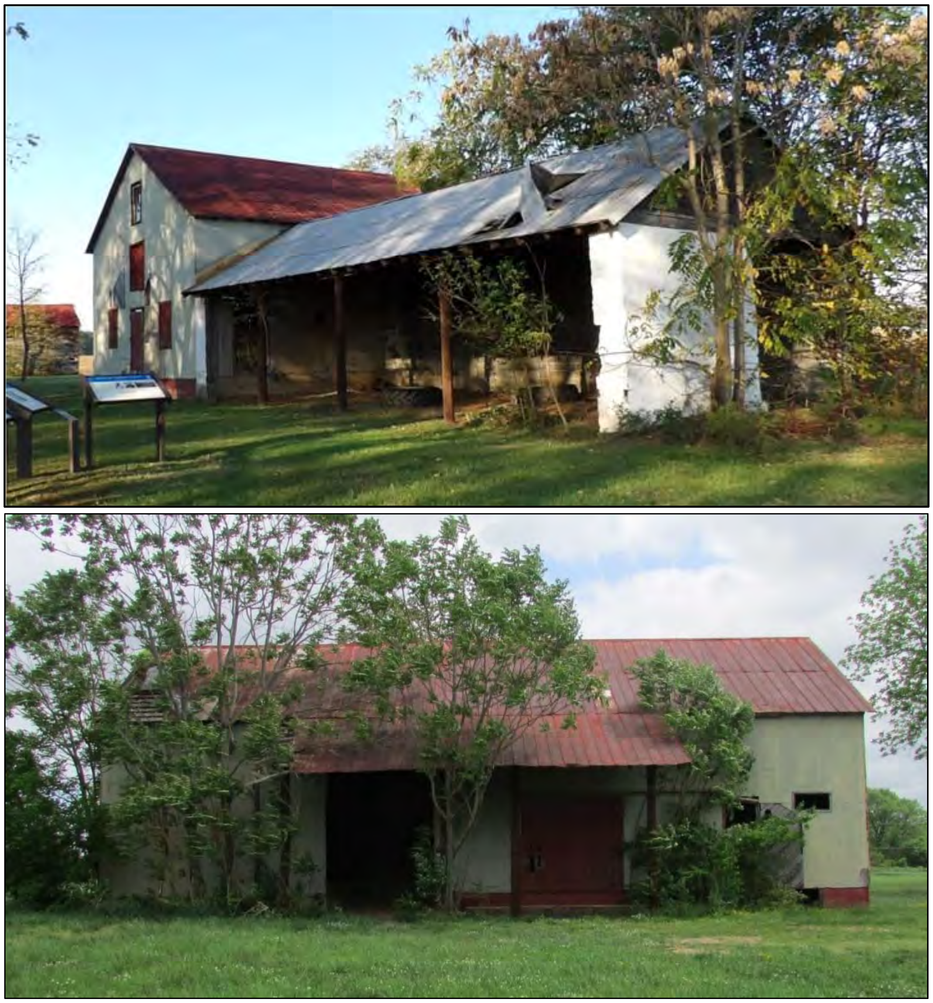


FIGURE 3-127: SLAUGHTER PEN FARM, EAST OBLIQUE OF GRANARY (TOP); SLAUGHTER PEN FARM, SOUTHWEST ELEVATION OF GRANARY (BOTTOM)

A barn previously identified as a "Horse and Wagon Barn," does not appear to have served either in recent decades. The original section of the barn was likely constructed circa 1920. It rests on a continuous poured-concrete foundation and has a balloon-frame structural system clad in weatherboard siding. It is covered by a gambrel roof sheathed in v-crimped metal and features a large hay hood at the southeast elevation (Figure 3-128). At some point in the mid-twentieth-century, the southwest wall of the barn was removed and replaced by a series of metal posts with a poured-concrete floor below and a lean-to addition made that included a feedway for cattle (Figure 3-129). Another lean-to addition was made to the southeast side of this earlier expansion and may have provided a space for machine or wagon storage. A third barn, last surveyed in October 2015, has been recently demolished. This barn appears to have been of pole-type construction and may have been the circa-1900 horse barn mentioned in local court records (City of Fredericksburg Circuit Court 1904). Some of the large poles used to support this barn remained on site, but most of the materials have been removed.

A circa-1894, one-and-a-half-story, tenant house—part of which is log construction—was also noted in local court records (Figure 3-130). Shortly after initial construction, a frame addition was made to the northwest end of the house. Both sides of the house are clad in weatherboard siding and covered by a side-gabled roof sheathed in v-crimped metal. An interior-end brick chimney is partially visible at the southeast end of the house and an exterior-end brick chimney is centrally located on the northwest elevation. The building was covered in overgrowth and could not be closely inspected during the current survey. However, a partial-width, one-story porch was observed across the southwest elevation and is believed to shelter the main entrance. Windows are six-over-six, wood-framed, double-hung sashes throughout the house. A one-story rear ell is located at the north corner while a lean-to addition extends across much of the southeast elevation of the house.

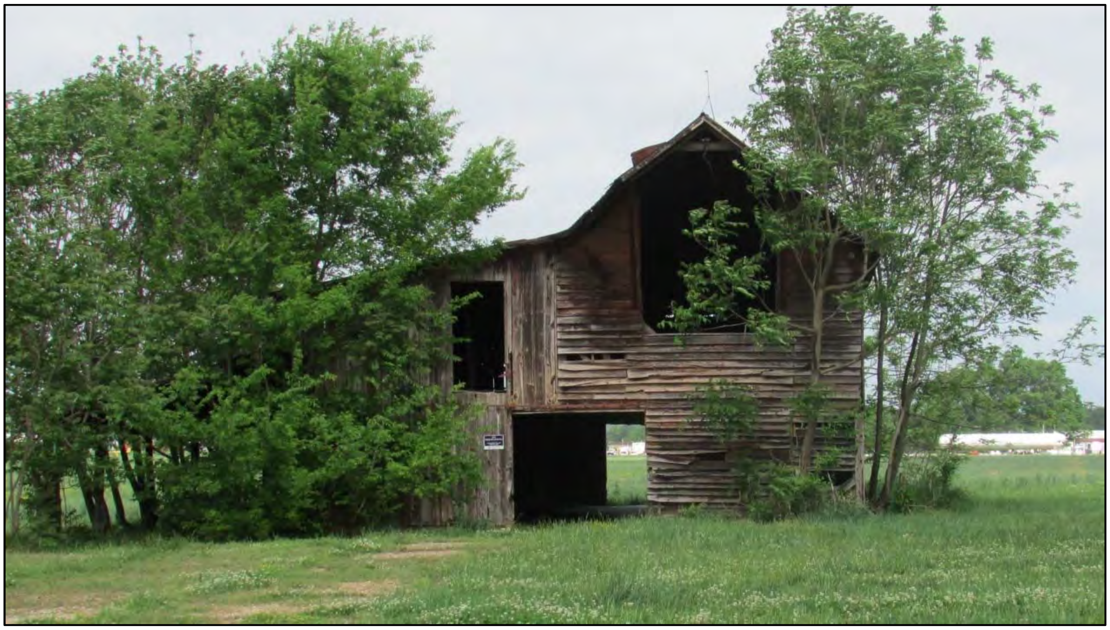


FIGURE 3-128: SLAUGHTER PEN FARM, SOUTHEAST ELEVATION OF BARN

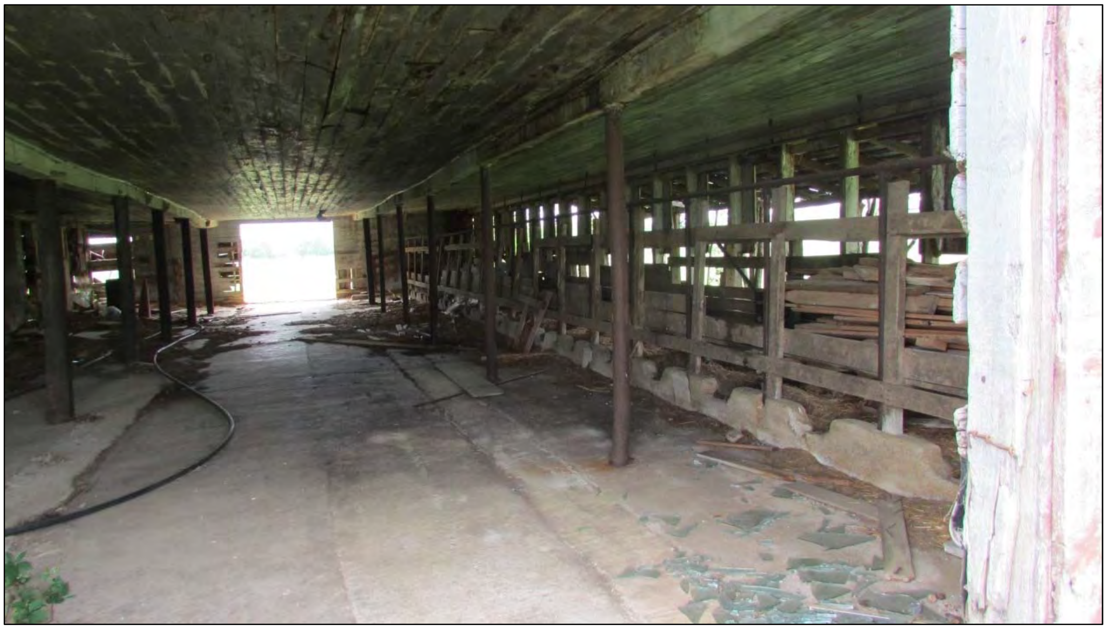


FIGURE 3-129: VIEW OF CENTRAL AISLE AND FEEDWAY AT RIGHT IN BARN LOOKING SOUTHEAST

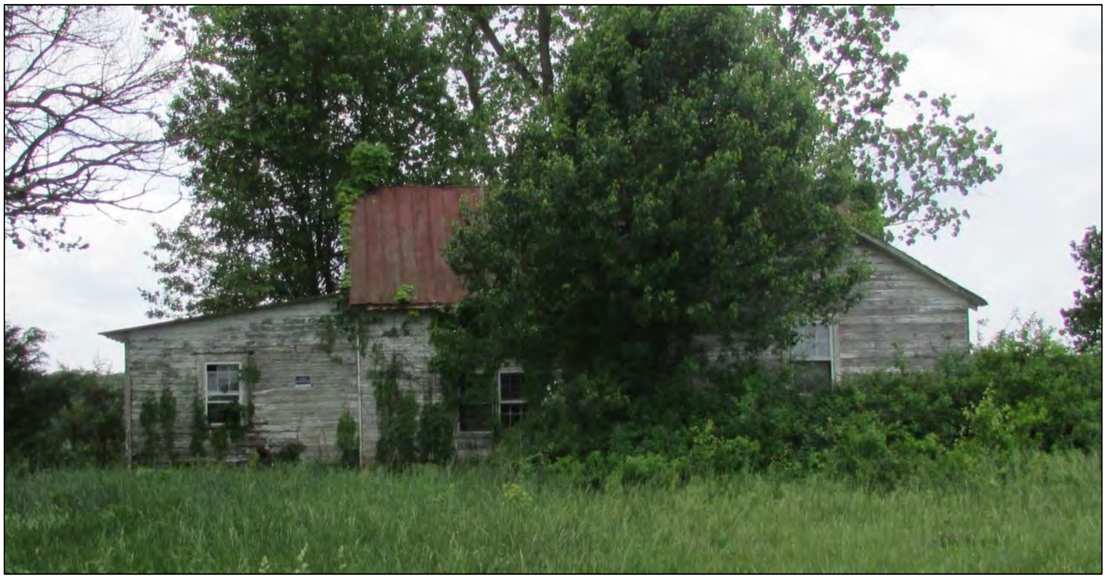


FIGURE 3-130: NORTHEAST OR REAR ELEVATION OF TENANT HOUSE

According to signage posted by the Civil War Trust, a “Virginia Ditch Fence” runs in a northwest-southeast direction across the center of Slaughter Pen Farm (Figure 3-131). This feature predates the Civil War and continues to divide the farms pastures and fields, improving drainage throughout the property. Over time, the ditch has become shallower and narrower, but remains clearly visible from the ground and in historic aerials of the farm. Though few other built features survive from the time of the Civil War at Slaughter Pen Farm, the area remains underdeveloped with many battle viewshed left intact (Figure 3-132).

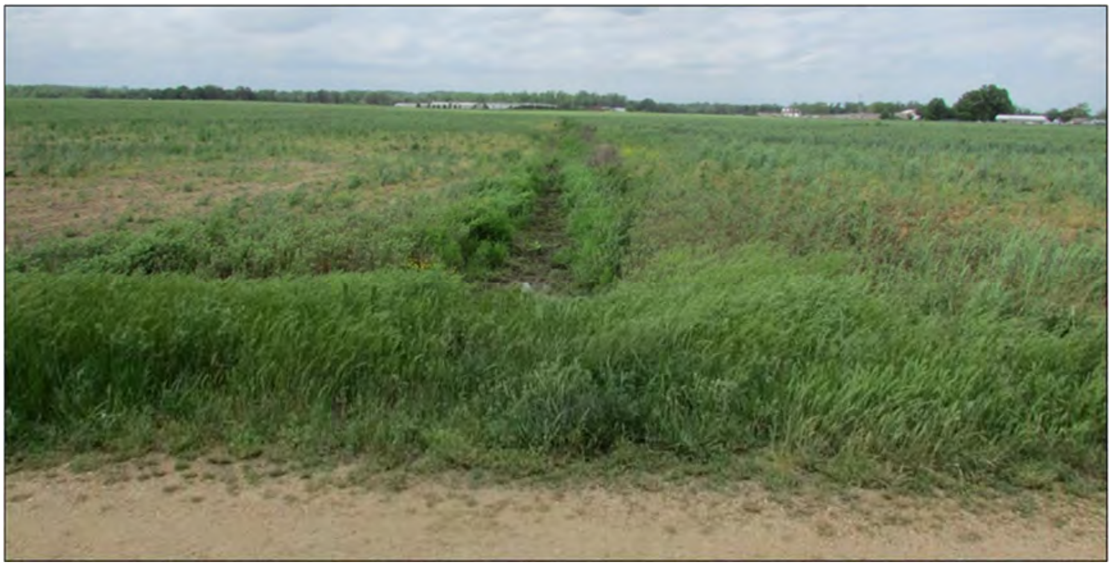


FIGURE 3-131: VIEW OF DITCH FENCE AND FIELDS CROSSED BY GENERAL JOHN GIBBON'S UNION TROOPS DURING THE BATTLE OF FREDERICKSBURG, LOOKING NORTHEAST FROM DRIVEWAY

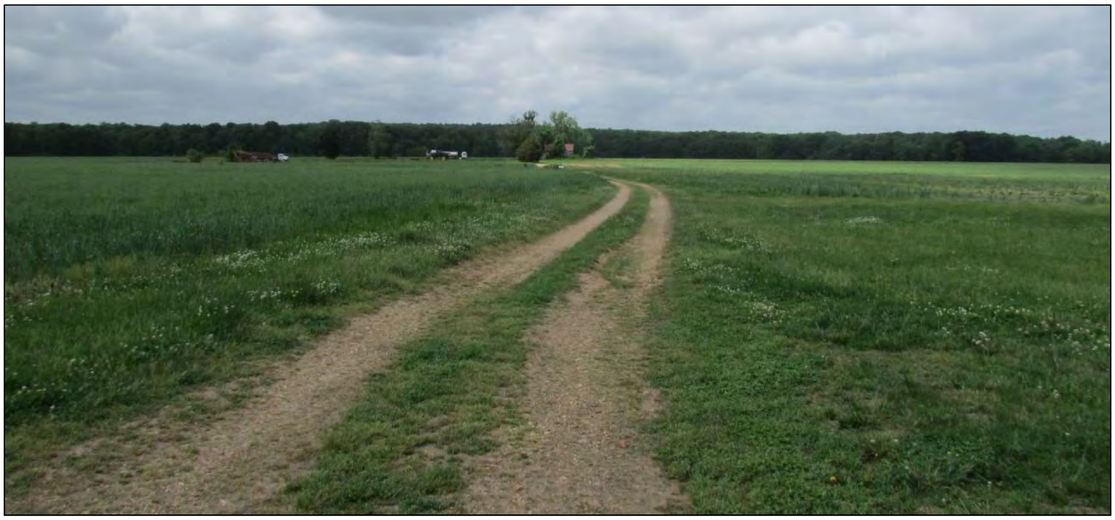


FIGURE 3-132: SLAUGHTER PEN FARM (088-0254), VIEW ACROSS FIELDS TOWARDS RF&P RAILROAD AND JACKSON'S CONFEDERATE TROOPS DURING THE BATTLE OF FREDERICKSBURG, LOOKING SOUTHWEST ALONG DRIVEWAY

3.9.3 NRHP Evaluation

The Slaughter Pen Farm property (088-0254) was the site of a fierce engagement during the Battle of Fredericksburg in December 1862. On December 13th, Federal troops led by Major General William B. Franklin, crossed the property's open fields to attack Confederate defensive positions in the woods just west of the RF&P rail line. Though Federal troops briefly succeeded in breaking through the Confederate line, they were repelled by a counterattack and forced to retreat.

The action at Slaughter Pen Farm was one of the most intense engagements of the Battle of Fredericksburg and the Civil War as a whole. The fighting resulted in more than 5,000 casualties and the awarding of five Congressional Medals of Honor. The Union forces' penetration of the Confederate line, though brief and ultimately repelled, was one of their only successful actions of the entire Battle of Fredericksburg (Civil War Trust 2017).

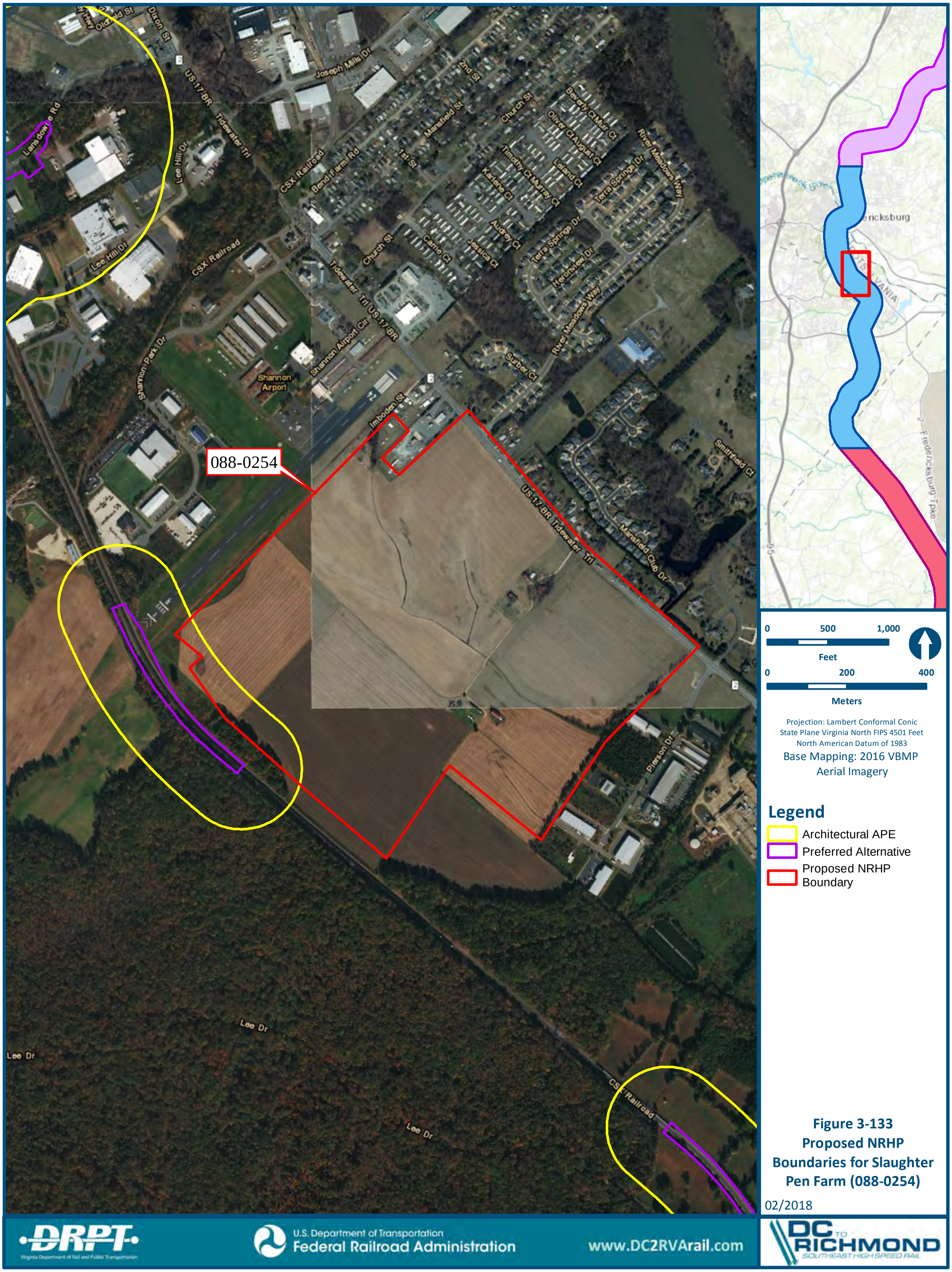
Though a post-Civil War dwelling and small farm complex were erected on the property, the site retains much of its Civil War-era layout and appearance, and possesses sufficient integrity of setting, feeling, location, and association. For these reasons, the Slaughter Pen Farm property (088-0254) is recommended eligible for listing in the NRHP under Criterion A for its significance and association with the December 1862 Battle of Fredericksburg with a period of significance dating between 1861 and 1865.

The resource has no known associations with any particularly significant people and, therefore, is recommended not eligible for the NRHP under Criteria B. Though the property's circa-1898, Italianate-style primary dwelling remains extant, it has been vacant for a number of years and is in a deteriorating state. These condition issues have impacted the building's integrity of design, materials, and workmanship. Moreover, though the surrounding property retains its rural character, the demolition of associated outbuildings and structures has impacted the dwelling's integrity of setting, feeling and association with regard to its significance as an element of agricultural complex. Lastly, the building does not embody characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction. For these reasons, this resource is recommended not eligible for listing in the NRHP under Criterion C. This property was not evaluated under Criterion D.

In sum, the Slaughter Pen Farm property (088-0254) is **recommended as eligible for listing in the NRHP under Criterion A for its significance and association with the December 1962 Battle of Fredericksburg with a period of significance dating between 1861 and 1865.**

In 2014, DHR staff determined that the resource contributes to the eligibility of the Fredericksburg and Spotsylvania County Battlefields National Military Park Historic District (111-0147). The DC2RVA Team **recommends that it continue to contribute to the historic district.**

The proposed NRHP boundary for the resource at Slaughter Pen Farm at 11232 Tidewater Trail follows the legal lot description for one Spotsylvania County parcel: Parcel Number 25-A-27 (Figure 3-133). It is bounded to the southwest by the current CSXT railroad tracks, to the northwest by a private airport, to the northeast by Tidewater Trail, and to the southeast by several industrial properties. The proposed boundary for Slaughter Pen Farm includes a dwelling, kitchen, shed, granary, barn, Virginia Ditch Fence, and agricultural fields.


088-0254
Old Mill St
Dixon St
US-17-BR
Joseph Mills Dr
2nd St
Church St
Beverly Ct
Mull Ct
Oliver Ct
August Ct
Lansdowne Rd
Lee Hill Dr
Tidewater Trl
Mansfield St
1st St
Timothy Ct
Murray Ct
Leland Ct
River Meadows Way
Bend Farm Rd
CSX Railroad
Karlene Ct
Terra Springs Dr
Lee Hill Dr
Carrie Ct
Audrey Ct
Jessica Ct
Heronview Dr
Shannon Airport Cir
Shannon Park Dr
Shannon Airport
Surber Ct
Imboden St
Smithfield Ct
US-17-BR Tidewater Trl
Mansfield Club Dr
Pierson Dr
Lee Dr
Fredericksburg Tpke
95
ericksburg
Rappahannock River

0 500 1,000
Feet
0 200 400
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟨	Architectural APE
🟪	Preferred Alternative
🟥	Proposed NRHP Boundary

Figure 3-133
Proposed NRHP
Boundaries for Slaughter
Pen Farm (088-0254)

02/2018

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3.10 THE CITY OF RICHMOND DEPARTMENT OF PUBLIC WORKS MAINTENANCE YARD (127-6840)

The City of Richmond Department of Public Works Maintenance Yard (127-6840) at 2728 Hermitage Road is located within a predominately industrial area of the city. The resource is currently bounded on the west by the CSXT railroad (historically the RF&P Railroad, 500-0001) and situated south of the Richmond Flying Squirrel baseball stadium and Avenue of Champions (Figures 3-134 through 3-136). This resource was recorded in 2016 as part of the DC2RVA rail identification-level survey. At that time, access to the resource was not obtained and the DC2RVA Team recommended that additional studies would need to be completed in order to gather sufficient data to make an NRHP eligibility evaluation. In a letter dated November 30, 2016, DHR concurred with this recommendation.

In early 2017, this City of Richmond Department of Public Works Maintenance Yard was demolished. The current narrative provides a brief history of the complex and lot followed by photographs of the lot as it currently appears and an updated recommendation on resource eligibility to complete the evaluation process.

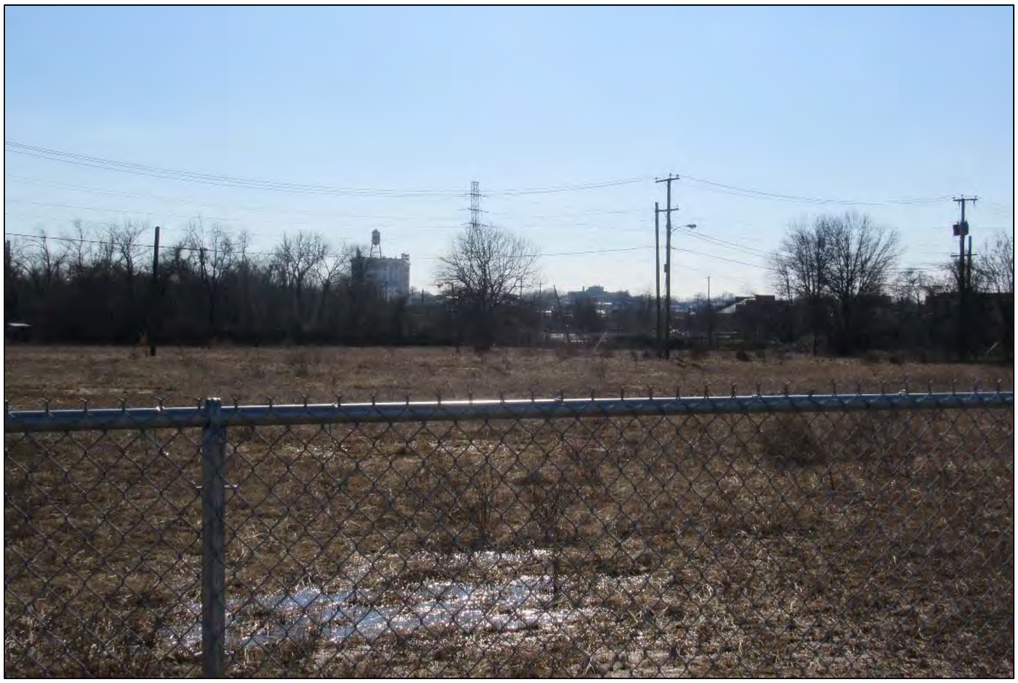
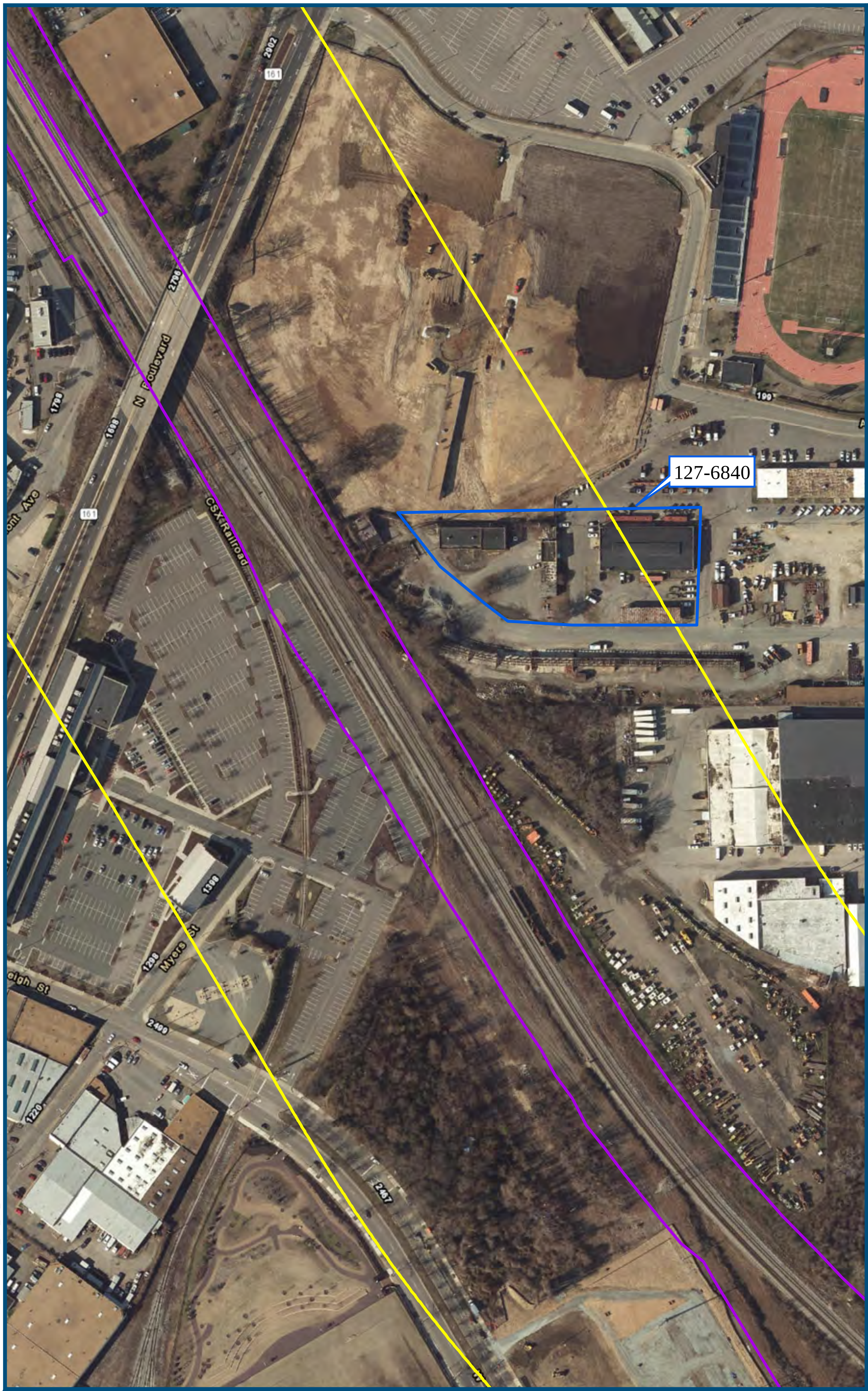
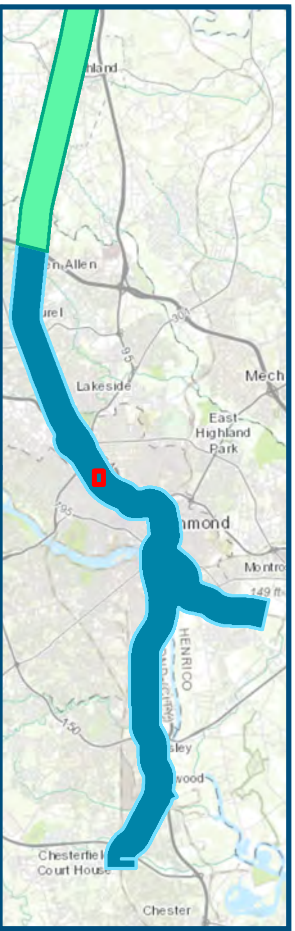


FIGURE 3-134: LOT OF THE FORMER CITY OF RICHMOND DEPARTMENT OF PUBLIC WORKS MAINTENANCE YARD (127-6840), LOOKING SOUTH FROM AVENUE OF CHAMPIONS


127-6840
N Boulevard
CSX Railroad
Myers St
leigh St
ont Ave
161
2902
2706
1798
1698
199
1398
1298
2499
1220
2457


hland
n Allen
urel
Lakeside
Mech
East Highland Park
mond
Montro
HENRICO
sley
wood
Chesterfield Court House
Chester
95
295
150
149 ft

0 100 200
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟦 Resource Boundary

Figure 3-135 Former Location Of The City Of Richmond Department Of Public Works Maintenance Yard (127-6840)

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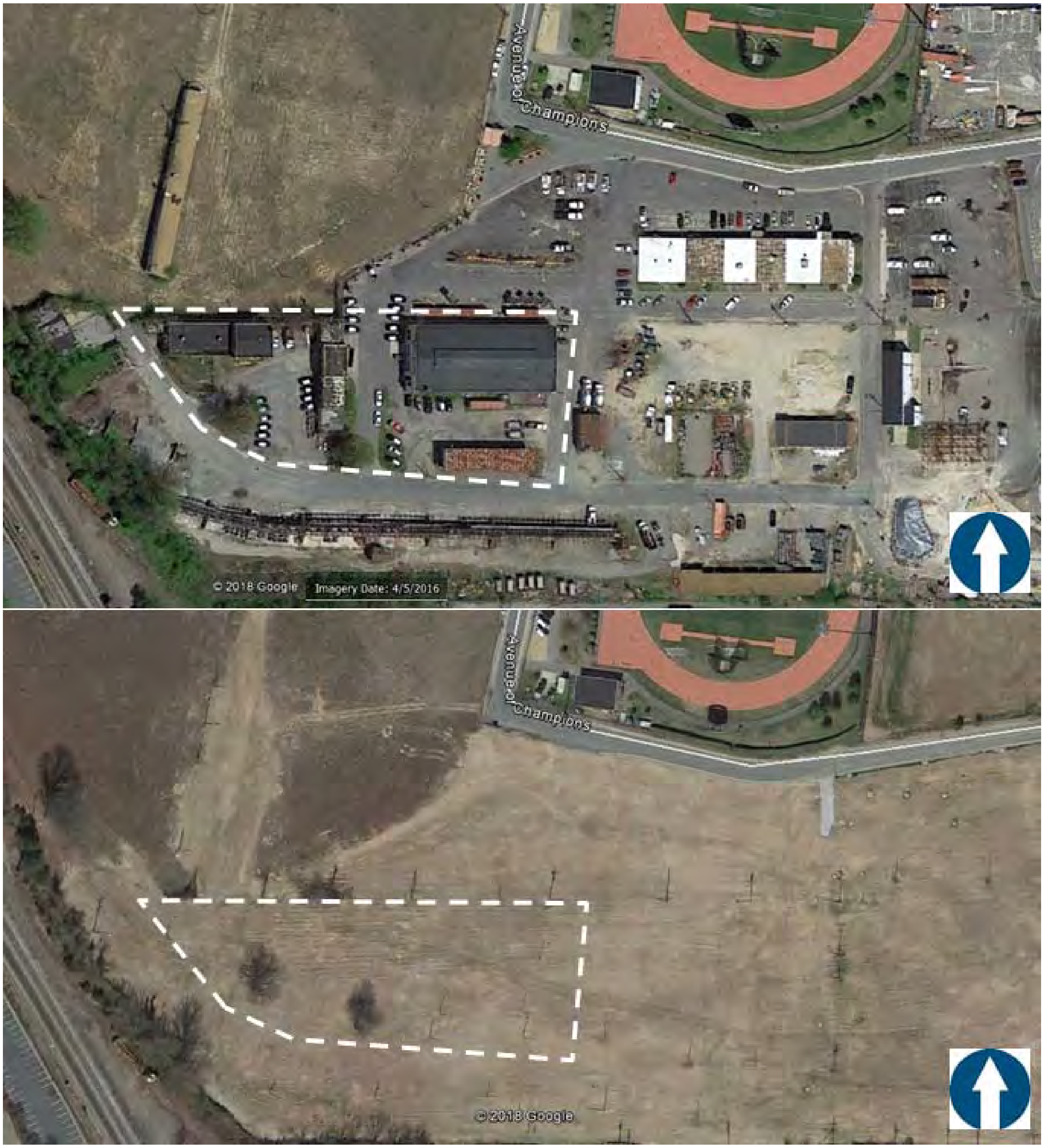

Avenue of Champions
© 2018 Google
Imagery Date: 4/5/2016
Avenue of Champions
© 2018 Google

FIGURE 3-136: CITY OF RICHMOND DEPARTMENT OF PUBLIC WORKS MAINTENANCE YARD (NOTED IN WHITE) IN 2016 (TOP) AND IN 2017 AFTER DEMOLITION (BOTTOM) (GOOGLE 2010, 2016) (MAPS NOT TO SCALE)

3.10.1 Historic Context

Throughout the nineteenth century and the turn of the twentieth century, the area in which the City of Richmond Department of Public Works Maintenance Yard was located was near Henrico County's southern border (Richmond Assessor of Real Estate 2011). Although infrastructure in the county, such as the RF&P Railroad and present-day Hermitage Road, Brook Road, and North Boulevard, were in place by the late 1800s, Richmond's dense development along its northern edge was bounded by Broad and Lombardy streets throughout the first two decades of the 1900s, leaving southern Henrico County relatively rural during this period (Figure 3-137) (United States Geographical Survey [USGS] 1895).

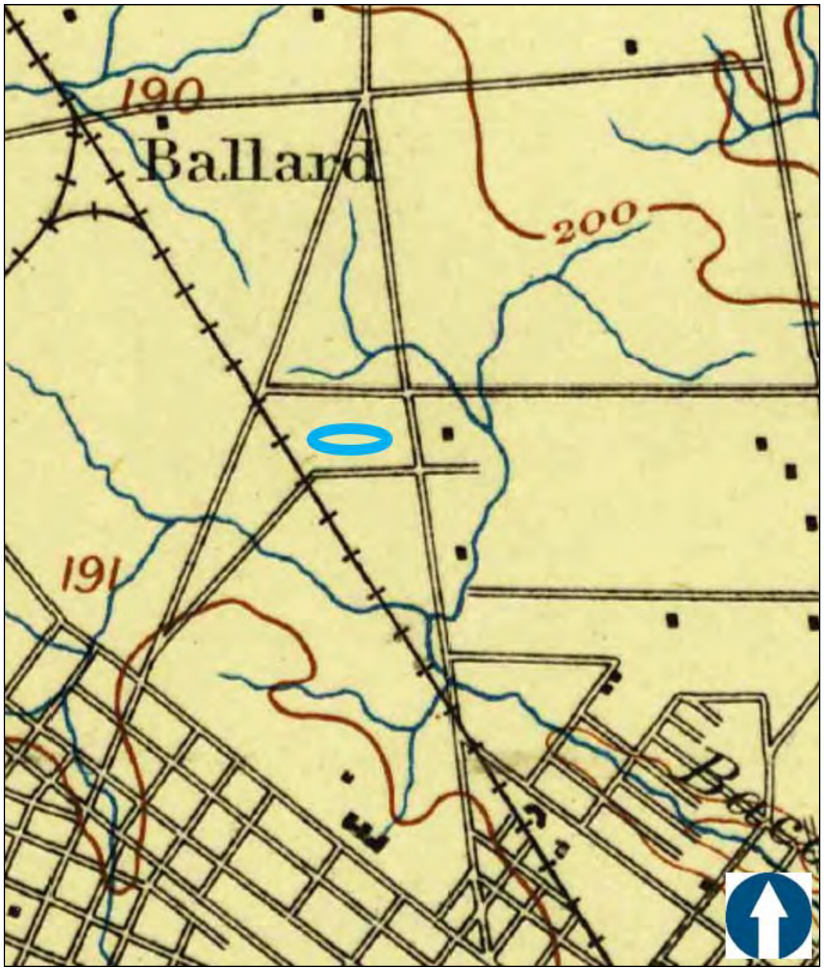
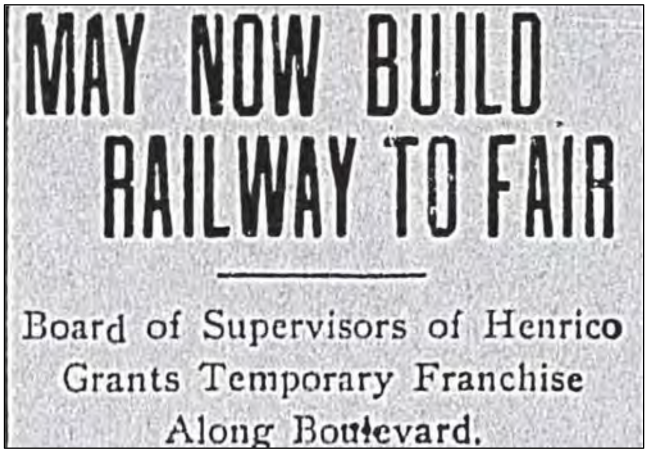


FIGURE 3-137: 1895 USGS 15-MINUTE TOPOGRAPHIC MAP OF RICHMOND, VIRGINIA (USGS 1895). THE APPROXIMATE LOCATION OF THE RICHMOND DEPARTMENT OF PUBLIC WORKS MAINTENANCE YARD IS NOTED IN BLUE. (MAP NOT TO SCALE)

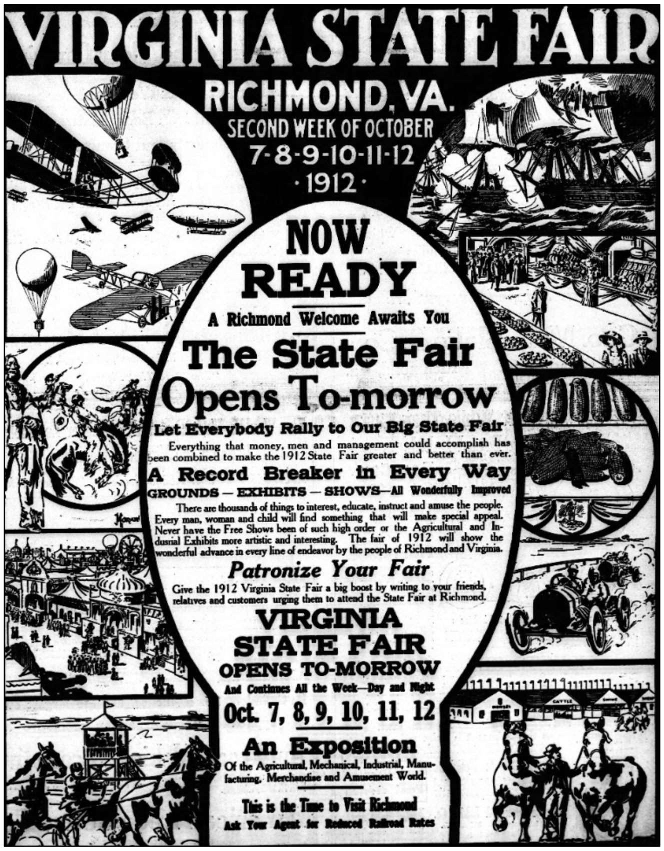
In 1906, the Virginia State Agricultural Society established the Virginia State Fair on a triangular piece of land bounded by the RF&P Railroad, North Boulevard, and Hermitage Road (Figure 3-138) (State Fair of Virginia Records 2017). In addition to the development of railroad spurs and a series of internal roads that provided convenient multi-modal access to the grounds, the owners advertised and contracted outside firms for construction of a race track, grand stand, and a variety of other buildings and structures (Sanborn Map Company 1950; The Times Dispatch 1906a; USGS 1934). For the first time in its new location, the Virginia State Fair captivated audiences from October 9 to October 13, 1906. The owners boasted a new track for horse races and trotting events, a midway complete with amusement features from Coney Island, a hot air balloon, visiting military from other cities and states, parade, a medieval tournament with knights, "The Great Air Ship," which was the "first Air Ship ever brought to Virginia," and a wide variety of exhibits including those on farming machinery, women’s work, dairy products, fruits and vegetables, and livestock (Figure 3-139) (The Times Dispatch 1906a, 1906b, 1906c, 1912).



MAY NOW BUILD
RAILWAY TO FAIR

Board of Supervisors of Henrico
Grants Temporary Franchise
Along Boulevard.

FIGURE 3-138: ANNOUNCEMENT OF THE CONSTRUCTION OF THE RAILROADS TO THE NEW STATE FAIR SITE (THE TIMES DISPATCH 1906B)



VIRGINIA STATE FAIR
RICHMOND, VA.
SECOND WEEK OF OCTOBER
7-8-9-10-11-12
·1912·

NOW
READY

A Richmond Welcome Awaits You

The State Fair
Opens To-morrow

Let Everybody Rally to Our Big State Fair

Everything that money, men and management could accomplish has been combined to make the 1912 State Fair greater and better than ever.

A Record Breaker in Every Way

GROUNDS — EXHIBITS — SHOWS—All Wonderfully Improved

There are thousands of things to interest, educate, instruct and amuse the people. Every man, woman and child will find something that will make special appeal. Never have the Free Shows been of such high order or the Agricultural and Indusrial Exhibits more artistic and interesting. The fair of 1912 will show the wonderful advance in every line of endeavor by the people of Richmond and Virginia.

Patronize Your Fair

Give the 1912 Virginia State Fair a big boost by writing to your friends, relatives and customers urging them to attend the State Fair at Richmond.

VIRGINIA
STATE FAIR
OPENS TO-MORROW
And Continues All the Week—Day and Night
Oct. 7, 8, 9, 10, 11, 12

An Exposition
Of the Agricultural, Mechanical, Industrial, Manufacturing, Merchandise and Amusement World.

This is the Time to Visit Richmond
Ask Your Agent for Reduced Railroad Rates

FIGURE 3-139: ADVERTISEMENT FOR THE 1912 VIRGINIA STATE FAIR (THE TIMES DISPATCH 1912)

Over the next several decades, the State Fair continued to operate in this location and its presence, along with continued advances in streetcars, roadway technology, and automobiles, likely helped spur additional development beyond Broad and Lombardy streets into neighboring Henrico County (Figure 3-140) (USGS 1934). In 1914, the City of Richmond annexed a large swath of land in southern Henrico County primarily populated with early-twentieth-century suburban neighborhoods; this area was also dotted with industrial buildings, especially along the RF&P Railroad, including the Virginia State Fairgrounds at Boulevard (Richmond Assessor of Real Estate 2011).

During the 1930s and 1940s, the City of Richmond constructed a variety of buildings at the southern edge of the fairgrounds, including maintenance garages, auto and truck repair shops, storage buildings, offices, and workshops and the southern end of this group of warehouses is the City of Richmond Department of Public Works Maintenance Yard (Figures 3-141 and 3-142) (Sanborn Map Company 1950, 1952). The State Fair remained in this location on North Boulevard until 1946, when Atlantic Rural Exposition, Inc. relocated the fairgrounds to a new site on Laburnum Avenue in Henrico County (Richmond Times-Dispatch 2009).

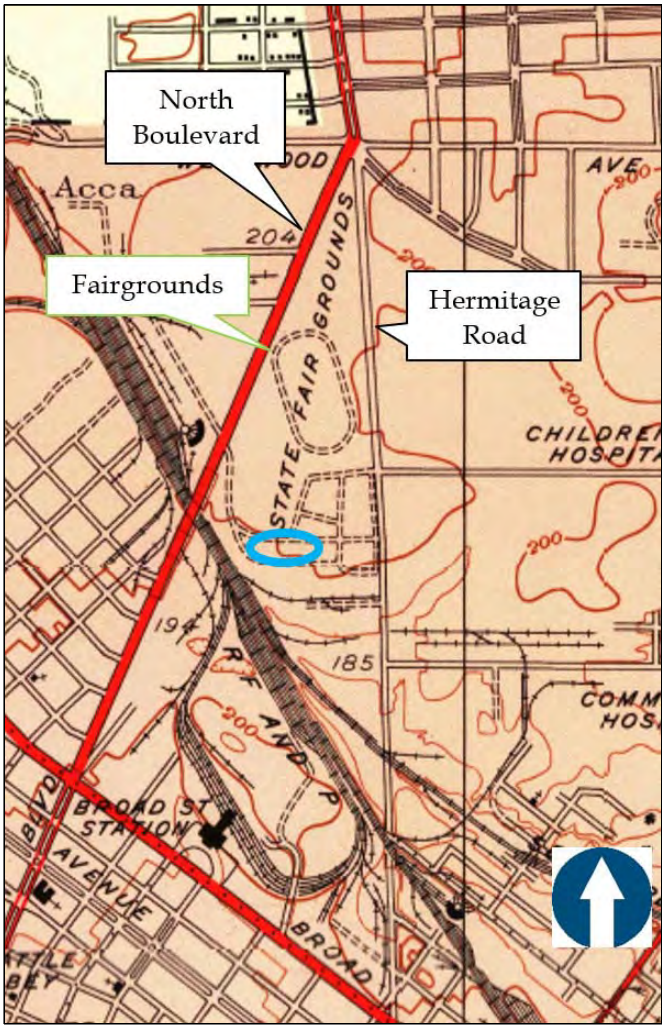


FIGURE 3-140: 1934 7.5-MINUTE USGS TOPOGRAPHIC MAP (USGS 1934). THE CITY OF RICHMOND DEPARTMENT OF PUBLIC WORKS MAINTENANCE YARD IS NOTED IN BLUE. (MAP NOT TO SCALE)

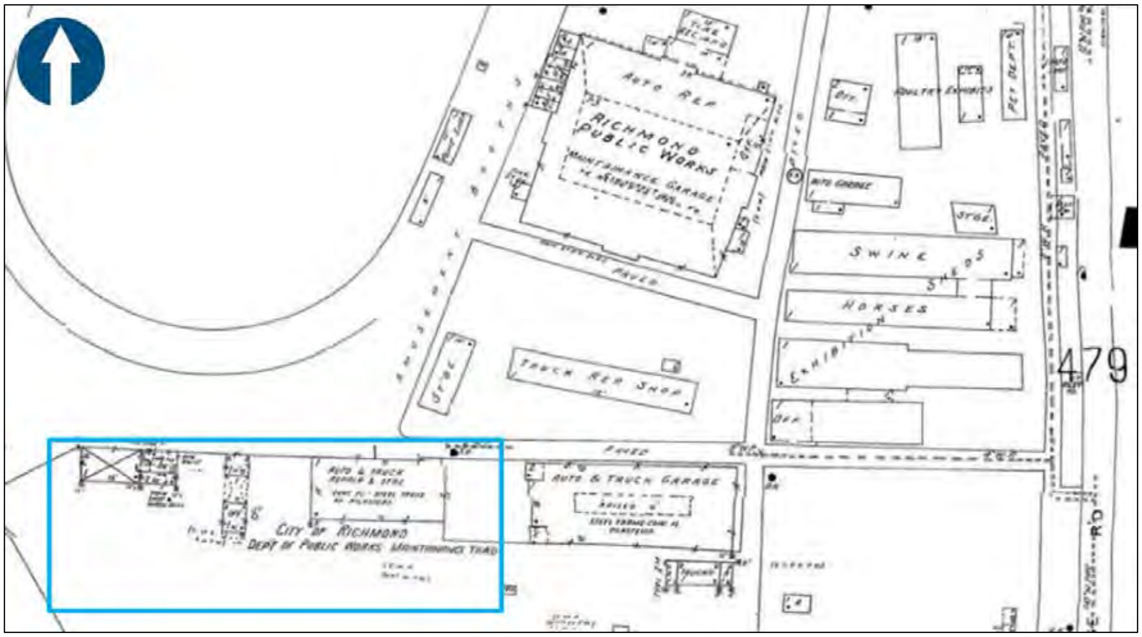

AUTO REP
RICHMOND PUBLIC WORKS
MAINTENANCE GARAGE
PAVED
POULTRY EXHIBITS
PET DEPT
AUTO GARAGE
STGE
SWINE SHEDS
HORSES
EXHIBITION
TRUCK REP SHOP
OFF
479
AUTO & TRUCK REPAIR & STGE
CITY OF RICHMOND
DEPT OF PUBLIC WORKS MAINTAINANCE YARD
AUTO & TRUCK GARAGE
RAISED 4'
TRUCKS

FIGURE 3-141: CITY OF RICHMOND DEPARTMENT PUBLIC WORKS BUILDINGS ALONG HERMITAGE ROAD IN 1950 (SANBORN MAP COMPANY 1950) (MAP NOT TO SCALE)

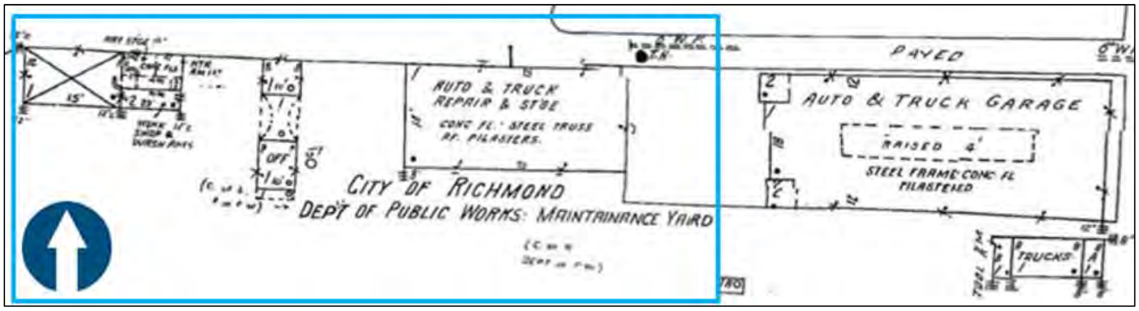

PAVED
AUTO & TRUCK REPAIR & STGE
CONC FL · STEEL TRUSS RF. PILASTERS.
OFF
CITY OF RICHMOND
DEPT OF PUBLIC WORKS: MAINTAINANCE YARD
AUTO & TRUCK GARAGE
RAISED 4'
STEEL FRAME CONC FL PILASTERED
TRUCKS

FIGURE 3-142: DETAIL OF THE CITY OF RICHMOND DEPARTMENT OF PUBLIC WORKS MAINTENANCE YARD AT 2728 HERMITAGE ROAD IN 1950 (SANBORN MAP COMPANY 1950) (MAP NOT TO SCALE)

Although the State Fair moved from this location, this area in Richmond continued to be a spot for local attraction when, in 1954, a stadium that was built as part of the old fairgrounds was formally repurposed for baseball; it was known as Parker Field (Figure 3-143). In 1985, the baseball complex known as Parker Field was demolished and replaced by the current stadium known as the Diamond, currently the home of the Richmond Flying Squirrels (United Press International, Inc. 1985). The area south and southeast of the baseball complex remains heavily industrial. In 2017, the City of Richmond Department of Public Works Maintenance Yard was demolished.

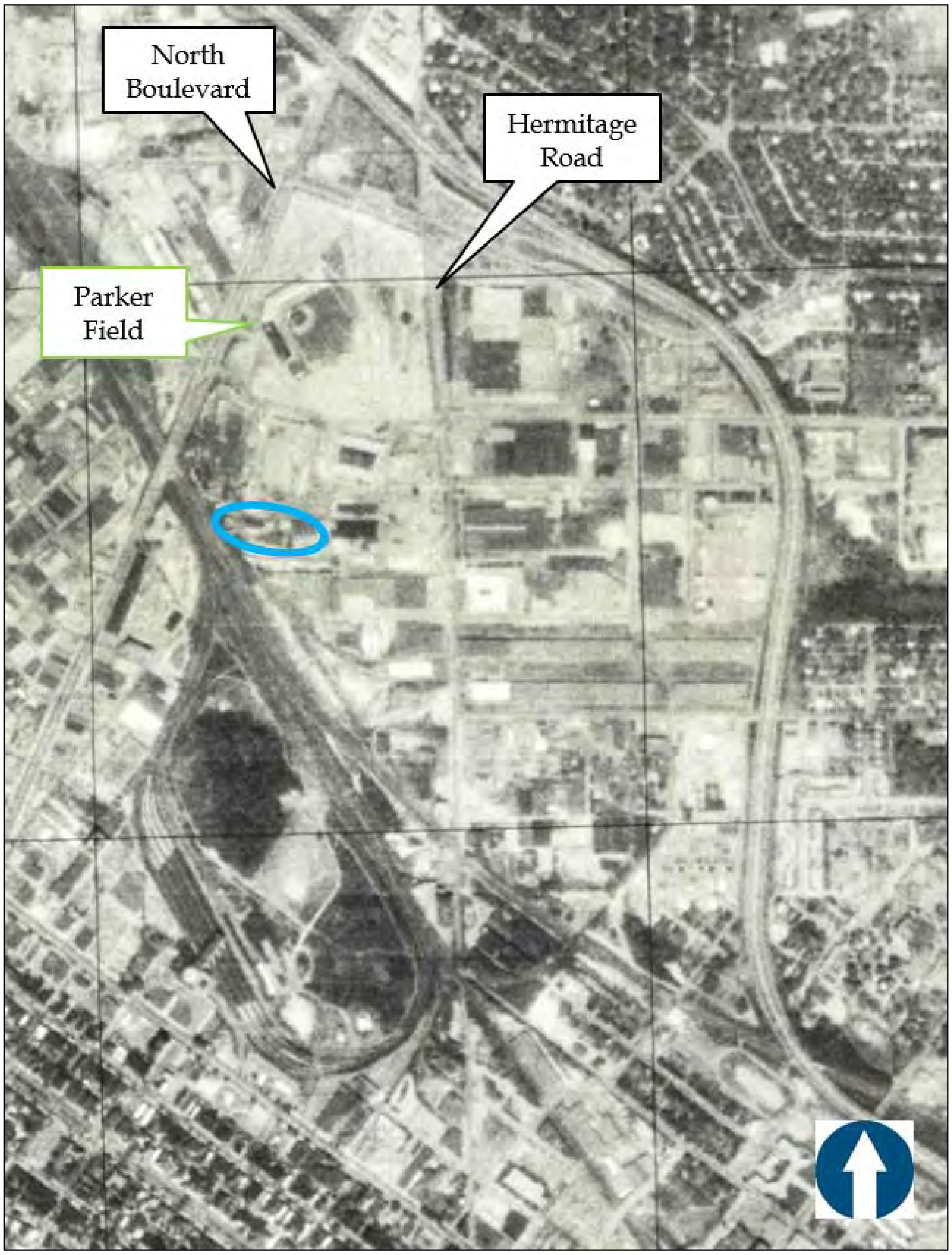


FIGURE 3-143: 1974 AERIAL MAP (RIGHT) (USGS 1974). THE CITY OF RICHMOND DEPARTMENT OF PUBLIC WORKS MAINTENANCE YARD IS NOTED IN BLUE. (MAPS NOT TO SCALE)

3.10.2 Architectural Description

City of Richmond Department of Public Works Maintenance Yard once comprised an office, workshop, auto repair shop, and a machine shed. In early 2017, this resource, including all buildings, parking lots, roads, and other infrastructure, was demolished. Today, the lot is covered in grass; no above-ground elements remain of the once-extant complex (see Figure 3-134).

3.10.3 NRHP Evaluation

The City of Richmond Department of Public Works Maintenance Yard at 2728 Hermitage Road was an industrial complex associated with machine and auto repair. It was demolished in early 2017, resulting in a complete loss of historic integrity. As such, the City of Richmond Department of Public Works Maintenance Yard is **recommended not eligible for the NRHP under Criteria A–C.** It was not evaluated under Criterion D; however, photographs taken of the demolition show notable subsurface disturbances completed during the demolition process. The probability for encountering intact, significant archaeological deposits is low.

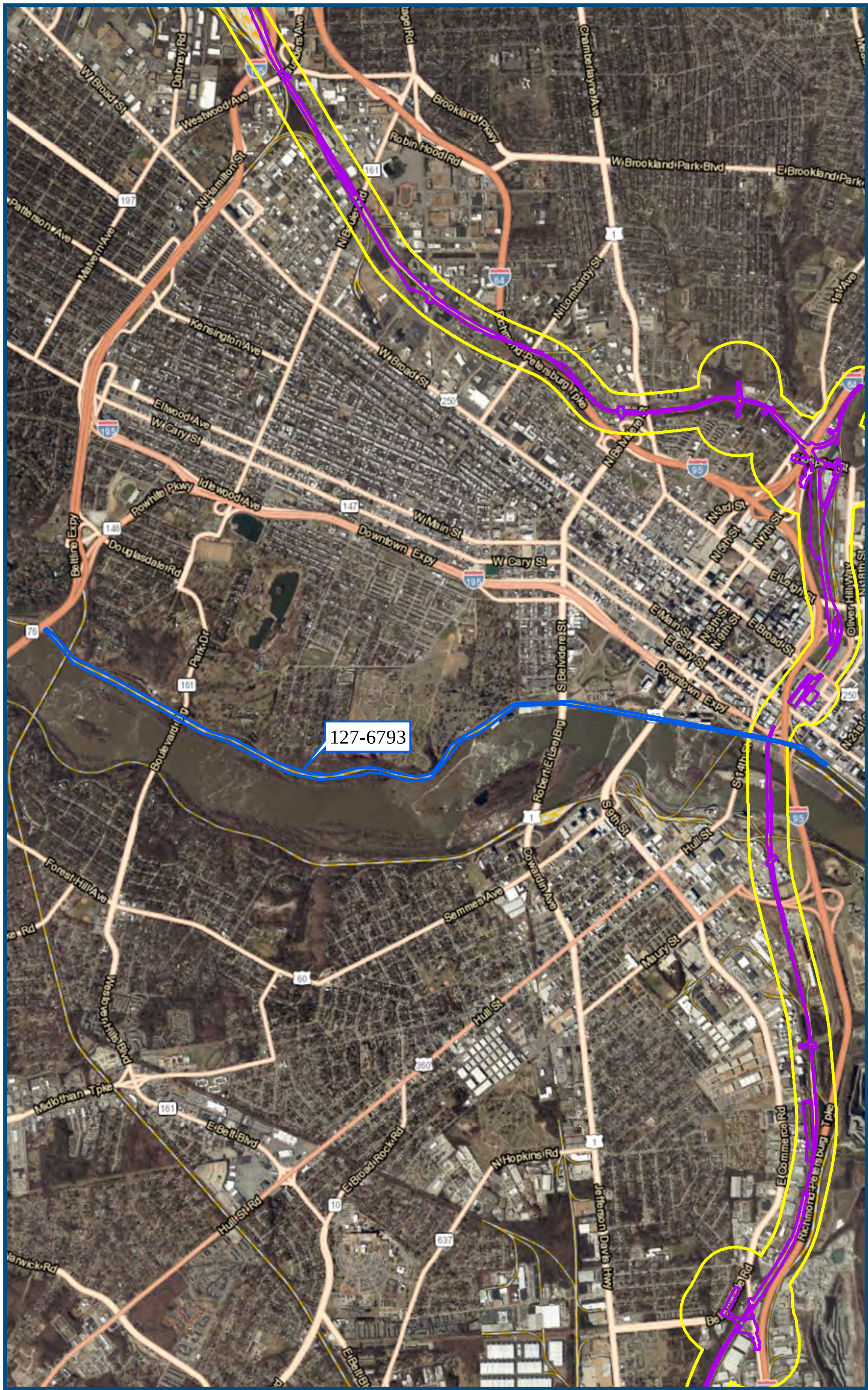
3.11 CHESAPEAKE & OHIO RAILROAD SEGMENT (127-6793)

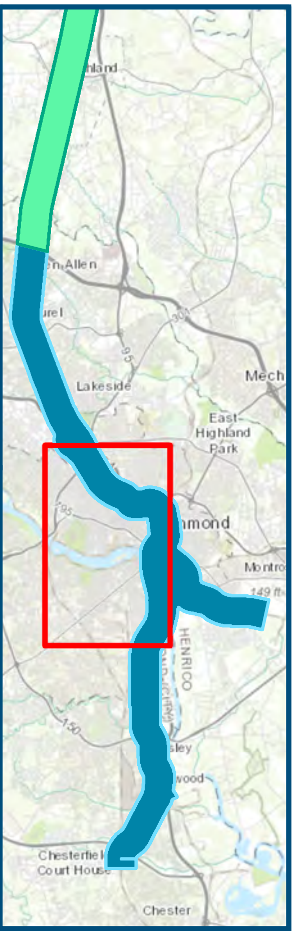
The Chesapeake and Ohio Railroad Segment (C&O Railroad Segment) (127-6793), the currently documented segment of a much larger railroad system, runs from the Shockoe Valley area of downtown Richmond near North 20th Street, westward along the northern bank of the James River and ending at Powhite Parkway (Route 76) (Figure 3-144).

3.11.1 Historic Context

The C&O Railroad Segment was a private railroad designed to connect the Tidewater region of Virginia with the Ohio River, a major water transportation route in the west. However, the railroad did not begin with such wide-reaching goals in mind; instead, it began with a small, local railroad linking the citizens of Louisa County with commercial opportunities in Richmond.

Following the successful chartering of the RF&P Railroad (500-0001) in 1834, citizens in Louisa County, Virginia, were eager to establish their own railroad connection between their farm markets and the large consumer base of Richmond. In 1836, after approximately a year of surveying, a group of interested county residents petitioned the General Assembly to charter the Louisa Railroad Company to build a line of track from Doswell to Gordonsville (Turner 1975). Rather than connecting directly with Richmond, the company decided to pay the RF&P Railroad in passenger and freight returns for the use of their newly constructed track between Doswell and Richmond. Progress was slow but steady, reaching Louisa Court House in December 1838 and Gordonsville on January 1, 1840. Throughout the 1840s, construction slowed drastically as an economic slump and legal battles with the RF&P Railroad hampered the company's efforts to independently connect with Richmond and Charlottesville. It took until 1850 for the railroad to connect independently to Richmond, but it celebrated its new range by renaming itself the Virginia Central Railroad (Figure 3-145).


127-6793
W Broad St
Dabney Rd
Westwood Ave
N Hamilton St
197
Patterson Ave
Malvern Ave
Kensington Ave
Ellwood Ave
W Cary St
195
Powhite Pkwy
Idlewood Ave
146
Douglasdale Rd
Beltline Expy
76
161
Boulevard Br
Park Dr
147
W Main St
Downtown Expy
W Cary St
S Belvidere St
Robert E Lee Br
Brookland Pkwy
Robin Hood Rd
W Brookland Park Blvd
E Brookland Park
Chamberlayne Ave
N Lombardy St
64
250
1
N Belvidere
95
N 3rd St
N 7th St
E Leigh St
E Main St
E Cary St
E Broad St
Oliver Hill Way
N 21st St
S 14th St
S 9th St
Hull St
Cowardin Ave
Semmes Ave
Forest Hill Ave
Westover Hills Blvd
Midlothian Tpke
E Belt Blvd
60
360
Maury St
Hull St
E Broad Rock Rd
10
637
N Hopkins Rd
Jefferson Davis Hwy
E Commerce Rd
Richmond Petersburg Tpke
Warwick Rd
E Bell Blvd


Lakeside
East Highland Park
Mech
Montro
Chesterfield Court House
Chester
HENRICO
95
295
150

0 1,600 3,200
Feet
0 600 1,200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟨 Architectural APE
🟪 Preferred Alternative
🟦 Resource Boundary

Figure 3-144
Location Of The C&O Railroad Segment (127-6793)

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The Virginia Central Railroad continued to push westwards across the Blue Ridge Mountains throughout the 1850s. To help the railroad's efforts, the Commonwealth chartered the Blue Ridge Railroad specifically to handle construction across the mountain range while the Virginia Central worked west across the Shenandoah Valley to the Allegheny Mountains. The Commonwealth chartered a second railroad, the Covington and Ohio Railroad, to work across the Alleghenies but work was suspended during the Civil War. The Virginia Central Railroad was used to transport supplies, food, and occasionally troops for the Confederacy and as a result suffered significant damage at the hands of Union forces in both the Shenandoah Valley and around Richmond. By 1865, the railroad was left virtually bankrupt with only 5 miles of usable track left (Chesapeake and Ohio Historical Society 2016). Desperate to remain solvent, the Virginia Central Railroad courted Northern and foreign interests and eventually tempted railroad magnate Collis P. Huntington to purchase a majority interest in the company. Huntington wanted to establish a transcontinental railroad that would stretch from the Atlantic to the Pacific and felt that the Virginia Central and Covington and Ohio lines would be the perfect eastern section of his railroad. He financed the railroad as far as the Ohio River and, in recognition of the new extent of the line, renamed the railroad the C&O Railroad.

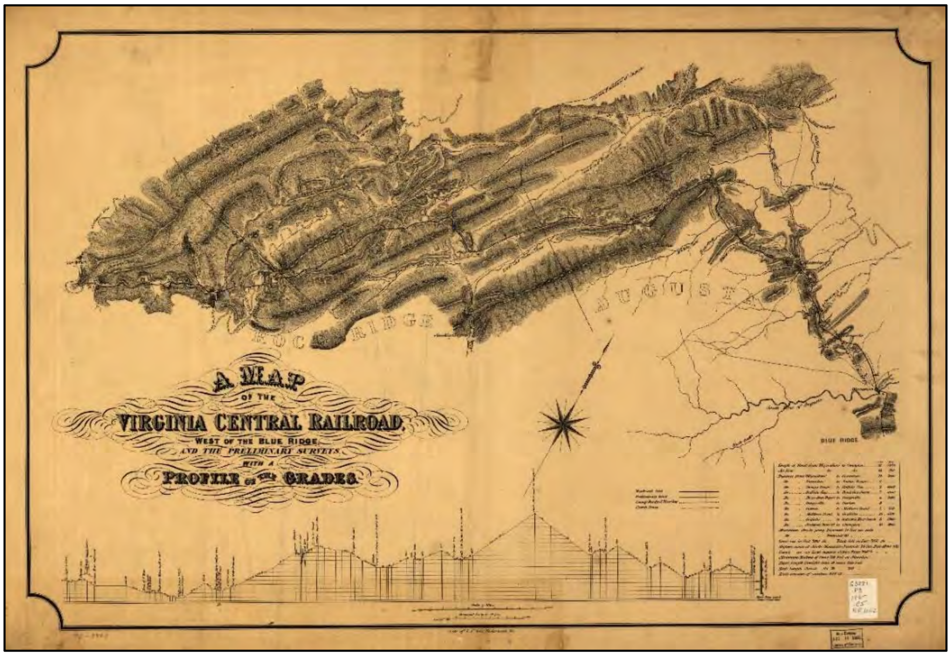

A MAP OF THE VIRGINIA CENTRAL RAILROAD WEST OF THE BLUE RIDGE AND THE PRELIMINARY SURVEYS WITH A PROFILE of the GRADES
ROCKBRIDGE
AUGUSTA
BLUE RIDGE

FIGURE 3-145: CIRCA-1860 MAP OF VIRGINIA CENTRAL WEST OF THE BLUE RIDGE MOUNTAINS (CITTI CA. 1860)

The C&O Railroad was hit hard during the financial depression of 1873 and went into receivership in 1878, eventually reorganizing into the C&O Railway Company. Fortunately for the company, the majority of its most recently constructed track cut directly though West Virginia coal country and throughout the 1880s, the C&O Railroad was able to regain its financial security by shipping huge quantities of bituminous coal back east, especially to the port in Newport News along the historic Virginia Central Railroad track through Richmond. In 1889, the C&O Railroad merged with the Richmond & Alleghany Railroad, a descendent of the James River & Kanawha Canal, to open a shallower-graded route from the base of the Alleghany Mountains down to Richmond and make shipping coal even more efficient.

More mergers and expansions from the 1890s to the 1920s opened up lines to Kentucky, Chicago, Cincinnati, Columbus, and numerous other cities throughout Ohio (Dixon and Griffin 2010). Even during the Great Depression, the C&O Railroad remained a healthy company and was even able to rebuild existing infrastructure and pursue new construction projects, based almost entirely on its coal trade (Figure 3-146) (Chesapeake and Ohio Historical Society 2016). With its newly renovated resources, the railroad thrived during the transportation boom of World War II and carried its success into the post-war years.

Because the railroad had actually grown during the Great Depression years and carried that momentum through the 1940s, the C&O Railroad was especially well-placed to lead the advance in railroad technology. To encourage ridership and track development, the company established the slogan "Sleep Like a Kitten and Arrive Fresh as a Daisy in Air-Conditioned Comfort" (Chesapeake and Ohio Historical Society 2017). The C&O Railway Company was the first railroad company to use a large-scale computer system, was one of the early adopters of diesel power, and worked to diversify its traffic, giving the company greater financial security and allowing it to challenge trucking for freight service.

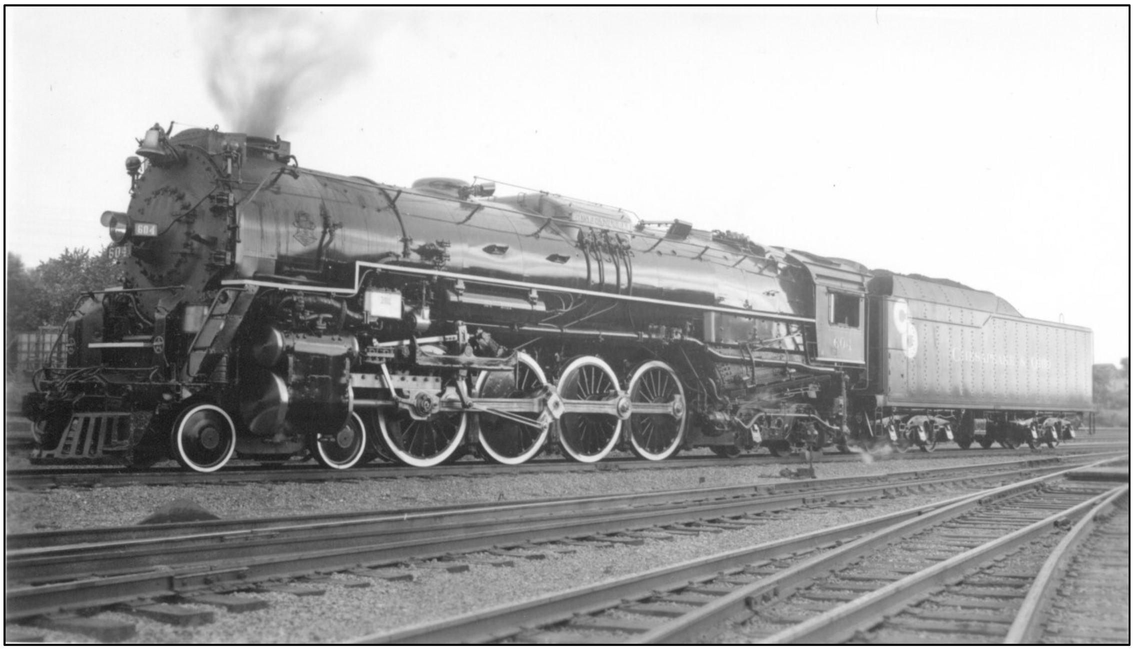


FIGURE 3-146: THE NEW C&O LOCOMOTIVE "EDWARD RANDOLPH" BEFORE GOING INTO SERVICE, 1935. THE C&O WAS ABLE TO PURCHASE AND REFURBISH ROLLING STOCK AND INFRASTRUCTURE THROUGHOUT THE 1930S AND 1940S. (SHORPY.COM 2017)

In the 1960s, the C&O Railway Company was still gaining in power and prestige and began to merge with larger railroads like the Baltimore & Ohio. In 1972, the C&O Railway Company merged with the Baltimore & Ohio Railroad and the Western Maryland Railroad to become Chessie Systems. Eight years later, Chessie Systems merged once again, this time with Seaboard Coast Line Industries, under the name CSXT. CSXT continues to operate as a freight line and is one of the most dominant rail companies east of the Mississippi (Figure 3-147).

FIGURE 3-147: CSXT ENGINE AND ROLLING STOCK, CIRCA-1980 (CSXT 2017)

3.11.2 Architectural Description

The C&O Railroad Segment first began as a local spur connecting Louisa County, Virginia, with the RF&P Railroad and its Richmond terminal. Over the course of nearly two centuries, the railroad grew to encompass a line stretching from Norfolk, Virginia in the east to the Mississippi River in the west and Lakes Huron and Michigan in the north. A majority of its line runs east-to-west, moving through Richmond and working its way through several large cities like Charlottesville, Virginia; Charleston and Huntington, West Virginia; and Lexington and Louisville, Kentucky. Three main north-south routes branch off the line: the eastern-most connects the western end of the original Louisa-Richmond line with Washington, D.C.; the central line runs from Huntington, West Virginia up through Columbus and Toledo, Ohio into Michigan; and the western line passes through Cincinnati, Ohio and terminates in Chicago, Illinois. Numerous smaller lines branch off the main lines throughout the system, although this is more prevalent throughout West Virginia and Ohio than along the oldest sections around Richmond. Current survey was limited to the rail line within the RF&P Railroad corridor.

In the Richmond area, the C&O Railroad Segment consists of two lanes of elevated track along the northern embankment of the James River, within the city's flood wall (Figure 3-148). The tracks sit on a steel-plate, deck girder structure that is connected with rivets and bolt repairs. The girders sit on a variety of support members from reinforced concrete or steel bents with rounded ends supported by paired, square, poured concrete piers, steel I-beam piers with varied transverse bracing and longitudinal cross bracing. A few places along the rail line, a metal grated pedestrian walkway with metal roping is along an elevation (Figure 3-149).

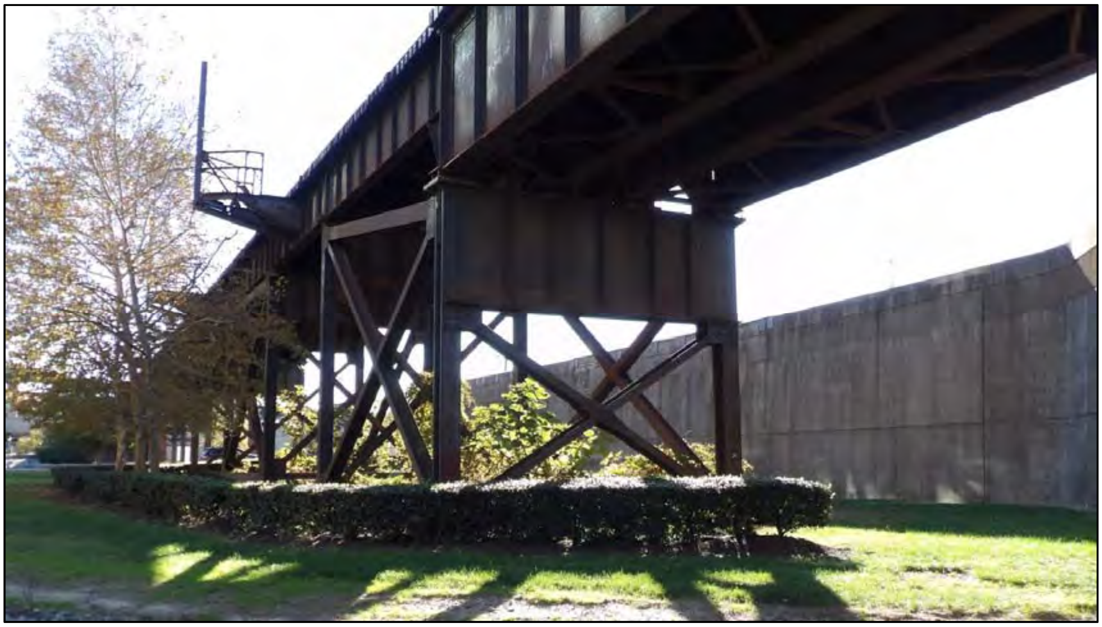


FIGURE 3-148: A C&O ELEVATED STEEL-PLATE-GIRDER BRIDGE AT SOUTH 14TH STREET, RICHMOND, VA, LOOKING SOUTHWEST

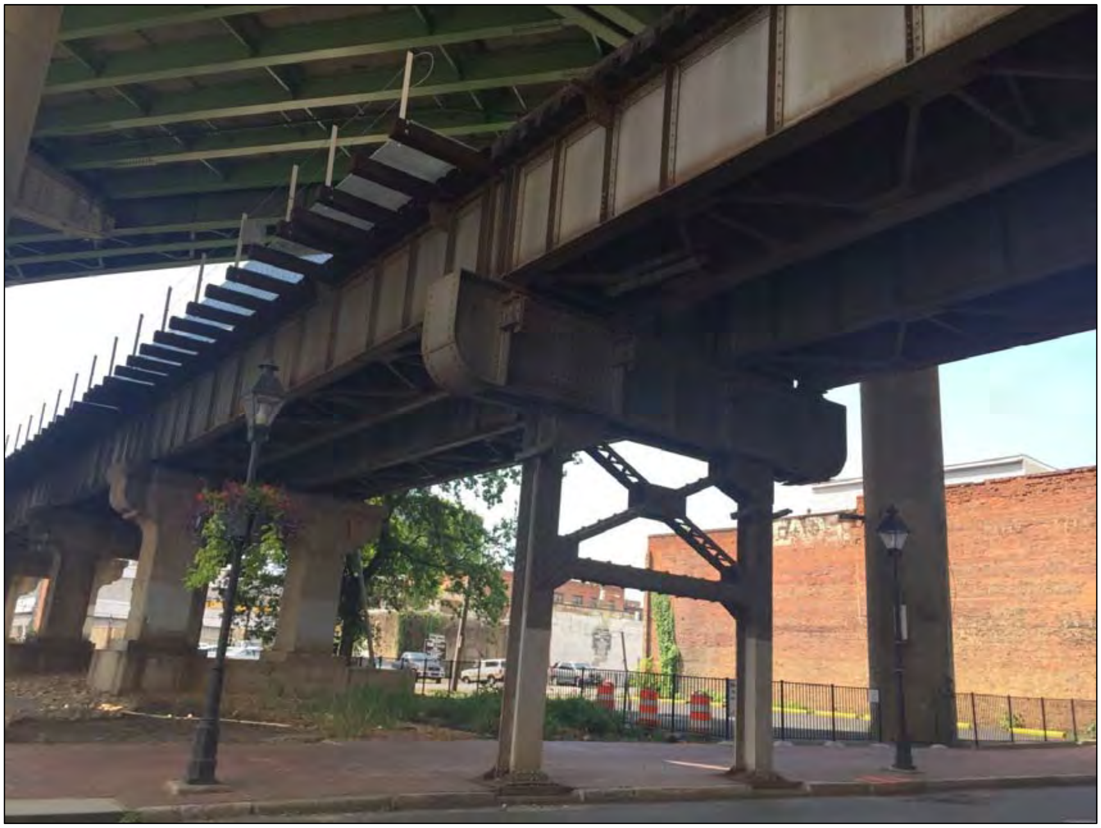


FIGURE 3-149: ELEVATED SUBSTRUCTURE OF THE RAIL LINE IN RICHMOND, LOOKING WEST FROM THE VIRGINIA CAPITAL TRAIL

3.11.3 NRHP Evaluation

The C&O Railroad Segment (127-6793) was first established in 1836 as the Louisa Railroad to connect Louisa County with the town of Doswell and the RF&P Railroad. With the notable exception of the Civil War years (1861–1865) and their immediate successors, the nineteenth and twentieth centuries were a time of consistent growth for the company, both in terms of its net worth and its material assets. The C&O increased their track mileage through independent construction projects and savvy mergers with other railroads in mid-Atlantic region.

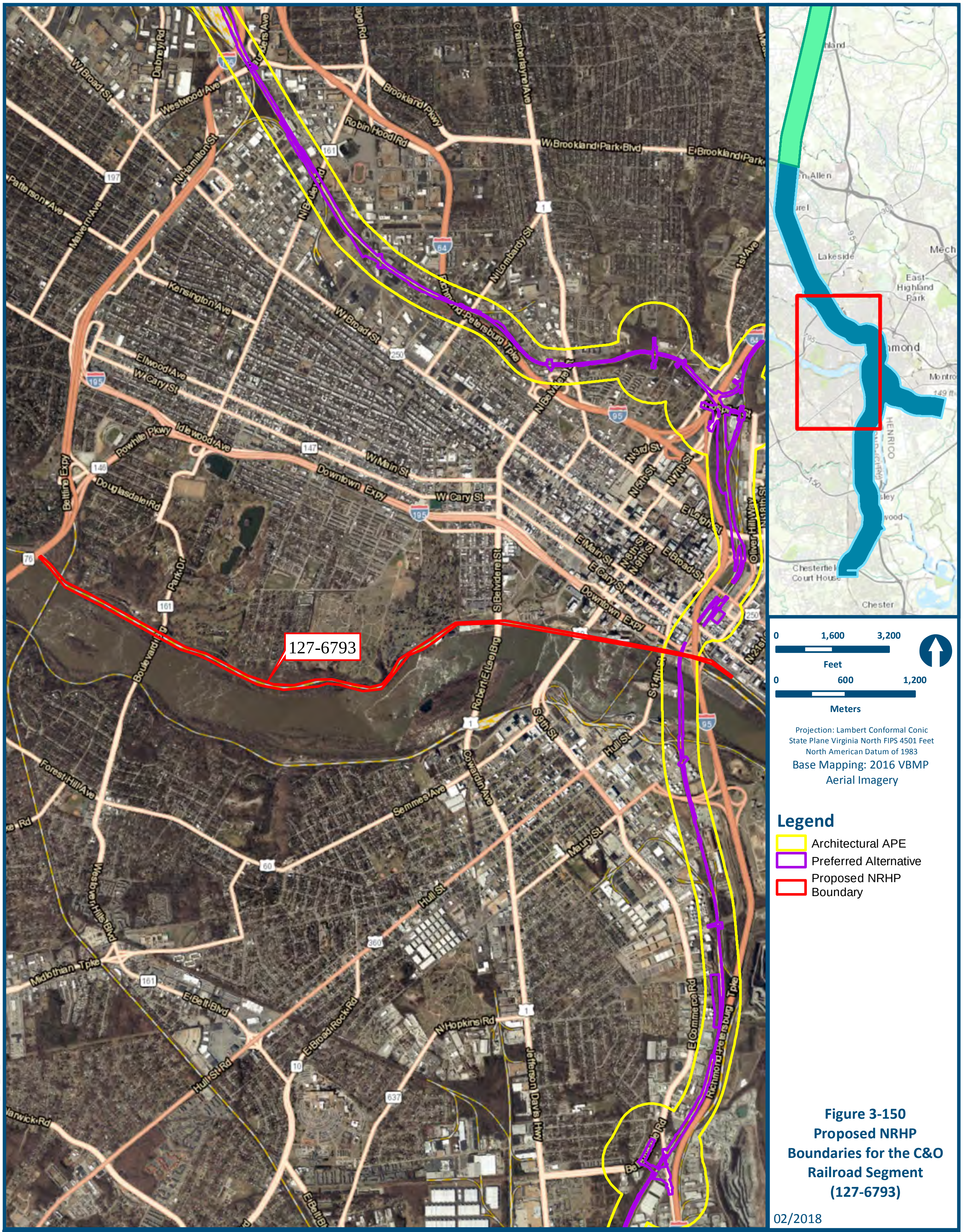
As the company grew over a long period of time and incorporated assets from numerous other companies, most of the railroad's resources, when taken as a whole, are heterogeneous in style and form. However, specific areas within the overall system, like the original corridor between Louisa and Richmond, often display similarities in form, materials, style, and feeling as they were typically built and renovated in the same time period.

The historic C&O Railroad Segment corridor has been surveyed in parts on several occasions within the Richmond vicinity. It was a significant transportation resource throughout the eastern United States and remains an active force in the region as part of CSXT. It was especially important in the development of a strong transportation network in central Virginia as a whole and in the Richmond area specifically. Therefore, it is recommended that the C&O Railroad Segment is eligible for listing in the NRHP under Criterion A for its association with Transportation at the regional level.

It has no known association with any individuals of historical significance and is therefore recommended not eligible for listing in the NRHP under Criterion B. The railroad corridor has undergone numerous changes throughout its history, primarily related to general, routine maintenance practices; this did result in the updating or replacement of most of its materials. This diminished the railroad's integrity of materials and workmanship resulting in it being recommended not eligible for listing in the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

In sum, the C&O Railroad Segment is **recommended eligible for listing in the NRHP under Criterion A for Transportation**.

The proposed NRHP boundaries follow the historic C&O Railroad Segment line as outlined in the architectural reconnaissance survey of structures for the DC2RVA Project (Figure 3-150) (Chase 2017). It begins in the Shockoe Valley area of the City of Richmond approximately 1,000 feet east of Interstate 95 and runs westward along the north embankment of the James River to the Powhite Parkway. The period of significance for the C&O Railroad Segment begins in 1865, when the many smaller rail lines linked and became the C&O Railroad and extends to 1968. This end date follows the NPS guidelines which say: "Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997).


127-6793
W Broad St
Dabney Rd
Westwood Ave
Brookland Pkwy
Robin Hood Rd
W Brookland Park Blvd
E Brookland Park
Chamberlayne Ave
N Hamilton St
Patterson Ave
Malvern Ave
Kensington Ave
N Lombardy St
Ellwood Ave
W Cary St
Idlewood Ave
Powhite Pkwy
W Main St
Downtown Expy
Douglasdale Rd
Beltline Expy
Park Dr
Boulevard Br
S Belvidere St
Robert E Lee Br
N Belvidere
N 3rd St
N 7th St
E Broad St
E Main St
E Cary St
S 14th St
Forest Hill Ave
Semmes Ave
Cowardin Ave
Maury St
Hull St
Westover Hills Blvd
Midlothian Tpke
E Belt Blvd
E Broad Rock Rd
N Hopkins Rd
Jefferson Davis Hwy
E Commerce Rd
Richmond-Petersburg Tpke
Warwick Rd
Hull St Rd
Oliver Hill Way
195
161
197
64
95
1
250
147
146
76
60
360
10
637
Highland
Glen Allen
Laurel
Lakeside
Mech
East Highland Park
Richmond
Montrose
HENRICO
Chesterfield Court House
Chester

0 1,600 3,200
Feet

0 600 1,200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟥 Proposed NRHP Boundary

Figure 3-150
Proposed NRHP
Boundaries for the C&O
Railroad Segment
(127-6793)

02/2018

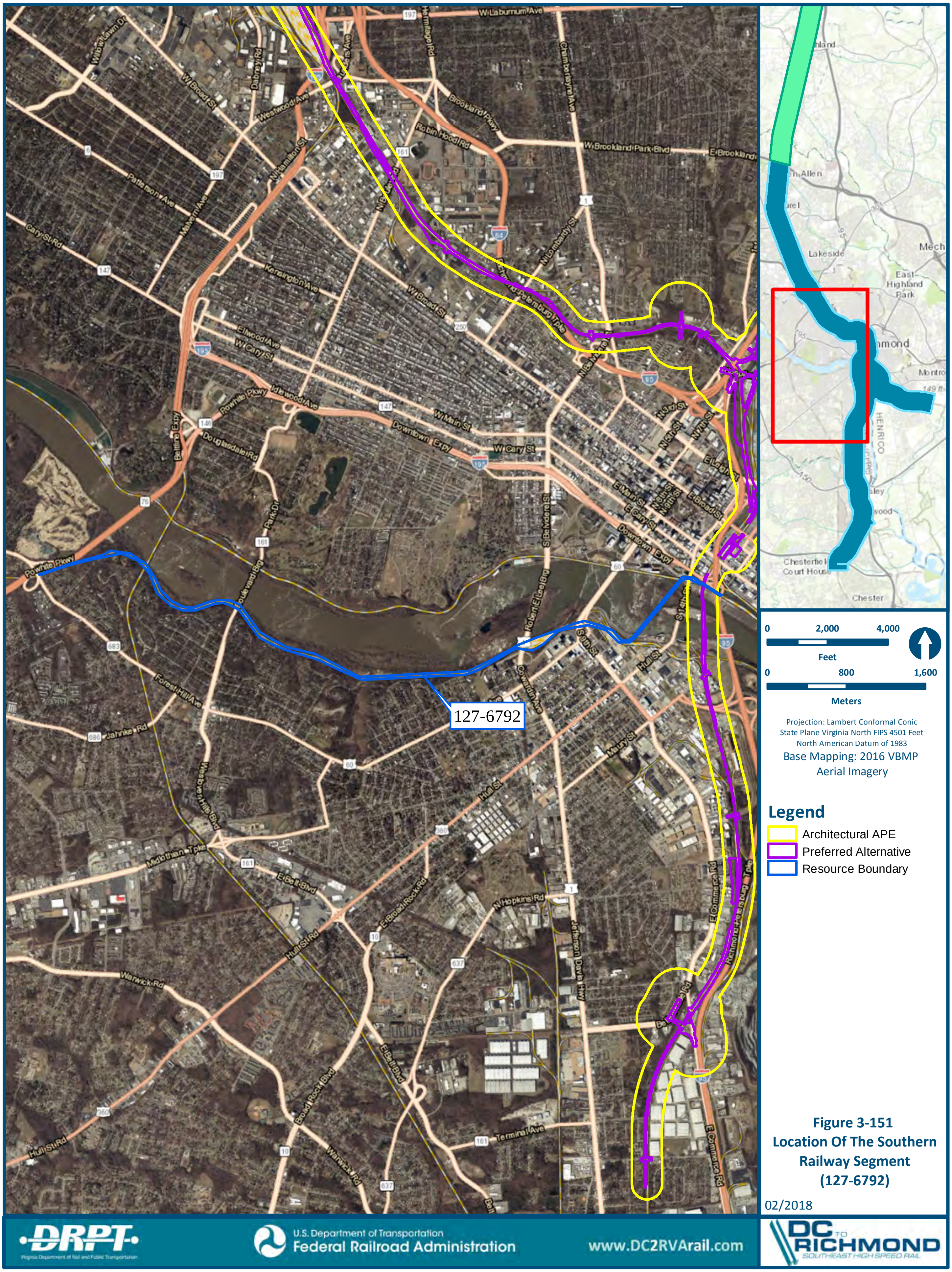
3.12 SOUTHERN RAILWAY SEGMENT (127-6792)

The Southern Railway Segment (127-6792), a short segment of a much larger railroad system, runs along the south end of the Shockhoe Bottom area of Richmond, Virginia, adjacent to the James River and then crosses the river, traveling southwest along the railroad tracks west of the Mayo Bridge (127-5808; 127-5809). The railway then follows the southern embankment along the river to the Powhite Parkway (Route 76) (Figure 3-151).

3.12.1 Historic Context

The Southern Railway Company was formed by the consolidation of six southern railroads, the largest of which was the R&D Railroad Company in 1894 (Southern Railway Historical Association 2017). Its earliest predecessor line, however, was the South Carolina Canal & Rail Road Company in South Carolina, chartered in 1827. The R&D Railroad, chartered in 1847, connected Richmond to the City of Danville, located just above the Virginia/North Carolina border, and opened in 1856 on a 5-foot-wide, broad-gauge system (Figure 3-152) (American-rails.com 2017a; Langley Jr. 2010:4). The R&D Railroad played an important role in the Civil War, connecting Richmond with the rest of the Confederacy, but it suffered some damage including burned bridges during the fighting around Richmond (Figure 3-153). After repairing wartime damages, the R&D Railroad began to expand its territory by acquiring small, local railroads, such as the Orange and Alexandria Railroad (O&A Railroad) and connecting them to their existing lines (Figure 3-154). Although most of their initial growth occurred in Virginia, the railroad tried to become a Southern regional carrier by branching out of Virginia into North Carolina. The line was connected to Greensboro, North Carolina, by 1864 via the Piedmont Railroad and in 1873 the system served Atlanta through the Piedmont Air-Line (American-rails.com 2017a).

The growth of the R&D Railroad was severely limited by a caveat in the original charter that only allowed the railroad to control lines to which it was already connected. To get around this issue, the R&D Railroad helped form the Richmond & West Point Terminal Railway and Warehouse Company in 1880. As a separate organization, the Terminal Railway could acquire any company they desired. The Terminal Railway began by assuming control of the R&D Railroad through stock ownership and then acquired numerous local lines to lease to the R&D Railroad, thus increasing their practical holdings without violating their charter (Langley Jr. 2010:4). In 1882, the R&D Railroad began operating along with five other, smaller local companies as the Piedmont Air-Line System (Figure 3-155); the Terminal Company continued to manage the R&D Railroad throughout this era.


127-6792
W Laburnum Ave
Hermitage Rd
W Broad St
Westwood Ave
Brookland Pkwy
Robin Hood Rd
W Brookland Park Blvd
E Brookland
Chamberlayne Ave
N Hamilton St
Patterson Ave
Malvern Ave
Cary St Rd
Kensington Ave
N Lombardy St
Ellwood Ave
W Cary St
Powhite Pkwy
Idlewood Ave
Beltline Expy
Douglasdale Rd
W Main St
Downtown Expy
Park Dr
Boulevard Brg
S Belvidere St
Robert E Lee Brg
E Main St
E Broad St
Forest Hill Ave
Jahnke Rd
Westover Hills Blvd
Cowardin Ave
Hull St
Maury St
Midlothian Tpke
E Belt Blvd
E Broad Rock Rd
N Hopkins Rd
Jefferson Davis Hwy
E Commerce Rd
Richmond-Petersburg Tpke
Hull St Rd
Warwick Rd
Broad Rock Blvd
Terminal Ave
Warwick Rd
Lakeside
East Highland Park
Mech
Richmond
Montro
HENRICO
Chesterfield Court House
Chester
0 2,000 4,000
Feet
0 800 1,600
Meters
Legend
Architectural APE
Preferred Alternative
Resource Boundary

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Figure 3-151
Location Of The Southern Railway Segment
(127-6792)

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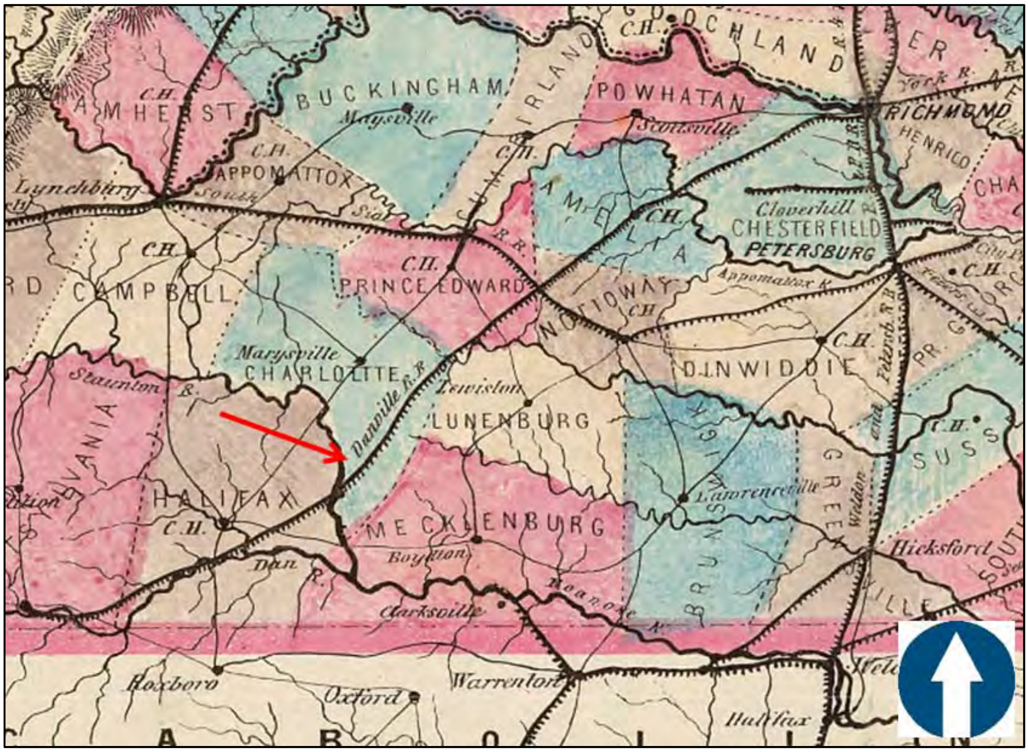

GOOCHLAND
BUCKINGHAM
Maysville
CUMBERLAND
POWHATAN
Scottsville
RICHMOND
HENRICO
AMHERST
C.H.
APPOMATTOX
Lynchburg
AMELIA
Cloverhill
CHESTERFIELD
PETERSBURG
CAMPBELL
PRINCE EDWARD
NOTTOWAY
Appomattox R.
Marysville
CHARLOTTE
Danville R.R.
Lewiston
LUNENBURG
DINWIDDIE
SUSSEX
HALIFAX
MECKLENBURG
Boydton
Lawrenceville
BRUNSWICK
GREENSVILLE
Hicksford
Weldon
Dan R.
Clarksville
Roanoke R.
Roxboro
Oxford
Warrenton
Halifax

FIGURE 3-152: EXCERPT OF A MAP OF VIRGINIA, SHOWING THE R&D RAILROAD IN RED (RANDOLPH 1861) (MAP NOT TO SCALE)

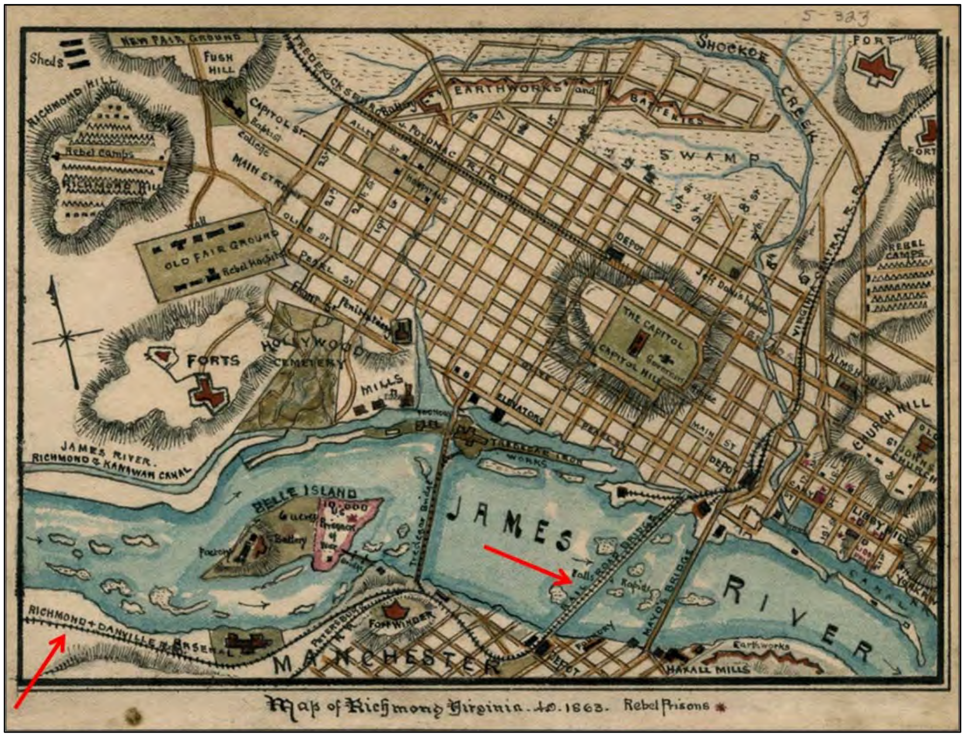

5-323
NEW FAIR GROUND
FUSH HILL
Sheds
RICHMOND HILL
Rebel Camps
SHOCKOE
SHOCKOE CREEK
EARTHWORKS and BATTERIES
FORT
SWAMP
OLD FAIR GROUND
REBEL CAMPS
FORTS
HOLLYWOOD CEMETERY
MILLS
THE CAPITOL
CAPITOL HILL
CHURCH HILL
JAMES RIVER
RICHMOND & KANAWHA CANAL
BELLE ISLAND
JAMES
RIVER
RICHMOND & DANVILLE R.R.
ARSENAL
FORT WINDER
MANCHESTER
HAXALL MILLS
Map of Richmond Virginia. AD. 1863. Rebel Prisons

FIGURE 3-153: CIRCA-1863 MAP OF RICHMOND, VIRGINIA, SHOWING THE R&D RAILROAD (SNEDEN CA. 1863) (MAP NOT TO SCALE)

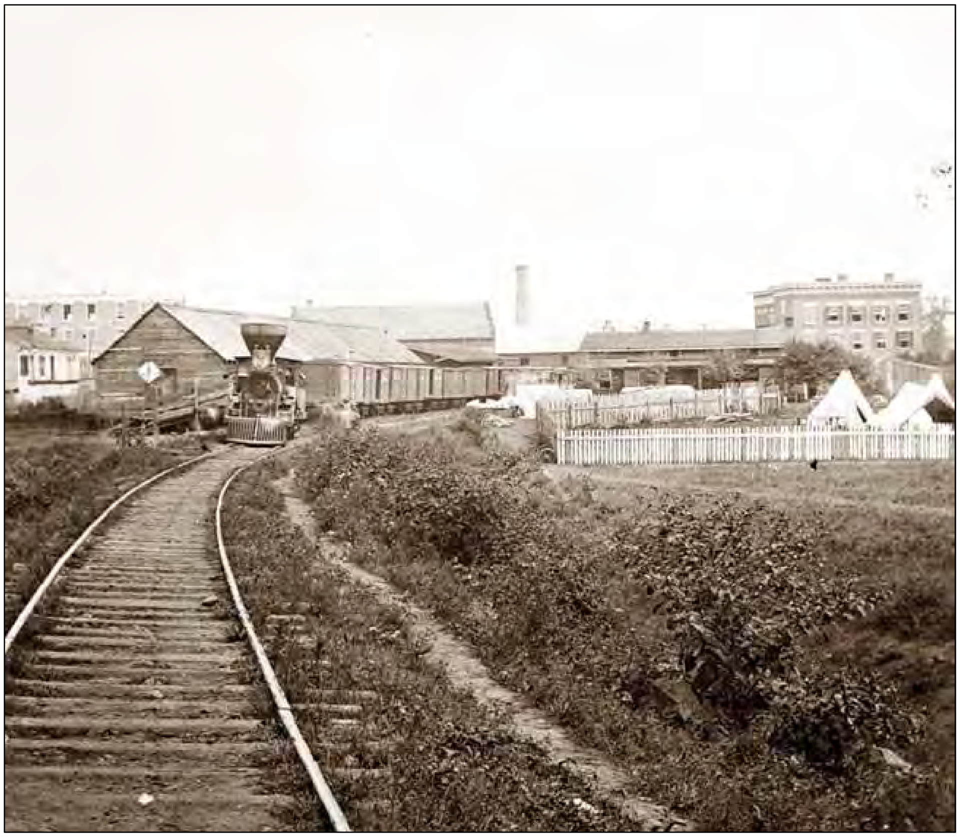
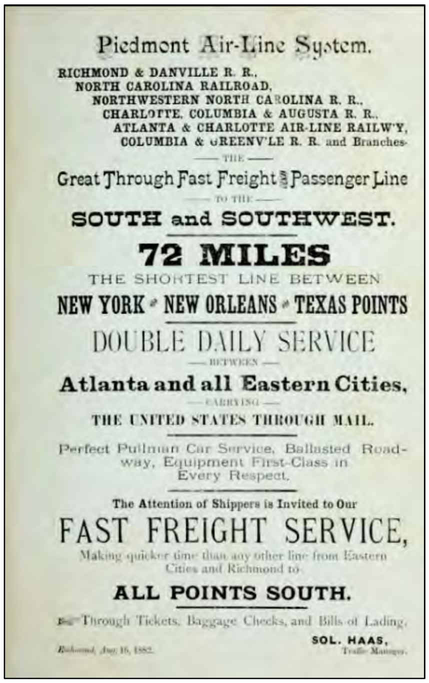


FIGURE 3-154: SECTION OF O&A RAILROAD IN MANASSAS (O'SULLIVAN 1862)



Piedmont Air-Line System.

RICHMOND & DANVILLE R. R.,
NORTH CAROLINA RAILROAD,
NORTHWESTERN NORTH CAROLINA R. R.,
CHARLOTTE, COLUMBIA & AUGUSTA R. R.,
ATLANTA & CHARLOTTE AIR-LINE RAILW'Y,
COLUMBIA & GREENV'LE R. R. and Branches.

— THE —

Great Through Fast Freight and Passenger Line

— TO THE —

SOUTH and SOUTHWEST.

72 MILES

THE SHORTEST LINE BETWEEN

NEW YORK & NEW ORLEANS & TEXAS POINTS

DOUBLE DAILY SERVICE

— BETWEEN —

Atlanta and all Eastern Cities,

— CARRYING —

THE UNITED STATES THROUGH MAIL.

Perfect Pullman Car Service, Ballasted Roadway, Equipment First-Class in Every Respect.

The Attention of Shippers is Invited to Our

FAST FREIGHT SERVICE,

Making quicker time than any other line from Eastern Cities and Richmond to

ALL POINTS SOUTH.

☞ Through Tickets, Baggage Checks, and Bills of Lading.

SOL. HAAS,
Traffic Manager.

Richmond, Aug. 16, 1882.

FIGURE 3-155: AN ADVERTISEMENT FOR THE PIEDMONT AIR-LINE SYSTEM, 1882 (CHATAIGNE 1882)

The Terminal Company suffered from chronic mismanagement and was on the verge of bankruptcy in 1892; the Company opened negotiations with John Pierpont Morgan that year to take control of the company. Negotiations lasted for two years but finally led to Morgan receiving full control of the Terminal Company in *1894* (Harrison 1901). He promptly disbanded it and all of its affiliated railroads and formed the Southern Railway Company using the existing infrastructure; the R&D Railroad alone contributed over 1,500 miles of track to the new company. The Southern Railway Segment, known as one of the "Big Three" rail lines, began in Richmond, southwesterly through the Carolinas, and later further south through Atlanta, Birmingham, Columbus, Meridian, and New Orleans (Langley Jr. 2010:3). It then expanded further acquiring rail lines to reach Asheville, Chattanooga, Cincinnati, Knoxville, Lexington, Louisville, Memphis, Norfolk, and St. Louis (Figure 3-156). In 1895, Southern Railway Company purchased the Atlanta & Florida Railway; a year later, leased the Georgia Midland Railway. In 1899, Southern Railway controlled the South Carolina & Georgia Railroad along with the Augusta Southern Railway (Storey 2017). Samuel Spencer served as president of Southern Railway Company from 1894 to is death in 1906; during that time, 3,000 miles rail lines had been added and 68 railroad entities and their over 100 charters were assimilated into the company (Langley Jr. 2010:18).

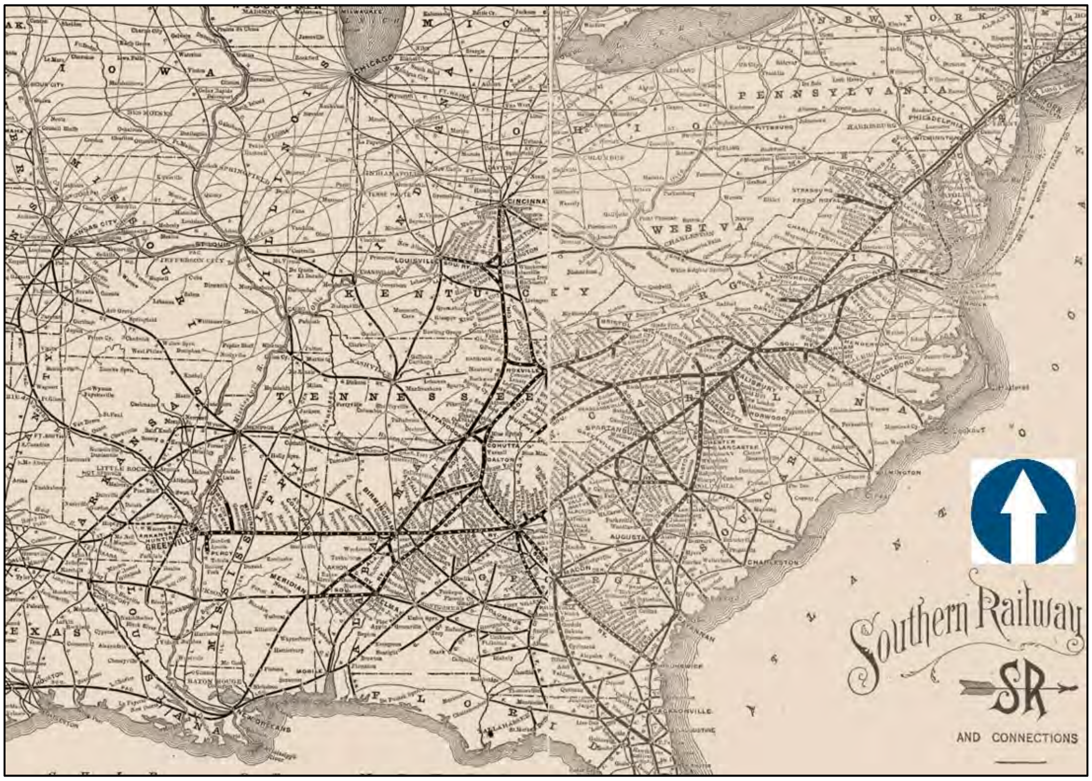
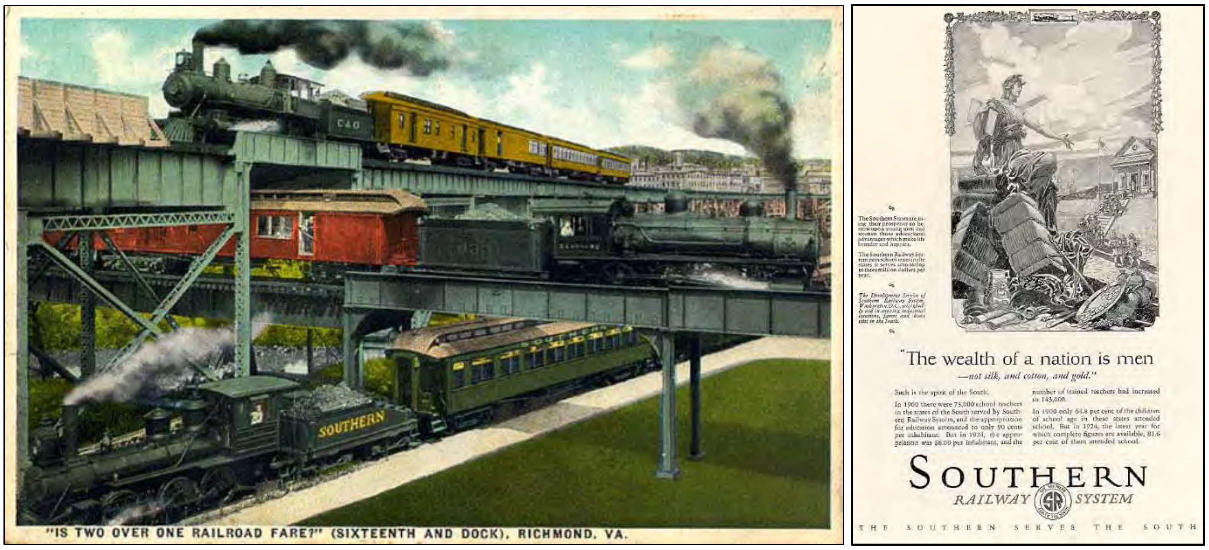


FIGURE 3-156: MAP OF THE SOUTHERN RAILWAY AND ITS CONNECTIONS, 1896 (NATIONAL RAILWAY PUBLICATION COMPANY 1896) (MAP NOT TO SCALE)

The Southern Railway Company flourished throughout the 1900s and early 1910s (Figure 3-157). However, the outbreak of World War I in 1914 virtually eliminated the European market for southern-produced goods and drastically reduced the railroad's freight traffic until the U.S. entered the war in 1917 (Langley Jr. 2010). Following the cessation of hostilities, the railroad continued to expand its holdings and improve infrastructure until the 1929 stock market crash (Figure 3-158). The company was able to secure loans that kept them afloat during the Great

Depression but these loans put the company deeply in debt. Throughout the 1930s, the Southern Railway Company remained on tenuous ground as the Great Depression kept profits low and their loan debt mounted.


C&O
SOUTHERN
"IS TWO OVER ONE RAILROAD FARE?" (SIXTEENTH AND DOCK), RICHMOND, VA.

The Southern States are using their prosperity to bestow upon young men and women those educational advantages which make life broader and happier.

The Southern Railway System pays school taxes in the states it serves amounting to three million dollars per year.

The Development Service of Southern Railway System, Washington, D.C., will gladly aid in securing industrial locations, farms and home sites in the South.

"The wealth of a nation is men

—not silk, and cotton, and gold."

Such is the spirit of the South.

In 1900 there were 73,000 school teachers in the states of the South served by Southern Railway System, and the appropriation for education amounted to only 90 cents per inhabitant. But in 1924, the appropriation was $8.00 per inhabitant, and the number of trained teachers had increased to 143,000.

In 1900 only 64.8 per cent of the children of school age in these states attended school. But in 1924, the latest year for which complete figures are available, 81.6 per cent of them attended school.

SOUTHERN

RAILWAY SYSTEM

THE SOUTHERN SERVES THE SOUTH

FIGURE 3-157: THE TRIPLE CROSSING IN RICHMOND WITH THE C&O RAILWAY ON THE TOP, THE SAL IN THE MIDDLE, AND THE SOUTHERN RAILWAY SEGMENT ON THE GROUND (SOUTHERN BARGAIN HOUSE 1919) (LEFT); A SOUTHERN RAILWAY COMPANY ADVERTISEMENT FROM 1924 (VIRGINIAPLACES.ORG 2017) (RIGHT)

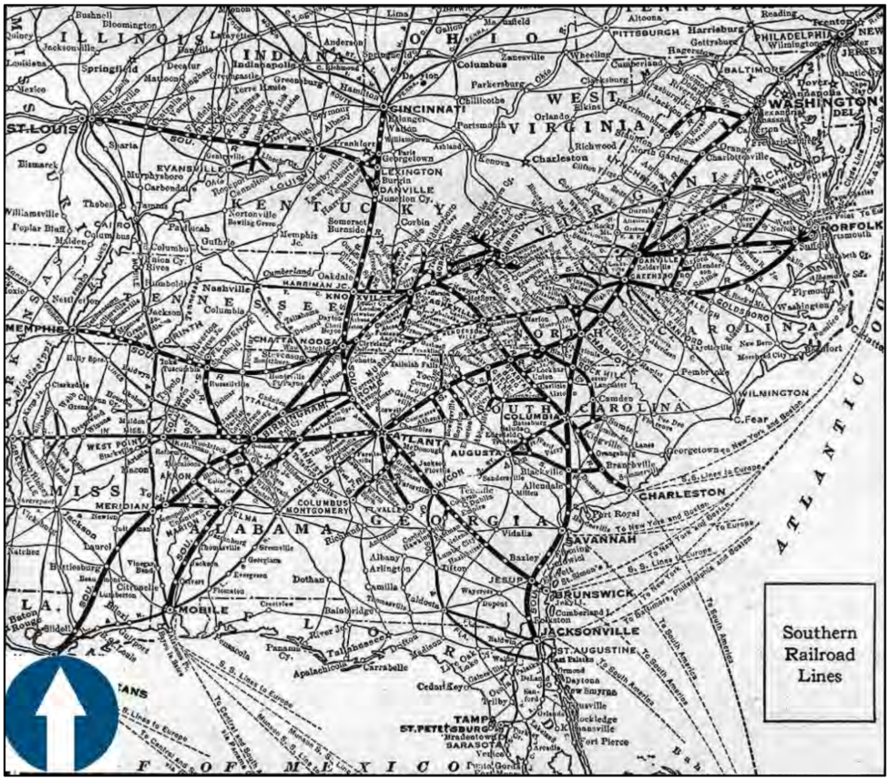

Southern Railroad Lines
ILLINOIS
INDIANA
OHIO
WEST VIRGINIA
KENTUCKY
TENNESSEE
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
ALABAMA
MISS
LA.
ATLANTIC
GULF OF MEXICO
ST. LOUIS
CINCINNATI
LEXINGTON
DANVILLE
MEMPHIS
CHATTANOOGA
KNOXVILLE
BIRMINGHAM
ATLANTA
COLUMBIA
AUGUSTA
CHARLESTON
SAVANNAH
BRUNSWICK
JACKSONVILLE
ST. AUGUSTINE
MOBILE
MERIDIAN
COLUMBUS
MONTGOMERY
WASHINGTON
RICHMOND
NORFOLK
BALTIMORE
PHILADELPHIA
PITTSBURGH
WILMINGTON
GREENSBORO
TAMPA
ST. PETERSBURG

FIGURE 3-158: SOUTHERN RAILWAY COMPANY SYSTEM MAP, 1921 (SOUTHERN.RAILFAN.NET 2005) (MAP NOT TO SCALE)

With the outbreak of World War II in Europe in 1939, the Southern Railway Segment saw an uptick in traffic as lend-lease material production stimulated the economy and increased the need for freight shipping. When America entered the war in 1941, the Southern Railway Segment serviced the huge numbers of training camps that appeared in the south and transported troops and supplies to embarkation areas. The company also assisted the government in training soldiers to operate rail lines overseas (Langley Jr. 2010:22).

Following the war, the company continued to expand, although only within the South (Figures 3-159 and 3-160). In 1963, it purchased the Central of Georgia Railway and the Georgia & Florida Rail line (Storey 2017). Three years later, they purchased Georgia Northern and the Albany & Northern Rail lines; in 1971 they acquired the Tennessee, Alabama & Georgia Railway. As its competition diversified their holdings throughout the 1960s and 1970s, mainly through mergers, the Southern Railway Company began a series of ultimately unsuccessful attempts to establish independent service into Chicago and points further west. In 1980, Chessie System, Inc. and Seaboard Coast Line Industries merged to form CSXT, which rapidly became one of the most dominant railroad companies in the East. Later that year, Southern Railway began merger negotiations with the Norfolk & Western Railway Company in an attempt to remain competitive with CSXT. In 1982, the new Norfolk Southern Corporation began operations throughout the eastern United States, serving markets from Florida to New York to Missouri and continues to use the line.

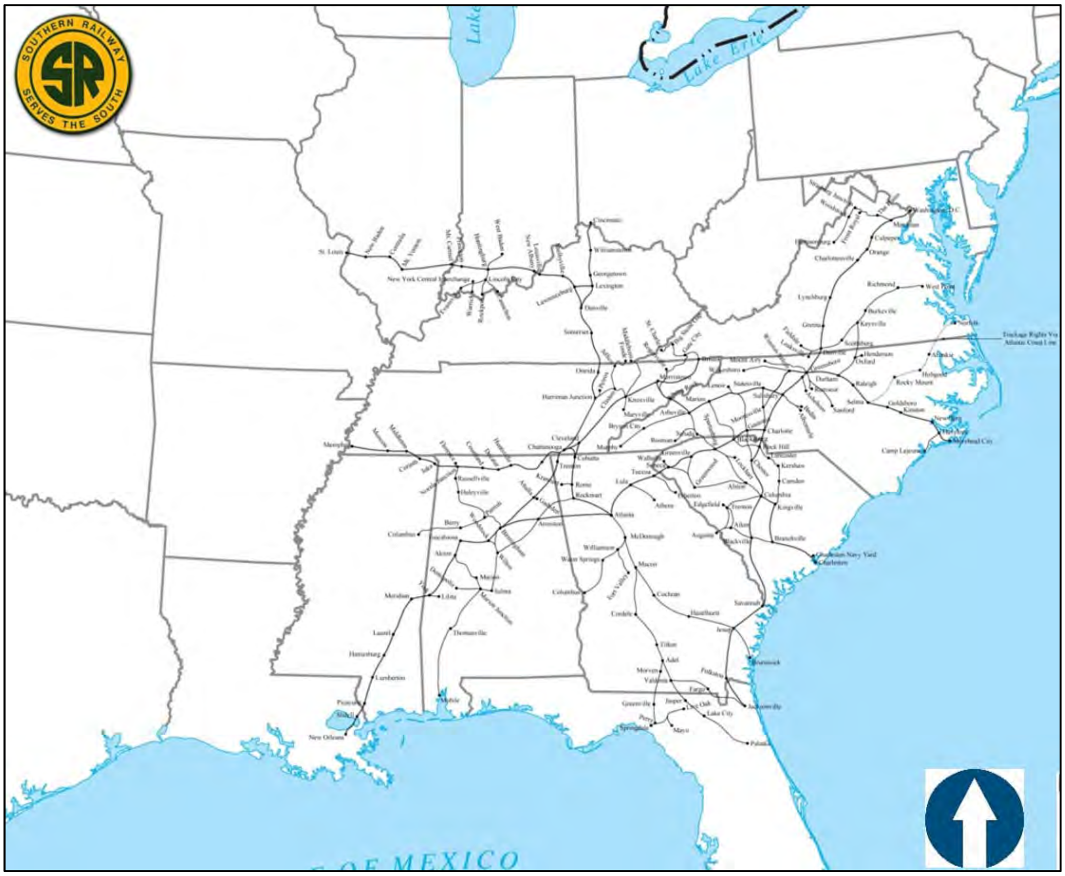


FIGURE 3-159: A 1962 MAP OF THE SOUTHERN RAILWAY COMPANY'S NETWORK (AMERICAN-RAILS.COM 2017A) (MAP NOT TO SCALE)

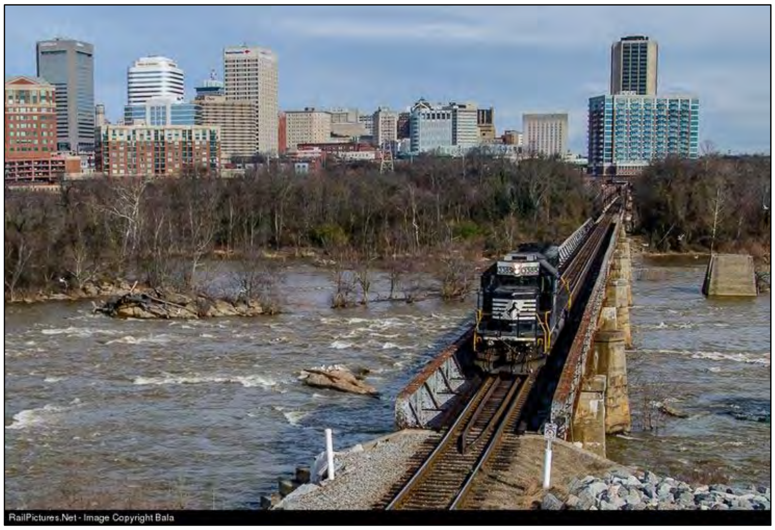


FIGURE 3-160: NORFOLK SOUTHERN TRAIN CROSSES THE JAMES RIVER SOUTH OF RICHMOND, VIRGINIA (RAILPICTURES.NET 2016:562087)

3.12.2 Architectural Description

The Southern Railway Company grew from several small, local railroads chartered in the 1840s and 1850s, most notably the R&D Railroad (1847) which ran from Richmond to Danville along the North Carolina border. While the railroad eventually operated throughout the southeast, the historic R&D line and the many smaller railroads it operated in Virginia and North Carolina formed the Railway's core. As the Southern Railway Segment stemmed from numerous regional railroads, it featured a wide variety of engineered rail lines and associated structures such as signals, towers, stations, tunnels, yards, culverts, and bridges. The surveyed portion of the rail line extends from the Triple Crossing in Richmond near the Riverfront Canal Walk, south over the James River, on the edge of a former Atlantic Coast Line Railroad (ACL) Shops Yard, crossing under the Manchester Bridge (9th Street Bridge, 127-0240) and the Robert E. Lee Bridge (Route 301, 127-0366). It then runs along the northern edge of suburban residential housing, passing under the Boulevard Bridge (Westover Hills Boulevard, 127-5147) and the Richmond Railway Bridge (44HE0840) before turning south along the east side of Powhite Parkway (Route 76) and terminating at the intersection of Powhite Parkway and Forest Hill Avenue.

From the Triple Crossing, the rail line is carried across the James River by a steel-plate, half-through (pony) girder, railroad bridge with poured concrete piers, a through truss bridge, and crosses under the city's flood walls (Figure 3-161). Just south of the flood wall, is a steel-plate deck girder that carries the rail line over a low-lying area. The rail line contains one track that joins with additional track on the river's southern embankment through the former ACL Railroad Shops Yard (Figure 3-162) (Hawkins 2011). Once past Cowardin Avenue (Route 1), Southern Railway runs westward with two tracks, parallel to the James River Bike Path and returns to one track near Hillcrest Circle.

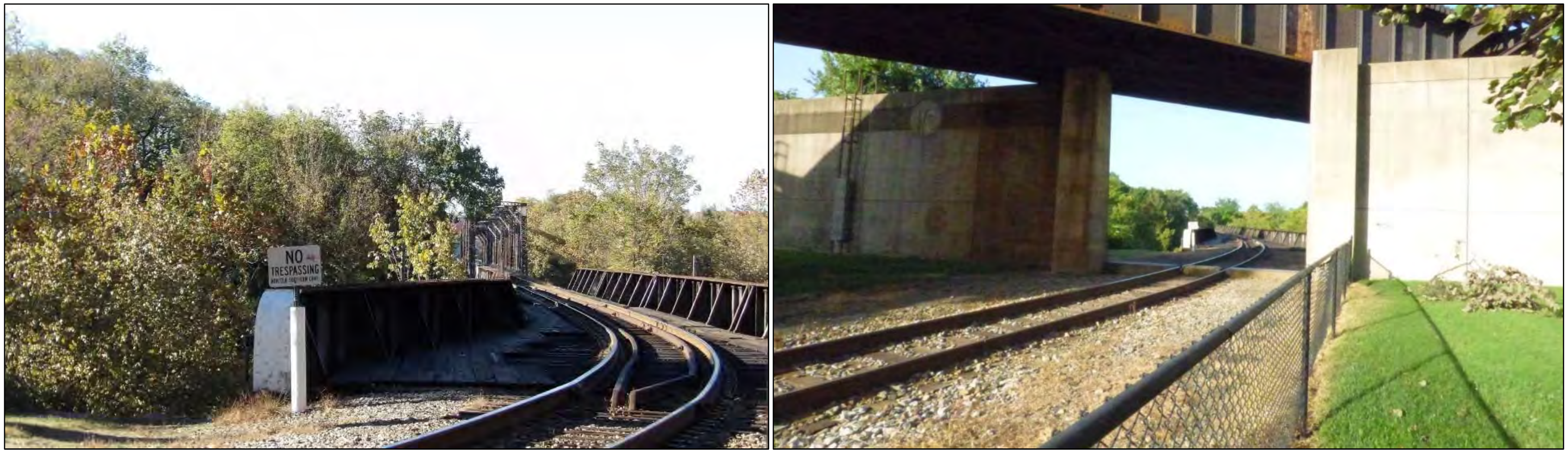


FIGURE 3-161: NORFOLK-SOUTHERN RAILROAD STEEL-PLATE PONY TRUSS BRIDGE IN RICHMOND, LOOKING SOUTHWEST TOWARD A THROUGH TRUSS (LEFT); VIEW OF SOUTHERN RAILWAY SEGMENT'S ONE TRACK, LOOKING SOUTHWEST (RIGHT)

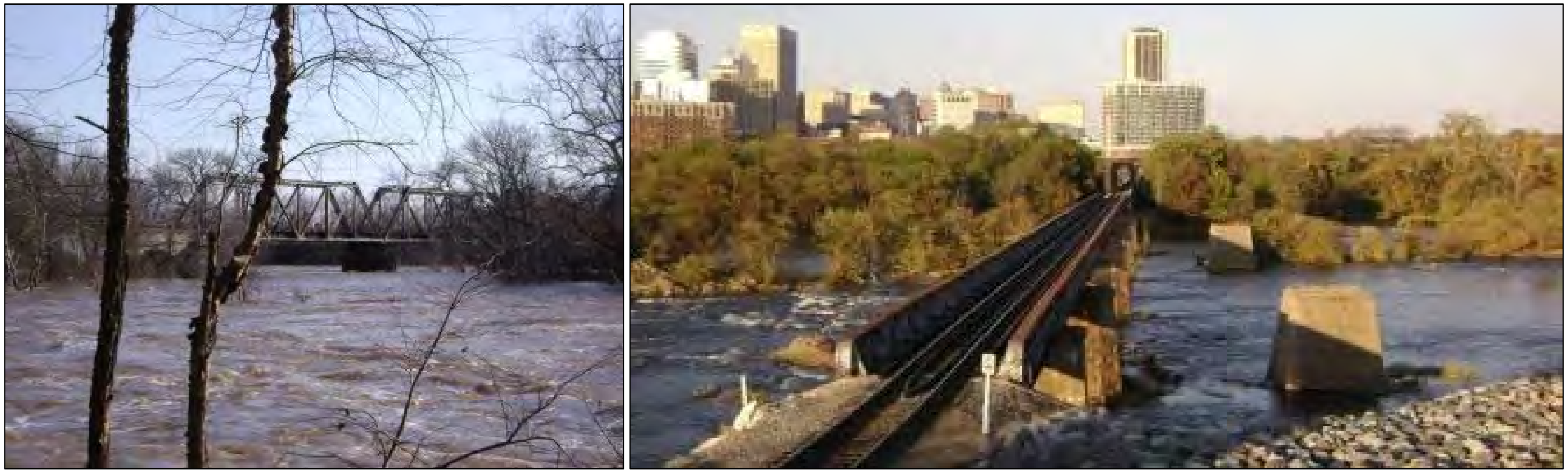


FIGURE 3-162: VIEW OF THE THROUGH TRUSS BRIDGE CARRYING THE SOUTHERN RAILWAY SEGMENT ACROSS THE JAMES RIVER, LOOKING SOUTHEAST (LEFT); VIEW OF THE JAMES RIVER BRIDGE CARRYING THE SOUTHERN RAILWAY SEGMENT, LOOKING NORTHEAST (RIGHT) (BRIDGEHUNTER.COM 2017C)

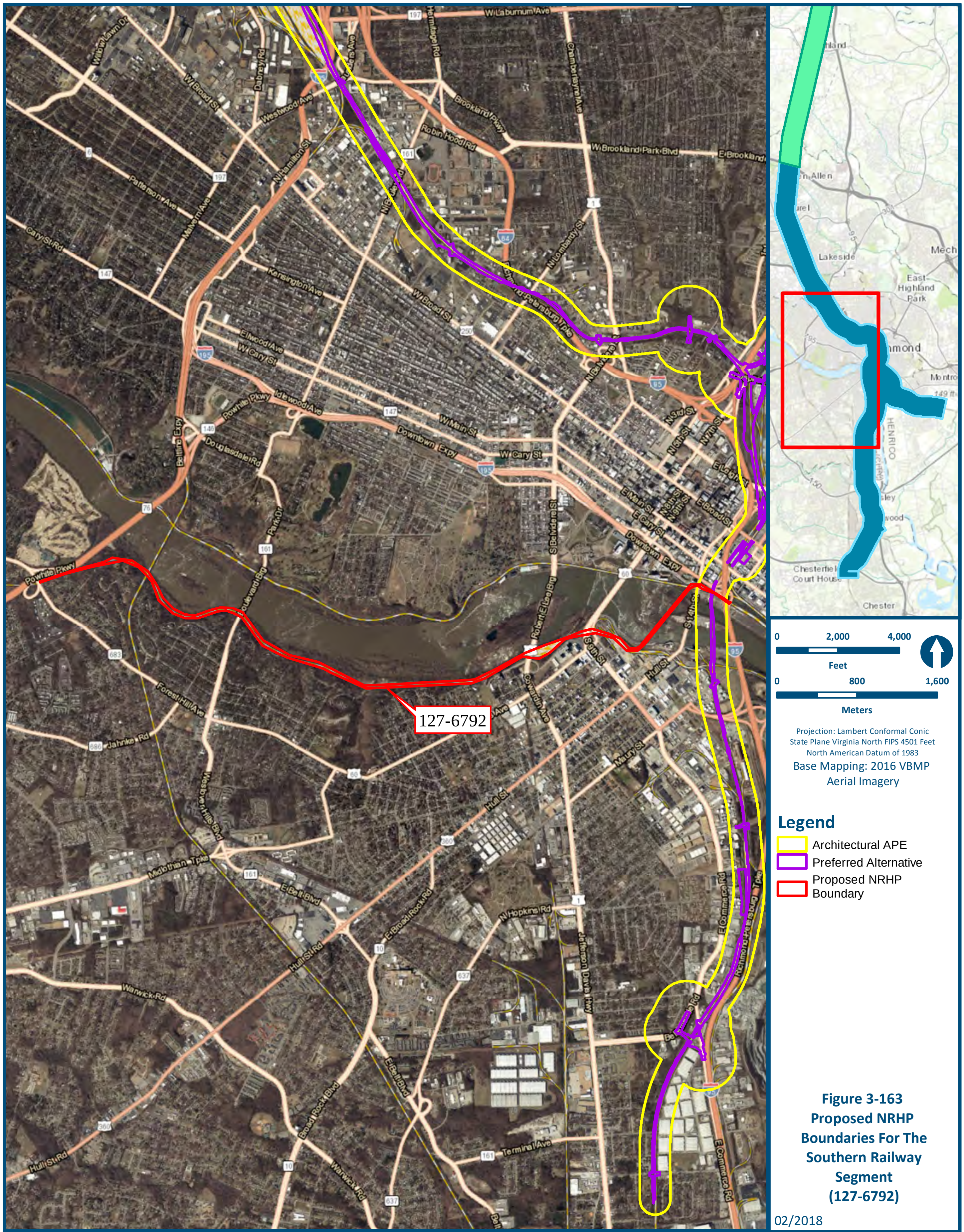
3.12.3 NRHP Evaluation

Based on archival research, the Southern Railway Segment (127-6792) was found to be a prominent regional railroad operating throughout the South, with its historic core anchored in Richmond, during the mid-nineteenth and early-twentieth centuries. Formed around six smaller, regional carriers, the Southern Railway transported passengers and freight throughout the South and brought Southern goods to more national markets in the north and west. It was the largest railroad in the south and served a majority of the southeast (American-rails.com 2017a). The line is a product of approximately 150 predecessor lines in the southeast (Southern Railway Historical Association 2017). In order to remain competitive in the modern, oligopoly-focused market, Southern Railway merged with the Norfolk and Western Railroad to form the Norfolk Southern Railroad; this company operates along the historic Southern Railway corridors, as well as in expanded northern and western markets.

The historic Southern Railway Segment corridor has been surveyed in parts on several occasions. As the railroad had played such a significant role in transportation development in both the area around Richmond and in the state as a whole, the railroad has not changed significantly and has retained the majority of its original path and continues to be operated by Norfolk Southern, it is recommended that the Southern Railway Segment is eligible for listing in the NRHP under Criterion A for Transportation.

It has no known association with any individuals of historical significance and was therefore recommended not eligible for listing in the NRHP under Criterion B. Most of its resources have undergone significant changes to their physical makeup and had lost a great deal of their historic character and integrity, leading to the railroad being recommended not eligible for the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D. In sum, the Southern Railway Segment is **recommended eligible for listing in the NRHP under Criterion A for its association with important events that led to broad patterns in regional Transportation.**

The proposed NRHP boundaries follow the historic Southern Railway as outlined in the Architectural Reconnaissance Survey of Structures for the DC2RVA Project (Figure 3-163) (Chase 2017). The segment begins in the Shockoe Bottom area of the City of Richmond and intersects with Bridge #2835 (1275149) running westward on the north embankment of the James River and then runs south across the river and continues westward along the southern embankment of the river. The period of significance for the Southern Railway Segment starts in 1850, its date of construction, and extends to 1968. This end date follows the NPS guidelines which say: “Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period” (NPS 1997).


W Laburnum Ave
Hermitage Rd
Willow Lawn Dr
W Broad St
Dabney Rd
Westwood Ave
Brookland Pkwy
Robin Hood Rd
Chamberlayne Ave
W Brookland Park Blvd
E Brookland
N Hamilton St
Patterson Ave
Malvern Ave
Cary St Rd
Kensington Ave
N Lombardy St
Ellwood Ave
W Cary St
Powhite Pkwy
Idlewood Ave
W Main St
Downtown Expy
Douglasdale Rd
Beltline Expy
Park Dr
Boulevard Brg
S Belvidere St
Robert E Lee Brg
E Main St
E Cary St
E Broad St
N 3rd St
N 5th St
N 7th St
Semmes Ave
Cowardin Ave
Hull St
Forest Hill Ave
Jahnke Rd
Westover Hills Blvd
Maury St
Midlothian Tpke
E Belt Blvd
N Hopkins Rd
E Broad Rock Rd
Jefferson Davis Hwy
E Commerce Rd
Richmond-Petersburg Tpke
Warwick Rd
Hull St Rd
Broad Rock Blvd
Terminal Ave
Belt Blvd
127-6792
Lakeside
East Highland Park
Mech
Richmond
Montrose
HENRICO
Chesterfield Court House
Chester
0
2,000
4,000
Feet
0
800
1,600
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟨	Architectural APE
🟪	Preferred Alternative
🟥	Proposed NRHP Boundary

Figure 3-163
Proposed NRHP Boundaries For The Southern Railway Segment (127-6792)

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3.13 RICHMOND, FREDERICKSBURG, & POTOMAC RAILROAD HISTORIC DISTRICT (500-0001)

The RF&P Railroad Historic District (500-0001) is made up of the RF&P Railroad and a wide variety of associated secondary resources, such as bridges and culverts. The railroad was a privately operated, local railroad that provided rail service between Richmond, Virginia, and Washington, D.C., by way of Fredericksburg, Virginia (Figure 3-164) (V-CRIS 2017). The railroad primarily runs parallel to Interstate 95 and Route 1 on a north-south orientation, although the railroad bed does move laterally to the east and west in areas like Ruther Glen, Guinea, and Woodbridge (Figure 3-165).

From Washington, D.C. to Woodbridge, the railroad bed passes through heavily populated areas including the City of Alexandria and numerous suburban communities; however, in most cases, the railroad does not pass directly though residential areas (with the exception of Alexandria) and instead borders industrial or commercial corridors. As the railroad passes through Marine Corps Base Quantico, the land surrounding it becomes more rural and less densely populated. While this pastoral setting is interrupted as the railroad passes through downtown Fredericksburg, it is the predominant environment as the railroad moves further south through Guinea and Ruther Glen. Numerous small railroad towns are located along its length in this area and owe much of their existence to the rail line. The railroad then passes directly through the heart of downtown Ashland, actually running down the middle of the main road, before returning to a more rural environment. As the railroad approaches Richmond, it passes through more populated areas including the suburbs of Glen Allen and Laurel. Historically, it terminated in the heart of the city at both Broad Street Station and later Main Street Station.

3.13.1 Historic Context

The RF&P Railroad was originally chartered in 1834, making it only the sixth railroad to be chartered in the state and only the third to use steam-powered locomotives (Griffin 1994). The RF&P Railroad, operated by the RF&P Railroad Company, initially received its charter to complete a line linking Richmond to a spot north of Fredericksburg where the railroad could connect with steamship travel on the Potomac River or one of its tributaries (Figure 3-166) (McGehee 1992). By 1837, the railroad had reached the City of Fredericksburg and completed its path to Aquia Creek in 1842. By the 1850s, proposals were already being made to extend the rail line all the way to Alexandria to fully connect Richmond and Washington, D.C. A new company, the Alexandria and Fredericksburg Railroad Company, was chartered in 1851 to complete the project (Mordecai 1940). However, with the outbreak of the Civil War in 1861, expansion plans were tabled.

Throughout the war, both Union and Confederate forces sought to control the railroad and prevent the enemy from utilizing the valuable transportation corridor (Figure 3-167). Both sides tactically destroyed bridges and sections of rail to cover their retreats and to disrupt enemy troop movements while also repairing damage wrought by the opposing army (Figure 3-168). While these cycles of destruction and reconstruction lasted throughout the war, by 1865 most of the railroad was in ruins and virtually unusable. However, the RF&P Railroad quickly began rebuilding and had restored its pre-war service by 1866 and completed the proposed link with the Alexandria and Fredericksburg in 1872 (McGehee 1992).

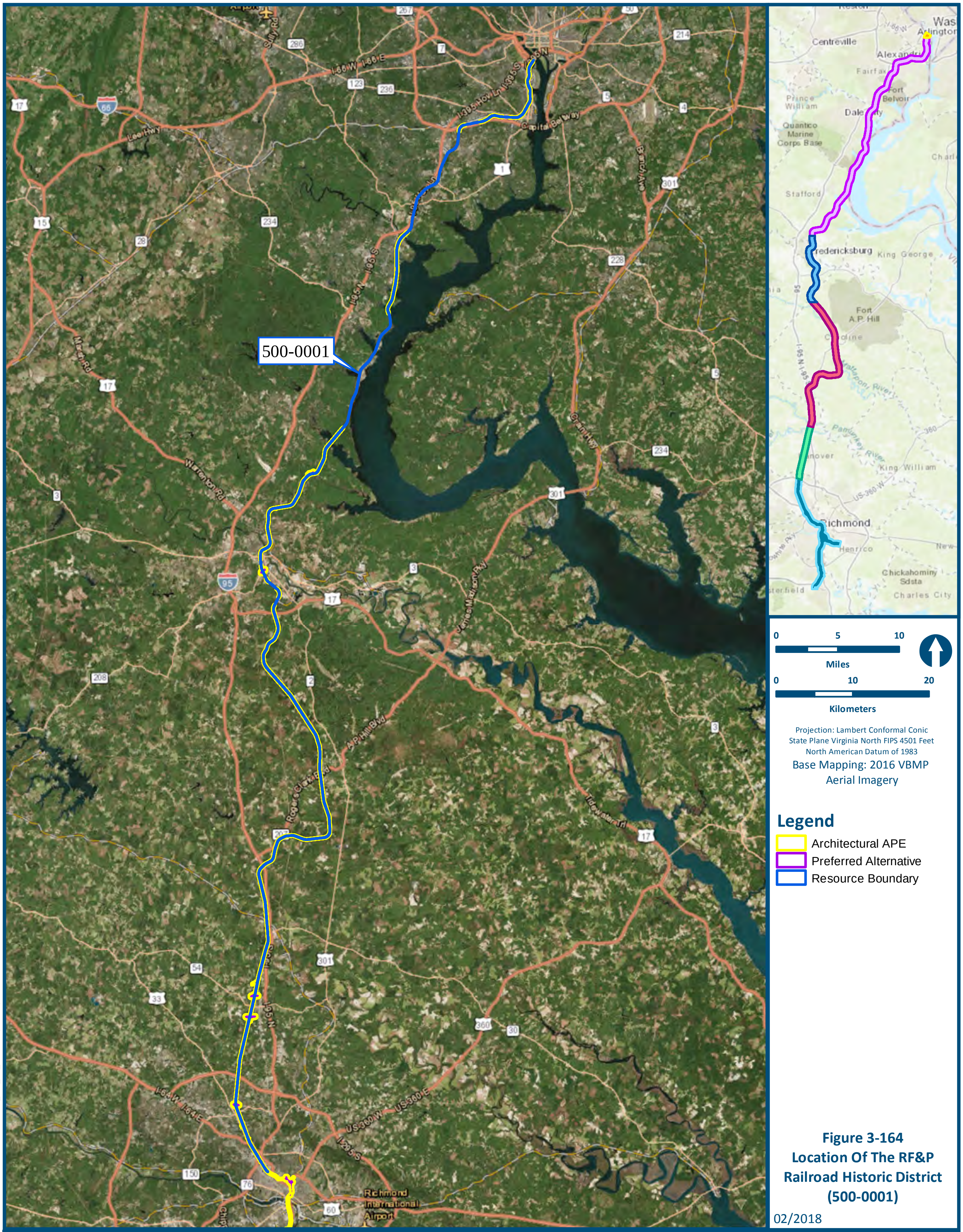
500-0001
I-395 S
I-395 N
I-395 Hov Ln
Capital Beltway
I-66 W
I-66 E
I-95 N
I-95 S
I-64 W
I-64 E
US-360 W
US-360 E
I-295 S
Lee Hwy
Warrenton Rd
Morton Rd
Sully Rd
Branch Ave
Crain Hwy
James Madison Pkwy
A.P. Hill Blvd
Rogers Clark Blvd
Tidewater Trl
Richmond International Airport
Washington
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Hanover
King William
Richmond
Henrico
Chickahominy Sdsta
Charles City
Chesterfield
Mattaponi River
Pamunkey River
0 5 10
Miles
0 10 20
Kilometers
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery
Legend
Architectural APE
Preferred Alternative
Resource Boundary

Figure 3-164
Location Of The RF&P Railroad Historic District (500-0001)

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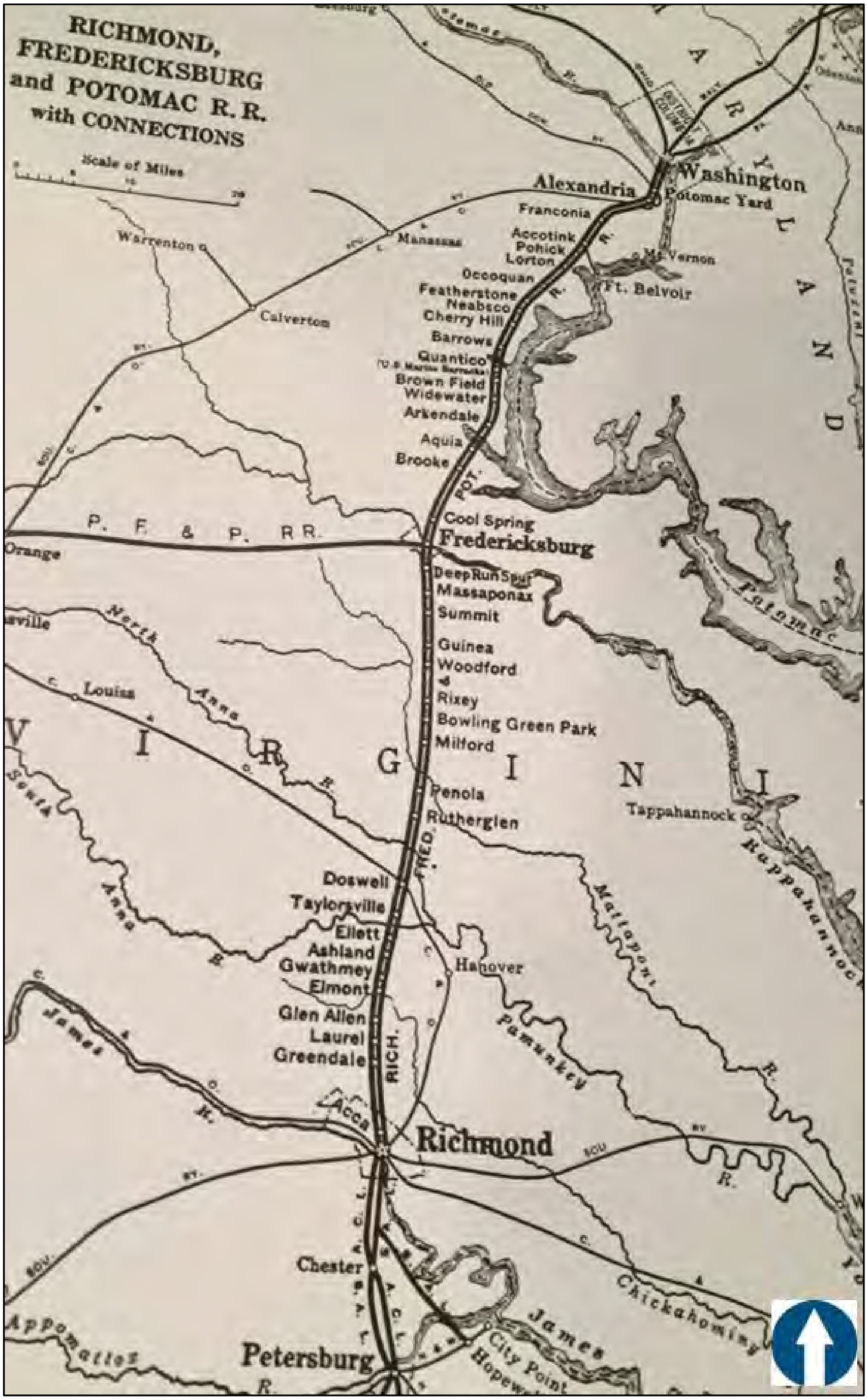

RICHMOND,
FREDERICKSBURG
and POTOMAC R. R.
with CONNECTIONS
Scale of Miles
Alexandria
Washington
Potomac Yard
Franconia
Accotink
Pohick
Lorton
Mt. Vernon
Occoquan
Ft. Belvoir
Featherstone
Neabsco
Cherry Hill
Barrows
Quantico
Brown Field
Widewater
Arkendale
Aquia
Brooke
Warrenton
Manassas
Calverton
Cool Spring
Fredericksburg
P. F. & P. RR.
Orange
Deep Run Spur
Massaponax
Summit
Guinea
Woodford
Rixey
Bowling Green Park
Milford
Penola
Ruther glen
Louisa
North Anna R.
South Anna R.
V I R G I N I A
M A R Y L A N D
Tappahannock
Rappahannock
Potomac
Mattaponi
Doswell
Taylorsville
Ellett
Ashland
Gwathmey
Elmont
Hanover
Glen Allen
Laurel
Greendale
RICH.
FRED.
POT.
Pamunkey
James R.
Richmond
Chester
Chickahominy
James
City Point
Hopewell
Appomattox
Petersburg

FIGURE 3-165: MAP DEPICTING THE LENGTH OF THE RF&P RAILROAD FROM RICHMOND TO WASHINGTON, D.C. (PRINCE 1973) (MAP NOT TO SCALE)

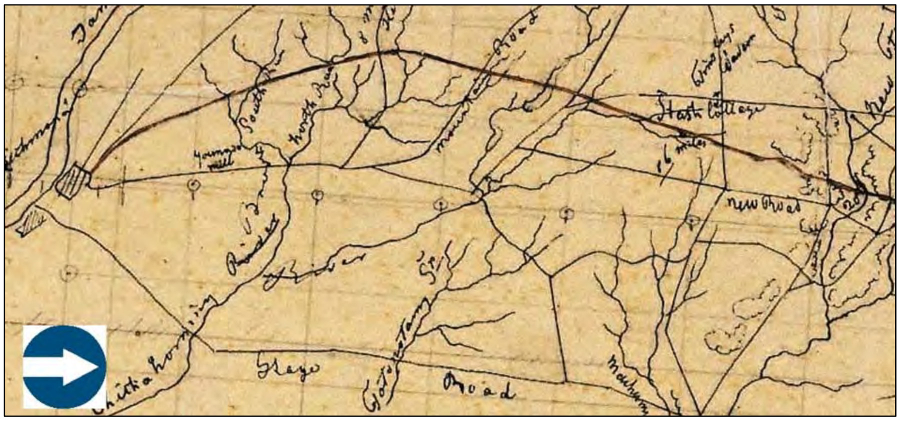


FIGURE 3-166: MAP OF 1835 PLANS FOR SOUTH END OF RF&P RAILROAD (GRYMES 2017)

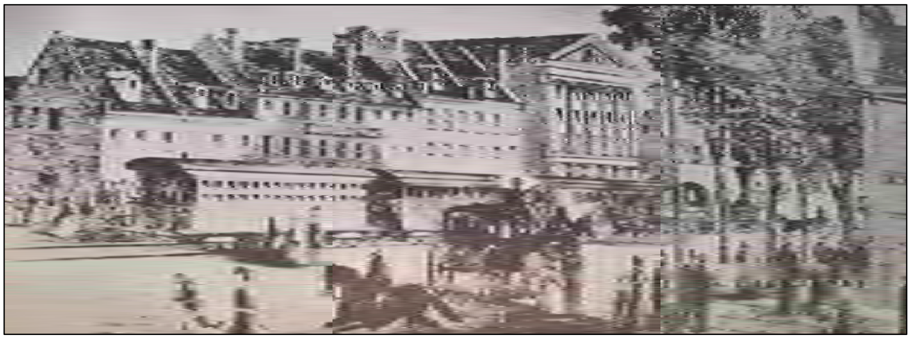


FIGURE 3-167: SKETCH OF A RF&P TRAIN LEAVING THE 8TH AND BROAD STREET STATION (MORDECAI 1940)

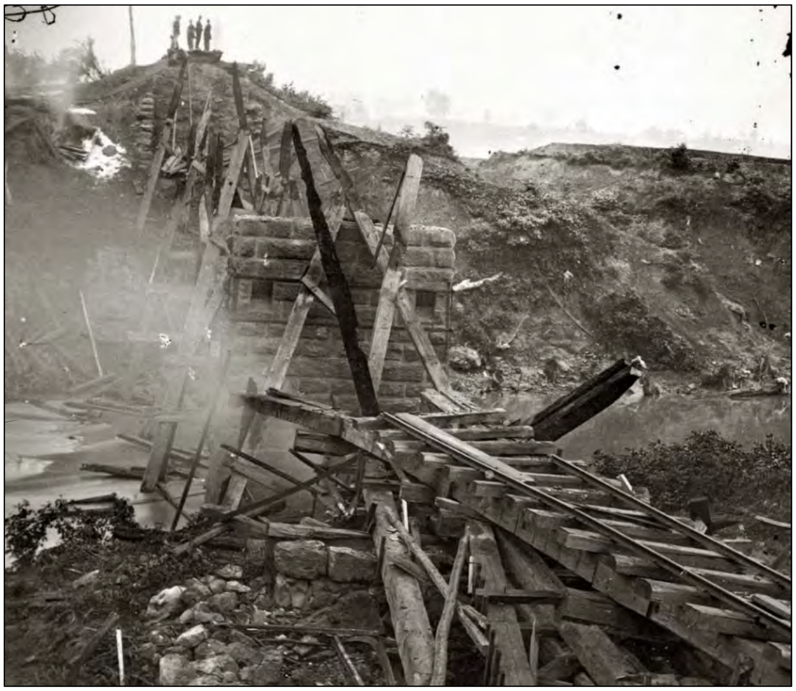


FIGURE 3-168: RUINS OF NORTH ANNA RIVER BRIDGE, MAY 25, 1864 BY TIMOTHY H. O'SULLIVAN (O'SULLIVAN 1864)

As the nineteenth century progressed, the route flourished. The two companies operating the route, the RF&P Railroad Company and the Alexandria and Fredericksburg Railroad Company, prospered, although they continued to function independently of each other until 1901. In September of that year, a holding company called the Richmond-Washington Company was incorporated to own the entirety of both railroads' capital stock and bring them together under a single management structure without outright merging the companies (Mordecai 1940). Under this new management, the RF&P Railroad did not expand its material holdings but continued to grow in regional respect and prosperity. In 1903, the rail line modernized its track by double tracking the entire route from Richmond to Washington, D.C. In Richmond, the RF&P connected with the C&O Railway, the Atlantic Coast Line Railroad and the Seaboard Air Line Railroad. In the Alexandria area, the rail line connected with the Pennsylvania Railroad, Baltimore & Ohio Railroad, Southern Railway, and Washington & Old Dominion Railroad.

The RF&P Railroad operated out of several major switching yards throughout Virginia. One of the largest is the Acca Yard located on the northwest edge of Richmond. The yard was first constructed circa 1895 as a simple siding to serve as a junction between the James River Branch and Belt Line that would divert freight traffic around the city center (Prince 1973). By the early 1900s, the original footprint, while advantageously located, was too small to accommodate more traffic and to facilitate connections with other railroads. It was therefore expanded to become the main RF&P Railroad yard in Richmond and continued to grow with traffic needs throughout the 1910s. In the 1920s, the switching yard expanded to include an engine terminal with a 30-stall roundhouse and massive coaling station (Prince 1973). All locomotive shop work moved into Acca in 1937 and the railroad ran all of its repair and maintenance operations out of Acca from that time onwards. The RF&P Railroad operated the Acca Yard as its primary, and eventually only, yard throughout the rest of the twentieth century, eventually becoming part of the CSXT network in the 1991 acquisition.

First opened in 1906, Potomac Yard quickly became one of the primary yards used by numerous railroads passing through Washington (McGehee 1992). The facility operated two receiving yards, classification yards, gravity humps used to sort cars, and a roundhouse in addition to numerous other amenities for passing trains (Figure 3-169). Originally operated by the Richmond-Washington Line, the RF&P Railroad took over the yard's ownership in 1920 (Prince 1973).

After the 1929 stock market crash and the onset of the Great Depression, the RF&P Railroad faced many of the same challenges as most small, regional railroads across the country. Many Americans either outright curtailed travelling or opted for less-expensive, motorized public transportation. Freight transportation also dropped significantly with marked cutbacks in the overall consumption of goods (Griffin 1994). However, the railroad had always been somewhat involved in real estate ventures to acquire land for track expansions and this section of the business helped sustain the company through the Depression. A separate division was later created within the company in the 1950s, titled the Richmond Holdings Company, to more efficiently handle the RF&P Railroad's land assets.

During World War II, American rail traffic increased significantly as the economy recovered, gasoline and tire rubber were rationed, and troops and war materiel moved all across the country (Mordecai 1948). However, the war-time boom for railroads like the RF&P Railroad was short lived. With the double tracking and faster, heavier locomotives, the rail line continued to improve its track with grade reductions, curve straightening, and structures to accommodate additional weight (American-Rails.com 2017b). While freight-driven companies like the C&O Railroad continued to thrive on shipments of coal and manufactured goods, the RF&P Railroad and other passenger-driven companies faced stiff competition from the burgeoning popularity of the personal car and commercial air travel. The development of the Interstate Highway System, especially Interstate 95 on a parallel route to the railroad, made personal-vehicle transportation even easier and further cut into the railroad's business (Figure 3-170). As rail ridership continued to decrease throughout the 1960s, the Richmond Holdings Company gradually became the primary source of income for the company. By 1970, passenger traffic had dropped so dramatically across the country that the federal government issued the Rail Passenger Service Act to create a single, strong, public-private railroad known as Amtrak (Amtrak Reform Council 2000). Amtrak took over passenger service for the RF&P Railroad later that decade, leaving the company to focus on its freight traffic and real estate development (Figure 3-171).

Since the railroad was no longer providing passenger service, the company began focusing almost exclusively on developing its real estate branch. In 1988, the company underwent a massive restructuring to officially make its focus real estate; to that end, it created the RF&P Corporation, which specialized in real estate investing, leasing, and management (McGehee 1992).

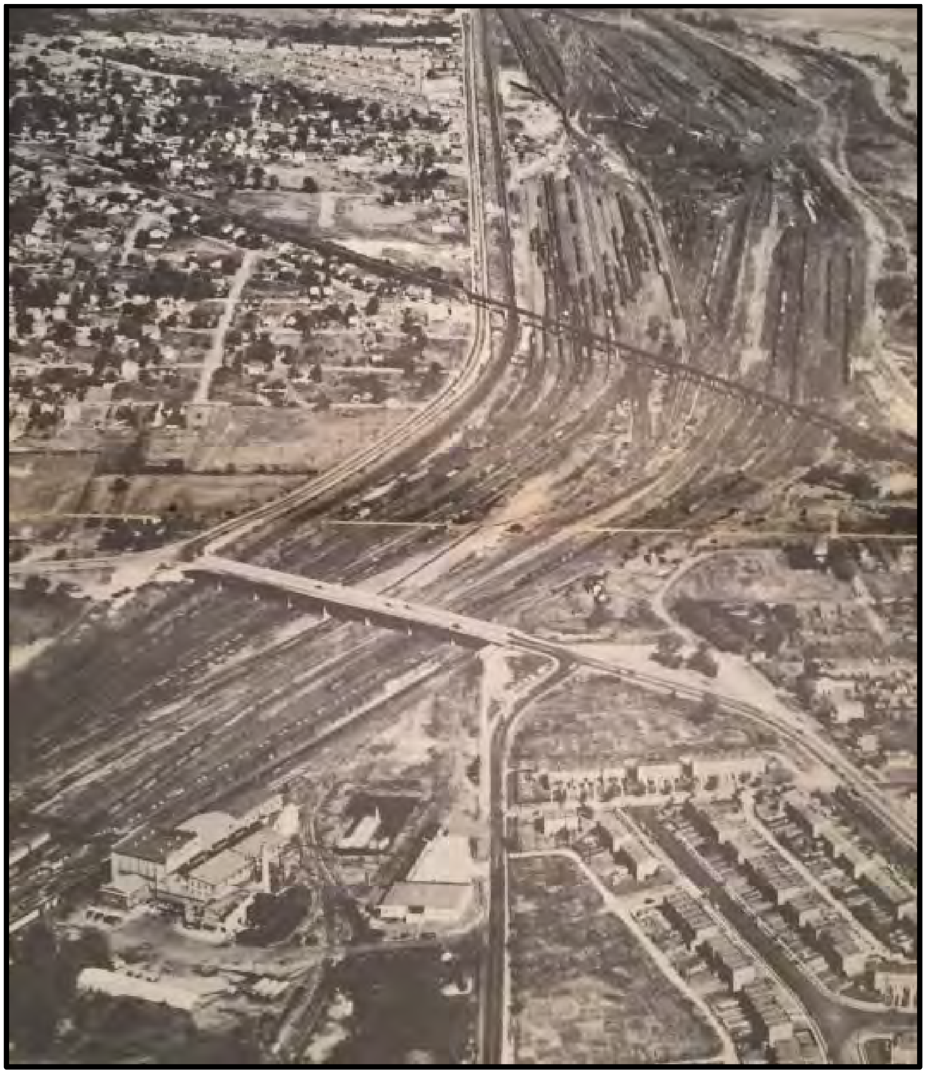


FIGURE 3-169: AERIAL VIEW OF POTOMAC YARD CIRCA-1945 (MORDECAI 1948)

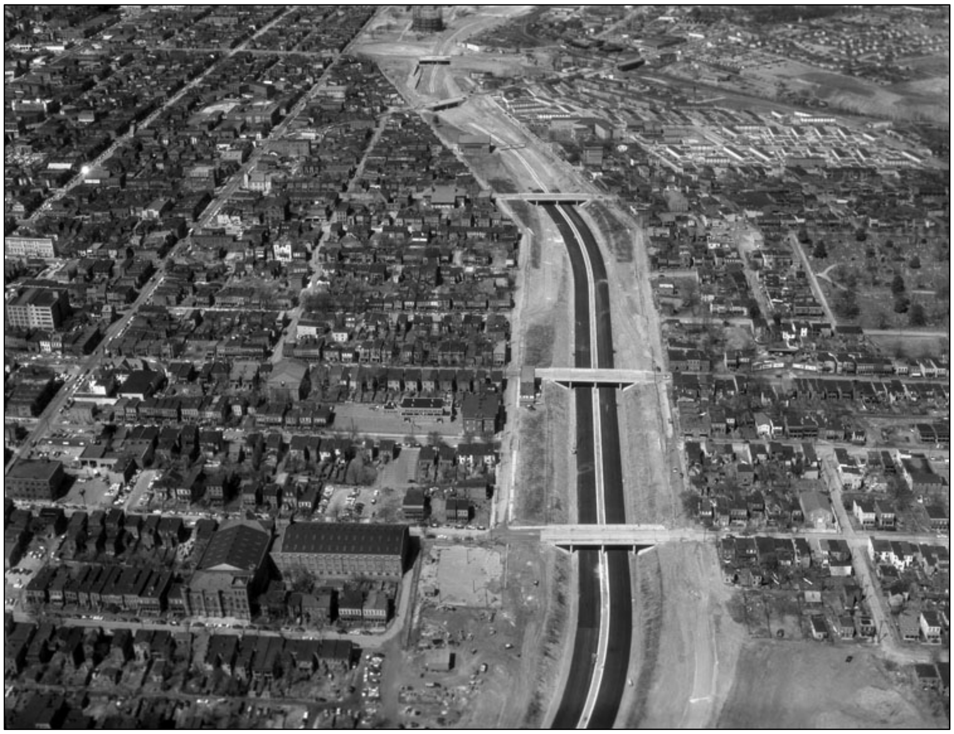


FIGURE 3-170: INTERSTATE 95 IN RICHMOND, 1958 (KOLLATZ 2015)

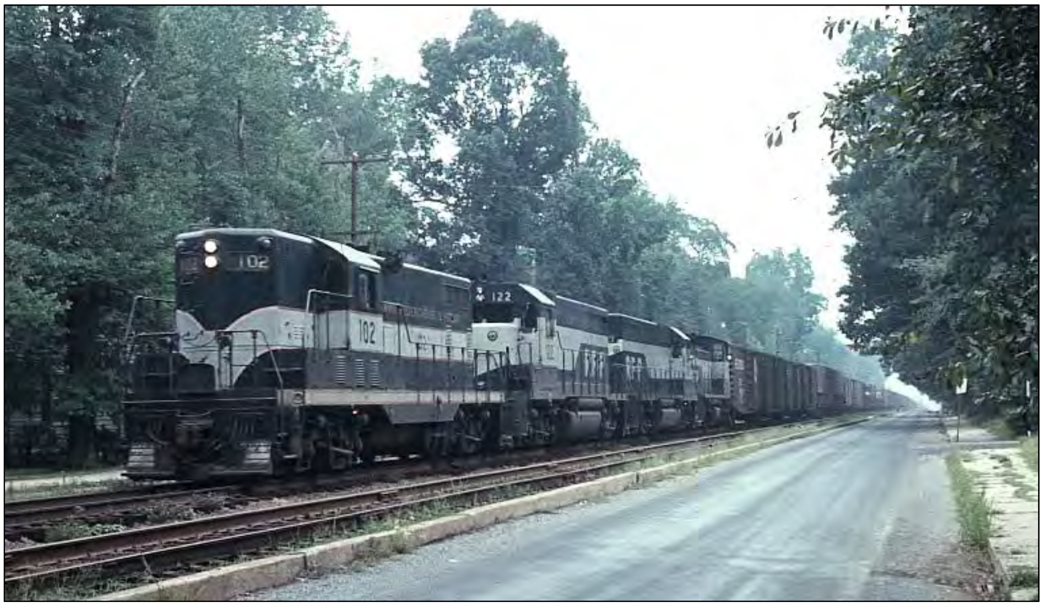


FIGURE 3-171: AN RF&P FREIGHT TRAIN IN ASHLAND CIRCA-1970, AFTER PASSENGER SERVICE WAS DISCONTINUED (BERNARD 2013)

By the 1970s, the Richmond-Washington Company still held over 60 percent of the RF&Ps voting stock. But while the Company held majority control over RF&P Railroad stock, its own stock was held by two major, eastern railroad companies: Chessie Systems Inc. (formerly the C&O Railway) and the Seaboard System Railroad. When these two companies merged in 1980 to form CSXT, they sought to acquire the RF&P Railroad from the Richmond-Washington Company (McGehee

1992). The RF&P Railroad held out against the acquisition throughout the 1980s to see out their corporate restructuring.

In 1991, CSXT struck a deal with the other major RF&P Railroad stockholder, the Virginia Retirement System (VRS), to acquire the railroad. VRS acquired 99 percent of the RF&P Corporation's shares and then sold the entirety of the railroad stock to CSXT. VRS kept the real estate branch for a while before selling it off as well. With these two deals, the RF&P ceased to exist as its own independent enterprise (McGehee 1992). However, many of its historic rail line and its associated structures remain and are still used by CSXT and Amtrak traffic (Figure 3-172). The Virginia Railway Express (VRE) began in 1992 and continues to operate during the week on the former RF&P line, providing passenger service from Richmond to Washington, D.C. (Vre.org 2017).

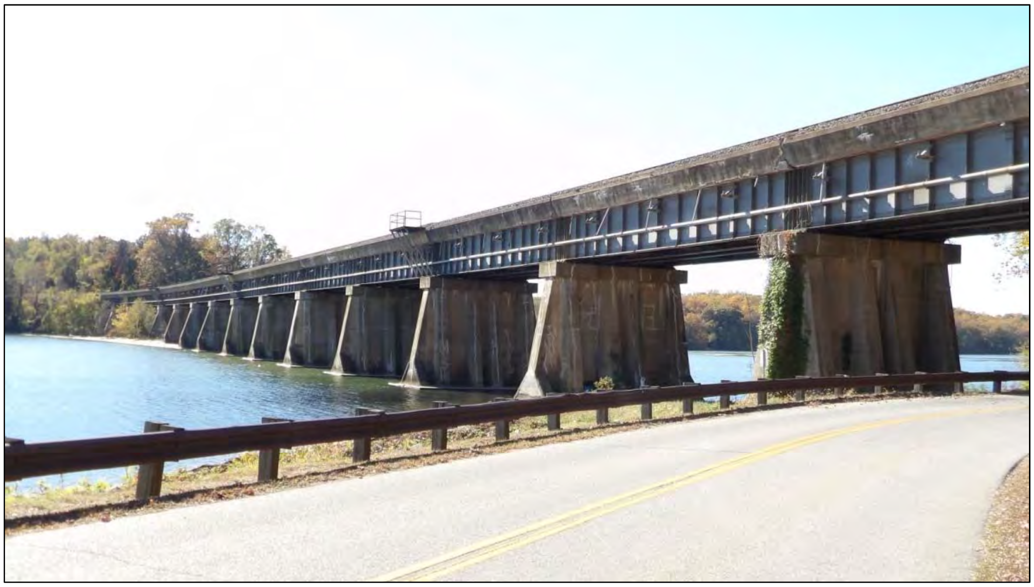


FIGURE 3-172: THE CIRCA-1945 AQUIA CREEK BRIDGE (500-0001-0028)

3.13.2 Architectural Description

The RF&P Railroad is a double-tracked line running primarily through rural areas and modestly-populated towns almost exclusively at ground level (Figure 3-173). As the railroad passes through more urban areas, such as downtown Richmond, Fredericksburg, and Alexandria, the rail bed is typically elevated to accommodate vehicular traffic and ease congestion in the urban centers (Figure 3-174). Numerous bridges, primarily dating to the first two decades of the twentieth century, carry the railroad across some of the major waterways in the area including the Rappahannock, North Anna, South Anna, Occoquan, and Potomac rivers and large creeks like the Aquia and Chopawamsic (Figure 3-175). Other structures carry track over highways, minor roads and waterways, and former livestock crossings (Figure 3-176).

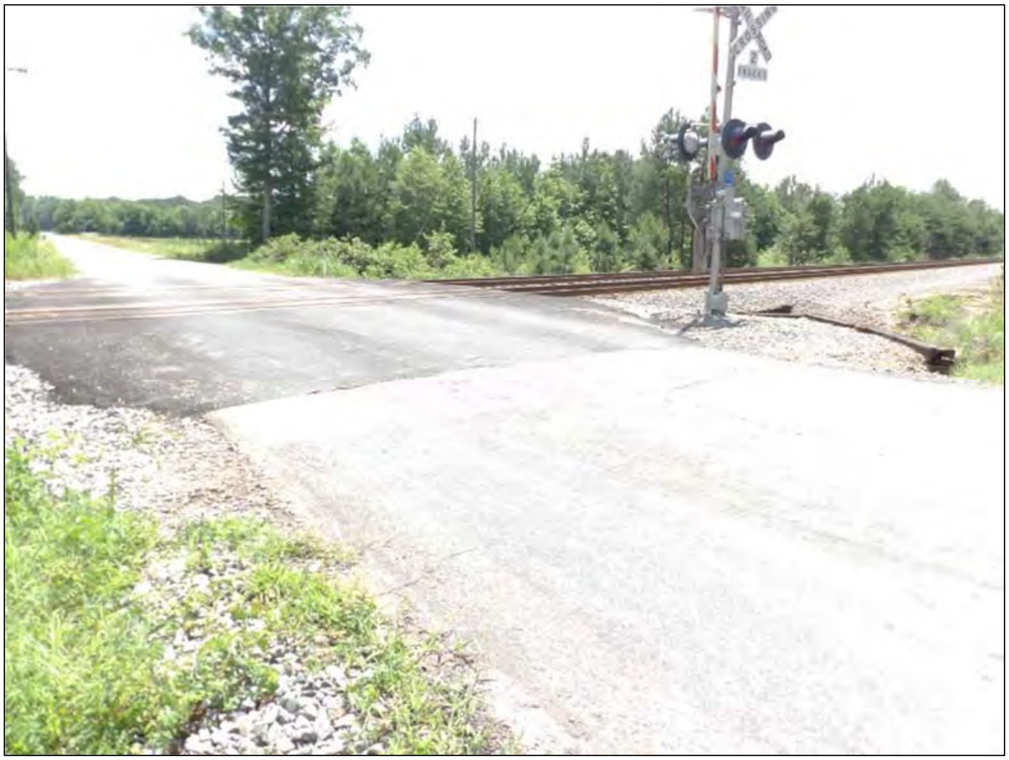


FIGURE 3-173: VIEW OF THE RF&P RAILROAD CROSSING AT PAIGE ROAD IN WOODFORD, LOOKING WEST

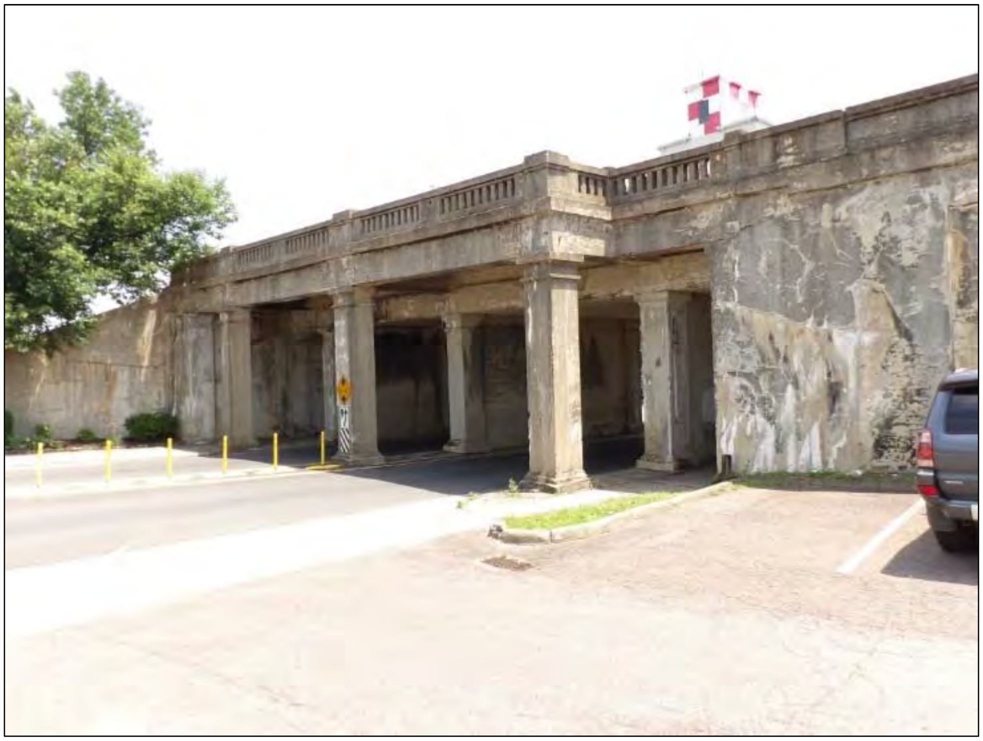


FIGURE 3-174: VIEW OF THE ELEVATED TRACK OF CHARLES STREET BRIDGE IN FREDERICKSBURG, PART OF THE RAPPAHANNOCK RIVER RAILROAD BRIDGE (111-0132-0025)

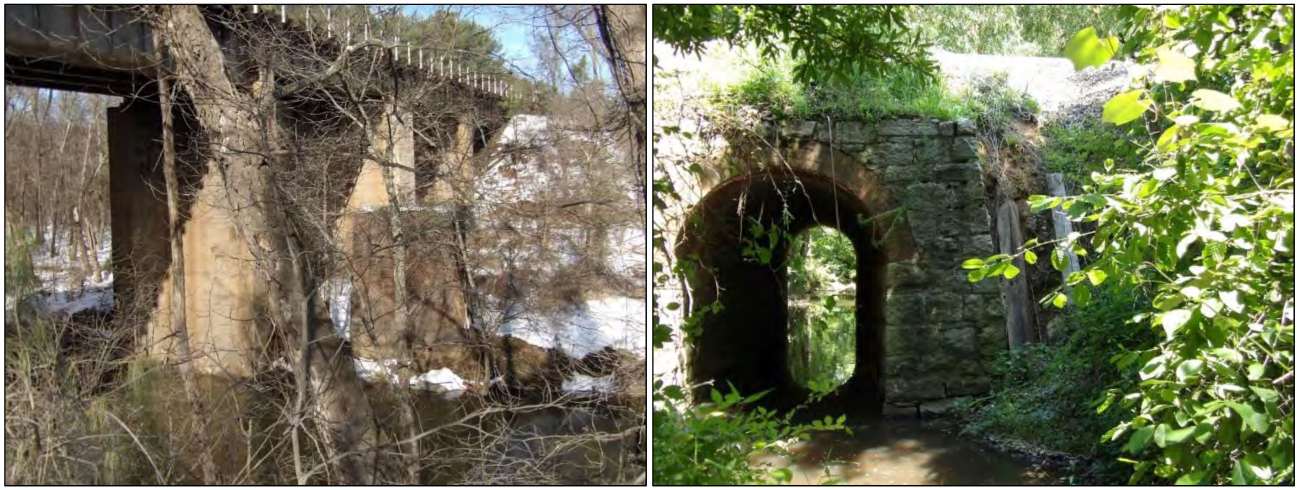


FIGURE 3-175: A RAILROAD BRIDGE OVER THE NORTH ANNA RIVER (042-0731), NORTH OBLIQUE (LEFT); A RAILROAD CULVERT OVER A STREAM NEAR LORTON MARKET ROAD (500-0001-0019), LOOKING EAST (RIGHT)

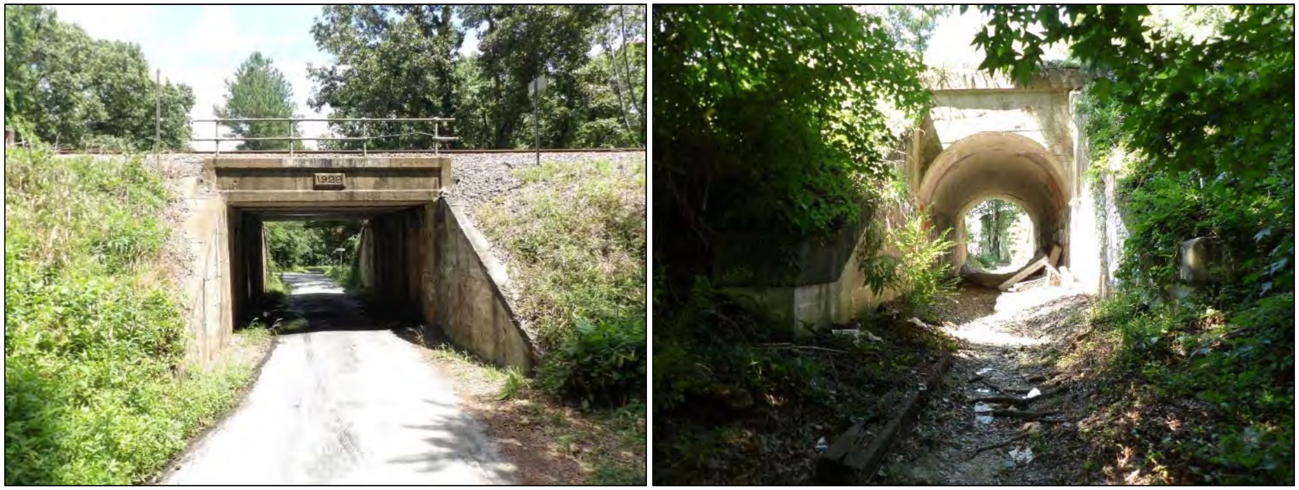


FIGURE 3-176: A RAILROAD CULVERT WEST OF DABNEY ROAD, USED TO ALLOW LIVESTOCK TO PASS (500-0001-0023), LOOKING WEST (LEFT); BRIDGE AT TAYLORSVILLE ROAD (042-5306), LOOKING EAST (RIGHT)

Much of the structures of the Acca Yard relating to the early twentieth century have been removed from the landscape. Over the years the yard has been downsized with the outer acreage developed for other commercial and industrial purposes. The current yard includes numerous tracks with a few maintenance buildings dating to the 1960s or later.

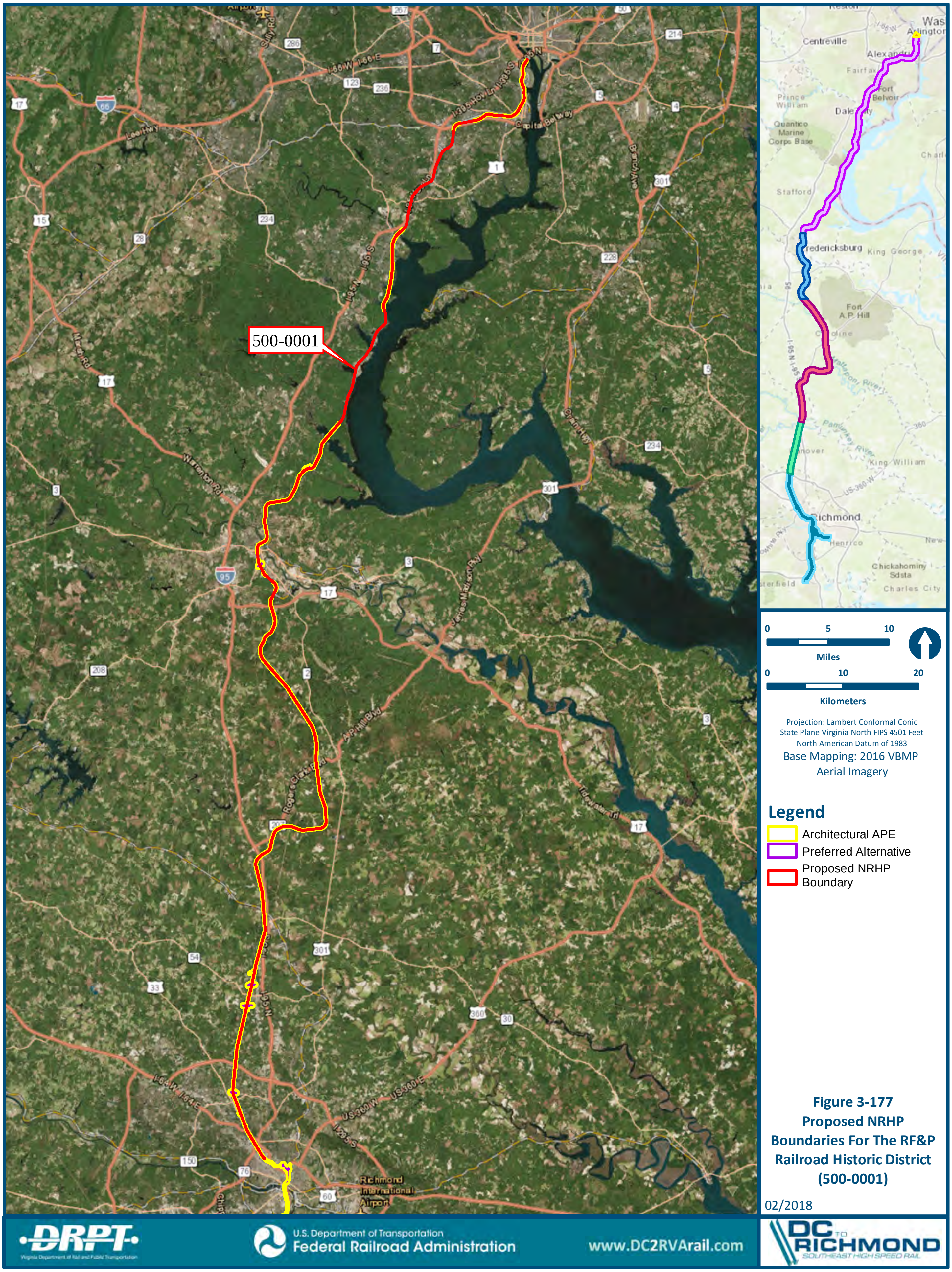
The other major switching yard used by the RF&P Railroad was the Potomac Yard located in Alexandria, just south of Four Mile Run. While the Acca Yard remained a vital part of the RF&P's operations throughout the twentieth century, Potomac Yard's significance waned as the company lost passenger and freight traffic in the 1960s and 1970s. When the railroad reorganized in the 1980s, Potomac Yard closed permanently and has since been significantly developed with multi-family residential and commercial buildings between Route 1 and the Potomac River (Lamb 1991).

3.13.3 NRHP Evaluation

The RF&P Railroad Historic District (500-0001) is an historic rail corridor that stretches from the Potomac River to Main Street Station in the City of Richmond. From 1837 to 1943, the railroad played a critical role in the development and evolution of the region and was a prominent local railroad within the mid-Atlantic region. Previously, the RF&P Railroad was documented into two segments: a segment in Prince William and Stafford Counties (076-0301) and a segment in Spotsylvania, Caroline, Hanover, and Henrico Counties (088-5413). These were previously determined to be potentially eligible for the NRHP under Criterion A for their association with Transportation in Virginia (2016 and 2012, respectively). Since that time, the rail line from the Potomac River to Broad Street Station has been surveyed, encompassing these two segments into one rail corridor. The trains under CSXT, Amtrak, and VRE continue to run along the former RF&P rail line. Given the long and significant history of this line and the important economic role it has played in the development of cities along its path, it is recommended that the RF&P Railroad Historic District, from Washington, D.C., to Richmond, Virginia, is eligible for listing in the NRHP under Criterion A for Transportation.

It has no known association with any individuals of historical significance and, is therefore, recommended not eligible for listing in the NRHP under Criterion B. Although some of the elements within the railroad corridor like bridges and switch towers may be individually eligible for the NRHP, the corridor as a whole has undergone numerous physical changes that have impacted its overall integrity. It is therefore recommended not eligible for the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D. The bridges, culverts, towers, and other structures along the line were individually surveyed at the reconnaissance-level as part of the DC2RVA Project and documented for their potential as a contributing element to the rail line. In sum, the DC2RVA Team **recommends that the RF&P Railroad Historic District is eligible for listing in the NRHP under Criterion A for its association with important events that led to broad patterns in regional Transportation**.

The proposed NRHP boundaries follow the historic RF&P Railroad line as outlined in the architectural reconnaissance survey of structures for the DC2RVA Project (Figure 3-177) (Chase 2017). The period of significance for the RF&P Railroad Historic District starts in 1837, its date of construction, to 1943. This end date follows the NPS guidelines which say: "Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997).


500-0001
Richmond International Airport
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Hanover
King William
Richmond
Henrico
Chickahominy Sdsta
Charles City
Chesterfield
0 5 10
Miles
0 10 20
Kilometers

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟨	Architectural APE
🟪	Preferred Alternative
🟥	Proposed NRHP Boundary

Figure 3-177
Proposed NRHP Boundaries For The RF&P Railroad Historic District (500-0001)

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4 SUMMARY AND RECOMMENDATIONS

The DC2RVA Project Team conducted an intensive-level architectural survey of a total of 54 resources, 13 of which are presented in the current report. The DC2RVA project is being completed under the auspices of the FRA in conjunction with the DRPT. Because of FRA's involvement, the undertaking is required to comply with the NEPA and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as DHR File Review #2014-0666.

Of the 13 resources detailed in this report, the DC2RVA Project Team are recommending 11 as individually eligible for the NRHP (Table 4-1). Listed in numerical order, they are as follows: Slaughter Pen Farm (088-0254), Fredericksburg Historic District Expansion (111-0009), Pulliam's Service Station (111-0009-0795), Purina Tower (111-0132-0020), Rappahannock River Railroad Bridge (111-0132-0025), George Aler House (111-0132-0522), Fredericksburg Train Station (111-0132-0704), Southern Railway (127-6792), C&O Railroad (127-6793), RF&P Railroad Historic District (500-0001), and RF&P Railroad Bridge over Occoquan (500-0001-0022). Of those, one resource (088-0254) is recommended as contributing to the Fredericksburg and Spotsylvania County Battlefields National Military Park Historic District (111-0147), one resource (111-0009-0795) is recommended as contributing to the Fredericksburg Historic District Expansion (111-0009), two resources (111-0132-0025 and 500-0001-0022) are recommended as contributing to the RF&P Railroad Historic District (500-0001), and four resources (111-0132-0020, 111-0132-0025, 111-0132-0522, and 111-0132-0704) are recommended as contributing to the Fredericksburg Historic District (111-0132).

During the current survey, the DC2RVA Team found that the remaining two resources (111-0023 and 127-6840) are no longer extant and as such are recommended as not individually eligible for the NRHP (Table 4-1).

TABLE 4-1: TABLE OF SUMMARY AND RECOMMENDATIONS OF THE ARCHITECTURAL RESOURCES PRESENTED IN THE CURRENT REPORT

DC2RVA Corridor Area	DHR ID	Name/ Description	City/ County	Date / Time Period	Phase II Recommendation
2	500-0001-0022	RF&P Bridge over Occoquan River	Prince William County	1915	Eligible Under Criterion C; Contributing to the RF&P Railroad HD
3	111-0132-0025	Rappahannock River Railroad Bridge	City of Fredericksburg	1927	Eligible Under Criterion C; Contributing to the Fredericksburg HD and the RF&P Railroad HD

TABLE 4-1: TABLE OF SUMMARY AND RECOMMENDATIONS OF THE ARCHITECTURAL RESOURCES PRESENTED IN THE CURRENT REPORT

DC2RVA Corridor Area	DHR ID	Name/ Description	City/ County	Date / Time Period	Phase II Recommendation
3	111-0023	Dixon House, 401–403 Sophia Street	City of Fredericksburg	ca. 1834	No Longer Extant; Not Eligible
3	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	ca. 1910	Eligible Under Criteria A & C; Contributing to the Fredericksburg HD
3	111-0132-0020	Purina Tower Complex, 401–403 Charles Street	City of Fredericksburg	ca. 1916	Eligible Under Criteria A & C; Contributing to the Fredericksburg HD
3	111-0132-0522	George Aler House, 314–316 Frederick Street	City of Fredericksburg	1851	Eligible Under Criteria A & B; Contributing to the Fredericksburg HD
3	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	Eligible Under Criteria A & C; Contributing to the Fredericksburg HD Extension
3	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794–1967	Eligible Under Criteria A & C
3	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail	Spotsylvania County	ca. 1861	Eligible Under Criterion A; Fredericksburg and Spotsylvania County Battlefields National Military Park HD
6	127-6840	The City of Richmond Department of Public Works Maintenance Yard, 2728 Hermitage Road	City of Richmond	ca. 1955	No Longer Extant; Not Eligible
6	127-6792	Southern Railway Segment	City of Richmond	ca. 1850	Eligible Under Criterion A
6	127-6793	Chesapeake & Ohio Railroad Segment	City of Richmond	Pre-1851	Eligible under Criterion A
all	500-0001	Richmond, Fredericksburg, & Potomac Railroad Historic District	Multiple	ca. 1837–1943	Eligible Under Criterion A

Source: Dovetail, 2018b.
Note: Resources are presented from north to south.

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APPENDIX A: CHAIN OF TITLES

Note: Chains of titles are organized as they appear in the report; however, some resources, such as rail-related structures, do not have chains of titles.

TABLE A-1: CHAIN OF TITLE FOR DIXON HOUSE (111-0023), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/ Comments
Transfer	Instrument 2008-1151	n/a	5/7/2008	Lee P. Rowe	Rowe Holdings I, LLC	Lee P. Rowe set up a corporation in 2008 for real property.
Bargain & Sale	242	313	4/1/1991	Rixey Johnson	Lee P. Rowe	Value $45,000
Bargain & Sale			1983		Rixey Johnson	Source: Spencer 2013:3
Bargain & Sale	82	451	1946	Howard Masters	Edward Gibson	Conveyance of half interest in parcel
Bargain & Sale	70	310	1936	Ada Masters Gibson	Edward Gibson	Conveyance of half-interest in parcel; Ada Masters married Edward Gibson in 1928
Will	R	2006	1929	Estate of J. W. Masters (dec)	Ada Masters and Howard Masters	Grantees are surviving children of J. W. Masters (dec.)
Bargain & Sale	JJ	500	1/25/1904	T. N. Brent, Mary E. Brent, and Annie M. Brent	J. W. Masters	Prince Edward Street
Bargain & Sale	JJ	500	1/25/1904	James Corbin, Trustee	J. W. Masters	Prince Edward Street
Bargain & Sale	JJ	191	11/4/1902	T. N. Brent, Mary E. Brent, and Annie M. Brent	J. W. Masters	Prince Edward Street
Bargain & Sale	JJ	191	11/4/1902	J. P. Corbin, Trustee	J. W. Masters	Prince Edward Street

Source: Dovetail, 2016a.

TABLE A-2: CHAIN OF TITLE FOR THE FREDERICKSBURG TRAIN STATION (111-0132-0704), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
B&S	344	283	12/6/2000	CGM Properties LLC	Thomas H. Mitchell	Parcel one. Shown in Plat Book 9, page 15. Includes the train station building and immediate area. Includes conveyance of a perpetual easement for railroad and utility repairs along the rear (south) portion of the property, measuring 15 feet.
B&S	297	277	12/30/1996	RF&P Company (formerly known as the RF&P Railroad Company)	CGM Properties LLC	Includes conveyance of a perpetual easement for railroad and utility repairs along the rear (south) portion of the property, measuring 15 feet.
B&S	K	200	6/9/1836	Joseph Alsop	RF&P Railroad Company	5 lots in Fredericksburg. For construction of railroad track, sidings, and a wheel house.
B&S	K	52	10/7/1835	Lindsay Pullen	Joseph Alsop	Lot 238
B&S	H	289	3/29/1825	John B. Pullen	Lindsay Pullen	Lot 238
DT	G	544	7/15/1823	John B. Pullen	Robert S. Chew	Lot 238
B&S	G	543	7/15/1823	George French	J.B. Pullen	Lot 238; Last name listed as “Pullin” on the Deed
B&S	B	119	4/29/1789	L. Battaile	George French	Lot 238; Lot was part of Fredericksburg’s town expansion in 1759

Source: Dovetail, 2016b.

TABLE A-3: CHAIN OF TITLE FOR THE PURINA TOWER (111-0132-0020), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed	330	500	10/12/1999	Prime Properties, LLC	Hamilton G. Palmer	
Deed	275	467	9/14/1994	Farm & Tack Supply	Prime Properties, LLC (Carl Braun)	3 Parcels (FDB 176:361, 4/22/1981)
Deed	176	361	4/22/1981	Mary F. Frances Moore, widow	Farm & Tack Supply	
Deed	172	519	2/12/1976	Young-Sweetster Co. Inc.	Mary Frances Moore	Parcels 1-3
Deed	67	330	8/4/1933	Edgar W. Young & Mattie F., his wife, H.K. Sweetser & Mary M., his wife	Young-Sweetser Co., Inc.	Parcel 3, 49/94; "…have heretofor engaged in the business of general dealers in hay, seed, grain, dairy & poultry foods…" "…Edgar Young & H.K. Sweetser together with Mary M. Sweetser, have formed a corporation for the purpose of taking over the entire assets of said co-partnership... under the new name of Young-Sweetster Co. Inc." 200 shares went to Young, 195 shares to Sweetster, and 5 shares to Mary M. Sweetster. "...the parties of the first part bargain and sell and convey to the parties of the second part all of the assets and property belonging to the aforementioned partnership..."
Deed	48	581	3/5/1915	Eddie White	E.G. and Laura Heflin	SEE CFDB 49:94 (DBS, E. G. and Laura Heflin to H. K. Sweetser and E. M. Young)
Deed	48	581	3/5/1915	Eddie White & Josephine, his wife, Lucy White widow of John Seymore White	E.G. Heflin & R. S. Royer	Parcel 3
Deed	49	11	3/29/1915	Houston K. Sweetser and Edgar M. Young	RF&P R R Co.	"65.85 ft x 30 ft Chas St mbp being N pt 30 ft lot N side Frederick St fr Est Thos Griffin Dec 11, 1914. Edgar M Young co-grantor" (Embrey Index to Land Records, Deeds, Wills)
Deed	49	94	9/11/1915	E.G. and Laura Heflin	H. K. Sweetser and E. M. Young (Young-Sweetser, Co.)	43.2 ft x 104 ft N side Frederick St bet Pr Anne & Chas St fr Eddie White Mch 5, 1915 E M Young Co-Grantee (CFDB 49:94); SOURCE: Amrhine 2001; "Starting in 1966, it was shared by Farm & Tack Supply Co., which continued in business until 1992, when owner Doug Redgrave decided to close its doors" (Source: Amrhine 2001).

TABLE A-3: CHAIN OF TITLE FOR THE PURINA TOWER (111-0132-0020), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed	49	94	3/15/1915	E.G. Heflin & Laura, his wife, R. Stuart Royer & Corbin H., his wife	E.M. Young & H. K. Sweetser	Parcel 3
Deed	48	545	12/11/1914	Estate of Thomas Griffin (dec.)	Young & Sweetster	Parcel 1
Deed	49	11	3/29/1914	R.F. & P. RR. Co.	Young & Sweetster	Parcel 2; 65.85 ft x 30 ft Chas St mbp being N pt 30 ft lot N side Frederick St fr Est Thos Griffin Dec 11, 1914. Edgar M Young co-grantor
Deed	48	517	12/23/1904	Robert S. and Emma A. Griffin	John M. Griffin	Lot NW corner Main & Wolfe part Lot 33: also lot adj part of lot 33: also lot Wolfe: also part of 33: also lot W side Main part of lot 35: also lot corner Frederick & Sophia part of lot 266: also lot corner Frederick & Chas part of lot 220: also one-half lot N side Charlotte St part of lot 4: 4 All my est Thos. Griffin
Deed of Trust	BB	516	5/17/1888	Rufus T. King	John T. Goolrick	220
Deed	CC	20	11/13/1888	Rufus T. King	William I. King	220
Deed	Y	492	9/24/1878	Mary F. King, Charles D. King, John H. King, Mary W. King, and George W. King	Rufus T. King	220
Deed	U	118	3/2/1866	Juliet Ann Perry	Thomas Griffin	"Fred & Chas"
Release	T	153	7/20/1860	John James Chew, Jr.	Rich Wallace	220
Deed	T	154	7/20/1860	Rich Wallace	John L. Marye	Part 220
Deed	Q	127	5/10/1851	Charles Edward Middleton	Maria Brown	L 220
Deed	Q	94	5/27/1851	Maria Brown	Rich Wallace	220
Deed of Trust	Q	95	5/27/1851	Rich Wallace	John James Chew	220

TABLE A-3: CHAIN OF TITLE FOR THE PURINA TOWER (111-0132-0020), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed of Trust	Q	95	5/27/1851	Rich Wallace	Peter Goolrick	220
Deed	P	460	6/7/1850	Eustace Conway, Commissioner	George H. King	220
Deed	P	460	6/7/1850	Loman Cooke	George H. King	220
Deed	N	473	7/22/1845	William Marders	George Aler	220
Deed	N	502	9/15/1845	George Aler	Sally Hagar	220
Deed	O	29	8/20/1845	William Bankhead	R F & P R R	220
Deed	L	329	1/14/1840	Elizah Rawlins (Rollins)	Major Cooke	220
Deed	L	329	1/14/1840	Elijah Rawlings	Major Cooke	220
Deed	L	330	1/14/1840	Major Cooke	Lomax Cooke	220
Deed	L	180	5/3/1839	Gulielmus Smith	Elijah Rawlings	220
Deed	K	297	1/5/1837	John Metcalfe	William Bankhead	220
Deed	K	310	5/31/1836	Richard I. King	RF&P RR Co.	9-9 adj 220
Deed	K	294	12/22/1836	Thomas H. Botts	RF&P RR Co.	220
Deed	K	75	11/24/1835	John Metcalfe	William Mardiss	220
Deed	J	162	10/12/1832	John Cooker	G. Smith	220
Deed	I	460	11/15/1830	Lucy L. Minor - Devisee of John Minor (dec.)	John Metcalfe	220
Deed	F	694	10/7/1765	Roger Dixon	Maxmilian Calvert of Norfolk	Lots Fbg 210 Princess Augusta & Princess Elizabeth: 224 Princess Anne: Princess Augusta & Princess Elizabeth: 220 irregular Princess Augusta & Frederick adjacent Lewis Willis lower half 269-218 indistinct but I think correct since 213 does not touch Princess Elizabeth (Rec Spots)

Source: Dovetail, 2016c.

TABLE A-4: CHAIN OF TITLE FOR GEORGE ALER HOUSE (111-0132-0522), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed	2004–1356		6/4/2004	Margaret F. Quinn and Robert M. Quinn	James C. Obaugh and Joann E. Obaugh	See Also Deed Instrument # 2004-790
Deed of Trust	256	130	11/20/1992	T.E. Cottrell, Jr.	Bruce R. O'Brien	Index: 316 Frederick Street
Deed	256	549	11/24/1992	Fredericksburg Savings & Loan	T.E. Cottrell, Jr.	Index: 316 Frederick Street
Deed	200	312	1/24/1986	R.C. Gossweiler, Jr.	T.E. Cottrell, Jr.	Index: 316 Frederick Street
Deed of Trust	200	313	1/17/1986	T.E. Cottrell, Jr.	Fredericksburg Savings & Loan	Index: 316 Frederick Street
Deed	183	94	5/23/1983	W. A. Hatch & Susan	R.C. Gossweiler, Jr.	Index: 316 Frederick Street
Deed	171	590	1/1/1979	Margaret N. Fowler	Margaret F. Quinn and Robert M. Quinn	
Deed	160	348	2/22/1977	G. B. & V. B. Hey	David Grey	Index: 314 Frederick Street
Deed	157	499	4/19/1976	Hey & Bank of VA.	William Hatch	Index: 316 Frederick Street
Deed of Trust	157	506	4/16/1976	William A. Hatch	A. G. Denice, Inc.	Index: 316 Frederick Street
Deed	154	418	2/4/1975	H.H.H., Inc.	G. B. & V. B. Hey	Index: 316 Frederick Street
Deed of Trust	154	425	3/13/1975	G. B. & V. B. Hey	Bank of VA.	Index: 316 Frederick Street
Deed	152	248	4/15/1974	H.F.F.I.	H.H.H., Inc.	Index: 316 Frederick Street; Property conveyed with preservation easement attached (held by HFFI)
Deed	152	249	4/15/1974	H.F.F.I.	H.H.H., Inc.	Index: 316 Frederick Street
Deed of Trust	152	254	5/1/1974	H.H.H., Inc.	Bank of VA.	Index: 316 Frederick Street
Deed	150	101	1/29/1973	Albert Sivak and Betty D. Sivak	Historic Fredericksburg Foundation, Inc. (HFFI)	Index: 316 Frederick Street

TABLE A-4: CHAIN OF TITLE FOR GEORGE ALER HOUSE (111-0132-0522), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Will	P	345	9/27/1972	Laura Davis	Betty Sivak	Index: Laura Davis (317 Charles Street), Betty Sivak (316 Frederick Street)
Will	P	345	00/00/1967	Laura Davis	Beatrice Davis	Index: Laura Davis (317 Charles Street), Beatrice Davis (316 Frederick Street)
Will	W/K	74	4/16/1935	Ella M. Purcell (Formerly Ella M. Hicks)	Laura Hicks Davis	Index: 316 Frederick Street
Deed	KK	82	10/10/1904	Estate of William I. King (dec.)	J. G. King and F. S. King	
Deed	HH	245	9/9/1898	Thomas Wallace	Ella M. Hicks	316 Frederick Street
Deed	HH	245	9/10/1898	M. J. Gately	Ella M. Hicks	"Chas & Frederick"
Deed of Trust	EE	561	2/17/1894	M. J. Gately	Enterprise Build. Assoc.	316 Frederick Street
Will	W/I	323	1/13/1891	Elizabeth McDougal	Mary Jane Gately	316 Frederick Street (NOTE: Present-day property designated as 314-316 Frederick Street, was referenced in land records and city directories as "316 Frederick Street" until the late twentieth century.)
Deed	CC	176	9/16/1889	Elizabeth McDougal	William I. King	Lot 219 - East-adjoining parcel containing the 1790s 2-story wood-frame dwelling
Deed of Trust	CC	178	9/16/1889	William I. King	John G. Mason	Lot 219
Deed	T	296	10/22/1861	George Aler	Elizabeth McDougal	Lot 219 (Frederick Street & Charles Street)
Deed of Trust	T	312	5/12/1862	George Aler	Elizabeth McDougal	Lot 219
Deed of Trust	T	312	5/12/1862	George Aler	John M. Herndon, Trustee	Lot 219
Deed of Trust	R	265	1/3/1855	George Aler	Building Fund Association	Lot 219

TABLE A-4: CHAIN OF TITLE FOR GEORGE ALER HOUSE (111-0132-0522), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed of Trust	R	396	6/21/1855	George Aler	Building Fund Assoc.	Lot 219
Deed of Trust	O	113	2/6/1846	William Jones	John James Chew	Lot 219
Deed of Trust	O	113	2/6/1846	William Jones	Mary E. Jones	Lot 219
Deed	M	409	1/11/1843	Patton, Trustee of John Buck's Estate (dec.)	William Jones	Lot 219; 1844-1859: Remaining portion of lot 219 sold to William J. Jones ("of Patton Trustee Buck"; Building Value: $300; Total Property Value: $400) (CFDB M:409)
Deed	M	460	2/23/1843	John Marye, Administrator of Anthony Buck's (dec.) Estate	George Aler	Fredericksburg Land Tax Records: 1844-1865: Portion of lot 219 purchased by George Aler (-1872/1874) (purchased "of Marye Adm'r Buck"; Building Value: $400, Land Value: $150.00; Total Property Value: $550.00); 1856-1859: A portion of the lot 219 (owned by George Aler) is referred to in land tax records as a "jail"
Deed	M	104	5/1/1841	John and Mary Conway (Buck), husband and wife	Anthony Buck	Part of Lot 219; "Beginning at the corner formed by the intersection of Princess Augusta and Frederick Streets and thence running down Princess Augusta Street 100 feet, thence at right angles with Princess Augusta Street and parallel with Frederick Street 132 feet 8 inches to Samuel Thompson (Tompkins) lot, thence with said Thompsons line towards Frederick Street 100 feet, thence along Frederick Street to beginning corner" (CFDB M:104, 5/1/1841; John and Mary Conway (Buck), husband and wife, to Anthony Buck)
Deed	K	122	1/13/1836	Henry T. Phillips, John S. Caldwell and Arthur L. M. Masson, Commissioners of the Corporation Court of Fredericksburg, Virginia	John Buck	William Brooks died intestate; Property sold at auction
Deed	E	272	3/6/1815	Robert Mackay	Capt. William Brooks [Alt. Sp., "Brookes"]	Lot 219
Acknow-ledgement	E	337	5/30/1815	Robert Mackay	Capt. William Brooks [Alt. Sp., "Brookes"]	Lot 219

TABLE A-4: CHAIN OF TITLE FOR GEORGE ALER HOUSE (111-0132-0522), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed	D	275	1/17/1810	George Baggott	Capt. William Emmerson	Lot 219
Deed	D	316	2/19/1810	William Emerson and Nancy, his wife	Thomas Crosby	Part of Lot 219 - "Beginning at a point on Charles Street (Princess Augusta Street) 92 feet from a corner of its intersection with Frederick St., and running down Charles St. to corner of Lot 218, thence along the dividing line of Lot 218 and Lot 219 to corner of Lot 227, then along the dividing line of Lot 227 and Lot 219 73 feet in a straight line and parallel with Frederick St., 132 feet to beginning on Charles St" (CFDB D:316, 2/19/1810, William Emerson and Nancy, his wife, to Thomas Crosby).
Deed	E	28	7/4/1803	John Baylor and Ann Diggs, his wife	George Baggot, Sr.	Lot 219
Deed	C	284	4/10/1799	David C. Kerr and Margaret, his wife	John W. Baylor	Lot 219; "…a certain lot of ground situate, lying, and being in the town of Fredericksburg, Va. On the streets Princess Augusta (Charles) and Frederick and know in the plat of the said town as Number 219" (CFDB C:284 4/10/1799, David C. Kerr and Margaret, his wife, to John W. Baylor (of Caroline County).
Deed of Trust	C	184	4/28/1798	Frances Harvey, wife of William Harvey (dec.)	David Corbin Kerr	Lot 219
Deed	A	46	9/27/1783	James Jamison (Jameson)	William Harvey	In 1796, William Harvey was issued a Mutual Assurance policy (#25, Reel 1, Vol. 3) on a two-story, wood-frame dwelling valued at $700 located on the south side of Frederick Street, on Lot 219; Harvey died in 1799
Deed	F	702	10/7/1765	Lucy and Roger Dixon	Thomas Jameson	"Lot 219, Fredericksburg; Pr. Augusta & Frederick St's, back of lot belonging to Andrew Frasher" (SCDB F:702). Lot No. 219; "Being all of that lot or half-acre of ground lying and being in the town of Fredericksburg, Va., described and known as No. 219 and lies back of the lot belonging Andrew Frazer on Princess Anne Street." *SCDB F:702, 10/7/1765)

Source: Dovetail, 2016d.

TABLE A-5: CHAIN OF TITLE FOR PULLIAM'S SERVICE STATION (111-0009-0795), CITY OF FREDERICKSBURG, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Transfer	Instrument 2008-1151	n/a	May 7, 2008	Lee P. Rowe	Rowe Holdings I, LLC	Lee P. Rowe set up a corporation in 2008 for real property.
Bargain & Sale	242	313	April 1, 1991	Rixey Johnson	Lee P. Rowe	Value $45,000
Bargain & Sale			1983		Rixey Johnson	Source: Spencer 2013:3
Bargain & Sale	82	451	1946	Howard Masters	Edward Gibson	Conveyance of half interest in parcel
Bargain & Sale	70	310	1936	Ada Masters Gibson	Edward Gibson	Conveyance of half-interest in parcel; Ada Masters married Edward Gibson in 1928
Will	R	2006	1929	Estate of J. W. Masters (dec)	Ada Masters and Howard Masters	Grantees are surviving children of J. W. Masters (dec.)
Bargain & Sale	JJ	500	1/25/1904	T. N. Brent, Mary E. Brent, and Annie M. Brent	J. W. Masters	Prince Edward Street
Bargain & Sale	JJ	500	1/25/1904	James Corbin, Trustee	J. W. Masters	Prince Edward Street
Bargain & Sale	JJ	191	11/4/1902	T. N. Brent, Mary E. Brent, and Annie M. Brent	J. W. Masters	Prince Edward Street
Bargain & Sale	JJ	191	11/4/1902	J. P. Corbin, Trustee	J. W. Masters	Prince Edward Street

Source: Dovetail, 2016e.

TABLE A-6: CHAIN OF TITLE FOR SLAUGHTER PEN FARM (088-0254), SPOTSYLVANIA COUNTY, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed	#: 200600 020676		6/16/2006	Heirs of John Pierson	Civil War Trust	Slaughter Pen Farm (200.61 Acres) ["...Slaughter Pen's last resident farmer—owner John Pierson—died in 2005. His heirs sold the 208-acre spread in 2006 for $12 million, making it the single most expensive land purchase in the trust's history" (Schemmer 2014)].
Deed of Trust	94	148	8/10/1921	V. R. Pierson and Jane D. Pierson	Leonard F. Pierson	287.856 acres "Wayside" Courtland
Deed	90	488	2/27/1919	R. L. Biscoe and Emma L. Biscoe [Alt. Sp. "Briscoe"]	V. R. Pierson	287.856 acres "Wayside" Courtland
Assumption of Deed of Trust	90	488	2/27/1919	V. R. Pierson	Leonard F. Pierson, Trustee	287.856 acres "Wayside" Courtland
Deed & Plat	90	379	12/24/1918	Leonard F. Pierson, Special Commissioner	R. L. Biscoe [Alt. Sp. "Briscoe"]	287.856 acres Courtland
Deed of Trust	90	381	12/24/1918	R. L. Biscoe and Emma L. Biscoe	Leonard F. Pierson	287.856 acres "Wayside" Courtland
Deed	AV	255	9/13/1906	Thomas P. Yerby and Jane H. Yerby	R. F. & P. R. R.	2 metes and bounds River Road adjoining both parties
LP	AR	114	1/12/1904	Thomas P. Yerby, Jr., et als. ADS	W. S. Embry	255 metes and bounds Courtland District, Slaughter Pen
Deed of Trust	AS	119	10/13/1904	Thomas P. Yerby and Jane H. Yerby	Duff Green	210 acres, being Slaughter Pen tract, from William Bernard 1/1/1894: Being part of Mannsfield. Sale price: $1500. Deed recorded 7/26/1905
Release	AK	92	2/6/1899	William A. Little (dec.), Trustee, William A. Little, Jr., Trustee, Executor of Estate of William A. Little, Sr. (dec.)	William S. Bernard	286.56 acres part of "Mannsfield" fr trust 7/22/1897.
Deed	AI	262	7/15/1898	Thomas P. Yerby and Jane D. Yerby	Richard M. Doswell	5 acres, part of Slaughter Pen from William Bernard; South of RF&P RR

TABLE A-6: CHAIN OF TITLE FOR SLAUGHTER PEN FARM (088-0254), SPOTSYLVANIA COUNTY, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Plat	AG	122	12/6/1895	N. Alfred Bernard Estate	William Bernard	1141.55 metes and bounds Rappahannock River divided into lots. (See plat SCPB:AG 224)
Deed of Trust	AF	70	2/21/1894	Thomas P. Yerby	John L. Marye	210 acres, Slaughter Pen part of Mannsfield: Also 50 Merry Hill part of Mannsfield. Both from William Bernard, Jan. 1 1894. $1046.66-1yr: $1046.67-2yr: $1046.67-3yrs. MR 10/23/1897
Deed	AH	288	5/31/1897	William Bernard	Thomas P. Yerby	210 acres, being Slaughter pen; also 50 b part of Mannsfield; Also right of way - All from estate of A N. Bernard
Partition	AF	2	11/23/1893	N. Alfred Bernard Estate	Elizabeth Bernard	157 metes and bounds of 911.5 Bend; also 218 & 365.66 metes and bounds of 1836.5 Mannsfield. Decree Bernard vs Bernard, Fredericksburg (See plat AG 224); 218 acres
Deed	NN	61	9/25/1849	William Bernard Estate and Elizabeth Bernard (widow)	Arthur H. H. Bernard	All int Mannsfield house, garden & lots
Deed	P	65	5/13/1848	Estate of William Bernard (dec.) and John Bernard	A. H. Bernard and A. N. Bernard	Interest in Estate of William Bernard (dec.)
Deed	LL	426	12/2/1845	Arthur H. H. Bernard and Alfred N. Bernard	John H. Bernard	Mannsfield & Minors' if both Arthur Bernard & Alfred Bernard died without issue
Deed	LL	426	12/2/1845	Arthur H. H. Bernard and Alfred N. Bernard	Elizabeth Bernard, Trustee, Arthur H. H. Bernard, and Alfred N. Bernard	"Mannsfield"; Minors' & King Copsico -- 563 & Mansion part of Mannsfield for widowhood said Elizabeth then to Arthur & if he died without issue then to Alfred -- Other part Mannsfield & Minor & King Copsico for Alfred & if he died without issue then part of Mannsfield, Minors & 2/3 King Copsico for Arthur
Partition	LL	426	12/2/1845	William Bernard Estate: and Alfred N. Bernard	Arthur H. H. Bernard, Sr.	Arthur chooses Mansion House part of Mannsfield as defined in William Bernard's will
Agreement	LL	496	2/6/1846	Heirs of William Bernard (dec.)	Heirs of William Bernard (dec.)	Agreement as to disposition of the Estate of William Bernard (dec.)
Will	W-A	25	5/17/1844	William Bernard	Mrs. William Bernard (wife)	563 "Mannsfield" embracing land NE of Stage Rd for her life

TABLE A-6: CHAIN OF TITLE FOR SLAUGHTER PEN FARM (088-0254), SPOTSYLVANIA COUNTY, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Will	W-BB	16	5/17/1844	William Bernard	Arthur H.H. Bernard, Sr. and Nathaniel A. Bernard, Sr.	To draw lots one to have Mannsfield House & 563; The other ot have rem of Mannsfield and 200 adj from Mrs. Lucy Minor; Also Ring Copsico in Westmoreland with remainder over on certain conditions; also residuary legatees
Will	W-BB	16	5/17/1844	William Bernard	Mrs. William Bernard (widow)	563 part of Mannsfield for life or so long as she remains my widow
Will	W-BB	16	5/17/1844	William Bernard	John H. Bernard, Sr.	Cross remainder from Nathaniel A. Bernard & A. H. H. Bernard
Will	W-BB	16	5/17/1844	William Bernard	Arthur H. H. Bernard, Sr. and Nathaniel A. Bernard, Sr.	To draw lots one to have Mannsfield House & 563; The other to have remainder of Mannsfield and 200 adj from Mrs. Lucy Minor also Ring Copsico in Westmoreland with rem over on certain conditions; Also residuary legatees.
Deed	BB	463	7/7/1828	Luncy L. Minor, Executrix of Estate of John Minor (dec.)	William Bernard (of Mannsfield)	510 metes and bounds south side Hazle Run, Deep Run & Rappahannock River -- Being uper end of Mrs. Page's dower: Also 196 woodland: Also reversionary in the 210metes and bounds Stage Road, part of Mrs Page's dower: All parts Mannsfield from estate of Mann Page (dec.)
Will	W	310	11/6/1820	John Minor	Lucy Minor, Executrix	Will recorded in the Corporation Court, Fredericksburg, VA. She is sole devisee. Reference
Partition	V	380	5/27/1819	Mann Page (I)	Mary Page (widow)	Dower in 814 metes and bounds p near Rappahannock River
Partition	V	380	5/27/1819	Mann Page (I)	Mann Page, Sr. (II)	557.5 metes and bounds: Also 563 Rappahannock River
Deed	W	312	11/6/1820	Mann Page (II) and Robert C. Mann (III)	Lucy Minor, Executrix and Devisee of John Minor (dec.)	Reversion of 210 metes and bounds subject to dower of Mary, widow of Mann Page, the Younger, being same bought by Mary Harrison. Deed by Robt Patton, Commr. US Court in Richmond in Lloyd vs Page.
Deed	U	126	6/5/1815	Burr. Harrison and Mary W. Harrison Prince William County	John Minor	Reversionary interest in 210 metes and bounds after death of Mrs. Mann Page, Sr.; On Deep Run adjoining William Bernard from estate of Mann Page, Sr. (dec.) to said Mary [then Mary W. Page, widow of Mann Page, III (1749-1803) (dec.)] married Burr Harrison of Prince William County in 1815 (Reference in SCDB U:126, 6/5/1815)

TABLE A-6: CHAIN OF TITLE FOR SLAUGHTER PEN FARM (088-0254), SPOTSYLVANIA COUNTY, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed	S	365	9/2/1811	Mary W. Page	William Bernard	Reversionary interest in about 800 ac. Deep Run near Mannsfield known as Mrs. Page's Dower
Will	W-D C	200	10/13/1803	Mann Page (III)	Mary Page (wife), Lucy Page (daughter), John Taylor Page (son), Robert Carter Page (son), and Mann Page (son)	Mannsfield House to wife for life; Upper part Mannsfield between mouths of Deep & Hazel Runs on Rappahannock metes and bounds & 300 woodland to rear to Robt; Remainder of Mannsfield to Mann Page: Nassaponax to John: Mann to convey Nassaponax to John; Chattels to Maria
Deed	Q	18	2/2/1802	Mann Page, Sr. (II), and Mary Page	Mann Page, Jr. (III)	1462 metes and bounds Massaponax Run & forks, Roads to Fredericksburg & New Port. Deed made per order General Court, 5/4/1763
Deed	O	N/A	1/6/1795	Mann Page (of Spotsylvania Co.)	Thomas Colson (of Spotsylvania Co.)	Mann Page of Spots. Co. to Thomas Colson of same co. £1000 curr. Abt. 1180 a., part of a larger tract [from which several parcels have formerly been sold] in Spots. Co., etc., etc. Thos. Hughes, Littleton Goodwin, Jno. Baylor, Jas. Lewis, jr.; Robt. Mercer, Tho. Goodwin. 1/6/1795 (SCDB O: N/A)
Lease	L	N/A	1/1/1788	Mann Page (of Spots. Co.)	Roderick White (of Spots. Co.)	Lease. 210 acres in St. George Parish, Spotsylvania Co., etc., etc., 2100 lbs. tobacco yearly, etc., etc. No witnesses.
Will	W-E	387	4/19/1781	Mann Page (I)	Mann Page, Sr. (II)	All land in Spotsylvania, subject to life interest of his mother in Home place: Also Bull Run tract in Northern Neck
Unknown	N/A	N/A			John Pierson	

Source: Dovetail, 2016f.

APPENDIX D5

ARCHITECTURAL INTENSIVE INVESTIGATIONS

REPORT B

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

April 2018

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project

Report B

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project

(Report B)

DHR #2014-0666

by

Kerri S. Barile, Melissa Butler, Adriana T. Moss, Danae Peckler,
Heather Dollins Staton, Caitlin Sylvester, and Lenora Wiggs

Prepared for

Virginia Department of Rail and Public Transportation

600 E. Main Street, Suite 2102
Richmond, Virginia 23219

Prepared by

DC2RVA Project Team

801 E. Main Street, Suite 1000
Richmond, Virginia 23219

April 2018

April 20, 2018

Kerri S. Barile, Principal Investigator

Date

ABSTRACT

Dovetail Cultural Resource Group (Dovetail), as a member of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project Team and on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted an intensive-level architectural survey of the DC2RVA Project. The proposed Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666. Dovetail and the DC2RVA Team completed 16 reports detailing the results of the reconnaissance-level survey and coordinated the results with the DHR between 2015 and 2017.

Subsequent analysis included an investigation-level evaluation of architectural resources recommended potentially eligible for listing in the National Register of Historic Places (NRHP) during the reconnaissance-level survey that are located within the Preferred Alternative of the DC2RVA Project. The goals of this investigation were to: first, document the architectural and landscape features of the properties; second, gather archival data on the properties; and third, examine the physical and historical information collected within the appropriate context(s) to properly evaluate each property under established criteria for the NRHP. The fourth goal of this investigation was to propose NRHP boundaries for any property should it be recommended eligible for listing. Work on this project was conducted in 2017 and 2018, in accordance with relevant state and federal regulations as part of the compliance process established in Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800).

In total, the DC2RVA Project Team surveyed 52 historic architectural resources at the evaluation level, 21 of which are detailed in the current report (the remaining 31 resources are presented in two other intensive-level survey reports). Of those 21 resources, the DC2RVA Project Team is recommending that 15 are individually eligible for listing in the NRHP (100-0277, 029-5741, 016-0092, 016-0222, 016-0223, 016-0224, 016-0286, 016-5136, 016-5165, 042-5466, 042-0469, 042-5448, 043-0292-0001, 127-0344-0123, and 127-6129) while six (016-0270, 016-5129, 042-0468, 042-0470, 043-5636, and 127-0197) are recommended not individually eligible.

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1 INTRODUCTION

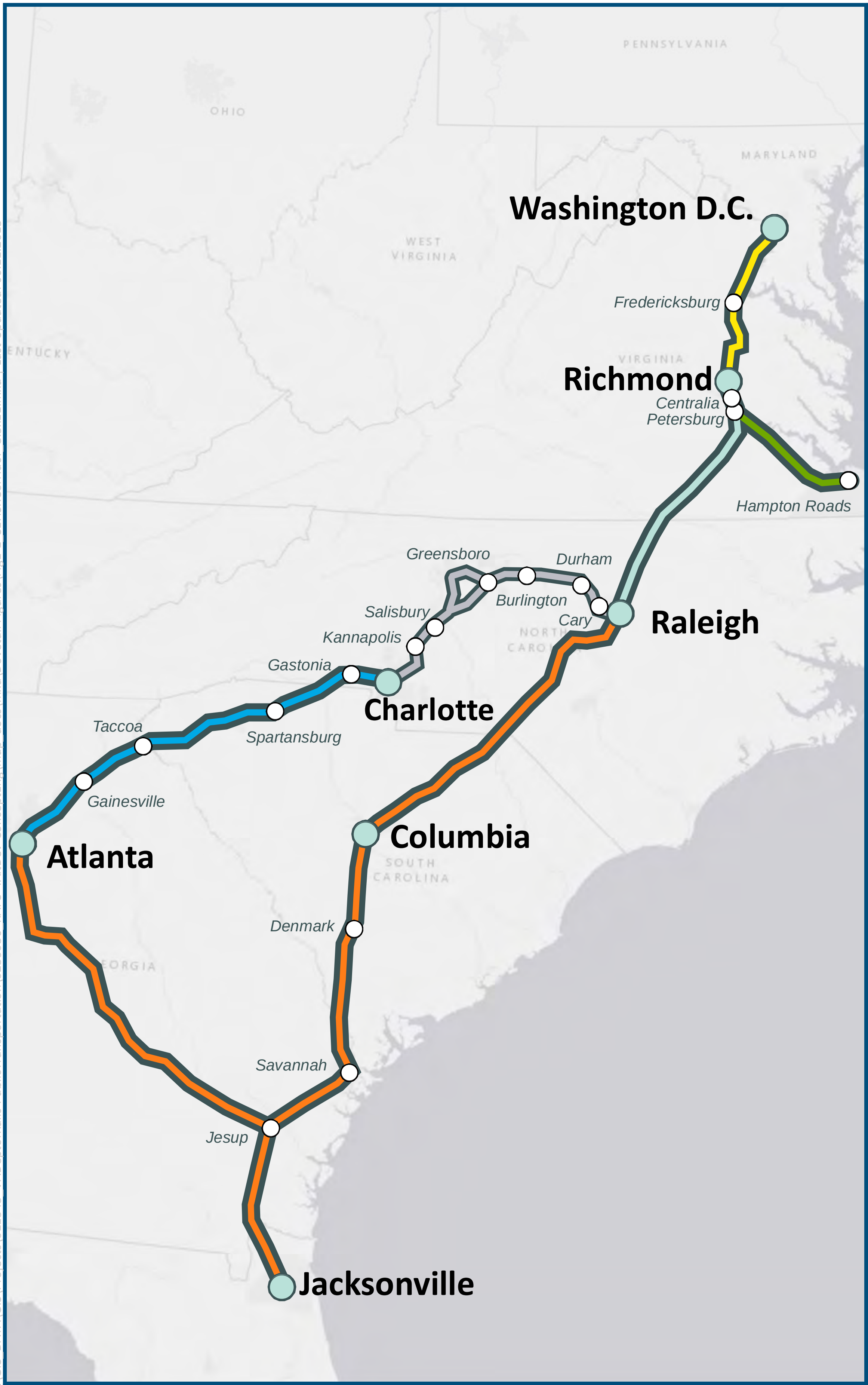
Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted an intensive-level architectural survey of resources along the Preferred Alternative of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project. The proposed Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666.

The FRA and DRPT propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the DC2RVA Project. The Project will deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors. The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor (Figure 1-1), which extends from Washington, D.C. through Richmond, VA; and from Richmond continues east to Hampton Roads (Norfolk), VA, and south to Raleigh, NC; and Charlotte, NC, and then continues west to Atlanta, GA, and south to Florida. The Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

The purpose of the SEHSR program, as stated in the 2002 Tier I Final Environmental Impact Statement (EIS) completed for the full SEHSR corridor, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte travel corridor. The purpose of the current Washington, D.C. to Richmond SEHSR project described here is to fulfill the purpose of the SEHSR Tier I EIS within this segment of the larger SEHSR corridor. The Project, by increasing rail capacity and improving travel times between Washington, D.C. and Richmond, will improve passenger train frequency, performance and reliability in the corridor, enabling intercity passenger rail to be a competitive transportation choice for travelers between Washington, D.C. and Richmond and beyond.

Given FRA's funding involvement and permitting through various other federal agencies, the DC2RVA project is required to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and the Act's implementing regulations under 36CFR800. Additionally, all cultural resource work was designed by DRPT and Dovetail to comply with the Virginia Antiquities Act (Code of Virginia § 10.1-2300) and guidelines and regulations promulgated by the DHR as necessary.

Previous Project studies included a reconnaissance survey of all alternatives under consideration, completed between 2015 and 2017. In September 2017, a DRPT-recommended Preferred Alternative was presented in the Draft EIS. DRPT's recommended Preferred Alternative was approved by the Commonwealth Transportation Board for recommendation to FRA in December 2017. Intensive-level architectural studies were therefore completed for above-ground resources determined to be potentially eligible by the DHR within the area of potential effects (APE) of the Commonwealth's recommended Preferred Alternative. The current report focuses on the results of the intensive-level investigations completed by Dovetail on 21 of the 52 architectural resources that comply with these study parameters, organized in the body of this report in geographical order from north to south. The remainder of the resources are detailed in separate reports (Table 1-1).


PENNSYLVANIA
OHIO
MARYLAND
WEST VIRGINIA
KENTUCKY
VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
Washington D.C.
Fredericksburg
Richmond
Centralia
Petersburg
Hampton Roads
Greensboro
Durham
Burlington
Cary
Raleigh
Salisbury
Kannapolis
Gastonia
Charlotte
Taccoa
Spartansburg
Gainesville
Atlanta
Columbia
Denmark
Savannah
Jesup
Jacksonville

0 40 80
Miles

1 inch=80 miles
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: 2014
ESRI World Light Gray Base

Southeast High Speed Rail (SEHSR) Segment Status

🟨	**Washington D.C. to Richmond** *Tier II EIS*
▬	**Richmond to Raleigh** *Tier II EIS*
▬	**Raleigh to Charlotte**
🟩	**Richmond to Hampton Roads** *Tier I EIS*
🟦	**Charlotte to Atlanta** *Tier I EIS*
🟧	**SEHSR Extended** *Feasibility Studies Complete*

Figure 1-1

Overview of the SEHSR Corridor

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1.1 PROJECT LOCATION

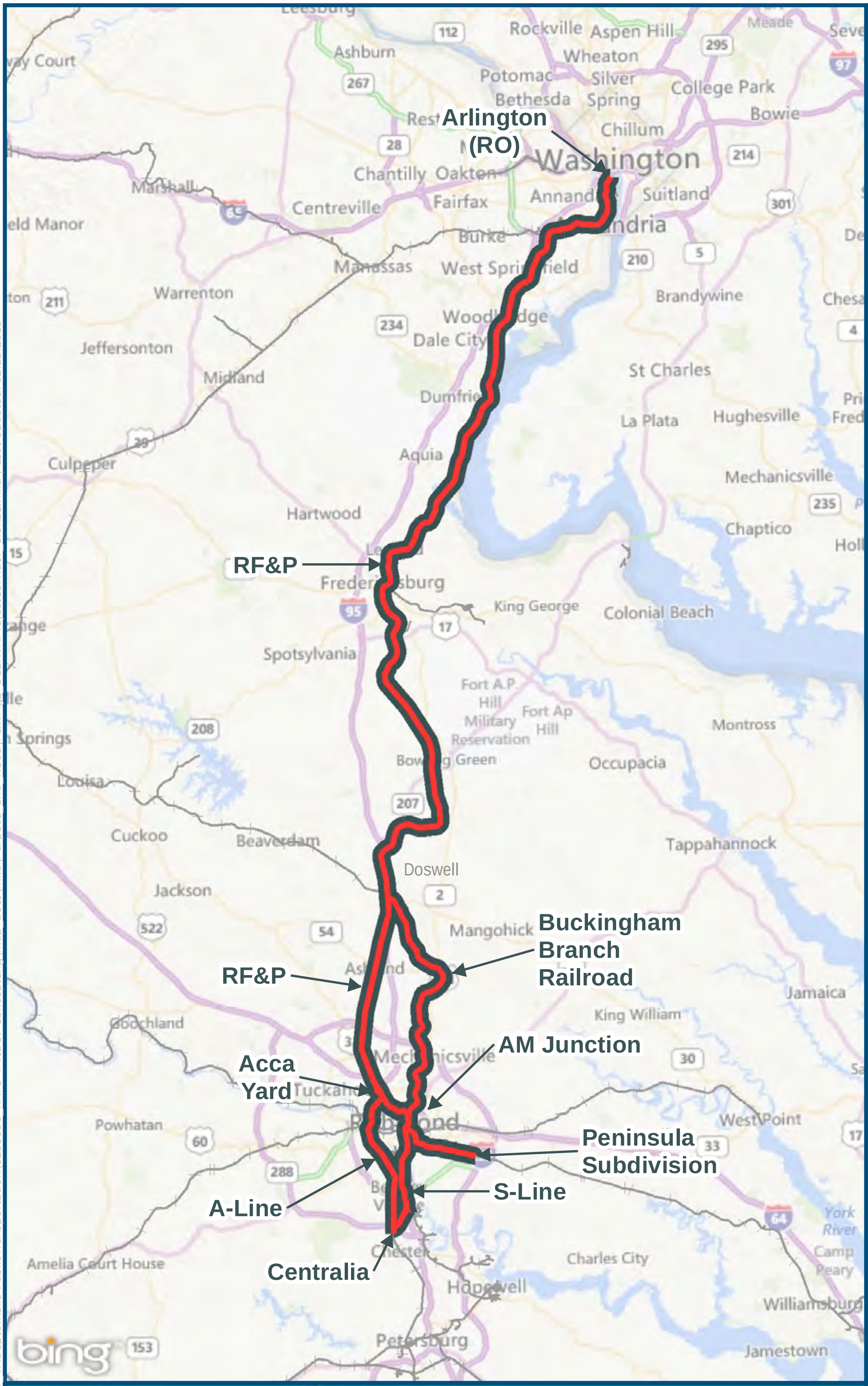
The Washington, D.C. to Richmond corridor spans approximately 123 miles along the existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA, to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County). For the purposes of conceptual engineering and environmental planning, the DC2RVA corridor has been subdivided into six Areas that correspond with improvements and alternatives, and as such have been named and numbered from north to south (Figure 1-2). At the northern terminus in Arlington, VA, the Project limit for infrastructure improvements ends at the southern approach to Long Bridge, a double-track rail bridge taking the rail corridor over the Potomac River; however, the northern terminus of Union Station in Washington, D.C. is used for ridership and revenue forecasting, as well as service development planning within the Project corridor. The southern terminus in Centralia is the junction of two CSXT routes that begin in Richmond and rejoin approximately 11 miles south of the city.

Proposed improvements are along CSXT-owned track and right-of-way, generally parallel to the I-95 corridor between northern Virginia and Richmond. From north to south, the project travels through the following counties and cities:

- Arlington County
- City of Alexandria
- Fairfax County
- Prince William County
- Stafford County
- City of Fredericksburg
- Spotsylvania County
- Caroline County
- Hanover County
- Henrico County
- City of Richmond
- Chesterfield County

In Arlington, the Project connects to existing CSXT track extending across the Potomac River on the Long Bridge into Washington, D.C. and Union Station, the southern terminus of Amtrak’s Northeast Corridor (NEC). At Centralia, the Project connects to both the Richmond to Raleigh segment of the SEHSR corridor and the Richmond to Hampton Roads segment of the SEHSR corridor.

The Washington, D.C. to Richmond segment is an integral part of the overall Washington, D.C. to Charlotte SEHSR corridor and provides a critical link between high speed intercity passenger service from Boston to Washington, D.C. and the southeastern United States.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RF&P
Buckingham Branch Railroad
RF&P
AM Junction
Acca Yard
Peninsula Subdivision
S-Line
A-Line
Centralia
Washington
Alexandria
Rockville
Bethesda
Silver Spring
College Park
Bowie
Chantilly
Oakton
Centreville
Fairfax
Annandale
Suitland
Manassas
West Springfield
Warrenton
Woodbridge
Dale City
Brandywine
Dumfries
St Charles
La Plata
Hughesville
Aquia
Culpeper
Mechanicsville
Hartwood
Chaptico
Fredericksburg
King George
Colonial Beach
Spotsylvania
Fort A.P. Hill Military Reservation
Fort Ap Hill
Montross
Bowling Green
Occupacia
Louisa
Cuckoo
Beaverdam
Tappahannock
Doswell
Jackson
Mangohick
Ashland
Jamaica
King William
Goochland
Mechanicsville
Tuckahoe
Richmond
West Point
Powhatan
Chester
Charles City
Amelia Court House
Hopewell
Williamsburg
Petersburg
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Miles

1 inch=14 miles
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: 2015 Bing Maps
Road (Microsoft Corporation
and its data suppliers)

Legend

🟥	DC2RVA Project Corridor
┼	Virginia Rail Lines

Figure 1-2

DC2RVA Project Corridor

1.2 PROJECT DESCRIPTION

The DC2RVA project will include specific rail infrastructure improvements and service upgrades intended to improve the travel time, service frequency, and on-time performance of passenger trains operating between Washington, D.C. and Richmond, VA. Specific improvements to the existing rail infrastructure between Arlington, VA, and Centralia, VA include:

- Corridor-wide upgrades to existing track and signal systems to achieve higher operating speeds, including curve realignments, higher-speed crossovers between tracks, passing sidings, and grade crossing improvements.
- Corridor-wide improvements to train operating capacity to achieve higher passenger train service frequency and reliability, including an additional main track along most of the corridor, and additional controlled sidings, crossovers, yard bypasses and leads, and other capacity and reliability improvements at certain locations.
- Station and platform improvements for Amtrak and Virginia Railway Express (VRE) stations.

The Tier II EIS being completed for the Project will assess the environmental impacts of these improvements and identify ways to avoid, minimize, or otherwise mitigate such impacts.

Studies in support of the Project address passenger and freight rail operations and service between Union Station in Washington, D.C. and Richmond and beyond, but the Project does not include physical improvements to the Long Bridge across the Potomac River or to rail infrastructure within Washington, D.C. Other projects will address improvements to the rail infrastructure north of Arlington and south of Centralia along the SEHSR corridor.

1.3 CURRENT STUDY

The DC2RVA Team has been conducting reconnaissance-level architectural studies for the entire 123-mile DC2RVA corridor since December 2014. To date, the findings have been detailed in 16 reports. Between January 29, 2016, and March 1, 2017, DHR concurred with the DC2RVA team's recommendations on these 16 reports. In addition, subsequent reconnaissance-level architectural studies are ongoing in areas where the limits of disturbance have been modified since the original work, and the preliminary results have been shared by the DHR to solicit feedback. Through all efforts, it was determined that 54 resources within the Commonwealth's Preferred Alternative should be the subject of intensive study to determine NRHP eligibility (Table 1-1). After communication with the DHR in April 2018, it was determined that two (111-0132-0507 and 166-0033) of the 54 resources should be recommended not eligible as part of the reconnaissance-level survey, and intensive-level survey should be conducted on the remaining 52 resources (Marc Holma, personal communication 2018). This report includes the results of the intensive-level investigations on 21 of the 52 resources (Report B) (See Figures 1-3 through 1-9.) The remaining 31 resources are presented in two associated reports (Report A and Report C).

Documentation and research for this project were conducted in accordance with relevant state and federal guidelines as part of the compliance process established in Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). Fieldwork and archival research was completed between March 2017 and February 2018. During this period, DHR records were consulted and various municipal and private repositories, including land and tax records, as well as historical and genealogical societies were visited. A background literature and records review of the architectural APE at the DHR was conducted as part of the reconnaissance survey completed during the previous architectural studies for the Project (e.g., Anderson and Staton 2016; Staton and Lesiuk 2015, etc.).

TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT

DC2RVA Corridor Area	DHR ID	Name/ Description	City/ County
2	029-5741	Hannah P. Clark House/ Enyedi House, 10605 Furnace Road	Fairfax County
2	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria
2	100-5341	East Rosemont Historic District	City of Alexandria
2	500-0001-0022	Richmond, Fredericksburg, & Potomac (RF&P) Railroad Bridge over Occoquan River	Prince William County
3	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg
3	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg
3	111-0013/ 111-0132-0508	Chancellor House, 300 Caroline Street	City of Fredericksburg
3	111-0023	Dixon House, 401–403 Sophia Street	City of Fredericksburg
3	111-0038/ 111-0132-0509	Hackley-Monroe House/ James Monroe House/ Joseph Jones House, 301 Caroline Street	City of Fredericksburg
3	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg
3	111-0132-0020	Purina Tower Complex, 401–403 Charles Street	City of Fredericksburg
3	111-0132-0025	Rappahannock River Railroad Bridge	City of Fredericksburg
3	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg
3	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg
3	111-0132-0522	George Aler House/Duplex, 314–316 Frederick Street	City of Fredericksburg
3	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg
3	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail	Spotsylvania County
4	016-0092	Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County
4	016-5129	Woodford Historic District	Caroline County
4	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County
4	016-0223	First Woodford Post Office, Lake Farm Road	Caroline County

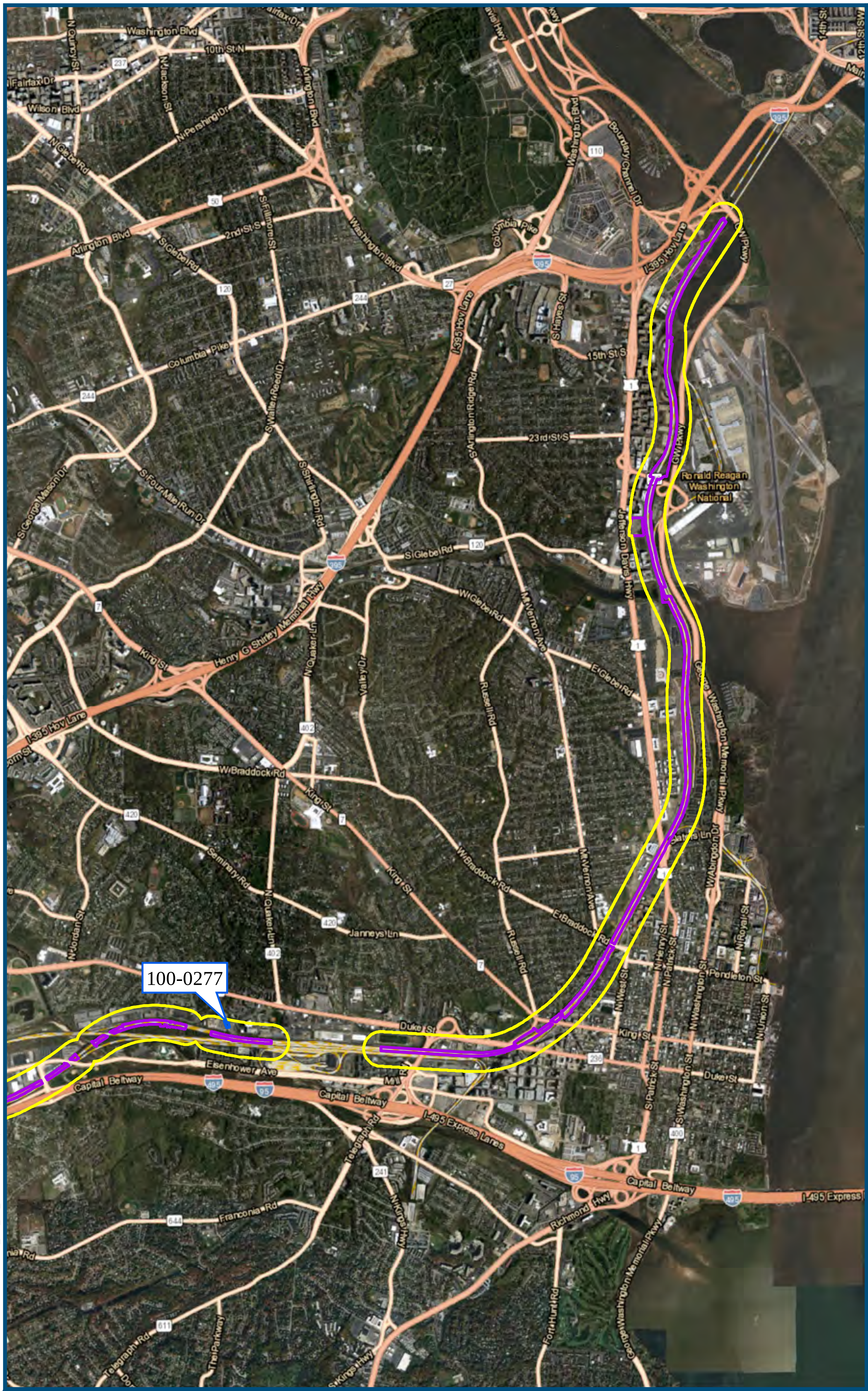
TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT

4	016-0224	Glenwood House, 11102 Woodford Road	Caroline County
4	016-5136	Milford Historic District	Caroline County
4	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County
4	016-0286	Coghill-Jeter Store and House/ Coleman's Store, 22275 Penola Road	Caroline County
4	016-5165	Excelsior Industry of Caroline County Historic District	Caroline County
4	042-5466	Doswell Depot and Tower, 10577 Doswell Road	Hanover County
4	042-0468	Doswell Inn, 10567 Doswell Road	Hanover County
4	042-0469	Tri-County Bank-Doswell Branch, 10561 Doswell Road	Hanover County
4	042-0470	Darnell Store, 10570 Doswell Road	Hanover County
4	042-5448	Doswell Historic District	Hanover County
5	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County
5	042-0420	Sinton House, 12081 Holly Oaks Lane	Hanover County
5	042-0557	Farmstead/ Dry Bridge, 10411 Old Bridge Road	Hanover County
5	042-5048	Elmont Historic District	Hanover County
5	166-5073	Berkleytown Historic District	Hanover County
5	166-5073-0010	Dabney Funeral Home, 600 B Street	Hanover County
5	166-5073-0024	Hanover County School Board, 200 Berkley Street	Hanover County
5	043-0693	Mill Road Historic District	Henrico County
5	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County
6	043-0292-0001	Robert Stiles Building/ Main Building of the Laurel Industrial School, 2900 Hungary Road	Henrico County
6	043-5636	RF&P Paint Shop, 2260 Dabney Road	Henrico County
6	127-0197	Philip Morris Leaf Storage Warehouse, 1717-1721 East Cary Street	City of Richmond
6	127-0344-0102	Loving's Produce Company, 1601–1605 East Grace Street	City of Richmond
6	127-0344-0123	Railroad Youth Men's Christian Association (YMCA), 1552 East Main Street	City of Richmond
6	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond

TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT

6	127-6129	Winfree Cottage, East Franklin Street	City of Richmond
6	127-6792	Southern Railway Segment	City of Richmond
6	127-6793	Chesapeake & Ohio Railroad Segment	City of Richmond
6	127-6840	The City of Richmond Department of Public Works Maintenance Yard, 2728 Hermitage Road	City of Richmond
6	127-6883	Gilpin Court Apartment Complex, Charity Street West/ St. Peter Street	City of Richmond
all	500-0001	Richmond, Fredericksburg, & Potomac (RF&P) Railroad Historic District	Multiple

Source: Dovetail 2018.
Note: Resources are presented from north to south. Resources highlighted in blue are included in this report. All non-highlighted resources will be detailed in separate reports.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Boundary Channel Dr
GW Pkwy
Jefferson Davis Hwy
George Washington Memorial Pkwy
Henry G Shirley Memorial Hwy
King St
W Braddock Rd
E Braddock Rd
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Duke St
Eisenhower Ave
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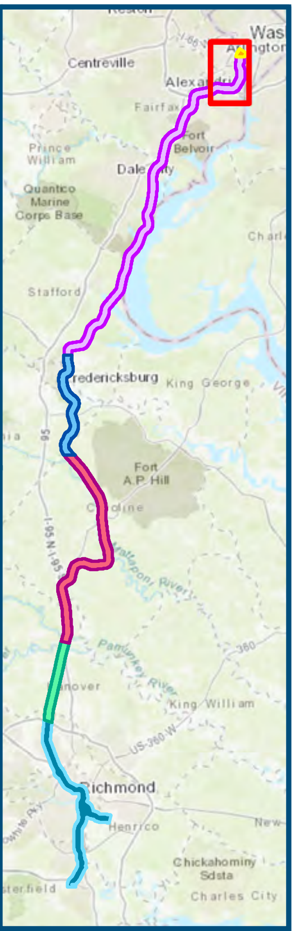
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Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
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Pamunkey River
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Richmond
Henrico
Chickahominy Sdsta
Charles City
New Kent

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟦 Resource Boundary

Figure 1-3
DC2RVA Project Corridor
Showing Phase II
Properties Within Current
Report from North to
South
(Map 1 of 7)

03/2018

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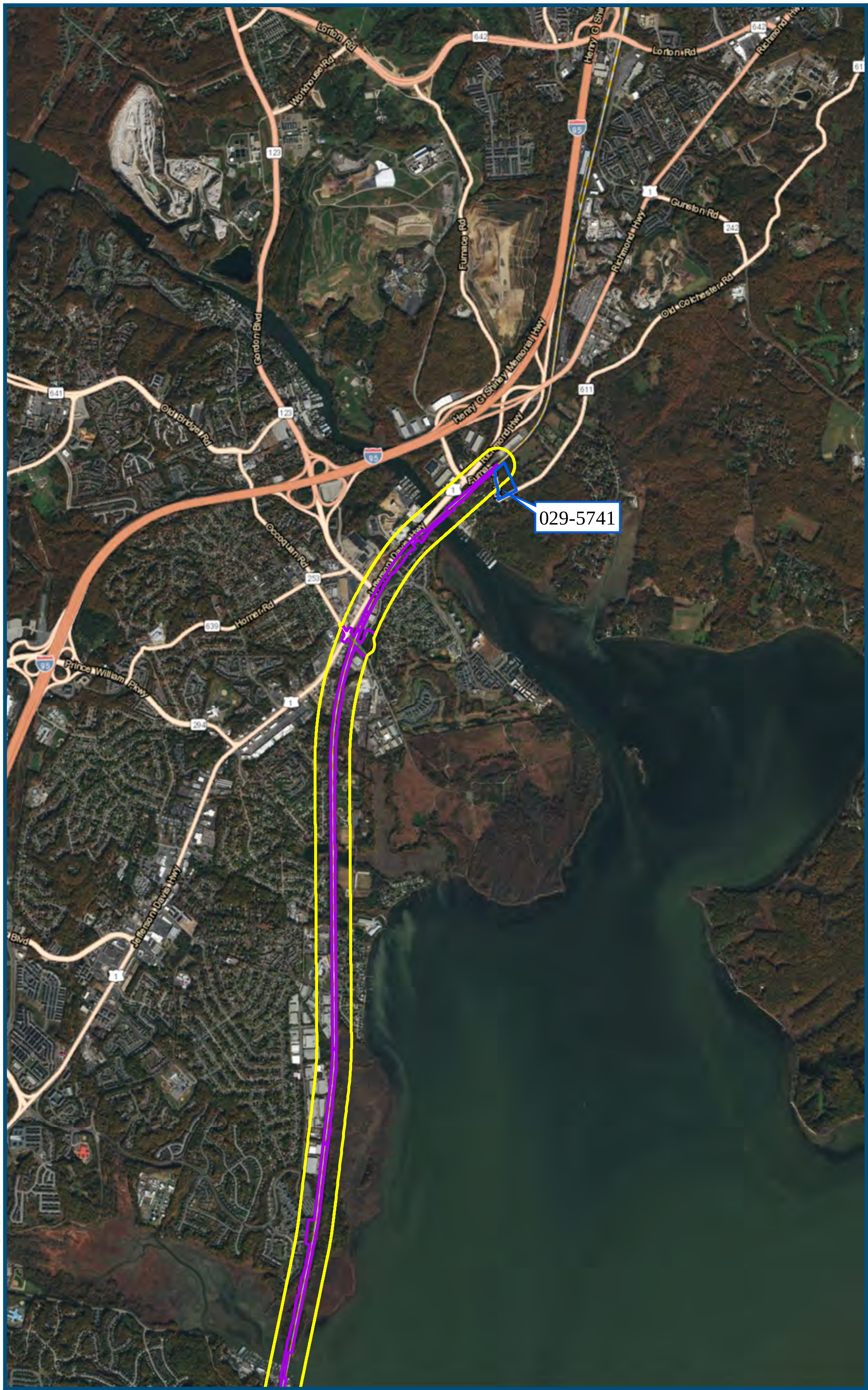
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Old Colchester Rd
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Old Bridge Rd
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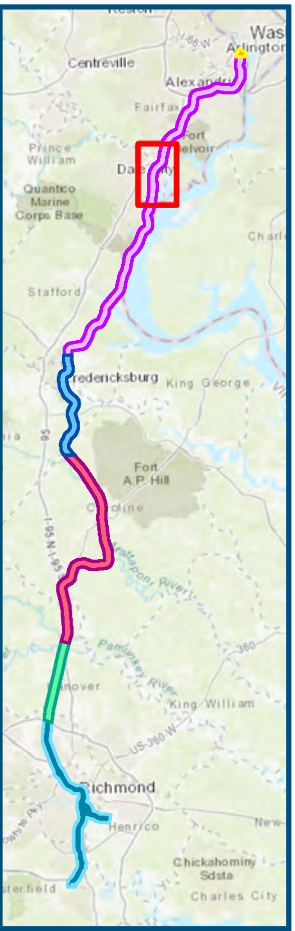
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Projection: Lambert Conformal Conic
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North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟦 Resource Boundary

Figure 1-4
DC2RVA Project Corridor Showing Phase II Properties Within Current Report from North to South
(Map 2 of 7)

03/2018

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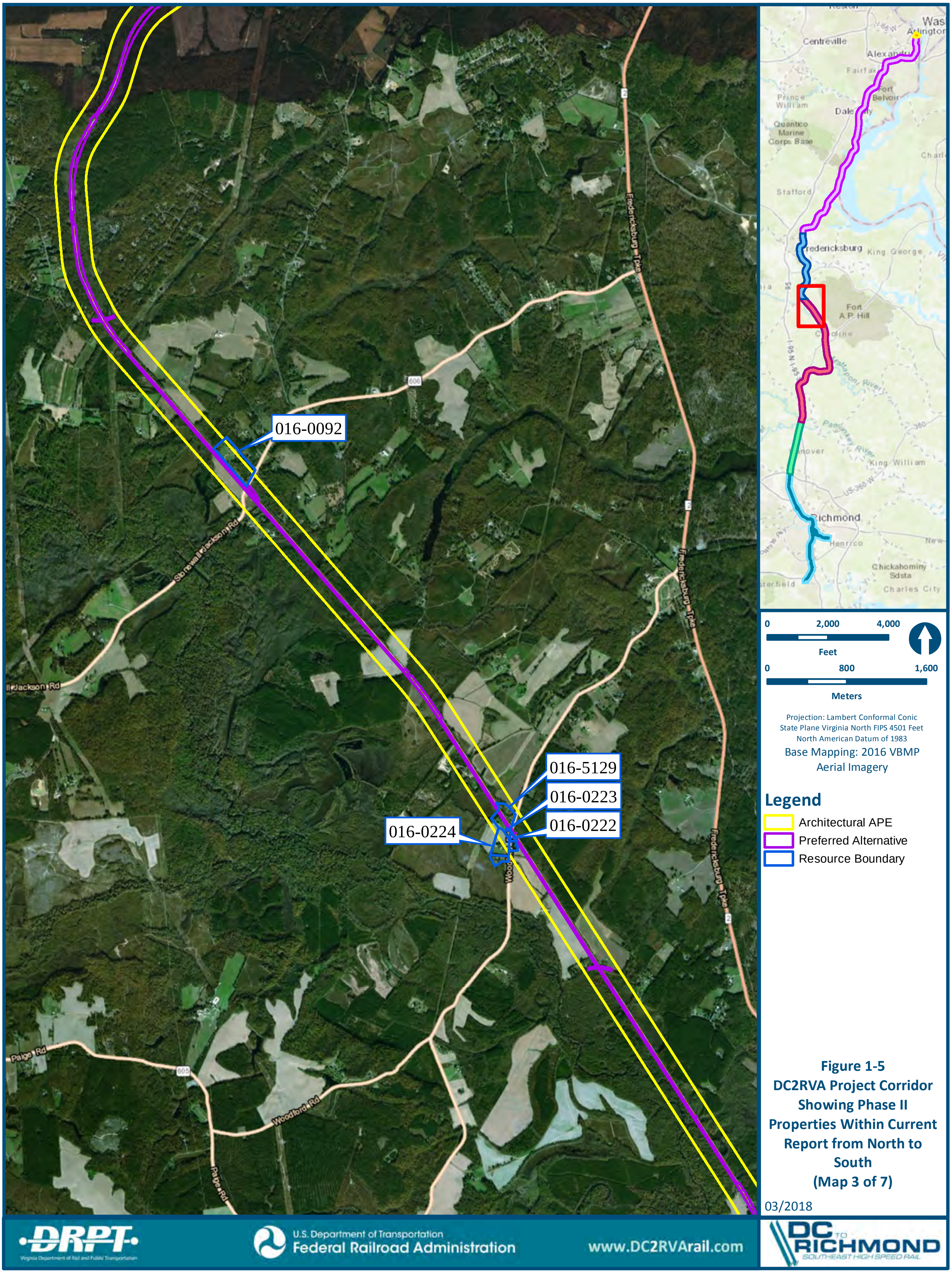
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Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
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Mattaponi River
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery
Legend
Architectural APE
Preferred Alternative
Resource Boundary

Figure 1-5
DC2RVA Project Corridor Showing Phase II Properties Within Current Report from North to South
(Map 3 of 7)

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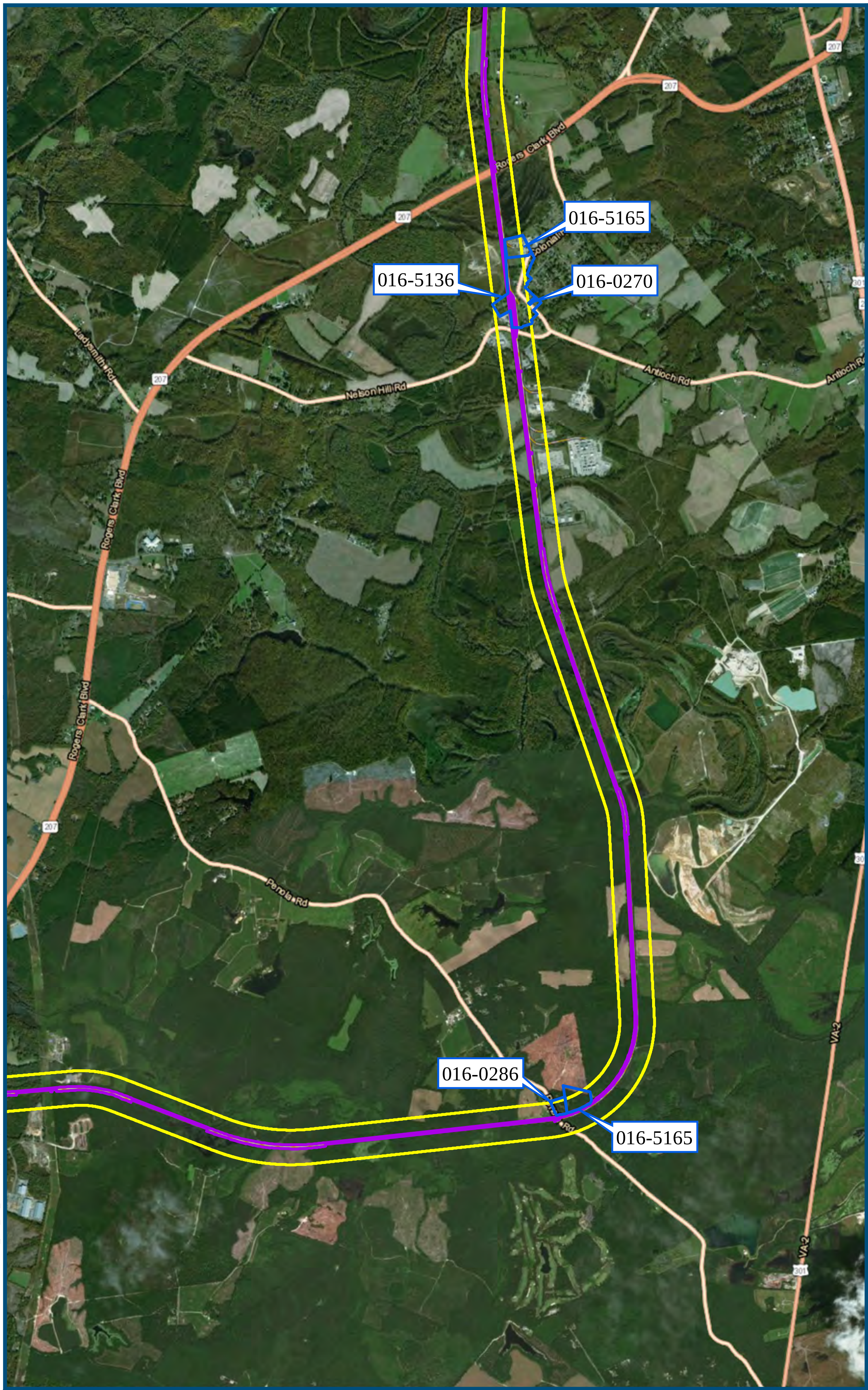
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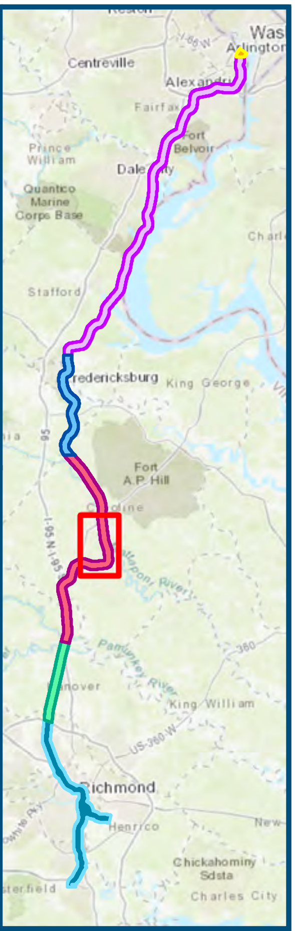
301
VA-2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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟦 Resource Boundary

Figure 1-6
DC2RVA Project Corridor
Showing Phase II
Properties Within Current
Report from North to
South
(Map 4 of 7)

03/2018

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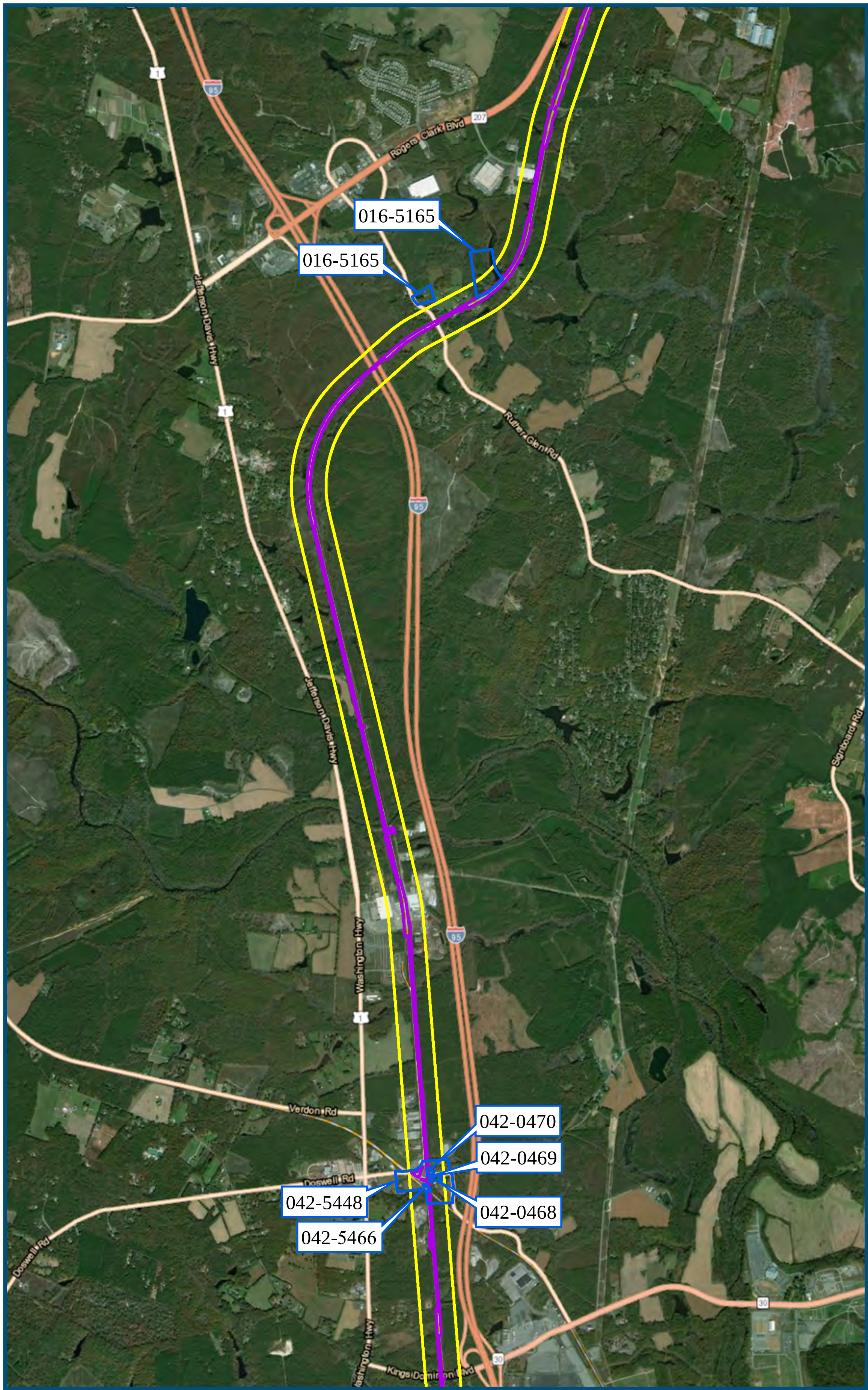
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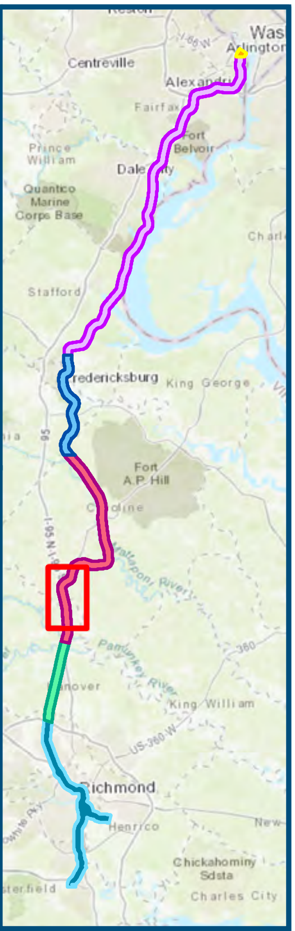
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Projection: Lambert Conformal Conic
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North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟨	Architectural APE
🟪	Preferred Alternative
🟦	Resource Boundary

Figure 1-7
DC2RVA Project Corridor
Showing Phase II
Properties Within Current
Report from North to
South
(Map 5 of 7)

03/2018

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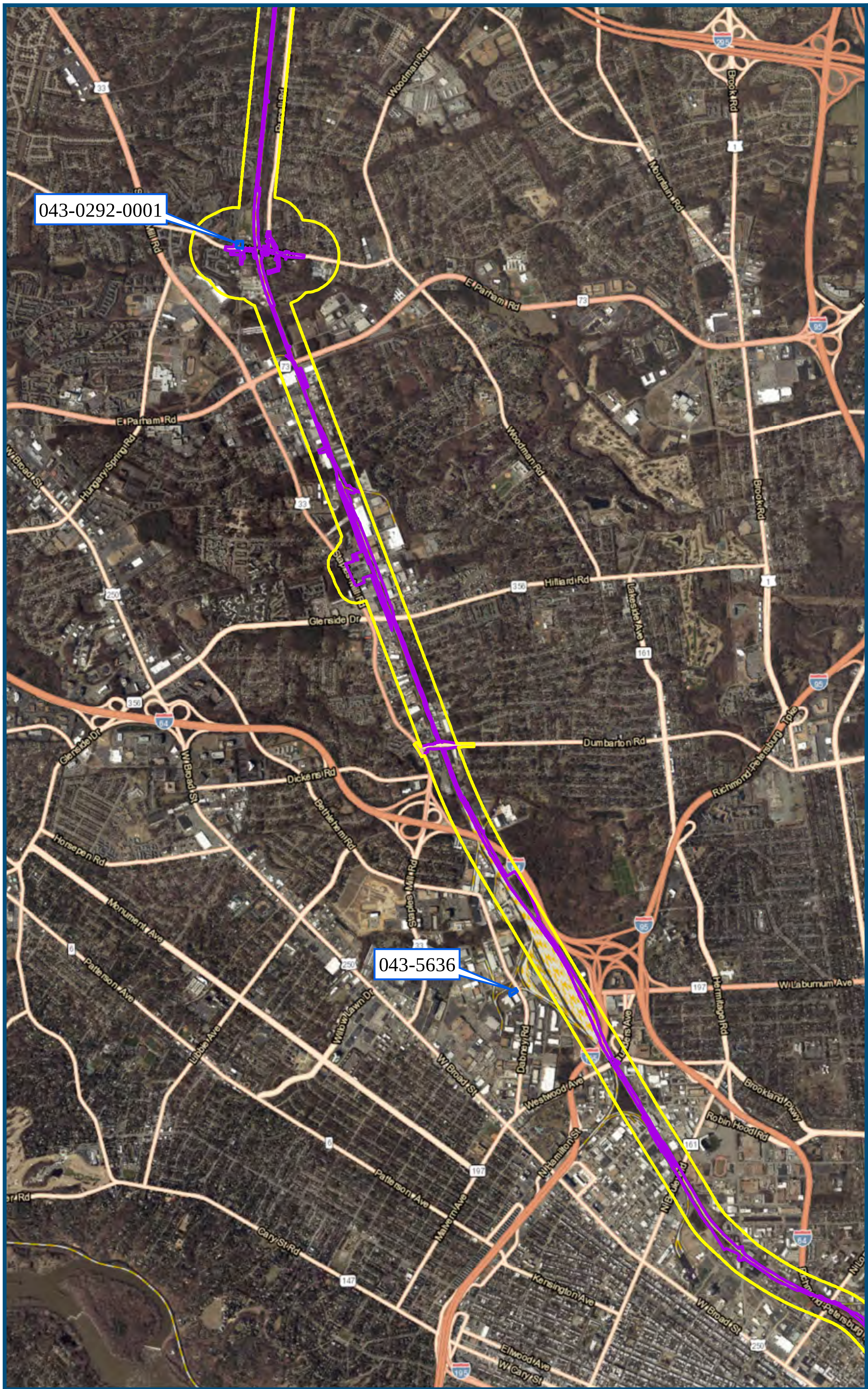
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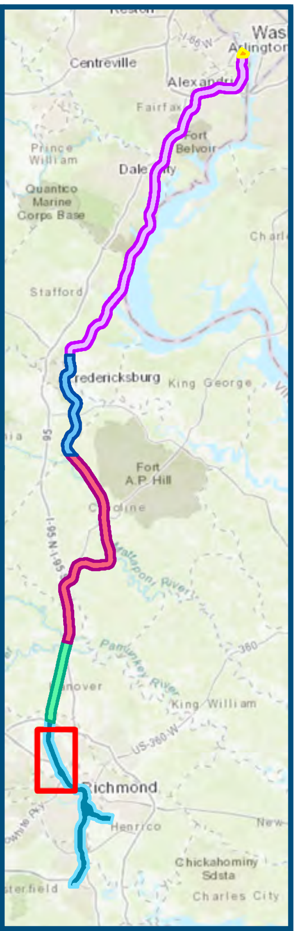
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟨	Architectural APE
🟪	Preferred Alternative
🟦	Resource Boundary

Figure 1-8
DC2RVA Project Corridor
Showing Phase II
Properties Within Current
Report from North to
South
(Map 6 of 7)

03/2018

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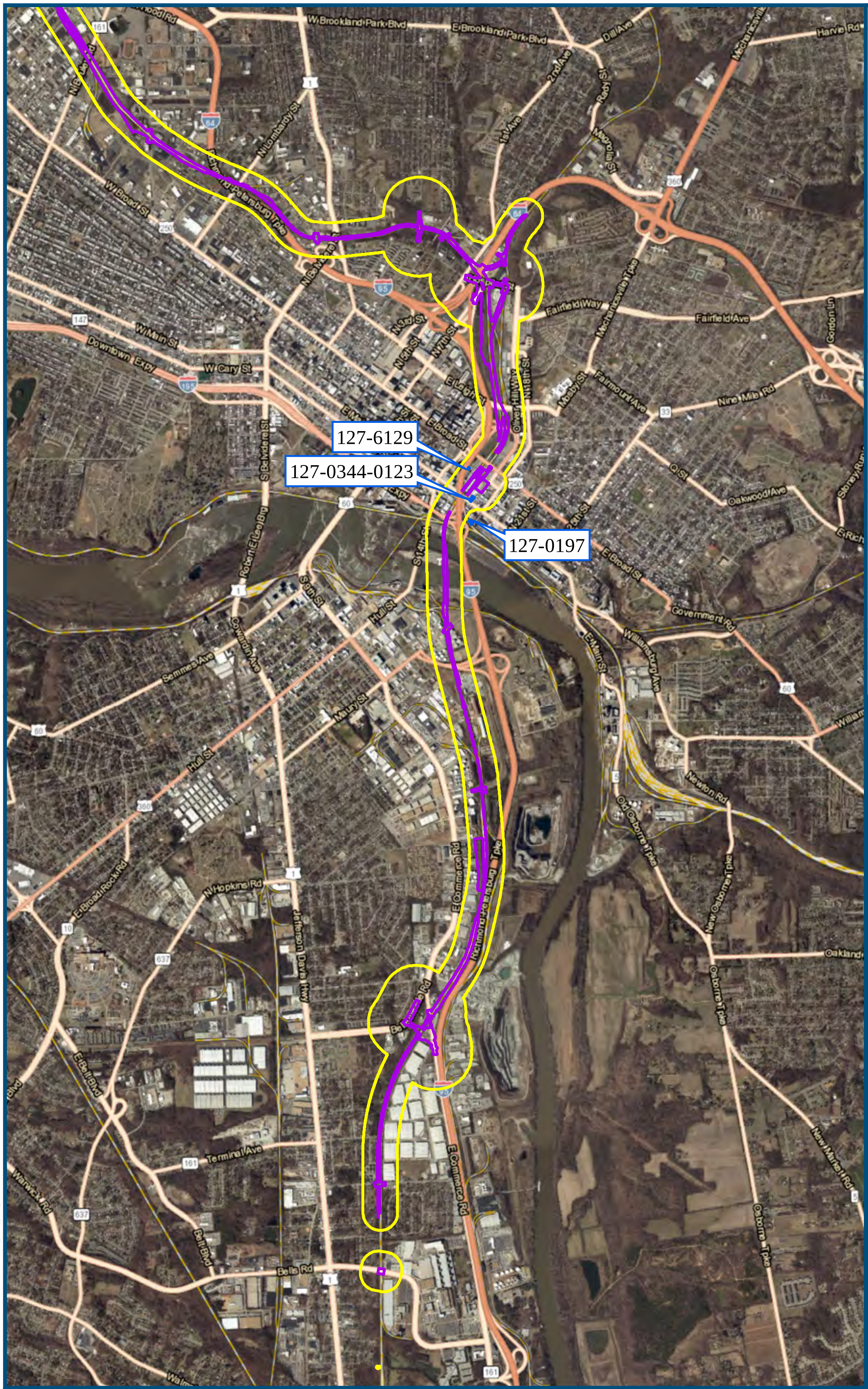
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1st Ave
Magnolia St
Fairfield Way
Fairfield Ave
Gordon Ln
W Main St
Downtown Expy
W Cary St
N 3rd St
N 7th St
E Leigh St
Oliver Hill Way
N 18th St
Mosby St
Fairmount Ave
Nine Mile Rd
S Belvidere St
O St
Oakwood Ave
Stoney Run
E Broad St
Robert E Lee Brg
Semmes Ave
Cowardin Ave
Hull St
Maury St
Government Rd
Williamsburg Ave
E Main St
Newton Rd
Old Osborne Tpke
E Broad Rock Rd
N Hopkins Rd
Jefferson Davis Hwy
E Commerce Rd
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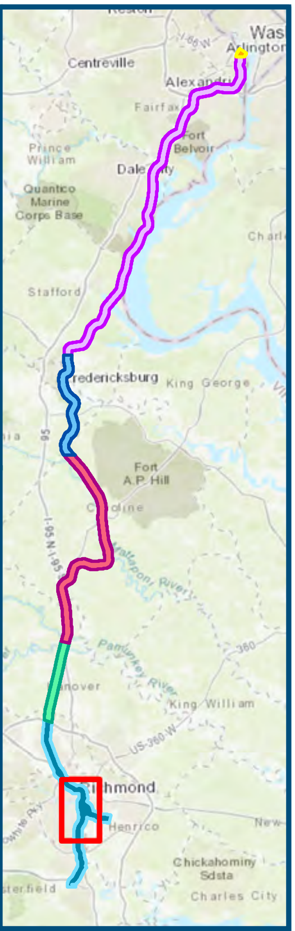
Bells Rd
New Market Rd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Chesterfield

0 1,400 2,800
Feet

0 570 1,140
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

▭	Preferred Alternative
▭	Architectural APE
▭	Resource Boundary

Figure 1-9
DC2RVA Project Corridor Showing Phase II Properties Within Current Report from North to South
(Map 7 of 7)

03/2018

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2 METHODOLOGY

The architectural investigation for the DC2RVA Project was conducted to examine any historic buildings, objects, or districts over 48 years in age for NRHP eligibility concurred by DHR to be potentially eligible for listing in the NRHP. Each potentially eligible resource was evaluated with regard to NRHP Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values. As part of the current survey, these architectural resources were not evaluated under Criterion D for its potential to yield information important in history. Additionally, each resource's integrity was addressed through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association. Criteria considerations were taken into account only where necessary. This report meets the standards set forth by the DHR's architectural survey manual (DHR 2017).

Field recordation included an in-depth physical examination of each resource, including the interiors when accessible; digital photographs documenting the primary elevation, oblique angles, occasionally interiors, and general setting; detailed site plans of the property and floor plans were prepared when applicable. Archival research on each resource was conducted at land record repositories for various municipalities, historical and genealogical societies, online repositories of historic records, local libraries, and the Library of Virginia.

After the architectural fieldwork, research, and evaluation was completed, the Project Team prepared separate Virginia Cultural Resource Information System (V-CRIS) forms and accompanying documentation for each recorded property in accordance with DHR policies and practices. Each V-CRIS packet includes a V-CRIS form, site plan, set of hard-copy color photographs, and a CD of digital photos for each property to meet with the current DHR standards (DHR 2017).

3 SURVEY RESULTS

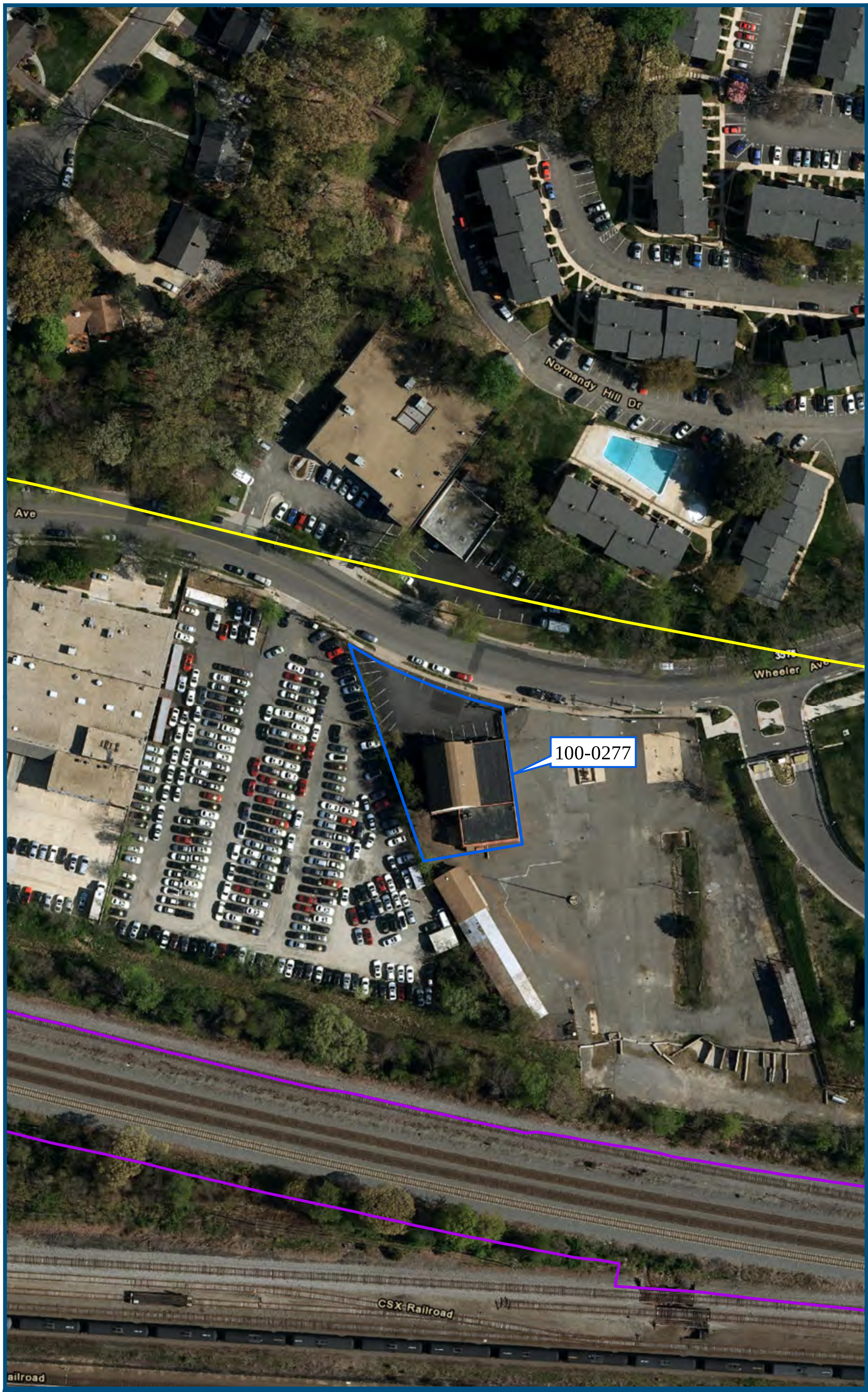
Dovetail completed intensive-level architectural investigations on 52 resources potentially eligible for the NRHP, 21 of which are detailed in the following chapter. The remainder of the resources is examined in separate reports.

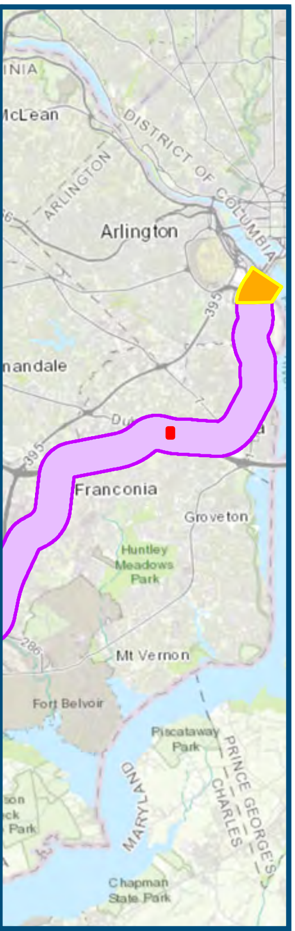
3.1 PHOENIX MILL (100-0277)

The Phoenix Mill, currently used as an office building for a self-storage facility, is located at 3640 Wheeler Avenue in the City of Alexandria, Virginia (Figure 3-1). The former mill sits upon a parcel containing approximately 2 acres on the south side of Wheeler Avenue in the southeastern part of the city with the existing railroad bed located immediately south of the property. The building is situated in the property's northwest corner, facing, and minimally setback from, Wheeler Avenue and the public concrete walkway that lines the road. The building is immediately surrounded by a paved-asphalt parking lot to the north, east, and south. Metal, chain link fencing lines the property boundaries to the west, south, and east, and the eastern two-thirds of the property is enclosed in fencing due to new construction. The property is accessed by two vehicular entrances from Wheeler Avenue, one in the northwest corner and another in the northeast corner. A contemporary French drain composed of stones runs north-south along the southwest elevation of the building. During the 2018 DC2RVA intensive-level survey, the boundaries for this resource were restricted to the parcel on which the main mill building sits. Upon closer inspection, the DC2RVA Team determined that new construction and parking lots adjacent to the mill building diminish the historic integrity of this resource and have no known historical connection, and as such, the team restricted its boundaries to include the mill building, drain, and immediate landscaping.

3.1.1 Historic Context

The area in which the former Phoenix Mill is located was once part of Fairfax County and then was annexed by the City of Alexandria in the 1950s. The earliest record of the mill dates to February 1777, when George Gilpin requested a survey of a 1-acre parcel specifically condemned for the construction of a mill on Holmes Run, which extended north to northwest from Cameron Run and fed into Hunting Creek (Figure 3-2) (Fairfax County Deed Book [FCDB] M-1:321). During his lifetime, Gilpin had a number of occupations, one of which was a wheat merchant. Alexandria and the area surrounding it was one of the leading centers for flour production during the late-eighteenth century, and Gilpin followed a trend at that time when a number of mills were petitioned for or built throughout Fairfax County and the City of Alexandria (Netherton et al. 1978:80). In 1770, he was appointed city inspector of flour in Alexandria and was given that position again in 1775 and 1781 through 1785 (Bedini 1998).


Ave
Normandy Hill Dr
3570 Wheeler Ave
100-0277
CSX Railroad
ailroad


INIA
McLean
DISTRICT OF COLUMBIA
ARLINGTON
Arlington
395
nandale
395
Franconia
Groveton
Huntley Meadows Park
286
Mt Vernon
Fort Belvoir
Piscataway Park
MARYLAND
PRINCE GEORGE'S
CHARLES
Chapman State Park

0 60 120
Feet

0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟨 Architectural APE
- 🟪 Preferred Alternative
- 🟦 Resource Boundary

Figure 3-1
Location Of The Phoenix Mill (100-0277)

03/2018

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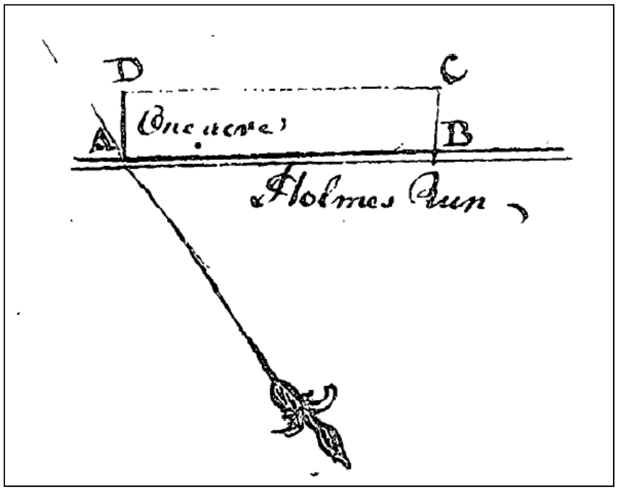


FIGURE 3-2: SURVEY OF 1 ACRE CONDEMNED FOR A MILL BY THE REQUEST OF GEORGE GILPIN IN 1777 (FCDB M-1:321)

Gilpin and his partner, William Hartshorne, were dual owners of the condemned 1 acre of land as well as an adjoining 236 acres (FCDB B-2:297, M-2:141–146). It is unclear when Gilpin abandoned the partnership with Hartshorne, though in 1812, Hartshorne was forced to publicly sell the property after defaulting on a mortgage (FCDB M-2:141–146). In an advertisement placed in the *Alexandria Gazette*, the mill and farm occupied by William Hartshorne, "by the name of Strawberry Hill, situated Holmes Run, and the Little River Turnpike [Route 236]," contained 236 acres. Of that land, 50 acres was used for timber and 70 acres was pasture watered by the creek and mill (Alexandria Gazette 1812). Along with a two-story frame dwelling, stables, and a stone springhouse—all which are longer extant—the brick mill was advertised to be "55 feet by 45, four stories high with three pair of large Burr and one pair of country Mill Stones, capable of manufacturing ten thousand barrels of flour annually. The stream is large and constant, and affords a fall sufficient for water wheels 19 feet in diameter" (Alexandria Gazette 1812).

Thomas Wilson of Jefferson County purchased the 236-acre mill and farm tract for $11,460.66 in September 1812 (FCDB M-2:141–146). Less than 10 years later in 1821, Wilson died and willed the property, which he named Phoenix Mill, to be evenly divided amongst his children whom subdivided it shortly thereafter in 1825 (FCDB S-2:387–392, U-2:407–418). After several Chancery Court cases between the siblings, beginning in May 1839 and continuing through 1849, 56 acres, including the mill from the original 236-acre tract descended to John H. Brown, son of William Brown and a daughter of Thomas Wilson, as captured in a 1860s detailed map of Virginia where the mill building is noted as "Brown's Mill" (Figure 3-3) (Fairfax County Chancery Case 1849; United States Army Corps of Engineers 1860s). This case occurred during a pivotal time in the development of the area of Fairfax and Alexandria. The Orange and Alexandria Railroad was charted in May 1848 to run from Alexandria west towards Gordonsville, crossing through the southern part of Fairfax County immediately south of the mill (Johnson, III 2004:1). Construction on the rail corridor began in 1850 and ended in 1854.

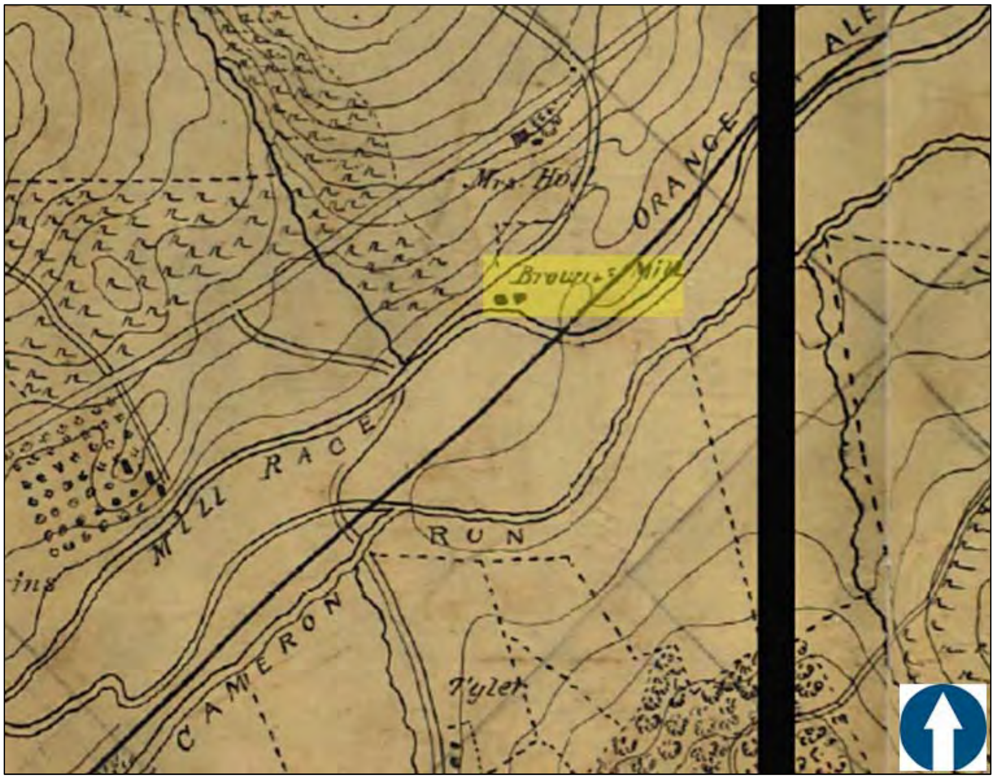


FIGURE 3-3: PHONEIX MILL, CALLED BROWN'S MILL AT THE TIME, IN A CIRCA 1860 MAP OF NORTHERN VIRGINIA SHOWING THE NEW ORANGE AND ALEXANDRIA RAILROAD IMMEDIATELY SOUTH (UNITED STATES ARMY CORPS OF ENGINEERS 1860S) (MAP NOT TO SCALE)

Brown sold the property, described as "Old Dominion Mills" in the indenture, to John M. Johnson of Alexandria in 1888, and it was transferred again in 1896 to Frank M. Hill (FCDB H-5:52–53, X-5:303–305). In 1903, Frank Hill and his wife, Elizabeth R., conveyed the 56-acre Phoenix Mill tract and an addition 27-acre tract on Holmes Run (Route 236) to Charles Branner Cockrell for $7,000 (FCDB L-6:659–662). Charles Cockrell invested a significant amount of funds into making the property a "first class mill again and [to] run a lucrative business as a miller" (Lundegard 2009). Cockrell, a corn famer who lived at Strawberry Hill, brought a case against the Southern Railway Company, who acquired a large tract in Fairfax known as Meadow Farm. Meadow Farm had two water sources that supplied water to the mill: Back Lick Run and Holmes Run. The agent for the rail company was planning to divert one of the water sources away from the mill and render the mill useless; however, the case was dismissed by motion of Cockrell when satisfactory adjustment was made outside of court. In 1922, Cockrell conveyed 3.32 acres partitioned from the larger 56-acre tract to Patrick and Kate M. Cullenton, which reflects the property shape today (Figure 3-4) (FCDB A-9:31–32).

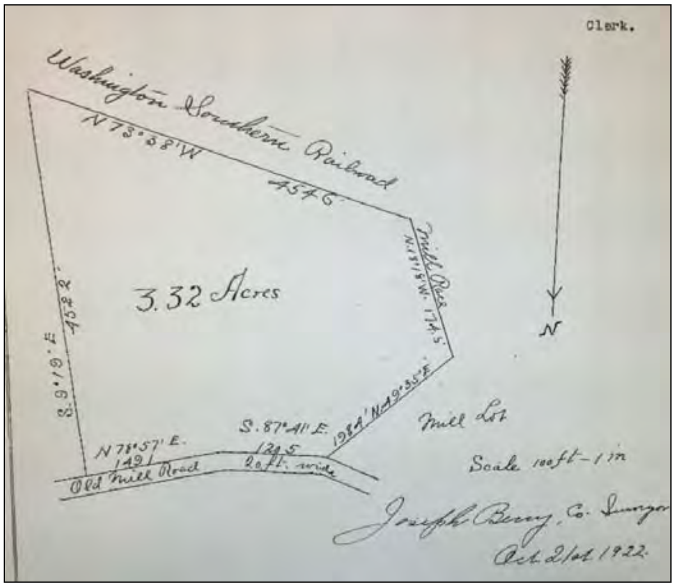

Clerk.
Washington Southern Railroad
N 73°38'W
457.6
3.32 Acres
S. 9°19' E
452.2
Mill Race
N.15°18'W. 174.5'
N
198.4' N 49°35' E
Mill Lot
S. 87°41' E.
124.5
N 78°57' E.
149.1
Old Mill Road
20 ft. wide
Scale 100 ft – 1 in
Joseph Berry, Co. Surveyor
Oct. 21st 1922.

FIGURE 3-4: 1922 PLAT OF MILL PROPERTY (FCDB A-9:31–32)

The property changed hands several times during the early- to mid-twentieth century remaining fairly unmodified until the 3.32-acre tract was conveyed Samuel Joseph "Joe" Bell in 1958 (Figure 3-5) (City of Alexandria Deed Book [CADB] 355:73; FCDB 503:289–290, 761:97). Bell, a native of Arlington, founded the S. J. Bell Construction Company in 1947 which specialized in the installation of underground utility lines in the Northern Virginia area, and he also was involved in property investing (Levy 1994). In the 1970s, the company partnered with the Bellane Industrial Corporation and the Industrial Maintenance Corporation, all of which Bell owned a portion of, and transferred the tract to Industrial Maintenance Corporation (CADB 751:603–608, 810:296–305, 882:659-665). Joe's brother, Charles R. Bell, who acted as secretary to Samuel Bell's companies, sold his interest in all of the properties they co-owned to his brother in 1983 (CADB 1105:377–380). In Bell's last will and testament, he requested his trustees to attempt to retain any property he owned or stock he owned in his three companies (City of Alexandria Fiduciary File 1994).

One year after the death of Joe Bell in 1995, the mill property was purchased by F & H Properties of Virginia, LLC (F & H Properties) who appear to have subdivided the "old mill property," then 2 acres, before transferring it to JBJ, LLC, a Maryland corporation that merged with F & H Properties in 2006 (CADB 1551:473–491, 010004974:442–443). In 2015, the 2-acre property was conveyed to Wheeler Land, LLC, who constructed a large self-storage warehouse on the property, southeast of the mill (CADB 150019225:50–54). The mill building is currently unoccupied except for a basement office and storage room.

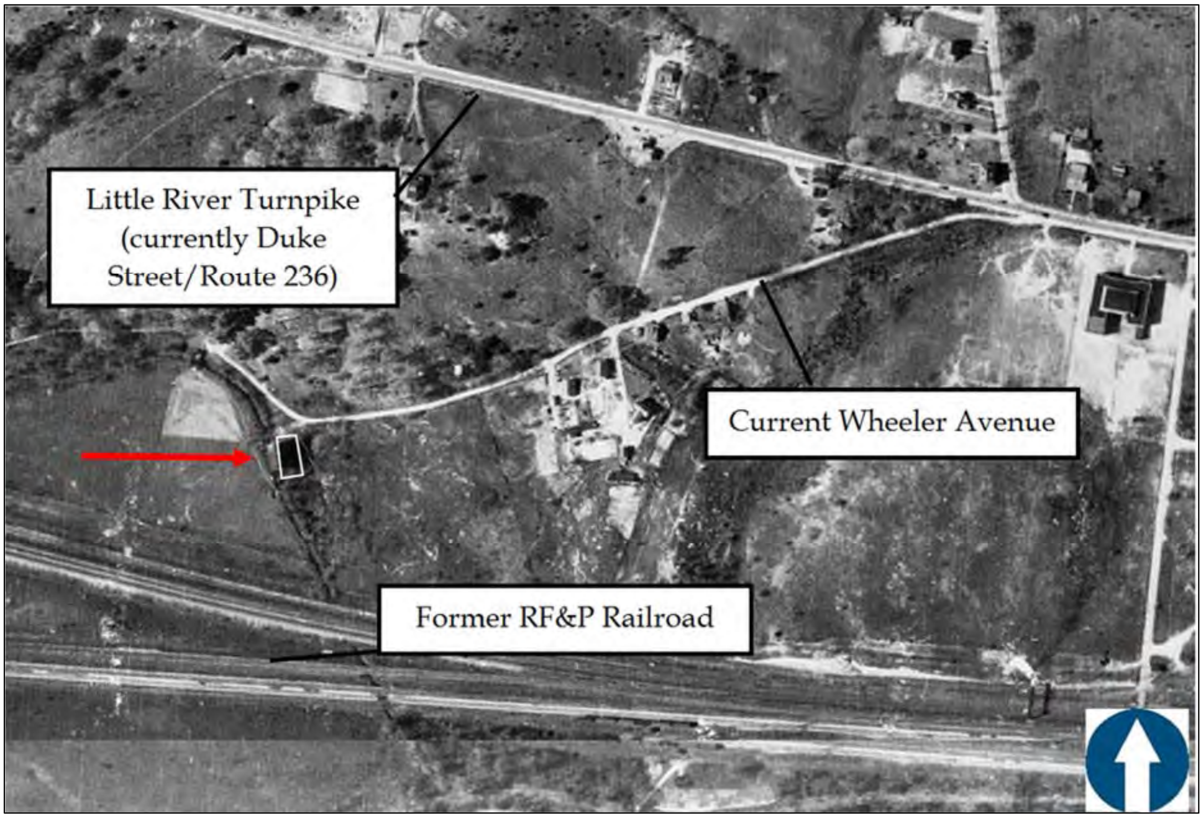


FIGURE 3-5: PHOENIX MILL (DENOTED BY RED ARROW) ON 1937 HISTORIC AERIAL (FAIRFAX AERIAL IMAGERY VIEWER 1937)

3.1.2 Architectural Description

3.1.2.1 Primary Resource Exterior

The property's primary resource is a three-and-one-half-story, three-bay, mill building constructed circa 1780 in a vernacular Southern Colonial form with an original rectangular plan (Figures 3-6 and 3-7). An undated historic image of the mill indicates that upper stories now covered by vinyl siding once contained two rows of windows. Some infill around the building's foundation is also apparent, as the race and waterway that once feed the wheel have been removed (Figure 3-8) (Alexandria Library: Special Collections Record n.d.). Evidence of this infill is seen where a window opening with a segmental arch is partially filled with concrete at the lower level of the east elevation. The building sits on a continuous, raised basement and has a masonry structural system of brick laid in a five-to-one common bond. The roof truss and upper stories of the mill appear to be framed and currently are clad in vinyl siding. It is covered by a steeply pitched gambrel roof sheathed in asphalt shingles with wood boxed eaves on the east and west elevations and returns on the north and south elevations. Metal anchor plates are visible on the eave sides of the building. An interior-end brick chimney with a corbeled cap pierces the roof at the northeast corner of the building.

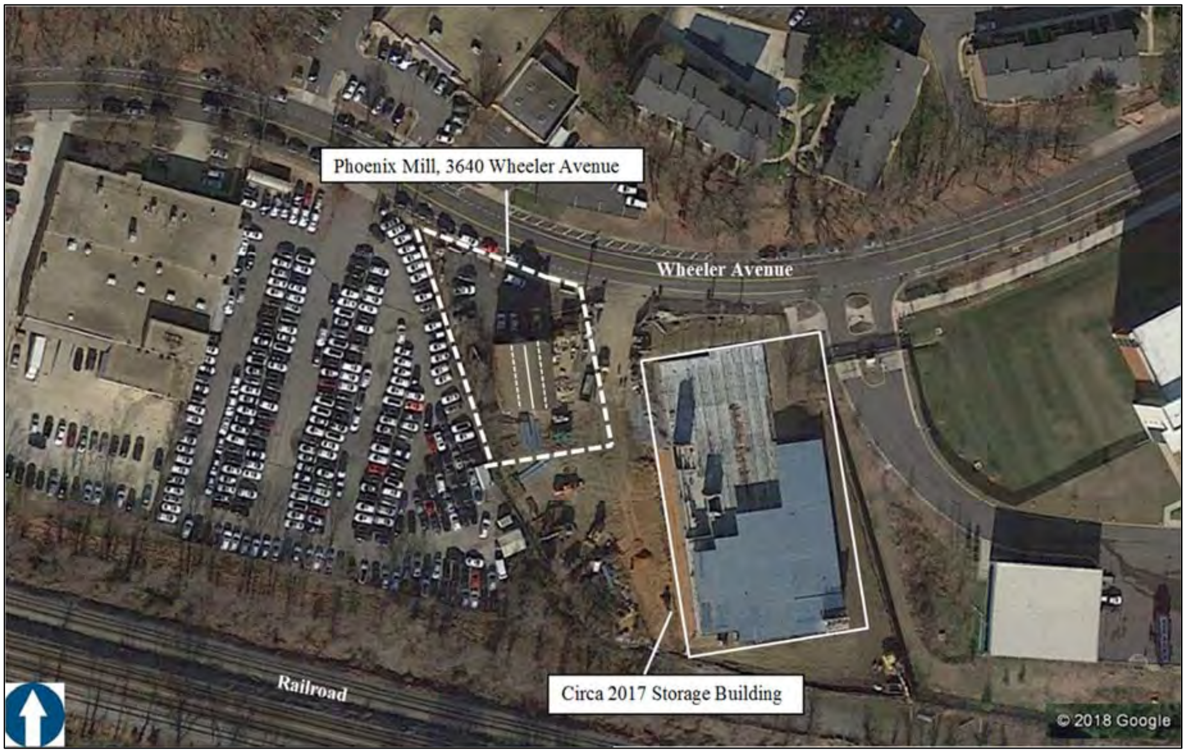

Phoenix Mill, 3640 Wheeler Avenue
Wheeler Avenue
Railroad
Circa 2017 Storage Building
© 2018 Google

FIGURE 3-6: SITE PLAN OF PHOENIX MILL AT 3640 WHEELER AVENUE (NOT TO SCALE)

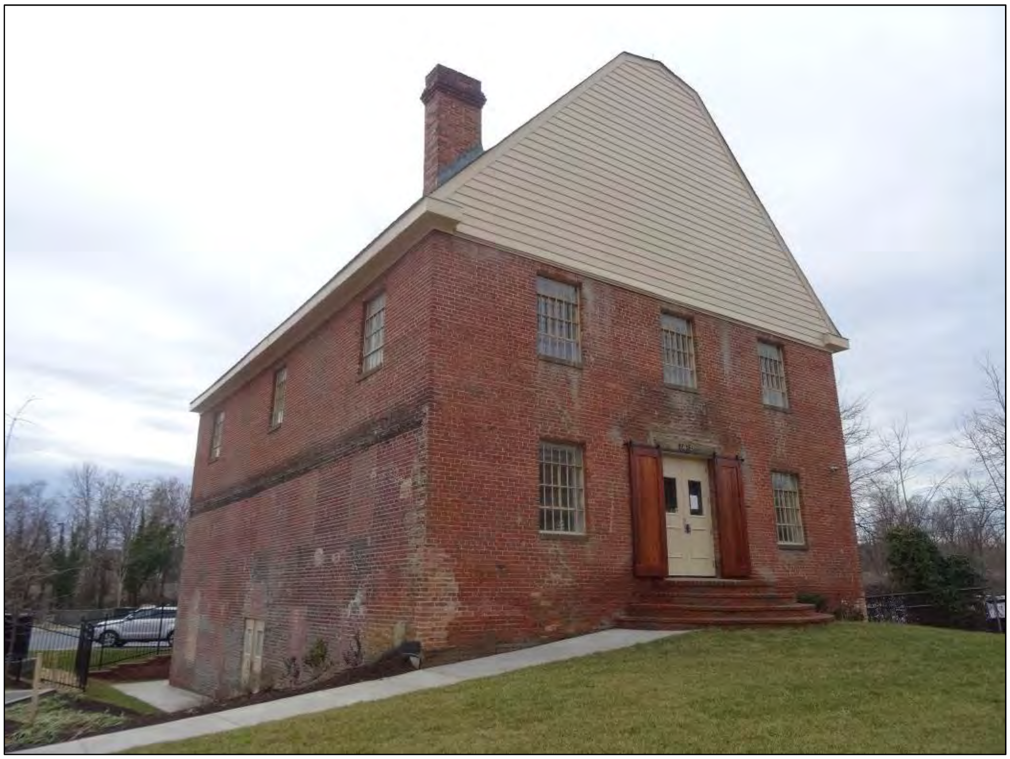


FIGURE 3-7: NORTHEAST OBLIQUE

The primary entrance, centered on the façade (north elevation), is filled with a double-leaf, metal, paneled door with a single light with decorative overhead track wooden sliding doors. A wood lintel is situated above the entry. Other fenestration includes twentieth-century, metal-frame windows consisting of a 12-light, hopper window with six-light, fixed windows set above and below (Figure 3-9). All windows feature brick sills composed of headers. Ghosts of window openings are visible on what is now the first floor of the east elevation. A set of rounded brick steps provide access to the primary entrance. A one-story addition at one time extended from the east and south elevations of the building but was demolished circa 2016 (Nationwide Environmental Title Research [NETR] 2016). A scar from the former addition is visible between the first and second stories (Figure 3-10).

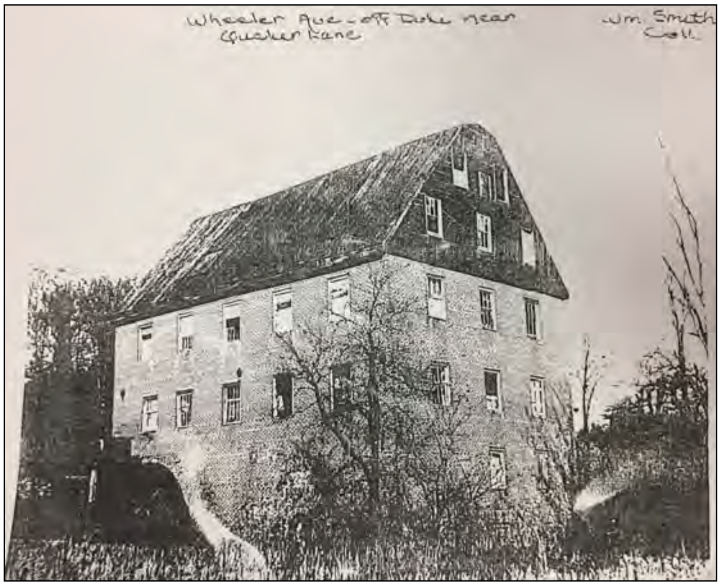


FIGURE 3-8: UNDATED IMAGE OF THE PHOENIX MILL (ALEXANDRIA LIBRARY: SPECIAL COLLECTIONS RECORD N.D.)

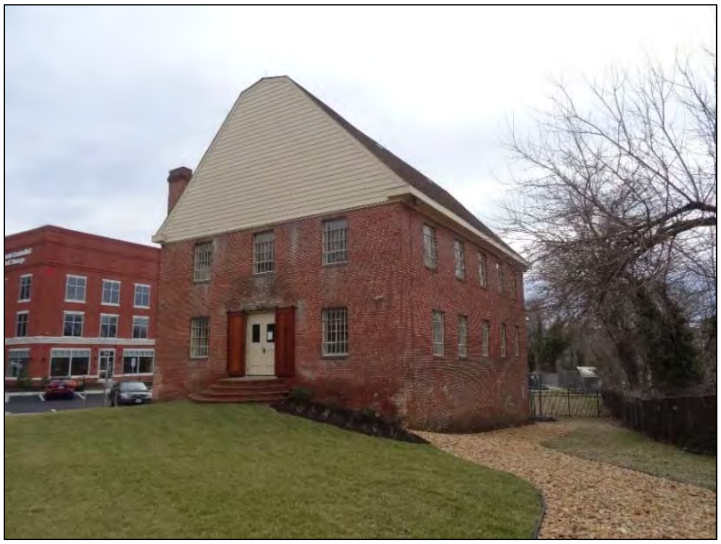


FIGURE 3-9: NORTHWEST OBLIQUE

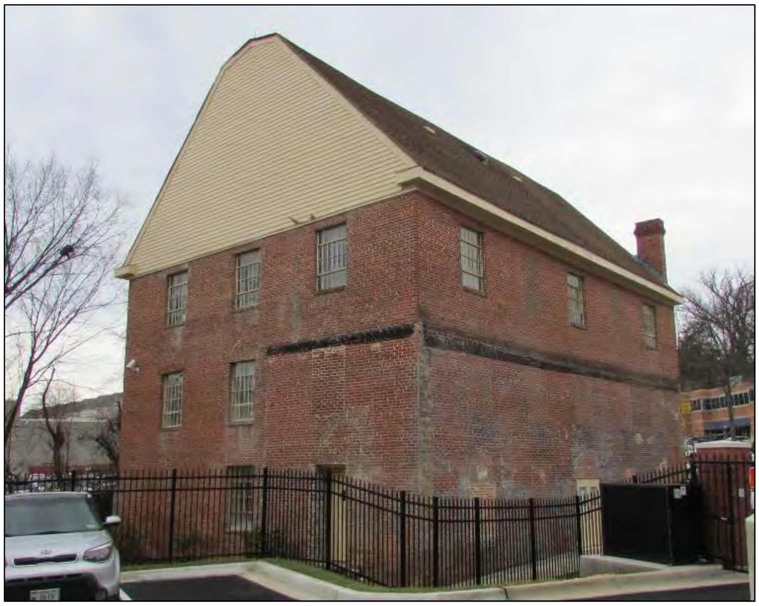


FIGURE 3-10: SOUTHEAST OBLIQUE

3.1.2.2 Primary Resource Interior

The first story of the original circa-1780 core has an open plan (Figure 3-11). The flooring is covered by poured concrete, and the ceiling is open, exposing mortise-and-tenon framing. Throughout the building, exposed framing members at all floors are ornamented by chamfered edges with support posts dividing much of the interior space into thirds along a north-south axis. On the first floor, the interior space has been left open (Figure 3-12). The ghost of a former staircase is partially visible on the northern portion of the east wall. In the northeast corner a fireplace has been filled in; there are no fireplaces in the building today. At the time of survey, electrical wiring was exposed in the ceiling of the first story, as was plumbing.

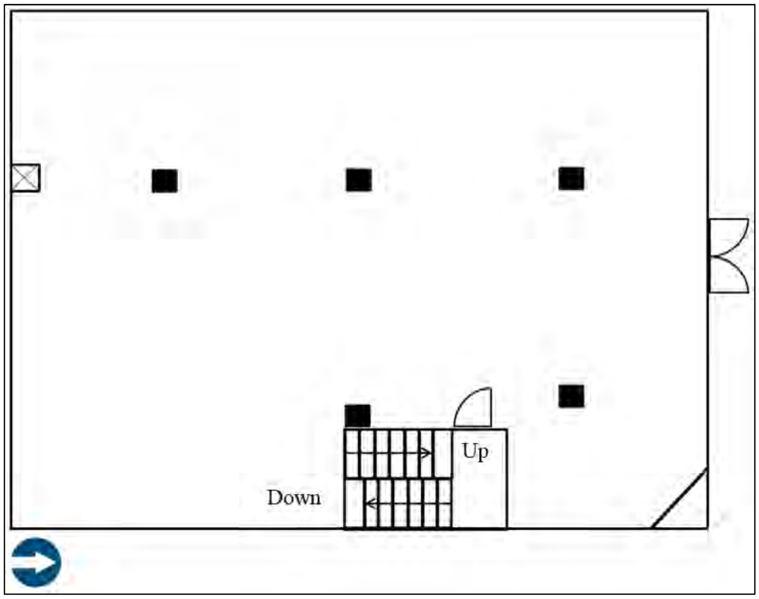


FIGURE 3-11: FIRST STORY PLAN (NOT TO SCALE)

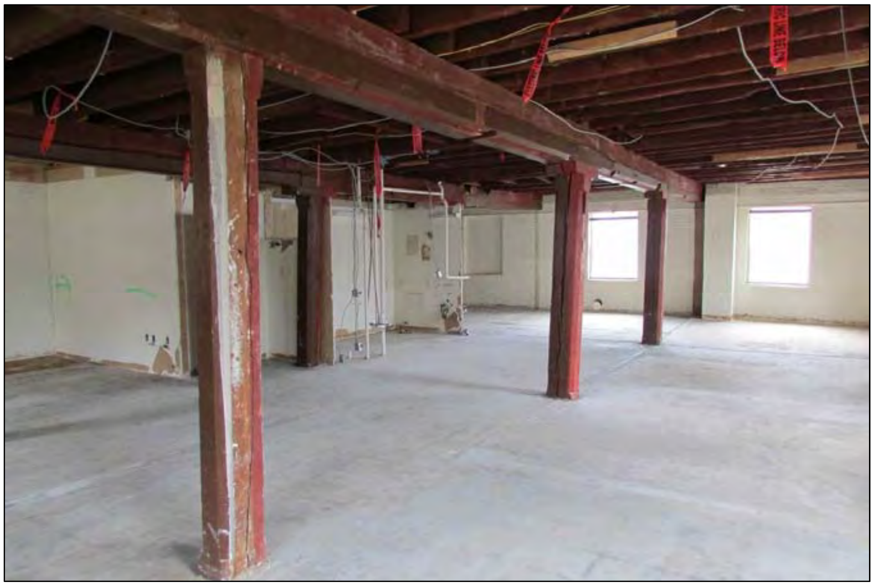


FIGURE 3-12: FIRST STORY INTERIOR, FACING SOUTHEAST

Access to the basement and second story is provided through a partially enclosed, drywalled stairwell, centrally located on the eastern wall. The interior of the second story has been partitioned into offices with drywall inserted between the support posts up to the joists, creating nine rooms around a central common space (Figures 3-13 and 3-14). It has a drop ceiling; the panels were mostly absent and the ceiling rafters and wiring are exposed. Interior brick walls are exposed along the north, east, south, and west interior elevations. All interior fixtures on the second story are modern.

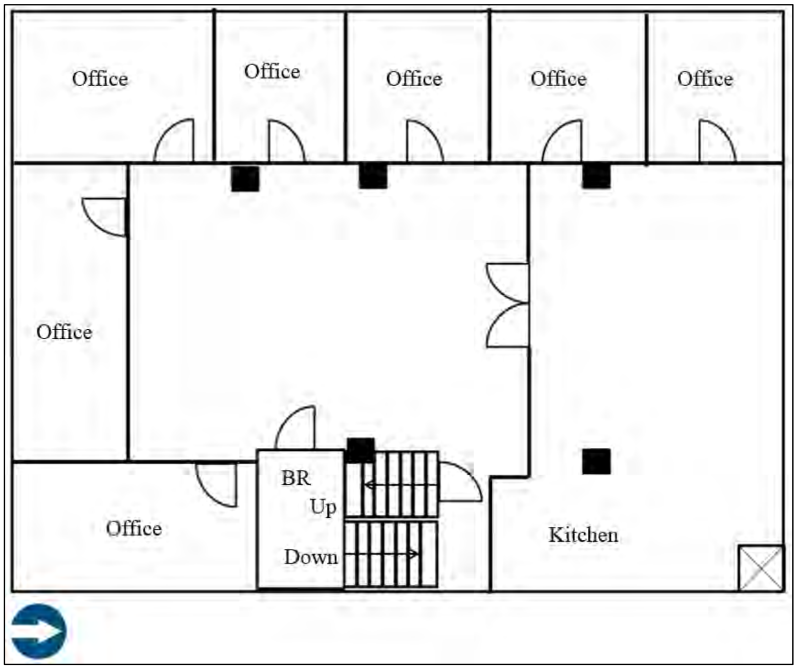


FIGURE 3-13: SECOND STORY PLAN (NOT TO SCALE)

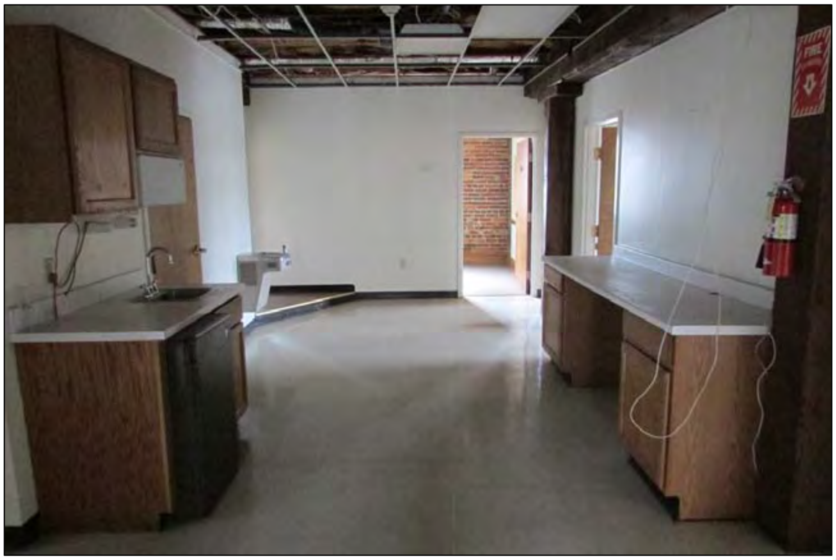


FIGURE 3-14: SECOND STORY INTERIOR, FACING SOUTH

The east-side stairwell also provides access to the third story (Figures 3-15 and 3-16). This space is unfinished and undivided. The floor is covered by plywood. Historic windows on the interior are also covered by plywood. A shaft opening in the floor on the northeast end of the room previously provided space for mill equipment. Ceiling joists show notching indicative of previous room configurations. There is ladder access to the attic in the northeast section of the room. The attic features two flues: one in the northeast corner and a second at the west end of the south elevation, similar to the third-story plan (Figures 3-15 and 3-16). Like the third story, the floor of the attic is covered by plywood sheets. Some roof rafters and sheathing boards appear to be recent replacements while others show evidence of possible fire or smoke damage.

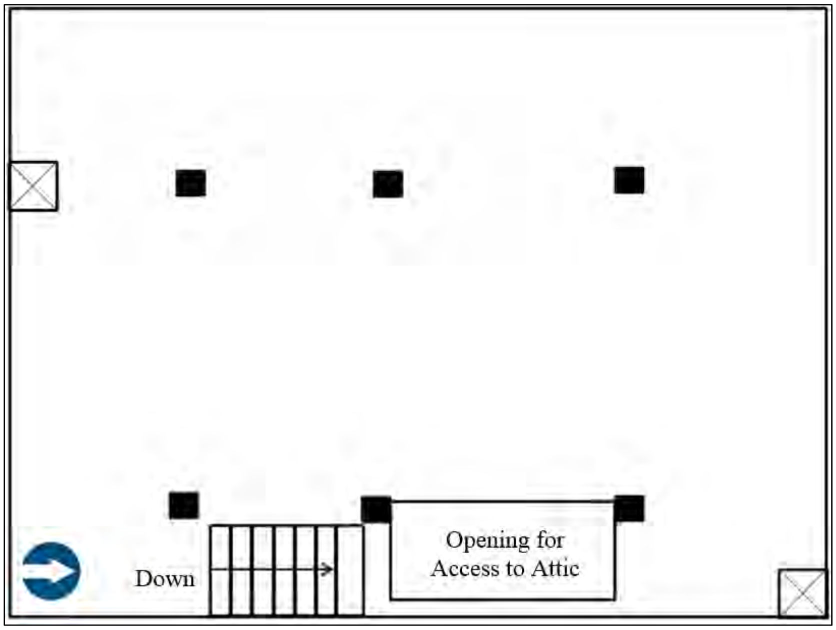


FIGURE 3-15: THIRD STORY PLAN (NOT TO SCALE)

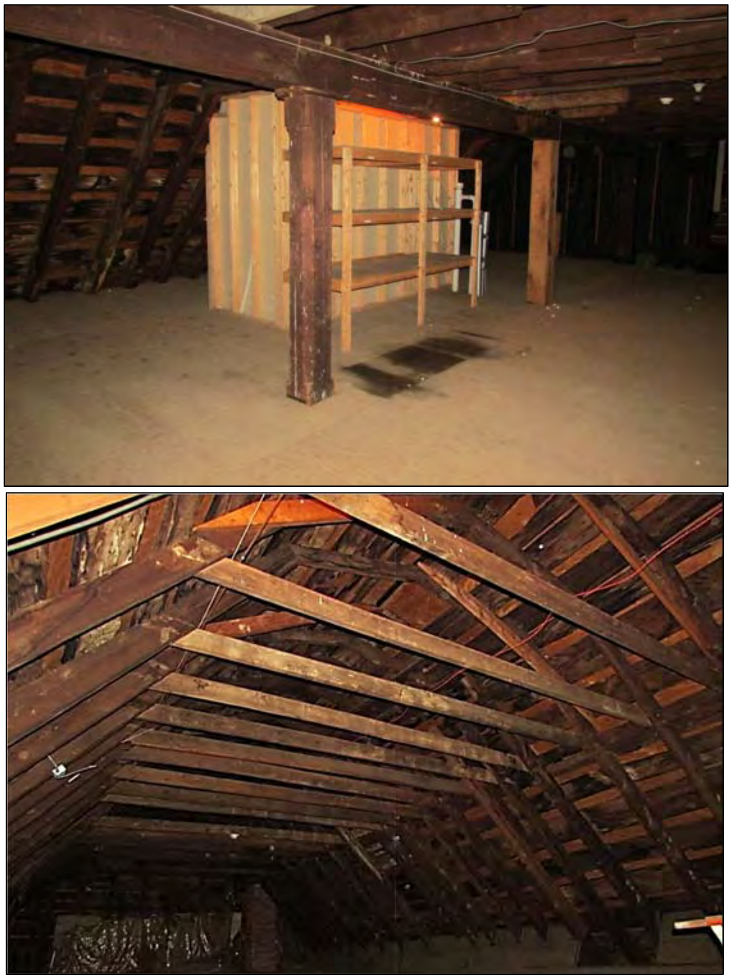


FIGURE 3-16: THIRD STORY INTERIOR, FACING SOUTHEAST (TOP); ROOF STRUCTURAL SYSTEM IN ATTIC, FACING SOUTHWEST (BOTTOM)

The basement is accessed by a stairwell on the east side of the first story and from the exterior by double-leafed metal doors on the east elevation (Figure 3-17). The basement features exposed chamfered support posts, interior drywall walls, and a drop ceiling (Figure 3-18). Shaft marks visible on ceiling joists in the basement are indicative of the use to grist first flour and then corn, most notably activities of the early-twentieth century (Wigglesworth 1975:50) (Figure 3-18). Other beams show indications of equipment attachment and detachment over the years.

A subbasement is accessed by descending stairs on the south elevation of the building (Figure 3-19). At the bottom of the stairwell, an uncoursed stone foundation is visible. Entry to the subbasement was not possible due to flooding; however, support posts, electrical pump equipment, brick walls, and ceiling joists were visible from the stairwell (Figure 3-19).

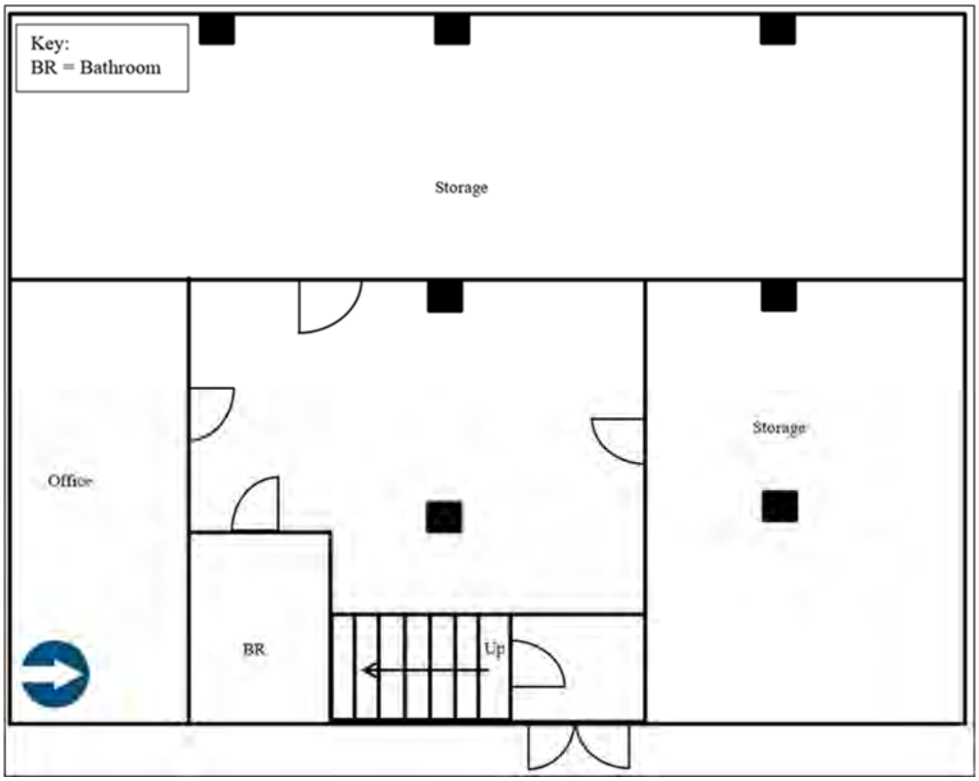

Key:
BR = Bathroom
Storage
Office
Storage
BR
Up

FIGURE 3-17: BASEMENT PLAN (NOT TO SCALE)

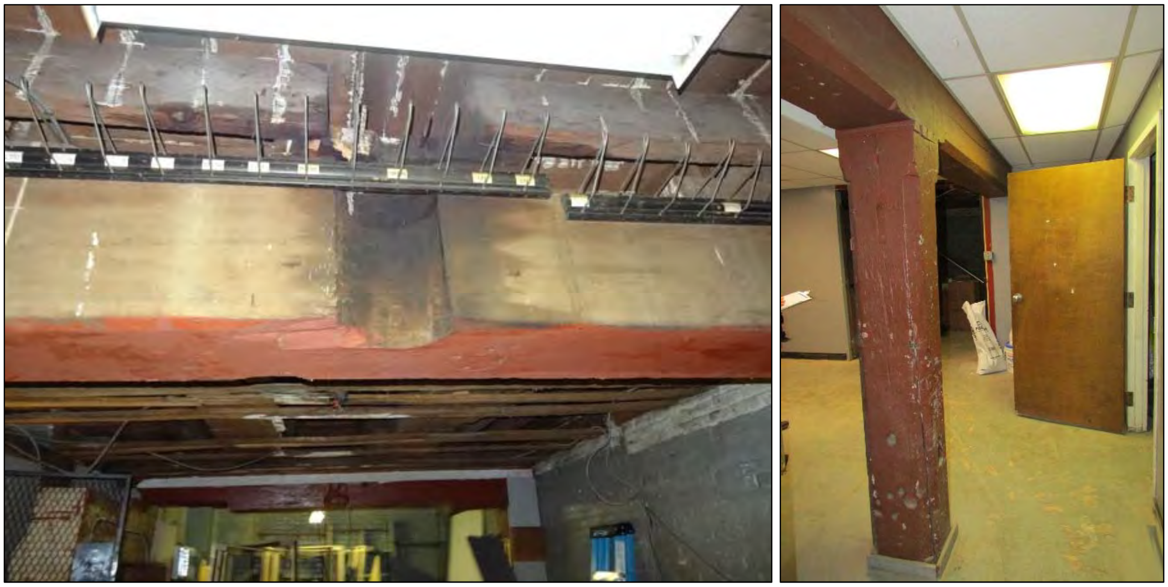


FIGURE 3-18: EVIDENCE OF MILL SHAFT IN WESTERN STORAGE AREA OF BASEMENT, FACING SOUTH (LEFT); BASEMENT, FACING WEST (RIGHT)

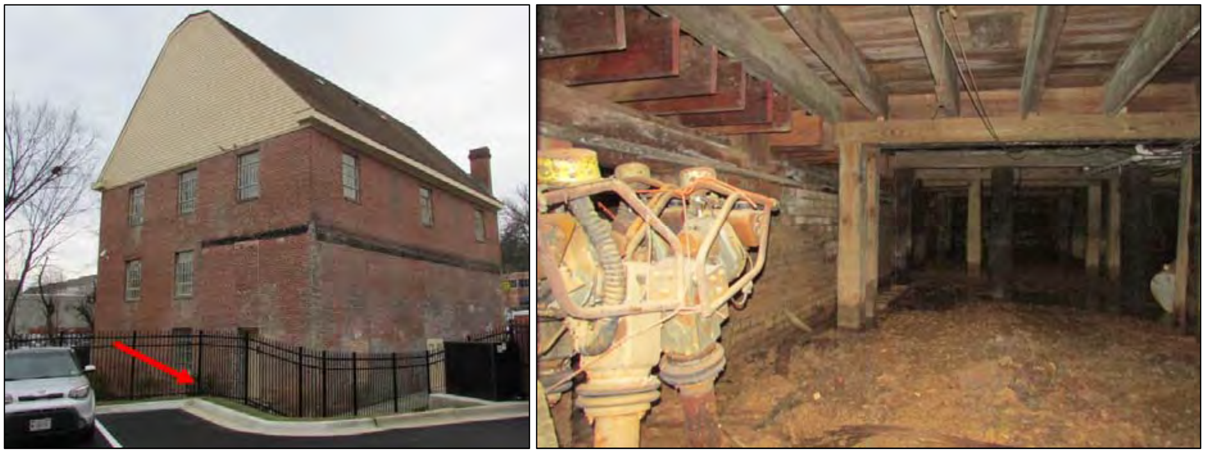


FIGURE 3-19: SUBBASEMENT ENTRANCE (DENOTED BY RED ARROW), SOUTHEAST OBLIQUE (LEFT); VIEW OF SUBBASEMENT, FACING NORTH (RIGHT)

3.1.3 NRHP Evaluation

The Phoenix Mill, now an office building, at 3640 Wheeler Avenue is a Colonial-era vernacular flour mill constructed sometime after 1777 when George Gilpin petitioned for an acre of land off of Holmes Run to be destined for a mill. It is unclear if the building was constructed immediately; however, it is advertised for sale in the *Alexandria Gazette* in 1812 (Alexandria Gazette 1812). Originally four-stories tall, it currently stands at three as the lower level has been largely buried. Not only are the immediate surroundings of the building significantly altered, but the general area has been heavily suburbanized and developed with a mix of residential neighborhoods and industrial and commercial properties from the large, open agricultural character the area once had. The creek which once powered the mill is no longer a feature of the landscape, and integrity of setting, feeling, and association are negatively impacted by the encroaching parking lots of the self-storage facility to the east. Therefore, the boundaries of the property were currently reduced from the 2016 reconnaissance study to include the mill building and immediate landscaping, excluding the parking lots to the east and south and the self-storage building to the east.

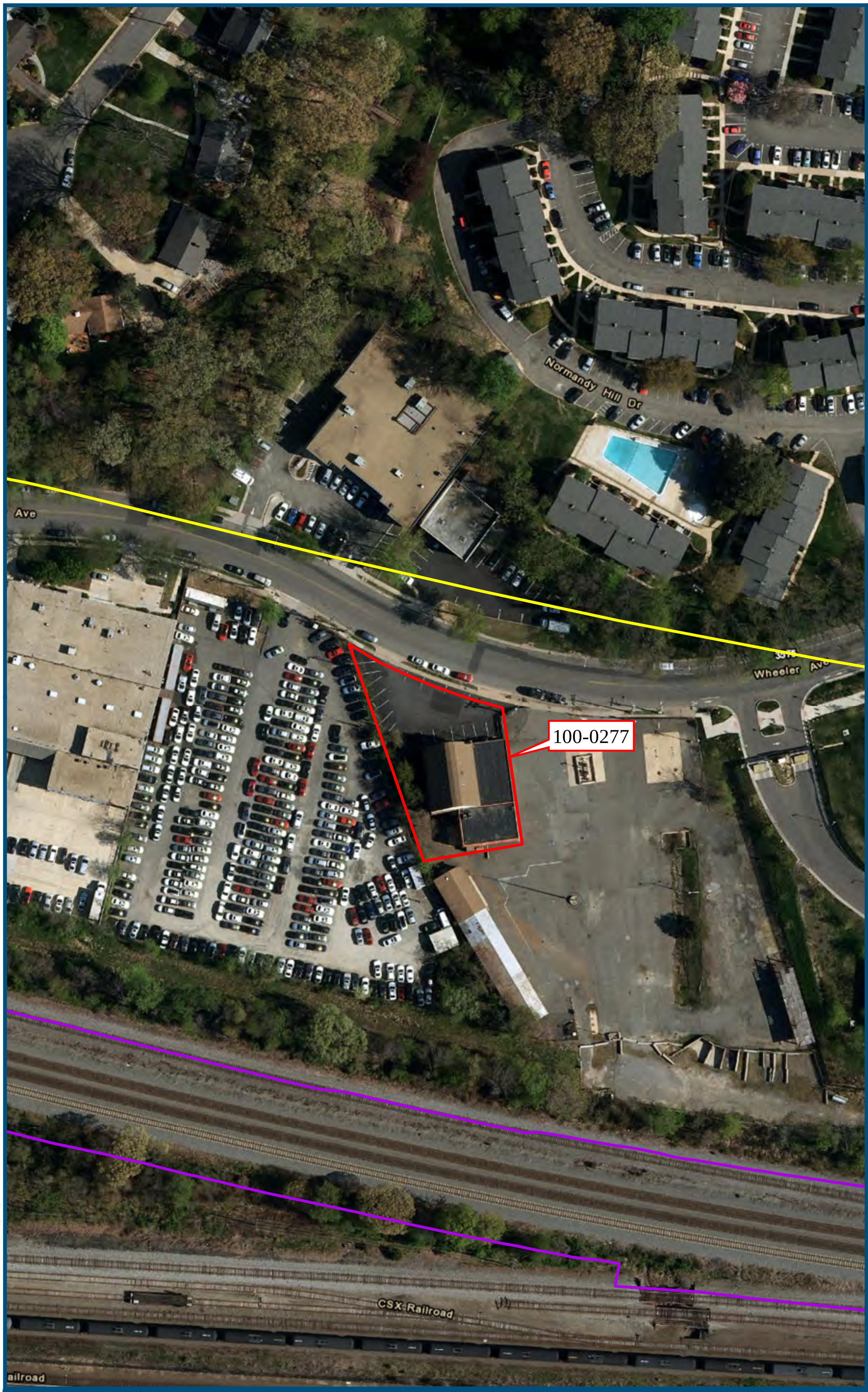
Though it has undergone a number of interior and exterior changes over time, the core of the original building remains intact and in generally good condition. The exterior displays good integrity of workmanship and materials. Additionally, the gambrel roof line is original to the building's construction (Lundegard 2009:22). Changes to the mill's interior have also been made over the years; however, elements still remain reflecting the building's industrial purpose. Original chamfered timbers are visible at every level of the building. The locations of the original grist stones are still visible in the basement along the west wall, though other machinery remnants date to the early-twentieth century. The framing of the building is original to its construction, and the modifications to the floorplan reflect utilitarian use over time.

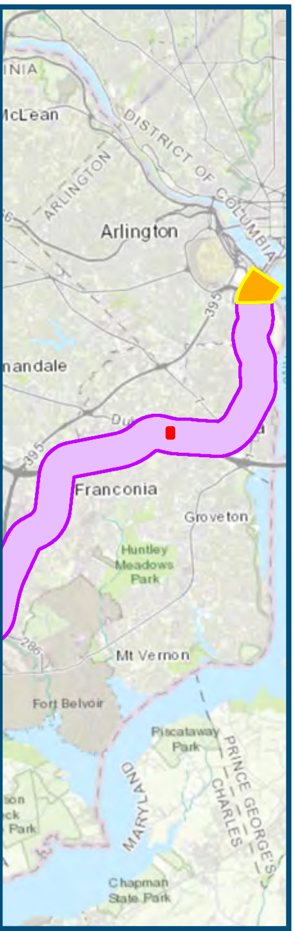
The Phoenix Mill is the only recorded mill with the DHR in the City of Alexandria, while eight are recorded in the neighboring Fairfax County. Three of these mills are listed in the NRHP and VLR (029-0008, 029-0064, and 029-0330). The Colvin's Mill (029-0008), constructed around 1810, is a four-story brick flour mill building repaired around 1969 and 1975 (David 1976). The mill was continuously used from its conception to around World War II, and in 1965 the Fairfax County Park Authority acquired the building through condemnation. Similar to the Phoenix Mill, the masonry building is covered by a front-gabled roof and has a symmetrical façade; however, through restorations and repairs, including a modern oak waterwheel, Colvin's Mill is now in very good condition. The mill and associated resources are still owned by the Fairfax County Park Authority and operate as a historic park. George Washington's Grist Mill (029-0330) is a 1930s reconstruction of the 1770s mill based on archaeological findings at Mount Vernon Plantation. Though the mill demonstrates the eighteenth-century techniques for milling flour, only archaeological material dates to the period of significance. The interior vertical supports at George Washington's Grist Mill have similar chamfering to those at Phoenix Mill. Hope Park Mill (029-0064) is a three-story, frame, grist mill on a high-stone foundation built between 1790 and 1804, with heavy modification to the interior in the twentieth century.

The resource retains a moderate to high level of integrity in design, location, and workmanship, and a sufficient integrity of materials to merit NRHP-eligibility consideration. The Phoenix Mill was constructed in the late-eighteenth century and remained in service as mill operation through the twentieth century. There are no surviving brick mill buildings within the City of Alexandria; additionally, the mills recommended eligible for the NRHP in Fairfax County also have significant interior modifications. Therefore, the resource is recommended as locally significant under Criterion A as representative of the significance of mills in eighteenth- and nineteenth-century manufacturing. The resource is not known to be associated with a significant person from history and because of this, it is recommended not eligible under Criterion B. The Phoenix Mill is a unique example of an eighteenth-century, brick grist mill in the City of Alexandria. As such, it is also recommended as locally significant under Criterion C for architecture. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Phoenix Mill is **recommended as eligible at the local level under Criterion A and Criterion C.**

The recommended period of significance for the Phoenix Mill begins with its construction date of around 1780 until it ceased to be used as a mill in approximately 1958. The proposed NRHP boundary for the Phoenix Mill at 3640 Wheeler Avenue follows the immediate landscaping contained within the paved parking lots to the east, west, and south of the mill building, and Wheeler Avenue to the north (Figure 3-20). The proposed boundary includes only the mill building and the contemporary French drain.


Ave
Normandy Hill Dr
35?? Wheeler Ave
100-0277
CSX Railroad
ailroad


INIA
McLean
DISTRICT OF COLUMBIA
ARLINGTON
Arlington
395
nandale
395
Franconia
Groveton
Huntley Meadows Park
286
Mt Vernon
Fort Belvoir
Piscataway Park
MARYLAND
PRINCE GEORGE'S
CHARLES
Chapman State Park

0 60 120
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪	Preferred Alternative
🟨	Architectural APE
🟥	Proposed NRHP Boundary

Figure 3-20: Proposed NRHP Boundaries of the Phoenix Mill (100-0277)

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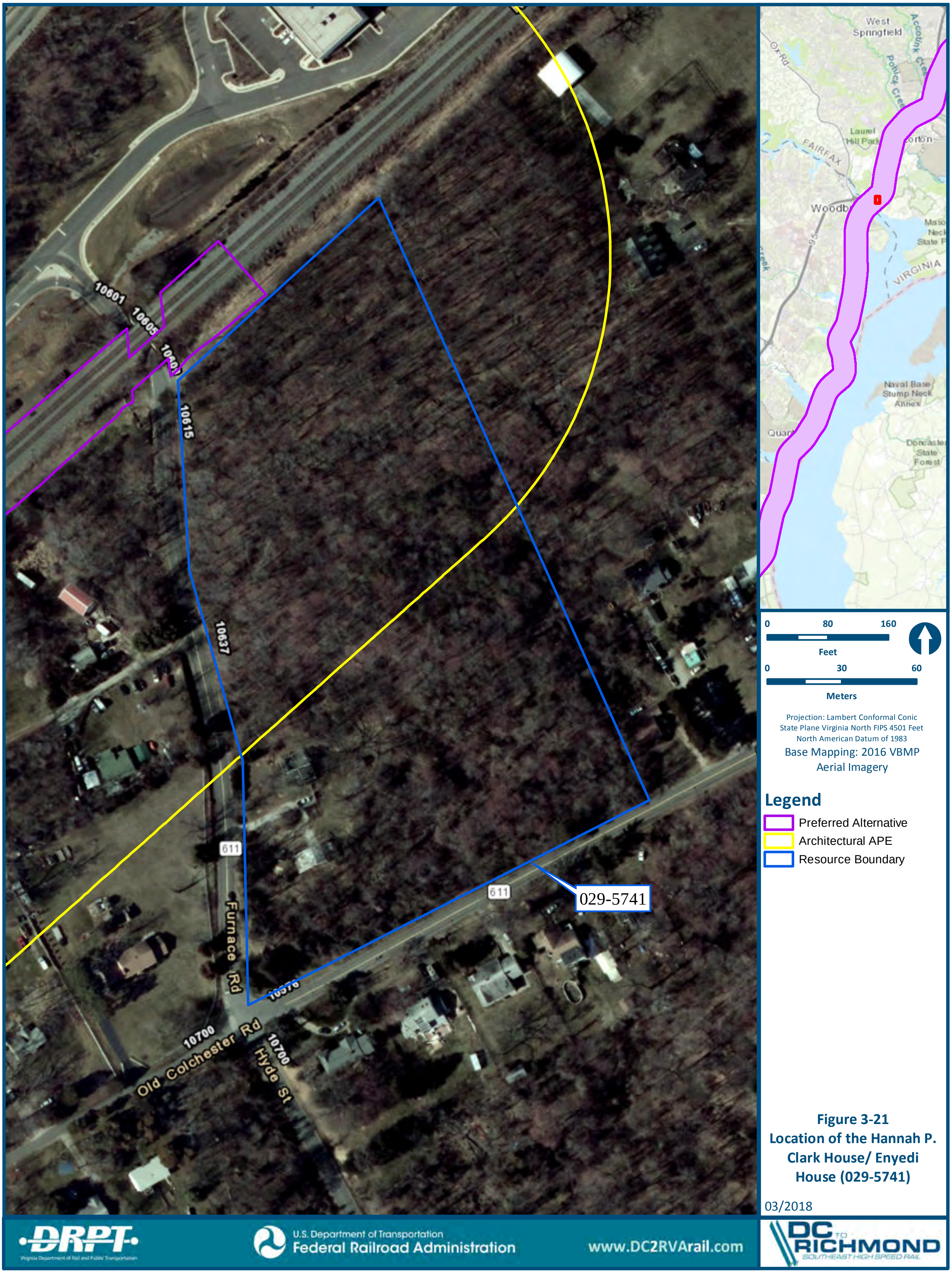
3.2 HANNAH P. CLARK HOUSE/ ENYEDI HOUSE (029-5741)

The Hannah P. Clark House, also known as the Enyedi House, is located at 10605 Furnace Road in Lorton in Fairfax County, Virginia (Figure 3-21). The resource, situated on a 10.85-acre tract, is situated within the Old Colchester Park and Preserve run by the Fairfax County Park Authority (FCPA) (Fairfax County, Virginia 2018). The lot is primarily covered with matured coniferous and deciduous trees with the buildings concentrated in the southwest half of the property. The tract is positioned at the northeast corner of Furnace Road and Old Colchester Road, immediately northeast of the historic port town of Colchester Town (029-0042). The property is accessed by an unpaved driveway extending from Furnace Road towards the building complex and circles around an overgrown shrub. A brick walkway lined with shrubbery and trees leads from the driveway towards the dwelling. A wood lattice fence extends southeast from the south elevation of the dwelling. An additional stone walkway extends from the driveway towards an enclosed porch on the southwest elevation of the dwelling. Associated with the residence is a circa-1987 studio and shed, concrete capped well, and circa-1920 RF&P Railroad shed.

3.2.1 Historic Context

A detailed history of the occupation of the Hannah Clark house has previously been completed by Elizabeth Peebles of the Fairfax County Park Authority as part of a Historic Structure Assessment (2014). Therefore, this historic context only summarizes the ownership history of the building and land; for further detail on the history of the structure or its occupations, Elizabeth Peebles' *Historic Structure Assessment* should be consulted (2014).

The land on which the house is located was part of a tract that originally adjoined the historic Colchester Town, chartered in 1754 (Sprouse 1975:19–23). Colchester Town had its beginnings as the location of an important ferry landing along the Occoquan River, but soon grew as a commercial center during the latter half of the eighteenth century (Sprouse 1975:19–55). However, by the early-nineteenth century, the town was defunct and many of the lots were abandoned, with the surrounding land part of large farms (Sprouse 1975:110). One of these farms, totaling 376 acres and including the land on which the Hannah P. Clark house would be built, was purchased by James Potter and John Allison in 1839 (Fairfax County Deed Book [FCDB] R3:147). By the time of his death, in 1865, Potter had amassed 213 contiguous acres bordering Colchester Town, in addition to as many as 15 town lots (Figure 3-22) (Fairfax County Land Tax Records [FCLTR] 1857; Peebles 2014:12–13). In his will, Potter left his personal estate to his three children, Hannah, Cornelius, and Joseph, while his land was split only between his two sons. James Potter's common law wife and mother of his children, Barbara Beach, was named the executrix of his estate (Fairfax County Will Book [FCWB] 1865:448).



10601
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10615
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611
029-5741
10578
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Old Colchester Rd
10700
Hyde St
Furnace Rd
West Springfield
Accotink Creek
Pohick Creek
Ox Rd
Laurel Hill Park
Lorton
FAIRFAX
Woodbridge
95
Mason Neck State Park
VIRGINIA
Naval Base Stump Neck Annex
Quantico
Doncaster State Forest
0
80
160
Feet
0
30
60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟦 Resource Boundary

Figure 3-21
Location of the Hannah P. Clark House/ Enyedi House (029-5741)

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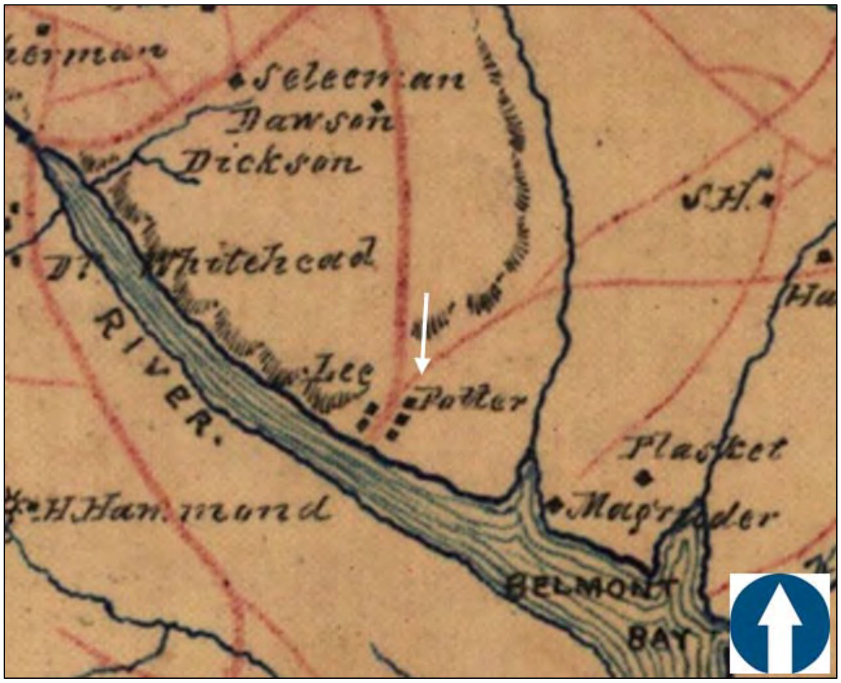


FIGURE 3-22: 1864 MAP SHOWING LOCATION OF JAMES POTTER'S FARM, DENOTED BY WHITE ARROW (HOFFMAN AND BROWN 1864)

On December 12, 1865, Hannah Potter married James Clark in Washington, D.C. (Peebles 2014:16). In 1867, Hannah brought an injunction against Barbara Beach for mishandling her father's estate and not following the terms of James Potter's will. However, before this action went to court, Barbara died, leaving Robert Wiley as the administrator for both Potter's and Beach's estates. By 1874, due to the death of his brother, Cornelius, Joseph Potter became the sole heir to the Potter farm (Sprouse and Mitchell 1996:1570). In 1876, Joseph Potter and his wife, Emma Weston, sold the northern 65 acres of the property to Hannah Clark (Figures 3-23 and 3-24). Hannah also purchased a 2.33-acre tract across Ox Road from her larger parcel in the same year. The signing of two promissory notes by Hannah Clark at the same time as she purchased the land indicates that she likely began construction of her house on the 2.33-acre parcel sometime around 1876 (FCDB X4:238).

Hannah and James Clark had four children who survived to adulthood, Cornelius Franklin, Charles Augustus, Sallie, and Samuel, all of whom were born before their house on Ox Road was constructed (Peebles 2014:19). After the construction of the house, it appears that the Clarks made a living as subsistence farmers, based on the 1880 agricultural schedule (United States Federal Population Census [U.S. Census] 1880). In 1887, James Clark moved out of the house permanently, due to marital problems between him and Hannah (Fairfax County Chancery Case 1893). As a result of the divorce, Hannah was awarded all of the real and personal property, as well as custody of the minor children. Hannah became the first woman to successfully sue and divorce her husband in the area (FCPA 2014).

By 1900, the RF&P Railroad began to encroach on Hannah Clark's property on both sides of Ox Road. During the course of the first decade of the twentieth century, the railroad improved and realigned the section of track that bordered Hannah's property, causing small sections to be taken by the railroad. In 1913, the RF&P Railroad again elected to realign and improve the track, taking the 2.33-acre parcel on which Hannah Clark's house was located (FCDB 1913 P7:425). Due to the taking of her parcel by the railroad, Hannah decided to move her house to her land across Ox Road, where she then resided until her death in 1925 (Peebles 2014:33–36).

Hannah left the majority of her property, including her house and 41 acres surrounding it, to her youngest son, Samuel (FCWB 10:448). Samuel lived elsewhere and likely rented the house until he sold it and 13.35 acres surrounding it to the RF&P Railroad in 1931. During the 1930s and 1940s, Bennie Purks, a section manager for the RF&P Railroad, and his family lived in the house until his death in 1943. In that same year, Charles T. Clark, the grandson of Hannah Clark, was promoted to section foreman for the railroad and moved into the Hannah Clark house with his family (Peebles 2014:44). In 1946, Charles purchased the house and surrounding 12.88 acres (Figure 3-25). Finally, in 1956, Clark sold the house and approximately 10 acres that surrounded it to the Harbor Bay Corporation, owned by real estate developer Andrew W. Clarke, ending the Clark family ownership of the house (FCDB 1429:320).

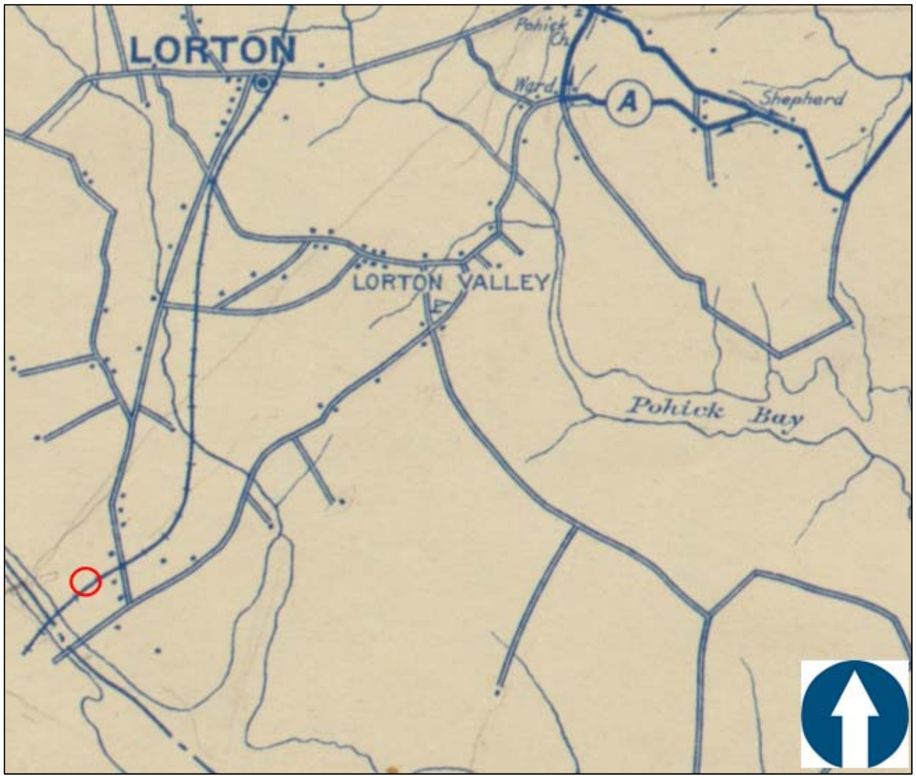


FIGURE 3-23: 1912 UNITED STATES POST OFFICE DEPARTMENT MAP SHOWING ORIGINAL LOCATION OF HANNAH CLARK HOUSE, IN RED (UNITED STATES POST OFFICE DEPARTMENT 1912) (MAP NOT TO SCALE)

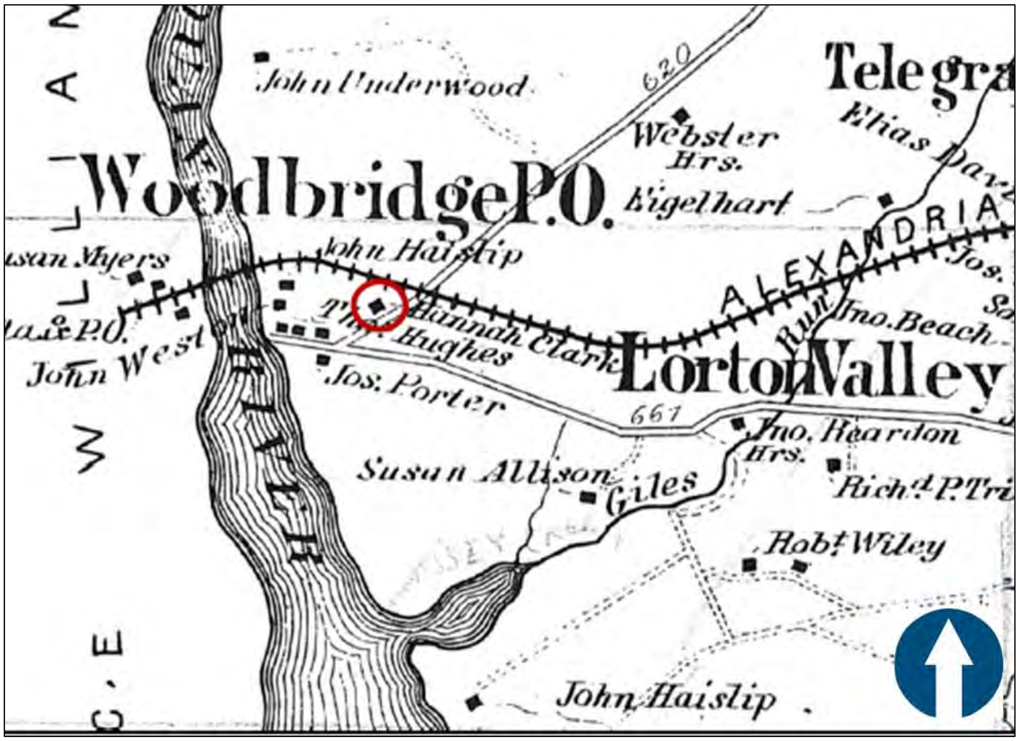

John Underwood
Telegra
Webster Hrs.
Elias Dav
Woodbridge P.O.
Kigelhart
ALEXANDRIA
John Haislip
Susan Myers
John West
Hannah Clark
Hughes
Jno. Beach
Jos. Porter
Lorton Valley
620
661
Jno. Heardon Hrs.
Susan Allison
Giles
Rich.d P. Tri
Robt Wiley
John Haislip
RIVER
W. E. C.

FIGURE 3-24: HANNAH P. CLARK HOUSE/ENYEDI HOUSE (CIRCLED IN RED) ON DETAIL OF 1879 ATLAS 15 MILES AROUND WASHINGTON, D.C. (PEEBLES 2014:41) (NOT TO SCALE)

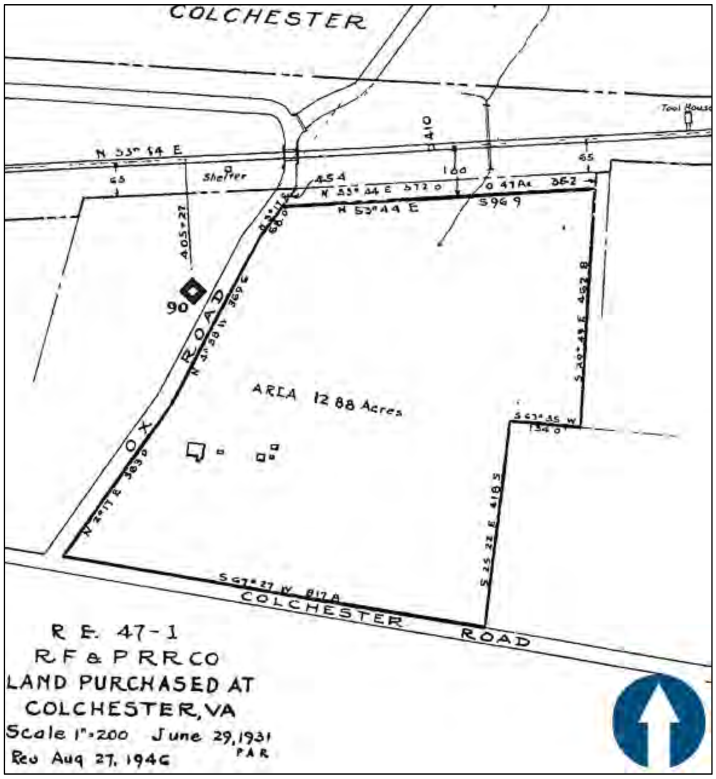

COLCHESTER
Tool House
N 53° 54 E
Shelter
410
100
65
454
N 53° 44 E
0.41Ac
596.9
405+27
90
OX ROAD
AREA 12.88 Acres
S 20° 49 E 452.8
S 25 23 E 419.5
S 67° 27 W 817.4
COLCHESTER ROAD
R. E. 47-1
RF & P RR CO
LAND PURCHASED AT
COLCHESTER, VA
Scale 1"=200 June 29, 1931
Rev Aug 27, 1946
PAR

FIGURE 3-25: DETAIL OF THE 1946 REVISION OF THE 1931 RF&P RAILROAD SURVEY SHOWING THE HANNAH CLARK HOUSE (FCDB Y10:53; PEEBLES 2014:44)

Andrew Clarke died in 1968 before the property could be developed, leaving his widow, Margaret, and the First Virginia Bank to sell the parcel to Timberlake McCue, another Northern Virginia real estate developer in 1969 (FCDB 3260:360). In 1975, McCue subdivided an approximately 1.5-acre parcel that surrounded the house. Soon after, McCue died and the property was sold to the McCue Limited Partnership in 1980, who then sold it to Thomas and Patricia Lewis in 1983 (FCDB 5826:593). Prior to the 1983 sale of the property to the Lewis's, the house had been a rental property for 27 years. The Lewis's did not remain in the house for long, however, selling it to Janos and Diana Enyedi in 1986 (FCDB 6545:1978).

Janos Enyedi (1947-2011) was an industrial sculptor, photographer, and mixed media artist who gained international notoriety for his work that focused on America's twentieth-century industrial landscape. His interest in America's rust belt and his status as the grandson of Hungarian immigrants blend together in his interpretation of rural and urban working landscapes. His work is associated with the late Precisionist style exemplified by the work of Charles Sheeler, and is closely related to Futurism, Cubism, and other European modern styles (Metropolitan Museum of Art 2007, Washington Post 2011). His work has been exhibited in museums, embassies, and corporate collections around the world, and his increasing success required the construction and expansion of a studio on the Hannah Clark property soon after the Enyedis moved in (Peebles 2014:53). The Enyedis referred to his workspace on the Hannah Clark property as the Furnace Road Studio. Janos and his wife, Diana, lived in the Hannah Clark house until 2011 when they sold the property to the FCPA and moved to St. Petersburg, Florida, to join an artist community (FCDB 21616:102). Janos Enyedi died shortly after their move. Since 2006, the FCPA has been acquiring land in and around Colchester Town to create the Old Colchester Park and Preserve (Peebles 2014:56). Currently, the Hannah Clark house is part of this park, and the FCPA has started to take steps to preserve this building (FCPA 2014).

3.2.2 Architectural Description

3.2.2.1 Primary Resource Exterior

The property's primary resource is a two-story, four-bay, single-family dwelling constructed in 1839 in a vernacular gable-and-wing form (Figure 3-26). According to the owner and a FCPA architectural historian, the earliest portion of the building was constructed with vertical logs; however, this was not apparent during the current inspection (FCPA 2014). The continuous brick foundation is parged and supports a frame structure clad in weatherboard siding with wood corner boards (Figure 3-27). The moderately pitched, cross-gabled roof is clad in asphalt shingles with boxed eaves featuring a simple wood cornice with partial eave returns. An exterior-end chimney clad in weatherboard siding is centered on the northeast elevation, and an exterior metal flue protrudes from the first story of the northwest elevation of the core of the building.

The current primary entrance, filled with a single-leaf, paneled, wood door covered by a wood screen door, is situated on the southeast elevation of a one-story, shed addition on the rear (southeast) elevation of the building. Another entrance is located on an enclosed porch that spans the northwest elevation (Figure 3-28). This entrance is filled by a single-leaf, wood, paneled door covered by a metal-framed screen door and accessed by a set of concrete steps. The porch is clad in weatherboard siding and covered by a hipped roof sheathed in asphalt shingles. It features two six-over-six, wood-frame, double-hung-sash windows and one fixed six-light window. Other fenestration includes six-over-six, wood-frame, double-hung-sash windows, most of which are flanked by fixed, wood, louvered shutters. Located on the northeast elevation flanking the chimney are narrow, single-leaf, multi-light, doors accessed by a full-width, wood deck with wood steps.

Two one-story additions extend from the southeast elevation: an enclosed porch containing the current primary entrance and an enclosed sun room (Figure 3-27 and Figure 3-28). The entry porch is covered by a shed roof and was built sometime between 1890 and 1940 (Peebles 2014: 30). The sun room is covered by a hipped roof and features floor-to-ceiling, multi-light windows. This addition was built in the same phase as the entry porch between 1890 and 1940, and enclosed in the 1980s during the Enyedi ownership (Peebles 2014:49).

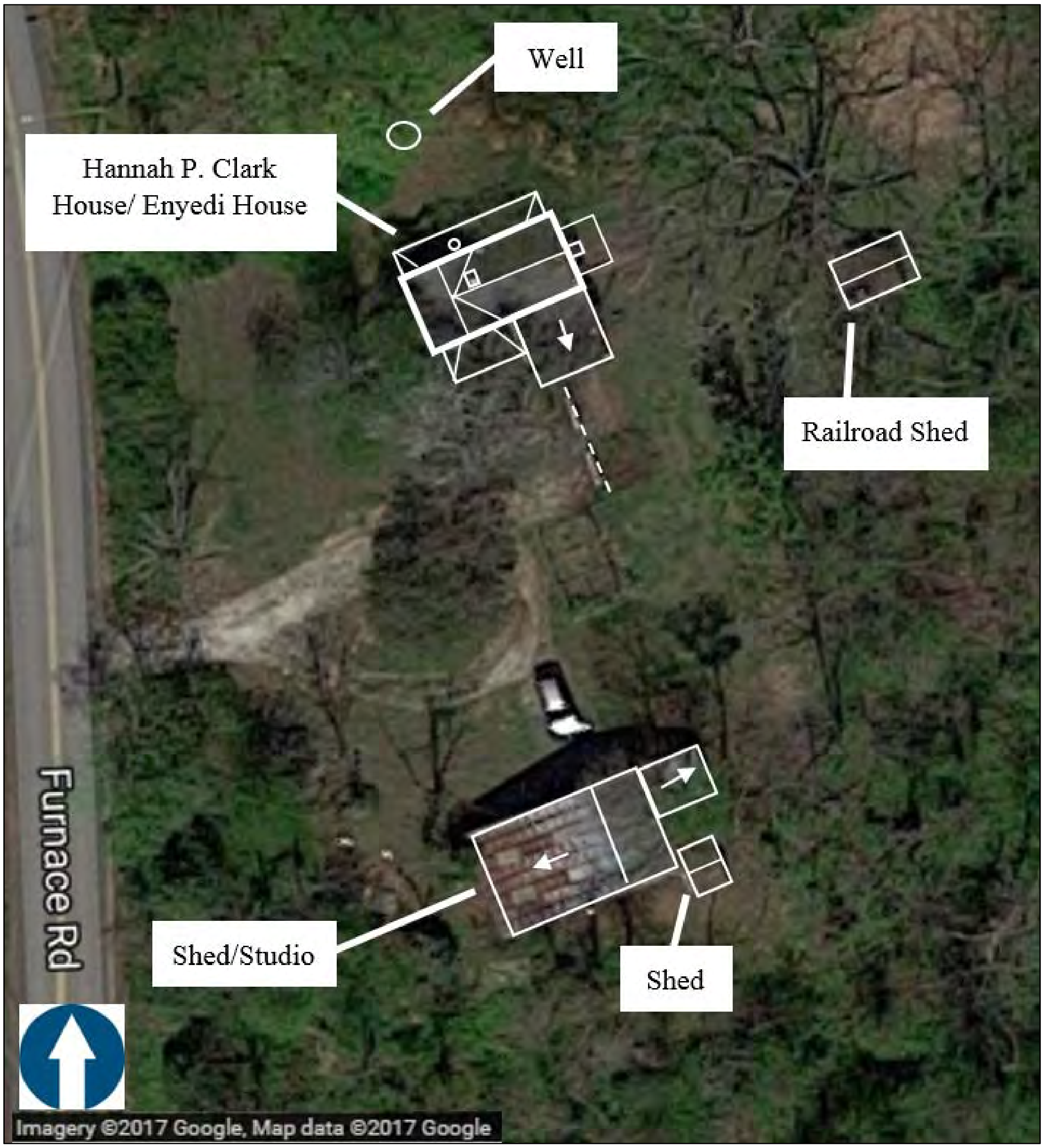

Well
Hannah P. Clark House/ Enyedi House
Railroad Shed
Furnace Rd
Shed/Studio
Shed
Imagery ©2017 Google, Map data ©2017 Google

FIGURE 3-26: DETAILED SITE PLAN OF HANNAH P. CLARK HOUSE (GOOGLE EARTH 2017) (NOT TO SCALE)

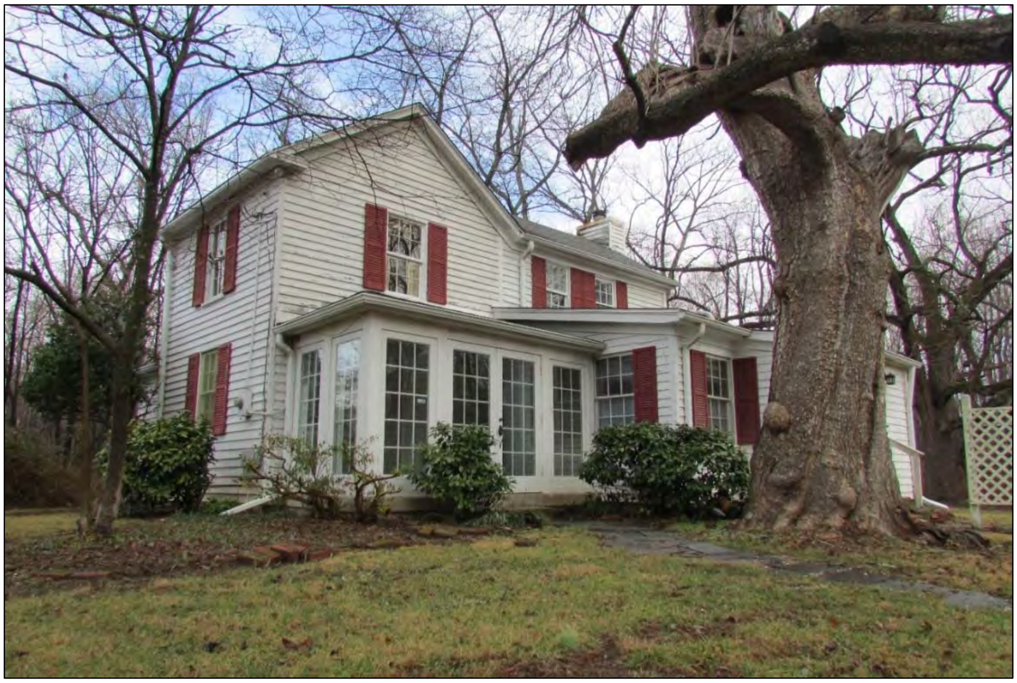


FIGURE 3-27: SOUTH OBLIQUE OF THE HANNAH P. CLARK HOUSE

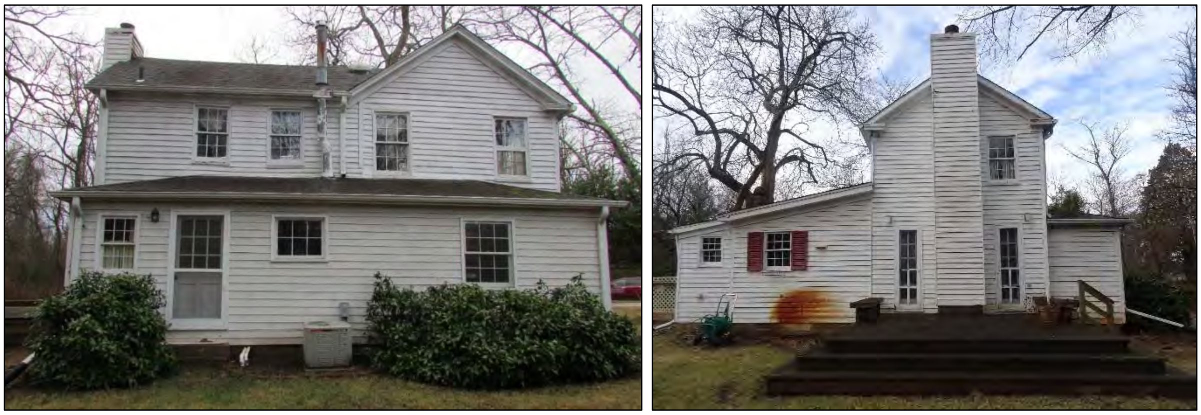


FIGURE 3-28: NORTHWEST ELEVATION (LEFT); NORTHEAST ELEVATION (RIGHT)

3.2.2.2 Primary Resource Interior

Access to the interior of the property was not permitted. Peeble's 2014 *Historic Structure Assessment*, details the interior arrangement and speculates on the development of the house. Though the exact dates of each building periods are unknown, the core of the house was built as a two–story dwelling with one room on each floor. This section was built as a log structure and no longer rests on its original foundation.

3.2.2.3 Secondary Resources

A circa-1987, one-story, three-bay, shed/studio is located southeast of the dwelling (Figure 3-29). It sits on a continuous concrete foundation while its structural system is clad in snap-on, batten with clip, metal siding. The front-gabled roof is sheathed in corrugated metal. Fenestration includes a single-leaf, metal, pedestrian door; a large, double-leaf, sliding metal door; and sliding metal windows. A one-story shed addition extends from the northeast elevation and is clad in T1-11 siding. A set of double-leaf, T1-11 doors and a three-light transom mark its northwest elevation. A one-story, one-bay, prefabricated shed constructed around 2000 is located immediately south of the studio (Figure 3-29). It is clad in T1-11 siding and covered by a front-gabled roof. A double-leaf, board-and-batten door is located on the northeast elevation. A circa-1980, concrete well superstructure is located east of the primary resource (Figure 3-30). It is covered by a circular concrete well cap. An additional one-story, one-bay shed of frame construction with vertical wood siding is located northeast of the primary dwelling (Figure 3-31). A single-leaf, five-panel, wood door is located on the southwest elevation. The roof and southeast elevation are dilapidated and the structure is in poor condition. The shed was possibly used by railroad foreman associated with the RF&P Railroad and was built between 1925 and 1943 (Peebles 2014:124).

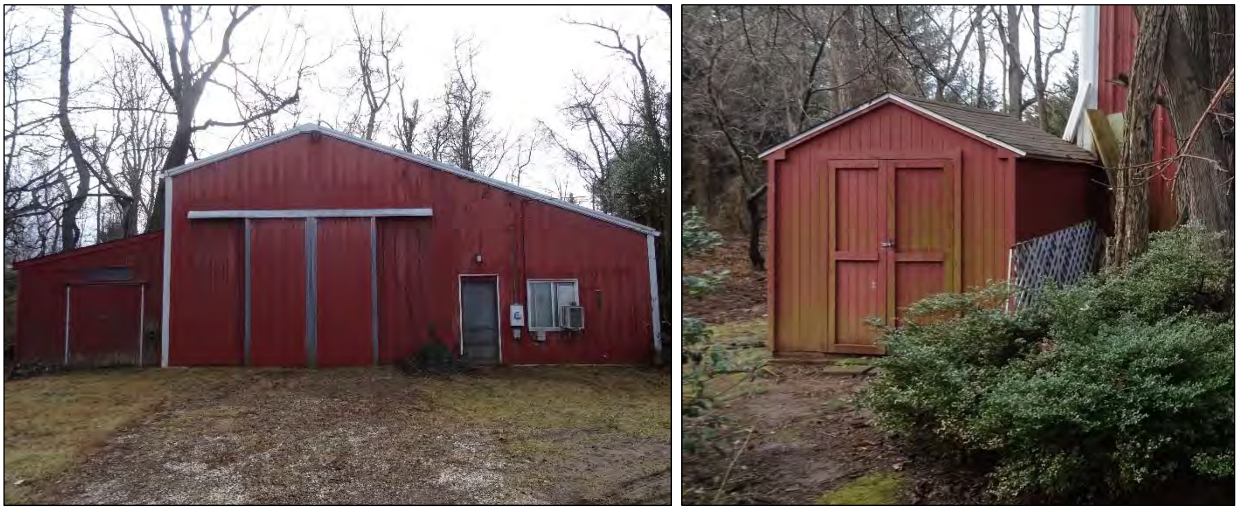


FIGURE 3-29: STUDIO, NORTHEAST ELEVATION (LEFT); SHED, SOUTHEAST ELEVATION (RIGHT)

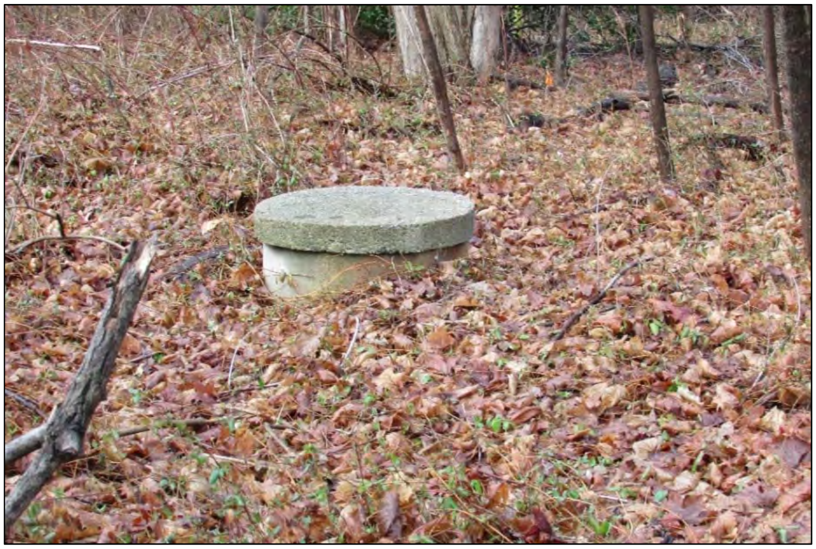


FIGURE 3-30: CAPPED WELL, FACING WEST

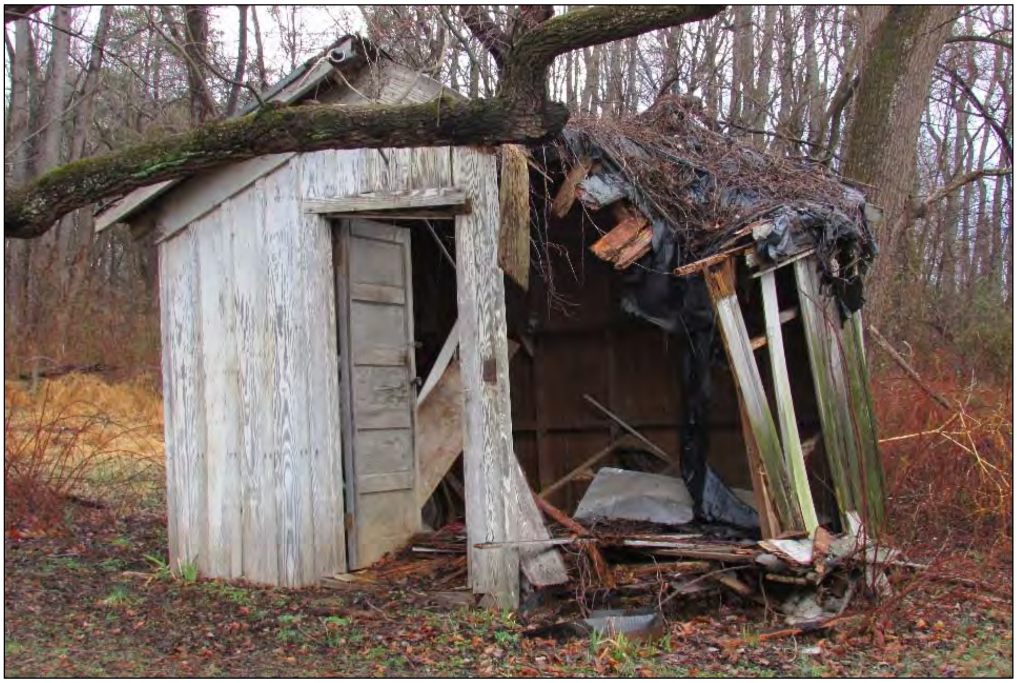


FIGURE 3-31: SOUTH OBLIQUE VIEW OF RAILROAD SHED. NOTE: THE DILAPIDATION OF THE NORTHEAST ELEVATION

3.2.3 NRHP Evaluation

The Hannah P. Clark/Enyedi House is associated with long-time area residents, Hannah P. Clark and the Potter family, and with an internationally known artist, Janos Enyedi, who lived and worked at the house until his death in 2011. The primary resource, the dwelling itself, is believed to be a rare surviving example of log construction; however, the building is enclosed in modern materials with additions and is known to have been moved, albeit a short distance. For these reasons, the resource retains a moderate to low level of historic integrity of location, materials, design, and workmanship. The absence of any associated outbuildings related to the occupation of the Clark family in the nineteenth and early-twentieth century further diminishes its historic integrity of setting and feeling. The studio building, linked to Enyedi's period of occupation, does assist the resource in retaining an adequate level of significance of association and setting during the resource's period of significance (1986–2011).

In order for a resource to be considered eligible for the NRHP under Criterion A, "a property can be associated with either (or both) of two types of events: […] a specific event marking an important moment in American prehistory or history [or] a pattern of events or a historic trend that made a significant contribution to the development of a community, a state, or the nation" (Shrimpton et al. 1990). The Hannah P. Clark/Enyedi House has no known association with a notable historic event or trend. As such, it is recommended not eligible for listing in the NRHP under Criterion A.

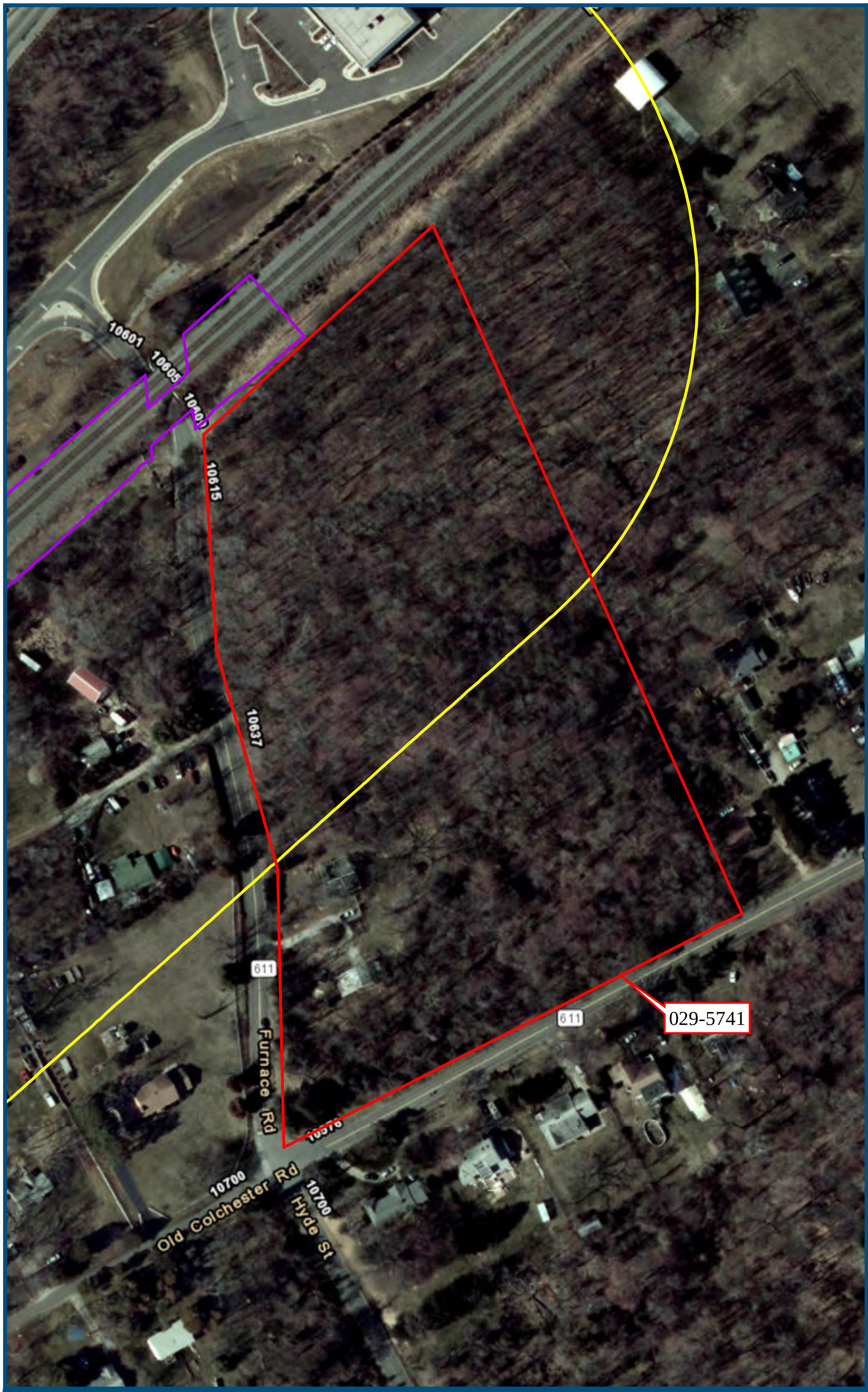
Eligibility of a resource for the NRHP under Criterion B is defined as needing to be associated with a person who is "individually significant within a historic context" and has "gained importance within his or her profession or group" (Shrimpton et al. 1990). Additional guidance for NRHP eligibility under Criterion B indicates that "Eligible properties generally are those associated with the productive life of the individual in the field in which (s)he achieved significance" (Bolland n.d.). The dwelling is associated with the Potter and Clark families, and Hannah P. Clark was the first divorced woman to own property in the area, though this does not warrant recommendation for eligibility under Criterion B. However, the internationally renowned artist, Janos Enyedi, used the property for his residence and art production that celebrated industrial landscapes in the United States and Europe for 24 years (Peebles 2014: 53).

Although the dwelling had been moved from its original location, northwest of the current site on the west side of Furnace Road, it is still within the vicinity of Colchester Town and on land that did formerly belong to Hannah P. Clark's father's farm. Under Criteria Consideration G, properties over 50 years of age, but with a period of significance of under 50 years, can be eligible if the occupant was of exceptional importance. Janos Enyedi did not occupy the dwelling until the late 1980s; however, his success and accomplishments in the international art world warrants the property to be eligible despite the recent nature of his occupation. His Furnace Road studio, occupied for 24 years, was the site of his most prolific period, and the period in his career during which his work was most widely exhibited (Furnace Road Studio n.d.). Though Enyedi's collection is housed and posthumously displayed in St. Petersburg, Florida, the Hannah P. Clark/Enyedi House is the most relevant existing building associated with his life and work. Furthermore, there are no other identified examples of an internationally recognized industrial artist's studio in Fairfax County, nor in the surrounding counties. For these reasons, the resource is recommended eligible for listing in the NRHP under Criterion B due to the strong association with Janos Enyedi as the location of his studio from 1986 to 2011. The resource is also eligible under Criteria Consideration B for a moved property, as the period of significance recommended occurs in the period after the relocation of the property, and Criteria Consideration G for significance of less than 50 years.

The resource has been modified by multiple additions and alterations, negatively impacting its historic integrity of materials, design, and workmanship. As such, it is recommended not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Hannah P. Clark/Enyedi House is **recommended as eligible at the local level under Criterion B for its association with Janos Enyedi and under Criteria Consideration B for a moved property and Criteria Consideration G for significance of less than 50 years.**

The period of significance for the Hannah P. Clark/Enyedi House begins with the property's association with Janos Enyedi, 1986–2011, as outlined previously. The proposed NHRP boundary for the Hannah P. Clark/Enyedi House at 10605 Furnace Road in Lorton in Fairfax County, Virginia comprises and follows the legal lot description for the parcel in its entirety (Parcel ID 1133 01 0019A). It is bounded by Furnace Road on the southwest and Old Colchester Road on the southeast, and parcel 1133 01 0019 to the north and west. The proposed boundaries include the primary dwelling, circa-1987 studio and shed, and concrete well. These boundaries do not include the railroad shed, located in parcel 1133 01 0019.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Furnace Rd
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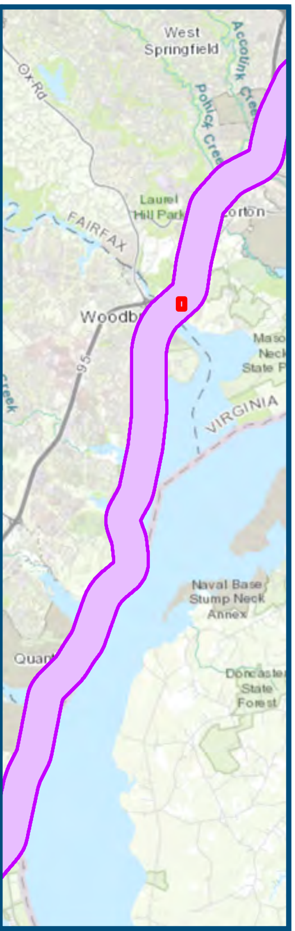
Old Colchester Rd
10700
Hyde St


West Springfield
Accotink Cree
Ox Rd
Pohick Cree
Laurel Hill Park
orton
FAIRFAX
Woodb
95
Creek
Maso Neck State P
VIRGINIA
Naval Base Stump Neck Annex
Quan
Doncaste State Forest

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Feet

0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪 Preferred Alternative

🟨 Architectural APE

🟥 Proposed NRHP Boundary

Figure 3-32
Proposed NRHP Boundaries For The Hannah P. Clark House/ Enyedi House (029-5741)

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3.3 JACKSON SHRINE (016-0092)

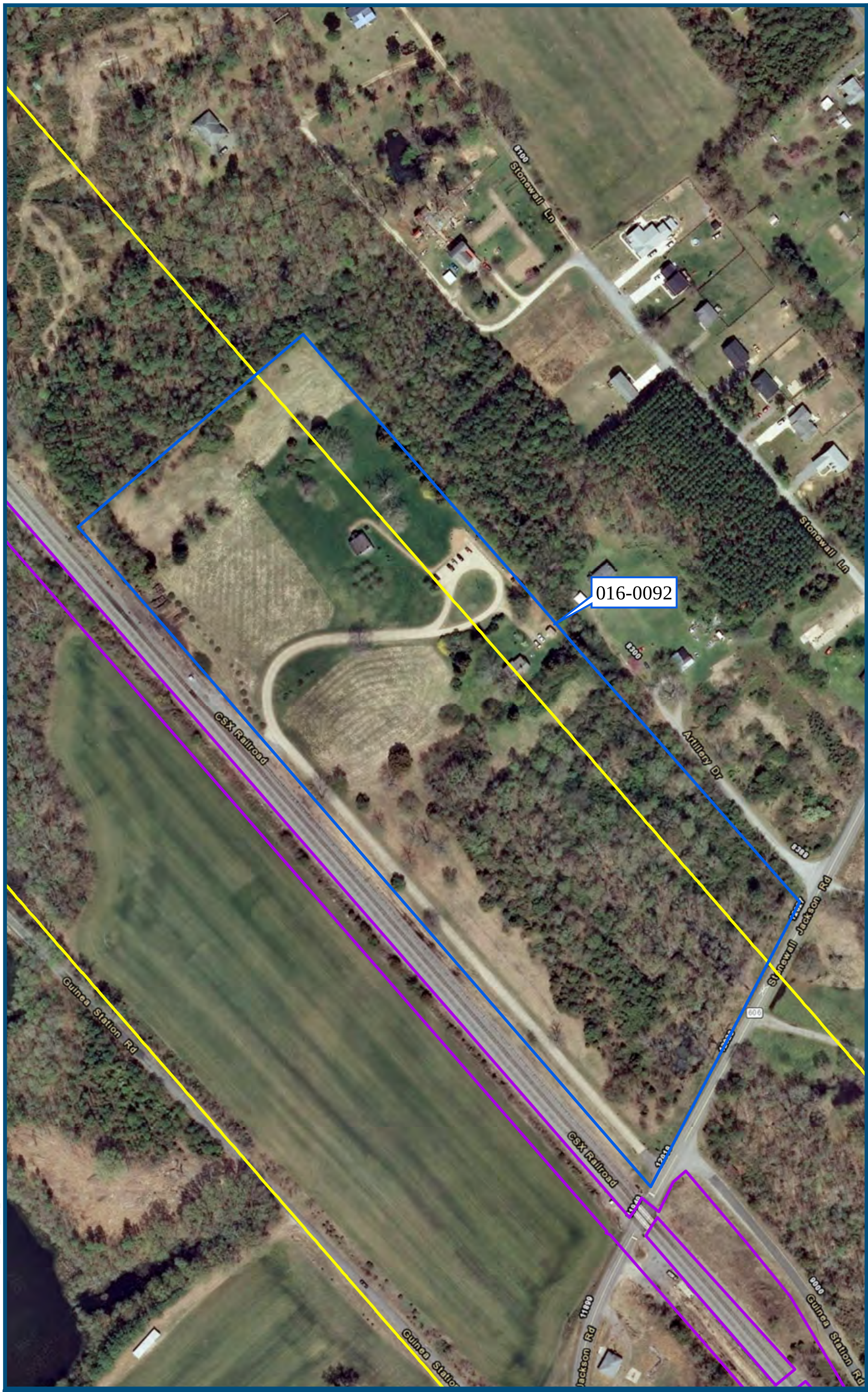
The Jackson Shrine is a historic commemorative complex located at 12019 Stonewall Jackson Road in Caroline County, Virginia. The resource is located within the Fredericksburg and Spotsylvania National Military Park near the small village of Guinea—once a station stop along the RF&P Railroad—which bounds the property on the southwest (Figure 3-33). The resource contains roughly 20.5 acres of land largely consisting of an open clearing bounded by woods on the northwest, northeast, and southeast (Caroline County 2018). It is accessed via a 1,900-foot long poured-concrete driveway extending northwest from Stonewell Jackson Road, also known as Route 606, which terminates in a loop with adjacent parking spaces.

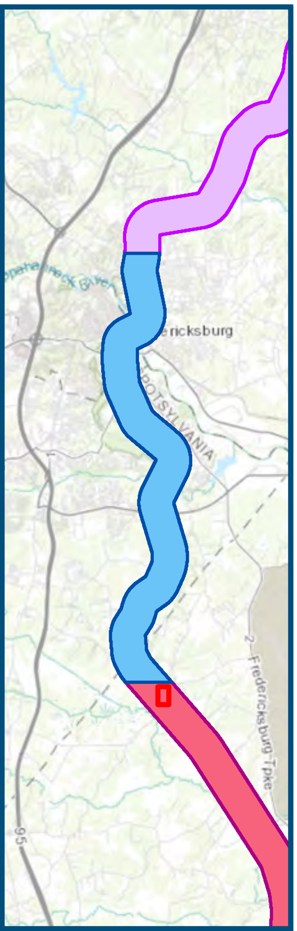
The property centers on the 1828 office building at Fairfield Plantation where General Thomas Jonathan “Stonewall” Jackson died in May 1863, but also includes other architectural and landscape features such as the below-ground remains of the Chandler House Site; a reconstructed wellhead; a 1903 granite memorial; several informational panels located adjacent to a parking area; a drinking fountain; restroom facility; and a private residence referred to as the caretaker’s house with an associated storage shed. The property has been managed by the National Park Service (NPS) since 1936.

3.3.1 Historic Context

The land within the Jackson Shrine property was part of a 753.5-acre parcel owned by Thomas Coleman Chandler at the time of the Civil War. Established in the late-eighteenth century by John Thorton, Fairfield Plantation was purchased by Chandler at auction in 1845 from the estate of Thorton’s widow, containing the house where they had both resided prior to their deaths in 1844 and 1845, respectively, and excluding 1 acre of land for the family cemetery (Happel 1961:9–11). Thomas Chandler married Clementina S. Alsop, daughter of a very wealthy Spotsylvania planter, in 1825, and she bore five children before her death in 1844. Shortly before moving to Fairfield, Chandler remarried to Mary Elizabeth Fraser (Happel 1961:14).

Thomas and Clementina’s son, John Alsop Chandler, graduated from medical school in Philadelphia and briefly used the office at Fairfield as a medical practice, but this building also served as an office for the larger farm property (Happel 1961:16–17). Chandler expanded upon the 1828 office building in the 1850s to accommodate an increasing number of duties on his plantation, including the medical care his eldest son provided at the farm on occasion. Prior to the war in 1861, the Chandler family land holdings, including those of several children who owned adjacent parcels, were substantial—totaling 2,574 acres—and worked more than 38 enslaved people over the age of 12 (Figure 3-34) (Happel 1961:17–21). Thomas Chandler resided and owned Fairfield during much of the Civil War, but had entered into an agreement to sell the property to local physician Edgar McKenney in 1863. Archival research indicates, however, that this transaction was not formalized until March 1865, and Chandler continued to pay taxes on the property (Happel 1961:22).


016-0092
Stonewall Ln
6100
Stonewall Ln
Artillery Dr
6300
6388
CSX Railroad
CSX Railroad
Jackson Rd
Stonewall Jackson Rd
606
Guinea Station Rd
Guinea Station Rd
Guinea Station
Jackson Rd
11800
9000


ericksburg
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2 - Fredericksburg Tpke
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0 110 220
Feet

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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟦 Resource Boundary

Figure 3-33
Location of the Jackson Shrine (016-0092)

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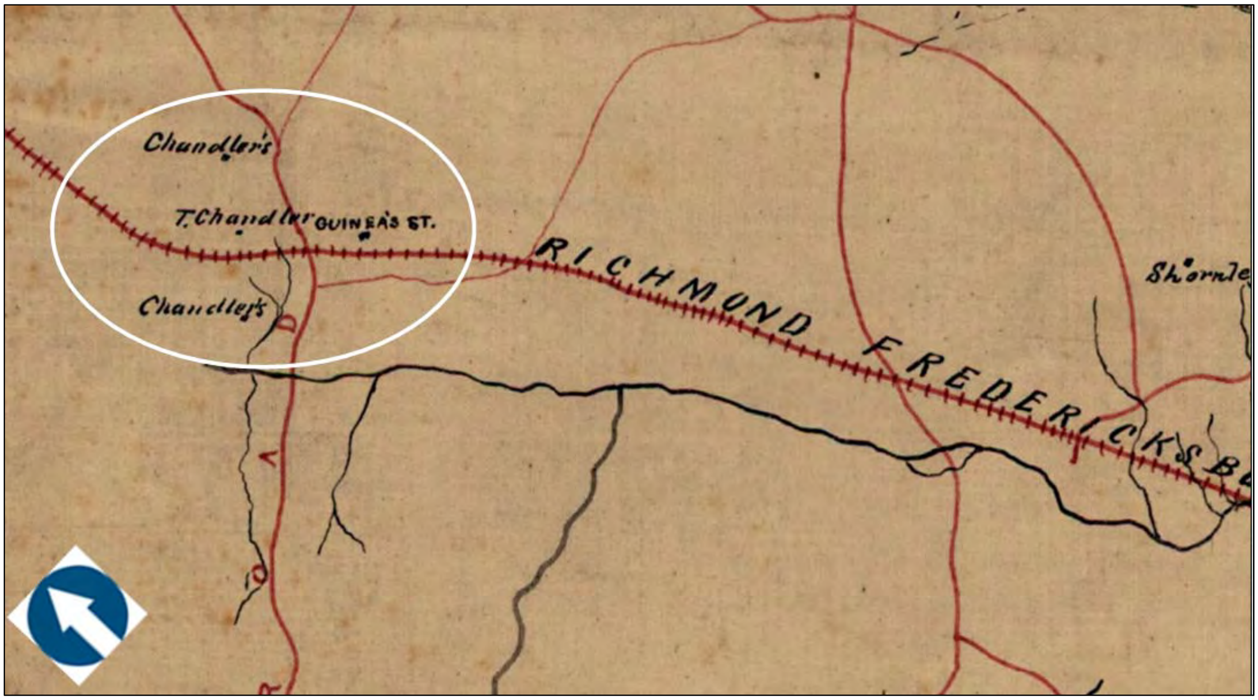


FIGURE 3-34: DETAIL OF "MAP OF CAROLINE COUNTY" SHOWING CHANDLER PROPERTY (CIRCLED IN WHITE) NEAR GUINEA STATION (CAMPBELL AND GILMER 1862) (MAP NOT TO SCALE)

On May 4, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson was brought to Fairfield after being wounded by friendly fire at the Battle of Chancellorsville and died in the plantation office six days later. "The office stood bare, except for a few items in storage, when Jackson's ambulance arrived. Although offered the use of the Chandler house, Jackson's doctor and staff officers chose the quiet and private outbuilding as the best place for Jackson to rest after his long ambulance ride" (NPS 2015).

Edgar McKenny's widow sold the property out of the family in 1884, and in successive decades, Fairfield plantation was subdivided several times in rapid secession. Twelve deeds recorded between September 1889 and May 1921 conveyed tracts as large as 245 acres and as little as 5 acres in size. By deed of August 1909, J. W. King sold William H. White the 5-acre parcel "upon which is located the house in which General Thomas J. Jackson… died" (Happel 1961:115). The Whites purchased several tracts of Fairfield in the early-twentieth century and sold at least two parcels to the RF&P Railroad near Guinea Station, including the 5-acre parcel with the office building in September 1911 and another neighboring tract in 1921. Sometime after 1911, the Chandler house, a two-story brick dwelling constructed in 1854, burned down. Other lost buildings on the property prior to its sale to the RF&P Railroad included a stable, icehouse, smokehouse, slave quarters, and presumably other agricultural structures (Figure 3-35) (Happel 1961:32–34).

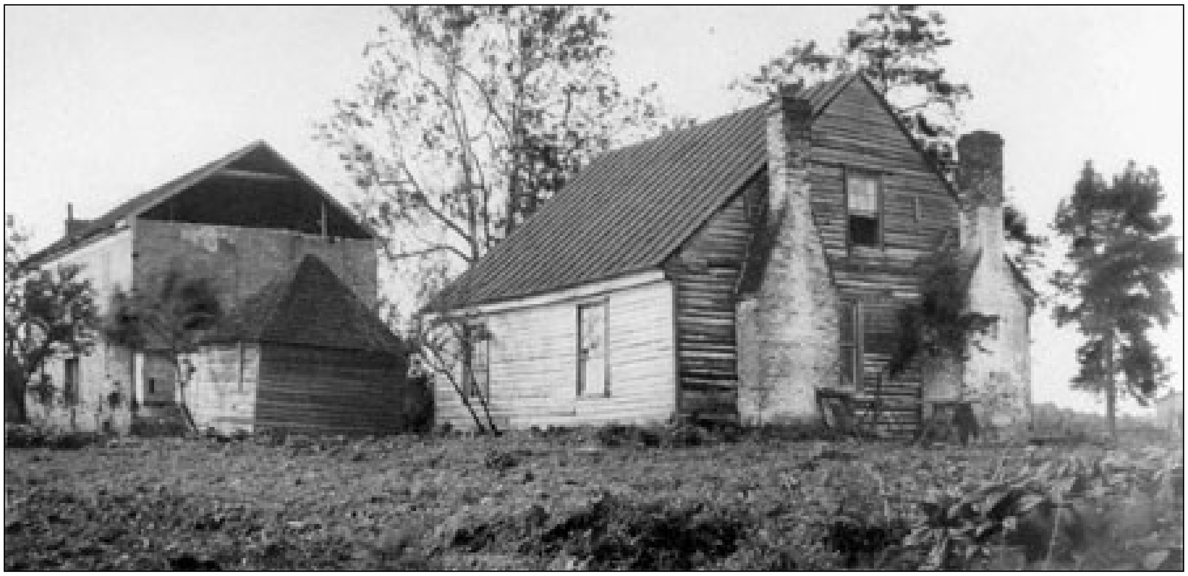


FIGURE 3-35: PHOTO TAKEN BEFORE THE FAIRFIELD PLANTATION WAS DESTROYED BY FIRE IN 1911 (NPS 2015)

As early as 1907, the RF&P Railroad issued publications advertising the view of the "house in which Stonewall Jackson died" from their trains (Happel 1961:71) (Figure 3-36). Recognizing the historic importance of the property, in January 1936, the RF&P Railroad sold the 5-acre lot to "The United States of America," a transaction approved by the Secretary of the Interior later that year (Happel 1961: 115). The shrine was opened to the public in 1937 and was operated as a historic site in conjunction with the Fredericksburg and Spotsylvania National Military Park (Figure 3-37). Following intensive examination of the property, the NPS undertook a detailed restoration project in 1962 that included rebuilding a rear-lean-to addition (personal communication with NPS staff 2018). After the initial donation of the Jackson Shrine, 10 more parcels were acquired by the NPS between 1963 and 2002 (Brien et al. 2004:255). The Shrine continues to be owned and operated as a unit of the Fredericksburg and Spotsylvania National Military Park. In the 1960s, the NPS created an interpretation plan to restore the building to its appearance a century prior.

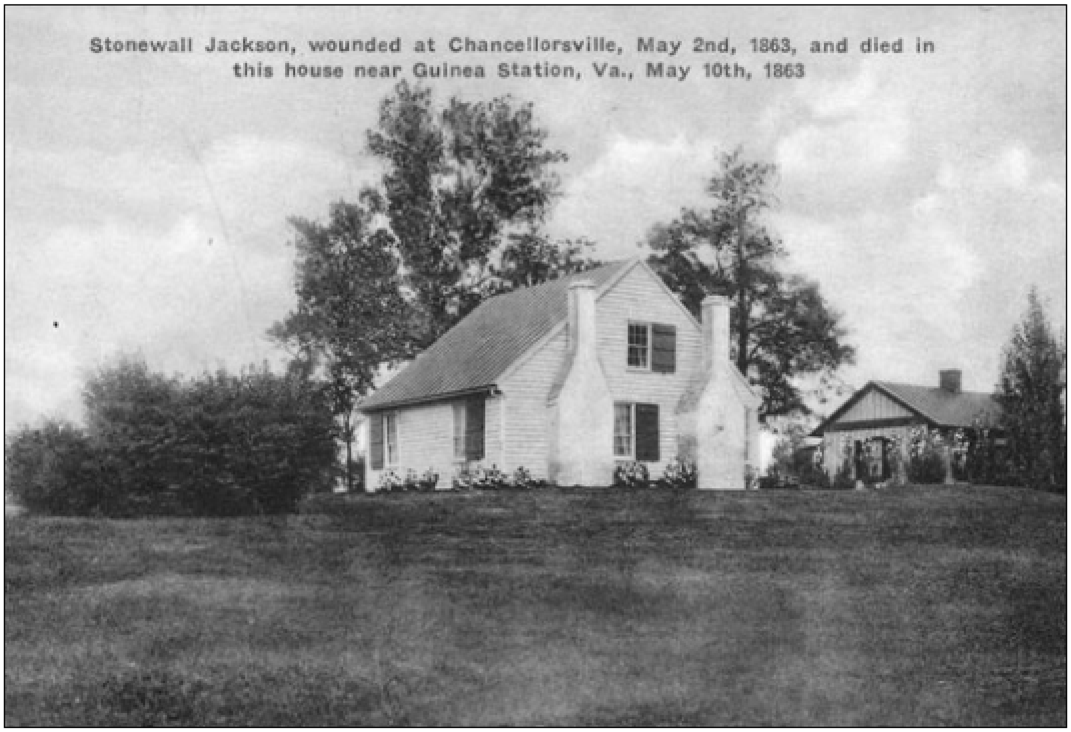

Stonewall Jackson, wounded at Chancellorsville, May 2nd, 1863, and died in this house near Guinea Station, Va., May 10th, 1863

FIGURE 3-36: PHOTOGRAPH SHOWING SOUTH OBLIQUE OF OFFICE BUILDING PRIOR TO 1962 RESTORATION. NOTE THE ADDITIONAL BUILDING TO THE NORTH OF THE OFFICE, NO LONGER EXTANT. (LIBRARY OF VIRGINIA 1937A)

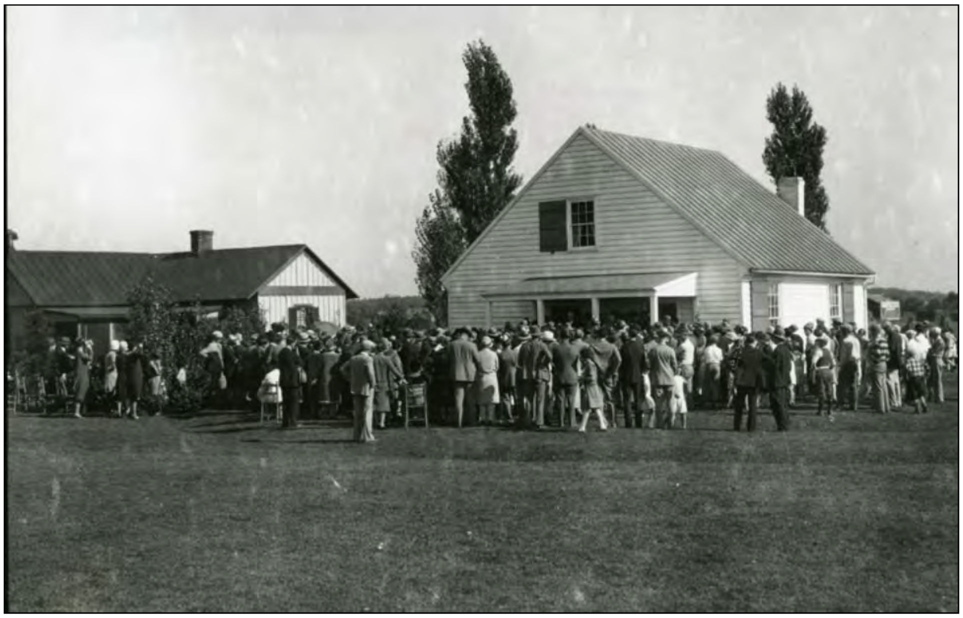


FIGURE 3-37: THIS PHOTOGRAPH, TAKEN IN 1937 ON OPENING DAY, SHOWS THE ENTRY PORCH AS COVERING BOTH DOORS ON THE PRIMARY ELEVATION, AND A SECONDARY STRUCTURE IMMEDIATELY TO THE NORTH (LIBRARY OF VIRGINIA 1937B)

3.3.2 Architectural Description

3.3.2.1 Primary Resource Exterior

The primary resource is a one-and-a-half-story, two-bay, office building originally constructed in 1828 and expanded in the 1850s. This resource is located about 400 feet northeast of the railroad tracks (Figure 3-38). It has a continuous brick foundation supporting a frame structural system that is clad in beaded weatherboard with beaded corner boards. The building is covered by a moderately pitched, front-gabled roof sheathed in wood shingles. Two exterior-end brick chimneys mark the southeast elevation.

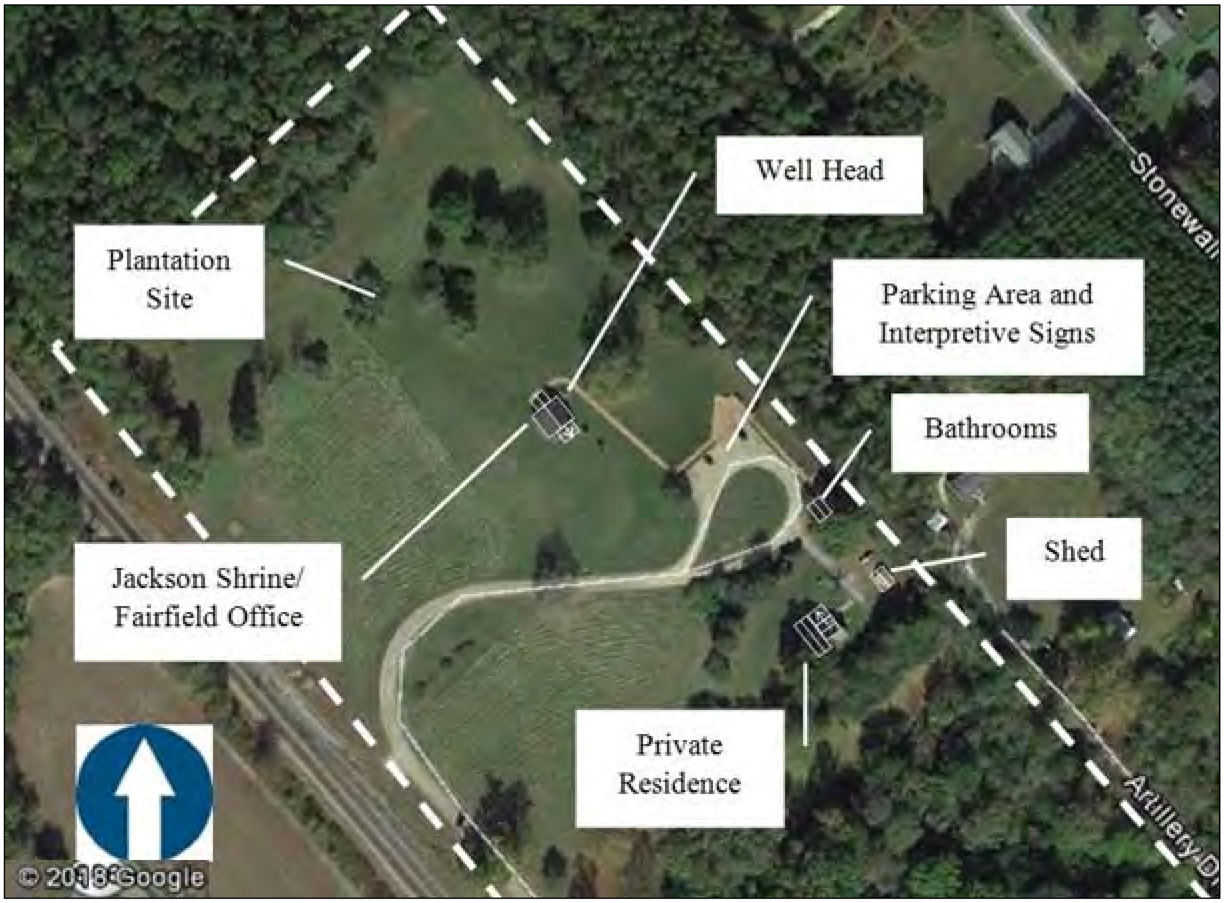

Well Head
Plantation Site
Parking Area and Interpretive Signs
Bathrooms
Shed
Jackson Shrine/ Fairfield Office
Private Residence
Stonewall
Artillery D
© 2018 Google

FIGURE 3-38: DETAILED SITE PLAN OF THE JACKSON SHRINE (GOOGLE EARTH 2018) (NOT TO SCALE)

The primary entrance is located on the northwest elevation and is filled by a single-leaf door of vertical wood boards accessed via a one-story, front-gabled entry porch with wood deck and chamfered wood posts (Figures 3-39 and 3-40). The porch is supported by brick piers. A secondary entrance is located to the west of the primary entrance and is filled with a similar single-leaf door of vertical wood boards, with concrete steps. Fenestration on the northeast and southwest elevations include nine-over-six, double-hung-sash, wood windows flanked by board-and-batten shutters. A six-over-six, double-hung-sash, wood-framed window with thin muntins is centrally placed in the gable ends.

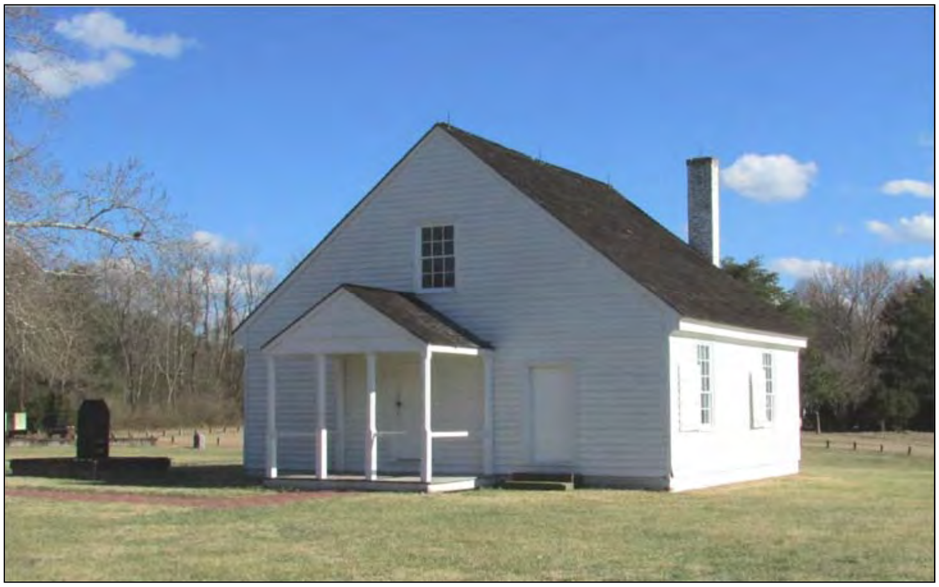


FIGURE 3-39: WEST OBLIQUE OF SHRINE BUILDING

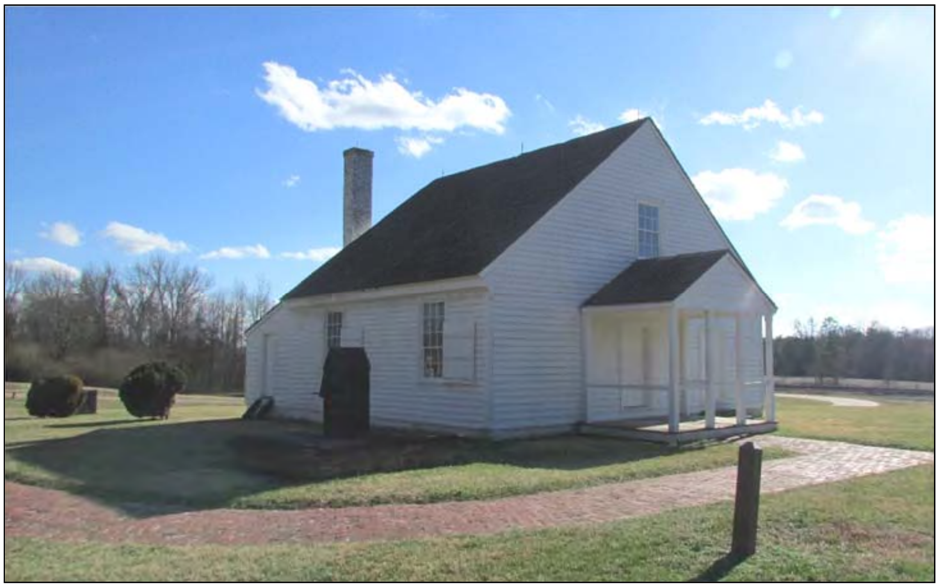


FIGURE 3-40: NORTH OBLIQUE OF SHRINE BUILDING

A one-story, lean-to addition with a shed roof lines much of the southeast elevation (Figure 3-41). This addition is a reconstruction and was added during the 1962 restoration of the property. It is supported by a brick-pier foundation with wood lattice between piers and is clad in beaded weatherboard. A single entrance is located on the northeast elevation and consists of a single-leaf, board-and-batten door accessed by a set of wood steps. Two six-over-six, double-hung-sash, wood windows with board-and-batten shutters mark the southeast elevation.

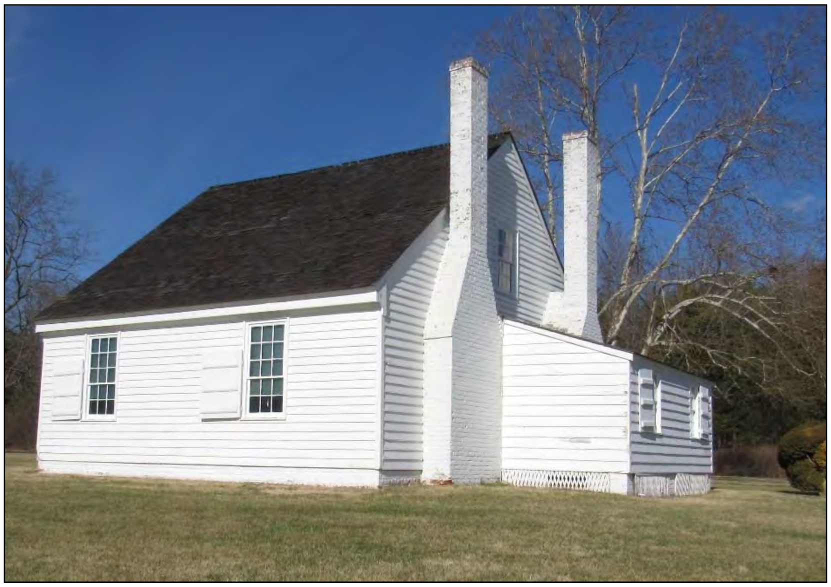


FIGURE 3-41: VIEW OF REAR ADDITION AND EXTERIOR-END BRICK CHIMNEYS, LOOKING NORTH

3.3.2.2 Primary Resource Interior

The interior of the office building was not accessible at the time of survey, but is well documented in a 1961 Historic Structures Report compiled to aid in the restoration of the Jackson Shrine property (Happel 1961). Few modifications have been made to the interior since the restoration work was completed around 1968.

3.3.2.3 Secondary Resources

The site of the Chandler House at Fairfield (44CE0106) is marked by four wood posts, denoting each corner of the dwelling, located northwest of the office building (Figure 3-42). A plaque further designates the location of the site. Further southeast and just 6 feet east of the office building is a reconstructed, nineteenth-century-style wellhead with a mortared fieldstone foundation topped by a wood deck and windlass meant to mimic a nineteenth-century well. A 1903, rough-cut, granite memorial to General Stonewall Jackson is located approximately 140 feet southeast of the primary resource, just northwest of the parking area (Figure 3-43). This monument is one of roughly a dozen such markers placed by “James Power Smith in 1903 under the auspices of a committee organized by local businessmen Thomas F. Ryan and Samuel B. Woods to mark locations in Spotsylvania and Orange counties related to significant Civil War events” (Kline 2014).

Several contemporary interpretive signs are situated on a short brick wall along the northwest side of the parking lot, southeast of the primary resource (Figure 3-44). A series of signs describes the Battle of Chancellorsville and events leading up to “Stonewall” Jackson’s death here in May 1863 along with the history of Fairfield Plantation.

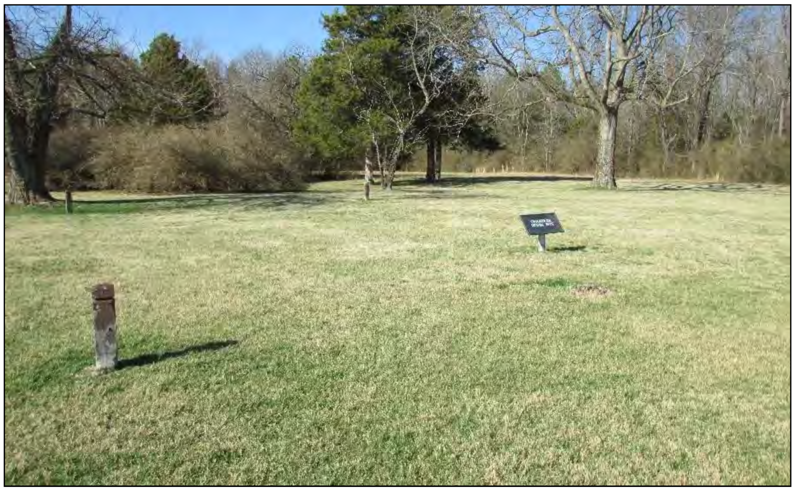


FIGURE 3-42: VIEW OF THE FAIRFIELD PLANTATION SITE NORTH OF OFFICE BUILDING

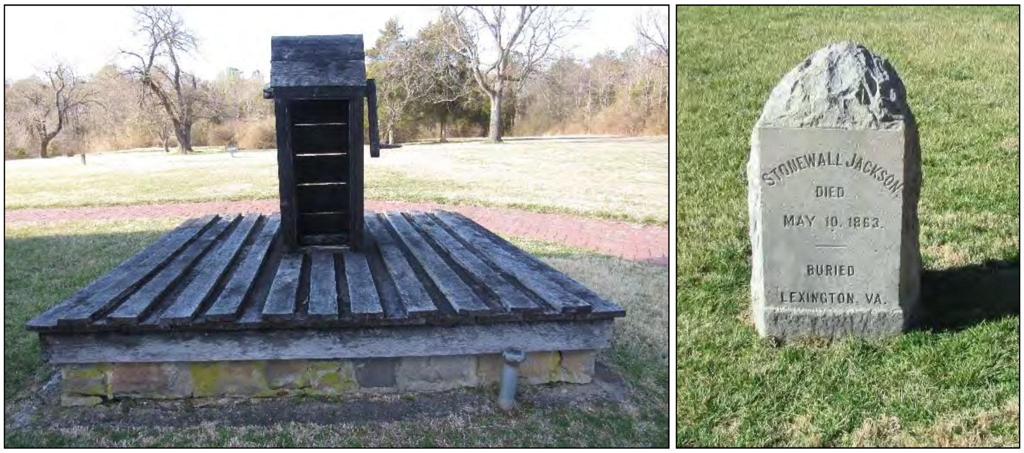

STONEWALL JACKSON
DIED
MAY 10, 1863.
BURIED
LEXINGTON, VA.

FIGURE 3-43: AT LEFT, VIEW OF RECONSTRUCTED WELLHEAD, LOOKING NORTHWEST AND, AT RIGHT, NORTHWEST ELEVATION OF A 1903 MEMORIAL ADJACENT TO PARKING AREA

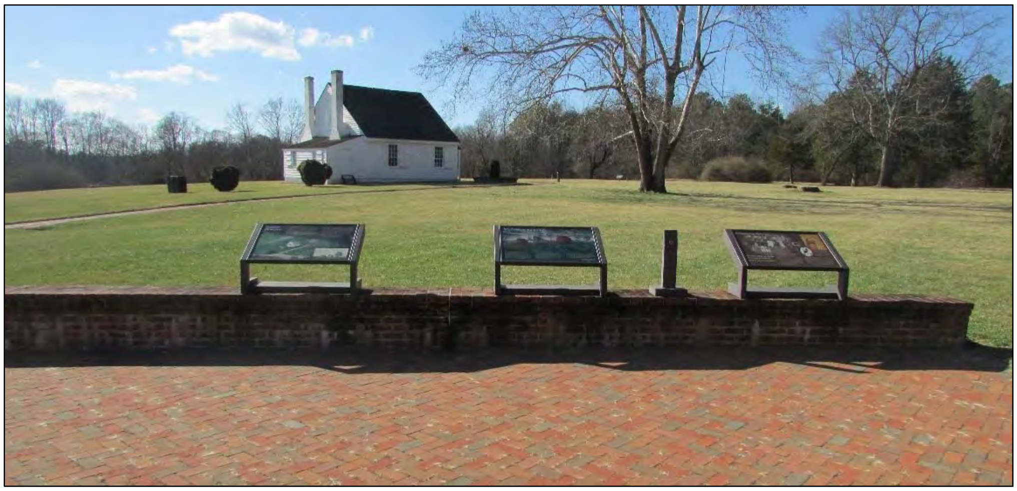


FIGURE 3-44: VIEW OF INTERPRETIVE PANELS NEAR THE PARKING AREA, LOOKING NORTH

A one-story building housing restrooms for visitors is located approximately 270 feet southeast of the primary resource and was constructed in 1985. It has a poured-concrete foundation, a frame structural system clad in weatherboard, and a front-gabled, wood-shingle roof. Two single-leaf doors on the northwest elevation leading to men's and women's restrooms are covered by a wood-shingled pent roof. The fenestration consists of six-over-six, double-hung sash, wood windows. Access to an additional room, likely housing maintenance or technical equipment, is located on the southeast elevation and is blocked from public access by chain-link fencing. Pedestrian access to the bathroom is provided by a basket weave brick walkway. A brick water fountain, likely added to the property in the mid-twentieth century, is situated at the west corner of the parking area, along the brick walkway that extends north to the office building (Figure 3-45).

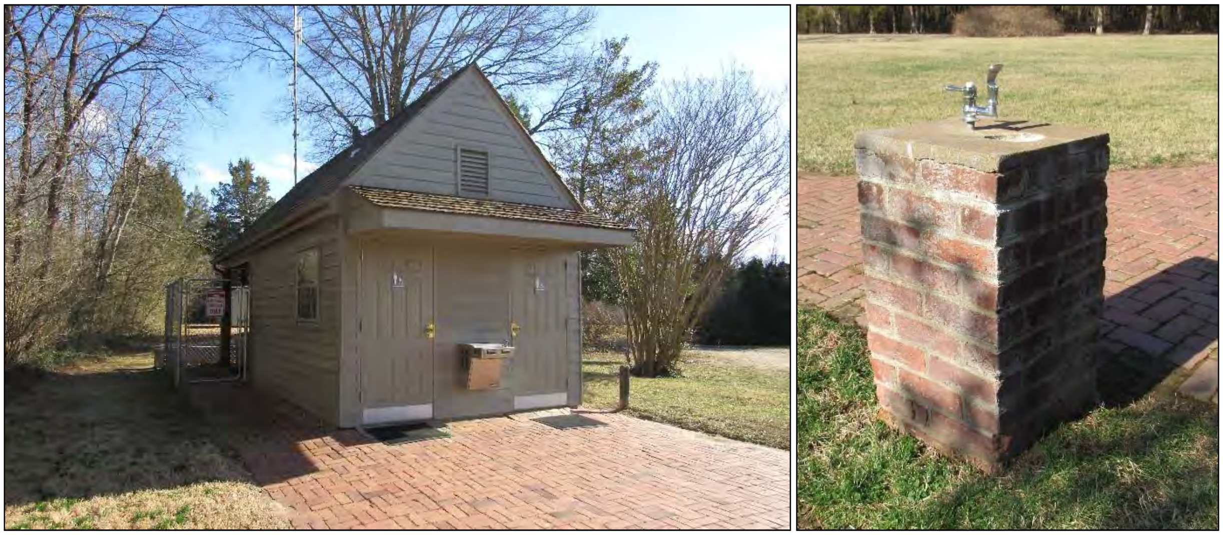


FIGURE 3-45: NORTH OBLIQUE OF RESTROOM BUILDING (AT LEFT) AND DETAIL OF FOUNTAIN, LOOKING NORTH (RIGHT)

A secondary dwelling with an address of 12023 Stonewall Jackson Road is also located within the property boundaries and was constructed in the Minimal Traditional style prior to 1949; the date is confirmed according to historic topographic maps (USGS 1942a). A small wood sign indicates that this secondary resource is a private residence, utilized by the NPS as employee housing. The one-story building has a continuous foundation of poured concrete and a frame structural system clad in a mix of vertical wood siding and horizontal aluminum siding, used in combination, especially in the gable ends (Figures 3-46 and 3-47). The primary entrance is centrally located on the northwest elevation and consists of a single-leaf door accessed via a partial-width, screened porch. A secondary entrance is located on the southeast elevation. The house is predominantly covered by an asphalt-shingled, side-gabled roof and has an interior, corbelled, brick chimney at the ridge with copper flashing. Fenestration consists primarily of six-over-six, double-hung sash, wood windows, many with aluminum-frame external screens. At least two additions have been made to the house, including a one-story, one-bay, shed-roof addition in the center of the façade. A one-story, front-gabled addition extends from the west corner of the house and stretches along its southwest elevation.

A one-story, prefabricated shed constructed in 2012 is located approximately 65 feet east of the secondary dwelling (Figure 3-48). The frame structure clad in vinyl siding has a side-gabled roof covered in asphalt shingles. A majority of the building rests on a pier-type foundation, although a small poured-concrete slab was seen at the southeast elevation where an electrical meter attaches to the resource. A double-leaf entrance is centrally located on the southwest elevation, flanked by one-over-one, double-hung, vinyl sash windows with false muntins and false shutters.

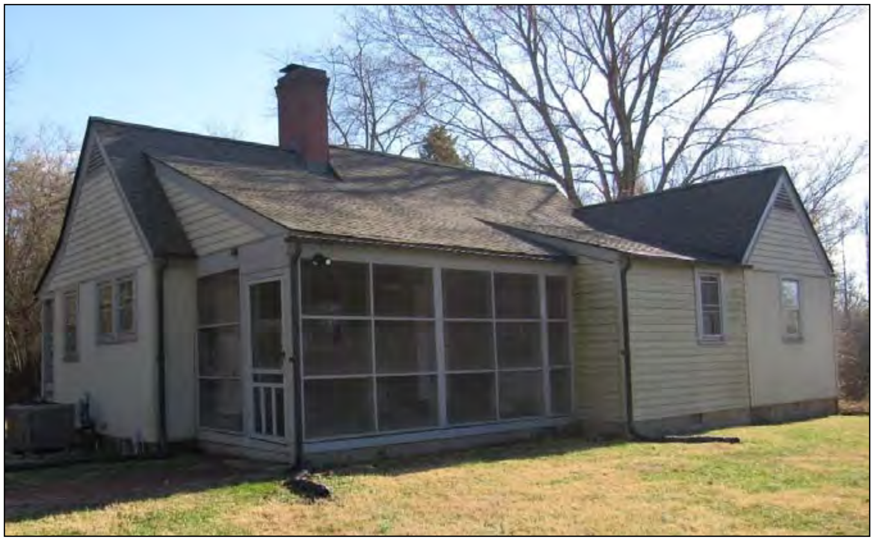


FIGURE 3-46: NORTH OBLIQUE OF PRIVATE RESIDENCE

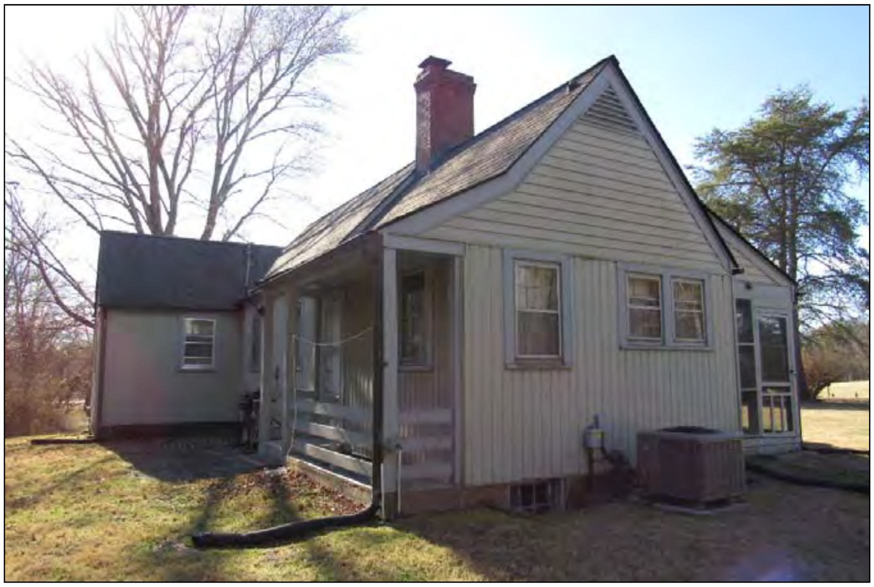


FIGURE 3-47: VIEW OF SOUTHEAST OBLIQUE OF PRIVATE RESIDENCE

FIGURE 3-48: SHED ASSOCIATED WITH PRIVATE RESIDENCE

3.3.3 NRHP Evaluation

The Jackson Shrine (016-0092), located at 12019 Stonewall Jackson Road, is a historic commemorative complex centered on a one-and-a-half-story, frame building constructed circa 1828 that once served as the farm office for Fairfield Plantation and is the only nineteenth-century building still standing on the site. In 1936, the NPS acquired the building and established the Jackson Shrine. The Jackson Shrine is one of a number of historic sites associated with General "Stonewall" Jackson and the important role he played in the American Civil War. The most personal of these sites includes Jackson's family home in Lexington, Virginia, and his gravesite in the old Presbyterian Cemetery in the same city. Other sites include a number of battlefields where his military expertise proved critical to the war's progression, including the Chancellorsville Battlefield, now located within the Fredericksburg and Spotsylvania County Battlefields National Military Park. Within this park, there are at least three monuments to the events that led to Jackson's death: an 1879 stone marker at the site of his wounding known as "Jackson Rock," a 14-foot-tall, granite monolith erected in 1888 by Jackson's staff in his memory at Chancellorsville Battlefield and identified as the "Jackson Monument," and a 1903 marker in the Ellwood Cemetery believed to mark the burial site of Jackson's severed arm. The Jackson Shrine site, however, is the only one of these memorials with an extant building from the time of the event. Overall, this resource remains in good condition and retains sufficient historic integrity of location, design, setting, materials, workmanship, feeling, and association.

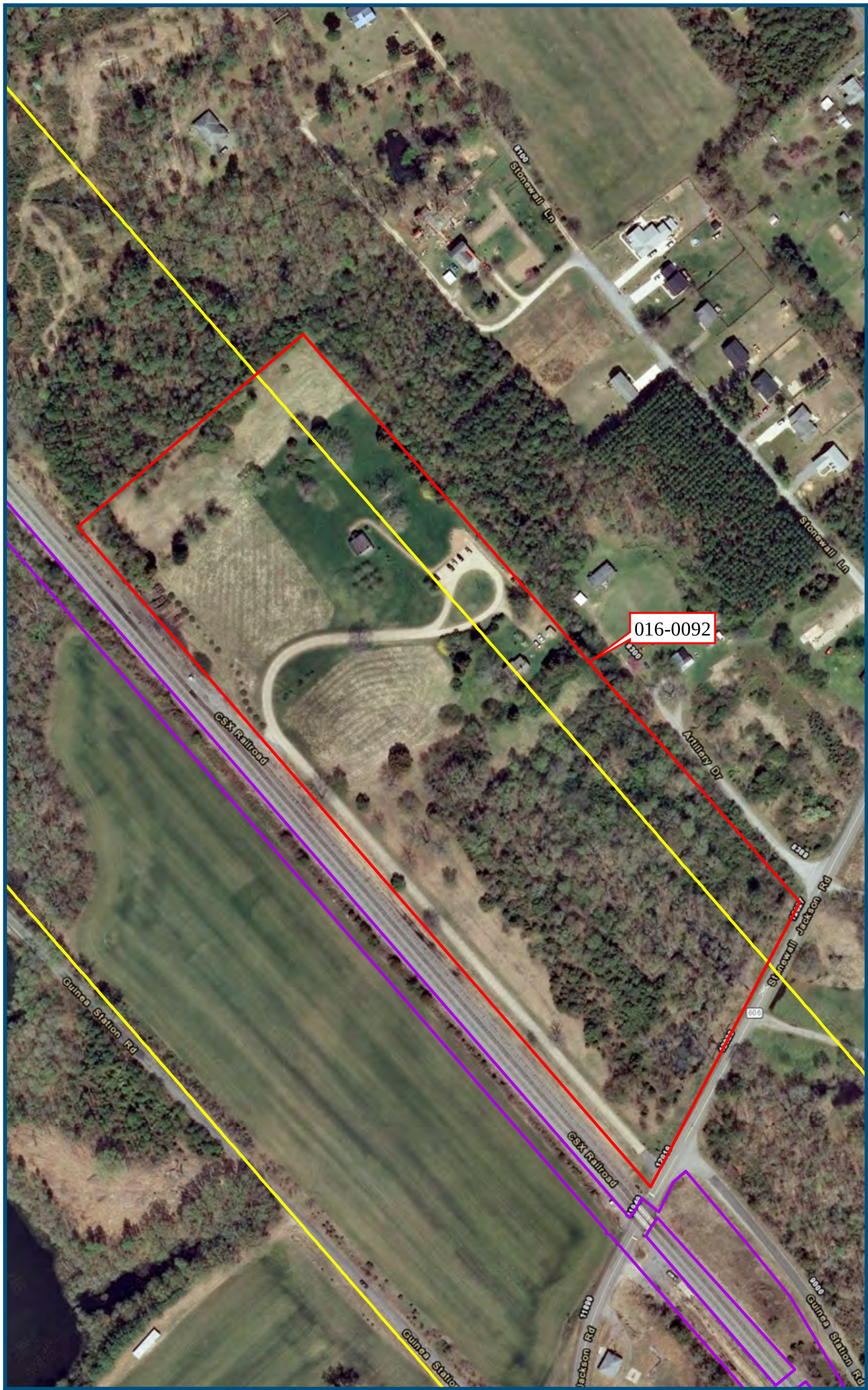
An investigation led by the NPS and conducted in 2014 to support a NRHP nomination for the Fredericksburg and Spotsylvania County Battlefields National Military Park Historic District (111-0147) found that the Jackson Shrine contributes to the district:

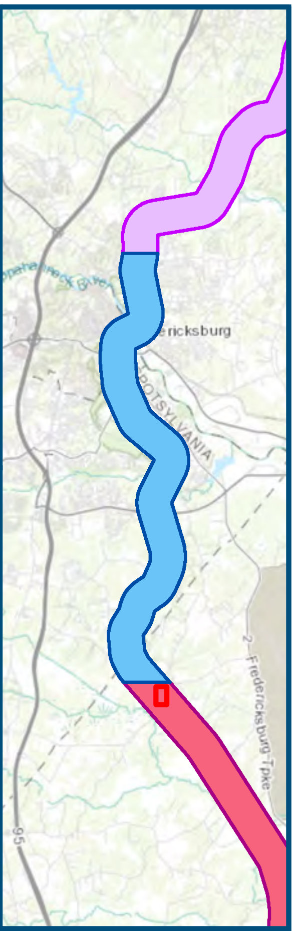
> …under Criterion A in the area of Military for its association with the antebellum plantation known as Fairfield, where Thomas J. "Stonewall" Jackson was taken for treatment and died after he was wounded at Chancellorsville. The site also contributes under Criterion A in the area of Conservation for its association with the creation and development of Fredericksburg and Spotsylvania National Military Park, 1927–1965, and under Criterion C in the area of Other - Commemoration for its association with the commemoration of Fredericksburg and Spotsylvania County Battlefields (Kline 2014).

Since the 2014 study, the Jackson Shrine was found during the current effort to maintain a sufficient amount of historic integrity to merit NRHP eligibility under Criteria A and C as previously recommended (Kline 2014). In the Commonwealth of Virginia, there are multiple commemorative sites related to his injuries and death, including one at the location of his fatal wound, near the Chancellorsville battlefield visitor center, another marking his burial in Lexington, Virginia, and the property of this study. As guidance for NRHP eligibility under Criterion B, properties with significant associations to important people in our past, indicates that: "Eligible properties generally are those associated with the productive life of the individual in the field in which (s)he achieved significance," the Jackson Shrine is recommended not eligible for individual listing under this Criterion (Bolland n.d.). As an architectural resource, this property was not evaluated under Criterion D.

In sum, the Jackson Shrine **is recommended eligible for listing in the NRHP under Criteria A and C.** The resource is also **recommended as contributing to the Fredericksburg and Spotsylvania County Battlefields National Military Park Historic District (111-0147).** The period of significance for the property is 1863, to include the death of Stonewall Jackson, and 1927–1968, for the period in which the office has operated as a shrine. This end date follows the NPS guidelines which say: "Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997).

The proposed NRHP boundary for the Jackson Shrine at 12019 Stonewall Jackson Road comprises and follows the legal lot description for 10 parcels in their entirety (Parcel IDs 16B-2-A-1, 16B-2-A-2, 16B-2-A-3, 16B-2-A-4, 16B-2-A-5, 16B-2-A-6, 16B-2-A-7, 16B-2-A-8, 16B-2-A-9, 16B-2-A-10, 16B-2-A-11, 16B-2-A-12, 16B-2-A-13, 16B-2-A-14, 16B-2-A-15, 16B-2-A-16, 16B-2-B-17, 16B-2-B-17A, 16B-2-B-18, 16B-2-B-19, 16B-2-B-19A, 16B-2-B-20, 16B-2-B-21, 16B-2-B-21A) (Figure 3-49). It is bounded on the southwest by Stonewall Jackson Road and the rail line, and on the east by Artillery Drive.


016-0092
Stonewall Ln
8100
Stonewall Ln
8300
Artillery Dr
8388
CSX Railroad
CSX Railroad
Stonewall Jackson Rd
Jackson Rd
606
Guinea Station Rd
Guinea Station Rd
Guinea Station Rd
Jackson Rd
11800
9000


ericksburg
POTSYLVANIA
2-Fredericksburg Tpke
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Feet

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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟥 Proposed NRHP Boundary

Figure 3-49
Proposed NRHP Boundaries for the Jackson Shrine (016-0092)

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3.4 WOODFORD HISTORIC DISTRICT (016-5129)

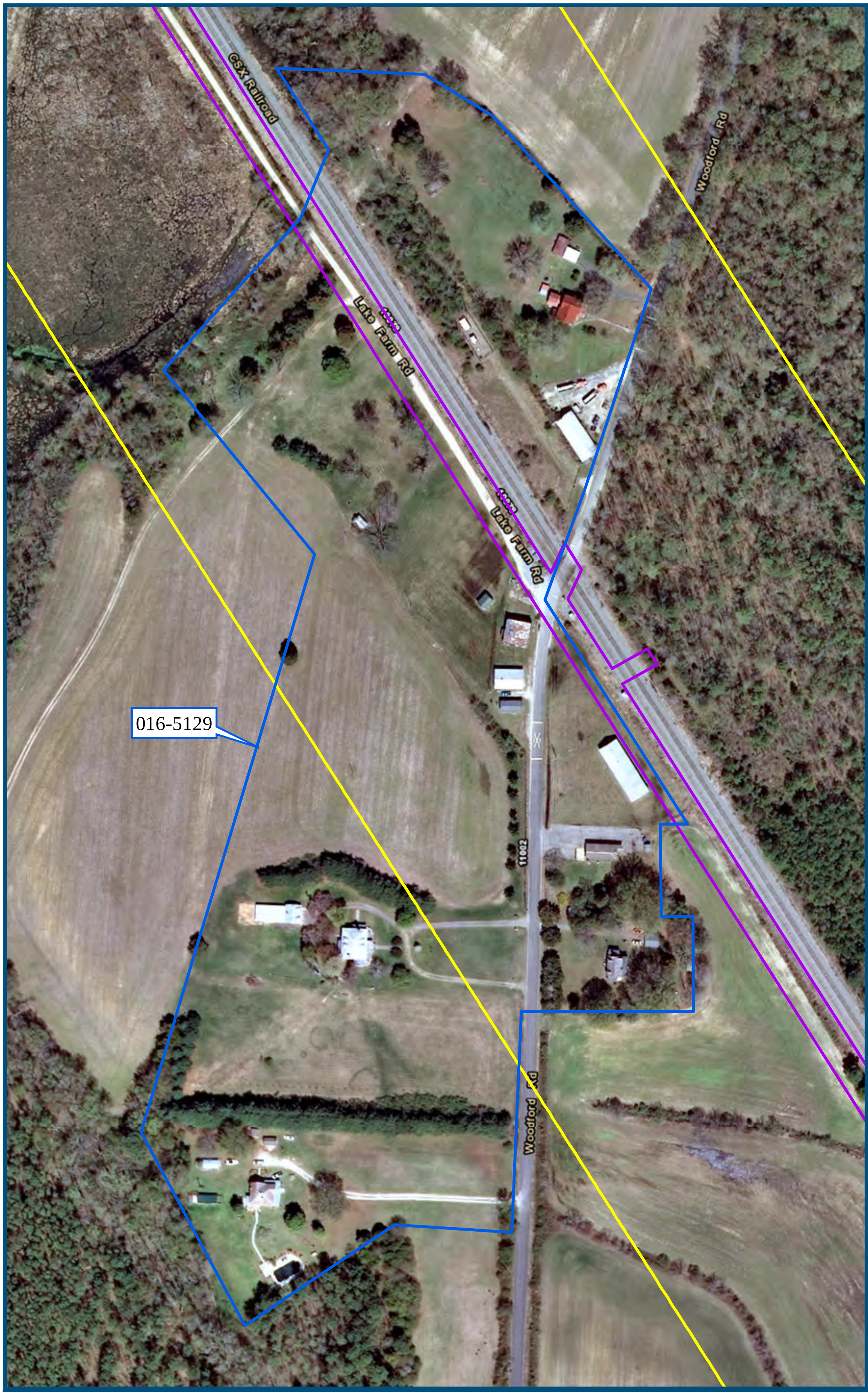
The Woodford Historic District (016-5129) is a former railroad community in rural Caroline County, Virginia. The village is located at the intersection of Woodford Road (also known as Route 626) and the former tracks of the RF&P Railroad, constructed through the area in 1836 (Figure 3-50). The historic district is currently composed of 13 individual resources and includes a combination freight-and-passenger depot, three current and former post office buildings (one of which is still in operation), two commercial buildings, a warehouse, four outlying single-family dwellings, an outbuilding, and the pier foundation of a warehouse that is no longer extant.

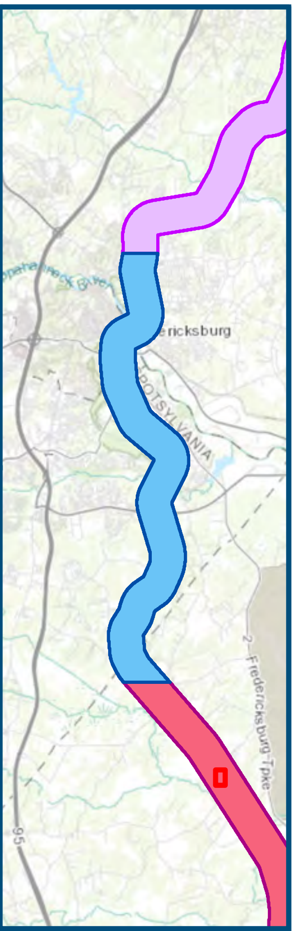
3.4.1 Historic Context

When the RF&P Railroad opened its line through Caroline County in 1836, the stop at Woodford, one of only five in the county at that time, was known as Downer's Bridge (Figure 3-51) (Taylor and Sheild 2016; Wingfield 1924:34). By the mid-nineteenth century, the station and the small community surrounding it had become more commonly known as Woodford's Lane (shortened to Woodslane around 1897), named after a Revolutionary War general whose family held large tracts of land in the area (Figure 3-52) (Fall 1989:366–367; Fisher and Sparenborg 2011:196; Taylor and Sheild 2016). A post office was first established at Woodford on August 6, 1874 (Fall 1989:370). In a petition for the designation, an argument was made that a post office in that location:

> …would be a great convenience, and save much valuable time and expense as a large number are compelled to travel from six to eight miles for their mail matter, especially those living on the west side of the Mattaponi; the post office would also help build up the place, which is well located, and only lacks enterprise to make it a Town of some importance [Fall 1989:371].

On May 12, 1922, the name of the railroad station was officially changed to Woodford to correspond to the name assigned to the post office (Fall 1989:370; Taylor and Sheild 2016).


CSX Railroad
Lake Farm Rd
Lake Farm Rd
Woodford Rd
11002
Woodford Rd
016-5129


ericksburg
POTSYLVANIA
2 Fredericksburg Tpke
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Feet
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Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟦 Resource Boundary

Figure 3-50
Location of the Woodford Historic District (016-5129)

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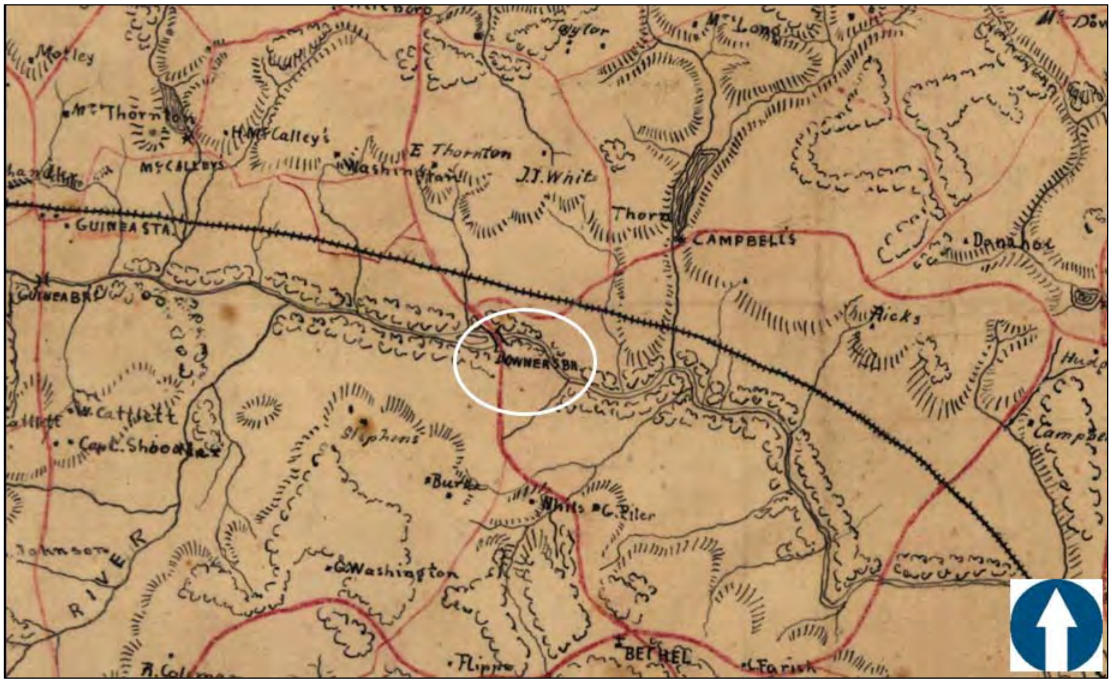
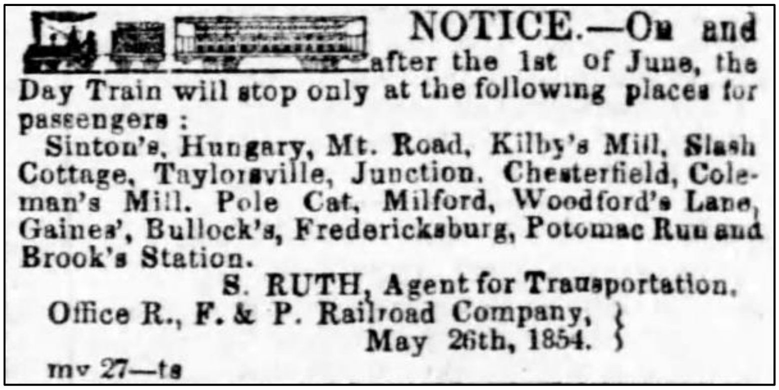

Motley
Mr Thornton
H.McCalley
McCALLEYS
E Thornton
Washington
J.T. White
Taylor
McLong
Thorn
CAMPBELLS
GUINEA STA
GUINEA BR
DOWNERS BR.
Catlett
Capt. Shoodlar
Stephens
Burke
Ricks
Donahoe
Whits
G. Piler
Johnson
RIVER
G. Washington
Flippo
BETHEL
Farish
Campbell

FIGURE 3-51: 1864 MAP SHOWING THE LOCATION OF DOWNER'S BRIDGE (CIRCLED IN WHITE) (CONFEDERATE STATES OF AMERICA 1864) (MAP NOT TO SCALE)



NOTICE.—On and after the 1st of June, the Day Train will stop only at the following places for passengers:

Sinton's, Hungary, Mt. Road, Kilby's Mill, Slash Cottage, Taylorsville, Junction, Chesterfield, Coleman's Mill, Pole Cat, Milford, Woodford's Lane, Gaines', Bullock's, Fredericksburg, Potomac Run and Brook's Station.

S. RUTH, Agent for Transportation.
Office R., F. & P. Railroad Company,
May 26th, 1854.
my 27—ts

FIGURE 3-52: STOPS ALONG THE RF&P RAILROAD IN 1854 (RICHMOND DISPATCH 1854)

Despite the presence of the railroad and post office, the community seldom appears on historic maps in the late-nineteenth century (Figure 3-53) (i.e., USGS 1889). According to directories, no businesses were located in Woodford in 1877, although it contained one of the county's 15 post offices (Fall 1989:372). By 1880, the community possessed a corn-and-flour mill operated by J.L. Jordan, a sawmill operated by Stringfellow & Chewning, and one general merchant, White & Woolfolk (Fall 1989:372). By 1897, the population of Woodford was just 28, although it did contain four sawmills, an excelsior mill, two general merchants, a coach-and-wagon builder, and a constable (Fall 1989:373).

Local merchant George P. Lyon established an excelsior mill at Woodford around 1896, launching what would eventually become Caroline County's largest industry (Fall

1989:370; Fisher and Sparenborg 2011:198). For further discussion on the excelsior industry in Caroline County, see page 3-85 of this document. The influence of this business was apparent by 1910–1911, when the population had risen to 100, and the community boasted a corn-and-flour mill, two saw mills, Lyon's excelsior mill, three general stores, a grocer, a carpenter/builder, a blacksmith/wheelwright, a constable, and a commissioner of revenue (Fall 1989:373). The number of commercial and industrial concerns in the community remained about the same for the next few decades, although the residential population fluctuated. In 1940, the town had a reported population of just 60 people (Fall 1989:374). A 1942 topographic map—the first to show Woodford in any detail—reveals the community in its mid-twentieth-century configuration (Figure 3-54) (USGS 1942b). Mid-twentieth-century aerial imagery also gives some idea of the size and composition of the rural community during that period (Figure 3-55).

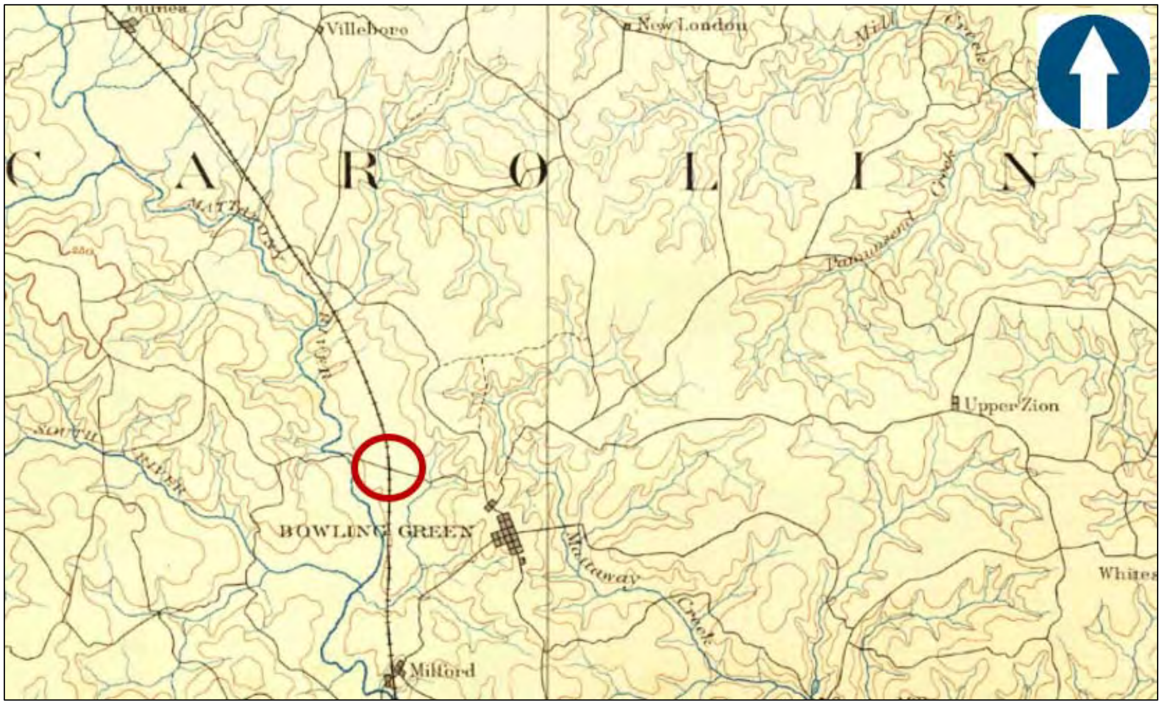


FIGURE 3-53: LOCATION OF WOODFORD (CIRCLED IN RED) ON AN 1889 TOPOGRAPHIC MAP (USGS 1889) (MAP NOT TO SCALE)

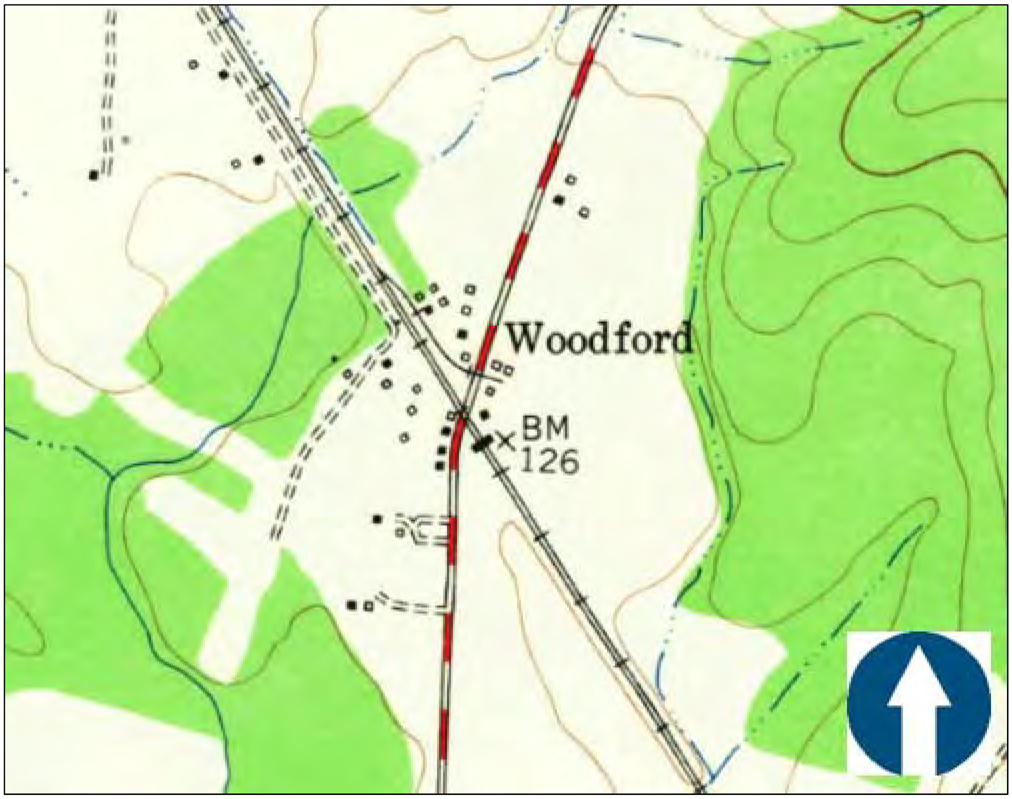


FIGURE 3-54: 1942 TOPOGRAPHIC MAP OF WOODFORD (USGS 1942B) (MAP NOT TO SCALE)

By 1924, the George P. Lyon Excelsior Co. had grown to become "the largest industrial concern in the county," providing much-needed jobs for local residents (Fall 1989:370). The excelsior mill complex, consisting of several warehouses and a loading platform, was located at the southeast corner of the railroad crossing and was accessed via a siding (Taylor and Sheild 2016). The mill caught fire several times, including in 1903 and 1905, and was eventually destroyed or demolished (Fall 1989:371; Fredericksburg Free Lance 1903, 1905a). A warehouse associated with the B.C. Harding Hay, Grain, Meal & Feed Store was also located in the southeast corner of the crossing (Figure 3-55). Today all that is left in that area is the concrete pier foundation of a warehouse once belonging to either the excelsior manufacturing complex or the feed store.

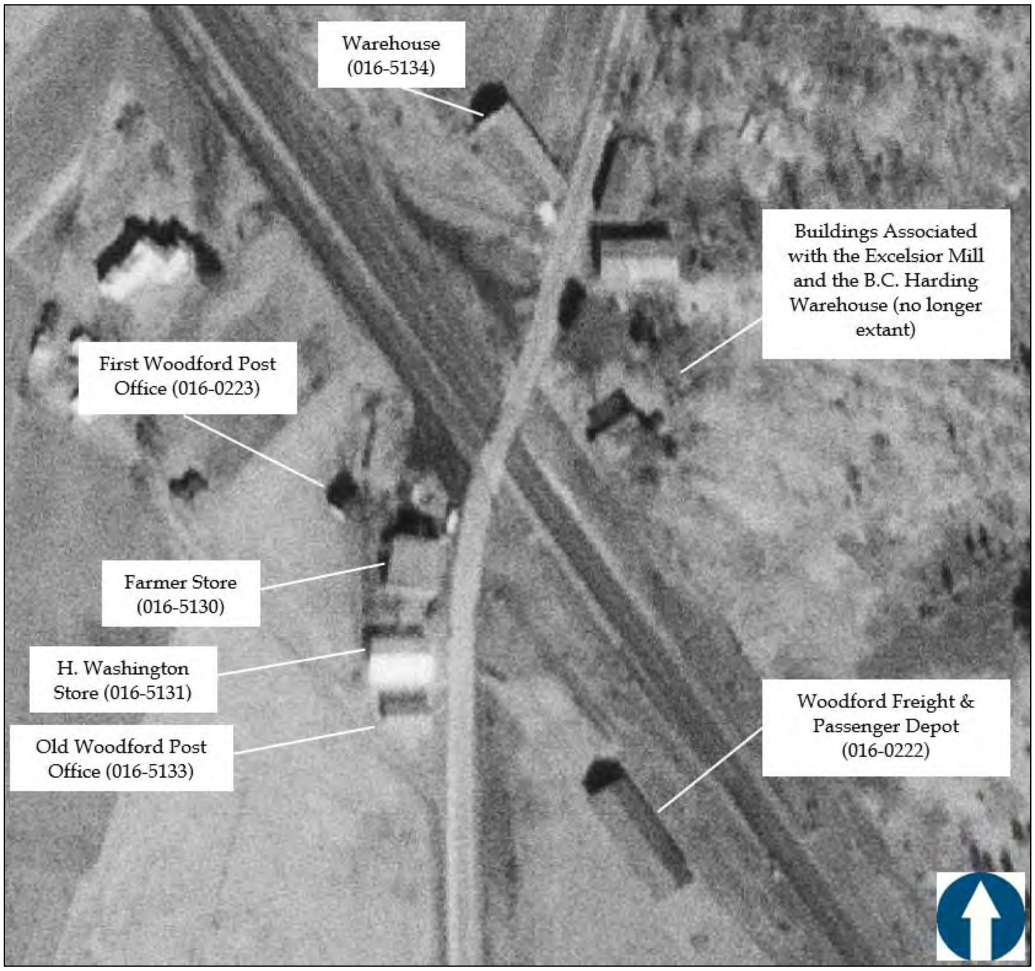

Warehouse (016-5134)
Buildings Associated with the Excelsior Mill and the B.C. Harding Warehouse (no longer extant)
First Woodford Post Office (016-0223)
Farmer Store (016-5130)
H. Washington Store (016-5131)
Old Woodford Post Office (016-5133)
Woodford Freight & Passenger Depot (016-0222)

FIGURE 3-55: DETAIL OF 1963 AERIAL VIEW OF WOODFORD, SHOWING THE LOCATION OF PUBLIC, COMMERCIAL, AND INDUSTRIAL BUILDINGS (UNITED STATES DEPARTMENT OF AGRICULTURE [USDA] 1963). COMPARE AGAINST FIGURE 3-50.

3.4.2 Architectural Description

The historic district is currently composed of a depot, three current and former post office buildings, two vacant commercial buildings, an abandoned warehouse, four outlying single-family dwellings, and the concrete-pier foundation of another warehouse. Although no historic photographs or maps of the village dating to the late-nineteenth and early-twentieth centuries were uncovered during research, comparisons of mid-twentieth-century aerial images and topographic maps indicate that that the roadways and some of the commercial and residential buildings are still extant, although many of the industrial resources have been demolished (Figures 3-55 through 3-57). Historically, the northeast corner of the crossing held one warehouse, which is still standing today but is in poor repair, and a farmhouse with associated outbuildings (Figure 3-55). On the northwest corner could be found a mail crane (no longer extant), a circa-1875 post office (extant but moved back from the tracks), two general stores (both in poor condition), and a 1936 concrete-block post office (now used as a private dwelling). The southwest corner of the crossing held the freight and passenger depot (extant but moved back from the tracks) and cattle pens (no longer extant). The current post office, constructed in 1969, is located nearby and still serves the community. Several single-family dwellings were also located on the outskirts of the tiny village.

Thirteen extant resources are currently located within the boundaries of the Woodford Historic District. The Woodford Freight and Passenger Depot (016-0222) still stands at the center of town and is one of only two RF&P Railroad depots remaining in the county, although it has been moved back from the tracks (Figure 3-58). A small, square, wood-framed building that served as the First Woodford Post Office (016-0223) still remains, but it, too, has been moved back (Figure 3-59). The historic district also encompasses two additional post office buildings, including a 1936 concrete-block building now used as a private residence (016-5133) and the current brick post office constructed in 1969 (016-5135) (Figures 3-59 and 3-60). Commercial buildings include the Farmer Store (016-5130) and the H. Washington Store (016-5131), both vacant and in poor condition (Figure 3-60 and 3-61). A circa-1940 shipping warehouse (016-5134) is located on the northeast side of the crossing but is also vacant and in need of repair (Figure 3-61). Four single-family dwellings are located within the district: the circa-1900, Queen Anne-style Carolina Mansion (016-0220); the circa-1925, Colonial Revival-style Glenwood House (016-0224); a farmhouse with no discernable style constructed circa 1919 (016-0225); and a Colonial Revival-style house constructed in 1953 (016-5132) (Figures 3-62 and 3-63). An outbuilding associated with the no-longer-extant Woodford House (016-0221) is located northwest of the crossing (Figure 3-63). The concrete-pier foundation of another warehouse located southeast of the crossing is considered non-contributing and has not been surveyed.

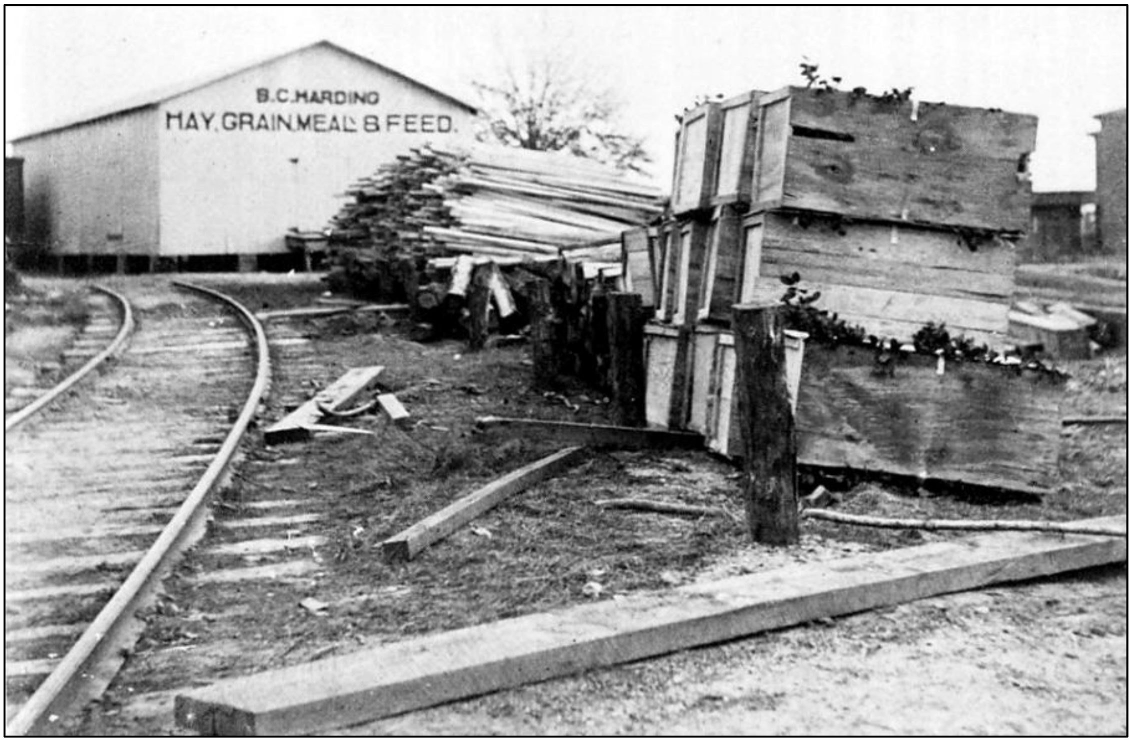


FIGURE 3-56: 1912 PHOTOGRAPH OF B.C. HARDING'S WAREHOUSE ALONG THE RF&P RAILROAD SIDING LEADING TO THE EXCELSIOR MILL COMPLEX (NO LONGER EXTANT). CRATES OF HOLLY AND STACKS OF LUMBER READY FOR SHIPMENT CAN BE SEEN IN THE FOREGROUND (GRAY 1985:65).

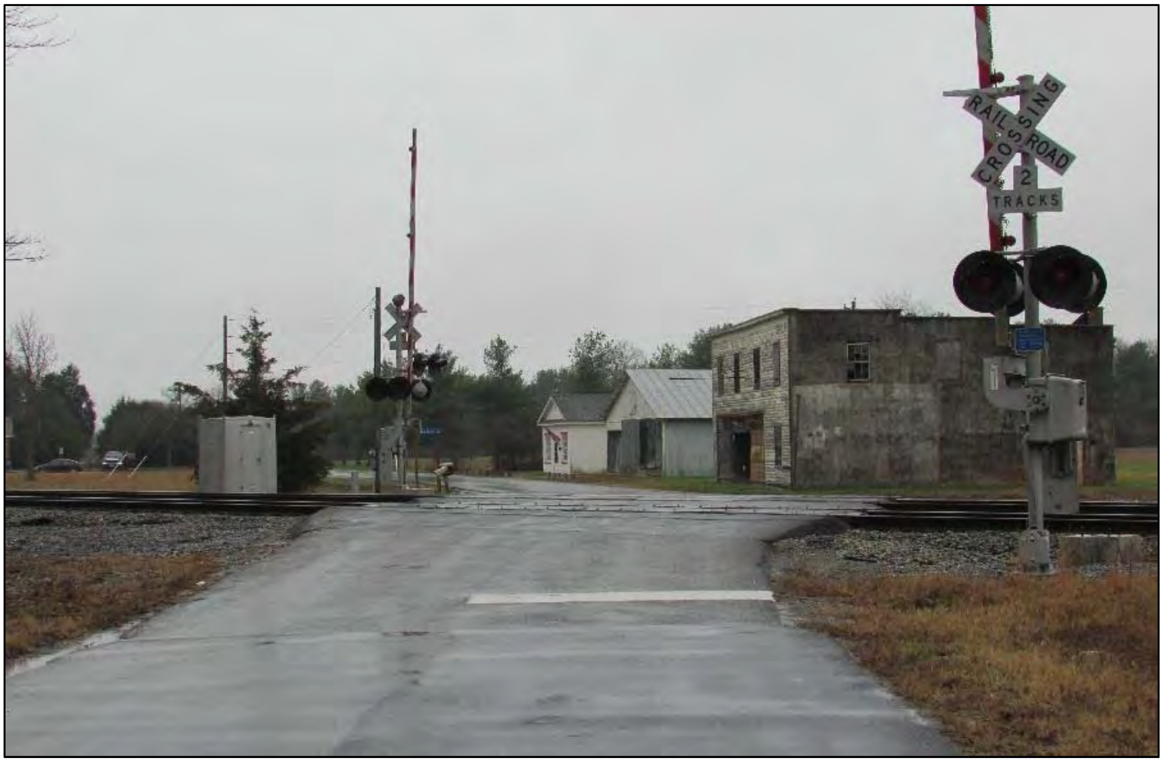


FIGURE 3-57: OVERVIEW OF THE WOODFORD HISTORIC DISTRICT, WHERE WOODFORD ROAD CROSSES THE TRACKS OF THE RF&P RAILROAD, LOOKING SOUTHWEST

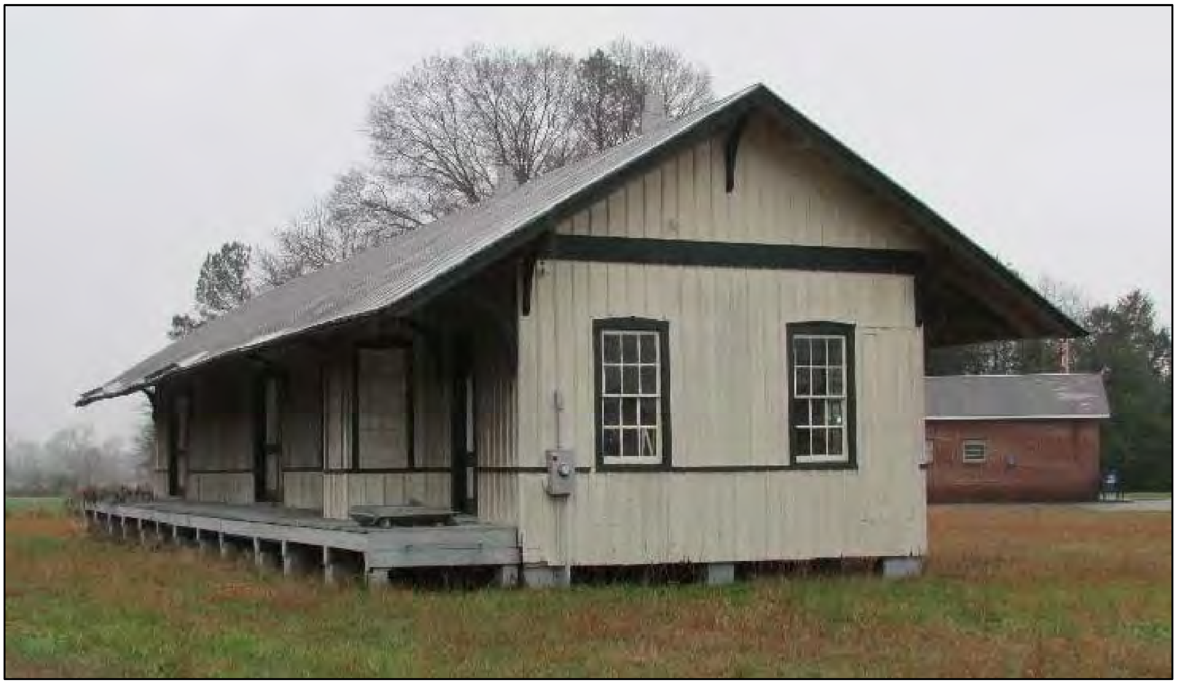


FIGURE 3-58: WOODFORD FREIGHT AND PASSENGER DEPOT (016-0222), LOOKING SOUTH

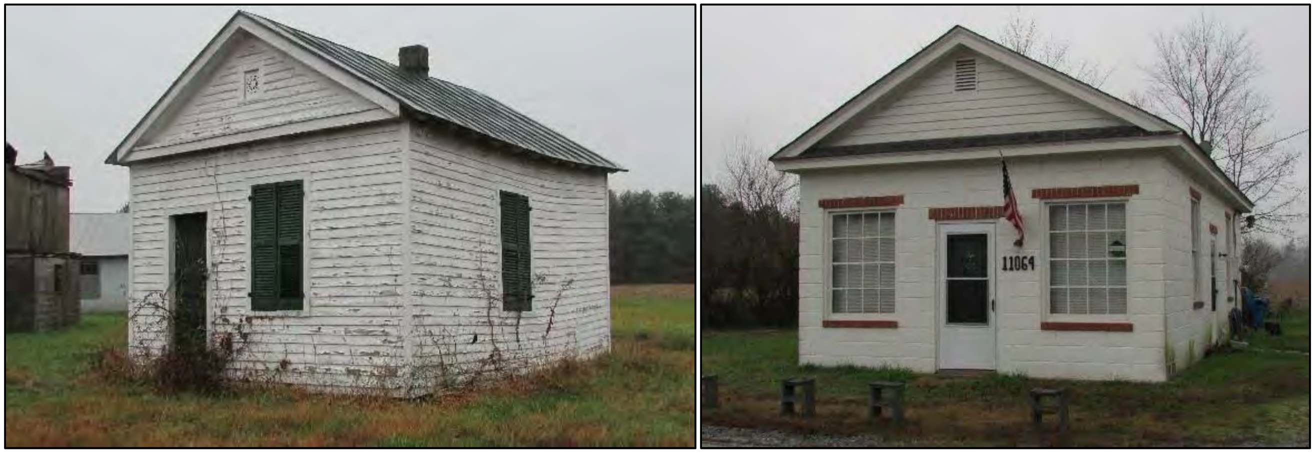


FIGURE 3-59: FIRST WOODFORD POST OFFICE (016-0223), LOOKING SOUTH (LEFT); 1936 OLD WOODFORD POST OFFICE (016-5133), LOOKING WEST (RIGHT)

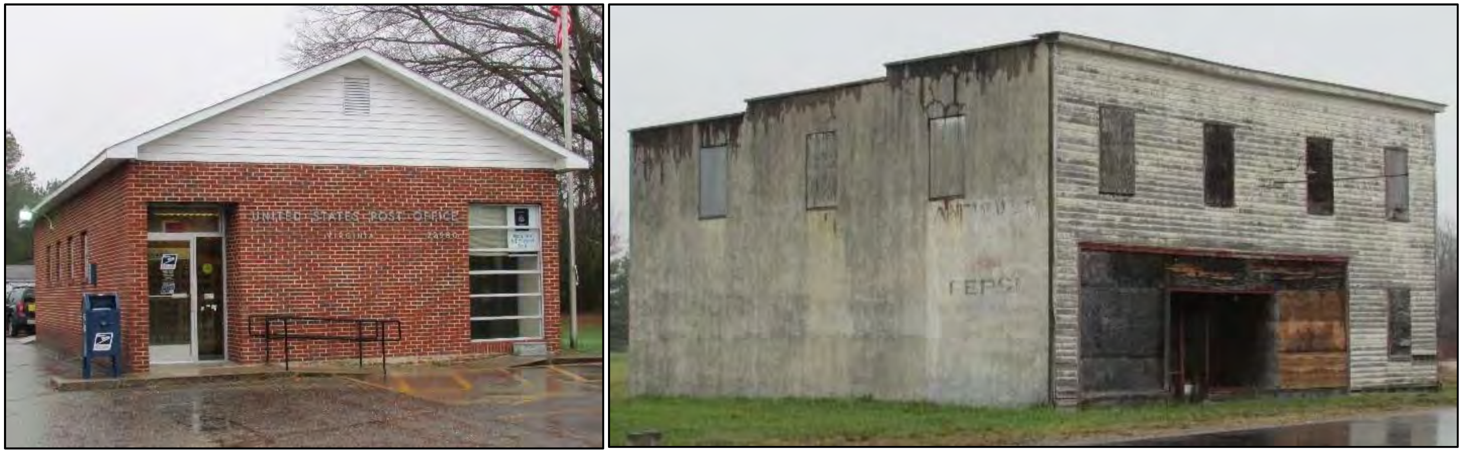


FIGURE 3-60: WOODFORD POST OFFICE (016-5135), LOOKING EAST (LEFT); FARMER STORE (016-5130), LOOKING NORTHWEST (RIGHT)

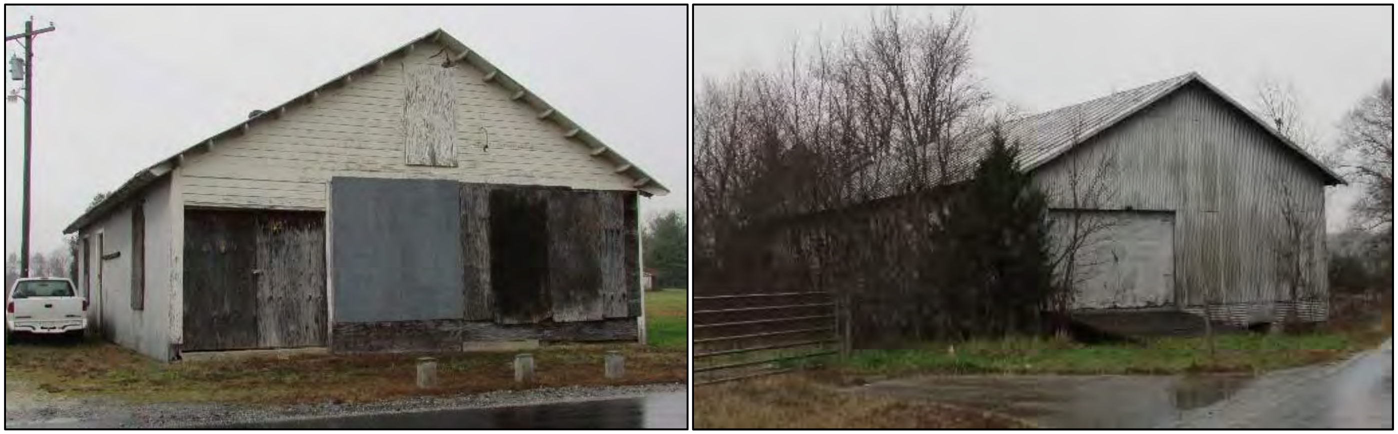


FIGURE 3-61: THE H. WASHINGTON STORE (016-5131), LOOKING NORTHWEST (LEFT); WAREHOUSE (016-5134), LOOKING NORTH (RIGHT)

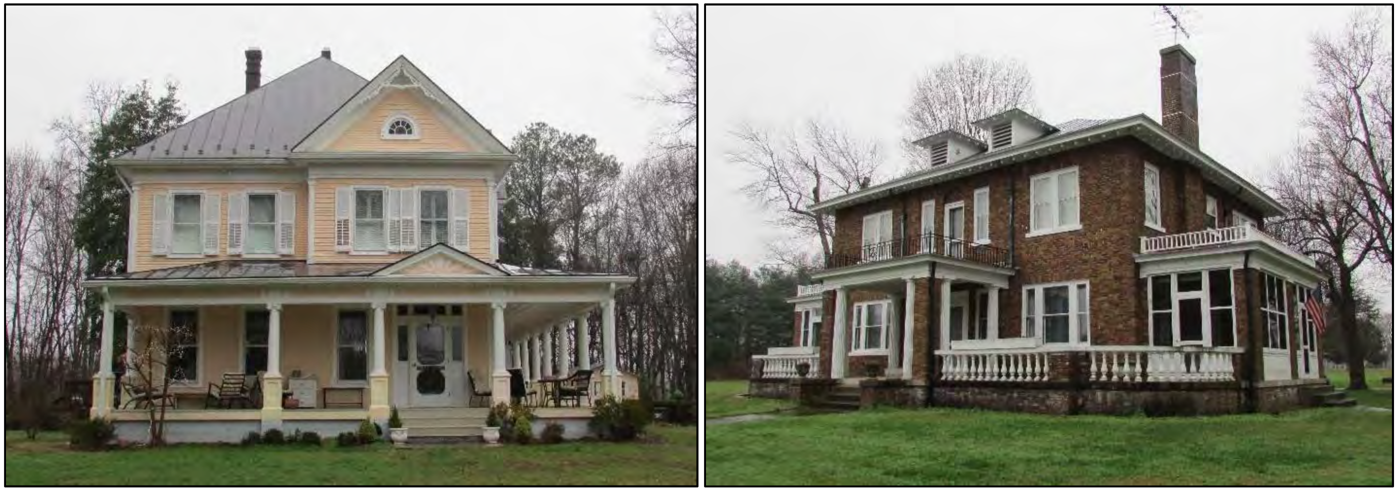


FIGURE 3-62: CAROLINA MANSION (016-0220), LOOKING WEST (LEFT); GLENWOOD HOUSE (016-0224), LOOKING SOUTHWEST (RIGHT)

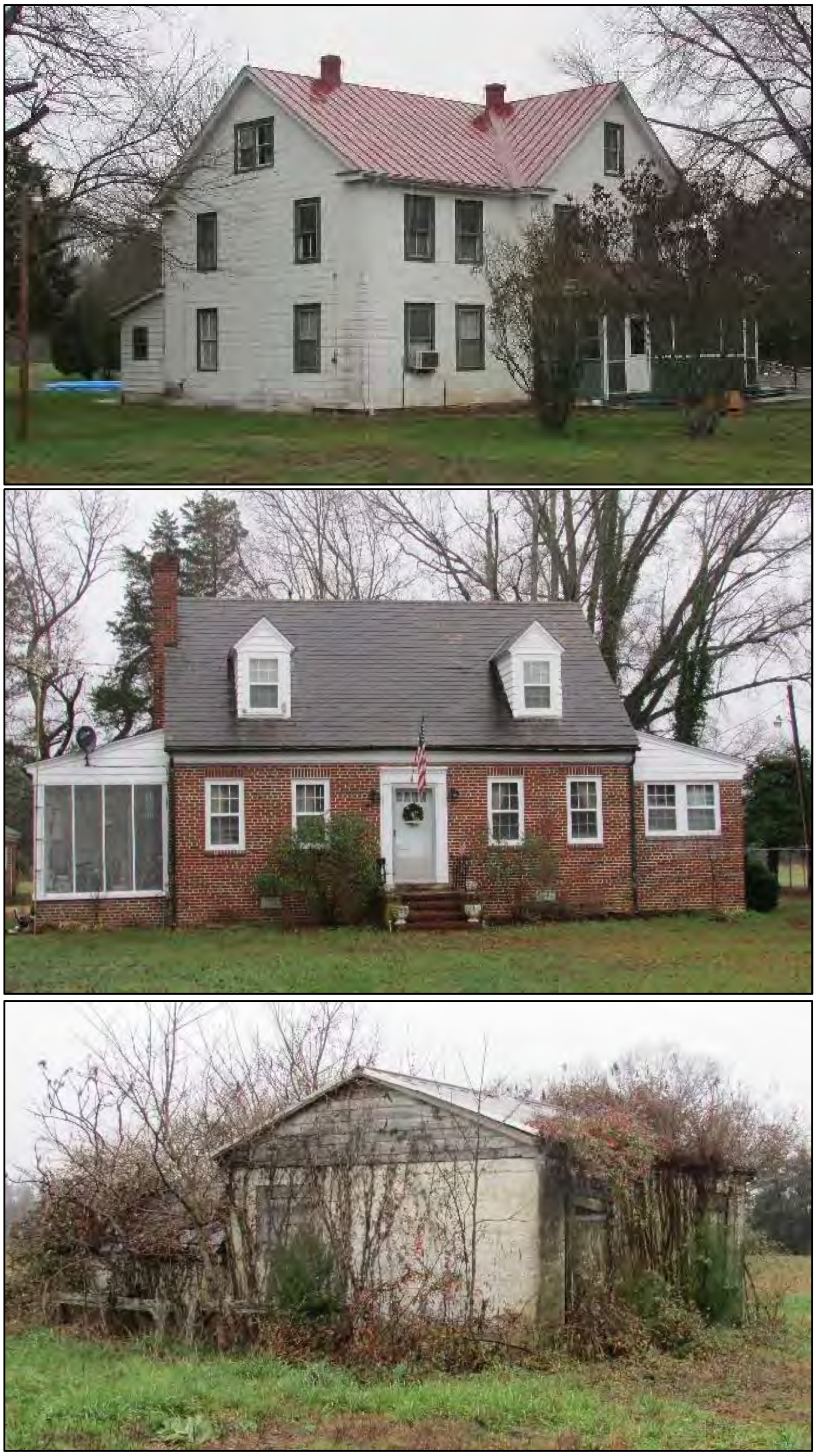


FIGURE 3-63: HOUSE AND OUTBUILDINGS (016-0225), LOOKING NORTHWEST (TOP); 1953 COLONIAL REVIVAL HOUSE (016-5132), LOOKING EAST (MIDDLE); OUTBUILDING ASSOCIATED WITH WOODFORD HOUSE (016-0221), LOOKING WEST (BOTTOM)

3.4.3 NRHP Evaluation

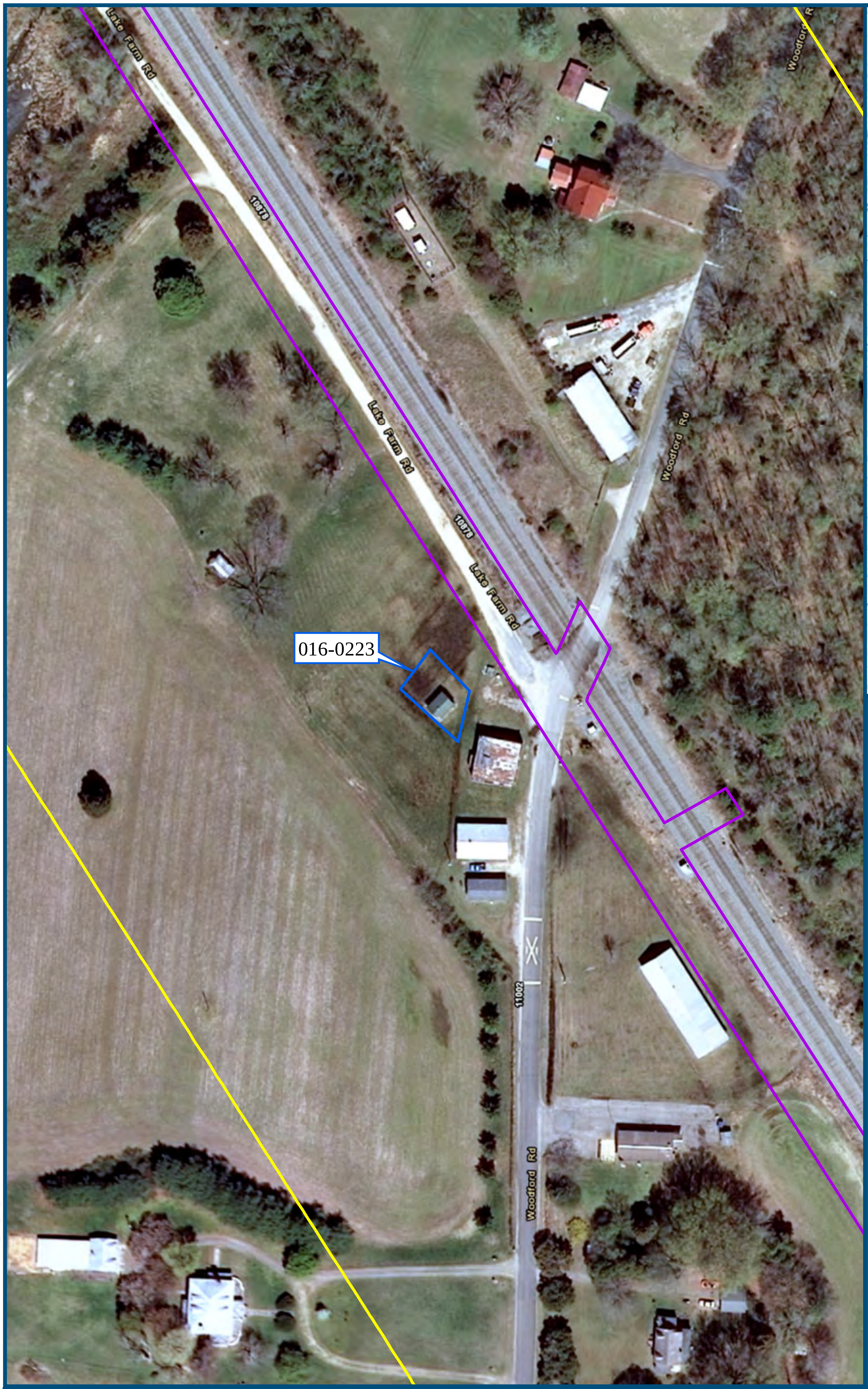
Woodford is an example of a small rural community created due to the construction of the railroad that brought economic growth to a rural part of Caroline County in the late-nineteenth and early-twentieth centuries. It is also the site where Caroline County's excelsior industry began around the turn of the century. Woodford has largely avoided modern development and still retains its rural character and placement along the railroad as well as a range of architectural resources that reflect its role as center of commerce in the area during this period. Although some of its buildings are vacant, the district as a whole continues to possess a relatively high level of integrity of location, setting, feeling, and association. However, Woodford is not an outstanding example of a historic rural community in Caroline County from this period with less than a dozen buildings surviving to exhibit its history. A better surviving example of this community type, located just south along the railroad, is Milford Historic District (016-5136), discussed further on page 3-104 of this report. Given the lack of extant resources associated with George P. Lyon, a prominent local businessman, or his first excelsior mill in the county, the Woodford Historic District is recommended not eligible for the NRHP under Criteria A or B.

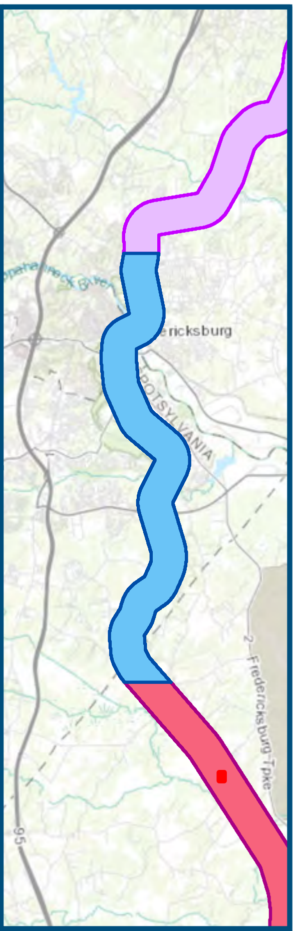
The historic integrity of many of the contributing resources within the district has been negatively impacted by the installation of replacement materials, deferred maintenance, vacancy/disuse, and relocation, as well as the demolition of important resources such as the excelsior mill complex, the B.C. Harding warehouse, and at least one mid-nineteenth-century farm complex, resulting in a low degree of integrity of design, materials, and workmanship. For these reasons, this resource is recommended not eligible for the NRHP under Criterion C. As an architectural resource, this property was not evaluated under Criterion D.

In sum, the Woodford Historic District (016-5129) is **recommended as not eligible for the NRHP under any criteria.**

3.5 FIRST WOODFORD POST OFFICE (016-0223)

The First Woodford Post Office (016-0223), previously surveyed as the Woodford Excelsior Company Office, is located at the intersection of Lake Farm Road (an unpaved gravel drive) and Woodford Road (Route 626) in the community of Woodford (Figure 3-64). It is situated near the tracks of the former RF&P Railroad in a grassy clearing void of trees. The property on which the First Woodford Post Office is located measures approximately 0.74 of an acre and also contains the former Farmer Store (016-5130), now vacant. Current tax records describe the buildings on the property as consisting of an "old store" and a "frame shed" (Caroline County 2018). The post office is a small, square, frame building constructed circa 1875. Although some sources claimed that this building served as the Woodford Excelsior Company Office (Fisher and Sparenborg 2011:196), research conducted as part of the current project indicates that it was the community post office in the late-nineteenth and early-twentieth centuries.


Lake Farm Rd
10878
Lake Farm Rd
10878
Lake Farm Rd
Woodford R
Woodford Rd
016-0223
11002
Woodford Rd


ericksburg
POTSYLVANIA
2 - Fredericksburg Tpke
95

0 60 120
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟦 Resource Boundary

Figure 3-64
Location of First
Woodford Post Office
(016-0223)

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3.5.1 Historic Context

A post office was first established at Woodford on August 6, 1874 (Fall 1989:370). Former Woodford residents recall that "…one of the stores held the post office depending on the political parties of the current President of the United States and the owner of the store" (Fisher and Sparenborg 2011:200). This does not, however, preclude the possibility of a separate freestanding post office building, particularly in the late-nineteenth and early-twentieth centuries when Woodford was experiencing a small measure of growth and economic success from local manufacturing endeavors. For further information about the community of Woodford, see page 3-43. In a petition for the designation, the argument was made that a post office at Woodford:

> Would be a great convenience, and save much valuable time and expense as a large number are compelled to travel from six to eight miles for their mail matter, especially those living on the west side of the Mattaponi; the post office would also help build up the place, which is well located, and only lacks enterprise to make it a Town of some importance (Fall 1989:371).

A designated post office building appears to have been constructed soon after the petition was filed (Fall 1989:371). By 1877, Woodford was one of only 15 post offices in Caroline County, a number that increased to 25 by 1884 (Fall 1989:372). By 1910, the number of post offices in Caroline County had more than doubled to 54, but by 1940 only 31 remained (Fall 1989:373–374). There are currently nine active post offices in Caroline County, including one at Woodford built in 1969 (Caroline County 2010:5-16).

The location of the post office and the buildings used by it has changed regularly in Woodford. In 1895, the post office was described as being "only 50 feet from the railroad tracks" (Fall 1989:371). In 1924, another source noted that the Woodford post office was located approximately 100 feet from the railroad station, which was later relocated itself approximately 100 feet south of its original site sometime after 1934 (Wingfield 1924:291). A December 1944 account indicates that the first post office was "moved 21 feet from its former site putting it 250 feet northeast of the railroad station" (Fall 1989:372). Although it may be closer to 300 feet distance between the current location of the Woodford Freight and Passenger Depot and the building of study, the 1944 account suggests a second move for the extant first post office building.

According to the recollections of a local resident, the northwest corner of the crossing where the Woodford Post Office is located was at one time occupied by a "mail pick-up stand" (better known as a mail crane), which is no longer extant (Taylor and Sheild 2016). Mail cranes were common in rural areas and allowed the mail to be picked up by the train without stopping or even slowing down by attaching the mail bag to a crane shortly before the train was due; incoming mail was simply thrown off the train (Caroline County 2010:5-16; Mallery 2016; Smithsonian Institution 2016) (Figure 3-65).

In addition to its location near other commercial buildings in the community, deed research further suggests that the building of study was a post office rather than George Lyon's excelsior mill company office (Figure 3-66). In 1893, Samuel B. Jeter was appointed Postmaster at Woodford (United States Post Office Department 1893). The following year, he purchased the lot at the northwest intersection of the railroad and the county road from A.B. Chandler (Caroline County Deed Book [CCDB] 64:542). It may be that Jeter purchased this property in part because it contained the First Woodford Post Office, and he was serving as the Postmaster at that time. In 1895, the parcel was transferred to T.B. and W.R. Jeter, operating under the name of Jeter &

Brother, who owned the parcel until 1899 (CCDB 65:63, 67:408). The parcel changed hands a couple more times until 1926, when it was sold to Benjamin A. Dratt (CCDB 96:408). Coincidentally, Dratt had been appointed Postmaster at Woodford in 1913 and continued to serve in that position until his death in 1936 (United States Post Office Department 1893). After his death, his wife, Lillie M. Dratt, served as Postmaster for several months until a replacement could be appointed. Lillie Dratt owned the parcel containing the building of this study until 1947. Therefore, she would likely have been responsible for moving it back from the railroad tracks in 1944 (Caroline County Will Book 39:161; CCDB 167:137, 390:836). In 1947, Dratt conveyed the parcel to John W. Burke, Sr., and it remains under the ownership of the Burke family to this day.

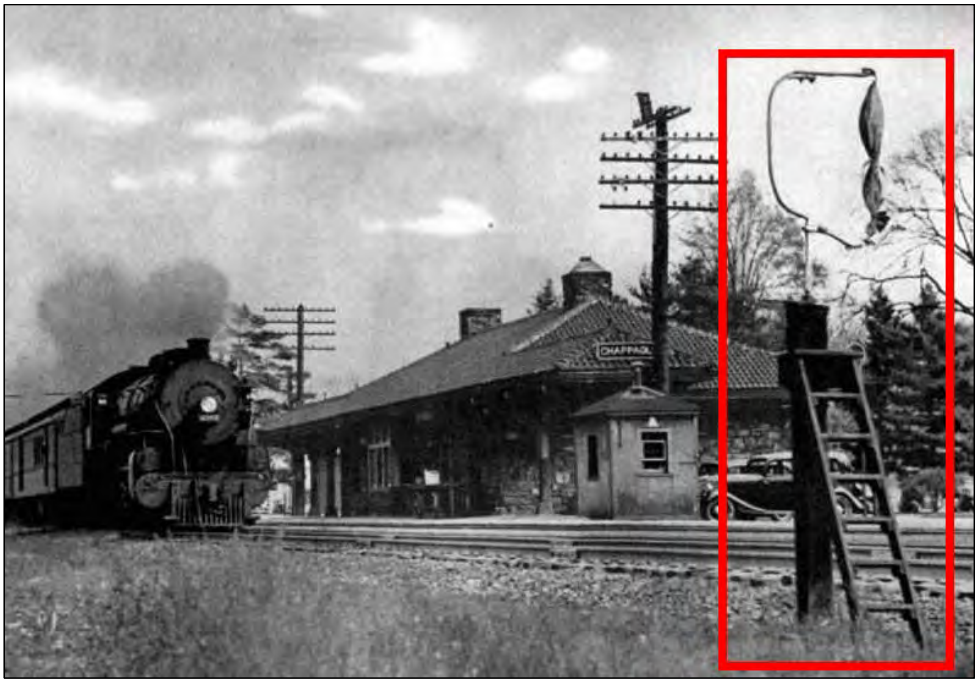


FIGURE 3-65: EXAMPLE OF A MAIL CRANE DENOTED BY RED SQUARE SITUATED NEAR AN UNIDENTIFIED RAILROAD DEPOT (MALLERY 2016)

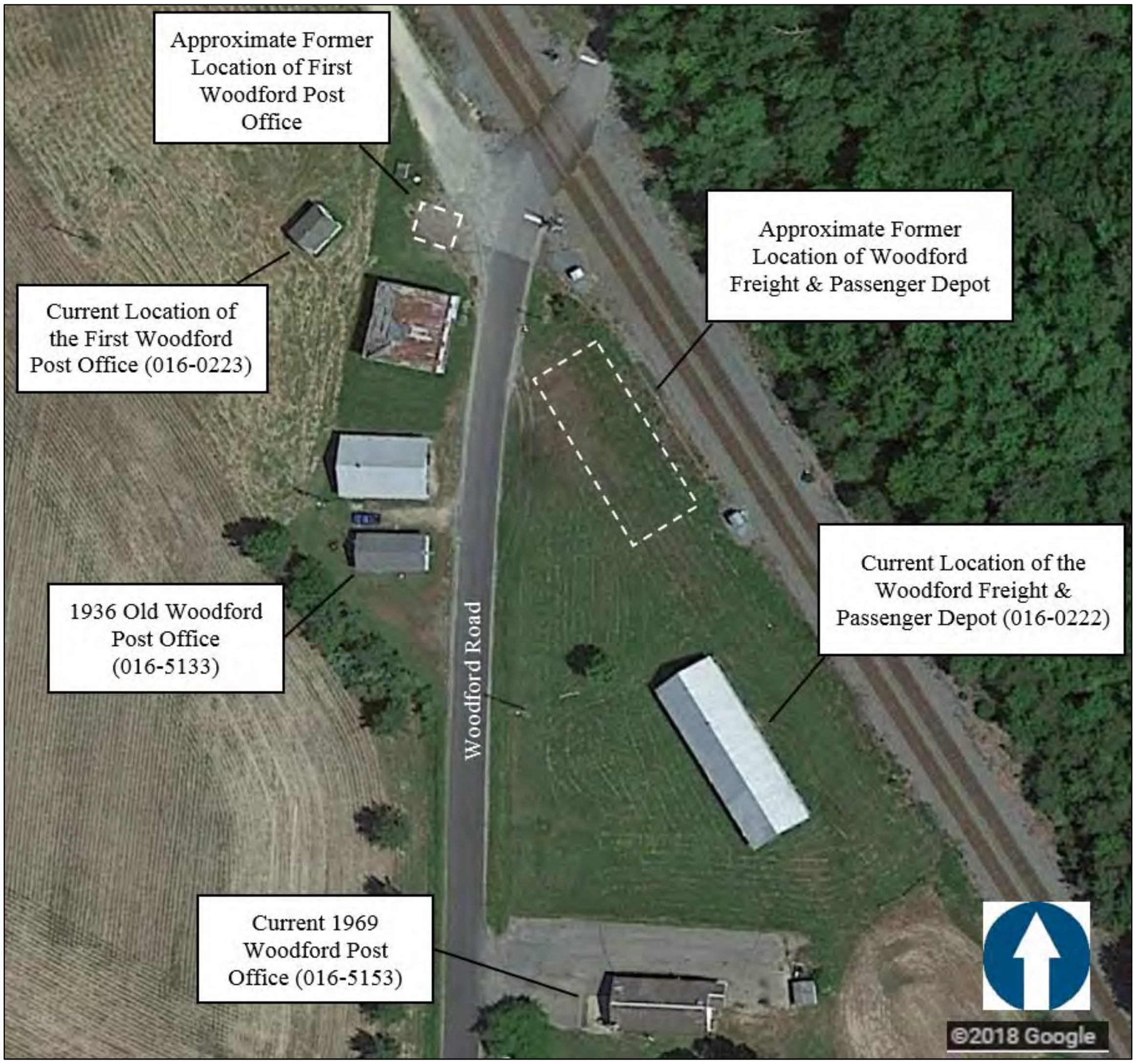

Approximate Former Location of First Woodford Post Office
Current Location of the First Woodford Post Office (016-0223)
Approximate Former Location of Woodford Freight & Passenger Depot
Current Location of the Woodford Freight & Passenger Depot (016-0222)
1936 Old Woodford Post Office (016-5133)
Woodford Road
Current 1969 Woodford Post Office (016-5153)
©2018 Google

FIGURE 3-66: CURRENT AND FORMER LOCATIONS OF RAILROAD DEPOT IN WOODFORD, VIRGINIA (GOOGLE EARTH 2018) (NOT TO SCALE)

3.5.2 Architectural Description

3.5.2.1 Primary Resource Exterior

The First Woodford Post Office (016-0223) is a small rectangular building constructed circa 1875 located at the southeast corner of the intersection of Lake Farm Road and Woodford Road, also known as Route 626 (Figures 3-67 and 3-68). This one-story, one-bay building features elements of the Queen Anne and Folk Victorian styles (Figures 3-69 through 3-71). It rests on a poured-concrete pier foundation that likely dates from the circa-1947 relocation of the building. The frame structural system is clad in weatherboard with plain cornerboards. The front-gabled roof is covered by standing-seam metal and features exposed rafter tails at the side elevations. A small, internal, brick chimney pierces the roof's ridge near the southwest end of the building and was likely used to vent a wood stove. A full cornice return lines the façade, or northeast elevation, where the gable end is clad in scalloped weatherboard and features a central decorative sawn vent.

The main entrance is located on the northeast-facing façade and consists of a single-leaf, five-panel, wood door. A single window dots every elevation and is filled by a two-over-two, double-hung-sash, wood-framed window (vertical muntins) and covered by double-leaf, operable, louvered, wood shutters on all but the southwest elevation where the shutters have been removed, although some hardware remains extant.

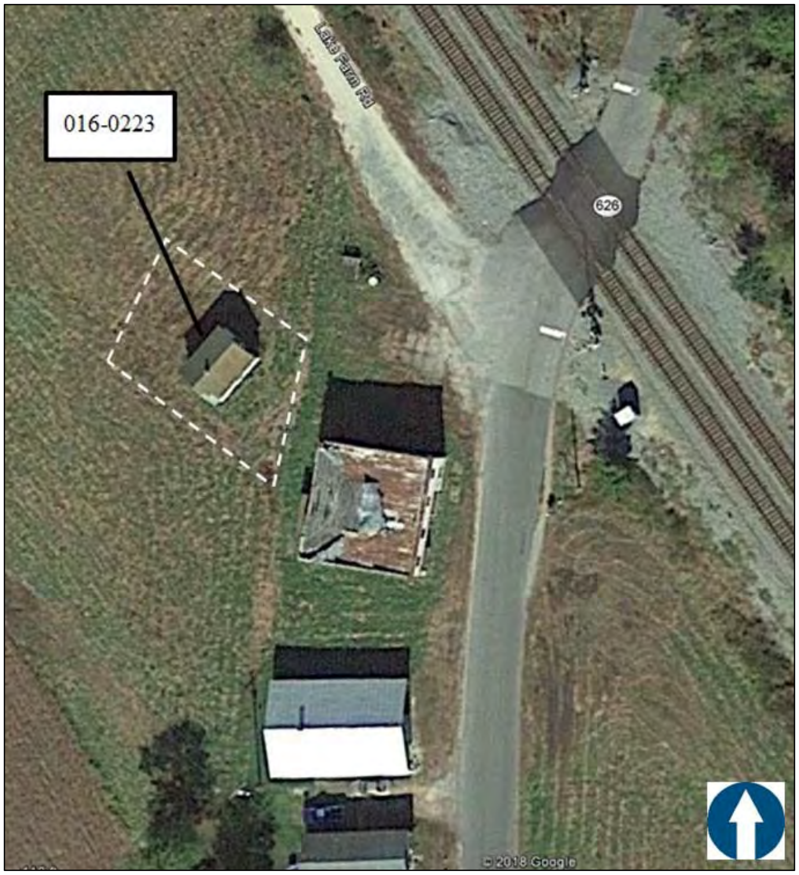


FIGURE 3-67: FIRST WOODFORD POST OFFICE (016-0223) SITE PLAN (GOOGLE EARTH 2018) (MAP NOT TO SCALE)

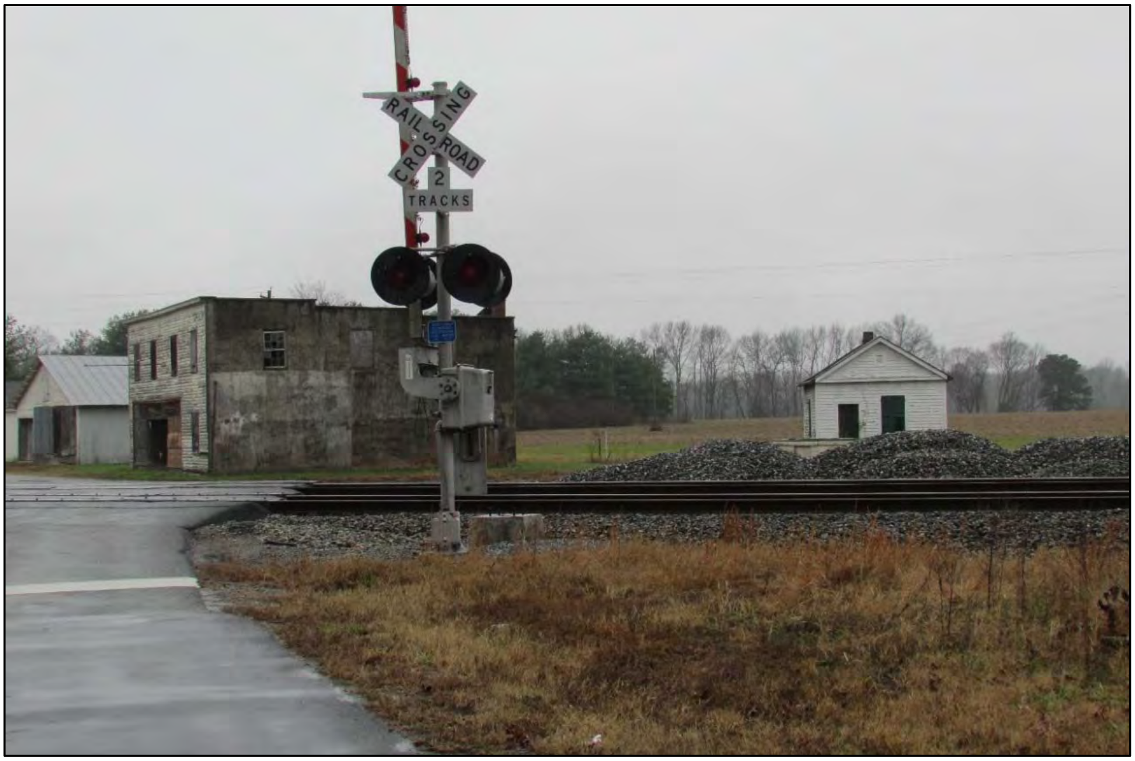


FIGURE 3-68: FIRST WOODFORD POST OFFICE, FORMER FARMER STORE, AND THE WOODFORD ROAD CROSSING THE TRACKS OF THE RF&P RAILROAD, LOOKING SOUTHWEST

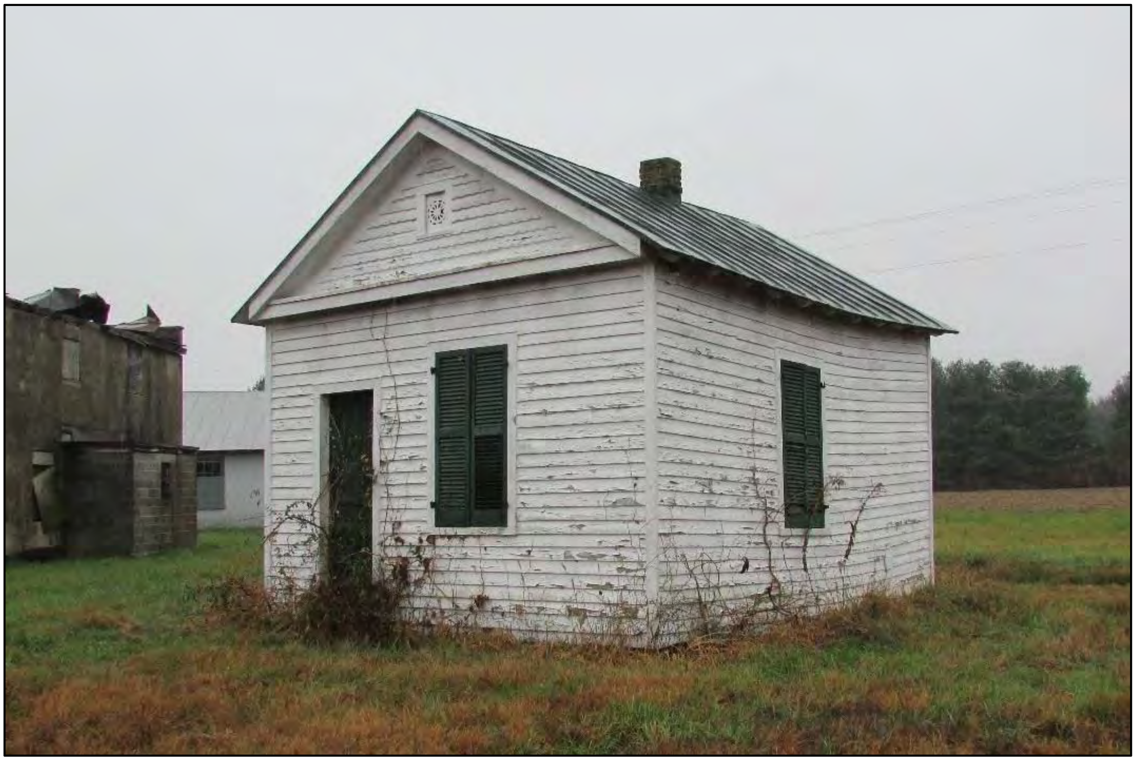


FIGURE 3-69: FIRST WOODFORD POST OFFICE, NORTH OBLIQUE

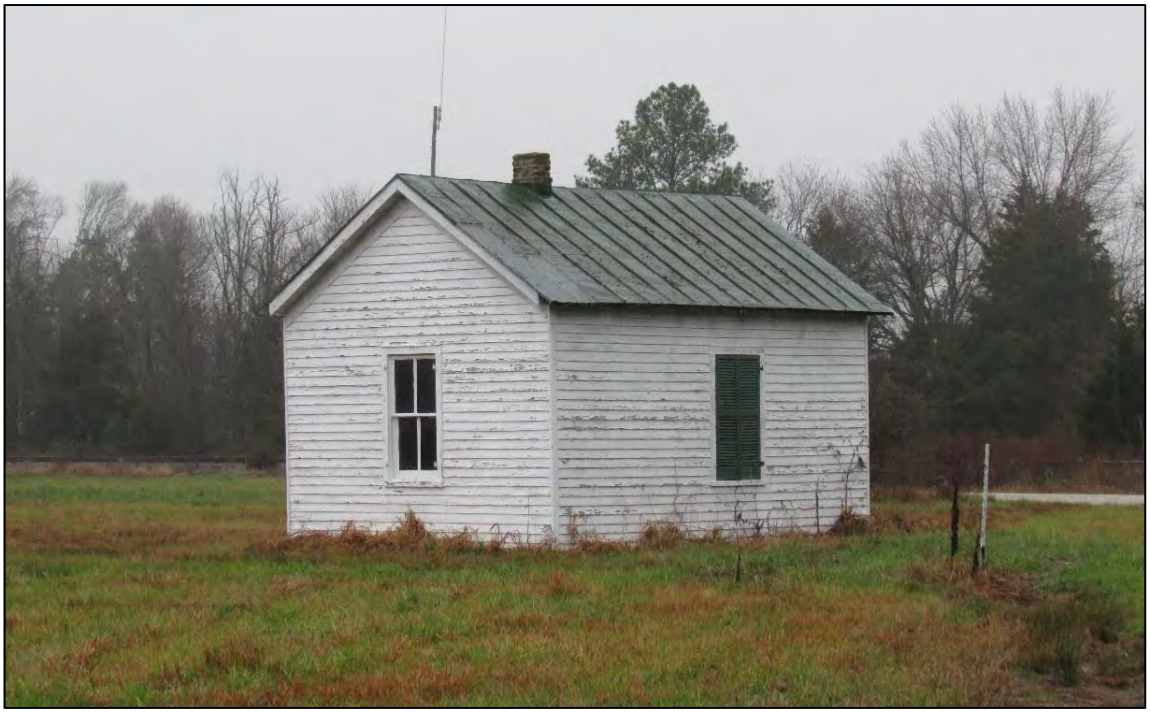


FIGURE 3-70: FIRST WOODFORD POST OFFICE, SOUTH OBLIQUE

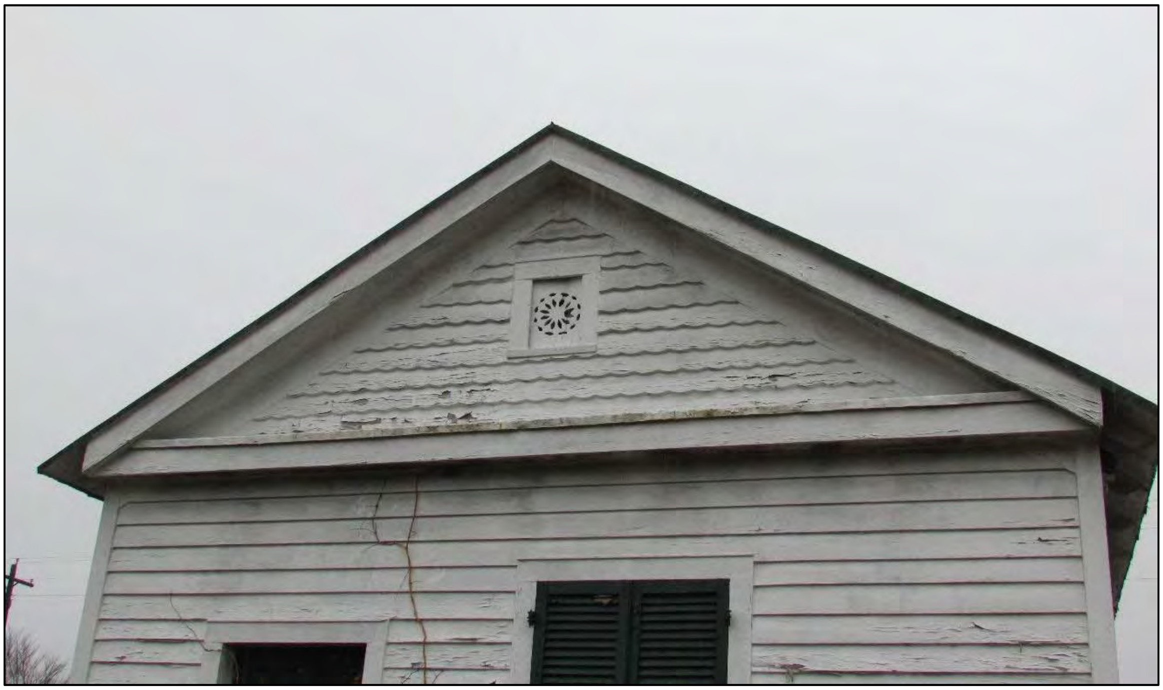


FIGURE 3-71: FIRST WOODFORD POST OFFICE, DETAIL OF SCALLOPED SIDING AND DECORATIVE VENT IN GABLE OF FAÇADE

3.5.2.2 Primary Resources Interior

Interior access was not granted during the current survey.

3.5.3 NRHP Evaluation

The village of Woodford was one of five original stops along the RF&P Railroad in Caroline County, the others being located at Ruther Glen, Penola or "Pole Cat," Milford, and Guinea, although there were several flag stops in between (Griffin 1984:85). The First Woodford Post Office is believed to date circa 1875 and served as the community until 1936 when a new building was constructed. Although it has not functioned as a post office for more than 80 years, the circa-1875 building is in fair condition. The exterior paint is failing and a subtle swayback is visible in the center of the northwest wall, but the post office retains a high level of historic integrity in design, materials, workmanship, and feeling from the exterior, and it is one of the few extant architectural resources in Woodford from the late-nineteenth century. Its historic integrity of location has been affected by relocation, but this resource continues to be situated within the Woodford community and near the railroad corridor. As such, it is believed to have a high level of historic integrity of setting. No visible associations of the building indicate its historic use at the exterior, including the absence of a mail crane; therefore, the building has low historic integrity of association as a rural post office.

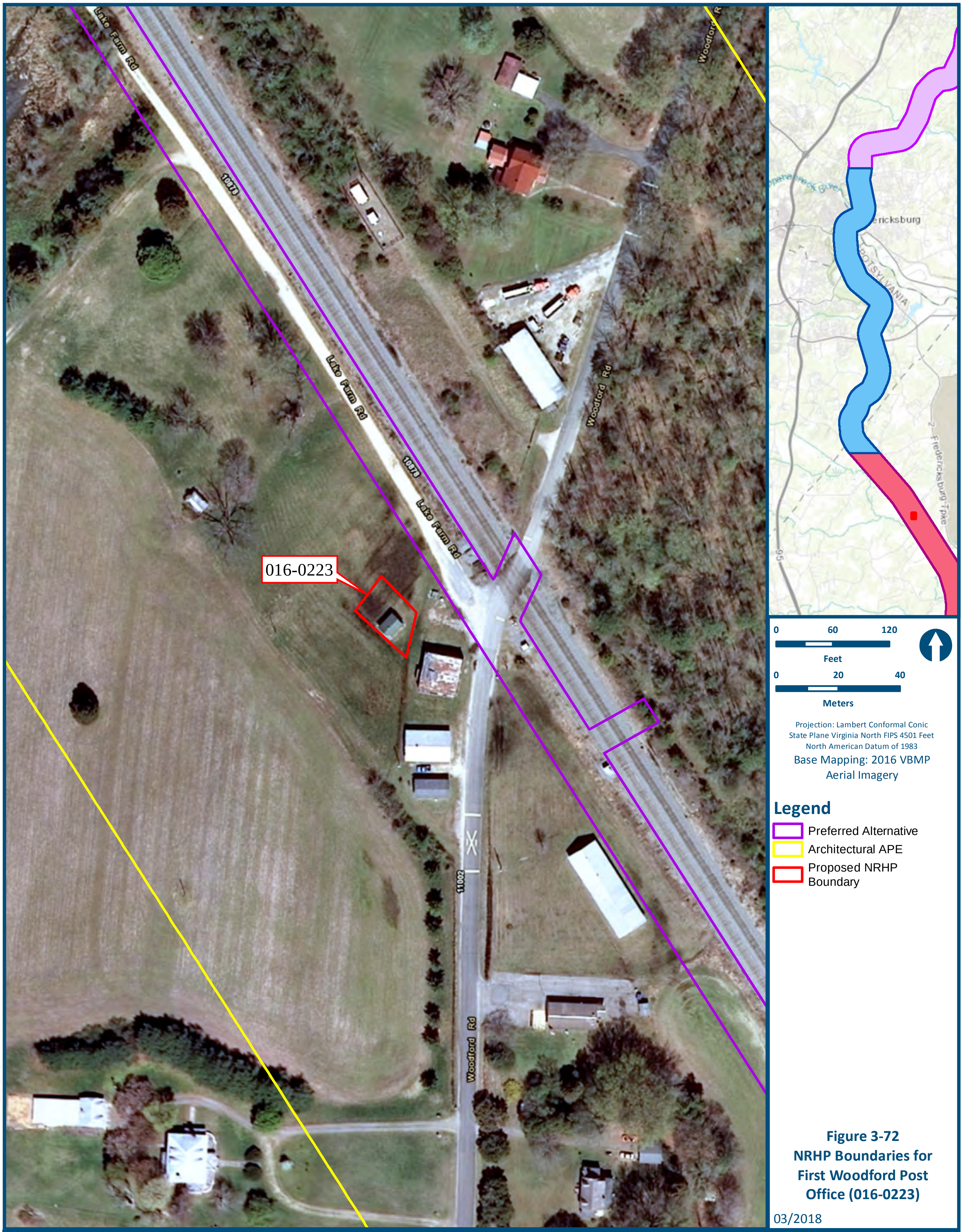
The First Woodford Post Office has no known association with any significant event or person and therefore is recommended not eligible for the NRHP under Criteria A or B. The building is believed to be one of few surviving rural post offices in Caroline County and the sole surviving non-residential resource from the late-nineteenth century constructed in the Queen Anne style in Woodford. In addition to the First Woodford Post Office, two other current or former post office buildings are located in Woodford (Figure 3-66). Previously surveyed as the Old Woodford Post Office (016-5133), a small concrete-block building constructed in 1936 addressed at 11064 Woodford Road is located approximately 200 feet southwest of the railroad crossing and currently functions as a private dwelling. The current Woodford Post Office (016-5135), located at 11087 Woodford Road, is a one-story building clad in a brick veneer constructed in 1969. According to V-CRIS records, seven current or former post office buildings have been identified in Caroline County, not including the First Woodford Post Office. In addition to the two other post offices at Woodford, post offices have been identified in the communities of Edgar (1900), Lorne (1892), Milford (1960), and Bowling Green (1850 and 1980). Only two of these date to the nineteenth century, neither of which has been evaluated for the NRHP. One of these, the building recorded in Edgar, appears to have been demolished (Google Earth 2017). The post office in Woodford is one of the few examples situated in proximity to the railroad. Although the interior was not accessed, this resource retains a higher level of historic integrity than most other extant commercial, civic, and rail-related resources in the community. Therefore, it is recommended eligible for the NRHP under Criterion C as a unique example of an extant rural post office in Caroline County.

According to National Register Bulletin *How to Apply the National Register Criteria for Evaluation*, "A property removed from its original or historically significant location can be eligible if it is significant primarily for architectural value or it is the surviving property most importantly associated with a historic person or event" (Shrimpton et al. 1990:29). Additionally, "A moved property significant under Criterion C must retain enough historic features to convey its architectural values and retain integrity of design, materials, workmanship, feeling, and association" (Shrimpton et al. 1990:29). Because the First Woodford Post Office retains a high degree of integrity of design, setting, materials, workmanship, feeling, and association as well as "an orientation, setting, and general environment that are comparable to those of the historic location and that are compatible with the property's significance," the resource meets Criteria Consideration B for Moved Properties (Shrimpton et al. 1990:30). As an architectural resource, this property was not evaluated under Criterion D.

In addition, the First Woodford Post Office is located within the boundaries of the newly surveyed Woodford Historic District (016-5129). However, the Woodford Historic District is being recommended as not eligible for listing in the NRHP.

In sum, the First Woodford Post Office is **recommended individually eligible for listing in the NRHP under Criterion C at the local level for its architectural significance, and it also meets Criteria Consideration B**.

The proposed period of significance for this resource dates from 1874 to 1875, the year in which it is believed to have been constructed. The NRHP boundary for this resource is limited to a rectangular area around the building's footprint (Figure 3-72).


Lake Farm Rd
10878
Lake Farm Rd
10878
Lake Farm Rd
Woodford Rd
Woodford Rd
11002
Woodford Rd
016-0223
ericksburg
POTSYLVANIA
2 - Fredericksburg Tpke
95
0
60
120
Feet
0
20
40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪	Preferred Alternative
🟨	Architectural APE
🟥	Proposed NRHP Boundary

Figure 3-72
NRHP Boundaries for First Woodford Post Office (016-0223)

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3.6 WOODFORD FREIGHT & PASSENGER DEPOT (016-0222)

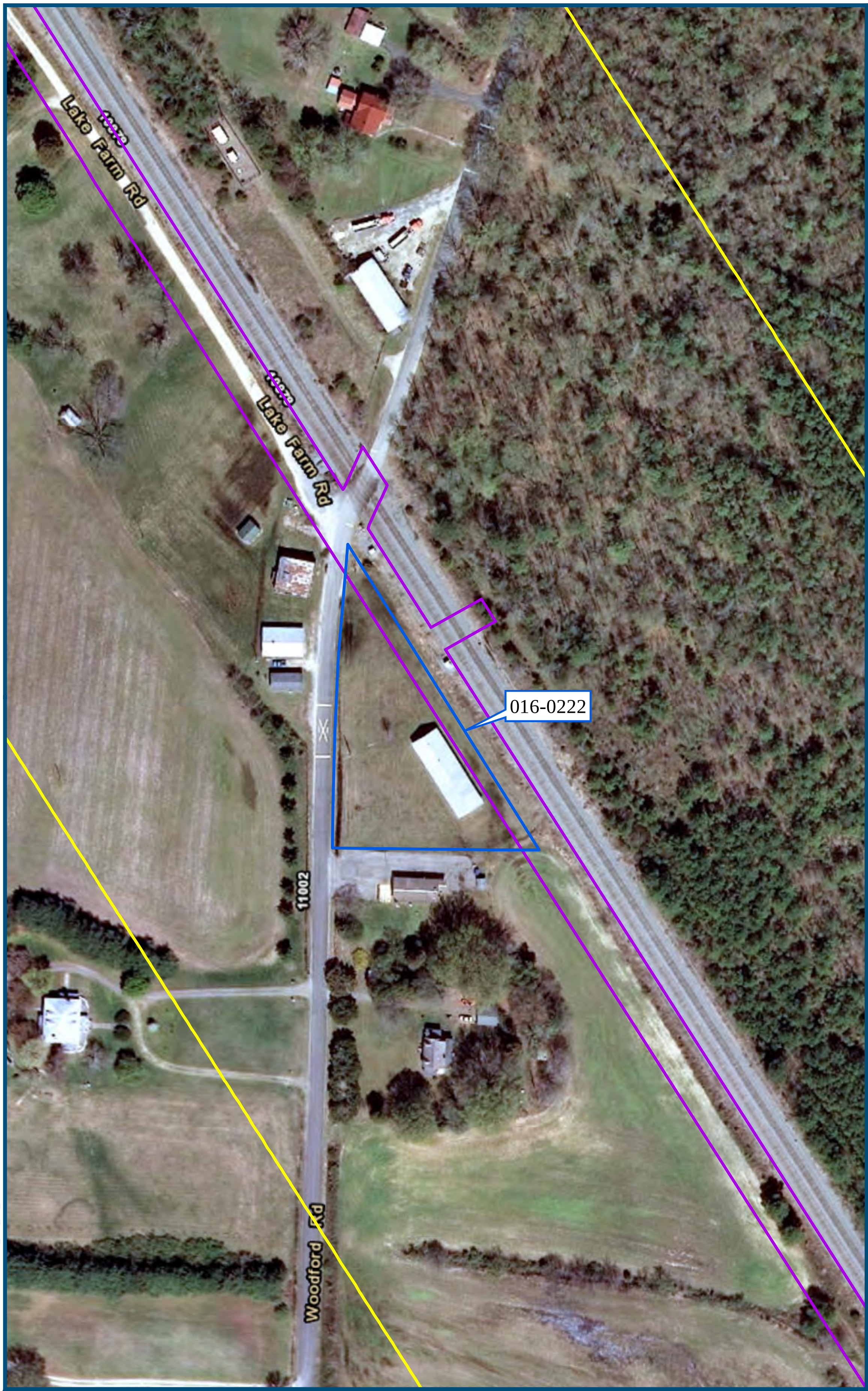
The Woodford Freight and Passenger Depot (016-0222) is located on Woodford Road (Route 626) adjacent to the tracks of the former RF&P Railroad in the small community of Woodford and within the boundaries of the Woodford Historic District (016-5129) (Figure 3-73). The resource served as both a freight and passenger station. It was one of five original stations built in Caroline County along the RF&P Railroad and one of the only combined function depots in the county (Griffin 1984:85).

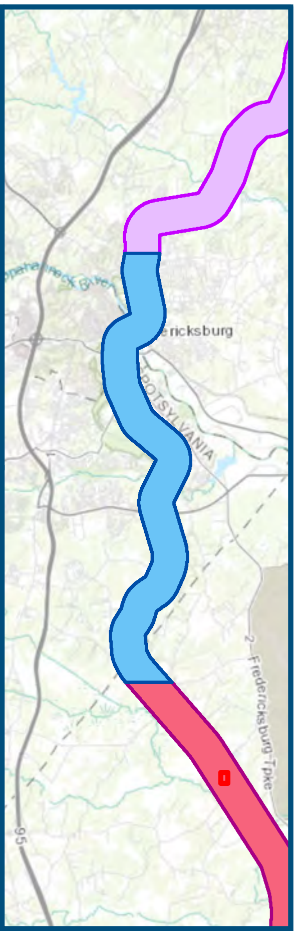
3.6.1 Historic Context

Although Woodford had been a stop on the RF&P Railroad for over half a century, it is unknown what type of depot, if any, existed in that location prior to 1900. For further information about the community of Woodford, see page 3-41. In that year, Willie and Sam Jeter conveyed a small portion of their 50.3-acre parcel at Woodford to the RF&P Railroad Company as a "collateral conveyance" (CCDB 953:533).

The land measured 0.3 acres (roughly 100 feet by 80 feet) and was described as being located "at the station known as 'Woodslane' and lying on the southwest side of the Railroad land and the southeast side of the public road at that point" (CCDB 68:196). A map attached to the deed shows that the lot was intended for a depot, suggesting that the current depot building was constructed circa 1900 or shortly thereafter, possibly replacing an earlier structure (Figure 3-74).

It is unclear how long the RF&P Railroad owned and operated the Woodford Freight and Passenger Depot. In 1934, the company filed a petition to abandon four agent stations in Caroline County, including Woodford, Ruther Glen, Penola, and Guinea, suggesting that the station may have fallen into disuse around that time (The Bee 1934). Although the land was still owned by the railroad, historic aerial imagery indicates that by 1963 the depot had been moved to its current location on private property, approximately 100 feet south of its original position, which is confirmed by other sources (Fisher and Sparenborg 2011:199; Taylor and Sheild 2016). This is also visible in a 1969 plat that clearly shows the depot parcel, identified as "R.F.&P. Depot Lot" (Figure 3-75) (CCDB 172:426). The larger parcel on which the depot is now located, a part of the original 50.3 acres owned by Willie and Sam Jeter, was conveyed to subsequent generations of the Jeter family and is currently under the ownership of Jeter Properties LLC (CCDB 127:466, 953:533; Caroline County Will Book [CCWB] 43:165, 46:593).


Lake Farm Rd
Lake Farm Rd
016-0222
11002
Woodford Rd


ericksburg
POTSYLVANIA
2 - Fredericksburg Tpke
95

0 80 160
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟦 Resource Boundary

Figure 3-73
Location of Woodford Freight & Passenger Depot (016-0222)

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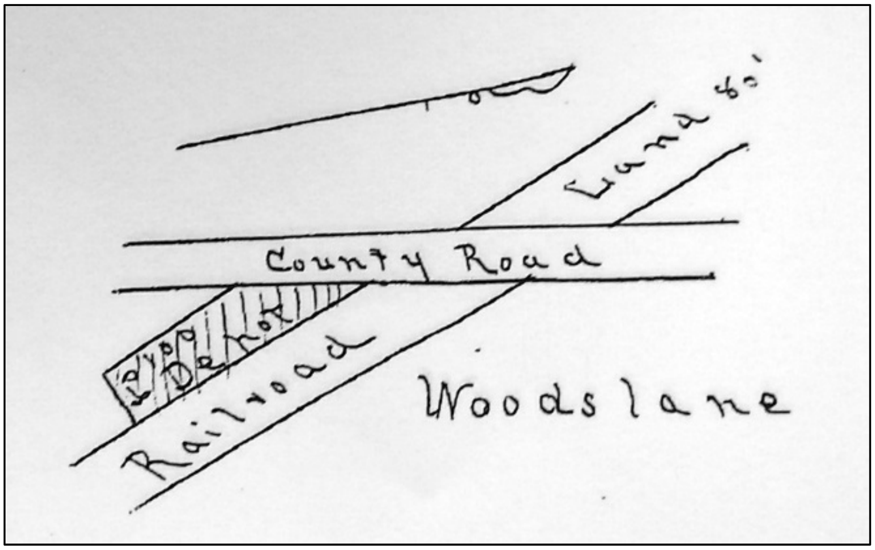

County Road
Railroad
Depot
Woodslane
Land 60'

FIGURE 3-74: DEED MAP SHOWING LOCATION OF WOODFORD FREIGHT AND PASSENGER DEPOT IN 1900 (CCDB 68:197) (MAP NOT TO SCALE)

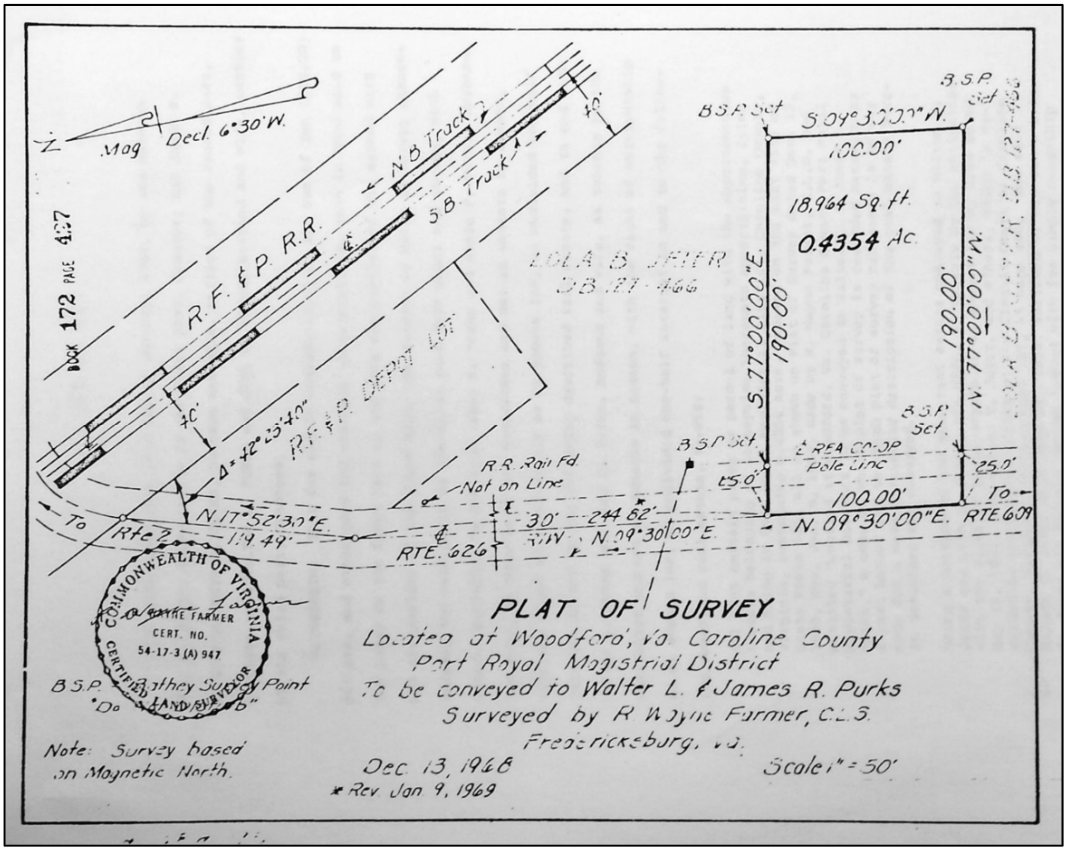

Mag Decl. 6°30' W.
BOOK 172 PAGE 427
R.F. & P. R.R.
N.B. Track 2
S.B. Track 1
40'
R.F. & P. DEPOT LOT
Δ = 42°23'40"
LOLA B. JETER
DB 127-466
B.S.P. Set
S 09°30'00" W.
100.00'
18,964 Sq ft
0.4354 Ac.
S. 77°00'00" E.
190.00'
N. 77°00'00" W.
190.00'
B.S.P. Set
℄ REA CO-OP Pole Line
15.0'
25.0'
100.00'
N. 09°30'00" E.
RTE 609
To
R.R. Rail Fd. Not on Line
N. 17°52'30" E.
119.49'
To Rte 2
30' R/W
244.82'
N. 09°30'00" E.
RTE. 626
B.S.P. Bathey Survey Point
PLAT OF SURVEY
Located at Woodford, Va. Caroline County
Port Royal Magistrial District
To be conveyed to Walter L. & James R. Purks
Surveyed by R. Wayne Farmer, C.L.S.
Fredericksburg, Va.
Dec 13, 1968
* Rev. Jan 9, 1969
Scale 1" = 50'
Note: Survey based on Magnetic North.
R. WAYNE FARMER CERT. NO. 54-17-3 (A) 947

FIGURE 3-75: PLAT MAP OF WOODFORD FREIGHT AND PASSENGER DEPOT LOT IN 1969 (CCDB 172:426)

The combination freight-passenger station, also called a combination depot, was a relatively common station form in small towns during the late-nineteenth and early-twentieth centuries (Griffin 1984:57). Combination depots were generally rectangular in shape and contained a freight room, passenger waiting room, and a depot agent's office (Storey 2016). On the freight end of the building, large sliding doors could be found on both sides for loading and unloading. Sometimes a depot agent's office bay window projected from the track-side elevation to provide better visibility up and down the tracks and may also have served to visually separate the freight and passenger sections of the depot (Storey 2016). This projecting bay element can be clearly seen at the Woodford depot as well as on other combination depots in rural Virginia (Figures 3-76 through 3-78).

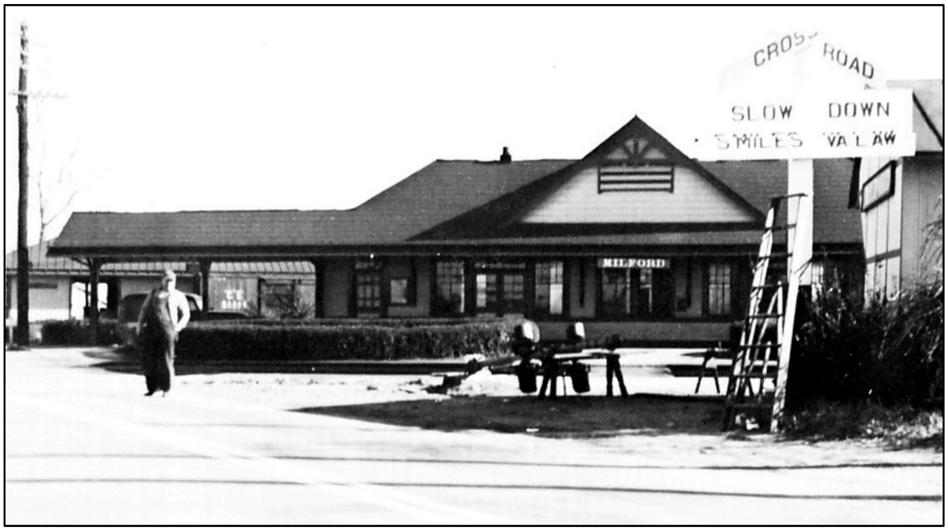


FIGURE 3-76: SEPARATE PASSENGER DEPOT (FRONT) AND FREIGHT DEPOT (REAR) AT MILFORD, CIRCA 1940 (GRAY 1985:98)

3.6.2 Architectural Description

3.6.2.1 Primary Resource Exterior

The Woodford Freight and Passenger Depot is a long, rectangular, one-story building measuring approximately 100 feet in length and 35 feet wide (Figures 3-79 and 3-80). The frame building was constructed circa 1900 and rests on a foundation of concrete-block piers that appear to be replacements. It is clad in wood board-and-batten siding. The side-gabled roof is covered with standing-seam-metal roofing with wide overhanging eaves supported by simple decorative brackets, protecting the platform along the east elevation (Figures 3-80 and 3-81). Metal ice dams project from the roof surface above each of the freight doors (two on the northeast elevation and two on the southwest elevation) to divert runoff, protecting freight as it was being loaded and unloaded. Two round metal-stove vents pierce the roof near the northwest end of the building.

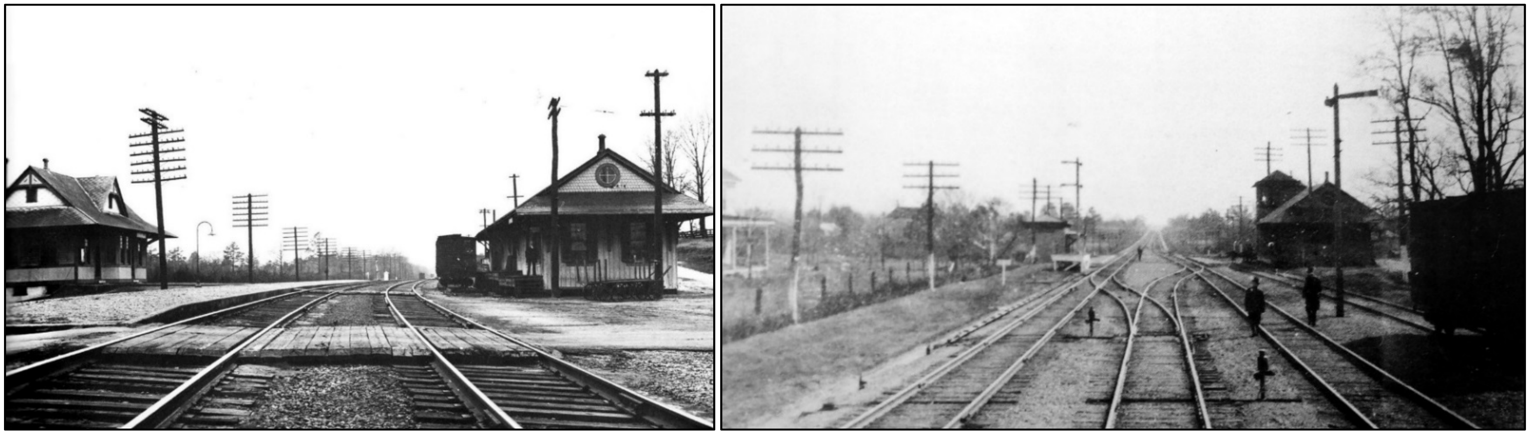


FIGURE 3-77: SEPARATE PASSENGER DEPOT (LEFT) AND FREIGHT DEPOT (RIGHT) AT PENOLA IN 1938 (LEFT); CIRCA-1920 PHOTOGRAPH OF PASSENGER DEPOT AT GUINEA, PICTURED ON THE RIGHT (GRIFFIN 1984:85, 99) (RIGHT)

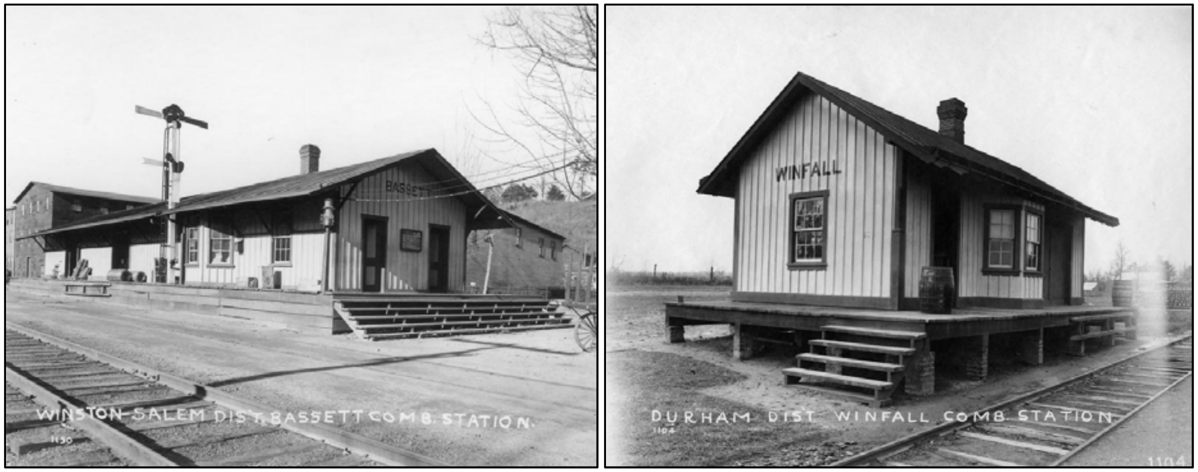

BASSETT
WINSTON-SALEM DIST. BASSETT COMB. STATION.
1130
WINFALL
DURHAM DIST WINFALL COMB STATION
1104
1104

FIGURE 3-78: COMBINATION FREIGHT/PASSENGER STATION AT BASSETT, VIRGINIA (LEFT); COMBINATION FREIGHT/PASSENGER STATION AT WINFALL, VIRGINIA (NORFOLK SOUTHERN 2016) (RIGHT)

In the southeast half of the façade, two large sliding doors constructed of diagonal wood boards arranged into four panels provide access to the freight portion of the building (Figure 3-81). Two identical freight doors are located on the southwest elevation and are accessed via a smaller, raised, wood platform (Figure 3-81). The window openings on this elevation have been boarded over; however, the rest of the windows on the building contain six-over-six, double-hung, wood sashes with slightly peaked lintels. On the façade, two single-leaf, paneled, wood doors with transoms lead out to the covered freight/passenger platform with a wood deck that spans the entire width of the northeast façade parallel to the railroad tracks (Figure 3-82). The northwest end of the façade, which provided access to the passenger section of the station, features a polygonal bay window that likely contained the ticket office (Figure 3-82).

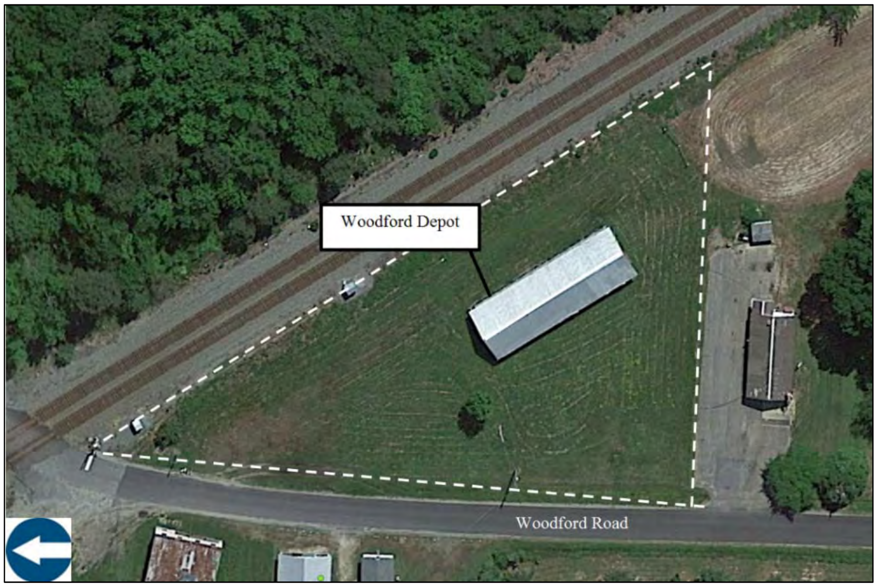


FIGURE 3-79: SITE PLAN OF THE WOODFORD FREIGHT & PASSENGER DEPOT

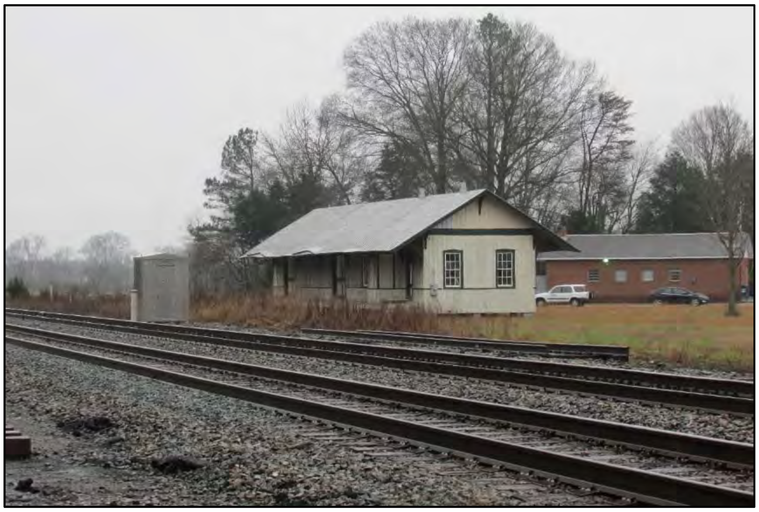


FIGURE 3-80: WOODFORD FREIGHT & PASSENGER DEPOT, VIEW SOUTH FROM RAILROAD CROSSING

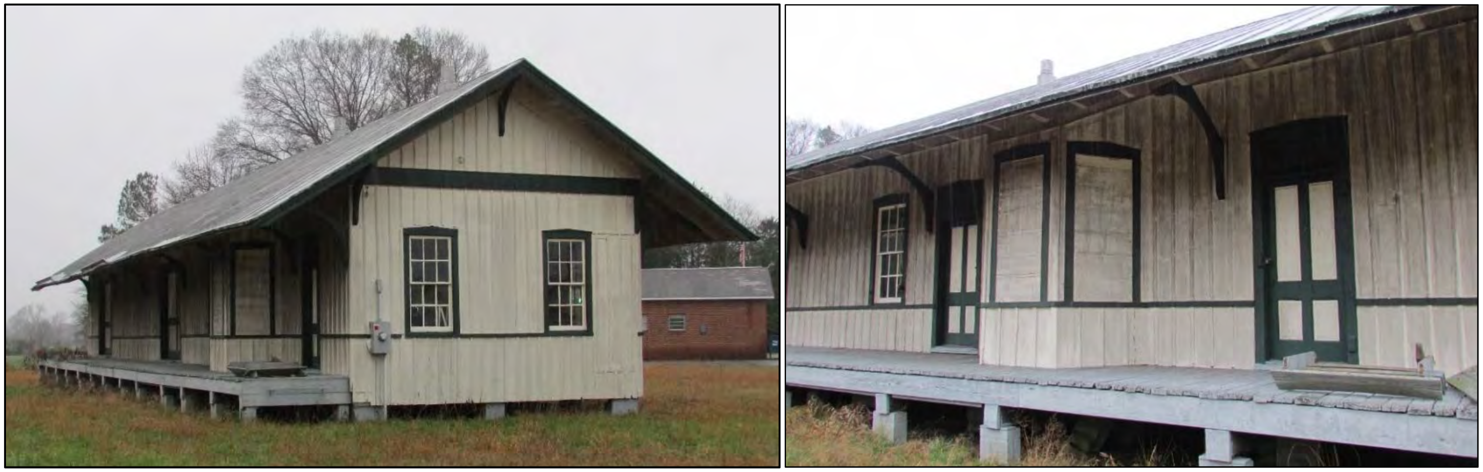


FIGURE 3-81: NORTH OBLIQUE (LEFT); DETAIL OF PROJECTING BAY WINDOW AND DOOR TO PASSENGER WAITING ROOM, EAST ELEVATION (RIGHT)

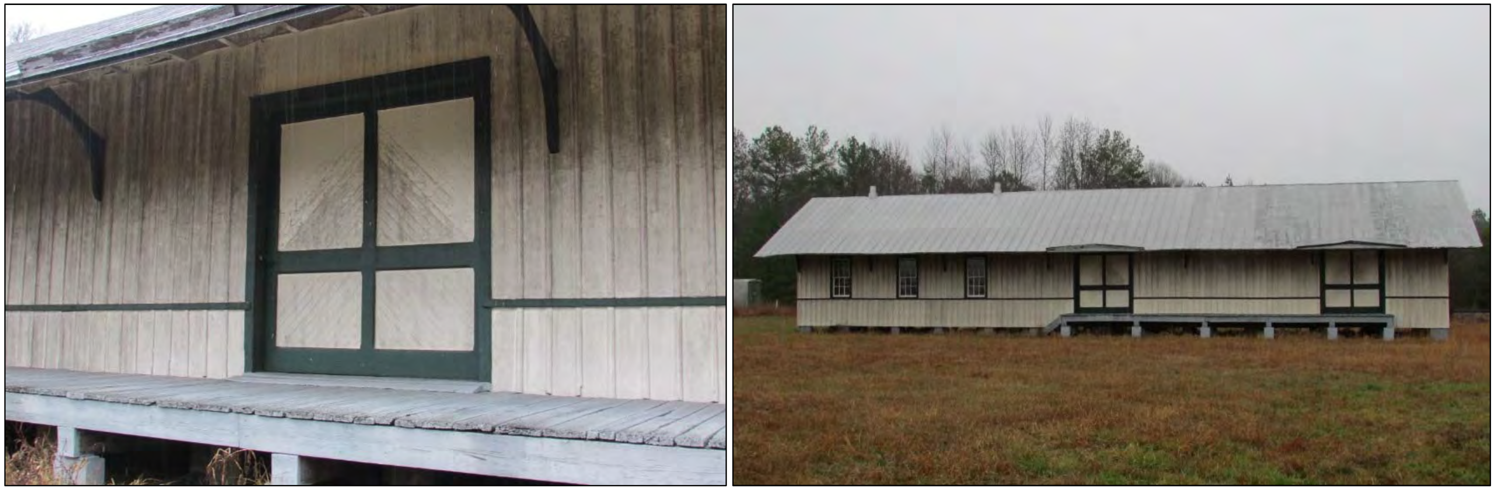


FIGURE 3-82: DETAIL OF SLIDING FREIGHT DOOR ON EAST ELEVATION (LEFT); WEST ELEVATION (RIGHT)

3.6.1.2 Primary Resource Interior

Interior access was not obtained during the current survey.

3.6.3 NRHP Evaluation

The Woodford Freight and Passenger Depot was constructed circa 1900 to service both freight and passenger traffic for the village. Today, the building is one of only two surviving RF&P Railroad depots in Caroline County, the other being the Milford Freight Depot (016-0266), and is the only surviving combination freight-passenger depot in the county. The building retains a high level of historic integrity of design, setting, materials, workmanship, feeling, and association, although integrity of location has been affected by the relocation of the building several meters southeast of its original location. Despite being moved from its original location, the resource maintains proximity to, and a visual connection with, the railroad tracks.

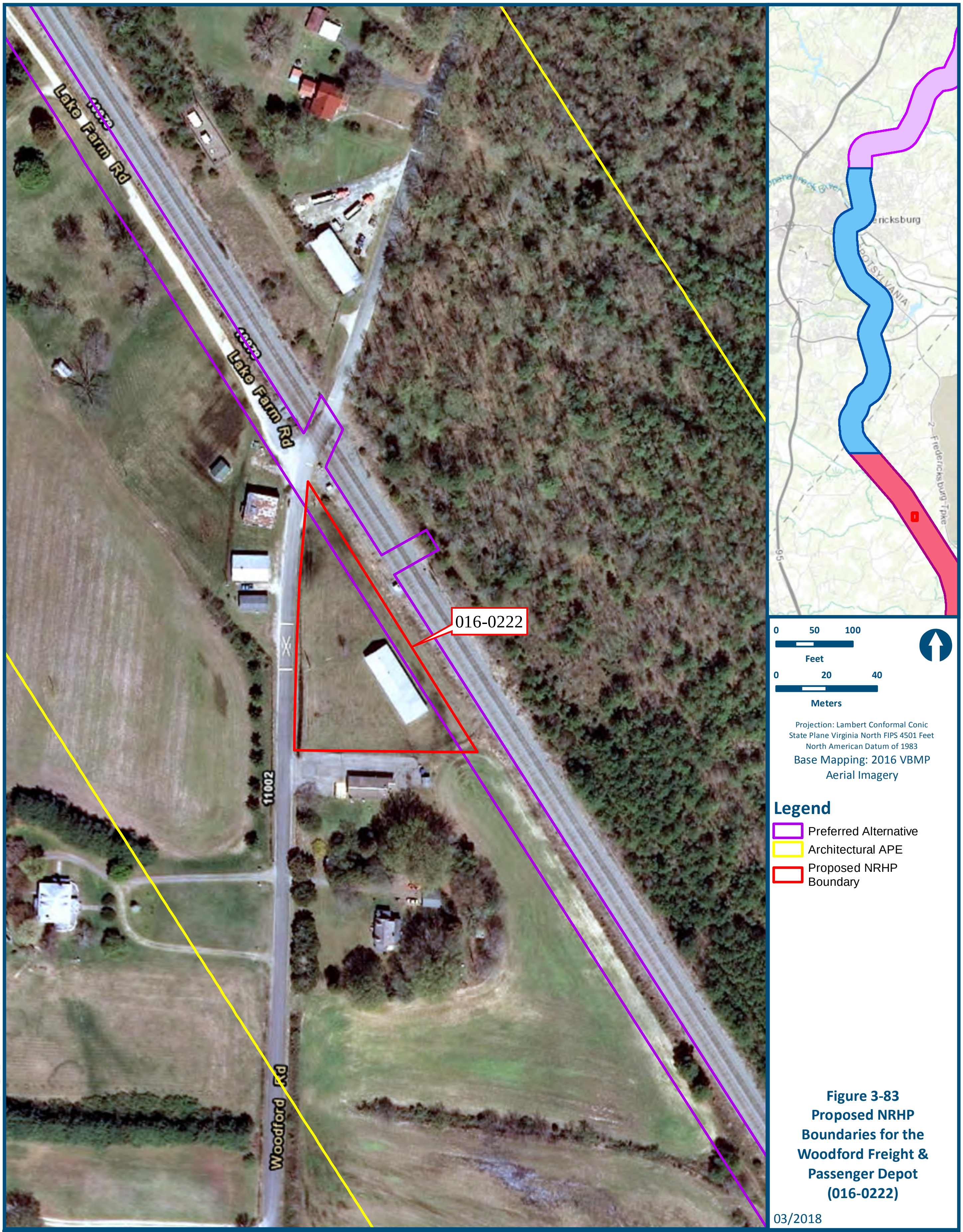
The Woodford Freight and Passenger Depot has no known association with any significant event or person from history; and therefore, is recommended not eligible for the NRHP under Criteria A or B. The combination freight-passenger station, also called a combination depot, was a relatively common station form in small towns during the late-nineteenth and early-twentieth centuries (Griffin 1984:57). The relocation of the Woodford depot may have actually preserved the resource. Depots that were no longer needed by the railroad were frequently demolished, possibly to minimize taxes and liability (Trainorders.com 2005). If they were not demolished, they were often moved away from the tracks so that they would not interfere with track improvements and expansion. The good condition of the Woodford Freight and Passenger Depot is likely due in part to its relocation to an adjacent private property, which preserved it from demolition by the railroad company. Its preservation was perhaps also influenced by the relatively undeveloped setting and rural character of the largely abandoned community of Woodford, which has never reached official town status and has seen almost no growth since the early twentieth century. As the last surviving combination depot in Caroline County, the Woodford Freight and Passenger Depot is recommended eligible for the NRHP under Criterion C.

According to National Register Bulletin *How to Apply the National Register Criteria for Evaluation*, “a property removed from its original or historically significant location can be eligible if it is significant primarily for architectural value or it is the surviving property most importantly associated with a historic person or event” (Shrimpton et al. 1990). Additionally, “a moved property significant under Criterion C must retain enough historic features to convey its architectural values and retain integrity of design, materials, workmanship, feeling, and association” (Shrimpton et al. 1990:29). Because the Woodford Freight and Passenger Depot retains a high degree of integrity of design, setting, materials, workmanship, feeling, and association as well as “an orientation, setting, and general environment that are comparable to those of the historic location and that are compatible with the property’s significance,” the resource meets Criteria Consideration B for Moved Properties (Shrimpton et al. 1990). As an architectural resource, this property was not evaluated under Criterion D.

In addition, the Woodford Freight and Passenger Depot is located within the boundaries of the newly surveyed Woodford Historic District (016-5129). However, the Woodford Historic District is being recommended as not eligible for listing in the NRHP.

In sum, the Woodford Freight and Passenger Depot is **recommended eligible for the NRHP under Criterion C and Criteria Consideration B.**

The period of significance for the Woodford Freight and Passenger Depot begins with its construction circa 1900 until its disuse around 1934. The proposed NRHP boundary for the Woodford Freight and Passenger Depot should be restricted to include the triangular section of land on which the depot is situated at the north end of the parcel 29-A-20, ending at the current post office (Figure 3-83). The large swath of private property south of the post office bears no connection to the depot and is therefore excluded from the eligible boundaries. The proposed boundary includes the train depot and immediate landscape.


Lake Farm Rd
Lake Farm Rd
11002
Woodford Rd
016-0222
ericksburg
POTSYLVANIA
2-Fredericksburg Tpke
95
0 50 100
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪	Preferred Alternative
🟨	Architectural APE
🟥	Proposed NRHP Boundary

Figure 3-83
Proposed NRHP Boundaries for the Woodford Freight & Passenger Depot (016-0222)

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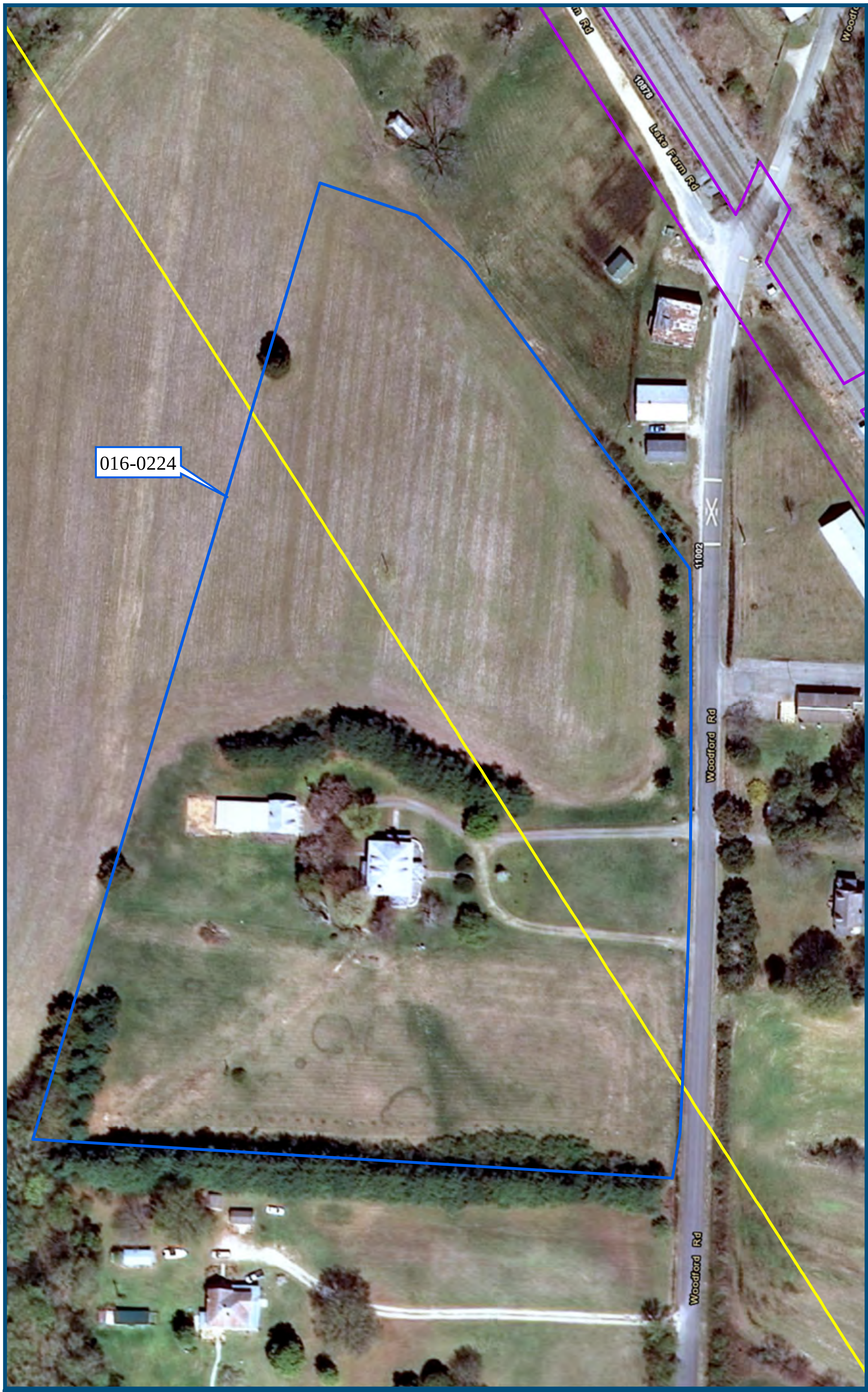
3.7 GLENWOOD HOUSE (016-0224)

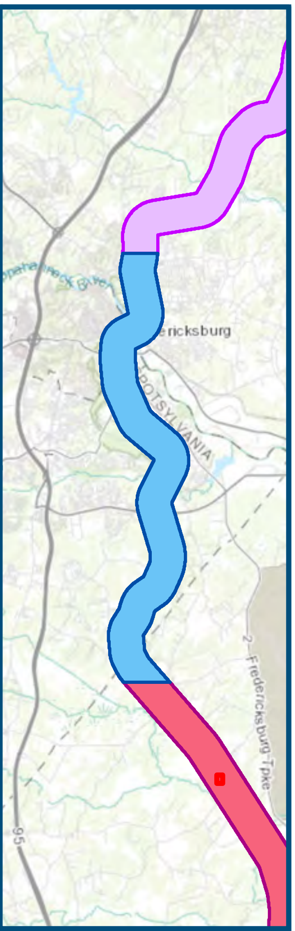
Glenwood House is located on the west side of Woodford Road (Route 626), approximately 0.1 miles south of the railroad crossing with Woodford Road in Caroline County, Virginia (Figure 3-84). The property is composed of 10.81 acres situated in an area of the county that is sparsely populated and primarily rural, known as the village of Woodford. The property is bounded by Woodford Road on the east, a residential and agricultural property and Lake Farm Road on the north, an agricultural property to the west, and the Carolina Mansion (016-0220) property to the south. Buildings are concentrated in the center of the parcel and are immediately surrounded by deciduous trees and shrubbery. An unpaved driveway extends from Woodford Road towards the dwelling and circles back towards the road. A portion of the driveway extends to the garage situated northwest of the dwelling.

3.7.1 Historic Context

The Glenwood House is located on a parcel that was subdivided from a larger 100-acre lot purchased by Porter Lyon in 1869 from John Washington (CCDB 53:476–477). In 1886, Porter Lyon conveyed 50 acres of the 100-acre tract to his son, George P. Lyon, "in consideration of natural love and affection" with the intention that George Lyon would care for this portion of the property whilst allowing his father and mother to continue to reside there (CCDB 61:344; U.S. Census 1910). This portion was concentrated on the west side of Woodford Road, south of the RF&P Railroad track and north of the Mattaponi River. It is sometime after 1886 that George Lyon built the Carolina Mansion as his own residence.

George Lyon was a local merchant and eventual founder and operator of the Woodford Excelsior Mill that opened in 1896 (U.S. Census 1900; Wingfield 1924:26). His excelsior mill operation remained a fairly successful company by using local pine, which was in abundance, to produce utilitarian products (Figure 3-85) (Wingfield 1924:25). George Lyon was not only a successful manufacturer, but he also was extremely involved in the community, serving as supervisor of the Port Royal District, being elected to the Virginia House of Delegates in 1923, and becoming the first president of the Virginia Excelsior Manufacturers' Association (The Bee 1933:1; Wingfield 1924:25). George Lyon and his wife, Ada M. Fell Lyon, conveyed a 35-acre portion of the 50-acre tract to their daughter, Minnie M. Harding, in 1922 that included the Carolina Mansion (CCDB 91:142). Shortly thereafter, George Lyon built another dwelling, the Glenwood House, around 1928 in the American Foursquare form. In 1933, when George Lyon passed, he willed the remainder of the property to his wife who, upon her death in 1953, bequeathed it to their daughter, Minnie Harding (CCWB 39:104; Central Rappahannock Heritage Center [CRHC] 1953).


m Rd
10878
Lake Farm Rd
Woodfo
016-0224
11002
Woodford Rd
Woodford Rd


ericksburg
POTSYLVANIA
Fredericksburg Tpke
2
95

0 60 120
Feet

0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪 Preferred Alternative
🟨 Architectural APE
🟦 Resource Boundary

Figure 3-84
Location of Glenwood House (016-0224)

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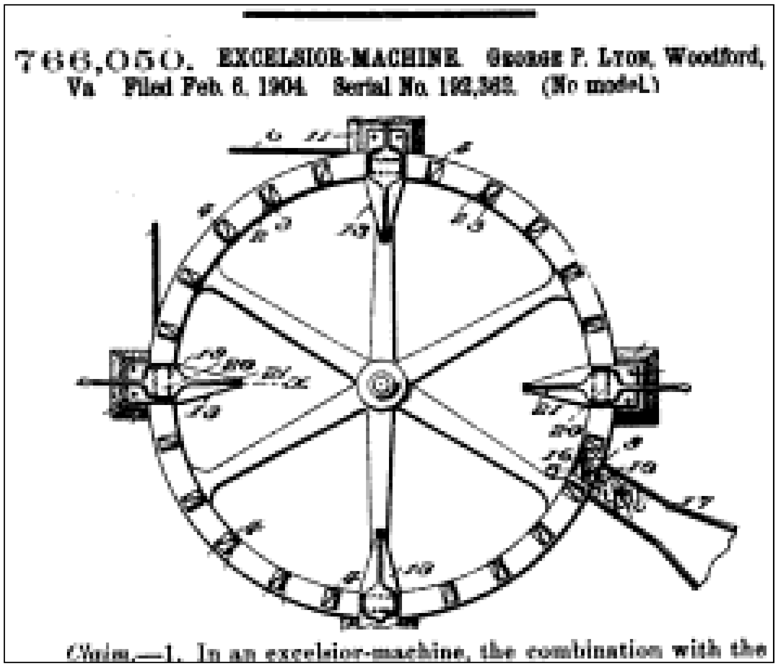


766,050. EXCELSIOR-MACHINE. GEORGE F. LYON, Woodford, Va. Filed Feb. 6, 1904. Serial No. 192,362. (No model.)

Claim.—1. In an excelsior-machine, the combination with the

FIGURE 3-85: GEORGE LYON'S 1904 PATENT FOR HIS EXCELSIOR-MACHINE (UNITED STATES PATENT OFFICE 1904:974)

Minnie Harding and her husband, Bennett Clark Harding, lived in Woodford until the 1940s when they moved to Florida (United States City Directories [U.S. City Directories] 1942). It is unclear if the Hardings remained in Carolina Mansion or moved into Glenwood House after her father's passing; however, George and Ada Lyon are noted to be neighbors of the Hardings in the 1930 federal census (U.S. Census 1930). After her death in 1966, Minnie Harding bequeathed the Glenwood House property along with the adjacent Carolina Mansion property to her first cousins: Myrtle Durrett, Inez Fell Matthews, Mamie Fell Blanton, and Pearl Fell (CCWB 45:152–157). Myrtle Durrett passed away in 1980. At her death, she desired her estate, including her share in the Woodford properties, be sold and the money dispersed among her sisters and co-property owners (CCWB 46:211–515). After a Chancery Court case, the property was sold at the end of 1980 to Jerry S. and Peggy J. Brown, who continue to reside there today (CCDB 258:174).

3.7.2 Architectural Description

3.7.2.1 Primary Resource Exterior

The building known as the Glenwood House is a two-and-one-half-story, five-bay, single-family dwelling constructed circa 1928 in the American Foursquare form with Colonial Revival and Craftsman-style details composed of a central two-and-one-half-story core with flanking one-story wings (Figures 3-86 through 3-88). The continuous raised foundation supports a structural system that is clad in multi-tone brick, laid in a Flemish bond embelished with brick quoins, a typical Colonial Revival detail. The building is covered by a moderately pitched, hipped roof sheathed in standing-seam metal with wide eaves featuring wood modillions. Two hipped dormers with wide eaves pierce the roof on the west and east elevation and contain louvered vents. The roof also features two brick chimneys with stepped metal flashing, one being an interior-end chimney with a concrete cap in the west half of the south elevation and the other being an exterior-end chimney with a concrete cap in the east half of the north elevation.

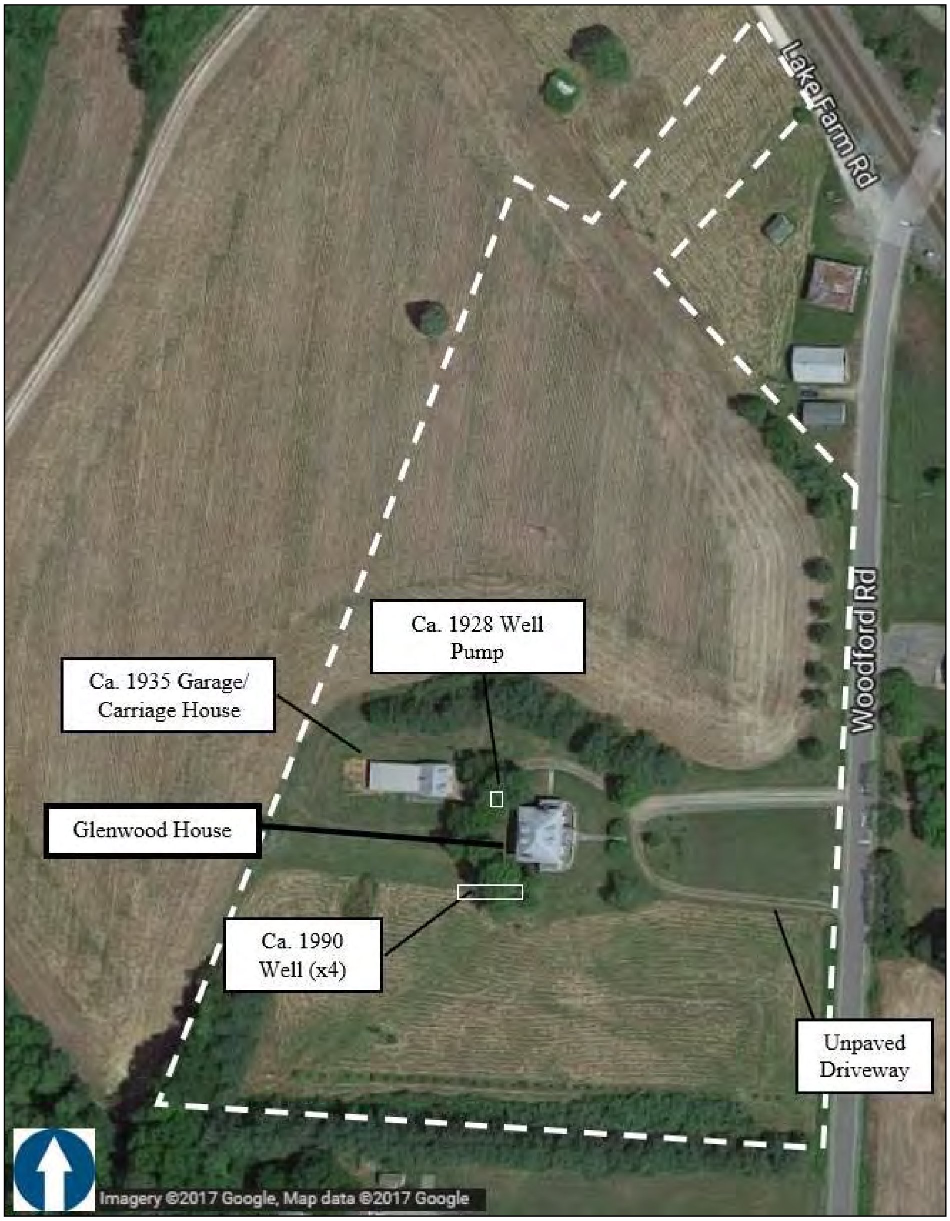

Lake Farm Rd
Woodford Rd
Ca. 1928 Well Pump
Ca. 1935 Garage/ Carriage House
Glenwood House
Ca. 1990 Well (x4)
Unpaved Driveway
Imagery ©2017 Google, Map data ©2017 Google

FIGURE 3-86: SITE PLAN OF THE GLENWOOD HOUSE (NOT TO SCALE)

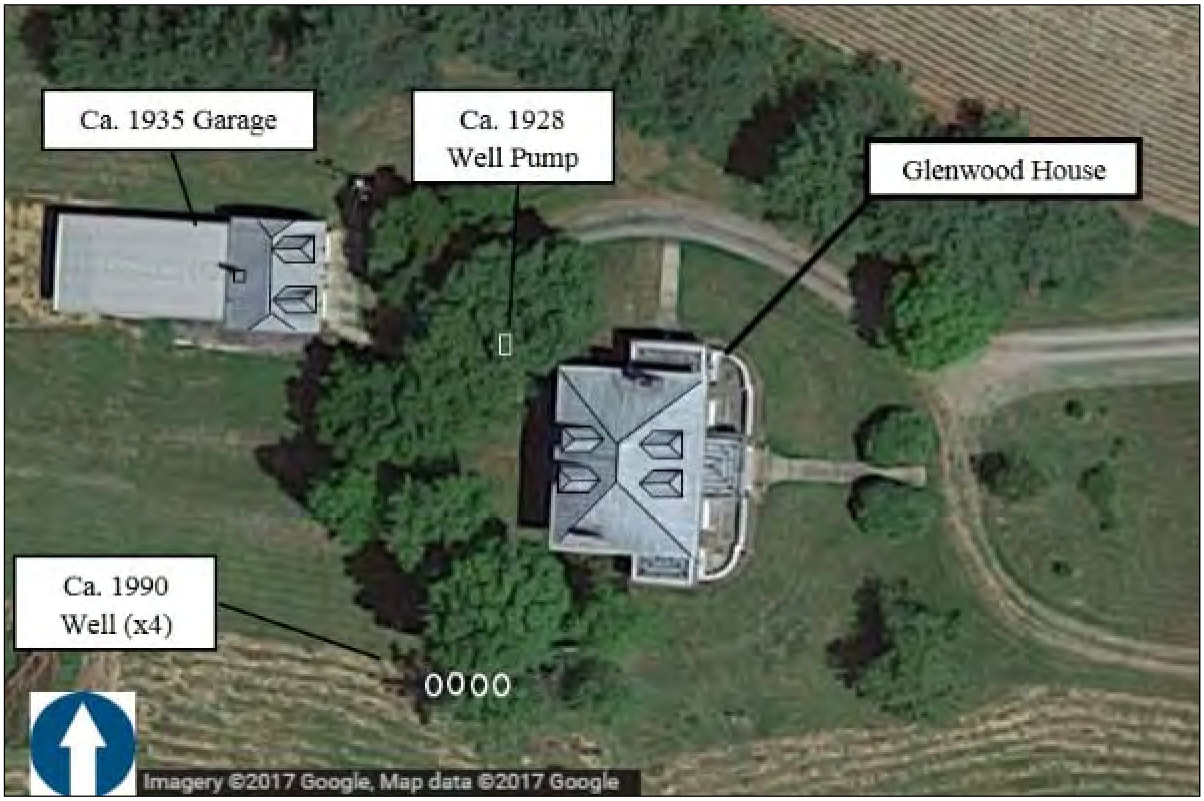

Ca. 1935 Garage
Ca. 1928 Well Pump
Glenwood House
Ca. 1990 Well (x4)
Imagery ©2017 Google, Map data ©2017 Google

FIGURE 3-87: DETAILED SITE PLAN OF THE GLENWOOD HOUSE (GOOGLE EARTH 2017) (NOT TO SCALE)

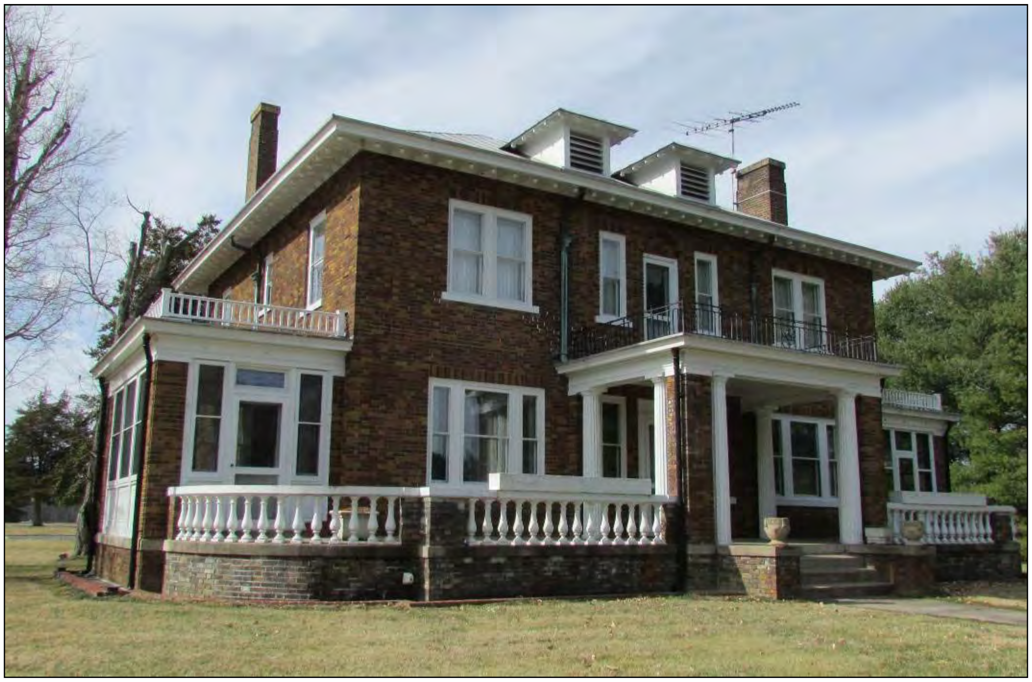


FIGURE 3-88: SOUTHEAST OBLIQUE

The primary entrance, centered on the east elevation, is filled with a single-leaf, wood, five-paneled door with a wood-and-screen storm door. The entrance is elaborated by a wood surround with squared pilasters. Flanking the door are single, one-over-one, double-hung, wood-frame, windows on concrete sills with wood-framed screens (Figure 3-89). Centered in front of the primary entrance is a one-story, one-bay brick porch with a concrete deck covered by a flat roof with a iron balustrade. The roof is supported by squared brick posts with fluted, Doric columns, and the porch is accessed by a set of concrete steps flanked by brick retaining walls. The porch contiues on the north and south sides as a raised, uncovered, curved veranda lined with a molded concrete balustrade which extends to both of the flanking one-story wings. Other fenestration consists of one-over-one, wood-frame, double-hung-sash windows situtuated in a single, paired, or ribbon pattern that also feature wood surrounds and concrete sills. In the raised basement are three-light, wood-frame awning windows.

The screened porch wings, each located in the eastern half of the north and south elevations, are virtually identical, each covered by a low-pitched hipped roof lined with a low squared balustrade supported by squared brick posts with wood-frame screens and wood paneling along the base. The north wing also features a secondary entrance. Another screened porch similar to the north and south wings is off-centered on the west elevation and provides an additional entrance to the dwelling (Figure 3-89). This porch is supported by a continuous brick foundation and has wood-framed screened windows on the north, west, and south elevations. A patinated copper drain pipe is centrally located on the west elevation.

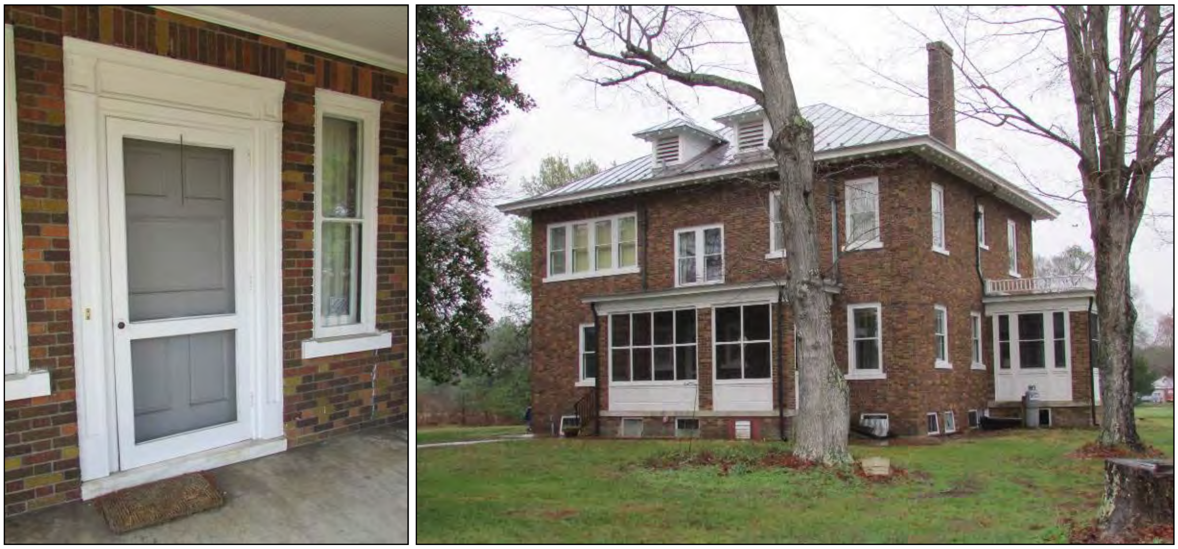


FIGURE 3-89: PRIMARY ENTRANCE, EAST ELEVATION (LEFT); SOUTHWEST OBLIQUE (RIGHT)

3.7.2.2 Primary Resource Interior

Interior access was not granted during the current survey.

3.7.2.3 Secondary Resources

Situated northwest of the primary resource is a circa-1930, one-and-one-half-story, three-bay garage (Figure 3-90). The exterior is clad in brick laid in a varity of bond patterns: Flemish bond in the center of the east elevation and a basketweave pattern on the remainder of the building. It is covered by a steeply pitched clipped gabled roof sheathed in standing-seam metal with flared eaves and scrolled modillions. Two hipped dormers are situated on the east elevation and an interior-end brick chimney on the west elevation. The large garage bays are filled with wood, sectional garage doors made to resemble double-leaf, board-and-batten doors. In between the garage doors is a single-leaf door with a three-light, wood-frame transom set above. Extending from the west elevation is a one-story, frame, flat-roof addition primarily clad in snap-on batten-with-clip metal siding (Figure 3-90). The west elevation of this addition has a metal-frame, screened, multi-bay porch. A circa-1928 metal well pump is situated west of the dwelling, on the south side of a concrete walkway leading from the dwelling to the garage (Figure 3-91). A set of four circa-1990 wells are located southwest of the primary resource. They are all covered by circular metal caps (Figure 3-91).

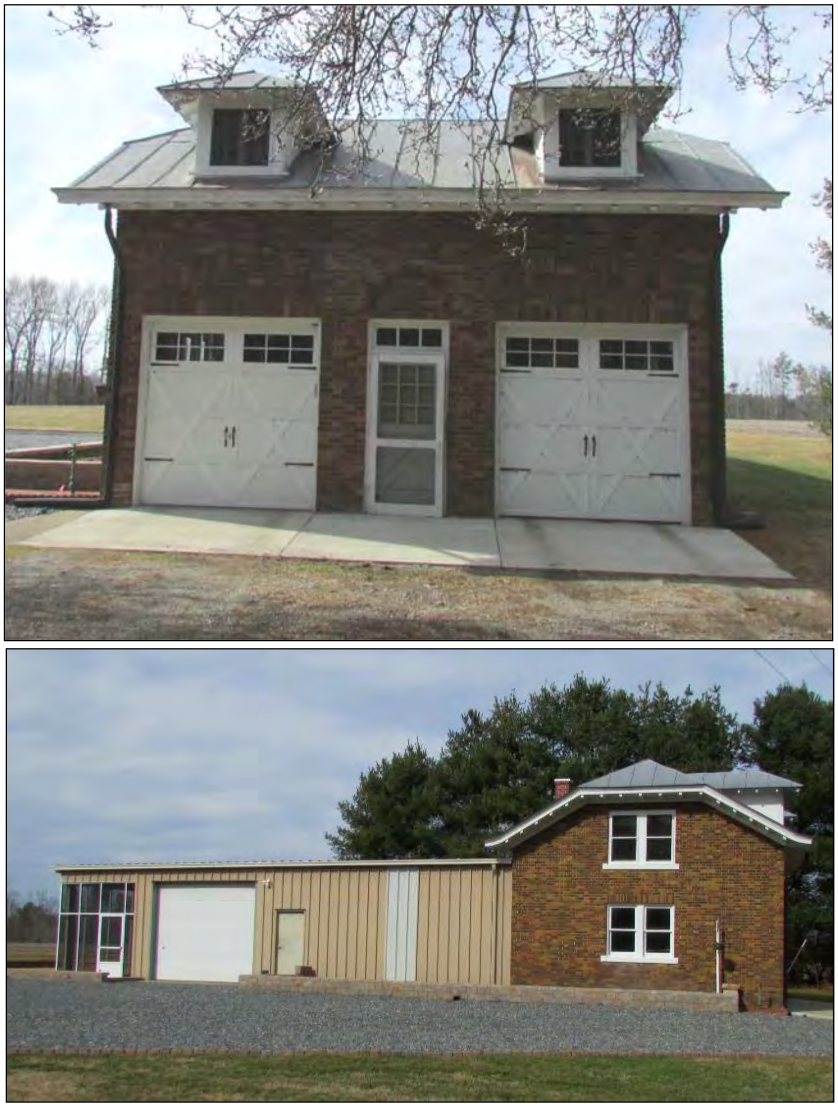


FIGURE 3-90: GARAGE, EAST ELEVATION (TOP); SOUTH ELEVATION (BOTTOM)

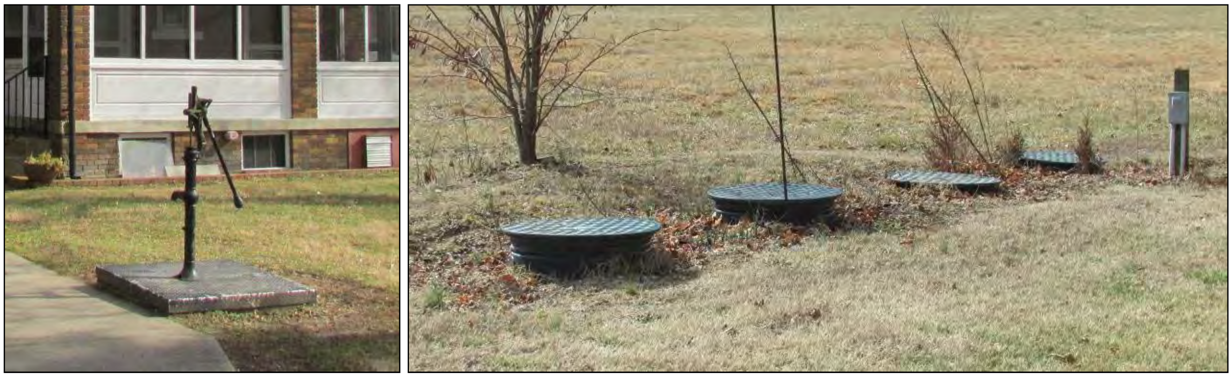


FIGURE 3-91: WELL PUMP, LOOKING EAST (LEFT); FOUR WELLS, LOOKING SOUTHWEST (RIGHT)

3.7.3 NRHP Evaluation

The Glenwood House (016-0224) was constructed around 1928 after George P. Lyon transferred his first dwelling in Woodford, the Carolina Mansion (016-0220), to his daughter. The dwelling, though having experienced some common, modest modifications such as the addition of a rear porch, continues to retain a high level of significance of location, setting, materials, workmanship, feeling, association and design evoking the building's architectural style and period of construction.

In order for a resource to be considered eligible for the NRHP under Criterion A, "a property can be associated with either (or both) of two types of events: […] a specific event marking an important moment in American prehistory or history [or] a pattern of events or a historic trend that made a significant contribution to the development of a community, a State, or the nation" (Shrimpton et al. 1990). The Glenwood House has no known association with a notable historic event or trend**.** As such, it is recommended not eligible for listing in the NRHP under Criterion A.

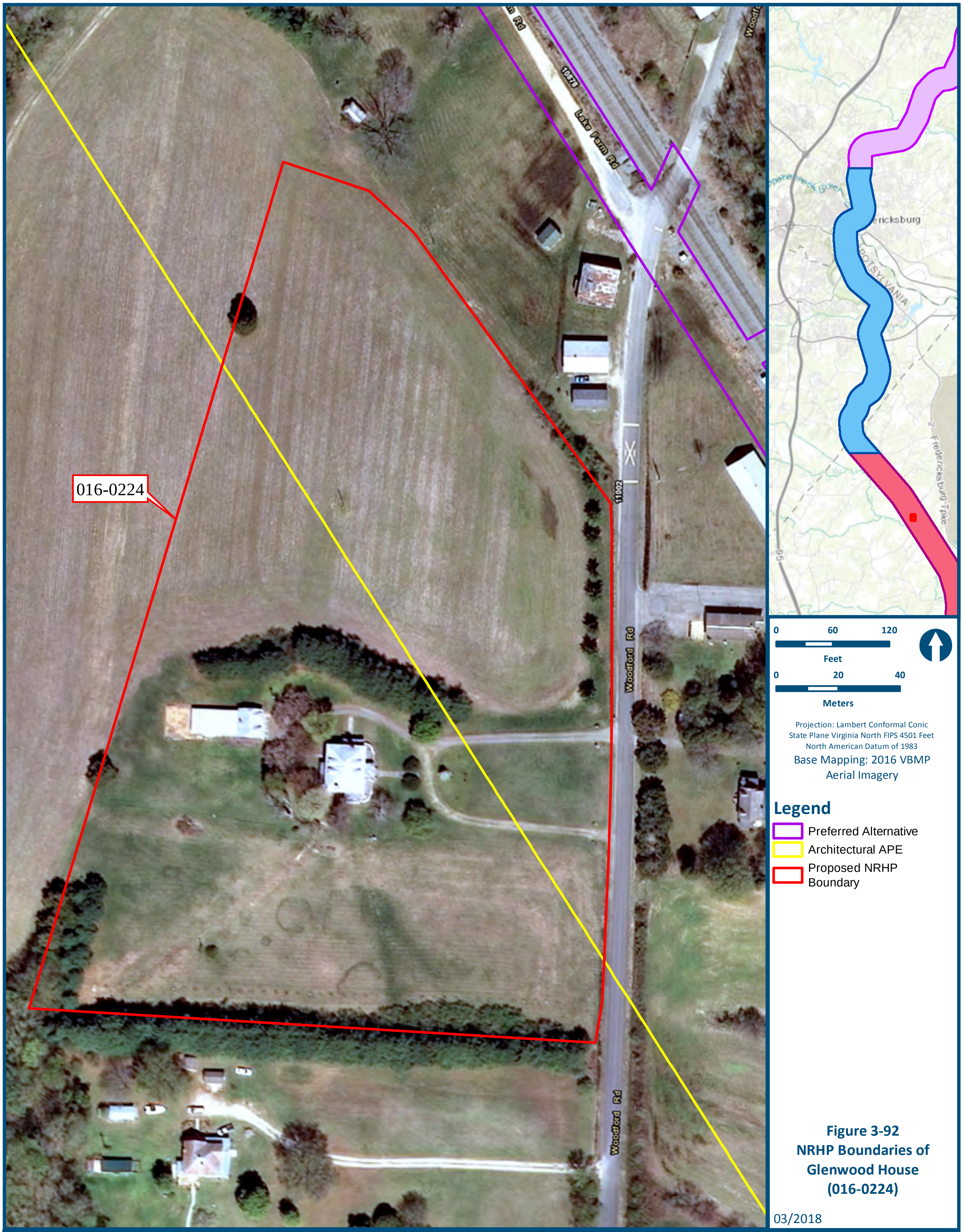
Eligibility of a resource for the NRHP under Criterion B is defined as needing to be associated with a person who is "individually significant within a historic context" and has "gained importance within his or her profession or group" (Shrimpton et al. 1990). Although the dwelling was constructed by George P. Lyon, a local entrepreneur in the excelsior industry and political figure, he is not the only such figure in the county or in surroundings counties. As many successful businessmen attributed to the excelsior industry in Caroline County (further discussed on page 3-86 of this report), George P. Lyon, whose excelsior operation is no longer in operation and is in disrepair, did not play a distinctively important role nor were his contributions to the community of Woodford unique in the comparison to these other businessmen to qualify this property for significance under Criterion B (Bolland n.d.). For these reasons, the Glenwood House is recommended not eligible under Criterion B.

The Glenwood House, constructed around 1928, is an outstanding example of an American Foursquare with modest Craftsman and Colonial Revival-style elements. Such stylized dwellings are not common in this part of Caroline County and reflected the social and financial status which George Lyon achieved. It is not known if an architect was employed in its design; however, the excellent condition of historic buildings on the property render the resource eligible under

Criterion C at the local level for architecture. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Glenwood House is **recommended as eligible for listing in the NRHP at the local level under Criterion C.** In addition, the Glenwood House is located within the boundaries of the newly surveyed Woodford Historic District (016-5129). However, this district has been recommended not eligible as a result of the current study.

The proposed period of significance for the Glenwood House consists of the period in which it was constructed, between 1928 and 1929. The proposed NRHP boundary for the Glenwood House comprises and follows the legal lot description for the parcel in its entirety (tax map number 29-A-12) (Figure 3-92). It is bounded by Woodford Road on the east, a residential and agricultural property and Lake Farm Road on the north, agricultural property to the west, and the Carolina Mansion (016-0220) property to the south. The proposed boundaries include the Glenwood House, garage/carriage house, and unpaved driveway.


016-0224
Lake Farm Rd
10874
11002
Woodford Rd
Woodford Rd
ericksburg
POTSYLVANIA
2-Fredericksburg Tpke
95

0 60 120
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟥 Proposed NRHP Boundary

Figure 3-92
NRHP Boundaries of Glenwood House (016-0224)

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3.8 EXCELSIOR INDUSTRY OF CAROLINE COUNTY HISTORIC DISTRICT (016-5165)

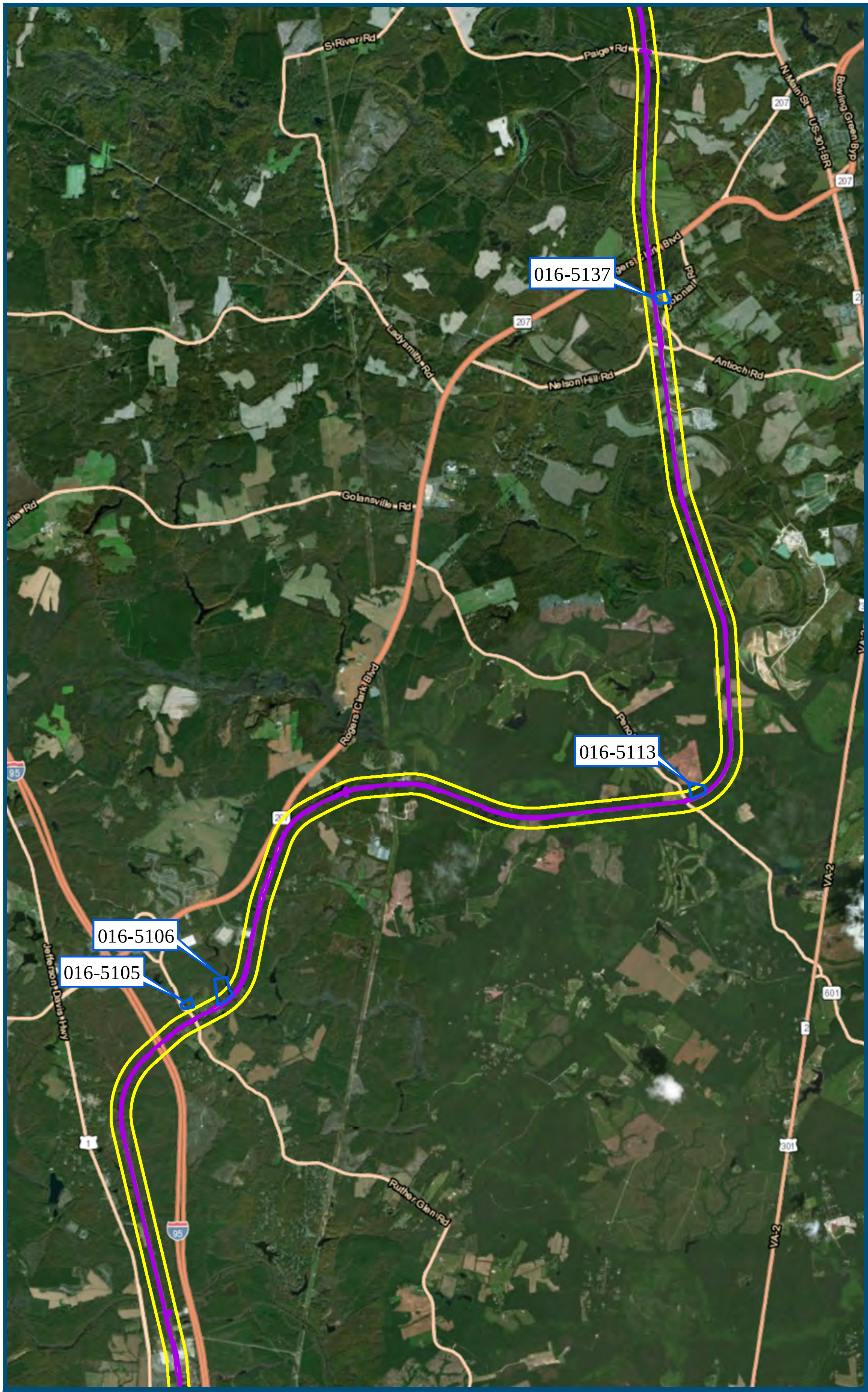
The Excelsior Industry of Caroline County Historic District (016-5165) includes a discontiguous group of properties along the RF&P Railroad constructed between 1896 and 1960 associated with the manufacture of excelsior—Caroline County's largest industry in the early-twentieth century. Excelsior, known as "wood wool" outside of North America for its fine texture, comprises uniform shavings or coils of wood that was used for a variety of purposes, including padding/stuffing for furniture and mattresses and as packing material for glassware and other fragile items (Charles A. Strelinger & Company 1897:966; Davis 1983:160).

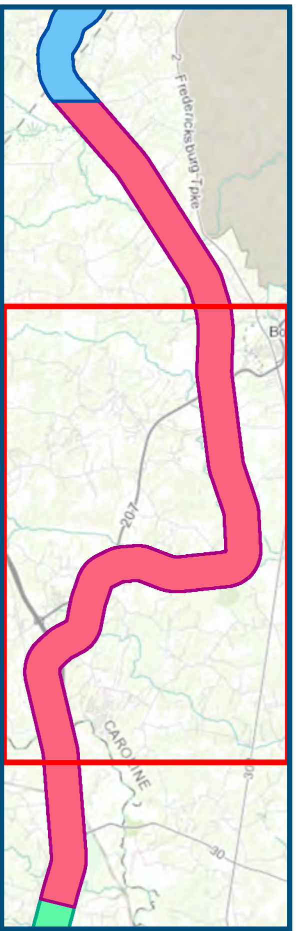
The proposed historic district includes four architectural properties associated with the excelsior industry in central Caroline County: the DeJarnette Lumber Company (016-5137) in the village of Milford, two excelsior mills in the community of Ruther Glen (016-5105 and 016-5106), and the Jeter House and Excelsior Mill (016-5113) in the community of Penola. Only the DeJarnette Lumber Company in Milford is still in operation, though the facility no longer produces excelsior. In a previous examination of the Project corridor, a fifth property was identified in association with excelsior mills in Caroline County: the Woodford Excelsior Company Office (016-0223) (Figure 3-93) (Manning and Salvato 2016). After further research, it was determined that the building previously surveyed as an office for George P. Lyon's excelsior mill in Woodford and the land on which it is located was never owned by Lyon; rather, this building functioned as a post office in the late-nineteenth and early-twentieth centuries (see page 3-54 for further detail). This resource has, therefore, been removed from the proposed Excelsior Industry of Caroline County Historic District.

3.8.1 Historic Context

3.8.1.1 Creation of Excelsior

Although sawdust and wood shavings have been a byproduct of the lumber industry for millennia, the purposeful manufacture of excelsior is a relatively recent trade (Davis 1983:160). The term "Excelsior" began as a brand name but was soon adopted as a general term. Wood used for excelsior had to be lightweight, odorless or pleasantly scented, and free of gum or resin. In the United States, the definition of "wood wool" is reserved for finer grades of excelsior; however, both products are made from slivers of wood removed from logs.


016-5137
016-5113
016-5106
016-5105
S River Rd
Paige Rd
N Main St
US-301-BR
Bowling Green Byp
207
Rogers Clark Blvd
Colonial Rd
Antioch Rd
Nelson Hill Rd
Ladysmith Rd
Golansville Rd
ville Rd
Rogers Clark Blvd
95
Jefferson Davis Hwy
1
95
Ruther Glen Rd
VA-2
601
2
301


Fredericksburg Tpke
207
CAROLINE
301
30
Bo

0 3,000 6,000

Feet

0 1,000 2,000

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟦 Resource Boundary

Figure 3-93
Location of the Contributing Resources to the Excelsior Industry of Caroline County (016- 5165) with Each Contributing Resource Identified By Its Individual DHR Number

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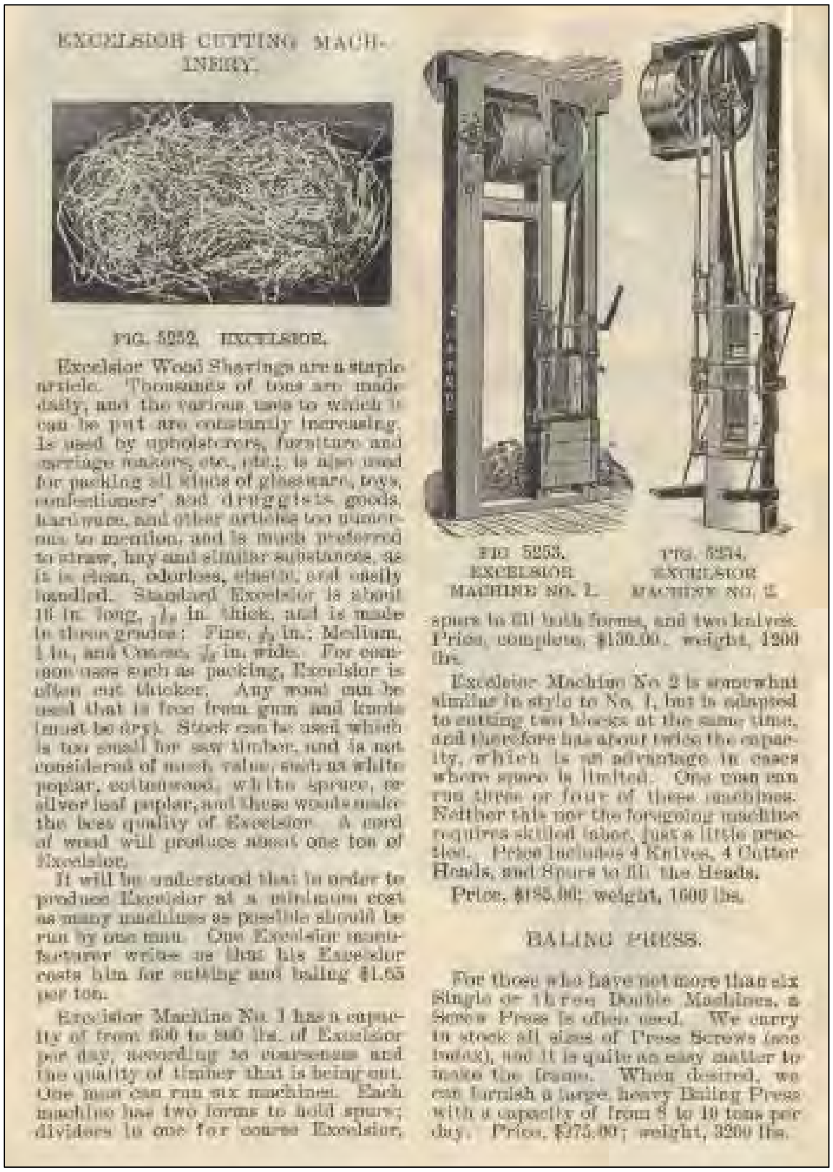
Machinery capable of producing fine uniform coils of wood was developed in the United States in the late 1850s (Figure 3-94). Early patents associated with this initial production period often detailed "slivering machines" housed within sawmill complexes or other industrial buildings (Knight 1884:2214). Excelsior mills often functioned in association with lumber operations as they provided a good way to deal with the high volume of waste material unsuitable for sale. Late-nineteenth and early-twentieth century saw mills often operated using steam-powered engines. These engines would be fueled by the same waste product used to create excelsior, yet there were still ample amounts of it to go around. As this steam engine also made saw mills a fairly flammable environment, disposing of the waste in a safe manner was important. One method for this disposal was to use a specialized structure known as a "waste burner."

The waste burner was born out of the need to dispose of the debris of sawmilling in a fire-safe manner. Burners of various types seem to have been in use from the early days of large-scale steam-powered sawmilling, and burners were common features of Michigan sawmills by the late nineteenth century. Patented in 1888, this cylindrical form features a metal plate exterior, thick refractory lining of fire brick that thinned toward the top, and hemispherical wire mesh top. New innovations in sawmill waste burner design took place during the early twentieth century, but Bryant in his 1922 book on *Lumber: Its Manufacture and Distribution* references this as still a standard type of waste burner (as stated in Christensen 2010).

By the end of the nineteenth century, approximately 200 excelsior mills were in production throughout the United States with the bulk of the industry being located in New York, Kentucky, New Hampshire, Wisconsin, and Washington, although mills could be found in every state (Davis 1983:160). The industry peaked in the early-twentieth century.

While excelsior had notable qualities, it also brought great risk. Excelsior mills had a tendency to catch fire and, as result, were essentially uninsurable. The industry also relied heavily on lumber production which, in turn, was dependent on a myriad of conditions such as weather, availability of product, and the economy, among others. Moreover, among the many technological improvements rendered in the mid-twentieth century was an evolution in plastics and other packing materials. By the late 1950s, excelsior for padding and stuffing had largely been replaced by other products and demand was drastically reduced (Davis 1983:160). By 1977, only 12 manufacturers of excelsior were still in operation in the United States, with just five firms producing approximately 96 percent of domestic production (Committee on Finance 1977). Excelsior is still produced in the United States but in extremely limited quantity. It is currently used for items such as cooling pads in home evaporative cooling systems (known as swamp coolers), erosion control mats, and as a raw material for the production of other products such as bonded wood. It also has a large market as landscaping mulch (Kochhar 2016:487).



EXCELSIOR CUTTING MACHINERY.

FIG. 5252. EXCELSIOR.

Excelsior Wood Shavings are a staple article. Thousands of tons are made daily, and the various uses to which it can be put are constantly increasing. Is used by upholsterers, furniture and carriage makers, etc., etc.; is also used for packing all kinds of glassware, toys, confectioners' and druggists' goods, hardware, and other articles too numerous to mention, and is much preferred to straw, hay and similar substances, as it is clean, odorless, elastic, and easily handled. Standard Excelsior is about 18 in. long, [illegible] in. thick, and is made in three grades: Fine, [illegible] in.; Medium, 1 in., and Coarse, [illegible] in. wide. For common uses such as packing, Excelsior is often cut thicker. Any wood can be used that is free from gum and knots (must be dry). Stock can be used which is too small for saw timber, and is not considered of much value, such as white poplar, cottonwood, white spruce, or silver leaf poplar; and these woods make the best quality of Excelsior. A cord of wood will produce about one ton of Excelsior.

It will be understood that in order to produce Excelsior at a minimum cost as many machines as possible should be run by one man. One Excelsior manufacturer writes us that his Excelsior costs him for cutting and baling $1.65 per ton.

Excelsior Machine No. 1 has a capacity of from 600 to 800 lbs. of Excelsior per day, according to coarseness and the quality of timber that is being cut. One man can run six machines. Each machine has two forms to hold spurs; dividers in one for coarse Excelsior, spurs to fill both forms, and two knives. Price, complete, $130.00; weight, 1200 lbs.

FIG. 5253. EXCELSIOR MACHINE NO. 1.

FIG. 5254. EXCELSIOR MACHINE NO. 2.

Excelsior Machine No. 2 is somewhat similar in style to No. 1, but is adapted to cutting two blocks at the same time, and therefore has about twice the capacity, which is an advantage in cases where space is limited. One man can run three or four of these machines. Neither this nor the foregoing machine requires skilled labor, just a little practice. Price includes 4 Knives, 4 Cutter Heads, and Spurs to fill the Heads.

Price, $185.00; weight, 1600 lbs.

BALING PRESS.

For those who have not more than six Single or three Double Machines, a Screw Press is often used. We carry in stock all sizes of Press Screws (see index), and it is quite an easy matter to make the frame. When desired, we can furnish a large, heavy Baling Press with a capacity of from 8 to 10 tons per day. Price, $275.00; weight, 3200 lbs.

FIGURE 3-94: LATE-NINETEENTH CENTURY CATALOGUE SHOWING EXCELSIOR CUTTING MACHINERY (CHARLES A. STRELINGER & COMPANY 1897:966)

3.8.1.2 The Excelsior Industry in Virginia

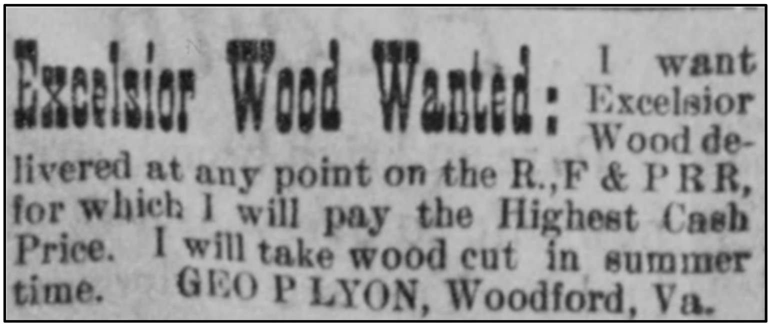
Although basswood, cottonwood, poplar, and aspen were commonly used in Excelsior production throughout the United States, scrub pine and loblolly pine were the primary species in use in Virginia—both of which were found in abundance in Caroline County (Davis 1983:160; Simmons 1912:55). Virginia pine, also known as scrub pine, has historically been used for "rough construction but warps easily with alternate wetting and drying. The wood has a very long fiber and makes excellent paper pulp" (Powell et al. 2016:27). Lobolly pine "is used for lumber, paper pulp, plywood, poles, pilings and fuel… and is the most important commercial timber tree in Virginia and the Southeast" (Powell et al. 2016:24). It has a medium growth rate, as opposed to the slow growth rate of the scrub pine.

The excelsior industry was slow to start in Virginia. The 1870 United States Census identified just one excelsior manufacturer in the Commonwealth of Virginia at that time; it employed seven people (Virginia Employment Commission 2015). The industry saw a notable increase in the 1890s and 1900s, partially due to notable improvements in the transportation industry as roads and railways were slowly rebuilt and improved after the Civil War. In particular, the robust rail industry in central Virginia promulgated the excelsior business, with a number of factories located between Fredericksburg and Richmond along the bustling RF&P Railroad corridor.

The number of excelsior plants fluctuated greatly—with as few as five operating in the state in 1912 and up to over 20 facilities at their peak in the 1920s (Fredericksburg Free Lance-Star 1929; Simmons 1912:7). During this time period, no fewer than half of the known excelsior mills in the state were located in Caroline County (Simmons 1912:75). In comparison, in 1909 there were 3,511 sawmills operating in the state (Simmons 1912:8).

In Caroline County, the origins of the industry can be traced to the village of Woodford where merchant George P. Lyon established the first excelsior mill in 1896 along the RF&P Railroad (Fisher and Sparenborg 2011:198; Wingfield 1924:26). This excelsior plant created jobs for area residents and stimulated the local economy; in fact, by the end of the first quarter of the twentieth century, Woodford's population had increased more than threefold partially due to the success of the excelsior industry (US Census 1930). Taking advantage of the cheap and readily available pine forests of the county, excelsior production soon became Caroline County's largest industry (Fisher and Sparenborg 2011:198; Wingfield 1924:26). By 1905, George Lyon had established a second mill at Woodford (Fredericksburg Free Lance 1905b). The George P. Lyon Excelsior Company became a distributor as well as a manufacture of excelsior in the region (Figure 3-95). Lyon's mills in Woodford caught fire and were partially or wholly destroyed in 1903, 1904, and again in 1905 (Fredericksburg Free Lance 1904, 1905a; Richmond Times-Dispatch 1903, 1905). As these operations were virtually uninsurable due to this high risk of flammability, the fact that Lyon continued to rebuild and produce excelsior for another 30 years speaks to the continued drive to find a marketable purpose for this byproduct and the success of advertising an array of uses. George Lyon died in 1933, but his estate maintained ownership of the mill for another 20 years. By 1950, the facility was operated under lease by the Woodford Excelsior Company (Fredericksburg Free Lance-Star 1950). The mill employed nine men, contained a main building constructed of wood and iron and a warehouse that housed finished excelsior, and produced 10 tons of excelsior a day, which was shipped throughout the country (Fredericksburg Free Lance-Star 1950). In 1950, the Woodford Excelsior Mill was again destroyed by fire; this time, it was not rebuilt (Fredericksburg Free Lance-Star 1950).

Lyon's success encouraged competition from other lumber-related businesses along the railroad, often in conjunction with lumber and/or planing mills (Figure 3-96). Mills were established at the villages of Guinea, Milford, Penola, and Ruther Glen, as well as in neighboring cities and counties, such as Hanover County, Stafford County, the City of Fredericksburg, and the town of Doswell. The Virginia Excelsior Mill in downtown Fredericksburg, for example, took up an entire city block and contained over half a dozen buildings (Figure 3-97). The excelsior industry throughout the area thrived for decades and was one of the primary employment venues for many Virginians during the tumultuous years of the Great Depression (Powell 2000:16–17).



Excelsior Wood Wanted: I want Excelsior Wood delivered at any point on the R.,F & P R R, for which I will pay the Highest Cash Price. I will take wood cut in summer time. GEO P LYON, Woodford, Va.

FIGURE 3-95: ADVERTISEMENT PLACED BY THE GEORGE P. LYON EXCELSIOR COMPANY (FREDERICKSBURG FREE LANCE 1902)

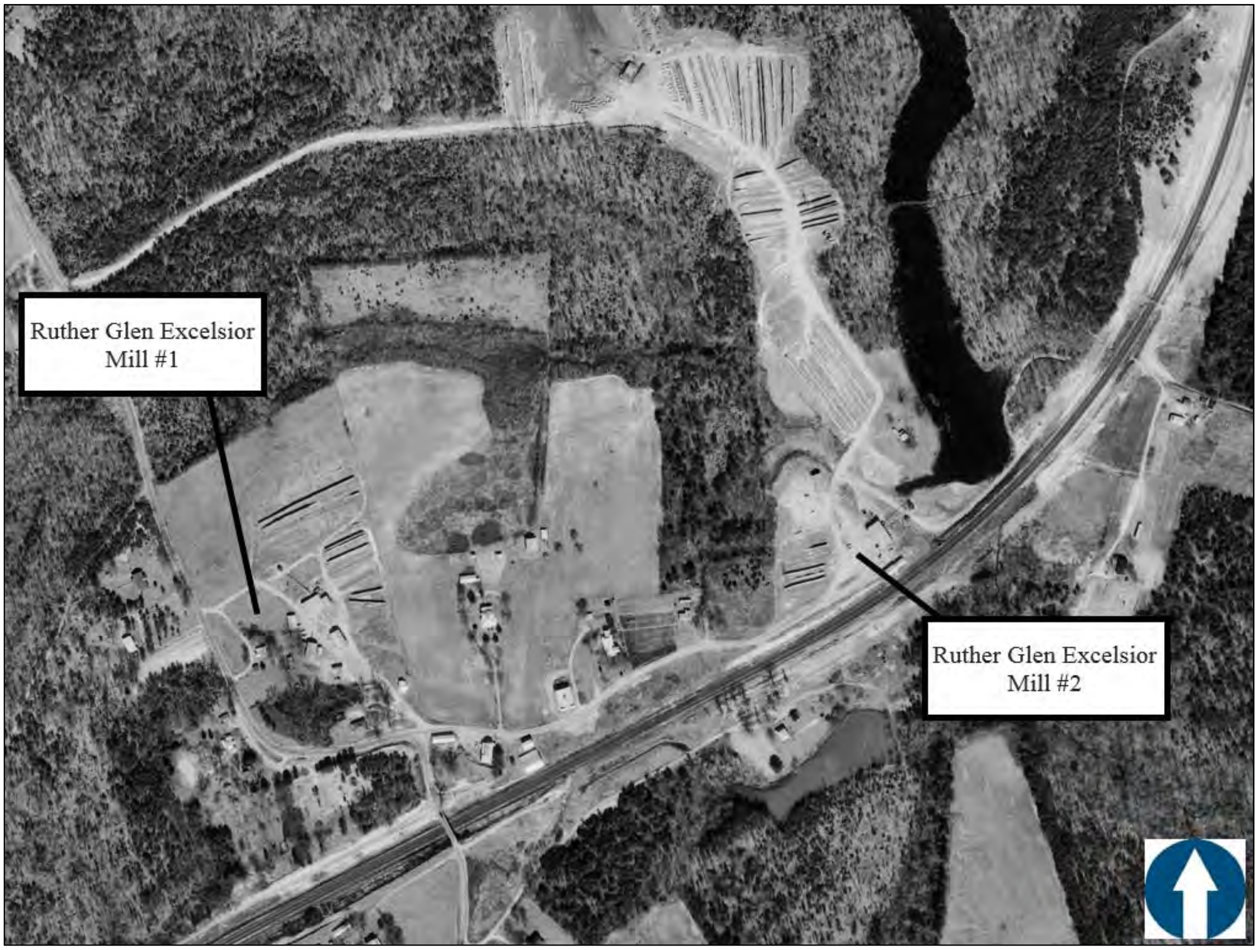


FIGURE 3-96: DETAIL OF 1966 AERIAL IMAGERY OF THE RUTHER GLEN AREA SHOWING RUTHER GLEN EXCELSIOR MILL #1 AND RUTHER GLEN MILL EXCELSIOR MILL #2, BOTH PART OF THE EXCELSIOR MILLS OF CAROLINE COUNTY HISTORIC DISTRICT (USDA 1966A). NOTE THE CLEARED AREAS AROUND THE MILL STRUCTURES (TO HELP PREVENT FIRE) AND CORDS OF WOOD ON THE GROUND AWAITING PROCESSING.

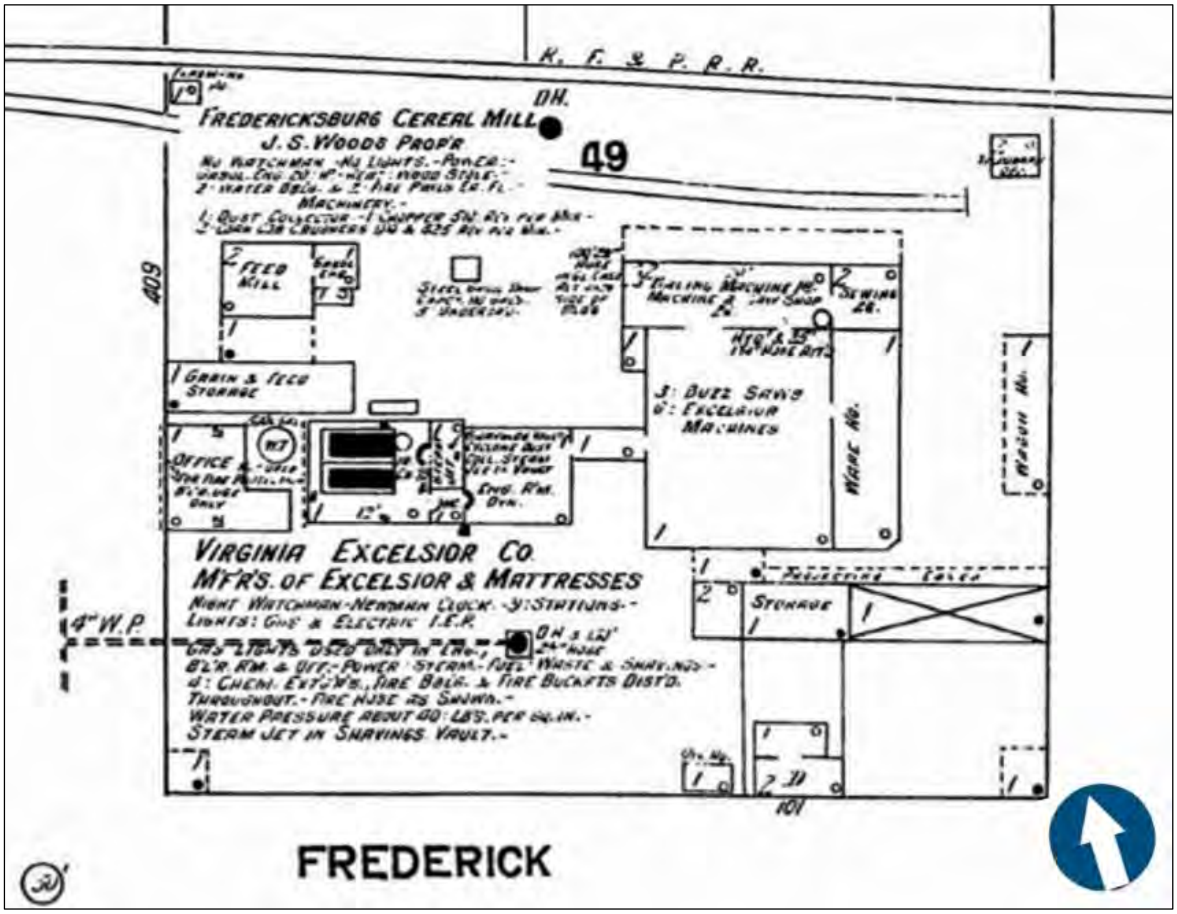

R. F. & P. R.R.
DH.
FREDERICKSBURG CEREAL MILL
J. S. WOODS PROP'R
49
409
FEED MILL
GRAIN & FEED STORAGE
OFFICE
BALING MACHINE HO.
3: BUZZ SAWS
6: EXCELSIOR MACHINES
WARE HO.
WAGON HO.
ENG. RM.
STORAGE
VIRGINIA EXCELSIOR CO.
MFR'S. OF EXCELSIOR & MATTRESSES
NIGHT WATCHMAN-NEWMAN CLOCK.-9: STATIONS.-
LIGHTS: GAS & ELECTRIC I.E.R.
GAS LIGHTS USED ONLY IN ENG.,
BL'R. RM. & OFF.-POWER STEAM.-FUEL WASTE & SHAVINGS.-
4: CHEM. EXT'G'RS., FIRE BBLS. & FIRE BUCKETS DIST'D.
THROUGHOUT.-FIRE HOSE AS SHOWN.-
WATER PRESSURE ABOUT 40: LBS. PER SQ. IN.-
STEAM JET IN SHAVINGS VAULT.-
4" W.P.
101
FREDERICK

FIGURE 3-97: CIRCA 1912 SANBORN INSURANCE MAP OF THE VIRGINIA EXCELSIOR COMPANY IN FREDERICKSBURG (SANBORN MAP COMPANY 1912). NOTE THE FIRE-PREVENTION PROCEDURES LISTED IN THE LOWER LEFT-HAND CORNER. (NOT TO SCALE)

Excelsior consumption dropped dramatically in the mid-twentieth century, a trend also exhibited in Caroline County. Interestingly, though, among the top five American firms still in operation by the 1970s were Virginia Excelsior Mills (a conglomerate of small excelsior producers, many of which were located in Caroline County) and Taylor Fiber, Inc. of Ruther Glen (Committee on Finance 1977), showing the pervading nature of this commerce on the region. Only one of the excelsior mills in Caroline County is still in operation today, but it stopped producing excelsior decades ago, converting to a lumber processing plant.

3.8.2 Architectural Description

Today's built environment of the excelsior industry in Caroline County represents only a fraction of the buildings, structures, and objects once needed to make the industry thrive. However, despite representing a defunct enterprise, remnants of the most important facility types are represented at the four plants included in the historic district. What was once commonplace are now unique.

Four architectural properties are associated with the excelsior industry in central Caroline County: the DeJarnette Lumber Company (016-5137) in the village of Milford, two excelsior mills in the community of Ruther Glen (016-5105 and 016-5106), and the Jeter House and Excelsior Mill

(016-5113) in the community of Penola. Generally, these four properties have all been abandoned and are now overgrown with vegetation surrounded by stands of young trees. To place the above-ground resources in their specific historical context, a brief history of each property is followed by an architectural description.

3.8.2.1 Ruther Glen Excelsior Mill #1: Caroline Excelsior Company (016-5105)

Excelsior Mill #1 (016-5105), historically known as the Caroline Excelsior Company (1919– 1956) and later as the Taylor Fiber, Inc. (1956–1988), is located near the intersection of Ruther Glen Road (Route 652) and Chesterfield Road (Route 620) in the community of Ruther Glen. In 1919, Thomas H. Chewning and Herman L. Taylor purchased a small tract on the east side of Ruther Glen Road to establish the Caroline Excelsior Company (CCDB 87:84, 107:297). Soon after, Thomas's elder brother, Clarence C. Chewning, bought a one-third interest in the company. The three men operated the manufactory until 1956, when Taylor—who had been working in the excelsior industry since 1917—bought out the interests of his partners (CCDB 87:340, 141:369). According to the deed, Taylor's purchase included "the complete excelsior manufacturing plant, machinery, tools and equipment thereon and including the motor trucks and equipment but excluding the operating inventory" (CCDB 141:369). In 1960, Taylor turned over the company to his son, H. Ashton Taylor, who had worked with his father in the family business for at least two decades prior (CCDB 149:76). The younger Taylor re-chartered the company as Taylor Fiber, Inc., established "for the wholesale and retail business of producing and selling excelsior and other kindred products" (Fredericksburg Free Lance-Star 1960). By 1977, Taylor Fiber, Inc. was one of only 12 manufacturers still in operation in the entire country (Committee on Finance 1977). As late as 1982, the factory still employed approximately 30 people (Fredericksburg Free Lance-Star 1982). The company finally dissolved in 1988 (CCDB 323:187).

Excelsior Mill #1 is west of Ruther Glen. A dirt and gravel drive runs through the center of the lot connecting an entrance on Chesterfield Road with another on Ruther Glen Road, with the majority of the buildings lining the drive on either side. The parcel currently contains a conical teepee burner and six buildings of varying materials, massing, and size (Figure 3-98 through Figure 3-100). The circa-1950 teepee waste burner rests on a poured-concrete foundation. The structural system is constructed of sheet metal over a metal frame lined with corrugated metal. The structure is open at the top, and vents and an access doorway are found near the base. The funnel-shaped attachment located at the southeast corner of the burner is commonly known as a cyclone or dust precipitator (Mihalyo 1997:32). The function of the sawdust cyclone "was to funnel planar shavings and small particles of sawdust into the burner. These particles were blown through a pipe into the cyclone from the mill itself. Once inside the cyclone, the chips, dust, and shavings were then drawn by gravity into the core of the burner" (Mihalyo 1997:32). Four frame buildings—two large warehouses, a small tool shed, and a machine shop—and one concrete-block warehouse are also associated with this property, all of which appear to have been constructed between 1950 and 1970. The concrete-block warehouse and the frame warehouse with the loading deck are connected by a covered walkway accessed by a poured-concrete ramp. All of the buildings are vacant and in deteriorating condition. Historically, a house appears to have been situated just west of the mill complex, but this building has been demolished.

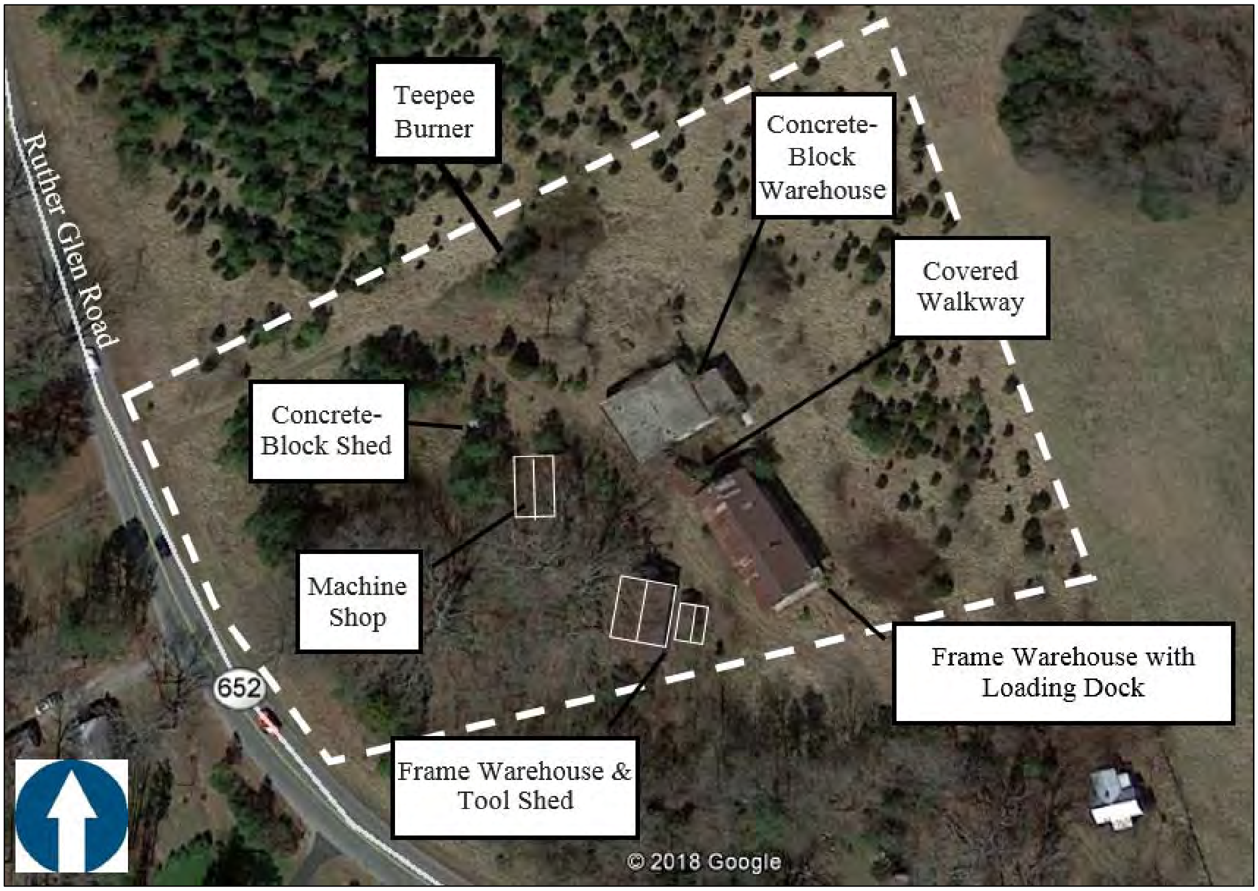

Teepee Burner
Concrete-Block Warehouse
Covered Walkway
Ruther Glen Road
Concrete-Block Shed
Machine Shop
Frame Warehouse with Loading Dock
652
Frame Warehouse & Tool Shed
© 2018 Google

FIGURE 3-98: SITE PLAN OF RUTHER GLEN EXCELSIOR MILL #1 (GOOGLE EARTH 2018)

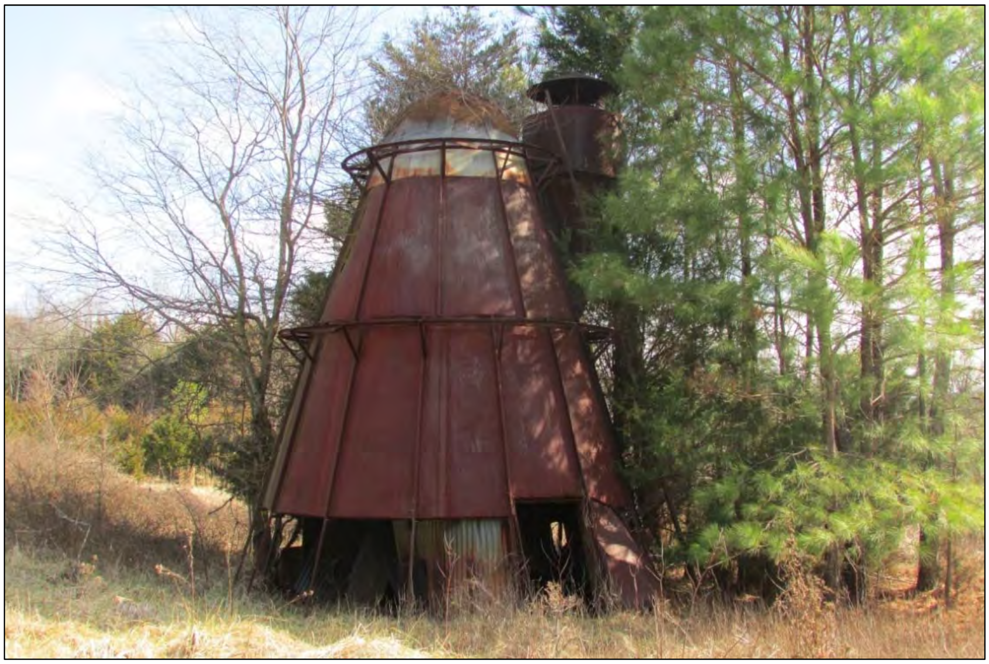


FIGURE 3-99: TEEPEE BURNER AT RUTHER GLEN EXCELSIOR MILL #1, LOOKING SOUTHEAST

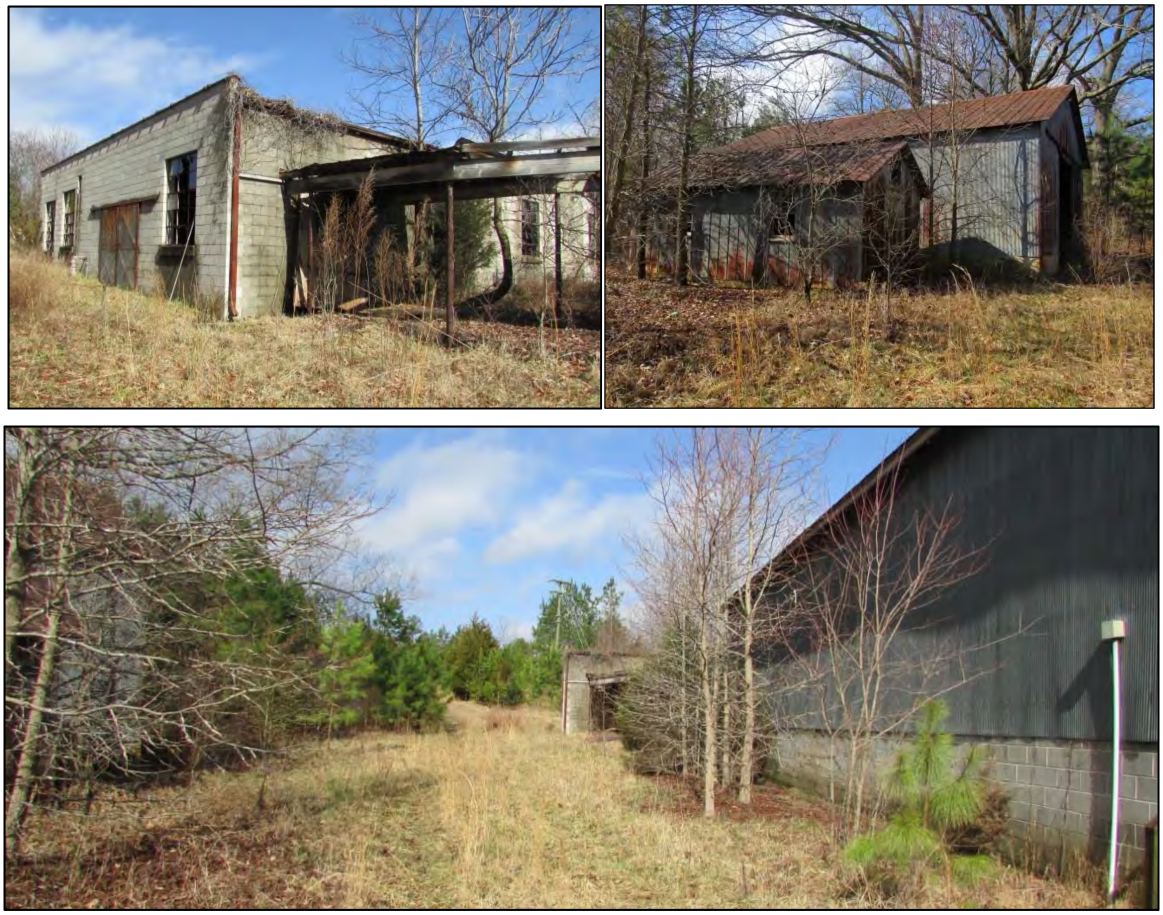


FIGURE 3-100: SAMPLE OF BUILDINGS AT RUTHER GLEN EXCELSIOR MILL #1. UPPER LEFT: CONCRETE BLOCK WAREHOUSE AND COVERED WALKWAY. UPPER RIGHT: FRAME WAREHOUSE AND TOOL SHED. BOTTOM: LOOKING NORTH BETWEEN BUILDINGS ALONG CENTER DRIVEWAY.

3.8.2.2 Ruther Glen Excelsior Mill #2: Ruther Glen Excelsior Company (016-5106)

Excelsior Mill #2 (016-5106) is located at the eastern terminus of Chesterfield Road in Ruther Glen. At the turn of the century, the land on which this excelsior mill is located was part of the 244-acre Ruther Glen Farm, also known as the "Burruss Tract," bounded on the south by the RF&P Railroad (CCDB 68:2730). The land was purchased from C.V. Burruss by Taliaferro Hunter in 1901, who operated a sawmill and lumber business on the property with his partner, George W. Quarles, under the name of T. Hunter & Co. (CCDB 69:297; Fall 1989:331). Upon his death in 1911, the land transferred to his five sons. As Hunter died intestate, a lawsuit ensued regarding land ownership. The land was subsequently sold at public auction to Cora Blanton whose husband, Thomas, happened to own and operate the Ruther Glen Excelsior Company on the adjoining property (CCDB 69:297, 80:316). The now-expanded excelsior company was in operation until 1956 when the business was dissolved after an anti-trust complaint was filed with the Federal Trade Commission (Federal Trade Commission 1960). Interestingly, the complaint was filed by fellow-excelsior operators H.L. Taylor, H. Ashton Taylor, G.K. Coleman, Sr., and G.K. Coleman, Jr. who were "engaged in the manufacturing and selling of excelsior […] under the name of Ruther Glen Excelsior Company, with their place of business at Ruther Glen, Virginia" at that time—the same property listed as Ruther Glen Excelsior Mill #1 above (Federal Trade Commission 1960:457).

The former site of Ruther Glen Excelsior Mill #2 consists of three buildings and a teepee burner on an overgrown lot situated just southwest of a millpond (Figures 3-101 and 3-102). All of the buildings and structures associated with the mill are vacant and in a deteriorated condition. Similar to the teepee burner located at Excelsior Mill #1, the cone-shaped burner at this mill appears to date from 1950. Not fully visible during the current survey due to limited property access, this structure is clad in sheet metal over a metal frame. Three warehouses remain extant at this mill site. The largest is a concrete block building with a flat roof. Just to the west is a post-1966 frame warehouse clad in corrugated metal with a front gable roof; the roof is covered in standing-seam metal. The third and smallest warehouse, located to the north, was also not accessible during this survey.

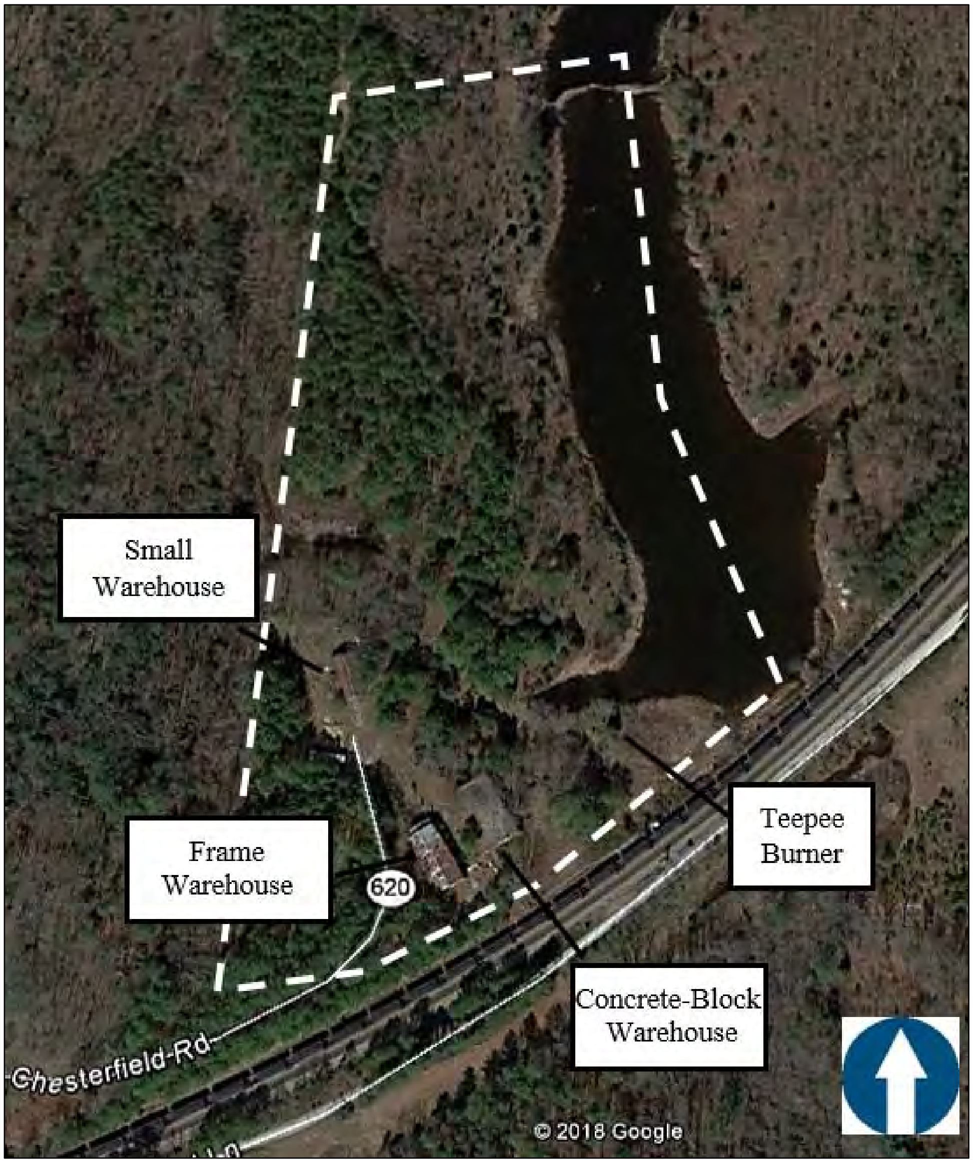


FIGURE 3-101: SITE PLAN OF RUTHER GLEN EXCELSIOR MILL #2 (GOOGLE EARTH 2018)

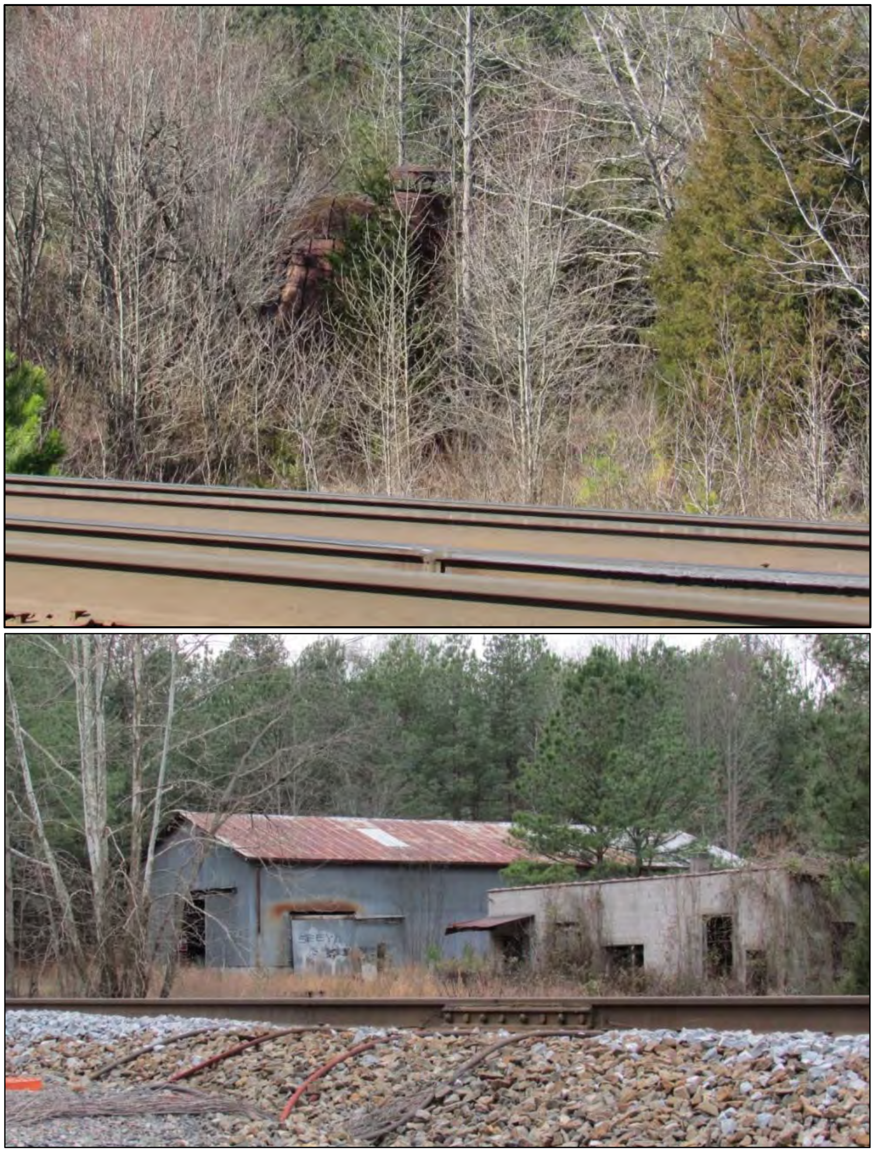


FIGURE 3-102: SAMPLE OF BUILDINGS AT RUTHER GLEN EXCELSIOR MILL #2. TOP: TEEPEE BURNER. BOTTOM: FRAME WAREHOUSE (LEFT) AND CINDER BLOCK WAREHOUSE (RIGHT).

3.8.2.3 Jeter House & Excelsior Mill (016-5113)

What would become the Jeter Excelsior Mill parcel was purchased by brothers William R. Jeter and T.B. Jeter in 1903 (CCDB 70:255). Capitalizing on the sudden and successful growth of the excelsior industry in the early-twentieth century, the brothers constructed an excelsior plant along the RF&P Railroad. The enterprise was a success. In 1916, T.B. Jeter sold his interest in the land and the business to his brother, William, who continued to operate the Jeter Excelsior Mill for several decades (CCDB 84:239; Wingfield 1924:291). Through the success of the business, William and his family constructed a new dwelling adjacent to the excelsior enterprise around 1930. Upon his death in 1943, William deeded the mill to his son, Benjamin, who continued to run the family business until his own death in 1978 (i.e., Federal Trade Commission 1960:457). Records suggest that the excelsior company was disbanded shortly thereafter.

Today, the Jeter House & Excelsior Mill located at 16111 Polecat Lane in Penola is a residential and light-industrial mill complex (Figures 3-103 and 3-104). All of the buildings are vacant. The property is heavily wooded, with thick brambles and an unpaved drive heading north from Polecat Lane to the primary resource. The excelsior mill and associated structures are concentrated in the east portion of the site. The primary resource is the Jeter House, a two-story, three-bay dwelling constructed around 1930 with no discernable style. The foundation is not visible; the frame structural system is clad in weatherboard. The side gable roof is covered in corrugated metal sheeting.

A series of modest additions have been made to the rear elevation over time, and the primary entrance and flanking two-over-two, double-hung-sash windows have been enclosed in a screened porch. Although the house is the most prominent building on today's landscape, the parcel also contains many resources that hark back to the use of the land as the Jeter Excelsior Mill. Built between the start of the business in the first decade of the century and the death of founder William Jeter, the property also contains a saw mill, drum waste burner, possible company store or secondary dwelling, a machine storage shed, and three other storage buildings of varying size. In addition, the remains of what appears to be a portable steam engine, almost certainly associated with milling operations, are located at the northeast corner of one of these storage sheds. Perhaps the most recognizable feature of the mill property is the circa-1925, drum-style, wood-waste burner located at the southeast corner of the property and connected to the large mill building via a metal chute. The burner is constructed of curved sheets of metal supported by an external metal frame. The top of the burner is open and braced with a set of parallel metal bars. The interior is partially lined with fire brick.

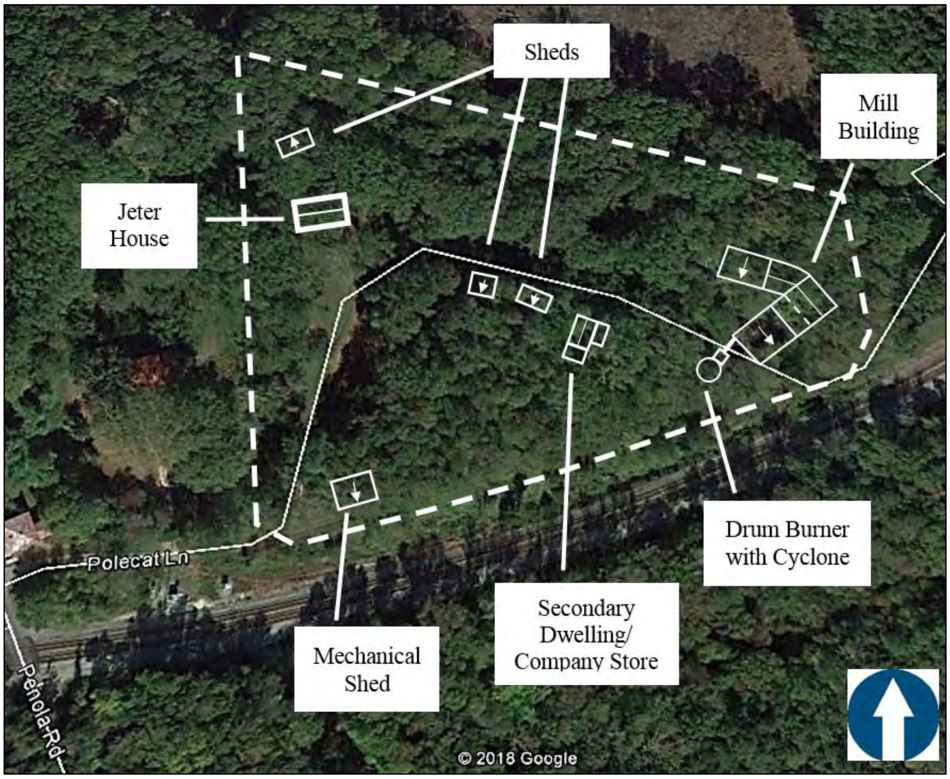


FIGURE 3-103: SITE PLAN OF THE JETER HOUSE & EXCELSIOR MILL (GOOGLE EARTH 2018) (NOT TO SCALE)

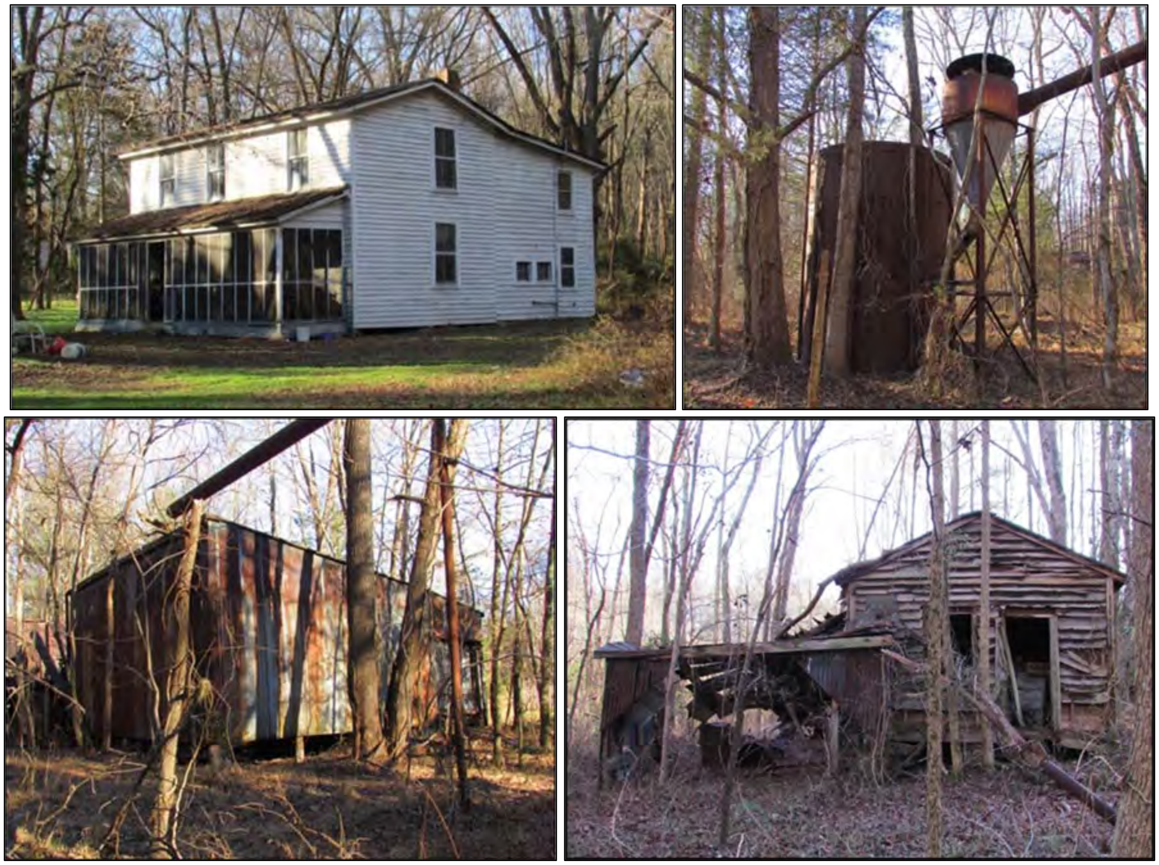


FIGURE 3-104: SAMPLE OF BUILDINGS AT THE JETER HOUSE & EXCELSIOR MILL. CLOCKWISE FROM UPPER LEFT: JETER HOUSE (SOUTHEAST OBLIQUE); DRUM BURNER WITH CYCLONE; SECONDARY DWELLING/COMPANY STORE; AND MECHANICAL SHED.

3.8.2.4 DeJarnette Lumber Company (016-5137)

Milford, the site of the DeJarnette Lumber Company, was a prominent crossroads community along the RF&P Railroad. The town grew in the first half of the twentieth century as a rail shipping center. Recognizing the expediency of producing goods near the rail stop, numerous businesses were established along the main thoroughfare in the early-twentieth century including the Wilson Lumber Company and the W.N. Blatt & Co. excelsior mill, later known as the Milford Excelsior Company (CCDB 112:294; Fredericksburg Free Lance 1908; Reading Eagle 1914). In 1945, J.W. DeJarnette bought the Wilson Lumber Company and renamed it the DeJarnette Lumber Corporation (CCDB 122:12, 160:111). Ten years later, he acquired the Milford Excelsior Company—located on the adjacent parcel—and commenced producing excelsior under the DeJarnette Lumber name. The mill grew to be one of the largest excelsior enterprises in the area (Fredericksburg Free Lance-Star 1995:A1). Although the DeJarnette business was bought and sold several times between the 1980s and 2000, it was purchased back by the DeJarnettes in 2001 and renamed the DeJarnette Lumber Company (CCDB 559:113). The company is still in operation (Figure 3-105).

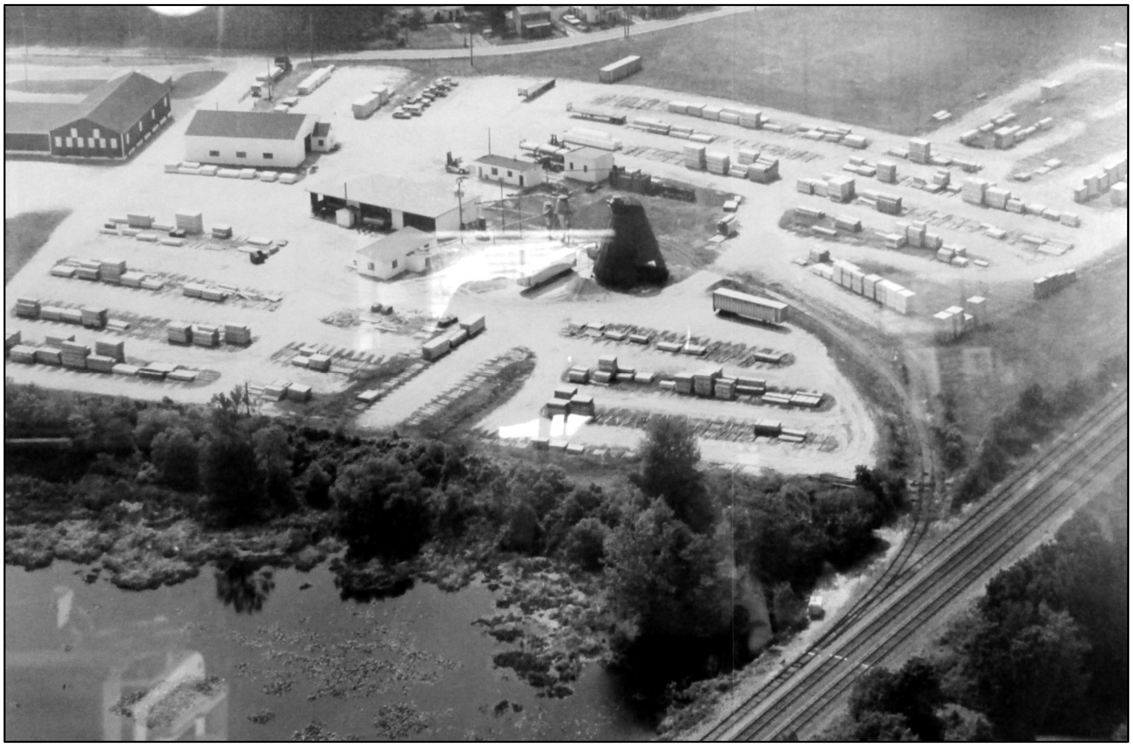


FIGURE 3-105: AERIAL IMAGE OF THE EXCELSIOR OPERATION AT THE DEJARNETTE LUMBER COMPANY TAKEN IN THE 1960S, LOOKING SOUTH (DEJARNETTE LUMBER COMPANY 1960S)

Although the DeJarnette Lumber Company no longer produces excelsior, numerous extant resources once associated with the business can still be found within the lumber company complex (Figures 3-106 and 3-107). The most prominent resource is a large circa-1940 teepee or wigwam-style, wood-waste burner (Figure 3-108). The burner measures an estimated 50 feet tall and approximately 35 feet in diameter at the base and has a conical shape formed by metal plates mounted to an exterior metal frame of compression rings. The base of the burner is open, and the top is covered by an open metal frame that would have once been covered with metal mesh, referred to as a spark arresting screen (Mihalyo 1997). Other resources include a large wood processing building (which is still referred to as the planer building today despite a move away from excelsior), a sawdust cyclone, a re-saw/fine-planning building, a lunch room/tool shop, a storage building, an office/warehouse, and a boiler house.

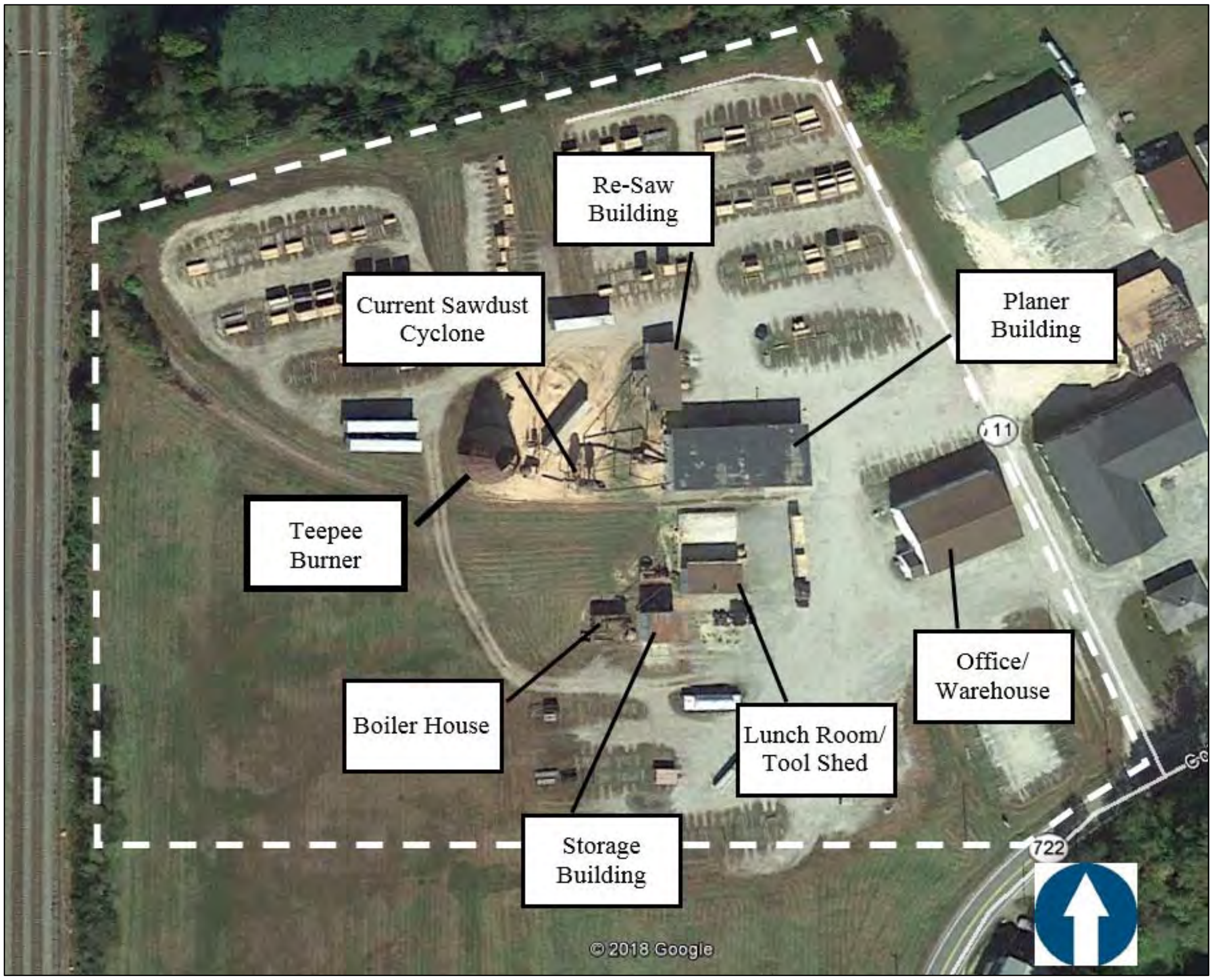

Re-Saw Building
Current Sawdust Cyclone
Planer Building
Teepee Burner
Boiler House
Office/ Warehouse
Lunch Room/ Tool Shed
Storage Building
11
722
© 2018 Google

FIGURE 3-106: SITE PLAN OF THE DEJARNETTE LUMBER COMPANY (GOOGLE EARTH 2018) (NOT TO SCALE)

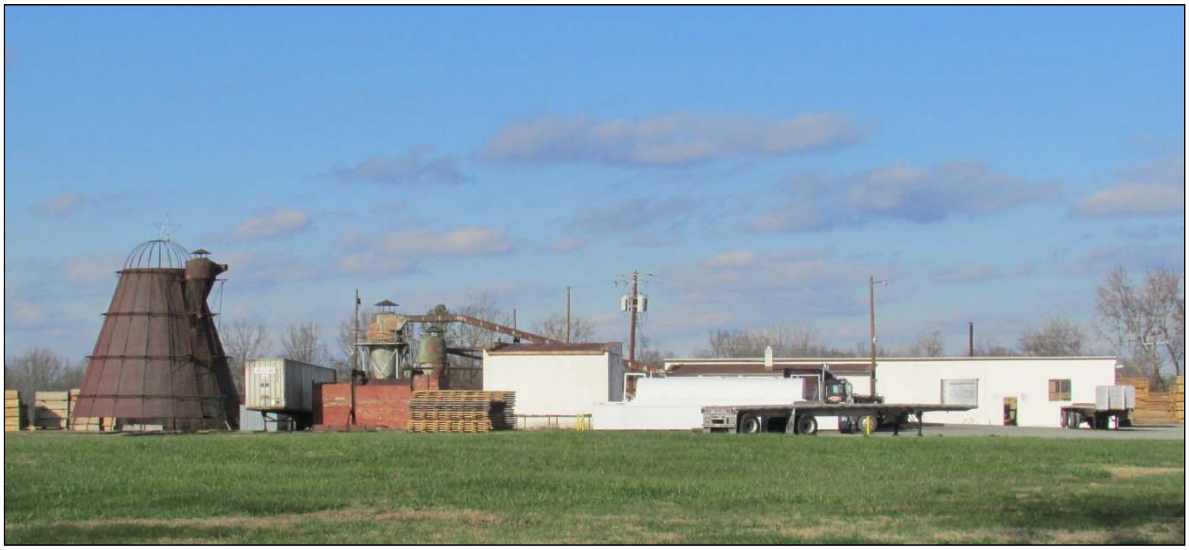


FIGURE 3-107: OVERVIEW OF THE DEJARNETTE LUMBER COMPANY, LOOKING NORTH

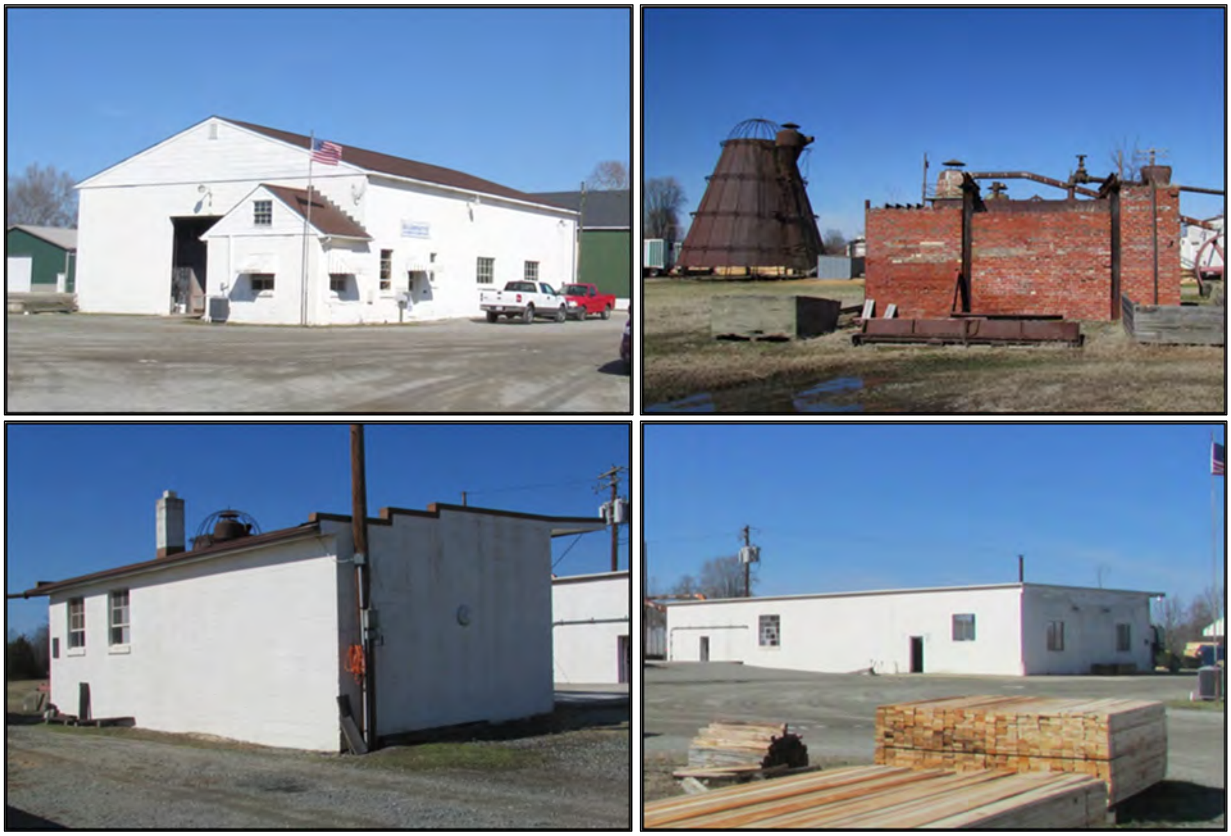


FIGURE 3-108: SAMPLE OF EXCELSIOR-RELATED BUILDINGS AT THE DEJARNETTE LUMBER COMPANY. CLOCKWISE FROM UPPER LEFT: OFFICE/WAREHOUSE; TEEPEE BURNER (LEFT) AND BOILER HOUSE (RIGHT); PLANER BUILDING; AND LUNCH ROOM/TOOL SHED.

3.8.3 NRHP Evaluation

In 1896, local merchant George P. Lyon established Caroline County's first excelsior mill at the village of Woodford along the RF&P Railroad (Fisher and Sparenborg 2011:198; Wingfield 1924:26). The excelsior plant was a success, employing numerous residents and stimulating development of the region. Lyon's success encouraged competitors to establish their own excelsior mills in other small communities all along the RF&P Railroad, sometimes in conjunction with lumber mills, in order to take advantage of the cheap and readily available pine forests of the county. Excelsior soon became Caroline County's largest industry (Fisher and Sparenborg 2011:198; Wingfield 1924:26). One source estimated that in 1924 there were more than 20 excelsior mills in Virginia, with the bulk of those being located in Caroline County (Wingfield 1924:27).

Extant resources associated with the excelsior industry include the remains of mills at Milford (016-5137) and Penola (016-5112) and two mills at Ruther Glen (016-5105 and 016-5106). Several of these facilities remained active into the 1950s through 1970s, producing excelsior or converting to lumber manufacturing. The mill at Milford still operates today as the DeJarnette Lumber Company. The excelsior business was a direct impetus for the establishment and growth of numerous small communities along the RF&P Railroad in Caroline County, and it was a key market in the area economy. The excelsior resources have a notable connection to the history and development of the county physically, economically, and socially. For these reasons, it is recommended that the Excelsior Industry of Caroline County Historic District is eligible for the

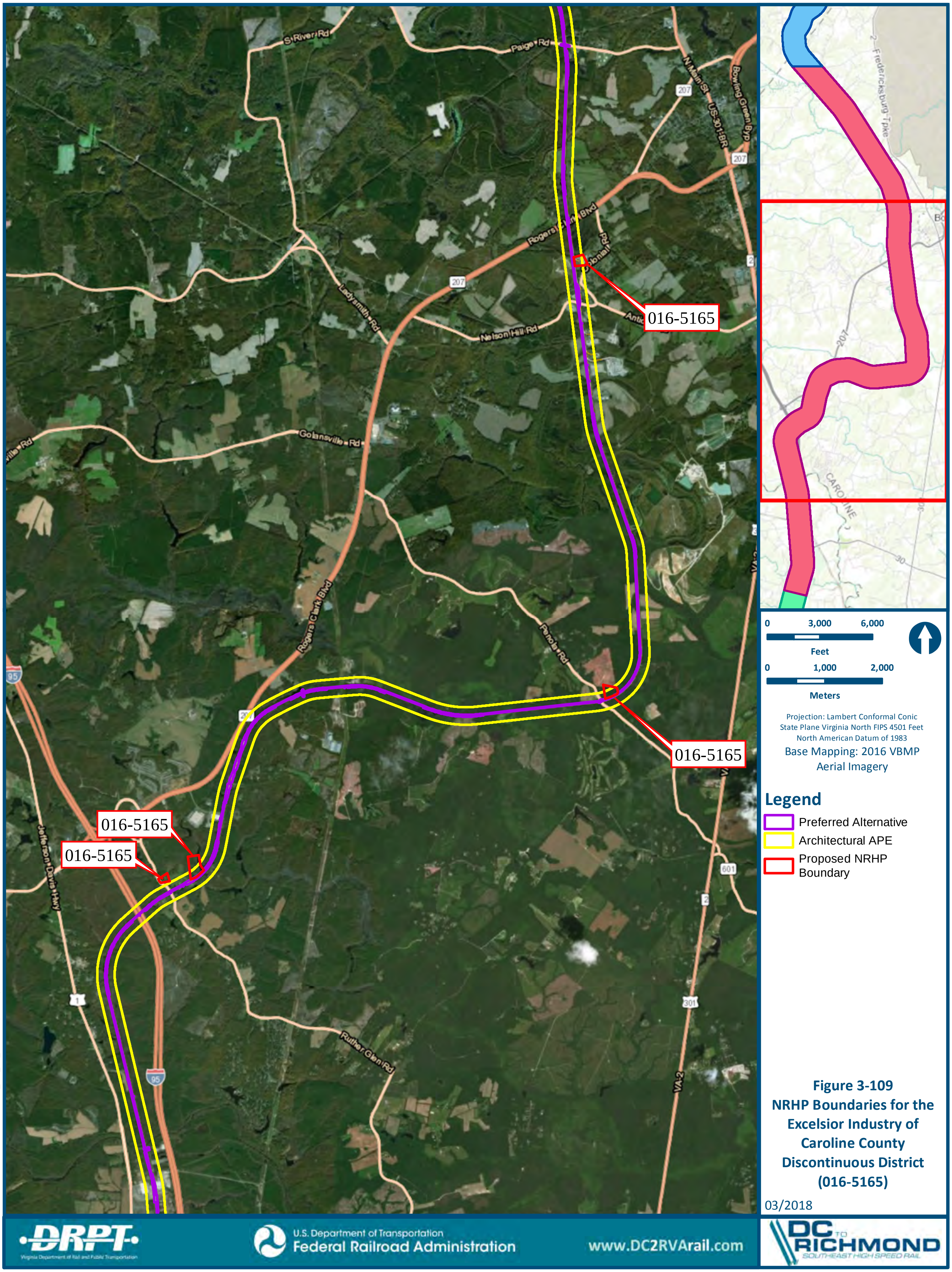
NRHP under Criterion A for its association with a significant event. The district has no known associations with a significant individual, thus it is suggested that the district is not eligible for the NRHP under Criterion B.

The proposed historic district consists of four properties: an excelsior mill with small brick-lined cylindrical burner and three excelsior mills with extant teepee burners ranging in height from approximately 25 feet to approximately 50 feet. Many of the buildings associated with the mills are no longer extant, having been replaced by more modern facilities or fallen into ruins after the mills closed; however, the mills never had substantial buildings to begin with, given that the bulk of the manufacturing process took place outdoors or in small rudimentary shelters. The most prominent resources associated with Caroline County's excelsior industry are large, metal, wood-waste burners.

Waste burners were present at nearly every sawmill and excelsior mill in the country prior to the mid-twentieth century. Processing wood products created a large amount of waste in the form of sawdust, bark, small branches, and other debris, and waste burners were the preferred method for dealing with the problem. Most burners consist of a hollow structure with an open top covered with metal mesh into which wood waste was dumped and incinerated. Burners were constructed in a variety of sizes and forms, including a cylindrical silo design and a conical design commonly referred to as a teepee, wigwam, or beehive burner due to its distinct shape. Wood waste burners continued to be used through the mid-1970s, when they were phased out as part of the Clean Air Act of 1970 and often dismantled (National Archives and Records Administration 2009:751). In Caroline County, three of the former excelsior mills retain extant teepee burners of varying sizes; these teepee burners comprise three of the four recorded teepee-style burners in Virginia. A former mill near Penola retains the remains of what appears to be a short silo or drum-style burner. All of these resources are included in the proposed district.

Although many of the buildings associated with these properties are in various states of neglect and are generally unremarkable in and of themselves, the extant waste burners are significant structures that embody the distinctive characteristics of a type. Buildings associated with excelsior production were similar to those seen at twentieth-century saw mills, including warehouses, tool shops, and a building to house the large saws, steam engines, and associated machinery that milled the lumber and carried its waste product to the teepee burners. Although the historic integrity of design, materials, and workmanship of these resources have been diminished by disuse, exposure to the elements, and some minor vandalism, each of the complexes retain a high level of integrity of location, setting, feeling, and association. Therefore, it is recommended that the Excelsior Industry of Caroline County Historic District is eligible for the NRHP under Criterion C for its architectural merit. As an architectural resource, the district was not evaluated for inclusion under Criterion D.

In sum, it is **recommended that the Excelsior Industry of Caroline County Historic District is eligible for the NRHP under Criteria A and C.** The proposed boundaries should include the four parcels associated with this discontiguous district, and the period of significance is recommended to be 1925 to 1960 (Figure 3-109).


S River Rd
Paige Rd
N Main St
US-301-BR
Bowling Green Byp
207
Rogers Clark Blvd
McDonald Rd
016-5165
Antioch Rd
Nelson Hill Rd
Ladysmith Rd
Golansville Rd
Penola Rd
016-5165
Rogers Clark Blvd
207
016-5165
016-5165
Jefferson Davis Hwy
1
95
95
601
2
301
VA-2
Ruther Glen Rd
Fredericksburg Tpke
207
CAROLINE
30
0 3,000 6,000
Feet
0 1,000 2,000
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟥 Proposed NRHP Boundary

Figure 3-109
NRHP Boundaries for the Excelsior Industry of Caroline County Discontinuous District (016-5165)

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3.9 MILFORD HISTORIC DISTRICT (016-5136)

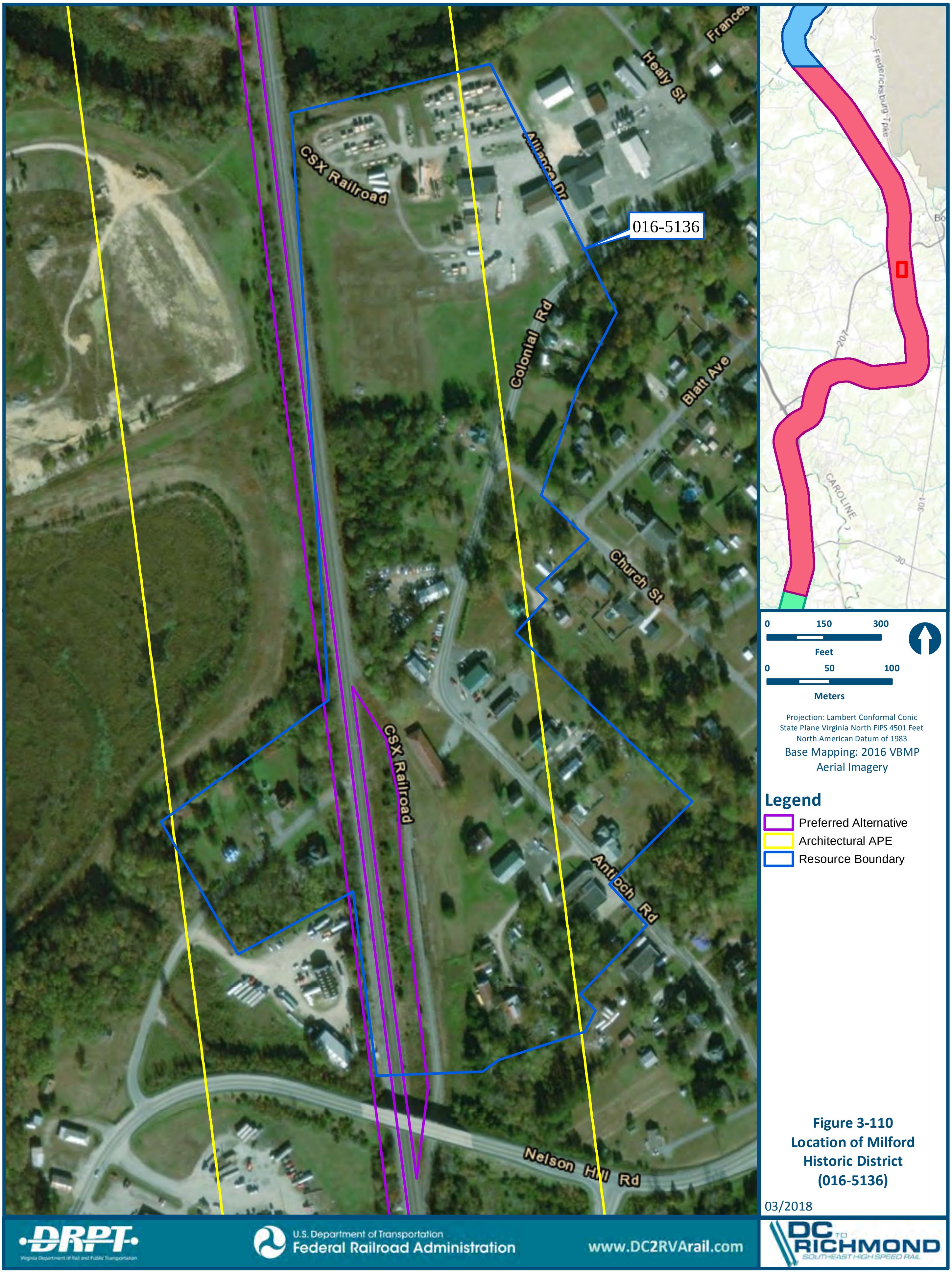
The Milford Historic District (016-5136) highlights an unincorporated community in rural Caroline County, Virginia that was originally established in the late-eighteenth century as a tobacco trading center. The village is located at the intersection of Colonial Road (Route 722), Antioch Road (Route 628), and the former tracks of the RF&P Railroad (Figure 3-110). Milford was one of five original stations in Caroline County along the RF&P Railroad and soon became the largest of the small communities in the county situated along the route. Today, the town is composed of residential, commercial, and industrial buildings that date to the late-nineteenth through mid-twentieth centuries. The historic district is currently composed of 23 contributing resources and one non-contributing resource. Trains still run through Milford as part of CSXT's RF&P Subdivision and the Amtrak system.

3.9.1 Historic Context

In 1607, approximately 250 members of the Dogue tribe (sometimes spelled Doeg or Taux) of Algonquian-speaking Native Americans established a settlement along the Mattaponi River in the location of what is now Milford, referred to as Doguetown (Fall 1989:185). Later, an important tobacco trading warehouse and a fort were established at Doguetown to take advantage of its location along the Mattaponi River for trade and transportation (Fall 1989:185; Fisher and Sparenborg 2011:147). In the eighteenth century, a tavern that also served as a slave-trading center operated at the site (Fall 1989:187). On November 2, 1792, the Virginia Assembly passed an act to formally "establish a Town and inspection of Tobacco on the lands of John Hoomes, in the county of Caroline," directing that the town be "laid off into lots of half an acre each, with convenient streets" (Fall 1989:189; Fisher and Sparenborg 2011:147). They named this new town Milford after a nearby plantation.

When the RF&P Railroad opened its line through Caroline County in 1836, the stop at Milford was one of only five in the county at that time (Wingfield 1924:34). The first railroad station at Milford was constructed the following year, and the town gained in importance (Figure 3-111) (Fisher and Sparenborg 2011:147).

The first post office was established at Milford in 1849, with mail arriving by train several times a day (Fall 1989:189; Fisher and Sparenborg 2011:147). Interestingly, an 1851 business directory offers no listings for merchants or other professionals at Milford, although other communities in Caroline County such as Bowling Green, Port Royal, Sparta, and Ruther Glen were well represented (Thomson 1851:117). In 1855, Milford was described as a "post-village" located 38 miles from Richmond (Fall 1989:191). During the Civil War, Milford was described by various visitors as "a rundown aggregation containing a depot, and engine house, and a handful of dwellings and outbuildings" and as containing "one railroad station, a commodious hotel, a few tumble-down out houses, with a whiskey distillery" (Figure 3-112) (Fisher and Sparenborg 2011:148). By 1877, the community boasted the only telegraph office and Railway Express Station in the county as well as a small number of businesses, including two general merchants, a grist mill, a sawmill, and two physicians (Fall 1989:191; Fisher and Sparenborg 2011:148).


Frances
Healy St
CSX Railroad
Alliance Dr
016-5136
Colonial Rd
Blatt Ave
Church St
CSX Railroad
Antioch Rd
Nelson Hill Rd
2 - Fredericksburg Tpke
Bo
207
CAROLINE
301
30
0
150
300
Feet
0
50
100
Meters
Legend
Preferred Alternative
Architectural APE
Resource Boundary

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

Figure 3-110
Location of Milford Historic District (016-5136)

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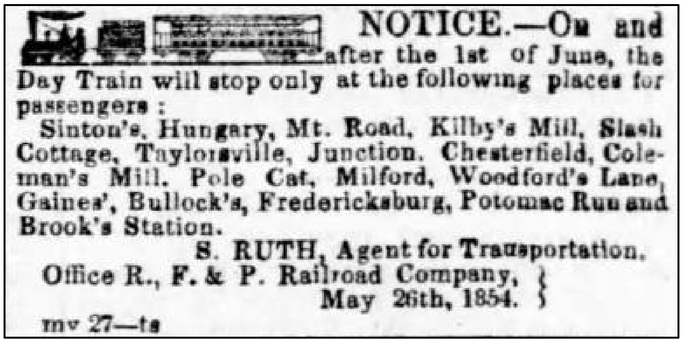


NOTICE.—On and after the 1st of June, the Day Train will stop only at the following places for passengers:

Sinton's, Hungary, Mt. Road, Kilby's Mill, Slash Cottage, Taylorsville, Junction, Chesterfield, Coleman's Mill, Pole Cat, Milford, Woodford's Lane, Gaines', Bullock's, Fredericksburg, Potomac Run and Brook's Station.

S. RUTH, Agent for Transportation.
Office R., F. & P. Railroad Company,
May 26th, 1854.
my 27—ts

FIGURE 3-111: STOPS ALONG THE RF&P RAILROAD IN 1854 (RICHMOND DISPATCH 1854)

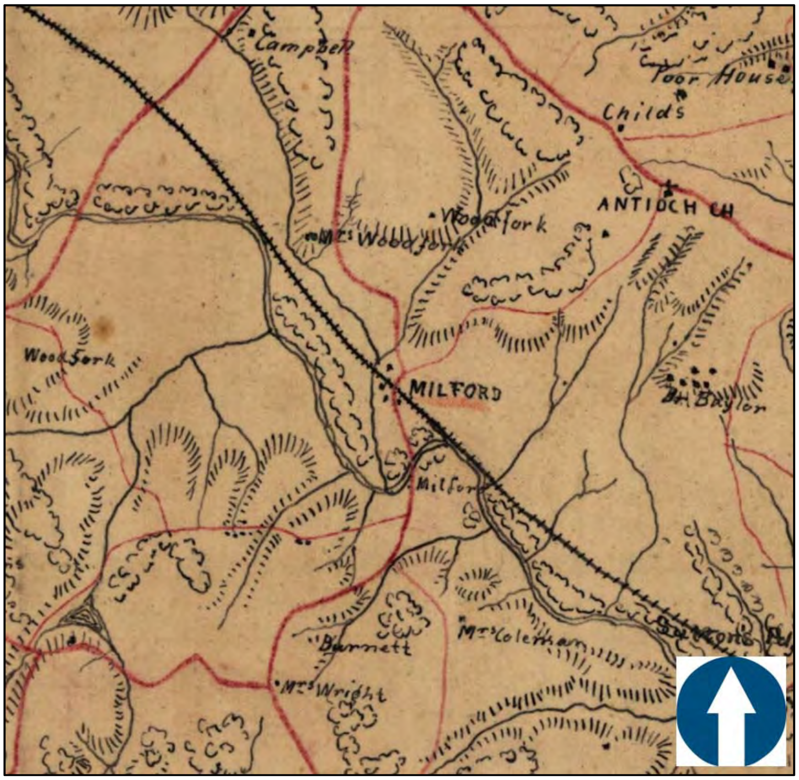


FIGURE 3-112: CIRCA-1864 MAP SHOWING THE COMMUNITY OF MILFORD ALONG THE RF&P RAILROAD (CONFEDERATE STATES OF AMERICA 1864) (MAP NOT TO SCALE)

By 1882, the Milford Hotel had been constructed in the village (Fall 1989:191). The community continued to grow, and by 1884 included four general merchants, a flour mill, three sawmills, two physicians, a saddle and harness maker, an attorney, and the hotel (Fall 1989:192). Milford was incorporated by the Virginia Assembly in 1887, and by 1897, the population had reached 100 (Fall 1989:192). Several large, Victorian-era styled dwellings were constructed during this period, reflecting the new prosperity of the town (Figure 3-113). A new passenger depot was constructed in 1891, and a freight depot was built the following year (Figures 3-114 and 3-115) (Fisher and Sparenborg 2011:148). All steam engines were required to stop at Milford to take on water, allowing for the development of a thriving community to service passengers and facilitate the movement of goods. Commodities such as pulp wood, lumber, excelsior, fertilizer, and feed were all shipped into or out of Milford via the railroad (Caroline County 2010:5-7). One of the commercial enterprises established during this period was Blatt's Store (016-0272), constructed circa 1890, which remained in business into the twenty-first century (Figures 3-116). The Milford Presbyterian Church (016-0264) was also constructed in the late-nineteenth century and still stands today, although it has been converted to residential use (Figure 3-117).

In 1906, Milford businesses included four general merchants, one wholesale grocer, two blacksmiths/wheelwrights, a livery stable, and an excelsior mill (Fall 1989:193). A brick manufacturer and painting company were added to the offerings by 1910 (Fall 1989:193). In 1913, a sumac factory was established on the east side of the RF&P Railroad and soon became the largest such facility in the United States (Fall 1989:193). At the factory, sumac branches were boiled to create an extract that was used to tan leather and process textile colors (Fisher and Sparenborg 2011:149).

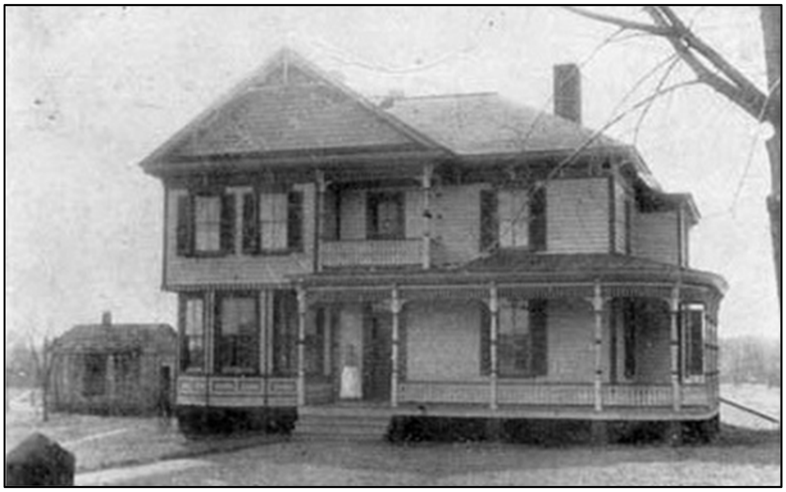


FIGURE 3-113: UNDATED POSTCARD OF THE STILL EXTANT "RESIDENCE OF MRS. J.W. GILL, MILFORD, VA.," LOCATED AT 15510 NELSON HILL ROAD (016-0267) (FISHER 2017)

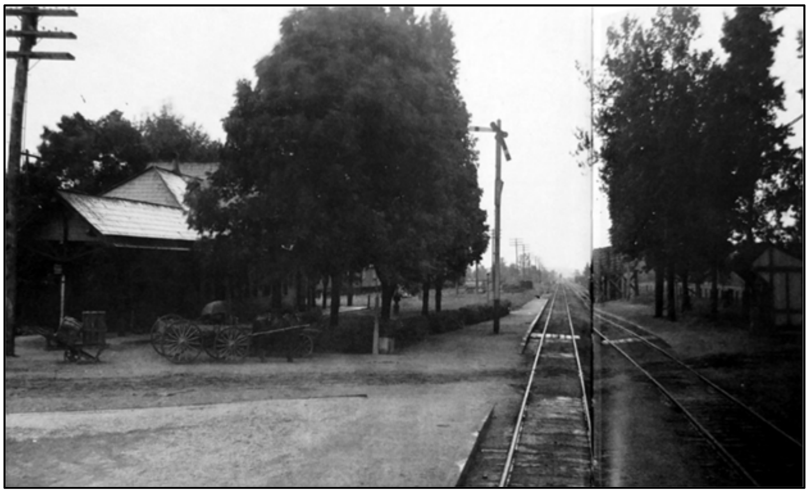


FIGURE 3-114: TURN-OF-THE-CENTURY VIEW OF THE MILFORD PASSENGER DEPOT, LOOKING SOUTH (GRAY 1985:36). THE WOODEN WATER TANK AND A SMALL PASSENGER WAITING SHELTER CAN BE SEEN ON THE RIGHT.

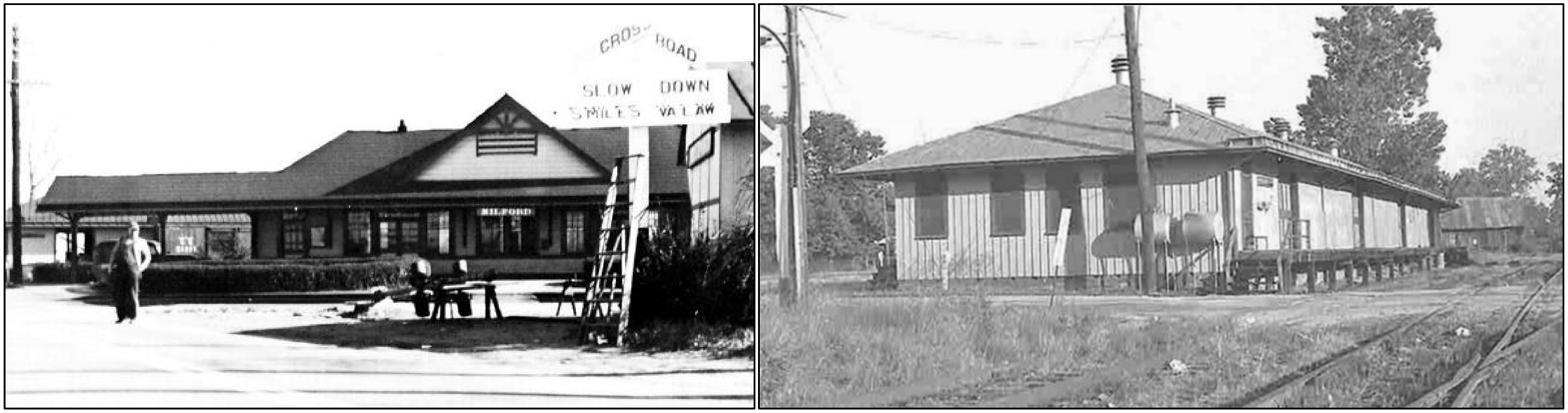


FIGURE 3-115: 1940 PHOTOGRAPH OF THE MILFORD PASSENGER DEPOT, LOOKING EAST (GRAY 1985:98). THE FREIGHT DEPOT (016-0222) CAN BE SEEN IN THE BACKGROUND (LEFT); 1968 PHOTOGRAPH OF THE MILFORD FREIGHT DEPOT (016-0266) (CAROLINE COUNTY 2010:5-12) (RIGHT).

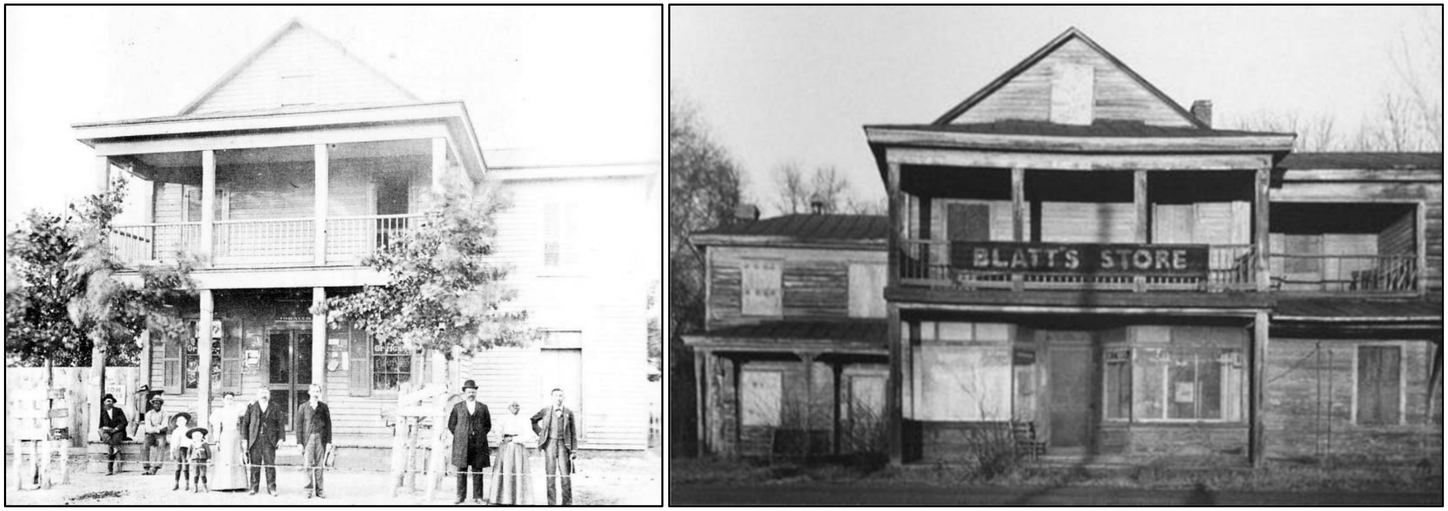


FIGURE 3-116: CIRCA-1898 PHOTOGRAPH OF BLATT'S STORE (016-0272) (GRAY 1985:35) (LEFT); CIRCA-2011 PHOTOGRAPH OF BLATT'S STORE BEFORE IT WAS REMODELED (FISHER AND SPARENBORG 2011:149) (RIGHT).

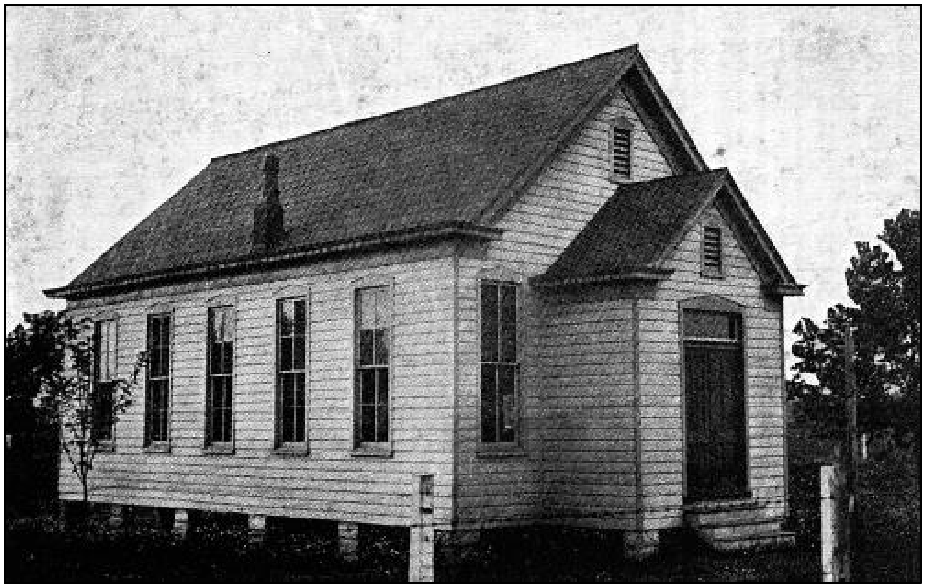


FIGURE 3-117: HISTORIC 1910 PHOTOGRAPH OF MILFORD PRESBYTERIAN CHURCH (016-0264) (GRAY 1985:59)

The 1920s were "boom times" for the small village, with businesses such as the Milford State Bank, Wilson Lumber Company (which specialized in oak flooring), and several other stores and small factories in operation (Fisher and Sparenborg 2011:149). Blatt's Store even provided a gasoline pump for automobiles and tractors (Fisher and Sparenborg 2011:149). During World War I, soldiers traveling to Fort A.P. Hill debarked at Milford and the town swelled to a population of 400 people (Fisher and Sparenborg 2011:149).

After the war, Milford's prosperity began to wane and stores and businesses started to close (Figure 3-118). Some attempts to cater to increasing automobile traffic, which was quickly replacing the railroad, were undertaken by local businesses. A hand-operated gasoline pump was installed at Blatt's Store in the 1920s, and the Blatt Chevrolet auto dealership opened around 1950 (016-5145). Soon, however, the town was bypassed by Route 207, and trains only stopped at the village if requested. In 1955, the passenger depot was demolished, and the water tower was removed soon after (Fisher and Sparenborg 2011:150). The freight station was closed in 1973 and was later converted to residential housing (Fisher and Sparenborg 2011:150). With the exception of the demolition of a few commercial and industrial buildings and the construction of a new post office and single-family dwellings in the mid-twentieth century, the overall size, setting, and layout of Milford is virtually unchanged (Figures 3-119 and 3-120).

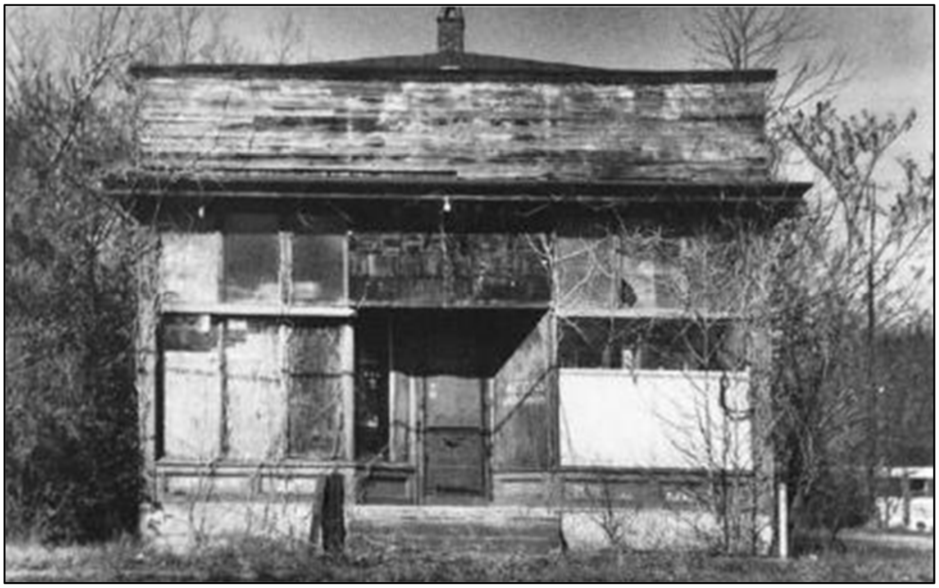


FIGURE 3-118: CIRCA-2011 PHOTOGRAPH OF A COMMERCIAL BUILDING ALONG COLONIAL ROAD (016-0263), NO LONGER EXTANT (FISHER AND SPARENBORG 2011)

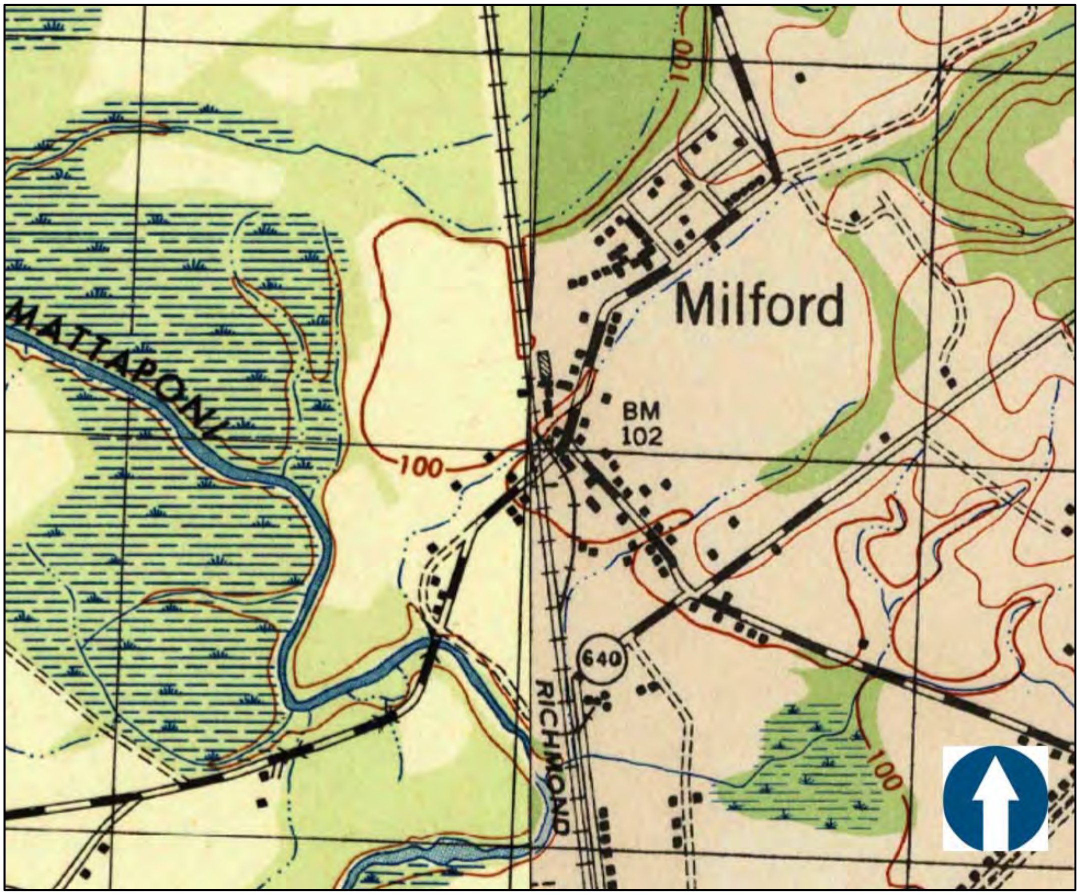

MATTAPONI
Milford
BM
102
100
100
100
640
RICHMOND

FIGURE 3-119: 1942 COMBINED TOPOGRAPHIC MAP OF MILFORD (USGS 1942B, 1942C) (MAP NOT TO SCALE)

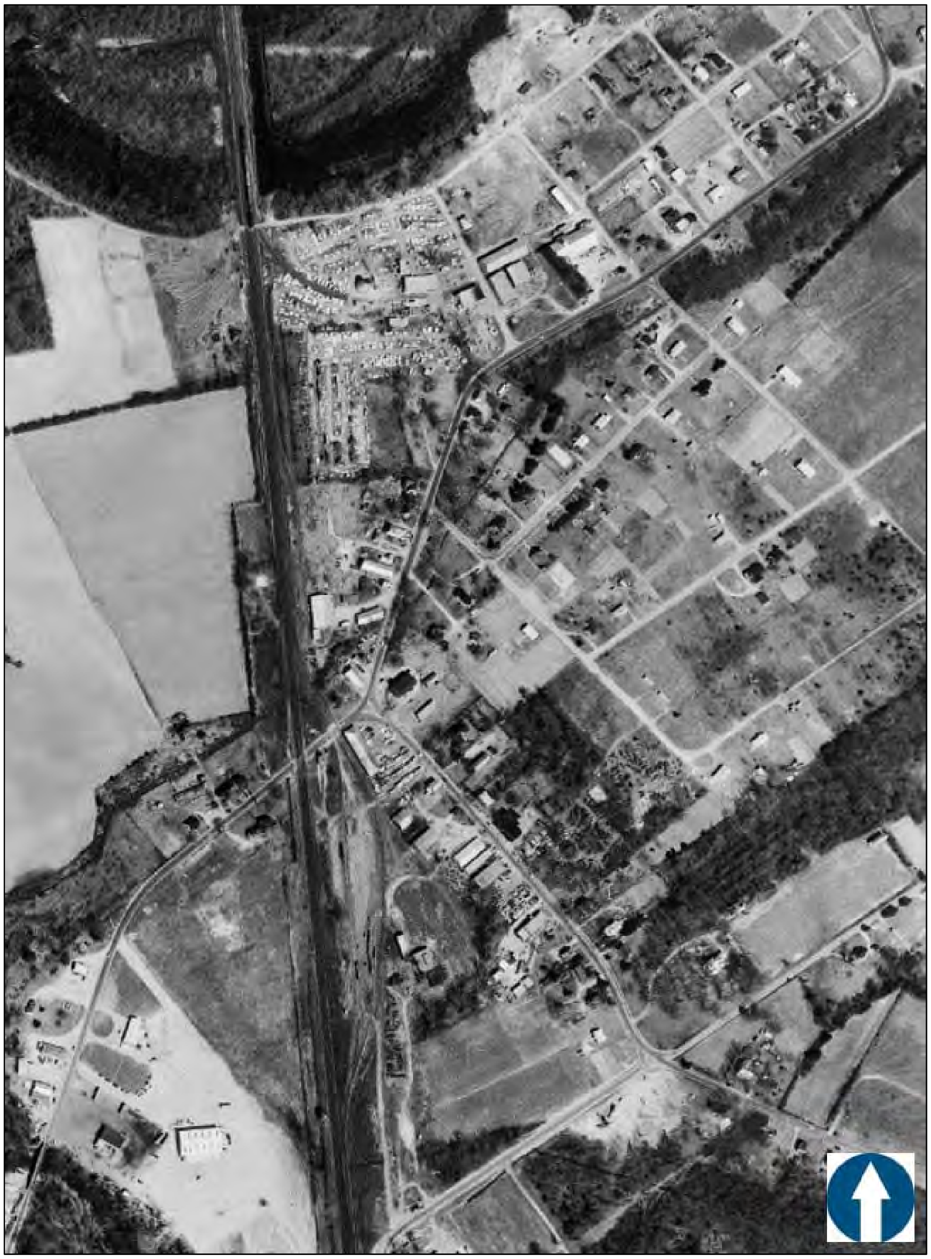


FIGURE 3-120: 1966 AERIAL OVERVIEW OF MILFORD (USDA 1966)

3.9.2 Architectural Description

The village of Milford is a representative example of a small rural community in Caroline County that experienced substantial growth during the nineteenth century with the coming of the railroad. Today, the village still contains the old freight depot, a lumber factory with teepee burner, several commercial buildings (mostly vacant and in disrepair), a modern post office, a corner store still in operation, and a number of single-family dwellings dating from the late-nineteenth century through the mid-twentieth century. The Milford Hotel and the Milford Presbyterian Church have both been converted to residential use.

Although Milford has lost some of its buildings from the late-nineteenth and early-twentieth centuries, most notably the Milford Passenger Depot, it has retained several important buildings such as the Milford Freight Depot (016-0266), which still stands at the center of town and is one of only two village depots remaining in the county (Figure 3-121). The circa-1940 DeJarnette Lumber Company (016-5137), the site of an earlier excelsior and/or lumber mill located immediately adjacent to the tracks, is still in operation and retains its prominent teepee waste burner, which has become a local landmark (Figure 3-122). Other contributing properties in the Milford Historic District include the former Milford Presbyterian Church (016-0264), the former Milford Hotel (016-0262), the circa-1910 Milford State Bank (016-0270), the circa-1890 Blatt's Store (016-0272), a circa-1950 Chevrolet dealership (016-5145), seven additional commercial buildings and warehouse complexes, the 1960 Milford Post Office (016-5147), and eight single-family dwellings ranging in date from circa 1880 to 1942 and reflecting the Queen Anne, Craftsman, and vernacular styles (Figures 3-123 through 3-126). In total, 23 resources contribute to the Milford Historic District. One additional property, the previously surveyed circa-1890 Gray Campbell Inn/Schalls Furniture Refinishing and Repair (016-0263), is no longer extant and is considered a non-contributing resource.

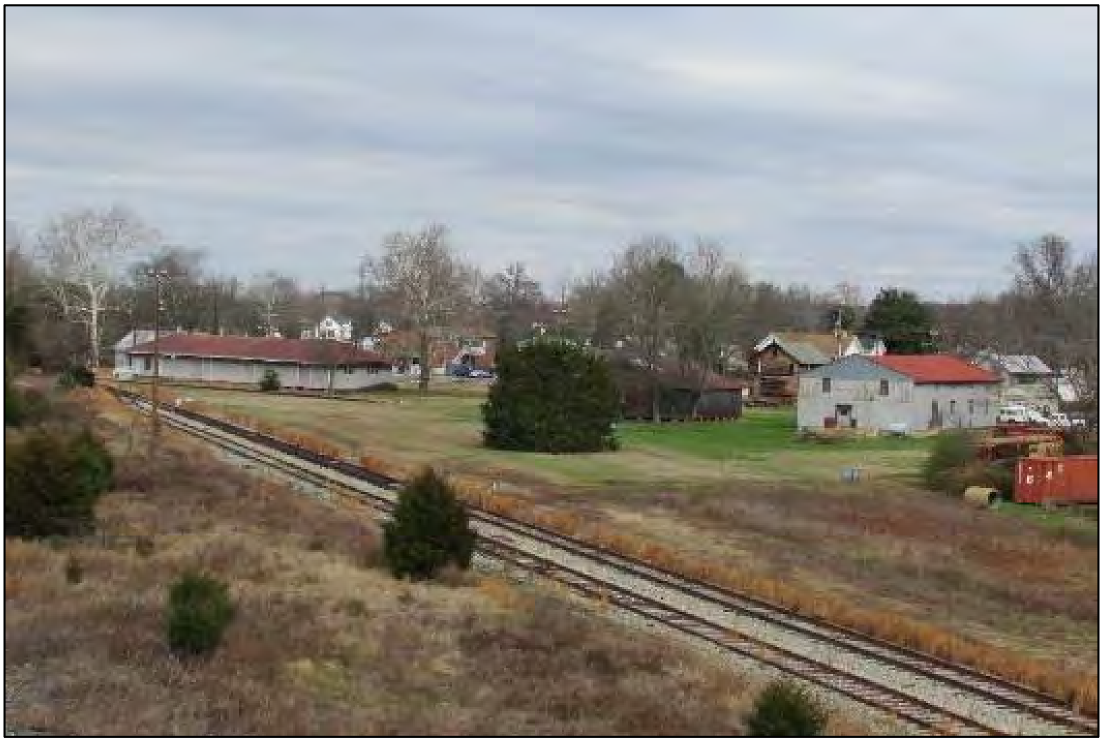


FIGURE 3-121: OVERVIEW OF THE MILFORD HISTORIC DISTRICT WITH MILFORD FREIGHT DEPOT (016-0266) IN BACKGROUND, LOOKING NORTHEAST

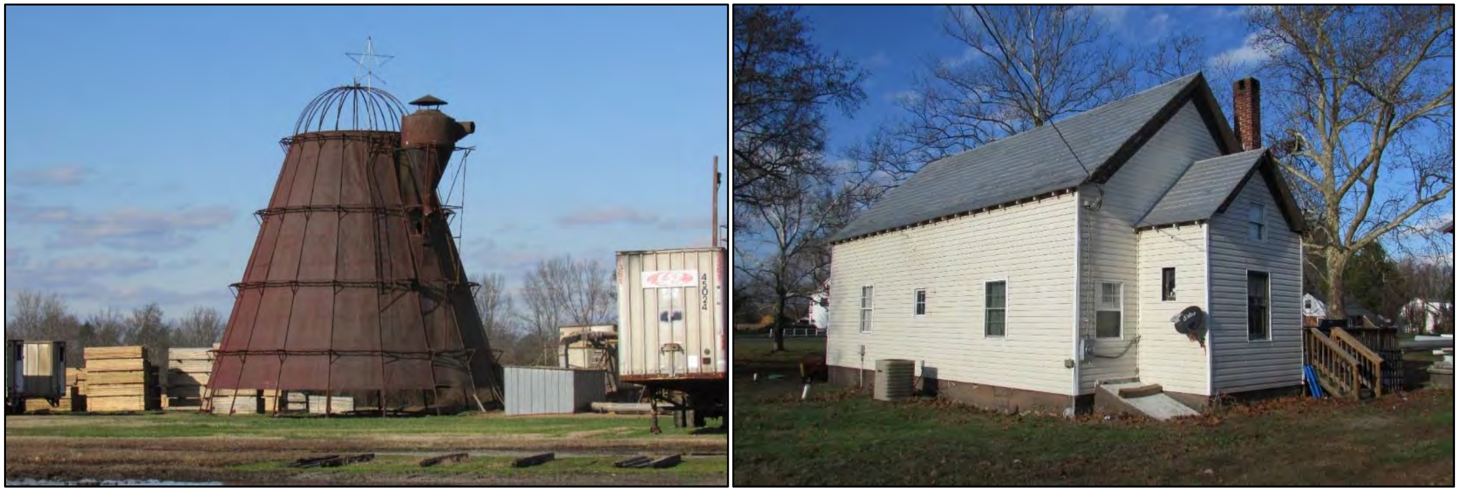


FIGURE 3-122: DEJARNETTE LUMBER COMPANY TEEPEE WASTE BURNER (016-5137), LOOKING NORTH (LEFT); MILFORD PRESBYTERIAN CHURCH (016-0264) NOW CONVERTED TO A RESIDENCE, LOOKING NORTH (RIGHT)

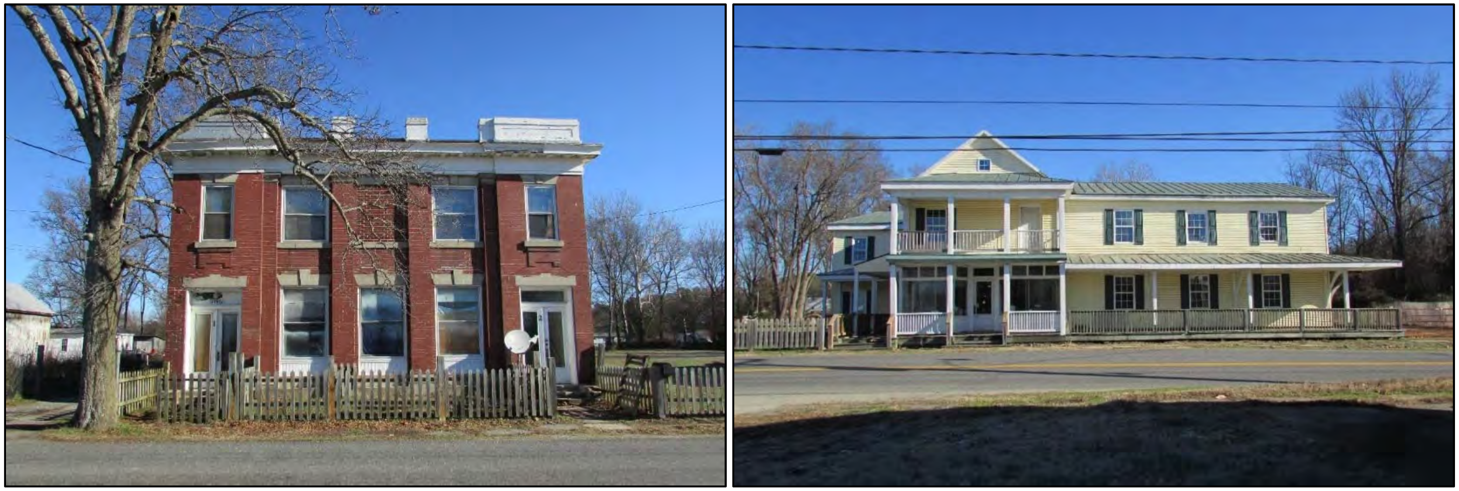


FIGURE 3-123: MILFORD STATE BANK (016-0270), LOOKING NORTHEAST (LEFT); BLATT'S STORE (016-0272), LOOKING NORTHWEST (RIGHT)

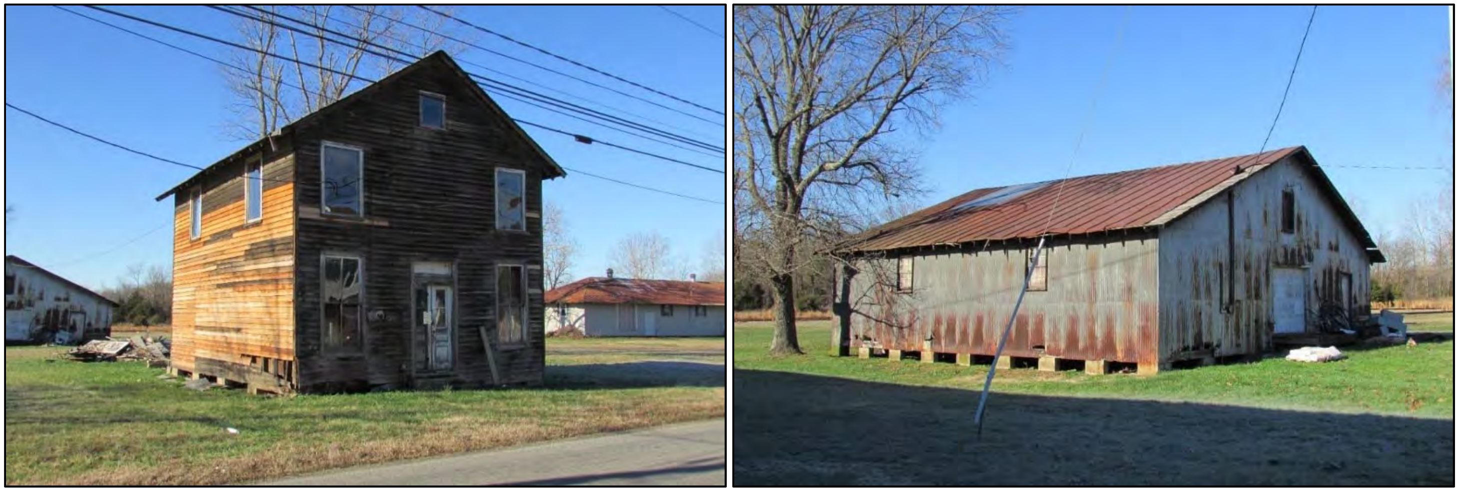


FIGURE 3-124: CLARKS STORE & WAREHOUSE (016-0271), LOOKING WEST (LEFT); CLARKS WAREHOUSE (016-0271), LOOKING WEST (RIGHT)

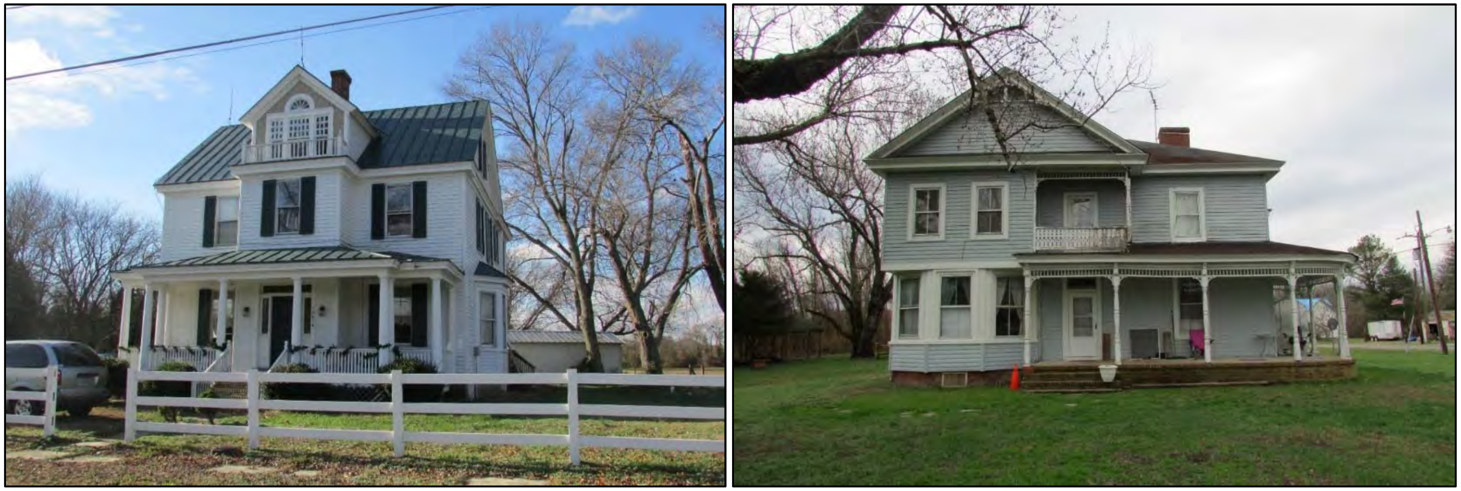


FIGURE 3-125: OLD MILFORD HOTEL (016-0262), NOW A PRIVATE RESIDENCE, LOOKING WEST (LEFT) AND HOUSE AT 15510 NELSON HILL ROAD (016-0267), LOOKING WEST (RIGHT)

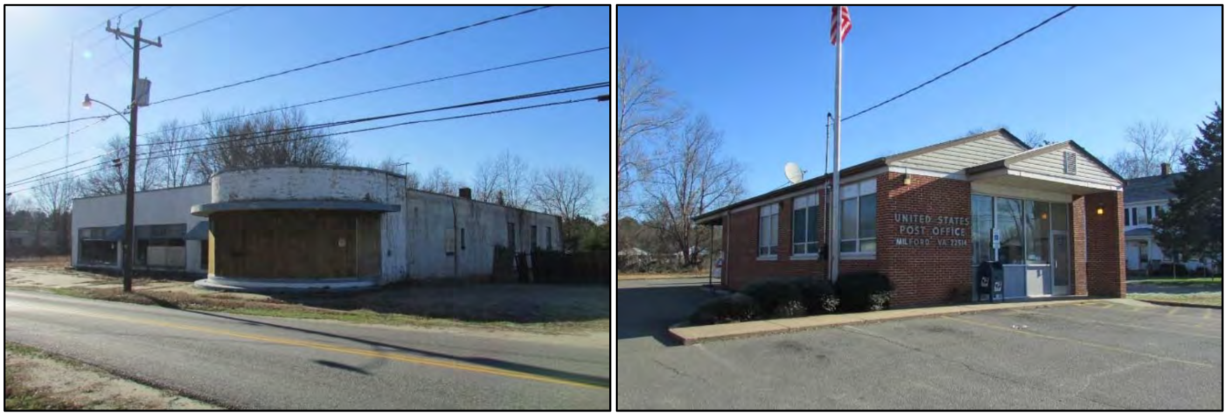


FIGURE 3-126: BLATT CHEVROLET (016-5145), LOOKING SOUTH (LEFT); MILFORD POST OFFICE (016-5147), LOOKING EAST (RIGHT)

3.9.3 NRHP Evaluation

Milford is a small rural community established in the eighteenth century as a tobacco trading center that continued to prosper in the nineteenth and early-twentieth centuries with the construction of the railroad. Milford has largely avoided modern development and still retains its rural character and placement along the railroad. A wide range of contributing resources survive from the late-nineteenth and early-twentieth centuries; and therefore, this community possesses a high level of integrity of location, setting, feeling, and association. However, the historic integrity of some of these resources has been negatively impacted by the installation of replacement materials, conversion of non-residential resources to residential use, deferred maintenance, vacancy and neglect, as well as the demolition of important resources such as the passenger depot and sumac factory, resulting in a low to moderate degree of integrity of design, materials, and workmanship.

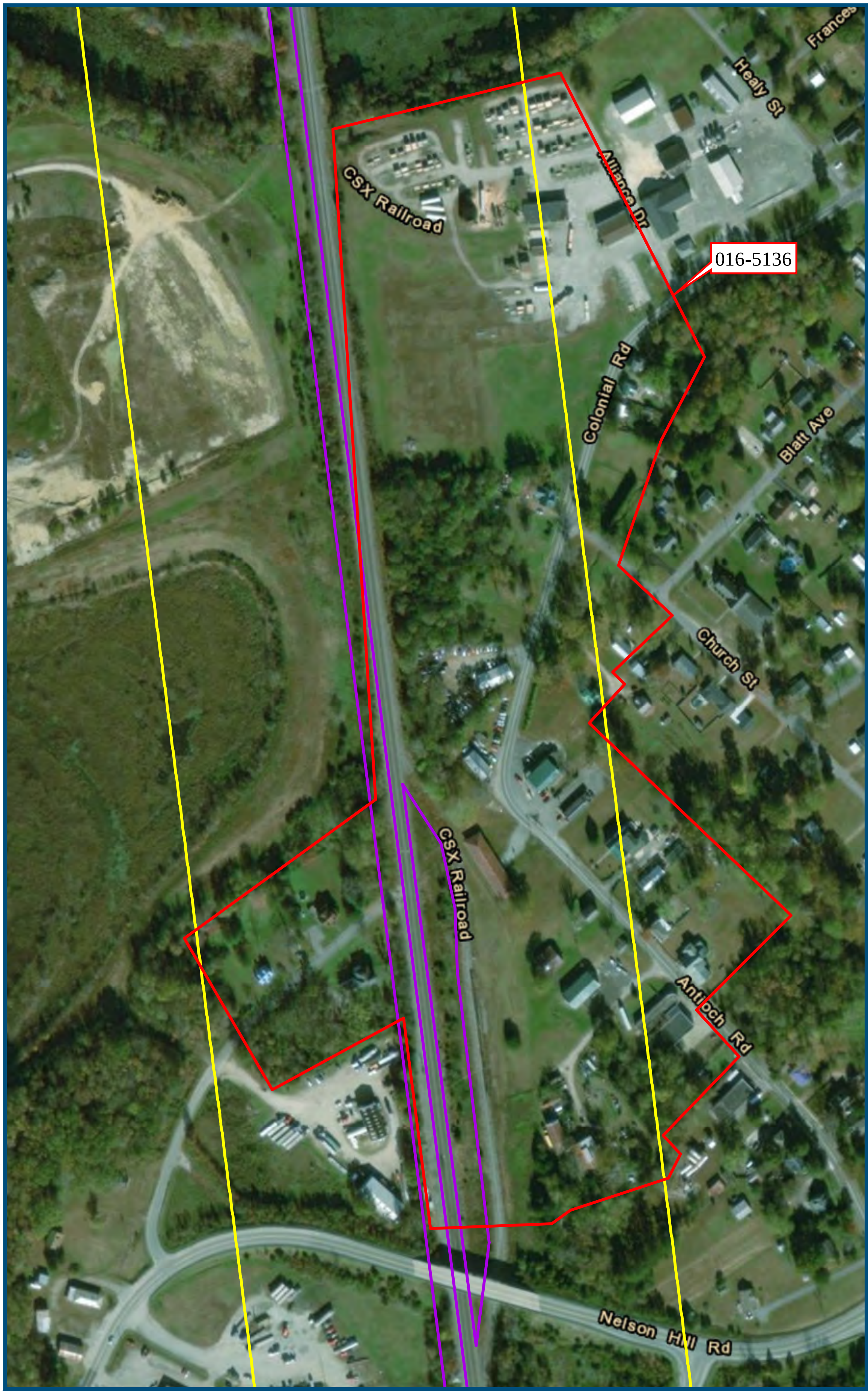
In order to be considered eligible for the NRHP under Criterion A, a resource "must be associated with one or more events important in the defined historic context;" the associated can be one (or both) of two types of events: 1) a specific event marking an important moment in American prehistory or history and 2) a pattern of events or a historic trend that made a significant contribution to the development of a community, a state, of the nation (Shrimpton et al. 1990). The community of Milford grew from the effects of multiple industries popularized in Caroline County throughout its history, mainly tobacco during the eighteenth century, railroad transportation in the mid-nineteenth century, and excelsior at the turn of the twentieth century. The effects were long lasting and the marks are still seen throughout the village through its extant contributing resources. As such, the Milford Historic District is recommended as eligible for the NRHP under Criterion A for its association with industry and transportation at the local level.

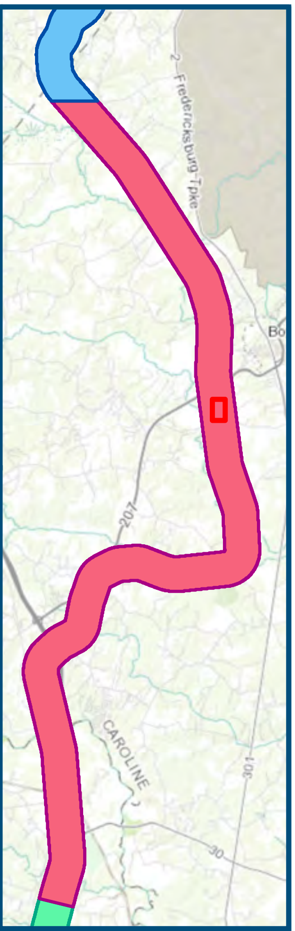
For a resource to be considered eligible under Criterion B, it must be associated with a person who is "individually significant within a historic context" and has "gained importance within his or her profession or group" (Shrimpton et al. 1990). The district has no known association with any significant person or group; and therefore, is recommended not eligible for the NRHP under Criterion B.

Although first settled in the seventeenth century, Milford gained importance as a tobacco town in the eighteenth century and grew further still as it became one of five railroad stops (Penola, Milford, Woodford, Ruther Glen, and Guinea) in the county creating small communities around them. Milford eventually became the largest of these five railroad communities and continues to retain a majority of the historic fabric from that prosperous period through its contributing civic, commercial, and residential resources that reflect a variety of architectural styles locally popular during that period, such as Queen Anne, Craftsman, and vernacular forms. This is in contrast to the other four villages, primarily Penola and Woodford (discussed further on page 3-43 of this report) that have had a notable loss of contributing resources. Taken as a whole, the Milford Historic District is a distinctive example of a railroad community in Caroline County, and therefore, recommended eligible for the NRHP under Criterion C at the local level. As an architectural resource, the Milford Historic District was not evaluated under Criterion D.

In sum, the Milford Historic District (016-5136) is **recommended eligible for listing in the NRHP under Criteria A & C.**

The recommended period of significance for the Milford Historic District is focused primarily around its revitalization of the village from the arrival of the railroad in 1836. Because it continued to be associated as a freight railroad stop well into the 1970s, the DC2RVA Team applied the NPS 50-year-rule for defining periods of significance for resources "where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997). As such, the period of significance spans from 1836 to 1968. It also is within this period that all of the contributing resources were constructed. The proposed district boundaries encompass approximately 43 acres of land primarily on the east side of the railroad tracks. Beginning at the northern termination of Alliance Drive, the boundaries continue south to encompass several properties on the southeast side of Colonial Road (Parcel ID 56C-8-1, 56C-8-2, 56C-A-9, and 56C-A-11) and east and west sides of Antioch Road (Parcel ID 56C-8-3, 56C-8-5, 56C-9-2, 56C-10-A, 56C-A-10B, 56C-A-12, 56C-A-13, 56C-A-14, 56C-A-15, 56C-A-16, 56C-A-17, and 56C-A-18) then turns west to cross the railroad tracks just north of Nelson Hill Road to include several parcels on the west side of the railroad tracks (Parcel ID 55-A-99, 55-A-101, and 55-A-102). It then continues north to include properties on the northwest side of Colonial Road and Alliance Drive (Parcel ID 56C-A-4, 56C-A-6, 56C-A-7, and 56C-A-8) (Figure 3-127).


Frances
Healy St
CSX Railroad
Alliance Dr
016-5136
Colonial Rd
Blatt Ave
Church St
CSX Railroad
Antioch Rd
Nelson Hill Rd


Fredericksburg Tpke
Bo
207
CAROLINE
301
30

0 150 300
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪 Preferred Alternative
🟨 Architectural APE
🟥 Proposed NRHP Boundary

Figure 3-127
Proposed NRHP Boundaries for the Milford Historic District (016-5136)

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3.10 MILFORD STATE BANK (016-0270)

Milford State Bank, is located on the northeast side of Antioch Road, east of the railroad tracks within the heart of Milford (016-5136) in Caroline County. The bank is situated close to the roadway on a narrow, rectangular lot measuring approximately 0.28 acres, with the northeast portion of the parcel containing an open lawn with a few mature trees (Figure 3-128). A picket fence bounds the property on the southwest, and metal chain-link fencing encloses the northeast portion of the parcel. The property is surrounded on the northwest and northeast by residential properties and on the southeast and southwest by commercial properties. No secondary resources were observed. The property is accessed by a gravel drive extending from the road on the northwest side of the building, leading to a parking area to the northeast of the dwelling.

3.10.1 Historic Context

The small community of Milford was established in 1792 and experienced growth when the RF&P Railroad opened its line in 1836 (Fisher and Sparenborg 2011:147). Because of the rail line, Milford experienced a boom of store and factory development. The increase in population and economic prosperity brought about a need for a local bank (Fisher and Sparenborg 2011:149). For more information about Milford, see page 3-104.

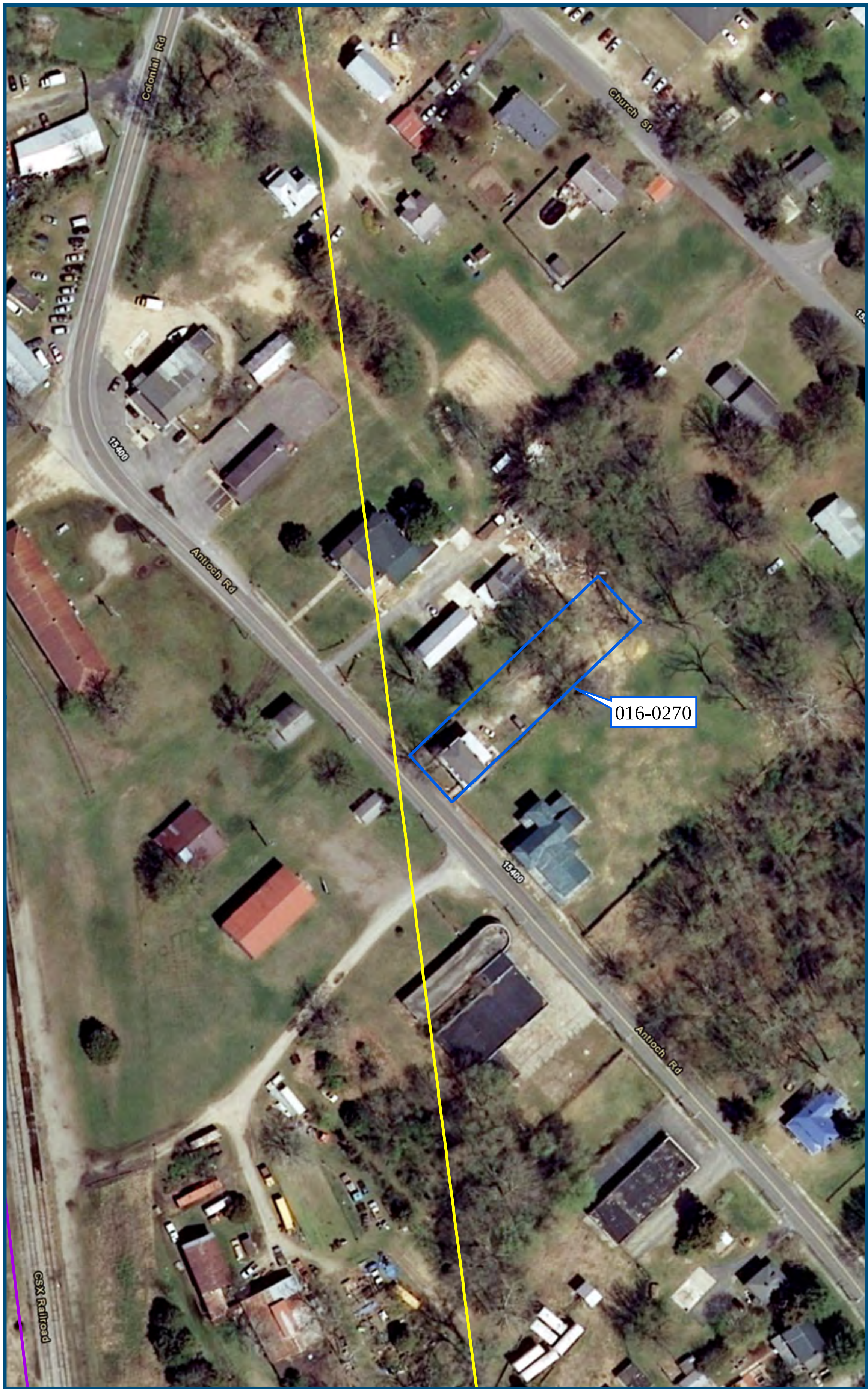
The Milford State Bank is located on land that was owned by T.E. Campbell, who sold 2 acres to Milford State Bank, Inc. in 1912. The parcel was described as:

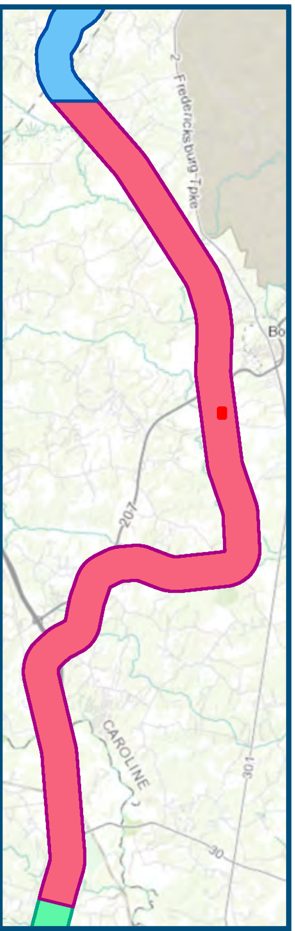
> Part of the residence lot of said Campbell, which he purchased of C.L. Collins and Wife…upon the condition that the said party of the second part erect on said lot a bank building, but no other business building, and start a bank therein, and upon failure so to do, the said lot of land is to revert to said T.E. Campbell upon his repayment of the purchase price of said land and the cost of any bank building that may be erected thereon [CCDB 79:153].

The stipulations for erecting a bank were met, making it the first and only bank in Milford, and in 1929 the land and property was acquired by Union Bank and Trust Company by merger with Milford State Bank, Inc. (CCDB 120:308).

T. Benjamin Blatt bought the bank building in 1943 from the Union Bank and Trust Company. By this time, the bank lot had been reduced to 0.28 acres (CCDB 120:308). At this point, archival research indicates that the building no longer continued to operate as a bank, though it is not clear what it was used for after 1943. The Blatts were a prominent family in town, as they owned a successful general store and in 1950 opened a Chevrolet dealership, which later became their primary business (Figure 3-129) (Fisher and Sparenborg 2011:149; Gray 1985:131).

In 1973, T. Benjamin Blatt sold the 0.28 acre lot with the bank building on it to Joseph and Elizabeth Alvey, who sold the property five years later to real estate brokers Stephen Lohr and Donald Pitts (CCDB 205:180, 249:303). In 1999, they sold the property to Hardeep S. Dhillon who owns it today and has repurposed the building as apartments. Dhillon owns several buildings in Milford and is working with the community to renovate them (Fredericksburg Free Lance-Star 2015).


Colonial Rd
Church St
15400
Antioch Rd
016-0270
15400
Antioch Rd
CSX Railroad


Fredericksburg Tpke
2
Bo
207
CAROLINE
301
30

0 60 120
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟦 Resource Boundary

Figure 3-128
Location of the Milford
State Bank (016-0270)

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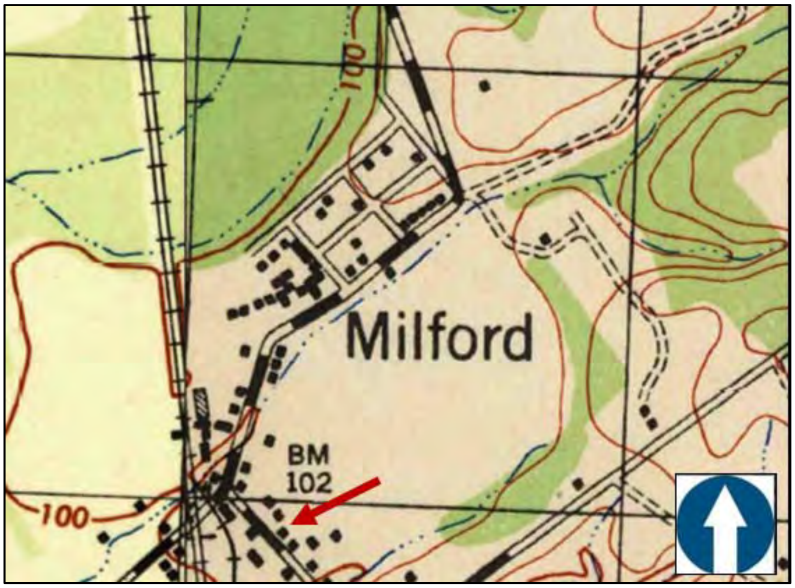


FIGURE 3-129: LOCATION OF MILFORD STATE BANK ON 1942 COMBINED TOPOGRAPHIC MAP OF MILFORD (USGS 1942B, 1942C) (MAP NOT TO SCALE)

3.10.2 Architectural Description

3.10.2.1 Primary Resource Exterior

The Milford State Bank, located at 15461 Antioch Road, is a two-story brick building constructed circa 1910 in the Classical Revival style (Figures 3-130 through 3-132). The building has a continuous, poured-concrete foundation and a masonry structural system of red brick laid in an American bond. The building's façade (southwest elevation) is divided into five distinct bays via brick pilasters with plain capitals of concrete. Courses of soldier and rowlock brick on the northwest and southeast elevations create decorative bands that horizontally break up the wall surface. The building is covered by a low-pitched, asphalt-shingled, hipped roof with boxed eaves containing a denticulated cornice that appears to have been replaced with aluminum dentils (Figure 3-133). A painted brick parapet wall caps the southwest elevation (Figure 3-133). An interior-end, brick chimney is centered on the northwest elevation and an additional brick chimney can be seen at the juncture of the northeast elevation and a rear addition.

The building has a pair of slightly recessed entrances on the façade, one in each of the outermost bays (west and south corners). Each entrance contains a double-leafed wood door with full rectangular lights topped by a single-light, wood-frame transom and concrete jack-arched lintels with keystones. Decorative wood paneling embellishes the inset sides of each entrance. Other fenestration includes single, one-over-over, vinyl, replacement windows. Window openings at the façade feature concrete sills and jack-arched lintels and in the outermost bays are further elaborated by decorative brick aprons (Figure 3-134). The central bay in the second story of the façade once contained a window but has since been removed and the space filled with brick.

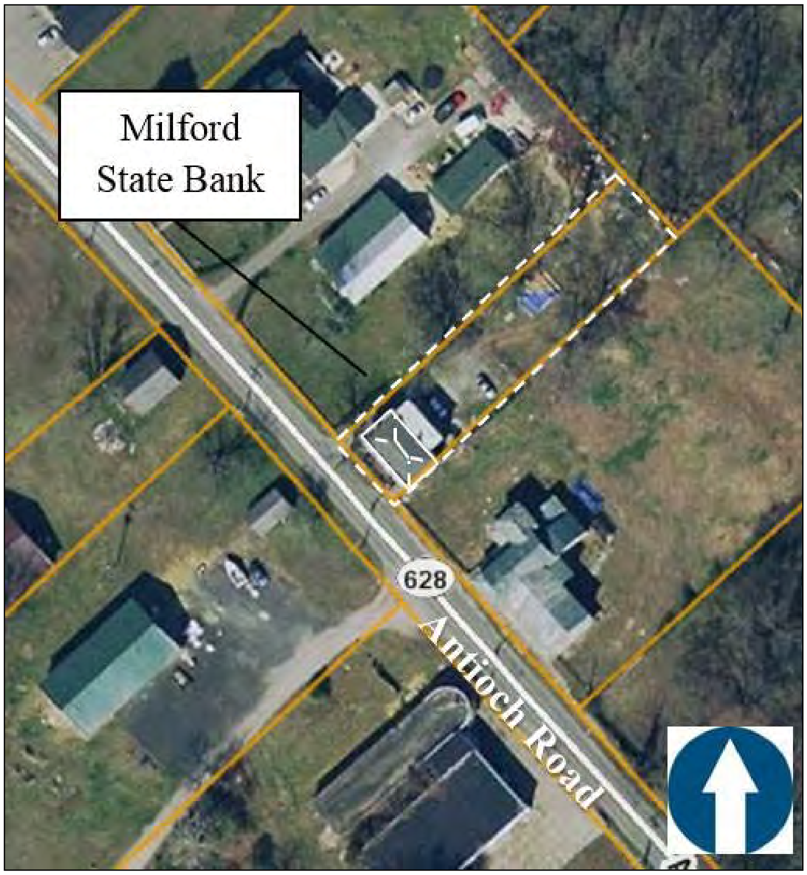

Milford State Bank
628
Antioch Road

FIGURE 3-130: SITE PLAN OF THE MILFORD STATE BANK (CAROLINE COUNTY 2018) (NOT TO SCALE)

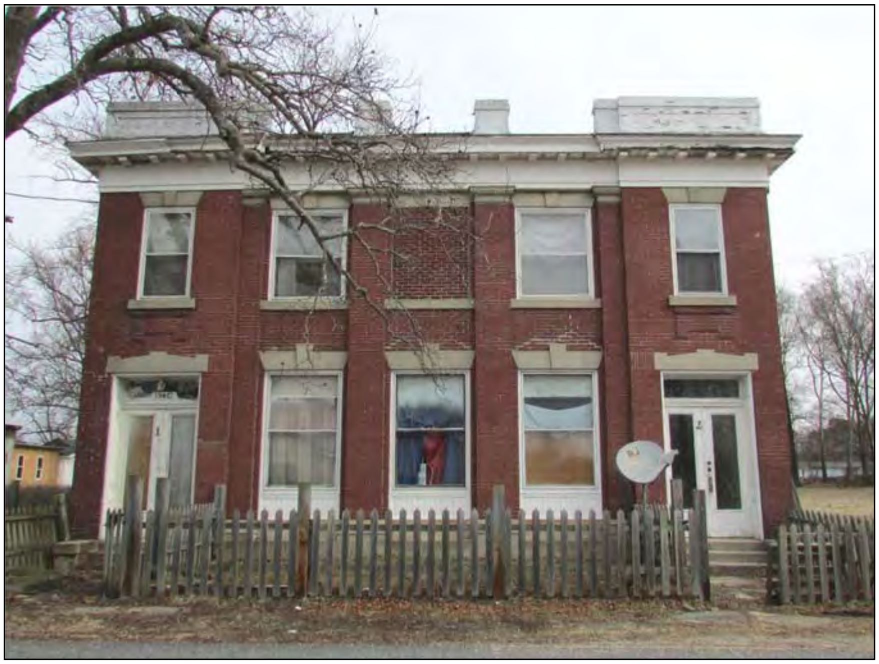


FIGURE 3-131: SOUTHWEST ELEVATION

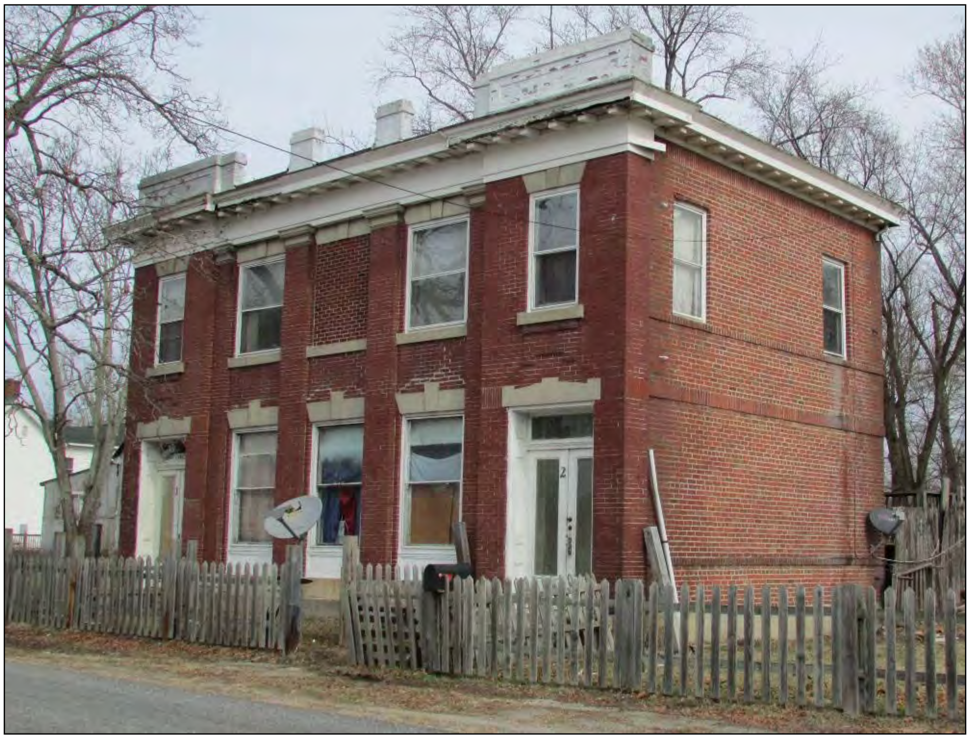


FIGURE 3-132: SOUTH OBLIQUE

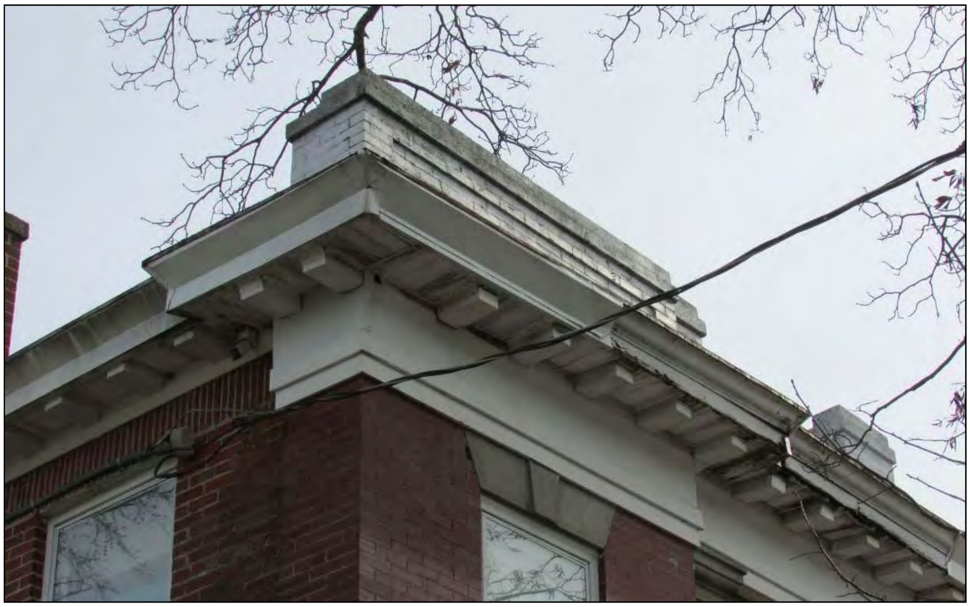


FIGURE 3-133: ROOF AND EAVE DETAIL, WEST OBLIQUE

A two-story addition, spanning a majority of the northeast elevation, is clad in vinyl siding and is covered by a low-pitched, hipped, standing-seam-metal roof (Figure 3-134). The north corner of the second story features a different shade of vinyl siding and the northwest portion protrudes slightly and is supported by a metal post. Though construction seams are obscured by the vinyl siding, the addition was possibly built in stages. A secondary entrance is situated on the northeast elevation of the addition and filled with a single-leaf, metal, paneled door. A set of concrete stairs is used to access the secondary entrance; the entrance is sheltered by a pent roof supported by wood brackets. Fenestration in the addition includes several one-over-one, vinyl, double-hung, and single-light, metal-frame, casement, replacement windows. A wood deck extends from the east half of the northeast elevation of the core of the building with a set of wood steps extending from the northeast.

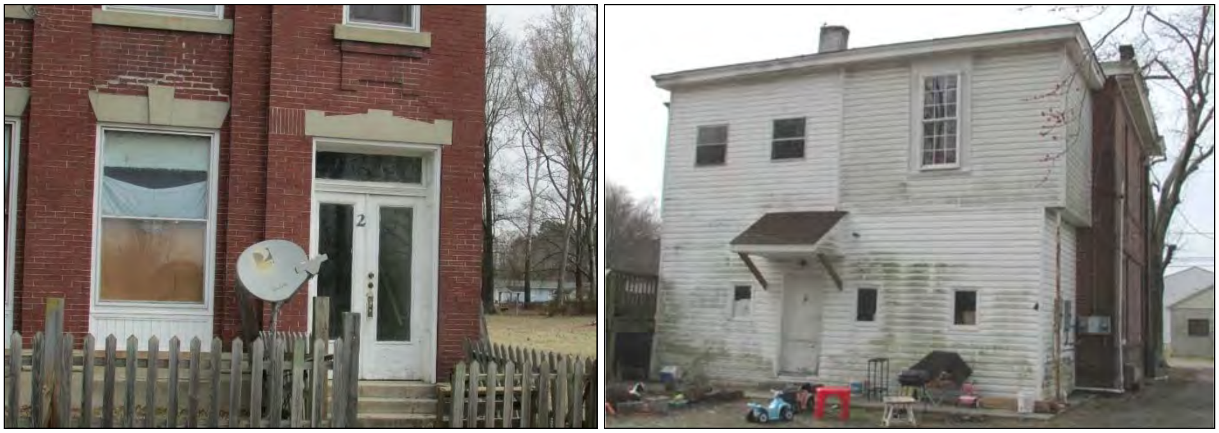


FIGURE 3-134: DETAIL OF FENESTRATION, SOUTHWEST ELEVATION (LEFT); NORTHEAST ADDITION OF THE MILFORD STATE BANK (RIGHT)

3.10.2.2 Primary Resource Interior

Interior access was not granted by the current property owner during this effort. However, the building is presently a multi-family dwelling divided into apartments, and the interior has likely been remodeled to accommodate this change in use.

3.10.3 NRHP Evaluation

The Milford State Bank is a two-story brick building constructed circa 1910 in the Classical Revival style. Milford State Bank was constructed during the fastest period of growth for the community of Milford at the turn of the twentieth century. Although once an integral part of economic development of Milford, this building has not been used as a bank for approximately 75 years. The resource retains historic integrity of location, setting, and some integrity of feeling and association; however, recent modifications including the introduction of replacement materials, change of use and probable division of interior space, alterations to original fenestration, and rear additions have significantly diminished its integrity of design, materials, and workmanship.

As the building no longer conveys its historic role as a bank in this community, it is recommended not eligible for listing in the NRHP under Criterion A. The Blatt Family played an important role in the growth of the Milford community; however, the bank was likely no longer used as a financial institution under their ownership. Further archival research did not yield any names of significant individuals involved with the bank's operation or other important people of note. Therefore, the resource is not eligible under Criterion B.

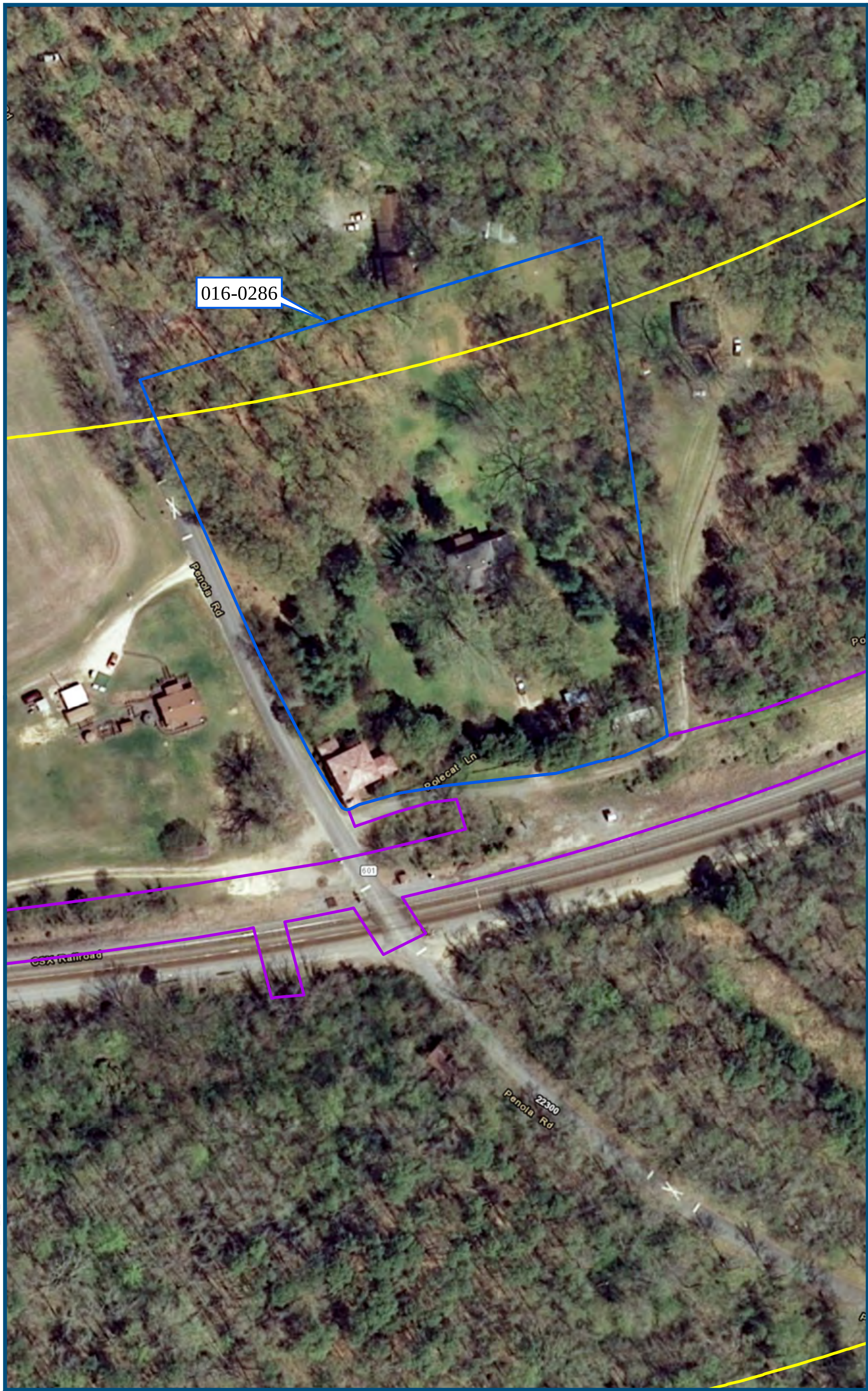
The Milford State Bank has undergone several alterations over the years, including the installation of vinyl replacement windows, construction of a rear addition, and major interior renovation to accommodate multi-family housing. Although it retains several notable elements, such as the divided façade with brick pilasters, denticulated cornice, brick parapet, and jack-arched window lintels, the resource maintains a low to moderate level of integrity of materials, design, workmanship, association, and feeling. While the Milford State Bank is one of only four banks in Caroline County to be recorded with the DHR, none of which have been formally evaluated for NRHP eligibility, there are several other examples of resources that retain the historic fabric of the exterior of the building but as they have had severe alterations to their interiors, DHR staff determined them to be not eligible for the NRHP. One example of this is the Seaboard Air Line Freight Depot (127-0292), an early-twentieth-century, two-story, masonry commercial building located in Richmond with similar ornamentation to the Milford State Bank. Although the building's exterior has been well maintained and only partially modified by the replacement of fenestration, the building's interior was heavily renovated into office spaces and other portions of the building were removed, greatly impacting the resource's overall historic integrity. As such, DHR staff determined that the Seaboard Air Line Freight Depot was not eligible in 2008. An additional example is the Bank of McKenney (257-5004) situated within the McKenney Historic District (257-5001) in Dinwiddie County. This resource, also within a railroad community, is a circa-1906, one-story, masonry bank building with detailed brickwork and an accentuated parapet along its façade. Similar to the Milford State Bank, the interior of the Bank of McKenney has also been substantially comprised leading DHR staff to determine the resource as not eligible under the category of architectural merit in 2012 (Dollins and Barile 2012). The Milford State Bank, similar to the above examples, does not sufficiently possess enough historic integrity to warrant eligibility for its architectural merit, it is recommended as not eligible for listing in the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

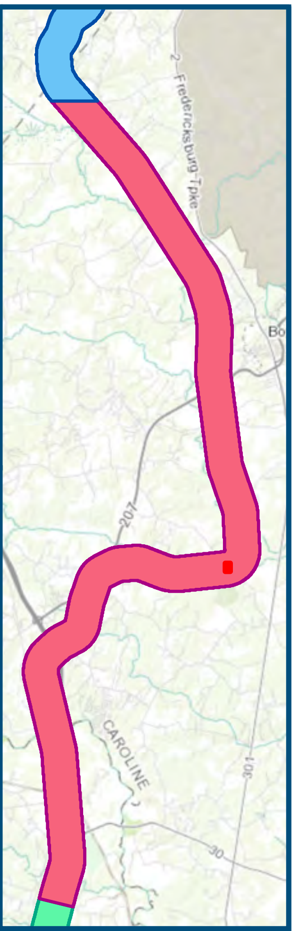
In sum, the Milford State Bank is **recommended not eligible under Criteria A–C.**

In addition, the Milford State Bank is located within the boundaries of the newly surveyed Milford Historic District (016-5136). The resource was built within the district's period of significance and exemplifies architectural trends throughout the community. As such, the Milford State Bank is recommended as a contributing element to the Milford Historic District.

3.11 COGHILL-JETER STORE (016-0286)

The Coghill-Jeter Store (016-0286), previously known as Coleman's Store and located at 22275 Penola Road, is a two-story, frame, commercial building constructed circa 1880. Despite being identified as "Coleman's Store" in earlier surveys, no evidence was found to suggest that the resource at 22275 Penola Road was built or even owned by a member of the Coleman family at any time in the past. The resource is located adjacent to the RF&P Railroad in the small, unincorporated community of Penola (Figure 3-135). The parcel also includes a two-story, three-bay dwelling at 16095 Polecat Lane, which allegedly served as the home of the storekeeper (See Figure 3-138).


016-0286
Penola Rd
Polecat Ln
Po
601
CSX Railroad
22300
Penola Rd


Fredericksburg Tpke
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CAROLINE
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0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪 Preferred Alternative
🟨 Architectural APE
🟦 Resource Boundary

Figure 3-135
Location of the
Coghill-Jeter Store
(016-0286)

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3.11.1 Historic Context

When the RF&P Railroad opened its line through Caroline County in 1836, "Pole Cat" was one of only five stops along that route (Fall 1989:224). A post office was established at what was later known as Penola on June 29, 1857. Twenty years later the community claimed five merchants and tradesmen (Fall 1989:223–224). In 1886, Charles L. and Bettie L. Collins (nee Coghill) sold to Lewis L. Coghill a 90-acre tract straddling the railroad known as "Penola" (CCDB 61:177). This deed identified the study property as "the farm & store house at Penola Station," indicating that a store had been constructed on the land of Charles L. Collins sometime prior to 1886 (CCDB 61:178). According to the list of merchants in federal censuses, there is no record of Collins having operated a store at Penola nor does he appear as a merchant in the 1880 census (U.S. Census 1880). However, a merchant identified as Coghill & Brother are known to have been in business at Penola by 1880 (Fall 1989:224). In the census for that year, a bachelor named William G. Coghill was living with the family of his brother, Lewis L. Coghill, and both listed their occupation as merchants (U.S. Census 1880).

In 1885, Lewis Coghill was appointed postmaster at Penola, which he may have operated out of his store, and he continued as proprietor of the store until at least 1890 (Fall 1989:224–225; United States Post Office Department 1893). When Lewis Coghill passed sometime between 1890 and 1900, he was still in possession of the 90-acre tract of land at Penola Station. His young widow conveyed the tract containing the store to Thomas B. and William R. Jeter in 1903 (CCDB 70:256). In 1905, the Jeter brothers sold 1.78 acres adjacent to the southbound tracks of the RF&P Railroad to the railroad company.

By 1908, W.R. Jeter and T.B. Jeter dissolved their partnership and partitioned their assets with T.B. assuming ownership of the tract of land (CCDB 74:594). A 1917 plat shows the original core of the store without additions (Figure 3-136). T.B. Jeter continued to operate the store and farm the associated land, and his son, Henry Jeter, was employed as a store clerk by 1940 (Fall 1989:227; U.S. Census 1920, 1930, 1940; Wingfield 1924:291). When T.B. Jeter died in 1941, Henry continued to operate the store according to a 1949 newspaper article (The Bee 1950; CCDB 134:381; Fredericksburg Free Lance-Star 1949a, 1949b). As the popularity of the automobile increased, railroad passenger and freight traffic at Penola declined, as did the population and commercial enterprises that catered to them. By 1940, Penola and the nearby community of Peatross, located approximately 3 miles to the south, were listed with a combined population of just 25 people, and by 1969, neither the Penola post office nor the Penola depot were in service (Fall 1989:227).

Upon his death in 1960, the property passed to Henry's widow, Lucy F. Jeter, who conveyed a small parcel of 4.40 acres containing the store and the house to Gail & Kitty Gordon in 1964 (CCWB 41:389; CCDB 158:375). An aerial photograph taken two years later shows the store with at least two additions (Figure 3-137). This parcel is currently owned by their heirs, Lucas A. Gordon and Elizabeth B. Gordon, subject to the life estate of Kitty Gordon (CCDB 1197:796). The remainder of the property remains in the hands of the Jeter family and others.

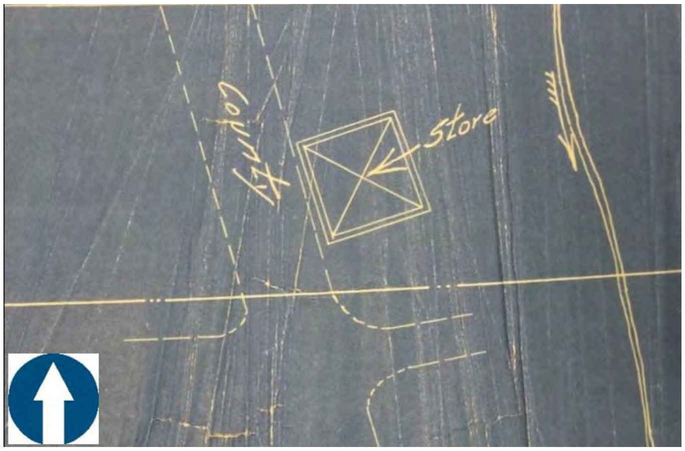


FIGURE 3-136: DETAIL OF 1917 PLAT MAP OF IMPROVEMENTS TO THE STATION AT PENOLA, SHOWING FOOTPRINT OF THE COGHILL-JETER STORE (RF&P RAILROAD COMPANY 1917) (MAP NOT TO SCALE)

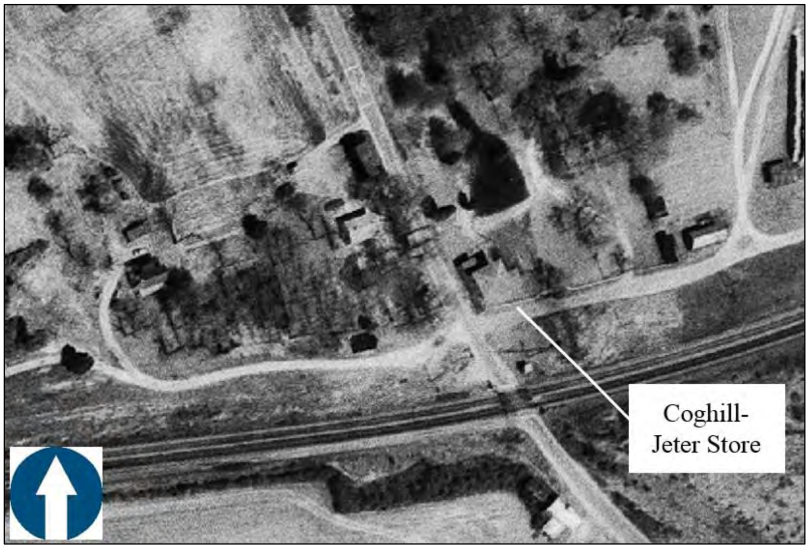


FIGURE 3-137: 1966 AERIAL VIEW OF PENOLA AND THE COGHILL-JETER STORE (USDA 1966B)

According to historic topographic maps, an associated house, possibly used as the store owners' residence, existed at the location now identified as 16095 Polecat Lane by 1918 (USGS 1918). In 1911, the value of the buildings on the parcel increased from $300 to $1,500, perhaps indicating the construction of this house. Furthermore, the materials of the dwelling, particularly the concrete-block foundation, suggest a construction date of circa 1911.

3.11.2 Architectural Description

3.11.2.1 Primary Resource Exterior

The primary resource, the Coghill-Jeter Store, is a two-story building consisting of a square central block and three smaller one-story wings (Figures 3-138 and 3-139). The 1917 plat shows a simple square building with pyramidal roof devoid of wings or additions, suggesting that all three projecting wings were later additions (Figure 3-139) (RF&P Railroad Company 1917). The central block, which is the original core, has a continuous brick foundation with periodic parging that supports a frame structure clad in weatherboard (Figure 3-140). The pyramidal roof is covered with standing-seam metal and a vent pierces the roof on the southwest slope. A rectangular metal cap is located on the peak of the roof, suggesting that a chimney stack may have been removed at some time. The primary entrance is centered on the southwest-facing façade and consists of double-leaf wood doors of vertical boards with a double-leaf, wood-framed screen door topped by a two-light transom with security bars and a commercial-style gooseneck light fixture. A set of poured-concrete steps provide access to the main entrance. A secondary entrance is located on the southeast elevation facing the railroad tracks and consists of double-leaf, paneled wood door with porcelain knob topped by a two-light transom with security bars. The steps accessing this entrance have been removed. Windows consists primarily of six-over-six, double-hung, wood sashes in the upper story and paired, two-over-two, double-hung, wood sashes with vertical muntins and operable wood shutters of diagonal boards in the lower story of the façade.

Three one-story frame additions, added after 1917, extend from the central core of the building: one from the northwest corner, one from the northeast elevation, and one at the south corner. All three are clad in weatherboard and covered by hipped roofs sheathed in standing-seam metal. The additions are raised on brick and poured concrete piers. An entrance is located on the southeast elevation of the northeast addition and the southwest elevation of the south addition. They are both filled with a single-leaf wood door of vertical boards (Figures 3-140 and 3-141). Other fenestration consists of two-over-two, double-hung, wood sashes with vertical muntins protected by modern metal security mesh (Figure 3-141).

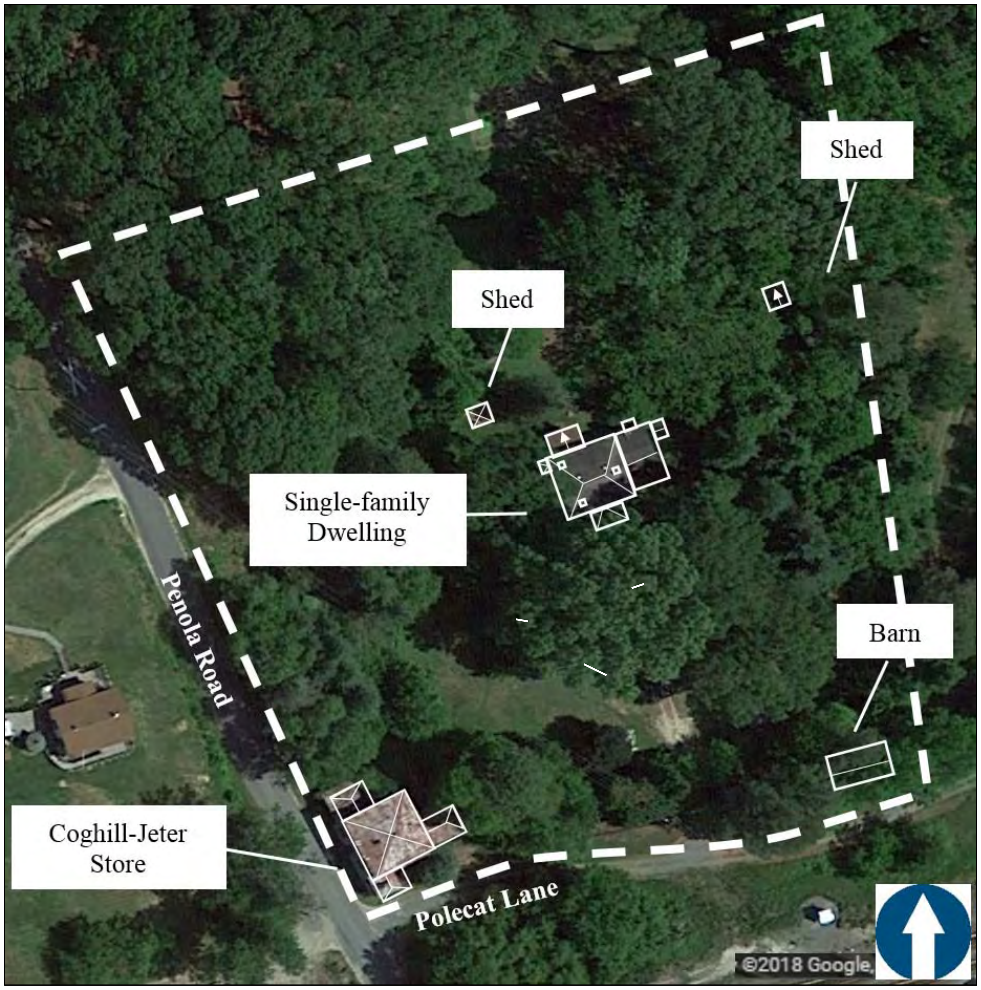

Shed
Shed
Single-family Dwelling
Penola Road
Barn
Coghill-Jeter Store
Polecat Lane
©2018 Google

FIGURE 3-138: SITE PLAN OF THE COGHILL-JETER STORE (016-0286) (GOOGLE EARTH 2018) (NOT TO SCALE)

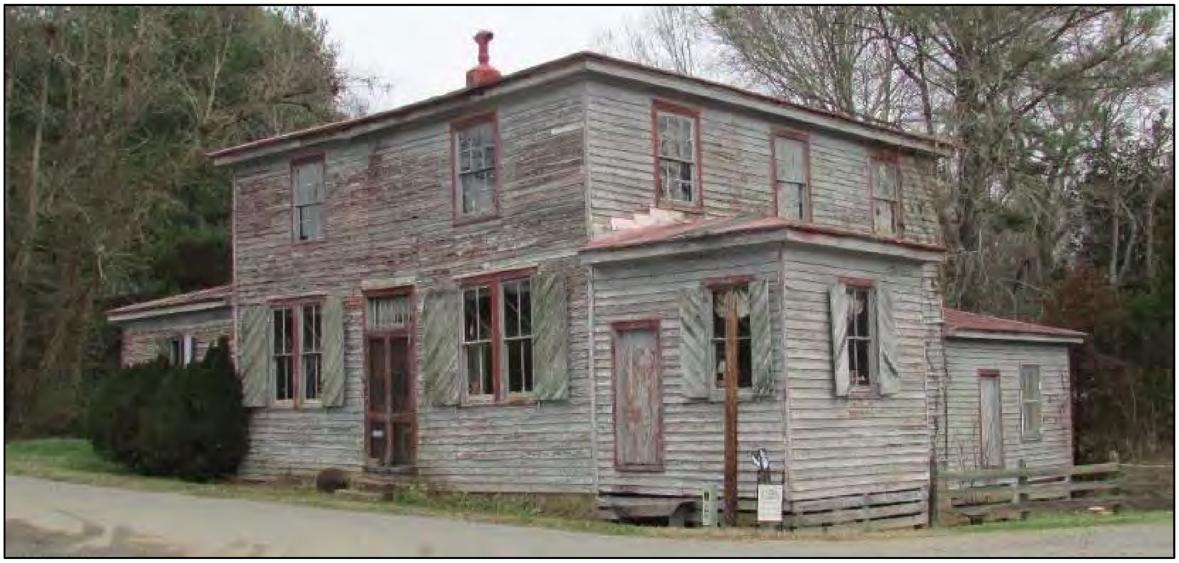


FIGURE 3-139: STORE, SOUTH OBLIQUE

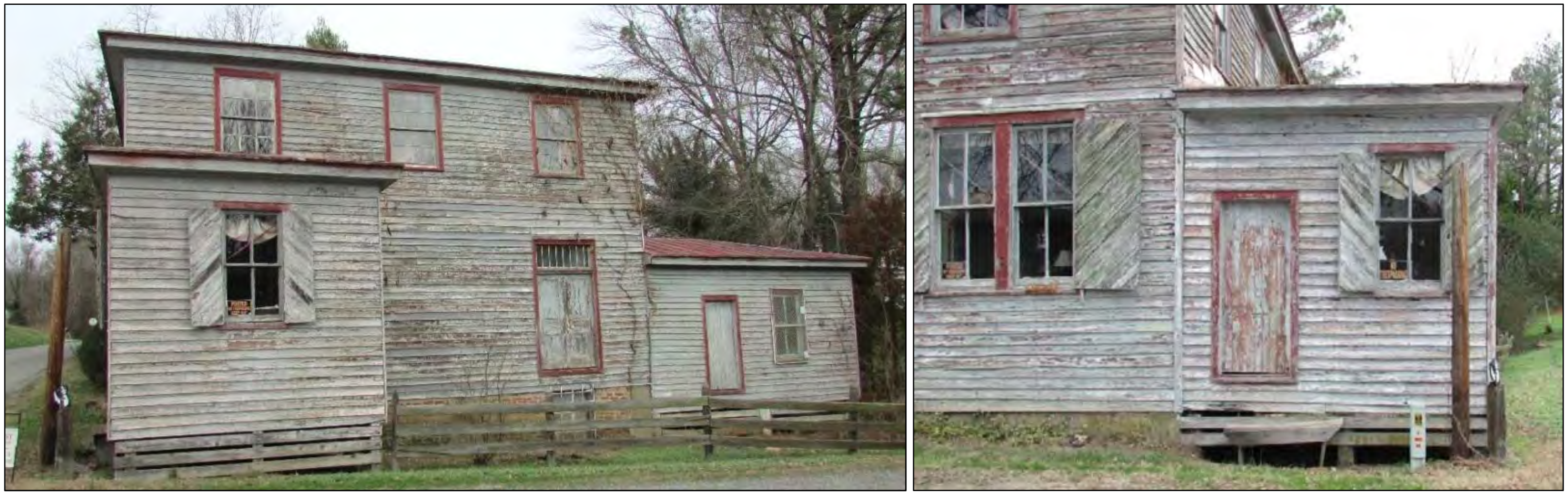


FIGURE 3-140: STORE, SOUTHEAST ELEVATION (LEFT) AND SOUTHWEST ELEVATION AND ADDITION (RIGHT)

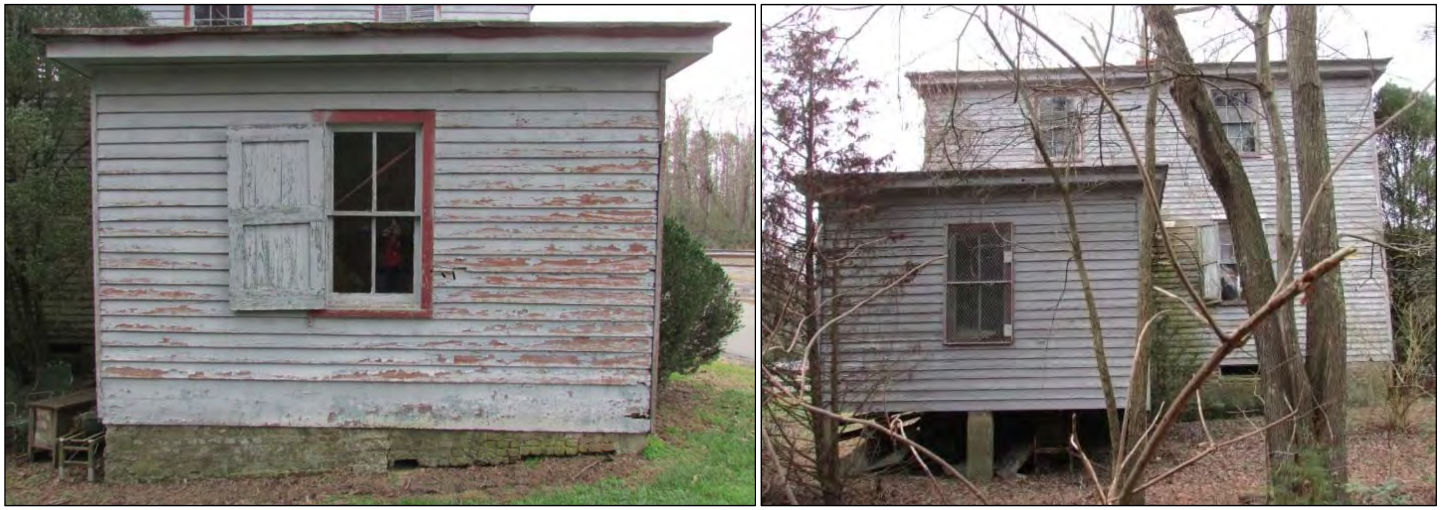


FIGURE 3-141: STORE, DETAIL OF NORTHWEST ADDITION, SHOWING BRICK FOUNDATION (LEFT) AND NORTHEAST ELEVATION OF CENTRAL BLOCK AND NORTHEAST ADDITION (RIGHT)

3.11.2.2 Primary Resource Interior

The first story of the Coghill-Jeter Store has a one-room open core, with interior doors leading to all three additions to the north, east, and west of the primary entrance (Figures 3-142 and 3-143). A fixed icebox grocery counter is located in the center of the room (Figure 3-144). The ceiling and interior walls are clad in shiplap siding. Piping for a stove or other exhaust outlet extends from the center of the room to the second floor via a central ceiling vent. Two of the first story additions have the same treatment as the core room: ceiling and interior walls clad in horizontal beveled wood siding, and the third has plaster coated walls and ceiling. The Coghill-Jeter Store also has several operating F. E. Meyer & Brothers ladders with shelf-tracks on the north, west, and south ends of the primary room. Established in 1870, the Meyer Company produced pulleys and hardware out of Ashland, Ohio.

The second story, accessed via a wood winder staircase lined with a two-by-four railing on the north side of the center core, has a single room with an open plan and an additional room in the south corner (Figure 3-145). The wall on the south side of the second story is unclad, exposing the lath and plaster keys of the secondary room. The wood trim, ceiling and wall paneling, and floors appear to be original to the core of the building. The building is currently used as an antique store, and both floors are used for inventory and storage.

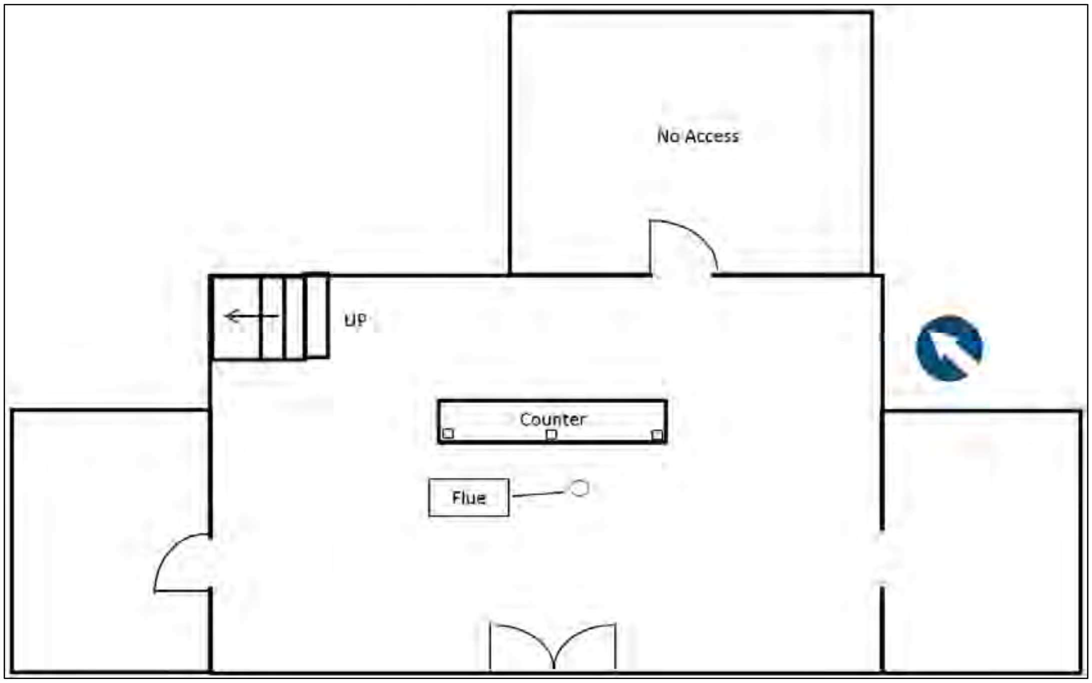


FIGURE 3-142: FIRST STORY PLAN (NOT TO SCALE)

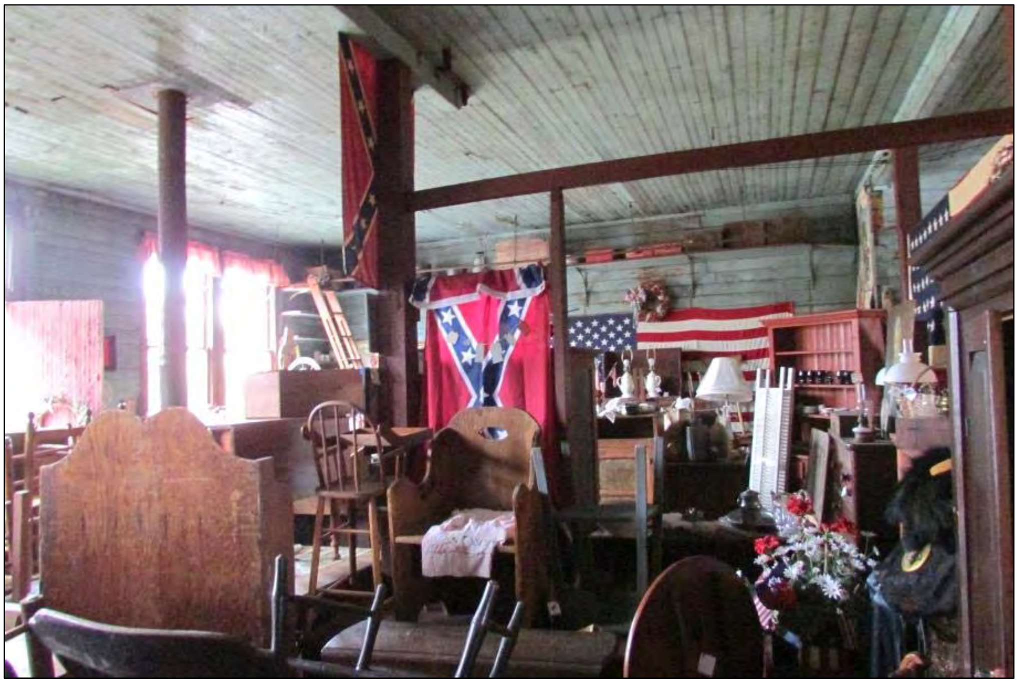


FIGURE 3-143: FIRST STORY, FACING NORTHWEST

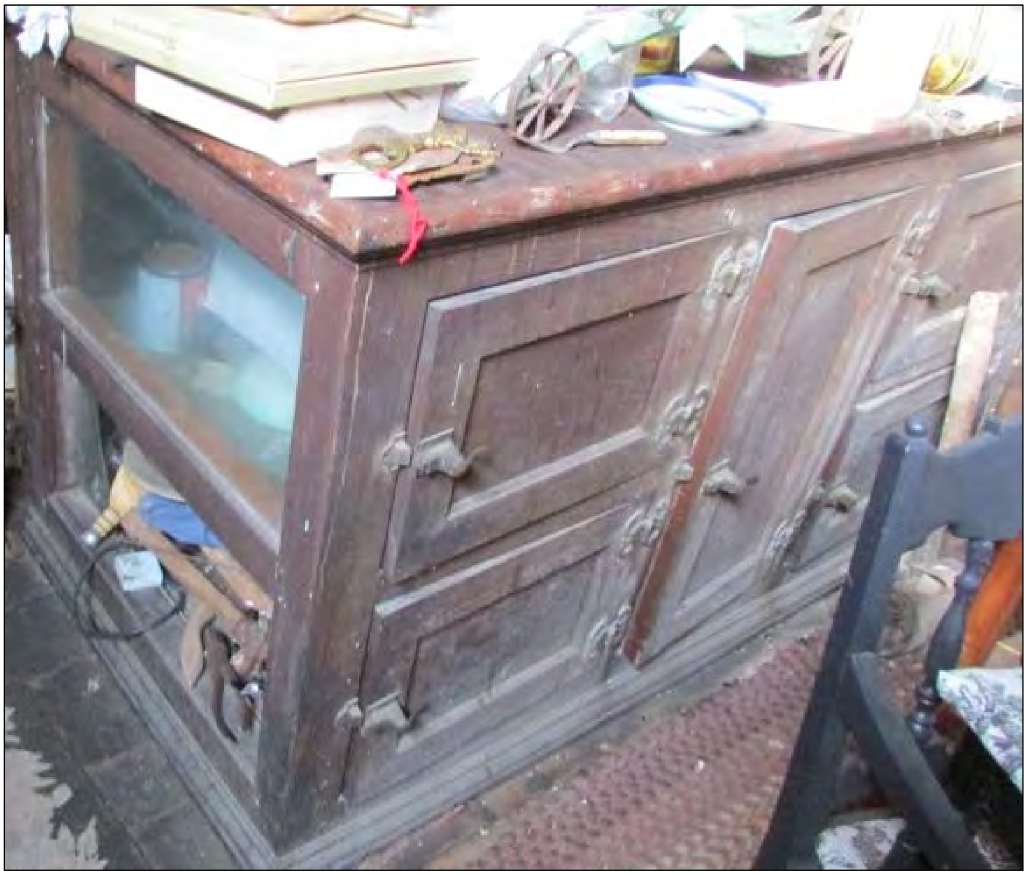


FIGURE 3-144: CENTRAL COUNTER, DETAIL IN FIRST STORY, LOOKING NORTHWEST

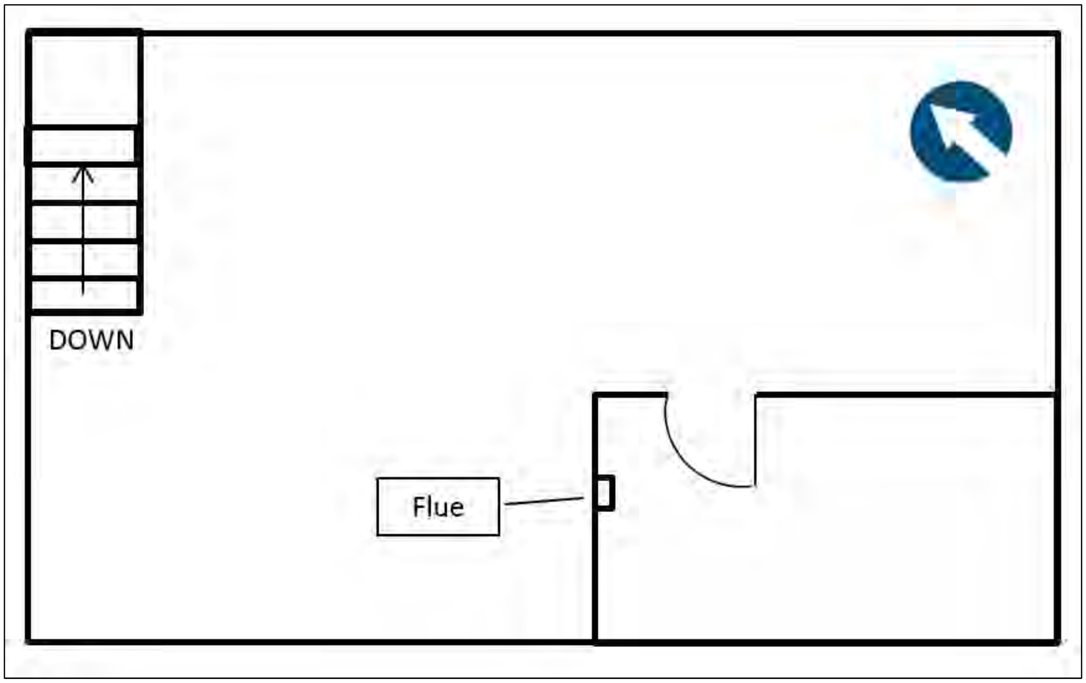


FIGURE 3-145: SECOND STORY PLAN (NOT TO SCALE)

3.11.2.3 Secondary Resources

The single-family dwelling at 16095 Polecat Lane is located northeast of the Coghill-Jeter Store on the same parcel. According to historic topographic maps, tax assessment records, and field inspection, the house is believed to have been constructed circa 1911. The two-and-a-half-story building with partially excavated lower story is three bays wide, two bays deep, and has an overall square plan (**Error! Reference source not found.**-146). A one-story addition on the northeast elevation was constructed sometime after 1966 and was enlarged in 2015. The building has a raised, continuous, concrete-block foundation that supports a frame structural system clad in vinyl siding. The hipped roof is covered with standing-seam metal and displays interior brick chimneys near the southwest and northwest corners and an interior chimney of concrete block on the northeast slope. The primary entrance is located on the southeast elevation and consists of a single-leaf, paneled, wood door with modern storm door flanked by two-light sidelights and topped by a three-light transom. The entrance is accessed via a raised porch with a wood deck resting on poured-concrete piers. Chamfered wood columns with flat decorative capitals support a hipped roof. The balustrade consists of flat panels with decorative geometric cutouts, and the porch is accessed via a set of five wood steps with wood railing. A secondary entrance is located in a small, one-story, ground-level projection at the northwest corner and appears to provide access to a basement or cellar. A raised, one-story, frame screened-in porch on the rear (northwest) elevation has post-in-ground construction and a shed roof (Figure 3-147).

Other fenestration consists primarily of six-over-six, double-hung, vinyl replacement windows flanked by fixed shutters. A one-and-a-half-story, post-1966 addition at the northeast corner of the dwelling features a raised concrete-block foundation, frame structural system clad in vinyl siding, and a side-gabled roof. An exterior brick chimney with two sets of shoulders is located on the northwest elevation of the addition. On the northeast elevation, a set of concrete steps leads down to a subterranean entrance that accesses the basement. In 2015, construction was underway to expand the addition with a raised, post-in-ground extension on the southeast elevation and a new gabled roof (Figure 3-148).

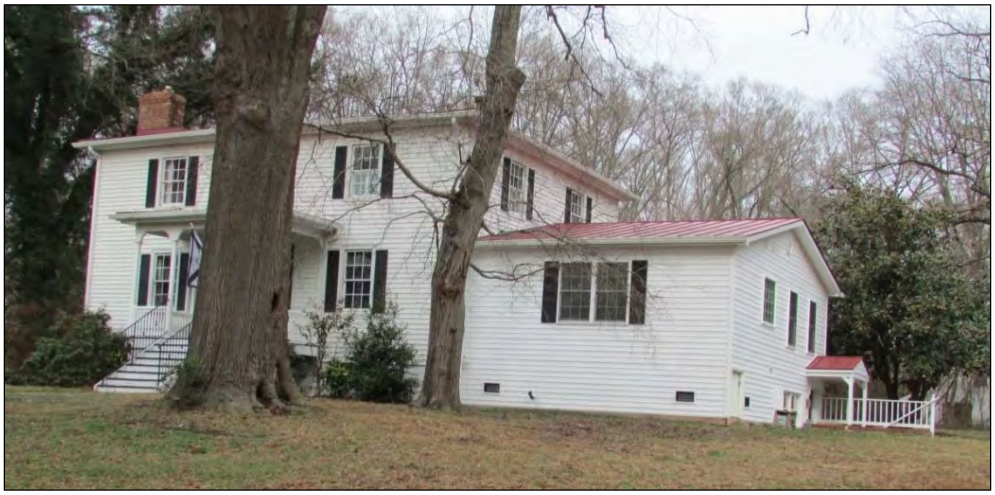


FIGURE 3-146: DWELLING AT 16095 POLECAT LANE, SOUTHEAST OBLIQUE

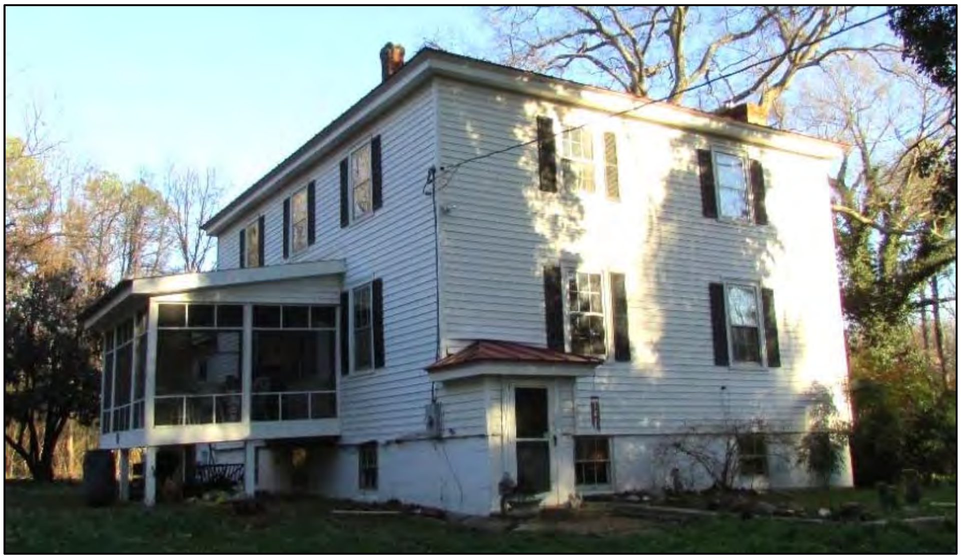


FIGURE 3-147: DWELLING AT 16095 POLECAT LANE, NORTHWEST OBLIQUE

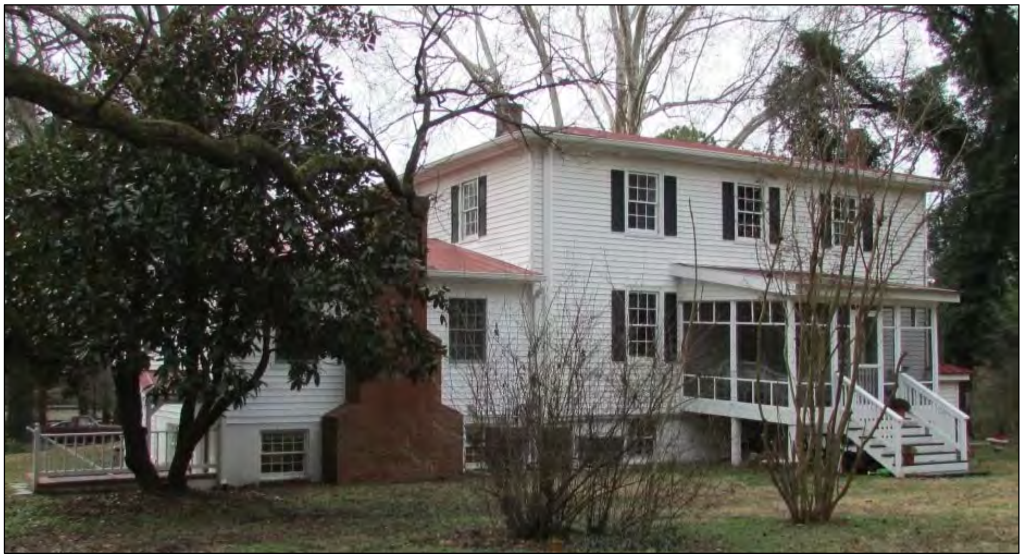


FIGURE 3-148: DWELLING AT 16095 POLECAT LANE, NORTHEAST ELEVATION

A small, rectangular, frame barn with a side-gabled roof is located in the southeast corner of the property, immediately adjacent to Polecat Lane and approximately 125 feet from the railroad tracks (Figure 3-149). According to historic aerial imagery, the barn predates 1966 and is estimated to have been constructed around the same time as the house circa 1911. An entrance on the north elevation provides access to the interior and does not have a door. Two small sheds are located on the north side of the property (Figure 3-150). One of the sheds, constructed around 1911, is a square frame building clad in board-and-batten siding located northwest of the dwelling. The building features a single-leaf door of vertical boards centered on the south elevation. The second small frame shed clad in T1-11 siding is located northeast of the house and is estimated to have been constructed circa 1925. The shed roof is covered with v-crimp metal. Fenestration includes a single-leaf, wood door and six-light, wood-framed windows.

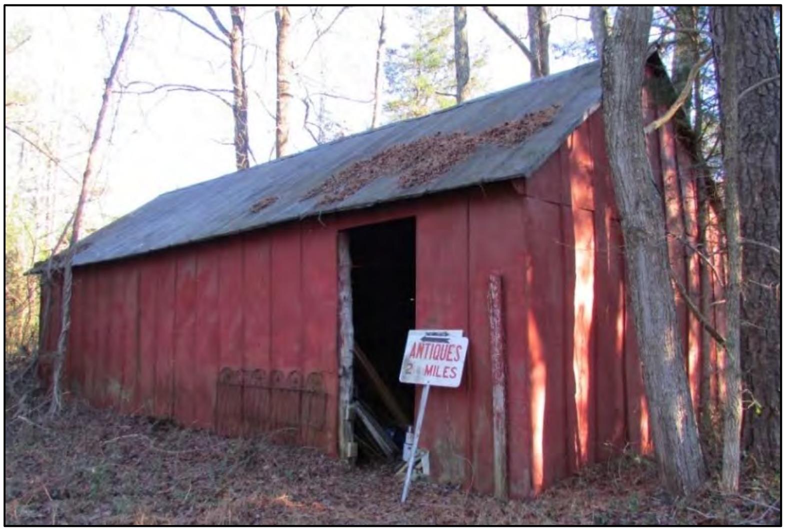


FIGURE 3-149: BARN, NORTHWEST OBLIQUE

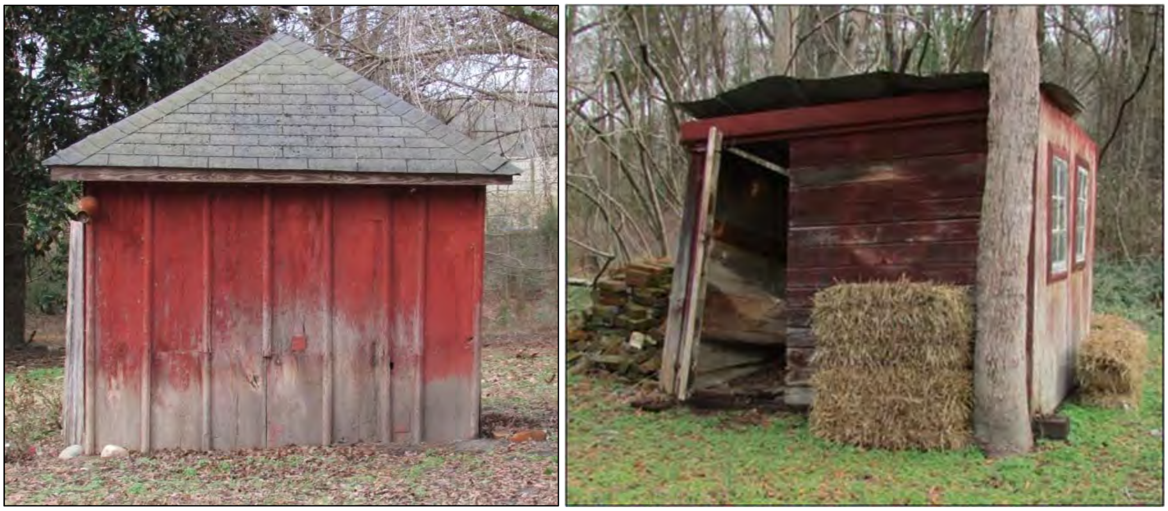


FIGURE 3-150: SOUTH ELEVATION OF CIRCA-1911 SHED (LEFT); NORTHWEST OBLIQUE OF CIRCA-1925 SHED (RIGHT)

3.11.3 NRHP Evaluation

The Coghill-Jeter Store is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout rural Caroline County. Although the store appears to have undergone alterations in the early-twentieth century, such as the construction of at least two one-story additions and window replacement, overall, the resource retains a moderate to high level of historic integrity of design, materials, and workmanship. It has a high level of integrity of location, setting, feeling, and association, as the area surrounding resource has remained fairly unaltered and rural.

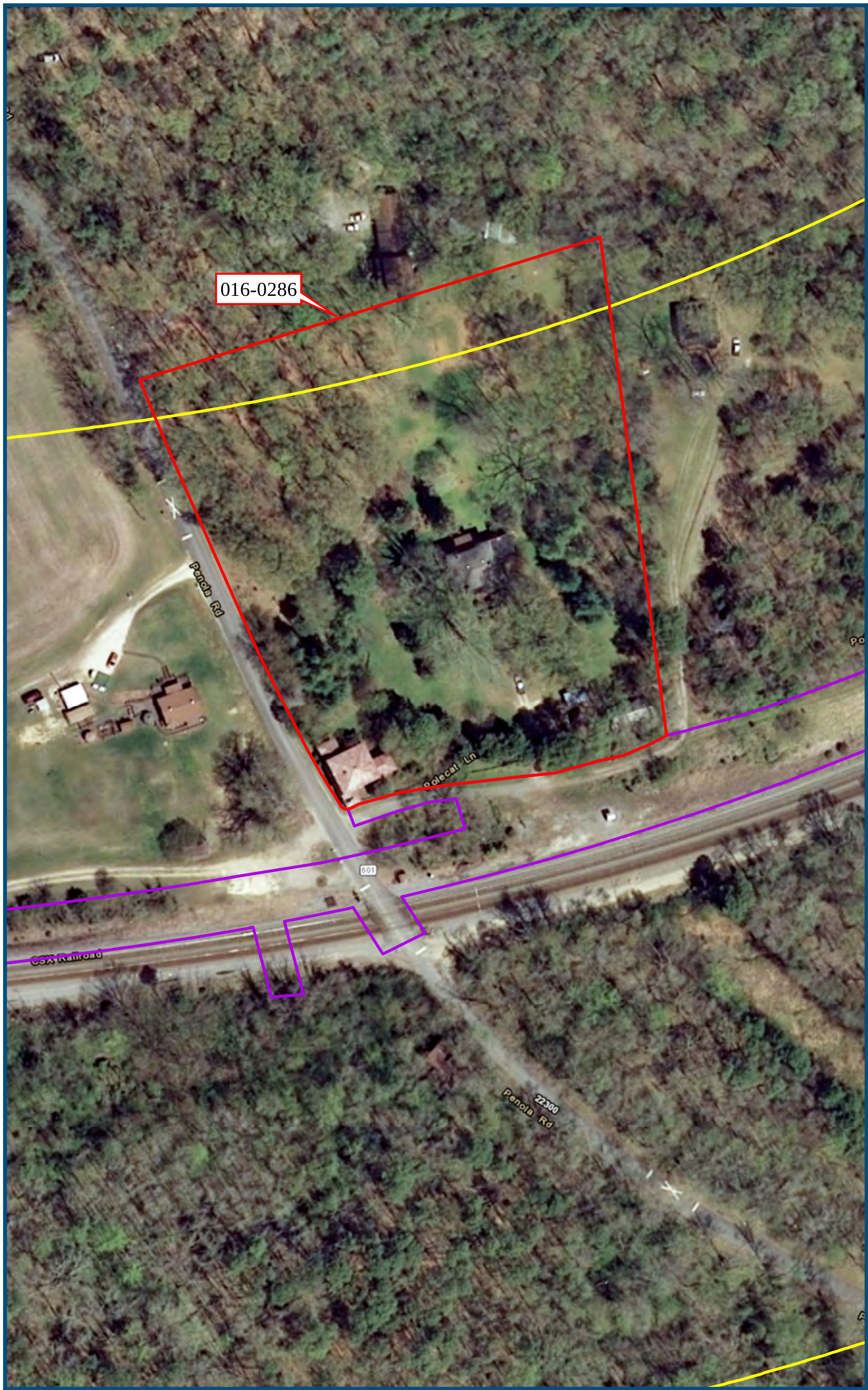
The NPS outlines the considerations for which a property can be eligible for the NRHP under Criterion A. They are as follows: "To be considered for listing under Criterion A, a property must be associated with one or more events important in the defined historic context… The event or trends, however, must clearly be important within the associated context … and it must retain historic integrity" (McLelland et al. 1999). The Coghill-Jeter Store no longer functions as a general store for the small community of Penola, nor is it known to be directly associated with an important event in history. For these reasons, the Coghill-Jeter Store is recommended not eligible for the NRHP under Criterion A.

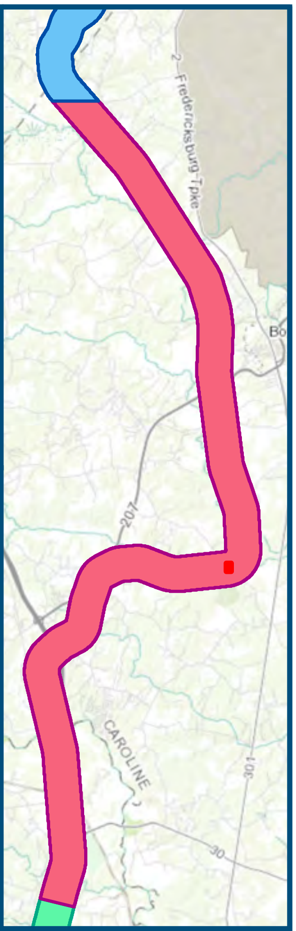
For a resource to be eligible under Criterion B, it must have an association with a person who is "individually significant within a historic context" and has "gained importance within his or her profession or group" (Shrimpton et al. 1990). None of the owners were found to be particularly impactful on local commerce nor were they found to be generally important locally, statewide, or nationally; therefore, the resource is recommended not eligible for the NRHP under Criterion B.

Although there are other surviving examples of general stores in railroad-focused communities within the county, not many retain their historic fabric as does the Coghill-Jeter Store. The Clarke's Store (016-0271) in the Milford Historic District (016-5136) along the railroad in Caroline County is a two-story, front-gabled, frame store (see photo on page 3-114). It is currently suffering from vacancy and neglect and features many replacement exterior materials. Also located within the Milford Historic District is Blatt's Store (016-0272), which is a circa-1890, two-story frame commercial building converted into a dwelling. It is clad in replacement materials and features many large-scale additions (see photo on page 3-113). The E.C. Allen Store (016-0211) is another example of a late-nineteenth-century, frame store building; however, unlike the Coghill-Jeter Store, it has been covered in replacement materials and fenestration and has also been converted into a dwelling. Similar to the Coghill-Jeter Store, the Darnell Store (042-0470) located on the north side of Doswell Road, east of the railroad tracks in neighboring Hanover County, is a two-story, frame commercial building with flanking wings; however, it features a large two-story, façade addition (see page 3-151 for further discussion). Unlike the Coghill-Jeter Store, there are many notable extant examples of this property type throughout Hanover County (i.e. Cobb Store [042-0341] and Stanly Store [042-0352]) whereas Caroline County is lacking in this regard. As one of the most architecturally intact examples of a rural, late-nineteenth-century, general store building along the RF&P Railroad in Caroline County, this resource is recommended eligible for the NRHP under Criterion C. As an architectural resource, this property was not evaluated under Criterion D.

In sum, the Coghill-Jeter Store is **recommended eligible for the NRHP under Criterion C.**

The proposed NRHP boundary for the Coghill-Jeter Store at 22275 Penola Road comprises and follows the legal lot description for parcel 85-A-61 in Caroline County (Figure 3-151). It is bounded on the west by Penola Road, on the south by Polecat Lane, on the east by parcel 85-A-60, and on the north by parcel 71-A-17A. The proposed boundaries include the store, the house, barn, and two sheds. The period of significance for the Coghill-Jeter Store begins with its ownership by the Jeter Family around 1880 and ends in 1964, when it ceased use as a country store.


016-0286
Penola Rd
Polecat Ln
601
CSX Railroad
22300
Penola Rd
Po


Fredericksburg Tpke
Bo
207
CAROLINE
301
30

0 60 120
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪 Preferred Alternative
🟨 Architectural APE
🟥 Proposed NRHP Boundary

Figure 3-151
Proposed NRHP Boundaries for the Coghill-Jeter Store (016-0286)

03/2018

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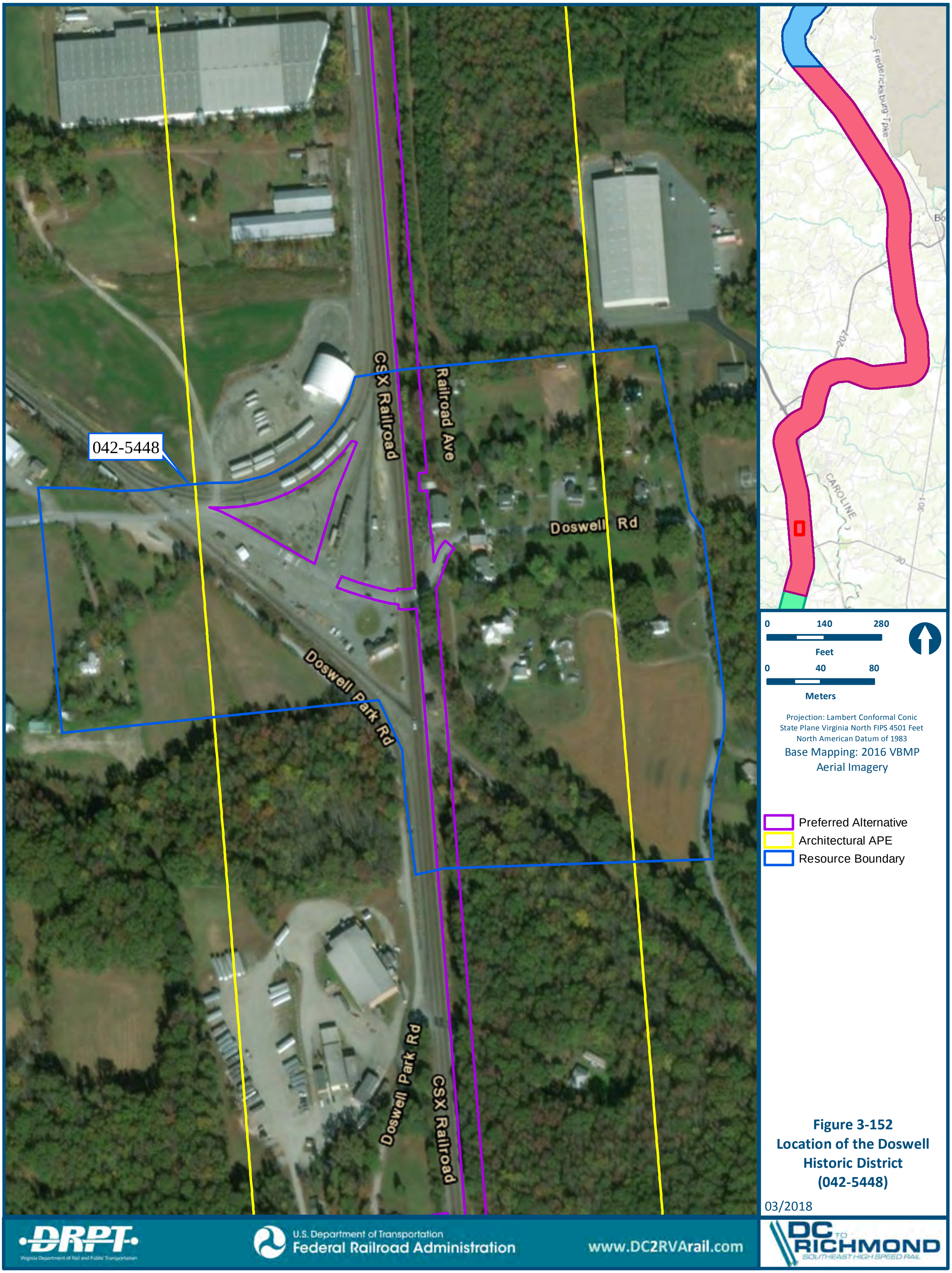
3.12 DOSWELL HISTORIC DISTRICT (042-5448)

The Doswell Historic District (042-5448), an unincorporated community in Hanover County, is located along the Virginia Central Railroad, later part of the Chesapeake and Ohio (C&O) Railroad, at the crossing of the RF&P Railroad, both of which are now owned by CSXT (Figure 3-152). Doswell Road, which runs east-west, cuts through the middle of the hamlet where the railroad tracks intersect. Two additional roads are situated within the boundaries of the historic district: Railroad Avenue and Doswell Park Road.

Historically, the area was surrounded by rural farmsteads; however, at the turn of the twentieth century, a small community was more formally established around the crossroads of the railroads where a train depot welcomed freight and passengers. Commercial and residential buildings were constructed primarily on the east side of the tracks while a warehouse was situated to the north and a farm to the west. Now, the district is mainly occupied by residential buildings and retains much of the architecture from that prosperous period. In 1994, DHR staff formally determined the Doswell Historic District eligible for the NRHP under Criterion A at the local level for its significance in transportation; however, a 2008 survey and the initial survey of the DC2RVA Project recommended it potentially eligible under Criteria B and C as well (Peckler 2016).

3.12.1 Historic Context

After the RF&P Railroad opened their north-south route in 1836, the Louisa Railroad Company constructed the Virginia Central Railroad in 1850 from Richmond westward to Stanton where it intersected with the RF&P Railroad north of Richmond in Hanover County (Hanover County Historical Society 1993). The community of Doswell, originally known as Louisa Depot and then Hanover Junction, was established at this intersection (Neville et al. 1992). Most buildings constructed during that time have since been demolished due to events of the Battle of North Anna River during the Civil War (Salmon 2001). The Virginia Central Railroad played a significant role for the Confederate Army during the war as General Robert E. Lee relied on these railroads for supplies during his famous campaigns between 1862 and 1864, therefore this area of Central Virginia was a point of contention (Figures 3-153 and 3-154) (Salmon 2001). The area also had its share of fighting primarily during the Virginia campaigns, with the Union Army attempting to cut off supplies to the Confederates (Staunton Spectator 1863).


042-5448
CSX Railroad
Railroad Ave
Doswell Rd
Doswell Park Rd
Doswell Park Rd
CSX Railroad
2 - Fredericksburg Tpke
Bo
207
CAROLINE
301
30
0
140
280
Feet
0
40
80
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟦 Resource Boundary

Figure 3-152
Location of the Doswell Historic District (042-5448)

03/2018

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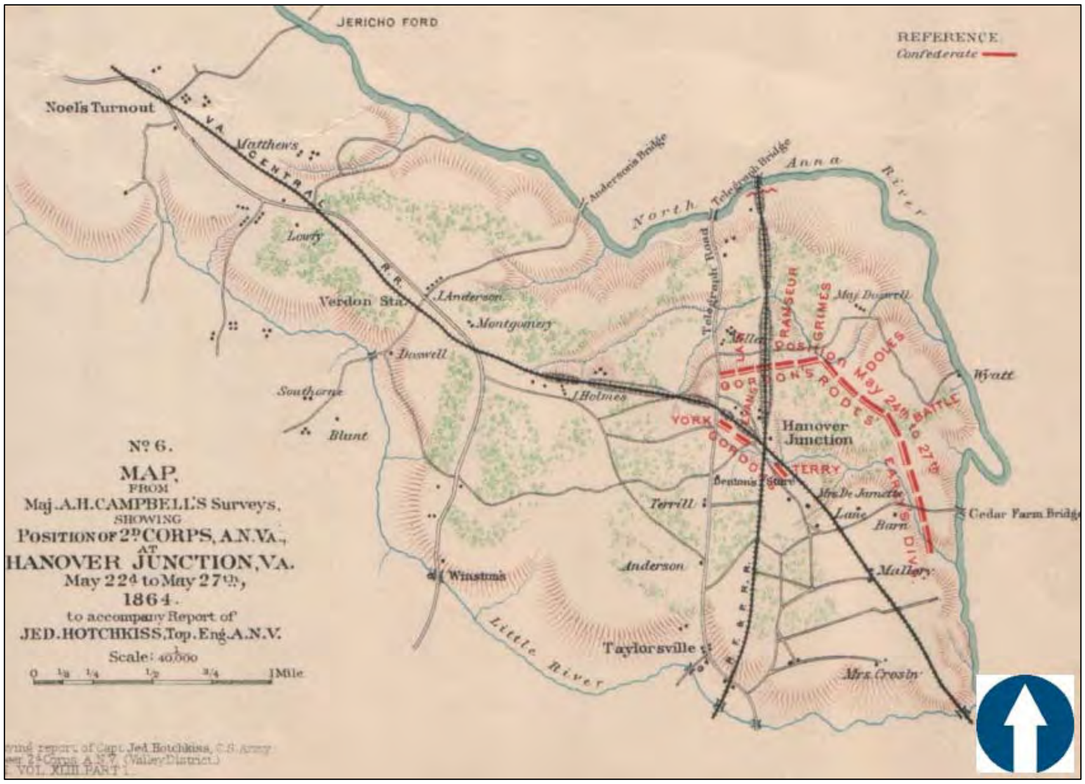
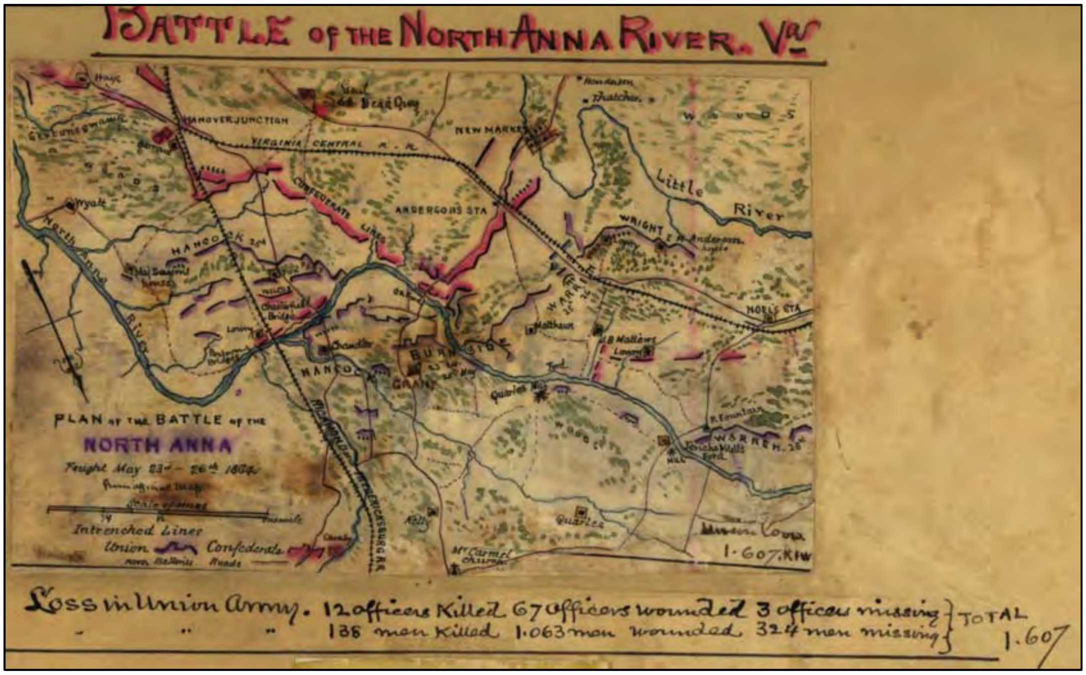

JERICHO FORD
REFERENCE
Confederate
Noel's Turnout
Va. Central R.R.
Matthews
Lowry
Verdon Sta.
J. Anderson
Montgomery
Doswell
Anderson's Bridge
North Anna River
Telegraph Bridge
Telegraph Road
RAMSEUR
GRIMES
Maj. Doswell
DOLES
BATTLE
POSITION May 24th to 27th
GORDON'S
RODES'
JOHNSON'S
YORK
TERRY
EARLY'S DIV.
Hanover Junction
Wyatt
Holmes
Southorne
Blunt
Terrill
Mrs. De Jarnette
Lane
Barn
Cedar Farm Bridge
Anderson
Mallory
Winstons
Little River
Taylorsville
Mrs. Crosin
R.F.&P.R.R.
Nº 6.
MAP,
FROM
Maj. A. H. CAMPBELL'S Surveys,
SHOWING
POSITION OF 2D CORPS, A.N.VA.,
AT
HANOVER JUNCTION, VA.
May 22d to May 27th,
1864.
to accompany Report of
JED. HOTCHKISS, Top. Eng. A.N.V.
Scale: 1/40,000
0 1/8 1/4 1/2 3/4 1 Mile
report of Capt. Jed Hotchkiss, C.S. Army
2d Corps A.N.V. (Valley District.)
VOL. XLIII. PART 1.

FIGURE 3-153: MAP OF CONFEDERATE OCCUPATION OF HANOVER JUNCTION AND THE SURROUNDING AREA (HOTCHKISS 1895)


BATTLE of the NORTH ANNA RIVER. Va.
HANOVER JUNCTION
VIRGINIA CENTRAL R.R.
NEW MARKET
Little River
ANDERSONS STA
CONFEDERATE LINES
WRIGHT
HANCOCK
North Anna River
Chesterfield Bridge
BURNSIDE
GRANT
Quarles Mill
WARREN
Jericho Mills Ford
NOELS STA
Quarles
Kelly
Mt. Carmel Church
RICHMOND & FREDERICKSBURG R.R.
PLAN of the BATTLE of the
NORTH ANNA
Fought May 23rd – 26th 1864
Intrenched Lines
Union
Confederate
Roads
Union Loss
1.607 KIW

Loss in Union Army. 12 officers Killed 67 Officers wounded 3 officers missing
" " " 138 men Killed 1.063 men wounded 324 men missing } TOTAL 1.607

FIGURE 3-154: PLAN OF THE BATTLE OF NORTH ANNA RIVER FOUGHT MAY 23RD–MAY 26TH, 1864 (SNEDEN 1865)

As shown in Figure 3-155, the Doswell farm, also known as Bluffield, was located just northwest of Hanover Junction. The Doswell family has lived in this area of central Virginia since the American Revolution. Major Thomas Doswell (1823–1890) inherited the family farm from his father. Thomas Doswell is known for serving as a staff officer for the Confederate Army during the Civil War and for his love for horse racing. It is for him the name of the hamlet of Hanover Junction was changed to Doswell after his death in 1890 (Hanover County Historical Society 1993).

The community of Doswell was already roughly laid out in 1874 when a farm in the area known as the "Junction property" was divided between six estates. Shortly prior to the death of Thomas Doswell, a significant amount of land formerly belonging to a deceased Phillip B. Winston immediately surrounding the intersection of the railroads was subdivided into 19 lots amongst his heirs (Hanover County Deed Book [HaCDB] 7:388–390). The little town began to flourish at that point (Figure 3-155). An excelsior mill was established near the intersection of the railroads, the Old Dominion Excelsior Mill Co., as well as a general store and bank to the east of the railroad intersection.

A majority, if not all, of the commercial and industrial development of Doswell occurring in the 1890s and first two decades of the 1900s was due to merchant and entrepreneur Daniel E. Campbell (1867–1939) (Virginia Department of Health 1939). Daniel Campbell, who purchased many of the subdivided lots of the Winston estate, owned and operated the general store (042-0470) and hotel in Doswell, establishing the Doswell branch of the Tri-County Bank (042-0469), and operating a nearby excelsior mill (Hanover County Historical Society 1993). His life and accomplishments are discussed further in the Darnell Store (042-0470) section of this report (page 3-149). He is also attributed with constructing several of the residential dwellings within the district as well.

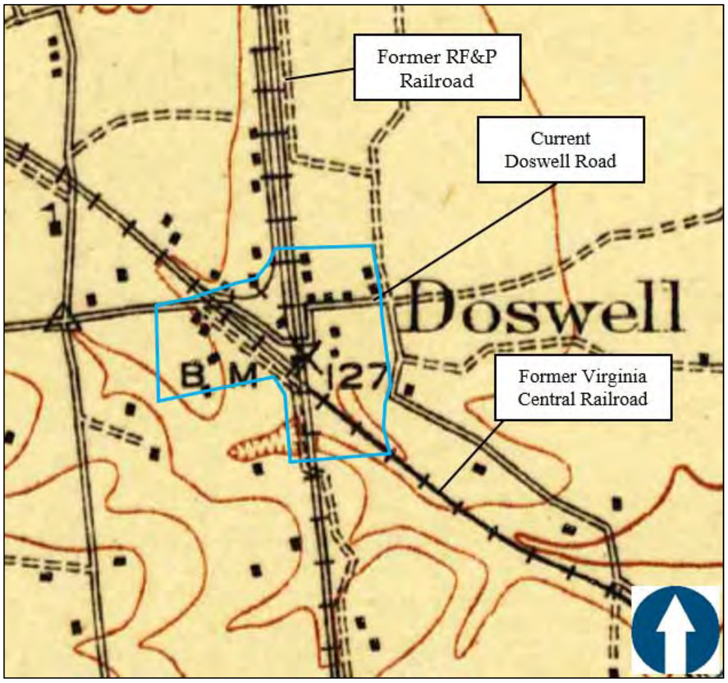


FIGURE 3-155: DOSWELL HISTORIC DISTRICT (IN BLUE) ON 1918 USGS 15-MINUTE TOPOGRAPHIC MAP OF DOSWELL, VIRGINIA (USGS 1918) (MAP NOT TO SCALE)

While the railroad community was in its prime, farming, industry, and trade combined to keep the local community prosperous (Hanover County Historical Society 1993). Development around the central hub of Doswell also continued through the 1930s due to the continuation of passenger and freight traffic throughout the area (McCartney 2009). The original passenger depot (043-0093) burned down and was reconstructed in its current Colonial Revival-style around 1928 while a switch tower for the operation of the crisscrossing railroad tracks was built in 1929 (Figure 3-156). Discussed in the Doswell Depot and Tower (042-5466) section of this report, the passenger stop was retired primarily in 1958; however, they allowed passenger trains to stop at the depot in Doswell on a case by case basis until 1970 (see page 3-177). The construction of U.S. Route 1, portions of which are the historic Jefferson Davis Highway which came through during the 1910s, slightly affected railroad transportation. It was not until Interstate 95 was constructed in the late 1950s, though, that Doswell began to dwindle. The introduction of this highway became a deterrent for passenger rail travel at this time; subsequently the Doswell stop was eventually abolished. However, this may have saved the small hamlet from further modern development and sprawl. Currently, buildings on the eastern side of the railroad intersection in Doswell are primarily residential save for the former bank and general store which are now occupied by an antique operation while the area to the western side of the tracks is primarily industrial and continues to be utilized by CSXT.

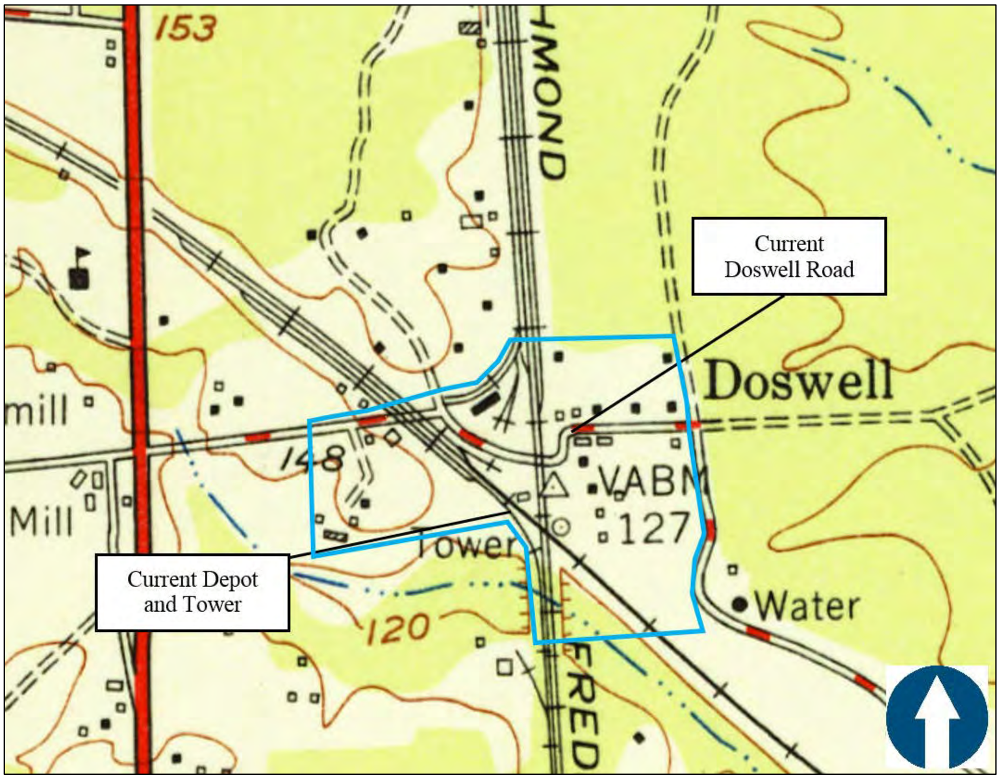


FIGURE 3-156: DOSWELL HISTORIC DISTRICT (IN BLUE) ON A 1951 USGS 7.5-MINUTE TOPOGRAPHIC QUADRANGLE MAP OF DOSWELL, VIRGINIA (USGS 1951) (MAP NOT TO SCALE)

3.12.2 Architectural Description

The village of Doswell is a small rural community that experienced substantial growth during the late-nineteenth and early-twentieth centuries as a result of the development and expansion of the railroad. The buildings within the district were constructed between 1850 and 1940 and include three rail-related structures, two commercial buildings, a church, and nine residential buildings (Figure 3-157). The district contains only one road, Doswell Road, which leads from U.S. Route 1 in the west and continues east over the former RF&P Railroad tracks towards I-95. Buildings are primarily situated on the east side of the tracks with an agricultural property and mixed industrial and residential property on the west. The road is not lined with a public sidewalk, and the properties within the district are spotted with a mix of deciduous and coniferous trees, shrubbery, and plantings (Figure 3-158).

Although Doswell served as a passenger and freight stop until the late 1950s, the small railroad village has remained fairly intact with a majority of its above-ground resources dating from the turn of the century. The circa-1927 Doswell Depot and Tower (042-0093) sit at the track intersection at the center of the village, where it replaced an older wooden depot in that area that had burned (see page 3-179 for further discussion on this resource). Daniel Campbell, the force behind successful settlement and growth of the village, constructed several buildings on the east of the track intersection including the Darnell Store (042-0470), Doswell Inn (042-0468), and the Daniel Campbell House (042-0467), among others.

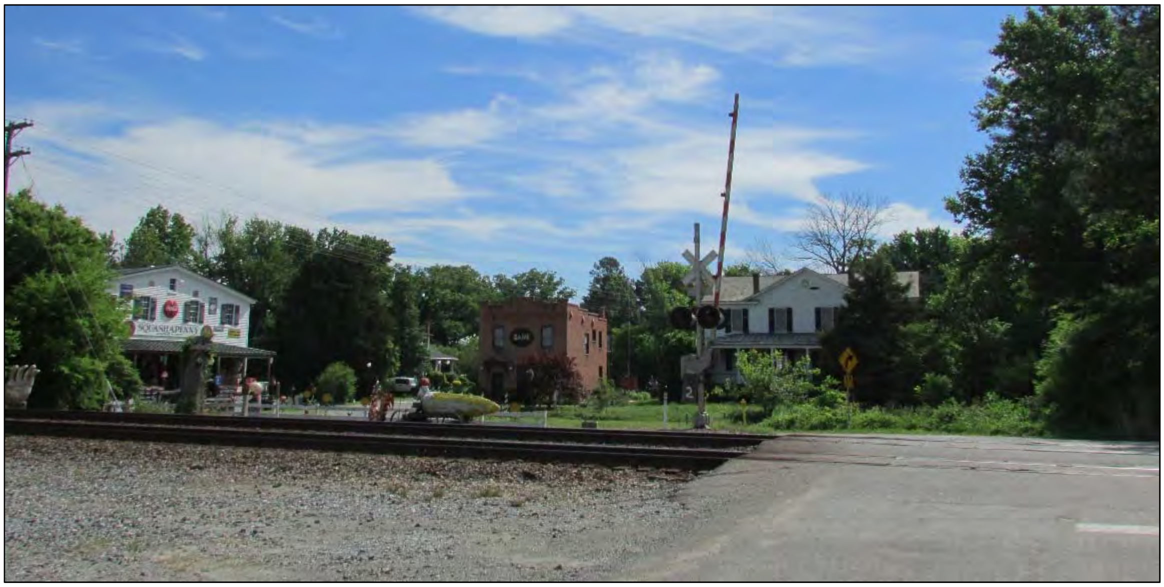


FIGURE 3-157: VIEW OF INTERSECTION OF RAILROAD TRACKS AND DOSWELL ROAD, LOOKING EAST

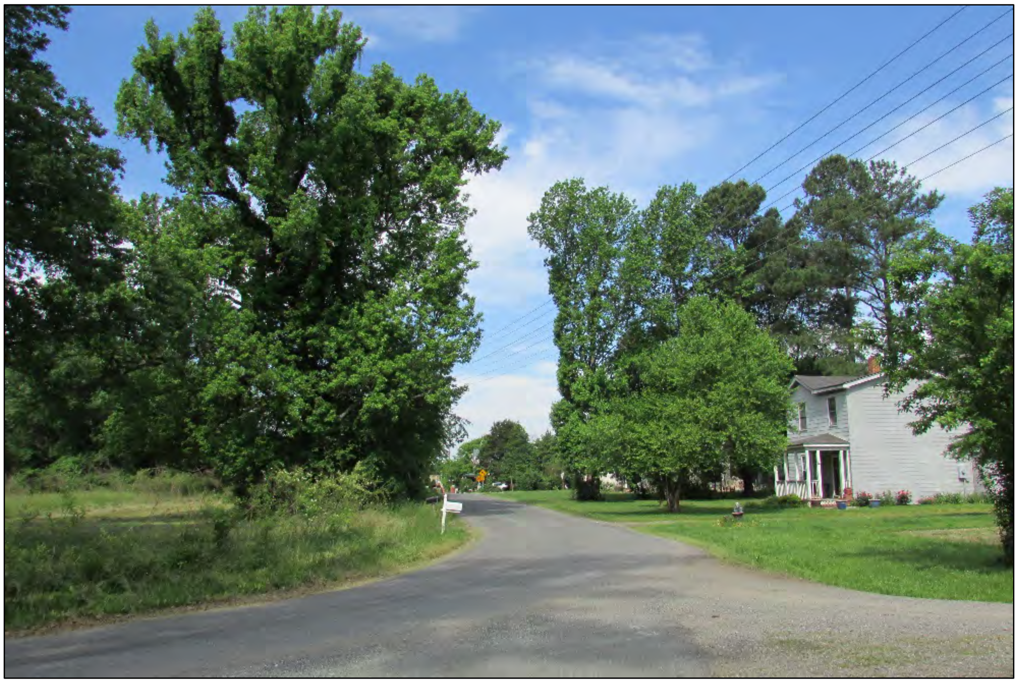


FIGURE 3-158: VIEW OF DOSWELL ROAD FROM 10540 DOSWELL ROAD (043-0473), LOOKING WEST

The architectural styles of the residential buildings included within the district boundaries reflect trends seen through this region of Virginia during the turn of the twentieth century, except for the Billy Wright House (042-0477) which was constructed circa 1850. A majority of the residential resources constructed between 1890 and 1900 reflect a vernacular form and are mainly two stories in height and have an L-shape or I-house plan. These include the Flippo House (042-0474), Daniel Campbell House at 10548 Doswell Road (042-0472), Daniel Campbell House at 10540 Doswell Road (042-0473), and Daniel Campbell House at 10564 Doswell Road (042-0475) (Figures 3-159 and 3-160). Following the Eclectic movement that was popularized during this time, other architectural styles or characteristics thereof seen through the village include Georgian Revival and Free Classic (Doswell Inn, 042-0468, and Daniel Campbell House at 10571 Doswell Road, 042-0467) (Figure 3-161) (McAlester 2015). Outliers of the group of residential buildings in the Doswell Historic District is the House at 10558 Doswell Road (042-0471), which was constructed in circa 1927 as a Craftsman-style bungalow, and the House and Warehouses at 10600 Doswell Road (042-5719), which was constructed in circa 1925 in a one-story vernacular form (Figure 3-159).

The commercial buildings located within the district were constructed between 1898 and 1930. The Darnell Store (042-0470), discussed further in a separate section of this report (p. 3-149), is the earliest commercial building within the district being constructed with a frame structural system around 1898 in a vernacular form. The Tri-County Bank–Doswell Branch (042-0469), detailed on page 3-158, was constructed circa 1920 in a vernacular commercial building style. One mixed-use building, Allen’s Store and House (042-0476), is known to have been demolished. The church is situated in the eastern half of the district on Doswell Road and consists of a one-story, frame structure constructed during the 1960s. A circa 1940, single-span, arched concrete culvert (500-0001-0012) is situated just south of the depot. A rail-related resource, the Doswell Depot and Tower (042-5466), was constructed circa 1928 to replace an older depot station that had burned down. It features architectural characteristics of the Classical Revival style (see page 3-180).

In general, buildings in the district range from one to two stories in height and primarily are built upon continuous foundations. Exterior materials include weatherboard siding and brick laid in an irregular or common bond. They are primarily covered in a type of gable and feature replacement material such as asphalt except for one building (042-0469) that is covered by a shed roof. Chimneys are typical made of brick and situated within the interior end of a building; however, some concrete-block chimney additions have been noted. Although some fenestration has been replaced, as is common in continuously occupied buildings, many still retain original or in-kind windows and doors. These includes two-over-two, wood-frame, double-hung sashes as well as six-over-six, double-hung sashes. Primary elevations typically feature an entry stoop or porch except for the Daniel Campbell House (042-0467) which has a wrap-around porch. Secondary resources include such structures as storage and machine sheds and wells.

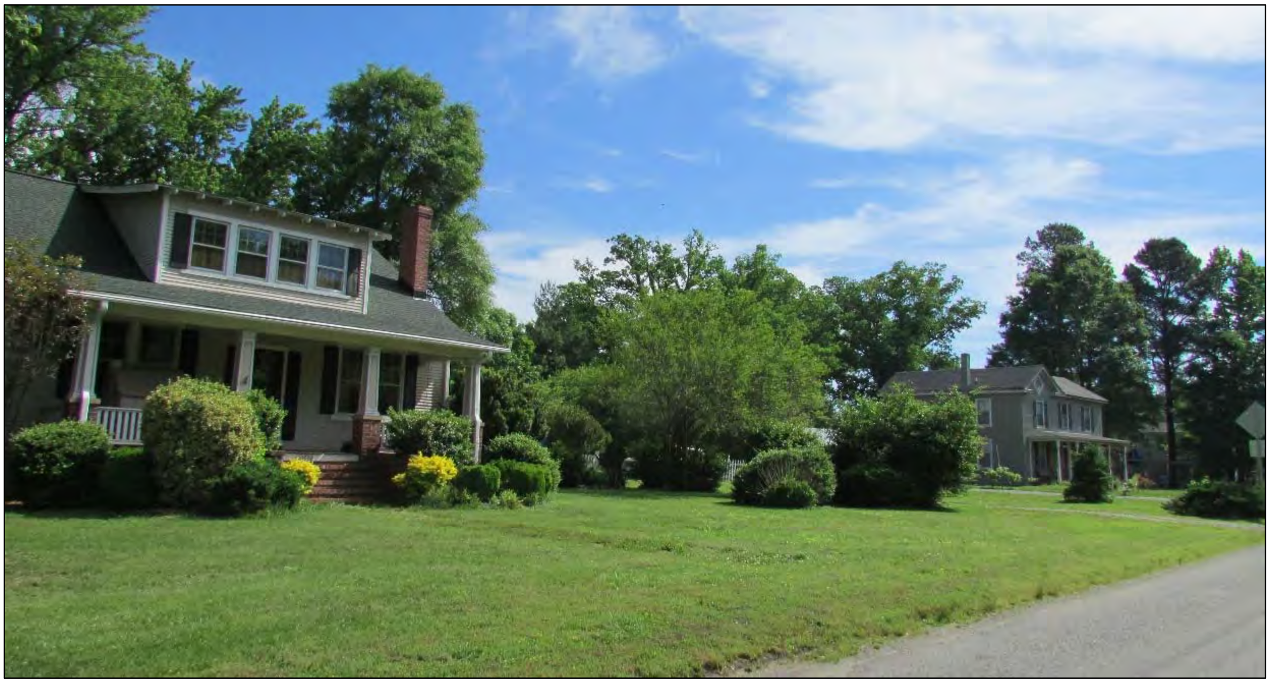


FIGURE 3-159: VIEW OF 10558 AND 10548 DOSWELL ROAD (042-0471 AND 042-0472), LOOKING NORTHEAST

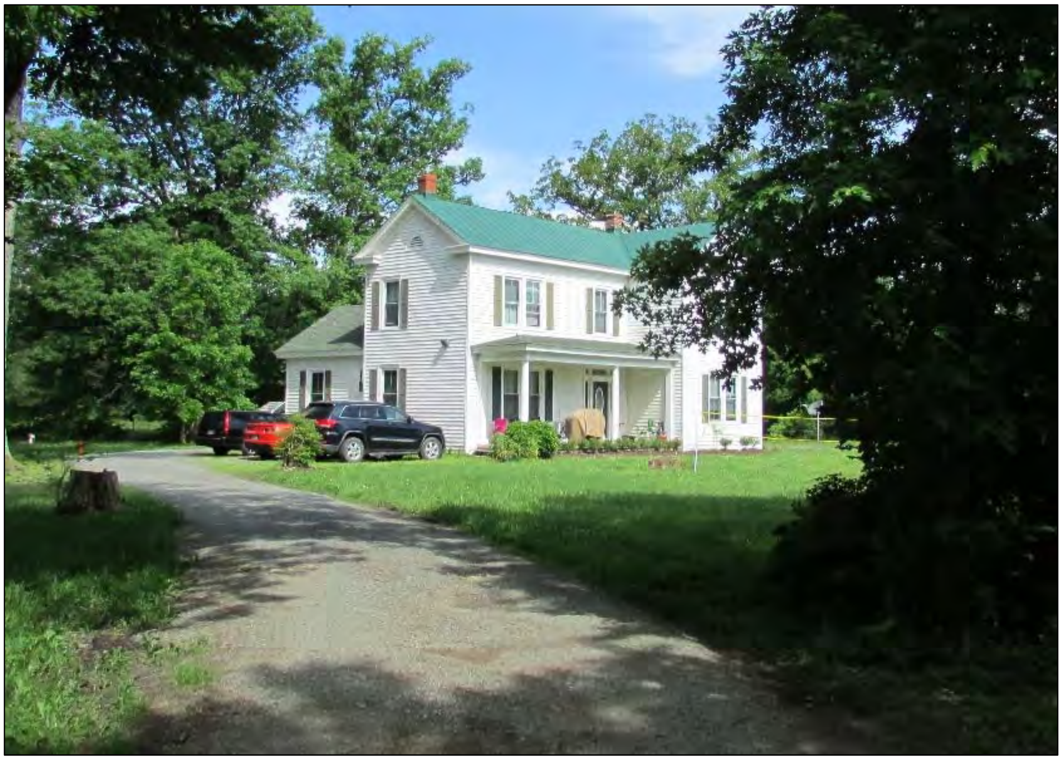


FIGURE 3-160: SOUTHEAST OBLIQUE OF 10536 DOSWELL ROAD (042-0474)

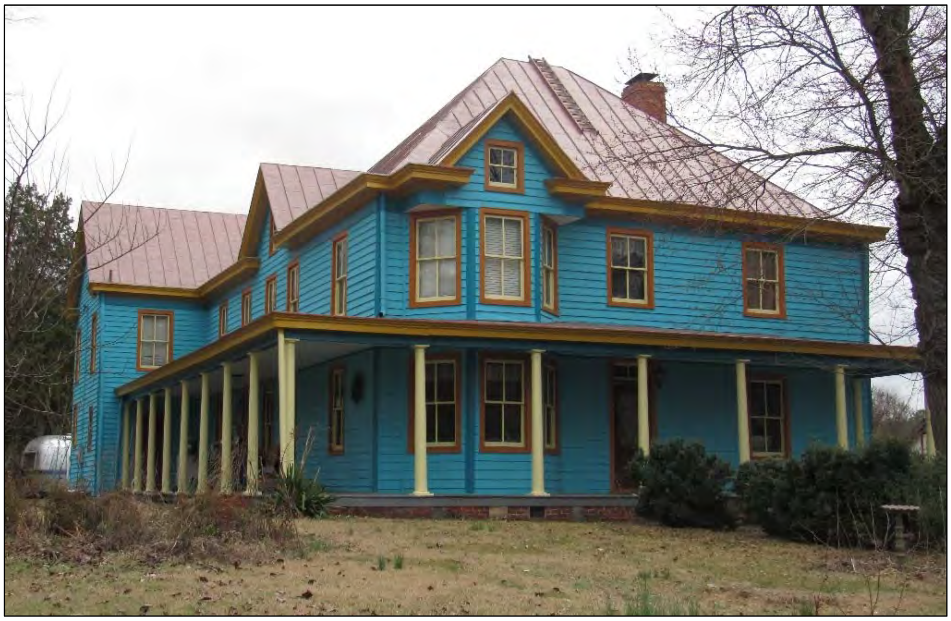


FIGURE 3-161: NORTHWEST OBLIQUE OF 10571 DOSWELL ROAD (042-0467)

3.12.3 NRHP Evaluation

The village of Doswell is a representative example of a small rural community that experienced substantial growth during the late-nineteenth and early-twentieth centuries as a result of the development and expansion of the railroad. The buildings within the district were constructed between 1850 and 1940. Doswell has largely avoided modern development and still retains its rural character and railroad-inspired plan as well as a range of contributing resources that reflect the small communities that once dotted the rural landscape in the late-nineteenth and early-twentieth centuries and therefore possesses a high level of integrity of location, setting, feeling, and association. The retention of historic materials and general good condition of the individual resources within the district renders a moderate to high level of integrity of materials, workmanship, and design.

Although located within the North Anna River Battlefield (042-0123), better representative areas as well as intact tangible evidence of the Civil War's impact exist within other areas of Hanover County, particularly northwest (Salmon 2001:288). According to John S. Salmon in *The Official Virginia Civil War Battlefield Guide*, "much of the North Anna River battlefield remains in farmland, but development is an ever-present threat. The Confederate earthworks at Ox Ford, some of the most impressive remaining anywhere" are located within land donate to Hanover County by a quarry company and are located outside the Doswell Historic District boundaries (2001:288). While fortifications were known to have been established along the east side of the railroad intersection within the hamlet of Doswell, building construction during the turn of the century would have disturbed these works and other demonstrative examples are found throughout the county. Although the hamlet was already established around this railroad junction, the effects of the Civil War were prolific in this area, and remnants of the old Hanover Junction are now barely visible.

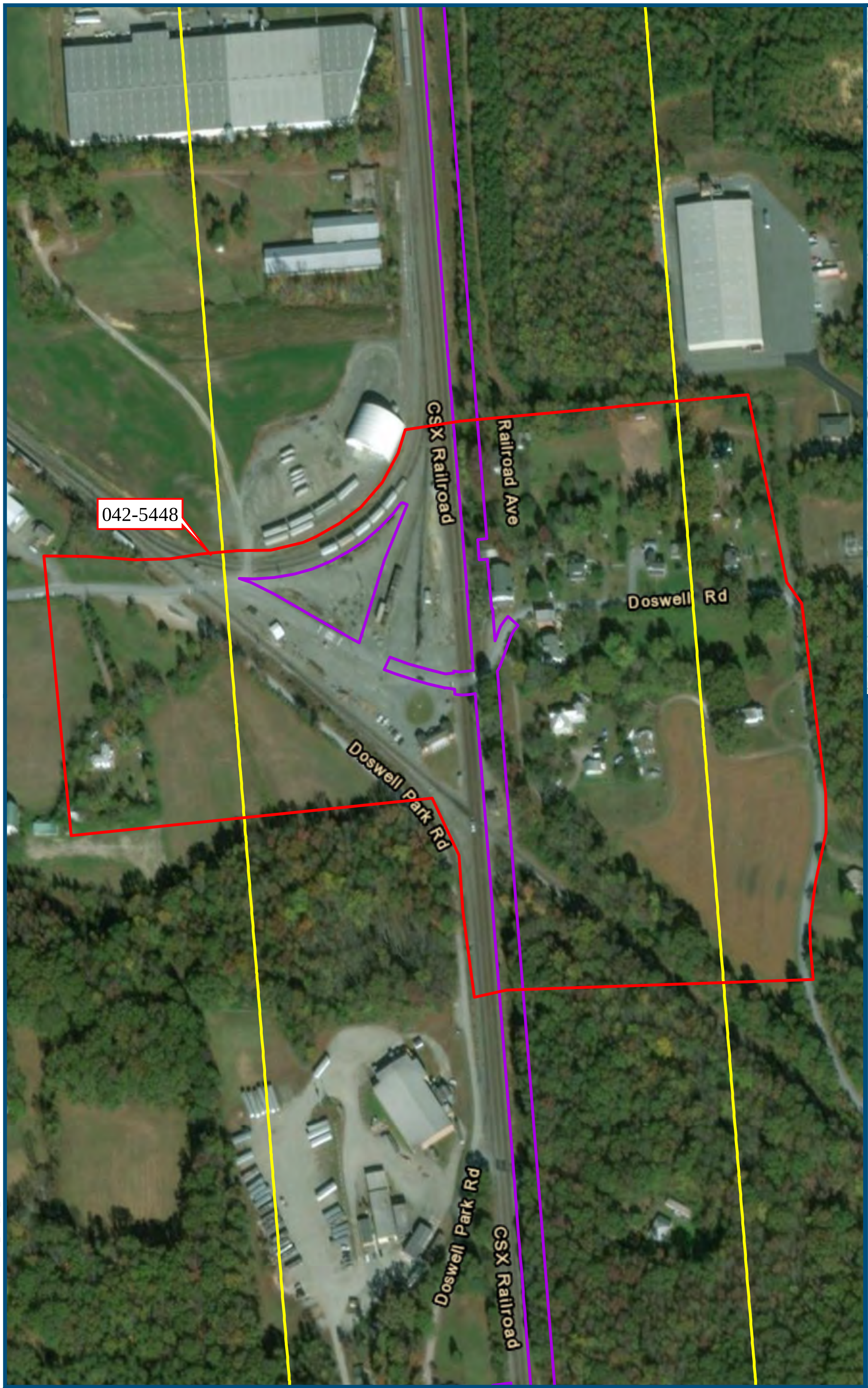
While many railroad crossing communities are now gone or have compromised integrity, such as the Woodford Historic District (016-5129) (described further on page 3-41), Doswell remains mostly intact. Although the village was never incorporated, it is "an excellent representation of a transportation crossroads that grew during the railroad heyday of the early-twentieth century and was subsequently bypassed when highway travel took over rail as the primary transportation method in the 1960" (Barile 2008). Therefore, the resource is recommended as eligible for the NRHP under Criterion A for its connection to notable transportation planning and development at the local level.

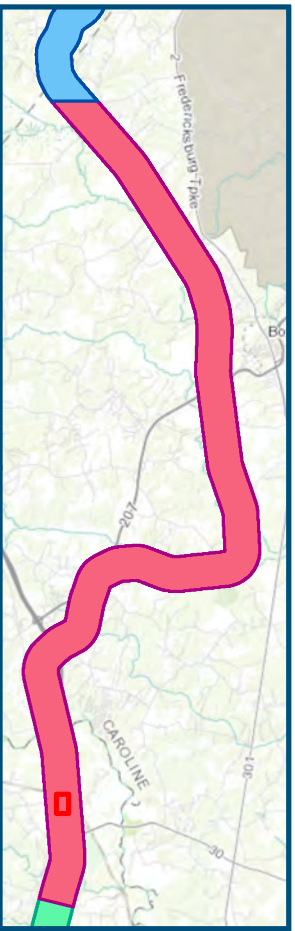
For a resource to be eligible under Criterion B, it must have an association with a person who is "individually significant within a historic context" and has "gained importance within his or her profession or group" (Shrimpton et al. 1990). Furthermore, they "must be shown to have played a distinctively significant role in comparison with other to qualify" a resource as eligible under this criterion (Bolland n.d.). Although present-day Doswell was heavily developed by Daniel Campbell, a local businessman who was known to have been responsible for much of the industrial and commercial enterprises within the community around the turn of the twentieth century, it was not uncommon for an RF&P Railroad town within the Hanover County or surrounding counties to experience a short period of growth due to industry introduced by a savvy entrepreneur to an underutilized railroad stop. Daniel Campbell is not known to be particularly important or unique in the excelsior industry or in his general commercial dealings. An example of this similar occurrence is George P. Lyon and the Woodford Historic District (016-5129), which is further discussed on page 3-43 of this report. Additionally, the village never progressed to incorporation and development was stunted by the mid-twentieth century. For these reasons, the Doswell Historic District is recommended as not eligible under Criterion B.

According to the guidelines set by the NPS, for a district to be eligible under Criterion C, it must clearly contain enough distinctive characteristics to be considered a true representative of a particular type, period, or method of construction (Shrimpton et al. 1990). The district is filled with residential, commercial, and railroad-related buildings that reflect locally popular architectural styles during its period of significance including Craftsman, Georgian Revival, and vernacular forms of the I-house and L-plan. As a whole, the contributing resources have seen very little alteration during the latter half of the twentieth century, and the district has been steadily brought back to life during the twenty-first century by incoming younger homeowners willing to restore rather than demolish. Despite the loss of one historic building, the remaining buildings within the district retain a high level of overall historic integrity and continue to reflect the architectural trends of the period in which they were constructed, unlike many other rural railroad communities in Central Virginia. For these reasons, the district is recommended eligible for the NRHP under Criterion C at the local level for its representation of a turn-of-the-century, railroad community. The Doswell Historic District was not evaluated under Criterion D.

In sum, the Doswell Historic District is **recommended eligible for listing in the NRHP under Criteria A and C at the local level.**

The proposed NRHP boundaries for the district begins at the east side of Doswell Road and continues south along the road approximately 0.15 miles, where it turns west and crosses over the railroad tracks and continues along the boundaries of Parcel ID 7883-28-9018 back north toward Doswell Road. It then continues east toward the intersection railroad tracks and crosses over to the southwest corner of Parcel ID 7883-38-7663. Then the boundary turns north to follow the west side of Parcel ID 7883-38-7663 and 7883-38-8806, then turns east and continues along the north side of Parcel ID 7883-38-8806 and 7883-48-1857 back to the beginning, and encompasses approximately 67.09 acres (Figure 3-162). The recommended period of significance spans from 1880 to 1940, containing the primary construction period of the hamlet.


042-5448
CSX Railroad
Railroad Ave
Doswell Rd
Doswell Park Rd
Doswell Park Rd
CSX Railroad


Fredericksburg Tpke
Bo
207
CAROLINE
301
30

0 140 280
Feet
0 40 80
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟥 Proposed NRHP Boundary

Figure 3-162
Proposed NRHP Boundaries for the Doswell Historic District (042-5448)

03/2018

3.13 DARNELL STORE (042-0470)

The Darnell Store, currently called Squashapenny Junction, is located on the north side of Doswell Road, east of the railroad tracks within the heart of the Doswell Historic District (042-5448) in Hanover County (Figure 3-163). The commercial building, presently operating as an antique shop, is situated close to the roadway on a squared lot measuring approximately 0.6 acres, primarily filled with a manicured grass lawn. The west and north boundaries of the property are lined with deciduous trees, and a gravel parking area is situated south of the building. A dirt and gravel driveway extends from this parking area on the east side of the store towards the rear (north). The property is accessed by a gravel drive extending from the road on the northwest side of the building, leading to a parking area to the northeast of the dwelling. Secondary resources associated with the commercial building include a well, battery house, and frame outbuilding.

3.13.1 Historic Context

The Darnell Store is the only remaining commercial building in the small, unincorporated community of Doswell. For a larger history of the community of Dowell, see the section for the Doswell Historic District (page 3-137).

As previously mentioned, the community of Doswell was roughly laid out in 1874 when a farm in the area known as the "Junction property" was divided into six estates. The estate of Philip B. Winston was allotted lots 2, 7, and 17, which totaled 21.25 acres and was valued at $825 (HaCDB 7:388). The store would later sit on Lot 7 (Figure 3-164). Philip B. Winston was from a prominent family in Hanover County and served as an aid-de-camp to Confederate General Thomas L. Rosser during the Civil War (Atwater 1893:800–802). In 1874, he moved to Minneapolis, Minnesota, and started a railroad contracting company, and in 1888 became the Mayor of Minneapolis (Atwater 1893: 800–802). Since he had moved to Minneapolis by the time he received the allotments of land from the Junction property, it is likely that they were intended as investment properties.

In 1883, B.L. Winston, working as the executor of the Philip B. Winston estate, sold "all of lot no: 7" consisting of 6.5 acres for $110 to Isaac Hugh Thompson. Isaac bought the property when he was 18 (HaCDB 42:113; US Census 1880). He married Fannie Maude Beazley of Caroline County in 1898, and they are listed as living in Richmond in 1900 where Isaac was working as a railroad conductor (US Census 1900, 1910). Isaac and Maude sold the property to Daniel E. Campbell in 1903 for $500, though the store is noted as already having been being built in 1898 by Daniel Campbell (HaCDB 42:113). It is likely that Campbell leased the land from the Thompson's and constructed the store prior to his purchase in 1903.

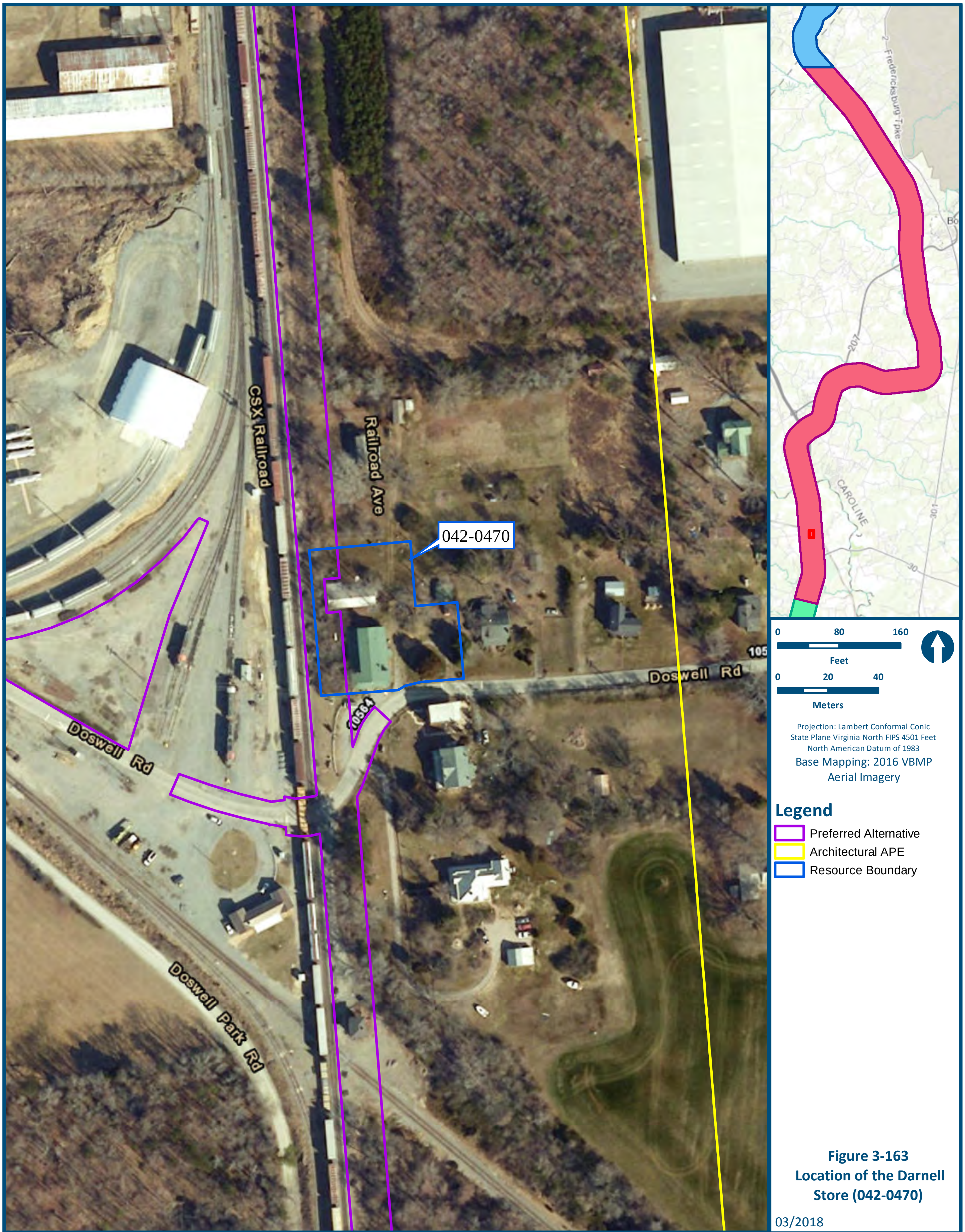

CSX Railroad
Railroad Ave
042-0470
10564
Doswell Rd
Doswell Rd
Doswell Park Rd
105
Fredericksburg Tpke
Bo
207
CAROLINE
301
30
0
80
160
Feet
0
20
40
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery
Legend
Preferred Alternative
Architectural APE
Resource Boundary

Figure 3-163
Location of the Darnell Store (042-0470)

03/2018

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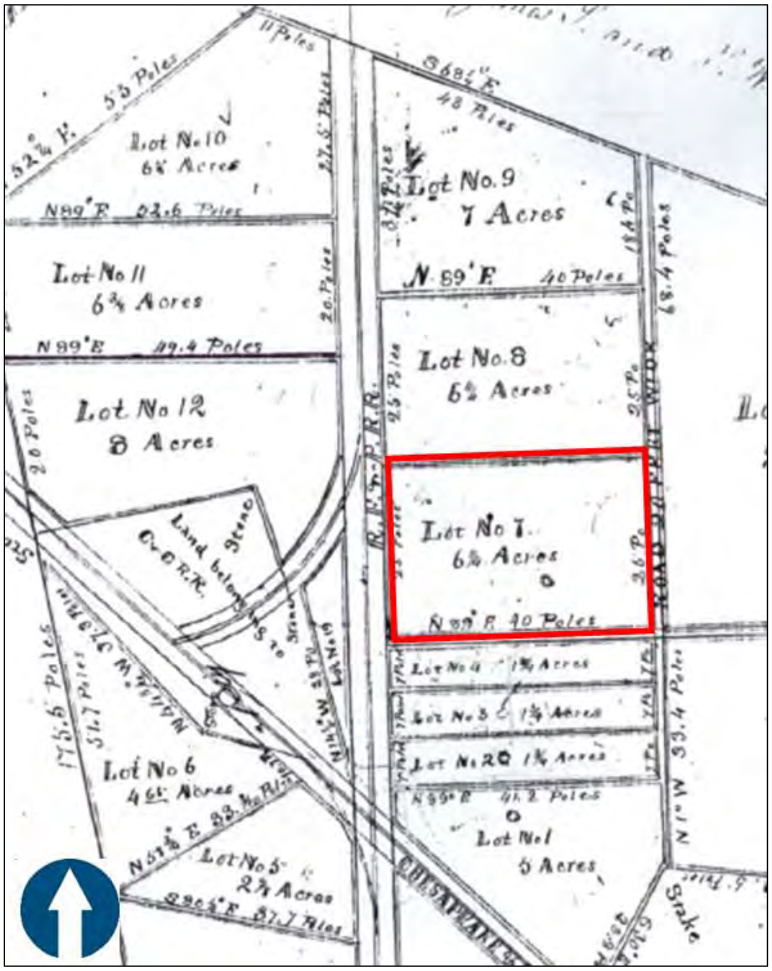
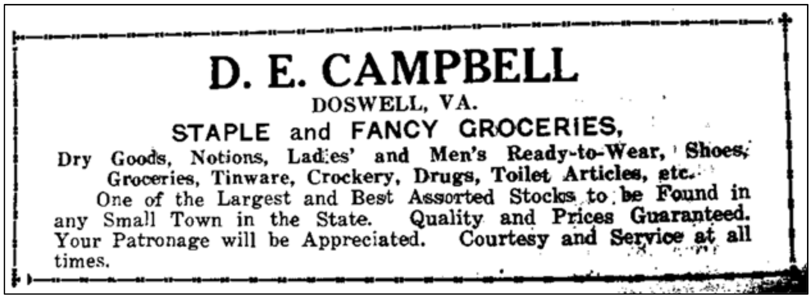

Lot No. 10
6⅞ Acres
Lot No 11
6¾ Acres
Lot No 12
8 Acres
Lot No. 9
7 Acres
Lot No. 8
6½ Acres
Lot No 7
6½ Acres
N 89° E 40 Poles
Lot No 4 1¾ Acres
Lot No 3 1¾ Acres
Lot No 2 1¾ Acres
Lot No 1
5 Acres
Lot No 6
4 6/10 Acres
Lot No 5
2¾ Acres
Land belonging to C. & O. R.R.
R. F. & P. R.R.
CHESAPEAKE
Stake

FIGURE 3-164: DETAIL FROM THE PLAT OF THE DIVISION OF THE FARM KNOWN AS THE JUNCTION PROPERTY FROM 1874 (HACDB 7:390). NOTE LOT 7 OUTLINED IN RED. (MAP NOT TO SCALE)

The general store Daniel Campbell built, now known as Darnell's Store, is a two-story, three-bay commercial building with flanking wings that is located directly east of the RF&P Railroad and 500 feet north of the crossroads with the C&O Railroad. It follows period architectural trends in form, massing, and location to other general stores throughout Hanover County. Typical late-nineteenth and early-twentieth century stores in this area were either one or two stories, built with a rectangular plan and a three-bay façade that featured a central door flanked by two windows (Land and Community Associates 1992:84). They were often located in crossroads communities near the railroad which allowed for easier transport of goods. Darnell's Store also served as the post office in Doswell for a time at the beginning of the twentieth century, which was a common function rural, crossroads stores often served. Both Cobb Store (042-0341) and Stanly Store (042-0352) are two-story, three-bay, general stores located in small, crossroads towns in Hanover County built around the turn-of-the-century that feature a front-gabled roof with one-story flanking wings.

Daniel E. Campbell married Emma Beazley Campbell in 1900 and together they had four daughters and a son (U.S. Census 1900; 1920). Daniel E. Campbell owned and ran the general merchandise store for over 50 years while simultaneously was an active member of the Doswell community through his work with the local Tri-County State Bank he assisted in establishing, operating a local excelsior mill, and running a hotel in Doswell (Figure 3-165) (HaCDB 167:120). Daniel Campbell also sold off or divided much of the 6.5 acre lot that the store was built upon until it sat, by 1955, on the 0.62 acre lot that exists today (Figure 3-166).



D. E. CAMPBELL

DOSWELL, VA.

STAPLE and FANCY GROCERIES,

Dry Goods, Notions, Ladies' and Men's Ready-to-Wear, Shoes, Groceries, Tinware, Crockery, Drugs, Toilet Articles, etc.

One of the Largest and Best Assorted Stocks to be Found in any Small Town in the State. Quality and Prices Guaranteed. Your Patronage will be Appreciated. Courtesy and Service at all times.

FIGURE 3-165: EXAMPLES OF AN ADVERTISEMENT FOR THE STORE FROM THE *HERALD PROGRESS* IN THE 1940S (THE HANOVER COUNTY HISTORICAL SOCIETY 1993: 120)

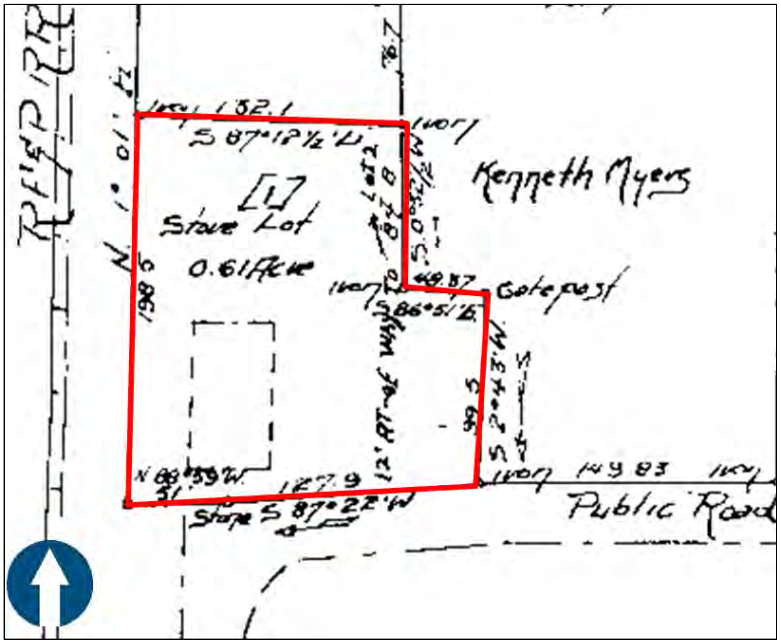


FIGURE 3-166: DETAIL FROM THE PLAT OF THE STORE LOT D.E. CAMPBELL AND ADJACENT PROPERTIES FROM 1955 (HACPB 22:129). NOTE "STORE LOT" OUTLINED IN RED. (MAP NOT TO SCALE)

Daniel Campbell died in 1935, leaving his estate to his wife Emma (HaCDB 167:120). She died in 1954 and, as was stipulated in D.E. Campbell's will, the land then transferred to two of their daughters, Dorothy E. Campbell and Mary Catherine Campbell Wright, who acted as trustees for the store (HaCDB 167:120; Hanover County Will Book [HaCWB] 2:121). In 1966, they sold the store and lot to Roy L. Darnell Sr. and his wife, Georgie L. Darnell. It is not clear who ran the store after D.E. Campbell's death until the Darnell's purchased it, as no one is noted in the census as doing so, though the family is listed as having "other income sources", which may include running the store with the help of a manager (U.S. Census 1940).

Roy Darnell Sr. ran the store from the time he purchased it until his death in 1988 (Fredericksburg Free Lance-Star 2005; HaCDB 1221:67). Though Georgie, Roy's wife, continued to hold the property until her death in 1995, the store is noted as being vacant during that time (Fredericksburg Free Lance-Star 2005; HaCDB 1221:67). Upon Georgie's death, her son Roy Darnell Jr. was named as the trustee to her estate, and he put the property up for auction in 1996. Suzanne Fleet purchased the store and currently runs it as an antique store called "Squashapenny Junction" (HaCDB 1221:67).

3.13.2 Architectural Description

3.13.2.1 Primary Resource Exterior

The Darnell Store, a former general store located at 10570 Doswell Road, is a two-and-a-half-story, three-bay, frame, commercial building constructed around 1898 in a vernacular form with a rectangular plan (Figures 3-167 and 3-168). The building rests on a continuous, pier-type, poured-concrete foundation with visible form mark which supports a balloon-frame structural system clad in weatherboard siding with wood corner boards. A monitor-type roof primarily covers the building, while a wide, front-gabled roof is situated on the south elevation (façade)—all of which is sheathed in standing-seam metal. The front-gabled section appears to be original to the building's construction. An interior-slope brick chimney pierces the roof on the east side of the roof ridge in the southeast corner of the building while a metal flue is situated in the northeast corner. An additional brick chimney stack is visible on the west side of the roof's ridge.

The primary entrance, centered on the façade and surrounded by a wood frame, is filled with a double-leaf, wood, three-paneled, half-glazed door covered by wood, screen doors (Figure 3-169). A large, wood-frame, two-light transom is set above the entrance and is covered by a metal grate. Other fenestration includes single and paired, six-over-six, wood-frame, double-hung sash windows; single and ribbons of multi-light, wood-frame, casement; and single one-over-one, wood-frame, double-hung sash windows. A majority of windows are flanked by wood, board-and-batten shutters and several are covered by metal grates. Secondary entrances were observed on the north and east elevation; the north entrance is filled with a single-leaf, wood-frame, six-paneled door and the east entrance features a similar door covered by a wood-frame, screen door (Figure 3-170). A shed-roof, entry porch with a wood deck set up on wood piers is situated in front of the east entrance. The roof is supported by turned, wood posts and the porch is accessed by a set of wood steps. A wood entry porch raised on wood pierces accessed by a set of steps is lined with a wood rail is situated in front of the southern entry. A cellar entrance is off-centered on the east elevation and is filled with a concrete bulkhead with a metal door. A one-story, full-width porch spans the façade. The wood deck set on parged concrete-block piers is covered by a hipped roof supported by squared, wood posts.

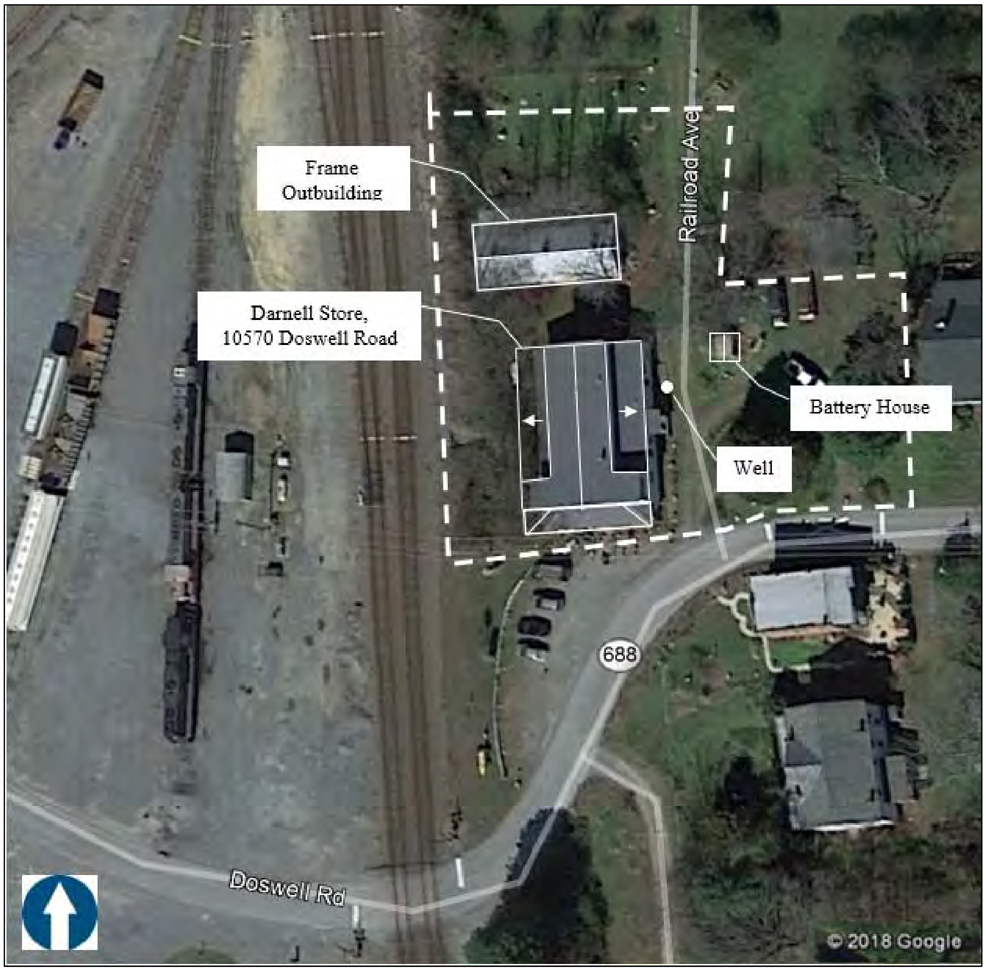

Frame Outbuilding
Darnell Store, 10570 Doswell Road
Railroad Ave
Battery House
Well
688
Doswell Rd
© 2018 Google

FIGURE 3-167: SITE PLAN FOR DARNELL STORE (NOT TO SCALE)

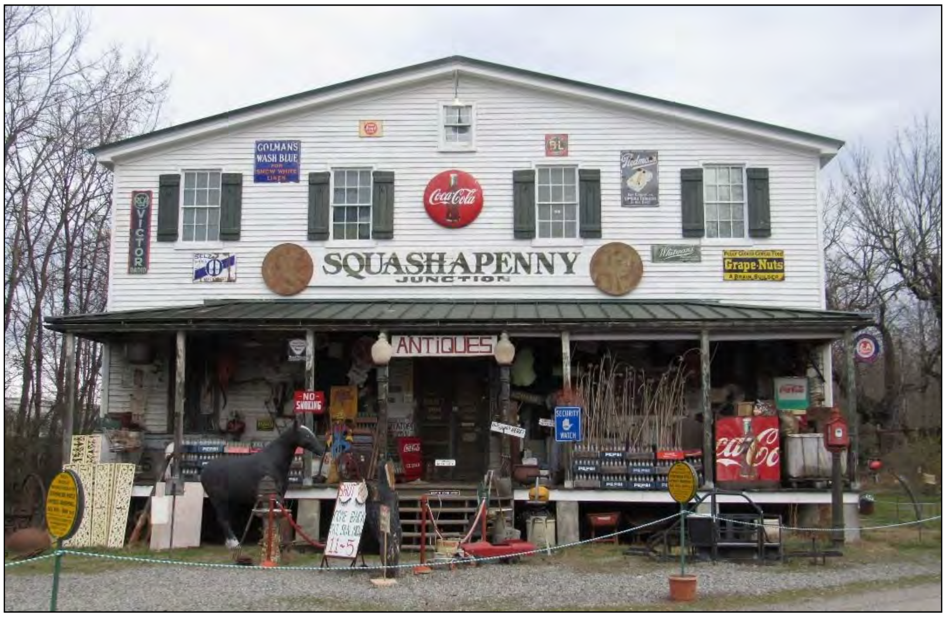

SQUASHAPENNY JUNCTION
ANTIQUES
Coca-Cola
VICTOR
COLMANS WASH BLUE
Grape-Nuts

FIGURE 3-168: DARNELL STORE, SOUTH ELEVATION

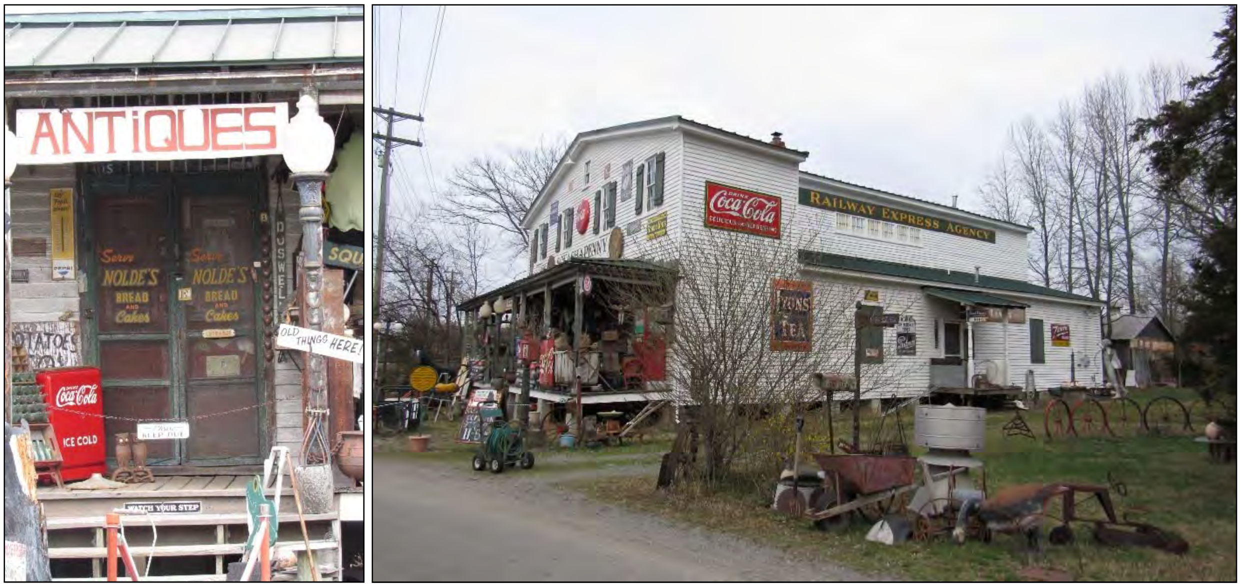

ANTIQUES
NOLDE'S BREAD AND Cakes
Coca-Cola
ICE COLD
OLD THINGS HERE!
RAILWAY EXPRESS AGENCY
LYONS TEA

FIGURE 3-169: PRIMARY ENTRANCE DETAIL (LEFT) AND SOUTHEAST OBLIQUE (RIGHT)

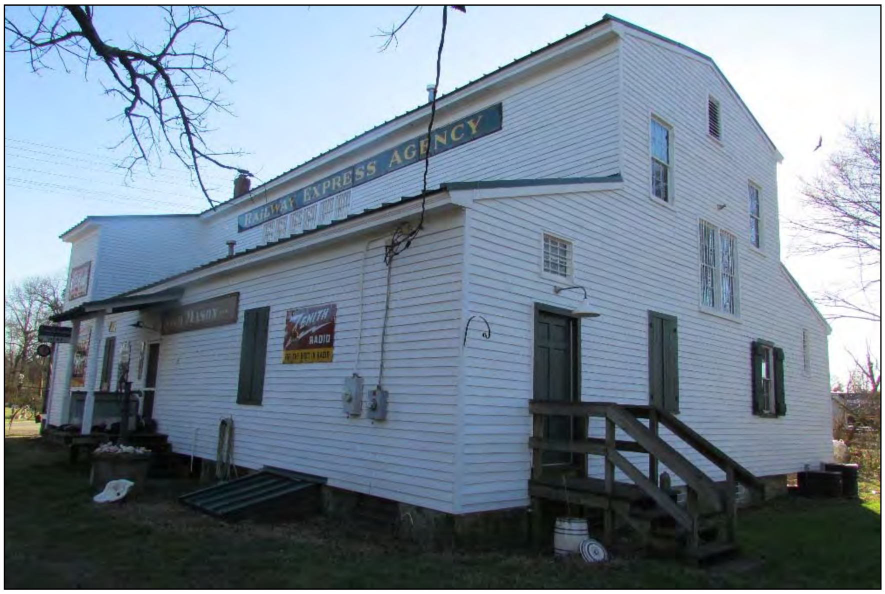

RAILWAY EXPRESS AGENCY
ZENITH RADIO

FIGURE 3-170: NORTHEAST OBLIQUE. PHOTO FROM THE FEBRUARY 2016 RECONNAISSANCE-LEVEL SURVEY OF THE DC2RVA PROJECT.

3.13.2.2 Primary Resource Interior

Although the DC2RVA Team intended to complete a full Phase II architectural survey on this property, including interior photographs and floor plans of the entire building, the owner only granted access from the public right-of-way. Access was granted to the entire exterior of the property during the Phase I architectural survey, and several photos are noted as being taken during that survey conducted in February 2016.

3.13.2.3 Secondary Resources

A circa-1960, one-story, one-bay, poured-concrete battery house, is located east of the primary resource (Figure 3-171). Wood form marks are visible on the building's exterior. It is covered by a concrete, front-gabled roof. Situated immediately east of the store is a circa-1920, concrete well superstructure covered by a circular well cap with a central metal water pump.

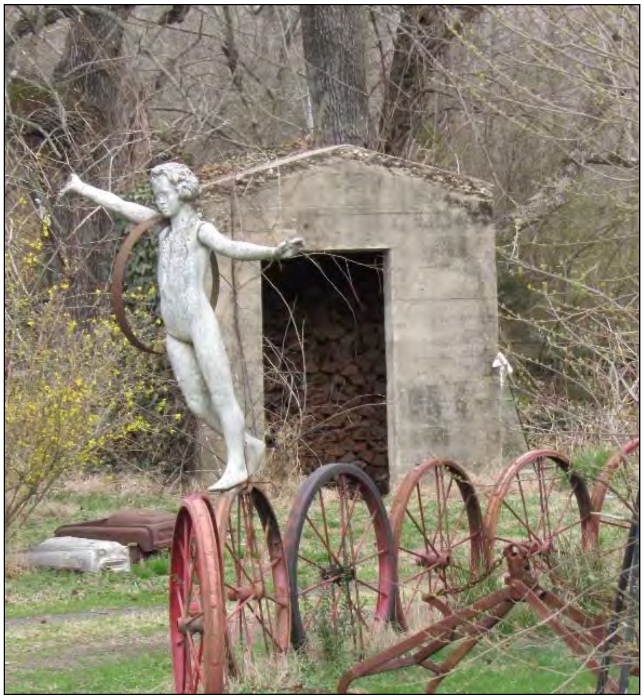


FIGURE 3-171: BATTERY HOUSE, SOUTH ELEVATION

North of the store is a circa-1910, one-story, frame storage building, noted by the current property owner to have been originally used as a stock barn and tack storage building (Figures 3-172 and 3-173). The building is set on a concrete-block pier foundation which supports a frame structural system clad in standing-seam, pressed metal. A sign on the east elevation reads "Bulk Plant Food Station". The rectangular building is covered by a side-gabled roof, with wide eaves featuring exposed wooden rafter tails, and is clad in v-crimp pressed metal. Three modern, metal turbines pierce the roof ridge and are evenly spaced. Two single-leaf, sliding metal doors situated on a metal rail system are located on the south elevation of the building. Window openings have been filled with plywood board.

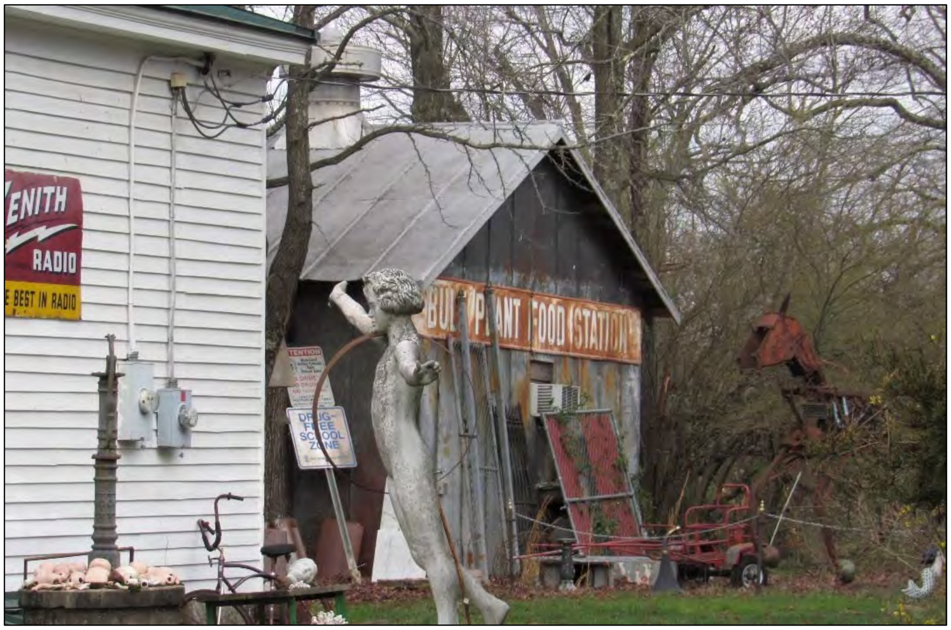


FIGURE 3-172: FRAME OUTBUILDING AND WELL, EAST ELEVATION

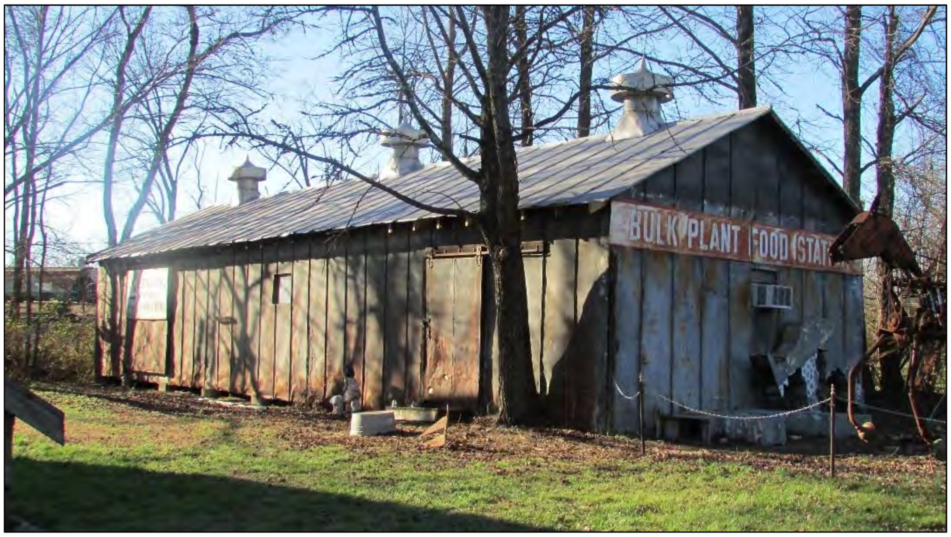


FIGURE 3-173: FRAME OUTBUILDING, SOUTHEAST OBLIQUE. PHOTO FROM THE FEBRUARY 2016 RECONNAISANCE-LEVEL SURVEY OF THE DC2RVA PROJECT.

3.13.3 NRHP Evaluation

The general store in Doswell, now known as the Darnell Store, was built by Daniel Campbell around 1898. Although it was an important store in Doswell, there are small general stores in many nearby crossroads communities throughout Hanover County that emerged from similar commercial trends and the store is not associated with important events that have made a significant contribution to the broad patterns of history. It is also no longer used as general store. For these reasons, it is recommended that the resource is not eligible for listing in the NRHP under Criterion A.

For a resource to be eligible under Criterion B, it must have an association with a person who is "individually significant within a historic context" and has "gained importance within his or her profession or group" (Shrimpton et al. 1990). Furthermore, they "must be shown to have played a distinctively significant role in comparison with other to qualify" a resource as eligible under this criterion (Bolland n.d.). Daniel Campbell played an important role in the growth of the Doswell community; he supplied the land for the Tri-County Bank and served as a board member for it, part owned the Old Dominion Excelsior Mill, as well as operated the general store. This was a fairly common trend in RF&P Railroad towns within Hanover and surrounding counties, as local entrepreneurs would promote short periods of growth within underutilized towns. Campbell was not known to be particularly important or unique in this regard, and his ownership of the general store does not constitute eligibility. As such, the Darnell Store is recommended not-eligible under Criterion B.

The Darnell Store follows architectural trends in form, massing, and location to other general stores throughout Hanover County. Both Cobb Store (042-0341) and Stanly Store (042-0352) are two-story, three-bay, general stores located in crossroads towns in Hanover County built around the turn-of-the-century that feature a front-gabled roof with one-story flanking wings. Though the Darnell Store is in generally good condition and maintains a moderate-to-high level of integrity of design, materials, and workmanship, it is not unique in the area or to Hanover County as a whole. As such, it is recommended that the resource is not eligible for listing in the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Darnell Store is **recommended not eligible under Criteria A–C.**

The Darnell Store is located within the Doswell Historic District (042-5448). It was built during the district's period of significance (ca. 1880–1958) and exemplifies architectural trends throughout the community. For these reasons, the resource is **recommended to contribute to the eligibility of the Doswell Historic District.**

3.14 TRI-COUNTY BANK–DOSWELL BRANCH (042-0469)

The Tri-County Bank–Doswell Branch (Tri-County Bank) is located on the south side of Doswell Road, east of the railroad tract within the heart of Doswell Historic District (042-5448) in Hanover County (Figure 3-174). The bank is situated close to the roadway on a narrow lot measuring approximately 0.08 acre, primarily filled with the building. A manicured grass lawn spotted with shrubbery and plantings immediately surrounds the building. A gravel walkway extends from the road in the west of the parcel towards the façade (west elevation) and continues around the south side of the building to the rear (east) where the yard is filled with pebbles. The north and west boundaries of the property are lined with a metal post fencing with metal chain. The rear yard is enclosed by ornamental three-rail iron fencing and shrubbery. No secondary resources were observed. The resource was previously recorded with the DHR in 1990 and surveyed again in 2008 when it was recommended potentially eligible for listing in the NRHP under Criterion A for its role in Hanover County's commercial history as well as Criterion C for architecture.

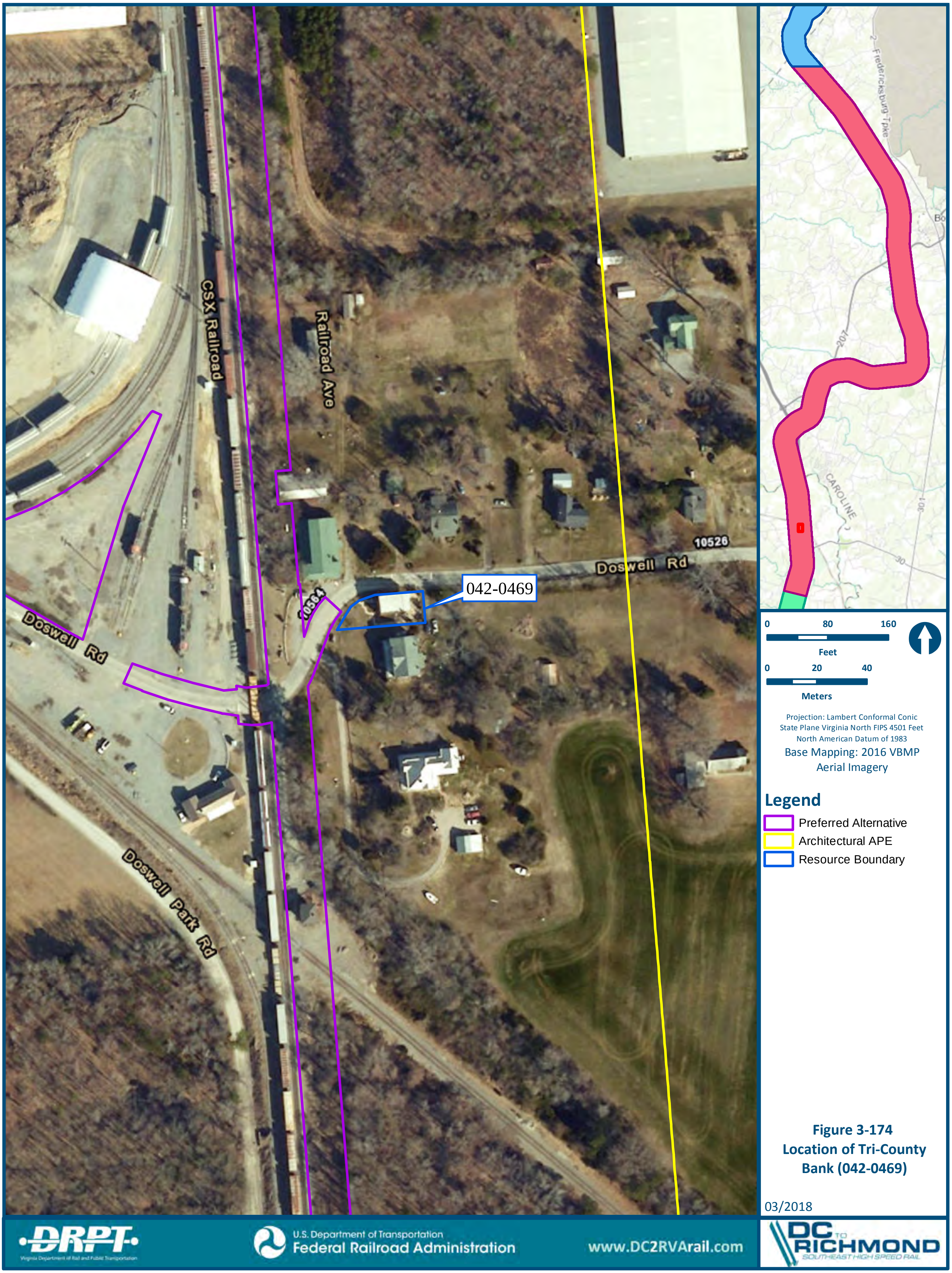

CSX Railroad
Railroad Ave
Doswell Rd
Doswell Rd
Doswell Park Rd
10584
10526
042-0469
Fredericksburg Tpke
207
CAROLINE
301
30
Bo
0
80
160
Feet
0
20
40
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery
Legend
Preferred Alternative
Architectural APE
Resource Boundary

Figure 3-174
Location of Tri-County Bank (042-0469)

03/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_AH_Phil.mxd | Last Updated: 03.28.2018

3.14.1 Historic Context

The Tri-County Bank was first charted as the Doswell State Bank by the Secretary of the Commonwealth on August 20, 1920, and was authorized to begin business on February 1, 1921 (The Hanover County Historical Society 1993:85; Jones 1921:366). In September 1920, Daniel E. Campbell and his wife, Emma, sold a lot, listed as Lot No. 4 on a 1874 plat, "facing the railroad and County Road" to the Doswell State Bank for $200 (Figure 3-175) (HaCDB 7:390, 71:127–128). The 1920 county tax records specify that when notable Doswell developer Daniel Campbell owned the 0.25-acre tract in Doswell in the early-twentieth century, there were no buildings on the property (Hanover County Tax Record Book [HaCTRB] 1920). The following year, the 0.25-acre tract was noted to be owned by Doswell State Bank and contained buildings worth $990 (HaCTRB 1921).

Although more than 600 banks across the country, mainly in rural areas, failed each year during the late 1920s and 1930s, Doswell State Bank held strong despite the poor economy (Federal Deposit Insurance Corporation [FDIC] 2005). However, some effects of the deteriorating banking conditions were visible when the stock of Doswell State Bank was taken over and merged with the larger operation of Tri-County Bank and continued operations under that name as their Doswell branch. It is not clear exactly when the banks merged; however, the first mention of the building being called Tri-County Bank was in 1934 (The Daily Press 1934). Tri-County Bank also had branches in Mechanicsville, Beaverdam, and Hanover. In March 1934, the Virginia State Corporation Commission suspended business in banks for 60 days and, during this period, existing notes could continue to gain interest, new deposits would not be accepted, and new loans would not be granted—all an effect of the Great Depression (Commonwealth of Virginia State Corporation Commission 1935:158–159). In 1957, the bank building was robbed by a gunman who stole almost $3,000 (The Daily Press 1957). The bank business moved to U.S. Route 1 in 1961, and the Doswell branch building was sold in February 1964 to Roy L. Darnell (Board of Governors of the Federal Reserve System 1961; HaCDB 231:200). The building remained in the Darnell family until 2005 when it was sold to Suzanne Van Buiten Fleet, owner of the antique store now situated in the bank and the former general store (042-0470) located immediately north (HaCDB 1968:149, 2637:72).

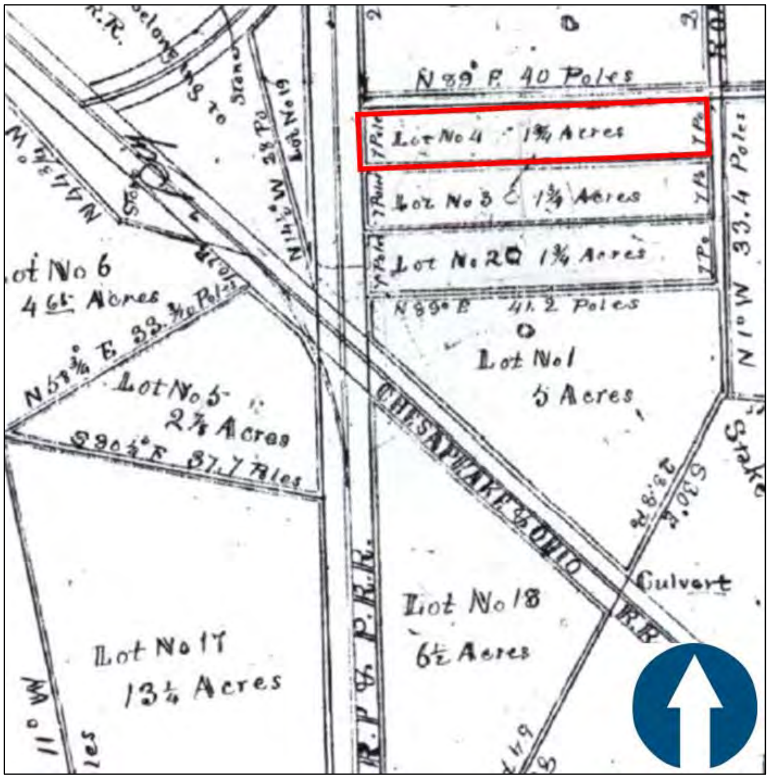

N 89° E 40 Poles
Lot No 4 1¾ Acres
Lot No 3 1¾ Acres
Lot No 2 1¾ Acres
N 89° E 41.2 Poles
Lot No 1
5 Acres
N 1° W 33.4 Poles
Lot No 6
4 6/10 Acres
N 57¾ E 33.3/10 Poles
Lot No 5
2¾ Acres
S 90½° E 37.7 Poles
Lot No 17
13¼ Acres
Lot No 18
6½ Acres
Chesapeake & Ohio R.R.
R.F. & P. R.R.
Culvert
Lot No 19
Stake

FIGURE 3-175: LOT NO. 4 (DENOTED IN RED) ON 1874 PLAT (HACDB 7:390) (MAP NOT TO SCALE)

3.14.2 Architectural Description

3.14.2.1 Primary Resource Exterior

The Tri-County Bank, located at 10561 Doswell Road, is a two-story, three-bay, masonry building constructed circa 1920 in a vernacular commercial building style with limited Colonial Revival elements. The building is set on a continuous, poured-concrete foundation supporting a masonry structural system constructed of brick three wythes thick (Figure 3-176). The brick is laid in a seven-to-one common bond on all elevations save for the façade, which is laid in an English bond. The façade also features three inset panels with six-point metal stars as well as a large, circular metal sign reading "BANK" (Figure 3-177). Three metal hoods shielding rain spouts are evenly spaced on the north and south elevation, and the north elevation also features a decorative metal bracket that once held a sign at the second story. The building is covered by a flat roof surrounded by a stepped, brick parapet with brick coping along the north, west, and south elevations; a metal eagle sits centrally atop the parapet on the façade. Two interior-end brick chimneys are evenly spaced on the north elevation while a similar chimney is situated in the southeast corner of the building.

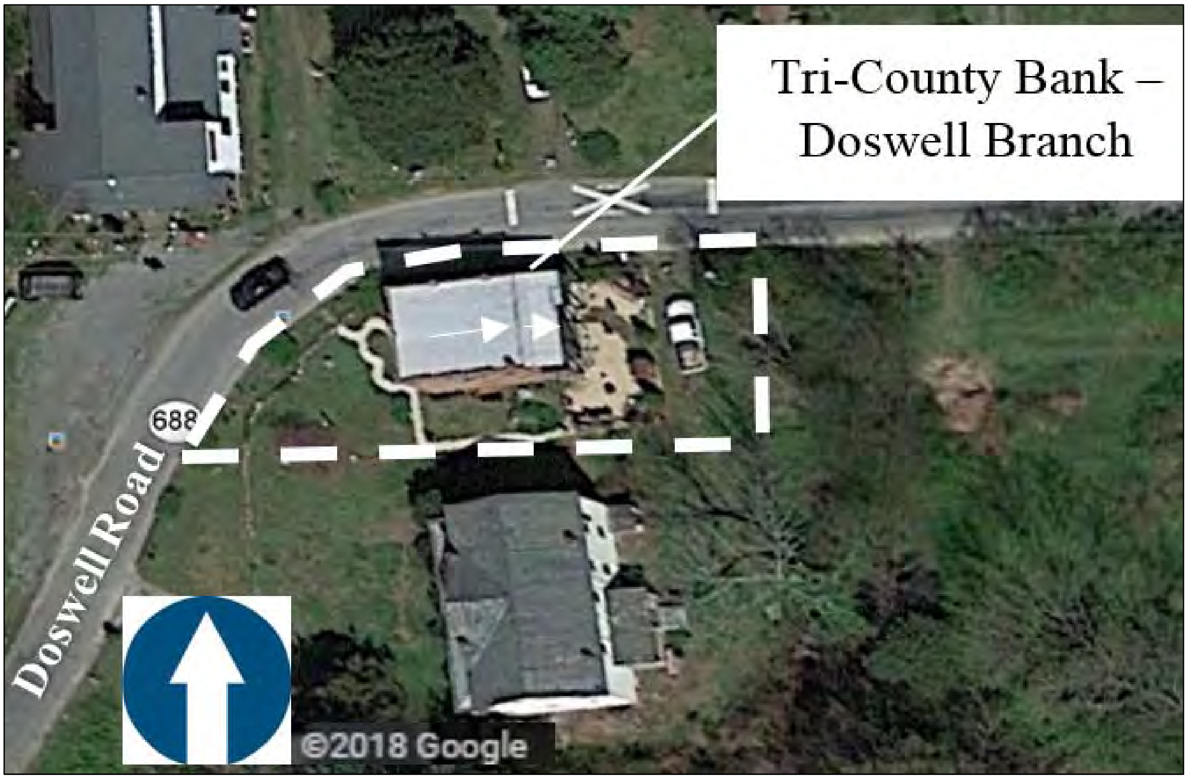

Tri-County Bank –
Doswell Branch
688
Doswell Road
©2018 Google

FIGURE 3-176: SITE PLAN OF THE TRI-COUNTY BANK (NOT TO SCALE)

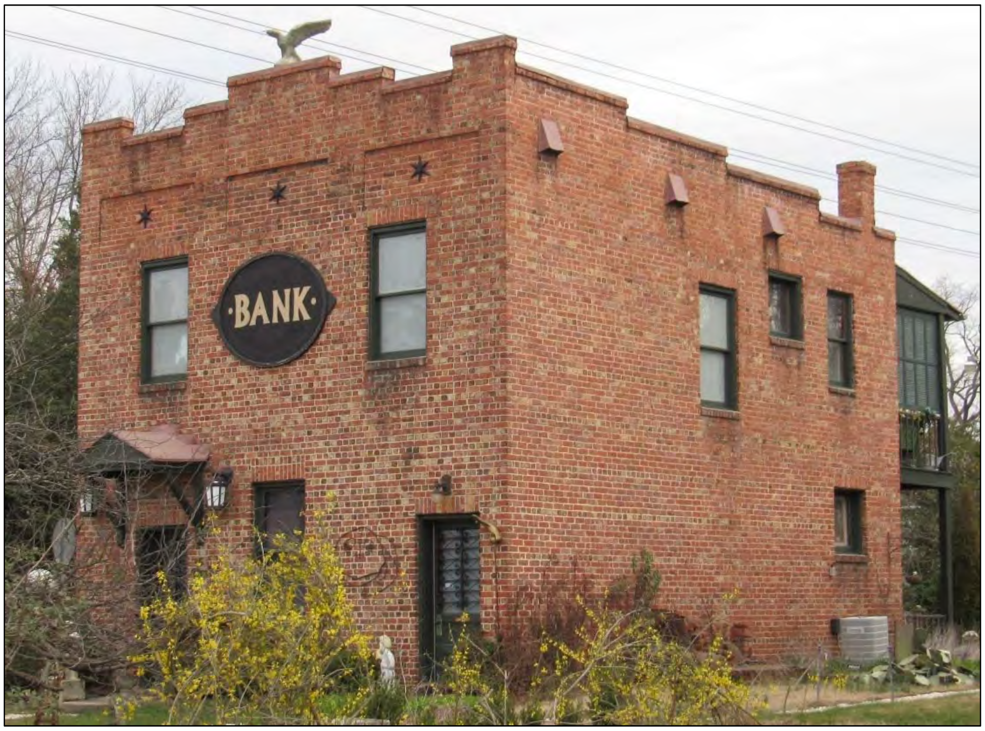


FIGURE 3-177: SOUTHWEST OBLIQUE SHOWING STEPPED PARAPET, PENT ROOF, COMMON AND ENGLISH BRICK BONDS

The primary entrance, slightly recessed in the north half of the façade, is filled with a single-leaf, wood, paneled door framed by a wood surround emphasized with a brick soldier lintel (Figure 3-178). Window openings are filled with single, one-over-one, wood-frame, double-hung sashes that appear to be replacements and all feature a brick header sill and brick soldier lintel. A gabled, metal-sheathed hood supported by wood brackets is set above the primary entrance which is flanked by metal light fixtures. A two-story, full-width porch spans the rear elevation (Figure 3-178). A concrete deck on the first story and a wood deck on the second story are covered by a shed roof supported by squared wood posts. The first- and second-story decks are lined with an iron hairpin balustrade; however, the north elevation of the second story of the porch is partially filled with bead board.

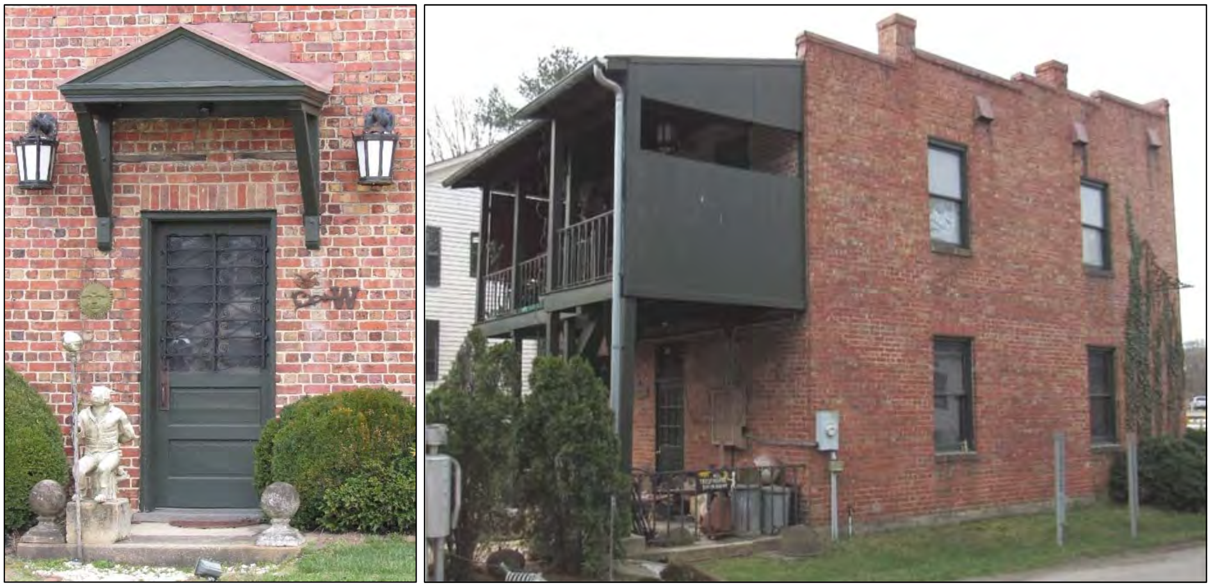


FIGURE 3-178: DETAIL OF PRIMARY ENTRANCE WITH PENT ROOF ON WEST ELEVATION (LEFT); SOUTHEAST OBLIQUE FEATURING SECOND STORY REAR ADDITION (RIGHT)

3.14.2.2 Primary Resource Interior

Interior access was denied by the current property owner during this effort.

3.14.3 NRHP Evaluation

Banks and insurance companies have been operating in Hanover County from as early as 1796 (Land and Community Associates 1992). By the early-twentieth century, several villages in the county had banks including Mechanicsville, Hanover, Beaverdam, and Doswell; each of those were eventually owned by Tri-County Bank, Inc. (Land and Community Associates 1992). The need for the banks indicates the consistent prosperity the county experienced during the first several decades of the twentieth century. In terms of location, setting, feeling, and association, the resource retains a moderate to high amount of integrity. The financial institution, although important to the Doswell community for the early- to mid-twentieth century, has not been used as a bank for approximately 50 years. For these reasons, it is recommended that the resource is not eligible for listing in the NRHP under Criterion A.

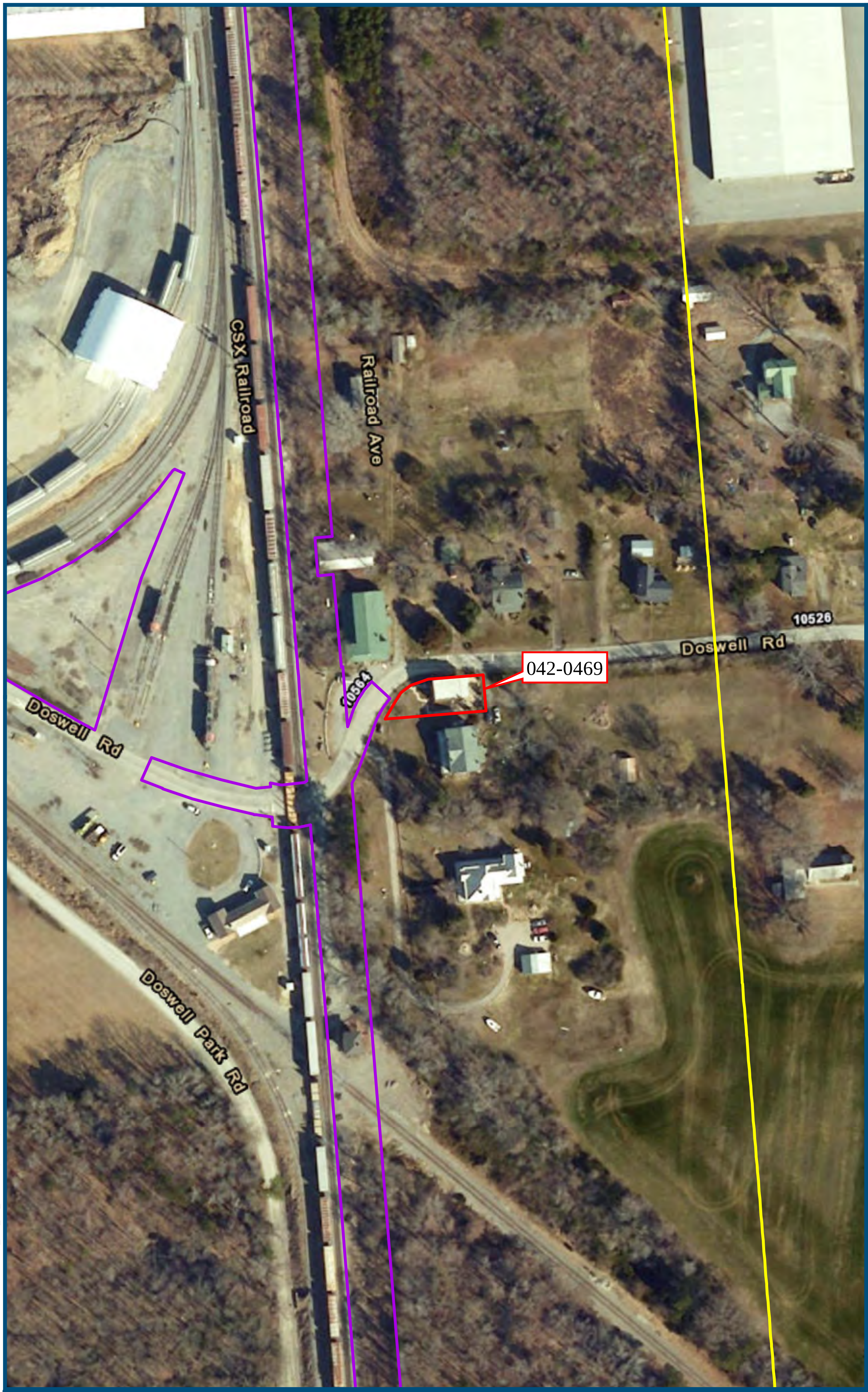
Daniel Campbell played a role in the growth of the Doswell community and the establishment of this financial institution, and his association has proved to be fairly minimal through archival research; therefore, the resource is not eligible under Criterion B.

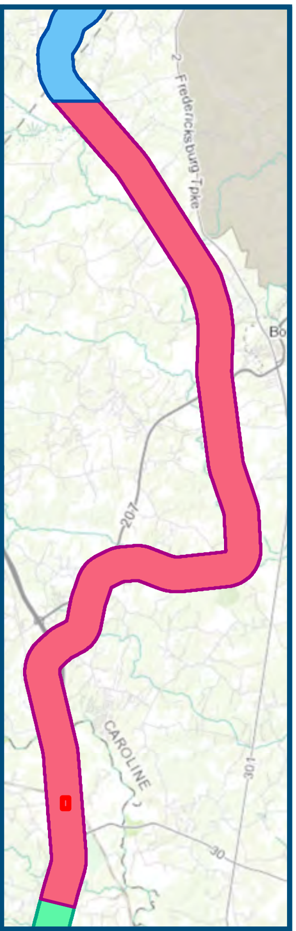
There are several other early twentieth century bank buildings in Hanover County. Two of these banks are one-story brick buildings, located in Mechanicsville and Hanover. The Mechanicsville Bank (042-0751) is stuccoed and features many replacements such as fenestration and exterior materials. Hanover Bank (042-0294), built 20 years after the Tri-County Bank in Doswell, has several Colonial Revival-style details, such as a rusticated basement story, rounded window arches, and a corbelled cornice. The Beaverdam Bank (042-0496), built circa 1910, is similar in massing to the Tri-County Bank in Doswell and also has a corbelled façade cornice. However, it also contains replacement fenestration and is suffering from neglect. All three resources have not been evaluated for NRHP eligibility by DHR staff. The Tri-County Bank does feature several replacement materials; however, these alterations are minimal and only marginally affect the integrity of design, materials, and workmanship of the building. The Tri-County Bank is a strong example of an early-twentieth century masonry commercial building concentrated in a formerly prosperous railroad community, and it retains a sufficient amount of integrity to warrant recommendation for eligibility under Criterion C for architecture at the local level. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Tri-County Bank–Doswell Branch is **recommended eligible under Criterion C for architecture at the local level.**

The Tri-County Bank–Doswell Branch is located within the Doswell Historic District (042-5448). It was built during the district's period of significance (1880–1920) and exemplifies architectural trends throughout the community. For these reasons, the resource is **recommended to contribute to the eligibility of the Doswell Historic District.**

The period of significance for the Tri-County Bank–Doswell Branch is from its construction, circa 1920, to its disuse as a bank in 1961. The proposed NRHP boundary for the Tri-County Bank-Doswell Branch comprises and follows the legal lot description for parcel 7883-38-8530 (Figure 3-179). It is bounded on the north and west by Doswell Road, and by parcel 7883-38-9434 on the east and south.


CSX Railroad
Railroad Ave
Doswell Rd
10526
Doswell Rd
10584
042-0469
Doswell Park Rd


Fredericksburg Tpke
Bo
207
CAROLINE
301
30

0 80 160
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟥 Proposed NRHP Boundary

Figure 3-179
Proposed NRHP Boundaries for the Tri-County Bank (042-0469)

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3.15 DOSWELL INN (042-0468)

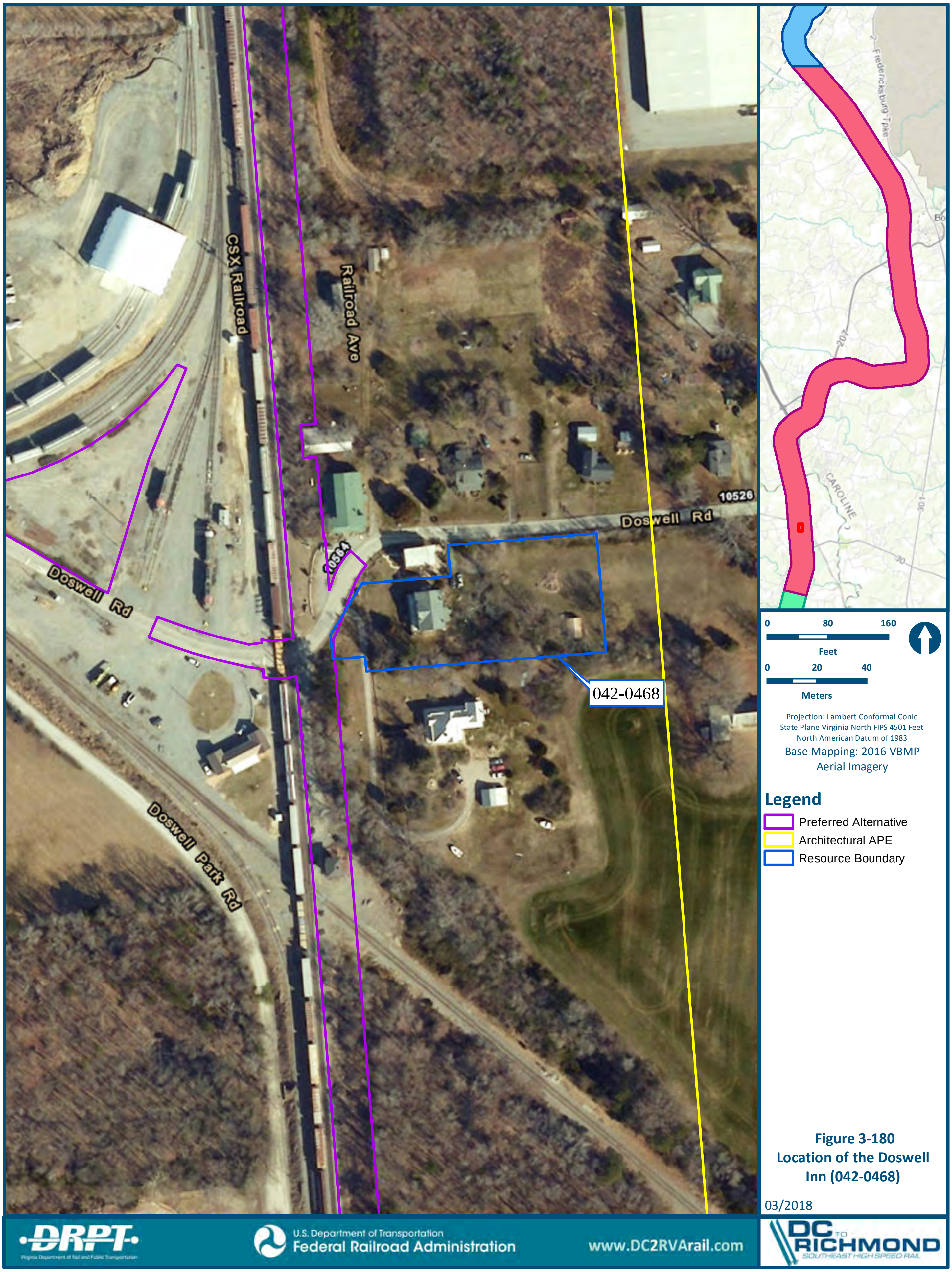
The Doswell Inn, currently utilized as a single-family dwelling, is situated in the middle of a rural community of Doswell (Figure 3-180). It is located on the east side of Doswell Road prior to it curving north around the Tri-County Bank (042-0469) and east of the railroad tracks within the heart of Doswell's Historic District (042-5448) in Hanover County. The building, situated close to the roadway in the west half of a lot measuring approximately 1.15 acres, is primarily surrounded by a manicured grass lawn. The south boundary and the east half of the lot is filled with matured deciduous and coniferous trees. The west elevation (façade) is lined with shrubbery. A private, unpaved road that provides access to the Doswell Inn extends south from Doswell Road, runs east past the Tri-County Bank (042-0469) and the Doswell Inn and terminates at the House at 10571 Doswell Road (042-0467). Associated with this resource is a workshop, which sits east of the dwelling.

3.15.1 Historic Context

The dwelling at 10567 Doswell Road, locally and historically known as the Doswell Inn, is situated on approximately 1.15 acres on the east side of the RF&P Railroad in the small hamlet of Doswell. For a larger history of the community of Doswell, see the section for the Doswell Historic District (page 3-139).

In a deed dated March 1875, Edmund and Bettie Winston and Nathaniel and Jennie Cook, husband and wife, sold six lots, two of which were known as lots no. 3 and 4 as labeled on an 1874 plat, "being part of Hanover Junction", to J.B. Denton for $637 (**Error! Reference source not found.**Figure 3-181) (HaCDB 7:390; HaCDB8:364). J.B. Denton (1829–1894) was a merchant in Richmond, as well as a property owner in the town of Ashland (HaCTRB 1875; U.S. Census 1870). County tax records from 1875 specify that when J.B. Denton acquired the tracts in Doswell, there were no buildings on the property (HaCTRB 1875). Following J.B. Denton's death in a will dated September 1898, he requested that the "two lots of 1.75 acres on the east side of the RF&P Railroad at Doswell, and lot No: 8 to sell at private of public auction." These lots were conveyed to Susan Lumpkin Barker who then sold lots no. 3 and 4 to Daniel E. Campbell, a locally prominent entrepreneur, in 1913 for $4,000, though the inn is listed as already having been built at the time of the sale (HaCDB 6:329; 58:96; Virginia Birth Records 2000; Virginia Death Records 2015). It is likely that Campbell, who is discussed further on page 3-153, rented the land from Mrs. Barker and constructed the building prior to his purchase in 1913.

Archival records suggest that Daniel Campbell built the Doswell Inn between 1900 or 1910. Due to the layout of the rooms on the second story of the building, coupled with personal correspondence with the current home owner, there is some evidence to suggest that the Doswell Inn was also a home for local school teachers; however, additional primary evidence was not uncovered during the current investigation to substantiate this claim. Census records list Daniel Campbell as a merchant and proprietor between 1910 and 1930. (Fredericksburg Free Lance-Star 2005; Roxanne Pizarro, personal communication 2018; U.S. Census 1910, 1920, 1930).


CSX Railroad
Railroad Ave
10526
Doswell Rd
10564
Doswell Rd
Doswell Park Rd
042-0468
Fredericksburg Tpke
Bo
207
CAROLINE
301
30
0
80
160
Feet
0
20
40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪 Preferred Alternative
🟨 Architectural APE
🟦 Resource Boundary

Figure 3-180
Location of the Doswell
Inn (042-0468)

03/2018

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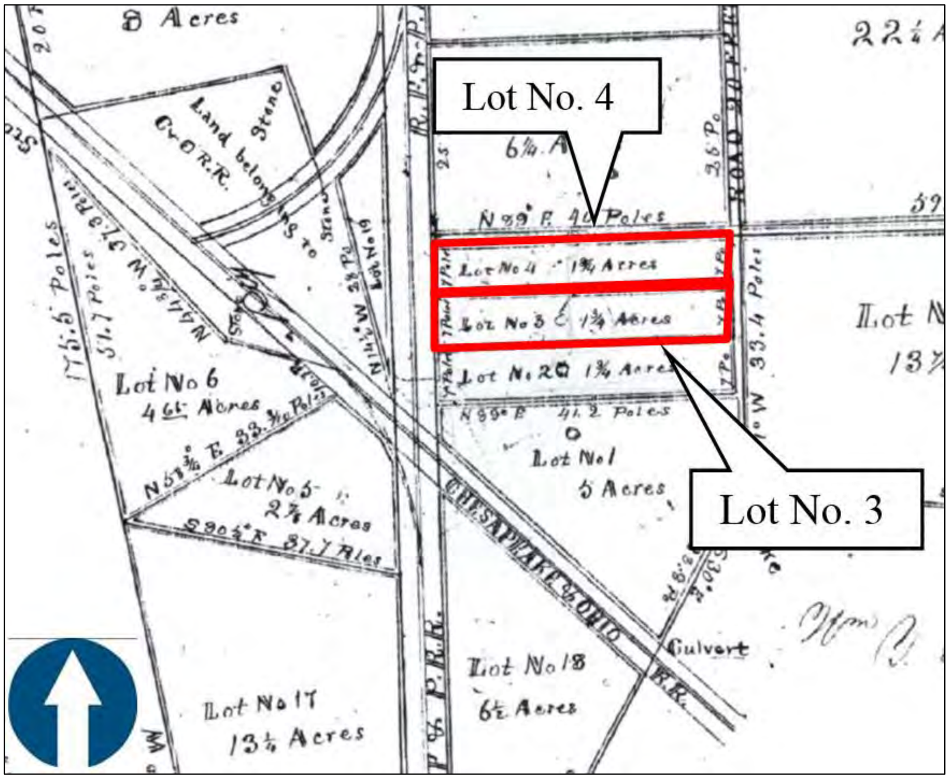

8 Acres
Lot No. 4
6¼ A
N 89° E 40 Poles
Lot No 4 1¾ Acres
Lot No 3 1¾ Acres
Lot No 2 1¾ Acres
N 89° E 41.2 Poles
Lot No 1
5 Acres
Lot No. 3
Land belongs to Stone
C. & O. R.R.
175.5 Poles
Lot No 6
4 6/10 Acres
Lot No 5
2⅞ Acres
Lot No 17
13¼ Acres
Lot No 18
6½ Acres
CHESAPEAKE & OHIO R.R.
Culvert
R. F. & P. R.R.
ROAD
22¼ A
Lot N
13½

FIGURE 3-181: LOTS NO. 3 AND 4 (DENOTED IN RED) ON 1874 PLAT (HACDB 7:390) (NOT TO SCALE)

Daniel Campbell died in 1939, leaving his estate to his wife, Emma (HaCDB 167:120; Virginia Death Records 2015). She died in 1954 and, as was stipulated in Daniel Campbell's will, the land was then transferred to two of their daughters, Dorothy E. Campbell and Mary Catherine Campbell Wright, who acted as trustees for the property (HaCDB 167:120; HaCWB 5:121). In 1955, they sold the inn and lot to Roy L. Darnall Sr. and his wife, Georgie L. Darnall.

The Darnall family owned the property until 2002, and the property has since changed hands three times. The building is currently owned by Gregory D. Hall and Roxanne Pizarro (HaCDB 1968:149, 3126:701).

3.15.2 Architectural Description

3.15.2.1 Primary Resource Exterior

The Doswell Inn, a former Inn located at 10567 Doswell Road, is a two-story, four-bay, frame building constructed around 1910 in the Colonial Revival style in a rectangular plan (**Error! Reference source not found.**Figures 3-182 and 3-183). The building is set on a raised-brick basement laid in a seven-to-one, common bond which supports a wood-frame structural system clad in weatherboarding siding with wood corner boards (Figure 3-184). A moderately pitched, side-gabled roof sheathed in standing-seam metal features a central gabled peak on the west elevation (façade). The roof eaves are boxed and a simple wood cornice features prominent partial gabled returns on the gabled ends of the building (Figure 3-185). Matching brick chimney stacks pierce the roof on either side of where the central gabled peak (north and south) intersects with the side-gabled roof. An additional pair of interior-end, brick chimneys are located in the north and south half of the east elevation.

The primary entrance, off-centered on the façade and featuring a fluted, pilaster door surround, is filled with a single-leaf, wood, three-paneled door covered by a wood, louvered, storm door (Figure 3-185). A large, wood-frame, single-light transom is set above the entrance and the door is flanked by single-light, wood, paneled sidelights. The entire entrance is flanked by louvered wood shutters with a metal, exterior, wall-mounted light at the north side. Other fenestration includes single, two-over-two, double-hung, wood-framed windows with vertical muntins at the first floor and six-over-six, double-hung, wood-framed windows at the upper level, most of which are flanked by louvered wood shutters. The gable ends feature circular, wood, decorative vents. Paired, two-light, wood-frame, casement windows are situated in the basement level; however, some of the windows are completely covered with pressed metal.

A full-width, one-story porch spans the façade. The porch is set on a brick-pier foundation topped by a wood floor and is covered by a hipped roof supported by wood Tuscan columns. It is accessed by a recently constructed set of wood steps and lined by a turned wood balustrade that appears original to the construction of the building. A one-story, two-bay porch extends from the center of the east elevation (Figure 3-186). Its brick-pier foundation features wood lattice infill, supporting a wood floor, and a shed roof with squared wood posts. The porch is primarily lined by a simple wood balustrade with square rails while the north elevation is screened by wood lattice. A recently constructed set of wood stairs with a wood railing provides access the east porch. A one-story, gabled, exterior, cellar entryway extends from the north corner of the east elevation (Figure 3-186). It is clad in the same materials as the core of the building.

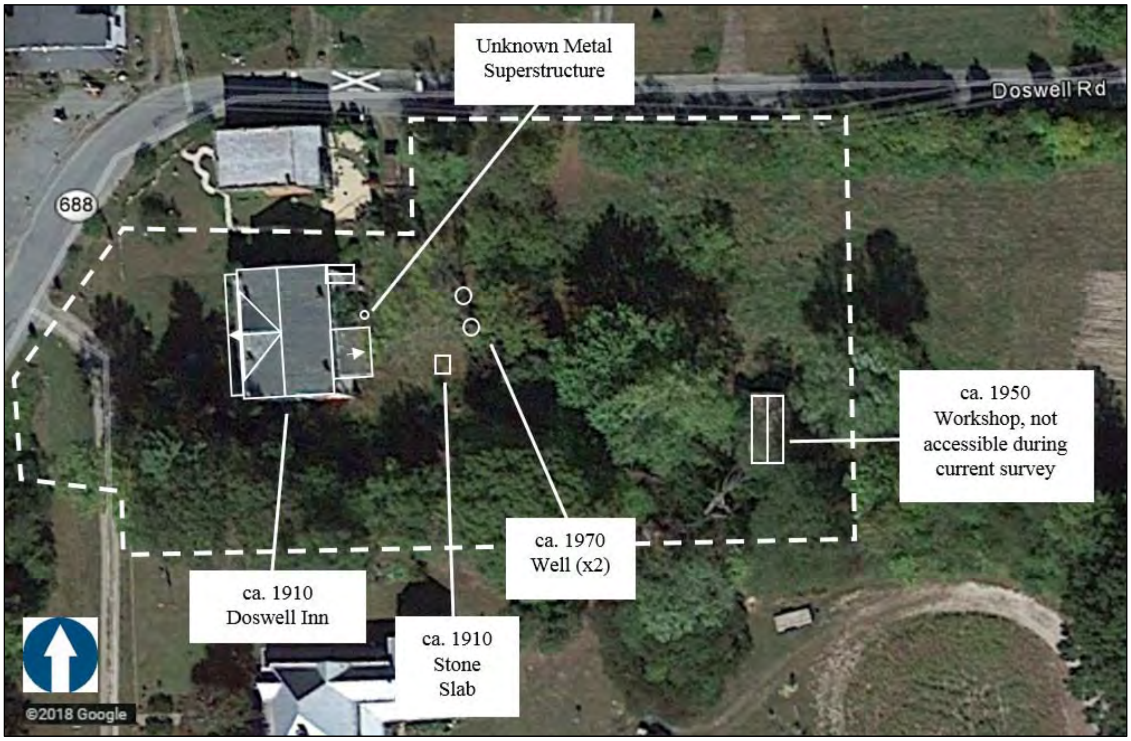

Unknown Metal Superstructure
Doswell Rd
688
ca. 1950 Workshop, not accessible during current survey
ca. 1970 Well (x2)
ca. 1910 Doswell Inn
ca. 1910 Stone Slab
©2018 Google

FIGURE 3-182: SITE PLAN OF DOSWELL INN (GOOGLE EARTH 2018)

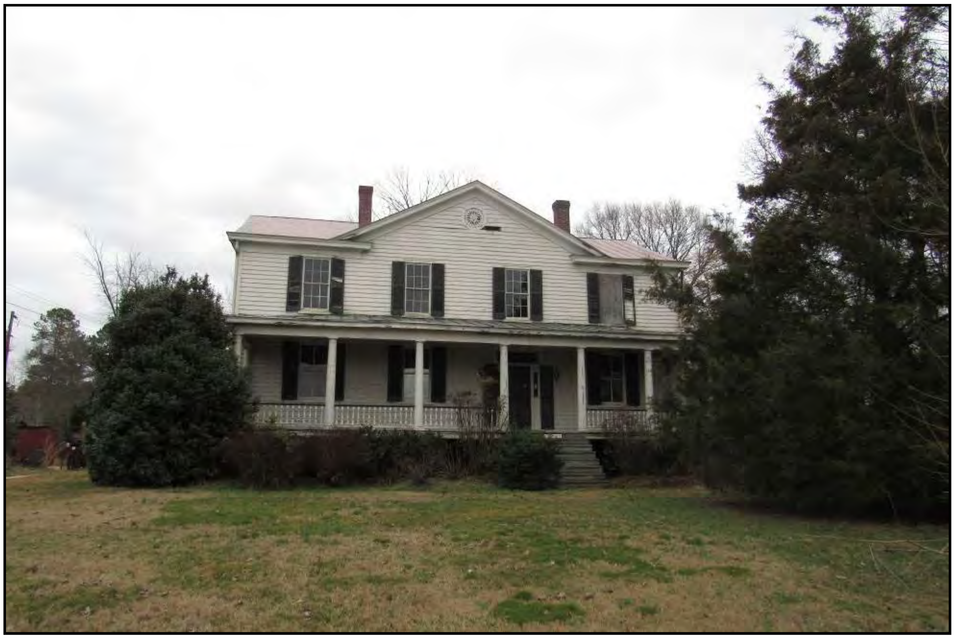


FIGURE 3-183: DOSWELL INN, PRIMARY (WEST) ELEVATION

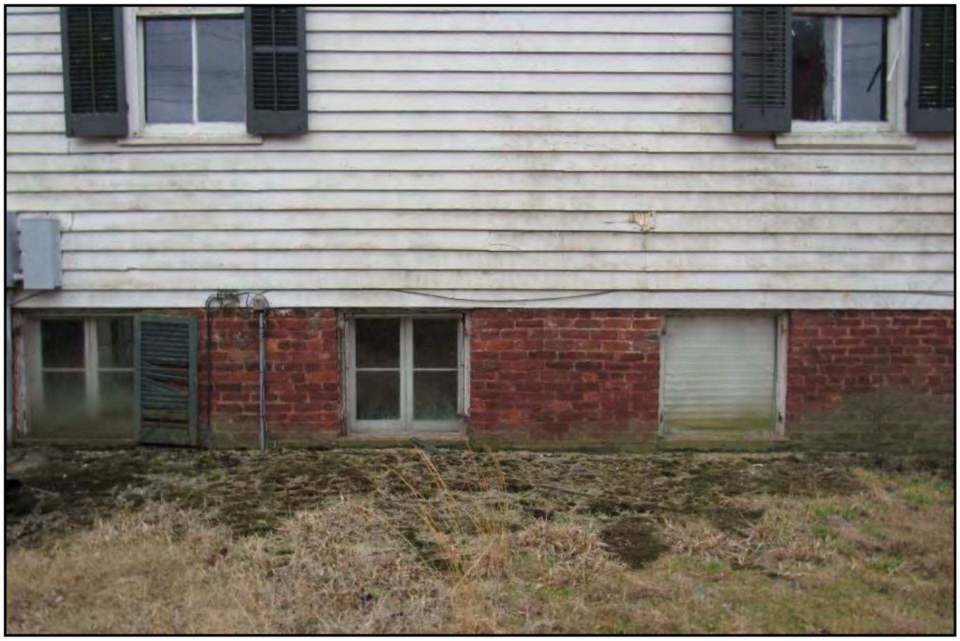


FIGURE 3-184: DOSWELL INN, FOUNDATION DETAIL ON NORTH ELEVATION

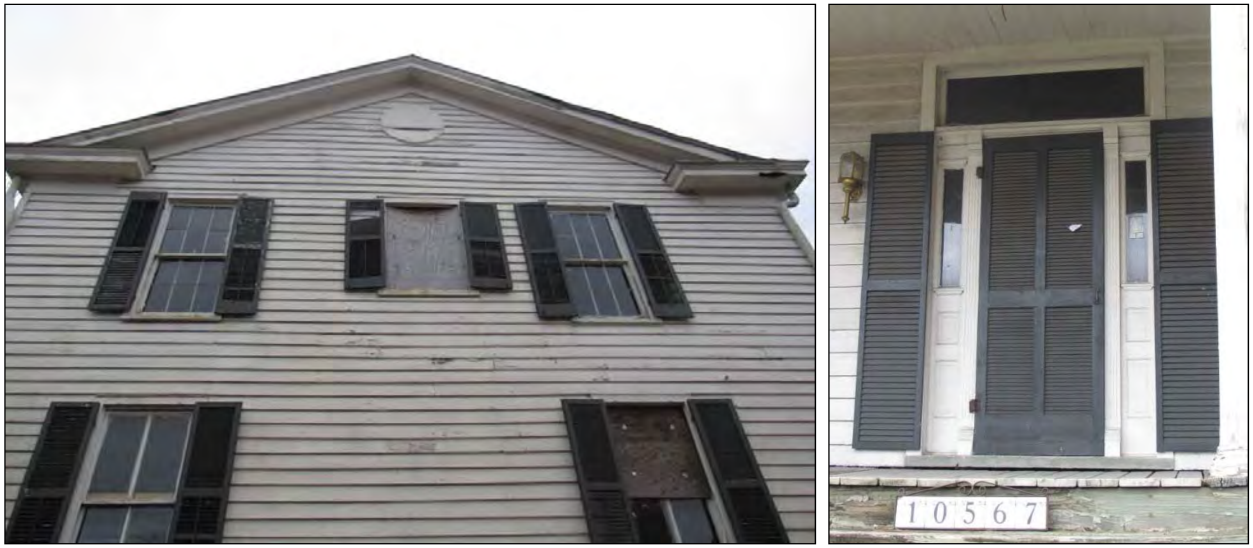


FIGURE 3-185: DETAIL OF GABLE END ON NORTH ELEVATION (LEFT); ENTRY DETAIL ON WEST ELEVATION (RIGHT)

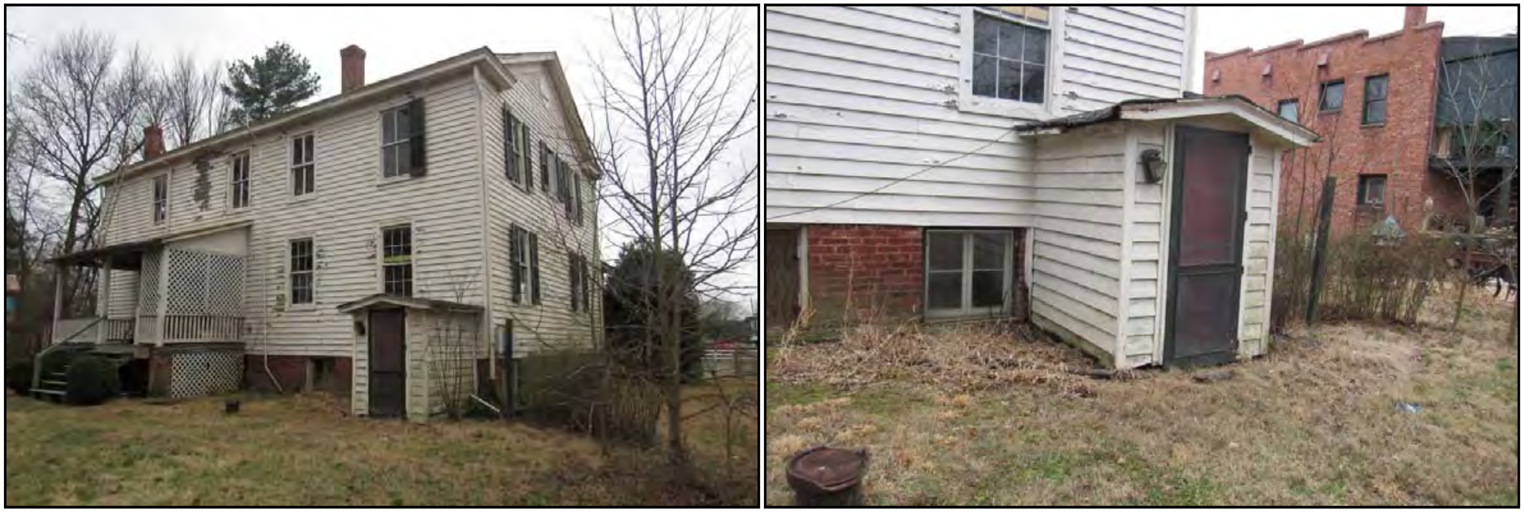


FIGURE 3-186: NORTHEAST OBLIQUE (LEFT); CELLAR ENTRANCE ON NORTH SIDE OF EAST ELEVATION (RIGHT)

3.15.2.2 Primary Resource Interior

On the interior, the first floor is based roughly on a two-pile, central-passage plan and is asymmetrically arranged around a transverse hallway with a staircase rising in the southwest corner (Figures 3-187 through 3-189). Narrow, wood, tongue-in-groove-flooring is found throughout the dwelling. As the building is in the midst of rehabilitation and renovation, the walls and ceilings were partially exposed, showing parts of the frame structural system. Original walls were clad in shiplap and later covered by a type of cardboard (Figure 3-189). Moldings are simple, and the paired brick chimneys feature single-sided fireplaces with Victorian-era wood mantels (Figure 3-190). The second floor is laid out in a dormitory-style plan around a central hallway that generally runs north to south. Many of the original walls are gone; however, ghosting and open framing showcase a series of individual rooms accessible by single-leaf wood-panel doors, each topped by an awning transom. The doors are set in wood door surrounds which retain their original metal room numbers (Figures 3-191 and 3-192).

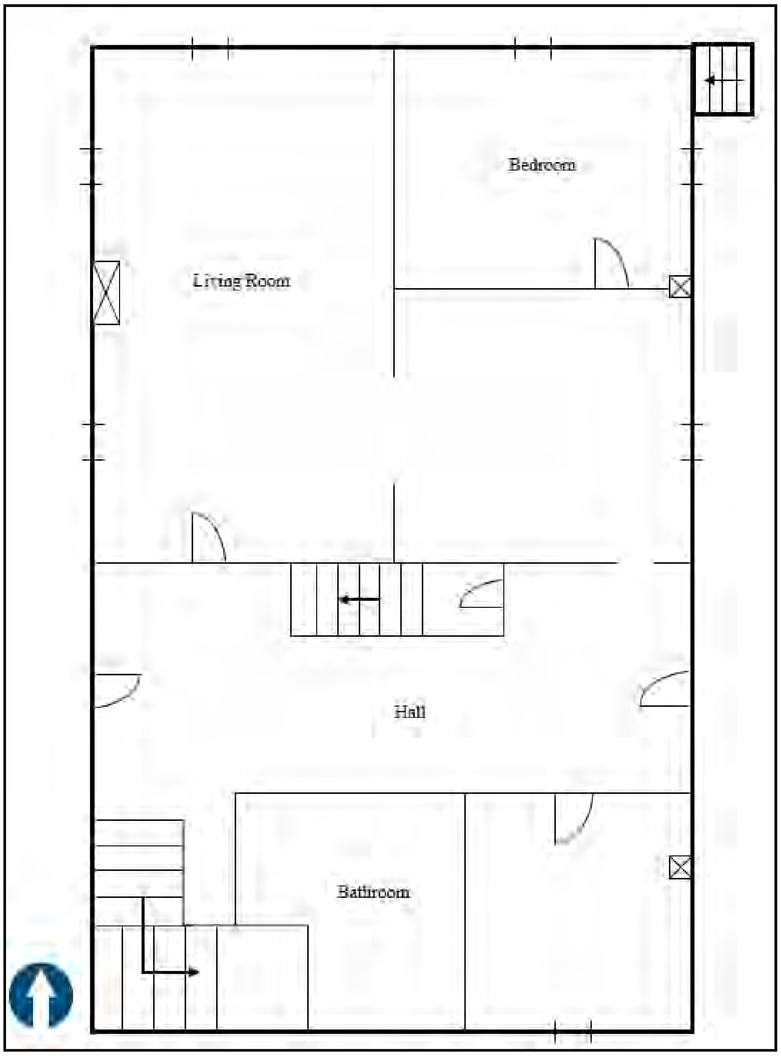


FIGURE 3-187: FIRST STORY PLAN (NOT TO SCALE)

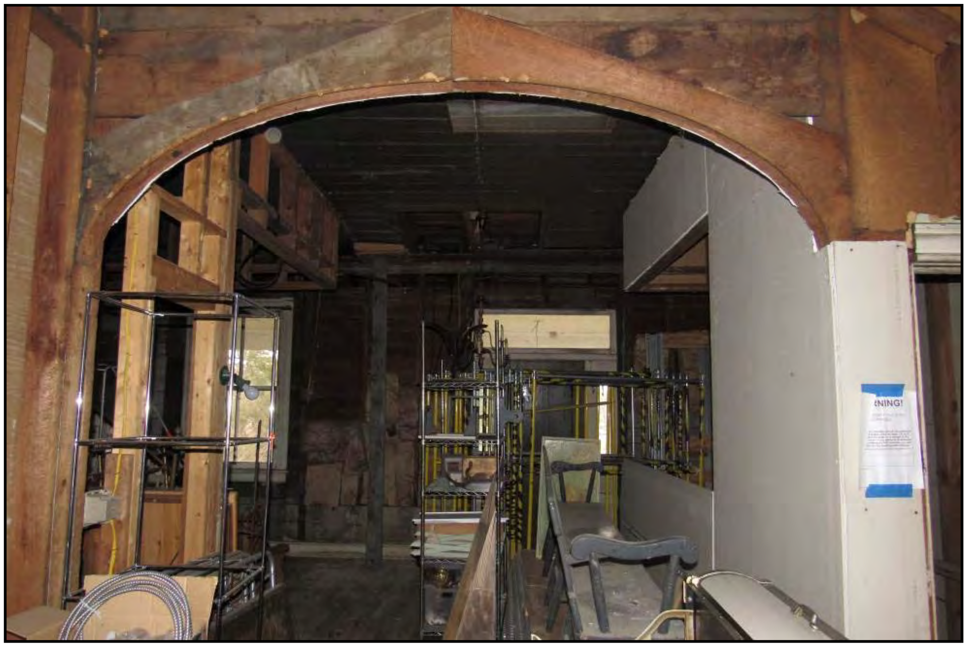


FIGURE 3-188: FIRST STORY HALL, LOOKING EAST

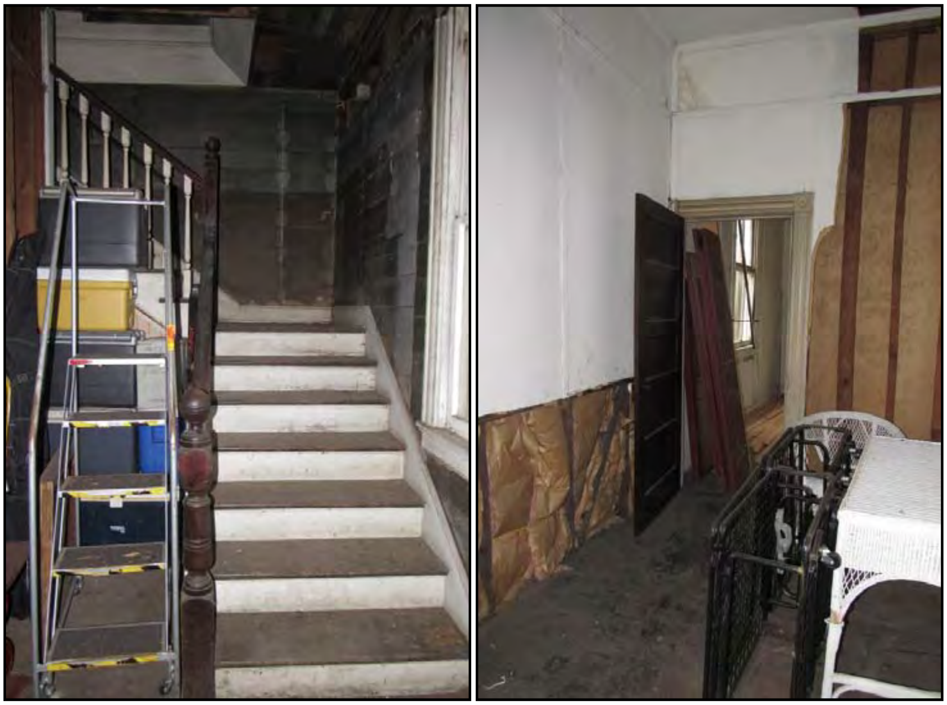


FIGURE 3-189: STAIRWELL LEADING TO SECOND STORY, LOOKING SOUTHWEST (LEFT); FIRST STORY BEDROOM, LOOKING SOUTH (RIGHT)

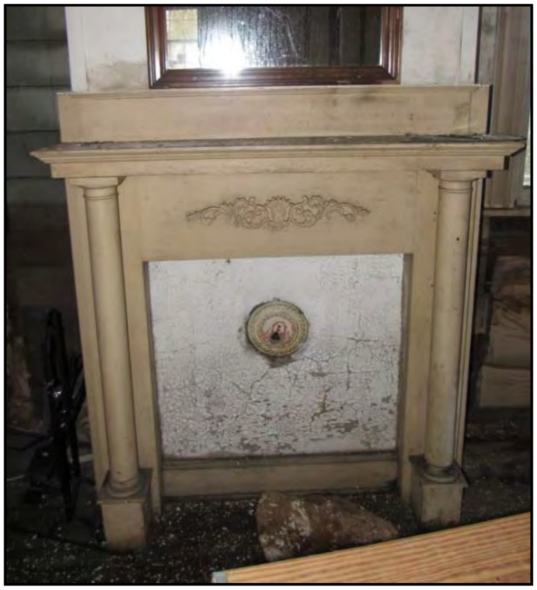


FIGURE 3-190: DETAIL OF FIREPLACE MANTEL IN WEST WALL OF LIVING ROOM

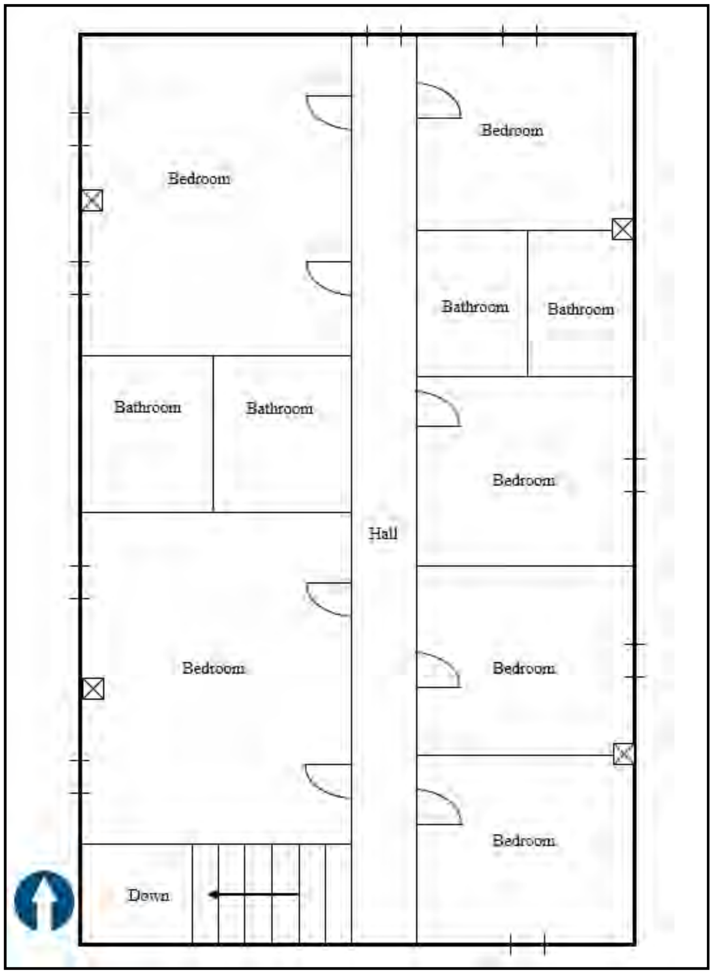

Bedroom
Bedroom
Bathroom
Bathroom
Bathroom
Bathroom
Bedroom
Hall
Bedroom
Bedroom
Bedroom
Down

FIGURE 3-191: SECOND STORY PLAN (NOT TO SCALE)

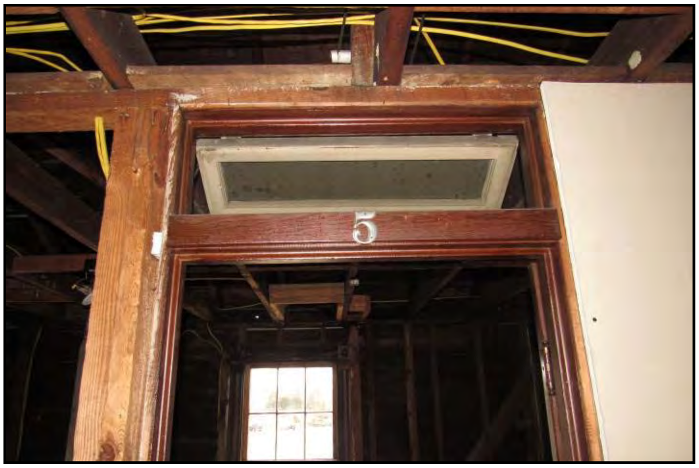


FIGURE 3-192: DETAIL OF ROOM NUMBER, SECOND STORY

3.15.2.3 Secondary Resources

A circa-1950, one-story, gabled workshop is located on the southeast side of the parcel, approximately 155 feet east of the dwelling. The building was not accessible during the current survey; however, current aerial imagery indicates that it is covered by a front-gabled roof.

Two circa-1970, concrete well superstructures are located east of the primary resource and are covered by circular, concrete caps (Figure 3-193). An unknown metal superstructure is located immediately east of the primary resource, and it measures approximately 1 foot in height. It is possible that the superstructure is access to a gas tank; however, the current owner could not corroborate this (Figure 3-194). A circa-1910 stone slab is located east of the primary resource near the wells. According to the owner, it is possible that this slab was used as a possible carriage or horse step; however, it may have served as a possible tank slab (Figure 3-194) (Roxanne Pizarro, personal communication 2018).

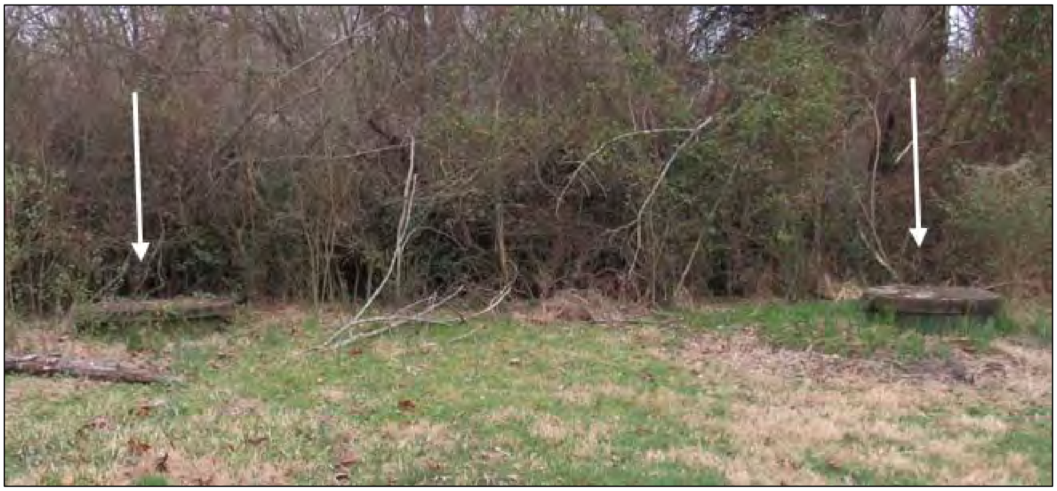


FIGURE 3-193: VIEW OF WELLS, LOOKING EAST

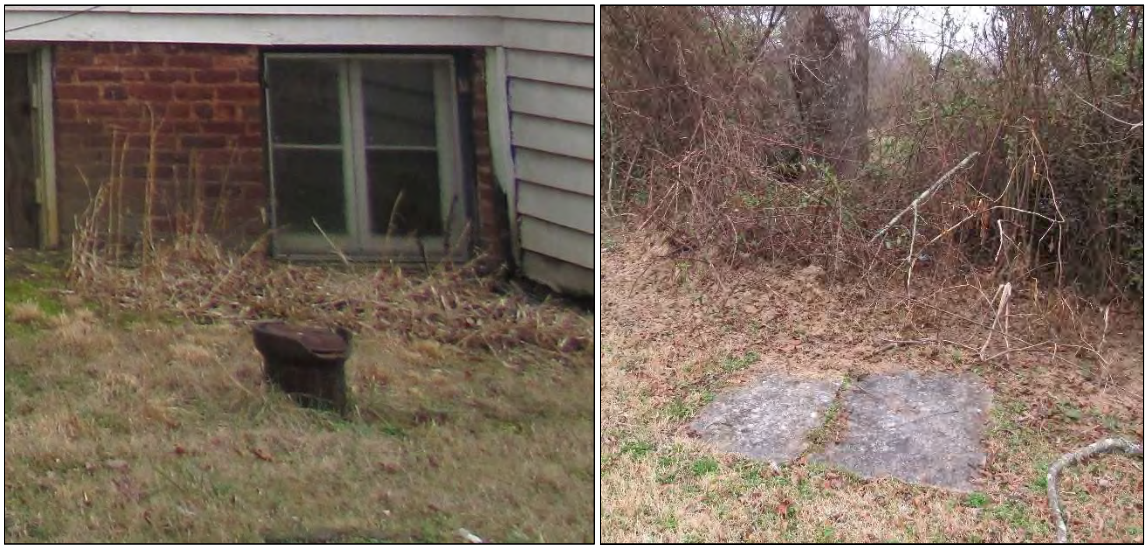


FIGURE 3-194: VIEW OF METAL SUPERSTRUCTURE, LOOKING NORTHWEST (LEFT); VIEW OF STONE SLAB, LOOKING EAST (RIGHT)

3.15.3 NRHP Evaluation

The building at 10567 Doswell Road, historically known as the Doswell Inn, is a two-story, frame building constructed around 1910 in the Colonial Revival style. The Doswell Inn follows trends in form, massing, and location to other dwellings throughout Hanover County, but is the only known building to have served lodgers in Doswell in the early-twentieth century. In terms of location, setting, feeling, and association, the resource retains a high level of integrity. Late-nineteenth century inns, modeling large dwellings, were often located in crossroads and railroad communities which allowed convenient lodging for travelers. The Doswell Inn, although important to the Doswell community from the late-nineteenth to mid-twentieth centuries, has not been used as an inn for approximately 70 years. It is not known to have been the site of any important events nor is it known to have made significant impacts on the hospitality industry in Hanover County. For these reasons, it is recommended that the resource is not eligible for listing in the NRHP under Criterion A. Although Daniel Campbell played an important role in the revitalization of the Doswell community at the turn of the twentieth century, his role in the establishment of the Doswell Inn and his association has proved to be minimal through archival research; and therefore, the resource is not eligible under Criterion B.

The Doswell Inn follows general stylistic trends in form, massing, and architectural style to other residential and commercial buildings throughout Hanover County. Over 200 resources in Hanover County surveyed with the DHR are listed as containing characteristics of the Colonial Revival style. Resource types include but are not limited to single- and multi-family dwellings, varying types of commercial buildings, religious buildings, and educational buildings. Though the Doswell Inn is in generally good condition and maintains moderate to high level of integrity of design, materials and workmanship, due to the prevalence of the Colonial Revival style in Hanover County as a whole, it is not considered particularly unique in the area. Furthermore, the interior of the building has undergone a series of alterations, which has further diminished the integrity of the resource as a whole. As such, it is recommended that the resource is not eligible for listing in the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The Doswell Inn is located within the Doswell Historic District (042-5448). It was built during the district's period of significance (ca. 1910-1950) and represents architectural trends throughout the community. For these reasons, the resource is **recommended to contribute to the eligibility of the Doswell Historic District.**

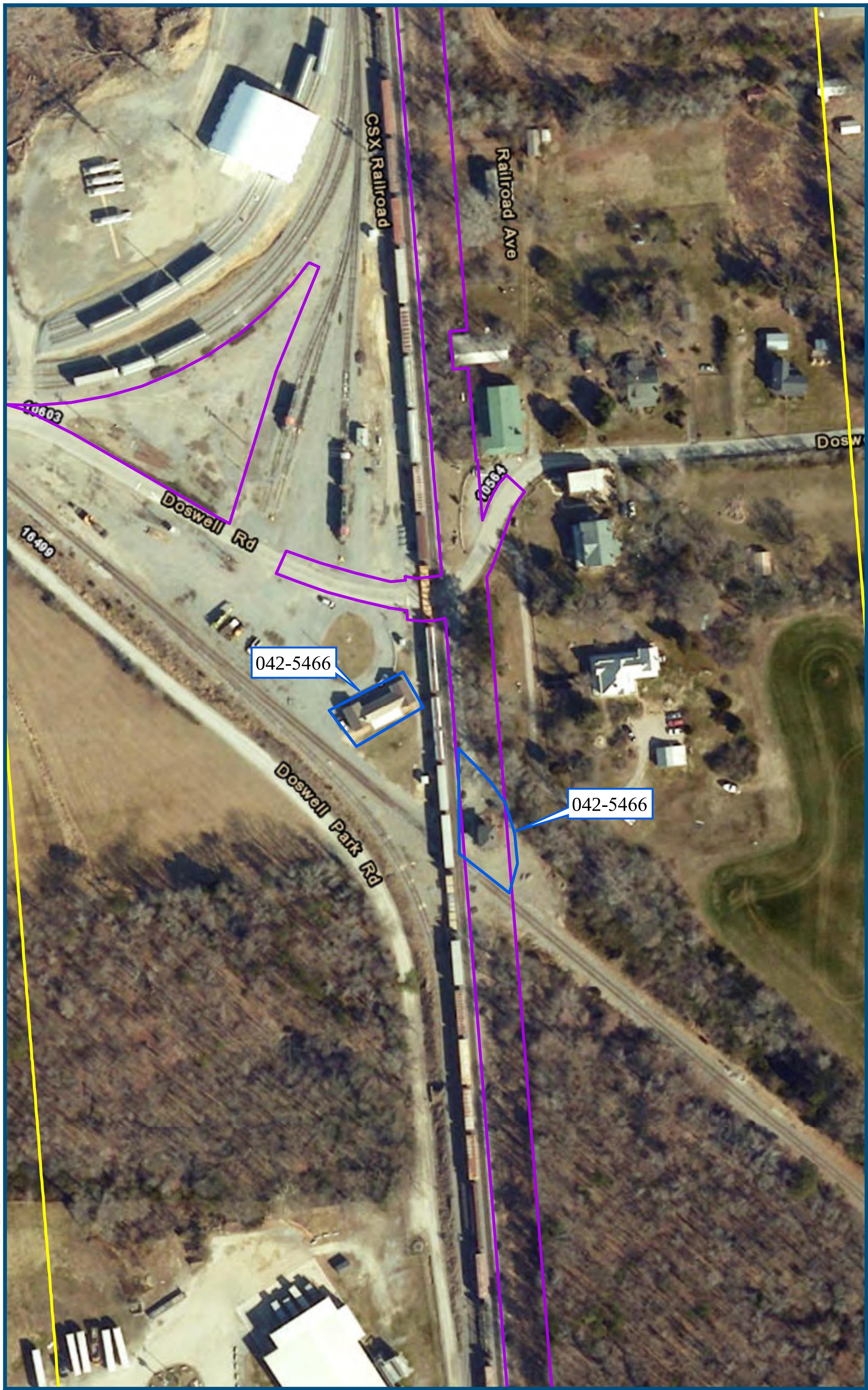
3.16 DOSWELL DEPOT AND TOWER (042-5466)

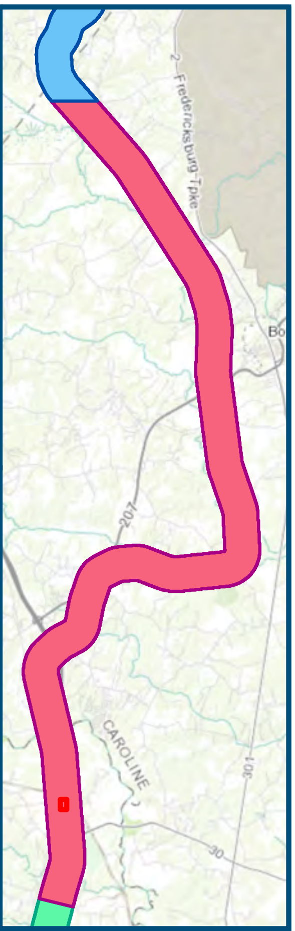
The Doswell Depot and Tower (historically known as the C&O Railroad/RF&P Railroad Station and HN Tower) (042-0093; 042-5466) is located at 10577 Doswell Road. As per communication with the DHR, the resource was combined under the DHR identification number of 042-5466 (Blake McDonald, personal communication 2018). The depot, the primary resource, is currently used as the offices of the Buckingham Branch of CSXT (Figure 3-195). Constructed in 1927 shortly after a circa-1907, frame, passenger station burned at this location, the depot faces north and is set back from the south side of Doswell Road just west of the railroad tracks within the Doswell Historic District (042-5448). The HN switch tower associated with this property, being one of three remaining along this line in the Commonwealth of Virginia, is located southeast of the depot on the east side of the tracks (Railroad Signals of the U.S. 2012). Both resources are located on cleared parcels of land currently belonging to CSXT and largely surrounded by grassy lawns and gravel (Hanover County Tax Records 2015). A gravel parking area situated northwest of the depot building and a gravel drive extends from Doswell Road on the east side of the tracks south towards the tower.

3.16.1 Historic Context

The circa-1927 Doswell Depot and Tower is located on a site that has contained a train depot since at least the mid-1850s. In 1834, the RF&P Railroad was chartered, and by 1836, a line was running north-south between Richmond and Fredericksburg, through Doswell, formerly called Hanover Junction. The C&O Railroad, which originated as the Louisa Railroad, began in 1836 as a feeder line extending from Gordonsville east to Doswell in an effort to connect area markets and producers with the RF&P Railroad. Shortly after completion of the Louisa Railroad, the area became known as Hanover Junction, due to the intersecting tracks running though. In 1846, William Williamson, Edmund Morris, and Burton W. Morris, large landholders and developers, sold 2.5 acres of land, "lying and being at the junction of the RF&P and Louisa Railroads," to the President Directors and Company of the Louisa Railroad (HaCDB 5:121). Two acres of the lot were noted as being located on the south side of the Louisa Railroad line and 0.5 acre on the north side. It is likely around this time that the first joint passenger and freight depot was built on the lot as a station, as noted on maps from the Civil War (Figure 3-196).

Due to the intersection of two important railroads at Hanover Junction, the area was a point of contention during the Civil War. It was a critical supply point for the entire Confederate Army in Virginia as it connected the battlegrounds to the north and the supplies from the Shenandoah Valley to each other, as well as to the Confederate capital of Richmond (Miller n.d.). The original depot was destroyed during this time and was replaced by a temporary building and water station (Land and Community Associates 1992). This structure stood until a permanent station could be built around 1870.


CSX Railroad
Railroad Ave
10603
Doswell Rd
10499
10564
Dosw
042-5466
042-5466
Doswell Park Rd


2 - Fredericksburg Tpke
Bo
207
CAROLINE
301
30

0 80 160
Feet

0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪 Preferred Alternative
🟨 Architectural APE
🟦 Resource Boundary

Figure 3-195
Location of the Doswell Depot and Tower
(042-5466)

03/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_AH_Phil.mxd | Last Updated: 03.20.2018

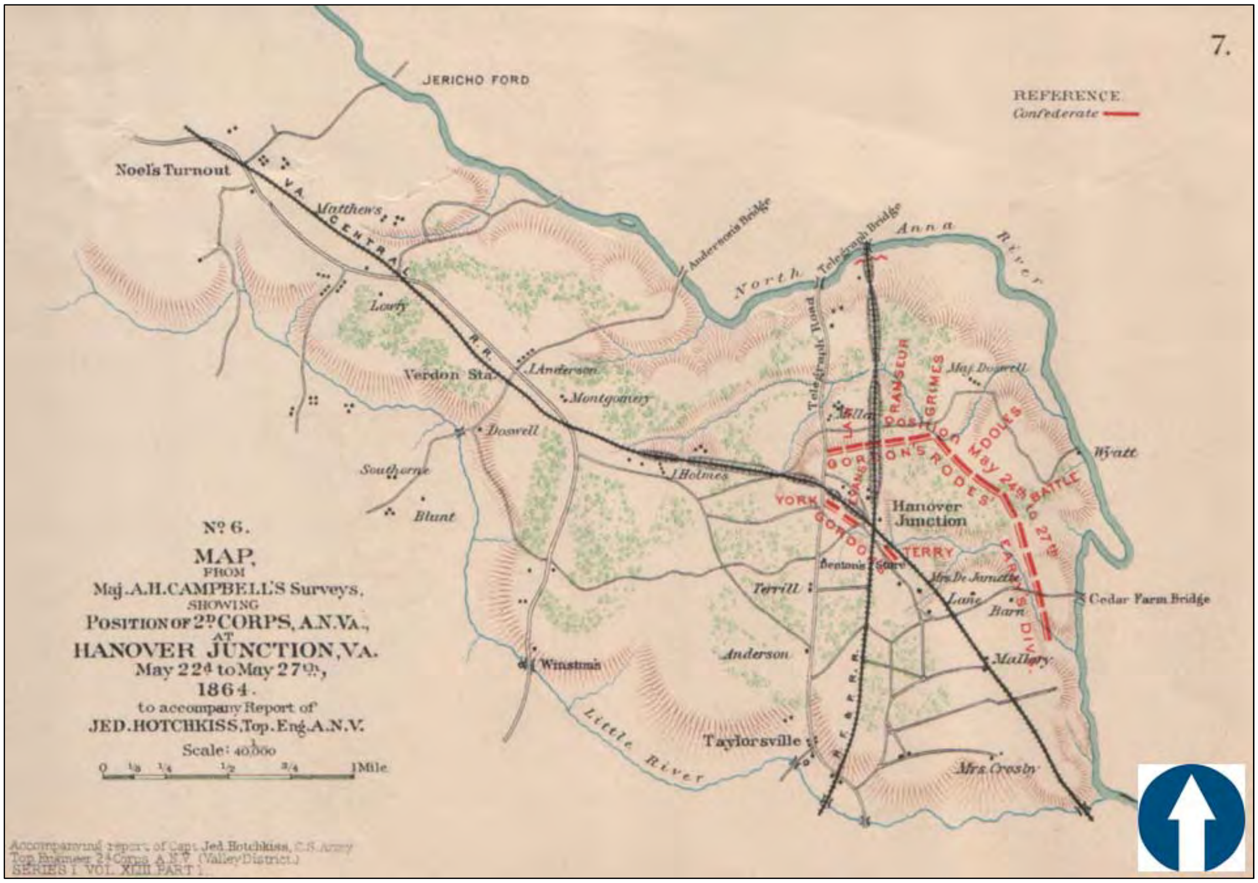

7.
JERICHO FORD
REFERENCE
Confederate
Noel's Turnout
VA. CENTRAL R.R.
Matthews
Lowry
Verdon Sta.
J.Anderson
Montgomery
Doswell
Southorne
Blunt
J.Holmes
Andersons Bridge
North Anna River
Telegraph Bridge
Telegraph Road
RAMSEUR
GRIMES
Maj. Doswell
DOLES
May 24th to 27th
BATTLE
GORDON'S
RODES'
Wyatt
YORK
JOHNSTON
GORDON
Hanover Junction
TERRY
EARLY'S DIV.
Bentons Store
Mrs. De Jarnette
Terrill
Lane
Barn
Cedar Farm Bridge
Anderson
Mallory
Winston
R.F.& P.R.R.
Little River
Taylorsville
Mrs. Crosby
Nº 6.
MAP,
FROM
Maj. A.H. CAMPBELL'S Surveys,
SHOWING
POSITION OF 2D CORPS, A.N.VA.,
AT
HANOVER JUNCTION, VA.
May 22d to May 27th,
1864.
to accompany Report of
JED. HOTCHKISS, Top. Eng. A.N.V.
Scale: 1/40,000
0 1/8 1/4 1/2 3/4 1 Mile
Accompanying report of Capt. Jed Hotchkiss, C.S. Army
Top Engineer 2d Corps A.N.V. (Valley District.)
SERIES I VOL. XLIII PART 1.

FIGURE 3-196: MAP FROM MAJ. A.H. CAMPBELL'S SURVEYS SHOWING POSITION OF 2ND CORPS, A.N.VA AT HANOVER JUNCTION, VA. MAY 22ND TO MAY 27TH, 1864. TO ACCOMPANY REPORT OF JED. HOTCHKISS, TOP. ENG. A.N.V. (HOTCHKISS 1895). NOTE LOCATION OF HANOVER JUNCTION AND THE INTERSECTION OF THE RAIL LINES. (MAP NOT TO SCALE)

In 1874, the depot lot expanded to include a lot containing about 1 acre, situated at the northwest corner of the RF&P and C&O Railroads, from the estate of a prominent Hanover County citizen, Phillip B. Winston, to the RF&P Railroad Company (HaCDB 8:48). This lot is noted as being lot 19 of the plat of the division of Winston's estate (Figure 3-197) (HaCDB 7:390). This enlarged the depot lot to include the entire area between the junction of the two railroads and what is now Doswell Road. In 1907, a new depot was built to replace the circa-1870 building (Daily 2015). Just 20 years later in 1927, the depot burned down and was replaced by the current, Classical Revival-style station that stands today (Daily 2015). The central block of the depot was the passenger waiting room, while the eastern wing was used as the ticket office and the western wing served as an office for the freight service (Land and Community Associates 1992).

At about that same time, in 1929, the HN switch tower was constructed, which served as a structure that housed electrical systems that managed an interlocking device permitting safe crossing of trains over both railroads (Daily 2015). The HN switch tower was constructed in much the same way that other towers along the railroad were built, with an interlocking machine located trackside that the tower would then be built around. The second floor of the tower would hold the office for the operator who controlled the interlocking machine though a series of levers which realigned and shifted the tracks (Bupp et al. 2016). The HN switch tower was built during the second (late-1900 to 1930s) of three main periods for tower architecture, that period being characterized by a shift from wood to masonry framing so as to be fireproof (Bupp et al. 2016).

The tower was retired in 1958 when the railroads centralized control in Richmond. It is likely at this time that the station was primarily retired as well. From that point until 1970, passenger trains would only stop at the depot on a case by case basis (Daily 2015). In 1992, the depot lot was sold to CSXT (HaCDB 950:847).

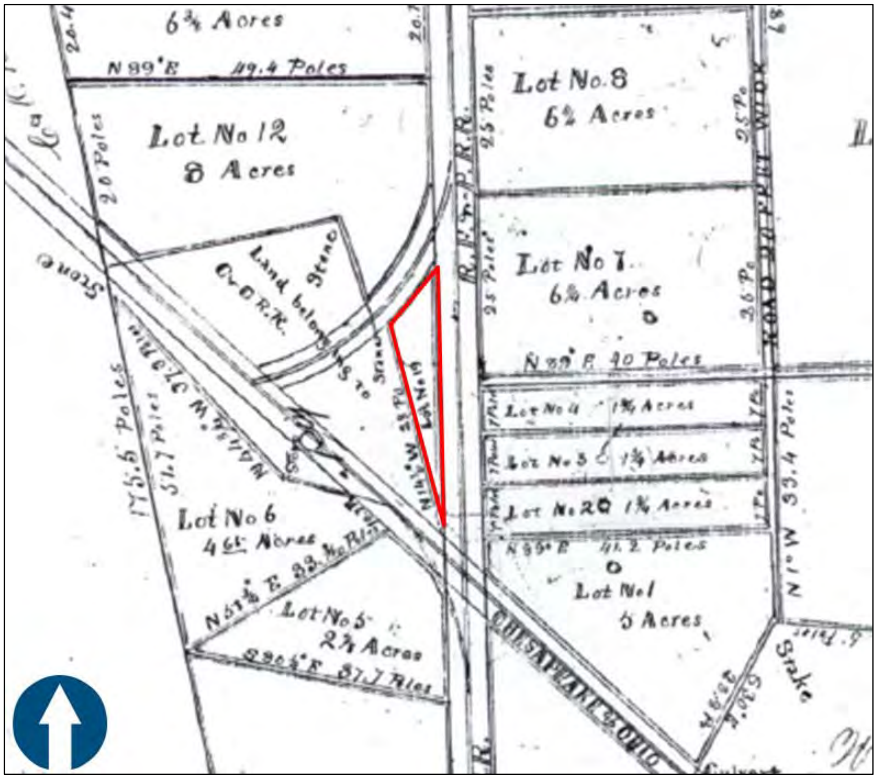

6¾ Acres
N 89° E 49.4 Poles
Lot No 12
8 Acres
Lot No 8
6½ Acres
Lot No 7
6½ Acres
N 89° E 40 Poles
Lot No 4 1¾ Acres
Lot No 3 1¾ Acres
Lot No 20 1¾ Acres
Lot No 1
5 Acres
Lot No 6
4 Acres
Lot No 5
2¾ Acres
Land belonging to C&O R.R.
Lot No 19
R.F.&P. R.R.
CHESAPEAKE & OHIO
ROAD 30 FEET WIDE
175.5 Poles
51.7 Poles
20 Poles
25 Poles
N 1° W 33.4 Poles
Stone

FIGURE 3-197: DETAIL FROM THE PLAT OF THE DIVISION OF THE FARM KNOWN AS THE JUNCTION PROPERTY FROM 1874 (HACDB 7:390). NOTE LOT 19 OUTLINED IN RED NEXT TO "LAND BELONGING TO C&O R.R." TOWER LAND NOT INCLUDED AS IT WAS EVENTUALLY BUILT WITHIN THE RF&P RAILROAD RIGHT-OF-WAY. (MAP NOT TO SCALE)

3.16.2 Architectural Description

3.16.2.1 Primary Resource Exterior

The passenger depot at 10577 Doswell Road is a circa-1927, one-story, eight-bay, Classical Revival-style building with an I-plan (Figure 3-198) (Daily 2015). It rests on a continuous foundation supporting a frame structural system—both of which are clad in a Flemish-bonded brick veneer with cast-stone quoins (Figures 3-199 and 3-200). It is largely covered by a side-gabled roof with two flanking front-gabled wings, all of which are sheathed in slate shingles. A simple, wood, denticulated cornice lines the tight eaves of the roof, and the gabled ends of the building have prominent partial returns. Metal gutters are built into the eave sides of the building.

An interior-slope, corbeled, brick chimney with a concrete cap pierces the roof in the southern portion of the building.

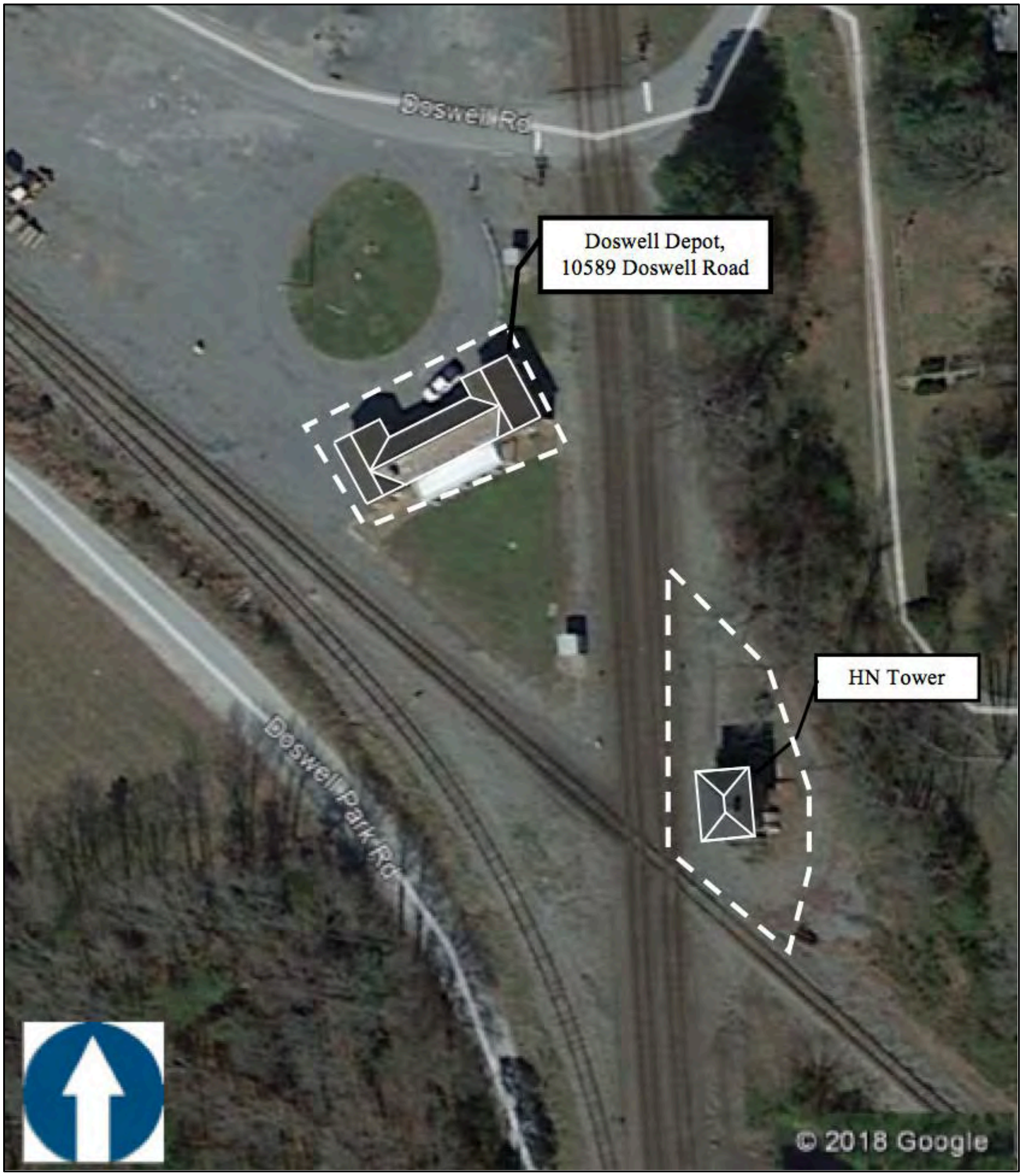

Doswell Rd
Doswell Depot,
10589 Doswell Road
HN Tower
Doswell Park Rd
© 2018 Google

FIGURE 3-198: SITE PLAN OF THE DOSWELL DEPOT AND TOWER (042-5466)

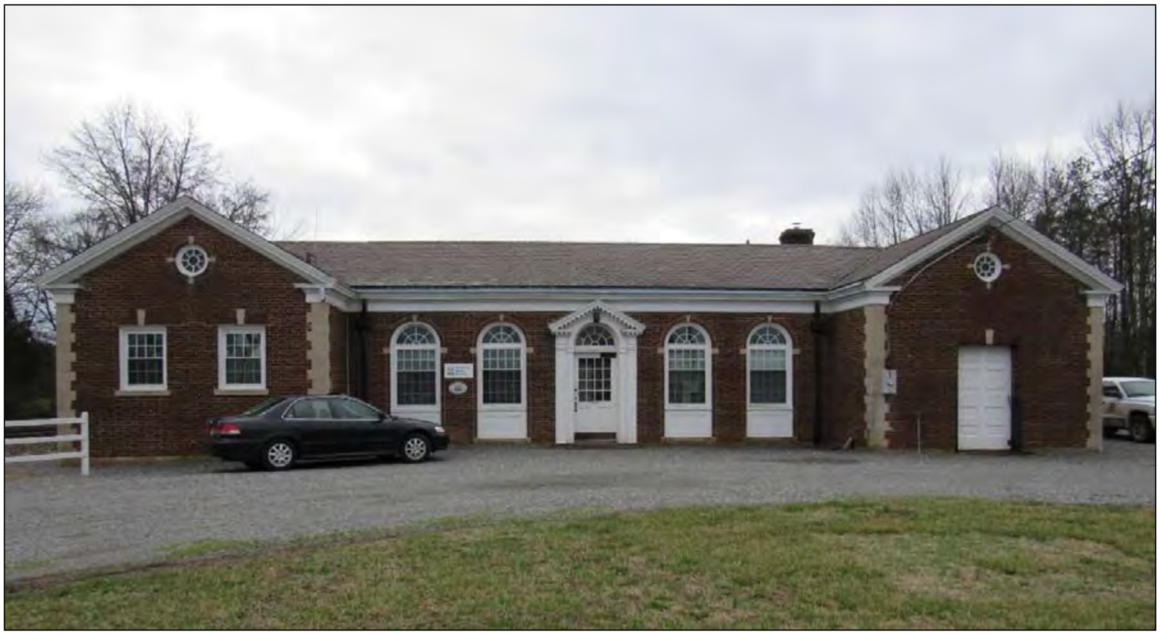


FIGURE 3-199: NORTHWEST ELEVATION OF THE DOSWELL DEPOT

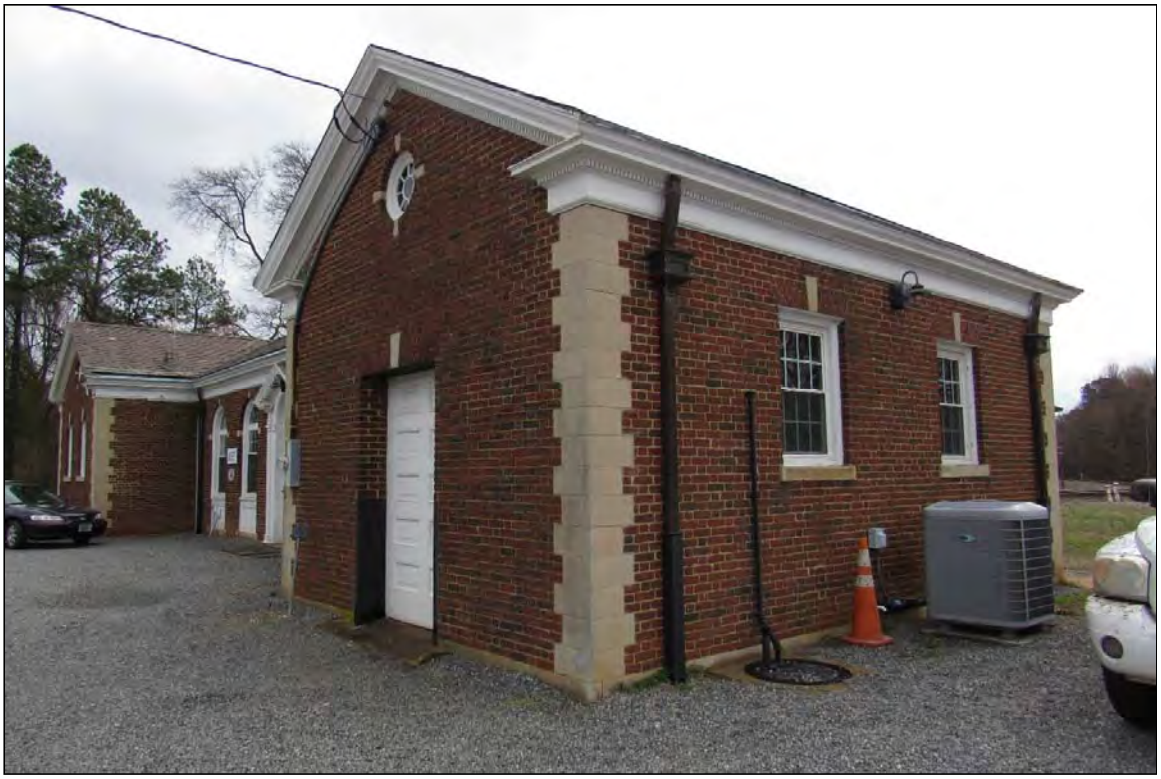


FIGURE 3-200: WEST OBLIQUE OF THE DOSWELL DEPOT

The primary entrance is centrally located on the façade (northwest elevation) and is filled by a wide, single-leaf, half-glazed, wood door topped by a wood-frame fanlight (Figure 3-201). The entrance is surrounded by a classical entablature with a denticulated broken pediment with modillions and plain pilasters. Windows appear to be largely one-over-one, vinyl replacement units with muntins simulating eight or 10 lights over 12 or 16 in the bottom sash. Many windows are topped by fanlights, some of which are replacements, and supported by wooden aprons below. Decorative brickwork includes cast-stone cornerblocks and keystones in semi-circular or splayed jack arches. Original rounded wood windows are situated in the gable ends of both the east and west wings of the building. A one-story, flat roof promenade spans the non-gabled portion of the southeast elevation (Figure 3-202). The roof, supported by squared Doric-style columns, features a denticulated cornice and a paneled parapet. The promenade leads to a secondary entrance filled with the same style door as the primary entrance. An additional entrance is situated in the southeast elevation of the east gabled wing and is filled with a single-leaf replacement door topped with a flat stepped pediment. Another entrance is located on the same elevation of the west gabled wing and is filled with a large single-leaf, wood, paneled door. It is emphasized by a brick jack arch with a central cast keystone. A similar door is located on the northeast elevation of the west gabled wing.

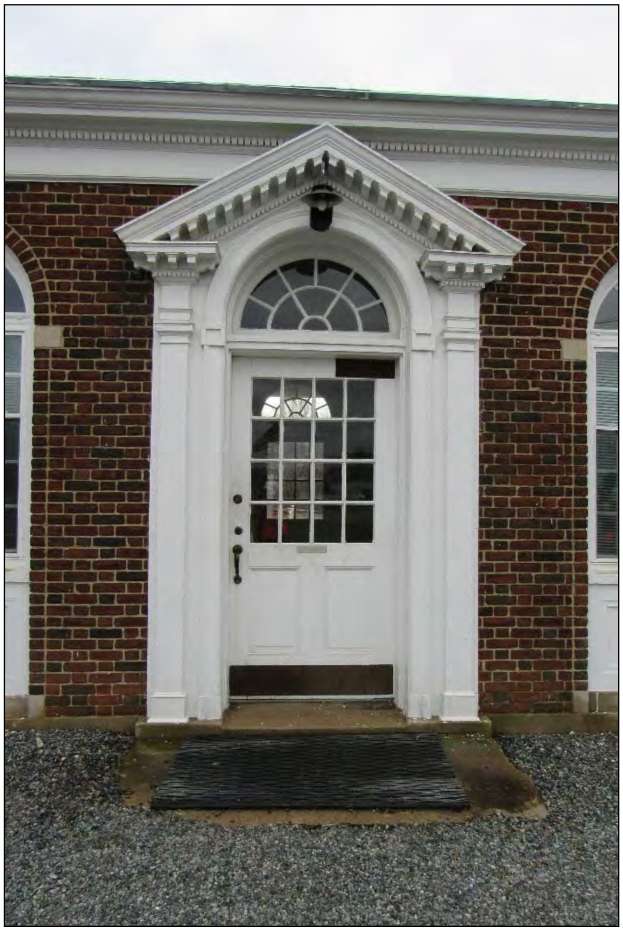


FIGURE 3-201: DETAIL OF PRIMARY ENTRANCE

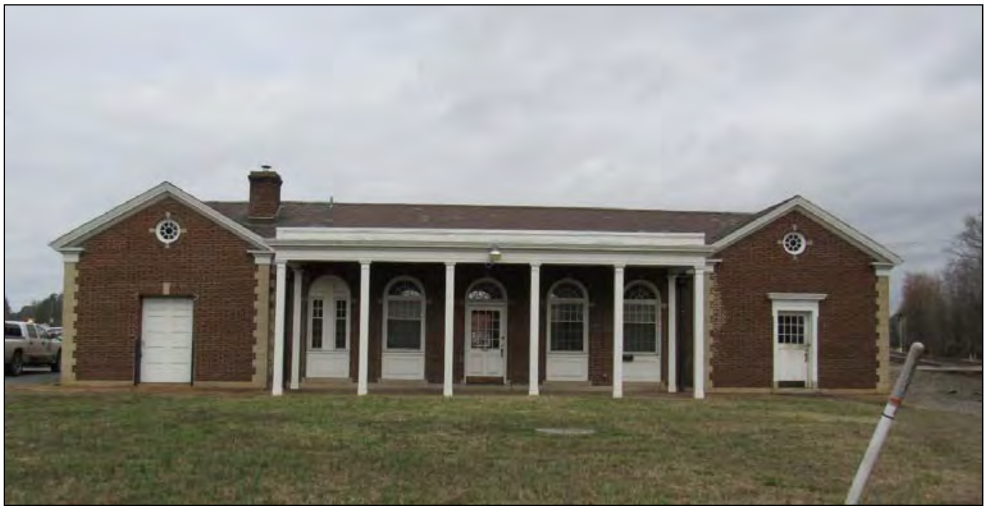


FIGURE 3-202: SOUTHEAST ELEVATION OF THE DOSWELL DEPOT

3.16.2.2 Primary Resource Interior

Interior access was not obtained at the time of the current survey. A brief inspection was conducted, though, in 2008 when the DC2RVA Team completed a reconnaisance evaluation of the building. At that time, the interior maintained its original configuration and details. The central room, once the passenger waiting room, is still a large, open space with wooden floors. The walls are plastered, and wainscotting and a chair rail line the bottom half of each wall. Understated elements of the Classical Revival style can be found in this central space, such as the somewhat intricate chair rail molding profile and matching door surrounds. A notable reminder of the building's historic use is the ticket window that is still extant in the central waiting room (Figure 3-203). A single doorway through the east and west walls allowed entry into each of the wings—the former ticket office in the eastern wing and the previous freight office in the west wing. Both of the wing spaces are also large open spaces with their original hardwood floors and spatial flow.

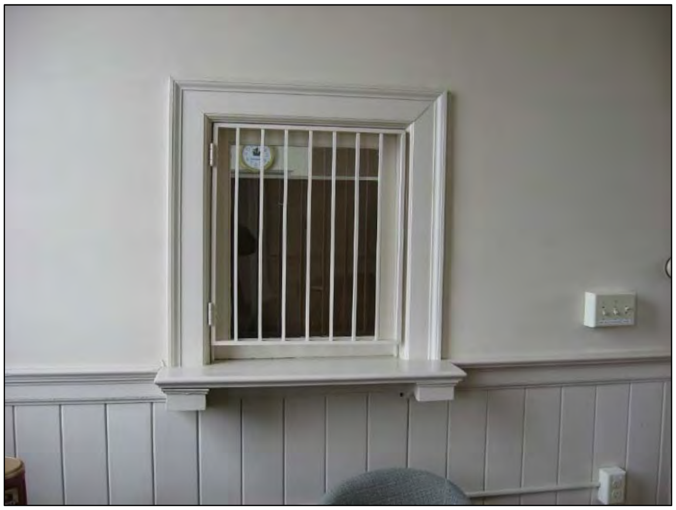


FIGURE 3-203: TICKET WINDOW IN THE CENTRAL WAITING ROOM OF THE DOSWELL DEPOT

3.16.2.3 Secondary Resources

The HN switch tower associated with the passenger depot building is said to have been constructed around 1929 (Figures 3-204 and 3-205) (Daily 2015). This structure housed electrical systems on the ground floor that managed an interlocking device permitting safe crossing of trains over both railroads and an office for an operator on the second floor. The tower rests on a continuous poured-concrete foundation and has a structural system that is clad in a Flemish-bonded brick veneer. The building is covered by a steeply pitched, hipped roof sheathed in asphalt shingles with an interior-slope, brick chimney piercing its southwest corner. The roof's wide overhanging eaves are marked by paired copper-clad brackets. A copper-clad bay window projects from the second story of the tower at the west elevation overlooking the intersection of the RF&P and C&O Railroad tracks and has the letters "HN" embossed on it. This bay window serves as a defining feature for interlocking stations as the projecting bay allowed for better visual observation for the operator along the rail line (Bupp et al. 2016). A metal pipe staircase leads to the tower's upper level at the south elevation. Doors and many windows in the building are currently boarded over, as the tower no longer functions as a manned mechanized interlocking control tower.

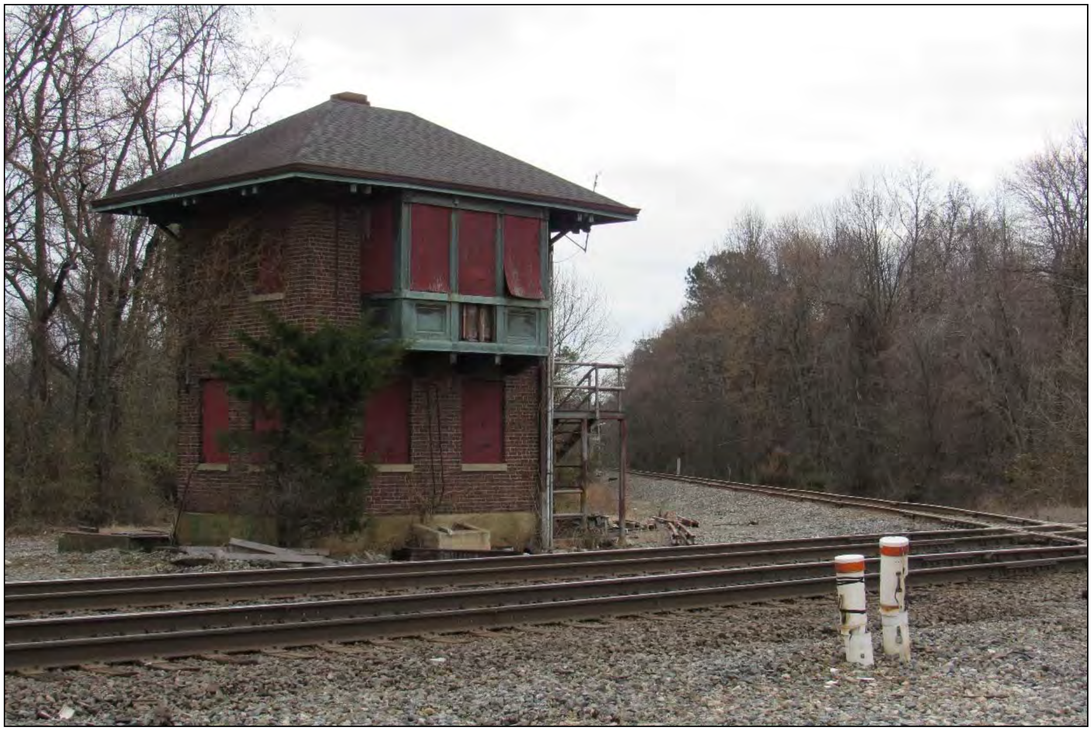


FIGURE 3-204: VIEW OF HN TOWER AND RAILROAD, LOOKING SOUTHEAST

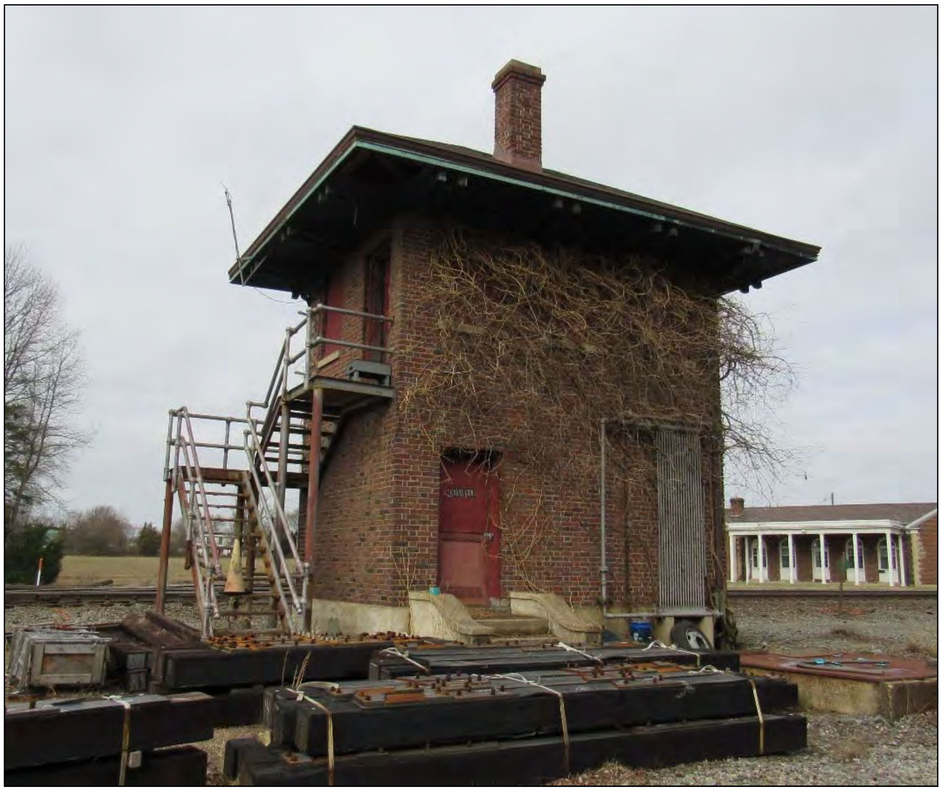


FIGURE 3-205: SOUTHEAST OBLIQUE OF THE HN TOWER

3.16.3 NRHP Evaluation

The Doswell Depot and Tower (historically known as the C&O/RF&P Station and HN Tower) located at 10577 Doswell Road is currently used as the offices of the Buckingham Branch of CSXT. Constructed after a circa-1907 station burned at this location in 1927, the current depot remains in use for rail-related activities. The Doswell Depot was important to the community of Doswell, and it follows trends of small depots being built to spur the development of many other railroad towns along the RF&P Railroad, such as the Woodford Depot (016-0222), which was built circa 1900 as a joint freight and passenger depot to serve the community of Woodford, and the NRHP-listed Beaverdam Depot (042-0081), a depot built in 1866 to replace another depot destroyed during the Civil War. The railroad and Doswell Depot prompted commercial, industrial, and residential growth in the crossroads community and the depot remains the most prominent surviving symbol of the importance of rail travel to the development of Doswell. As such, the Doswell Depot and Tower are recommended eligible for the NRHP under Criterion A for its significant associations with transportation and development in Doswell at the local level.

The Doswell Depot and Tower have no known association with an individual who is "significant within a historic context" or has "gained importance within his or her group or profession"—necessary qualifications for it to be eligible under Criterion B. Therefore, the resource is recommended not eligible under Criterion B.

Although its architect is unknown at this time, this building remains a good example of a Classical Revival railroad station and reflects the continued investment that both the C&O Railroad and RF&P Railroad made in the community of Doswell. When combined with its circa-1928 HN tower, these two resources are an increasingly uncommon site along historic rail lines in the state. Although some, but not all, windows have been replaced in the building, this is the only notable modification to the exterior of the depot. As such, the resource overwhelmingly retains historic integrity of location, design, materials, workmanship, setting, feeling and association. Given its good condition, continued use, and relatively high level of historic integrity, this resource merits individual listing in the NRHP under Criterion C for architecture at the local level.

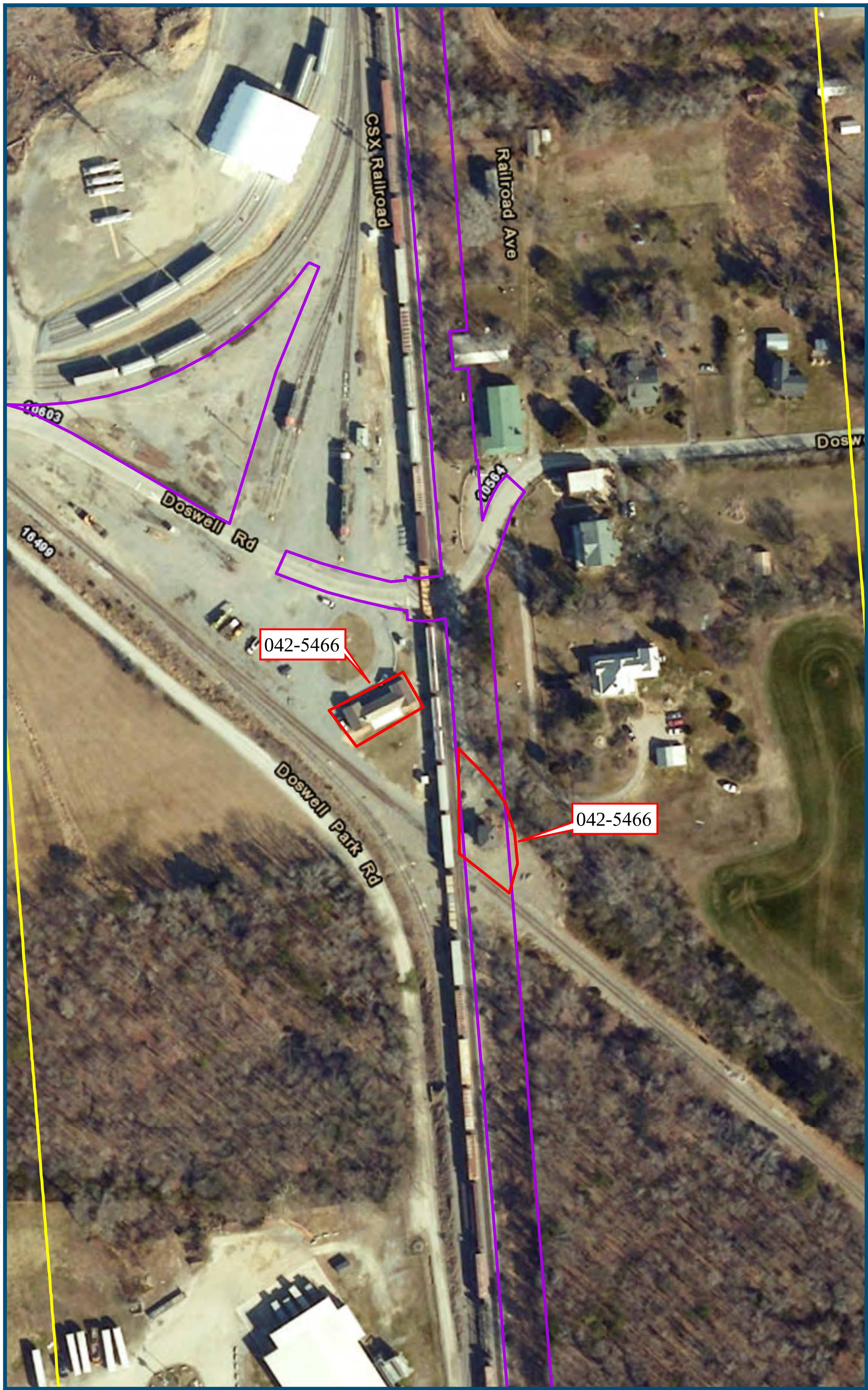
As an architectural resource, the Doswell Depot and Tower have not been evaluated under Criterion D.

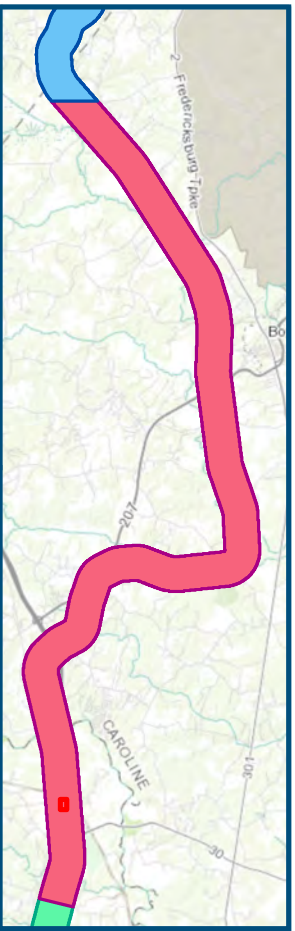
This resource is located within the Doswell Historic District (042-5448). The Doswell Depot and Tower were built during the district's period of significance and contribute to the historic integrity and architectural significance of the district as a whole. As such, it should be considered as a contributing resource to the district.

The Doswell Depot and Tower should also be considered as contributing to the RF&P Railroad Historic District (500-0001). They were built during the district's period of significance and were built by the RF&P Railroad to serve the small community of Doswell. As such, the Doswell Depot and Tower should be considered as contributing resources to the railroad historic district.

In sum, **the Doswell Depot and Tower is recommended eligible for listing in the NRHP under Criteria A and C, and considered a contributing element to the Doswell Historic District and the RF&P Railroad Historic District.**

The proposed period of significance for this resource is from 1927 to 1958, the date the resource was built until the date the tower stopped being used and the depot was primarily retired from passenger service. The proposed NRHP boundaries for the Doswell Depot and Tower, as determined during the current investigations, encircle both resources individually (Figure 3-206). The boundary for the depot encircles the building closely and does not include any landscape features. The tower boundary is located within the railroad right-of-way and includes the graveled area surrounding the resource.


CSX Railroad
Railroad Ave
Dosw
10603
10564
Doswell Rd
16499
Doswell Park Rd
042-5466
042-5466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Bo
207
CAROLINE
301
30

0 80 160
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪 Preferred Alternative
🟨 Architectural APE
🟥 Proposed NRHP Boundary

Figure 3-206
Proposed NRHP Boundaries for the Doswell Depot and Tower (042-5466)

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3.17 ROBERT STILES BUILDING/ MAIN BUILDING OF THE LAUREL INDUSTRIAL SCHOOL (043-0292-0001)

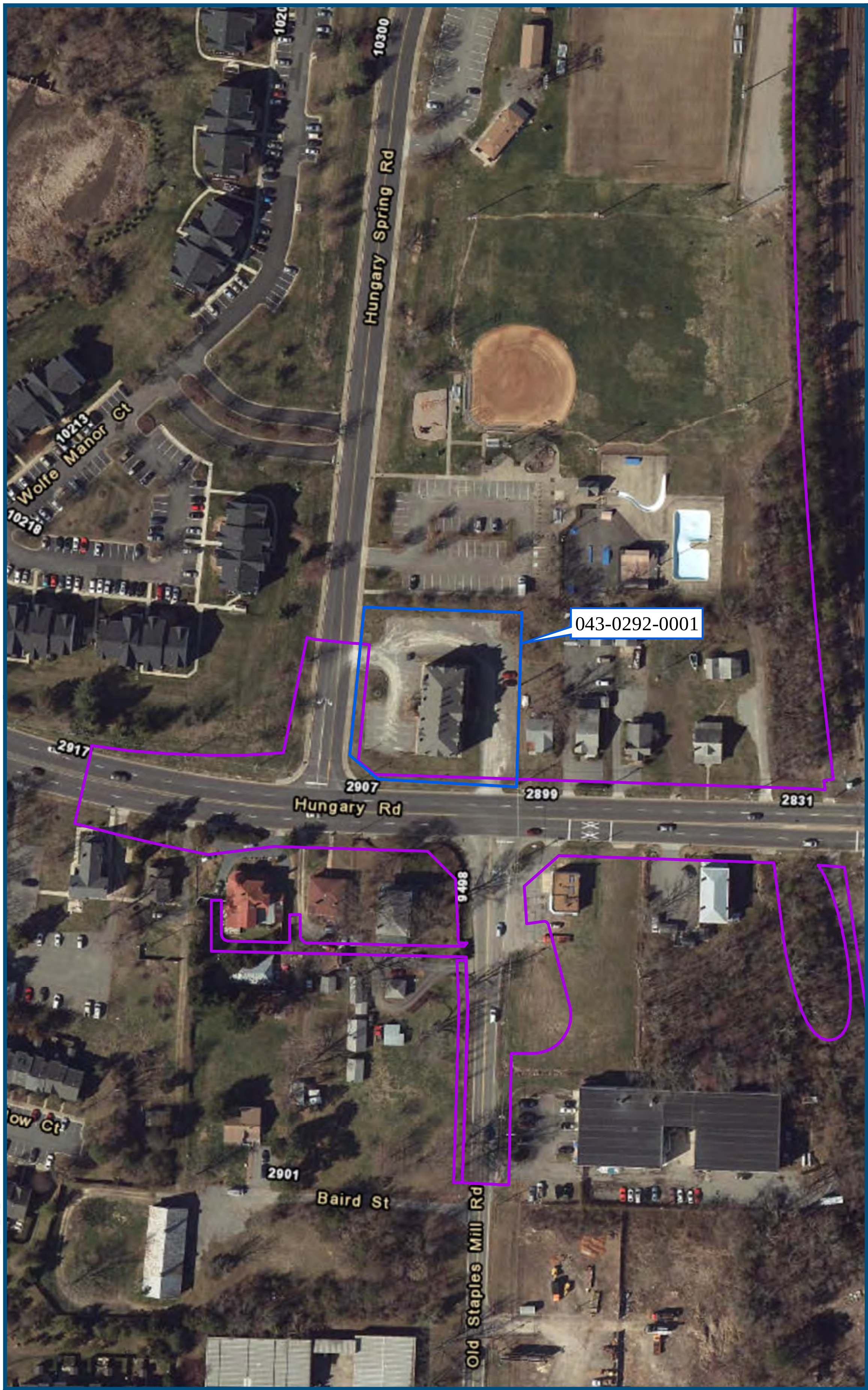
The Robert Stiles Building, also known as Main Building of the Laurel Industrial School, is located at 2900 Hungary Road in Henrico County, Virginia. The building is situated in the northern portion of the NRHP-eligible Laurel Industrial School Historic District (043-0292) boundaries. The building sits upon a 0.89-acre parcel on the northeast corner of the intersection of Hungary and Hungary Spring Roads, approximately 0.8 mile from the existing railroad bed (Figure 3-207). It is situated in the center of the property, setback from both roads, and immediately surrounded by a manicured grass lawn to the south while gravel parking areas line the north and west. Another parking area is located on the east side separated from the building by a small strip of manicured grass. The property is accessed by two vehicular entrances: one from Hungary Spring Road in the northwest corner of the lot and another from Hungary Road in the southeast corner. Some deciduous trees and shrubbery line the north and east boundaries of the parcel. Immediately north of the property is a Henrico County school, to the east are several small parcels filled with residential or former residential buildings as well as the existing railroad bed, while Hungary Road is situated immediately south as well as other residential and commercial properties, and a large townhouse and condominium community and Hungary Spring Road are to the west.

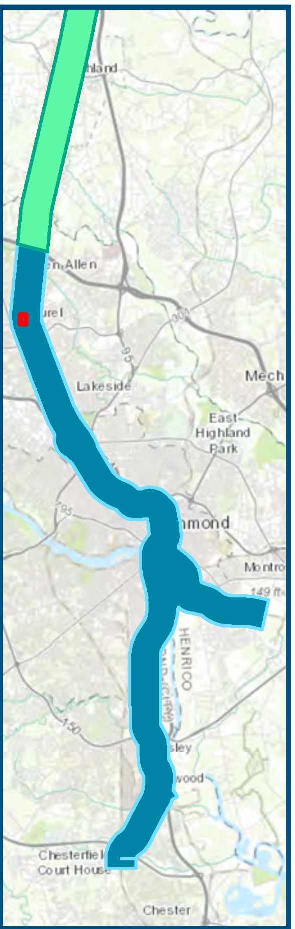
3.17.1 Historic Context

In May 1890, the Prison Association of Virginia (Prison Association), a group organized from local citizens incorporated by the General Assembly in March 1890, received a plot of land containing approximately 17 acres near Laurel Station in Henrico County as a gift from Annie P. Russell of Richmond (Henrico County Deed Book [HCDB] 130-A:321–322; Keve 1986). Eventually, the association accumulated about 90 acres in the Laurel area (Figure 3-208) (Manarin and Peple 2011). Soon after, in 1892, the Prison Association purchased multiple tracts of land on the west side of the RF&P Railroad along Hungary Road from the Special Commissioners representing the deceased W. L. Cowardin (HCDB143-A:277–278, 278–279).

The Prison Association sought to reform the state's penal system for Virginia's juvenile offenders (Keve 1986; Leach 1984). Beginning around 1860, about a dozen states had built "reform schools" as separate institutions for felonious and delinquent children while the Commonwealth continued to use the penitentiary (Keve 1986:149). Alternatively, development of juvenile institutions were left to voluntary groups and private organizations such as the Prison Association of Virginia (Keve 1986:149). The goal of these associations:

> …shall be the improvement of the government, discipline, and general management of prisons within this state, whether under the control of state, city, or county authorities; the amelioration of the condition of prisoners, whether detained as witnesses or for trial or finally convicted; and the encouragement and aid of discharged convicts who exhibit any desire to reform and to become good citizens [Keve 1986:152].


10300
1020
Hungary Spring Rd
Wolfe Manor Ct
10213
10218
043-0292-0001
2917
2907
2899
2831
Hungary Rd
9498
low Ct
2901
Baird St
Old Staples Mill Rd


hland
n Allen
urel
Lakeside
Mech
East Highland Park
mond
Montro
149 ft
HENRICO
sley
wood
Chesterfield Court House
Chester

0 80 160
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

▭	Preferred Alternative
▭	Architectural APE
▭	Resource Boundary

Figure 3-207
Location of the Robert Stiles Building/ Main Building of the Laurel Industrial School (043-0292-0001)

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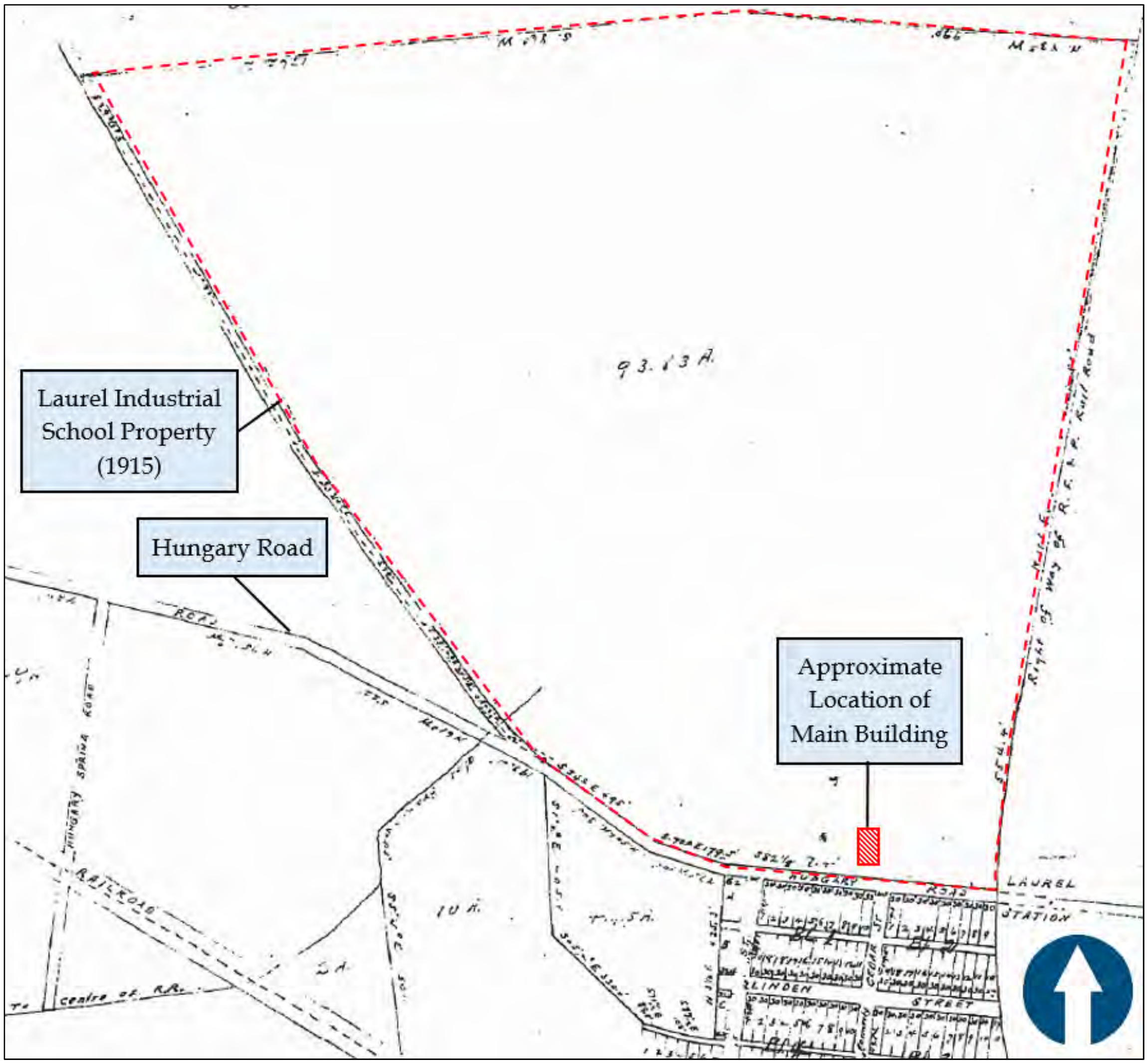

Laurel Industrial School Property (1915)
Hungary Road
Approximate Location of Main Building
93.13 A.
Hungary Road
Laurel Station
Linden Street
Railroad
Right of Way of R. F. & P. Rail Road

FIGURE 3-208: PRISON ASSOCIATION PROPERTY WITH ROBERT STILES BUILDING AS RECORDED IN 1915 (HENRICO COUTY PLAT BOOK [HCPB] 11:216) (MAP NOT TO SCALE)

The program at the industrial school was intended to provide white boys with basic education as well as vocational skills. The purchase and donation of the large plot of land in Henrico County was the first step in making the vision of the Prison Association a reality to build a reform campus. The main building, called the Robert Stiles Building after the founder of the association, was the first in the Laurel Industrial School complex constructed around 1894; its construction was funded through state appropriations (Leach 1984). The building served as a dormitory, chapel, dining hall, and school of the convicted white boys. Farm work as well as a vocational instruction program was favored by the institution, and the Prison Association sought after manufacturing contracts for a means of financial support, their first being with the company of J.J. Wright and Stokes manufacturing horse collars (Prison Association of Virginia 1898:4). However, this contract was terminated just one year later due to the company failing to pay the Prison Association. The school also operated a blacksmith shop, broom-making operation, and a garment factory at various times with the incarcerated boys acting as the workforce.

Although the association intended to operate under paternal and protective philosophies unlike those used in penitentiaries, their practices were considered harsh and outdated after the board president attended a conference with other juvenile institution operators in 1902 (Keve 1986). For example, the Prison Association still favored the use of a ball and chain as a method of punishment and complete silence during meal and work times. After multiple complaints that the Commonwealth was not supporting the school and that board members were overreaching in their positions, the governor requested an investigation from the Virginia Board of Charities and Corrections in the 1910s (Keve 1986). From this investigation, it was proposed that "the Laurel Industrial School is in sore need of larger support from the State… We, therefore, strongly recommend, as a great duty and obligation on part of the State, that State ownership shall be effected as soon as possible" (Keve 1986:156). During this transition period, it was recognized that the area was becoming more and more urbanized as the City of Richmond, just 8 miles south, expanded, and a search for a new location with ample farmland began. A new site was found on the south side of the James River in Powhatan County. In February 1920, the General Assembly of Virginia approved the dissolution of the Prison Association, and its property as well as the buildings thereon were sold to the Commonwealth (HCDB 215-B:69).

In September 1924, Albert Anderson Harvey purchased several lots from the state for $48,000, including 93.83 acres on the north side of Hungary Road which included the Industrial School's buildings (HCDB 230-C:209–212). Harvey operated a general store, called Harvey's Store, in the main building, all the while accumulating several more properties around Laurel Station including what is now the Laurel Gallery on the south side of Hungary Road (Henrico County Will Book [HCWB] 13:400). During his ownership, Harvey sold off a portion of the land to the north to the Henrico County School Board. In 1941, Harvey willed that his associate, Robert Alexander Walton, and his son-in-law, Claude Linwood Bradshaw, could purchase the property after his death for $6,000 (HCDB 290:357–360; HCWB 13:400). After Harvey's death in 1941, his land was subdivided (Figure 3-209) (HCDB 29:356). Both Walton and Bradshaw willed their shares of the property and their business, Laurel Links, Inc., to their wives, Rebecca Briggs Walton and Elise Harvey Bradshaw, respectively (HCWB 26:343–344, 38:423).

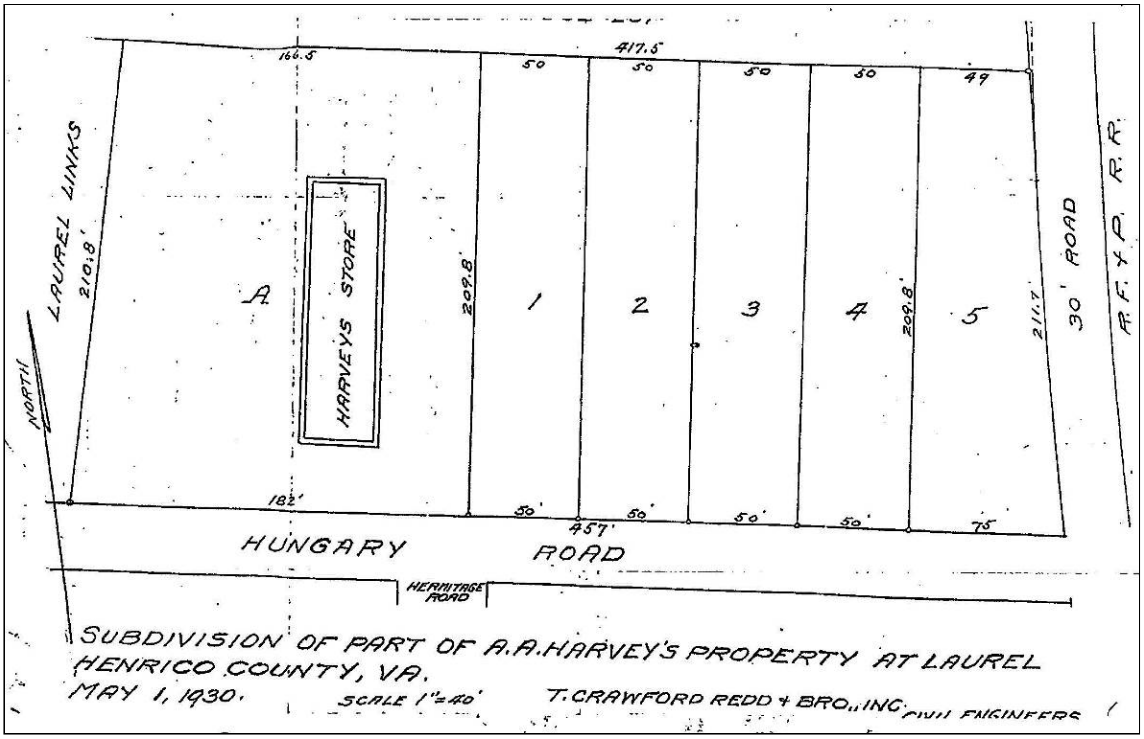

417.5'
166.5
50
50
50
50
49
LAUREL LINKS
210.8'
A
HARVEYS STORE
209.8'
1
2
3
4
209.8'
5
211.7
30' ROAD
R.F.+P. R.R.
NORTH
182'
50'
50'
50'
50'
75'
457'
HUNGARY ROAD
HERMITAGE ROAD
SUBDIVISION OF PART OF A.A.HARVEY'S PROPERTY AT LAUREL
HENRICO COUNTY, VA.
MAY 1, 1930.
SCALE 1"=40'
T.CRAWFORD REDD + BRO., INC. CIVIL ENGINEERS

FIGURE 3-209: PLAT OF SUBDIVISION OF ALBERT ANDERSON HARVEY'S LAND IN 1930, PARCEL BOUNDARIES STILL EXISTING TODAY (HCDB 290:356)

Rebecca Walton and Elise Harvey conveyed the property, along with two others in the vicinity, to Kent Newcomb and his wife, Helen, in 1968 for a total of $27,000, who then sold it to Dartman Corporation in 1969 (HCDB 1367:401–403, 1394:154–156). In 1976, Stonewall Enterprises, Inc. assumed the Dartman Corporation which included the properties they owned (HCDB 1689:152–153). The school building was then sold to Knob Enterprises, with one-half undivided interest going to each owner of the company: Walter Proffit and Stewart Vest (HCDB 1758:1229–1232). The mortgage was defaulted on and, in 1982, the Heritage Savings and Loan Association sold the property to Robert Bluford, Jr. and his wife, June (HCDB 1787:544–547, 1873:1453). The Blufords, assisted by area residents, are responsible for nominating the Laurel Industrial School as a historic district to the NRHP in 1987 (Wright 2012). They conveyed the property to their son, Robert Bluford, III, in 1991, who continues to own the building today. The building currently houses multiple leasable office spaces.

3.17.2 Architectural Description

3.17.2.1 Primary Resource Exterior

Originally constructed as a multi-purpose building for a boys reformatory school around 1894, this Romanesque Revival-styled, two-and-one-half-story, seven-bay, brick building has a rectangular plan with a slight entrance projection centered on the east elevation (Figure 3-210). The current primary elevation faces east towards private properties and the railroad (Figures 3-211 through 3-213). The building is set on a continuous, raised basement foundation which supports a structural system composed of brick laid in a six-to-one, common bond. The building features a brick, corbelled belt course as well as soldier-coursed water table. A low-pitched hipped roof with multiple cross gables is sheathed in slate shingles and lined with a wood cornice and boxed gutters currently clad in metal. The gabled ends feature prominent partial returns accented by brick squared pilasters extending down to the belt course featuring corbelled capitals. The roof's ridge is pierced with six metal flues that appear to be fairly evenly spaced. Two interior-end brick chimneys with corbeled caps are located on both the north and south elevations. Six interior-end brick chimneys with corbeled caps are located along the east and west elevations, making for a total of 16 chimney stacks, some of which are larger than others.

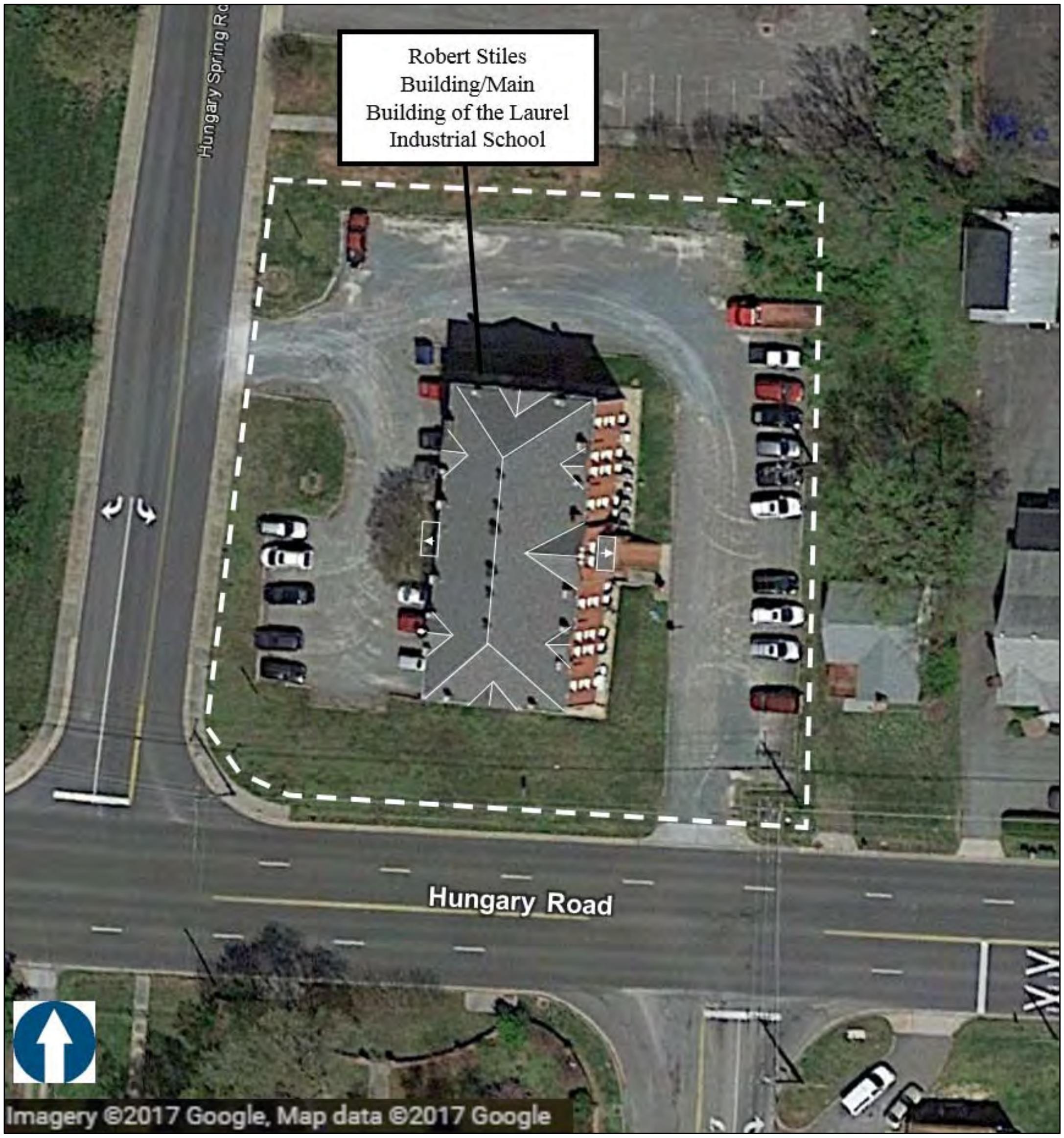

Robert Stiles Building/Main Building of the Laurel Industrial School
Hungary Spring Rd
Hungary Road
Imagery ©2017 Google, Map data ©2017 Google

FIGURE 3-210: SITE PLAN OF THE ROBERT STILES BUILDING/MAIN BUILDING OF THE LAUREL INDUSTRIAL SCHOOL (043-0292-0001) (GOOGLE EARTH 2017) (NOT TO SCALE)

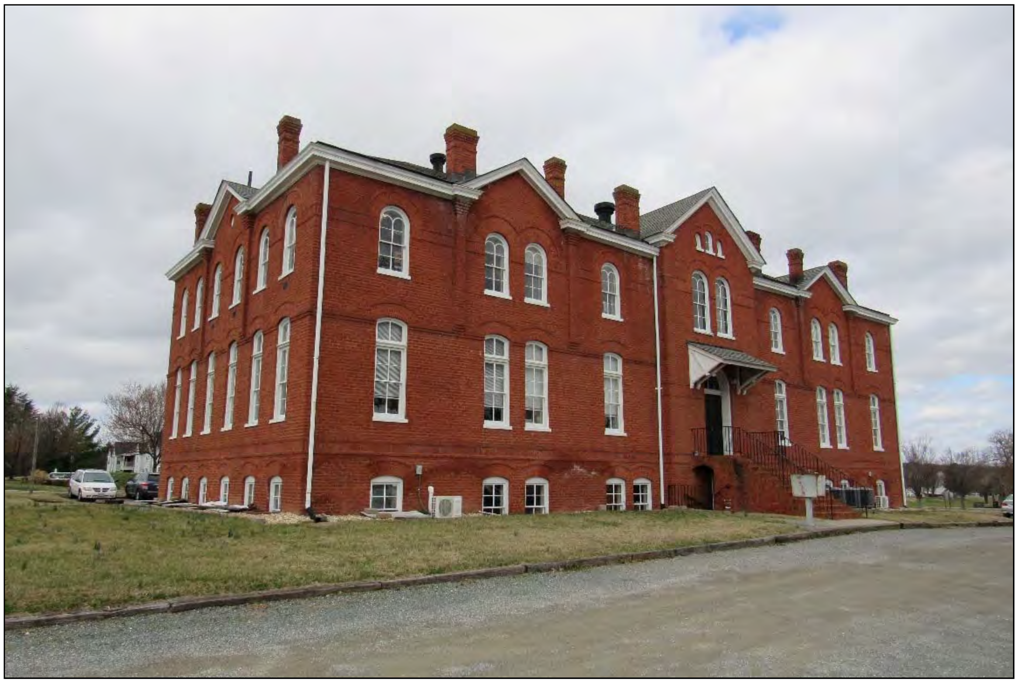


FIGURE 3-211: SOUTHEAST OBLIQUE OF ROBERT STILES BUILDING

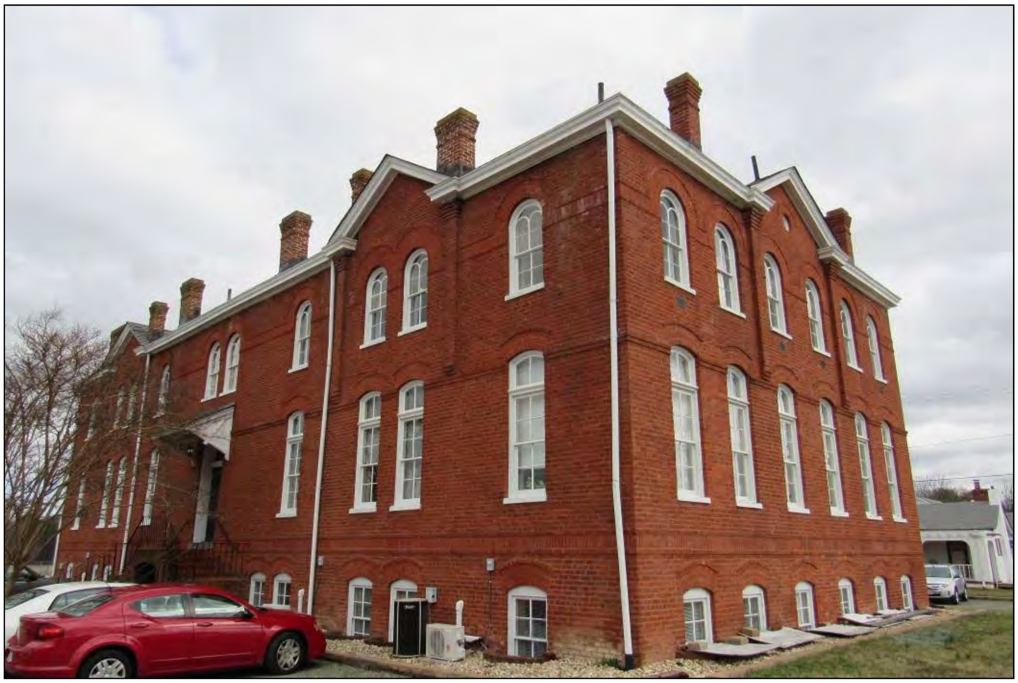


FIGURE 3-212: SOUTHWEST OBLIQUE OF ROBERT STILES BUILDING

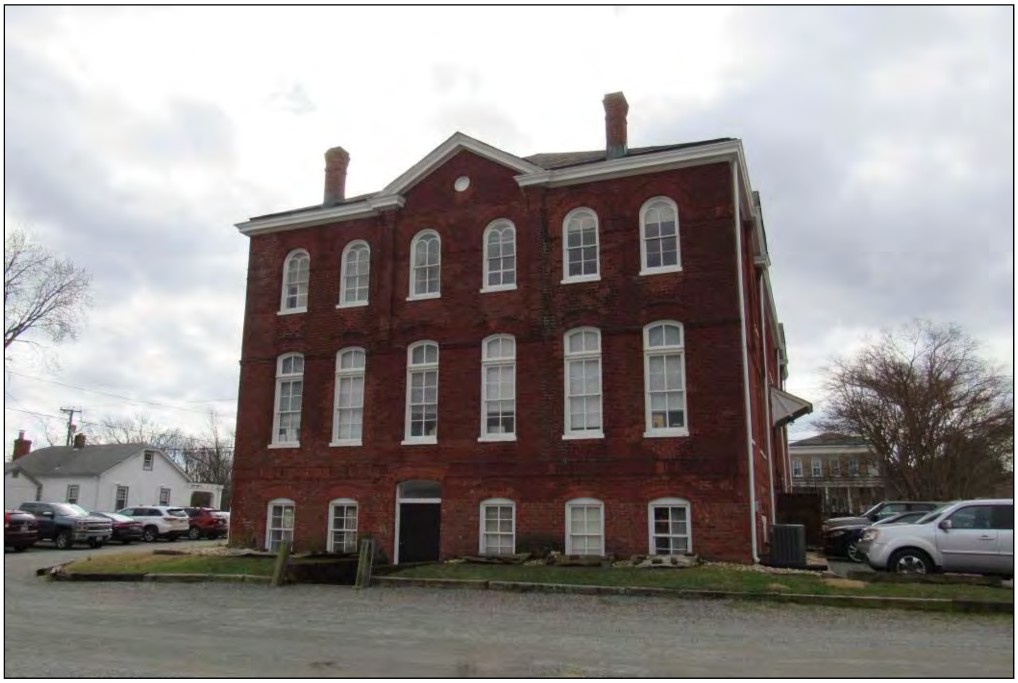


FIGURE 3-213: NORTH ELEVATION OF ROBERT STILES BUILDING

The building's primary entrance is situated in the center of the east elevation, beneath the central gable, with a similar entrance mirrored on the west (Figure 3-214). They are both filled with replacement, double-leaf, paneled doors featuring an eight-light, arched, wood transom. The eastern entrance is accessed by a raised brick stoop lined with a metal railing and is covered by a pent roof supported by wood brackets and sheathed in slate shingles. An arched opening on the south side of the stoop provides direct access to a basement-level entrance that is filled with a single-leaf, metal door. The western entrance also has a brick stoop with a shed overhang; however, a set of stairs extends north and south from the stoop providing a central (western), arched access to a basement-level entrance. This entrance features a double-leaf, half-glazed, metal door. An additional basement-level entrance is off-centered in the north elevation and is filled with a single-leaf, metal door with a single-light wood transom above. A poured-concrete walkway lined by brick retaining walls provides access to the northern basement entrance.

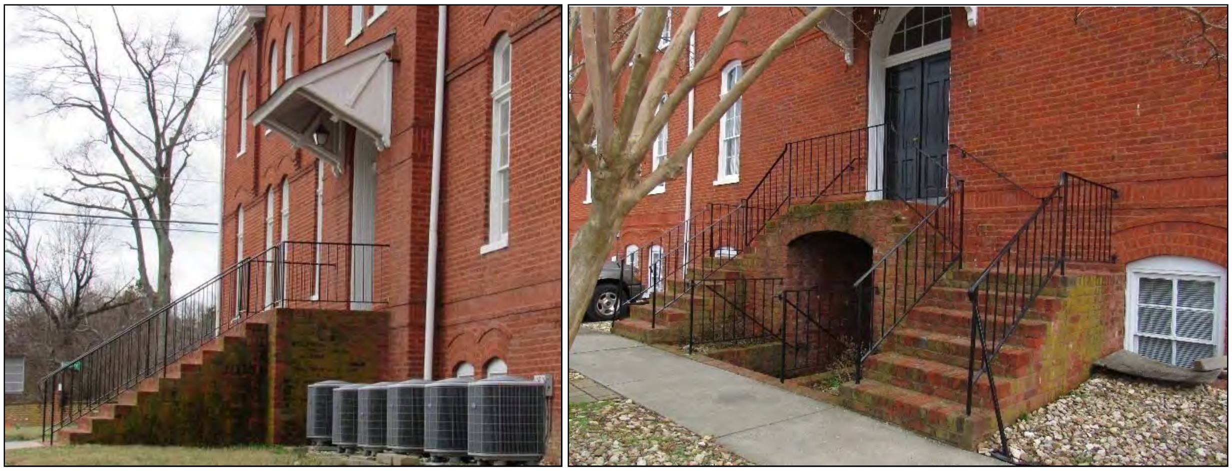


FIGURE 3-214: EAST ENTRANCE, LOOKING SOUTH (LEFT); WEST ENTRANCE, LOOKING NORTHEAST (RIGHT)

The building contains a variety of fenestration, all detailed with segmental and arched openings—a hallmark of the Romanesque Revival style (Figure 3-215) (McAlester 2015:387–394). The second story includes single and paired, Venetian-style windows with five-over-four, wood-frame, double-hung sashes and wood sills. The first story features single and paired, four-over-four, wood-frame, double-hung-sash windows with a segmental arch, two-light, transom above and wood sills below. Windows in the basement-level include four-over-four, wood-frame, double-hung-sash windows set within segmental arch openings. All of the window arches are composed of brick headers with wood sills below. At the first and second floors, the decorative brickwork of each arch is connected by a belt course that wraps around the entire building. A set of three two-light, wood-frame, arched, possible casement windows are located in the central gable of the east elevation; they also feature brick arches and wood sills. Two circular, boarded up openings are centered within the gables in the north and south elevations; they are encircled by brick headers.

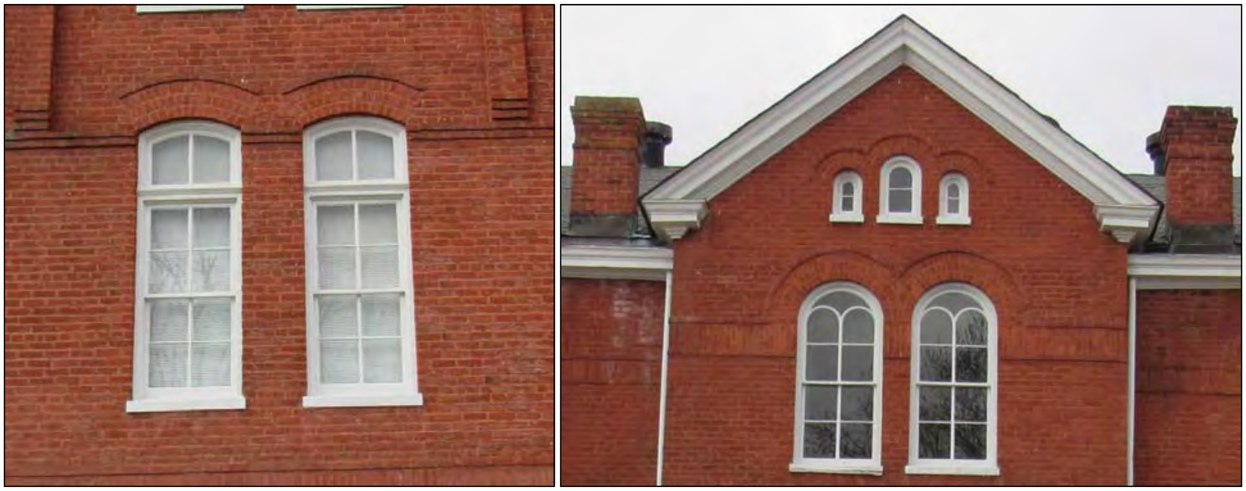


FIGURE 3-215: FIRST STORY WINDOW DETAIL, EAST ELEVATION (LEFT); SECOND STORY AND GABLED WINDOW DETAIL, EAST ELEVATION (RIGHT)

3.17.2.2 Primary Resource Interior

Although full access to the interior of the building was not obtained, surveyors did access shared spaces at each floor, noting that the first story, second story, and basement level mirror each other in a central-hall plan (Figures 3-216 and 3-217). The primary entrance in the east elevation opens to a hall that features wood flooring and drywall-covered walls, similar to the second story, while the basement level contains laminate tiled floors.

An entrance in the west wall of the first story hall mirrors the east entrance. A center beam that crosses from north to south in the first story hall is supported by cast iron supports with understated decorative detailing (Figure 3-216). In the southwest quadrant of the hall is a single stretch of wood stairs leading to the second story. This staircase is lined with a turned wood balustrade with paired spindles and a turned newel capped with a simple finial. A total of four doorways framed by simple wood surrounds, all filled with replacement metal, paneled doors, are located in both the north and south walls of the first story hall; they all lead to occupied office spaces. The second story and basement level halls also feature this same door pattern. A large chandelier is situated in the east half of the hall of the first and second stories.

A staircase covered in carpeting and lined with a similar balustrade is set beneath the stair leading to the second story and is accessed from the east in the first story hall. The carpeted staircase leads to the basement level. The basement hall features an exterior entrance in the west wall and is filled with double-leaf, metal, multi-light doors. The east wall of the basement hall contains a single-leaf, paneled, metal door to an unknown space. This area is also accessed via the exterior by a single-leaf door.

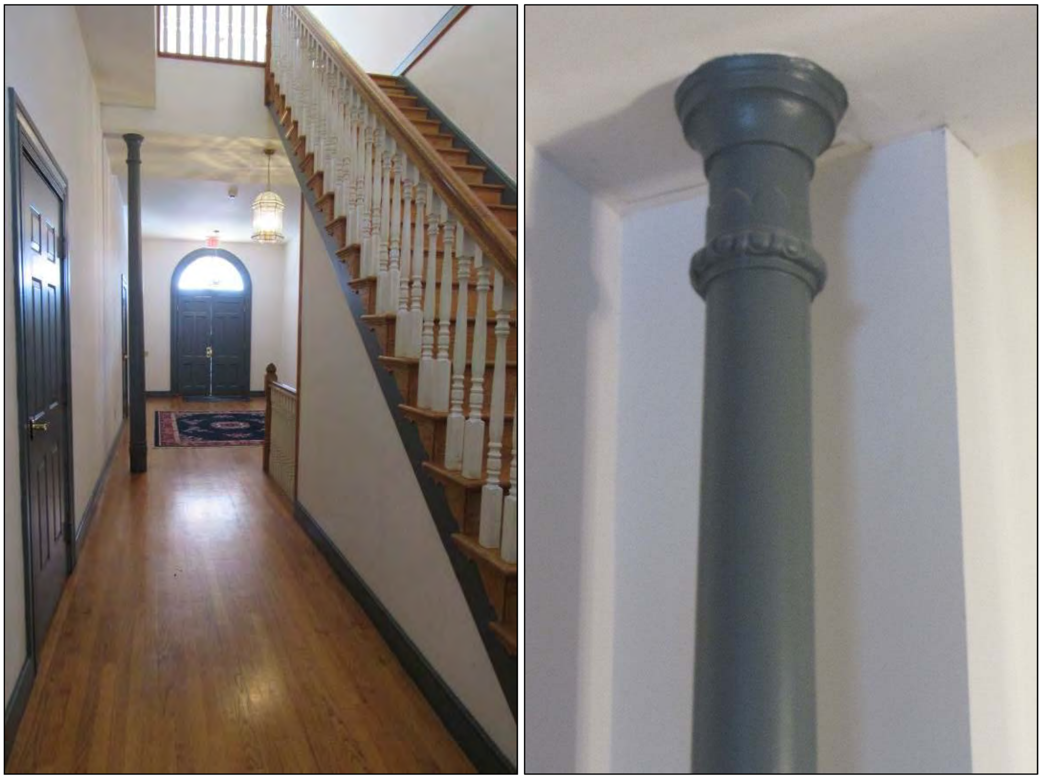


FIGURE 3-216: VIEW OF FIRST STORY HALL, LOOKING EAST (LEFT); DETAIL OF FIRST STORY METAL SUPPORT (RIGHT)

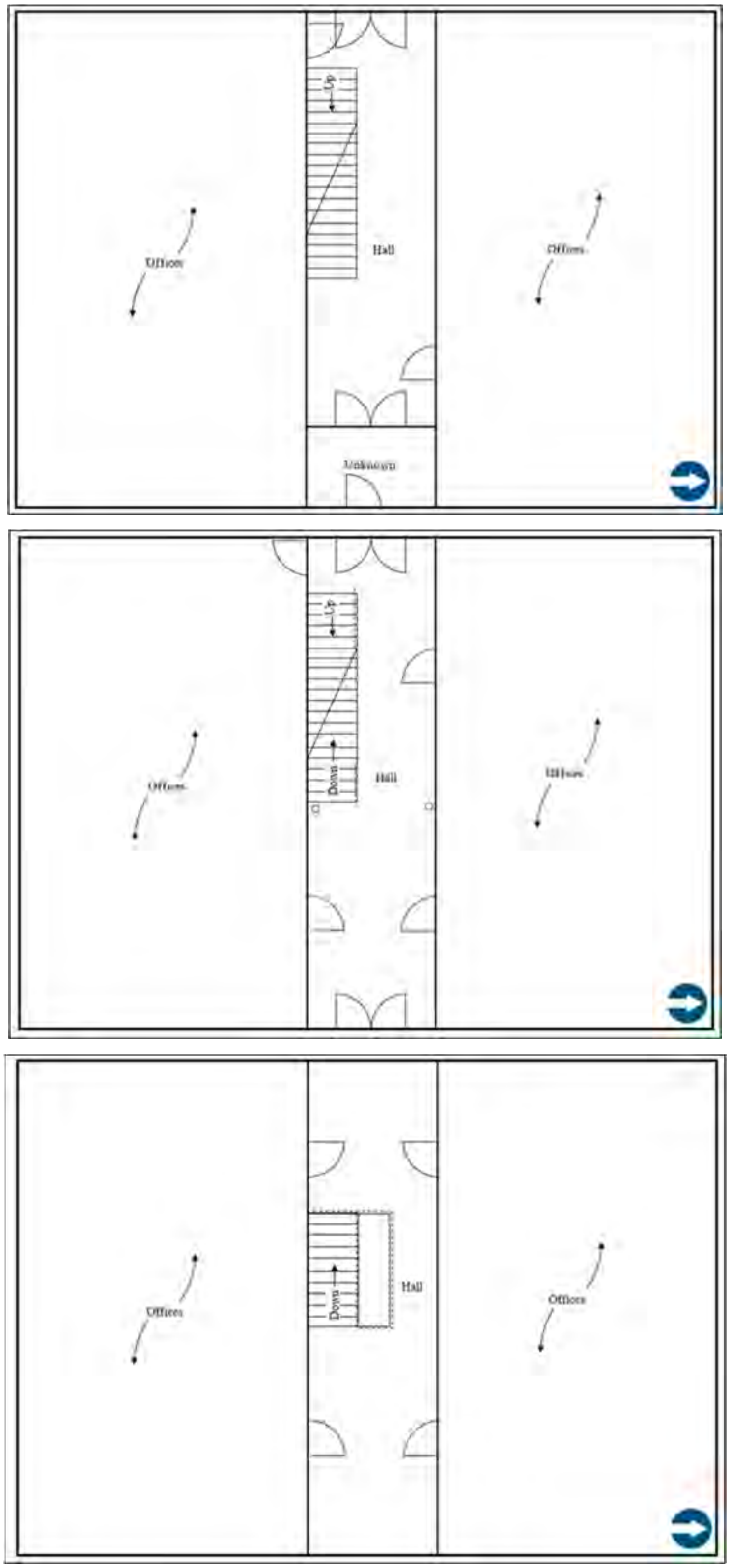

Up
Offices
Hall
Offices
Unknown
Up
Down
Offices
Hall
Offices
Down
Offices
Hall
Offices

FIGURE 3-217: BASEMENT LEVEL PLAN (TOP); FIRST STORY PLAN (MIDDLE); SECOND STORY PLAN (BOTTOM) (NOT TO SCALE)

3.17.3 NRHP Evaluation

The Robert Stiles Building or Main Building of the Laurel Industrial School, now an office building called Bluford Office Building, at 2009 Hungary Road is a Romanesque-Revival-styled educational building commissioned by the Prison Association of Virginia and completed around 1894. Although the building has experienced some modifications to the interior, it continues to retain a high level of integrity in design, location, materials, and workmanship. The area in which the resource is located has moderately changed from its primarily rural setting during its period of significance (1894–1920) to current suburbia, yet the primary building associated with the Laurel Industrial School Historic District (042-0292) and the small railroad town of Laurel still endure.

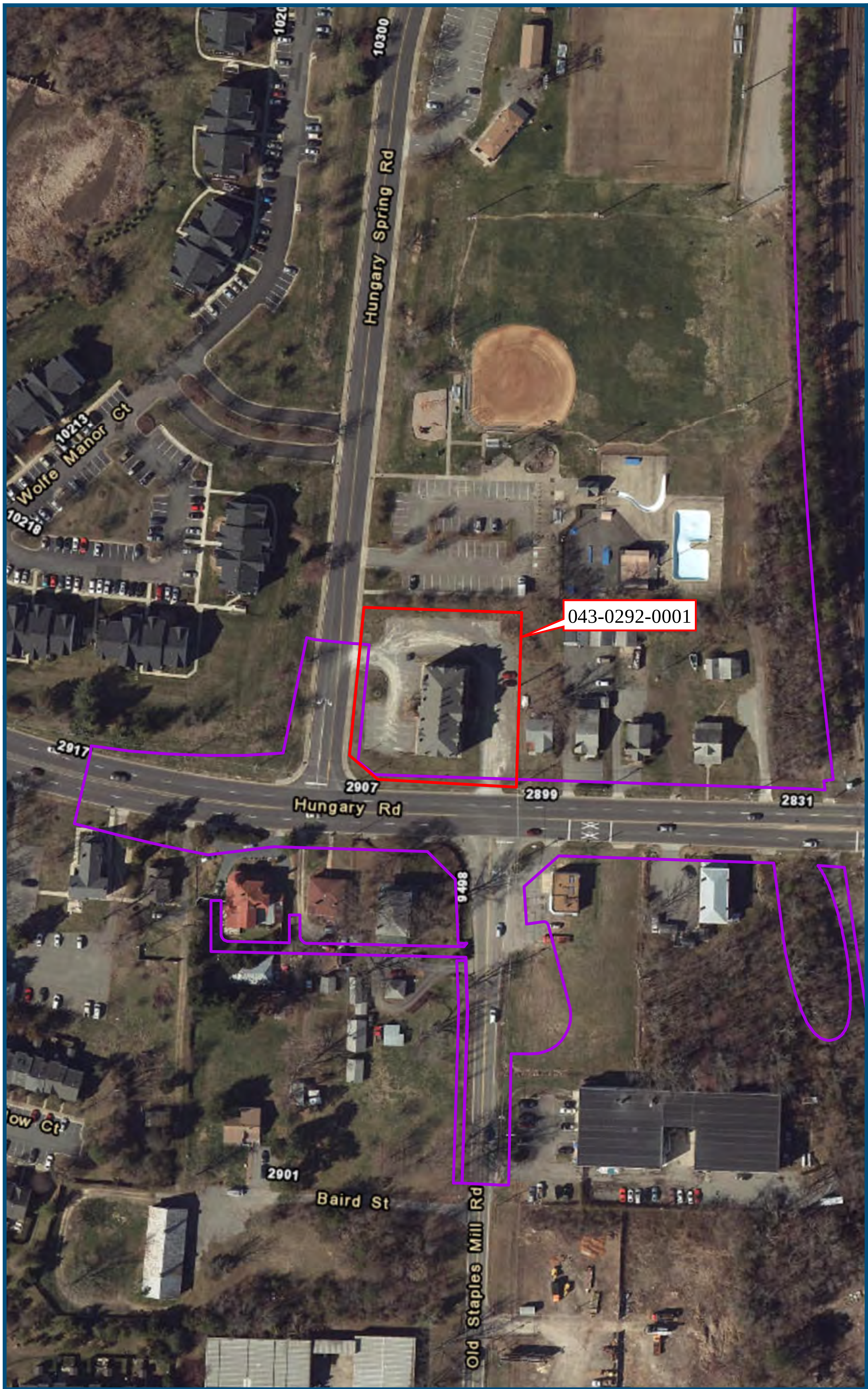
The Robert Stiles Building was constructed as the primary building of the Prison Association of Virginia's Laurel Industrial School, a turn-of-the-century reformatory school for convicted white boys. The school stemmed out of a period of recognition that incarcerated juveniles should not be housed with adult criminals, but instead given the opportunity to learn practical and technical skills for their life after release. Being one of the only surviving examples of this important period of prison reform, the resource is recommended as eligible under Criterion A at the state level.

Although the Prison Association of Virginia and its members played an important role in the establishment of the school and continuing the changes stemming from the prison reform movement in Virginia, they were not known to be catalysts or particular leaders. Therefore, the resource is recommended not eligible under Criterion B.

The resource is an exemplary example of the Romanesque Revival architectural style with extensive brick detailing, such as arched window openings, pilasters, and belt courses. It is unique in Henrico County as well as in public and educational buildings throughout this area of Virginia. Although continued and altered use of the building has encouraged some moderate change and replacement throughout the interior of the building, the resource is recommended as eligible under Criterion C at the local and regional level. As an architectural resource, the Robert Stiles Building was not evaluated under Criterion D

In sum, the Robert Stiles Building is **recommended eligible at the state level under Criterion A and at the local level under Criterion C.** As the resource was constructed during the district's period of significance and is the first building constructed as a part of the Laurel Industrial School, the resource is **recommended to remain a contributing resource to Laurel Industrial School Historic District (043-0292).**

The resource is recommended to have a period of significance beginning in 1894, when the school building was constructed, to 1920, the time in which the school was in operation. The proposed NRHP boundaries for the resource is limited to the current Henrico County tax parcel boundaries (GPIN 769-759-7739) (Figure 3-218).


10300
10200
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ow Ct
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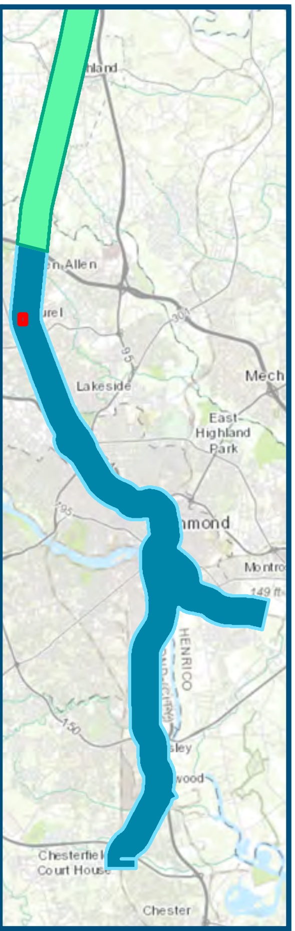
Baird St
Old Staples Mill Rd


hland
n Allen
urel
Lakeside
Mech
East Highland Park
mond
Montro
149 ft
HENRICO
sley
wood
Chesterfiel
Court House
Chester

0 80 160

Feet

0 20 40

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪	Preferred Alternative
🟨	Architectural APE
🟥	Proposed NRHP Boundary

Figure 3-218
Proposed NRHP Boundaries of the Robert Stiles Building/ Main Building of the Laurel Industrial School (043-0292-0001)

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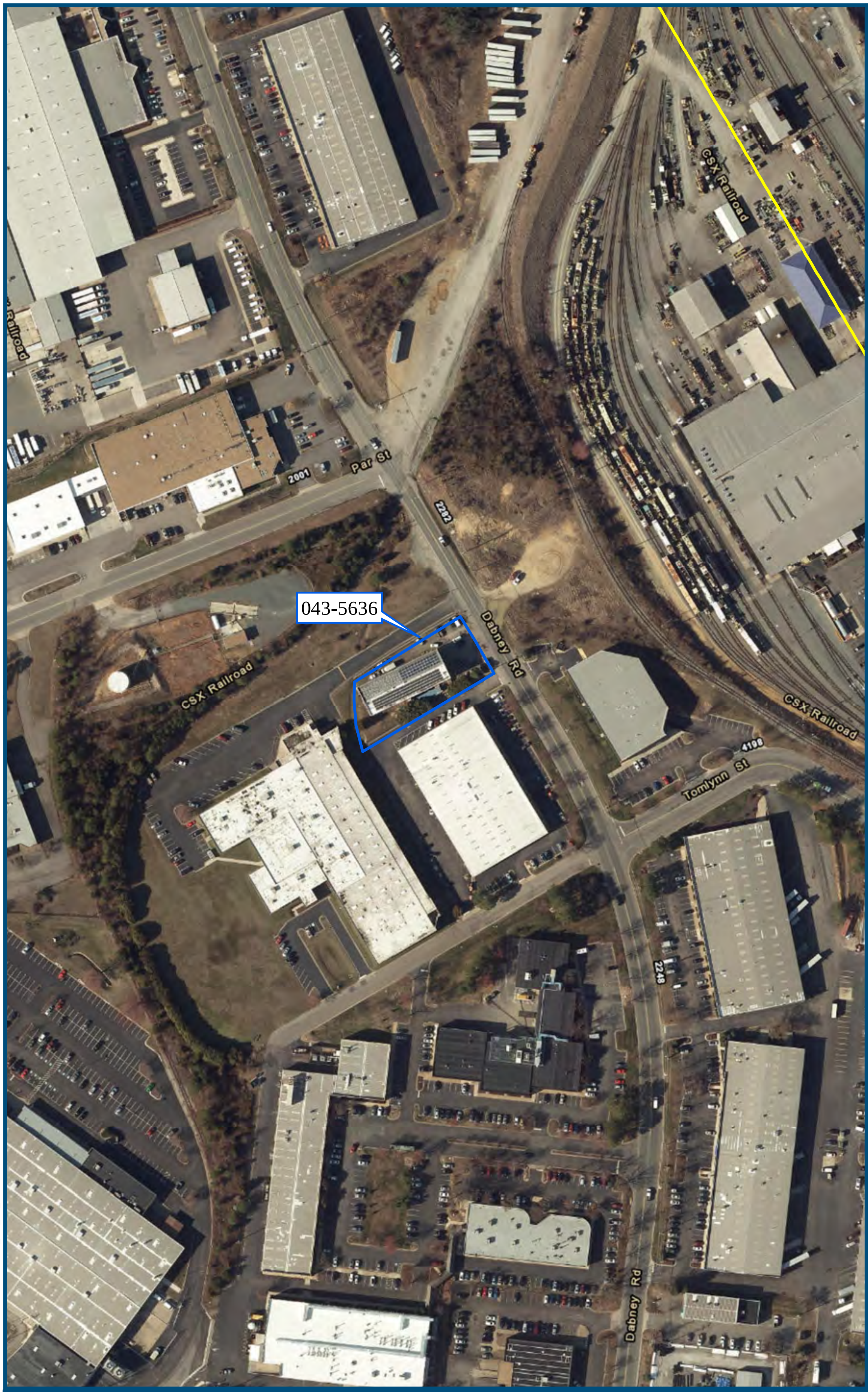
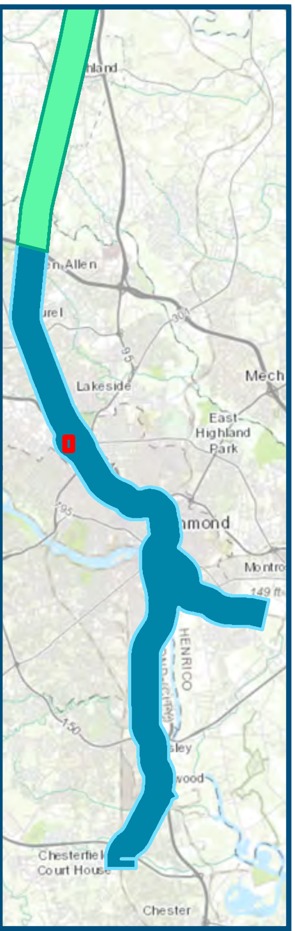
3.18 RF&P PAINT SHOP (043-5636)

The RF&P Paint Shop, currently owned by the Integrated Power Sources of Virginia, is located at 2260 Dabney Road in Henrico County, approximately 0.5 miles north of Richmond (Figure 3-219). The resource was once a part of a complex of warehouses and shops related to CSXT's Acca Yard, immediately east of the building. The area has been moderately altered with new construction; however, it still remains primarily commercial and industrial in nature. Currently, the RF&P Paint Shop sits on a 0.53-acre parcel and is immediately surrounded by an asphalt parking area to the northeast and manicured grass to the northwest, southwest, and southeast. The building is lined with deciduous trees along the southeast elevation. The property is accessed by a paved driveway extending southwest from Dabney Road by an asphalt parking area where two railroad tracks once extended from the Acca Terminal Yard east to the paint shop, according to historic aerials (NETR 1952, 1994). Remnants of these tracks are still visible today.

3.18.1 Historic Context

The resource, known as the RF&P Paint Shop, is located on the west side of Dabney Road, west of the current railroad. The RF&P Railroad Company purchased approximately 60 acres of land lying near Acca Yard in 1904 from Edwin A. Palmer, trustee for his wife, Alice H. Palmer (HCDB 170-A:331–332). The RF&P Paint Shop was among several buildings, including warehouses, shops, and a roundhouse and turntable, opened in 1924 as a part of a locomotive terminal and complex known as the Acca Locomotive Terminal, sometimes referred to as Acca Engine Terminal. As part of the larger Acca Yard, the facility served as the Richmond engine terminal for services and maintenance for locomotives belonging to both the RF&P Railroad and the Atlantic Coast Line Railroad (ACL) (Griffin 1994:11, 19). Henrico County's Real Estate Assessment Division documents the paint shop as being constructed around 1940, and historic topographic maps support this information; however, a photo of the yard believed to be taken in the 1930s shows the paint shop building in the background (Figure 3-220) (USGS 1939, 1956). As such, it is believed that the paint shop was actually constructed as part of the Acca complex in 1924.


043-5636
CSX Railroad
CSX Railroad
CSX Railroad
CSX Railroad
Par St
2001
2282
Dabney Rd
4198
Tomlynn St
2248
Dabney Rd


hland
n Allen
urel
95
301
Lakeside
Mech
East Highland Park
295
mond
Montro
149 ft
HENRICO
150
sley
wood
Chesterfield Court House
Chester

0 110 220
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟨 Architectural APE
🟦 Resource Boundary

Figure 3-219
Location of the RF&P Paint Shop (043-5636)

03/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_AH_Phil.mxd | Last Updated: 03.20.2018

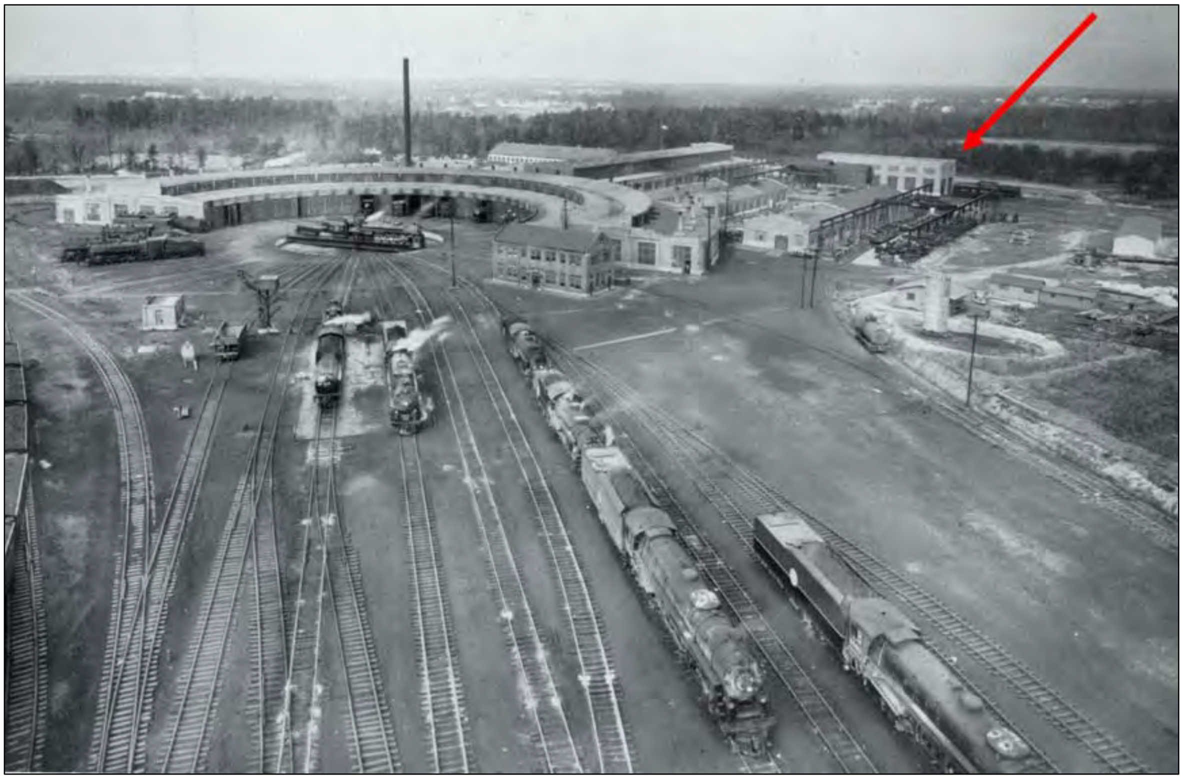


FIGURE 3-220: LOOKING WEST ONTO THE ROUNDHOUSE AND TURNTABLE OF ACCA LOCOMOTIVE TERMINAL BELIEVED TO BE TAKEN CIRCA 1930 (GRIFFIN 1994:19). VISIBLE IN THE BACKGROUND IS THE RF&P PAINT SHOP (DENOTED BY RED ARROW).

In the 1960s, RF&P Railroad Company opened a new consolidated shop facility in Richmond known as Bryan Park Terminal immediately northeast of the Acca Locomotive Terminal and the paint shop. This new shop, which housed the company's mechanical, engineering, and purchasing and stores departments, made some buildings at the Acca Locomotive Terminal obsolete (Griffin 1994:20). In the late 1960s, the coal filling station's roundhouse, turntable, and several warehouses were demolished, and by the mid-1970s, after another expansion at Bryan Park, new buildings were constructed in their place (Figures 3-221 and 3-222) (NETR 1952, 1968; 1977; Griffin 1994:). The RF&P Paint Shop is one of only two buildings that remain from the Acca Locomotive Terminal of the Acca Yard.

The RF&P Railroad Company continued to own and operate the Acca Locomotive Terminal under several different companies and corporations until 1991 when the rail line was merged with CSXT (Griffin 1994:18; HCDB 618:226–228, 1653:741, 2161:967; 2313:713). After the Acca Terminal closed in 1998, the 0.53-acre Paint Shop property, among other buildings in the area, was transferred to the Commonwealth Atlantic Properties, Inc., a Virginia corporation, successor by name change to Richmond, Fredericksburg, and Potomac Corporation (RF&P Corporation) which was successor to RF&P Railroad Company (Figure 3-223) (HCDB 2313:713, 2770:2578, 2711:1274, 2770:2589–2607). Commonwealth Atlantic Properties, Inc. conveyed the property to Linwood S. Raikes in 1999 (HCDB 2270:2589–2607, 2934:1853). In 2000, the Paint Shop building and 0.53 acre was sold to SRS Investments, LLC for $285,000 (HCDB 3036:692, 3050:1672). Today, the building houses the Integrated Power Sources of Virginia, a company focused on a multitude of power systems including stationary, motive, and solar.

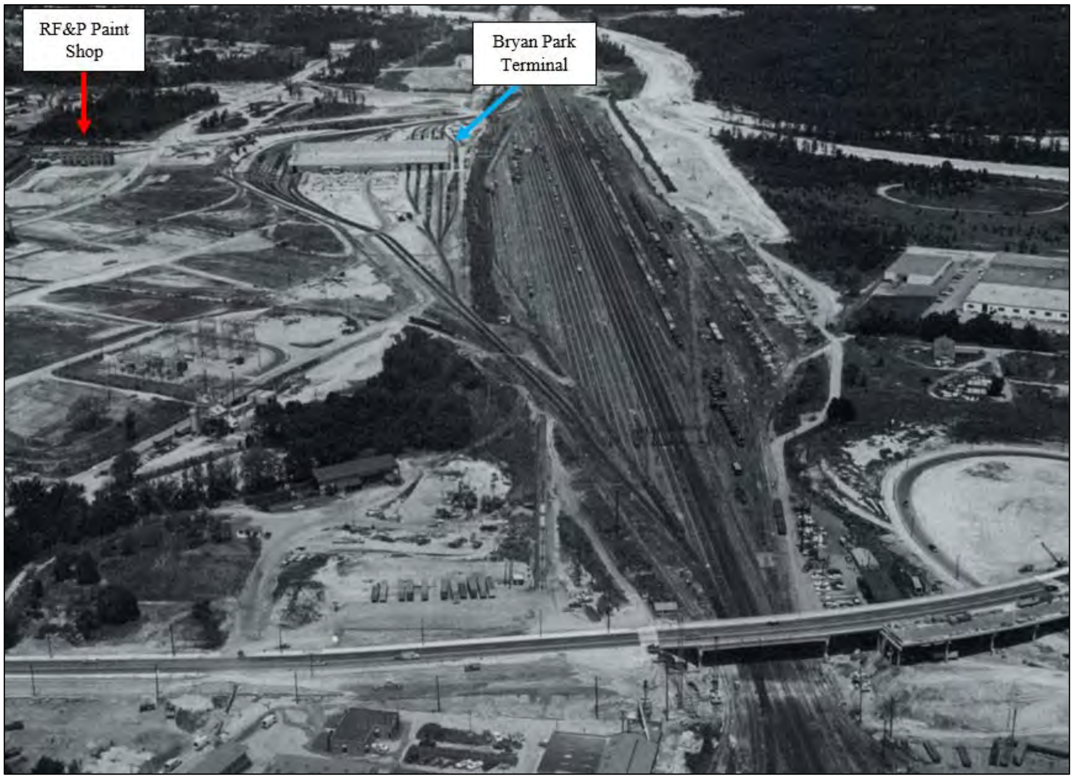

RF&P Paint Shop
Bryan Park Terminal

FIGURE 3-221: AERIAL VIEW LOOKING NORTH OF THE ACCA YARD AND BRYAN PARK TERMINAL (DENOTED IN BY BLUE ARROW) TAKEN IN JULY OF 1965 (GRIFFIN 1994:127). RF&P PAINT SHOP DENOTED BY RED ARROW.

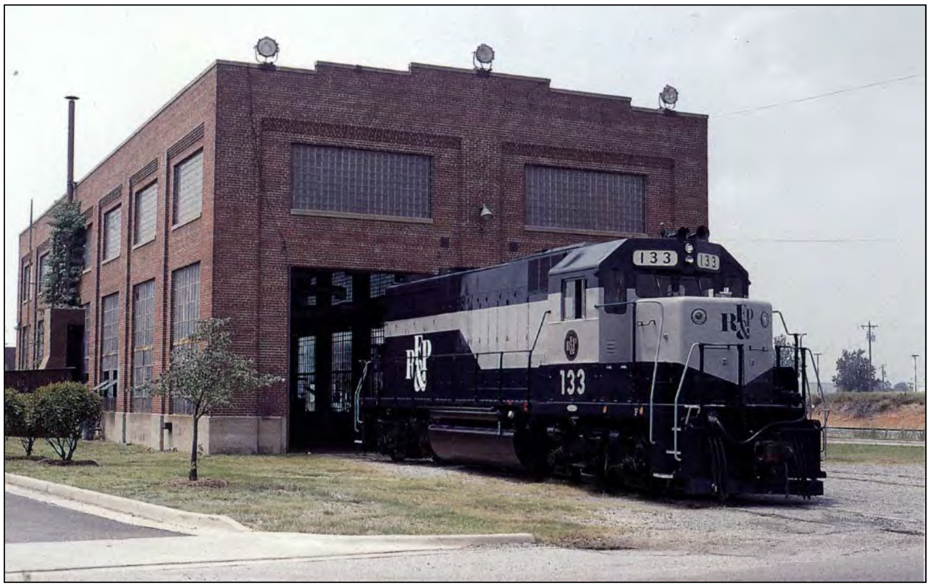

133
133
133
RF&P
RF&P

FIGURE 3-222: RF&P PAINT SHOP (043-5636) IN 1991 WITH THE LAST RF&P DIESEL TO BE PAINTED AT THE SHOP (GRIFFIN 1994:195)

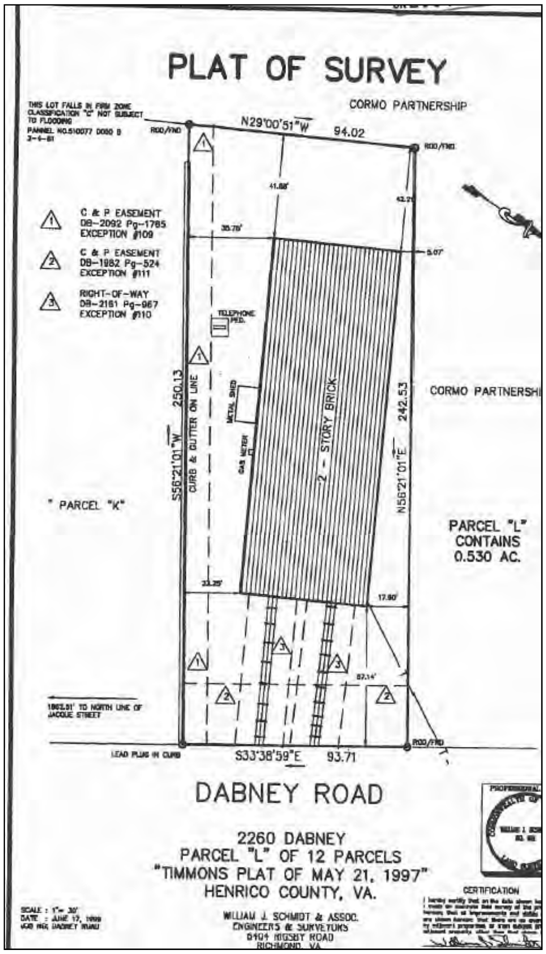

PLAT OF SURVEY
THIS LOT FALLS IN FIRM ZONE CLASSIFICATION "C" NOT SUBJECT TO FLOODING
CORMO PARTNERSHIP
N29°00'51"W 94.02
ROD/FND
ROD/FND
41.88'
35.78'
5.07'
1
C & P EASEMENT
DB-2092 Pg-1765
EXCEPTION #109
2
C & P EASEMENT
DB-1982 Pg-524
EXCEPTION #111
3
RIGHT-OF-WAY
DB-2161 Pg-967
EXCEPTION #110
TELEPHONE PED.
METAL SHED
GAS METER
2 - STORY BRICK
S56°21'01"W 250.13
CURB & GUTTER ON LINE
N56°21'01"E 242.53
CORMO PARTNERSHI
" PARCEL "K"
PARCEL "L" CONTAINS 0.530 AC.
33.25'
17.90'
87.14'
1
2
3
3
2
TO NORTH LINE OF JACQUE STREET
LEAD PLUG IN CURB
S33°38'59"E 93.71
ROD/FND
DABNEY ROAD
2260 DABNEY
PARCEL "L" OF 12 PARCELS
"TIMMONS PLAT OF MAY 21, 1997"
HENRICO COUNTY, VA.
SCALE : 1"= 30'
WILLIAM J. SCHMIDT & ASSOC.
ENGINEERS & SURVEYORS
RICHMOND, VA
CERTIFICATION

FIGURE 3-223: CURRENT PARCEL OF RF&P PAINT HOUSE (HCDB 2934:1856)

3.18.2 Architectural Description

3.18.2.1 Primary Resource Exterior

The resource is a one-story, two-bay commercial building with a rectangular plan with elements of the Art Deco and Moderne architectural styles (Figures 3-224 and 3-225). It is built on a poured-concrete foundation and is constructed of brick laid in a five-to-one common bond with low-relief corbeling framing fenestration, often seen in Art Deco/Moderne buildings (Figure 3-226) (McAlester 2015). Similar to many commercial buildings of the period, the former paint shop is covered by a very low-pitched, front-gabled roof, featuring a stepped parapet with a concrete cap on the primary (northeast) and rear (southwest) elevations. In the center of the northeast parapet are large metal numbers reading "2260." Iron anchor plates are also visible in those elevations. Current online aerials indicate that the roof has been lined with multiple solar panels.

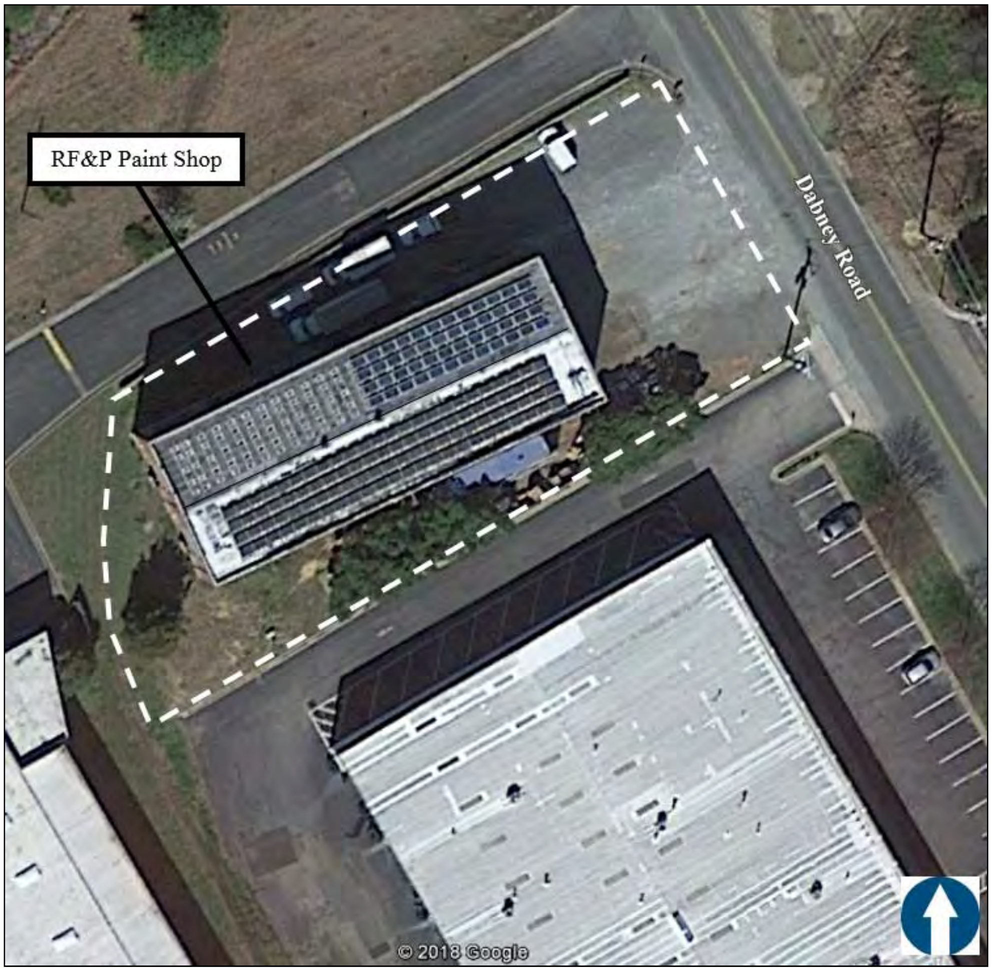

RF&P Paint Shop
Dabney Road
© 2018 Google

FIGURE 3-224: SITE PLAN OF THE RF&P PAINT SHOP (043-5636)

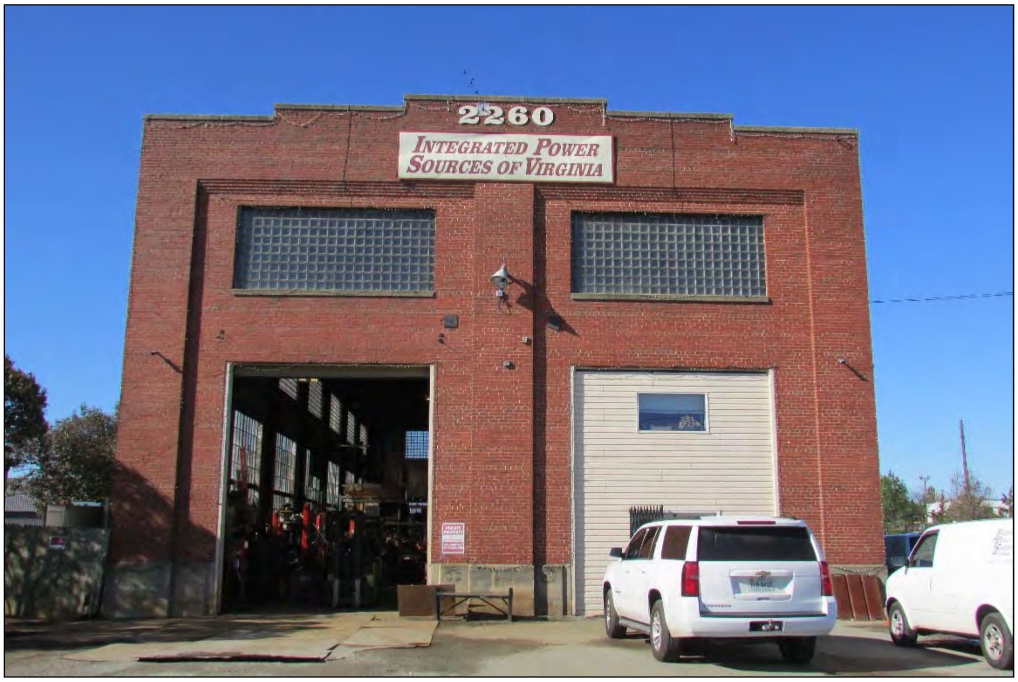


FIGURE 3-225: NORTHEAST ELEVATION OF RF&P PAINT SHOP

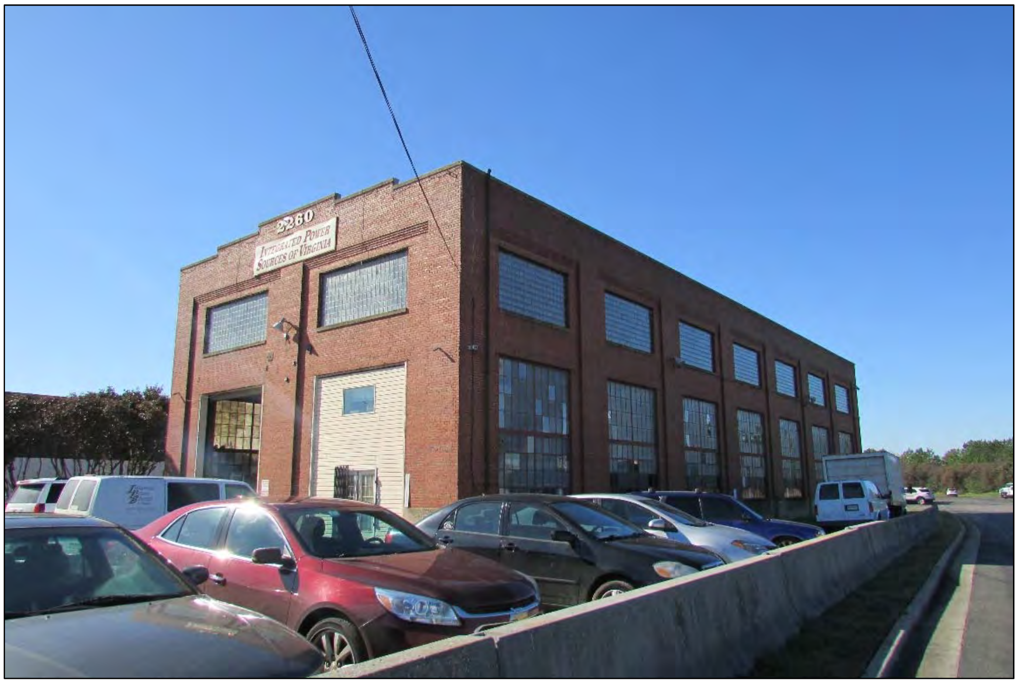


FIGURE 3-226: NORTH OBLIQUE OF THE RF&P PAINT SHOP

The northeast elevation features two large garage bays. The southern bay is filled with a metal, segmental, overhead garage door while the northern has been filled with vinyl siding and retrofitted to feature a single-leaf door. The southwest elevation mirrors the northeast elevation; however, each garage bay is filled with a wood, paneled, tilt-up garage door with multiple lights and an inset single-leaf pedestrian door (Figure 3-227). Each door has been retrofitted with a large ventilation unit, most likely leftover from the former use of the building. A square concrete slab protrudes southwest from the center of the southwest elevation between the two garage bays. Additional fenestration includes a combination of multi-light, fixed, metal windows with a central, 10-light, awning sash and rectangular groupings of fixed glass blocks (Figure 3-227). All windows feature a reinforced-concrete sill. Defunct lines of track lead from the parking area into the two bays on the northeast elevation.

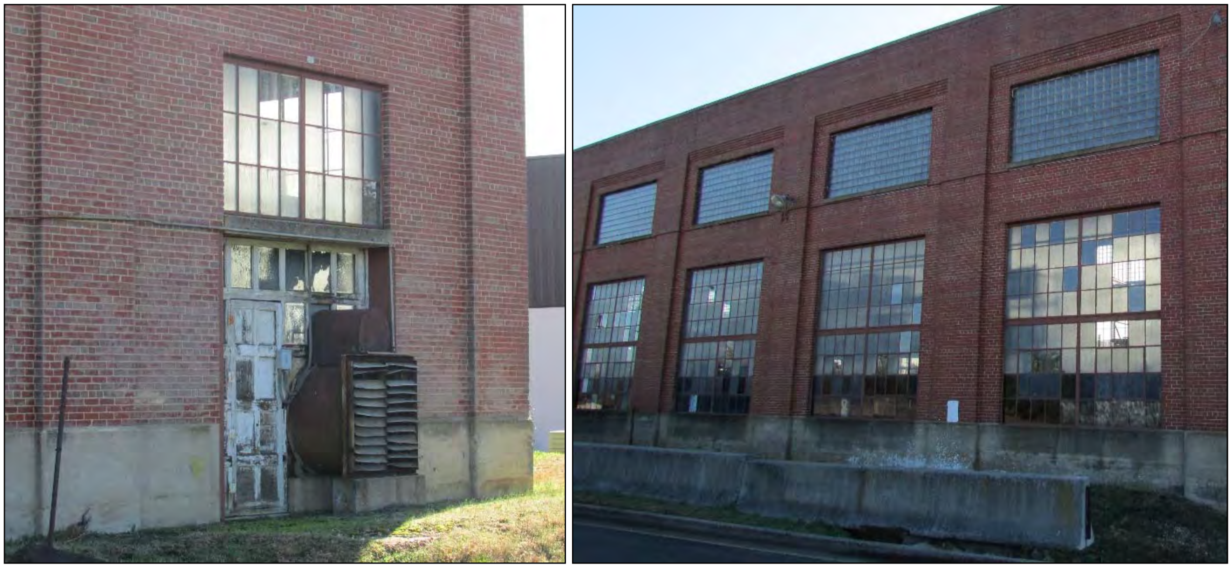


FIGURE 3-227: DETAIL OF GARAGE BAY WITH INSET PEDESTRIAN DOOR, SOUTHWEST ELEVATION (LEFT); DETAIL OF WINDOWS, NORTHWEST ELEVATION (RIGHT)

3.18.2.2 Primary Resource Interior

The interior of the building is predominantly left open with exposed brick walls, exposed metal Pratt truss system, and a poured-concrete floor with remnants of the defunct tracks leading from the northeast to the southwest where the garage bay doors mirror one another (Figures 3-228 and 3-229). Also visible in the concrete floor are various steel rectangles that are set in between each track line and a rectangular man-hole cover, providing access to work spaces below. Lining the northwest and southeast walls are various metal shelves while a two-story, office space build-out is set in the north corner of the building (Figure 3-230). It is accessed by two single-leaf, metal doors, one located in the southeast wall and the other in the southwest wall. A set of wood steps lines the southwest wall of the buildout to provide access to the single-leaf, metal door to the second level. One-over-one, vinyl, double-hung sash windows are situated in the southeast and southwest walls of the buildout.

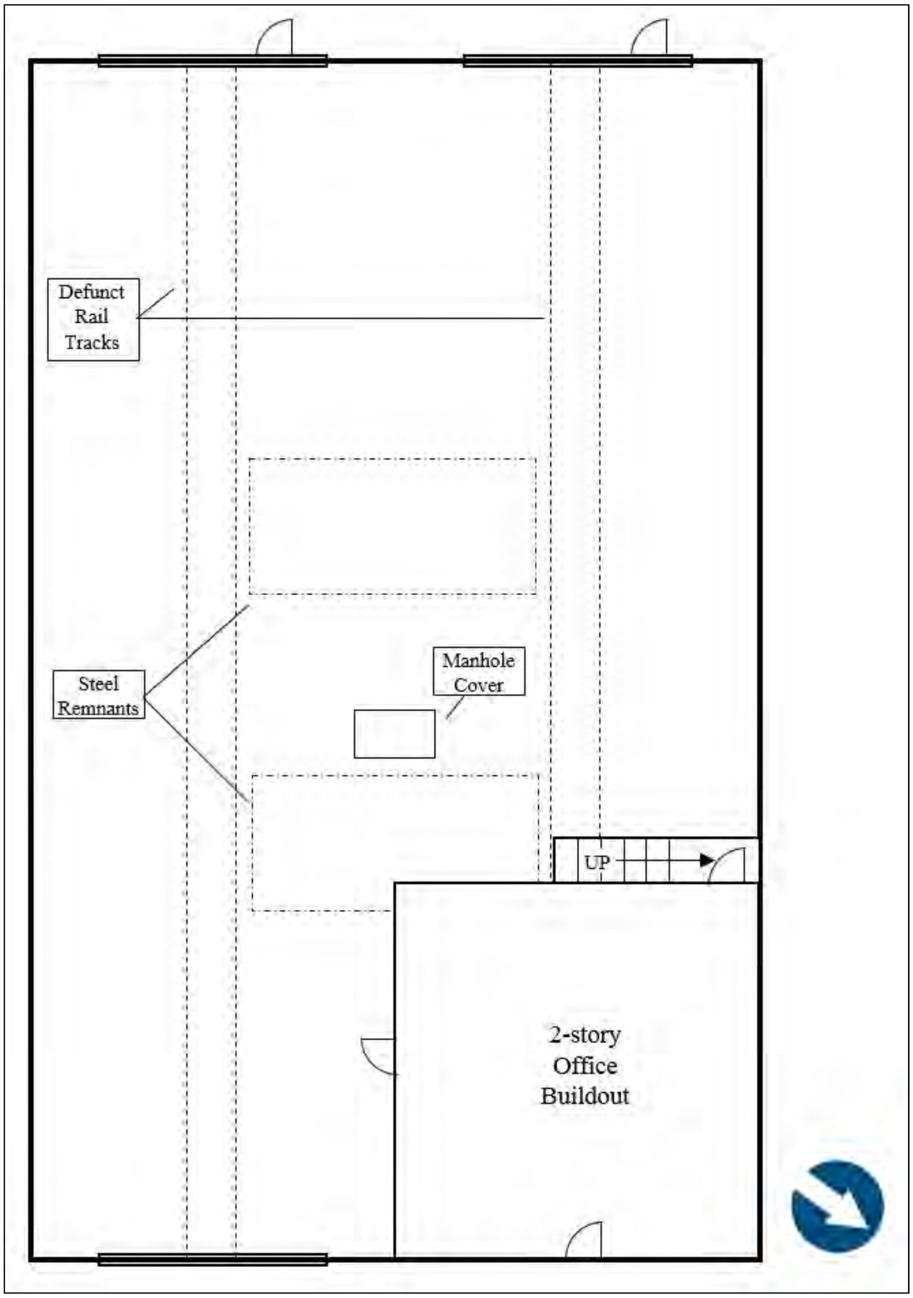

Defunct
Rail
Tracks
Steel
Remnants
Manhole
Cover
UP
2-story
Office
Buildout

FIGURE 3-228: FLOOR PLAN FOR THE RF&P PAINT SHOP (043-5636) (NOT TO SCALE)

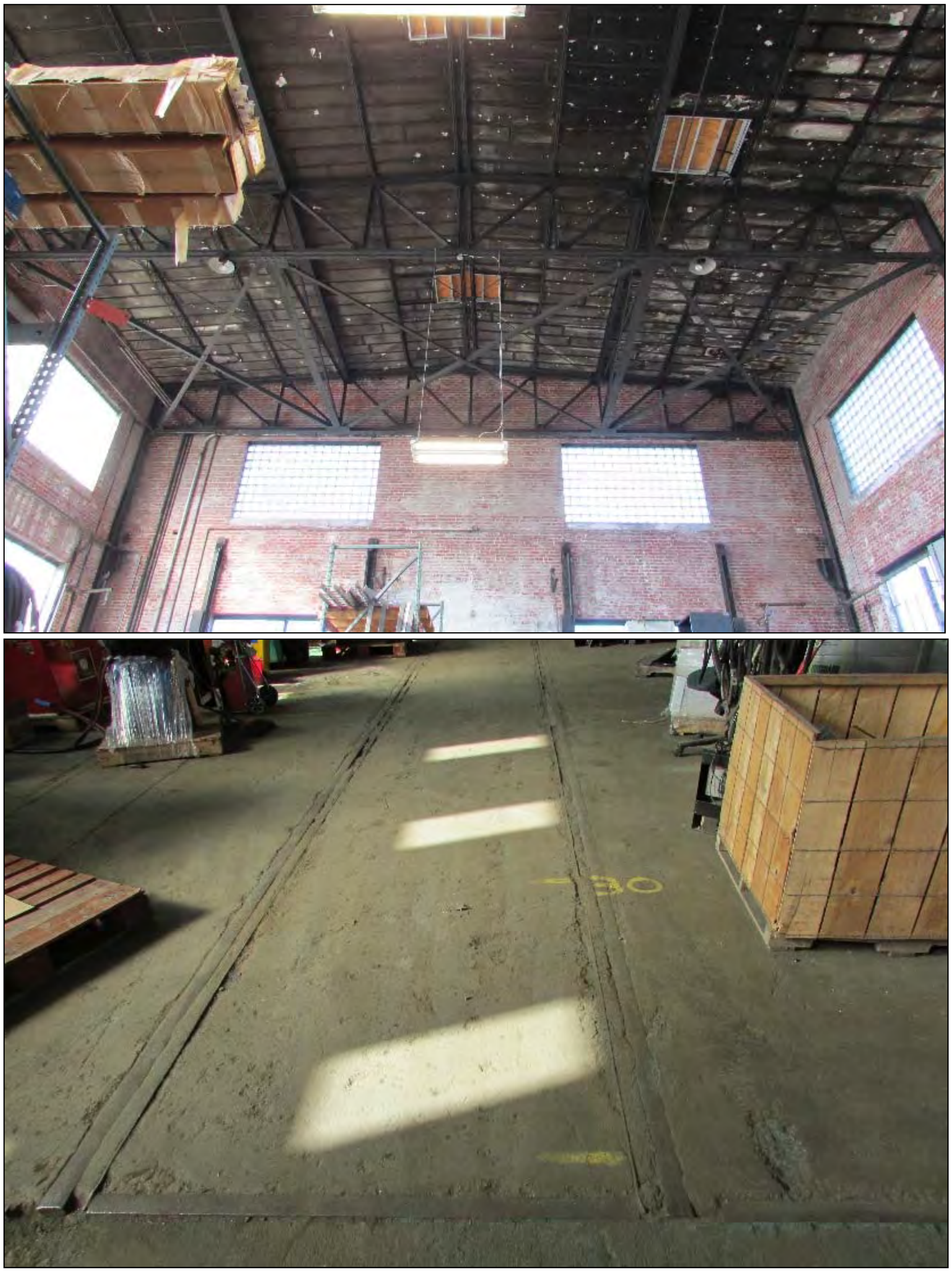


FIGURE 3-229: ROOF STRUCTURAL SYSTEM DETAIL, FACING SOUTHWEST (TOP); DEFUNCT TRACK LINES, FACING SOUTHWEST (BOTTOM)

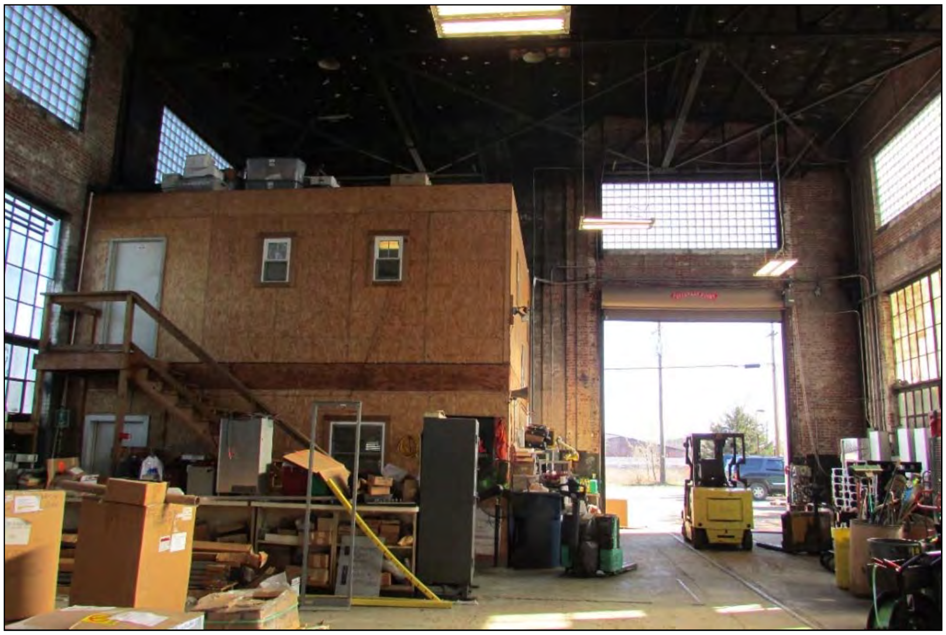


FIGURE 3-230: VIEW OF BUILDOUT AND PRIMARY ENTRANCE, LOOKING NORTHEAST. NOTE DEFUNCT TRACK LINES IN BOTTOM RIGHT OF IMAGE.

3.18.3 NRHP Evaluation

The RF&P Paint Shop building, now an office and warehouse building for the Integrated Power Services of Virginia, at 2260 Dabney Road is a warehouse building with Art Deco/ Moderne characteristics constructed circa 1924 located in Henrico County, immediately northwest of the city limits of Richmond. The resource does not appear to have undergone any notable physical changes nor has it been moved from its original location; therefore, it retains a high level of location, design, materials, and workmanship. The resource was constructed as a part of the Acca Yard Terminal for the RF&P Railroad, a yard used for the maintenance of locomotives in the early-twentieth century. By the mid-1970s, most of the buildings and structures that were a part of the yard were demolished save for a warehouse and the paint shop. The surrounding area is now a contemporary industrial park. The resource is also no longer owned and used by the railroad, and tracks that once led to the building have now been covered by paved asphalt or vegetation. For these reasons, the resource retains a low to moderate level of setting, feeling, and association.

The RF&P Paint Shop is one of two remaining buildings associated with the once bustling terminal of the Acca Yard. Similar to Potomac Yard, north of Alexandria along the RF&P Railroad, changing needs and technologies required less of such locomotive terminals and left the areas open to new construction which has significantly altered the surroundings of the RF&P Paint Shop. Although this building once played a role in the maintenance of locomotives for the ACL and RF&P Railroad companies that operated the Acca Yard and contributed to the region’s transportation in the mid- to late-twentieth century, it no longer functions for that purpose and it has been slightly modified for new uses diminishing its historic integrity. The remainder of Acca Yard has also been demolished save for one building located immediately west of the paint shop. Therefore, it is recommended not eligible for listing under Criterion A.

Archival research did not yield any information about important individuals associated with this resource; and therefore, it is recommended not eligible under Criterion B.

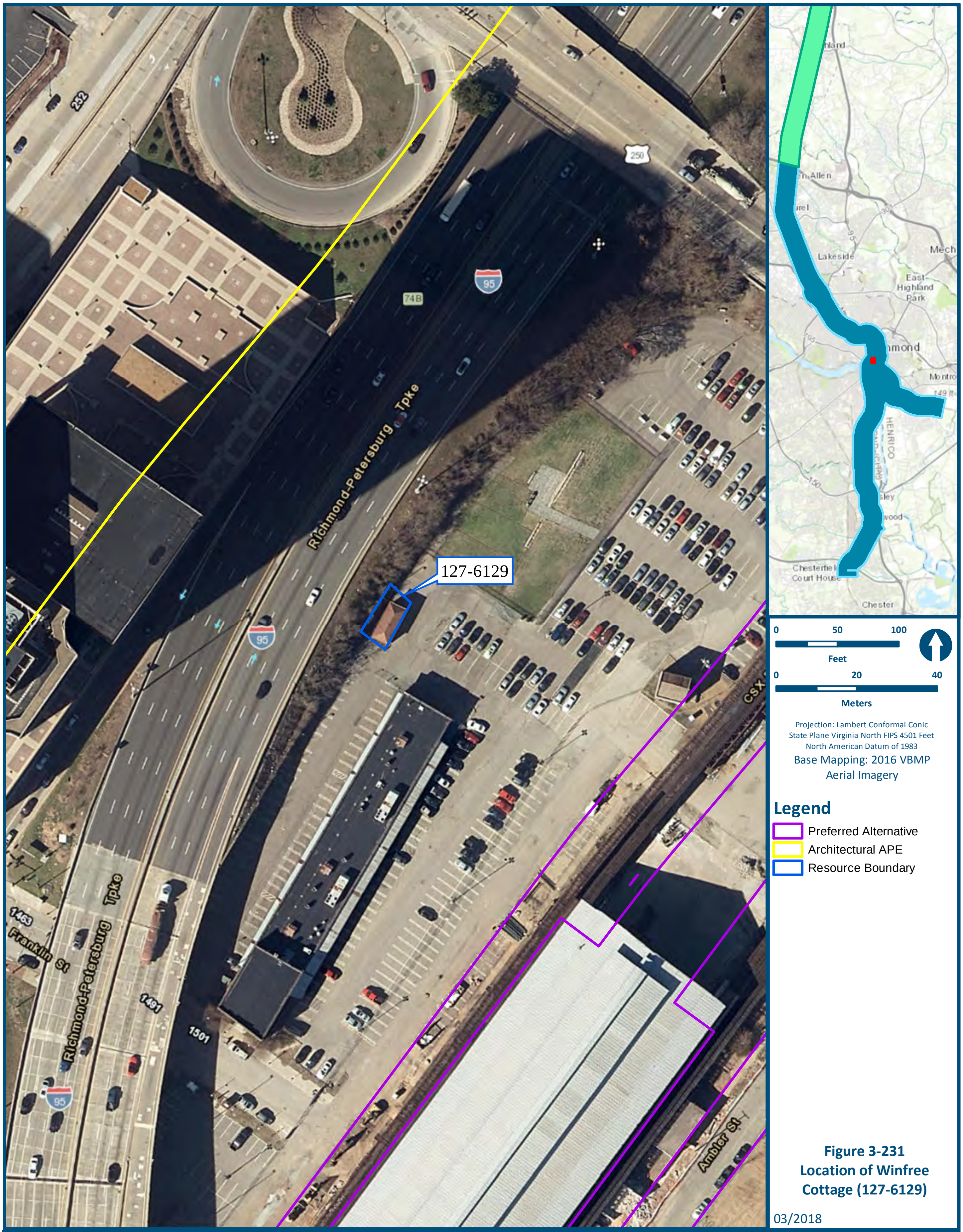
Criterion C, as outlined by NPS, pertains to "properties significant for their physical design or construction, including such elements as architecture, landscape architecture, engineering, and artwork" (McLelland et al. 1999). For a resource to be eligible for the NRHP under Criterion C, it must "embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction" (Shrimpton et al. 1990). The resource is not considered an outstanding example of this particular architectural style, nor is it known to be the work of a master. Stronger examples of the Art Deco/ Moderne style have been documented in the surrounding area, particularly in Richmond such as the Byrd Theatre (127-0287), the Baker Public School (127-0877), and the Henrico Theatre (043-0287) in Henrico County. The building is also not known to be an exceptional example of this property type as alterations to the interior, including the two-story office space and in-filling of one of its large garage bays, has diminished its historic function and original appearance. For these reasons, it is recommended as not eligible under Criterion C.

As an architectural resource, the RF&P Paint Shop was not evaluated under Criterion D.

In sum, the RF&P Paint Shop is **recommended as not eligible for listing in the NRHP under Criteria A–C**.

3.19 WINFREE COTTAGE (127-6129)

The dwelling known as Winfree Cottage is located immediately southeast of Interstate 95 in Richmond, Virginia (Figure 3-231). The resource is currently located in the parking lot of the Seaboard Air Line Freight Depot (127-0292), directly north of the depot and southwest of the Lumpkin's Jail Site (44HE1053). The existing railroad bed is situated southeast of the resource. A small, densely wooded area runs along the northwestern boundary of the resource, where a large retaining wall for I-95 runs northeast to southwest. The primary elevation faces southeast towards the open parking lot.


252
250
74B
95
Richmond-Petersburg Tpke
127-6129
CSX
1463
Franklin St
1491
1501
Richmond-Petersburg Tpke
95
Ambler St
hland
n Allen
urel
Lakeside
Mech
East Highland Park
mond
Montro
149 ft
HENRICO
150
295
95
301
sley
wood
Chesterfield Court House
Chester

0 50 100
Feet

0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

Legend

▭	Preferred Alternative
▭	Architectural APE
▭	Resource Boundary

Figure 3-231
Location of Winfree Cottage (127-6129)

03/2018

3.19.1 Historic Context

The resource known as the Winfree Cottage is named for the dwelling's earliest known owner, Emily Winfree, a formerly enslaved woman (Figure 3-232). Emily Winfree was born in 1834 in Chesterfield County. It is believed that she was owned and enslaved by David C. Winfree until she was freed either by David or following the Civil War and the Emancipation Proclamation (Kollatz, Jr. 2013). It is also hypothesized that David was the father of some or all of Emily's children—even those born after she moved to Manchester; although there is little primary source evidence to corroborate this, the marriage certificate of her youngest daughter, Lucy J. (born 1878) lists her parents as David Winfree and Emily Winfree (FamilySearch n.d.; Kollatz, Jr. 2013, U.S. Census 1880).

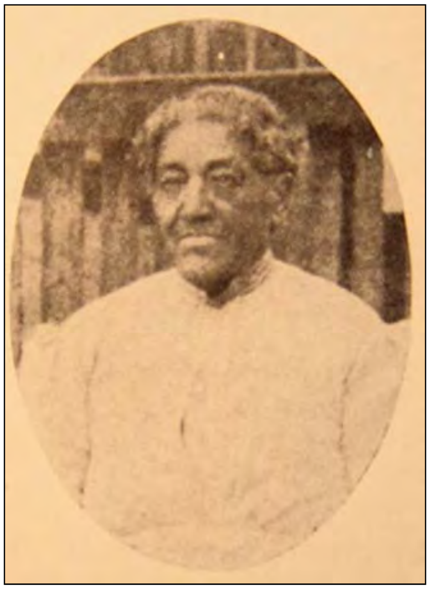


FIGURE 3-232: PHOTOGRAPH OF EMILY WINFREE (RICHARDSON 2017)

David Winfree was born around 1814. In the 1830s, he attended the University of Virginia and later served the Chesterfield County region as a physician and druggist (American Antiquarian Society 1834; U.S. Census 1850). He owned 260 acres of improved land and 442 acres of unimproved land in Chesterfield County (Bureau of the Census 1860). Given that the Slave Schedule for 1860 shows David C. Winfree owning three enslaved males aged 16, 3, and 2, he may have hired help to work his farm (United States Federal Census Slave Schedule [U.S. Census Slave Schedule] 1860). It is notable that the schedule did not list any females under the ownership of David Winfree.

In 1866, "freedman" Emily Winfree acquired two tracts of land. It is on this land that Winfree Cottage was constructed around 1866. In this transaction, Samuel E. Vaden sold a tract of land to A.A. Allen, who acted as trustee for Emily and her children, for a parcel that fronted 75 feet on Allen Road (later known as W. 8th Street, now W. Commerce Road) in Manchester, 50 feet from the intersection of Allen and Porter Roads (Figure 3-233) (City of Richmond Deed Book [CRDB] 48:18). The deed specified the rights that Ms. Winfree had to this lot, including the right of Emily and her children to live there as long as they choose, the right to sell the property and keep the money from that sale, and the right, should Emily not have any living children at the time of her death, to will the property to anyone of her choice (CRDB 48:18). The research completed during this effort could not discern if David Winfree owned the land at any time before it was sold to Emily; however, it should be noted that the deed also states that if Emily has no surviving children at her death and dies without a will, the property shall go back to David C. Winfree, which suggests that he may have had a part in the purchase of this property (CRDB 48:18). Further evidence of their continued connection is suggested by a second tract of land Emily Winfree acquired in 1866, which was sold to her on May 29 by David C. Winfree; this lot was situated in a more rural part of Chesterfield County (CRDB 48:123).

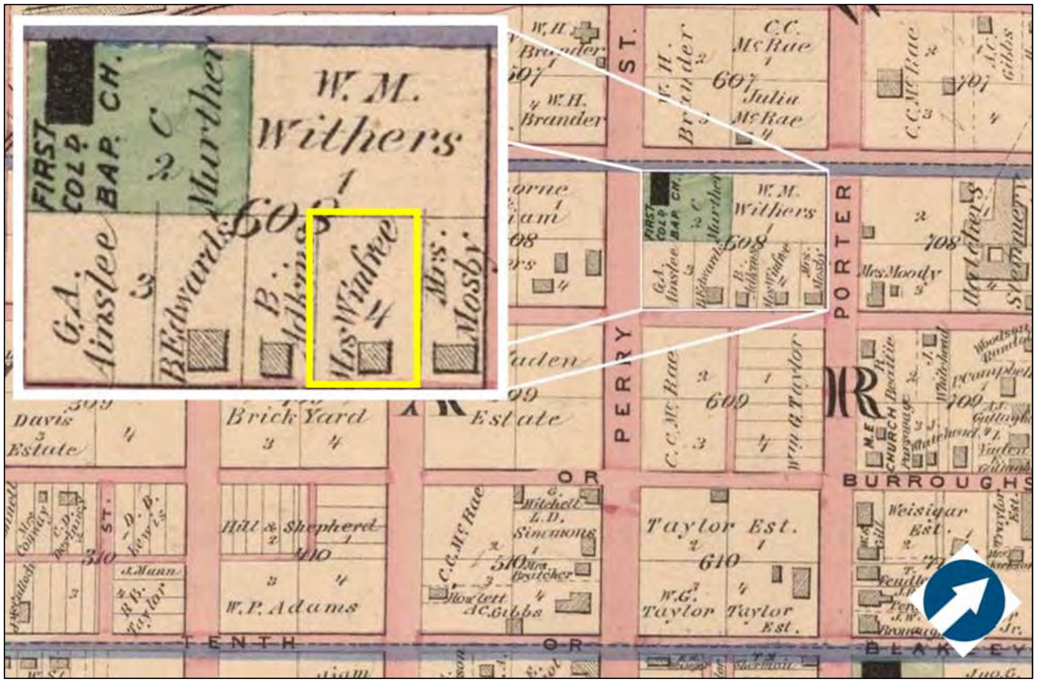


FIGURE 3-233: A PORTION OF THE 1877 MAP OF MANCHESTER, CHESTERFIELD COUNTY NOTING THE LOCATION OF THE WINFREE COTTAGE IN YELLOW (BEERS 1877) (MAP NOT TO SCALE)

In 1870, Emily and her six children (ranging in age one to 16) lived on Allen Road in Manchester. At that time this part of the city was very racially diverse; the U.S. Census for that year lists many of the surrounding families as "white," "black," or "mulatto" (Chataigne and Smith 1888; T.M. Haddock & Co. 1893; U.S. Census 1870). At the end of the nineteenth century, Emily owned another house on the 1500 block of Stockton Street, also in Manchester, between 15th and 16th Street, which was, at that time, a predominantly African American neighborhood (U.S. Census 1900). According to Richmond City Directories in the 1900s and 1910s, Emily worked as a laundress, and her children, several of which continued to live with her at 1515 Stockton Street, were employed as a cook at a restaurant, a laborer at a railroad shop, porters, school teachers, and an upholsterer (Hill Directory Co., Inc, 1906:1271, 1914:1372, 1916; U.S. Census 1900). Emily, with the assistance of Trustee W.C. Pulliam, sold the cottage on Allen Road to Allan Nelson Pettigrew on October 2, 1905 (CRDB 94-B:167). She died in 1919 around the age of 84 (Virginia Department of Health 1919).

Under the Allan Nelson Pettigrew ownership, the Winfree Cottage was a rental property to many different occupants throughout the first two decades of the 1900s; however, steady occupancy arrived with the Poe family, who lived in the house at 209 W. 8th Street for most of the twentieth century. John James Poe, Sr. (1893–1955), his wife Edna (1898–1980), and their children moved to Manchester in the late 1920s. They first rented a house on 3rd Street, but by 1930, all eight members of the Poe family lived in the frame house on W. 8th Street (Hill Directory Company, Inc. 1925, 1927, 1928, 1930; U.S. Census 1930). On August 25, 1945, the owner of the property at that time, Hilda Adelanski, sold the house and lot to Edna Poe, although it was not officially recorded with the circuit court until June 4, 1957, two years after James Poe's death (CRDB 323:419; Virginia Department of Health 1955). For the next several decades, Edna lived in the house, at times accompanied by one or more of her adult children; however, it seems that her second eldest son, Lewis Allen Poe, resided there most often (Hill Directory Company, Inc. 1960, 1965, 1975, 1978).

During the 1960s and 1970s, the residential character of Manchester was quickly lost. Several houses once lined W. 8th Street, however by 1978 only two dwellings remained (house numbers 203 and 209), and by 1980, only 209 W. 8th Street survived (Hill Directory Company, Inc. 1978, 1980). When Edna died in 1980, she bequeathed to her son, Lewis, her residence at 209 W. 8th Street (City of Richmond Will Book [CRWB] 38:488). Lewis (1924–2002) owned, and seemingly lived in, the house for the rest of his life until his death in 2002 (Social Security Administration 2002). In his will, Lewis gave his real estate, including 209 W. 8th Street, to his surviving siblings: Richard E. Poe, Floyd S. Poe, Kathleen Doremus, and Edith P. Craig (CRWB 02-426). The property changed hands twice more in 2002, ending with the sale to the current owner, Manchester Property, LLC, on December 20, 2002 (CRDB 030000068).

According to a 2013 *Richmond Magazine* article (Kollatz, Jr. 2013):

> By October 2002, the home was abandoned and almost swallowed up by commercial buildings. Taylor & Parrish Construction at 209 Commerce Road sought to expand its parking lot, and the house stood in the way. To the rescue came the Alliance to Conserve Old Richmond Neighborhoods (ACORN), then a feisty preservation organization with David Herring as its executive director. He recalls that time. "We had an incredibly short deadline — maybe less than a week — to get it moved," says Herring, who's now the vice president of the Center for Neighborhood Revitalization at the Richmond Better Housing Coalition, which absorbed ACORN in 2011. Taylor & Parrish was agreeable to the cottage's removal.

Although the house was saved, it has been on a temporary platform awaiting a permanent location and use for 15 years. Currently situated in a parking lot adjacent to Main Street Station, there has been discussion of many uses, including an interpretive center for the Richmond Slave Trail Commission; however, at the time of this report, the future of the Winfree Cottage is not yet determined.

3.19.2 Architectural Description

3.19.2.1 Primary Resource Exterior

The Winfree Cottage is a one-story dwelling constructed around 1866 within the boundaries of Manchester, then an independent city in Chesterfield County (Figure 3-234). Because it was moved from its original location in 2002 to its current location in Richmond, the foundation is unknown; it is currently set on a metal flatbed raised on pieces of cut lumber. A moderately pitched, hipped roof sheathed in standing-seam metal covers the weatherboard-clad frame structural system (Figures 3-235 and 3-236). Boxed eaves are clad in wood and extend approximately 6 inches from the plane of the wall on all sides. A patched, square hole along the roof's ridge shows where a central-interior brick chimney once stood (Figure 3-237).

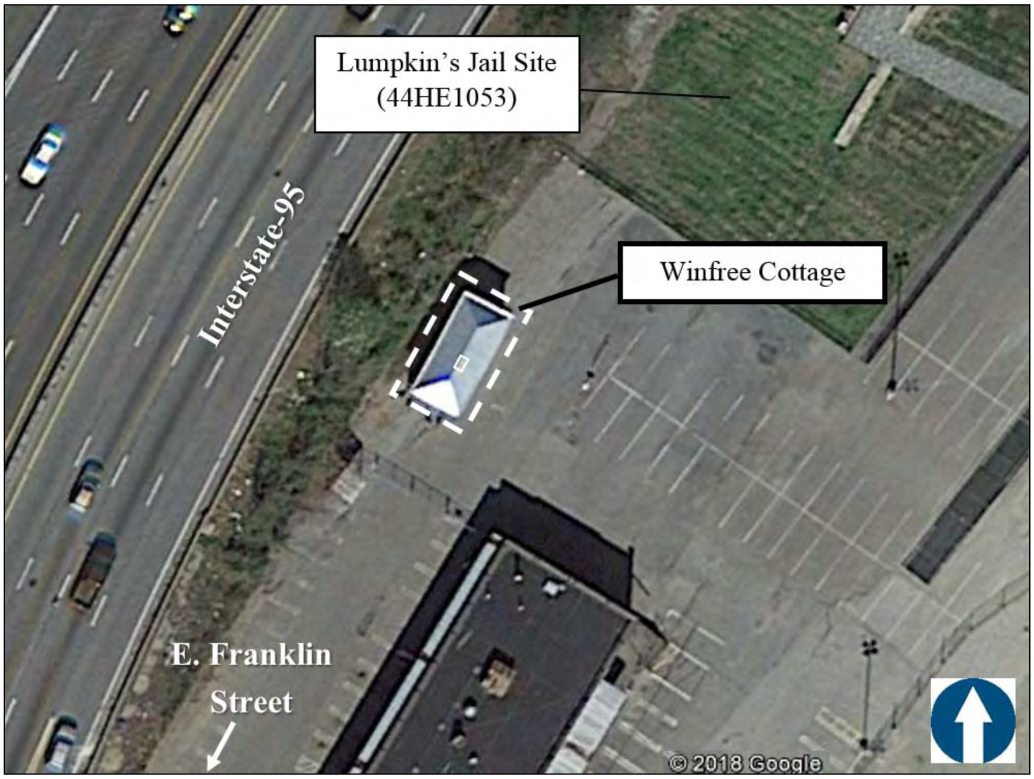

Lumpkin's Jail Site
(44HE1053)
Winfree Cottage
Interstate-95
E. Franklin
Street
© 2018 Google

FIGURE 3-234: SITE PLAN OF THE WINFREE COTTAGE (127-6129) (GOOGLE EARTH 2018)

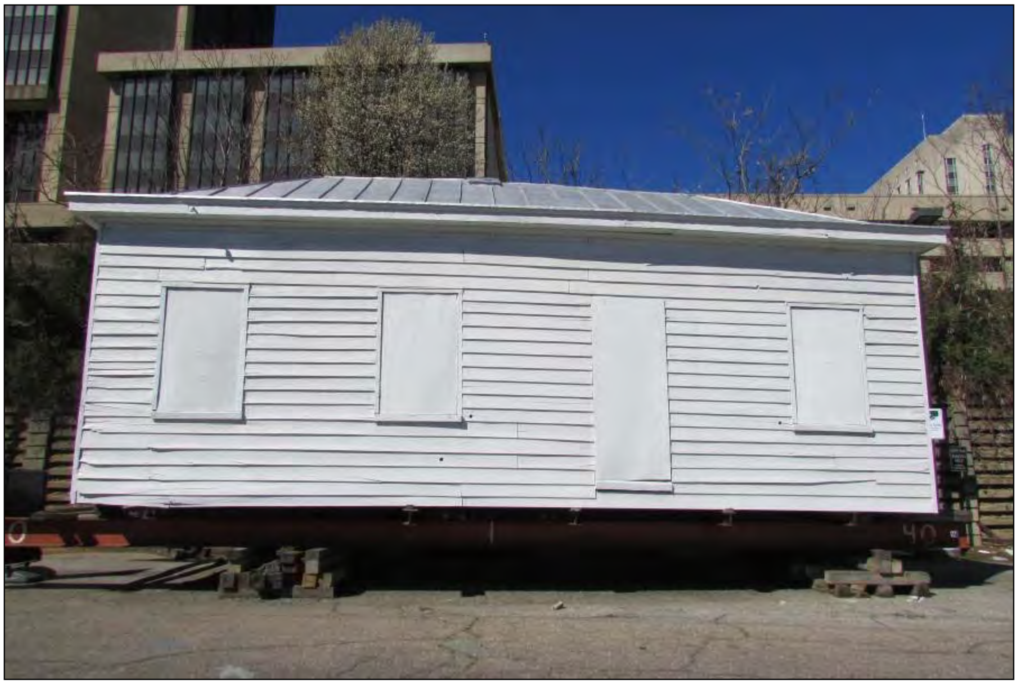


FIGURE 3-235: SOUTHEAST ELEVATION, WINFREE COTTAGE

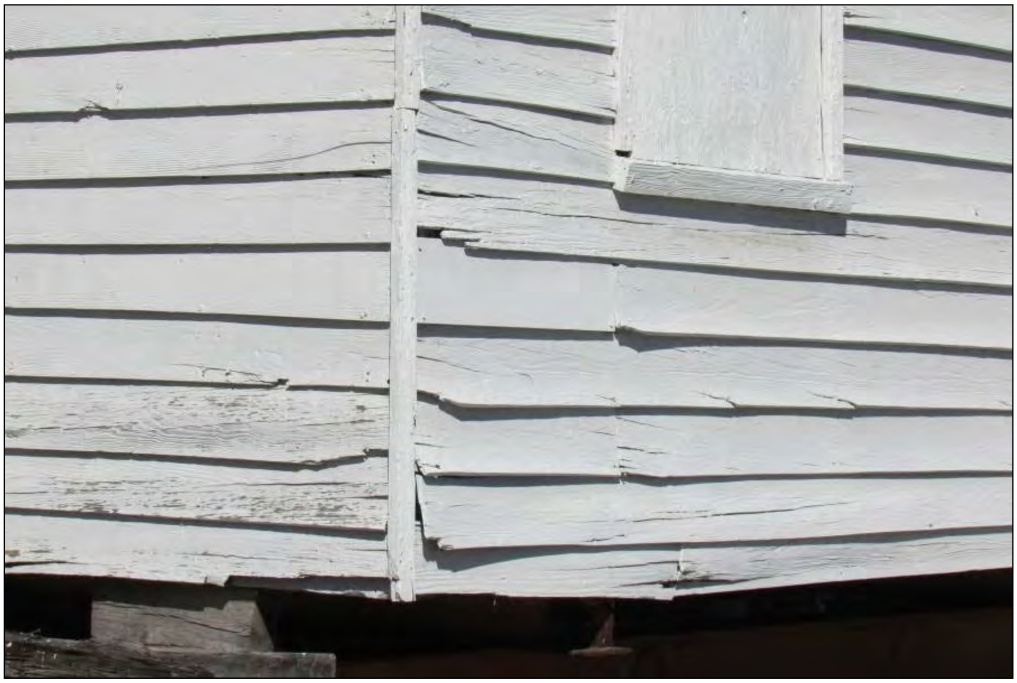


FIGURE 2-236: DETAIL OF SIDING, SOUTH OBLIQUE

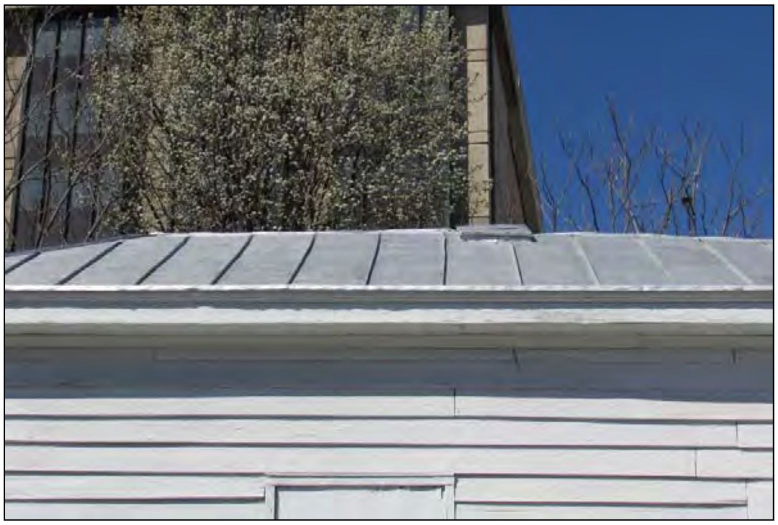


FIGURE 3-237: DETAIL OF FORMER LOCATION OF CHIMNEY, LOOKING NORTHWEST

All fenestration is currently boarded over; however, interior photographs taken for a 2012 blogpost show that the window openings are filled with wood-frame, six-over-six, double-hung sashes (Majer 2012). The house currently has two entrances: the primary is off-centered on what was historically the west elevation that faced W. Commerce Street and the secondary likely once provided access to a one-story ell that extended from the rear (east) elevation. This ell can be seen on historic Sanborn maps, but is no longer extant (Sanborn Map Company 1905b). Photographs from when the Winfree Cottage was first moved in 2002 show the remains of a shed-roofed porch on west elevation (Figure 3-238) (Kollatz, Jr. 2013; Richardson 2017). The shed roof was sheathed in standing-seam metal and supported by modern pieces of lumber acting as brackets; this architectural element is no longer extant (Figure 3-239).

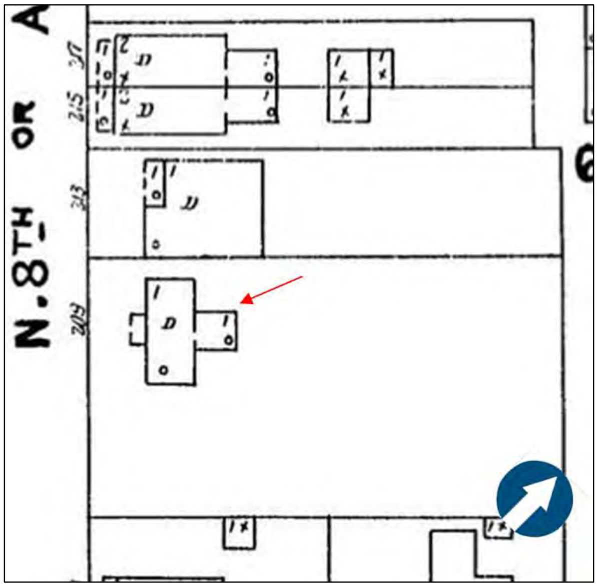


FIGURE 3-238: 1905 SANBORN MAP SHOWING THE WINFREE COTTAGE (DENOTED BY RED ARROW) IN MANCHESTER (SANBORN MAP COMPANY 1905B) (MAP NOT TO SCALE)

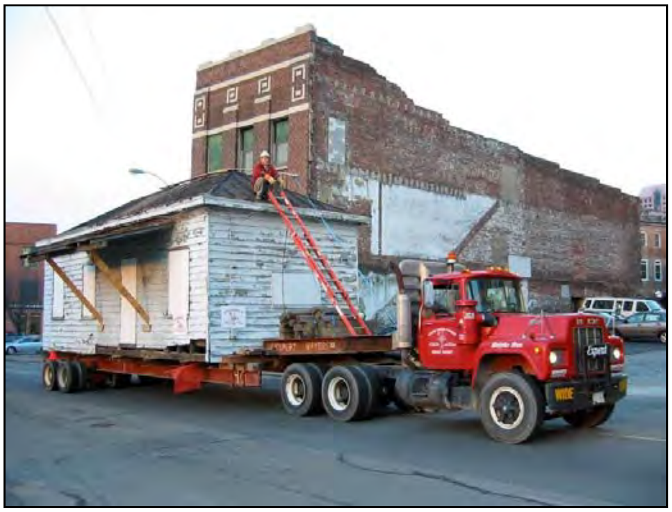


FIGURE 3-239: 2003 PHOTOGRAPH OF THE WINFREE COTTAGE BEING MOVED FROM W. COMMERCE STREET. NOTE THE SURVIVING PORCH ROOF (RICHARDSON 2017).

3.19.2.2 Primary Resource Interior

Images of the building's interior appear in a blogpost from 2012 (Majer 2012). This blogpost shows wide wooden planks covering the floor joists and exposed wooden lath on the walls. The ceiling joists and other roofing members were also exposed. The house featured two rooms separated by a partition wall lined with the remains of a wooden baseboard, and a central-interior brick chimney open on at least one side. The wooden fireplace surround comprised a mantle shelf, wide header, and two unadorned pilasters. The firebox opening has been altered to allow for a stove instead of an open fire. A doorway with a simple wood surround located near the primary (west) elevation provided access between the two rooms (Majer 2012).

3.19.3 NRHP Evaluation

The Winfree Cottage was originally situated on W. 8th Street (now W. Commerce Street) in Manchester, formerly located within Chesterfield County. It was first the house owned by Emily Winfree, a former enslaved person, and her children. In the 1860s, Emily acquired a tract of land in Manchester on which the small one-story cottage was constructed. Some language in the deed suggests that David C. Winfree, a Chesterfield County man who may have been her previous owner, had some involvement in this bargain and sale transaction. Emily, like many enslaved people following the Emancipation Proclamation, faced an uncertain future in the mid-1860s. The construction of the one-story dwelling in urban Manchester is just one of many ways freed African Americans left the southern plantations behind and began to find their own ways in life. Although it is no longer in its original location, the Winfree Cottage is one of the few known surviving physical representations of this time period and aspect of African American history and life around Richmond following the Civil War. For these reasons, it is recommended eligible under Criterion A.

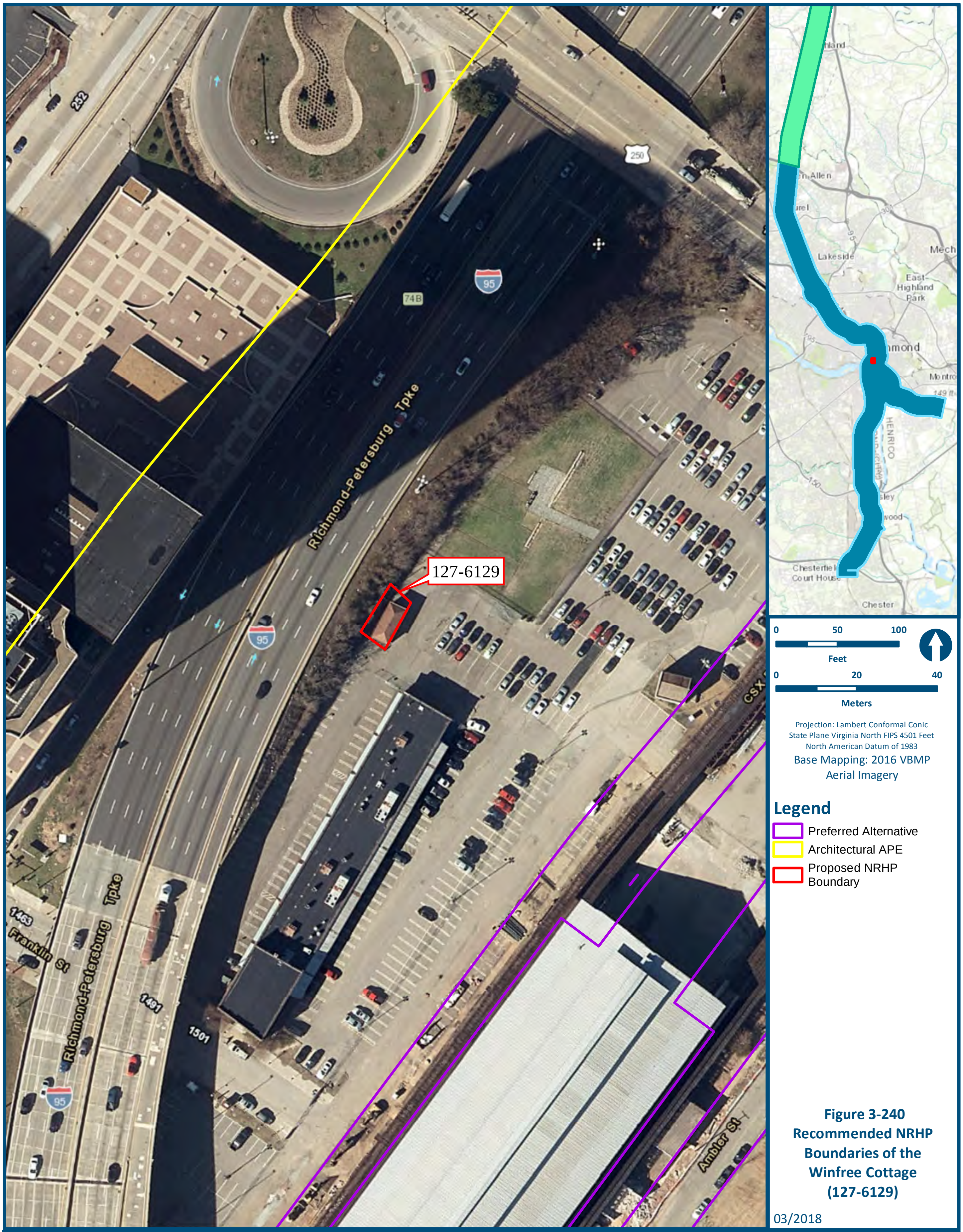
For a resource to be eligible for listing in the NRHP under Criterion B, it must be associated with an important individual within a specific historic context or they must be considered significant within their profession or group (Shrimpton et al. 1990). While Emily Winfree is a notable person, her individual contribution to the context of African American history following the Civil War is not known to be significant. Therefore, the resource is recommended not eligible for the listing under Criterion B.

Historic maps suggest that similar small frame dwellings were common among Manchester's built landscape in the third and fourth quarters of the nineteenth century. However, industrial development in the twentieth century resulted in a loss of much of the nineteenth-century, working-class housing in this region of southern Richmond. Winfree Cottage is an excellent example of this one-story, two-room, frame dwelling that was so prominent among the streets of Manchester following the Civil War. Furthermore, although moved and thereby diminishing the resource's integrity of association, feeling, setting, and location, the house still has many of its original architectural fabric and has a moderate level of integrity of materials, workmanship, and design. As a building that possesses and retains distinctive characteristics of this urban and vernacular type and method of construction, Winfree Cottage is recommended eligible for the NRHP under Criterion C.

According to the NPS guidelines, "a property removed from its original or historically significant location can be eligible if it is significant primary for architectural value or it is the surviving property most importantly associated with a historic person or event" (Shrimpton et. al 1990). Because Winfree Cottage is one of the only surviving examples of housing for former enslaved persons following the Civil War, it is also recommended eligible under Criteria Consideration B. As an architectural resource, the Winfree Cottage was not evaluated under Criterion D.

In sum, the Winfree Cottage is **recommended eligible for the NRHP under Criteria A and C, and also Criteria Consideration B for a moved building.**

The period of significance for the Winfree Cottage is recommended to begin in 1866, when the cottage is estimated to have been constructed, and end in 1905, when Emily Winfree sold the cottage. The NRHP boundaries are recommended to be strictly around the building as is set on metal flatbed and is not located in its original or permanent location (Figure 3-240).


127-6129
Richmond-Petersburg Tpke
Richmond-Petersburg Tpke
95
95
95
74B
250
252
1463
1491
1501
Franklin St
Ambler St
CSX
hland
n Allen
urel
Lakeside
Mech
East Highland Park
mond
Montro
149 ft
HENRICO
sley
wood
Chesterfield Court House
Chester
0
50
100
Feet
0
20
40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪	Preferred Alternative
🟨	Architectural APE
🟥	Proposed NRHP Boundary

Figure 3-240
Recommended NRHP Boundaries of the Winfree Cottage (127-6129)

03/2018

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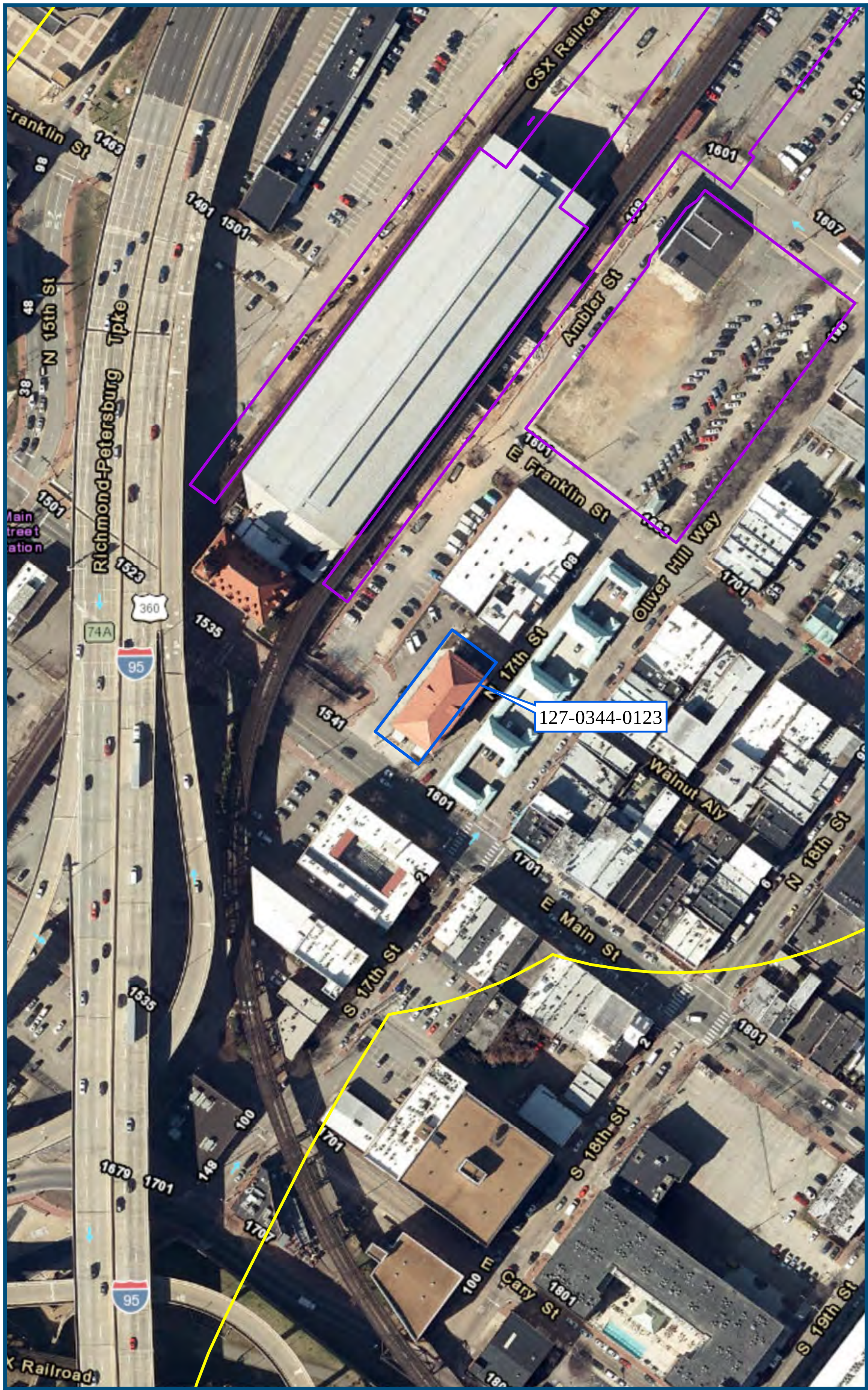
3.20 RAILROAD YMCA (127-0344-0123)

The Railroad Young Men's Christian Association (YMCA) (127-0344-0123), currently housing loft apartments and two commercial spaces, is located at 1552 E. Main Street in Richmond, Virginia. Set on a 0.21-acre lot immediately southeast of Richmond's Main Street Station (127-0172) and a branch of the C&O Railroad Corridor (127-6793), the property is bounded by E. Main Street to the southwest, N. 17th Street in the southeast, multiple commercial properties in the northeast, and a paved-asphalt parking lot for the Main Street Station in the northwest. It is located within the Shockoe Valley and Tobacco Row Historic District (127-0344), a NRHP-listed historic district encompassing Richmond's original town settlement filled with a mix of residential, commercial, and manufacturing activity. The densely populated urban area has been moderately altered with new construction; however, it still remains primarily commercial and industrial in nature. The parcel is primarily filled by the rectangular building, with poured-concrete sidewalks lining all sides. A small, paved-asphalt parking lot is situated in the northwest and accessed by East Main Street to the southwest, and a paved-asphalt alley lines the northeast and is accessed to the southeast from N. 17th Street (Figure 3-241). A small median strip between the sidewalk and East Main Street features a large deciduous tree.

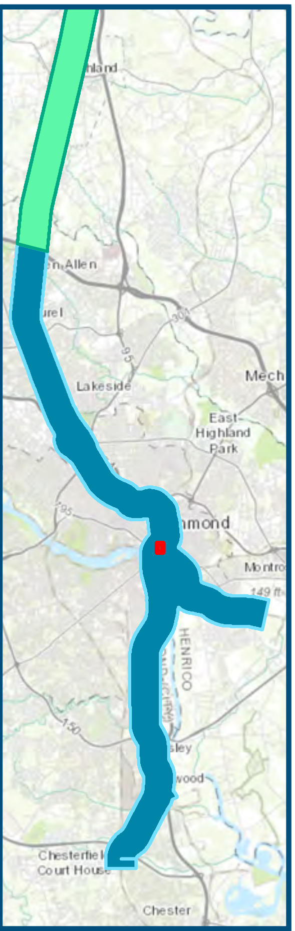
3.20.1 Historic Context

Founded in 1854, the Richmond YMCA was organized with the intentions to provide young males a library and reading room; lectures, devotional meetings and Bible classes; a safe, wholesome home-away-from-home to counteract the "lure and ruin" of the city; and to bring them under religious and moral influences (Crews 2004). Although the Richmond YMCA was founded in 1854, it was not until the mid-1870s that a specific railway outreach program, known as the National YMCA Railroad Movement, was developed. The National YMCA started the outreach program to railroad men in 1872 beginning at a Cleveland passenger station, and soon thereafter, it became "its largest effort for blue-collar workers until the decline of the nation's railway workforce" (Crews 2004:87).

The Richmond Main Street Station (127-0172) and the current CSXT railroad were built in 1901 through joint funding by the Seaboard Air Line Railroad (SAL) and the Chesapeake and Ohio Railway (C&O). The general baggage agent of the C&O, Charles Lorraine, noticed restless men of the layover rail crews having the potential to wander into the dark corners of the city (Richmond Railroad Y.M.C.A. Men 1909). Mr. Lorraine "set to work to provide a reading room and a game room for these men, under the supervision of a Y.M.C.A. Secretary" (Richmond Railroad Y.M.C.A. Men 1909). To address the issue of temporary housing for layover staff, the fourth floor of the Richmond Main Street Station was dedicated to the Railroad YMCA through contributions and support from five railroad companies who promoted their workforce to utilize YMCA services: the C&O, RF&P, SAL, ACL, and Southern Railways (Southern) (Kollatz, Jr. 1997:20). As membership grew, there was a need for more space.



CSX Railroad
Franklin St
1463
98
1401
1501
1601
1607
108
Ambler St
N 15th St
48
38
Richmond-Petersburg Tpke
Main Street Station
1501
1523
360
74A
95
1535
E Franklin St
1601
1623
Oliver Hill Way
1701
98
N 17th St
127-0344-0123
1541
1601
Walnut Aly
N 18th St
1701
E Main St
S 17th St
1535
1801
S 18th St
100
148
1679
1701
1707
701
100 E Cary St
1801
S 19th St
95
X Railroad



Highland
Glen Allen
Laurel
Lakeside
Mech
East Highland Park
Richmond
Montro
149 ft
HENRICO
Chesterfield Court House
Chester
95
295
150

0 50 100
Feet

0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟦 Resource Boundary

Figure 3-241
Location of the Railroad YMCA (127-0344-0123)

03/2018

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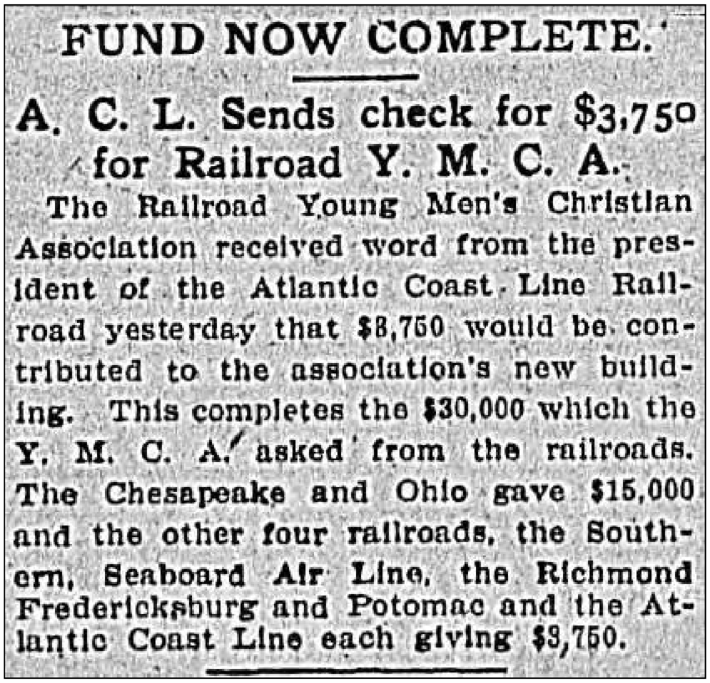
The Railroad YMCA requested a total of $30,000 from the five railroads for the construction of the association's new building (Richmond Times-Dispatch 1906:11). In 1907, the Richmond YMCA purchased multiple small properties at the northwest corner of N. Main and Market (17th) Streets that fronts Market Street for $15,000 (City of Richmond Deed Book [CRDB] 191-A:443, 445, 447; 192-A:8; 199-D:196, 198). The cost of construction and equipping the new Railroad YMCA building cost approximately $100,000 (Figure 3-242) (Crews 2004:87). The Railroad YMCA building was designed by Wilson, Harris, and Richards, the same Philadelphia architects that designed adjacent Main Street Station, as evident in the physical similarities of the two buildings (Figures 3-243 and 3-244) (Tatman 2017; Wilson 2002:192). The firm, which operated from 1902 to 1910, concentrated on commercial and railroad projects.



FUND NOW COMPLETE.

A. C. L. Sends check for $3,750 for Railroad Y. M. C. A.

The Railroad Young Men's Christian Association received word from the president of the Atlantic Coast Line Railroad yesterday that $3,750 would be contributed to the association's new building. This completes the $30,000 which the Y. M. C. A. asked from the railroads. The Chesapeake and Ohio gave $15,000 and the other four railroads, the Southern, Seaboard Air Line, the Richmond Fredericksburg and Potomac and the Atlantic Coast Line each giving $3,750.

FIGURE 3-242: ARTICLE DETAILING THE FULFILLMENT OF FUNDING FOR THE RAILROAD YMCA'S NEW BUILDING (RICHMOND TIMES-DISPATCH 1906:11)

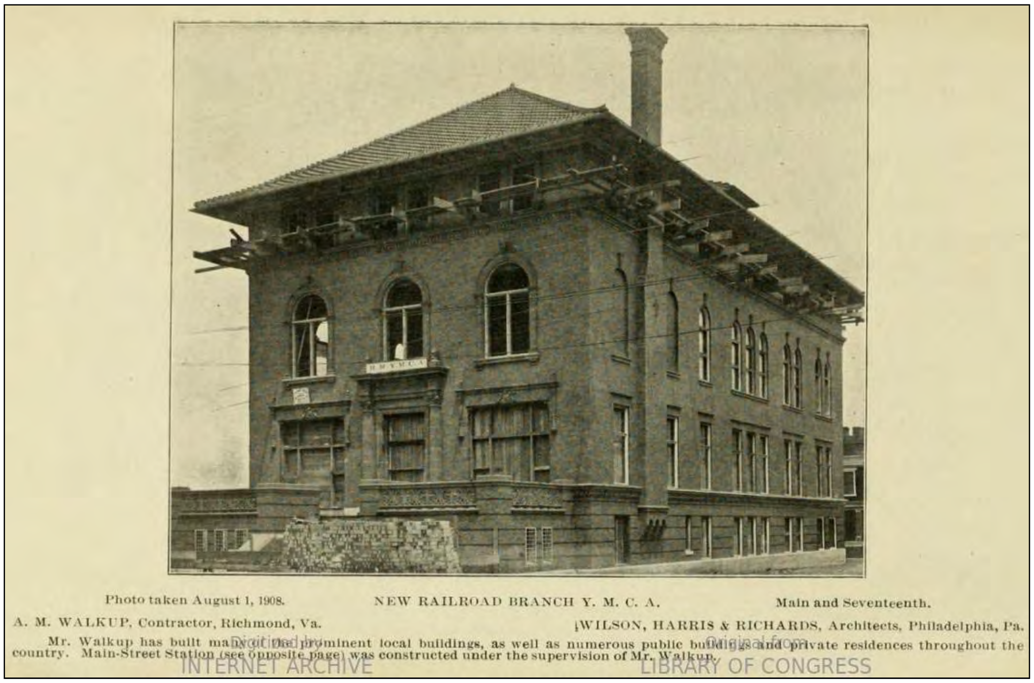


Photo taken August 1, 1908. NEW RAILROAD BRANCH Y. M. C. A. Main and Seventeenth.

A. M. WALKUP, Contractor, Richmond, Va. WILSON, HARRIS & RICHARDS, Architects, Philadelphia, Pa.

Mr. Walkup has built many of the prominent local buildings, as well as numerous public buildings and private residences throughout the country. Main-Street Station (see opposite page) was constructed under the supervision of Mr. Walkup.

Digitized by INTERNET ARCHIVE Original from LIBRARY OF CONGRESS

FIGURE 3-243: RAILROAD YMCA BUILDING UNDER CONSTRUCTION IN 1908 (LIBRARY OF CONGRESS [LOC] 1908)

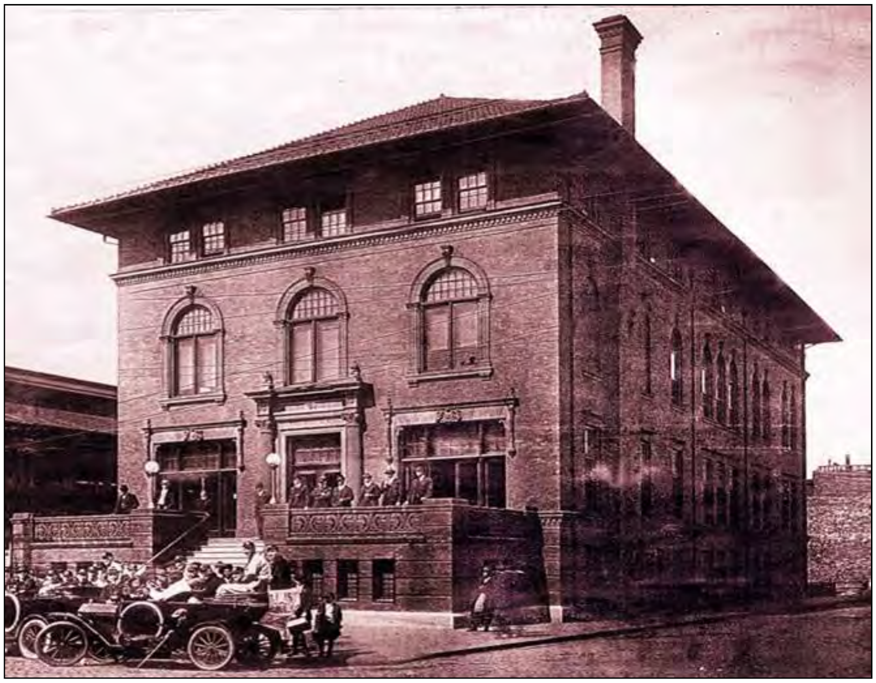
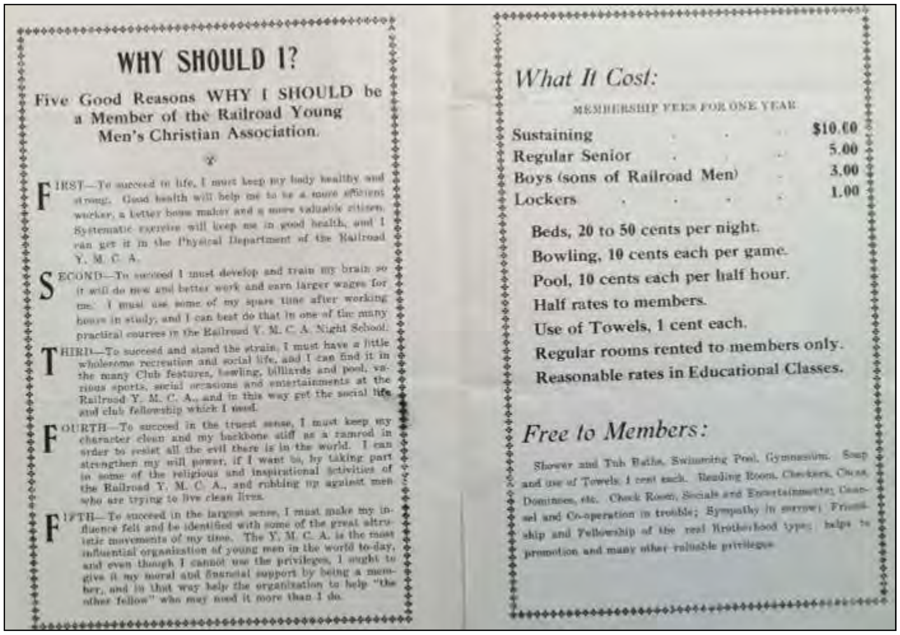


FIGURE 3-244: RAILROAD YMCA, CIRCA 1910 (RVAAPARTMENT.COM 2014)

The building offered "showers and tub baths, a swimming pool, a gym, soap and towels, a reading room, checkers, chess, dominoes and social events" as well as sleeping space, a bowling alley, poolroom, auditorium, kitchen, and ladies' parlor (Crews 2004:87). It not only provided service to the railroad employees but also to their families and travelers using the railroad company and National YMCA funds (Railroad YMCA History Project 1999). Membership, which cost $10 for one year in 1915, included benefits such as entertainment and religious activities, exercise opportunities, and career-related courses that were geared toward railway operations (Figure 3-245) (Crews 2004:87–88; Railroad Young Men's Christian Association Richmond 1915). Poor boys of the Shockoe Valley District were also served at the Railroad YMCA and offered membership for free (Kollatz, Jr. 1997:20). Other organizations were eventually served through the 1930s and 1940s including Scout troops, Sunday school groups, and sons of railroad men (Kollatz, Jr. 1997:21).



WHY SHOULD I?

Five Good Reasons WHY I SHOULD be a Member of the Railroad Young Men's Christian Association.

FIRST—To succeed in life, I must keep my body healthy and strong. Good health will help me to be a more efficient worker, a better home maker and a more valuable citizen. Systematic exercise will keep me in good health, and I can get it in the Physical Department of the Railroad Y. M. C. A.

SECOND—To succeed I must develop and train my brain so it will do new and better work and earn larger wages for me. I must use some of my spare time after working hours in study, and I can best do that in one of the many practical courses in the Railroad Y. M. C. A. Night School.

THIRD—To succeed and stand the strain, I must have a little wholesome recreation and social life, and I can find it in the many Club features, bowling, billiards and pool, various sports, social occasions and entertainments at the Railroad Y. M. C. A., and in this way get the social life and club fellowship which I need.

FOURTH—To succeed in the truest sense, I must keep my character clean and my backbone stiff as a ramrod in order to resist all the evil there is in the world. I can strengthen my will power, if I want to, by taking part in some of the religious and inspirational activities of the Railroad Y. M. C. A., and rubbing up against men who are trying to live clean lives.

FIFTH—To succeed in the largest sense, I must make my influence felt and be identified with some of the great altruistic movements of my time. The Y. M. C. A. is the most influential organization of young men in the world to-day, and even though I cannot use the privileges, I ought to give it my moral and financial support by being a member, and in that way help the organization to help "the other fellow" who may need it more than I do.

What It Cost:

MEMBERSHIP FEES FOR ONE YEAR

Sustaining	$10.00
Regular Senior	5.00
Boys (sons of Railroad Men)	3.00
Lockers	1.00

Beds, 20 to 50 cents per night.

Bowling, 10 cents each per game.

Pool, 10 cents each per half hour.

Half rates to members.

Use of Towels, 1 cent each.

Regular rooms rented to members only.

Reasonable rates in Educational Classes.

Free to Members:

Shower and Tub Baths, Swimming Pool, Gymnasium. Soap and use of Towels 1 cent each. Reading Room, Checkers, Chess, Dominoes, etc. Check Room, Socials and Entertainments; Counsel and Co-operation in trouble; Sympathy in sorrow; Friendship and Fellowship of the real Brotherhood type; helps to promotion and many other valuable privileges.

FIGURE 3-245: RAILROAD YMCA PAMPHLET ADVERTISING MEMBERSHIP SERVICES (RAILROAD YOUNG MEN'S CHRISTIAN ASSOCIATION RICHMOND 1915)

In December 1971, the Railroad YMCA was closed by the executive director, Porter Myers (Kollatz, Jr. 1997:21). At the time, Myers indicated that he did his best to keep the place clean; however, purposeful messes and violence led him to shut down the operation. In 1972, the property was conveyed to the Mission Army, Inc., an independent relief agency, who reclaimed the extreme damage done to the building caused by flooding from Hurricane Agnes (Figure 3-246) (CRDB 391-C:15; Kollatz, Jr. 1997:21). Although the Mission Army attempted to keep the Railroad YMCA running, by 1979, the building's extensive health and building code violations led to the city inspectors moving to close it down (Kollatz, Jr. 1997:21). In 1980, a Virginia partnership called Market Slip Association purchased the property with the intention of selling it to a developer who could convert it into an apartment building or bed and breakfast with the help of historic tax credits (CRDB LR007670708:708–710, LR002402259:2259–2262; Kollatz, Jr. 1997:21). In 1999, the property was conveyed to the Historic Housing, LLC, a development company specializing in revitalizing historic buildings in Richmond (CRDB LR990024136:405; LR990024137:406–408; Schwartz 2012). In 2001, the tax credit-funded renovation of the Railroad YMCA, converting it into lofted bedroom apartments, was completed by the development company for approximately $3.3 million (Figure 3-247) (Style Weekly 2017). Some spaces within were returned to a similar use, including the former restaurant at the front of the building which is now used as a catering and event space, according to the current property manager, Kim Pitts (Kim Pitts, personal communication 2018).

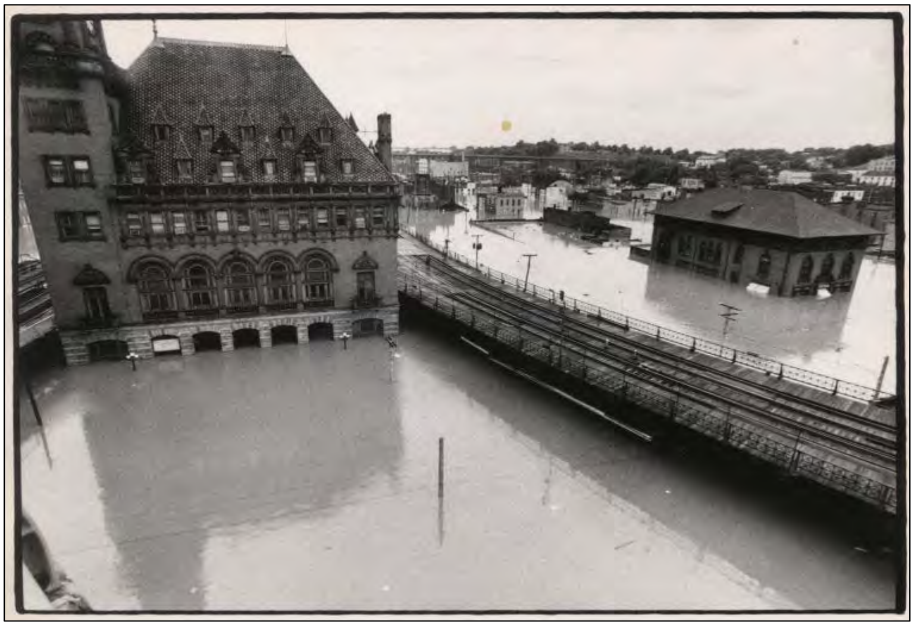


FIGURE 3-246: MAIN STREET STATION (127-0172) (LEFT) AND THE RAILROAD YMCA (127-0344-0123) (RIGHT) AND THE AFTERMATH OF HURRICANE AGNES ON JUNE 22, 1972 (RICHMOND TIMES-DISPATCH 2015)

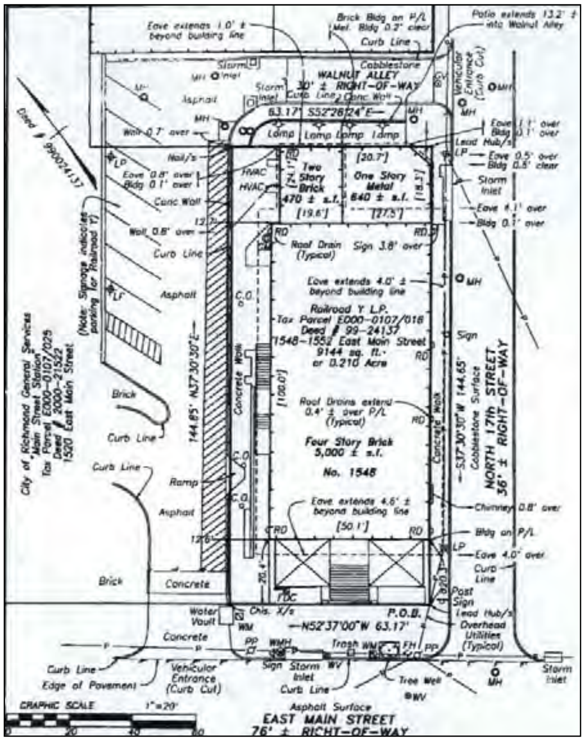

Eave extends 1.0' ± beyond building line
Brick Bldg on P/L
Met. Bldg 0.2' clear
Curb Line
Patio extends 13.2' ± into Walnut Alley
Cobblestone
WALNUT ALLEY
30' ± RIGHT-OF-WAY
Storm Inlet
MH
Asphalt
Curb Line
Conc Wall
Vehicular Entrance (Curb Cut)
MH
63.17' S52°26'24"E
Lamp
Lamp
Lamp
Lamp
Wall 0.7' over
Eave 1.1' over
Bldg 0.1' over
Lead Hub/s
LP
Eave 0.5' over
Bldg 0.5' clear
Deed # 990024137
Nail/s
LP
Eave 0.8' over
Bldg 0.1' over
Conc Wall
HVAC
HVAC
Two Story Brick 470 ± s.f.
[24.1']
[19.6']
[20.7']
One Story Metal 640 ± s.f.
[18.5']
[27.5']
Storm Inlet
Eave 4.1' over
Bldg 0.1' over
Wall 0.8' over
Curb Line
RD
Roof Drain (Typical)
Sign 3.8' over
Eave extends 4.0' ± beyond building line
MH
(Note: Signage indicates parking for Railroad Y)
Asphalt
C.O.
Railroad Y L.P.
Tax Parcel E000-0107/016
Deed # 99-24137
1548-1552 East Main Street
9144 sq. ft.
or 0.210 Acre
Sign
City of Richmond General Services "Main Street Station" Tax Parcel E000-0107/025 Deed # 2000-21522 1520 East Main Street
144.85' N37°30'30"E
Concrete Walk
[100.0']
Roof Drains extend 0.4' ± over P/L (Typical)
S37°30'30"W 144.65'
Cobblestone Surface
NORTH 17th STREET
56' ± RIGHT-OF-WAY
Brick
Curb Line
Four Story Brick 5,000 ± s.f.
No. 1548
Curb Line
Ramp
Asphalt
Eave extends 4.6' ± beyond building line
[50.1']
Chimney 0.8' over
Bldg on P/L
LP
Eave 4.0' over
Curb Line
Brick
Concrete
FDC
Post Sign
Lead Hub/s
Water Vault
Chis. X/s
WM
P.O.B.
N52°37'00"W 63.17'
Overhead Utilities (Typical)
Concrete
PP
WMH
Trash
WM
FH
PP
Curb Line
Edge of Pavement
Vehicular Entrance (Curb Cut)
Sign
Storm Inlet
WV
Curb Line
Tree Well
WV
MH
Storm Inlet
GRAPHIC SCALE
1" = 20'
0
20
40
60
Asphalt Surface
EAST MAIN STREET
76' ± RIGHT-OF-WAY

FIGURE 3-247: PLAT OF RESURVEY OF "RAILROAD Y/1548 E. MAIN STREET, CITY OF RICHMOND, VIRGINIA" (CRDB LR120007969)

3.20.2 Architectural Description

3.19.2.1 Primary Resource Exterior

The Railroad YMCA is a three-story, three-bay, rectangular, Italian Renaissance Revival-style commercial building constructed in 1907 by the Philadelphia architectural firm of Wilson, Harris and Richards (Figures 3-248 through 3-250) (Wilson 2002:192). The building currently is in use as residential lofts and apartments as well as a restaurant (Rosie Connolly's Pub & Restaurant) and a catering event space. The building sits on a continuous, raised basement foundation supporting a masonry structural system all sheathed in a brick laid in a running bond imitating Roman brick, calling to the Italian Renaissance Revival style in which it was constructed. The raised basement is lined with two rows of squared stone at the base, with the top row beveled, and six rows of regular stretcher bond brick to one row of relief stretcher bond brick. A molded concrete water table with a denticulated cornice beneath the table separates the basement from the first story while a denticulated belt course is located between the second and third stories. The building is covered by a low-pitched, hipped roof sheathed in terra cotta tile with open, overhanging eaves containing scrolled, wooden brackets and a geometric cornice (Figure 3-251). An exterior-end chimney with a corbeled cap is located in the south half of the southeast elevation which pierces the overhanging roof eaves and features a corbeled base. A central shed dormer is centered in the northwest and southeast elevations.

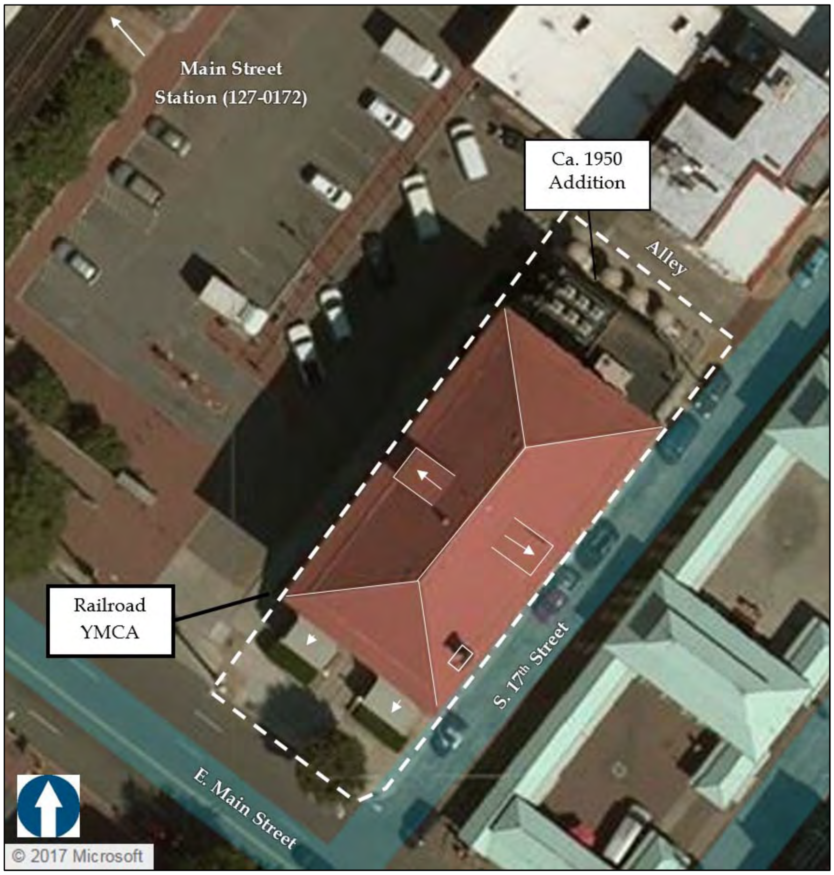


FIGURE 3-248: SITE PLAN OF THE RAILROAD YMCA (MICROSOFT 2017) (NOT TO SCALE)

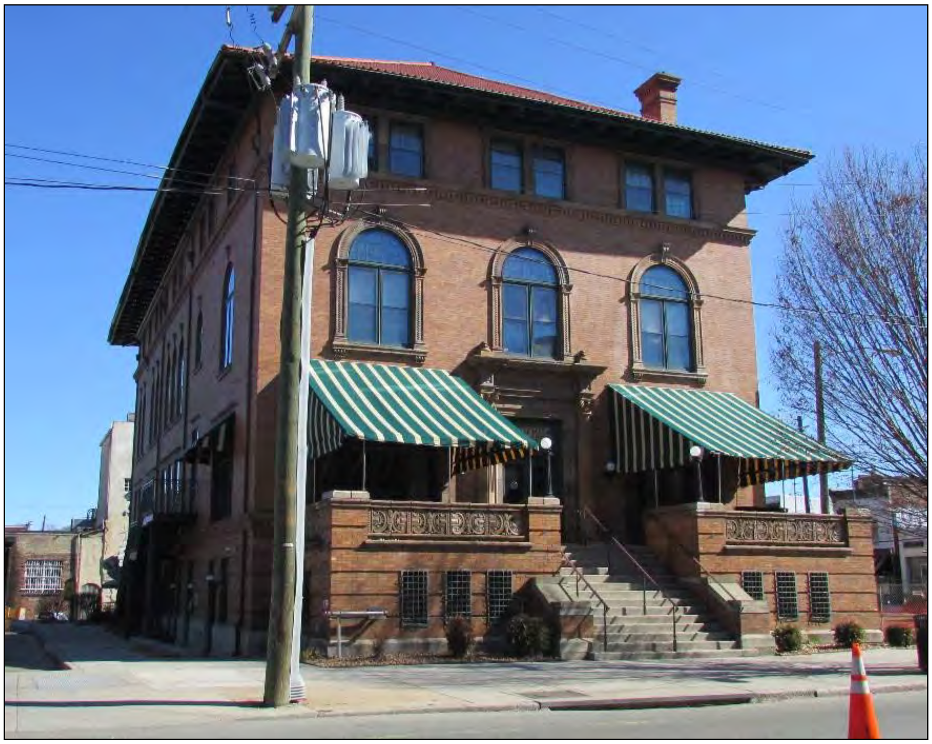


FIGURE 3-249: WEST OBLIQUE

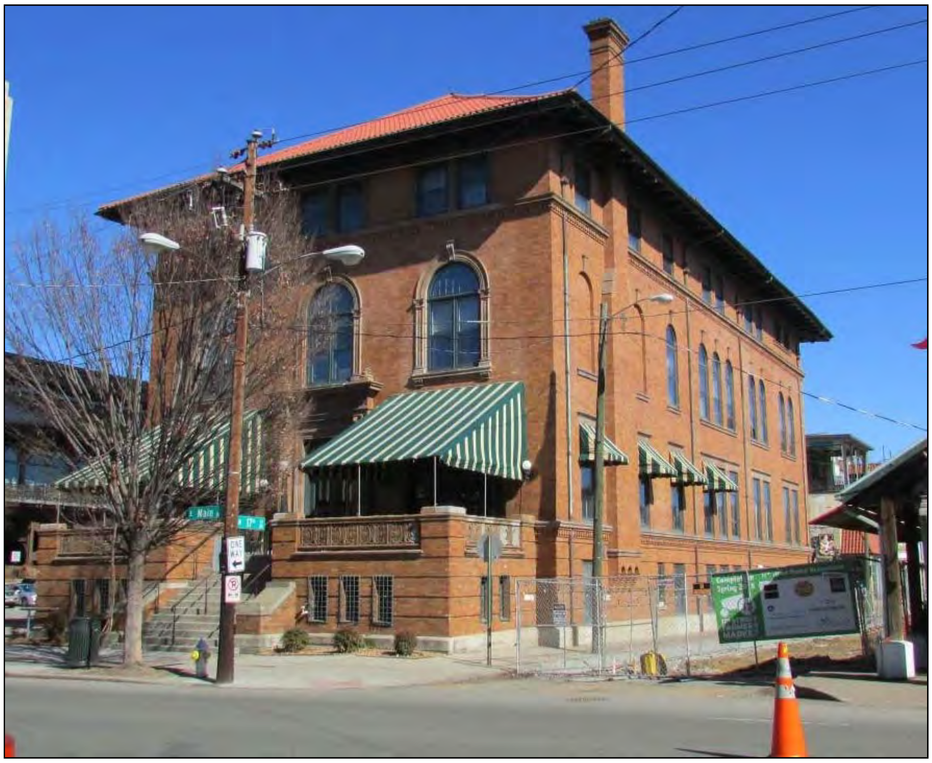


FIGURE 3-250: SOUTH OBLIQUE

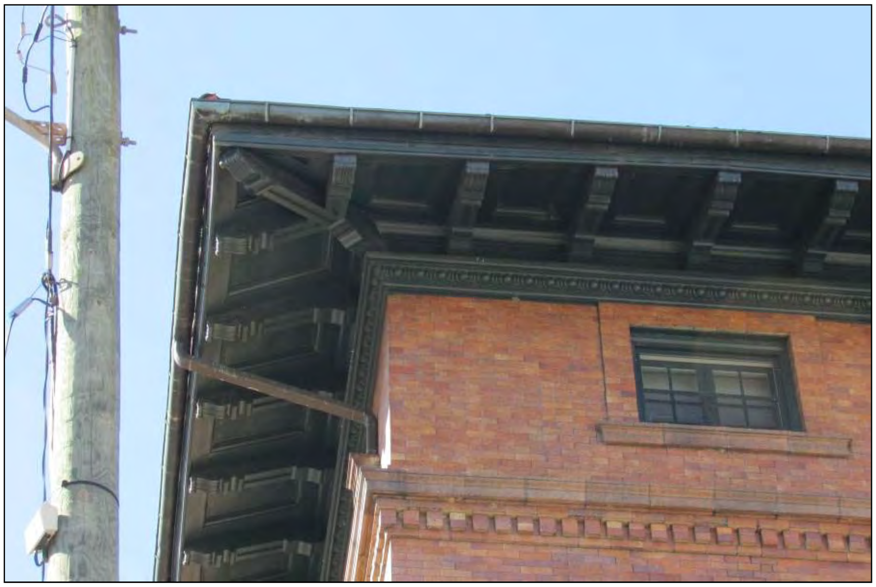


FIGURE 3-251: DETAIL OF EAVE AND CORNICE, WEST CORNER

Centered on the southwest elevation (façade) is the former primary entrance to the building. It is currently the primary entrance for the catered event space. The heavily ornamented entrance, typical of the Italian Renaissance Revival style in which the building was constructed, is filled with a double-leaf, single-pane, single-panel, wood door and framed by fluted, engaged columns with Corinthian capitals and a full decorated entablature and architrave (McAlester 2015:406). The entablature is engraved with "Railroad Branch Y.M.C.A." (Figure 3-252). A rectangular, stained glass, metal-frame transom is set above the entrance and reads "Citi Bar Chop House." The remaining two bays in this story are filled with a double-leaf, wood-and-glass door flanked by single-light, wood-frame sidelights and a topped by a large multi-light, wood-frame transom. Metal-frame, cloth-covered awnings extend from the outer bays, providing a protected area of the terrace that spans the façade for outdoor dining. The terrace along the façade is accessed by a grand central staircase, leading directly to the primary access to the catered event space, which comprises 13 concrete steps lined with a squared, concrete-and-brick balustrade (Figure 3-252). Window openings in the foundation are barred with metal. At the pinnacle of the staircase, access to the southern and western portions of the terrace have been blocked by a metal rail. The remainder of the terrace is lined by a decorative balustrade.

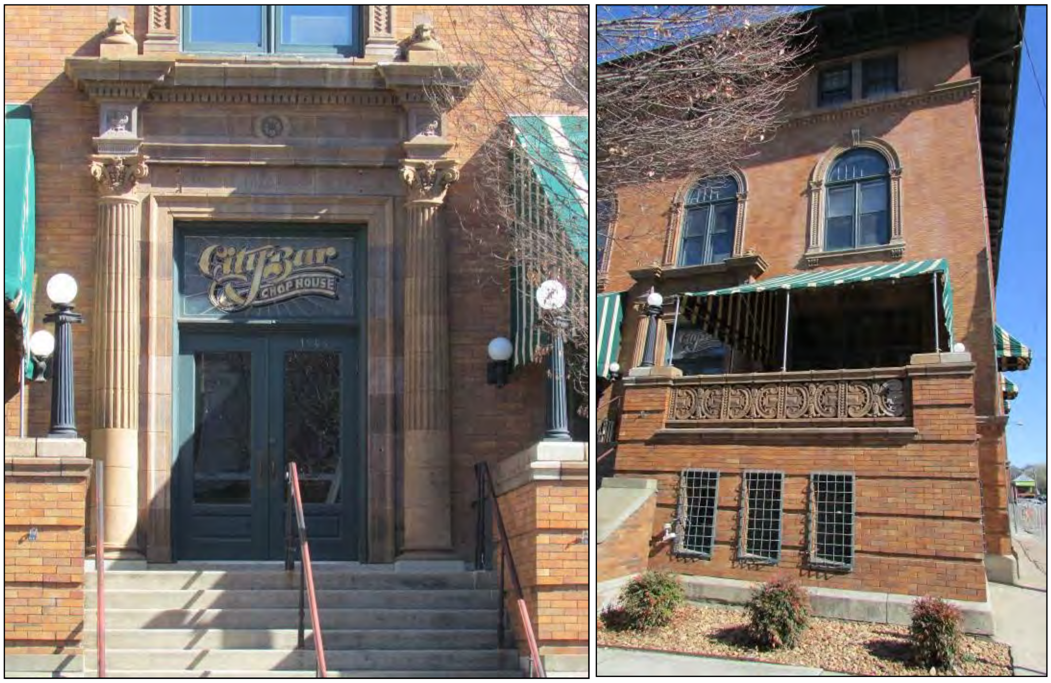


FIGURE 2-252: DETAIL OF PRIMARY ENTRANCE TO EVENT SPACE, SOUTHWEST ELEVATION (LEFT); DETAIL OF TERRACE AND FENESTRATION, SOUTHWEST ELEVATION (RIGHT)

Entrance to the residential portion of the resource is obtained by several single-leaf, metal, paneled doors with multiple lights. Most doors are topped by a single-light, wood-frame, transom. Other fenestration includes paired and single, one-over-one, wood-frame, double-hung-sash windows, some of which feature a single- and multi-light, arched transom set above with a stone keystone (Figure 3-253). Windows in the façade also have decorative stone trim creating a Florentine arch springing from pilasters capped with Corinthian-style capitals. Those with no arched window feature a flat stone lintel. Windows in the raised basement and third story are eight-over-eight, wood-frame, double-hung sashes with wood surrounds and relief brick trim. A "Romeo and Juliet" door is located in the third story of the northwest elevation, although it may have been an access to a fire escape; it is filled with a single-leaf, paneled, wood door with six lights and is covered by a metal rail (Figure 3-253) (Kim Pitts, personal communication 2018). A two-story, flat-roof addition clad in the same materials as the core extends from the north half of the northeast elevation while a one-story, frame addition extends from the east half of the elevation. Both additions were constructed circa 1950 and currently houses a restaurant and its kitchen (Figure 3-254).

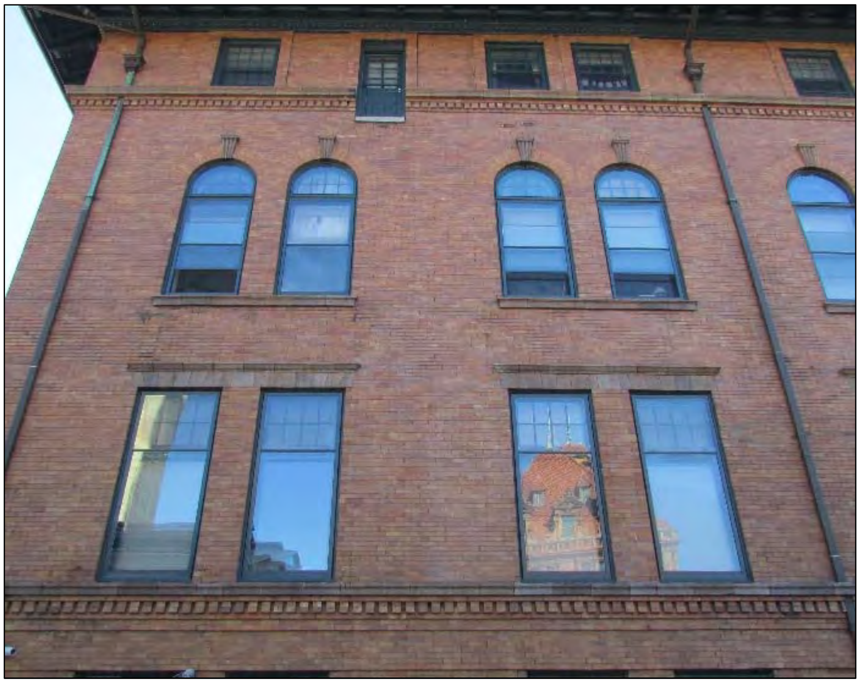


FIGURE 3-253: DETAIL OF FENESTRATION, NORTHWEST ELEVATION

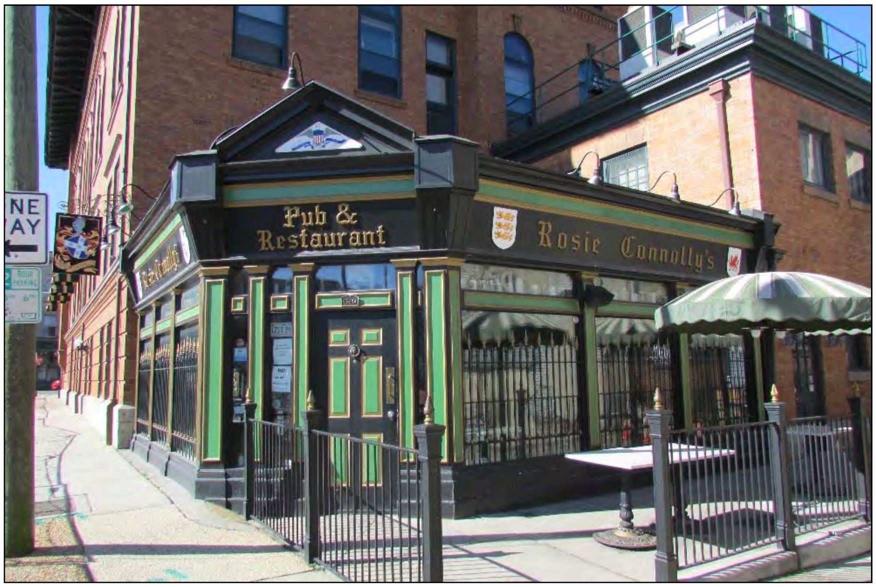


FIGURE 3-254: DETAIL OF ATTACHED RESTAURANT, NORTHEAST ELEVATION

3.19.2.2 Primary Resource Interior

Entrance to the residential portion of the Railroad YMCA is obtained through a single-leaf door in the basement level of the northwest elevation. It opens into a four-story stairwell featuring a wood staircase that is partially lined with a turned wood balustrade that pauses at a landing in each story (Figure 3-255). The walls that partially house the staircase are drywall with an ADA compliant metal stair rail and chair rail. The stairs themselves are partially covered by rubber matting and the landings feature modern carpeting. An elevator and associated elevator room, added at a later date than the construction of the building, are also accessed in the basement level of the stairwell.

The first, second, and third stories of the northeast two-thirds of the building have a similar floor plan (Figure 3-256). Each floor contains a central carpet-clad hallway, running northeast to southwest, which is accessed by a single-leaf, wood, four-paneled door by the stairwell. Each hallway is also accessed by the elevator in the northwest wall. The hall is lined with a wood chair rail and with a varying number of single-leaf doors on the southeast and northwest walls, depending on how many individual lofts there are on the respective floor (Figure 3-255). The property manager stated that each residential room is in its original layout save for the addition of individual laundry closets or bathrooms. Also, the current property manager confirmed that all doors within the residential section of the building in each hallway are original (Kim Pitts, personal communication 2018). The southwest thirds of the second and third stories also contain residential lofts and are set up in a similar format to the remainder of the floor with a hallway accessed by the stairwell.

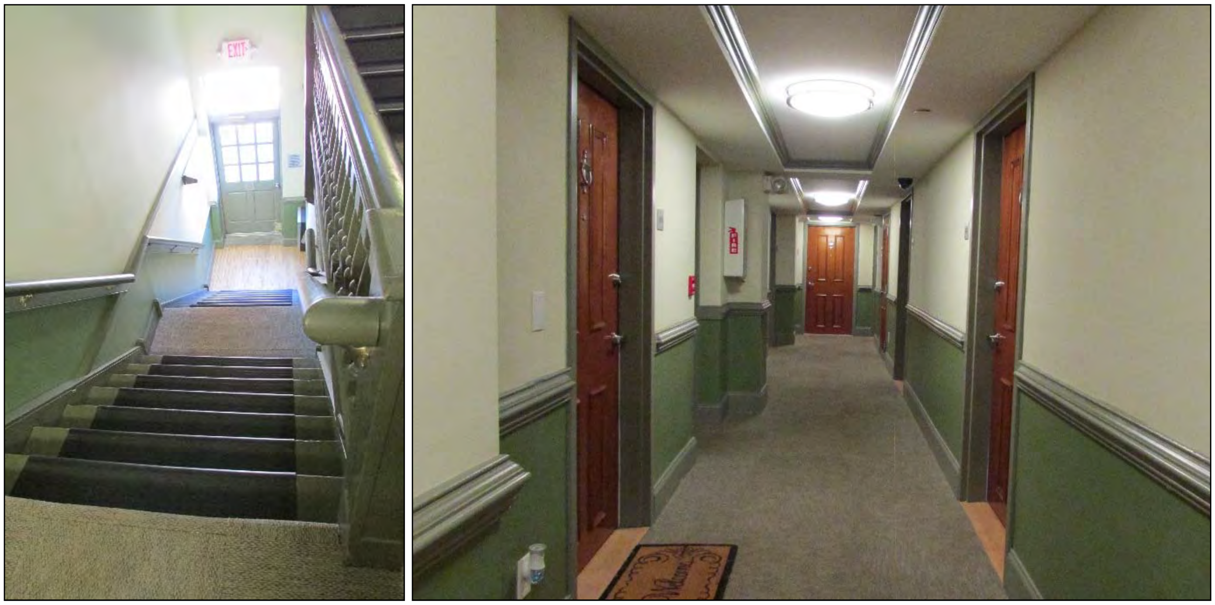


FIGURE 3-255: VIEW OF STAIRWELL FROM FIRST-STORY LANDING (LEFT); VIEW OF THIRD-STORY HALLWAY, LOOKING NORTHEAST (RIGHT)

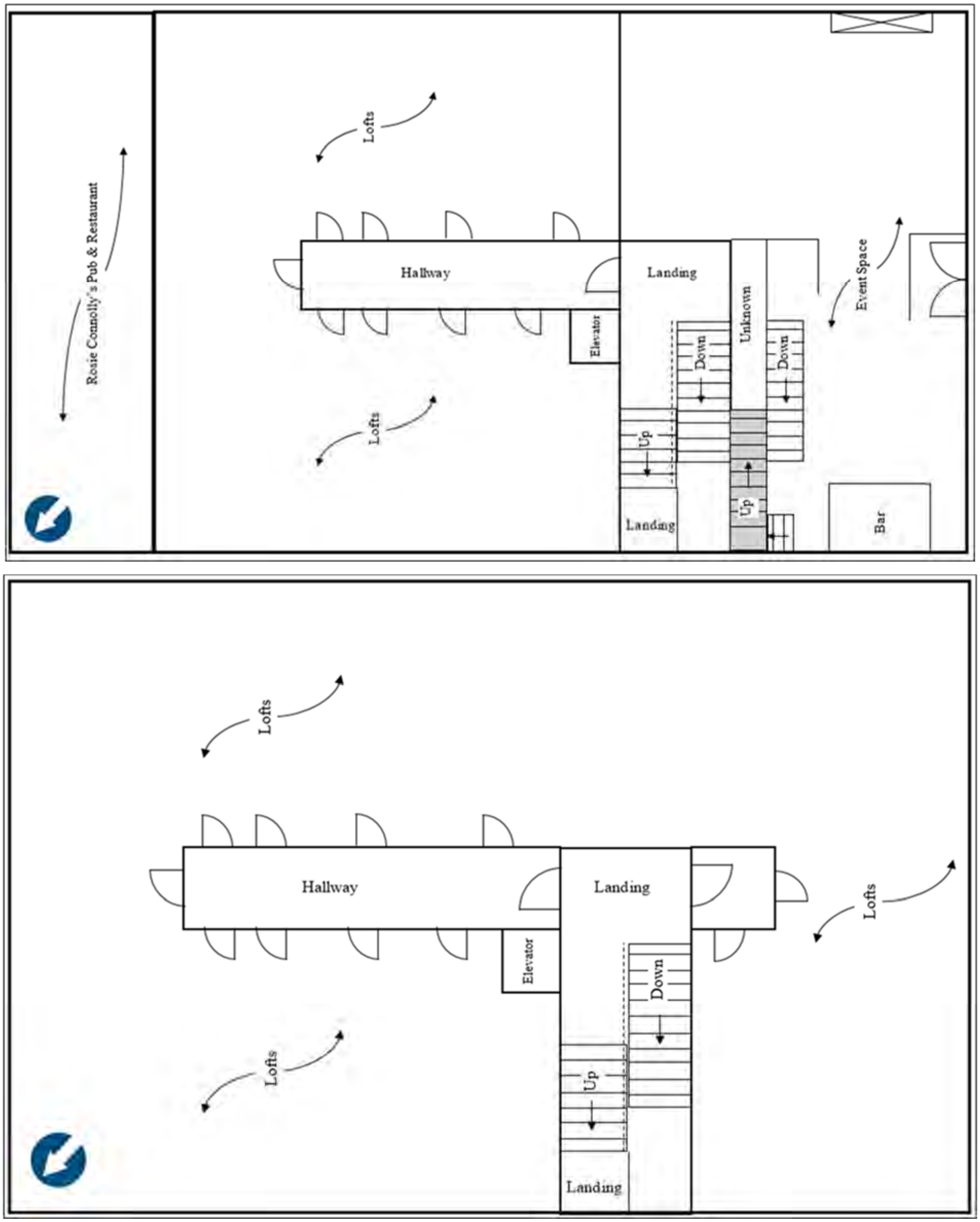

Rosie Connolly's Pub & Restaurant
Lofts
Lofts
Hallway
Elevator
Landing
Down
Up
Landing
Unknown
Down
Up
Event Space
Bar
Lofts
Lofts
Hallway
Landing
Elevator
Down
Up
Landing
Lofts

FIGURE 3-256: FIRST STORY FLOOR PLAN (TOP); SECOND AND THIRD STORY FLOOR PLAN (BOTTOM) (NOT TO SCALE)

During the current survey, access to two individual residential units or "lofts" was granted by the property manager. A loft at the north corner of the third story opens directly into a small kitchenette that lined a portion of the northeast wall. The loft is primarily covered in the original wood flooring save for the kitchenette area which is covered in laminate tile. A carpet-clad, winder staircase lined with a metal and wood rail is situated in the northeast portion of the loft which provides access to the loft space above. The ceiling is open to the wood framing of the hipped roof and eaves (Figure 3-257). This loft features the "Romeo and Juliet" door in the southeast wall previously mentioned (Figure 3-257). The other loft available for viewing during the survey is located in the southwest portion of the second story. Accessed by a single-leaf, wood door, the entrance opens into an open living area with a coffered ceiling and covered in original wood flooring (Figure 3-258). A small kitchenette is in the northeast wall. Along the southeast wall is a bedroom and an enclosed winder staircase that leads to a loft space (Figure 3-258).

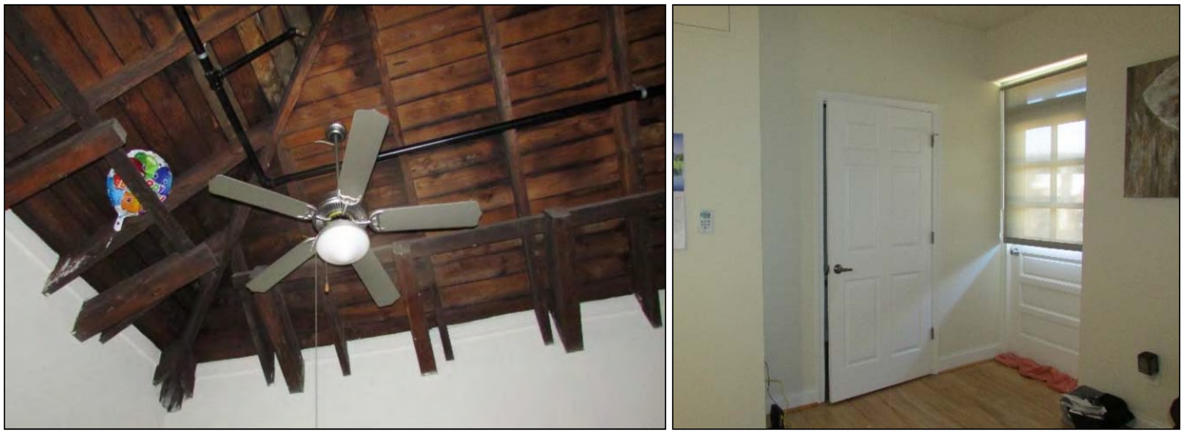


FIGURE 3-257: EXPOSED ROOFING SYSTEM IN THIRD-STORY LOFT (LEFT); VIEW OF "ROMEO AND JULIET" DOOR IN THIRD-STORY LOFT, LOOKING WEST (RIGHT)

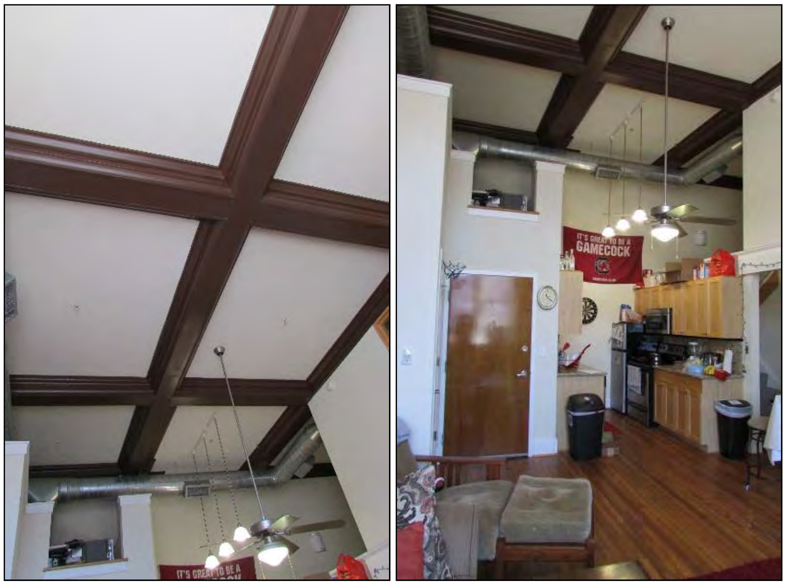


FIGURE 3-258: VIEW OF CEILING IN SECOND-STORY LOFT (LEFT); SECOND-STORY LOFT, LOOKING NORTHEAST (RIGHT)

The catering and event space encompasses the southwest third of the building in the basement level and first story. The basement level contains a full contemporary kitchen, and an enclosed stairwell along the northeast wall of the kitchen leads to the event space in the first story. The first story event space features wood flooring and paneled wood walls. A bar is located along the northwest wall while a large chimney opening with a marble mantel surround is in the southeast wall (Figure 3-259). A recessed panel filled with a mirror is set beneath the simply decorated wood mantelshelf and beveled wood columns. Two partition walls block of the primary entrance in the southwest elevation and a waiters' area in the northeast portion of the room. An enclosed staircase to the second story is visible in the west half of the northeast wall (Figure 3-259). Access to the remainder of the basement and the restaurant (Rosie Connolly's Pub & Restaurant) on the northeast side of the building was not granted during the current survey.

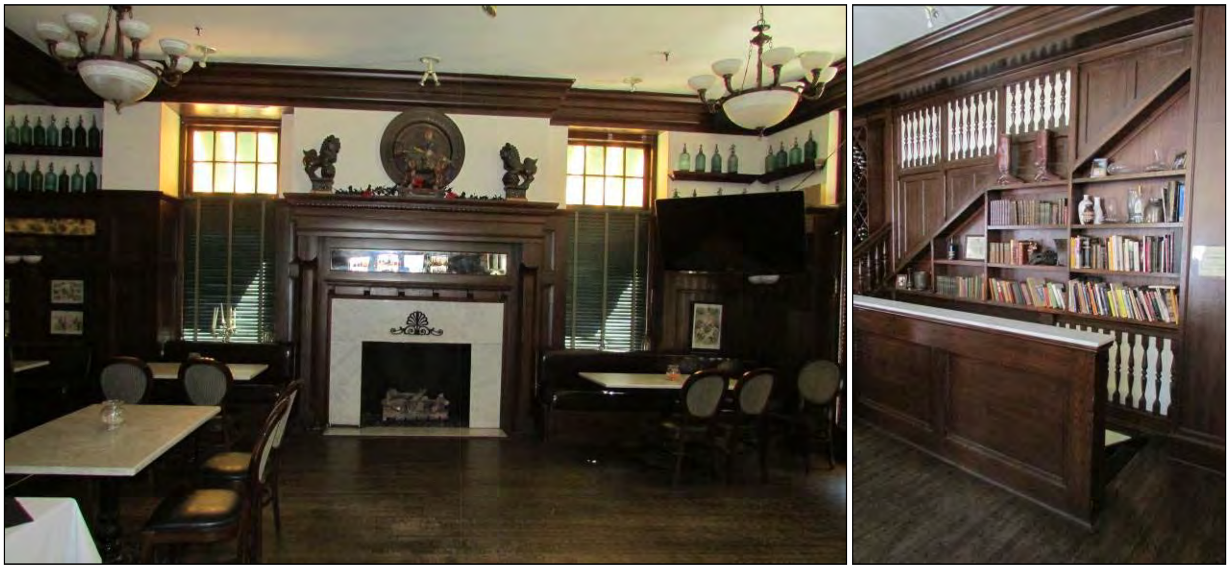


FIGURE 3-259: SOUTHEAST WALL IN CATERING EVENT SPACE IN FIRST STORY (LEFT); STAIRCASE TO BASEMENT LEVEL AND ENCLOSED STAIRCASE TO SECOND STORY, LOOKING NORTH (RIGHT)

3.20.3 NRHP Evaluation

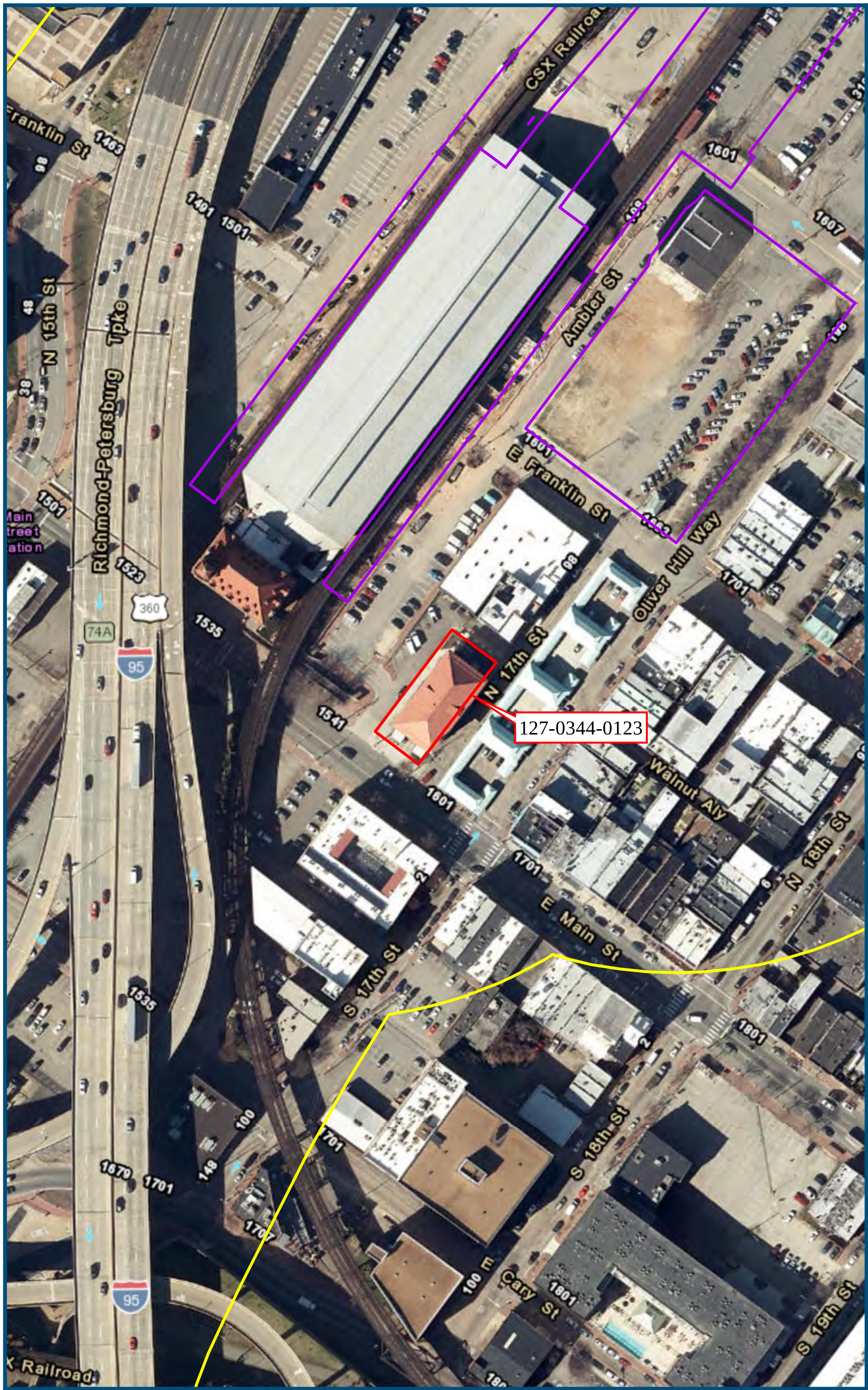
Constructed as Richmond's Railroad YMCA (127-0344-0123) chapter building, this resource served the traveling railroad men and their families as well as local poor boys and men until the 1970s as a safe-haven with bed and board. It has since been converted to a loft apartments building with an attached restaurant to the rear and a catered event space. Although the building has had some common modifications, such as a rear addition and interior alterations funded through tax credits to accommodate separate living spaces and catered event spaces, the resource retains a sufficient level of integrity in design, location, association, materials, feeling, setting and workmanship to convey its historic purpose and use.

The NPS outlines the considerations for which a property can be eligible for the NRHP under Criterion A as: "To be considered for listing under Criterion A, a property must be associated with one or more events important in the defined historic context… The event or trends, however, must clearly be important within the associated context… and it must retain historic integrity" (Shrimpton et al. 1990). The building held an important organization, the YMCA, which assisted the early-twentieth-century railway employee and their families with wholesome living and activity spaces during their travels. It continued in this operation for the local poor boys, acting as a safe haven and a community center. As such, the Railroad YMCA is recommended eligible for the NRHP under Criterion A for its strong association with railroad transportation in Richmond as well as the larger national YMCA movement. The resource is not known to be associated with one significant person from history and because of this, it is recommended not eligible under Criterion B.

Criterion C as outlined by NPS pertains to "properties significant for their physical design or construction, including such elements as architecture, landscape architecture, engineering, and artwork." For a resource to be eligible for the NRHP under Criterion C, it must "Embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction" (Shrimpton et al. 1990). The resource is an exceptional example of a restrained version of the Italian Renaissance Revival style in the Shockoe Valley and Tobacco Row Historic District (127-0344) and in Richmond. The building's symmetrical façade, arched window openings, elaborate Classical entrance, and robust terrace are identifiable Italian Renaissance Revival-style features of the Railroad YMCA (McAlester 2015:406). The building was also designed by the Philadelphia-based architectural firm of Wilson, Harris and Richards, the firm responsible for Richmond's Main Street Station (127-0172), listed in the NRHP in 1970 and as a National Historic Landmark (NHL) in 1976, which was constructed in the Beaux Arts/French Renaissance Revival architectural style that stems from the same Eclectic movement as the Italian Renaissance Revival style (McAlester 2015:406). For these reasons, the Railroad YMCA is recommended as locally significant under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Railroad YMCA is **recommended as eligible at the regional and national level under Criterion A and at the local level under Criterion C.** The resource was constructed during the period of significance (1737–1930) of the Shockoe Valley and Tobacco Row Historic District (127-0344) and continues to reflect the architectural trends within the district. The resource is **recommended as contributing to the Shockoe Valley and Tobacco Row Historic District (127-0344).**

The Railroad YMCA suggested period of significance begins in 1907, when the building was constructed, to 1970, the year in which the YMCA operations in the building ceased. The proposed NRHP boundaries for the Railroad YMCA immediately surrounds the building, encompassing it in full (Figure 3-260).


CSX Railroad
Franklin St
1463
98
1401
1501
1601
1607
408
Ambler St
N 15th St
48
38
Richmond-Petersburg Tpke
1601
E Franklin St
Oliver Hill Way
1501
Main Street Station
1523
360
74A
95
1535
98
N 17th St
1541
1701
127-0344-0123
1601
Walnut Aly
1701
E Main St
N 18th St
S 17th St
1535
1801
100
148
1679
1701
1707
100 E
Cary St
1801
S 18th St
S 19th St
Railroad

Highland
Glen Allen
Laurel
Lakeside
Mechanicsville
East Highland Park
Richmond
Montrose
HENRICO
Bensley
Bellwood
Chesterfield Court House
Chester

0 50 100
Feet

0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟥 Proposed NRHP Boundary

Figure 3-260
Proposed NRHP Boundaries for the Railroad YMCA (127-0344-0123)

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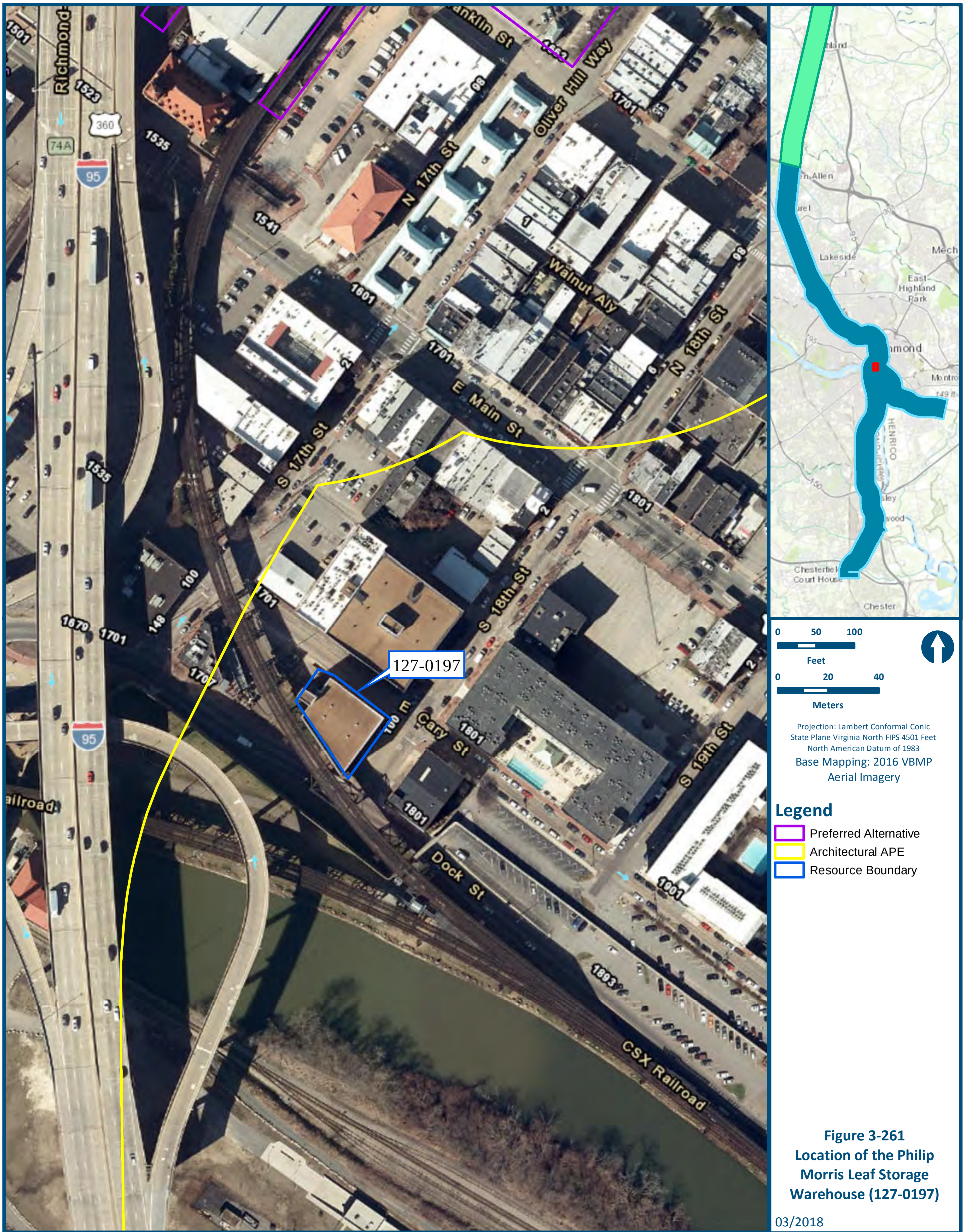
3.21 PHILIP MORRIS LEAF STORAGE WAREHOUSE (127-0197)

The Philip Morris Leaf Storage Warehouse (127-0197), recently purchased by Capital One and converted into a business incubator, is located at 1717–1721 E. Cary Street in Richmond, Virginia. Set on a 0.21-acre lot, it is located in Richmond's Shockoe Bottom area, more particularly in Shockoe Valley and Tobacco Row Historic District (127-0344), the NRHP-listed historic district encompassing Richmond's original town settlement filled with a mix of residential, commercial, and manufacturing activity. South of the resource are the canals of the James River and an elevated section of a branch of the C&O Railroad Corridor (127-6793) that leads to Main Street Station (127-0172), and immediately west is I-95. The triangular-shaped parcel is bounded by E. Cary Street to the northeast, S. 18th Street to the southeast, Dock Street and the existing railroad to the southwest and west. The densely populated urban area has been moderately altered with new construction; however, it still remains primarily commercial and industrial in nature. The parcel is primarily filled by the trapezium-shaped building, with sidewalks composed of a combination of poured-concrete and modern brick to the northeast, southeast, and southwest. A small, paved-asphalt parking area is situated in the west corner of the property and is accessed by East Cary Street in the north (Figure 3-261). A small patch of grass is located southwest between the building and Dock Street, where a large steel structural system supporting the elevated railroad sits. The subdued International-style commercial building is similar to the warehouse immediately northeast, the Philip Morris Heat Storage Warehouse at 20–28 S. 18th Street (127-0344-0328).

3.21.1 Historic Context

The land on which the Philip Morris Building at 1717–1721 E. Cary Street is located on is in an area of Richmond that has been heavily urban and industrial for centuries. Situated north of the James River and among a network of railroad tracks, including the Richmond and Danville Railroad, the Richmond and Alleghany Railroad, and the C&O Railroad, as they were known during the late-nineteenth century, this lot between 17th and 18th Streets was owned by Benjamin T. Crump and Charles H. West (CRDB 122B:481; Sanborn Map Company 1886, 1895). These partners had several buildings on the corner lot, including a one-story office, a one-story building for splitting wood, a coal shed, and a three-story ship chandlery; the other half of the block was filled with the Virginia Paper Company and the J.C. Smith's Rag Warehouse (Sanborn Map Company 1886).

Out of these buildings, Crump and West partners operated the business Crump & West Company, which specialized in coal and wood with an advantageous lot near the river, canal, and railroads (Figure 3-262) (Chataigne 1886; The Union Republican 1882:3). Around the turn of the twentieth century, the C&O Railroad Company constructed a new railroad track that extended from near Dock Street northwest to Main Street Station. In doing that, the new tracks bisected the 1700 block of Cary Street, and the landscape of that lot changed entirely. By 1905, only two buildings associated with the Crump & West Company survived, the office and the coal shed, and the buildings that once housed the neighboring paper mill and the rag warehouse were no longer extant (Figure 3-263) (Sanborn Map Company 1905b).


Franklin St
Oliver Hill Way
N 17th St
Walnut Aly
N 18th St
E Main St
S 17th St
S 18th St
E Cary St
S 19th St
Dock St
CSX Railroad
Railroad
Richmond
360
74A
95
1501
1523
1535
1541
1601
1701
1801
1679
148
100
1893
1901
127-0197
hland
n Allen
urel
Lakeside
Mech
East Highland Park
mond
Montro
149 ft
HENRICO
sley
wood
Chesterfield Court House
Chester

0 50 100
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural APE
- 🟦 Resource Boundary

Figure 3-261
Location of the Philip Morris Leaf Storage Warehouse (127-0197)

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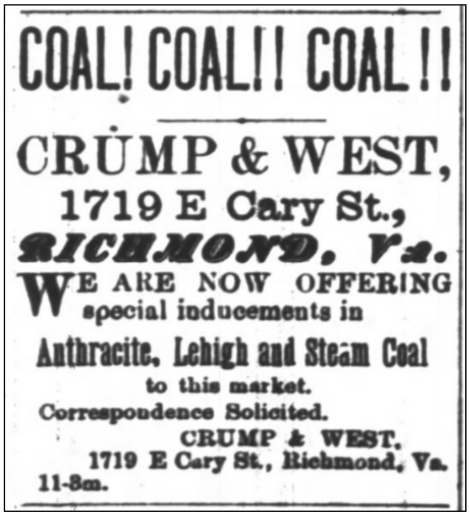

COAL! COAL!! COAL!!

CRUMP & WEST,
1719 E Cary St.,
RICHMOND, Va.

WE ARE NOW OFFERING special inducements in

Anthracite, Lehigh and Steam Coal

to this market.

Correspondence Solicited.

CRUMP & WEST.
1719 E Cary St., Richmond, Va.
11-8m.

FIGURE 3-262: 1882 ADVERTISEMENT FOR CRUMP & WEST COMPANY (THE UNION REPUBLICAN 1882:3)

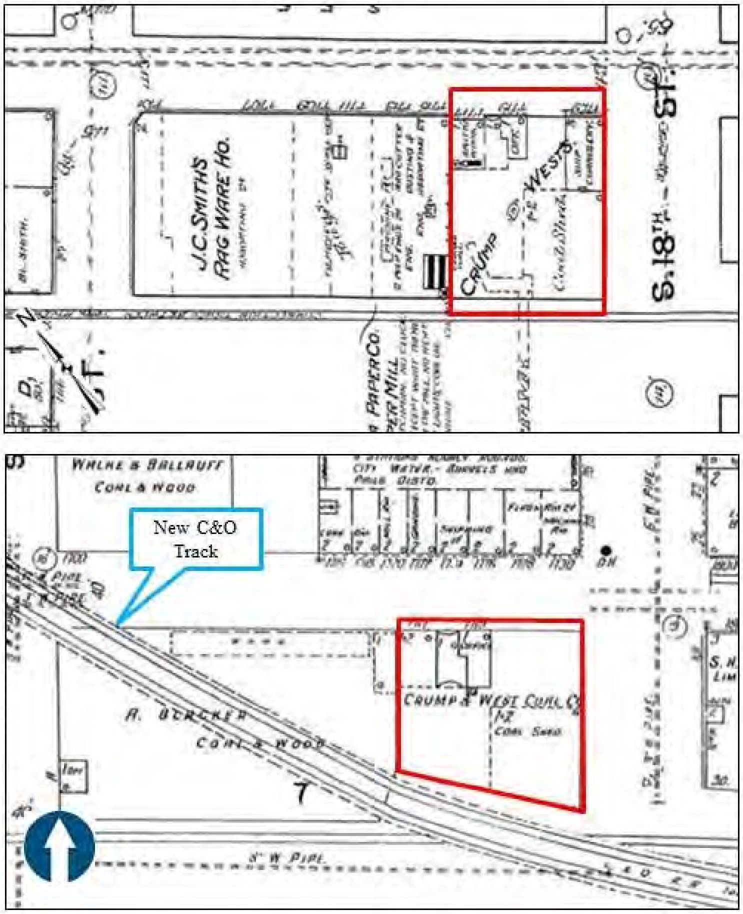
J.C. SMITHS RAG WARE HO.
CRUMP & WEST
Coal Sheds
S. 18TH ST.
PAPER CO.
WALKE & BALLAUFF COAL & WOOD
New C&O Track
CRUMP & WEST COAL CO
COAL SHED
A. BECKER COAL & WOOD
7

FIGURE 3-263: 1886 SANBORN DETAIL (TOP) AND 1905 SANBORN (BOTTOM) (SANBORN MAP COMPANY 1886, 1905A). THE CRUMP & WEST COAL COMPANY IS HIGHLIGHTED IN RED AND THE NEW C&O TRACK IS NOTED IN BLUE. (MAP NOT TO SCALE)

Around 1909, the Virginia Bonded Warehouse Corporation bought a lot of land just north of E. Cary Street from Crump & West Company property between 17th and 18th Streets and built a large five-story brick building as their new headquarters. This company boasted about their new building "a capacity of 1,250,000 cubic feet… and has a splendid frontage of 130.25 feet on the Southern Railway" (Figure 3-264) (Richmond Times-Dispatch 1909). Just four years later, Charles H. West sold the Crump & West property south of E. Cary Street to the Virginia Bonded Warehouse Corporation for $9,215 (CRDB 222B:298). At this time, the company tore down the previous infrastructure associated with the Crump & West Coal Company and in 1914 constructed the five-story brick building to be used as their office. This triangular-shaped building currently stands at the intersection of E. Cary and 17th Streets and was built to mirror the original and larger 1909 Virginia Bonded Warehouse Corporation warehouse just to its north (Figure 3-265) (Sanborn Map Company 1905a, 1925; Richmond Times-Dispatch 1916).

Virginia Bonded Warehouse Corporation operated out of these two buildings that flank the 1700 block of E. Cary Street until the late 1950s; in 1962, Philip Morris, Inc. acquired the two buildings and the land on which they stand (CRDB 601A:145, 609D:800). Philip Morris, Inc. is a tobacco company that has roots in London dating to the mid-nineteenth century and was "incorporated in Virginia under the name Philip Morris & Co., Ltd, Inc. By the end of the [1920s] the company has begun to manufacture cigarettes in its factory in Richmond, Virginia" (Philip Morris International Management SA 2017). Over the next several decades, the company facilities in Richmond expanded to include several warehouses and factories across south Richmond (Hill Directory Co. 1960, 1965). After three decades of ownership, Philip Morris sold the lot on the south side of Cary Street that contains the building at 1717–1721 E. Cary Street in 1994 (CRDB 405:136). The 0.21-acre lot changed hands several times between 1994 and 2016, when it was sold to 1717 Partners, LLC (CRDB 98-0011207, 03-048414, 16-18882). The building is currently owned by Capital One Financial Corp. who renovated the building in conjuction with 1717 Partners, LLC and occupy the first two stories; the remaining space is being planned as an incubator for startup businesses (Richmond Times-Dispatch 2017; Startup Virginia 2018).

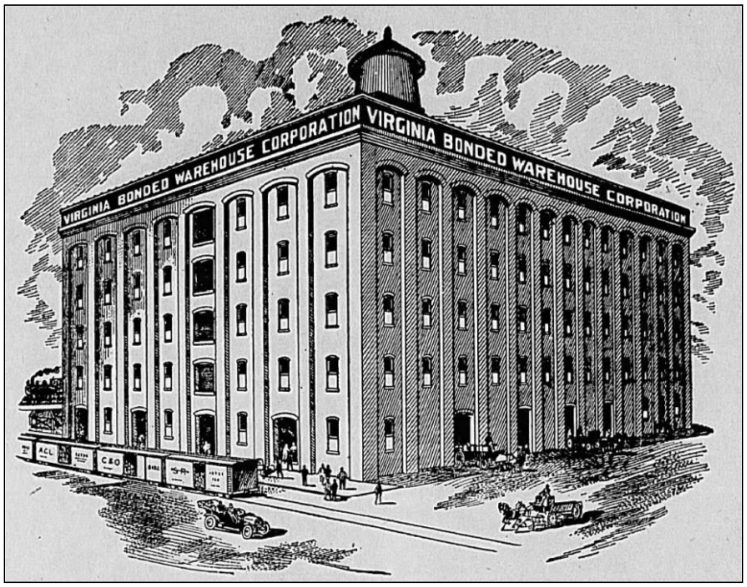
VIRGINIA BONDED WAREHOUSE CORPORATION
VIRGINIA BONDED WAREHOUSE CORPORATION
A.C.L.
C&O

FIGURE 3-264:1909 DRAWING OF THE NEW VIRGINIA BONDED WAREHOUSE CORPRATION BUILDING (RICHMOND TIMES-DISPATCH 1909)

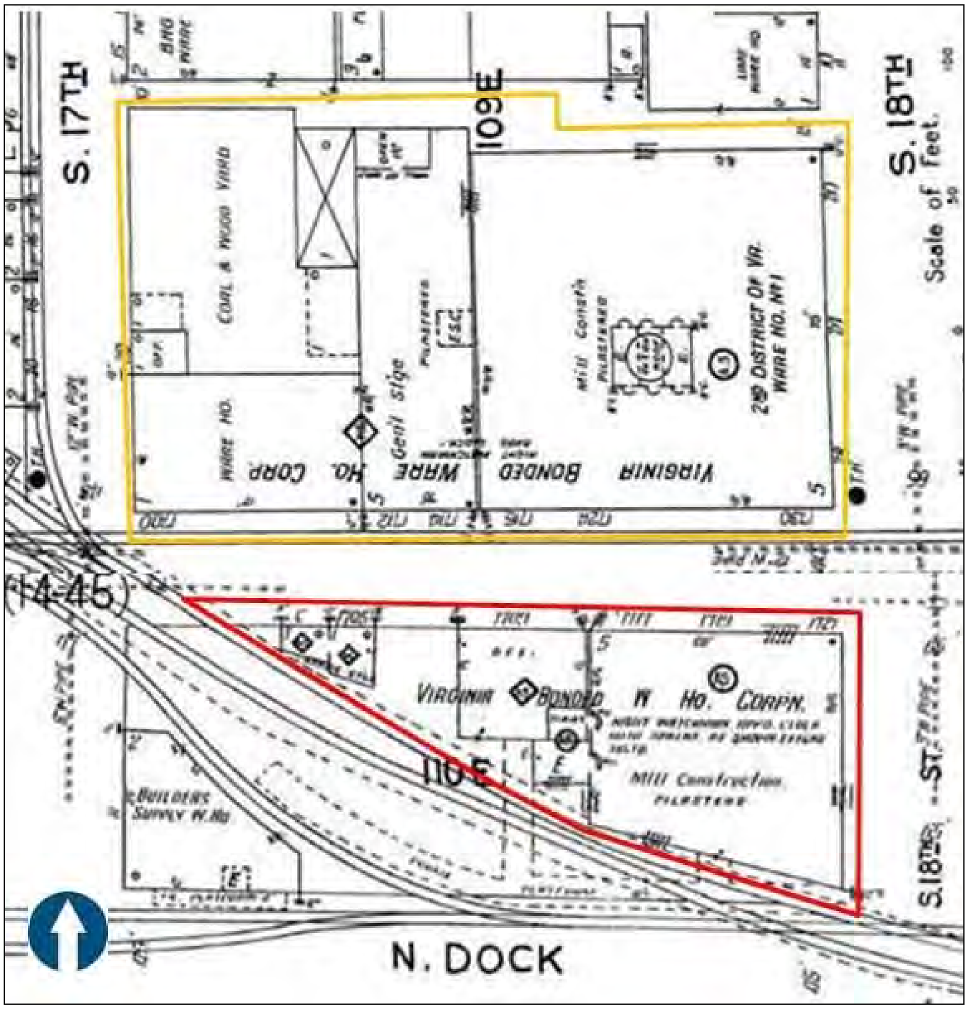
S. 17TH
109E
S. 18TH
Scale of Feet.
Coal & Wood Yard
Ware Ho.
Virginia Bonded Ware Ho. Corp.
Genl Stge
Mill Constn
2nd District of Va. Ware No. 1
(14-45)
Virginia Bonded W Ho. Corpn.
Mill Construction
Pilasters
110E
Builders Supply W. Ho
S. 18TH
N. DOCK

FIGURE 3-265: VIRGINIA BONDED WAREHOUSE CORPORATION BUILDINGS ON E. CARY STREET IN 1925 (SANBORN MAP COMPANY 1925). THE ORIGINAL 1909 BUILDING IS NOTED IN YELLOW AND CIRCA-1914 BUILDING NOW KNOWN AS THE PHILIP MORRIS BUILDING AT 1717–1721 E. CARY STREET IS NOTED IN RED. (NOT TO SCALE)

3.21.2 Architectural Description

3.21.2.1 Primary Resource Interior

The Philip Morris Tobacco Storage Warehouse building is a five-story, 10-bay, trapezium-shaped, utilitarian industrial building constructed around 1914 (Figure 3-266). The building sits on a continuous foundation supporting an indiscernible structural system sheathed in brick laid in a six-to-one common bond (Figure 3-267). Each elevation features a series of arched recesses that emphasize each bay. The central bay of the southeast elevation contains a circular metal cap between each story that may be former fire alarm bells. The warehouse is covered by an asphalt-clad flat roof lined with a low brick parapet with metal coping on all elevations. A corbelled brick cornice is situated beneath the parapet. Chimneys or flues were not observed during the survey.

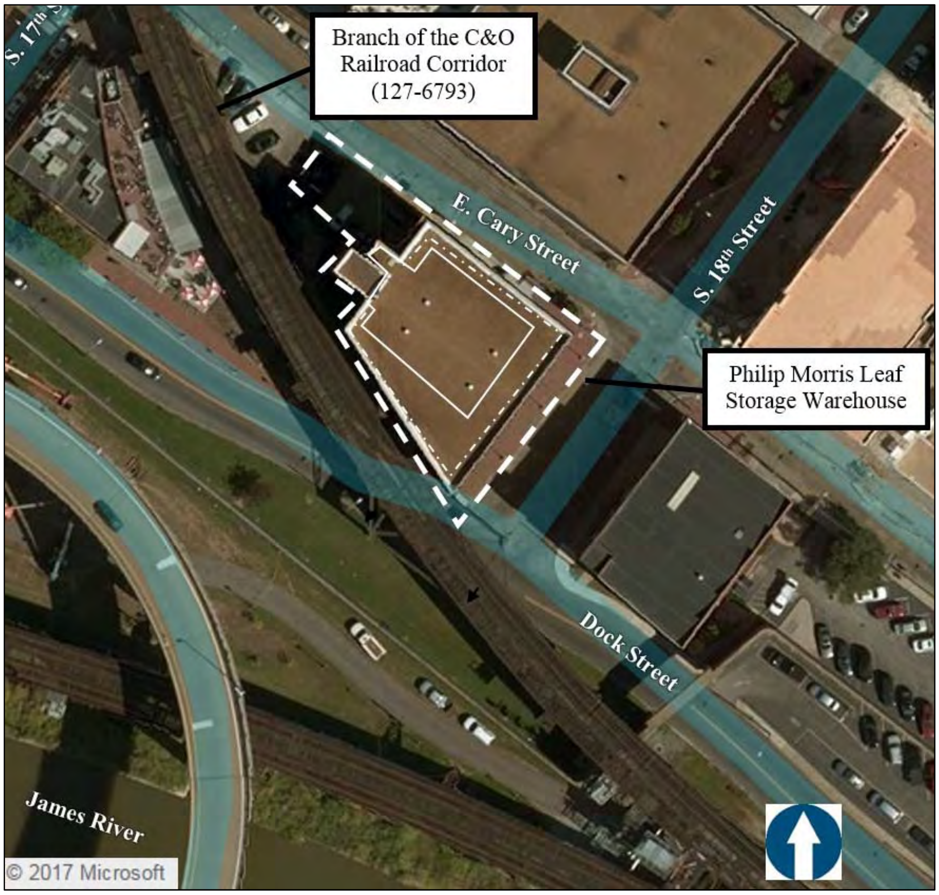
Branch of the C&O Railroad Corridor (127-6793)
S. 17th St
E. Cary Street
S. 18th Street
Philip Morris Leaf Storage Warehouse
Dock Street
James River
© 2017 Microsoft

FIGURE 3-266: SITE PLAN OF THE PHILIP MORRIS LEAF STORAGE WAREHOUSE

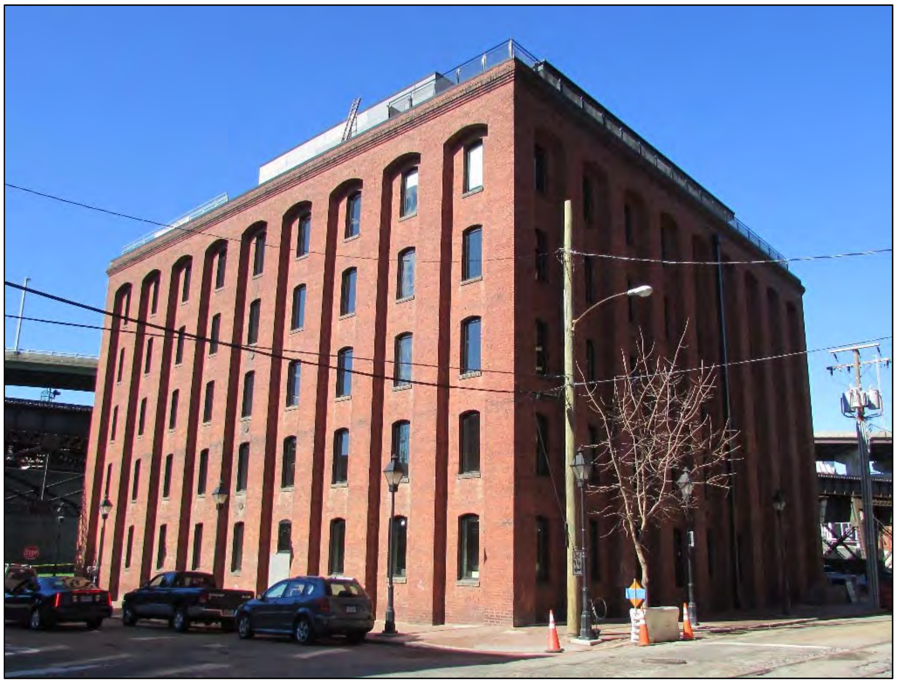

FIGURE 3-267: EAST ELEVATION OF THE PHILIP MORRIS STORAGE WAREHOUSE

The current primary entrance is located in the north half of the northwest elevation. It is filled with a single-leaf, glass door with a single, commercial-style sidelight. A flat, metal awning set above the door features a metal "1717" sign (Figure 3-268). A secondary entrance, filled with a single-leaf, metal door with an arched, metal-frame transom set above, is off-centered in the southeast elevation. Set within larger window openings, the building contains replacement single-light, metal-frame, fixed windows. The window openings feature segmental arches and stone sills.

A six-story, flat-roof projection is centered on the northwest elevation providing roof access and is clad in the same materials and in the style as the core of the building (Figure 3-268). Fenestration in this area of the building has been recently replaced by large, commercial-style, metal-frame windows that are horizontally divided by thick metal strips.

A circa-2017, one-story, roof-top addition is situated in the western three-quarters of the building while the eastern quarter is lined with a metal-and-glass rail for a roof-top balcony (Figure 3-269). The addition is clad in an indeterminate tile and covered by a flat roof with metal coping. This addition projects along the north side of the brick projection on the northwest elevation and features large, commercial-style, metal-frame windows that are horizontally divided by thick metal strips.

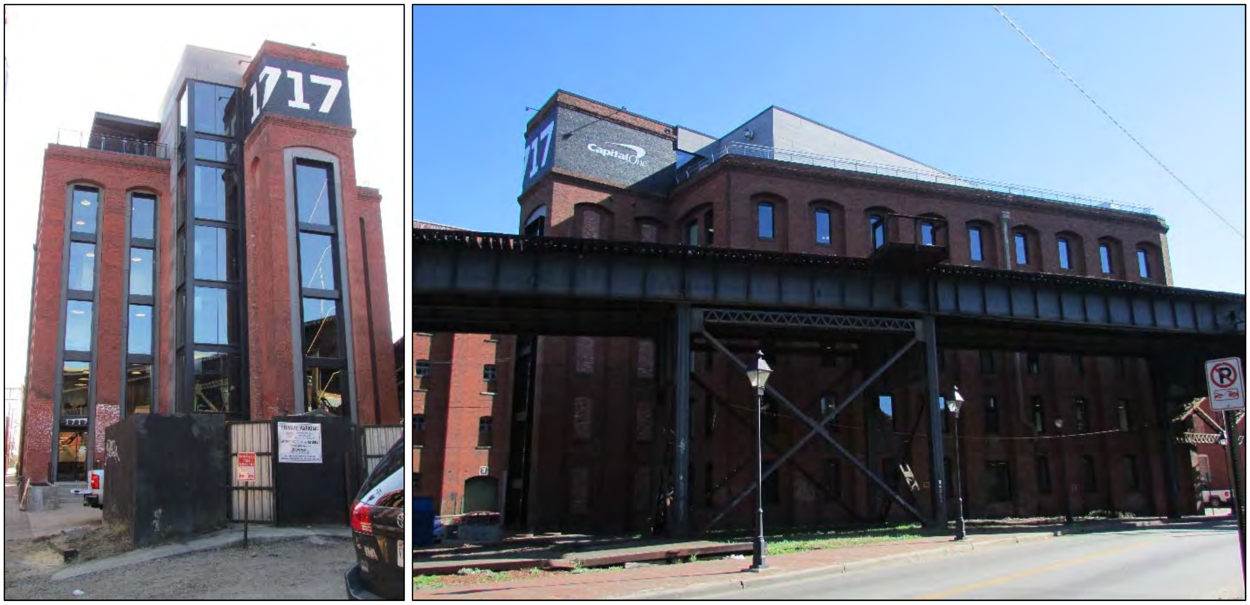

FIGURE 3-268: SOUTHWEST ELEVATION (LEFT) AND NORTHWEST ELEVATION (RIGHT) OF THE PHILIP MORRIS STORAGE WAREHOUSE

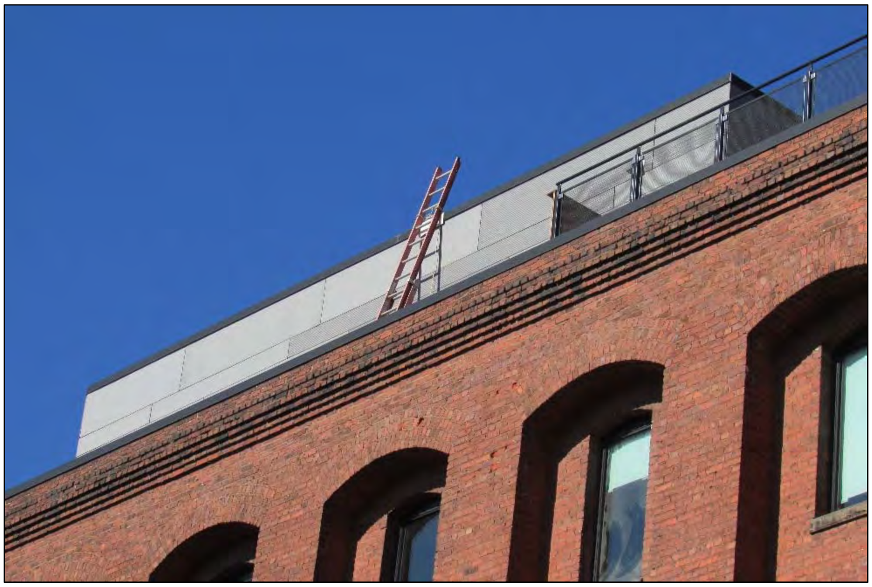

FIGURE 3-269: DETAIL VIEW OF ROOFTOP ADDITION, LOOKING WEST

3.21.2.2 Primary Resource Interior

Interior access was not obtained during the time of the current survey. However, recent images of the interior have been made electronically available through the Startup Virginia website (Startup Virginia 2018). They show a combination of exposed brick and drywall walls, a mix of poured-concrete and wood flooring, and exposed wood posts and beams (Figure 3-270) (Startup Virginia 2018). Work spaces appear to be divided by glass walls.

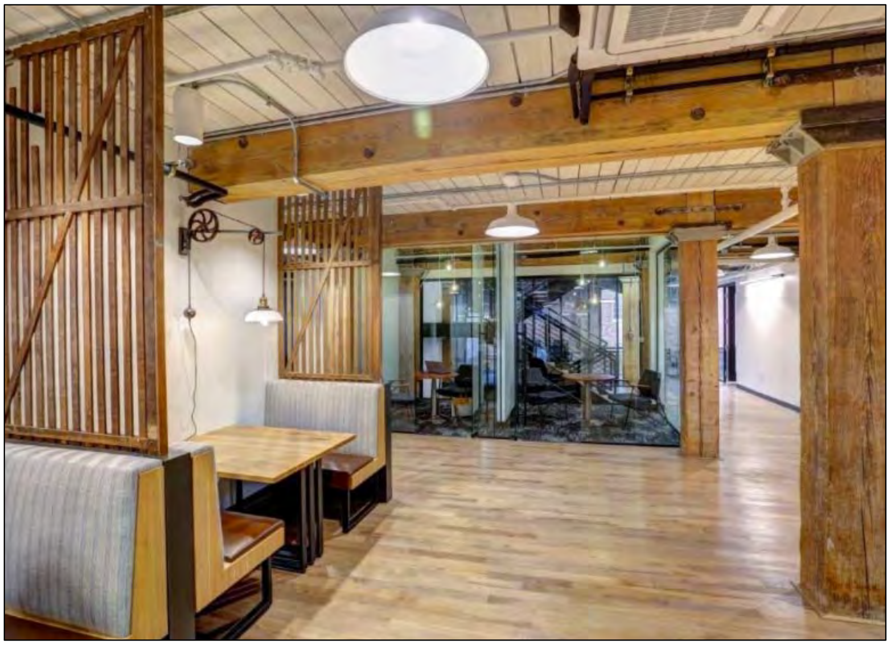

FIGURE 3-270: INTERIOR VIEW OF THE PHILIP MORRIS TOBACCO STORAGE WAREHOUSE (STARTUP VIRGINIA 2018)

3.21.3 NRHP Evaluation

The Philip Morris Tobacco Storage Warehouse at 1717–1721 E. Cary Street is a five-story, brick commercial building constructed in 1914 by the Virginia Bonded Warehouse Corporation. This warehouse is appropriately situated within a commercial and industrial section of Richmond just north of the James River. The resource has never been moved, and the area in which it is located remains light industrial and commercial in character, providing it with a high level of integrity of location, setting, and association. Recently, the building has undergone substantial renovations including interior remodeling for office and work spaces, a large-scale addition, and the replacement of all fenestration. Therefore, the resource has a low to moderate level of integrity of feeling, design, workmanship, materials, and design.

Although the Philip Morris Building at 1717–1721 E. Cary Street is associated with commerce in Richmond during the first, second, and third quarters of the twentieth century, its specific contribution to that trend is not noteworthy. As such, it is recommended not eligible under Criterion A.

For a resource to be eligible for listing in the NRHP under Criterion B, it must be associated with an important individual within a specific historic context or they must be considered significant within their profession or group (Shrimpton et. al 1990). Although the people who have been associated with this resource since it was constructed were involved in Richmond commerce, these individuals are not known to have made lasting significant contributions to its history or to commerce practices in the region. Therefore, the resource is recommended not eligible for the listing under Criterion B.

This warehouse building, constructed in 1914, was modeled in the same design as its larger precursor just north of E. Cary Street (127-0344-0328). In an earlier survey of this resource, it was stated that: "this building stands as an excellent example of the sparingly ornamented yet functionally designed commercial structure of the turn-of-the-century that served as both the forerunner and inspiration for the International style" (DHR 1980). Although it is a good surviving example of a sparingly ornamented commercial building of the first quarter of the twentieth century, it does not seem to have inspired many elements of the International Style. According to Melina Bezirdjian and Lena Sweeten McDonald in New Dominion Virginia, Architectural Style Guide, defining characteristics of this style include: focus on volume not mass, conspicuous lack of ornament, smooth textures, asymmetrical elevation, light metal or concrete frames, open plans, ribbon windows, flat roofs, large expanses of glass, and use of stilts or piers at ground level (Bezirdjian and McDonald 2014:31). Although this Philip Morris Tobacco Storage Warehouse does exhibit a few of those characteristics, such as a flat roof and lack of ornamentation, it seems to lack many of the other character-defining features and suffers from a loss of historic integrity due to large-scale additions and renovations. Instead, both buildings constructed by the Virginia Bonded Warehouse Corporation in 1909 and 1914 seem to closely reflect the neighboring turn-of-the-twentieth-century warehouses that line the streets of the present-day Shockoe Valley and Tobacco Row Historic District (127-0344). The Philip Morris tobacco Storage Warehouse is recommended not eligible for the NRHP under Criterion C. As an architectural resource, the Philip Morris Tobacco Storage Warehouse was not evaluated under Criterion D.

In sum, the Philip Morris Tobacco Storage Warehouse is **recommended not eligible for listing in the NRHP under Criteria A–C.** The resource was constructed during the period of significance (1737–1930) of the Shockoe Valley and Tobacco Row Historic District (127-0344) and continues to reflect the architectural trends within the district, despite being recently altered. The resource is **recommended as contributing to the Shockoe Valley and Tobacco Row Historic District (127-0344).**

4 SUMMARY AND RECOMMENDATIONS

The DC2RVA Project Team conducted an intensive-level architectural survey of a total of 52 resources, 21 of which are presented in the current report. The DC2RVA project is being completed under the auspices of the FRA in conjunction with the DRPT. Because of FRA's involvement, the undertaking is required to comply with the NEPA and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as DHR File Review #2014-0666.

Of the 21 resources detailed in this report, the DC2RVA Project Team are recommending 15 as individually eligible for the NRHP (Table 4-1). Listed in numerical order, they are as follows:

Phoenix Mill (100-0277), Hannah P. Clark House/ Enyedi House (029-5741), Jackson Shrine (016-0092), Woodford Freight & Passenger Depot (016-0222), First Woodford Post Office (016-0223), Glenwood House (016-0224), Coghill-Jeter Store (016-0286), Milford Historic District (016-5136), Excelsior Industry of Caroline County Historic District (016-5165), Doswell Depot and Tower (042-5466), Tri-County Bank–Doswell Branch (042-0469), Doswell Historic District (042-5448), Robert Stiles Building/ Main Building of the Laurel Industrial School (043-0292-0001), Railroad YMCA (127-0344-0123), and Winfree Cottage (127-6129). Of those, one resource (016-0092) is recommended as contributing to the Fredericksburg and Spotsylvania County Battlefields National Military Park Historic District (111-0147), one resource (016-0270) is contributing to the Milford Historic District (016-5136), two resources (016-0222 and 042-5466) are recommended as contributing to the RF&P Railroad Historic District (500-0001), four resources (042-5466, 042-0469, and 042-0470) are recommended as contributing to the Doswell Historic District (042-5448), and one resource (043-0292-0001) is recommended as contributing to the Laurel Industrial School Historic District (043-0292).

During the current survey, the DC2RVA Team found that the remaining six resources (016-0470, 016-5129, 042-0468, 042-0470, 043-5636, and 127-0197) are recommended as not individually eligible for the NRHP with the Doswell Inn (042-0468) and Darnell Store (042-0470) contributing to the Doswell Historic District (042-5448), the Milford State Bank (016-0270) contributing to the Milford Historic District (016-5136), and the Philip Morris Leaf Storage Warehouse (127-0197) contributing to the Shockoe Valley and Tobacco Row Historic District (127-0344) (Table 4-1).

TABLE 4-1: TABLE OF SUMMARY AND RECOMMENDATIONS OF THE ARCHITECTURAL RESOURCES PRESENTED IN THE CURRENT REPORT

DC2RVA Corridor Area	DHR ID	Name/ Description	City/ County	Date / Time Period	Phase II Recommendation
2	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	Eligible under Criteria A & C
2	029-5741	Hannah P. Clark House/ Enyedi House, 10605 Furnace Road	Fairfax County	ca. 1839; 1986–2011	Eligible under Criterion B & Criteria Consideration B & G
4	016-0092	The Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	Eligible Under Criteria A & C; Contributing to the Fredericksburg and Spotsylvania County Battlefields National Military Park HD
4	016-5129	Woodford Historic District	Caroline County	1874–1969	Not Eligible
4	016-0223	First Woodford Post Office, Lake Farm Road	Caroline County	1874–1875	Eligible under Criterion C and Criteria Consideration B
4	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	Eligible under Criterion C and Criteria Consideration B
4	016-0224	Glenwood House, 11102 Woodford Road	Caroline County	1928–1929	Eligible Under Criteria C
4	016-5165	Excelsior Industry of Caroline County Historic District	Caroline County	ca. 1925–ca. 1960	Eligible Under Criteria A & C
4	016-5136	Milford Historic District	Caroline County	ca. 1880–1960	Eligible under Criteria A & C
4	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	Not Eligible; Contributing to Milford HD
4	016-0286	Coghill-Jeter Store, 22275 Penola Road	Caroline County	ca. 1880	Eligible under Criterion C
4	042-5448	Doswell Historic District	Hanover County	1880–1940	Eligible under Criteria A & C
4	042-0469	Tri-County Bank-Doswell Branch, 10561 Doswell Road	Hanover County	1920-1961	Eligible under Criterion C; Contributing to the Doswell HD
4	042-0470	Darnell Store, 10570 Doswell Road	Hanover County	ca. 1898	Not Eligible; Contributing to Doswell HD
4	042-0468	Doswell Inn, 10567 Doswell Road	Hanover County	ca. 1890	Not Eligible; Contributing to the Doswell HD
4	042-5466	Doswell Depot and Tower, 10577 Doswell Road	Hanover County	ca. 1928	Eligible under Criterion C, Contributing to Doswell HD

TABLE 4-1: TABLE OF SUMMARY AND RECOMMENDATIONS OF THE ARCHITECTURAL RESOURCES PRESENTED IN THE CURRENT REPORT

6	043-0292-0001	Robert Stiles Building/ Main Building of the Laurel Industrial School, 2900 Hungary Road	Henrico County	1895	Eligible under Criteria A & C; Contributing to the Laurel Industrial School HD
6	043-5636	RF&P Paint Shop, 2260 Dabney Road	Henrico County	1940	Not Eligible
6	127-6129	Winfree Cottage, East Franklin Street	City of Richmond	ca. 1866	Eligible Under Criteria A & C
6	127-0344-0123	Railroad Youth Men's Christian Association (YMCA), 1552 East Main Street	City of Richmond	1907	Eligible under Criteria A & C
6	127-0197	Philip Morris Leaf Storage Warehouse, 1717-1721 East Cary Street	City of Richmond	1914	Not Eligible; Contributing to the Shockoe Valley and Tobacco Row HD

Source: Dovetail 2018.
Note: Resources are presented from north to south.

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APPENDIX A: CHAIN OF TITLES

Note: Chains of titles are organized as they appear in the report; however, some resources, such as rail-related structures, do not have chains of titles.

TABLE A-1: CHAIN OF TITLE FOR PHOENIX MILL (100-0277), CITY OF ALEXANDRIA, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES/COMMENTS
City of Alexandria Records						
Deed of Trust	160014400	000514 – 000531	9/20/2016	Wheeler Land, LLP, Columbia, Maryland	CB Services Corporation, Norfolk, Virginia and PNC Bank National Association, Baltimore, Maryland	Lot No. 500 containing 2 acres
Special Warranty Deed	150019225	000053 – 000054	11/20/2015	JBJ, LLC, Maryland	Wheeler Land LLC	$4,587,500.00 for 2 acres and buildings on it
Deed of Trust	070027042	000337 – 000352	12/1/2007	JBJ, LLC, Maryland	R. B. Anderson, Jr., Arlington, Virginia and Virginia Commerce Bank, Vienne, Virginia	Lot No. 500 containing 2 acres
Deed	010004974	0442 – 0443	10/24/2006	F & H Properties of Virginia, LLC, Virginia	JBJ, LLC, Forestville, Maryland	- Lot No. 500 containing 2 acres - "by Special Warranty Deed dated 11/17/1995 and recorded among Land Records CADB 1551 page 473; Deed of Consolidation dated 11/17/1995 in DB 1551 page 479; and Deed of Re-Subdivision dated 11/17/1995 in CADB 1551 page 485 where F & H Property became vested with a title in and to property." - Articles of Merger – 10/2/2000 where F & H Properties (disappearing company) merged with JBJ, LLC.
Special Warranty Deed	1551	473 – 478	11/17/1995	First Virginia Bank as Executor of Estate of S. J. Bell acting under Last Will and Testament of S. J. Bell dated 6/15/1966 (DOB 5/23/1994) Probate in Fiduciary No. 950452 in Alexandria, Virginia	F & H Properties of Virginia, LLC, Virginia	Five tracts described → "Tract Two" – Property "Old Mill" situate on Wheeler Avenue, Alexandria City = 2 parcels. Parcel No. 2 - corner of land acquired by V.F. Williams in Liber 489 page 57 conveyed by the party of the first by Deed CADB 810 page 296; 0.67 and 0.582

TABLE A-1: CHAIN OF TITLE FOR PHOENIX MILL (100-0277), CITY OF ALEXANDRIA, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES/COMMENTS
Deed of Consolidation	1551	479 – 484	11/17/1995	F & H Properties of Virginia, LLC		6 lots – Lot Nos: 60.04-02-22 through 60.04-02-27
Deed of Re-subdivision	1551	485 – 491	4/17/1995	F & H properties of Virginia, LLC	Estate of S. J. Bell	Exhibit A described 5 tracts
Last Will and Testament	Fiduciary No. 950452		5/23/1994	Samuel Joseph (S. J.) Bell, Prince William County		Item VI (c): …Should I have entered into an agreement during my lifetime to sell at my death any stock which I might own in S. J. Bell Construction Company, Inc., Bellanne Equipment Corporation Or Industrial Maintenance Corporation, my fiduciaries shall be required to abide by the terms of any such agreement and my fiduciaries are authorized to accept a note or notes, secured by the shares purchased, for the portion of the purchase price not paid in cash.
Deed	1105	377 – 380	7/27/1983	Charles R. Bell and Shirley Anne Bell (wife)	S. J. Bell	Convey ¼ interest in all certain land conveyed to Charles R. Bell
Deed	882	659 – 665	1/30/1978	Industrial Maintenance Corporation, a Delaware corporation	S. J. Bell (3/4 undivided interest) and Charles R. Bell (remaining undivided interest) as tenants in common	First 5 tracts (Old Mill)
Deed of Trust	839	861 – 865	7/6/1976	Industrial Maintenance Corporation, a Delaware corporation	Irvin E. Sutphin, (Trustee), Administrator of Small Business Administration, Fairfax County (Beneficiary)	Tract 2 – Old Mill
Deed	810	296 – 305	11/5/1974	Industrial Maintenance Corporation, a Delaware corporation	City of Alexandria	Storm drain and sanitary sewer systems

TABLE A-1: CHAIN OF TITLE FOR PHOENIX MILL (100-0277), CITY OF ALEXANDRIA, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES/COMMENTS
Deed of Trust	751	603 – 608	10/28/1972	Industrial Maintenance Corporation, a Delaware corporation	Jay M. Solga, Administrator of the Small Business Administration	Tract 2 – Old Mill
Deed	434	135	6/14/1956	Lewis J. Baker, Sr. and Elise E. Baker	S. J. Bell	"… located within the extended limits of the City of Alexandria, Virginia… south line of Old Mill Road… Containing 0.41 acres."
Deed	361	566 – 567	8/12/1958	William E. Brisben and Anna T. Brisben	Samuel J. Bell	
Deed	355	73	4/11/1953	William E. Brisben and Anna T. Brisben	Charles T. Nicholson and Henry P. Thomas (Trustees)	
Fairfax County Records						
Deed	761	97	4/25/1950	E. E. Fordham Sr. And Grace A. Fordham	William E. And Anna T. Brisben (wife)	
Deed	503	289-290	8/14/1946	V. Floyd Williams and Florence Williams	G. Raymond Gaines and Josephine M. Gaines (wife)	NW corner of a 3.32-acre tract of land acquired by V. Floyd Williams
Deed	489	57-59	5/6/1946	Kate M. Culleton	V. Floyd Williams	Tract on Old Mill Road containing 3.32 acres
Deed	A-9	31-32	11/20/1922	Charles B. Cockrell and Maggie A. L. Cockrell (wife)	Patrick Culleton and Kate M. Culleton (wife) joint tenants	3.32 acres, with right of way over the Old Dominion Mill Road to Duke Street Extended and with the right to use the Mill Race for watering stock.

TABLE A-1: CHAIN OF TITLE FOR PHOENIX MILL (100-0277), CITY OF ALEXANDRIA, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES/COMMENTS
Chancery Case	1915-033 (CFF118h)		7/3/1915	Charles B. Cockrell, Complainant	Southern Railway Company, a corporation organized and existing under the laws of the State of Virginia and W. B. Crenshaw, Defendants	Southern Railway Co. Acquired large tract in Fairfax known as Meadow Farm, recent owner one Nichols having conveyed to Crenshaw, agent of railway. Complainant is owner of land in Fairfax (Cockrell) known as "The Old Dominion Mills" (acquired 2/19/1903) formerly Phoenix Mill with all rights, privileges, and immunities of water, race and dam were held and with the entry on the land adjacent for the purpose of cleaning and repairing the race and dam. Water supplied by two streams known as "Back Lick Run" and "Holmes Run" which have emptied for more than 100 years past, into the mill dam of the Old Dominion Mills, which mill dam is located about one mile above the said mill.
Deed	L-6	659-662	2/19/1903	Frank M. Hill and Elizabeth R. Hill	Charles B. Cockrell, Fairfax County, Virginia	Two parcels known as "The Old Dominion Mills." For the first parcel contains 56 acres
Deed	X-5	303-305	10/6/1896	John M. Johnson	Frank M. Hill, City of Alexandria	Waiver of the Homestead Exemption - known as "The Old Dominion Mills" and attached thereto
Deed	H-5	52-53	6/18/1888	John H. Brown and Annie E. Brown	John M. Johnson, Alexandria, VA	All that tract of land known as "The Old Dominion Mills" and the land attached thereto
Chancery Case	1849-002/CFF 4B		1836/1855	William H. Brown, John C. Hunter, Thomas Moss, and Francis Peyton together with William Henry Terrett and William Mop both of whom have departed this life (Complainants)	Executors of Captain William Henry Terrett, Heirs of David Wilson	Certain lands where one Andrew Belmain had deed seized in the County of Fairfax – under act of the General Assembly of Virginia passed the 2/19/1817 – entitled "An Act Authorizing a Sale of a Tract of Land belonging to the orphans of Andrew Balmain deed." Tract of land containing 61 acres 6 poles. Brown and one, David Wilson, entered into three bonds and Brown charges that he had paid the first of said Bonds and which he exhibits a part of this bill and further says on or about 11/9/1818 he paid to Terrett one of the said commissioners. Brown sold 6/7/1823 he sold to the said Wilson one undivided moiety of a mill called the Brown Mill and land but Wilson passed leaving interest.
Deed	S-3	397-399	2/1/1853	Estate of Benoni Wheat, Maria Wheat (widow)	David G. Watkins, John H. Watkins, and James M. Watkins	Terms of. Sale placed in the Alexandria Gazette - 56 acres with the mill called "Phoenix Mill"

TABLE A-1: CHAIN OF TITLE FOR PHOENIX MILL (100-0277), CITY OF ALEXANDRIA, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES/COMMENTS
Indenture	G-3	140-142	11/19/1841	Henry W. Thomas (Clerks Office)	Benoni Wheat and John Jordan Wheat	By decree of Court of Chancery (May term of court 1839) between William H. Brown and others plaintiffs and Hannah Wilson (widow of David Wilson) and others defendants. Phoenix Mill and land containing 56 acres to be sold at public auction to highest bidder advertised by the *National Intelligencer*.
Deed (Division of Estate)	U-2	407-418	5/20/1825	David Wilson and Hannah (wife), William H. Brown and Martha (wife), Samuel Wilson and Eliza L. (Wife); Thomas Wilson, Catherine Wilson and Enoch Wilson		Heirs at the law of Thomas Wilson, deceased, have agreed to make partition of all the real estate of which the said Thomas Wilson died. Conveyed of them by David Wilson and Martha Brown, for Lot No. 2 of the plat hereunto annexed, made by John A. Summer's as a plat of division of such part of said Thomas Wilsons estate containing 56 acres together with the Phoenix Mill; Enoch Wilson purchased Lot No. 1 as laid down in the plat aforesaid, containing 196 acres including Samuel Summers' lot about 8 acres and all buildings, houses, barns, stables, and appurtenances
Indenture	S-2	387-392	5/14/1821	David Wilson and Hannah Wilson (wife), William H. Brown and Martha Brown (wife), Alexandria; Samuel Wilson and Catherine Wilson, Thomas Wilson	Robert J. Taylor, Alexandria, District of Columbia	Estate of the late Thomas Wilson of Fairfax County is indebted to Bank of Alexandria… Containing 236 acres being the same more or less, also five undivided sixth part of one acre of land on the opposite side of said run purchased by Hartshorne and Gilpin and condemned by the County of Fairfax to accommodate the Mill
Indenture	M-2	141-146	9/15/1812	Robert J. Taylor, John Fanney, and Jacob Hoffman, acting as Commissioners under the decree of the County of Fairfax, Virginia	Thomas Wilson, Jefferson County, VA	Mordicai Lewis a tract of Land with the Merchant Mill.
Indenture	B-2	297-	1/1/1798	William Hartshorne	George Gilpin, Alexandria, Virginia	

TABLE A-1: CHAIN OF TITLE FOR PHOENIX MILL (100-0277), CITY OF ALEXANDRIA, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES/COMMENTS
Survey	M-1	321	2/4/1777	County of Fairfax Court	George Gilpin	Survey of land by the direction of George Gilpin describes lands on SW side of Holmes Run; 1 acre
Indenture			6/16/1775	George Stevenson	George Gilpin and William Hartshorne	Tract or parcel containing 46 acres and 15 perches - one equal undivided fourth part of one other piece of land containing 250 acres which had been by a decree of the court of Fairfax assigned unto a certain Isabel Harrison as her Power of Attorney and sold to different persons… also one other tract of land containing 18 acres being part of a pieces of surplus land adjoining the aforementioned lands

Source: Dovetail 2017.

TABLE A-2: CHAIN OF TITLE HANNAH P. CLARK HOUSE/ENYEDI HOUSE (029-5741), FAIRFAX COUNTY, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Deed	21616	102	3/31/2011	Jonathan G. Enyedi and Diana K. Enyedi	Fairfax County Park Authority	Parcel 19A; 1.45 Acres
Deed	6545	1978	11/10/1986	Thomas A. Lewis and Patricia Cassidy Lewis	Jonathan G. Enyedi and Diane K. Enyedi	Diana Enyedi's name misspelled in document
Deed	5826	592	8/29/1983	McCue and McCue Limited Partnership, a Virginia limited partnership	Thomas A. Lewis and Patricia Cassidy Lewis	McCue and McCue partnership composed of Timberlake S. McCue, Jr. and Martha Elise McCue
Deed	5512	1952	12/30/1980	Timberlake S. McCue, Jr. and Martha Elise McCue as sole heirs of Timberlake S. McCue and personal representatives of the estate of Timberlake S. McCue and Elizabeth Landon Carter Delaney, his wife	The McCue and McCue Limited Partnership, a Virginia limited partnership	A total of 38 parcels accounting for over 287.72 acres. The parcel under study is included here and totals 1.45 acres
Deed	4223	38	6/27/1975	Timberlake S. McCue, widower	Timberlake S. McCue, trustee	Plat attached to this deed showing that this parcel was split from a larger lot
Deed	3260	360	12/30/1969	Margaret H. Clarke, widow of Andrew W. Clarke and co-executor of his estate and First Virginia Bank, successor to Mount Vernon National Bank and Trust Company, co-executor of estate	Timberlake S. McCue	12.88 acres
Deed	1429	320	1956	Charles T. Clark and Anna A. Clark	Harbor Bay Corporation	Andrew W. Clarke owns Harbor Bay Corporation (Peebles 2014:143); 10.5 acres
Deed	1285	311	3/14/1955	Charles T. Clark and Anna A. Clark	Carlton L. Clark	1 acre
Deed	583	53	7/28/1947	Charles T. Clark and Anna A. Clark	Ralph Lamond Clark and Mary Zenora Clark	No parcel size recorded
Deed	519	534	9/21/1946	Richmond, Fredericksburg, and Potomac Railroad Company	Charles T. Clark and Anna A. Clark	Plat attached showing the Hannah Clarke House and four outbuildings located to the east of the house; 12.88 acres
Deed	Y-10	52	7/11/1931	Samuel T. Clark	Richmond, Fredericksburg, and Potomac Railroad Company	Plat attached showing the Hannah Clarke House and four outbuildings located to the east of the house; 13.35 acres

TABLE A-2: CHAIN OF TITLE HANNAH P. CLARK HOUSE/ENYEDI HOUSE (029-5741), FAIRFAX COUNTY, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/Comments
Will	10	448	8/16/1910/ 1925	Hannah P. Clark	Samuel T. Clark	Hannah gives her youngest son, Samuel the majority of her real and personal property. Hannah has two other sons, Charles A. Clark and Frank C. Clark, as well as a daughter, Sallie E. Smith. Hannah dies February 11, 1925
Deed	P-7	425	1913	Hannah P. Clark	Washington Southern Railway Company	Railway right of way is moved, taking area where house is located, house then moved onto a larger parcel across Ox Road, where it currently is located (Peebles 2014:143).
Deed	V-4	31	1876	Joseph Potter and Emma Potter	Hannah Potter Clark	In lieu of annuity provided to Hannah in James Potter's will (Peebles 2014:142).
Deed	V-4	141	1876	Edgar Lee	Hannah P. Clark	This is the lot where the house is first built (Peebles 2014:142).
Will	Z-1	448	1866	James Potter	Cornelius (Beach) Potter and Joseph (Beach) Potter	James Potter's lands to be equally divided between his two sons, Cornelius and Joseph. Personal property divided equally between his three children, Cornelius, Joseph, and Hannah. Hannah also bequeathed 100 cords of wood per year from the estate as a support (Peebles 2014:16,142)

Source: Dovetail 2017.

TABLE A-3: CHAIN OF TITLE FOR JACKSON SHRINE (016-0092), CAROLINE COUNTY, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/ Comments
Bargain & Sale	106	335	1/1/1936	RF&P RR	United States of America (Asst. Secretary of the Interior)	For $5,223.32, "a portion of the land containing the Jackson Shrine, or house where Stonewall Jackson died, 9.29 acres" (Happel 1961:117).
Bargain & Sale	90	100	5/26/1921	Heirs of William H. White	RF&P RR	This deed included 7.18 acres of land White had purchased from Willing Bowie adjoining the 5-acre tract where the office building was located
Bargain & Sale	79	50	9/13/1911	William H. White & wife, Emma Cray White	RF&PRR	"The 5-acre portion of Fairfield containing the house where Jackson died" (Happel 1961:117).
Bargain & Sale	76	443	12/9/1909	J. W. King, et al.	William H. White	Corrected deed for 5-acre house tract, survey done by E. H. Hastings, November 18, 1909
Bargain & Sale	76	43	8/2/1909	J. W. King, & wife, Abbie, and E. C. King & wife, Harriet	William H. White	5 acres "that certain piece or parcel of land located in port royal magisterial district, Caroline County, VA, lying north east of guinea's depot and east of the RF&P RR, and containing 5 acres with all buildings thereon…upon which is located the house in which general Thomas J. Jackson, a lieutenant general in the Army of the Confederate States of America, died"
Bargain & Sale	76	45	2/26/1909	E. C. and Harriet King	J. W. King	Releasing their obligation and interest in Fairfield (at that time 112 acres of it).
Deed of Trust	75	314	2/18/1909	J. W. King and E. C. King	C. O'Connor Coolrick and R. H. L. Chister	112 acres, improvements to be kept insured
Bargain & Sale	73	334	1/2/1907	George R. Collins &d wife, R. J.	J. W. & E. C. King	152 acres of Fairfield for $5,000
Bargain & Sale	62	296	9/10/1889	A. B. Chandler, Trustee,	George R Collins	245-5/8 acres of Fairfield for $2,230, and a separate 50-acre tract to satisfy Mrs. McKenney.
Deed of Trust	60	123	4/7/1884	Benjamin Vaughn	A. B. Chandler, Trustee	Mortgage for property purchased of Mrs. McKenney
Bargain & Sale	60	121	4/7/1884	Bettie P. McKenney	Benjamin Vaughn	172-3/4 acres and a separate tract of 50 acres

TABLE A-3: CHAIN OF TITLE FOR JACKSON SHRINE (016-0092), CAROLINE COUNTY, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/ Comments
Bargain & Sale	56	194	5/15/1874	Commissioners of the Chancery Court	Bettie P. McKenney, widow of Edgar McKenney	Land of her late husband, "being a portion of the Fairfield tract near Guiney's Depot, 172-3/4 acres and a separate tract of 50 acres"
Bargain & Sale	51	409	12/10/1863	Thomas C. Chandler & wife, Mary E.	Edgar McKenney	For $17,190, Fairfield, the residence of Thomas C. Chandler on 668 acres and a separate tract of 96 acres.
Bargain & Sale	45	1	10/14/1845	Edward C. Thorton, Exec. Of John Thorton Estate	Thomas C. Chandler	"The 753-1/2 acres called Fairfield where he resided at the time of his death, and 92 acres separated from the main tract by the land of William Royston…"

Source: Happel 1961.

TABLE A-4: CHAIN OF TITLE FOR FIRST WOODFORD POST OFFICE (016-0222), WOODFORD, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/ Comments
Bargain & Sale	414	800	12/29/1993	John W. Burke, III (Trustee of the Marital Trust under the Will of John W. Burke, Jr.)	Burke Properties, L.P.	Deed conveys 17 parcels (4 in Woodford, Port Royal District). Parcel 14 (29-A-8) measuring ~0.74 acres contains First Woodford Post Office and Farmers Store (current tax data describes as "old store" measuring 1,680 square feet and "frame shed").
Bargain & Sale	390	804	7/31/1992	John W. Burke, III (Executor under the Will of John W. Burke, Jr.)	John W. Burke, III (Trustee of the Marital Trust under the Will of John W. Burke, Jr.)	John W. Burke, Jr. died December 14, 1990. Deed conveys 52 parcels (4 in Woodford, Port Royal District); Parcel 49 (29-A-8) measuring ~0.74 acres contains First Woodford Post Office and Farmers Store.
Bargain & Sale	44	111	2/21/1973	John W. Burke, Sr.	John W. Burke, Jr.	John W. Burke, Sr. died January 30, 1973. His will devised his property to his wife, who predeceased him, and his only son, John W. Burke, Jr.
Bargain & Sale	167	137	9/29/1947	Lillie M. Dratt (widow)	John W. Burke, Sr.	Deeded 1947 but recorded until 1967. Sold for $1,000. Same land conveyed in CCDB 96:408, minus a small tract containing 6,880 sq. feet.
Will	39	161	2/25/1936	Benjamin A. Dratt	Lillie M. Dratt	Bequeathed all of his property to his wife, Lillie M. Dratt. Will written in 1929, filed in 1936.
Bargain & Sale	96	408	11/6/1926	W.T. Southworth and Lulie V. Southworth	Benjamin A. Dratt	Sold for $2,500. Benjamin A. Dratt was appointed Postmaster in 1913 and served until his death in 1936 (Fall 1989:371–372).
Bargain & Sale	71	46	1/15/1901	James B. Gatewood and Dolly Gatewood	W.T. Southworth	Land situated at Woodford Station on the RF&P.
Bargain & Sale	67	408	7/24/1899	T.B. and Blanche L. Jeter, and W.R. Jeter and Effie L. Jeter	W.T. Southworth and James B. Gatewood (Southworth & Gatewood)	
Bargain & Sale	65	63	4/30/1895	S.B. Jeter and Willie E. Jeter	T.B. Jeter & W.R. Jeter (Jeter & Brother)	Conveyed for $100: "a storehouse and lot situated at Woodford Station on RF&PRR […] being the same house and lot conveyed to S.B. Jeter by A.B. Chandler as Comr. and A.B. Chandler and his wife."
Bargain & Sale	64	542	9/25/1894	A.B. Chandler and wife	S.B. Jeter	

Source: Dovetail 2017.

TABLE A-5: CHAIN OF TITLE FOR WOODFORED FREIGHT AND PASSENGER DEPOT (016-0222), CAROLINE COUNTY, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	953	533	2/14/2008	Catherine J. Burke	Jeter Properties LLC	11107 Woodford Road, Parcel 29-A-20 Current location of relocated depot. 48.27 acres
Will	46	593	1980	Lola B. Jeter	Catherine J. Burke	Lola B. Jeter died intestate May 18, 1980; sole heir was Catherine J. Burke.
Will	43	165	1965	Milton T. Jeter	Lola B. Jeter and Catherine J. Burke	Milton T. Jeter died intestate June 21, 1965; heirs were Lola B. Jeter and her only child, Catherine J. Burke.
Deed	127	466	5/18/1948	Milton T. Jeter and Lola B. Jeter, S. Bayard Jeter and Nora B. Jeter, and Leona J. Booth and S. Hugo Booth	Milton T. Jeter and Lola B. Jeter	Willie E. Jeter died intestate March 27, 1924 and was predeceased by hers husband; the land was inherited by her three children, two of whom conveyed their interest to brother Milton Jeter (see CCDB 64:27). Depot relocated to this parcel around 1934. 50 acres
Deed	80	443	3/30/1908	S.B. Jeter	Willie E. Jeter	Original location of depot. 0.25 acres
Deed	80	442	3/25/1908	Wm. K. Goolrick and F.W. Coleman, Special Commissioners	S.B. Jeter	Original location of depot. Sold at public auction to the highest bidder for $65; parcel described as "lying south of the Depot of the R.F.&P .R.R. Co. at Wood's Lane, Caroline County, Va." 0.25 acres
Deed	73	474	3/15/1904	Willie E. Jeter and S.B. Jeter	Farmers Supply and Home Beneficial and Endowment Society of Virginia	Original location of depot. Conveyed for $100 to the stock holders of the Farmers Supply and Home Beneficial and Endowment Society of Virginia; Described as lying on the west side of the RF&P Railroad at Woodslane adjoining the Depot lot on the east." 0.25 acres
Deed	68	196	7/9/1900	Willie E. Jeter and Sam B. Jeter	RF&P Railroad Company	Original location of depot. Parcel "at the station known as 'Woodslane' and lying on the southwest side of the Railroad land and the southeast side of the public road at that point," "for Depot & Station purposes." 0.3 acres
Deed	67	427	9/7/1899	Alice J. Wright (nee Taylor) and J.B. Wright	Willie E. Jeter	Half interest in parcel of 50.3 acres conveyed for $250. Described as "adjoining Woodslane Station of the R.F.&P. R.R."
Deed	64	27	4/10/1893	William L. Taylor and Tomashia A. Taylor and S.B. Jeter	Willie E. Jeter, Alice J. Wright (nee Taylor) and J.B. Wright	50.3 acres land "adjoining Woodslane Station of the RF&PRR"

Source: Dovetail 2017.

TABLE A-6: CHAIN OF TITLE FOR GLENWOOD HOUSE (016-0224), CAROLINE COUNTY, VIRGINIA

INSTR. TYPE	Book	Page	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	258	174	12/31/1980	Frank L. Benser, Special Commissioner	Jerry S. and Peggy J. Brown	Woodford, 10.81 acres $125,000.00 – By decree from Chancery Case dated 11/25/1980 of Mamie Fell Blanton et al. vs. Pearl Sydney Fell
Chancery Case	22	72–73; 114; 116	11/25/1980	Mamie Fell Blanton et al.	Pearl Sydney Fell	Pearl Sydney Fell decreed incompetent. Being remainder (believed to have containing 14.5 acres) of land conveyed to George P. Lyon from Porter Lyon in 1886, subject to life estate to half interest of Porter and N.M. Lyon, both of whom have died many years ago. Being further portion of land devised to Ada M. Lyon for her lifetime, remainder to Minnie L. Harding by will of George Lyon. Being residential property devised to Myrtle H. Durrett, Inez Fell Matthews, Mamie Fell Blanton, and Pearl Fell by will of Minnie L. Harding.
Will	46	511–515	3/9/1980	Myrtle Fell Durrett		Residue of estate to executor (Inez Fell Matthews) with desire for them to sell and profits to be paid to sisters
Will	45	152–157	1966	Minnie L. Harding	Myrtle Fell Durrett	Residential property to be shared amongst 1st cousins: Myrtle H. Durrett, Inez Fell Matthews, Mamie Fell Blanton, and Pearl Fell and contents therein
Will	39	104	8/3/1933	George P. Lyon	Minnie L. Harding	Bequeath to property to Ada M. Lyon (wife) and when she dies daughter, Minnie. Submitted after death but written 1910.
Deed	61	344	1/15/1886	Porter Lyon	George P. Lyon	50 acres located near Woodford (less of lot with storeroom)
Deed	53	476–477	9/15/1869	John and B.B. Washington (husband and wife)	Porter Lyon	100 acres of Spring Hill Farm

Source: Dovetail 2017.

TABLE A-7: CHAIN OF TITLE FOR MILFORD STATE BANK (016-0270), CAROLINE COUNTY, VIRGINIA

INSTR. TYPE	Book	Page	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	525	299	10/27/1999	Steven R. Lohr and Donald J. Pitts	Hardeep S. Dhillon	0.277 acres
Deed	249	303	7/31/1979	Joseph B. and Elizabeth J. Alvey	Steven R. Lohr and Donald J. Pitts	0.277 acres
Deed	205	180	9/25/1973	T. Benjamin Blatt, Widower	Joseph B. and Elizabeth J. Alvey	0.277 acres
Deed	120	308	11/24/1943	Union Bank and Trust Company (successor to Milford State Bank, Inc.)	T. Benjamin Blatt	0.277 acres
Deed	79	153	6/5/1912	T.E. and Bessie B. Campbell	Milford State Bank, Inc.	0.277 acres; “Part of the residence lot of said Campbell” “Upon the condition that the said party of the 2d part erect on said lot a bank building, but no other business building, and start a bank therein, and upon failure so to do the said lot of land is to revert to said T.E. Campbell upon his repayment of the purchase price of said land and the cost of any bank building that may be erected thereon, but upon the erection of a building and the opening of a bank therein, by the party of the second part or its assigns, then this condition is annulled, and the said property of said party of the second part without condition attached thereto.”
Deed	70	591	1/9/1904	Charles L. and Bettie L. Collins	T.E. Campbell	2 acres
Deed	68	464	4/0/1901	J.B. Gill and Wife	C.L. Collins	2 acres “A house and lot in the town of Bowling Green, Virginia on the east side of Main Street… valued at $81,500.”

Source: Dovetail 2017.

TABLE A-8: CHAIN OF TITLE FOR COGHILL-JETER STORE & HOUSE (016-0286), CAROLINE COUNTY, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/ Comments
Deed	1197	796	3/27/2015	Kitty E. Gordon	Lucas A. Gordon & Elizabeth B. Gordon, subject to Life Estate of Kitty E. Gordon	85-A-61; 4.40 acres, current tax records say the dwelling was built in 1900.
Deed	158	375	6/12/1964	Lucy F. Jeter (widow)	Gail B. Gordon & Kitty E. Gordon	Gail B. Gordon died November 14, 2003; 4.40 acres containing the store and dwelling passed to Kitty E. Gordon and her husband.
Will	41	389	10/17/1960	Henry A. Jeter	Lucy F. Jeter	Henry A. Jeter died October 10, 1960. In his Last Will & Testament, he bequeaths all property to his widow, Lucy F. Jeter.
Deed	134	381	3/21/1952	George R. Jeter & Caroline S. Jeter, Ellen J. Haley & Guy M. Haley	Henry A. Jeter	Conveys 2/3 undivided interest in 72.79-acre tract at Penola Station on both sides of the RF&P and the public road to brother Henry A. Jeter, who already owned 1/3 interest.
Inherit.	--	--	1941	T.B. Jeter	George R. Jeter, Henry A. Jeter, & Ellen J. Haley	T. B. Jeter died intestate on April 19, 1941 and his wife predeceased him; remaining heirs were sons George R. Jeter and Henry A. Jeter and daughter Ellen J. Haley.
Deed (Partition of Assets)	74	594	9/7/1908	W.R. Jeter and Effie L. Jeter	T.B. Jeter & Blanche L. Jeter	Partition of the ~90 acres and assets of T.B. Jeter & Brother. One-half interest in the stock of goods, wares, and merchandise contained in said store valued at $2,087.52
Deed	72	100	4/18/1905	W.R. Jeter & Effie L. Jeter, T.B. Jeter & B.L. Jeter	RF&P Railroad Company	The Jeter Brothers sold 1.78 acres adjacent to the southbound tracks to the RF&P Railroad Company for $1,000, presumably for the construction of a new depot and/or other improvements.
Deed	70	256	4/25/1903	W.A. Coghill, Annie B. DeJarnette, & James C. DeJarnette	T.B. Jeter and W.R. Jeter	L.L. Coghill died intestate and possessed of 90 acres along both sides of the RF&P at Penola Station. Heirs include a widow, who married James C. DeJarnette prior to 1900, and two infant children: W.A. Coghill and Palmer Coghill (since deceased). Property sold to Jeter brothers for $3,000.
Deed of Trust	61	178	11/9/1886	L.L. Coghill and Anna B. Coghill	R.S. Peatross, Trustee	"L.L. Coghill is indebted to C.L. Collins in the sum of fifteen hundred dollars, the balance of purchase money due upon the purchase of the farm & **store house at Penola Station."**

TABLE A-8: CHAIN OF TITLE FOR COGHILL-JETER STORE & HOUSE (016-0286), CAROLINE COUNTY, VIRGINIA

Instr. Type	Book	Page	Date	Grantor	Grantee	Notes/ Comments
Deed	61	177	11/9/1886	C.L. Collins and Bettie L. Collins	L.L. Coghill	90 acres (known as Penola)"

Source: Dovetail 2017.

TABLE A-9: CHAIN OF TITLE FOR DARNELL STORE (042-0470), HANOVER COUNTY, VIRGINIA

INSTR. TYPE	Book	Page	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	1221	67	11/1/1996	George A Darnell, Estate	Suzanne Van Buiten Fleet	-0.61 acres, $49,000 -Lot 1 on "A Plat of Store Lot, D.E. Campbell and Adjacent Properties", HaCPB 22/129, February 1955
Deed	167	120	11/5/1966	Catherine Campbell Wright and Dorothy E Campbell	Roy L Darnell and Georgie L Darnell	-Lot 1 on "A Plat of Store Lot, D.E. Campbell and Adjacent Properties", HaCPB 22/129, February 1955
Deed	42	113	1/1/1903	Isaac Thompson and Maud Thompson	D.E. Campbell	
Deed	16	301	11/22/1883	B.L. Winston (as executor oh Philip B Winston estate)	Isaac Hugh Thompson	-Will book 2 page 658 -Sold for $110 -Lot number 7 in survey of the "Junction Property"
Chancery Case	7	388	2/27/1874	Commissioners J.B. Bacon, John L. James, William Campbell, and S.D. Anderson	Estate of Philip B. Winston	-Lots 2, 7, and 17 -Store lot is lot 7 -Includes "Plat of the division of the farm known as the Junction property".

Source: Dovetail 2017.

TABLE A-10: CHAIN OF TITLE FOR TRI-COUNTY BANK-DOSWELL BRANCH (042-0469), HANOVER COUNTY, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	2637	72	12/19/2005	Roy L. Darnell, Jr. Estate	Suzanne Van Buiten Fleet	0.076 acres
Deed	1968	149	12/20/2002	Roy L. Darnell, Jr.	Richard F. & Marie P. Boudreau	Tract containing 1.152 acres according to Plat (printed) being portion of some real estate conveyed to Darnells as tenants from Dorothy E. Campbell & Catherine Campbell Wright, Trustees
Will	412	812		Georgie Lee Mills Darnell	Roy L. Darnell, Jr.	
Will	412	811		Roy L. Darnell, Sr.	George Lee Mills Darnell	
Deed	231	200	2/18/1964	Tri-County Bank, a VA Corp	Roy L. Darnell	Tract 1: fronting County Road & facing RR – same prop conveyed to Doswell State Bank by deed D.E. Campbell & Emma L. Campbell (spouses) Tract 2: 0.076 acres being lot #2 on undated plat recorded w. deed mentioned below: same prop conveyed to Dorothy E. Campbell, et al, trustees under will of Daniel E. Campbell, deceased to the Tri-County Bank, Inc.
Deed	164	214	2/28/1955	Dorothy E. Campbell & Mary Catherine Campbell Wright	Tri-County Bank, Inc.	0.076 acre known as Lot 2 on undated plat designated "To be conveyed to bank"
Will	5	121	8/18/1939	Daniel E. Campbell		bonds divided in to 5 equal parts; daughters trustees for Trust set up for son, Edward L. Campbell
Deed	71	127–128	9/23/1920	D.E. Campbell & Emma L. Campbell	Doswell State Bank	lot facing RR & County Rd
Deed	58	96	6/16/1913	Susie L. Baker	D.E. Campbell	1.75 acres – Lots 3 & 4

Source: Dovetail 2017..

TABLE A-11: CHAIN OF TITLE FOR DOSWELL INN (042-0468), HANOVER COUNTY, VIRGINIA

INSTR. TYPE	Book	Page	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	3126	701	9/30/2015	Deutsche Bank National Trust	Gregory D. Hall and Roxanne Pizarro	1.152 acres, $64,000
Deed	3104	1763	12/11/2014	Commonwealth Trustees LLS, Richard and Marie Boudreau	Deutsche Bank National Trust	
Deed	1968	149	12/20/2002	Roy R. Darnall Jr.	Richard Boudreau and Marie Boudreau	1.152 acres
Will	412	812		Roy Darnall and Georgie Darnall	Roy R. Darnall Jr.	Will mentioned in deed book
Deed	167	120	7/6/1955	Dorothy Campbell and Catherine Campbell Write (Trustees)	Roy Darnall and Georgie Darnall	$8,500; 1.19-acre tract
Will	5	121	10/22/1935	Daniel E. Campbell	Dorothy Campbell and Catherine Campbell Write (Trustees) and Emma Beazley Campbell)	"I hereby nominate by daughters Dorothy and Catherine Campbell trustees of the said trust set up for the benefit and enjoyment of my wife Emma B. Campbell". Will probated in 1939- Wife Emma Beazley Campbell lived in this home until her death in 1954.
Deed	58	96	4/16/1913	Susie Baker	Daniel E. Campbell	1 ¾ acres of lots 3&4 for $4,000- Divisee of J. Barton Denton WB:6 p.329.
Will	6	329	9/21/1898	J. Barton Denton	Susie Baker	Conveys land to Susie Baker "2 lots of 1 ¾ acres with the frame store house on the east side of the RF&P Road as Doswell and Lot #8 which measure 6 ¼ acre to sell publicly or privately"
Deed	8	364	3/31/1875	Edmund Winston	J. Barton Denton	"Lots # 3, 8, 16, 4, 18, 14 transferred from Ed Winston by decree of court entered 22nd May 1874" – HaCTB 1875

Source: Dovetail 2017.

TABLE A-12: CHAIN OF TITLE FOR DOSWELL DEPOT AND TOWER (042-5466), HANOVER COUNTY, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES/ COMMENTS
Deed	2151	282	7/1/2003	CSX Trade Receivable Corp.	CSX Transportation Inc.	17,730 sq. feet at intersection of C&O and RF&P RR
Quit Claim Deed	1015	894	10/14/1993	CSX Transportation, Inc.; RF&P Company	CSX Trade Receivables Corp	17,730 sq. feet -"together with station building and other improvements"
Deed	950	847	11/30/1992	RF&P Railway Company	CSX Transportation, Inc.	RF&P owns and operates the RR, which includes passenger and freight rail and which allows the use of its RR operating properties for various transmission, communications, and utility facilities
Deed	880	496	10/10/1991	Richmond, Fredericksburg, & Potomac RR Company, RF&P Properties, Inc.; Richmond Land Corp	Richmond, Fredericksburg, & Potomac RR Company, RF&P Properties, Inc.; Richmond Land Corp	
Deed	8	48	11/20/1874	William R. Winn and William J. Leake, Special Commissioners	RF&P Railroad Co.	
Deed	5	121	7/27/1846	William Williamson, Edmund Morris, and Burton W. Morris	President Directors and Company of the Louisa Railroad	lot of land lying and being at the junction of RF&P and Louisa RRs containing 2.5 acres; 2 acres lie on the s. side of the RRs, 1.2 acres is on the north side

Source: Dovetail 2017.

TABLE A-13: CHAIN OF TITLE FOR ROBERT STILES BUILDING/MAIN BUILDING OF THE LAUREL INDUSTRIAL SCHOOL (043-0292-0001), HANOVER COUNTY, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Certificate of Satisfaction	5229	759	1/23/2014	Bluford, Robert III and PRLap Inc. (Trustee)	Bluford, Robert, III, Richmond Virginia	Date of Note 2/14/2003 for $171,358.03 (HaCDB 3428, pg. 2665); Paid in full
Deed of Gift	4931	1800-1802	11/22/2011	Bluford, Robert III	2900 Hungary Road, LLC	2900 Hungary Road
Deed of Trust	3428	2665-2677	4/15/2003	Bluford, Robert, III	PRLap, Inc.	Bank of America - $171,358.03; parcel containing 2295 sq. ft., together with temporary construction easement 1324 sq. ft
Deed of Bargain and Sale	2297	1973-1975	6/20/1991	Bluford, Robert, Jr. and June W. Bluford (wife)	Bluford, Robert, III (son)	$10.00
Deed	1873	1453	4/14/1983	Heritage Savings and Loan Association, Virginia Corporation	Robert Bluford, Jr. and June W. Bluford	$10.00
Deed	1861	1631-1632	10/29/1982	Kendall W. Paul (Substitute Trustee)	Heritage Savings and Loan Association, Virginia Corporation	Defaulted; Advertisement in *Richmond Times-Dispatch* and sold at public auction on 8/12/1982 to highest bid $91,400.00
Deed of Trust	1806	1672-1677	6/4/1980	Tri-Investment Limited Partnership	Edward R. Parker, C. Linwood Clements, and Heritage Savings and Loan Associations (Beneficiary)	to secure $75,000.00
Deed	1806	1669-1671	5/20/1980	Heritage Savings and Loan Association	Tri-Investment Limited Partnership	
Deed of Substitute Trustee	1787	544-547	9/5/1979	Henry R. Pollard, IV (Substitute Trustee)	Heritage Savings and Loan Association, Virginia Corporation	Mortgage – Walter R. Proffitt, Jr. and Patricia F. Proffitt (husband and wife); sale price: $97,323.13 Mortgagor granted unto Parker and Clements (Trustees) upon default of payment and advertised sale in *Richmond Times Dispatch* on 8/12, 19, and 26/1979; Deed of sale 8/27/1979 Substitute trustee Henry Pollard – 7/16/1979 –HaCDB 1781, pg. 1341

TABLE A-13: CHAIN OF TITLE FOR ROBERT STILES BUILDING/MAIN BUILDING OF THE LAUREL INDUSTRIAL SCHOOL (043-0292-0001), HANOVER COUNTY, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Substitute of Trustee	1781	1341 – 1342	7/10/1979	Heritage Savings and Loan Association		DOT dated 10/3/1978 from Walter F. Proffitt, Jr. and Patricia F. Proffitt, Stuart Vest and Barbara M. Vest → conveyed to Parker and Clements (trustees) for $90,000.00; Appointed Henry R. Pollard, IV as substitute trustee
Deed of Trust	1758	1233-1238	10/3/1978	Walter F. Proffitt, Jr. and Patricia F. Proffitt (wife) and Stewart Vest and Barbara M. Vest (wife)	Edward R. Parker and C. Linwood Clements	
Deed	1758	1229-1232	9/21/1978	Stonewall Enterprises, Inc., Virginia	Walter F. Proffitt, Jr. and Patricia F. Proffitt (wife) and Stewart Vest and Barbara M. Vest (wife) and Knob Enterprises	Each couple gets ½ undivided interest
Deed of Trust	1689	154-157	8/2/1976	Stonewall Enterprises, Inc.	Maurice H. Bell, Jr. and George W. Rowe (trustees)	$19,820.24
Deed of Assumption	1689	152-153	8/2/1976	Dartman Corporation, Virginia	Stonewall Enterprises, Inc., Virginia	3 parcels comprising 2900 Hungary Road; Parcel 3 is school property
Deed	1394	154-156	5/13/1969	Kent M. Newcomb and Helen T. Newcomb (wife)	Dartman Corporation, Virginia	3 parcels for 2900 Hungary Road → Parcel 1: portion of “Lot A” on subdivision plat 5/1/1930 HaCDB 249-C, pg. 288 $27,000.00
Deed	1367	401-403	10/3/1968	Elise Harvey Bradshaw (widow) and Rebecca Briggs Walton (widow)	Kent M. Newcomb	3 parcels
Deed of Trust	1367	404-406	10/3/1968	Kent M. Newcomb	A. Simpson Williams, Jr. (trustee)	3 parcels; $27,000.00
Will	38	423	1968	Robert Alexander Walton		residue of estate to wife and executive, Rebecca B. Walton
Will	26	343-344	2/6/1960	Claude Linwood Bradshaw		residue of estate to wife, Elise Harvey Bradshaw

TABLE A-13: CHAIN OF TITLE FOR ROBERT STILES BUILDING/MAIN BUILDING OF THE LAUREL INDUSTRIAL SCHOOL (043-0292-0001), HANOVER COUNTY, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	319	555-5556	7/16/1943	Laurel Links, Inc.	C.L. Bradshaw and R.A. Walton	0.094 acres (parcel No. 3); plat attached referencing property as "Laurel Store"
Deed	290	354-356	9/4/1941	R.A. Walton and State Partners Bank Trust Co. of Richmond (executors of Albert Anderson Harvey)	R.A. Walton and C.L. Bradshaw	Will of Albert Anderson Harvey (deceased) date 2/28/1940 authorized to sell land to R.A. Walton and C.L. Bradshaw $6,000.00, Parcel No 2 – reference 1930 Plat
Deed of Trust	290	357-360	9/5/1941	R.A. Walton and wife and C.L. Bradshaw and wife	Joseph M. Hurt, trustee	Parcel No 2, trust for $6,000.00; store known as 'Laurel Store'
Will	13	400	5/9/1941	Albert Anderson Harvey	R.A. Walton (executor)	executors to give R. A. Walton (brother-in-law) and C.L. Bradshaw right to purchase store for $6,000.00 known as "Laurel Store"
Deed	230-C	209-212	9/16/1924	Commonwealth of Virginia, Governor of Virginia E. Lee Trinkle, and Virginia Industrial School for Boys	A.A. Harvey	Many lots on S side of Hungary Rd; Lot 2 is 93.83 acres on N side of Hungary Rd; $48,000.00; institution was moved to Beaumont and proceeds from sale should be invested in improvements to new reformatory.
Deed	215-B	69-72	6/9/1920	Prison Association of Virginia	Commonwealth of Virginia	Dissolution of association and absorption into State of association and conveyance of all personal and real estate they own
Deed	143-A	277-278	7/21/1982	William H. Cowardin, B.T. Crump, and C.R. Spuds (Sands), Special Commissioners	Prison Association of Virginia	Cowardin and W.H. Cowardin executors to W.L. Cowardin (will made on 6/25/1890); containing 93.75 acres. Private offer of $1,500.00 accepted
Deed	143-A	278-279	7/22/1892	William H. Cowardin, Special Commissioner	Prison Association of Virginia	Offer of $50.00 for the interest of W. L. Cowardin in certain property: "the following lot numbers 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 in Square No. 2 and lots 21 and 22 in Square No. 3 in the plan herewith annexed being the twelve lots on which the late W.L. Cowardin… situated at Laurel Station on RF&P RR."
Deed	130-A	321-322	5/17/1890	Mrs. A.P. Russell, City of Richmond, Virginia	Prison Association of Virginia	Containing 17 ¼ acres, with a Grist Mill and other improvements known as the Dinker (or Pinker) Mill property

Source: Dovetail 2017.

TABLE A-14: CHAIN OF TITLE FOR RF&P PAINT SHOP (043-5636) CITY OF RICHMOND, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	3050	1672	12/11/2000	Linwood S. Raikes	SRS Investments, LLC	Parcel measuring 0.53 acres (Parcel ID 77-737-6778) with Integrated Power Sources of Virginia; Corrected deed from DB 3036/692
Deed	3036	692	10/3/2000	Linwood S. Raikes	SRS Investments, LLC	$285,000.00; 0.53 acres
Deed	2934	1853	7/30/1999	Commonwealth Atlantic Land Company, VA Corporation	Linwood S. Raikes	0.53 acres
Deed	2770	2589–2607	1998	Commonwealth Atlantic Properties, Inc., successor by name change to RF&P Corporation	Commonwealth Atlantic Land Company	Many tracts transferred including "Paint Shop – 2260 Dabney Road" containing 0.530 acre.
Deed	2770	2578	12/12/1997	Richmond Land Company (Brent W. Sinnett, CFO)	Commonwealth Atlantic Land Company	To include "Parham Forest" (further N) Three tracts: Tract 1 = 4 parcels near Laurel; Tract 2 = Laurel; Tract 3 = 90,000 sq. ft. → by certificate of merger recorded in DB 1653/741 Richmond Holding Corporation to Richmond Land Corporation
Company Name Change	2711	1274	12/26/1996	RF&P Corporation	Commonwealth Atlantic Properties, Inc.	State Corporation Commission; by amendment of its articles of corporation, the name of RF&P Corporation was changed to Commonwealth Atlantic Properties, Inc.
Certificate of Merger	2587	1835	5/19/1995	Richmond, Fredericksburg, and Potomac Properties, Inc.	RF&P Corporation	Certificate of Merger – Richmond, Fredericksburg, and Potomac Properties, Inc. was merged into RF&P Corporation
Deed	2313	713	10/10/1991	Richmond, Fredericksburg & Potomac Railroad Company (RF&PRR), RF&P Properties, Inc. (RF&P Properties), and Richmond Land Corporation (RLC)	Richmond, Fredericksburg, and Potomac Railroad Company and RF&P Corporation (RF&P Corp.)	'Excluded Sidetrack Property' (Exhibit D)- "Paint Shop"
ROW Easement	2161	967	7/1/1988	Richmond, Fredericksburg & Potomac Railroad Company	RF&P Properties, Inc.	Multiple parcels containing 46.96 acres of land beginning at point of Westwood Avenue at corner NW of Acca Bridge owned by Richmond, E line of Dabney

TABLE A-14: CHAIN OF TITLE FOR RF&P PAINT SHOP (043-5636) CITY OF RICHMOND, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Certificate of Merger	1653	741	9/1/1975	Richmond Holding Corporation and South Washington Land Corporation	Richmond Land Corporation	State Corporation Commission Certificate of Merger – Richmond Holding Corporation and South Washington Land Corporation into Richmond Land Corporation
Deed	618	226–228	10/30/1952	Richmond Land Corporation	Richmond, Fredericksburg, and Potomac Railroad Company	$51,582.85; 37.41 acres plat attached hereto as a part hereof marked, "R.E. 2A-103 R.F.&P. R.R. Co., Land Near Acca, Henrico County, Virginia, Scale 1" = 200', January 22, 1952." "The lands to be conveyed were being used as part of the Acca Engine Terminal facilities and would hereafter to be retained by RF&P RR Company for Railroad purposes."
Deed	170-A	331-332	7/22/1904	Edwin A. Palmer, Trustee for Alice H. Palmer, his wife, of Richmond	Richmond, Fredericksburg, and Potomac Railroad Company, Virginia Corporation	$5.00 for 60 acres

Source: Dovetail 2017.

TABLE A-15: CHAIN OF TITLE FOR WINFREE COTTAGE (127-6129) CITY OF RICHMOND, VIRGINIA

INSTR. TYPE	Book	Page	DATE	GRANTOR	GRANTEE	NOTES/ COMMENTS
Deed	2003-68		12/20/2002	William Gillespie	Manchester Properties LLC	$30,000, 50 ft. north of intersection of Commerce and Porter; .227 acre
Deed	2002-22869		07/17/2002	Richard E. Poe, executor of the estate of Lewis A. Poe	William Gillespie	$27,200; 0.277 acre
Will	2002-426		05/21/2002	Lewis A. Poe	Richard E. Poe, Floyd S. Poe, Kathleen Doremus, Edith P. Craig	Lewis left his property to his surviving siblings; 0.277 acre
Will	38	488	1/8/1980	Edna B. Poe	Lewis A. Poe	Edna left it to her son, Lewis; 0.277 acre
Deed	232	419	Written 8/25/1945; recorded 6/4/1957	Hilda Adelanski (unmarried)	Edna Poe	
Deed	94-B	167	11/10/1944	Moselle Pettigrew, widow	Hilda Adelanski	Pettigrew sold 8 tracts of land, including 209 W. 8th (later Commerce) Street; 0.277 acre
Deed	27	309	10/2/1905	W.C. Pulliam, acting trustee, and Emily Winfree, widow	Allan N. Pettigrew and wife, Moselle Pettigrew	The deed could not be found during the survey, but reference to it is made in 94-B, page 1970; 277 acres
Deed	48	18	March 14, 1866	Samuel E. Naden	A.A. Allen (second part) and Emily Winfree and her children (third part)	-$800.00 -Lot 215 in the town of Manchester -Fronting Allen Street (75 feet)

Source: Dovetail 2017.

TABLE A-16: CHAIN OF TITLE FOR RAILROAD YOUNG MEN'S CHRISTIAN ASSOCIATION (YMCA) (127-0344-0123) CITY OF RICHMOND, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Certificate of Partial Satisfaction	LR 140010610	41	6/24/2014	Railroad Y L.P Trustees, J. Melvin Watkins and Cecilia Hodges		-$8,350,000 – for renovations
Deed	L 140009045	646–648	5/30/2014	Railroad Y L.P.	B.R.J. Virginia, LLC	$10.00; 0.21-acre parcel known as 1548 E. Main Street
Deed of Release	LR 120007968	640–643	4/27/2012	Daniel A. Gecker (trustee)	Railroad Y LP	Deed of Trust recorded 9/26/1999 in Richmond as Inst. #99-24141 pg. 259 Part of the 2nd part conveyed unto Daniel A. Gecker and Kevin R. Huenneken (trustees) - certain tract known as 1548 E. Main Street to secure payment promissory note of $490,000 – parties of the 2nd part having requested that the lien of Deed of Trust be released
Deed	LR 990024137	406–408	8/26/1999	Historic Housing, LLC	Railroad Y LP	1548 E. Main Street; 0.21 acres
Deed	LR 990024136		8/26/1999	H. Louis and Anita B. Salomosky	Historic Housing, LLC	1548 E. Main Street; 0.21 acres
Deed	LR 980000741	492–494	1/9/1998	Robert J. Ball, Jr.	H. Louis and Anita B. Salomosky	NW corner of Main and 17th Street; ; 0.21 acres
Deed of Trust	LR 003580208 (DB 358)	208–214	8/5/1993	Robert B. Ball, Jr.	Conrad B. Mattox, III and Cary A. Ralston (trustees)	NW corner of Main and 17th (or Market) Streets; 0.21 acres $155,000
Deed of Assumption	LR 002402259 (DB 240)	2259–2262	7/9/1990	Market Slip Association	Robert B. Ball, Jr.	NW corner of Main and 17th (Market) streets; 0.21 acres
Deed of Assumption	LR 007670708 (DB 767)	708 – 710	5/13/1980	The Mission Army, Inc.	Market Slip Association, a VA partnership	0.21 acres

TABLE A-16: CHAIN OF TITLE FOR RAILROAD YOUNG MEN'S CHRISTIAN ASSOCIATION (YMCA) (127-0344-0123) CITY OF RICHMOND, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	LR 0682130526 (682-B)	526 – 527	3/13/1973	Railroad Young Men's Christian Association of Richmond, VA	The Mission Army, Inc.	
Deed	DB 391-C	15	6/25/1934	YMCA of Richmond, Virginia's Surviving Trustees	B&S Railroad YMCA of Richmond, Virginia	Six deeds of record between 1907 and 1908 for property NW corner of Main & 17th (Market) streets; all conveyed to Trustees for the YMCA of RVA. "…large brick building and other suitable improvements were erected on the property and have been opened exclusively, continuously, and uninterruptedly occupied and used by the said Railroad YMCA under claim of right… and an assent of the YMCA of RVA now transferred to RR YMCA of RVA, Corp. recently organized under VA Law as a benevolent and charitable corp. not organized for profit." Followed by 'Resolution of Committee of Management of RR YMCA of RVA, an unincorporated Association"
Deed	DB 199-D	198 – 199	10/25/1908	George Ainslie and Allen G. Collins, Special Commissioners	Charles Lorraine, C.H. Hix, Jr., J.H. Gapp, W.D. Duke, W.T. West, and J.P. Russell and Successors of YMCA of RVA	Decree of Chancery Court on 11/18/1907 in case known as Sarah J. Carrington vs. V.S.M. Kelly and others, court confirmed the sale of Real Estate hereinafter desired unto the said YMCA of RVA at $4,000. Lot formerly known as 1544 E. Main Street between 15th and 17th Streets on west side of Main Street (denoted on 1908 Sanborn map).
Deed	DB 199-D	196	10/14/1908	H.A. McCurdy, deceased executor of S. Boswell	Charles Lorraine, C.H. Hix, Jr., J.H. Gapp, W.D. Duke, W.T. West, and J.P. Russell and Successors of YMCA of RVA	Will of S. Boswell properly admitted to probate by Chancery Court on 7/16/1908 – confirm title to YMCA of RVA 'Main St b/w Market and Franklin St"
Deed	DB 192-A	8	1/10/1908	Sarah J. Carrington and Peyton R. Carrington (wife and husband)	YMCA of RVA	$2,000 for land known as #12 N 17th St at the SW corner of W Market or 17th Street and Walnut Alley running southerly along and fronting 17th Street (denoted on 1908 Sanborn map)

TABLE A-16: CHAIN OF TITLE FOR RAILROAD YOUNG MEN'S CHRISTIAN ASSOCIATION (YMCA) (127-0344-0123) CITY OF RICHMOND, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	DB 191-A	443	1/10/1907	George C. Guvernater and Martha S. (his wife), and Mina Loth (widow)	YMCA	$5,500 for 1546 E. Main Street – situated on the N Line of E. Main Street and 20 5/12 feet west of Main and W. (or N?) Market or 17th Street. (denoted on 1908 Sanborn map) Prior to her marriage to Charles J. Loth Jr., Mina Loth was Mina Guvernator, sole child and heir of the late George Guvernator.
Deed	DB 191-A	445	1/10/1907	Judson Cunningham and Masley Elizabeth of Richmond, VA	YMCA	Two tracts: (1) #8 N Market St. on W line of Market St., 88 ft 5 in N of Main St (or – at N line of the real estate owned by E.A. Saunders Jr.) and (2) #10 Market St. b/w Main and Franklin (denoted on 1908 Sanborn Map)
Deed	DB 191-A	447	1/10/1907	E.A. Saunders Jr. and Martha B. Saunders	YMCA	$15,000 for NW corner of Main and Market (17th) streets front Market St. 20 ft. 5 inch

Source: Dovetail 2017.

TABLE A-17: CHAIN OF TITLE FOR PHILIP MORRIS LEAF STORAGE WAREHOUSE (127-0197) CITY OF RICHMOND, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	2016-18882	330	9/28/2016	1717 East Cary Street, LLC	1717 Partners, LLC	Containing +/- 0.207 acres
Deed	03-048414	108	11/26/2003	John C. Crank, Jr.	1717 East Cary Street, LLC	
Deed	98-0011207	186	5/4/1998	John C. Crank, Jr. and Laura M. Crank	John C. Crank, Jr.	Being a part of the real estate conveyed to John C. Crank, Jr. and Laura M. Crank
Deed	405	136	7/8/1994	Philip Morris, Inc.	John C. Crank, Jr.	
Deed	609D	800	1/29/1962	Associated Warehouses, Inc.	Philip Morris, Inc.	Two parcels shown on a plat made by Chas H. Fleet and Associates: -Parcel I: Cary Street and 17th -Parcel II-Cary Street and 18th
Deed	601A	145	7/1/1957	Virginia Bonded Warehouse Corp.	Associated Warehouses, Inc.	Parcel I: N. Side of Cary, east of 17th Street, west of 18th Street, South of Alley Parcel II: south of Cary Street
Deed	222B	298	6/3/1913	Charles H. West and Mary C. West	VA Bonded Warehouse Corp	The plat shows just the land south of Cary and north of the viaduct
Deed	135B	134	5/8/1888	Benjamin T. Crump and Lizzie McB. Crump	Charles H. West	$9,215.00; Lots 123 and 124 on the Adams Plan
Deed	132A	62	2/18/1887	Charles H. West and wife	Benjamin T. Crump	
Deed	122B	481	2/9/1883	P.R. Carrington	Benjamin T. Crump and Charles H. West	

Source: Dovetail 2017.

APPENDIX D6

ARCHITECTURAL INTENSIVE INVESTIGATIONS

REPORT C

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

May 2018

Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project

Report C

Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project

(Report C)

DHR #2014-0666

by

Kerri S. Barile, Melissa Butler, Adriana T. Moss,
Heather Dollins Staton, Caitlin Sylvester, and Lenora Wiggs

Prepared for

Virginia Department of Rail and Public Transportation

600 E. Main Street, Suite 2102
Richmond, Virginia 23219

Prepared by

DC2RVA Project Team

801 E. Main Street, Suite 1000
Richmond, Virginia 23219

May 2018

May 11, 2018

Kerri S. Barile, Principal Investigator
Date

ABSTRACT

Dovetail Cultural Resource Group (Dovetail), as a member of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project Team and on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted an intensive-level architectural survey of the DC2RVA Project (the Project). The proposed Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666.

Dovetail and the DC2RVA Team completed 17 reports detailing the results of the reconnaissance-level survey and coordinated the results with the DHR between 2015 and 2018. Subsequent analysis included an investigation-level evaluation of architectural resources recommended potentially eligible for listing in the National Register of Historic Places (NRHP) during the reconnaissance-level survey that are located within the Preferred Alternative of the Project. The goals of this investigation were to: first, document the architectural and landscape features of the properties; second, gather archival data on the properties; and third, examine the physical and historical information collected within the appropriate context(s) to properly evaluate each property under established criteria for the NRHP. The fourth goal of this investigation was to propose NRHP boundaries for any property should it be recommended eligible for listing. Work on this project was conducted in 2017 and 2018, in accordance with relevant state and federal regulations as part of the compliance process established in Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800).

In total, the DC2RVA Project Team surveyed 52 historic architectural resources at the evaluation level, 18 of which are detailed in the current report (the remaining 34 resources are presented in two other intensive-level survey reports, Report A and Report B). Of those 18 resources, the DC2RVA Project Team is recommending that 11 are individually eligible for listing in the NRHP (042-0113, 043-0694, 111-0013/ 111-0132-0508, 111-0067/ 111-0132-0505, 111-0132-0147, 111-0132-0458, 166-5073-0010, 166-5073-0024, 127-0344-0102, 127-5818, and 127-6883) while seven (042-0420, 042-0557, 042-5048, 043-0693, 100-5341, 111-0038/111-0132-0509, and 166-5073) are recommended not individually eligible.

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Table A-3: Chain of Title for Dr. Charles Mortimer House (111-0067/111-0132-0505), City of Fredericksburg, Virginia A-7
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Table A-11: Chain of Title for Lovings Produce Company (127-0344-0102), Richmond, Virginia........ A-19

1

INTRODUCTION

Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted an intensive-level architectural survey of resources along the Preferred Alternative of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (the Project). The proposed Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666.

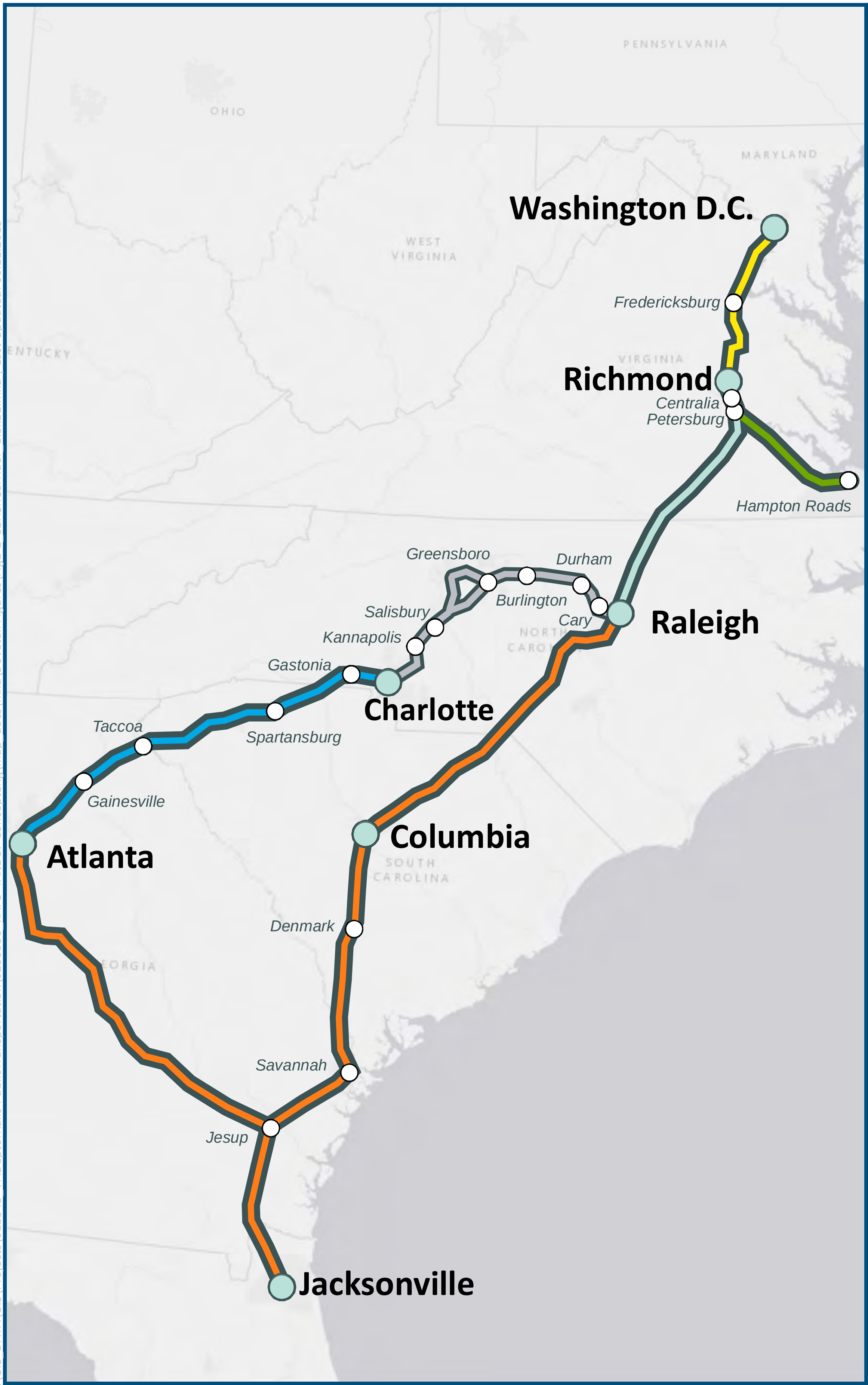
The FRA and DRPT propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the DC2RVA Project. The Project will deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors. The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor (Figure 1-1), which extends from Washington, D.C. through Richmond, VA; and from Richmond continues east to Hampton Roads (Norfolk), VA, and south to Raleigh, NC; and Charlotte, NC, and then continues west to Atlanta, GA, and south to Florida. The Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

The purpose of the SEHSR program, as stated in the 2002 Tier I Final Environmental Impact Statement (EIS) completed for the full SEHSR corridor, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte travel corridor. The purpose of the current Washington, D.C. to Richmond SEHSR project described here is to fulfill the purpose of the SEHSR Tier I EIS within this segment of the larger SEHSR corridor. The Project, by increasing rail capacity and improving travel times between Washington, D.C. and Richmond, will improve passenger train frequency, performance and reliability in the corridor, enabling intercity passenger rail to be a competitive transportation choice for travelers between Washington, D.C. and Richmond and beyond.

Given FRA's funding involvement and permitting through various other federal agencies, the DC2RVA project is required to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and the Act's implementing regulations under 36CFR800. Additionally, all cultural resource work was designed by DRPT and Dovetail to comply with the Virginia

Antiquities Act (Code of Virginia § 10.1-2300) and guidelines and regulations promulgated by the DHR as necessary.

Previous Project studies included a reconnaissance survey of all alternatives under consideration, completed between 2015 and 2017. In September 2017, a DRPT-recommended Preferred Alternative was presented in the Draft EIS. DRPT's recommended Preferred Alternative was approved by the Commonwealth Transportation Board for recommendation to FRA in December 2017. Additional reconnaissance architectural study was then completed on any resources within the Preferred Alternative that were not the subject of identification-level study during the initial survey work (Moss and Barile 2018). Following this, intensive-level architectural studies were completed for above-ground resources determined to be potentially eligible by the DHR within the area of potential effects (APE) of the Commonwealth's recommended Preferred Alternative. The current report focuses on the results of the intensive-level investigations completed by Dovetail on 18 of the 52 architectural resources that comply with these study parameters, organized in the body of this report in geographical order from north to south. The remainder of the resources are detailed in separate reports.


PENNSYLVANIA
OHIO
MARYLAND
WEST VIRGINIA
KENTUCKY
VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
Washington D.C.
Fredericksburg
Richmond
Centralia
Petersburg
Hampton Roads
Greensboro
Durham
Burlington
Cary
Raleigh
Salisbury
Kannapolis
Gastonia
Charlotte
Taccoa
Spartansburg
Gainesville
Atlanta
Columbia
Denmark
Savannah
Jesup
Jacksonville

0 40 80
Miles

1 inch=80 miles
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: 2014
ESRI World Light Gray Base

Southeast High Speed Rail (SEHSR) Segment Status

▬ **Washington D.C. to Richmond**
Tier II EIS

▬ **Richmond to Raleigh**
Tier II EIS

▬ **Raleigh to Charlotte**

▬ **Richmond to Hampton Roads**
Tier I EIS

▬ **Charlotte to Atlanta**
Tier I EIS

▬ **SEHSR Extended**
Feasibility Studies Complete

Figure 1-1

Overview of the SEHSR Corridor

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

\\ctsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\Dovetail Figures\Fig1-1_SEHSRCorridor_8.5x11.mxd | Last Updated: 06.11.2015

1.1 PROJECT LOCATION

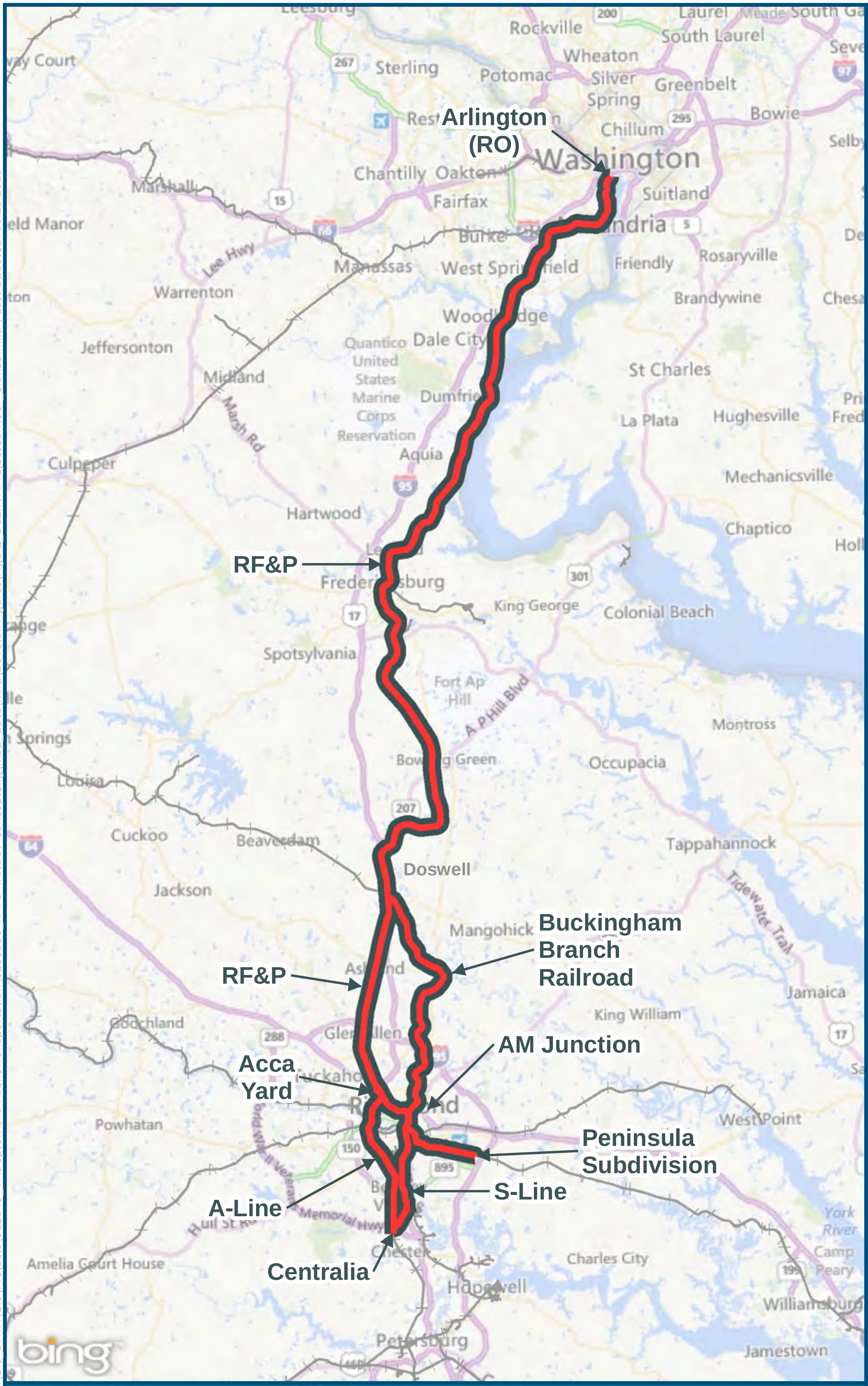
The Washington, D.C. to Richmond corridor spans approximately 123 miles along the existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA, to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County). For the purposes of conceptual engineering and environmental planning, the DC2RVA corridor has been subdivided into six Areas that correspond with improvements and alternatives, and as such have been named and numbered from north to south (Figure 1-2). At the northern terminus in Arlington, VA, the Project limit for infrastructure improvements ends at the southern approach to Long Bridge, a double-track rail bridge taking the rail corridor over the Potomac River; however, the northern terminus of Union Station in Washington, D.C. is used for ridership and revenue forecasting, as well as service development planning within the Project corridor. The southern terminus in Centralia is the junction of two CSXT routes that begin in Richmond and rejoin approximately 11 miles south of the city.

Proposed improvements are along CSXT-owned track and right-of-way, generally parallel to the I-95 corridor between northern Virginia and Richmond. From north to south, the project travels through the following counties and cities:

- Arlington County
- City of Alexandria
- Fairfax County
- Prince William County
- Stafford County
- City of Fredericksburg
- Spotsylvania County
- Caroline County
- Hanover County
- Henrico County
- City of Richmond
- Chesterfield County

In Arlington, the Project connects to existing CSXT track extending across the Potomac River on the Long Bridge into Washington, D.C. and Union Station, the southern terminus of Amtrak's Northeast Corridor (NEC). At Centralia, the Project connects to both the Richmond to Raleigh segment of the SEHSR corridor and the Richmond to Hampton Roads segment of the SEHSR corridor.

The Washington, D.C. to Richmond segment is an integral part of the overall Washington, D.C. to Charlotte SEHSR corridor and provides a critical link between high speed intercity passenger service from Boston to Washington, D.C. and the southeastern United States.


Arlington
(RO)
Washington
RF&P
Fredericksburg
Doswell
Buckingham
Branch
Railroad
RF&P
Ashland
AM Junction
Acca
Yard
Richmond
Peninsula
Subdivision
S-Line
A-Line
Centralia
Petersburg
bing

0 7 14
Miles

1 inch=14 miles
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap Source: 2015 Bing Maps Road (Microsoft Corporation and its data suppliers)

🟥 DC2RVA Project Corridor

┼ Virginia Rail Lines

Figure 1-2

Overview of the DC2RVA Project Corridor

\\ctsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\Dovetail Figures\Fig1-2_DC2RVAProjectCorridor_8.5x11.mxd | Last Updated: 06.10.2015

1.2 PROJECT DESCRIPTION

The DC2RVA project will include specific rail infrastructure improvements and service upgrades intended to improve the travel time, service frequency, and on-time performance of passenger trains operating between Washington, D.C. and Richmond, VA. Specific improvements to the existing rail infrastructure between Arlington, VA, and Centralia, VA include:

- Corridor-wide upgrades to existing track and signal systems to achieve higher operating speeds, including curve realignments, higher-speed crossovers between tracks, passing sidings, and grade crossing improvements.
- Corridor-wide improvements to train operating capacity to achieve higher passenger train service frequency and reliability, including an additional main track along most of the corridor, and additional controlled sidings, crossovers, yard bypasses and leads, and other capacity and reliability improvements at certain locations.
- Station and platform improvements for Amtrak and Virginia Railway Express (VRE) stations.

The Tier II EIS being completed for the Project will assess the environmental impacts of these improvements and identify ways to avoid, minimize, or otherwise mitigate such impacts.

Studies in support of the Project address passenger and freight rail operations and service between Union Station in Washington, D.C. and Richmond and beyond, but the Project does not include physical improvements to the Long Bridge across the Potomac River or to rail infrastructure within Washington, D.C. Other projects will address improvements to the rail infrastructure north of Arlington and south of Centralia along the SEHSR corridor.

1.3 CURRENT STUDY

The DC2RVA Team has been conducting reconnaissance-level architectural studies for the entire 123-mile DC2RVA corridor since December 2014. The initial findings were detailed in 17 reports. Between January 29, 2016, and March 1, 2017, DHR concurred with the DC2RVA team's recommendations on these 17 reports. In addition, subsequent reconnaissance-level architectural studies were completed in areas where the limits of disturbance have been modified since the original work, and the results have been summarized and sent to the DHR (Moss and Barile 2018). Through all efforts, it was determined that 52 resources within the Commonwealth's Preferred Alternative should be the subject of intensive study to determine NRHP eligibility (Table 1-1). After communication with the DHR in April 2018, it was determined that two (111-0132-0507 and 166-0033) of the 52 resources should be recommended not eligible as part of the reconnaissance-level survey, and intensive-level survey should be conducted on the remaining 50 resources (Marc Holma, personal communication 2018). As such, the number of intensive-level studies was reduced. This report includes the results of the intensive-level investigations on 18 of the 52 resources (Report C) (see Figure 1-3 through Figure 1-9). The remaining 34 resources are presented in two associated reports (Report A and Report B).

Documentation and research for this project were conducted in accordance with relevant state and federal guidelines as part of the compliance process established in Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). Fieldwork and archival research was completed between November 2017 and April 2018. During this period, DHR records were consulted and various municipal and private repositories, including land and tax records, as well as historical and genealogical societies, were visited. A background literature and records review of the architectural APE at the DHR was conducted as part of the reconnaissance survey completed during the previous architectural studies for the Project (e.g., Anderson and Staton 2016; Staton and Lesiuk 2015, etc.).

TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT

DC2RVA Corridor Area	DHR ID	Name/ Description	City/ County
2	029-5741	Hannah P. Clark House/ Enyedi House, 10605 Furnace Road	Fairfax County
2	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria
2	100-5341	East Rosemont Historic District	City of Alexandria
2	500-0001-0022	Richmond, Fredericksburg, & Potomac (RF&P) Railroad Bridge over Occoquan River	Prince William County
3	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg
3	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg
3	111-0013/ 111-0132-0508	Chancellor House, 300 Caroline Street	City of Fredericksburg
3	111-0023	Dixon House, 401–403 Sophia Street	City of Fredericksburg
3	111-0038/ 111-0132-0509	Jones-Monroe-Rennolds House, 301 Caroline Street	City of Fredericksburg
3	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg
3	111-0132-0020	Purina Tower Complex, 401–403 Charles Street	City of Fredericksburg
3	111-0132-0025	Rappahannock River Railroad Bridge	City of Fredericksburg
3	111-0132-0147	Shiloh Baptist Church (New Site), 521 Princess Anne Street	City of Fredericksburg
3	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg
3	111-0132-0522	George Aler House/Duplex, 314–316 Frederick Street	City of Fredericksburg
3	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg
3	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail	Spotsylvania County
4	016-0092	Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County
4	016-5129	Woodford Historic District	Caroline County
4	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County
4	016-0223	First Woodford Post Office, Lake Farm Road	Caroline County

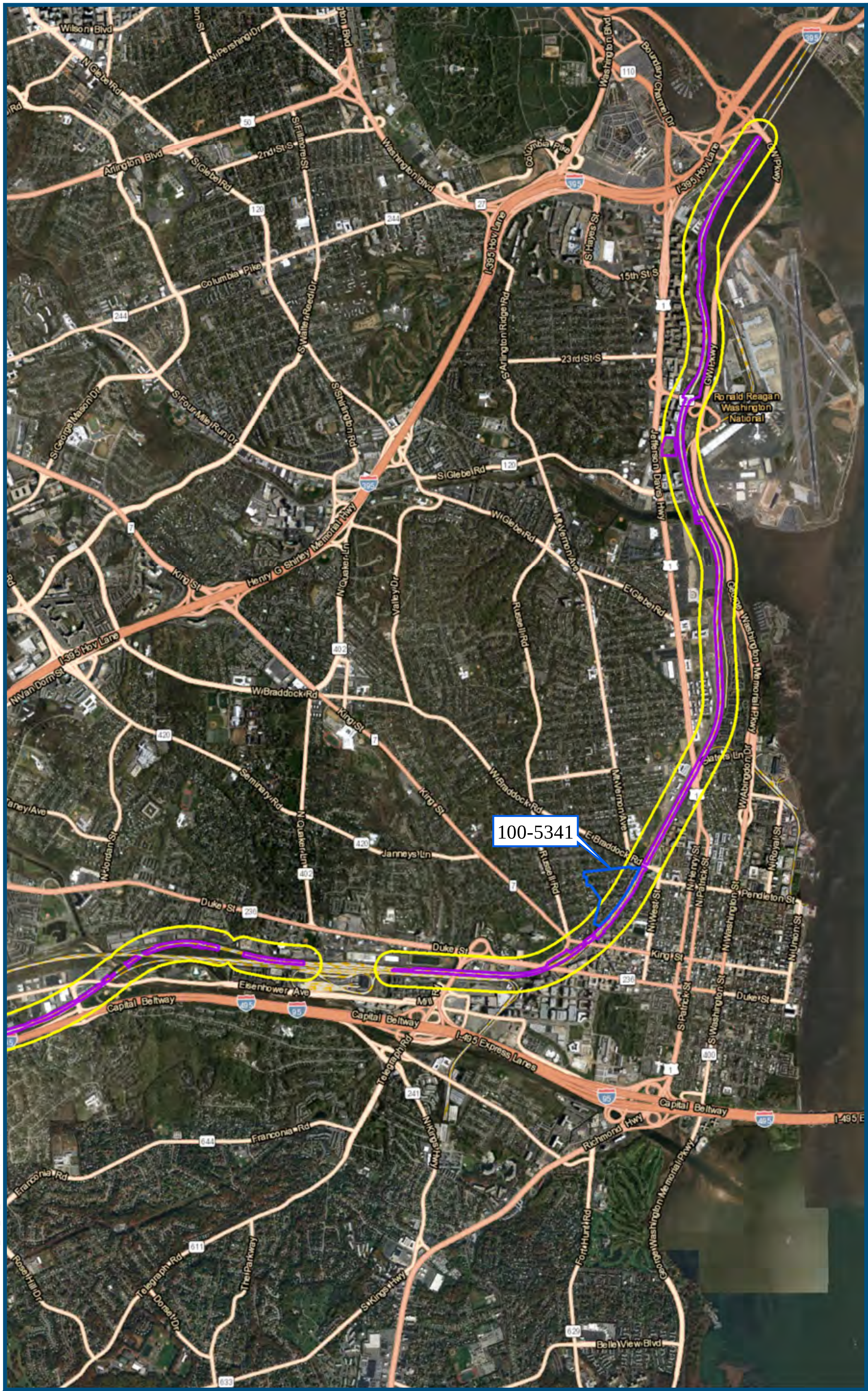
TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT

4	016-0224	Glenwood House, 11102 Woodford Road	Caroline County
4	016-5136	Milford Historic District	Caroline County
4	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County
4	016-0286	Coghill-Jeter Store and House/ Coleman's Store, 22275 Penola Road	Caroline County
4	016-5165	Excelsior Industry of Caroline County Historic District	Caroline County
4	042-0093/ 042-5466	Doswell Depot and Tower, 10577 Doswell Road	Hanover County
4	042-0468	Doswell Inn, 10567 Doswell Road	Hanover County
4	042-0469	Tri-County Bank–Doswell Branch, 10561 Doswell Road	Hanover County
4	042-0470	Darnell Store, 10570 Doswell Road	Hanover County
4	042-5448	Doswell Historic District	Hanover County
5	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County
5	042-0420	Sinton House, 12081 Holly Oaks Lane	Hanover County
5	042-0557	Dry Bridge/ Farmstead, 10411 Old Bridge Road	Hanover County
5	042-5048	Elmont Historic District	Hanover County
5	166-5073	Berkleytown Historic District	Hanover County
5	166-5073-0010	Dabney Funeral Home, 600 B Street	Hanover County
5	166-5073-0024	Hanover County School Board, 200 Berkley Street	Hanover County
5	043-0693	Mill Road Historic District	Henrico County
5	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County
6	043-0292-0001	Robert Stiles Building/ Main Building of the Laurel Industrial School, 2900 Hungary Road	Henrico County
6	043-5636	RF&P Paint Shop, 2260 Dabney Road	Henrico County
6	127-0197	Philip Morris Leaf Storage Warehouse, 1717-1721 East Cary Street	City of Richmond
6	127-6883	Gilpin Court Apartment Complex, Charity Street West/ St. Peter Street	City of Richmond
6	127-0344-0102	Loving's Produce Company, 1601–1605 East Grace Street	City of Richmond
6	127-0344-0123	Railroad Youth Men’s Christian Association (YMCA), 1552 East Main Street	City of Richmond
6	127-6129	Winfree Cottage, East Franklin Street	City of Richmond

TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT

6	127-6792	Southern Railway Segment	City of Richmond
6	127-6793	Chesapeake & Ohio Railroad Segment	City of Richmond
6	127-6840	The City of Richmond Department of Public Works Maintenance Yard, 2728 Hermitage Road	City of Richmond
6	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond
all	500-0001	Richmond, Fredericksburg, & Potomac (RF&P) Railroad Historic District	Multiple

Source: Dovetail 2018.
Note: Resources are presented from north to south. Resources highlighted in **blue** are included in this report. All non-highlighted resources will be detailed in separate reports.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E Glebe Rd
King St
Duke St
W Braddock Rd
E Braddock Rd
Seminary Rd
Janneys Ln
Eisenhower Ave
Capital Beltway
I-495 Express Lanes
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Telegraph Rd
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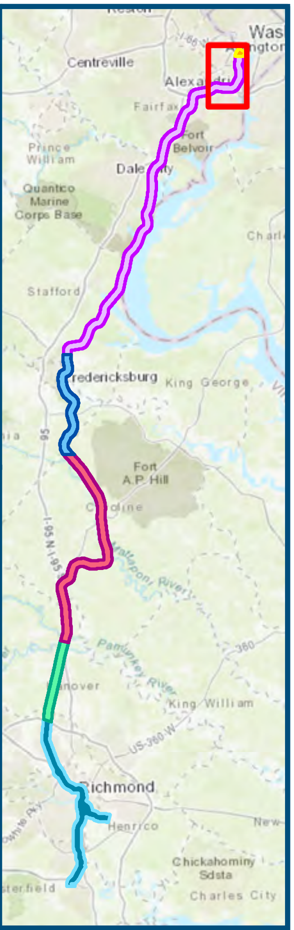
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Fairfax
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Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
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Caroline
Hanover
King William
Richmond
Henrico
Chickahominy Sdsta
Charles City
Chesterfield

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Feet

0 800 1,600

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

Legend

▭	Preferred Alternative
▭	Architectural Buffer
▭	Resource Boundary

Figure 1-3
DC2RVA Project Corridor Showing Phase II Properties Within Current Report from North to South
(Map 1 of 5)

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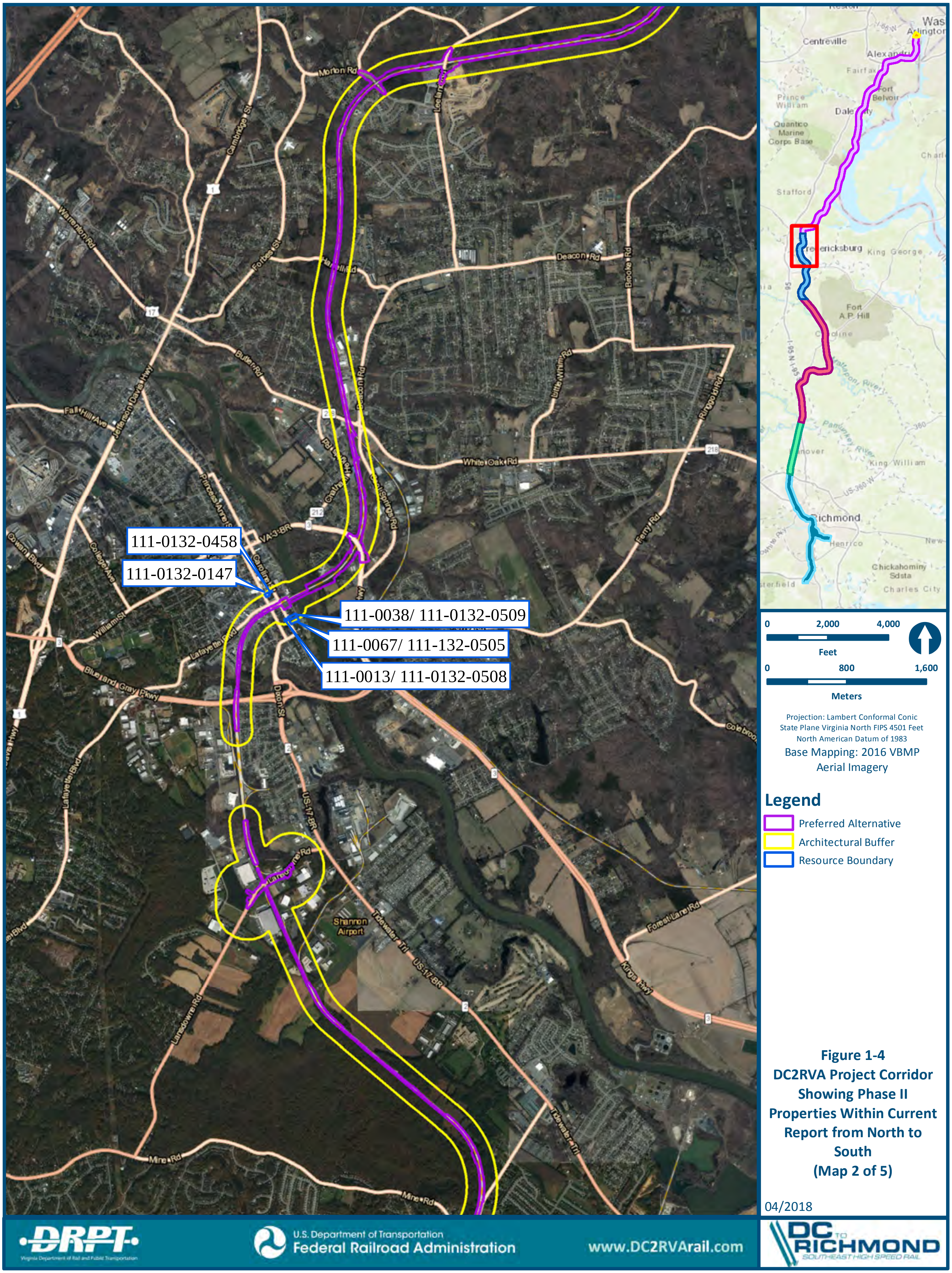
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Cambridge St
Warrenton Rd
Forbes St
Deacon Rd
Brooke Rd
Butler Rd
Jefferson Davis Hwy
Fall Hill Ave
Little Whim Rd
Ringgold Rd
White Oak Rd
Princess Anne St
Cowan Blvd
College Ave
VA-3-BR
Caroline St
William St
Lafayette Blvd
Blue and Gray Pkwy
Dixon St
Ferry Rd
Colebrook
US-17-BR
Lansdowne Rd
Shannon Airport
Tidewater Trl
Forest Lane Rd
Kings Hwy
Mine Rd
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Hanover
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Resource Boundary

Figure 1-4
DC2RVA Project Corridor Showing Phase II Properties Within Current Report from North to South
(Map 2 of 5)

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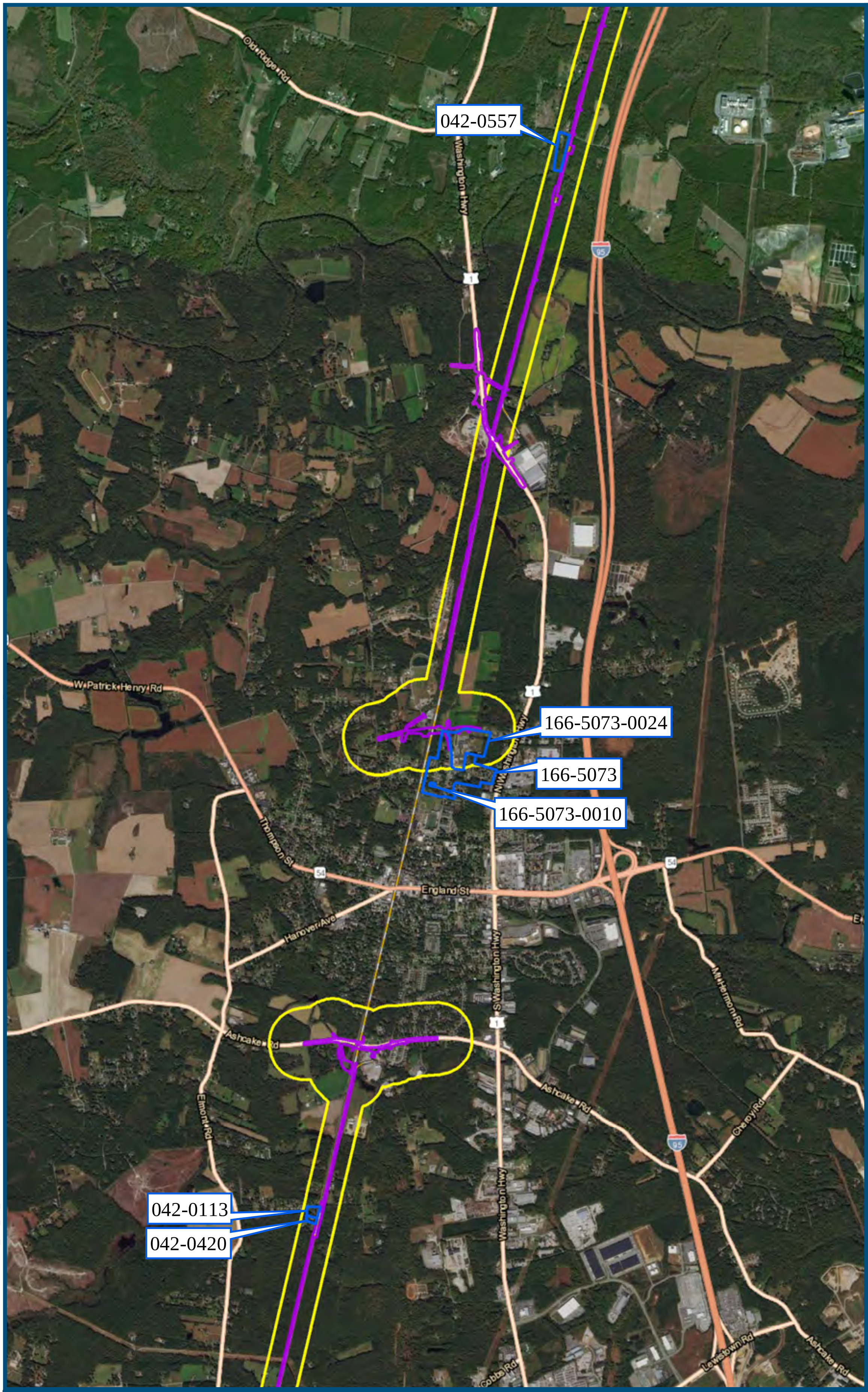
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W Patrick Henry Rd
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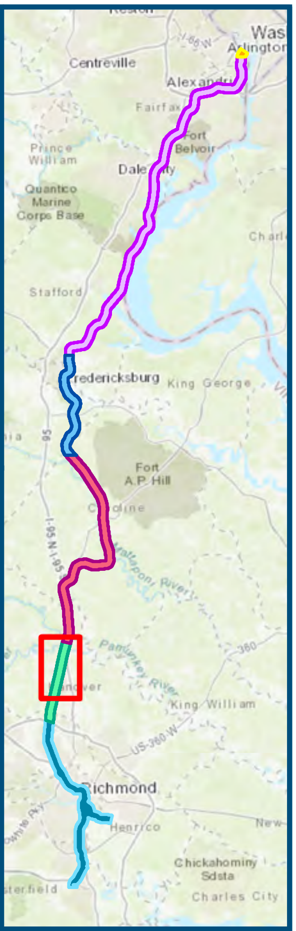
166-5073
166-5073-0010
N Washington Hwy
Thompson St
54
England St
Hanover Ave
S Washington Hwy
Ashcake Rd
Elmont Rd
Mt Hermon Rd
Cheroy Rd
042-0113
042-0420
Washington Hwy
Cobbs Rd
Lewistown Rd
Ashcake Rd


Reston
Washington
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charles
Stafford
Fredericksburg
King George
95
Fort A.P. Hill
Caroline
I-95 N
Mattaponi River
Pamunkey River
360
Hanover
King William
US-360
Richmond
Henrico
New Kent
Chickahominy Sdsta
Chesterfield
Charles City

0 2,000 4,000
Feet
0 800 1,600
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Resource Boundary

Figure 1-5
DC2RVA Project Corridor
Showing Phase II
Properties Within Current
Report from North to
South
(Map 3 of 5)

04/2018

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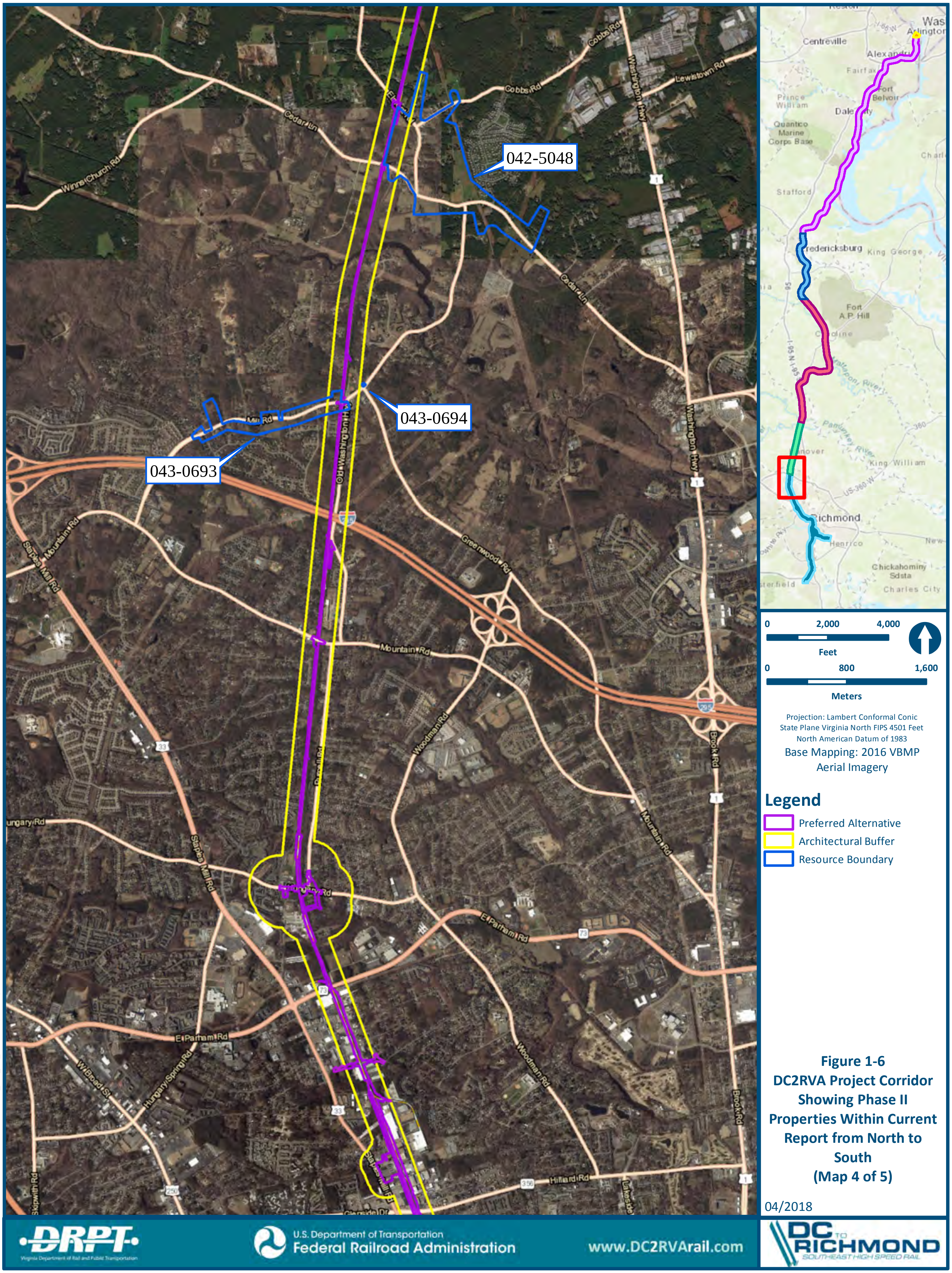
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043-0693
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Lewistown Rd
Washington Hwy
Cedar Ln
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Mill Rd
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Greenwood Rd
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Staples Mill Rd
Woodman Rd
Brook Rd
Hungary Rd
E Parham Rd
Hungary Spring Rd
W Broad St
Skipwith Rd
Hilliard Rd
Lakeside
Parrill Rd
Glenside Dr
Washington
Arlington
Centreville
Alexandria
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Stafford
Fredericksburg
King George
Fort A.P. Hill
Caroline
Mattaponi River
Pamunkey River
Hanover
King William
Richmond
Henrico
Chickahominy Sdsta
Charles City
Chesterfield
New

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Feet

0 800 1,600

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 1-6
DC2RVA Project Corridor Showing Phase II Properties Within Current Report from North to South
(Map 4 of 5)

04/2018

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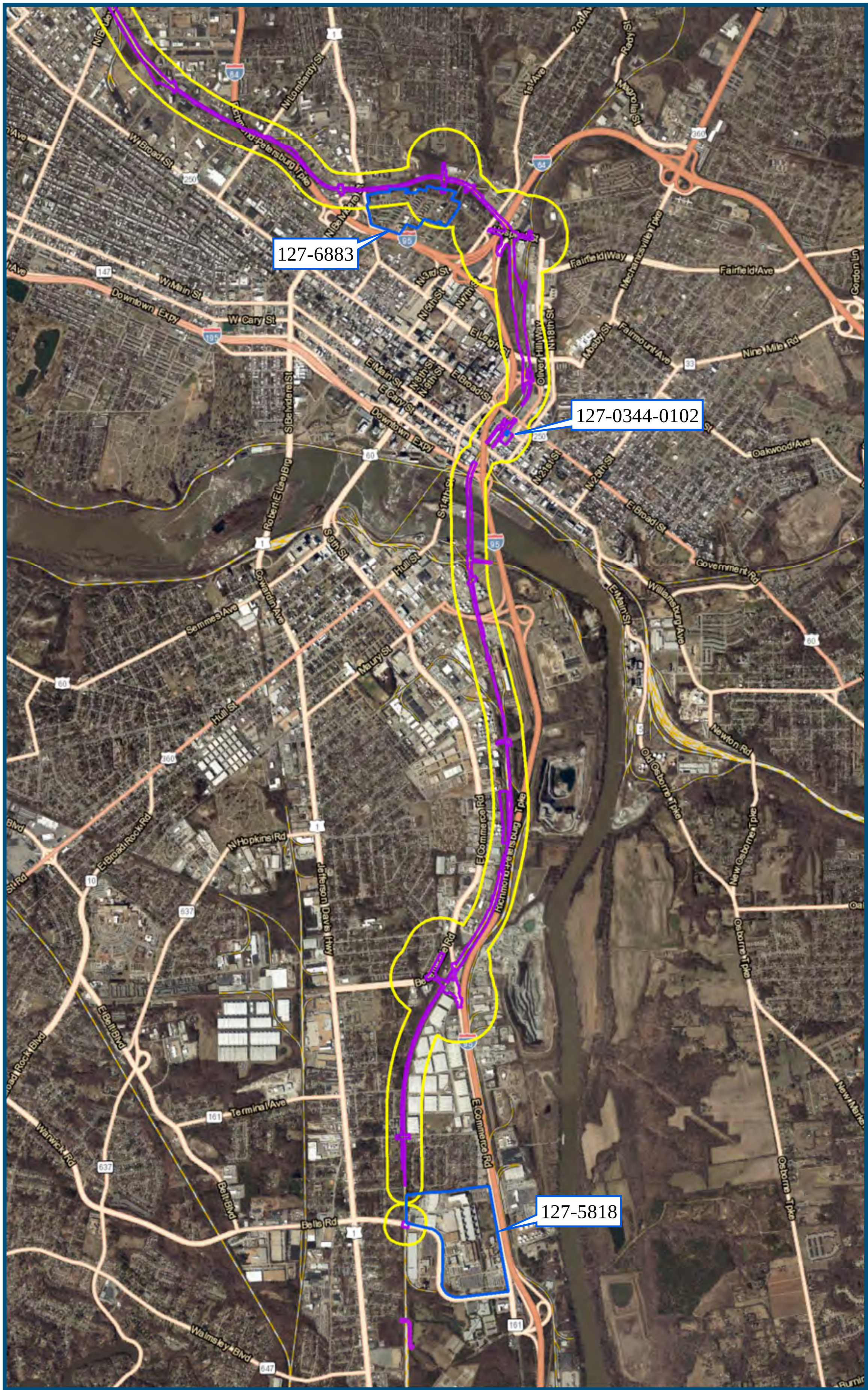
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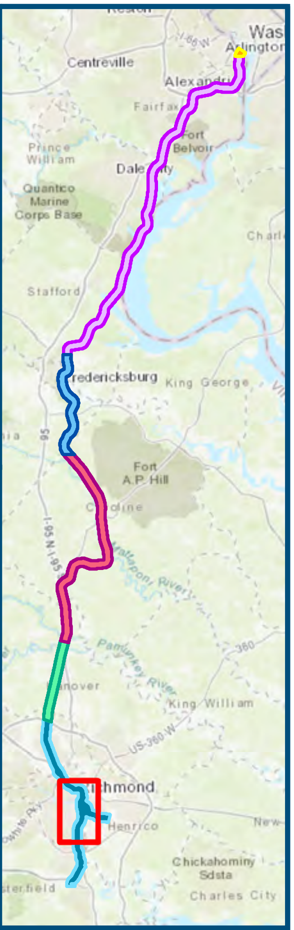
Centreville
Alexandria
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Fredericksburg
King George
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Caroline
Hanover
King William
Richmond
Henrico
Chickahominy Sdsta
Charles City
Chesterfield

0 2,000 4,000

Feet

0 800 1,600

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 1-7
DC2RVA Project Corridor Showing Phase II Properties Within Current Report from North to South
(Map 5 of 5)

04/2018

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2

METHODOLOGY

The architectural investigation for the Project was conducted to examine any historic buildings, objects, or districts over 48 years in age for NRHP eligibility concurred by the DHR to be potentially eligible for listing in the NRHP (the resource age cut-off date was established based on the schedule for the larger environmental document). Each potentially eligible resource was evaluated with regard to NRHP Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values. As part of the current survey, these architectural resources were not evaluated under Criterion D for their potential to yield information important in history. Additionally, each resource's integrity was addressed through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association. Criteria considerations were taken into account only where necessary. This report meets the standards set forth by the DHR's architectural survey manual (DHR 2017).

Field recordation included an in-depth physical examination of each resource, including the interiors when accessible; digital photographs documenting the primary elevation, oblique angles, occasionally interiors, and general setting; detailed site plans of the property and floor plans were prepared when applicable. Archival research on each resource was conducted at land record repositories for various municipalities, historical and genealogical societies, online repositories of historic records, local libraries, and the Library of Virginia.

After the architectural fieldwork, research, and evaluation was completed, the Project Team prepared separate Virginia Cultural Resource Information System (V-CRIS) forms and accompanying documentation for each recorded property in accordance with DHR policies and practices. Each V-CRIS packet includes a V-CRIS form, site plan, set of hard-copy color photographs, and a CD of digital photos for each property to meet with the current DHR standards (DHR 2017).

3 SURVEY RESULTS

Dovetail completed intensive-level architectural investigations on 52 resources potentially eligible for the NRHP, 18 of which are detailed in this chapter. The remainder of the resources are examined in separate reports.

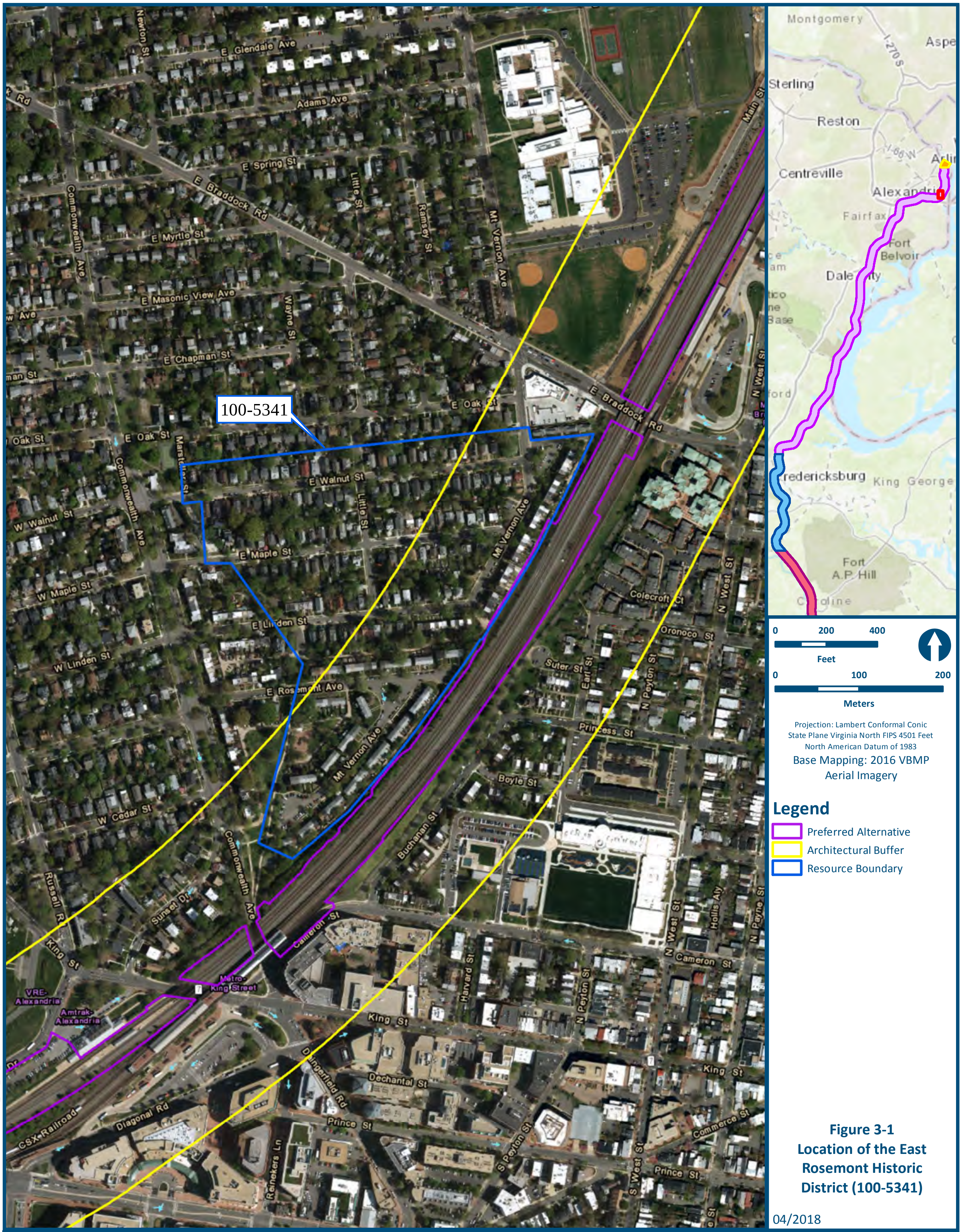
3.1 EAST ROSEMONT HISTORIC DISTRICT (100-5341)

The East Rosemont Historic District (100-5431) is an early-twentieth-century neighborhood intended as the fourth expansion of the turn-of-the-century, planned-suburban neighborhood known as Rosemont (100-0137) in Alexandria, Virginia. The grid-pattern neighborhood is bounded by the CSXT rail line (formerly the Richmond, Fredericksburg & Potomac rail line) to the south and southeast, Hooff's Run and Rosemont Historic District to the west, the north side of Walnut Street and a subdivision known as Rosemont Park to the north, and Braddock Road to the northeast (Figure 3-1).

3.1.1 Historic Context

The area in which East Rosemont Historic District lies was historically within the boundaries of the District of Columbia; however, by 1846, this side of Washington, D.C. was retroceded back to Virginia, becoming part of Alexandria County and then Arlington County by 1920. The area of study was annexed into the City of Alexandria in 1915, prior to its development (City of Alexandria Office of Historic Preservation 2017). The East Rosemont neighborhood stems from the NRHP-listed Rosemont Historic District (100-0137) which is located immediately to the west and encompasses 84 acres of planned, well-landscaped, residential lots (Maxwell and Massey 1992). Development of Rosemont began in the 1890s after the subdivision was platted by the Spring Park Improvement Company in hopes of producing a City Beautiful-inspired suburb (City of Alexandria Office of Historic Preservation 2017). However, construction did not begin until 1908 when the Rosemont Development Corporation was formed.

As in most areas in the United States at the time, suburban development was directly related to transportation routes, especially railroad lines, trolley lines, and overland routes. The growth and development of the Rosemont and East Rosemont districts was partially tied to the success of the Washington, Alexandria, and Mount Vernon Electric Railway, which ran north to south along what is now Commonwealth Avenue providing local transportation from Mount Vernon, through Alexandria, and into Washington, D.C. beginning in 1892 (Figure 3-2) (City of Alexandria Office of Historic Preservation 2017). Multiple stops were located along Commonwealth Avenue in the area between the tracks, what is now the median, and trains ran frequently from the early morning to late evening (Ness 2008). Also related to this suburban development was the opening of the Alexandria Union Station in 1905 and the Potomac Yard in 1906, bringing workers in need of local and affordable housing (City of Alexandria Office of Historic Preservation 2017).



100-5341
Newton St
E Glendale Ave
Adams Ave
E Spring St
E Braddock Rd
Commonwealth Ave
E Myrtle St
Little St
Ramsey St
Mt Vernon Ave
Main St
E Masonic View Ave
Wayne St
E Chapman St
E Oak St
Oak St
Marshall St
E Walnut St
W Walnut St
E Maple St
W Maple St
E Linden St
W Linden St
E Rosemont Ave
W Cedar St
Russell Rd
King St
Sunset Dr
Cameron St
Metro-King Street
VRE-Alexandria
Amtrak-Alexandria
CSX Railroad
Diagonal Rd
Dangerfield Rd
Dechantal St
Prince St
Reinekers Ln
S Peyton St
S West St
Commerce St
N West St
Colecroft Ct
Oronoco St
Suter St
Earl St
N Peyton St
Princess St
Boyle St
Buchanan St
Harvard St
N Payne St
Hollis Aly
Montgomery
Aspe
Sterling
Reston
I-270 S
I-66 W
Arli
Centreville
Alexandria
Fairfax
Fort Belvoir
Dale City
Fredericksburg
King George
Fort A.P. Hill
Caroline
0
200
400
Feet
0
100
200
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery
Legend
Preferred Alternative
Architectural Buffer
Resource Boundary

Figure 3-1
Location of the East Rosemont Historic District (100-5341)

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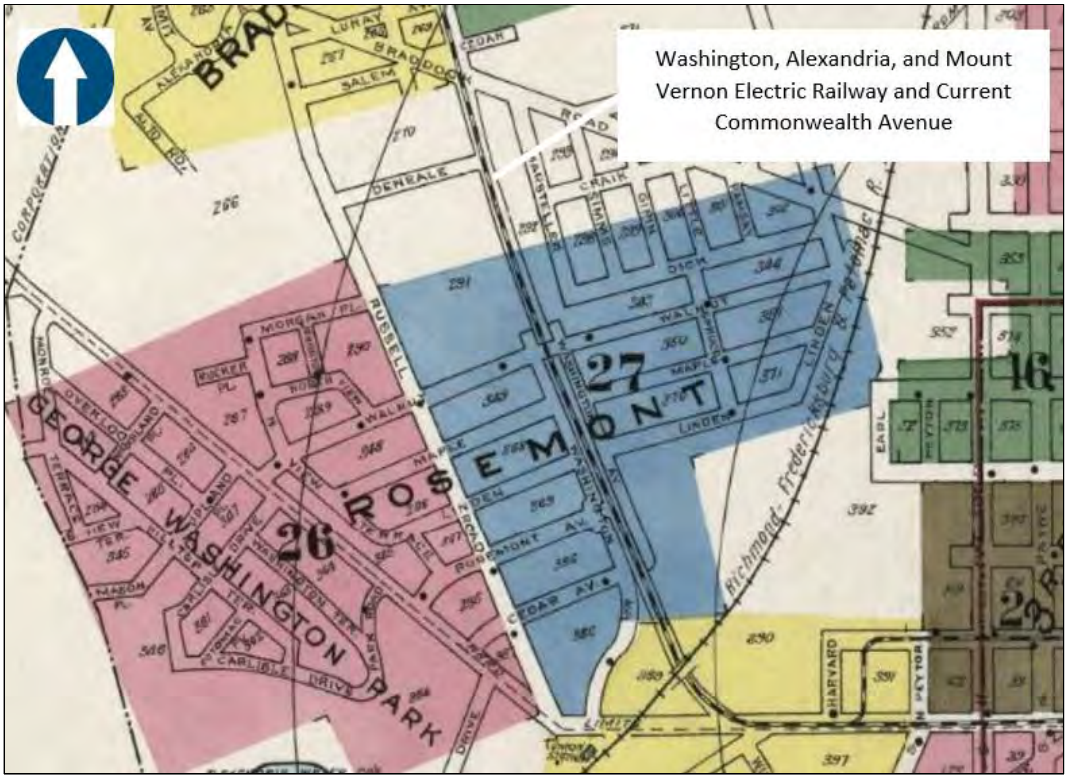

Washington, Alexandria, and Mount Vernon Electric Railway and Current Commonwealth Avenue

FIGURE 3-2: 1921 OVERVIEW SANBORN MAP OF THE ROSEMONT AREA (SANBORN MAP COMPANY 1921) (NOT TO SCALE)

Another influence in suburbanization at this time was the City Beautiful Movement. In the 1890s and early years of the twentieth century, Americans struggled with social unrest, economic depression, and overcrowded urban centers (Rose 1996). Architect and planner Daniel Burnham, a leading proponent of the movement, suggested that a "reform of the landscape… to complement the burgeoning reforms in other areas of society" would in turn spark civic loyalty and general health and wellness within the cities (Hines 1974:155). In conjunction with the expansion of public transportation, "advances in city planning associated with the City Beautiful movement began to influence both the location and design of residential subdivisions" (Ames and McClelland 2002:34). Although East Rosemont appears to follow trends of the earlier planned rectilinear Rosemont suburb with a modified grid-iron plan that was centered around a form of transportation, it also embodies several of the earlier City Beautiful movement principles such as "a general plan of development, specifications and standards, and the use of deed restrictions [which] became essential elements used by developers and designers to control house design, ensure quality and harmony of construction, and create spatial organization suitable for fine homes in a park setting" (Ames and McClelland 2002:37–41).

Construction in East Rosemont began around 1918 shortly after it was platted by the Rosemont Development Company, Incorporated (Inc.) on smaller lots than those in Rosemont; however, room was still left for front and rear yards (City of Alexandria Deed Book [CADB] 67:152–153; Maxwell and Massey 1992; United States Department of Agriculture [USDA] 1915). Three restrictions were applied to the lots, which all were utility- or infrastructure-related. Lots in the initial platting were located in blocks between Dick (now Oak) Street to the north, Washington Avenue to the west, and south side of Linden Street to the south, with the RF&P Railroad to the west, and they were the first to be subdivided and developed. They measured between 4,000 and 4,600 square feet compared to the average 8,435 square feet of the first section of Rosemont to the west.

A different architectural approach to houses in East Rosemont was taken as well, as they were aimed more at the working class such as the local railroad and industrial workers who worked north, east, and south of Rosemont (Levine et al. 1983). They were generally smaller structures of frame construction, less expensive than anything west of the streetcar line and Commonwealth Avenue (Levine et al. 1983). Stylistically, the dwellings were initially constructed as "middle-of-the-range examples of early-twentieth century-styles" with a "conservative, solidly middle-class approach to each style represented," similar to the first three sections of Rosemont but at a lesser scale (Maxwell and Massey 1992). Research did not reveal any particularly important architects or builders for this section of East Rosemont. It is likely that various development companies and homeowners utilized influential plan or pattern books, popular magazines, mail-order catalogs, or pre-cut house catalogs of the period and adapted them to reduce cost (Alexandria Library: Special Collections Records n.d.; Ames and McClelland 2002:52–56).

A 1921 Sanborn Fire and Insurance Map indicates that all dwellings in East Rosemont were frame and one- to two-stories in height (Sanborn Map Company 1921). In the center of the north side of Block 343, bounded by Dick Street (now Oak Street), Spruce Street, Walnut Street, and Washington Avenue (now Commonwealth Avenue), is the only two-story, brick-veneered dwelling with a large, frame, accessory building. The remainder are frame dwellings, signaling the more working-class atmosphere for the neighborhood, and they stand in contrast to the original Rosemont section which mainly used masonry construction by this time (Figure 3-3). Other commercial or civic buildings constructed by 1921 included auto-related buildings and a post office (Sanborn Map Company 1921).

Initially, Hooff's Run, a small waterway which runs northwest to south on the east side of Commonwealth Avenue, was left undeveloped. By the 1940s, the waterway had been partially infilled, most likely due to problems such as trash disposal, insect breeding, and disease (Cressey 1995; Levine et al. 1983). The electric railway terminated service in 1932 after continuous decline in ridership due to cheaper public vehicular transportation (Ness 2008). In 1946, Washington Avenue was renamed Commonwealth Avenue and approximately 75 percent of the lots in the section were built upon. By 1959, townhouses were constructed in all the open lots along the south side of E. Linden Avenue and in "Block 629," the southern triangular tip south of E. Linden Street (Figure 3-4) (Levine et al. 1983). Mt. Vernon and Rosemont avenues were extended east into "Block 629" to provide access to the townhouses constructed there.

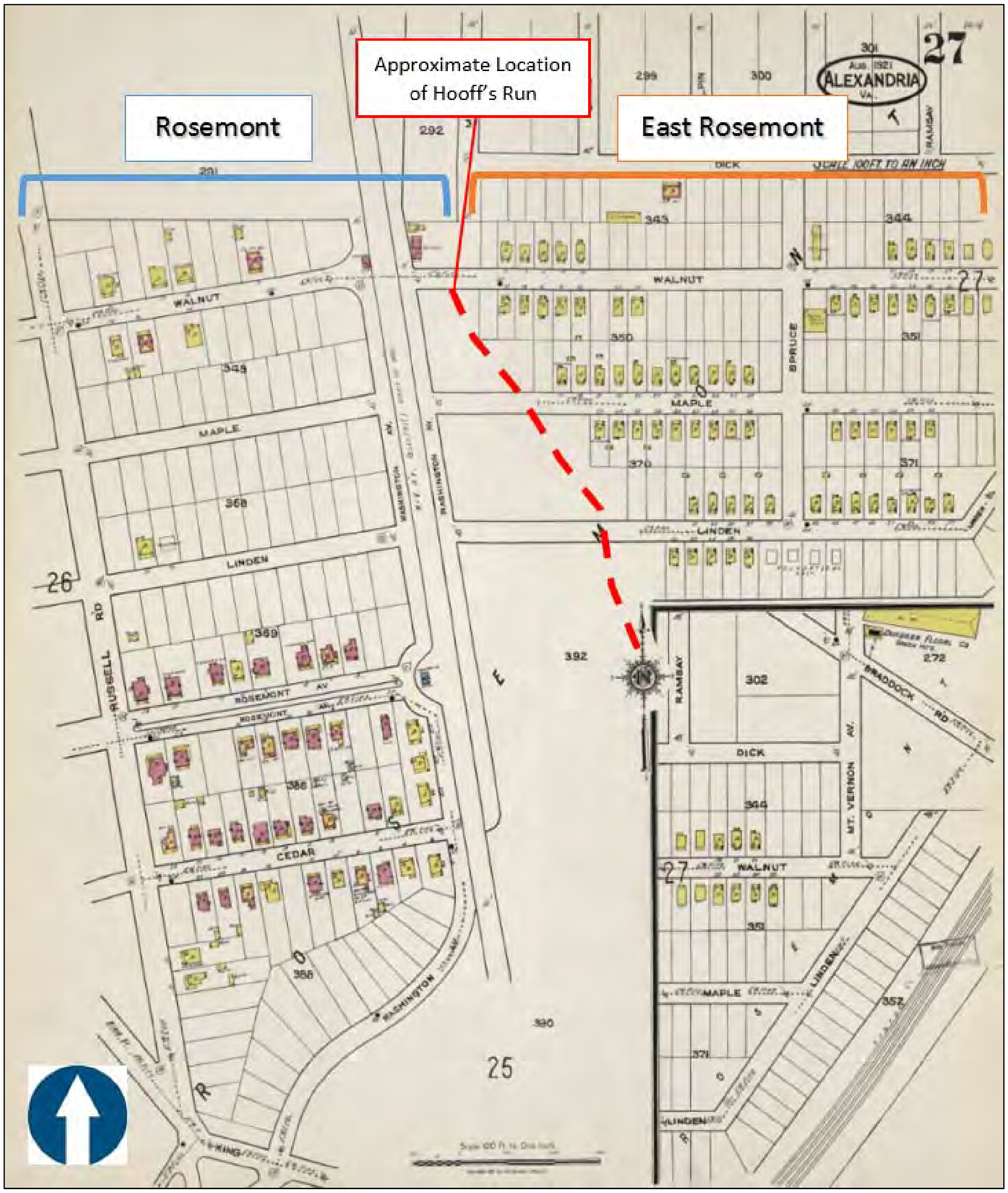

Approximate Location of Hooff's Run
Rosemont
East Rosemont
ALEXANDRIA VA.
Aug. 1921
27
26
25
SCALE 100FT TO AN INCH
WALNUT
MAPLE
LINDEN
DICK
CEDAR
ROSEMONT AV
RUSSELL RD
WASHINGTON
SPRUCE
RAMSAY
MT. VERNON AV.
BRADDOCK RD
KING

FIGURE 3-3: 1921 SANBORN DETAIL OF ROSEMONT AREA (SANBORN MAP COMPANY 1921). NOTE THE RELATIVELY SMALLER LOTS AND CONCENTRATION OF FRAME HOUSING IN THE EAST ROSEMENT SECTION (RIGHT) COMPARED TO LARGER LOTS AND VARYING MASONRY CONSTRUCTION IN THE ORIGINAL ROSEMONT SECTION (LEFT).

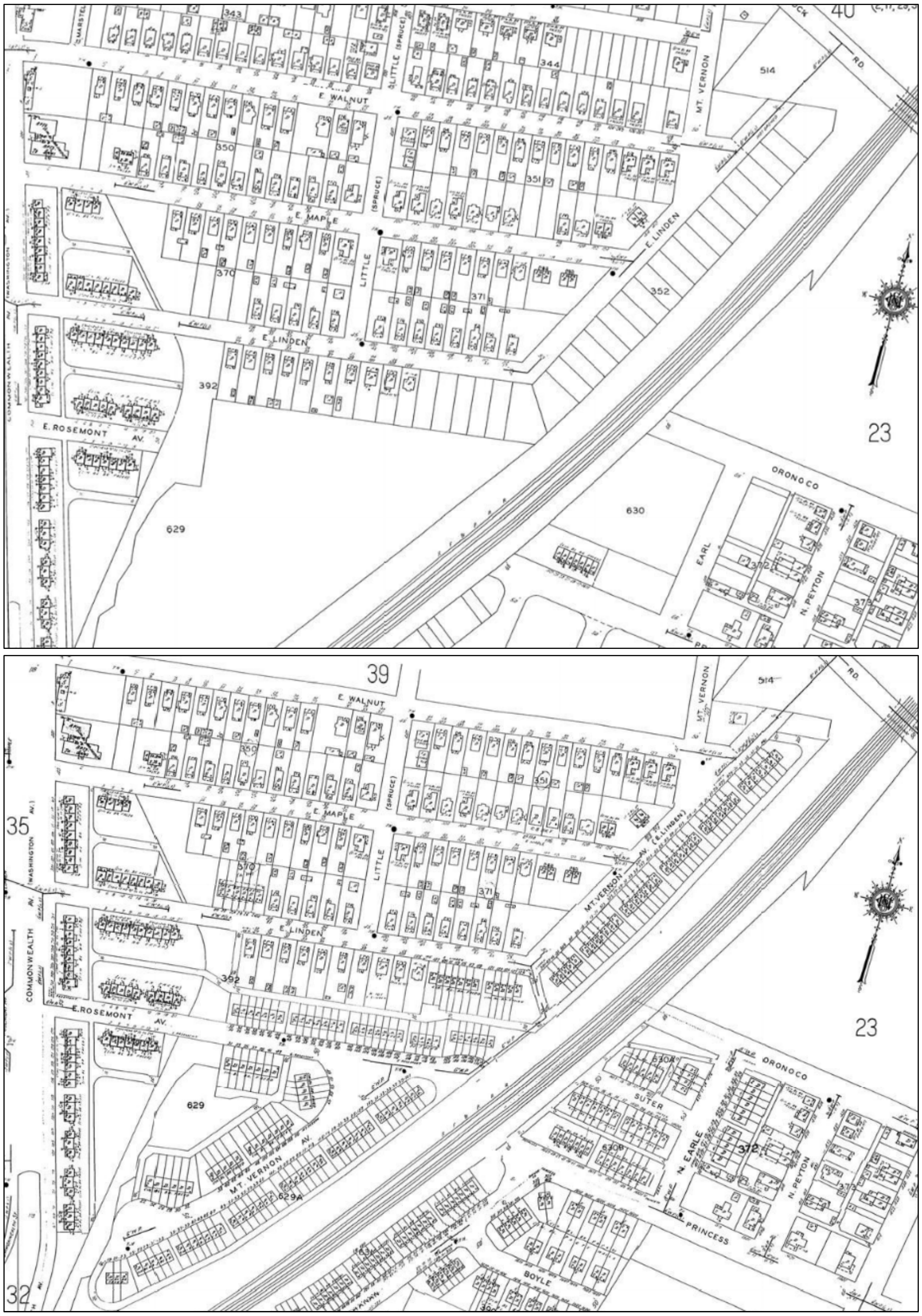

E. WALNUT
E. MAPLE
E. LINDEN
E. ROSEMONT AV.
LITTLE (SPRUCE)
MT. VERNON
COMMONWEALTH
WASHINGTON
ORONOCO
EARL
N. PEYTON
SUTER
N. EARLE
PRINCESS
BOYLE
MT. VERNON AV.
RD.
343
344
350
351
352
370
371
372
392
514
629
629A
630
630A
630B
23
35
32
39
40

FIGURE 3-4: 1941 (TOP) AND 1959 (BOTTOM) SANBORN FIRE AND INSURANCE MAPS SHOWING CONSTRUCTION GROWTH DURING THE TWO DECADES VISIBLE IN THE SOUTHERN AND EASTERN PORTIONS OF THE DISTRICT (SANBORN MAP COMPANY 1941A, 1959) (NOT TO SCALE)

3.1.2 Architectural Description

East Rosemont Historic District is a planned, suburban neighborhood comprising approximately 30 acres platted in Alexandria, Virginia in 1918. The oldest portion of the subdivision is primarily laid out in a grid-iron plan with E. Walnut, E. Maple, and E. Linden streets extending east from Commonwealth Avenue towards Mt. Vernon Avenue that run parallel with the railroad tracks. Little Street, formerly called Spruce Street, runs north-south connecting Linden through Walnut streets and further north to the Rosemont Park subdivision. All blocks are lined with a poured-concrete, public sidewalk with a raised concrete curb. Grassy median strips are situated between most sidewalks and curbs and are dotted by matured deciduous trees with some small plantings also observed in these areas. The circa-1950s portions of E. Linden Street and Mt. Vernon Avenue, as well as E. Rosemont Avenue containing townhouses, have on-street parking, and feature alleyways that run behind the multi-family buildings. A late-twentieth-century park and children's playground, known as Blue Park Playground, is located on the west side of the townhouses on Mt. Vernon Avenue.

A majority of the single-family dwellings are similarly set back on flat landscaped lots measuring an average of 4,300 square feet and covered primarily in manicured lawns (Figure 3-5). However, most single-family dwelling on the south side of E. Linden Street are set high on a hill and feature rusticated stone, wood, or concrete-block retaining walls along the north side (i.e., 33 E. Linden Street through 103 E. Linden Street). Occasionally in other areas of the subdivision, lots are fronted by a knee-high, retaining wall. Many single-family lots along E. Linden, E. Maple, and E. Walnut streets have a single-vehicle driveway on either side of the dwelling that is accessed from the street; it is rare for a driveway to lead to a corresponding garage (i.e., 101 E. Walnut Street and 100 E. Walnut Street).

Most single-family dwellings are of frame construction, one to two stories in height, range from two to three bays wide, and were built between 1918 and 1941 (Figure 3-6). Architectural styles used are fairly muted and vernacular to the area and class for which they were constructed with elements of the Craftsman, Queen Anne, Colonial and Classical Revival, and Minimal Traditional styles. These subdued characteristics can be observed through porch columns, roof type or eave/ cornice detail, or fenestration. Building forms observed during the survey included central or side passage, Cape Cod, and bungalow. Original exterior materials included wood, asbestos, or aluminum siding; brick veneer; or stucco. However, replacement materials are fairly common. Roof types include gabled or hipped examples, mainly sheathed in asphalt shingles. The gambrel roof type was noted infrequently (i.e., 107 E. Walnut Street). One-and-one-half-story examples feature primarily front-gable or hipped dormers. Chimneys vary in placement and are primarily composed of brick, although some sided and metal flues were observed.

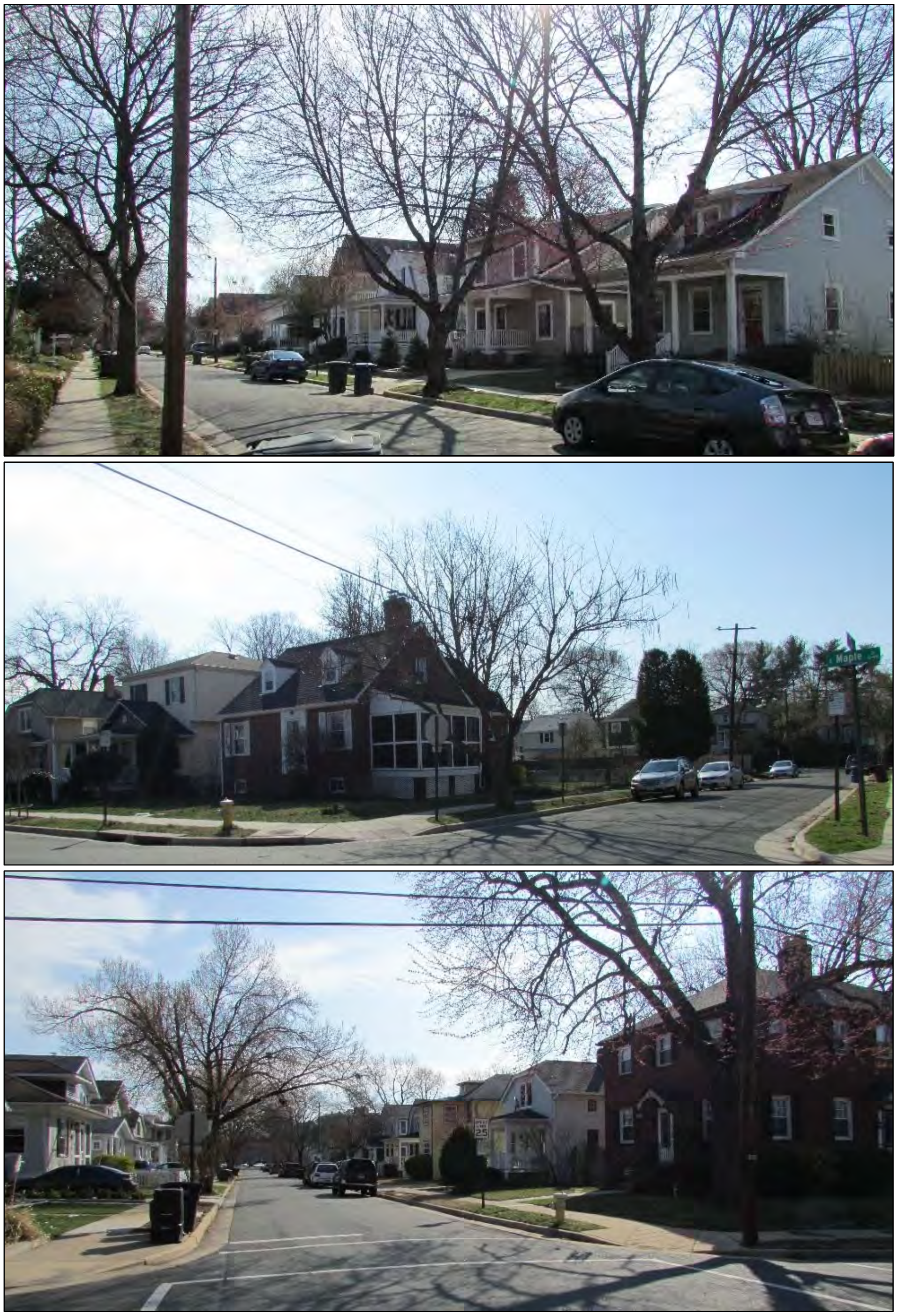


FIGURE 3-5: E. MAPLE STREET, LOOKING NORTHWEST FROM MT. VERNON AVENUE (TOP); INTERSECTION OF E. WALNUT AND LITTLE STREETS FROM LITTLE STREET (MIDDLE); E. WALNUT STREET FROM LITTLE STREET (BOTTOM)

Entrances are typically filled with a single-leaf door of wood or metal with little ornamentation. Windows are primarily single rather than paired and filled with double-hung sashes, a majority of which are replacements. At times, windows are flanked by fixed, wood or aluminum, louvered or paneled shutters. Many single-family dwellings within the subdivision feature a full-width, one-story porch along the façade or, at times, recessed underneath the roof; some have been screened or enclosed as a later modification. Entry porches covered by awnings or pent roofs and uncovered stoops were also observed. It was not uncommon to observe rear additions, some of which were larger in scale than the core of the building (Figure 3-7). The additions are typically one to two stories in height, are partial or full width, and clad in similar exterior materials observed thought the neighborhood.

Other building types within the subdivision include duplexes and townhouses. Unadorned duplexes constructed between 1935 and 1950 at the intersection of E. Maple Street and Mt. Vernon Avenue, and several on Walnut Street, are two stories in height and clad in a common-bond brick veneer. They are covered with low-pitched hipped or flat roofs with parapet walls. Each half of the building features its own separate entrance in the façade, which are similar fenestration to other dwellings in the subdivision. Townhouses in East Rosemont were constructed between 1945 and 1950 in groupings of five to seven units (City of Alexandria 2018). Similar to the duplexes, they are clad in a common-bond brick veneer and each unit features its own entrance in the façade. The older townhouse buildings along the northern end of Mt. Vernon Avenue and E. Linden Street feature decorative brick detailing typical of the Colonial Revival style. Townhouses along Rosemont and the southern end of Mt. Vernon Avenue are covered with a continuous side-gabled roof sheathed in asphalt singles, while those along E. Linden Street and the northern end of Mt. Vernon Avenue are covered by flat roofs (Figure 3-8). Fenestration includes single and paired, double-hung-sash windows varying in one-over-one, vinyl, replacements and six-over-six, wood-frames. Infrequently, metal-frame casement windows were observed in the older townhouses. At times, windows are flanked by fixed, louvered or paneled shutters composed of wood or aluminum. The older townhomes' primary entrances typically feature a Colonial-Revival or Classical-Revival-styled door surround and are accessed by partial-width concrete or brick stoops or full-width porches.

Most of the development in East Rosemont dates between 1918 and 1950, but some infill was noted during the current survey. One example is located at 308 Mt. Vernon Avenue where a circa-2017, two-story, duplex was constructed.

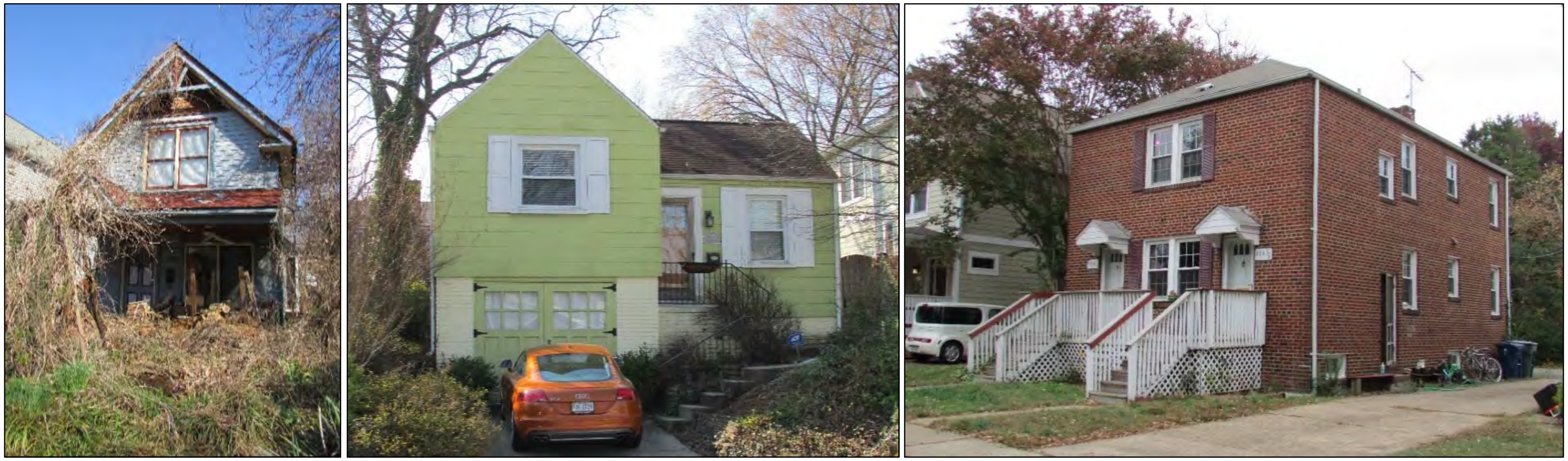


FIGURE 3-6: HOUSE AT 30 E. LINDEN STREET, SOUTHEAST ELEVATION (LEFT); HOUSE AT 105 E. LINDEN STREET, NORTH ELEVATION (MIDDLE); DUPLEX AT 124 E. WALNUT STREET (100-5347), SOUTHEAST OBLIQUE (RIGHT)

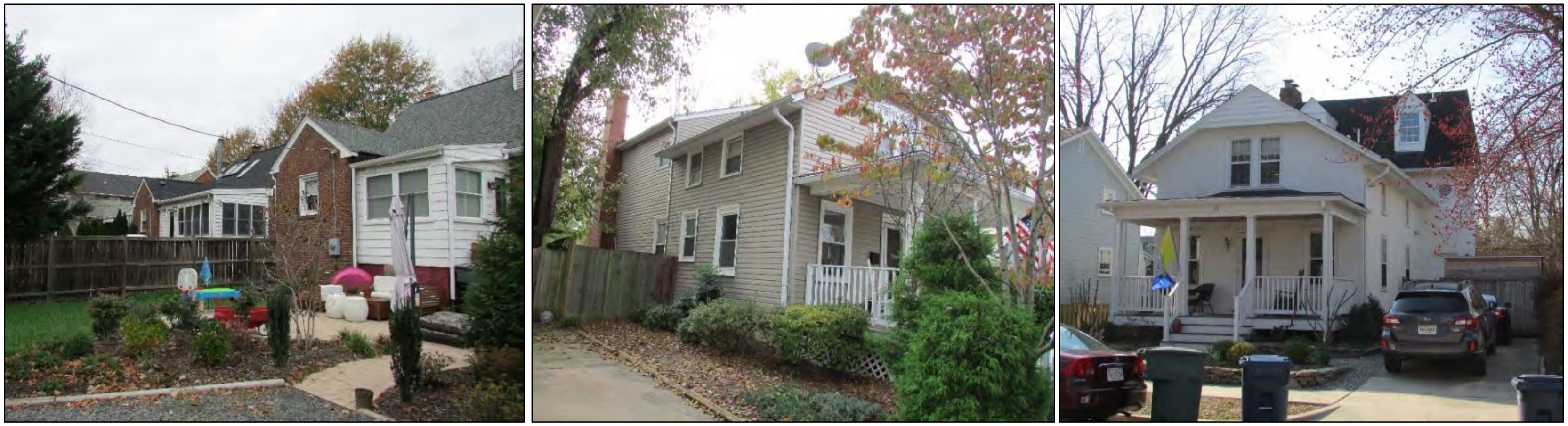


FIGURE 3-7: HOUSE AT 127 E. WALNUT STREET (100-5351), LOOKING NORTHWEST (LEFT); HOUSE AT 105 E. MAPLE STREET (100-5375), NORTHEAST OBLIQUE (MIDDLE); HOUSE AT 17 E. MAPLE ST, NORTHEAST ELEVATION (RIGHT)

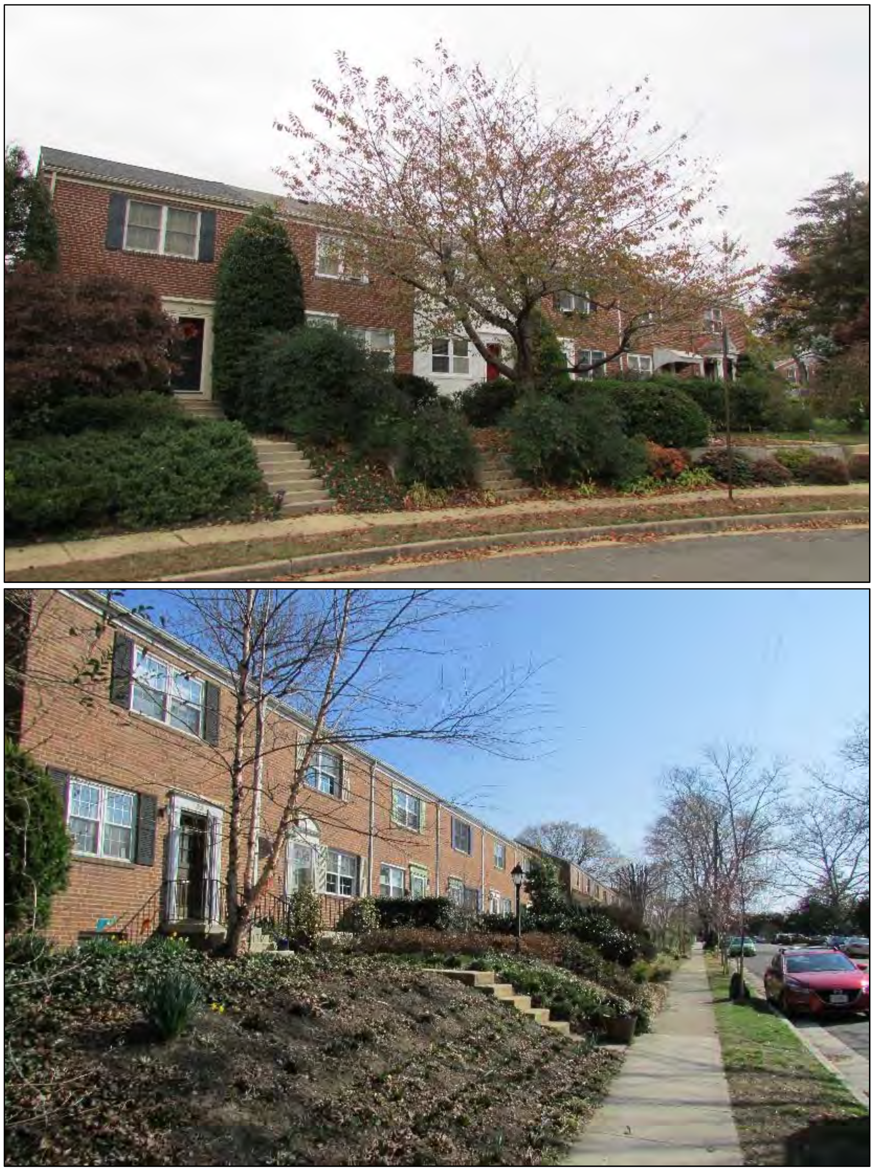


FIGURE 3-8: TOWNHOUSES AT 22–32 MT. VERNON AVENUE (100-5397), LOOKING NORTH (TOP); 32–44 E. ROSEMONT AVENUE, LOOKING EAST (BOTTOM)

3.1.3 NRHP Evaluation

The East Rosemont Historic District is an early-twentieth-century planned suburban development in Alexandria boasting a mixture of vernacular, middle-class, single- and multi-family housing. It was platted as the fourth section of the neighboring NRHP-listed Rosemont (100-0137) subdivision. Originally, the subdivision was platted for single-family, detached houses. Although no high-style examples are included in the district, vernacular dwellings with elements of the Craftsman, Colonial Revival, and Classical Revival styles were observed, hinting to the social and economic conditions of the residents during that period. The southern portion of the subdivision was developed for multi-family townhomes in the mid-twentieth century, detracting from the original character of the neighborhood and negatively impacting the resource's integrity of design. While only one example of modern infill was observed during the current survey, many dwellings within the district feature over-sized additions and recent modifications that diminish the district's historic integrity of materials, workmanship, feeling, and association. However, the district retains has a high level of integrity in location and setting.

The NPS outlines that a suburban residential neighborhood can be eligible for the NRHP under Criterion A "for their association with important events or patterns in community history or patterns in community history or with groups of residents who collectively made important contributions to the area's prosperity or identity as a place of industry, government, education, or social reform" (Ames and McClelland 2002:95). An excellent example of such a community is the Town of Potomac Historic District (100-0136) in Alexandria, Virginia. Platted in 1894 and developed in 1908, the Town of Potomac Historic District is composed of the multiple subdivisions of Del Ray, St. Elmo, and Abingdon among others, and is listed in the NRHP for its excellent representation of a late-nineteenth- and early-twentieth-century commuter and streetcar suburb (Escherich 1991). Another example of a planned community is the original Rosemont neighborhood. This community was the first planned development in this area and embodies the tenants of turn of the century neighborhood planning, which is still reflected in the streetscapes and neighborhood flow today. Although East Rosemont is also an early-twentieth-century suburban neighborhood developed along the same streetcar railway, it is not a particularly unique or outstanding example of such a subdivision and possesses a relatively low historic integrity. There are no outstanding connections between this district and a notable event. Consequently, the DC2RVA team recommends the East Rosemount Historic District not eligible for the NRHP under Criterion A.

For a suburban development to be eligible for the NRHP under Criterion B, it needs to be "directly associated with one or more individuals who made important contributions to history" (Ames and McClelland 2002:95). The resource is not known to be associated with one significant person from history; therefore, it is recommended not eligible under Criterion B.

According to the NPS Bulletin for the evaluation of historic residential suburbs, "historic residential suburbs often reflect popular national trends in subdivision design… they may also reflect popular architectural styles, housing types, and principles of landscape architecture" (Ames and McClelland 202:95). The Rosemont Historic District (100-0137) is listed in the NRHP under Criteria A and C as a suburban neighborhood developed as a result of "the ever-deepening penetration of the trolley line" in the surrounding areas of Washington, D.C. that "exhibits remarkable cohesiveness and has remained essentially intact" (Maxwell and Massey 1992). The East Rosemont Historic District reflects popular trends in keeping with local subdivision design but is not a good example of its property type. Moreover, many of the buildings within the district exhibit modifications to their original scale and massing, resulting in a different visual aesthetic and building design than originally created. These changes have resulted in a loss of cohesiveness amongst the building's designs that is seen in other, contemporary planned neighborhoods. Research did not identify a well-renowned architect, builder, or developer is associated with the district. Therefore, the East Rosemont Historic District is recommended not eligible for the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

In sum, the East Rosemont Historic District is **recommended not eligible for the NRHP under Criterion A–C.**

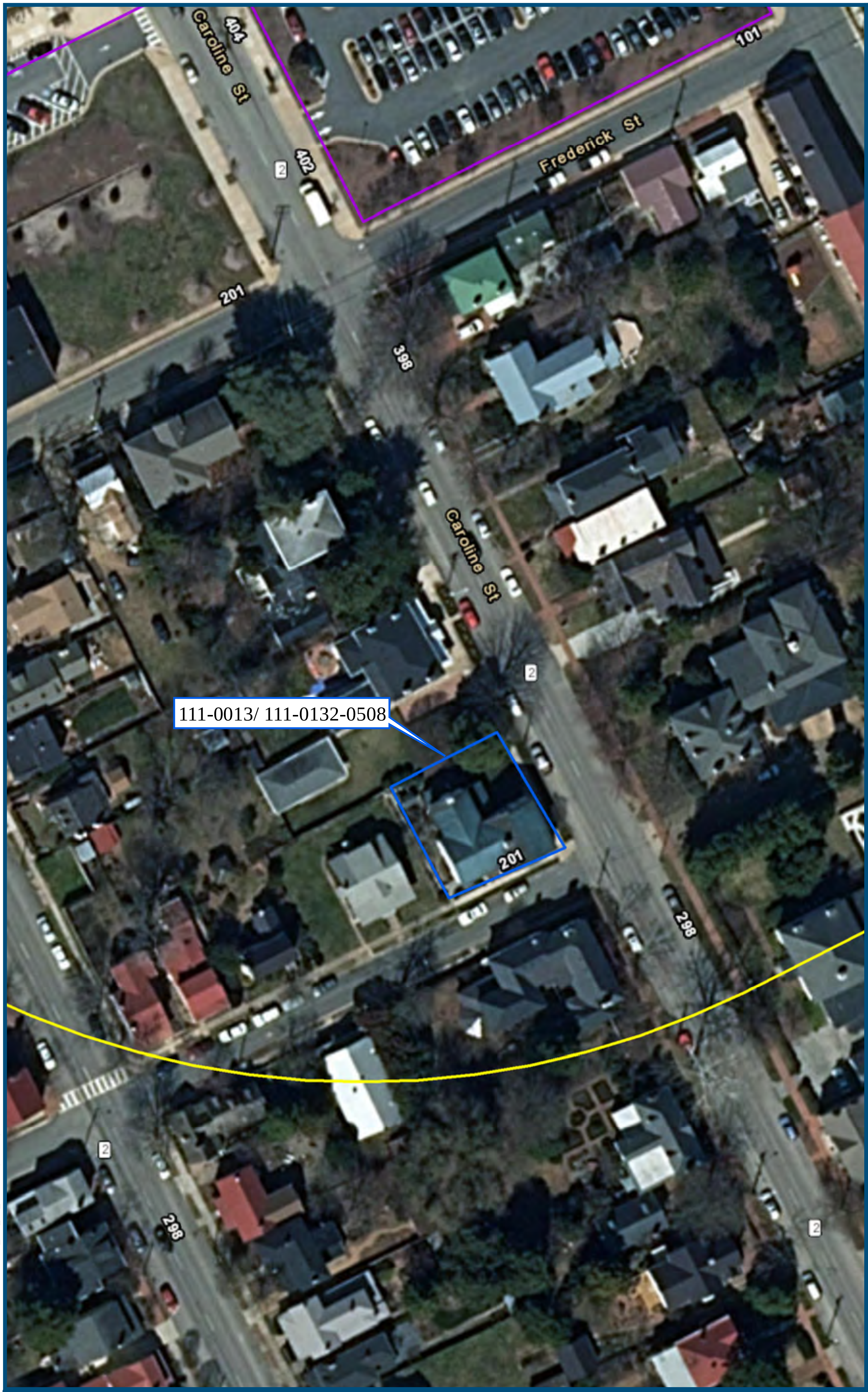
3.2 CHANCELLOR HOUSE (111-0013/ 111-0132-0508)

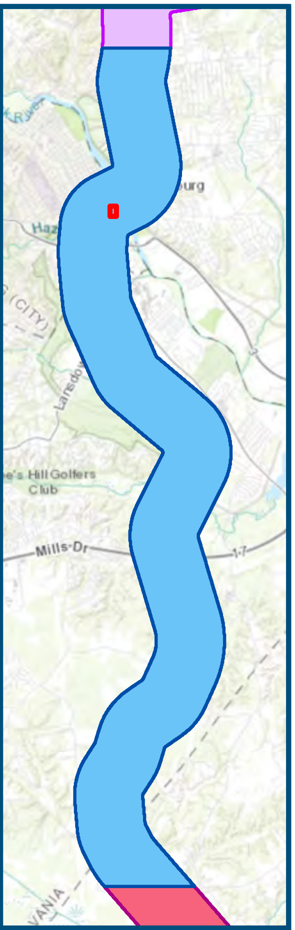
The Chancellor House (111-0013/ 111-0132-0508) at 300 Caroline Street is located at the west corner of the intersection of Caroline and Princess Elizabeth streets in Fredericksburg Virginia. The resource, which faces northeast onto Caroline Street, is located on a small 0.11-acre lot that is covered primarily by the dwelling as well as a manicured lawn (Figure 3-9). A picket fence encloses the southwest and northwest portions of the lot. A public sidewalk parallels Caroline and Princess Elizabeth Streets, providing pedestrian access to the resource. A circa-1990 prefabricated shed is located in the western corner of the lot.

3.2.1 Historic Context

The turn of the eighteenth century was a period of significant growth for Fredericksburg. The town, as well as Virginia as a whole, was seeing a shift from an exclusively agricultural society to one with well-developed towns and cities (Fredericksburgva.gov n.d.). Much of the development at that time in Fredericksburg was a result of the port, which due to the fall line, was the last navigable port on the Rappahannock River.

In 1802, John Mortimer purchased the property that would become the Chancellor House from John Minor, who had purchased the land from the estate of Captain William Lewis just one year prior (City of Fredericksburg Deed Book [CFDB] D:346, D:452). Mortimer held several other lots in Fredericksburg, and the parcel at 300 Caroline Street remained vacant during his ownership (Wilson 2002: 319). In 1811 he sold the lot, noted as lot #244 on the 1806 plat of Fredericksburg by Bartholomew Fuller, for $250 to John W. Green (Figure 3-10) (CFDB D:438). John W. Green likely built the house shortly after purchasing the land; the dwelling, as well as a frame kitchen and stable, were insured for $5,100 in 1815 (University of Mary Washington Department of Historic Preservation 2013). This construction date is supported by the Federal styling of the dwelling as well as the use of masonry, as it was built about five years after the Fredericksburg Fire of 1807 (Historic Fredericksburg Foundation, Inc. [HFFI] n.d.a).


Caroline St
404
101
Frederick St
2
402
201
398
Caroline St
2
111-0013/ 111-0132-0508
201
298
2
298
2


River
burg
Haz
(CITY)
Lansdowne
's Hill Golfers Club
Mills Dr
17
VANIA

0 30 60
Feet

0 10 20
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Resource Boundary

Figure 3-9
Location of the Chancellor House
(111-0013/ 111-0132-0508)

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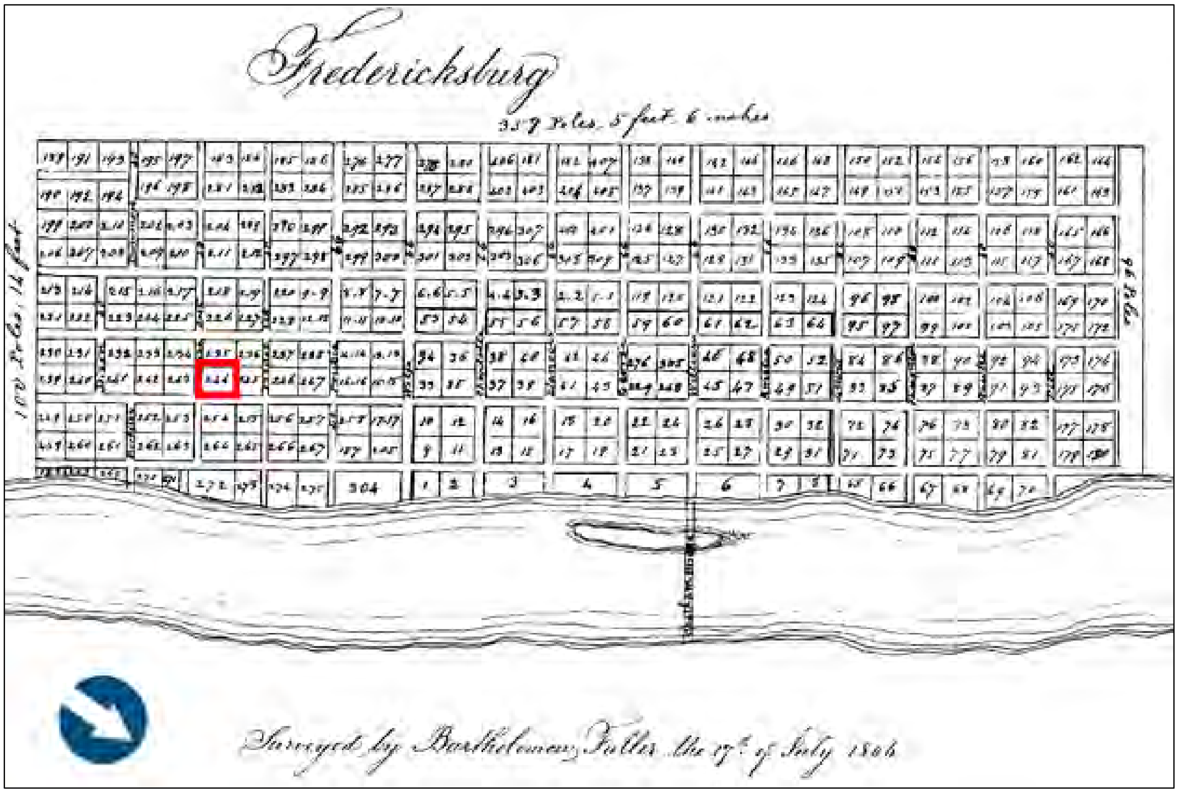

Fredericksburg
357 Poles 5 feet 6 inches
100 Poles 14 feet
96 Poles
244
Surveyed by Bartholomew Fuller the 17th of July 1806

FIGURE 3-10: 1806 SURVEY OF FREDERICKSBURG BY BARTHOLOMEW FULLER (FULLER 1806). NOTE LOT 244 OUTLINED IN RED. (MAP NOT TO SCALE)

John Green did not live in the house long as he enlisted in the army during the War of 1812 and, shortly after his return, he was appointed as a judge for the Virginia Court of Appeals in Culpeper (HFFI n.d.a). He moved to Culpeper and used the house at 300 Caroline Street as a rental, with his son acting as the building manager (HFFI n.d.a). Around 1827, the slave trading firm of Smith and Finnall rented the house, likely due to its close proximity to the docks. At the beginning of the nineteenth century, the mid-Atlantic agricultural economy changed from labor-intensive crops such as tobacco to less labor-intensive goods such as wheat. This change in agricultural practice resulted in an overabundance of enslaved labor in the mid-Atlantic region. This is in stark contrast to areas further south, where tobacco, rice, indigo, and other labor-heavy crops were king (Laird 2010:6). This resulted in what has been called the "interstate slave trade" in America, where enslaved people from the upper south and mid-Atlantic were bought by traders and sold further south (Gudmestad 1993).

Mary Berkeley Minor Blackford, who lived down the street from the Chancellor House, wrote in her journal titled "Noted Illustrative of the Wrongs of Slavery" about what she witnessed while Smith and Finnall occupied the house (Hennessy 2011):

> There is within a few yards of our house…a tolerably large brick house owned by Judge Green…By deceiving [Judge Green's] son as to their object, the Negro traders, Smith and Finnall, bought the property to turn into a jail to put the slaves they purchased for the Southern Market in.

She went on to describe how bars were put on the windows and a "slave pen" was constructed in the rear and side yard writing:

> They have now nearly completed a brick wall 16 feet high so as to form a small yard behind the house in which these innocent prisoners can come out to take the air… Every time I passed the wall and saw the poor Negroes working on it (not knowing but that they themselves might be the first to be confined there), my heart seemed bursting with indignation at the great wrong to be committed. Yet what was to be done? (Hennessey 2011).

Though Mary Blackford herself owned slaves, she had a very complicated relationship with the institution and did not wish to see this transpire near her home. In 1833, Mary Blackford and her husband, William M. Blackford, as well as neighbors, Carter and Jane L. Stevenson, interceded and purchased the property so as to rid Caroline Street of the slave traders (CFDB J:308; HFFI n.d.a). At this point, research indicates that the house was no longer used for slave trading purposes. They sold the house to William K. Smith in 1835, a "rich, kind-hearted Yankee" in the words of Mary Blackford (Hennessey 2011).

William Smith, who also owned other property in Fredericksburg, purchased the house to be his primary dwelling and started to modify it by first pulling down the bars in the windows and taking down the wall in the yard that formed the "slave pen" (HFFI n.d.a). He insured the property in 1837 for $3,500, though the policy did not include the previous kitchen or stable (University of Mary Washington Department of Historic Preservation 2013). In 1845, William Smith entered a deed of trust with Brodie S. and Charles Herndon in preparation for purchasing an adjacent property as well as covering his debts in excess of $7,000 (CFDB O:232; HFFI n.d.a). Unable to keep up with payments, the house "together with a large amount of other property" sold at public auction in 1854 to George Aler, a prominent bricklayer and slave trader in Fredericksburg (CFDB T:157). Prior to and during part of his ownership of this dwelling, Aler operated a "slave jail" at the duplex at 314-316 Frederick Street, just a few blocks away (known as the George Aler House (111-0132-0522)). Research did not indicate that he utilized the Chancellor House in connection to his slave trading business, and the property appears to have been used as a dwelling (Hennessy 2010). Wealthy at the time he bought the house, Aler quickly accrued debt, which was only compounded following the Civil War, and the property was auctioned in 1870 with an announcement in *The Fredericksburg News* reading "the house and lot at the corner of Caroline and Princess Elizabeth streets, now occupied by the said George Aler as a dwelling house and garden" (CFDB V:292; HFFI n.d.a).

The property changed hands several more times into the twentieth century, during which time the house underwent substantial changes as can be seen in the Sanborn Fire Insurance Maps (Figure 3-11) (HFFI n.d.a). Many of these changes were done by the Chancellor family, for whom the house is named, who owned the property at the turn-of-the-century and into the 1930s. Between 1886 and 1902, the rear ell was expanded and a carriage house and outbuilding were constructed on the property. By 1912, two porches had been added, one on the main block of the house and the other on the rear ell, and the carriage house demolished. In 1920, the southwestern portion of the lot was subdivided and the outbuilding, as well as most of the original rear ell, was demolished to account for that which is visible in the 1941 Sanborn map (CFDB 55:94). In 1947, the Dickinson family purchased the property and they still own it currently. They constructed the two rear additions that extend from the house today (HFFI n.d.a).

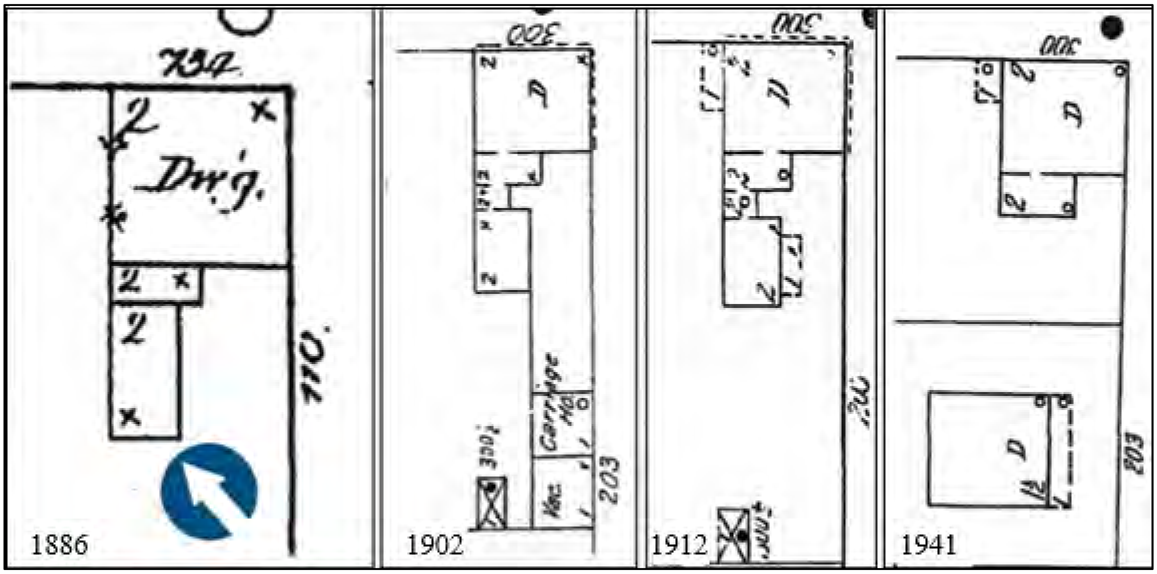


FIGURE 3-11: SANBORN FIRE INSURANCE MAPS OF THE CHANCELLOR HOUSE DATING FROM 1886–1941 SHOWING THE EVOLUTION OF THE DWELLING (HFFI N.D.A)

3.2.2 Architectural Description

3.2.2.1 Primary Resource Exterior

The Chancellor House is a two-story, four-bay, single-family dwelling constructed around 1812 in the Federal style (Figure 3-12). The masonry foundation and structural system are laid in Flemish bond and covered by a side-gabled roof sheathed in standing-seam metal (Figure 3-13). An interior-central brick chimney is located on the southwestern slope of the roof. The primary entrance is located in the easternmost bay of the northeast elevation. It is filled with an eight-paneled wood door with a centered, metal, mail slot. A multi-light, leaded-glass transom tops the door. The door is located within a surround that features fluted pilasters and is sheltered by a small, hipped, pent roof sheathed in standing-seam metal (Figure 3-14). Two stone steps and metal railing lead to the entrance. Other fenestration includes six-over-six, double-hung-sash, wood-framed windows covered by plexi-glass storm windows. The windows are all located on stone sills, topped by jack arches, and flanked by operable, louvered, wood shutters with wrought-metal shutter dogs.

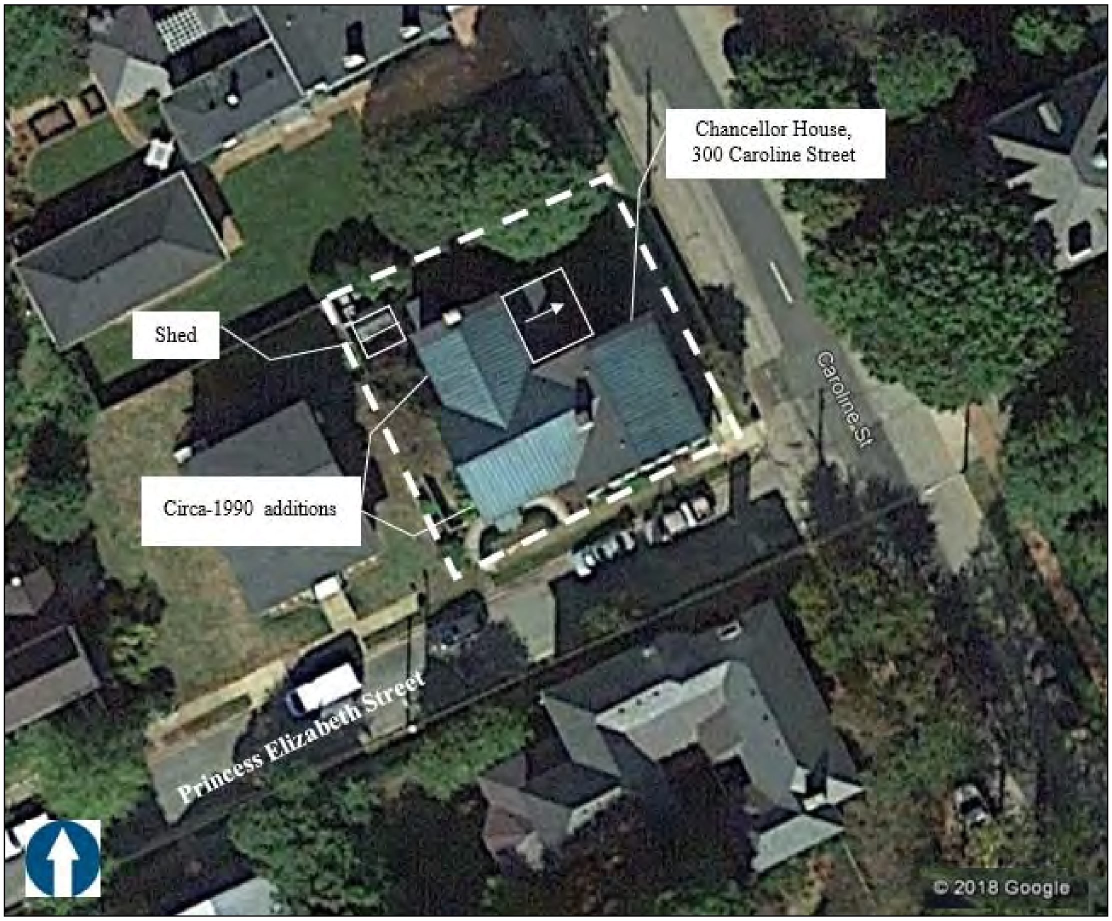

Chancellor House,
300 Caroline Street
Shed
Circa-1990 additions
Caroline St
Princess Elizabeth Street
© 2018 Google

FIGURE 3-12: SITE PLAN OF THE CHANCELLOR HOUSE (GOOGLE 2018) (NOT TO SCALE)

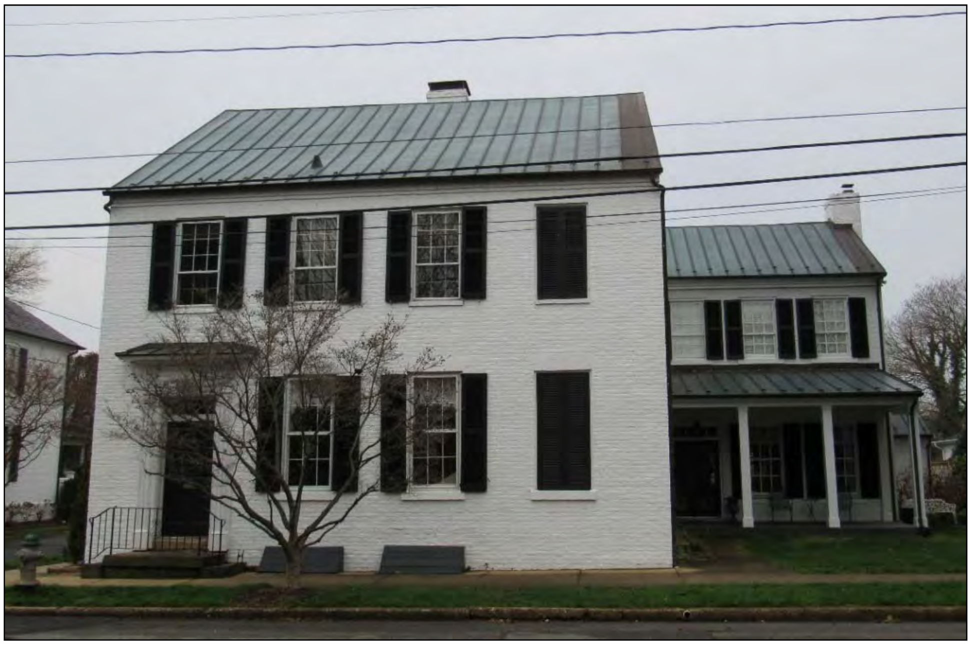


FIGURE 3-13: NORTHEAST ELEVATION

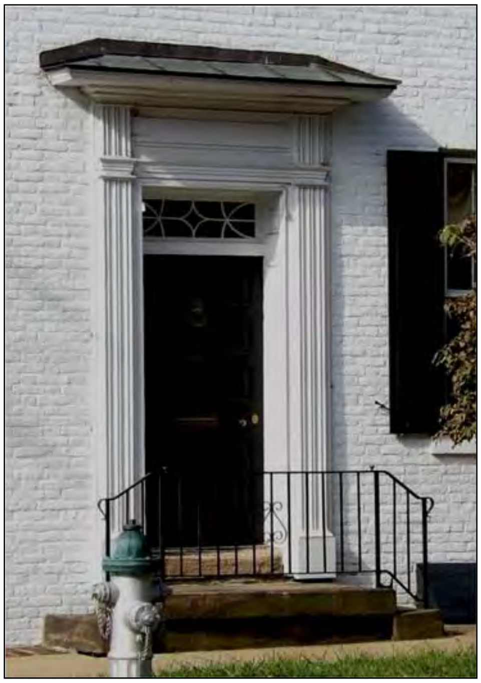


FIGURE 3-14: PRIMARY ENTRY DETAIL

Two large, circa-1990 additions extend from the resource. The first is a two-story, three-bay addition that stretches southwest from the rear of the primary resource (Figure 3-15). The foundation and structural system is clad in a Flemish-bonded brick veneer and covered by a gabled-roof sheathed in standing-seam metal. This addition features one-over-one, double-hung-sash, vinyl windows with false muntins to mimic nine-over-six and six-over-six configuratons. The windows are located on concrete sills and topped by jack arches. A secondary entrance is located in the southernmost bay of the southeast elevation. It is filled with a six-paneled wood door topped by a four-light transom. The door is located under a one-story, one-bay, entry porch supported by square-wood posts and topped by a shed roof sheathed in standing-seam metal. A looped, poured-concrete walkway extends from the public sidewalk to this entrance.

A second circa-1990, two-story, three-bay addition extends northwest from the previous addition (Figure 3-16). It also features a foundation and structural system clad in a Flemish-bond veneer and covered by a gabled roof sheathed in standing-seam metal. An exterior-end brick chimney is located on the northwest elevation. A secondary entrance is located in the easternmost bay of the northeast elevation and is filled with a double-leaf, fully glazed door topped by a four-light transom and covered by a one-story, shed-roof, full-length porch supported by square-wood posts. This addition features windows in keeping with its predecessor and an oriel window on the southwest elevation.

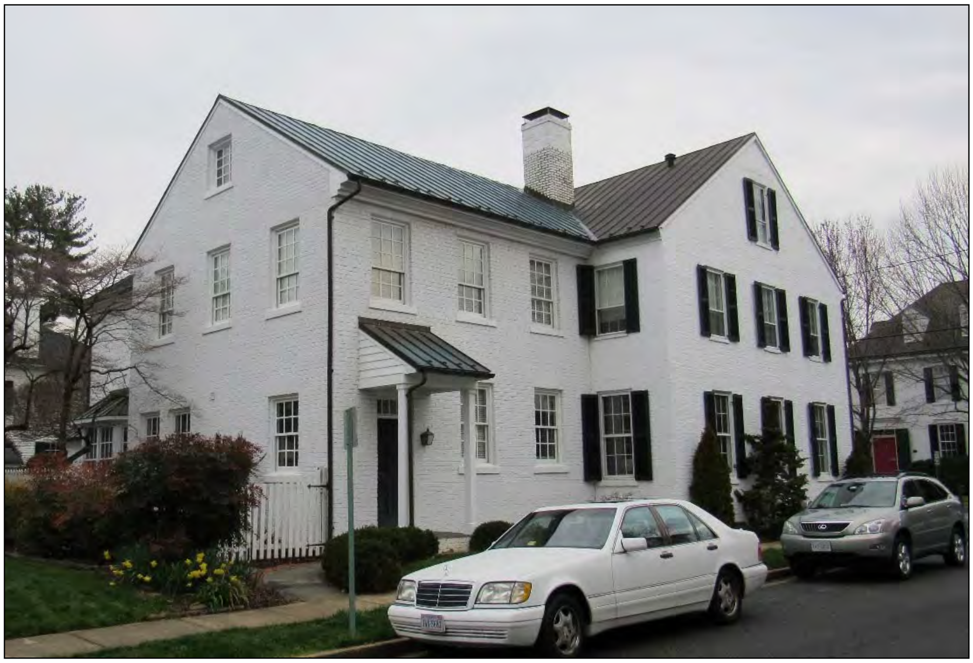


FIGURE 3-15: CIRCA-1990 ADDITION, SOUTH OBLIQUE

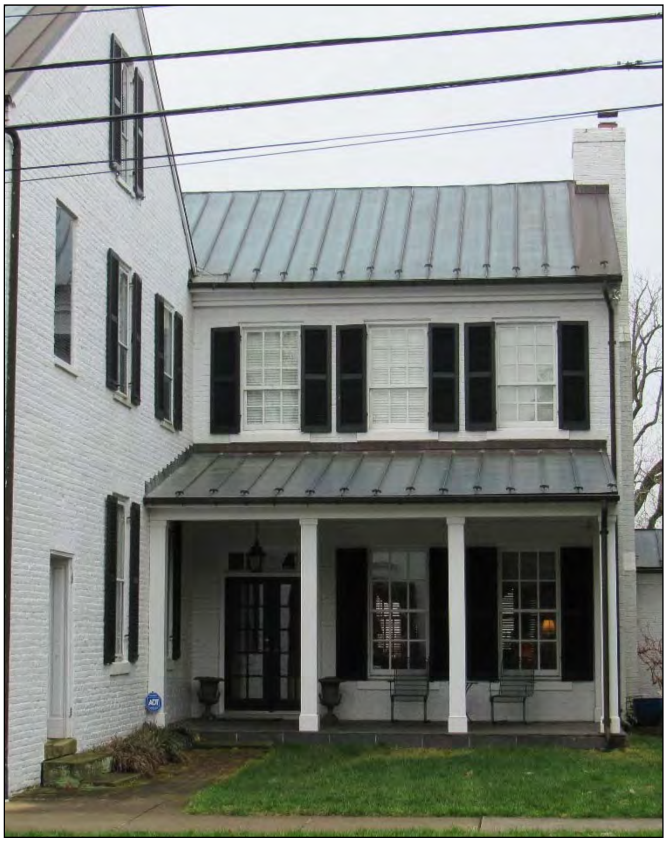


FIGURE 3-16: CIRCA-1990 ADDITION, NORTHEAST ELEVATION

3.2.2.2 Primary Resource Interior

Interior access was not granted during the current survey. Due to massing, fenestration, and age, it is likely the house was constructed in a side-passage plan.

3.2.2.3 Secondary Resources

A circa-2000, one-story, prefabricated shed is located west of the primary resource (Figure 3-17). It is clad in a cement fiberboard siding and covered by a gabled roof sheathed in asphalt shingles.

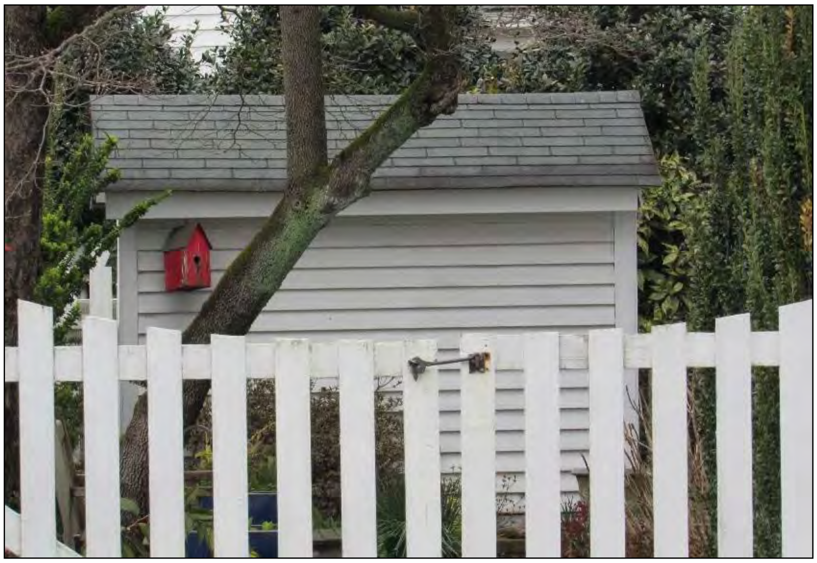


FIGURE 3-17: SHED, SOUTH ELEVATION

3.2.3 NRHP Evaluation

The Chancellor House is a circa-1812, Federal-style dwelling that was later used by local slave traders, Smith and Finnall, from 1827 until 1833 as a holding pen for enslaved people before they would be sold throughout the Southeast. It was later owned by Fredericksburg’s most prolific slave trader, George Aler, though research indicates that he likely continued to operate his slave trading business elsewhere in town, including at the duplex at 314–316 Frederick Street where he operated a slave jail (111-0132-0522). The building has undergone a number of changes over time, including several additions and the loss of all historic outbuildings, however it retains a moderate level of historic integrity of design, location, materials, association, workmanship, setting, and feeling. It is recommended eligible for individual listing in the NRHP under Criterion A for its associations with Fredericksburg’s African-American population and regional slave trade during the mid-1800s. The practice of buying and selling enslaved individuals is prominently known in larger urban centers such as Alexandria to the north and Richmond to the south, but Fredericksburg’s siting on the RF&P and at the mid-point between DC and Richmond rendered a fairly robust market—a market that is mostly unknown and rarely discussed. This property is one of few above-ground reminders of the slave trade in Fredericksburg and connects the city to other trading centers like Shockoe Bottom area in Richmond and beyond, where most all evidence of this practice was demolished in the late-nineteenth and early-twentieth centuries.

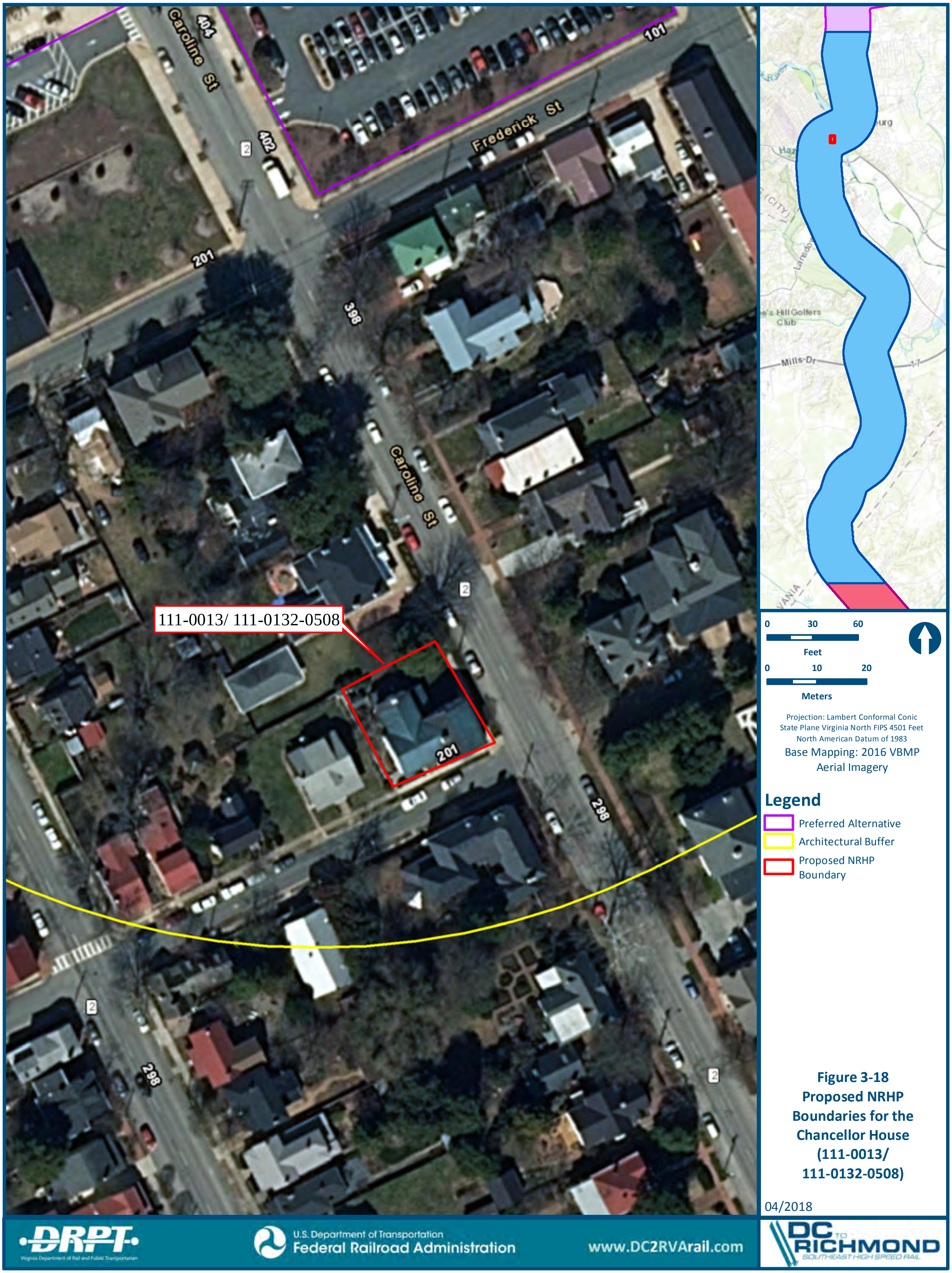
The previous owners of the property, including renters Smith and Finnall, are not known to have made lasting and significant contributions to history as important individuals. Therefore, this resource is recommended not eligible for NRHP under Criterion B.

The Chancellor House design and Federal style are not unique within Fredericksburg. Although the house retains many of its original materials such as windows and siding, several large additions have been constructed that have somewhat diminished its original design. It is not the work of a master nor does it possess high artistic values, nor is it an outstanding example of its style or type. For these reasons, the resource is recommended not eligible for the NPHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

This resource is situated within the boundaries of the Fredericksburg Historic District (111-0132). Its date of construction (circa 1812) falls within the District's period of significance (1721–1921). As such, the property continues to be a contributing element to the Fredericksburg Historic District.

In sum, the Chancellor House is recommended **eligible for listing in the NRHP under Criterion A at the local level for its association with the slave trade in Fredericksburg and as a contributing element to the Fredericksburg Historic District**.

The proposed period of significance for this resource starts in 1812, when the dwelling was constructed and ends in 1833 when the lot ceased to function in association with the slave trade. The proposed NRHP boundaries for the Chancellor House, as determined during the current investigations, conform to the existing tax parcel (Parcel ID 7789-22-6921), including landscape features.


Caroline St
404
402
2
101
Frederick St
201
398
Caroline St
2
111-0013/ 111-0132-0508
201
298
2
298
2
Rivers
burg
Haz
(CITY)
Lansdowne
e's Hill Golfers Club
Mills Dr
17
VANIA
0 30 60
Feet
0 10 20
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟥 Proposed NRHP Boundary

Figure 3-18
Proposed NRHP Boundaries for the Chancellor House (111-0013/ 111-0132-0508)

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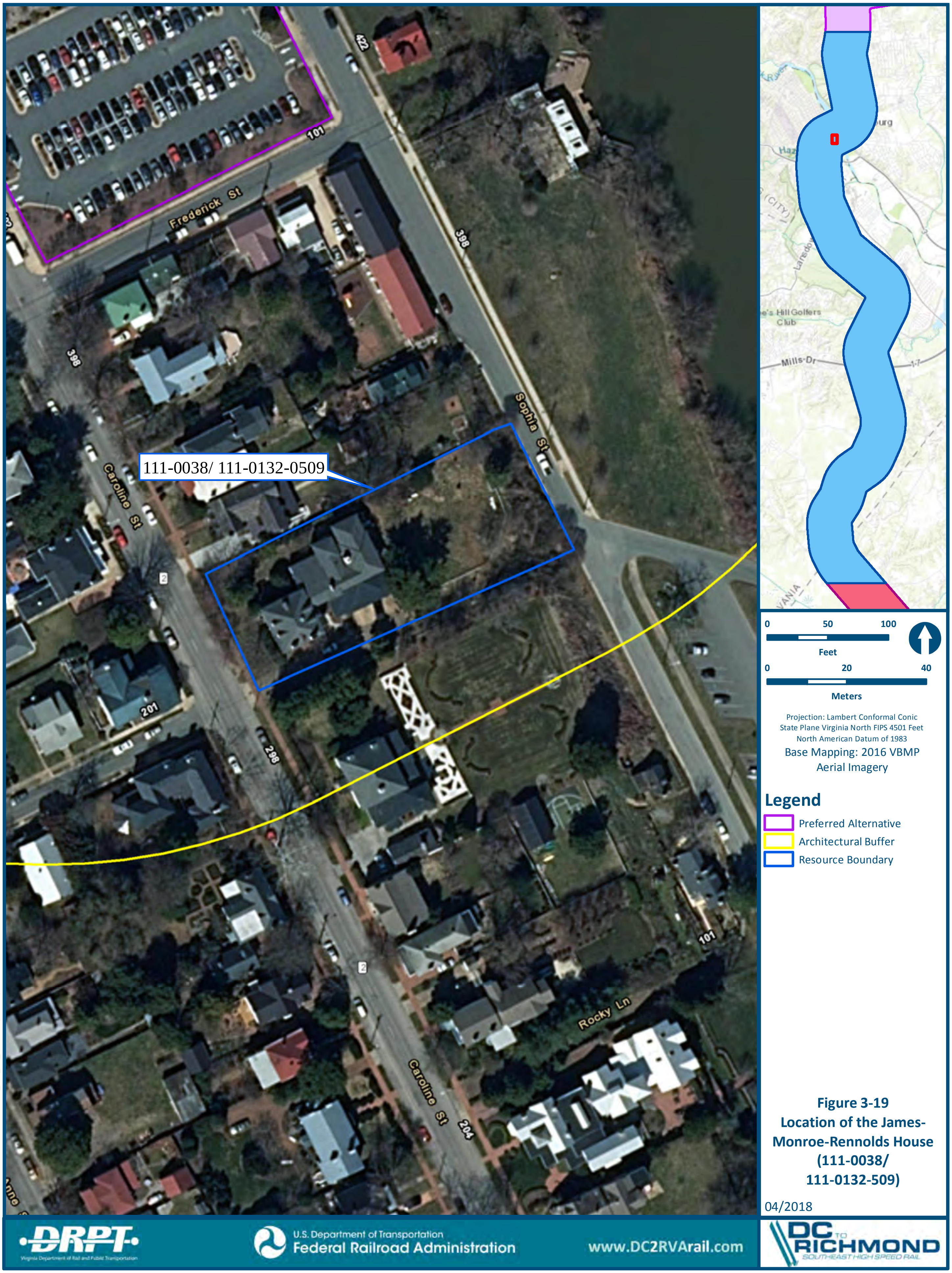
3.3 JONES-MONROE-RENNOLDS HOUSE (111-0038/ 111-0132-0509)

The Jones-Monroe-Rennolds House (historically known as the Hackley-Monroe House, the Jones House, the Rennolds House, and the Monroe House) is located on 0.5-acre lot on the northeast side of Caroline Street, south of the railroad tracks in downtown Fredericksburg, Virginia (Figure 3-19). Situated on a corner lot, the parcel is bounded by Sophia Street to the northeast, Princess Elizabeth Street to the southeast, and Caroline Street to the southwest, surrounded by similar sized residential buildings. The dwelling is on the western portion of the property with a driveway extending from Princess Elizabeth Street. The lot has a manicured lawn with abounding ornamental vegetation.

3.3.1 Historic Context

Fredericksburg was established in 1728 as a port in Spotsylvania County set on land originally patented in 1671 (V-CRIS 2018). In 1732, the Spotsylvania County Court moved to Fredericksburg and the city was the county seat. When Fredericksburg incorporated in 1781, it ceased to be the county seat. It received charter as the independent city of Fredericksburg in 1897.

Joseph Jones bought the land on which 301 Caroline Street was built in 1772 and constructed the house at 301 Caroline Street sometime between 1784 and 1786 (Labar 1980). Jones (1727–1805) was born in King George County, Virginia and served on several colonial governing bodies. He was a member of the House of Burgesses, represented Virginia at the constitutional convention of 1776, and served in the Virginian House of Delegates in 1776–1887, 1780–1781, and 1783–1785. He held several other representative positions until he was appointed judge of the Virginia General Court from 1778 to 1779, and again in 1789. He was also a member of the state convention which ratified the Federal Constitution in 1789 (United States Congress [USC] n.d.). Jones helped his young nephew, James Monroe (later the fifth president of the United States), move to Fredericksburg to establish his law practice at 908 Charles Street. Correspondence between Monroe and Jones reveals a cordial familial kinship as well as a fruitful business relationship (The James Monroe Museum [JMM] n.d.a).


111-0038/ 111-0132-0509
Frederick St
Sophia St
Caroline St
Caroline St
Rocky Ln
422
398
398
101
101
2
2
201
298
204
Hill Golfers Club
Mills Dr
(CITY)
0
50
100
Feet
0
20
40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Resource Boundary

Figure 3-19
Location of the James-Monroe-Rennolds House
(111-0038/
111-0132-509)

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James Monroe and his wife lived at the house at 301 Caroline from 1786 to 1789 (Burnham et al. 2005:91). An insurance record on the property from 1796 describes the house as it would have appeared during Monroe's occupation: a brick house two stories tall covered by a wood roof. A drawing on the insurance document shows two porches, one on the front of the house and one the back (Labar 1980). In a letter to Thomas Jefferson from May 11, 1786, James Monroe describes the house as having been "prepared for him by Mr. Jones" (Labar 1980). In a letter to Thomas Jefferson dated July 27, 1787, Monroe wrote of his transient time in Fredericksburg and of his host:

> I consider my residence here as temporary, merely to serve the purpose of the time, and as looking forward to an establishment somewhere on this side the mountains, and as convenient as possible to Monticello. Mr. Jones is in ill health & begins to be satisfied his existence depends in a great degree upon a similar position (JMM n.d.a).

After the Monroes moved away, Jones resided in the house from 1790 to 1795 (HFFI 2001). The house was next occupied by prominent local attorney Thomas Reade Rootes, who rented the property from 1796 to 1799. The office on the grounds was used by Rootes as the base of his law practice during his tenancy. Rootes bought the property from Jones in 1800 and then purchased "Federal Hill" at 504 Hanover Street the next year, possibly turning 301 Caroline into a rental property once again (HFFI 2001). Thomas R. Rootes Jr. conveyed 301 Caroline in 1806, holding it for 10 years before selling to John T. Ford in 1816 for $3,500 (HFFI 2001).

From 1816 to 1833, the house passed through several families before it was bought by John Stanard in July 1833. John Stanard owned the house at 301 Caroline Street during the Civil War, when it sustained damage from Union bombardment of Fredericksburg (HFFI 2001). An 1862 bird's eye view illustration of the city prior to the war damage shows the medium density of dwellings on lower Caroline Street (Figure 3-20). Though the fenestration is not accurate in the illustration, it gives a sense of the neighborhood in 1862 prior to the bombardment of Fredericksburg during the war.

Robert B. Rennolds purchased the property in 1867 and it remained in the family for 74 years (Davis and Robertson 2012). Elizabeth "Lizzie" Rennolds, daughter of Robert, was a noted socialite, her actions written about in the society sections of Richmond newspapers (i.e., Richmond Times Dispatch 1913). In 1880, the family is recorded as having four African-American domestic servants living in the house in addition to the family (U.S. Census 1880). The Rennoldses made alterations to the property, adding a small front porch and expanding the rear addition between 1886 and 1902 (Figure 3-21) (Sanborn Map Company 1886a, 1902). At some point after 1937, the front entry porch was removed (Figure 3-22).

In 1941, William T. Elmer bought the house from R. G. Rennolds and sold it to L. Dexter Hubbard and Ellen Hubbard in 1957. It passed from Ellen Hubbard to her son, L. Dexter Hubbard, Jr., in 1980 and as of 1999, has been owned by Cheryl and Richard Hazel since 1999.

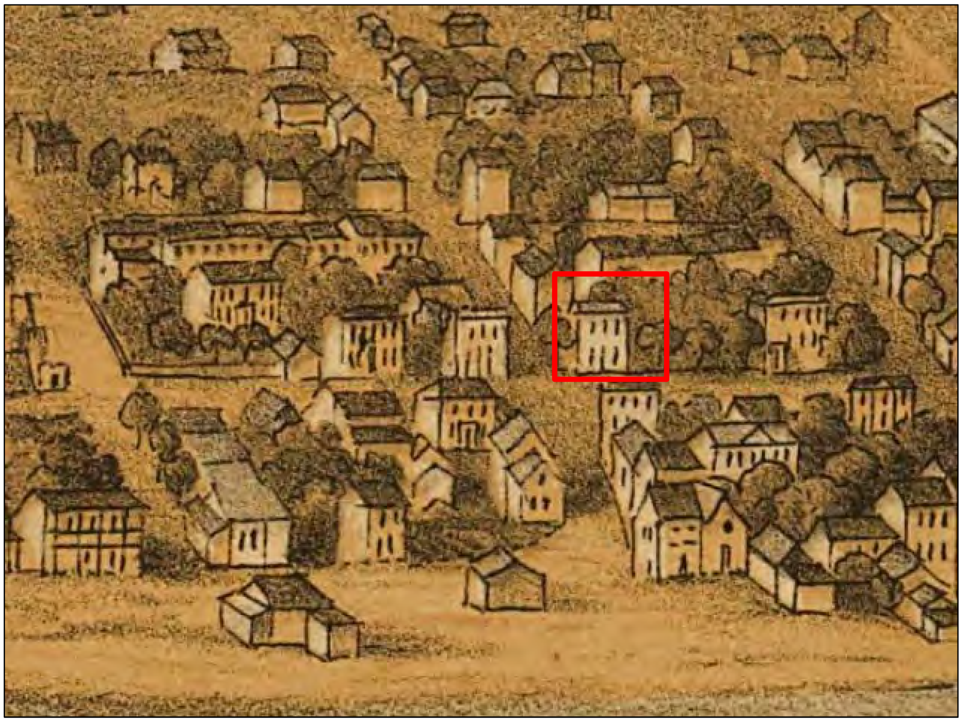


FIGURE 3-20: 1862 "BIRD'S EYE" VIEW OF FREDERICKSBURG. NOTE THE WINDOW OPENINGS ON REAR ELEVATION OF 301 CAROLINE ARE INCORRECT. (E. SACHSE & CO. 1862)

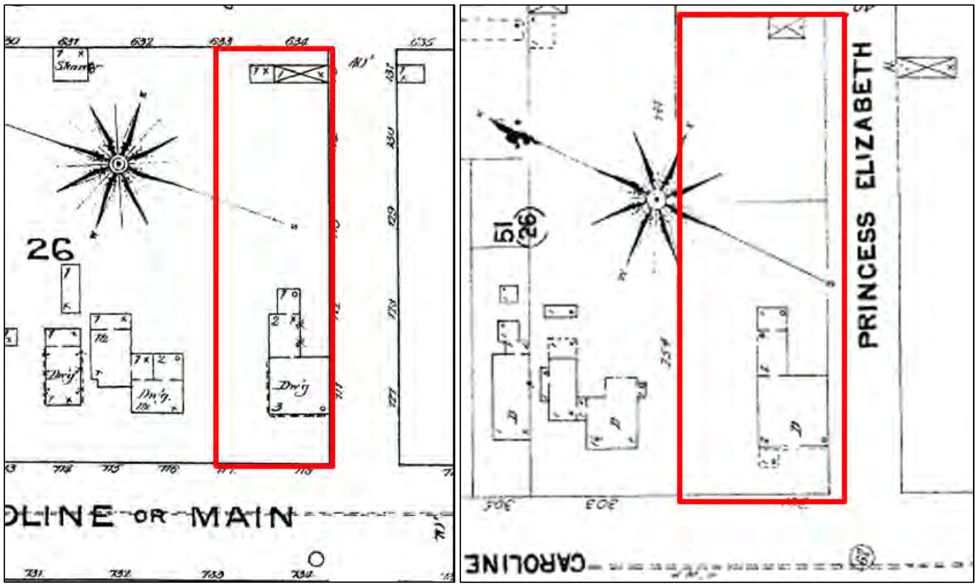

26
Dwg
OLINE OR MAIN
51
(26)
PRINCESS ELIZABETH
CAROLINE

FIGURE 3-21: LOCATION OF JONES-MONROE-RENNOLDS HOUSE ON 1886 SANBORN MAP (LEFT) AND 1902 (RIGHT) (SANBORN MAP COMPANY1886A, 1902) (MAP NOT TO SCALE)

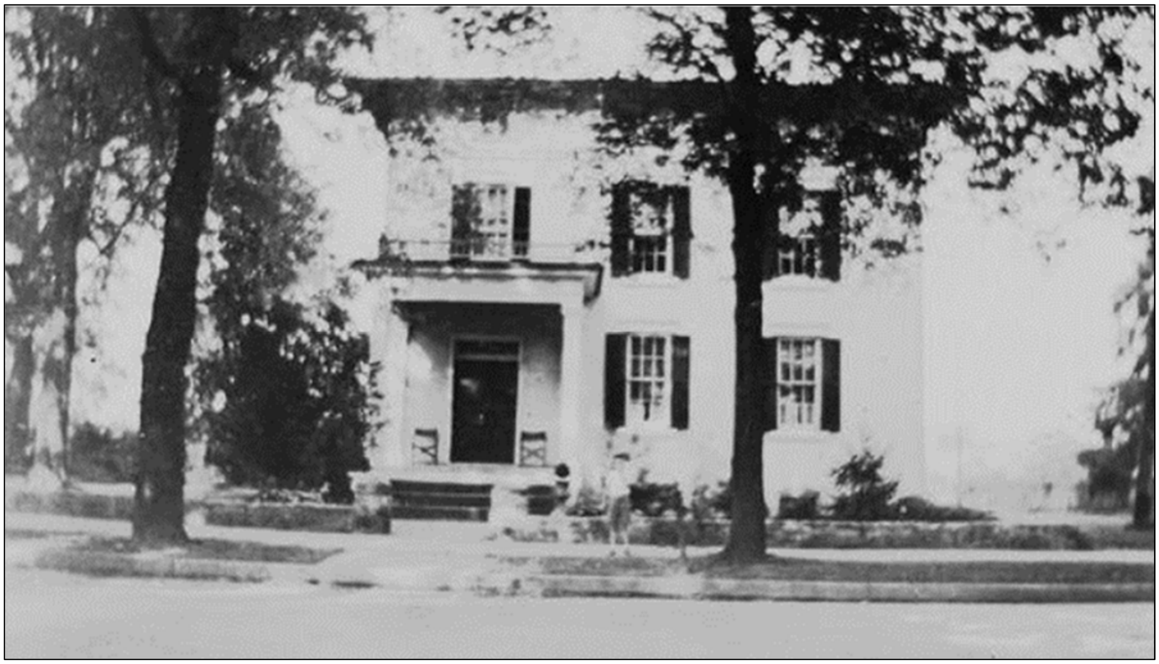


FIGURE 3-22: JONES-MONROE-RENNOLDS HOUSE LOOKING NORTHEAST (DEADERICK 1937)

3.3.2 Architectural Description

3.3.2.1 Primary Resource Exterior

The Jones-Monroe-Rennolds House was constructed circa 1786. This Georgian-style, two-and-a-half story, three-bay, stuccoed-brick, single-family dwelling rests on a continuous masonry foundation (Figure 3-23). The hipped roof is covered with asphalt shingles, lined by a boxed denticulated cornice, and pierced by two interior-end brick chimneys with corbelled caps on the southeast and northwest elevations (Figure 3-24). Two gabled dormers are located on the north and south roof slopes. The primary entrance, located on the southwest elevation, is filled by a double-leaf, wood, paneled door with a brass mail slot. The door is topped by a decorative tracery and a molded wood entablature. A concrete and stone stoop provides access to the primary entry door. The façade features six-over-six, double-hung, wood-framed windows. Other fenestration includes nine-over-nine, double-hung, wood-framed windows. Two gable-end dormers with nine-over-six, double-hung, wood-framed windows with molded surrounds are located on the southwest roof slope.

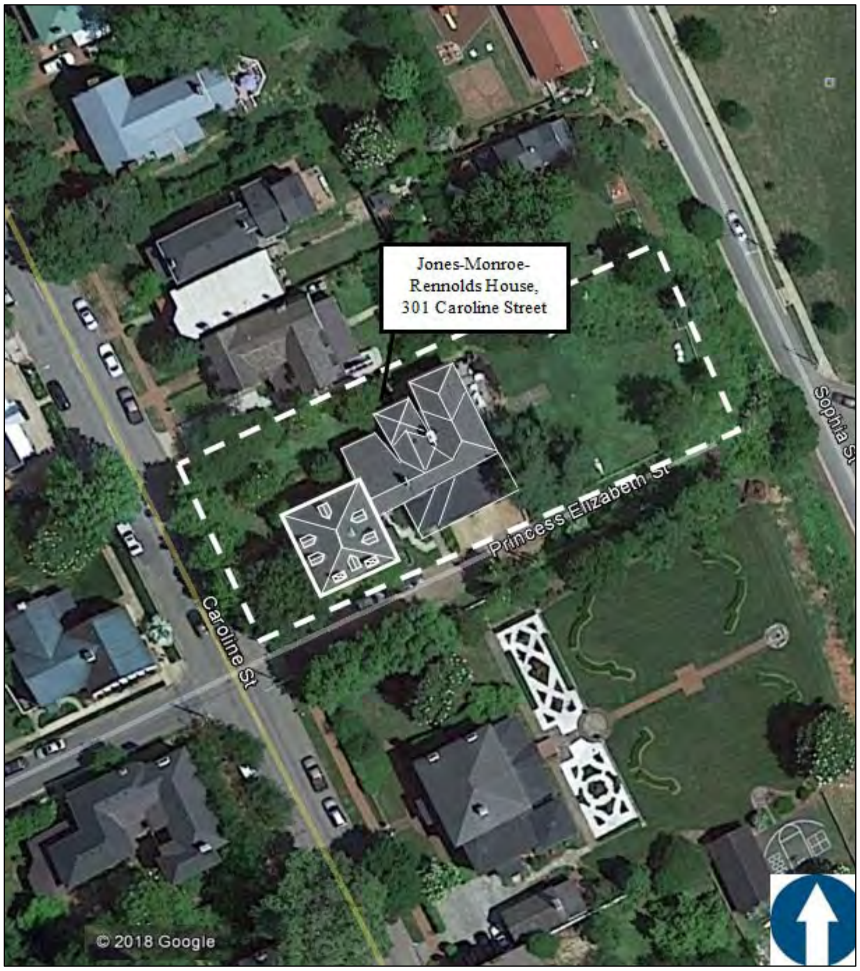


FIGURE 3-23: SITE PLAN OF THE JONES-MONROE-RENNOLDS HOUSE (GOOGLE 2018) (NOT TO SCALE)

A two-story elevator, added in the early to mid-2000s, clad in brick is located on the northeast elevation of the primary dwelling. The elevator door is concealed by a single-leaf, flush metal door. The northwest elevation is comprised of painted brick.

A late-twentieth-century, two-story, brick addition with a complex roof is attached to the east corner of the house and stretches eastward. It is clad in horizontal siding of unknown material and brick veneer. Fenestration includes double-hung-sash, vinyl windows with false muntins, and composite French doors with multi-light transoms. The southeast elevation contains two garage doors, shielded by a shed roof with slightly overhanging eave (Figure 3-25 and Figure 3-26). To the west of the garage doors is a recessed entry bay. A single-leaf, paneled, wood door provides access to the interior of the addition and is reached by a set of brick stairs with an iron rail. It is covered by a shed roof clad in standing-seam metal with a thick entablature and supported by a Tuscan column. This elevation is connected to the primary dwelling by an older, two-story, two-bay addition with nine-over-nine, wood-framed, double-hung-sash windows, and two fixed, multi-light windows at the basement level. This section has a brick interior-end chimney at the north side and was added prior to 1886 according to Sanborn insurance maps (Sanborn Map Company 1886a).

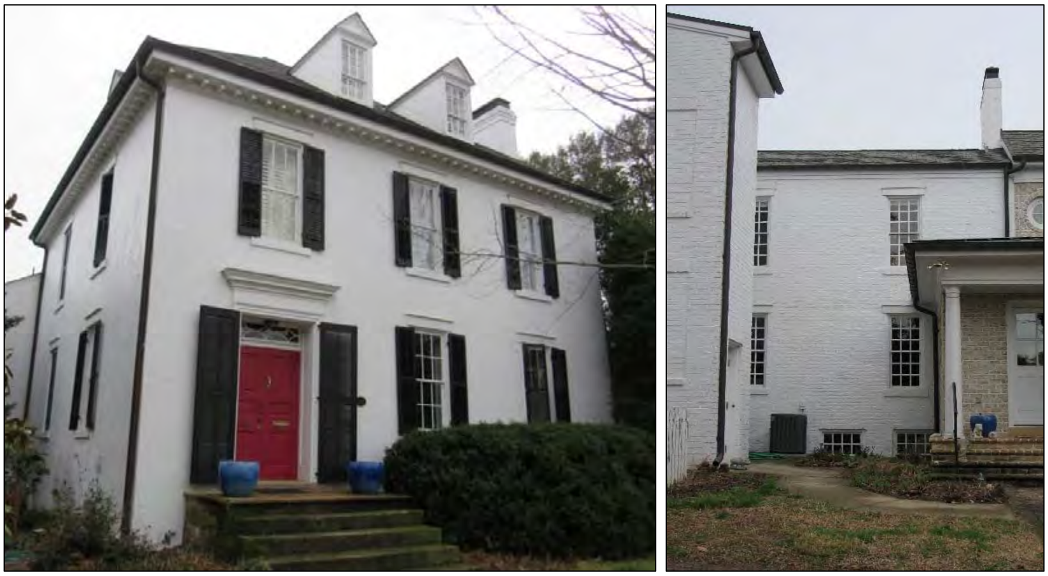


FIGURE 3-24: NORTHWEST OBLIQUE (LEFT) AND SOUTHEAST ELEVATION DETAIL (RIGHT)

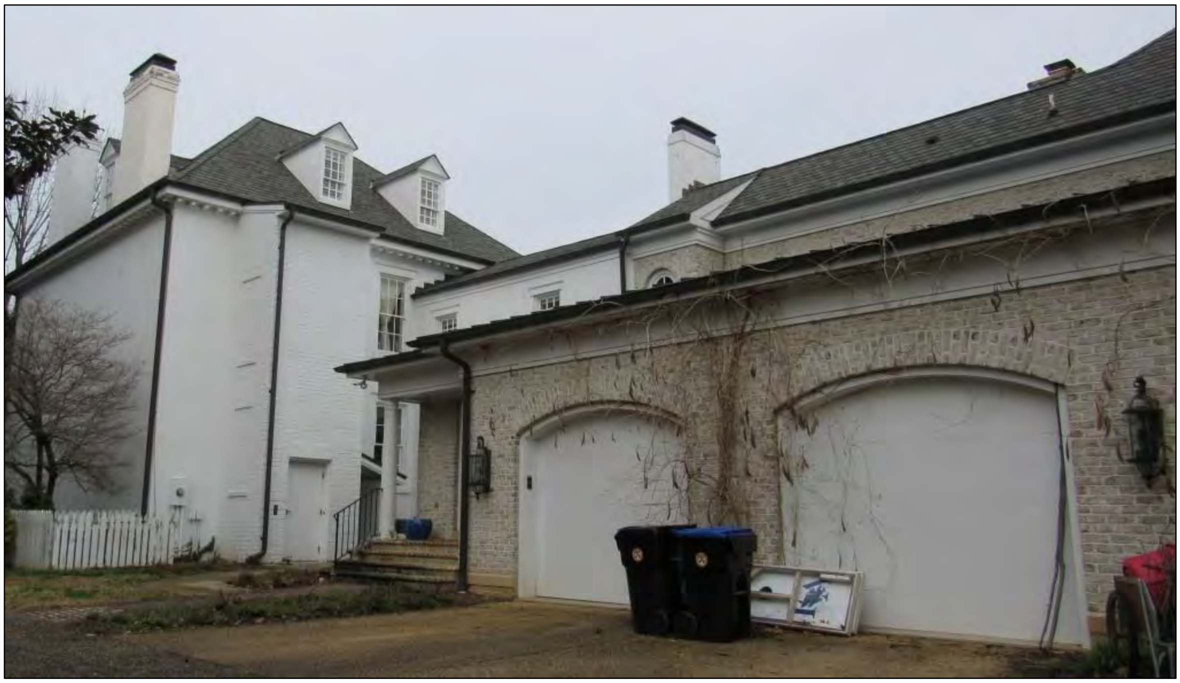


FIGURE 3-25: SOUTH OBLIQUE OF HOUSE AND GARAGE

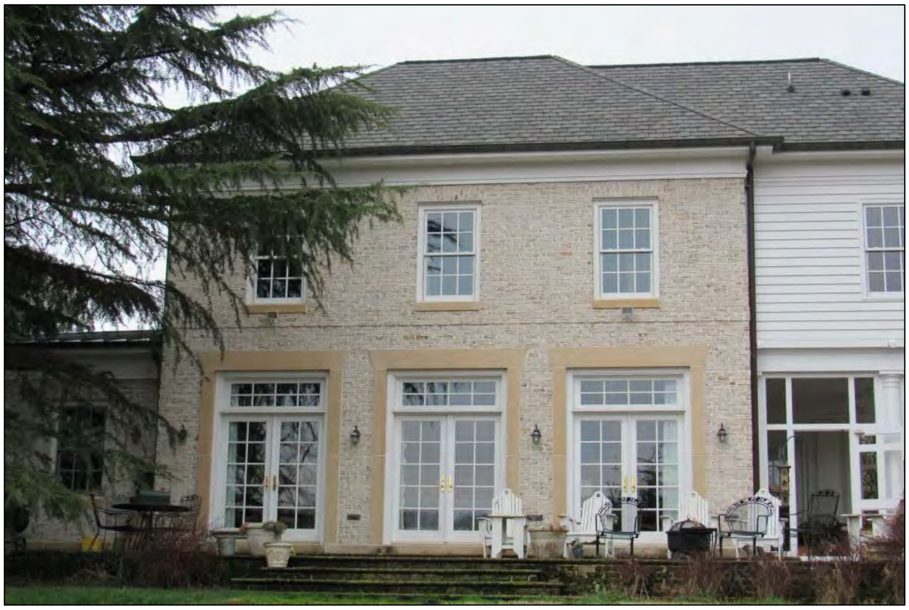


FIGURE 3-26: NORTHEAST ELEVATION OF ADDITION

3.3.2.2 Primary Resource Interior

Interior access was not granted by the current property owner during this effort.

3.3.3 NRHP Evaluation

The Jones-Monroe-Rennolds House is a circa-1786, brick, single-family dwelling. It retains a high level of integrity of location, materials, workmanship, and is in good condition. Additions to the original massing diminish the resource’s integrity of design and setting, but use of compatible materials were placed to be less visible from the street and minimize their visual impact. In order to be eligible under Criterion A, a property must reflect “A pattern of events or a historic trend that made a significant contribution to the development of a community” (Shrimpton et al. 1990). The property at 301 Caroline Street is not known to be associated with any important events and is, therefore, recommended not eligible for the NRHP under Criterion A.

Criterion B addresses historic properties associated with important people in history. Although it was home to several notable figures, especially James Monroe, he did not experience the most influential years of his life while residing in this dwelling, nor is it the only property associated with his life and legacy. Two other houses are associated with James Monroe in Virginia, Highland in Albemarle County (022-0099) and Oak Hill in Loudoun County, the latter of which he had built in 1822 and resided in for 22 years (053-0090). The Monroes occupied the house at 301 Caroline Street for a period of four years, early in James’ law career. A museum and presidential library in Monroe’s honor is located on Charles Street in Fredericksburg on the site of his former law office (111-0132-0232). Opened in 1927, the museum at 908 Charles Street has continuously functioned as a shrine to the former president since opening day, and it is home to the largest collection of James Monroe artifacts in the world, including furniture, letters, ephemera, and library (JMM n.d.b). Judge Jones resided in the home for a short period of time after his time in the Continental Congress and serving the country in an official capacity, but this property is not associated with his years of government prominence. Therefore, this resource is also recommended not eligible under Criterion B.

The Jones-Monroe-Rennolds House has undergone several alterations and additions over the years. The original building retained enough of its historic fabric and character to have been recommended eligible for the NRHP under Criterion C in 2007 (V-CRIS 2018). However, during the current survey, it was found to be representative of a form and style that is common on Caroline Street and within the Fredericksburg Historic District (111-0132), and is not the work of a master. A very large addition, while utilizing sympathetic materials, dominates the massing. Other examples of late-eighteenth century upper-class residential buildings line lower Caroline Street and are better representations of the historical building fabric of this area. Therefore, he DC2RVA team recommends this resource not eligible for listing in the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

Although it is not individually significant, the house has been previously identified as a contributing element of the Fredericksburg Historic District (111-0132). As it continues to reflect the history of this area and retains a sufficient level of historic integrity, it is recommended to remain a contributing resource within this district.

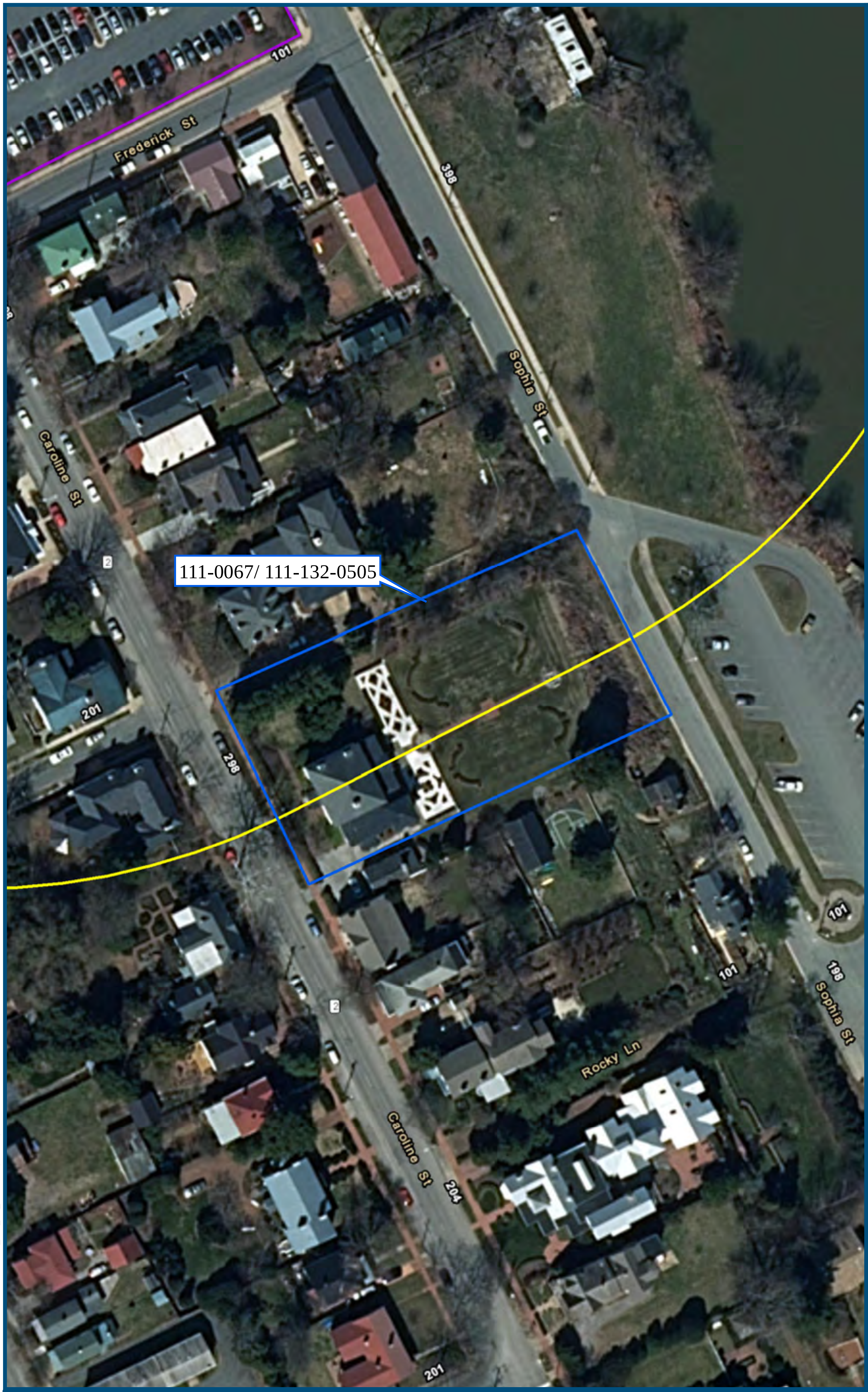
In sum, the Jones-Monroe-Rennolds House is **recommended not eligible under Criteria A–C, but is recommended as a contributing resource to the Fredericksburg Historic District.**

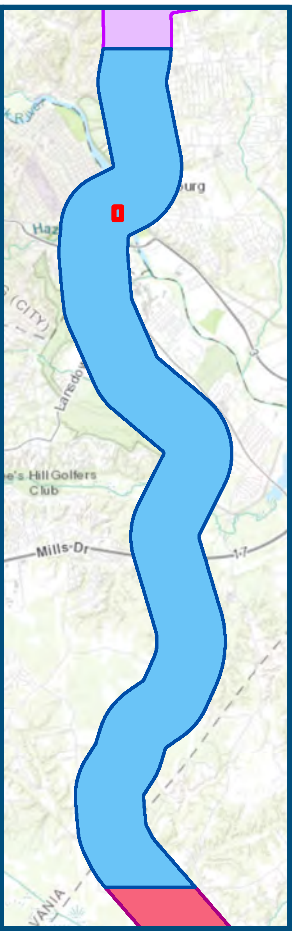
3.4 DR. CHARLES MORTIMER HOUSE (111-0067/ 111-0132-0505)

The Dr. Charles Mortimer House at 213 Caroline Street is a single-family dwelling located on lower Caroline Street in Fredericksburg, Virginia (Figure 3-27). It is situated on the southeast corner of Caroline and Princess Elizabeth streets, on an approximately 1.2-acre, irregularly shaped lot and is set back from the street, accented with mature trees and ornamental foliage. Aerial photographs show decorative hedge plantings in a formal rear garden. A brick wall, a portion of which recently collapsed, and a metal fence encloses the property. The primary entrance on the southwest elevation is accessed by a brick walkway. Secondary resources on the property include a kitchen building, garage, basketball court, carriage step, and hitching post. A brick driveway extends from the street at the southwest corner of the lot.

3.4.1 Historic Context

The land on which the house at 213 Caroline Street is located was a section of the original 2,000-acre tract granted to Thomas Royston and John Buckner from Governor William Berkley in 1671. James Williams of Culpeper bought 400 acres of this land on May 13, 1726. Upon his death in 1735, his son, William Williams, inherited a portion of his property not sold to pay for his father's debts (Helsel 1981). This portion, 330 acres, was bought by Roger Dixon in January 1752. Hoping to develop this area, Roger Dixon built a family home in 1758 and divided the surrounding land into lots. When he was unable to sell these lots, Dixon encouraged his brothers Thomas and John Dixon to buy some lots and tried to offload the rest through land lotteries. In 1764, Roger and Lucy Dixon built a home on "lot 253 on Main or Caroline Street whereon a brick house is now building containing .5 acres" (Helsel 1981). Roger Dixon died in 1772, and his brother, John, became his estate executor (Spotsylvania County Deed Book [SCDB] F:453).


Frederick St
101
398
Sophia St
Caroline St
2
201
298
111-0067/ 111-132-0505
101
101
198
Sophia St
Rocky Ln
Caroline St
204
201
2


River
burg
Haz
(CITY)
Laredo
e's Hill Golfers Club
Mills Dr
17
VANIA

0 50 100

Feet

0 20 40

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

Legend

▭	Preferred Alternative
▭	Architectural Buffer
▭	Resource Boundary

**Figure 3-27
Location of the Dr. Chales
Mortimer House
(111-0067/
111-0132-505)**

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In 1773, Dr. Charles Mortimer bought this house on Caroline Street from John Dixon (Figure 3-28) (SCDB H:375). Mortimer came to America from Mt. Sligo, Ireland, after studying medicine at the University of Edinburgh, Scotland. He was accomplished in more than medicine; he was a signer of the Westmoreland Declaration which protested British suppression of colonial civil rights and was a member of the Committee of Conference. He was involved in many aspects of life in early Fredericksburg; he founded and operated a hospital (Alum Springs Hospital) during the Revolutionary War and served as Mary Washington's doctor. He was the first Mayor of Fredericksburg, serving from 1782–1783 and again from 1786–1789. Additionally, he was a merchant and owned his own shipping vessels (Helsel 1981).

Upon Mortimer's death in 1801, the house passed to his son, John, and the property changed hands several times until Alexander K. Phillips purchased it in 1867 (CFDB U:36, X:99; City of Fredericksburg Will Book [CFWB] A-3:153; SCDB D:217, F:319). Together with his family, he worked to repair damage to the building caused by the bombardment of Fredericksburg during the Civil War. Phillips' daughter, Nannie, and her husband, General Daniel Davis Wheeler (1841–1916), occupied the dwelling around 1903 and began making improvements to thoroughly modernize it, as noted in a 1904 article from the *Richmond Times-Dispatch* (Richmond Times-Dispatch 1904). Mrs. Wheeler, daughter of the prominent Phillips family who founded the National Bank of Fredericksburg, was a glamourous hostess during their time in Fredericksburg, topping the society news column when she hosted luncheons and dinner parties (i.e., Richmond Times-Dispatch 1905, 1906). General Wheeler served in the Union Army and was awarded a medal of honor for his service in the Battle of Salem Church (1863) (Helsel 1981). During the Wheeler's ownership, they added a Greek-Revival style, one-story, one-bay, entry porch between 1907 and 1919 (Sanborn Map Company 1907, 1919).

After multiple transactions, the house was sold to Alice Heflin in 1924 (CFDB 57:184). According to the 1930 federal census, 86-year-old Alice Heflin lived at 213 Caroline Street, then called Main Street, with her 52-year-old son, Edgar G. Heflin, and 49-year-old daughter, Bessie (U.S. Census 1930). The property stayed in the Heflin family until Frances Biscoe bought it in 1964 (CFWB P:127; Helsel 1981). In 2001, the current owners, Dr. Michael McDermott and Cindy Taylor, purchased the property and undertook extensive renovation working in conjunction with the Director of the Center for Historic Preservation at Mary Washington University, Gary Stanton, to preserve the circa-1764 dining room paneling and other significant interior features, making architecturally compatible additions, and establishing an ornate formal garden in the back yard (Figure 3-29 and Figure 3-30) (Fredericksburg Free Lance-Star 2007).

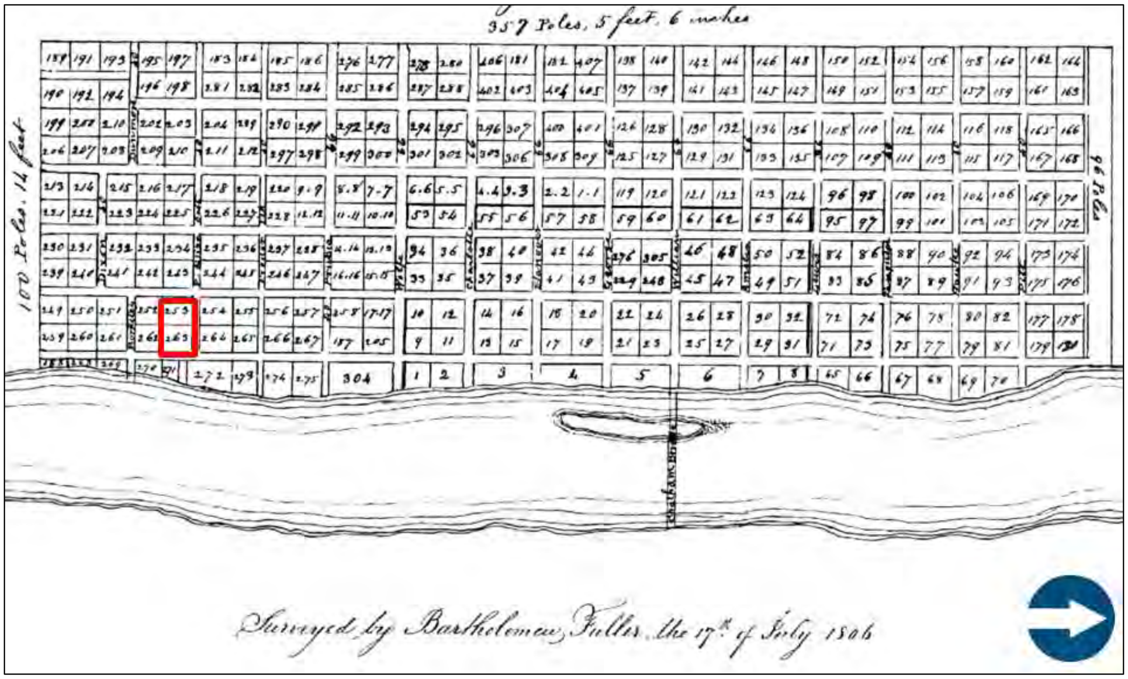

357 Poles, 5 feet, 6 inches
100 Poles, 14 feet
96 Poles
Surveyed by Bartholomew Fuller the 17th of July 1806

FIGURE 3-28: 1806 SURVEY OF FREDERICKSBURG BY BARTHOLOMEW FULLER (FULLER 1806). NOTE LOTS 253 AND 263 OUTLINED IN RED. (MAP NOT TO SCALE)

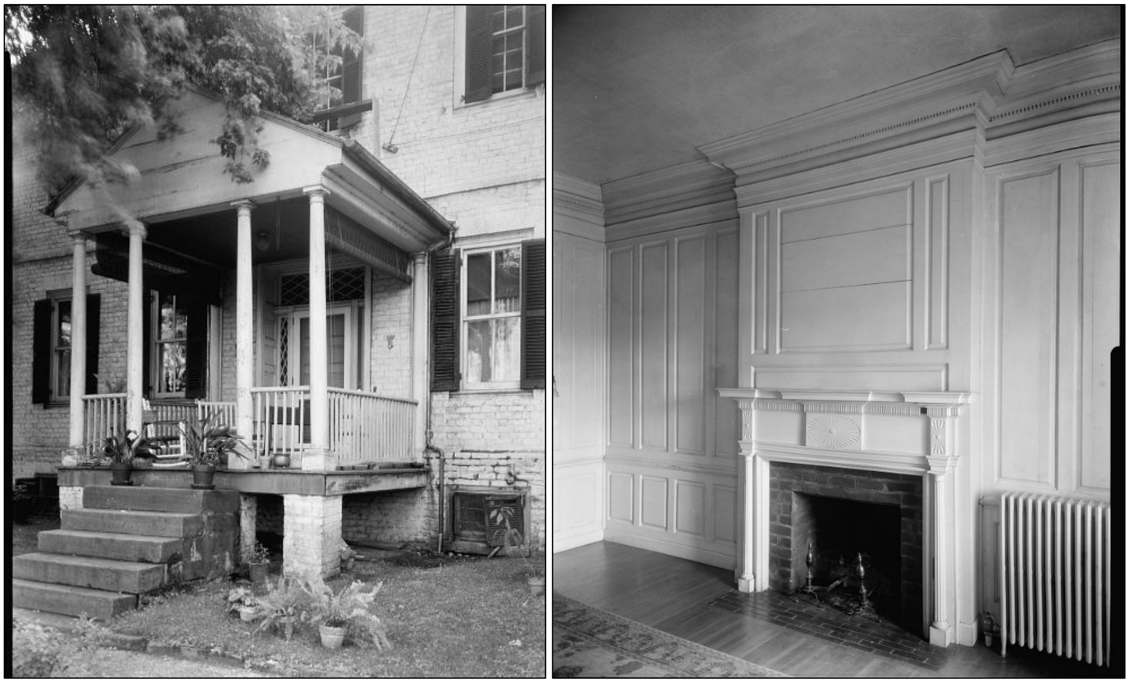


FIGURE 3-29: 1927 PHOTO OF THE PRIMARY ENTERENCE TO 213 CAROLINE (LEFT) AND INTERIOR FIREPLACE (RIGHT) (JOHNSTON 1927). NOTE THE GREEK REVIVAL STYLE PORCH LATER REPLACED WITH A COLONIAL REVIVAL PORCH.

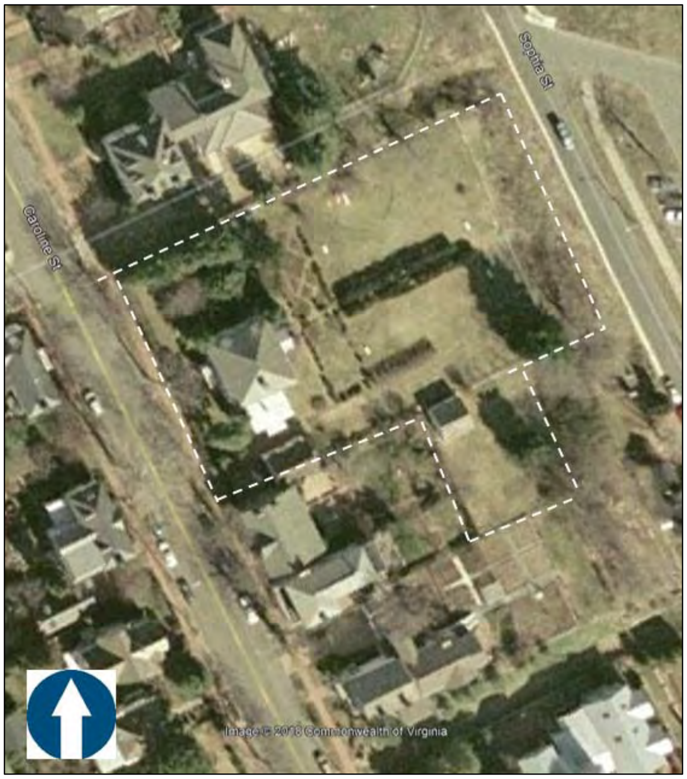


FIGURE 3-30: 2006 AERIAL SHOWING 213 CAROLINE STREET PRIOR TO THE SOUTHEAST ADDITIONS (GOOGLE 2006) (NOT TO SCALE)

3.4.2 Architectural Description

3.4.2.1 Primary Resource Interior

This Georgian-style, two-story, five-bay, single-family dwelling is constructed of brick primarily laid in a Flemish bond with a stretcher-bonded foundation (Figure 3-31). A water table separates the English basement from the first story, while a belt course separates the first and second stories. The building is topped by a hipped roof covered with architectural asphalt shingles and pierced by three, brick, interior-end chimneys with corbelled caps (Figure 3-32). A cornice with dentils decorates the eaves. The primary entrance consists of a single-leaf, paneled, wood door, accented with diamond sidelights and tracery. Fenestration on the primary elevation includes nine-over-nine, wood-framed, double-hung-sash windows flanked by louvered wood shutters. At the first floor, each window is topped by a Classical cornice at the first floor, including console, frieze, and dentils. There are no windows on the northwest and southeast elevations of the main massing. The primary entry is sheltered by a one-story, one-bay, hipped-roof porch with full entablature supported by wood Ionic columns. This porch protects a marble threshold and a black and white tile entry deck, accessed by a set of sandstone steps. A metal electric lantern is suspended from the entry porch above the primary door.

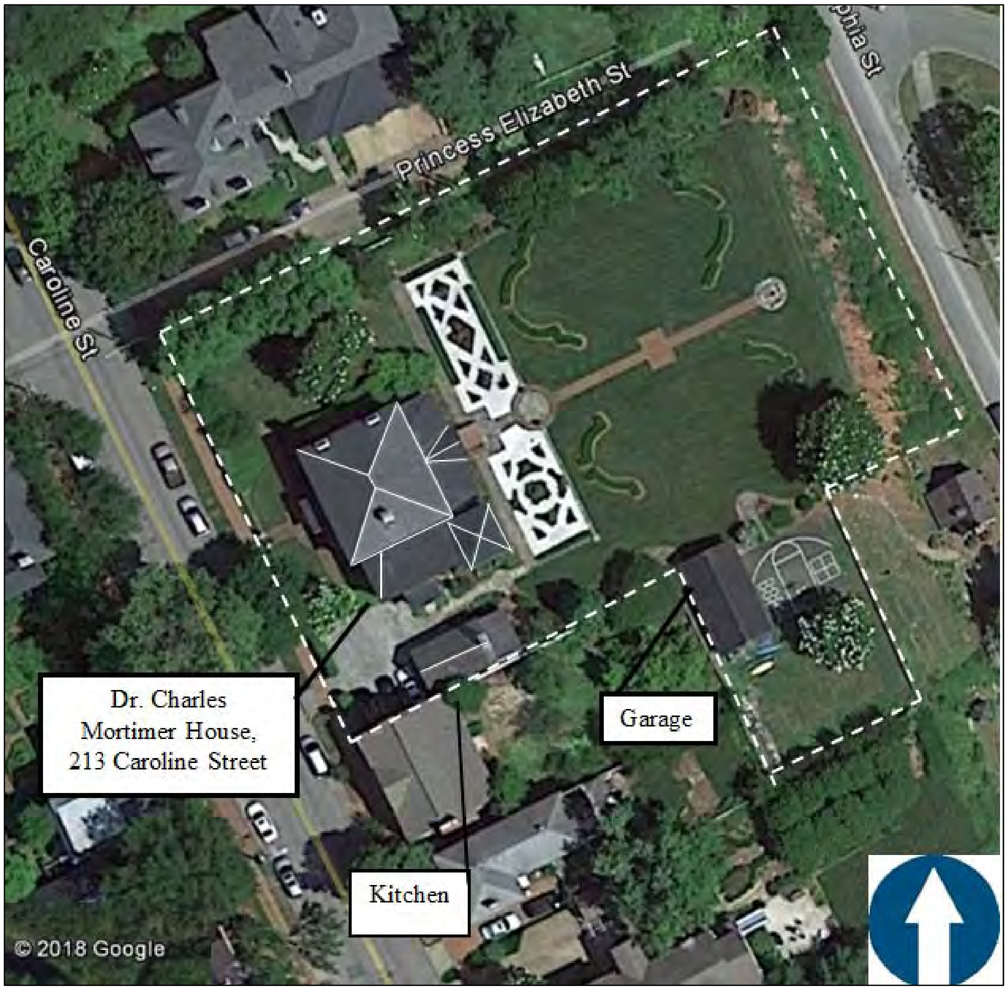

Princess Elizabeth St
Caroline St
phia St
Dr. Charles Mortimer House, 213 Caroline Street
Garage
Kitchen
© 2018 Google

FIGURE 3-31: SITE PLAN OF DR. CHARLES MORTIMER HOUSE AT 213 CAROLINE STREET (GOOGLE 2018) (NOT TO SCALE)

A two-story, one-bay, frame addition extends from the southern end of the house. Its west wall is clad in brick while the remainder is clad in weatherboard (Figure 3-33). Attached to the south wall of this addition is a one-story, one-bay porch supported by Tuscan columns. On the east end of this addition is another two-story, frame addition topped by a hipped roof with asphalt shingles. These additions were built in stages, with the eastern section added between 2002 and 2006 (Google 2002, 2006). During this same time period, a full-length, one-story, shed-roof porch was added to the northeast elevation (Figure 3-34) (Google 2002, 2006). It is largely covered by a metal-clad shed roof, but features a central gabled pediment, and is supported by a continuous brick foundation.

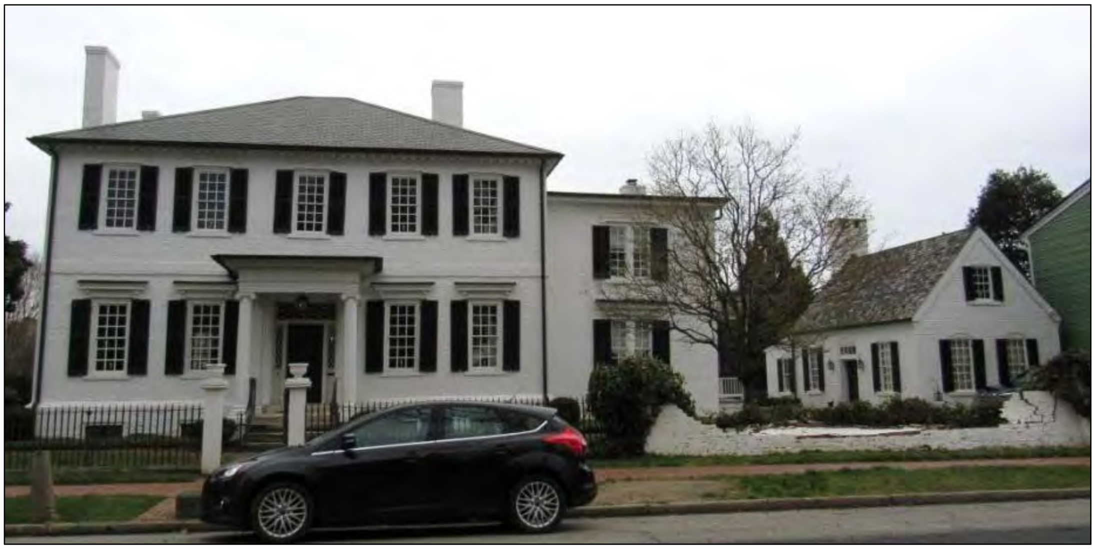


FIGURE 3-32: SOUTHWEST ELEVATION WITH KITCHEN

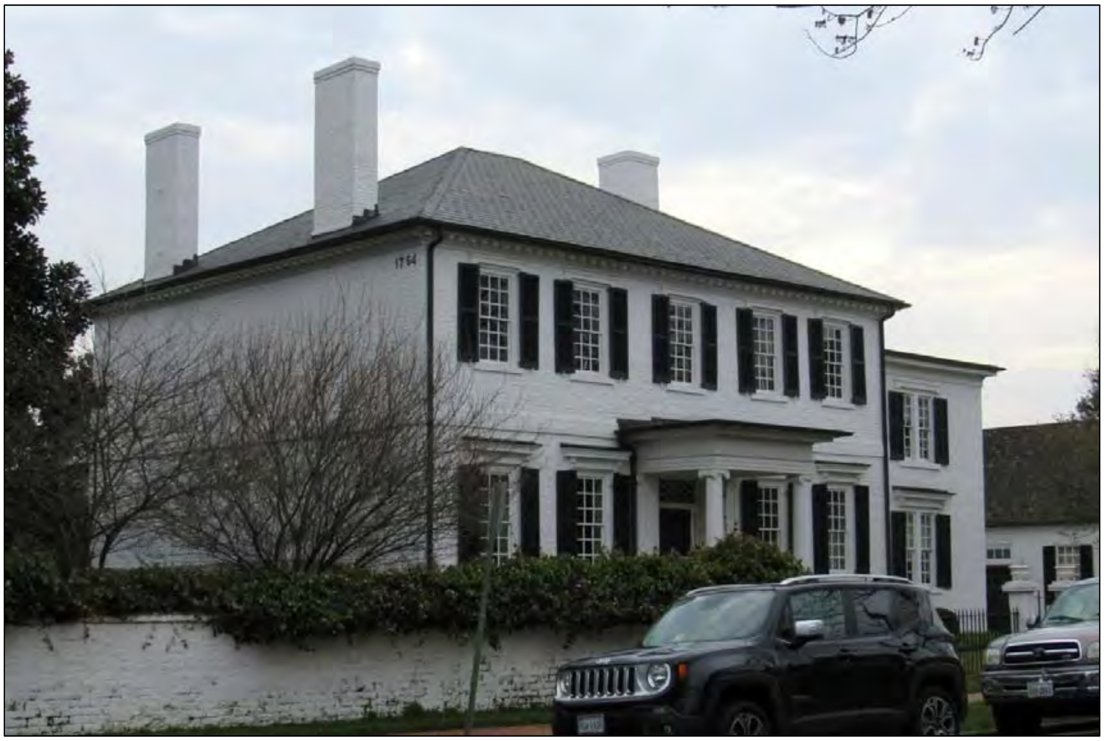


FIGURE 3-33: WEST OBLIQUE WITH BRICK WALL

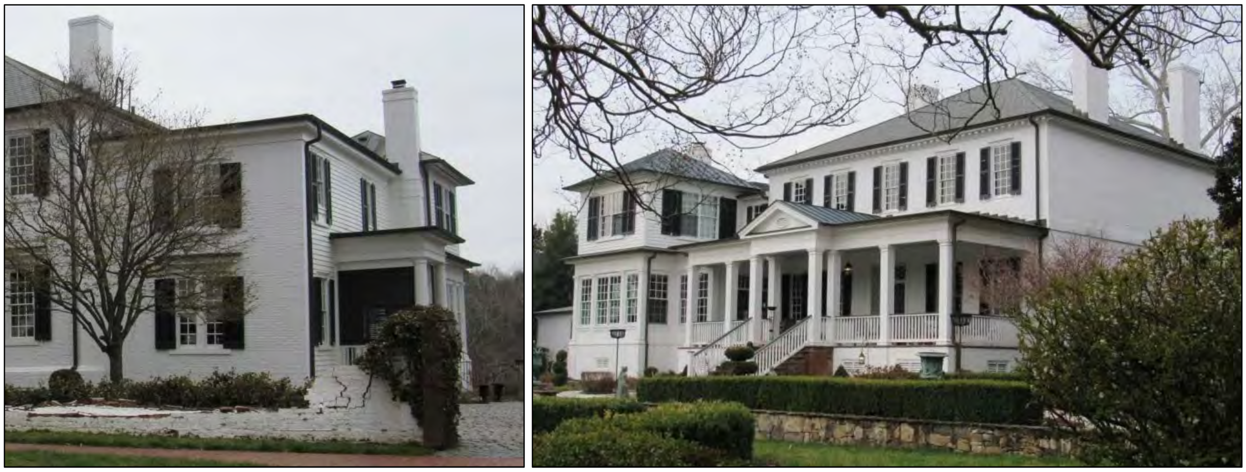


FIGURE 3-34: SOUTH OBLIQUE VIEW OF ADDITIONS (LEFT) AND NORTH OBLIQUE VIEW OF THE MID-2000S TOWER AND PORCH ADDITION (RIGHT)

3.4.3.2 Primary Resource Interior

Interior access was not granted by the current property owner during this effort.

3.4.3.3 Secondary Resources

A one-story, three-bay, brick, former kitchen constructed around the same time as the dwelling is located at the southwest corner of the parcel (Figure 3-35). It is covered by a steeply pitched, side-gabled roof and an interior-end, brick chimney is centered on the east elevation. Windows throughout the building are six-over-six and nine-over-nine, wood-frame, double-hung sashes capped by brick segmental arches. The primary entrance is on the northwest elevation and is filled by a single-leaf, paneled, wood door with a four-light transom. The kitchen renovation was completed through the use of the historic tax credit program (V-CRIS 2018). A one-and-one-half-story, three-bay garage with front-gabled roof is located to the southeast of the primary dwelling (Figure 3-36). It was built before 2002 according to aerial photographs and is clad in a running-bond brick veneer (Google 2002). It has a central garage door flanked by single-leaf, half-glazed pedestrian doors. A diamond light is located in the gable end. A carriage step and hitching post are located on the southwest side of the property between Caroline Street and the primary dwelling (Figure 3-36). They are made of stone and are one of several such features located on lower Caroline Street.

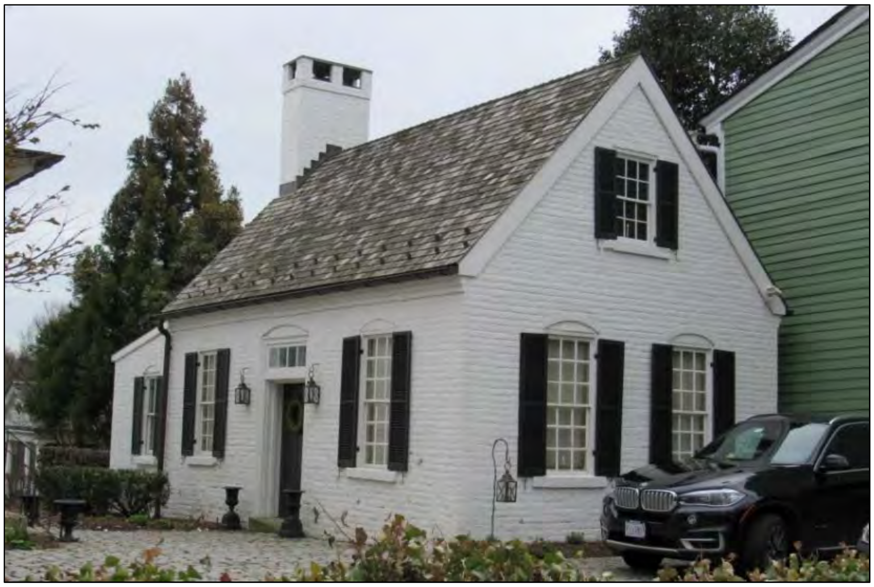


FIGURE 3-35: NORTHWEST OBLIQUE VIEW OF KITCHEN

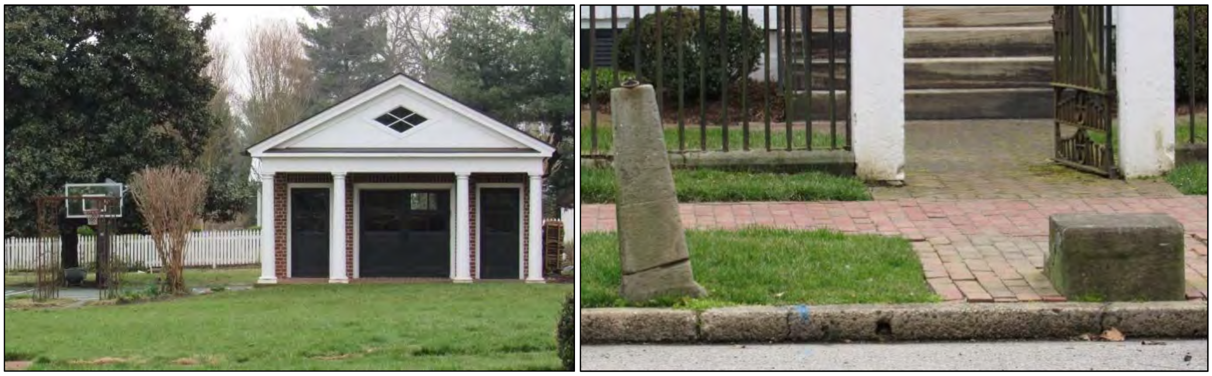


FIGURE 3-36: GARAGE AND BASKETBALL COURT (LEFT) CARRIAGE TIE AND STEP (RIGHT)

3.4.3 NRHP Evaluation

The Dr. Charles Mortimer House was built circa 1764 in the Georgian style as part of a developer-driven boom in housing on lower Caroline Street in the early development of Fredericksburg. It was built as a single-family dwelling and continues in that capacity today. The resource retains a moderate to high level of historic integrity of location, design, setting, materials, workmanship, feeling, and association, despite additions on the northeast and southeast elevations. This resource is not "associated with events that have made a significant contribution to the broad patterns of our history," and, therefore, the DC2RVA team recommends it not recommended eligible for listing in the NRHP under Criterion A (Shrimpton et al. 1990).

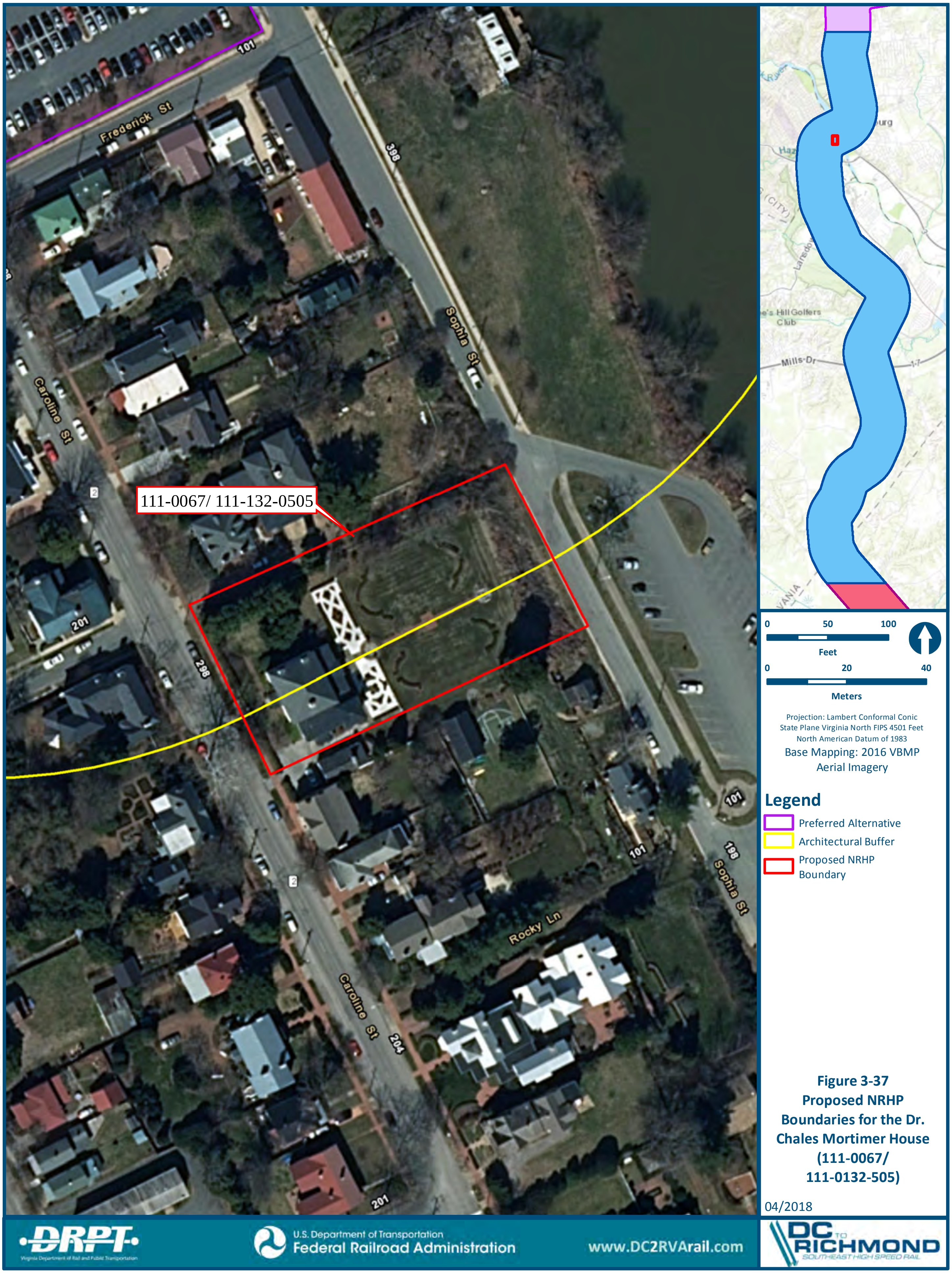
Dr. Charles Mortimer played an important role in the early development of Fredericksburg as a successful physician, politician, patriot, and landlord. He lived at 213 Caroline street from 1773 until his death in 1801, a span of 28 years, during which time he served as mayor and treated Mary Ball Washington (1708–1789). He owned several parcels of land in Fredericksburg, including neighboring 214 and 216 Caroline Street built as twin rental houses, but 213 Caroline Street was his primary residence during his occupation in Fredericksburg. This is the location where he fostered his political ideas and ensuing documents and sometimes treated patients—those who were not visited during "house calls." Therefore, this resource is recommended eligible under Criterion B at the local level for its association with Dr. Charles Mortimer, an important figure in Fredericksburg's history.

The Dr. Charles Mortimer House has undergone several renovations and alterations over the years that do not appear to detract from the original character of the dwelling. The house at 213 Caroline Street retains the character-defining features of a high-style Georgian dwelling in Fredericksburg: the wide, squat massing, symmetrical fenestration, centered entry door, English basement, water table, and belt course, interior end chimneys, and Flemish-bonded brick walls (McAlester 2013). The Dr. Charles Mortimer house is one of a handful of high-style Georgian buildings in Fredericksburg. These buildings include Kenmore (111-0047), a two-story, brick dwelling built circa 1775 and the home of George Washington's sister, Betty, which is a National Historic Landmark. Kenmore's scale, massing, fenestration, and Georgian detailing are comparable to the design features of 213 Caroline Street. The Chimneys (111-0015) is a two-story, five-bay, Georgian-styled house on Caroline Street that is listed in the NRHP under Criterion C at the state level. It features similar massing, spatial organization, and fenestration pattern to the Dr. Charles Mortimer House. The street-facing elevation of 213 Caroline Street displays a level of integrity comparable to that of already listed examples of Georgian architecture in Fredericksburg and, moreover, this resource retains its exterior kitchen. The outbuildings at Kenmore are reconstructions and the outbuildings at The Chimneys are later additions. As such, is recommended that this resource is individually eligible under Criterion C at the local level. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Dr. Charles Mortimer House at 213 Caroline Street is **recommended eligible under Criteria B at the local level for its association with Dr. Charles Mortimer, an important figure in Fredericksburg history, and C at the local level for its representation of the Georgian style.**

In addition, the Dr. Charles Mortimer House is located within the boundaries of the Fredericksburg Historic District (111-0132). The resource was built within the district's period of significance and exemplifies architectural trends throughout the community. As such, the Dr. Charles Mortimer House is **recommended as a contributing element to the Fredericksburg Historic District.**

The period of significance for the Dr. Charles Mortimer House begins with its approximately construction date of 1764 and ends when Dr. Charles Mortimer's son obtained the property in 1801. The proposed NRHP boundary for the Dr. Charles Mortimer House at 213 Caroline Street comprises and follows the legal lot description for parcel 7789-22-8895. It is bounded on the north by Princess Elizabeth Street, on the west by Caroline Street, on the south by a series of parcels (Parcel Numbers 7789-22-9725, 7789-22-9721, 7789-22-9687, 7789-32-0792, and, 7789-32-0861), and on the east by Sophia Street (Figure 3-37). The proposed boundaries include the primary dwelling, kitchen outbuilding, garage, basketball court, and carriage step and post.


111-0067/ 111-132-0505
Frederick St
101
398
Sophia St
Caroline St
2
201
298
101
101
198
Sophia St
Rocky Ln
2
Caroline St
204
201
Mills Dr
e's Hill Golfers Club
Laredo
(CITY)
Haz
urg
River
VANIA
17
0 50 100
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟥 Proposed NRHP Boundary

Figure 3-37
Proposed NRHP Boundaries for the Dr. Chales Mortimer House (111-0067/ 111-0132-505)

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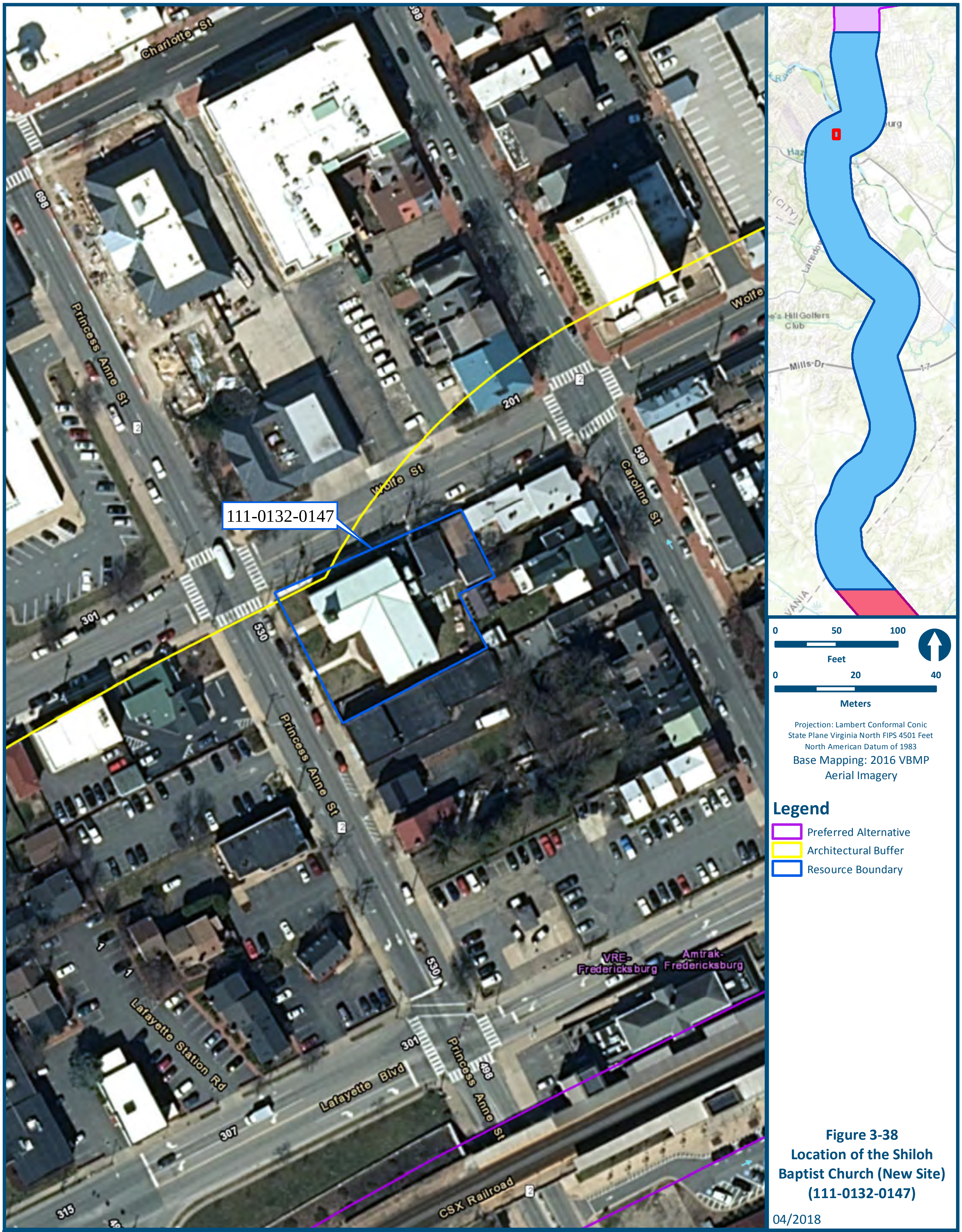
3.5 SHILOH BAPTIST CHURCH (NEW SITE) (111-0132-0147)

The Shiloh Baptist Church (New Site) at 521 Princess Anne Street is located at the west corner of the intersection of Princess Anne and Wolfe streets in Fredericksburg, Virginia (Figure 3-38). The resource, which faces southwest, is located on a 0.56-acre lot that is covered by a manicured lawn. A poured-concrete sidewalk leads northeast from the public sidewalk along Princess Anne Street to both the main entrance as well as two entrances on the rear-ell addition. Two secondary resources are associated with the Shiloh Baptist Church (New Site), a circa-1920 dwelling and a circa-1945 commercial building, both located northeast of the primary resource with frontage along Wolfe Street.

3.5.1 Historic Context

The first Baptist church in Fredericksburg was established around 1804 and served white congregants as well as enslaved people and freed African Americans (Dollins and Olsen 2015). Although both races were welcome at the services, they maintained separate entrances and seating areas for the first 90 years of the congregation's existence (HFFI n.d.b). By 1815, some members, both white and black, broke off from the original congregation and began a new Baptist church at the northeast corner of Hanover and Sophia streets along the Rappahannock River at the current location of the Shiloh Baptist Church (Old Site) (111-0096), which was once a part of the overall Shiloh Baptist Church in the City of Fredericksburg. Initially, they worshiped in a small wooden building that burned a few years later, and plans to build a new, more substantial church at the same location were made (Dollins and Olsen 2015). In 1820, Horace and Elizabeth Marshall sold the property, known as "Lot 4" on the 1806 Bartholomew Fuller survey of Fredericksburg, to the congregation for $900 to construct a "new Baptist meeting house to be called Shiloh Baptist Meeting House" (CFDB G:2) (Figure 3-39).

Between 1830 and 1840, a brick church was built to support the growing congregation of over 800 members (Figure 3-40). By 1849, many of the white congregants began to plan the construction of a larger church to exclusively be used by whites built at the corner of Princess Anne and Amelia streets (now known as the Fredericksburg Baptist Church (111-0033) (Dollins and Olsen 2015). To finance the new church, it was recommended that the existing building be granted to the black church members once the new sanctuary was complete so long as existing white members, most notably those who enslaved African-Americans, pledged $1,100 or more towards the cost of the new building (Dollins and Olsen 2015).


Charlotte St
Princess Anne St
Wolfe St
Caroline St
Lafayette Station Rd
Lafayette Blvd
CSX Railroad
111-0132-0147
VRE-Fredericksburg
Amtrak-Fredericksburg
698
598
530
201
301
307
315
498
2
1
Mills Dr
Hill Golfers Club
0 50 100
Feet
0 20 40
Meters
Legend
Preferred Alternative
Architectural Buffer
Resource Boundary

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Figure 3-38
Location of the Shiloh Baptist Church (New Site)
(111-0132-0147)

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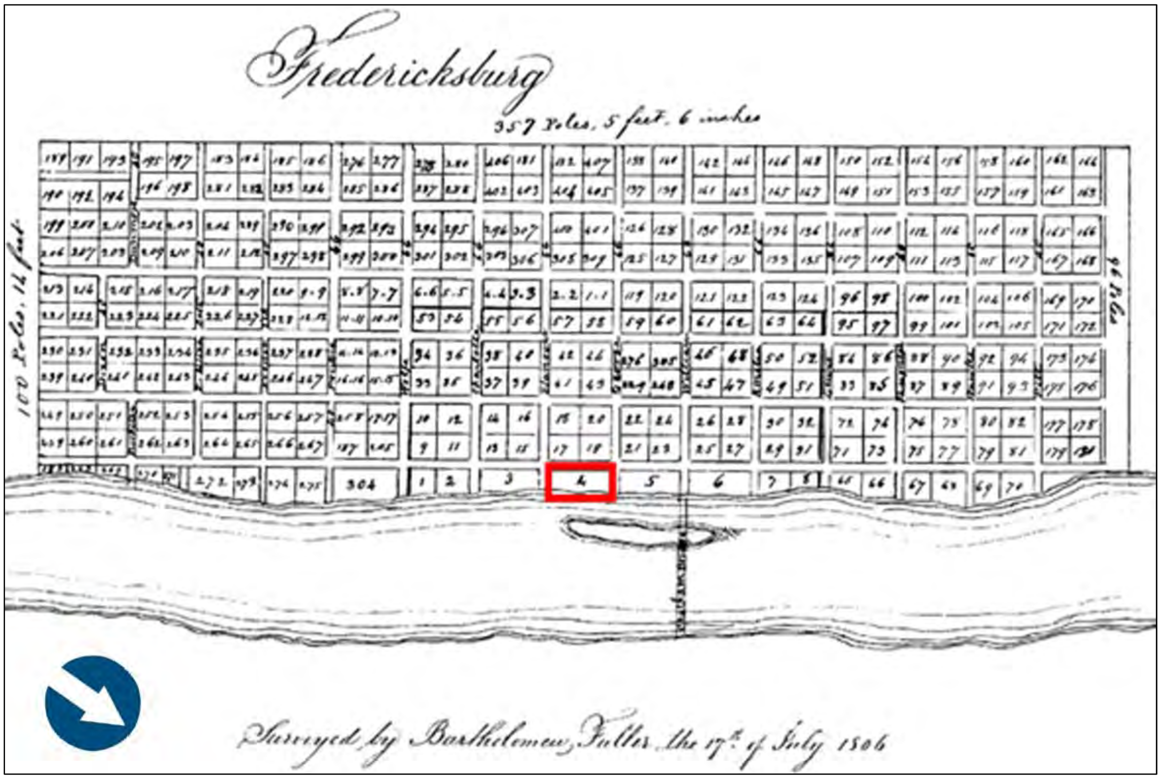

Fredericksburg
357 Poles. 5 feet. 6 inches
100 Poles. 14 feet
96 Poles
304
1
2
3
4
5
6
Surveyed by Bartholomew Fuller the 17th of July 1806

FIGURE 3-39: 1806 SURVEY OF FREDERICKSBURG BY BARTHOLOMEW FULLER (FULLER 1806) SHOWING THE LOCATION OF THE ORIGINAL SHILOH BAPTIST CHURCH (OLD SITE). NOTE LOT 4 OUTLINED IN RED. (MAP NOT TO SCALE)

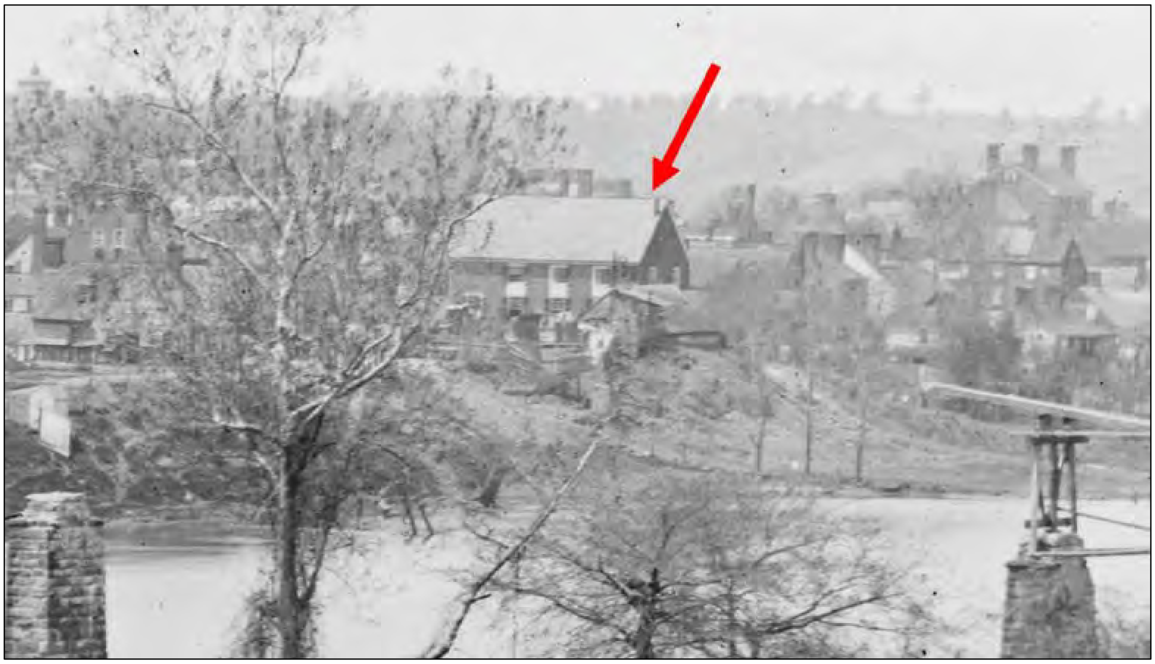


FIGURE 3-40: SECTION OF 1863 PHOTOGRAPH SHOWING THE ORIGINAL FRAME CHURCH BUILDING (O'SULLIVAN 1863)

During the Civil War, like throughout much of Fredericksburg, service at Shiloh Baptist Church was very infrequent and mostly nonexistent (Shiloh Baptist Church (New Site) n.d.). "Much of the membership had fled to Washington. Others had been taken out of the area by their enslavers. Given the large-scale destruction throughout the city and the frequent changes in the military situation, church life become anything but stable" (Dollins and Olsen 2015). The church was also used by the Union Army, with the sanctuary serving as a hospital and the ground floor for a stable. The building suffered damage under their occupation, windows and pews were removed or destroyed, the plaster celling and many support pillars were knocked apart, and the stairs to the gallery were removed, creating structural damage (Dollins and Olsen 2015; Shiloh Baptist Church (New Site) n.d). The rear wall of the Shiloh Baptist Church collapsed in 1886, rendering the building unusable. The church chose to find a new site and purchased the Revere Shop lot, located on the corners of Princess Anne and Wolfe streets, and they immediately began having services in the shop (CFDB BB:361; Shiloh Baptist Church (New Site) n.d.). After settling in at the new location, it was determined that there were legal questions concerning the title of the Revere Shop lot and since the grounds of the old site on Sophia Street were free and clear, some members wanted to return and build on that property. Taking the disagreement to court, the congregation split, legally naming the congregations Shiloh Baptist Church (New Site) and Shiloh Baptist Church (Old Site), with the congregation of New Site being granted the Revere Shop lot in 1889 (CFDB CC:138).

Shiloh Baptist Church (New Site) laid the cornerstone for the new building on June 9, 1890 (HFFI n.d.b). The church was funded by members of the congregation and designed in the Eclectic style, with elements of both the Colonial Revival and Italianate styles (Shiloh Baptist Church (New Site) n.d.b) (Figure 3-41).

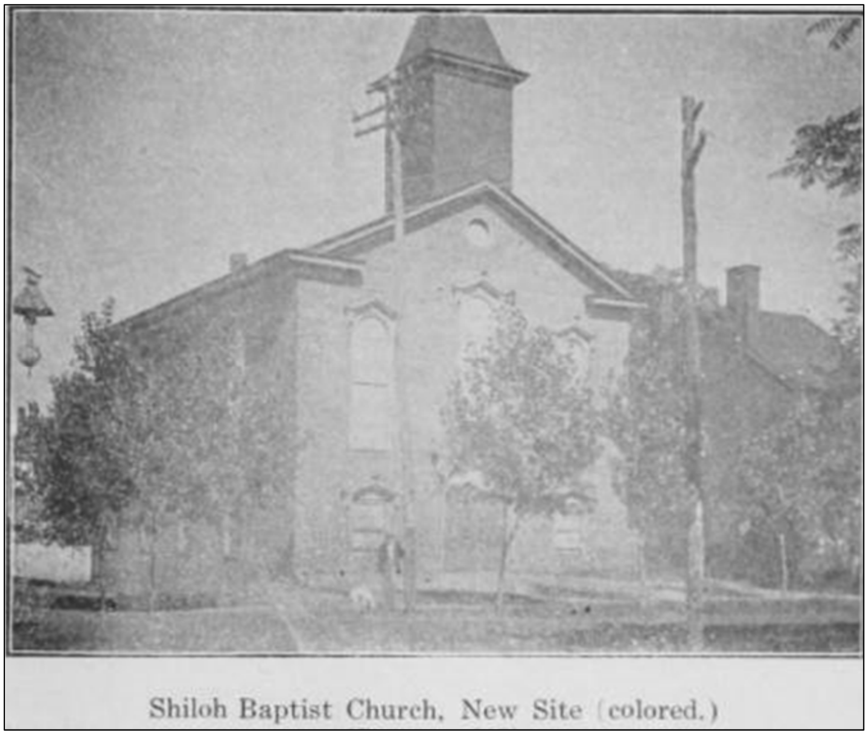


FIGURE 3-41: 1908 PHOTO FROM *THE HISTORY OF THE CITY OF FREDERICKSBURG* (QUINN 1908:272)

The congregation thrived in the new location and soon began to serve the community. Their main focus was on education for the black population in Fredericksburg. In 1905, along with members of the surrounding community, Shiloh Baptist Church (New Site) began the Fredericksburg Normal and Industrial Institute in the church basement (Weaver 2008). This was the first secondary school to serve black students in the area. They began with about 20 students, but quickly outgrew their space, as students from the surrounding counties began traveling to Fredericksburg to attend the school. By 1906, the school board, which consisted of leaders of the Shiloh Baptist Churches (both New Site and Old Site) as well as other prominent black community members were able to purchase a parcel of land outside of the downtown core named "Moorefield" from the Virginia Trust Company. They renamed it "Mayfield," and the school continued to thrive at its new location (Weaver 2008). It was not until 1938 that the school was finally given public funding and was absorbed into the segregated Fredericksburg Public Schools system. Up to that point, the school was funded almost entirely by the African-American Baptist churches in Fredericksburg (Weaver 2008).

In an ever-segregating southern community, the church was also an important hub for the development of an African-American enclave along Princess Anne Street. While the hub of anglo occupation was located along Caroline Street and further north on Princess Anne, the area around Shiloh Baptist Church (New Site)—relatively undeveloped when the church was built—was the perfect location for the proliferation of African-American used and owned businesses. Stemming from the church at Princess Anne and Wolfe streets, dozens of commercial buildings and residences were constructed in this area, all directly related to the black community. This area was such an important enclave of African-American support that it was listed in The Negro Motorist Green Book for decades, highlighting hotels, restaurants, and entertainment venues in this immediate area that were open to black tourists. The entire development began through the church.

Shiloh Baptist Church (New Site) was also very active in the struggle for Civil Rights. As the largest black church in Fredericksburg, they became a site for meetings and visiting speakers. They also worked together with other black churches in Fredericksburg in supporting the sit-ins and demonstrations, as well as the 1963 Civil Rights march through Fredericksburg (Shiloh Baptist Church (New Site) n.d.).

Shiloh Baptist Church (New Site) is one of three historically black churches in the City of Fredericksburg. The other two include Shiloh Baptist Church (Old Site) (111-0096) constructed in 1890, and Mount Zion Baptist Church (111-0132-0678), constructed in 1928. Moreover, of the large African-American enclave that was once centered at Princess Anne and Wolfe streets, only the church remains. Most of the other buildings were demolished in the 1970s to make way for the United States Post Office facility as well as the City Fire Department.

3.5.2 Architectural Description

3.5.2.1 Primary Resource Exterior

The resource is a two-story, three-bay church built with a linear plan in 1890 in the Eclectic style with Italianate and Colonial Revival influences (Figure 3-42 through Figure 3-44). Built on a continuous brick foundation, the masonry church is constructed in a five-to-one, common-bonded brick with a parged water table. A front-gabled roof with partial, wood, eave returns tops the building and is sheathed in standing-seam metal. A steeple pierces the southwest ridge of the roof and is composed of a louvered belfry capped by a pyramidal roof sheathed in copper shingles topped by a slim copper cross. An exterior-end brick chimney with a corbeled cap is located on the southeastern ridge of the roof.

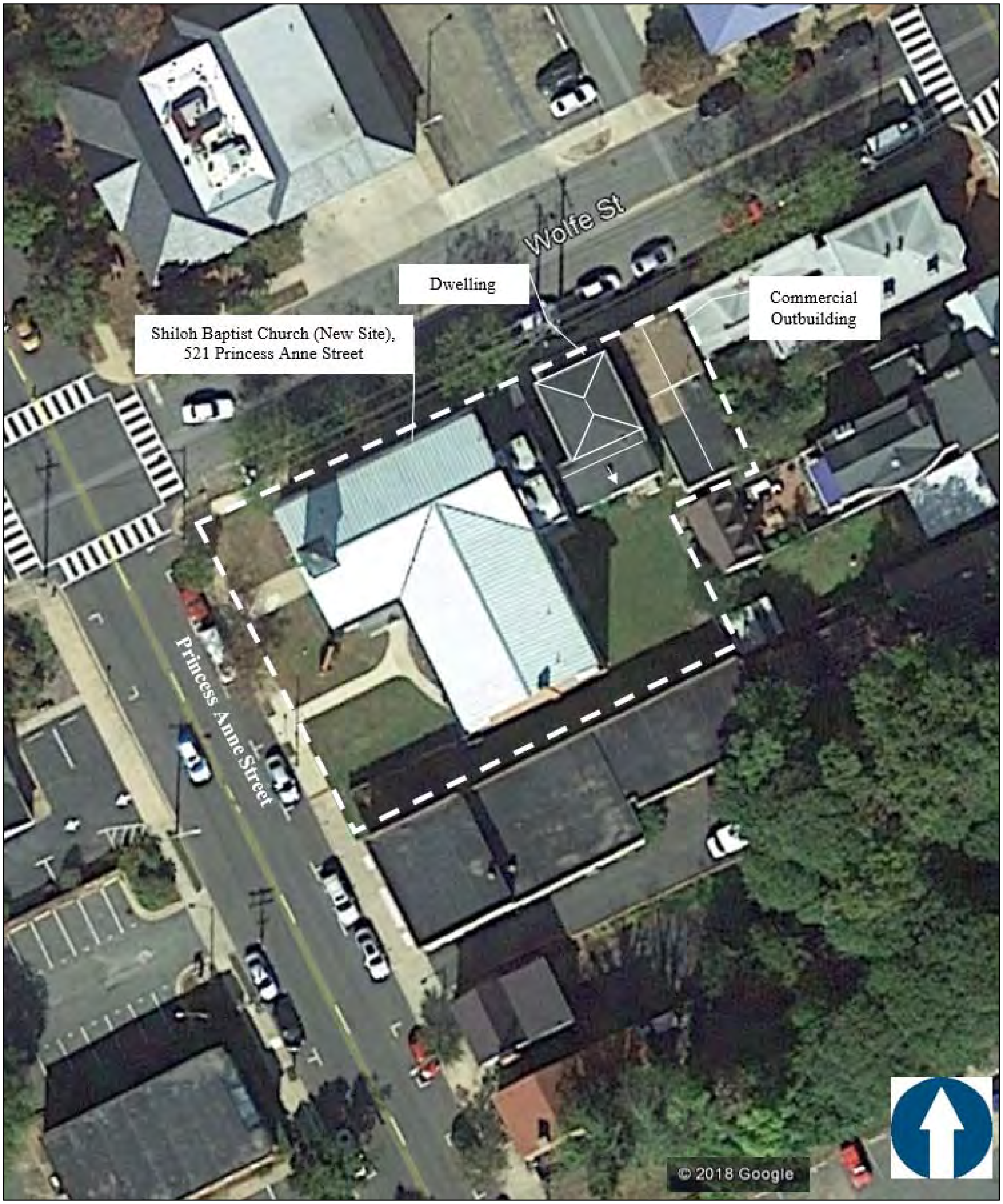

Wolfe St
Dwelling
Commercial Outbuilding
Shiloh Baptist Church (New Site), 521 Princess Anne Street
Princess Anne Street
© 2018 Google

FIGURE 3-42: SITE PLAN FOR SHILOH BAPTIST CHURCH (NEW SITE) (111-0132-0147) (NOT TO SCALE)

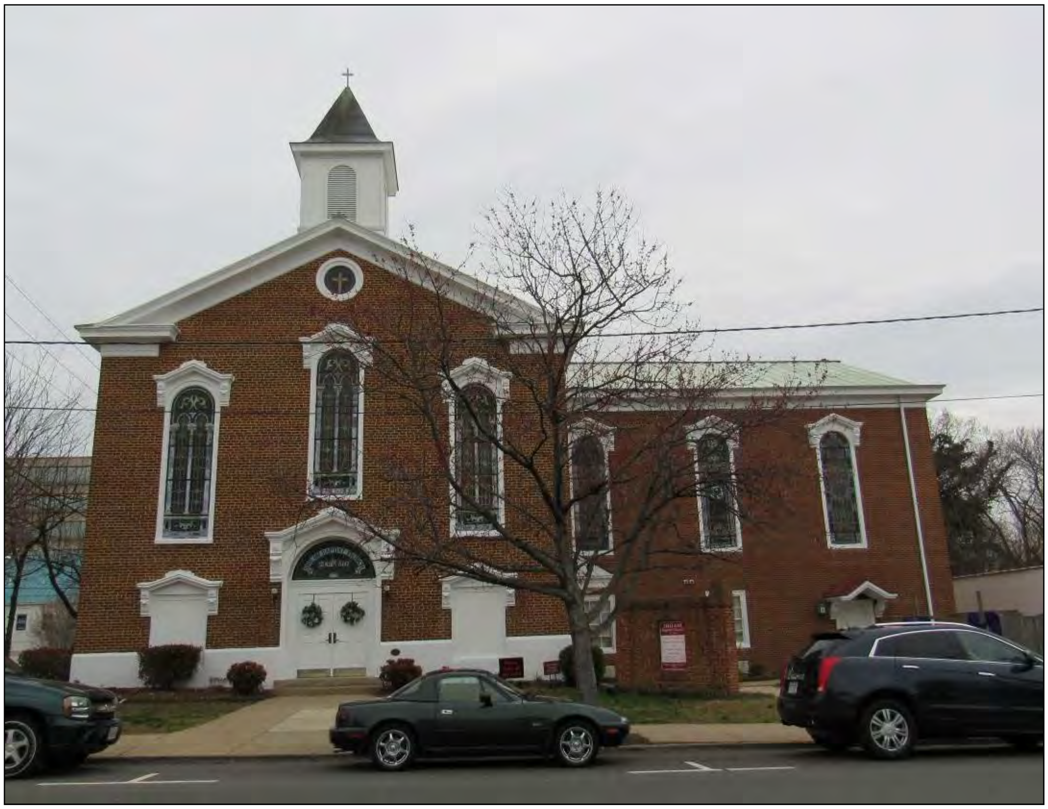


FIGURE 3-43: SHILOH BAPTIST CHURCH (NEW SITE), SOUTHWEST ELEVATION

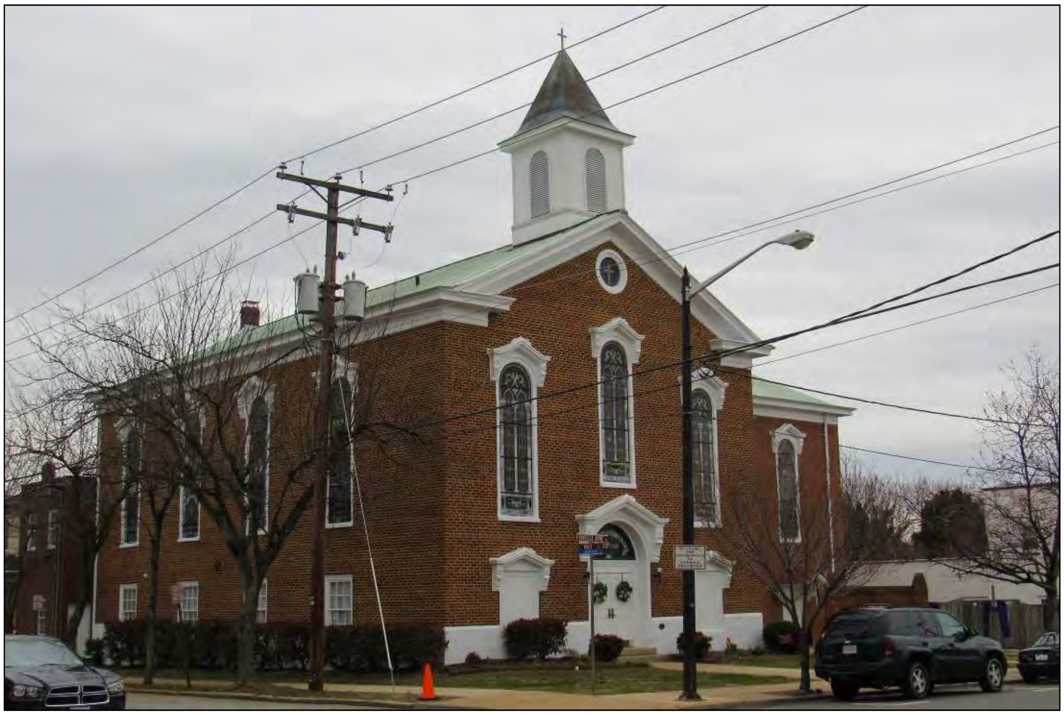


FIGURE 3-44: SHILOH BAPTIST CHURCH (NEW SITE), WEST OBLIQUE

The primary entrance is centered on the southwest elevation and is filled with a double-leaf, paneled, wood door set within a pedimented enframement that features a large, stained-glass fanlight with text that reads "Shiloh Baptist Church New Site" as well as brackets with acanthus leaf motifs and topped by decorative cresting at the pediment peak (Figure 3-45). Two boarded windows topped by pedimented hoods with brackets featuring acanthus leaf motifs and topped by decorative cresting at the pediment peak flank the primary entrance. Two sandstone steps lead to the door. Additional fenestration on the first floor includes, six-over-six, double-hung-sash, wood windows and the second floor features tall, fixed, arched, stained-glass windows topped by pedimented hoods with brackets featuring acanthus leaf motifs and topped by decorative cresting at the pediment peaks. A stained-glass oculus window is located in the gable end of the façade. A secondary entrance is located on the southeast elevation and is filled with a single-leaf, paneled wood door. The door is covered by a two-bay, shed, pent roof covered by standing-seam metal and supported by wood brackets. The pent roof has a peaked-front gable over the door.

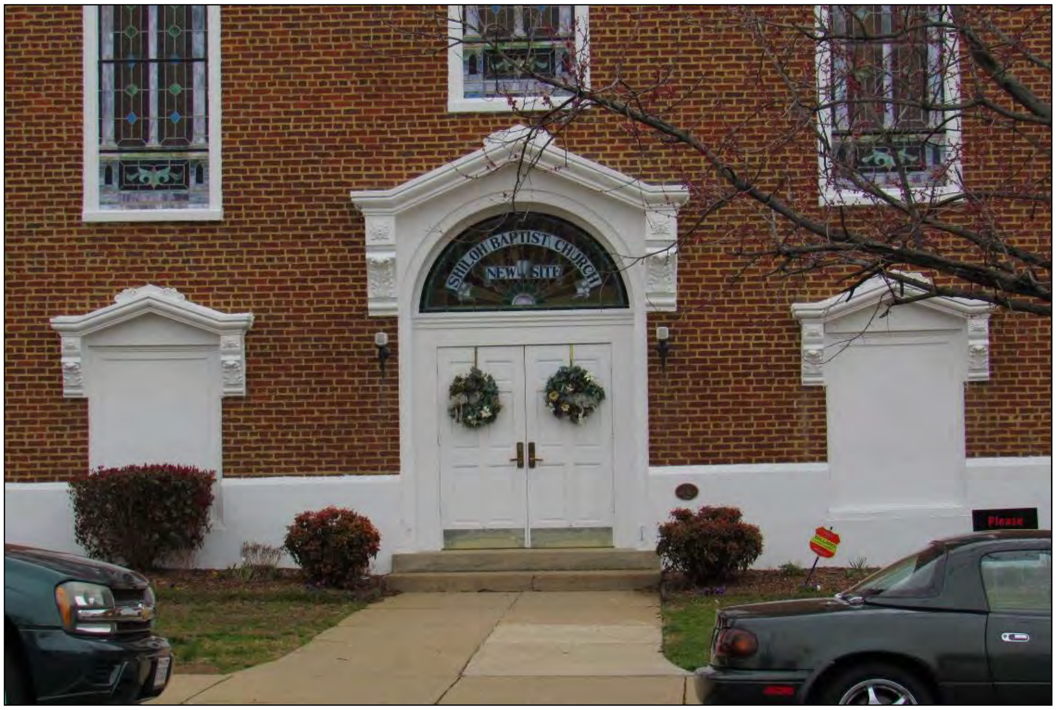


FIGURE 3-45: PRIMARY ENTRY DETAIL

A circa-1980, two-story, three-bay addition extends off the southeast side of the building (Figure 3-46). It is built and clad in the same materials as the main building and features additional stained-glass windows. A secondary entrance is located on the southwest elevation and is filled with a single-leaf, paneled wood door. It is covered by a front-gabled pent roof sheathed in standing-seam metal and supported by wood brackets. A circa-1960 two-story, one-bay addition sits on the northeast elevation (Figure 3-47). The brick addition, laid in a five-to-one common bond, is topped by a flat roof with a parapet wall topped by metal coping and features six-over-six, double-hung-sash, wood windows and a four-light, fixed, wood window. An interior-end brick chimney is located on the northwest elevation. A single-leaf, paneled-wood door is located on the southwest elevation. Two stone steps lead to the door.

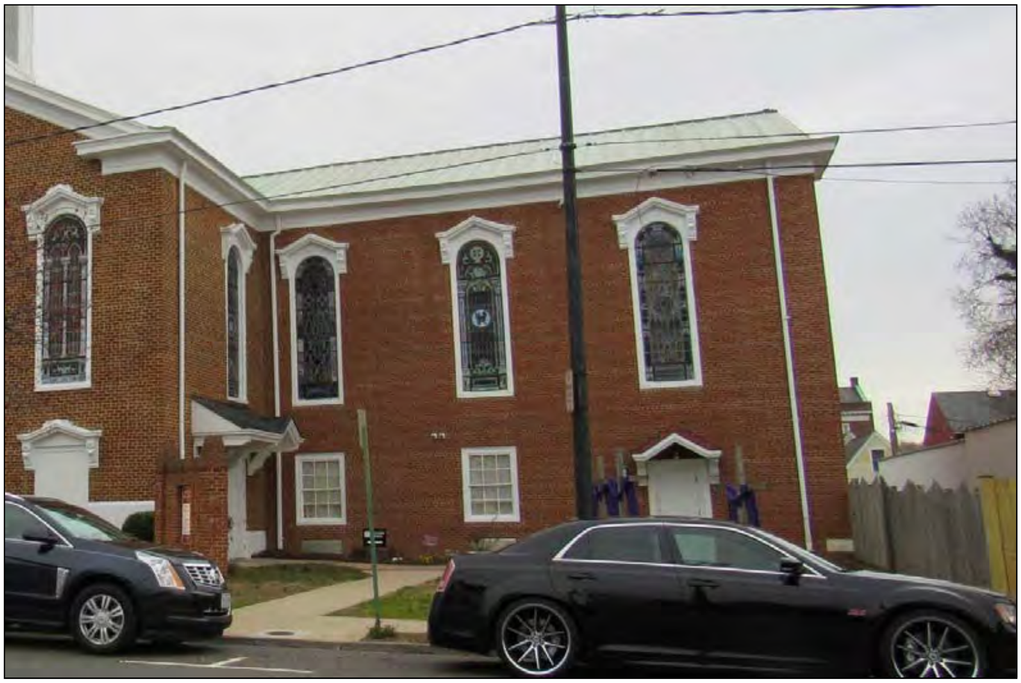


FIGURE 3-46: CIRCA-1980 ADDITION, SOUTHWEST ELEVATION

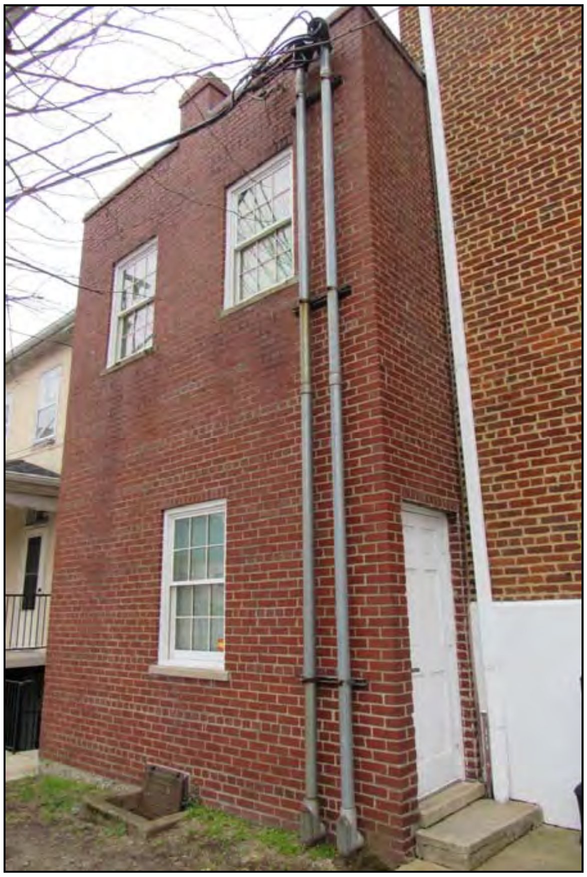


FIGURE 3-47: CIRCA-1960 ADDITION, NORTHWEST ELEVATION

3.5.2.2 Primary Resources Interior

The primary entrance to the church is through the double-leaf door located on the façade. Directly inside the doors of the church is the narthex, which is an L-shaped hallway that extends both northeast and southeast (Figure 3-48). The narthex is carpeted and has plaster walls. A staircase that leads to the attic is located to the southeast of the entry door and a staircase that leads down to the basement is located to the northwest. Both feature carpeted stairs and a wood railing and banister (Figure 3-49). A single-leaf, wood, paneled door leading to a rear addition that was not accessible during this survey is located to the northeast of the entry door. The stained-glass windows that are located on the original core of the building line the narthex.

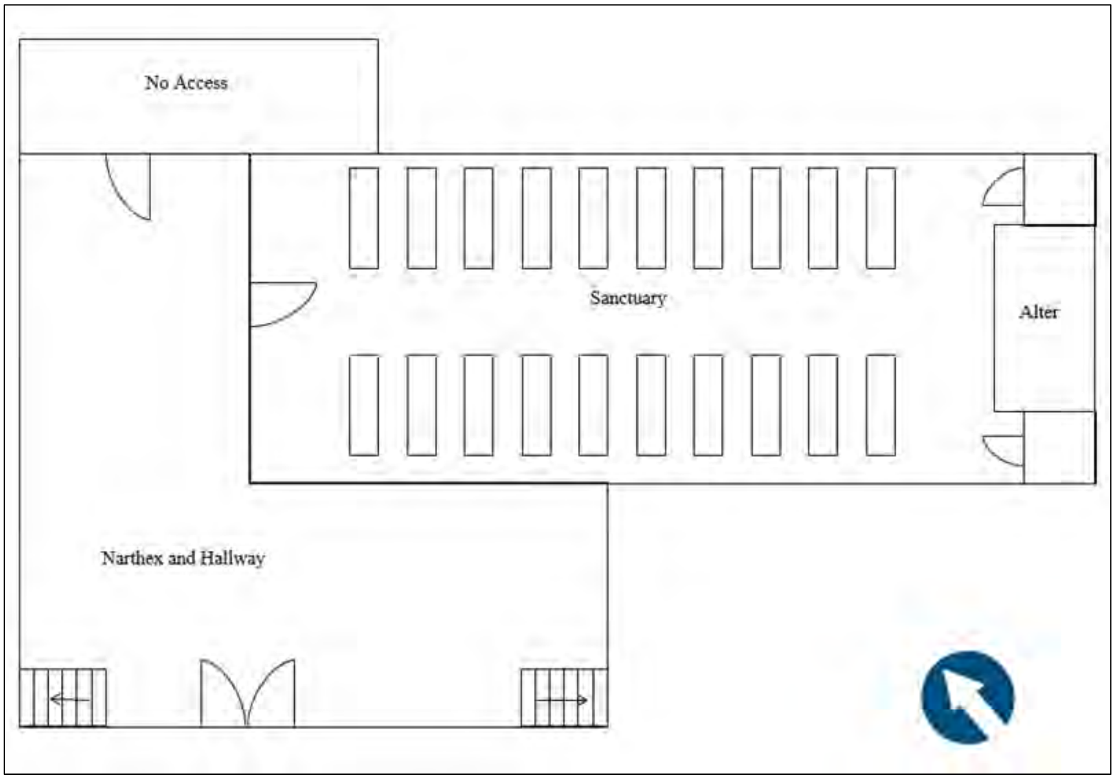


FIGURE 3-48: FIRST FLOOR INTERIOR SITE PLAN

The sanctuary is accessed through a double-leaf, paneled door that is located to the northeast of the narthex entry. The sanctuary runs northwest to southeast though the annex addition. The sanctuary has a linear plan, with a wide central aisle that is lined by wooden pews (Figure 3-50). The walls are plastered, with the northeast and southwest walls containing the stained-glass windows, visible on the exterior of the annex addition. The sanctuary is carpeted and features a drop celling with recessed lighting. The chancel is located at the southeast end of the sanctuary and is raised by one step with a choir area located behind raised by another step. The rear (southeast wall) of the chancel features a large surround with a pecked pediment and entablature. The chancel is flanked by two vestry rooms, both accessed by single-leaf, paneled wood doors located within simple wood surrounds with fluted pilasters.

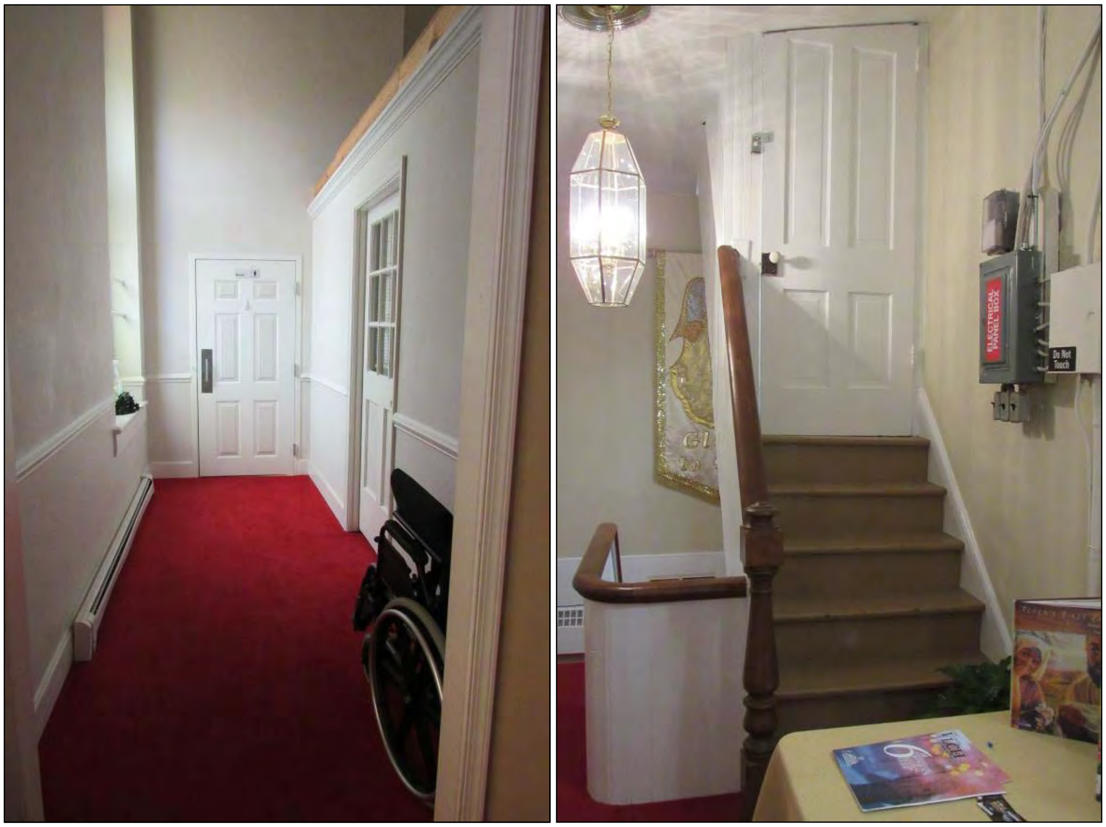

ELECTRICAL PANEL BOX
Do Not Touch

FIGURE 3-49: VIEW INTO NARTHEX FROM PRIMARY ENTRY, LOOKING NORTHEAST (LEFT) AND VIEW OF DOOR LEADING TO ATTIC (RIGHT)

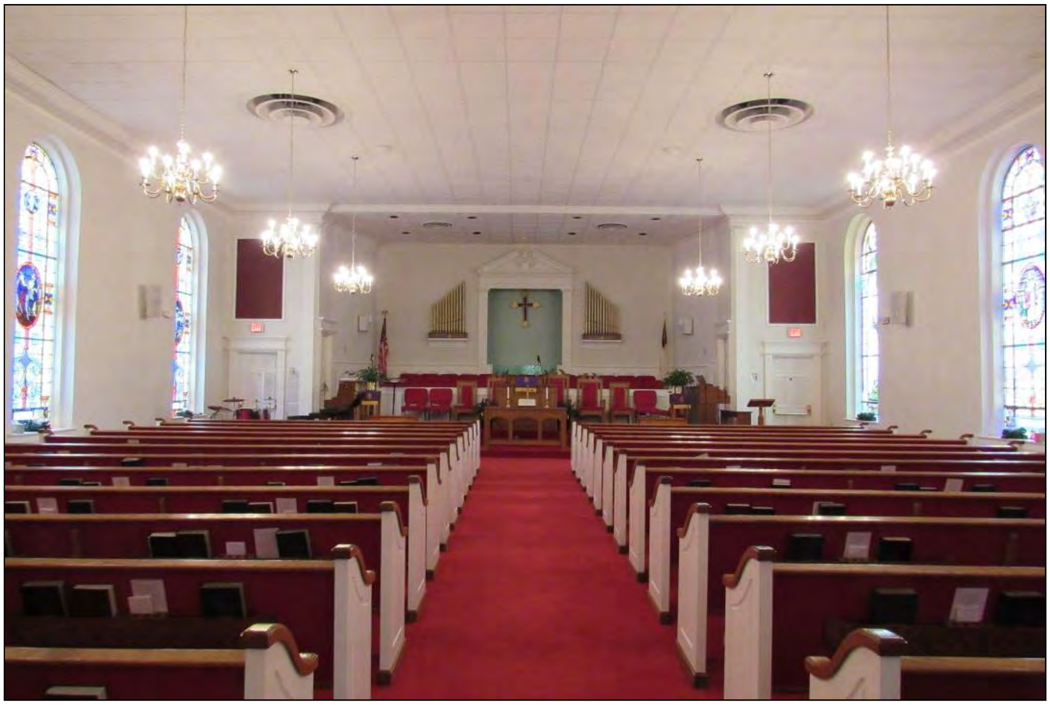


FIGURE 3-50: VIEW INTO SANCTUARY FROM NARTHEX, LOOKING SOUTHEAST

The basement of the church features classrooms, a kitchen, and bathrooms (Figure 3-51). The basement is accessed from the narthex though a set of wooden stairs that are located to the northwest of the primary entrance. The stairs lead down to a carpeted landing with a set of double-leaf, paneled, wood doors located to the southeast that leads to a large classroom as well as a single-leaf wood paneled door that leads to a smaller classroom on the northeast wall (Figure 3-52). Both classrooms feature linoleum floors, drywall with a chair rail, and drop ceilings. A large commercial kitchen is located to the northeast of the larger classroom and also features linoleum floors, drywall, and drop ceilings. A hallway leads southeast of the classrooms and kitchen and features a single-leaf, paneled, wood door that leads to a supply closet flanked by two restrooms. Access was not permitted to the attic during this survey.

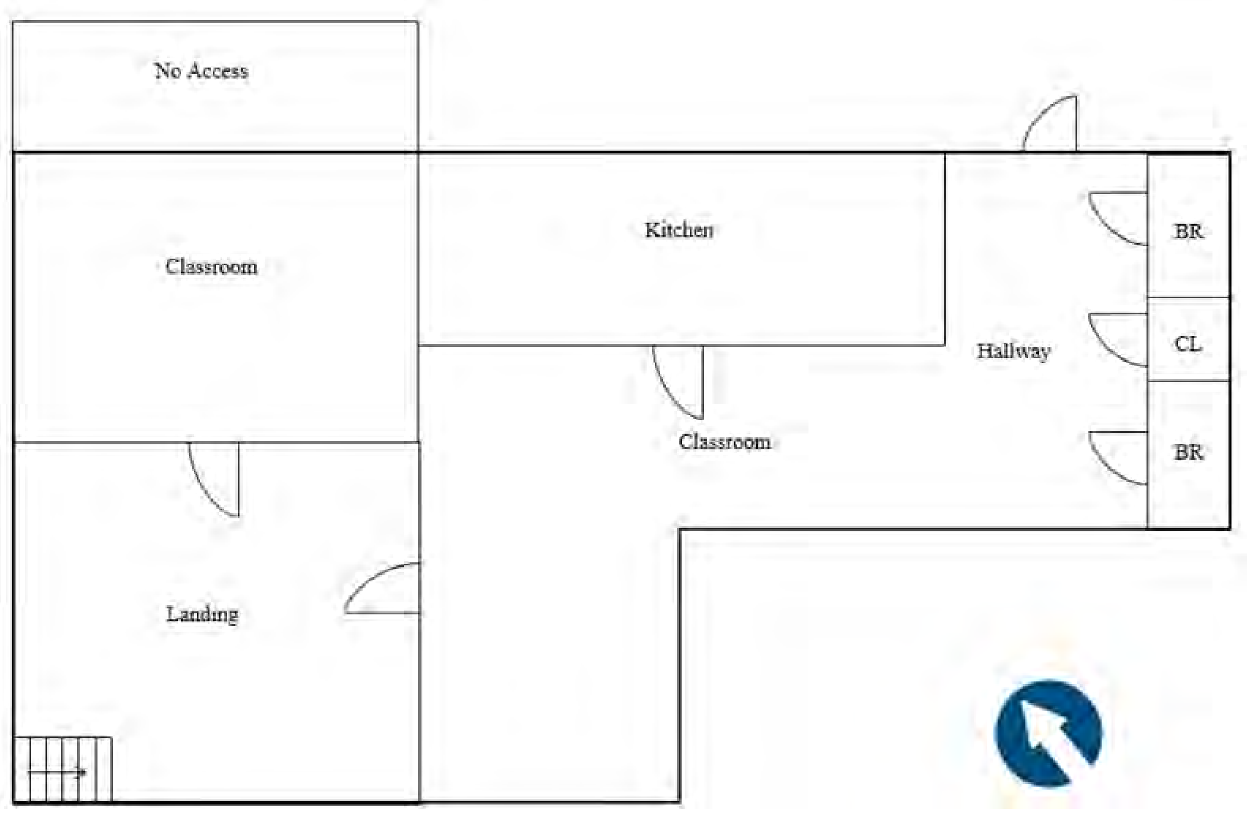


FIGURE 3-51: BASEMENT INTERIOR SITE PLAN

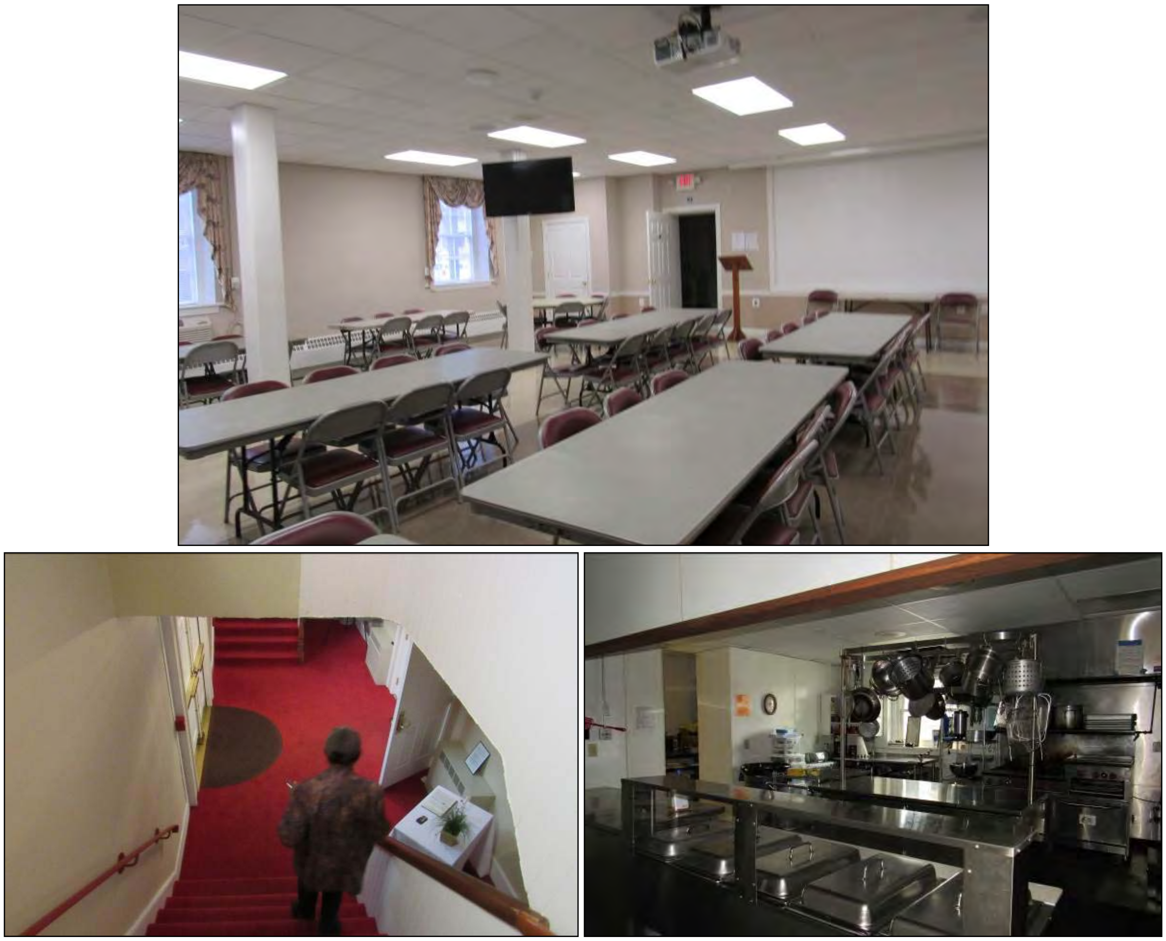


FIGURE 3-52: DETAIL FROM THE BASEMENT. LARGE CLASSROOM, LOOKING SOUTHEAST (TOP); LANDING AT BOTTOM OF STAIRS (BOTTOM LEFT); AND COMMERCIAL KITCHEN (BOTTOM RIGHT)

3.5.2.3 Secondary Resources

A circa-1920, two-story, two-bay dwelling located to the east is associated with the church (Figure 3-53). The raised foundation and structural system are parged and covered by a hipped roof sheathed in asphalt shingles. The primary entry is located in the westernmost bay of the northwest elevation and is filled with a fully-glazed door covered by a storm door and topped by a single-light transom. A one-story, full-width, entry porch covers the primary elevation. It is supported by decorative metal posts and metal railing. The porch is covered by a hipped roof sheathed in asphalt shingles and is accessed by a set of poured concrete steps. Other fenestration includes two-over-two, double-hung-sash, wood-framed windows.

A circa-1940, one-story, three-bay, commercial outbuilding is located to the east of the church and dwelling (Figure 3-54). The foundation and structural system are clad in a running-bond brick veneer with aluminum siding in the gable end and covered by a front-gabled roof sheathed in asphalt shingles. The primary entry is located in the westernmost bay of the northwest elevation and is filled with a single-leaf, six-panel, wood door. Other fenestration includes single-light, fixed windows.

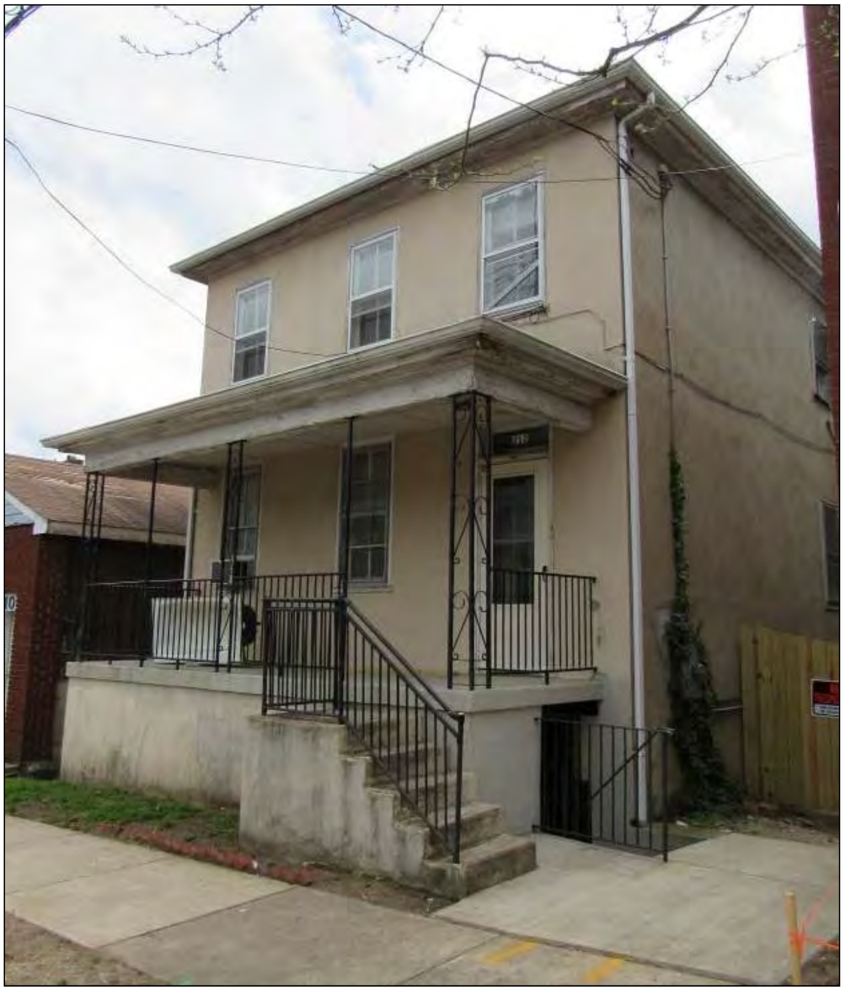


FIGURE 3-53: CIRCA-1920 DWELLING, WEST OBLIQUE

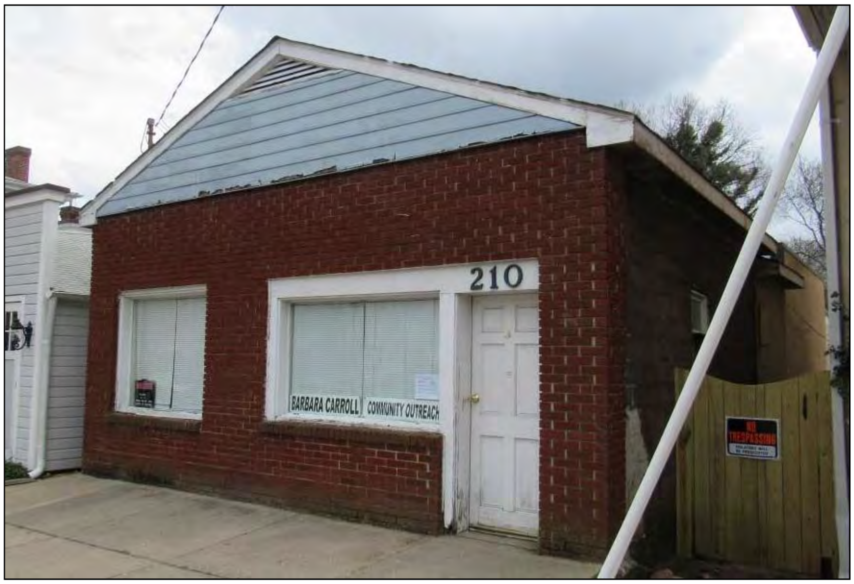

210
BARBARA CARROLL
COMMUNITY OUTREACH
NO TRESPASSING

FIGURE 3-54: CIRCA-1940 COMMERCIAL OUTBUILDING, WEST OBLIQUE

3.5.3 NRHP Evaluation

Shiloh Baptist Church (New Site) was constructed in 1890 and traces its roots back to the first Baptist church in Fredericksburg. The church has been an important part of the ante- and post-bellum, African-American community by being a space for spiritual and personal growth as well as playing a role in early African American education and the Civil Rights movement in Fredericksburg. Shiloh Baptist Church (New Site) retains a high level of historic integrity of location, and a moderate to high level of integrity of setting, materials, workmanship, design, feeling, and association.

Shiloh Baptist Church (New Site) has served as an important social and spiritual space for African Americans in Fredericksburg since it was constructed. Shiloh Baptist Church (Old Site) (111-0096) was listed in the NRHP in 2015 under Criterion A for its importance to the African-American community and Criterion C for its unique architecture. The Shiloh Baptist Church (New Site) is also important for its role in early African American education in Fredericksburg, particularly for its support of the Fredericksburg Normal and Industrial Institute, and also its role in the Civil Rights movement locally. Moreover, the presence of the church was a central hub for what became Fredericksburg's primary African-American enclave during the first half of the twentieth century. Numerous businesses catering to black residents and tourists were built around the church. The area was so well-known for its welcoming support of the black community that it was listed in The Negro Motorist Green Book for many years; the church was unquestionably the nucleus of this development. It is the sole remaining building of what was once a cluster of dozens of black-owned and black-patronized establishments. For these reasons, the DC2RVA team recommends that the resource is eligible for listing in the NRHP under Criterion A.

For a historic resource to be considered eligible under Criterion B, it must be associated with a person who is "individually significant within a historic context" and who has "gained importance within his or her profession or group" (Shrimpton et al. 1990). Though several pastors and members of Shiloh Baptist Church (New Site) have been important to the local community, their involvement in the church does not in and of itself merit NRHP eligibility under Criterion B.

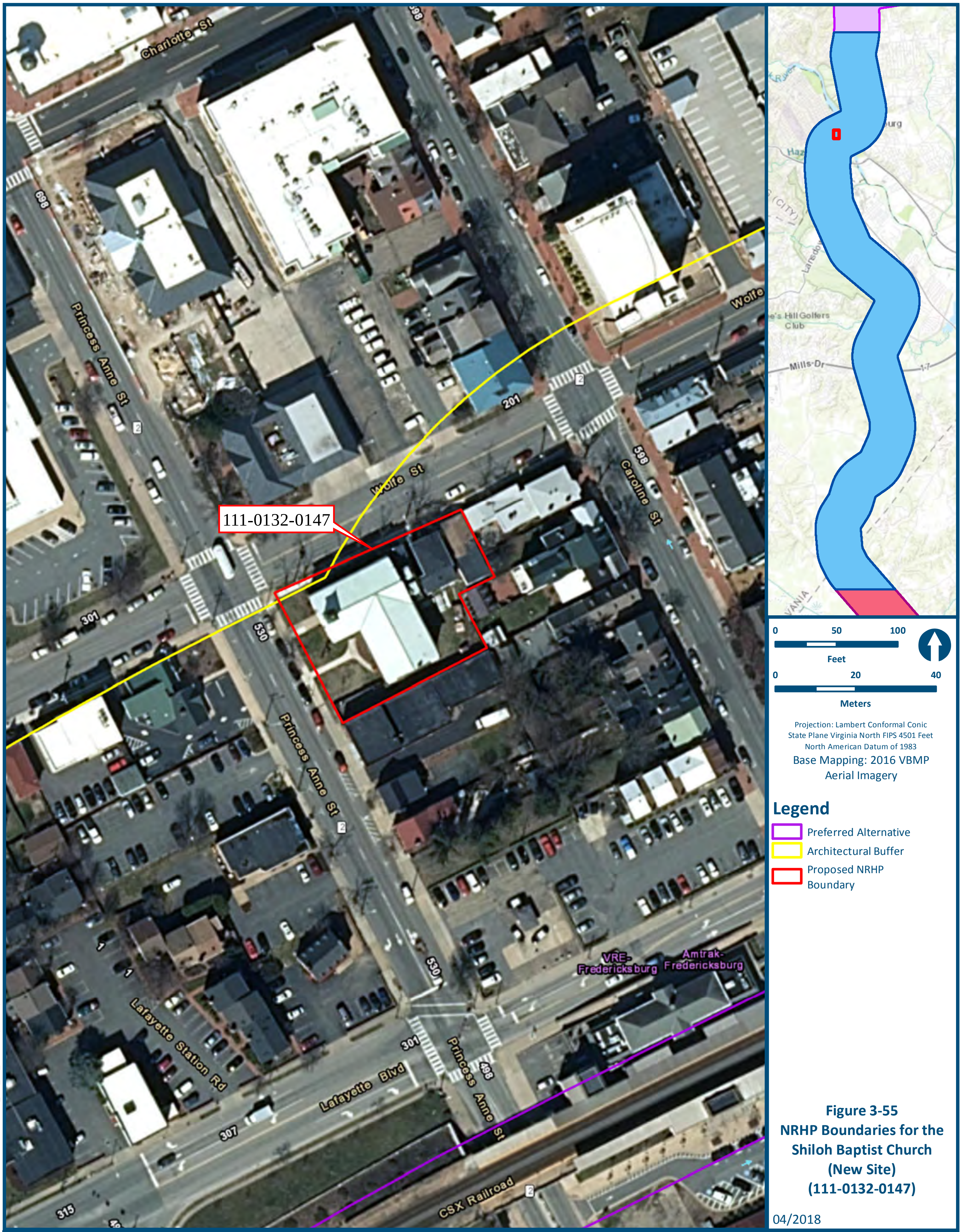
Shiloh Baptist Church (New Site) is an 1890, two-story, three-bay, Eclectic-styled church with Italianate and Colonial Revival influences. The church was constructed by members of the congregation and serves as one of the only three African-American churches in downtown Fredericksburg. Mount Zion Baptist Church (111-0132-0678) was constructed in 1928 in the Gothic Revival style to serve the growing African American community along Wolfe Street and has not been evaluated for NRHP eligibility. Shiloh Baptist Church (Old Site), listed in the NRHP in 2015, was built at about the same time as Shiloh Baptist Church (New Site), but the latter retains a higher level of historic integrity of materials, workmanship, and design at the exterior due to the fact that Shiloh Baptist Church (Old Site) has undergone a wholesale replacement of the primary façade. For these reasons, it is recommended that the resource is eligible for listing in the NRHP under Criterion C**.** As an architectural resource, it was not evaluated under Criterion D.

In addition to meeting one of the main four criteria for NRHP listing, a church must also meet Criteria Consideration A which states that a religious property is "eligible if it derives its primary significance from architectural or artistic distinction or historical importance" (Shrimpton et al. 1990:26). Shiloh Baptist Church (New Site) is architecturally significant as a good example of African-American-associated architecture in Fredericksburg and is in excellent condition. The church has also been important to the African American community. As such, the Shiloh Baptist Church (New Site) meets the conditions to qualify for the NRHP.

This resource is located within the NRHP-listed eligible Fredericksburg Historic District (111-0132). Shiloh Baptist Church (New Site) was built during the district's period of significance (1721–1921) and contributes to the historic integrity and architectural significance of the district as a whole. As such, it remains a contributing resource to it.

In sum, the Shiloh Baptist Church (New Site) is **recommended eligible for listing in the NRHP under Criteria A and C, as well as Criteria Consideration A, and is recommended a contributing element to the Fredericksburg Historic District.**

The proposed period of significance for this resource starts in 1890 when the church was constructed and continues through the Civil Rights era. The National Park Service states that "Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997). For this reason, 1968 was selected as the end date for period of significance for this resource. The proposed NRHP boundaries for Shiloh Baptist Church (New Site), as determined during the current investigations, conform to the existing tax parcel (Parcel ID 7789-23-0715), including landscape features, excepting the educational building to the south of the primary resource (Figure 3-55). That building was formerly a privately-owned funeral home and has previously been recorded as such.


111-0132-0147
Charlotte St
Princess Anne St
Wolfe St
Caroline St
Lafayette Station Rd
Lafayette Blvd
CSX Railroad
VRE-Fredericksburg
Amtrak-Fredericksburg
598
698
201
301
530
498
307
315
Mills Dr
Hill Golfers Club

0 50 100
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪	Preferred Alternative
🟨	Architectural Buffer
🟥	Proposed NRHP Boundary

Figure 3-55
NRHP Boundaries for the
Shiloh Baptist Church
(New Site)
(111-0132-0147)

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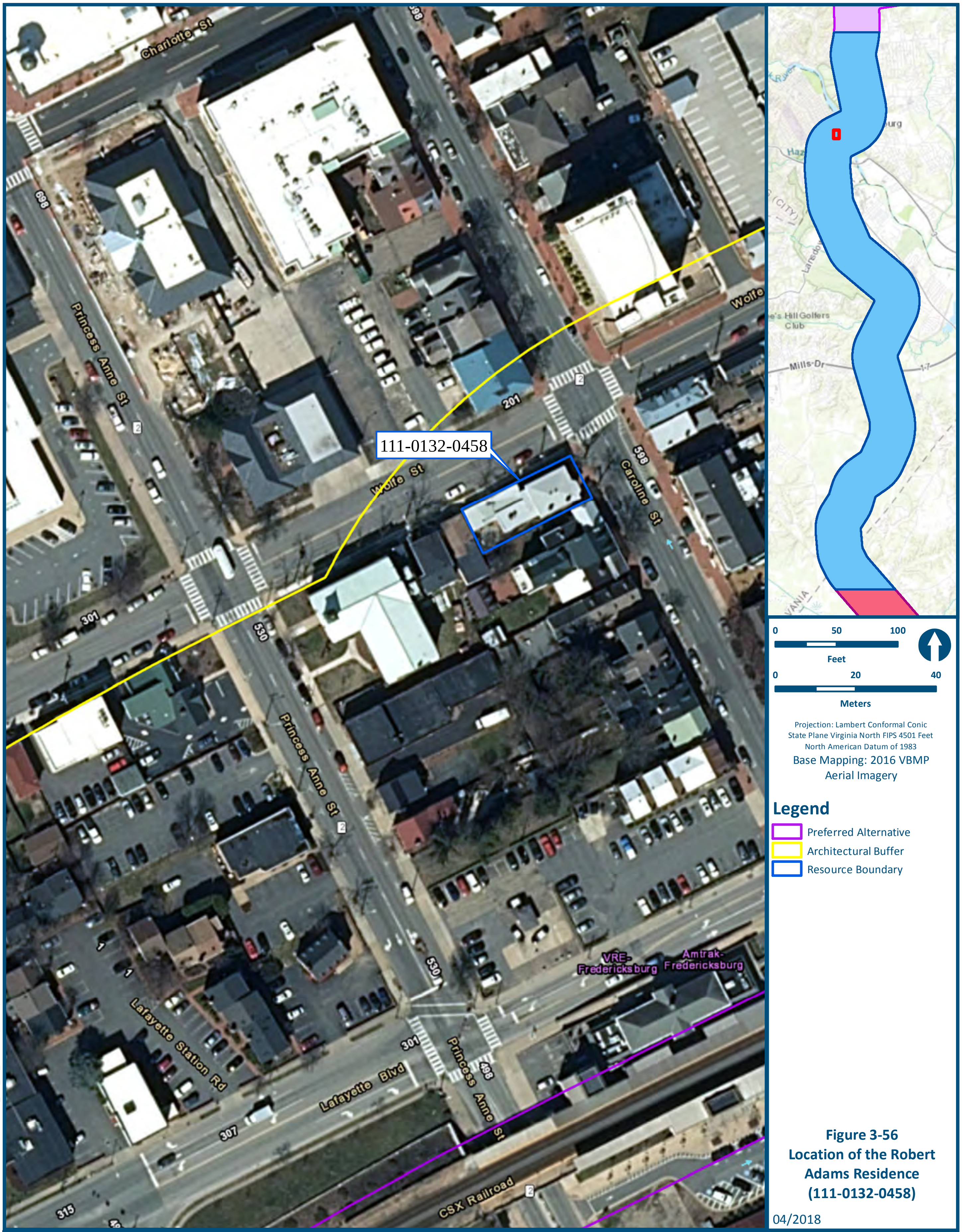
3.6 ROBERT ADAMS RESIDENCE (111-0132-0458)

Built in 1891 by Robert W. Adams, the Italianate style dwelling located at 528 Caroline Street (111-0132-0458) is located at the southwest corner of the intersection of Caroline and Wolfe Streets in the southern end of the NRHP-listed Fredericksburg Historic District (111-0132). This area of the district is heavily populated and comprises mixed commercial and residential properties. The building encompasses a majority of its 0.09-acre, rectangular-shaped lot with its primary elevation facing towards Caroline Street and the Rappahannock River (east) (Figure 3-56). The eastern boundary of the property is lined with a brick public sidewalk while the northern boundary with Wolfe Street is lined with a poured-concrete sidewalk and a plant bed filled with mature bushes and plantings. A brick garden wall is located immediately south of the primary dwelling and leads to a private garden area. To the south is another residential dwelling (111-0132-0457) and to the west is the Shiloh Baptist Church (New Site) (111-0132-0147).

3.6.1 Historic Context

Robert W. Adams (1823-1891), a prominent local businessman and political figure, was born in Fredericksburg and resided there throughout the majority of his life (Kent 1991). He began working at the age of 13 in 1837 as a clerk with "Samuel Phillips & Son, one of Fredericksburg's leading stores" (Kent 1991:3). He worked his way to bookkeeper and formed a partnership with Alexander K. Phillips after Samuel Phillips died in 1855. In 1859, after Alexander Phillips retired, Adams joined with Seth B. French and renamed the firm Adams & French. He married Anne N. Williams in 1850, and they had two children, Samuel A. and Anne F. (Dodd et al. 1999). The doors of the operation closed at the beginning of the Civil War, and Adams "became a clerk in the Confederate Commissary General's office at Richmond and later was appointed Commissary with the rank of captain" (Kent 1991:3). At the end of the war, he came back to Fredericksburg and joined up with his old partner to open a new firm called A.K. Phillips & Co. Adams became City Treasurer of Fredericksburg during the first election under the new Constitution of Virginia and was continuously reelected to this post until his death (Stanton 2011a).

In 1880, Adams is noted as living on the south side of George Street with his second wife, Anne T. Morris; son, Samuel A. Adams; mother-in-law; and two sisters-in-law (U.S. Census 1880). In the 1890s, Adams lived at the corner of Sophia and Frederick Streets on the south side of the railroad (Stanton 2011b). In the spring of 1891, local newspaper articles reported that Adams purchased the lot at the corner of Main (the nineteenth-century name for Caroline Street) and Wolfe streets, and hired a local builder and contractor, George W. Wroten, to erect a "handsome residence" thereon (Fredericksburg Free Lance 1891; Kent 1991:3). The dwelling, which was constructed as a two-story building with a rear one-story ell, was estimated to be valued at $2,050 and at that time, a paint shop facing Wolfe Street was already erected on the property (Figure 3-57) (Kent 1991:5; Sanborn Map Company 1886a, 1891, 1896). Wroten oversaw construction of many buildings in town, including the Mary Washington Memorial Association's caretaker's cottage (111-5262-0014), built circa 1895, and the Virginia Silk Mills Company building (111-0189/111-5297-0015), constructed circa 1890 (Hodge 1981; Johnston and Smith 2001).


Charlotte St
598
698
Princess Anne St
2
Wolfe St
Wolfe
201
111-0132-0458
Caroline St
598
301
530
Princess Anne St
2
530
VRE-Fredericksburg
Amtrak-Fredericksburg
1
1
Lafayette Station Rd
301
Lafayette Blvd
Princess Anne St
498
307
315
CSX Railroad
2
River
burg
Haz
(CITY)
Laredo
e's Hill Golfers Club
Mills Dr
17
VANIA
0
50
100
Feet
0
20
40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 3-56
Location of the Robert Adams Residence (111-0132-0458)

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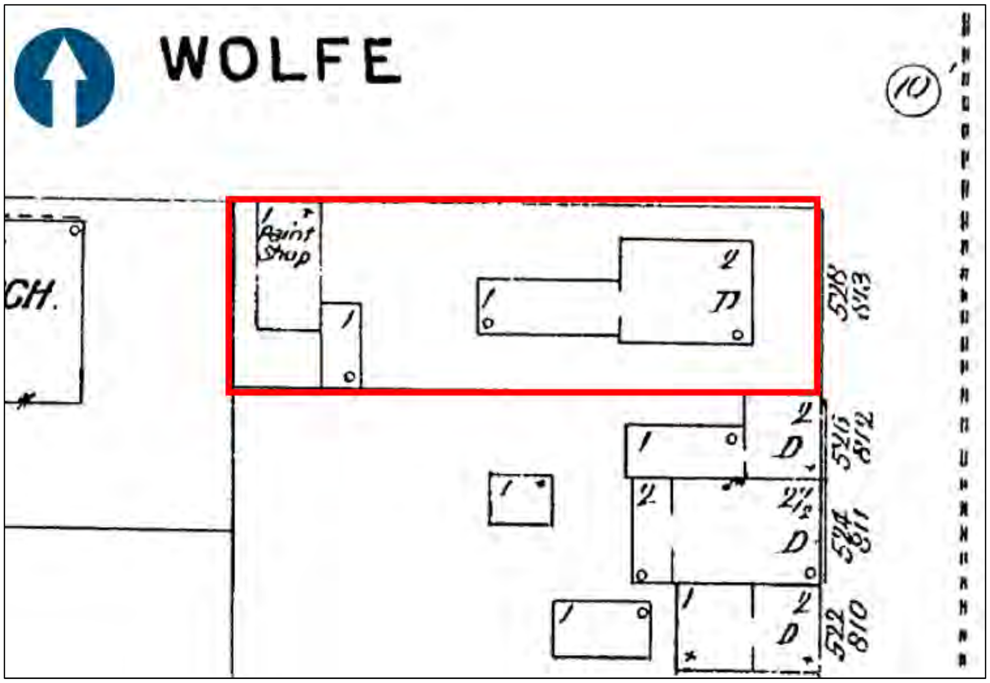


FIGURE 3-57: LOCATION OF THE ROBERT ADAMS RESIDENCE IN 1896 (SANBORN MAP COMPANY 1896) (NOT TO SCALE)

Robert Adams did not reside long in his new home for he died on October 28, 1891 (Kent 1991:4). Although initially heavily mourned and praised immediately after his death, it was reported in the December 1891 that "the late Treasurer's books were short $4,361.55," two times the cost of the dwelling (Kent 1991:4). Ellen C. Gee, a widow and milliner, is noted in the 1892 city directory to be living in the dwelling at 528 Main Street, although the property was known to be involved in a chancery suit during this time as a result of Adams' questionable practices in the treasurer's office (Kent 1991:5; Stanton 2011b).

In 1893, George H. Timberlake and his wife, Amanda M. Timberlake, acquired the property for $2,400, and after the turn of the century sold it to John Edward Timberlake, their son who was a local shoe store owner (Kent 1991; U.S. Census 1900). His shoe business was located at 904 Main Street (Stanton 2011c). In 1910, he opened a millinery with G. Frank Timberlake under the firm name of Crown Millinery Co., in the house on Main Street (Fredericksburg Free Lance 1910; Stanton 2011c). During his ownership, it appears that John Timberlake made several improvements to the dwelling, specifically at the northeast corner with a two-story addition with an open first-story porch, in the south half of the east elevation with a two-story bay window, and north half of the east elevation with an entry porch. He also added two additional one-story outbuildings to the west of the dwelling by the paint shop, which is identified as a shed in 1902 (Figure 3-58) (Sanborn Map Company 1902).

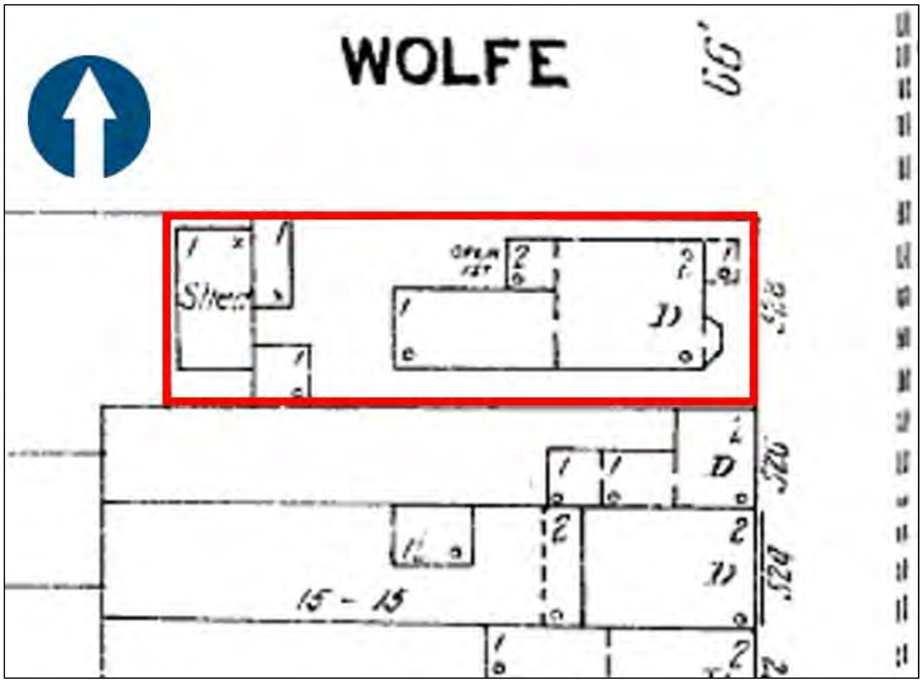


FIGURE 3-58: LOCATION OF THE ROBERT ADAMS RESIDENCE IN 1902 (SANBORN MAP COMPANY 1902) (NOT TO SCALE)

In 1917, John Timberlake moved to Hawke Street and conveyed the property to Emma Hogan, a widow, who sold it two years later to Clayton Simpson (also listed as Simpson Clayton) who in turn sold it to Joseph Ollie for $5,500 (Kent 1991:5; Stanton 2000). The Syrian-born Ollie who migrated to the United States in 1903, lived in the house with his wife, Ella A., for approximately 17 years (Kent 1991; U.S. Census 1930). During this time, they operated a grocery store out of 811 Main Street called The Parlor Grocery and Meat Market (Figure 3-59) (Goolrick 1933; Stanton 2012). In the 1930 Federal Census, Ollie and his wife are noted to be living in Robert Adams Residence; however, in the 1938 Fredericksburg City Directory, Ollie and his wife were living at 920 Marye Street while Robert P. Bayliss, a clerk at A&P Food Stores, rented the house at 528 Caroline (Main) Street (Stanton 2012; U.S. Census 1930).

In 1940, Ollie sold the Robert Adams Residence lot to Nick Govanides, an immigrant from Turkey, who added an extension to the rear of the building in 1945 after the flood of 1942 (CFDB 56:170; Kent 1991). A building permit notes that Govanides hired contractor, W. J. Jett to construct an office for taxi service for $200 (Stanton 2010). Govanides hired Jett again to construct a newsstand at the rear of the building for $500 in 1948 (Stanton 2014). Govanides operated Little Jimmie's Place, a grocery, out of the rear of Robert Adams Residence (denoted as 202 Wolfe Street in city directories) and the Central Lunch at 815 Caroline Street in the 1940s and 1950s (Miller 1945, 1953). In 1978, the property was inherited by James D. and Patricia H. B. Govanides, son and daughter-in-law of Nick Govanides (Kent 1991). Twelve years later in 1984, James and Patricia Govanides sold the property to Edward S. and Stanley R. Beard, who extended and renovated the 1940s extension and opened an antique shop in that portion of the dwelling, called the Century Shop (Kent 1991).

Jacqueline M. "Jackie" and Leopold Charles W. "Chuck" Leopold purchased the house at auction for $913,000 in 2006 and refurbished it to a multi-suite bed and breakfast with the architectural firm Herlong Associates Inc. (CFDB 2006:1415; Fredericksburg Free Lance-Star 2009; The 1890 Caroline House 2018). At that time, the architectural firm utilized windows and fireplace surrounds that had been originally removed during a renovation by previous owners Edward and Stanley Beard, and they dug down the basement to make room for an 8-foot ceiling, which was required at the time for living space (Fredericksburg Free Lance-Star 2009).

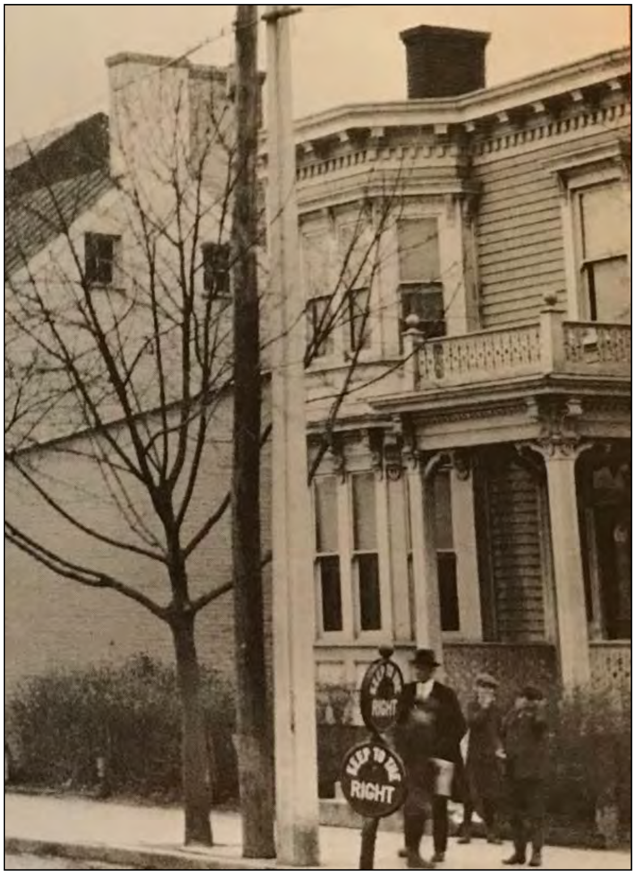


FIGURE 3-59: 1924 PHOTOGRAPH FACING SOUTHWEST ON CAROLINE STREET (SHIBLEY 1976:133)

3.6.2 Architectural Description

3.6.2.1 Primary Resource Exterior

The dwelling known as the Robert Adams Residence is a two-story, two-bay, single-family dwelling constructed circa 1891 with Italianate-style characteristics and detailing (Figure 3-60) (McAlester 2015:282). The rectangular core of the building is set on a continuous brick, slightly raised, basement foundation that supports a frame structural system clad in composite-wood siding with composite-wood corner boards. The building is covered by a shallow hipped roof, which appears flat from ground level, with a thick Italianate-style cornice pierced by two brick interior-end chimneys with metal flues on the southeast side of the building (Figure 3-61). The primary entrance to the building is located on the northeast elevation and is filled by a single-leaf, wood, paneled door with two lights (Figure 3-62). An ornamental transom and side lights accent the door. The door is covered by a one-story, one-bay, flat-roofed porch with wide, overhanging, decorative eaves and supported by wood posts. It is accessed by brick steps with decorative metal railing. Other fenestration on the primary, southwest, and northeast elevations include two-over-two, wood-frame, double-hung-sash windows organized in a four-part, two-story, bay window, and a single two-over-two, wood-frame, double-hung-sash window above the entry porch (Figure 3-63).

Two additions are visible on the southwest end of the original building. A circa-2006, one-story, five-bay addition has a separate entrance on Wolfe Street (Figure 3-64). It is clad in vinyl siding and has a flat roof. Fenestration includes one-over-one, double-hung-sash, vinyl windows and two, multi-light, garage doors. The second addition with a flat roof is not visible from public right-of-way, but interior photographs suggest it was added prior to the 2006 addition, as the exterior siding along the northwest wall is visible from the interior of the newer addition.

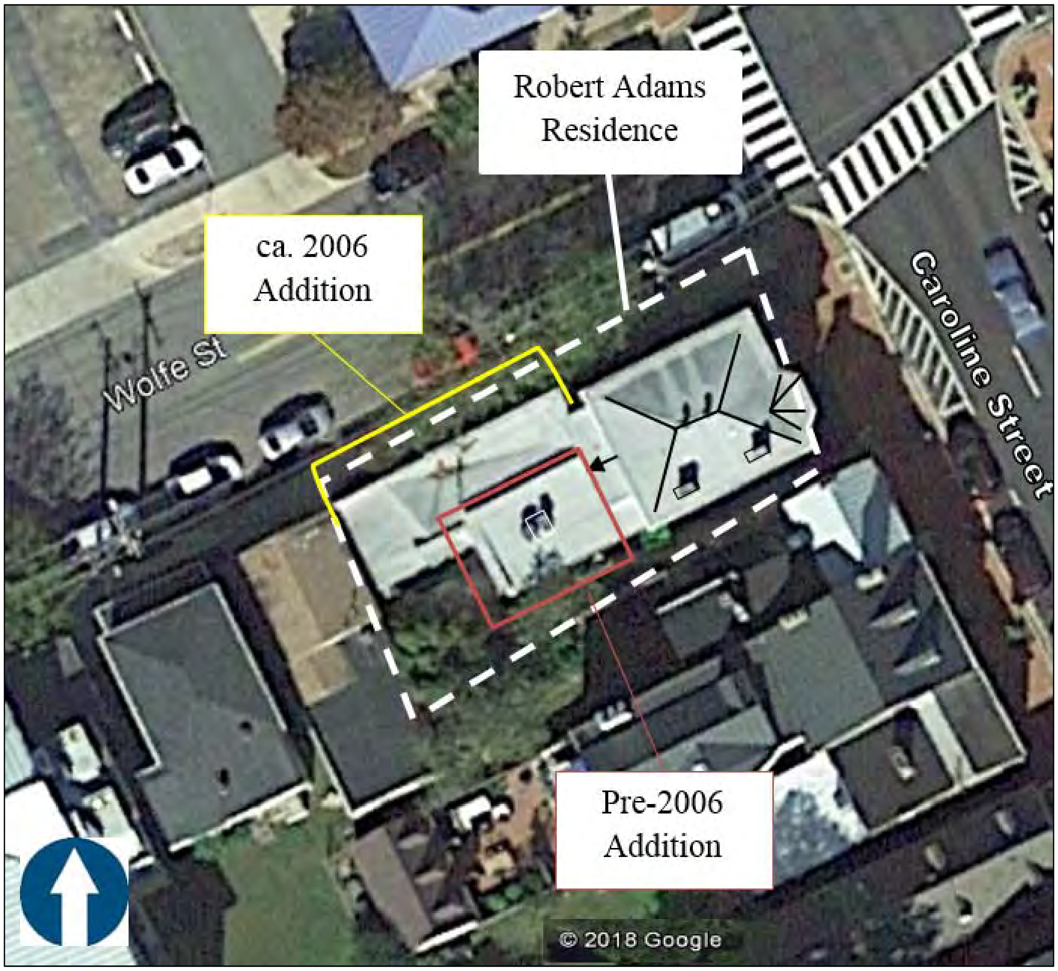


FIGURE 3-60: SITE PLAN OF THE ROBERT ADAMS RESIDENCE (GOOGLE 2018) (NOT TO SCALE)

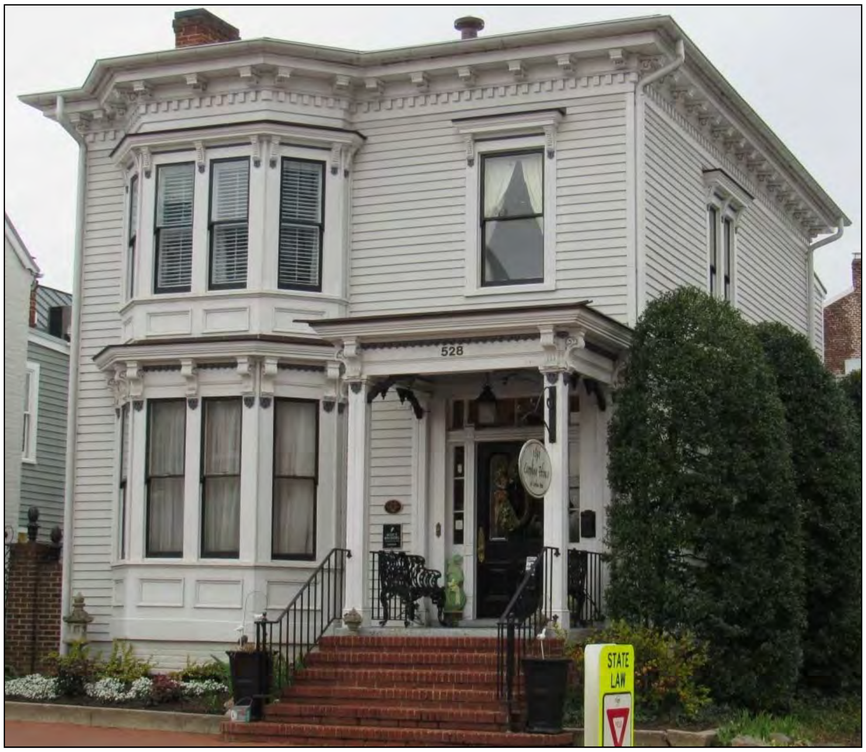


FIGURE 3-61: ROBERT ADAMS RESIDENCE, NORTH OBLIQUE

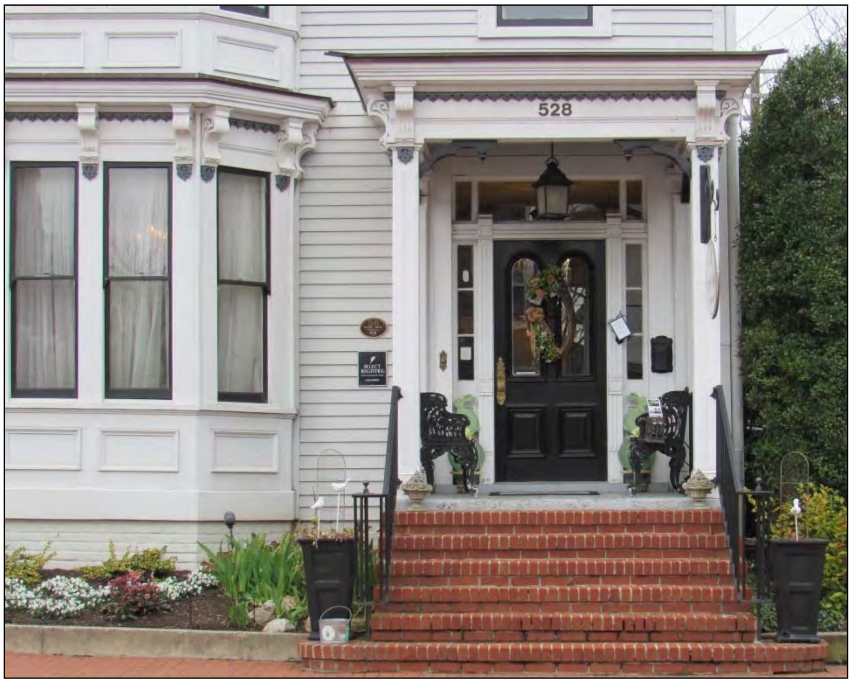


FIGURE 3-62: ROBERT ADAMS RESIDENCE, DETAIL OF PRIMARY ENTRANCE ON NORTHEAST ELEVATION

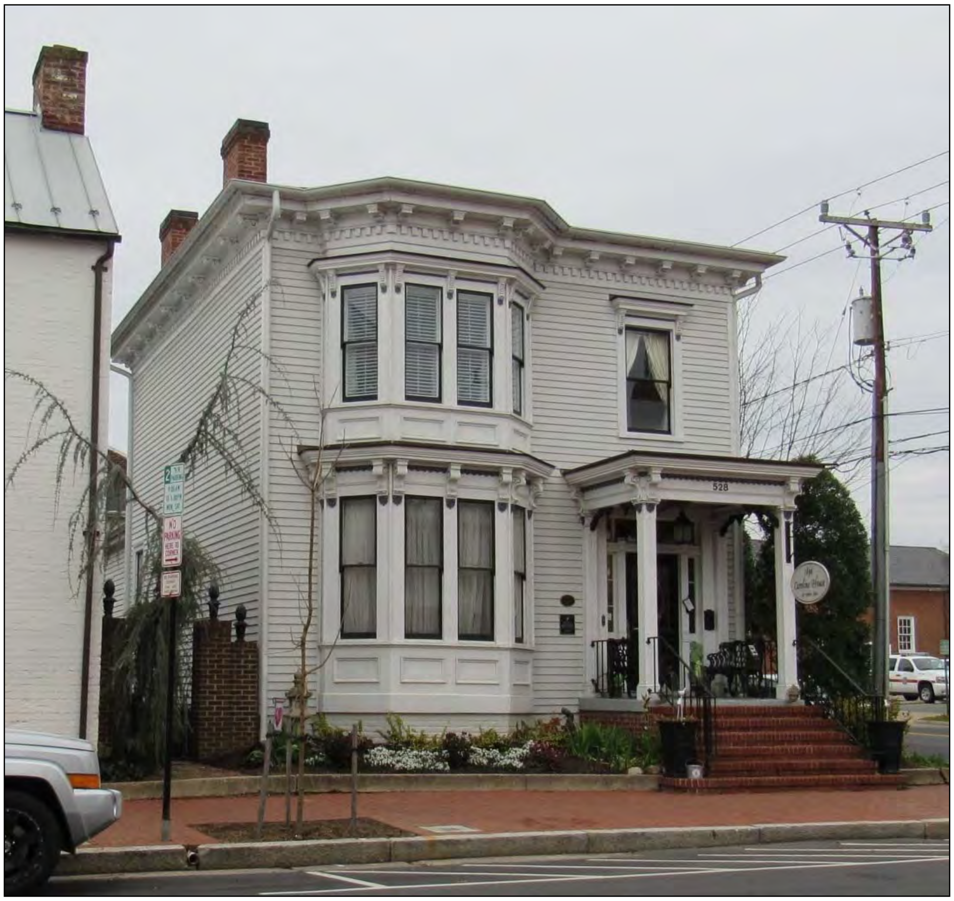


FIGURE 3-63: EAST OBLIQUE

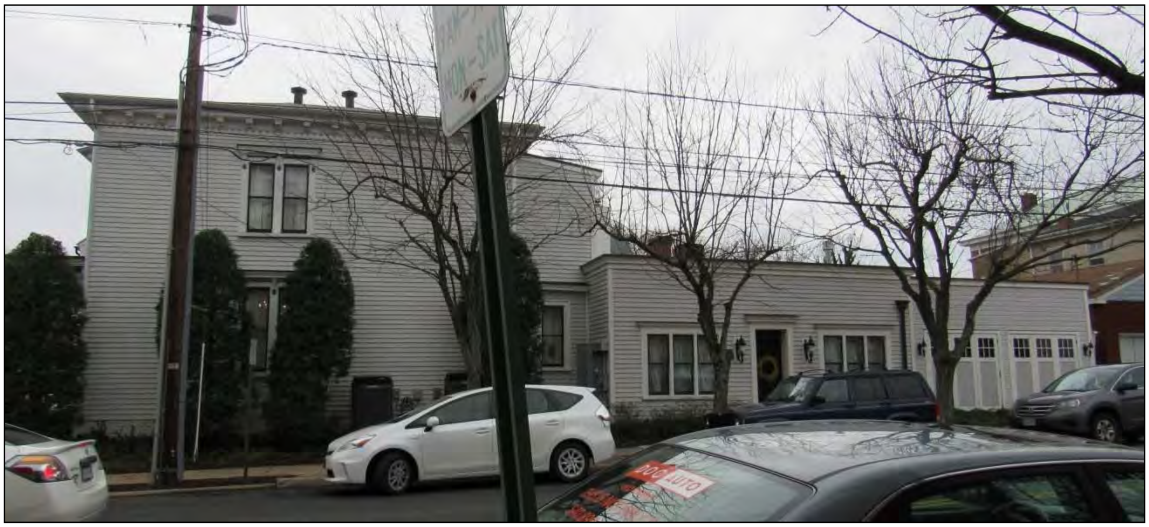


FIGURE 3-64: NORTHWEST ELEVATION FROM WOLFE STREET

3.6.1.2 Primary Resource Interior

Interior access was not permitted during this survey. However, interior photographs are published on the 1890 Caroline House website which indicate a double-pile, side-passage plan, with a staircase leading from the right side of the hallway to the second story (Figure 3-65 through Figure 3-67) (The 1890 Caroline House 2018). The house is enlarged by several additions at the rear and appears to be accessible through the original rooms in the back of the house. After entering through the north elevation, guests walk into a large hall with staircase to the north, and a parlor and dining room to the south. Private spaces, including a guest suite added circa 2006 and a kitchen are located beyond the footprint of the original dwelling, at the west end of the building. Insufficient evidence was gained through this study to determine if interior woodwork is original to the dwelling but appear to be in keeping with the date of construction. A large contemporary kitchen is located within the footprint, as are three multi-room guest suites.

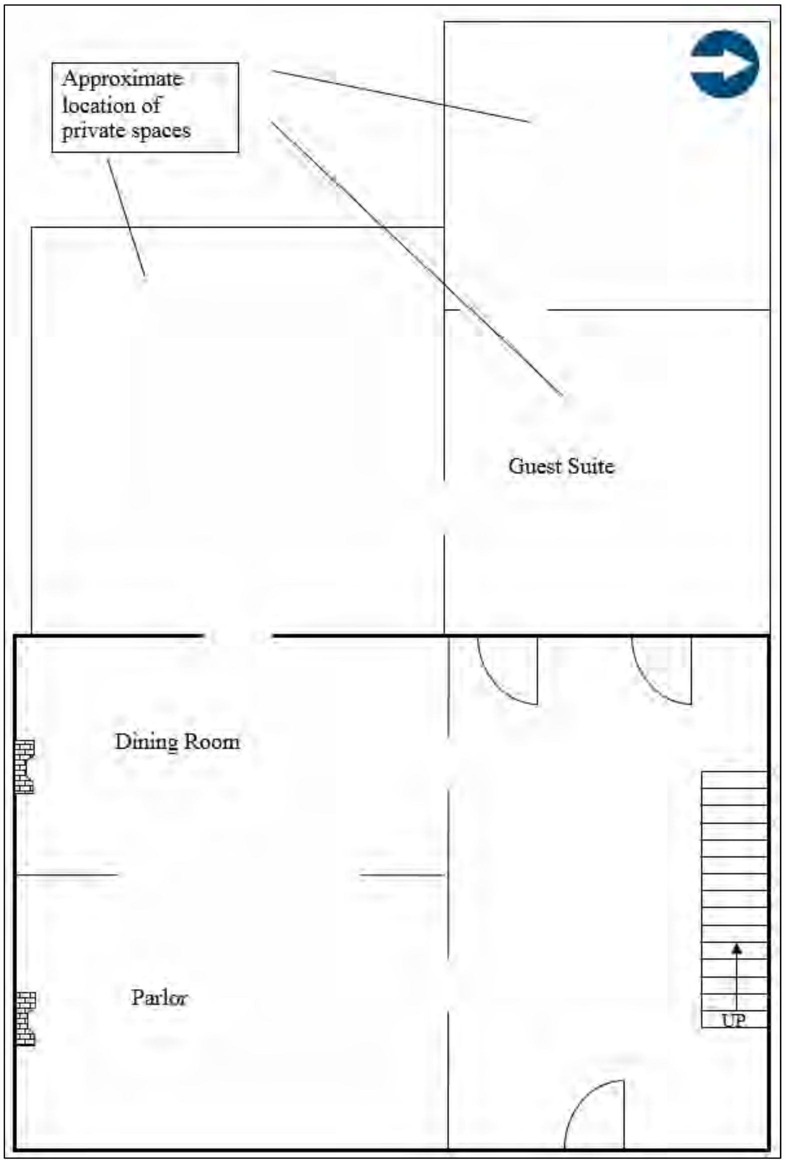


FIGURE 3-65: APPROXIMATE FLOORPLAN OF THE ROBERT ADAMS RESIDENCE (NOT TO SCALE)

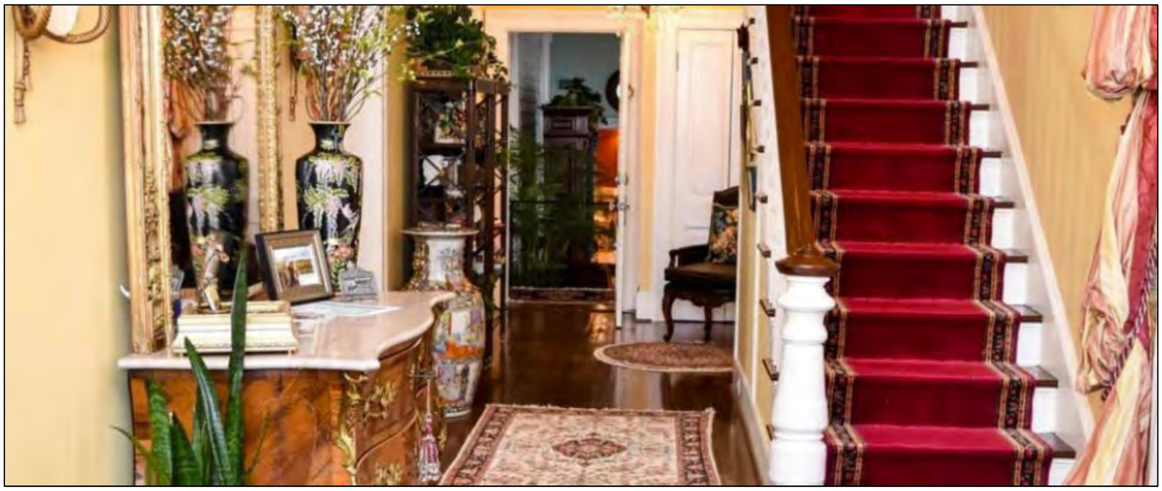


FIGURE 3-66: VIEW OF FIRST-STORY HALL, LOOKING WEST (THE 1890 CAROLINE HOUSE 2018)

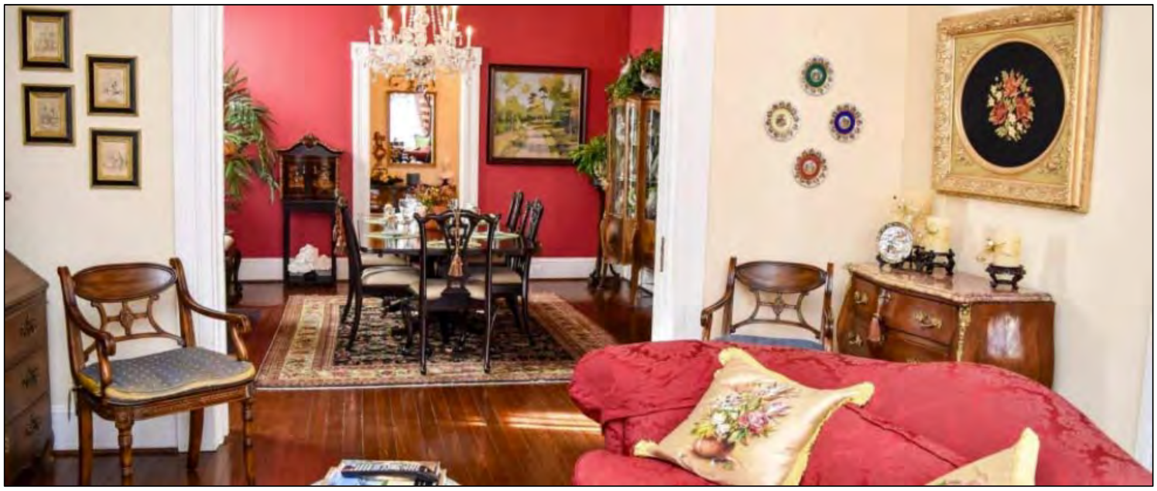


FIGURE 3-67: VIEW OF FIRST-STORY PARLOR AND DINING ROOM, LOOKING WEST (THE 1890 CAROLINE HOUSE 2018)

3.6.3 NRHP Evaluation

The Robert Adams Residence was built in 1891 as a single-family dwelling in the high-style Italianate and has recently been converted to an inn. It is an excellent example of the residential Italianate style in Fredericksburg with its thick ornate cornice, two-story bay window, and rectangular entry porch. Though the building has had some additions at the rear, and interior alterations to accommodate ensuite guest bathrooms on the second floor, the resource retains a relatively high level of integrity in location, design, setting, materials, workmanship, feeling and association.

As outlined by the NPS, "to be considered for listing under Criterion A, a property must be associated with one or more events important in the defined historic context… The event or trends, however, must clearly be important within the associated context… and it must retain historic integrity" (Shrimpton et al. 1990). The Robert Adams Residence is an example of a residential dwelling occupied over the twentieth century by persons of various professions and does not relate strongly to one defined historic context. There are no known associations with significant events or trends at the local, state, or national level. Therefore, this resource is recommended not eligible under Criterion A.

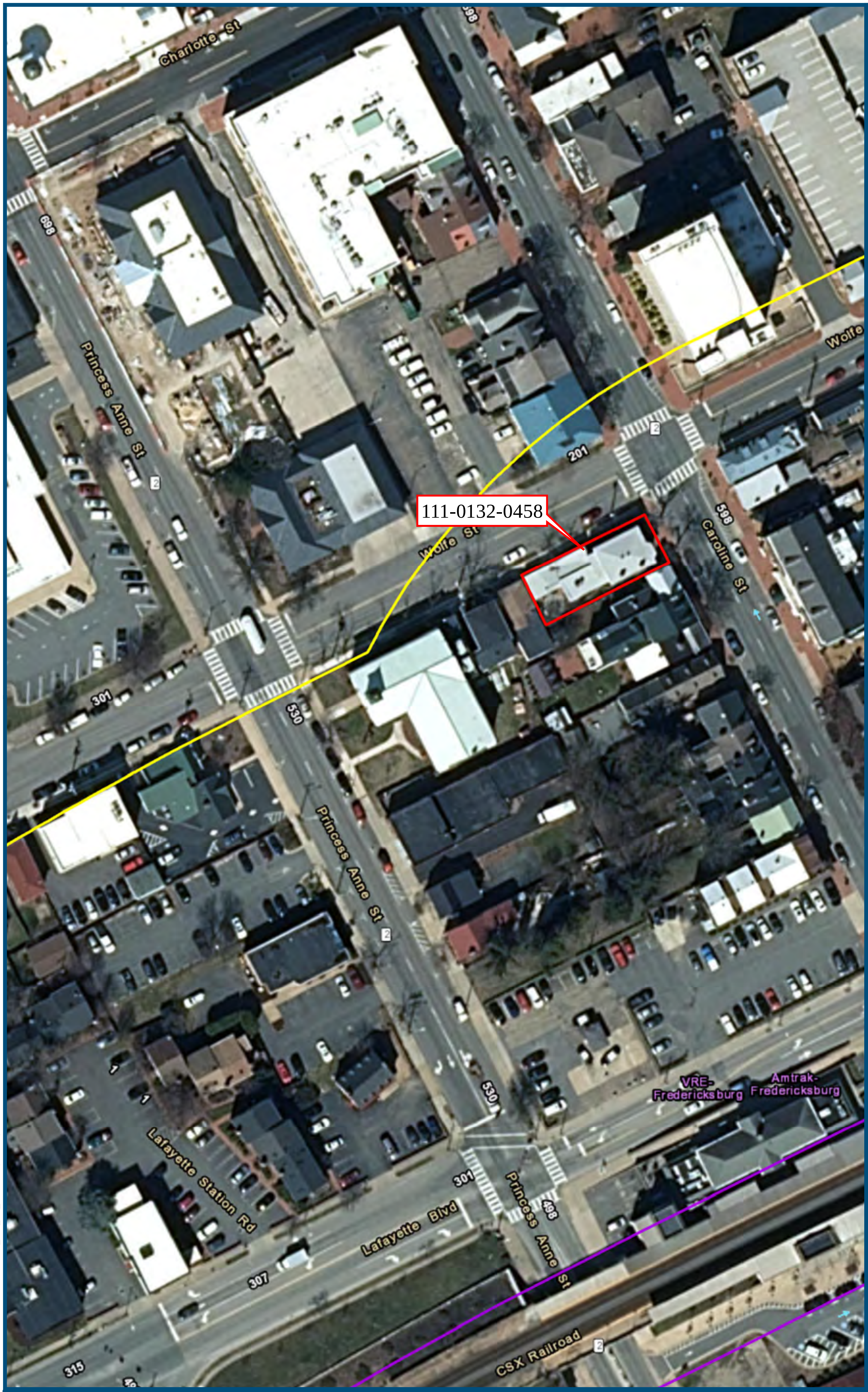
Although Robert Adams was involved in Fredericksburg politics during the late-nineteenth century, he is not known to have had any significant influence in local government nor in any other area of local history. Archival research did not reveal any other associations with significant persons from local, regional, or national history; and as, such it is recommended not eligible under Criterion B.

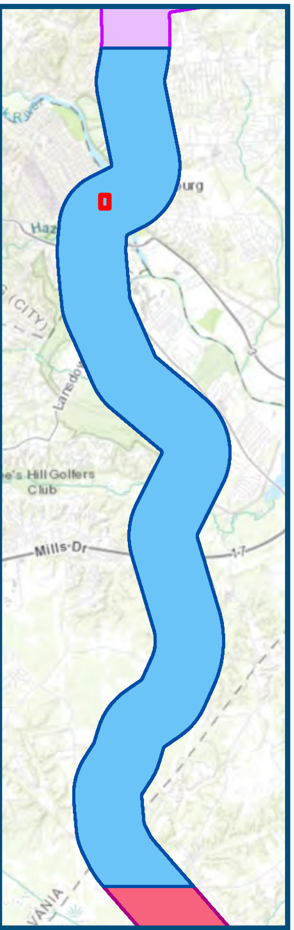
"Properties significant for their physical design or construction, including such elements as architecture, landscape architecture, engineering, and artwork," could be eligible for the NRHP as under Criterion C (Shrimpton et al. 1990). As defined by the NPS, in order for a property to be eligible under Criterion C, it must "Embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction" (Shrimpton et al. 1990). The Robert Adams Residence is a well-maintained example of Italianate residential architecture. The chamfered porch posts with bracketed cornice are typical of the Italianate style, as are the wide cornices with deep banded trim located on the primary elevation. Window surrounds are complimented by ornate projecting brackets (McAlester 2015:211). There are 23 other Italianate-style single-family dwellings recorded in Fredericksburg, three of which have been formally evaluated and determined not eligible for the NRHP. These resources were found to lack the sophisticated detailing of the Robert Adams Residence. Elmhurst (111-5267) is an example of an Italianate-style dwelling constructed circa 1871 that is listed in the NRHP under Criterion C but is located outside of the Fredericksburg Historic District boundaries; however, it lacks the exterior ornate woodwork as the Robert Adams Residence. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District, rendering this dwelling a unique architectural example of this style in the downtown core. For these reasons, the Robert Adams Residence is recommended as locally significant under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

In addition, the house has been previously identified as a contributing element of the Fredericksburg Historic District (111-0132). As it continues to reflect the history of this area and was constructed with the period of significance for this district, it is recommended to remain a contributing resource to it.

In sum, the Robert Adams Residence is recommended as eligible at the local level under Criterion C and as a contributing element to the Fredericksburg Historic District.

The Robert Adams Residence period of significance begins at the building's year of construction, 1891. The proposed boundaries for the Robert Adams Residence include Parcel 7789-23-1834 in its entirety and contains the single dwelling and additions (Figure 3-68).


111-0132-0458
Charlotte St
Princess Anne St
Wolfe St
Caroline St
Wolfe
Princess Anne St
Lafayette Station Rd
Lafayette Blvd
Princess Anne St
CSX Railroad
VRE-Fredericksburg
Amtrak-Fredericksburg
698
598
201
301
530
2
1
307
315
498


River
Haz
burg
(CITY)
Lee's Hill Golfers Club
Mills Dr
17
VANIA

0 50 100
Feet

0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪 Preferred Alternative
🟨 Architectural Buffer
🟥 Proposed NRHP Boundary

Figure 3-68
Proposed NRHP Boundaries for the Robert Adams Residence (111-0132-0458)

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\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_AH_Phil.mxd | Last Updated: 04.24.2018

3.7 DRY BRIDGE (042-0557)

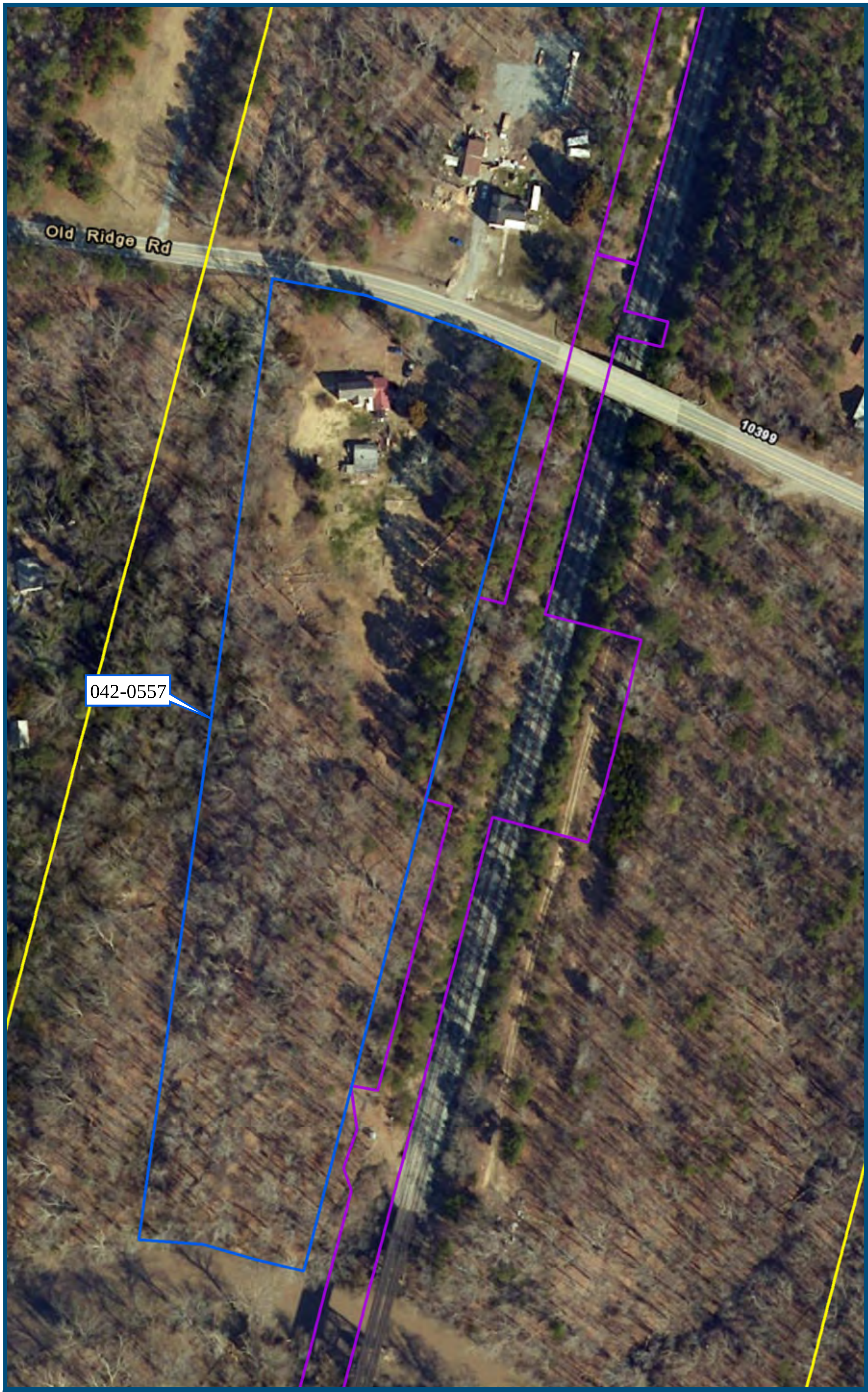
Dry Bridge (042-0557), also known as a farmstead, is located at 10411 Old Ridge Road (State Route 738) in Ashland in Hanover County, Virginia. Situated on the south side of the road, the 5.5-acre, narrow lot is bordered by the current CSXT railroad right-of-way on the east, historic railroad bed on the west, and the South Anna River on the south (Figure 3-69). Only the northern edge of the parcel is cleared, and it is here that the primary dwelling, associated outbuildings, and a few mature trees and bushes stand. Dense and mature woods cover the remainder, and majority, of the lot. A semi-circular driveway extends from the southern edge of Old Ridge Road to just north of the dwelling. A dirt road spans from the dwelling's east elevation in a southerly direction to the outbuildings. Secondary sources associated with this resource include a number of rabbit pens, chicken coups, dog houses, a shed, and a garage/workshop. A cemetery is associated with the property, though not identified in the current survey.

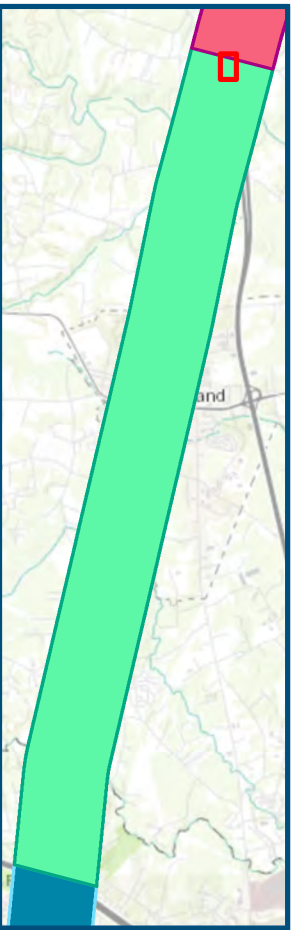
3.7.1 Historic Context

The primary dwelling known as Dry Bridge dates to at least the mid-nineteenth century, although some local history records suggest that it was constructed in the early 1800s. Because Hanover County experienced a loss of records, including deed, plat, and tax books, during the Civil War, determining the exact date of construction and uncovering its early history was not possible during the current investigation. One local account suggest that it was constructed in 1854 and functioned as an overseer's cottage for Samuel Martin Baker (V-CRIS 2018).

The earliest account of the property in deed records is on August 22, 1868, when John W. and Jennie Haskins sold a 10-acre property on the east side of the RF&P Railroad to Samuel M. Baker, Sr. (Hanover County Deed Book [HaCDB] 4:242). Little is known about John W. Haskins (also sometimes written as Hoskins), except that he was born around 1825 in Virginia and died in September 1899 (Confederate Pension Rolls, Veterans and Widows 1900; U.S. Census 1860). He worked as a farmer and married Virginia "Jennie" Flora Mallory and together they had eight children (U.S. Census 1860, 1880).

By 1863, the Civil War had taken a toll on much of central Virginia; in early July, the Haskins found themselves in the middle of a raid by Union soldiers. These troops had been charged with the task of destroying the railroad lines north of Richmond with a focus on two railroads where they crossed the South Anna River: the RF&P Railroad and the Virginia Central Railroad (VCR) bridges. According to a survey completed by the National Park Service, the DHR, American Battlefield Protection Program, the Richmond National Battlefield Park, and Hanover County, "the two attacks on the railroad bridges north of Richmond only briefly disrupted rail service into the capital. While [the VCR] bridge was destroyed a few miles away, the RF&P remained open" (Hanover County Historical Commission 2002:30). Although surrounded by Union and Confederate troop advancements and a series of earthworks, the Haskins' house known as Dry Bridge is believed to have survived (Figure 3-70) (Hotchkiss Map Collection 186?). Without surviving land records, it is difficult to determine whether the property was previously owned by the neighboring Baker family, however, it is clear that the resource was in Haskins possession during the Civil War, casting some doubt on the notion that it was the family's overseer cottage.





0 60 120
Feet
0 30 60
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Resource Boundary

Figure 3-69
Location of the Dry Bridge/ Farmstead, 10411 Old Ridge Road (042-557)

04/2018

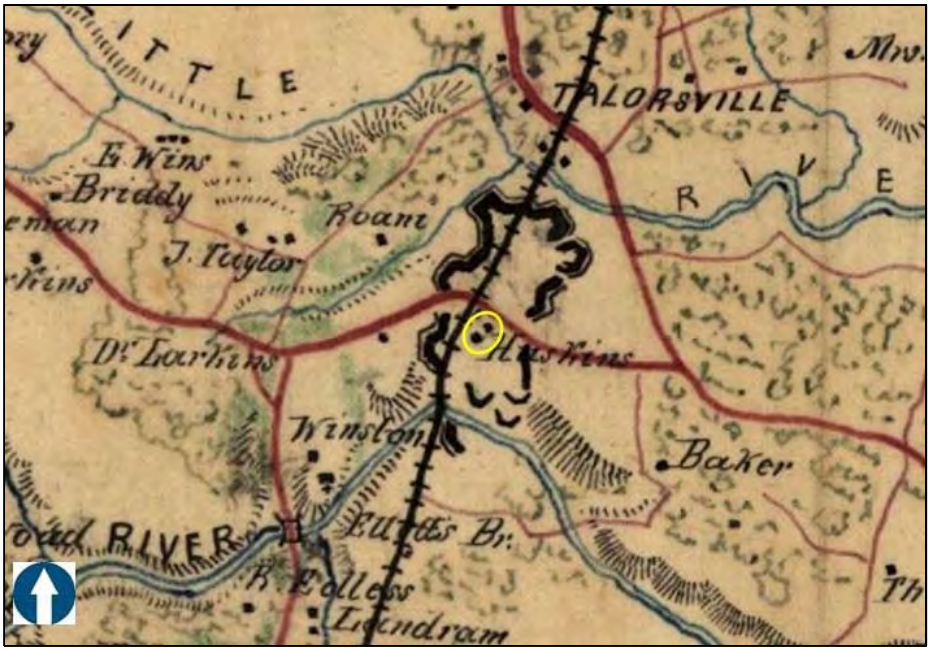


FIGURE 3-70: CIVIL WAR-ERA MAP OF THE NORTHERN PORTION OF HANOVER COUNTY (HOTCKISS MAP COLLECTION 186?). DRY BRIDGE, THEN OWNED BY THE HASKINS FAMILY, IS NOTED IN YELLOW. (MAP NOT TO SCALE)

The next owner of Dry Bridge, Samuel Baker, Sr. (1816–1890), married Mary A., and worked as a farmer on property which neighbored the Haskins's to the east on the south side of the Old Ridge Road and east of the current Interstate Highway 95 (I-95) corridor (Hotchkiss Map Collection 186-; U.S. Census 1870). During the mid-nineteenth century, Samuel Baker operated his farm and house in northern Hanover County using the labor of approximately 18 enslaved persons (United States Federal Census-Slaves Schedules [U.S. Slave Schedules] 1850, 1860; U.S. Census 1840). After owning the Dry Bridge property for just over 10 years, Samuel, Sr. sold it to his son, Samuel M. Baker, Jr. for $300 in 1887 (HaCDB 22:217). In 1902, Baker sold land to the RF&P Railroad Company for the realignment of the railroad line at the South Anna River crossing, reducing the parcel to 5.5 acres. The landscape today reflects this change, as the tracks west of the Dry Bridge property were abandoned and the company laid new ones just east of the house and constructed a new bridge across the South Anna River approximately 430 feet downstream (Figure 3-71) (HaCDB 41:66; Hanover County Plat Book [HaCPB] 3:97).

Dry Bridge continued to be owned by known descendants of Samuel M. Baker, Jr. until the 1980s when the surviving widow of his great-grandson, Conway D. Thompson, sold it to John G. and Donna H. Duggan, Jr. (HaCDB 529:545; Hanover County Tax Record Book [HaCTRB] 1923; Hanover County Will Book [HaCWB] 7:125). The Duggan family owned the property until the current occupants, Paul B. Boulden, Jr. and Kimberly A. Boulden, purchased Dry Bridge in November 2009 (HaCDB 2966:1292).

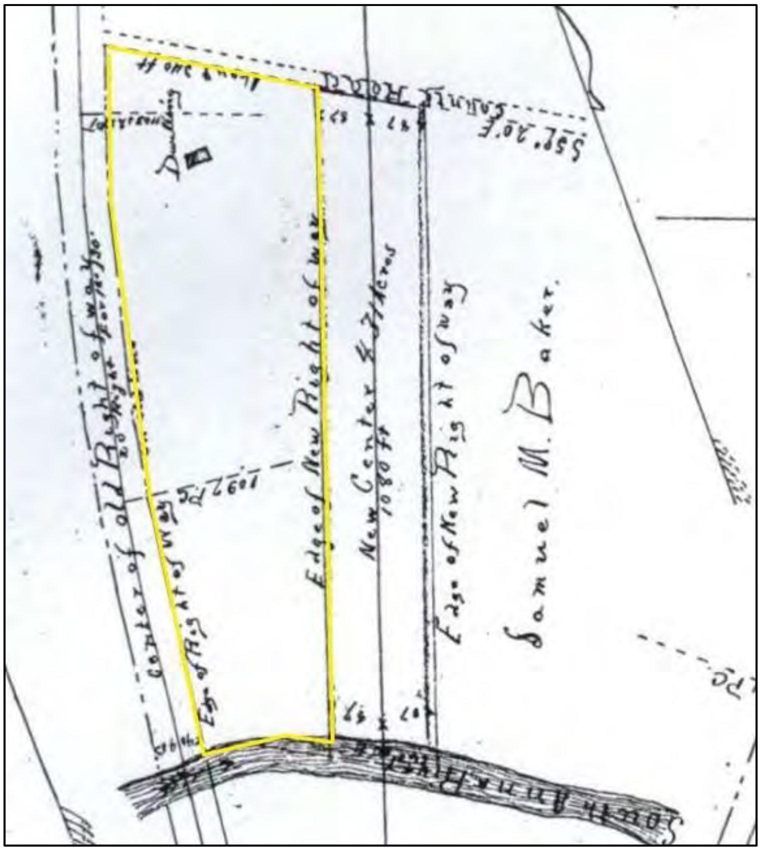


FIGURE 3-71: 1902 PLAT SHOWING THE DRY BRIDGE PROPERTY (042-0557) IN YELLOW AND THE OLD RF&P RAILROAD ROW TO THE WEST AND THE NEW RF&P RIGHT OF WAY ON THE EAST (HACPB 3:91) (MAP NOT TO SCALE)

3.7.2 Architectural Description

3.7.2.1 Primary Resource Exterior

The primary resource at Dry Bridge is a two-story, three-bay, I-house dated to around 1854 with later-nineteenth-century Folk Victorian details added (Figure 3-72 and Figure 3-73). According to previous surveys, the dwelling was originally a two-story, two-bay, side-passage dwelling with a two-story, two-bay addition later made to create the central-passage, I-house form (V-CRIS 2018). This house historically rested on a brick pier foundation, though now it contains concrete-block infill. The frame structural system is clad in weatherboard with wood corner boards and the building is covered by a moderately pitched, side-gabled roof sheathed in wood shingles and features boxed eaves. One exterior-end, brick chimney and one interior-end, brick chimney were observed at either gabled end (east and west elevations) of the main massing of the building.

The primary entrance, filled with a single-leaf, half-glazed, wood door, is centered on the façade (north elevation). Other fenestration includes single, six-over-six, wood-frame, double-hung-sash windows. All windows and entrances feature simple wood enframements. No windows were visible in the east or west elevations of the core of the building (Figure 3-74). A one-story, full-width, wood porch lines the façade and is set on a continuous brick foundation. The porch is covered by a shed roof sheathed in standing-seam metal and is supported by a combination of chamfered and turned wood posts with decorative sawn, wood brackets. The chamfered posts are located in the center bay, framing the primary entryway to the dwelling.

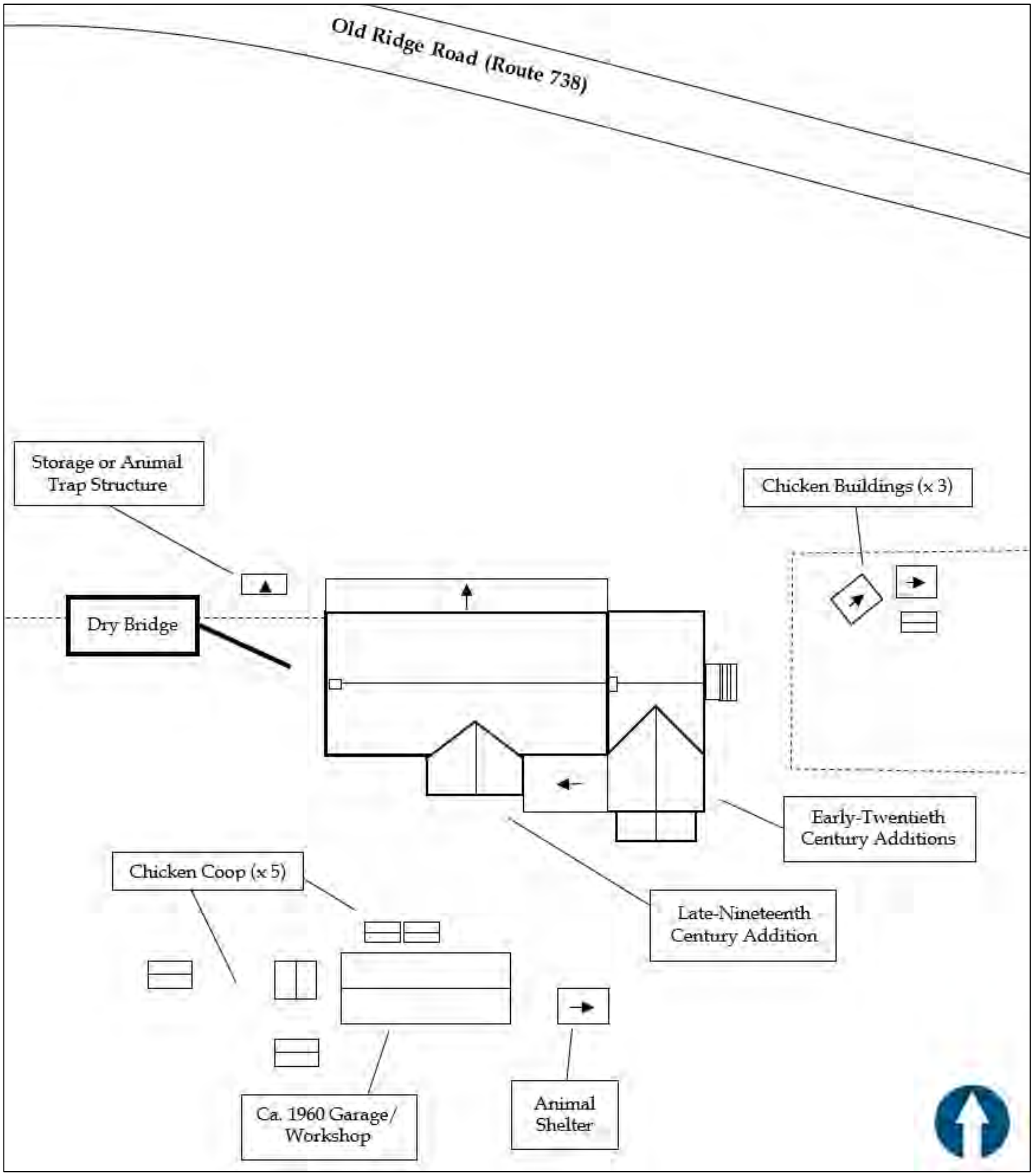

Old Ridge Road (Route 738)
Storage or Animal Trap Structure
Chicken Buildings (x 3)
Dry Bridge
Early-Twentieth Century Additions
Chicken Coop (x 5)
Late-Nineteenth Century Addition
Ca. 1960 Garage/ Workshop
Animal Shelter

FIGURE 3-72: SITE PLAN OF DRY BRIDGE AT 10411 OLD RIDGE ROAD (NOT DRAWN TO SCALE)

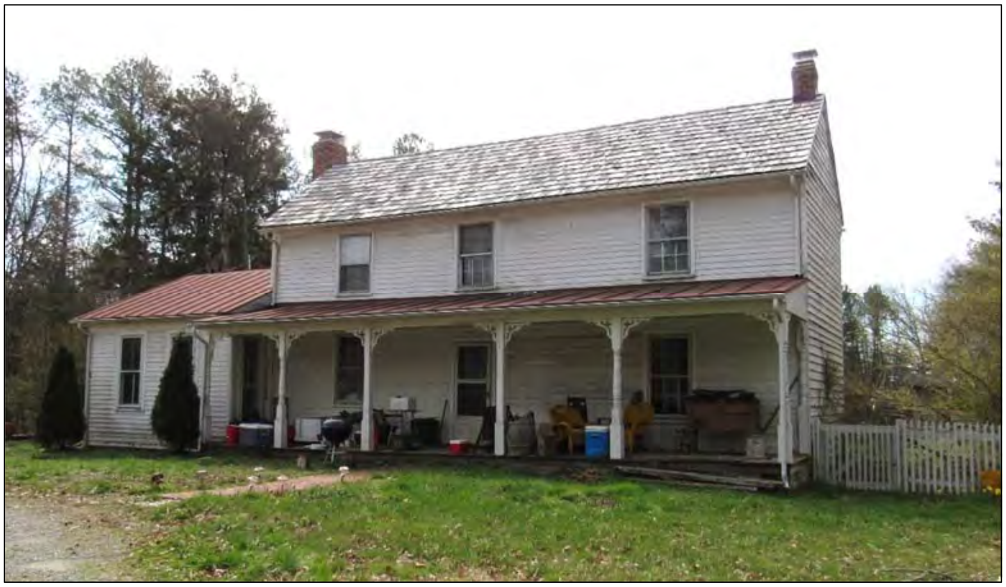


FIGURE 3-73: DWELLING AT DRY BRIDGE, NORTHWEST OBLIQUE

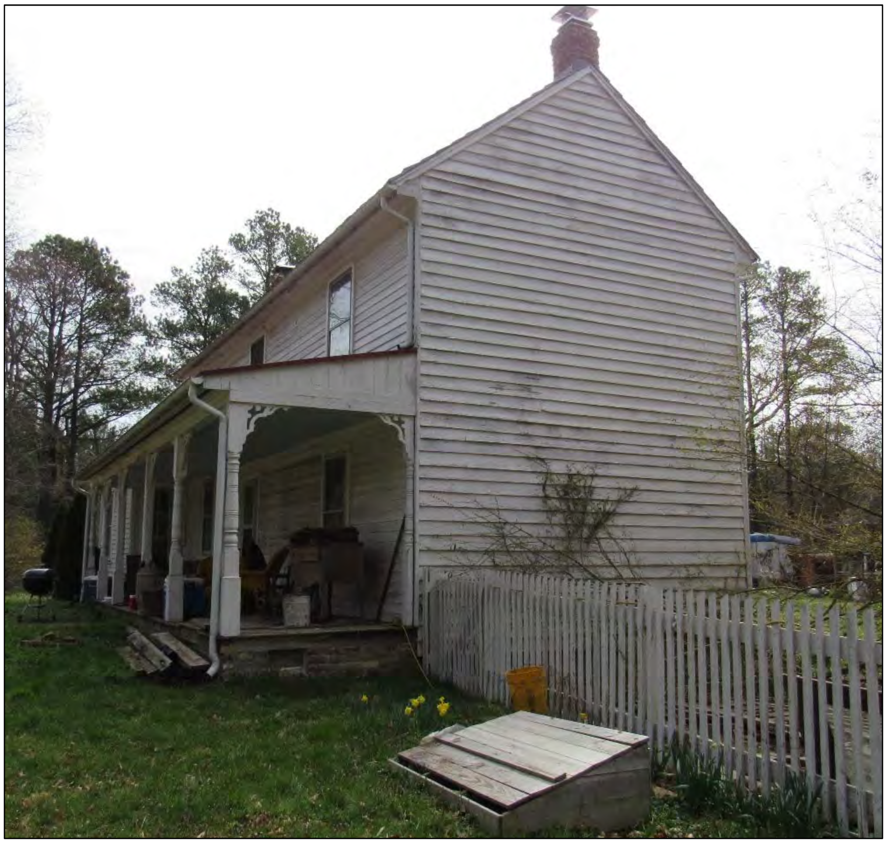


FIGURE 3-74: DWELLING AT DRY BRIDGE, WEST ELEVATION

The core of the building features multiple additions primarily extending from the east elevation and continuing south (Figure 3-75). An early-twentieth-century, one-story, two-bay, side-gabled addition extends from the east elevation. It is set on a continuous brick foundation and the frame structural system in clad in the same materials as the core. The roof, with close boxed eaves and partial returns on the east elevation, is sheathed in standing-seam metal. Fenestration in the addition includes two-over-two, wood-frame, double-hung-sash windows and a single-leaf, paneled, wood door with simple wood surround. The entrance is accessed by a wood entry stoop with a set of three concrete steps. Remnants of a porch are visible on the east elevation around the entryway (Figure 3-76) (Google 2012). Two late-nineteenth- to early-twentieth-century, one-story, gabled additions protrude from the south elevation of the early-twentieth century addition. They are clad in the same materials as the core, and an interior-end, brick chimney pierces the eastern roof slope in the south half of the addition nearest the late-nineteenth-century addition. The southernmost addition features wide overhanging eaves. Centered in the south elevation is a gabled addition. Although it was not observed during this survey, it was noted on current online aerials (Google 2018). Also identified on aerials is a shed addition connecting the central south addition and the eastern addition, not visible from public right-of-way.

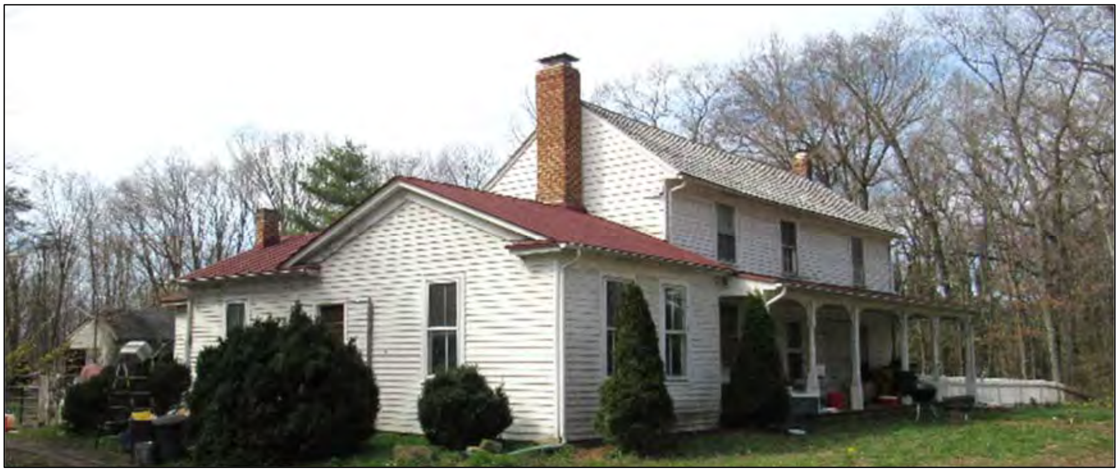


FIGURE 3-75: DWELLING AT DRY BRIDGE, NORTHEAST OBLIQUE

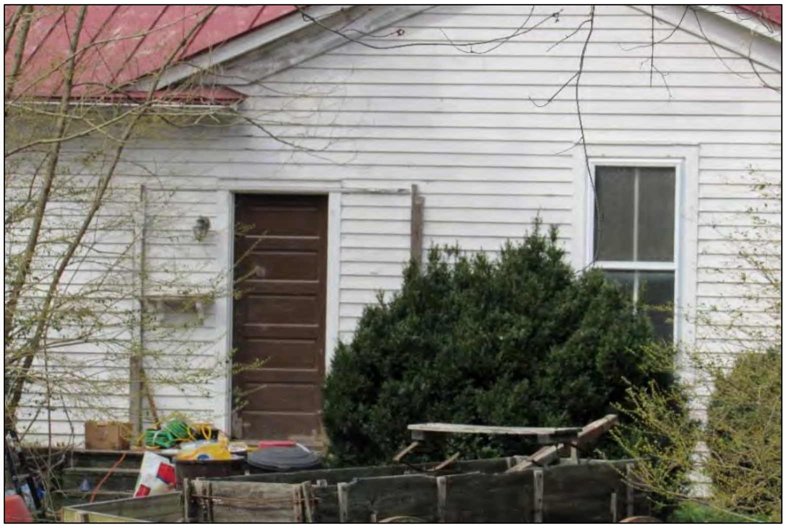


FIGURE 3-76: DWELLING AT DRY BRIDGE, DETAIL VIEW OF SECONDARY ENTRANCE IN EAST ELEVATION OF EARLY-TWENTIETH CENTURY ADDITION

3.7.2.2 Primary Resource Interior

Interior access was not granted during the current survey.

3.7.2.3 Secondary Resources

A circa-1960, one-story, three-bay, concrete-block, workshop is situated south of the dwelling (Figure 3-77). The masonry building is covered by a moderately pitched, asymmetrical side-gabled, asphalt-shingled roof with exposed rafter tails. An interior-slope chimney pierces the roof in the south side of the roof ridge; its material was not visible during the time of survey. A double-leaf, board-and-batten door marks the east elevation lined with a thick, wood lintel above while three metal-framed windows dot the north elevation. Most of the windows are missing panes. Three circa-1990, half-story, wood-frame, chicken coops sit immediately north of the circa-1960 workshop (Figure 3-77). The middle coop is covered by a side-gabled, wood-shingled roof while the eastern and western coops are covered with a flat, particle-wood board. All the coops are enclosed in a combination of vertical wood board and chicken wire.

Just south of the circa-1960 workshop is a circa-1960, one-story, one-bay, frame shed clad in plywood board and covered by a front-gabled roof. The entrance is located in the east elevation and is left open. South of both the workshop and shed is a circa-2017, one-story, two-bay, wood-frame, animal shelter (Figure 3-78). It is partially clad in wood siding with the east elevation left completely open. The shelter is covered by a shed roof sheathed in pressed metal.

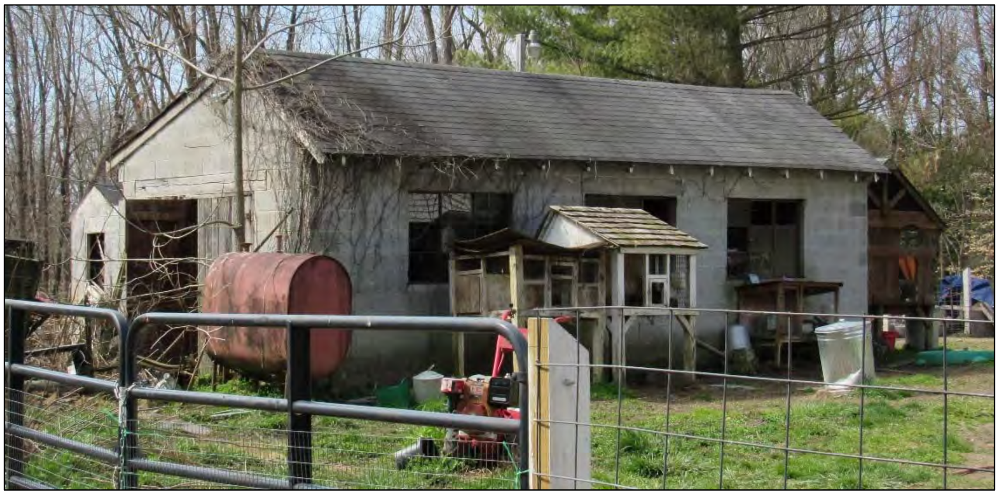


FIGURE 3-77: CIRCA-1960 WORKSHOP AND THREE CIRCA-1990 CHICKEN COOPS, NORTHEAST OBLIQUE

A circa-1980, one-story, wood-frame, chicken coop is located immediately west of the circa-1960 workshop. It is covered by a front-gabled shed with a faux-brick chimney flue piecing the east side of the roof ridge. The coop is clad in a combination of vertical wood board and chicken wire. West of this resource and southwest of the dwelling is a circa-2017, half-story, single-bay, animal shelter. It is clad in vertical wood board and covered by a front-gabled roof; the north elevation is left open.

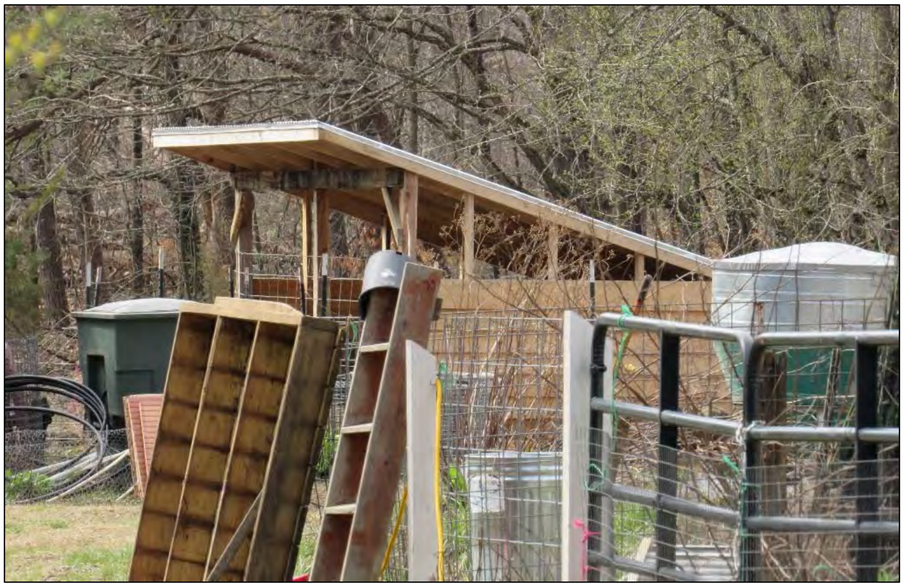


FIGURE 3-78: CIRCA-2017 ANIMAL SHELTER, LOOKING SOUTHWEST

A cluster of three circa-1980, wood-frame, chicken buildings is located east of the dwelling in a penned area created by chicken wire (Figure 3-79). The structure nearest to the dwelling is a shed-roofed coop clad in vertical wood boards, while the structure just east is clad in plywood board and covered by a shed roof sheathed in pressed metal. Single-leaf wood doors are utilized to access the animals. The third structure is an A-shaped, wood-frame shelter, clad in a combination of plywood board and pressed metal, and it is the northernmost structure of this cluster of outbuildings.

A circa-2016, shed-roofed, wood-board storage or animal trap structure is located northwest of the resource and immediately north of the picket fence (Figure 3-79).

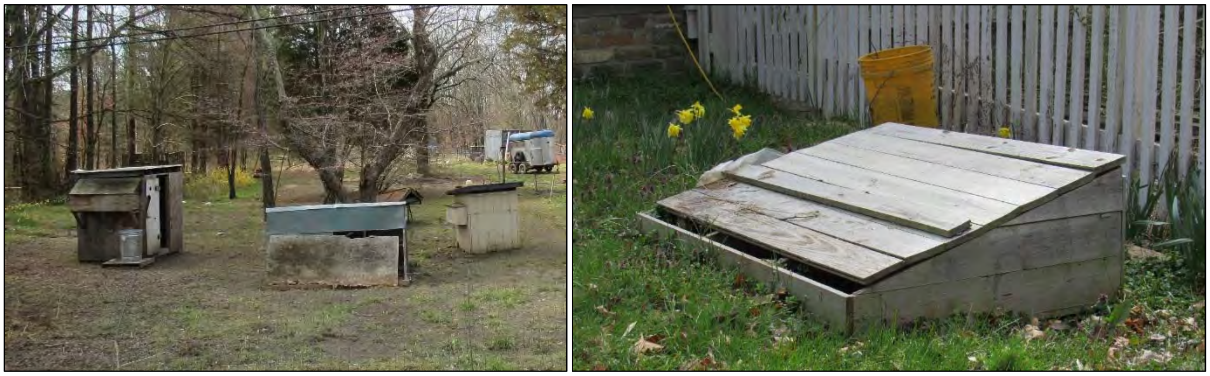


FIGURE 3-79: CIRCA-1980 CHICKEN BUILDINGS, LOOKING SOUTH (LEFT); POSSIBLE STORAGE OR ANIMAL TRAP STRUCTURE, LOOKING SOUTHEAST (RIGHT)

The circa-1900 Baker-Thompson Cemetery was not observed during the current survey nor are there indications of a cemetery on historic maps; however, it was noted during a 1991 survey of the property (V-CRIS 2018). During that survey, 10 plain granite markers were observed ranging from 1900 to the most recent interment in 1967. A free-standing sculpture and cast-iron urn were also recorded at that time, though it is unclear where the cemetery is located in relation to the primary dwelling. The cemetery is not apparent in aerial photographs; more information is needed to confirm its condition and location.

3.7.3 NRHP Evaluation

Dry Bridge was one of many small farms that dotted Hanover County's rural landscape throughout the nineteenth century (V-CRIS 2018). Situated between the RF&P Railroad, the South Anna River, and a country road, known today as Old Ridge Road, this mid-nineteenth-century dwelling and associated outbuildings exemplify the typical property type in this region in the mid- to late-nineteenth century. Currently, the building is in fair condition, retaining a relatively high level of integrity of location, setting, feeling, and association and a moderate level of design, materials, and workmanship. Although it is noted on Civil War-era maps, no evidence was uncovered during this study to depict any role the house, property, or its occupants might have played during battles in this area (Hanover County Historical Commission 2002). The property is not known to be associated with any other event or historical trend at the local, state, or national level. For these reasons, Dry Bridge is recommended not eligible for individual listing in the NRHP under Criteria A.

Eligibility of a resource for the NRHP under Criterion B is defined as needing to be associated with a person who is "individually significant within a historic context" and has "gained importance within his or her profession or group" (Shrimpton et al. 1990). None of the owners or residents of the property are known to have been particularly important in any context at the local, regional, or national level; and therefore, Dry Bridge is also recommended not eligible under Criterion B.

The dwelling and primary resource at Dry Bridge evolved, starting as a single-pile, side-passage house and progressing into an I-house with the addition of a two-story, single-pile section typical of Hanover County (V-CRIS 2018). The single-story section on the east end of the building as well as the Victorian-style porch were later additions. There are 13 houses built between 1825 and 1855 in Hanover County which are listed as eligible or potentially eligible for the NRHP, several of which have surviving contributing historic outbuildings. The primary resource at Dry Bridge has been heavily modified and no longer retains any outbuildings from its period of construction. Therefore, the DC2RVA teams recommends it not eligible under Criterion C. As an architectural resource, this was not assessed under Criterion D.

In sum, Dry Bridge **is recommended not eligible under Criteria A–C.**

3.8 BERKLEYTOWN HISTORIC DISTRICT (166-5073)

The Berkleytown Historic District (166-5073), a neighborhood in Ashland in Hanover County, Virginia, is located directly to the east of the RF&P Railroad and about 0.5 mile north of the downtown core in an area that was not annexed until 1977 (Figure 3-80). It is a historically African-American residential community that was created as a result of racial segregation and a 1911 Ashland segregation ordinance (Shalf 1994:124). Two main roads intersect though Berkleytown: Henry Street, which runs north to south, and Berkley Street, which runs east to west. A Street and B Street run perpendicular to each other in the southwestern part of the neighborhood and School Street runs north from Berkley Street to the former John M. Gandy High School, which now serves as Hanover County Public School Board. North Center Street and the railroad bound the neighborhood to the west and Vaughn Road creates the northern border. Development within the district boundaries spans from around 1900 to present day and comprises approximately 85 resources. Property types within the Berkleytown Historic District include residential, commercial, and educational buildings.

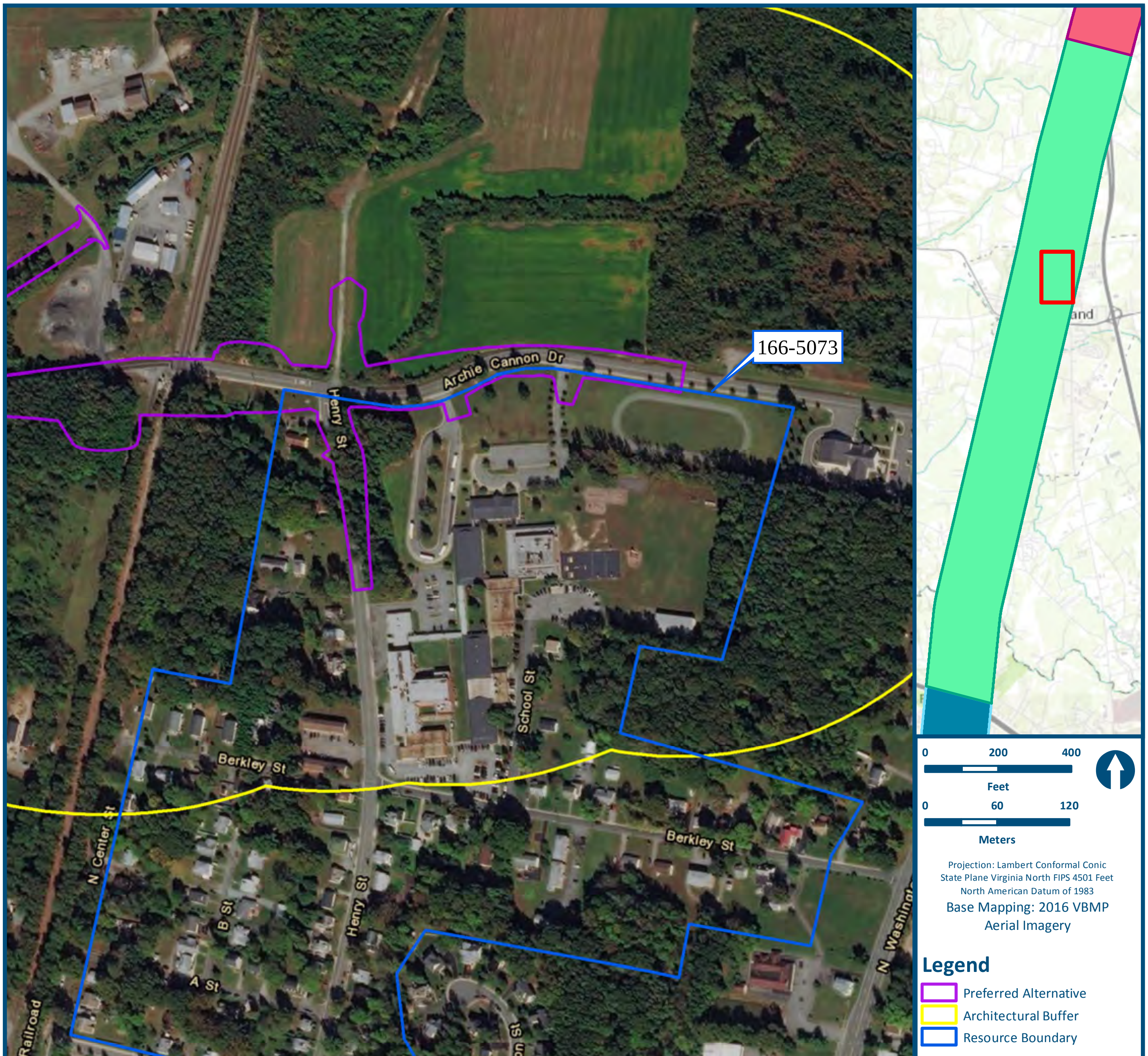
3.8.1 Historic Context

3.8.1.2 History of Housing Discrimination in Ashland

Ashland was first developed in 1840 by the RF&P Railway Company as a mineral spring resort called "Slash Cottage" (Figure 3-81). The resort was very popular and soon residential plots were created on land adjacent to the resort and sold on the condition that a house would be built on the lot within 18 months of purchase. The town grew steadily, incorporating in 1858. At the onset of the Civil War, it had a population of about 200 (The Ashland Museum n.d.a). "Slash Cottage" is now known as Ashland.

Following the Civil War and until World War I, Ashland, as well as the rest of the South, went through a period of economic depression. Virginia's banking systems had collapsed, people were displaced, and the RF&P Railroad, which served as the primary financial driver for the town, was struggling to recoup losses from damage and its heavy investment in Confederate bonds (Shalf 1982). Tourism, another of Ashland's main antebellum industries, was also almost nonexistent after the Civil War as luxuries such as resort vacations and horse racing were beyond the daily means of the majority of the population (Shalf 1994:84).

During this time, the African-American population in Ashland faced many of the same struggles that other newly freed slaves encountered all across the South. Though they had been granted their freedom, many white residents pursued a myriad of avenues to preserve their pre-war way of life. One way to maintain their segregation was through the use of racial covenants on land use, often written into deeds to prohibit the sale or inhabitation of certain properties by non-caucasian individuals. These covenants began to appear in Ashland shortly after the Civil War. An example of this is in an 1886 deed for the Hugo House (166-0037/166-0001-0073) on Center Street (HaCDB 21:34). The deed reads: "She or her heirs will cause to be erected on said land a dwelling house for the occupancy of a white family… If she or heirs breaches contract then deed will become null and void" (HaCDB 21:34).


166-5073
Archie Cannon Dr
Henry St
School St
Berkley St
Berkley St
N Center St
B St
A St
Henry St
Smith St
CSX Railroad
Old Station St
Berkley Woods Dr
N Washington
Henry St
Hwy
Calho
1
and
0 200 400
Feet
0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Resource Boundary

Figure 3-80
Location of the
Berkleytown Historic
District (166-5073)

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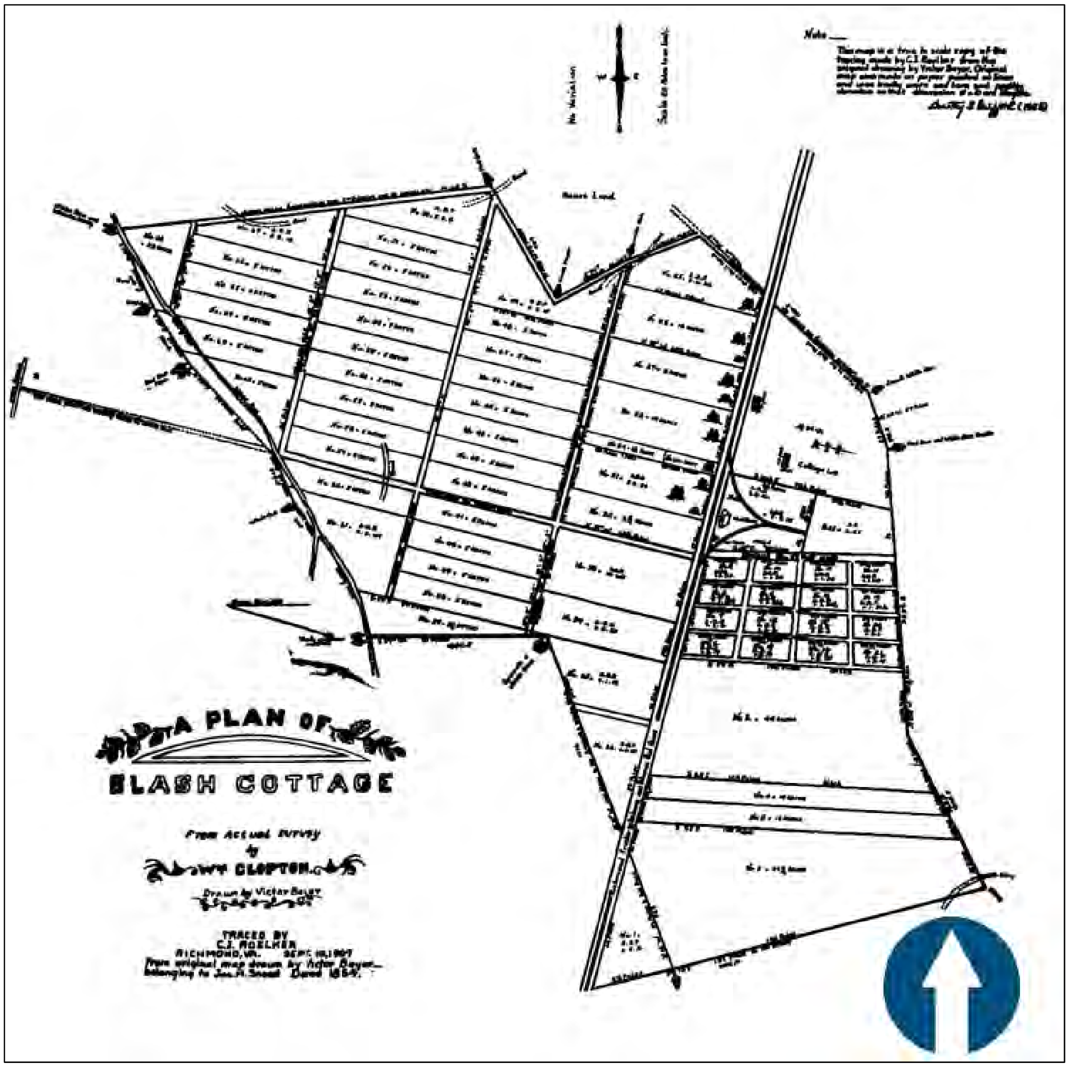


FIGURE 3-81: 1854 PLAT SHOWING THE PLAN FOR SLASH COTTAGE (THE ASHLAND MUSEUM N.D.A) (MAP NOT TO SCALE)

In September 1911, Ashland further institutionalized physical segregation by enacting a Segregation Ordinance, modeled off of a similar, recently enacted Richmond Ordinance. This ordinance declared it illegal for:

> …any person to occupy as a residence or to establish and maintain as a school or place of public assembly and house upon any street or alley between two adjacent streets on which a greater number of houses are occupied [by members of another race] (Stephenson 1914:12–13).

This ordinance, unlike some others in different cities, attempted to legislate the entire town instead of dictating which blocks were illegal for African Americans habitation, including both owned and rented land (Stephenson 1914:14-15). The constitutionality of the ordinance went before the Circuit County of Hanover in 1913 in the case *Town of Ashland vs. Coleman*, but it was upheld, with the judge stating it was "not oppressive because it applied to white people and negroes alike" (Stephenson 1914:14–15).

3.8.1.2 Development of Berkleytown

Due to the postbellum housing discrimination African Americans were experiencing in Ashland, even before the 1911 ordinance, many began to settle right outside of the town's incorporation line. This settlement was somewhat piecemeal and took place over about 20 years.

In 1894, the estate of Edward Berkeley, who had been a large landowner in Hanover County, subdivided seven lots just north of Ashland along a county road which would later be renamed "Berkley Street" (Figure 3-82). Initial development in Berkleytown occurred along Berkley Street and Henry Street and it is along those roads where the oldest homes in the neighborhood are located, consisting primarily of bungalows and two-story vernacular dwellings (Figure 3-83) (The Ashland Museum n.d.b). It appears that some of the earliest homes along Berkley Street were originally built and inhabited by white residents, but by the 1920s, most of the houses were owned by African Americans (U.S. Census 1910, 1920). Around that time, the frame school for white children in Ashland was replaced with a more permanent brick building, and the older building was moved to Berkley Street to serve the African American community in the area (Shalf 1994:146). This school served as a very important part of the community and would become the Hanover County Training School and later the John M. Gandy High School. For more information on the evolution of the school see page 3-96.

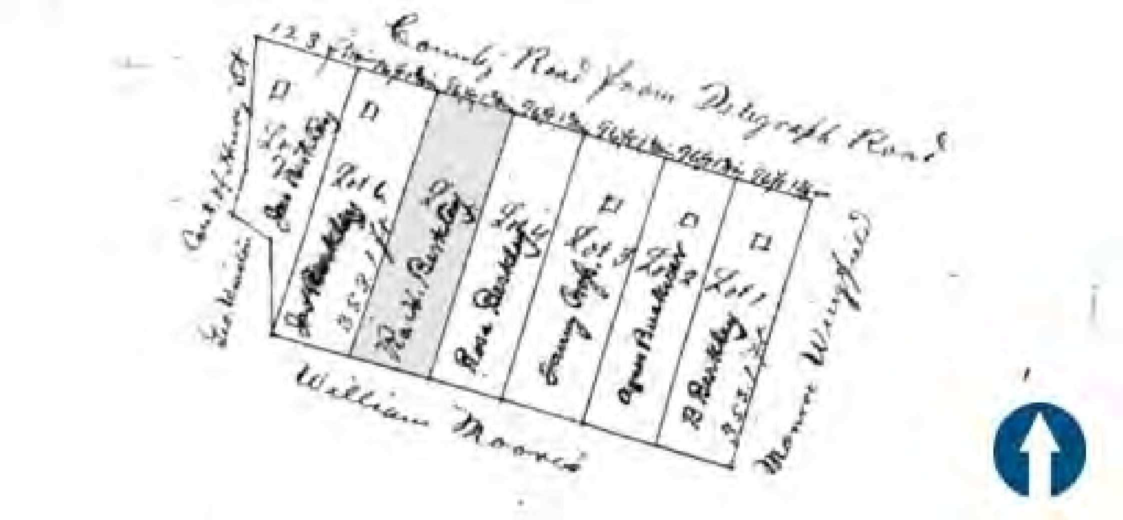


FIGURE 3-82: 1894 PLAT OF THE SEVEN ORIGINAL LOTS ON BERKLEY STREET (THE ASHLAND MUSEUM N.D.B) (MAP NOT TO SCALE)

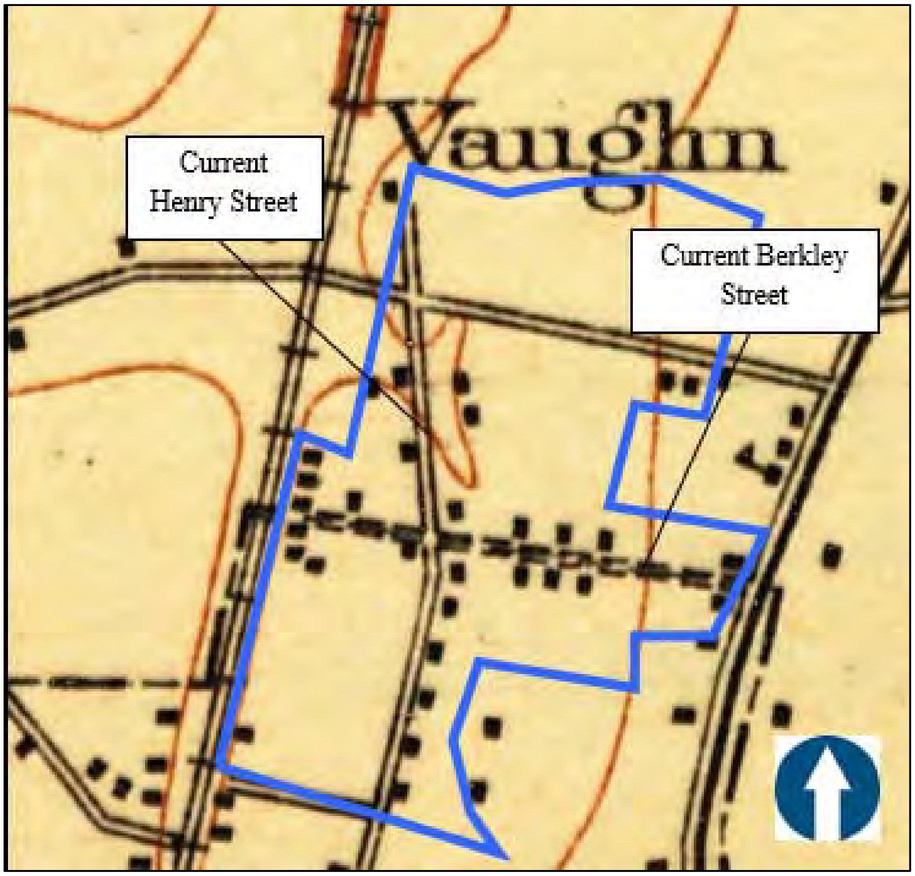


FIGURE 3-83: BERKLEYTOWN HISTORIC DISTRICT (IN BLUE) ON A 1918 USGS 7.5-MINUTE TOPOGRAPHIC QUADRANGLE MAP OF ASHLAND, VIRGINIA (USGS 1918) (MAP NOT TO SCALE)

In 1922, the area located to the southwest of the intersection of Berkley and Henry streets was platted, creating A and B Streets (Figure 3-84) (HaCPB 7:147). These lots appear to have initially been purchased solely by African Americans, though development of this area largely occurred between 1950 and 1960 (Figure 3-85). These lots are smaller than the parcels along Berkeley Street and Henry streets, and the architecture of these houses reflects Minimal Traditional and Transitional Ranch styles.

In 1977, the Berkleytown neighborhood was formally annexed into the Town of Ashland (The Ashland Museum n.d.b).

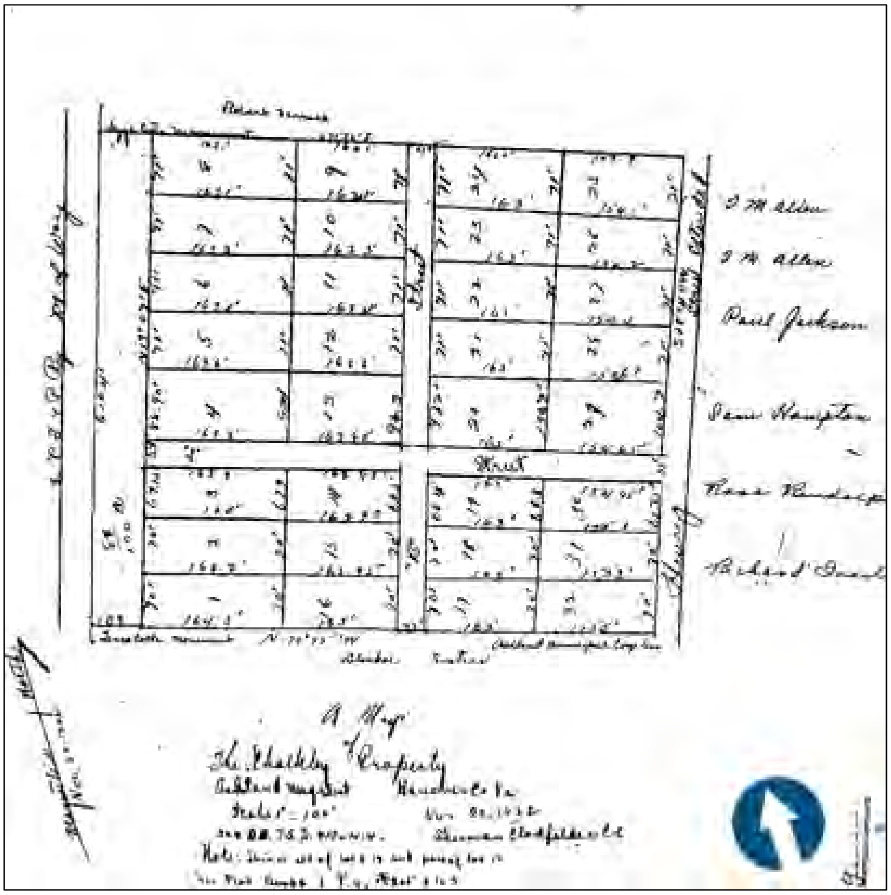

A Map
The Berkley Property
Ashland magisterial Hanover Co Va
Scale 1" = 100'
Sherman Clodfelder C.E.
Paul Jackson
Sam Hampton
Richard Grant
Street
J M Allen

FIGURE 3-84: PLAT MADE BY SHERMAN CLODFELDER, C.E. NOVEMBER 20, 1922 SHOWING BERKLEYTOWN (HACPB 7:147)

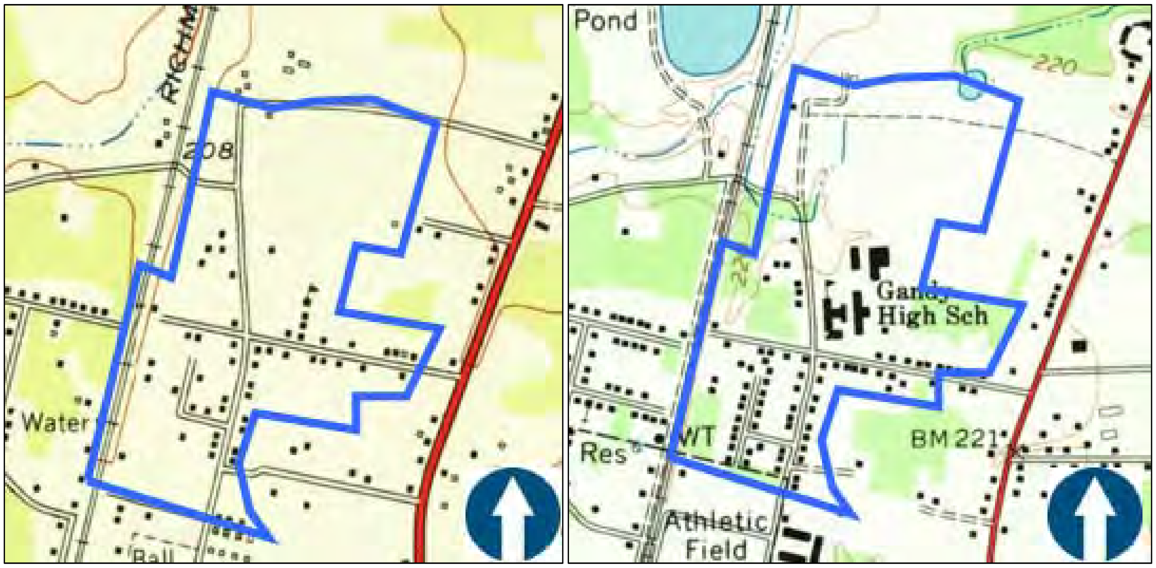

RICHM
208
Water
Rail
Pond
220
Gandy High Sch
WT
Res
BM 221
Athletic Field

FIGURE 3-85: COMPARISONS OF THE BERKLEYTOWN HISTORIC DISTRICT (IN BLUE) ON A 1951 (LEFT) AND 1969 (RIGHT) USGS 7.5-MINUTE TOPOGRAPHIC QUADRANGLE MAP OF ASHLAND, VIRGINIA (USGS 1951; 1969). NOTE THE DEVELOPMENT IN THE SOUTHWESTERN PART OF THE DISTRICT. (MAPS NOT TO SCALE)

3.8.2 Architectural Description

The neighborhood of Berkleytown is typical of many small-town, twentieth-century, African-American neighborhoods in that it was originally relatively isolated from the formal downtown core, is now subsumed within town development plans, and is dotted with small vernacular dwellings (see Figure 3-80) (Shalf 1994:124). The buildings within the district were constructed between 1900 and the present, and consist almost entirely of residential dwellings, but also contains a funeral home and a large educational complex (Figure 3-86). The main roads though Berkleytown are Henry Street, Berkley Street, A Street, B Street, and School Street, which runs north from Berkley Street to the former John M. Gandy High School. Residential buildings line all of the streets, with the oldest resources clustered around the intersection of Henry and Berkley Streets. The east side of Henry Street and the north side of Berkley Street are lined with public sidewalk and the lots within the district are spotted with a mix of deciduous and coniferous trees, shrubbery, and plantings (Figure 3-87).

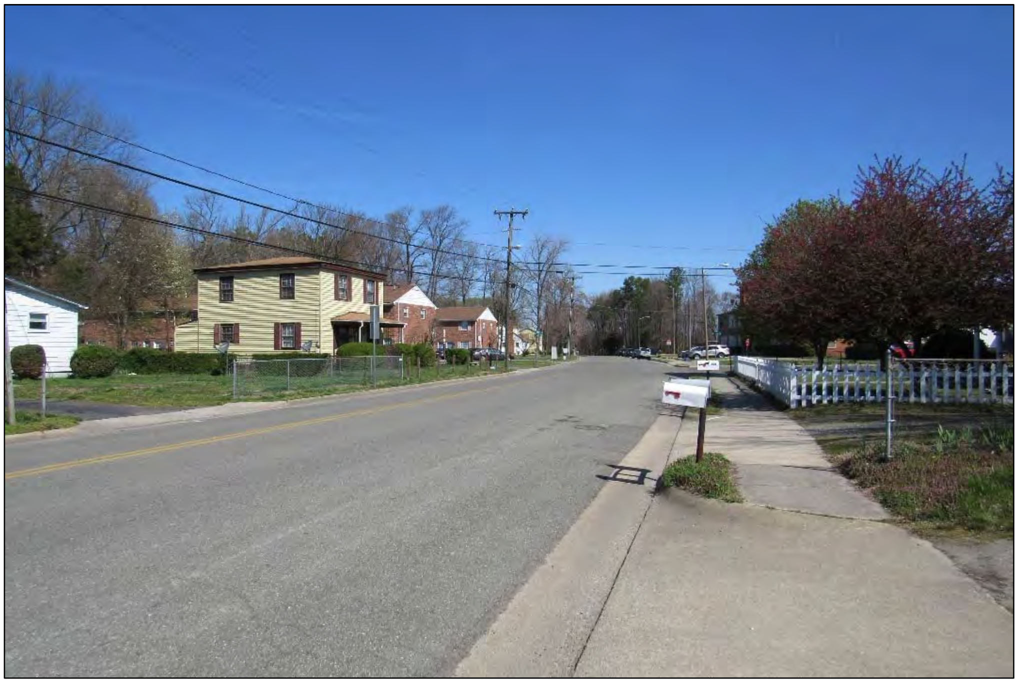


FIGURE 3-86: STREETSCAPE VIEW OF HENRY STREET, LOOKING NORTH

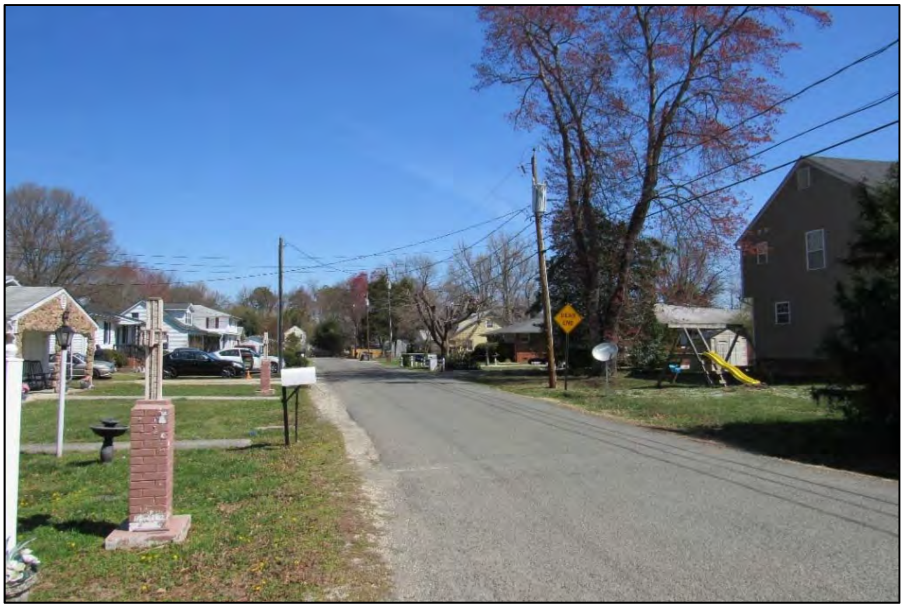


FIGURE 3-87: VIEW OF B STREET FROM THE INTERSECTION WITH A STREET, LOOKING NORTH

The architectural styles of the residential buildings included within the district boundaries reflect trends seen through this region of Virginia during the early- to mid-twentieth century. Residential resources constructed between 1900 and 1930, mainly concentrated along Berkley and Henry Streets, are predominantly a two-story vernacular form or a one-and-a-half-story bungalow form, many with Craftsman style influences (Figure 3-88 and Figure 3-89). An exception to that is the house at 203 Berkley Street which has a simplified Queen Anne style and is a Sears & Roebuck kit home (Figure 3-90) (The Ashland Museum n.d.b). These resources generally maintain the original form and massing, but have experienced many replacement materials such as windows, siding, porches, and foundation.

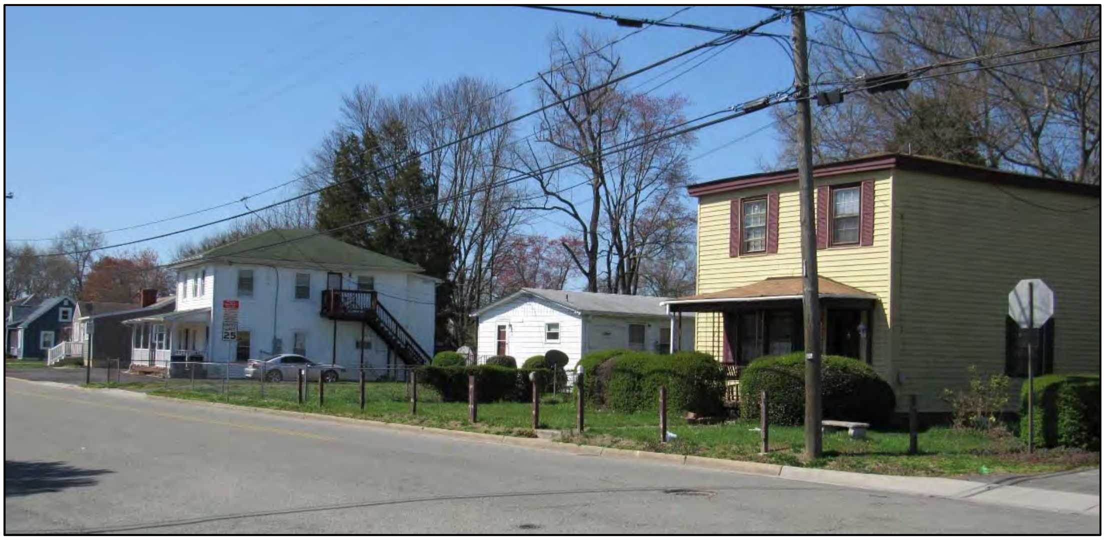


FIGURE 3-88: DWELLINGS ALONG HENRY STREET, LOOKING SOUTH FROM INTERSECTION WITH BERKLEY STREET

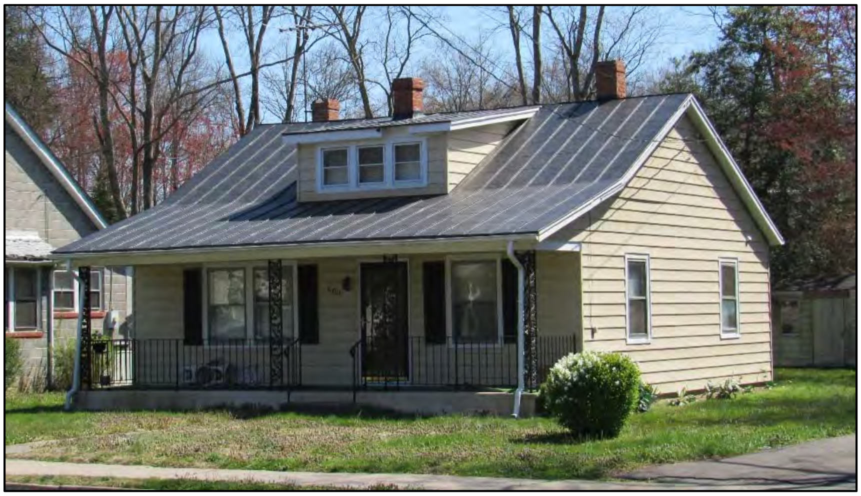


FIGURE 3-89: 603 HENRY STREET, SOUTHWEST OBLIQUE

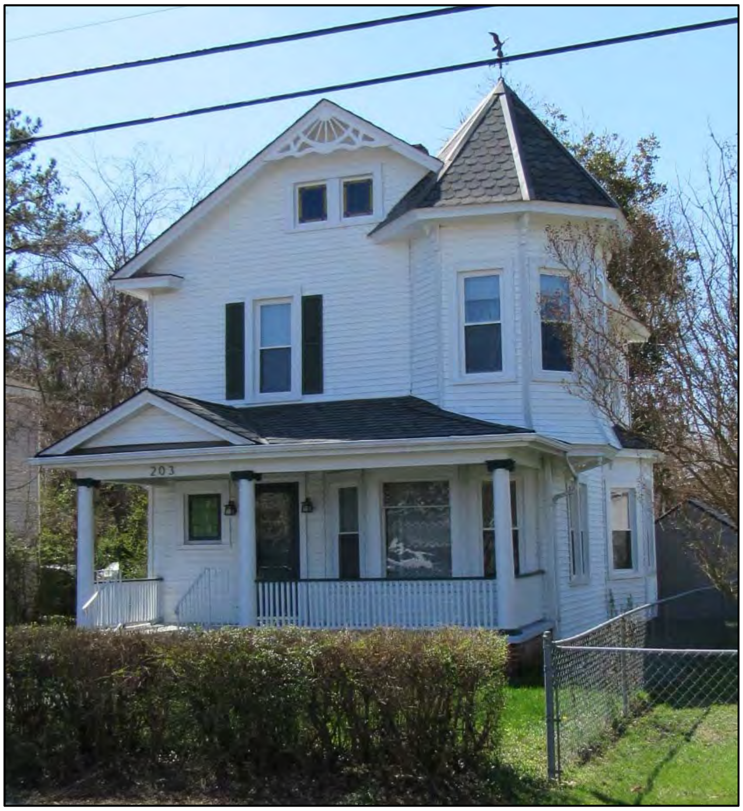


FIGURE3-90: 203 BERKLEY STREET, NORTH ELEVATION

A second period of architectural expansion in Berkleytown occurred between 1930 and 1960. This development was often as infill on Berkley and Henry Streets and then along A and B Streets, with the dwellings mainly being built in the Minimal Traditional or Transitional Ranch styles (Figure 3-91 and Figure 3-92). These resources have not undergone many modifications; most maintain their original massing and many original materials.

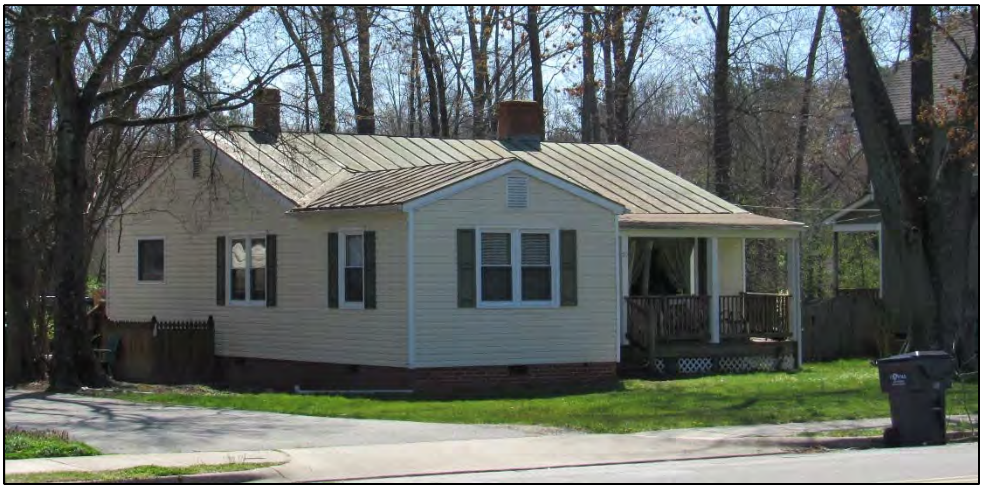


FIGURE 3-91: 513 HENRY STREET, NORTHWEST OBLIQUE

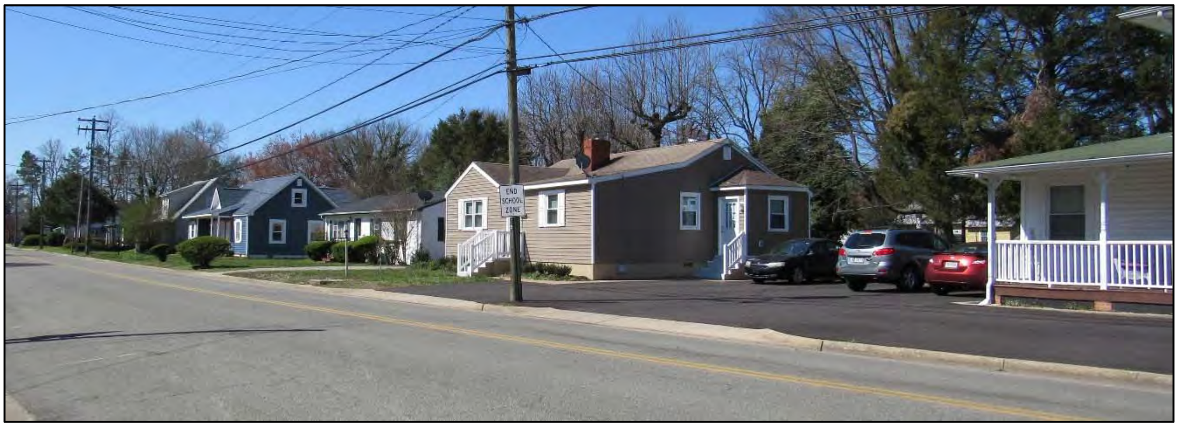


FIGURE 3-92: VIEW ALONG HENRY STREET, LOOKING SOUTH

Some modern infill has made its way into the neighborhood but does not strongly affect the architectural integrity of the district. These buildings are both single-family and multi-family dwellings and are spread throughout the neighborhood (Figure 3-93 and Figure 3-94).

There are three buildings in Berkleytown that were not constructed as dwellings. This includes the Hanover County Public School Board (Formerly John M. Gandy High School) (166-5073-0024), the Dabney Funeral Home (166-5073-0010), and a commercial resource at 612 Henry Street (166-0033). For more information about the Hanover County Public School Board and the Dabney Funeral Home, see pages 3-105 and 3-94 respectively. The resource at 612 Henry Street, constructed in the 1920s, began as a hotel catering to African Americans traveling though Ashland and later served as a meeting place for Improved Benevolent Protective Order of Elks of the World (Figure 3-95) (HaCDB 107:422).

In general, buildings in the district range from one to two stories in height and primarily are built upon continuous foundations. Exterior materials include weatherboard and vinyl siding as well as brick veneer. They are primarily covered in a type of gable or hipped roof with asphalt shingles. Although some fenestration has been replaced or updated, as is common in continuously occupied buildings, many still retain original or in-like windows and doors. These includes two-over-two, wood-frame, double-hung sashes as well as six-over-six, double-hung sashes. Primary elevations typically feature an entry stoop or porch. Secondary resources include such storage sheds, garages, and carports.

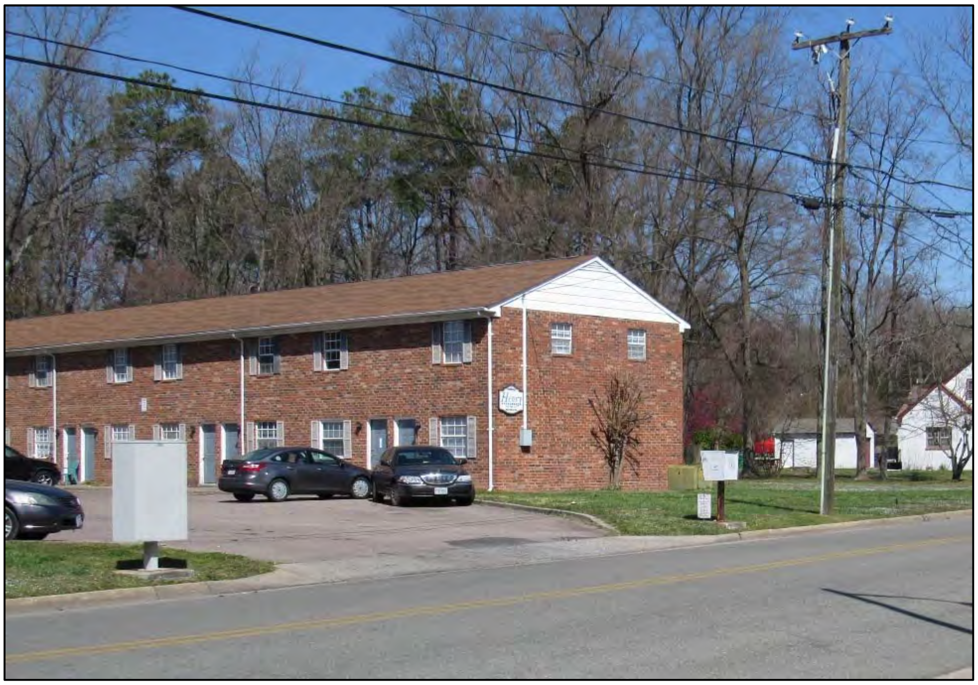


FIGURE 3-93: APARTMENTS AT 700 HENRY STREET, LOOKING NORTHWEST

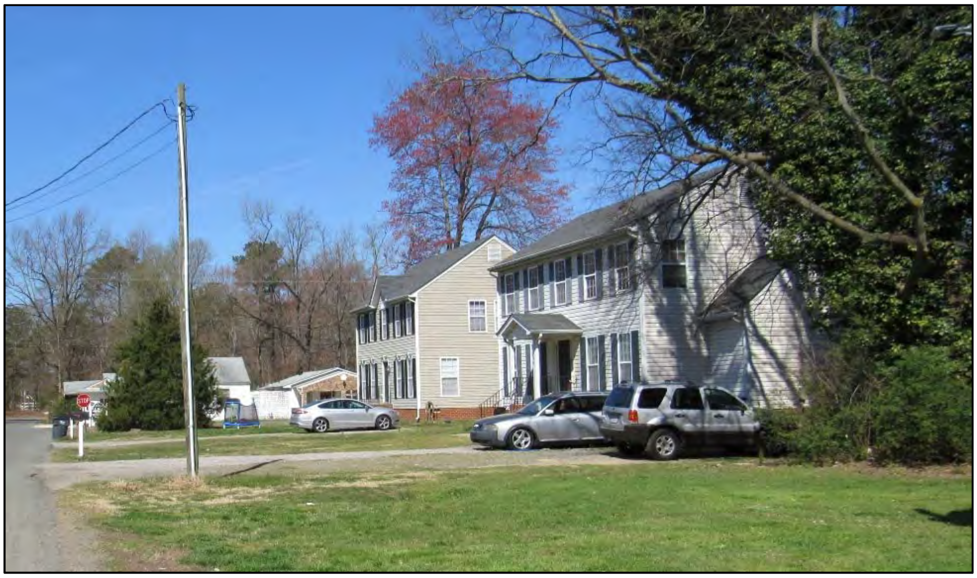


FIGURE 3-94: VIEW OF MODERN INFILL ALONG A STREET, LOOKING WEST

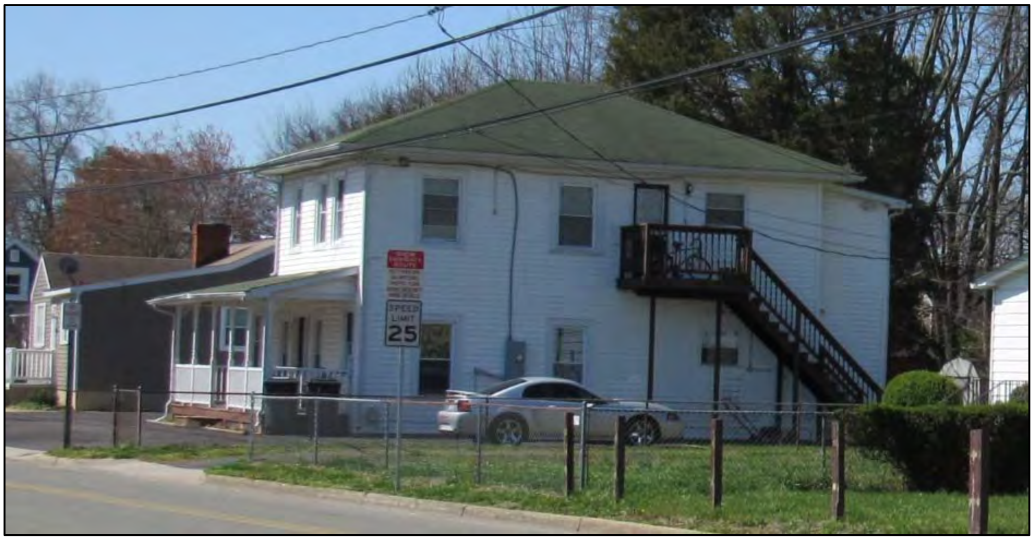


FIGURE3-95: RESOURCE AT 612 HENRY STREET (166-0033), NORTHEAST ELEVATION

3.8.3 NRHP Evaluation

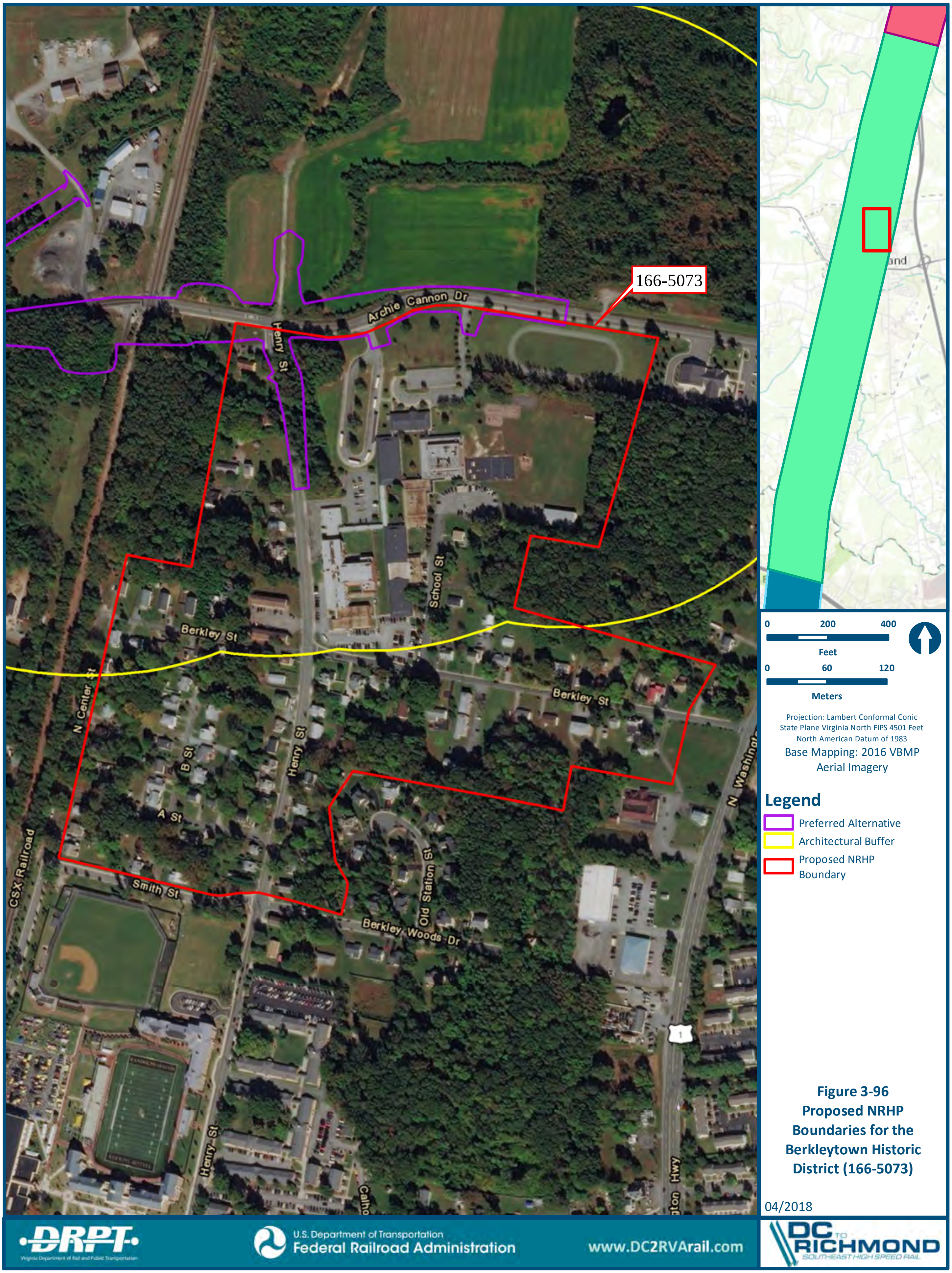
The neighborhood of Berkleytown is a representative example of small-town, twentieth-century, African-American neighborhoods. What was once a segregated residential enclave has become enveloped into the town plan, but the resources maintain their original small vernacular forms (Shalf 1994:124). The buildings within the district were constructed between 1900 and the present. Though there is some modern infill in Berkleytown, it is minimal and the neighborhood still retains much of its historic character, possessing a moderate level of integrity of setting, design, feeling, and association. Some retention of historic materials and general good condition of the individual resources within the district renders a moderate level of integrity of materials and workmanship. This resource retains a high historic integrity of location.

The NPS guidelines for evaluating a district under Criterion A, state that it must be associated with one or more events or trends important in a defined historic context (Shrimpton et al. 1990). Berkleytown is a historically African-American neighborhood that grew as a result of legal segregation in Ashland during the early- to mid-twentieth century. Strategically located on the outskirts of town and technically situated within Hanover County until 1977, this community emerged in the 1910s and 1920s as an acceptable area for African-American residents, as noted by local officials' relocation of the old white school to Berkley Street. At a time when a portion of the population was legally prohibited from living within the downtown core, African-American residents sought habitation on land immediately adjacent to town, thus ironically allowing them to continue to work in the same area where they were barred from living. As such, this "community within a community" reflects important patterns of Community Planning and Development as well as Ethnic Heritage in Hanover County. Therefore, the Berkleytown Historic District is recommended eligible for listing under Criterion A. There is not any known association with any significant person or persons from local, regional, or national history; therefore, the resource is recommended not eligible under Criterion B.

According to the guidelines set by the NPS, for a district to be eligible under Criterion C, it must clearly contain enough distinctive characteristics to be considered a true representative of a particular type, period, or method of construction (Shrimpton et al. 1990). Many of the buildings within the district have undergone alterations such as window and siding replacement, porch replacement or enclosure, and the construction additions to the rear and/or side elevations. There are also better examples of architecturally significant African-American neighborhoods in surrounding areas such as the Barton Heights Historic District (127-0816) in Richmond and the Pocahontas Island Historic District (123-0114) in Petersburg, both of which have been listed in the NRHP. As such, the Berkleytown Historic District is not recommended eligible for listing in the NRHP under Criterion C. As an architectural resource, the Berkleytown Historic District was not evaluated under Criterion D.

In sum, the Berkleytown Historic District is **recommended eligible for listing in the NRHP under Criterion A at the local level for its associations with Community Planning and Development and Ethnic Heritage, but not eligible under Criteria B and C.**

The period of significance for the Berkleytown Historic District extends from the passage of Ashland's segregation law in 1911 to 1969, the year in which the John M. Gandy High School closed after integration with Patrick Henry High School. The proposed NRHP boundaries for the district encompass about 60 acres of land on the east side of the railroad tracks. The northern terminus starts at the intersection of Vaughan Road and Henry Street and encompasses several dwellings and the Hanover County School Board building. The boundary stretches south to the intersection of North Center Street and Berkley Woods Drive. The eastern boundary of the resource encompasses the buildings along Berkley Street until its intersection with North Washington Highway (Figure 3-96).


166-5073
Archie Cannon Dr
Henry St
School St
Berkley St
Berkley St
N Center St
B St
Henry St
A St
Smith St
Old Station St
Berkley Woods Dr
N Washington
CSX Railroad
Henry St
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ton Hwy
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0 200 400
Feet
0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪	Preferred Alternative
🟨	Architectural Buffer
🟥	Proposed NRHP Boundary

Figure 3-96
Proposed NRHP Boundaries for the Berkleytown Historic District (166-5073)

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3.9 DABNEY FUNERAL HOME (166-5073-0010)

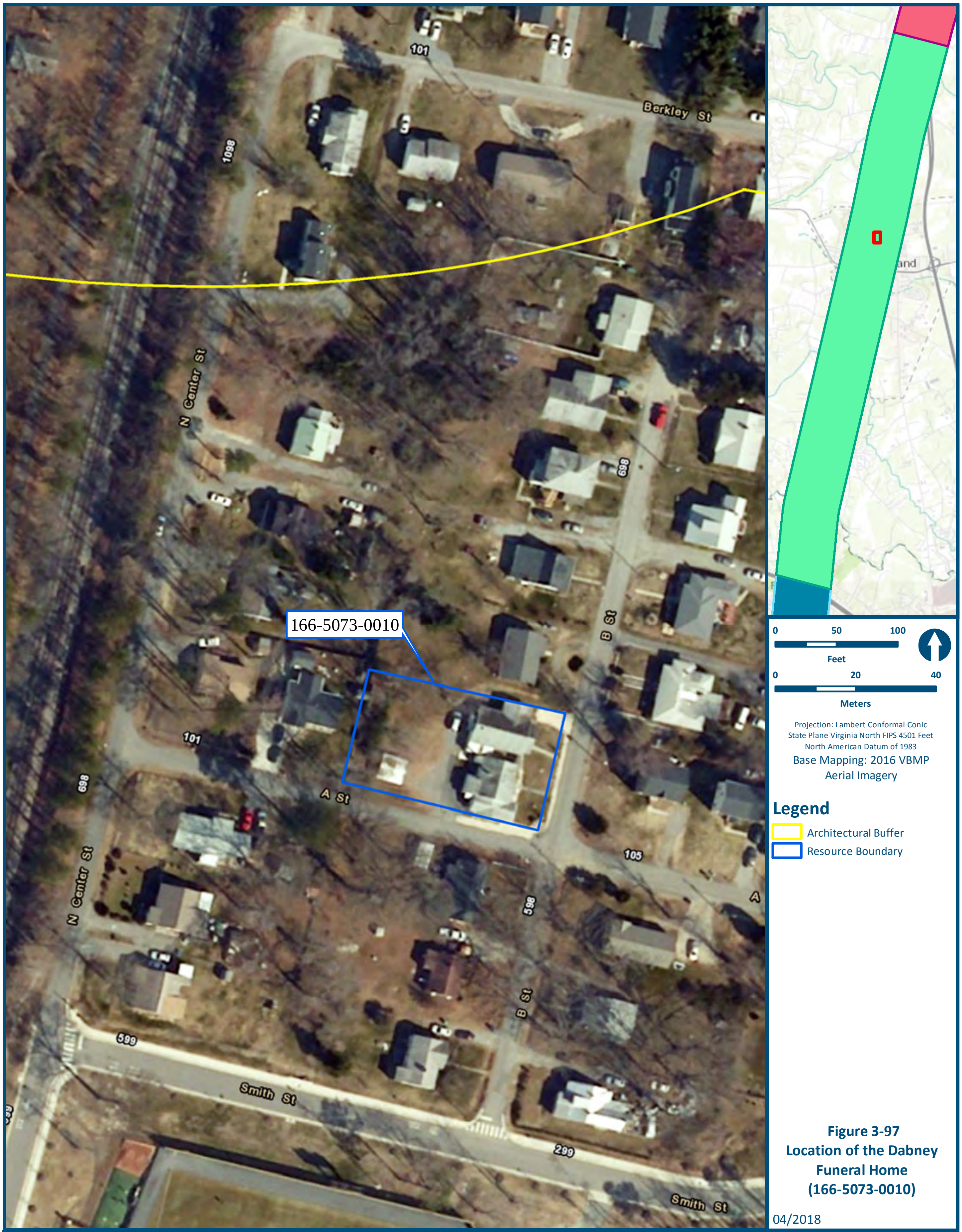
The Dabney Funeral Home at 600 B Street is located at the northwest corner of the intersection of A and B Streets, in Ashland in Hanover County, Virginia. The resource, which faces east, is located on a 0.33-acre lot that is covered by a manicured lawn (Figure 3-97). A gravel driveway leads west from B Street to an attached carport on the north elevation of the chapel building. Another gravel drive and parking area leads from B Street and extends west, parallel to A Street, on the south end of the property, to extra parking on the rear (west) of the property. A poured-concrete sidewalk leads from the public sidewalk along B Street to both the main entrance and the entrance to the chapel building. An associated circa-1970 metal carport sits to the west of the primary resource.

3.9.1 Historic Context

The Dabney Funeral Home is a circa-1955, one-story, three-bay, Minimal Traditional-style, single-family dwelling that has continually served as both a residence and family-owned funeral home. Today, it is one of the few traditional African-American-owned businesses in the aforementioned Berkleytown neighborhood—a historically African-American community that emerged following legal segregation efforts in the form of racial covenants (Shalf 1994:124). For a larger history of this community see the section for the Berkleytown Historic District on page 3-82.

In 1927, Thomas and Elsie Henderson purchased a lot just north of what was then the incorporation line of Ashland from James T. and Elizabeth F. Crosby (HaCDB 85:294). The lot was number 13 on the plat that composed part of the original boundaries of Berkleytown (Figure 3-98) (HaCPB 7:147). Thomas Henderson was an African-American man who grew up on a farm outside of Ashland. By 1930, he and his wife were noted as living in Richmond and he was working as a railroad caretaker (U.S. Census 1920; 1930). Archival research indicates that the lot remained vacant during the ownership of Thomas and Elsie Henderson. In 1953, Floyd E. Dabney purchased the parcel from the Hendersons and built the Minimal Traditional-style dwelling that is currently centered on the lot (HaCDB 155:197). The F.E. Dabney Funeral Home was established out of the house in 1955 and over time, various additions, such as the chapel, were added to support the business (Richmond Times-Dispatch 2015).

Floyd Dabney was born in Ashland in 1920 and attended the Hanover Training School, which was the only school in the county for African-American students at the time, located on School Street in Berkleytown. He served in the 761st Tank Battalion under General Patton during World War II and then attended mortuary school in Pennsylvania (Find-a-Grave 2011). He married Henrietta Wiley in 1952, and they started the F.E. Dabney Funeral Home together. To supplement their incomes, Floyd drove a cab in town and Henrietta was a nurse at several area hospitals (Richmond Times-Dispatch 2015). They were active in the community; both were members of the National Association for the Advancement of Colored People (NAACP) and Henrietta ran for local office. After Floyd Dabney passed away in 2006, their son Floyd Dabney Jr. took over the business which he continues to run today (Richmond Times-Dispatch 2015).


101
Berkley St
1098
N Center St
698
B St
166-5073-0010
101
A St
698
N Center St
105
A
598
B St
599
Smith St
299
Smith St
and
0 50 100
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟨 Architectural Buffer
🟦 Resource Boundary

Figure 3-97
Location of the Dabney Funeral Home
(166-5073-0010)

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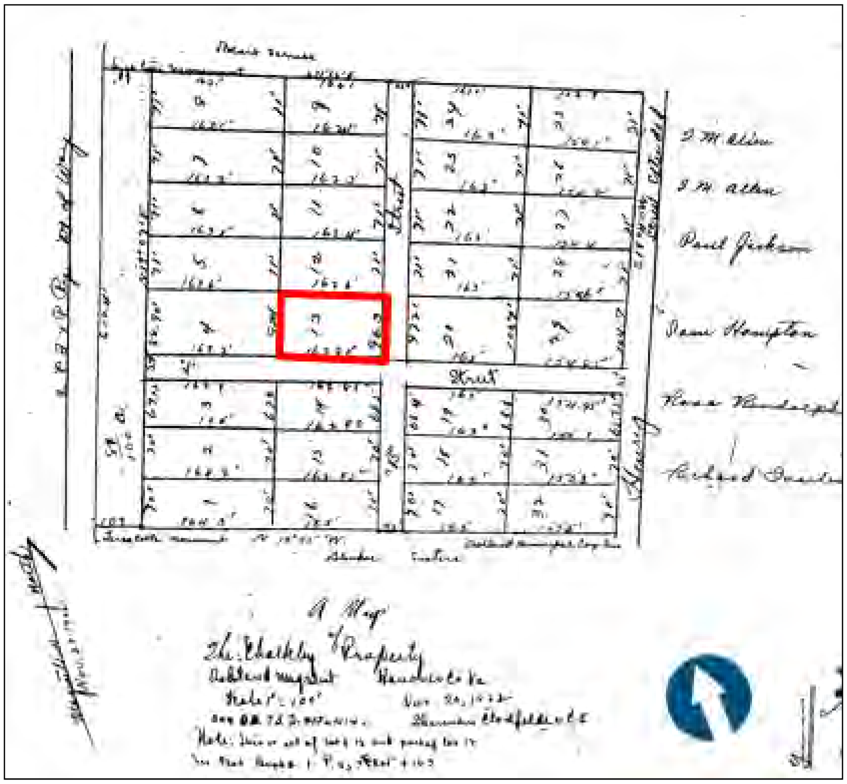


FIGURE 3-98: PLAT MADE BY SHERMAN CLODFELDER, C.E. NOVEMBER 20, 1922 OF BERKLEYTOWN (HACPB 7:147). NOTE LOT 13 OUTLINED IN RED.

African American-owned funeral homes have historically played an important role in the communities they serve. The African-American-owned funeral home business picked up significantly after the Civil War as:

> concerns about how black bodies were laid to rest by white undertakers fueled the desire among African Americans to have their family members buried by black undertakers whom they believed would bury their dead with care and dignity. A desire to meet this community need, while also earning a comfortable, stable living led would-be entrepreneurs to the undertaking business (Micale 2016).

This tradition continued, with funeral directors often serving as prominent members of the community, many going into politics or the clergy and frequently being involved in the local civil-rights movement, such as the Dabneys (Stanley 2016).

Due to economic strain, in part because of the proliferation of national funeral-home chains, many locally owned, African-American funeral homes are currently closing for business. The National Funeral Directors and Morticians Association, which represents African-American funeral directors, has had its membership decrease by 40 percent since 1997 (Feldman 2017). This mirrors the decline in African-American-owned businesses as a whole since 1970 in this area (Feldman 2017). The Dabney Funeral Home continues to support the local community and is the only functioning commercial resource in Berkleytown.

3.9.2 Architectural Description

3.9.2.1 Primary Resource Exterior

The Dabney Funeral Home is a circa-1955, one-story, three-bay, single-family dwelling that is built in the Minimal Traditional style (Figure 3-99 and Figure 3-100). The foundation and structural system, though not visible, are clad in stucco. It is covered by a moderately pitched, side-gabled roof sheathed in asphalt shingles. A parged, brick, central-interior chimney is located on the west slope of the roof. The primary entrance is centered on the southeast elevation and is filled with a single-leaf, half-glazed, wood door that is covered by a storm door (Figure 3-101). The door is flanked by full length, vinyl, louvered shutters. The door is accessed by a set of stairs clad in stone veneer that lead to a one-story, two-bay porch created by the roof overhang. Other fenestration includes two-over-two, double-hung-sash, wood-framed windows with horizontal muntins set on brick sills.

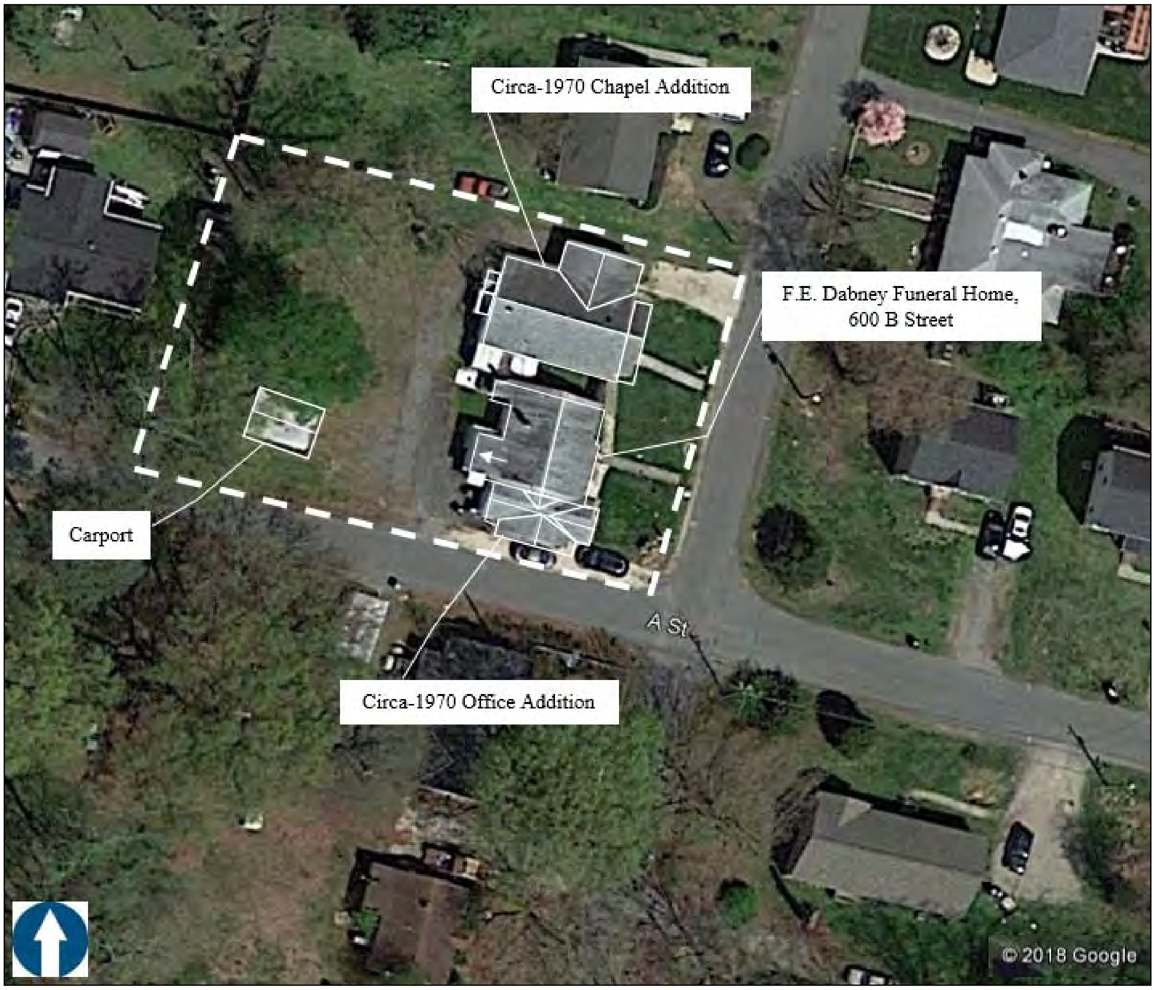

Circa-1970 Chapel Addition
F.E. Dabney Funeral Home, 600 B Street
Carport
A St
Circa-1970 Office Addition
© 2018 Google

FIGURE 3-99: SITE PLAN FOR THE DABNEY FUNERAL HOME (NOT TO SCALE)

A circa-1955, one-story, rear, porch addition is located off the northwest elevation of the house (Figure 3-102). It is set on a concrete-block foundation and is clad in stucco. The shed roof is sheathed in asphalt shingles. This addition features ribbons of one-over-one, double-hung-sash, metal-framed windows with metal awnings.

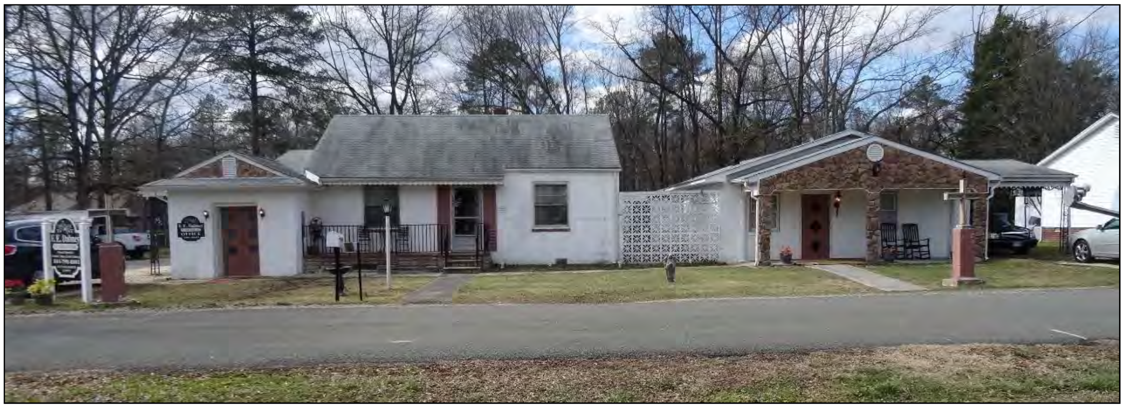


FIGURE 3-100: DABNEY FUNERAL HOME, SOUTHEAST ELEVATION

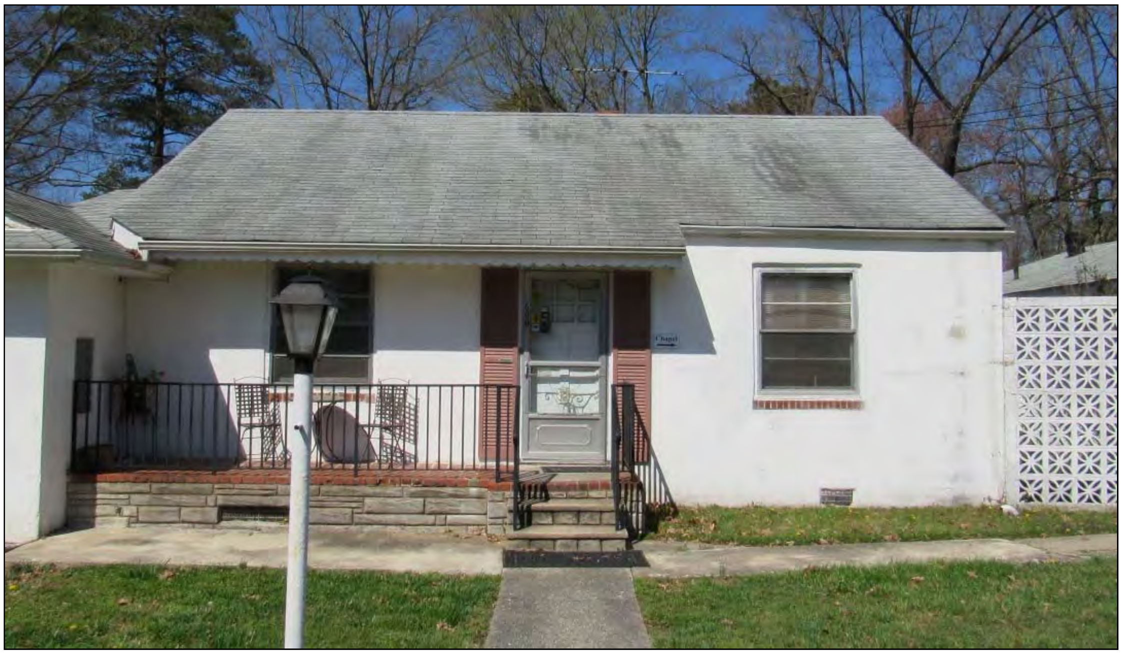


FIGURE 3-101: MAIN BLOCK DETAIL, SOUTHEAST ELEVATION

A circa-1970, one-story, one-bay, office addition extends from the southwest elevation (Figure 3-103). It is clad in stucco and covered by a front-gabled roof sheathed in asphalt shingles with stone veneer in the southeast gable end. The entrance to the office is recessed and centered on the southeast elevation. It is filled with a double-leaf wood door with six-fixed lights. This addition includes multi-light, glass-block windows and two-over-two, double-hung-sash, wood-framed windows with horizontal muntins set on brick sills. A secondary entrance to the office is located on the southwest elevation and is filled with a three-paneled wood door with four fixed lights at the top. It is covered by a one-story, three-bay, front-gabled porch sheathed in asphalt shingles and supported by decorative metal posts.

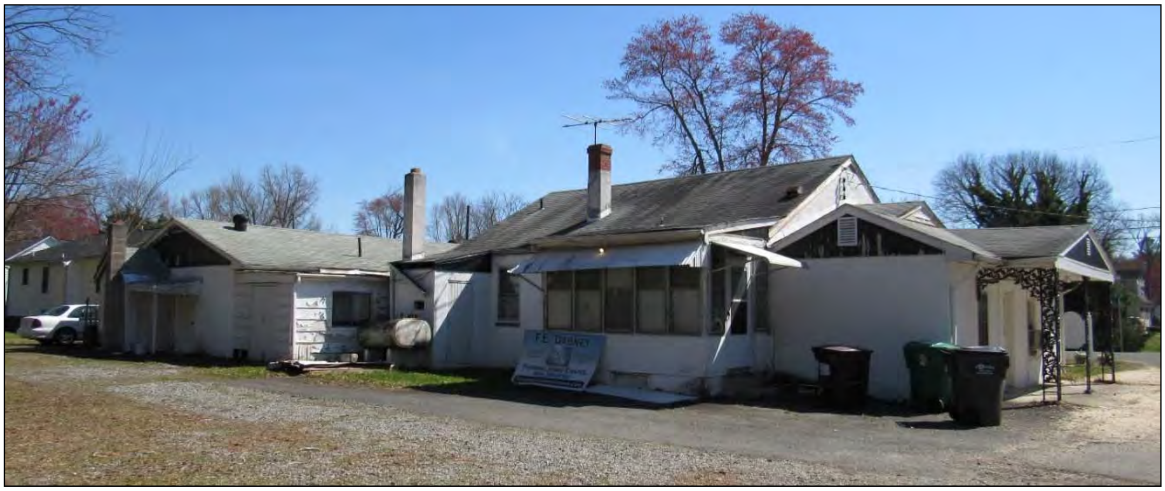


FIGURE 3-102: ADDITION AND REAR DETAILS, WEST OBLIQUE

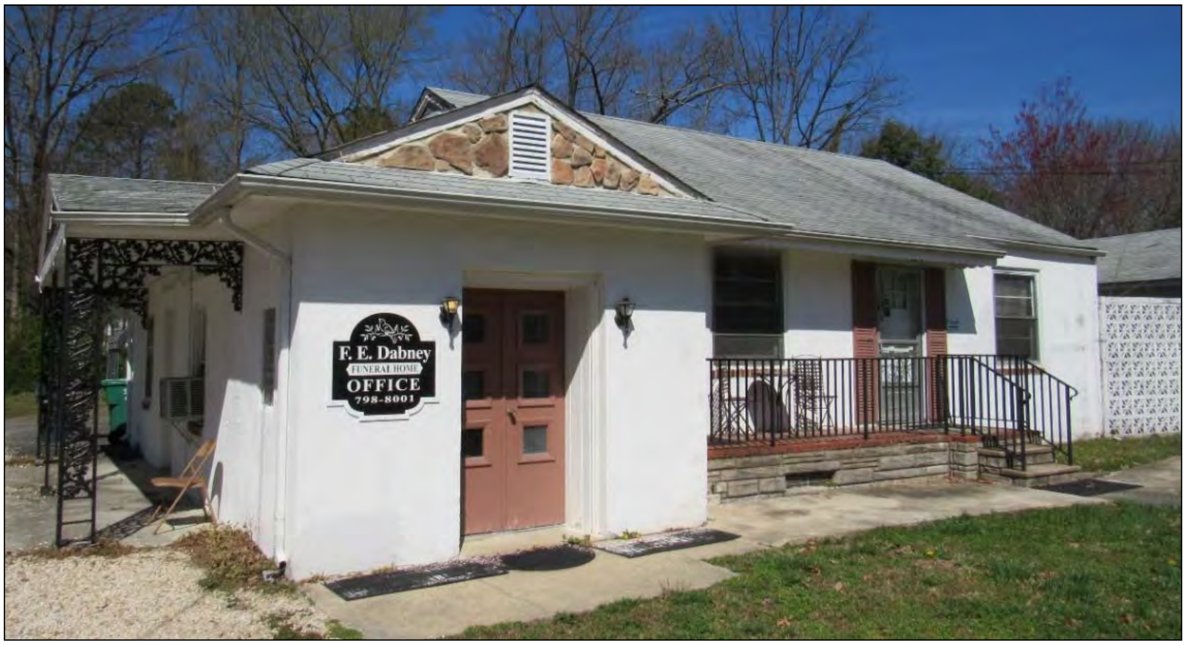


FIGURE 3-103: OFFICE ADDITION, SOUTH OBLIQUE

A circa-1970 chapel addition is located northeast of the dwelling and is connected to the main core by a side-gabled hyphen clad in stucco and a decorative concrete-block screen (Figure 3-104). The one-story, three-bay chapel is clad in stucco and covered by a moderately-pitched, front-gabled roof sheathed in asphalt shingles. A parged, interior-end chimney with a terra-cotta flu is located along the southwest roof slope. The entrance to the chapel is located in the center bay of the primary (southeast) elevation and is filled with a single-leaf wood door with three diamond-shaped lights. The door is covered by a one-story, three-bay, front-gabled porch that is clad in a stone veneer and supported by square posts also clad in stone veneer. A round, louvered vinyl vent is located in the gable end. Other fenestration includes two-over-two, double-hung-sash, wood-framed windows with horizontal muntins.

The chapel features four additions. The first being a small, one-story, one-bay, shed-roof addition clad in vinyl siding that extends from the southwest elevation. It features a double-leaf, flush, wood door and a metal-framed sliding window. A front-gabled addition extends southwest off the first addition and is clad in stucco with vertical-wood boards in the gable end. A single-leaf flush metal door is located on the southwest elevation. The third addition extends from the northwest elevation of the chapel. It is clad in stucco and covered by a front-gabled roof sheathed in asphalt shingles. A concrete-block, exterior end chimney is located on the northwest elevation and a metal awning supported by a metal post extends from the southwest elevation. The final addition to the chapel is a one-story, open-bay, carport that is situated on the northeast elevation. It is covered by a gabled roof sheathed in asphalt shingles and supported by wrought metal posts.

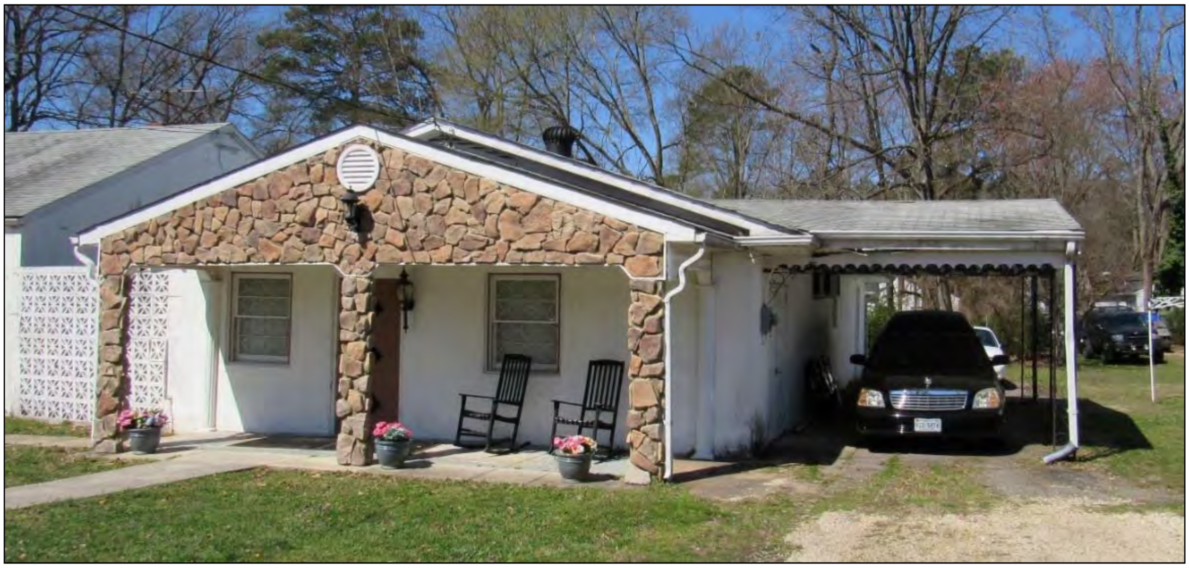


FIGURE 3-104: CHAPEL ADDITION, SOUTHEAST ELEVATION

3.9.2.2 Primary Resource Interior

Interior access to this resource was not granted during the current survey.

3.9.2.3 Secondary Resources

A one-story, open-bay, circa-1970 carport sits to the west of the primary resource (Figure 3-105). The front-gabled roof sheathed in corrugated metal is supported by metal poles.

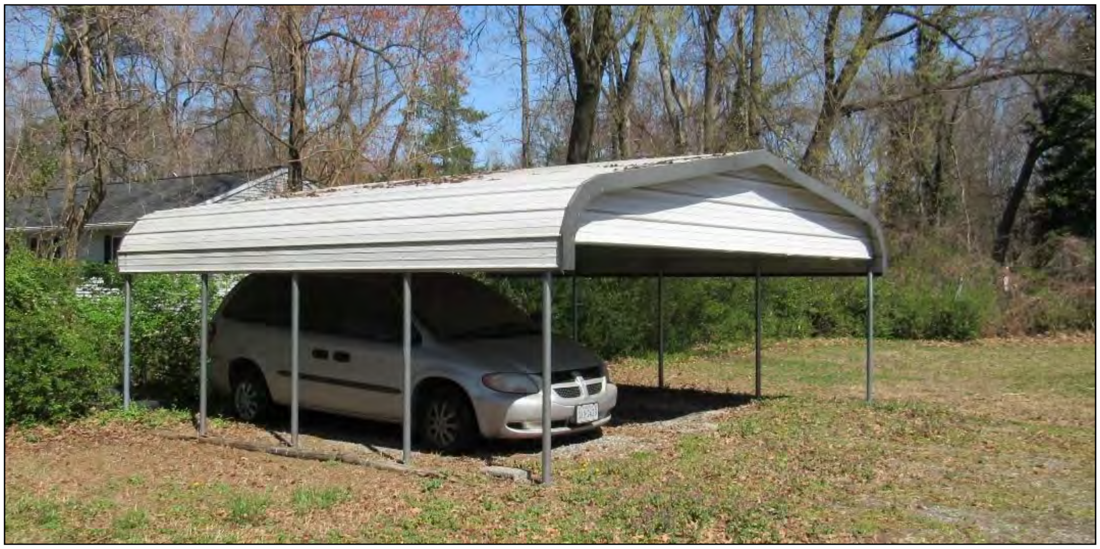


FIGURE 3-105: CARPORT, LOOKING NORTH

3.9.3 NRHP Evaluation

The Dabney Funeral Home is a residence and commercial building constructed in the Minimal Traditional style that is one of few remaining African-American-owned businesses in the Berkleytown neighborhood and Ashland as a whole. The resource retains a high level of historic integrity of location, setting, feeling, and association. Though the resource has had many additions over the years, its design builds upon that of a vernacular single-family dwelling and has grown over time to serve the various needs of a small family-owned, funeral home that is subject to certain laws and regulations. In this context, the Dabney Funeral Home is believed to retain a moderate level of integrity of design, materials, and workmanship.

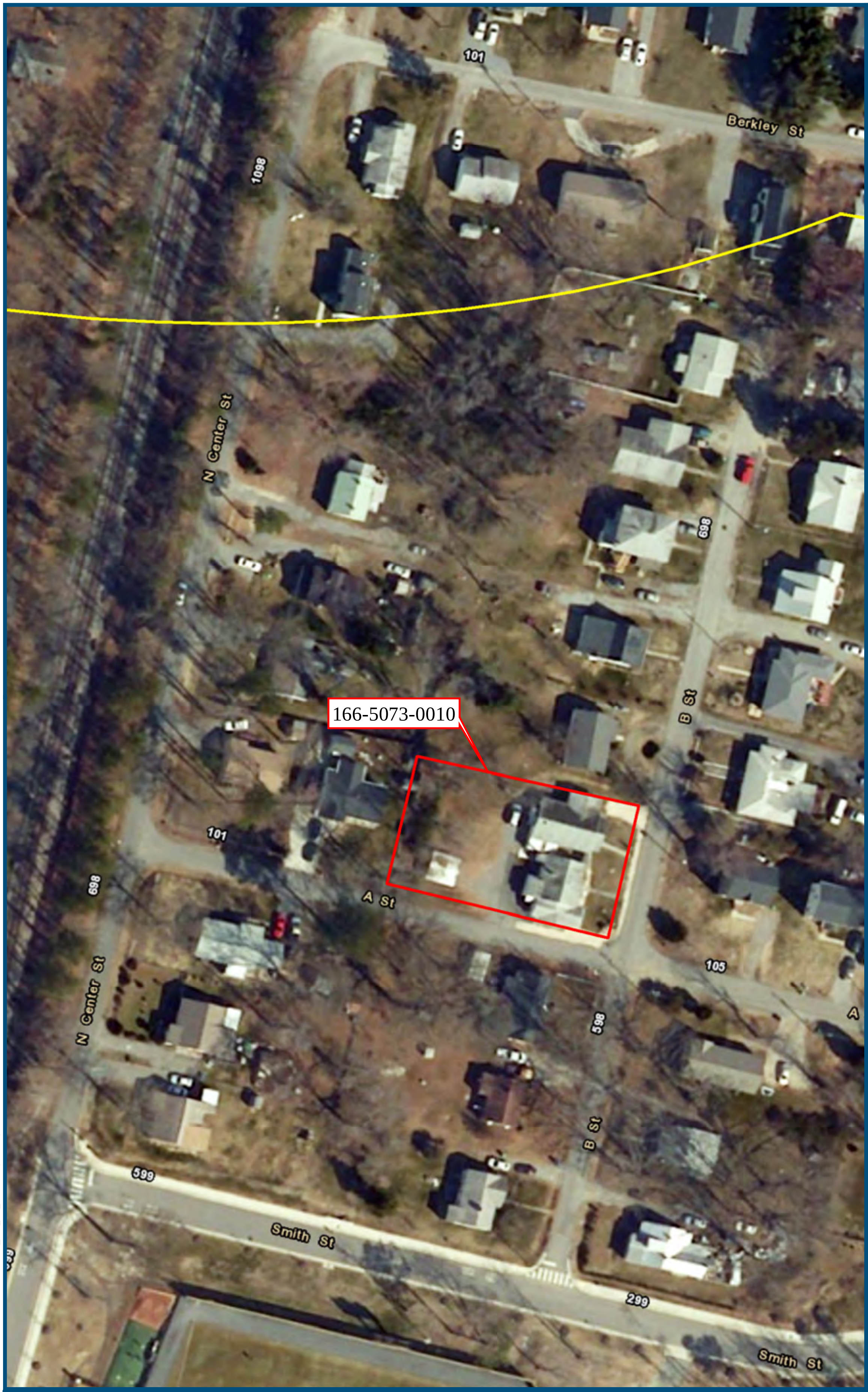
This resource continues to operate as a funeral home, a use it has performed since it was built in 1955. African-American-owned funeral homes have historically played an important role in the communities they serve and are currently experiencing a period of decline throughout the United States. There are also no other funeral homes previously recorded with the DHR that were determined potentially eligible or eligible for the NRHP. This resource is therefore not only directly representative of Berkleytown as an African-American enclave but it is a unique example of a once-prolific business type in this area and, indeed, the United States. For these reasons, it is recommended that the resource is eligible for listing in the NRHP under Criterion A at the local level for its association with African American-led trends in commerce in the Town of Ashland.

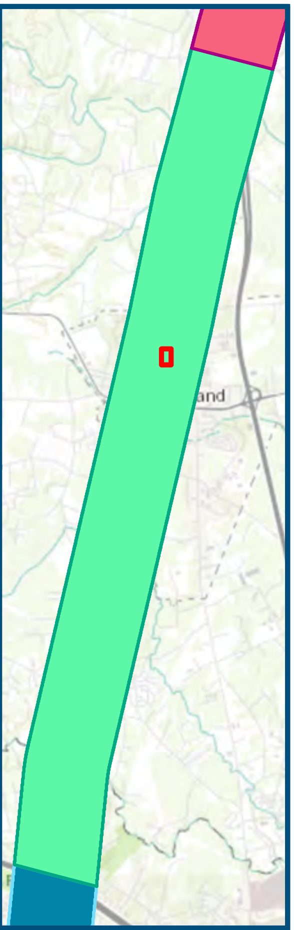
For a historic resource to be considered eligible under Criterion B, it must be associated with a person who is "individually significant within a historic context" and who has "gained importance within his or her profession or group" (Shrimpton et al. 1990). Though the Dabney family provided an important service to their community, the family does not appear to have attained significance in their own right. As such, the resource is recommended not eligible for the NPHP under Criterion B.

The Dabney Funeral Home is a circa-1955, one-story, three-bay, Minimal Traditional, single-family dwelling that has continually served as a both a residence and family-owned funeral home. Its design continues to reflect its original architectural character and continued use as a vernacular building, but it is not an outstanding example of its style or property type. Therefore, the DC2RVA team recommends the property not eligible for the NPHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

Additionally, the Dabney Funeral Home is located within the African-American community known as Berkleytown and dates from its period of significance. Therefore, this resource is recommended as a contributing element of the Berkleytown Historic District (166-5073). In sum, the Dabney Funeral Home is **recommended eligible for listing in the NRHP under Criterion A at the local level for its association with African-American-led trends in commerce in the Ashland community and is also recommended as a contributing resource of the Berkleytown Historic District (166-5073)**.

Because it continues to be associated with African-American trends in commerce and functions as a funeral home, the NPS 50-year-rule for defining periods of significance for resources was applied, which states that "where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997). As such, the period of significance spans from 1955 to 1968. The proposed NRHP boundaries for Dabney Funeral Home conform to the existing tax parcel (Parcel ID 7870-84-4467) (Figure 3-106).


166-5073-0010
101
Berkley St
1098
N Center St
698
B St
101
A St
105
A
598
698
N Center St
B St
599
Smith St
299
Smith St


and

0 50 100
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟨 Architectural Buffer

🟥 Proposed NRHP Boundary

Figure 3-106
Proposed NRHP Boundaris for the Dabney Funeral Home (166-5073-0010)

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3.10 HANOVER COUNTY PUBLIC SCHOOL BOARD (166-5073-0024)

The Hanover County Public School Board [HCPSB] building is located on the northeast side of Berkley Road, east of the railroad tracks and north of the heart of Ashland, in Hanover County. It is also located within the boundaries of the Berkleytown Historic District (166-5073) (see page 3-82). The school board building, formerly the John M. Gandy High School, is situated on the southwest portion of a 1.29-acre lot shared, in part, with the current John M. Gandy Elementary School to the north and east (Figure 3-107). Parking is available to the north, south and west of the building bounded by Henry Street on the west and Berkley Street to the south. There is little ornamental landscaping, though the lawn is manicured. No secondary resources were observed with exclusive association with the HCPSB. The property has several access points; paved driveways leading to parking lots located on the north, south, and west of the building off of Henry and Berkley Streets.

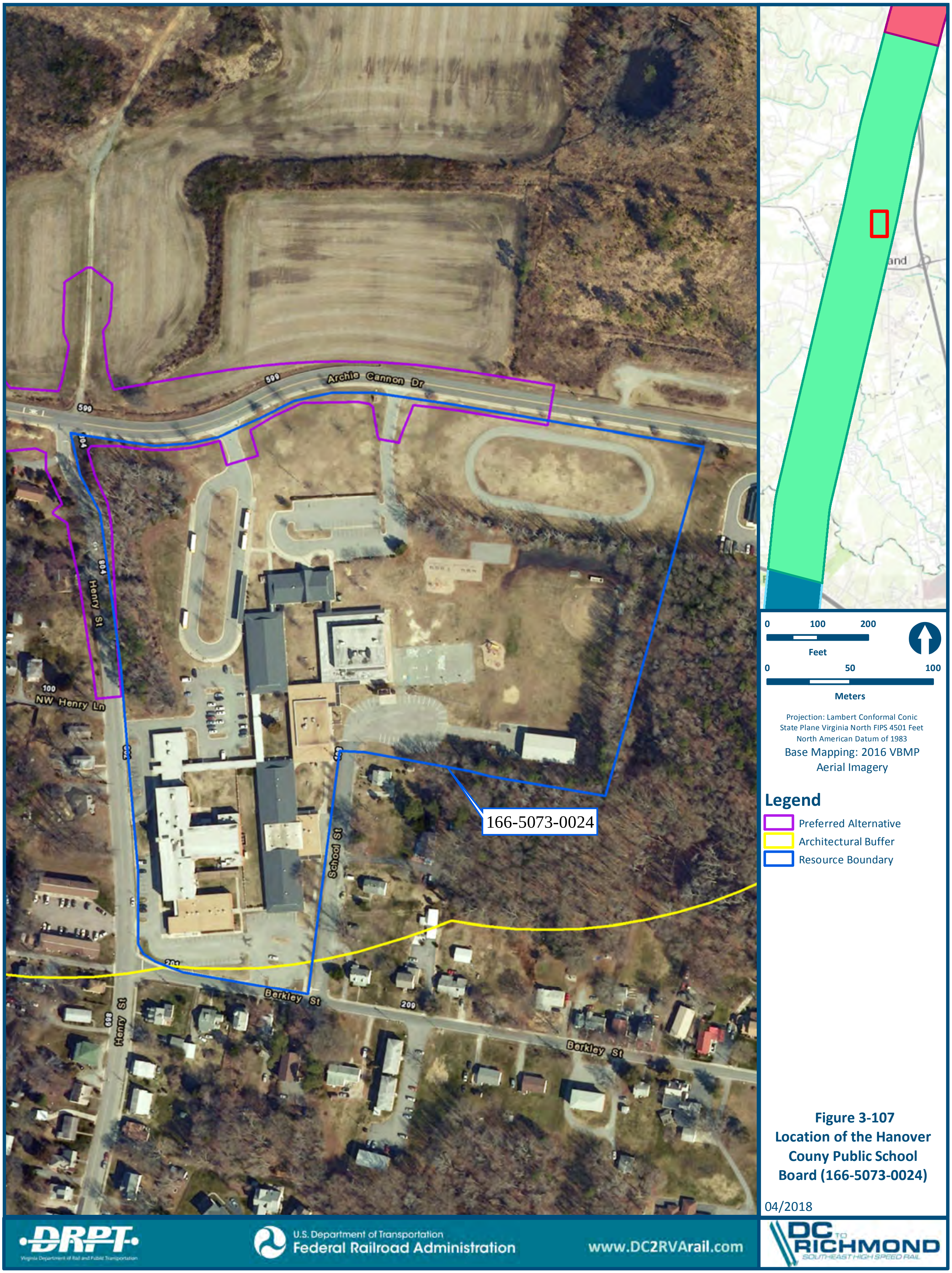
3.10.1 Historic Context

The current building that houses the HCPSB was constructed in 1948 as the new Hanover County Training School, replacing an earlier complex at the same location, just northeast of Ashland. The Hanover County Training (or Technical) School emerged in the 1930s, augmenting a circa-1915 frame school for African Americans that was moved to Berkley Street after a new brick building for the area's white population was erected (Shalf 1994:146). Training schools focused on preparing students for service-based work, such as domestic work for young women and physical work for young men. According to Sanborn insurance maps in 1929, the Hanover County Training School consisted of one high school building heated by a stove. By 1949, a grammar school, trade school, and one small additional building were added to the compound (Figure 3-108) (Sanborn Map Company 1929, 1949). In the 1930s, the training school was reported to be the only school for African Americans in Hanover County (Figure 3-109).

"Public schools in Virginia were segregated from the outset, apparently without much thought or debate, on the widely-held assumption that such an arrangement would reduce conflict" (Virginia Museum of History and Culture [VMHC] n.d.a). The *Plessy v. Ferguson* Supreme Court decision of 1896 institutionalized this sentiment, ruling that racial segregation of public spaces was legal as long as the spaces were equal. "Many whites did not want blacks to become educated, fearing they would challenge white supremacy and not be content with jobs working in the fields or in domestic service. Black schools therefore received far less financial support than did white schools" (VMHC n.d.b).

Early in the twentieth century, Virginia Public School boards began providing school buses for white students, but not for African American students, increasing the disparity in education access between populations. In 1934, bus service for African American students to Hanover County Training School began with the support of the Chickahominy Baptist Association in Hanover County (DHR 2016).

In the early 1950s, segregation laws were being challenged in court by the NAACP, and school districts in Virginia were among those states cited in *Brown v. Board of Education* (1954) which determined that separate facilities are not, in fact, equal. Plans for a new segregated high school in Hanover County were developed shortly before the Brown v. Board decision.


Archie Cannon Dr
599
804
Henry St
100
NW Henry Ln
School St
Berkley St
201
209
Henry St
166-5073-0024
and

0 100 200
Feet
0 50 100
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Resource Boundary

Figure 3-107
Location of the Hanover Couny Public School Board (166-5073-0024)

04/2018

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By the late 1940s, the Hanover County Training School facilities were no longer seen as adequate, and plans for a new school were drawn. The old school buildings lacked plumbing and electricity, and were heated by wood stoves; the new school design, created in 1948 by Richmond architect Edward F. Sinnott, was modern and well-appointed. Opened in 1950 as the John M. Gandy High School, this was the first modern public high school for black students in Hanover County (Figure 3-110) (The Ashland Museum n.d.c).

Edward Francis Sinnott, Sr. (1890–1975) began his career in partnership with Luther P. Hartsook as Hartsook and Sinnott, designing Richmond residences, apartments, banks, and churches from 1924 to 1929. After their partnership dissolved in 1929, Sinnott practiced under his own name, building schools and institutions, supplemented by restoring Richmond residences. One of the most significant examples of his work during this period is the Art Deco-styled Franklin Federal Savings and Loan Company Building (1941) (127-5306) in Richmond. Sinnott partnered with his son, Edward Francis Sinnott, Jr., in 1956, though little is known about their production during this period (DHR 2005). Sinnott designed another school for members of the Mattaponi tribe, the Sharon Indian School (050-5005) in King William County, in 1952 in a similar style, which is now listed in the NRHP under Criterion A for its association with education and the Native American population as well as Criterion D for its potential to yield information specific to the aboriginal history or prehistory (V-CRIS 2018). Like the HCPSB building, it bears resemblance to the International style, popular among institutional architects of the time (Figure 3-111 through Figure 3-113).

A memoir penned by poet and scholar Anand Prahlad (b. 1954) highlights the importance of the John M. Gandy High School to the African-American community in Ashland:

> At Gandy everybody, all day, every day, was black. Our teachers were educated, but we still recognized them as us. However strange sitting still and saying nothing might have been, someone like us was there to soften the strangeness of it all. They talked to us as one of us, even when they spoke ‘proper’ [Prahlad 2017:63].

The school was integrated with Patrick Henry High School in 1969, but it is unclear how the John M. Gandy High School was used after this time (DHR 2016). In recent decades, it was repurposed as the Hanover County School Board office facility (The Ashland Museum n.d.c). The Hanover County School Board oversees 26 schools within the county, with approximately 18,000 students and 1,300 teachers (National Center for Education Statistics 2018).

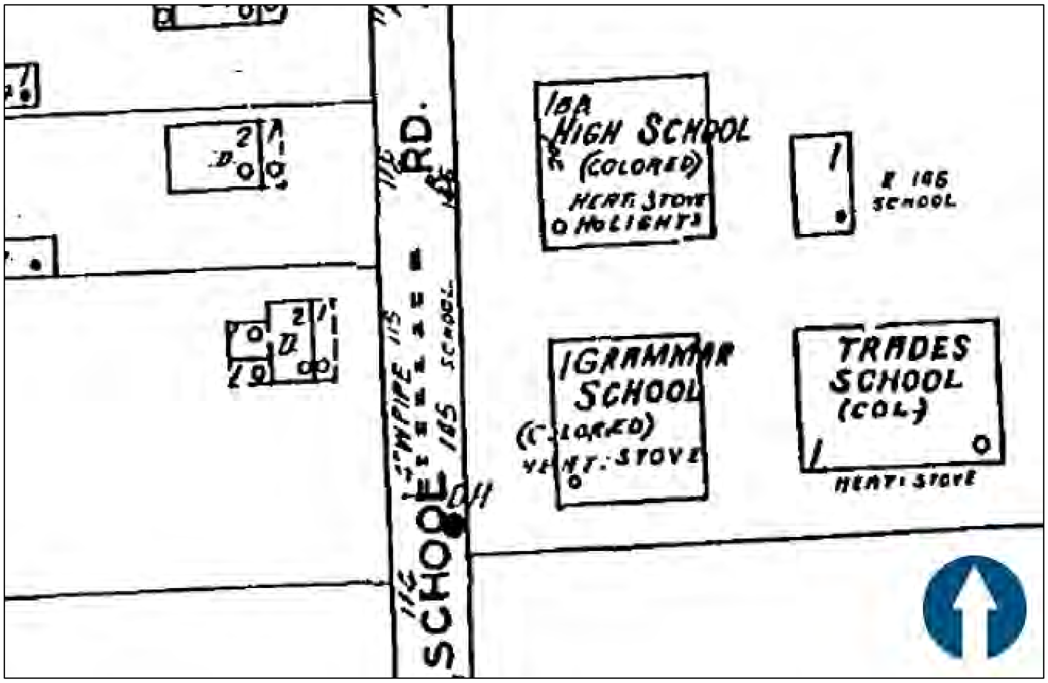

HIGH SCHOOL
(COLORED)
HEAT. STOVE
NO LIGHTS
GRAMMAR SCHOOL
(COLORED)
HEAT. STOVE
TRADES SCHOOL
(COL.)
HEAT. STOVE
SCHOOL RD.
185 SCHOOL

FIGURE 3-108: 1941 SANBORN MAP IHANOVER TRAINING SCHOOL, REPLACED IN 1950 BY THE JOHN M. GANDY HIGH SCHOOL (SANBORN MAP COMPANY 1941B) (NOT TO SCALE)

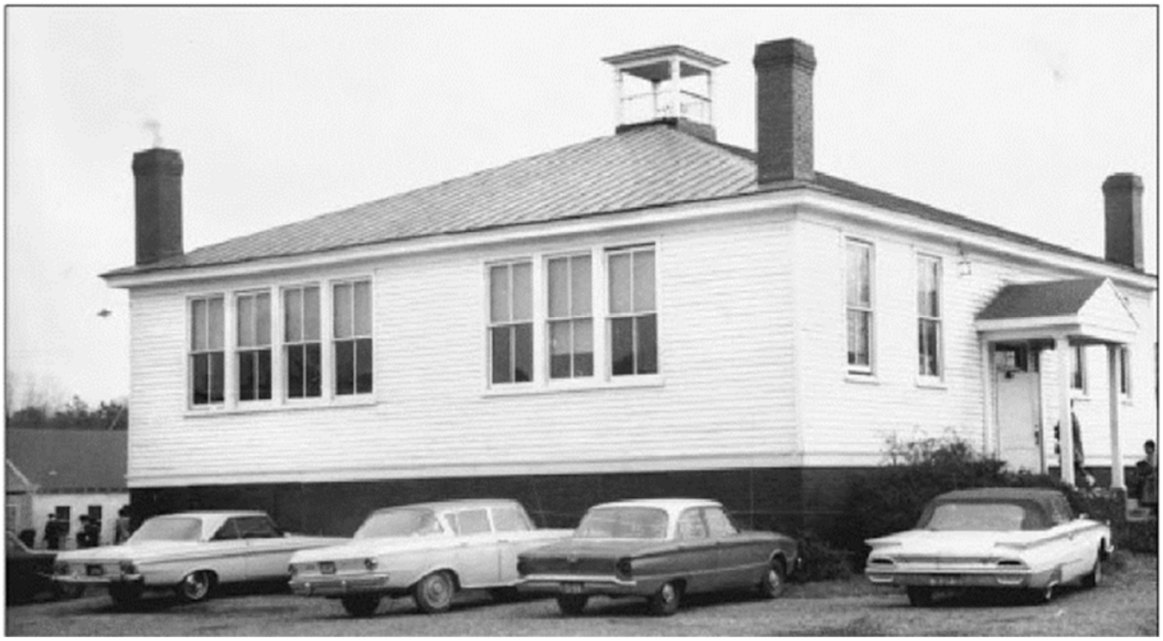
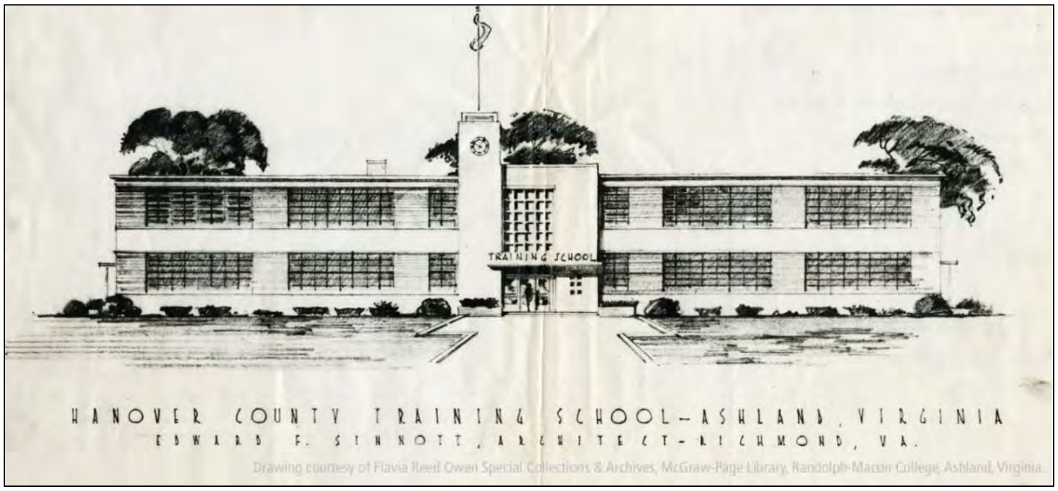


FIGURE 3-109: UNDATED IMAGE OF THE HANOVER COUNTY TRAINING SCHOOL, LATER REPLACED BY THE JOHN M. GANDY HIGH SCHOOL (TALLEY 2005)


TRAINING SCHOOL
HANOVER COUNTY TRAINING SCHOOL–ASHLAND, VIRGINIA
EDWARD F. SINNOTT, ARCHITECT–RICHMOND, VA.

Drawing courtesy of Flavia Reed Owen Special Collections & Archives, McGraw-Page Library, Randolph-Macon College, Ashland, Virginia.

FIGURE 3-110: ARCHITECT EDWARD F. SINNOTT'S 1948 DRAWING OF THE PROPOSED HANOVER COUNTY TRAINING SCHOOL (THE ASHLAND MUSEUM N.D.C)

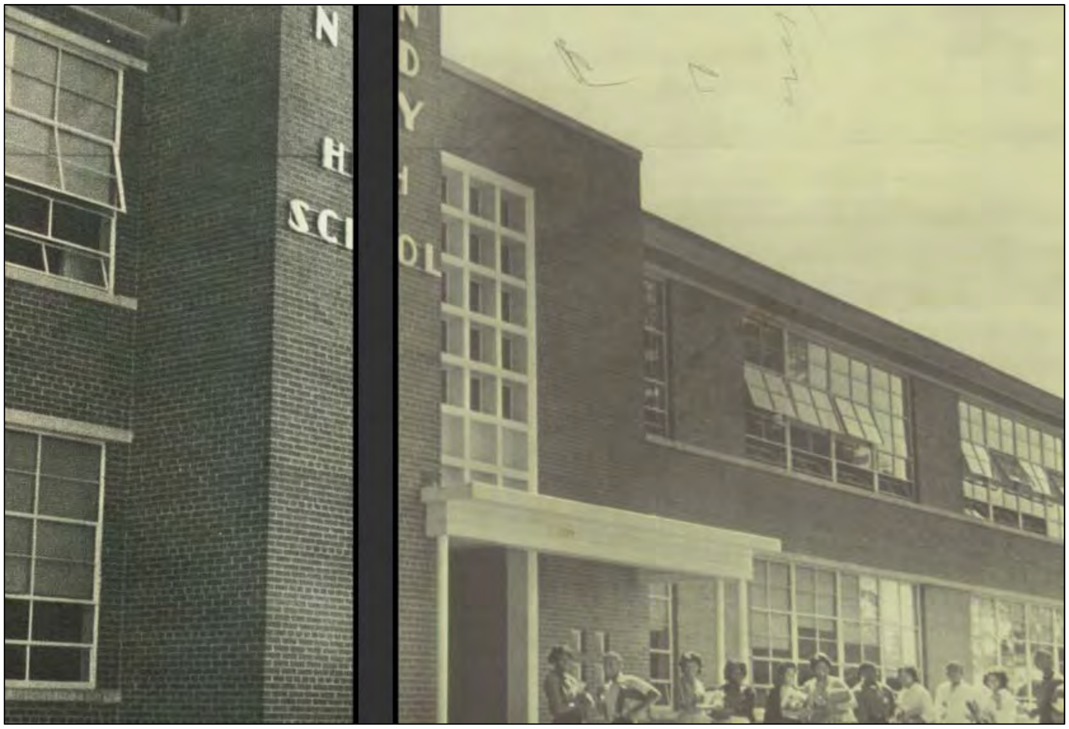


FIGURE 3-111: 1965 YEARBOOK PHOTOGRAPH SHOWING THE FRONT ENTRY OF THE HIGH SCHOOL (JOHN M. GANDY HIGH SCHOOL 1965)

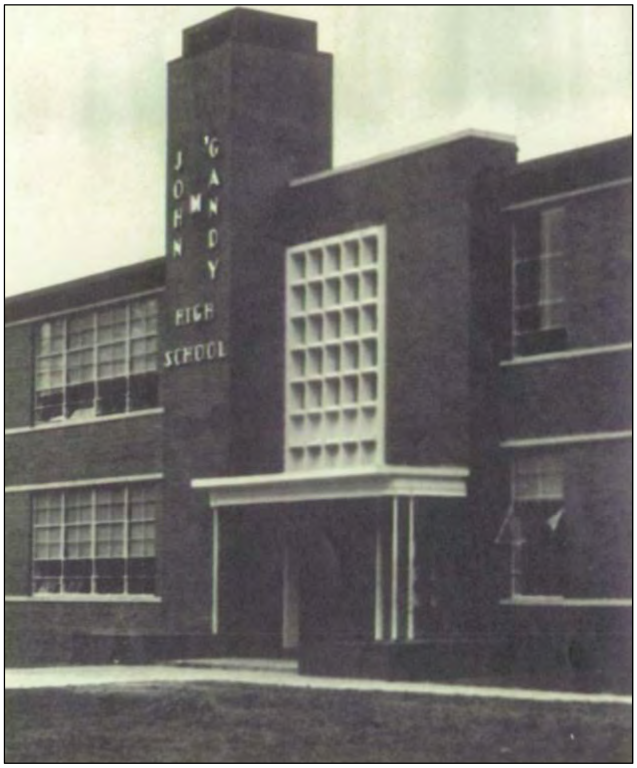

JOHN M. GANDY HIGH SCHOOL

Figure 3-112: 1965 Yearbook Photograph Showing the Front Entry of the High School (John M. Gandy High School 1965)

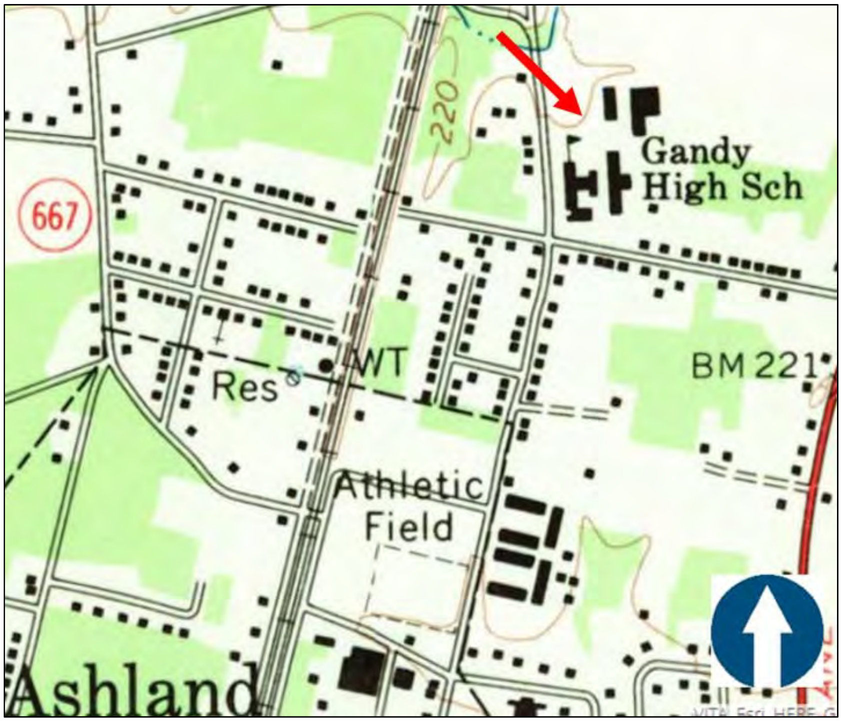

Gandy
High Sch
667
220
WT
Res
BM 221
Athletic
Field
Ashland

FIGURE 3-113: LOCATION OF JOHN M. GANDY HIGH SCHOOL ON 1969 COMBINED TOPOGRAPHIC MAP OF ASHLAND (USGS 1969) (MAP NOT TO SCALE)

3.10.2 Architectural Description

3.10.2.1 Primary Resource Exterior

The primary building located at 200 Berkley Street is a two-story, eight-bay, high school constructed between 1948 and 1950 in the International style (Figure 3-114). The continuous foundation and structural system are clad in common-bonded brick veneer (Figure 3-115). A brick belt course, articulated by concrete bands, separates the first and second story. The building is covered by a flat roof with a parapet wall sheathed in standing-seam metal. A solid brick tower extends above the roofline from the center of what was historically the primary (east) elevation, adjacent to the centered recessed entry bay. The entry is sheltered by a one-story, one-bay, flat-roofed porch with one thin metal support post. The doorway has been replaced with T1-11 siding over the opening. Fenestration at the façade has been substantially modified from what appears to have been ribbon windows with large bays reduced to a single, metal-framed, fixed light or multiple, metal-framed, fixed lights. Some of the reduced window openings have been filled with T1-11 siding and others with running-bonded brick.

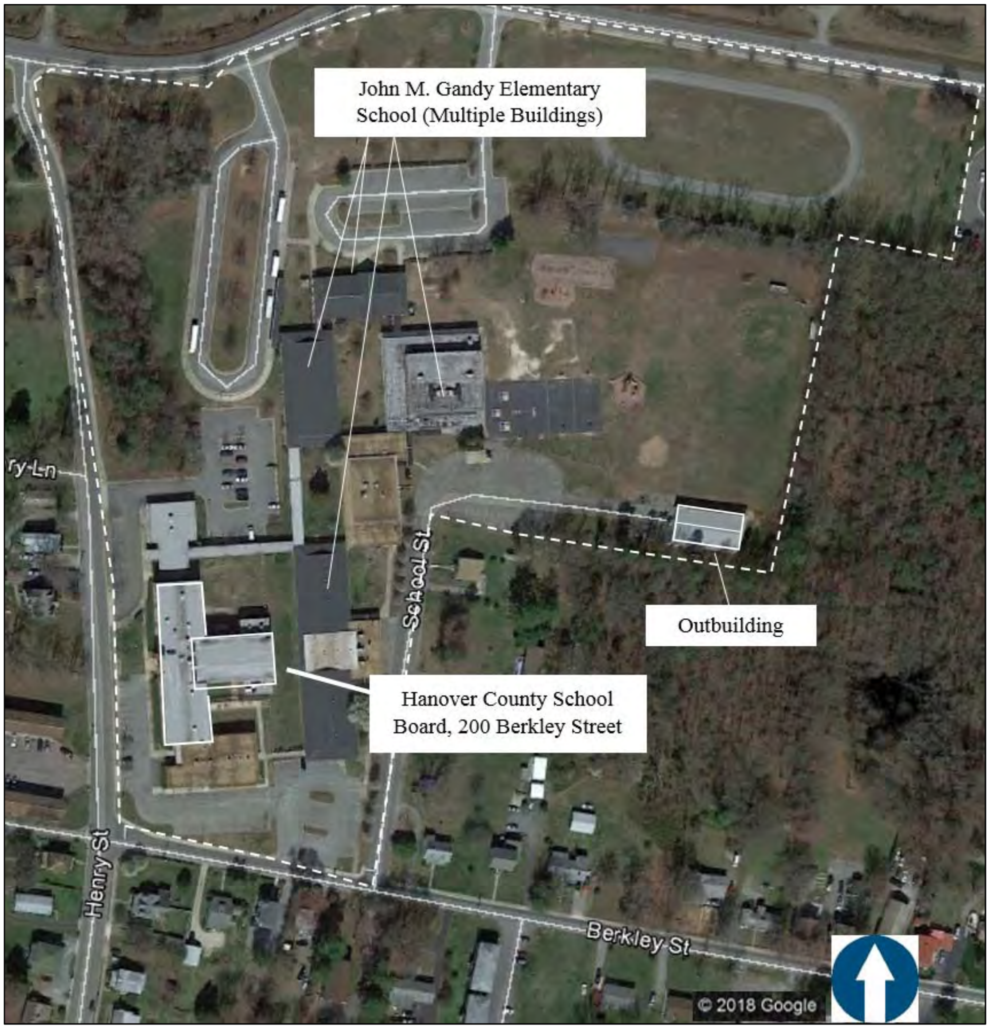

John M. Gandy Elementary School (Multiple Buildings)
Outbuilding
Hanover County School Board, 200 Berkley Street
ry Ln
School St
Henry St
Berkley St
© 2018 Google

FIGURE 3-114: SITE PLAN OF THE HANOVER COUNTY SCHOOL BOARD (GOOGLE 2018) (NOT TO SCALE)

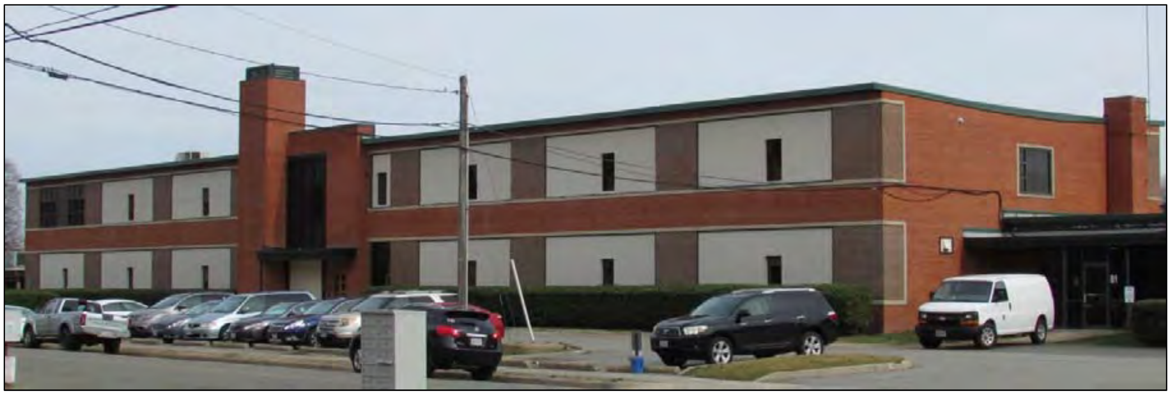


FIGURE 3-115: SOUTHWEST OBLIQUE, VIEW OF FORMER PRIMARY ENTRANCE

A two-story gymnasium is located on the northeast side of the building (Figure 3-116). It is clad in running-bonded brick veneer that matches the primary resource, has a continuous masonry foundation, and flat roof. At one point, it had large square windows on the south and north elevations that are now filled in by brick.

An addition was made to the HCPSB complex after 1950 (Figure 3-116). It functions as the current primary entrance and reception area for the Hanover County School Board. This one-story, multi-bay addition is supported by a continuous foundation and clad in brick veneer and concrete parging. The primary entry door is concealed by a protruding, flat-roofed, central entry bay, and is accessed by a brick and concrete ramp/stair combination. Other fenestration includes a fixed, metal, multi-light window.

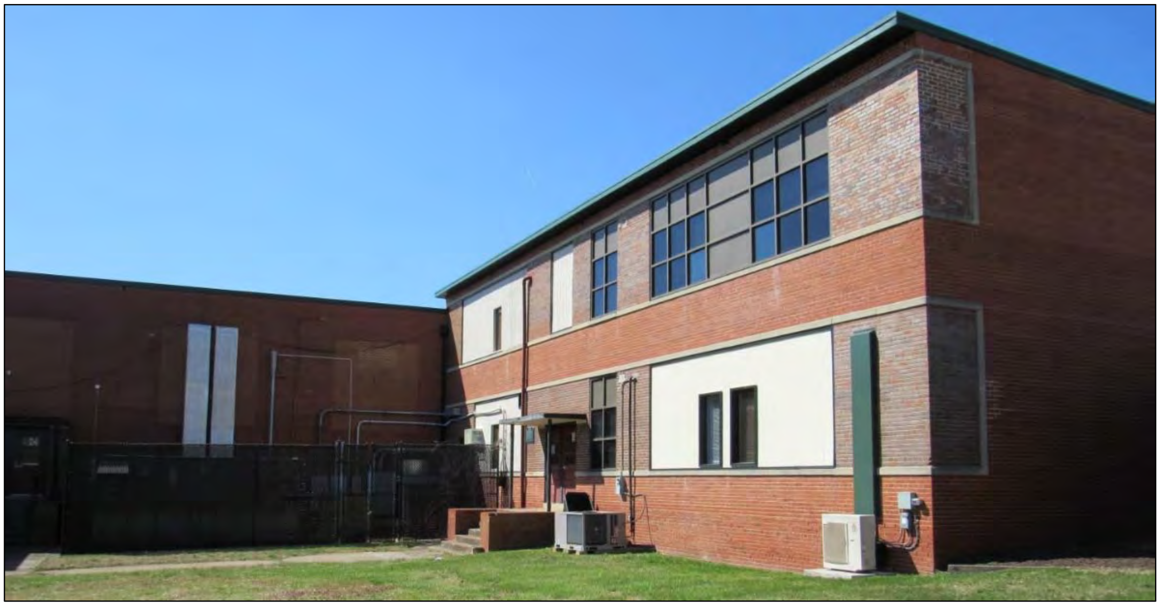


FIGURE 3-116: NORTHEAST OBLIQUE

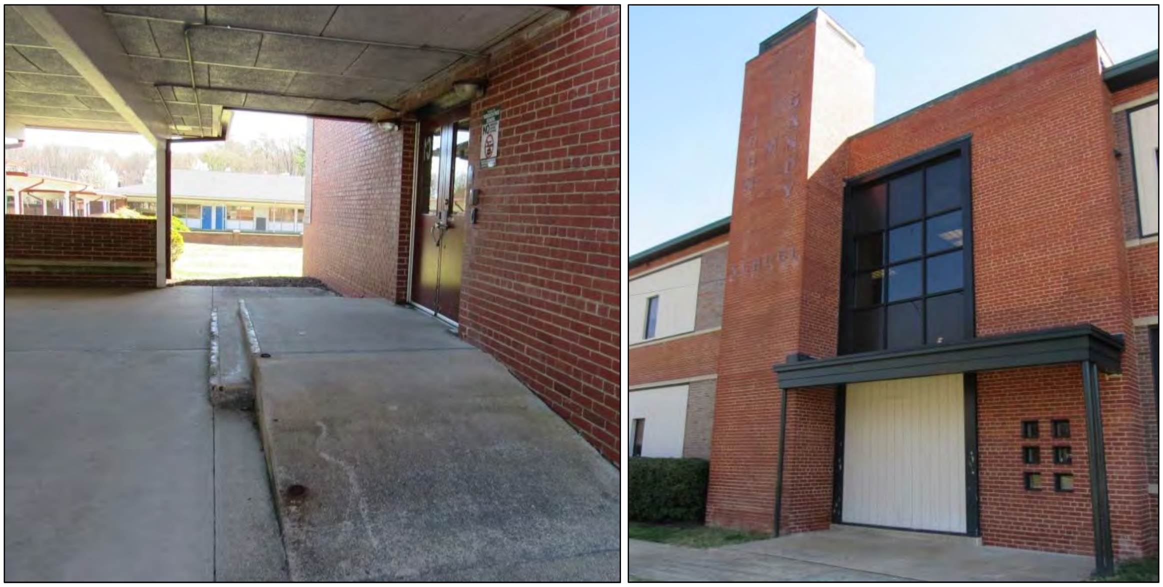


FIGURE 3-117: ELEMENTARY SCHOOL CONNECTION (LEFT) AND FORMER ENTRY BAY (RIGHT)

3.10.2.2 Primary Resource Interior

Interior access was not granted by the current property owner during this effort. However, the building is presently used as office space by the HCPSB, and the interior has likely been remodeled to accommodate this change in use.

3.10.2.3 Secondary Resources

In the last three decades of the twentieth century, additional buildings were added to parcels owned by the Hanover County School Board adjacent to the John M. Gandy High School to form the John M. Gandy Elementary School. These additional related structures form the educational complex attached to the HCSB building on the northwest side by a covered, paved walkway. These multi-bay buildings are between one and two stories, have flat or low-pitched side-gable roofs, and are clad in brick veneer. Other resources on the property include outdoor recreation equipment, a track, dumpsters and exterior HVAC facilities, pergola, street lights, paved parking areas, and associated pedestrian walkways.

3.10.3 NRHP Evaluation

The HCPSB is a two-story brick building constructed between 1948 and 1950 in the International style. Although it was a thriving African-American high school prior to its integration with another facility in 1969, the building has not been used in this capacity for almost 50 years. The resource retains high historic integrity of location and setting, and moderate to low integrity of feeling and association. Modifications, to this resource, including the infill of windows on the primary elevation with incompatible materials, change of interior space to accommodate school board offices, and the construction and expansion of the John M. Gandy Elementary School adjacent and connecting to the building have substantially diminished its historic integrity of design, materials, and workmanship.

While the HCPSB was the first African-American High School in Hanover County, there are six other schools in Hanover County that are recorded with the DHR for their connection to African American history: The Virginia Industrial Home School for Colored Girls (042-0126-0002) associated with the Barret Juvenile Correctional Center, Mount Hewlett School (042-0460), Ebenezer School (042-0439), School at Gum Tree (042-0395), Linney Corners School (042-0266) and Elmont Elementary School (042-0116). The Mount Hewlett School and Elmont Elementary Schools are examples of primary-school educational facilities and faced different challenges during this resource's period of significance. The Ebenezer School is a rare surviving example of a church-sponsored school for African American children, separate from public schools. The Virginia Industrial Home School for Colored Girls (042-0126-0002) remains as a more intact African American School, and was constructed, in part, in 1951 in a style similar to the Hanover County School Board building by another Richmond Architect working in the international style, Merrill C. Lee. Archival research did not yield any names of significant individuals involved with the high school or other important people of note. Therefore, the resource is recommended not eligible under Criteria A and B.

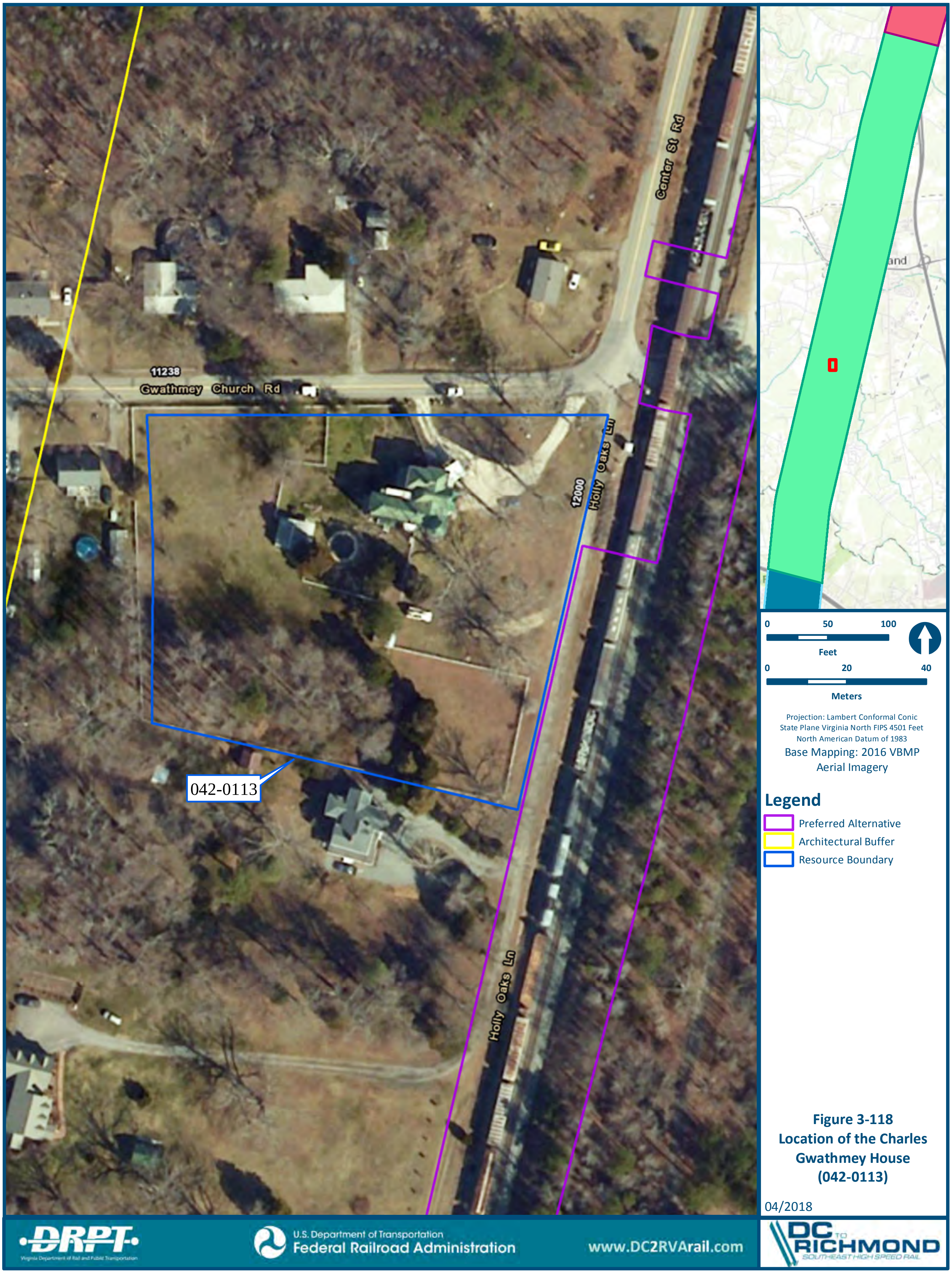
Although it was the first high school for African Americans in Hanover County, the complex has been expanded and modified over time, losing much of its historic integrity, and thus its ability to convey the associations for which it is historically significant. Most of the windows have been infilled, and character-defining features of the International Style have been removed. More intact examples of mid-century educational buildings are located throughout the region. Therefore, the HCPSB building is recommended not eligible for individual listing under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

As the sole public and educational institution within the Berkleytown Historic District, however, the HCPSB building contributes to the larger sense of the African-American experience in the Town of Ashland and Hanover County, at large. Built as a segregated school within the period of significance for Berkleytown, the DC2RVA team recommends that is a contributing resource to the Berkleytown Historic District (166-5073).

In sum, the HCPSB Board building **is recommended not eligible under Criteria A–C, but is recommended as a contributing resource to the Berkleytown Historic District (166-5073)**.

3.11 CHARLES GWATHMEY HOUSE (042-0113)

The Charles Gwathmey House (formally known as the Judge Gwathmey House) is located on the south side of Gwathmey Church Road, immediately west of the railroad tracks and Holly Oaks Lane within the rural community of Gwathmey, outside of Ashland in Hanover County, Virginia (Figure 3-118). The building, set slightly back from the roadway, is located in the center of a lot measuring approximately 2.5 acres and is primarily surrounded by a manicured lawn heavily dotted with deciduous trees. A concentration of trees is situated in the southwest and south portions of the property, a majority of which is lined by a combination of metal picket and post-and-rail fencing. The house is partially lined with shrubbery. The property is accessed by a u-shaped, gravel driveway that extends from Gwathmey Road towards the north elevation and an additional gravel driveway extends west from Holly Oaks Lane. Associated with the dwelling are a machine shed and a storage building connected to an outbuilding.


Center St Rd
11238
Gwathmey Church Rd
12000
Holly Oaks Ln
Holly Oaks Ln
042-0113
and
0
50
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Feet
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20
40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- ▭ Preferred Alternative
- ▭ Architectural Buffer
- ▭ Resource Boundary

Figure 3-118
Location of the Charles
Gwathmey House
(042-0113)

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3.11.1 Historic Context

Charles B. Gwathmey (1830–1894) purchased 449 7/8 acres, then known as "Little Page" and located about a quarter mile south of the limits of Ashland, for $5,700 at auction in 1886 (HaCDB 20:150). This land contained the entire area of what is today considered the community of Gwathmey and was noted as "lying on both sides of the Richmond, Fredericksburg & Potomac Rail Road, and on both sides of Stoney Run Creek" (HaCDB 20:150).

Charles Gwathmey was born in King and Queen County and had attended the University of Virginia before serving in the 5th Virginia Calvary during the Civil War (Find-a-Grave 2003). He married Caroline Binford (1836–1921) around 1855, and they farmed for a living in Henrico County before purchasing the land in what is now Gwathmey in 1886. They moved to the property with their daughter, Sallie, and her husband and daughter (US Census 1880).

It is likely that around this time, Charles Gwathmey built the large Queen Anne-style dwelling located on the site. The Queen Anne style was prevalent throughout the United States at the end of the nineteenth century, especially near railroads, as the access to easy transportation made pre-cut architectural details conveniently available through much of the nation (McAlester 2013: 268).

Credited with starting the small community of Gwathmey (named in his honor), he slowly sold off most of his land for the construction of other residences as well as the Hanover Female Institute (no longer extant) (DHR n.d.). Soon thereafter, the railroad built a small depot (also no longer extant) for commuters from Gwathmey to Richmond (DHR n.d.). Charles Gwathmey became a merchant around this time, and it is possible he would have used this depot to commute to Richmond. In 1892, once the area was considered populated enough to support a congregation, Charles Gwathmey donated the land for the Gwathmey Baptist Church (042-0106) and was named one of its first members and trustees (Grizzard 1941).

Upon his death in 1894, Charles Gwathmey left the land to his wife, Caroline Gwathmey, and daughter, Sallie G. Holladay, who then passed the property to Caroline Holladay (Sallie's daughter) following their deaths in 1921 and 1929, respectively (HaCDB 176:118; Hollywood Cemetery 2017; U.S. Census 1880). Caroline Holladay did not marry and held the property, then 196.54 acres, until her passing in 1956 when Viola Saunders and the Saving Bank and Trust Company were appointed executors of her estate (Figure 3-119) (HaCDB 176:118).

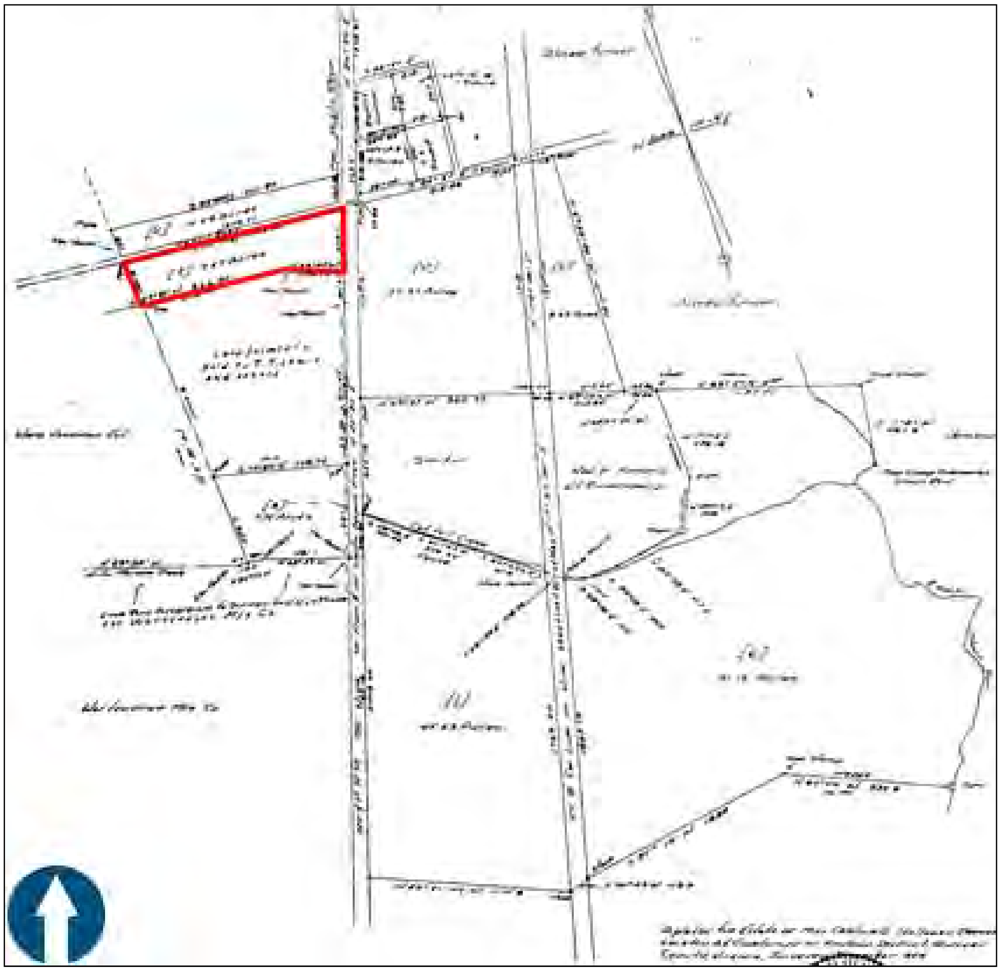


FIGURE 3-119: "A PLAT OF THE ESTATE OF MISS CAROLINE G. HOLLADAY… SURVEYED DECEMBER 1956" (HACDB 176:118). NOTE THE 7.57-ACRE HOUSE LOT IN RED. (NOT TO SCALE)

All of that estate, including the 7.57-acre lot with the Gwathmey residence, was sold to Bernard Westhoff, I. Shelton Harris, and Fritz and Frank Holzgrefe in January 1957, who used the property's timber before selling the residence lot five months later to Phifer A. and Marie W. Deal (HaCDB 176:118). They also decreased the lot size, including "the eastern 2.532 acres of a 7.57-acre parcel. [The other] 5.038 acres having been sold" (HaCDB 178:596). Phifer Deal was a carpenter and did a lot of maintenance and restoration work on the house (Figure 3-120) (U.S. City Directories 1956). The Deals held the property for almost 40 years until Marie W. Deal, then widowed, sold the land in 1996. The property went through three owners in quick succession and is currently held by Emmett L. and Jeanette B. Jones (HaCDB 3156:1523).

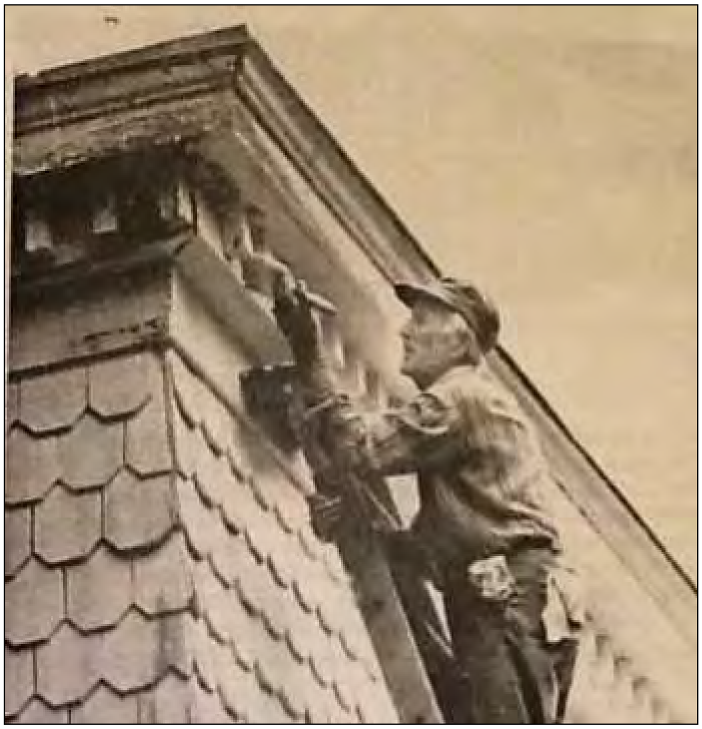


FIGURE 3-120: PHOTO OF PHIFER DEAL PAINTING DENTILS ON CHARLES GWATHMEY HOUSE (ANCESTRY.COM 2012)

3.11.2 Architectural Description

3.11.2.1 Primary Resource Exterior

The resource known as the Charles Gwathmey House at 11247 Gwathmey Church Road is a two-and-a-half-story, four-bay, single-family dwelling constructed circa 1886 in the high Queen Anne style in a cross plan with a tower concentrated in the southeast corner (Figure 3-121). The house sits on a continuous, uncoursed, cut-stone foundation that supports a frame structural system (Figure 3-122). The exterior is clad in weatherboard siding with corner boards in the first story and portions of the second story, while the remainder of the second story is covered in scalloped wood shingles. The building is covered by a moderately pitched, complex, cross-hipped roof with a clipped gabled centered on the primary (east) elevation while the tower is covered by a faceted dome roof (Figure 3-123). The clipped gable is embellished by flared eaves with ornamental wood brackets and diagonal and vertical wood siding. The remainder of the roof is clad in standing-seam metal, and the close eaves feature a denticulated wood cornice. Two brick chimneys laid in an all-stretcher bond pierce the roof in the north and south half of the buildings; they both appear to have once been interior-end chimneys but are now enclosed by additions. The northern chimney features a pressed copper cap.

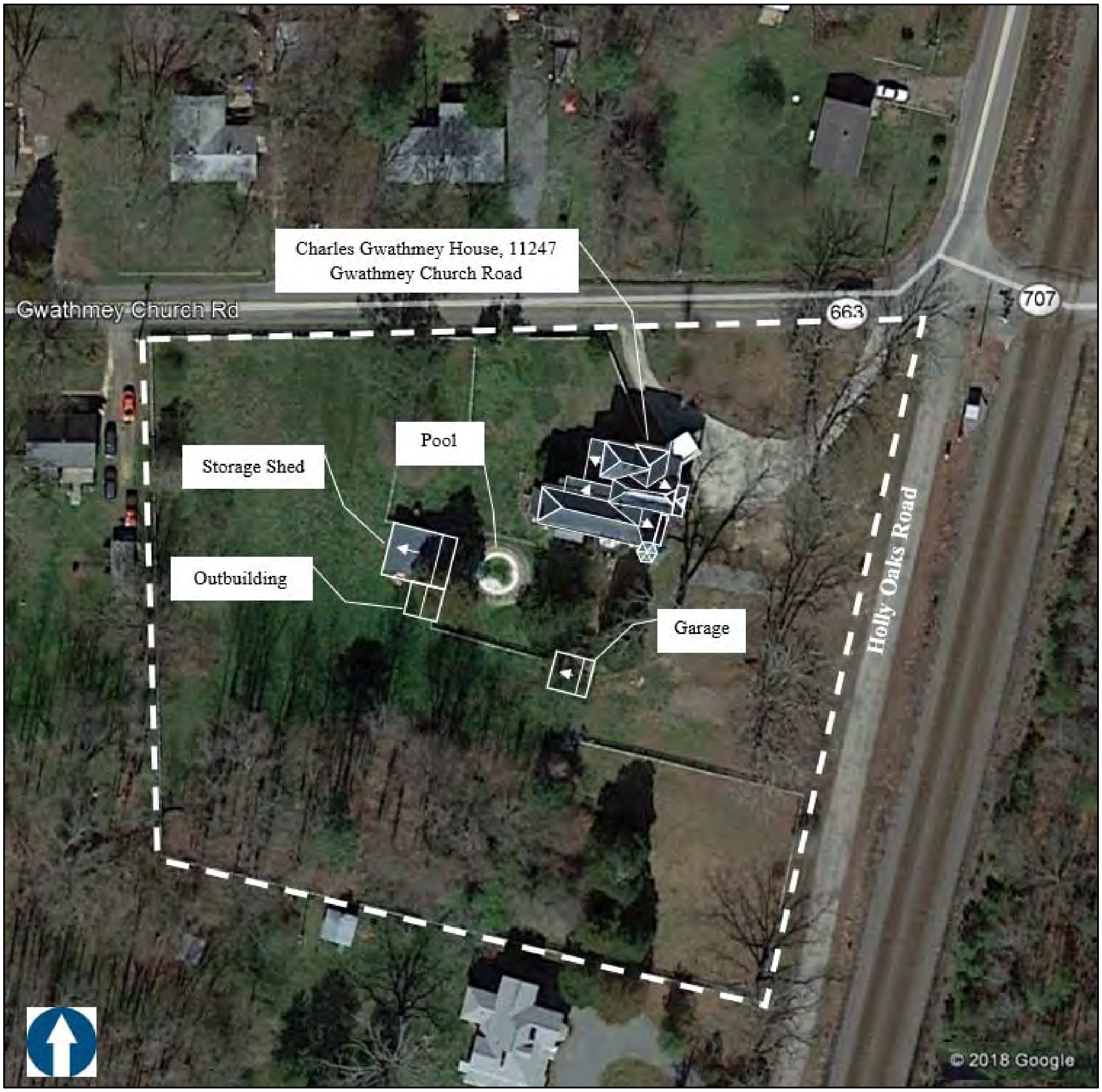

Charles Gwathmey House, 11247 Gwathmey Church Road
Gwathmey Church Rd
663
707
Pool
Storage Shed
Outbuilding
Garage
Holly Oaks Road
© 2018 Google

FIGURE 3-121: SITE PLAN OF THE CHARLES GWATHMEY HOUSE (042-0113) (NOT TO SCALE)

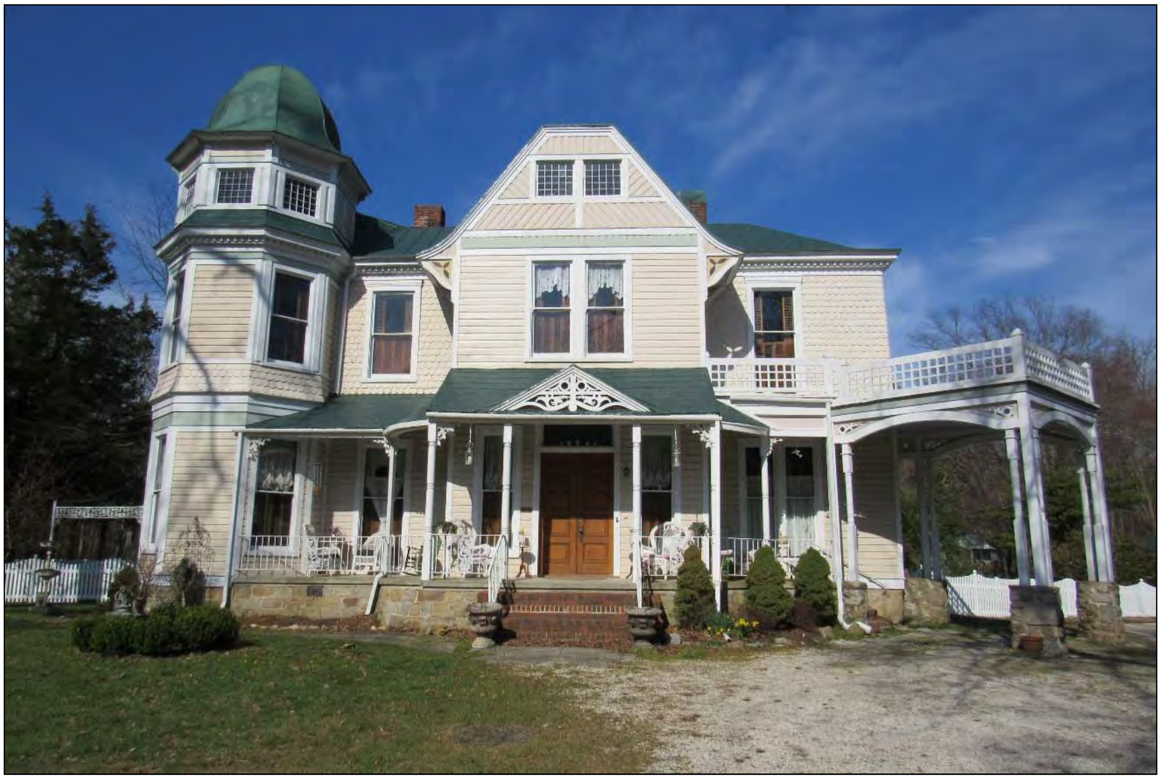


FIGURE 3-122: EAST ELEVATION OF THE CHARLES GWATHMEY HOUSE

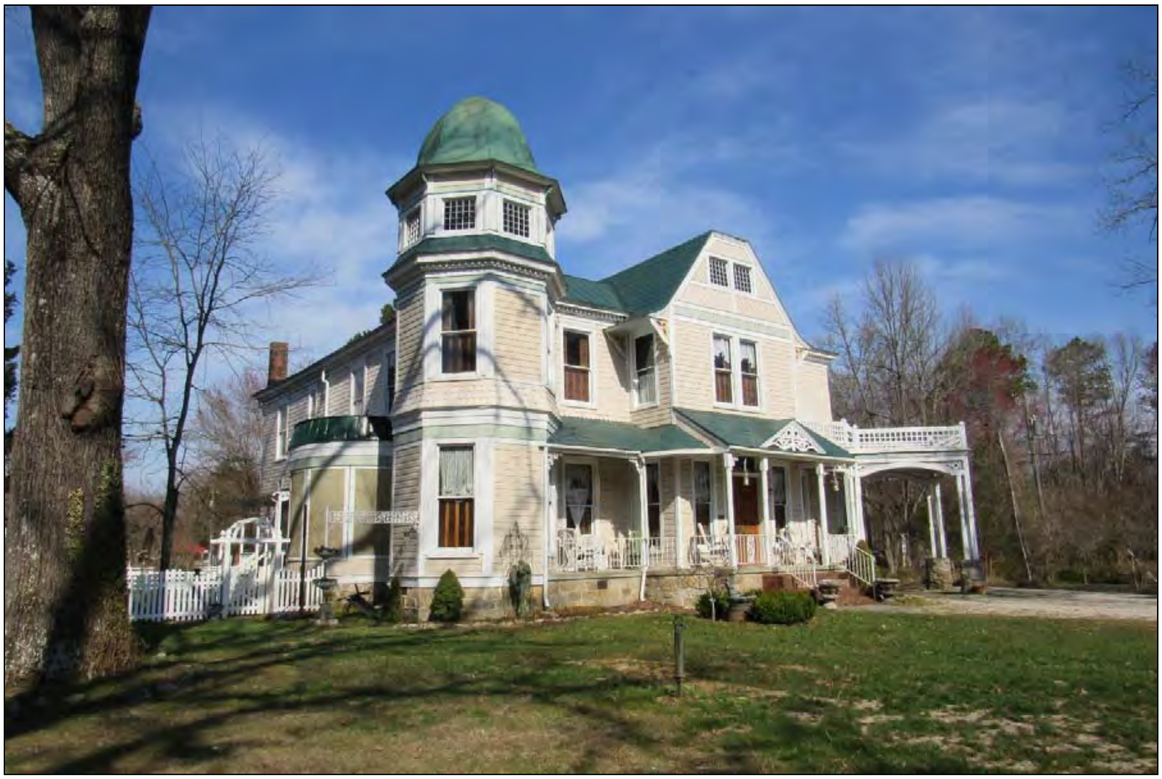


FIGURE 3-123: SOUTHEAST OBLIQUE OF THE CHARLES GWATHMEY HOUSE

Centered on the primary elevation is a double-leaf, five-panel, wood door topped by a fixed, wood-framed transom (Figure 3-124). Other fenestration includes single and paired, one-over-one, wood-frame, double-hung-sash windows and multi-light, wood-frame, fixed windows in the upper half story. All windows feature a simple wood surround. A one-story, shed-roof porch with a central gabled peak sheathed in pressed-metal shingles is located on east elevation sheltering the primary entrance. Decorative features of this porch include wood spindlework and turned wood posts connected by a mid-twentieth-century decorative metal railing and ornamented by mid-twentieth-century decorative metal brackets. The continuous, coursed, cut-stone foundation of the porch is topped by a poured-concrete cap that appears to be a replacement. A set of four brick steps provide access to the main entrance. At the northeast corner of the building, the porch was more recently extended to include a one-story, flat-roof carport that is supported by both square and turned wood posts set on stone-veneered piers. The flat roof is topped with a wood lattice railing with finial-topped posts and features arched openings on three sides, two of which allow for automobiles to pass below.

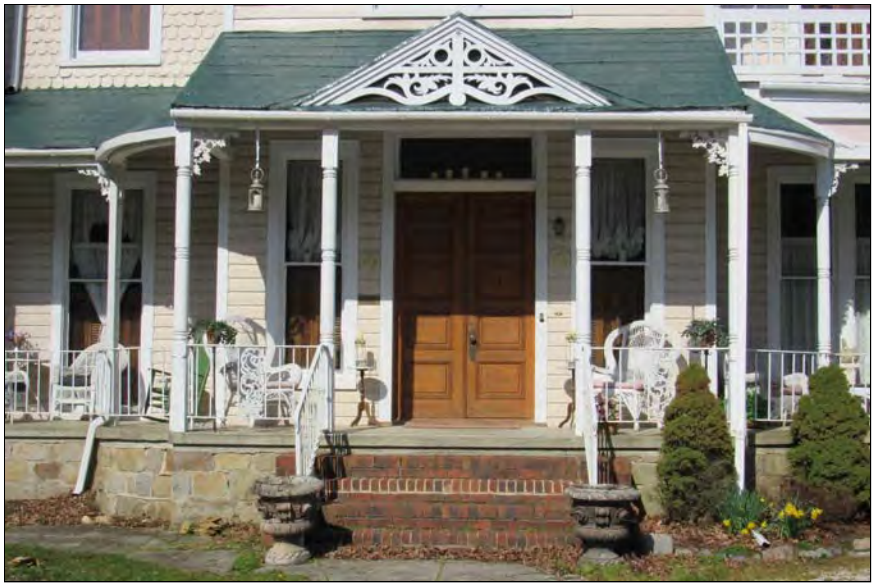


FIGURE 3-124: PRIMARY ENTRY DETAIL, EAST ELEVATION

A circa-1920, two-story, hipped addition clad in the same materials and style as the core extends from the north half of the west elevation (Figure 3-125) (USGS 1925). Protruding from the west elevation of this addition is a one-story shed-roof addition from the last building period at the rear elevation and may have been a recently enclosed porch. It is set on brick piers and has a frame structural system clad in wood siding. This addition features a set of French doors, a singular, fixed, octagonal window, and paired, vinyl, double-hung-sash windows topped by a fixed arched light.

A one-story, semi-circular room, perhaps a sun room, projects from the center of the south elevation. Its uncoursed, mortared, stone foundation suggests that it dates from around the early-twentieth century. This room appears to be topped by a flat roof shielded by a semi-circular parapet wall clad standing-seam metal and is lined with a series of window openings that are currently filled with corrugated plastic panels. These openings are framed by simple wood trim with small sections of shiplap siding visible between them.

A circa-1965, two-story, hipped addition clad in weatherboard extends from the south half of the west elevation which features an exterior-end, brick chimney near the southwest corner (USGS 1969). At the south elevation, a secondary entrance filled by a single-leaf door with storm door is topped by a wood-frame transom accessed by a one-story porch covered by a shed roof and supported by squared wood posts. At the west end of this addition is another one-story, wood-framed, screened porch set on a brick pier foundation with lattice infill and accessed by a set of brick steps. Fenestration in this section of the house includes one-over-one, double-hung, wood-framed windows of various sizes, one six-over-six, wood-framed, double-hung window, and several fixed, wood-framed, square lights. A two-story, lean-to addition lines the north elevation of the southwest hipped addition and is clad in the same materials as the core. A second-floor balcony marks the southwest corner of this addition and is accessed by a single-leaf, wood door with a metal storm.

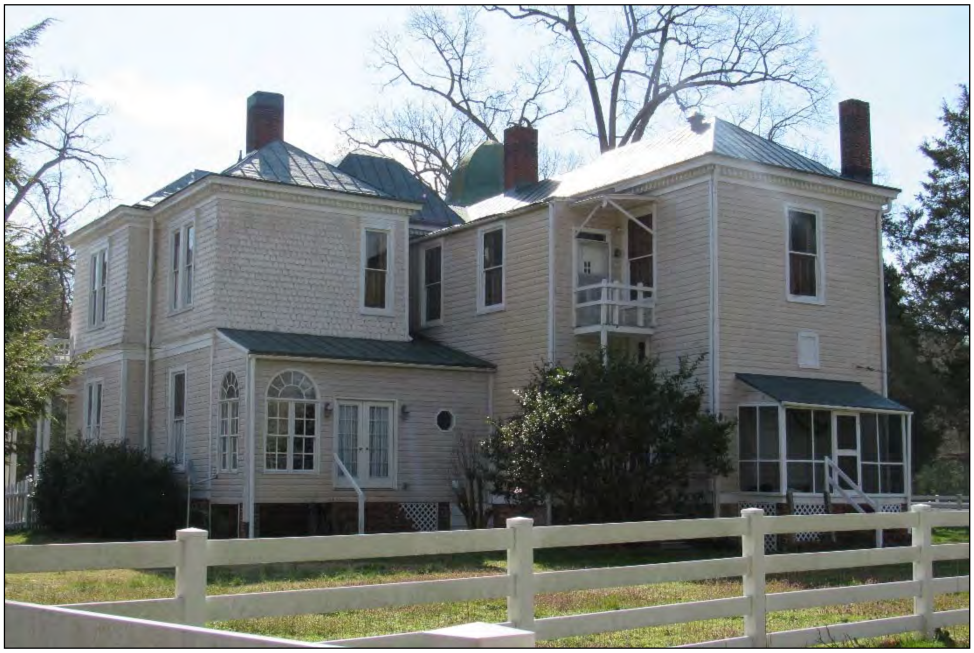


FIGURE 3-125: NORTHWEST OBLIQUE OF THE CHARLES GWATHMEY HOUSE. NOTE THE LARGE REAR ADDITIONS.

3.11.2.2 Primary Resource Interior

Interior access to the resource was not granted during the current survey.

3.11.2.3 Secondary Resources

Situated to the southwest of the dwelling is a storage shed constructed around 1945 (Figure 3-126). The concrete-block building with one brick wall (south) is covered with a salt-box roof sheathed in corrugated metal with an engaged porch along the east elevation where the roof is supported by squared wood posts. T1-11 siding is visible in the west elevation. Piercing the roof in the center of the building is a hipped-roof, metal-louvered vent. A board-and-batten, Dutch-style door and six-over-six, wood-frame, double-hung sash windows are in the east elevation. An additional entrance on the north elevation is filled with a multi-light, wood, single-leaf door. Immediately to the southeast corner of the storage shed is a circa-1920, one-story, one-bay outbuilding constructed of running-bond brick. The side-gabled roof is sheathed in pressed metal with residue of a possible vent piercing the center. A single-leaf, board-and-batten door is centered on the east elevation and features a wood surround. The storage shed is located immediately west of a small, below-ground, round pool engulfed by brick pavers that was covered at the time of survey.

A circa-1960, one-story, two-bay garage is located south of the dwelling (Figure 3-127). The frame building is clad in vertical wood boards at the interior and corrugated metal at the exterior. The shed roof is sheathed in corrugated metal and features a pentice supported by wood brackets along the east elevation. The entirety of the east elevation is left open.

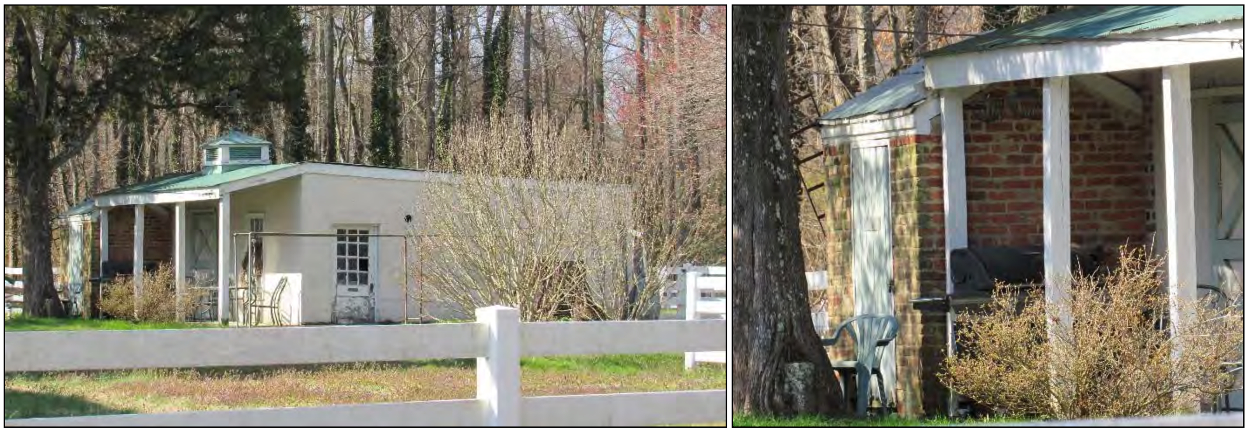


FIGURE 3-126: NORTHEAST OBLIQUE OF THE STORAGE SHED (LEFT) AND THE OUTBUILDING (RIGHT)

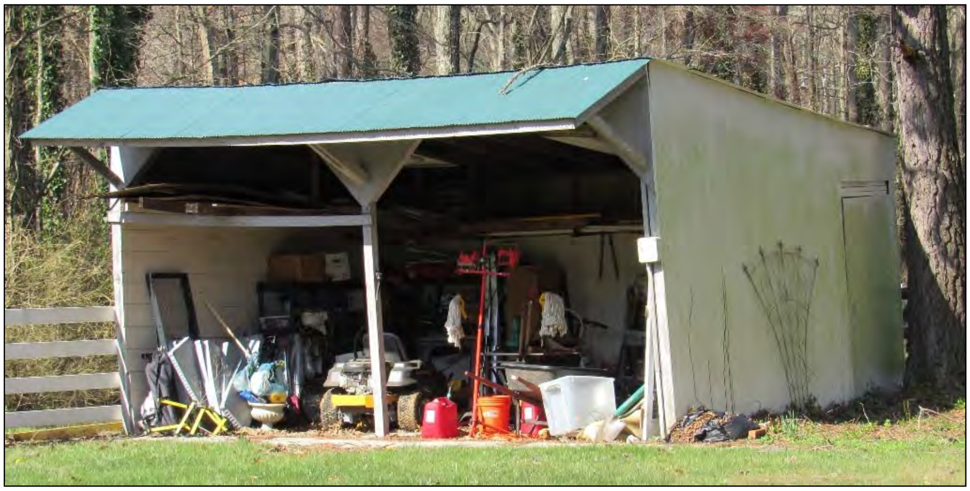


FIGURE 3-127: GARAGE, NORTHEAST OBLIQUE

3.11.3 NRHP Evaluation

The Charles Gwathmey House is a high-style, Queen Anne dwelling built circa 1886 in the small rural community of Gwathmey, south of Ashland. The resource is in good condition and retains a high level of integrity of location, feeling, and association. The setting of the resource has been somewhat changed as a small inground pool, two outbuildings, and a couple different types of fences have been added to the lot. A number of additions and modifications to the house have also changed its appearance over time, although much of the work has used similar construction methods and materials as the original core. As such, the resource retains a moderate level of integrity of setting, design, materials, and workmanship.

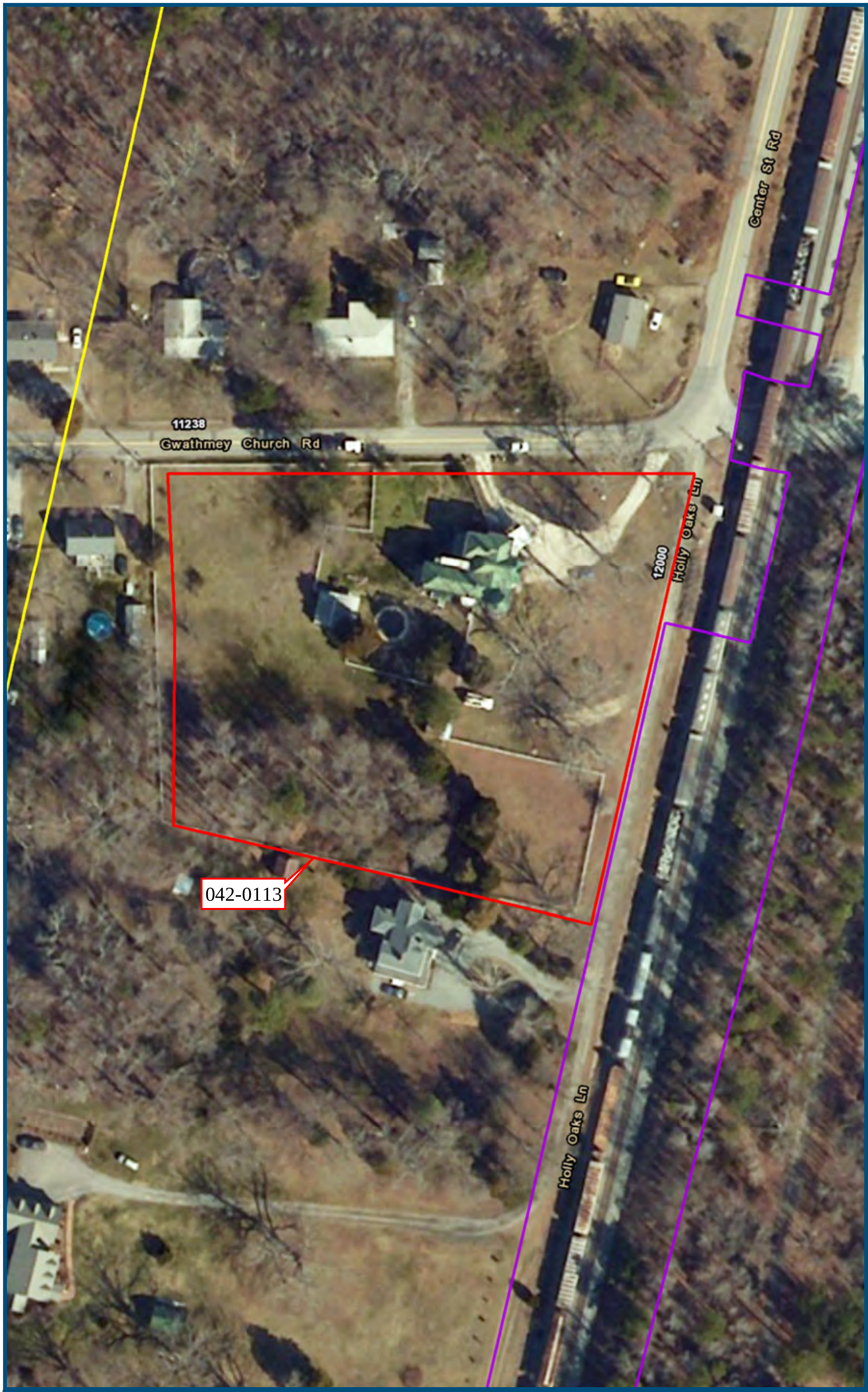
Archival research did not indicate that the Charles Gwathmey House is associated with any important events that have made a significant contribution to broad patterns in American history. As such, it is recommended not eligible under Criterion A.

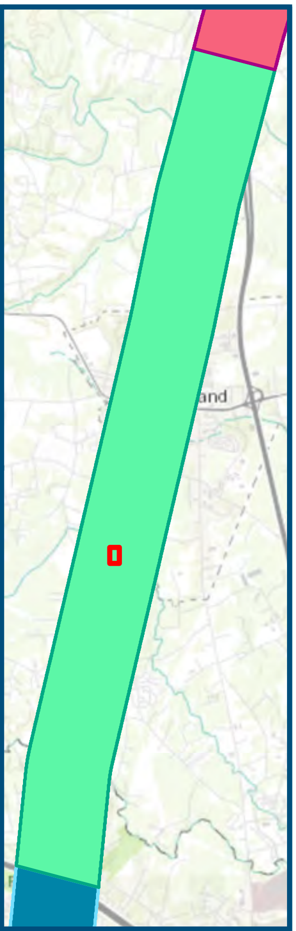
For a resource to be eligible under Criterion B, it must have an association with a person who is "individually significant within a historic context" and has "gained importance within his or her profession or group" (Shrimpton et al. 1990). Furthermore, they "must be shown to have played a distinctively significant role in comparison with others to qualify" a resource as eligible under this criterion (Bolland n.d.). Charles Gwathmey played an important role in the growth of the Gwathmey community, so much so that the area was named in his honor. He donated the land for the Gwathmey Baptist Church and sold much of the rest of his land which formed the Gwathmey community. However, this was a fairly common trend along the RF&P Railroad and in rural crossroad communities within Hanover and surrounding counties, as local property owners turned into entrepreneurs to promote short periods of growth in underutilized areas. Furthermore, Gwathmey was a merchant by trade and is not known to have gained particular prominence within the local development community at large. As such, the Charles Gwathmey House is recommended not eligible under Criterion B.

Although the primary core was built in 1886, at least five building periods are thought to have subsequently affected the appearance of this house, most of which date from the early- to mid-twentieth century. Though it has undergone a number of interior and exterior changes over time, the core of the original building remains intact and is in generally good condition. Furthermore, many of these original features are hallmarks of the Queen Anne style: differing wall textures, simulated overhangs between the first and second stories, cut-away bay windows, towers, and elaborate front porches (McAlester 2013:348). These character-defining elements still collectively reflect the home's elaborate Queen Anne style and contrast with the rest of this small crossroads community. Though there have been 34 Queen Anne-style dwellings recorded in Hanover County, most are located in the county seat and larger Town of Ashland. The Charles Gwathmey House faces the railroad and was designed as a stylish showpiece to encourage the development and purchase of Charles Gwathmey's land around this small railroad stop and serves as a good example of high-style Queen Anne house in a small rural community. As such, the DC2RVA team recommends this resource as eligible under Criterion C at the local level as a unique example of a rural, high-style, Queen Anne dwelling in Hanover County**.** As an architectural resource, it was not evaluated under Criterion D.

In sum, the Charles Gwathmey House is **recommended eligible under Criterion C at the local level for its unique architecture.**

The proposed period of significance for this resource is based on its construction date circa 1886. The proposed NRHP boundaries for Charles Gwathmey House, as determined during the current investigations, conform to the existing tax parcel (Parcel ID 7779-52-0113) including the outbuildings and landscape features (Figure 3-128).


Center St Rd
11238
Gwathmey Church Rd
12000
Holly Oaks Ln
042-0113
Holly Oaks Ln



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0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪	Preferred Alternative
🟨	Architectural Buffer
🟥	Proposed NRHP Boundary

Figure 3-128
Proposed NHP Boundaries for the Charles Gwathmey House (042-0113)

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3.12 SINTON HOUSE (042-0420)

The dwelling known as the Sinton House is located at 12081 Holly Oaks Lane, on the west side of Holly Oaks Lane and the railroad tracks within the rural community of Gwathmey, south of Ashland in Hanover County, Virginia (Figure 3-129). The circa-1890 building, set slightly back from the roadway in the eastern half of a triangular lot measuring approximately 5.1 acres, is primarily surrounded by a manicured lawn heavily dotted with deciduous trees. The west half of the parcel is filled with deciduous and coniferous trees. The property is accessed by a graveled driveway that extends from the road, east to the building's primary entrance. The southern boundary of the drive is lined with shrubbery. The east elevation (façade) is lined with a plant bed dotted with shrubbery as is the east elevation of an associated shed. Secondary resources are a workshop, shed, and three wells.

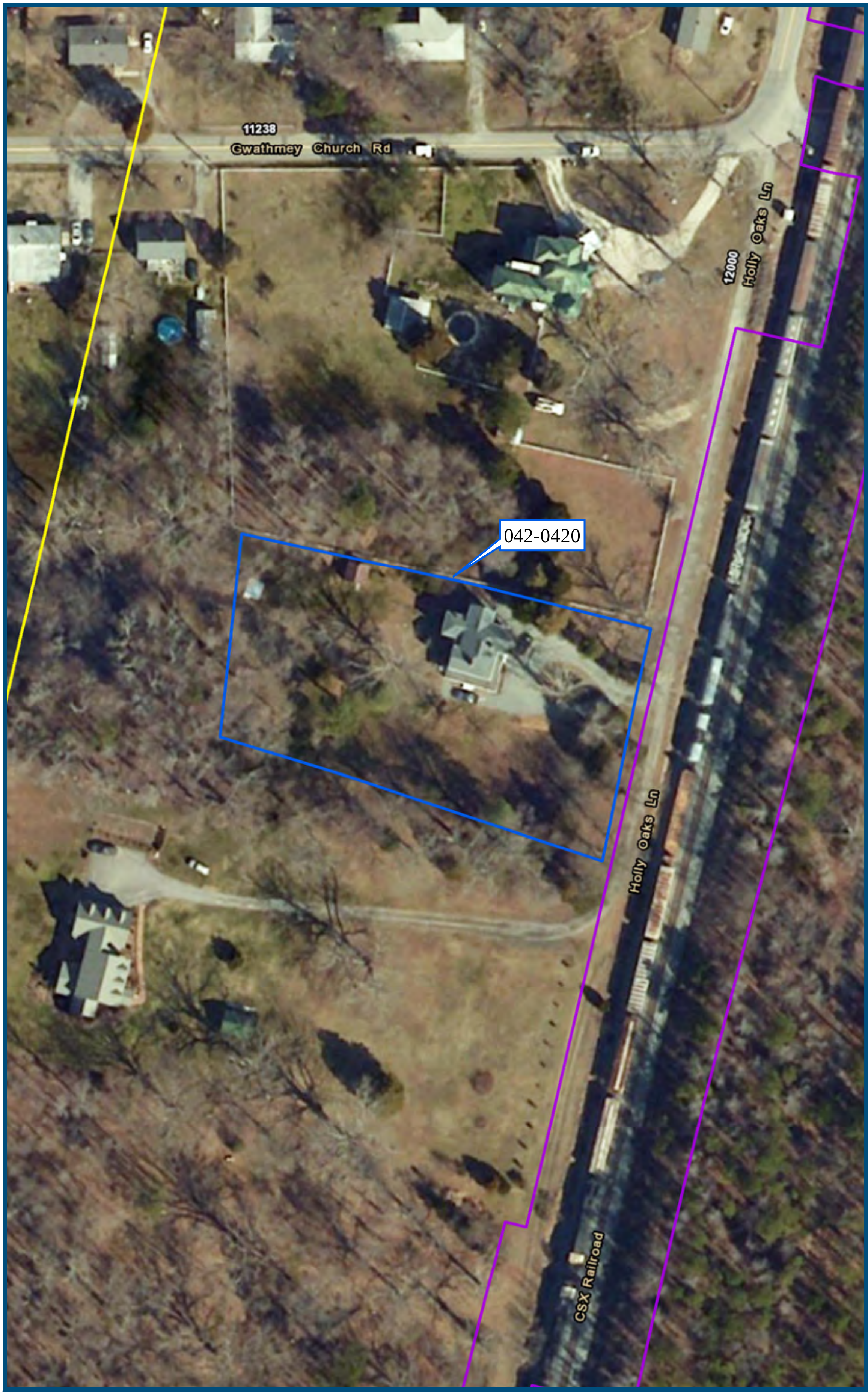
3.12.1 Historic Context

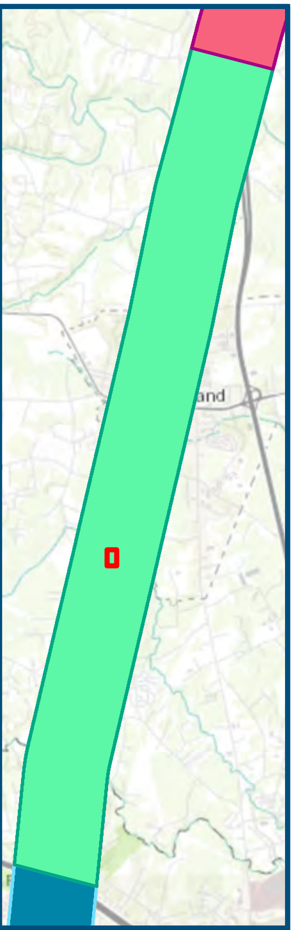
The Sinton House (042-0420) is situated on a large tract of land that was transferred from Henry and C. Saunders to Charles B. and Caroline B. Gwathmey in April 1886. After receiving this tract, Gwathmey divided it and sold various parcels.

William Sinton purchased 3.1 acres of Gwathmey's land for $155 according to a deed dated June 25, 1890 (Figure 3-130). Census records indicate that Stinton worked as a bank cashier at the turn of the century (U. S. Census 1900). Sinton's acquisition of this lot in addition to his other holdings made for a total of 6.1 acres (HaCDB 26:146, 34:315, 43:465). The house was built with Queen Anne-style attributes, which was popular during the late-nineteenth century. This style was especially prevalent within dwellings located along the railroad, as the transportation system allowed local lumber yards to stock pre-cut millwork from outside the area, and it was easy for builders to apply this pre-cut trim to houses (McAlester 2013:398).

Upon William Sinton's death, the 6.1 acres and Sinton House were willed to his sisters, Jane G. and Eugenia Sinton. The two quickly sold the land to Charles C. Reed for $4,000, in 1911 (HaCDB 55:79). The property was sold three more times over the next 10 years at which time it was purchased by Elizabeth W. Lewis (HaCDB 72:113). In September 1946, Lewis transferred 4.9 acres of the parcel to Louis George Hillquist and Sophia Vaughan Hillquist (HaCDB 125:79).

The 4.9-acre parcel along with the Sinton House was deeded from the Hillquists to Alice Marie Reilly in April 1951 (HaCDB 141:96). Alice Marie Reilly was the only daughter of Mr. and Mrs. John V. Reilly. Mr. Reilly, who had retired from a career in banking in New York City, moved his family south to Ashland in 1950 before purchasing the Sinton House, referred to during their ownership as Holly Oaks. The Reillys "brought with them to Ashland a long interest in horses… and although 'Holly Oaks' was just a few acres, they kept one or two horses there" (Ashland Sesquicentennial Committee 2009:328). The Reillys were also musicians, and Alice played organ at the Catholic church for much of her time in Ashland. Alice Reilly never married or had children but lived in the Sinton House until she sold it to David B. and Cynthia P. McNamara in 1997. Over the next decade, the house went into foreclosure, and was bought by Bruce and Donna Folkes in 2009 (HaCDB 2507:408, 2933:424, 2961:1002). Giancarlo Pimpinella is the current owner of the Sinton House (HaCDB 2978:1448).


11238
Gwathmey Church Rd
12000
Holly Oaks Ln
042-0420
Holly Oaks Ln
CSX Railroad



0 50 100
Feet

0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

▭	Preferred Alternative
▭	Architectural Buffer
▭	Resource Boundary

Figure 3-129
Location of the Sinton House (042-0420)

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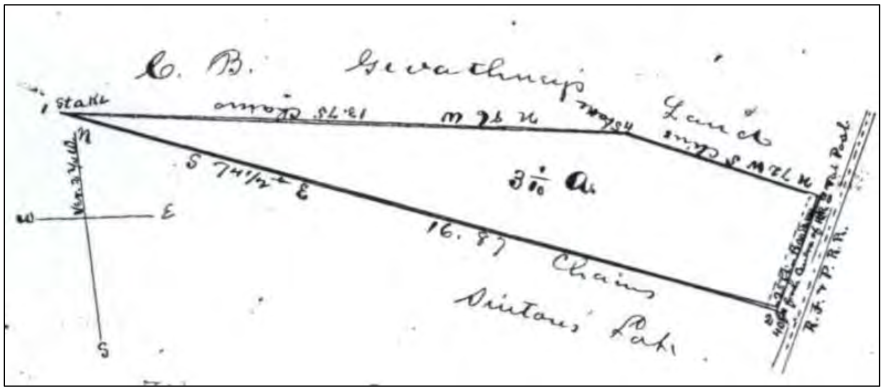


Figure 3-130: Detail of 1890 Plat Showing 3.1-Acre Tract Between “Sinton’s Lot” and Gwathmey’s Land (Hacpb 2:94) (Not To Scale)

3.12.2 Architectural Description

3.12.2.1 Primary Resource Exterior

The resource known as the Sinton House at 12081 Holly Oaks Lane is a two-and-a-half-story, three-bay, single-family dwelling constructed circa 1890 with Queen Anne details (Figure 3-131 through Figure 3-136). Its continuous brick foundation supports a frame structural system currently clad in aluminum-shingle siding. The dwelling is covered by a low-pitched, hipped roof with three gabled projections, all sheathed in asphalt shingles and featuring tight, boxed eaves. The projections extend from the east half of the north elevation, north half of the east elevation, and south half of the west elevation. The east projection features a decorative, sawn, wood gable ornament in the eave (Figure 3-134). Some decorative, metal, ridge cresting was also observed. Two brick chimneys with corbeled caps pierce the roof slope: one north of the gabled dormer and another in the south half of the building (Figure 3-134). The northern chimney stack features a metal hood. A front-gabled dormer, clad in aluminum shingles, dots the south half of the façade (Figure 3-135).

Centered on the east elevation is a single-leaf, half-glazed, paneled-wood door protected by a decorative wood-and-screen storm door. The door is asymmetrically arranged with a leaded, wood-frame transom extending across the entrance and a multi-light, wood-frame sidelight with fluted trimwork. Window openings throughout much of the house are filled with single and paired, two-over-two (vertical muntins), wood-frame, double-hung sashes. The dormer holds a pair of square wood-frame lights that have either fixed or casement sashes. A one-story bay window projects from the north end of the façade and is filled with one-over-one, double-hung, replacement windows.

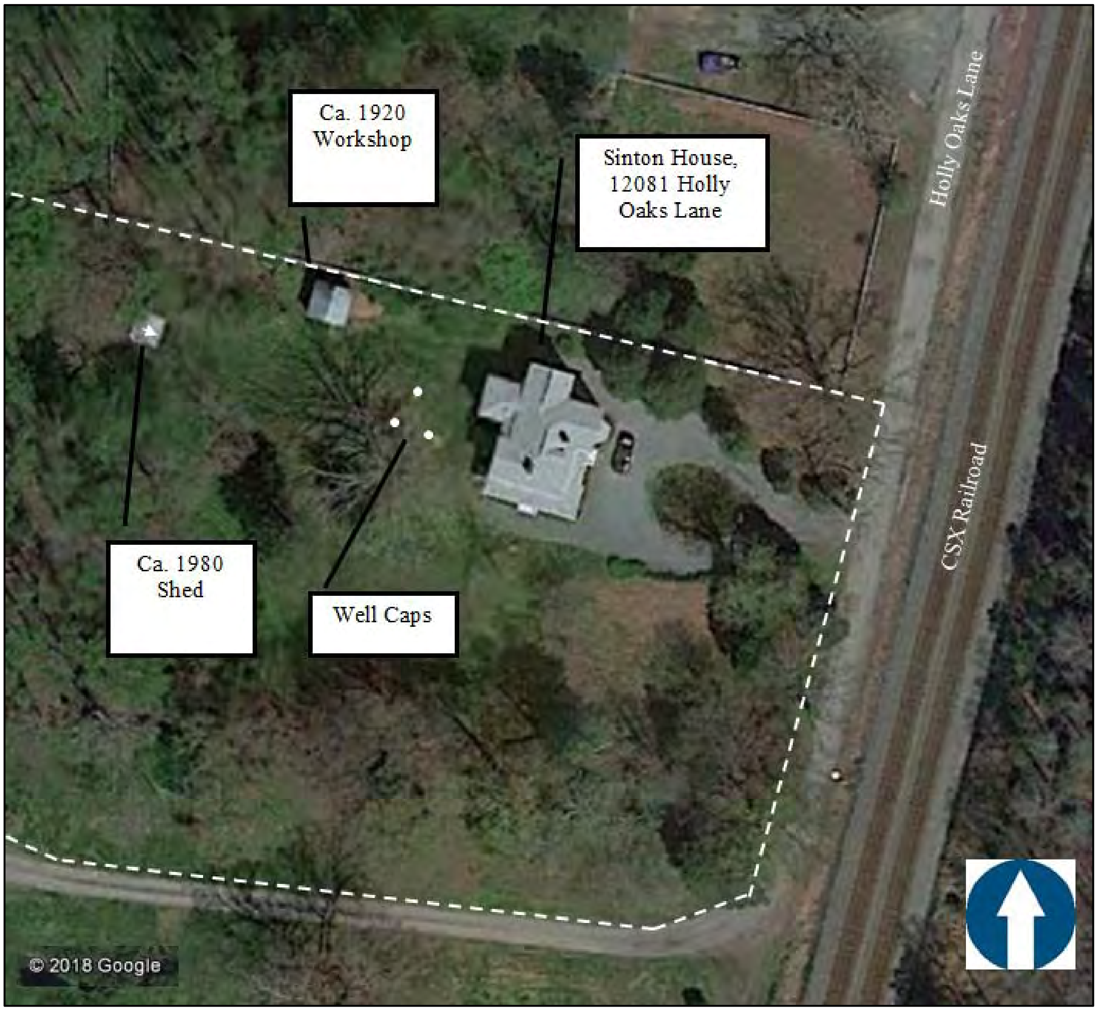


FIGURE 3-131: SITE PLAN OF THE SINTON HOUSE (GOOGLE 2018) (NOT TO SCALE)

A one-story, wrap-around porch set on wood piers, filled with wood lattice between posts, stretches from the east to the south elevation. It is covered by a shed roof sheathed in asphalt shingles, and supported by turned wood posts, some of which are recent replacements, with decorative bracketing. The porch is accessed by a set of wood stairs at the east and south elevations.

This resource features a rear (west) addition that is covered by a hipped and shed roof and is composed of the same materials as the main block (Figure 3-136). The chronology of the additions is unknown, but exterior siding on the eastern wall of this rear addition suggests it was incorporated into the main block after construction. Fenestration in this section of the building consists of four-over-four, wood-frame, double-hung-sash windows. A paneled wood door is located in the second story of the west elevation, suggesting the removal of a two-story porch or set of stairs at one point in time. A rounded, brick stoop with four steps is situated in front of a secondary entrance in the hipped addition. A concrete bulkhead, likely a cellar entrance, is situated in the southwest corner of the building; it is covered by a wood board-and-batten door.

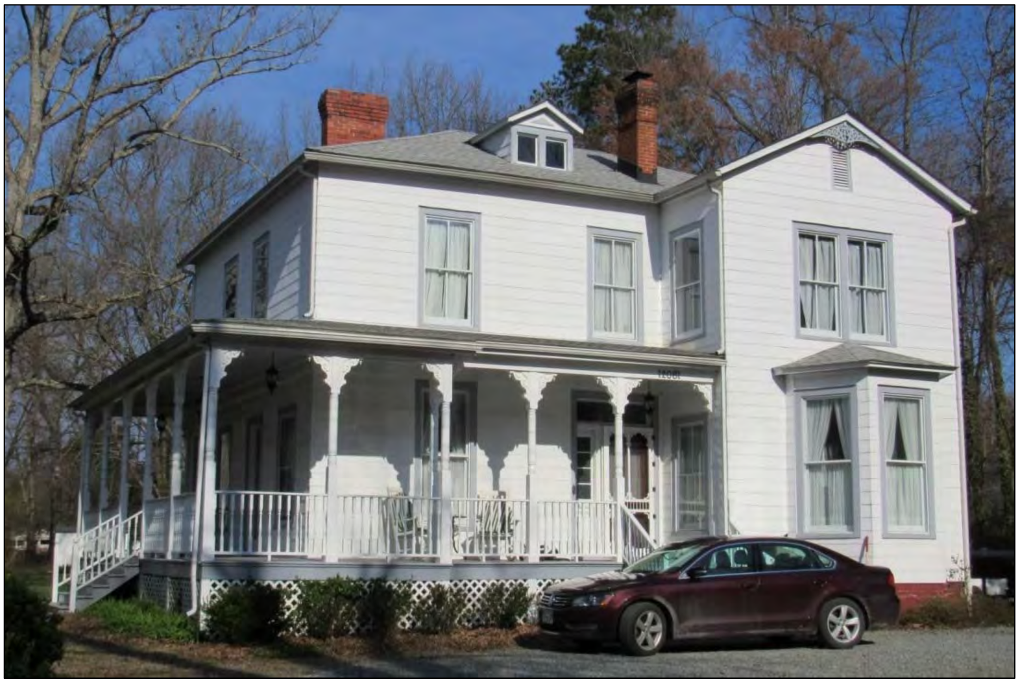


FIGURE 3-132: VIEW OF EAST ELEVATION

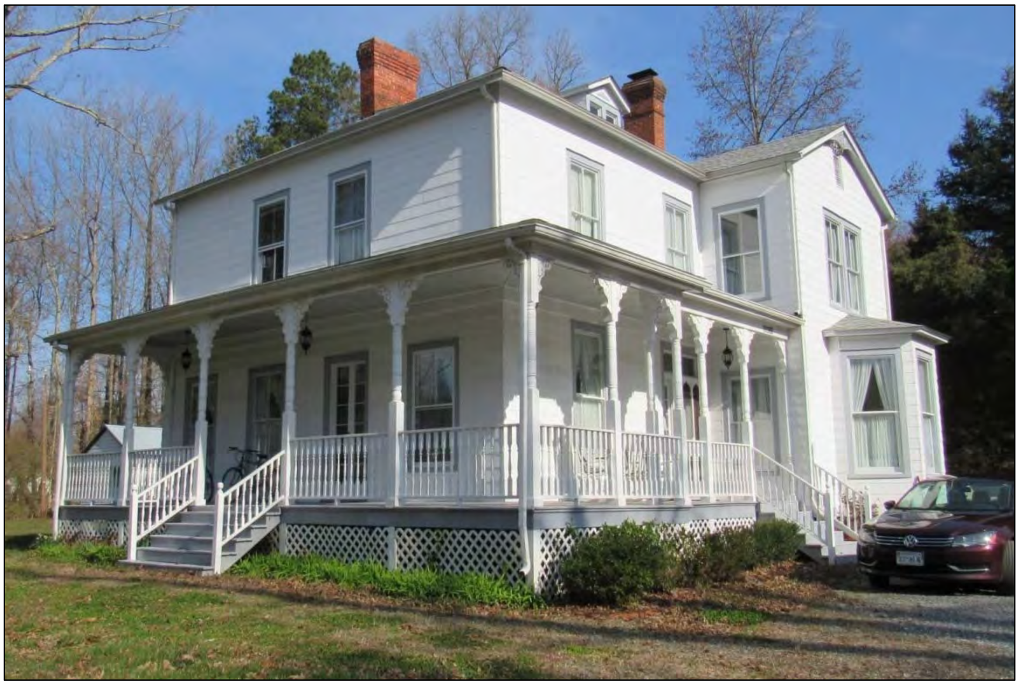


FIGURE 3-133: SOUTHEAST OBLIQUE

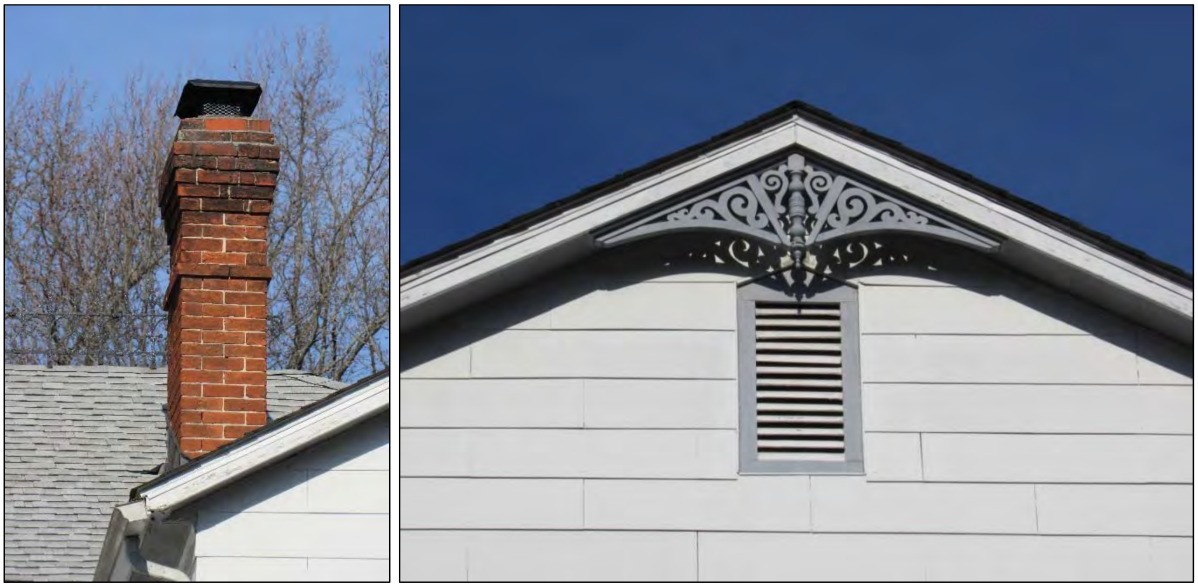


FIGURE 3-134: DETAIL OF CHIMNEY (LEFT) AND GABLE ORNAMENT (RIGHT)

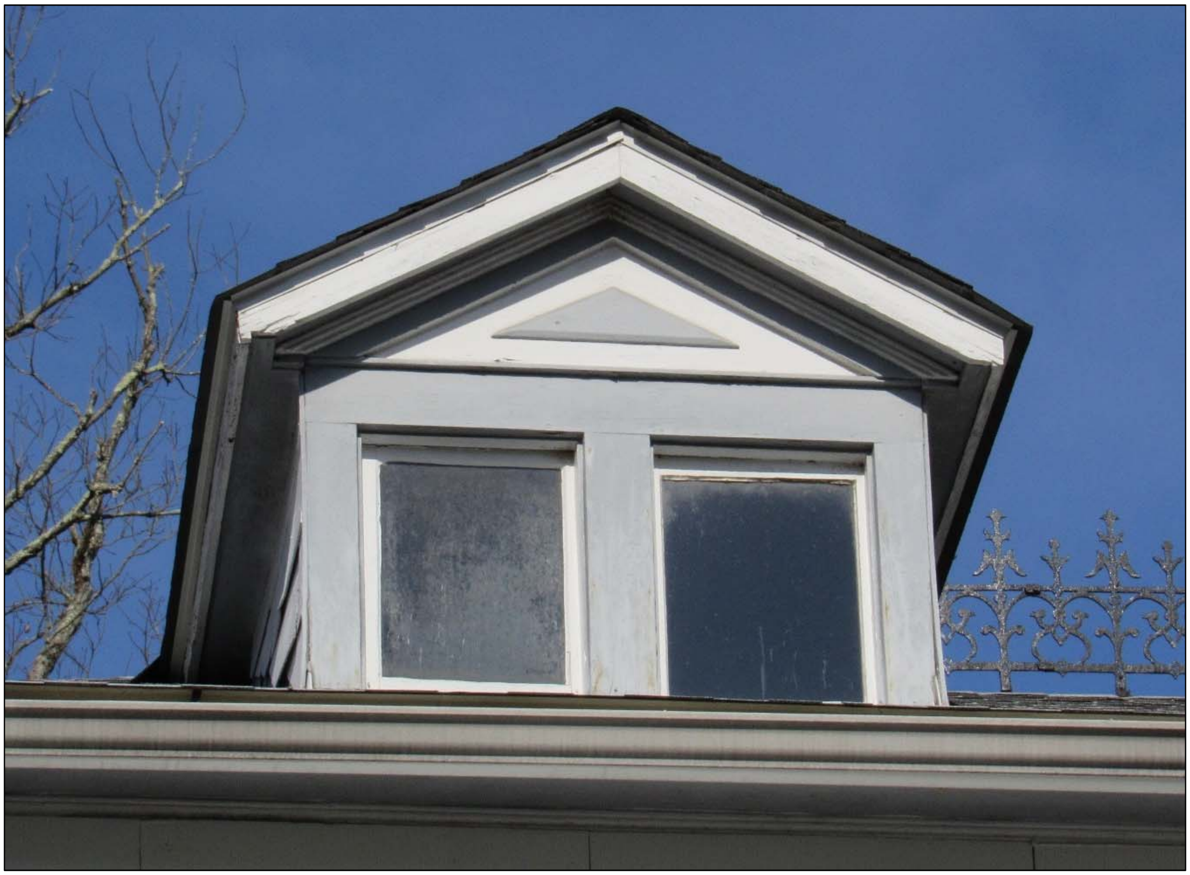


FIGURE 3-135: DETAIL OF DORMER

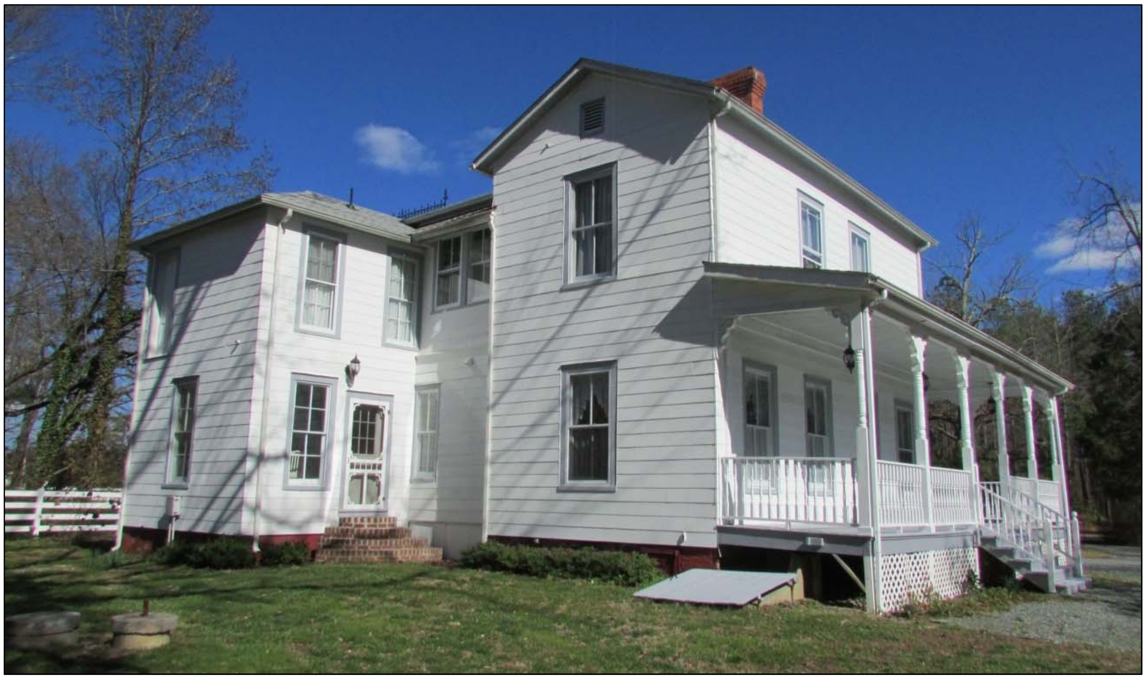


FIGURE 3-136: VIEW OF SOUTHWEST OBLIQUE SHOWING KITCHEN ADDITION AT LEFT

3.12.2.2 Primary Resource Interior

The Sinton House has a typical late-nineteenth- century interior plan where the primary entrance opens to a central corridor with formal rooms on either side and a stairway providing access to the second story (Figure 3-137 and Figure 3-138). Two formal rooms sharing a central fireplace are situated on the left side of the corridor. A front parlor with fireplace and bay window is to the north of the hall. A staircase with spindle balustrade is located beyond the front parlor and turns to the west as one ascends. An office is located in an addition beyond the stair on the first floor. A kitchen addition at the rear of the first story contains a brick chimney at the north end and a bathroom at the south end, accessed by a private corridor. The bathroom is located on the former exterior wall of the original core and has a two-over-two, double-hung-sash window which looks into the hallway. More information is required to assess if the woodwork and trim is original to the house, but the bullseye corner blocks and overmantels at the first floor appear to be in keeping with the style and date of construction.

The second story has a similar arrangement to the first as five bedrooms located off the central corridor with open staircase, four of which appear to be part of the original plan (Figure 3-139). In the addition above the kitchen is a bedroom at the second story, accessible via a narrow corridor with exposed weatherboard siding. Two bathrooms are located on the second story. All doorways on this story are filled by single-leaf wood doors.

The attic was inaccessible during this survey.

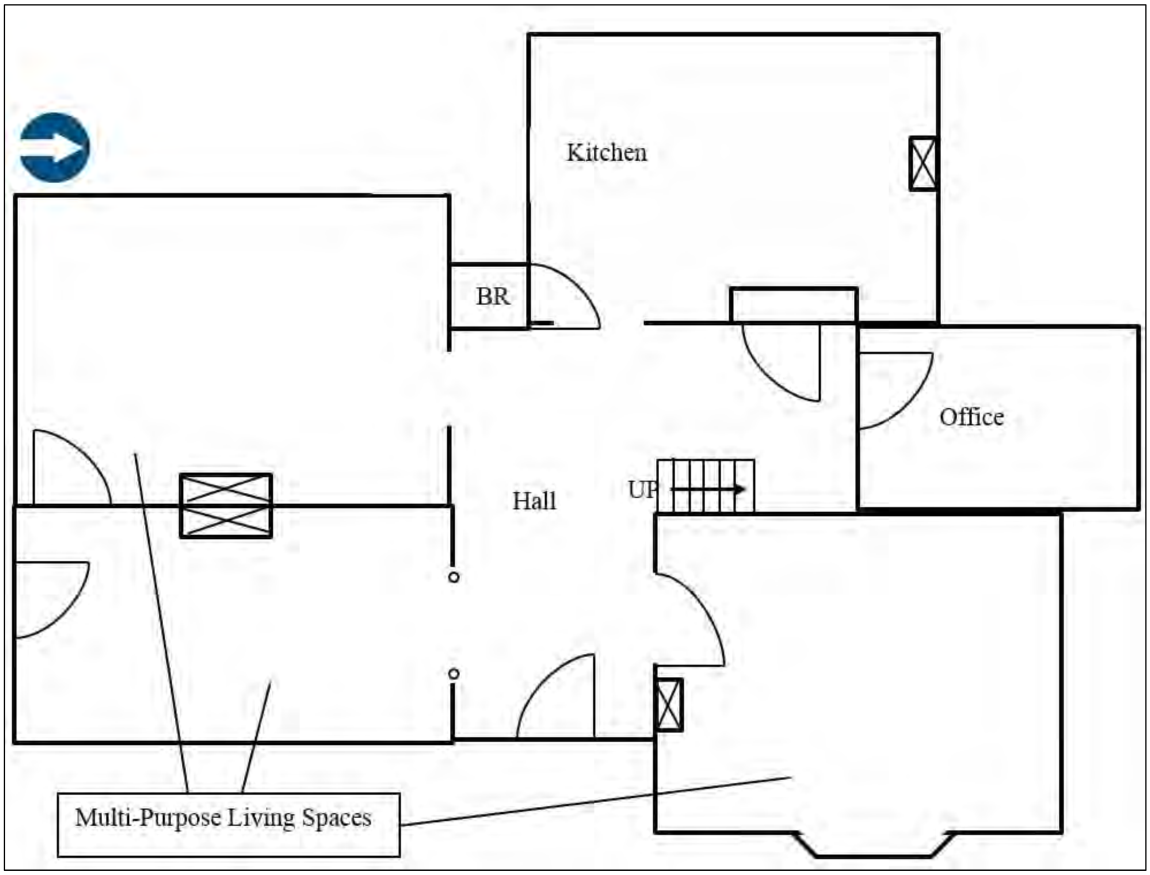

Kitchen
BR
Office
Hall
UP
Multi-Purpose Living Spaces

FIGURE 3-137: APPROXIMATE FIRST-STORY FLOOR PLAN (NOT TO SCALE)

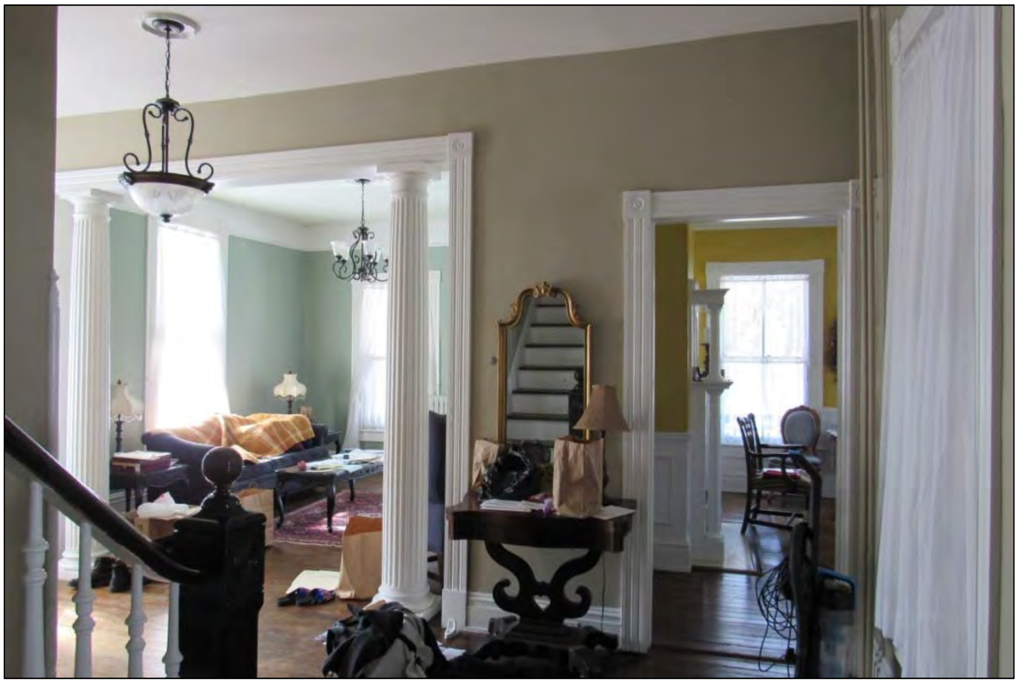


FIGURE 3-138: FIRST STORY, LOOING SOUTH FROM CENTRAL STAIR

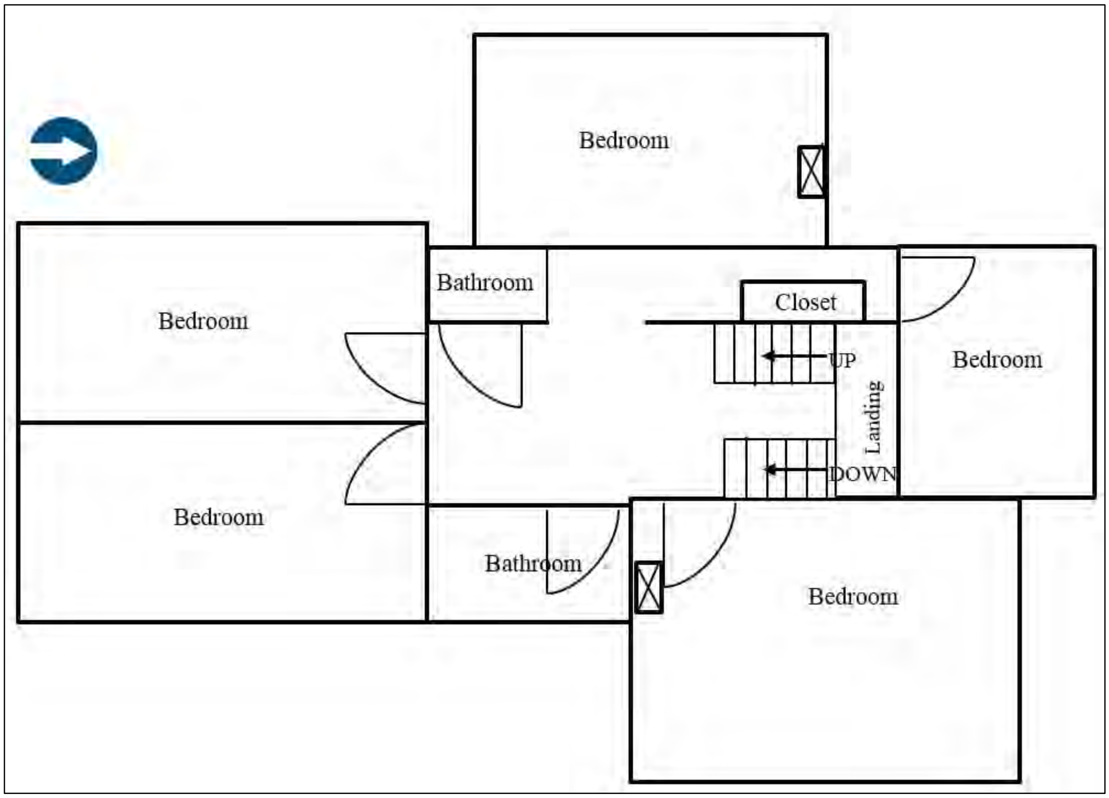


FIGURE 3-139: APPROXIMATE SECOND-STORY FLOOR PLAN (NOT TO SCALE)

3.12.2.3 Secondary Resources

Two outbuildings and several well caps are associated with the property (Figure 3-140). A one-story, one-bay, possible workshop constructed circa 1890 is located northwest of the dwelling. The wood-frame building is sheathed in weatherboard with wood corner boards and covered by a front-gabled, v-crimp-metal-clad roof. An interior-end, brick chimney is centered on the north elevation. A single-leaf, five-paneled, wood door is accessed by a wood ramp on the south elevation. Other fenestration includes six-over-six, wood-frame, double-hung-sash windows.

West of the dwelling, a circa-1950, one-story, frame shed is covered in T1-11 siding and topped by a shed, v-crimp-metal-clad roof. A double-leaf wood door accessed by a wood ramp is located on the south elevation. A shed lean-to supported by square wood posts extends from the north elevation.

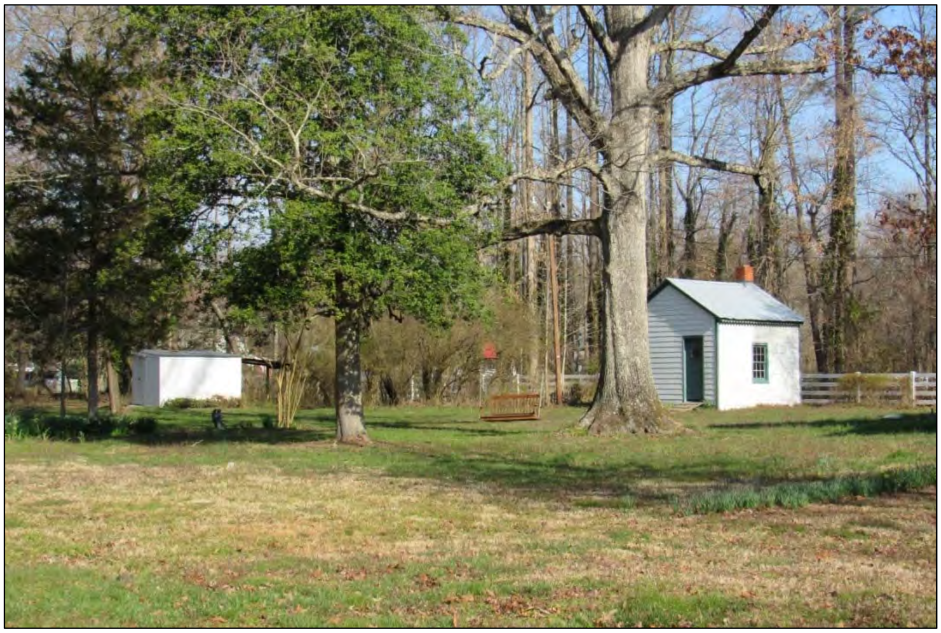


FIGURE 3-140: VIEW OF WORKSHOP AND SHED FACING NORTHWEST

3.12.3 NRHP Evaluation

The Sinton House, located at 12081 Holly Oak Road in the community of Gwathmey, is a single-family dwelling with Queen Anne details constructed circa 1890. Although it is in good condition and retains a high level of historic integrity of location, feeling, and association, modifications over time to the property have somewhat diminished its integrity of setting, design, materials, and workmanship.

According to the NPS, "to be considered for listing under Criterion A, a property must be associated with one or more events important in a defined historic context… The event or trends, however, must clearly be important within the associated context… and it must retain historic integrity" (Shrimpton et al. 1990). Archival research did not reveal any associations with important events in history, therefore, the Sinton House is recommended not eligible under Criterion A.

In order for a resource to be eligible for the NRHP under Criterion B, it must be associated with a person who is "individually significant within a historic context" and has "gained importance within his or her profession or group" (Shrimpton et al. 1990). The Sinton House has no known association with any significant person and is, therefore, recommended not eligible for the NRHP under Criterion B.

The dwelling has marked features of the Queen Anne style: decorative spindlework and wrap-around porch, complex roof line, and an asymmetrical façade and floor plan, among other details. However, these elements are not high style and border on what is called Folk Victorian in their construction. Furthermore, there are many examples of the Queen Anne style in Hanover County as it was popular throughout the late-nineteenth century and into the early-twentieth century. Nearby Ashland contains dozens of examples of this style of dwelling built through the 1870s to the 1890s. Modifications at the Sinton House have made an effort to blend in with existing Queen Anne elements, but replacement materials—including some windows, porch features, and interior fixtures—have negatively affected its integrity of design, materials, and workmanship. For these reasons, this resource is recommended not eligible under Criterion C. As an architectural resource, this property was not evaluated under Criterion D.

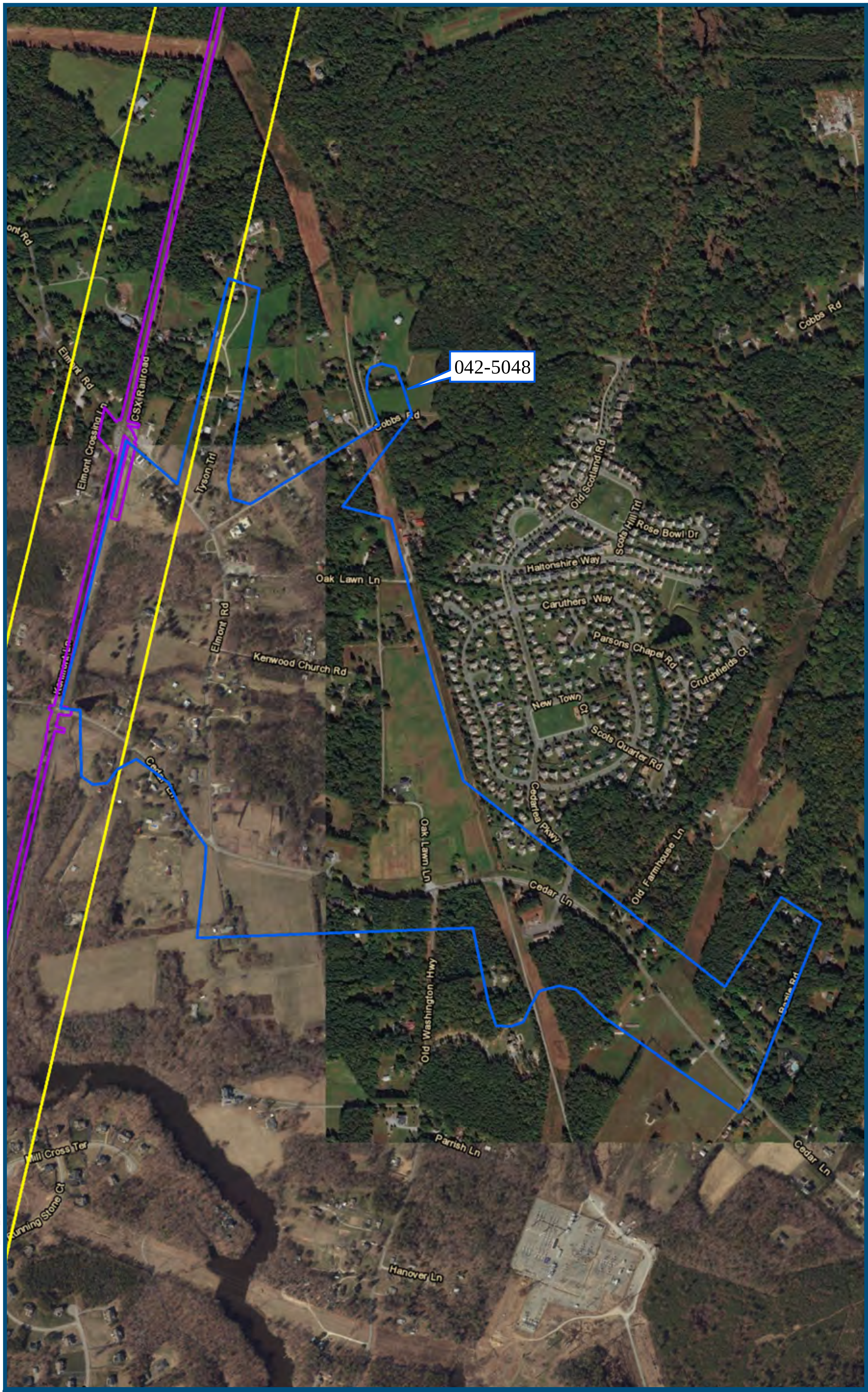
In sum, the Sinton House is **recommended not eligible under Criteria A–C.**

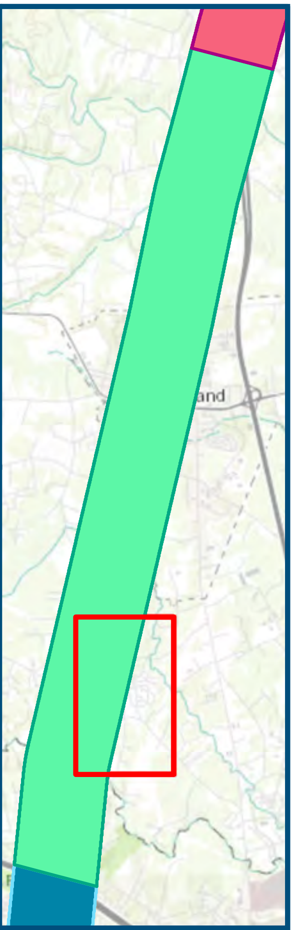
3.13 ELMONT HISTORIC DISTRICT (042-5048)

The Elmont Historic District (042-5048) highlights an unincorporated community in Hanover County situated east of the current CSXT rail line where two thoroughfares, Cedar Lane and Elmont Road, intersect. At its western boundary are the remains of the Richmond-Ashland Trolley Line (043-5347), and at the southern tip is a modern residential development at Chiltern Hills Court. Although several secondary roads have been recently constructed in the district, including Old Washington Highway, Kenwood Church Road, Cobb Road, and Oak Lawn Lane, the boundary roughly follows Elmont Road from its intersection with the railroad southeast to its intersection with Cedar Lane and follows Cedar Lane from the railroad east to Brazile Road (Figure 3-141). Trains still run on this line as part of CSXT's RF&P Subdivision and the Amtrak system. Development within the district boundaries spans from around 1880 to present day and includes approximately 60 resources. Property types within the Elmont Historic District include residential, commercial, religious, educational, and recreational resources.

3.13.1 Historic Context

The Elmont Historic District features a rural community situated between the RF&P Railroad and the Richmond-Ashland Electric Railway, also known as the Richmond-Ashland Trolley Line (042-5347), situated south of Ashland and north of the Chickahominy River in Hanover County. Hanover County, founded in 1720, was settled by plantation owners and tobacco farmers, and remained fairly agricultural throughout the nineteenth century with a network of roads linking farms, ferry crossings, mills, and taverns (Figure 3-142) (Hanover County, Virginia 2018; Land and Community Associates 1992). However, an increase in population and development was spurred by the introduction of rail transportation to the area. The RF&P Railroad was laid out through the county beginning in 1834, and by 1836, the first train from the north passed through Ashland (Land and Community Associates 1992). Prompted by the development and success of the railroad, Elmont was originally a stop on the RF&P Railroad named Kilby "for the gallant Hanoverian who served in the United States Navy" in the Revolutionary War, John Kilby (Figure 3-143) (Hanover County Historical Society 1993:16). John Kilby served on the Bon Homme Richard under John Paul Jones (Page 1926:64).


042-5048
Cobbs Rd
Elmont Rd
CSX Railroad
Elmont Crossing Ln
Tyson Trl
Oak Lawn Ln
Elmont Rd
Kenwood Church Rd
Cedar Ln
Old Scotland Rd
Scots Hill Trl
Rose Bowl Dr
Haltonshire Way
Caruthers Way
Parsons Chapel Rd
Crutchfields Ct
New Town Ct
Scots Quarter Rd
Cedarlea Pkwy
Old Farmhouse Ln
Cedar Ln
Oak Lawn Ln
Old Washington Hwy
Beadle Rd
Parrish Ln
Cedar Ln
Mill Cross Ter
Running Stone Ct
Hanover Ln



0 500 1,000
Feet
0 200 400
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Resource Boundary

Figure 3-141
Location of the Elmont Historic District (042-5048)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_AH_PhII.mxd | Last Updated: 04.24.2018

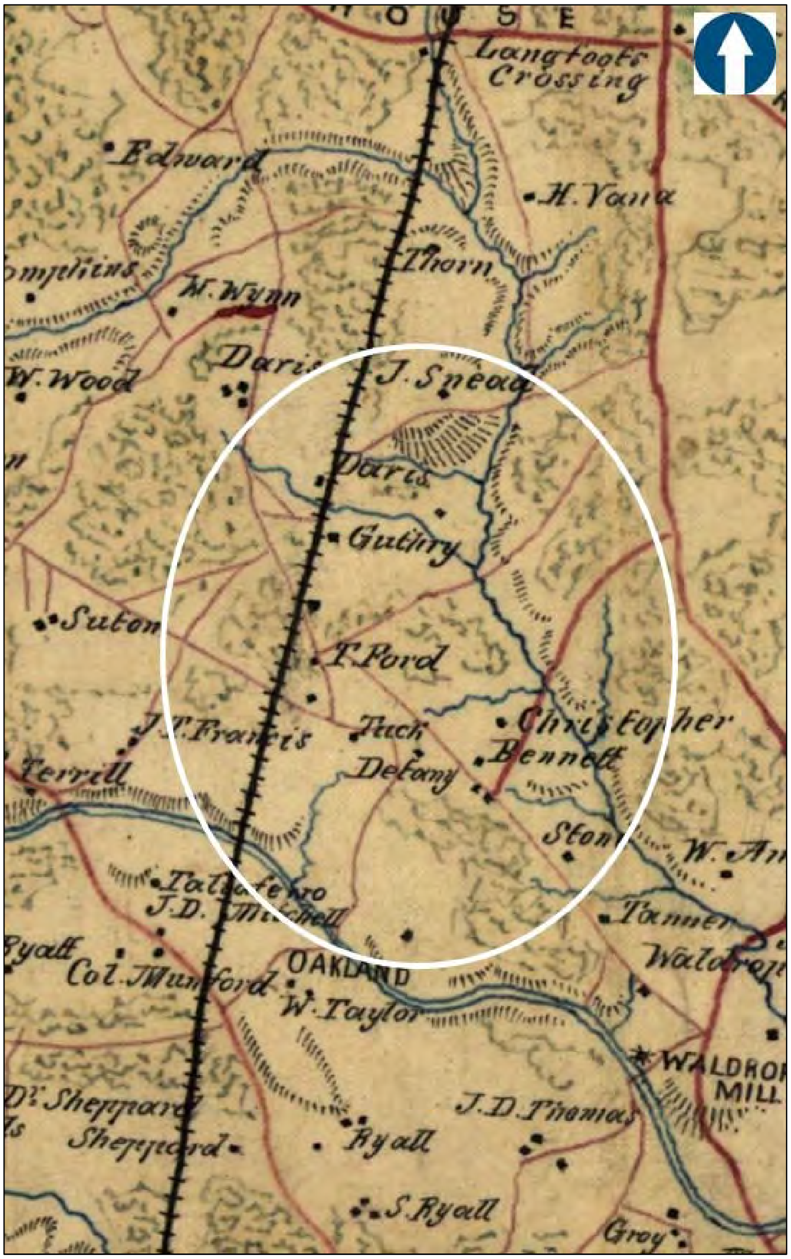

Langfoots Crossing
Edward
H. Vana
Thorn
W. Wynn
Davis
W. Wood
J. Snea
Davis
Guthry
Suton
T. Ford
Christopher
Bennett
J.T. Francis
Tuck
Defony
Terrill
Ston
W. An
Taliaferro
J.D. Mitchell
Tanner
Waldro
Ryall
Col. Mumford
OAKLAND
W. Taylor
WALDRO
MILL
Dr. Sheppard
Sheppard
J.D. Thomas
Ryall
S. Ryall
Gray

FIGURE 3-142: GENERAL AREA OF THE FUTURE LOCATION OF ELMONT ON CIRCA-1860 MAP (HOTCHKISS MAP COLLECTION 186?). NOTE THE PRIMARILY AGRICULTURAL AREA WITH NO CONCENTRATED VILLAGE. (MAP NOT TO SCALE)

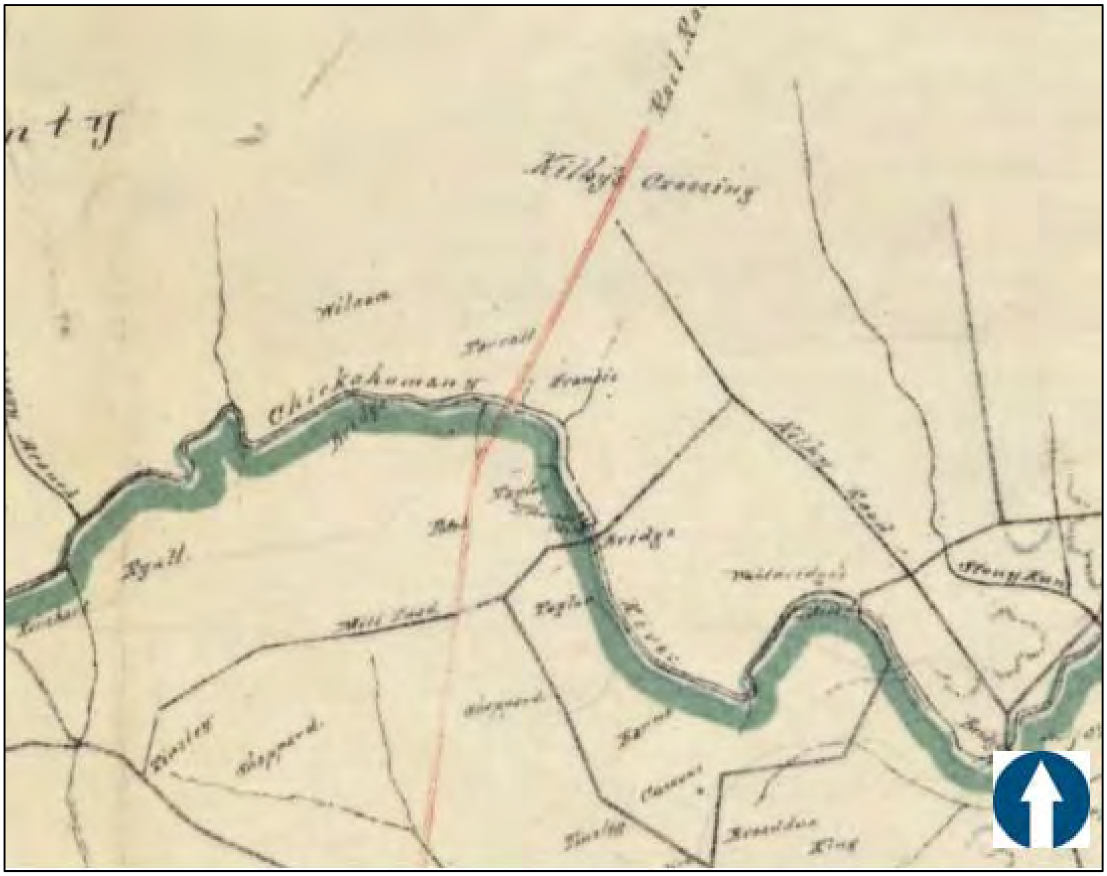
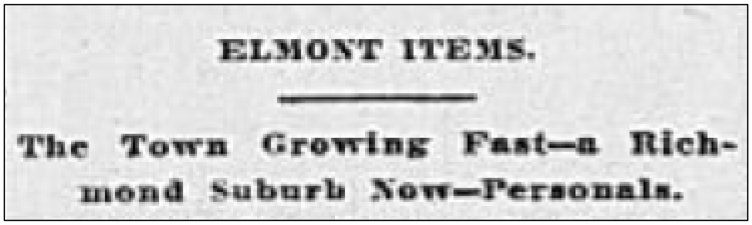


FIGURE 3-143: 1887 MAP OF HENRICO AND HANOVER COUNTIES SHOWING KILBY'S CROSSING (HOEN & CO. 1887) (NOT TO SCALE)

Although the Civil War slowed development as many depots and tracks were destroyed during the numerous battles fought throughout the county, the county entered in a period of rapid expansion, particularly along the rail lines, after the war ended (Hanover County Economic Development 2018; Land and Community Associates 1992:56). Under the direction of the president of the RF&P Railroad, Major Myers, a new station called Kenwood was erected in the area of Elmont at the turn of the century (Hanover County Historical Society 1993:16). In 1902, the *Richmond Dispatch* (1902) boasted that:

> …although Elmont is comparatively a new town, it is building up very fast. The old place was called Kilby and consisted of only one or two residences and a little station building. Now we have a nice little village, and many whose business is in Richmond make their home here, going back and forth to the work on the trains, which run very conveniently for this purpose (Figure 3-144).

A post office was established around 1903 at the stop and named Elmont (Hanover County Historical Society 1993:16). Typical of maturing settlements in the county, commercial and community buildings arose around the intersections or crossroads of roads with the railroad tracks. Stores built in Elmont, such as the Cobb Store (042-0341), were typically frame and were one to two stories in height. Community buildings included Kenwood Methodist Church (042-0337), the Kenwood Community Center (042-0332), and the Elmont Elementary School (042-0333). The community center, which originally included a basketball court and horseshoe pits, is still used by the Ruritan Club, Cub Scouts, and other groups (Land and Community Associates 1992:86–87, 95). The popularity of the RF&P Railroad throughout the county enabled people to move out of the busy cities into the countryside of Hanover and commute for work. In the early-twentieth century, the RF&P Railroad developed the commuter "Accommodation Train," which ran from Ashland into Richmond with stops at Gwathmey and Elmont (Land and Community Associates 1992:79–80).



ELMONT ITEMS.

The Town Growing Fast—a Richmond Suburb Now—Personals.

FIGURE 3-144: HEADLINE FROM 1902 ARTICLE WITH AREA NEWS (RICHMOND DISPATCH 1902)

A similar service was provided by the streetcar. The electric railroad, called the Richmond-Ashland Trolley Line (042-0707), chartered in 1905 as the Richmond & Chesapeake Railway Company, was planned by Frank Jay Gould of New York. Plans for the line hoped to connect Norfolk with Fredericksburg via Petersburg and Richmond with branches to Virginia Beach and the Northern Neck (Land and Community Associates 1992:56–57). It passed through Yellow Tavern, Greenwood, Holly Hill, Cedar Lane, and Elmont on its way to Richmond with 15 stations all "in convenient places along the line" (Richmond Times-Dispatch 1907). Although the line experienced peak passenger travel in 1917 during World War I, it was put up for auction the following year and purchased by a local group who renamed it the Richmond-Ashland Electric Railway (Land and Community Associates 1992:56–57). Effects of the Depression and the eventual success of other means of transportation brought the line to closure in 1937. The route itself was preserved by the construction of power lines.

According to the Land and Community Associates report on historic resources in Hanover County, "increasing importance of the railroad and streetcar transportation" like the RF&P Railroad and the Richmond-Ashland Electric Railway is reflected in the orientation of dwellings and commercial buildings in not only towns but rural areas as well (1992:80). This is only partially true for the village of Elmont. Although a concentration of buildings was established at the intersection of the RF&P Railroad and Elmont Road, many buildings are situated along and facing Elmont Road (Figure 3-145). Residential development occurred in the village during the mid-twentieth century primarily along Elmont Road (USGS 1951, 1963). However, with further modern development came the demolition of several commercial and residential buildings constructed during the height of the village growth (Hanover County GIS 2018).

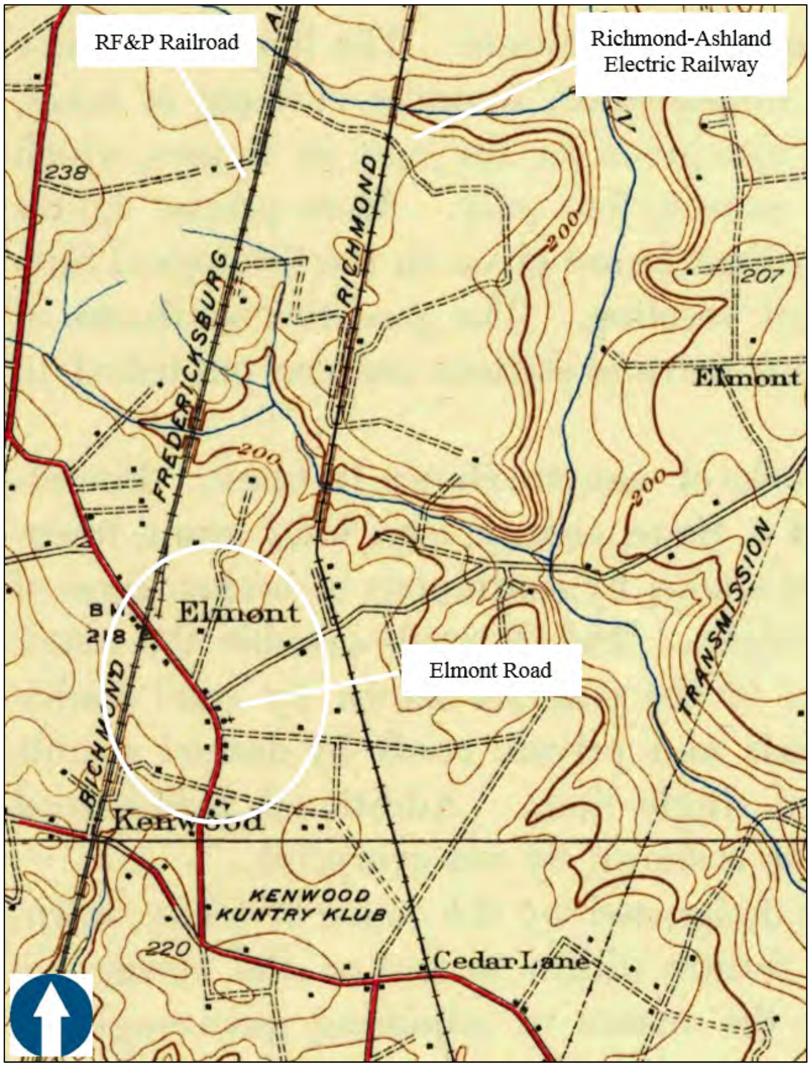

RF&P Railroad
Richmond-Ashland Electric Railway
Elmont Road
Elmont
Elmont
Kenwood
KENWOOD KUNTRY KLUB
Cedar Lane
FREDERICKSBURG
RICHMOND
RICHMOND
TRANSMISSION
238
200
200
200
207
220
BM 218

FIGURE 3-145: 1925 USGS TOPOGRAPHIC QUADRANGLE MAP OF HANOVER COUNTY (USGS 1925). NOTE THE EXTENSIVE CONSTRUCTION WITHIN A 30-YEAR SPAN COMPARED TO FIGURE 3-143. (MAP NOT TO SCALE)

3.13.2 Architectural Description

The Elmont Historic District comprises a rural community situated between the former RF&P Railroad and the Richmond-Ashland Trolley Line. Spurred by the success of the railroad, the first major wave of development occurred in the late-nineteenth century. Buildings in the district were constructed between 1880 to the present day and include residential, educational, commercial, religious, and recreational property types. Parcels sizes range widely from 0.5-acre lots to 18-acre farmsteads (Hanover County GIS 2018). The roads are not lined with a public sidewalk and properties contain a mix of dense wooded areas, manicured lawns, driveways and parking areas, shrubbery, and plantings (Figure 3-146 and Figure 3-147).

The oldest surviving buildings are single-family dwellings dating to the late-nineteenth century and are typically two-story frame examples of the Queen Anne and Folk Victorian architectural styles, such as the Tom Fogg House (042-0338) on Cobb Road, George Haw House (042-0324) on

Old Farmhouse Road, and House at 11226 Elmont Road (042-0339) (Figure 3-148 and Figure 3-149). Following the turn of the twentieth century, the Colonial Revival style became increasingly popular throughout the district and continued to be used into the 1940s. Early houses built in the Colonial Revival style tended to be two stories in height and of frame construction, such as the Gilman House at 11204 Oak Lawn Lane (042-5204), while later examples often stood one-and-a-half stories with both frame and brick structural systems being common (for example, House at 11397 Cedar Lane (042-5188) and Cobb House at 11237 Elmont Road (042-5750)) (Figure 3-149 and Figure 3-150). Typical decorative features on these dwellings include elaborate door surrounds and round columns on porches.

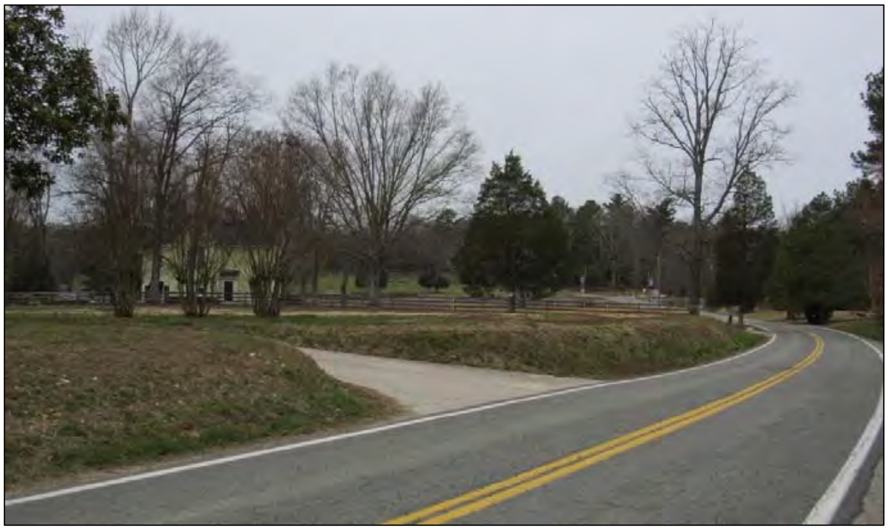


FIGURE 3-146: OVERVIEW OF ELMONT HISTORIC DISTRICT, CEDAR LANE, LOOKING NORTHWEST

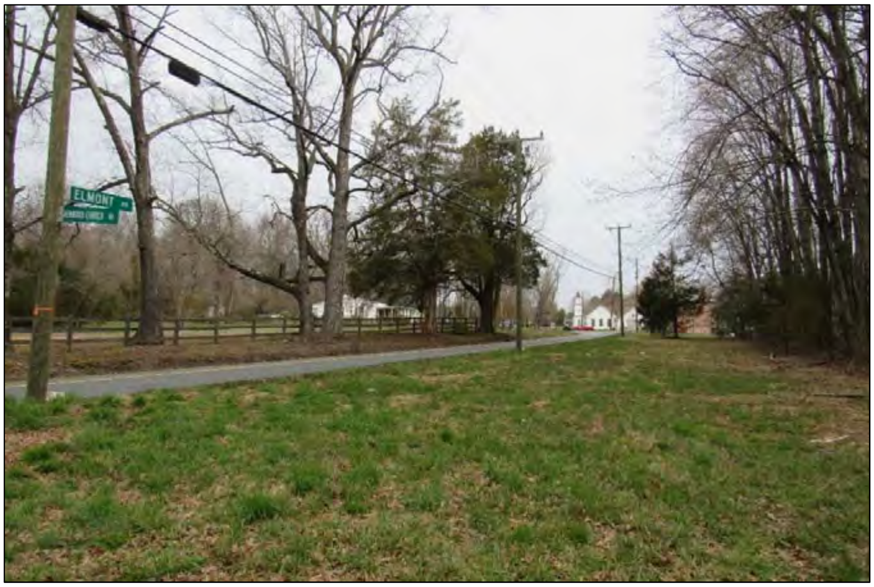


FIGURE 3-147: OVERVIEW OF ELMONT HISTORIC DISTRICT, ELMONT ROAD AT KENWOOD CHURCH ROAD INTERSECTION, LOOKING NORTHWEST

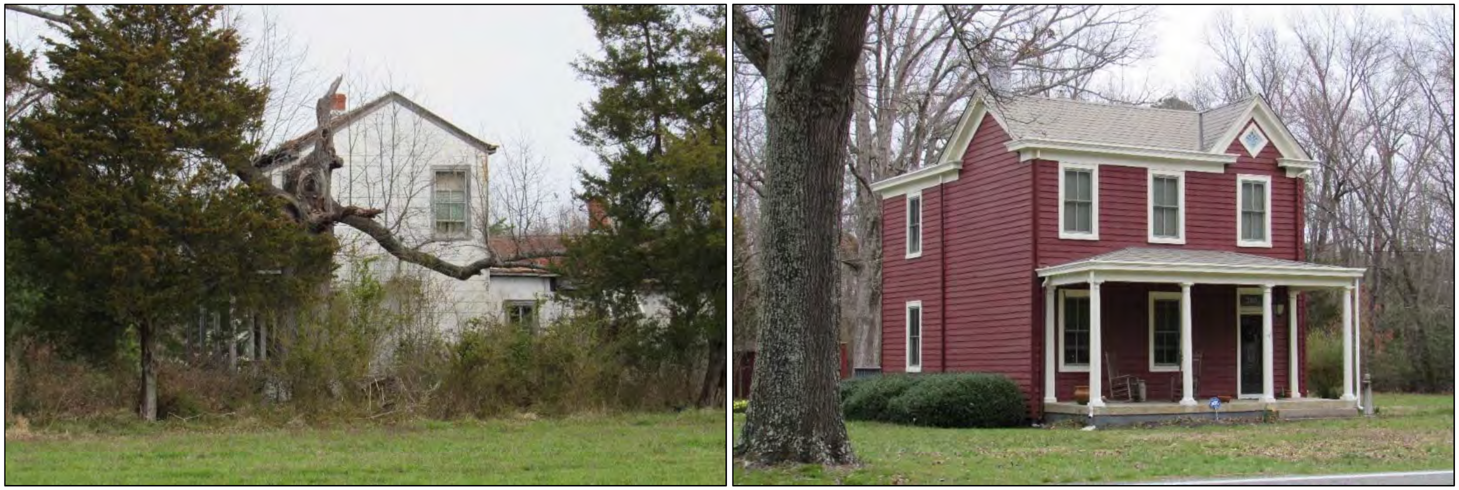


FIGURE 3-148: TOM FOGG HOUSE (042-0338) ON COBB ROAD, SOUTH ELEVATION (LEFT); GEORGE HAW HOUSE (042-0342) ON OLD FARMHOUSE ROAD, WEST OBLIQUE (RIGHT)

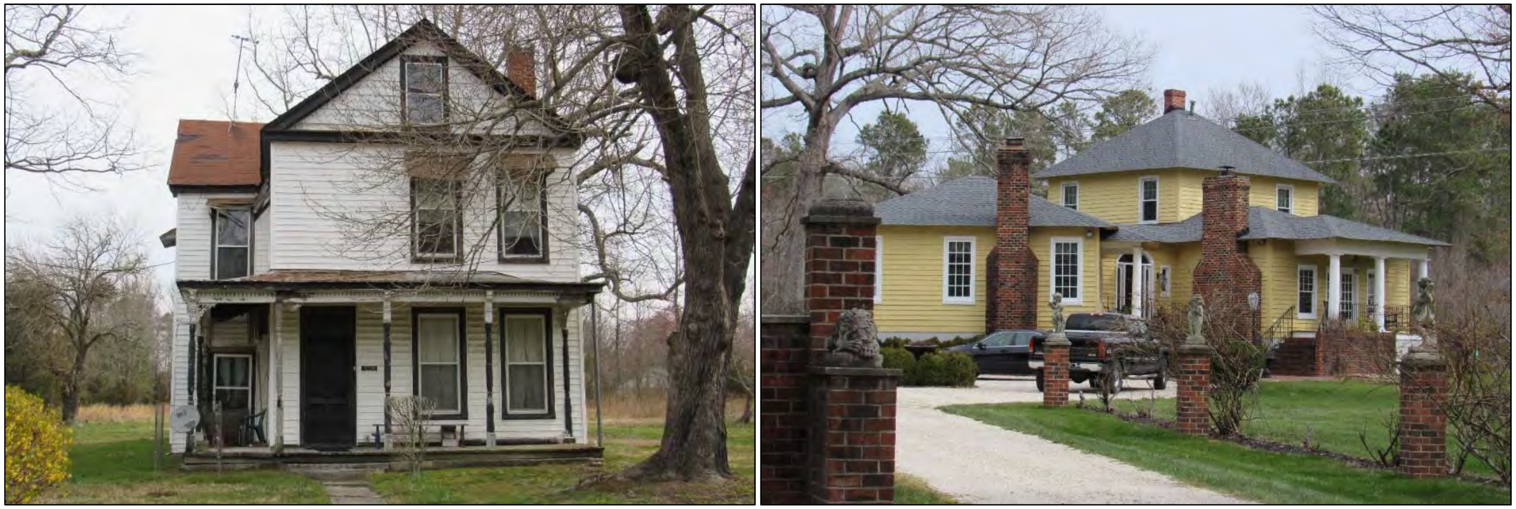


FIGURE 3-149: HOUSE AT 11226 ELMONT ROAD (042-0339), SOUTHWEST ELEVATION (LEFT); GILMAN HOUSE AT 11204 OAK LAWN LANE (042-5204), SOUTH OBLIQUE (RIGHT)

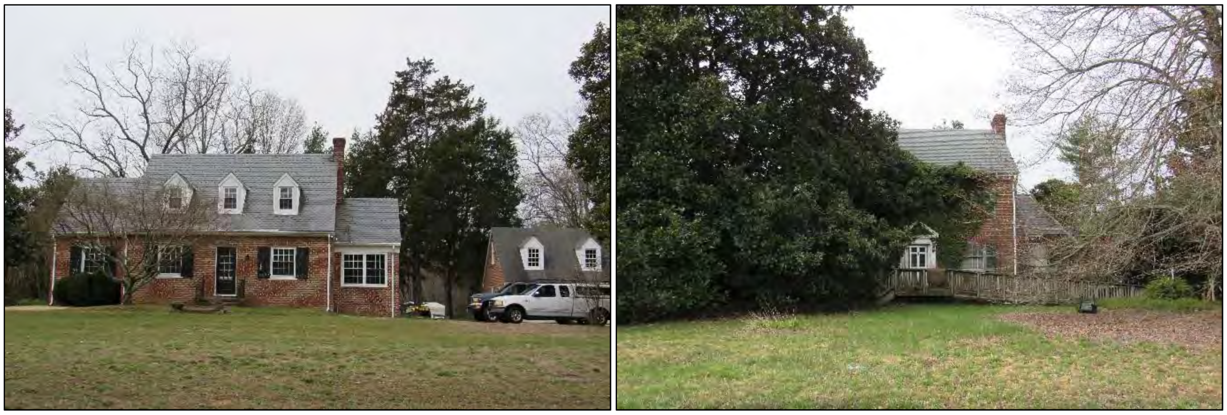


FIGURE 3-150: HOUSE AT 11397 CEDAR LANE (042-5188) (LEFT) AND COBB HOUSE AT 11237 ELMONT ROAD (042-5750) (RIGHT)

By the 1940s, nearly all of the buildings constructed in the district were one- or one-and-a-half stories in height. The Colonial Revival style remained popular; however, houses exemplifying other popular mid-century styles and forms, such as Craftsman, Ranch, Minimal Traditional, and bungalow, begin to dot the landscape during this period (for example, House at 11162 Elmont Road [042-5194] and House at 11168 Elmont Road [042-5195]) (Figure 3-151). Late-twentieth-century development is sparse but does exist in the district. The highest concentration is located near the eastern boundary within the residential Cedarlea Park subdivision.

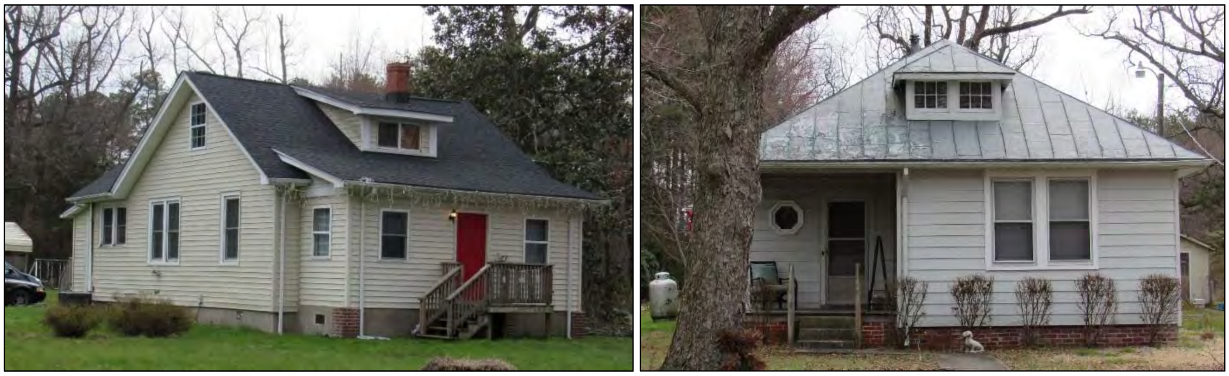


FIGURE 3-151: HOUSE AT 11162 ELMONT ROAD (042-5194), NORTHWEST OBLIQUE (LEFT); HOUSE AT 11168 ELMONT ROAD (042-5195), WEST ELEVATION (RIGHT)

Cobb Store (042-0341), located at the intersection of Elmont Road and the RF&P Railroad, appears to be the only surviving commercial building that dates to the early-twentieth century (Figure 3-152). Breedlove Store (042-0327), another frame store, once stood at the intersection of Cedar Lane and Elmont Road but it is no longer extant. A one-story, concrete-block store, currently known as Elmont Food Mart & Deli and constructed in the mid-twentieth century, is located just north of Cobb Store on Elmont Road (Figure 3-153). One religious building is located within the boundaries of the Elmont Historic District: the Kenwood Methodist Church (042-0337). This late-nineteenth-century ecclesiastical property is one story in height and is a typical example of a rural, frame, church dating to the late-nineteenth century (Figure 3-154).

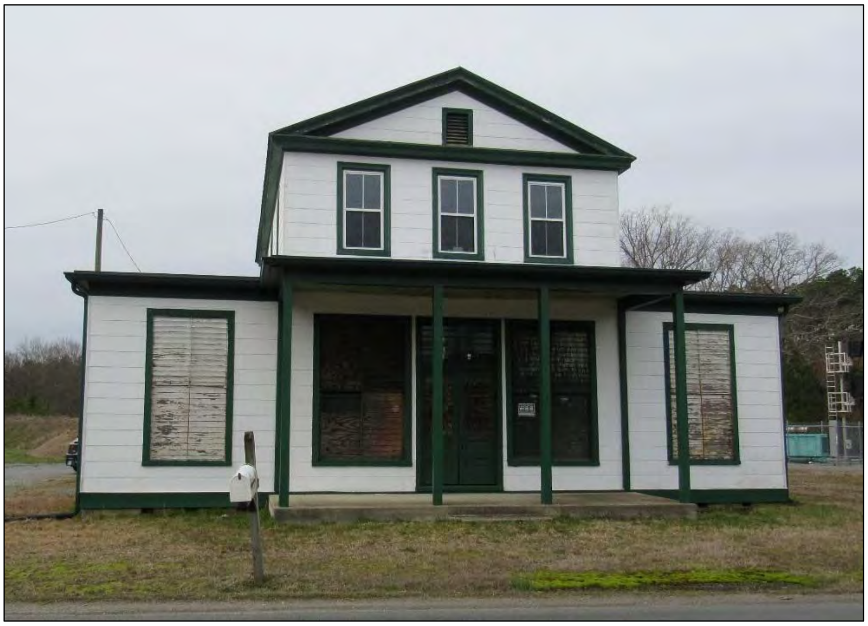


FIGURE 3-152: COBBS STORE (042-0341), NORTHEAST ELEVATION

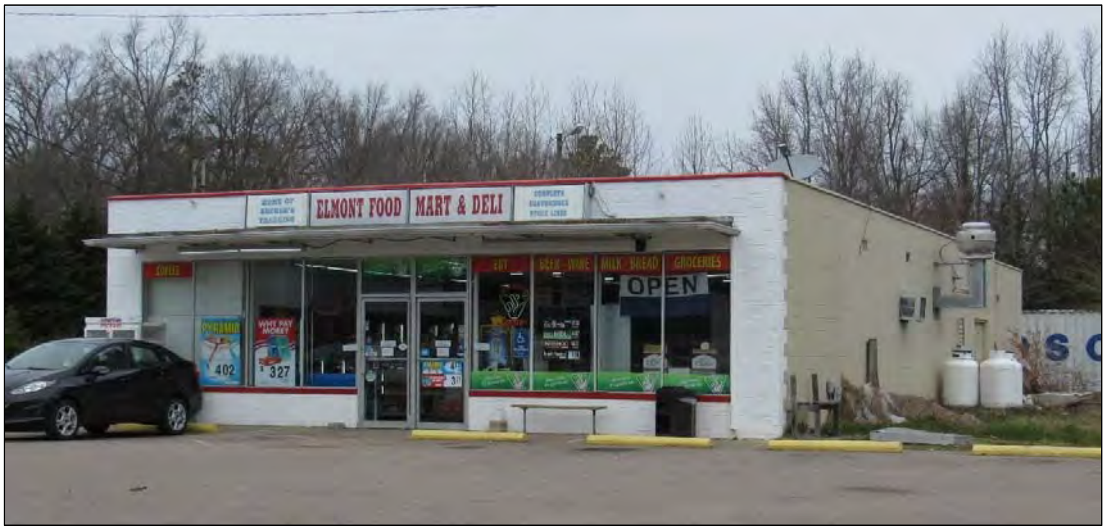

ELMONT FOOD MART & DELI
OPEN

FIGURE 3-153: ELMONT FOOD MART & DELI, SOUTHEAST OBLIQUE

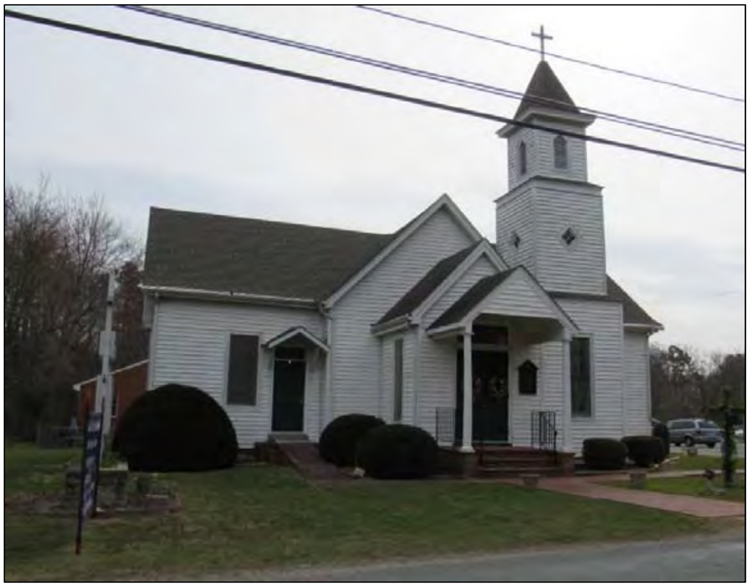


FIGURE 3-154: KENWOOD METHODIST CHURCH (042-0337), WEST ELEVATION

Educational and recreational properties within the district include the Elmont Elementary School (042-0333) and the Kenwood Community Center (042-0332). The school dates to the turn of the twentieth century and is a two-story building clad in wood shingles, unique to this district and the immediate area (Figure 3-155). The Kenwood Community Center is a circa-1900, one-story, frame building on the east side of Elmont Road.

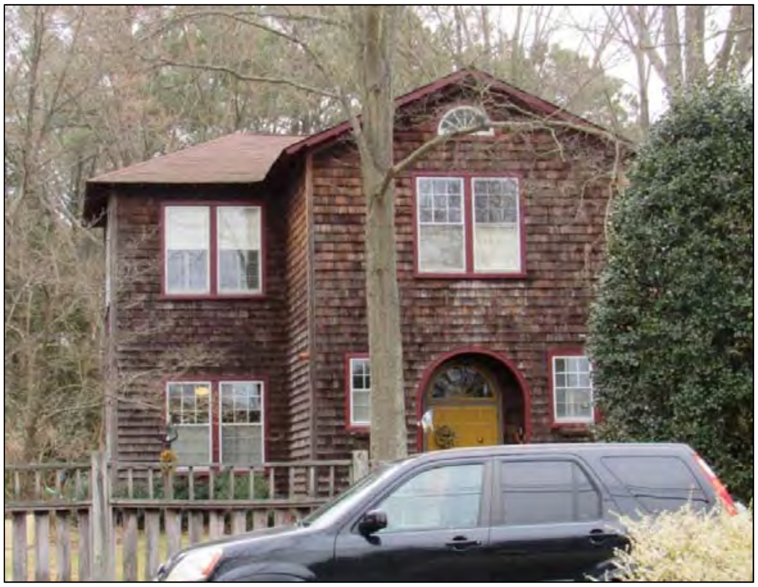


FIGURE 3-155: ELMONT ELEMENTARY SCHOOL (042-0333), WEST ELEVATION

In general, buildings in the district range from one to two stories in height and primarily are built upon continuous foundations. Exterior materials include weatherboard or replacement vinyl siding and brick laid in a stretcher or common bond. They are primarily covered by a side-gabled roof with asphalt shingles, although examples of front-gabled and hipped roofs are present.

Although some resources retain original fenestration, replacement windows are very common. One-story porches ranging in width from one bay to full façade are found on nearly all of the primary resources within the Elmont Historic District.

3.13.3 NRHP Evaluation

The Elmont Historic District is representative of a rural area of Hanover County that slowly developed into a small community beginning in the late-nineteenth century and continuing throughout the mid-twentieth century to present day. This area retains much of its rural character, despite the modern development along its eastern edge. As such, the Elmont Historic District possesses a relatively high level of integrity of location, feeling, and association. Many of the surviving buildings within the district boundaries have undergone common modifications such as window and siding replacement and the construction of additions, and several contributing buildings are no longer extant, rendering the district with a low to moderate level of integrity of materials, workmanship, setting, and design.

The NPS guidelines for evaluating a district under Criterion A state that it must be associated with one or more events or trends important in a defined historic context (Shrimpton et al. 1990). However, they also state that mere association with historic events or trends would not be enough for a district to be considered eligible. Although an example of a railroad community in Hanover County, the Elmont Historic District has suffered a loss of contributing buildings and structures reflecting that period of significance such as the train station, commercial buildings, industrial worker housing, and the electric rail line. Better examples of a railroad community exist throughout the county such as the Doswell Historic District (042-5448). For these reasons, the resource is recommended not eligible for the NRHP under Criterion A. There is not any known association with any significant person or persons from local, regional, or national history; therefore, the resource is also recommended not eligible under Criterion B.

According to the guidelines set by the NPS, for a district to be eligible under Criterion C, it must clearly contain enough distinctive characteristics to be considered a true representative of a particular type, period, or method of construction (Shrimpton et al. 1990). Many of the buildings within the district have undergone alterations such as window and siding replacement, porch replacement or enclosure, and the construction additions to the rear and/or side elevations. There has also been a loss of buildings that were important to the district's history and association with the railroad and other industries in the area: Breedlove Store (042-0327), a circa-1900, rural country store, and the Houses on Sawdust Lane (042-0328), a collection of 15 one-story, frame worker's houses constructed around 1930. Two known historic residences have also been demolished: the circa-1890 Swingle House (042-0340) and the House at 11247 Elmont Road (042-5201). The modern residual subdivision that overlaps with the district's eastern boarder also negatively impacts the district's integrity. Other communities along the RF&P Railroad, such as the Milford Historic District (016-5136) and the Doswell Historic District (042-5448), are better examples of this type of late-nineteenth and early-twentieth century development. For these reasons, the Elmont Historic District is recommended not eligible for listing in the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

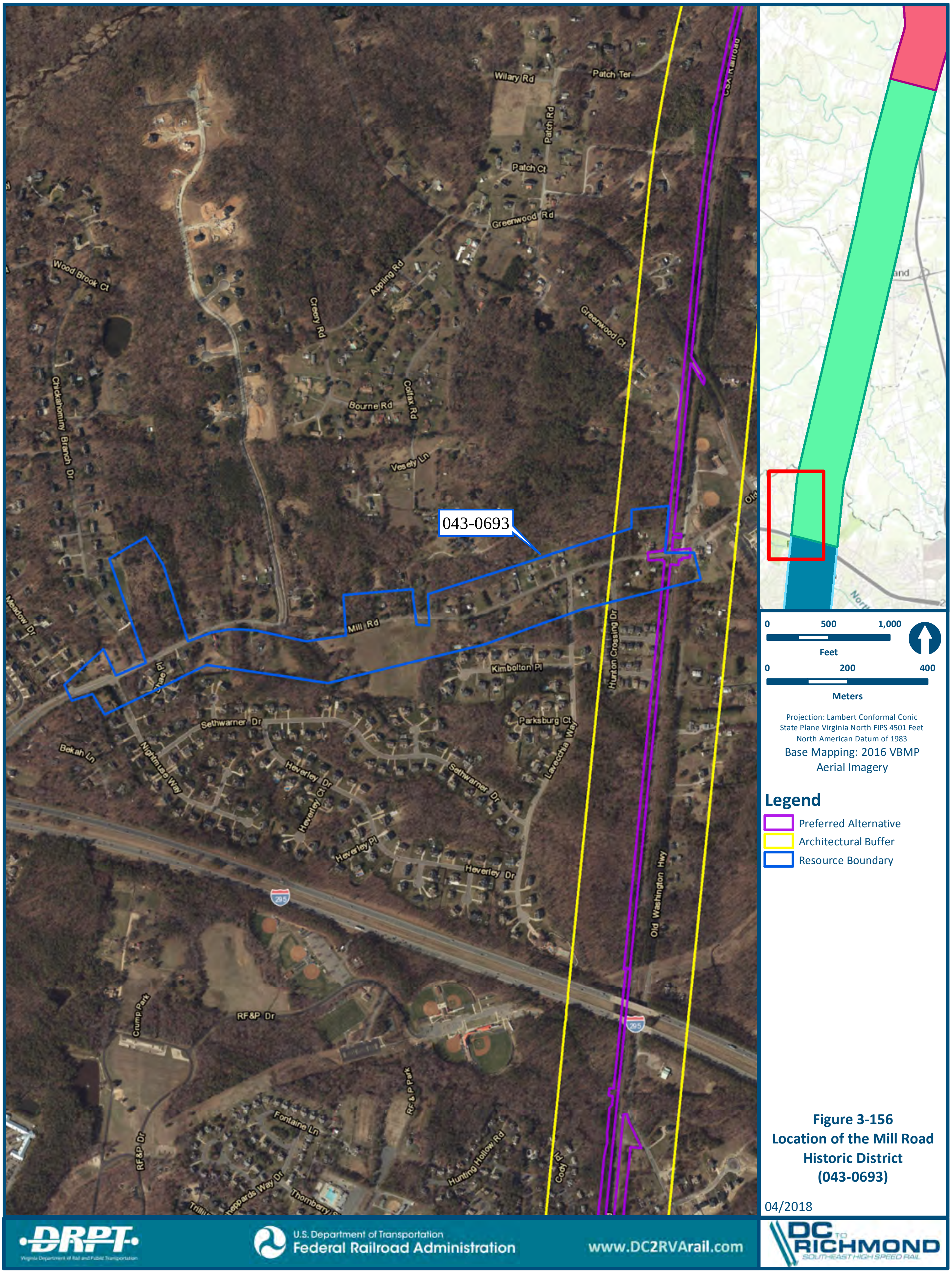
In sum, the Elmont Historic District is **recommended as not eligible for listing in the NRHP under Criterion A–C.**

3.14 MILL ROAD HISTORIC DISTRICT (043-0693)

The Mill Road Historic District (043-0693) features a village community, locally known as Hunton, in Henrico County situated immediately west of the CSXT rail line where Mill Road, running east to southwest, intersects with the railroad. Located south of the Chickahominy River, the irregularly shaped district follows Mill Road for approximately 1 mile, beginning at the intersection with Old Washington Highway in the east and ending at Long Meadow Drive in the west. Secondary streets in the district include Hunton Crossing Drive, Lavecchia Way, and Nightmuse Way, all of which serve as access roads for modern neighborhoods (Figure 3-156). Trains still run on this portion of the railroad as part of CSXT's RF&P Subdivision and the Amtrak system; however, passenger or freight rail no longer stops at this intersection. The district contains approximately 23 resources, primarily agricultural and residential properties built around 1900 to present day.

3.14.1 Historic Context

Although the RF&P Railroad opened to Fredericksburg from Richmond in 1837, major development did not occur in the area of Henrico County around Mill Road until the late-nineteenth century (Manarin and Dowdey 1984:220–222). Similar to neighboring Hanover County, this part of the county remained fairly agricultural throughout the nineteenth century with a network of roads linking farms, ferry crossings, mills, and taverns (Land and Community Associates 1992; Manarin and Dowdey 1984:339–342). Appearing in maps as early as the 1853 Keily map, Mill Road is said to derive its name from a grain mill, called Taylor's Grist Mill at that time, that was in operation near the gate of the Wilton Plantation in the eastern part of the county along the Chickahominy River (Figure 3-157) (O'Dell 1976:317). This is likely where the crossroads community derived its name, Taylor's Crossing. During the Civil War, Mill Road does not appear to be a primary thoroughfare as it is flanked by thick forest with no buildings depicted immediately on either side of the roadway (Figure 3-158).


Wilary Rd
Patch Ter
CSX Railroad
Patch Rd
Patch Ct
Greenwood Rd
Wood Brook Ct
Appling Rd
Creery Rd
Greenwood Ct
Chickahominy Branch Dr
Bourne Rd
Colfax Rd
Vesely Ln
043-0693
Meadow Dr
Mill Rd
Chase Pl
Kimbolton Pl
Hunton Crossing Dr
Sethwarner Dr
Parksburg Ct
Bekah Ln
Nightmuse Way
Heverley Dr
Heverley Ct
Lavecchia Way
Heverley Pl
295
Old Washington Hwy
Crump Park
RF&P Dr
RF&P Park
Fontaine Ln
Hunting Hollow Rd
Cody Pl
Sheppards Way Dr
Thornberry
Trillium
Old
North
and

0 500 1,000

Feet

0 200 400

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 3-156
Location of the Mill Road Historic District
(043-0693)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_AH_PhII.mxd | Last Updated: 04.24.2018

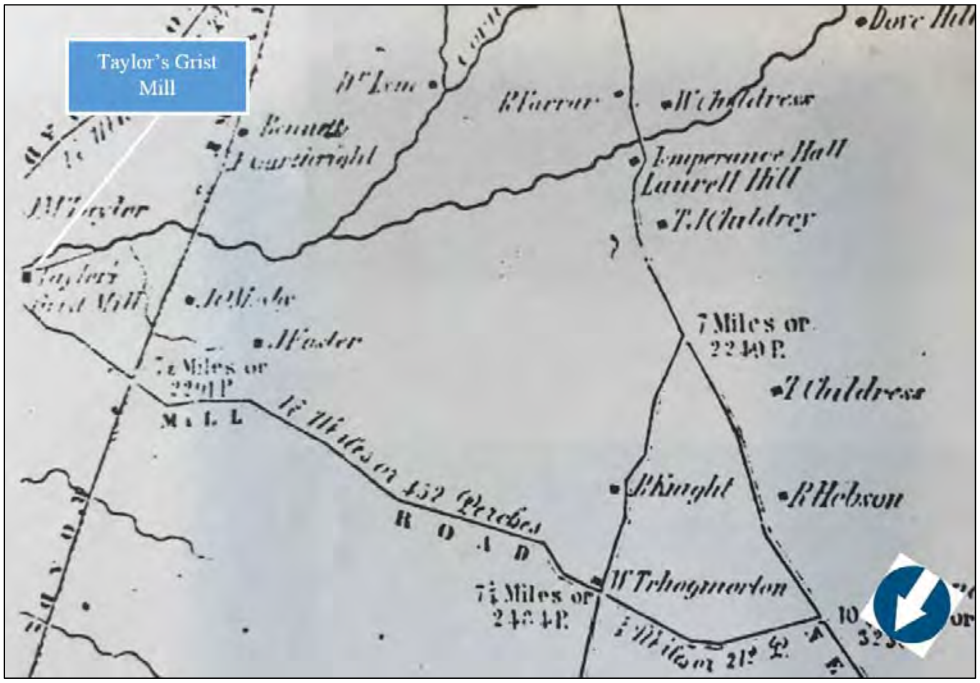

Taylor's Grist Mill
Dove Hill
W. Lane
R Farrar
W Childress
Bennett
J Cartwright
Temperance Hall
Laurell Hill
T.J Childrey
J.W Taylor
Taylor's Grist Mill
J Foster
7½ Miles or 2291 P.
MILL ROAD
7 Miles or 2240 P.
T Childress
R Knight
R Hobson
7¾ Miles or 2484 P.
W Throgmorton

FIGURE 3-157: MILL ROAD ON THE 1853 KEILY'S MAP OF HENRICO COUNTY (O'DELL 1976:152). NOTE TAYLOR'S MILL AT THE EASTERN END OF THE ROAD. (MAP NOT TO SCALE)

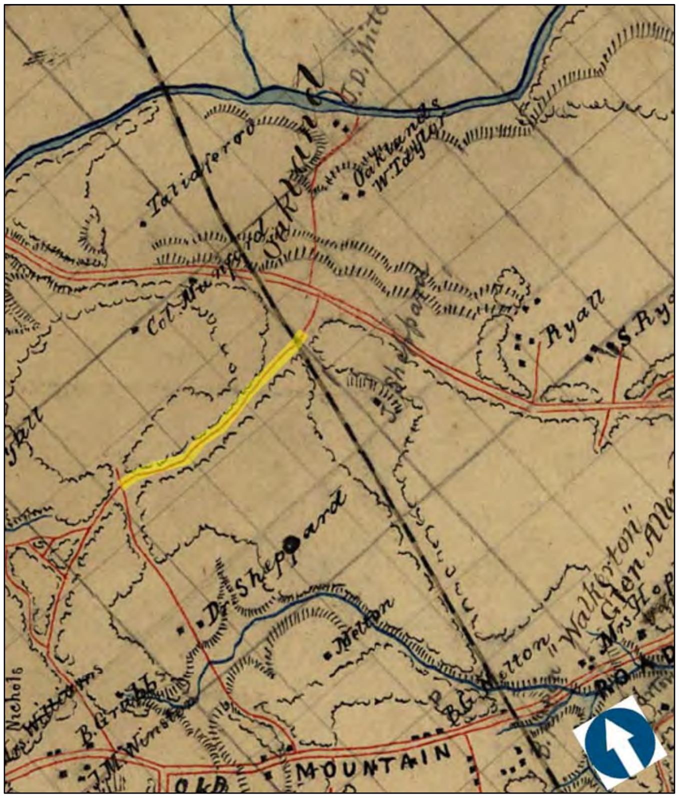

Taliaferro
Oakwood
W Taylor
Col. Mumford
Ryall
S Ryall
Dr Sheppard
Melton
B Crabb
J.M. Winston
B.G. Melton
Walkerton
Glen Allen
Nichols
Williams
OLD MOUNTAIN

FIGURE 3-158: THE APPROXIMATE LOCATION OF THE MILL ROAD HISTORIC DISTRICT (HIGHLIGHTED IN YELLOW) ON AN 1864 MAP OF HENRICO COUNTY (HOTCHKISS MAP COLLECTION 1864) (MAP NOT TO SCALE)

The first wave of development occurred around 1900 when a small commuter station was created at the crossing. Industries popular in the county at the time included manufacturing, canning, woodworking, fertilizing, and meat packing while agricultural practices had a heavy focus on dairy, orchards, and nurseries (Manarin and Dowdey 1984). Several linear lots measuring between 50 to 120 acres were subdivided along the north side of Mill Road that extended to the river while larger tracts were situated on the south side (Figure 3-159) (T. Crawford Redd & Brother 1911). The community at Mill Road and its newfound growth resulted in a need for more local recreational and ecclesiastical buildings. In 1915, a Baptist Church was established at the intersection of Mill and Greenwood Roads on the east side of the railroad tracks (Hunton Baptist Church 2018).

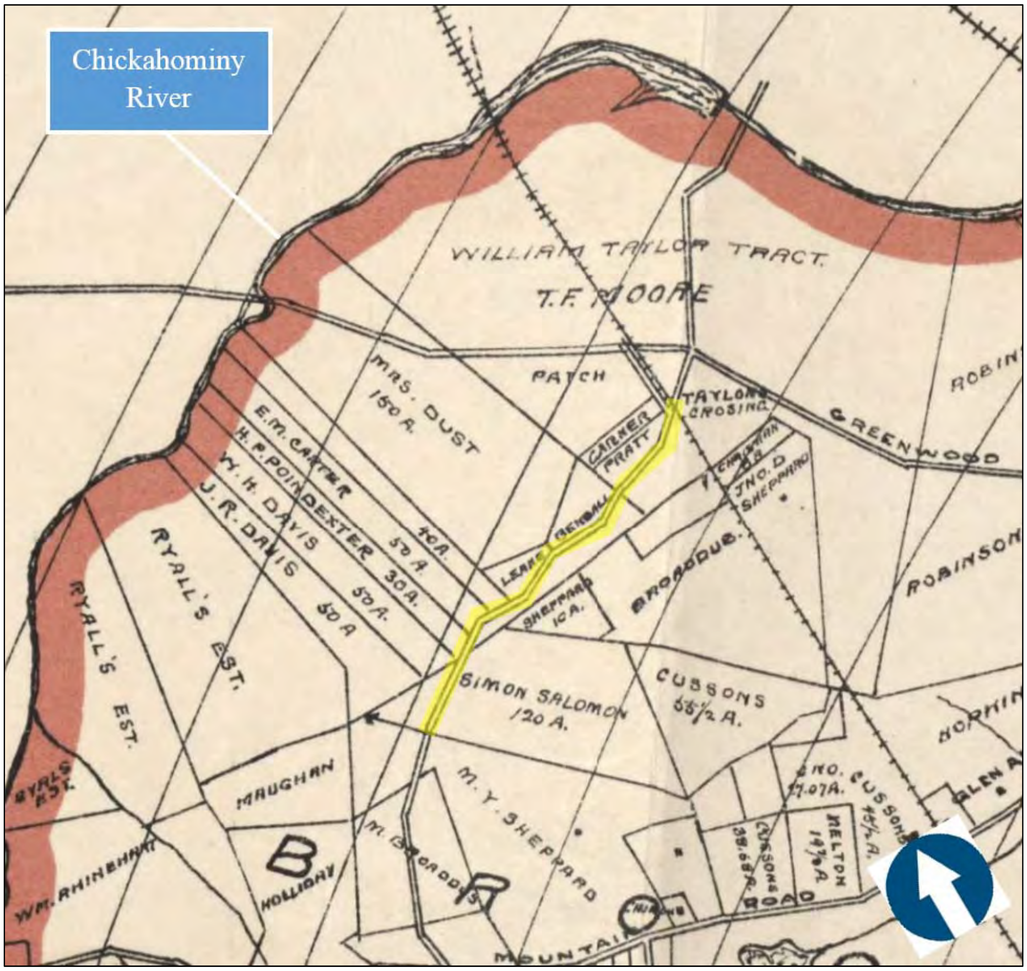

Chickahominy River
WILLIAM TAYLOR TRACT
T.F. MOORE
PATCH
MRS. DUST 160 A.
TAYLORS CROSSING
GREENWOOD
ROBIN
CARNER PRATT
E.M. CARTER 40A.
H.P. POINDEXTER 50 A.
W. H. DAVIS 30A.
J. R. DAVIS 50A.
60 A
RYALL'S EST.
RYALL'S EST.
JNO. D SHEPPARD
SHEPPARD 1 A.
BROADDUS
ROBINSON
SIMON SALOMON 120 A.
CUSSONS 66½ A.
MAUGHAN
RYALLS EST.
WM. RHINEHART
B
HOLLIDAY
M. BROADDUS
M. Y. SHEPPARD
R
MOUNTAIN
ROAD
JNO. CUSSONS 17.07A.
CUSSONS 39.68A.
MELTON 14½ A.
GLEN A
NORHI

FIGURE 3-159: THE APPROXIMATE LOCATION OF THE MILL ROAD HISTORIC DISTRICT (HIGHLIGHTED IN YELLOW) IN A 1911 MAP OF HENRICO COUNTY (T. CRAWFORD REDD & BROTHER 1911) (MAP NOT TO SCALE)

Around 1930, the RF&P Railroad renamed the passenger station from “Taylor’s Crossing” to “Hunton,” in honor of its late president of almost 12 years, Eppa Hunton, Jr., to avoid confusion with another stop north on the line known as “Taylorsville” (Hunton Baptist Church 2018; McGehee 1992). With the influence of other means of transportation gaining greater acceptance over the railroad, this area began the slow conversion to automobile culture (Wilson 2002:294).

Another wave of development began around this time, encouraging landowners to further subdivide their lots along the road, primarily single-story frame dwellings, potentially for commuter housing. Soon came the development of I-95 in 1957 and Interstate 295 (I-295) in 1987, bringing further suburban development. Major subdivision development at the southern end of the Mill Road Historic District began in 2000 and continues to this day with the addition of a Ryan Homes subdivision in the boundaries of the southern half of the historic district (see Figure 3-156) (NETR 1994, 2004, 2014).

3.14.2 Architectural Description

The Mill Road Historic District encompasses the community of Hunton that developed at the turn of the century. Buildings in the district were constructed between 1900 and the present day and include residential and agricultural property types. Parcels sizes range widely from 0.5 acre to 20 acres (Henrico County GIS 2018). The road is not lined with a public sidewalk and properties contain a mix of dense wooded areas, manicured lawns, driveways and parking areas, shrubbery, and plantings (Figure 3-160 and Figure 3-161). Dwellings in the eastern half of the district, nearest to the railroad, are set closer to the road while several in the western half are set back at a distance.

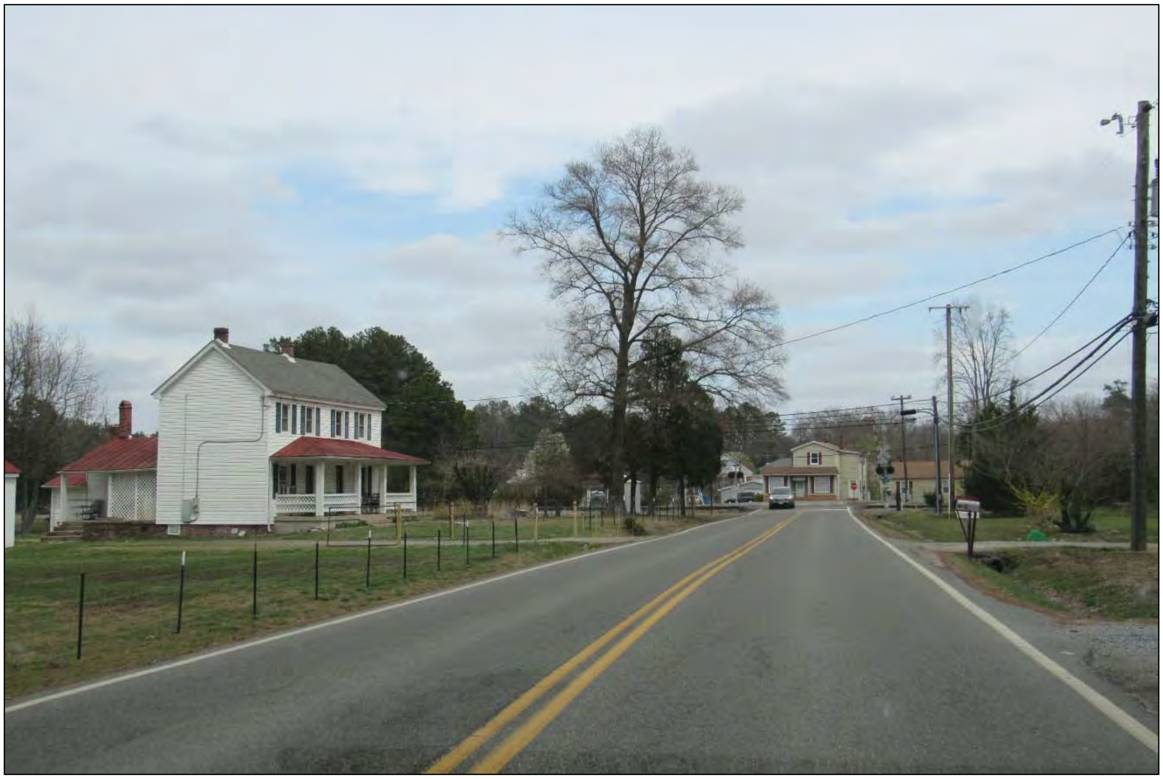


FIGURE 3-160: OVERVIEW OF MILL ROAD HISTORIC DISTRICT, MILL ROAD AT HUNTON CROSSING DRIVE LOOKING EAST TOWARDS RAILROAD

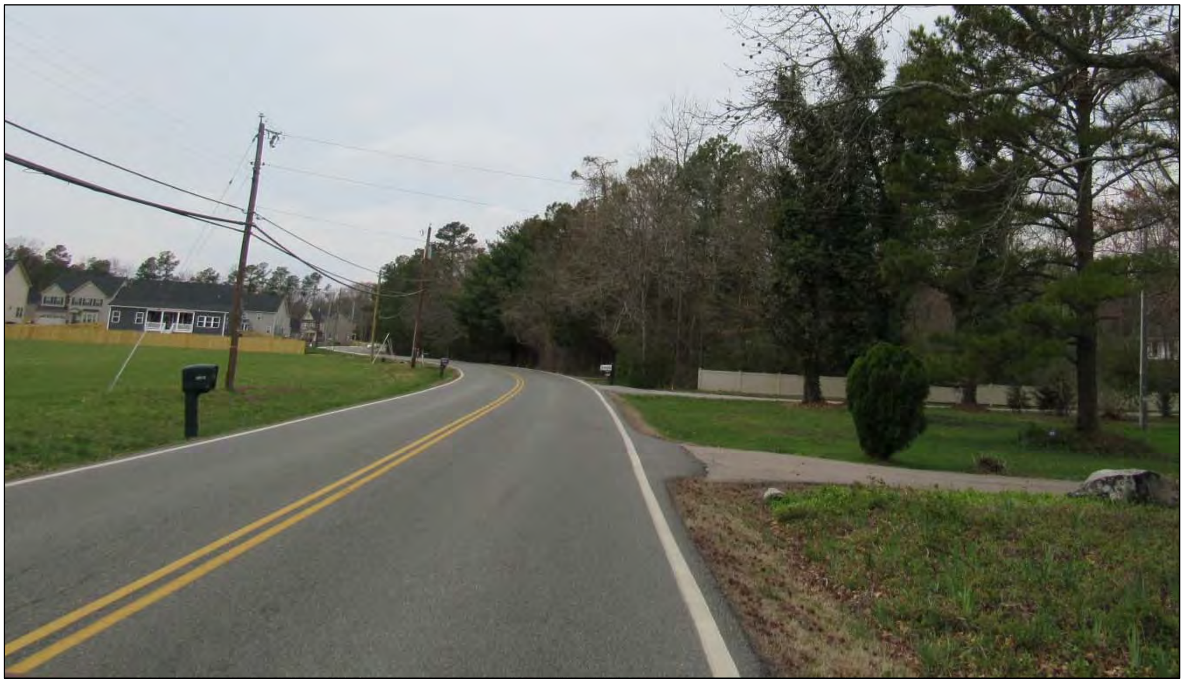


FIGURE 3-161: OVERVIEW OF MILL ROAD HISTORIC DISTRICT, MILL ROAD AT CREERY ROAD, LOOKING WEST AT NEW DEVELOPMENT

The oldest surviving buildings date circa 1900 and are typically two-story, frame houses with elements of the Folk Victorian architectural style in vernacular forms like the I-house. Examples of the muted Folk Victorian style include the House at 11786 Mill Road, House at 11754 Mill Road, House at 11754 Mill Road, and House at 11701 Mill Road. Good examples of I-houses include the House at 11934 Mill Road and House at 11931 Mill Road (Figure 3-162 and Figure 3-163). These houses typically include a single-story, full-width porch with turned posts or Tuscan-style columns. One unique example of a vernacular dwelling with Folk Victorian influences was built circa 1933: House at 11531 Mill Road. This frame dwelling features a wrap-around porch with turned wood posts and brackets, while the roof features eave returns and a thick molded cornice (Figure 3-164).

Following the initial phase of development, the Craftsman and Minimal Traditional styles became increasingly popular throughout the district and continued to be built into the 1940s. Early houses in the Craftsman style range from one-and one-half-story bungalows to two-and-one-half-story American Foursquares, all of which are of frame construction and feature very little ornamentation (for example, House at 11700 Mill Road, House at 11640 Mill Road, and House at 11688 Mill Road) (Figure 3-165). Several of these dwellings include dormers, gable or hip, and full-width porches with tapered posts or Tuscan-style columns.

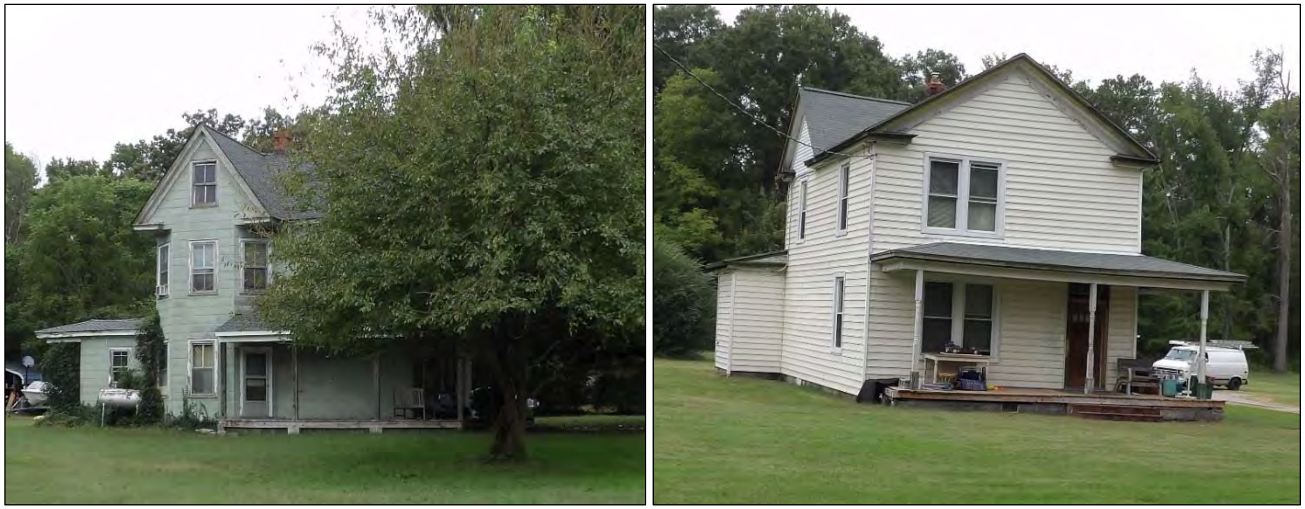


FIGURE 3-162: HOUSE AT 11773 MILL ROAD, NORTHWEST OBLIQUE (LEFT); HOUSE AT 11754 MILL ROAD, SOUTHEAST OBLIQUE (RIGHT)

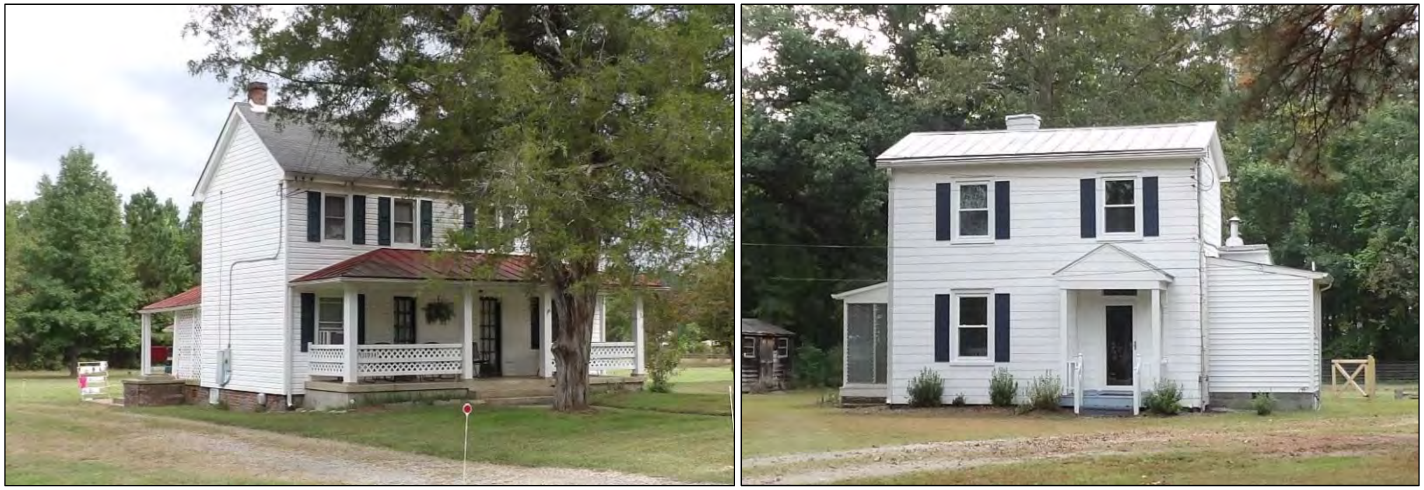


FIGURE 3-163: HOUSE AT 11934 MILL ROAD, SOUTHWEST OBLIQUE (LEFT); HOUSE AT 11931 MILL ROAD, NORTH ELEVATION (RIGHT)

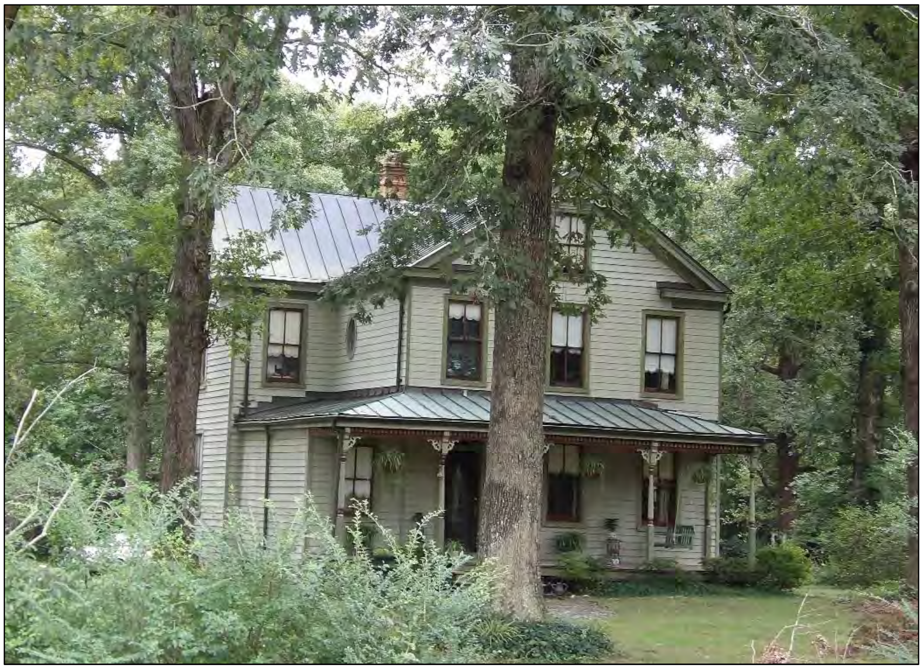


FIGURE 3-164: HOUSE AT 11531 MILL ROAD, NORTHEAST OBLIQUE

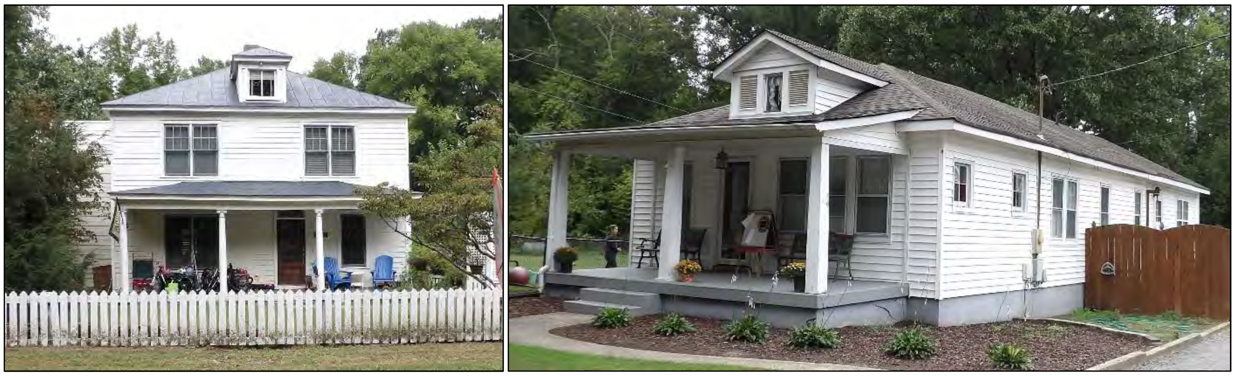


FIGURE 3-165: HOUSE AT 11700 MILL ROAD, SOUTH ELEVATION (LEFT) AND HOUSE AT 11440 MILL ROAD, SOUTHEAST OBLIQUE (RIGHT)

Minimal Traditional examples begin to appear in the district in 1940s and are limited. They are no more than one story in height and are primarily of frame construction (Figure 3-166) (for example, House at 11723 Mill Road). One Minimal Traditional-styled dwelling features characteristics of the Tudor Revival style through a prominent gabled entrance (Figure 3-167).

Common modifications to all dwelling types include small- to large-scale additions and replacement materials including exterior siding, roofing, and fenestration. Late-twentieth-century infill is visible in several areas. Two areas of this development are concentrated in the southwestern tip of the district at Shae Place, Wyatt Farm Drive, and Long Meadow Drive with another at the eastern tip at Hunton Crossing Place.

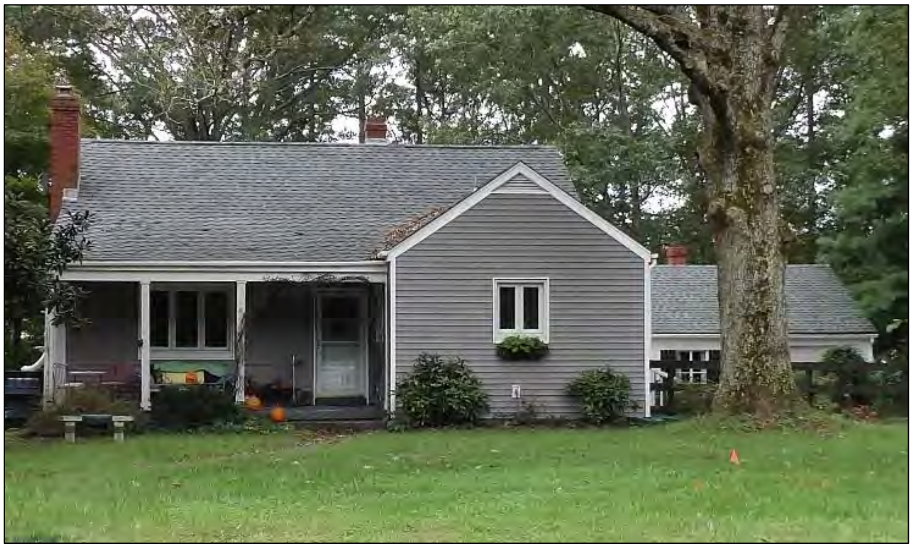


FIGURE 3-166: HOUSE AT 11723 MILL ROAD, NORTH ELEVATION

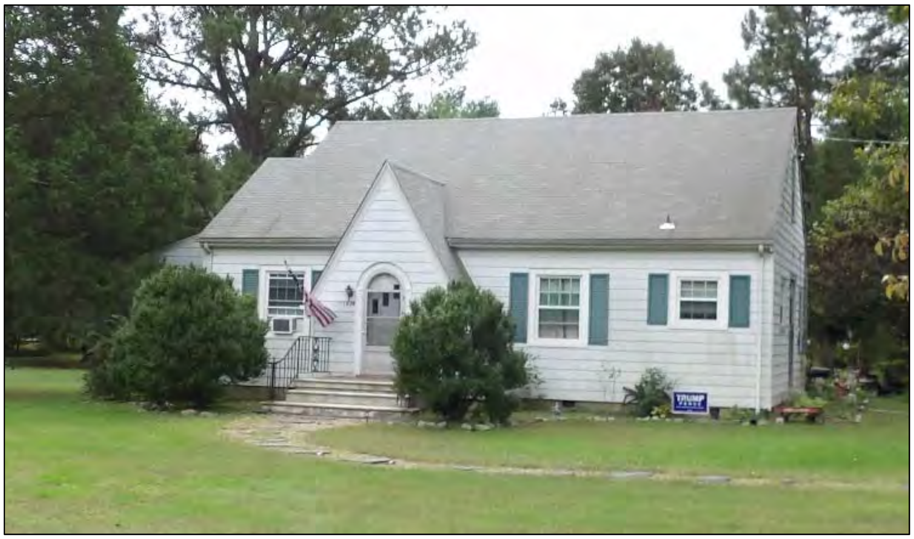


FIGURE 3-167: HOUSE AT 11939 MILL ROAD, NORTH ELEVATION

3.14.3 NRHP Evaluation

The Mill Road Historic District is representative of a rural area of Henrico County that developed slowly beginning around the turn of the twentieth century and has continued to be improved throughout the mid-twentieth century to present day. This area does not retain its rural character due to heavy modern development in the latter part of the twentieth century. This development immediately surrounds the district and negatively affects its historic integrity of setting, feeling, and association. Many of the surviving buildings within the district boundaries have undergone common modifications such as replacement windows and siding as well as the construction of additions, rendering the district with a low to moderate level of integrity of materials, workmanship, and design.

The NPS guidelines for evaluating a district under Criterion A state that it must be associated with one or more events or trends important in a defined historic context (Shrimpton et al. 1990). However, they also state that mere association with historic events or trends is not sufficient for a district to be considered eligible. The Mill Road Historic District highlights a railroad village in Henrico County with primary development occurring during the early-twentieth century, in correlation to the success of commuter rail transportation. However, it was not the only such community in the region and does not retain sufficient integrity to convey its origins. For these reasons, the resource is recommended not eligible for the NRHP under Criterion A. There is not any known association with any significant person or persons from local, regional, or national history; therefore, the resource is recommended not eligible under Criterion B.

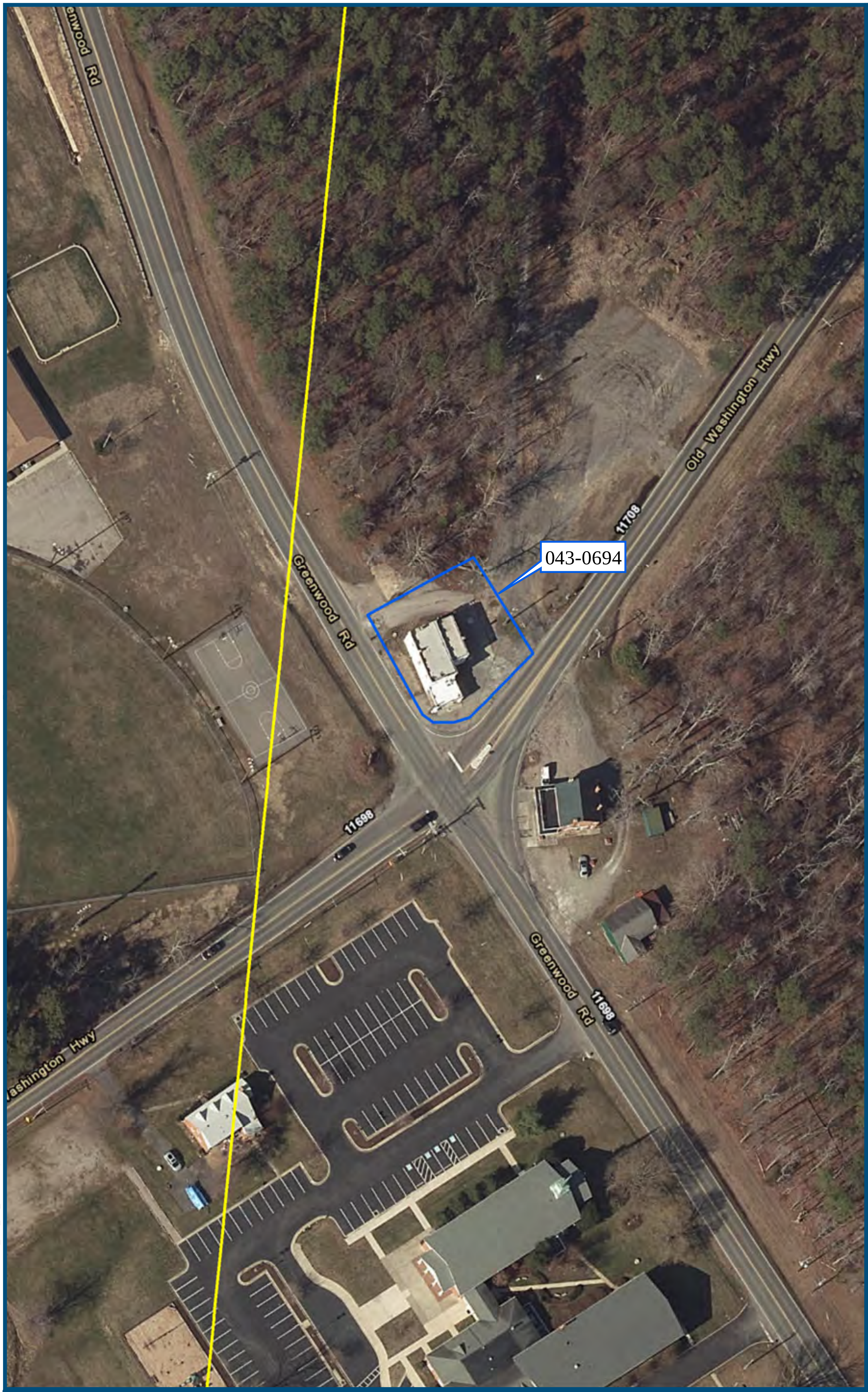
According to the guidelines set by the NPS, for a district to be eligible under Criterion C, it must clearly contain enough distinctive characteristics to be considered a true representative of a particular type, period, or method of construction (Shrimpton et al. 1990). Many of the buildings within the district have undergone alterations, while the modern residual subdivisions that are encroaching on the district at the eastern, southern, and western borders has negatively impacted the district's integrity. A similar district, the Laurel Crossroads Historic District (043-0289), is a late-nineteenth-century, railroad crossroads community in Henrico County that has also suffered from an abundance of modern development. This resource was recently determined not eligible by DHR staff due to a loss of contributing historic resources and integrity. Similarly, the DC2RVA teams recommends the Mill Road Historic District not eligible for listing in the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

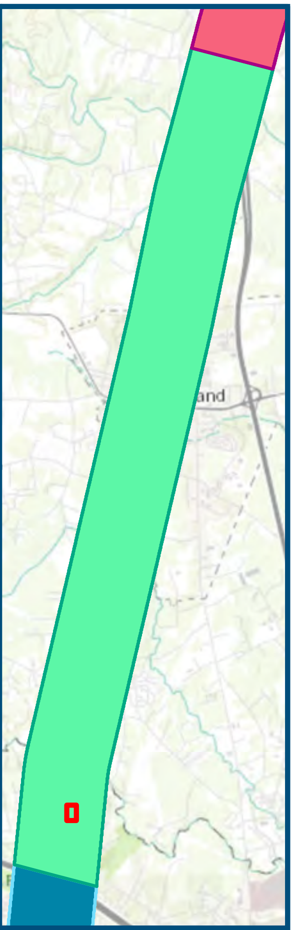
In sum, the Mill Road Historic District is **recommended as not eligible for listing in the NRHP under Criterion A–C.**

3.15 HUNTON TREASURES (043-0694)

The resource recorded as Hunton Treasures at 11701 Greenwood Road is located at the north corner of the intersection at Greenwood Road and Old Washington Highway in a residential area of Henrico County, Virginia (Figure 3-168). The existing CSXT rail line is located west of the parcel. The resource is now used a commercial building with a sign reading "Workshop Gallery," and rests on a small parcel of approximately 4.0 acres primarily covered by a dense forested area on its north side. Immediately surrounding the resource is a mix of gravel and poured concrete. The property is accessed by Old Washington Highway on the southeast side and Greenwood Road on the west side. The primary elevation of the resource faces southeast toward Old Washington Highway.

.


enwood Rd
Old Washington Hwy
11708
043-0694
Greenwood Rd
11698
Greenwood Rd
11698
ashington Hwy



0 50 100

Feet

0 20 40

Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟨 Architectural Buffer
🟦 Resource Boundary

Figure 3-168
Location of theHunton Treasures (043-0694)

04/2018

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3.15.1 Historic Context

In 1922, an approximately 344-acre farm "lying near the station of Hunton" was subdivided into a community named "Lake View" (Henrico County Plat Book [HCPB] 12:41). The Highway Realty and Entertainment Company sold a 5.9-acre lot, denoted as Block 14 in an associated plat, to John R. Chiles, and his wife, Lucy (Figure 3-169) (Henrico County Deed Book [HCDB] 221B:251; HCPB 12:41). The Chiles's sold the lot, renamed as Lot No. 3 in an associated plat, to Herman D Melton in 1926 (Figure 3-170) (HCDB 237B:138).

County records from 1926 specify when Herman D. Melton (1892–1973) acquired the parcel, making no mention of any buildings on the property at that time (HCDB 237B:138). Before Melton was a property owner, census records list him as living with his parents at 18 years old in the Brookland Magisterial District of Henrico County and working as a janitor at a local medical college (U.S. Census 1910, 1920). In 1921, he married Julia Louise Price, and together they had four children; Camilla, Herman Jr., Julia "Louise", and Hubert (Figure 3-171) (Virginia Marriages 2014; U.S. Census 1940). By 1930, Herman Melton was listed as working as a medical technician at a local medical college (U.S. Census 1930, 1940).

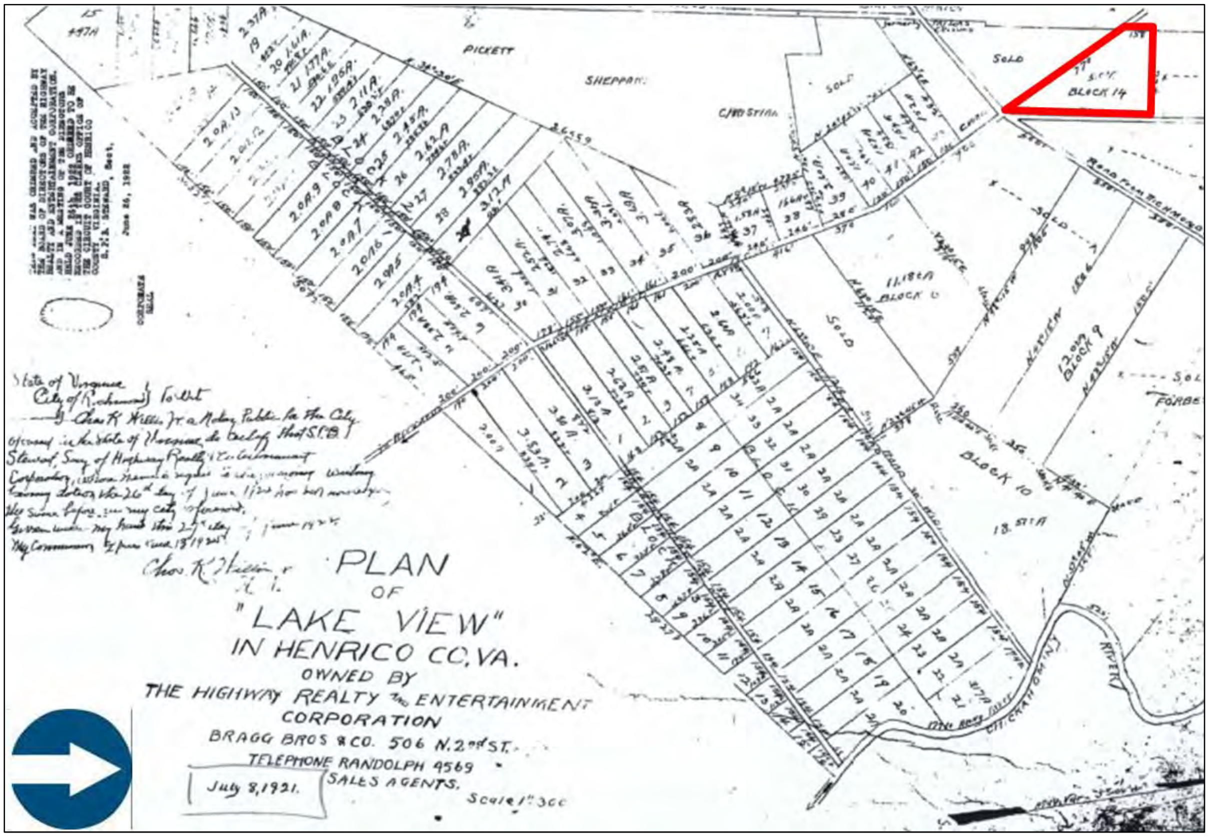

PICKETT
SHEPPARD
SOLD
BLOCK 14
BLOCK 6
BLOCK 9
BLOCK 10
PLAN OF "LAKE VIEW" IN HENRICO CO, VA.
OWNED BY THE HIGHWAY REALTY & ENTERTAINMENT CORPORATION
BRAGG BROS & CO. 506 N. 2nd ST.
TELEPHONE RANDOLPH 4569
SALES AGENTS.
July 8, 1921.
Scale 1" = 300'

FIGURE 3-169: BLOCK NO. 14 (DENOTED IN RED) ON 1921 PLAN OF LAKE VIEW (HCPB 12:41) (NOT TO SCALE)

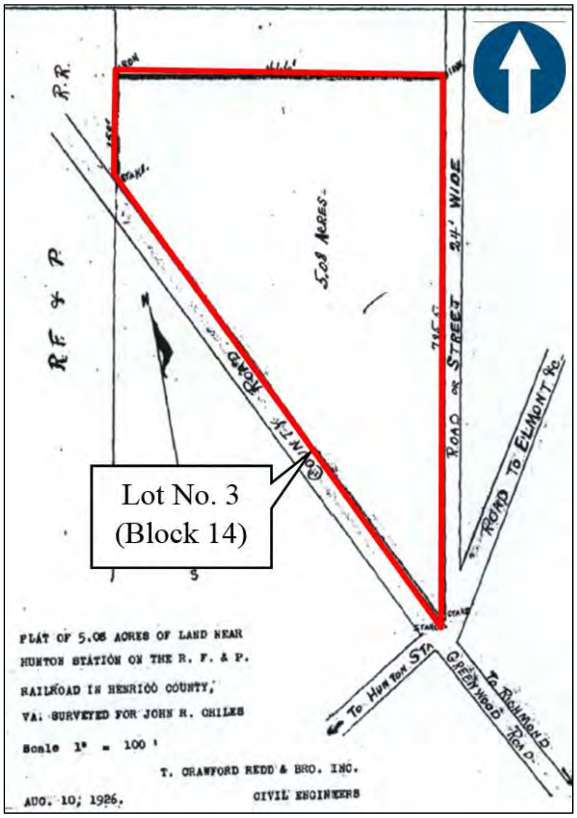

R. R.
R. F. & P.
5.08 ACRES
ROAD OR STREET 24' WIDE
ROAD TO ELMONT RD.
TO HUNTON STA.
GREENWOOD ROAD
TO RICHMOND
Lot No. 3
(Block 14)
PLAT OF 5.08 ACRES OF LAND NEAR
HUNTON STATION ON THE R. F. & P.
RAILROAD IN HENRICO COUNTY,
VA: SURVEYED FOR JOHN R. CHILES
Scale 1" = 100 '
T. CRAWFORD REDD & BRO. INC.
CIVIL ENGINEERS
AUG. 10, 1926.

FIGURE 3-170: LOT NO. 3 (DENOTED IN RED) ON 1926 PLAT (HCDB 237B:138) (NOT TO SCALE)

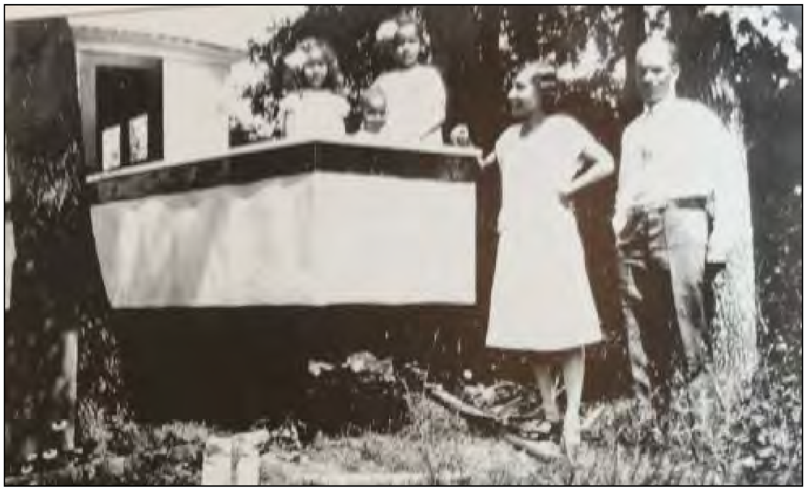
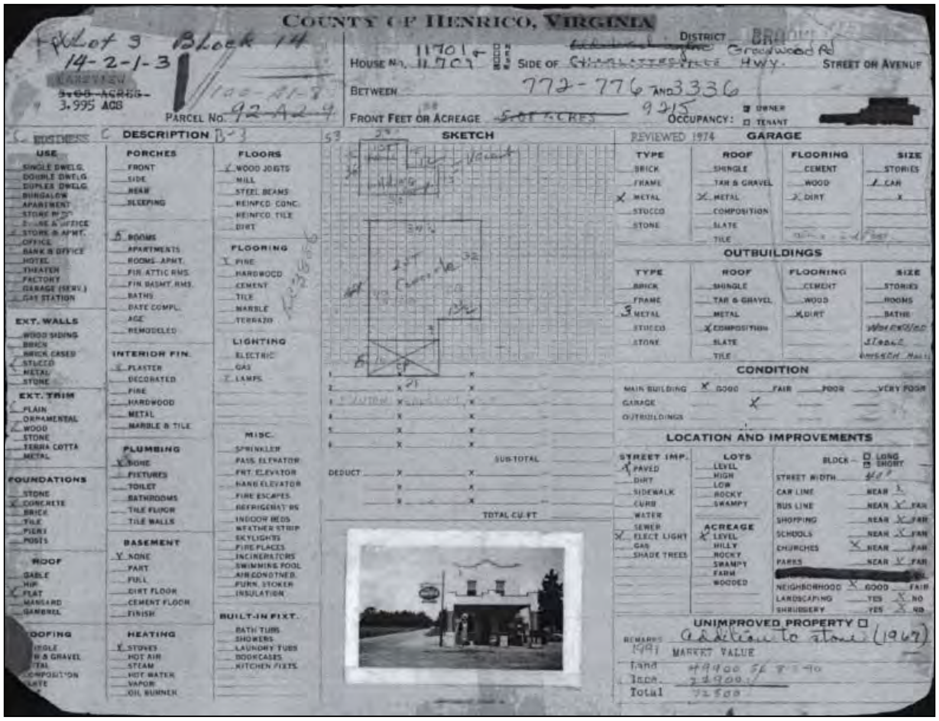


FIGURE 3-171: HERMAN D. MELTON AND WIFE JULIA, WITH THEIR CHILDREN CAMILLA, JULIA "LOUISE," AND HERMAN JR., CIRCA 1935 (MANARIN 2006)

Local tax assessment property cards suggest that the building at 11701 Greenwood Road, originally known as "Hunton Grocery" was constructed sometime between 1930 and 1937, during a time when there was an increase in cars and improved roadways throughout Henrico County (Figure 3-172 and Figure 3-173) (Henrico County Historical Society n.d.). A 1958 road map of Henrico County denotes the resource as "business establishment and filling station"

(Figure 3-174) (Henrico County Historical Society n.d.). The layout and design of the building is indicative of a "multiple use station" of that time as it was "common in rural areas to see gas stations appended to certain structures" such as restaurants, inns, and general stores (Randl 2008). In 1967, a two-story, two-bay addition was added to the northeast side of the building, which totaled $3,750 to construct (Henrico County Tax Assessment Records [HCTAR] n.d.). Although Melton owned the building, it is likely that the grocery store/fueling station was utilized as an investment property as he did not live or work at this location.

In the will of Herman D. Melton dated January 1971, the lot in "Lakeview, 5.08 acres, Lot No. 3, Henrico, Virginia" which contained the building at 11701 Greenwood Road was conveyed to Julia Melton Thornton, his daughter (Henrico County Will Book [HCWB] 57:510). Julia Melton Thornton (1924–2016) was a local school teacher in Henrico County (HCWB 176:309; Virginia Marriage Records 2015; U.S. Census 1940). It is unknown when the building was converted from a fueling station to an antique store known as "Hunton Treasures," but it was sometime during her ownership. The building remained an investment property as Julia neither worked nor lived at this location. She maintained ownership of the property until her death in 2016 when it was willed to her daughter, Laura T. Wesley (HCWB 179:309). Laura currently owns the property, using it as an art workshop and gallery space.



COUNTY OF HENRICO, VIRGINIA

Lot 3 Block 14
14-2-1-3
3.995 ACS
PARCEL NO. 92-A2-4

HOUSE NO. 11701 & 11703
SIDE OF Greenwood Rd ~~CHARLOTTESVILLE HWY.~~ STREET OR AVENUE
DISTRICT BR
BETWEEN 772-776 AND 3336
FRONT FEET OR ACREAGE ~~5.08 ACRES~~ 9215
OCCUPANCY: ☒ OWNER ☐ TENANT [redacted]

DESCRIPTION B-3

SKETCH

REVIEWED 1974

GARAGE

OUTBUILDINGS

CONDITION

LOCATION AND IMPROVEMENTS

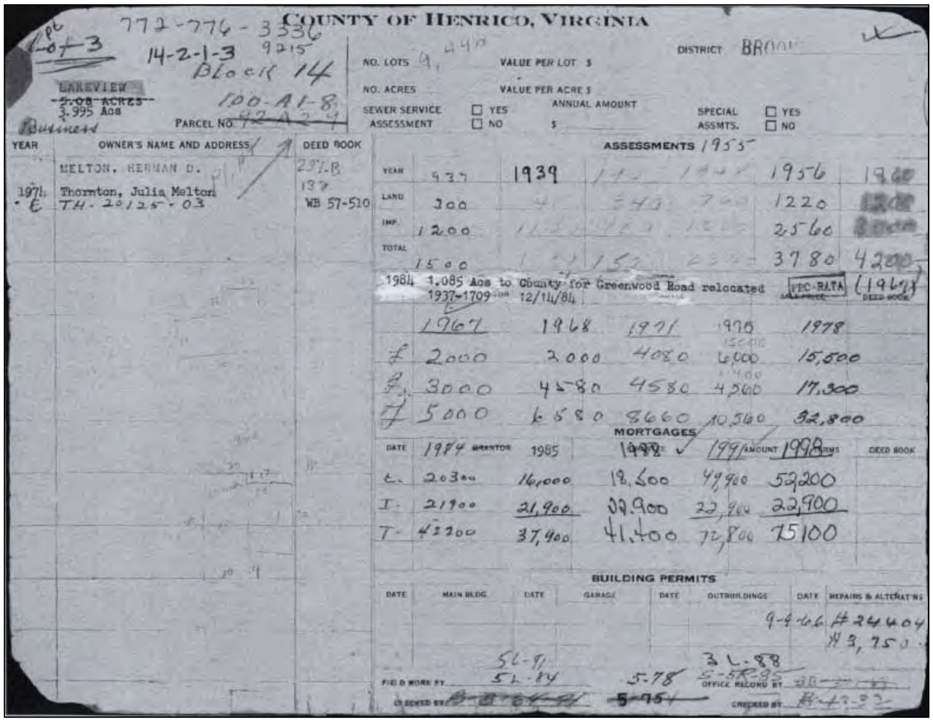
[redacted]

NEIGHBORHOOD X GOOD ___ FAIR
LANDSCAPING ___ YES X NO
SHRUBBERY ___ YES X NO

UNIMPROVED PROPERTY ☐

REMARKS Addition to store (1967)
1991 MARKET VALUE
Land 49900
Impr. 22900
Total 72500

FIGURE 3-172: TAX ASSESSMENT PROPERTY CARD FOR 11701 GREENWOOD ROAD, PAGE 1 (HCTAR N.D.)



pt ~~Lot 3~~ 772-776-3336
14-2-1-3 9215
Block 14
LAKEVIEW
~~5.08 ACRES~~
3.995 Acs
Business
100-A1-8
PARCEL NO. ~~92-A2-9~~

COUNTY OF HENRICO, VIRGINIA

NO. LOTS 9, 440
VALUE PER LOT $
DISTRICT BROO
NO. ACRES
VALUE PER ACRE $
SEWER SERVICE ASSESSMENT ☐ YES ☐ NO
ANNUAL AMOUNT $
SPECIAL ASSMTS. ☐ YES ☐ NO

YEAR	OWNER'S NAME AND ADDRESS	DEED BOOK
	MELTON, HERMAN D.	237-B 137
1974 · E	Thornton, Julia Melton TH-20125-03	WB 57-510

ASSESSMENTS 1955

YEAR	1937	1939	[illegible]	[illegible]	1956	1960
LAND	300		[illegible]	540	1220	[illegible]
IMP.	1200		[illegible]	[illegible]	2560	[illegible]
TOTAL	1500		[illegible]	152	3780	4200

1984 1.085 Acs to County for Greenwood Road relocated 1937-1709 12/14/84

PRO-RATA (1967) DEED BOOK

	1967	1968	1971	1976	1978
L	2000	2000	4080	15000 6,000	15,500
I	3000	4580	4580	1400 4,560	17,300
T	5000	6580	8660	10,560	32,800

MORTGAGES

DATE	1984	1985	1992 ✓	199[illegible]	1998	DEED BOOK
L.	20300	16,000	18,500	49,900	52,200	
I.	21900	21,900	22,900	22,900	22,900	
T.	42200	37,900	41,400	72,800	75100	

BUILDING PERMITS

DATE	MAIN BLDG	DATE	GARAGE	DATE	OUTBUILDINGS	DATE	REPAIRS & ALTERAT'NS
						9-4-66	#24404 $3,750

FIELD WORK BY 5L-91 5L-84 5-78 3L-88 5-5R-85
OFFICE RECORD BY [illegible]
CHECKED BY ~~8-8-64-9~~ ~~5-75~~
CHECKED BY B-47-33

FIGURE 3-173: TAX ASSESSMENT PROPERTY CARD FOR 11701 GREENWOOD ROAD, PAGE 2 (HCTAR N.D.)

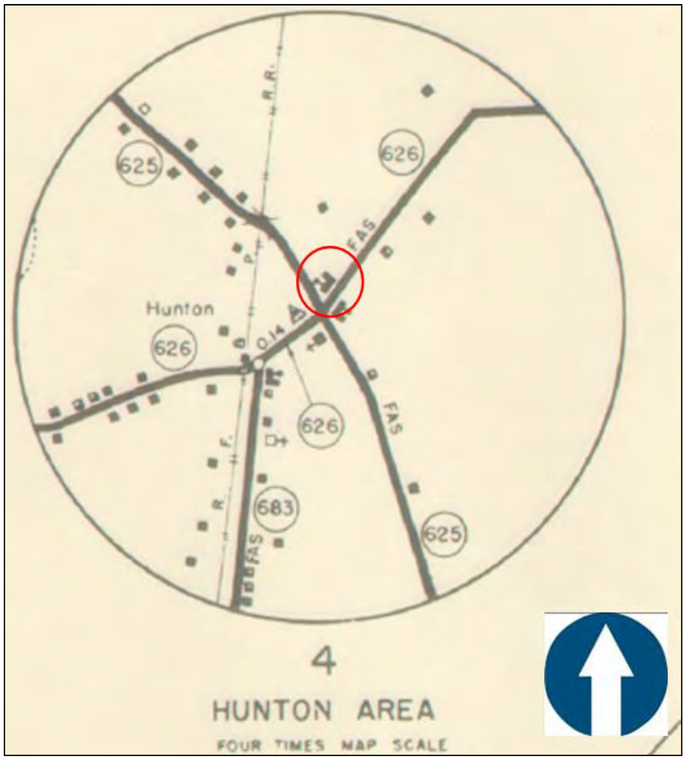


FIGURE 3-174: 1958 HENRICO COUNTY ROAD MAP NOTING 11701 GREENWOOD ROAD (CIRCLED IN RED) AS A BUSINESS ESTABLISHMENT AND FILLING STATION (HENRICO COUNTY HISTORICAL SOCIETY N.D.) (NOT TO SCALE)

3.15.2 Architectural Description

3.15.2.1 Primary Resource Exterior

The resource at 11701 Greenwood Road, a two-story, three-bay, commercial building, was constructed sometime between 1930 and 1937 as a fueling station and store with attributes from the Spanish Revival/Eclectic style (Figure 3-175 through Figure 3-177). The building is set on a continuous concrete foundation that supports a structural system of parged concrete blocks. Covering the building is a flat roof with a stepped parapet lined in brick (Figure 3-178). An interior-end, parged, chimney pierces the roof on the northwest side. A second interior-end chimney is featured on the southwest side of the roof. This parged chimney is lined in brick, with a terracotta flue extending from its opening.

Entry to the building is gained from the southeast elevation through a single-leaf, half-glazed, metal, replacement door, which is partially covered by metal grating and topped by a rectangular transom. Flanking the entryway are two, two-light, wood-framed, fixed, display windows covered with vertical metal bars. Additional fenestration includes six-over-six, wood-frame, double-hung-sash windows on the second story. Spanning from the southeast elevation and covering the entryway is a one-story, full-width, canopy that features a flat roof with a stepped parapet, mimicking the parapet on the core of the building (Figure 3-179).

The southwest elevation of the building features two, single-leaf entryways, one of which is covered in plywood near the westernmost corner and another that is filled with a single-leaf, paneled replacement door. The northwest elevation of the building featured both four-over-four and six-over-six, double-hung sash windows. A small concrete-block pumphouse is connected to the building and sits to the west of the entryway (Figure 3-180).

A 1967 concrete-block addition extends off of the northeast elevation and features a flat roof with a parapet on its northeast side. An exterior-end, concrete-block chimney is located on its northeast elevation. An entrance at the second story of the northwest elevation is accessed by a set of wooden stairs that span the northeast elevation and wrap around to the northwest elevation (Figure 3-180). A second entrance is located on the first story on its northwest elevation and is filled with a single-leaf door covered in plywood. Additional fenestration on this addition includes three-light, metal-framed, awning-sash windows and two-light, metal-framed, sliding windows covered with vertical, metal bars.

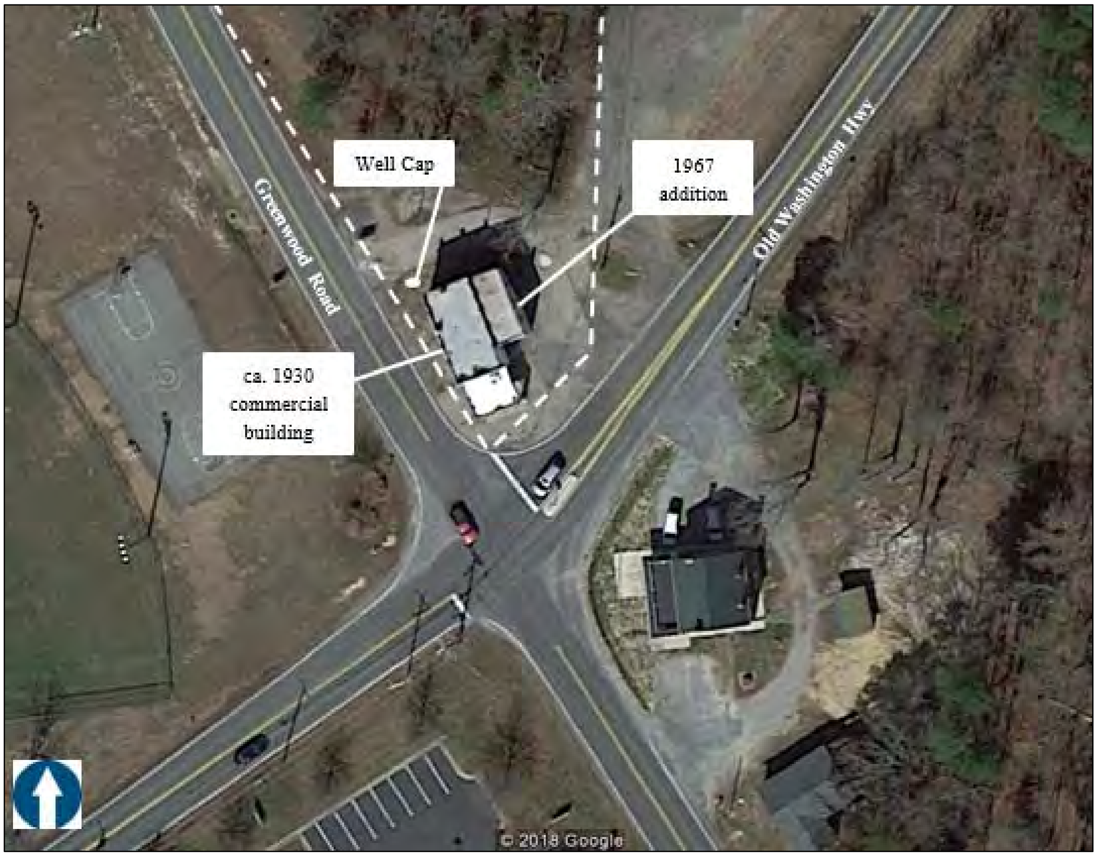

Well Cap
1967 addition
ca. 1930 commercial building
Greenwood Road
Old Washington Hwy
© 2018 Google

FIGURE 3-175: DETAILED SITE PLAN OF HUNTON TREASURES (GOOGLE 2018) (NOT TO SCALE)

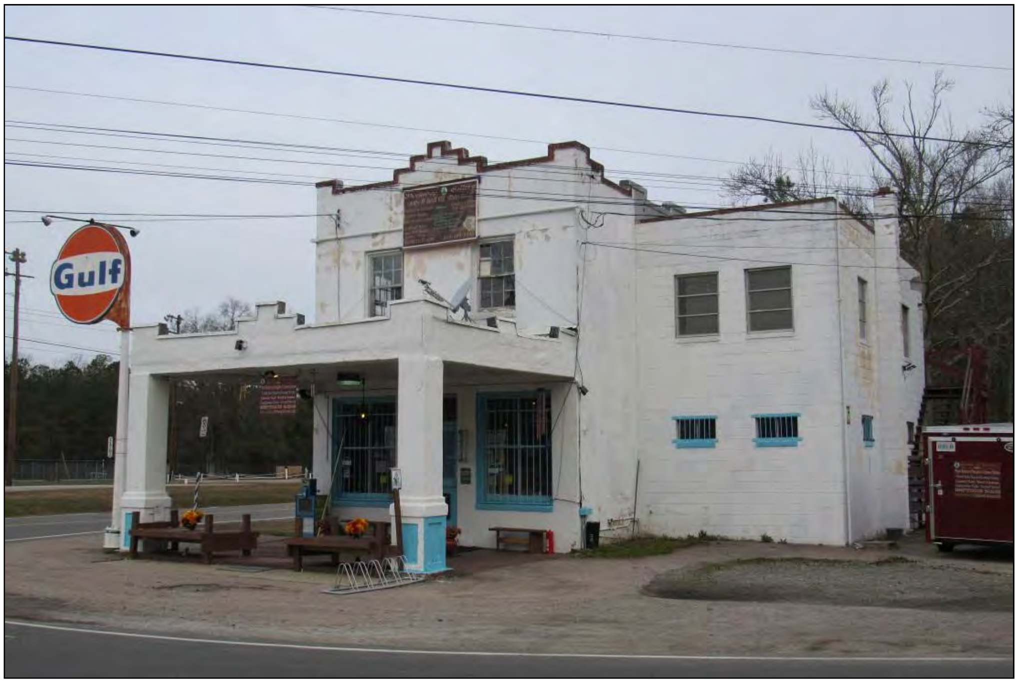


FIGURE 3-176: EAST OBLIQUE, FEATURING 1967 ADDITION

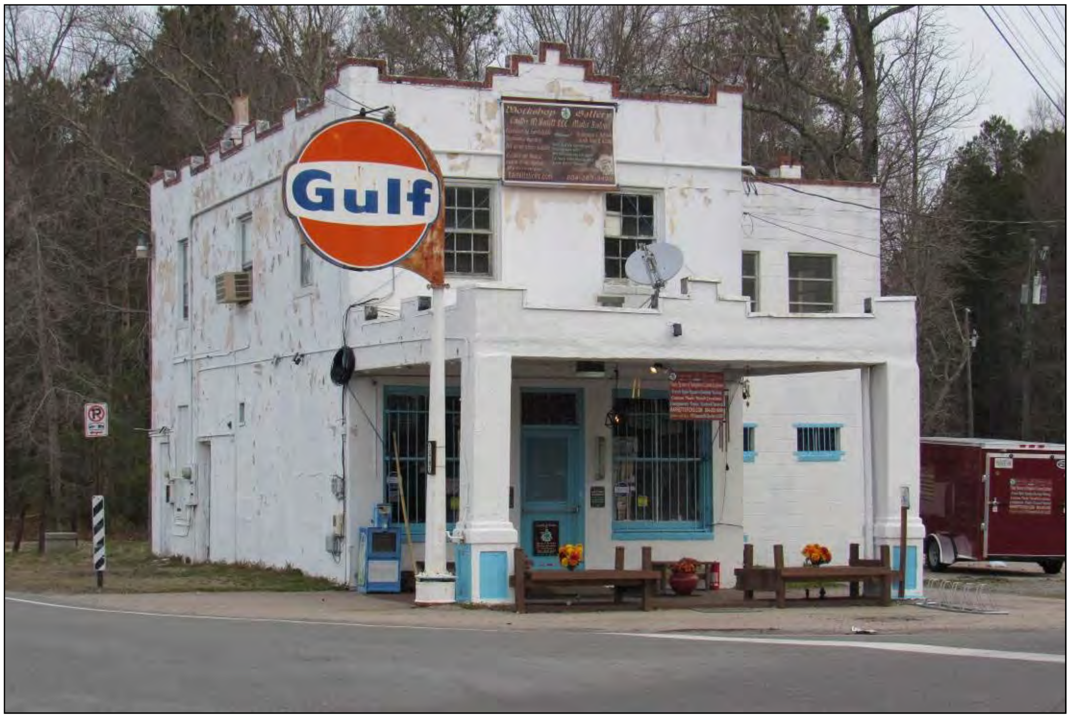


FIGURE 3-177: SOUTH OBLIQUE

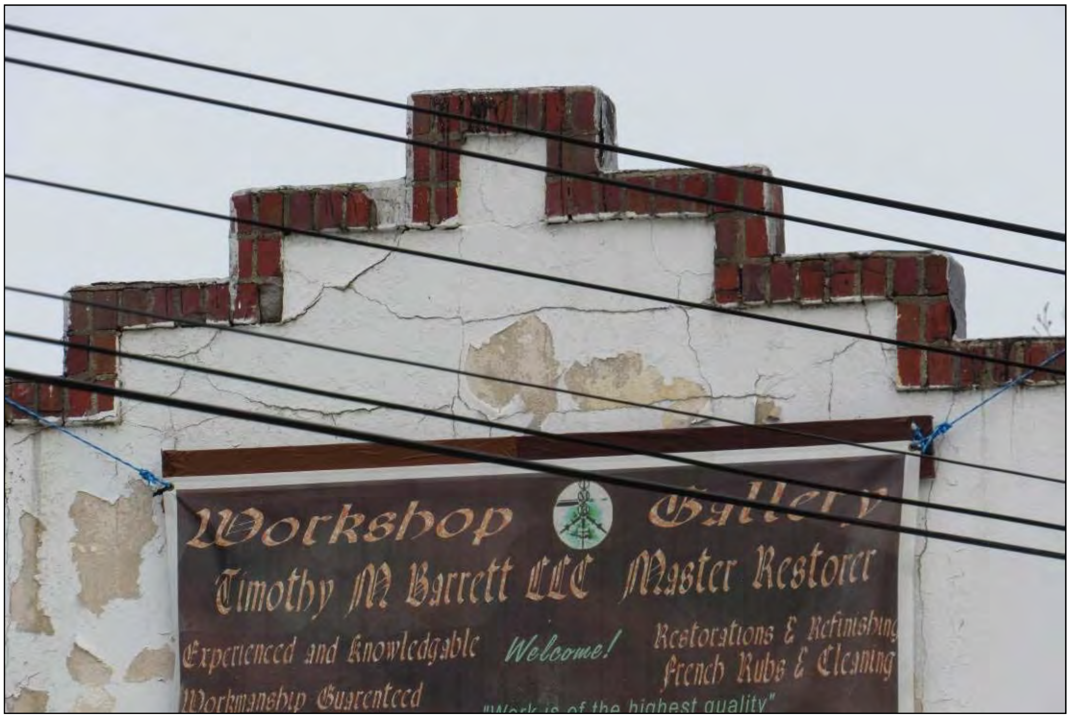

Workshop Gallery
Timothy M Barrett LLC Master Restorer
Experienced and Knowledgable
Welcome!
Restorations & Refinishing
French Rubs & Cleaning
Workmanship Guarenteed
"Work is of the highest quality"

FIGURE 3-178: PARAPET DETAIL ON FAÇADE, FACING NORTH

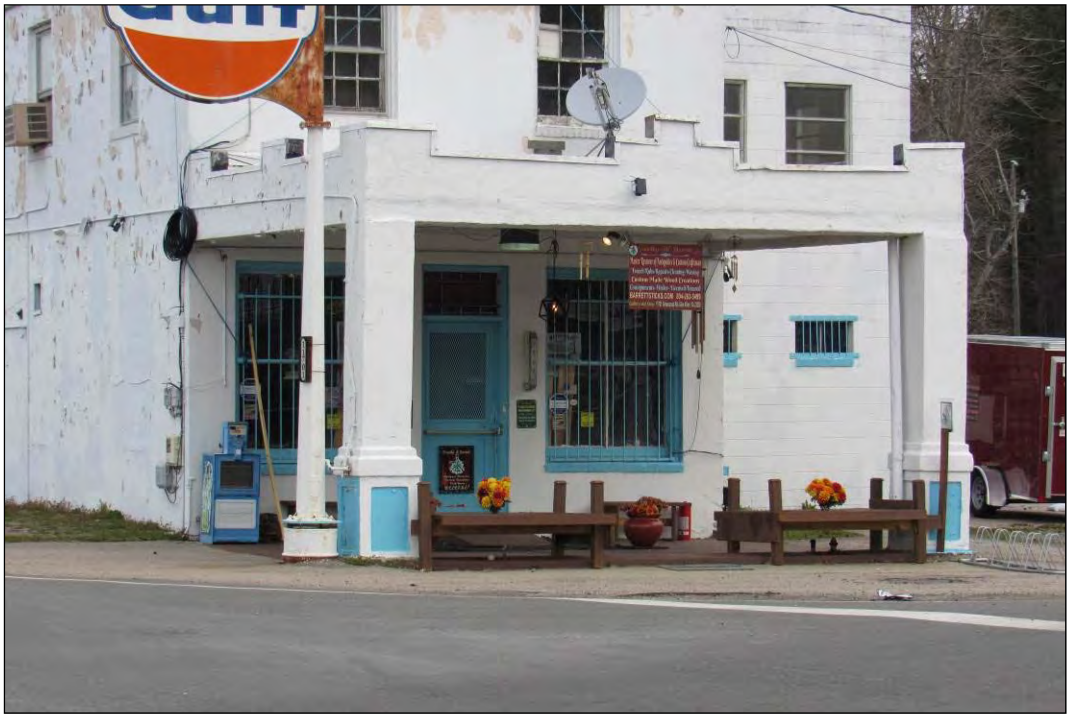


FIGURE 3-179: CANOPY DETAIL, FACING NORTH

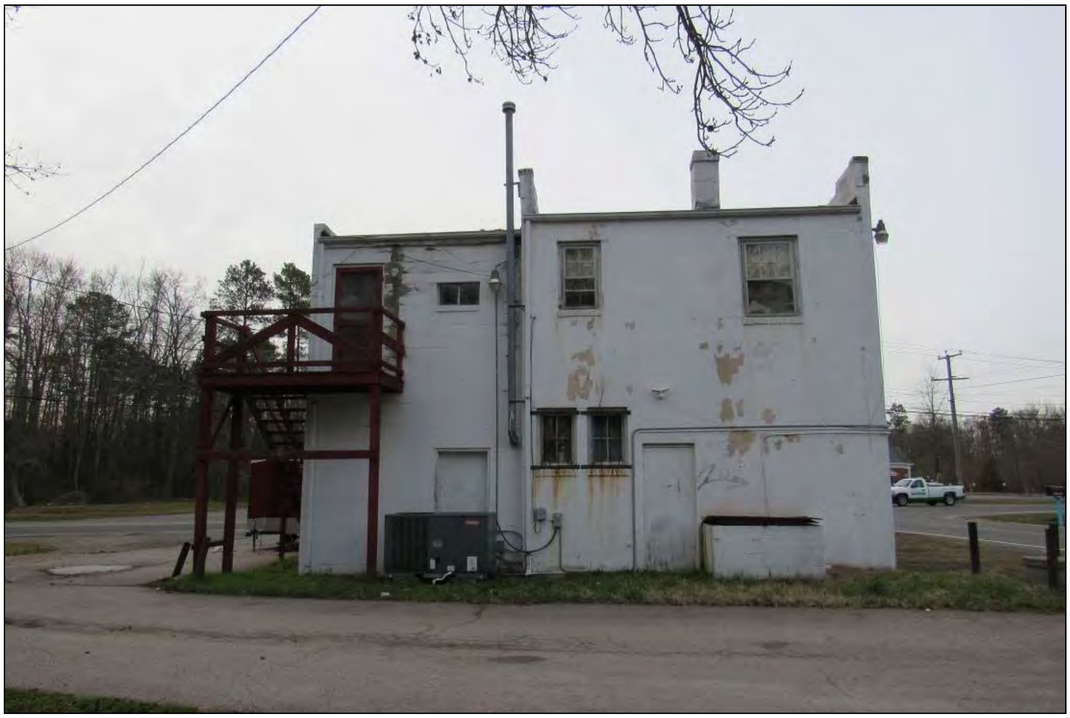


FIGURE 3-180: NORTHWEST ELEVATION

3.15.2.2 Primary Resource Interior

Access to the interior of the building at 11701 Greenwood Road was not granted by the current property owner during this effort.

3.15.2.3 Secondary Resources

A circa-1950, poured-concrete well is located immediately west of the primary resource (Figure 3-181). It is covered by a circular concrete cap and four metal posts visually mark it. A circa-1930, secondary building noted on the tax assessment property card for 11701 Greenwood Road is no longer extant. Foundation remains were not visible during the current effort.

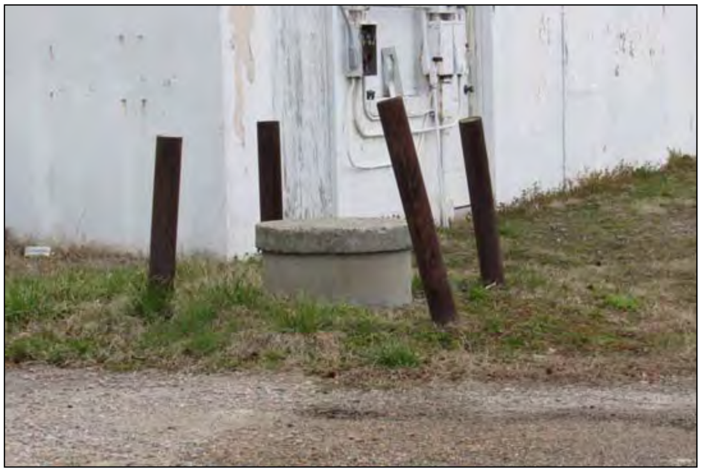


FIGURE 3-181: WELL, LOOKING SOUTHEAST

3.15.3 NRHP Evaluation

The resource at 11701 Greenwood Road, recently known as Hunton Treasures, is a two-story, three-bay, commercial building constructed as a fueling station and convenience store sometime between 1930 and 1937 with Spanish Revival attributes. It was built during a time when there was an increase in the use of cars and developing roadways, and it is the only recorded example of a Spanish Revival commercial building located in Henrico County (Manarin 2006:27; V-CRIS 2018). The resource retains historic integrity of location, setting, feeling, and association. Modifications in the late 1960s, including a two-story addition, have minimally impacted the core of the resource, and as such it retains a relatively high level of integrity of design, materials, and workmanship.

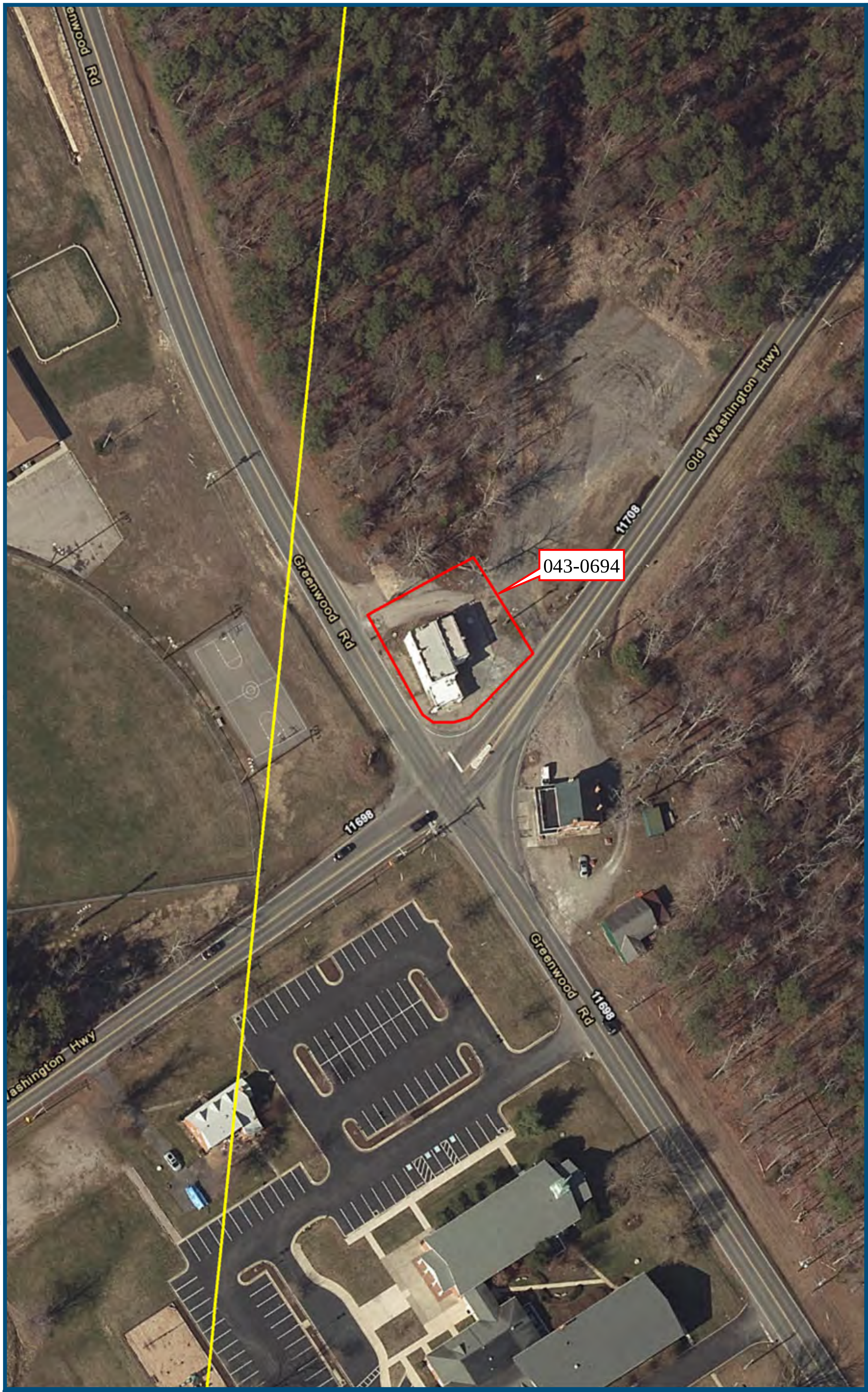
In order for a resource to be considered eligible in the NRHP under Criterion A, "a property can be associated with either (or both) of two types of events… a specific event marking an important moment in American prehistory or history [or] a pattern of events or a historic trend that made a significant contribution to the development of a community, a state, or a nation" (Shrimpton et al. 1990). Although the construction of the commercial building at 11701 Greenwood Road was a part of a larger growth trends regarding the automobile within Henrico County, that in and of itself does not merit eligibility. It also has no association with another notable historic event or trend. As such, it is recommended not eligible for listing in the NRHP under Criterion A.

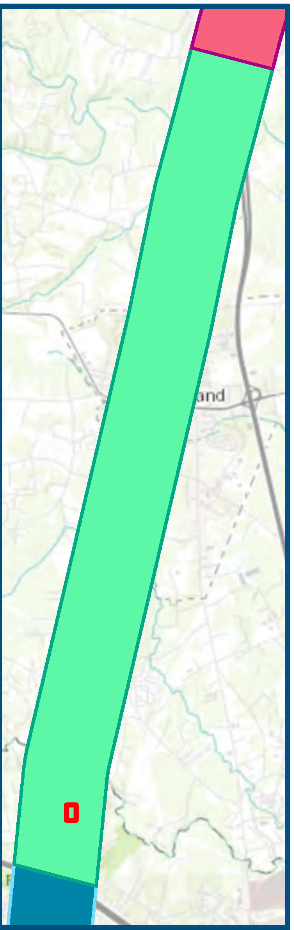
The building has no known association with any individuals who have "gained importance within his or her group of profession" therefore, the resource is recommended not eligible under Criterion B.

Hunton Treasures has undergone minimal changes over time. An addition was appended to the east elevation; however, the original core of the building remains intact and in excellent condition. The building's character defining elements still collectively reflect the vernacular Spanish Revival style and contrast with the rest of the surrounding community. As a commercial building, the resource follows trends in form and massing as other historic gas stations within the county. Wiltshire Gas Station at 10698 Courtney Road (043-5139), was constructed circa 1920 in the "Bungalow style" and features a one-story hipped roof with a one-story canopy (V-CHRIS 2018). Hunton's Treasurers is an outstanding example of a service station and commercial building constructed in the early-twentieth century with Spanish Revival elements and is the only Spanish Revival-style commercial building recorded in Henrico County. As such, it is recommended that the building at 11701 Greenwood Road is eligible for listing in the NRHP under Criterion C at the local level as an outstanding example of commercial roadside architecture dating from the 1930s. As an architectural resource, it was not evaluated under Criterion D.

In sum, Hunton Treasure's is **recommended eligible under Criterion C at the local level for its unique architecture.**

The period of significance for Hunton Treasures begins at the time of its construction, circa 1930. The DC2RVA Team applied the NPS 50-year rule for defining periods of significance resources "where activities begun historically continued to have importance and no more specific date can be defined to the end of the historic period" (NPS 1997). As such, the period of significance spans from 1930 to 1968. The proposed NRHP boundary for the resource comprises and follows the legal lot description for parcel 772-776-3336 (Figure 3-182). It is bounded on the north by parcel 772-776-3172, on the east by parcel 772-776-6754, on the west by Greenwood Road and Old Washington Highway to the south.


Greenwood Rd
Old Washington Hwy
11708
043-0694
Greenwood Rd
11698
Washington Hwy
Greenwood Rd
11698


and

0 50 100
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟨	Architectural Buffer
🟥	Proposed NRHP Boundary

Figure 3-182
Proposed NRHP Boundaries of theHunton Treasures (043-0694)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_AH_Phil.mxd | Last Updated: 04.24.2018

3.16 GILPIN COURT APARTMENT COMPLEX (127-6883)

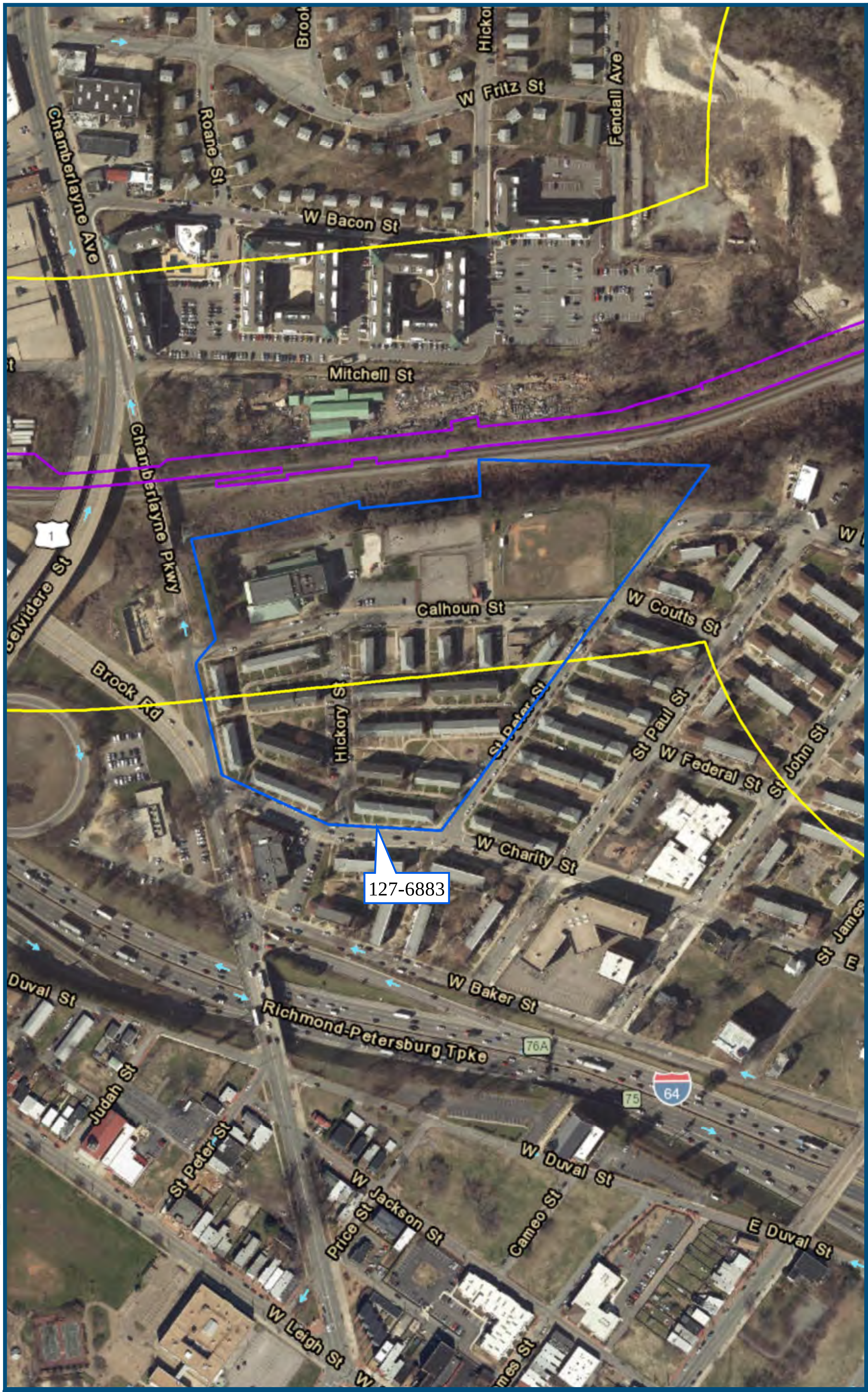
The Gilpin Court Apartment Complex is located approximately 1 mile north of downtown and the Capitol District of Richmond, Virginia. As documented here, the complex includes the original buildings established in the complex in the 1940s; it does not include the expansion area, built between the 1950s and 1980s. This expansion area has been recorded as a separate resource, the Gilpin Court Apartment Complex Expansion (127-7180). The latter is not included in the current narrative.

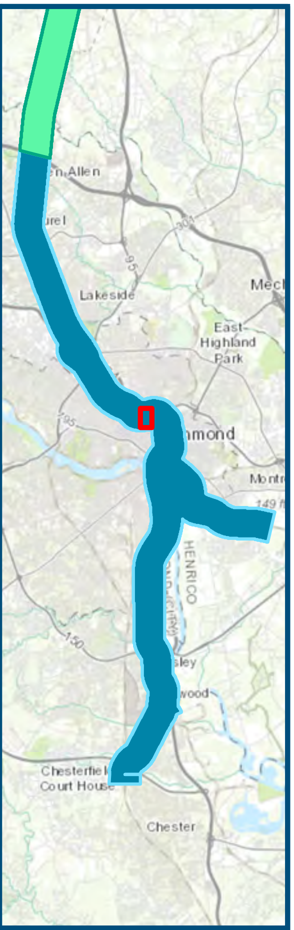
The original Gilpin Court complex spans multiple blocks encompassing approximately 12 acres bounded by the CSXT railroad to the north, Chamberlayne Parkway on the west, W. Charity Street on the south, and St. Peter Street on the east (Figure 3-183). Hickory Street subdivides the buildings in a north-south direction and Calhoun Street runs east-west, separating apartment buildings to the south and a concession building and community center to the north. The blocks that contain apartment buildings are sparsely landscaped and contain a few mature trees. Poured-concrete walkways extend from the sidewalks along the street to the individual apartment buildings.

3.16.1 Historic Context

The area in Richmond which the Gilpin Court Apartment Complex was established was once known as "Apostle Town," designated as such for the names of its streets reflecting the "sacred names of the twelve," of the larger area of Jackson Ward (Silver 1984:153). Jackson Ward was a thriving African-American commercial and residential neighborhood with concentrated areas of substandard housing. In the early decades of the twentieth century, racial tensions were high in Richmond and a segregation ordinance was adopted in 1915 in an attempt to separate housing and commerce by race and income level, which virtually correlated during this period (Silver 1984:111). Proponents of this "racial zoning" argued that it would stabilize property values and reverse abnormal trends in land uses (Silver 1984:111). Although the United States Supreme Court declared residential segregation ordinances unconstitutional in *Buchanan v. Warley* (1917), Richmond continued in its efforts of applying zoning to the "race problem" but by the late 1920s, several federal circuit court appeals permanently erased racial zoning in Richmond (Silver 1984:112). However, the practice of segregating neighborhoods did not cease where owners and real estate interests turned to private deed covenants to restrict buyers (Silver 1984:112–113).

Occurring concurrently with segregation issues in Richmond was widespread unemployment and economic instability brought on by the Great Depression. A shortage of private, affordable housing across the nation provoked President Franklin D. Roosevelt's New Deal (1933–1937) which promised "economic relief, recovery, and reform" for public housing and a proactive approach to plan for urban growth (Germer 2015). Stemming from the New Deal and the United States Housing Act of 1937 was the United States Housing Authority (USHA), who would "provide long-term interest-free loans to newly created regional public housing authorities (PHAs)" to develop, acquire, and manage low-income housing and slum clearance projects with the vision of "public housing to be locally funded and regulated" (Germer 2015; Shumsky 1998:851–852). Site selection for future public housing projects was heavily weighted to areas that were considered "slums" or blighted, and the housing authorities would utilize eminent domain to clear the land and construct public housing (Germer 2015).


Brook
Hickory
W Fritz St
Fendall Ave
Chamberlayne Ave
Roane St
W Bacon St
Mitchell St
Chamberlayne Pkwy
1
Belvidere St
Calhoun St
W Coutts St
Brook Rd
Hickory St
St Peter St
St Paul St
W Federal St
St John St
W Charity St
127-6883
St James St
Duval St
W Baker St
Richmond-Petersburg Tpke
76A
75
64
Judah St
St Peter St
W Duval St
W Jackson St
Price St
Cameo St
E Duval St
W Leigh St
James St


Allen
Laurel
Lakeside
Mechanicsville
East Highland Park
Richmond
Montrose
HENRICO
CHESTERFIELD
Bensley
Bellwood
Chesterfield Court House
Chester

0 100 200
Feet

0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Resource Boundary

Figure 3-183
Location of the Gilpin
Court Apatment Complex
(127-6883)

04/2018

\\DTS2\Main Job\14-015 RAPS\GIS\2018Work\14_015_AH_Phil.mxd | Last Updated: 05.08.2018

Although states enacted legislation to set up regional housing authorities, Richmond did not seek any government relief throughout a majority of the 1930s and would only accept funding through a public-private partnership with an emphasis on local private leadership (Germer 2015; Silver 1984:131). Around 1933, the Sunshine Housing Corporation was formed at the urging of the Richmond Chamber of Commerce (Germer 2015). It was composed of white philanthropists and businessmen with the intent to "conceive of a slum clearance plan to renew a blighted part of downtown" and obtain a federal loan for construction of approximately 228 apartments (Germer 2015; Silver 1984:131). The area chosen for their first major urban renewal project was a small section comprising 150 parcels adjacent to the central Jackson Ward neighborhood, bounded by Chamberlyne Avenue and Baker, St. Peters, and Fendall streets. This selection greatly upset the local community by excluding them from the decision process, "creating an imbalance of power between white and black city residents" (Figure 3-184) (Germer 2015). However, funding in the construction sector fell through as effects of the Great Depression continued and the first housing project planned by the Sunshine Housing Corporation was never realized.

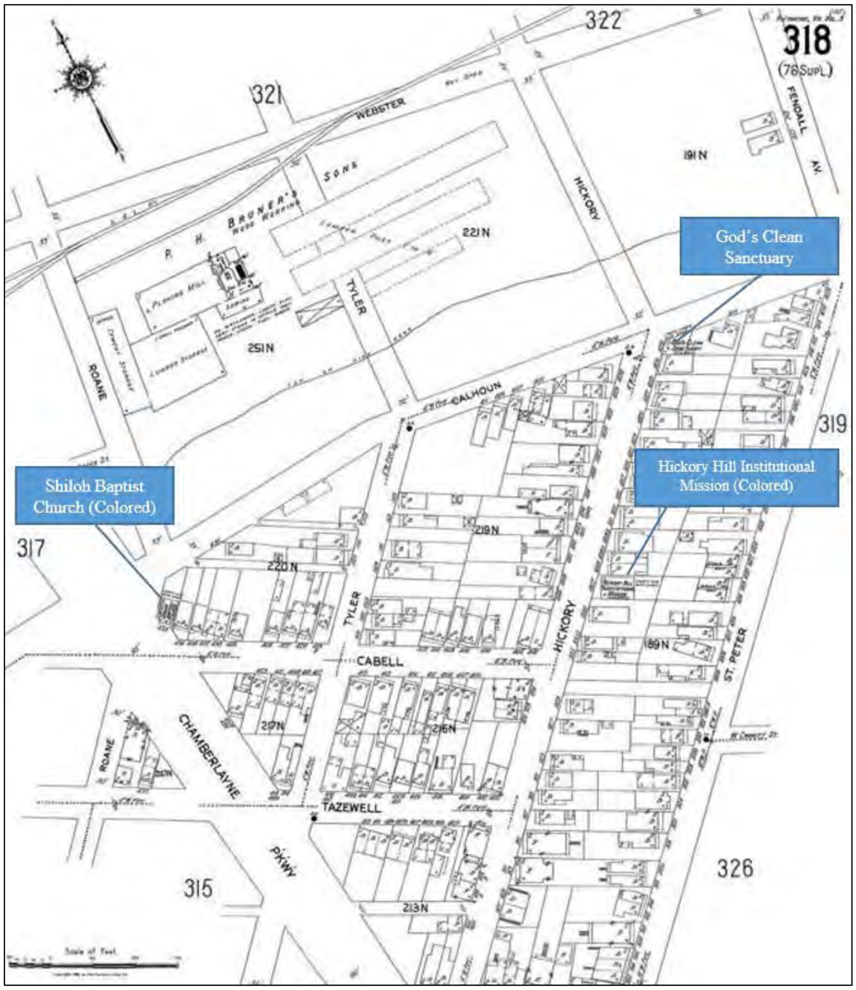
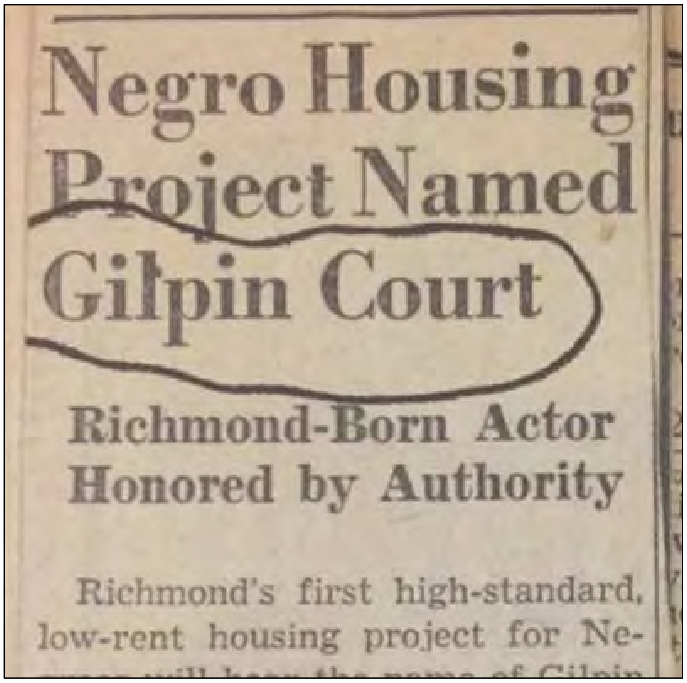

322
318
(76 SUPL)
321
WEBSTER
FENDALL AV.
HICKORY
R. H. BRUNER'S SONS
TYLER
ROANE
CALHOUN
God's Clean Sanctuary
319
Hickory Hill Institutional Mission (Colored)
Shiloh Baptist Church (Colored)
317
CABELL
CHAMBERLAYNE
ST. PETER
TAZEWELL
PKWY
326
315

FIGURE 3-184: 1925 SANBORN FIRE AND INSURANCE MAP OF THE AREA CHOSEN FOR SLUM CLEARANCE BY THE SUNSHINE HOUSING CORPORATION'S FIRST URBAN RENEWAL PROJECT (SANBORN MAP COMPANY 1925). NOTE THE "COLORED" SPECIFIC RELIGIOUS AND RECREATIONAL BUILDINGS. (NOT TO SCALE)

As the economy began to stabilize and a new mayor was elected into office in 1940, a renewed and more vigorous interest in progressive urban planning and affordable public housing in Richmond was spurred (Germer 2015; Silver 1984:150–151). A regional housing authority, the Richmond Redevelopment and Housing Authority (RRHA), was established, and by 1941, "the city had secured a promise from the USHA for $3,191,000 to launch its first slum clearance and public housing project" (Silver 1984:150–151). The site for the first public housing project encompassed eight city blocks in the area originally chosen by the Sunshine Housing Corporation. Clearance proceeded fairly quickly with the demolition of nearly 200 "ramshackle" structures and the construction of a 297-unit complex known as Gilpin Court (Silver 1984:153). Named after Charles Sydney Gilpin, a popular African-American stage actor of the 1920s who hailed from Jackson Ward, Gilpin Court was advertised as a "Model Negro Apartment" that would house up to 301 families (Figure 3-185) (Germer 2015; Holmberg 2017; RRHA 1941). The complex, set on several abnormally shaped blocks between Chamberlayne Avenue, Calhoun Street, Charity Street, and St. Peter Street, is noted in the 1950 Sanborn Fire and Insurance Map to contain 17 apartment buildings of steel-frame construction with brick-faced walls, a central heating plant building, and an office building (Figure 3-186 through Figure 3-188) (Sanborn Map Company 1950).



Negro Housing Project Named Gilpin Court

Richmond-Born Actor Honored by Authority

Richmond's first high-standard, low-rent housing project for Ne-

FIGURE 3-185: NEWSPAPER ADVERTISEMENT FOR GILPIN COURT FROM THE 1940S (HOLMBERG 2017)

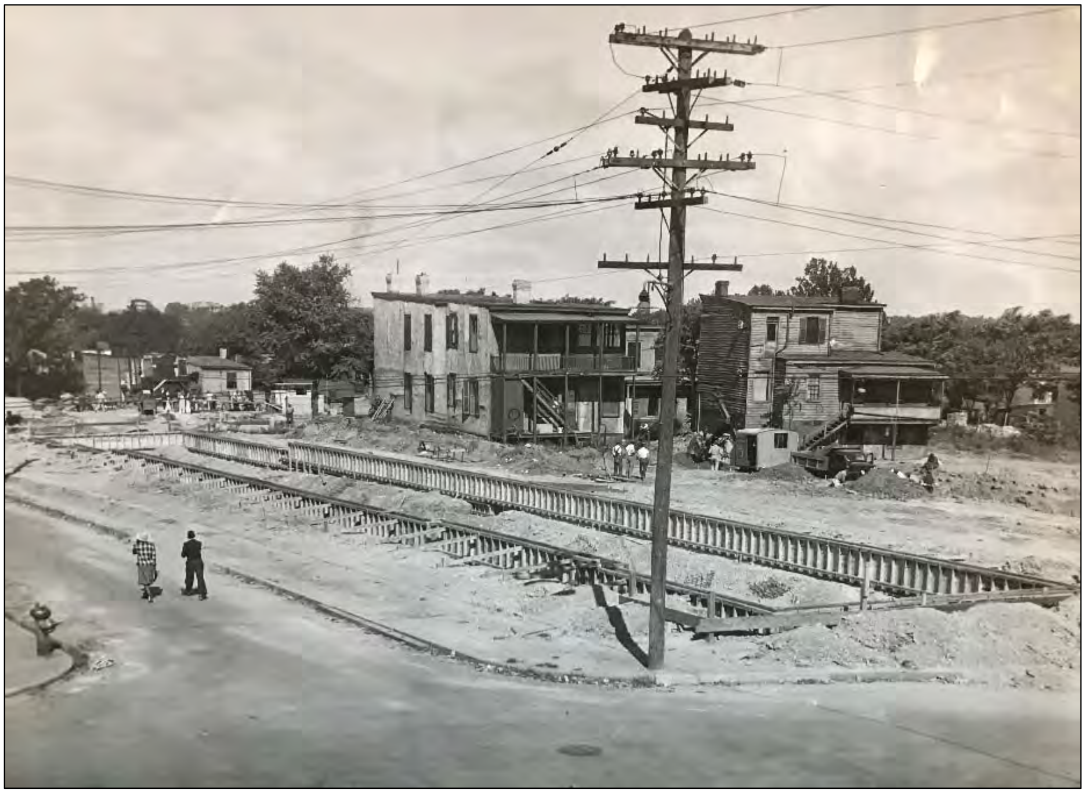


FIGURE 3-186: PHOTOGRAPH OF INITIAL CONSTRUCTION OF ONE OF THE APARTMENT BUILDINGS OF THE "GILPIN COURT SLUM-CLEARANCE PROJECT" (RRHA 1941)

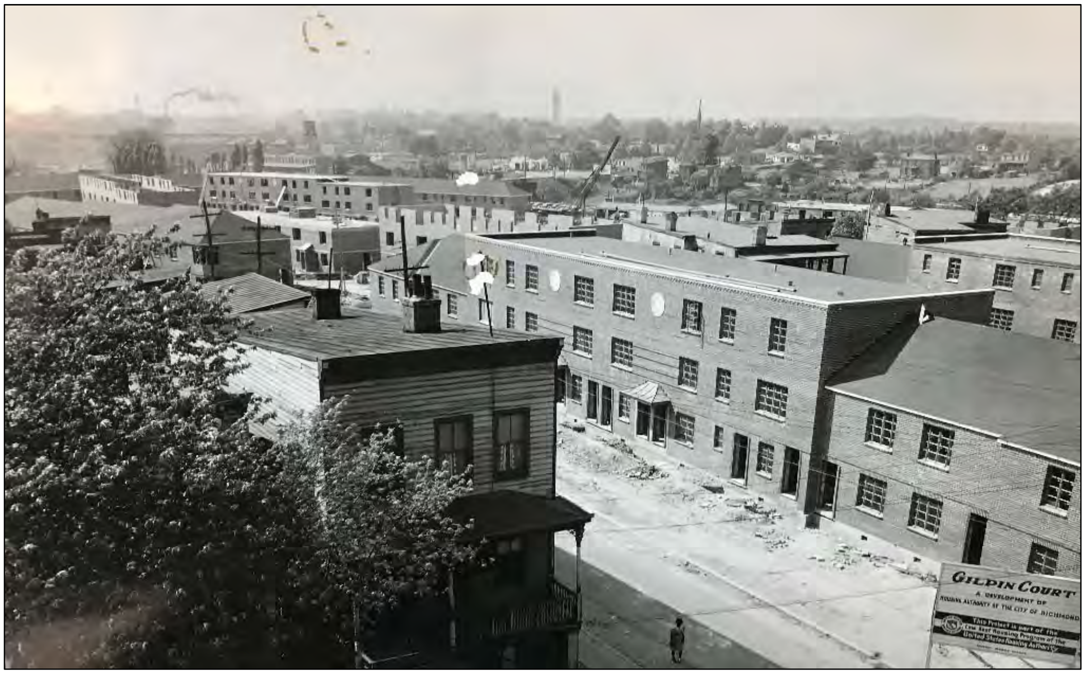

GILPIN COURT
A DEVELOPMENT OF
HOUSING AUTHORITY OF THE CITY OF RICHMOND
This Project is part of the
Low Rent Housing Program of the
United States Housing Authority

FIGURE 3-187: GILPIN COURT APARTMENT COMPLEX IN THE MIDST OF CONSTRUCTION IN 1942 (RRHA 1942)

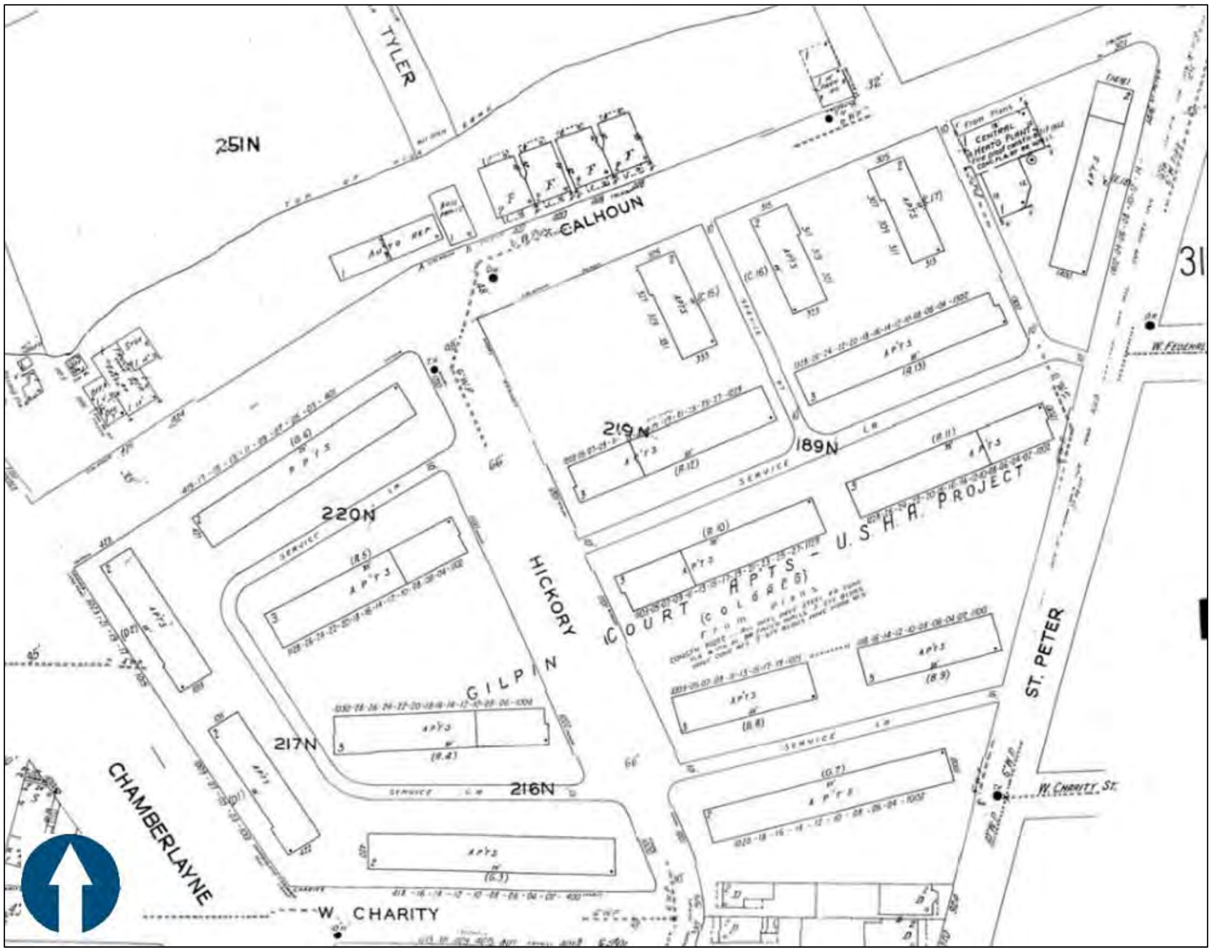


FIGURE 3-188: 1950 SANBORN FIRE AND INSURANCE MAP (SANBORN MAP COMPANY 1950) (NOT TO SCALE)

Construction was momentarily halted by the shortage of building materials due to World War II and it only resumed after RRHA "aligned Gilpin's development with the war effort by preferencing war workers over other applicants" (Germer 2015). The complex, composed of mainly one- to two-room apartment units, set varying rental prices for war workers versus "the low income non-war worker" group, with slightly higher rents for war workers who were estimated to earn slightly higher annual incomes than low-income, non-war workers (Germer 2015). As Yale National Fellow, Libby Germer (2015) states in her seminar entitled *A Public History of Public Housing: Richmond, Virginia*:

> The decision to offer shelter in Gilpin Court, sitting on top of the demolished homes of displaced black people, to the families of workers moving into the city to work in war-related industries reflects specific war time realities of scarcity and tight budgets. However, it seems an inauspicious beginning for the RRHA, whose very existence was born out of the pressing need for better living conditions of the black people in downtown Richmond.

The Gilpin Court Apartment Complex officially opened in 1943 and afforded minimal-maintenance housing with simple aesthetics for low-income citizens; however, after 1945 when World War II and the associated war-worker requirements ended, many were too poor to qualify for public housing and the program could do little to "tackle the full range of housing and community revitalization needs" (Silver 1984:153–155). Nevertheless, several other public housing complexes were constructed such as Creighton and Hillside Courts, and Gilpin Court was expanded several times in the following three decades. As Gilpin Court was revered at the time of its construction, its amenities fell short of later public housing models in Richmond. Creighton and Hillside Courts, both constructed in the 1950s, reflected the contemporary projects in New York, Chicago, and St. Louis in terms of amenities and pricing, yet contrasted in architectural size and scale as they were low-rise buildings constructed on smaller parcels (Germer 2015).

Gilpin Court is still in use as a public housing facility today along with five others in Richmond: Hillside, Creighton, Fairfield, Whitcolm, and Mosby, where the average occupancy is 8.5 years and annual income is less than $9,000 (Germer 2015). Since initial construction, the Gilpin Court Apartment Complex has grown notably to the south and east and includes more multi-family dwellings, recreational areas, and a large apartment tower. This expansion (Gilpin Court Apartment Complex Expansion [127-7180]) occurred from the 1950s to the 1980s.

3.16.2 Architectural Description

3.16.2.1 Primary Resource Exterior

The Gilpin Court Apartment Complex is the original 1942 core of a housing complex constructed by the RRHA as subsidized, public housing. This complex comprises 18 apartment buildings, a community center with sports fields and basketball courts, a central heating plant, and an annex building (Figure 3-189).

The grouping of 18 apartment buildings is situated on the southern half of the resource. The 1950 Sanborn map of Richmond states that "all apartments have steel frame, concrete floors, and cinder-block brick-faced walls. Three-story buildings have concrete roofs, and the two-story buildings have wood roofs" (Sanborn Map Company 1950). Currently, all buildings have a structural system clad in a brick, stretcher-bond veneer, some of which feature decorative belting between the first and second stories (Figure 3-190Figure). The buildings that line W. Charity Street, Calhoun Street, and Chamberlayne Parkway are covered by hipped roofs, while the buildings located within the block's interior (on Hickory Street) have side-gabled roofs (Figure 3-191). Fenestration includes single-leaf doors—one for each unit—and a wide variety of windows, including wood-frame, one-over-one and six-over-six units, and one-over-one, vinyl, replacement sashes. While a majority of the entrances do not have any porch or stoop, some are covered by a hipped-roof, gabled, or shed-roof entry porch, while others have just a poured-concrete stoop lined with a metal handrail (Figure 3-192).

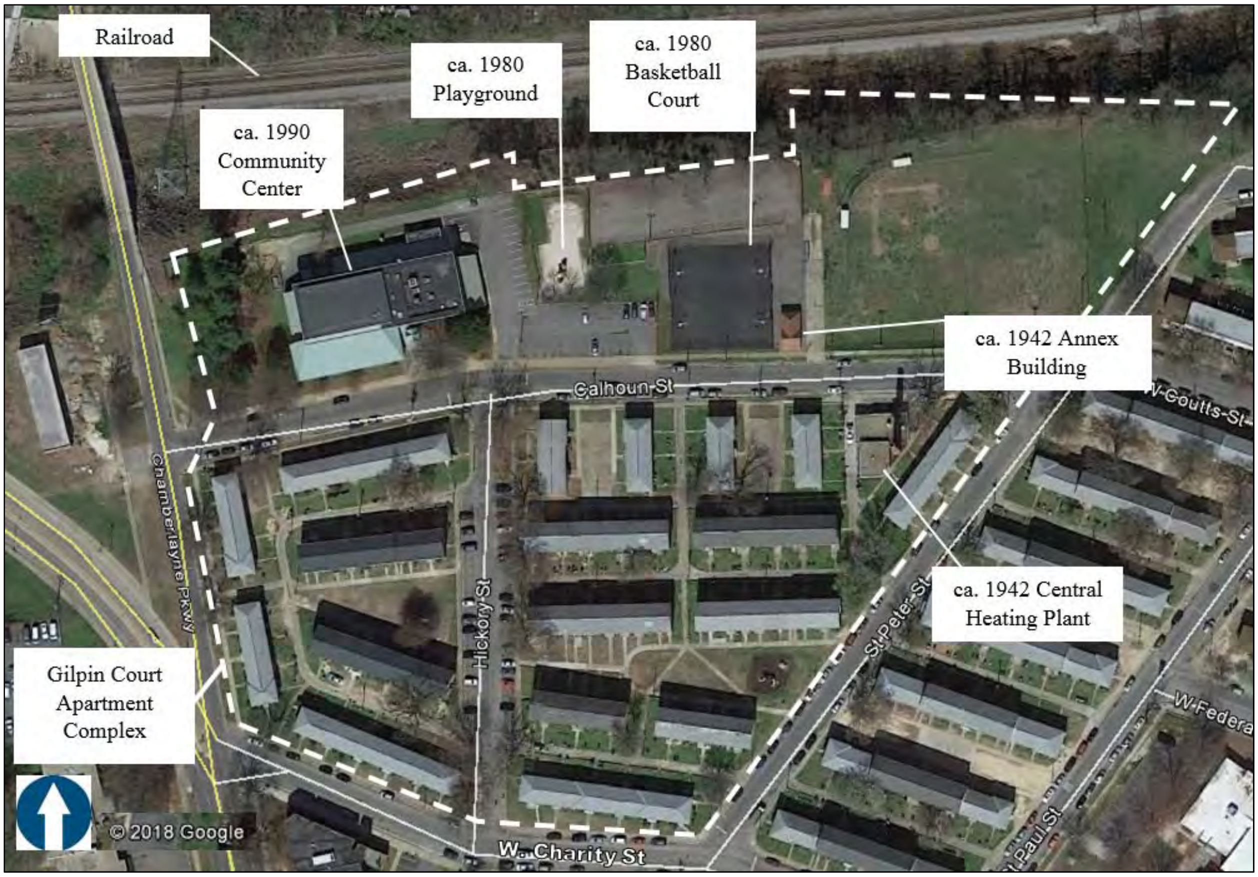

Railroad
ca. 1980 Playground
ca. 1980 Basketball Court
ca. 1990 Community Center
ca. 1942 Annex Building
ca. 1942 Central Heating Plant
Gilpin Court Apartment Complex
Calhoun St
W Coutts St
Chamberlayne Pkwy
Hickory St
St Peter St
W Federa
St Paul St
W. Charity St
© 2018 Google

FIGURE 3-189: SITE PLAN OF GILPIN COURT APARTMENT COMPLEX (GOOGLE 2018) (NOT TO SCALE)

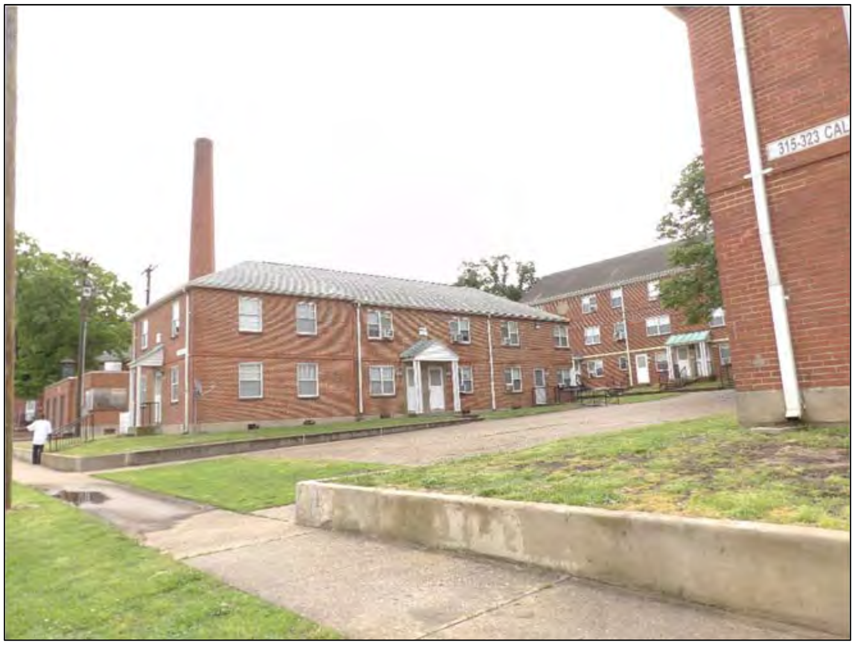


FIGURE 3-190: GILPIN COURT APARTMENT COMPLEX, 305-313 CALHOUN STREET, LOOKING EAST

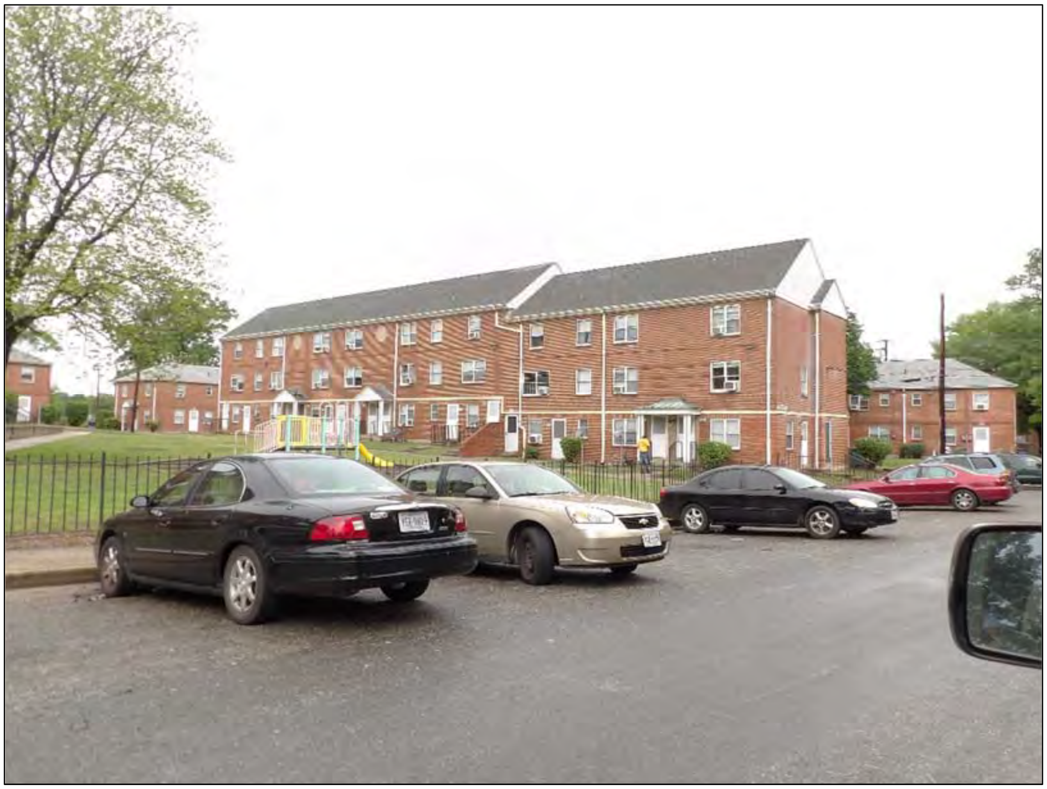


FIGURE 3-191: GILPIN COURT APARTMENT COMPLEX, 1100-1128 HICKORY STREET, LOOKING NORTHWEST

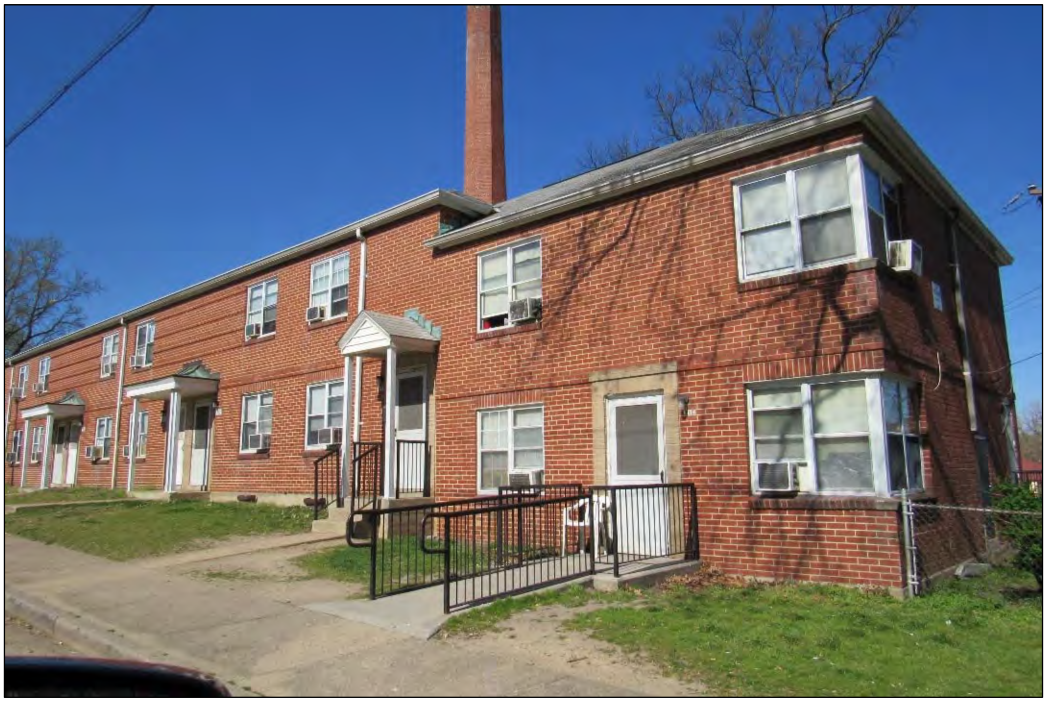


FIGURE 3-192: GILPIN COURT APARTMENT COMPLEX, 1416 ST. PETER STREET, LOOKING NORTHWEST

3.16.2.2 Primary Resource Interior

Access to the interior of the buildings in the Gilpin Court Apartment Complex was unattainable during the current effort.

3.16.2.3 Secondary Resources

A circa-1990, one-story, multi-bay, community center is situated approximately 150 feet south of the railroad at the northeast side of the intersection at Calhoun Street and Chamberlayne Parkway (Figure 3-193). The foundation and structural system are clad in brick veneer. Covering the building is a flat roof. A one-story, full-width, shed-roof additions clad in standing-seam metal span the east and west elevations. A large hipped-roof addition spans the west wide of the south elevation and is clad in standing-seam metal. A one-story, two-bay, cross-gabled entryway is situated on the center of the south elevation. Entry is accessible through two, double-leaf, glass-and-metal, commercial-style doors. A circa-1942, annex building possibly used as a concession building is located north of Calhoun Street, immediately southeast of the circa-1980 basketball court (Figure 3-194). Its foundation and structural system are clad in brick. Covering the building is a T-shaped gable-roof, with a hipped end on its north side. The roof is clad in standing seam metal.

A heating plant or power building, built circa 1942 in no discernible style, is located on the south side of Calhoun Street on the northeast block of Calhoun Street and St. Peter Street (Figure 3-195). The one-story, four-bay, rectangular building sits on a continuous, masonry block foundation that supports a structural system clad in brick veneer. It is covered by a flat, asphalt roof that features two large metal flues. A large brick smokestack is situated at the corner of the southeast oblique. A basketball court and a metal playground structure, added around 1980 and 1990 respectively, are situated approximately 150-feet south of the railroad, and 180-feet east of the circa-1990 community center, on the north side of Calhoun Street.

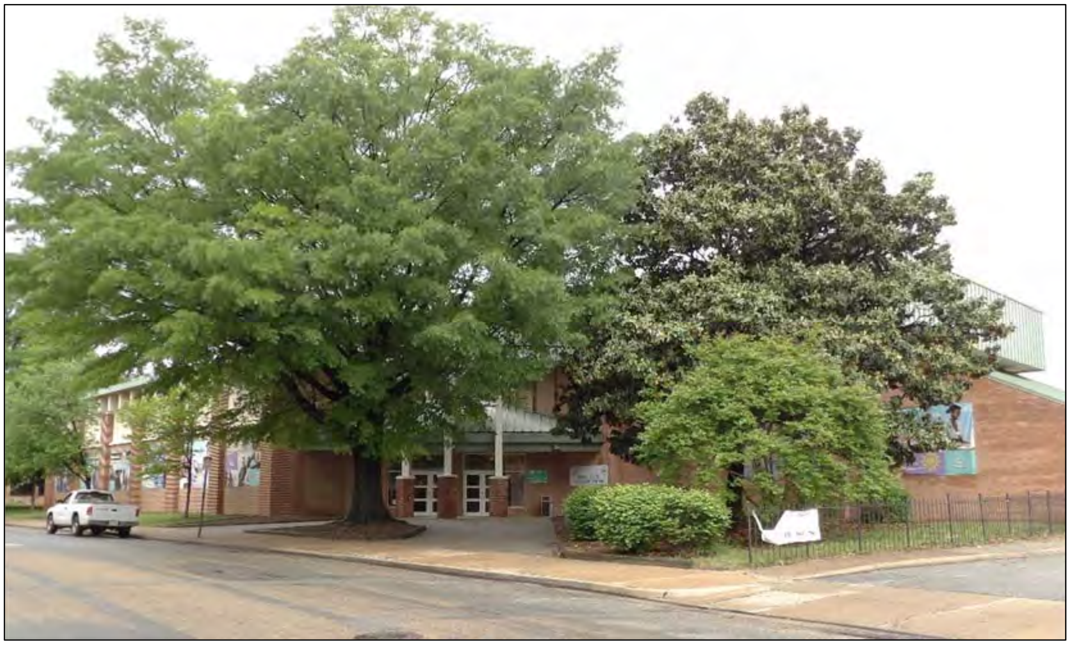


FIGURE 3-193: GILPIN COURT APARTMENT COMPLEX, COMMUNITY CENTER, LOOKING NORTHWEST

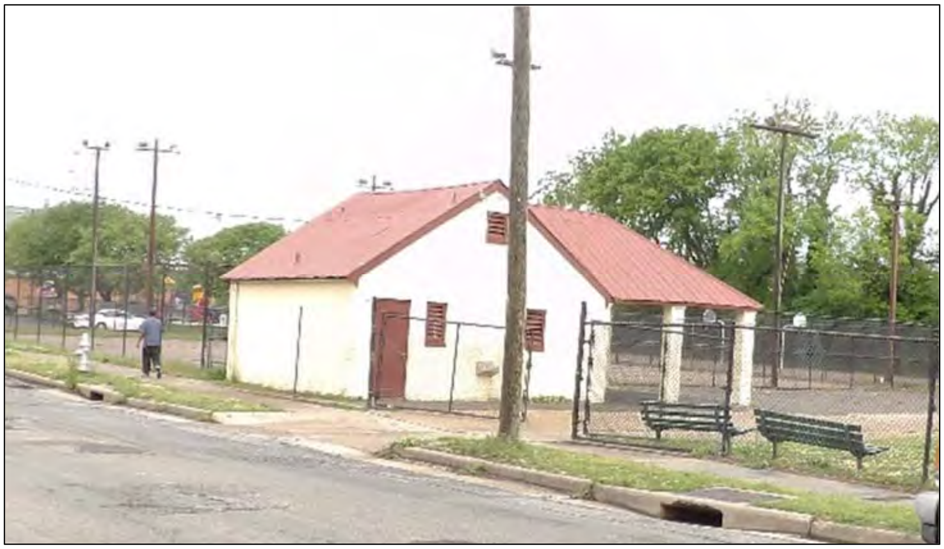


FIGURE 3-194: GILPIN COURT APARTMENT COMPLEX, ANNEX BUILDING AND BASKETBALL COURT AT 400 CALHOUN STREET, LOOKING NORTHWEST

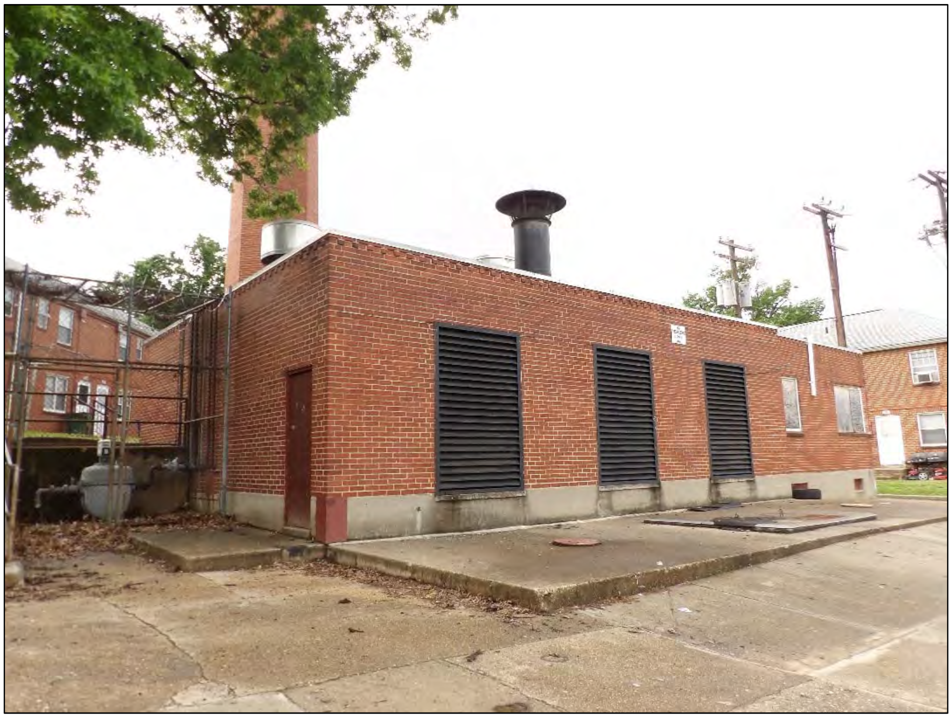


FIGURE 3-195: GILPIN COURT APARTMENT COMPLEX, CENTRAL HEATING PLANT, LOOKING SOUTH

3.16.3 NRHP Evaluation

The Gilpin Court Apartment Complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. The complex was constructed in the early 1940s by the RRHA and is the first public housing complex constructed in Richmond. Although plans initially called for the complex to be used as low-income-based housing, primarily for Richmond's African American residents, construction of the complex was only continued as a result of need for World War II-worker housing with the understanding that the buildings would revert back to primarily low-income public housing after the war. The resource retains high level of integrity of location, association, feeling, and setting as it remains a public housing complex. Several modifications to the buildings have been noted such as replacement fenestration and roofing materials, negatively affecting the resource's historic integrity of materials, design, and workmanship.

NPS guidelines state that in order for a resource to be eligible for listing in the NRHP under Criterion A, it must be associated with a historic event or trend that "must clearly be important within the associated context" and "the property must have an important association with the event or historic trends, and it must retain historic integrity" (Shrimpton et al. 1990:12–13). The Gilpin Court Apartment Complex is the first public housing complex constructed in Richmond, built by the RRHA and funded by the USHA. The development of this resource reflects national trends to create housing for low-income residents and remove "blighted" neighborhoods after the tumultuous years of the Great Depression. The resource currently remains in use as a low-income, public-housing complex. For these reasons, the resource is recommended as eligible under Criterion A at the local level for its association with the public housing movement in Richmond set forth by the New Deal and USHA in the 1940s, for providing affordable housing for Richmond's war workers during the Second World War, and for its association to the African-American community in Jackson Ward.

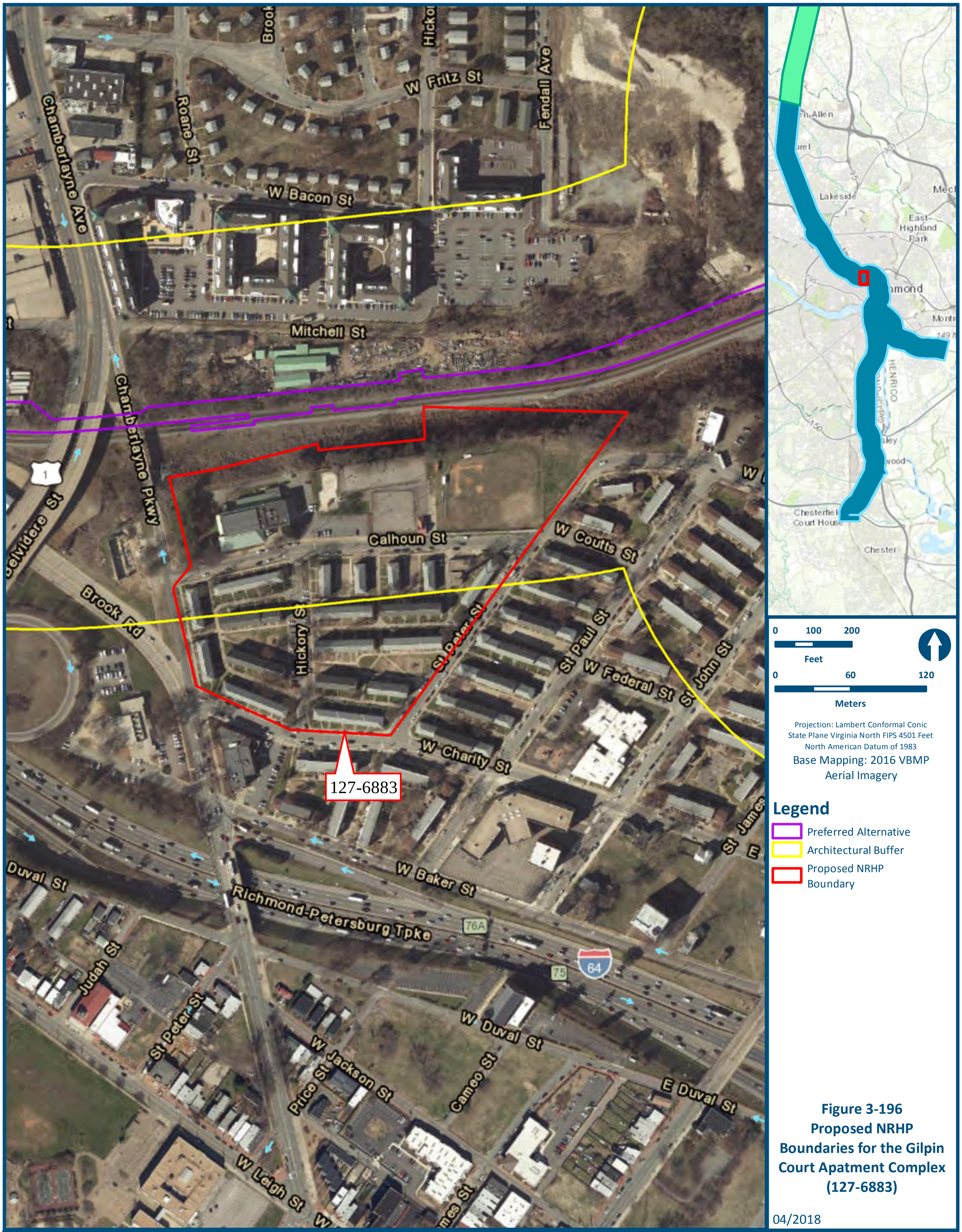
In order for a resource to be considered NRHP-eligible under Criterion B, it must be associated with "individuals whose specific contributions to history… whose activities are demonstrably important within a local, State, or national historic context" (Shrimpton et al. 1990). The complex was constructed through initiatives taken by the RRHA, a local public housing authority established by the Commonwealth in accordance with USHA guidelines and funding. No individuals were identified as being instrumental in this effort or earned great acclaim because of their role in this development. Therefore, the Gilpin Court Apartment Complex is recommended as not eligible under Criterion B.

The Gilpin Court Apartment Complex is the first of a series of public housing complexes constructed in Richmond for low-income and African-American residents that continues to be used to this day. Despite constant use for over 60 years, it has remained intact with very limited modifications made to the buildings and the retention of its original layout. Other examples of this resource type are found in Richmond such as Creighton Court Public Housing Facility (127-6684), Mosby Court, and Fairfield Court; however, Gilpin Court is the first constructed and the only complex from the early efforts of the public housing movement in Richmond. The buildings are an excellent example of the architecture used on large-scale, low-income residences, including limited but tasteful exterior styling and a plan that includes not only residential structures but also recreational facilities for the residents. These secondary resources also retain their historic and physical integrity. For these reasons, the resource is recommended eligible for listing in the NRHP under Criterion C at the local level for its representation of a federally funded public housing complex in the City of Richmond. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Gilpin Court Apartment Complex (127-6883) is recommended as **eligible for listing in the NRHP under Criterion A at the local level for its association with Richmond's social**

history, ethnic heritage, and development as well as Criterion C at the local level as the first example of a federally funded public housing complex in the city.

The proposed period of significance of the Gilpin Court Apartment Complex begins 1942, when the resource was construction and opened to perspective residents, and ends in 1955, when the apartment complex was expanded. The proposed NRHP boundaries for the resource encompasses the buildings constructed as part of the original complex beginning at the intersection of Chamberlayne Parkway and W. Charity Street then following W. Charity Street east and turning north at the intersection with St. Peter Street. Continuing north on St. Peter Street, the boundary turns west at the intersection with current rail line and continues west towards Chamberlayne Avenue. It then turns south back to the beginning (Figure 3-196).


W Fritz St
Roane St
Fendall Ave
Hickory
Brook
Chamberlayne Ave
W Bacon St
Mitchell St
Chamberlayne Pkwy
1
Belvidere St
Calhoun St
W Coutts St
Brook Rd
Hickory St
St Peter St
St Paul St
W Federal St
St John St
W Charity St
127-6883
St James St
W Baker St
Duval St
Richmond-Petersburg Tpke
76A
64
75
Judah St
St Peter St
W Duval St
Cameo St
W Jackson St
Price St
E Duval St
W Leigh St
James St
Allen
Lakeside
East Highland Park
Richmond
HENRICO
Chesterfield Court House
Chester
0 100 200
Feet
0 60 120
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟥 Proposed NRHP Boundary

Figure 3-196
Proposed NRHP Boundaries for the Gilpin Court Apatment Complex (127-6883)

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3.17 LOVING'S PRODUCE COMPANY (127-0344-0102)

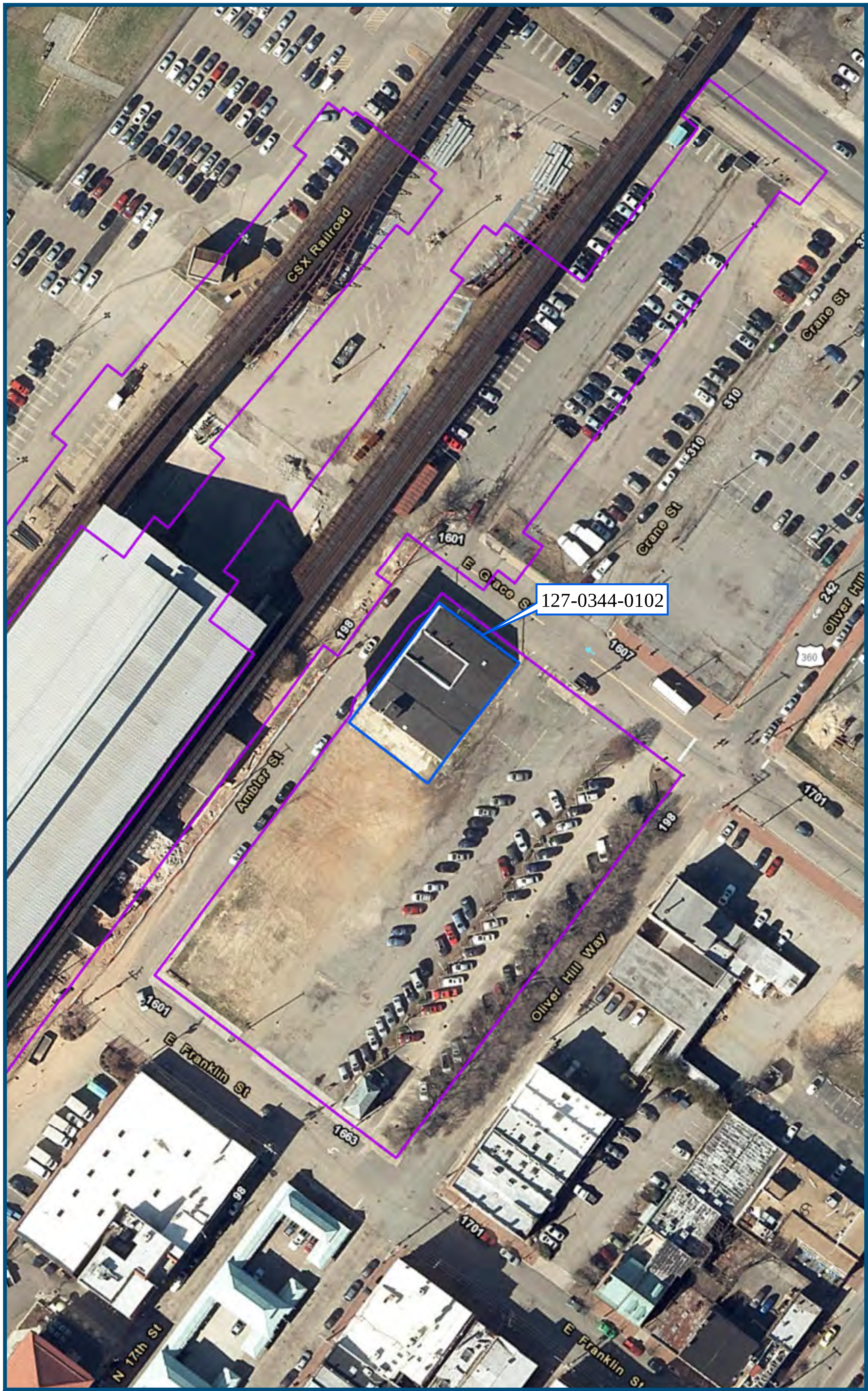
Loving's Produce Co. is situated at the south corner of the intersection at E. Grace Street and Ambler Street, currently standing unoccupied on the south side of the CSXT railroad within Richmond, Virginia (Figure 3-197). The commercial building, sitting close to the roadway on approximately 0.18-acre parcel, is primarily surrounded by an empty gravel lot on its southwest and southeast sides. Poured-concrete sidewalks are flush with the building along its northwest and northeast sides. Despite the E. Grace Street address, the primary elevation of this building faces Ambler Street. The surrounding area is a mix of commercial, industrial, and residential buildings.

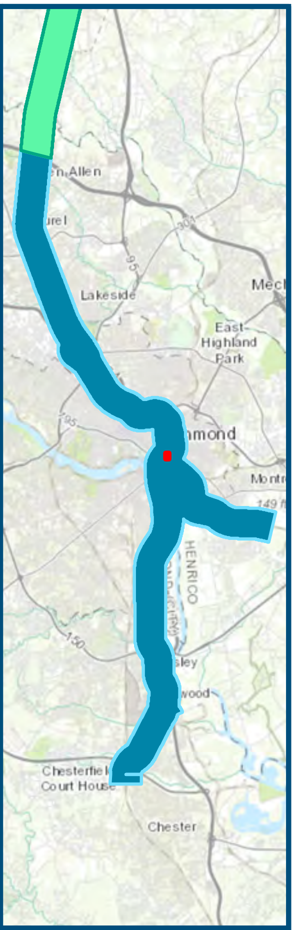
3.18.1 Historic Context

The commercial building at 1601-1605 E. Grace Street, locally known as Loving's Produce Co., is situated in the heart of Shockoe Valley and Tobacco Row Historic District (127-0344) in Richmond. The district includes Richmond's earliest residential, commercial, and manufacturing activity (V-CRIS 2018).

The building was constructed circa 1870 and began as a three-story, two-bay, commercial building that operated as a furniture and cabinet-making shop, with an attached two-story "shop" on its southwest side as shown in the 1886 Sanborn Map (Figure 3-198) (Sanborn Map Company 1886b). The parcel was conveyed to William H. Scott in a series of three deeds, dating to 1872, 1875, and 1896, from William Tyree, A.D. Williams, and T.C. Woody (City of Richmond Deed Book [CRDB] 99C:78, 105A:72, 157B:384). William Tyree is listed as paying property tax for the parcel at the corner of Union Street (now Ambler Street) and Grace Street from 1872 to 1886 when William H. Scott is noted as taking over these payments (Figure 3-199).

William H. Scott (1838–1909) was a wealthy Shockoe Valley druggist and businessman who owned a number of properties in this part of town in the late-nineteenth century (U.S. Census 1870). Prior to his ownership of the building on E. Grace Street, Scott prospered during the Civil War when he was appointed as an interim Councilman of the Clay Ward by Governor Walker in March 1870 (Chesson 1981:239).


CSX Railroad
1601
E Grace St
127-0344-0102
198
Crane St
310
Crane St
310
Oliver Hill
242
1607
360
Ambler St
1701
198
Oliver Hill Way
1601
E Franklin St
1663
98
1701
N 17th St
E Franklin St


n Allen
urel
Lakeside
Mec
East Highland Park
mond
Montr
HENRICO
sley
wood
Chesterfield Court House
Chester

0 50 100
Feet
0 20 40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟦 Resource Boundary

Figure 3-197
Location of Loving's Produce (127-0344-0102)

04/2018

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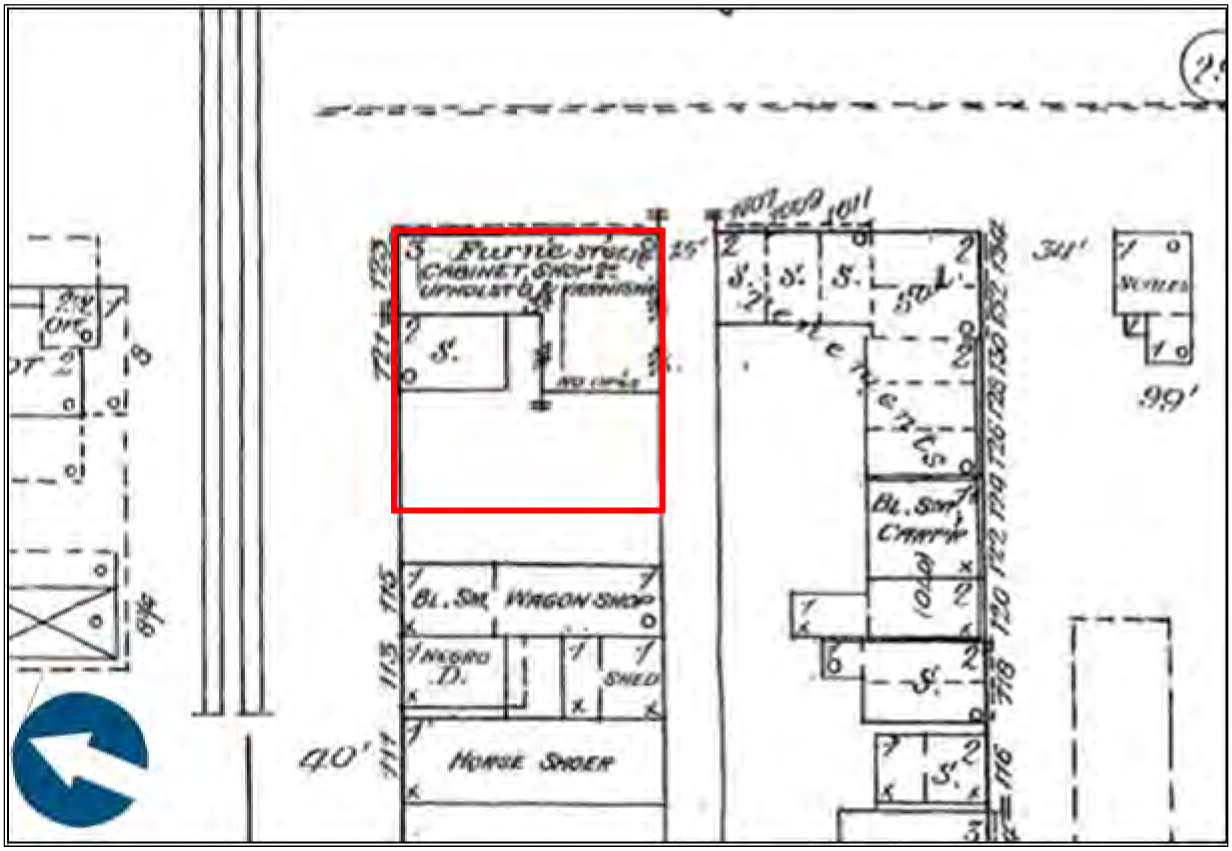
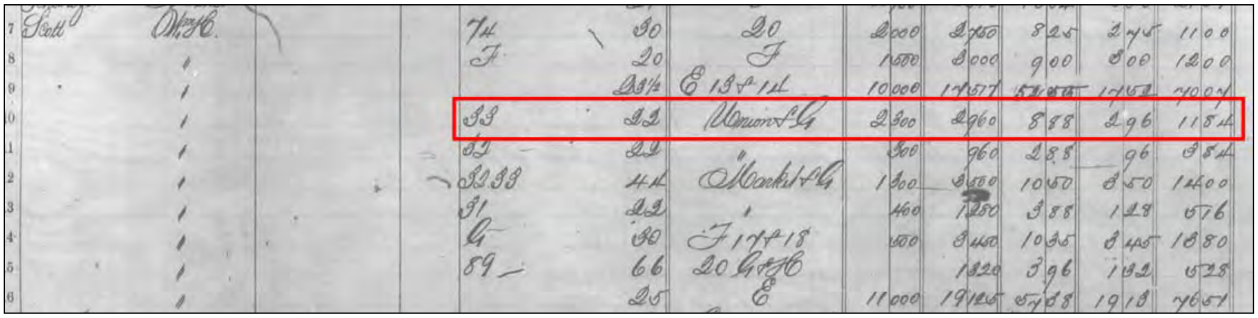


FIGURE 3-198: 1886 SANBORN MAP OF BUILDINGS ON E. GRACE STREET AND UNION STREET (SANBORN MAP COMPANY 1886B) (NOT TO SCALE)



7	Scott	Wm H.	74	30	20	2000	2750	8 25	2 75	11 00
8		/	F	20	F	1500	3000	9 00	3 00	12 00
9		/		23½	E 13 & 14	10000	17517	52 55	17 52	70 07
10		/	33	22	Union & G	2300	2960	8 88	2 96	11 84
11		/	32	22	"	300	960	2 88	96	3 84
12		/	32 33	44	Market & G	1300	3500	10 50	3 50	14 00
13		/	31	22	"	460	1250	3 88	1 28	5 16
14		/	G	30	F 17 & 18	500	3450	10 35	3 45	13 80
15		/	89	66	20 G & H		1320	3 96	1 32	5 28
16		/		25	E	11000	19125	57 38	19 13	76 51

FIGURE 3-199: 1886 CITY OF RICHMOND LAND TAX, JEFFERSON WARD (CITY OF RICHMOND LAND TAX BOOK 1886)

By 1895, the building that housed the original furniture and cabinet making shop was converted into a meatpacking and cold storage company owned by "Armour and Co." and the two-story "shop" was converted to a three-story building equipped with a smokehouse. It is unclear whether Scott was a member of Armour and Co., however, it is likely that he owned the buildings and leased it as investment property. Two one-story dwellings were attached on the southwest side of the three-story Armour and Co. building (Sanborn Map Company 1895).

In 1905, the two one-story dwellings were converted into a single, three-story addition, that was used as storage on the first and third floors, offices on the second floor, and a salt cellar at the basement level (Figure 3-200) (Sanborn Map Company 1905). The southwest side of the building was lined with a one-story "stove," and the rest of the block is filled with a series of one- and two-story commercial buildings. This final 1905 alteration makes complete the three-story, eight-bay, commercial building that currently stands today, and this series of additions is visible in the roofline of the building on aerial imagery.

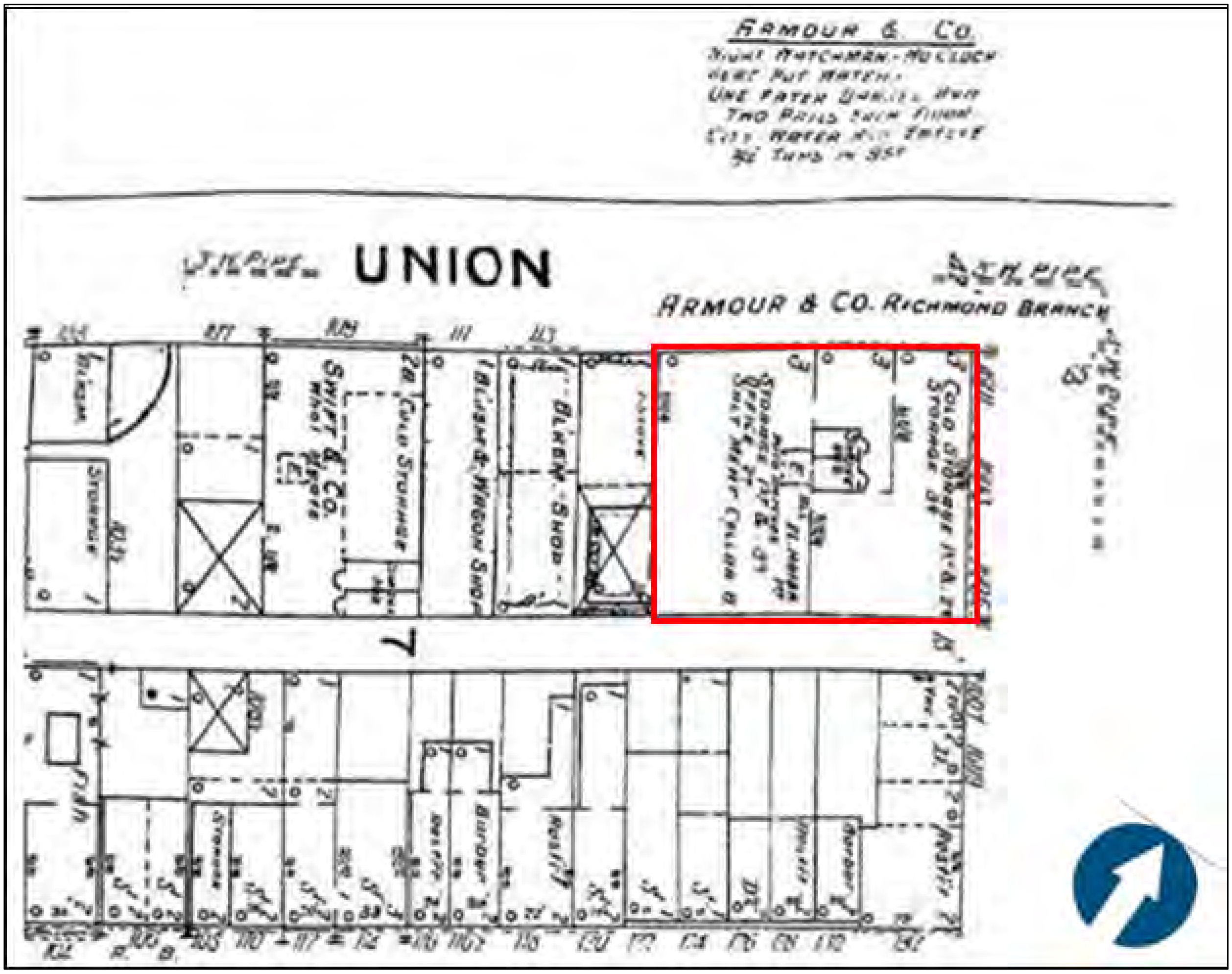


FIGURE 3-200: 1905 SANBORN MAP OF BUILDINGS ON E. GRACE STREET AND UNION STREET (SANBORN MAP COMPANY 1905) (NOT TO SCALE)

William H. Scott owned the property at 1601–1605 E. Grace Street until his death in 1909 when the building was conveyed to his son and daughter, John G. Scott and Emma G. Scott Taylor, who received equal shares of the real estate from his will (City of Richmond Will Book [CRWB] 10:616). The resource continued to be utilized as a meatpacking company, now "Morris and Co." (a company owned by "Armour and Co."), until 1924 when the building was noted as being converted into a wholesale grocer (Figure 3-201) (Sanborn Map Company 1950). In 1956, Emma Scott Taylor and John G. Scott created, and incorporated, the "William H., John G., Emma Scott Foundation," an organization that currently donates to "support programs which alleviate human suffering, and improve the health of those families, individuals, and children in need of aid and/or education" (Foundation Directory Online 2018).

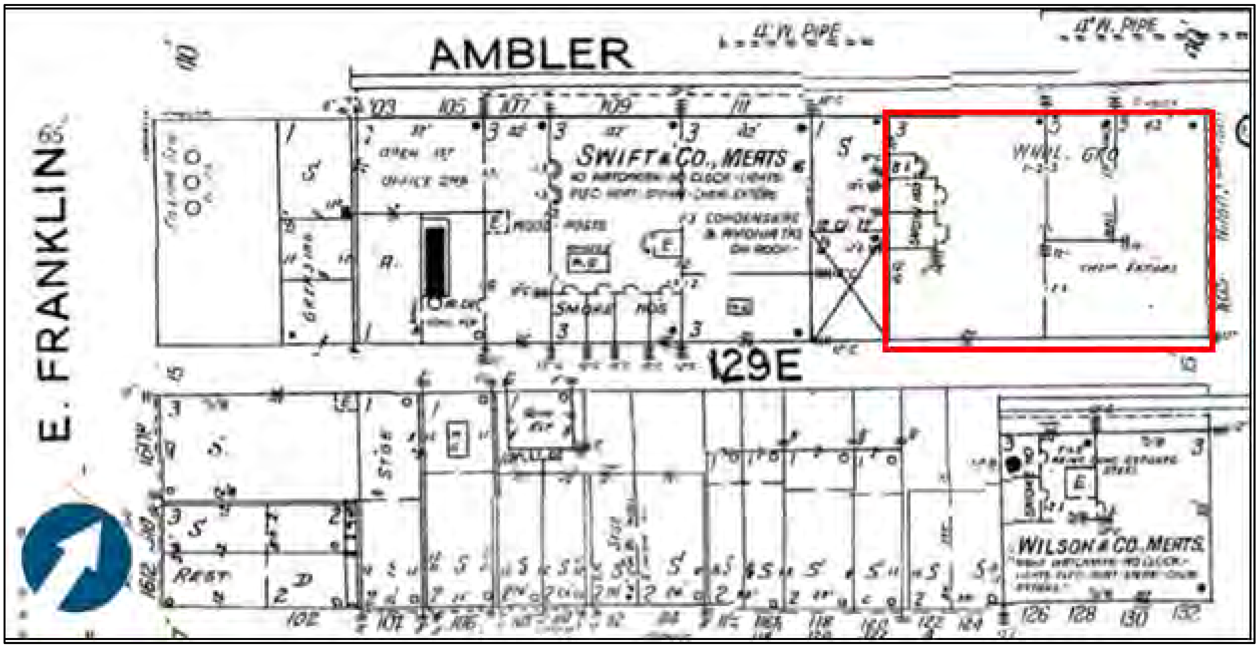


FIGURE 3-201: 1950 SANBORN MAP OF BUILDINGS ON E. GRACE STREET AND UNION STREET (SANBORN MAP COMPANY 1950) (NOT TO SCALE)

In 1961, the William H., John G. Emma Scott Foundation, conveyed to Harry W. Loving, "all of the real estate deeded to William H. Scott by three deeds" which was "devised to John G. Scoot and Emma Scott Taylor in equal shares" and later inherited "by the William H., John G., and Emma Scott Foundation" (CRDB 605C:452).

Harry Weston Loving was a grocer, and founder and president of Loving's Produce Company, a family grocery business that had occupied the building at 1601–1605 E. Grace Street since the late 1940s (The Packer 2011). Although Mr. Loving was not the owner of the building until 1961, it is likely that it was leased while growing his family-owned business at that location.

Henry Loving was born in 1914 in Hanover, Virginia (Virginia Marriage Records 2015). Before becoming a business owner, he was a proprietor of an auto repair shop and served as a Private in the U.S. Army during World War II (US Army Enlistment Records 2005; U.S. Census 1940). After the war, Loving founded his family grocery store that remained a thriving business for nearly 60 years (The Packer 2011). "Loving had worked as president of the company until [2002], when he formally retired and gave control of Loving's Produce [Harry and Betty Loving LLC] to two of his sons, Gary and John Loving" (The Packer 2011). Henry Loving passed away in 2004 at age 89 (Virginia Death Records 2015). Currently, the building stands unoccupied and is owned by Harry and Betty Loving LLC with co-owners Wright Dunn LLC.

3.18.2 Architectural Description

3.18.2.1 Primary Resource Exterior

The commercial building at 1601–1605 E. Grace Street, locally known as Loving's Produce Co., is a three-story, eight-bay, commercial building constructed around 1870 with Italianate-style elements (Figure 3-202). Aerial imagery of the roof line, coupled with door arrangements and changes in brick along the façade, suggest that the building was originally constructed in a rowhouse plan rather than a single building (Google 2018; Sanborn Map Company 1886b, 1895, 1905, 1950). The continuous concrete foundation supports a structural system that is clad in a five-to-one brick bond. The first story of the northwest elevation has been altered with a modern, five-to-one bond, brick veneer, and a cornice is missing above the first-story openings. Covering the building is a flat roof and a wooden parapet at the northwest elevation that features a bracketed cornice with dentils. The rear (southeast) elevation features an asymmetrical parapet lined with metal coping. A large, interior-end, brick chimney pierces the roof on the southwest side. A smaller brick chimney sits directly in front of the larger chimney on its northwest side (Figure 3-203).

There are four, recessed, double-leaf, six-light, wood paneled delivery entrances along the first story of the northwest (primary) elevation, each topped with a 12-light transom covered with vertical metal bars. A secondary entrance is located at the north bay of the northeast elevation. It is filled with a single-leaf, metal door and topped by a 12-light transom covered with metal security bars. A full-length, side-light sits immediately southeast of the single-leaf door. Above the entryway is a missing cornice. Additional fenestration includes a mix of six-over-six, double-hung, wooden windows topped by segmental brick arches and ghosts of windows filled in with brick. The windows on the first story of the southeast elevation are covered with metal security bars.

A sign that reads "Loving's Produce Co." is featured on the second story at the north corner of the building (Figure 3-204). Metal tie-rods and anchor plates span all four elevations, below second and third story windows (Figure 3-205).

Signs reading "Loving's Produce Co. Fresh Fruits and Vegetables" are painted on the north side of the northeast elevation, and the east and south sides of the southeast elevation (Figure 3-206).

Ghosting is seen along the southwest elevation where a one-story dwelling was attached as seen in the 1950 Sanborn map of Richmond (Figure 3-207) (Sanborn Map Company 1950). All door and window openings on this elevation have been filled in with brick.

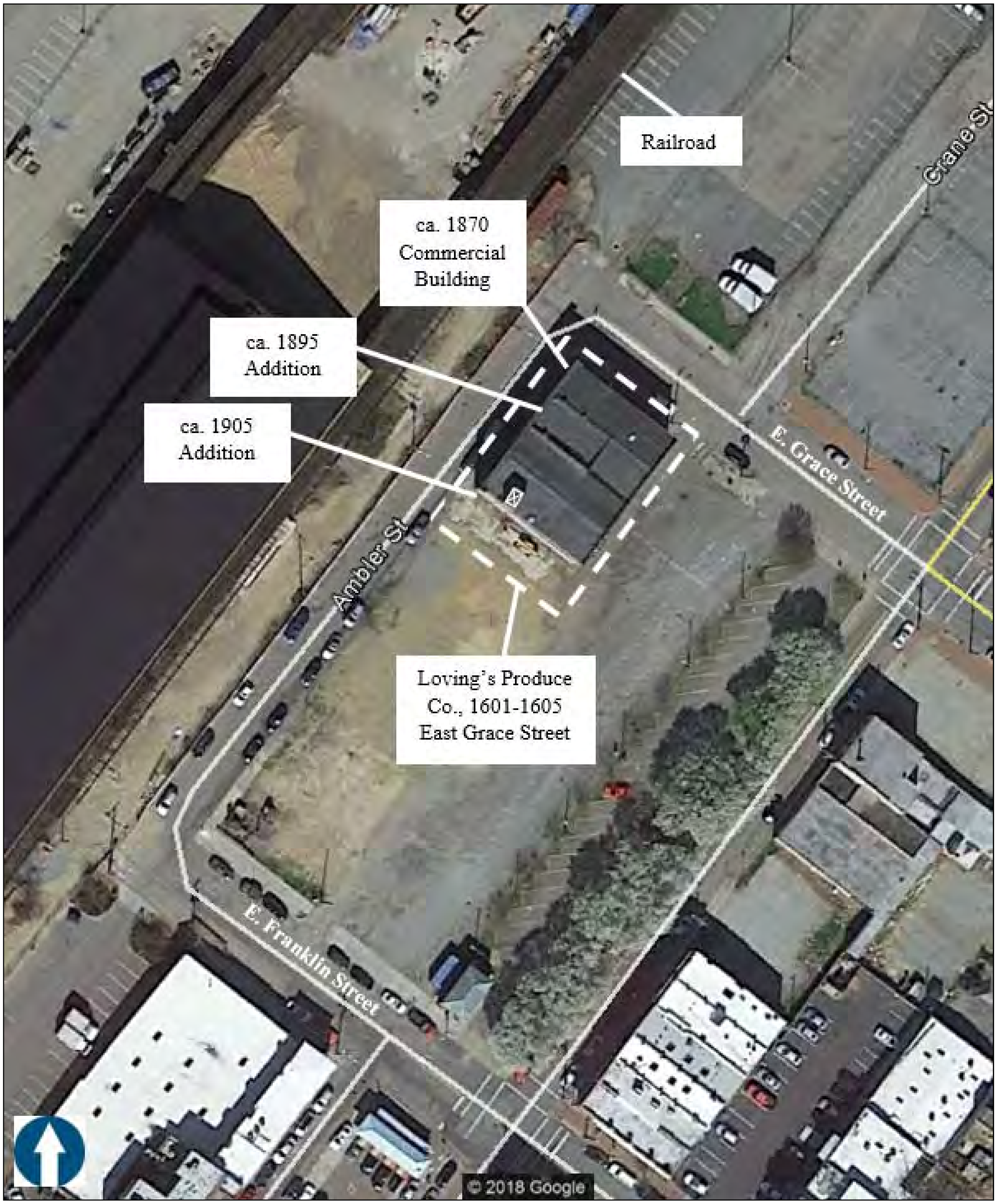

Railroad
ca. 1870 Commercial Building
ca. 1895 Addition
ca. 1905 Addition
Loving's Produce Co., 1601-1605 East Grace Street
Crane St
E. Grace Street
Ambler St
E. Franklin Street
© 2018 Google

FIGURE 3-202: SITE PLAN OF LOVING'S PRODUCE CO. (GOOGLE 2018) (NOT TO SCALE)

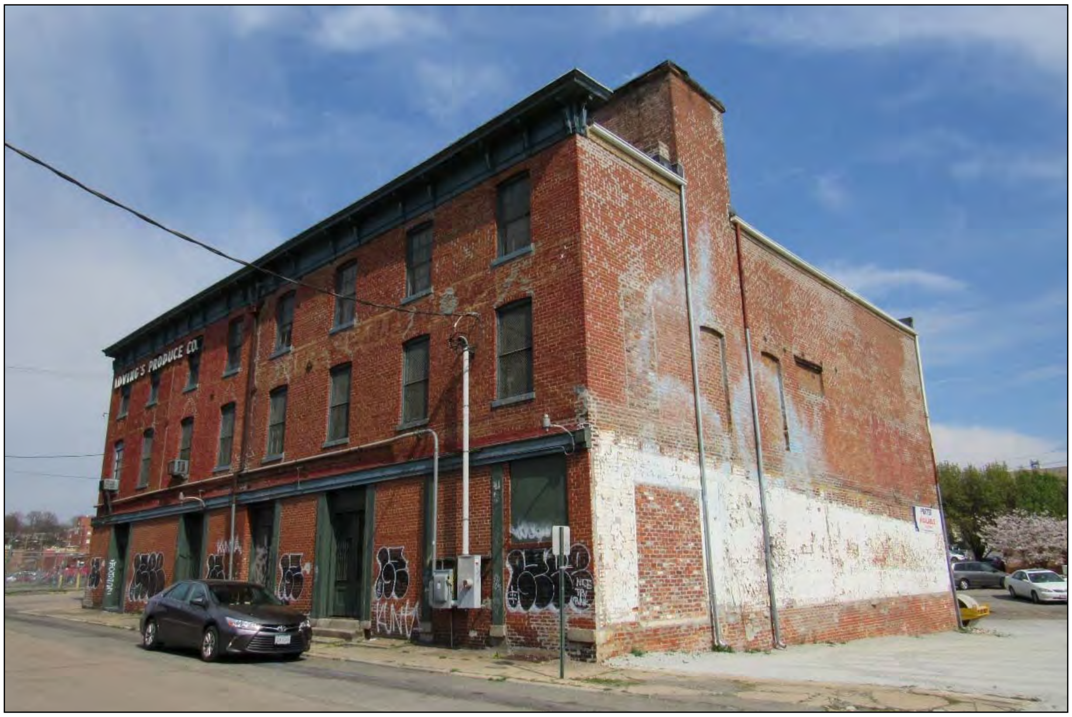

LOVING'S PRODUCE CO.

FIGURE 3-203: NORTH OBLIQUE

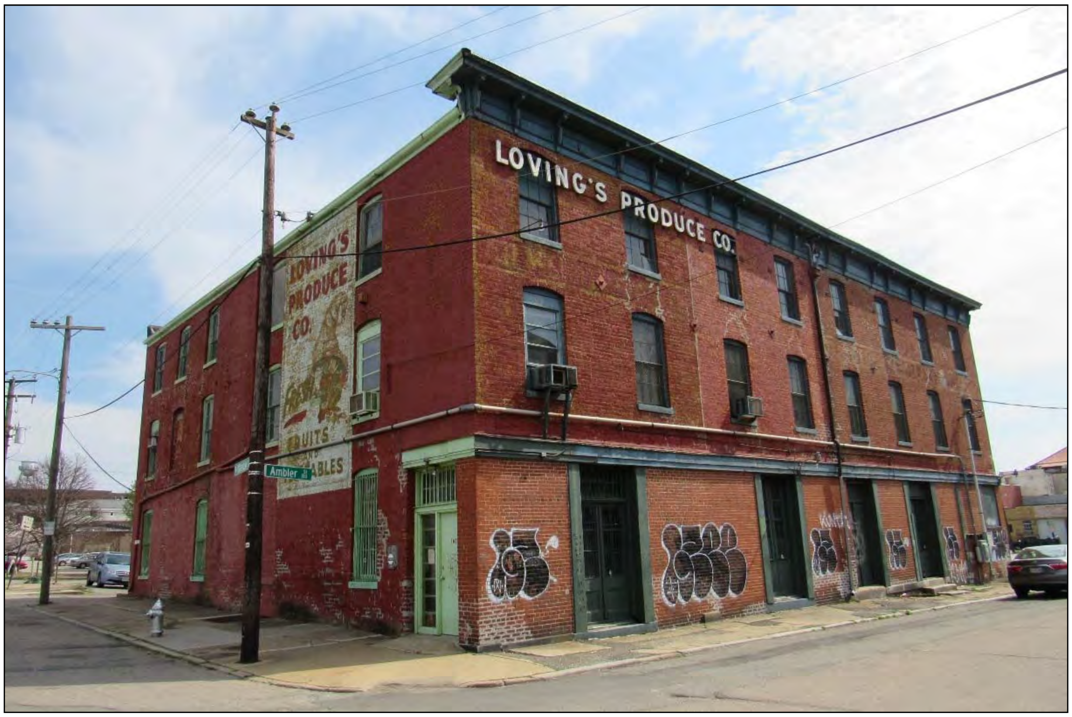

LOVING'S PRODUCE CO.
LOVING'S PRODUCE CO.
FRUITS
VEGETABLES
Ambler St

FIGURE 3-204: WEST OBLIQUE

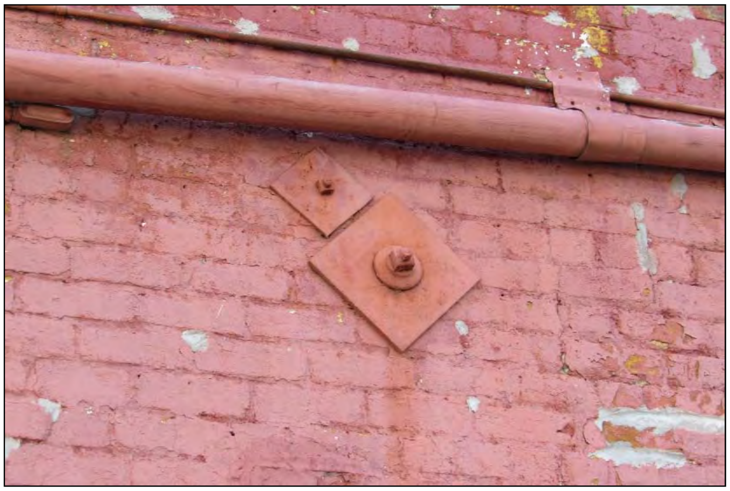


FIGURE 3-205: ANCHOR PLATE AND TIE ROD DETAIL

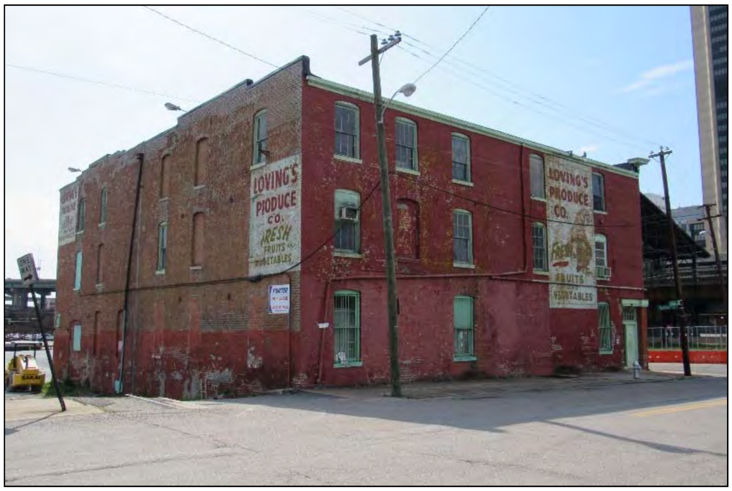

LOVING'S
PRODUCE
CO.
FRESH
FRUITS
VEGETABLES

FIGURE 3-206: SOUTH OBLIQUE

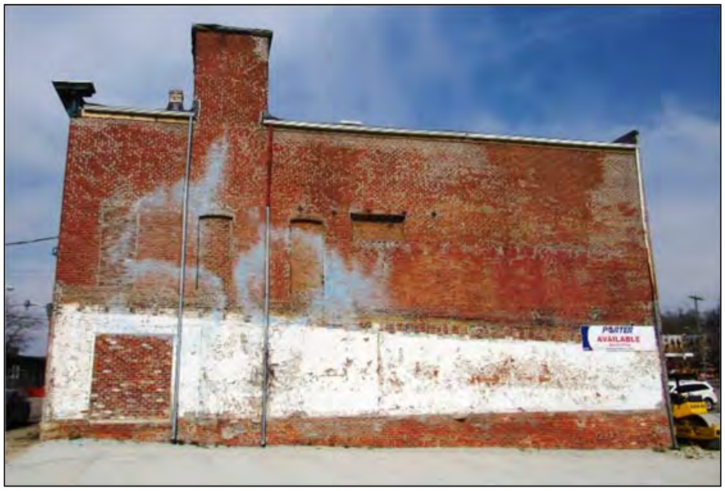


FIGURE 3-207: GHOSTING ON SOUTHWEST ELEVATION

3.18.2.2 Primary Resource Interior

Access to the interior of the building was not obtained during the current effort.

3.18.3 NRHP Evaluation

The commercial building known as Loving's Produce Co., is a three-story commercial building constructed around 1870 with Italianate-style elements. The Shockoe Valley Historic District is noted as an area of commercial and industrial importance before and after the Civil War. It is recognized as a historically significant part of Richmond in its 1982 National Register nomination:

> Although leveled by the Evacuation Fire of April 1865 and rebuilt soon thereafter, the district has served as the site of warehouses, tobacco storage buildings, and mills since 1780… the numerous, well-preserved, late 19th- century commercial and industrial buildings, while individually simple in design, achieve an intricate pattern and texture… The largest single building campaign in Shockoe Slip in the postbellum era took place in 1870s and reflected Richmond's determination to return to the American economic mainstream (NPS 1982).

Loving's Produce Co. has continually served as commercial space since its construction. The resource retains historic integrity of location, setting, and some integrity of feeling and association; however, modifications including late-nineteenth-century additions, late-twentieth-century infill of fenestration, and an altered brick veneer on the façade, have diminished its integrity of design, materials, and workmanship. It was built during a period of tremendous regrowth in Richmond, when the industrial and commercial core of what is today the Shockoe Valley and Tobacco Row Historic District was rebuilt after Civil War-era devastation. This resource is one of the earliest, and few surviving, examples of immediate post-war reconstruction in this area. It represents efforts by residents to reclaim their city by establishing new businesses and reconstructing warehouses to provide goods and employment to the area and is notable for its associations with the rebuilding of Shockoe Bottom. While numerous buildings were constructed in this area as part of this effort, most are gone. This is one of the sole representatives of one of the most notable periods of development in Richmond's history. For these reasons, this resource is recommended eligible for inclusion in the NRHP under Criterion A at the local level.

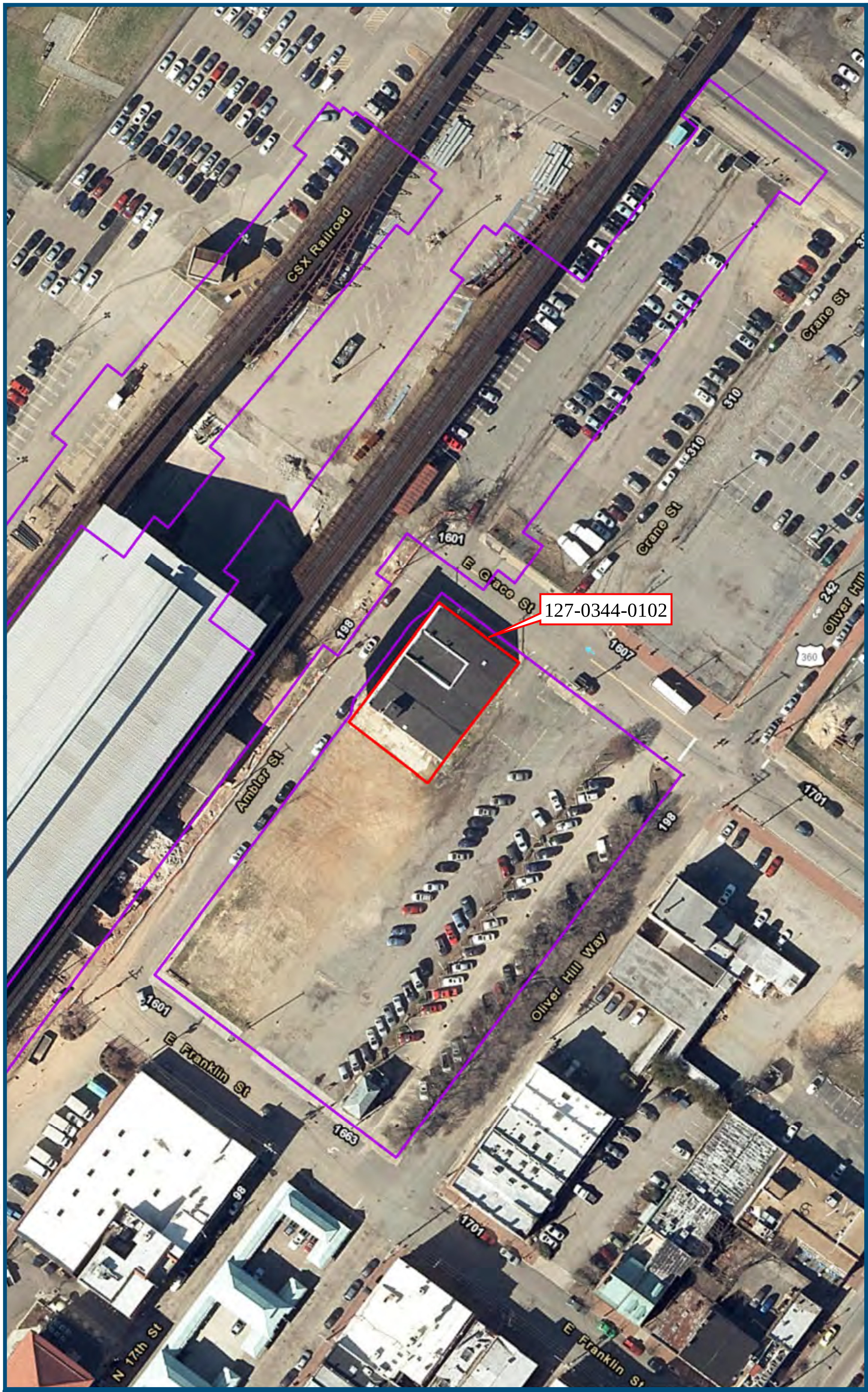
For a historic resource to be considered eligible under Criterion B, it must be associated with a person who is "individually significant within a historic context" and who has "gained importance within his or her profession or group" (Shrimpton et al. 1990). While the Loving name has been prominent within the Shockoe Bottom community for generations, the family does not appear to have attained significance in their own right, nor have they been associated with events that have made a significant contribution to broad patterns in American history, thus the resource is recommended not eligible for inclusion in the NRHP under Criterion B.

Though the building is in generally good condition, it is one of 34 Italianate commercial buildings within the Shockoe Valley and Tobacco Row Historic District and it is not unique to Richmond as a whole (NPS 2015). Additionally, it is not the work of a master nor does it possess high artistic values, nor is it an outstanding example of its style or property type (Shrimpton et al. 1990). For these reasons, the resource is recommended not eligible for the NPHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

Loving's Produce Co. is located within the NRHP-listed Shockoe Valley and Tobacco Row Historic District (127-0344). It was built during the district's period of significance (ca. 1870–1950) and represents architectural trends throughout the community. Although it is not recommended individually eligible for the NRHP under any Criteria, the resource retains good integrity and is recommended to contribute to the eligibility of the Shockoe Valley and Tobacco Row Historic District.

In sum, Loving's Produce is **recommended eligible under Criterion A at the local level as well as considered a contributing resource to the** Shockoe Valley and Tobacco Row Historic District (127-0344)**.**

The period of significance for Loving's Produce begins at the time of its construction, circa 1870, and ends at the culmination of the postbellum-era building campaign in Shockoe Slip at circa 1879. The proposed NRHP boundary for the resource comprises and follows the legal lot description for parcel E0000129029 (Figure 3-208). It is bounded on the southwest side by parcel E0000129022, on the southeast side by parcel E0000129003, on the northwest side by Ambler Street and East Grace Street to the northeast.


CSX Railroad
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310
1601
E Grace St
127-0344-0102
198
1607
Crane St
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Oliver Hill
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Ambler St
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1701
N 17th St
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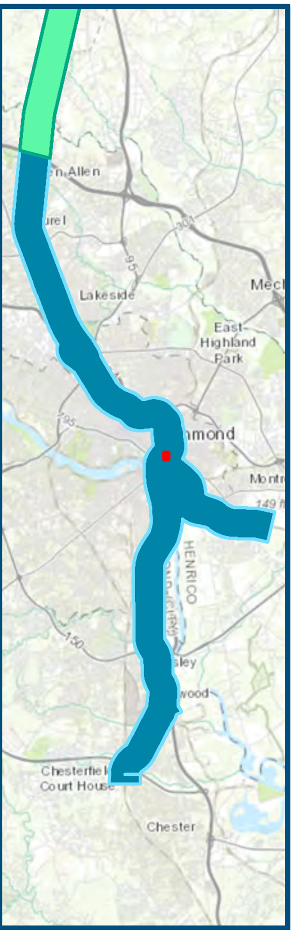
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20
40
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- 🟪 Preferred Alternative
- 🟨 Architectural Buffer
- 🟥 Proposed NRHP Boundary

Figure 3-208 Proposed NRHP Boundaries for Loving's Produce (127-0344-0102)

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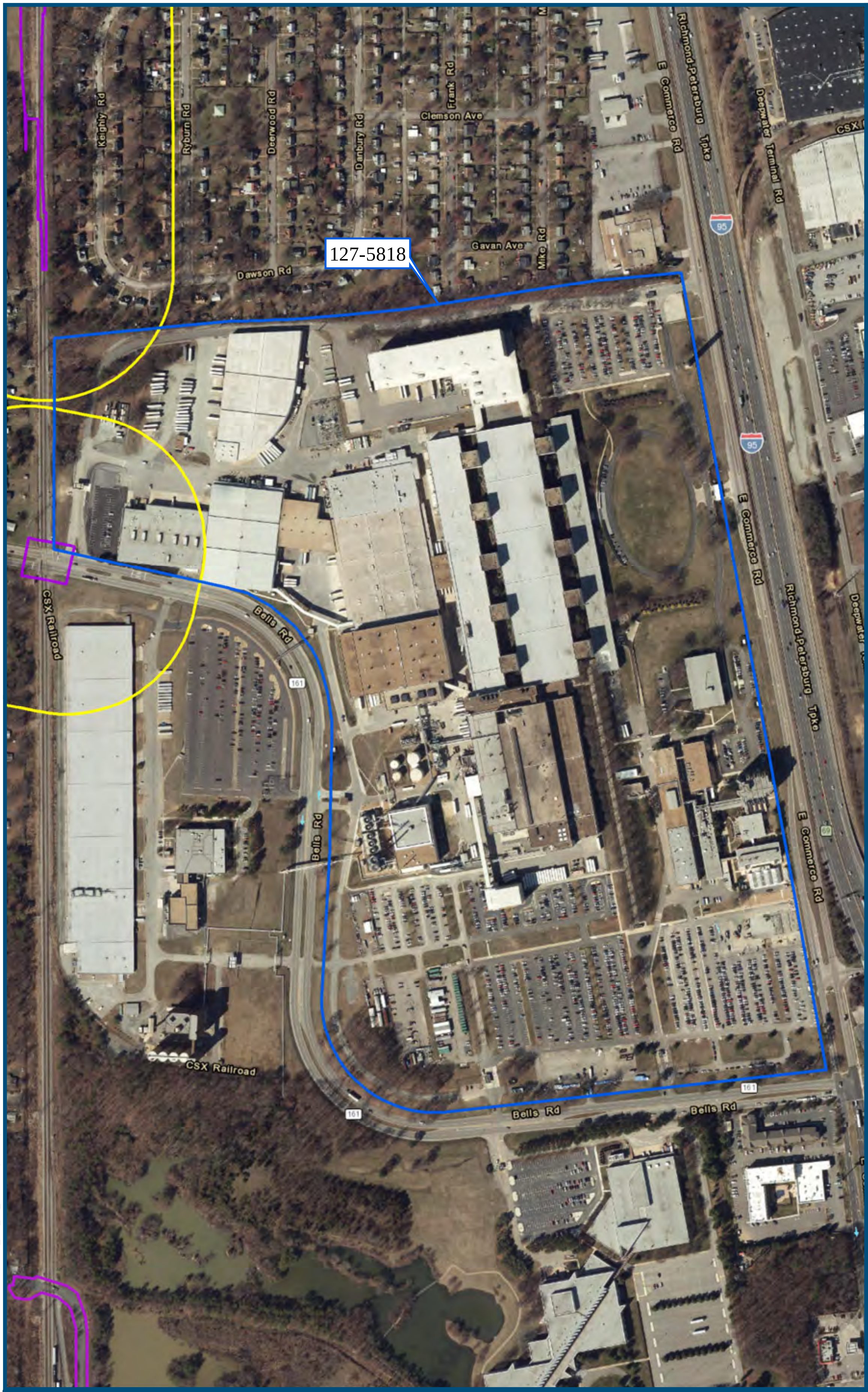
3.18 PHILIP MORRIS OPERATIONS COMPLEX (127-5818)

The Philip Morris Operations Complex at 3601 E. Commerce Road is a light industrial complex processing tobacco for the Philip Morris USA company, now the Altria Group (Figure 3-209). The large complex is located on an approximately 142.9-acre lot bounded by E. Commerce Road and the Richmond-Petersburg Turnpike (Route 69) to the east, Bells Road and Philip Morris Drive Way to the west, Philip Morris Drive Way and a residential neighborhood to the north, and other light industrial properties to the south. The property is filled with multiple office buildings and warehouses with a manicured lawn spotted with trees and shrubbery in the northeast corner of the property along E. Commerce Road. Strips of manicured grass stretch between most of the buildings, some also filled with trees. Poured-concrete walkways and paved-asphalt driveways connect all of the buildings on the property. The property, which is fenced in, is accessed from Bells Road via Philip Morris Drive Way and E. Commerce Road by gated vehicular entrances.

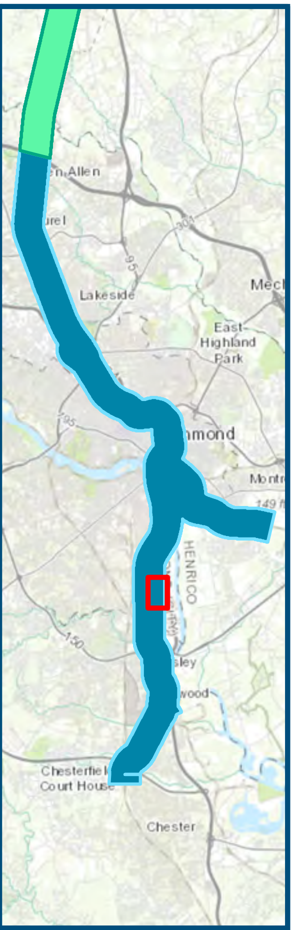
3.16.1 Historic Context

The Philip Morris Complex is situated on the east side of the CSXT railroad south of the Capitol District in Richmond, Virginia. Philip Morris USA is one of the world's leading tobacco manufacturing companies with origins tracing back to the late-nineteenth century. "Philip Morris & Co., Ltd. was established in 1847 when the family of Philip Morris opened their first London tobacco shop and began making tobacco products that royalty and the working man alike would enjoy" (Altria 2018a). By the early 1920s, the Philip Morris Company had planted its roots in Richmond, Virginia, as many of its production warehouses were located within Richmond's Shockoe Bottom and Tobacco Row Historic District (127-0344) (Altria 2018b; V-CRIS 2018). By the 1950s, production had moved further from the city's core to an independent location outside of downtown.

The primary resource at the new location is the most visible, a cigarette manufacturing plant finally completed in 1974 after several stages of construction between 1959–1973, which was dedicated to the employees of the company (Figure 3-210) (The News Leader 1974). "The newest manufacturing complex joins other distinguished Philip Morris Buildings on the site, including the Finance Building designed by the noted American architect Ulrich Franzen in 1963, and the Research Center Tower [also designed by Franzen] completed in 1973" (The News Leader 1974). Additionally, one of the notable, Brutalist-style, buildings on the Philip Morris property, an office building and conference center, was designed by Skidmore, Owings & Merrill (SOM), a New York-based company founded in 1936, and one of the largest and most influential architecture, engineering, and urban planning firms in the world (SOM 2018; The News Leader 1974).



127-5818
Keighly Rd
Ryburn Rd
Deerwood Rd
Danbury Rd
Frank Rd
Clemson Ave
Gavan Ave
Mike Rd
Dawson Rd
E Commerce Rd
Richmond-Petersburg Tpke
Deepwater Terminal Rd
CSX
95
CSX Railroad
Bells Rd
161
69



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Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪 Preferred Alternative
🟨 Architectural Buffer
🟦 Resource Boundary

Figure 3-209
Location of the Philip Morris Operations Complex (127-5818)

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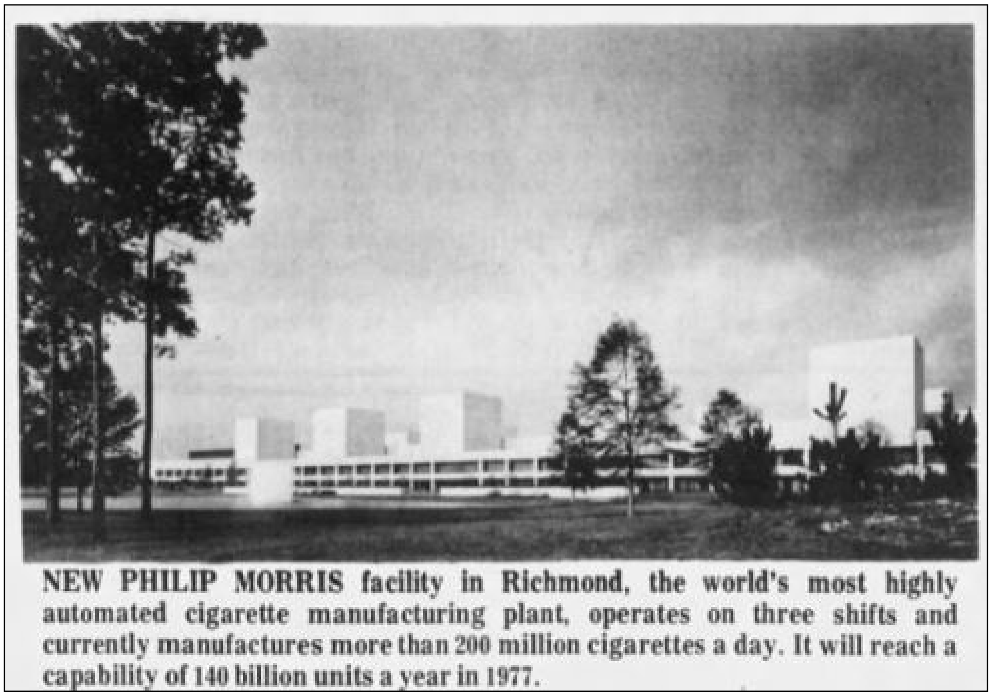


NEW PHILIP MORRIS facility in Richmond, the world's most highly automated cigarette manufacturing plant, operates on three shifts and currently manufactures more than 200 million cigarettes a day. It will reach a capability of 140 billion units a year in 1977.

FIGURE 3-210: PHILIP MORRIS COMPLEX DEDICATION (THE NEWS LEADER 1974)

The buildings designed by Ulrich Franzen and SOM at the Philip Morris Complex display unique characteristics in both the Neo-Expressionist and Brutalist styles. The Research Center and Office Building/Conference Center display extensive use of concrete with minimal fenestration, with "windows treated as penetrations in massive forms" (Bezirdjian et al. 2014). The Finance Building, designed by Ulrich Franzen, is an exceptional display of Neo-Expressionism styling, avoiding angles and straight lines and "focusing on the continuity of form, curved lines, and dramatic, irregular shapes" (Bezirdjian et al. 2014). These post-war and post-modern architectural styles were "an attempt to make functional, forceful buildings that were integrated into their surroundings and endowed with the seductive powerful clarity of modern industrial design and advertising" and utilized materials such as "glass, brick, and concrete for their expressive qualities" (Dempsey 2002).

Ulrich Franzen (1921–2012) was a German-born American known for his new-age architecture and Brutalist Style (Gonzales 2012; Harvard University Library 2000). Franzen was born in Dusseldorf Germany and immigrated to the United States with his parents in 1936 (Marter 2011:268). He attended Williams College, receiving an undergraduate degree before joining the Army during the start of World War II (United States Army Enlistment Records 2005). At the end of the war, Franzen attended Harvard University, earning a master's degree in architecture in 1950 (Harvard University Library 2000). By 1951, he was working for I. M. Pei, the renowned Chinese-American architect who designed buildings all over the globe (Harvard University Library 2000). Four years later, Franzen had established his own firm, Ulrich Franzen & Associates (Marter 2011:268). His architectural training and experience was shaped by modernism, and in the 1960s he "began to shift from modernist minimalism to designs that were more sculptural" (Marter 2011:268).

From 1955 to 1995, Ulrich Franzen completed over 60 projects “including private residences, educational structures (notably projects at Cornell University: MVR Hall, the Growth Chamber Laboratories and the Agronomy Building), commercial and industrial commissions (The Philip Morris Research Center and Headquarters at 42nd Street and Park Avenue in New York), and cultural sites ranging from Houston's Alley Theater to the Harlem School of Arts” (Figure 3-211) (Harvard University Library 2000). Franzen had a continuing relationship with the Philip Morris Corporation from the late 1950s to the early 1980s, “designing their Research Center, and Finance Center, all in Richmond, and their headquarters building in New York City” (Marter 2011:268).

FIGURE 3-211: ARCHITECT ULRICH FRANZEN, OUTSIDE THE ALLEY THEATRE, NOVEMBER 1968 (GONZALES 2012)

3.16.2 Architectural Description

The Philip Morris Operations Complex located at 3601 Commerce Road is a light industrial complex utilized by Philip Morris USA Company for tobacco processing constructed between 1950 and 1980 (Figure 3-212). The complex comprises multiple warehouses, office buildings, industrial structures, and manufacturing equipment for the processing of tobacco products. Construction of the complex began around 1950 and was completed in the early 1980s. Full access to the property was not obtained during the current survey, and the property was documented from the public right-of-way.

The 1963 seven-story, Neo-Expressionism-style Finance Building designed by Ulrich Franzen, is located in the southeast portion of the property along Commerce Road and faces north towards a paved parking lot (Figure 3-213). The building is clad in brick veneer and features four evenly spaced, curved projections, a design which suggestively resembles cigarettes, on the north and south elevations. The first story is recessed and features a series of full-length, metal-frame, fixed windows dotted with single- and double-leaf, commercial-style doors. The east and west elevations feature a protruding window feature that spans the uppermost six stories.

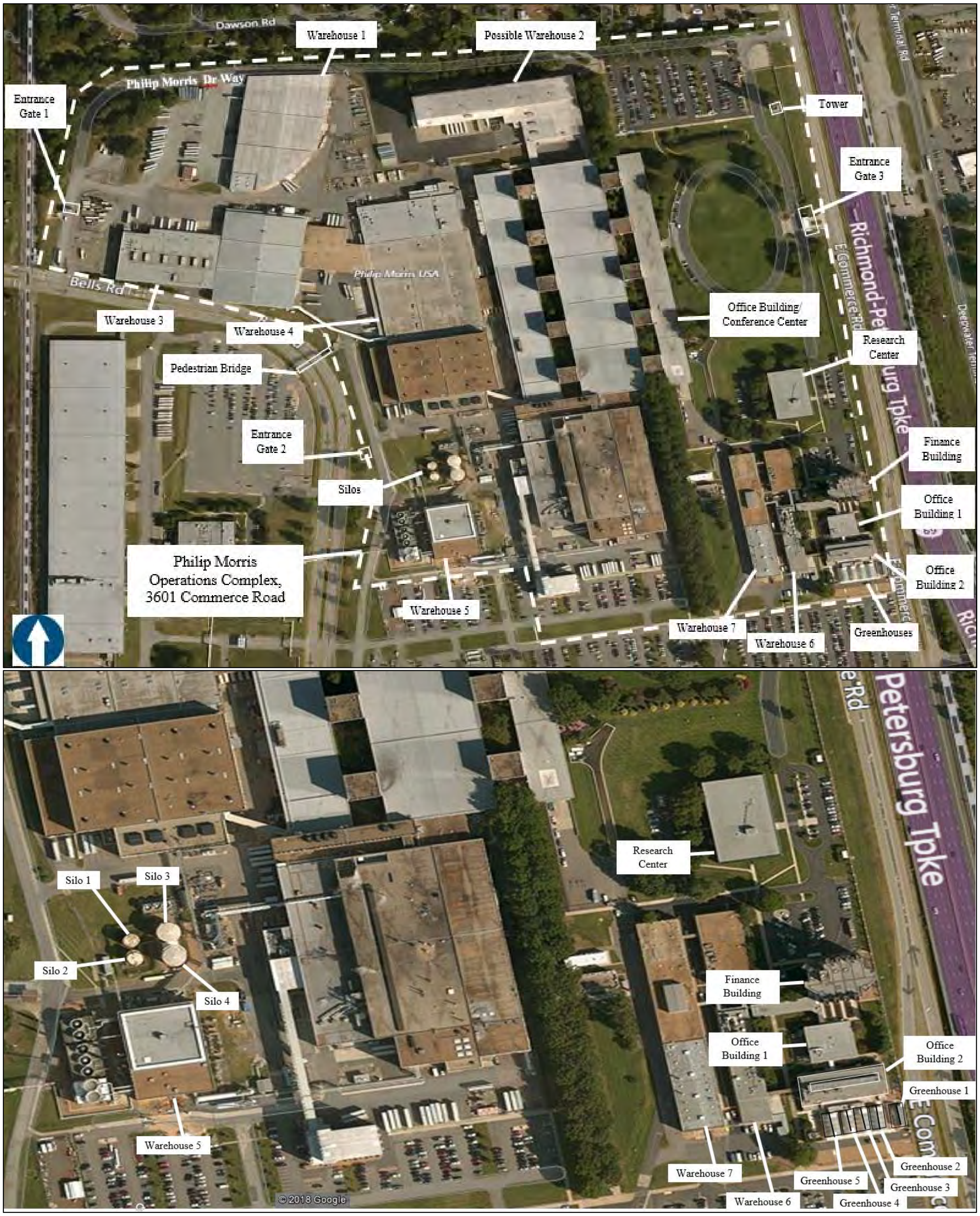

Dawson Rd
Warehouse 1
Possible Warehouse 2
Philip Morris Dr Way
Entrance Gate 1
Tower
Entrance Gate 3
Richmond-Petersburg Tpke
E Commerce Rd
Bells Rd
Philip Morris USA
Warehouse 3
Warehouse 4
Office Building/ Conference Center
Research Center
Pedestrian Bridge
Entrance Gate 2
Finance Building
Silos
Office Building 1
Philip Morris Operations Complex, 3601 Commerce Road
Office Building 2
Warehouse 5
Warehouse 7
Warehouse 6
Greenhouses
Petersburg Tpke
Research Center
Silo 1
Silo 3
Silo 2
Silo 4
Finance Building
Office Building 1
Office Building 2
Greenhouse 1
Warehouse 5
Warehouse 7
Greenhouse 2
Greenhouse 5
Greenhouse 3
Warehouse 6
Greenhouse 4
© 2018 Google

FIGURE 3-212: OVERVIEW SITE PLAN (TOP) AND DETAIL OF SOUTHERN HALF (BOTTOM) OF THE PHILIP MORRIS OPERATIONS COMPLEX (GOOGLE 2018) (NOT TO SCALE)

A circa-1973 two-story, Brutalist-style office building and conference center designed by Skidmore, Owings & Merrill features five evenly spaced, four-story towers along the east and west elevations with a third building at its center (Figure 3-214).

> Known as the 'make-pack' area, it is divided into five bays on the ground floor. This building lies between the East Wing (which houses the administrative offices, cafeteria, visitor's center and auditorium), and the West Wing (which houses the machine shop, parts room, maintenance engineering offices and filter production). The wings are joined to the main plant by ten cores, each 94 feet high, which contain restrooms, employee lounges, mechanics' shops, supervisory offices, and heating and air-conditioning units [The News Leader 1974].

A majority of the Office Building Conference Center is covered by a flat roof. The building features large window openings filled with metal-frame, fixed windows. The towers do not feature fenestration. A large, multi-story, warehouse addition extends from the south elevation. It was barely visible during the time of survey due to accessibility to the property.

A 1973 two-story, Brutalist-style Research Center (office building 1 in Figure 3-212), designed by Ulrich Franzen, is located in the southeast portion of the property and it faces towards Commerce Road (Figure 3-215). The concrete and light-colored, brick-clad building features a recessed first story with a ribbon of metal-frame windows across all elevations. The second story features similar fenestration spanning all elevations with vertical concrete bands evenly spaced over the windows. The recessed primary entrance is centered on the east elevation and filled with commercial-style doors accessed by large concrete steps.

Three circa-1960 warehouses are located on the northwestern side of the complex (warehouse 1, 3, and 4 in Figure 3-212). Warehouse 1 is a one-story building covered by a flat roof. The building was barely visible during the time of survey; however, it appears that it is clad in pressed-metal siding. The roof features stepped metal parapets that stretch from east to west at evenly spaced intervals. The southwest portion of the building is curved for truck docking stations. Warehouse 3 is connected to warehouse 4 by a walkway and a hyphen on the east elevation. It is sheathed in pressed-metal siding. The first story features window openings filled with metal vents while the second story features hooded vents. Two entrances are visible on the south elevation, both of which are filled with a single-leaf metal door accessed by poured-concrete stairs. A two-story, flat-roof addition extends from the southern half of the west elevation. It is clad in a pressed-metal siding and roof is lined with metal coping. Fenestration includes a double-leaf, glass-and-metal doors; single-leaf, metal doors; and fixed, metal-frame windows. Warehouse 4 is two stories tall with pressed-metal siding and is covered by a flat roof. A one-story portion stretches along the western elevation of the building. Two suspended enclosed walkways sheathed in pressed metal extend from the northwest and southwest corners connecting the building to a large gabled warehouse (warehouse 3). A one-story, flat-roof hyphen also extends from the west elevation in the northern half towards the east elevation of the gabled warehouse (warehouse 3) The southern portion of the building appears to have a third story. A metal conveyor belt extends from the south elevation of the southern addition towards the set of silos.

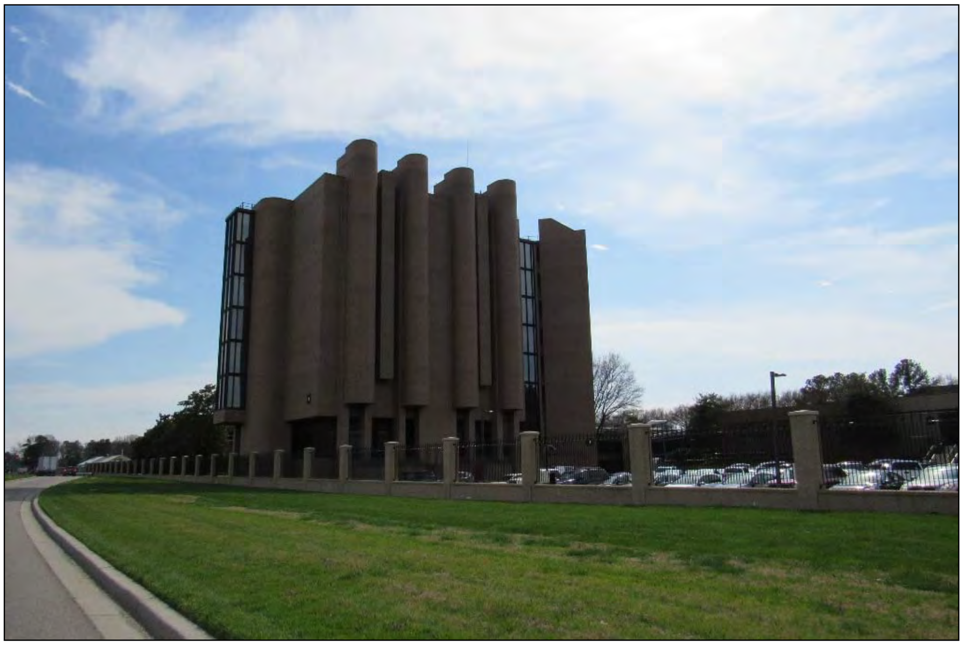


FIGURE 3-213: PHILIP MORRIS OPERATIONS COMPLEX AT 3601 COMMERCE ROAD, NORTHEAST OBLIQUE OF BRUTALIST-STYLE FINANCE BUILDING

A large warehouse (warehouse 2 in Figure 3-212) is located north of the office and conference building and south of Philip Morris Drive Way. It was not visible during the time of survey due to accessibility of the property; however, current aerial imagery shows the building in a rectangular plan, covered by a flat roof.

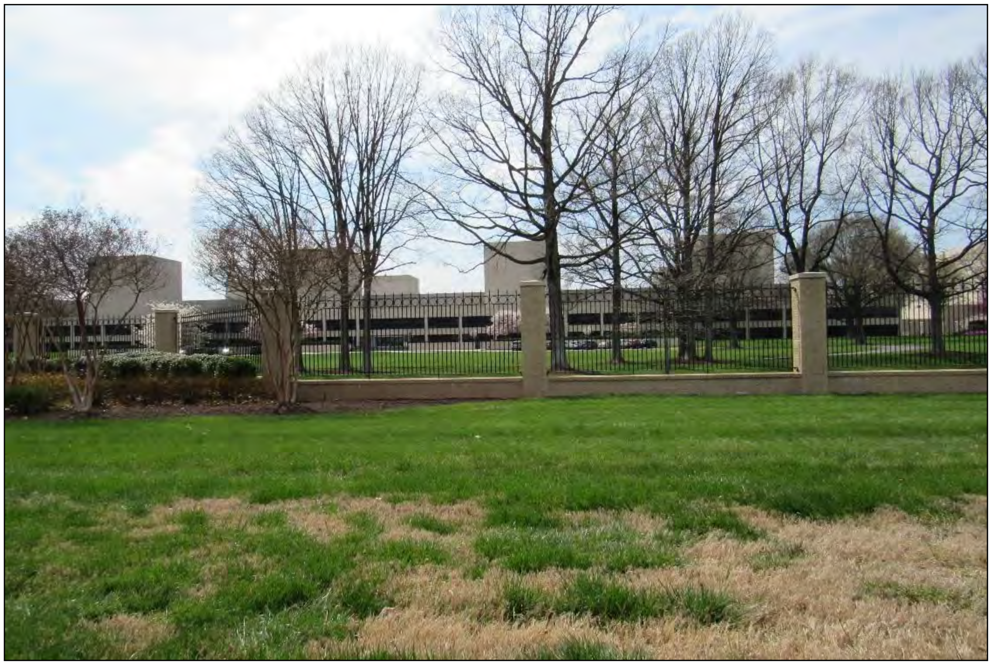


FIGURE 3-214: EAST ELEVATION OF INTERNATIONAL-STYLE OFFICE BUILDING DESIGNED BY SKIDMORE, OWINGS & MERRILL

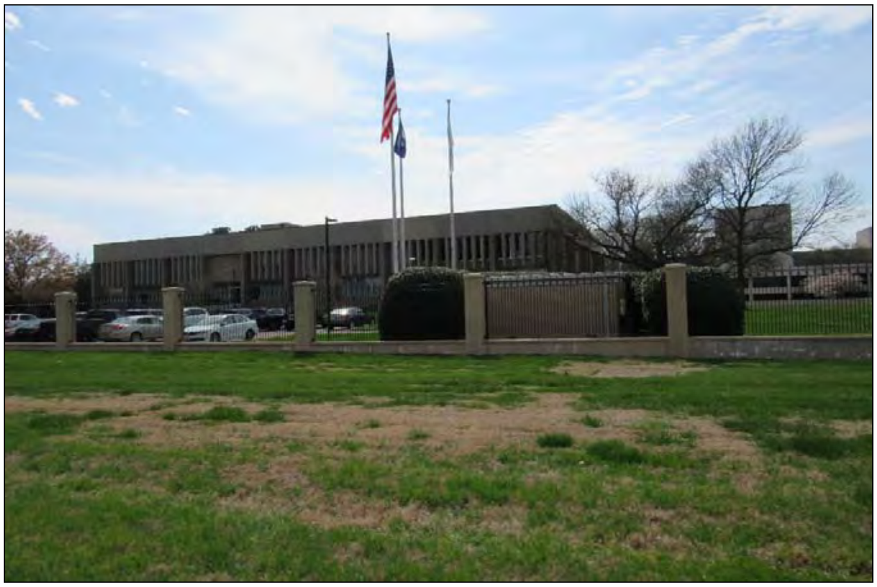


FIGURE 3-215: NORTHEAST OBLIQUE OF BRUTALIST-STYLE RESEARCH CENTER

Two circa-1960 multi-bay office buildings (office buildings 1 and 2 in figure 3-212) are located southeast of the primary resource. Office building 1 is one-story, featuring fixed, metal-frame windows spanning all elevations and covered by a flat roof with metal coping. Office building 2 is two-stories, clad in brick veneer, and topped by a flat rood with metal coping. Ribbons of fixed, metal-frame widows are visible on the south and north elevations. Entrances are situated on the south and north elevations but they were not visible at the time of survey. The roof features a central rectangular access to the roof. An interior-end, brick chimney is located on the south elevation.

Several circa-2000 metal-frame greenhouses (denoted as greenhouses 1 through 5 in Figure 3-212) are located in the southeast corner of the property (Figure 3-216). They are covered with a gabled roof and clear siding of an unknown material. They feature large circular vents in the south elevations and the north elevations contain a metal flue.

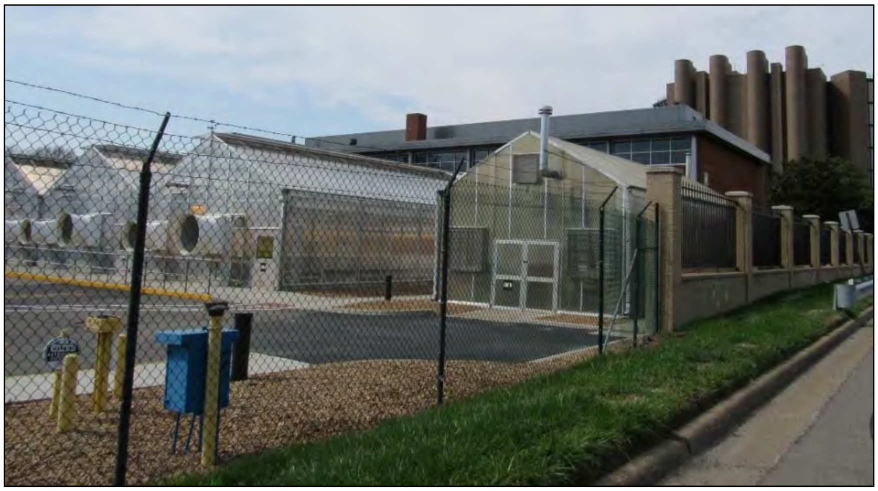


FIGURE 3-216: GREENHOUSES, LOOKING NORTHWEST

Two rectangular-shaped warehouse buildings (warehouse 6 and 7 in Figure 3-212) are located in the southeast corner of the property, west of the greenhouses and office buildings. They were not visible during the time of survey but identified on current online aerials. Aerials indicate that the buildings are covered by a flat roof and connected to one another by a hyphen.

A circa-1990, four-story, industrial warehouse (warehouse 5 in Figure 3-212) is located in the southwest corner of the property (Figure 3-217). It is clad in pressed metal and features a flat roof. The west elevation is lined with six circular metal turbines with a ventilated, metal exterior wall on the west elevation. Two very tall metal possible flues pierce the roof of the building. Above-ground, metal piping extends from the west elevation of the building and continue over Bells Road and they continue south on the west side of the road. Metal pipes extend from the north elevation towards a set of four circa-1990 silos (silos 1 through 4 in Figure 3-212) clad in pressed metal.

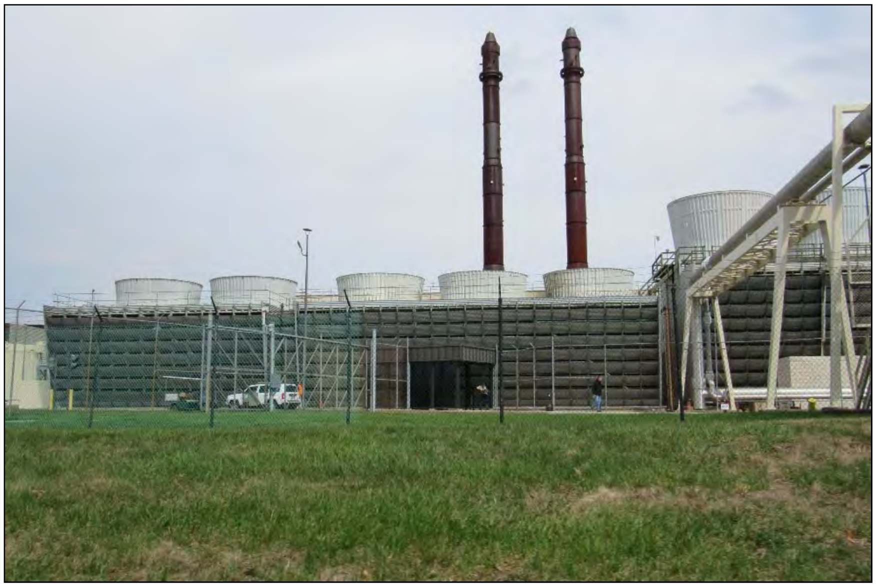


FIGURE 3-217: WAREHOUSE 5, LOOKING EAST FROM BELLS ROAD

Three circa-2002 entrance gates are located at the east and west edges of the primary resource, along Bells Road, Philip Morris Drive Way, and Commerce Road (entrance gate 1–3 in figure 3-212). Entrance gates 1 and 2 feature central metal-clad, gatehouses flanked by vehicular entrances. The gates are covered by a flat roof. Entrance gate 3, located at Commerce Road is a one-story gate framed by a concrete entryway with “Philip Morris USA” on the west elevation (Figure 3-218). A circa-1990, steel-frame, pedestrian walkway extends from the industrial complex towards a parking lot on the southwest side of the Bells Road. It is enclosed by a metal chain-link fence. Located in the northeast corner of the property is a circa-1990, three-story, squared tower. The decorative tower is covered in advertisements for company products.

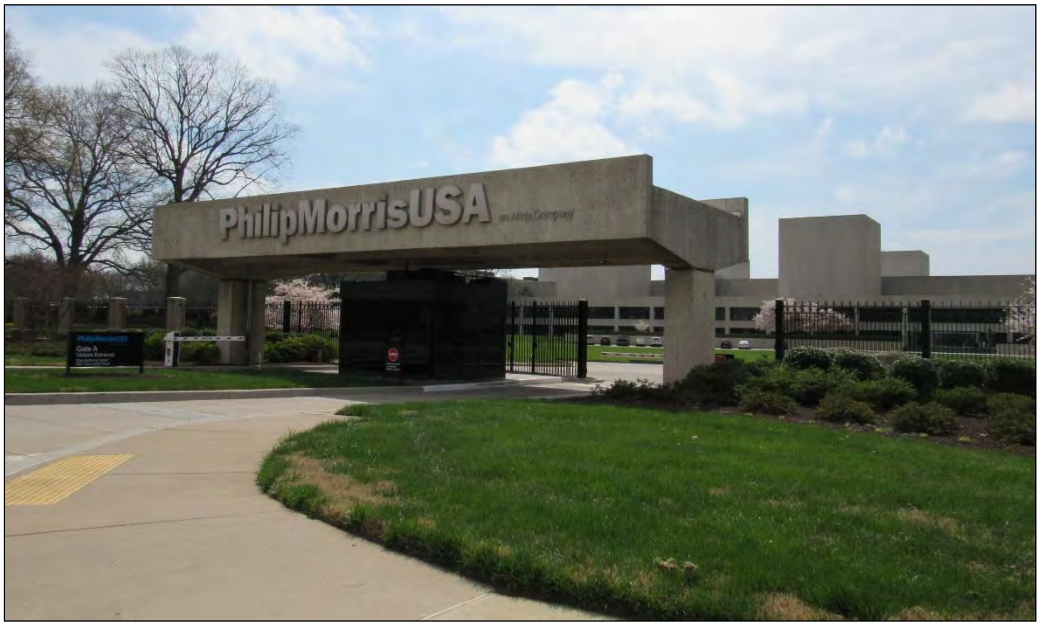


FIGURE 3-218: ENTRY GATE 3, LOOKING SOUTHWEST

3.16.3 NRHP Evaluation

The Philip Morris Operations Complex located at 3601 Commerce Road is a mid-twentieth-century, light-industrial complex that served as headquarters for the company's tobacco production; the main building was constructed between 1959 and 1973. Although the complex is modern, Philip Morris has been operating in Richmond since the early 1930s, with multiple tobacco warehouses located in the Shockoe Valley and Tobacco Row Historic District (127-3044). Construction on their new, larger facility began during the rise of the post-modern architectural movement by famed architects known for their influences in the Brutalist and Neo-Expressionism styles. The resource retains its historic integrity of location, setting, feeling, and association. Buildings added to the complex in the late 1970s that includes silos, greenhouses, and warehouses, have minimally impacted the core of the resource, and as such it retains a high level of integrity of design, materials, and workmanship**.**

Currently, the Altria Group (Philip Morris USA) is the largest cigarette manufacturing company in the United States, with its headquarters located within the same complex as its production warehouses. The second leading U. S. tobacco company is R. J. Reynolds, a tobacco manufacturing company based in Winston-Salem, North Carolina. The R. J Reynolds headquarters, originally located in an Art-Deco style skyscraper constructed circa 1929 and currently listed in the NRHP, has since been relocated and is a separate entity from its production warehouses, which are also located in Winston-Salem (Craver 2014; Covington 2014).

In order for a resource to be considered eligible in the NRHP under Criterion A, "a property can be associated with either (or both) of two types of events… a specific event marking an important moment in American prehistory or history [or] a pattern of events or a historic trend that made a significant contribution to the development of a community, a State, or a nation" (Shrimpton et al. 1990). Philip Morris has been a dominating leader in the tobacco industry since the mid-twentieth century, becoming the highest grossing tobacco company across the globe, with Marlboro becoming the world's number-one cigarette by 1972 (Borio 2001; Philip Morris, Inc.

[PMI] 2018). As a leader in the mid- to late-tobacco industry in America, Philip Morris USA illustrates the rise and fall of an important agricultural commodity in Virginia, as well as the corporate product diversification of the cigarette industry coped with increasing attacks from public health advocates (Borio 2001). As such, the Philip Morris Operations Complex is recommended eligible for listing in the NRHP under Criterion A at the national level for its impacts of commerce and manufacturing in the tobacco industry.

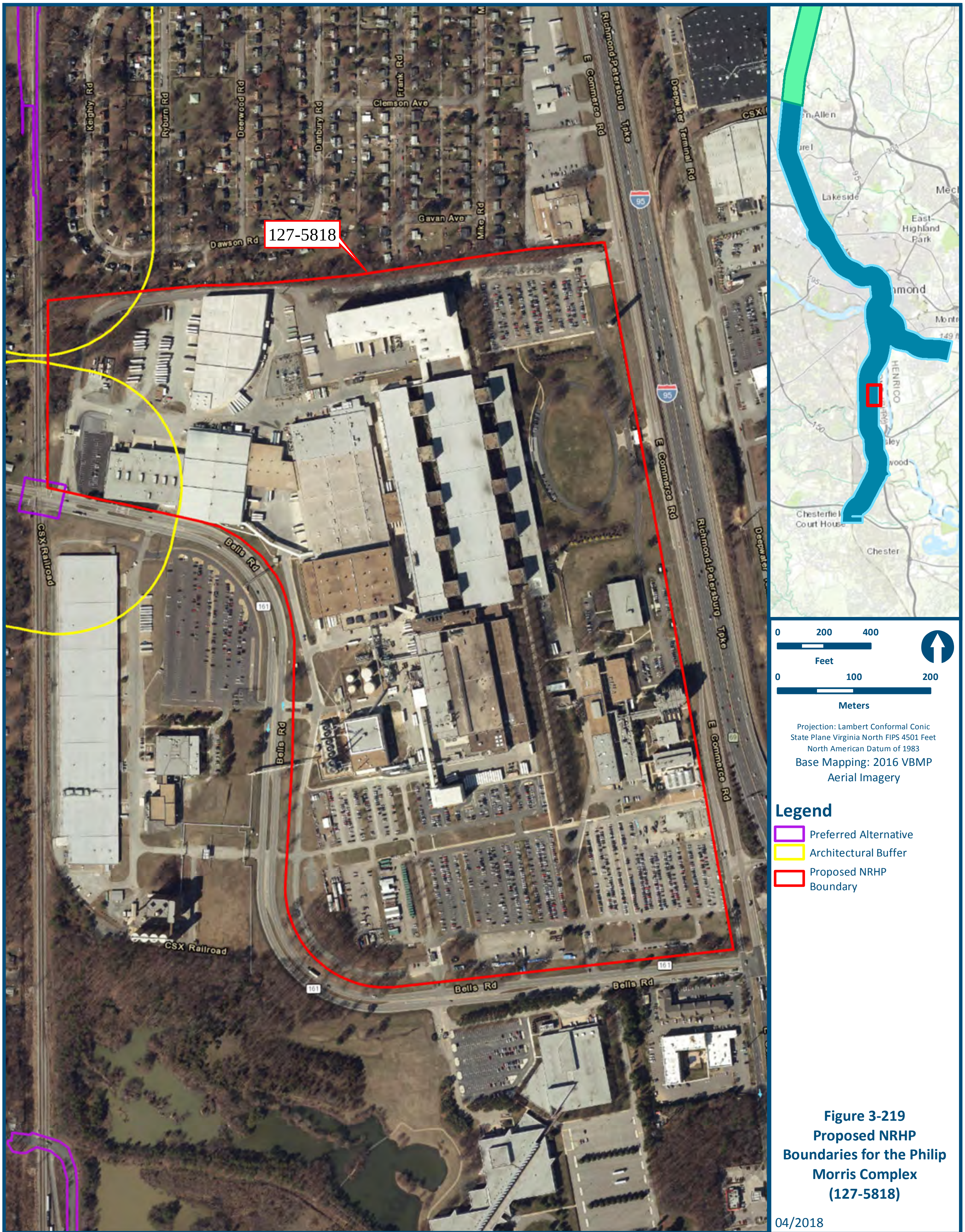
The Philip Morris Complex itself lacks any known associations with any individuals who have "gained importance within his or her group of profession" therefore, the resource is recommended not eligible under Criterion B.

To be eligible in the NRHP under Criterion C, "a property must embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, and represent a significant and distinguishable entity whose components may lack individual distinction" (Shrimpton 1990). This property is a significant example of an industrial complex constructed to meet specific requirements of a specialty industry, in particular the need for "modern"-looking buildings with large open spaces, luxury amenities, and good air circulation. Built in the Brutalist and Neoexpressionist styles, with some of the buildings designed by Skidmore, Owings & Merrill and Ulrich Franzen, a famed German-born American architect known for his Modern-style architectural designs (Harvard University Library 2000). As such, it is recommended that the Philip Morris Operation Complex is potentially eligible for inclusion in the NRHP under Criterion C as a good example of an industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.

Although the oldest and more notable buildings at the Philip Morris Complex were built by famed architect Ulrich Franzen between the 1950s and 1970s, many of the remaining industrial buildings on the property were constructed less than 50 years ago. The City of Richmond has 11 post-modern industrial buildings, dating pre-1980, recorded with the DHR, including the Mid-Atlantic Coca-Cola Bottling Company (127-6136-0265) designed by Joseph J. Schlesser and the Baker Equipment Engineering Company (127-6136-0237) designed by Henry Carl Messerschmidt. The Philip Morris Complex displays the only Neo-expressionism- and Brutalist-style buildings in Richmond constructed by SOM and renowned architect Ulrich Franzen and has gained exceptional significance as required by Criterion Consideration G for its unique and outstanding Architecture. As an architectural resource, the resource was not evaluated under Criterion D.

In sum, the Philip Morris Industrial Complex is **recommended eligible under Criteria A at the national level and Criteria C and Criteria Consideration G at the local level.**

The period of significance for the Philip Morris Operations Complex is from its construction, circa 1959 until 1974 when the last of the post-modern buildings were constructed. The proposed NRHP boundary for the resource comprises and follows the legal lot description for parcel S0081038001. It is bounded on the east by Commerce Road and I-95, on the south and southwest by Bells Road, on the west by the CSXT railroad, and residential community to the north (Figure 3-219).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Ryburn Rd
Deerwood Rd
Danbury Rd
Frank Rd
Clemson Ave
Gavan Ave
Mike Rd
Dawson Rd
E Commerce Rd
Richmond-Petersburg Tpke
Deepwater Terminal Rd
CSX
95
CSX Railroad
Bells Rd
161
CSX Railroad
Bells Rd
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Chesterfield Court House
Chester

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Feet

0 100 200
Meters

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

🟪 Preferred Alternative
🟨 Architectural Buffer
🟥 Proposed NRHP Boundary

Figure 3-219 Proposed NRHP Boundaries for the Philip Morris Complex (127-5818)

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4

SUMMARY AND RECOMMENDATIONS

The DC2RVA Project Team conducted an intensive-level architectural survey of a total of 52 resources, 18 of which are presented in the current report. The DC2RVA project is being completed under the auspices of the FRA in conjunction with the DRPT. Because of FRA's involvement, the undertaking is required to comply with the NEPA and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as DHR File Review #2014-0666.

Of the 18 resources detailed in this report, the DC2RVA Project Team are recommending 11 as individually eligible for the NRHP (Table 4-1). Listed in numerical order, they are as follows: Charles Gwathmey House (042-0113), Hunton Treasures (043-0694), Chancellor House (111-0013/ 111-0132-0508), Dr. Charles Mortimer House (111-0067/ 111-0132-0505), Shiloh Baptist Church (New Site) (111-0132-0147), Robert Adams Residence (111-0132-0458), Berkleytown Historic District (166-5073), Dabney Funeral Home (166-5073-0010), Loving's Produce Company (127-0344-0102), Philip Morris Operations Complex (127-5818), and Gilpin Court Apartment Complex (127-6883) are recommended individually eligible for the NRHP. Chancellor House (111-0013/ 111-0132-0508), Dr. Charles Mortimer House (111-0067/ 111-0132-0505), Shiloh Baptist Church (New Site) (111-0132-0147), Robert Adams Residence (111-0132-0458) are also recommended as contributing to the Fredericksburg Historic District (111-0132); Dabney Funeral Home (166-5073-0010) is recommended as contributing to the Berkleytown Historic District (166-5073); and Loving's Produce Company (127-0344-0102) is recommended as contributing to the Shockoe Valley and Tobacco Row Historic District (127-0344).

During the current survey, the DC2RVA Team found that the remaining seven resources (042-0420, 042-0557, 042-5048, 043-0693, 100-5341, 111-0038/111-0132-0509, and 166-5073-0024) are recommended as not individually eligible for the NRHP with the Jones-Monroe-Rennolds House (111-0038/111-0132-0509) contributing to the Fredericksburg Historic District (111-0132) and the Hanover County Public School Board (166-5073-0024) recommended as contributing to the Berkleytown Historic District (166-5073).

TABLE 4-1: TABLE SUMMARY & RECOMMENDATIONS OF THE ARCHITECTURAL RESOURCES PRESENTED IN THIS REPORT

DC2RVA Corridor Area	DHR ID	Name/ Description	City/ County	Date/ Time Period	Phase II Recommendation
2	100-5341	East Rosemont Historic District	City of Alexandria	1915–1950	Not Eligible
3	111-0013/ 111-0132-0508	Chancellor House, 300 Caroline Street	City of Fredericksburg	1812–1831	Eligible under Criterion A; Contributing to Fredericksburg HD
3	111-0038/ 111-0132-0509	Jones-Monroe-Rennolds House, 301 Caroline Street	City of Fredericksburg	ca. 1786	Not Eligible; Contributing to Fredericksburg HD
3	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	ca. 1764–1801	Eligible under B & C; Contributing to Fredericksburg HD
3	111-0132-0147	Shiloh Baptist Church (New Site), 521 Princess Anne Street	City of Fredericksburg	ca. 1890–1968	Eligible under Criteria A & C & Criteria Consideration A; Contributing to Fredericksburg HD
3	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	Eligible under Criterion C; Contributing to Fredericksburg HD
5	042-0557	Dry Bridge/ Farmstead, 10411 Old Bridge Road	Hanover County	ca. 1854	Not Eligible
5	166-5073	Berkleytown Historic District	Hanover County	ca. 1900–1965	Eligible under Criterion A
5	166-5073-0010	Dabney Funeral Home, 600 B Street	Hanover County	1955–1968	Eligible under Criterion A; Contributing to Berkleytown HD
5	166-5073-0024	Hanover County School Board, 200 Berkley Street	Hanover County	1948–1969	Not Eligible; Contributing to Berkleytown HD
5	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896–1920	Eligible under Criterion C
5	042-0420	Sinton House, 12081 Holly Oaks Lane	Hanover County	ca. 1890	Not Eligible
5	042-5048	Elmont Historic District	Hanover County	ca. 1880–present day	Not Eligible
5	043-0693	Mill Road Historic District	Henrico County	ca. 1900–present day	Not Eligible
5	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	ca. 1930–1968	Eligible under Criterion C
6	127-6883	Gilpin Court Apartment Complex, Charity Street West/ St. Peter Street	City of Richmond	1942–1955	Eligible under Criteria A & C

TABLE 4-1: TABLE SUMMARY & RECOMMENDATIONS OF THE ARCHITECTURAL RESOURCES PRESENTED IN THIS REPORT

6	127-0344-0102	Loving's Produce Company, 1601–1605 East Grace Street	City of Richmond	ca. 1870–ca. 1879	Eligible under Criterion A; Contributing to Shockoe Valley and Tobacco Row HD
6	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	Eligible under Criteria A, C & Criteria Consideration G

Source: Dovetail 2018.
Note: Resources are presented from north to south.

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APPENDIX A: CHAIN OF TITLES

Note: Chains of titles are organized as they appear in the report; however, some resources, such as rail-related structures, do not have chains of titles.

TABLE A-1: CHAIN OF TITLE FOR CHANCELLOR HOUSE (111-0013/111-0132-0508), CITY OF FREDERICKSBURG, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed			12/3/2007	Kathleen Foley Dickinson and George Forrest Dickinson, Jr.	Trust	
Deed of Gift	267	229	12/9/1993	George Forrest Dickinson, Jr.	Kathleen Foley Dickinson and George Forrest Dickinson, Jr.	$0
Deed of Gift	141	162	10/12/1970	George Forrest and Anna Paige Green Dickinson	George Forrest, Jr. and Anna Paige Green Dickinson (Tenants in Common)	$0
Deed	83	411	5/2/1947	Miller B. and Edna A. Lewis	George Forrest and Anna Paige Green Dickinson	$17,050
Deed	81	458	3/25/1946	Mary F. Howard (widow)	Miller B. and Edna A. Lewis	$13,200
Deed	70	253	7/3/1936	J.M.H. Willis (Special Commissioner for Sue Chancellor)	Mary F. Howard	$4,600 **Western portion of lot 244, 62 feet along Princess Elizabeth Street went to George Stevens 11/2/1920 (Deed Book 55, p94) **Northern portion of lot 244, 40 feet along Caroline Street and 132 feet deep went to Henry G. Chesley (Deed Book MM, 313)
Deed of Gift	EE	156	3/20/1893	Vespasian Chancellor	Sue Chancellor	$0
Deed	EE	119	1/5/1893	Lucy Roy Webb	Vespasian Chancellor	$2,000
Will	I	372		John G. Mason	Lucy Roy Webb	Lucy Roy Webb is John G. Mason's sister
Deed	W	10	9/30/1871	William F. Cheek	John G. Mason	$2,500
Deed	V	292	7/30/1870	John M., Commissioner for Aler	William F. Cheek	$600 and forgiveness of debt
Deed	T	157	12/20/1854	Brodie S. and Charles Herndon, Trustees	George Aler	$2,950 at auction

TABLE A-1: CHAIN OF TITLE FOR CHANCELLOR HOUSE (111-0013/111-0132-0508), CITY OF FREDERICKSBURG, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	O	232	12/20/1845	William K. and Abigail H. Smith	Brodie S. and Charles Herndon, Trustees	$7,254 in debt
Deed	J	482	3/8/1835	William M. and Mary B. Blackford	William K. Smith	
Deed	J	308	10/1/1833	John W. and Million Green	William M. Blackford	$700
Deed	D	438	12/25/1811	John Mortimer	John W. Green	$250 John W. Green likely constructed house 1812-1813 after purchase
Deed	D	452	6/26/1802	John and Lucy Minor	John Mortimer	450 Pounds
Deed	D	346	7/21/1801	James and Jane Lewis	John Minor	$416
Will	F	214	5/26/1801	Captain William Lewis	James Lewis	

Source: HFFI n.d.a.

TABLE A-2: CHAIN OF TITLE FOR HACKLEY-MONROE-RENNOLDS HOUSE (111-0038/111-0132-0509), CITY OF FREDERICKSBURG, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
	277	651	2/15/1995		Hazel Richard M & Cheryl P	$650,000.00
Deed	174	685	9/29/1980	L. Dexter Hubbard, Jr. and Clare A. Hubbard	Ellen O. Hubbard	
Deed	106	482	11/25/1957	William T. Elmer and Mary L. Elmer	L. Dexter Hubbard and Ellen Hubbard	
Deed	77	57	6/17/1941	R. G. Rennolds, Lizzie G. Rennolds, and Emily Martin	William T. Elmer	
Deed	49	182	1/21/1916	Nellie A. Rennolds and E. A. Rennolds (Executors of R. G. Rennolds)	Emily Martin and Lizzie G. Rennolds	R.G. Rennolds left his portion of the land to his two sisters: Lizzie and Emily. At her death, Lizzie left her portions of the land to her sister, Emily.
Will	I	273	11/6/1889	Robert B. Rennolds	R. G. Rennolds, Lizzie G. Rennolds, and Emily Martin	Robert B. Rennolds left the land to his three children: R. G., Lizzie, and Emily
Deed	U	352	11/25/1867	Robert Swords and wife and John B. Stanard (heirs at law to John Stanard)	Robert B. Rennolds	
Deed	J	255	7/19/1833	Robert Stanard	John Stanard	
Deed	J	167	11/24/1831	John James Chew and Elizabeth Chew (executors of Robert S. Chew)	Robert Stanard	$2,430.00
Deed	H	270	12/16/1824	Phillip Harrison	Robert S. Chew	$2,510.00, sold at public auction; Advertised in Virginia Herald; Property occupied by John T. Ford

TABLE A-2: CHAIN OF TITLE FOR HACKLEY-MONROE-RENNOLDS HOUSE (111-0038/111-0132-0509), CITY OF FREDERICKSBURG, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	F	516	1/17/1820	John T. Ford and Patsy Ford	Phillip Harrison (second) and Robert S. Chew (third)	
Deed	F	149	9/26/1816	Thomas Reade Rootes, Jr. and Ann Rootes	John T. Ford	$3,500.00
Deed of Trust	E	431	1/24/1816	Thomas Reade Rootes, Jr.	Farmers Bank of Virginia (second) and Dabney Herndon (third)	Farmers Bank advanced Thomas Reade Rootes, Jr. a loan of $5,560.00. This deed of trust includes the house but the slaves and household furnishings as well. If Rootes should sell the property by December 18, 1816, he will be released from the trust. There is to be a public sale in front of the Columbia Inn which was advertised in the paper for eight weeks.
Deed	E	431	5/12/1806	Thomas Reade Rootes and Sarah Rootes	Thomas Reade Rootes, Jr.	Mr. Benjamin Botts was the occupant of the house as well as the office on the grounds
Deed	C	395	3/25/1800	George W. Thorton (heir at law of George Thorton, deceased), John Posey and Lucy (daughter of George Thorton, deceased), and Joseph Jones	Thomas Reade Rootes	George Thorton agreed to sell to Preston Bowden part of lots 254 and 264 by contract dated 9/30/1780). Bowden agreed by contract to sell the property to Joseph Jones. Joseph Jones, in turn, sold it to Thomas Reade Rootes. George Thorton died without executing deeds for the property. His will directed that all debts due his estate should be for his unborn child (Lucy Posey). Through this deed, Thorton and Posey will finally receive money from the sale.
Deed	H	394	11/11/1772	Benjamin Grimes	John Taylor, Francis Thorton (executors of Presley Thorton) and William Fitzhugh (second) and Joseph Jones and William Woodford (third)	In 1772, executors of Presley Thorton and William Fitzhugh finally sold the properties to Joseph Jones and William Woodford. Joseph Jones and William Woodford built a brewery on lots 264 and 272. In 1773, George Thorton joined the partnership. In 1779 William Woodford turned over his share of the business and properties in a deed that mentions a tannery as well as the brewery.

TABLE A-2: CHAIN OF TITLE FOR HACKLEY-MONROE-RENNOLDS HOUSE (111-0038/111-0132-0509), CITY OF FREDERICKSBURG, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
			1760	Roger Dixon	Benjamin Grymes	This property along with lots 264 and 272 in purchase. While Grymes owned the property, he has a bloomer (ironworks) built probably on lot 272. Grymes incurred various debts and had to borrow heavily from Presley Thorton and William Fitzhugh using these properties as collateral.

Source: Labar 1980.

TABLE A-3: CHAIN OF TITLE FOR DR. CHARLES MORTIMER HOUSE (111-0067/111-0132-0505), CITY OF FREDERICKSBURG, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
			12/21/2010		McDermott Michael P	
Instrument			11/06/2001		McDermott Michael P	2001 / 2377, $743,500.00
Will	35	117	11/12/1999	RODGERS HARRIET G B (BISCOE FRANCES H ESTATE)		
Will	P	127	1964	Bessie Heflin	Frances Biscoe	
Will Deed	L 78	290 354	1942	E. C. Heflin	Bessie Heflin	
Deed Deed	72 77	361 489	1925	Alice Heflin	E. C. Heflin	$15,000.00
Deed	57	184	1924	Daniel And Nannie Wheeler	Alice Heflin	$19,000.00
Deed Deed Deed Will	JJ LL C J	473 152 372 333	1906	A. K. Phillips	Daniel And Nannie Wheeler	$6,000.00
Deed Deed Will	U X I	326 199 397	1867	Taliaferro And Lucy Hunter	A. K. Phillips	$2,500.00
Deed	U	325	1866	Thomas Hunter And Lucy Tennent	Taliaferro And Lucy Hunter	
Deed	Q	88	1851	Hugh Tennent And Alex Tennent	Thomas Hunter And Lucy Tennent	

TABLE A-3: CHAIN OF TITLE FOR DR. CHARLES MORTIMER HOUSE (111-0067/111-0132-0505), CITY OF FREDERICKSBURG, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Will	D	431	1848	Anna Tennent	Hugh Tennent And Alex Tennent	
Deed	J	491	1835	John Ross	Anna Tennent	$3,800.00
Deed	F	44	1816	John Mortimer	John Ross	$5,055.00
Will Deed Deed	A-3 D F	153 217 319	1801	Charles Mortimer	John Mortimer	
Deed	H	375	1773	John Dixon	Charles Mortimer	600 Pounds (Spotsylvania Courthouse Deed Book)
Deed	F	453	1764	Roger Dixon	John Dixon	125 Pounds (Spotsylvania Courthouse Deed Book)
Deed			1752	William Williams	Roger Dixon	1,000 Pounds From Paula Felder's "Roger Dixon And The Beginning Of Lower Fredericksburg"
Will			1735	James Williams	William Williams	From Paula Felder's "Roger Dixon And The Beginning Of Lower Fredericksburg"
Patent			1726		James Williams	From Paula Felder's "Roger Dixon And The Beginning Of Lower Fredericksburg"
Patent			1671		Thomas Royston And John Buckner	From Paula Felder's "Roger Dixon And The Beginning Of Lower Fredericksburg"

Source: Helsel 1981.

Table A-4: Chain OF Title FOR SHILOH BAPTIST CHURCH (NEW SITE) (111-0132-0147), CITY OF FREDERICKSBURG, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Plat	15	143	2008			0.56 acres Consolidation of tax parcels
Deed	158	606	7/1/1976	Will of W.L. Harris	Shiloh Baptist Church (New Site)	521-523 Princess Anne Street Parcels
Deed	CC	138	7/8/1889	Shiloh Baptist Church (Old Site)	Shiloh Baptist Church (New Site)	Lot of land on corner of Princess Anne and Wolfe Old site will be granted lots of land on Sophia
Deed	BB	361	8/27/1886	Betty B. Nicholson et. al	Shiloh Baptist Church	Lot 13 bounded by Wolfe and Princess Anne Streets.
Deed	G	2	4/7/1820	Horace Marshall and Wife	Trustees of the New Baptist Meeting House	Lot 4 $900

Source: Dovetail 2018.

TABLE A-5: CHAIN OF TITLE FOR ROBERT ADAMS RESIDENCE (111-0132-0458), CITY OF FREDERICKSBURG, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	Notes / Comments
Deed	189	541	8/29/1984	Patricia H.B. Govanides	Edward S. Shiflett and Stanley R. Beard	The buyers (Edward S. Shiflett and Stanley R. Beard) incorporated into the existing extension a structure which had been used as a taxi stand. The enlarged and renovated extension became the Century Shop (antiques)
	167	590	10/16/1978	James D. Govanides	Patricia H.B. Govanides	Part of exchange of real estate in which both parties initially had co-ownership
Will	T	515		Nick Govanides	James D. Govanides	James inherited land from his father, Nick
Deed	75	366	9/5/1940	Joseph and Ella Ollie	Nick Govanides	$5,500 Grocery extension built by Nick Govanides in 1943 on the Wolfe Street side
Deed	56	170	10/16/1923	Clayton Simpson	Joseph and Ella Ollie	$5,500
Deed	52	42	10/20/1919	Mrs. Emma C. Hogan (widow)	Clayton Simpson	
Deed	52	33	10/29/1917	J. Edward Timberlake (widower)	Mrs. Emma C. Hogan	
Deed	II	436	7/22/1901	George H. and Amanda Timberlake	J. Edward Timberlake	$2,200
Deed	EE	228	6/16/1893	St. George Fitzhugh Special Commissioner	George H. Timberlake	Chancery suit of Phillips, Executor v Phillips – Circuit Court accepts offer of $2,400 for dwelling and lot of late R.W. Adams
Deed	DD	160	5/1/1891	Alexander K. Phillips, Trustee	R.W. Adams	$550, auction sale Parcel: 39’4” Caroline Street by 97’6” Wolfe Street, lumber yard R.W. Adams erects new dwelling on lumber yard. The next tax records show “NEW BUILDING”

TABLE A-5: CHAIN OF TITLE FOR ROBERT ADAMS RESIDENCE (111-0132-0458), CITY OF FREDERICKSBURG, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	Notes / Comments
Deed	T	128	5/19/1860	Jane Steady	Alexander K. Phillips	Parcel: 39'4" Caroline Street by 132' Wolfe Street to secure debt to Adams and French Jane Steady renews ins. on property in 1857 tax records 1861 show a building on the site tax records 1865 indicate building is gone (possibly a casualty of the war?)
Deed	P	488	4/1/1850	John S. and Emily Caldwell	Jane Steady	$1,500 Parcel: 60' Caroline Street by 132' Wolfe Street
Deed	J	275	9/18/1833	Harris and Margaret Walker, Richard Caldwell, and Ariana Caldwell	John Caldwell	$732 John Caldwell bought out other shares of the property of the other heirs of William Caldwell
Deed	F	138	2/27/1817	John Metcalf, Trustee	William Caldwell	$4,000, auction sale Parcel: 60' Caroline Street by 132' Wolfe Street and all appurtenances
Deed	F	119	1/23/1817	James and Elizabeth Newby (parties of the first) and Alexander Walker (party of the second)	John Metcalf	In trust – lot, buildings, slaves, etc. to cover various debts
Deed	C	87	12/26/1795	Richard and Ann Hackley	James Newby	425 pounds Parcel: 110'3" Caroline Street by 132' Wolfe Street Five months after purchase, Newby insured a dwelling and outbuildings on the site. Said policy indicated they were not new buildings. (also see deed of release from 8/29/1799 in C, 326)
Will	A	37	1784	James Hackley	Richard Hackley	Richard Hackley inherited "all…houses and lots" in Fredericksburg belonging to his father, James

Source: Dovetail 2018.

TABLE A-6: CHAIN OF DRY BRIDGE (042-0557), HANOVER COUNTY, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	2966	1292	11/24/2009	John G. Duggan III, Patrick T. Duggan, David C. Duggan	Paul B. Boulden, Jr. and Kimberly A. Boulden	$165,000 Bounded on the north by S.R. 781, East by FR&P, South by South Anna River, West by RF&P
Deed	529	545	6/3/1983	Conway B. Thompson	John G. Duggan, Jr. and Donna H. Duggan	
				Russell Thomson	Conway B. Thompson	S. Russell Thompson died and the land went to Conway
Will	7	125	2/7/1955	Susie Lumpkin Baker	S. Russell Thompson and his wife, Conway B. Thompson	
Deed	22	217	1/1/1887	Samuel M. Baker, Sr.	Samuel M. Baker, Jr. Trustee of Betty F. Baker	$300.00 Adjoining the county road on the north, the land of Samuel M. Baker Sr. on the east, S. Anna River on the south, RF&P on the west
Deed	4	242	8/22/1868	John W. Hoskins and Jennie E. Hoskins	Samuel M. Baker, Sr.	$325
**Deed	41	66	7/11/1902			This is when the new spur of the Railroad went in and bordered the property on the EAST not the west
Will	7	125	2/7/1955	Susie Lumpkin Baker	S. Russell Thompson and his wife, Conway B. Thompson	

Source: Dovetail 2018.

TABLE A-7: CHAIN OF TITLE FOR DABNEY FUNERAL HOME (166-5073-0010), HANOVER COUNTY, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	2990	126	11/19/2010	Henrietta C. Dabney and Floyd E. Dabney Jr.-sole heirs at law of the estate of Floyd E. Dabney.	Henrietta C. Dabney	Floyd E. Dabney died intestate on January 30, 2006 and survived by wife Henrietta and son Floyd jr. Lot 13
Deed	155	197	10/26/1953	Thomas and Elsie Henderson	Floyd E. Dabney	Lot 13
Deed	85	294	6/7/1927	James T. and Elizabeth F. Crosby	Thomas Henderson	"Lot 13 in "Plat made by Sherman Clodfelder, C.E. November 20, 1922 entitled A Map of the Chalkey Property, which plat is attached to a deed dated February 15, 1923, from R.H. Chalkey et al to the RF&P Railroad Company"
Deed	75	322	2/15/1923	H.H. Chalkey	James T. Cosby	"Immediately north of the corporation line of the Town of Ashland, Virginia." Containing approximately ten (10) acres, lying between Blincoe land on the south, Henry Street on the east, Robert Ferrell on the north, and the RF&P Railroad Company on the west.

Source: Dovetail 2018.

TABLE A-8: CHAIN OF TITLE FOR CHARLES GWATHMEY HOUSE (042-0113), HANOVER COUNTY, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	3156	1523	9/28/2016	Robert G. and Brenda R. Herdon	Emmett L and Jeanette B. Jones	2.55 acres
Deed	1983	788	1/22/2003	Richard S. and Eva Christine Lavely	Robert G. and Brenda R. Herdon	2.55 acres
Deed	1190	200	5/29/1996	Marie W. Deal, Widow	Richard S. and Christine Lavely	2.55 acres "Being a portion of the same real estate conveyed to Phifer A. Deal and Marie W. Deal, husband and wife…Phifer A. Deal died intestate on February 2, 1992 and the title vested in Marie W. Deal, his sole heir at law".
Deed of Boundary Agreement	869	670	7/2/1991	Alice Marie Reilly	Phifer A. and Marie W. Deal	Created the 2.55-acre lot
Deed	178	596	6/20/1957	Bernard Westhoff and I. Shelton Harris (Westoff & Harris) and Fritz and Frank Holzgrefe (Holzgrefe Brothers)	Phifer A. and Marie W. Deal	2.532 acres "Being the eastern 2.532 acres of a 7.57-acre parcel. 5.038 acres having been sold and is more particularly described by deed 177/49."
Deed	176	118	1/4/1957	Savings Bank and Trust Company and Viola Saunders, Executors under will of Caroline G. Holladay	Bernard Westhoff and I. Shelton Harris (Westoff & Harris) and Fritz and Frank Holzgrefe (Holzgrefe Brothers)	196.45 acres- "all that parcel designated as (3) containing 7.57 acres on which the residence is situated. $95,561 2/3 interest to Bernard Westhoff and I. Shelton Harris and 1/3 interest to Fritz and Frank Holzgrefe Charles Gwathmey left land to wife (Caroline Gwathmey) and daughter (Sallie G. Holladay), who both left the land to Caroline Holladay (Sallie's daughter) upon their deaths "Caroline G. Holladay departed 1956, probated in Chancery Court in Richmond September 27, 1956, appointed Viola Saunders and Savings Bank and Trust Co as executors".
Deed	20	150	4/23/1886	Wm Josiah Leake, Trustee	Charles B. Gwathmey	449 7/8 acres $5,700

TABLE A-8: CHAIN OF TITLE FOR CHARLES GWATHMEY HOUSE (042-0113), HANOVER COUNTY, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
						Sold at public auction by Wm Josiah Leake, Trustee of the land, because owner Henry Saunders defaulted on his payments delineated in a deed of trust to Alice Vaughn.

Source: Dovetail 2018.

TABLE A-9: CHAIN OF TITLE FOR SINTON HOUSE (042-0420), HANOVER COUNTY, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	2978	1448	5/5/2010	Bruce C. Folkes and Donna J. Folkes	Giancarlo Pimpinella	5.1 acres Beaverdam District Plat by Tom Hardyman, Inc. September 5, 1997, Plat Book 1285 p.52
Deed	2961	1002	8/15/2009	Branch Banking and Trust Company (BB&T)	Bruce C. Folkes and Donna J. Folkes	5.1 acres Plat by Tom Hardyman, Inc. September 5, 1997, Plat Book 1285 p.52
Deed	2933	424	11/13/2008	Professional Foreclosure Corporation of Virginia	BB&T	5.1 acres Plat by Tom Hardyman, Inc. September 5, 1997, Plat Book 1285 p.52
Deed	2507	408	5/2/2005	David B. McNamara and Cynthia P. McNamara	Hanover Title and Settlement Services	5.1 acres Plat by Tom Hardyman, Inc. September 5, 1997, Plat Book 1285 p.52
Deed	1285	50	9/4/1997	Alice Marie Reilly	David B. McNamara and Cynthia P. McNamara	5.1 acres Plat by Tom Hardyman, Inc. September 5, 1997, Plat Book 1285 p.52
Deed	141	96	4/3/1951	Louis George Hillquist and Sophia Vaughan Hillquist	Alice Marie Reilly	4.896 acres Ashland District, West of RF&P Railroad Plat by William Hugh Redd, 9/7/1946, Plat Book 15 p.143, plat 3
Deed	125	79	9/ 23/1946	Elizabeth W. Lewis	Louis George Hillquist and Sophia Vaughan Hillquist	4.896 acres
Deed	72	113	5/4/1921	Julia E. Phillips and Charles H. Phillips	Elizabeth W. Lewis	6.1 acres Gwathmey's Crossing, West of RF&P Railroad
Deed	70	351	6/30/1920	Henry A. Lewis	Julia E. Phillips	6.1 acres
Deed	69	136	10/28/1919	Charles C. Reed and Lyllian H. Reed	Henry A. Lewis	6.1 acres (3 parcels)

TABLE A-9: CHAIN OF TITLE FOR SINTON HOUSE (042-0420), HANOVER COUNTY, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
						$8,000 cash
Deed	55	79	7/29/1911	Jane G. Sinton and Eugenia Sinton	Charles C. Reed	6.1 acres (3 parcels) $4,000
Will			6/27/1911	William Sinton	Jane G. Sinton and Eugenia Sinton	
Deed	2 (26)	94 (146)	6/25/1890	Charles B. Gwathmey and Caroline B. Gwathmey	William Sinton	3.1 acres $155 Plat Book 2 p94, plat 8 dated June 10, 1890
Deed	20	150	4/27/1886	Henry Saunders and C. Saunders	Charles B. Gwathmey and Caroline B. Gwathmey	449 7/8 acres Plat Book 2 p28, plat 59

Source: Dovetail 2018.

TABLE A-10: CHAIN OF TITLE FOR HUNTON TREASURES (043-0694), HANOVER COUNTY, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Will	W179	309	7/10/2017	Julia Melton Thornton	Laura T. Wesley (Daughter)	
Will	57	510	1/4/1971	Herman Dillon Melton Sr.	Julia Melton Thornton	
Deed	267B	217	5/1/1937	W. P. Robinson	Herman Dillon Melton Sr.	"All that certain lot or parcel containing sixteen and nine hundred twenty-five thousand (16,925) acres in Henrico County, Virginia in Brooklyn Magisterial District"
Deed	264B	5	9/8/1935	Jesebel Robinson Harris and George T. Harris	W. P. Robinson	
Deed of Partition	157B	445	10/18/1899	W.P., Jesabel, Mary Ellen, Emiline, Julia (Widow), and others	W. P. Robinson	
N/A	N/A	N/A	N/A	Lewis Robinson	W.P., Jezabel, Mary Ellen, Emiline, Julia (Widow), and others	Lewis Robinson (Father) Died intestate, leaving land to be devised between his children and widow.

Source: Dovetail 2018.

TABLE A-11: CHAIN OF TITLE FOR LOVINGS PRODUCE COMPANY (127-0344-0102), RICHMOND, VIRGINIA

INSTR. TYPE	BK	PG	DATE	GRANTOR	GRANTEE	NOTES / COMMENTS
Deed	605C	456	5/5/1961	Harry Weston Loving	Royall E. Cabell and John W. Riley (trustees)	"that parcel of land situated on the southern line of Grace Street known as 1601-1605 East Grace Street".
Deed	605C	452	5/5/1961	William H., John G., Emma Scott Foundation	Harry Weston Loving	$10.00
Deed	587C	203	7/19/1958	Emma Scott Taylor	William H., John G., Emma Scott Foundation	
Will	67	222	5/19/1957	John G. Scott	William H. John G., Emma Scott Foundation	
Will	10	616	6/6/1909	William H. Scott	John G. Scott and Emma Scott Taylor	Divided property equally between son and daughter.
Deed	99C	78	10/24/1872	William Tyree & Wife	William H. Scott	
Deed	105A	72	5/12/1875	A.D. Williams	William H. Scott	
Deed	157B	384	5/14/1896	T.C. Woody	William H. Scott	$5,700

Source: Dovetail 2018.

APPENDIX E

UPDATED SECTION 106 AND SECTION 4(f) COMMENTS & COORDINATION

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

Appendix E

UPDATED SECTION 106 AND SECTION 4(f) COMMENTS & COORDINATION

This appendix includes data associated with the coordination of Section 106 of the National Historic Preservation Act of 1966 and Section 4(f) of the U.S. Department of Transportation Act of 1966 with pertinent federal agencies, state governments, and localities, as well as consulting parties and other involved members of the public. Data presented here is reflective of coordination efforts that occurred from August 2017, after the publication of the Draft Environmental Impact Statement (EIS), through the publication of the Final EIS. For coordination that occurred prior to August 2017, see Appendix U of the Draft EIS.

Section E.1 involves all correspondence associated with Section 106 of the National Historic Preservation Act of 1966 and any other cultural resource topics. Cultural resource studies have included coordination with agencies since the fall of 2014 to comply with cultural resource and environmental legislation. In particular, coordination has involved extensive dialogues with the Virginia Department of Historic Resources (DHR, the Virginia State Historic Preservation Office [SHPO]), the Advisory Council on Historic Preservation (ACHP), the Virginia Department of Rail and Public Transportation (DRPT), the Federal Railroad Administration (FRA), and over 30 consulting parties spanning the entire corridor. This chapter includes data on correspondence with all groups and includes the following documentation in separate PDFs in chronological order:

- Appendix E1: SHPO, ACHP, DRPT, and FRA Meeting Summaries
- Appendix E2: SHPO Technical Study Correspondence
- Appendix E3: SHPO Project Effect
- Appendix E4: SHPO Memorandum of Agreement Correspondence
- Appendix E5: Consulting Party and Public Invitations, Emails, Letters, and Other Correspondence
- Appendix E6: Consulting Party and Public Meeting Summaries

Section E.2 includes documentation related to the Section 4(f) process, including parks, recreational resources, trails, and wildlife refuges, and historic properties as they relate to Section 4(f). The following documentation includes separate PDFs in chronological order:

- Appendix E7: *De Minimis* Concurrence Letters
- Appendix E8: Temporary Occupancy Concurrence Letters

E.1 SECTION 106/OTHER CULTURAL RESOURCE COMMENTS & COORDINATION

DRPT coordinated with numerous federal and state agencies with jurisdiction over resources protected under Section 106 and Section 4(f), both before and after the issuance of the Draft EIS (see Appendix E1 of the Final EIS). For Section 106, this includes project initiation, definition of an area of potential effects (APE), technical studies on above- and below-ground resources (see Appendix E2 of this Final EIS for correspondence since the Draft EIS), resource eligibility, determinations of effect (see Appendix E3 of the Final EIS), and production of a Section 106 Draft Memorandum of Agreement (MOA) to outline measures to mitigate adverse effects, where appropriate (see Appendix E4 of the Final EIS for coordination efforts; the Section 106 Draft MOA document is Appendix K of the Final EIS). Beyond agencies, extensive coordination with consulting parties and others with a vested interest in area history and prehistory has occurred since the Project began (see Appendices E5 and E6 of the Final EIS for coordination with consulting parties since publication of the Draft EIS).

For Section 4(f), each historic property—defined as a resource that is eligible for or listed in the National Register of Historic Places (NRHP)—was evaluated for Project "use" as defined by Section 4(f). Where FRA determined that the Project will result in a Section 4(f) use and there are no feasible and prudent alternatives, FRA provided individual Section 4(f) evaluations to the U.S. Department of Interior (DOI) Office of Environmental Compliance and Policy for review and concurrence.

E.1.1 Consulting Parties

While FRA continued to be the primary point of contact for all federally recognized tribes, FRA delegated all other state agency and consulting party coordination to DRPT in 2014. As such, DRPT sent invitation letters to agencies, local governments, and other stakeholders in the Section 106 consultation process. FRA sent a letter to the federally recognized tribes along the DC2RVA corridor.

Table E.1-1 provides information on the 50 distributed consulting party invitations. Of these, 23 elected to participate in the process; the table below lists these groups, along with their response dates. For an additional 11 stakeholders, DRPT assumed that they would want to participate and has treated them as consulting parties. Although a formal response was not received from these 11 groups, they have requested participation on similar projects and have shown a noted interest in the current undertaking through telephone calls or attendance at associated meetings. These 11 are noted by "assumed yes" in Table E.1-1.

Table E.1-1: List of Invited Consulting Parties

Stakeholder	Invite Letter Date	Response (Date)
American Battlefield Protection Program (ABPP)	January 6, 2015	Assumed Yes
Marine Corps Base Quantico	January 6, 2015	Assumed Yes
National Park Service—Northeast Regional Office	July 11, 2018	Yes (7/11/18)
National Park Service—Captain John Smith Chesapeake NHT	January 6, 2015	Yes (1/22/15)
National Park Service—Fredericksburg	January 6, 2015	Assumed Yes
National Park Service—GW Memorial Pkwy	July 1, 2017	Yes (7/1/2017)
National Park Service—National Capital Region	January 6, 2015	Assumed Yes
National Park Service—Potomac Heritage National Scenic Trail	January 22, 2015	Yes (3/4/2015)
National Park Service—Richmond	January 6, 2015	Yes (1/14/15)
National Park Service—Washington-Rochambeau NHT	January 22, 2015	Assumed Yes
Alexandria Archaeology	January 6, 2015	Yes (1/21/15)
Arlington County	January 6, 2015	Yes (1/14/15)
Caroline County	January 6, 2015	Yes (2/3/15)
City of Alexandria	January 6, 2015	Yes (10/11/17)
City of Fredericksburg	January 6, 2015	Yes (1/12/15)
City of Richmond	January 6, 2015	Yes (1/16/15)
Hanover County	January 6, 2015	Yes (2/3/15)
Prince William County	January 6, 2015	Yes (2/13/15)
Town of Ashland	January 23, 2017	Yes (2/23/17)
Ashland Museum	January 6, 2015	Yes (1/21/15)
Central Virginia Battlefields Trust (CVBT)	January 6, 2015	Yes (1/22/15)
Civil War (now Battlefield) Preservation Trust (CWT)	January 6, 2015	Yes (2/11/15)
Historic Fredericksburg Foundation, Inc. (HFFI)	January 6, 2015	Yes (1/9/15)
Historic Richmond Foundation	January 6, 2015; Resent November 13, 2016	Yes (11/28/16)
Preservation Virginia	June 21, 2018	Yes (6/21/18)
National Trust for Historic Preservation (NTHP)	January 6, 2015; Resent December 22, 2016	Yes (12/22/16)
Pamunkey Indian Tribe	July 9, 2015; Resent April 12, 2017	Assumed Yes
Chickahominy Indian Tribe	February 13, 2018 from FRA	Assumed Yes
Eastern Chickahominy Indian Tribe	February 13, 2018 from FRA	Assumed Yes
Upper Mattaponi Indian Tribe	February 13, 2018 from FRA	Yes (2/23/18)
Rappahannock Indian Tribe	February 13, 2018 from FRA	Assumed Yes
Nansemond Indian Tribe	February 13, 2018 from FRA	Assumed Yes

▶ *Continued – see end of table for notes.*

Table E.1-1: List of Invited Consulting Parties

Stakeholder	Invite Letter Date	Response (Date)
Monocan Indian Tribe	February 13, 2018 from FRA	Assumed Yes
Fairfax County	January 6, 2015	No Reply
Henrico County	January 6, 2015	No Reply
Spotsylvania County	January 6, 2015	No Reply
Stafford County	January 6, 2015	No Reply
ACL & SAL RR Historical Society	January 6, 2015	No Reply
Center for Neighborhood Revitalization	January 6, 2015	No Reply
Arlington Historical Society	January 6, 2015	No Reply
Caroline Historical Society Chesterfield Historical Society	January 6, 2015 January 6, 2015	No Reply No Reply
Hanover County Historical Society, Inc.	January 6, 2015	No Reply
Henrico County Historical Society	January 6, 2015	No Reply
Historic Alexandria Foundation	January 6, 2015	No Reply
Historic Prince William, Inc.	January 6, 2015	No Reply
Historical Society of Fairfax County, Virginia, Inc.	January 6, 2015	No Reply
Stafford County Historical Society	January 6, 2015	No Reply
Catawba Indian Tribe (based in South Carolina)	January 6, 2015	No Reply per FRA protocol for Catawba

Note: 1. The letters to the Native American tribes were sent by FRA. None of the tribes were federally recognized at the time the initial letters (dated 1/6/15) were disseminated. They were recognized at a later date (2/13/18), at which time the FRA invited them to participate.

E.1.2 Meetings

DRPT has held numerous in-person and telephone-based meetings with DHR, ACHP, consulting parties, and other vested individuals and groups. They included a Section 106 kick-off and an abundance of follow-up meetings to update participating agencies and parties on the Project initiation; determination of APE; cultural resource methodology for the reconnaissance predictive model, identification surveys, and evaluation studies; survey results and list of historic properties; Project effect on historic properties; stipulations to mitigate adverse effects; and crafting the Section 106 Draft MOA. Multiple invitations to each meeting and reminders were sent to consulting parties.

Table E.1-2 highlights the meetings held with these groups. Minutes for meetings held prior to the publication of the Draft EIS in September 2017 can be found in Appendix U of the Draft EIS. Minutes for meetings held since the publication of the Draft EIS can be found in Appendices E5 and E6. The public was invited to the Shockoe area meeting on October 12, 2018 but in general, consulting party meetings were limited to that group. Rather, numerous public meetings were held as part of the larger NEPA process, and details can be found in Chapter 2 of the Final EIS. The exception to this is within Richmond, where a number of vested individuals and groups requested additional data on the parameters of the Project and its potential impacts on cultural resources. Meetings were held to discuss historic properties in Shockoe Bottom and the Grave Yard for Free People of Color and Slaves (44HE1203) near Hospital Street to address specific concerns. Additional data on these meetings can be found in the table below.

Table E.1-2: Section 106 and Section 4(f) Cultural Resource Meetings

Date	Attendees	Topics
November 7, 2014	DHR, DRPT	Kick-off meeting; discussions on APE, methodology, reporting
March 19, 2015	VDOT, DRPT	Roadway bridges and Section 106 coordination
February 18, 2016	DHR, DRPT	Update on corridor and status of studies
June 14, 2016	CWT	General discussion on results to date; Richmond to Raleigh Memorandum of Agreement
August 10, 2016	DHR, DRPT	Preliminary dialogue on historic properties and Project effect
May 15, 2017	Ashland Museum, Town of Ashland	Overview of 106 process and technical studies to date
June 8, 2017	NPS- Fredericksburg, DRPT	Update on technical studies and Project plans
July 14, 2017	Town of Ashland; Ashland Museum	Update on technical studies and Project plans
July 26, 2017	DHR, DRPT	Update on technical studies and Project schedule
August 14, 2017	NPS—Richmond, DRPT	Update on technical studies and Project plans
October 11, 2017	Hanover County, Town of Ashland, Ashland Museum	Update on technical studies and Project plans
October 20, 2017	Alexandria Archaeology, City of Alexandria, Arlington County, NTHP, DRPT	Update on technical studies and Project plans
October 24, 2017	ACHP, ABPP, CWT, DRPT	Update on technical studies and Project plans
October 27, 2017	Prince William County, Caroline County, City of Fredericksburg, CVBT, HFFI, DRPT	Update on technical studies and Project plans
October 30, 2017	City of Richmond, Historic Richmond Foundation, DRPT	Update on technical studies and Project plans
February 8, 2018	Rose Center/Urban Land Institute, DRPT	Overview of Project and history of Shockoe Bottom
February 13, 2018	DHR, DRPT	Update on technical studies and Project schedule
April 4, 2018	DHR, DRPT	Discussion of Project limits of disturbance and APE
June 18, 2018	Town of Ashland, Ashland Museum	Historic property list and 106 process
June 19, 2018	DHR, DRPT	Historic properties and Project effect
June 21, 2018	CWT, Historic Richmond Foundation, Town of Ashland, Ashland Museum, Preservation Virginia, DRPT	Historic properties and Project effect
June 26, 2018	ABPP, City of Fredericksburg, NPS Fredericksburg, DRPT, FRA	Historic properties and Project effect
June 28, 2018	NTHP, Alexandria Archaeology, NPS—Mount Vernon Parkway, ACHP, DRPT	Historic properties and Project effect
July 2, 2018	DHR, FRA, DRPT	Revisit of historic properties and Project effect
July 16, 2018	Town of Ashland, Ashland Museum	Technical reports and Project effect
July 17, 2018	NPS- Fredericksburg	DC2RVA LOD and Jackson's Shrine

▶ *Continued.*

Table E.1-2: Section 106 and Section 4(f) Cultural Resource Meetings

Date	Attendees	Topics
July 17, 2018	Preservation Virginia	DC2RVA Project summary and list of historic properties
July 19, 2018	City of Richmond, DRPT	Historic properties and Project effect
July 24, 2018	DHR	Resources in Shockoe Bottom
July 26, 2018	FRA, DHR, DRPT	Resources in Shockoe Bottom
July 27, 2018	ACHP	Resources in Shockoe Bottom
July 31, 2018	DHR, FRA, DRPT	Resources in Shockoe Bottom
August 3, 2018	DHR	Resources in Shockoe Bottom
August 6, 2018	DHR, DRPT, VA Secretary of Transportation, VA Secretary of Natural Resources	Discussion on historic resources in Shockoe Bottom
August 29, 2018	City of Richmond, DHR	Resources in Shockoe Bottom, City preservation initiatives near Main Street Station and future projects
September 5, 2018	VA Secretary of Transportation, DHR, DRPT, City of Richmond	Discussion of cultural resources in Shockoe Bottom
September 10, 2018	NTHP, Preservation Virginia, Sacred Ground Project, ACHP, DHR, DRPT	Discussion of upcoming meeting in Shockoe/Richmond, including meeting content and attendees
October 2, 2018	FRA, DHR, ACHP, DRPT	Summary of three October 2018 consulting party meetings, Resources in Shockoe Bottom, Next steps in 106 process
October 2, 2018	DRPT, City of Alexandria	List of historic properties, Project effect
October 4, 2018	City of Fredericksburg, Prince William County, Ashland Museum, Alexandria Archaeology, DRPT, FRA	APE, list of historic properties, Project effects, Section 106 Draft MOA mitigation
October 5, 2018	American Battlefield Trust (Civil War Trust), ABPP, Alexandria Archaeology, NPS- Mount Vernon Parkway, NPS- National Capital Region	APE, list of historic properties, Project effects, Section 106 Draft MOA mitigation
October 12, 2018	NTHP, Shockoe Partnership, ACHP, Preservation Virginia, City of Richmond, Slave Trail Commission, Historic Richmond Foundation, Untold RVA, DHR, FRA, DRPT, private citizens	On-site visit at Main Street Station, APE, list of historic properties, Project effects, Section 106 Draft MOA mitigation
October 15, 2018	Historic Richmond Foundation, DRPT	Resources in Shockoe Bottom, list of historic properties, Project effect, Section 106 Draft MOA mitigation
October 23, 2018	ACHP, DHR, FRA, DRPT	Update on consulting party meetings, list of historic properties, Project effect
October 24, 2018	Ashland Museum, Town of Ashland, DRPT	List of historic properties, Project effect, Section 106 Draft MOA mitigation
November 1, 2018	Preservation Virginia, DRPT	Resources in Shockoe Bottom, list of historic properties, Project effect, Section 106 Draft MOA mitigation
November 2, 2018	Elegba Folklore Society, DRPT	Summary of Project, Resources in Shockoe Bottom, list of historic properties, Project effect, Section 106 Draft MOA mitigation

▶ *Continued.*

Table E.1-2: Section 106 and Section 4(f) Cultural Resource Meetings

Date	Attendees	Topics
November 28, 2018	NTHP, DRPT	Discussion on reply sent to NTHP on Historic Properties
December 2, 2018	NTHP, Preservation Virginia, Historic Richmond Foundation, Elegba Folklore Society, City of Richmond, DRPT, FRA, ACHP, DHR	Additional discussion on reply sent to NTHP, historic properties in Shockoe Bottom, and effect on historic properties
January 31, 2019	DRPT, DHR	Site 44HE1203 (Grave Yard for Free People of Color and Slaves)
February 13, 2019	Rivanna Archaeology, Historic Richmond Foundation, Sacred Ground Project, Richmond Archaeology, DRPT, DHR, VDOT	Onsite meeting to discuss site 44HE1203 (Grave Yard for Free People of Color and Slaves)

E.1.3 Correspondence

Since the Project's initiation, correspondence has occurred between DRPT and the cultural resource agencies, localities, and consulting parties to keep them informed on the progress of the studies, resource eligibility, the Project's effects on historic properties, and Section 106 Draft MOA mitigation strategies. DRPT held meetings at milestones or as necessary throughout the Project. In particular, meetings and e-mail exchanges with DHR and ACHP have occurred regularly to provide information on Project plans. Data on the study results in specific Project areas were also sent to consulting parties to garner comments on the Project. The architectural reports were posted on the Project's webpage for general public comment as well. The archaeological reports were only distributed to the agencies, localities, and consulting parties due to the sensitivity of site location mapping and to meet stipulations set forth in the Archeological Resources Protection Act of 1979.

Table E.1-3 includes correspondence conducted as part of the process. Note that this table only lists formal correspondence and group emails. In addition to this roster, hundreds of one-on-one emails were exchanged with consulting parties and the general public to convey additional cultural resource data pertaining to the Project. Copies of relevant correspondence prior to September 2017 are included in Appendix U of the Draft EIS and post-September 2017 correspondence can be found in Appendices E1 through E6.

Table E.1-3: Project Correspondence

Date	Medium	Recipient	Topic
September 25-October 15, 2014	E-mail; Letter	DHR, FRA, DRPT	Initiation of Section 106 Process
January 5-February 2, 2015	E-mail, Letter	DHR, FRA, DRPT	Defining Project APE
June 8, 2015	E-mail	VDOT	VDOT/DHR PA on Historic Bridges
June 22, 2015	Letter	Civil War Trust, DRPT	Receipt of comments on Project screening review
July 30, 2015	E-mail	All Consulting Parties, DRPT	Distribution of Archaeological Predictive Model report for review
July 17, 2015; August 28, 2015	Letter, E-mail	DHR	Submittal of Archaeological Predictive Model Report; DHR Reply

▶ *Continued.*

Table E.1-3: Project Correspondence

Date	Medium	Recipient	Topic
August 3- September 4, 2015	E-mail	Arlington County, City of Alexandria, Prince William County, City of Fredericksburg, DRPT	Receipt of comments on Archaeological IA Predictive model
August 28, 2015	E-mail	All Consulting Parties, DRPT	Reminder to submit comments on Predictive Model Report
October 20, 2015; December 18, 2015	Letters	NPS (FSNMP)	*Archaeological Resources Protection Act* (ARPA) permit to dig on federal land (Original Segment 7)
December 9, 2015; February 5,2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 7); DHR Reply
December 15, 2015	Letter	DHR	Application to conduct archaeology on state lands (Original Segment 11)
March 18-31, 2016	E-mail; Memo	DHR	Discussion of alternative methodology for architecture in Original Segment 18
April 13- April 26, 2016	E-mail	David Hamilton (Consulting Party), DHR, DRPT, FRA	Mr. Hamilton is a private property owner along the Ashland Bypass. Numerous E-mails were exchanged with Mr. Hamilton regarding his concerns, his position as a consulting party, and distributing Project data
May 20, 2016; June 8, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 6); DHR reply
May 31, 2016; June 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 3); DHR reply
May 31, 2016; June 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 4); DHR reply
June 21, 2016; June 28, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 8-9); DHR reply
July 6, 2016; July 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 1); DHR reply
July 6, 2016; July 15, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 2); DHR reply
July 25, 2016; August 15, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 10-12); DHR reply
December 21, 2016; February 21, 2017	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 13); DHR reply
August 3, 2016; August 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 14); DHR reply
September 6, 2016; October 11, 2016	Letter, E-mail	DHR	Submittal of Archaeological Phase I Report (Original Segments 1-20); DHR reply

▶ *Continued.*

Table E.1-3: Project Correspondence

Date	Medium	Recipient	Topic
October 21, 2016; November 30, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 15, 16, 20); DHR reply
November 14, 2016; December 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 17, 19); DHR reply
October 21, 2016; November 3, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 18); DHR reply
January 20, 2017; March 1, 2017	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Structures); DHR reply
January 6, 2017; February 3, 2017	Letter, E-mail	DHR	Submittal of Phase IA Ashland Bypass Report; DHR reply
January 20, 2017; February 3, 2017	Letter, E-mail	DHR	Submittal of Phase IA Fredericksburg Bypass Report; DHR reply
February 24, 2017; March 24, 2017	E-mail	All Consulting Parties	Distribution of Architectural Reports for review; Consulting Party comments
March 28, 2017	E-mail	All Consulting Parties	Update on technical study distribution
April 14, 2017; May 14, 2017	Letter; E-mail	All Consulting Parties	Distribution of All Phase IA and IB reports for review; Consulting Party comments
May 17, 2017	E-mail	All Consulting Parties	Reminder of comment deadline for reports
June 1, 2017	E-mail	All Consulting Parties	Extension of deadline for comments on reports
September 19, 2017	E-mail	All Consulting Parties	Summary of upcoming Draft EIS meetings and offer for on-on-one meetings
October 7, 2017	E-mail	All Consulting Parties	Reminder of Draft EIS meetings
November 2, 2017	E-mail	All Consulting Parties	Distribution of historic map overlays showing Shockoe Bottom
November 21, 2017	Letter; E-mail	Professor J.V. Moeser, Secretary of Transportation	Resources in Shockoe Bottom
February 7, 2018	E-mail	All Consulting Parties	Update on LOD and technical studies progress
February 13, 2018	Letter; Email	Tribes who received federal status in 2018	Invitation to participate in Project; Updates on Project to date and future steps (Tribes were included on all subsequent All Consulting Party communication)
May 8, 2018	E-mail	All Consulting Parties	Update on distribution of LOD and Phase II technical reports
May 14, 2018; June 12, 2018	E-mail	DHR	Submittal of Archaeological LOD Expansion Areas Report; DHR reply
May 17, 2018; July 20, 2018	E-mail	All Consulting Parties	Distribution of Archaeological LOD Expansion Areas Report for review; Consulting Party comments

▶ *Continued.*

Table E.1-3: Project Correspondence

Date	Medium	Recipient	Topic
May 4, 2018; June 11, 2018	E-mail	DHR	Submittal of Architectural LOD Expansion Areas Report for review; DHR reply
May 17, 2018; July 20, 2018	E-mail	All Consulting Parties	Distribution of Architectural LOD Expansion Areas Report for review; Consulting Party comments
March 22, 2018; April 25, 2018	E-mail	DHR	Submittal of Architectural Phase II Report A; DHR reply
April 19, 2018; May 1, 2018	E-mail	DHR	Submittal of Architectural Phase II Report B; DHR reply
May 10, 2018; June 12, 2018	E-mail	DHR	Submittal of Architectural Phase II Report C; DHR reply
May 17, 2018; July 20, 2018	E-mail	All Consulting Parties	Distribution of Architectural Phase II Reports (A-C) for review; Consulting Party comments
June 13, 2018	E-mail	All Consulting Parties	Reminder of upcoming series of Project meetings
June 20, 2018; June 28, 2018	Letter, E-mail	DHR	Submittal of Project effects letter; DHR reply
June 20, 2018	E-mail	All Consulting Parties	Update on Project effects and reminder of upcoming series of Project meetings
July 9, 2018; July 18, 2018	Letter; E-mail	DHR	Submittal of Addendum Project effects letter; DHR reply
July 9, 2018	E-mail	All Consulting Parties	Update on Addendum Project Effects
July 20, 2018	E-mail	All Consulting Parties	Reminder of deadline for report and effects comments
August 14, 2018	E-mail	FRA, DHR, DRPT	Framework of Section 106 Draft MOA for review
August 23, 2018	E-mail	All Consulting Parties	Update on Project including receipt of comments on reports, APE, and list of historic properties
September 21, 2018	E-mail	All Consulting Parties	Invitation to three October Consulting Party Meetings
September 21, 2018	E-mail	Shockoe Bottom Neighborhood Assn; Historic Shockoe Partnership; Slave Trail Commission; Elegba Folklore Society; Black History Museum Virginia Untold VA; Virginia African American Cultural Resources Task Force; Southern Environmental Law Center; Sacred Ground Project; Community Unity in Action, Richmond Branch NAACP; Wesley Memorial United Methodist Church; VCU Department African American Studies; Richmond Crusade for Voters; First Unitarian Universalist Church; Sacred Ground Historical Reclamation Project; VCU, Building on Sacred Ground	Invitation to Shockoe Bottom/ Richmond Consulting Party Meeting
October 11, 2018	E-mail	All Consulting Parties	Reminder of three October Consulting Party Meetings

▶ *Continued.*

Table E.1-3: Project Correspondence

Date	Medium	Recipient	Topic
October 11, 2018	E-mail	Shockoe Bottom Neighborhood Assn; Historic Shockoe Partnership; Slave Trail Commission; Elegba Folklore Society; Black History Museum Virginia Untold VA; Virginia African American Cultural Resources Task Force; Southern Environmental Law Center; Sacred Ground Project; Community Unity in Action, Richmond Branch NAACP; Wesley Memorial United Methodist Church; VCU Department African American Studies; Richmond Crusade for Voters; First Unitarian Universalist Church; Sacred Ground Historical Reclamation Project; VCU, Building on Sacred Ground	Reminder of Shockoe Bottom/ Richmond Consulting Party Meeting
November 13, 2018	Letter; E-mail	DRPT, Preservation Virginia, Historic Richmond Foundation, DHR, ACHP	Reply to NTHP, Preservation Virginia, and Historic Richmond Foundation on July 20, 2018 letters
November 27, 2018	E-mail	All Consulting Parties	Distribution of updated list of historic properties and revised effects; Solicitation of additional Section 106 Draft MOA mitigation ideas
November 19, 2018; January 4, 2019	Letter; E-mail	DHR	Submittal of Second Addendum Project effects letter; DHR reply
December 21, 2018	E-mail	FRA, DHR, ACHP,	Revised Section 106 Draft MOA for review
January 22, 2019	E-mail	FRA, DHR, ACHP	Revised Section 106 Draft MOA for review based on DHR feedback (received January 16, 2019)
November 30, 2018; January 4, 2019	Letter; E-mail	DHR	Section 4(f) concurrence letter; DHR reply
December 21, 2018	E-mail	All Consulting Parties	Distribution of Section 106 Draft MOA for review to Consulting Parties
January 29, 2019	E-mail	All Consulting Parties	Extension of deadline for Section 106 Draft MOA comments
February 11, 2019	E-mail	FRA, DHR, ACHP	Second revised Section 106 Draft MOA for review based on Consulting Party feedback
February 26, 2019	E-mail	FRA, DHR, ACHP	Third revised Section 106 Draft MOA for final review based on signatory feedback

E.2 SECTION 4(f) COMMENTS & COORDINATION

Table E.2-1 includes the correspondence subsequent to the publication of the Draft EIS in September 2017 related to Section 4(f) for parks, recreation areas, trails, and wildlife and waterfowl refuges (this information is also provided in Table 6.8-1 of the Final EIS). Section 4(f) correspondence prior to the Draft EIS publication is included in Appendix U of the Draft EIS.

Table E.2-1: Section 4(f) Correspondence

Resource Owner	Type[1]	Date	Purpose
Arlington County	Response Letter	September 8, 2017	Expressed concern with *de minimis* assumption based on Draft EIS impacts
Virginia Department of Game and Inland Fisheries	Response Letter	October 12, 2017	Concurrence with temporary occupancy of Mattaponi Wildlife Management Area
Arlington County	Meeting	February 2, 2018	Review of Draft EIS comments
City of Richmond, Department of Public Works	Letter	October 22, 2018	Provided update of impacts, requested concurrence with *de minimis* use and temporary occupancy of Walker's Creek Retention Basin Park
City of Richmond, Department of Parks, Recreation, and Community Facilities	Letter	October 22, 2018	Provided update of impacts, requested concurrence with *de minimis* use and temporary occupancy of Walker's Creek Retention Basin Park
Arlington County Department of Parks and Recreation	Letter	October 29, 2018	Provided update of impacts to Long Bridge Park and Mount Vernon Trail, and requested concurrence with temporary occupancy for Long Bridge Park
NPS – George Washington Memorial Parkway Headquarters	Letter	October 29, 2018 and December 6, 2018	Provided update of impacts and requested concurrence regarding temporary occupancy of George Washington Memorial Parkway and Mount Vernon Trail
City of Alexandria	Letter	October 29, 2018	Provided update of impacts and requested concurrence with temporary occupancy of Dog Run Park at Carlyle, Four Mile Run Trail, Potomac Yard Park, Potomac Yard Landbay N., and Rail Park
NPS – Fredericksburg and Spotsylvania National Military Park	Letter	October 29, 2018	Provided update of impacts and requested concurrence regarding temporary occupancy of Fredericksburg and Spotsylvania National Military Park
Prince William County Parks and Recreation Department	Letter	October 29, 2018	Provided update of impacts and requested concurrence regarding temporary occupancy of Veterans Memorial Park
Henrico County Recreation and Parks	Letter	October 29, 2018	Provided impacts and requested concurrence regarding temporary occupancy of Laurel Recreation Area
Henrico County Recreation and Parks	Response Letter	October 31, 2018	Concurrence regarding temporary occupancy of Laurel Recreation Area
Prince William County Parks and Recreation Department	Response Letter	November 2, 2018	Concurrence regarding temporary occupancy of Veterans Memorial Park
City of Richmond, Department of Public Works	Response Letter	November 16, 2018	Concurrence regarding *de minimis* use and temporary occupancy of Walker's Creek Retention Basin Park
NPS – Fredericksburg and Spotsylvania National Military Park	Response Letter	December 7, 2018	Concurrence regarding temporary occupancy of Fredericksburg and Spotsylvania National Military Park

▶ *Continued – see end of table for notes.*

Table E.2-1: Section 4(f) Correspondence

Resource Owner	Type[1]	Date	Purpose
NPS – George Washington Memorial Parkway Headquarters	Response Letter	December 12, 2018	Concurrence regarding temporary occupancy of George Washington Memorial Parkway and Mount Vernon Trail
City of Alexandria	Response Letter	December 13, 2018	Concurrence regarding temporary occupancy of Dog Run Park at Carlyle, Four Mile Run Trail, Potomac Yard Park, Potomac Yard Landbay N., and Rail Park
Arlington County Department of Parks and Recreation	Response Letter	December 18, 2018	Concurrence regarding temporary occupancy of Long Bridge Park

Notes: 1. "Letter" denotes a letter from DRPT to the resource owner; "Response Letter" denotes a letter from the resource owner to DRPT.

Appendix E7 includes correspondence related to the *de minimis* impacts associated with Walker's Creek Retention Basin Park.

Appendix E8 includes correspondence related to concurrence that the temporary occupancy of the following parks does not result in a Section 4(f) use:

- Long Bridge Park
- Mount Vernon Trail
- George Washington Memorial Parkway
- Dog Run Park at Carlyle
- Four Mile Run Trail
- Potomac Yard Park
- Potomac Yard Landbay N.
- Rail Park
- Fredericksburg and Spotsylvania National Military Park
- Veterans Memorial Park
- Laurel Recreation Area

APPENDIX E1

SHPO, ACHP, DRPT, AND FRA MEETING SUMMARIES

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

DHR Project Update (DHR Project #2014-0666)
February 13, 2018; 12:00pm

Agenda & Meeting Notes

Attendees:

Marc Holma- DHR
Emily Stock- DRPT
Carey Burch- HDR/Project Team
Steve Walter- Parsons/Project Team
Kerri Barile- Dovetail/ Project Team

1) DEIS Update (Steve, Emily, and Kerri)
- Publication and hearings
- Summary of public comments
- Summary of consulting party comments

2) Preferred Alternative and CTB Decision (Carey and Emily)
- General description
- Fredericksburg
- Ashland
- Richmond

3) Cultural Resource Studies (Kerri)
- Summary of data presented in DEIS
- Description of 2018 studies
- Schedule
- Milestones/Deadlines

4) Next Steps (Kerri and Carey)
- Cultural resource studies
- Consulting party meetings
- FEIS (including supplemental info on F'burg, Ashland, and Shockoe)
- MOA
- ROD

5) Questions and Answers on Agenda Items and Project as a Whole (all)

Beyond the items listed in the agenda and described as such, the following questions/topics were discussed:

Marc asked about the comments received on the DEIS, in particular Ashland. Were the comments about the historic district or the project in general? Steve replied that most were concerned with their own property but a few individuals did mention cultural resources in their reply.

Steve went on to say that the comments were as expected regarding areas of potential controversy such as Fredericksburg, Ashland, and Richmond. Those who lived along the proposed bypass in Ashland preferred the through-town alternative and those in town preferred the bypass. No one really thought the Fredericksburg bypass was the way to go. In Richmond, concerns revolved around the Sacred Ground site near Main Street Station as well as making sure the preferred alternative fit within the larger city plans/initiatives.

Kerri gave everyone minutes from the consulting party meetings held in the fall of 2017 and summarized the main consulting party concerns: 1) Several wanted to assure that noise and vibration studies were included in the environmental analysis and the team confirmed that they were; 2) some asked about cumulative effects (i.e., if you build it, they will come; thus, the rail will bring development) and the team and FRA state that cumulative development is not part of the current project. She also brought up a few specific items that were mentioned by consulting parties that she wanted DHR to be aware of:

- Ashland Museum does not agree with the recommendations of the project team, the consultants hired by Ashland to do a cost share survey of the same area (Commonwealth), or the DHR’s determinations on eligibility.
- Prince William County asked that the team take a look at Rippon Lodge and see if it should be included in the APE. Benjamin Latrobe sketched the view down Neabsco Creek during his visit in the early 19th century. In response to this inquiry, the team did go to Rippon Lodge and the project area is clearly visible. This resource is being added to the APE/list of historic properties even though it is outside of the 500-foot buffer.
- ABPP requested that KOKOA analysis be done on all battlefields. The team asked the DHR if this was required. A discussion on the project components/impacts ensued, and the DHR stated that KOKOA was not needed at this time due to the parameters of the undertaking and the fact that the rail is eligible under Criterion A.
- It was also mentioned that the ACHPO has decided that they want to be involved in this project despite previously signing an umbrella PA stating that they would not be involved. A meeting will be held in the near future, and all parties will be invited.

The conversation then turned to Shockoe Bottom. Carey presented details on the Urban Land Institute project that had been completed the week before and explained both the potential impacts in this area because of the DC2RVA project as well as the efforts that the team has taken to assure that significant resources would be avoided. One of these items is the inclusion of a special chapter in the Final EIS describing work done here to date, the importance of the area, and measures taken to minimize impacts. Marc said this sounded logical. Plans were reviewed, and Marc said that it would be wise to avoid bringing the Main Street Station platforms north of Broad Street as the potential to impact resources through the construction of additional structures as well as intrusions to visual elements dramatically increases in this area.

A schedule of upcoming cultural resource tasks was disseminated and discussed, and Marc agreed to help out as he can with expedited reviews based on the schedule as presented. This notably includes a preliminary review of resources being recorded at the Phase I level that would need Phase II evaluations and a meeting to discuss project effects followed by a concurrence letter. He asked if the MOA would be done prior to the FEIS, and the team said no. It would be done between the FEIS and ROD. Kerri said she would give Marc and the DHR as much of a heads-up as possible prior to a report landing on their desk for review.

In a discussion on next steps, Kerri mentioned that the six new federally recognized tribes had been invited to participate as consulting parties and she would let the DHR know if any accepted. Additional consulting party meetings will be held this summer once the additional studies are done. Future DHR consultation meetings will be held in June or July regarding project effects and this fall to discuss the MOA.

Steve indicated that our current schedule includes publication of the Final EIS in September of this year and the Record of Decision (ROD) approximately two months later in November. We committed to keeping Marc and the DHR informed of the progress towards these dates.

The meeting ended at 1:15pm.

801 E. Main St., Suite 1000
Richmond, VA 23219

DHR Project Effects Meeting (DHR Project #2014-0666)
June 19, 2018; 1:00 pm

AGENDA & MEETING NOTES

Attendees:

Marc Holma- DHR
Emily Stock- DRPT
Carey Burch- Project Team
Steve Walter- Project Team
Kerri Barile- Project Team
Heather Staton- Project Team

1) Update on Current Project Status (Emily)

2) Summary of Cultural Resource Studies (Kerri)
- 2018 Technical Reports
- List of Historic Properties

3) Project Effect (Marc and Team)

4) Next Steps (Kerri, Steve, and Carey)
- Effect Letter for Signature
- Consulting Party Meetings
- MOA Production
- FEIS Completion
- ROD

801 E. Main St., Suite 1000
Richmond, VA 23219

DHR Project Update (DHR Project #2014-0666)
July 2, 2018; 9:00am

Meeting Notes

Attendees:

Marc Holma- DHR
John Winkle- FRA
Emily Stock- DRPT
Steve Walter- Project Team
Kerri Barile- Project Team
Heather Staton- Project Team
Emily Calhoun- Project Team

1) Consulting Party Update= Kerri Barile provided a general update of the three consulting party meetings held in June 2018. Marc asked questions on general tone and content.

2) Mt. Vernon Highway/Long Bridge study= Emily Stock provided an update on the two projects to start a dialogue on how they are connected. They are independent projects but do have connections. Long Bridge will be done first. DC2RVA can function without Long Bridge being done, though.

- Discussion moved to cultural resources, and Kerri Barile mentioned overall SEHSR PA, which included both Long Bridge and DC2RVA. Marc Holma asked if ACHP is okay with them being done separately, and Kerri mentioned that they signed the PA which stated that this could occur. John Winkle said he would follow up with FRA Long Bridge lead to make sure communication is open.

- Marc Holma said he received a call from Matt Virta with the GW Parkway, and he suggested we get Matt additional information.

3) Mason's Hall in Richmond= Due to consulting party concerns, Mason's Hall was added to the APE. It is located on the edge of the indirect APE to the east of Main Street Station. Maps were shared and a brief discussion ensued. Kerri Barile stated that a revised effect letter would be heading to DHR with this data in the coming week.

4) Shockoe Area= Group had a long dialogue on the consulting party meetings, idea of a Traditional Cultural Property, and project avoidance and mitigation. Role of the City of Richmond was also discussed. John Winkle described FRA's legal obligations as viewed through 106/4(f) lens.

- Marc Holma suggested a more thorough dialogue with the City of Richmond on this area to understand what they have done and what they intend to do from a CR perspective.

- Regarding proposed park, John Winkle stated that FRA looks at what is planned and funded.

- Of specific interest during the call were the two sites associated with the slave trade that are near the project but not within the archaeological APE. Should they be included? Should they be considered eligible under both A and D?

- All parties agreed to continue the dialogue on all of these areas with project participants and outside groups.

The meeting ended at 9:45am.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

DHR Shockoe Update (DHR Project #2014-0666)
July 24, 2018; 1:30pm

Meeting Notes

Attendees:

Marc Holma- DHR
Roger Kirchen- DHR
Sarah Stokley- ACHP
Emily Stock- DRPT
Steve Walter- Project Team
Kerri Barile- Project Team

Held call regarding the ongoing dialogues regarding Shockoe Bottom. In particular, the consulting party meetings and National Trust for Historic Preservation (NTHP) letter (dated July 20) were discussed.

- DHR shared general thoughts on the Shockoe items as stated by both Marc and Roger as well as Julie Langan, the State Historic Preservation Officer.
- Lumpkins Jail= All concurred it should be evaluated under Criterion A as well as D.
- APE should not be expanded but rather dialogue on resources and eligibility will cover this issue.
- Dialogue on Memorial Park and City plans
- Additional consultation with NTHP and other consulting parties should occur.
- An on-site meeting would be helpful to understand scope.
- Should this area be considered a Traditional Cultural Property (TCP)? Under debate.

Dialogue included discussions on mitigation for effects. Preliminary concepts were floated around but it was agreed to hold off on more thorough conversations until after additional consultation.

The meeting ended at 2:00pm.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

DHR Shockoe Update (DHR Project #2014-0666)

July 26, 2018; 1:30pm

Meeting Notes

Attendees:

Marc Holma- DHR
John Winkle- FRA
Emily Stock- DRPT
Nick Ruiz- DRPT
Carey Burch- Project Team
Karen Harrington- Project Team
Steve Walter- Project Team
Kerri Barile- Project Team
Emily Calhoun- Project Team

Held additional call regarding the ongoing dialogues regarding Shockoe Bottom including more on the National Trust for Historic Preservation (NTHP) letter (dated July 20).

DHR confirmed that there is no recorded archaeological district in Shockoe regarding the slave trade at this time. In addition, archaeology done to date on burial site has not revealed any burials. Archaeology has been done on Lumpkins Jail, but it was never evaluated for the NRHP. If it was evaluated, it would likely be eligible under A and D. As such, DHR suggests adding Lumpkins to the indirect APE but not adding the burial ground.

John Winkle stated that the FRA will assure that the process is followed but is letting DHR take the lead on eligibility and APE.

Regarding Lumpkins, DHR suggested evaluating its setting and feeling to determine effects. DHR and FRA discussed induced impacts and its potential place (or not) in the process. This is particularly true for 4(f). A long dialogue on the project and 4(f) ensued.

DHR reiterated that the APE should not be expanded (here or elsewhere) unless it is justified but to be sure that all criteria are evaluated.

All concurred that consultation should be ongoing with all MOA signatories as well as all consulting parties and vested groups. A broad conversation is imperative.

DHR stated that a second amendment to the project effects should be submitted once the roster of historic properties is finalized.

The meeting ended at 2:00pm.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

ACHP Shockoe Update
July 27, 2018; 8:30am

Meeting Notes

Attendees:

Sarah Stokely- ACHP
Kerri Barile- Project Team

Held additional call regarding the ongoing dialogues regarding Shockoe Bottom including more on the National Trust for Historic Preservation (NTHP) letter (dated July 20).

Sarah discussed the Memorial Park and Shockoe in general. Kerri Barile answered questions on various groups, ongoing consultation, and the history of the area. It was agreed that the NTHP may help facilitate dialogues with various groups in this area. The ACHP wants to continue to be involved in any future dialogues.

APE was discussed including how it was defined, modifications over time due to project changes and consulting party comments, and where it currently stands. ACHP concurs with DHR that the APE was done accurately and has been modified appropriately. It is possible that resources may be considered in the APE for various criteria, so will keep an eye out for that.

Sarah asked for additional information on the identification-level studies. Kerri Barile provided this data. The topic commenced as a general dialogue but then narrowed to Shockoe. ACHP concurred that the level of effort is commiserate with the undertaking. They emphasized the importance of this area. Project team concurs.

It was discussed that future meetings should include additional dialogues on Traditional Cultural Properties, memorialization, and, importantly, the City of Richmond’s plans for the area.

Sarah asked if any comparable TCPs had been found. Kerri said not to date.

A dialogue followed on indirect v. cumulative effects including the nature and scale of the undertaking and what is a reasonable and foreseeable impact based on this.

The meeting ended at 9:00am.

FRA TCP Update
July 31, 2018; 2:00pm

Meeting Notes

Attendees:

John Winkle- FRA
Randy Selleck- DRPT
Carey Burch- Project Team
Kerri Barile- Project Team
Emily Calhoun- Project Team

Held call with FRA to discuss the definition of a Traditional Cultural Property (TCP) and how this concept may or may not relate to the Shockoe area and the slave trade.

Kerri Barile provided an update on the various calls with DHR and ACHP over the past few weeks as well as summarizing the issues at hand. John Winkle asked if the project would be physically impacting the sites, and Kerri said no. A dialogue on expanding eligibility to include Criterion A ensued. The discussion included TCPs, existing districts in Shockoe and how various sites fit/don't fit in the districts.

All agreed that an on-site meeting would help answer questions. Consulting parties and other vested groups should be invited. A discussion on the previous calls and meetings and future calls and meetings were discussed to assure appropriate and thorough public outreach.

The meeting ended at 2:30pm.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

FRA Shockoe Update
August 3, 2018; 2:00pm

Meeting Notes

Attendees:

Marc Holma- DHR
Kerri Barile- Project Team

Held call with DHR to discuss ACHP and FRA calls on Shockoe Bottom.

DHR and ACHP held a call as well to assure process is followed, and they both concur that it has.

Marc and Kerri discussed next steps with eligibility and effect based on feedback, including what sites to add to the APE, which ones to not include, the area as a Traditional Cultural Property (TCP), and role of FRA, ACHP, DHR and consulting parties.

Marc stated that the DHR is having additional meetings on the TCP concern and would have an answer for the team next week.

The DHR concurred that Lumpkins Jail should be considered to be eligible under A and D.

Paths forward were discussed including a multitude of scenarios. Kerri also provided an update on the various meetings in the works, including a meeting with the City of Richmond and the on-site consulting party meeting.

The meeting ended at 2:30pm.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

Virginia Secretary of Transportation Update
September 5, 2018; 8:30am

Meeting Notes

Attendees:

Secretary Valentine
Julie Langan- DHR
Jennifer Mitchell- DRPT
Mayor Stony- City of Richmond

1) Introductions

2) DC2RVA Section 106 Background

3) Joint Response to National Trust's Consulting Party Comment

4) Nex Steps- DC2RVA On-Site Consulting Party Meeting at Shockoe Bottom

The meeting ended at 9:30am.

801 E. Main St., Suite 1000
Richmond, VA 23219

Project Signtories Update
October 2, 2018; 9am

Meeting Notes

Attendees:

John Winkle- FRA
Sarah Stokely- ACHP
Emily Stock- DRPT
Carey Burch- Project Team
Kerri Barile- Project Team
Absent= Marc Holma- DHR

Kerri Barile provided an overview of the three upcoming consulting party meetings- one in DC, one in Fredericksburg, and one in Richmond. The Richmond meeting has an on-site component. Sarah Stokely asked if she should attend the DC meeting; Kerri stated that the Richmond meeting was likely more crucial given the issues there.

Kerri Barile provided an update on various issues as provided to her by Marc Holma at the DHR (since he couldn't be on the call). She also provided some preliminary thoughts on the cadence of the meeting in Richmond. Team concurred with agenda organization and suggested sending the agenda out in advance. All agreed that there are two goals of the meeting: to provide data on the project including a visual reference for the minimal project impacts and to gather feedback from consulting parties on historic properties, effects, and significance. It is important that invitees can voice their thoughts. Consultation allows all parties to bring up issues.

John Winkle stated that he will be in attendance and help answer questions from a FRA perspective but he was going to let the cultural resource team take priority.

The dialogue also included information on a response to the National Trust's letter. Emily Stock stated that it is in progress and the City's letter on preservation in the area is forthcoming. The group discussed several items presented in their letter, including APE, Traditional Cultural Properties, and indirect v. cumulative effects.

Sarah Stokely stated that work to date has included all reasonable and foreseeable impacts and has met 106. The team should continue good will efforts to understand all impacts outside of the current project for context. Emily Stock concurred and said that continuing a good dialogue with the City is very important as well as hearing from VDOT and local groups on their plans for the area.

Sarah Stokely followed up by asking information on other projects that we know of that are slated for the area. Emily Stock and Carey Burch provided data. The team also specifically discussed the status of the Memorial Park project so we can be aware of the parameters prior to our meeting.

Kerri Barile said she will provide copies of handouts and agenda to signatories before the Shockoe/Richmond meeting.

The meeting ended at 9:45am.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

Signatories Update (DHR, ACHP, FRA, DRPT)
October 23, 2018; 2:00pm

Meeting Notes

Attendees:

Emily Stock- DRPT
Randy Selleck- DRPT
Marc Holma- DHR
Sarah Stokley- ACHP
Jaime Lochinger- ACHP
(absent John Winkle- FRA)
Carey Burch- Project Team
Kerri Barile- Project Team

- Held call to provide a summary on the consulting party meetings held in October, including in-person meetings and conference calls, and finalize determinations on several key issues.

- Kerri Barile provided a summary of the issues at hand and meetings. She included a summary that all dialogues held to date suggest including Lumpkins Jail and the Graveyard for Free People of Color and Slaves (off Hospital Street) in the list of historic properties and assuming eligibility of both resources under Criteria A and D. The Burial Ground for Negros (located NW of Main Street Station) is not being included as there is no evidence of the site. Marc Holma asked for a clarification on the DHR’s eligibility position regarding the Graveyard for Free People of Color and Slaves, and Kerri Barile stated that it was recorded during the archaeological study for the project in 2018 and the team stated that the resource is potentially eligible but the portion of the site within the APE does not contribute to the overall eligibility. Regardless, the team has elected to assume eligibility for the whole site at the request of the consulting parties. The DHR concurred. Sarah Stokley confirmed that both sites would be eligible under A as well as D and said that this approach sounded outstanding. Jaime Lochinger said she was happy to hear this outcome and it makes sense.

- Sarah Stokley followed with additional questions on how the integrity of Lumpkins Jail was evaluated. Kerri Barile outlined the archaeological work to date and the viewshed images collected. Kerri Barile and Marc Holma also brought up NPS archaeological Bulletin and how it was carefully examined for sites eligible under criteria other than D.

- Marc Holma brought up the Burial Ground for Negros again and asked if the ACHP concurred that it should not be included in the APE. Jaime Lochinger stated that if there is a rational backing for this decision and it was made in good faith, which it sounds like it was, then they are good with it. Sarah Stokley asked for a reminder on whether or not the piers are visible from this resource. Marc Holma said they are not. Sarah Stokley suggested that we provide a map showing the site, APE and info on visuals on why this site was not included as it is not visible from the project limits of disturbance.

- Kerri Barile followed up with additional data beyond viewshed, stating again that there is no physical evidence of the Burial Ground despite numerous attempts to locate it. Marc Holma concurred and said that VDOT has specifically looked for it at least three times and has found no evidence.

- To summarize dialogue on APE, Kerri Barile asked if the ACHP and DHR are good with the APE as defined. Both stated that they are as it sounds like it was determined reasonably and with good faith.

- Sarah Stokley asked if there would be a conference call with the NTHP. Kerri Barile said yes. Once a reply letter goes to the NTHP, would have a call with them, Preservation Virginia, and HRF as they have a stake in Shockoe. Kerri has reached out to all other consulting parties individually to talk about the mitigation.

- Regarding Traditional Cultural Properties (TCPs), Jaime Lochinger said that the team is already looking at this area as a historic district, as it is part of the Shockoe Valley and Tobacco Row HD and all sites are being assumed to contribute to the eligibility of the district. If the area is not being defined as a TCP, just need to be sure to state this and why not clearly to all consulting parties. Sarah Stokley followed up that this is one of many comments brought up by consulting parties and we should handle it like other comments. Present info on why it was considered and the outcome of the analysis with a determination.

- Marc Holma stated that the DHR still believed that it does not qualify.

- Sarah Stokley said that considering sites under Criterion A and assuming that they contribute to the existing district makes sure that they are considered in the dialogue and 106 process and addresses concerns raised by consulting parties. This is a good faith effort. Both she and Marc Holma said it is up to FRA and DRPT at this point to craft their argument and present it for their concurrence. But this issue needs to be decided now; it cannot be mitigation.

- Sarah Stokley then asked for a broader dialogue on indirect and cumulative effects. Emily Stock and Kerri Barile discussed the City's letter and their projects in this area. Jaime Lochinger said all dialogues should be documented in an administrative record to show due diligence.

- Kerri Barile summarized next steps= letter to National Trust as a reply, conference call regarding Shockoe, information on final list of historic properties to all consulting parties, revised effect to DHR. Jaime Lochinger asked if consulting parties have received any effect documents to date, and Kerri Barile said yes. They received the original letter sent in June and the addendum sent in July. They will also get this second addendum.

- Regarding effects, Jaime asked if we are doing an overall project effect or property by property. Kerri Barile and Marc Holma said both and described the process they have been using for Virginia rail. Jaime said she is relieved and thankful for the extensive and ongoing consultation between the team and the DHR.

The meeting ended at 3pm.

APPENDIX E2
SHPO TECHNICAL STUDY CORRESPONDENCE

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main Street, Suite 1000
Richmond, VA 23219

May 14, 2018

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Archaeological Resource Eligibility/ Phase IB Archaeological Study of the Preferred Alternative Limits of Disturbance
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's area of potential effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

Phase IA and Phase IB archaeological studies on the majority of the main line and alternatives were coordinated with your office between 2015 and 2016. Since that time, a Draft Environmental Impact Statement (EIS) was produced and a Preferred Alternative has been recommended by DRPT and the Commonwealth Transportation Board. Subsequent engineering associated with the Preferred Alternative has resulted in a slightly expanded limit of disturbance (LOD) to accommodate further improvements and modifications to proposed rail infrastructure and associated road crossings. The expanded LOD areas were not included in the original archaeological studies. As such, additional archaeological Phase IB surveys were completed on all areas where the project APE was expanded due to these changes.

Enclosed please find one hard copy and one electronic copy of the report entitled *Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project - Preferred Alternative Limits of Disturbance*. The report was authored by Kevin McCloskey, Emily Calhoun, Kerry González, and Mike Klein with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

The archaeological study consisted of a pedestrian survey and subsurface testing, supplemented by metal detector survey, throughout the APE beyond the limits of previous Phase IB investigations. Based on the pedestrian survey, subsurface testing (and, where necessary, metal detection) was carried out in locations deemed to have potential for intact subsurface deposits. Additionally, all sites within the APE not addressed by the previous DC2RVA Phase IB archaeological study and determined eligible or potentially eligible for listing in the National Register of Historic Places (NRHP), as well as those previously recorded sites that had not been evaluated by the DHR, were examined regardless of their location within areas identified for archaeological testing. The archaeological areas subjected to Phase IB study, inclusive of pedestrian and subsurface testing, encompass 158.8 acres (64.3 ha).

Pedestrian surveys found that the majority of the archaeological APE was disturbed by buried utility corridors, modern development, and grading associated with the railroad. Despite these disturbances, a total of 511 shovel test pits (STPs) was excavated across the APE. The excavation of shovel tests and metal detector hits resulted in the recovery of 140 artifacts that date predominantly to the historic period. Phase IB surveys resulted in the identification of 23 archaeological sites and 5 isolated finds within the surveyed portions of the APE. Of these 23 archaeological sites, 17 were previously identified archaeological sites and 6 were newly recorded. Based on the current studies, it is recommended that:

- Sites 44CF0680 (Fort Darling/Centralia Earthworks) remains eligible for listing in the NRHP under Criteria A and C, but that the portion of this site within the APE does not contribute to the overall site eligibility;
- Nine sites (44HE0357, 44HE1097, 44HE1098, 44HE1094, 44SP0187, 44SP0468, 44SP0687, 44SP0688, and 44ST1223) are recommended potentially eligible for listing in the NRHP under Criterion D;
- Nine sites (44CF0022, 44CF0123, 44CF0260, 44HE1203, 44HE120, 444PW1008, 44ST0011, 44ST0270, and 44ST0271) remain unevaluated as the majority of each of these sites lies outside

of the project APE, but the limited portions of these sites within the APE have been destroyed or severely compromised and as such they do not contribute to their respective site's overall eligibility; and

- Four sites (44HE1202, 44SP0768, 44SP0767, and 44ST1224) and the five isolated finds (no numbers assigned) are recommended not eligible for NRHP listing. However, sites 44SP0768 and 44ST1224 are both small family cemeteries that have not been fully delineated, so they should be avoided or delineated.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about archaeological studies for this project, please do not hesitate to contact me or Emily Calhoun at (540) 899-9170 or via email at kbarile@dovetailcrg.com/ecalhoun@dovetailcrg.com .

Sincerely,

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
John Morton, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resource continues to be eligible for the NRHP, as recorded during the DC2RVA/Phase IB Archaeological Study of the Preferred Alternative LOD (DHR #2014-0666); however, the portion of this site within the APE does not contribute to its overall eligibility:

44CF0680	Fort Darling/Centralia Earthworks (Criteria A and C)

They further concur that the following resources are potentially eligible for the NRHP:

44HE0357	Privy/Pit Complex (Criterion D)
44HE1097	Railroad Warehouse (Criterion D)
44HE1098	Railroad Site (Criterion D)
44HE1094	Commissary Warehouse (Criterion D)
44SP0187	Marye's Mill (Criterion D)
44SP0468	Jackson's Earthwork-Encampment (Criteria A and D)
44SP0687	Fredericksburg Block 48 (Criterion D)
44SP0688	Fredericksburg Block 49 (Criterion D)
44ST1223	Civil War Campsite (Criterion D)

They also concur that the following resources remain unevaluated as the portions of each site within the project APE are minimal, thus not allowing for a full evaluation currently; in addition, the portion of each site in the APE does not contribute to its overall eligibility:

44CF0022	Lithic Scatter; Archaic through Woodland
44CF0123	Camp and Dwelling; Early Woodland and Nineteenth Century
44CF0260	Lithic Scatter; Unknown Prehistoric
44HE1203	Cemetery: "Grave Yard for Free People of Color and Slaves"; Nineteenth Century
44HE1204	Carrington's Mill; Early-Nineteenth Century
44PW1008	Indeterminate Type or Age
44ST0011	Indeterminate; Unknown Prehistoric and Colonial
44ST0270	Civil War Camp; Nineteenth Century
44ST0271	Civil War Camp; Nineteenth Century

Lastly, they concur that the following resources are not eligible for the NRHP:

44HE1202	Artifact Scatter; Twentieth Century
44ST1224/089-5624	Daffan Family Cemetery; Mid-Nineteenth Century
44SP0768/088-5511	Family Cemetery; Twentieth Century
44SP0767/088-5516	Civil War Earthwork; Nineteenth century

____ _______________________

Julie Langan, Director Date
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

SUMMARY OF IDENTIFIED ARCHAEOLOGICAL SITES (LISTED NORTH TO SOUTH)

DC2RVA Project Area	DHR Number	Type	Recommendation
2f	44PW1008	Indeterminate Type or Age	Unevaluated; Portion in APE does not contribute to Eligibility
2k	44ST1223	Civil War Campsite Nineteenth Century	Potentially Eligible under Criterion D
2k	44ST1224/ 089-5624	Daffan Family Cemetery Mid-Nineteenth Century	Not Eligible
2k	44ST0271	Civil War Camp Nineteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility
2k	44ST0270	Civil War Camp Nineteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility
3a	44ST0011	Indeterminate Unknown Prehistoric and Colonial	Unevaluated; Portion in APE does not contribute to Eligibility
3b	44SP0187	Marye's Mill Nineteenth Century	Potentially Eligible under Criteria A and D
3b	44SP0687	Fredericksburg Block 48 Late Archaic through Twentieth Century	Unevaluated; Portion in APE does not contribute to Eligibility
3b	44SP0688	Fredericksburg Block 49 Late Archaic through Twentieth Century	Unevaluated; Portion in APE does not contribute to Eligibility
3d	44SP0468	Jackson's Earthwork-Encampment Nineteenth Century	Potentially Eligible under Criteria A and D
3f	44SP0768/ 088-5511	Family Cemetery Twentieth Century	Not Eligible
3f	44SP0767/ 088-5516	Civil War Earthwork Nineteenth Century	Not Eligible
6a	44HE1202	Refuse Scatter Twentieth Century	Not Eligible
6e	44HE1203	Cemetery: "Grave Yard for Free People of Color and Slaves" Nineteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility
6e	44HE1204	Carrington's Mill Early-Nineteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility
6e	44HE0357	Privy/Pit Complex Eighteenth through Nineteenth Century	Potentially Eligible under Criterion D

SUMMARY OF IDENTIFIED ARCHAEOLOGICAL SITES (LISTED NORTH TO SOUTH)

DC2RVA Project Area	DHR Number	Type	Recommendation
6e	44HE1097	Railroad Warehouse Nineteenth Century	Potentially Eligible under Criterion D
6e	44HE1098	Railroad Site Indeterminate Age	Potentially Eligible under Criterion D
6e	44HE1094	Commissary Warehouse Nineteenth Century	Potentially Eligible under Criterion D
6f	44CF0123	Camp and Dwelling Early Woodland and Nineteenth Century	Unevaluated; Portion in APE does not contribute to Eligibility
6g	44CF0022	Lithic Scatter Archaic through Woodland	Unevaluated; Portion in APE does not contribute to Eligibility
6h	44CF0260	Lithic Scatter Unknown Prehistoric	Unevaluated; Portion in APE does not contribute to Eligibility
6h	44CF0680	Fort Darling/Centralia Earthworks Nineteenth Century	Eligible under Criteria A and C; Portion in APE does not contribute to Eligibility

The Virginia SHPO concurs that the following resource continues to be eligible for the NRHP, as recorded during the DC2RVA/Phase IB Archaeological Study of the Preferred Alternative LOD (DHR #2014-0666); however, the portion of this site within the APE does not contribute to its overall eligibility:

44CF0680	Fort Darling/Centralia Earthworks (Criteria A and C)

They further concur that the following resources are potentially eligible for the NRHP:

44HE0357	Privy/Pit Complex (Criterion D)
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44HE1098	Railroad Site (Criterion D)
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They also concur that the following resources remain unevaluated as the portions of each site within the project APE are minimal, thus not allowing for a full evaluation currently; in addition, the portion of each site in the APE does not contribute to its overall eligibility:

44CF0022	Lithic Scatter; Archaic through Woodland
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44ST0271	Civil War Camp; Nineteenth Century

Lastly, they concur that the following resources are not eligible for the NRHP:

44HE1202	Artifact Scatter; Twentieth Century
44ST1224/089-5624	Daffan Family Cemetery; Mid-Nineteenth Century
44SP0768/088-5511	Family Cemetery; Twentieth Century
44SP0767/088-5516	Civil War Earthwork; Nineteenth century

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

12 June 18
Date

2014-0666

COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Matt Strickler
Secretary of Natural Resources

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

February 20, 2018

Ms. Kerri Barile
Dovetail Cultural Resource Group
300 Central Road, Suite 200
Fredericksburg, VA 22401

Re: Request for Permit to Conduct Archaeological Investigations on State-Controlled Land
Southeast High Speed Rail Project - DC2RVA Section
Leesylvania State Park, Prince William County, VA
DHR File No. 2014-0666

Dear Ms. Barile:

Thank you for your request for permission to conduct field investigations on state-controlled lands. Find enclosed the requested permit. This permit is valid for the investigations as described in the approved research design. Please be aware that there are several conditions that must be met to satisfy the permit requirements, and these are listed in the permit.

The permit is valid for a period of one year dating from February 20, 2018. According to the stipulations of the permit, a final report of all investigations is due in the Department by February 20, 2019. This report should thoroughly document the findings of this archaeological work and provide recommendations on the need for and scope of additional work.

Should there be extenuating circumstances that make you unable to meet the conditions of this permit, please contact the Department. If you have any questions concerning the stipulations of the permit, or if we may provide any further assistance, please do not hesitate to contact me at roger.kirchen@dhr.virginia.gov.

Sincerely,

Roger W. Kirchen, Director
Review and Compliance Division

encl.

c. Mr. Craig Seaver, DCR

COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Matt Strickler
Secretary of Natural Resources

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

February 20, 2018

Ms. Kerri Barile
Dovetail Cultural Resource Group
300 Central Road, Suite 200
Fredericksburg, VA 22401

Re: Permit to Conduct Archaeological Investigations on State-Controlled Land
Southeast High Speed Rail Project - DC2RVA Section
Leesylvania State Park, Prince William County, VA
DHR File No. 2014-0666

Dear Ms. Barile:

Thank you for your request for permission to conduct field investigations on state-controlled lands. In accordance with §10.1-2300 of the *Code of Virginia*, the Virginia Antiquities Act, effective July 1, 1989, the Department of Historic Resources ("Department") on this 20th day of February, 2018 hereby grants to Kerri Barile ("Permittee") of the Dovetail Cultural Resource Group permission to conduct archaeological investigations at Leesylvania State Park in Prince William County in support of the Southeast High Speed Rail Project - DC2RVA Section. This permit is to be considered effective as of today's date.

The granting of this permit signifies that:

1. The Department finds that granting the permit is in the best interests of the Commonwealth;

2. The Department finds that the archeologist selected to perform the work is qualified pursuant to §10.1-2302(B) of the *Code of Virginia* to conduct these investigations;

3. The Department has received from the Permittee acknowledgement that all materials resulting from the study, including artifacts, field records and photographs, are the property of the Commonwealth of Virginia in accordance with §10.1-2302(C); and

4. The Department has received from the Permittee and has approved, pursuant to §10.1-2302(D), a statement detailing the goals and objectives of the project and the proposed research strategy.

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

This permit is granted subject to the following conditions:

1. The Permittee shall ensure that the proposed field investigations are carried out in strict accordance with the approved research statement referred to in Item 4 above, or shall obtain the prior written approval of the Department for any change;

2. The Permittee shall ensure that the Department is informed in writing of the initiation and completion of field work, and allow inspections by representatives or designees of the Department as determined necessary by the Department;

3. The Permittee shall ensure that, at the conclusion of the project, a Virginia State Archaeological Site Inventory form is completed for any identified site or updated for existing sites. All inventory forms shall be submitted to the Department in an electronic format consistent with the Department's Virginia Cultural Resource Information System (VCRIS) at the end of the field investigations and prior to submission of any technical reports;

4. The Permittee shall ensure that a technical report of the investigations is prepared upon completion of all field investigations under this permit. The report shall meet the federal standards entitled *Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (48 FR 44716-44742, September 29, 1983) and the Department's *Guidelines for Conducting Historic Resources Survey in Virginia* (rev. 2017). One bound hardcopy and one digital copy of the report shall be submitted to the Department for review and comment;

5. All artifacts recovered as a consequence of the investigations conducted under this permit shall be placed in the collections of the Department upon completion of the study and shall be curated (with the exception of any items used for appropriate exhibit purposes) in accordance with the Department's *State Curation Standards*;

6. The archeologist selected to perform the work shall carry a copy of the permit during all fieldwork;

7. The Permittee shall consult with the Department in the event that human remains are identified during work performed under this permit;

8. The Department reserves the right to revoke this permit upon the initiative of the Director, or upon the request of any interested party for violations of any of the above conditions, or if good cause is demonstrated; and

9. This permit shall be valid for one year from the date of issuance. This permit is not transferable.

If you have any questions regarding this permit and its conditions, or if you require any further assistance, please do not hesitate to contact Roger Kirchen of our project review division at email roger.kirchen@dhr.virginia.gov.

Sincerely,

Julie V. Langan

Julie V. Langan
Director

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main Street, Suite 1000
Richmond, VA 23219

May 4, 2018

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

RE: Resource Eligibility/ Reconnaissance Studies on Limits of Disturbance
Southeast High Speed Rail (DC2RVA) Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's area of potential effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

Reconnaissance architectural studies on the majority of the main line and alternatives were coordinated with your office between 2015 and 2017. Since that time, a Draft Environmental Impact Statement (EIS) was produced and a Preferred Alternative has been recommended by DRPT and the Commonwealth Transportation Board. Subsequent engineering associated with the Preferred Alternative has resulted in a slightly expanded limit of disturbance (LOD) to accommodate further improvements and modifications to proposed rail infrastructure and associated road crossings. The expanded LOD areas were not included in the original architectural reconnaissance study. As such, additional architectural identification-level surveys were completed on all areas where the project APE was expanded due to these changes. A meeting on the results of these additional architectural identification-level surveys was held at your office on April 4, 2018, and the enclosed report summarizes this dialogue and the project results.

Enclosed please find two hard copies and one electronic copy of the report entitled *Addendum: Architectural Reconnaissance Survey of the LOD Expansion Area for the Washington, D.C. to Richmond, High Speed Rail Project, Arlington, Caroline, Chesterfield, Hanover, Henrico, Fairfax, Prince William, Stafford, and Spotsylvania Counties and the Cities of Alexandria, Fredericksburg, and Richmond, Virginia*. The report was authored by Adriana T. Moss and Kerri S. Barile with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

In total, the DC2RVA Project Team surveyed 352 historic architectural resources—124 previously recorded and 228 newly recorded properties. Two resources were previously listed in the NRHP, and it is recommended that both remain listed: Rippon Lodge (076-0023) and the Town of Barton Heights Historic District (127-0816). Although Rippon Lodge is outside of the prescribed APE, it is within the direct viewshed of the rail crossing at Neabsco Creek where a new bridge is proposed.

Eleven properties are recommended potentially eligible for the NRHP based on the current survey. The East Rosemont Historic District (100-5341) is located in Alexandria, just east of the NRHP-listed Rosemont Historic District (100-0137). In consultation with the City of Alexandria Planning Department, it was decided to record this area as a new district rather than an expansion of the original district as they were platted at separate times and have unique design characteristics. Six of the 11 potentially eligible resources are located within the NRHP-listed Fredericksburg Historic District (111-0132). As such, they are all recommended to be individually potentially eligible as well as contributing to the surrounding district: Chancellor House (111-0013/111-0132-0508), Hackley-Monroe House/James Monroe House/Joseph Jones House (111-0038/111-0132-0509), Dr. Charles Mortimer House at 213 Caroline Street (111-0067/111-0132-0505), the 1770 House (111-0132-0126), Shiloh Baptist Church (New Site) (111-0132-0147), and Robert Adams Residence (111-0132-0458).

Loving's Produce Company (127-0344-0102) is located in the NRHP-listed Shockoe Valley and Tobacco Row Historic District (127-0344). It is recommended potentially eligible as both an individual resource and as a contributing element to the district. Similarly, the Hanover County School Board (166-5073-0024) building, located in the previously determined potentially eligible district, Berkleytown Historic District (166-5073), is also recommended to both contribute to its surrounding district but also be potentially individually eligible for the NRHP. The remaining two resources that are recommended to be potentially eligible are not located in a district: Philip Morris Operations Complex (127-5818) and Gilpin Court Apartment Complex (127-6883), both in Richmond.

One resource, Hoopers (042-0556) in Hanover County, was not accessible during the current survey. As such a recommendation on potential eligibility could not be rendered. It is recommended that further study be completed to acquire additional data, resulting in an NRHP recommendation.

The remaining 338 resources are recommended not individually eligible for the NRHP, although 126 of these properties are recommended to be contributing elements to surrounding eligible or NRHP-listed historic districts: Rosemont Historic District (100-0137), East Rosemont Historic District (100-5341), Boundary Markers of the Original District of Columbia (000-0022), Fredericksburg Historic District (111-0132), Berkleytown Historic District (166-5073), Laurel Industrial School Historic District (043-0292), Town of Barton Heights Historic District (127-0816), Seaboard Air Line Railroad Corridor (127-5271), and Richmond, Fredericksburg & Potomac Railroad (500-0001). A full list of each resource and its corresponding district is attached.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Adriana Moss at (540) 899-9170 or via email at kbarile@dovetailcrg.com or amoss@dovetailcrg.com.

Sincerely,

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
Michael Estes, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resources continues to be listed in the NRHP, as recorded during the DC2RVA/LOD study (DHR #2014-0666):

076-0023	Rippon Lodge (Criteria A & B)
127-0816	Town of Barton Heights Historic District (Criteria A & C)

They further concur that the following resources are individually potentially eligible for the NRHP and are contributing elements to the Fredericksburg Historic District (111-0132):

111-0013/111-0132-0508	Chancellor House (Criteria A, B, & C)
111-0038/111-0132-0509	Hackley-Monroe House/James Monroe House/Joseph Jones House (Criterion C)
111-0067/111-0132-0505	Dr. Charles Mortimer House at 213 Caroline Street (Criteria B & C)
111-0132-0126	The 1770 House (Criterion C)
111-0132-0147	Shiloh Baptist Church (New Site) (Criterion A and Criteria Consideration A)
111-0132-0458	Robert Adams Residence (Criterion C)

They also concur that the following resource is individually potentially eligible and is a contributing element to the Shockoe Valley and Tobacco Row Historic District (127-0344):

127-0344-0102 Loving's Produce Company (Criterion A)

They concur that the following resource is individually potentially eligible and is a contributing element to the Berkleytown Historic District (166-5073):

166-5073-0024 Hanover County School Board (Criteria A & C)

They also concur that the following resources are individually potentially eligible for the NRHP but do not contribute to a historic district:

100-5341	East Rosemont Historic District (Criterion C)
127-5818	Philip Morris Operations Complex (Criterion C and Criteria Consideration G)
127-6883	Gilpin Court Apartment Complex (Criterion A)

The SHPO concurs that the following resource requires additional study as it was not accessible during the current survey:

042-0556	Hoopers (unknown criteria)

They further concur that the following resources are not individually eligible but contribute to the Rosemont Historic District (100-0137):

100-0137-0002	Water Commisioner's House, 4 W. Cedar Street
100-0137-0004	Murtagh House, 6 W. Cedar Street
100-0137-0006	Sidley House, 8 W. Cedar Street
100-0137-0008	Jackson House/Gartlam House, 10 W. Cedar Street
100-0137-0010	Harris House/Nazzaro House, 12 W. Cedar Street
100-0137-0029	Townhouse, 67, 69, and 71 Commonwealth Avenue
100-0137-0030	Townhouse, 73, 75, and 77 Commonwealth Avenue
100-0137-0033	Townhouse, 103, 105, and 107 Commonwealth Avenue
100-0137-0227	Marsh House/Burns House, 11 Russell Road
100-0137-0258	Alexandria Lodgings, 10 Sunset Drive
100-0137-0261	The Fisher House, 14 Sunset Drive
100-0137-0263	Double House, 16-18 Sunset Drive
100-0137-0265	The Grant House, 20 Sunset Drive
100-0137-0268	The Yowell House, 24 Sunset Drive
100-0137-0270	Apartment Building, 26 Sunset Drive
100-0137-0273	The Stickley House/The Czekalski House, 30 Sunset Drive
100-0137-0274	The Harrison House, 90 Commonwealth Avenue
100-0137-0314	Condominiums, 3 Russell Road

They also concur that the following resources are not individually eligible but contribute to the East Rosemont Historic District (100-5341):

100-5345	House, 128 E. Walnut Street
100-5346	Duplex, 126 E. Walnut Street
100-5347	Duplex, 124 E. Walnut Street
100-5348	House, 120 E. Walnut Street
100-5349	House, 118 E. Walnut Street
100-5350	House, 129 E. Walnut Street
100-5351	House, 127 E. Walnut Street

100-5352	House, 125 E. Walnut Street
100-5353	House, 123 E. Walnut Street
100-5354	House, 121 E. Walnut Street
100-5355	House, 119 E. Walnut Street
100-5356	House, 117 E. Walnut Street
100-5357	House, 115 E. Walnut Street
100-5358	House, 113 E. Walnut Street
100-5359	Duplex, 400-402 Mt. Vernon Avenue
100-5360	Duplex, 122-124 E. Maple Street
100-5361	House, 120 E. Maple Street
100-5362	House, 118 E. Maple Street
100-5366	House, 110 E. Maple Street
100-5367	House, 108 E. Maple Street
100-5368	Duplex, 121-123 E. Maple Street
100-5369	Duplex, 117-119 E. Maple Street
100-5370	House, 115 E. Maple Street
100-5371	House, 113 E. Maple Street
100-5372	House, 111 E. Maple Street
100-5373	House, 109 E. Maple Street
100-5374	House, 107 E. Maple Street
100-5375	House, 105 E. Maple Street
100-5376	House, 103 E. Maple Street
100-5377	House, 112 E. Linden Street
100-5378	House, 110 E. Linden Street
100-5379	House, 108 E. Linden Street
100-5380	House, 106 E. Linden Street
100-5381	House, 104 E. Linden Street
100-5382	House, 102 E. Linden Street
100-5383	House, 100 E. Linden Street
100-5384	Townhouses, 107-119 E. Linden Street
100-5385	House, 105 E. Linden Street
100-5386	House, 103 E. Linden Street
100-5387	House, 101 E. Linden Street
100-5388	House, 39 E. Linden Street
100-5389	House, 37 E. Linden Street
100-5390	Multi-Family, 60-110 E. Rosemont Avenue
100-5391	Multi-Family, 46-58 E. Rosemont Avenue

100-5392	Multi-Family, 32-44 E. Rosemont Avenue
100-5393	Multi-Family, 31-43 E. Rosemont Avenue
100-5394	Multi-Family, 49-57 E. Rosemont Avenue
100-5395	Multi-Family, 48-110 Mt. Vernon Avenue
100-5396	Multi-Family, 38-46 Mt. Vernon Avenue
100-5397	Multi-Family, 22-32 Mt. Vernon Avenue

They concur that the following resources is not individually eligible but contributes to the Boundary Markers of the Original District of Columbia (000-0022):

000-0022-0003	Southwest No. 2 Boundary Marker, Russell Road at King Street

They further concur that the following resources are not individually eligible but contribute to the Fredericksburg Historic District (111-0132):

111-0132-0131	House, 302 Princess Anne Street
111-0132-0132	House, 304 Princess Anne Street
111-0132-0454	Claiborne Wigglesworth House, 522 Caroline Street
111-0132-0455	Elisha Dickenson Single Dwelling, 524 Caroline Street
111-0132-0457	House, 526 Caroline Street
111-0132-0459	Single dwelling, 529 Caroline Street
111-0132-0460	Commercial Building, 531 Caroline Street
111-0132-0507	Dr. Charles Mortimer House, 216 Caroline Street
111-0132-0524	House, 203 Princess Elizabeth Street
111-0132-0525	House, 204 Princess Elizabeth Street
111-0132-0526	House, 205 Princess Elizabeth Street
111-0132-0527	James N. Turner House, 207 Princess Elizabeth Street
111-0132-0528	House, 209 Princess Elizabeth Street
111-0132-0686	House, 100 Wolfe Street
111-0132-0687	Robert Ellis House, 102 Wolfe Street
111-0132-0688	Single dwelling, 104 Wolfe Street
111-0132-0689	Single Dwelling, 106 Wolfe Street
111-0132-0690	Wolfe Street Tenement House/House, 108 Wolfe Street

They also concur that the following resources are not individually eligible but contribute to the Berkleytown Historic District (166-5073):

166-5073-0018	House, 105 School Street
166-5073-0019	House, 101 School Street
166-5073-0020	House, 706 Henry Street
166-5073-0021	House, 708 Henry Street
166-5073-0022	House, 704 Henry Street
166-5073-0023	House, 109 Berkley Street
166-5073-0025	House, 616 Henry Street

The SHPO concurs that the following resources are not individually eligible but contribute to the Laurel Industrial School Historic District (043-0292):

043-0292-0002	Infirmary, 2915 Hungary Road
043-0292-0004	House, 2911 Hungary Road
043-0292-0005	Administrative Offices/Teacher's Quarters, 2909 Hungary Road

They also concur that the following resources are not individually eligible but contribute to Town of Barton Heights Historic District (127-0816):

127-0816-0001	Apartments, 200 Wellford Street
127-0816-0002	Apartments, 202 Wellford Street
127-0816-0003	Apartments, 204 Wellford Street
127-0816-0004	House, 209 Wellford Street
127-0816-0005	House, 207 Wellford Street
127-0816-0006	House, 205 Wellford Street
127-0816-0007	House, 203 Wellford Street
127-0816-0017	House, 203 Minor Street
127-0816-0027	House, 101 Yancey Street
127-0816-0030	House, 1 Poe Street
127-0816-0031	House, 3 Poe Street
127-0816-0065	House, 1604 Monteiro Street
127-0816-0066	House, 1606 Monteiro Street
127-0816-0067	Apartments, 1608 and 1610 Monteiro Street
127-0816-0068	Apartments, 1612 and 1614 Monteiro Street
127-0816-0069	House, 1620 Monteiro Street

127-0816-0070	House, 1619 Monteiro Street
127-0816-0071	House, 1617 Monteiro Street
127-0816-0072	House, 1613 Monteiro Street
127-0816-0073	House, 1611 Monteiro Street
127-0816-0074	House, 1609 Monteiro Street
127-0816-0087	House, 1706 Monteiro Street
127-0816-0088	House, 1708 Monteiro Street
127-0816-0089	House, 1710 Monteiro Street
127-0816-0090	House, 1716 Monteiro Street
127-0816-0091	House, 1705 Monteiro Street
127-0816-0092	House, 1800 Monteiro Street

They further concur that the following resources is not individually eligible but contributes to the Seaboard Air Line Railroad Corridor (127-5271):

020-5623	Bridge, Chippenham Parkway Bridge over SAL

They concur that the following resource is not individually eligible but contributes to the Richmond, Fredericksburg & Potomac (RF&P) Railroad Historic District (500-0001):

500-0001-0059	Possible RF&P Spur, Primmer House Road

Lastly, they concur that the following resources are not individually eligible and do not contribute to a historic district:

043-5869	Commercial Building, 9206 Old Staples Mill Road
043-5880	House, 9415 Wakefield Road
043-5881	Jones Flower Brokerage, 2603 Hungary Road
043-5910	House, 3002 Dumbarton Road
043-5911	House, 3000 Dumbarton Road
000-9818	DC Warehouse MA-134, off of Airport Access Road and Mt. Vernon Parkway
020-5392	Terminal Office, 5801 Jefferson Davis Highway
020-5409	House, 8219 Jefferson Davis Highway
020-5783	Air Liquide Industrial, 5901 Jefferson Davis Highway
020-5784	House, 2511 Elliham Avenue
020-5785	House, 2515 Elliham Avenue
020-5786	House, 2519 Elliham Avenue

020-5787	House, 2523 Elliham Avenue
020-5788	House, 2525 Elliham Avenue
020-5789	House, 2529 Elliham Avenue
020-5790	House, 2526 Elliham Avenue
020-5791	House, 2522 Elliham Avenue
020-5792	House, 2518 Elliham Avenue
020-5793	House, 2512 Elliham Avenue
042-5785	House, 11214-11220 Ashcake Road
042-5786	House, 11247 Ashcake Road
042-5787	House, 11239 Ashcake Road
042-5788	House, 12345 Hancock Place Lane
042-5789	House, 12341 Hancock Place Lane
042-5790	House, 12333 Hancock Place Lane
042-5791	Warehouse, 14174 Washington Hwy
043-0292-0003	House, 2913 Hungary Road
043-5467	Laurel Park Historic District
043-5865	House, 2912 Baird Street
043-5866	WMCI Apt Maintenance Building, 9310 Old Staples Mill Road
043-5867	House, 9302 Old Staples Mill Road
043-5868	House, 9300 Old Staples Mill Road
043-5870	Commercial Building, 9101 Old Staples Mill Road
043-5871	House, 2716 Hungary Road
043-5872	House, 2714 Hungary Road
043-5873	House, 2712 Hungary Road
043-5874	House, 2710 Hungary Road
043-5875	Laurel Park Methodist, 2700 Hungary Road
043-5876	House, 2513 Hungary Road
043-5877	House, 2501 Hungary Road
043-5878	House, 2505 Hungary Road
043-5879	House, 9413 Wakefield Road
043-5882	House, 2715 Hungary Road
043-5883	Cemetery, 2711 Hungary Road
043-5884	House, 2717 Hungary Road
043-5885	House, 2723 Hungary Road
043-5886	House, 9119 Mayfair Avenue
043-5887	House, 9117 Mayfair Avenue
043-5888	House, 9113 Mayfair Avenue

043-5889	Dam, N. of Hungary Road
043-5890	Commercial Building, Compton Road
043-5891	Commercial Building, 3906 Bremner Road
043-5892	House, 4007 Bremner Road
043-5893	House, 4004 Bremner Road
043-5894	House, 4005 Bremner Road
043-5895	House, 4002 Bremner Road
043-5896	House, 4003 Bremner Road
043-5897	House, 7606 Staples Mill Road
043-5898	House, 7604 Staples Mill Road
043-5899	Commercial Building, 7135 Staples Mill Road
043-5900	Hamlet Condominium Complex, 5600 Staples Mill Road
043-5901	House, 5500 Staples Mill Road
043-5902	House, 2 Point Pleasant Road
043-5903	House, 3106 Dumbarton Road
043-5904	House, 3104 Dumbarton Road
043-5905	House, 3100 Dumbarton Road
043-5906	House, 3028 Dumbarton Road
043-5907	House, 3008 Dumbarton Road
043-5908	House, 3006 Dumbarton Road
043-5909	House, 3004 Dumbarton Road
043-5912	House, 2917 Dumbarton Road
043-5913	House, 2923 Dumbarton Road
043-5914	House, 2925 Dumbarton Road
043-5915	House, 2927A Dumbarton Road
043-5916	House, 2927 Dumbarton Road
043-5917	House, 2929 Dumbarton Road
043-6057	House, 8103 Hermitage Road
043-6058	House, 8405 Broadway Avenue
076-5212	Commercial Building, 13426 Occoquan Road
076-5213	Commercial Building, 13428 Occoquan Road
076-5214	Commercial Building, 13441 Occoquan Road
076-5215	Restaurant, 13440 Occoquan Road
076-5838	Commercial Building, 13494 Jefferson Davis Highway
076-5890	Universal Dynamics Inc., 13600 Dabney Road
076-5891	Woodbridge Shopping Center LLC, 13562 Jefferson Davis Highway
089-0166	House, 151 Andrew Chapel Road

089-5605	House, 211 Andrew Chapel Road
089-5606	House, 85 Morton Road
100-0137-0259	Apartment Building, 12A and 12B Sunset Drive
100-0137-0267	House, 22 Sunset Drive
100-0137-0272	Double House, 28-28A Sunset Drivee
100-0158	House, 323 E. Oak Street
100-5342	Duplex, 319-321 E. Oak Street
100-5343	Duplex, 315-317 E. Oak Street
100-5344	Duplex, 311-313 E. Oak Street
100-5363	House, 116 E. Maple Street
100-5364	House, 114 E. Maple Street
100-5365	House, 112 E. Maple Street
111-0132-0304	House, 601 Sophia Street
111-0132-0426	Commercial Building, 600 Caroline Street
111-5434	Fredericksburg Agricultural Fairgrounds, 2400 Airport Avenue
111-5435	Commercial Building/All Care Service, 2514 Airport Avenue
127-0009	Geographic Distributing Services, Inc./Wortham-McGruder Warehouse, 23 S. 15th Street
127-0344-0291	Commercial Building, 13-15 N. 18th Street
127-0796	4 Fells Street
127-0816-0028	House, 9 Yancey Street
127-0816-0029	House, 5 Yancey Street
127-0816-0061	Duplex, 1603/1605 Lamb Avenue
127-0816-0062	House, 1607 Lamb Avenue
127-0816-0063	Duplex, 1609/1611 Lamb Avenue
127-0816-0064	House, 1613 Lamb Avenue
127-0816-0075	Duplex, 1607/1605 Monteiro Street
127-0816-0076	Duplex, 1603/1601 Monteiro Street
127-0816-0083	Virginia Electric Power Company Substation, 1701 Lamb Avenue
127-0816-0084	Apartments, 1703 Lamb Avenue
127-0816-0085	Apartments, 1705 Lamb Avenue
127-0816-0086	Apartments, 1700 Monteiro Street
127-0835	House, 3-5 Fells Street
127-0836	House, 2 King Street
127-0837	House, 3 King Street
127-0838	House, 4 King Street
127-0839	Apartment Building, 1900 Saint James Street

127-6138	House, 6 West Fells Street
127-6224	House, 2401 Coles Street
127-6233	House, 2405 Dale Avenue
127-6234	House, 2403 Dale Avenue
127-6235	House, 2401 Dale Avenue
127-6322	House, 2408 Bells Road
127-6323	House, 2416 Bells Road
127-6335	House, 3900 Lynhaven Avenue
127-6336	House, 3902 Lynhaven Avenue
127-6623	Commercial Building, 2724 Broad Street
127-6658	Reco Biotechnology (Current), 710 Hospital Street
127-7066	Motley-Cockrell Logistics Services, 2700 Deepwater Terminal Road
127-7067	Dunmar Records Management, 2602 Deepwater Terminal Road
127-7068	American Pallet, 2500 Deepwater Terminal Road
127-7069	Crenshaw Corporation, 2320 Deepwater Terminal Road
127-7070	Miller Total Clean, Inc., 2212 Deepwater Terminal Road
127-7071	Branscome Richmond, 2106 Deepwater Terminal Road
127-7072	Luckstone, 2100 Deepwater Terminal Road
127-7073	ABC Supply Co. Inc., 2120 Bellemeade Road
127-7074	Graystone Place Apartments, 2188 Afton Avenue
127-7075	All Saints Apostolic Church, 2001 Royall Avenue
127-7076	Commercial Building, 1901 Bellemeade Road
127-7077	House, 3708 Lynhaven Avenue
127-7078	House, 2417 Bells Road
127-7143	Multi-Family, 105 E. Federal Street
127-7144	Industrial, 120 E. Bacon Street
127-7145	Brunson Funeral Chapel, 100 E. Federal Street
127-7157	Melrose Historic District
127-7158	House, 2127 Wright Avenue
127-7159	House, 2214 Warwick Avenue
127-7160	Southside Gardens Historic District
127-7161	Southmont Village Historic District
127-7162	House, 1900 Wood Street
127-7163	House, 1901 Wood Street
127-7164	House, 1903 Wood Street
127-7165	House, 1900 Chelsea Street
127-7166	House, 1902 Chelsea Street

127-7167	House, 1904 Chelsea Street
127-7168	House, 1901 Chelsea Street
127-7169	House, 1903 Chelsea Street
127-7170	House, 1905 Chelsea Street
127-7171	Industrial Building/Rayco Industries Inc., 1502 Valley Road
166-5083	House, 210 Amburn Lane
166-5084	House, 513 North James Street
166-5085	House, 206 Amburn Lane
166-5086	House, 515 North James Street
166-5087	House, 208 Amburn Lane
166-5088	House, 517 North James Street
166-5089	House, 204 Amburn Lane
166-5090	House, 121 Elm Street
166-5091	House, 522 N. James Street
166-5092	House, 630 N. Washington Highway
166-5093	House, 524 N. James Street
166-5094	House, 600 N. James Street
166-5095	House, 622 N. Washington Highway
166-5096	House, 613 N. James Street
166-5097	House, 620 N. Washington Highway
166-5098	House, 114 W. Vaughan Road
166-5099	House, 616 N. Washington Highway
166-5100	House, 110 W.Vaughan Road
166-5101	House, 107 W. Vaughan Road
166-5102	House, 523 N. James Street
166-5103	House, 521 N. James Street
166-5104	House, 208 Elm Street
166-5105	House, 206 Elm Street
166-5106	House, 202 Elm Street
166-5107	House, 200 Elm Street
166-5108	House, 112 Elm Street
166-5109	House, 111 Elm Street
166-5110	House, 115 Elm Street
166-5111	House, 605 Park Street
166-5112	House, 201 Elm Street
166-5113	House, 203 Elm Street
166-5114	House, 207 Elm Street

166-5115	House, 604 Park Street
166-5116	House, 606 Park Street
166-5117	House, 206 Linden Street
166-5118	House, 208 Linden Street
166-5119	Renwood Farms/A.G. Systems, 12409 Maple Street
166-5120	House, 241 Ashcake Road
166-5121	House, 237 Ashcake Road
166-5122	House, 233 Ashcake Road
166-5123	House, 231 Ashcake Road
166-5124	House, 225 Ashcake Road
166-5125	House, 223 Ashcake Road
166-5126	House, 215 Ashcake Road
166-5127	House, 213 Ashcake Road
166-5128	Toddler Town, 12465 Maple Street
166-5129	House, 109 Ashcake Road
166-5130	House, 108-110 Ashcake Road

_______________________________________ ______________________

Julie Langan, Director Date
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS. ORGANIZED BY RESOURCE NUMBER

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
000-0022-0003	Southwest No. 2 Boundary Marker, Russell Road at King Street	City of Alexandria	1792	Not Eligible; Contributing to Boundary Markers of the Original District of Columbia
000-9818	DC Warehouse MA-134, off of Airport Access Road and Mt. Vernon Parkway	Arlington County	ca. 1964	Not Eligible
020-5392	Terminal Office, 5801 Jefferson Davis Highway	Chesterfield County	ca. 1958	Not Eligible
020-5409	House, 8219 Jefferson Davis Highway	Chesterfield County	ca. 1940	Not Eligible
020-5623	Bridge, Chippenham Parkway Bridge over Seaboard Air Line	Chesterfield County	1958	Not Eligible; Contributing to Seaboard Air Line Railroad Corridor
020-5783	Air Liquide Industrial, 5901 Jefferson Davis Highway	Chesterfield County	ca. 1966	Not Eligible
020-5784	House, 2511 Ellilham Avenue	Chesterfield County	ca. 1940	Not Eligible
020-5785	House, 2515 Ellilham Avenue	Chesterfield County	ca. 1956	Not Eligible
020-5786	House, 2519 Ellilham Avenue	Chesterfield County	ca. 1940	Not Eligible
020-5787	House, 2523 Ellilham Avenue	Chesterfield County	ca. 1958	Not Eligible
020-5788	House, 2525 Ellilham Avenue	Chesterfield County	ca. 1957	Not Eligible
020-5789	House, 2529 Ellilham Avenue	Chesterfield County	ca. 1957	Not Eligible
020-5790	House, 2526 Ellilham Avenue	Chesterfield County	ca. 1940	Not Eligible
020-5791	House, 2522 Ellilham Avenue	Chesterfield County	ca.1940	Not Eligible
020-5792	House, 2518 Ellilham Avenue	Chesterfield County	ca. 1963	Not Eligible
020-5793	House, 2512 Ellilham Avenue	Chesterfield County	ca. 1940	Not Eligible
042-0556	Hoopers, 11108 McConnell Lane	Hanover County	ca. 1810	Not Evaluated; No Access
042-5785	House, 11214-11220 Ashcake Road	Hanover County	ca.1935	Not Eligible
042-5786	House, 11247 Ashcake Road	Hanover County	ca. 1947	Not Eligible
042-5787	House, 11239 Ashcake Road	Hanover County	ca. 1949	Not Eligible
042-5788	House, 12345 Hancock Place Lane	Hanover County	ca. 1947	Not Eligible
042-5789	House, 12341 Hancock Place Lane	Hanover County	ca. 1960	Not Eligible

SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS. ORGANIZED BY RESOURCE NUMBER

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-5790	House, 12333 Hancock Place Lane	Hanover County	ca. 1950	Not Eligible
042-5791	Warehouse, 14174 Washington Hwy	Hanover County	pre-1968	Not Eligible
043-0292-0002	Infirmary, 2915 Hungary Road	Henrico County	1899	Not Eligible; Contributing to Laurel Industrial School HD
043-0292-0003	House, 2913 Hungary Road	Henrico County	1947	Not Eligible; Non-contributing to Laurel Industrial School HD
043-0292-0004	House, 2911 Hungary Road	Henrico County	1910	Not Eligible; Contributing to Laurel Industrial School HD
043-0292-0005	Administrative Offices/Teacher's Quarters, 2909 Hungary Road	Henrico County	1910	Not Eligible; Contributing to Laurel Industrial School HD
043-5467	Laurel Park HD	Henrico County	1954–1960	Not Eligible
043-5865	House, 2912 Baird Street	Henrico County	ca. 1961	Not Eligible
043-5866	WMCI Apt Maintenance Building, 9310 Old Staples Mill Road	Henrico County	ca. 1900	Not Eligible
043-5867	House, 9302 Old Staples Mill Road	Henrico County	ca. 1934	Not Eligible
043-5868	House, 9300 Old Staples Mill Road	Henrico County	ca. 1934	Not Eligible
043-5869	Commercial Building, 9206 Old Staples Mill Road	Henrico County	ca. 1930	Not Eligible
043-5870	Commercial Building, 9101 Old Staples Mill Road	Henrico County	ca. 1957	Not Eligible
043-5871	House, 2716 Hungary Road	Henrico County	ca. 1936	Not Eligible
043-5872	House, 2714 Hungary Road	Henrico County	ca. 1920	Not Eligible
043-5873	House, 2712 Hungary Road	Henrico County	ca. 1948	Not Eligible
043-5874	House, 2710 Hungary Road	Henrico County	ca. 1956	Not Eligible
043-5875	Laurel Park Methodist, 2700 Hungary Road	Henrico County	ca. 1963	Not Eligible
043-5876	House, 2513 Hungary Road	Henrico County	ca. 1937	Not Eligible
043-5877	House, 2501 Hungary Road	Henrico County	ca. 1963	Not Eligible
043-5878	House, 2505 Hungary Road	Henrico County	ca. 1937	Not Eligible
043-5879	House, 9413 Wakefield Road	Henrico County	ca. 1945	Not Eligible
043-5880	House, 9415 Wakefield Road	Henrico County	ca. 1965	Not Eligible

SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS. ORGANIZED BY RESOURCE NUMBER

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-5881	Jones Flower Brokerage, 2603 Hungary Road	Henrico County	ca. 1946	Not Eligible
043-5882	House, 2715 Hungary Road	Henrico County	ca. 1948	Not Eligible
043-5883	Cemetery, 2711 Hungary Road	Henrico County	ca. 1960	Not Eligible
043-5884	House, 2717 Hungary Road	Henrico County	ca. 1950	Not Eligible
043-5885	House, 2723 Hungary Road	Henrico County	ca. 1942	Not Eligible
043-5886	House, 9119 Mayfair Avenue	Henrico County	ca. 1948	Not Eligible
043-5887	House, 9117 Mayfair Avenue	Henrico County	ca. 1948	Not Eligible
043-5888	House, 9113 Mayfair Avenue	Henrico County	ca. 1947	Not Eligible
043-5889	Dam, N. of Hungary Road	Henrico County	ca. 1936	Not Eligible
043-5890	Commercial Building, Compton Road	Henrico County	ca. 1968	Not Eligible
043-5891	Commercial Building, 3906 Bremner Road	Henrico County	ca. 1950	Not Eligible
043-5892	House, 4007 Bremner Road	Henrico County	ca. 1940	Not Eligible
043-5893	House, 4004 Bremner Road	Henrico County	ca. 1940	Not Eligible
043-5894	House, 4005 Bremner Road	Henrico County	ca. 1940	Not Eligible
043-5895	House, 4002 Bremner Road	Henrico County	ca. 1940	Not Eligible
043-5896	House, 4003 Bremner Road	Henrico County	ca. 1940	Not Eligible
043-5897	House, 7606 Staples Mill Road	Henrico County	ca. 1940	Not Eligible
043-5898	House, 7604 Staples Mill Road	Henrico County	ca. 1940	Not Eligible
043-5899	Commercial Building, 7135 Staples Mill Road	Henrico County	ca. 1968	Not Eligible
043-5900	Hamlet Condominium Complex, 5600 Staples Mill Road	Henrico County	1962	Not Eligible
043-5901	House, 5500 Staples Mill Road	Henrico County	ca. 1966	Not Eligible
043-5902	House, 2 Point Pleasant Road	Henrico County	ca. 1965	Not Eligible
043-5903	House, 3106 Dumbarton Road	Henrico County	ca. 1955	Not Eligible
043-5904	House, 3104 Dumbarton Road	Henrico County	ca. 1955	Not Eligible
043-5905	House, 3100 Dumbarton Road	Henrico County	ca. 1955	Not Eligible
043-5906	House, 3028 Dumbarton Road	Henrico County	ca. 1955	Not Eligible
043-5907	House, 3008 Dumbarton Road	Henrico County	ca. 1952	Not Eligible
043-5908	House, 3006 Dumbarton Road	Henrico County	ca. 1952	Not Eligible
043-5909	House, 3004 Dumbarton Road	Henrico County	ca. 1952	Not Eligible
043-5910	House, 3002 Dumbarton Road	Henrico County	ca. 1952	Not Eligible
043-5911	House, 3000 Dumbarton Road	Henrico County	ca. 1952	Not Eligible

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043-5912	House, 2917 Dumbarton Road	Henrico County	ca. 1954	Not Eligible
043-5913	House, 2923 Dumbarton Road	Henrico County	ca. 1950	Not Eligible
043-5914	House, 2925 Dumbarton Road	Henrico County	ca. 1950	Not Eligible
043-5915	House, 2927A Dumbarton Road	Henrico County	ca. 1959	Not Eligible
043-5916	House, 2927 Dumbarton Road	Henrico County	ca. 1950	Not Eligible
043-5917	House, 2929 Dumbarton Road	Henrico County	ca. 1949	Not Eligible
043-6057	House, 8103 Hermitage Road	Henrico County	1960	Not Eligible
043-6058	House, 8405 Broadway Avenue	Henrico County	1939	Not Eligible
076-0023	Rippon Lodge/Blackburn House, 15500 Blackburn Road	Prince William County	ca. 1745	Remain Listed
076-5212	Commercial Building, 13426 Occoquan Road	Prince William	1940	Remains Not Eligible
076-5213	Commercial Building, 13428 Occoquan Road	Prince William	ca. 1930	Remains Not Eligible
076-5214	Commercial Building, 13441 Occoquan Road	Prince William	1920	No Longer Extant; Not Eligible
076-5215	Restaurant, 13440 Occoquan Road	Prince William	1962	Remains Not Eligible
076-5838	Commercial Building, 13494 Jefferson Davis Highway	Prince William	Pre-1968	Not Eligible
076-5890	Universal Dynamics Inc., 13600 Dabney Road	Prince William County	1967	Not Eligible
076-5891	Woodbridge Shopping Center LLC, 13562 Jefferson Davis Highway	Prince William County	1962	Not Eligible
089-0166	House, 151 Andrew Chapel Road	Stafford County	1903	Not Eligible
089-5605	House, 211 Andrew Chapel Road	Stafford County	1900	Not Eligible
089-5606	House, 85 Morton Road	Stafford County	1968	Not Eligible
100-0137-0002	Water Commissioner's House, 4 W. Cedar Street	City of Alexandria	1914	Not Eligible; Contributing to Rosemont HD
100-0137-0004	Murtagh House, 6 W. Cedar Street	City of Alexandria	1916	Not Eligible; Contributing to Rosemont HD
100-0137-0006	Sidley House, 8 W. Cedar Street	City of Alexandria	1909	Not Eligible; Contributing to Rosemont HD

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100-0137-0008	Jackson House/Gartlam House, 10 W. Cedar Street	City of Alexandria	1914	Not Eligible; Contributing to Rosemont HD
100-0137-0010	Harris House/Nazzaro House, 12 W. Cedar Street	City of Alexandria	1912	Not Eligible; Contributing to Rosemont HD
100-0137-0029	Townhouse, 67, 69, and 71 Commonwealth Avenue	City of Alexandria	1939	Not Eligible; Contributing to Rosemont HD
100-0137-0030	Townhouse, 73, 75, and 77 Commonwealth Avenue	City of Alexandria	1939	Not Eligible; Contributing to Rosemont HD
100-0137-0033	Townhouse, 103, 105, and 107 Commonwealth Avenue	City of Alexandria	1939	Not Eligible; Contributing to Rosemont HD
100-0137-0227	Marsh House/Burns House, 11 Russell Road	City of Alexandria	1922	Not Eligible; Contributing to Rosemont HD
100-0137-0258	Alexandria Lodgings, 10 Sunset Drive	City of Alexandria	1939	Not Eligible; Contributing to Rosemont HD
100-0137-0259	Apartment Building, 12A and 12B Sunset Drive	City of Alexandria	1952	Not Eligible; Non-Contributing to Rosemont HD
100-0137-0261	The Fisher House, 14 Sunset Drive	City of Alexandria	ca. 1931	Not Eligible; Contributing to Rosemont HD
100-0137-0263	Double House, 16-18 Sunset Drive	City of Alexandria	ca. 1932	Not Eligible; Contributing to Rosemont HD
100-0137-0265	The Grant House, 20 Sunset Drive	City of Alexandria	1933	Not Eligible; Contributing to Rosemont HD
100-0137-0267	House, 22 Sunset Drive	City of Alexandria	1965	Not Eligible; Non-Contributing to Rosemont HD
100-0137-0268	The Yowell House, 24 Sunset Drive	City of Alexandria	1935	Not Eligible; Contributing to Rosemont HD
100-0137-0270	Apartment Building, 26 Sunset Drive	City of Alexandria	1936	Not Eligible; Contributing to Rosemont HD
100-0137-0272	Double House, 28-28A Sunset Drive	City of Alexandria	1985	Not Eligible; Non-Contributing to Rosemont HD
100-0137-0273	The Stickley House/The Czekalski House, 30 Sunset Drive	City of Alexandria	ca. 1931	Not Eligible; Contributing to Rosemont HD
100-0137-0274	The Harrison House, 90 Commonwealth Avenue	City of Alexandria	1925	Not Eligible; Contributing to Rosemont HD
100-0137-0314	Condominiums, 3 Russell Road	City of Alexandria	pre-1949	Not Eligible; Contributing to Rosemont HD

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100-0158	House, 323 E. Oak Street	City of Alexandria	ca. 1921	Not Eligible
100-5341	East Rosemont Historic District	City of Alexandria	1915–1955	Potentially Eligible under Criterion C
100-5342	Duplex, 319-321 E. Oak Street	City of Alexandria	1944	Not Eligible
100-5343	Duplex, 315-317 E. Oak Street	City of Alexandria	1944	Not Eligible
100-5344	Duplex, 311-313 E. Oak Street	City of Alexandria	1944	Not Eligible
100-5345	House, 128 E. Walnut Street	City of Alexandria	1927	Not Eligible; Contributing to East Rosemont HD
100-5346	Duplex, 126 E. Walnut Street	City of Alexandria	1939	Not Eligible; Contributing to East Rosemont HD
100-5347	Duplex, 124 E. Walnut Street	City of Alexandria	1939	Not Eligible; Contributing to East Rosemont HD
100-5348	House, 120 E. Walnut Street	City of Alexandria	1917	Not Eligible; Contributing to East Rosemont HD
100-5349	House, 118 E. Walnut Street	City of Alexandria	1920	Not Eligible; Contributing to East Rosemont HD
100-5350	House, 129 E. Walnut Street	City of Alexandria	1935	Not Eligible; Contributing to East Rosemont HD
100-5351	House, 127 E. Walnut Street	City of Alexandria	1935	Not Eligible; Contributing to East Rosemont HD
100-5352	House, 125 E. Walnut Street	City of Alexandria	1935	Not Eligible; Contributing to East Rosemont HD
100-5353	House, 123 E. Walnut Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5354	House, 121 E. Walnut Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5355	House, 119 E. Walnut Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5356	House, 117 E. Walnut Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5357	House, 115 E. Walnut Street	City of Alexandria	1917	Not Eligible; Contributing to East Rosemont HD
100-5358	House, 113 E. Walnut Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5359	Duplex, 400-402 Mt. Vernon Avenue	City of Alexandria	1949	Not Eligible; Contributing to East Rosemont HD

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100-5360	Duplex, 122-124 E. Maple Street	City of Alexandria	1939	Not Eligible; Contributing to East Rosemont HD
100-5361	House, 120 E. Maple Street	City of Alexandria	1950	Not Eligible; Contributing to East Rosemont HD
100-5362	House, 118 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5363	House, 116 E. Maple Street	City of Alexandria	1958	Not Eligible; Non-Contributing to East Rosemont HD
100-5364	House, 114 E. Maple Street	City of Alexandria	1958	Not Eligible; Non-Contributing to East Rosemont HD
100-5365	House, 112 E. Maple Street	City of Alexandria	1935	Not Eligible; Non-Contributing to East Rosemont HD
100-5366	House, 110 E. Maple Street	City of Alexandria	1920	Not Eligible; Contributing to East Rosemont HD
100-5367	House, 108 E. Maple Street	City of Alexandria	1935	Not Eligible; Contributing to East Rosemont HD
100-5368	Duplex, 121-123 E. Maple Street	City of Alexandria	1949	Not Eligible; Contributing to East Rosemont HD
100-5369	Duplex, 117-119 E. Maple Street	City of Alexandria	1949	Not Eligible; Contributing to East Rosemont HD
100-5370	House, 115 E. Maple Street	City of Alexandria	1938	Not Eligible; Contributing to East Rosemont HD
100-5371	House, 113 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5372	House, 111 E. Maple Street	City of Alexandria	1914	Not Eligible; Contributing to East Rosemont HD
100-5373	House, 109 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5374	House, 107 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5375	House, 105 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5376	House, 103 E. Maple Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5377	House, 112 E. Linden Street	City of Alexandria	1917	Not Eligible; Contributing to East Rosemont HD

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100-5378	House, 110 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5379	House, 108 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5380	House, 106 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5381	House, 104 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5382	House, 102 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5383	House, 100 E. Linden Street	City of Alexandria	1918	Not Eligible; Contributing to East Rosemont HD
100-5384	Townhouses, 107-119 E. Linden Street	City of Alexandria	1945	Not Eligible; Contributing to East Rosemont HD
100-5385	House, 105 E. Linden Street	City of Alexandria	1932	Not Eligible; Contributing to East Rosemont HD
100-5386	House, 103 E. Linden Street	City of Alexandria	1920	Not Eligible; Contributing to East Rosemont HD
100-5387	House, 101 E. Linden Street	City of Alexandria	1920	Not Eligible; Contributing to East Rosemont HD
100-5388	House, 39 E. Linden Street	City of Alexandria	1925	Not Eligible; Contributing to East Rosemont HD
100-5389	House, 37 E. Linden Street	City of Alexandria	1920	Not Eligible; Contributing to East Rosemont HD
100-5390	Multi-Family, 60-110 E. Rosemont Avenue	City of Alexandria	1950	Not Eligible; Contributing to East Rosemont HD
100-5391	Multi-Family, 46-58 E. Rosemont Avenue	City of Alexandria	1950	Not Eligible; Contributing to East Rosemont HD
100-5392	Multi-Family, 32-44 E. Rosemont Avenue	City of Alexandria	1950	Not Eligible; Contributing to East Rosemont HD
100-5393	Multi-Family, 31-43 E. Rosemont Avenue	City of Alexandria	1950	Not Eligible; Contributing to East Rosemont HD
100-5394	Multi-Family, 49-57 E. Rosemont Avenue	City of Alexandria	1951	Not Eligible; Contributing to East Rosemont HD
100-5395	Multi-Family, 48-110 Mt. Vernon Avenue	City of Alexandria	1951	Not Eligible; Contributing to East Rosemont HD

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100-5396	Multi-Family, 38-46 Mt. Vernon Avenue	City of Alexandria	1951	Not Eligible; Contributing to East Rosemont HD
100-5397	Multi-Family, 22-32 Mt. Vernon Avenue	City of Alexandria	1951	Not Eligible; Contributing to East Rosemont HD
111-0013/111-0132-0508	Chancellor House, 300 Caroline Street	City of Fredericksburg	ca. 1780	Potentially Eligible under Criteria A, B & C; Contributing to Fredericksburg HD
111-0038/111-0132-0509	Hackley-Monroe House, James Monroe House, Joseph Jones House, 301 Caroline Street	City of Fredericksburg	ca. 1785	Potentially Eligible under Criteria B & C; Contributing to Fredericksburg HD
111-0067/111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	ca. 1780	Potentially Eligible under Criteria B and C; Contributing to Fredericksburg HD
111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	Potentially Eligible under Criterion C; Contributing to Fredericksburg HD
111-0132-0131	House, 302 Princess Anne Street	City of Fredericksburg	ca. 1850	Not Eligible; Contributing to Fredericksburg HD
111-0132-0132	House, 304 Princess Anne Street	City of Fredericksburg	1841	Not Eligible; Contributing to Fredericksburg HD
111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	ca. 1896	Potentially Eligible under Criterion A &Consideration A; Contributing to Fredericksburg HD
111-0132-0304	House, 601 Sophia Street	City of Fredericksburg	ca. 1960	Not Eligible; Non-Contributing to Fredericksburg HD
111-0132-0426	Commercial Building, 600 Caroline Street	City of Fredericksburg	ca. 2000	Not Eligible; Non-Contributing to Fredericksburg HD
111-0132-0454	Claiborne Wigglesworth House, 522 Caroline Street	City of Fredericksburg	1821	Not Eligible; Contributing to Fredericksburg HD
111-0132-0455	Elisha Dickenson Single Dwelling, 524 Caroline Street	City of Fredericksburg	ca. 1820	Not Eligible; Contributing to Fredericksburg HD
111-0132-0457	House, 526 Caroline Street	City of Fredericksburg	ca. 1820	Not Eligible; Contributing to Fredericksburg HD
111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	Potentially Eligible under Criterion C; Contributing to Fredericksburg HD

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111-0132-0459	Single dwelling, 529 Caroline Street	City of Fredericksburg	ca. 1870	Not Eligible; Contributing to Fredericksburg HD
111-0132-0460	Commercial Building, 531 Caroline Street	City of Fredericksburg	ca. 1900	Not Eligible; Contributing to Fredericksburg HD
111-0132-0507	Dr. Charles Mortimer House, 216 Caroline Street	City of Fredericksburg	1787	Not Eligible; Contributing to Fredericksburg HD
111-0132-0524	House, 203 Princess Elizabeth Street	City of Fredericksburg	ca. 1925	Not Eligible; Contributing to Fredericksburg HD
111-0132-0525	House, 204 Princess Elizabeth Street	City of Fredericksburg	ca. 1855	Not Eligible; Contributing to Fredericksburg HD
111-0132-0526	House, 205 Princess Elizabeth Street	City of Fredericksburg	1797	Not Eligible; Contributing to Fredericksburg HD
111-0132-0527	James N. Turner House, 207 Princess Elizabeth Street	City of Fredericksburg	1881	Not Eligible; Contributing to Fredericksburg HD
111-0132-0528	House, 209 Princess Elizabeth Street	City of Fredericksburg	ca. 1880	Not Eligible; Contributing to Fredericksburg HD
111-0132-0686	House, 100 Wolfe Street	City of Fredericksburg	ca. 1840	Not Eligible; Contributing to Fredericksburg HD
111-0132-0687	Robert Ellis House,102 Wolfe Street	City of Fredericksburg	ca. 1840	Not Eligible; Contributing to the Fredericksburg HD
111-0132-0688	Single dwelling, 104 Wolfe Street	City of Fredericksburg	ca. 1915	Not Eligible; Contributing to the Fredericksburg HD
111-0132-0689	Single Dwelling, 106 Wolfe Street	City of Fredericksburg	ca. 1870	Not Eligible; Contributing to Fredericksburg HD
111-0132-0690	Wolfe Street Tenement House/House, 108 Wolfe Street	City of Fredericksburg	ca. 1790	Not Eligible; Contributing to Fredericksburg HD
111-5434	Fredericksburg Agricultural Fairgrounds, 2400 Airport Avenue	City of Fredericksburg	ca. 1963	Not Eligible
111-5435	Commercial Building/All Care Service, 2514 Airport Avenue	City of Fredericksburg	1959	Not Eligible
127-0009	Geographic Distributing Services, Inc./Wortham-McGruder Warehouse, 23 S. 15th Street	City of Richmond	1830	Not Eligible

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127-0344-0102	Loving's Produce Company, 1601–1605 East Grace Street	City of Richmond	ca. 1870	Potentially Eligible under Criterion A; Contributing to Shockoe Valley and Tobacco Row HD
127-0344-0291	Commercial Building, 13-15 N. 18th Street	City of Richmond	1900	Not Eligible
127-0796	4 Fells Street	City of Richmond	ca. 1900	No Longer Extant; Not Eligible
127-0816	Town of Barton Heights Historic District	City of Richmond	1880–1949	Remain Listed
127-0816-0001	Apartments, 200 Wellford Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0002	Apartments, 202 Wellford Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0003	Apartments, 204 Wellford Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0004	House, 209 Wellford Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0005	House, 207 Wellford Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0006	House, 205 Wellford Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0007	House, 203 Wellford Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0017	House, 203 Minor Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0027	House, 101 Yancey Street	City of Richmond	ca. 1910	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0028	House, 9 Yancey Street	City of Richmond	ca. 1910	No Longer Extant; Non-contributing to Town of Barton Heights HD
127-0816-0029	House, 5 Yancey Street	City of Richmond	ca. 1910	No Longer Extant; Non-contributing to Town of Barton Heights HD
127-0816-0030	House, 1 Poe Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0031	House, 3 Poe Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD

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127-0816-0061	Duplex, 1603/1605 Lamb Avenue	City of Richmond	ca. 1990	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0062	House, 1607 Lamb Avenue	City of Richmond	ca. 1990	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0063	Duplex, 1609/1611 Lamb Avenue	City of Richmond	ca. 1990	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0064	House, 1613 Lamb Avenue	City of Richmond	ca. 1990	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0065	House, 1604 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0066	House, 1606 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0067	Apartments, 1608 and 1610 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0068	Apartments, 1612 and 1614 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0069	House, 1620 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0070	House, 1619 Monteiro Street	City of Richmond	ca. 1900	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0071	House, 1617 Monteiro Street	City of Richmond	ca. 1900	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0072	House, 1613 Monteiro Street	City of Richmond	ca. 1900	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0073	House, 1611 Monteiro Street	City of Richmond	ca. 1910	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0074	House, 1609 Monteiro Street	City of Richmond	ca. 1900	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0075	Duplex, 1607/1605 Monteiro Street	City of Richmond	ca. 1990	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0076	Duplex, 1603/1601 Monteiro Street	City of Richmond	ca. 1990	Not Eligible; Non-Contributing to Town of Barton Heights HD
127-0816-0083	Virginia Electric Power Company Substation, 1701 Lamb Avenue	City of Richmond	ca. 1957	Not Eligible; Non-contributing to Town of Barton Heights HD
127-0816-0084	Apartments, 1703 Lamb Avenue	City of Richmond	ca. 1960	Not Eligible; Non-contributing to Town of Barton Heights HD

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-0816-0085	Apartments, 1705 Lamb Avenue	City of Richmond	ca. 1960	Not Eligible; Non-contributing to Town of Barton Heights HD
127-0816-0086	Apartments, 1700 Monteiro Street	City of Richmond	ca. 1960	Not Eligible; Non-contributing to Town of Barton Heights HD
127-0816-0087	House, 1706 Monteiro Street	City of Richmond	ca. 1910	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0088	House, 1708 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0089	House, 1710 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0090	House, 1716 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0091	House, 1705 Monteiro Street	City of Richmond	ca. 1900	Not Eligible; Contributing to Town of Barton Heights HD
127-0816-0092	House, 1800 Monteiro Street	City of Richmond	ca. 1920	Not Eligible; Contributing to Town of Barton Heights HD
127-0835	House, 3-5 Fells Street	City of Richmond	ca. 1920	No Longer Extant; Not Eligible
127-0836	House, 2 King Street	City of Richmond	ca. 1900	No Longer Extant; Not Eligible
127-0837	House, 3 King Street	City of Richmond	ca. 1900	No Longer Extant; Not Eligible
127-0838	House, 4 King Street	City of Richmond	ca. 1900	No Longer Extant; Not Eligible
127-0839	Apartment Building, 1900 Saint James Street	City of Richmond	ca. 1950	No Longer Extant; Not Eligible
127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1950–1980	Potentially Eligible under Criterion C & Criterion Consideration D
127-6138	House, 6 West Fells Street	City of Richmond	ca. 1900	No Longer Extant; Not Eligible
127-6224	House, 2401 Coles Street	City of Richmond	ca. 1938	Remains Not Eligible
127-6233	House, 2405 Dale Avenue	City of Richmond	ca. 1950	Remains Not Eligible
127-6234	House, 2403 Dale Avenue	City of Richmond	ca. 1950	Remains Not Eligible
127-6235	House, 2401 Dale Avenue	City of Richmond	1945	Remains Not Eligible
127-6322	House, 2408 Bells Road	City of Richmond	ca. 1948	Remains Not Eligible
127-6323	House, 2416 Bells Road	City of Richmond	ca. 1959	Remains Not Eligible
127-6335	House, 3900 Lynhaven Avenue	City of Richmond	ca. 1959	Remains Not Eligible
127-6336	House, 3902 Lynhaven Avenue	City of Richmond	ca. 1959	Remains Not Eligible
127-6623	Commercial Building, 2724 Broad Street	City of Richmond	ca. 1930	Remains Not Eligible

SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS. ORGANIZED BY RESOURCE NUMBER

Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-6658	Reco Biotechnology (Current), 710 Hospital Street	City of Richmond	ca. 1908	Remains Not Eligible
127-6883	Gilpin Court Apartment Complex	City of Richmond	1942	Potentially Eligible under Criterion A
127-7066	Motley-Cockrell Logistics Services, 2700 Deepwater Terminal Road	City of Richmond	ca. 1961	Not Eligible
127-7067	Dunmar Records Management, 2602 Deepwater Terminal Road	City of Richmond	ca. 1964	Not Eligible
127-7068	American Pallet, 2500 Deepwater Terminal Road	City of Richmond	ca. 1965	Not Eligible
127-7069	Crenshaw Corporation, 2320 Deepwater Terminal Road	City of Richmond	ca. 1965	Not Eligible
127-7070	Miller Total Clean, Inc., 2212 Deepwater Terminal Road	City of Richmond	ca. 1968	Not Eligible
127-7071	Branscome Richmond, 2106 Deepwater Terminal Road	City of Richmond	ca. 1965	Not Eligible
127-7072	Luckstone, 2100 Deepwater Terminal Road	City of Richmond	ca. 1966	Not Eligible
127-7073	ABC Supply Co. Inc., 2120 Bellemeade Road	City of Richmond	ca. 1967	Not Eligible
127-7074	Graystone Place Apartments, 2188 Afton Avenue	City of Richmond	1960	Not Eligible
127-7075	All Saints Apostolic Church, 2001 Royall Avenue	City of Richmond	ca. 1965	Not Eligible
127-7076	Commercial Building, 1901 Bellemeade Road	City of Richmond	1958	Not Eligible
127-7077	House, 3708 Lynhaven Avenue	City of Richmond	1965	Not Eligible
127-7078	House, 2417 Bells Road	City of Richmond	1964	Not Eligible
127-7143	Multi-Family, 105 E. Federal Street	City of Richmond	1900	Not Eligible
127-7144	Industrial, 120 E. Bacon Street	City of Richmond	1960	Not Eligible
127-7145	Brunson Funeral Chapel, 100 E. Federal Street	City of Richmond	ca. 1900	Not Eligible
127-7157	Melrose Historic District	City of Richmond	1910-1970	Not Eligible
127-7158	House, 2127 Wright Avenue	City of Richmond	1932	Not Eligible

SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS. ORGANIZED BY RESOURCE NUMBER

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
127-7159	House, 2214 Warwick Avenue	City of Richmond	1932	Not Eligible
127-7160	Southside Gardens Historic District	City of Richmond	1950-1956	Not Eligible
127-7161	Southmont Village Historic District	City of Richmond	1954	Not Eligible
127-7162	House, 1900 Wood Street	City of Richmond	1966	Not Eligible
127-7163	House, 1901 Wood Street	City of Richmond	1966	Not Eligible
127-7164	House, 1903 Wood Street	City of Richmond	1945	Not Eligible
127-7165	House, 1900 Chelsea Street	City of Richmond	1946	Not Eligible
127-7166	House, 1902 Chelsea Street	City of Richmond	1946	Not Eligible
127-7167	House, 1904 Chelsea Street	City of Richmond	1946	Not Eligible
127-7168	House, 1901 Chelsea Street	City of Richmond	1946	Not Eligible
127-7169	House, 1903 Chelsea Street	City of Richmond	1946	Not Eligible
127-7170	House, 1905 Chelsea Street	City of Richmond	1946	Not Eligible
127-7171	Industrial Building/Rayco Industries Inc., 1502 Valley Road	City of Richmond	1956	Not Eligible
166-5073-0018	House, 105 School Street	Hanover County	pre-1968	Not Eligible; Contributing to Berkleytown HD
166-5073-0019	House, 101 School Street	Hanover County	1962	Not Eligible; Contributing to Berkleytown HD
166-5073-0020	House, 706 Henry Street	Hanover County	pre-1966	Not Eligible; Contributing to Berkleytown HD
166-5073-0021	House, 708 Henry Street	Hanover County	pre-1966	Not Eligible; Contributing to Berkleytown HD
166-5073-0022	House, 704 Henry Street	Hanover County	1963	Not Eligible; Contributing to Berkleytown HD
166-5073-0023	House, 109 Berkley Street	Hanover County	pre-1968	Not Eligible; Contributing to Berkleytown HD
166-5073-0024	Hanover County School Board, 200 Berkley Street	Hanover County	1948	Potentially Eligible under Criterion A
166-5073-0025	House, 616 Henry Street	Hanover County	ca. 1920	Not Eligible; Contributing to Berkleytown HD
166-5083	House, 210 Amburn Lane	Hanover County	ca. 1960	Not Eligible
166-5084	House, 513 North James Street	Hanover County	1950	Not Eligible
166-5085	House, 206 Amburn Lane	Hanover County	ca. 1960	Not Eligible
166-5086	House, 515 North James Street	Hanover County	1935	Not Eligible

SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS. ORGANIZED BY RESOURCE NUMBER

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-5087	House, 208 Amburn Lane	Hanover County	ca. 1960	Not Eligible
166-5088	House, 517 North James Street	Hanover County	1935	Not Eligible
166-5089	House, 204 Amburn Lane	Hanover County	ca. 1960	Not Eligible
166-5090	House, 121 Elm Street	Hanover County	pre-1966	Not Eligible
166-5091	House, 522 North James Street	Hanover County	ca. 1960	Not Eligible
166-5092	House, 630 North Washington Highway	Hanover County	pre-1968	Not Eligible
166-5093	House, 524 North James Street	Hanover County	ca. 1930	Not Eligible
166-5094	House, 600 North James Street	Hanover County	1950	Not Eligible
166-5095	House, 622 North Washington Highway	Hanover County	pre-1968	Not Eligible
166-5096	House, 613 North James Street	Hanover County	1963	Not Eligible
166-5097	House, 620 North Washington Highway	Hanover County	1915	Not Eligible
166-5098	House, 114 West Vaughan Road	Hanover County	1946	Not Eligible
166-5099	House, 616 North Washington Highway	Hanover County	pre-1968	Not Eligible
166-5100	House, 110 West Vaughan Road	Hanover County	1956	Not Eligible
166-5101	House, 107 West Vaughan Road	Hanover County	1945	Not Eligible
166-5102	House, 523 North James Street	Hanover County	1940	Not Eligible
166-5103	House, 521 North James Street	Hanover County	pre-1968	Not Eligible
166-5104	House, 208 Elm Street	Hanover County	1938	Not Eligible
166-5105	House, 206 Elm Street	Hanover County	1942	Not Eligible
166-5106	House, 202 Elm Street	Hanover County	ca. 1950	Not Eligible
166-5107	House, 200 Elm Street	Hanover County	ca. 1950	Not Eligible
166-5108	House, 112 Elm Street	Hanover County	1935	Not Eligible
166-5109	House, 111 Elm Street	Hanover County	1935	Not Eligible
166-5110	House, 115 Elm Street	Hanover County	ca. 1965	Not Eligible
166-5111	House, 605 Park Street	Hanover County	ca. 1960	Not Eligible
166-5112	House, 201 Elm Street	Hanover County	ca. 1950	Not Eligible
166-5113	House, 203 Elm Street	Hanover County	pre-1968	Not Eligible
166-5114	House, 207 Elm Street	Hanover County	pre-1968	Not Eligible
166-5115	House, 604 Park Street	Hanover County	ca, 1950	Not Eligible
166-5116	House, 606 Park Street	Hanover County	1925	Not Eligible

SUMMARY OF SURVEYED RESOURCES AND RECOMMENDATIONS. ORGANIZED BY RESOURCE NUMBER

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
166-5117	House, 206 Linden Street	Hanover County	pre-1968	Not Eligible
166-5118	House, 208 Linden Street	Hanover County	pre-1968	Not Eligible
166-5119	Renwood Farms/A.G. Systems, 12409 Maple Street	Hanover County	ca. 1960	Not Eligible
166-5120	House, 241 Ashcake Road	Hanover County	pre-1968	Not Eligible
166-5121	House, 237 Ashcake Road	Hanover County	1961	Not Eligible
166-5122	House, 233 Ashcake Road	Hanover County	pre-1968	Not Eligible
166-5123	House, 231 Ashcake Road	Hanover County	1962	Not Eligible
166-5124	House, 225 Ashcake Road	Hanover County	1954	Not Eligible
166-5125	House, 223 Ashcake Road	Hanover County	pre-1968	Not Eligible
166-5126	House, 215 Ashcake Road	Hanover County	1935	Not Eligible
166-5127	House, 213 Ashcake Road	Hanover County	pre-1968	Not Eligible
166-5128	Toddler Town, 12465 Maple Street	Hanover County	ca. 1960	Not Eligible
166-5129	House, 109 Ashcake Road	Hanover County	ca. 1950	Not Eligible
166-5130	House, 108-110 Ashcake Road	Hanover County	ca. 1935	Not Eligible
500-0001-0059	Possible RF&P Spur, Primmer House Road	Stafford County	post 1870	Not Eligible; Contributing to RF&P Railroad HD

COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Matt Strickler
Secretary of Natural Resources

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

11 June 2018

Dr. Kerri Barile, Ph.D.
DC to Richmond Southeast High Speed Rail
801 E. Main Street, Suite 1000
Richmond, Virginia 23219

RE: Reconnaissance architectural survey for SEHSR DC2RVA
VDHR File No. 2014-0666

Dear Dr. Barile:

The Department of Historic Resources (DHR) has received for our review and comment the report "ADDENDUM: Architectural Reconnaissance Survey for the LOD Expansion Area for the Washington, D.C. to Richmond Southeast High Rail (DC2RVA) Project" (May 2018) prepared by the DC2RVA Project Team and the associated Phase I (Reconnaissance Level) Virginia Cultural Resources Inventory System (V-CRIS) forms for the properties addressed in the report document. The current architectural survey is a result of a slightly expanded limit of disturbance (LOD) to accommodate further improvements and modifications to proposed rail infrastructure and associated road crossings. The expanded LOD areas were not included in the original architectural survey of the SEHSR DC2RVA corridor studies previously coordinated with DHR.

The consultant surveyed a total of 352 architectural properties fifty years old or older for the LOD expansion. Of these properties, 124 had been previously recorded while an additional 228 were newly inventoried. Please accept the follow as DHR's comments on the architectural Phase I survey, the resulting report, and the consultant's recommendations on the National Register of Historic Places (NRHP) eligibility for those architectural resources documented.

The DHR concurs that Rippon Lodge/Blackburn House (DHR Inventory No. 076-0023) and Town of Barton Heights Historic District (DHR Inventory No. 127-0816), which are both currently listed in the NRHP, retain their historic integrity and significance, and their NRHP listed status should not change. It should be noted that the consultant recommends that Southwest No. 2 Boundary Marker (DHR Inventory No. 000-0022-0003) is, according to Table 4-1 in the report, "Not Eligible; Contributing to Boundary Markers of the Original District of Columbia" (Report, page 4-2). Just to be clear, Boundary Markers of the Original District of Columbia is an NRHP-listed property, therefore, Southwest No. 2 Boundary Marker is currently in the NRHP. This is not specifically indicated in Table 4-1 with red highlight as is done for the other listed resources. We agree with the consultant that Southwest No. 2 Boundary Marker should remain a NRHP-listed property.

We also agree that the following properties are individually eligible for listing in the NRHP:

Hoopers (DHR Inventory No. 042-0556): This property was not accessible to the surveyor, therefore, it should be treated as potentially eligible until it can be properly recorded and its NRHP status assessed.

East Rosemont Historic District (DHR Inventory No. 100-5341): Eligible under Criterion C

Chancellor House (DHR Inventory No. 111-0013/111-0132-0508): DHR concurs that Chancellor House is individually eligible for listing in the NRHP; however, the reason for the recommendation is unclear. The report Table 4-1 states that the house is recommended eligible under Criteria A, B, and C while the V-CRIS form only discusses Criterion C. Please clarify the recommendation and revise either Table 4-1 or the V-CRIS form as necessary.

Dr. Charles Mortimer House (DHR Inventory No. 111-0067/111-0132-0505): Eligible under Criteria B and C.

The 1770 House (DHR Inventory No. 111-0132-0126): Eligible under Criterion C

Robert Adams Residence (DHR Inventory No. 111-0132-0458): Eligible under Criterion C

Gilpin Court Apartment Complex (DHR Inventory No. 127-6883): Eligible under Criterion A. This concurrence is only for the original buildings that date to 1942, not later phases of construction.

The DHR concurs that the properties listed below are not individually eligible for the NRHP, but contribute to the following NRHP-listed/eligible historic districts:

Contributing to Laurel Industrial School Historic District (DHR Inventory No. 043-0292): 043-0292-0002, 043-0292-0004, and 043-0292-0005

Contributing to Rosemont Historic District (DHR Inventory No. 100-0137): 100-0137-0002, 100-0137-0004, 100-0137-0006, 100-0137-0008, 100-0137-0010, 100-0137-0029, 100-0137-0030, 100-0137-0033, 100-0137-0227, 100-0137-0258, 100-0137-0261, 100-0137-0263, 100-0137-0265, 100-0137-0268, 100-0137-0270, 100-0137-0273, 100-0137-0274, and 100-0137-0314

Contributing to East Rosemont Historic District (DHR Inventory No. 100-5341): 100-5345, 100-5346 through 100-5362 (inclusive), and 100-5366 through 100-5397 (inclusive)

Contributing to Fredericksburg Historic District (DHR Inventory No. 111-0132): 111-0132-0131, 111-0132-0132, 111-0132-0454, 111-0132-0455, 111-0132-0457, 111-0132-0459, 111-0132-0460, 111-0132-0507, 111-0132-0524 through 111-0132-0528 (inclusive), and 111-0132-0686 through 111-0132-0690 (inclusive)

Contributing to Town of Barton Heights Historic District (DHR Inventory No. 127-0816): 127-0816-0001 through 127-0816-0007 (inclusive), 127-0816-0017, 127-0816-0027, 127-0816-0030, 127-0816-0031, 127-0816-0065 through 127-0816-0074 (inclusive), and 127-0816-0087 through 127-0816-0092 (inclusive)

Contributing to Berkleytown Historic District (DHR Inventory No. 166-5073): 166-5073-0018 through 166-5073-0023 (inclusive) and 166-5073-0025

Contributing to possible RF&P Historic District (DHR Inventory No. 500-0001): 500-0001-0059

Additionally, DHR concurs with the consultant that the following properties are not eligible for listing in the NRHP either individual or as contributing resources to any known historic district: 000-9818, 020-5409, 020-5783through 020-5793 (inclusive), 042-5785through 042-5791 (inclusive), 043-0292-0003, 043-5467, 043-5865 through 043-5917 (inclusive), 043-6058, 076-5212 through 076-5215 (inclusive), 076-5838, 076-5890, 076-5891, 089-0166, 089-5605, 089-5606, 100-0137-0259, 100-0137-0267, 100-0137-0272, 100-0158, 100-5363, 100-5364, 100-5365, 111-0132-0304, 111-0132-0426, 111-5434, 111-5435, 127-0009, 127-0344-0291, 127-0796, 127-0816-0028, 127-0816-0029, 127-0816-0061 through 127-0816-0064 (inclusive), 127-0816-0075, 127-0816-0076, 127-0816-0083through 127-0816-0086 (inclusive), 127-0835 through 127-0839 (inclusive), 127-6138, 127-6224, 127-6233, 127-6234, 127-6235, 127-6322, 127-6323, 127-6335, 127-6336, 127-6623, 127-6658, 127-7066 through 127-7078 (inclusive), 127-7143, 127-7144, 127-7145, 127-7157 through 127-7171 (inclusive), and 166-5083 through 166-5130 (inclusive)

With respect to the properties below, DHR disagrees with the consultant's NRHP eligibility recommendations and we offer the following comments:

Bridge over Seaboard Air Line, Chippenham Parkway (DHR Inventory No. 020-5623): DHR does agree that this structure is not individually eligible for listing in the NRHP; however, we also believe that it does not contribute to the Seaboard Line Railroad Corridor. The bridge was constructed independently of the railroad by another entity and is not associated with the history of the railroad.

Three duplexes along East Oak Street, City of Alexandria (100-5342, 100-5343, and 100-5344): Table 4-1 of the report identifies these three buildings as "Not eligible". The DHR agrees that they are not individually eligible for listing in the NRHP; however, it is unclear to us if the buildings are located within the East Rosemont Historic District. If so, they should be considered contributing to the historic district.

Hackley-Monroe House/James Monroe House/Joseph Jones House (DHR Inventory No. 111-0038/111-0132-0509): DHR agrees that this property contributes to the Fredericksburg Historic District; however, we are not prepared at this time to concur that it is individually eligible for listing in the NRHP. We have reservations regarding the large addition to the house. Please complete a Phase II Intensive Level Survey Form for this property and continue to consult with DHR on its potential to warrant individually listing.

Shiloh Baptist Church New Site (DHR Inventory No. 111-0132-0147): DHR agrees that this property contributes to the Fredericksburg Historic District; however, we are not prepared at this time to concur that it is individually eligible for listing in the NRHP. The history of the church and its congregation does not appear any more consequential or noteworthy than other African-American church of similar time period. Please complete a Phase II Intensive Level Survey Form for this property and continue to consult with DHR on its potential to warrant individually listing.

Loving's Produce Company (DHR Inventory No. 127-0344-0102): DHR agrees that this property contributes to the Shockoe Valley and Tobacco Row Historic District; however, we do not agree that it is individually eligible for listing to the NRHP. The building is architecturally indistinct and its history does not distinguish it from other properties of similar type and time period within the historic district.

Philip Morris Operations Complex (DHR Inventory No. 127-5818): Please complete a Phase II Intensive Level Survey Form for this property and continue to consult with DHR on its potential to warrant individually listing. The Phase II should provide a strong argument why the complex meets exceptional significance under Criterion Consideration G.

Hanover County School Board (DHR Inventory No. 166-5073-0024): DHR does not believe this property to be individually eligible for listing in the NHRP. It demonstrates a considerable loss of historic integrity, particularly with regard to the change in fenestration. We do believe; however, that the building contributes to the Berkleytown Historic District.

Finally, the following comments pertain to the architectural survey itself, the resulting report, and associated V-CRIS forms. Please address our questions and concerns as appropriate.

000-0022-0003: Table 4-1 gives the date of construction as 1792, while the corresponding V-CRIS for has the construction date as 1920. Which is correct?

020-5392: The V-CRIS form and photographs for this property was not included with the other survey materials.

020-5409: Table 4-1 gives the date of construction as ca. 1940, while the corresponding V-CRIS for has the construction date as ca.1910. Which is correct?

042-5791: Table 4-1 gives the date of construction as pre-1968, while the corresponding V-CRIS for has the construction date as ca.1960. Which is correct?

043-5467: Table 4-1 gives the date of construction as 1954-1960, while the corresponding V-CRIS for has the construction date as 1959. Which is correct?

043-6058: Table 4-1 gives the date of construction as 1939, while the corresponding V-CRIS for has the construction date as ca.1955. Which is correct?

076-5838: Table 4-1 gives the date of construction as pre-1968, while the corresponding V-CRIS for has the construction date as ca.1965. Which is correct?

100-0137-0274: Table 4-1 gives the date of construction as 1925, while the corresponding V-CRIS for has the construction date as ca.1920. Which is correct?

127-0816-0083: Table 4-1 gives the date of construction as ca.1957, while the corresponding V-CRIS for has the construction date as 1975. Which is correct?

127-5818: Table 4-1 references Criterion Consideration D; however, it should be Criterion Consideration G.

127-7157: Table 4-1 gives the date of construction as 1910-1970, while the corresponding V-CRIS for has the construction date as ca.1954. Which is correct?

166-5073-0018: Table 4-1 gives the date of construction as pre-1968, while the corresponding V-CRIS for has the construction date as ca.1960. Which is correct?

166-5073-0020: Table 4-1 gives the date of construction as pre-1966, while the corresponding V-CRIS for has the construction date as ca.1945. Which is correct?

166-5073-0021: Table 4-1 gives the date of construction as pre-1966, while the corresponding V-CRIS for has the construction date as ca.1960. Which is correct?

166-5073-0023: Table 4-1 gives the date of construction as pre-1968, while the corresponding V-CRIS for has the construction date as ca.1950. Which is correct?

166-5073-0025: Table 4-1 gives the date of construction as ca.1920, while the corresponding V-CRIS for has the construction date as pre-1968. Which is correct?

166-5092: Table 4-1 gives the date of construction as pre-1968, while the corresponding V-CRIS for has the construction date as ca.1930. Which is correct?

166-5100: Table 4-1 gives the date of construction as 1956, while the corresponding V-CRIS for has the construction date as ca.1940. Which is correct?

166-5115: Table 4-1 gives the date of construction as ca.1950, while the corresponding V-CRIS for has the construction date as 1940. Which is correct?

166-5121: Table 4-1 gives the date of construction as 1961, while the corresponding V-CRIS for has the construction date as ca.1950. Which is correct?

166-5122: Table 4-1 gives the date of construction as pre-1968, while the corresponding V-CRIS for has the construction date as ca.1950. Which is correct?

166-5123: Table 4-1 gives the date of construction as 1962, while the corresponding V-CRIS for has the construction date as ca.1950. Which is correct?

166-5124: Table 4-1 gives the date of construction as 1954, while the corresponding V-CRIS for has the construction date as ca.1950. Which is correct?

166-5125: Table 4-1 gives the date of construction as pre-1968, while the corresponding V-CRIS for has the construction date as ca.1960. Which is correct?

166-5126: Table 4-1 gives the date of construction as 1935, while the corresponding V-CRIS for has the construction date as ca.1960. Which is correct?

166-5127: Table 4-1 gives the date of construction as pre-1968, while the corresponding V-CRIS for has the construction date as ca.1960. Which is correct?

In addition to those properties already addressed above, there are three V-CRIS forms which DHR received for architectural resources that are not included in Table 4-1 of the report. These are for a house associated with the Laurel Industrial School Historic District (DHR Inventory No. 043-0292-0006), a cemetery along Dawson Beach Road (DHR Inventory No. 076-5839), and for a culvert associated with the RF&P Railroad (DHR Inventory No. 089-5623). The consultant's recommendation for these three properties as expressed in the respective V-CRIS forms is that they are not individually eligible for listing in the NRHP. The house (043-0292-000) is recommended as contributing to the Laurel Industrial School Historic District, while the culvert (089-5623) is said to be in ruinous condition and not contributing to the RF&P Railroad. The DHR agrees with these recommendations and asks that Table 4-1 be revised to include these three properties.

Please continue to consult with DHR on the outstanding NRHP eligibility issues for this undertaking pursuant to our comments expressed above.

If you have any questions about our comments, please contact me at (804) 482-6090.

Sincerely,

Marc Holma

Marc Holma, Architectural Historian
Review and Compliance Division

C: Ms Emily Stock, DRPT

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main Street, Suite 1000
Richmond, VA 23219

March 23,2018

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Intensive Architectural Studies (Report A)
Southeast High Speed Rail (DC2RVA) Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's area of potential effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1). Reconnaissance architectural studies on the main line and alternatives were coordinated with your office between 2015 and 2017. During these studies, along with subsequent documentation of additional areas outside of the original limits of disturbance, it was found that 54 resources required additional study to render a National Register of Historic Places (NRHP) evaluation as part of this project.

We are writing today to coordinate architectural evaluation studies on 13 of the 54 resources. This is the first of three reports that will be submitted to your office; as such, it is labeled as Report A to differentiate it from upcoming Reports B and C, which will contain studies on the remaining 33 resources. As such, enclosed please find two hard copies and one electronic copy of the report entitled

Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report A). The report was authored by Kerri S. Barile, Kristine A. Chase, Sean Maroney, Adriana T. Moss, Danae Peckler, and Heather Dollins Staton with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

Of the 13 resources included in this report, it is recommended that 11 are eligible for the NRHP. The **Richmond, Fredericksburg, and Potomac (RF&P) Railroad Bridge over Occoquan River (500-0001-0022)**, located east of U.S. Route 1 Highway (Route 1) in Woodbridge, Virginia, is a 1915 Parker through-truss railroad bridge that crosses the Occoquan River. This railroad bridge is the only metal through-truss along the 123-mile RF&P Railroad line, and moreover, there are only three other Parker through-truss bridges in the Commonwealth of Virginia, all of which are vehicular. It is recommended eligible for individual listing in the NRHP under Criterion C as an example of a rare early truss design in the Commonwealth of Virginia. It is also recommended that the resource remains contributing to the RF&P Railroad Historic District (500-0001). It is recommended not eligible under Criteria A and B, and it was not evaluated under Criterion D.

The **Rappahannock River Railroad Bridge (111-0132-0025)** is a multi-span, open-spandrel, concrete-arch railroad structure. It was built circa 1927 to replace an earlier bridge located in roughly the same area when the rail system was raised in the city to allow for vehicular traffic below the tracks. The bridge is one of merely a handful of reinforced poured-concrete, open-spandrel bridges in the state and is the only example on record at the DHR within the surrounding counties. It has excellent integrity. It is recommended eligible for individual listing in the NRHP under Criterion C. It is also recommended to be a contributing element to both the RF&P Railroad Historic District (500-0001) and the Fredericksburg Historic District (111-0132). It is recommended not eligible under Criteria A and B, and it was not evaluated under Criterion D.

The **Dixon House at 401–403 Sophia Street (111-0023)** was a two-story, four-bay dwelling built with no discernable style. The building was demolished in August 2015, shortly after being recorded as part of the DC2RVA project. As it is no longer extant, it is recommended not eligible for listing in the NRHP under Criteria A–C; it also is recommended not eligible under Criterion D due to limited archaeological potential. It is recommended non-contributing to the eligibility of the Fredericksburg Historic District (111-0132).

Built in 1910, the **Fredericksburg Train Station (111-0132-0704)** is a rectilinear, two-story, five-bay, brick building constructed in the Georgian Revival style. The Fredericksburg Train Station is the most prominent surviving symbol of the importance of rail travel to the community, and visitors from across the nation stepped through the station's doors. It is also an excellent example of Georgian Revival architecture with high levels of integrity. As such, it is recommended that the property is eligible for the NRHP as an individual resource under Criteria A and C. It is also suggested to be a contributing element to the Fredericksburg Historic District (111-0132). It is recommended not eligible under Criterion B, and it was not evaluated under Criterion D.

The industrial building complex at 401–403 Charles Street, known locally as the **Purina Tower Complex (111-0132-0020)**, includes a large, one-and-a-half-story, warehouse main block and a six-story, concrete, grain elevator appended to its northwest corner. It is one of downtown Fredericksburg's most familiar and important landmarks and has helped define the community's skyline for nearly a century. It is also one of the few, and possibly only, surviving reinforced-concrete buildings in Fredericksburg constructed using the slip-form method. It is suggested that this resource is individually eligible for the NRHP under Criteria A and C, and is also a contributing element to the Fredericksburg Historic District (111-0132). It is recommended not eligible under Criterion B, and it was not evaluated under Criterion D.

The **George Aler House at 314–316 Frederick Street (111-5296/111-0132-0522)** is a two-story, four-bay, duplex constructed in 1851. The building and its yard were used as a slave jail in the 1850s, thus this property has a notable connection to significant local and state events. It is the only known extant slave jail in Fredericksburg. The interior has undergone modifications in the twentieth century, altering its historic character. It is recommended that this property is eligible for the NRHP under Criteria A and B for its association with the slave trade in Fredericksburg, most notably George Aler—Fredericksburg's most prolific seller of enslaved individuals. It is also suggested that the property is a contributing element to the Fredericksburg Historic District (111-0132). It is recommended not eligible under Criteria B and C, and it was not evaluated under Criterion D.

The primary resource at **Pulliam's Service Station (111-0009-0795)** is a one-story, one-bay (structural), former filling station constructed circa 1937 in the Spanish Mission Revival style. Two additional garages are located on the parcel. Not only is the resource an excellent example of the "house style" service station popular in the early-twentieth century, it reflects the important impact that the automobile had on Fredericksburg's economy and built environment during the early decades of the twentieth century. It is recommended that this resource is eligible for the NHRP under Criteria A and C, as well as a contributing element to the Fredericksburg Historic District Extension (111-0009). It is recommended not eligible under Criterion B, and it was not evaluated under Criterion D.

The **Fredericksburg Historic District Extension (111-0009)** encompasses an approximately 40-block area bordering the north, west, and south margins of Fredericksburg's original 50-block downtown Fredericksburg Historic District (111-0132). The district embodies and helps to narrate the city's growth and evolution from late-eighteenth century, riverside port town to a modern city. The architectural stock in the district ranges from modest, small-scale, vernacular, worker housing to large, high-style dwellings, interspersed with commercial, educational, ecclesiastic, and industrial places. It is recommended that this resource is eligible for the NRHP under Criteria A and C. It is suggested to be not eligible under Criterion B, and it was not evaluated under Criterion D.

The **Slaughter Pen Farm property (088-0254)** currently consists of a circa-1898 main dwelling, circa-1894 tenant house, two agricultural buildings, two domestic outbuildings, and a ditch fence. The property was the site of a fierce engagement during the Battle of Fredericksburg in December 1862, one of the most intense engagements of the Battle of Fredericksburg and the Civil War as a whole. It is recommended eligible for listing in the NRHP under Criterion A for its significance and association with the December 1862 Battle of Fredericksburg. In 2014, DHR staff determined that the resource contributes to the eligibility of the Fredericksburg and Spotsylvania County Battlefields National Military Park Historic District (111-0147). The DC2RVA Team recommends that it continue to contribute to the historic district. It is recommended not eligible under Criteria B and C, and it was not evaluated under Criterion D.

The **City of Richmond Department of Public Works Maintenance Yard (127-6840)** at 2728 Hermitage Road was recorded in 2016 as part of the DC2RVA Project identification-level survey. At that time, access to the resource was not obtained and the DC2RVA Team recommended that additional studies would need to be completed in order to gather sufficient data to make an NRHP eligibility evaluation. In a letter dated November 30, 2016, DHR concurred with this recommendation. In early 2017, this City of Richmond Department of Public Works Maintenance Yard was demolished. Since the resource is no longer extant, it is recommended to be not eligible for the NRHP as an individual resource under Criteria A–C; it was not evaluated under Criterion D.

The **Chesapeake and Ohio Railroad Segment (C&O Railroad Segment) (127-6793)**, the currently documented segment of a much larger railroad system, runs from the Shockoe Valley area of downtown Richmond near North 20th Street, westward along the northern bank of the James River and ending at Powhite Parkway (Route 76). It is recommended that the C&O Railroad Segment is eligible for listing in the NRHP under Criterion A for its association with transportation at the regional level. It is suggested to be not eligible under Criteria B and C, and it was not evaluated under Criterion D.

The **Southern Railway Segment (127-6792)**, a short segment of a much larger railroad system, runs along the south end of the Shockoe Bottom area of Richmond, Virginia, adjacent to the James River and then crosses the river, traveling southwest along the railroad tracks west of the Mayo Bridge (127-5808; 127-5809). The railway then follows the southern embankment along the river to the Powhite Parkway (Route 76). The railroad had played such a significant role in transportation development in both the area around Richmond and in the state as a whole; as such, it is recommended eligible for the NRHP under Criterion A. It is recommended not eligible under Criteria B and C, and it was not evaluated under Criterion D.

Located between Washington, DC and Richmond, the **RF&P Railroad Historic District (500-0001)** is made up of the RF&P Railroad and a wide variety of associated secondary resources, such as bridges and culverts. From 1837 to 1943, the railroad played a critical role in the development and evolution of the region and was a prominent local railroad within the Mid-Atlantic. It is recommended that this resource is eligible for the NRHP under Criterion A. It is suggested to be not eligible under Criteria B and C, and it was not evaluated under Criterion D.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Adriana Moss at (540) 899-9170 or via email at kbarile@dovetailcrg.com or amoss@dovetailcrg.com.

Sincerely,

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
Michael Estes, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resources are eligible for the NRHP as individual resources:

111-0009	Fredericksburg Historic District Extension (Criteria A & C)
127-6792	Southern Railway Segment (Criterion A)
127-6793	C&O Railroad Segment (Criterion A)
500-0001	RF&P Railroad Historic District (Criterion A)

They further concur that the following resources are individually eligible for the NRHP and are contributing elements to the Fredericksburg Historic District (111-0132):

111-0132-0020	Purina Tower Complex (Criteria A & C)
111-0132-0704	Fredericksburg Train Station (Criteria A & C)
111-5296/111-0132-0522	George Aler House at 314–316 Frederick Street (Criteria A & B)

They concur that the following resource is individually eligible for the NRHP and is a contributing element to the Fredericksburg Historic District Expansion (111-0009):

111-0009-0795	Pulliam's Service Station (Criteria A & C)

They also concur that the following resources are individually eligible for the NRHP and are contributing elements to the RF&P Railroad Historic District (500-0001):

500-0001-0022	RF&P Railroad Bridge over Occoquan River (Criterion C)

They further concur that the following resource is individually eligible for the NRHP and is also a contributing element to both the Fredericksburg Historic District (111-0132) and the RF&P Railroad Historic District (500-0001):

111-0132-0025	Rappahannock River Railroad Bridge (Criterion C)

They concur that the following resource is individually eligible for the NRHP and is as contributing elements to the Fredericksburg and Spotsylvania County Battlefields National Military Park Historic District (111-0147):

088-0254	Slaughter Pen Farm property (Criterion A)

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources under Criteria A–C and they do not contribute to the eligibility of a historic district:

111-0023	Dixon House at 401–403 Sophia Street
127-6840	City of Richmond Department of Public Works Maintenance Yard

____ __________________________

Julie Langan, Director Date
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

SUMMARY AND RECOMMENDATIONS OF THE ARCHITECTURAL RESOURCES

DHR ID	Name/ Description	City/ County	Date / Time Period	Phase II Recommendation
500-0001-0022	RF&P Bridge over Occoquan River	Prince William County	1915	Eligible Under Criterion C; Contributing to the RF&P Railroad HD
111-0132-0025	Rappahannock River Railroad Bridge	City of Fredericksburg	1927	Eligible Under Criterion C; Contributing to the Fredericksburg HD and the RF&P Railroad HD
111-0023	Dixon House 401–403 Sophia Street	City of Fredericksburg	ca. 1834	No Longer Extant; Not Eligible
111-0132-0704	Fredericksburg Train Station 200 Lafayette Boulevard	City of Fredericksburg	ca. 1910	Eligible Under Criteria A & C; Contributing to the Fredericksburg HD
111-0132-0020	Purina Tower Complex401–403 Charles Street	City of Fredericksburg	ca. 1916	Eligible Under Criteria A & C; Contributing to the Fredericksburg HD
111-0132-0522	George Aler House 314–316 Frederick Street	City of Fredericksburg	1851	Eligible Under Criteria A & B; Contributing to the Fredericksburg HD
111-0009-0795	Pulliam's Service Station 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	Eligible Under Criteria A & C; Contributing to the Fredericksburg HD Extension
111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794–1967	Eligible Under Criteria A & C
088-0254	Slaughter Pen Farm 11232 Tidewater Trail	Spotsylvania County	ca. 1861	Eligible Under Criterion A; Fredericksburg and Spotsylvania County Battlefields National Military Park HD
127-6840	The City of Richmond Department of Public Works Maintenance Yard 2728 Hermitage Road	City of Richmond	ca. 1955	No Longer Extant; Not Eligible
127-6792	Southern Railway Segment	City of Richmond	ca. 1850	Eligible Under Criterion A
127-6793	Chesapeake & Ohio Railroad Segment	City of Richmond	Pre-1851	Eligible under Criterion A
500-0001	Richmond, Fredericksburg & Potomac Railroad Historic District	Multiple	ca. 1837–1943	Eligible Under Criterion A

The Virginia SHPO concurs that the following resources are eligible for the NRHP as individual resources:

111-0009 Fredericksburg Historic District Extension (Criteria A & C)
127-6792 Southern Railway Segment (Criterion A)
127-6793 C&O Railroad Segment (Criterion A)
500-0001 RF&P Railroad Historic District (Criterion A)

They further concur that the following resources are individually eligible for the NRHP and are contributing elements to the Fredericksburg Historic District (111-0132):

111-0132-0020 Purina Tower Complex (Criteria A & C)
111-0132-0704 Fredericksburg Train Station (Criteria A & C)
111-5296/111-0132-0522 George Aler House at 314–316 Frederick Street (Criteria A & B)

They concur that the following resource is individually eligible for the NRHP and is a contributing element to the Fredericksburg Historic District Expansion (111-0009):

111-0009-0795 Pulliam's Service Station (Criteria A & C)

They also concur that the following resources are individually eligible for the NRHP and are contributing elements to the RF&P Railroad Historic District (500-0001):

500-0001-0022 RF&P Railroad Bridge over Occoquan River (Criterion C)

They further concur that the following resource is individually eligible for the NRHP and is also a contributing element to both the Fredericksburg Historic District (111-0132) and the RF&P Railroad Historic District (500-0001):

111-0132-0025 Rappahannock River Railroad Bridge (Criterion C)

They concur that the following resource is individually eligible for the NRHP and is as contributing elements to the Fredericksburg and Spotsylvania County Battlefields National Military Park Historic District (111-0147):

088-0254 Slaughter Pen Farm property (Criterion A)

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources under Criteria A–C and they do not contribute to the eligibility of a historic district:

111-0023 Dixon House at 401–403 Sophia Street
127-6840 City of Richmond Department of Public Works Maintenance Yard

25 April 2018

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Date

2014-0666

801 E. Main Street, Suite 1000
Richmond, VA 23219

April 20, 2018

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 22802

RE: Resource Eligibility/ Intensive Architectural Studies (Report B)
Southeast High Speed Rail (DC2RVA) Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's area of potential effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1). Reconnaissance architectural studies on the main line and alternatives were coordinated with your office between 2015 and 2017. During these studies, along with subsequent documentation of additional areas outside of the original limits of disturbance and a meeting with your office on April 4, 2018, it was found that 52 resources required additional study to render a National Register of Historic Places (NRHP) evaluation as part of this project.

We are writing today to coordinate architectural evaluation studies on 21 of the 52 resources. This is the second of three reports that will be submitted to your office; as such, it is labeled as Report B to differentiate it from previously submitted Report A and upcoming Report C, both of which contain studies on the remaining 31 resources. As such, enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report B)*. The report was authored by Kerri S. Barile, Melissa Butler, Adriana T. Moss, Danae Peckler, Heather Dollins Staton, Caitlin Sylvester, and Lenora Wiggs with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

Of the 21 resources included in this report, it is recommended that 15 are eligible for the NRHP. The resources are presented here in north to south order.

The **Phoenix Mill (100-0277)**, now an office building, at 3640 Wheeler Avenue in Alexandria is a Colonial-era vernacular flour mill constructed sometime after 1777. Though it has undergone a number of interior and exterior changes over time, the core of the original building remains intact and in generally good condition. The resource is recommended as locally significant under Criterion A as representative of the significance of mills in eighteenth- and nineteenth-century manufacturing. The resource is not known to be associated with a significant person from history and because of this, it is recommended not eligible under Criterion B. The Phoenix Mill is a unique example of an extant eighteenth-century, brick grist mill in the City of Alexandria. As such, it is also recommended as locally significant under Criterion C for architecture. As an architectural resource, it was not evaluated under Criterion D.

The **Hannah P. Clark House, also known as the Enyedi House (029-5741)** and located in Fairfax County, is associated with long-time area residents, Hannah P. Clark and the Potter family, and with an internationally renowned artist, Janos Enyedi, who lived and worked at the house until his death in 2011. The primary resource, the dwelling itself, is believed to be a rare surviving example of log construction; however, the building is enclosed in modern materials with additions and is known to have been moved. It is recommended that this resource is eligible at the local level under Criterion B for its association with Janos Enyedi and under Criteria Consideration B for a moved property and Criteria Consideration G for significance of less than 50 years. It is recommended not eligible under Criteria A and C, and it was not evaluated under Criterion D.

The **Jackson Shrine (016-0092)** in Caroline County is a historic commemorative complex centered on a one-and-a-half-story, frame building constructed circa 1828 that once served as the farm office for Fairfield Plantation and is the only nineteenth-century building still standing on the site. In 1936, the National Park Service (NPS) acquired the building and established the Jackson Shrine. Based on the current study as well as an analysis by the NPS in 2014 (which had not yet been formally coordinated with your office), the Jackson Shrine is recommended eligible for listing in the NRHP under Criterion A for its association with early NPS commemoration efforts and Criterion C for its architectural merit. The resource is also recommended as contributing to the Fredericksburg and Spotsylvania County Battlefields National Military Park Historic District (111-0147).

Built around 1900, the **Woodford Freight and Passenger Depot (016-0222)** in Caroline County serviced both freight and passenger traffic for the village. Today, the building is one of only two surviving RF&P Railroad depots in Caroline County. Despite being moved from its original location, the resource maintains proximity to, and a visual connection with, the railroad tracks. It is recommended that this resource is eligible for the NRHP under Criterion C for its architectural merit and as a rare example of a surviving rail depot in this area, as well as Criterion Consideration B as a moved property. It is recommended not eligible under Criteria A and B, and it was not evaluated under Criterion D.

The **First Woodford Post Office (016-0223)** in Caroline County is a small one-story, one-bay frame building believed to date circa 1875 and served as the community post office until 1936 when a new building was constructed. It has no known association with any significant event or person and therefore is recommended not eligible for the NRHP under Criteria A or B. The building is believed to be one of few surviving rural post offices in Caroline County and the sole surviving non-residential resource from the late-nineteenth century constructed in the Queen Anne style in Woodford. As such, it is recommended eligible for the NRHP under Criterion C at the local level and Criteria Consideration B as a moved resource. It was not evaluated under Criterion D.

The **Glenwood House (016-0224)** in Caroline County was constructed around 1928. It is an outstanding example of an American Foursquare with modest Craftsman and Colonial Revival-style elements. Such stylized dwellings are not common in this part of Caroline County; as such, it is recommended eligible under Criterion C at the local level. It has no notable association with an important event or individual, thus it is recommended not eligible under Criteria A and B. As an architectural resource, it was not evaluated under Criterion D.

The **Excelsior Industry of Caroline County Historic District (016-5165)** includes a noncontiguous group of properties along the RF&P Railroad constructed between 1896 and 1960 associated with the manufacture of excelsior—Caroline County's largest industry in the early-twentieth century. Due to the district's notable connection with the history and development of the county, physically, economically, and socially, it is recommended eligible under Criterion A at the local level. The district has no known associations with a significant individual, thus it is suggested that the district is not eligible for the NRHP under Criterion B. Due to the rare nature of the built resources and their prominence on the landscape, the district is recommended eligible under Criterion C. It was not evaluated under Criterion D.

The **Milford Historic District (016-5136)** in Caroline County represents a small rural community established in the eighteenth century as a tobacco trading center that continued to prosper in the nineteenth and early-twentieth centuries due to the construction of the railroad. The Milford Historic District is recommended as eligible for the NRHP under Criterion A for its association with industry and transportation at the local level. The district has no known association with a notable person, thus it is recommended not eligible under Criterion B. Taken as a whole, the Milford Historic District is a distinctive example of a railroad community in Caroline County; and therefore, recommended eligible for the NRHP under Criterion C at the local level. As an architectural resource, the Milford Historic District was not evaluated under Criterion D.

The **Coghill-Jeter Store (016-0286)** in Caroline County is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout rural Caroline County. There is no known association with this resource and a notable event (Criterion A) or important individual (Criterion B). Although there are other surviving examples of general stores in railroad-focused communities within the county, though, not many retain their historic fabric as does the Coghill-Jeter Store. It is recommended that this resource is eligible for the NRHP under Criterion C. It was not evaluated under Criterion D.

Founded around 1850, the **Doswell Historic District (042-5448**) comprises a notable collection of nineteenth and twentieth century resources that were constructed in association with increased rail traffic. The district is recommended as eligible for the NRHP under Criterion A for its connection to notable transportation planning and development at the local level. It retains a high level of overall historic integrity and continues to reflect the architectural trends of the period in which they were constructed, unlike many other rural railroad communities in Central Virginia. It is recommended eligible for the NRHP under Criterion C at the local level for its representation of a turn-of-the-century, railroad community. It is recommended not eligible under Criterion B, and it was not evaluated under Criterion D.

The **Tri-County Bank -Doswell Branch (042-0469)** is a two-story, three-bay, masonry building constructed circa 1920 in a vernacular commercial building style with limited Colonial Revival elements. The financial institution, although important to the Doswell community for the early- to mid-twentieth century, has not been used as a bank for approximately 50 years. For these reasons, it is recommended that the resource is not eligible for listing in the NRHP under Criterion A. It is also recommended not eligible under Criterion B. The Tri-County Bank is a strong example of an early-twentieth century masonry commercial building concentrated in a formerly prosperous railroad community warranting recommendation for eligibility under Criterion C for architecture at the local level. As an architectural resource, it was not evaluated under Criterion D. It is also recommended to be a contributing element to the Doswell Historic District (042-5448).

The **Doswell Depot and Tower (historically known as the C&O/RF&P Station and HN Tower; 042-5466)** is currently used as the offices of the Buckingham Branch of CSXT. Constructed after a circa-1907 station burned at this location in 1927, the current depot remains in use for rail-related activities. It is recommended eligible for the NRHP under Criterion A for its significant associations with transportation and development in Doswell at the local level and Criterion C for its architectural merit as an excellent example of a medium-sized rail station with associated tower. It is recommended not eligible under Criterion B, and it was not evaluated under Criterion D. The resource is also recommended to be a contributing element to the Doswell Historic District (042-5668).

The **Robert Stiles Building or Main Building of the Laurel Industrial School (043-0292-0001)** in Henrico County is a Romanesque Revival-styled educational building commissioned by the Prison Association of Virginia and completed around 1894. Being one of the only surviving examples of this important period of prison reform, the resource is recommended as eligible under Criterion A at the state level. As it is an exemplary example of the Romanesque Revival architectural style, it is recommended eligible for the NRHP under Criterion C at the local level. It is recommended not eligible under Criterion B, and it was not evaluated under Criterion D. It is also suggested to remain a contributing element to the Laurel Industrial School Historic District (043-0292).

Once located in Manchester, the **Winfree Cottage (127-6129)**, now in the City of Richmond, is a one-story dwelling constructed around 1866. It was first the house owned by Emily Winfree, a former enslaved person, and her children. Although it is no longer in its original location, the Winfree Cottage is one of the few known surviving physical representations of this time period and aspect of African American history and life around Richmond following the Civil War. For these reasons, it is recommended eligible under Criterion A. Although moved, the house still has many of its original architectural components and is therefore recommended eligible under Criterion C as well as Criterion Consideration B. It is recommended not eligible under Criterion B, and it was not evaluated under Criterion D as it is an architectural resource with no subsurface matrix.

The **Railroad Young Men's Christian Association (YMCA) (127-0344-0123)** in Richmond is a three-story, three-bay, rectangular, Italian Renaissance Revival-style commercial building constructed in 1907 by the Philadelphia architectural firm of Wilson, Harris and Richards jointly funded by the Seaboard Air Line and Chesapeake and Ohio railroads. It is recommended eligible for the NRHP under Criterion A for its strong association with railroad transportation in Richmond as well as the larger national YMCA movement. The resource is not known to be associated with one significant person from history and because of this, it is recommended not eligible under Criterion B. Due to its exceptional architectural merit, it is recommended as locally significant under Criterion C. As an architectural resource, it was not evaluated under Criterion D. The resource is also suggested to remain a contributing element to the Shockoe Valley and Tobacco Row Historic District (127-0344).

The remaining six resources are recommended to be not individually eligible for the NRHP: **Milford State Bank (016-0270), Woodford Historic District (016-5129), Doswell Inn (042-0468), Darnell's Store/Squashapenny Junction (042-0470), RF&P Paint Shop (043-5636),** and the **Philip Morris Tobacco Storage Warehouse (127-0197)**. The enclosed report contains data on each of these resources.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Adriana Moss at (540) 899-9170 or via email at kbarile@dovetailcrg.com or amoss@dovetailcrg.com.

Sincerely,

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
Michael Estes, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resources are eligible for the NRHP as individual resources:

016-0222	Woodford Passenger Depot (Criterion C, Criterion Consideration B)
016-0223	First Woodford Post Office (Criterion C, Criterion Consideration B)
016-0224	Glenwood House (Criterion C)
016-0286	Coghill-Jeter Store (Criterion C)
016-5136	Milford Historic District (Criteria A & C)
016-5165	Excelsior Industry of Caroline County Historic District (Criteria A 7 C)
029-5741	Hannah P. Clark House/Enyedi House (Criterion B, Criteria Considerations B & G)
042-5448	Doswell Historic District (Criteria A & C)
100-0277	Phoenix Mill (Criteria A & C)
127-6129	Winfree Cottage (Criteria A & C)

They further concur that the following resource is individually eligible for the NRHP and is a contributing element to the Fredericksburg & Spotsylvania National Military Park (111-0147):

016-0092	Jackson Shrine (Criteria A & C)

They concur that the following resources are individually eligible for the NRHP and are contributing elements to the Doswell Historic District (042-5448):

042-5466	Doswell Depot and Tower (Criteria A & C)
042-0469	Tri-County Bank- Doswell Branch (Criterion C)

They also concur that the following resource is individually eligible for the NRHP and is a contributing element to the Laurel Industrial School Historic District (043-0292):

043-0292-0001	Robert Stiles Building/Main Building (Criteria A & C)

They further concur that the following resource is individually eligible for the NRHP and is also a contributing element to the Shockoe Valley and Tobacco Row Historic District (127-0344):

127-0344-0123	Railroad YMCA (Criteria A & C)

They concur that the following resource is not individually eligible but is a contributing element to the Milford Historic District (016-5136):

016-0270	Milford State Bank

They also concur that the following resources are not individually eligible but contribute to the Doswell Historic District (042-5338):

042-0468	Doswell Inn
042-0470	Darnell's Store/Squashapenny Junction

They further concur that the following resource is not individually eligible but contributes to the Shockoe Valley and Tobacco Row Historic District (127-0344):

127-0197	Philip Morris Tobacco Storage Warehouse

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources under Criteria A–C and they do not contribute to the eligibility of a historic district:

016-5129	Woodford Historic District
043-5636	RF&P Paint Shop

____ ________________________

Julie Langan, Director Date
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

SUMMARY AND RECOMMENDATIONS OF THE ARCHITECTURAL RESOURCES
(Listed north to south as they appear in the associated report)

DHR ID	Name/ Description	City/ County	Date / Time Period	Phase II Recommendation
100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	Eligible under Criteria A & C
029-5741	Hannah P. Clark House/ Enyedi House, 10605 Furnace Road	Fairfax County	ca. 1839; 1986–2011	Eligible under Criterion B & Criteria Consideration B & G
016-0092	The Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	Eligible Under Criteria A & C; Contributing to the Fredericksburg and Spotsylvania County Battlefields National Military Park HD
016-5129	Woodford Historic District	Caroline County	1874–1969	Not Eligible
016-0223	First Woodford Post Office, Lake Farm Road	Caroline County	1874–1875	Eligible under Criterion C and Criteria Consideration B
016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	Eligible under Criterion C and Criteria Consideration B
016-0224	Glenwood House, 11102 Woodford Road	Caroline County	1928–1929	Eligible Under Criteria C
016-5165	Excelsior Industry of Caroline County Historic District	Caroline County	ca. 1925– ca. 1960	Eligible Under Criteria A & C
016-5136	Milford Historic District	Caroline County	ca. 1880–1960	Eligible under Criteria A & C
016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	Not Eligible; Contributing to Milford HD
016-0286	Coghill-Jeter Store, 22275 Penola Road	Caroline County	ca. 1880	Eligible under Criterion C
042-5448	Doswell Historic District	Hanover County	1880–1940	Eligible under Criteria A & C
042-0469	Tri-County Bank-Doswell Branch, 10561 Doswell Road	Hanover County	1920-1961	Eligible under Criterion C; Contributing to the Doswell HD
042-0470	Darnell Store, 10570 Doswell Road	Hanover County	ca. 1898	Not Eligible; Contributing to Doswell HD
042-0468	Doswell Inn, 10567 Doswell Road	Hanover County	ca. 1890	Not Eligible; Contributing to the Doswell HD
042-5466	Doswell Depot and Tower, 10577 Doswell Road	Hanover County	ca. 1928	Eligible under Criterion C, Contributing to Doswell HD

DHR ID	Name/ Description	City/ County	Date / Time Period	Phase II Recommendation
043-0292-0001	Robert Stiles Building/ Main Building of the Laurel Industrial School, 2900 Hungary Road	Henrico County	1895	Eligible under Criteria A & C; Contributing to the Laurel Industrial School HD
043-5636	RF&P Paint Shop, 2260 Dabney Road	Henrico County	1940	Not Eligible
127-6129	Winfree Cottage, East Franklin Street	City of Richmond	ca. 1866	Eligible Under Criteria A & C
127-0344-0123	Railroad Youth Men's Christian Association (YMCA), 1552 East Main Street	City of Richmond	1907	Eligible under Criteria A & C
127-0197	Philip Morris Leaf Storage Warehouse, 1717-1721 East Cary Street	City of Richmond	1914	Not Eligible; Contributing to the Shockoe Valley and Tobacco Row HD

COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Matt Strickler
Secretary of Natural Resources

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

1 May 2018

Dr. Kerri Barile, Ph.D.
DC to Richmond Southeast High Speed Rail
801 E. Main Street, Suite 1000
Richmond, Virginia 23219

RE: Phase II Intensive Level Architectural Surveys for SEHSR DC2RVA (Report B)
VDHR File No. 2014-0666

Dear Dr. Barile:

The Department of Historic Resources (DHR) has received for our review and comment the report "Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Rail (DC2RVA) Project, Report B" (April 2018) prepared by the DC2RVA Project Team and the twenty-one associated Phase II (Intensive Level) Virginia Cultural Resources Inventory System (V-CRIS) forms for the properties addressed in the report document. Of the twenty-one architectural resources recorded at the Phase II level for Report B, the consultant recommends fifteen are individually eligible for listing in the National Register of Historic Places (NRHP). Please see DHR's comments below.

Phoenix Mill (100-0277): The DHR concurs that this property is individually eligible for listing in the NRHP under Criterion A and Criterion C.

Hannah P. Clark/Janos Enyedi House (029-5741): The consultant recommends this property eligible for listing in the NRHP under Criterion B as the primary residence and studio of artist Janos Enyedi from 1986 until his death in 2011. Although described in the V-CRIS form as an "internationally known artist", DHR believes that it is too soon after his death to evaluate the significance of Enyedi's work as an artist to justify the threshold of "exceptional importance" required under Criterion Consideration G. Therefore, we do not agree that the Hannah P. Clark/Janos Enyedi House warrants individual listing in the NRHP.

Jackson Shrine (016-0092): The DHR concurs that this property is individually eligible for listing in the NRHP under Criterion A and Criterion C.

Woodford Freight and Passenger Depot (016-0222): The DHR concurs that this property is individually eligible for listing in the NRHP under Criterion C; however, we also believe that it is eligible under Criterion A for transportation and contributes to the RF&P Railroad (076-0301).

Administrative Services
10 Courthouse Ave.
Petersburg, VA 23803
Tel: (804) 862-6408
Fax: (804) 862-6196

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

First Woodford Post Office (016-0223): The DHR concurs that this property is individually eligible for listing in the NRHP under Criterion C; however, we also believe that it is eligible under Criterion A for the history of the Woodford community, a late-19th century railroad town.

Glenwood House (016-0224): The DHR disagrees with the consultant that this property is eligible under Criterion C. It is a relatively late example of a ubiquitous architectural style.

Excelsior Industry of Caroline County Historic District (016-5165): The DHR concurs that this property is individually eligible for listing in the NRHP under Criterion A and Criterion C.

Milford Historic District (016-5136): The DHR concurs that this property is individually eligible for listing in the NRHP under Criterion A and Criterion C.

Coghill-Jeter Store (016-0286): The DHR concurs that this property is individually eligible for listing in the NRHP Criterion C; however, we also believe that it is eligible under Criterion A for commerce.

Doswell Historic District (042-5448): The DHR concurs that this property is individually eligible for listing in the NRHP under Criterion A and Criterion C.

Tri-County Bank-Doswell Branch (042-0469): The consultant recommends this property eligible for listing in the NRHP under Criterion C as "a strong example of an early-twentieth century masonry commercial building constructed in a formerly prosperous railroad community". The DHR disagrees with this recommendation as we believe that the architectural design of the Tri-County Bank building is such that it does not distinguish it from other similar buildings in the historic district. We contend that this building is more appropriately identified as a contributing resource to the Doswell Historic District (042-5448) rather than individually eligible for listing in the NRHP on its own merits.

Doswell Depot and Tower (042-0093; also 042-5448 and 042-5466): The DHR concurs that this property is individually eligible for listing in the NRHP under Criterion A and Criterion C. The resource also contributes to the RF&P Railroad (076-0301) and Doswell Historic District (042-5448).

Winfree Cottage (127-6129): The consultant recommends this property eligible for listing in the NRHP under Criterion A as "one of the few known surviving physical representations of this time period and aspect of African American history and life around Richmond following the Civil War" and Criterion C as it contains much of its original historic fabric from its 1866 construction. The house currently sits on a temporary platform in a parking lot where in Richmond it was moved from its original location along 8th Street in Manchester, an independent city at the time of the home's construction. Criterion Consideration B for moved buildings states that "a property removed from its original or historically significant location can be eligible if it is significant primarily for architectural value or it is the surviving property most importantly associated with a historic person or event." The DHR believes that the Winfree Cottage, although removed from its historic setting, still is able to convey its architectural significance as a modest dwelling constructed by a freed slave immediately after the Civil War. We, therefore, support its NRHP eligibility under Criterion C. However, because the Winfree Cottage has been moved from its original setting and location in Manchester we do not believe that it is eligible under Criterion A.

Railroad Young Men's Christian Association (127-0344-0123): The DHR concurs that this property is individually eligible for listing in the NRHP under Criterion A and Criterion C. We also agree that the building remains eligible as a contributing resource to the Shockoe Valley and Tobacco Row Historic District (127-0344).

The DHR concurs that the follow properties are not individually eligible for listing to the NRHP; however, it is possible that they contribute to NRHP-eligible historic districts: Woodford Historic District (016-5129), Doswell Inn (042-0468), Darnell's Store/Squashapenny Junction (042-0470), RF&P Paint Shop (043-5636), and Philip Morris Tobacco Storage Warehouse (127-0197).

Finally, DHR was unable to conclude our review of Milford State Bank (016-0270) because the V-CRIS form was missing interior photographs and floorplan as is required by our Phase II survey guidelines. Please provide these materials at your earliest convenience.

If you have any questions about our comments, please contact me at (804) 482-6090.

Sincerely,

Marc Holma, Architectural Historian
Review and Compliance Division

C: Ms Emily Stock, DRPT

Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA #2014-0666/AH Intensive Report B question

1 message

Holma, Marc <marc.holma@dhr.virginia.gov> Thu, May 10, 2018 at 1:41 PM
To: Kerri Barile <kbarile@dovetailcrg.com>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, Adriana Moss <amoss@dovetailcrg.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Burch, Carey" <carey.burch@hdrinc.com>, Heather Staton <hstaton@dovetailcrg.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>

Kerri,

I'm sorry, but you are correct, I did inadvertently leave out the Robert Stiles Building/Main Building of the Laurel Industrial School (DHR Inventory Number 043-0292-0001) in my 1 May 2018 letter. Please accept this email as DHR's official response that we concur with your recommendation that the property is individually eligible for listing in the NRHP under Criterion A for its association with late-19th century prison reform movement, and Criterion C for its architectural merit as a fine example of institutional Romanesque Revival style.

Sincerely,
Marc

On Thu, May 10, 2018 at 11:48 AM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Hi Marc,
>
> I know you already hate me for the amount of reports and VCRIS packets you have on your desk (ummmm and WILL have on your desk!) but a quick question.
>
> One of the resources we presented in our architectural intensive Report B was left out of your May 1, 2018 letter. We recommended that 043-0292-0001, the Robert Stiles Building, was eligible under Criteria A and C and is a contributing element to the Laurel Industrial School Historic District. It looks like that one was just left out of your reply.
>
> What works best to get your feedback on that one? Is this email sufficient and you can reply? Would you like me to send you a letter with a signature block? Do you want to reissue your May 1 letter? I can do whatever is easiest!!
>
> Thank you!
> Kerri
>
> --
>
> Kerri S. Barile, Ph.D., RPA | President
> Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
> kbarile@dovetailcrg.com
>
> DOVETAIL
> CULTURAL RESOURCE GROUP
>
> 11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
> 721 Philadelphia Pike, Wilmington, Delaware 19809
> Knowing the Past — Building the Future
> www.dovetailcrg.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main Street, Suite 1000
Richmond, VA 23219

May 11, 2018

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

RE: Resource Eligibility/ Intensive Architectural Studies (Report C)
Southeast High Speed Rail (DC2RVA) Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's area of potential effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1). Reconnaissance architectural studies on the main line and alternatives were coordinated with your office between 2015 and 2017. During these studies, along with subsequent documentation of additional areas outside of the original limits of disturbance and a meeting with your office on April 4, 2018, it was found that 52 resources required additional study to render a National Register of Historic Places (NRHP) evaluation as part of this project.

We are writing today to coordinate architectural evaluation studies on 18 of the 52 resources. This is the third of three reports that have been submitted to your office; as such, it is labeled as Report C to differentiate it from previously submitted Report A and Report B, both of which contain studies on the other 34 resources. As such, enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report C)*. The report was authored by Kerri S. Barile, Melissa Butler, Adriana T. Moss, Heather Dollins Staton, Caitlin Sylvester, and Lenora Wiggs with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

Of the 18 resources included in this report, it is recommended that 11 are eligible for the NRHP. These resources are presented here in north to south order.

The **Chancellor House (111-0013/ 111-0132-0508)** at 300 Caroline Street in Fredericksburg is a circa-1812, Federal-style dwelling that was later used by local slave traders, Smith and Finnall, from 1827 until 1833, as a holding pen for enslaved people before they would be sold throughout the Southeast. It is recommended eligible for individual listing in the NRHP under Criterion A for its associations with Fredericksburg's African-American population and regional slave trade during the mid-1800s. It is recommended not eligible under Criteria B and C as it has no known association with a notable individual and Federal-style dwellings are common in this section of Fredericksburg, and it was not evaluated under Criterion D. It is also recommended as a contributing element to the Fredericksburg Historic District (111-0132).

The **Dr. Charles Mortimer House (111-0067/ 111-0132-0509)** at 213 Caroline Street in Fredericksburg was built circa 1764 in the Georgian style as part of a developer-driven boom in housing on lower Caroline Street in the early development of Fredericksburg. This resource is recommended eligible under Criterion B at the local level for its association with Dr. Charles Mortimer, an important figure in Fredericksburg's history. The Dr. Charles Mortimer House is one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings, thus it is recommended eligible under Criterion C. It is recommended not eligible under Criterion A, and it was not evaluated under Criterion D. It is also recommended as a contributing element to the Fredericksburg Historic District (111-0132).

Shiloh Baptist Church (New Site) (111-0132-0505) in Fredericksburg was constructed in 1890 and traces its roots back to the first Baptist church in Fredericksburg. The church has been an important part of the ante- and post-bellum, African-American community by being a space for spiritual and personal growth as well as playing a role in early African-American education and the Civil Rights Movement in Fredericksburg. It is recommended to be eligible for the NRHP under Criteria A and C as well as Criteria

Consideration A. It is also suggested to be a contributing element to the Fredericksburg Historic District (111-0132).

Located at 528 Caroline Street in Fredericksburg, the **Robert Adams Residence (111-0132-0458)** was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District, rendering this dwelling a unique architectural example of this style in the downtown core. It is recommended eligible under Criterion C; it is recommended not eligible under Criteria A and B. As an architectural resource, it was not evaluated under Criterion D. This resource is also recommended to be a contributing element to the Fredericksburg Historic District (111-0132).

The **Berkleytown Historic District (166-5073**) is representative example of small-town, twentieth-century, African-American neighborhood. Berkleytown was believed to have been designed by black residents for black residents. As such, this “community within a community” reflects important patterns of community planning and development as well as ethnic heritage in Hanover County. It is recommended to be eligible for the NRHP under Criterion A; it is recommended not eligible under Criteria B and C as it has no known association with a notable individual and the architectural fabric within the district has lost historic integrity over the years. It was not evaluated under Criterion D.

The **Dabney Funeral Home (166-5073-0010)** in Berkleytown is a residence and commercial building constructed in the Minimal Traditional style and is one of the few remaining African-American-owned businesses in the Berkleytown neighborhood and Ashland as a whole. This resource continues to operate as a funeral home, a use it has performed since it was built in 1955. It is recommended that the resource is eligible for listing in the NRHP under Criterion A for its association with African-American-led trends in commerce in the Town of Ashland. It is suggested to be not eligible under Criteria B and C, and it was not evaluated under Criterion D. It is also recommended to be a contributing element to the Berkleytown Historic District (166-5073).

Built in 1886, the **Charles Gwathmey House (042-0113)** is a high-style, Queen Anne dwelling in the small rural community of Gwathmey, south of Ashland. The DC2RVA team recommends this resource as eligible under Criterion C as a unique example of a rural, high-style, Queen Anne dwelling in Hanover County. It is recommended not eligible under Criterion A as it has no known association with a notable event or under Criterion B as Judge Gwathmey is not believed to rise to the significance level required under this category. It was not evaluated under Criterion D.

The resource at 11701 Greenwood Road, recently known as **Hunton Treasures (043-0694)**, is a two-story, three-bay, commercial building constructed as a fueling station and convenience store sometime between 1930 and 1937. The building has undergone minimal changes over time and is an outstanding example of a service station and commercial building constructed in the early-twentieth century with

Spanish Revival elements and is the only Spanish Revival-style commercial building recorded in Henrico County. It is recommended eligible for the NRHP under Criterion C. It is recommended not eligible under Criteria A and B, and it was not evaluated under Criterion D.

The **Gilpin Court Apartment Complex (127-6883)** consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. The complex was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority (RRHA) and is the first public housing complex constructed in Richmond. It is recommended as eligible for listing in the NRHP under Criterion A for its association with Richmond's social history, ethnic heritage, and development as well as Criterion C as the first example of a federally funded public housing complex in the city. It is suggested to be not eligible under Criterion B, and it was not evaluated under Criterion D.

The commercial building known as **Loving's Produce Co. (127-0344-0102)** is a three-story building constructed around 1870 with Italianate-style elements. This is one of the sole representatives of one of the most notable periods of development in Richmond's history—postbellum rebuilding in a war-ravaged city; and therefore, it is recommended to be eligible under Criterion A. It has no known association with a notable individual and the building has undergone physical changes over time, thus it is suggested to be not eligible under Criteria B and C. It is also recommended to remain a contributing element of the Shockoe Valley and Tobacco Row Historic District (127-0344).

The **Philip Morris Operations Complex (127-5818)** located at 3601 Commerce Road is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company's tobacco production; the main building was constructed between 1959 and 1973. The resource is recommended to be eligible for listing in the NRHP under Criterion A for its impacts of commerce and manufacturing in the tobacco industry and under Criterion C as a good example of an industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles. Because contributing portions of the complex are less than 50 years in age, it is also suggested to meet Criteria Consideration G.

The remaining seven resources are recommended to be not individually eligible for the NRHP: East Rosemont Historic District (100-5431), Jones-Monroe-Rennolds House (111-0038/ 111-0132-0509), Dry Bridge (042-0557), Hanover County School Board (166-5073-0024), Sinton House (042-0420), Elmont Historic District (042-5048), and Mill Road Historic District (043-0693). The enclosed Report Ccontains data on each of these resources.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Adriana Moss at (540) 899-9170 or via email at kbarile@dovetailcrg.com or amoss@dovetailcrg.com.

Sincerely,

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
Michael Estes, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resources are eligible for the NRHP as individual resources:

042-0113	Charles Gwathmey House (Criterion C)
043-0694	Hunton Treasurers (Criterion C)
127-6883	Gilpin Court Apartment Complex (Criteria A and C)
127-5818	Philip Morris Operations Complex (Criteria A and C; Criteria Consideration G)
166-5073	Berkleytown Historic District (Criterion A)

They further concur that the following resources are individually eligible for the NRHP and are contributing elements to the Fredericksburg Historic District (111-0132):

111-0013/ 111-0132-0508	Chancellor House (Criterion A)
111-0067/ 111-0132-0505	Dr. Charles Mortimer House (Criteria B and C)
111-0132-0147	Shiloh Baptist Church (New Site) (Criteria A and C; Criteria Consideration A)
111-0132-0458	Robert Adams Residence (Criterion C)

They also concur that the following resource is individually eligible and contributes to the Shockoe Valley and Tobacco Row Historic District (127-0344):

111-0344-0102	Loving’s Produce Co. (Criterion A)

They concur that the following resource is individually eligible for the NRHP and is a contributing element to the Berkleytown Historic District (166-5073):

166-5073-0010	Dabney Funeral Home (Criterion A)

They also concur that the following resource is not individually eligible but contributes to the Fredericksburg Historic District (111-0132):

111-0038/ 111-0132-0509	Jones-Monroe-Rennolds House

They further concur that the following resource is not individually eligible but contributes to the Berkleytown Historic District (166-5073):

166-5073-0024	Hanover County School Board

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources and they do not contribute to the eligibility of a historic district:

042-0420	Sinton House
042-5048	Elmont Historic District
042-0557	Dry Bridge
043-0694	Mill Road Historic District
100-5341	East Rosemont Historic District

____ __________________________

Julie Langan, Director Date
Virginia State Historic Preservation Officer

SUMMARY AND RECOMMENDATIONS OF THE ARCHITECTURAL RESOURCES

(Listed north to south as they appear in the associated report)

DHR ID	Name/ Description	City/ County	Date / Time Period	Phase II Recommendation
100-5341	East Rosemont Historic District	City of Alexandria	1915–1950	Not Eligible
111-0013/ 111-0132-0508	Chancellor House 300 Caroline Street	City of Fredericksburg	1812–1831	Eligible under Criterion A; Contributing to Fredericksburg HD
111-0038/ 111-0132-0509	Jones-Monroe-Rennolds House, 301 Caroline Street	City of Fredericksburg	ca. 1786	Not Eligible; Contributing to Fredericksburg HD
111-0067/ 111-0132-0505	Dr. Charles Mortimer House, 213 Caroline Street	City of Fredericksburg	ca. 1764–1801	Eligible under B & C; Contributing to Fredericksburg HD
111-0132-0147	Shiloh Baptist Church (New Site) 521 Princess Anne Street	City of Fredericksburg	ca. 1890–1968	Eligible under Criteria A & C & Criteria Consideration A; Contributing to Fredericksburg HD
111-0132-0458	Robert Adams Residence 528 Caroline Street	City of Fredericksburg	1891	Eligible under Criterion C; Contributing to Fredericksburg HD
042-0557	Dry Bridge/ Farmstead 10411 Old Bridge Road	Hanover County	ca. 1854	Not Eligible
166-5073	Berkleytown Historic District	Hanover County	ca. 1900–1965	Eligible under Criterion A
166-5073-0010	Dabney Funeral Home 600 B Street	Hanover County	1955–1968	Eligible under Criterion A; Contributing to Berkleytown HD
166-5073-0024	Hanover County School Board, 200 Berkley Street	Hanover County	1948–1969	Not Eligible; Contributing to Berkleytown HD
042-0113	Charles Gwathmey House 11247 Gwathmey Church Road	Hanover County	1896–1920	Eligible under Criterion C
042-0420	Sinton House 12081 Holly Oaks Lane	Hanover County	ca. 1890	Not Eligible
042-5048	Elmont Historic District	Hanover County	ca. 1880–present day	Not Eligible
043-0693	Mill Road Historic District	Henrico County	ca. 1900–present day	Not Eligible
043-0694	Hunton Treasures 11701 Greenwood Road	Henrico County	ca. 1930–1968	Eligible under Criterion C

DHR ID	Name/ Description	City/ County	Date / Time Period	Phase II Recommendation
127-6883	Gilpin Court Apartment Complex, Charity Street West/ St. Peter Street	City of Richmond	1942–1955	Eligible under Criteria A & C
127-0344-0102	Loving's Produce Company, 1601–1605 East Grace Street	City of Richmond	ca. 1870–ca. 1879	Eligible under Criterion A; Contributing to Shockoe Valley and Tobacco Row HD
127-5818	Philip Morris Operations Complex 3601 Commerce Road	City of Richmond	1959–1968	Eligible under Criteria A, C & Criteria Consideration G

COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Matt Strickler
Secretary of Natural Resources

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

12 June 2018

Dr. Kerri Barile, Ph.D.
DC to Richmond Southeast High Speed Rail
801 E. Main Street, Suite 1000
Richmond, Virginia 23219

RE: Phase II architectural survey for 18 properties (Report C) associated with the SEHSR DC2RVA
VDHR File No. 2014-0666

Dear Dr. Barile:

The Department of Historic Resources (DHR) has received for our review and comment the report "Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Rail (DC2RVA) Project, Report C" (May 2018) prepared by the DC2RVA Project Team and the associated Phase II (Intensive Level) Virginia Cultural Resources Inventory System (V-CRIS) forms for the properties addressed in the report document. The current Phase II architectural survey follows an earlier Phase I (Reconnaissance Level) survey addendum for the slightly expanded limits of disturbance (LOD) to accommodate further improvements and modifications to proposed rail infrastructure and associated road crossings. The expanded LOD areas were not included in the original architectural survey of the SEHSR DC2RVA corridor studies previously coordinated with DHR.

The DHR reviewed and commented on the addendum Phase I architectural survey in a letter dated 11 June 2018. At the time of that correspondence we had not reviewed the results of the Phase II architectural survey, which provides more detailed information on some of the properties included in the Phase I architectural survey. As a result, some of DHR's earlier comments and recommendations concerning National Register of Historic Places (NRHP) eligibility expressed in our 11 June letter or earlier communications may no longer be valid due to the additional data received through the Intensive Level survey process. Therefore, contradictions regarding eligibility to the NRHP or other issues between DHR's 11 June 2018 letter on the Phase I architectural survey or earlier correspondences on the undertaking and the current missive dated 12 June 2018 on the Phase II architectural survey are expected. Any such contradictions found are to be resolved by those opinions and determinations expressed by DHR in the current 12 June 2018 epistle on the Phase II architectural survey.

The consultant surveyed a total of 18 architectural properties at the Phase II Intensive Level. Of these properties it is recommended that 11 are individually eligible for listing in the NRHP. Please accept the follow as DHR's comments for those architectural resources documented.

Charles Gwathmey House (DHR Inventory No. 042-0113/042-0117-0003): DHR concurs that this property is eligible for listing in the NRHP under Criterion C. Table 4-1 in the report gives the date/time period as 1896-1920; however, the V-CRIS lists the date of construction as ca.1886. Which is correct?

Stinton House (DHR Inventory No. 042-0420/042-0117-0008): DHR concurs that this property is not eligible for listing in the NRHP.

Dry Bridge (DHR Inventory No. 042-0557): DHR concurs that this property is not eligible for listing in the NRHP.

Elmont Historic District (DHR Inventory No. 042-5048): DHR concurs that this property is not eligible for listing in the NRHP. Any properties located within the district determined earlier to be NRHP-eligible as contributing to the Elmont Historic District should no longer be considered as such. Table 4-1 in the report gives the date/time period as ca.1880-present day; however, the V-CRIS lists the date of construction as ca.1890. Which is correct?

Mill Road Historic District (DHR Inventory No. 043-0693): DHR concurs that this property is not eligible for listing in the NRHP.

Hunton Treasures (DHR Inventory No. 043-0694): DHR concurs that this property is eligible for listing in the NRHP under Criterion C.

East Rosemont Historic District (DHR Inventory No. 100-5341): DHR concurs that this property is not eligible for listing in the NRHP. Any properties located within the district determined earlier to be NRHP-eligible as contributing to the East Rosemont Historic District should no longer be considered as such.

Shiloh Baptist Church New Site (DHR Inventory No. 111-0132-0147): DHR concurs that this property is eligible for listing in the NRHP under Criteria A and C, and meets Criterion Consideration A. Table 4-1 in the report gives the date/time period as ca.1890-1968; however, the V-CRIS lists the date of construction as ca.1896. Which is correct?

Robert Adams Residence (DHR Inventory No. 111-0132-0458): DHR concurs that this property is eligible for listing in the NRHP under Criterion C.

Dr. Charles Mortimer House (DHR Inventory No. 111-0067/111-0132-0505): DHR concurs that this property is eligible for listing in the NRHP under Criteria B and C. Table 4-1 in the report gives the date/time period as ca.1764-1801; however, the V-CRIS lists the date of construction as ca.1780. Which is correct?

Chancellor House (DHR Inventory No. 111-0013/111-0132-0508): DHR does not concur that Chancellor House is individually eligible for listing in the NRHP. The consultant recommends the property eligible under Criterion A "for its association with the slave trade in Fredericksburg." However, the house seems only to have served in this function for a relatively short time in its history from 1827 to 1833. Shortly after Mr. William Smith purchased the Chancellor House for use as his primary dwelling he removed the iron bars from the windows and took down the 16-foot brick wall enclosing the "slave pen". Therefore, there are no longer any physical signs indicating the building's use in the slave trade. We do believe that the Chancellor House remains contributing to the Fredericksburg Historic District. Table 4-1 in the report gives the date/time period as 1812-1831; however, the V-CRIS lists the date of construction as ca.1780. Which is correct?

Hackley-Monroe House/James Monroe House/Joseph Jones House (DHR Inventory No. 111-0038/111-0132-0509): DHR concurs that this property is not individually eligible for listing in the NRHP. However, DHR agrees that this property contributes to the Fredericksburg Historic District.

Loving's Produce Company (DHR Inventory No. 127-0344-0102): DHR does not concur that Loving's Produce Company building is individually eligible for listing in the NRHP. The building is architecturally indistinct and its history does not distinguish it from other properties of similar type and time period within the historic district. DHR agrees that this property contributes to the Shockoe Valley and Tobacco Row Historic District.

Philip Morris Operations Complex (DHR Inventory No. 127-5818): DHR concurs that this property is eligible for listing in the NRHP under Criteria A and C, and meets Criterion Consideration G. Table 4-1 in the report gives the date/time period as 1959-1974; however, the V-CRIS lists the date of construction as ca.1950. Which is correct?

Gilpin Court Apartment Complex (DHR Inventory No. 127-6883): DHR concurs that this property is eligible for listing in the NRHP under Criteria A and C. This concurrence is only for the original buildings that date to 1942, not later phases of construction.

Berkleytown Historic District (DHR Inventory No. 166-5073): DHR concurs that this property is eligible for listing in the NRHP under Criterion A. Table 4-1 in the report gives the date/time period as ca.1900-1965; however, the V-CRIS lists the date of construction as ca.1910. Which is correct?

Dabney Funeral Home (DHR Inventory No. 166-5073-0010): DHR does not concur that Dabney Funeral Home building is individually eligible for listing in the NRHP. As an African-American owned business located in an historically African-American neighborhood it does not distinguish itself from any other commercial enterprise in Berkleytown. DHR agrees that this property contributes to the Berkleytown Historic District.

Hanover County School Board (DHR Inventory No. 166-5073-0024): DHR concurs that this property is not individually eligible for listing in the NRHP. It demonstrates a considerable loss of historic integrity, particularly with regard to the change in fenestration. DHR agrees that this property contributes to the Berkleytown Historic District.

If you have any questions about our comments, please contact me at (804) 482-6090.

Sincerely,

Marc Holma, Architectural Historian
Review and Compliance Division

C: Ms Emily Stock, DRPT

APPENDIX E3

SHPO PROJECT EFFECT

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main Street, Suite 1000
Richmond, VA 23219

June 20, 2018

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

RE: Project Effect
Southeast High Speed Rail (DC2RVA) Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation (“CSXT”) A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, and will require permits to be issued by federal agencies such as the U.S. Army Corps of Engineers. Due to the involvement of these and other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project’s area of potential effects (APE) was approved by the State Historic Preservation Officer (SHPO; the Virginia Department of Historic Resources [DHR]) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

HISTORIC PROPERTIES

Reconnaissance architectural studies and archaeological survey on the majority of the corridor and Project alternatives were coordinated with your office between 2015 and 2017. In the fall of 2017, a Draft Environmental Impact Statement (EIS) was produced and a Preferred Alternative was recommended by DRPT and the Commonwealth Transportation Board in December 2017. Subsequent technical studies were completed in spring 2018 to ensure that all areas within the APE were the subject of cultural resource studies; the results of this work were coordinated with your office through several meetings and reports. A full roster of all reports is included as Appendix A. Based on the project background reviews, technical studies, and previous coordination with your office, DRPT has determined that there are 118 historic properties in the APE (Appendix B). Of these, 58 are buildings, 32 are historic districts (including those that comprise structural elements such as railroads), 5 are structures, 12 are archaeological sites, 10 are battlefields, and 1 is a multicomponent resource that contains all resource types.

With regard to archaeological historic properties, most of the sites have been identified at the Phase I level but none have been the subject of Phase II-level evaluation testing as part of the current study. DRPT has elected to assume eligibility on all sites. DHR concurred with this approach during a meeting on July 26, 2017, and via email on July 31, 2017.

RESOURCE EFFECT RECOMMENDATIONS

In accordance with 36 CFR 800.5(a), DRPT has applied the criteria of adverse effect to these 118 properties. The regulations implementing Section 106 of the National Historic Preservation Act define an effect as an “alteration to the characteristics of a historic property qualifying it for inclusion in or eligible for the National Register” [36 CFR 800.16(i)]. The effect is adverse when the alteration of a qualifying characteristic occurs in a “manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association” [36 CFR 800.5(a)]. This letter presents effect recommendations for the 118 historic properties, followed by an overall project effect recommendation. The effect recommendations listed below were discussed with DHR at an in-person meeting on June 19, 2018, and this letter reflects all comments provided by your agency at that time. Maps of resources have been presented in the 20+ technical reports produced as part of this project; as such, maps showing resource locations are not repeated here.

Adverse Effect

Based on an evaluation of the project design, construction, and operations, DRPT recommends a finding of adverse effect on 14 above-ground resources and 9 archaeological sites. Resources where an adverse effect could occur are listed below from north to south.

Richmond, Fredericksburg, and Potomac Railroad (RF&P) (500-0001): The historic rail corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures. The DC2RVA project will require the replacement of several contributing elements to this rail district (such as the bridge over Naomi Road [089-0080] and numerous culverts) and construction of new bridges adjacent to extant contributing resources (such as the Bridge over the Occoquan River [500-0001-0022, see more below]). The removal of these contributing elements to the linear district would diminish the characteristics that render this resource eligible for the NRHP.

RF&P Bridge over Occoquan River (500-0001-0022): This resource is a through-truss, camelback railroad bridge constructed in 1915. It is both individually eligible for the NRHP and a contributing element to the RF&P Railroad. Current plans include constructing a second bridge directly east of the existing span, thus introducing a new element adjacent to the current bridge. The project has the potential to diminish the property's integrity of design, setting, materials, feeling, and association through the introduction of this large new element.

Rippon Lodge (076-0023): One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and current site of the railroad and associated bridge) was documented by Benjamin Latrobe in the late-eighteenth century. The waterway viewshed is a character-defining feature of this significant resource. A new railroad bridge across Neabsco Creek will be built as part of this project. The new bridge will be west of the existing span and will be a new primary element within the viewshed from Rippon Lodge, thus impacting a significant element of the property.

Civil War Campsite (44ST1223): The rail corridor was an extremely important component of transportation logistics associated with the Civil War, and war-related resources were often located near the tracks. This site represents one of many Union army winter encampments in the area, occupied during the winter of 1862–1863. The addition of a new set of tracks will require disturbances to the subsurface matrix within the site, thus potentially destroying data-bearing strata that contribute to the site's eligibility.

Rappahannock River Railroad Bridge and Associated Structures/Platform (111-0132-0025): This 1927 multiple-span, open-spandrel, concrete arch bridge was built across the Rappahannock River in 1927 when the rail tracks in Fredericksburg were elevated to allow for vehicular traffic below. The system also includes a series of rail structural supports and the passenger platform to the west, built at the same time. This structure is both individually eligible and a contributing element to both the RF&P Railroad (500-0001) and the Fredericksburg Historic District (111-0132). Proposed modifications include the construction of a new bridge immediately south of the existing span and changes to the structural supports and rail platform. These alterations will diminish the resource's integrity of design, setting, materials, workmanship, feeling, and association.

Marye's Mill Site (44SP1087): The site represents the remains of a large mill, located on the banks of the Rappahannock River, which was in operation during the second half of the nineteenth and first decades of the twentieth centuries. It is a prominent visual element in many Civil War-era representations of Fredericksburg. Construction associated with rail modifications and construction of a new bridge spanning the river will result in subsurface disturbances throughout the majority of the site, thus adversely affecting the data potential of this resource.

Fredericksburg Historic District (111-0132): This 200-acre district comprises the city's historic core and includes hundreds of residential, commercial, educational, ecclesiastic, and industrial buildings. Current project plans include the construction of a multi-story parking deck to the south of the extant rail tracks and construction of a new rail station to the north of the tracks. In addition, contributing elements to the district, such as the Rappahannock River Bridge and rail structural system listed above, will be modified during the work. The new structures will introduce new large-scale elements to the district, and other building and structural changes will diminish character-defining features of the district.

Block 49/Train Station (44SP0688) and Block 48/Train Station (44SP0687): These two archaeological sites comprise two city blocks in Fredericksburg, stretching from Sophia Street on the east to Princess Anne Street on the west and bounded by Lafayette Street on the north and Frederick Street on the south. Archaeological work has uncovered numerous foundations and other extant features below the ground surface. Construction of the new parking deck and new station, platform modifications, and other structural changes as proposed will result in subsurface disturbances throughout both blocks, which have the potential to damage intact archaeological remains.

Earthwork/Jackson's Earthwork (44SP0468): This archaeological site includes the remains of a large series of earthworks constructed during the First Battle of Fredericksburg (1862) and reused during other periods of the Civil War. They are located predominantly west of the rail tracks and have a notable connection to military actions during the war. The addition of a third rail in this area may result in the destruction of small segments of these earthworks.

Doswell Historic District (042-5448) and Doswell Depot and Tower (042-0093): The Doswell district encompasses a rural community that was once a center of major activity along the nearby road and rail networks. The Doswell Depot is located at the center of this district, and the associated tower can be found just south of the district on the east side of the tracks. While similar depots and towers were once located throughout this stretch of the RF&P corridor, most have been destroyed or notably altered. The Doswell Depot and Tower are in excellent condition. Construction associated with the undertaking will require moving the tower from its original site to a new location, likely to the east of the tracks (the Depot will not be altered). Moving the tower also has the potential to cause damage to the tower's structural system. These activities may diminish character-defining features of this resource and may diminish its integrity of location, design, setting, materials, workmanship, feeling, and association. In addition, proposed changes in this area, including the moving of the tower as well as other changes as the nearby contributing Squashapenny Store, will negatively affect character-defining features of the district.

Berkleytown Historic District (166-5073): This early-twentieth century development was created when segregated planning doctrines in nearby Ashland pushed African-American residents outside of the town's boundaries. Proposed plans include raising Archie Cannon Road, which comprises the northern boundary of the district, to pass over the railroad corridor. The construction of the new roadway structure will introduce a new visual element and also modify its original road plan, thus diminishing critical elements of the district.

Laurel Industrial School Historic District (043-0292) and Main Building/Robert Stiles Building of the Laurel Industrial School (043-0292-0001): The Laurel Industrial School, founded in 1892, was one of several reform campuses built in Virginia by the Prison Association of Virginia to rectify the state's broken penal system. The Robert Stiles Building served as the facility's main dormitory, chapel, school, and dining hall. Current project plans include grade-separating (i.e., raising) Hungary Road over the rail corridor. This action will result in the construction of a new road overpass structure within the viewshed of the district and Main Building and modifications of the road system within the district boundaries. These actions will impact the design, setting, feeling, and association of these two resources.

Shockoe Valley & Tobacco Row Historic District (127-0344), Main Street Station and Trainshed (127-0172), Seaboard Air Line Railroad (127-6271), and Railroad Y.M.C.A (127-0344-0123): These four resources are all located in Richmond's Shockoe Bottom. This area was the site of Richmond's earliest residential, commercial, and industrial activities, commencing in the eighteenth century. Due to its location near notable transportation hubs, it was also the location of numerous holding pens and markets specializing in the sale of enslaved individuals in the years prior to the Civil War. In 1900, the area was selected as the northern terminus of the Seaboard Air Line Railroad, a new rail route between Richmond and Florida, and Main Street Station and the Railroad Y.M.C.A. were built to cater to rail travelers. DRPT project plans include several changes to the existing rail infrastructure, including: elongating the passenger platforms at the station, creating new structural elements (piers) to support the platforms, and the construction of a new multi-story parking deck to the east of the station and immediately behind the Y.M.C.A. building. These changes will modify the existing viewshed from all four of these resources and alter character-defining features of the station—which is not only a National Historic Landmark but also a contributing element to the Shockoe Valley & Tobacco Row Historic District and the Seaboard Air Line Railroad.

Sites 44HE1098, 44HE1097, and 44HE1094: All three of these archaeological sites are located in downtown Richmond. They were recorded based on map projections showing the locations of post-Civil War warehouses that have been demolished; their exact composition and integrity is unknown as no archaeological studies have been conducted. Modifications to the structural support system for rail infrastructure in this area would result in minor subsurface disturbances within the recorded boundaries of these sites. Should these sites contain significant deposits, this work would negatively impact data-bearing strata.

Site 44HE0357: Like the sites above, this resource was recorded based on map projections. However, while the previous three sites represent warehouses, this site potentially includes a privy/pit complex associated with a former residential building. It is now the southern parking lot for Main Street Station. Structural system changes may require the installation of new piers in this area and thus impacts to potentially significant archaeological deposits may occur.

No Adverse Effect

DRPT recommends a finding of no adverse effect on 65 of the 118 historic properties within the Project's APE. DRPT's careful project analysis and redesigns have avoided impacts to these properties. While the Project may alter the viewshed or minor physical characteristics of these resources, it will not diminish any of the characteristics that render these resources eligible for the NRHP under Criteria A–D or Criteria Considerations A–G. These 64 resources include (listed north to south):

029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)
000-0045	Washington National Airport (Reagan National Airport)
100-0133	Parker-Gray Historic District/Uptown
100-0137	Rosemont Historic District
100-0124	Alexandria Depot, 110 Callahan Drive
100-0277	Phoenix Mill, 3642 Wheeler Avenue
029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive
111-5295	Battle of Fredericksburg I
111-5296	Battle of Fredericksburg II
111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard
111-0132-0020	Purina Tower
111-0132-0522	House, 314–316 Frederick Street
111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard
111-0009	Fredericksburg Historic District Extension
088-5181	Salem Church Battlefield (Banks Ford Battlefield)
088-5364	Virginia Central Railway Historic District
111-0145	Fredericksburg Gun Manufactory
088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)
088-0039	La Vue, 3232 LaVue Lane (Prospect View)
016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road
016-5165	Excelsior Industry of Caroline County MPD

016-0223	First Woodford Post Office
016-0222	Woodford Freight & Passenger Depot, Woodford Road
016-5136	Milford Historic District
016-0270	Milford State Bank, 15461 Antioch Road
016-0286	Coghill-Jeter Store
042-0123	North Anna Battlefield
042-5307	Taylorsville Road Historic District
166-0001	Ashland Historic District
042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road
043-5108	Yellow Tavern Battlefield
127-6136	Scott's Addition Historic District
127-6188	Movieland Bowtie Cinema, 1331 North Boulevard
127-5978	Todd Lofts, 1128 Hermitage Road
127-6145	Southern Stove Works, 1215 Hermitage Road
127-0414	Governor's School, 1000 North Lombardy Street
127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James Street/ 1100 N 2nd Street
127-5679	Barton Heights Cemetery, 1600 Lamb Avenue
127-0353	Richmond Nursing Home, 210 Hospital Street
127-6166	Hebrew Cemetery, 320 Hospital Street
127-6129	Winfree Cottage, East Main Street
127-0219	Shockoe Slip Historic District and Expansions
127-6793	Chesapeake & Ohio (C&O) Railroad Segment
127-0171	James River and Kanawha Canal Historic District
127-5809	Bridge #1857, North 14th Street; Mayo Bridge North
127-6792	Southern Railway
127-0457	Manchester Warehouse Historic District
127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave
127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street
127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne
127-6213	Davee Gardens Historic District
127-5818	Philip Morris Operations Complex, 3601 Commerce Road
043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road
020-0063	Falling Creek Ironworks Archaeological Site
020-5320	Proctor's Creek Battlefield
020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road

123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)
020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District
020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy
44CF0680	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks (020-0022)
020-5351	Richmond & Petersburg Electric Railway
127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad
020-0140	Circle Oaks/4510 Centralia Road
020-0552	Centralia Post Office

No Effect

DRPT recommends the Project would have no effect on the remaining 30 historic properties. These resources are all located in the APE but their viewsheds are blocked from the project area by vegetation, extant buildings, or existing road/rail infrastructure. The project will not alter or diminish any character-defining features of these resources. These 30 resources include (listed north to south):

100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue
100-0128	George Washington National Masonic Memorial
029-0953	Old Colchester Road, Potomac Path, King's Highway
111-0067	Dr. Charles Mortimer House, House, 213 Caroline Street
111-0132-0458	Robert Adams Residence, 528 Caroline Street
111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street
111-0132-0126	The 1770 House, 227 Princess Anne Street
016-0208	House, 12096 Guinea Drive
016-0220	Carolina Mansion, 11146 Woodford Road
042-0556	Hoopers, 11108 McConnell Lane
166-0001-0015	Business Office, Randolph-Macon College, 310 N. Center Street
166-5072	Randolph-Macon College Historic District Expansion
166-0002	Randolph-Macon College Historic District
166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue
166-5041	Priddy House, 107 Stebbins Street
166-0001-0055	Emily Gray House, 702 S. Center Street
166-0001-0060	Fleming Fox House, 708 S. Center Street
166-0036	MacMurdo House, 713 S. Center Street
166-0037	Hugo House/Lefebvre House, 904 S. Central Street
166-0001-0077	House, 1005 S. Center Street

043-0694	Hunton Treasures, 11701 Greenwood Road
043-0690	Lewis-McLeod House, 2945 Mountain Road
127-6730	Hermitage Road Warehouse Historic District
127-0354	Virginia Union University Historic District, 1500 North Lombardy Street
127-0822	Carver Residential Historic District
127-0428	George W. Carver Elementary School, 1110 West Leigh Streets
127-6171	Richmond and Chesapeake Bay Railway Barn, Richmond-Ashland Railway Company Car Barn
020-5474	DuPont Spruance
020-0013	House, 3619 Thurston Road
020-5378	VEPCo Power Transmission Line

PROJECT EFFECT RECOMMENDATION

In addition to evaluating the effect on individual historic properties, DRPT also assessed the overall project's potential to have an adverse effect on cultural resources. Based on the data presented above, DRPT has recommended a finding that the Project will have an adverse effect on 24 resources in the project APE. As such, DRPT recommends that the overall project will have an adverse effect on historic properties.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about these effect recommendations or cultural resource studies for this project in general, please do not hesitate to contact Ms. Emily Stock, DRPT Project Manager, at (804) 591-4433 or via email at Emily.stock@drpt.virginia.gov, or me at (540) 899-9170 or via email at kbarile@dovetailcrg.com.

Sincerely,

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
Michael Estes, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that the Preferred Alternative for the DC2RVA project (DHR #2014-0666) will have an **adverse effect** on the following 23 resources (listed north to south):

500-0001	Richmond, Fredericksburg, and Potomac Railroad
500-0001-0022	RF&P Bridge over Occoquon River
076-0023	Rippon Lodge
44ST1223	Civil War Campsite
111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform
44SP0187	Bridge/Marye's Mill
111-0132	Fredericksburg Historic District
44SP0688	Block 49/Train Station
44SP0687	Block 48/Train Station
44SP0468	Earthwork/ Jackson's Earthwork
042-5448	Doswell Historic District
042-0093	Doswell Depot and Tower, 10577 Doswell Rd
166-5073	Berkleytown Historic District
043-0292	Laurel Industrial School Historic District, Hungary Road
043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road
127-0344	Shockoe Valley & Tobacco Row Historic District
44HE1098	Main Street Station Parking Lot/Railroad
44HE1097	Railroad, Warehouse
127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot
127-6271	Seaboard Air Line Railroad Corridor
44HE0357	Privy/Pit Complex
127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street
44HE1094	Warehouse

They also concur that the projet will have **no adverse effect** on the following 65 resources (listed north to south):

029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)
000-0045	Washington National Airport (Reagan National Airport)
100-0133	Parker-Gray Historic District/Uptown
100-0137	Rosemont Historic District
100-0124	Alexandria Depot, 110 Callahan Drive

100-0277	Phoenix Mill, 3642 Wheeler Avenue
029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive
111-5295	Battle of Fredericksburg I
111-5296	Battle of Fredericksburg II
111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard
111-0132-0020	Purina Tower
111-0132-0522	House, 314–316 Frederick Street
111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard
111-0009	Fredericksburg Historic District Extension
088-5181	Salem Church Battlefield (Banks Ford Battlefield)
088-5364	Virginia Central Railway Historic District
111-0145	Fredericksburg Gun Manufactory
088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)
088-0039	La Vue, 3232 LaVue Lane (Prospect View)
016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road
016-5165	Excelsior Industry of Caroline County MPD
016-0223	First Woodford Post Office
016-0222	Woodford Freight & Passenger Depot, Woodford Road
016-5136	Milford Historic District
016-0270	Milford State Bank, 15461 Antioch Road
016-0286	Coghill-Jeter Store
042-0123	North Anna Battlefield
042-5307	Taylorsville Road Historic District
166-0001	Ashland Historic District
042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road
043-5108	Yellow Tavern Battlefield
127-6136	Scott's Addition Historic District
127-6188	Movieland Bowtie Cinema, 1331 North Boulevard
127-5978	Todd Lofts, 1128 Hermitage Road
127-6145	Southern Stove Works, 1215 Hermitage Road
127-0414	Governor's School, 1000 North Lombardy Street
127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James Street/ 1100 N 2nd Street
127-5679	Barton Heights Cemetery, 1600 Lamb Avenue
127-0353	Richmond Nursing Home, 210 Hospital Street

127-6166	Hebrew Cemetery, 320 Hospital Street
127-6129	Winfree Cottage, East Main Street
127-0219	Shockoe Slip Historic District and Expansions
127-6793	Chesapeake & Ohio (C&O) Railroad Segment
127-0171	James River and Kanawha Canal Historic District
127-5809	Bridge #1857, North 14th Street; Mayo Bridge North
127-6792	Southern Railway
127-0457	Manchester Warehouse Historic District
127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave
127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street
127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne
127-6213	Davee Gardens Historic District
127-5818	Philip Morris Operations Complex, 3601 Commerce Road
043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road
020-0063	Falling Creek Ironworks Archaeological Site
020-5320	Proctor's Creek Battlefield
020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road
123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)
020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District
020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy
44CF0680	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks (020-0022)
020-5351	Richmond & Petersburg Electric Railway
127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad
020-0140	Circle Oaks/4510 Centralia Road
020-0552	Centralia Post Office

The further concur that the project will have **no effect** on the following 30 resources (listed north to south):

100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue
100-0128	George Washington National Masonic Memorial
029-0953	Old Colchester Road, Potomac Path, King's Highway
111-0067	Dr. Charles Mortimer House, House, 213 Caroline Street
111-0132-0458	Robert Adams Residence, 528 Caroline Street

111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street
111-0132-0126	The 1770 House, 227 Princess Anne Street
016-0208	House, 12096 Guinea Drive
016-0220	Carolina Mansion, 11146 Woodford Road
042-0556	Hoopers, 11108 McConnell Lane
166-0001-0015	Business Office, Randolph-Macon College, 310 N. Center Street
166-5072	Randolph-Macon College Historic District Expansion
166-0002	Randolph-Macon College Historic District
166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue
166-5041	Priddy House, 107 Stebbins Street
166-0001-0055	Emily Gray House, 702 S. Center Street
166-0001-0060	Fleming Fox House, 708 S. Center Street
166-0036	MacMurdo House, 713 S. Center Street
166-0037	Hugo House/Lefebvre House, 904 S. Central Street
166-0001-0077	House, 1005 S. Center Street
043-0694	Hunton Treasures, 11701 Greenwood Road
043-0690	Lewis-McLeod House, 2945 Mountain Road
127-6730	Hermitage Road Warehouse Historic District
127-0354	Virginia Union University Historic District, 1500 North Lombardy Street
127-0822	Carver Residential Historic District
127-0428	George W. Carver Elementary School, 1110 West Leigh Streets
127-6171	Richmond and Chesapeake Bay Railway Barn, Richmond-Ashland Railway Company Car Barn
020-5474	DuPont Spruance
020-0013	House, 3619 Thurston Road
020-5378	VEPCo Power Transmission Line

Given these resommendations, the Virginia SHPO therefore agrees that the project will have an **overall adverse effect on historic properties**.

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Julie Langan, Director Date
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Appendix A:
List of Cultural Resource Reports Completed on the DC2RVA Project Area

Archaeological Sites/Resources (in publication order)

Klein, Mike, Emily Calhoun, Marco González, and Earl E. Proper
2015 *Archaeological Background Review and Predictive Model for the Washington, D.C. to Richmond, Virginia, Southeast High Speed Rail Corridor*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

McCloskey, Kevin, Earl Proper, Curtis McCoy, Emily Calhoun, Morgan MacKenzie, and Joseph Blondino
2016 *Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

McCloskey, Kevin, Emily Calhoun, Kerry González, and Mike Klein
2018 *Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Preferred Alternative Limits of Disturbance*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Buildings, Structures, Objects, and Districts (in publication order)

Staton, Heather Dollins, and Adriana Lesiuk
2015 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Dahlgren Junction to Fredericksburg (DJFB) Segment, City of Fredericksburg and Stafford County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, Adriana Lesiuk, and M. Chris Manning
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Arkendale to Dahlgren Junction (ARDJ) Segment Stafford County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather D., Adriana T. Lesiuk, and Emily K. Anderson
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) Segment Arlington County and the City of Alexandria*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, Adriana T. Lesiuk, Emily K. Anderson, and Earl P. Proper
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Alexandria to Franconia (AFFR) Segment City of Alexandria and Fairfax County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Manning, M. Chris, Earl Proper, Adriana Lesiuk, and Heather Dollins Staton
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Franconia to Lorton (FRLO) Segment Fairfax County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, M. Chris Manning, and Adriana Lesiuk
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Lorton to Powells Creek (LOPC) Segment Prince William and Fairfax Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Anderson, Emily K., and Heather D. Staton
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Fredericksburg to Hamilton (FBHA) and Hamilton to Crossroads (HAXR) Segments, Spotsylvania County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Manning, M. Chris, and Michelle Salvato
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Crossroads to Guinea (XRGU), Guinea to Milford (GUMD), and Milford to North Doswell (MDND) Segments Spotsylvania, Caroline, and Hanover Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Lesiuk, Adriana T., and M. Chris Manning
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Elmont to Greendale (ELGN) Segment, Hanover and Henrico Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Sylvester, Caitlin C., and Heather D. Staton

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Greendale to SAY/WAY (GNSA), SAY/WAY to AM Jct (SAAM) and Buckingham Branch/Hospital Wye (BBHW) Segments, Henrico County and City of Richmond*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Anderson, Emily K., and Heather D. Staton

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project AM Jct to Centralia - S Line (AMCE) and AM Jct to Fulton Yard (AMFY) Segments, City of Richmond and Chesterfield County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Lesiuk, Adriana T., and Heather D. Station

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project WAY to Centralia – A Line (WACE) Segment, Chesterfield County and City of Richmond*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Peckler, Danae

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project North Doswell to Elmont (NDEL) Segment, Hanover County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Chase, Kristine A.

2017 *Architectural Reconnaissance Survey of Structures for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Moss, Adriana T., and Kerri S. Barile

2018 *Addendum: Architectural Reconnaissance Survey of the LOD Expansion Area for the Washington, D.C. to Richmond, High Speed Rail Project, Arlington, Caroline, Chesterfield, Hanover, Henrico, Fairfax, Prince William, Stafford, and Spotsylvania Counties and the Cities of Alexandria, Fredericksburg, and Richmond, Virginia*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Barile, Kerri S., Kristine A. Chase, Sean Maroney, Adriana T. Moss, Danae Peckler, and Heather Dollins Staton

2018 *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report A).* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Barile, Kerri S., Melissa Butler, Adriana T. Moss, Danae Peckler, Heather Dollins Staton, Caitlin Sylvester, and Lenora Wiggs

2018 *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report B)*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Barile, Kerri S., Melissa Butler, Adriana T. Moss, Heather Dollins Staton, Caitlin Sylvester, and Lenora Wiggs

2018 *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report C).* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Combined Cultural Resources/Reconnaissance Studies (in publication order)

Staton, Heather Dollins, and Earl E. Proper

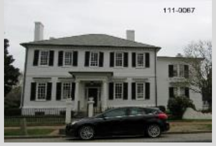
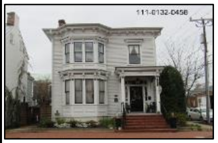
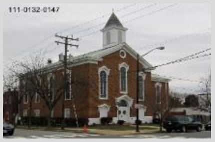
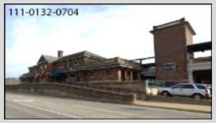
2016 *Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Ashland Bypass (ASBP) Segment, Hanover County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, D. Brad Hatch, and Emily Calhoun

2017 *Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Fredericksburg Bypass (FBBP) Segment, Stafford, Caroline, and Spotsylvania Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

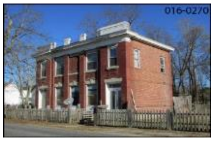
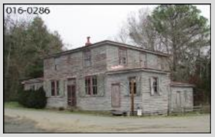
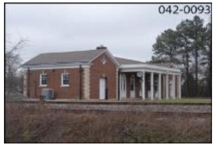
N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Eligible under Criteria A and C	No Adverse	
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building ais a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquon River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	500-0001-0022
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862–1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/Potentially Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse	111-0132-0025
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	111-0132-0126
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	111-0132-0020
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	111-0132-0522
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	111-0009-0795
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880–1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorsville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early–nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	

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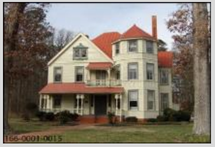
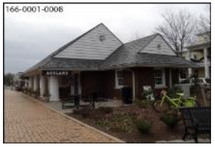
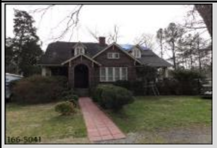
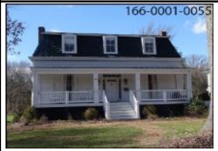
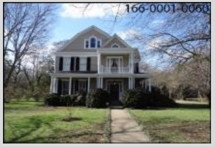
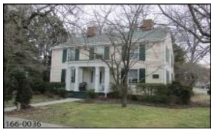
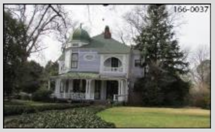
54	166-0001-0015	Business Office, Randolph-Macon , 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

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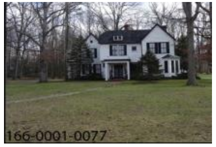
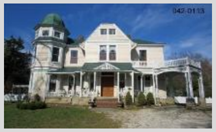
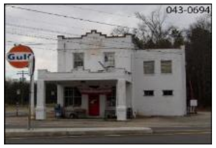
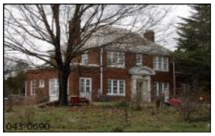
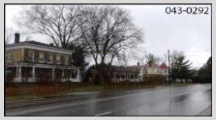
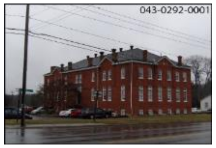
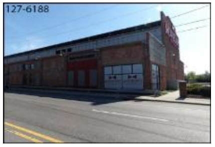
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resources is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	

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72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	

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81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
85	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
86	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
87	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
88	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	
89	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	

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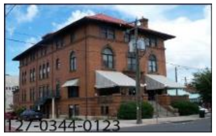
90	44HE0357	Privy/Pit Complex	City of Richmond	18th to 19th century	Archaeological site recorded as a privy/pit complex. The site underneath a paved parking lot to the east of Main Street Station. Potential for intact remains below pavement is high.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
91	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	Adverse	
92	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
93	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
94	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	No Adverse	
95	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
96	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
97	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	
98	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	

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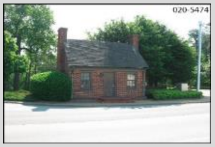
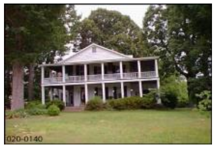
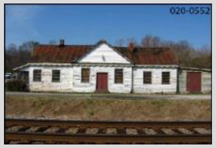
99	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	
100	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	Eligible under Criteria A, C, and D	No Adverse	127-6245 WILLIAMS BRIDGE COMPANY
101	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	
102	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	
103	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company’s tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	
104	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	
105	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	
106	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	
107	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	020-5320 S 11 PROCTOR'S CREEK FIGHT

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
108	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	
109	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
110	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
111	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
112	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
113	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
114	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
115	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	
116	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
117	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	
118	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	

The Virginia SHPO concurs that the Preferred Alternative for the DC2RVA project (DHR #2014-0666) will have an **adverse effect** on the following 23 resources (listed north to south):

500-0001	Richmond, Fredericksburg, and Potomac Railroad
500-0001-0022	RF&P Bridge over Occoquon River
076-0023	Rippon Lodge
44ST1223	Civil War Campsite
111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform
44SP0187	Bridge/Marye's Mill
111-0132	Fredericksburg Historic District
44SP0688	Block 49/Train Station
44SP0687	Block 48/Train Station
44SP0468	Earthwork/ Jackson's Earthwork
042-5448	Doswell Historic District
042-0093	Doswell Depot and Tower, 10577 Doswell Rd
166-5073	Berkleytown Historic District
043-0292	Laurel Industrial School Historic District, Hungary Road
043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road
127-0344	Shockoe Valley & Tobacco Row Historic District
44HE1098	Main Street Station Parking Lot/Railroad
44HE1097	Railroad, Warehouse
127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot
127-6271	Seaboard Air Line Railroad Corridor
44HE0357	Privy/Pit Complex
127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street
44HE1094	Warehouse

They also concur that the projet will have **no adverse effect** on the following 65 resources (listed north to south):

029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)
000-0045	Washington National Airport (Reagan National Airport)
100-0133	Parker-Gray Historic District/Uptown
100-0137	Rosemont Historic District
100-0124	Alexandria Depot, 110 Callahan Drive

100-0277	Phoenix Mill, 3642 Wheeler Avenue
029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive
111-5295	Battle of Fredericksburg I
111-5296	Battle of Fredericksburg II
111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard
111-0132-0020	Purina Tower
111-0132-0522	House, 314–316 Frederick Street
111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard
111-0009	Fredericksburg Historic District Extension
088-5181	Salem Church Battlefield (Banks Ford Battlefield)
088-5364	Virginia Central Railway Historic District
111-0145	Fredericksburg Gun Manufactory
088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)
088-0039	La Vue, 3232 LaVue Lane (Prospect View)
016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road
016-5165	Excelsior Industry of Caroline County MPD
016-0223	First Woodford Post Office
016-0222	Woodford Freight & Passenger Depot, Woodford Road
016-5136	Milford Historic District
016-0270	Milford State Bank, 15461 Antioch Road
016-0286	Coghill-Jeter Store
042-0123	North Anna Battlefield
042-5307	Taylorsville Road Historic District
166-0001	Ashland Historic District
042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road
043-5108	Yellow Tavern Battlefield
127-6136	Scott's Addition Historic District
127-6188	Movieland Bowtie Cinema, 1331 North Boulevard
127-5978	Todd Lofts, 1128 Hermitage Road
127-6145	Southern Stove Works, 1215 Hermitage Road
127-0414	Governor's School, 1000 North Lombardy Street
127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James Street/ 1100 N 2nd Street
127-5679	Barton Heights Cemetery, 1600 Lamb Avenue
127-0353	Richmond Nursing Home, 210 Hospital Street

127-6166	Hebrew Cemetery, 320 Hospital Street
127-6129	Winfree Cottage, East Main Street
127-0219	Shockoe Slip Historic District and Expansions
127-6793	Chesapeake & Ohio (C&O) Railroad Segment
127-0171	James River and Kanawha Canal Historic District
127-5809	Bridge #1857, North 14th Street; Mayo Bridge North
127-6792	Southern Railway
127-0457	Manchester Warehouse Historic District
127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave
127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street
127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne
127-6213	Davee Gardens Historic District
127-5818	Philip Morris Operations Complex, 3601 Commerce Road
043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road
020-0063	Falling Creek Ironworks Archaeological Site
020-5320	Proctor's Creek Battlefield
020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road
123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)
020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District
020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy
44CF0680	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks (020-0022)
020-5351	Richmond & Petersburg Electric Railway
127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad
020-0140	Circle Oaks/4510 Centralia Road
020-0552	Centralia Post Office

The further concur that the project will have **no effect** on the following 30 resources (listed north to south):

100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue
100-0128	George Washington National Masonic Memorial
029-0953	Old Colchester Road, Potomac Path, King's Highway
111-0067	Dr. Charles Mortimer House, House, 213 Caroline Street
111-0132-0458	Robert Adams Residence, 528 Caroline Street

111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street
111-0132-0126	The 1770 House, 227 Princess Anne Street
016-0208	House, 12096 Guinea Drive
016-0220	Carolina Mansion, 11146 Woodford Road
042-0556	Hoopers, 11108 McConnell Lane
166-0001-0015	Business Office, Randolph-Macon College, 310 N. Center Street
166-5072	Randolph-Macon College Historic District Expansion
166-0002	Randolph-Macon College Historic District
166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue
166-5041	Priddy House, 107 Stebbins Street
166-0001-0055	Emily Gray House, 702 S. Center Street
166-0001-0060	Fleming Fox House, 708 S. Center Street
166-0036	MacMurdo House, 713 S. Center Street
166-0037	Hugo House/Lefebvre House, 904 S. Central Street
166-0001-0077	House, 1005 S. Center Street
043-0694	Hunton Treasures, 11701 Greenwood Road
043-0690	Lewis-McLeod House, 2945 Mountain Road
127-6730	Hermitage Road Warehouse Historic District
127-0354	Virginia Union University Historic District, 1500 North Lombardy Street
127-0822	Carver Residential Historic District
127-0428	George W. Carver Elementary School, 1110 West Leigh Streets
127-6171	Richmond and Chesapeake Bay Railway Barn, Richmond-Ashland Railway Company Car Barn
020-5474	DuPont Spruance
020-0013	House, 3619 Thurston Road
020-5378	VEPCo Power Transmission Line

Given these resommendations, the Virginia SHPO therefore agrees that the project will have an **overall adverse effect on historic properties**.

for Marc Holma

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

28 June 2018
Date

2014-0666

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main Street, Suite 1000
Richmond, VA 23219

July 12, 2018

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

RE: Project Effect- Addendum
Southeast High Speed Rail (DC2RVA) Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). On June 20, 2018, the DC2RVA team submitted a summary of historic properties located in the Area of Potential Effects (APE) (n=118) and recommendations on project effect. Subsequent to the submittal of this document, three consulting party meetings were held to discuss the list of historic properties and effect determinations. The results of these meetings were discussed with you during a conference call between FRA, DRPT, your office, and the project team on July 2, 2018. During the dialogue, it was determined that one additional historic property is located in the APE based on consulting party comments: Masons' Hall in Richmond (127-0019). This brings the total number of historic properties for the DC2RVA project to 119 (see attached revised list). This letter presents a project effect recommendation for this additional resource. The recommendation is based on our July 2, 2018 dialogue.

Masons' Hall, located at 1815 Franklin Street, is a two-story, three-bay frame structure on a brick English basement built in 1785. It is the oldest continually operating Masonic lodge in the country. It is listed in the National Register of Historic Places (NRHP) under Criteria A and C. The lodge faces north onto Franklin Street. Current project plans include the possible construction of a parking garage one and a half blocks west of the resource. The closest point of the NRHP boundary to the proposed deck parcel is approximately 470 feet. While the upper segment of the parking garage may be partially visible from portions of the property, based on our July 2 call, it is believed that the project will not have the potential to diminish the characteristics that led this resource to be listed in the NRHP. Distance, vegetation, and other multistory buildings in the immediate area and the viewshed mask most of the proposed garage area from the primary viewshed of this resource. The tenants applied to this analysis parallel those used on other resources in this area as well as along other portions of the project area, such as in Fredericksburg where a parking garage is also proposed.

The remainder of the effect recommendations on individual resources and the project's overall effect on historic properties presented on June 20, 2018 remain unchanged.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about these effect recommendations or cultural resource studies for this project in general, please do not hesitate to contact Ms. Emily Stock, DRPT Project Manager, at (804) 591-4433 or via email at Emily.stock@drpt.virginia.gov, or me at (540) 899-9170 or via email at kbarile@dovetailcrg.com.

Sincerely,

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT
John Winkle, FRA
Michael Estes, HDR
Carey Burch, HDR
Stephen Walter, Parsons

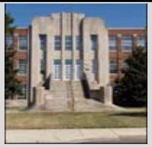
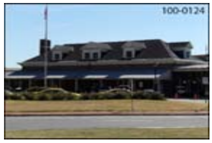
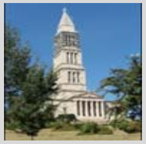
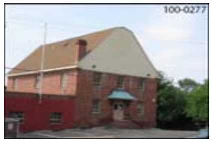
The Virginia SHPO concurs that the Preferred Alternative for the DC2RVA project (DHR #2014-0666) will have **no adverse effect** on Masons' Hall (127-0019).

The project will have an **overall adverse effect on historic properties.**

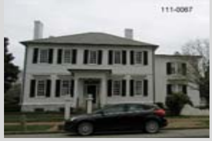
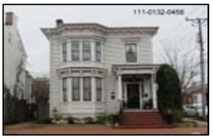
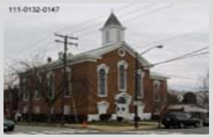
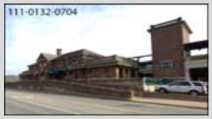
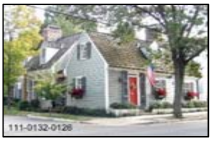
____ __________________________

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

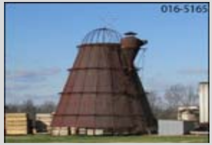
Date

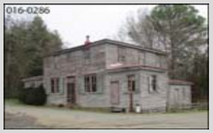
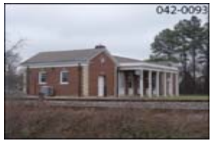
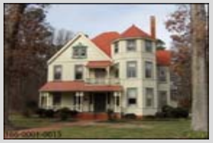
N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Eligible under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building ais a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquon River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	500-0001-0022
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862–1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/Potentially Eligible under Criterion A	No Adverse	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse	111-0132-0025

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	111-0132-0020
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	111-0132-0522
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	111-0009-0795
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880–1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district’s boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous “HN tower” housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorsville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early–nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	
54	166-0001-0015	Business Office, Randolph-Macon , 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

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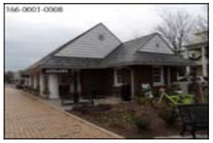
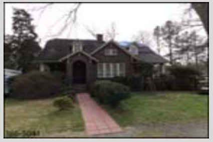
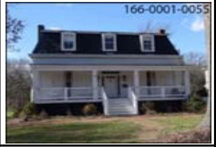
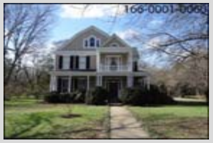
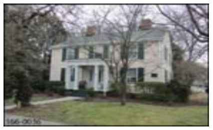
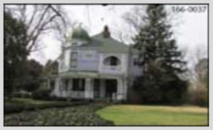
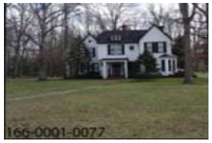
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

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64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resources is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	043-0292-0001
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	

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73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	

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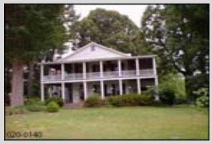
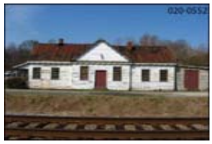
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
85	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
86	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
87	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
88	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	
89	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	
90	44HE0357	Privy/Pit Complex	City of Richmond	18th to 19th century	Archaeological site recorded as a privy/pit complex. The site underneath a paved parking lot to the east of Main Street Station. Potential for intact remains below pavement is high.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
91	127-0019	Masons' Hall, 1805 Franklin Street	City of Richmond	1785	Mason's Hall, a two-story, three-bay frame structure on a brick english basement, is the oldest building in the United States erected for Masonic purposes that has continually been used as a Masonic Hall since its construction.	Listed under Criteria A and C	No Adverse	
92	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	Adverse	127-0344-0123
93	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
94	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
95	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	No Adverse	
96	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
97	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
98	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	
99	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
100	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	
101	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	Eligible under Criteria A, C, and D	No Adverse	127-6245 WILLIAMS BRIDGE COMPANY
102	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	
103	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	
104	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company’s tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	
105	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	
106	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	
107	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	
108	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	020-5320 PROCTOR'S CREEK FIGHT

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
109	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	
110	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
111	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
112	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
113	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
114	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
115	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
116	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	
117	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
118	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	
119	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	

The Virginia SHPO concurs that the Preferred Alternative for the DC2RVA project (DHR #2014-0666) will have **no adverse effect** on Masons' Hall (127-0019).

The project will have an **overall adverse effect on historic properties.**

for Marc Holma

Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

18 July 2018
Date

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

600 E. Main Street, Suite 1200
Richmond, VA 23219

November 20, 2018

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

RE: Project Eligibility and Effect- Addendum #2
Southeast High Speed Rail (DC2RVA) Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). On June 20, 2018, the DC2RVA team submitted a summary of historic properties located in the Area of Potential Effects (APE) (n=118) and recommendations on project effect. This list of historic properties was based on three years of technical studies and correspondence and meetings with consulting parties. Your agency concurred with the list of historic properties and effect determinations in a letter dated June 28, 2018.

Three additional consulting party meetings were concurrently held in June 2018 to discuss this list of historic properties and effect determinations. Based on these meetings, one additional historic property was added to the roster: Masons' Hall in Richmond (127-0019). The total number of historic properties was revised to be 119. A revised effect determination letter was submitted on July 9, 2018 and your concurrence was received on July 18, 2018.

Since submitting the revised effect determination, one design change has been made to the Project. A three-story parking deck proposed to be constructed east of Main Street Station in Richmond has been removed, along with associated roadway modifications. In addition, a third round of consulting party meetings and associated conference calls was held in October 2018 and additional feedback on historic properties and effect were received. All feedback received in meetings, via email, through telephone calls, and as hard-copy letters has been evaluated and thoroughly discussed with the FRA, DRPT, Advisory Council on Historic Preservation (ACHP), and the Virginia Department of Historic Resources (DHR), as well as with the consulting parties.

Dialogues associated with the Project redesigns and extensive feedback have resulted in additional modifications to the list of historic properties and project effect. In sum, two related resources have been evaluated as a potential Traditional Cultural Property (TCP) (Lumpkin's Jail/Devil's Half Acre Site [44HE1053] and "Burial Ground for Negros" [44HE1089]), two archaeological sites have been added to the list of historic properties (Lumpkin's Jail/Devil's Half Acre Site [44HE1053] and Grave Yard for Free People of Color and Slaves [44HE1203]), one resource has been removed from the list of historic properties (site 44HE0357), and one resource has a recommended effect change (Railroad Y.M.C.A. [127-0344-0123]). Additional details on these resources are below. In total, with these changes, the number of historic properties in the APE has increased to 120.

Lumpkin's Jail/Devil's Half Acre site (44HE1053) and "Burial Ground for Negros" (44HE1089)

The Lumpkins Jail/Devil's Half Acre site (44HE1053) is located west of Main Street Station in Shockoe Bottom (Figure 1 and Figure 2). The "Burial Ground for Negros" (44HE1089) is located nearby, north of Broad Street and east of I-95. On July 20, 2018, the National Trust for Historic Preservation (NTHP) submitted a letter to DRPT stating that they believed that the two sites, as well as several to-be-recorded resources, comprised a TCP representing the Richmond slave trade. Since receipt of their letter, FRA and DRPT have held numerous meetings with the DHR, ACHP, and consulting parties to evaluate this area as a potential TCP. They have also conducted extensive research and coordination on TCPs in general, TCPs in Virginia, and the Shockoe area as a TCP in particular, to assure that all avenues have been explored. According to the National Park Service (NPS), a TCP is: "a property that is eligible for inclusion in the National Register based on its associations with the cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institutions of a living community. TCPs are rooted in a traditional community's history and are important in maintaining the continuing cultural identity of the community." Data gathered as part of the TCP review has been discussed with the FRA, DRPT, ACHP, and DHR to solicit their input and ascertain the path forward. Based on this consultation, FRA recommends that the Shockoe area does not meet the definition of a TCP based on the extant information at hand and its interpretation of this type of resource.

Beyond considering this area as a TCP, the NTHP also requested that both Lumpkin's Jail/Devil's Half Acre and Burial Ground for Negros should be included in the (APE). The APE was initially coordinated with the DHR in February 2015. The extent was based on the previous Richmond to Raleigh High Speed Rail study and included different APEs for above- and below-ground resources. Based on cultural resource studies, modifications to the project design, and input from consulting parties, the APE has been modified since that time to include resources wherein the Project has the potential to impact character-defining features of a resource. The NTHP stated that the APE is inconsistent with Section 106 regulations and requested that the APE in Shockoe be enlarged to include the Lumpkin's Jail Site (44HE1053) and the Burial Ground for Negros (44HE1089).

Expansion of the APE in this area was discussed extensively with involved agencies and presented to consulting parties on October 12, 2018. Through these dialogues, it is recommended that the APE should be expanded to include the Lumpkin's Jail Site but not the Burial Ground for Negros. Although numerous archaeological studies have been completed to locate the Burial Ground for Negros, no physical evidence of this site has yet to be uncovered. As such, the data potential and significance of this site is unknown, and this site is not included in the APE. Archaeological studies at Lumpkin's Jail/Devil's Half Acre occurred in 2006 and 2008 and features and artifacts representing Richmond's slave trade were uncovered beneath over 10 feet of fill. Although the site has not received a formal eligibility determination from the DHR, based on numerous dialogues and meetings regarding this resource, the FRA and DRPT are including the site in APE and assuming eligibility of this site under Criterion A for its association with the slave trade industry and under Criterion D as an archaeological site for its ability to provide information on area history.

In addition to examining its inclusion in the APE, FRA also evaluated the potential project effect on this historic property. As a resource assumed eligible under Criterion A, the applicable aspects of integrity that render an association with the slave trade are location, design, materials, workmanship, and association. None of these aspects will be altered by the current Project. While the Project may alter the integrity of setting and feeling of the resource due to the widening of one rail platform by approximately 15 feet and increase in train traffic, these two aspects of integrity do not contribute to the overall eligibility of the site as they have been severely impacted over many years by the channeling of Shockoe Creek, construction of I-95, and other large-scale development and re-development in this area (Figure 3 and Figure 4).

Regarding Criterion D, the site is located over 300 feet west of the closest project element, and no subsurface disturbance will occur within or near the site boundaries (see Figure 2). Regardless, FRA and DRPT are committed to completing archaeological monitoring and data recovery in all areas where subsurface construction activities for the Project are required in the vicinity of this site and Main Street Station. Archaeological excavations will be completed prior to construction should artifact-bearing deposits associated with this site, or the slave trade in general, be located in the Project's limits of disturbance. Through this commitment and due to the extant diminished setting and feeling of the resource site, it is recommended that the Project will have no adverse effect on this resource. This recommendation reflects National Park Service Bulletin 36 (p. 19) regarding archaeological sites that are eligible under multiple criteria. Despite this recommendation, the FRA and DRPT recognize the importance of this site and acknowledge the history of this area, specifically as it relates to the slave trade. As such, the site is being considered a contributing element to the surrounding Shockoe Valley and Tobacco Row Historic District (127-0344) as part of this Project, and mitigation to the adverse effects on this district (as determined by your office in June 2018) will include stipulations associated with this significant site and its value as an important piece of Richmond's past.

Grave Yard for Free People of Color and Slaves (site 44HE1203)

The Grave Yard for Free People of Color and Slaves (site 44HE1203) is located north of Hospital Street. The site represents a cemetery established around 1816 and in use until the mid-nineteenth century. The area has been repeatedly modified in the twentieth century, including the construction of a gas station on a portion of the lot. There is no above-ground evidence of the site. Archaeological studies to identify portions of the cemetery were conducted several times by the Virginia Department of Transportation, but no physical evidence was uncovered. Due to its presence on numerous historic maps, though, the resource was recorded as an archaeological site during the DC2RVA Project and determined to be potentially eligible for the NRHP under Criterion D; the site's boundaries were determined based on historic map projections. Although the DHR concurred with DRPT's initial eligibility assessment in a letter dated June 12, 2018 that the portion of the site within the APE does not contribute to the eligibility of this resource, FRA and DRPT have elected to include the overall site within the roster of historic properties based on consulting party comments.

Using available data on the site's boundaries, the project team reworked roadway plans in this area to avoid any portion of the site that may have intact soils (Figure 5). The northern limit of disturbance for modifications to Hospital Street was reduced to parallel the existing street cut—an area that is already disturbed. Through this action, the Project now avoids areas of the site with any likely potential to contain interments or other significant archaeological deposits. It is recommended that the Project will have no adverse effect on this resource.

Site 44HE0357

Site 44HE0357 represents the archaeological remains of a late-eighteenth through nineteenth century privy and backyard complex. The site is located east of Main Street Station in Shockoe Bottom. The original effect determination was predicated on the construction of a parking deck in this area, which would have resulted in adverse effects to significant archaeological deposits. With the removal of the parking deck, this site is no longer in the APE as no construction activities are located within or near the site (see Figure 1 and Figure 2).

Railroad Y.M.C.A. (127-0344-0123)

The Railroad Y.M.C.A. (127-0344-0123) at 1552 East Main Street is a circa 1907 building constructed to provide recreational space for railroad workers and their families in the area. Previous plans for the Project included a multistory parking deck immediately to the rear of this building, which had the potential to diminish its integrity of setting, feeling and association resulting in an adverse effect determination. Due to the removal of the parking deck from project plans, no major project structural elements are in the general viewshed of this resource. Project plans do include addition of new platforms extending outward 15 feet alongside the existing rail viaduct and train shed on both the east and west sides of Main Street Station. These minimal changes will not diminish the characteristics that render this resource eligible for the NRHP (see Figure 2 for limits of disturbance in this area). As such, it is recommended that the Project will now have no adverse effect on this resource.

The remainder of the effect recommendations on individual resources and the Project's overall effect on historic properties presented on June 20, 2018 and July 9, 2018 remain unchanged. The attached table represents a full compendium of all 120 resources and effect determinations.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about these effect recommendations or cultural resource studies for this Project in general, please do not hesitate to contact Ms. Emily Stock, DRPT Project Manager, at (804) 591-4433 or via email at Emily.stock@drpt.virginia.gov, or me at (540) 899-9170 or via email at kbarile@dovetailcrg.com.

Sincerely,

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group

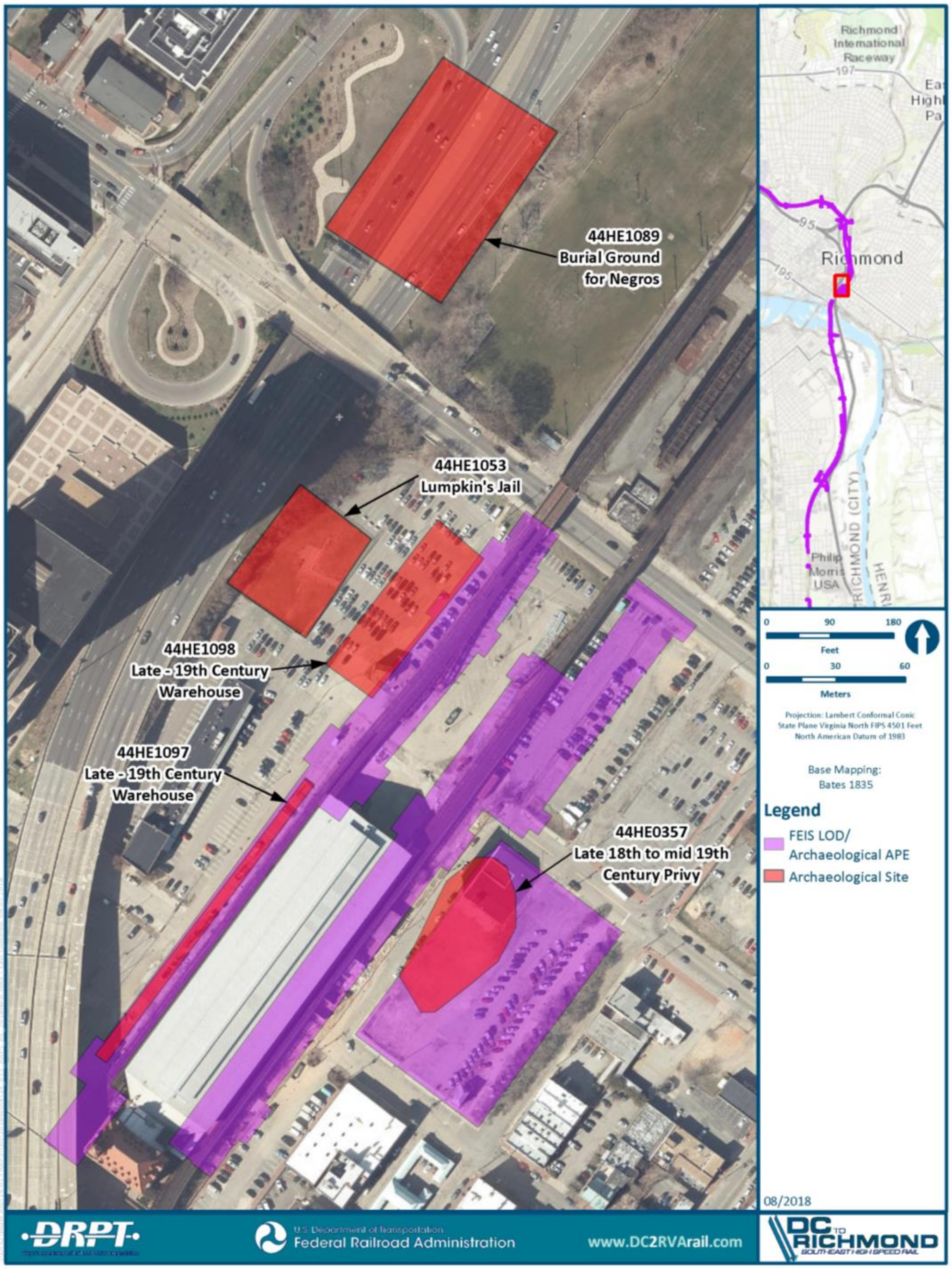
CC: Emily Stock, DRPT
John Winkle, FRA
Michael Estes, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that Lumpkin's Jail/Devil's Half Acre, Burial Ground for Negros, and the surrounding area do not meet the criteria of a Traditional Culural Property. They also concur that Lumpkin's Jail/Devil's Half Acre is within the APE of the DC2RVA Project (DHR #2014-0666) but Burial Ground for Negros is not wihtin the APE. The SHPO additionally concurs that the Preferred Alternative for the DC2RVA project will have no adverse effect on the Lumpkin's Jail/Devil's Half Acre site (44HE1053), Grave Yard for Free People of Color and Slaves (site 44HE1203), and Railroad Y.M.C.A. (127-0344-0123). Site 44HE0357 has been removed from the APE.

The project will continue to have an overall adverse effect on historic properties**.**

____ ________________________

Julie Langan, Director Date
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer


44HE1089
Burial Ground
for Negros
44HE1053
Lumpkin's Jail
44HE1098
Late - 19th Century
Warehouse
44HE1097
Late - 19th Century
Warehouse
44HE0357
Late 18th to mid 19th
Century Privy
Richmond International Raceway
Richmond
Philip Morris USA
RICHMOND (CITY)
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Feet
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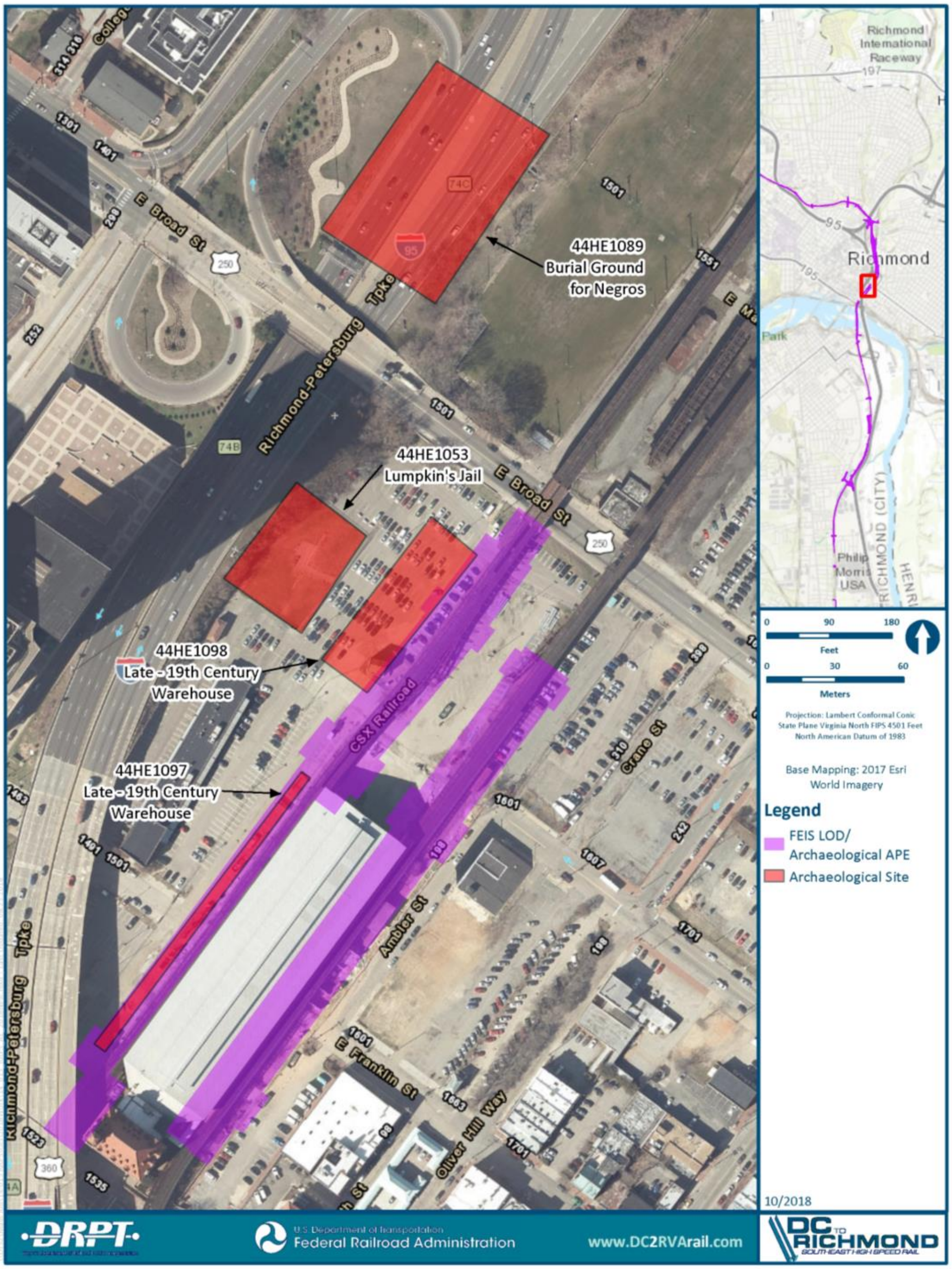
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping:
Bates 1835
Legend
FEIS LOD/ Archaeological APE
Archaeological Site
08/2018
DRPT
U.S. Department of Transportation
Federal Railroad Administration
www.DC2RVArail.com
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

FIGURE 1: PREVIOUS PROJECT LOD WITH THE PARKING DECK SHOWING THE LOCATIONS OF RECORDED SITES WITHIN THE GENERAL AREA.


44HE1089
Burial Ground
for Negros
44HE1053
Lumpkin's Jail
44HE1098
Late - 19th Century
Warehouse
44HE1097
Late - 19th Century
Warehouse
E Broad St
Richmond-Petersburg Tpke
CSX Railroad
Crane St
Ambler St
E Franklin St
Oliver Hill Way
Richmond International Raceway
Richmond
Philip Morris USA
RICHMOND (CITY)
0 90 180
Feet
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Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri
World Imagery
Legend
🟪 FEIS LOD/
Archaeological APE
🟥 Archaeological Site
10/2018
DRPT
U.S. Department of Transportation
Federal Railroad Administration
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FIGURE 2: CURRENT LOD SHOWING THE REMOVAL OF THE PARKING DECK AND SITES IN THE AREA.

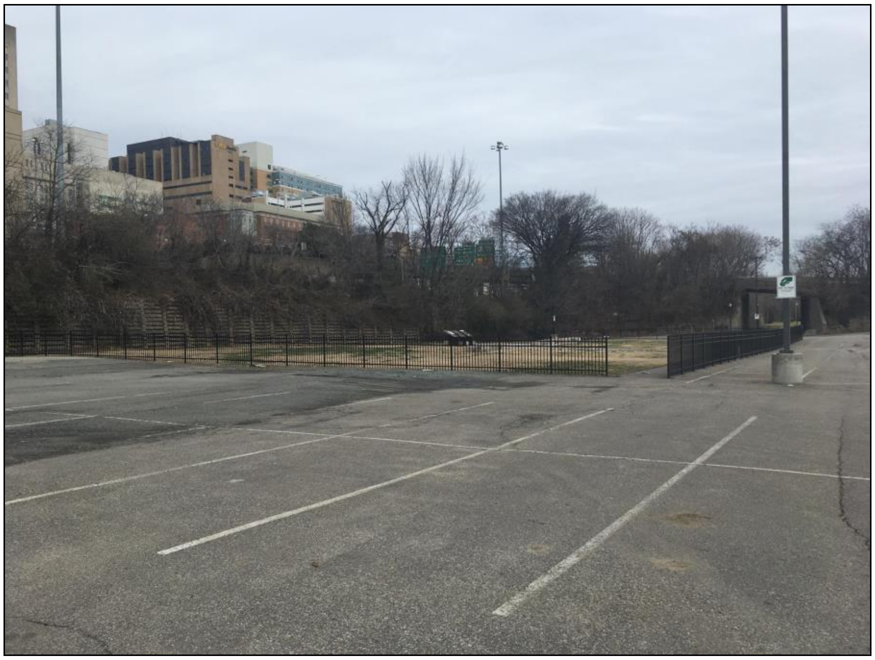


FIGURE 3: OVERVIEW OF LUMPKIN'S JAIL/DEVIL'S HALF ACRE SITE (44HE1053), LOOKING NORTHWEST.

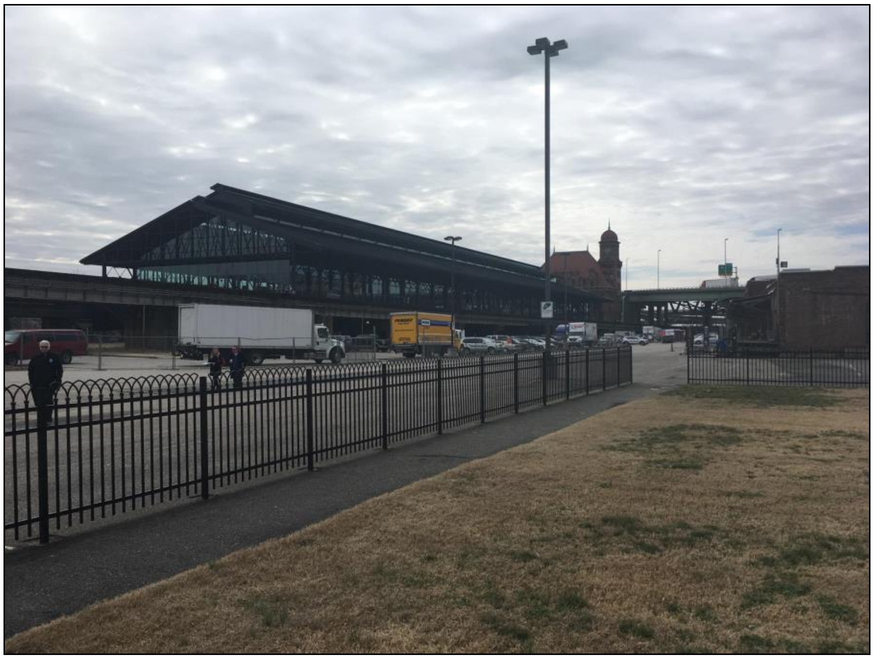
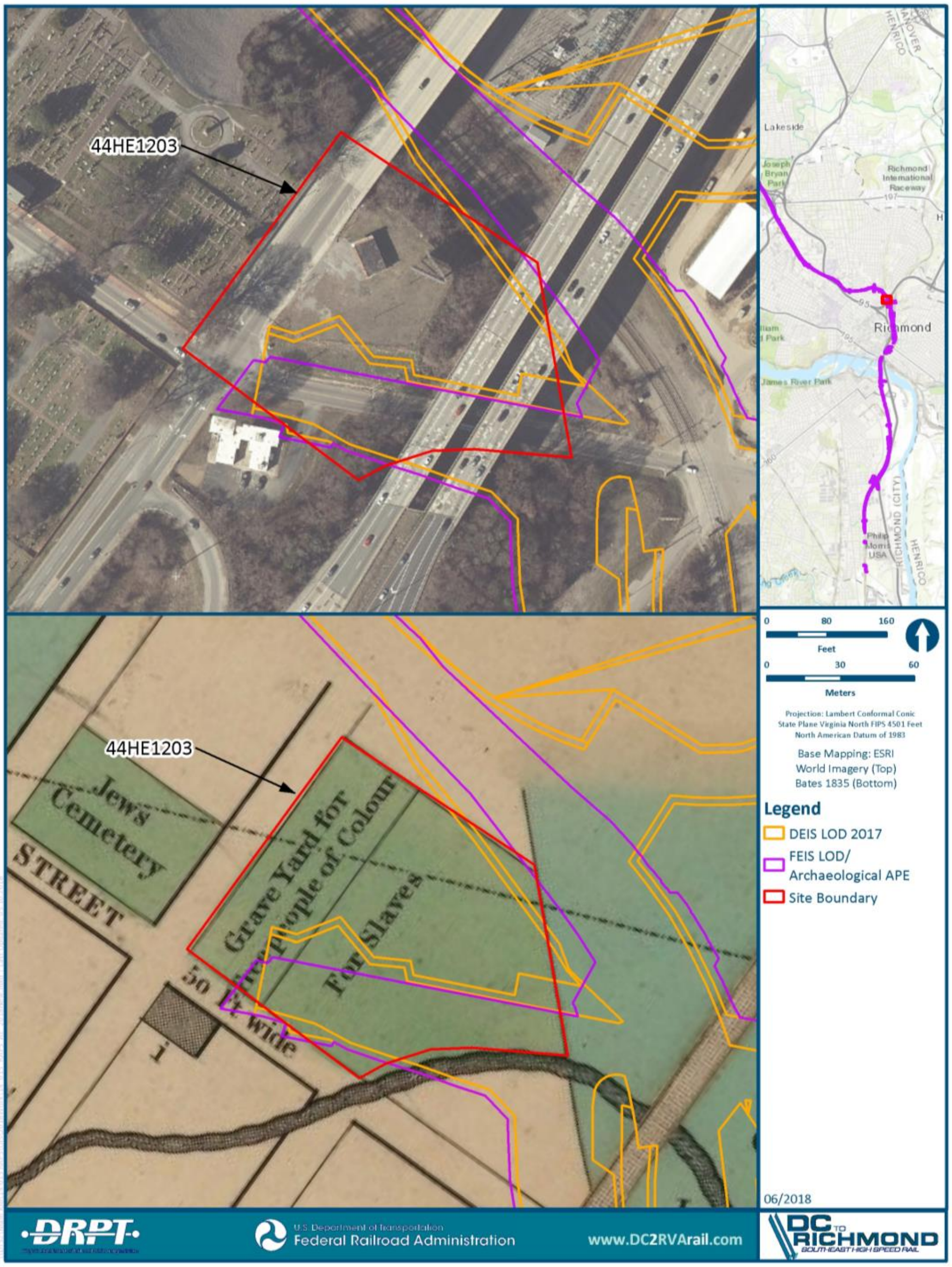


FIGURE 4: VIEW LOOKING FROM LUMPKIN'S JAIL/DEVIL'S HALF ACRE SITE (44HE1053) SOUTHEAST TO MAIN STREET STATION.


44HE1203
44HE1203
Jews' Cemetery
STREET
Grave Yard for Free People of Colour For Slaves
50 Ft. wide
Lakeside
Joseph Bryan Park
Richmond International Raceway
Richmond
James River Park
Philip Morris USA
HANOVER
HENRICO
RICHMOND (CITY)
0 80 160
Feet
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Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery (Top)
Bates 1835 (Bottom)
Legend
DEIS LOD 2017
FEIS LOD/ Archaeological APE
Site Boundary
06/2018
DRPT
U.S. Department of Transportation
Federal Railroad Administration
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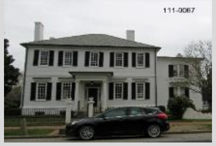
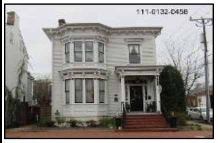
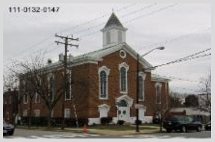
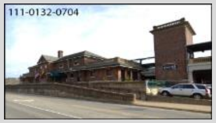
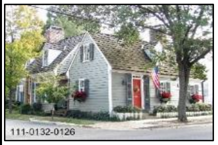
DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

FIGURE 5: BOUNDARIES OF GRAVE YARD FOR FREE PEOPLE OF COLOR AND SLAVES (SITE 44HE1203) AS SHOWIN ON MODERN AERIAL AND 1835 BAIST MAP. NOTE THE REDUCTION IN LOD BETWEEN 2017 (GOLD) AND 2018 (PURPLE).

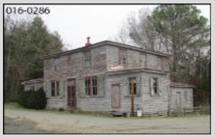
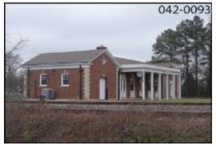
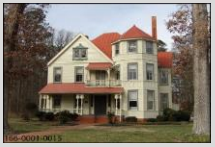
N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the “sole remaining example of a mill structure in Alexandria.”	Eligible under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building ais a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquon River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	500-0001-0022
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862–1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/Potentially Eligible under Criterion A	No Adverse	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse	111-0132-0025

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	111-0132-0020
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	111-0132-0522
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	111-0009-0795
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880–1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorsville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early–nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	
54	166-0001-0015	Business Office, Randolph-Macon , 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	166-0001-0008
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	166-0001-0055
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	166-0001-0060
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	166-0001-0077

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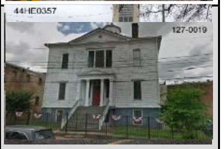
64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resources is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	043-0292-0001
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	

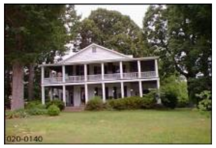
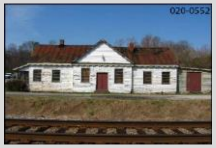
N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	44HE1203	Grave Yard for Free People of Color and Slaves	City of Richmond	1816	Historic maps from the early-nineteenth century represent this cemetery, used after the closing of the "Burial Ground for Negros" in Shockoe Bottom. The cemetery was in use from 1816 until the mid-nineteenth century. No above-ground evidence of the cemetery exists, and its integrity is unknown.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
85	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
86	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
87	44HE1053	Lumpkins Jail/Devil's Half Acre Site	City of Richmond	1830s-1850s	Site is the former location of a jail for enslaved individuals in operation during the decades before the Civil War. Archaeological excavations completed in 2006 and 2008 revealed features and artifacts under over 10 feet of fill. Site is within the visual APE but will not be physically impacted by the project.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
88	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
89	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
90	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
91	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	
92	127-0019	Masons' Hall, 1805 Franklin Street	City of Richmond	1785	Mason's Hall, a two-story, three-bay frame structure on a brick english basement, is the oldest building in the United States erected for Masonic purposes that has continually been used as a Masonic Hall since its construction.	Listed under Criteria A and C	No Adverse	
93	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	No Adverse	127-0344-0123
94	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
95	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
96	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	No Adverse	
97	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
98	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
99	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
100	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	
101	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	
102	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	Eligible under Criteria A, C, and D	No Adverse	127-6245 WILLIAMS BRIDGE COMPANY
103	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	
104	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	
105	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company’s tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	
106	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	
107	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	
108	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
109	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	020-5320 S 11 PROCTOR'S CREEK FIGHT
110	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	
111	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
112	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
113	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
114	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
115	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
116	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
117	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
118	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	
119	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	
120	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

600 E. Main Street, Suite 1200
Richmond, VA 23219

November 20, 2018

Mr. Marc Holma
Division of Review and Compliance
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

RE: Project Eligibility and Effect- Addendum #2
Southeast High Speed Rail (DC2RVA) Project, Washington, D.C. to Richmond Segment
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). On June 20, 2018, the DC2RVA team submitted a summary of historic properties located in the Area of Potential Effects (APE) (n=118) and recommendations on project effect. This list of historic properties was based on three years of technical studies and correspondence and meetings with consulting parties. Your agency concurred with the list of historic properties and effect determinations in a letter dated June 28, 2018.

Three additional consulting party meetings were concurrently held in June 2018 to discuss this list of historic properties and effect determinations. Based on these meetings, one additional historic property was added to the roster: Masons' Hall in Richmond (127-0019). The total number of historic properties was revised to be 119. A revised effect determination letter was submitted on July 9, 2018 and your concurrence was received on July 18, 2018.

Since submitting the revised effect determination, one design change has been made to the Project. A three-story parking deck proposed to be constructed east of Main Street Station in Richmond has been removed, along with associated roadway modifications. In addition, a third round of consulting party meetings and associated conference calls was held in October 2018 and additional feedback on historic properties and effect were received. All feedback received in meetings, via email, through telephone calls, and as hard-copy letters has been evaluated and thoroughly discussed with the FRA, DRPT, Advisory Council on Historic Preservation (ACHP), and the Virginia Department of Historic Resources (DHR), as well as with the consulting parties.

Dialogues associated with the Project redesigns and extensive feedback have resulted in additional modifications to the list of historic properties and project effect. In sum, two related resources have been evaluated as a potential Traditional Cultural Property (TCP) (Lumpkin's Jail/Devil's Half Acre Site [44HE1053] and "Burial Ground for Negros" [44HE1089]), two archaeological sites have been added to the list of historic properties (Lumpkin's Jail/Devil's Half Acre Site [44HE1053] and Grave Yard for Free People of Color and Slaves [44HE1203]), one resource has been removed from the list of historic properties (site 44HE0357), and one resource has a recommended effect change (Railroad Y.M.C.A. [127-0344-0123]). Additional details on these resources are below. In total, with these changes, the number of historic properties in the APE has increased to 120.

Lumpkin's Jail/Devil's Half Acre site (44HE1053) and "Burial Ground for Negros" (44HE1089)

The Lumpkins Jail/Devil's Half Acre site (44HE1053) is located west of Main Street Station in Shockoe Bottom (Figure 1 and Figure 2). The "Burial Ground for Negros" (44HE1089) is located nearby, north of Broad Street and east of I-95. On July 20, 2018, the National Trust for Historic Preservation (NTHP) submitted a letter to DRPT stating that they believed that the two sites, as well as several to-be-recorded resources, comprised a TCP representing the Richmond slave trade. Since receipt of their letter, FRA and DRPT have held numerous meetings with the DHR, ACHP, and consulting parties to evaluate this area as a potential TCP. They have also conducted extensive research and coordination on TCPs in general, TCPs in Virginia, and the Shockoe area as a TCP in particular, to assure that all avenues have been explored. According to the National Park Service (NPS), a TCP is: "a property that is eligible for inclusion in the National Register based on its associations with the cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institutions of a living community. TCPs are rooted in a traditional community's history and are important in maintaining the continuing cultural identity of the community." Data gathered as part of the TCP review has been discussed with the FRA, DRPT, ACHP, and DHR to solicit their input and ascertain the path forward. Based on this consultation, FRA recommends that the Shockoe area does not meet the definition of a TCP based on the extant information at hand and its interpretation of this type of resource.

Beyond considering this area as a TCP, the NTHP also requested that both Lumpkin's Jail/Devil's Half Acre and Burial Ground for Negros should be included in the APE. The APE was initially coordinated with the DHR in February 2015. The extent was based on the previous Richmond to Raleigh High Speed Rail study and included different APEs for above- and below-ground resources. Based on cultural resource studies, modifications to the project design, and input from consulting parties, the APE has been modified since that time to include resources wherein the Project has the potential to impact character-defining features of a resource. The NTHP stated that the APE is inconsistent with Section 106 regulations and requested that the APE in Shockoe be enlarged to include the Lumpkin's Jail Site (44HE1053) and the Burial Ground for Negros (44HE1089).

Expansion of the APE in this area was discussed extensively with involved agencies and presented to consulting parties on October 12, 2018. Through these dialogues, it is recommended that the APE should be expanded to include the Lumpkin's Jail Site but not the Burial Ground for Negros. Although numerous archaeological studies have been completed to locate the Burial Ground for Negros, no physical evidence of this site has yet to be uncovered. As such, the data potential and significance of this site is unknown, and this site is not included in the APE. Archaeological studies at Lumpkin's Jail/Devil's Half Acre occurred in 2006 and 2008 and features and artifacts representing Richmond's slave trade were uncovered beneath over 10 feet of fill. Although the site has not received a formal eligibility determination from the DHR, based on numerous dialogues and meetings regarding this resource, the FRA and DRPT are including the site in APE and assuming eligibility of this site under Criterion A for its association with the slave trade industry and under Criterion D as an archaeological site for its ability to provide information on area history.

In addition to examining its inclusion in the APE, FRA also evaluated the potential project effect on this historic property. As a resource assumed eligible under Criterion A, the applicable aspects of integrity that render an association with the slave trade are location, design, materials, workmanship, and association. None of these aspects will be altered by the current Project. While the Project may alter the integrity of setting and feeling of the resource due to the widening of one rail platform by approximately 15 feet and increase in train traffic, these two aspects of integrity do not contribute to the overall eligibility of the site as they have been severely impacted over many years by the channeling of Shockoe Creek, construction of I-95, and other large-scale development and re-development in this area (Figure 3 and Figure 4).

Regarding Criterion D, the site is located over 300 feet west of the closest project element, and no subsurface disturbance will occur within or near the site boundaries (see Figure 2). Regardless, FRA and DRPT are committed to completing archaeological monitoring and data recovery in all areas where subsurface construction activities for the Project are required in the vicinity of this site and Main Street Station. Archaeological excavations will be completed prior to construction should artifact-bearing deposits associated with this site, or the slave trade in general, be located in the Project's limits of disturbance. Through this commitment and due to the extant diminished setting and feeling of the resource site, it is recommended that the Project will have no adverse effect on this resource. This recommendation reflects National Park Service Bulletin 36 (p. 19) regarding archaeological sites that are eligible under multiple criteria. Despite this recommendation, the FRA and DRPT recognize the importance of this site and acknowledge the history of this area, specifically as it relates to the slave trade. As such, the site is being considered a contributing element to the surrounding Shockoe Valley and Tobacco Row Historic District (127-0344) as part of this Project, and mitigation to the adverse effects on this district (as determined by your office in June 2018) will include stipulations associated with this significant site and its value as an important piece of Richmond's past.

Grave Yard for Free People of Color and Slaves (site 44HE1203)

The Grave Yard for Free People of Color and Slaves (site 44HE1203) is located north of Hospital Street. The site represents a cemetery established around 1816 and in use until the mid-nineteenth century. The area has been repeatedly modified in the twentieth century, including the construction of a gas station on a portion of the lot. There is no above-ground evidence of the site. Archaeological studies to identify portions of the cemetery were conducted several times by the Virginia Department of Transportation, but no physical evidence was uncovered. Due to its presence on numerous historic maps, though, the resource was recorded as an archaeological site during the DC2RVA Project and determined to be potentially eligible for the NRHP under Criterion D; the site's boundaries were determined based on historic map projections. Although the DHR concurred with DRPT's initial eligibility assessment in a letter dated June 12, 2018 that the portion of the site within the APE does not contribute to the eligibility of this resource, FRA and DRPT have elected to include the overall site within the roster of historic properties based on consulting party comments.

Using available data on the site's boundaries, the project team reworked roadway plans in this area to avoid any portion of the site that may have intact soils (Figure 5). The northern limit of disturbance for modifications to Hospital Street was reduced to parallel the existing street cut—an area that is already disturbed. Through this action, the Project now avoids areas of the site with any likely potential to contain interments or other significant archaeological deposits. It is recommended that the Project will have no adverse effect on this resource.

Site 44HE0357

Site 44HE0357 represents the archaeological remains of a late-eighteenth through nineteenth century privy and backyard complex. The site is located east of Main Street Station in Shockoe Bottom. The original effect determination was predicated on the construction of a parking deck in this area, which would have resulted in adverse effects to significant archaeological deposits. With the removal of the parking deck, this site is no longer in the APE as no construction activities are located within or near the site (see Figure 1 and Figure 2).

Railroad Y.M.C.A. (127-0344-0123)

The Railroad Y.M.C.A. (127-0344-0123) at 1552 East Main Street is a circa 1907 building constructed to provide recreational space for railroad workers and their families in the area. Previous plans for the Project included a multistory parking deck immediately to the rear of this building, which had the potential to diminish its integrity of setting, feeling and association resulting in an adverse effect determination. Due to the removal of the parking deck from project plans, no major project structural elements are in the general viewshed of this resource. Project plans do include addition of new platforms extending outward 15 feet alongside the existing rail viaduct and train shed on both the east and west sides of Main Street Station. These minimal changes will not diminish the characteristics that render this resource eligible for the NRHP (see Figure 2 for limits of disturbance in this area). As such, it is recommended that the Project will now have no adverse effect on this resource.

The remainder of the effect recommendations on individual resources and the Project's overall effect on historic properties presented on June 20, 2018 and July 9, 2018 remain unchanged. The attached table represents a full compendium of all 120 resources and effect determinations.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about these effect recommendations or cultural resource studies for this Project in general, please do not hesitate to contact Ms. Emily Stock, DRPT Project Manager, at (804) 591-4433 or via email at Emily.stock@drpt.virginia.gov, or me at (540) 899-9170 or via email at kbarile@dovetailcrg.com.

Sincerely,

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group

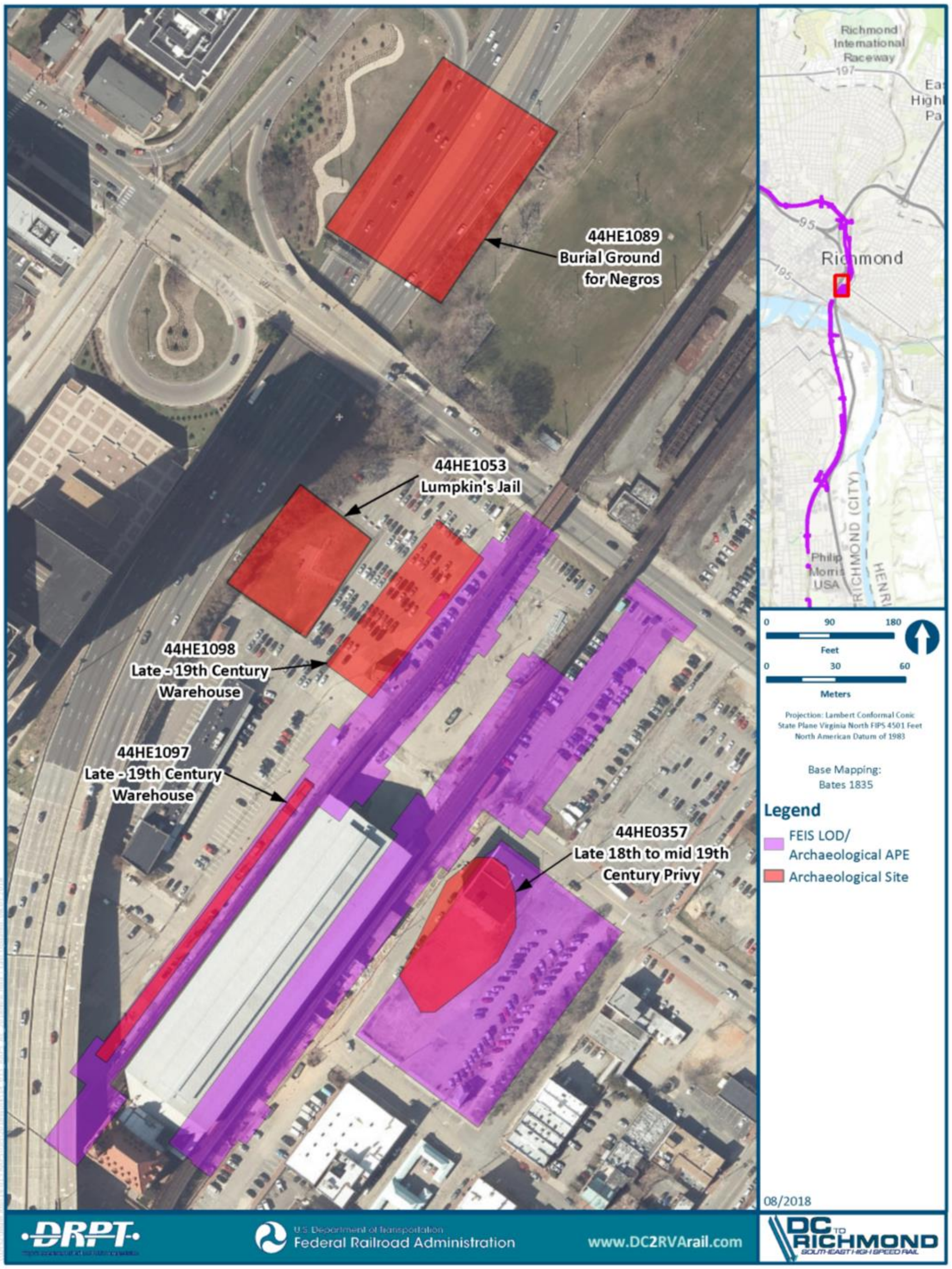
CC: Emily Stock, DRPT
John Winkle, FRA
Michael Estes, HDR
Carey Burch, HDR
Stephen Walter, Parsons

The Virginia SHPO concurs that Lumpkin's Jail/Devil's Half Acre, Burial Ground for Negros, and the surrounding area do not meet the criteria of a Traditional Culural Property. They also concur that Lumpkin's Jail/Devil's Half Acre is within the APE of the DC2RVA Project (DHR #2014-0666) but Burial Ground for Negros is not wihtin the APE. The SHPO additionally concurs that the Preferred Alternative for the DC2RVA project will have no adverse effect on the Lumpkin's Jail/Devil's Half Acre site (44HE1053), Grave Yard for Free People of Color and Slaves (site 44HE1203), and Railroad Y.M.C.A. (127-0344-0123). Site 44HE0357 has been removed from the APE.

The project will continue to have an overall adverse effect on historic properties**.**

____ _________________________

Julie Langan, Director Date
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer


44HE1089
Burial Ground
for Negros
44HE1053
Lumpkin's Jail
44HE1098
Late - 19th Century
Warehouse
44HE1097
Late - 19th Century
Warehouse
44HE0357
Late 18th to mid 19th
Century Privy
Richmond International Raceway
Richmond
95
195
RICHMOND (CITY)
Philip Morris USA
0 90 180
Feet
0 30 60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping:
Bates 1835
Legend
FEIS LOD/
Archaeological APE
Archaeological Site
08/2018
DRPT
U.S. Department of Transportation
Federal Railroad Administration
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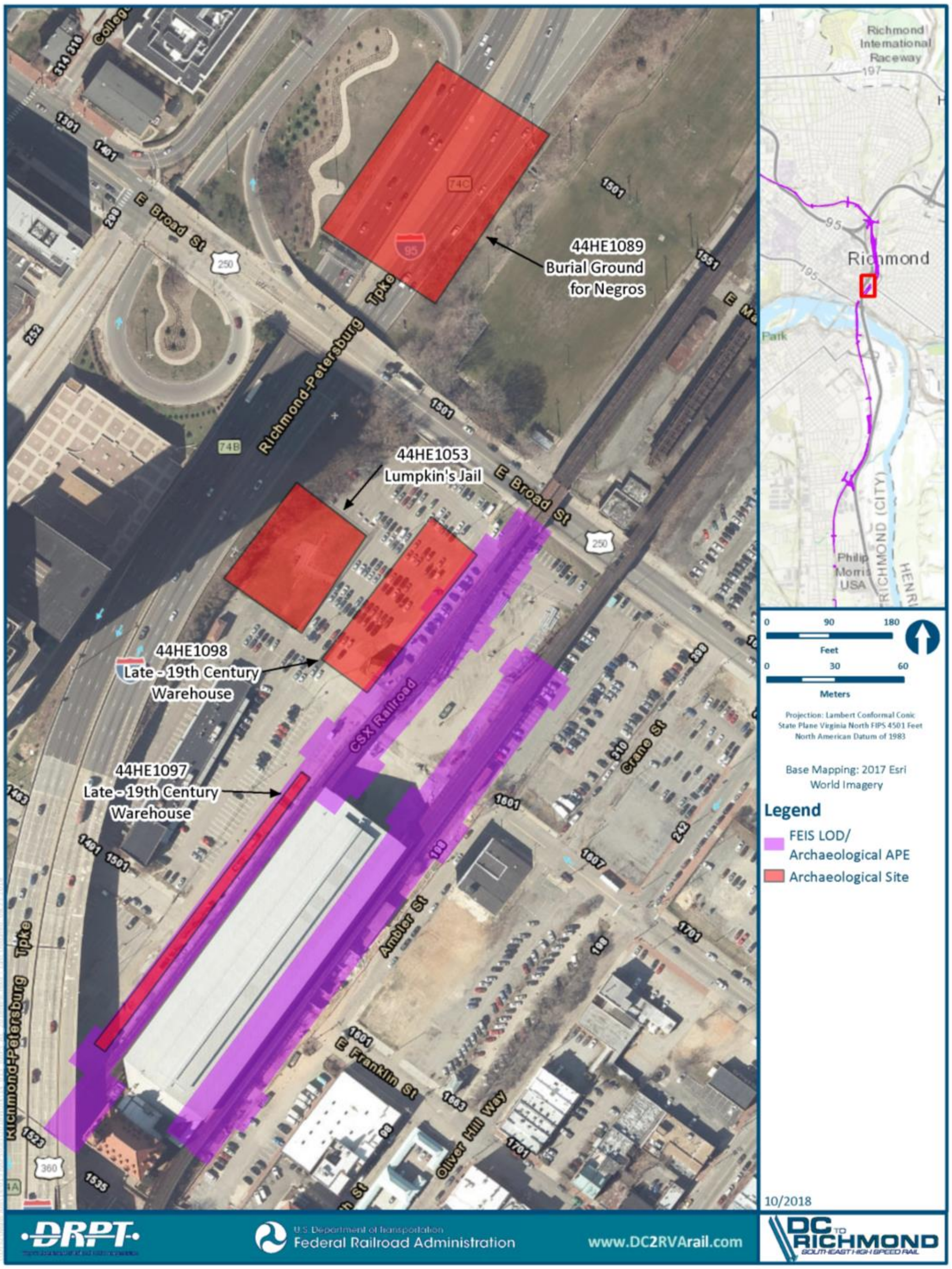
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

FIGURE 1: PREVIOUS PROJECT LOD WITH THE PARKING DECK SHOWING THE LOCATIONS OF RECORDED SITES WITHIN THE GENERAL AREA.


44HE1089
Burial Ground
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Late - 19th Century
Warehouse
44HE1097
Late - 19th Century
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E Broad St
Richmond-Petersburg Tpke
CSX Railroad
Crane St
Ambler St
E Franklin St
Oliver Hill Way
Richmond International Raceway
Richmond
Park
Philip Morris USA
RICHMOND (CITY)
0 90 180
Feet
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Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri
World Imagery
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Archaeological APE
Archaeological Site
10/2018
DRPT
U.S. Department of Transportation
Federal Railroad Administration
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SOUTHEAST HIGH SPEED RAIL

FIGURE 2: CURRENT LOD SHOWING THE REMOVAL OF THE PARKING DECK AND SITES IN THE AREA.

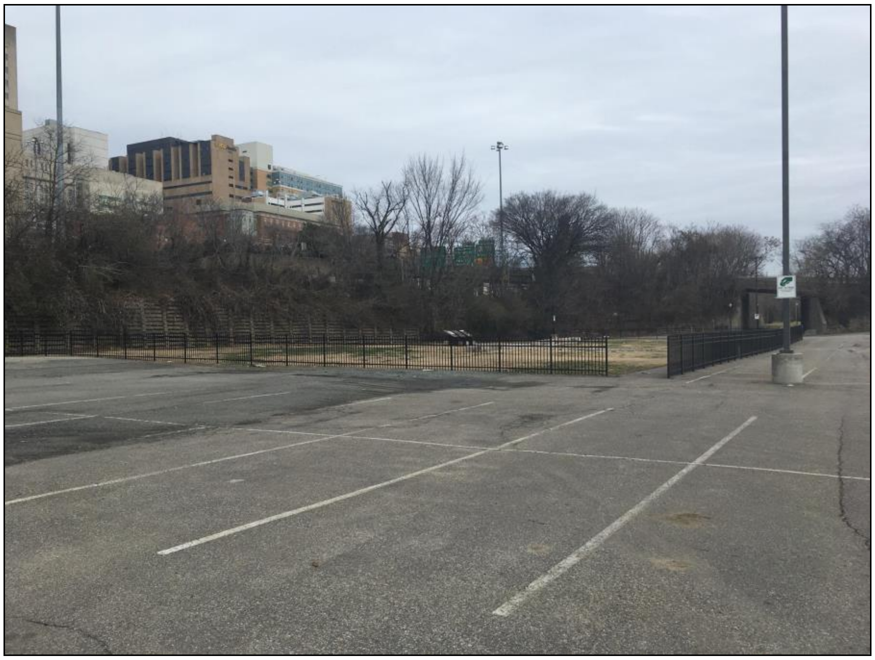

FIGURE 3: OVERVIEW OF LUMPKIN'S JAIL/DEVIL'S HALF ACRE SITE (44HE1053), LOOKING NORTHWEST.

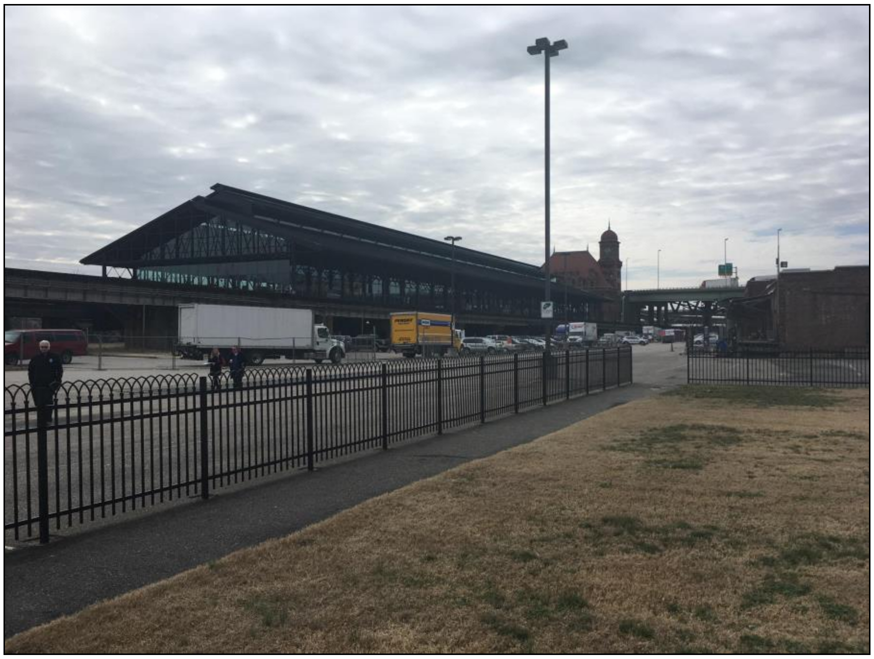

FIGURE 4: VIEW LOOKING FROM LUMPKIN'S JAIL/DEVIL'S HALF ACRE SITE (44HE1053) SOUTHEAST TO MAIN STREET STATION.

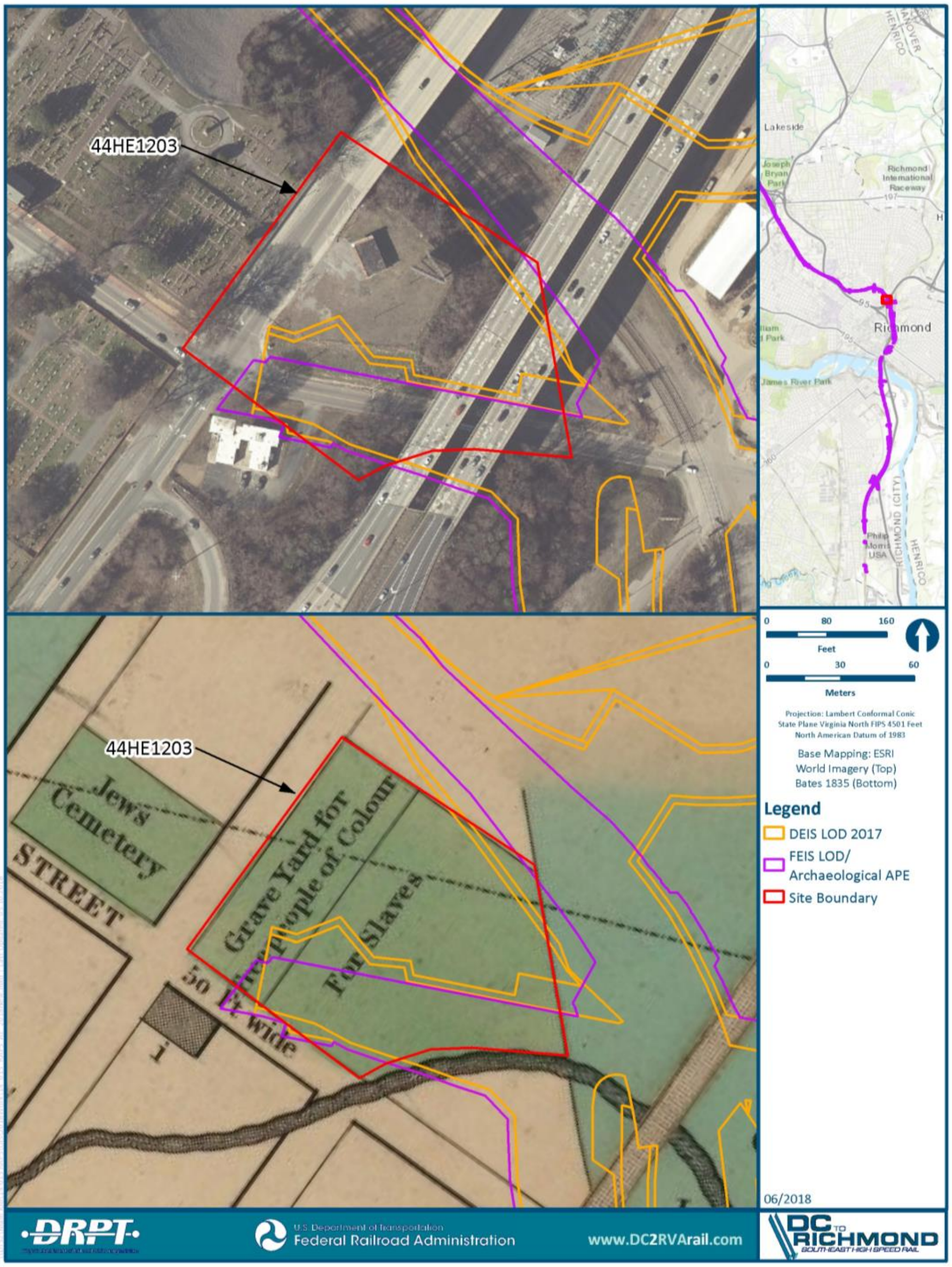
44HE1203
44HE1203
Jews Cemetery
Grave Yard for People of Colour
For Slaves
STREET
50 Ft wide
Lakeside
Richmond
0 80 160
Feet
0 30 60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery (Top)
Bates 1835 (Bottom)
Legend
DEIS LOD 2017
FEIS LOD/
Archaeological APE
Site Boundary
06/2018
U.S. Department of Transportation
Federal Railroad Administration
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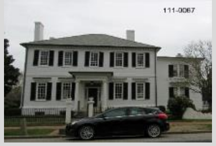
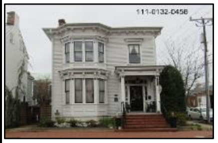
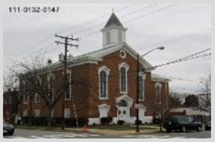
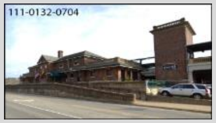
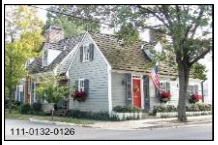
FIGURE 5: BOUNDARIES OF GRAVE YARD FOR FREE PEOPLE OF COLOR AND SLAVES (SITE 44HE1203) AS SHOWIN ON MODERN AERIAL AND 1835 BAIST MAP. NOTE THE REDUCTION IN LOD BETWEEN 2017 (GOLD) AND 2018 (PURPLE).

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Eligible under Criteria A and C	No Adverse	

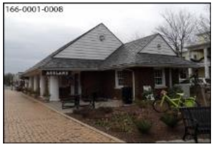
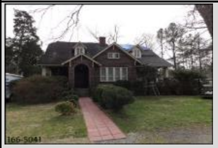
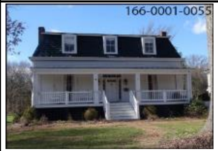
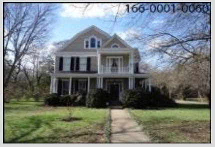
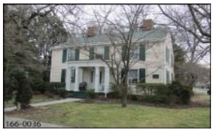
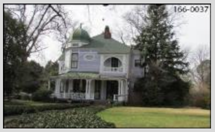
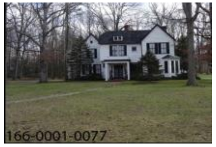
N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building ais a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquon River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	500-0001-0022
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862–1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/Potentially Eligible under Criterion A	No Adverse	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse	111-0132-0025

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	111-0132-0020
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	111-0132-0522
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	111-0009-0795
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880–1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorsville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early–nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	
54	166-0001-0015	Business Office, Randolph-Macon , 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	166-0001-0015

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resources is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	043-0694 Gulf
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	043-0292-0001
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	

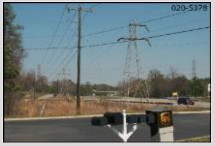
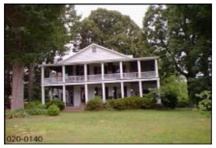
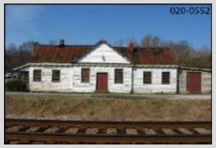
N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	44HE1203	Grave Yard for Free People of Color and Slaves	City of Richmond	1816	Historic maps from the early-nineteenth century represent this cemetery, used after the closing of the "Burial Ground for Negros" in Shockoe Bottom. The cemetery was in use from 1816 until the mid-nineteenth century. No above-ground evidence of the cemetery exists, and its integrity is unknown.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
85	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
86	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
87	44HE1053	Lumpkins Jail/Devil's Half Acre Site	City of Richmond	1830s-1850s	Site is the former location of a jail for enslaved individuals in operation during the decades before the Civil War. Archaeological excavations completed in 2006 and 2008 revealed features and artifacts under over 10 feet of fill. Site is within the visual APE but will not be physically impacted by the project.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
88	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
89	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
90	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
91	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	
92	127-0019	Masons' Hall, 1805 Franklin Street	City of Richmond	1785	Mason's Hall, a two-story, three-bay frame structure on a brick english basement, is the oldest building in the United States erected for Masonic purposes that has continually been used as a Masonic Hall since its construction.	Listed under Criteria A and C	No Adverse	44HE0357 127-0019
93	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	No Adverse	127-0344-0123
94	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
95	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
96	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	No Adverse	
97	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
98	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
99	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
100	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	
101	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	
102	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	Eligible under Criteria A, C, and D	No Adverse	127-6245 WILLIAMS BRIDGE COMPANY
103	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	
104	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	
105	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company’s tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	
106	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	
107	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	
108	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
109	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	020-5320 S 11 PROCTOR'S CREEK FIGHT
110	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	
111	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
112	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
113	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
114	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
115	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
116	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
117	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
118	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	
119	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant’s quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	
120	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	

The Virginia SHPO concurs that Lumpkin's Jail/Devil's Half Acre, Burial Ground for Negros, and the surrounding area do not meet the criteria of a Traditional Culural Property. They also concur that Lumpkin's Jail/Devil's Half Acre is within the APE of the DC2RVA Project (DHR #2014-0666) but Burial Ground for Negros is not wihtin the APE. The SHPO additionally concurs that the Preferred Alternative for the DC2RVA project will have no adverse effect on the Lumpkin's Jail/Devil's Half Acre site (44HE1053), Grave Yard for Free People of Color and Slaves (site 44HE1203), and Railroad Y.M.C.A. (127-0344-0123). Site 44HE0357 has been removed from the APE.

The project will continue to have an overall adverse effect on historic properties.

1/4/19

for Julie Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Date

APPENDIX E4
SHPO MOA CORRESPONDENCE

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA revised MOA

1 message

Kerri Barile <kbarile@dovetailcrg.com> Fri, Dec 21, 2018 at 4:50 PM
To: John Winkle <john.winkle@dot.gov>, Sarah Stokely <sstokely@achp.gov>, Jaime Loichinger <jloichinger@achp.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>

Dear DC2RVA MOA signatories,

Thank you so very much for your continued feedback and thoughts as we work through the complex 106 process for the DC to Richmond Southeast High Speed Rail project! Over the past four years, and particularly over the past six months, we have garnered an incredible amount of data on this corridor including significant public and consulting party feedback. I've attached a revised MOA (both a Track Changes copy and a Clean copy as sometimes the track changes copy gets a bit dizzying) to this document that is inclusive of all of the feedback received to date, including:

- Edits to the first draft from the Virginia AG's office received in September 2018
- Edits to the first draft from the FRA received in November 2018
- Edits made based on DHR review and updated effect determinations
- Edits made by DRPT and team to address comments received during the scores of communications with consulting parties and the public regarding cultural resources along the corridor
- Additional edits and thoughts as received from DRPT, FRA, ACHP, DHR, and others throughout the process

In addition to the revised MOA, I've also attached an excel sheet that outlines all of the actual mitigation stipulation changes that have occurred since the original draft. This shows what modifications were made based on consulting party feedback to address their requests and concerns....and to have all mitigation in one spot as scrolling through so many pages is daunting!

Lastly, just a quick note that I reduced the quality of the maps so that the documents can be easily emailed. I will replace them with full-quality versions when the document goes final.

Again, thank you again for your help and please let me, Emily Stock, or any other team member know if we can address any questions. I will be sending this MOA in clean format to consulting parties for their concurrent review likely next week to assure that all comments are received and considered prior to ratifying the document.

I hope you all have a wonderful holiday!
Kerri

--

Kerri S. Barile, Ph.D., RPA | **President**
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

DOVETAIL
CULTURAL RESOURCE GROUP

11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
721 Philadelphia Pike, Wilmington, Delaware 19809
Knowing the Past — Building the Future
www.dovetailcrg.com

3 attachments

DC2RVA MOA_Draft 4_12.21.18.docx
5310K

DC2RVA MOA_Draft 4_12.21.18_CLEAN.docx
5005K

CR mitigation changes.xlsx
15K

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

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draft SEHSR DC2RVA PA

1 message

Holma, Marc <marc.holma@dhr.virginia.gov> Wed, Jan 16, 2019 at 4:46 PM
To: Kerri Barile <kbarile@dovetailcrg.com>

Kerri,

Here are DHR's comments on the draft PA. Please distribute them as necessary.

Marc

--
Marc Holma
Architectural Historian
Division of Review and Compliance
(804) 482-6090
marc.holma@dhr.virginia.gov

DC2RVA MOA_Draft 4_12.21.18_CLEAN (1).docx
5134K

Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA Draft MOA: ACHP Comments

1 message

Holma, Marc <marc.holma@dhr.virginia.gov> Mon, Feb 11, 2019 at 1:37 PM
To: Kerri Barile <kbarile@dovetailcrg.com>
Cc: Sarah Stokely <sstokely@achp.gov>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, John Winkle <john.winkle@dot.gov>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>

DHR has used similar language in other agreement documents to indicate that it's not the federal agency itself doing the work, but a consultant hired by the federal agency.

Marc

On Mon, Feb 11, 2019 at 1:31 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Hi Sarah,
>
> Thank you again for your edits to the MOA. I'm making them now. I just had one quick question. As you alluded to in your sidebar comments, DRPT will be using a consultant to do the mitigation commitments but they aren't sure who they will be using. That's why the DHR suggested the "or cause to be created" language. Would it be acceptable to you (and the other signatories) if we amend this line by saying "or cause to be created through the engagement of a qualified consultant"? Or is there other verbiage you would suggest to convey this thought?
>
> My goal is to have a revised MOA to all signatories tomorrow that is inclusive of ACHP and consulting party comments.
>
> Thanks again!
> Kerri
>
> On Fri, Feb 8, 2019 at 6:50 PM Sarah Stokely <sstokely@achp.gov> wrote:
>
>> Dear Kerri,
>>
>> The Advisory Council on Historic Preservation (ACHP) has completed its review of the *Draft Memorandum of Agreement among the Federal Railroad Administration, the Virginia Historic Preservation Office, the Advisory Council on Historic Preservation, and the Virginia Department of Rail and Public Transportation Regarding the Washington, D.C. to Richmond, Virginia Southeast High Speed Rail Project* submitted to ACHP via email on January 22, 2019.
>>
>> This is a comprehensive Memorandum of Agreement (MOA) and it contains a good process for addressing the undertaking's adverse effects. Our comments generally focus on clarifying roles and responsibilities, ensuring consistency in the administrative stipulations with our guidance, and addressing the applicability of design guidelines for any new construction in or near historic properties. We have provided our comments, insertions, and red line edits in the attached Word document.
>>
>> We understand FRA's desire to move forward with this agreement. This Section 106 agreement document, therefore, should adhere to our regulations and be comprehensive so as to avoid the potential for subsequent procedural challenges. Accordingly, we urge FRA to consider revising the agreement document to address all comments provided by consulting parties. If you have any questions, please feel free to contact me.
>>
>> Thank you,
>>
>> Sarah
>>
>> Sarah C. Stokely
>>
>> Program Analyst
>>
>> Advisory Council on Historic Preservation
>>
>> Telephone: 202-517-0224
>>
>> Fax: 202-517-6381
>>
>> Email: sstokely@achp.gov
>
> --
>
> **Kerri S. Barile, Ph.D., RPA** | **President**
> Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
> kbarile@dovetailcrg.com
>
> 11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408

> 721 Philadelphia Pike, Wilmington, Delaware 19809
> ***Knowing the Past — Building the Future***
> **www.dovetailcrg.com**

--
Marc Holma
Architectural Historian
Division of Review and Compliance
(804) 482-6090
marc.holma@dhr.virginia.gov

Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA MOA/DHR edits

1 message

Kirchen, Roger <roger.kirchen@dhr.virginia.gov> Wed, Feb 20, 2019 at 2:28 PM
To: Kerri Barile <kbarile@dovetailcrg.com>
Cc: Sarah Stokely <sstokely@achp.gov>, John Winkle <john.winkle@dot.gov>, "Orlaskey, Daniel (FRA)" <daniel.orlaskey@dot.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>

I'm OK with the proposed change to address our comments on the post-review discoveries stipulation.

Roger W. Kirchen, Director
Review and Compliance Division
Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221
phone: 804-482-6091
www.dhr.virginia.gov

On Wed, Feb 20, 2019 at 8:05 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Hi Sarah and John (and Dan),
>
> (Dan, I added you here as I know John is out of town and I wasn't sure if you are looking at any of this while he is gone- delete if you are staying away!)
>
> Attached are the DHR's latest round of comments on the DC2RVA MOA. They are made to the clean Draft 6 wherein ACHP and NTHP edits have been made but the latest FRA edits have NOT yet been rendered to the document. I wanted to send these to you so you can see their feedback. There are just a couple of word changes and one comment, which I have addressed with an edit. (Roger and Marc- this edit work for you?)
>
> Once I get ACHP and DRPTs next round of edits (and any ensuing comments from FRA on the DHR edits), I will merge all of the post Draft 6 edits into one document and send them around as a Track Changes document along with a clean Draft 7 for another review.
>
> Thanks!
> Kerri
>
> --
>
> **Kerri S. Barile, Ph.D., RPA | President**
> Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
> kbarile@dovetailcrg.com
>
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> 721 Philadelphia Pike, Wilmington, Delaware 19809
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APPENDIX E5

CONSULTING PARTY AND PUBLIC INVITATIONS, EMAILS, LETTERS, AND OTHER CORRESPONDENCE

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

U.S. Department
of Transportation
**Federal Railroad
Administration**

1200 New Jersey Ave. SE
Washington, DC 20590

FEB 1 3 2018

Chief Anne Richardson
Rappahannock Indian Tribe
5036 Indian Neck Road
Indian Neck, VA 23148

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment (DC2RVA)

Dear Chief Richardson,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The Project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (Mile Post (MP) CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County) – see attached corridor map. The Tier II EIS will involve further analysis of the route alignments and improvement concepts progressed through the 2002 Tier I EIS and Record of Decision (ROD) covering the Southeast High Speed Rail (SEHSR) corridor between Charlotte, NC and Washington, D.C. Additional information on the Tier II EIS may be found at the project website (www.DC2RVArail.com).

This Tier II EIS is receiving federal funding through the FRA, which is the lead Federal agency for the EIS, and if constructed, the Project will require permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the federal agency approvals and funding, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. FRA and DRPT have completed initial cultural resources surveys, including defining the Project's limits of disturbance, and are preparing to start a second round of surveys.

In accordance with regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential Project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because the Rappahannock Tribe is now a federally recognized tribe and potentially has an interest in historic property issues in the general Project area, we would like to extend to you the opportunity to participate in the Project studies as a consulting party. If you or your organization would like to participate as such, including the opportunity to review the any cultural resource documents, please provide a written request to this effect directed to me.

The Project has been ongoing for a little over three years. On October 23, 2014, FRA published in the Federal Register a Notice of Intent to prepare the EIS. On September 8, 2017, FRA published the Draft EIS. The public comment period for the Draft EIS recently closed and FRA and DRPT are preparing the Final EIS. In addition, we have already had one round of consulting party meetings, but are planning another round later this year. If the Rappahannock Tribe would like to participate in the Project as a consulting party, FRA will ensure that you have sufficient opportunities to do so, including, if you'd prefer, in person government-to-government meetings with FRA or additional in-person meetings with FRA and DRPT.

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties specifically or the cultural resources surveys that are being conducted as part of the Section 106 process, please feel free to contact John Winkle of my staff at 202.493.6067or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

Michael Johnsen
Supervisory Environmental Protection Specialist
Federal Railroad Administration

Enclosure: Corridor Map

CC: John Winkle, FRA
Emily Stock, DRPT

U.S. Department
of Transportation
**Federal Railroad
Administration**

1200 New Jersey Ave, SE
Washington, DC 20590

FEB 1 3 2018

Chief Stephen Adkins
Chickahominy Indian Tribe
8200 Lott Cary Road
Providence Forge, VA 23140

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment (DC2RVA)

Dear Chief Adkins,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The Project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (Mile Post (MP) CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County) – see attached corridor map. The Tier II EIS will involve further analysis of the route alignments and improvement concepts progressed through the 2002 Tier I EIS and Record of Decision (ROD) covering the Southeast High Speed Rail (SEHSR) corridor between Charlotte, NC and Washington, D.C. Additional information on the Tier II EIS may be found at the project website (www.DC2RVArail.com).

This Tier II EIS is receiving federal funding through the FRA, which is the lead Federal agency for the EIS, and if constructed, the Project will require permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the federal agency approvals and funding, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. FRA and DRPT have completed initial cultural resources surveys, including defining the Project's limits of disturbance, and are preparing to start a second round of surveys.

In accordance with regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential Project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because the Chickahominy Tribe is now a federally recognized tribe and potentially has an interest in historic property issues in the general Project area, we would like to extend to you the opportunity to participate in the Project studies as a consulting party. If you or your organization would like to participate as such, including the opportunity to review the any cultural resource documents, please provide a written request to this effect directed to me.

The Project has been ongoing for a little over three years. On October 23, 2014, FRA published in the Federal Register a Notice of Intent to prepare the EIS. On September 8, 2017, FRA published the Draft EIS. The public comment period for the Draft EIS recently closed and FRA and DRPT are preparing the Final EIS. In addition, we have already had one round of consulting party meetings, but are planning another round later this year. If the Chickahominy Tribe would like to participate in the Project as a consulting party, FRA will ensure that you have sufficient opportunities to do so, including, if you'd prefer, in person government-to-government meetings with FRA or additional in-person meetings with FRA and DRPT.

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties specifically or the cultural resources surveys that are being conducted as part of the Section 106 process, please feel free to contact John Winkle of my staff at 202.493.6067or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

Michael Johnsen
Supervisory Environmental Protection Specialist
Federal Railroad Administration

Enclosure: Corridor Map

CC: John Winkle, FRA
Emily Stock, DRPT

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Ave. SE
Washington, DC 20590

FEB 13 2018

Chief Gene Pathfollower Adkins
Eastern Chickahominy Indian Tribe
2895 Mt. Pleasant Road
Providence Forge, VA 23140

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment (DC2RVA)

Dear Chief Adkins,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The Project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (Mile Post (MP) CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County) – see attached corridor map. The Tier II EIS will involve further analysis of the route alignments and improvement concepts progressed through the 2002 Tier I EIS and Record of Decision (ROD) covering the Southeast High Speed Rail (SEHSR) corridor between Charlotte, NC and Washington, D.C. Additional information on the Tier II EIS may be found at the project website (www.DC2RVArail.com).

This Tier II EIS is receiving federal funding through the FRA, which is the lead Federal agency for the EIS, and if constructed, the Project will require permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the federal agency approvals and funding, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. FRA and DRPT have completed initial cultural resources surveys, including defining the Project's limits of disturbance, and are preparing to start a second round of surveys.

In accordance with regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential Project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because the Eastern Chickahominy Tribe is now a federally recognized tribe and potentially has an interest in historic property issues in the general Project area, we would like to extend to you the opportunity to participate in the Project studies as a consulting party. If you or your organization would like to participate as such, including the opportunity to review the any cultural resource documents, please provide a written request to this effect directed to me.

The Project has been ongoing for a little over three years. On October 23, 2014, FRA published in the Federal Register a Notice of Intent to prepare the EIS. On September 8, 2017, FRA published the Draft EIS. The public comment period for the Draft EIS recently closed and FRA and DRPT are preparing the Final EIS. In addition, we have already had one round of consulting party meetings, but are planning another round later this year. If the Eastern Chickahominy Tribe would like to participate in the Project as a consulting party, FRA will ensure that you have sufficient opportunities to do so, including, if you'd prefer, in person government-to-government meetings with FRA or additional in-person meetings with FRA and DRPT.

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties specifically or the cultural resources surveys that are being conducted as part of the Section 106 process, please feel free to contact John Winkle of my staff at 202.493.6067or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

Michael Johnsen
Supervisory Environmental Protection Specialist
Federal Railroad Administration

Enclosure: Corridor Map

CC: John Winkle, FRA
Emily Stock, DRPT

U.S. Department
of Transportation
**Federal Railroad
Administration**

1200 New Jersey Ave, SE
Washington, DC 20590

FEB 1 3 2018

Chief Lee Lockamy
Nansemond Indian Tribe
1001 Pembroke Lane
Suffolk, VA 23434

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment (DC2RVA)

Dear Chief Lockamy,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The Project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (Mile Post (MP) CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County) – see attached corridor map. The Tier II EIS will involve further analysis of the route alignments and improvement concepts progressed through the 2002 Tier I EIS and Record of Decision (ROD) covering the Southeast High Speed Rail (SEHSR) corridor between Charlotte, NC and Washington, D.C. Additional information on the Tier II EIS may be found at the project website (www.DC2RVArail.com).

This Tier II EIS is receiving federal funding through the FRA, which is the lead Federal agency for the EIS, and if constructed, the Project will require permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the federal agency approvals and funding, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. FRA and DRPT have completed initial cultural resources surveys, including defining the Project's limits of disturbance, and are preparing to start a second round of surveys.

In accordance with regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential Project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because the Nansemond Tribe is now a federally recognized tribe and potentially has an interest in historic property issues in the general Project area, we would like to extend to you the opportunity to participate in the Project studies as a consulting party. If you or your organization would like to participate as such, including the opportunity to review the any cultural resource documents, please provide a written request to this effect directed to me.

The Project has been ongoing for a little over three years. On October 23, 2014, FRA published in the Federal Register a Notice of Intent to prepare the EIS. On September 8, 2017, FRA published the Draft EIS. The public comment period for the Draft EIS recently closed and FRA and DRPT are preparing the Final EIS. In addition, we have already had one round of consulting party meetings, but are planning another round later this year. If the Nansemond Tribe would like to participate in the Project as a consulting party, FRA will ensure that you have sufficient opportunities to do so, including, if you'd prefer, in person government-to-government meetings with FRA or additional in-person meetings with FRA and DRPT.

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties specifically or the cultural resources surveys that are being conducted as part of the Section 106 process, please feel free to contact John Winkle of my staff at 202.493.6067or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

Michael Johnsen
Supervisory Environmental Protection Specialist
Federal Railroad Administration

Enclosure: Corridor Map

CC: John Winkle, FRA
Emily Stock, DRPT

U.S. Department
of Transportation
**Federal Railroad
Administration**

1200 New Jersey Ave, SE
Washington, DC 20590

FEB 1 3 2018

Chief Dean Branham
Monacan Indian Tribe
104 Walnut Place
Lynchburg, VA 24502

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment (DC2RVA)

Dear Chief Branham,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The Project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (Mile Post (MP) CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County) – see attached corridor map. The Tier II EIS will involve further analysis of the route alignments and improvement concepts progressed through the 2002 Tier I EIS and Record of Decision (ROD) covering the Southeast High Speed Rail (SEHSR) corridor between Charlotte, NC and Washington, D.C. Additional information on the Tier II EIS may be found at the project website (www.DC2RVArail.com).

This Tier II EIS is receiving federal funding through the FRA, which is the lead Federal agency for the EIS, and if constructed, the Project will require permits issued by other federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the federal agency approvals and funding, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. FRA and DRPT have completed initial cultural resources surveys, including defining the Project's limits of disturbance, and are preparing to start a second round of surveys.

In accordance with regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential Project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because the Monacan Tribe is now a federally recognized tribe and potentially has an interest in historic property issues in the general Project area, we would like to extend to you the opportunity to participate in the Project studies as a consulting party. If you or your organization would like to participate as such, including the opportunity to review the any cultural resource documents, please provide a written request to this effect directed to me.

The Project has been ongoing for a little over three years. On October 23, 2014, FRA published in the Federal Register a Notice of Intent to prepare the EIS. On September 8, 2017, FRA published the Draft EIS. The public comment period for the Draft EIS recently closed and FRA and DRPT are preparing the Final EIS. In addition, we have already had one round of consulting party meetings, but are planning another round later this year. If the Monacan Tribe would like to participate in the Project as a consulting party, FRA will ensure that you have sufficient opportunities to do so, including, if you'd prefer, in person government-to-government meetings with FRA or additional in-person meetings with FRA and DRPT.

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties specifically or the cultural resources surveys that are being conducted as part of the Section 106 process, please feel free to contact John Winkle of my staff at 202.493.6067or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

Michael Johnsen
Supervisory Environmental Protection Specialist
Federal Railroad Administration

Enclosure: Corridor Map

CC: John Winkle, FRA
Emily Stock, DRPT

U.S. Department
of Transportation
**Federal Railroad
Administration**

1200 New Jersey Ave, SE
Washington, DC 20590

FEB 1 3 2018

Chief W. Frank Adams
Upper Mattaponi Indian Tribe
PO Box 184
King William, VA 23086

RE: Invitation for Consulting Party Status/Southeast High Speed Rail Tier II Environmental Impact Statement, Washington, DC to Richmond Segment (DC2RVA)

Dear Chief Adams,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are conducting environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (Project). The Project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (Mile Post (MP) CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County) – see attached corridor map. The Tier II EIS will involve further analysis of the route alignments and improvement concepts progressed through the 2002 Tier I EIS and Record of Decision (ROD) covering the Southeast High Speed Rail (SEHSR) corridor between Charlotte, NC and Washington, D.C. Additional information on the Tier II EIS may be found at the project website (www.DC2RVArail.com).

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In accordance with regulations implementing Section 106 of the NHPA, we are identifying "consulting parties" with whom to coordinate the evaluation of historic properties, potential Project effects on such properties, and possible means of avoiding or mitigating adverse effects on such properties. Because the Upper Mattaponi Tribe is now a federally recognized tribe and potentially has an interest in historic property issues in the general Project area, we would like to extend to you the opportunity to participate in the Project studies as a consulting party. If you or your organization would like to participate as such, including the opportunity to review the any cultural resource documents, please provide a written request to this effect directed to me.

The Project has been ongoing for a little over three years. On October 23, 2014, FRA published in the Federal Register a Notice of Intent to prepare the EIS. On September 8, 2017, FRA published the Draft EIS. The public comment period for the Draft EIS recently closed and FRA and DRPT are preparing the Final EIS. In addition, we have already had one round of consulting party meetings, but are planning another round later this year. If the Upper Mattaponi Tribe would like to participate in the Project as a consulting party, FRA will ensure that you have sufficient opportunities to do so, including, if you'd prefer, in person government-to-government meetings with FRA or additional in-person meetings with FRA and DRPT.

We would appreciate hearing back from you within 30 days of receipt of this letter. If you have any questions on the role of the consulting parties specifically or the cultural resources surveys that are being conducted as part of the Section 106 process, please feel free to contact John Winkle of my staff at 202.493.6067or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

Michael Johnsen
Supervisory Environmental Protection Specialist
Federal Railroad Administration

Enclosure: Corridor Map

CC: John Winkle, FRA
Emily Stock, DRPT

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

October 19, 2017

Chief Bob Gray
Pamunkey Indian Tribe
331 Pocket Road
Pamunkey Reservation
King William, VA 23086

RE: Invitation to Attend Section 106 Consulting Party Meetings
Southeast High Speed Rail Corridor
Tier II Environmental Impact Statement, Washington, DC to Richmond Segment

Dear Chief Gray,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing to conduct environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (DC2RVA project). The DC2RVA project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (MP CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County). A Draft Environmental Impact Statement (DEIS) was published in September 2017. A copy of this document along with additional information on the project in general may be found at the project website (www.DC2RVArail.com) .

As part of ensuring the project is compliant with Section 106 of the National Historic Preservation Act (Section 106), FRA invited the Pamunkey Tribe to be a consulting party in the Section 106 process. All technical reports produced to date were sent to you in April 2017, and the project team has distributed details associated with the Draft EIS to you via email. As noted above, the full Draft EIS is available on the project website, and we can also send you a digital copy upon request.

The project team is holding in-person meetings with the Section 106 consulting parties to discuss the DC2RVA project and answer any questions they may have on the EIS process. We invite you to participate in one or more of the following upcoming meetings:

October 20, 2017; 1:00pm Lloyd House
220 N Washington Street, Alexandria, VA 22314

October 24, 2017; 10:00am Parsons Transportation Group
100 M Street SE, Suite 1200, Washington, DC 20003

October 27, 2017; 10:00am Fredericksburg City Hall/Second Floor
715 Princess Anne Street, 22401

October 30, 2017; 10:00am DC2RVA Office
801 East Main Street, Suite 1000, Richmond, VA 23219

If you would prefer to meet in person with just FRA and DRPT, please respond accordingly and we will schedule a meeting. Please note that, if acceptable to you, such a meeting may also include representatives from the Catawba Tribe. Although the Catawba Tribe is not Federally recognized in Virginia, it has expressed a general interest in projects along the I-95 corridor and were invited to participate in this project as a consulting party.

If you have any questions regarding the meetings, the project, or the role of the Section 106 consulting parties, or if you'd like to request a meeting with just FRA and DRPT, please contact John Winkle, FRA Environmental Protection Specialist, at 202-493-6067 or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

Laura A. Shick

Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy & Development

cc: John Winkle, FRA
Emily Stock, DRPT
John Morton, DC2RVA Project Team
Kerri Barile, Dovetail Cultural Resource Group

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

FW: southeast high speed rail

1 message

Winkle, John (FRA) <john.winkle@dot.gov> Mon, Feb 26, 2018 at 10:52 AM
To: "Kerri Barile (kbarile@dovetailcrg.com)" <kbarile@dovetailcrg.com>
Cc: "Stock, Emily (DRPT) (Emily.Stock@drpt.virginia.gov)" <Emily.Stock@drpt.virginia.gov>

Hi Kerri –

See the message below from Frank Adams re: DC2RVA.

Thanks,

John

From: wfrankadams@verizon.net [mailto:wfrankadams@verizon.net]
Sent: Friday, February 23, 2018 1:19 PM
To: Winkle, John (FRA) <john.winkle@dot.gov>
Subject: southeast high speed rail

Hi, This is Frank Adams Chief of the Upper Mattaponi Tribe and we are interested in becoming a consulting party to coordinate the evaluation of historic properties effected by this project. Thanks

U.S. Department
of Transportation
**Federal Railroad
Administration**

1200 New Jersey Ave, SE
Washington, DC 20590

October 19, 2017

Chief Donald Rogers
Catawba Indian Tribe
996 Avenue of the Nations
Rock Hill, SC 29730

RE: Invitation to Attend Section 106 Consulting Party Meetings
Southeast High Speed Rail Corridor
Tier II Environmental Impact Statement, Washington, DC to Richmond Segment

Dear Chief Rogers,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing to conduct environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, DC to Richmond segment of the Southeast High Speed Rail corridor (DC2RVA project). The DC2RVA project spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT), from Control Point RO (MP CFP-110) in Arlington south to the CSXT A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County). A Draft Environmental Impact Statement (DEIS) was published in September 2017. A copy of this document along with additional information on the project in general may be found at the project website (www.DC2RVArail.com).

As part of ensuring the project is compliant with Section 106 of the National Historic Preservation Act (Section 106), FRA invited the Catawba Tribe to be a consulting party in the Section 106 process. As noted above, the full Draft EIS is available on the project website, and we can also send you a digital copy upon request.

The project team is holding in-person meetings with the Section 106 consulting parties to discuss the DC2RVA project and answer any questions they may have on the EIS process. We invite you to participate in one or more of the following upcoming meetings:

October 20, 2017: 1:00pm Lloyd House
220 N Washington Street, Alexandria, VA 22314

October 24, 2017: 10:00am Parsons Transportation Group
100 M Street SE, Suite 1200, Washington, DC 20003

October 27, 2017: 10:00am Fredericksburg City Hall/Second Floor
715 Princess Anne Street, 22401

October 30, 2017: 10:00am DC2RVA Office
801 East Main Street, Suite 1000, Richmond, VA 23219

If you would prefer to meet in person with just FRA and DRPT, please respond accordingly and we will schedule a meeting. Please note that, if acceptable to you, such a meeting may also include representatives from the Pamunkey Tribe.

If you have any questions regarding the meetings, the project, or the role of the Section 106 consulting parties, or if you'd like to request a meeting with just FRA and DRPT, please contact John Winkle, FRA Environmental Protection Specialist, at 202-493-6067 or john.winkle@dot.gov.

Thank you in advance for your interest and participation in this project.

Sincerely,

Laura a. Shick

Laura Shick
Federal Preservation Officer
Environmental & Corridor Planning Division
Office of Railroad Policy & Development

CC: John Winkle, FRA
Emily Stock, DRPT
John Morton, DC2RVA Project Team
Kerri Barile, Dovetail Cultural Resource Group

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Project Consulting Parties Meeting Invitation Letter

1 message

Robert Gray <rgray58@hughes.net> Thu, Oct 19, 2017 at 10:29 AM
To: "Winkle, John (FRA)" <john.winkle@dot.gov>
Cc: Kerri Barile <kbarile@dovetailcrg.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>

Thank you for the consultation invitation. At this point in time the Pamunkey Indian Tribe is not aware of any site of cultural or religious significance that would be affected by the project. We do ask to be notified in the event of inadvertent discovery.

Robert Gray

Chief / Tribal Administrator

Pamunkey Indian Tribe

Phone: (804) 572-1225

E-mail: rgray58@hughes.net

Mail Address

Pamunkey Indian Tribe

1054 Pocahontas Trail

King William, VA 23086

From: Winkle, John (FRA) [mailto:john.winkle@dot.gov]
Sent: Thursday, October 19, 2017 9:43 AM
To: rgray58@hughes.net
Cc: Kerri Barile (kbarile@dovetailcrg.com); DC2RVAdocumentcontrol (DC2RVAdocumentcontrol@hdrinc.com); Stock, Emily (DRPT) (Emily.Stock@drpt.virginia.gov)
Subject: DC2RVA Project Consulting Parties Meeting Invitation Letter

Chief Gray –

Attached is a copy of a letter from the Federal Railroad Administration inviting the Pamunkey Tribe to participate in a Section 106 Consulting Party meeting for the DC to Richmond Southeast High Speed Rail Tier II Environmental Impact Statement. A hard copy will follow.

If you have any questions, please let me know. You can reach me at 202-493-6067 or John.Winkle@dot.gov.

Thank you,
John Winkle

Transportation Industry Analyst

Federal Railroad Administration

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA

1 message

Lisa Bergstrom <lbergstrom@preservationvirginia.org> Thu, Jun 21, 2018 at 8:59 AM
To: kbarile@dovetailcrg.com

Hi Kerrie,

We were just made aware of these meetings and would like to participate. Would it still be possible for us to be a consulting party?

Thank you!

Lisa Bergstrom

Lisa Bergstrom
Preservation Programs Manager

PRESERVATION VIRGINIA

204 West Franklin Street
Richmond, VA 23220
804-648-1889
lbergstrom@preservationvirginia.org
preservationvirginia.org

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Our mission is to make Virginia's communities and historic places of memory stronger, more vital and economically sustainable through preservation, education and advocacy

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/DEIS, project update, and upcoming meetings

1 message

Kerri Barile <kbarile@dovetailcrg.com> Tue, Sep 19, 2017 at 9:10 AM
To: Paul Hawke <paul_hawke@nps.gov>, Kristen_mcmasters@nps.org, Eric Mink <eric_mink@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Paul Kenney <paul_kenney@nps.gov>, Robert Gray <rgray58@hughes.net>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Ruth, David" <dave_ruth@nps.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, Robert Campbell <bob_campbell@nps.gov>, chiefadministrator@cvbt.org, "office@hffi.org" <office@hffi.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "Patton, Justin S." <jspatton@pwcgov.org>, Michael Finchum <mfinchum@co.caroline.va.us>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Briggs, Don" <don_briggs@nps.gov>, info@historicrichmond.com, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>
Cc: "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, "O'Reilly, Megan" <Megan.OReilly@hdrinc.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>

Hello consulting parties!

The DC2RVA team wanted to send you a quick update on a few items: the project DEIS, additional technical studies, and upcoming meetings.

As some of you have heard, the Draft Environmental Impact Statement (DEIS) for the DC to Richmond segment of the Southeast High Speed Rail project was released on September 8, 2017. This document includes a summary of technical studies to date along the project corridor as well as project purpose and need and recommendation on a preferred alternative. The document is over 900 pages long with thousands of pages of appended technical studies, project correspondence, and more- just a little light reading! We wanted to make you all aware that this document has been published if you are interested in taking a look. The draft EIS can be found here: http://dc2rvarail.com/draft/

We also wanted to touch base to give you a brief summary of the cultural resource studies associated with the project. As you know, Phase I (identification)-level studies have been ongoing for the past two years. Copies of these reports and associated documents were sent to you earlier this year. Dovetail and the rest of the DC2RVA team are continuing to complete Phase I studies on areas that were recently added to the project area based on the selection of a preferred alternative (areas such as road improvements, etc). This work will be ongoing for the next three to six months. In addition, the team is completing Phase II (evaluation)-level studies on numerous above-ground resources to determine their National Register of Historic Places eligibility. This includes archival research, additional fieldwork, and producing more reports. As with the original suite of Phase I reports, all documents resulting from this new set of work will be sent to you all for review and comment as they are completed. All work is also being coordinated with the DHR and other cooperating agencies.

In addition to more technical studies, the DC2RVA team will also be reaching out to you all (if we have not already) to set up a meeting to go over the project in general, talk about the cultural resource studies, and discuss any concerns you may have. Emails and phone calls will be coming your way in the next few days to begin to set these meetings up.

In the meantime, if you have any questions on the DEIS or the ongoing technical studies, please let us know. We're happy to help!
Best,
Kerri

--

Kerri S. Barile, Ph.D., RPA | **President**
Office - 540.899.9170 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

DOVETAIL
CULTURAL RESOURCE GROUP

300 Central Road, Suite 200, Fredericksburg, Virginia 22401
721 Philadelphia Pike, Wilmington, Delaware 19809
Knowing the Past — Building the Future
www.dovetailcrg.com

Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/Ashland and Hanover Consulting Party Meeting

1 message

Kerri Barile <kbarile@dovetailcrg.com> Wed, Oct 4, 2017 at 12:17 PM
To: Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>

Hello Ashland/Hanover folks!

Thank you so much for your continued feedback on the studies associated with the DC to Richmond Segment of the Southeast High Speed Rail. As I mentioned in my email a few weeks ago, we are reaching out to our consulting parties to see if we can arrange for a meeting to chat about the project and answer any questions you may have. We wanted to see if by chance you all are free at 1pm on October 11th? That is the date of our public hearing in Ashland so we thought maybe we can provide additional details prior to that event and then we would be in Ashland for the hearing that evening. Nora has graciously agreed to let us meet in Ashland Town Hall.

Additional details will be shared once we set a date.

Thank you!
Kerri

--

Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

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DOVETAIL CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/Update Meeting

1 message

Kerri Barile <kbarile@dovetailcrg.com> Wed, Oct 4, 2017 at 12:08 PM
To: Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, Paul Hawke <paul_hawke@nps.gov>, "McMasters, Kristen" <kristen_mcmasters@nps.gov>, Kristen_mcmasters@nps.org
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Burch, Carey" <carey.burch@hdrinc.com>, "Morton, John" <John.Morton@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>

Hello ABPP and Civil War Trust folks!

Thank you so much for your continued feedback on the studies associated with the DC to Richmond Segment of the Southeast High Speed Rail. As I mentioned in my email a few weeks ago, we are reaching out to our consulting parties to see if we can arrange for a meeting to chat about the project and answer any questions you may have. We'd like to meet with you both in DC at the Parsons office (100 M Street SE) so we can show images, maps, etc, as needed. Would you be free to meet with us at 10:00 am on one of the following dates:

October 23
October 24
October 25

Additional details will be shared once we set a date.

Thank you!
Kerri

--

Kerri S. Barile, Ph.D., RPA I **President**
Office - 540.899.9170 I Cell- 540.623.5106 I Fax- 540.899.9137
kbarile@dovetailcrg.com

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/Northern Virginia Consulting Party Meeting

1 message

Kerri Barile <kbarile@dovetailcrg.com> Wed, Oct 4, 2017 at 12:13 PM
To: Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rebeccah Ballo <Rballo@arlingtonva.us>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>

Hello Rob, Sharee, Eleanor, and Rebecca,

Thank you so much for your continued feedback on the studies associated with the DC to Richmond Segment of the Southeast High Speed Rail. As I mentioned in my email a few weeks ago, we are reaching out to our consulting parties to see if we can arrange for a meeting to chat about the project and answer any questions you may have. We'd like to meet with you at the Lloyd House at 220 N Washington St, Alexandria, VA 22314 (thanks Alexandria Archaeology!). Would you be free to meet with us on one of the following dates:

October 19 at 10:00am
October 20 at 10:00am or 1pm

Additional details will be shared once we set a date.

Thank you!
Kerri

--

Kerri S. Barile, Ph.D., RPA I **President**
Office - 540.899.9170 I Cell- 540.623.5106 I Fax- 540.899.9137
kbarile@dovetailcrg.com

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www.dovetailcrg.com

Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/Prince William to Caroline Consulting Party Meeting

1 message

Kerri Barile <kbarile@dovetailcrg.com> Wed, Oct 4, 2017 at 12:23 PM
To: "Patton, Justin S." <jspatton@pwcgov.org>, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Executive Director <bencvbt@verizon.net>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "G. Scott Walker" <gscottwalker@gmail.com>, Michael Finchum <mfinchum@co.caroline.va.us>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>

Hello!

Thank you so much for your continued feedback on the studies associated with the DC to Richmond Segment of the Southeast High Speed Rail. As I mentioned in my email a few weeks ago, we are reaching out to our consulting parties to see if we can arrange for a meeting to chat about the project and answer any questions you may have. We'd like to meet with you at Fredericksburg City Hall in downtown Fredericksburg (thanks Erik!). Would you be free to meet with us on one of the following dates:

October 12 at 10:00am or 1:00pm
October 13 at 10:00am or 1:00pm

Additional details will be shared once we set a date.

Thank you!
Kerri

--

Kerri S. Barile, Ph.D., RPA | **President**
Office - 540.899.9170 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/Richmond Area Consulting Party Meeting

1 message

Kerri Barile <kbarile@dovetailcrg.com> Wed, Oct 4, 2017 at 12:26 PM
To: "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Danielle Worthing <DWorthing@historicrichmond.com>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>

Hello Richmond area folks,

Thank you so much for your continued feedback on the studies associated with the DC to Richmond Segment of the Southeast High Speed Rail. As I mentioned in my email a few weeks ago, we are reaching out to our consulting parties to see if we can arrange for a meeting to chat about the project and answer any questions you may have. We'd like to meet with you at the DC2RVA project office on Main Street in Richmond so we can show images, maps, etc, as needed. Would you be free to meet with us on one of the following dates:

October 30 at 10am or 1pm
October 31 at 10am or 1pm

Additional details will be shared once we set a date.

Thank you!

--

Kerri S. Barile, Ph.D., RPA I **President**
Office - 540.899.9170 I Cell- 540.623.5106 I Fax- 540.899.9137
kbarile@dovetailcrg.com

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Kerri Barile <kbarile@dovetailcrg.com>

Public Hearings/DC2RVA project

1 message

Kerri Barile <kbarile@dovetailcrg.com> Mon, Oct 9, 2017 at 10:46 AM

To: Paul Hawke <paul_hawke@nps.gov>, Kristen_mcmasters@nps.org, Eric Mink <eric_mink@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Paul Kenney <paul_kenney@nps.gov>, Robert Gray <rgray58@hughes.net>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Ruth, David" <dave_ruth@nps.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, Robert Campbell <bob_campbell@nps.gov>, chiefadministrator@cvbt.org, "office@hffi.org" <office@hffi.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "Patton, Justin S." <jspatton@pwcgov.org>, Michael Finchum <mfinchum@co.caroline.va.us>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Briggs, Don" <don_briggs@nps.gov>, info@historicrichmond.com, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>
Cc: "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Morton, John" <John.Morton@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, "O'Reilly, Megan" <Megan.OReilly@hdrinc.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>

Hi all,

In addition to setting up individual consulting party meetings, I wanted to make sure you are all aware of the upcoming public hearings for the DC2RVA project. There are two this week and three next week. See this link for additional details: http://dc2rvarail.com/indexphpcid162/

If you need any additional details, just let me know.

Thanks!
Kerri and team

On Tue, Sep 19, 2017 at 9:10 AM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Hello consulting parties!
>
> The DC2RVA team wanted to send you a quick update on a few items: the project DEIS, additional technical studies, and upcoming meetings.
>
> As some of you have heard, the Draft Environmental Impact Statement (DEIS) for the DC to Richmond segment of the Southeast High Speed Rail project was released on September 8, 2017. This document includes a summary of technical studies to date along the project corridor as well as project purpose and need and recommendation on a preferred alternative. The document is over 900 pages long with thousands of pages of appended technical studies, project correspondence, and more- just a little light reading! We wanted to make you all aware that this document has been published if you are interested in taking a look. The draft EIS can be found here: http://dc2rvarail.com/draft/
>
> We also wanted to touch base to give you a brief summary of the cultural resource studies associated with the project. As you know, Phase I (identification)-level studies have been ongoing for the past two years. Copies of these reports and associated documents were sent to you earlier this year. Dovetail and the rest of the DC2RVA team are continuing to complete Phase I studies on areas that were recently added to the project area based on the selection of a preferred alternative (areas such as road improvements, etc). This work will be ongoing for the next three to six months. In addition, the team is completing Phase II (evaluation)-level studies on numerous above-ground resources to determine their National Register of Historic Places eligibility. This includes archival research, additional fieldwork, and producing more reports. As with the original suite of Phase I reports, all documents resulting from this new set of work will be sent to you all for review and comment as they are completed. All work is also being coordinated with the DHR and other cooperating agencies.
>
> In addition to more technical studies, the DC2RVA team will also be reaching out to you all (if we have not already) to set up a meeting to go over the project in general, talk about the cultural resource studies, and discuss any concerns you may have. Emails and phone calls will be coming your way in the next few days to begin to set these meetings up.
>
> In the meantime, if you have any questions on the DEIS or the ongoing technical studies, please let us know. We're happy to help!
> Best,
> Kerri
>
> --
>
> **Kerri S. Barile, Ph.D., RPA | President**
> Office - 540.899.9170 | Cell- 540.623.5106 | Fax- 540.899.9137
> kbarile@dovetailcrg.com
>
> DOVETAIL
> CULTURAL RESOURCE GROUP
>
> 300 Central Road, Suite 200, Fredericksburg, Virginia 22401
> 721 Philadelphia Pike, Wilmington, Delaware 19809
> ***Knowing the Past — Building the Future***
> **www.dovetailcrg.com**

--

Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

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CULTURAL RESOURCE GROUP

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721 Philadelphia Pike, Wilmington, Delaware 19809
Knowing the Past — Building the Future
www.dovetailcrg.com

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

Update/DC2RVA Rail Cultural Resource Studies

1 message

Kerri Barile <kbarile@dovetailcrg.com> Fri, Feb 2, 2018 at 7:38 AM
To: Paul Hawke <paul_hawke@nps.gov>, Kristen_mcmasters@nps.org, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Ruth, David" <dave_ruth@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Amy.inman@richmondgov.com, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>
Cc: "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, Heather Staton <hstaton@dovetailcrg.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>

Hello Consulting Parties,

Hope 2018 is treating you well so far!

We wanted to provide everyone with a brief update on the DC2RVA project and cultural resource studies. As you know, technical studies associated with the project commenced in 2015. The results of the first round of work were coordinated with the Virginia Department of Historic Resources (DHR) and culled together in the project Draft Environmental Impact Statement (DEIS), along with all comments that you all had submitted on the project. A link to this document was disseminated in the fall of 2017.

Since that time, the project team has continued to refine the engineering, thus reducing the limits of disturbance in many areas and slightly changing them in others. Cultural resource studies associated with these areas will commence next week. This includes additional archaeological Phase I survey, additional architectural reconnaissance survey, and intensive-level architectural survey. We anticipate that approximately five reports will come out of this work (one archaeological report, one reconnaissance architectural report, and three intensive-level architectural reports). Copies of these documents will be sent to you for your comments upon completion. It is our goal to have them to you by the end of May 2018.

All of these technical studies will be sent to the DHR for formal review of resource eligibility. Once this has been determined, coordination of project effect will commence. This step will occur this summer, likely in July. Information regarding effect recommendations will be sent to you all as it is available, and a second round of in-person consulting party meetings will be set to solicit your feedback on this second round of studies and ongoing coordination.

Concurrent with these cultural resource-specific tasks, the larger project team is continuing to coordinate with cooperating agencies and author the Final Environmental Impact Statement (FEIS). This document will be done this fall. As with the DEIS, information on the FEIS will be sent to you as it is available.

We will be in touch with more information as reports are completed and information is ready for dissemination. In the meantime, as always, if you have any questions, just ask! Cultural resource inquiries can be sent to me, and Emily Stock with the DRPT can answer the larger project queries. My contact info is below, and Emily can be reached at Emily.Stock@drpt.virginia.gov / 804-786-1052.

Best,
Kerri

--

Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

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300 Central Road, Suite 200, Fredericksburg, Virginia 22401
721 Philadelphia Pike, Wilmington, Delaware 19809
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www.dovetailcrg.com

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/project update and upcoming meetings

1 message

Kerri Barile <kbarile@dovetailcrg.com> Tue, May 8, 2018 at 5:25 PM
To: Sarah Stokely <sstokely@achp.gov>, Paul Hawke <paul_hawke@nps.gov>, kristen_mcmasters@nps.org, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Ruth, David" <dave_ruth@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Amy.inman@richmondgov.com, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, uppermattaponipowwow@gmail.com, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com
Cc: "Estes, Michael" <Michael.Estes@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "Hyatt, Wayne" <WHyatt@moffattnichol.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, John Winkle <john.winkle@dot.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, Adriana Moss <amoss@dovetailcrg.com>

Hello DC2RVA rail consulting parties,

I hope you are having a great spring! Lots going on over the past few months with the DC2RVA project, so I wanted to provide an update.

- We commenced technical studies on areas in the limits of disturbance and associated area of potential effect that had not been previous investigated in January. Since then, we have done additional archaeological Phase I survey, architectural Phase I/identification-level survey, and intensive architectural documentation. The work resulted in the recordation of an additional 350+ architectural properties and over a dozen archaeological sites at the Phase I level and studies on 52 architectural properties at the Phase II/intensive level to determine NRHP eligibility. These studies have been summarized in five technical reports.

- All five reports have been (or will shortly be) submitted to the DHR for their review. As soon as the last report is finalized, which should be next week, I will get copies of all five reports to you for your files/review. An email on the transfer method will arrive next week with more information.

- These studies, combined with the work done over the past three years, have been culled together to create a list of "historic properties" (resources that are eligible for, assumed eligible for, or listed on the NRHP). We are finalizing this list, and I will send that your way once it is done and the DHR has concurred.

- This list of historic properties will be used to evaluate project effect. This will start in mid-June. MOA production will be underway once effect is determined.

- As I mentioned this winter, we'd like to have a series of meetings to discuss all of this, including the remaining technical studies, resource eligibility, project effect, and MOA stipulations. You are invited to attend any of these meetings in person or via telephone (dial-in information will be sent as the meetings get closer):

> Thursday June 21, 1:00pm-3:00pm= Richmond area. DC2RVA project office. 801 E. Main Street Suite 1000, Richmond.

Tuesday June 26, 10:00am-12:00pm= Fredericksburg area. Dovetail office. 11905 Bowman Drive, Suite 502. Fredericksburg (note: Dovetail just moved a few weeks ago so use this new address!)
Thursday June 28, 10:00am-12:00pm= DC area. Parsons office. 100 M Street SE, Suite 1200, Washington, DC

Additional information will be arriving as the meetings get closer, but pencil a meeting in for now if you are interested and free. Let me know if I can answer any questions in the meantime.

Thanks so much!
Kerri

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Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
721 Philadelphia Pike, Wilmington, Delaware 19809
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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/2018 Cultural Resource Technical Reports

1 message

Kerri Barile <kbarile@dovetailcrg.com> Thu, May 17, 2018 at 9:59 AM
To: Sarah Stokely <sstokely@achp.gov>, Paul Hawke <paul_hawke@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Amy.inman@richmondgov.com, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, Reggie Tupponce <uppermattaponipowwow@gmail.com>, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com, "McMasters, Kristen" <kristen_mcmasters@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>
Cc: "Estes, Michael" <Michael.Estes@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "Hyatt, Wayne" <WHyatt@moffattnichol.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, John Winkle <john.winkle@dot.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, Adriana Moss <amoss@dovetailcrg.com>

Hello Consulting Parties!

The five 2018 DC2RVA technical reports are ready for your download. They can be found here: https://www.dropbox.com/sh/ml2a80op238ock1/AADkvZL8qgJN9-485pl0uYIXa?dl=0

A couple of notes:
- Per regulations set forth in the Archaeological Resources Protection Act (ARPA), the archaeological report cannot be disseminated to anyone who is not a consulting party as this report contains site data that is not for public distribution. If you know of someone who is not a consulting party and has questions on archaeological sites, please feel free to pass on my name and contact info and I'm happy to help!

- These five reports include information that was not included in the previous 17 reports that you reviewed last year. This includes areas that were not part of the limits of disturbance at that time, areas associated with the preferred alternative, and intensive-level architectural studies on some of the resources along the alignment to render National Register determinations where needed. If you have any questions on why a resource was/was not included, just ask.

- Please have your comments to me by July 2, 2018 . We are extending this deadline past 30 days so that you can attend one of the consulting party meetings and ask any questions you may have, if you have not asked them in advance via telephone or email. You are more than welcome to submit comments any time before July 2, but we would like to present a cut-off date to help things along.

- Lastly, I've heard from one group that they cannot access Dropbox. I can definitely accommodate any others who may need the documents transferred in another way.

I am absolutely available to talk any time about these reports or the cultural resource process in general. Email or call me (kbarile@dovetailcrg.com/540-899-9170). Have questions about the project? Emily Stock is your gal! She is cc'd here.

Thanks and happy reading!
Kerri and the DC2RVA team

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Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

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11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
721 Philadelphia Pike, Wilmington, Delaware 19809
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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/Reminder of Consulting Party Meetings

1 message

Kerri Barile <kbarile@dovetailcrg.com> Wed, Jun 13, 2018 at 5:55 PM
To: Sarah Stokely <sstokely@achp.gov>, Paul Hawke <paul_hawke@nps.gov>, "McMasters, Kristen" <kristen_mcmasters@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Amy.inman@richmondgov.com, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, John Winkle <john.winkle@dot.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Burch, Carey" <carey.burch@hdrinc.com>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>

Hello DC2RVA Consulting Parties!

A reminder that the three consulting party meetings are coming up soon; our meeting in Richmond is next week and meetings in Fredericksburg and DC are the following week. Details on the dates, times, and locations of all three meetings are at the bottom of this email. Agendas for all three meetings are attached.

For those who cannot attend in person, we have set up a call-in number and a web link should we need to show some maps:

> https://meet66663673.adobeconnect.com/dc2rva_section_106_consulting_party/
> Call-In Number: 866-583-7984
> Conference Code: 9894625

Please let me know if you will be attending, and, if so, which meeting and if you will be there in person or by phone.

One note: We are having a meeting on historic properties and effect with the DHR on Tuesday, June 19th. As such, I will be sending you their determinations later that evening for you to peruse prior to the consulting party meetings. Just a heads up that the data will be heading your way.

If you have any questions, just let me know.

Looking forward to seeing you!
Kerri

MEETING DETAILS
Thursday June 21, 1:00pm-3:00pm= Richmond area. DC2RVA project office. 801 E. Main Street Suite 1000, Richmond.
Tuesday June 26, 10:00am-12:00pm= Fredericksburg area. Dovetail office. 11905 Bowman Drive, Suite 502. Fredericksburg (note: Dovetail just moved recently so use this new address!)
Thursday June 28, 10:00am-12:00pm= DC area. Parsons office. 100 M Street SE, Suite 1200, Washington, DC

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Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

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11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
721 Philadelphia Pike, Wilmington, Delaware 19809
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3 attachments

- DC2RVARail_Richmond Area CP Mtg Agenda_6.21.18.pdf
  291K
- DC2RVARail_Fburg Area CP Mtg Agenda_6.26.18.pdf
  291K
- DC2RVARail_DC Area CP Mtg Agenda_6.28.18.pdf
  290K

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CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA Project/Project Effect on Historic Properties and Meeting Reminder!!

1 message

Kerri Barile <kbarile@dovetailcrg.com> Wed, Jun 20, 2018 at 5:32 PM
To: Sarah Stokely <sstokely@achp.gov>, abpp@nps.gov, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Amy.inman@richmondgov.com, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com, Cynthia Liccese-Torres <Cliccese@arlingtonva.us>
Cc: John Winkle <john.winkle@dot.gov>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>

Hello all,

First, don't forget to let me know if you will be attending one of the **upcoming consulting party meetings**. The first one is tomorrow in Richmond, followed by meetings in Fredericksburg and DC. Details on times and locations are below. I've heard from very few of you, so I want to make sure you can attend in person or via phone if you have the opportunity.

Second, yesterday, the DRPT and project team met with the Virginia Department of Historic Resources to provide a project update and go over the list of historic properties. As a reminder, a "historic property" in the Section 106 world is any resource that is eligible for or listed in the National Register of Historic Places. After four years of cultural resource studies, the final list of historic properties for the DC2RVA project corridor contains 118 resources.

Using this list, the DHR provided their determinations on project effect (if the project would diminish the characteristics that render these 118 resources eligible for the NRHP). The three categories of determination were no effect, no adverse effect, and adverse effect. In sum, it was determined that the project would have no effect on 30 resources, no adverse effect on 65 resources, and an adverse effect on 23 resources (nine archaeological sites and 14 above-ground resources).

Please take a look at the attached **project effect letter and table** that were sent to the DHR to confirm their determinations. We are soliciting your feedback on this list and the effect determinations as rendered. Please have your comments to me by **July 20th (30 days)**. We can talk more about effects and historic properties at our upcoming meetings. I'm also always free for email or telephone exchanges with any of you!

Thank you so much and again, let me know if you will be coming to one of the three upcoming meetings. Hoping to see you!
Best,
Kerri

MEETING DETAILS
Thursday June 21, 1:00pm-3:00pm= Richmond area. DC2RVA project office. 801 E. Main Street Suite 1000, Richmond.
Tuesday June 26, 10:00am-12:00pm= Fredericksburg area. Dovetail office. 11905 Bowman Drive, Suite 502. Fredericksburg (note: Dovetail just moved recently so use this new address!)
Thursday June 28, 10:00am-12:00pm= DC area. Parsons office. 100 M Street SE, Suite 1200, Washington, DC

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Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

DOVETAIL
CULTURAL RESOURCE GROUP

11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
721 Philadelphia Pike, Wilmington, Delaware 19809
Knowing the Past — Building the Future
www.dovetailcrg.com

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N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Eligible under Criteria A and C	No Adverse	

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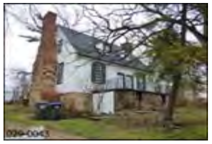
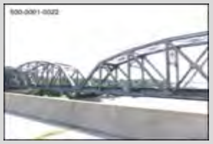
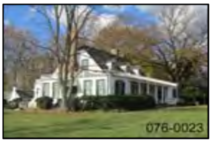
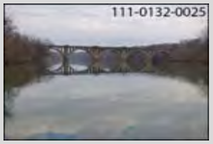
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building ais a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquon River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabscro Creek (and future site of the railroad) was documented by Benjamin Latribe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862–1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/Potentially Eligible under Criterion A	No Adverse	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericsburg HD and RF&P HD	Adverse	

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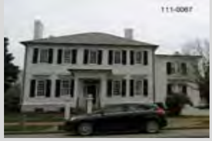
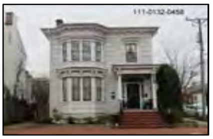
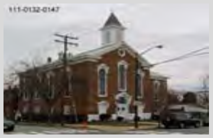
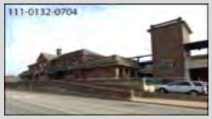
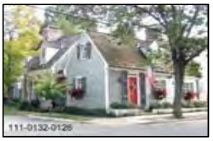
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	

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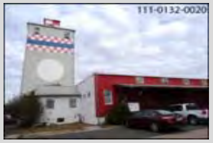
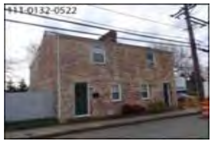
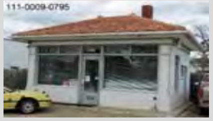
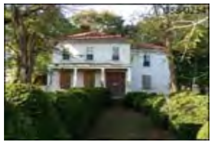
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	

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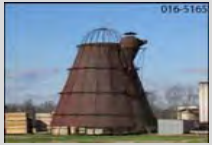
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan “Stonewall” Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County’s largest industry in the earlytwentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County’s first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, woodframed dwelling was designed in the Queen Anne style with Classical detailing. The building representsof housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880–1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building’s façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	

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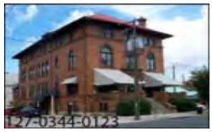
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorsville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early–nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accesible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	
54	166-0001-0015	Business Office, Randoph-Macon , 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resources is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state’s penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school’s tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	

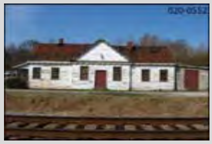
N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resoursce is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
85	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
86	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
87	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
88	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	
89	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	
90	44HE0357	Privy/Pit Complex	City of Richmond	18th to 19th century	Archaeological site recorded as a privy/pit complex. The site underneath a paved parking lot to the east of Main Street Station. Potential for intact remains below pavement is high.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
91	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	Adverse	
92	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
93	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
94	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation hitsory.	Eligible under Criterion A	No Adverse	
95	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
96	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
97	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	
98	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	
99	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
100	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	Eligible under Criteria A, C, and D	No Adverse	
101	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	
102	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	
103	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company's tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	
104	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	
105	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	
106	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	
107	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	
108	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
109	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
110	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
111	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretaion of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
112	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillary battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
113	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
114	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
115	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	
116	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	
117	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includs a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
118	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	

Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/update on historic properties

1 message

Kerri Barile <kbarile@dovetailcrg.com> Mon, Jul 9, 2018 at 1:31 PM

To: Sarah Stokely <sstokely@achp.gov>, abpp@nps.gov, "Kambic, Emily" <emily_kambic@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, kschwartz@fredericksburgva.gov, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Amy.inman@richmondgov.com, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Cyane Crump <ccrump@historicrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com, Cynthia Liccese-Torres <Cliccese@arlingtonva.us>

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, John Winkle <john.winkle@dot.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>

Hey all!

Thank you so very much to everyone who participated in our consulting party meetings over the past few weeks for the DC2RVA rail project. We are extraordinarily thankful for your continued feedback. I wanted to pass around a few things that have occurred since our meeting.

- FRA, DRPT, and the team held a call with the DHR on Monday, July 2 to provide them with an update of the consulting party meetings and to address several key items that came up. I've shared the info with the pertinent parties but in sum, a more robust dialogue was held on why this project and the Long Bridge rail project to the north are separate undertakings; Masons' Hall in Richmond has been added to the list of historic properties; and Devil's Half Acre/Lumpkins Jail and the Burial Ground in Shockoe have not been added to the list as individual resources but are being mitigated through adverse effects in the 106 process to the surrounding Shockoe Valley and Tobacco Row Historic District.

- Given this dialogue, the list of historic properties has expanded by one to include Masons' Hall. See the revised attached list.

- Also attached is the MOA for the Virginia segment of the Richmond to Raleigh (R2R) SEHSR project. I wanted to provide this to you so you can see some of the mitigations that were proposed for adverse effects on the sister project to the south. This may help you in thinking about mitigation strategies for the adverse effects from this project. Note, though, that the current project corridor and the R2R corridor overlap between Richmond and Centralia but project plans have slightly changed. Use the effect determinations for DC2RVA rather than R2R in these cases, such as the Williams Bridge Company.

- As a reminder, comments on the technical reports, list of historic properties and project effect are due by **July 20th**.

Again, we are so deeply appreciative of your feedback on this project and look forward to our next set of calls to chat mitigation.

Thanks!
Kerri and team

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Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

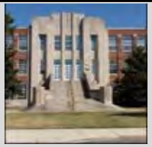
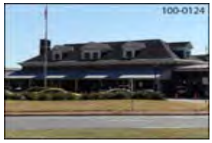
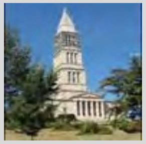
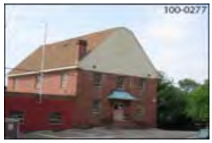
DOVETAIL
CULTURAL RESOURCE GROUP

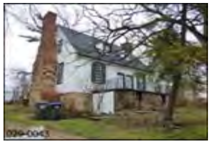
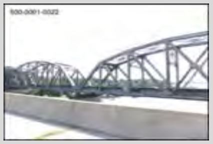
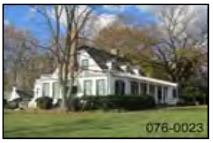
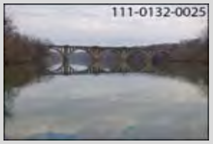
11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
721 Philadelphia Pike, Wilmington, Delaware 19809
Knowing the Past — Building the Future
www.dovetailcrg.com

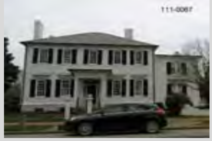
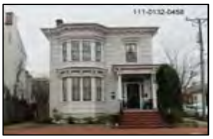
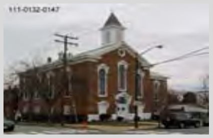
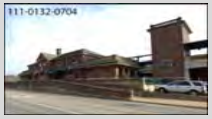
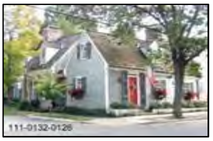
2 attachments

List of DC2RVA HPs & Effect_final revised.pdf
709K

SEHSR R2R VA MOA Final Signed_compressed.pdf
6571K

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Eligible under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building ais a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquon River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862–1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/Potentially Eligible under Criterion A	No Adverse	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	111-0132-0020
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	111-0132-0522
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	111-0009-0795
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880–1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	

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46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorsville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early–nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	
54	166-0001-0015	Business Office, Randolph-Macon , 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	166-0001-0008
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	166-0001-0055
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	166-0001-0060
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	166-0001-0077

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resources is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	043-0292-0001
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
85	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
86	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
87	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
88	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	
89	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	
90	44HE0357	Privy/Pit Complex	City of Richmond	18th to 19th century	Archaeological site recorded as a privy/pit complex. The site underneath a paved parking lot to the east of Main Street Station. Potential for intact remains below pavement is high.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
91	127-0019	Masons' Hall, 1805 Franklin Street	City of Richmond	1785	Mason's Hall, a two-story, three-bay frame structure on a brick english basement, is the oldest building in the United States erected for Masonic purposes that has continually been used as a Masonic Hall since its construction.	Listed under Criteria A and C	No Adverse	
92	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	Adverse	127-0344-0123
93	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
94	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
95	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	No Adverse	
96	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
97	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
98	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	
99	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
100	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	
101	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	Eligible under Criteria A, C, and D	No Adverse	
102	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	
103	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	
104	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company’s tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	
105	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	
106	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	
107	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	
108	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	PROCTOR'S CREEK FIGHT

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
109	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	
110	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
111	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
112	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
113	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
114	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
115	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
116	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	
117	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
118	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	
119	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	

Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/Reminder! Consulting Party comments due tomorrow

1 message

Kerri Barile <kbarile@dovetailcrg.com> Thu, Jul 19, 2018 at 2:41 PM
To: Sarah Stokely <sstokely@achp.gov>, abpp@nps.gov, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Rebeccah Ballo <rballo@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, Amy.inman@richmondgov.com, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Cyane Crump <ccrump@historicrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>, "Burch, Carey" <carey.burch@hdrinc.com>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>

Hello Consulting Parties!

Just a quick reminder that comments on the five 2018 technical reports, list of historic properties, and project effect are due tomorrow, July 20, 2018, by COB eastern time. I've already received comments from several of you but I know that others are planning on submitting materials. Emailed replies are just fine. Once I receive everyone's feedback, it will be disseminated to the FRA, DRPT, DHR, and project team.

Also, I'll be initiating conversations on mitigation of the 23 resources that have received an adverse effect determination in the next few weeks so there absolutely will be more opportunities to comment!

Thanks so much,
Kerri

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Kerri S. Barile, Ph.D., RPA | **President**
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

DOVETAIL
CULTURAL RESOURCE GROUP

11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
721 Philadelphia Pike, Wilmington, Delaware 19809
Knowing the Past — Building the Future
www.dovetailcrg.com

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/August 2018 Consulting Party Update

1 message

Kerri Barile <kbarile@dovetailcrg.com> Thu, Aug 23, 2018 at 4:32 PM
To: Sarah Stokely <sstokely@achp.gov>, abpp@nps.gov, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Cynthia Liccese-Torres <Cliccese@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, "Inman, Amy - DED" <Amy.inman@richmondgov.com>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Cyane Crump <ccrump@historicrichmond.com>, Jessica Russo <jrusso@historicrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>

Hello all,

Hope you are having a good summer!

First, we want to extend our deepest appreciation to everyone who submitted comments on the five 2018 technical reports, list of historic properties, and project effect. We have spent the past month pouring over them to assure that your comments are understood and we are processing data associated with your materials. Individual replies, as appropriate, will be arriving soon.

Second, as discussed during our meetings in June, the next step will be to hold calls/meetings regarding mitigation to adversely effected resources and continue our discussion as warranted on historic properties and effects based on your feedback. As of now, we would like to have three calls/meetings: one to discuss resources in Northern Virginia and Fredericksburg, one to discuss resources in Central Virginia and Ashland, and one to discuss resources in Richmond. You are welcome to listen to/attend any or all of these meetings. Our goal is to hold them in the latter half of September. Additional information on time and date will be coming shortly.

Thanks again for your participation!
Kerri

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Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

DOVETAIL
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11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA/Upcoming consulting party meetings on project effect and mitigation

1 message

Kerri Barile <kbarile@dovetailcrg.com> Fri, Sep 21, 2018 at 4:06 PM

To: Sarah Stokely <sstokely@achp.gov>, abpp@nps.gov, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Cynthia Liccese-Torres <Cliccese@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, "Inman, Amy - DED" <Amy.inman@richmondgov.com>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Cyane Crump <ccrump@historicrichmond.com>, Jessica Russo <jrusso@historicrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, ekostelny@preservationvirginia.org, jsarafin@preservationvirginia.org, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, John Winkle <john.winkle@dot.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Kirchen, Roger (DHR)" <Roger.Kirchen@dhr.virginia.gov>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "Hyatt, Wayne" <WHyatt@moffattnichol.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, "Homer, Pierce" <PHomer@moffattnichol.com>

Hello Consulting Parties,

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We hope you are able to join us for one or more of these meetings. Please let me know if you can attend. If you are unable to participate, we also encourage written comments, which can be sent to me via email or standard mail at the Dovetail office. I am also always free for a call to discuss any ideas and issues you may want to share (540-899-9170). Emily Stock at DRPT (cc'd here) can address general project questions as well.

Hope to see you soon!

Kerri

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA rail meeting on Shockoe Bottom

1 message

Kerri Barile <kbarile@dovetailcrg.com> Fri, Sep 21, 2018 at 4:10 PM
To: thecitybar@yahoo.com, BWhite@mainstreetrva.com, DelMcQuinn@house.virginia.gov, Jeannie.welliver@richmondgov.com, "Douglas C. - ECD Dunlap" <Douglas.Dunlap@richmondgov.com>, Susan.Kennedy@richmondgov.com, Sherri.Tinsley@richmondgov.com, Saporah.Carter@rmtaonline.org, story1@efsinc.org, ourrosewood@gmail.com, ajohnson@blackhistorymuseum.org, free@untoldrva.com, justinreid@virginia.edu, tpollard@selcva.org
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, John Winkle <john.winkle@dot.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Kirchen, Roger (DHR)" <Roger.Kirchen@dhr.virginia.gov>, Sarah Stokely <sstokely@achp.gov>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "Homer, Pierce" <PHomer@moffattnichol.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, "Hyatt, Wayne" <WHyatt@moffattnichol.com>

Greetings all,

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA rail meeting on Shockoe Bottom

1 message

Kerri Barile <kbarile@dovetailcrg.com> Fri, Sep 21, 2018 at 5:09 PM
To: lthompsonvasa@yahoo.com, rmhpreach@aol.com, soutsey@vcu.edu, martyj957@gmail.com, La_Toute@verizon.net, joseph.s.h.rogers@outlook.com, nmturner@vcu.edu
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>

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Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA/Upcoming consulting party meetings on project effect and mitigation

1 message

Kerri Barile <kbarile@dovetailcrg.com> Mon, Oct 1, 2018 at 10:36 AM

To: Sarah Stokely <sstokely@achp.gov>, abpp@nps.gov, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Cynthia Liccese-Torres <Cliccese@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, "Inman, Amy - DED" <Amy.inman@richmondgov.com>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Cyane Crump <ccrump@historicrichmond.com>, Jessica Russo <jrusso@historicrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, ekostelny@preservationvirginia.org, Justin Sarafin <jsarafin@preservationvirginia.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com

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Good morning everyone,

A reminder to RSVP if you can attend one of the upcoming consulting party meetings in person or via telephone. See email below for more info. Fredericksburg is this Thursday, October 4th, and DC is this Friday, October 5th. Both of these will have both in-person and call-in options.

Call In: 866-583-7984
Conference Code: 9894625

Richmond will be next Friday, October 12th. Because this is a tour-based meeting, there is no call-in number.

If you have any questions, just let me know.
Thanks!
Kerri

On Fri, Sep 21, 2018 at 4:06 PM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

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Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA rail meeting on Shockoe Bottom

1 message

Kerri Barile <kbarile@dovetailcrg.com> Mon, Oct 1, 2018 at 10:42 AM
To: thecitybar@yahoo.com, Brian White <BWhite@mainstreetrva.com>, DelMcQuinn@house.virginia.gov, "Welliver, Jeannie A. - DED" <Jeannie.welliver@richmondgov.com>, "Douglas C. - ECD Dunlap" <Douglas.Dunlap@richmondgov.com>, Susan.Kennedy@richmondgov.com, Sherri.Tinsley@richmondgov.com, Saporah.Carter@rmtaonline.org, story1@efsinc.org, Ana Edwards <ourrosewood@gmail.com>, ajohnson@blackhistorymuseum.org, Free Egunfemi <free@untoldrva.com>, justinreid@virginia.edu, Trip Pollard <tpollard@selcva.org>, Lynetta Thompson <lthompsonvasa@yahoo.com>, rmhpreach@aol.com, Shawn O Utsey <soutsey@vcu.edu>, martyj957@gmail.com, Anita Lee <La_Toute@principle2.org>, joseph.s.h.rogers@outlook.com, nmturner@vcu.edu
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Good morning,

Quickly touching base on the Shockoe DC2RVA meeting in Richmond. Just a heads up that we will not have a call-in option due to the tour-based nature of the meeting. If you haven't already, shoot me an email if you can attend or if you have questions.

Thanks so much!
Kerri

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DC2RVA/Historic Property list update

1 message

Kerri Barile <kbarile@dovetailcrg.com> Tue, Nov 27, 2018 at 12:31 PM

To: Sarah Stokely <sstokely@achp.gov>, "Battlefields, NPS" <abpp@nps.gov>, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Cynthia Liccese-Torres <Cliccese@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, "Inman, Amy - DED" <Amy.inman@richmondgov.com>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Cyane Crump <ccrump@historicrichmond.com>, Jessica Russo <jrusso@historicrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, Elizabeth Kostelny <ekostelny@preservationvirginia.org>, Justin Sarafin <jsarafin@preservationvirginia.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com, Jaime Loichinger <jloichinger@achp.gov>

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, John Winkle <john.winkle@dot.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>

Hello consulting parties,

Thank you again for your continued participation in the cultural resource coordination process for the DC2RVA rail project. Your feedback over the past four years (ack!) has been invaluable. Through our many meetings, calls, letters, and emails, we have continued to refine the cultural resource studies, determination on APE, and resource eligibility, with project effect and MOA mitigation stipulations still ongoing.

Based on feedback received from you all since June and through extensive consultation with the DHR and ACHP, FRA has finalized the list of historic properties in the APE. See attached. The list was augmented to include several resources at your request, including Rippon Lodge, Mason's Hall, Lumpkin's Jail/Devil's Half Acre site, and the Graveyard for Free People of Color and Negros. Take a look and let us know if you have any additional comments.

We are also continuing to work with the DHR and ACHP on project effect, and the results of that dialogue are also included in the attached table. We welcome your comments! In the end, it appears that the project will have an adverse effect on 21 resources, and that the project will have an overall adverse effect on historic properties. I have reached out to all of you to discuss effect and ensuing mitigation for the MOA, and you have provided some incredible ideas. If you have additional thoughts, send them our way! We want to assure that this process is inclusive of all voices and thoughts.

Our next step is to acquire a final effects determination from the DHR and to work on the MOA. Additional details will be disseminated as they are available. In the meantime, please know I am available to chat about any of this! If you have questions on the project in general, I will definitely find the right person to answer any inquiries you have.

Thanks again!
Kerri

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Kerri S. Barile, Ph.D., RPA I **President**
Office - 540.899.9170, x1001 I Cell- 540.623.5106 I Fax- 540.899.9137
kbarile@dovetailcrg.com

DOVETAIL
CULTURAL RESOURCE GROUP

11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
721 Philadelphia Pike, Wilmington, Delaware 19809
Knowing the Past — Building the Future
www.dovetailcrg.com

List of DC2RVA HPs & Effect_Revised Nov 2018.pdf
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N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the “sole remaining example of a mill structure in Alexandria.”	Eligible under Criteria A and C	No Adverse	

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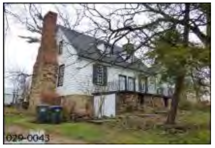
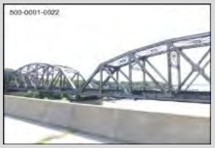
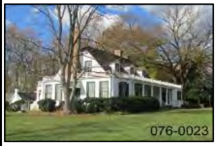
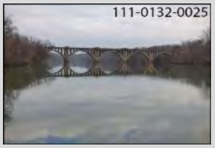
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building ais a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquon River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862–1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/Potentially Eligible under Criterion A	No Adverse	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse	

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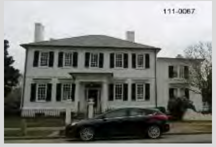
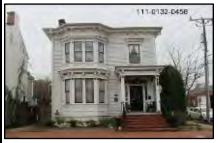
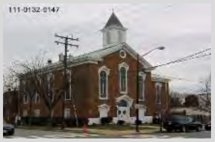
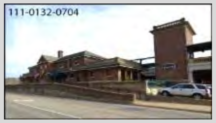
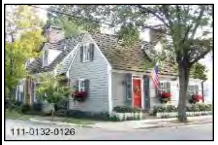
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	

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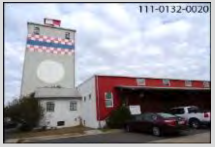
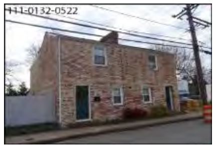
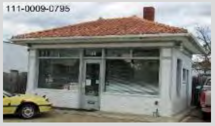
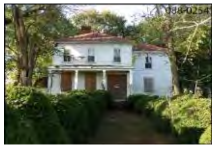
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	

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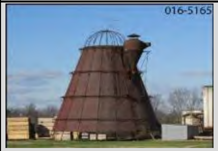
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880–1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	

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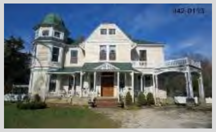
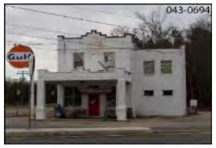
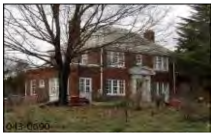
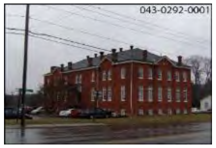
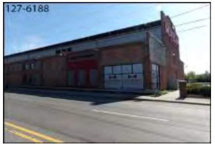
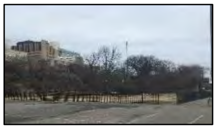
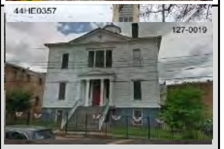
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorsville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early–nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	
54	166-0001-0015	Business Office, Randolph-Macon , 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	166-0001-0015

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	166-0001-0008
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	166-0001-0055
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	166-0001-0060
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	166-0001-0077

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resources is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	

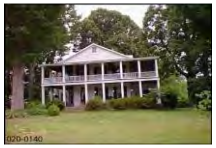
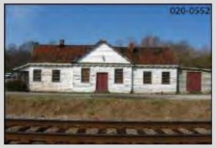
N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	44HE1203	Grave Yard for Free People of Color and Slaves	City of Richmond	1816	Historic maps from the early-nineteenth century represent this cemetery, used after the closing of the "Burial Ground for Negros" in Shockoe Bottom. The cemetery was in use from 1816 until the mid-nineteenth century. No above-ground evidence of the cemetery exists, and its integrity is unknown.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
85	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
86	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
87	44HE1053	Lumpkins Jail/Devil's Half Acre Site	City of Richmond	1830s-1850s	Site is the former location of a jail for enslaved individuals in operation during the decades before the Civil War. Archaeological excavations completed in 2006 and 2008 revealed features and artifacts under over 10 feet of fill. Site is within the visual APE but will not be physically impacted by the project.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
88	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
89	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
90	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
91	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	
92	127-0019	Masons' Hall, 1805 Franklin Street	City of Richmond	1785	Mason's Hall, a two-story, three-bay frame structure on a brick english basement, is the oldest building in the United States erected for Masonic purposes that has continually been used as a Masonic Hall since its construction.	Listed under Criteria A and C	No Adverse	
93	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	No Adverse	127-0344-0123
94	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
95	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
96	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	No Adverse	
97	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
98	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
99	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
100	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	
101	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	
102	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	Eligible under Criteria A, C, and D	No Adverse	127-6245 WILLIAMS BRIDGE COMPANY
103	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	
104	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	
105	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company's tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	
106	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	
107	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	
108	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
109	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	020-5320 PROCTOR'S CREEK FIGHT
110	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	
111	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
112	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
113	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
114	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
115	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
116	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
117	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
118	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	
119	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	
120	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	

ALEXANDRIA
ARCHAEOLOGY

July 11, 2018

Dr. Kerri Barile
President
Dovetail Cultural Resource Group
300 Central Road, Suite 200
Fredericksburg, VA 22401

Dear Dr. Barile,

This letter serves as Alexandria Archaeology's (Office of Historic Alexandria, City of Alexandria) response to the Cultural Resource Identification-Level Reports Southeast High Speed Rail Tier II Environmental Impact Statement Washington, DC to Richmond Segment. Alexandria Archaeology elected to participate in the Section 106 process as a consulting party.

We concur with the No Effect and No Adverse Effect recommendations for the seven City of Alexandria cultural resources located within the Area of Potential Effect of the DC2RVA project.

Thank you for the opportunity to comment on this project and we will continue to participate as a consulting party.

Sincerely,

Garrett Fesler
Deputy City Archaeologist
Garrett.fesler@alexandriava.gov

City of Alexandria, Virginia Office of Historic Alexandria
105 North Union Street, #327, Alexandria, Virginia 22314-3217
Phone: 703/746-4399 e-mail: archaeology@alexandriava.gov fax: 703/838-4691
www.alexandriava.gov/Archaeology

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June 28, 2018

Kerri S. Barile, Ph.D., RPA
President
Dovetail Cultural Resource Group
11905 Bowman Drive
Suite 502
Fredericksburg, VA 22408

Dear Dr. Barile:

I am writing on behalf of the American Battlefield Trust ("the Trust"), a nonprofit, nonpartisan organization dedicated to preserving America's hallowed battlegrounds and educating the public about what happened there and why it matters today. To date, the Trust has protected more than 50,000 acres associated with the Revolutionary War, War of 1812 and Civil War in 24 states, including 25,652 acres in the Commonwealth of Virginia.

With this letter, the Trust seeks to follow up on the "Project Update & Effect Discussion with Consulting Parties" hosted by the Washington, D.C., to Richmond Southeast High Speed Rail (DC2RVA) project team in Richmond on June 21, 2018. We appreciate your continued consultation with the Trust and our partners in preservation as the DC2RVA project has advanced; this letter is the third in a series of comments that the Trust has provided since the project's commencement (with previous letters dated June 22, 2015, and November 3, 2017).

The project team's ongoing evaluation of potential impacts to battlefields and related resources — as well as the proactive way in which the team has conducted its outreach to consulting parties and stakeholders — have been welcomed by the Trust. During our most recent meeting with the DC2RVA team in Richmond, the Trust took advantage of the opportunity to ask the team a number of questions, with none more important than our inquiry confirming whether or not the primary, battlefields-centered finding of the project's Tier II Draft Environmental Impact Statement (Draft EIS) continues to hold true.

Pg. 4-155 of the Draft EIS, which was received by the Trust in 2017, asserts the following: "Based on preliminary dialogues with DHR [the Virginia Department of Historic Resources], the Project would have No Adverse Effect on any of the 11 battlefields within the APE [Area of Potential Effects]." We are grateful to the project team for its assurance at this month's gathering that it remains the case that no battlefield in the APE is to be adversely affected, as well as for efforts taken by the project team — and subsequently described to the Trust — to successfully ensure that desired rail improvements in the vicinity of the Trust's Slaughter Pen Farm property in Spotsylvania County will not exceed existing right-of-way onto land previously preserved by the Trust or the National Park Service (NPS).

The Trust was likewise pleased to receive confirmation from the DC2RVA team that it remains in close contact regarding this project with NPS — in particular, with NPS personnel both at the American Battlefield Protection Program as well as at individual parks throughout the project area, such as Fredericksburg and Spotsylvania National Military Park. It is appropriate to reiterate here a request which the Trust has made previously: If the determination that neither the Slaughter Pen Farm nor any of the battlefields within the project's APE will be subject to adverse effect as a result of the project is revised or otherwise revisited at any point, the Trust requests immediate notification of this fact as well as the opportunity to consult with the DC2RVA team at the earliest possible time thereafter.

We appreciate your notification regarding the pair of historic properties connected to the Civil War upon which DHR has determined the DC2RVA project will have an adverse effect: the "Civil War Campsite" in Stafford County (DHR ID 44ST1223) and the "Earthwork" in Spotsylvania County (DHR ID 44SP0468). The Trust encourages the DC2RVA team to collaborate jointly with NPS, DHR, Civil War Trails as well as the Trust's own historians at the appropriate time to determine an ideal approach to interpreting these sites which could serve to mitigate the project's expected impacts. Particularly given the earthwork's location — as well as what the DC2RVA team notes is its "notable connection to military actions during the war" — we believe that both it and the Stafford campsite ("one of many Union army winter encampments in the area … during the winter of 1862-1863") hold important stories that such mitigative interpretation could assist in illuminating for Virginians and Virginia's many visitors alike.

Once again, the Trust looks forward to receiving and reviewing continued project updates from the DC2RVA team in the months ahead. Please do not hesitate to contact us directly with any questions at (202) 367-1861, and thank you for the opportunity to provide these updated comments on DC2RVA's progress to date.

Sincerely,

O. James Lighthizer, President

CC: Emily Stock — Manager of Rail Planning, Virginia Department of Rail and Public Transportation

Angelina Jones — Landscape Preservation Planner, American Battlefield Protection Program

Kirsten Talken-Spaulding — Superintendent, Fredericksburg and Spotsylvania National Military Park

Julie Langan — Director, Virginia Department of Historic Resources

Town of Ashland
Center of the Universe

101 THOMPSON STREET
P.O. BOX 1600
ASHLAND, VIRGINIA 23005-4600

TELEPHONE (804) 798-9219
FAX (804) 798-4892

July 20, 2018

Kerri S. Barile, Ph.D., RPA
President
300 Central Road, Suite 200
Fredericksburg, Virginia 22401

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JOSEPH A. COLLINS
CLERK OF COUNCIL

Dear Kerri,

These comments are being provided jointly by the consulting parties of the Town of Ashland and the Ashland Museum. We appreciate the opportunity to comment on the impacts that the DC2RVA project may have on significant historic resources within and just outside of the Town of Ashland.

At this time, it is the understanding of the Town of Ashland and the Ashland Museum that a third rail will not be built through Ashland's Historic District. While no properties in the historic district are impacted by this option, the properties along Vaughan Road/Archie Cannon Drive and Ashcake Road/S. Center Street where new overpasses are planned must be reviewed. The adverse impact of construction at both the north and the south ends of the Ashland Historic District cannot be overstated.

To the north of the historic district, the home at 804 N. Henry St., located within the proposed Berkleytown Historic District, will be adversely affected by the Vaughan's Crossing overpass. (Report C, Table 4-1, 166-5073.) We agree with your assessment of the importance of Berkleytown, an historic African-American community, and urge the planners to take into consideration both the individual historic properties and the district in general. We believe adjusting the overpass to the north of this area warrants review.

The historic homes at 1014 S. Center St. (DHR 166-0039; 166-0001- 0082) and 1017 S. Center St. (DHR 166-0001-0083) are located close to the proposed Ashcake Road/Center Street road overpass. They are contributing properties of the Ashland Historic District, but DHR has not listed them as *potentially eligible* individually. We disagree and are working with the DHR to change their listing for these homes. Please note that their status may change. We urge the planners to take into consideration these historic structures as they plan the construction of the overpass and the third rail.

In addition, we are concerned about the historic home at 11247 Gwathmey Church Road. It is in neither the Ashland Historic District nor the Town of Ashland, but it is an important historic structure. As your Architectural Report indicates, this house would be impacted if a third rail were to come through this area. We encourage you to start the third rail south of Gwathmey Church Road to avoid adversely impacting this house and also the two homes on S. Center Street.

Finally, we feel compelled to restate our reasons for adamantly objecting to any option that would include a third rail through the Town of Ashland as it relates to the impact on the historic assets in the town.

The NRHP report recommended that the RF&P road bed itself between Richmond and Washington, D.C., (D.C. to Richmond Southeast High Speed Rail 3-166 Architectural Intensive Survey, Report A) should be designated as the RF&P Railroad Historic District for its contribution to the country's transportation history. With that in mind, we point out that one of the few original beds of the 1837 track actually runs through the middle of Ashland. A significant portion of the rest of the original beds along the DC2RVA route have been altered over the years in order to straighten or level out the rails. In many cases, the original residential and business neighborhoods surrounding the tracks have evolved into industrial neighborhoods. Not so in Ashland.

There are potentially three historic districts in Ashland that are in the path of the original third rail option.

The former Ashland Hotel and Mineral Water Company, developed by the RF&P in the 1840s and 1850s, was sold to Randolph-Macon College in 1868. Today the College is still located on that historic property and their three oldest buildings built in the 1870s are a separate historic district unto themselves. Several of the other college buildings built in the late 19th and early 20th century are a part of the larger Ashland National Historic District.

After the Civil War, an important parallel residential and business development occurred just north of Ashland along the tracks. Berkleytown, as it is now known, was a thriving African-American community developed by former slaves and other African Americans of Hanover County. The Town is in the process of creating a historic district around that development. We are researching the homes and businesses in that area, including the former Coleman's Colored Hotel, F.E. Dabney Funeral Home, and John M. Gandy School discussed in the Section 106 Studies.

Unlike other areas along the DC2RVA route, Railroad Avenue/Center Street remains Ashland's premier historic residential and business center as it was in the 19th century. Today that neighborhood encompasses the major portion of the Ashland National Historic District # DHR166-0001. Moreover, DHR has listed several of the homes as potentially eligible for individual listing on the National Register of Historic Places.

We maintain that the railroad bed itself as well as the structures alongside it and the streetscape of lawns and century-old trees are a significant historic part of the history of transportation in the United States, the Commonwealth of Virginia, and of the Town of Ashland. To disturb the layout by enlarging the right-of-way to add a third rail line through town would mean that some of the historic college buildings, the historic station, the old trees along the tracks, and a number of historic homes and businesses would be destroyed or rendered unusable. Without alleyways and with uneven lot sizes along the tracks, there is no way to mitigate the damage a third rail would do to the historic district by physically moving the houses back away from the new rail layout as one might in other areas of the corridor. The district would be irreparably damaged and the heart of historic Ashland would go into steep and immediate economic decline as soon as such a rail plan was announced by the FRA. This decline would not wait the 20 years that it would take the government to accumulate the funds and make the plans for construction. It would be immediate.

Fortunately, the NRHP studies have agreed with the Town's governing body that a third rail will not fit in the Ashland right-of-way. We heartily agree, but we remain concerned nevertheless.

Town of Ashland Mayor
Steve Trivett

Rosanne Shalf
Ashland Museum
Rosanne Shalf

Betsy Hodges
Ashland Museum
Betsy Hodges

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA/Reminder! Consulting Party comments due tomorrow

1 message

Erik Nelson <enelson@fredericksburgva.gov> Fri, Jul 20, 2018 at 10:56 AM
To: Kerri Barile <kbarile@dovetailcrg.com>
Cc: "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>

Kerri,

Thanks for the opportunity to comment. We have reviewed the available materials and find the work satisfactory in all respects. We appreciate that the documentation has been exceptionally thorough and that we have had many opportunities to review it and ask questions. We have every confidence that this process will continue to unfold in a manner that is open and transparent. The City has no concerns at this point.

Erik F. Nelson

Transportation Administrator

City Records Manager/Archivist

540 937-0572

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]
Sent: Thursday, July 19, 2018 2:41 PM
To: Sarah Stokely; abpp@nps.gov; Kambic, Emily; Cheryl Sams; Robert Campbell; Eric Mink; Monteleone, Simone; Matt Virta; Bradley Krueger; Stidham, Tammy; Hammig, Laurel; Briggs, Don; Krick, Robert; helen_mahan@nps.gov; Roberts CIV Catherine; Eleanor Breen; Rebeccah Ballo; Michael Finchum; cpennington@co.caroline.va.us; Catherine Miliaras; Al Cox; Erik Nelson; Kate S. Schwartz; Chen, Kimberly M. - PDR; Amy.inman@richmondgov.com; Cheely, Claudia; Patton, Justin S.; Josh Farrar; Nora Amos; Rosie SHALF; Betsy Hodges; ashlandmuseum@comcast.net; PETER KOLAKOWSKI; executivedirector@cvbt.org; Jim Campi; Mark Coombs; Adam Gillenwater; G. Scott Walker; Danielle Worthing; Cyane Crump; Lisa Bergstrom; Robert Nieweg; Sharee Williamson; Robert Gray; chiefstephenadkins@gmail.com; pathlane@cox.net; wfrankadams@verizon.net; info@rappahannocktribe.org; lockamylee@yahoo.com; Mnation538@aol.com
Cc: DC2RVAdocumentcontrol; Stock, Emily (DRPT); Selleck, Randy (DRPT); Holma, Marc (DHR); John Winkle; Burch, Carey; Estes, Michael; Walter, Stephen C; ecalhour@dovetailcrg.com; Heather Staton
Subject: DC2RVA/Reminder! Consulting Party comments due tomorrow

Hello Consulting Parties!

Just a quick reminder that comments on the five 2018 technical reports, list of historic properties, and project effect are due tomorrow, July 20, 2018, by COB eastern time. I've already received comments from several of you but I know that others are planning on submitting materials. Emailed replies are just fine. Once I receive everyone's feedback, it will be disseminated to the FRA, DRPT, DHR, and project team.

Also, I'll be initiating conversations on mitigation of the 23 resources that have received an adverse effect determination in the next few weeks so there absolutely will be more opportunities to comment!

Thanks so much,

Kerri

--

Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408

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Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA/Reminder! Consulting Party comments due tomorrow

1 message

Chen, Kimberly M. - PDR <Kimberly.Chen@richmondgov.com> Mon, Jul 30, 2018 at 1:23 PM
To: Kerri Barile <kbarile@dovetailcrg.com>

Kerri,

I have gotten through all of the documentation for Richmond. My concerns still remain, monitoring the archaeological impact in the Bottom and now that the 1818 cemetery has been identified to avoid that area completely and if there is any peripheral disturbance that it should be monitored. I am not concerned about architectural impacts since for the most part systems are being augmented in Richmond. Do you need a formal letter from me or will this email suffice?

Thanks for all the hard work and excellent documentation.

Kim

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]
Sent: Monday, July 23, 2018 12:31 PM
To: Chen, Kimberly M. - PDR
Cc: Inman, Amy - DED; DC2RVAdocumentcontrol; Stock, Emily (DRPT); Selleck, Randy (DRPT); Burch, Carey; Walter, Stephen C; Estes, Michael
Subject: Re: DC2RVA/Reminder! Consulting Party comments due tomorrow

Terrific! No rush at all. I just wanted to make sure you got them given the email issues. Let me know if you have questions!

Thanks again,

Kerri

On Mon, Jul 23, 2018 at 12:28 PM, Chen, Kimberly M. - PDR <Kimberly.Chen@richmondgov.com> wrote:

> I did receive the overlays, thank you. I have had a bit of time today and I am starting to review the other documents as well.
>
> Kim
>
> **From:** Kerri Barile [mailto:kbarile@dovetailcrg.com]
> **Sent:** Monday, July 23, 2018 12:27 PM
> **To:** Chen, Kimberly M. - PDR
> **Cc:** Inman, Amy - DED; DC2RVAdocumentcontrol; Stock, Emily (DRPT); Selleck, Randy (DRPT); Burch, Carey; Walter, Stephen C; Estes, Michael
> **Subject:** Re: DC2RVA/Reminder! Consulting Party comments due tomorrow
>
> Hey Amy and Kim,
>
> Making sure you got the two documents I sent?
>
> If I don't hear from either of you by COB, I'll be sure to give you a call.... :) Just making sure!
>
> Kerri
>
> On Thu, Jul 19, 2018 at 5:15 PM, Kerri Barile <kbarile@dovetailcrg.com> wrote:
>
>> And now document two.
>>
>> Kerri
>>
>> On Thu, Jul 19, 2018 at 5:09 PM, Kerri Barile <kbarile@dovetailcrg.com> wrote:
>>
>>> Thank you so much for the call!

United States Department of the Interior

NATIONAL PARK SERVICE
Fredericksburg and Spotsylvania
National Military Park
120 Chatham Lane
Fredericksburg, Virginia 22405

IN REPLY REFER TO:

June 20, 2018

Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group
11905 Bowman Drive
Suite 502
Fredericksburg, VA 22408

Dear Dr. Barile:

Thank you for your continued consultation with the Fredericksburg and Spotsylvania National Military Park (FRSP) as the DC2RVA planning progresses. We acknowledge the receipt of the 2018 technical reports, list of historic properties, and the project effect.

We have read through the reports and have a couple comments with regard to the identification and assessment of effects on historic properties, as they relate to FRSP. The park unit known as the Stonewall Jackson Shrine, located in Caroline County, is identified in the Architectural Intensive Survey (Report B). We appreciate that while the survey focused on architecture, it also looked at the larger surrounding property. We feel it is important to note, however, that the NPS owns additional property within the survey area that was not discussed in either the report or its assessment. The NPS owns a tract of 20 acres on the west side of the railroad. This tract is bordered by the railroad to the east, Stonewall Jackson Road (Route 606) to the south, Guinea Station Road (Route 607) to the west, and an unnamed stream to the north. It is our opinion that this additional property should be taken into consideration as part of the larger historic landscape of the Stonewall Jackson Shrine.

While the technical reports address archaeological and architectural resources, some discussion of the larger historic landscapes would be helpful. Our previous comments, included as part of the NPS response dated November 7, 2017, referenced a concern about trains queuing up in the Fredericksburg Battlefield viewshed. While we understand from the meeting we attended on June 26, 2018 that parked trains are not an expected result of the project, the project's potential visual impact on our historic landscapes remains a concern that we feel should be discussed and assessed.

Thank you for consulting with us and for the opportunity to review and comment on the project.

Sincerely,

Eric J. Mink

Eric J. Mink
Historian and Cultural Resource Specialist

Hanover County Historical Commission

Post Office Box 470, Hanover, Virginia 23069

July 18, 2018

Dr. Kerri S. Barile, Ph.D.
President, Dovetail Cultural Resource Group/DC2RVA Project Team
11905 Bowman Drive, Suite 502
Fredericksburg, VA 22408

Re: DC2RVA Project through Hanover County, VA

Dear Dr. Barile:

The Hanover County Historical Commission has reviewed the most recent intensive investigations for the DC to Richmond Southeast High Speed Rail Project, which chart the properties in Hanover County that are adjacent to or through which the rail is proposed. The investigations provided conclude that the Doswell Historic District, VDHR #42-5448, and the Doswell Depot and Tower, 10577 Doswell Road, VDHR #42-0093, will be adversely effected. In addition, these resources are eligible under Criteria A and C for the listing on the National Register of Historic Places. Therefore, the Commission requests the following remediation measures for the adversely effected sites:

1. Because the Doswell Depot and Tower is recommended eligible for listing in the NRHP under Criteria A and C, and considered a contributing element to the Doswell Historic District and the RF&P Railroad Historic District (#500-0001), the Commission requests that the application for listing on the NRHP be completed for both the Doswell Depot and Tower and the Doswell Historic District, and submitted to the National Register of Historic Places for their consideration and possible approval;
2. The Commission agrees with the recommendation that the Depot Tower be located to a point southeast of its current location so that it represents its original location and purpose. Prior to its relocation and in case the structure does not survive the relocation work, document the current location and document the tower structure with measured drawings and photographs. Then provide copies of that work to the Virginia Department of Historic Resources and to Hanover County, VA, for their copies of the local surveillance survey file;

3. If any noise attenuation or vibration reduction measures are possible, those measures should be installed between the proposed third rail and the historic resources; and,
4. Any historic artifacts discovered and collected from the performance of associated historic architectural or archaeological studies in Hanover County or the actual installation of the D.C. to Richmond Southeast High Speed Rail Project through Hanover County should be donated to the Hanover County Historical Society for the future Hanover County museum, which will be located at Hanover Courthouse, Virginia.

If you have any questions, please let me know.

Sincerely,

Claudia Cheely

Claudia D. Cheely
Senior Planner II
Staff Liaison to the Hanover County Historical Commission

cc: Frank Harksen, Deputy County Administrator
Marc Holma, Virginia Department of Historic Resources

HISTORIC
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4 East Main Street, Suite 1C
Richmond, Virginia 23219

Tel: 804.643.7407
Fax: 804.788.4244

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July 20, 2018

Emily Stock, AICP
Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 E. Main Street, Suite 2102
Richmond, VA 23219

RE: Washington, D.C. to Richmond Southeast High Speed Rail Project
Comments on Cultural Resource Technical Reports and Project Effects

Dear Ms. Stock,

Historic Richmond is a consulting party for the Washington, DC to Richmond Southeast High Speed Rail (DC2RVA Project). We thank you for providing the five 2018 DC2RVA technical reports, project effect letter and for hosting a consulting party meeting in Richmond on June 21, 2018. We are following up to provide our comments regarding the technical reports and project effects.

Historic Richmond shared concerns and questions regarding several properties within the expanded LOD Expansion Area at the June 21, 2018 consulting parties meeting in Richmond. We appreciate the consideration and further investigation that was given to these properties.

Masons' Hall (DHR ID# 127-0019) located in Shockoe Bottom at 1807 E. Franklin Street is a National Historic Landmark. Built in 1785, it is the oldest building in the country erected for Masonic purposes and continuously used for that purpose. The building was outside the original Area of Potential Effect (APE) and due to a mapping error, inadvertently excluded from the Architectural Reconnaissance Survey of the LOD Expansion Area for the DC2RVA Project in May 2018. We appreciate that the resource has been added to the revised list of historic properties and evaluated for potential effects.

The **Reco Biotechnology** buildings (DHR ID# 127-6658), located at 710 Hospital Street has potentially been in use since the late nineteenth century as part of Richmond Locomotive Works, and at least one of the buildings was constructed in 1908 (much earlier than the 1946 and 1976 dates previously listed in the VCRIS). Historic Richmond requested that additional research was conducted to evaluate eligibility for listing on the National Register before the route is finalized. Dovetail resurveyed and determined that the resource was not eligible, and the recommendation was concurred by DHR. We continue to have questions regarding the potential eligibility of the structures on this site, but we appreciate the subsequent revisions to the route and the resulting removal of the building from the Right-of-Way.

The Graveyard for Free People of Color and Slaves (DHR ID# 44HE1203) is an African American cemetery located at the northeast corner of 5th and Hospital Street. This cemetery has been identified through documentary evidence, not physical evidence. All efforts should be made to avoid disturbing this site. Currently above ground on this site is Talley's Auto Service Center (DHR ID#127-6660), which is not eligible for listing on the National Register. The cemetery is included as a secondary resource but is not evaluated as an archaeological resource under the surveyor's assessment. Consideration should be given to recording this cemetery as a potentially eligible architectural resource under Criterion D and providing interpretive signage. In addition, in the event that any human skeletal remains and associated funerary objects are encountered during the course of the project, such items shall be treated with respect and in accordance with applicable law, and appropriate permits obtained from DHR.

The **Shockoe Valley & Tobacco Row Historic District** (DHR ID# 127-0344) is the oldest historic district in Richmond and contains several buildings (individually eligible and contributing resources) that will be adversely effected by this project. In addition, there are three **archaeological resources in Shockoe Bottom** (DHR ID# 44HE1098, 44HE1097, and 44HE1094) may be adversely effected by subsurface disturbance. In the event that a new structure is built on top of a site that would make data recovery unfeasible, data recovery should be performed prior to construction. While we support bringing full service to Main Street Station, we do have concerns regarding the impact of this project on historic resources.

In particular, we recommend:

i. **Minimize impacts to the existing fabric of nearby historic properties and districts.** This should include minimizing the scale and massing of any proposed structures, material selection for any new structures that reflects the characteristics of the extant structures, and landscaping or vegetative screening of new structural elements, where appropriate.

ii. **Designs for any new structures, including any potential platform extensions and/or parking structures, shall be compatible with the architectural and historic character of nearby historic properties and districts.** Draft design plans for any such new structures shall be submitted at the schematic, 30%, 65%, and 90% stages concurrently to the Federal Railroad Administration, DHR, property owner, and Consulting Parties for review and comment. The design packet shall include a set of plans and elevations for each structure, as well as a schematic showing the proposed design from various perspectives to show proposed visual impacts on historic properties and districts.

In addition, our letter dated November 7, 2017 recommended several suggestions for mitigation, which we reiterate and incorporate below:

1. **Extra care should be taken to preserve historic structures in Shockoe Bottom.** Shockoe Bottom is the oldest historic district in Richmond and we do not support demolishing the Loving's Produce Company building. The Loving's Produce Company, located at the corner of E. Grace and Ambler Streets overlaps with the footprint of the proposed garage. This commercial building was constructed circa 1870, and is a contributing resource to the Shockoe Valley and Tobacco Row Historic District. We

encourage the rehabilitation and reuse of this historic structure in accordance with the Secretary of the Interior's *Standards for Rehabilitation.*

2. **Commission a thorough study of the archaeological, historical, and cultural resources in Shockoe Bottom.** Expand the National Register Nomination to include the history of the slave trade and its role in shaping Richmond's cultural and architectural landscape. *The Cultural Context and Thematic Study for the Proposed Revitalize RVA Project,* prepared by Dutton + Associates in 2013, identified a number of areas with potential for significant archaeological deposits within the APE and should be further explored.
3. **Conduct a comprehensive archaeological survey.** A comprehensive archaeological survey should be completed for all areas with ground disturbance with the expectation that discovered historic resources be preserved and publicly interpreted. Shockoe Bottom contains significant archaeological remains and provides an opportunity to learn from our unexplored history. The African Burial Ground, Devil's Half Acre / Lumpkin's Jail Site, and other buried remains throughout Shockoe Bottom are extraordinarily significant archaeological, historical, and cultural resources because of their association with the nation's enslavement history. Particular care should be taken to protect these sites from harm.
4. **Create a Devil's Half Acre / African Burial Ground / Shockoe Bottom Memorial Park.** Donate funds to design and build an architecturally significant and inspiring heritage site in Shockoe Bottom commemorating the history of the slave trade and the lives, contributions and sacrifices of enslaved persons. Coordinate the donation of City of Richmond-owned property towards a memorial park. Archaeological remains should be commemorated in place.
5. **Encourage the City to adopt a form-based code or design overlay in Shockoe Bottom.** We encourage the adoption of a form-based code or creation of a design overlay district for new development in Shockoe to be based on the district's existing historic architectural character. Any new parking garage or associated resources should reflect and respect the historic character of the Shockoe Valley and Tobacco Row Historic District in location, height, scale, massing and, most importantly, design.
6. **Conduct additional research of Resources 127-6657 and 127-6658 before the route in finalized.** The Reco Biotechnology buildings, located at 710 Hospital Street, are located within the Right-of-Way of the proposed wye track near Hospital Street to turn passenger trains and related Hospital Street improvements. One of the current buildings was constructed in 1908 (much earlier than the 1946 and 1976 dates listed in the V-CRIS files) and our understanding is that the site has been in use since the late nineteenth century as part of Richmond Locomotive Works, later known as the American Locomotive Works. We believe that this building is potentially eligible for listing on the National Register of Historic Places.
7. **Coordinate with other projects.** The Virginia Department of Transportation is working on I95/Broad Street interchange upgrades in the Shockoe Valley. The combined impact on historic resources in Shockoe Bottom of these projects should be evaluated.

We appreciate the opportunity to consult on this project and hope you will take our comments into consideration.

Please do not hesitate to contact us with any questions.

Sincerely,

Cyane Crump

Executive Director
Historic Richmond

cc: Dave Meyers, President, Historic Richmond Board of Trustees

National Trust *for*
Historic Preservation
Save the past. Enrich the future.

July 20, 2018

Emily Stock, Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Kerri S. Barile
Dovetail Cultural Resource Group
11905 Bowman Dr. #502, Fredericksburg, VA 22408

Re: Washington, D.C. to Richmond High Speed Rail Project
Project Effect Recommendation dated June 20, 2018

Dear Ms. Stock and Ms. Barile:

The National Trust for Historic Preservation appreciated the recent opportunity for an in-person consultation meeting with the Federal Railroad Administration (FRA) regarding the Washington, D.C. to Richmond High Speed Rail Project (Project). As we discussed during the meeting, the National Trust appreciates the need for and generally supports the addition of more passenger rail capacity that this Project is intended to provide. As expressed in our comments on the Draft Environmental Impact Statement (DEIS) for the Project, as well as in-person during the recent consultation meeting, the National Trust's goal in participating as a consulting party for this Project is to ensure that adverse effects to the historic and archaeological resources in Richmond's Shockoe Bottom -- including but not limited to Lumpkin's Slave Jail (44HE1053) and the African Burial Ground (44HE1089) -- are taken into account in the Section 106 consultation for this undertaking. In light of this, FRA's continued failure to individually include these two highly significant resources in its evaluation of the Project's effects is troubling.

This letter is a formal objection to the Project Effect Determinations for the Project included in your correspondence dated June 20, 2018 (Effects Determination Letter). This objection to the determinations of adverse effects triggers the regulatory requirement for the FRA to consult further with the National Trust in an effort to reach a resolution. See 36 C.F.R. § 800.5(c)(2)(i). This letter briefly summarizes the National Trust's concerns.

Background

Since 2014, the National Trust has been advocating with our local allies for greater public awareness, commemoration, and protection of the Shockoe Bottom area in Richmond. Shockoe Bottom was the center of Richmond's slave trade and was one of the largest trading hubs for the purchase and sale of enslaved people in the United States. Slave-trade auction houses, offices, slave jails, and residences of the most prominent slave traders were located throughout Shockoe Bottom, which was then a creek valley flowing into the James River.

Following the conclusion of the Civil War, Shockoe Bottom was systematically razed, filled and ultimately paved over. Decades of re-development and highway construction have obscured above-ground visual evidence of the history that occurred at Shockoe Bottom. Nevertheless, archaeological resources survive and the area draws visitors to commemorate Shockoe's history of oppression, cruelty, endurance, and courage.

In recent years, members of Richmond's African American community have developed a proposal to commemorate Shockoe Bottom as sacred ground associated with the suffering, injustice, and resistance to slavery. The community-generated proposal would construct a Memorial Park on nine acres of land in Shockoe Bottom. The Memorial Park would serve as a Site of Conscience, where the public can remember and learn about past struggles for freedom, and be inspired to work to address the continuing legacies of slavery. The Memorial Park would include public interpretation of Lumpkin's Slave Jail (also known as the Devil's Half-Acre), the African Burial Ground, and other historic resources; plans for interpreting these resources would be impacted by this Project.

The APE is Inconsistent with Section 106 Regulations

The consulting parties were not consulted regarding the determination of the Area of Potential Effects (APE) for the Project. We understand from the Effects Determination Letter that staff from the Virginia Department of Historic Resources generally concurred with the APE via correspondence dated February 2, 2015. However, there was no effort to involve consulting parties in that decision. While the National Trust has not received a copy of that 2015 letter, we assume that it conforms with the APE as described in the DEIS for this Project.

The DEIS considered an APE for archaeological resources that extends from 50-100 feet on either side of the proposed rail alignment, and 50 feet beyond the limits of disturbance for new overpasses or where there will be construction and/or earthwork. DEIS at 3-120. For aboveground resources, the APE extends 500 feet on either side of the center line of the Project's corridor along most of the route, but the APE is limited to a single city block in denser urban settings. The APE was also expanded in some areas "to capture viewshed and any potential visual impacts (areas where alterations to a resource's setting and feeling could occur)." DEIS at 3-131. For the vast majority of the Project route, the National Trust has no concerns with the approach to identifying the APE outlined in the DEIS. However, this approach is overly narrow when considering impacts to historic resources in Shockoe Bottom.

The APE should be expanded to include Lumpkin's Slave Jail and the African Burial Ground. While these are archaeological sites, they are also cultural sites that are interpreted and regularly visited by the public. These resources are likely eligible for inclusion in the National Register as part of a Traditional Cultural Property, as part of a larger archaeological district that includes much of Shockoe Bottom, and/or as a historic site eligible under Criterion A where setting and feeling is important to the resource's integrity. The proposed adverse effect determinations for the Project are incomplete and inaccurate unless they include a detailed evaluation of these resources.

The National Trust welcomes the opportunity to further discuss our concerns about how the APE should be applied to Shockoe Bottom and to better understand the analytical process used by the FRA to make the determination to exclude these resources. We also respectfully request a copy of the February 2, 2015 correspondence regarding this issue.

The Adverse Effect Determinations are Inaccurate and Inadequate

In reaching determinations of effect, the FRA must consider the direct, indirect and cumulative adverse effects that the Project will have on historic resources. FRA's current adverse effect determinations are premature, based on insufficient information about the types of resources impacted, and are not adequately informed by the involvement of consulting parties and the public.

- **The Currently Identified Historic Sites in Shockoe Bottom are Not Solely Limited to Significance as Archaeological Sites under National Register Criterion D for Data Recovery.**

Lumpkin's Slave Jail and the African Burial Ground are not National Register-eligible solely as archaeological sites. These resources also are potentially eligible for listing as above-ground historic sites under National Register Criterion A, for their association with historical events. These two known sites have *in-place* significance that make their setting, feeling and association important aspects to maintaining their integrity. Lumpkin's Slave Jail and the African Burial Ground are marked and include interpretative signage for the public. They are included as stops along Richmond's Slave Trail and they are regularly visited by the public and descendant community. The Project has the potential to adversely affect the setting and feeling of these sites, and those potential effects have, to date, been unevaluated. Lumpkin's Slave Jail and the African Burial Ground should be fully evaluated for their National Register eligibility for listing individually under Criterion A.[1]

Additional archaeological research must be conducted, which should evaluate whether these resources are part of a potential archaeological district that would include much of the area of Shockoe Bottom. A full archaeological survey in Shockoe Bottom should be conducted to supplement existing, incomplete archaeological research. There is a very high potential for discovery of additional nationally significant historic resources associated with Shockoe Bottom's difficult history. The boundaries of an archaeological district could very likely fall within the APE boundaries for this Project. This would require consideration of potential adverse effects to the district.

Shockoe Bottom should also be evaluated for National Register eligibility as a Traditional Cultural Property (TCP). The Lumpkin's Slave Jail and African Burial Ground sites hold particular cultural importance for the African American community and for descendants of enslaved people who were imprisoned, sold, and buried in Shockoe Bottom. A TCP is a site associated "with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community." *National Register Bulletin* 38.[2] To the descendant community, especially, Shockoe Bottom is hallowed ground and a sacred place, despite its current blighted condition. This is a spiritual place where members of the descendant community visit to honor their ancestors, and for other people the area is a site of contemplation and reconciliation. The preservation and interpretation of Shockoe Bottom is important in maintaining the cultural identity of a community whose history has been systematically erased and literally buried.

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[1] The National Trust acknowledges that recent email correspondence on July 9, 2018 related to the Project stated that the Lumpkin's Slave Jail and the African Burial Ground sites will not be included in the APE as individual resources, because "they fall outside of the limits of disturbance and this is how the archaeological APE has been applied throughout the corridor." The email went on to note that "the two sites are in the APE and will be mitigated as contributing elements to the Shockoe Valley and Tobacco Row Historic District (the project will have an adverse effect on the district)." While we appreciate that this is an incremental step towards acknowledging and assessing adverse effects to these resources, the National Trust continues to believe that the APE should be expanded to include these resources as individual resources that will suffer an adverse effect.

Because the significance of the Lumpkin's Slave Jail and African Burial Ground sites have been viewed solely through the lens of Criterion D, the sites have been omitted from the APE, and no effort has been made to consider their significance under Criterion A, identify a larger archaeological district, or evaluate the area as a TCP. This renders the adverse effect determinations for the Project incomplete, because the Project's effects on these resources, including effects to the associated cultural values and practices, have not been considered.

Moving forward, the two existing known sites of Lumpkin's Slave Jail and the African Burial Ground should be evaluated for eligibility under Criterion A, the area should be evaluated for TCP-eligibility, and the concept of an archaeological district should be further explored. Consideration of the Project's adverse effect should take into account the full nature and significance of Shockoe Bottom. This will require additional consultation with the descendant community that ascribes profound spiritual and cultural significance to the area.

- **The Project's Effects Determinations Fail to Adequately Consider Indirect and Cumulative Effects.**

The African Burial Ground already serves as an informal memorial for local descendant communities and attracts visitors as a place of prayerful reflection. The fact that no ground disturbance will occur within the boundaries of Lumpkin's Slave Jail and the African Burial Ground, or that the area also suffers from some noise pollution, does not mean that they will not be negatively impacted by the Project. On the contrary, impacts to the site, including noise, vibration, visual impacts, and the cumulative impacts of reasonably foreseeable induced development, are likely to be significant and must be fully considered as part of the Section 106 consultation process. Following the recent in-person consultation meeting and a review of the Effects Determination Letter (where there is no discussion of cumulative adverse effects), the National Trust is seriously concerned that the FRA is not adequately considering the Project's indirect and cumulative effects.

Section 106 of the NHPA requires agencies to consider the range of effects that a federal undertaking may have on historic resources. Agencies must consider indirect effects including the "visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." 36 C.F.R. § 800.5(a)(2)(v). Agencies must also consider “reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.” *Id.* § 800.5(a)(1).

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[2] While Traditional Cultural Property designation has been commonly used for Native American cultural sites, *National Register Bulletin* 38 is clear that its applicability is much broader. *National Register Bulletin* 38 recognizes the First African Baptist Church Cemetery in Philadelphia as an example of a TCP for its cultural significance for the congregation that traces descent from those interred in the Cemetery, as well as "Philadelphia's African American community in general," and *Bulletin* coauthor Thomas King has used the African Burial Ground in New York City as a paradigmatic example of a TCP.

The National Environmental Policy Act (NEPA) contains similar guidance and direction to agencies regarding consideration of indirect and cumulative effects. NEPA regulations direct federal agencies to consider indirect effects that “are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate . . . .” 40 C.F.R. § 1508.8(b). Cumulative effects include those that result “from the incremental impact of the action when added to other past, present, and *reasonably foreseeable* future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” *Id.* § 1508.7 (emphasis added).[3]

FRA’s current review of indirect and cumulative effects for the Project is overly narrow. The DEIS considers only effects to resources located within the narrow limits of the archaeological and aboveground APE. This narrow review within an overly circumscribed geographic area is not supported by CEQ guidance, which provides that:

> When analyzing the contribution of this proposed action to cumulative effects, . . . the geographic boundaries of the analysis almost always should be expanded. These expanded boundaries can be thought of as differences in hierarchy or scale. Project-specific analyses are usually conducted on the scale of counties, forest management units, or installation boundaries, whereas cumulative effects analysis should be conducted on the scale of human communities, landscapes, watersheds or airsheds.[4]

This guidance makes it clear that cumulative effects review should not be limited to an APE established to consider direct effects. A more appropriate scale of review for indirect and cumulative effects of this project would include the entire Shockoe Bottom area, including several city blocks where development is likely to be induced as a result of the expanded access to passenger rail created by the Project.

At the recent consultation meeting, the FRA explained that the agency usually considers only development projects that are “planned and funded” when reviewing cumulative effects. This “planned-and-funded” approach is not supported by NEPA regulations or guidance documents. In fact, CEQ guidance explicitly warns agencies against this approach and states:

> Commonly, analysts [evaluating reasonably foreseeable future actions] only include those plans for actions which are funded or for which other NEPA analysis is being prepared. This approach *does not meet the letter or*

---

[3] The Council on Environmental Equality (CEQ) has also developed useful guidance for agencies in better understanding NEPA’s requirement to consider cumulative effects. See generally, CEQ, “Considering Cumulative Effects Under the Environmental Policy Act” (January 1997), available at http://energy.gov/sites/prod/files/nepapub/nepa_documents/RedDont/G-CEQ-ConsidCumulEffects.pdf.

[4] Id. at 12.

> ***intent of CEQ's regulations***. It underestimates the number of future projects, because many viable actions may be in the early planning stage.[5]

Court decisions addressing this issue have also generally concluded that reasonably foreseeable future actions need to be considered, even if they are not specific proposals. *See, e.g.*, *Scientists' Inst. for Public Information, Inc. v. Atomic Energy Comm'n*, 481 F.2d 79, 1079 (D.C. Cir. 1973) (finding that "reasonable forecasting" is implicit in NEPA, and it is the responsibility of federal agencies to predict the environmental effects of proposed actions before they are fully known). A cumulative effects analysis should incorporate information from planning documents prepared by other federal agencies, state and local governments, private development proposals, and projected development trends in the appropriate geographic area. Guidance on transit-oriented development about what types and scale of development is induced around transit upgrades is widely available and should be consulted.[6]

For this Project, where the community-generated proposal for a Memorial Park is well known to the reviewing agency, the cumulative effects review should consider how the Project may impact these plans. Increasing the availability of passenger rail will draw increasing numbers of people to Main Street Station and Shockoe Bottom. That will tend to spur additional commercial development in or around Shockoe Bottom. This development has a high likelihood of causing cumulative adverse effects to the historic resources in Shockoe Bottom unless it is carefully considered and managed. A full consideration of indirect and cumulative effects for the Project is essential to ensure that efforts to avoid, minimize or mitigate harms are effective in protecting resources like Lumpkin's Slave Jail and the African Burial Ground in Shockoe Bottom.

Additional Consultation is Required

The National Trust is seriously concerned about the potential direct, indirect and cumulative adverse effects of the Project on the historic resources in Shockoe Bottom. As a result, the National Trust strongly disagrees with the absence of any effect determinations at all for Lumpkin's Slave Jail and the African Burial Ground. The National Trust also believes that the cumulative adverse effects on historic resources in Shockoe Bottom must be considered. Because of the deficiencies in the materials addressing adverse effects provided to date, the National Trust strenuously objects to each and every recommended determination of no adverse effect made by the FRA.

The National Trust respectfully requests that the FRA address in writing the concerns raised in this letter. We further request an opportunity to meet in person at Shockoe Bottom for a consulting party meeting that includes representatives from the City of Richmond, Virginia Department of Historic Resources, and, especially, from Richmond's African American and descendant community. We would be pleased to help make introductions to facilitate such a meeting.

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[5] CEQ, "Considering Cumulative Effects Under the Environmental Policy Act," at 19 (emphasis added).

[6] See e.g., Institute for Transportation and Development Policy, "More Development for Your Transit Dollar," available at: https://www.itdp.org/wp-content/uploads/2013/11/More-Development-For-Your-Transit-Dollar_ITDP.pdf (last accessed 7/19/2018).

Thank you for considering the comments of the National Trust for Historic Preservation.

Sincerely,

Sharee Will

Sharee Williamson
Associate General Counsel

cc: John Winkle, Federal Railroad Administration
Sarah Stokely, Charlene Vaughn, and Reid Nelson,
Advisory Council on Historic Preservation
Marc Holma, Roger Kirchen and Julie Langan, Virginia Department of Historic Resources
Elizabeth Kostelny, Preservation Virginia
Ana Edwards, Sacred Ground Project
Max Page, Center for Design Engagement, Univ. of Massachusetts, Amherst

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

Re: [EXTERNAL] DC2RVA/2018 Cultural Resource Technical Reports

1 message

Laurel Hammig <laurel_hammig@nps.gov> Mon, Jul 2, 2018 at 9:55 AM
To: Kerri Barile <kbarile@dovetailcrg.com>
Cc: "Stidham, Tammy" <tammy_stidham@nps.gov>

Kerri,
Below are NPS comments on the technical reports. If you have any questions, please let me know.

Thank you,
Laurel

Phase IB Archeology Survey

- While Area 1 is highly developed, that does not eliminate the potential for archeological resources to exist. In fact, intact archeological resources have been discovered in the vicinity of Long Bridge on NPS land. For this reason, it would be helpful to confirm if the project corridor/APE is aligned with the existing right-of-way and determine if the limits of disturbance for the Preferred Alternative will stay within previously disturbed soils.
- No archeological testing occurred in Areas 1 and 2a, which are located adjacent to GWMP lands. The report states these locations have been previously disturbed and did not warrant testing. These conclusions for archeological potential were partly based off of 2015 Phase IA and 2016 Phase IB surveys, as well as a predictive model. I do not recall these materials being previously provided to the park. Would it be possible to request copies? It would be helpful to see what additional research and analysis was conducted that led the project team to these conclusions.

Architecture Addendum

- Tables 3-2 and 4-1: 'Mt. Vernon Parkway' should be changed to 'Mount Vernon Memorial Highway,' which is part of the George Washington Memorial Parkway.

Intensive Architecture Reports

- No comment

Laurel Hammig, AICP | **National Park Service**
Regional Planner
National Capital Region
1100 Ohio Drive SW
Washington, DC 20242

O: 202-619-6347
C: 202-875-3609

On Thu, May 17, 2018 at 9:59 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Hello Consulting Parties!
>
> The five 2018 DC2RVA technical reports are ready for your download. They can be found here: https://www.dropbox.com/sh/ml2a80op238ock1/AADkvZL8qgJN9-485pl0uYIXa?dl=0
>
> A couple of notes:
> - Per regulations set forth in the Archaeological Resources Protection Act (ARPA), the archaeological report cannot be disseminated to anyone who is not a consulting party as this report contains site data that is not for public distribution. If you know of someone who is not a consulting party and has questions on archaeological sites, please feel free to pass on my name and contact info and I'm happy to help!
>
> - These five reports include information that was not included in the previous 17 reports that you reviewed last year. This includes areas that were not part of the limits of disturbance at that time, areas associated with the preferred alternative, and intensive-level architectural studies on some of the resources along the alignment to render National Register determinations where needed. If you have any questions on why a resource was/was not included, just ask.
>
> - Please have your comments to me by **July 2, 2018**. We are extending this deadline past 30 days so that you can attend one of the consulting party meetings and ask any questions you may have, if you have not asked them in advance via telephone or email. You are more than welcome to submit comments any time before July 2, but we would like to present a cut-off date to help things along.
>
> - Lastly, I've heard from one group that they cannot access Dropbox. I can definitely accommodate any others who may need the documents transferred in another way.
>
> I am absolutely available to talk any time about these reports or the cultural resource process in general. Email or call me (kbarile@dovetailcrg.com/540-899-9170). Have questions about the project? Emily Stock is your gal! She is cc'd here.
>
> Thanks and happy reading!
> Kerri and the DC2RVA team
>
> --
>
> **Kerri S. Barile, Ph.D., RPA** I **President**
> Office - 540.899.9170, x1001 I Cell- 540.623.5106 I Fax- 540.899.9137
> kbarile@dovetailcrg.com
>
> DOVETAIL
> CULTURAL RESOURCE GROUP
>
> 11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
> 721 Philadelphia Pike, Wilmington, Delaware 19809
> ***Knowing the Past — Building the Future***
> **www.dovetailcrg.com**

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

Re: Reminder! Consulting Party comments due tomorrow

1 message

Laurel Hammig <laurel_hammig@nps.gov> Fri, Jul 20, 2018 at 3:49 PM
To: kbarile@dovetailcrg.com
Cc: Tammy Stidham <tammy_stidham@nps.gov>, emily_kambic@nps.gov

Kerri-
Below are comments from NPS staff (GWMP, NCR, and the American Battlefield Protection Program). The contact at ABPP is Emily Kambic, archeologist,

202-354-2035, emily_kambic@nps.gov. If you have any questions, please let me know.

Thank you,
Laurel

-For the portion of the project area adjacent to GWMP lands, the DEIS states work will be confined to the existing right of way and include the addition of two new tracks (to match the Long Bridge project alignment), installation of new culverts under the rail alignments, new stormwater management facilities, and the installation of additional signal and communication facilities.
Regarding the last portion, we are curious to know if any of the new signal or communication facilities will be visible from NPS lands, as well as if any vegetation clearing is required for their installation. Additionally, any potential vegetation clearing has the potential to increase the visibility of railway related infrastructure. In order to maintain the character and feeling of the scenic parkway, we work closely with our neighbors to avoid and minimize any visual impacts to the greatest extent possible. While GWMP Resource Management staff is generally in agreement regarding the project's No Adverse Effect determination for the GWMP/MVMH, we also want to make sure any potential visual impacts are also identified and included in this assessment.

-The American Battlefield Protection Program (ABPP) notes that Dovetail's 2018 technical reports and list of historic properties incorporated all of the battlefields intersecting the APE that ABPP noted in November 2017, apart from ones outside of the limits of disturbance (LOD) for the preferred alternative. ABPP appreciates the consideration of all nine relevant battlefields.

-ABPP is concerned that none of the technical reports discuss individual battlefields as cultural resources holistically from a cultural landscape perspective, as recommended in *National Register Bulletin 40: Guidelines for Identifying, Evaluating, and Registering America's Historic Battlefields*. Specifically, there is no discussion of methodology for assessing indirect effects on battlefields (e.g. visual and auditory) or evaluation of the current integrity of setting and feeling of individual battlefields. Additionally, adverse effects to archeological resources within battlefield boundaries (such as Jackson's Earthwork [44SP0468]) should be considered in the overall determination of effect on the battlefields. ABPP feels that there is insufficient documentation supporting the proposed determination of no adverse effect on the nine battlefields within the LOD.

- In previous comments, ABPP has recommended that this documentation should consist of KOCOA military terrain analysis and/or a cultural landscape report on the relationship between the historic railways of the Civil War and the battlefields in order to determine extant defining features. Documenting both historical and current conditions is necessary to determine whether the addition of a third track and increased rail service could substantially change the historic setting or eligibility of these battlefields under Criterion A. If already considered in discussions with VDHR, ABPP requests more information about how these questions were addressed in the determinations of effect.

-ABPP appreciates that metal detection was conducted as part of archeological survey in all parts of the APE for direct effects that intersected with battlefield Potential National Register (PotNR) boundaries, and considers this approach sufficient at this stage of the project. ABPP recommends that in future studies, the larger Battlefield Boundary (also available from VCRIS) be used instead of the PotNR. When using the PotNR for Section 106 compliance projects, "the PotNR cannot be assumed to be the equivalent to an area that has had adequate National Historic Preservation Act, Section 110 or Section 106 identification, assessment and evaluation… Appropriate use of the ABPP mapping resources should be limited to informing the research design and not limiting the boundaries to the narrows of what is seen by visual evaluation" (ABPP 2016 Battlefield Survey Manual, p. 33).

Laurel Hammig, AICP | **National Park Service**
Regional Planner
National Capital Region
1100 Ohio Drive SW
Washington, DC 20242

O: 202-619-6347
C: 202-875-3609

On Thu, Jul 19, 2018 at :42 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Hello Consulting Parties!
>
> Just a quick reminder that comments on the five 2018 technical reports, list of historic properties, and project effect are due tomorrow, July 20, 2018, by COB eastern time. I've already received comments from several of you but I know that others are planning on submitting materials. Emailed replies are just fine. Once I receive everyone's feedback, it will be disseminated to the FRA, DRPT, DHR, and project team.
>
> Also, I'll be initiating conversations on mitigation of the 23 resources that have received an adverse effect determination in the next few weeks so there absolutely will be more opportunities to comment!
>
> Thanks so much,
> Kerri
>
> --
>
> **Kerri S. Barile, Ph.D., RPA** I **President**
> Office - 540.899.9170, x1001 I Cell- 540.623.5106 I Fax- 540.899.9137
> kbarile@dovetailcrg.com

DOVETAIL
CULTURAL RESOURCE GROUP

11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
721 Philadelphia Pike, Wilmington, Delaware 19809
Knowing the Past — Building the Future
www.dovetailcrg.com

COUNTY OF PRINCE WILLIAM
5 County Complex Court, Suite 210, Prince William, Virginia 22192-9201
(703) 792-7615 FAX (703) 792-4401 www.pwcgov.org

PLANNING
OFFICE

Rebecca Horner, AICP, CZA
Director of Planning

July 2, 2018

Kerri S. Barile, Ph.D.
Dovetail Cultural Resource Group
801 E. Main Street, Suite 1000
Richmond, VA 23219

RE: Southeast High Speed Rail Project, Washington D.C. to Richmond Segment
Section 106 Comments on Cultural Resource Technical Reports
DHR #2014-0666

Dear Ms. Barile:

We completed review of the architectural and archaeological reports focusing on project segments that affect Prince William County and we offer the following comments.

Report Title and Cultural Resource	Project Comment	PWC Comment
Phase IB Archaeological Survey for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project: Preferred Alternative Limits of Disturbance		
44PW1008	The portion of site in APE is not eligible.	Concur
Addendum: Architectural Reconnaissance Survey of the LOD Expansion Area for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project: Arlington, Caroline, Chesterfield, Hanover, Henrico, Fairfax, Prince William, Stafford and Spotsylvania Counties and the Cities of Alexandria, Fredericksburg, and Richmond, Virginia		
076-0023, Rippon Lodge/Blackburn House – Listed on NRHP/VLR	Remain Listed	Concur
Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project: Report A		
500-0001 Richmond, Fredericksburg and Potomac Railroad Historic District	Eligible Under Criterion A	Concur

Report Title and Cultural Resource	**Project Comment**	**PWC Comment**
500-001-0022 RF&P Bridge Over Occoquan River	Eligible Under Criterion C; Contributing to the RF&P	Concur
Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project: Report B	No Resources in PWC	No Comment
Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project: Report C	No Resources in PWC	No Comment

If you have any questions regarding this review, please call Justin Patton, County Archaeologist at 703-792-5729 or email him at jspatton@pwcgov.org.

Sincerely,

Rebecca Horner, AICP, CZA
Director of Planning

cc: Christopher Martino, County Executive
Chris Price, Deputy County Executive
Rick Canizales, Director of Transportation
Tom Bruun, Director of Public Works
David McGettigan, Long Range Planning Manager
Brendon Hanafin, Historic Preservation Division Chief
Justin Patton, County Archaeologist

APVA
1889
PRESERVATION VIRGINIA

July 20, 2018

Emily Stock, Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Kerri S. Barile
Dovetail Cultural Resource Group
11905 Bowman Drive #502
Fredericksburg, VA 22408

Re: Washington, D.C. to Richmond High Speed Rail Project
Project Effect Recommendation dated June 20, 2018

Dear Ms. Stock and Ms. Barile:

Thank you for the opportunity to offer our comments regarding the Project Effects Determinations for the Washington, D.C. to Richmond High Speed Rail Project (Project) included in your correspondence dated June 20, 2018 (Effects Determination Letter). We and other community partners have been involved with the greater Shockoe Bottom discussion since the area that was the center of the slave trade was threatened with erasure by new development. Since then, we have helped convene myriad public meetings and design charrettes to ascertain the wishes of the community for this area, the result of which is a proposed 9-acre Plan for a Memorial Park.

As our partner in this work and as sponsor of further study of the Shockoe Bottom area planned as part of a recently-announced $75,000 grant, we share the concerns enumerated by the National Trust for Historic Preservation in their letter submitted July 20, 2018. While we are certainly supportive of expanded rail service for the City of Richmond and improvements to the DC2RVA corridor, we are also concerned about the narrow scope of the APE for this project. The Lumpkin's Jail and Burial Ground sites should be included in the APE for the project since they would suffer an adverse effect caused by development induced by the rail expansion. This development also could interrupt plans for the memorial park and incentivize inappropriate development unless careful economic planning is put into place.

The historic significance of all of Shockoe Bottom needs to be better understood. To that end, we also support the inclusion of Mason Hall (one of our 2017 Virginia's Most Endangered Historic Places listings) as a potentially-affected historic property in the APE. Evaluation of the area's National Register eligibility as a Traditional Cultural Property (TCP) and surveying the area completely to identify the boundaries of what should be a larger archaeological district would be appropriate next steps. There is much to be learned about Richmond's role in the slave trade; as such, the area potentially affected by the Project extends well beyond the currently-defined limits.

Preservation Virginia would like to see additional consultation opportunities as well, including a meeting on site and greater involvement of the descendant community. These actions will help ensure that the resources of Shockoe Bottom are adequately taken into account as the Section 106 conversations move into discussions about how to minimize and mitigate the Project's adverse effects.

Sincerely,

Justin A. Sarafin
Director of Preservation Initiatives & Engagement
Preservation Virginia

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

Re: [EXTERNAL] Re: DC2RVA/Mitigation for War-Related Resources

1 message

Kambic, Emily <emily_kambic@nps.gov> Tue, Oct 23, 2018 at 3:59 PM
To: Kerri Barile <kbarile@dovetailcrg.com>
Cc: Mark Coombs <mcoombs@battlefields.org>, Adam Gillenwater <agillenwater@battlefields.org>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Battlefields, NPS" <abpp@nps.gov>

Hi Kerri,

Thank you for reaching out, and hosting the update calls. ABPP also defers to park representatives here, as they have the best connection to the communities and potential audiences for these efforts.

Best,
Emily

On Wed, Oct 17, 2018 at 10:29 AM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Thanks Mark! This makes perfect sense. Working with the Fburg folks on this and I will also be sure to word this in a way that the interpretation can be flexible to fit public needs.
>
> Thanks again,
> Kerri
>
> On Wed, Oct 17, 2018 at 10:14 AM, Mark Coombs <mcoombs@battlefields.org> wrote:
>
>> Thanks, Kerri.
>>
>> As we commented in June and sought to underscore at the meeting earlier this month, those of us at the Trust believe that the “historic properties connected to the Civil War upon which DHR has determined the DC2RVA project will have an adverse effect … hold important stories that … mitigative interpretation could assist in illuminating for Virginians and Virginia’s many visitors alike.”
>>
>> Interpretive signage is certainly one option — but we encourage the DC2RVA team to consult directly with the officials at Fredericksburg and Spotsylvania National Military Park on whether this is indeed the best option, particularly at site 44SP0468. John Hennessy, Eric Mink and team will likely have a good sense of what would be ideal and may be able to suggest a path forward wherein the new interpretation could be seamlessly woven into the park’s existing interpretative offerings.
>>
>> The Trust’s primary interest is in ensuring that the form of interpretation pursued is one that the public will be able to readily access and appreciate.
>>
>> Thanks again for your ongoing outreach and associated efforts on this front.
>>
>> Yours,
>>
>> Mark
>>
>> **Mark P. Coombs**
>> Deputy Director of Government Relations, American Battlefield Trust
>> 1156 15th Street NW, Suite 900 | Washington, DC 20005
>> (p) 202-367-1861 x7224 | (e) mcoombs@battlefields.org
>>
>> **AMERICAN BATTLEFIELD TRUST** | Preserve. Educate. Inspire.
>>
>> Visit us online at *https://www.battlefields.org*
>>
>> **From:** Kerri Barile <kbarile@dovetailcrg.com>
>> **Sent:** Wednesday, October 17, 2018 9:43 AM
>> **To:** Mark Coombs <mcoombs@battlefields.org>; Adam Gillenwater <agillenwater@battlefields.org>; Kambic, Emily <emily_kambic@nps.gov>
>> **Cc:** DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>
>> **Subject:** DC2RVA/Mitigation for War-Related Resources
>>
>> Hi there,

> > Thanks again so much for coming to the meeting the other week for DC2RVA rail! I wanted to check back in on mitigation for impacts to war-related resources, as discussed at the meeting. It sounded like you all were fairly comfortable with the rough mitigation as suggested so long as we add a couple of public outreach components, namely interpretive signs and publication of an article and/or presentation of a public talk on the results. Would this work? Anything else to add? I'm compiling all feedback and thoughts so we can move forward with a few steps.
> >
> > If feedback is easier by phone, just let me know and we can set up a call. Happy to!
> >
> > Thanks so much,
> >
> > Kerri
> >
> > --
> >
> > **Kerri S. Barile, Ph.D., RPA | President**
> > Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
> > kbarile@dovetailcrg.com
> >
> > DOVETAIL
> > CULTURAL RESOURCE GROUP
> >
> > 11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
> >
> > 721 Philadelphia Pike, Wilmington, Delaware 19809
> > ***Knowing the Past — Building the Future***
> > **www.dovetailcrg.com**
>
> --
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> **www.dovetailcrg.com**

--

Emily Button Kambic, Ph.D.
Archeologist
National Park Service, American Battlefield Protection Program
1849 C St NW - Room 7228
Washington, DC 20240
(202) 354-2035

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA/Alexandria resources

1 message

Catherine Miliaras <Catherine.Miliaras@alexandriava.gov> Thu, Oct 18, 2018 at 2:51 PM
To: Kerri Barile <kbarile@dovetailcrg.com>

Hi Kerri,

Thanks for the call a few weeks ago. I do not have any additional questions at this time.

Thanks!

Catherine K. Miliaras, AICP

City of Alexandria, Virginia

703.746.3834 (direct)

www.alexandriava.gov/preservation

From: Kerri Barile <kbarile@dovetailcrg.com>
Sent: Wednesday, October 17, 2018 9:48 AM
To: Tatiana Niculescu <tatiana.niculescu@alexandriava.gov>; Eleanor Breen <Eleanor.Breen@alexandriava.gov>; Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>; Garrett Fesler <Garrett.Fesler@alexandriava.gov>
Subject: DC2RVA/Alexandria resources

Good morning!

Thank you all for participating in phone calls and our meeting the other week. I wanted to check back in to make sure you got the data that you needed from the call/meetings and see if I can answer any additional questions and/or chat about any feedback regarding cultural resources? Please feel free to email or I can give you a call whenever is convenient.

Thanks!

Kerri

--

Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408

721 Philadelphia Pike, Wilmington, Delaware 19809
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RE: DC2RVA/Mitigation in Fredericksburg

1 message

Erik Nelson <enelson@fredericksburgva.gov> Wed, Oct 17, 2018 at 3:11 PM
To: "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, Kerri Barile <kbarile@dovetailcrg.com>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>

Me too. Thanks.

Erik F. Nelson

Transportation Administrator

City Records Manager/Archivist

540 937-0572

From: Kate S. Schwartz
Sent: Wednesday, October 17, 2018 3:10 PM
To: Kerri Barile
Cc: Erik Nelson; DC2RVAdocumentcontrol
Subject: RE: DC2RVA/Mitigation in Fredericksburg

Makes sense to me!

Kate

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]
Sent: Wednesday, October 17, 2018 3:09 PM
To: Kate S. Schwartz
Cc: Erik Nelson; DC2RVAdocumentcontrol
Subject: Re: DC2RVA/Mitigation in Fredericksburg

Thanks! I'm going to put that in as mitigation for the RF&P RR so in this case, it's not "either/or" for Fredericksburg but "and" as you will have info in the story map as well as the other mitigation items if that works? That seems to make the most sense to me as the story map will be corridor wide, and the RF&P covers about 90% of the corridor.

ksb

On Wed, Oct 17, 2018 at 3:06 PM, Kate S. Schwartz <ksschwartz@fredericksburgva.gov> wrote:

> Hi Kerri, Erik,
>
> I think that would be smart to phrase the MOA to give us some flexibility on display so we don't miss the opportunity if timing with the new station doesn't work well. I'm tempted by the opportunity to include the nomination for the HD expansion, because I know that will likely not happen anytime soon otherwise. However, I think the context on the evolution of the railway system is very valuable and would give us some good opportunities for interpretation, so I'd rather keep that in.
>
> Where will the great idea about creating a story map go in all this? Rather than including the creation of a narrative for use in developing a webpage, we might refer to inclusion in a story map here and the allowance that any materials created for Fredericksburg in a story map could be used by us separately as well (i.e. if we wanted to create our own story map or webpage).
>
> Thanks, Kerri!
>
> Kate
>
> **Kate S. Schwartz**
>
> Historic Resources Planner

> Community Planning and Building
>
> Fredericksburg, VA
>
> 540.372.1179
>
> **From:** Kerri Barile [mailto:kbarile@dovetailcrg.com]
> **Sent:** Wednesday, October 17, 2018 2:22 PM
> **To:** Erik Nelson
> **Cc:** Kate S. Schwartz; DC2RVAdocumentcontrol
> **Subject:** Re: DC2RVA/Mitigation in Fredericksburg
>
> Thanks Erik. I can phrase the MOA to state that the display should be placed in a location approved by the City as well as DRPT. Maybe that will open up venues? The new station totally makes sense but if for some reason that is delayed, it still provides the City with options so that mitigation stipulation doesn't "go away." Would that work?
>
> Thanks again,
>
> Kerri
>
> On Wed, Oct 17, 2018 at 12:36 PM, Erik Nelson <enelson@fredericksburgva.gov> wrote:
>
>> Kerri,
>>
>> I will defer to what Kate wants to do, but have some questions. First, where would an artifact display go? I think we had assumed there would be something in the new station, but that could be a while. If the station is the proper venue, displaying the artifacts within the broader context of the railway in Fredericksburg could be compelling. The HD expansion nomination is not my call.
>>
>> **Erik F. Nelson**
>>
>> Transportation Administrator
>>
>> City Records Manager/Archivist
>>
>> 540 937-0572
>>
>> **From:** Kerri Barile [mailto:kbarile@dovetailcrg.com]
>> **Sent:** Wednesday, October 17, 2018 9:25 AM
>> **To:** Erik Nelson; Kate S. Schwartz
>> **Cc:** DC2RVAdocumentcontrol
>> **Subject:** DC2RVA/Mitigation in Fredericksburg
>>
>> Hi Erik and Kate!
>>
>> Thank you again for coming to the meeting a couple of weeks ago for the DC2RVA rail project. I wanted to touch base about the mitigation for the six adversely effected resources in Fredericksburg. By chance have you had a moment to ponder the preliminary thoughts I passed around? When we met, you had suggested adding an artifact display to the mitigation for the three archaeological sites. The other topic that came up was a nomination for the HD expansion. Would you prefer to see that in lieu of the historic context on the evolution of the rail system in Fredericksburg, as currently listed as mitigation for the District? Let me know your thoughts!
>>
>> If it is easier to do a quick follow-up call, we can certainly do that too.
>>
>> Thanks!
>>
>> Kerri
>>
>> --
>>
>> **Kerri S. Barile, Ph.D., RPA | President**
>> Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
>> kbarile@dovetailcrg.com
>>
>> 11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408

> > 721 Philadelphia Pike, Wilmington, Delaware 19809
> > ***Knowing the Past — Building the Future***
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DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA/Mitigation for War-Related Resources

1 message

Mark Coombs <mcoombs@battlefields.org> Wed, Oct 17, 2018 at 10:14 AM
To: Kerri Barile <kbarile@dovetailcrg.com>, Adam Gillenwater <agillenwater@battlefields.org>, "Kambic, Emily" <emily_kambic@nps.gov>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>

Thanks, Kerri.

As we commented in June and sought to underscore at the meeting earlier this month, those of us at the Trust believe that the "historic properties connected to the Civil War upon which DHR has determined the DC2RVA project will have an adverse effect … hold important stories that … mitigative interpretation could assist in illuminating for Virginians and Virginia's many visitors alike."

Interpretive signage is certainly one option — but we encourage the DC2RVA team to consult directly with the officials at Fredericksburg and Spotsylvania National Military Park on whether this is indeed the best option, particularly at site 44SP0468. John Hennessy, Eric Mink and team will likely have a good sense of what would be ideal and may be able to suggest a path forward wherein the new interpretation could be seamlessly woven into the park's existing interpretative offerings.

The Trust's primary interest is in ensuring that the form of interpretation pursued is one that the public will be able to readily access and appreciate.

Thanks again for your ongoing outreach and associated efforts on this front.

Yours,

Mark

Mark P. Coombs
Deputy Director of Government Relations, American Battlefield Trust
1156 15th Street NW, Suite 900 | Washington, DC 20005
(p) 202-367-1861 x7224 | (e) mcoombs@battlefields.org

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From: Kerri Barile <kbarile@dovetailcrg.com>
Sent: Wednesday, October 17, 2018 9:43 AM
To: Mark Coombs <mcoombs@battlefields.org>; Adam Gillenwater <agillenwater@battlefields.org>; Kambic, Emily <emily_kambic@nps.gov>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>
Subject: DC2RVA/Mitigation for War-Related Resources

Hi there,

Thanks again so much for coming to the meeting the other week for DC2RVA rail! I wanted to check back in on mitigation for impacts to war-related resources, as discussed at the meeting. It sounded like you all were fairly comfortable with the rough mitigation as suggested so long as we add a couple of public outreach components, namely interpretive signs and publication of an article and/or presentation of a public talk on the results. Would this work? Anything else to add? I'm compiling all feedback and thoughts so we can move forward with a few steps.

If feedback is easier by phone, just let me know and we can set up a call. Happy to!

Thanks so much,

Kerri

--

Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

DOVETAIL
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11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408

721 Philadelphia Pike, Wilmington, Delaware 19809
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ABT Comments - DC2RVA June 2018 Project Update and Effect Discussion (FINAL - 6-28-2018).pdf
333K

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA/Upcoming consulting party meetings on project effect and mitigation

1 message

Cheely, Claudia <cdcheely@hanovercounty.gov> Mon, Oct 1, 2018 at 11:00 AM
To: Kerri Barile <kbarile@dovetailcrg.com>

I am off from work on the 12th, so cannot attend. Since the Richmond meeting is a tour of Richmond facilities, I am not sure what I can add. Hanover has provided its comments on the 3-2-3 route, so unless a change to that is contemplated, we have no further comments at this time.

Claudia D. Cheely

Senior Planner II

Hanover County Planning Department

P. O. Box 470

Hanover, VA 23069

(804) 365-6171

From: Kerri Barile <kbarile@dovetailcrg.com>
Sent: Monday, October 1, 2018 10:37 AM
To: Sarah Stokely <sstokely@achp.gov>; abpp@nps.gov; Kambic, Emily <emily_kambic@nps.gov>; Cheryl Sams <cheryl_sams@nps.gov>; Robert Campbell <bob_campbell@nps.gov>; Eric Mink <eric_mink@nps.gov>; Monteleone, Simone <simone_monteleone@nps.gov>; Matt Virta <matthew_virta@nps.gov>; Bradley Krueger <bradley_krueger@nps.gov>; Stidham, Tammy <tammy_stidham@nps.gov>; Hammig, Laurel <laurel_hammig@nps.gov>; Briggs, Don <don_briggs@nps.gov>; Krick, Robert <bob_krick@nps.gov>; helen_mahan@nps.gov; Roberts CIV Catherine <catherine.roberts@usmc.mil>; Eleanor Breen <eleanor.breen@alexandriava.gov>; Cynthia Liccese-Torres <Cliccese@arlingtonva.us>; Michael Finchum <mfinchum@co.caroline.va.us>; cpennington@co.caroline.va.us; Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>; Al Cox <Al.Cox@alexandriava.gov>; Erik Nelson <enelson@fredericksburgva.gov>; Kate S. Schwartz <ksschwartz@fredericksburgva.gov>; Chen, Kimberly M. - PDR <Kimberly.chen@richmondgov.com>; Inman, Amy - DED <Amy.inman@richmondgov.com>; Cheely, Claudia <cdcheely@hanovercounty.gov>; Patton, Justin S. <jspatton@pwcgov.org>; Josh Farrar <jfarrar@ashlandva.gov>; Nora Amos <namos@ashlandva.gov>; Rosie SHALF <jrshalf@gmail.com>; Betsy Hodges <betsy@hodgesgraphicdesign.com>; ashlandmuseum@comcast.net; PETER KOLAKOWSKI <prkola1@verizon.net>; executivedirector@cvbt.org; Jim Campi <jcampi@civilwar.org>; Mark Coombs <mcoombs@civilwar.org>; Adam Gillenwater <agillenwater@civilwar.org>; G. Scott Walker <gscottwalker@gmail.com>; Danielle Worthing <DWorthing@historicrichmond.com>; Cyane Crump <ccrump@historicrichmond.com>; Jessica Russo <jrusso@historicrichmond.com>; Lisa Bergstrom <lbergstrom@preservationvirginia.org>; ekostelny@preservationvirginia.org; Justin Sarafin <jsarafin@preservationvirginia.org>; Robert Nieweg <RNieweg@savingplaces.org>; Sharee Williamson <SWilliamson@savingplaces.org>; Robert Gray <rgray58@hughes.net>; chiefstephenadkins@gmail.com; pathlane@cox.net; wfrankadams@verizon.net; info@rappahannocktribe.org; lockamylee@yahoo.com; Mnation538@aol.com
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>; John Winkle <john.winkle@dot.gov>; Holma, Marc (DHR) <Marc.Holma@dhr.virginia.gov>; Kirchen, Roger (DHR) <Roger.Kirchen@dhr.virginia.gov>; Stock, Emily (DRPT) <Emily.Stock@drpt.virginia.gov>; Selleck, Randy (DRPT) <Randy.Selleck@drpt.virginia.gov>; Ruiz, Nick (DRPT) <Nick.Ruiz@drpt.virginia.gov>; Estes, Michael <Michael.Estes@hdrinc.com>; Burch, Carey <carey.burch@hdrinc.com>; Walter, Stephen C <Stephen.C.Walter@parsons.com>; Harrington, Karen <Karen.Harrington@hdrinc.com>; Hyatt, Wayne <WHyatt@moffattnichol.com>; ecalhour@dovetailcrg.com <ecalhoun@dovetailcrg.com>; Heather Staton <hstaton@dovetailcrg.com>; Homer, Pierce <PHomer@moffattnichol.com>
Subject: Re: DC2RVA/Upcoming consulting party meetings on project effect and mitigation

Good morning everyone,

A reminder to RSVP if you can attend one of the upcoming consulting party meetings in person or via telephone. See email below for more info. Fredericksburg is this Thursday, October 4th, and DC is this Friday, October 5th. Both of these will have both in-person and call-in options.

Call In: 866-583-7984

Conference Code: 9894625

Richmond will be next Friday, October 12th. Because this is a tour-based meeting, there is no call-in number.

If you have any questions, just let me know.

Thanks!

Kerri

On Fri, Sep 21, 2018 at 4:06 PM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Hello Consulting Parties,
>
> Thank you for your continued input on the DC2RVA rail project. As we mentioned a few weeks ago, we have set three consulting party meetings in October to continue our dialogue on cultural resources along the project corridor. These meetings will include a general project update, discussion on historic properties and project effects, and dialogues on ways that any adverse effects can be mitigated. The focus of each meeting will be the general region where the meeting is held but all historic properties within the corridor are open for discussion.
>
> **October 4, 1:30pm-3:00pm**= In-person meeting at Dovetail Cultural Resource Group in Fredericksburg (11905 Bowman Drive, Suite 502). A call-in number will also be available for those who cannot attend and distributed prior to the meeting.
>
> **October 5, 10:00am-11:30am**= In-person meeting at Parsons in Washington, DC (100 M Street SE, Suite 1200). A call-in number will also be available for those who cannot attend and distributed prior to the meeting.
>
> **October 12, 10:00am-12:00pm**= On-site meeting at Main Street Station in Shockoe Bottom, Richmond (1500 E. Main Street). Gather in the lobby. Since this is an on-site meeting and tour, no call-in number will be established. Note that additional groups outside of the formal consulting party roster have been invited to this meeting to assure participation from all vested parties.
>
> We hope you are able to join us for one or more of these meetings. Please let me know if you can attend. If you are unable to participate, we also encourage written comments, which can be sent to me via email or standard mail at the Dovetail office. I am also always free for a call to discuss any ideas and issues you may want to share (540-899-9170). Emily Stock at DRPT (cc'd here) can address general project questions as well.
>
> Hope to see you soon!
>
> Kerri
>
> --
>
> **Kerri S. Barile, Ph.D., RPA | President**
> Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
> kbarile@dovetailcrg.com
>
> DOVETAIL
> CULTURAL RESOURCE GROUP
>
> 11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
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Kerri S. Barile, Ph.D., RPA | President
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DOVETAIL
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National Trust *for* Historic Preservation
Save the past. Enrich the future.

Memo

DATE: OCTOBER 6, 2018

TO: CONSULTING PARTIES AND INTERESTED PUBLIC

FROM: NATIONAL TRUST FOR HISTORIC PRESERVATION

RE: DC2RVA RAIL EXPANSION PROJECT / SHOCKOE BOTTOM MEMORIAL PARK

The National Trust for Historic Preservation, a private non-profit organization, offers the following information in advance of the October 12, 2018 on-site consulting parties meeting about the federal DC2RVA rail expansion project in historic Shockoe Bottom. The National Trust does not oppose the DC2RVA rail expansion project. However, we recognize that expansion of the Main Street Station for the DC2RVA project has the potential to lead to intensive new transit-oriented development. These changes are reasonably foreseeable and must be managed in thoughtful ways that protect the cultural, historic, and archaeological values of Shockoe Bottom.

Federal Agency Consultation to Avoid Harm to Historic Resources in Shockoe Bottom

The federal National Historic Preservation Act requires federal agencies to consider the impacts that the agencies' undertakings will have on historic resources. The Act created a procedure (called Section 106 consultation) for agencies to follow that requires the agencies to consult to "avoid, minimize or mitigate" harms to historic resources. This obligation only applies to historic resources that are listed on or eligible for listing on the National Register of Historic Places, the nation's official list of historic resources worthy of preservation.

The Federal Railroad Administration (F.R.A.) – with the Virginia Dept. of Rail and Public Transportation – is currently conducting Section 106 consultation for the DC2RVA rail expansion project. One important aspect of Section 106 is the requirement that federal agencies consult with the public and interested parties (called "consulting parties"). The F.R.A. is convening an on-site consultation meeting in Shockoe Bottom on October 12 to satisfy this obligation. Section 106 requires the federal agency to complete a set of sequential steps:

1. Identify any consulting parties and the interested public;
2. Gather information to identify potentially affected historic properties, and identify an Area of Potential Effects (the "A.P.E.") for the undertaking;
3. Determine whether the agency's undertaking would have adverse effects on these historic properties; and,

4. Explore ways for the agency to avoid, minimize or mitigate such adverse effects.

DC2RVA Rail Expansion Project at Main Street Station in Shockoe Bottom

For the DC2RVA rail project, the F.R.A. has identified historic resources along the entire railroad corridor from DC to Richmond – and in Richmond's historic Shockoe Bottom. To guide the agency's identification process, the F.R.A. established an Area of Potential Effects of 500 feet from the center line of the rail for above-ground historic resources and an A.P.E. of 50 to 100 feet from the center of the rail corridor for archaeological resources. This means that the F.R.A. is only considering impacts to historic sites that fall within these defined A.P.E. boundaries.

Importantly, the F.R.A. also has determined to treat the African Burial Ground and the Lumpkin's Slave Jail Site solely as archaeological resources. The F.R.A.'s approach to the African Burial Ground and the Lumpkin's Slave Jail Site puts these two sites outside of the Area of Potential Effects for the DC2RVA project, which means that the F.R.A. has determined that it is not necessary for the F.R.A. to consider ways to "avoid, minimize or mitigate" any adverse effects to the African Burial Ground and the Lumpkin's Slave Jail Site that may be caused, for example, by intensive transit-oriented development in Shockoe Bottom.

To persuade the Federal Rail Administration – and the Virginia Dept. of Rail and Public Transportation – to fully consider the broader context and significance of Shockoe Bottom and to fully consider the impacts that increased transit-oriented development are likely to have on the historic and cultural values of Shockoe Bottom, it is necessary to convince the F.R.A. that the African Burial Ground and the Lumpkin's Slave Jail Site are not just historically significant as archaeological sites, but that Shockoe Bottom also is eligible for the National Register of Historic Places as an above-ground type of historic resource. The concept that the National Trust believes best accomplishes this goal is called a Traditional Cultural Property (or "T.C.P.").

Shockoe Bottom as a Traditional Cultural Property

A Traditional Cultural Property is a type of historic resource that can be determined eligible for listing on the National Register of Historic Places when it is associated "with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community."

From everything we have learned from our allies in the community, the National Trust believes that Shockoe Bottom is rooted in Richmond's history and is important today to maintaining the continuing cultural identity of Richmond's African American and descendant community. Examples of other historic places that have been officially determined to be Traditional Cultural Properties include: many Native American sacred sites around the nation; historic places that are connected with immigrant populations, such as a riverfront in Florida that is part of a Greek community focused on sponge diving; and, a church in Louisiana associated with the Cane River Creoles of Color community.

The National Trust believes that Shockoe Bottom fits comfortably within this category of historic resource as a Traditional Cultural Property because of the value placed by the community and because of the continued relevance of Shockoe Bottom to the descendant community -- as well as Shockoe Bottom's remarkable connections to the esteemed Virginia Union University.

Conclusion: Advocacy for Shockoe Bottom

First, the National Trust hopes the Federal Railroad Administration and the Virginia Dept. of Rail and Public Transportation will hear from consulting parties and the interested public that:

- Shockoe Bottom needs additional archaeological study, but the place is significant for more than what can be learned from archaeological exploration alone.
- Shockoe Bottom is important to communities today as sacred ground.
- Shockoe Bottom should be evaluated as a Traditional Cultural Property to determine its eligibility for listing on the National Register of Historic Places.
- Shockoe Bottom deserves to have full consideration of all the potential impacts that intensive transit-oriented development, induced by the DC2RVA rail project, may cause to the Richmond community's plans to memorialize and interpret the site.
- The Federal Rail Administration must take meaningful steps to minimize and mitigate these impacts to Shockoe Bottom as a part of the rail expansion project.

Second, the National Trust intends to convey to the agencies that:

- Shockoe Bottom is a National Treasure of even international significance.

- For Richmond's African American and descendant community and their allies, Shockoe Bottom is valued as sacred ground. It is an archaeological, historical, and cultural site. For a generation and more, Richmond's African American community has endeavored to tell Shockoe's stories and has struggled to restore the place, notably the accomplishments of Delegate Delores McQuinn and the Richmond Slave Trail Commission as well as the Sacred Ground Project.

- For the community, Shockoe Bottom is envisioned to be a place of commemoration, reflection, and education. It is envisioned as a cultural heritage destination, and as a Site of Conscience for truth and reconciliation. Through collaboration, Mayor Levar Stoney, with Delegate McQuinn, Councilwoman Cynthia Newbille and many others, is leading this transformation.

- Nevertheless, there is serious public concern that the Federal Rail Administration unintentionally will fail to acknowledge the importance of the place. It is essential for the leaders of the DC2RVA rail expansion project to protect historic Shockoe Bottom.

COMMONWEALTH of VIRGINIA
Office of the Governor

Aubrey L. Layne, Jr.
Secretary of Transportation

November 17, 2017

Dear Dr. John V. Moeser:

Governor McAuliffe asked me to thank you for and respond to your email regarding the DC2RVA Environmental Impact Statement. Your comments are appreciated and have been taken into serious consideration.

The Department of Rail and Public Transportation (DRPT) developed the DC2RVA Draft Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA). One of the project study components is the identification and evaluation of cultural resources that may be impacted by the DC2RVA project, most notably archaeological sites, architectural properties, and historic districts. Above- and below-ground cultural resources in the Shockoe Bottom area of Richmond are referenced in the Draft EIS and associated technical reports in a manner consistent with the Virginia Department of Historic Resources (DHR) guidelines on cultural resource studies and per the process set forth in Section 106 of the National Historic Preservation Act of 1966.

All maps showing archaeological sites in Shockoe Bottom and elsewhere in the DC2RVA project area have been redacted from public report copies to comply with the Archaeological Resources Protection Act (1979), which limits data available to the public to protect sites from looting or other damaging activities. These maps were provided to DHR for consideration and are available to professional archaeologists upon request. Tools used during the cultural resource evaluation process included overlaying historical maps on modern aerial imagery, detailed map analysis of the proposed Shockoe Bottom Memorial Park relative to project alternatives, and careful evaluation of ways to avoid and/or limit both physical and visual changes in the area around Main Street Station. In addition, the proposed DC2RVA infrastructure designs rely upon existing piers and platforms to the greatest extent possible to limit ground disturbance in general and especially subsurface impacts in this area.

The DC2RVA team evaluated the presence of resources with a known association with the slave trade. The archeological sites associated with the slave trade in this vicinity were found to be outside areas which could be affected by construction activities for DC2RVA. These include Devil's Half Acre (44HE1053) and the Burial Ground (44HE1089), located approximately 125 feet and 200 feet, respectively, from the closest area of potential ground disturbance for DC2RVA. A district entitled "Richmond Slave District" is not on file in the SHPO archives. The built environment in this location is predominately from the postbellum era and into the twentieth century, and the only archaeological sites within the vicinity of the DC2RVA construction limits in Shockoe Bottom are at former locations of postbellum warehouses. Studies regarding cultural resources in Shockoe Bottom are ongoing, however. Additional cultural resource work is to take place in the winter and spring of 2018. Additional studies beyond the scope of the legal preservation framework for this project are also being considered as potential options for the future as mitigation for any impacts to historic properties.

DRPT appreciates your comments, and will work to address them as they continue the study. Your extensive and valuable knowledge regarding important cultural resources related to the slave trade in Richmond's Shockoe Bottom can assist DRPT in our efforts to identify significant cultural resources and to avoid adversely impacting them. To that end, DRPT staff and our cultural resources consultant would appreciate any information you may have on the "Richmond Slave District," especially its boundaries and those properties associated with it located in the vicinity of the DC2RVA construction footprint so that we may incorporate this material into our project planning and final NEPA document.

Please contact Emily Stock, DRPT's Manager of Rail Planning, with questions and for additional coordination. She can be reached by email at Emily.Stock@DPRT.Virginia.Gov. Thank you again for your comments and participation in this important process.

Sincerely,

Aubrey L. Layne, Jr.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

600 East Main Street, Suite 2102
Richmond, Virginia 23219

November 13, 2018

Sharee Williamson, Associate General Counsel
National Trust for Historic Preservation
2600 Virginia Avenue NW, Suite 1100
Washington, DC 20037

RE: Reply to Comments on Project Effect Recommendation
Washington, D.C. to Richmond Southeast High Speed Rail Project (DC2RVA)

Dear Sharee:

Thank you for your comments regarding cultural resources and project effect associated with the Washington, D.C. to Richmond Southeast High Speed Rail project (DC2RVA), dated July 20, 2018. As you are aware, the Federal Railroad Administration (FRA), Virginia Department of Rail and Public Transportation (DRPT), and the project study team have been conducting cultural resource studies since commencing the Project in 2014. Work to date has included initiating the Project with the Virginia Department of Historic Resources (DHR, the Virginia State Historic Preservation Office), coordinating an area of potential effects (APE), completing identification- and evaluation-level technical studies, coordinating resource eligibility with the DHR and other consulting parties, and communicating with consulting parties on other aspects of the Project. In May and June 2018, data on the ensuing roster of historic properties and DHR's concurrence with FRA's effect determination were circulated to the consulting parties for review and comment. These materials were the subject of the National Trust for Historic Preservation's (National Trust) July 20 letter.

Since receipt of the July 20 letter, the FRA, DRPT, DHR, Advisory Council on Historic Preservation (ACHP), National Trust, and DC2RVA project team have held numerous exchanges regarding the content of the letter, particularly as it pertains to the Main Street Station and Shockoe Bottom area of Richmond. These dialogues have included in-person meetings, conference calls, and email exchanges. The goal of these communications was to gather additional data associated with the National Trust's feedback and the Shockoe area in general, discuss the appropriateness of the Project's APE and historic properties in this area, and identify additional parties with which to consult on the history of this area. In addition, steps to move forward with the National Historic Preservation Act of 1966 Section 106 process were also discussed. All of these dialogues came together during the October 12, 2018 on-site meeting at Main Street Station, where consulting parties, vested groups, federal, state, local agencies, and specialists met to discuss the DC2RVA Project and its potential impacts on historic properties. This letter summarizes points discussed in your July 20 letter and ensuing dialogues and decisions regarding these issues.

The National Trust's letter and recent communication center on four primary concerns: 1), expanding the APE near Main Street Station; 2), considering the Shockoe area as a Traditional Cultural Property (TCP); 3), expanding the consideration of indirect and cumulative effects for the DC2RVA Project; and 4), increasing outreach with Richmond's African-American and descendent community and others with a vested interest in the history of this area. Each of these topics are discussed below.

Expansion of the APE: The APE was initially coordinated with DHR in February 2015. The extent was based on the previous Richmond to Raleigh high speed rail study and included different APEs for above- and below-ground resources. Based on subsequent cultural resource studies, modifications to the Project design, and input from consulting parties, the roster of historic properties in the indirect APE along the general corridor has been expanded since that time to include specific resources wherein the Project has the potential to impact character-defining features of a resource (resources eligible for Criteria A, B, or C).

Regarding Shockoe, the National Trust stated that the APE is inconsistent with Section 106 regulations and specifically requested that the APE in Shockoe be enlarged to include the Lumpkins Jail/Devil's Half Acre Site (44HE1053) and Site 44HE1089, listed as the "Burial Ground for Negros" on historic maps. Expansion of the APE in this area was discussed extensively with involved agencies and presented to consulting parties and others on October 12, 2018 and during subsequent calls. Through these dialogues, FRA and DRPT, in consultation with DHR and ACHP, will not expand the APE, per se, however the National Register of Historic Places (NRHP) eligibility of several key archaeological sites is being reconsidered based on consulting party feedback and thus they are added to the indirect APE. Lumpkins Jail/Devil's Half Acre has been the subject of archaeological studies for over a decade. During that time, archaeologists have identified intact subsurface remains associated with this resource and thousands of artifacts dating to the period of significance of the site. The site, however, has never been evaluated for its NRHP eligibility. Based on archaeological findings and consulting party feedback, FRA and DRPT are assuming for this Project that the site is eligible for the NRHP under Criterion A for its association with the Richmond slave trade and under Criterion D for its archaeological potential. Since it is assumed eligible under Criterion A, it is now within the indirect APE. Although the DC2RVA Project will not impact the character-defining features of this resource, FRA and DRPT recognize the importance of this site and acknowledge the history of this area, specifically as it relates to the slave trade. As such, the site is also being considered a contributing element to the surrounding Shockoe Valley and Tobacco Row Historic District (127-0344) as part of the Project.

The Burial Ground boundaries have been estimated based on numerous historical maps, however no physical evidence of this site has been uncovered despite numerous archaeological studies. The area of the site has been extensively disturbed by past activities, including the construction of I-95. As such, the data potential and archaeological significance of this site, as well as exact boundaries, are unknown. At the request of the National Trust, the FRA and DRPT completed viewshed documentation of the mapped location of this resource to determine if it falls in the indirect viewshed. Based on this analysis and the proposed platform improvements, the resource is over 350 feet from the Project limits of disturbance and Broad Street, a raised road corridor, completely blocks the view of the recorded site area from any project modification. Given this, and through consultation with the DHR, this resource is not included in the direct or indirect APE and the DC2RVA Project would not impact the character-defining features of this resource.

Beyond these two sites, the Historic Richmond Foundation has advocated that Site 44HE1203 (listed as "Grave Yard for Free People of Color and Slaves" on historic maps) be added to the list of historic properties located in the indirect APE. This cemetery is mapped north of Hospital Street just north of Shockoe Bottom. The cemetery was in use from 1816—when the "Burial Ground for Negros" closed—until the Civil War. In May, the DHR concurred with FRA that the cemetery, in general, is potentially eligible for the NRHP under Criterion D; however, it was also determined that that time that the portion of the site within the limits of disturbance of the Project does not contribute to the overall site eligibility due to prior disturbance and development. Based on the current reevaluation and consulting party feedback, however, the FRA and DRPT have elected to accept the Historic Richmond Foundation's request to assume that this resource is eligible for the NRHP under Criterion A for its association with important events and Criterion D for its archaeological potential; it is therefore now on the roster of historic properties located in the Project's indirect APE due to its historical significance.

Considering the Shockoe area as a TCP: This concept was first presented during the June 28, 2018, DC-based Project consulting party meeting. Since that time, extensive research and coordination on TCPs in general, TCPs in Virginia, and the Shockoe area as a TCP in particular has been completed to assure that all avenues have been explored. According to the National Park Service (NPS), a TCP is: "a property that is eligible for inclusion in the [NRHP] based on its associations with the cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institutions of a living community. TCPs are rooted in a traditional community's history and are important in maintaining the continuing cultural identity of the community." Data gathered as part of the TCP review has been discussed with the FRA, DRPT, ACHP, and DHR to gather input and ascertain the path forward. Based on this consultation, FRA has been determined that the Shockoe area does not meet the definition of a TCP based on the extant information at hand and its interpretation of this type of resource.

FRA and DRPT have also previously noted that this area is already part of an historic district, the Shockoe Valley and Tobacco Row Historic District. The Project will have an adverse effect on this resource per coordination with the DHR. Although the Lumpkins Jail/Devil's Half Acre Site is not formally listed as contributing resources to this district, FRA and DRPT are assuming that it contributes for the purpose of this Project, and will focus mitigation of adverse effects on slave trade studies. FRA and DRPT are deeply respectful of the importance of this area and will work with consulting parties and other vested groups to outline the mitigation criteria.

Expanding the consideration of indirect and cumulative effects for the DC2RVA Project: Based on feedback from your letter and comments received from other consulting parties, DRPT has been holding extensive discussions with other groups who have potential development projects in the area, notably the City of Richmond, who owns Main Street Station and large plots of the land in Shockoe. The goal was to understand potential future development impacts in this area. The attached letter from the City of Richmond speaks to their commitment to preserving places of historic significance in this area, thus avoiding cumulative impacts on City-owned property. Beyond City-owned land, the FRA examines projects as part of the environmental process that are planned and funded. At this time, no other projects meet these parameters. Any future development in the area would be subject to City land use plans and regulatory controls, as well as other pertinent state or federal requirements.

Increasing outreach with Richmond's African-American and descendent community and others: DRPT continues to work to expand our dialogue in this area and along the Project corridor through additional outreach. As such, we have worked with the National Trust and others to hold numerous conference calls and an on-site inclusive meeting on October 12, 2018 to gather feedback on the Project and its potential impacts to cultural resources in the Shockoe area. The meeting invitation roster included all 33 DC2RVA consulting parties as well as 23 additional individuals who represent groups with a vested interest in the history of this area and 10 agency representatives—names gathered from the National Trust, Shockoe Sacred Ground project, City of Richmond and more. For those who could not attend the meeting but expressed a desire to share feedback, we are holding one-on-one meetings and telephone calls to assure that all voices are heard. The information derived from this outreach will be included in ongoing Section 106 consultation as well as the Project's environmental document.

DRPT thanks you again for your continued consultation on the DC2RVA Project. If you have any questions on the Project, I can be reached at 804-786-1052 or Emily.Stock@drpt.virginia.gov.

Sincerely,

Emily Stock

Emily Stock, Project Manager

Enclosure: Letter from Mayor Levar Stoney, City of Richmond, Virginia

cc: John Winkle, Federal Railroad Administration
Sarah Stokely, Charlene Vaughn, and Reid Nelson, Advisory Council on Historic Preservation
Marc Holma, Roger Kirchen and Julie Langan, Virginia Department of Historic Resources
Elizabeth Kostelny, Preservation Virginia
Ana Edwards, Sacred Ground Project
Max Page, Center for Design Engagement, Univ. of Massachusetts, Amherst
Jennifer Mitchell, Virginia Department of Rail and Public Transportation

City of Richmond

LEVAR M. STONEY
MAYOR

November 1, 2018

Jennifer Mitchell, Director
Virginia Department of Rail and Public Transportation
600 East Main Street
Richmond, Virginia 23219

Dear Ms. Mitchell:

The City of Richmond is dedicated and genuinely committed to acknowledge, authenticate and commemorate Richmond's role in the painful history of enslaved Africans who passed through this area and the commerce and business derived from the trade of these families and individuals. In 1998 the City of Richmond's City Council established a Slave Trail Commission to provide leadership and make certain that the authentic history of the enslaved African and the history of slavery in Richmond was told. As evident by the numerous completed past projects under auspice of the Slave Trail Commission, as well as future planned projects and the financial commitments to accomplish them, the City of Richmond has proven its commitment to recognize this important aspect of its past, educate the public about significant events that took place in this area during the era of slavery, and assure that they are never forgotten.

Over the past two decades, the City has expanded partnerships with the Virginia Department of Historic Resources, the Office of the Governor and the General Assembly to accomplish a variety of goals and projects, specifically in Shockoe Bottom including the Devil's Half Acre, the African Burial Ground and the improvements and advancement of the Richmond Slave Trail. The City and the Commonwealth have invested over $7 million in past projects and $19 million in recent future funding to continue long-term studies which will identify future projects. This demonstrates our dedication.

Over the past 20 years the City has:

> Formalized the Slave Trail Commission and committed City funding to a host of projects (1998).
>
> Developed a Slave Trail brochure to make certain that this history was revealed in key tourism sites and in Virginia State Welcome Centers (2002).
>
> Took possession of the Winfree Cottage to preserve this post slavery story. (2004)

Acquired the Reconciliation Statue (2004).

Conducted two phases of archaeological study at the Lumpkin's Jail/Devil's Half Acre site (2006 and 2008).

Erected the Reconciliation Statue on State Property for Richmond's role in the Slave Trade triangle between Liverpool, Benin and Virginia. This is the only Reconciliation Statue for this purpose in America. (2007).

Formalized the first State apology to our Commonwealth's role in Slavery under Governor Tim Kaine, (2007).

Erected Slave Markers along the Slave Trail to reveal the history.

Placed bronze Slave Trail Markers to mark the physical slave trail.

Added night lighting to the trail.

Appealed to Governor McDonnell and the General Assembly through the leadership of the Slave Trail Commission's Delegate Delores McQuinn to fund the purchase of the African Burial Ground, fund improvements to the Slave Trail, advance the commemoration of the Lumpkin's Jail Site/Devil's Half Acre and to fund a Slavery Museum in Richmond.

Improved the gateway to the African Burial Ground from Broad Street and upgraded the grounds of the Commemorative Burial Ground site.

Developed websites dedicated to reveal the untold histories: www.lumpkinsjail.org.

Convened a Shockoe outreach group that includes hundreds of representatives of various interest groups, including the African-American descendent community, with numerous meetings, calls, emails over the past five years.

Developed a Main Street Station Archaeological Plan in conjunction with the Virginia Department of Historic Resources which includes a commitment to completing archaeological studies prior to any ground disturbing activities on City owned land in the Main Street Station Area.

Conducted background and historical research on additional sites associated with the Slave Trade in Shockoe Bottom to understand the area in context and for potential use in the creation of a future historic district that memorializes the lives and contributions of enslaved Africans.

Hired the Smith Group who designed the Smithsonian's Museum for African American History and Culture to lead our city in advancing the Lumpkin's Jail site and eventually design a museum on the site to preserve the artifacts and create a place of reflection, acknowledgement and education.

Hired the Urban Land Institute to lead in a shared vision for Shockoe initiative.

Worked closely with agencies that are studying developments in this area, including the Virginia Department of Rail and Public Transportation and the Virginia Department of Transportation, among others, to assure that initiatives have parallel goals and include the preservation of area resources as a project focus

The Story of the enslaved African experience in Shockoe Bottom is extraordinarily important to me and I selected this topic as a primary focus of my term in office. The City is working closely with the state and local agencies and numerous non-profit and descendent groups to assure a common vision for preservation in this area.

We look forward to continuing a robust dialogue that tells the history of Richmond's role in the slave trade. We thank you again for your efforts to advance the DC2RVA project.

Kind Regards,

Levar Stoney

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA/Shockoe documents

1 message

Kerri Barile <kbarile@dovetailcrg.com> Thu, Dec 6, 2018 at 4:22 PM
To: Sharee Williamson <SWilliamson@savingplaces.org>, Robert Nieweg <RNieweg@savingplaces.org>, Elizabeth Kostelny <ekostelny@preservationvirginia.org>, Justin Sarafin <jsarafin@preservationvirginia.org>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Kirchen, Roger (DHR)" <Roger.Kirchen@dhr.virginia.gov>, Sarah Stokely <sstokely@achp.gov>, Jaime Loichinger <jloichinger@achp.gov>, John Winkle <john.winkle@dot.gov>

Hey folks,

I uploaded a quick viewshed summary showing a sample of overview shots looking at the two recorded slave trade era archaeological sites in Shockoe. They can be found in the same Dropbox folder as the other materials. Let me know if you need more data!
Kerri

On Thu, Dec 6, 2018 at 12:46 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Hi all,
>
> Thank you again so much for the call on Monday! Folks requested copies of several items that were discussed. I've commenced uploading the data, and it is ready for your use. Note that July 1 was used as the date for information as that is right after our June consulting party meetings to provide the most recent data.
>
> 1) List of 21 meetings conducted since July 1, 2018 regarding Shockoe (on the phone I mentioned 17 but there were a few more)
> 2) Copies of Minutes associated with these meetings
> 3) List of 11 other communications (emails and letters) since July 1, 2018 regarding Shockoe
> 4) Copies of communications
> 5) Roster of reports and other references consulted on Shockoe
> 6) A folder that contains copies of the reports and references (note: this folder is 1.3GB!)
>
> All of the above information has been uploaded to Dropbox and can be accessed here: https://www.dropbox.com/sh/6we2w0na2oixcge/AAAs0pZiubzypNHjdQDWcC4Da?dl=0
>
> The one remaining piece of data that was requested were the viewshed photos taken from Main Street Station. I'm organizing those and creating a quick location map. I will have those up on Dropbox shortly and will let you know when that info is available.
>
> I hope all of this info helps and definitely let me, DRPT, or the team know if there is anything else we can provide!
> Best,
> Kerri
>
> --
>
> **Kerri S. Barile, Ph.D., RPA | President**
> Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
> kbarile@dovetailcrg.com
>
> DOVETAIL
> CULTURAL RESOURCE GROUP
>
> 11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
> 721 Philadelphia Pike, Wilmington, Delaware 19809
> ***Knowing the Past — Building the Future***
> **www.dovetailcrg.com**

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Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

DOVETAIL
CULTURAL RESOURCE GROUP

11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
721 Philadelphia Pike, Wilmington, Delaware 19809
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National Trust for Historic Preservation
Save the past. Enrich the future.

PRESERVATION VIRGINIA
APVA
1889

December 21, 2018

Emily Stock, Manager of Rail Planning
Virginia Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Kerri S. Barile
Dovetail Cultural Resource Group
11905 Bowman Dr. #502, Fredericksburg, VA 22408

Re: Washington, D.C. to Richmond High Speed Rail Project

Dear Ms. Stock and Ms. Barile:

The National Trust for Historic Preservation and Preservation Virginia appreciated the opportunity to participate in the in-person meeting regarding the Washington, D.C. to Richmond High Speed Rail Project (Project) in Richmond this October, as well as the conference call to discuss project effect recommendations earlier this month. We continue to appreciate the need for, and generally support the addition of, increased passenger rail capacity that this Project is intended to provide. Our goal in participating as a consulting party for this Project has continued to be to ensure that the Federal Railroad Administration (FRA) carefully considers the Project's impacts to the cultural resources in Richmond's Shockoe Bottom -- including but not limited to Lumpkin's Slave Jail/Devil's Half Acre Site and the African Burial Ground -- in conducting the Section 106 consultation for this undertaking.

This letter briefly summarizes the National Trust and Preservation Virginia's response to the FRA's correspondence regarding recommendations of adverse effect for the Project dated November 13, 2018.

Lumpkin's Slave Jail /Devil's Half Acre Site

We agree with and appreciates FRA's decision to recommend the Lumpkin's Slave Jail/Devil's Half Acre Site as eligible for listing in the National Register under Criterion A in addition to Criterion D. This is a positive step towards recognizing the importance of this site, and of the Greater Shockoe Bottom area, as well as its significance for more than only archaeological resources that are valuable for data recovery. As noted in the National

Trust's letter dated July 20, 2018, archaeological sites within Shockoe Bottom have *in-place* significance that make the resources' setting, feeling and association important aspects to maintaining their integrity.

Shockoe Bottom as a Traditional Cultural Property

In the FRA's correspondence of November 17, 2018, the agency states that based on the data currently available and gathered as a part of this Section 106 consultation, FRA has determined that the Shockoe area does not qualify as a TCP. This opinion was confirmed during the recent consulting parties' call where representatives from the Department of Historic Resources (DHR) and FRA stated that there currently is not enough information available to determine whether the African Burial Ground, the Lumpkin's Slave Jail/Devil's Half Acre Site, or other areas within Shockoe Bottom are eligible for listing in the National Register as part of a Traditional Cultural Property (TCP).[1] To make this type of determination would require intensive community engagement and significant additional research, in particular ethnographic studies to determine the continuing historic significance of the site. We continue to believe that the area is likely eligible for listing on the National Register as a TCP, but acknowledge that there is insufficient information currently available to make this determination. However, even without this formal recognition, Shockoe Bottom remains hallowed ground for many in the African American and descendant community. We suggest that further exploration of the TCP concept is certainly warranted and should be considered in making decisions regarding appropriate mitigation projects as discussed below.

Mitigation for Adverse Effects on Historic Resources in Shockoe Bottom

We have reviewed FRA's preliminary list of mitigation ideas and appreciate the opportunity to comment. We suggest that FRA consider funding: community engagement and ethnographic research regarding the current significance of the Greater Shockoe Bottom area to the African American and descendant community; additional archaeological research in Shockoe Bottom to evaluate whether the Lumpkin's Slave Jail/Devil's Half Acre Site and the African Burial Ground are part of a potential archaeological district; and funding to complete a multiple property nomination for the slave trade in Shockoe Bottom. For all of these ideas, we suggest that consulting parties and the public be deeply involved in project development.

---

[1] The Lumpkin's Slave Jail/Devil's Half Acre Site and African Burial Ground sites hold cultural importance for the African American community and for descendants of enslaved people who were imprisoned, sold, and buried in Shockoe Bottom. A TCP is a site associated "with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community." *National Register Bulletin* 38.

The National Trust and Preservation Virginia appreciate FRA's willingness to share information throughout this process. We look forward to reviewing the proposed Memorandum of Agreement for the Project in the coming weeks.

Sincerely,

Sharee Will

Sharee Williamson
Associate General Counsel

Elizabeth S. Kostelny

Elizabeth S. Kostelny
Chief Executive Officer

cc: John Winkle, Federal Railroad Administration
Sarah Stokely, Advisory Council on Historic Preservation
Marc Holma, Roger Kirchen and Julie Langan, Virginia Department of Historic Resources

Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA Rail/Draft MOA for review

1 message

Kerri Barile <kbarile@dovetailcrg.com> Fri, Jan 4, 2019 at 1:32 PM

To: Sarah Stokely <sstokely@achp.gov>, "Battlefields, NPS" <abpp@nps.gov>, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Cynthia Liccese-Torres <Cliccese@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, "Inman, Amy - DED" <Amy.inman@richmondgov.com>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Cyane Crump <ccrump@historicrichmond.com>, Jessica Russo <jrusso@historicrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, Elizabeth Kostelny <ekostelny@preservationvirginia.org>, Justin Sarafin <jsarafin@preservationvirginia.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com, Jaime Loichinger <jloichinger@achp.gov>

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>

Hello all,

I hope you had a great holiday!

Thank you all, again, for your continued participation in the DC2RVA rail cultural resource process. Your feedback has been invaluable! I wanted to provide a brief update and share some documents to you for your review.

Since our last set of meetings this fall and our subsequent emails and calls, we have continued to refine the list of historic properties along the corridor and work with the FRA/DRPT/DHR/ACHP to determine effects. A final effect determination was received from the DHR, and thus a final roster of historic properties (n=120) and their respective effects is attached for your reference. Most of the details of this roster have been shared with you over the past several months. This list includes all remaining requests from consulting parties and reflects the final determinations.

Concurrently, we have been working on a project Memorandum of Agreement (MOA) which outlines steps to mitigate the adverse effects to 21 resources along the corridor. A preliminary mitigation list was sent around and discussed during our meetings/emails/calls, and the list of mitigations has been refined based on your incredible feedback. Your requested changes are reflected in the MOA. The document is currently under review by the signatories (FRA, DRPT, ACHP, and DHR), but we also wanted to send it to our consulting parties for your comments. I've attached the MOA here as well as a summary table that can be used as a "cheat sheet" to see all of the mitigations in one place. This excel sheet also notes the mitigations that were added or expanded based on your feedback from the original roster.

We request that you take a look at the MOA by **January 25th** and email us your comments. As always, I'm here to answer any questions or just chat process!

Again, my sincere thanks for your contributions to date!
Best,
Kerri

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Kerri S. Barile, Ph.D., RPA | **President**
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

DOVETAIL
CULTURAL RESOURCE GROUP

11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
721 Philadelphia Pike, Wilmington, Delaware 19809
Knowing the Past — Building the Future
www.dovetailcrg.com

3 attachments

- **List of DC2RVA HPs & Effect_Final Jan 2019.pdf**
  1324K
- **DC2RVA MOA_To Consulting Parties.pdf**
  3315K
- **CR mitigation summary.pdf**
  16K

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	Arlington County, City of Alexandria, Fairfax County, Prince William County, Stafford County, City of Fredericksburg, Spotsylvania County, Caroline County, Hanover County, Henrico County, City of Richmond	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Eligible under Criteria A and C	No Adverse	

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10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building ais a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquon River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	500-0001-0022
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862–1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/Potentially Eligible under Criterion A	No Adverse	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse	111-0132-0025

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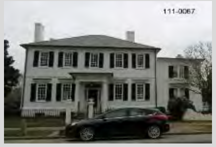
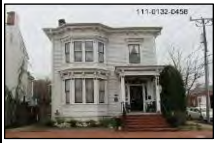
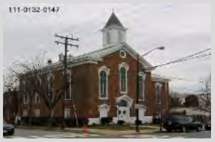
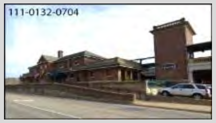
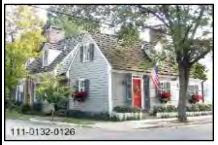
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	

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28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	111-0132-0020
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	111-0132-0522
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	111-0009-0795
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	

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37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan “Stonewall” Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County’s largest industry in the early twentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County’s first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880–1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building’s façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	

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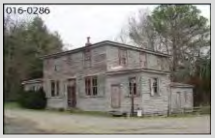
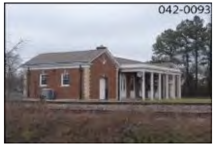
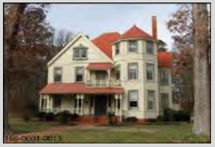
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorsville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early–nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	
54	166-0001-0015	Business Office, Randolph-Macon , 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

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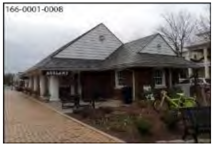
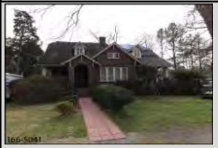
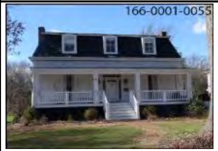
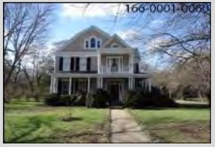
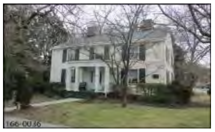
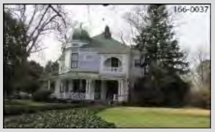
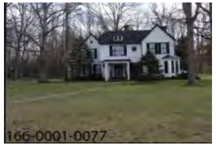
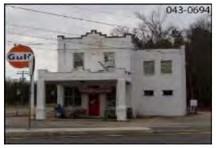
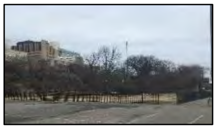
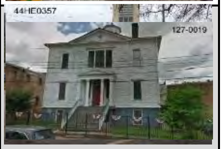
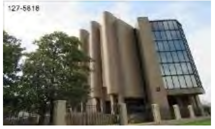
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resources is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	043-0292-0001
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	

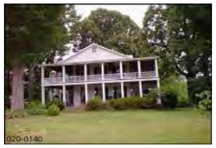
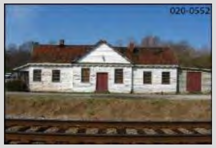
N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	44HE1203	Grave Yard for Free People of Color and Slaves	City of Richmond	1816	Historic maps from the early-nineteenth century represent this cemetery, used after the closing of the "Burial Ground for Negros" in Shockoe Bottom. The cemetery was in use from 1816 until the mid-nineteenth century. No above-ground evidence of the cemetery exists, and its integrity is unknown.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
85	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
86	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
87	44HE1053	Lumpkins Jail/Devil's Half Acre Site	City of Richmond	1830s-1850s	Site is the former location of a jail for enslaved individuals in operation during the decades before the Civil War. Archaeological excavations completed in 2006 and 2008 revealed features and artifacts under over 10 feet of fill. Site is within the visual APE but will not be physically impacted by the project.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
88	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
89	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
90	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
91	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	
92	127-0019	Masons' Hall, 1805 Franklin Street	City of Richmond	1785	Mason's Hall, a two-story, three-bay frame structure on a brick english basement, is the oldest building in the United States erected for Masonic purposes that has continually been used as a Masonic Hall since its construction.	Listed under Criteria A and C	No Adverse	
93	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	No Adverse	127-0344-0123
94	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
95	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
96	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	No Adverse	
97	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
98	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
99	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
100	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	
101	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	
102	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	Eligible under Criteria A, C, and D	No Adverse	127-6245 WILLIAMS BRIDGE COMPANY
103	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	
104	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	
105	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company's tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	
106	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	
107	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	
108	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
109	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	020-5320 S 11 PROCTOR'S CREEK FIGHT
110	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	
111	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
112	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
113	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
114	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
115	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
116	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
117	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
118	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	
119	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant’s quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	
120	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	

DRAFT/MEMORANDUM OF AGREEMENT AMONG THE VIRGINIA HISTORIC PRESERVATION OFFICE, THE FEDERAL RAILROAD ADMINISTRATION, ADVISORY COUNCIL OF HISTORIC PRESERVATION, AND THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION REGARDING THE WASHINGTON, D.C. TO RICHMOND, VIRGINIA SOUTHEAST HIGH SPEED RAIL PROJECT

WHEREAS, the Federal Railroad Administration (FRA) and the Federal Highway Administration, in cooperation with North Carolina Department of Transportation and Virginia Department of Rail and Public Transportation (DRPT), completed a Tier I Final Environmental Impact Statement and Record of Decision in accordance with the National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 *et seq.*) in July and October 2002, respectively, for the proposed Southeast High Speed Rail corridor from Washington, D.C. to Charlotte (SEHSR Project), which determined the preferred corridor for detailed analysis in Tier II environmental studies for individual portions of the larger corridor; and

WHEREAS, the DRPT proposes to construct a 123-mile portion of the SEHSR Project that involves construction of infrastructure improvements to support increased frequency and higher-speed intercity passenger rail service in the travel corridor between Washington, D.C. and Richmond/Centralia, Virginia (DC2RVA), such as constructing additional main line tracks and track crossovers, straightening curves in existing tracks, improving intercity passenger stations and station areas, improving sidings and signals, and implementing roadway crossing safety improvements, within a long-established surface transportation corridor (the Project); and

WHEREAS, the FRA is the Project's lead federal agency for Tier II environmental study under the NEPA and pursuant to the NEPA, FRA prepared and published a Draft Environmental Impact Statement (Draft EIS) on September 8, 2017, and a Final Environmental Impact Statement (Final EIS) on DATE for the Project; and

WHEREAS, this Memorandum of Agreement (MOA) among the Virginia Historic Preservation Office (Virginia SHPO), the FRA, the Advisory Council on Historic Preservation (ACHP), and the DRPT regarding the Project addresses stipulations relating to the effect of the Project on historic properties; and

WHEREAS, a Programmatic Agreement among FRA, the Virginia SHPO, North Carolina State Historic Preservation Office, the Virginia DRPT, the North Carolina Department of Transportation, Rail Division, and the ACHP was signed on April 12, 2016 for the SEHSR Project (the SEHSR PA); and

WHEREAS, this MOA was developed in accordance with Stipulation VIII of the SEHSR PA; and

WHEREAS, the FRA anticipates receiving a future request from DRPT to provide federal financial assistance to construct the Project, including activities such as design, property acquisition, and demolition, though funding sources have not yet been determined, and it is expected that there will be a mix of federal, state and local funding which may be available in phases; and

WHEREAS, if FRA provides federal financial assistance to construct the Project, the Project would constitute an undertaking under Section 106 of the National Historic Preservation Act (NHPA) as amended (54 U.S.C. § 306108) (Section 106); and

WHEREAS, pursuant to the NHPA, the FRA is required to take into account the effects of its undertakings on properties included in or eligible for inclusion in the National Register of Historic Places (NRHP), including consultation with other parties, and to provide the ACHP a reasonable opportunity to comment prior to commencement of work on the Project; and

WHEREAS, the FRA is the lead federal agency for compliance with Section 106; and

WHEREAS, pursuant to 36 C.F.R. § 800.2(c)(4), the FRA has requested the DRPT participate in consultation and, by letter dated December 11, 2014, has authorized the DRPT to initiate consultation with the Virginia SHPO and other consulting parties for the Project; and

WHEREAS, pursuant to 36 C.F.R.§ 800.2(c)(2), the FRA invited the Pamunkey Indian Tribe, the only federally recognized tribe at the time, to participate in consultation in a letter sent on July 10, 2015; and

WHEREAS, pursuant to 36 C.F.R.§ 800.2(c)(2), the FRA invited the Chickahominy Indian Tribe, Eastern Chickahominy Indian Tribe, Upper Mattaponi Indian Tribe, Rappahannock Indian Tribe, Nansemond Indian Tribe, Monacan Indian Tribe, and Catawba Indian Nation to participate in consultation, upon receipt of Federal recognition, in letters dated February 13, 2018; and

WHEREAS, on February 23, 2018, the Upper Mattaponi Indian Tribe accepted the FRA's invitation; and

WHEREAS, the remaining tribes did not respond to the invitation, but FRA is assuming that the Virginia-based tribes (Pamunkey Indian Tribe, Chickahominy Indian Tribe, Eastern Chickahominy Indian Tribe, Rappahannock Indian Tribe, Nansemond Indian Tribe, and Monacan Indian Tribe) are consulting parties and are treating them as such; and

WHEREAS, pursuant to 36 C.F.R. § 800.2(c)(5), the FRA, invited the following groups to be consulting parties in the development of the MOA between January 2015 and July 2018, and they have elected to participate: American Battlefield Protection Program (ABPP), National Park Service (NPS)- Northeast Regional Office, NPS- Captain John Smith Chesapeake National Historical Trail, NPS- Fredericksburg Division, NPS- George Washington Memorial Parkway, NPS- National Capital Region, NPS- Potomac Heritage National Scenic Trail, NPS- Richmond Division, NPS- Washington-Rochambeau National Historical Trail, Marine Corps Base Quantico, Alexandria Archaeology, Arlington County, Caroline County, City of Alexandria, City of Fredericksburg, City of Richmond, Hanover County, Prince William County, Town of Ashland, Ashland Museum, Central Virginia Battlefields Trust (CVBT), Civil War/Battlefield Preservation Trust (CWT), Historic Fredericksburg Foundation, Inc. (HFFI), Historic Richmond Foundation, Preservation Virginia, and the National Trust for Historic Preservation (NTHP); and

WHEREAS, pursuant to 36 C.F.R. § 800.2(c)(5), the FRA invited the following groups to be consulting parties to the Project on January 6, 2015 and each group either elected to not participate or did not reply to the invitation: Fairfax County, Henrico County, Spotsylvania County, Stafford County, ACL & SAL Railroad Historical Society, Center for Neighborhood Revitalization, Arlington Historical Society, Caroline Historical Society, Chesterfield Historical Society, Hanover County Historical Society, Inc., Henrico County Historical Society, Historic Alexandria Foundation, Historic Prince William, Inc., Historical Society of Fairfax County, Virginia, Inc., and Stafford County Historical Society; and

WHEREAS, the Draft EIS, Final EIS, 49 U.S.C. § 303 evaluations, and supporting Virginia SHPO-reviewed technical reports, provide background information to this MOA (see Appendix A for a full list); and

WHEREAS, pursuant to 36 C.F.R. § 800.4(a)(1) and as defined in 36 C.F.R.§ 800.16(d), the FRA in consultation with the Virginia SHPO determined that the archaeological Area of Potential Effects (APE) for this Project is the entire area of ground disturbing activities and staging areas for rail and road modifications, to include construction, along the 123-mile corridor and the Virginia SHPO concurred in a letter dated February 2, 2015; and

WHEREAS, pursuant to 36 C.F.R. § 800.4(a)(1) and as defined in 36 C.F.R. § 800.16(d), the FRA, in consultation with the Virginia SHPO, determined the APE for above-ground resources is the entire area of ground disturbing activities and staging areas plus any areas within the viewshed of the corridor where indirect affects to a resource’s setting and feeling could occur, typically comprising a 500-foot wide corridor along all sides of the limits of disturbance and as modified in urban areas and near proposed overpasses; and

WHEREAS, pursuant to 36 C.F.R. § 800.4(b) and Stipulation VI of the SEHSR PA, DRPT conducted identification and evaluation-level architectural and archaeological investigations of the entire APE between 2015 and 2018, and the results of the cultural resource investigations have been coordinated with the Virginia SHPO and other Consulting Parties; and

WHEREAS, a total of 120 historic properties listed in, eligible for, or assumed eligible for the NRHP have been identified within the Project APE, and FRA determined, in consultation with the Virginia SHPO and other Consulting Parties, that the Project will have an adverse effect on twenty-one (21) of these historic properties (listed north to south; see Table 1 and Appendix B for additional details and mapping): Richmond, Fredericksburg, and Potomac Railroad (RF&P) (Virginia Department of Historic Resources [DHR] Inventory No. 500-0001), RF&P Bridge over Occoquan River (DHR Inventory No. 500-0001-0022), Rippon Lodge (DHR Inventory No. 076-0023), Site 44ST1223- Civil War Campsite, Rappahannock River Railroad Bridge and Associated Structures/Platform (DHR Inventory No. 111-0132-0025), Site 44SP0187-Bridge/Marye’s Mill, Fredericksburg Historic District (DHR Inventory No. 111-0132), Site 44SP0688- Block 49/Train Station, Site 44SP0687- Block 48/Train Station, Site 44SP0468- Earthwork/ Jackson's Earthwork, Doswell Historic District (DHR Inventory No. 042-5448), Doswell Depot and Tower (DHR Inventory No. 042-0093), Berkleytown Historic District (DHR Inventory No. 166-5073), Laurel Industrial School Historic District (DHR Inventory No. 043-0292), Main Building/Robert Stiles Building (DHR Inventory No. 043-0292-0001), Shockoe Valley & Tobacco Row Historic District (DHR Inventory No. 127-0344), Site 44HE1098- Main Street Station Parking Lot/Railroad, Site 44HE1097-Railroad, Warehouse, Main Street Station and Trainshed (DHR Inventory No. 127-0172), Seaboard Air Line Railroad Corridor (DHR Inventory No. 127-6271), and Site 44HE1094-Warehouse; and

WHEREAS, pursuant to 36 C.F.R. § 800.6(c)(2)(iii), the FRA has asked the DRPT to be an Invited Signatory to this MOA; and

WHEREAS, pursuant to 36 C.F.R. § 800.6(a)(1), the FRA informed the ACHP of the finding of adverse effect on June 20, 2018; and

WHEREAS, pursuant to the SEHSR PA, the ACHP will participate in the development of this MOA and will be a Signatory to this MOA; and

WHEREAS, the list of historic properties project effects, and mitigation strategies included in this MOA formulated by the FRA, the DRPT, ACHP, and the Virginia SHPO, have been disseminated to the Consulting Parties by DRPT through numerous emails, letters, and in-person meetings held by DRPT in Richmond, Fredericksburg, and Washington, D.C., as well as through dissemination of hard copies of the draft MOA on December 28, 2018 (see Appendix C for a list of correspondence); and

WHEREAS, pursuant to 36 C.F.R. § 800.2(d) the FRA invited public input on the Project and history-related studies through public information meetings at numerous venues held in November 2014, June 2015, December 2015, October 2017, and October 2018, and through numerous in-person meetings and emails with individual property owners and other interested parties; and

WHEREAS, the FRA and DRPT have shared with the public information about the overall Project, including its effects on historic properties, multiple times via the NEPA process as outlined in the Final EIS; and

NOW, THEREFORE, in anticipation of the funding for and the development of the Project, in consideration of the mutual promises contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged**,** and in order to comply with the NHPA and related regulations, the FRA, the DRPT, ACHP, and the Virginia SHPO (collectively referred to as the Signatories) agree that the Project shall be implemented in accordance with the following stipulations in order to take into account the effects of the Project on historic properties.

STIPULATIONS

The FRA, in coordination with the DRPT, shall ensure that the following stipulations are carried out:

I. APPLICABILITY

A. This MOA is binding on FRA only if FRA provides financial assistance for the construction of the Project.

B. Notwithstanding Stipulation I.A., this MOA applies to all of DRPT's activities necessary to advance the Project toward and/or through construction, including, but not limited to, further design, acquisition of property for the Project, demolition of acquired properties, and construction that are funded with any amount of financial assistance from FRA or non-federal funds.

C. Nothing herein will be interpreted as agreement by DRPT that Section 106 applies to other projects with independent utility that use exclusively non-federal funds.

II. MITIGATION MEASURES FOR ADVERSELY AFFECTED HISTORIC PROPERTIES (listed north to south)

A. RF&P Railroad (DHR Inventory No. 500-0001)

1. Within one (1) year of the receipt of funding for Project construction in their respective areas, the DRPT shall document, or cause to be documented, all bridges that are to be removed as a result of the Project and are contributing elements to the RF&P. The DRPT shall prepare, or cause to be prepared, photographic documentation of each structure consistent with guidance found in "Photographic Documentation for National Park Service Basic Survey" and DHR's "Photographic Documentation for Virginia Department of Historic Resources (DHR) Survey" (Updated 2016); and complete a Virginia SHPO Intensive Level Survey form for each structure in the Virginia SHPO's Virginia-Cultural Resource Information System (VCRIS). The DRPT shall also ensure

that each structure is documented in a written report. The report shall address, at a minimum, the physical description and historical context of each structure. The DRPT shall submit the photographs, VCRIS form, and report concurrently to the FRA, Virginia SHPO, property owner, and Consulting Parties for review and comment, as appropriate. The DRPT shall disseminate final copies to the FRA, Virginia SHPO, property owner, and the Virginia Historical Society, for their collections, and to other Consulting Parties upon request. Final VCRIS forms and associated packets will be given to the DHR at this time for their archives.

2. Within one (1) year of the receipt of funding for Project construction, as described under Stipulation V(C), the DRPT shall complete, or cause to be completed, two oral histories of past and present RF&P and/or CSX Transportation (CSX-T) employees who have extended tenures with the resource and particularly with historic structures along the corridor, if such individuals are available. Interviews shall be taped, and transcriptions of the interviews shall be submitted to the Virginia SHPO, the Library of Virginia, the Virginia Historical Society, HFFI, and the Richmond History Center for their collections, and other Consulting Parties upon request.

3. Within four (4) years of receipt of Project construction funding as described in Stipulation V(C), the DRPT shall create, or cause to be created, a web-based "story map" highlighting the 120 historic properties located within the project APE. The story map will include photographs, narratives, and mapping details of all resources (as appropriate to comply with the Archeological Resources Protection Act of 1979) digitally tied to an overall GIS-based map of the project corridor. Draft materials for the story map shall be submitted concurrently to the FRA, Virginia SHPO, and Consulting Parties for review and comment, as appropriate. The hosting location for the story map will also be discussed at this time. The DRPT shall finalize the story map and notify the FRA, Virginia SHPO, and Consulting Parties when the webpage goes live.

B. RF&P Bridge over Occoquan River (DHR Inventory No. 500-0001-0022)

1. Draft designs for the new bridge over the Occoquan River shall be compatible with the architectural and historic character of the existing structure and nearby historic properties. The DRPT shall submit draft design plans for the new bridge at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, property owner, and Consulting Parties for review and comment. The design packet shall include a set of bridge plans and elevations, as well as a schematic showing the proposed bridge design in relation to the existing Bridge over Occoquan River to show proposed visual modifications.

2. Within one (1) year of the receipt of funding for Project construction in this segment, the DRPT shall produce, or cause to be produced, measured drawings of the existing RF&P Bridge over the Occoquan River prior to any alterations. The drawings shall conform to the guidelines specified by the NPS as set forth

in Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Guidelines (http://www.cr.nps.gov/hdp/standards/haerguidelines.htm).

3. Concurrent with the measured drawings, DRPT shall engage a professional photographer with experience in preparing large-format, black-and-white, archival-quality photographic documentation for HAER and HAER-type documentation projects to complete large-format photographs of the existing RF&P Bridge over Occoquan River. Photographs shall comply with HABS/HAER Photographs Specifications and Guidelines (http://www.cr.nps.gov/hdp/standards/HABS/photospecs.pdf) and DHR's "Photographic Documentation for Virginia Department of Historic Resources Survey (Updated 016). Negatives and print sizes shall be 4" x 5". Negatives and prints shall be processed, labeled, and packaged according to HABS/HAER archival standards. A list of photo captions (index to photos) and a site plan of the building showing the location and direction of the photographs (key to photos) shall be included.

   Photographic views shall show the bridge and associated railway, as well as the surrounding landscape. Overview and detail photos of the bridge shall be provided, documenting as much as possible of the engineering and construction methods for the property including exterior elevations and detailed views of significant architectural or historical features.

4. Upon completion of the measured drawings and large-format photography, DRPT shall prepare or cause to be prepared a first draft HAER Outline Format report documenting the bridge. The report shall include any archival research collated on the history of the bridge as it relates to the RF&P, a physical description of the bridge, copies of the measured drawings and large-format photographs, and any additional data gathered during this process. The draft shall be submitted concurrently to the FRA, Virginia SHPO, and Consulting Parties for review and comment, as appropriate. The DRPT shall submit final documents to FRA, the Virginia SHPO, the Library of Virginia, the Virginia Historical Society, the Fairfax County Historical Society, the Prince William Historic Society, and to other Consulting Parties upon request.

C. Rippon Lodge (DHR Inventory No. 076-0023)

   1. The adverse effect on Rippon Lodge is caused by the installation of a new railroad bridge across Neabsco Creek. As such, draft designs for the new Neabsco Creek bridge shall be compatible with the architectural and historic character of the existing structure and nearby historic properties. The DRPT shall submit draft design plans for the new bridge at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, property owner, and Consulting Parties for review and comment. The design packet shall include a set of bridge plans and elevations, as well as a schematic showing the proposed

bridge design in relation to the existing Neabsco Creek bridge to show proposed visual modifications.

2. Prior to beginning construction and within one (1) year of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall sponsor a cultural landscape study of the Neabsco Creek watershed between Rippon Lodge and the Neabsco Creek bridge. The study shall follow the Secretary of the Interior's Standards for conducting historic landscape studies as well as applicable guidance found in NPS Bulletin #18, *How to Evaluate and Nominate Designed Historic Landscapes* and other appropriate publications and guidance documents. The landscape study shall include, at a minimum, completing archival research on this segment of Neabsco Creek focusing on historic images and maps of this corridor and gathering spatial data on the current parameters of the waterway in this area. The data shall be used to create a contextual narrative on the evolution of the waterway over time inclusive of GIS overlays and photodocumentation. The ensuing cultural landscape report shall be submitted concurrently to the FRA, Virginia SHPO, Prince William County, and Consulting Parties for review and comment, as appropriate. The DRPT shall disseminate final copies to the FRA, Virginia SHPO, and Prince William County Planning Office for their collections, and to other Consulting Parties upon request.

3. Upon completion of the cultural landscape study, the DRPT shall fund the fabrication and installation of an interpretive sign near the Rippon Lodge/Neabsco Creek vista as part of Prince William County's signage initiative program to disseminate information about the historical viewshed to the general public. In consultation with the FRA, Virginia SHPO, Prince William County, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the signage. The draft text and layout shall be submitted to the FRA, Virginia SHPO, Prince William County, and other Consulting Parties for review and comment. If the signage text and layout are acceptable to the FRA, Virginia SHPO, Prince William County, and other Consulting Parties, the DRPT shall produce the signage panel and install the panel in a location deemed suitable by the FRA, Virginia SHPO, Prince William County, and other Consulting Parties. Prince William County is under no obligation to approve the signage. If the Prince William County Planning Department does not approve the signage to be a part of their marker and signage program, the DRPT shall consult with the FRA, Virginia SHPO and other Consulting Parties to determine an appropriate method to interpret the historic viewshed to the public.

4. Upon completion of the cultural landscape study, the DRPT shall assist in the restoration of the viewshed between Rippon Lodge and the Neabsco Creek rail bridge through the removal of underbrush as depicted in Appendix D. Mature trees will be left extant. Plans associated with the vegetative removal will be discussed with the FRA, Virginia SHPO, Prince William County, and other Consulting Parties, as appropriate, and implemented. Prince William County is

under no obligation to approve the vegetative clearing. If the Prince William County Planning Department does not approve the vegetative clearing, the DRPT shall consult with the FRA, Virginia SHPO and other Consulting Parties to determine an appropriate method to restore the historic viewshed.

D. Site 44ST1223- Civil War Campsite

1. The DRPT shall avoid Site 44ST1223 to the greatest extent possible. For the portions of the archaeological site that cannot be avoided, prior to ground disturbing activities and within two (2) years of receipt of Project construction funding in this segment as described under Stipulation V(C), the DRPT shall conduct an intensive pedestrian survey with mapping of all visible surface features and GIS map overlays followed by Phase III archaeological data recovery in areas with the potential for intact subsurface remains. The archaeological work shall include the following components:

    a. DRPT shall develop a draft data recovery plan for the investigations and submit the plan concurrently to the FRA, Virginia SHPO, property owner, NPS-Fredericksburg, ABPP, CWT and Consulting Parties for review and comment, as appropriate. The plan shall be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (48 Fed. Reg. 44734–37, September 29, 1983) and take into account the ACHP's publication, *Treatment of Archaeological Properties* (1980). The plan shall include:

        1) The property, properties, or portions of properties where site-specific data recovery plans shall be carried out;

        2) Any property, properties, or portions of properties that will be destroyed or altered without data recovery;

        3) The research questions to be addressed through data recovery, with an explanation of their relevance and importance;

        4) The methods to be used with an explanation of their relevance to the research questions;

        5) The methods to be used in analysis, data management, and dissemination of data, including a schedule;

        6) The proposed disposition of recovered materials and records;

        7) Proposed methods of disseminating the results of the work to interested individuals and/or organizations who have expressed an interest in the data recovery; and

        8) A schedule for the submission of progress reports to the Virginia SHPO.

b. Upon revision of the plan and acceptance of a data recovery plan by the FRA and Virginia SHPO, the DRPT shall complete or cause to be completed all pedestrian survey, mapping, GIS overlays, and archaeological excavation described in the recovery plan. The report will meet all state standards for data recovery reports and include required components. DRPT shall submit draft copies of the ensuing report concurrently to the FRA, Virginia SHPO, property owner, NPS- Fredericksburg, ABPP, CWT, and Consulting Parties for review and comment. Final copies of the report shall be disseminated to the FRA, Virginia SHPO, property owner, NPS- Fredericksburg, ABPP, CWT, and Library of Virginia for their collections, and to other Consulting Parties upon request. A final VCRIS form and associated packet will be given to the DHR at this time for their archives.

2. Using the information gathered during the mapping and data recovery, within four (4) years of the receipt of Project construction funding in this segment as described under Stipulation V(C), the DRPT shall produce, or cause to be produced, a scholarly article discussing the historical and archaeological importance of this site. The FRA, DRPT, Virginia SHPO, NPS-Fredericksburg, and the other Consulting Parties shall discuss the location for submittal for publication, and the final publication submittal location shall be determined based on consensus of involved parties. The DRPT shall submit the article to the agreed upon publication and shall have no other obligations with respect to any actions that may be taken by the publisher once the article is submitted and accepted or declined, except that DRPT shall undertake any revisions or provide other assistance requested by the publisher if the article is accepted for publication.

3. Upon completion of the archaeological report, the DRPT shall fund the fabrication and installation of an interpretive sign in a location deemed appropriate by the Fredericksburg & Spotsylvania National Military Park as part of their signage initiative program to disseminate information about Civil War camps to the general public. In consultation with the FRA, Virginia SHPO, Fredericksburg & Spotsylvania National Military Park, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the signage. The draft text and layout shall be submitted to the FRA, Virginia SHPO, Fredericksburg & Spotsylvania National Military Park, and other Consulting Parties for review and comment. If the signage text and layout are acceptable to the FRA, Virginia SHPO, Fredericksburg & Spotsylvania National Military Park, and other Consulting Parties, the DRPT shall produce the signage panel and install the panel in the selected location. Fredericksburg & Spotsylvania National Military Park is under no obligation to approve the signage. If the Fredericksburg & Spotsylvania National Military Park does not approve the signage to be a part of their marker and signage program, the DRPT shall consult with the FRA, Virginia SHPO and other Consulting Parties to determine an appropriate method to interpret the historic site to the public.

E. Rappahannock River Railroad Bridge and Structures/Platform (DHR Inventory No. 111-0132-0025)

1. Draft designs for the new Rappahannock River bridge, associated structures in downtown Fredericksburg, and new platform shall be compatible with the architectural and historic character of the existing structure and nearby historic properties. The DRPT shall submit draft design plans for the new bridge at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, property owner, and Consulting Parties for review and comment. The design packet shall include a set of bridge plans and elevations, as well as a schematic showing the proposed bridge design in relation to the existing Rappahannock River Railroad Bridge and Structures/Platform to show proposed visual modifications.

2. Within one (1) year of the receipt of funding for Project construction in this segment as described under Stipulation V(C), the DRPT shall produce, or cause to be produced, measured drawings of the existing bridge, structures and platform prior to any alterations. The drawings shall conform to the guidelines specified by the NPS as set forth in Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Guidelines (http://www.cr.nps.gov/hdp/standards/haerguidelines.htm).

3. Concurrent with the measured drawings, DRPT shall engage a professional photographer with experience in preparing large-format, black-and-white, archival-quality photographic documentation for HAER and HAER-type documentation projects to complete large-format photographs of the existing Rappahannock River Railroad Bridge and Structures/Platform. Photographs shall comply with HABS/HAER Photographs Specifications and Guidelines (http://www.cr.nps.gov/hdp/standards/HABS/photospecs.pdf) and DHR's "Photographic Documentation for Virginia Department of Historic Resources Survey (Updated 016). Negatives and print sizes shall be 4" x 5". Negatives and prints shall be processed, labeled, and packaged according to HABS/HAER archival standards. A list of photo captions (index to photos) and a site plan of the bridge showing the location and direction of the photographs (key to photos) shall be included.

   Photographic views shall show the bridge and associated railway, structures within downtown Fredericksburg, and extant platform, as well as the surrounding landscape. Overview and detail photos of the bridge and other elements shall be provided, documenting as much as possible of the engineering and construction methods for the property including exterior elevations and detailed views of significant architectural or historical features.

4. Prior to beginning construction and within four (4) years of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall sponsor a cultural landscape study of the Rappahannock River

watershed and historic transportation crossings within the City of Fredericksburg, bounded by the Blue/Grey Parkway bridge on the south and Hawke Street on the north. The study shall follow the Secretary of the Interior's Standards for conducting historic landscape studies as well as applicable guidance found in NPS Bulletin #18, *How to Evaluate and Nominate Designed Historic Landscapes* and other appropriate publications and guidance documents. The landscape study shall include, at a minimum, completing archival research on this segment of the Rappahannock River focusing on historic images and maps of this corridor, recording historic transportation crossings in this area including bridges and ferries, and gathering spatial data on the current parameters of the waterway in this area. In addition, the work shall document the extant railroad bridge crossing as an iconic vista in various cultural media in the twentieth century. The data shall be used to create a contextual narrative on the evolution of the waterway over time inclusive of GIS overlays and photodocumentation. The ensuing cultural landscape report shall be submitted concurrently to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, and Consulting Parties for review and comment, as appropriate. The DRPT shall disseminate final copies to the FRA, Virginia SHPO, City of Fredericksburg, Central Rappahannock Regional Library, and HFFI for their collections, and to other Consulting Parties upon request.

F. Site 44SP0187- Bridge/Marye's Mill, Site 44SP0688- Block 49/Train Station, and Site 44SP0687- Block 48/Train Station

1. These three sites are all located within three adjacent blocks in downtown Fredericksburg. The DRPT shall avoid, to the greatest extent possible, all three sites (44SP0187, 44SP0688, and 44SP0687). For the portions of the archaeological sites that cannot be avoided and where appropriate, prior to ground disturbing activities and within two (2) years of receipt of Project construction funding in this segment as described under Stipulation V(C), the DRPT shall conduct an intensive pedestrian survey with mapping of all visible surface features and GIS map overlays at each site (as appropriate) followed by Phase III archaeological data recovery in areas with the potential for intact subsurface remains. The archaeological work at all three sites shall include the following components:

   a. DRPT shall develop a separate draft data recovery plan per site for the investigations and submit the plan concurrently to the FRA, Virginia SHPO, City of Fredericksburg, and Consulting Parties for review and comment, as appropriate. The plan shall be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (48 Fed. Reg. 44734–37, September 29, 1983) and take into account the ACHP's publication, *Treatment of Archaeological Properties* (1980). Each plan shall include:

        1) The property, properties, or portions of properties where site-specific data recovery plans shall be carried out;

        2) Any property, properties, or portions of properties that will be destroyed or altered without data recovery;

        3) The research questions to be addressed through data recovery, with an explanation of their relevance and importance;

        4) The methods to be used with an explanation of their relevance to the research questions;

        5) The methods to be used in analysis, data management, and dissemination of data, including a schedule;

        6) The proposed disposition of recovered materials and records;

        7) Proposed methods of disseminating the results of the work to interested individuals and/or organizations who have expressed an interest in the data recovery; and

        8) A schedule for the submission of progress reports to the Virginia SHPO.

    b. Upon revision of the plan and acceptance of the three data recovery plans by the FRA and Virginia SHPO, the DRPT shall complete or cause to be completed all pedestrian survey, mapping, GIS overlays, and archaeological excavation described in the recovery plan at each site. Depending on the approved data recovery plan, one report containing data on all three excavations may be produced, or three separate documents may be completed. In either case, the report(s) will meet all state standards for data recovery reports and include required components. DRTP shall submit draft copies of the ensuing report concurrently to the FRA, Virginia SHPO, City of Fredericksburg, and Consulting Parties for review and comment. Final copies of the report shall be disseminated to the FRA, Virginia SHPO, City of Fredericksburg, Central Rappahannock Regional Library, and Library of Virginia for their collections, and to other Consulting Parties upon request. Final VCRIS forms and associated packets will be given to the DHR at this time for their archives.

2. Using the information gathered during the mapping and data recovery, within four (4) years of the receipt of Project construction funding in this segment as described under Stipulation V(C), the DRPT shall produce, or cause to be produced, a cohesive scholarly article discussing the historical and archaeological importance of these three sites. The FRA, DRPT, Virginia SHPO, City of Fredericksburg, and the other Consulting Parties shall discuss the location for submittal for publication, and the final publication submittal location shall be determined based on consensus of involved parties. The DRPT shall submit the article to the agreed upon location and shall have no other

obligations with respect to any actions that may be taken by the publisher once the article is submitted and accepted or declined, except that DRPT shall undertake any revisions or provide other assistance requested by the publisher if the article is accepted for publication.

3. Within three (3) years of receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall provide, or cause to be provided, a lecture for the general public on the results of the archaeological studies on these three sites, preferably to be presented in the City of Fredericksburg. This lecture shall be advertised in the Fredericksburg area and the surrounding region.

4. As part of the design of the new passenger facility in Fredericksburg associated with this project, the DRPT shall fund the fabrication and installation of an interpretive sign near the passenger facility as part of the City of Fredericksburg's signage initiative program to disseminate information to the general public about the history of this area and the archaeological studies completed at Sites 44SP0187, 44SP0688, and 44SP0687. In consultation with the FRA, Virginia SHPO, the City of Fredericksburg, HFFI, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the signage. The draft text and layout shall be submitted to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties for review and comment. If the signage text and layout are acceptable to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties, the DRPT shall produce the signage panel and install the panel in a location deemed suitable by the FRA, Virginia SHPO, City of Fredericksburg, HFFI, other Consulting Parties, and the property owner, as applicable. The City of Fredericksburg is under no obligation to approve the signage. If the City of Fredericksburg does not approve the signage to be a part of their marker and signage program, the DRPT shall consult with the FRA, Virginia SHPO, HFFI, and other Consulting Parties to determine an appropriate method to interpret the historic properties to the public.

5. As part of the design of the new passenger facility in Fredericksburg associated with this project, the DRPT shall fund the fabrication and installation of a museum exhibit within the passenger facility to disseminate information to the general public about the history of this area and the archaeological studies completed at Sites 44SP0187, 44SP0688, and 44SP0687. In consultation with the FRA, Virginia SHPO, the City of Fredericksburg, HFFI, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the exhibit. The draft text and layout shall be submitted to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties for review and comment. If the text and layout are acceptable to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties, the DRPT shall produce and install the exhibit within the station.

G. Fredericksburg Historic District (DHR Inventory No. 111-0132)

1. Draft designs for the new parking deck in downtown Fredericksburg shall be compatible with the architectural and historic character of the surrounding historic district. The DRPT shall submit draft design plans for the new structure at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, City of Fredericksburg, Fredericksburg Architectural Review Board, HFFI, and Consulting Parties for review and comment. The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed structure design in relation to the surrounding historic district to show proposed visual modifications.

2. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation V(C), the DRPT shall create, or cause to be created, a historic context on the evolution of the rail system in downtown Fredericksburg. This includes acquiring archival data on the establishment of and modifications to the rail line between the Rappahannock River and Hazel Run. The data obtained during the research shall be compiled into a report. The DRPT shall submit a draft report concurrently to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, and Consulting Parties for review and comment. The DRPT shall disseminate the final report to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, Central Rappahannock Regional Library, and Library of Virginia, and to other Consulting Parties and public libraries and historical societies for their collections, upon request.

3. Within three (3) years of receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall provide, or cause to be provided, a lecture for the general public on the results of the contextual study on the evolution of the railroad in Fredericksburg, preferably to be presented in the city. This lecture shall be advertised in the Fredericksburg area and the surrounding region.

4. Concurrent with the public presentation, the DRPT shall create, or cause to be created, an abbreviated narrative on the history of the railroad in Fredericksburg, as well as details of the Project, and post the document on the Local History page of the Central Rappahannock Regional Library's webpage (http://www.librarypoint.org/history/). The data can be uploaded as a stand-alone webpage or as a downloadable .pdf. The data will remain on their webpage for a minimum of two (2) years. The DRPT shall submit a draft of the webpage content concurrently to the FRA, Virginia SHPO, City of Fredericksburg, HFFI, Central Rappahannock Regional Library, and Consulting Parties for review and comment. The DRPT shall disseminate the final webpage to the Central Rappahannock Regional Library for their placement on the webpage. The Central Rappahannock Regional Library is under no obligation to approve the webpage. If the Central Rappahannock Regional Library does not approve the webpage content to be a part of their digital programming, the DRPT shall

consult with the FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties to determine an appropriate method to disseminate this data to the public.

H. Site 44SP0468- Earthwork/ Jackson's Earthwork

1. The DRPT will, to the extent possible, avoid Site 44SP0468. For the portions of the archaeological site that cannot be avoided, the DRPT shall conduct an intensive pedestrian survey with mapping of all visible surface features and GIS map overlays followed by Phase III archaeological data recovery in areas with the potential for intact subsurface remains prior to ground disturbing activities and within two (2) years of receipt of Project construction funding in this segment as described under Stipulation V(C). The archaeological work shall include the following components:

    a. DRPT shall develop a draft data recovery plan for the investigations and submit the plan concurrently to the FRA, Virginia SHPO, property owner, NPS-Fredericksburg, ABPP, CWT, and Consulting Parties for review and comment, as appropriate. The plan shall be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (48 Fed. Reg. 44734–37, September 29, 1983) and take into account the ACHP's publication, *Treatment of Archaeological Properties* (1980). The plan shall include:

        1) The property, properties, or portions of properties where site-specific data recovery plans shall be carried out;

        2) Any property, properties, or portions of properties that will be destroyed or altered without data recovery;

        3) The research questions to be addressed through data recovery, with an explanation of their relevance and importance;

        4) The methods to be used with an explanation of their relevance to the research questions;

        5) The methods to be used in analysis, data management, and dissemination of data, including a schedule;

        6) The proposed disposition of recovered materials and records;

        7) Proposed methods of disseminating the results of the work to interested individuals and/or organizations who have expressed an interest in the data recovery; and

        8) A schedule for the submission of progress reports to the Virginia SHPO.

b. Upon revision of the plan and acceptance of a data recovery plan by the FRA and Virginia SHPO, the DRPT shall complete or cause to be completed all pedestrian survey, mapping, GIS overlays, and archaeological excavation described in the recovery plan. The report will meet all state standards for data recovery reports and include required components. DRPT shall submit draft copies of the ensuing report concurrently to the FRA, Virginia SHPO, property owner, NPS- Fredericksburg, ABPP, CWT, and Consulting Parties for review and comment. Final copies of the report shall be disseminated to the FRA, Virginia SHPO, property owner, NPS- Fredericksburg, ABPP, CWT, and Library of Virginia for their collections, and to other Consulting Parties upon request. DRPT will give to DHR a final VCRIS form and associated packet for DHR's archives.

2. Using the information gathered during the mapping and data recovery, within four (4) years of the receipt of Project construction funding in this segment as described under Stipulation V(C), the DRPT shall produce, or cause to be produced, a scholarly article discussing the historical and archaeological importance of this site. The FRA, DRPT, Virginia SHPO, NPS-Fredericksburg, ABPP, CWT, and the other Consulting Parties shall discuss the location for submittal for publication, and the final publication submittal location shall be determined based on consensus of involved parties. The DRPT shall submit the article to the agreed upon location and shall have no other obligations with respect to any actions that may be taken by the publisher once the article is submitted and accepted or declined, except that DRPT shall undertake any revisions or provide other assistance requested by the publisher if the article is accepted for publication.

3. Upon completion of the archaeological report, the DRPT shall fund the fabrication and installation of an interpretive sign in a location deemed appropriate by the Fredericksburg & Spotsylvania National Military Park as part of their signage initiative program to disseminate information about Civil War camps to the general public. In consultation with the FRA, Virginia SHPO, Fredericksburg & Spotsylvania National Military Park, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the signage. The draft text and layout shall be submitted to the FRA, Virginia SHPO, Fredericksburg & Spotsylvania National Military Park, and other Consulting Parties for review and comment. If the signage text and layout are acceptable to the FRA, Virginia SHPO, Fredericksburg & Spotsylvania National Military Park, and other Consulting Parties, the DRPT shall produce the signage panel and install the panel in the selected location. Fredericksburg & Spotsylvania National Military Park is under no obligation to approve the signage. If the Fredericksburg & Spotsylvania National Military Park does not approve the signage to be a part of their marker and signage program, the DRPT shall consult with the FRA, Virginia SHPO and other Consulting Parties to determine an appropriate method to interpret the historic site to the public.

I. Doswell Historic District (DHR Inventory No. 042-5448)

1. Within two (2) years of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall complete, or cause to be completed, a NRHP nomination form for the historic district. The DRPT shall submit the draft nomination form concurrently to the FRA, Virginia SHPO, Hanover County, and Consulting Parties for review and comment, as appropriate. The DRPT shall submit the final draft of the NRHP nomination to the FRA and Virginia SHPO for listing to the NRHP as prescribed by the agency's established procedures for the Register program. The DRPT shall have no other obligations with respect to any actions that may be taken by Hanover County, the property owners, the Virginia SHPO, or any other entity relating to the nomination of the property to the NRHP. The DHR State Review Board is under no obligation to approve the nomination for listing to the NRHP.

2. Concurrent with the NRHP nomination, the DRPT shall fund the fabrication and installation of a Virginia state historical highway marker, in accordance with Va. Code Ann. §§ 10.1–2202, 10.1–2204, and 10.1–2209, which govern the State Historical Highway Markers program, to be located within the Doswell Historic District to disseminate information about the history of Doswell to the general public. The historical highway marker shall summarize the historical significance of the Town of Doswell and the related railroad history in this area. In consultation with the FRA, Virginia SHPO, Hanover County, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text for the state historical highway marker. The DRPT shall submit the draft text for the state historical highway marker to the Virginia SHPO historical highway marker program for review and approval, and Hanover County and other Consulting Parties for review and comment. The Virginia SHPO shall then perform its respective role, as prescribed by the agency's established procedures for the Virginia state historical highway marker program.

   The Virginia Board of Historic Resources is under no obligation, and nothing in this MOA should be construed to require the Virginia Board of Historic Resources, to approve the state historical highway marker. If the Virginia Board of Historic Resources approves the state historical highway marker, the DRPT shall request that the Virginia Department of Transportation (VDOT) install the state historical highway marker within six (6) months after its approval. The VDOT is under no obligation to accept this request. If the Virginia Board of Historic Resources does not approve the state historical highway marker, the DRPT shall consult with the FRA, Virginia SHPO, Hanover County, and the other Consulting Parties to determine an appropriate method to interpret the Doswell Historic District to the public.

3. Concurrent with the marker, the DRPT shall create, or cause to be created, an abbreviated narrative on the history of Doswell and post the document on the Hanover's Historic Places page of the Hanover County Historical Society's

webpage (http://www.hchs.us/places.html/). The data can be uploaded as a stand-alone webpage or as a downloadable .pdf. The data will remain on their webpage for a minimum of two (2) years. The DRPT shall submit a draft of the webpage content concurrently to the FRA, Virginia SHPO, Hanover County, Hanover County Historical Society, and Consulting Parties for review and comment. The DRPT shall disseminate the final webpage to the Hanover County Historical Society for their placement on the webpage. The Hanover County Historical Society is under no obligation to approve the webpage. If the Hanover County Historical Society does not approve the webpage content to be a part of their digital programming, the DRPT shall consult with the FRA, Virginia SHPO, Hanover County, and other Consulting Parties to determine an appropriate method to disseminate this data to the public.

J. Doswell Depot and Tower (DHR Inventory No. 042-0093)

1. Within one (1) year of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall produce, or cause to be produced, measured drawings of the existing depot and tower prior to any alterations. The drawings shall conform to the guidelines specified by the NPS as set forth in Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Guidelines (http://www.cr.nps.gov/hdp/standards/haerguidelines.htm).

2. Concurrent with the measured drawings, DRPT shall engage a professional photographer with experience in preparing large-format, black-and-white, archival-quality photographic documentation for HAER and HAER-type documentation projects to complete large-format photographs of the existing depot and tower. Photographs shall comply with HABS/HAER Photographs Specifications and Guidelines (http://www.cr.nps.gov/hdp/standards/HABS/photospecs.pdf) and DHR's "Photographic Documentation for Virginia Department of Historic Resources Survey (Updated 016). Negatives and print sizes shall be 4" x 5". Negatives and prints shall be processed, labeled, and packaged according to HABS/HAER archival standards. A list of photo captions (index to photos) and a site plan of the building showing the location and direction of the photographs (key to photos) shall be included.

   Photographic views shall show both the depot and the tower, as well as the surrounding landscape. Overview and detail photos of the depot, tower, and other elements shall be provided, documenting as much as possible of the engineering and construction methods for the property including exterior elevations and detailed views of significant architectural or historical features.

3. Prior to construction of the undertaking in this area, the DRPT shall employ a qualified structural engineer with demonstrated experience working with historic properties to carefully move the tower. The tower shall be installed outside of the Project limits of disturbance using the Secretary of the Interior's

Standards for Reconstruction and NPS Preservation Briefs, Technical Notes, and other relevant guidance and accepted historic preservation practices, as appropriate. DRPT shall coordinate the final location of the tower with the FRA, Virginia SHPO, Hanover County, and property owners prior to moving the historic building.

4. Within two (2) years of the receipt of funding for Project construction in this segment, the DRPT shall fund the fabrication and installation of an interpretive sign near either the depot or the moved tower as part of Hanover County's signage initiative program to disseminate information about the historic of the railroad in this area, the Project, and the process to move the tower to the general public. In consultation with the FRA, Virginia SHPO, Hanover County, the property owners, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the signage. The draft text and layout shall be submitted to the FRA, Virginia SHPO, Hanover County, the property owners, and other Consulting Parties for review and comment. If the signage text and layout are acceptable to the FRA, Virginia SHPO, Hanover County, property owners, and other Consulting Parties, the DRPT shall produce the signage panel and install the panel in a location deemed suitable by the FRA, Virginia SHPO, Hanover County, other Consulting Parties, and the property owner, as applicable. Hanover County and the property owners are under no obligation to approve the signage. If Hanover County and the property owners do not approve the signage to be a part of their marker and signage program and to be placed on their parcel, the DRPT shall consult with the FRA, Virginia SHPO, Hanover County, and other Consulting Parties to determine an appropriate method to interpret the historic properties to the public.

K. Berkleytown Historic District (DHR Inventory No. 166-5073)

1. Draft designs for the new structural overpass of Archie Cannon Road shall be compatible with the architectural and historic character of the adjacent historic district. The DRPT shall submit draft design plans for the new structure at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, Town of Ashland, Ashland Museum, and Consulting Parties for review and comment. The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed structure design in relation to the adjacent historic district to show proposed visual modifications.

2. Within one (1) year of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall complete, or cause to be completed, two oral histories of individuals with an extended tenure living and/or working within the Berkleytown Historic District and are knowledgeable of the history and evolution of the area, if such individuals are available. Interviews shall be taped, and transcriptions of the interviews shall be submitted to the FRA, Virginia SHPO, Town of Ashland, Ashland Museum, and

the Library of Virginia for their collections, and other Consulting Parties upon request.

3. Within two (2) years of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall complete, or cause to be completed, a NRHP nomination form for the historic district. The DRPT shall submit the draft nomination form concurrently to the FRA, Virginia SHPO, Town of Ashland, Ashland Museum, and Consulting Parties for review and comment, as appropriate. The DRPT shall submit the final draft of the NRHP nomination to the FRA and Virginia SHPO for listing to the NRHP as prescribed by the agency's established procedures for the Register program. The DRPT shall have no other obligations with respect to any actions that may be taken by the Town of Ashland, the property owners, the Virginia SHPO, or any other entity relating to the nomination of the property to the NRHP. The DHR State Review Board is under no obligation to approve the nomination for listing to the NRHP.

4. Concurrent with the NRHP nomination, the DRPT shall fund the fabrication and installation of a Virginia state historical highway marker, in accordance with Va. Code Ann. §§ 10.1–2202, 10.1–2204, and 10.1–2209, which govern the State Historical Highway Markers program, to be located within the Berkleytown Historic District to disseminate information about the history of Berkleytown to the general public. The historical highway marker shall summarize the historical significance of the community. In consultation with the FRA, Virginia SHPO, Town of Ashland, Ashland Museum, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text for the state historical highway marker. The DRPT shall submit the draft text for the state historical highway marker to the Virginia SHPO historical highway marker program for review and approval, and the Town of Ashland, Ashland Museum, and other Consulting Parties for review and comment. The Virginia SHPO shall then perform its respective role, as prescribed by the agency's established procedures for the Virginia state historical highway marker program.

   The Virginia Board of Historic Resources is under no obligation, and nothing in this MOA should be construed to require the Virginia Board of Historic Resources, to approve the state historical highway marker. If the Virginia Board of Historic Resources approves the state historical highway marker, the DRPT shall request that VDOT install the state historical highway marker within six (6) months after its approval. The VDOT is under no obligation to accept this request. If the Virginia Board of Historic Resources does not approve the state historical highway marker, the DRPT shall consult with the FRA, Virginia SHPO, the Town of Ashland, Ashland Museum, and the other Consulting Parties to determine an appropriate method to interpret the Berkleytown Historic District to the public.

5. Concurrent with the NRHP nomination, the DRPT shall complete, or cause to be completed, narrative text associated with a walking tour of the historic district. Text is to be completed in partnership with the Ashland Museum. The DRPT shall submit the draft walking tour text concurrently to the FRA, Virginia SHPO, Town of Ashland, Ashland Museum, and Consulting Parties for review and comment, as appropriate. The DRPT shall submit the final draft of the walking tour text to the FRA and Virginia SHPO. The DRPT shall have no other obligations with respect to any actions that may be taken by the Town of Ashland, the Ashland Museum, the property owners, the Virginia SHPO, or any other entity relating to the walking tour.

L. Laurel Industrial School Historic District (DHR Inventory No. 043-0292) and Main Building/Robert Stiles Building (DHR Inventory No. 043-0292-0001)

1. Draft designs for the new structural overpass of Hungary Road shall be compatible with the architectural and historic character of the adjacent historic district and nearby historic properties. The DRPT shall submit draft design plans for the new structure at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, Henrico County, and Consulting Parties for review and comment. The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed structure design in relation to the adjacent historic district and nearby historic properties to show proposed visual modifications.

2. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation V(C), the DRPT shall create, or cause to be created, a historic context on late-nineteenth/early-twentieth century reform schools in Central Virginia. This includes acquiring archival data on the Laurel Industrial School Historic District and other similar institutions in central Virginia, completing an abbreviated architectural study of nearby, extant facilities that functioned in a similar capacity, and briefly identifying comparable facilities in other parts of the state for contextual analysis. The data obtained during the research shall be compiled into a report. The DRPT shall submit a draft report concurrently to the FRA, Virginia SHPO, Henrico County, and Consulting Parties for review and comment. The DRPT shall disseminate the final report to the FRA, Virginia SHPO, Henrico County, and Library of Virginia, and to other Consulting Parties and public libraries and historical societies for their collections, upon request. If appropriate, final VCRIS form and associated packet will be given to the DHR at this time for their archives related to any facilities documented as part of this research that are not currently in their records.

3. As part of the contextual research completed above, the DRPT shall create, or cause to be created, a historic map and aerial study of the Laurel Industrial School Historic District and surrounding area. A series of georeferenced, GIS-based overlays will be created to illustrate the evolution of the landscape and

road system in this area. The resulting documents will include a series of illustrations and an accompanying narrative describing the history of the road system and landscape near the intersection of Hungary Road and the railroad. The DRPT shall submit a draft report concurrently to the FRA, Virginia SHPO, Henrico County, and Consulting Parties for review and comment. The DRPT shall disseminate the final report and associated digital data to the FRA, Virginia SHPO, Henrico County, and Library of Virginia, and to other Consulting Parties and public libraries and historical societies for their collections, upon request.

4. Within four (4) years of the receipt of funding for Project construction in this segment, the DRPT shall fund the fabrication and installation of an interpretive sign near the Main Building/Robert Stiles Building as part of Hanover County's signage initiative program to disseminate information about the historic of the surrounding historic district, the Main Building/Robert Stiles Building, and association of this area with the railroad to the general public. In consultation with the FRA, Virginia SHPO, Henrico County, the property owner, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the signage. The draft text and layout shall be submitted to the FRA, Virginia SHPO, Henrico County, the property owner, and other Consulting Parties for review and comment. If the signage text and layout are acceptable to the FRA, Virginia SHPO, Henrico County, the property owner, and other Consulting Parties, the DRPT shall produce the signage panel and install the panel in a location deemed suitable by the FRA, Virginia SHPO, Henrico County, property owner, and other Consulting Parties, as applicable. Henrico County and the property owner are under no obligation to approve the signage. If Henrico County and the property owners do not approve the signage to be a part of their marker and signage program and to be placed on their parcel, the DRPT shall consult with the FRA, Virginia SHPO, Henrico County, and other Consulting Parties to determine an appropriate method to interpret the historic properties to the public.

M. Shockoe Valley & Tobacco Row Historic District (DHR Inventory No. 127-0344)

1. Draft designs for the new parking deck in Shockoe Bottom shall be compatible with the architectural and historic character of the surrounding historic district. The DRPT shall submit draft design plans for the new structure at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, City of Richmond, Richmond Commission of Architectural Review, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed structure design in relation to the surrounding historic district and nearby historic properties to show proposed visual modifications.

2. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation V(C), the DRPT shall create, or cause to be created,

a historic context on the association of the RF&P railroad and the slave trade in Virginia. This includes acquiring archival data on the establishment and proliferation of the slave trade in Shockoe Bottom and associated activities between Richmond and Washington, D.C along the RF&P line, as well as gathering reconnaissance-level data on any extant buildings or known archaeological sites along the rail corridor between Washington, D.C. and Richmond that have an association with the slave trade. The task will also include community engagement and ethnographic research regarding current significance of slave trade and surrounding district to descendent community. The data obtained during all phases of research shall be compiled into a report and georeferenced on modern aerial maps to create a series of GIS-based overlays. The DRPT shall submit a draft report concurrently to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The DRPT shall disseminate the final report to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Library of Virginia, and to other Consulting Parties and public libraries and historical societies for their collections, upon request. The digital data obtained as part of this process will also be disseminated to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, Library of Virginia, and other groups who have an interest in this topic, provided that the dissemination meets the requirements set forth in the Archeological Resources Protection Act.

3. Within four (4) years of receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall provide, or cause to be provided, a lecture for the general public on the results of the contextual study on the association of the RF&P railroad and the slave trade, preferably to be presented in Richmond. This lecture shall be advertised in Richmond, Fredericksburg, Alexandria, and other areas highlighted in the research.

4. Concurrent with the preparation of the context, the DRPT shall fund the fabrication and installation of a Virginia state historical highway marker, in accordance with Va. Code Ann. §§ 10.1–2202, 10.1–2204, and 10.1–2209, which govern the State Historical Highway Markers program, to be located near the site of Lumpkin's Jail/Devil's Half Acre to disseminate information about the site, the nearby Burial Ground for Negros (site 44HE1089), and the associated slave trade in this area to the general public. In consultation with the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text for the state historical highway marker. The DRPT shall submit the draft text for the state historical highway marker to the Virginia SHPO historical highway marker program for review and approval, and the City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties for review and comment. The Virginia SHPO shall then perform its respective role, as

prescribed by the agency's established procedures for the Virginia state historical highway marker program.

The Virginia Board of Historic Resources is under no obligation, and nothing in this MOA should be construed to require the Virginia Board of Historic Resources, to approve the state historical highway marker. If the Virginia Board of Historic Resources approves the state historical highway marker, the DRPT shall request that VDOT install the state historical highway marker within six (6) months after its approval. The VDOT is under no obligation to accept this request. If the Virginia Board of Historic Resources does not approve the state historical highway marker, the DRPT shall consult with the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and the other Consulting Parties to determine an appropriate method to interpret the slave trade and associated sites of significance in this area to the public.

5. Concurrent with the context preparation, the DRPT shall work with the City of Richmond to establish boundaries for a potential historic district that encompasses resources associated with the slave trade in Shockoe Bottom. The geographic data will be added to the ongoing historic district research completed by the Virginia SHPO and City of Richmond and others on file at the Virginia SHPO office. The DRPT shall submit a draft boundary and any other pertinent data concurrently to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The DRPT shall disseminate the final boundary and other pertinent data to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, upon request. The digital data obtained as part of this process will also be used to update the Virginia SHPO online site database provided that the dissemination meets the requirements set forth in the Archeological Resources Protection Act.

N. Site 44HE1098- Main Street Station Parking Lot/Railroad, Site 44HE1097-Railroad, Warehouse, and Site 44HE1094-Warehouse

1. These three sites are all located within two adjacent blocks in Shockoe Bottom. The DRPT shall avoid all three sites (44HE1098, 44HE1097, and 44HE1094) where possible. For the portions of the archaeological sites that cannot be avoided and where appropriate, the DRPT shall conduct Phase III archaeological data recovery in areas with the potential for intact subsurface remains prior to ground disturbing activities and within two (2) years of receipt of Project construction funding in this segment as described under Stipulation V(C). The archaeological work at all three sites shall include the following components:

    a. DRPT shall develop a separate draft data recovery plan per site for the investigations and submit the plan concurrently to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment, as appropriate. The plan shall be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (48 Fed. Reg. 44734–37, September 29, 1983) and take into account the ACHP's publication, *Treatment of Archaeological Properties* (1980). Each plan shall include:

1) The property, properties, or portions of properties where site-specific data recovery plans shall be carried out;

2) Any property, properties, or portions of properties that will be destroyed or altered without data recovery;

3) The research questions to be addressed through data recovery, with an explanation of their relevance and importance;

4) The methods to be used with an explanation of their relevance to the research questions;

5) The methods to be used in analysis, data management, and dissemination of data, including a schedule;

6) The proposed disposition of recovered materials and records;

7) Proposed methods of disseminating the results of the work to interested individuals and/or organizations who have expressed an interest in the data recovery; and

8) A schedule for the submission of progress reports to the Virginia SHPO.

b. Upon revision of the plan and acceptance of the three data recovery plans by the FRA and Virginia SHPO, the DRPT shall complete or cause to be completed all GIS overlays and archaeological excavation described in the recovery plan at each site. Depending on the approved data recovery plan, one report containing data on all three excavations may be produced, or three separate documents may be completed. In either case, the report(s) will meet all state standards for data recovery reports and include required components. DRPT shall submit draft copies of the ensuing report concurrently to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. Final copies of the report shall be disseminated to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Library of Virginia for their collections, and to other Consulting Parties upon request. Final VCRIS forms and associated packets will be given to the DHR at this time for their archives.

2. Using the information gathered during the mapping and data recovery, within four (4) years of the receipt of Project construction funding in this segment as described under Stipulation V(C), the DRPT shall produce, or cause to be produced, a cohesive scholarly article discussing the historical and archaeological importance of these three sites. The FRA, DRPT, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and the other Consulting Parties shall discuss the location for submittal for publication, and the final publication submittal location shall be determined based on consensus of involved parties. The DRPT shall submit the article to the agreed upon location and shall have no other obligations with respect to any actions that may be taken by the publisher once the article is submitted and accepted or declined, except that DRPT shall undertake any revisions or provide other assistance requested by the publisher if the article is accepted for publication.

3. Within three (3) years of receipt of funding for Project construction in this segment, as described under Stipulation V(C), the DRPT shall provide, or cause to be provided, a lecture for the general public on the results of the archaeological studies on these three sites, preferably to be presented in the City of Richmond. This lecture shall be advertised in the Richmond area and the surrounding region.

4. Within three (3) years of the receipt of funding for Project construction in this segment, the DRPT shall fund the fabrication and installation of an interpretive sign within or near Main Street Station as part of station's interior design or exterior landscaping to disseminate information about the history of this area and the archaeological studies completed at Sites 44HE1098, 44HE1097, and 44HE1094 to the general public. In consultation with the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, property owner, and other Consulting Parties, the DRPT shall prepare, or cause to be prepared, draft text and layout for the signage. The draft text and layout shall be submitted to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, property owner, and other Consulting Parties for review and comment. If the signage text and layout are acceptable to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, property owner, and other Consulting Parties, the DRPT shall produce the signage panel and install the panel in a location deemed suitable by the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, property owner, and other Consulting Parties, as applicable. The owners and managers of Main Street Station are under no obligation to approve the signage. If the owners and managers of Main Street Station do not approve the signage to be a part of their facility, the DRPT shall consult with the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties to determine an appropriate method to interpret the historic properties to the public.

O. Main Street Station and Trainshed (DHR Inventory No. 127-0172)

1. Draft designs for platform modifications to Main Street Station and Trainshed shall be compatible with the architectural and historic character of the building and nearby historic properties. The DRPT shall submit draft design plans for modifications at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, City of Richmond, Richmond Commission of Architectural Review, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed platform structure design in relation to the building and nearby historic properties to show proposed visual modifications.

2. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation V(C), the DRPT shall create, or cause to be created, a historic context on the evolution of the rail system in downtown Richmond. This includes acquiring archival data on the establishment of and modifications to the earliest rail lines in the city, development of the RF&P rail line, creation of the Atlantic Coast Line Railroad and the Seaboard Air Line Railroad, and the physical impacts of the different lines on downtown Richmond, including buildings, structures, and landscapes that represent this evolution. The data obtained during the research shall be compiled into a report. The DRPT shall submit a draft report concurrently to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The DRPT shall disseminate the final report to the FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and Library of Virginia, and to other Consulting Parties and public libraries and historical societies for their collections, upon request.

3. Upon completion of the context, the DRPT shall create, or cause to be created, an abbreviated narrative on the history of the railroad in Richmond with accompanying visuals, as well as details of the Project, and post the document on the Online Exhibits page of the Valentine Museum's webpage (https://thevalentine.org/exhibitions/online/) or on another webpage deemed appropriate for the subject matter. The data can be uploaded as a stand-alone webpage or as a downloadable .pdf. The data will remain on their webpage for a minimum of two (2) years. The DRPT shall submit a draft of the webpage content concurrently to the FRA, Virginia SHPO, City of Richmond, The Valentine, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The DRPT shall disseminate the final webpage to The Valentine for their placement on the webpage. The Valentine is under no obligation to approve the webpage. If the Valentine does not approve the webpage content to be a part of their digital programming, the DRPT shall consult with the FRA, Virginia SHPO, City of Richmond, Historic

Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties to determine an appropriate method to disseminate this data to the public.

P. Seaboard Air Line Railroad Corridor (DHR Inventory No. 127-6271.

1. Draft designs for modifications to contributing resources to the Seaboard Air Line Railroad Corridor shall be compatible with the architectural and historic character of the rail corridor. The DRPT shall submit draft design plans for modifications at the schematic, 30%, 65%, and 90% stages concurrently to the FRA, Virginia SHPO, City of Richmond, Richmond Commission of Architectural Review, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed structure design in relation to the building and nearby historic properties to show proposed visual modifications.

2. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation (C), the DRPT shall create, or cause to be created, a historic context on railroad depots and associated facilities along the Seaboard Air Line Railroad in Virginia. This includes acquiring archival data on the history of past and present historic buildings developed as part of the Seaboard Air Line Railroad system between Richmond and the North Carolina state line.

   As part of this contextual study, the DRPT shall document, or cause to be documented, all stations and towers that are contributing elements to the Seaboard Air Line Railroad that have not been previously recorded with the Virginia SHPO. The DRPT shall prepare, or cause to be prepared, photographic documentation of each structure consistent with guidance found in "Photographic Documentation for National Park Service Basic Survey" and DHR's "Photographic Documentation for Virginia Department of Historic Resources (DHR) Survey" (Updated 2016); and complete a Virginia SHPO Intensive Level Survey form for each recorded depot and tower in the Virginia SHPO's VCRI system.

   The data obtained during the contextual research and architectural study will be documented in a written report. The DRPT shall submit a draft report concurrently to the FRA, Virginia SHPO, City of Richmond, Richmond Commission of Architectural Review, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment. The DRPT shall disseminate the final report to the FRA, Virginia SHPO, City of Richmond, Richmond Commission of Architectural Review, Historic Richmond Foundation, Preservation Virginia, NTHP, Virginia Historical Society, Library of Virginia, and to other Consulting Parties and public libraries and historical societies for their collections, upon request. Final VCRIS forms and associated packets will be given to the DHR at this time for their archives.

III. PROFESSIONAL QUALIFICATIONS

A. All cultural resource work carried out pursuant to this PA shall be conducted by or under the direct supervision of an individual or individuals who meet, at a minimum, the Secretary of the Interior's Professional Qualifications Standards for Preservation Professionals (48 Fed. Reg. 44738–44739 (September 29, 1983)).

B. In preparing all archaeological studies resulting from this PA, the preparer shall take into account the ACHP's publications, *Section 106 Archaeology Guidance* (2009) and *Recommended Approach for Consultation on Recovery of Significant Information from Archeological Sites* (1999) as well as state-specific archaeological guidelines on best practice and procedure, as applicable.

C. In preparing all architectural studies resulting from this PA, the preparer shall take into account guidelines on specific architectural projects issued by the U.S. Department of the Interior/National Park Service (such as the Bulletin entitled *How To Complete the National Register Registration Form)* and state-specific guidelines on best practices and procedures, as applicable.

IV. PREPARATION AND REVIEW OF DOCUMENTS

A. All studies, technical reports, and treatment plans prepared pursuant to this MOA shall be consistent with pertinent standards and guidelines including, as applicable, *The Secretary's Standards and Guidelines for Historical Documentation* (48 Fed. Reg. 44728-30), *The Secretary's Standards and Guidelines for Architectural and Engineering Documentation* (48 Fed. Reg. 44730-34), *Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (48 Fed. Reg. 44716-44742, September 29, 1983), the ACHP's *Treatment of Archaeological Properties: A Handbook*, the ACHP's *Recommended Approach for Consultation on Recovery of Significant Information from Archaeological Sites* (1999), and the Virginia SHPO's *Guidelines for Conducting Historic Resources Survey in Virginia* (October 2017), or subsequent revisions or replacements to these documents and are in accordance with 36 C.F.R. § 800.11(d) and (e) per the SEHSR PA Stipulation IV.

B. The DRPT shall provide the Virginia SHPO two (2) copies (one [1] bound archival hard copies and one [1] in Portable Document Format (PDF) on compact disc or other electronic format that is acceptable to the DRPT and Virginia SHPO) of all draft and final reports prepared pursuant to this MOA. The DRPT shall also provide a hardcopy of any draft and final report to the Consulting Parties to this MOA unless a Consulting Party requests the material in another format acceptable to the DRPT. The requesting Consulting Party must submit such requests to the DRPT in writing. The DRPT shall provide a hardcopy of all final reports to all non-Consulting Party recipients as identified in the stipulations above.

C. The Virginia SHPO and other Consulting Parties agree to provide comments on all Project plans, technical reports, treatment plans, and other documentation arising from this MOA to DRPT within thirty (30) calendar days of receipt of complete information. If the DRPT does not receive comments from the Virginia SHPO or other Consulting Parties within the thirty (30) calendar-day review period, the DRPT may assume that the non-responding party has no comments. The DRPT shall ensure that all comments received within the thirty (30) calendar-day review period are addressed in the final product.

D. Notwithstanding any other commitments herein to distribute documentation to FRA, DRPT shall provide FRA with a final copy of any Project plans, technical reports, treatment plans, and other documentation arising under this MOA once it has been agreed upon by Virginia SHPO and DRPT and any relevant Consulting Parties. All submissions to FRA should be in electronic format unless electronic format is not feasible or practical.

V. ANTI-DEFICIENCY ACT AND APPROPRIATIONS

A. All requirements set forth in this MOA requiring the expenditure of Federal Government funds are expressly subject to the availability of appropriated funds. Nothing in this MOA shall be interpreted to establish obligations or require payments in violation of the Anti-Deficiency Act (31 U.S.C. § 1341). The DRPT shall notify the Signatories and Consulting Parties when it has acquired the funding for the Project, including funding for any phase of the project, as contemplated in Stipulation V(C).

B. All requirements set forth in this MOA requiring the expenditure of Commonwealth of Virginia funds are expressly subject to the appropriation of funds by the Virginia General Assembly, and, if applicable, the allocation of funds by the Commonwealth Transportation Board.

C. Funding sources for construction of the Project have not yet been determined. It is expected that there will be a mix of federal, state and local funding. There is a potential for funding to be available in phases. The mitigation measures for the treatment of adversely affected historic properties described in Stipulation II will apply as funding is obtained for the Project phase where each resource is physically located. There is no obligation to implement the mitigation measures identified in Stipulation II prior to receipt of funding.

VI. UNEXPECTED DISCOVERIES AND IMPACTS

A. In the event that previously unidentified archaeological resources are discovered during ground disturbing activities within the APE, but outside of the boundaries of a recorded archaeological site, the DRPT shall immediately temporarily halt all construction work involving subsurface disturbance within fifty (50) feet of the discovery and in the surrounding area where further subsurface resources can reasonably be expected to occur and immediately notify the FRA and the Virginia SHPO of the discovery. See Subsection E below for additional information on the duration of the temporary halt. In the case of potentially prehistoric or historic Native

American sites, the FRA shall also notify federally recognized Indian tribes with interest in the area and the DRPT shall notify appropriate Virginia Indian tribes within two (2) working days of the discovery.

B. The DRPT shall ensure that an archaeologist meeting the *Secretary of the Interior's Professional Qualification Standards* (48 Fed. Reg. 44739) investigates the work site and the resource, and then the DRPT shall forward to the FRA, the Virginia SHPO, the federally recognized Indian tribes with an interest in the area, and appropriate Virginia Indian tribes an assessment of the NRHP eligibility of the resource (36 C.F.R pt. 60.4) and proposed treatment actions to resolve any adverse effects on historic properties. The Virginia SHPO, the federally recognized Indian tribes, and the Virginia Indian tribes shall respond within five (5) working days of receipt of the DRPT's assessment of NRHP eligibility of the resource and proposed action plan. The DRPT, in consultation with the FRA, shall take into account the recommendations of the Virginia SHPO, the federally recognized Indian tribes, and the Virginia Indian tribes regarding NRHP eligibility of the resource and the proposed action plan, and then carry out the appropriate actions.

C. In the event that above-ground historic properties within the APE, but not among the 21 adversely effected resources listed in this MOA, are inadvertently affected during construction, the DRPT shall immediately temporarily halt all construction work involving subsurface disturbance within fifty (50) feet of the impacted resource and in the surrounding area where further subsurface resources can reasonably be expected to occur and immediately notify the FRA and the Virginia SHPO of the issue. See Subsection E below for additional information on the duration of the temporary halt. As appropriate, FRA and DRPT shall also notify Consulting Parties regarding the impact, as appropriate.

D. The DRPT shall ensure that an architectural historian or historic architect meeting the *Secretary of the Interior's Professional Qualification Standards* (48 Fed. Reg. 44739) investigates the work site and the resource, and then the DRPT shall forward to the FRA, the Virginia SHPO, and appropriate Consulting Parties an assessment of the impacts to the resource's integrity and proposed treatment actions to resolve any adverse effects on historic properties. The Virginia SHPO and Consulting Parties shall respond within five (5) working days of receipt of the DRPT's assessment of impacts and proposed action plan. The DRPT, in consultation with the FRA, shall take into account the recommendations of the Virginia SHPO and Consulting Parties regarding the impacts and the proposed action plan, and then carry out the appropriate actions.

E. The DRPT shall ensure that ground disturbing activities within the affected area do not proceed until the appropriate treatment measures are developed and implemented or the determination is made.

VII. HUMAN REMAINS

The DRPT shall ensure that human skeletal remains and associated funerary objects encountered during the course of actions taken as a result of this MOA shall be treated in accordance with the Regulations Governing Permits for the Archaeological Removal of Human Remains (Virginia NRHP 390–01–02) found in Va. Code Ann. §§ 10.1–2305, *et seq.*, the Virginia Antiquities Act as well as the ACHP's "Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects" adopted on February 23, 2007. The DRPT shall obtain a permit from the Virginia SHPO for the removal of human remains in accordance with the regulations stated above, as appropriate.

VIII. USE OF MOA BY OTHER FEDERAL AGENCIES

A. Another Federal agency with an undertaking relating to the Project may adopt this MOA and agree to comply with its terms to fulfill its Section 106 responsibilities, as provided for in Stipulation IX of the SEHSR PA.

B. In the event that a Federal agency other than FRA is considering funding, permits, licenses, or approvals for the Project, such Federal agency may become a signatory to this MOA as a means of complying with its responsibilities under Section 106 for its undertaking relating to the Project. To become a signatory to this MOA, the agency official must provide written notice to the Signatories that the agency agrees to the terms of the MOA, specifying the extent of the agency's intent to participate in the MOA, and identifying the lead Federal agency for the undertaking. The participation of the agency is subject to approval by the Signatories, who must respond to the written notice within thirty (30) days or the approval will be considered implicit. Any other modifications to the MOA will be considered in accordance with Stipulation X.

IX. DISPUTE RESOLUTION

A. Should any Signatory or Consulting Party to this MOA object in writing to the FRA regarding any action carried out or proposed with respect to any undertakings covered by this MOA, or to the implementation of this MOA, the FRA shall consult with the objecting party to attempt to resolve the objection within thirty (30) days of receipt of the written objection.

B. If after initiating such consultation, the FRA determines within the thirty (30) day period in subparagraph A that the objection cannot be resolved through consultation with the objecting party, the FRA shall then consult with all Signatories to resolve the objection. If the objection still cannot be resolved within thirty (30) days of all Signatories being advised of the objection and so consulted, the FRA shall then forward all documentation relevant to the objection to the ACHP, including a proposed response to the objection, and request the ACHP's comment on the objection as described in subsection (C) of this Stipulation IX.

C. When forwarding relevant documentation and a proposed response to ACHP, FRA shall request that within thirty (30) days after receipt the ACHP exercise one of the following options:

1. Advise the FRA that the ACHP concurs with the FRA's proposed response to the objection, whereupon the FRA shall respond to the objecting party accordingly; or

2. Provide the FRA with one or more ACHP recommendations for resolving the objection, which the FRA shall take into account in reaching a final decision regarding its response to the objection, which it shall render within ten (10) days of receiving ACHP's recommendation(s).

D. Should the ACHP not exercise one of the above options within thirty (30) days after receipt of all pertinent documentation and proposed response, the FRA may assume the ACHP's concurrence withe the FRA's proposed response to the objection.

E. The FRA shall take into account any ACHP recommendation provided in accordance with this Stipulation IX with reference only to the subject of the objection. The FRA's responsibility to carry out all other actions under this MOA that are not the subject of an objection made pursuant to this Stipulation IX shall remain unchanged.

F. At any time during implementation of the measures stipulated in this MOA should an objection pertaining to this MOA be raised by a member of the public, the FRA shall notify the Signatories to this MOA and take the objection into account, consulting with the objector and with the Signatories to this MOA in an effort to resolve the objection to follow the SEHSR PA Stipulation XI.B..

X. AMENDMENTS AND TERMINATION

A. Any Signatory to this MOA may propose to the FRA that the MOA be amended, whereupon the FRA shall consult with the other Signatories to consider such an amendment. All Signatories to the MOA must agree to the proposed amendment in accordance with 36 C.F.R. § 800.6(c)(7).

B. If the FRA and DRPT decide they shall not proceed with the Project, they shall so notify the other Signatories and Consulting Parties in writing, and this MOA shall become null and void.

C. If the FRA and DRPT determine that they cannot implement the terms of this MOA, or if the Virginia SHPO determines that this MOA is not being properly implemented, the FRA and DRPT jointly, or the Virginia SHPO individually, may propose to the other parties that this MOA be amended or terminated.

D. This MOA may be terminated by any of the Signatories to the MOA in accordance with the procedures described in 36 C.F.R. § 800.6(c)(8). Termination shall include the submission of a technical letter report to the Virginia SHPO by the FRA and

DRPT on any work done up to and including the date of termination. FRA and DRPT shall ensure that any associated collections and records recovered are curated in accordance with state guidelines. If the Virginia SHPO is unable to execute another memorandum of agreement following termination, the Virginia SHPO may choose to modify, suspend, or revoke the mitigation concurrence.

E. In the event that this MOA is terminated, and prior to work continuing on the Project, the FRA shall either reinitiate consultation and comply with 36 C.F.R part 800 or request the comments of the ACHP under 36 C.F.R § 800.7(a). The FRA shall notify the Signatories as to the course of action it will pursue.

XI. EFFECTIVE DATE

This MOA shall be effective as of the date of last signature by all Signatories.

XII. DURATION

This MOA shall continue in full force and effect for fifteen (15) years after the effective date. At any time in the six (6)-month period prior to the expiration of that initial term, the Signatories may consult to consider extending or modifying this MOA. No extension or modification shall be effective unless all parties to the MOA have agreed with it in writing. Any extension or modification of this MOA shall be in accordance with Stipulation X.

XIII. NO WAIVER OF SOVEREIGN IMMUNITY

Nothing in this MOA shall be deemed a waiver of a Signatory's sovereign immunity.

XIV. EXECUTION

This MOA may be executed in counterpart. The FRA shall ensure that each of the Signatories is provided a copy of the executed MOA

Execution of this MOA by the FRA, ACHP, the DRPT, and the Virginia SHPO, and its submission to the ACHP pursuant to 36 C.F.R § 800.6(c), is evidence that the FRA has afforded the ACHP an opportunity to comment on the proposed Project and its effects on historic properties, and that the FRA has taken into account the effects of the Project on historic properties and is documentation of the FRA's decision made pursuant to Section 106 for the purposes of Section 110(l) of the NHPA (54 U.S.C. § 306114).

MEMORANDUM OF AGREEMENT
AMONG THE VIRGINIA HISTORIC PRESERVATION OFFICE, THE FEDERAL RAILROAD ADMINISTRATION, ADVISORY COUNCIL OF HISTORIC PRESERVATION, AND THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION REGARDING THE WASHINGTON, D.C. TO RICHMOND, VIRGINIA SOUTHEAST HIGH SPEED RAIL PROJECT

FEDERAL RAILROAD ADMINISTRATION

By: ____ Date: __________________
Marlys Osterhues, *Division Chief*
Environment and Corridor Planning Divisions

MEMORANDUM OF AGREEMENT
AMONG THE VIRGINIA HISTORIC PRESERVATION OFFICE, THE FEDERAL RAILROAD ADMINISTRATION, ADVISORY COUNCIL OF HISTORIC PRESERVATION, AND THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION REGARDING THE WASHINGTON, D.C. TO RICHMOND, VIRGINIA SOUTHEAST HIGH SPEED RAIL PROJECT

VIRGINIA STATE HISTORIC PRESERVATION OFFICE

By: ____ Date: __________________
Julie V. Langan, *Director, Virginia Department of Historic Resources*

MEMORANDUM OF AGREEMENT AMONG THE VIRGINIA HISTORIC PRESERVATION OFFICE, THE FEDERAL RAILROAD ADMINISTRATION, ADVISORY COUNCIL OF HISTORIC PRESERVATION, AND THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION REGARDING THE WASHINGTON, D.C. TO RICHMOND, VIRGINIA SOUTHEAST HIGH SPEED RAIL PROJECT

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By: ____ Date: __________________
John M. Fowler, *Executive Director*

MEMORANDUM OF AGREEMENT
AMONG THE VIRGINIA HISTORIC PRESERVATION OFFICE, THE FEDERAL RAILROAD ADMINISTRATION, ADVISORY COUNCIL OF HISTORIC PRESERVATION,
AND THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
REGARDING THE WASHINGTON, D.C. TO RICHMOND, VIRGINIA SOUTHEAST HIGH SPEED RAIL PROJECT

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

By: ____ Date: __________________
Jennifer Mitchell, *Director*

Table 1: Summary of Mitigation Per Adversely Effected Historic Property (Listed North to South).

Resource Name	Image	NRHP Nom	Interp Signage	Intensive Arch'ture Survey	Cultural Landscp Report	GIS Mapping & Overlays	HABS/ HAER/ Analysis	Arch'y Data Recovery	Webpage	Public Talk	Oral Histories	Scholarly Article	Structure Treatmt	Other
Richmond, Fredericksburg and Potomac Railroad (500-0001)				X							X			Web-based Story Map on 120 Historic Properties
RF&P Bridge over Occoquan River (500-0001-0022)							X						X	
Rippon Lodge (076-0023)			X		X								X	Assist with Vegetative Removal/ Underbrush Clearing to Restore Viewshed
Site 44ST1223-Civil War Campsite			X			X		X				X		
Rappahannock River Railroad Bridge & Structures/ Platform (111-0132-0025)	111-0132-0025				X		X						X	

Resource Name	Image	NRHP Nom	Interp Signage	Intensive Arch'ture Survey	Cultural Landscp Report	GIS Mapping & Overlays	HABS/ HAER/ Analysis	Arch'y Data Recovery	Webpage	Public Talk	Oral Histories	Scholarly Article	Structure Treatmt	Other
Site 44SP0187- Bridge/Marye's Mill			X			X		X		X		X		Artifact Display in New Rail Station
Fredericksburg Historic District (111-0132)									X	X		X	X	Context of RR History in Fredericks- burg
Site 44SP0688- Block 49/Train Station			X					X		X		X		Artifact Display in New Rail Station
Site 44SP0687- Block 48/Train Station			X					X		X		X		Artifact Display in New Rail Station
Site 44SP0468- Earthwork/ Jackson's Earthwork			X			X		X				X		

Resource Name	Image	NRHP Nom	Interp Signage	Intensive Arch'ture Survey	Cultural Landscp Report	GIS Mapping & Overlays	HABS/ HAER/ Analysis	Arch'y Data Recovery	Webpage	Public Talk	Oral Histories	Scholarly Article	Structure Treatmt	Other
Doswell Historic District (042-5448)		X	X						X					
Doswell Depot and Tower (042-0093)			X				X							Move Tower
Berkleytown Historic District (166-5073)		X	X								X		X	Aid in Text for Walking Tour of District
Laurel Industrial School Historic District (043-0292)			X			X							X	
Main Building/ Robert Stiles Building (043-0292-0001)	043-0292-0001		X										X	Context on Reform Schools in Central VA

Resource Name	Image	NRHP Nom	Interp Signage	Intensive Arch'ture Survey	Cultural Landscp Report	GIS Mapping & Overlays	HABS/ HAER/ Analysis	Arch'y Data Recovery	Webpage	Public Talk	Oral Histories	Scholarly Article	Structure Treatmt	Other
Shockoe Valley & Tobacco Row Historic District (127-0344)			X			X				X	X (research & interviews with descendent comm'y)		X	Context on VA RR & Slave Trade; Boundary Delineation for Slave Trade MPD
Site 44HE1098-Main Street Station Parking Lot/Railroad			X					X		X		X		
Site 44HE1097-Railroad, Warehouse			X					X		X		X		
Main Street Station and Trainshed (127-0172)									X				X	Context on RR history of Richmond
Seaboard Air Line Railroad Corridor (127-6271)				X									X	Context on SAL Stations in VA

Resource Name	Image	NRHP Nom	Interp Signage	Intensive Arch'ture Survey	Cultural Landscp Report	GIS Mapping & Overlays	HABS/ HAER/ Analysis	Arch'y Data Recovery	Webpage	Public Talk	Oral Histories	Scholarly Article	Structure Treatmt	Other
Site 44HE1094-Warehouse			X					X		X		X		

APPENDIX A: List of Cultural Resource Reports Completed on the DC2RVA Project Area

Archaeological Sites/Resources (in publication order)

Klein, Mike, Emily Calhoun, Marco González, and Earl E. Proper
2015 *Archaeological Background Review and Predictive Model for the Washington, D.C. to Richmond, Virginia, Southeast High Speed Rail Corridor*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

McCloskey, Kevin, Earl Proper, Curtis McCoy, Emily Calhoun, Morgan MacKenzie, and Joseph Blondino
2016 *Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

McCloskey, Kevin, Emily Calhoun, Kerry González, and Mike Klein
2018 *Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Preferred Alternative Limits of Disturbance*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Buildings, Structures, Objects, and Districts (in publication order)

Staton, Heather Dollins, and Adriana Lesiuk
2015 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Dahlgren Junction to Fredericksburg (DJFB) Segment, City of Fredericksburg and Stafford County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, Adriana Lesiuk, and M. Chris Manning
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Arkendale to Dahlgren Junction (ARDJ) Segment Stafford County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather D., Adriana T. Lesiuk, and Emily K. Anderson
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) Segment Arlington County and the City of Alexandria*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, Adriana T. Lesiuk, Emily K. Anderson, and Earl P. Proper
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Alexandria to Franconia (AFFR) Segment City of Alexandria and Fairfax County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Manning, M. Chris, Earl Proper, Adriana Lesiuk, and Heather Dollins Staton
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Franconia to Lorton (FRLO) Segment Fairfax County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, M. Chris Manning, and Adriana Lesiuk
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Lorton to Powells Creek (LOPC) Segment Prince William and Fairfax Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Anderson, Emily K., and Heather D. Staton
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Fredericksburg to Hamilton (FBHA) and Hamilton to Crossroads (HAXR) Segments, Spotsylvania County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Manning, M. Chris, and Michelle Salvato
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Crossroads to Guinea (XRGU), Guinea to Milford (GUMD), and Milford to North Doswell (MDND) Segments Spotsylvania, Caroline, and Hanover Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Lesiuk, Adriana T., and M. Chris Manning
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Elmont to Greendale (ELGN) Segment, Hanover and Henrico Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Sylvester, Caitlin C., and Heather D. Staton
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Greendale to SAY/WAY (GNSA), SAY/WAY to AM Jct (SAAM) and Buckingham Branch/Hospital Wye (BBHW) Segments, Henrico County and City of Richmond*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Anderson, Emily K., and Heather D. Staton
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project AM Jct to Centralia - S Line (AMCE) and AM Jct to Fulton Yard (AMFY) Segments, City of Richmond and Chesterfield County.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Lesiuk, Adriana T., and Heather D. Station
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project WAY to Centralia – A Line (WACE) Segment, Chesterfield County and City of Richmond*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Peckler, Danae
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project North Doswell to Elmont (NDEL) Segment, Hanover County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Chase, Kristine A.
2017 *Architectural Reconnaissance Survey of Structures for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Moss, Adriana T., and Kerri S. Barile
2018 *Addendum: Architectural Reconnaissance Survey of the LOD Expansion Area for the Washington, D.C. to Richmond, High Speed Rail Project, Arlington, Caroline, Chesterfield, Hanover, Henrico, Fairfax, Prince William, Stafford, and Spotsylvania Counties and the Cities of Alexandria, Fredericksburg, and Richmond, Virginia*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Barile, Kerri S., Kristine A. Chase, Sean Maroney, Adriana T. Moss, Danae Peckler, and Heather Dollins Staton
2018 *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report A).* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Barile, Kerri S., Melissa Butler, Adriana T. Moss, Danae Peckler, Heather Dollins Staton, Caitlin Sylvester, and Lenora Wiggs
2018 *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report B).* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Barile, Kerri S., Melissa Butler, Adriana T. Moss, Heather Dollins Staton, Caitlin Sylvester, and Lenora Wiggs
2018 *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report C)*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

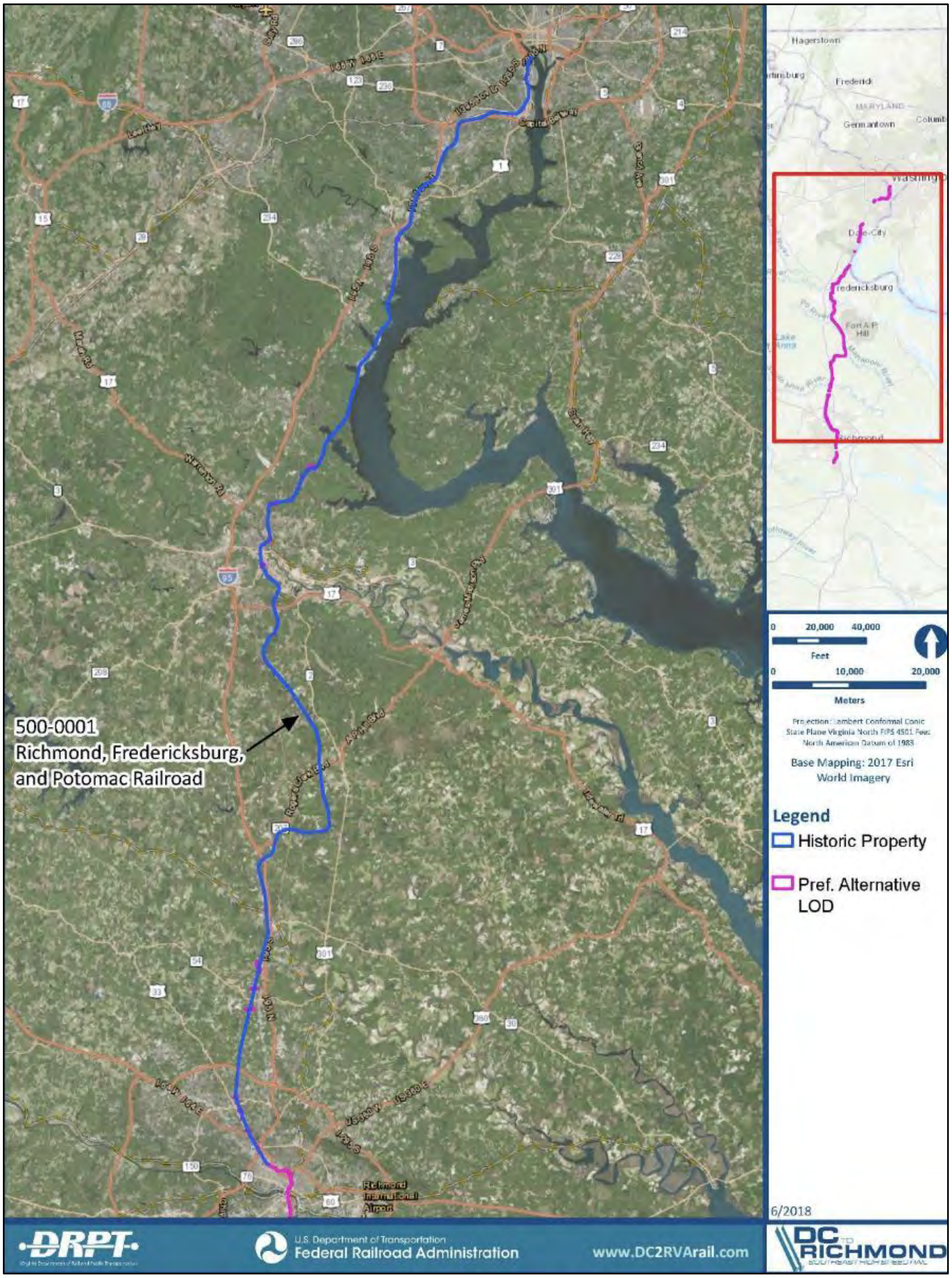
Combined Cultural Resources/Reconnaissance Studies (in publication order)

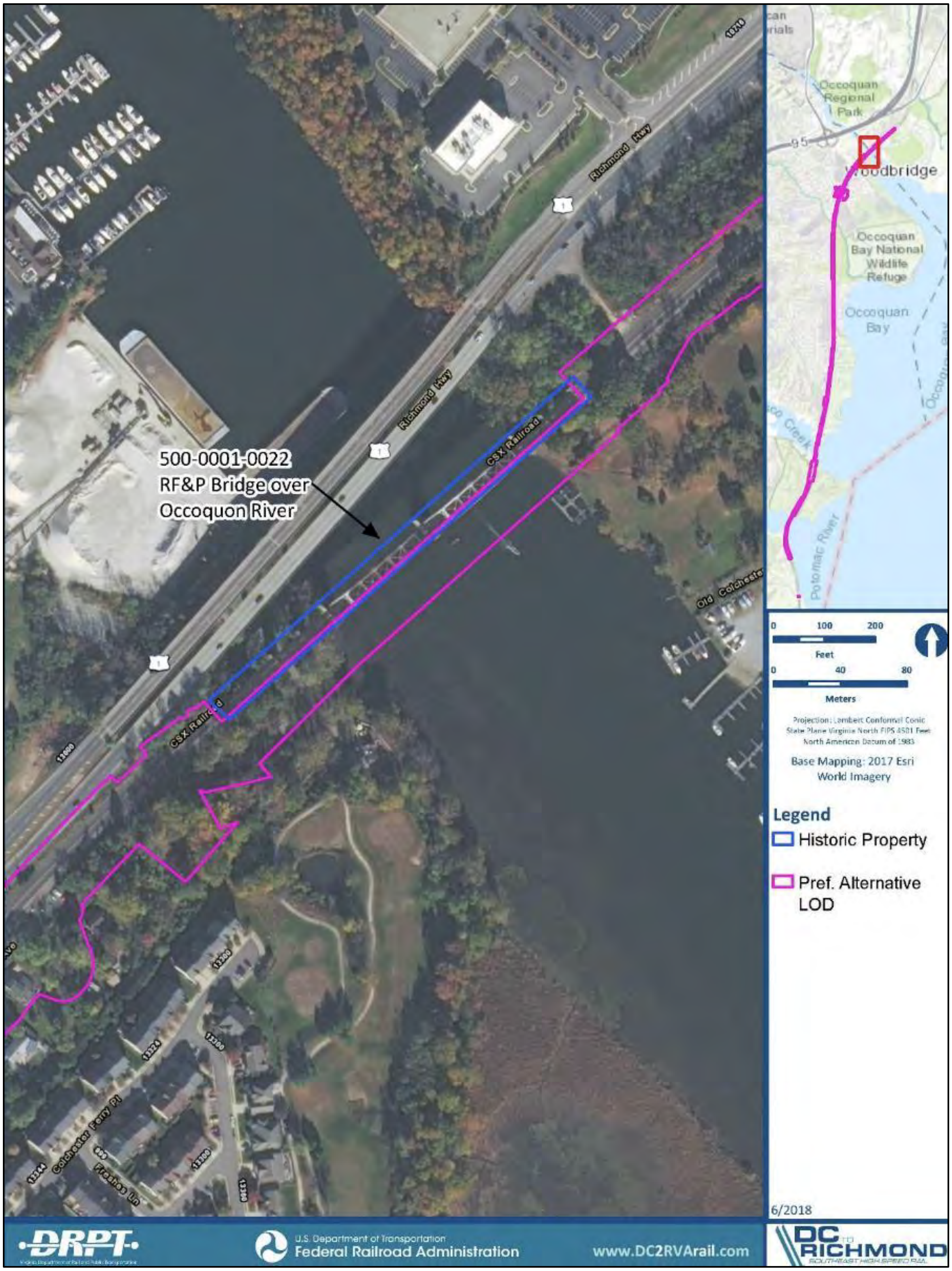
Staton, Heather Dollins, and Earl E. Proper
2016 *Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Ashland Bypass (ASBP) Segment, Hanover County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

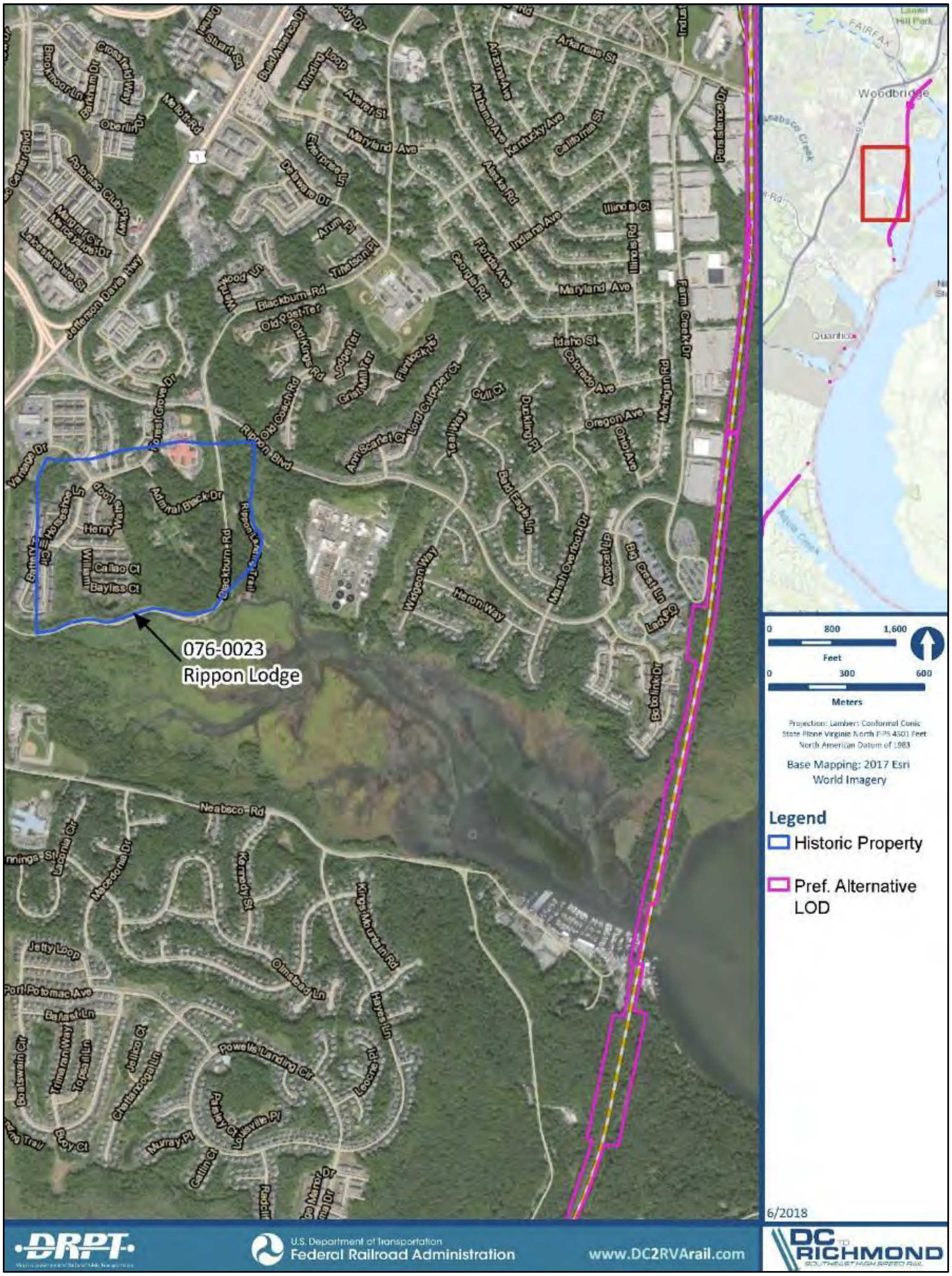
Staton, Heather Dollins, D. Brad Hatch, and Emily Calhoun
2017 *Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Fredericksburg Bypass (FBBP) Segment, Stafford, Caroline, and Spotsylvania Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

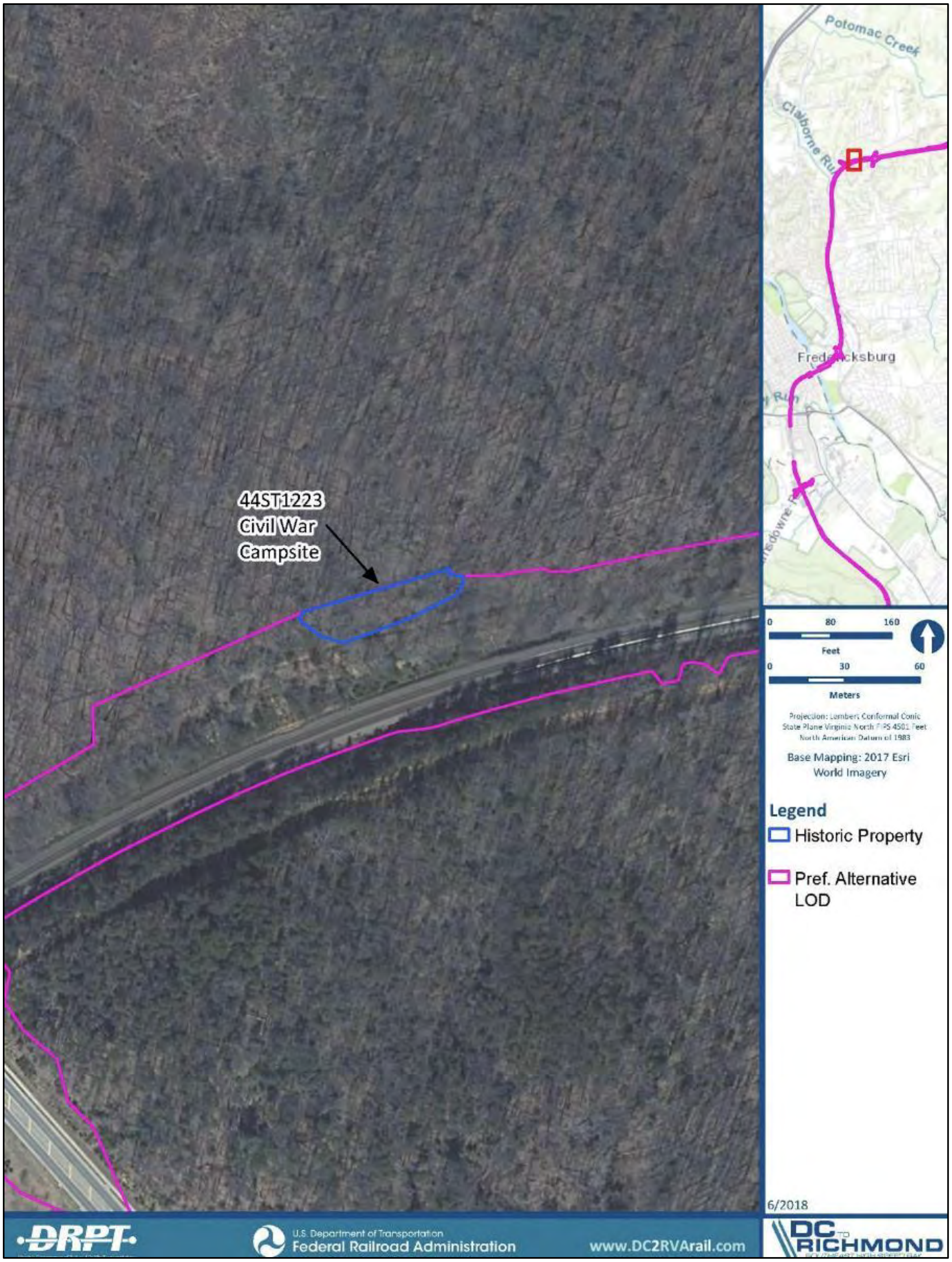
APPENDIX B: Location of 21 Adversely Effected Properties (North to South)

Maps are not for public distribution per the Archeological Resources Protection Act of 1979.


500-0001
Richmond, Fredericksburg, and Potomac Railroad
Hagerstown
Frederick
MARYLAND
Germantown
Columbia
Washington
Dale City
Fredericksburg
Fort A P Hill
Lake Anna
Richmond
0 20,000 40,000
Feet
0 10,000 20,000
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri World Imagery
Legend
Historic Property
Pref. Alternative LOD
6/2018
Richmond International Airport
DRPT
U.S. Department of Transportation Federal Railroad Administration
www.DC2RVArail.com
DC to RICHMOND
SOUTHEAST HIGH SPEED RAIL


500-0001-0022
RF&P Bridge over
Occoquon River
Richmond Hwy
CSX Railroad
Old Colchester
Colchester Ferry Pl
Fireline Ln
Occoquan Regional Park
95
Woodbridge
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Potomac River
0 100 200
Feet
0 40 80
Meters
Projection: Lambert Conformal Conic State Plane Virginia North FIPS 4501 Feet North American Datum of 1983
Base Mapping: 2017 Esri World Imagery
Legend
Historic Property
Pref. Alternative LOD
6/2018
DRPT
U.S. Department of Transportation
Federal Railroad Administration
www.DC2RVArail.com
DC to RICHMOND
SOUTHEAST HIGH SPEED RAIL


076-0023
Rippon Lodge
Blackburn Rd
Rippon Blvd
Admiral Black Dr
Neabsco Rd
Jefferson Davis Hwy
Maryland Ave
Farm Creek Dr
Powells Landing Cir
Kings Mountain Rd
Woodbridge
Quantico
FAIRFAX
0 800 1,600
Feet
0 300 600
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri World Imagery
Legend
Historic Property
Pref. Alternative LOD
6/2018
DRPT
U.S. Department of Transportation
Federal Railroad Administration
www.DC2RVArail.com
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL


44ST1223
Civil War
Campsite
Potomac Creek
Claiborne Run
Fredericksburg
Run
Lansdowne Rd
0
80
160
Feet
0
30
60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri
World Imagery
Legend
Historic Property
Pref. Alternative
LOD
6/2018
DRPT
U.S. Department of Transportation
Federal Railroad Administration
www.DC2RVArail.com
DC TO RICHMOND
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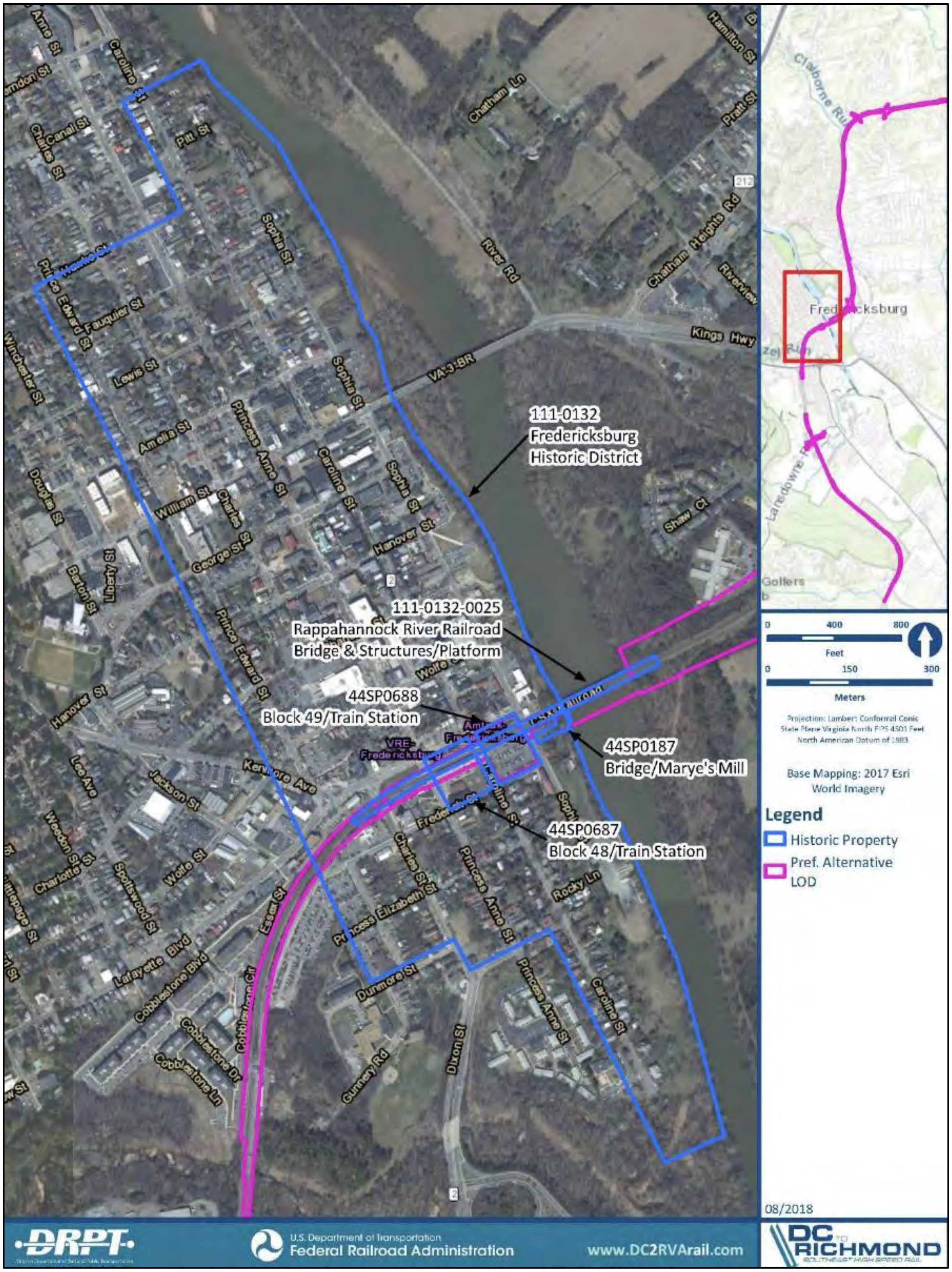111-0132
Fredericksburg
Historic District
111-0132-0025
Rappahannock River Railroad
Bridge & Structures/Platform
44SP0688
Block 49/Train Station
44SP0187
Bridge/Marye's Mill
44SP0687
Block 48/Train Station
Amtrak-Fredericksburg
VRE-Fredericksburg
CSX Railroad
Caroline St
Sophia St
Princess Anne St
Prince Edward St
Charles St
Pitt St
Hawke St
Fauquier St
Lewis St
Amelia St
William St
George St
Hanover St
Wolfe St
Kenmore Ave
Frederick St
Princess Elizabeth St
Dunmore St
Rocky Ln
Dixon St
Gunnery Rd
Cobblestone Blvd
Cobblestone Cir
Cobblestone Dr
Cobblestone Ln
Lafayette Blvd
Spotswood St
Charlotte St
Weedon St
Jackson St
Lee Ave
Essex St
Douglas St
Barton St
Liberty St
Winchester St
Canal St
Chatham Ln
River Rd
Chatham Heights Rd
Kings Hwy
VA-3-BR
Riverview
Shaw Ct
Hamilton St
Pratt St
Claiborne Run
Fredericksburg
Lansdowne
Golfers
0 400 800
Feet
0 150 300
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri
World Imagery
Legend
Historic Property
Pref. Alternative
LOD
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U.S. Department of Transportation
Federal Railroad Administration
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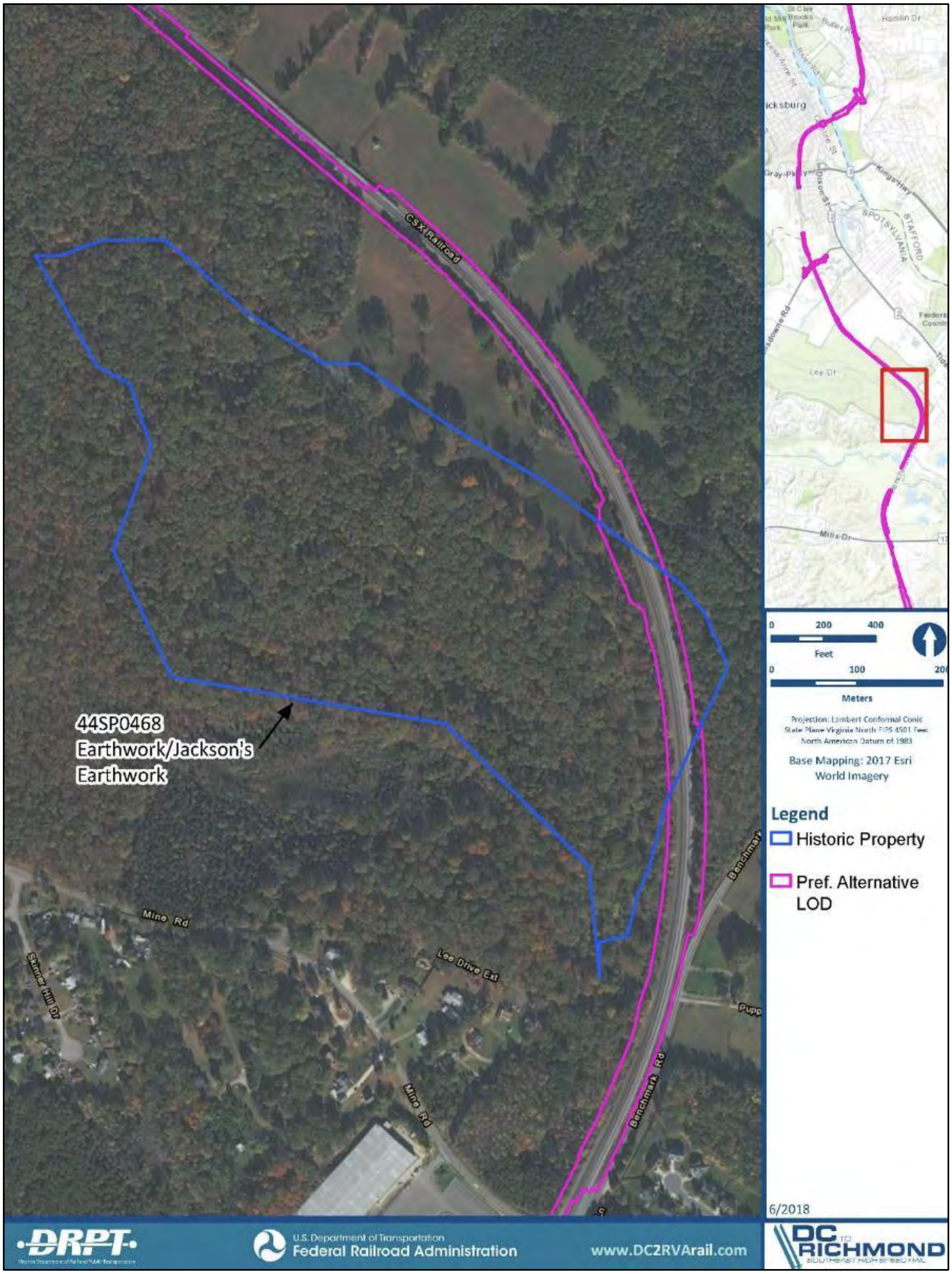
44SP0468
Earthwork/Jackson's
Earthwork
CSX Railroad
Mine Rd
Lee Drive Ext
Skinner Hill Dr
Mine Rd
Benchmark Rd
Benchmark
Pupp
Hamlin Dr
Brooks Park
Butler Rd
River Rd
icksburg
Gray-Pkwy
Dixon St
Kings Hwy
SPOTSYLVANIA
STAFFORD
Lansdowne Rd
Lee Dr
Mills Dr
0
200
400
Feet
0
100
20
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri
World Imagery
Legend
Historic Property
Pref. Alternative LOD
6/2018
DRPT
U.S. Department of Transportation
Federal Railroad Administration
www.DC2RVArail.com
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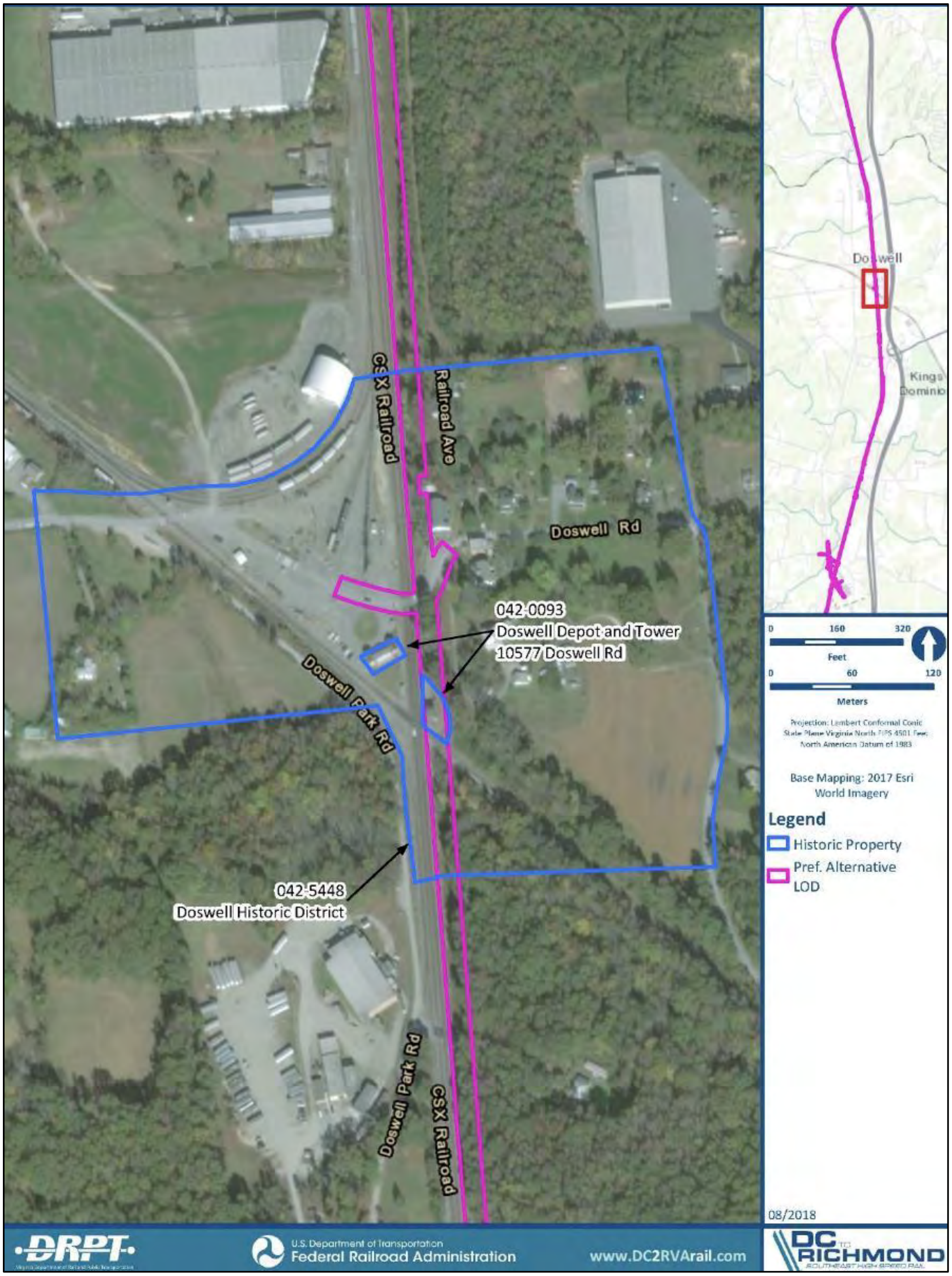
CSX Railroad
Railroad Ave
Doswell Rd
042-0093
Doswell Depot and Tower
10577 Doswell Rd
Doswell Park Rd
042-5448
Doswell Historic District
Doswell Park Rd
CSX Railroad
Doswell
Kings Dominio
0
160
320
Feet
0
60
120
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri
World Imagery
Legend
Historic Property
Pref. Alternative
LOD
08/2018
DRPT
U.S. Department of Transportation
Federal Railroad Administration
www.DC2RVArail.com
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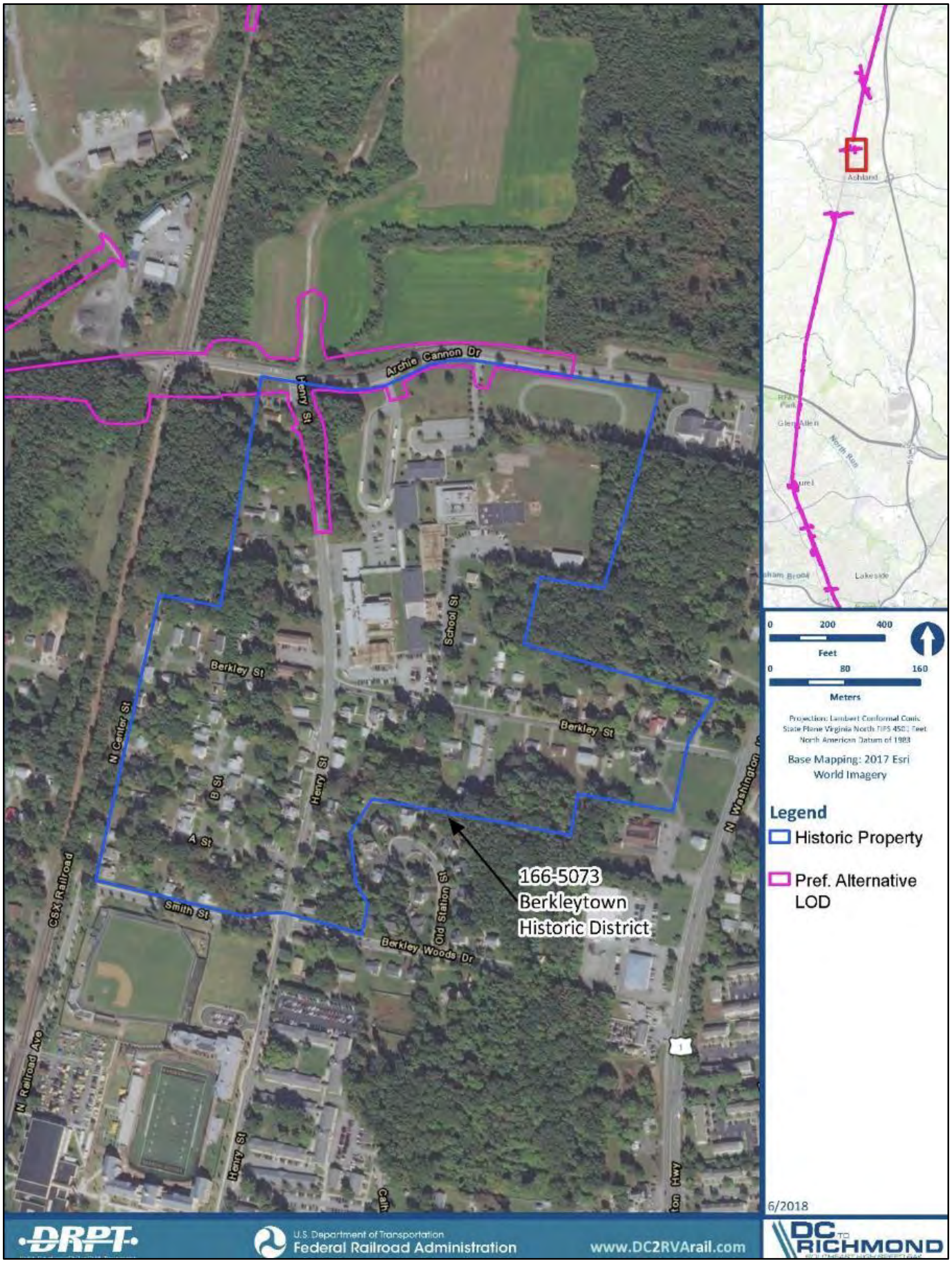
Archie Cannon Dr
Henry St
School St
Berkley St
Berkley St
N Center St
B St
A St
Henry St
Smith St
Old Station St
Berkley Woods Dr
N Washington Hwy
CSX Railroad
N Railroad Ave
Henry St
166-5073
Berkleytown
Historic District
Ashland
Glen Allen
North Run
Laurel
Lakeside
0 200 400
Feet
0 80 160
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri
World Imagery
Legend
Historic Property
Pref. Alternative
LOD
6/2018
DRPT
U.S. Department of Transportation
Federal Railroad Administration
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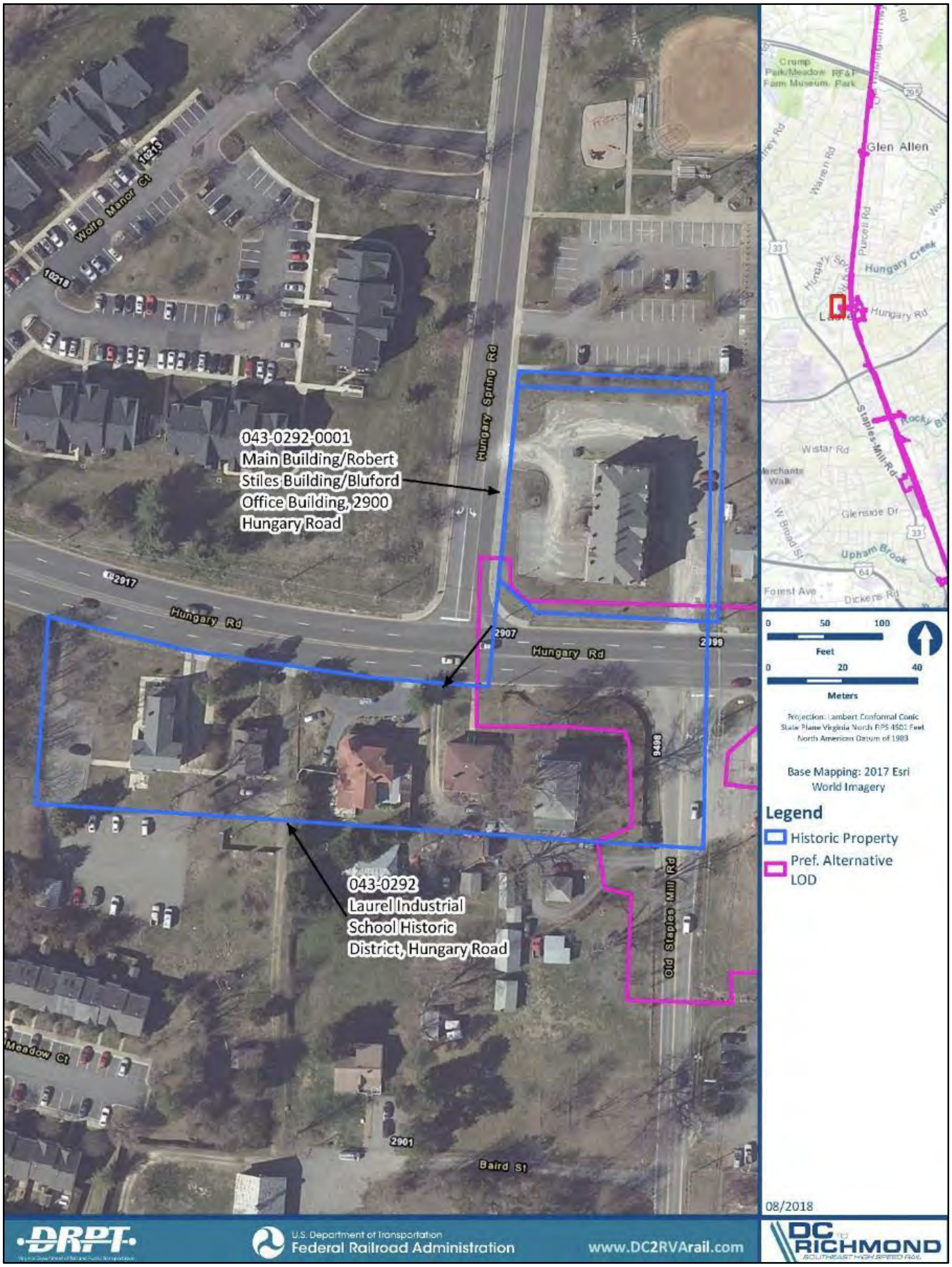
043-0292-0001
Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road
043-0292
Laurel Industrial School Historic District, Hungary Road
Hungary Spring Rd
Hungary Rd
Old Staples Mill Rd
Wolfe Manor Ct
Meadow Ct
Baird St
2917
2907
2899
2901
9498
10219
Glen Allen
Hungary Creek
Staples Mill Rd
Wistar Rd
Glenside Dr
Upham Brook
Forest Ave
Dickens Rd
0 50 100
Feet
0 20 40
Meters
Projection: Lambert Conformal Conic State Plane Virginia North FIPS 4501 Feet North American Datum of 1983
Base Mapping: 2017 Esri World Imagery
Legend
Historic Property
Pref. Alternative LOD
08/2018
DRPT
U.S. Department of Transportation Federal Railroad Administration
www.DC2RVArail.com
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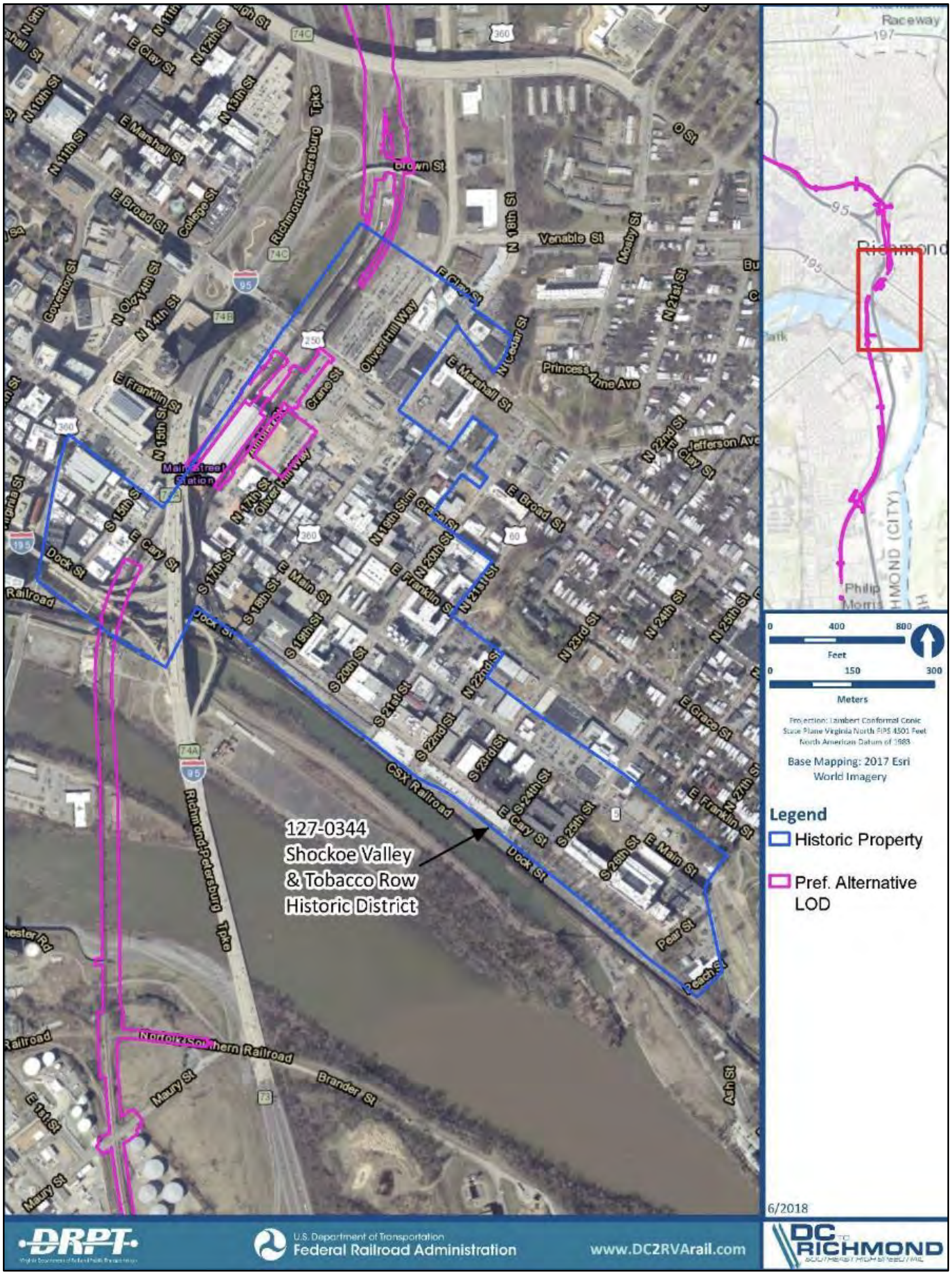
127-0344
Shockoe Valley
& Tobacco Row
Historic District
Main Street Station
CSX Railroad
Norfolk Southern Railroad
Richmond-Petersburg Tpke
Dock St
E Main St
E Cary St
E Franklin St
E Broad St
E Marshall St
E Clay St
Oliver Hill Way
Venable St
Brown St
Princess Anne Ave
Jefferson Ave
E Grace St
Pear St
Peach St
Ash St
Brander St
Maury St
Raceway
Richmond
95
195
0 400 800
Feet
0 150 300
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri
World Imagery
Legend
Historic Property
Pref. Alternative
LOD
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DRPT
U.S. Department of Transportation
Federal Railroad Administration
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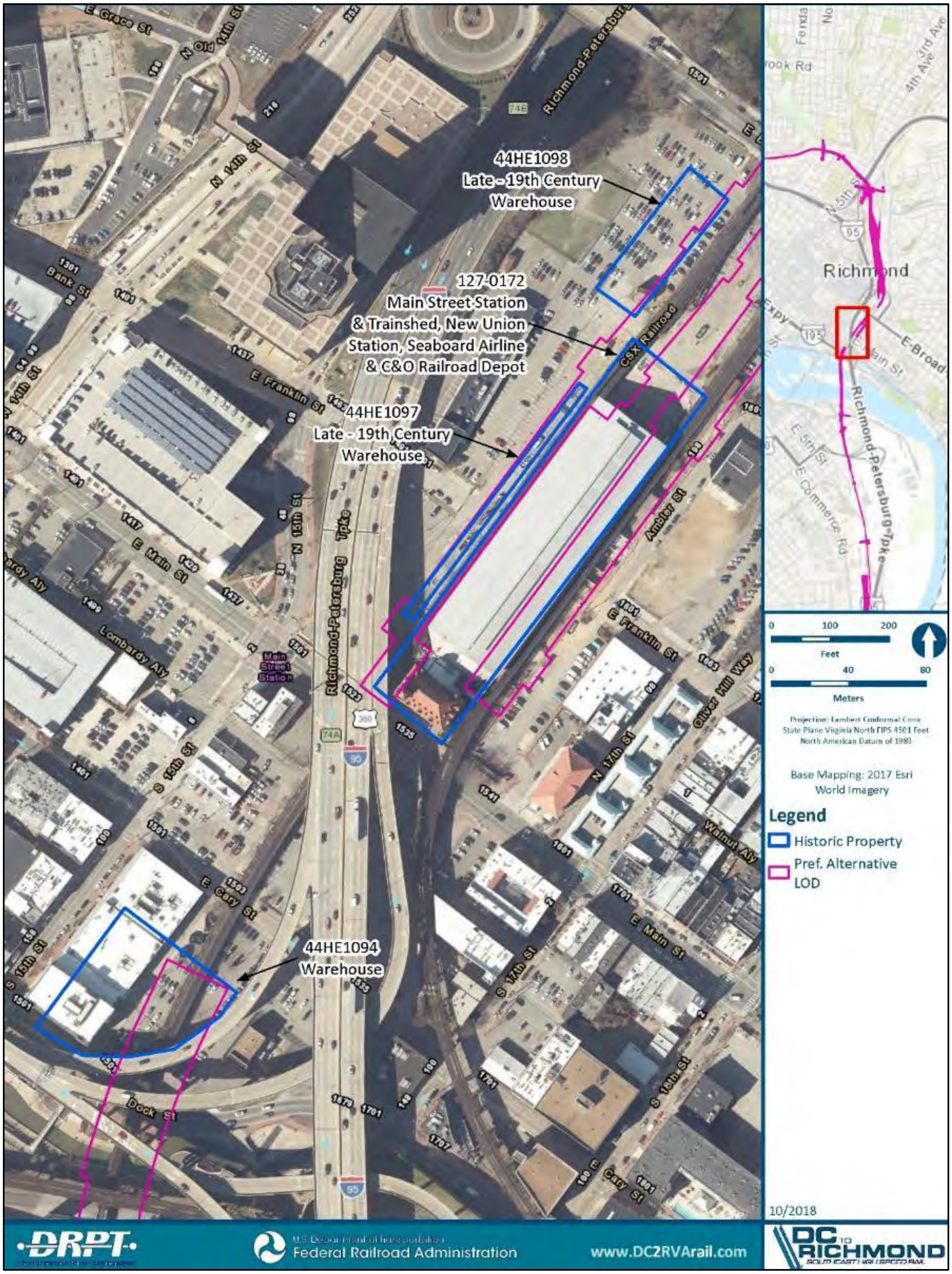
44HE1098
Late - 19th Century Warehouse
127-0172
Main Street Station & Trainshed, New Union Station, Seaboard Airline & C&O Railroad Depot
44HE1097
Late - 19th Century Warehouse
44HE1094
Warehouse
E Grace St
N Old 14th St
N 14th St
Richmond-Petersburg Tpke
Bank St
E Franklin St
E Main St
N 15th St
N 16th St
Lombardy Aly
Main Street Station
CSX Railroad
Ambler St
Oliver Hill Way
N 17th St
Walnut Aly
S 15th St
E Cary St
S 14th St
Dock St
S 17th St
S 18th St
Richmond
E Broad
Main St
E 5th St
E Commerce Rd
0 100 200 Feet
0 40 80 Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri World Imagery
Legend
Historic Property
Pref. Alternative LOD
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DRPT
U.S. Department of Transportation
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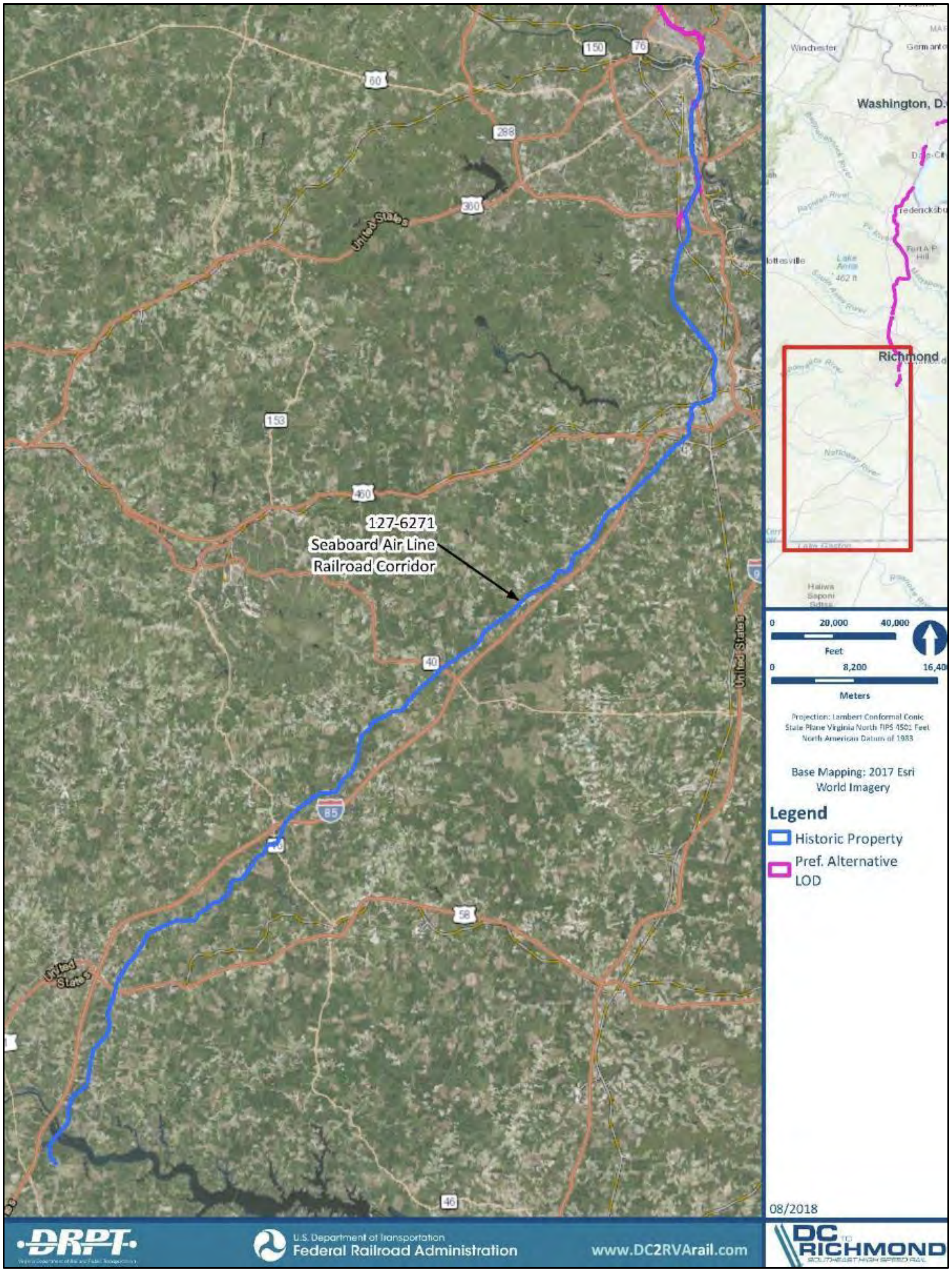127-6271
Seaboard Air Line
Railroad Corridor
150
76
60
288
360
United States
153
460
40
85
58
46
United States
Winchester
Washington, D.
Richmond
Lake Anna
0 20,000 40,000
Feet
0 8,200 16,40
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri
World Imagery
Legend
Historic Property
Pref. Alternative
LOD
08/2018
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APPENDIX C: Meetings and Correspondence with Consulting Parties

Meetings

Date	Attendees	Topics
November 7, 2014	DHR, DRPT	Kick-off meeting; discussions on APE, methodology, reporting
March 19, 2015	VDOT, DRPT	Roadway bridges and Section 106 coordination
February 18, 2016	DHR, DRPT	Update on corridor and status of studies
June 14, 2016	CWT	General discussion on results to date; Richmond to Raleigh Memorandum of Agreement
August 10, 2016	DHR, DRPT	Preliminary dialogue on historic properties and Project effect
May 15, 2017	Ashland Museum, Town of Ashland	Overview of 106 process and technical studies to date
June 8, 2017	NPS- Fredericksburg, DRPT	Update on technical studies and Project plans
July 14, 2017	Town of Ashland; Ashland Museum	Update on technical studies and Project plans
July 26, 2017	DHR, DRPT	Update on technical studies and Project schedule
August 14, 2017	NPS—Richmond, DRPT	Update on technical studies and Project plans
October 11, 2017	Hanover County, Town of Ashland, Ashland Museum	Update on technical studies and Project plans
October 20, 2017	Alexandria Archaeology, City of Alexandria, Arlington County, NTHP, DRPT	Update on technical studies and Project plans
October 24, 2017	ACHP, ABPP, CWT, DRPT	Update on technical studies and Project plans
October 27, 2017	Prince William County, Caroline County, City of Fredericksburg, CVBT, HFFI, DRPT	Update on technical studies and Project plans
October 30, 2017	City of Richmond, Historic Richmond Foundation, DRPT	Update on technical studies and Project plans
February 8, 2018	Rose Center/Urban Land Institute, DRPT	Overview of Project and history of Shockoe Bottom
February 13, 2018	DHR, DRPT	Update on technical studies and Project schedule
April 4, 2018	DHR, DRPT	Discussion of Project limits of disturbance and APE
June 18, 2018	Town of Ashland, Ashland Museum	Historic property list and 106 process
June 19, 2018	DHR, DRPT	Historic properties and Project effect
June 21, 2018	CWT, Historic Richmond Foundation, Town of Ashland, Ashland Museum, Preservation Virginia, DRPT	Historic properties and Project effect
June 26, 2018	ABPP, City of Fredericksburg, NPS Fredericksburg, DRPT, FRA	Historic properties and Project effect
June 28, 2018	NTHP, Alexandria Archaeology, NPS—Mount Vernon Parkway, ACHP, DRPT	Historic properties and Project effect
July 2, 2018	DHR, FRA, DRPT	Revisit of historic properties and Project effect
July 16, 2018	Town of Ashland, Ashland Museum	Technical reports and Project effect

Date	Attendees	Topics
July 17, 2018	NPS- Fredericksburg	DC2RVA LOD and Jackson's Shrine
July 17, 2018	Preservation Virginia	DC2RVA Project summary and list of historic properties
July 19, 2018	City of Richmond, DRPT	Historic properties and Project effect
July 24, 2018	DHR	Resources in Shockoe Bottom
July 26, 2018	FRA, DHR, DRPT	Resources in Shockoe Bottom
July 27, 2018	ACHP	Resources in Shockoe Bottom
July 31, 2018	DHR, FRA, DRPT	Resources in Shockoe Bottom
August 3, 2018	DHR	Resources in Shockoe Bottom
August 6, 2018	DHR, DRPT, VA Secretary of Transportation, VA Secretary of Natural Resources	Discussion on historic resources in Shockoe Bottom
August 29, 2018	City of Richmond, DHR	Resources in Shockoe Bottom, City preservation initiatives near Main Street Station and future projects
September 5, 2018	VA Secretary of Transportation, DHR, DRPT, City of Richmond	Discussion of cultural resources in Shockoe Bottom
September 10, 2018	NTHP, Preservation Virginia, Sacred Ground Project, ACHP, DHR, DRPT	Discussion of upcoming meeting in Shockoe/Richmond, including meeting content and attendees
October 2, 2018	FRA, DHR, ACHP, DRPT	Summary of three October 2018 consulting party meetings, Resources in Shockoe Bottom, Next steps in 106 process
October 2, 2018	DRPT, City of Alexandria	List of historic properties, project effect
October 4, 2018	City of Fredericksburg, Prince William County, Ashland Museum, Alexandria Archaeology, DRPT, FRA	APE, list of historic properties, project effects, MOA mitigation
October 5, 2018	American Battlefield Trust (Civil War Trust), ABPP, Alexandria Archaeology, NPS- Mount Vernon Parkway, NPS- National Capital Region	APE, list of historic properties, project effects, MOA mitigation
October 12, 2018	NTHP, Shockoe Partnership, ACHP, Preservation Virginia, City of Richmond, Slave Trail Commission, Historic Richmond Foundation, Untold RVA, DHR, FRA, DRPT, private citizens	On-site visit at Main Street Station, APE, list of historic properties, project effects, MOA mitigation
October 15, 2018	Historic Richmond Foundation, DRPT	Resources in Shockoe Bottom, list of historic properties, project effect, MOA mitigation
October 23, 2018	ACHP, DHR, FRA, DRPT	Update on consulting party meetings, list of historic properties, project effect
October 24, 2018	Ashland Museum, Town of Ashland, DRPT	List of historic properties, project effect, MOA mitigation
November 1, 2018	Preservation Virginia, DRPT	Resources in Shockoe Bottom, list of historic properties, project effect, MOA mitigation
November 2, 2018	Elegba Folklore Society, DRPT	Summary of project, Resources in Shockoe Bottom, list of historic properties, project effect, MOA mitigation

Date	Attendees	Topics
November 28, 2018	NTHP, DRPT	Discussion on reply sent to NTHP on Historic Properties
December 3, 2018	NTHP, Preservation Virginia, Historic Richmond Foundation, Elegba Folklore Society, City of Richmond, DRPT, FRA, ACHP, DHR	Additional discussion on reply sent to NTHP, historic properties in Shockoe Bottom, and effect on historic properties

Correspondence Sent to Consulting Parties

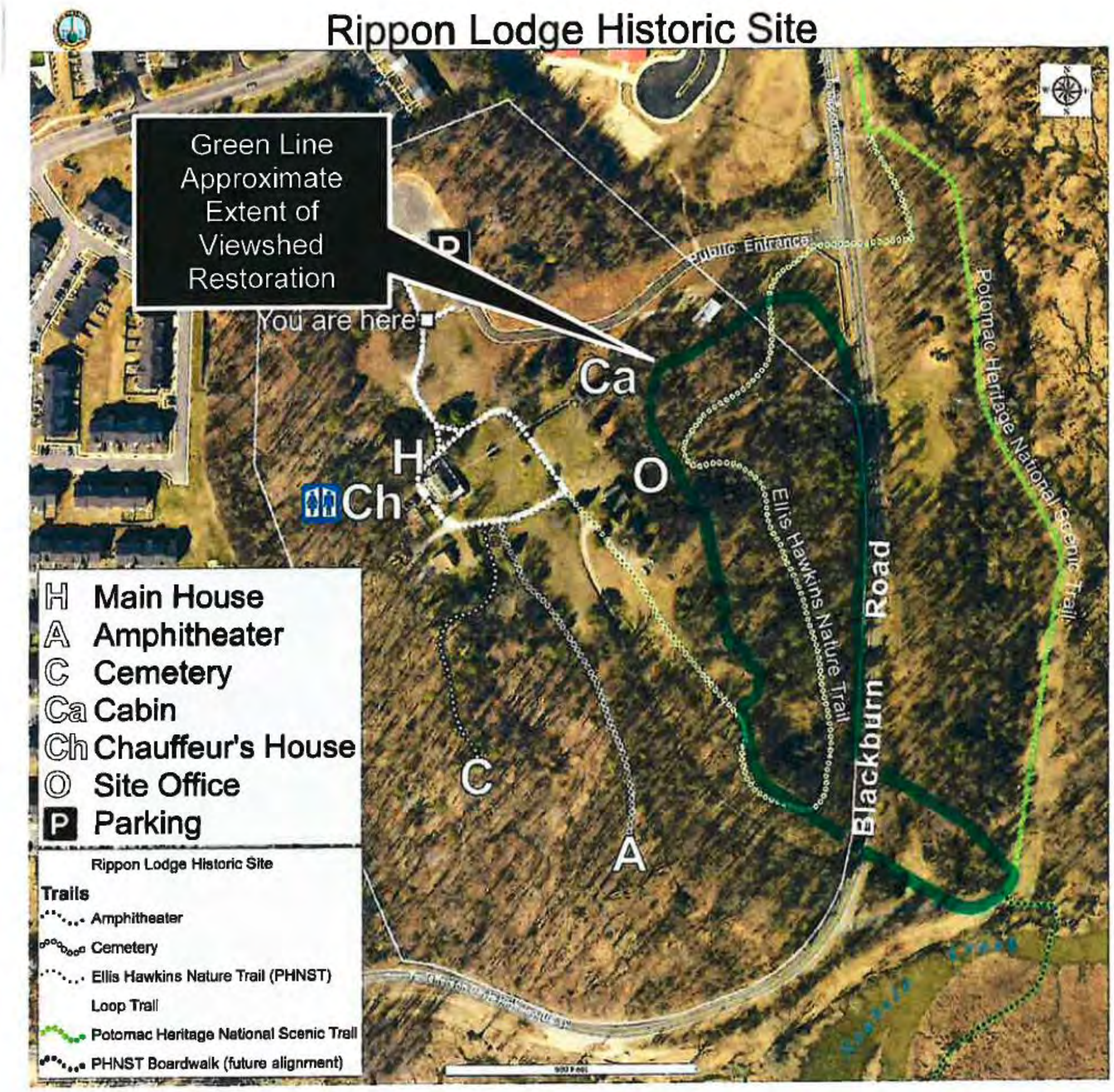
Date	Medium	Recipient	Topic
September 25-October 15, 2014	E-mail; Letter	DHR, FRA, DRPT	Initiation of Section 106 Process
January 5- February 2, 2015	E-mail, Letter	DHR, FRA, DRPT	Defining Project APE
June 8, 2015	E-mail	VDOT	VDOT/DHR PA on Historic Bridges
June 22, 2015	Letter	Civil War Trust, DRPT	Receipt of comments on Project screening review
July 30, 2015	E-mail	All Consulting Parties, DRPT	Distribution of Archaeological Predictive Model report for review
July 17, 2015; August 28, 2015	Letter, E-mail	DHR	Submittal of Archaeological Predictive Model Report; DHR Reply
August 3- September 4, 2015	E-mail	Arlington County, City of Alexandria, Prince William County, City of Fredericksburg, DRPT	Receipt of comments on Archaeological IA Predictive model
August 28, 2015	E-mail	All Consulting Parties, DRPT	Reminder to submit comments on Predictive Model Report
October 20, 2015; December 18, 2015	Letters	NPS (FSNMP)	*Archaeological Resources Protection Act* (ARPA) permit to dig on federal land (Original Segment 7)
December 9, 2015; February 5,2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 7); DHR Reply
December 15, 2015	Letter	DHR	Application to conduct archaeology on state lands (Original Segment 11)
March 18-31, 2016	E-mail; Memo	DHR	Discussion of alternative methodology for architecture in Original Segment 18
April 13- April 26, 2016	E-mail	David Hamilton (Consulting Party), DHR, DRPT, FRA	Mr. Hamilton is a private property owner along the Ashland Bypass. Numerous E-mails were exchanged with Mr. Hamilton regarding his concerns, his position as a consulting party, and distributing Project data
May 20, 2016; June 8, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 6); DHR reply
May 31, 2016; June 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 3); DHR reply
May 31, 2016; June 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 4); DHR reply
June 21, 2016; June 28, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 8-9); DHR reply
July 6, 2016; July 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 1); DHR reply

Date	Medium	Recipient	Topic
July 6, 2016; July 15, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 2); DHR reply
July 25, 2016; August 15, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 10-12); DHR reply
December 21, 2016; February 21, 2017	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 13); DHR reply
August 3, 2016; August 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 14); DHR reply
September 6, 2016; October 11, 2016	Letter, E-mail	DHR	Submittal of Archaeological Phase I Report (Original Segments 1-20); DHR reply
October 21, 2016; November 30, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 15, 16, 20); DHR reply
November 14, 2016; December 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 17, 19); DHR reply
October 21, 2016; November 3, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 18); DHR reply
January 20, 2017; March 1, 2017	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Structures); DHR reply
January 6, 2017; February 3, 2017	Letter, E-mail	DHR	Submittal of Phase IA Ashland Bypass Report; DHR reply
January 20, 2017; February 3, 2017	Letter, E-mail	DHR	Submittal of Phase IA Fredericksburg Bypass Report; DHR reply
February 24, 2017; March 24, 2017	E-mail	All Consulting Parties	Distribution of Architectural Reports for review; Consulting Party comments
March 28, 2017	E-mail	All Consulting Parties	Update on technical study distribution
April 14, 2017; May 14, 2017	Letter; E-mail	All Consulting Parties	Distribution of All Phase IA and IB reports for review; Consulting Party comments
May 17, 2017	E-mail	All Consulting Parties	Reminder of comment deadline for reports
June 1, 2017	E-mail	All Consulting Parties	Extension of deadline for comments on reports
September 19, 2017	E-mail	All Consulting Parties	Summary of upcoming Draft EIS meetings and offer for on-on-one meetings
October 7, 2017	E-mail	All Consulting Parties	Reminder of Draft EIS meetings
November 2, 2017	E-mail	All Consulting Parties	Distribution of historic map overlays showing Shockoe Bottom
November 21, 2017	Letter; E-mail	Professor J.V. Moeser, Secretary of Transportation	Resources in Shockoe Bottom
February 7, 2018	E-mail	All Consulting Parties	Update on LOD and technical studies progress
February 13, 2018	Letter; Email	Tribes who received federal status in 2018	Invitation to participate in project; Updates on project to date and future steps (Tribes were included on all subsequent All Consulting Party communication)
May 8, 2018	E-mail	All Consulting Parties	Update on distribution of LOD and Phase II technical reports
May 14, 2018; June 12, 2018	E-mail	DHR	Submittal of Archaeological LOD Expansion Areas Report; DHR reply
May 17, 2018; July 20, 2018	E-mail	All Consulting Parties	Distribution of Archaeological LOD Expansion Areas Report for review; Consulting Party comments
May 4, 2018; June 11, 2018	E-mail	DHR	Submittal of Architectural LOD Expansion Areas Report for review; DHR reply
May 17, 2018; July 20, 2018	E-mail	All Consulting Parties	Distribution of Architectural LOD Expansion Areas Report for review; Consulting Party comments

Date	Medium	Recipient	Topic
March 22, 2018; April 25, 2018	E-mail	DHR	Submittal of Architectural Phase II Report A; DHR reply
April 19, 2018; May 1, 2018	E-mail	DHR	Submittal of Architectural Phase II Report B; DHR reply
May 10, 2018; June 12, 2018	E-mail	DHR	Submittal of Architectural Phase II Report C; DHR reply
May 17, 2018; July 20, 2018	E-mail	All Consulting Parties	Distribution of Architectural Phase II Reports (A-C) for review; Consulting Party comments
June 13, 2018	E-mail	All Consulting Parties	Reminder of upcoming series of Project meetings
June 20, 2018; June 28, 2018	Letter, E-mail	DHR	Submittal of Project effects letter; DHR reply
June 20, 2018	E-mail	All Consulting Parties	Update on Project effects and reminder of upcoming series of Project meetings
July 9, 2018; July 18, 2018	Letter; E-mail	DHR	Submittal of Addendum Project effects letter; DHR reply
July 9, 2018	E-mail	All Consulting Parties	Update on Addendum Project Effects
July 20, 2018	E-mail	All Consulting Parties	Reminder of deadline for report and effects comments
August 14, 2018	E-mail	FRA, DHR, DRPT	Framework of MOA for review
August 23, 2018	E-mail	All Consulting Parties	Update on project including receipt of comments on reports, APE, and list of historic properties
September 21, 2018	E-mail	All Consulting Parties	Invitation to three October Consulting Party Meetings
September 21, 2018	E-mail	Shockoe Bottom Neighborhood Assn; Historic Shockoe Partnership; Slave Trail Commission; Elegba Folklore Society; Black History Museum Virginia Untold VA; Virginia African American Cultural Resources Task Force; Southern Environmental Law Center; Sacred Ground Project; Community Unity in Action, Richmond Branch NAACP; Wesley Memorial United Methodist Church; VCU Department African American Studies; Richmond Crusade for Voters; First Unitarian Universalist Church; Sacred Ground Historical Reclamation Project; VCU, Building on Sacred Ground	Invitation to Shockoe Bottom/Richmond Consulting Party Meeting
October 11, 2018	E-mail	All Consulting Parties	Reminder of three October Consulting Party Meetings

Date	Medium	Recipient	Topic
October 11, 2018		Shockoe Bottom Neighborhood Assn; Historic Shockoe Partnership; Slave Trail Commission; Elegba Folklore Society; Black History Museum Virginia Untold VA; Virginia African American Cultural Resources Task Force; Southern Environmental Law Center; Sacred Ground Project; Community Unity in Action, Richmond Branch NAACP; Wesley Memorial United Methodist Church; VCU Department African American Studies; Richmond Crusade for Voters; First Unitarian Universalist Church; Sacred Ground Historical Reclamation Project; VCU, Building on Sacred Ground	Reminder of Shockoe Bottom/Richmond Consulting Party Meeting
November 13, 2018	Letter; E-mail	DRPT, Preservation Virginia, Historic Richmond Foundation, DHR, ACHP	Reply to NTHP, Preservation Virginia, and Historic Richmond Foundation on July 20, 2018 letters
November 27, 2018	E-mail	All Consulting Parties	Distribution of updated list of historic properties and revised effects; Solicitation of additional MOA mitigation ideas
November 19, 2018; TBD	Letter; E-mail	DHR	Submittal of Second Addendum Project effects letter; DHR reply
December 21, 2018	E-mail	FRA, DHR, ACHP,	Revised MOA for review
November 30, 2018; TBD	Letter; E-mail	DHR	Section 4(f) concurrence letter; DHR reply
December 28, 2018	E-mail	All Consulting Parties	Distribution of Draft MOA for review to Consulting Parties
TBD	E-mail	FRA, DHR, ACHP	Second revised MOA for review based on Consulting Party feedback
TBD; TBD	E-mail	FRA, DHR, ACHP	Final MOA for ratification; Signatures received and MOA finalized

APPENDIX D: Map Showing Area of Vegetative Clearing/Underbrush Removal at Rippon Lodge


Rippon Lodge Historic Site
Green Line Approximate Extent of Viewshed Restoration
P
You are here
Public Entrance
Ca
H
Ch
O
C
A
Ellis Hawkins Nature Trail
Blackburn Road
Potomac Heritage National Scenic Trail
H Main House
A Amphitheater
C Cemetery
Ca Cabin
Ch Chauffeur's House
O Site Office
P Parking
Rippon Lodge Historic Site
Trails
Amphitheater
Cemetery
Ellis Hawkins Nature Trail (PHNST)
Loop Trail
Potomac Heritage National Scenic Trail
PHNST Boardwalk (future alignment)

DC2RVA- SUMMARY OF MITIGATIONS

(Yellow= Added or Modified Since Distribution of Preliminary List)

Resource	**Mitigation Criteria for Historic Properties**	**Comment**
Richmond, Fredericksburg and Potomac Railroad (RF&P) (500-0001)	Architectural evaluation/Phase II-level study of bridges to be demolished as part of the project that are contributing elements to the railroad district	
	Oral histories of two individuals with an in-depth knowledge/long tenure working on structures along historic RF&P	
	~~Historic context on the evolution of railroad structures along the RF&P~~	*Removed per dialogue with the DRPT and consulting parties based on the addition of the story map below*
	Creation of an online project map/story board to highlight historic properties along the corridor.	*Added based on consulting party feedback*
RF&P Bridge over Occoquan River (500-0001-0022)	Design review of new structure to assure historic resource compatibility	
	Historic American Engineering Record (HAER) documentation of extant structure	
Rippon Lodge (076-0023)	Design review of new structure to assure historic resource compatability	
	Cultural landscape study of the Neabsco Creek watershed between Rippon Lodge and the Neabsco Creek Bridge	
	Interpretive sign on Neabscro Creek watershed to be placed along Blackburn Road or in another location deemed suitable by Prince William County	*Location of sign modified based on consulting party feedback*
	Assist with restoration of Rippon/Neabsco Creek viewshed through removal of underbrush; mature trees remain extant	*Added based on consulting party feedback*
Site 44ST1223 (Civil War Campsite)	Archaeological data recovery on the portion of the site to be impacted by the project	
	Installation of interpretive sign on archaeology and camp life in a location deemed appropriate by NPS-Fredericksburg	*Added based on consulting party feedback*
	Scholarly article discussing the historical and archaeological importance of the site	
Rappahannock River Railroad Bridge & Structures/ Platform (111-0132-0025)	Design review of new structure to assure historic resource compatibility	
	Historic American Engineering Record (HAER) documentation of extant structure	
	Cultural landscape study of the Rappahannock River watershed and historic transportation crossings within the City of Fredericksburg	
Sites 44SP0187 (Marye's Mill), 44SP0688 (Block 49), and 44SP0687 (Block 48)	Archaeological data recovery on the portions of each site to be impacted by the project	
	Scholarly article discussing the historical and archaeological importance of these three sites	
	Lecture presented to the general public on the history and archaeology of the three sites	
	Museum display in new train station to highlight the sites and showcase artifacts retrieved during data recovery	*Added based on consulting party feedback*
	Interpretive sign to be placed within or near Fredericksburg rail station describing the archaeology of the area	
Fredericksburg Historic District (111-0132)	Design review of new parking deck and train station to assure historic district compatibility	
	Historic context on the evolution of the rail system in downtown Fredericksburg	
	Lecture for the general public on the results of the contextual study on the evolution of the railroad in Fredericksburg	
	Abbreviated narrative for use in developing a webpage on the history of the railroad in Fredericksburg, as well as details of the Project	
Site 44SP0468 (Jackson's Earthworks)	Archaeological data recovery on the portion of the site to be impacted by the project	
	Installation of interpretive sign on archaeology and camp life in a location deemed appropriate by NPS-Fredericksburg	*Added based on consulting party feedback*
	Scholarly article discussing the historical and archaeological importance of the site	

Resource	Mitigation Criteria for Historic Properties	Comment
Doswell Historic District (042-5448)	NRHP nomination form for the historic district	
	Virginia state historical highway marker on the Doswell Historic District	
	Abbreviated narrative for use in developing a webpage on the history of Doswell, as well as details of the Project	
Doswell Depot and Tower (042-0093)	Historic American Building Survey (HABS) Level II documentation of the tower	
	Move tower from limits of disturbance to new site adjacent to tracks but outside project limits	
	Interpretive sign to be placed within or near depot or tower on the history of the resource	
Berkleytown Historic District (166-5073)	Design review of new road structure to assure historic district compatibility	
	Oral histories of two individuals with long tenure living or working in district	
	NRHP nomination form for the historic district	
	Create text for historic walking tour of district in consultation with Town of Ashland and Ashland Museum	*Added based on consulting party feedback*
	Virginia state historical highway marker on the Berkleytown Historic District	
Laurel Industrial School Historic District (043-0292) and Main Building/Robert Styles Building (043-0292-0001)	Design review of new road structure to assure historic district compatibility	
	Historic context on late-nineteenth/early-twentieth century reform schools in Central Virginia	
	Series of georeferenced, GIS-based overlays to illustrate the evolution of the landscape and road system in this area	
	Interpretive sign to be placed within or near Main Building on the history of the resource	
Shockoe Valley & Tobacco Row Historic District (127-0344)	Design review of new structures to assure historic district compatibility	
	Historic context on the association of the RF&P railroad and the slave trade including community engagement and ethnographic research regarding current significance of slave trade and surrounding district to descendent community	*Expanded based on consulting party feedback*
	Lecture presented to the general public on the association of the RF&P railroad and the slave trade	
	Virginia state historical highway marker documenting the slave trade and nearby associated sites	
	Work with City of Richmond, consulting parties, and DHR to add a geographic boundary to the multiple property nomination for slave trade in this area by helping to identify potential sites	*Expanded based on consulting party feedback*
Main Street Station and Trainshed (127-0172)	Design review of platform modifications and new structures to assure resource compatibility	
	Historic context on the evolution of the rail system in downtown Richmond	
	Webpage documenting the evolution of the rail system in downtown Richmond	
Seaboard Air Line Railroad Corridor (127-6271)	Design review of modifications to contributing elements to the district to assure resource compatibility	
	Historic context on railroad depots along the Seaboard Air Line Railroad in Virginia	
	Phase I documentation of stations and towers that are contributing elements to the Seaboard Air Line Railroad that have not been previously recorded with the Virginia SHPO	
Sites 44HE1098, 44HE1097, and 4HE1094	Archaeological data recovery on the portions of each site to be impacted by the project	
	Scholarly article discussing the historical and archaeological importance of these three sites	
	Lecture presented to the general public on the history and archaeology of the three sites	
	Interpretive sign to be placed within or near Main Street Station describing the postbellum and 20th century history and archaeology of the area	

Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA Rail/Draft MOA for review

1 message

Kerri Barile <kbarile@dovetailcrg.com> Thu, Jan 24, 2019 at 10:20 AM

To: Sarah Stokely <sstokely@achp.gov>, "Battlefields, NPS" <abpp@nps.gov>, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Cynthia Liccese-Torres <Cliccese@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, "Inman, Amy - DED" <Amy.inman@richmondgov.com>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Cyane Crump <ccrump@historicrichmond.com>, Jessica Russo <jrusso@historicrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, Elizabeth Kostelny <ekostelny@preservationvirginia.org>, Justin Sarafin <jsarafin@preservationvirginia.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com, Jaime Loichinger <jloichinger@achp.gov>

Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>

Hey there,

Just a quick reminder that comments on the draft of the DC2RVA MOA are technically due tomorrow, January 25th. I say "technically" because our NPS friends have not been able to review the document due to the furlough. As such, the comment deadline is flexible but the sooner you can provide feedback, the better, as it will allow a more thorough review of comments and inclusion in the next version of the document.

As always, if you have questions, I'm here to help! Emily Stock is also happy to answer any larger project questions you may have too.

Thanks so much!
Kerri

On Fri, Jan 4, 2019 at 1:32 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Hello all,
>
> I hope you had a great holiday!
>
> Thank you all, again, for your continued participation in the DC2RVA rail cultural resource process. Your feedback has been invaluable! I wanted to provide a brief update and share some documents to you for your review.
>
> Since our last set of meetings this fall and our subsequent emails and calls, we have continued to refine the list of historic properties along the corridor and work with the FRA/DRPT/DHR/ACHP to determine effects. A final effect determination was received from the DHR, and thus a final roster of historic properties (n=120) and their respective effects is attached for your reference. Most of the details of this roster have been shared with you over the past several months. This list includes all remaining requests from consulting parties and reflects the final determinations.
>
> Concurrently, we have been working on a project Memorandum of Agreement (MOA) which outlines steps to mitigate the adverse effects to 21 resources along the corridor. A preliminary mitigation list was sent around and discussed during our meetings/emails/calls, and the list of mitigations has been refined based on your incredible feedback. Your requested changes are reflected in the MOA. The document is currently under review by the signatories (FRA, DRPT, ACHP, and DHR), but we also wanted to send it to our consulting parties for your comments. I've attached the MOA here as well as a summary table that can be used as a "cheat sheet" to see all of the mitigations in one place. This excel sheet also notes the mitigations that were added or expanded based on your feedback from the original roster.
>
> We request that you take a look at the MOA by **January 25th** and email us your comments. As always, I'm here to answer any questions or just chat process!
>
> Again, my sincere thanks for your contributions to date!
> Best,
> Kerri
>
> --
>
> **Kerri S. Barile, Ph.D., RPA | President**
> Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
> kbarile@dovetailcrg.com
>
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Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA Rail/Draft MOA for review

1 message

Kerri Barile <kbarile@dovetailcrg.com> Tue, Jan 29, 2019 at 3:00 PM
To: Sarah Stokely <sstokely@achp.gov>, "Battlefields, NPS" <abpp@nps.gov>, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, helen_mahan@nps.gov, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Cynthia Liccese-Torres <Cliccese@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, cpennington@co.caroline.va.us, Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, "Inman, Amy - DED" <Amy.inman@richmondgov.com>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, ashlandmuseum@comcast.net, PETER KOLAKOWSKI <prkola1@verizon.net>, executivedirector@cvbt.org, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Cyane Crump <ccrump@historicrichmond.com>, Jessica Russo <jrusso@historicrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, Elizabeth Kostelny <ekostelny@preservationvirginia.org>, Justin Sarafin <jsarafin@preservationvirginia.org>, Robert Nieweg <RNieweg@savingplaces.org>, Sharee Williamson <SWilliamson@savingplaces.org>, Robert Gray <rgray58@hughes.net>, chiefstephenadkins@gmail.com, pathlane@cox.net, wfrankadams@verizon.net, info@rappahannocktribe.org, lockamylee@yahoo.com, Mnation538@aol.com, Jaime Loichinger <jloichinger@achp.gov>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Estes, Michael" <Michael.Estes@hdrinc.com>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, Heather Staton <hstaton@dovetailcrg.com>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>

Hey folks,

Welcome back, NPS friends! I know you likely have a bazillion things to get caught up on, so a new deadline for comments for the DC2RVA MOA is next **Friday, February 8 by COB**. This is for all consulting parties. If you have questions on the materials, just let me know.
Thanks!
Kerri

On Thu, Jan 24, 2019 at 10:20 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Hey there,
>
> Just a quick reminder that comments on the draft of the DC2RVA MOA are technically due tomorrow, January 25th. I say "technically" because our NPS friends have not been able to review the document due to the furlough. As such, the comment deadline is flexible but the sooner you can provide feedback, the better, as it will allow a more thorough review of comments and inclusion in the next version of the document.
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>>
>> Again, my sincere thanks for your contributions to date!
>> Best,
>> Kerri
>>
>> --
>>
>> **Kerri S. Barile, Ph.D., RPA | President**
>> Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
>> kbarile@dovetailcrg.com
>>
>> DOVETAIL
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>>
>> 11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
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Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Rail/Draft MOA for review

1 message

Garrett Fesler <Garrett.Fesler@alexandriava.gov> Wed, Jan 30, 2019 at 11:31 AM
To: "kbarile@dovetailcrg.com" <kbarile@dovetailcrg.com>
Cc: Eleanor Breen <Eleanor.Breen@alexandriava.gov>, Tatiana Niculescu <Tatiana.Niculescu@alexandriava.gov>

Hi Kerri,

Although late (shocker!) we can let you know that Alexandria Archaeology has no comments to the add to the MOA.

Best,

Garrett

Garrett Fesler, Ph.D.

Deputy City Archaeologist

Office of Historic Alexandria/Alexandria Archaeology Torpedo Factory Art Center #327

105 N. Union Street

Alexandria, VA 22314

Main Office: 703.746.4399

Direct Line: 703.746.4720

www.alexandriava.gov

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CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Rail/Draft MOA for review

1 message

Mark Coombs <mcoombs@battlefields.org> Mon, Jan 7, 2019 at 4:24 PM
To: Kerri Barile <kbarile@dovetailcrg.com>
Cc: Adam Gillenwater <agillenwater@battlefields.org>, Jim Campi <jcampi@battlefields.org>

Many thanks for sharing, Kerri.

The draft MOA and approach to mitigation outlined therein are in keeping with the comments previously submitted by the Trust in this regard (including our most recent comment letter submitted on June 28, 2018, in combination with related follow-up comments submitted via e-mail on October 17, 2018 — copies of both of which are attached).

Thank you again for your consistent outreach to us on this project — and please continue to keep us up-to-date moving forward.

Appreciatively,

Mark

Mark P. Coombs
Deputy Director of Government Relations, American Battlefield Trust
1156 15th Street NW, Suite 900 | Washington, DC 20005
(p) 202-367-1861 x7224 | (e) mcoombs@battlefields.org

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From: Kerri Barile <kbarile@dovetailcrg.com>
Sent: Friday, January 4, 2019 1:33 PM
To: Sarah Stokely <sstokely@achp.gov>; Battlefields, NPS <abpp@nps.gov>; Kambic, Emily <emily_kambic@nps.gov>; Cheryl Sams <cheryl_sams@nps.gov>; Robert Campbell <bob_campbell@nps.gov>; Eric Mink <eric_mink@nps.gov>; Monteleone, Simone <simone_monteleone@nps.gov>; Matt Virta <matthew_virta@nps.gov>; Bradley Krueger <bradley_krueger@nps.gov>; Stidham, Tammy <tammy_stidham@nps.gov>; Hammig, Laurel <laurel_hammig@nps.gov>; Briggs, Don <don_briggs@nps.gov>; Krick, Robert <bob_krick@nps.gov>; helen_mahan@nps.gov; Roberts CIV Catherine <catherine.roberts@usmc.mil>; Eleanor Breen <eleanor.breen@alexandriava.gov>; Cynthia Liccese-Torres <Cliccese@arlingtonva.us>; Michael Finchum <mfinchum@co.caroline.va.us>; cpennington@co.caroline.va.us; Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>; Al Cox <Al.Cox@alexandriava.gov>; Erik Nelson <enelson@fredericksburgva.gov>; Kate S. Schwartz <ksschwartz@fredericksburgva.gov>; Chen, Kimberly M. - PDR <Kimberly.chen@richmondgov.com>; Inman, Amy - DED <Amy.inman@richmondgov.com>; Cheely, Claudia <cdcheely@hanovercounty.gov>; Patton, Justin S. <jspatton@pwcgov.org>; Josh Farrar <jfarrar@ashlandva.gov>; Nora Amos <namos@ashlandva.gov>; Rosie SHALF <jrshalf@gmail.com>; Betsy Hodges <betsy@hodgesgraphicdesign.com>; ashlandmuseum@comcast.net; PETER KOLAKOWSKI <prkola1@verizon.net>; executivedirector@cvbt.org; Jim Campi <jcampi@battlefields.org>; Mark Coombs <mcoombs@battlefields.org>; Adam Gillenwater <agillenwater@battlefields.org>; G. Scott Walker <gscottwalker@gmail.com>; Danielle Worthing <DWorthing@historicrichmond.com>; Cyane Crump <ccrump@historicrichmond.com>; Jessica Russo <jrusso@historicrichmond.com>; Lisa Bergstrom <lbergstrom@preservationvirginia.org>; Elizabeth Kostelny <ekostelny@preservationvirginia.org>; Justin Sarafin <jsarafin@preservationvirginia.org>; Robert Nieweg <RNieweg@savingplaces.org>; Sharee Williamson <SWilliamson@savingplaces.org>; Robert Gray <rgray58@hughes.net>; chiefstephenadkins@gmail.com; pathlane@cox.net; wfrankadams@verizon.net; info@rappahannocktribe.org; lockamylee@yahoo.com; Mnation538@aol.com; Jaime Loichinger <jloichinger@achp.gov>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>; Stock, Emily (DRPT) <Emily.Stock@drpt.virginia.gov>; Selleck, Randy (DRPT) <Randy.Selleck@drpt.virginia.gov>; Ruiz, Nick (DRPT) <Nick.Ruiz@drpt.virginia.gov>; Estes, Michael <Michael.Estes@hdrinc.com>; Burch, Carey <carey.burch@hdrinc.com>; Walter, Stephen C <Stephen.C.Walter@parsons.com>; Harrington, Karen <Karen.Harrington@hdrinc.com>; ecalhour@dovetailcrg.com <ecalhoun@dovetailcrg.com>; Heather Staton <hstaton@dovetailcrg.com>; Holma, Marc (DHR) <Marc.Holma@dhr.virginia.gov>; John Winkle <john.winkle@dot.gov>
Subject: DC2RVA Rail/Draft MOA for review

Hello all,

I hope you had a great holiday!

Thank you all, again, for your continued participation in the DC2RVA rail cultural resource process. Your feedback has been invaluable! I wanted to provide a brief update and share some documents to you for your review.

Since our last set of meetings this fall and our subsequent emails and calls, we have continued to refine the list of historic properties along the corridor and work with the FRA/DRPT/DHR/ACHP to determine effects. A final effect determination was received from the DHR, and thus a final roster of historic properties (n=120) and their respective effects is attached for your reference. Most of the details of this roster have been shared with you over the past several months. This list includes all remaining requests from consulting parties and reflects the final determinations.

Concurrently, we have been working on a project Memorandum of Agreement (MOA) which outlines steps to mitigate the adverse effects to 21 resources along the corridor. A preliminary mitigation list was sent around and discussed during our meetings/emails/calls, and the list of mitigations has been refined based on your incredible feedback. Your requested changes are reflected in the MOA. The document is currently under review by the signatories (FRA, DRPT, ACHP, and DHR), but we also wanted to send it to our consulting parties for your comments. I've attached the MOA here as well as a summary table that can be used as a "cheat sheet" to see all of the mitigations in one place. This excel sheet also notes the mitigations that were added or expanded based on your feedback from the original roster.

We request that you take a look at the MOA by **January 25th** and email us your comments. As always, I'm here to answer any questions or just chat process!

Again, my sincere thanks for your contributions to date!

Best,

Kerri

--

Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

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11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408

721 Philadelphia Pike, Wilmington, Delaware 19809
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2 attachments

ABT Comments - DC2RVA June 2018 Project Update and Effect Discussion (FINAL - 6-28-2018).pdf
333K

RE DC2RVA Mitigation for War-Related Resources.pdf
1096K

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June 28, 2018

Kerri S. Barile, Ph.D., RPA
President
Dovetail Cultural Resource Group
11905 Bowman Drive
Suite 502
Fredericksburg, VA 22408

Dear Dr. Barile:

I am writing on behalf of the American Battlefield Trust ("the Trust"), a nonprofit, nonpartisan organization dedicated to preserving America's hallowed battlegrounds and educating the public about what happened there and why it matters today. To date, the Trust has protected more than 50,000 acres associated with the Revolutionary War, War of 1812 and Civil War in 24 states, including 25,652 acres in the Commonwealth of Virginia.

With this letter, the Trust seeks to follow up on the "Project Update & Effect Discussion with Consulting Parties" hosted by the Washington, D.C., to Richmond Southeast High Speed Rail (DC2RVA) project team in Richmond on June 21, 2018. We appreciate your continued consultation with the Trust and our partners in preservation as the DC2RVA project has advanced; this letter is the third in a series of comments that the Trust has provided since the project's commencement (with previous letters dated June 22, 2015, and November 3, 2017).

The project team's ongoing evaluation of potential impacts to battlefields and related resources — as well as the proactive way in which the team has conducted its outreach to consulting parties and stakeholders — have been welcomed by the Trust. During our most recent meeting with the DC2RVA team in Richmond, the Trust took advantage of the opportunity to ask the team a number of questions, with none more important than our inquiry confirming whether or not the primary, battlefields-centered finding of the project's Tier II Draft Environmental Impact Statement (Draft EIS) continues to hold true.

Pg. 4-155 of the Draft EIS, which was received by the Trust in 2017, asserts the following: "Based on preliminary dialogues with DHR [the Virginia Department of Historic Resources], the Project would have No Adverse Effect on any of the 11 battlefields within the APE [Area of Potential Effects]." We are grateful to the project team for its assurance at this month's gathering that it remains the case that no battlefield in the APE is to be adversely affected, as well as for efforts taken by the project team — and subsequently described to the Trust — to successfully ensure that desired rail improvements in the vicinity of the Trust's Slaughter Pen Farm property in Spotsylvania County will not exceed existing right-of-way onto land previously preserved by the Trust or the National Park Service (NPS).

The Trust was likewise pleased to receive confirmation from the DC2RVA team that it remains in close contact regarding this project with NPS — in particular, with NPS personnel

AMERICAN BATTLEFIELD TRUST CIVIL WAR TRUST REVOLUTIONARY WAR TRUST
1156 15th Street NW, Suite 900, Washington, DC 20005 | phone: 202-367-1861 | email: info@battlefields.org
1140 Professional Court, Hagerstown, MD 21740 | phone: 301-665-1400 | email: membership@battlefields.org
BATTLEFIELDS.ORG

both at the American Battlefield Protection Program as well as at individual parks throughout the project area, such as Fredericksburg and Spotsylvania National Military Park. It is appropriate to reiterate here a request which the Trust has made previously: If the determination that neither the Slaughter Pen Farm nor any of the battlefields within the project's APE will be subject to adverse effect as a result of the project is revised or otherwise revisited at any point, the Trust requests immediate notification of this fact as well as the opportunity to consult with the DC2RVA team at the earliest possible time thereafter.

We appreciate your notification regarding the pair of historic properties connected to the Civil War upon which DHR has determined the DC2RVA project will have an adverse effect: the "Civil War Campsite" in Stafford County (DHR ID 44ST1223) and the "Earthwork" in Spotsylvania County (DHR ID 44SP0468). The Trust encourages the DC2RVA team to collaborate jointly with NPS, DHR, Civil War Trails as well as the Trust's own historians at the appropriate time to determine an ideal approach to interpreting these sites which could serve to mitigate the project's expected impacts. Particularly given the earthwork's location — as well as what the DC2RVA team notes is its "notable connection to military actions during the war" — we believe that both it and the Stafford campsite ("one of many Union army winter encampments in the area … during the winter of 1862-1863") hold important stories that such mitigative interpretation could assist in illuminating for Virginians and Virginia's many visitors alike.

Once again, the Trust looks forward to receiving and reviewing continued project updates from the DC2RVA team in the months ahead. Please do not hesitate to contact us directly with any questions at (202) 367-1861, and thank you for the opportunity to provide these updated comments on DC2RVA's progress to date.

Sincerely,

O. James Lighthizer, President

CC: Emily Stock — Manager of Rail Planning, Virginia Department of Rail and Public Transportation

Angelina Jones — Landscape Preservation Planner, American Battlefield Protection Program

Kirsten Talken-Spaulding — Superintendent, Fredericksburg and Spotsylvania National Military Park

Julie Langan — Director, Virginia Department of Historic Resources

Mark Coombs

From:	Mark Coombs
Sent:	Wednesday, October 17, 2018 10:14 AM
To:	'Kerri Barile'; Adam Gillenwater; Kambic, Emily
Cc:	DC2RVAdocumentcontrol
Subject:	RE: DC2RVA/Mitigation for War-Related Resources
Attachments:	ABT Comments - DC2RVA June 2018 Project Update and Effect Discussion (FINAL - 6-28-2018).pdf

Thanks, Kerri.

As we commented in June and sought to underscore at the meeting earlier this month, those of us at the Trust believe that the "historic properties connected to the Civil War upon which DHR has determined the DC2RVA project will have an adverse effect … hold important stories that … mitigative interpretation could assist in illuminating for Virginians and Virginia's many visitors alike."

Interpretive signage is certainly one option — but we encourage the DC2RVA team to consult directly with the officials at Fredericksburg and Spotsylvania National Military Park on whether this is indeed the best option, particularly at site 44SP0468. John Hennessy, Eric Mink and team will likely have a good sense of what would be ideal and may be able to suggest a path forward wherein the new interpretation could be seamlessly woven into the park's existing interpretative offerings.

The Trust's primary interest is in ensuring that the form of interpretation pursued is one that the public will be able to readily access and appreciate.

Thanks again for your ongoing outreach and associated efforts on this front.

Yours,

Mark

Mark P. Coombs
Deputy Director of Government Relations, American Battlefield Trust
1156 15th Street NW, Suite 900 | Washington, DC 20005
(p) 202-367-1861 x7224 | (e) mcoombs@battlefields.org

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From: Kerri Barile <kbarile@dovetailcrg.com>
Sent: Wednesday, October 17, 2018 9:43 AM
To: Mark Coombs <mcoombs@battlefields.org>; Adam Gillenwater <agillenwater@battlefields.org>; Kambic, Emily <emily_kambic@nps.gov>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>
Subject: DC2RVA/Mitigation for War-Related Resources

Hi there,

Thanks again so much for coming to the meeting the other week for DC2RVA rail! I wanted to check back in on mitigation for impacts to war-related resources, as discussed at the meeting. It sounded like you all were fairly comfortable with the rough mitigation as suggested so long as we add a couple of public outreach components, namely interpretive signs and publication of an article and/or presentation of a public talk on the results. Would this work? Anything else to add? I'm compiling all feedback and thoughts so we can move forward with a few steps.

If feedback is easier by phone, just let me know and we can set up a call. Happy to!

Thanks so much,
Kerri

--

Kerri S. Barile, Ph.D., RPA l President
Office - 540.899.9170, x1001 l Cell- 540.623.5106 l Fax- 540.899.9137
kbarile@dovetailcrg.com

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11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
721 Philadelphia Pike, Wilmington, Delaware 19809
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Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA Rail/Draft MOA for review

1 message

Betsy Hodges <betsy@hodgesgraphicdesign.com> Sun, Feb 10, 2019 at 11:19 PM
To: Kerri Barile <kbarile@dovetailcrg.com>

Kerri,

I wasn't going to respond figuring you would understand The Ashland Museum is OK with summary you sent since we had worked it out with you. After reading through ACHP edits, I don't want silence to be interpreted as disinterest in the communications or opting out of any communications.

Thank you for working with us on the Berkleytown modification. We note the addition and we are fine with the mitigation summary as it pertains to Berkleytown.

As it is apparent that both ACHP and NTHP have done a knowledgable review of the MOA, The Ashland Museum, a Consulting Party, adds our name to their comments and concerns.

Thanks.

Betsy
804-398-9173

Ashland Museum
Exhibits Address: 105 Hanover Avenue, Ashland, VA 23005
Mailing Address:PO Box 633, Ashland, VA 23005

On Feb 7, 2019, at 9:20 PM, Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hi all,

Just a quick reminder that comments on the MOA are due tomorrow. Call my cell if you want to chat about anything (540-623-5106) as I'm doing fieldwork tomorrow (Friday).

Thanks so much!
Kerri

On Tue, Jan 29, 2019 at 3:00 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Hey folks,
>
> Welcome back, NPS friends! I know you likely have a bazillion things to get caught up on, so a new deadline for comments for the DC2RVA MOA is next **Friday, February 8 by COB**. This is for all consulting parties. If you have questions on the materials, just let me know.
> Thanks!
> Kerri
>
> On Thu, Jan 24, 2019 at 10:20 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:
>
>> Hey there,
>>
>> Just a quick reminder that comments on the draft of the DC2RVA MOA are technically due tomorrow, January 25th. I say "technically" because our NPS friends have not been able to review the document due to the furlough. As such, the comment deadline is flexible but the sooner you can provide feedback, the better, as it will allow a more thorough review of comments and inclusion in the next version of the document.
>>
>> As always, if you have questions, I'm here to help! Emily Stock is also happy to answer any larger project questions you may have too.
>>
>> Thanks so much!
>> Kerri
>>
>> On Fri, Jan 4, 2019 at 1:32 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:
>>
>>> Hello all,
>>>
>>> I hope you had a great holiday!
>>>
>>> Thank you all, again, for your continued participation in the DC2RVA rail cultural resource process. Your feedback has been invaluable! I wanted to provide a brief update and share some documents to you for your review.
>>>
>>> Since our last set of meetings this fall and our subsequent emails and calls, we have continued to refine the list of historic properties along the corridor and work with the FRA/DRPT/DHR/ACHP to determine effects. A final effect determination was received from the DHR, and thus a final roster of historic properties (n=120) and their respective effects is attached for your reference. Most of the details of this roster have been shared with you over the past several months. This list includes all remaining requests from consulting parties and reflects the final determinations.
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>>> Concurrently, we have been working on a project Memorandum of Agreement (MOA) which outlines steps to mitigate the adverse effects to 21 resources along the corridor. A preliminary mitigation list was sent around and discussed during our meetings/emails/calls, and the list of mitigations has been refined based on your incredible feedback. Your requested changes are reflected in the MOA. The document is currently under review by the signatories (FRA, DRPT, ACHP, and DHR), but we also wanted to send it to our consulting parties for your comments. I've attached the MOA here as well as a summary table that can be used as a "cheat sheet" to see all of the mitigations in one place. This excel sheet also notes the mitigations that were added or expanded based on your feedback from the original roster.
>>>
>>> We request that you take a look at the MOA by **January 25th** and email us your comments. As always, I'm here to answer any questions or just chat process!
>>>
>>> Again, my sincere thanks for your contributions to date!
>>> Best,
>>> Kerri
>>>
>>> --

>>> **Kerri S. Barile, Ph.D., RPA | President**
>>> Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
>>> kbarile@dovetailcrg.com
>>>
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Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Rail/Draft MOA for review

1 message

Kate S. Schwartz <ksschwartz@fredericksburgva.gov> Thu, Jan 24, 2019 at 1:38 PM
To: Kerri Barile <kbarile@dovetailcrg.com>

Hi Kerri,

We don't have any comments on the MOA. We are happy with the mitigation included for Fredericksburg and appreciate all your work!

Cheers,

Kate

Kate S. Schwartz

Historic Resources Planner

Community Planning and Building

Fredericksburg, VA

540.372.1179

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]
Sent: Thursday, January 24, 2019 10:21 AM
To: Sarah Stokely; Battlefields, NPS; Kambic, Emily; Cheryl Sams; Robert Campbell; Eric Mink; Monteleone, Simone; Matt Virta; Bradley Krueger; Stidham, Tammy; Hammig, Laurel; Briggs, Don; Krick, Robert; helen_mahan@nps.gov; Roberts CIV Catherine; Eleanor Breen; Cynthia Liccese-Torres; Michael Finchum; cpennington@co.caroline.va.us; Catherine Miliaras; Al Cox; Erik Nelson; Kate S. Schwartz; Chen, Kimberly M. - PDR; Inman, Amy - DED; Cheely, Claudia; Patton, Justin S.; Josh Farrar; Nora Amos; Rosie SHALF; Betsy Hodges; ashlandmuseum@comcast.net; PETER KOLAKOWSKI; executivedirector@cvbt.org; Jim Campi; Mark Coombs; Adam Gillenwater; G. Scott Walker; Danielle Worthing; Cyane Crump; Jessica Russo; Lisa Bergstrom; Elizabeth Kostelny; Justin Sarafin; Robert Nieweg; Sharee Williamson; Robert Gray; chiefstephenadkins@gmail.com; pathlane@cox.net; wfrankadams@verizon.net; info@rappahannocktribe.org; lockamylee@yahoo.com; Mnation538@aol.com; Jaime Loichinger
Cc: DC2RVAdocumentcontrol; Stock, Emily (DRPT); Selleck, Randy (DRPT); Ruiz, Nick (DRPT); Estes, Michael; Burch, Carey; Walter, Stephen C; Harrington, Karen; ecalhour@dovetailcrg.com; Heather Staton; Holma, Marc (DHR); John Winkle
Subject: Re: DC2RVA Rail/Draft MOA for review

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As always, if you have questions, I'm here to help! Emily Stock is also happy to answer any larger project questions you may have too.

Thanks so much!

Kerri

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> I hope you had a great holiday!
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Again, my sincere thanks for your contributions to date!

Best,

Kerri

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kbarile@dovetailcrg.com

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Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

DOVETAIL
CULTURAL RESOURCE GROUP

11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408

721 Philadelphia Pike, Wilmington, Delaware 19809
Knowing the Past — Building the Future
www.dovetailcrg.com

Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Rail/Draft MOA for review

1 message

Chen, Kimberly M. - PDR <Kimberly.Chen@richmondgov.com> Mon, Jan 7, 2019 at 12:48 PM
To: Kerri Barile <kbarile@dovetailcrg.com>

Kerri,

Thank you for the opportunity to review the attached documents, especially the draft MOA. I appreciate the Commission of Architectural Review being added as a consulting party for items M through P, pages 23-29. I respectfully request that the City of Richmond, Planning and Preservation Division, be added to the discussions and dissemination of reports associated with items M through P, pages 23-29. While the City of Richmond is listed as a consulting party, the division is responsible for planning and preservation activities citywide and should be included in these activities.

Thank you,

Kim

Kimberly M. Chen, Principal Planner

Dept. of Planning and Development Review

Planning and Preservation Division

900 East Broad Street, Room 510

Richmond, VA 23219-1907

804.646.6364

Kimberly.chen@Richmondgov.com

From: Kerri Barile [mailto:kbarile@dovetailcrg.com]
Sent: Friday, January 4, 2019 1:33 PM
To: Sarah Stokely; Battlefields, NPS; Kambic, Emily; Cheryl Sams; Robert Campbell; Eric Mink; Monteleone, Simone; Matt Virta; Bradley Krueger; Stidham, Tammy; Hammig, Laurel; Briggs, Don; Krick, Robert; helen_mahan@nps.gov; Roberts CIV Catherine; Eleanor Breen; Cynthia Liccese-Torres; Michael Finchum; cpennington@co.caroline.va.us; Catherine Miliaras; Al Cox; Erik Nelson; Kate S. Schwartz; Chen, Kimberly M. - PDR; Inman, Amy - DED; Cheely, Claudia; Patton, Justin S.; Josh Farrar; Nora Amos; Rosie SHALF; Betsy Hodges; ashlandmuseum@comcast.net; PETER KOLAKOWSKI; executivedirector@cvbt.org; Jim Campi; Mark Coombs; Adam Gillenwater; G. Scott Walker; Danielle Worthing; Cyane Crump; Jessica Russo; Lisa Bergstrom; Elizabeth Kostelny; Justin Sarafin; Robert Nieweg; Sharee Williamson; Robert Gray; chiefstephenadkins@gmail.com; pathlane@cox.net; wfrankadams@verizon.net; info@rappahannocktribe.org; lockamylee@yahoo.com; Mnation538@aol.com; Jaime Loichinger
Cc: DC2RVAdocumentcontrol; Stock, Emily (DRPT); Selleck, Randy (DRPT); Ruiz, Nick (DRPT); Estes, Michael; Burch, Carey; Walter, Stephen C; Harrington, Karen; ecalhour@dovetailcrg.com; Heather Staton; Holma, Marc (DHR); John Winkle
Subject: DC2RVA Rail/Draft MOA for review

Hello all,

I hope you had a great holiday!

Thank you all, again, for your continued participation in the DC2RVA rail cultural resource process. Your feedback has been invaluable! I wanted to provide a brief update and share some documents to you for your review.

Since our last set of meetings this fall and our subsequent emails and calls, we have continued to refine the list of historic properties along the corridor and work with the FRA/DRPT/DHR/ACHP to determine effects. A final effect determination was received from the DHR, and thus a final roster of historic properties (n=120) and their respective effects is attached for your reference. Most of the details of this roster have been shared with you over the past several months. This list includes all remaining requests from consulting parties and reflects the final determinations.

Concurrently, we have been working on a project Memorandum of Agreement (MOA) which outlines steps to mitigate the adverse effects to 21 resources along the corridor. A preliminary mitigation list was sent around and discussed during our meetings/emails/calls, and the list of mitigations has been refined based on your incredible feedback. Your requested changes are reflected in the MOA. The document is currently under review by the signatories (FRA, DRPT, ACHP, and DHR), but we also wanted to send it to our consulting parties for your comments. I've attached the MOA here as well as a summary table that can be used as a "cheat sheet" to see all of the mitigations in one place. This excel sheet also notes the mitigations that were added or expanded based on your feedback from the original roster.

We request that you take a look at the MOA by **January 25th** and email us your comments. As always, I'm here to answer any questions or just chat process!

Again, my sincere thanks for your contributions to date!

Best,

Kerri

--

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Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Rail/Draft MOA for review

1 message

Cheely, Claudia <cdcheely@hanovercounty.gov> Thu, Jan 24, 2019 at 11:12 AM
To: Kerri Barile <kbarile@dovetailcrg.com>

The next meeting date of the Hanover County Historical Commission is February 19th; I will share the MOA then. I have reviewed the MOA and it represents the mitigation discussed previously. I do have one question: There are references to the Hanover County Historical Society, the first of which is in the paragraph stating they were asked to participate but did not respond. So, in later paragraphs regarding the mitigation proposed for the Doswell Historic District, should the references be to the Historical Commission since they are the historical organization with Hanover that did review the project?

From: Kerri Barile <kbarile@dovetailcrg.com>
Sent: Friday, January 4, 2019 1:33 PM
To: Sarah Stokely <sstokely@achp.gov>; Battlefields, NPS <abpp@nps.gov>; Kambic, Emily <emily_kambic@nps.gov>; Cheryl Sams <cheryl_sams@nps.gov>; Robert Campbell <bob_campbell@nps.gov>; Eric Mink <eric_mink@nps.gov>; Monteleone, Simone <simone_monteleone@nps.gov>; Matt Virta <matthew_virta@nps.gov>; Bradley Krueger <bradley_krueger@nps.gov>; Stidham, Tammy <tammy_stidham@nps.gov>; Hammig, Laurel <laurel_hammig@nps.gov>; Briggs, Don <don_briggs@nps.gov>; Krick, Robert <bob_krick@nps.gov>; helen_mahan@nps.gov; Roberts CIV Catherine <catherine.roberts@usmc.mil>; Eleanor Breen <eleanor.breen@alexandriava.gov>; Cynthia Liccese-Torres <Cliccese@arlingtonva.us>; Michael Finchum <mfinchum@co.caroline.va.us>; cpennington@co.caroline.va.us; Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>; Al Cox <Al.Cox@alexandriava.gov>; Erik Nelson <enelson@fredericksburgva.gov>; Kate S. Schwartz <ksschwartz@fredericksburgva.gov>; Chen, Kimberly M. - PDR <Kimberly.chen@richmondgov.com>; Inman, Amy - DED <Amy.inman@richmondgov.com>; Cheely, Claudia <cdcheely@hanovercounty.gov>; Patton, Justin S. <jspatton@pwcgov.org>; Josh Farrar <jfarrar@ashlandva.gov>; Nora Amos <namos@ashlandva.gov>; Rosie SHALF <jrshalf@gmail.com>; Betsy Hodges <betsy@hodgesgraphicdesign.com>; ashlandmuseum@comcast.net; PETER KOLAKOWSKI <prkola1@verizon.net>; executivedirector@cvbt.org; Jim Campi <jcampi@civilwar.org>; Mark Coombs <mcoombs@civilwar.org>; Adam Gillenwater <agillenwater@civilwar.org>; G. Scott Walker <gscottwalker@gmail.com>; Danielle Worthing <DWorthing@historicrichmond.com>; Cyane Crump <ccrump@historicrichmond.com>; Jessica Russo <jrusso@historicrichmond.com>; Lisa Bergstrom <lbergstrom@preservationvirginia.org>; Elizabeth Kostelny <ekostelny@preservationvirginia.org>; Justin Sarafin <jsarafin@preservationvirginia.org>; Robert Nieweg <RNieweg@savingplaces.org>; Sharee Williamson <SWilliamson@savingplaces.org>; Robert Gray <rgray58@hughes.net>; chiefstephenadkins@gmail.com; pathlane@cox.net; wfrankadams@verizon.net; info@rappahannocktribe.org; lockamylee@yahoo.com; Mnation538@aol.com; Jaime Loichinger <jloichinger@achp.gov>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>; Stock, Emily (DRPT) <Emily.Stock@drpt.virginia.gov>; Selleck, Randy (DRPT) <Randy.Selleck@drpt.virginia.gov>; Ruiz, Nick (DRPT) <Nick.Ruiz@drpt.virginia.gov>; Estes, Michael <Michael.Estes@hdrinc.com>; Burch, Carey <carey.burch@hdrinc.com>; Walter, Stephen C <Stephen.C.Walter@parsons.com>; Harrington, Karen <Karen.Harrington@hdrinc.com>; ecalhour@dovetailcrg.com <ecalhoun@dovetailcrg.com>; Heather Staton <hstaton@dovetailcrg.com>; Holma, Marc (DHR) <Marc.Holma@dhr.virginia.gov>; John Winkle <john.winkle@dot.gov>
Subject: DC2RVA Rail/Draft MOA for review

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We request that you take a look at the MOA by **January 25th** and email us your comments. As always, I'm here to answer any questions or just chat process!

Again, my sincere thanks for your contributions to date!

Best,

Kerri

--

Kerri S. Barile, Ph.D., RPA | President
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kbarile@dovetailcrg.com

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Kerri Barile <kbarile@dovetailcrg.com>

Re: [EXTERNAL] Re: DC2RVA Draft MOA: ACHP Comments

1 message

Hammig, Laurel <laurel_hammig@nps.gov> Fri, Feb 15, 2019 at 9:27 AM
To: Kerri Barile <kbarile@dovetailcrg.com>
Cc: "Stidham, Tammy" <tammy_stidham@nps.gov>

Hi Kerri,
We reviewed the MOA and have no comments since there are no stipulations or provisions that relate to us.

Thank you,
Laurel

Laurel Hammig, AICP | **National Park Service**
Regional Planner
National Capital Region
1100 Ohio Drive SW
Washington, DC 20242

O: 202-619-6347
C: 202-875-3609

On Sat, Feb 9, 2019 at 9:22 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Thank you Sarah and Sharee!
> Kerri
>
> On Fri, Feb 8, 2019 at 11:48 PM Sharee Williamson <SWilliamson@savingplaces.org> wrote:
>
>> Hi Kerri – Please find attached comments from the National Trust for Historic Preservation on the draft MOA. I layered our comments on top of the ACHP's for ease of review.
>>
>> In general, we agree with the comments from the ACHP stating that there is a need to provide greater clarity throughout the document on how mitigation measures will be implemented. Also, as noted in our comments, we believe that additional clarity is needed about how consulting parties will remain involved during implementation of the MOA. Additional comments and language suggestions regarding the project's impacts in Richmond's Shockoe Bottom area are also included.
>>
>> We appreciate this opportunity to provide comments. Please don't hesitate to contact me with any questions.
>>
>> Sincerely,
>>
>> Sharee
>>
>> **Sharee Williamson | Associate General Counsel**
>>
>> **P** 202.588.6194 | **E** SWilliamson@savingplaces.org
>>
>> **NATIONAL TRUST FOR HISTORIC PRESERVATION**
>> The Watergate Office Building
>>
>> 2600 Virginia Avenue NW Suite 1100 Washington, DC 20037
>>
>> **SavingPlaces.org**
>>
>> ---
>>
>> **From:** Sarah Stokely [mailto:sstokely@achp.gov]
>> **Sent:** Friday, February 08, 2019 6:51 PM
>> **To:** Kerri Barile <kbarile@dovetailcrg.com>
>> **Cc:** Jaime Loichinger <jloichinger@achp.gov>; John Winkle <john.winkle@dot.gov>; Katherine Zeringue <katherine.zeringue@dot.gov>; Emily Stock <emily.stock@drpt.virginia.gov>; Julie V. Langan <julie.langan@dhr.virginia.gov>; Marc Holma <marc.holma@dhr.virginia.gov>; Betsy Merritt <emerritt@savingplaces.org>; Sharee Williamson <SWilliamson@savingplaces.org>; Robert Nieweg <RNieweg@savingplaces.org>; Elizabeth Kostelny <ekostelny@preservationvirginia.org>; Battlefields, NPS <abpp@nps.gov>; Kambic, Emily <emily_kambic@nps.gov>; Cheryl Sams <cheryl_sams@nps.gov>; Robert Campbell <bob_campbell@nps.gov>; Eric Mink <eric_mink@nps.gov>; Monteleone, Simone <simone_monteleone@nps.gov>; Matt Virta <matthew_virta@nps.gov>; Bradley Krueger <bradley_krueger@nps.gov>; Stidham, Tammy <tammy_stidham@nps.gov>; Hammig, Laurel <laurel_hammig@nps.gov>; Briggs, Don <don_briggs@nps.gov>; Krick, Robert <bob_krick@nps.gov>; helen_mahan@nps.gov; Roberts CIV Catherine <catherine.roberts@usmc.mil>; Eleanor Breen <eleanor.breen@alexandriava.gov>; Cynthia Liccese-Torres <cliccese@arlingtonva.us>; Michael Finchum <mfinchum@co.caroline.va.us>; cpennington@co.caroline.va.us; Al Cox <Al.Cox@alexandriava.gov>; Erik Nelson <enelson@fredericksburgva.gov>; Kate S. Schwartz <ksschwartz@fredericksburgva.gov>; Chen, Kimberly M. - PDR <Kimberly.chen@richmondgov.com>; Inman, Amy - DED <Amy.inman@richmondgov.com>; Cheely, Claudia <cdcheely@hanovercounty.gov>; Patton, Justin S. <jspatton@pwcgov.org>; Josh Farrar <jfarrar@ashlandva.gov>; Nora Amos <namos@ashlandva.gov>; Rosie SHALF <jrshalf@gmail.com>; Betsy Hodges <betsy@hodgesgraphicdesign.com>; ashlandmuseum@comcast.net; PETER KOLAKOWSKI <prkola1@verizon.net>; executivedirector@cvbt.org; Jim Campi <jcampi@civilwar.org>; Mark Coombs <mcoombs@civilwar.org>; Adam Gillenwater <agillenwater@civilwar.org>; G. Scott Walker <gscottwalker@gmail.com>; Danielle Worthing <DWorthing@historicrichmond.com>; Cyane Crump <ccrump@historicrichmond.com>; Jessica Russo <jrusso@historicrichmond.com>; Lisa Bergstrom <lbergstrom@preservationvirginia.org>; Elizabeth Kostelny <ekostelny@preservationvirginia.org>; Justin Sarafin <jsarafin@preservationvirginia.org>
>> **Subject:** DC2RVA Draft MOA: ACHP Comments

> Dear Kerri,
>
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> This is a comprehensive Memorandum of Agreement (MOA) and it contains a good process for addressing the undertaking's adverse effects. Our comments generally focus on clarifying roles and responsibilities, ensuring consistency in the administrative stipulations with our guidance, and addressing the applicability of design guidelines for any new construction in or near historic properties. We have provided our comments, insertions, and red line edits in the attached Word document.
>
> We understand FRA's desire to move forward with this agreement. This Section 106 agreement document, therefore, should adhere to our regulations and be comprehensive so as to avoid the potential for subsequent procedural challenges. Accordingly, we urge FRA to consider revising the agreement document to address all comments provided by consulting parties. If you have any questions, please feel free to contact me.
>
> Thank you,
>
> Sarah
>
> Sarah C. Stokely
>
> Program Analyst
>
> Advisory Council on Historic Preservation
>
> Telephone: 202-517-0224
>
> Fax: 202-517-6381
>
> Email: sstokely@achp.gov

--

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1 message

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To: Sarah Stokely <sstokely@achp.gov>, Kerri Barile <kbarile@dovetailcrg.com>
Cc: Jaime Loichinger <jloichinger@achp.gov>, John Winkle <john.winkle@dot.gov>, Katherine Zeringue <katherine.zeringue@dot.gov>, Emily Stock <emily.stock@drpt.virginia.gov>, "Julie V. Langan" <julie.langan@dhr.virginia.gov>, Marc Holma <marc.holma@dhr.virginia.gov>, Betsy Merritt <emerritt@savingplaces.org>, Robert Nieweg <RNieweg@savingplaces.org>, Elizabeth Kostelny <ekostelny@preservationvirginia.org>, "Battlefields, NPS" <abpp@nps.gov>, "Kambic, Emily" <emily_kambic@nps.gov>, Cheryl Sams <cheryl_sams@nps.gov>, Robert Campbell <bob_campbell@nps.gov>, Eric Mink <eric_mink@nps.gov>, "Monteleone, Simone" <simone_monteleone@nps.gov>, Matt Virta <matthew_virta@nps.gov>, Bradley Krueger <bradley_krueger@nps.gov>, "Stidham, Tammy" <tammy_stidham@nps.gov>, "Hammig, Laurel" <laurel_hammig@nps.gov>, "Briggs, Don" <don_briggs@nps.gov>, "Krick, Robert" <bob_krick@nps.gov>, "helen_mahan@nps.gov" <helen_mahan@nps.gov>, Roberts CIV Catherine <catherine.roberts@usmc.mil>, Eleanor Breen <eleanor.breen@alexandriava.gov>, Cynthia Liccese-Torres <cliccese@arlingtonva.us>, Michael Finchum <mfinchum@co.caroline.va.us>, "cpennington@co.caroline.va.us" <cpennington@co.caroline.va.us>, Al Cox <Al.Cox@alexandriava.gov>, Erik Nelson <enelson@fredericksburgva.gov>, "Kate S. Schwartz" <ksschwartz@fredericksburgva.gov>, "Chen, Kimberly M. - PDR" <Kimberly.chen@richmondgov.com>, "Inman, Amy - DED" <Amy.inman@richmondgov.com>, "Cheely, Claudia" <cdcheely@hanovercounty.gov>, "Patton, Justin S." <jspatton@pwcgov.org>, Josh Farrar <jfarrar@ashlandva.gov>, Nora Amos <namos@ashlandva.gov>, Rosie SHALF <jrshalf@gmail.com>, Betsy Hodges <betsy@hodgesgraphicdesign.com>, "ashlandmuseum@comcast.net" <ashlandmuseum@comcast.net>, PETER KOLAKOWSKI <prkola1@verizon.net>, "executivedirector@cvbt.org" <executivedirector@cvbt.org>, Jim Campi <jcampi@civilwar.org>, Mark Coombs <mcoombs@civilwar.org>, Adam Gillenwater <agillenwater@civilwar.org>, "G. Scott Walker" <gscottwalker@gmail.com>, Danielle Worthing <DWorthing@historicrichmond.com>, Cyane Crump <ccrump@historicrichmond.com>, Jessica Russo <jrusso@historicrichmond.com>, Lisa Bergstrom <lbergstrom@preservationvirginia.org>, Justin Sarafin <jsarafin@preservationvirginia.org>

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Sharee Williamson | Associate General Counsel

P 202.588.6194 | **E** SWilliamson@savingplaces.org

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The Watergate Office Building

2600 Virginia Avenue NW Suite 1100 Washington, DC 20037

SavingPlaces.org

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To: Kerri Barile <kbarile@dovetailcrg.com>
Cc: Jaime Loichinger <jloichinger@achp.gov>; John Winkle <john.winkle@dot.gov>; Katherine Zeringue <katherine.zeringue@dot.gov>; Emily Stock <emily.stock@drpt.virginia.gov>; Julie V. Langan <julie.langan@dhr.virginia.gov>; Marc Holma <marc.holma@dhr.virginia.gov>; Betsy Merritt <emerritt@savingplaces.org>; Sharee Williamson <SWilliamson@savingplaces.org>; Robert Nieweg <RNieweg@savingplaces.org>; Elizabeth Kostelny <ekostelny@preservationvirginia.org>; Battlefields, NPS <abpp@nps.gov>; Kambic, Emily <emily_kambic@nps.gov>; Cheryl Sams <cheryl_sams@nps.gov>; Robert Campbell <bob_campbell@nps.gov>; Eric Mink <eric_mink@nps.gov>; Monteleone, Simone <simone_monteleone@nps.gov>; Matt Virta <matthew_virta@nps.gov>; Bradley Krueger <bradley_krueger@nps.gov>; Stidham, Tammy <tammy_stidham@nps.gov>; Hammig, Laurel <laurel_hammig@nps.gov>; Briggs, Don <don_briggs@nps.gov>; Krick, Robert <bob_krick@nps.gov>; helen_mahan@nps.gov; Roberts CIV Catherine <catherine.roberts@usmc.mil>; Eleanor Breen <eleanor.breen@alexandriava.gov>; Cynthia Liccese-Torres <cliccese@arlingtonva.us>; Michael Finchum <mfinchum@co.caroline.va.us>; cpennington@co.caroline.va.us; Al Cox <Al.Cox@alexandriava.gov>; Erik Nelson <enelson@fredericksburgva.gov>; Kate S. Schwartz <ksschwartz@fredericksburgva.gov>; Chen, Kimberly M. - PDR <Kimberly.chen@richmondgov.com>; Inman, Amy - DED <Amy.inman@richmondgov.com>; Cheely, Claudia <cdcheely@hanovercounty.gov>; Patton, Justin S. <jspatton@pwcgov.org>; Josh Farrar <jfarrar@ashlandva.gov>; Nora Amos <namos@ashlandva.gov>; Rosie SHALF <jrshalf@gmail.com>; Betsy Hodges <betsy@hodgesgraphicdesign.com>; ashlandmuseum@comcast.net; PETER KOLAKOWSKI <prkola1@verizon.net>; executivedirector@cvbt.org; Jim Campi <jcampi@civilwar.org>; Mark Coombs <mcoombs@civilwar.org>; Adam Gillenwater <agillenwater@civilwar.org>; G. Scott Walker <gscottwalker@gmail.com>; Danielle Worthing <DWorthing@historicrichmond.com>; Cyane Crump <ccrump@historicrichmond.com>; Jessica Russo <jrusso@historicrichmond.com>; Lisa Bergstrom <lbergstrom@preservationvirginia.org>; Elizabeth Kostelny <ekostelny@preservationvirginia.org>; Justin Sarafin <jsarafin@preservationvirginia.org>
Subject: DC2RVA Draft MOA: ACHP Comments

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Thank you,

Sarah

Sarah C. Stokely

Program Analyst

Advisory Council on Historic Preservation

Telephone: 202-517-0224

Fax: 202-517-6381

Email: sstokely@achp.gov

DC2RVA MOA_Draft 5_1.22.19 - ACHP & NTHP edits.docx
5030K

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Rail/Draft MOA for review

1 message

Patton, Justin S. <jspatton@pwcgov.org> Mon, Feb 11, 2019 at 3:13 PM
To: Kerri Barile <kbarile@dovetailcrg.com>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>

That works. Please thank DRPT for me for working with us on this project.

From: Kerri Barile <kbarile@dovetailcrg.com>
Sent: Monday, February 11, 2019 2:45 PM
To: Patton, Justin S. <jspatton@pwcgov.org>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>
Subject: Re: DC2RVA Rail/Draft MOA for review

Thanks so much! Here's a revised first sentence of that clause as approved by DRPT. This work?

Within one (1) year of the completion of the cultural landscape study, DRPT shall engage a qualified consultant to restore the viewshed between Rippon Lodge and the Neabsco Creek rail bridge through the removal of underbrush as depicted in Appendix D.

On Mon, Feb 11, 2019 at 10:25 AM Patton, Justin S. <jspatton@pwcgov.org> wrote:

> Hi Kerri,
>
> Sorry for any confusion, I do have one comment or clarification.
>
> Under Stipulation II.C.4., please clarify “assist,” i.e. “Within one (1) year of the completion of the cultural landscape study, DRPT shall assist in the restoration of the viewshed between Rippon Lodge and the Neabsco Creek rail bridge through the removal of underbrush as depicted in Appendix D.”
>
> Regards,
>
> Justin
>
> ---
>
> **From:** Patton, Justin S.
> **Sent:** Monday, February 11, 2019 8:56 AM
> **To:** 'Kerri Barile' <kbarile@dovetailcrg.com>
> **Cc:** DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>
> **Subject:** RE: DC2RVA Rail/Draft MOA for review
>
> Hi Kerri,
>
> Prince William County has no comments on this first draft of the MOA.
>
> Regards,
> Justin
>
> Justin S. Patton, RPA
>
> County Archaeologist
>
> Prince William County Planning Office (DS940)
>
> 5 County Complex Court, Suite 210
>
> Prince William, VA 22192
>
> O - 703.792.5729; F - 703.792.4401

To implement the Board's Zoning Ordinance and Comprehensive Plan goals, the Planning Office collaborates with the community and its customers to achieve a high quality of life and regional identify, through innovative land use planning.

Please consider the environment before printing this email.

From: Kerri Barile <kbarile@dovetailcrg.com>
Sent: Thursday, February 7, 2019 9:21 PM
To: Sarah Stokely <sstokely@achp.gov>; Battlefields, NPS <abpp@nps.gov>; Kambic, Emily <emily_kambic@nps.gov>; Cheryl Sams <cheryl_sams@nps.gov>; Robert Campbell <bob_campbell@nps.gov>; Eric Mink <eric_mink@nps.gov>; Monteleone, Simone <simone_monteleone@nps.gov>; Matt Virta <matthew_virta@nps.gov>; Bradley Krueger <bradley_krueger@nps.gov>; Stidham, Tammy <tammy_stidham@nps.gov>; Hammig, Laurel <laurel_hammig@nps.gov>; Briggs, Don <don_briggs@nps.gov>; Krick, Robert <bob_krick@nps.gov>; helen_mahan@nps.gov; Roberts CIV Catherine <catherine.roberts@usmc.mil>; Eleanor Breen <eleanor.breen@alexandriava.gov>; Cynthia Liccese-Torres <Cliccese@arlingtonva.us>; Michael Finchum <mfinchum@co.caroline.va.us>; cpennington@co.caroline.va.us; Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>; Al Cox <Al.Cox@alexandriava.gov>; Erik Nelson <enelson@fredericksburgva.gov>; Kate S. Schwartz <ksschwartz@fredericksburgva.gov>; Chen, Kimberly M. - PDR <Kimberly.chen@richmondgov.com>; Inman, Amy - DED <Amy.inman@richmondgov.com>; Cheely, Claudia <cdcheely@hanovercounty.gov>; Patton, Justin S. <jspatton@pwcgov.org>; Josh Farrar <jfarrar@ashlandva.gov>; Nora Amos <namos@ashlandva.gov>; Rosie SHALF <jrshalf@gmail.com>; Betsy Hodges <betsy@hodgesgraphicdesign.com>; ashlandmuseum@comcast.net; PETER KOLAKOWSKI <prkola1@verizon.net>; executivedirector@cvbt.org; Jim Campi <jcampi@civilwar.org>; Mark Coombs <mcoombs@civilwar.org>; Adam Gillenwater <agillenwater@civilwar.org>; G. Scott Walker <gscottwalker@gmail.com>; Danielle Worthing <DWorthing@historicrichmond.com>; Cyane Crump <ccrump@historicrichmond.com>; Jessica Russo <jrusso@historicrichmond.com>; Lisa Bergstrom <lbergstrom@preservationvirginia.org>; Elizabeth Kostelny <ekostelny@preservationvirginia.org>; Justin Sarafin <jsarafin@preservationvirginia.org>; Robert Nieweg <RNieweg@savingplaces.org>; Sharee Williamson <SWilliamson@savingplaces.org>; Robert Gray <rgray58@hughes.net>; chiefstephenadkins@gmail.com; pathlane@cox.net; wfrankadams@verizon.net; info@rappahannocktribe.org; lockamylee@yahoo.com; Mnation538@aol.com; Jaime Loichinger <jloichinger@achp.gov>
Cc: DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>; Stock, Emily (DRPT) <Emily.Stock@drpt.virginia.gov>; Selleck, Randy (DRPT) <Randy.Selleck@drpt.virginia.gov>; Ruiz, Nick (DRPT) <Nick.Ruiz@drpt.virginia.gov>; Estes, Michael <Michael.Estes@hdrinc.com>; Burch, Carey <carey.burch@hdrinc.com>; Walter, Stephen C <Stephen.C.Walter@parsons.com>; Harrington, Karen <Karen.Harrington@hdrinc.com>; ecalhour@dovetailcrg.com <ecalhoun@dovetailcrg.com>; Heather Staton <hstaton@dovetailcrg.com>; Holma, Marc (DHR) <Marc.Holma@dhr.virginia.gov>; John Winkle <john.winkle@dot.gov>
Subject: Re: DC2RVA Rail/Draft MOA for review

Hi all,

Just a quick reminder that comments on the MOA are due tomorrow. Call my cell if you want to chat about anything (540-623-5106) as I'm doing fieldwork tomorrow (Friday).

Thanks so much!

Kerri

On Tue, Jan 29, 2019 at 3:00 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Hey folks,
>
> Welcome back, NPS friends! I know you likely have a bazillion things to get caught up on, so a new deadline for comments for the DC2RVA MOA is next **Friday, February 8 by COB**. This is for all consulting parties. If you have questions on the materials, just let me know.
>
> Thanks!
>
> Kerri
>
> On Thu, Jan 24, 2019 at 10:20 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:
>
>> Hey there,
>>
>> Just a quick reminder that comments on the draft of the DC2RVA MOA are technically due tomorrow, January 25th. I say "technically" because our NPS friends have not been able to review the document due to the furlough. As such, the comment deadline is flexible but the sooner you can provide feedback, the better, as it will allow a more thorough review of comments and inclusion in the next version of the document.
>>
>> As always, if you have questions, I'm here to help! Emily Stock is also happy to answer any larger project questions you may have too.
>>
>> Thanks so much!
>>
>> Kerri
>>
>> On Fri, Jan 4, 2019 at 1:32 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hello all,

I hope you had a great holiday!

Thank you all, again, for your continued participation in the DC2RVA rail cultural resource process. Your feedback has been invaluable! I wanted to provide a brief update and share some documents to you for your review.

Since our last set of meetings this fall and our subsequent emails and calls, we have continued to refine the list of historic properties along the corridor and work with the FRA/DRPT/DHR/ACHP to determine effects. A final effect determination was received from the DHR, and thus a final roster of historic properties (n=120) and their respective effects is attached for your reference. Most of the details of this roster have been shared with you over the past several months. This list includes all remaining requests from consulting parties and reflects the final determinations.

Concurrently, we have been working on a project Memorandum of Agreement (MOA) which outlines steps to mitigate the adverse effects to 21 resources along the corridor. A preliminary mitigation list was sent around and discussed during our meetings/emails/calls, and the list of mitigations has been refined based on your incredible feedback. Your requested changes are reflected in the MOA. The document is currently under review by the signatories (FRA, DRPT, ACHP, and DHR), but we also wanted to send it to our consulting parties for your comments. I've attached the MOA here as well as a summary table that can be used as a "cheat sheet" to see all of the mitigations in one place. This excel sheet also notes the mitigations that were added or expanded based on your feedback from the original roster.

We request that you take a look at the MOA by **January 25th** and email us your comments. As always, I'm here to answer any questions or just chat process!

Again, my sincere thanks for your contributions to date!

Best,

Kerri

--

Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
kbarile@dovetailcrg.com

Image removed by sender.

11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408

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Kerri S. Barile, Ph.D., RPA | President
Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
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> --
>
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Kerri Barile <kbarile@dovetailcrg.com>

MOA
1 message

Nora Amos <namos@ashlandva.gov> Fri, Jan 25, 2019 at 4:16 PM
To: Kerri Barile <kbarile@dovetailcrg.com>

Kerri,

We have reviewed the MOA in regards to Berkleytown and concur with the recommendations. Thank you for your assistance.

Nora D. Amos

Town of Ashland

Director of Planning and Community Development

101 Thompson Street

P.O. Box 1600

Ashland, VA 23005

Phone: 804-798-1073

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Email 1: Saturday Dec 22, 4:20pm

Hello Mr. Kirchen;

I am writing to discuss with you some concerns regarding the 1816 Burying Ground for Free People of Colour and for Slaves on Shockoe Hill and the Dovetail Phase IB archealogical survey report for the high speed rail project. Steve Thompson and I have been discussing the project with (especially the burial grounds) with Joanna Green. Please feel free to discuss this with Joanna. It is my understanding that you are the person that I should talk to in regards to the high speed rail project. One of my direct ancestors would have been buried at the location - I mention this to explain my interest and connection to the burial grounds.

I am going to be forwarding to you information and the questions that were being asked of Joanna as I would like to direct the questions and information to you. I have included Steve Thompson of Rivanna Archaeological Services on this email.

Dovetail's Phase IB archaeological survey report for the high speed rail project and also VDHR's letter of concurrence.
https://www.dropbox.com/sh/o3hhulgwvhxi59q/AAA7w5ToYoF9PxLuCdV3P2CEa?dl=0

cemetery site using its ID (44HE1203)

Would you please clarify DHR's position? Please see the email below to Joanna from Steve Thompson:

....

Joanna,

I've had a chance to look at Dovetail's high speed rail Phase IB report and DHR's comments. For clarification, in concurring with Dovetail's conclusion that the cemetery (44HE1203) remains "unevaluated as the portions of the site within the project APE are minimal" and that "the portion in the APE does not contribute to its overall eligibility," is it DHR's position that no further work at the site is warranted prior to future phases of the high speed rail project, at least as regards Section 106? The concern solely with NRHP eligibility seems sort of odd to me; quite apart from NRHP eligibility, wouldn't the project also be required to make a good faith effort to determine whether burials survive within the limits of disturbance so as not to be in violation of state law? Assuming it is accurate, Dovetail's placement of the cemetery in Figure 4-103, Map 2 in their report suggests that a considerable portion of the cemetery lay south of present-day Hospital Street. While it is hard to argue with their conclusion that the Hospital Street road cut would have removed all evidence of the cemetery within its course and in the cut along its north side, it is not clear to me that the same can be said of the south side of the street where burial of historic grade under (late 19th - 20th-century?) fill seems a possibility.

Steve

Steve Thompson, PhD, RPA
Rivanna Archaeological Services, LLC
410 E. Water Street, Suite 1100
Charlottesville, VA 22902
434-293-3108 (office) | 434-981-9466 (mobile)

Email 2: Saturday Dec 22, 4:36pm

Mr. Kirchen,

is the rest of the burial grounds that wraps around to the North of the Hebrew Cemetery and Alms House being considered in regards to the rail project? Would that area not be affected by high speed rail? The burials that took place outside of the walls of the Shockoe Hill Cemetery, it is my understanding that those burials were made back there. And I believe that the burial ground for people of colour and for slaves was extended back to that area. That area near the burial ground and behind the Alms House was also the site of the Gallows. Though it appears that black people were executed at or near their burial ground. The burials were made right next to where the person was hung. Supposedly John and Jane Williams were executed near the Powder Magazine according to what I read.

Yours truly,

Lenora

Email 3: Saturday Dec 22, 6:07pm

Mr. Kirchen,

would you mind looking at this please? I noticed the location of 127-6659 The Powder Magazine (historical) below. According to the 1864 Map of the City of Richmond, that is not where the Powder Magazine was located in 1864 when it was blown up on evacuation day. There was mention in the City Council records that the magazine was in need of repair. The specifics were not given in the City Council minutes, but according to the maps it seems to me that it was moved to a slightly different location. A newspaper account regarding the incident of the explosion states that the magazine was somewhat in a ravine.

Lenora

Email 4: Saturday Dec 22, 7:01pm

Mr. Kirchen-

these are examples of just a few of the burials that occurred outside of the Shockoe Hill Cemetery Walls. Below are two pages from the Shockoe Hill Cemetery Burial Register. To my understanding they would have been buried on the hill behind the Alms House and Hebrew Cemetery. Though the place for those burials does not appear on maps. It is my understanding that the boundaries of the burial grounds beyond that which is behind the cemetery walls have not been established and over time the burial grounds were extended.

12/19/1848 - Jno Madery age 36, Pauper, Buried Outside
12/19/1848 - Mary Thomas's child age 5 days, Buried Outside
12/25/1848 - Jno Madery's infant Child, Buried Outside
12/26/1848 - Daniel Delaney age 45, Buried Outside
01/09/1849 -Ellen Lew age (no age), Buried Outside
1/20/1849 - Mrs. Francis Brown age 66, Buried Outside

Email 5: Monday Dec 24, 9:46am

Mr. Kirchen,

I would like to include a few more maps of the burying ground for you to consider. The first is the 1905 Sanborn Fire Insurance Map of the City of Richmond from the Library of Congress. It appears according to this map that the railroad tracks were built right on top of the burying ground and that the burying ground extends to the north of the tracks. One of the questions in my mind is were burials disturbed when the tracks were laid, or were the tracks laid right on top of the graves? On the 1876 or 1877 Beers Atlas and the Baist Atlas of 1889 the burial ground appears to extend to the edge of Bacon Quarter Branch. The tracks were laid south of the Bacon Quarter Branch. I have also included two map overlays of the burial grounds from the 1835 and 1877 maps from the blog of historical architect Gibsom Worsham. He posted them to Urban Scale Richmond. The map images show that the burial ground extends to the south of present day Hospital Street, and a good deal to the North of the railroad tracks.

I look forward to hearing from you.

Yours truly,

Lenora

Email 6: Monday Dec 24, 6:17pm

Mr. Kirchen,

I am requesting please that mapping out of actual parcels from deed records be done. This should be part of the high speed rail project's due diligence for the burying ground location on Shockoe Hill in it's entirety.

It is my opinion that the burial grounds may extend into all of the parcels marked below.

Yours truly,

Lenora

Lenora McQueen

Owner: Shockoe Hill Apartments Ii Lp
Property Detail: N0000233002B
Owner: Shockoe I Apartments Llc
Property Detail: N0000233003

Owner: C S X Transportation Inc Tax Department J910
Property Detail: N0000233020

Owner: Hebrew Cemetery Co Of Richmond
Property Detail: N0000233004

Owner: Tally Walter L & Leontyne B
Property Detail: N0000233006

Owner: Harris Investment Holdings Llc
Property Detail: N0000115002

Owner: Shockoe Centre Owners Association
Property Detail: E0000452020T

Owner: Commonwealth Of Virginia
Property Detail: N0000233008

Owner: Slurry Pavers Inc
Property Detail: N0000233018

Owner: Demolition & Asbestos Removal Inc C/o Debbie Atkinson
Property Detail: N0000233005

Owner: Virginia Electric & Power Co
Property Detail: N0000233014

Owner: Hospital Street Holdings Llc
Property Detail: N0000233012

Owner: Hospital Street Holdings Llc
Property Detail: N0000233010

Owner: Hospital Street Holdings Llc
Property Detail: N0000115004

Owner:
...

[Message clipped] View entire message
14 Attachments

Email 7: Saturday January 5, 3:42pm

Roger,

thank you and Mr. Holma for taking my concerns regarding the 1816 Burying Ground for Free People of Colour and for Slaves into consideration. I look forward to hearing from you again once you are able to make your review.

The passage below is from the book "The Military History of the Virginia Military Institute from 1839 to 1865, page 406 appears to show that the burial ground was extended to the area behind the Alms House. It says that to the rear of the Alms House is where the colored cemetery was located, as well as the gallows. Not mentioned here, though I probably already did mention that I believe that the paupers buried outside of the walls of the Shockoe Hill Cemetery were buried behind the Alms House as well.

Yours truly,

Lenora

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

600 E. Main St., Suite 2102
Richmond, VA 23219

Date: January 16, 2019

To: Lenora McQueen

From: Emily Stock (Virginia Department of Rail and Public Transportation [DRPT])
and Kerri Barile (Project Team)

RE: Circa 1816 “Graveyard for Free People of Color and Slaves” (archaeological site 44HE1203)

Dear Ms. McQueen:

Thank you very much for your inquiry into the Washington, D.C. to Richmond High Speed Rail (DC2RVA) project and cultural resource studies in Richmond, Virginia. Your emails, authored between December 22, 2018 and January 5, 2019, were sent to us by the Virginia Department of Historic Resources (DHR)—the Virginia State Historic Preservation Office. In particular, your emails raised questions on the DC2RVA project and the Graveyard for Free People of Color and Slaves (site 44HE1203) and included numerous maps and other historical records. We are pleased to have this opportunity to share additional data on the work done to date on this resource as well as upcoming research tasks associated with the historic experience of enslaved individuals in Richmond.

As you know, the DC2RVA project has required compliance with the National Historic Preservation Act of 1966. Archaeological and architectural surveys, as well as extensive archival research, were completed between 2015 and 2018 on areas within the project area of potential effects (APE). For archaeological resources, this primarily included areas that will be physically impacted by the proposed construction (also known as the Limits of Disturbance [LOD]). Cultural resource specialists have conducted archaeological studies on the entire 123-mile long corridor, recording dozens of sites. Upon recordation, the team worked very closely with project engineers and sponsors to assure that significant sites are avoided or, at a minimum, that any impacts are limited to the greatest degree possible.

Studies near the Graveyard for Free People of Color and Slaves (site 44HE1203) have been ongoing since 2015. As project plans have been developed, additional archaeological studies and archival research have been completed to assure that all portions of the APE have been thoroughly explored. This includes fieldwork as well as the creation of “georeferenced” overlays wherein historic maps are overlain on modern aerials to assure that all historic sites are taken into consideration in the APE. Near Hospital Street, Graveyard for Free People of Color and Slaves (site 44HE1203) was first identified by the DC2RVA team using this process and based on our overlay studies. It was recorded with DHR in the spring of 2018. The ensuing Phase I survey report, which you referenced in your emails, was the initial documentation of the site.

Although DHR concurred that the site had been impacted by area development, DHR, DRPT and the project team recognized the significance of this resource, and the site was determined to be a “historic property” for the purposes of this study (defined as a resource that is potentially eligible for, eligible for or listed on the National Register of Historic Places). This assured that the site was included in all dialogues regarding impacts from the proposed project.

The project team has also continued studies on Graveyard for Free People of Color and Slaves (site 44HE1203) since publishing the report in 2018 to assure that any areas with the potential to contain graves are avoided. Figure 1 (attached) shows a synthesis of some of the research and subsequent avoidance plans. This image depicts a modern aerial and the 1835 Bates map. Both show the graveyard site boundaries (in red) and the original project APE as shown in the Phase I report (in gold). Through numerous dialogues and work sessions completed after publication of the Phase I report, impacts to the site were avoided (in purple) by reducing the footprint in this area. Work will now parallel existing Hospital Street, and all work will be confined to the existing, disturbed road right of way. No physical impacts will be made outside of the existing road corridor. Figures 2–5 are current photographs that depict this disturbed right of way corridor and additional area changes caused by the installation of I-95 in the 1960s, construction of a gas station and subsurface storage tanks in the last quarter of the twentieth century (note: the gas station was on top of the Graveyard for Free People of Color and Slaves [site 44HE1203]), and building an office on the southwest corner of the graveyard site.

Knowing that burials are often not contained to mapped boundaries, similar studies were also rendered on adjacent sites that could contain additional burial areas, particularly the area to the north and west of the mapped boundaries of Graveyard for Free People of Color and Slaves (site 44HE1203). Figure 6 illustrates the current boundaries of the Hebrew Cemetery (architectural resource 127-6166) and the APE, highlighting the avoidance of this entire area to stay away from potential interments. All proposed work associated with the DC2RVA rail improvements in this area is designed away from the potential burial areas, on the north and east sides of the track. Moreover, the proposed work is confined to the existing rail right of way, a space within 15–25 feet of the existing track and an area that has been completely disturbed over the past century through rail construction and other land improvements. Archaeological studies have confirmed this disturbance.

Beyond technical studies, the team has also spent the past year working with various federal, state, and local agencies and historical groups to disseminate data on historic properties along the corridor with a particular focus on the Shockoe area of Richmond. Thirty-three Consulting Parties (formal groups with a vested interest in area history and prehistory), over a dozen agencies, and 23 individuals with knowledge of the African-American heritage of this area have been involved in ongoing dialogues, culminating in well over 100 meetings, emails, and telephone calls regarding resources in Richmond. The DC2RVA team is committed to soliciting feedback on cultural resources, and data provided by these groups has been included in subsequent coordination with DHR, in the Final Environmental Impact Statement (FEIS, ongoing), and in the draft Memorandum of Agreement

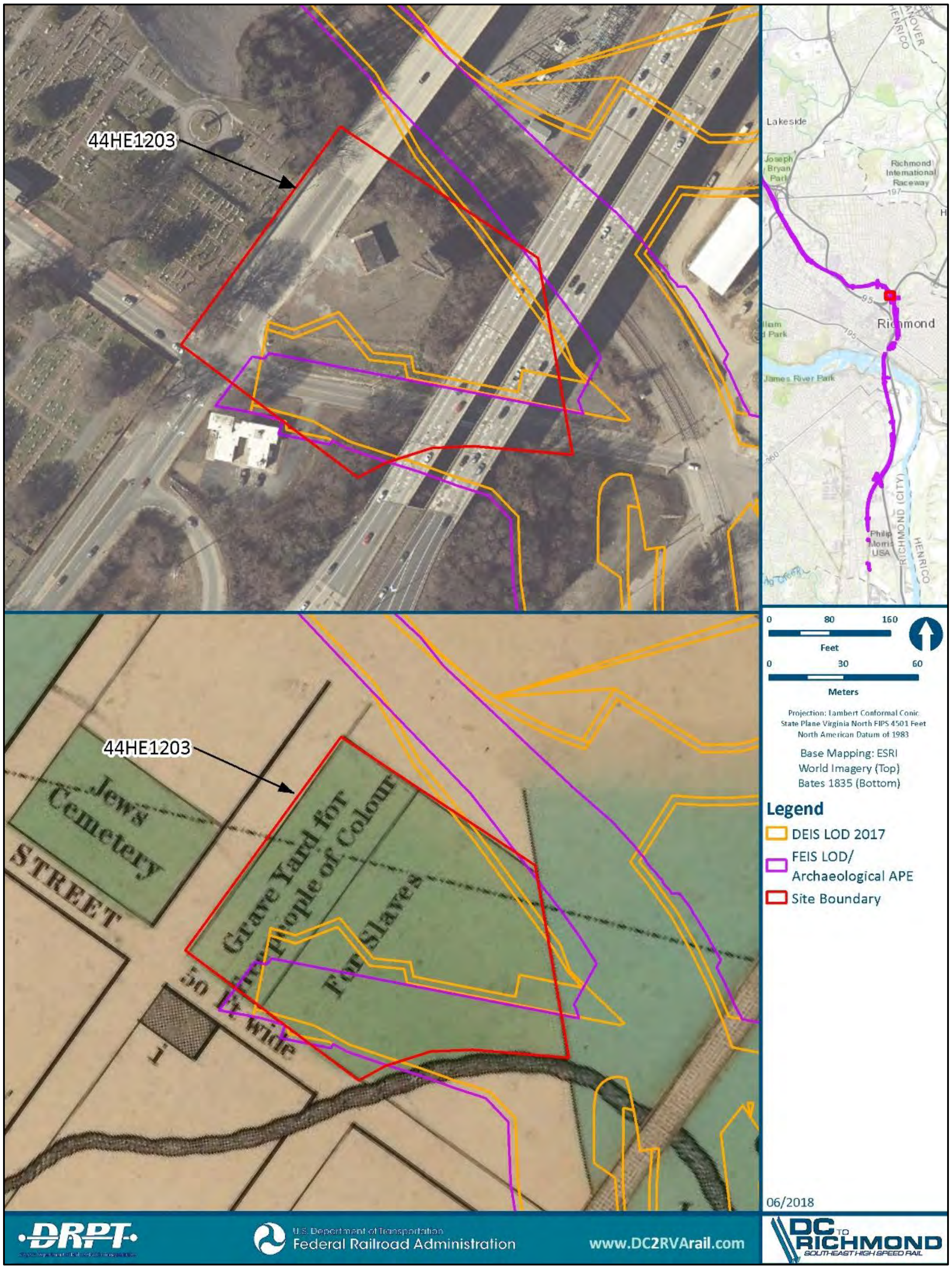
(MOA) written to outline mitigations to address project adverse effects to historic properties. This 65+-page MOA specifically highlights tasks that will be undertaken by DRPT to sponsor additional research on the African-American experience in historic Richmond, including: developing a historic context on the association between the railroad and the slave trade in Virginia, creating a webpage using the context data, crafting several sets of public signs outlining African-American history in this area, completing community engagement and ethnographic research regarding the history of this area and its importance to the African-American descendent community, and helping the City of Richmond develop a historic district inclusive of places of significance within the lexicon of the black experience in Shockoe, among other tasks. The Graveyard for Free People of Color and Slaves (site 44HE1203) will be included in these upcoming studies, and the research that you provided will be added to the collection of important data on this area. The team will also assure that your data is included in the existing site file located at the DHR, including the provided names of interred individuals, so that it may be seen by future researchers.

We understand that an on-site visit may be warranted to engage in a more robust dialogue on your concerns. As such, we are available to set up a meeting on site to include appropriate members of the project team so that we can view the current landscape, provide data on the DC2RVA project, and hear your concerns in person. Please contact us at Emily.Stock@drpt.virginia.gov/ 804-786-1052 or kbarile@dovetailcrg.com/ 540-899-9170 if you have any further questions, or would like to meet on site. If you prefer, we are also happy to participate in a call so we can describe the project verbally. We also encourage the participation of Steve Thompson from Rivanna Archaeological Services or any other individuals who may want to participate in this discussion and provide feedback. We look forward to hearing from you.

Respectfully submitted,

Emily Stock, Project Manager
and
Kerri Barile, Team Cultural Resource Lead

CC: Roger Kirchen, DHR
Marc Holma, DHR
John Winkle, Federal Railroad Administration
Sarah Stokely, Advisory Council on Historic Preservation
Mike Estes, HDR
Carey Burch, HDR
Stephen Walter, Parsons


44HE1203
44HE1203
Jews Cemetery
STREET
Grave Yard for the people of Colour
For Slaves
50 ft wide
Lakeside
Joseph Bryan Park
Richmond International Raceway
Richmond
James River Park
Philip Morris USA
RICHMOND (CITY)
HENRICO
HANOVER
0 80 160
Feet
0 30 60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery (Top)
Bates 1835 (Bottom)
Legend
DEIS LOD 2017
FEIS LOD/ Archaeological APE
Site Boundary
06/2018
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U.S. Department of Transportation
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FIGURE 1: 2017 APE/LOD IN GOLD AND THE 2018 REDUCED APE/LOD IN PURPLE.

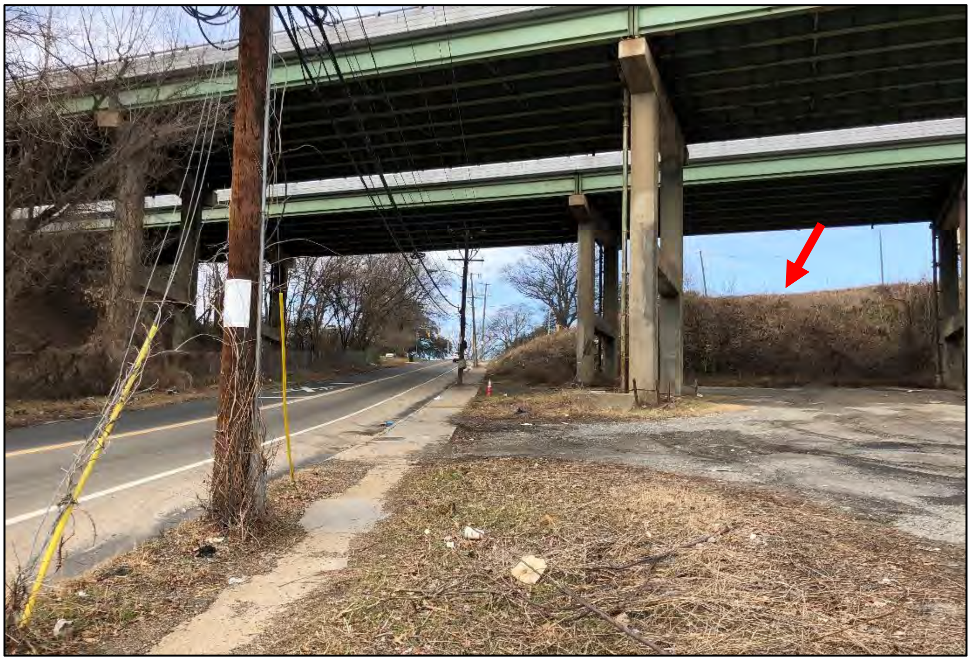

FIGURE 2: LOOKING WEST ALONG HOSPITAL STREET. I-95 IS IN THE FOREGROUND AND GRAVEYARD FOR FREE PEOPLE OF COLOR AND SLAVES (SITE 44HE1203) LOCATION IS IN THE BACKGROUND (RED ARROW). NOTE THE HOSPITAL STREET ROAD CUT.

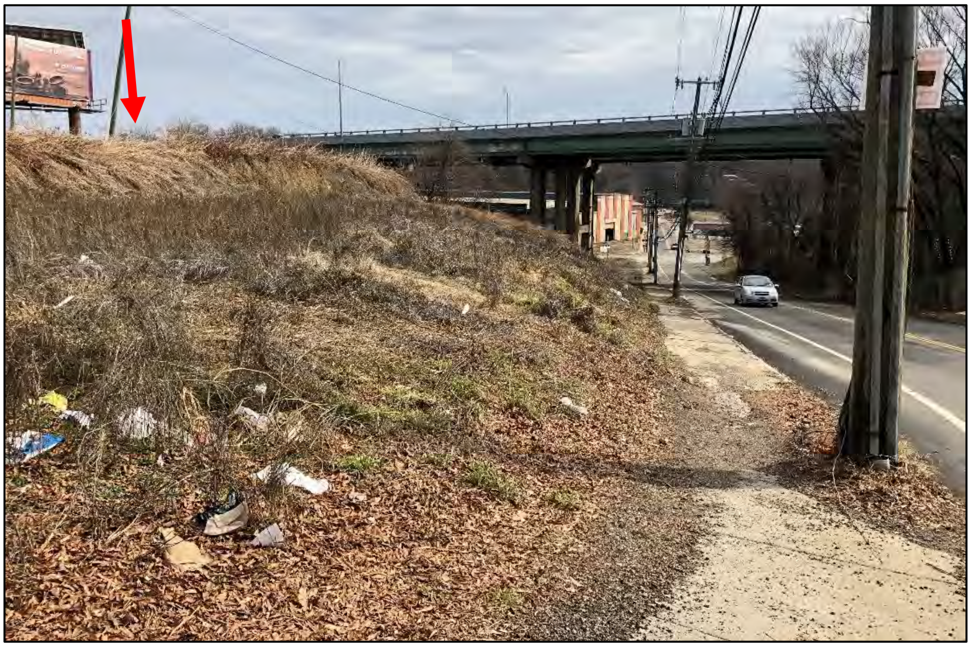

FIGURE 3: LOOKING EAST ALONG HOSPITAL STREET. GRAVEYARD FOR FREE PEOPLE OF COLOR AND SLAVES (SITE 44HE1203) IS ON THE LEFT (RED ARROW). NO DC2RVA CONSTRUCTION WILL OCCUR OUTSIDE OF THE ROAD RIGHT OF WAY.

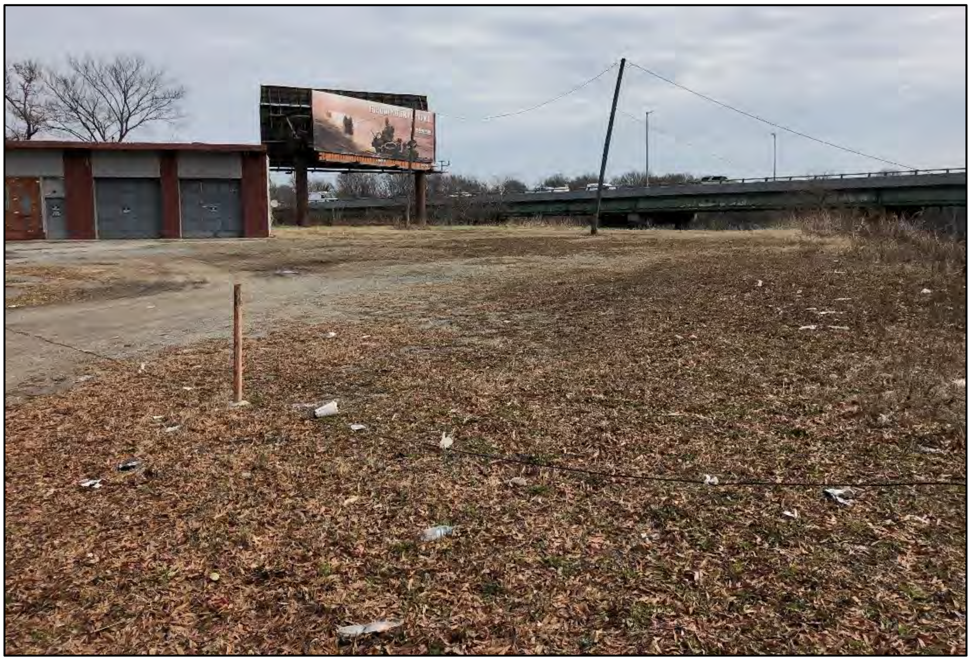

FIGURE 4: GRAVEYARD FOR FREE PEOPLE OF COLOR AND SLAVES (SITE 44HE1203) LOOKING EAST. NOTE THE GAS STATION ON TOP OF THE SITE IN THE BACKGROUND. THE SITE ALSO CURRENTLY CONTAINS BURIED GAS TANKS.

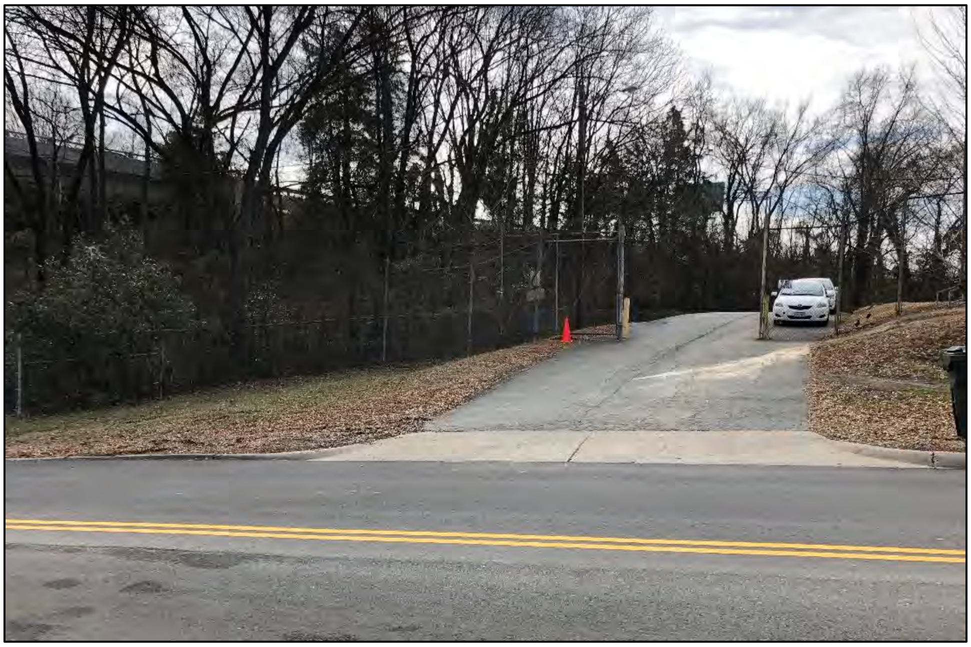

FIGURE 5: LOOKING SOUTH ACROSS HOSPITAL STREET TO DRIVEWAY AND I-95 CUT ON SOUTHWESTERN PORTION OF MAPPED GRAVEYARD FOR FREE PEOPLE OF COLOR AND SLAVES (SITE 44HE1203).

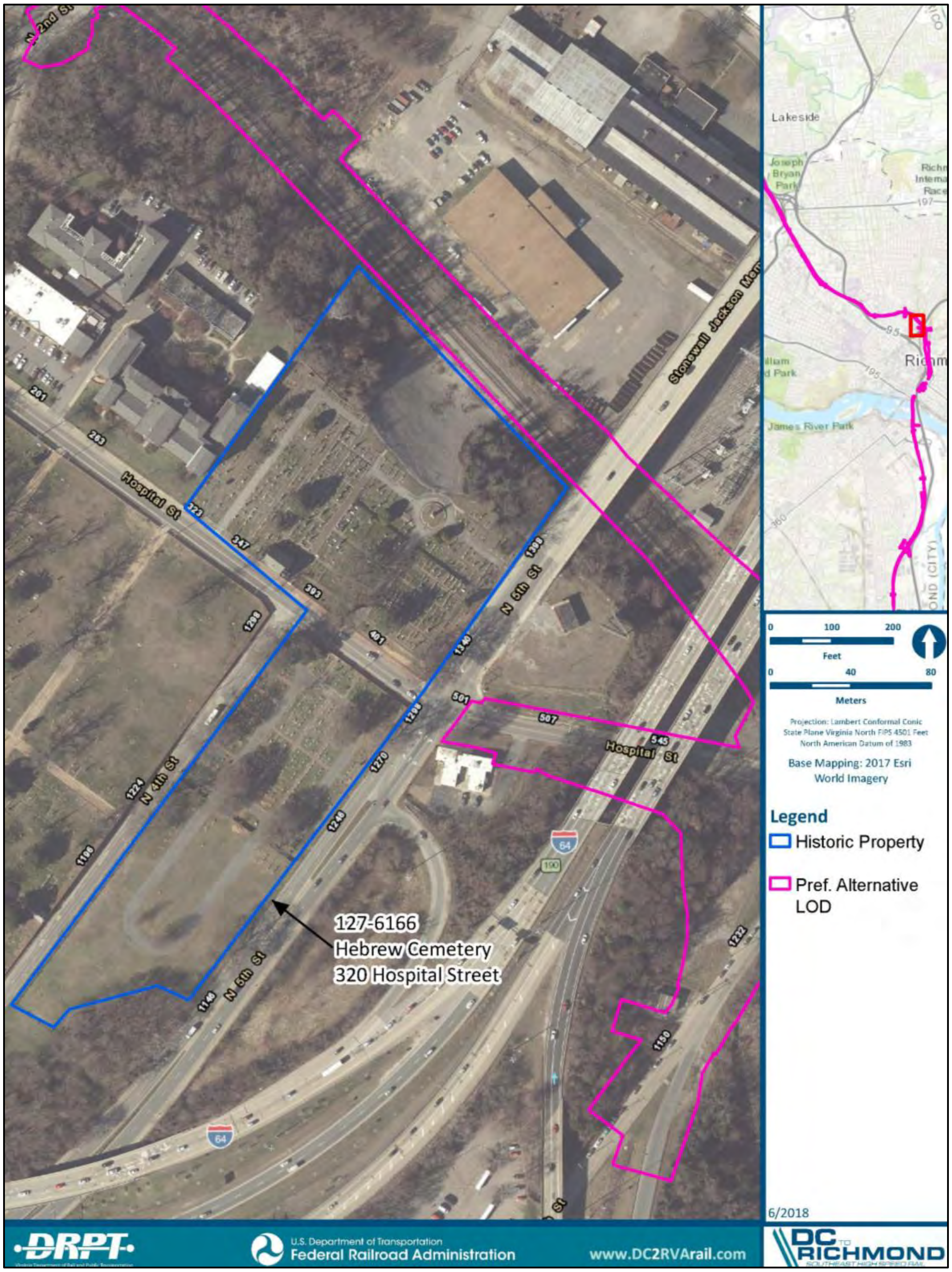
N 2nd St
Hospital St
N 4th St
N 6th St
Stonewall Jackson Mem
127-6166
Hebrew Cemetery
320 Hospital Street
201
203
223
347
393
401
501
507
545
1198
1224
1288
1298
1340
1270
1146
1150
1222
64
195
Lakeside
Joseph Bryan Park
Richmond International Raceway
Richmond
William Byrd Park
James River Park
0 100 200
Feet
0 40 80
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri World Imagery
Legend
Historic Property
Pref. Alternative LOD
6/2018
DRPT
U.S. Department of Transportation
Federal Railroad Administration
www.DC2RVArail.com
DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

FIGURE 6: BOUNDARIES OF THE HEBREW CEMETERY JUST NORTH OF GRAVEYARD FOR FREE PEOPLE OF COLOR AND SLAVES (SITE 44HE1203) SHOWING AVOIDANCE OF POTENTIAL GRAVES AND WIDENING OF TRACKS TO THE NORTH AND EAST ONLY.

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

Site 44HE1203 and DC2RVA

1 message

Ryan Smith <rksmith3@vcu.edu> Wed, Jan 23, 2019 at 9:22 AM
To: roger.kirchen@dhr.virginia.gov, kbarile@dovetailcrg.com
Cc: LENORA MCQUEEN <lenora.m@prodigy.net>, Ana Edwards <ourrosewood@gmail.com>

Dear Ms. Barile and Mr. Kirchen,

I am a faculty member in the Department of History at Virginia Commonwealth University. I am completing a book (under contract with the Johns Hopkins University Press) on the history and historic preservation of burial grounds in Richmond, Virginia which includes a chapter on the "second African Burial Ground," also known as the "Graveyard for Free People of Color and For Slaves" and as the "Potter's Field." For months, I have communicated with Lenora McQueen about the site and her connection to it. I have reviewed Emily Calhoun's 2013 report on the site and discussions of the site in the 2018 Phase 1B survey report from Dovetail. I write to share my opinion on the site as defined therein. In short, I share Ms. McQueen's concerns.

We can document use of the site beginning in 1816. By 1848, the site had grown so full that the city council expanded it southwest across Hospital Street, enclosing the grounds surrounding the new hospital to be used "as a Burying ground for coloured persons." Burials continued throughout both areas into the 1850s, as documented in Frederick Law Olmsted's description of a slave funeral there "near the foot of a hill, in a crumbling bank—the ground below being already occupied, and the graves apparently advancing in terraces up the hill-side.” The growing site was also documented in newspaper reports of hangings in the rear of the poor house where black victims were buried, in newspaper accounts of black graves being disturbed by construction of the new powder magazine after the Civil War and during construction of the first Fifth Street viaduct bridge in 1891, in city directories following the Civil War, and in the memoirs of a Virginia Military Institute attendee who described a "Colored Cemetery" to the rear of the almshouse. Lastly, the Library of Virginia has records from the city of Richmond dating to 1862 which include quarterly reports from the keeper of the burial grounds, listing the names of those interred, the dates of their interment, and the causes of death. What is consistent throughout all these sources is that the site was big - sprawling well beyond the limited two acres initially set aside in 1816, as reflected in subsequent maps shown in Calhoun's study and also shared with you by Ms. McQueen. Another consistency is that the site continually fell victim to predations from the white community.

Unfortunately, your current reporting suggests that some (many? most?) graves were removed from this site to the state penitentiary grounds. I regard this as pure speculation/folklore in the absence of concrete evidence. Even if true, the small number of graves that may have been removed could have represented only a small fraction of the total burials. And while it is true that much of this ground has been disturbed by transportation projects and industrial uses, these desecrations do not minimize the overall significance of the site as a place of memory.

The high speed rail project's proposed widening of the tracks and the further disturbance of Hospital Street will surely impinge upon this site. This project will make it even more difficult for the public and for descendants to recognize the site for what it was. It will add to the city's ongoing, active disregard for the site, exemplified by the earlier decision in 1959 to sell it to a private landowner for use as a gas station. I would hope that our state preservation office, and the cultural resource firms reporting to it, would be much more responsive to such continued minimization of the site and would revise those plans accordingly.

If I can supply you with any more documentation to help revisit these decisions, please let me know. Ms. McQueen can speak for the descendant community. But I can speak for the academic community and for the students whom I regularly take on site visits that the avoidance plans presented here seem inadequate and will materially affect our interpretation of the site. Sincerely,

Ryan K. Smith
Department of History
Virginia Commonwealth University
(804) 828-9932
rksmith3@vcu.edu
https://www.richmondcemeteries.org/

Rivanna
Archaeological
Services, LLC

www.rivarch.com

410 E. Water St., Suite 1100
Charlottesville, VA 22902

Tel: 434-293-3108 Fax: 434-293-3183
Email: info@rivarch.com

January 24, 2019

Dear Ms. Barile and Ms. Stock

Thank you for copying me on your recent (01/16/2019) response to the concerns expressed by Lenora McQueen regarding potential impacts to the nineteenth-century site of Richmond's Graveyard for Free People of Color and Slaves (44HE1209) associated with the Washington, DC-Richmond highspeed rail project (DHR project file #2014-0666). As background to my involvement in this matter I should note that I have corresponded and collaborated regularly with Ms. McQueen, who lives in Texas, for the past ten years or so regarding her research into her family history, which reaches back into several prominent Antebellum Albemarle County plantations—most notably, Redlands, Morven, and Highland.

Ms. McQueen and I first became acquainted during my company's participation, from 2009 to 2012, in collaborative research undertaken with Monticello and University of Virginia archaeologists and historians at Morven, where Ms. McQueen's ancestral ties are particularly strong. At some point during that project, we learned through documentary research that one of Ms. McQueen's enslaved relatives moved from Albemarle to Richmond as part of the household of her recently-married Higgenbotham mistress/owner. Although long acquainted by email, Ms. McQueen and I met for the first time a little over one year ago when she traveled to Charlottesville as a panel participant in UVa's 2017 symposium on *Universities, Slavery, Public Memory, and the Built Landscape*. It was then that I first learned that Ms. McQueen had continued to pursue, in her characteristically thorough and resourceful and persistent style, this Richmond branch of her family. Roughly six months later, in May 2018, I received an email from Ms. McQueen informing me that she had learned, through internet research, that the so-called Talley Service Center parcel at 1305 N. 5th Street in Richmond (parcel ID N0000233006) was on a list of properties slated for public auction for delinquent taxes and asking for guidance. That was the point at which I began to learn about Richmond's Cemetery for Free People of Color and Slaves and Ms. McQueen's remarkable connections to this unrecognized (and unrecognizable) historic property. As you may know, Ms. McQueen was single-handedly responsible for having the mayor's office intervene and remove the Talley parcel from the auction block, widening the circle of those aware of this site, and greatly expanding, through her research, understanding of its history. For my part, I was able to provide Ms. McQueen access and insight into the recent "grey literature" relevant to the site and help her to understand why and how it was being considered by the DC-RVA highspeed rail project.

So, with that aside I offer the following comments based on my reading of CRA's 2015 report on geoarchaeological investigations within VDOT's I-64 right-of-way below the Shockoe Creek bridge, Dovetail's 2018 report on Phase IB archaeological investigations within the highspeed rail corridor, consideration of many aspects of Ms. McQueen's own copious research into this site that she regularly shares with me, and your January 16, 2019 letter…

Thank you very much for your quick and detailed response to our concerns. I am clearly a late-comer to this discussion, having arrived from a wholly different starting point, and have only recently learned of the role being played by the high-speed rail project in the research and understanding of Richmond's Graveyard for Free People of Color and Slaves. I am particularly pleased to learn of the extensive consultation and community engagement already undertaken and yet envisioned by your project. Before receiving your letter, I was completely unaware of the number of consulting parties involved in this undertaking and of the breadth and scope of their engagement, especially as regards the additional research and interpretive efforts that will be addressed through implementation of the mentioned MOA. That said, I continue to have outstanding questions and concerns that were not wholly addressed in your letter that I have tried to better articulate through the following series of questions and comments.

Questions and Responses

1) Are you able to share the MOA mentioned in your letter? Can you provide names of the Consulting Parties to this project? Can you provide minutes of meetings and/or other discussions and events that touch on or make specific mention of the Graveyard for Free People of Color and Slaves (44HE1203)?
2) Apart from the VDOT-sponsored research conducted within that department's right-of-way below the I-64 bridge, what are the other research efforts have been "ongoing since 2015" near the Graveyard for Free People of Color and Slaves mentioned in your letter? (The V-CRIS site form lists only a single CRM event – Dovetail's February 4, 2018 pedestrian reconnaissance of the locale.)
3) Can you please elaborate/explain the process of geo-registration of the 1835 Bates map? Specifically, what ground-control points were used in this registration? And, why does the southwesternmost corner of the cemetery not align with the present-day northeastern corner of the intersection of Fifth and Hospital streets, which would appear to be how the site was depicted by Bates? Some consideration of the assumptions and potential inaccuracies common to geo-registration of historic maps is appropriate in this context.
4) Why does the 1877 Beers map of Richmond (sheets from the 1889 Baist Atlas), showing a much enlarged "Potters Field," not receive equal consideration in the delineation of the boundaries of the historic cemetery? The evaluation of the site's potential significance in Dovetail's Phase IB report (p.4-225) (and in the V-CRIS site form) acknowledges that the cemetery was established around 1816 and that it may have lasted as late as 1890. However, explicit discussion and consideration of the cemetery's use through the middle and into the late nineteenth century, its likely expansion, and ultimate abandonment seems to only repeat research sponsored by VDOT in 2013. In particular, the anecdotal claim reported in 2013 that burials at the cemetery may have been relocated around 1890 in association with construction of the Northside/Fifth Street viaduct, though repeated, is not pursued or further substantiated. Lenora McQueen's research demonstrates very

clearly that the public cemetery that began as the "Graveyard for Free People of Color and Slaves" remained in operation and continued to receive significant numbers of African American burials until June 1879, with 1,770 African American burials reported by the cemetery's keeper in the six-and-a-half years between January 1873 and June 1879 (an average rate of more than 20 burials per month).[1] This evidence clearly indicates that the cemetery remained active—indeed, very much so—for nearly a half-century after publication of the Bates map and that it was substantially expanded beyond the boundaries shown on that early document. Inclusion and explicit discussion of the cemetery's depiction on the 1877 Beers map (and 1889 Baist Atlas) combined with understanding of its use after the Civil War as can be gleaned from other documentary sources arguably yields a much larger and historically more complicated site than that portrayed in the Phase IB report.

5) That said (and following on from Item 3, above), delineation of the cemetery's boundaries solely based on its depiction at the *margins* of nineteenth-century maps *of uncertain and possibly variable cartographic accuracy* seems misguided and other efforts to more accurately determine its boundaries should be explored. For example, identification, through deed research, and platting of the boundaries of the parcel sold by the City to E. G. Rex in 1866 or 1867 for the construction of a new powder magazine may help better understand the late-nineteenth-century limits of the cemetery.[2] Research into other deeds for neighboring properties and platting of their boundaries onto existing conditions and parcel maps, such as the tract purchased in the Bacon's Quarter Branch valley immediately north of the cemetery by Tanner & Delaney Engine Co. around 1881 (and later acquired by Richmond Locomotive & Machine Works c.1887), might also aid in more accurately establishing the boundaries of the City-owned cemetery. Similarly, exploring deeds and other documents associated with land acquisition and construction around 1900 of the Sea Board Airline Railroad may help to clarify the nineteenth-century boundary between publicly-owned (that may have received human burials) and privately held land to the north and east.

6) The physical evidence of the present-day landscape, as well as that collected by the VDOT-sponsored field research in 2013, abundantly supports the conclusion that the Graveyard for Free People of Color and Slaves/Potters Field has been heavily disturbed and that, at least in certain portions of the historic cemetery, the survival of intact burials seems highly unlikely. The Phase IB report and your letter highlight the depth of the cuts along the north side of Hospital Street and the west side of the I-64 right-of-way as good illustrations of this conclusion. However, using your registration of the 1834 Bates map

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[1] "Note – The hill-side adjoining the Hebrew Cemetery, used for many years as a burial-place for colored persons, was abandoned in June last. These people are now interred in Oakwood Cemetery" (*Richmond Dispatch*, 1 January 1880). Counts of "colored" interments broken down between adults and children and often between men and women, as reported by the Superintendent of Shockhoe Hill Cemetery were reported, typically, in January, in the Richmond Dispatch. Colored interments were noted as being made "in ground adjacent" to the white Shockoe Hill cemetery.

[2] Richmond's powder magazine, apparently located east of Fifth Street and south of the present Hospital Street, was deliberately destroyed The recommendation by the City's Committee on Public Grounds and Buildings to sell "the ground north of that formerly occupied by the powder magazine" to E. G. Rex "for the re-erection of a powder magazine" was reported in the October 8, 1866 edition of the *Daily Dispatch*. The subsequent discovery of approximately 100 human skeletons during construction of the new magazine the following year was reported by the *Richmond Whig* (April 9, 1867) and *Daily Dispatch* (April 9, 1867).

how confident can we be that intact graves do not survive, possibly below fill, within the current LOD on the south side of Hospital Street? Are there other areas within the LOD, particularly north of the Hebrew Cemetery and Talley Service Center parcel that might also contain intact graves? Relying solely on visual examination of current conditions to assess whether intact burials are present seems inadequate and, at the very least, hypotheses about site and landscape modification should be tested through additional field investigation. While intact graves may not be present, what is the potential that disinterred and scattered human remains survive in disturbed surface soils within the LOD in the vicinity of the historic cemetery? Is more complete documentation, through a combination of archival research and archaeological/geo-archaeological field investigation, necessary to develop a more complete understanding of this site and its developmental history?

7) The Phase IB report limits discussion of the potential significance of the Graveyard for Free People of Color and Slaves/Potters Field to the possibility that intact graves belonging to the cemetery survive. In essence, the perspective articulated in the report is that if there is no evidence of graves, the property (by definition) lacks integrity and therefore cannot possess historical significance. However, suppose we think about the cemetery less in terms of its early – mid-nineteenth-century function and setting and more in terms of later nineteenth-century Jim Crow era historical themes? Although much research remains to be conducted, evidence currently available suggests that, following the impacts associated with the 1867 powder magazine construction, serious disturbances to (and perhaps, ultimately, destruction of) large parts of the historic cemetery were associated with the extension and widening of the Fifth Street corridor in the mid to late 1880s, itself part of the process of Richmond's demographic, and economic expansion and the opening of peripheral lands for new, predominately white, suburban development north of Bacon's Quarter Branch. Already in 1883, the Daily Dispatch was reporting that "improvements at the extreme north end of Fifth Street" were impinging upon "bodies buried in that locality," though whether these were Jewish, African American, or indigent bodies was not specified.[3] A pair of historic photographs held by the Valentine Museum and dating between approximately 1887 and 1891 and bracketing construction of the Fifth Street viaduct reveal very graphically the enormous extent of alterations to this location.[4]

   While the possibility that graves may have been relocated cannot be dismissed without further research, whatever happened to the cemetery must be considered in light of the comments of the editor of the *Richmond Planet*, the city (and state's) highly important African American newspaper, in 1896 that the city's expansion north entailed "the desecration of the burial ground on Poor-house Hill, North 5th Street" during which "graves were dug into, bones scattered, coffins exposed, and the hearts of the surviving families made to bleed by the desecration of the remains of their loved ones."[5] Not considering this later history of the Graveyard for Free People of Color and Slaves/Potters Field and confining consideration of its potential historical significance to the presence of intact graves and/or other surviving physical evidence of a former memorial or commemorative landscape, runs the very real risk of implying that the late-nineteenth-century destruction and desecration of sites integral to the formation and maintenance of African American cultural and community identity somehow lacks historical significance. The re-creation /re-birth of Richmond after the Civil War included a range of acts *both commemorative and destructive* that left their enduring marks on the City's landscape and these marks continue to influence and shape the way Richmond's residents and visitors alike understand its history.

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[3] *Daily Dispatch*, October 9, 1883, p.1

[4] http://65.246.64.204/rediscoveryproficiopublicsearch/ArchivesShowItem.aspx?180247-BIBLIO; http://65.246.64.204/rediscoveryproficiopublicsearch/ShowImageView.aspx?180247

[5] "The Colored Cemeteries," *Richmond Planet*, March 21, 1896, p.2

8) Phase II level research, both archaeological and documentary, is warranted at 44HE1203
    a. to more fully define the historic aerial limits of the Graveyard for Free People of Color and Slaves/Potters Field,
    b. to develop a clearer and more detailed understanding of the site's history of use and demise, and
    c. to provide a fuller consideration of the site's potential historical significance, especially in light of themes relevant to current understandings of Richmond's Reconstruction and Jim Crow era history and that expands consideration to include NR Criterion A (that the site is associated with events that have made a significant contribution to the broad patterns of our history).

This last item is undeniably challenging given that our accepted methods for discussing and evaluating the historical significance of cultural properties typically requires the presence of tangible, physical qualities. The current situation provides us all with an opportunity to consider how we might acknowledge and commemorate sites whose significance lies, at least in part, in their deliberate erasure/removal. Such sites necessarily lack integrity, but surely they remain imbued with historical significance.

Thank you for considering these thoughts and I look forward to our continued discussion,

Steve Thompson, PhD, RPA

Kerri Barile <kbarile@dovetailcrg.com>

Re: DC2RVA High Speed Rail project and the Graveyard for Free People of Color and Slaves

1 message

LENORA MCQUEEN <lenora.m@prodigy.net> Sun, Jan 27, 2019 at 11:45 PM
To: Steve Thompson <sthompson@rivarch.com>, Kerri Barile <kbarile@dovetailcrg.com>
Cc: "Kirchen, Roger (DHR)" <Roger.Kirchen@dhr.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Burch, Carey" <carey.burch@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, John Winkle <john.winkle@dot.gov>, Sarah Stokely <sstokely@achp.gov>, "Wilson, Joanna (DHR)" <joanna.wilson@dhr.virginia.gov>

Dear Roger and Kerri:

My 4th great-grandmother Kitty would have been buried in the slave burial ground at 5th and Hospital Street. She died a little over 160 years ago in the City of Richmond, in the home of her owner who lived on the south-side of Franklin between 6th and 7th. That place today is a parking garage. The daughter of her owner Elizabeth wrote a heartfelt letter to her sister in Philadelphia the very same morning that Kitty died, lovingly, but very sadly informing her sister of the death of their beloved Kitty. The letter brought tears to my eyes as I read of her long illness, and painful death. I was touched by how much love was expressed for her in that letter by Elizabeth. Kitty's daughters who were present were devastated. The other children and grandchildren unknowing of what had occurred - as they had been sold after the death of their owner a few years prior, splitting up the family. The deceased owner was Elizabeth's father. Elizabeth told of how she had Kitty's body neatly prepared for the grave, "it is what she would have done for me" she said. Kitty was dressed in the garment that she herself had requested for that purpose. Her last words she spoke to her children in an attempt to comfort them as she herself lay dying, seeing them weeping - "Don't cry children, don't cry for me, I am going home" - she breathed her last breath and died.

Elizabeth and her sister who also lived in Richmond intended to follow Kitty's body to the grave the next day. She indicated that their intention was that no respect would be spared for Kitty. My intention also is that no respect should be spared for Kitty, other family members buried there at the burial ground, or for the other many thousands that were interred at the cemetery at 5th and Hospital Street. In my eyes Kitty holds a place of high honor. And all of those people buried there were probably loved by someone. They were someone's child, someone's mother, someone's father, brother, sister, aunt, uncle, grandparent, grandchild, cousin, friend…… They were someone's someone. They are still someone's someone. They deserve to be honored. They deserve to be remembered. They deserve to have their story told, and no longer hidden. And they deserve to be allowed to rest in peace.

I came to Richmond last year to find Kitty (also others in the family). I had only known of the intention of her owner to keep her, the owner being the mother of Elizabeth. I had no idea of what had actually happened. So I came to Richmond, and I found Kitty. The excitement I felt when I realized that I could go to the place that she would have been buried. I remember the confusion, and the disappointment upon reaching my destination. I didn't understand the place at all, and I kept thinking that I must be in the wrong place, it can't possibly be this place... And I had hoped that I was in the wrong place. And I left there not knowing, until sometime later that it was actually the right place. How sad… That desolate hillside with an abandoned gas station on it and a billboard - It is so disrespectful. But with all that has happened there, it does not make that place not important. With all that has happened it does not make the people interred there not important. It deserves something better. They deserve something better. Even those whose skeletal remains were obviously moved, they deserve something better, as even today their essence remains.

I have been deeply involved in research trying to uncover the history of the place where my Kitty was laid to rest by those who loved her. It has been a horribly sad and disturbing journey seeing the degradation, the disrespect, and the destruction associated with this burial ground. I have no idea if she rests there in peace or if she fell victim to one of the many atrocities that befell that graveyard. Though even if she herself were untouched, how could she rest in peace? The history of the burial ground is tragic. It's story is also incomplete.

The very day after I read that letter for the first time telling of Kitty's death and while attending the symposium on the President's Commission on Slavery at the University of Virginia, I learned the first tragic piece of history directly connected to the graveyard. It was a main topic at the symposium - grave robbing for the medical colleges, and this graveyard was one of the targets. I was absolutely horrified. I later learned of the well at VCU where human remains were thrown away as if they were trash. The medical waste well at VCU that was accidentally uncovered dates to the time of this graveyard. That was only the first of several horrifying pieces of news regarding the burial ground that I received. Following was the news of the explosion of the gunpowder magazine on evacuation day in 1865. Then it appears that Hospital Street was moved, its course driven through the burial ground, and also the selling of a piece of the graveyard land for the construction of a new gunpowder magazine (more than 100 skeletons being uncovered when the foundation was dug in 1867). Perhaps the street was moved to accommodate the two new magazines that were built.

The archaeological testing and excavations that are mentioned in the 2013 VDOT report appears to have taken place in the same spot where the new Gun Powder Magazines were built. This is the land sold by the City in 1866 expressly for the erection of the new Gun Powder Magazines, there were two sales, and two magazines. The Powder Magazines appear clearly on the 1877 map which was mentioned but not imaged in the report. My opinion is that the search here was not extensive enough and the conclusions were drawn prematurely; I say this in light of the evidence. I also learned that Fifth Street was run through the burial ground, and the Northside / 5th Street Viaduct as well. Additionally a walkway leading to Richmond Locomotive was run through it, and later railroad tracks were built on it. There is the gas station that was placed upon it, and the billboard, etc. Each one of those very deliberate actions destroyed the graves of someone's loved ones. I think about how hurt and devastated Kitty's family would have been and also the many others who were affected by those actions taken for another's monetary gain. It truly breaks my heart.

This burial ground is supposed to be a place of eternal rest - a place of honor and memorial, just like at the two burial grounds next to it. The disparity between them is shocking, and quite beyond words. On any given day a descendant of those buried at the Shockoe Hill Cemetery or the Hebrew Cemetery can go and visit the grave of their ancestor which is still to this day lovingly cared for and attended to. That is not true of the African American Community who had enslaved ancestors who died before 1879 in the City of Richmond. The descendants exist not only in Richmond, but all over the country. We the descendant community of that burial ground can only wonder what happened, and what is going to happen next? Would you do what you are proposing to do for the sake of high-speed rail to the Hebrew Cemetery or to Shockoe Hill Cemetery? I assume that the answer would be no. So I have to ask, when is enough, enough? When will our ancestors who were laid to rest at that corner be honored, and left in peace? Have you considered how many true descendants of those who were buried in that burial ground exist? It was the slave burial ground for the city for 49 years and a very active one. And it continued as a very active burial ground for 13 additional years. Not to mention those who were free people of color who would have been buried there as well prior to 1865. There were many thousands of people buried there. That could mean that there are millions of people who descended from those who were buried in that graveyard. But most of them have been robbed of their history. And they have been robbed of that place in which they can pay their respects to the ones that came before them. But that part can be changed, at least on some level.

The burial ground appears to have never been called Potter’s Field, not officially prior to its inclusion on the 1877 Bates Map. Reports of interments for both black persons and white were made by the Superintendent of the Shockoe Hill Burial Ground who kept registers and who made regular reports to the City Council and to the standing committee of the City Council which was called the Shockoe Hill Burying Ground Committee, and much later the Committee on Cemeteries. Occasional references to the Poor House Cemetery or Poor House Hill were not references to a Potter’s Field. The 1869 City Directory refers to the burial ground for colored people as the African Burial Ground and the Shockoe Hill Cemetery as the Poor House Cemetery. This same publication lists John Pearce as the Superintendent of both burying grounds in addition to the Jewish Cemetery. Later reporting in the 1870s appears to be made under the name Shockoe Hill Cemetery with the black cemetery being more specifically referred to as the adjoining ground. On February 21, 1878 The Daily Dispatch reported under the heading “ADDITIONAL BURYING-GROUND NEEDED” 304 colored interments had been made that year. Also mentioned was that it was impossible to make any new interments without disturbing some previous burial due to the overcrowded conditions.

I can not say whether or not any burials were removed to the prison graveyard, though it would seem from the description made that the majority of those burials were prison inmates. I can say that the number of interments made for colored people at the burial ground at 5th and Hospital between 1873 and June of 1879 was 1,808 which I believe exceeded the number of burials at the prison graveyard about 5 times over, not to mention the thousands buried in prior years.

I ask please for a direct response to the letters written by Steve Thompson, Phd of Rivanna Archaeological Services, and history professor Ryan Smith, Phd. The opinions they have expressed, and the concerns and questions which have been raised in their letters mirror my own. I too would like to know the answers.

I continue to have deep concerns for the burial ground at 5th and Hospital Street (1816 Graveyard for Free People of Colour and For Slaves / 1877 Potter’s Field). The reports made indicate that the burial ground is being minimized in terms of its size and its history. I appreciate the response I received from you Kerri and the invitation to visit the site. I don’t believe however that the letter you so kindly sent to me answered my questions or addressed my concerns. I feel it important that these things be specifically addressed in writing. Though at some point I would certainly welcome the opportunity to talk to you. At this time I would not be able to pay the site a visit in person, at least not in the near future as far as I know, as I live too far away. Traveling that distance and enduring the expense, as well as lost time from work - unfortunately it is something that I can not do. If something changes, I hope the invitation will remain open. I thank you for the offer.

I ask that this burial ground be recognized and studied to its fullest extent, its dimensions and history fully explored. I ask please that DHR change its position in regards to the matter of the burial ground and request further testing and exploration.

My goal is not to completely derail and halt your project. I seek only to ensure that the site be treated with dignity and respect. This is an opportunity for all parties to come together to collaborate, increase understanding and formulate a mutually acceptable solution, a better solution to this tragedy. Among other things, I myself have done extensive research in relationship to the burial ground which I believe would be quite helpful. This research is also ongoing.

Your consideration of this matter is deeply appreciated. Thank you.

Yours truly,

Lenora

Lenora McQueen

On Sunday, January 27, 2019, 8:18:37 PM CST, Kerri Barile <kbarile@dovetailcrg.com> wrote:

Hey Steve,

Thanks for your letter and for your voicemail on Saturday. We're reading through the letter, and I will be back in touch shortly to set up a call or an on-site meeting so we can talk more.

Thanks again and more to follow!
Kerri

On Thu, Jan 24, 2019 at 12:41 PM Steve Thompson <sthompson@rivarch.com> wrote:

> Dear Ms. Barile and Ms. Stock,

> Please see my attached comments in regards to your recent response to questions and concerns raised by Lenora McQueen regarding the DC-RVA rail project and Richmond's Graveyard for Free People and Slaves.
>
> Regards,
>
> Steve
>
> Steve Thompson, PhD, RPA
> Rivanna Archaeological Services, LLC
> 410 E. Water Street, Suite 1100
> Charlottesville, VA 22902
> 434-293-3108 (office) | 434-981-9466 (mobile)
> www.rivarch.com
>
> ---
>
> On Wed, Jan 16, 2019 at 3:55 PM Kerri Barile <kbarile@dovetailcrg.com> wrote:
>
>> Hello Ms. McQueen,
>>
>> Thank you very much for reaching out to the Virginia Department of Historic Resources (DHR) regarding the Washington, DC to Richmond, Virginia segment of the Southeast High Speed Rail project and potential impacts on the Graveyard for Free People of Color and Slaves (DHR project file #2014-0666). Roger Kirchen at the DHR forwarded your emails to us, and we have prepared some data to share regarding the project and the cemetery (attached).
>>
>> As the letter mentions, if you would like, we would love to meet you on site to look at the area and describe the project. Sometimes things are so much easier to see in person/3D than on flat maps! Just let us know if you would like to meet, and we can absolutely schedule a date. We are also more than happy to chat on the phone if you prefer.
>>
>> Thanks again!
>> Kerri
>>
>> --
>>
>> **Kerri S. Barile, Ph.D., RPA** I **President**
>> Office - 540.899.9170, x1001 I Cell- 540.623.5106 I Fax- 540.899.9137
>> kbarile@dovetailcrg.com
>>
>> DOVETAIL
>> CULTURAL RESOURCE GROUP
>>
>> 11905 Bowman Drive, Suite 502, Fredericksburg, Virginia 22408
>> 721 Philadelphia Pike, Wilmington, Delaware 19809
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--

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Office - 540.899.9170, x1001 I Cell- 540.623.5106 I Fax- 540.899.9137
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Kerri Barile <kbarile@dovetailcrg.com>

Circa 1816 “Graveyard for Free People of Color and Slaves” (archaeological site 44HE1203)

1 message

Ellen Chapman <ellen.chapman@gmail.com> Mon, Feb 4, 2019 at 12:16 PM
To: kbarile@dovetailcrg.com, info@dc2rvarail.com
Cc: LENORA MCQUEEN <lenora.m@prodigy.net>, Steve Thompson <sthompson@rivarch.com>, Ana Edwards <ourrosewood@gmail.com>, Derek Miller <miller.derek.r@gmail.com>, "Kirchen, Roger (DHR)" <roger.kirchen@dhr.virginia.gov>

Dear Dr. Barile and Ms. Stock,

I write regarding the potential impacts of the high speed rail project to Richmond’s Graveyard for Free People of Color and Slaves (44HE1209), after communications with Lenora McQueen and Steve Thompson. I conducted my dissertation on Richmond’s archaeology and also coordinate a community organization, RVA Archaeology, focused on archaeological education and advocacy in the city. I am currently engaged in research on the Virginia State Penitentiary project referenced in Calhoun's 2013 VDOT report, and our research has also failed to identify confirmation that Viaduct burials were relocated in the Penitentiary. Regardless of potential burial relocation and the presence of modern utilities, I hope that there is archaeological monitoring planned for the portion of the project along this cemetery.

I offer the following comments on the project:

1) I echo Steve Thompson’s recommendations for additional Phase II before moving forward with construction on the south side of Hospital Street, especially given Richmond’s egregious history of moving black burials for public works projects. If there is a way of becoming more educated regarding the site integrity and the potential for human remains before moving ahead, I think it’s morally important that we do so.

2) As far as any of us are aware, Lenora McQueen is the only person who has identified their status as a descendant of someone buried in Richmond’s Graveyard for Free People of Color and Slaves. Given this, I believe it is appropriate for her to be invited to be listed as a consulting party in the MOA and as a person to contact in the Unanticipated Discoveries Plan in the event that human remains are identified during the project. It might also be helpful to discuss the treatment plans for this site and any plans for archaeological monitoring and avoidance measures.

3) I welcome the offer of a site visit to discuss the question of the burial ground’s integrity and potential exposure by the project, although Ms. McQueen lives in Texas and might prefer responses in writing and over the phone. The RVA Archaeology group would also be interested in setting up a public event in Richmond to discuss the archaeology and history being uncovered as part of the DC-Richmond high speed rail project.

4) I echo Steve’s request for more details regarding the MOA and ask that the document and the list of consulting groups and individuals be released to Lenora if at all possible as a way of continuing this conversation.

Thanks very much, we are interested in the collaborative history research that this project may entail, and look forward to your thoughts.

Best,
Ellen

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Kerri Barile <kbarile@dovetailcrg.com>

On-site Meeting/Shockoe Hill Cemetery (site 44HE1203/1816 cemetery)

1 message

Kerri Barile <kbarile@dovetailcrg.com> Mon, Feb 4, 2019 at 11:23 AM
To: Steve Thompson <sthompson@rivarch.com>, LENORA MCQUEEN <lenora.m@prodigy.net>, Ryan Smith <rksmith3@vcu.edu>
Cc: "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Burch, Carey" <carey.burch@hdrinc.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, "Kirchen, Roger (DHR)" <Roger.Kirchen@dhr.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Wilson, Joanna (DHR)" <joanna.wilson@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>, Sarah Stokely <sstokely@achp.gov>, "Hyatt, Wayne" <WHyatt@moffattnichol.com>

Hello Steve, Ms. McQueen, and Mr. Smith,

We deeply appreciate your continued comments regarding the circa 1816 cemetery near Hospital Street! Over the past few weeks, the DRPT, project team, and DHR have gone over your materials and your requests to assure that we fully understand your concerns and can address all questions, ensuing a robust dialogue on this area. Additional information on the Section 106 process and all meetings will be coming your way by the close of business today, as requested.

In the meantime, we would like to schedule the on-site meeting so that we can go over DC2RVA project plans directly at the site to facilitate our dialogue. In discussing potential times and dates with the involved parties, we would like to recommend that we meet on site on **Wednesday, February 13 at 3pm**. Alternative dates would be Tuesday, February 12 at 3pm or Thursday, February 14 at 3pm. Please let us know your availability, and I can send a formal calendar invite once a date is confirmed. If these dates and times do not work, we can look at availability during the following week.

Thank you again for all of your information, and we're looking forward to talking to you more on site.
Best,
Kerri

--

Kerri S. Barile, Ph.D., RPA I **President**
Office - 540.899.9170, x1001 I Cell- 540.623.5106 I Fax- 540.899.9137
kbarile@dovetailcrg.com

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Kerri Barile <kbarile@dovetailcrg.com>

Re: On-site Meeting/Shockoe Hill Cemetery (site 44HE1203/1816 cemetery)

1 message

Ryan Smith <rksmith3@vcu.edu> Mon, Feb 4, 2019 at 2:32 PM
To: Kerri Barile <kbarile@dovetailcrg.com>
Cc: Steve Thompson <sthompson@rivarch.com>, LENORA MCQUEEN <lenora.m@prodigy.net>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Burch, Carey" <carey.burch@hdrinc.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, "Kirchen, Roger (DHR)" <Roger.Kirchen@dhr.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Wilson, Joanna (DHR)" <joanna.wilson@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>, Sarah Stokely <sstokely@achp.gov>, "Hyatt, Wayne" <WHyatt@moffattnichol.com>

Dear Kerri,
Thanks for your message. To keep the on-site scheduling manageable, I defer to Steve Thompson's availability.

Ryan

Ryan K. Smith
Department of History
Virginia Commonwealth University
(804) 828-9932
rksmith3@vcu.edu

On Mon, Feb 4, 2019 at 11:23 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Hello Steve, Ms. McQueen, and Mr. Smith,
>
> We deeply appreciate your continued comments regarding the circa 1816 cemetery near Hospital Street! Over the past few weeks, the DRPT, project team, and DHR have gone over your materials and your requests to assure that we fully understand your concerns and can address all questions, ensuing a robust dialogue on this area. Additional information on the Section 106 process and all meetings will be coming your way by the close of business today, as requested.
>
> In the meantime, we would like to schedule the on-site meeting so that we can go over DC2RVA project plans directly at the site to facilitate our dialogue. In discussing potential times and dates with the involved parties, we would like to recommend that we meet on site on **Wednesday, February 13 at 3pm**. Alternative dates would be Tuesday, February 12 at 3pm or Thursday, February 14 at 3pm. Please let us know your availability, and I can send a formal calendar invite once a date is confirmed. If these dates and times do not work, we can look at availability during the following week.
>
> Thank you again for all of your information, and we're looking forward to talking to you more on site.
> Best,
> Kerri
>
> --
>
> **Kerri S. Barile, Ph.D., RPA | President**
> Office - 540.899.9170, x1001 | Cell- 540.623.5106 | Fax- 540.899.9137
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Kerri Barile <kbarile@dovetailcrg.com>

Requested Documents/Shockoe Hill Cemetery (site 44HE1203/1816 cemetery)

1 message

Kerri Barile <kbarile@dovetailcrg.com> Tue, Feb 5, 2019 at 8:46 AM
To: Steve Thompson <sthompson@rivarch.com>
Cc: Steve Thompson <sthompson@rivarch.com>, LENORA MCQUEEN <lenora.m@prodigy.net>, Ryan Smith <rksmith3@vcu.edu>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>, "Selleck, Randy (DRPT)" <Randy.Selleck@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <Nick.Ruiz@drpt.virginia.gov>, "Burch, Carey" <carey.burch@hdrinc.com>, "Harrington, Karen" <Karen.Harrington@hdrinc.com>, "Walter, Stephen C" <Stephen.C.Walter@parsons.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "ecalhour@dovetailcrg.com" <ecalhoun@dovetailcrg.com>, "Kirchen, Roger (DHR)" <Roger.Kirchen@dhr.virginia.gov>, "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>, "Wilson, Joanna (DHR)" <joanna.wilson@dhr.virginia.gov>, John Winkle <john.winkle@dot.gov>, Sarah Stokely <sstokely@achp.gov>, "Hyatt, Wayne" <WHyatt@moffattnichol.com>

Good morning,

Thank you again for your patience as materials related to the DC2RVA project were culled together. I've created a Dropbox file that addresses the first two questions/requests in Steve Thompson's letter dated January 24, 2019. The files can be found here (https://www.dropbox.com/sh/pfiq48t6hlr6t91/AAAPS3IhuAAxCaO__vJs6xrma?dl=0) and they include:

1) Appendix U from the Draft EIS published in September 2017. This contains all Section 106 coordination documents between commencing the project in November 2014 and August 2017. It is 740 pages.
2) Appendix E from the upcoming Final EIS (in draft form as the document has not been published yet). This contains all Section 106 coordination between August 2017 and January 2019. It is 543 pages.
3) Draft MOA that has been through one round of reviews by FRA, DHR, and DRPT and is now in a second round of edits with these agencies as well as the ACHP and consulting parties. It is 71 pages.

These documents contain all 106 correspondence. Please know that I didn't overload you with materials to lead you on a wild goose chase! :) But the 106 outreach on this project has been long and robust so I wanted to send you what has been done. All of the coordination blends to include the entire corridor and we discussed all areas, including Richmond and the historic properties, in all dialogues with the agencies and vested groups for over four years, so it is a bit hard to tease out materials that only pertain to this cemetery. Hopefully the summary tables in the beginning can narrow down the topic of the correspondence and I am, of course, always available to highlight certain pieces. I've been living and breathing this project for over four years now!

One document that is NOT within this batch is the roster of commitments that is being made in association with the National Environmental Policy Act process. In addition to 106 mitigation, the project has NEPA commitments, some of which revolve around this portion of Richmond. The roster is currently being developed, and your input at our onsite meeting and through your letters is helping to refine this list. I mention this to keep in mind as you review the MOA- there are multiple legislative requirements that will include cultural resource commitments. We're looking forward to discussing these with you.

Beyond your request for these three categories of documents, we are also working on the other points in all letters and emails received on this project. We will have additional overlays, geo data, and descriptions of project impacts when we meet. I think a lot of your questions will be answered at that time, and we are really looking forward to our dialogue!

Again, I am absolutely here to discuss these materials between now and next Wednesday, and much more will be shared on site.

Thanks so much!
Kerri

On Tue, Feb 5, 2019 at 8:02 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:

> Great! Thanks so much. More info to follow with details. Also, I have the materials you requested prepared and am waiting on just one more thing. I will upload them to Dropbox this morning. I apologize for the delay!
> Kerri
>
> On Tue, Feb 5, 2019 at 7:42 AM Steve Thompson <sthompson@rivarch.com> wrote:
>
> > Kerri,
> >
> > Next Wednesday, February 13 at 3pm will work for me for an on-site meeting.
> >
> > Steve
> >
> > Steve Thompson, PhD, RPA
> > Rivanna Archaeological Services, LLC
> > 410 E. Water Street, Suite 1100
> > Charlottesville, VA 22902
> > 434-293-3108 (office) | 434-981-9466 (mobile)
> > www.rivarch.com
> >
> > ---
> >
> > On Mon, Feb 4, 2019 at 11:23 AM Kerri Barile <kbarile@dovetailcrg.com> wrote:
> >
> > > Hello Steve, Ms. McQueen, and Mr. Smith,
> > >
> > > We deeply appreciate your continued comments regarding the circa 1816 cemetery near Hospital Street! Over the past few weeks, the DRPT, project team, and DHR have gone over your materials and your requests to assure that we fully understand your concerns and can address all questions, ensuing a robust dialogue on this area. Additional information on the Section 106 process and all meetings will be coming your way by the close of business today, as requested.
> > >
> > > In the meantime, we would like to schedule the on-site meeting so that we can go over DC2RVA project plans directly at the site to facilitate our dialogue. In discussing potential times and dates with the involved parties, we would like to recommend that we meet on site on **Wednesday, February 13 at 3pm**. Alternative dates would be Tuesday, February 12 at 3pm or Thursday, February 14 at 3pm. Please let us know your availability, and I can send a formal calendar invite once a date is confirmed. If these dates and times do not work, we can look at availability during the following week.
> > >
> > > Thank you again for all of your information, and we're looking forward to talking to you more on site.

> > > Best,
> > > Kerri
> >
> > --

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Kerri S. Barile, Ph.D., RPA I **President**
Office - 540.899.9170, x1001 I Cell- 540.623.5106 I Fax- 540.899.9137
kbarile@dovetailcrg.com

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Kerri Barile <kbarile@dovetailcrg.com>

DC2RVA 44HE1203 Cemetery Visit

1 message

Stock, Emily <emily.stock@drpt.virginia.gov> Tue, Feb 12, 2019 at 1:14 PM

To: Kerri Barile <kbarile@dovetailcrg.com>, Ellen Chapman <ellen.chapman@gmail.com>, Roger Kirchen <roger.kirchen@dhr.virginia.gov>, Marc Holma <marc.holma@dhr.virginia.gov>, "Wilson, Joanna (DHR)" <joanna.wilson@dhr.virginia.gov>, Cyane Crump <ccrump@historicrichmond.com>, WHyatt <whyatt@moffattnichol.com>, Karen Harrington <karen.harrington@hdrinc.com>, Antony Opperman <a.opperman@vdot.virginia.gov>, "Clarke, Dironna M. - DPW" <dironna.clarke@richmondgov.com>, Steve Thompson <sthompson@rivarch.com>, Christopher Smith <chris.smith@drpt.virginia.gov>, rksmith3@vcu.edu, Carey Burch <carey.burch@hdrinc.com>, Justin Sarafin <jsarafin@preservationvirginia.org>, Kim Chen <kimberly.chen@richmondgov.com>, Randy Selleck <randy.selleck@drpt.virginia.gov>, Ana Edwards <ourrosewood@gmail.com>, Michael Mclaughlin <michael.mclaughlin@drpt.virginia.gov>, Jordy Yager <jordyyager@gmail.com>

Cc: LENORA MCQUEEN <lenora.m@prodigy.net>, "Wright, Andrew (DRPT)" <andrew.wright@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <nick.ruiz@drpt.virginia.gov>

I look forward to seeing you tomorrow at 3PM for the site visit.

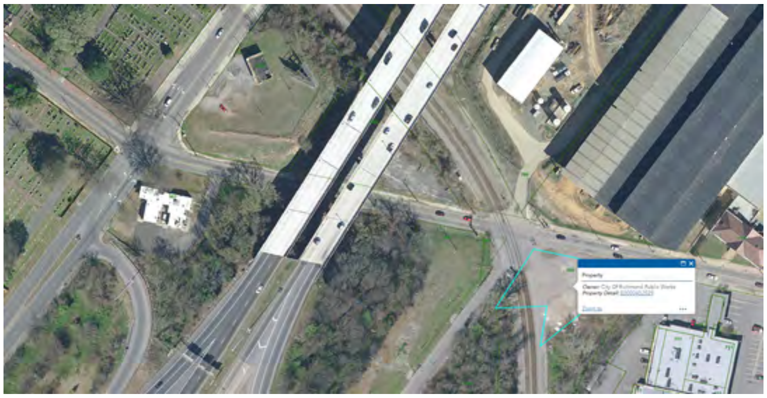
Please note that we do not have permission to enter the privately-owned sections of the site. We do have permission to park on a City of Richmond-owned parcel to the southeast of the site.

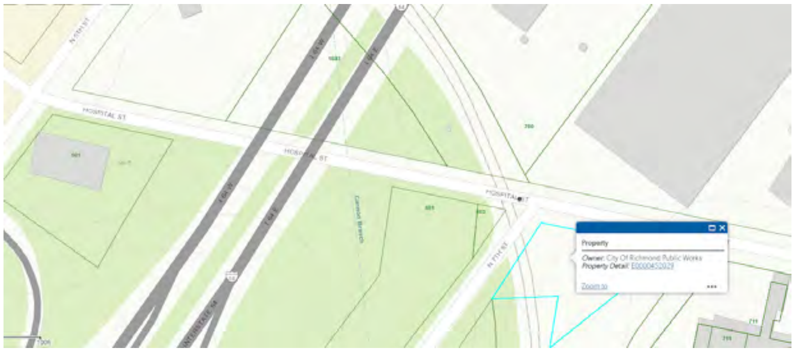
Parking Location: SE corner of 7th Street and Hospital Street. Address: 703 Hospital Street See maps below.

Please plan to meet in this parking area a few minutes before 3PM. We can review maps and handouts from that vantage point, and then head out as a group to the Hospital Street sidewalk (east side of street) up to 5th Street.

Our head count is around 20. **Since we will be walking across a busy street and the railroad tracks, I would like to keep the group together as much as possible for safety.** To aid in discussion and to help orient us at the site, we've prepared a timeline with historical and current maps. DRPT will provide hard copies of the timeline at the site tomorrow. We will also have large-scale project plans to review together in the parking area before we start our walk.

Please carpool with colleagues to the extent possible - and call me if you have any last minute questions or change of plans. Thank you! Emily Stock (tel. 804-971-1381)


Property
Owner: City Of Richmond Public Works
Property Detail: E0000452029
Zoom to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HOSPITAL ST
Property
Owner: City Of Richmond Public Works
Property Detail: E0000452029
Zoom to

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Emily Stock
Virginia Department of Rail and Public Transportation
emily.stock@drpt.virginia.gov
804-786-1052

Re: DC2RVA 44HE1203 Cemetery Visit

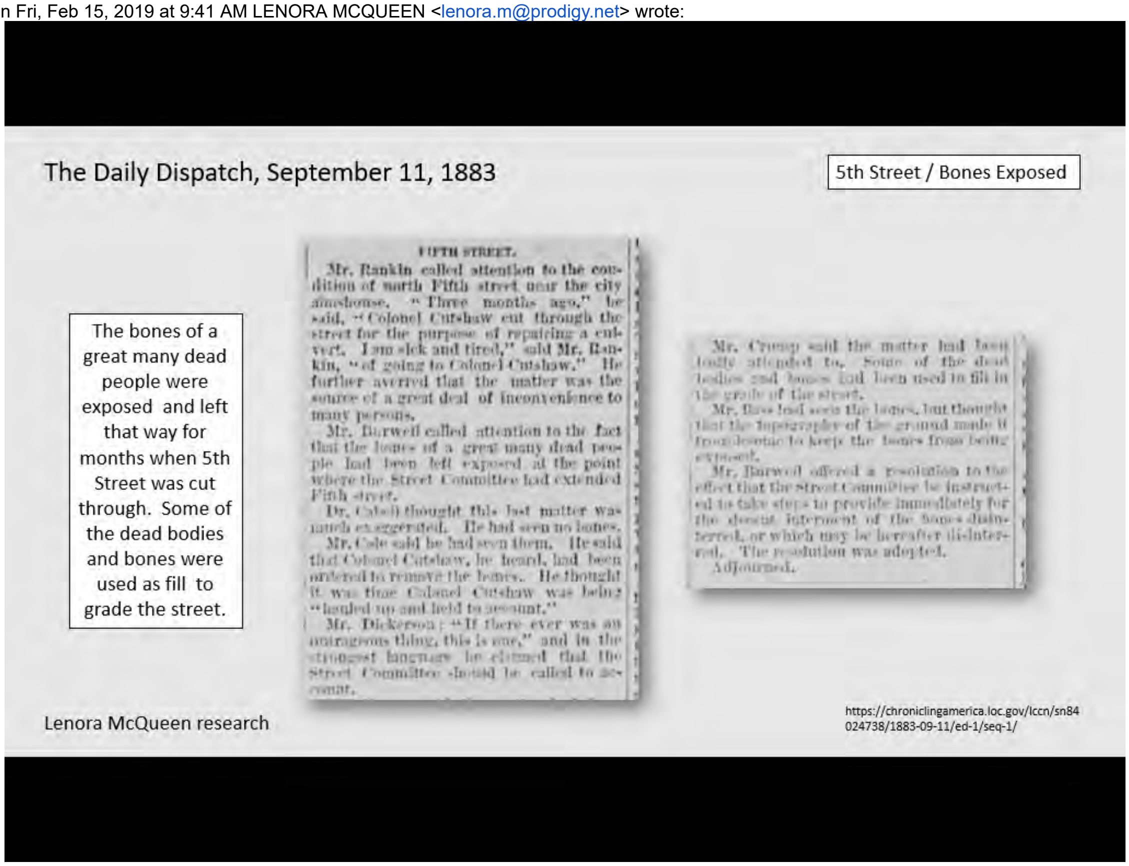
1 message

Ellen Chapman <ellen.chapman@gmail.com> Fri, Feb 15, 2019 at 12:00 PM
To: LENORA MCQUEEN <lenora.m@prodigy.net>
Cc: Steve Thompson <sthompson@rivarch.com>, "Stock, Emily" <emily.stock@drpt.virginia.gov>, Kerri Barile <kbarile@dovetailcrg.com>, Roger Kirchen <roger.kirchen@dhr.virginia.gov>, Marc Holma <marc.holma@dhr.virginia.gov>, "Wilson, Joanna (DHR)" <joanna.wilson@dhr.virginia.gov>, Cyane Crump <ccrump@historicrichmond.com>, WHyatt <whyatt@moffattnichol.com>, Karen Harrington <karen.harrington@hdrinc.com>, Antony Opperman <a.opperman@vdot.virginia.gov>, "Clarke, Dironna M. - DPW" <dironna.clarke@richmondgov.com>, Christopher Smith <chris.smith@drpt.virginia.gov>, Ryan Smith <rksmith3@vcu.edu>, Carey Burch <carey.burch@hdrinc.com>, Justin Sarafin <jsarafin@preservationvirginia.org>, Kim Chen <kimberly.chen@richmondgov.com>, Randy Selleck <randy.selleck@drpt.virginia.gov>, Ana Edwards <ourrosewood@gmail.com>, Michael Mclaughin <michael.mclaughlin@drpt.virginia.gov>, Jordy Yager <jordyyager@gmail.com>, Shawn O Utsey <soutsey@vcu.edu>, "Wright, Andrew (DRPT)" <andrew.wright@drpt.virginia.gov>, "Ruiz, Nick (DRPT)" <nick.ruiz@drpt.virginia.gov>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>

I'm so, so sorry Lenora.

It strikes me that since several of these events were happening prior to 50 years ago, if there is evidence of how the site was damaged, that is itself archaeological information worthy of being recorded so it can be used to explore the actions of the city regarding this cemetery. I would like more information regarding why a no adverse effect determination is being made when the designs are at 10% and in light of more archaeological testing and monitoring being planned at the site. It looks like there is a possibility that these sidewalks and road improvements are going to get constructed or modified on top of bodies and disarticulated human remains, also. That to me seems like an adverse effect.

On Fri, Feb 15, 2019 at 9:41 AM LENORA MCQUEEN <lenora.m@prodigy.net> wrote:



The Daily Dispatch, September 11, 1883

5th Street / Bones Exposed

The bones of a great many dead people were exposed and left that way for months when 5th Street was cut through. Some of the dead bodies and bones were used as fill to grade the street.

FIFTH STREET.

Mr. Rankin called attention to the condition of north Fifth street near the city almshouse. "Three months ago," he said, "Colonel Cutshaw cut through the street for the purpose of repairing a culvert. I am sick and tired," said Mr. Rankin, "of going to Colonel Cutshaw." He further averred that the matter was the source of a great deal of inconvenience to many persons.

Mr. Burwell called attention to the fact that the bones of a great many dead people had been left exposed at the point where the Street Committee had extended Fifth street.

Dr. Cabell thought this last matter was much exaggerated. He had seen no bones.

Mr. Cole said he had seen them. He said that Colonel Cutshaw, he heard, had been ordered to remove the bones. He thought it was time Colonel Cutshaw was being "hauled up and held to account."

Mr. Dickerson: "If there ever was an outrageous thing, this is one," and in the strongest language he claimed that the Street Committee should be called to account.

Mr. Crump said the matter had been badly attended to. Some of the dead bodies and bones had been used to fill in the grade of the street.

Mr. Bass had seen the bones, but thought that the topography of the ground made it troublesome to keep the bones from being exposed.

Mr. Burwell offered a resolution to the effect that the street Committee be instructed to take steps to provide immediately for the decent interment of the bones disinterred, or which may be hereafter disinterred. The resolution was adopted.

Adjourned.

Lenora McQueen research

https://chroniclingamerica.loc.gov/lccn/sn84024738/1883-09-11/ed-1/seq-1/

Steve may have something additional to say or add to this. At the moment - I just can't.....

Lenora

On Thursday, February 14, 2019, 4:18:16 PM CST, Stock, Emily <emily.stock@drpt.virginia.gov> wrote:

Thank you for participating in the site visit yesterday. Please see blue text below in response to your questions.

1. The Federal Railroad Administration's (FRA) and the Virginia Department of Historic Resources's (DHR) determination (January 4, 2019) that the project will have no adverse effect upon the Grave Yard site (44HE1203) remains in effect? Yes. After extensive dialogues, review of project plans, and evaluation of comments received from consulting parties and other vested groups, the FRA and DHR have agreed with DRPT's determination that there is no adverse effect to site 44HE1203 associated with the DC2RVA project under Section 106 of the National Historic Preservation Act.
2. How will the commitments outlined in the Recommendations section of the Draft Timeline of Events distributed yesterday be incorporated formally into project planning and the National Environmental Policy Act (NEPA) compliance process?
    1. Will these commitments be included as part of the MOA now being drafted for inclusion in the project's Final Environmental Impact Statement, or as some other component of the FEIS? The commitments will be incorporated into the Final EIS and later the Record of Decision (ROD) as part of the DC2RVA project.

> FRA's signature on the ROD will formally and definitively make the commitments an enforceable part of the DC2RVA project. The commitments are not included in the MOA as the MOA only addresses historic properties that are adversely effected by the undertaking as related to Section 106.
>
>   2. Will there be an opportunity to review the text of these commitments before finalized? The draft text of the commitments were shared with you and other stakeholders on February 12th prior to our site meeting. The commitments will be revised based on data obtained during our on-site meeting and redistributed shortly; we welcome any comments you may have on these refined commitments or other aspects of the DC2RVA project. Once finalized, the commitments will be published with the Final EIS and can be reviewed at that time as well.
>
> 3. Can you provide current understanding of the DC2RVA project schedule?
>   1. When is the Final EIS due to be completed? The Final EIS is currently scheduled to be completed later this Spring or early Summer, pending final review and acceptance by FRA.
>   2. When does the project anticipate entering the "final design and construction phase" (when the site commitments will be implemented), and what are the variables that determine this? DRPT envisions building the overall 123-mile DC2RVA project in increments as funding becomes available. The Commonwealth of Virginia has assigned priority to project segments in Northern Virginia as well as the Long Bridge project across the Potomac River. The improvements in the Richmond area would likely follow completion of the DC2RVA improvements north of Fredericksburg. The schedule for all of these improvements is dependent on funding availability, which is difficult to predict—however, any final design and construction for the Richmond area improvements as part of DC2RVA is likely 10 to 15 years in the future.
>   3. When does the Team anticipate project designs reaching "90 percent completion," and what are the variables that will determine this? Current plans provided in the Final EIS are at a 10 percent (conceptual) stage. Following release of the Final EIS, DRPT will be advancing plans for the Preferred Alternative to a 30 percent level to provide additional clarity on project components and to advance work in the higher priority segments in Northern Virginia. Additional site-specific data would be required to advance the plans beyond 30 percent, including topographic and property surveys, utility surveys, and geotechnical investigations. Richmond area plans will not be advanced into further phases of design until funds become available for final design and construction.
>
> On Thu, Feb 14, 2019 at 9:00 AM Steve Thompson <sthompson@rivarch.com> wrote:
>
>> 1. The Federal Railroad Administration's (FRA) and the Virginia Department of Historic Resources's (DHR) determination (January 4, 2019) that the project will have no adverse effect upon the Grave Yard site (44HE1203) remains in effect?
>> 2. How will the commitments outlined in the Recommendations section of the Draft Timeline of Events distributed yesterday be incorporated formally into project planning and the National Environmental Policy Act (NEPA) compliance process?
>>   1. Will these commitments be included as part of the MOA now being drafted for inclusion in the project's Final Environmental Impact Statement, or as some other component of the FEIS?
>>   2. Will there be an opportunity to review the text of these commitments before finalized?
>> 3. Can you provide current understanding of the DC2RVA project schedule?
>>   1. When is the Final EIS due to be completed?
>>   2. When does the project anticipate entering the "final design and construction phase" (when the site commitments will be implemented), and what are the variables that determine this?
>>   3. When does the Team anticipate project designs reaching "90 percent completion," and what are the variables that will determine this?
>>
>> Thank you,
>>
>> Steve
>>
>> Steve Thompson, PhD, RPA
>> Rivanna Archaeological Services, LLC
>> 410 E. Water Street, Suite 1100
>> Charlottesville, VA 22902
>> 434-293-3108 (office) | 434-981-9466 (mobile)
>> www.rivarch.com
>
> --
> ***Emily Stock***
> ***Virginia Department of Rail and Public Transportation***
> ***emily.stock@drpt.virginia.gov***
> ***804-786-1052***

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

Re: The Grave Yard for Free People of Colour and For Slaves - Site #44HE1203

1 message

Stock, Emily <emily.stock@drpt.virginia.gov> Tue, Mar 5, 2019 at 1:25 PM
To: LENORA MCQUEEN <lenora.m@prodigy.net>
Cc: Kerri Barile <kbarile@dovetailcrg.com>, "Kirchen, Roger (DHR)" <roger.kirchen@dhr.virginia.gov>, "Holma, Marc (DHR)" <marc.holma@dhr.virginia.gov>, "Wilson, Joanna (DHR)" <joanna.wilson@dhr.virginia.gov>, Steve Thompson <sthompson@rivarch.com>, Ryan Smith <rksmith3@vcu.edu>, Ellen Chapman <ellen.chapman@gmail.com>, Ana Edwards <ourrosewood@gmail.com>, Sarah Stokely <sstokely@achp.gov>, Cyane Crump <ccrump@historicrichmond.com>, Wayne Hyatt <whyatt@moffattnichol.com>, Carey Burch <carey.burch@hdrinc.com>, Karen Harrington <karen.harrington@hdrinc.com>, Antony Opperman <a.opperman@vdot.virginia.gov>, "Dironna M. - DPW Clarke" <dironna.clarke@richmondgov.com>, "Ruiz Nick (DRPT)" <nick.ruiz@drpt.virginia.gov>, Christopher Smith <chris.smith@drpt.virginia.gov>, Justin Sarafin <jsarafin@preservationvirginia.org>, "Kimberly M. - PDR Chen" <kimberly.chen@richmondgov.com>, "Selleck, Randy (DRPT)" <randy.selleck@drpt.virginia.gov>, "Shawn O. Utsey" <soutsey@vcu.edu>, "Wright Andrew (DRPT)" <andrew.wright@drpt.virginia.gov>, DC2RVAdocumentcontrol <dc2rvadocumentcontrol@hdrinc.com>, Michael Mclaughin <michael.mclaughlin@drpt.virginia.gov>, Jordy Yager <jordyyager@gmail.com>, "ekostelny@preservationvirginia.org" <ekostelny@preservationvirginia.org>

All:

Thanks to all who participated with DRPT at the Graveyard for Free People of Color and Slaves site visit on Feb. 13th. Attached are meeting notes, meeting attendance roster, and revised project commitments as discussed at the site visit. (See project commitment revisions highlighted in yellow.)

Lenora - I hope that these additional materials help to address your concerns. Please note that in addition to archaeological testing, DRPT is committing to develop a landscape analysis of the site, and will concurrently reevaluate its resource boundaries and National Register of Historic Places eligibility through consultation with the DHR using any newly acquired data. DRPT would move forward with these commitments during the final design and construction of the rail improvements in the Richmond area. I would like to discuss these commitments with you and will try to reach you by phone.

Best regards,
Emily Stock

On Fri, Mar 1, 2019 at 5:52 PM LENORA MCQUEEN <lenora.m@prodigy.net> wrote:

> Thank you very much Emily.
>
> Lenora
>
> On Friday, March 1, 2019, 4:05:15 PM CST, Stock, Emily <emily.stock@drpt.virginia.gov> wrote:
>
> Lenora:
>
> Thanks for your email. Meeting notes are almost complete. We expect to have those, and a response to your inquiry on Monday.
>
> Best regards,
> Emily Stock
>
> On Fri, Mar 1, 2019 at 3:58 PM LENORA MCQUEEN <lenora.m@prodigy.net> wrote:
>
>> Hello Kerri and Emily,
>>
>> Would you please provide the detailed minutes from the February 13th site visit and the proposed commitments to the site? Additionally would you please provide the current definition of site #44HE1203 "The Grave Yard For Free People of Colour and For Slaves" as it is much larger as it was previously being defined in the 2018 report? It seems important to know specifically how the site is currently being viewed. A previous request was made to examine the chain of title histories of adjoining properties as the Grave Yard probably or possibly extended into those properties. Has that been done? If not - is it one of the proposed commitments? Is the site's historical significance in terms of the acts of destruction or partial destruction being considered? These acts are very much an important part of the history of the burial ground and should be a part of its told story especially considering the many thousands of people that were buried there.
>>
>> At this point has there been any reconsideration of the position regarding adverse effect? It seems to me that no matter where construction would be done in the area, the potential to disturb remains exists - whether the remains are intact or scattered.
>>
>> I look forward to hearing from you.
>>
>> Yours truly,
>>
>> Lenora
>
> --
> ***Emily Stock***
> ***Virginia Department of Rail and Public Transportation***
> ***emily.stock@drpt.virginia.gov***
> ***804-786-1052***

--
Emily Stock
Virginia Department of Rail and Public Transportation
emily.stock@drpt.virginia.gov
804-786-1052

---

3 attachments

DC2RVARail_44HE1203 Notes_2.13.19 for Distribution.pdf

473K

Meeting Sign-in Sheet.pdf
449K

Site 44HE1203 Commitments 03052019.pdf
113K

3/5/19

Site 44HE1203/Grave Yard for Free People of Color and Slaves

Cultural Resource Commitments for DC2RVA Rail Project

The following commitments will be included in the Final Environmental Impact Statement (Final EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail project (the Project) in association with the Grave Yard for Free People of Color and Slaves (archaeological site 44HE1203). The commitments are made to address stipulations set forth in the National Environmental Policy Act of 1969. Each commitment has been agreed to by the Virginia Department of Rail and Public Transportation (DRPT), and will be implemented, as appropriate, in the Project's design and construction phases. The Project will be designed and constructed in increments as funding becomes available; as each Project increment is funded and moves forward through design and construction, the commitments appropriate to that specific Project increment will also be implemented. In the event that the Project is turned over to another sponsor during construction, DRPT will continue to coordinate the following commitments with that sponsor and the appropriate federal, state, and local regulatory and managing agencies.

1) A landscape analysis of site 44HE1203 and surrounding area will be completed to understand the chronology of area development. This landscape analysis will include, among other tasks, archival research, oral histories with local historians and descendants, georeferenced overlays, a cut and fill analysis, and potentially 3D modeling of the data. Data to be gathered includes information on the history and development of the cemetery, post-interment impacts, and comments on the memorialization and interpretation of the site. The landscape analysis will be documented in a report and presented to the Virginia Department of Historic Resources (DHR), DRPT, Virginia Department of Transportation, City of Richmond, Historic Richmond Foundation, Preservation Virginia, and other vested groups interested in the history of this area for their use in future planning. Concurrently, the resource boundaries and National Register of Historic Places eligibility of site 44HE1203 will be reevaluated through consultation with the DHR using the newly acquired data.

2) Once DC2RVA project designs in this area have reached 90 percent completion, archaeological testing will be completed in the revised limits of disturbance in the area of site 44HE1203 to examine the subsurface integrity and composition of these areas and ascertain the potential for intact burials. Should intact shafts or soils be noted, archaeological stripping of overburden may occur to delineate potential interments. If internments are identified, the project design will be re-evaluated and additional measures taken to avoid or minimize potential impacts to the internment area.

3) A Secretary of the Interior (SOI)-qualified archaeologist will be on site during all DC2RVA construction-related ground disturbing activities in this area to assure that no unanticipated/undiscovered archaeological or burial remains are encountered during ground-disturbing construction. In the event that remains are encountered, construction would stop and the DHR will be contacted to evaluate next steps.

APPENDIX E6

CONSULTING PARTY AND PUBLIC MEETING SUMMARIES

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

Project Update- NPS Fredericksburg CP Meeting
June 8, 2017; 10:00am

AGENDA & MEETING NOTES

Attendees:

Emily Stock- DRPT
Carey Burch- HDR/Project Team
Kerri Barile- Dovetail/Project Team
Kirsten Talken-Spaulding- NPS Fredericksburg
John Hennessy- NPS Fredericksburg
Eric Mink- NPS Fredericksburg
Greg Mertz- NPS Fredericksburg

1) Introductions (all)

2) General Project Overview (Emily S. and Carey B.)

- Discussion of project goals
- Publication of DEIS
- What is high-speed rail

3) Cultural Resource Studies to Date (Kerri B.)

- Initiation and APE
- Technical studies to date (including different methodologies for bypass and main line)
- Coordination with the DHR to date
- List of historic properties to date

4) Questions and Answers on Resources and Project (all)

- Kirsten Talken-Spaulding asked where grade separations are planned, as the team heard that several may be installed. Carey B. showed them one location where a separation is planned, at Lansdowne Road. There will not be a grade separation at their other areas of concern- Benchmark/Mine Road and Guinea Station. Details of the Lansdowne overpass were discussed.

- Kirsten asked if any bridges in Fredericksburg are closing. Team discussed replacement of Naomi Road bridge and construction of additional bridge across the Rappahannock.

- John Hennessy inquired about the noise and vibration analysis and the potential impacts from increased quantity of train traffic. Areas of concern were Mead's Pyramid, Slaughter Pen Farm, and several buildings in downtown Fredericksburg including the Purina Tower. Carey B. addressed the concerns and said that noise and vibration studies had been conducted and the team will note the areas of concern and follow up on those, especially Mead's Pyramid.

- Related to this, John H. stated that his concerns that increased frequency may have operational impacts on the park and interpretation (noise, people getting to the park, etc.). This includes both passenger trains and CSX trains. Carey B. said that increased freight traffic is discussed in the DEIS under the No Build alternative, which shows that the increase will occur with or without the current project.

- Kirsten and John reiterated their concerns that this project will lead to growth in this area and thus have potential impacts on the park and both Civil War-era and commemorative resources. Emily S. and Carey B. both discussed that there will be additional trains but that the improvements would mean a more fluid system, less backups, quieter trains because of use of sidings, and more. They understood the parks concerns and would continue to monitor the analysis in this area.

- Returning to the topic of Mead's Pyramid, NPS discussed its location on the non-public side of the tracks. The group then discussed potential ways to have the public safely get over the tracks to see the pyramid including a pedestrian bridge or underpass.

- Plans near Slaughter Pen were discussed, and Carey B. went over the design in this area, noting that very minimal changes to the existing track may be required in the existing ROW to lessen a curve.

- Beyond Fredericksburg, NPS had concerns with potential impacts to the Jackson Shrine in Guinea Station. In viewing the plans, Carey B. highlighted that the third rail/track improvements would be made to the opposite side of the tracks from the historic property. The rail would maintain its same grade and actually will use remnant of an old third track in this area to minimize impacts. Kerri B. also noted that the resource had not been recorded with the DHR and that through the DC2RVA efforts, it is now listed as an eligible property.

- One remaining issue that was discussed is the accessibility to this resource if the track modifications required any changes to the roadway. The team said they would follow up on this issue and talk to the roadway engineers to note any changes in this area.

- The final topic revolved around schedule. Kirsten T. asked for a general timeframe for the process and construction. Emily S. stated that the project will go to the DEIS at the end of the year with preliminary engineering occurring next year and the FEIS being published at the end of 2018. Construction is at least two years out from that and is completely contingent on funding.

The meeting ended at 11:00am

801 E. Main St., Suite 1000
Richmond, VA 23219

Project Update- National Park Service Richmond CP Meeting
August 14, 2017; 11:00am

AGENDA & MEETING NOTES

Attendees:

Randy Selleck- DRPT
John Morton- HDR/Project Team
Steve Walter- Parsons/Project Team
Kerri Barile- Dovetail/Project Team
Dave Ruth- NPS Richmond
Bob Krick- NPS Richmond

1) Introductions (all)

2) General Project Overview (Randy S. and John M.)
  - Project Goals
  - Location

3) Cultural Resource Studies to Date (Kerri B.)

4) Draft Environmental Impact Statement (Steve W.)
  - Results of Analysis
  - Current Status

5) Next Steps (Randy S. and John M.)
  - Release of DEIS
  - Future Cultural Resource Studies
  - FEIS
  - Public Meetings

6) General Comments and Questions
  - Dave R. asked if Buckingham Branch is still being considered as an option as part of the project. John M. said that it was part of the original alternatives analysis but was not brought forth to the DEIS because of numerous issues.

- Dave R. then asked if station locations had been selected. John M. and Randy S. both described the selection process for stations and where the DEIS alternatives analysis is suggesting stations be located to date.

- Regarding Richmond, Bob K. asked if any notable road changes would be required as part of this work in Richmond. Randy S. and Kerri B. described the differences in the philosophies behind this project and Richmond-to-Raleigh wherein all at-grade crossings were proposed for removal and replaced with overpasses or underpasses. This caused several additional impacts to historic properties. Here, many fewer at-grade crossings are being eliminated thus reducing impacts to historic areas.

- Dave R. asked when the public hearings will be. John M. stated that they would likely be the week of October 14th. Kerri B. said that all consulting parties would get notification of the hearing dates as well as the publication of the DEIS.

- Dave R. and Bob K. said they had no additional comments and that their questions had been answered. They had no notable concerns with the project as planned at this time.

The meeting ended at 11:45am.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

Project Update- National Park Service/Northern Virginia and DC
August 29, 2017; 11:00am

AGENDA & MEETING NOTES

Attendees:

Randy Selleck- DRPT
Carey Wilson- HDR/Project Team
Becky Wilk- HDR/Project Team (phone)
Wayne Hyatt- Moffatt Nichol/Project Team
Steve Walter- Parsons/Project Team
Rachael Mangum- Parsons/Project Team
Michelle Fall- Parsons/Project Team (phone)
Kerri Barile- Dovetail/Project Team
Laurel Hammig- NPS National Capital Region
Tammy Stidham- NPS National Capital Region (phone)
Simone Monteleone - NPS GW Parkway (phone)
Brenda Wasler- NPS GW Parkway (phone)
Rick Nau- Kimley Horn
Paul Elman- Kimley Horn (phone)

1) Introductions (all)

2) General Project Overview (Randy)
- Project Goals
- Location

3) Cultural Resource Studies to Date (Kerri)
- Initiation & APE
- Phase I/Reconnaissance Studies
- Preliminary Effects
- DEIS (106 and 4(f))
- Consulting Party Communication

4) Draft Environmental Impact Statement (Steve)

- Results of Analysis
- Current Status

5) Next Steps (Randy and Steve)

- Release of DEIS
- Future Cultural Resource Studies
- FEIS
- Public Meetings

6) Questions and Answers on Resources and Project (all)

- Simone Monteleone asked if the project studies included both the permanent and temporary construction limits. Randy said that they included both.

- Simone then asked if the NPS is a cooperating agency. Randy said they are a participating agency . Kerri also confirmed that multiple branches of the NPS are Section 106 consulting parties.

- Simone asked for a clarification on the publication date of the DEIS. Steve said they believe it will go public on September 8, 2017.

- Laurel Hammig asked for a general description of the temporary impacts. Randy and Wayne described some of the construction access that would need to be required. They clarified that if any utility needed to be moved, this would be a permanent impact.

- Several members asked if the maps could be pulled out and there could be a walk through of the project corridor in Northern Virginia.

- Simone asked if temporary impact areas would be revegetated, if appropriate. The team confirmed they would.

- Simone asked if CSX had been consulted and, if so, if they have any issues with the plans in Northern Virginia. Randy said that yes, the team has been in repeated contact with CSX and, to date, they have no immediate concerns on the plans in this area.

- Laurel brought up the VRE Crystal City station and asked if the team is working with VRE on interconnectivity. Randy, Wayne, and other team members described the continual communication with VRE to assure that all concerns are addressed. Communication includes biweekly meetings, calls, etc.

- Laurel asked about the general timing of this project (construction), as well as how this project fits within the Atlantic Gateway study. Randy and Wayne provided data on both topics, including a potential build year of 2025 (pending funding). Long Bridge was also discussed in this answer to described the two projects and how they are working together at the intersection point. DDOT is doing the environmental study for Long Bridge, and Virginia will be funding final design.

- Rick Nau asked if train traffic will be maintained during construction. Wayne stated that yes it will.

- The participants asked if the DEIS will be available electronically. Steve said yes and that it will all be posted on the project webpage. Kerri said she would let all consulting parties know when it is posted so they can download the document.

The meeting ended at 12:00pm.

801 E. Main St., Suite 1000
Richmond, VA 23219

Project Update- Ashland Area Consulting Parties
October 11, 2017; 1:00pm

AGENDA & MEETING NOTES

Attendees:

Randy Selleck- DRPT
John Morton- HDR/Project Team
Stephen Walter- Parsons/Project Team
Kerri Barile- Dovetail/Project Team
Claudia Cheely- Hanover Conty
Josh Farrar- Town of Ashland
Garett Pryor- Town of Ashland
Rosanne Shalf- Ashland Museum
Betsy Hodges- Ashland Museum
John Hodges- Ashland Museum

1) Introductions (all)

2) General Project Overview (Randy S.)

- Discussion of project goals
- Publication of DEIS
- Update on public hearings
- Discussion of FEIS briefly

3) Cultural Resource Studies to Date (Kerri B.)

- Initiation and APE
- Technical studies to date (including different methodologies for bypass and main line)
- Coordination with the DHR to date
- Comparison of DC2RVA project to recent DHR cost share study results (conducted by Commonwealth)
- Information presented in DEIS
- General contents of the upcoming FEIS cultural section (recomm pref alt)

4) Questions and Answers on Resources and Project (all)

- John Morton with the team clarified that the DEIS does not include the tunnel option through Ashland so all documents and materials presented here are absent that alternative as it was developed by the Citizens Advisory Committee (CAC), brought together to discuss Ashland. It was not one of the team's original alternatives.

- Garet Pryor with Ashland commented on the parallel findings of the Commonwealth cost share survey and the DC2RVA project results. He also had a question on how secondary impacts were evaluated. Team discussed the APE and how it encompasses roads, etc. to assure that secondary impacts and visual impacts are taken into consideration.

- Rosie Shalf presented historical data on several resources described in the technical reports. She believes 706 S. Center Street is eligible for the NRHP (both DC2RVA and Commonwealth cost share recommended it was not eligible and DHR concurred). Similar resources included 1014 Early Street (corner of Early and Center), 407 Myrtle (corner of Myrtle and Railroad Ave), and 904 S. Center Street. She believes all three are eligible. DC2RVA/Commonwealth/DHR disagree. Discussed reasonings for findings and team collected information on all resources.

- John Farrar asked if all alternatives under consideration (including the tunnel) would be in the FEIS in some fashion. Team said yes, as well as all comments on the DEIS.

- Garet Pryor asked how effect is determined. Team quoted language from Section 106 and described examples. They also discussed the difference between a resource that is individually eligible and one that is not individually eligible but contributes to an eligible historic district.

- Rosie Shalf asked for clarification on the western bypass option. Data on the design was presented by the team. She then asked if fences would be required downtown along the rail line. John Morton clarified that a fence could be needed near the station but it all depending on the selected alternative and design. As such, the need for a fence is unknown right now.

- Josh Farrar asked if noise and vibration were taken into consideration when determining effect. The team stated that yes, they were, as well as both permanent and temporary impacts.

- Betsy Hodges inquired on the installation of a third rail in Ashland if this alternative is selected. Would this constitute an adverse effect? The team replied that it could be an adverse effect depending on final design. For example, if secondary changes were made (alternations to historic road patters, moving sidewalks, notable vegetation changes), those could be an adverse effect depending on the eligibility criteria of the resource.

- Rosie Shalf asked about property values and if there is a history that values decrease in these situations. The team, as well as Garet Pryor, said no.

- The team suggested looking at a few cross-roads towns along the Richmond to Raleigh segment as comparisons, including La Cross, McKinney, and Alberta.

- The team wrapped up with a brief discussion of the next steps including future technical studies, effect determination, MOA, and additional consulting party meetings.

The meeting ended at 2:30pm

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

Project Update- Northern Virginia/DC Area Consulting Parties
October 20, 2017; 1:00pm

AGENDA & MEETING NOTES

Attendees:

Randy Selleck- DRPT
Stephen Walter- Parsons/Project Team
Kerri Barile- Dovetail/Project Team
Eleanor Breen- City of Alexandria/Alexandria Archaeology
Al Cox- City of Alexandria/Alexandria Archaeology
Catherine Miliaris- - City of Alexandria/Dept of Planning
Ben Scolack- City of Alexandria/Dept of Planning
Rebeccah Ballo- Arlington County Dept of Planning
Sharee Williamson- National Trust for Historic Preservation

1) Introductions (all)

2) General Project Overview (Randy S.)
- Project Goals
- Location
- DEIS to FEIS process

3) Draft Environmental Impact Statement (Steve W.)
- Results of Analysis
- Comment Deadline

4) Cultural Resource Studies to Date (Kerri B.)
- Agency coordination
- Phase I survey to date
- Commencing Phase II architectural studies
- Info as presented in the DEIS
- Preliminary effect dialogues
- Consulting party meetings

5) Next Steps (Randy S., Steve W., and Kerri B.)

- Future Cultural Resource Studies
- FEIS

6) Questions and Answers (all)

- Sharee W. asked for the defined APE. Kerri B. presented this data as approved by the DHR. She also discussed that the original survey was conducted on the APE based on the centerline of the alternatives as presented in the DEIS and additional studies are ongoing in areas where the LOD now extends beyond the original study area and in places where additional data was needed in areas where the APE was expanded due to cultural resource concerns. Steve W. reiterated this fact.

- Catherine M. asked if the team had decided where the new rail would be in relation to the existing tracks. Randy S. walked the attendees through a set of maps showing the alignment from Long Bridge to Fairfax County.

- Eleanor B. asked if any areas requiring modifications, such as new walls, would be the subject of filling or removal of soils. Steve W. stated that any areas of modifications in Northern Virginia would be raising the ground level to meet the raised rail, thus filling would occur as needed but there were no plans to remove any intact soils.

- Catherine M. asked how tall retaining walls would be. She inquired whether or not they would resemble sound walls. Randy S. and Steve W. confirmed that they would be short, knee-tall retaining walls for ballast but no taller.

- Rebeccah B. asked if the National Park Service had been contacted. Kerri B. discussed the eight branches of the NPS that are consulting parties to the project and ongoing dialogues with each group, including a basic summary of comments received to date.

- Rebeccah B. then asked if the project would have a Programmatic Agreement or a Memorandum of Agreement? Randy S. and Kerri B. described the PA that was created for the whole Southeast High Speed Rail corridor for cultural resources and that this is one of three segments that falls under the PA. As such, an MOA will be produced for this segment rather than a PA.

- Rebeccah B. mentioned that National Airport is planning to do several projects that require environmental compliance. She asked about the recordation of buildings along the tracks and in the APE to not "double up" on efforts. Kerri B. said she would look into the studies in this location and coordinate with Rebeccah on this issue.

- Al C. asked if any of the bridges in the Alexandria/Arlington area would be rebuilt as part of the project. Randy S. and Steve W. said that only the bridge over Backlick Road needed to be rebuilt. The rest can use existing structures.

- Catherine M. asked for a clarification on work conducted in the Rosemont Historic District. Kerri B. will follow up with her on this.

- Sharee W. asked what resources would be adversely effected by the project based on the preliminary analysis. Kerri B. and Steve W. provided data that is presented in the DEIS. They also stated that studies are ongoing and final effect determinations will be presented in the FEIS based on extensive coordination with the Virginia SHPO and consulting parties, among others.

- Sharee W. then asked if we could examine the Shockoe area of Richmond, and a map inspection was completed by the attendees. In addition, Kerri B. presented overlays of several historic Richmond maps and plans for Memorial Park in Shockoe. A discussion on project plans in this area ensued, including potential noise impacts from the trains.

- Sharee W. then asked if a 4(f) analysis is part of the DEIS. Steve W. said it was.

The meeting concluded at 2:00pm.

801 E. Main St., Suite 1000
Richmond, VA 23219

Project Update- ABPP/CWT Consulting Party Meeting (w ACHP)
October 24, 2017; 10:00am

AGENDA & MEETING NOTES

Attendees:

John Winkle- FRA
Randy Selleck- DRPT
Kerri Barile- Dovetail/Project Team
Sarah Stokely- Advisory Council on Historic Preservation
Kristen McMasters- American Battlefield Protection Program (ABPP)
Meredith Gorres- ABPP
Eleanor Cox- ABPP
Mark Coombs- Civil War Trust (CWT)
Adam Gillenwater- CWT

1) Introductions (all)

2) General Project Overview (John and Randy)
- Larger SEHSR Project Overview
- DC2RVA Project Goals
- Current Status of DEIS
- Update on public hearings
- Discussion of FEIS briefly

3) Cultural Resource Studies to Date (Kerri)
- Initiation & APE
- Phase I/Reconnaissance Studies
- Preliminary Effects
- DEIS (106 and 4(f))
- Consulting Party Communication

4) Summary of Next Steps (Randy and Kerri)
- Continue Cultural Resource Studies
- Acquire Final Effect Determination

- ACHP Notification of Adverse Effect
- MOA Production
- FEIS
- Continued Consulting Party Communication

5) Questions and Answers on Resources and Project (all)

- Kristen McMasters asked if the ABPP was involved in the Richmond to Raleigh segment of the SEHSR project. John and Kerri confirmed that they were and offered to send documentation of their participation.

- Kristen asked for a definition of "high speed", and Randy and John provided this to the group.

- Kristen stated that KOKOA analysis (Key Terrain, Observation and Fields of Fire, Cover and Concealment, Obstacles, Avenues of Approach) is often fruitful when examining battlefields as it reveals information on not only fighting but also areas used for visual observation, preparation, travel, etc. She stated that KOKOA analysis along the rail is a must for this project.

- Kristen also asked what boundaries we were using for battlefields. Kerri replied that the DHR has adopted the ABPP recommended boundaries (versus the older core and study area model), and those are being used in the project.

- Eleanor Cox asked what an APE is. Kerri first provided info using details from Section 106 of the National Historic Preservation Act of 1966 on the general definition of APE and following with additional information on the DC2RVA APE.

- Kristen asked if the impacts of additional train traffic as well as associated noise and vibration were being taken into consideration both on cultural resources and along the corridor in general. Randy discussed the environmental studies that had been conducted, including noise and vibration, along the route. Kerri mentioned dialogues that the team had with the Fredericksburg NPS to hear their concerns on this same issue.

- Kristen asked if there would be any new maintenance facilities along the line? Randy said no.

- The ABPP requested that they receive updated shapefiles showing the recommended preferred alternative so they can compare them to their records on battlefields in the project area. The other participants requested the same data. The team committed to disseminating this material.

- Meredith Gorres asked about Cockpit Point Battlefield, stating that it is not on our list of historic properties and wondering why. Kerri explained that the battlefield is in what was originally called Area 5 and now part of Area 2—the segment between Arkendale and Powell's Creek that was part of a different project several years ago. The work was coordinated with the DHR at that time. The current project will not involve any modifications in this segment and thus the APE does not extend over this area. For this reason, Cockpit Point Battlefield is not listed as a historic property in the APE. Kerri said she would triple check this, though, and let the group know of the findings. (Note: After examining this again after the meeting, this info proved correct.)

- Mark Coombs asked what the goal is in terms of train schedule. Randy said the goal is to increase the Amtrak round trips in this corridor to nine. The exact time of these trips has not yet been determined. A discussion ensued on speed restrictions and station stops. Information was also shared regarding the difference between passenger and freight schedules.

- Kristen asked about plans in Ashland. Randy discussed the alternatives under consideration in the DEIS as well as the Citizens Advisory Commission (CAC) and their recommendation of the "3-2-3" where a third track would not be built in downtown Ashalnd. Sarah Stokes asked which alternative is being supported, and Randy and John discussed the outcome of the DEIS and CAC and where the decision may go. They reiterated that they were waiting on the Commonwealth Transportation Board to give their recommendations before moving forward.

- Sarah also asked about plans at Main Street Station. Randy described proposed service in this area, and Kerri followed with a discussion of recorded resources. Information on avoidance to historic properties was discussed.

The meeting ended at 12:15pm.

801 E. Main St., Suite 1000
Richmond, VA 23219

Project Update- Prince William to Caroline Area Consulting Party Meeting

October 27, 2017; 10:00am

AGENDA & MEETING NOTES

Attendees:

John Winkle- FRA
Randy Selleck- DRPT
Carey Burch- HDR/Project Team
Kerri Barile- Dovetail/Project Team
Justin Patton- Prince William County
Craig Pennington- Caroline County
Erik Nelson- City of Fredericksburg
Kate Schwartz- City of Fredericksburg
Peter Kolakowski – Central Virginia Battlefield Trust
Ed Santner- Historic Fredericksburg Foundation, Inc.

1) Introductions

2) General Project Overview (Randy, John, and Carey)

- Summary of Larger SEHSR Project
- Project Goals
- Publication of DEIS
- Update on Public Hearings
- Discussion of FEIS briefly

3) Cultural Resource Studies to Date (Kerri and Carey)

- Initiation & APE
- Phase I/Reconnaissance Studies
- Preliminary Effects
- DEIS (106 and 4(f))
- Consulting Party Communication
- Detailed Review of Maps Showing Plans in Fredericksburg

4) Next Steps (Randy and John)

- Continue Cultural Resource Studies
- Acquire Final Effect Determination
- ACHP Notification of Adverse Effect (if applicable)
- MOA Production
- FEIS
- Continued Consulting Party Communication

5) Questions and Answers on Resources and Project (all)

- Erik Nelson asked if 106 must be completed before the Record of Decision (ROD) was issued. John replied yes. It is ok to not have 106 completed prior to the FEIS, though.

- Erik then asked about the proposed parking deck and whether or not the team has discussed it with the VRE, as VRE is planning their own parking deck in Fredericksburg. Carey said that yes, discussions with VRE are ongoing and they are aware of the plans.

- Erik asked if placing the station on the south side of the tracks (near the Janney Marshall building) is an option. Randy and Carey said they looked in several places as part of the DEIS and alternatives considerations but that the preferred location that would aid in operations is North of the tracks between Caroline and Princess Anne.

- Ed Santner asked who will control the design of the parking deck. Carey discussed the purpose and need of the deck and that the size/arrangement would be worked out with multiple groups including FRA, DRPT, VRE, City of Fredericksburg, etc. Kerri mentioned that the deck is located in the historic district, so ARB review would also be part of the process. Also, as stated in the DEIS, the construction of the deck would be an adverse effect to the Fredericksburg Historic District, and a condition in the MOA to mitigate the adverse effects will likely include design review by the DHR.

- Justin Patton asked if the project's adverse effects would be stipulated in a PA or an MOA. John described the larger SEHSR process PA, and he and Kerri then described the MOA that will be part of the DC2RVA project.

- Craig Pennignton said there weren't too many concerns from a cultural resource standpoint in Caroline County. A discussion on the crossroads community of Milford ensued so he could confirm plans. There are some discussions for area improvements there.

- Justin mentioned that the County is working on a small area plan for a section located in North Woodbridge and the team may want to look at this. He also asked about connectivity between this project and the new VRE station that is being constructed. The team said that they are working with VRE to assure seamless connectivity.

- Justin then brought up the houses along Railroad Avenue. They are on the County's historical register. Kerri said that the DHR found them to be not individually eligible but that specific attention is being paid to these resources to assure that they are taken into consideration during design. Carey discussed specific concerns of area residents on accessibility for these houses and assured that this issue is being addressed in the design plans.

- Justin stated that the County does not have concerns regarding archaeological resources in the northern portion of the project area located in the county. He did ask if the project is evaluating noise and vibration in this area, though, as it is very residential. Carey and Randy confirmed that noise and vibration studies have been completed, and the results can be found in the DEIS.

- Justin then mentioned concerns about the viewshed looking from Rippon Lodge to the Neabsco Creek Bridge. This vista was sketched by Benjamin Latrobe in the early-nineteenth century and it is an important viewshed. He asked if improvements to the bridge would be on the west (side closest to Rippon Lodge) or east (side away from the Lodge). Carey confirmed that they will be done on the west. Justin stated his concerns with modifications to the viewshed. Kerri said she would assure that Rippon Lodge is included in the architectural APE and that the team would document the vista looking down Neabsco Creek to evaluate effect.

- Lastly Justin asked about Cockpit Point Battlefield. He first wanted to know why it wasn't on the list of historic properties in the APE. Kerri explained that the battlefield is in what was originally called Area 5 and now part of Area 2—the segment between Arkendale and Powell's Creek that was part of a different project several years ago. The work was coordinated with the DHR at that time. The current project will not involve any modifications in this segment and thus the APE does not extend over this area. For this reason, Cockpit Point Battlefield is not listed as a historic property in the APE. Kerri said she would triple check this, though, and let the group know of the findings. (Note: After examining this again after the meeting, this info proved correct.) As a follow up, Justin asked about access to the east side of the rail leading to a small County park. Carey and Randy stated that no modifications to the existing pedestrian access are planned as part of this project.

- Erik stated that future plans include making Lansdowne Road a four-lane corridor. He wanted to make sure the team is aware of this and asked if an overpass is scheduled for this spot. The team confirmed that it is.

- Kate Schwartz asked if she could examine a zoomed-in view of the plans in the downtown Fredericksburg historic district. Maps were shown and inspected.

- Ed inquired on the existing superstructure in downtown Fredericksburg, noting that it has evidence of either structural failure or cosmetic decomposition. He asked if the superstructure will be replaced as part of this project. Randy and Carey stated that the majority of the superstructure will be retained and repaired. John W. pointed out that it is really up to CSX to provide data on the condition of the superstructure since it is their property, and CSX has stated that this area is in good repair. John said he will inquire on the current status with CSX.

- Related to this, Pete Kolakowski asked how often structures are inspected. John said that all safety is handled by the owner of the rail tracks, in this case CSX. They submit plans to FRA for review. They are also required to submit bridge safety data.

The meeting concluded at 11:30am.

801 E. Main St., Suite 1000
Richmond, VA 23219

Project Update- Richmond Area Consulting Party Meeting
October 30, 2017; 10:00am

AGENDA & MEETING NOTES

Attendees:

Emily Stock- DRPT
Randy Selleck- DRPT
John Morton- HDR/Project Team
Carey Burch- HDR/Project Team
Karen Harrington- HDR/Project Team
Kerri Barile- Dovetail/Project Team
Kimberly Chen- City of Richmond
Cyane Crump- Historic Richmond
Danielle Worthing- Historic Richmond

1) Introductions (all)

2) General Project Overview (Emily and Randy)
- Project Goals
- Environmental Process
- Current Status of DEIS

3) Cultural Resource Studies to Date (Kerri)
- Initiation & APE
- Phase I/Reconnaissance Studies
- Preliminary Effects
- DEIS (106 and 4(f))
- Consulting Party Communication

4) Next Steps (Emily and Kerri)
- Continue Cultural Resource Studies
- Acquire Final Effect Determination
- ACHP Notification of Adverse Effect (if applicable)

- MOA Production
- FEIS
- Continued Consulting Party Communication

5) Questions and Answers on Resources and Project (all)

- Cyane Crump asked about the interconnection between this project and Long Bridge. She confirmed that, now, all trains that o on to Newport News/Hampton go through Main Street Station. Even with the current train schedule, would improvements to the S-line be needed regardless? Emily answered that yes, improvements are needed regardless of the DC2RVA project. Emily and Carey then described a similar issue (to Long Bridge) that is located across the James River near the I-95 crossing.

- Daniel Worthing asked for a description of the new time table for travel between Richmond (Main Street Station) and Staples Mill. Emily stated that the time right now is between 20 and 40 minutes depending on time of day, traffic, and conditions. The DC2RVA project will reduce this to 10 to 15 minutes with increased reliability.

- Cyane said she has read the DEIS and information presented in the paper. Based on her review, she said that it appears that if only one station is used, Boulevard is the best option. Emily said that her analysis of the data is generally correct, but that improvements would be needed regardless of the selection of one or two stations. Kerri brought up the quantity of impacts if Boulevard was chosen from a historic properties standpoint to put the design in a 106 context.

- The group asked to pull out the big maps and go over the corridor from Staples Mill to the south.

- Cyane and Danielle brought up the historic warehouse complex near the proposed Hospital Wye (DHR #111-6658). A cornerstone dates the original portion of the building to 1908. They asked that we take another look at this area from both an archaeological (potential rail roundhouse) and architectural (historic building) perspective. They said that the overpass proposed here would have an adverse effect on this property. Kerri said that the resource was examined during the original architectural reconnaissance in 2016 but that she would assure that it is revisited to look for both above- and below-ground resources given the new plans and potential impacts.

- Related to this, Cyane asked if there is another option for a turn around nearby. Carey and Randy said there isn't one close by but that the team would take a look at the general area for other options.

- Danielle asked if the alternatives described in our meeting were in the DEIS and available for viewing on the webpage. Karen said yes, they are in Appendix H.

- Danielle mentioned that the area south of the James only has one track and asked if this would remain the case. Carey explained that the project will include putting back a second track that was there historically.

- Danielle and Cyane asked about potential impacts to Virginia Union Industrial Hall. Kerri said she believes it is outside of the project APE but will confirm.

- Danielle asked who would pay for a new station if one is needed. Similarly, who would approve the design. Emily stated that the funds would be a combination of local, state, and federal and the design would be determined based on a number of involved parties. It depends on the location and purpose of the new station.

- Cyane questioned if the A-line would be used for freight. Emily and Carey replied in the affirmative and added that the autotrain would also use that line.

- In an examination of changes at Main Street Station, Cyane, said she had concerns of the construction of a new parking deck on the Loving Building. Carey stated that the location shown on the plans is just an estimate and the team and agency will be working closely with the City and all other concerned parties on the details once the time arrives. Emily reiterated that what is shown on the plans at Main Street Station is a maximum square footage needed, and the size will likely be reduced in general as well. Kerri brought up that the Loving Building is a contributing element to the Shockoe Valley and Tobacco Row Historic District so the team is aware of its historical significance as well.

- The overlays created by the team showing the project plans and the proposed Memorial Park in this area were then shown to the group and discussed. Cyane commented on the channelization of Shockoe Creek and the impacts of the original rail construction on this area.

- Kim Chen mentioned that the City is planning interchange modifications at 18th and Broad. She asked if the team had been in contact with the City about these plans. The team stated they are aware of the concept and would follow up to get additional details.

- Cyane asked about potential impacts to the canals along the James. Carey stated that the new rail would be placed on existing viaducts from Main Street Station to the area south of the James on the south side of the flood wall. As such, no new structures or supports are needed.

- Plans south of the James were examined in detail, and it was discussed that the current DC2RVA plans are narrower than the previous Richmond to Raleigh plans as there are no planned new overpasses in this area. This minimizes the footprint.

- Kim asked if cultural resource studies are ongoing. Kerri said they are and include intensive-level architectural studies and additional Phase I-level architectural and archaeological surveys in areas that have not yet been studied. She said that another round of consulting party meetings will occur in the summer of 2018 once these studies have been completed.

- Cyane asked when a preferred alternative would be determined. Emily presented details on timing of the next steps.

- Cyane then asked what happens if the CTB and/or FRA do not agree with the preferred alternative. Emily discussed the potential scenarios, including making piecemeal improvements.

The meeting ended at 11:30am.

DOVETAIL
CULTURAL RESOURCE GROUP

Kerri Barile <kbarile@dovetailcrg.com>

RE: DC2RVA Project Consulting Parties Meeting Invitation Letter

1 message

Robert Gray <rgray58@hughes.net> Thu, Oct 19, 2017 at 10:29 AM
To: "Winkle, John (FRA)" <john.winkle@dot.gov>
Cc: Kerri Barile <kbarile@dovetailcrg.com>, DC2RVAdocumentcontrol <DC2RVAdocumentcontrol@hdrinc.com>, "Stock, Emily (DRPT)" <Emily.Stock@drpt.virginia.gov>

Thank you for the consultation invitation. At this point in time the Pamunkey Indian Tribe is not aware of any site of cultural or religious significance that would be affected by the project. We do ask to be notified in the event of inadvertent discovery.

Robert Gray

Chief / Tribal Administrator

Pamunkey Indian Tribe

Phone: (804) 572-1225

E-mail: rgray58@hughes.net

Mail Address

Pamunkey Indian Tribe

1054 Pocahontas Trail

King William, VA 23086

From: Winkle, John (FRA) [mailto:john.winkle@dot.gov]
Sent: Thursday, October 19, 2017 9:43 AM
To: rgray58@hughes.net
Cc: Kerri Barile (kbarile@dovetailcrg.com); DC2RVAdocumentcontrol (DC2RVAdocumentcontrol@hdrinc.com); Stock, Emily (DRPT) (Emily.Stock@drpt.virginia.gov)
Subject: DC2RVA Project Consulting Parties Meeting Invitation Letter

Chief Gray –

Attached is a copy of a letter from the Federal Railroad Administration inviting the Pamunkey Tribe to participate in a Section 106 Consulting Party meeting for the DC to Richmond Southeast High Speed Rail Tier II Environmental Impact Statement. A hard copy will follow.

If you have any questions, please let me know. You can reach me at 202-493-6067 or John.Winkle@dot.gov.

Thank you,
John Winkle

Transportation Industry Analyst

Federal Railroad Administration

Project Update Call- Town of Ashland and Ashland Museum
June 18, 2018; 11:00am

MEETING NOTES

Attendees (all via telephone):

Carey Burch- HDR/Project Team
Stephen Walter- Parsons/Project Team
Kerri Barile- Dovetail/Project Team
Nora Amos- Town of Ashland
Rosanne Shalf- Ashland Museum
Betsy Hodges- Ashland Museum

The Town of Ashland and Ashland Museum, both consulting parties for the DC2RVA project, requested a conference call prior to the three FEIS consulting party meetings to help address preliminary questions on process and resource eligibility.

Rosie Shalf stated that she had reviewed the technical reports that were submitted to the consulting parties on May 15. She noted that Berkleytown Historic District was in one of the intensive reports but she asked if resources that were NOT included in the five technical reports had been dropped from the consideration list.

- Kerri Barile replied that the five technical reports that were sent in May are in addition to the 17 reports sent to the consulting parties in the summer of 2017. Slight modifications were made to the limits of disturbance due to the selection of a preferred alternative, so the new five reports present the results of studies on newly added areas.

Betsy Hodges confirmed that the properties downtown are still on the list of resources that are being considered during the project.

- Kerri confirmed that they are. She did clarify that one Ashland area resource- Montevideo- had been removed as it was along the bypass which is not part of the preferred alternative.
- Steve Walter discussed the preferred alternative in this area, including the 3-2-3 concept and reiterate that the resources downtown are still along the preferred alternative so they stayed in.
- Betsy and Rosie asked for clarification- if no work is required downtown (staying two tracks), why is it part of the preferred alternative?

- Steve and Carey Burch discussed the current plans. While a third rail is not being added, small safety improvements such as new bars or crosslights may be needed. There also may be additional trains through this area so it is still part of the preferred alternative.

- Rosie asked how streetscapes and vegetation can be included as character-defining features for the historic district in the future.
    - Kerri stated that she would augment the district description in the FEIS but that the main place to make this change at the larger level is to include it in the NRHP nomination amendment that the town is already planning to do. This would assure that the concept is in future coordination.
    - Rosie asked if there are examples to follow
    - Kerri suggested talking to Marc Wagner at the DHR, their rep, to get his thoughts on examples as he knows them quite well and will be helping them on language anyway.

- Rosie commented on the Museum's reply letter on the technical reports from 2017. She asked for a follow-up on their comments stating that several additional resources should be eligible.
    - Kerri noted that this was discussed during the October 11, 2017 consulting party meeting. The team compared the Museum's list to the DC2RVA study and the Commonwealth Heritage Group's survey of the district done last summer at the behest of the Town. Both the DC2RVA team and Commonwealth agreed that the resources on the Museum's list were not individually eligible. The results of the Museum's concern and the comparative data was brought to the DHR for their re-evaluation. The DHR confirmed that none of the resources are individually eligible.
    - Rosie would still like a reply from Commonwealth.
    - Kerri provided the name of the individual at the DHR who is the liaison on the Commonwealth/Town project and suggested calling him.

- Rosie and Nora asked if the 106 process would be revisited if any additional properties were determined to be eligible (such as those she mentions above).
    - Steve said it would be reopened if the project changes or if the local context is modified to require reevalation.
    - Carey also mentioned that the process can be reopened if extensive time passes. This would be a revisit to historic properties but it may not result in a revised environmental document.
    - Rosie confirmed that properties that are determined eligible after this current study can still be taken into consideration.
    - Steve and Carey said yes. A note goes in the file that something has been determined to be eligible and project effects are revisited prior to construction, among other tasks.

The call ended at 11:30am

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

Project Update & Effect Discussion with Consulting Parties

Thursday, June 21, 1:00pm-3:00pm

DC2RVA project office. 801 E. Main Street, Suite 1000, Richmond

AGENDA & MEETING NOTES

Attendees:

Emily Stock- DRPT
Randy Selleck- DRPT
John Winkle- FRA
Mike Estes- Project Team
Carey Burch- Project Team
Karen Harrington- Project Team
Wayne Hyatt- Project Team
Kerri Barile- Project Team
Nora Amos- Town of Ashland
Betsy Hodges- Ashland Museum
Mark Coombs- Civil War Trust
Cyane Crump- Historic Richmond Foundation
Danielle Worthing- Historic Richmond Foundation
Lisa Bergstrom- Preservation Virginia
Claudia Cheely- Hanover County

1) Introductions (all)

2) General Project Overview and Current Status (Emily/Randy S.)

3) Cultural Resource Studies (Kerri B.)
- Pre-2018 Work
- 2018 Technical Studies
- DHR Replies on Eligibility

4) Project Effect (Kerri B.)
- List of Historic Properties
- DHR Effect Determinations
- MOA

5) Summary of FEIS and Remaining NEPA Process (Steve W. and Carey B.)

6) Questions and Answers (all)

- Danielle Worthing asked about the Ranks Biotech building and if it is in the Limits of Disturbance and eligible. Kerri Barile said it is in the LOD and was just recorded in the spring. The team reevaluted the resource for the third time (once prior to this project and twice during DC2RVA) and the DHR stated that the resource continues to be not eligible for the National Register of Historic Places (NRHP).

- Danielle Worthing asked about two additional resources- Mason's Hall and a Cemetery for Free Blacks and Slaves. Kerri Barile stated that Mason's Hall has been added to the list of historic properties based on Historic Richmond's request. The cemetery was recorded by the team in the spring of 2018 and the DHR stated that the portion of the resource in the LOD does not contribute to its eligibility. Regardless, the team has worked carefully to avoid the cemetery, and Kerri shared an overlay showing the original plans and modified plans with the smaller footprint in this area. Wayne Hyatt shared details on how the impacts were avoided from an engineering standpoint.

- Danielle Worthing then asked about other resources in Shockoe, particularly those related to the slave trade. Kerri Barile shared historic overlays of the area showing the evolution of the development and project plans, including details on minimization efforts to limit project effects. Emily Stock described the ongoing consultation regarding the proposed Memorial Park. Wayne Hyatt followed up with additional data on engineering minimization as well as details that the parking deck will likely go away (as shown in the DEIS).

- Cyane Crump asked if changes would extend south of Main Street Station and Wayne Hyatt stated that, yes, changes would be made but everything is on an existing viaduct. There will be no new visual elements.

- Cyane Crump asked a follow-up question regarding the parking deck's removal. Where will parking go? And has the City chimed in on this? Carey Burch described the existing deck to the west and ongoing conversations with the City on this issue.

- Danielle Worthing asked about the Barton Heights area north of Shockoe. Specifically, she wanted data on a proposed road in this area. Wayne Hyatt stated that the existing roads are remaining and there wouldn't be a new overpass but that safety improvements are being made such as new cross gates. He also described an extension of James Street that the City requested and an associated pedestrian path. The latter may need to be elevated over the tracks but have not made a decision on this yet. Cyane Crump confirmed it would just be pedestrians and not cars. Wayne said yes.

- Cyane Crump asked for a synthesis of what has been changed since last time (fall 2017). Wayne Hyatt said the proposed yard and wye near Hospital Street has been removed and moved to the south, the number of tracks is being maintained. Cyane asked if this would cost more in the long run, and Wayne stated it was an offset cost.

- Mark Coombs first commended the openness of the communication and thanked the project team for their transparency and excellent communication all around. He followed up by asking for the project's definitions of Adverse, No Adverse, and No Effect. Kerri Barile replied with the definitions. He also asked if there are any changes in the quantity of battle-related resources or changes to impacts. Kerri described the changes at Jackson's Earthworks and how the LOD has expanded so the resource was resurveyed. There is now an adverse effect. No other changes have been made.

- Mark Coombs asked if impacts at Slaughter Pen will still be away from the resource, and Wayne Hyatt confirmed that this is still the case.

- Mark Coombs asked about consultation with the National Park Service. Kerri Barile described all of the meetings and calls.

- Nora Amos asked about impacts to Berkleytown HD and what mitigation would be performed. Kerri Barile gave a few examples and said they were looking to consulting parties for input. Kerri said she will send around the Richmond to Raleigh MOA as inspiration for ideas.

- Cyane Crump asked about additional impacts to Ashland. Carey Burch described the latest plans related to the preferred alternative.

- Nora Amos asked how long the studies are good for. Kerri Barile stated that eligibility is good for five years. Emily Stock followed up that the FEIS will be reviewed every few years to see if there are substantial changes to the environment.

- Betsy Hodges asked if there would be modifications to the trees in Ashland. The team said no.

- Lisa Bergstrom arrived a bit late and asked for a general update on the preferred alternative in Ashland and Shockoe. The team provided the data.

- Claudia Cheely asked about changes in Doswell. Wayne Hyatt described the plans including efforts to minimize impacts (weighing new track to west or east). Moving the tower is the least impacts. Kerri Barile described the dialogues with the DHR on this issue and effects. Claudia then asked how far the tower will be moved, and Wayne stated 140-150 feet.

- As a follow up to the dialogue on Shockoe, Emily Stock then described the efforts to reach out to various interested parties in the fall of 2017 and into 2018. She also discussed the ULI project and ongoing consultation efforts.

- Cyane Crump asked if noise and vibration studies have occurred with a specific concern regarding Mason Hall. Carey Burch provided data on the study and that ther will be no changes. Wayne Hyatt followed up with comments on the driving of pilings at Main Street Station and that the impacts are minimal.

- Mark Coombs asked when the construction would occur. Emily Stock said it is unknown but would start in DC then go to Fredericksburg then Richmond and Ashland last.

The meeting concluded at 12:00pm.

801 E. Main St., Suite 1000
Richmond, VA 23219

Project Update & Effect Discussion with Consulting Parties

Tuesday, June 26, 10:00am-12:00pm
Dovetail office, 11905 Bowman Drive, Suite 502, Fredericksburg

AGENDA AND MEETING NOTES

Attendees:

John Winkle- FRA
Randy Selleck- DRPT
Carey Burch- Project Team
Wayne Hyatt- Project Team
Karen Harrington- Project Team
Kerri Barile- Project Team
Heather Staton- Project Team
Emily Calhoun- Project Team
Adriana Moss- Project Team
Erik Nelson- City of Fredericksburg
Eric Mink- NPS Fredericksburg
Emily Kambic- ABPP
Angelina Jones- ABPP

1) Introductions (all)

2) General Project Overview and Current Status (Emily/Randy S.)

3) Cultural Resource Studies (Kerri B.)
- Pre-2018 Work
- 2018 Technical Studies
- DHR Replies on Eligibility

4) Project Effect (Kerri B.)
- List of Historic Properties
- DHR Effect Determinations
- MOA

5) Summary of FEIS and Remaining NEPA Process (Steve W. and Carey B.)

6) Questions and Answers (all)

- Eric Mink asked about Jackson's Earthworks. Kerri Barile described the additional survey to this resource in the spring of 2018 due to expansion of limits of disturbance. The boundaries of the earthworks were increased, and the project will now have an adverse effect. Wayne Hyatt described additional engineering efforts at the rail curve to minimize impacts.

- Eric Mink asked if we confirmed the boundaries of the battlefields to assure we have the latest. Kerri Barile stated that the boundaries were reconfirmed.

- Eric Mink asked about the latest designs at Jackson's Shrine. Wayne Hyatt stated that the only changes have been near the entrance where a few small safety upgrades were needed.

- Erik Nelson asked about resources with an adverse effect in downtown Fredericksburg. Kerri Barile described each resource and stated that changes occurred since the DEIS due to the inclusion of the parking deck.

- Erik Nelson asked about the rail tracks at Lansdowne Road. Wayne Hyatt and Carey Burch shared details on the proposed overpass.

- Emily Kambic asked about battlefield boundaries. She is concerned about use of Potential NRHP boundaries due to archaeological resources and suggested using the Study Area boundaries instead. Kerri Barile described the archaeological survey process, and that the entire corridor was examined and not just within resource boundaries. As such, the whole corridor including Study Areas has been surveyed for archaeological resources.

- Emily Kambic asked for the definition of no adverse effect and to confirm why all battlefields received this designation. Kerri Barile provided the definition and described the effect analysis completed and DHR consultation. John Winkle stated that additional information on the definitions of effect should be included in the FEIS for all.

- Emily Kambic requested data on three battlefields not included in the list. Kerri Barile replied that they are not in the project area as they are in areas where no changes are being made, such as in Prince William County where construction is already completed.

- Eric Mink asked if there will be any changes in the queuing of trains and if there will be any queuing in the battlefields. Wayne Hyatt and Carey Burch said no queuing will occur in the battlefields.

- Eric Mink pointed out some discrepancies with the team GIS data and boundaries of ownership near the railroad. Karen Harrington stated that we have data as of a year ago or so, and that all ownership info will be cleaned up well in advance of the right of way stage.

The meeting ended at 11:15am.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

Project Update & Effect Discussion with Consulting Parties

Thursday, June 28, 10:00am-12:00pm

Parsons office, 100 M Street, SE, Suite 1200, Washington, DC

AGENDA & MEETING NOTES

Attendees:

John Winkle- FRA
Emily Stock- DRPT
Carey Burch- Project Team
Steve Walter- Project Team
Wayne Hyatt- Project Team
Kerri Barile- Project Team
Emily Calhoun- Project Team
Heather Staton- Project Team
Jennifer Kleinman- Project Team
Sarah Stokley- ACHP
Matt Virta- NPS GW Parkway
Garrett Fesler- Alexandria Archaeology
Tatiana Niculescu- Alexandria Archaeology
Rob Niewig- NTHP
Sharee Williamson- NTHP
Sarah- NTHP

1) Introductions (all)

2) General Project Overview and Current Status (Emily/Carey B.)

3) Cultural Resource Studies (Kerri B.)
- Pre-2018 Work
- 2018 Technical Studies
- DHR Replies on Eligibility

4) Project Effect (Kerri B.)

- List of Historic Properties
- DHR Effect Determinations
- MOA

5) Summary of FEIS and Remaining NEPA Process (Steve W. and Carey B.)

6) Questions and Answers (all)

- Matt Virta asked how this project is coordinating with the Long Bridge study? Emily Stock described the partnership and ongoing meetings and consultations. Matt followed up by asking if the team is specifically working with the Long Bridge project team on effects and mitigation, and Emily said that all data is being shared and coordinated.

- Sarah Stokley asked about 23 adverse effects and if they are direct/indirect and for more details. Kerri Barile went through the list of historic properties and described impacts as well as DHR feedback on effects to date. Specific conversations were held regarding Doswell (moving of the rail tower) and Ashland (avoiding downtown but adverse effect on Berkleytown HD). Sarah asked if Ashland and involved parties were pleased with the project resolution in Ashland. Emily Stock and Carey Burch described the ongoing communication and said yes, they are pleased.

- Rob Niewig asked about train speeds in Ashland and for additional discussions regarding area involvement. Carey Burch stated that the train speeds will not change. Emily Stock described the numerous meetings with special advisory committees regarding Ashland. Rob followed up to ask if the College has been involved, and Emily said yes. Kerri Barile followed up with a summary of effects with the change in Ashland.

- Rob Niewig said the NTHP is particular concerned with Shockoe Bottom. Wayne Hyatt gave an update on the engineering and efforts to minimize plans in the area, including reducing the platform length and width, using existing viaducts, etc. He also discussed removing the parking deck. Rob followed up with additional questions regarding Main Street Station, as it is a National Historic Landmark. He particularly wanted additional details on impacts to the station and its design. Details were provided by Wayne and Carey Burch.

- Rob Niewig stated that there are additional concerns beyond architecture, notably regarding the archaeological resources in the area. Kerri Barile described the APE, surveys conducted to date, and presence of recorded sites in the area, as well as preliminary thoughts on project effect. She disseminated historic overlay maps. She also discussed the newly recorded African-American cemetery off of Hospital Street and avoidance plans there. Emily Stock followed up with dialogues with the City of Richmond and other vested groups to assure that all voices were taken into account and projects by others were involved in plans.

- Building on this, Rob Nieweg said he was concerned with consultation and that it has not been as robust as it should be with people not on the list of consulting parties. Emily Stock requested that the NTHP help to orchestrate a broader consultation group. Rob then followed up with additional information on the importance of this area both as a historical site but also as a modern place of remembrance and consciousness. Good consultation is imperative. He also brought up the difference between direct and indirect use as a result of the project and cumulative impacts that may come due to increased train traffic. John Winkle asked for the status of the park and the plans mentioned by the NTHP. Rob stated that they are in the works but there is no funding at this time.

- Rob Niewig asked if the Dutton & Associates report has been consulted. Kerri Barile said yes, all previous studies in this area have been thoroughly investigated. Steve Walter confirmed that a chapter specifically discussing previous efforts will be in the FEIS.

- Sharee Williamson asked for a synthesis of reviews on induced development impacts. Steve Walter said the DEIS had a chapter on this and presented a summary. Rob Niewig and Sharee both stated that additional consultation and evaluation of all levels of impacts was needed. They stated that they believed that the archaeological studies conducted to date were inadequate. They also said some sites may be eligible under Criterion A as well as D. Kerri Barile said additional consultation is definitely in the works on all of these areas and asked the NTHP to provide this feedback in their formal response on information received to date. John Winkle followed this up with a review of FRA’s criteria for impacts, that a project has to be “planned and funded.”

- Sharee Williamson asked if there been visual, noise, and vibration studies. Carey Burch stated that there have. John Winkle also described the impacts from freight v. passenger trains and stated that freight is outside the scope of the current project.

- Emily Stock stated that dialogues with the City are ongoing and part of this is on their shoulders as they are the property owners and arbiters of zoning. The team fully understands the sensitivity of the area and will continue to work on this issue.

- Sarah Stokley asked for additional context on the planning of Memorial Park. Rob Nieweg and Carey Burch had a dialogue on the plans, induced development, City plans, and other issues.

- Sharee Williamson asked for the status of the 4(f) review and FEIS. Steve Walter provided an update on both issues.

- Sarah Stokley asked if any other issues besides those brought up during this meeting had been discussed during the other consulting party meetings. Kerri Barile provided a brief summary of the Richmond and Fredericksburg meetings as well as calls with other consulting parties.

- Garrett Fesler asked if there had been any discussion on calling the Shockoe area a Traditional Cultural Property (TCP). Rob Nieweg backed this analysis. Kerri Barile said they would take a look at this concept. She also said that connections between the railroad and the slave trade would be an interesting topic for mitigation. Sarah Stokely asked if any other slave-related sites are TCPs. Kerri said she would follow up on this too.

The meeting ended at 11:55am.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

City of Richmond Update
July 19, 2018; 1:00pm

Meeting Notes

Attendees:

Emily Stock- DRPT
Carey Burch- Project Team
Kerri Barile- Project Team
Amy Inman- City of Richmond
Kim Chen- City of Richmond

1) Project Update- Emily Stock provided a general overview of the project as well as the preferred alternative in Richmond. She also described the public outreach to date.

2) Cultural Resource Update- Kerri Barile described the LOD studies in the spring of 2018, eligibility recommendations, and commencing project effect. She also described the consulting party meetings and overall feedback.

- Kim Chen asked if the team was aware of the later-dating African-American cemetery north of Shockoe. Kerri said they were and had actually recorded it as part of DC2RVA. She then shared the overlays showing the boundaries of the cemetery and how the project had been changed to minimize impacts. The City was appreciative of these efforts.

- Amy Inman asked about Shockoe, and Kerri shared additional overlays showing this area. Kerri and Carey Burch discussed ways the project had been changed to minimize impacts here. Amy asked if we were coordinating with other groups, and Kerri listed the consulting parties and other vested groups involved in the dialogue.

- The City representatives said they have no concerns with the project at this time.

The meeting ended at 1:30pm.

City of Richmond Update
August 29, 2018; 9:00am

Meeting Notes

Attendees:

Douglas Dunlap- City of Richmond
Kim Chen- City of Richmond
Jeannie Welliver- City of Richmond
Julie Langan- DHR
Emily Stock- DRPT
Carey Burch- Project Team
Kerri Barile- Project Team

1) Introductions (all)

2) DC2RVA Overview/Recommended Alternative for Main Street Station Area

Emily Stock and Carey Burch provided an overview of the corridor in general and specifically plans for Main Street Station.

Jeanne Welliver asked about project timeline, and Emily presented data, including a potential ROD in April 2019.

3 & 4) Section 106 Process Overview and Consulting Party Comments

Kerri Barile provided a general overview of the 106 process, followed by a synthesis of the results of the project with a focus on Richmond. The group also discussed the National Trust for Historic Preservation (NTHP) letter and their specific questions.

Jeanne Welliver said that she has 18 months of collaborative notes from the City's Shockoe history initiative. She will disseminate this data to the team. She also described numerous projects that they City has done or will be doing in this area, including archaeology and creating overlay districts to protect resources from future development.

The topic of Shockoe as a Traditional Cultural Property (TCP) was addressed. Julie Langan restated the DHR's opinion that the area does not meet the definition of a TCP but was looking for FRA to formally make a recommendation one way or another on this. All agree that there is a district here and it may best be considered part of the existing Shockoe Valley and Tobacco Row HD or it may be a new district in the future, but information to date suggests the former. This is how it is being treated in the DC2RVA project to date.

Jeanne Welliver stated that the City is considering defining a slave trade district as a future initiative. Kerri Barile said that perhaps a joint venture could be included as a mitigation in the MOA. Jeanne said this would work well with the City's existing overlay district.

Julie Langan brought up Lumpkins and the Burial Ground as individual resources, and Kerri Barile confirmed the previous dialogues with all parties and that the current trajectory is to assume eligibility for Lumpkins under A and D but that the Burial Ground is outside of the APE. All parties agreed with this statement, including the City of Richmond.

5) Development in Shockoe

To assure that all parties are on the same page, the meeting turned to a discussion of reasonably foreseeable development and induced development in the Shockoe area. Specifically, scopes, potential impacts, timeframe, funding and preservation efforts were described for a dozen projects including the small area plan for Shockoe Bottom, additional archaeology at Lumpkins, Rose Fellowship recommendations, I-95 improvements, Shockoe Street study, Farmer's Market project, the Memorial Park, and others.

The City assured that it is on top of all of these projects and is making sure that preservation is a component of all work, including memorialization and preservation in place as appropriate.

The City stated that they would put together a letter outlining all of their initiatives.

6) Next Steps

The meeting ended with a synopsis of next steps. There is a meeting September 5th between the Mayor, DRPT, and Secretary of Transportation, among others, to assure commitments.

The group also discussed on-site meeting at Shockoe with all consulting parties.

Lastly, preliminary dialogues on the MOA for DC2RVA were shared.

The meeting ended at 11:00am.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

Preparation for Shockoe Meeting/NTHP and Others Update
September 10, 2018; 11:30am

Meeting Notes

Attendees:

Emily Stock- DRPT
Sarah Stokely- ACHP
Marc Holma- DHR
Roger Kirchen- DHR
Rob Nieweg- National Trust for Historic Preservation (NTHP)
Sharee Williamson- National Trust for Historic Preservation (NTHP)
Lisa Bergstrom- Preservation Virginia
Elizabeth Kosteney- Preservation Virginia
Anna Edwards- Sacred Ground Project
Carey Burch- Project Team
Kerri Barile- Projet Team

- Held call to discuss upcoming in-person meeting in Shockoe/Richmond to discuss project. Included dialogue on meeting content and invitees.

- Emily Stock discussed the purpose of the call as several groups brought up invitee lists for the upcoming on-site Richmond meeting, including NTHP, Preservation Virginia, City of Richmond, and Historic Richmond Foundation. Kerri Barile discussed how this meeting fits within previous and future meetings on this area and the whole corridor.

- Emily Stock discussed DRPT's thoughts on some of the upcoming meeting components, including the use of visuals on site to show the platform modifications, boards to discuss plans, and how the goal is to answer any questions folks may have and solicit feedback on all aspects of the project.

- Sharee and Rob stated that their goal is to assure input from local stakeholders and to make sure they are included in the meeting and other dialogues; this is especially important for Shockoe. Anna Edwards followed up to echo this point, to assure that local voices are heard as the process moves forward. Emily Stock replied to say that they want local voices to be heard as well and completely concur with these thoughts. She followed up by asking both groups to provide a contact list for invitees.

- Rob Nieweg said they will provide a list of names. Rob Nieweg followed up to assure that these folks would be invited, and Emily Stock said yes. He also made sure that we're really talking about key representatives to speak for a group and not whole groups. Both Emily Stock and Marc Holma said yes.

- Anna Edwards also said she will provide a list of participants.

- Kerri Barile said that the whole list of consulting parties will also be invited, as well as the names received based on this meeting.

- As a follow up to Rob Nieweg's question on key representatives v. whole groups, Kerri Barile offered for the team to meet with any group who may want information disseminated to a larger body than just key representatives.

- Sarah Stokely asked if an agenda can be circulated in advance and if a post-meeting summary would be distributed. Emily Stock said yes to both.

- The conversation turned to setting an actual date for the meeting. All agreed that it would be best to have it within the next month. Emily Stock was going to send a list of blackout dates to this group to start refining potential dates. She and Kerri Barile were going to work on an agenda and circulate it to the group.

The meeting ended at 12:15pm.

801 E. Main St., Suite 1000
Richmond, VA 23219

City of Alexandria Update
October 2, 2018; 10:00am

Meeting Notes

Attendees:

Catherine Miliaris- City of Alexandria
Wayne Hyatt- Project Team
Karen Harrington- Project Team
Kerri Barile- Project Team

Catherine asked for a summary of work conducted since June. Kerri provided an overview. Of particular note in Alexandria, Kerri described the process of completing an evaluation-level analysis of the East Rosemont HD and the finding of not eligible for this resource. Kerri told Catherine she would get her the exact page numbers in the corresponding cultural resource report and also the DHR's reply on this topic.

Catherine asked if there had been any changes to the design in this area and, if so, if the team could provide details. Wayne replied that there are no sound walls or retaining walls in the city that would be visible as barriers. The only retaining wall is at Station and Buchanan. All temporary construction access is in the center of the tracks to minimize impacts.

Catherine asked about the GW High School, and Wayne stated that the new track would be to the east of/away from the school.

Regarding the Parker-Gray HD, Catherine asked if residents would be made aware of any road closures associated with construction, and Wayne stated that they would.

Wayne then went on to describe changes south of Parker-Gray and said that all changes are in the existing ROW. Construction would be between the tracks, including near Phoenix Mill. Catherine was very pleased to hear this data. Kerri suggested looking at the interactive map on the webpage if she wants to take a tour of the corridor to see exactly where construction would occur.

Catherine stated that she appreciated the accommodation for a separate call since she couldn't attend any of the consulting party meetings and she was grateful for the overall responsiveness of the team.

The meeting ended at 10:30am.

801 E. Main St., Suite 1000
Richmond, VA 23219

Project Update & Mitigation Discussion with Consulting Parties

Thursday, October 4, 2018; 1:30pm-3:00pm
Dovetail office, 11905 Bowman Drive, Suite 502, Fredericksburg

AGENDA & MEETING NOTES

Attendees:

Emily Stock- DRPT
John Winkle- FRA
Carey Burch- Project Team
Karen Harrington- Project Team
Wayne Hyatt- Project Team
Kerri Barile- Project Team
Heather Staton- Project Team
Emily Calhoun- Project Team
Erik Nelson- City of Fredericksburg
Kate Schwartz- City of Fredericksburg
Justin Patton- Prince William County
Betsy Hodges- Ashland Museum
Tatiana Niculescu- Alexandria Archaeology

1) Introductions and Safety Briefing (all and Kerri Barile)

2) General Project Overview and Current Status (Emily Stock and Carey Burch)

3) Summary of FEIS Status and Remaining NEPA Process (Carey Burch)

4) Cultural Resource Update (Kerri Barile)
- Summary of Eligibility/List of Historic Properties
- Project Effect
- MOA Mitigation Stipulations

5) Questions and Answers (all)

- Justin Patton asked if the original bridge at the Occoquan is being maintained. Wayne Hyatt said yes, and a new bridge would be built to the east. He said he thought the MOA mitigation suggestions looked good.

- Justin Patton also stated that the mitigation for Rippon Lodge as suggested looked appropriate. He did state that there is an existing sign related to the viewshed on the Rippon property and suggested that a better location for the recommended sign may be along Blackburn Road. Kerri Barile said she would alter the MOA to state that a sign location would be determined in consultation with Prince William County.

- Justin also said that a good mitigation item for the whole corridor (RF&P perhaps) would be an online project map/storyboard to highlight the historic resources. He provided an example. The team will look into working this into the mitigation.

- Kate Schwartz asked about project plans in Fredericksburg near the existing train station. Wayne Hyatt and Carey Burch described project plans. Kerri Barile followed up that the work will have no adverse effect on the resource per the DHR.

- Erik Nelson asked about the proposed new station and its location. Emily Stock and Carey Burch described ideas and committed to staying in touch with City on all station development plans.

- Regarding mitigation, Kate Schwartz suggested creating a display of artifacts in the new train station for remains found during the data recovery of the three archaeological sites in town. The team said they would add this to the mitigation roster. Kate and Erik Nelson thought the remaining mitigation ideas looked good.

- Kerri Barile asked Betsy Hodges if she had any questions or concerns. Betsy mentioned that the Town is looking to get funds to do a National Register nomination of the Berkleytown HD next year so she thought an alternative mitigation may be a better idea. Kerri mentioned for her to talk to colleagues and she would get back in touch for additional ideas.

- Tatiana Niculescu had no questions or comments.

The meeting ended at 2:15pm.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

Project Update & Mitigation Discussion with Consulting Parties

Friday, October 5, 2018; 10:00am-11:30am

Parsons office, 100 M Street SE, Suite 1200, Washington, DC

AGENDA & MEETING NOTES

Attendees:

Randy Selleck- DRPT
Carey Burch- Project Team
Wayne Hyatt- Project Team
Karen Harrington- Project Team
Kerri Barile- Project Team
Emily Calhoun- Project Team
Jennifer Kleinman- Project Team
Mark Coombs- American Battlefield Trust
Adam Gillenwater- American Battlefield Trust
Emily Kambic- ABPP
Bradley Krueger- NPS GW Parkway
Lauren Hammig- NPS National Capital Region

1) Introductions and Safety Briefing (all and Jenny Kleinman)

2) General Project Overview and Current Status (Randy Selleck and Carey Burch)

3) Summary of FEIS Status and Remaining NEPA Process (Carey Burch and Jenny Kleinman)

4) Cultural Resource Update (Kerri Barile and Wayne Hyatt)

- Summary of Eligibility/List of Historic Properties
- Project Effect
- MOA Mitigation Stipulations

5) Questions and Answers (all)

- Laurel Hammig asked for an overview of changes near the GW Parkway. Wayne Hyatt provided an overview. As a follow up, she asked if determinations have been made regarding vegetation along the parkway. Wayne said no details have been worked out yet but they are working with Arlington and the staff with the Long Bridge project to come up with details.

- Laurel Hammig asked for details on project access and vegetation for areas south of the parkway. Wayne stated that all access is from outside of the parkway and none will be from the parkway itself. Also, there is no vegetation removal except for some within the CSX ROW. Randy Selleck confirmed that vegetative removal would be part of final design. Laurel asked if there are any communication upgrades in this area, and Randy stated that most will be buried. If there are new signals, they will discuss these with the NPS.

- Brad Krueger had no additional questions on the GW Parkway.

- Mark Coombs asked if there were any changes to battle-related resources since the June 2018 meetings. Kerri Barile showed some maps and stated that no, there were no project design changes in these areas. Mark confirmed that this also applied to Slaughter Penn and that all changes will be in the existing ROW. Wayne Hyatt confirmed this and said that even utility improvements are restricted to the existing ROW here.

- Kerri Barile clarified the point made in June that there had been a change at that time regarding Jackson's earthworks. There is now an adverse effect due to design changes. Mark suggested that the team talk to NPS-Fredericksburg regarding signage for both Civil War sites near Fredericksburg. The team committed to doing this. She also shared the idea of a project corridor-wide online story board, as suggested during the Fredericksburg CP meeting. The group concurred this was a terrific idea.

- Emily Kambic had no additional questions on this topic.

- Laurel Hammig asked for a general schedule. Kerri Barile provided a schedule for cultural resources, and Jenny Kleinman provided one for the FEIS.

- Mark Coombs asked what the future plans are for communicating with the public during construction. Randy Sellick confirmed that extensive coordination would occur and it would be staged per segment to make sure the data is fresh. Carey Burch also said the public will be involved in a context sensitive design.

- Kerri Barile ended the meeting with a summary of next steps.

The meeting ended at 11:30am.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

801 E. Main St., Suite 1000
Richmond, VA 23219

Project Update & Mitigation Discussion with Consulting Parties and Other Vested Parties

Friday, October 12, 2018; 10:00am-12:00pm
Main Street Station, Richmond, Virginia

AGENDA & MEETING NOTES

Attendees:

John Winkle- FRA
Sarah Stokely- ACHP
Jaime Loichinger- ACHP
Marc Holma- DHR
Roger Kirchen- DHR
Jennifer Mitchell- DRPT
Michael McLoughlin- DRPT
Emily Stock- DRPT
Randy Selleck- DRPT
Nick Ruiz- DRPT
Carey Burch- Project Team
Karen Harrington- Project Team
Wayne Hyatt- Project Team
Kerri Barile- Project Team
Heather Staton- Project Team
Delegate Dolores McQuinn- Chair, Slave Trade Commission
Sharee Williamson- NTHP
Justin Sarafin- Preservation Virginia
Elizabeth S. Kostelny- Preservation Virginia
Jessica Russo- Historic Richmond Foundation
Kim Chen- City of Richmond
Jeannie Welliver- City of Richmond
Doug Dunlap- City of Richmond
Robert Steidel- City of Richmond
Selena Cuffee-Glen- City of Richmond
Free Egunfemi- UntoldRVA

Rasheeda Creighton- Shockoe Partnership
Brian White- Shockoe Partnership
Chris Johnson- Shockoe Partnership
Lynetta Thompson- Community Unity in Action, Richmond Branch NAACP

Agenda:

1. **Introductions/safety moment (Jennifer Mitchell and Carey Burch)**
2. **Agenda/Purpose of Meeting (Emily Stock)**
    - Inform participants on status of DC2RVA
    - Advance the Section 106 process specific to DC2RVA
    - Listen to other issues/concerns related to Shockoe Bottom and/or Main Street Station area that could have an effect on or be affected by DC2RVA
3. **DC2RVA Project Overview (Emily Stock and Carey Burch)**
4. **Preferred Alternative at Main Street Station (minimal footprint) (Carey Burch and Wayne Hyatt)**
    - New track on existing viaduct structure
    - Station facilities (inside Main Street Station)
    - New platforms added inside/outside of existing viaduct structure
    - Parking (note parking deck eliminated to reduce impacts to property and cultural resources)
5. **DC2RVA Section 106 Process (Kerri Barile)**
    - Brief overview of 106 requirements
    - Summarize history of area development, including rail history *(Show historic maps, etc in handouts and on boards) – simple facts, but making the point there are many layers of history in the area to be considered.*
    - Summarize steps by City of Richmond and others to preserve/protect the area (give Trust and other groups recognition for their preservation efforts)
6. **Walking Tour showing area of Proposed Platforms (all)**
    - Traffic cones placed at approximate edge of west side platform showing extent of potential area of disturbance
7. **Historic Properties and DC2RVA compliance with Section 106 process in Shockoe Bottom area**

- Review 106 findings to date on potential/eligible resources in APE
- Effects determination to date
- Proposed changes to potential/eligible resources and effects
- Mitigation suggestions to be applied in Draft Memorandum of Agreement

8. Next Steps (Emily Stock and Kerri Barile)

Summary of Questions and Answers:

- Sharee Williamson asked what the timing is of the project. Emily Stock stated that we hope to have the 106 process wrapped up by the time we publish the FEIS this winter and the ROD this spring.

- Jeanne Welliver asked what would happen with freight traffic. Would it be routed to the A-line? Or more freight in Richmond? Carey Burch stated that they do not know the freight schedule and routing as freight/CSX traffic is only marginally part of the study (only providing base information; building freight capacity is not part of the study though).

- Jeanne then asked if Environmental Justice studies had been done as part of the FEIS and, if so, is that why the downtown alternative was selected? Carey Burch stated that selection of downtown was the result of multiple pieces of information, including environmental justice studies done as part of the FEIS but also through the City's initiative to make Main Street Station a transportation hub and a host of other studies that have suggested the success of this route. He also reiterated the results of the DEIS and alternatives studies if the line was put elsewhere in the city.

- Following up on this, Delegate McQuinn asked how this project blends with the City's initiatives to bring people downtown? Also, were noise studies conducted as part of the environmental work? Emily Stock said that this area as a connection to all other points in town is based in history and this project aims to continue that. It will also bring visibility to some really important historical sites and preservation actions in this area. Delegate McQuinn followed by asking for clarification on noise and stated that this area has immense historical significance and the project needs to be sensitive to the concept of memorialization. Emily Stock and Carey Burch presented data on the noise study done as part of the project.

- Sharee Williamson asked if there are any considerations to dampen the noise? Emily Stock said no sound walls or other barriers would be erected but they have done other mitigation to keep trains where they are and sound levels at the current (or lower) decibels. This is why other options were removed- because of impacts to infrastructure and potential for increased noise. John Winkle followed up by reminding folks that freight noise and freight impacts are not part of the project. The lines are owned by CSX and they completely control that aspect.

- Sharee Williamson asked why the parking deck has been removed from the study. Carey Burch stated that it was not needed and explained the presence of the City-owned deck to the west. Jennifer Mitchell followed up that this is an urban station and mentioned several other ways folks can get to the station including bus rapid transit, Uber, taxi, etc. Jeanne Welliver followed up that there are several extant City facilities nearby that can accommodate cars in addition to the parking deck mentioned by Carey.

- Moving into cultural resource studies, Sharee Williamson asked about the archaeological APE and if sites were being considered for their above-ground significance too (i.e., under Criterion A). Kerri Barile provided a synoposis of the dialogues conducted on this topic since June and the current direction of the analysis.

- Regarding the concept of Traditional Cultural Property (TCP), Sharee Williamson asked if the area is being considered a TCP? Kerri Barile provided a definition for the group of a TCP and then presented a synthesis of meetings that have been held on this topic. Roger Kirchen and Marc Holma then presented their thoughts as the DHR, Sarah Stokely and Jaime Lochinger presented their thoughts as the ACHP, and John Winkle stated the FRA's position. In sum, the area is not being considered a TCP.

- Roger Kirchen followed up with additional data on Lumpkins Jail/Devil's Half Acre site. It has not been evaluated as a resource. He reiterated that the project is considering the site eligible under A and D due to consulting party feedback.

- Lynetta Thompson said that the area is very important but that the tangible elements are gone and they would have to build elements for memorialization. This project will be an impetus for this building.

- Delegate McQuinn reiterated the significance of this area and its high level of significance. Kerri Barile agreed with both Delegate McQuinn and Lynetta Thompson and said that the project is the opportunity to provide something back to the community associated with its important history as mitigation.

- Sharee Williamson said that boundaries for a slave trade district are needed and once they are established, can present a case for significance of the district at the local, state, and national levels. This includes significance under several criteria.

- To address Sharee's comment, Jeanne Welliver presented the City's map showing the locations of known slave trade-related sites and said that a lot of research has been done and the boundaries can be established by encircling these resources. She has been working closely with the Slave Trail Commission to tie these sites together through a unity walk. In fact, the City has done 19 projects in this area to record and memorialize the history here, including plans for the slave trail, a museum, archaeology at Lumpkins Jail site, etc. Delegate McQuinn followed this by stating that the City is working closely with the Virginia Commission on Reconciliation to be part of that project as well.

- Related to the archaeological sites in the area, Jeanne Welliver presented more data on the digs at Lumpkins Jail and stated the reasons that no archaeology has been done by the City at the nearby Burial Ground- several studies done by VDOT and others, no evidence found, etc.

- Free Egunfemi, Delegate McQuinn, and several others had a dialogue on striking a balance between commemorating the area and assuring that the project moves forward, as the city needs the transit option and it is good for the community. They stated that they are at the table to support the project and look forward to continuing a dialogue on finding the balance between progress and history.

- Sharee Williamson asked if there would be any additional meetings on this topic. Kerri Barile said that she is following up with every single consulting party to talk more and would circulate results of this meeting. There would also be several conference calls and perhaps one additional meeting. The goal is to continue to solicit feedback on historic properties and mitigation while allowing everyone a voice in the process.

- Jeanne Welliver stated that the City has quarterly meetings to discuss the Shockoe area and that everyone in the room would be invited to the next meeting to keep the dialogue going that way, as well.

The meeting ended at 12:00pm.

801 E. Main St., Suite 1000
Richmond, VA 23219

Historic Richmond Foundation Update

October 15, 2018; 11:00am

Meeting Notes

Attendees:

Emily Stock- DRPT
Randy Selleck- DRPT
Carey Burch- Project Team
Karen Harrington- Project Team
Wayne Hyatt- Project Team
Kerri Barile- Project Team
Emily Calhoun- Project Team
Cyane Crump- Historic Richmond Foundation
Jessica Russo- Historic Richmond Foundation

- Held conference call since Cyane Crump, Executive Director of HRF, could not attend Shockoe meeting. Kerri Barile started the call by providing a summary of the meeting. Jessica Russo with HRF, who was in attendance, said she thought the meeting was very informative and she enjoyed the dialogue.

- Emily Stock discussed changes to the project plans since the last group meeting in June, including minimizing the footprint where possible, reducing the platform at Main Street Station to 950 feet so it doesn't cross Broad Street, removing the parking deck in Shockoe, etc. She also provided a brief timeline of the process and the environmental document.

- Cyane Crump asked if the changed mentioned by Emily Stock change the cultural resource APE. Kerri Barile explained the changes and how it impacted the list of historic properties, as well as additional studies.

- Cyane Crump asked if Lumpkins Jail and the Burial Ground are now included in the APE. Kerri Barile provided data that has been presented at other meetings based on extensive dialogues with the DHR, ACHP, and FRA- Lumpkins is being assumed eligible for the NRHP under Criteria A and C and is in the APE. There is no physical evidence of the Burial Ground despite numerous attempts to locate it, thus it is not included in the APE. She also said that both are being considered contributing elements to the surrounding Shockoe Valley and Tobacco Row HD even though this designation has not been made (it is being assumed for the project to assure that the sites are included in multiple ways.)

- Cyane Crump asked if the team has an awareness of other projects going on in this area. Kerri Barile, Emily Stock, and Carey Burch all presented info on known other projects in the vicinity and the efforts to communicate with representatives of all so that the team is aware of it all.

- Returning to historic properties, Cyane Crump asked if the area would be considered a Traditional Cultural Property (TCP). Kerri Barile recounted data presented at previous meetings based on DHR, ACHP, and FRA feedback- the area is not being considered a TCP as it does not meet the definition.

- The group then looked at the preliminary mitigation stipulations sent to HRF for consideration. Cyane Crump said she would look at it more thoroughly and provide comments.

- Cyane Crump asked about the burial ground to the north, located along Hospital Street. She asked if this resource meets the same criteria as Lumpkins and should be considered eligible under A and D and thus included? Kerri Barile went over the overlays in this area to show minimized avoidance but said she would talk to the team, FRA, and DHR about its potential eligibility under A and D and inclusion as a historic property. She would follow back with HRF on this issue.

- Cyane Crump asked if design review will be included in all modifications? Kerri Barile and Emily Stock said definitely. The conversation turned to purview of design and if there is a way to include changes to the local design code as a mitigation. Emily Stock said that this isn’t possible but that she would express this concern to the City during a future meeting.

- Lastly, Cyane Crump asked about noise impacts. Carey Burch described the process the team went through to discuss noise and vibrations, including taking measurements throughout this area. There is no increase as a result of this project.

- Kerri Barile then discussed next steps, including getting maps to Cyane showing additional overlays in the Shockoe area and comments deadline from consulting parties on mitigation.

The meeting ended at 11:45am.

Town of Ashland/Ashland Museum Update
October 23, 2018; 2:00pm

Meeting Notes

Attendees:

Carey Burch- Project Team
Kerri Barile- Project Team
Nora Amos- Town of Ashland
Betsy Hodges- Ashland Museum
Will- Ashland Museum

- Held call to provide a summary on the consulting party meetings held in October as Town of Ashland could not attend.

- Carey Burch started with an update on the environmental process and preferred alternative, as well as providing some information on schedule.

- Kerri Barile then provided a 106 update including summary of studies, list of historic properties, and details on Ashland. She specifically mentioned that due to the 3:2:3 concept in Ashland, there is only one adversely effected property now, the Berkleytown HD.

- Nora Amos said that the Town is going for a cost share grant through the DHR next year to get a nomination done for the district. She asked if this could marry with the MOA and possibly still be a stipulation so that the DHR pays their half of the grant. Kerri Barile said that there are two options- one is to get the whole nomination paid for by DRPT as a mitigation but it wouldn't occur until there is funding for the construction in several years or that the town goes ahead and does their nomination as a cost share and the DRPT isn't involved at all. Nora Amos confirmed that they have to choose now and that the DRPT can't pay for it in advance, and Kerri Barile said no, no funding can be released at this time.

- The group went over the preliminary mitigations suggested for the district, and all concurred that three of the four were great (design review, oral history and signage). A dialogue ensued about what to do for a fourth mitigation. It was determined that the DRPT would help fund the development of a walking tour of the district in consultation with the Ashland Museum. They also said that they should leave the NRHP nomination in the MOA on the off chance that it is not done in advance of the mitigation.

- Nora Amos asked if anything is needed from the Town or Museum at this time? Kerri Barile said that a letter confirming the mitigation as discussed would be great.

- Betsy Hodges asked for a clarification on the difference between a local marker and a state marker, and Kerri Barile provided the data and why she suggested a state marker for this district (more visibility and recognition). Betsy said this sounded good and she concurred.

The meeting ended at 2:30pm.

801 E. Main St., Suite 1000
Richmond, VA 23219

Preservation Virginia Update
November 1, 2018; 10:00am

Meeting Notes

Attendees:

Randy Selleck- DRPT
Carey Burch- Project Team
Wayne Hyatt- Project Team
Kerri Barile- Project Team
Justin Sarafin- Preservation Virginia
Elizabeth Kostelny- Preservation Virginia

- Held call to provide a summary on the consulting party meetings held in October and additional dialogues on Shockoe area since that time. Kerri Barile provided an update on the status of resources in Shockoe, mainly that Lumpkins Jail and Graveyard for Free People and Slaves are being added as historic properties and assumed eligible under A and D but that the Burial Ground for Negros is not being added as there is no physical evidence of its existence and it is not visible from the limits of disturbance.

- Justin Sarafin said that this issue was raised at the on-site meeting and that the approach makes sense to him.

- Kerri Barile then mentioned that Masons Hall was added at the request of the Historic Richmond Foundation. Although the APE has shrunk in that area as the parking deck was removed, this resource is still on the roster of historic properties due to its significance. Justin Sarafin asked for the recommended effect, and Kerri said no adverse.

- On a broader level, Justin Sarafin asked if there has been any follow up with representatives from the City and, if so, what have transpired from those conversations? Carey Burch said that several levels of dialogues have been ongoing with the City, both as a property owner and as a consulting party. They have had positive comments on the project from the start. It was actually at the City's request that a proposed parking deck east of the Main Street Station has been removed. Justin said the removal of this deck was a definite improvement.

- Related to this, Randy Selleck said that the City is crafting a letter showing their commitment to historic preservation and this will be appended to a letter reply going to the National Trust. This data will be shared with Preservation Virginia once collected. Elizabeth Kostelny asked who is penning the letter for the City, and Kerri Barile said it is a combination of Jeanne Welliver, Doug Dunlap and Mayor Stony. The letter will be robust and detailed.

- Justin Sarafin brought up the Shockoe Alliance, which is discussing current and future development. They are talking with the mayor on upcoming projects and will make a joint announcement soon.

- Justin Sarafin brought the slave trade area back up and asked how the project and associated mitigation can advance the larger goals of preservation in Shockoe. Kerri Barile and Wayne Hyatt described efforts to avoid and minimize impacts to the greatest degree possible and shared overlays with the group. Kerri also outlined how the team is assuming eligibility for a host of resources and also assuming that they contribute to the surrounding historic district. Mitigation efforts will provide historical studies to the area. Justin said he understands the complexity of the issues at hand, especially as the City is concurrently discussing putting g a museum/cultural center in the area as a parallel project. Like others, he said the crux of the issue is to find a balance between recognizing significance and preservation initiatives but also allowing for development (including both rail and memorialization construction). The group discussed timing challenges of all involved projects and the 106 process.

- Lastly, Justin Sarafin asked for ideas on mitigation and Kerri Barile said she would email them a few rough ideas to get them started. Justin said this sounded like a good process.

The meeting ended at 10:45am.

Elgeba Folklore Society Update
November 2, 2018; 4pm

Meeting Notes

Attendees:

Emily Stock- DRPT
Carey Burch- Project Team
Karen Harrington- Project Team
Kerri Barile- Project Team
Janine Bell- Elgeba Folklore Society

- Janine Bell asked for an update as she was unable to attend the Shockoe meeting on October 12. Emily Stock provided an update on the project in general.

- Janine Bell then asked for a summary of the 106 process, and Kerri Barile described both the process and what has been done to date on this project related to this compliance. Emily Stock also stated that the significance of this area is well known so the team wanted to bring in other voices besides consulting parties to solicit input. Both Kerri and Emily provided a synopsis of comments received to date including those presented at the October 12 meeting.

- Carey Burch followed this with specific information on what is being done at Main Street Station in terms of design and modifications. Janine Bell said she understands that what is now an events center used to be the passenger shed and she asked if a new passenger area is being constructed as part of the process? Carey said yes but they’re using platforms with no superstructure. He described the minimal impacts due to the construction of the platforms and their parameters.

- Carey Burch brought up the parking deck and how it has been removed from the project. There was a dialogue on the City’s plans for parking in this area.

- Janine Bell said that this project is important as it creating a foundation to make Richmond a transportation hub in the 21st century. On its surface, she said the project doesn’t seem to impact cultural resources but she does have questions on visual impacts and, more importantly, noise and bustle associated with increased activity. Kerri Barile followed this with a discussion on cultural resource studies and how the team is looking at viewshed, setting, and feeling as important components to each resource. She discussed efforts to minimize impacts in the area, including the Lumpkins Jail/Devil’s Half Acre site and two burial grounds.

- Janine Bell brought up the area as a possible site for a future museum. She wanted to know how the pieces merge together. Kerri Barile mentioned that the team created overlays of the proposed Memorial Park and museum plans with DC2RVA project plans to assure that proposed development wouldn't overlap but would be complimentary.

- Regarding significance and mitigation, Janine Bell reiterated the importance of the history in this area and that any efforts need to acknowledge this history. How will history be involved in the plans? Kerri Barile mentioned several ongoing ideas on mitigation, including the context of the rail and slave trade. Janine said it is very important to convey the feeling of the place and to assure that this story is put out to a wider audience.

- Emily Stock thanked Janine Bell for her insightful comments and taking time to talk to the group. She said that Janine would be involved in any mitigation that takes place. We all have a responsibility to tell this story and this project can help increase area education on these significant events.

- Janine Bell said she would love to particulate and that we should make the city more accessible to everyone. This project not only brings in transportation options but also draws the eye to this important place and its history. This helps all aspects. She thanked the group for the dialogue.

The meeting ended at 4:45pm.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

801 E. Main St., Suite 1000
Richmond, VA 23219

Historic Richmond Foundation Update
November 20, 2018; 11:00am

Meeting Notes

Attendees:

Kerri Barile- Project Team
Jessica Russo- Historic Richmond Foundation

- Kerri Barile sent Historic Richmond Foundation (HRF) a copy of the DC2RVA/FRA reply to the National Trust for Historic Preservation, letter dated November 13, 2018. HRF has raised similar concerns to the National Trust in the past.

- Emails were exchanged between HRF (Cyane Crump and Jessica Russo) and Kerri Barile regarding the letter, historic properties, project effect, and mitigation.

- Jessica Russo with HRF called Kerri Barile to discuss the National Trust letter. Specifically, she clarified which resources would be adversely effected and asked questions on the process. Kerri Barile replied and provided data.

- Regarding mitigation, Jessica Russo stated that HRF comments sent to DRPT on July 20, 2018 regarding mitigation remain accurate and they request that the data in this letter be evaluated when determining effect. Kerri Barile said the letter is in hand and she would re-read it and assure that their comments were included in the dialogue.

- Kerri Barile asked if HRF has any additional comments to add to the process or any other questions she could answer, and Jessica Russo said no. She was pleased with the process to date and appreciated the opportunity to solicit additional feedback.

The meeting ended at 11:30am.

801 E. Main St., Suite 2100
Richmond, VA 23219

National Trust for Historic Preservation and Preservation Virginia Update

December 3, 2018; 11:00am

Meeting Notes

Attendees:

Sharee Williamson- National Trust for Historic Preservation
Rob Nieweg- National Trust for Historic Preservation
Elizabeth Kostelny- Preservation Virginia
Justin Sarafin- Preservation Virginia
Sarah Stokely- Advisory Council on Historic Preservation
Marc Holma- Virginia Department of Historic Resources
Roger Kirchen- Virginia Department of Historic Resources
John Winkle- Federal Railroad Administration
Randy Selleck- DRPT
Carey Burch- Project Team
Kerri Barile- Project Team
Emily Calhoun- Project Team

- Call to discuss meetings and letters concerning the DC2RVA project and historic resources in Shockoe Bottom, Richmond. Topics included the area as a Traditional Cultural Property (TCP), effects on Lumpkins Jail/Devil's Half Acre site, the project Memorandum of Agreement (MOA), and next steps.

TCP

- Sharee Williamson stated that the National Trust had received FRA's reply letter regarding their concerns on Shockoe Bottom on November 13. They are writing a response to this letter. She asked for a clarification of the numbers discussed in the document. Kerri Barile confirmed the number of historic properties, resources involved, research that has gone into this area, etc. Specifically, she mentioned that there have been 18 meetings and calls with vested groups and agencies and extensive background research (39 reports and two dozen DHR resource files) to craft a 13 page synthesis that will be in the upcoming FEIS. The team also did extensive research on other TCPs, particularly those that do not have an affiliation with a Native American tribe including the African Burial Ground in New York City. The team also talked to the DHR and ACHP, who have also done research. Together, this resulted in the determination that the area does not meet the TCP definition as currently defined.

- Marc Holma and Roger Kirchen with the DHR followed confirming this data and stating that they have no additional comments.

- Sarah Stokely with the ACHP followed confirming this data and stating that she has no additional comments.

- Steve Walter offered to provide copies of the 39 reports and summary to the National Trust and Preservation Virginia. Roger Kirchen asked to review a list of the documents in advance due to concerns with the Archeological Resources Protection Act of 1979. Kerri Barile said she would craft this list and send it to Roger. Upon approval, copies of all documents would be sent to both the Trust and Preservation Virginia.

- Sharee asked for a clarification on what non-consulting party groups were involved in the discussions. Kerri Barile presented a list. Marc Holma asked if Kim Chen with the City of Richmond has been involved. Kerri Barile said yes, the City is a consulting party and Kim and others have received all info and been to numerous meetings.

Lumpkins Jail/Devil's Half Acre and Project Effect

- Sharee Williamson restated data presented in the FRA's letter- the site is eligible under Criteria A and is within the project APE, correct? Kerri Barile explained the decision to assume eligibility for the site (which has not been formally evaluated) under both Criteria A and D and described the process to determine effects. Specifically, she noted that consulting party feedback led to this decision. FRA has determined that the project will have no adverse effect on the Lumpkins site as the resource has integrity of location, design, materials, workmanship and association but not setting and feeling. The latter are the two aspects of integrity that could be impacted by the project as the site is outside of the archaeological APE. The site and surrounding area do not appear as they did during the resource's period of significance and donot convey a historic sense of place. This guidance comes from National Register Bulletin 36. Roger Kirchen concurred with the analysis as presented.

- Marc Holma followed up that their official decision on effect has not yet been rendered as they are waiting on all consulting party feedback prior to issuing their decision, including the current call and the National Trusts's follow up reply letter.

- Sharee Williamson brought up the site's contributing status to the surrounding Shockoe Valley and Tobacco Row Historic District. She asked how the site could be considered not individually eligible but could still be mitigated? Kerri Barile described the process. The site has not been evaluated as either an individual resource or a contributing element to the district but the FRA is assuming eligibility and that it is a contributing element. As the project will have an adverse effect on the district as a whole, will target some of the mitigation towards this site.

- Sharee Williamson asked for more information on why the “Burial Ground for Negros” was not included in the roster of historic properties. Roger Kirchen stated that the DHR finds it difficult to evaluate a site when there is no physical data. Despite several attempts to locate this resource, it is mapped based on conjecture and no physical evidence. Until more information is available, they cannot apply the criteria of eligibility. This does not diminish its importance, just how it is evaluated in a situation like this.

- Marc Holma followed by stating that the site cannot be seen from the project area either. Kerri Barile described the viewshed study that was done to see if the burial ground as mapped could be seen and it cannot due to Broad Street. Sharee Williamson asked for a copy of this study. Kerri Barile stated that she would provide it.

- Sarah Stokely asked for additional data on this issue, specifically regarding a potential adverse effect and if the National Trust thought there was one? Sharee Williamson stated that they have not done a viewshed analysis themselves and that they may concur with FRA, but they need to see the data. They just want to assure that the research has been completed.

- Following up on this, Sharee Williamson stated that their biggest concerns are regarding cumulative effects. What additional economic development could occur and what has the FRA/team done to learn about other activities? Kerri Barile stated that they have been in constant contact with the City to learn about current and future projects, including many meetings and calls. VDOT has also been contacted. Sharee Williamson asked if there are minutes from these meetings? Kerri Barile confirmed that there are, and she will get them to the group. She also said that the appended City of Richmond letter with the FRA’s reply from November 13th also summarized the dialogues.

- Regarding this issue, Rob Nieweg confirmed that the meetings/calls have included not just current projects but future projects? Kerri Barile stated in the affirmative. Data presented in the letter in hand and in the minutes to be sent would confirm this. Carey Burch followed that the City has had plans to make Main Street Station a multimodal hub for years. This is in their Land Use plan. John Winkle stated that changes to this area are coming with or without this project and use of Main Street Station was actually spurred by the City.

MOA

- Kerri Barile confirmed that all on the call had received the list of very preliminary mitigation ideas. The group responded in the affirmative and stated that they needed some time to peruse and analyze the list.

- Marc Holma asked for clarification if any buildings are being demolished because of the undertaking. The team stated that no, no buildings are being demolished. The tower in Doswell is being moved but no other physical impacts.

- Sharee Williamson asked for a clarification on the archaeological sites in Shockoe Bottom on the list of adversely effected resources. Kerri Barile stated that all three are related to the early-twentieth century railroad activity in the area.

- Sarah Stokely returned to the concept of building impacts and wanted to triple check that no buildings, especially those in Richmond's Shockoe area, will be demolished. Marc Holma said he spoke in error and no buildings will be demolished as part of this project. Randy Selleck said that plans associated with the creation of a museum in this area by an independent group (outside the scope of the current project) include the demolition of the Seaboard Building, so that may be where confusion lies. Kerri Barile said that the Seaboard building dates to around 1910 and was found to be not individually eligible during the Richmond to Raleigh study.

- Rob Nieweg asked for a clarification on the Shockoe Valley and Tobacco Row Historic District. This is the district that was determined to be eligible in the 1980s and not the slave trade industry proposed district from the 2000s, right? Kerri Barile confirmed this data. Rob Nieweg asked to assure that consulting party and city interest groups are involved in any mitigation in this area.

Next Steps

- Sharee Williamson asked when the requested data would be received. Kerri Barile said she would start gathering the information as soon as the call was complete and would have it to the group within a few days. Sharee Williamson said they would craft their reply immediately upon receipt of the data.

- Marc Holma reiterated that the DHR will not issue a reply to the second effects addendum until National Trust and Preservation Virginia comments are in hand. Rob Nieweg said he appreciated their consideration.

The meeting ended at 12:00pm.

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

600 E. Main St., Suite 2100
Richmond, VA 23219

Grave Yard for Free People of Color and Slaves/Site 44HE1203
On-Site Meeting
Wednesday, February 13, 2019; 3:00pm

AGENDA & MEETING NOTES

Attendees:

See attached attendance roster

Agenda:

1. Safety briefing (Carey Burch)
2. Purpose of visit (Emily Stock)
    - Review DC2RVA rail project including purpose and need and history
    - Review DC2RVA rail project's preliminary plans for the area around the Graveyard For Free People of Color and Slaves (Site 44HE1203), located at the northeast corner of 5th and Hospital Street in Richmond, VA
    - Review DC2RVA rail project's preliminary engineering and cultural resource studies to date, and project commitments
    - Obtain feedback and discuss next steps
3. Map review with Preliminary Plans (Carey Burch and Wayne Hyatt)
    - Using large map sheets, discussed original and revised project limits of disturbance
    - Described location of additional track, grade-separation of Hospital Street and pedestrian sidewalk over the tracks; re-alignment of 7th Street, use of retaining walls to keep Hospital Street within existing right-of-way
    - Discussed parameters of 30 percent design (preliminary) and next steps in the design process
4. Site visit (Kerri Barile and Tony Opperman)
    - Discussed cultural resource studies undertaken by the DC2RVA rail project to date, including coordination with DHR, the City of Richmond, and other stakeholders

- Using the Timeline handout, discussed area history including past changes to the Graveyard For Free People of Color and Slaves (Site 44HE1203)
- Discussed road improvements (separate from DC2RVA road improvements) proposed in the area by VDOT and the City
- Walking tour along public sidewalk adjacent to the Graveyard For Free People of Color and Slaves (Site 44HE1203); reviewed DC2RVA project preliminary design elements
- Discussed recommended project commitments

5. Next steps (Kerri Barile and Emily Stock)

- Discussed timeline for DC2RVA rail project implementation and project commitments, which could be ten plus years into the future, depending on funding availability and the progress of higher-priority sections of the corridor in Northern Virginia

Summary of Questions and Answers:

- Steve Thompson asked for a clarification to the known modifications to Hospital Street, including those that have occurred in the past, those originally proposed as part of the DC2RVA project, and those that are part of the modified plans currently represented in the 30 percent designs. Wayne Hyatt discussed the DC2RVA project with Kerri Barile and Carey Burch adding additional data on the area's history.

- Cyane Crump asked for more information on the third track to be installed in this area, specifically asking on which side of the current tracks work will be performed. Carey Burch stated that the modifications in this area will be on the east side of the existing tracks and away from the mapped cemetery.

- During a discussion of the proposed project commitments, Cyane Crump asked for more information on 3D modeling as referenced in the proposed landscape study. She also asked for a definition of "archaeological testing." Kerri Barile provided a clarification on both of these items to describe the documentation and archaeological process.

- Related to the commitments, Steve Thompson asked if archival research would also be a commitment; Kerri Barile confirmed it would, as well as oral histories, if possible, with descendants and those with knowledge of past activities in this area.

- Steve Thompson asked if the field studies would not be done until the 90 percent plans were completed. Kerri Barile and Wayne Hyatt confirmed this, and explained that archaeology is destructive so work will not be done until exact limits of disturbance have been determined, at advanced design stages after construction funding is secured. Steve followed up by asking if testing would occur in areas where fill is needed (versus excavation). Kerri confirmed that this will occur as the goal is to identify any possible interments or archaeological features in any areas touched by the project to avoid construction on top of graves or other sensitive archaeological features. If human remains are encountered, the DHR will be contacted and a plan will be derived. Wayne stated that construction plans may need to be reexamined if that is the case to assure that things are done properly.

- Ana Edwards asked for a definition of "grade separation." Wayne Hyatt provided the data.

- Emily Stock stated that DRPT is coordinating with the community, VDOT and the City of Richmond to keep in touch on DRPT's work in this area and to assure that the DC2RVA rail project commitments remain valid and appropriate.

- Ryan Smith asked about the cemetery lot and if there are any plans for lot development and what may happen to the extant gas station on the parcel. Kim Chen with the City of Richmond said that the future of the lot is up in the air, as the taxes are delinquent so the property is in a bit of limbo. She said the city cannot legally just "take" the property but they are considering acquiring it.

- Following up on the current land use question, Kim Chen said she is working with other City departments to get the land use designation changed from general business to cemetery use. This would assure that the area is included as a cemetery in all future dialogues on the parcel.

- Cyane Crump asked if the billboard currently on the lot will remain- Kim Chen was unaware of details regarding the billboard.

- Ana Edwards stated that she knows there have been attempts to communicate with the property owners in the past and asked if the City is continuing this effort. Kim Chen confirmed that the City is continuing to attempt contact, but that the owner remains unresponsive.

- Steve Thompson wanted to ensure that the whole story is told about this cemetery including not only its use as an interment area but also its post-burial history, such as the construction impacts, explaining how this activity adds up to tell the tale of the African-American experience in this area. He asked that the boundaries of the cemetery and its significance be reevaluated as part of the project commitments. Emily Stock and Kerri Barile said they will add these elements to the revised commitment document.

The meeting ended at 4:30pm.

ATTACHMENTS:

- Attendance roster
- Revised list of commitments based on meeting feedback

Site 44HE1203/Grave Yard for Free People of Color and Slaves

On-Site Meeting, February 13, 2019; 3:00pm

ATTENDEE LIST

NAME	AFFILIATION	EMAIL
Kerri Barile	Project Team	kbarile@dovetailcrg.com
Wayne Hyatt	Project Team	whyatt@moffattnichol.com
Karen Harrington	Project Team	karen.harrington@hdrinc.com
Tony Opperman	VDOT	a.opperman@vdot.virginia.gov
Sarah Clarke	VDOT	Sarah.Clarke@vdot.virginia.gov
Steve Thompson	Rivanna Archaeological Services	sthompson@rivarch.com
Chris Smith	DRPT	Chris.Smith@drpt.virginia.gov
Cyane Crump	Historic Richmond	ccrump@historicrichmond.com
Justin Sarafin	Preservation Virginia	jsarafin@preservationvirginia.org
Marc Holm	DHR	Marc.holma@dhr.virginia.gov
Roger Kirchen	DHR	Roger.kirchen@dhr.virginia.gov
Kim Chen	City of Richmond	Kimberly.chen@richmondgov.com
Carey Burch	Project Team	Carey.burch@hdrinc.com
Randy Selleck	DRPT	Randy.selleck@drpt.virginia.gov
Emily Stock	DRPT	Emily.stock@drpt.virginia.gov

NAME	AFFILIATION	EMAIL
Shawn Utsey	VCU	soutsey@vcu.edu
Ryan Smith	VCU	Rksmith3@vcu.edu
Nicole Turner	VCU	nmturner@vcu.edu
Winnie Chan	VCU	wchan@vcu.edu
Faedah Totah	VCU	ftotah@vcu.edu
Michael McLaughlin	DRPT	Michael.McLaughlin@drpt.virginia.gov
Andrea Douglas	Jefferson School African American Heritage Center	director@jeffschoolheritagecenter.org
Ana Edwards	Sacred Ground Project	ourrosewood@gmail.com
Jordy Yager	Freelance journalist	jordyyager@gmail.com

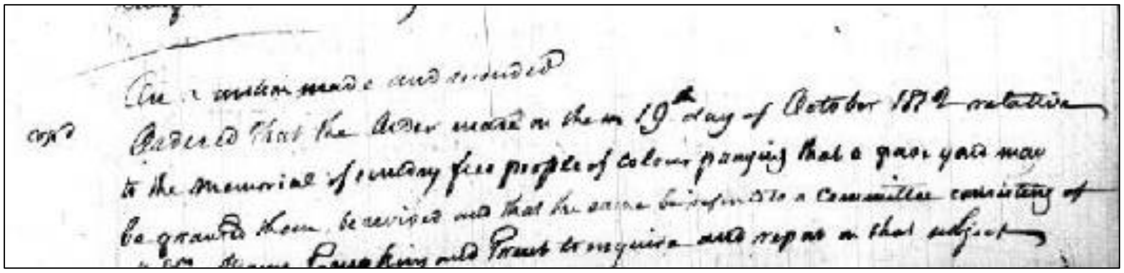
DRAFT TIMELINE OF EVENTS: SITE 44HE1203*

1799, City of Richmond Purchases Land

City of Richmond purchased the property that is currently referred to as site 44HE1203 from Nathanial Wilkerson and others, “being a portion of the same property known as ‘Poor House Tract’” (Calhoun 2013).

1816, Burial Ground Establishment

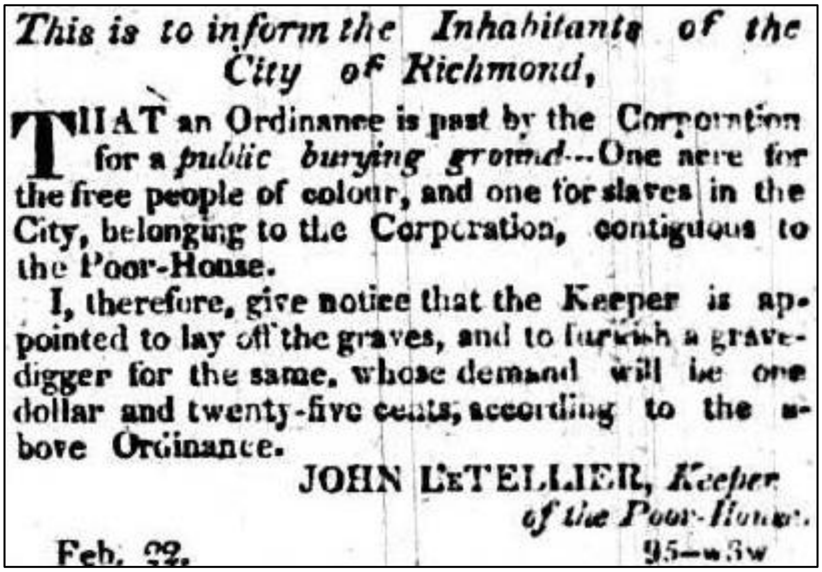
Richmond City Council Minutes address an 1812 proposal/call for establishment of a cemetery for slaves and free people of color.



On a motion made and seconded
Ordered that the order made on the 19th day of October 1812 relative
to the memorial of sundry free people of colour praying that a grave yard may
be granted them, be revived and that the same be referred to a Committee consisting of
[illegible] and Prout to enquire and report on that subject

Figure 1: Richmond City Council Minutes, 1816, Volume 5, page 23 (Calhoun 2013:Figure 5).

1816 *Richmond Enquirer* article announces establishment of burial ground.



This is to inform the Inhabitants of the City of Richmond,

THAT an Ordinance is past by the Corporation for a *public burying ground*---One acre for the free people of colour, and one for slaves in the City, belonging to the Corporation, contiguous to the Poor-House.

I, therefore, give notice that the Keeper is appointed to lay off the graves, and to furnish a grave-digger for the same, whose demand will be one dollar and twenty-five cents, according to the above Ordinance.

JOHN LeTELLIER, *Keeper of the Poor-House.*

Feb. 22. 95—w3w

Figure 2: *Richmond Enquirer* 22 February 1816 (Calhoun 2013:Figure 6).

**Timeline compiled from research presented in Calhoun 2013, research conducted as part of the DC2RVA project, and research presented by Lenora McQueen and Steve Thompson. For the ease of discussion, the area will be referred to as “site 44HE1203” as it changed names numerous times historically.*

DRAFT TIMELINE OF EVENTS: SITE 44HE1203

1835, Bates Map

Micajah Bates' 1835 *Plan of the City of Richmond Drawn From Actual Survey and Regional Plans* locates the "Grave Yard for Free People of Color and Slaves"(in red), divided into two sections. Other prominent area landmarks include the Poor House/Alms House, Jewish Cemetery, and Shockoe Hill Cemetery.

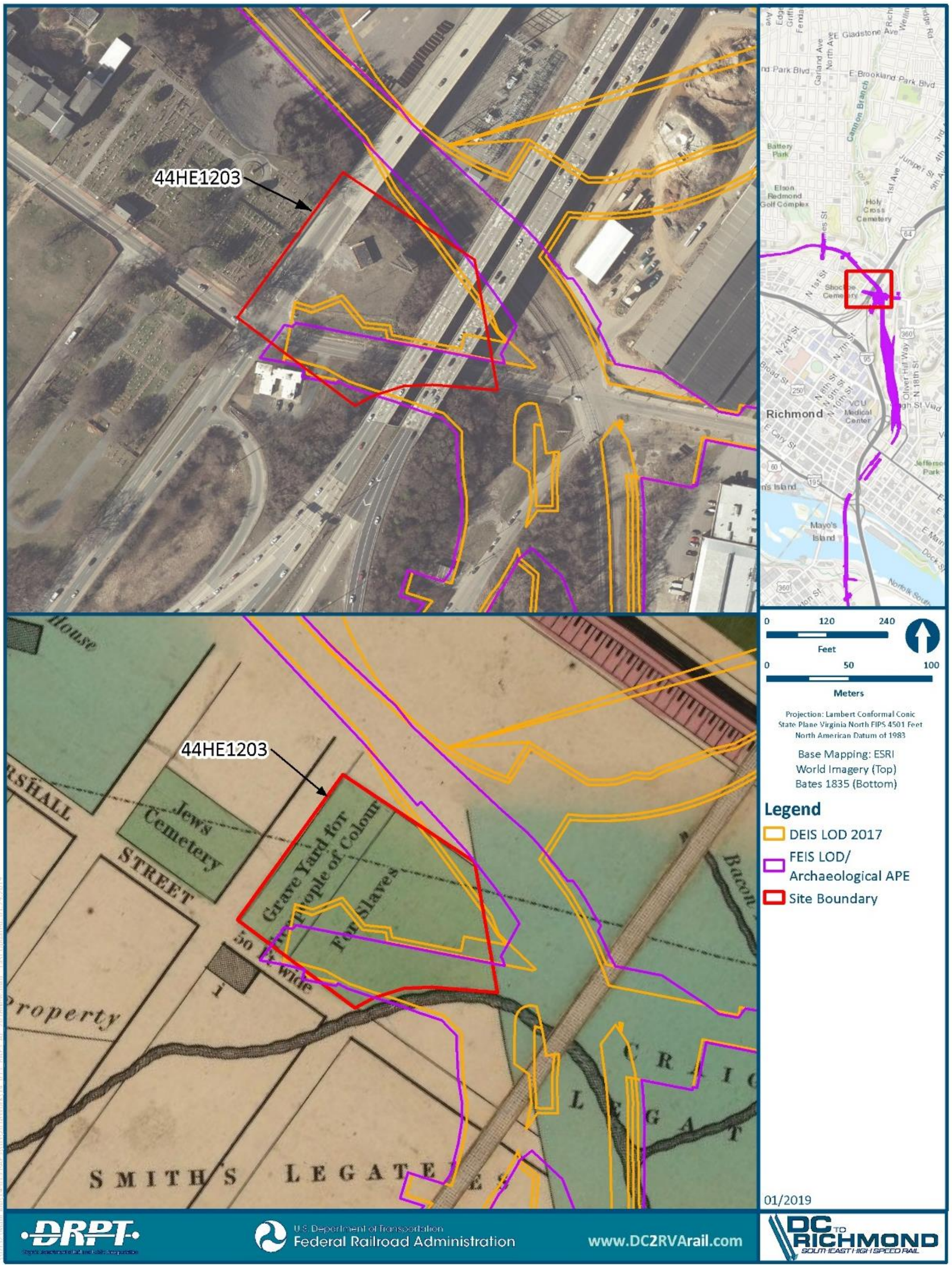

44HE1203
44HE1203
Grave Yard for Free People of Colour For Slaves
Jews Cemetery
House
RSHALL STREET
50 ft wide
Property
SMITH'S LEGATEES
CRAIG LEGAT
Bacon
Richmond
Shockoe Cemetery
0 120 240
Feet
0 50 100
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery (Top)
Bates 1835 (Bottom)
Legend
DEIS LOD 2017
FEIS LOD/ Archaeological APE
Site Boundary
01/2019
DRPT
U.S. Department of Transportation
Federal Railroad Administration
www.DC2RVArail.com
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Figure 3: Site 44HE1203 on the 1835 Bates Map as it Relates to DC2RVA Project.

DRAFT TIMELINE OF EVENTS: SITE 44HE1203

1856, Ellyson Map

M. Ellyson’s 1856 *Map of Richmond* locates the Poor House/Alms House, Jewish Cemetery, Shockoe Hill Cemetery, and powder magazine, but not the Grave Yard for Free People of Color and Slaves.

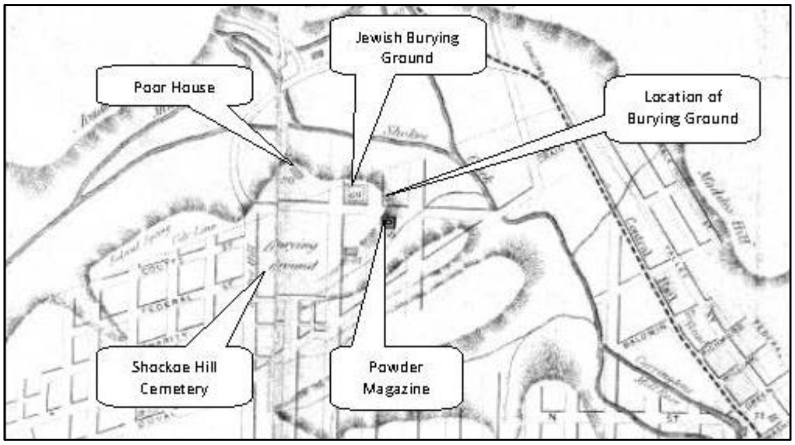


Figure 4: M. Ellyson’s 1856 *Map of Richmond* (Calhoun 2013:Figure 9).

1866, Powder Magazine Construction

E.G Rex acquires land from the City of Richmond to construct a new powder magazine (S. Thompson to K. Barile and E. Stock, letter, 29 January 2019).

1867, Human Remains Discovered During Powder Magazine Construction

The discovery of approximately 100 human skeletons during construction of the new magazine was reported by the *Richmond Whig* (April 9, 1867) and *Daily Dispatch* (April 9, 1867) (S. Thompson to K. Barile and E. Stock, letter, 29 January 2019).

1867, Michler Map

Gen. N. Michler’s 1867 *Richmond [1862–1865]* locates the Poor House/Alms House, Jewish Cemetery, Shockoe Hill Cemetery, and powder magazine, but not the Grave Yard for Free People of Color and Slaves. It appears that the Hospital Street alignment is altered from the 1853 Bates map. Prior to 1867, Hospital Street, east of 5th Street, is shown to be oriented in a southeast-northwest direction, a linear extension of the orientation west of 5th Street. On this map it takes a more east-west orientation, creating an angle east of 5th Street. Additionally, this map seems to indicate topography of the approximate site area, showing a steep slope down to Bacon’s Quarter Branch.

DRAFT TIMELINE OF EVENTS: SITE 44HE1203

1877, Beers Map

F.W Beers' 1877 *Map of the City of Richmond* locates the Poor House/Alms House, Jewish Cemetery, Shockoe Hill Cemetery, the Colored Alms House, and the Grave Yard for Free People of Color and Slaves (noted as Potters Field, see Figure 6). Also, locates two powder magazines, one north of Hospital Street within Potters Field "Laflin & Rand Powder Co's Mag" and one south of Hospital Street "E.J. Dupont & Cos Powder Mag".

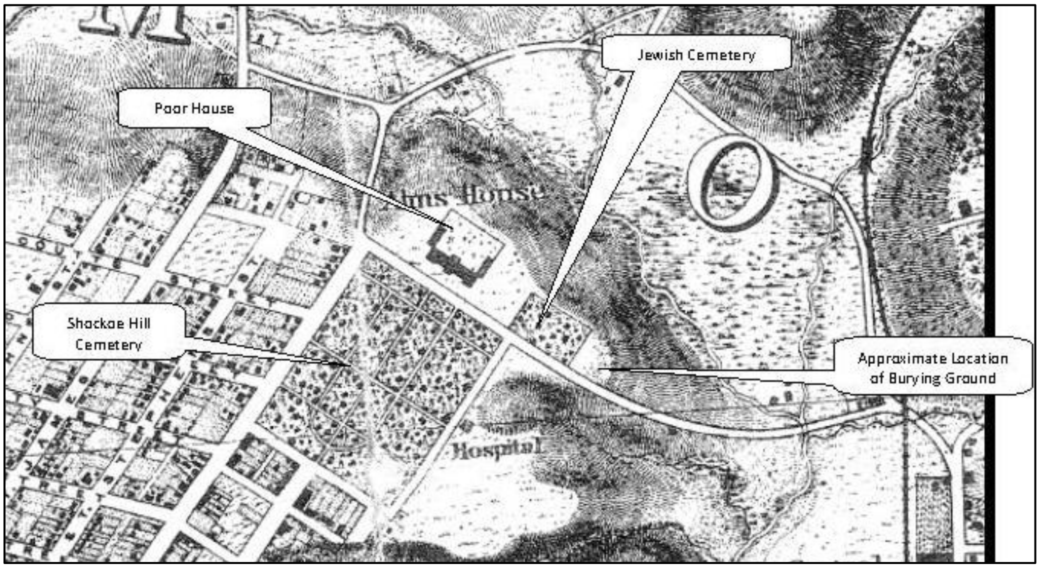

Jewish Cemetery
Poor House
Alms House
Shockoe Hill Cemetery
Approximate Location of Burying Ground
Hospital

Figure 5: Gen. N. Michler's 1867 *Richmond [1862–1865]* (Calhoun 2013).

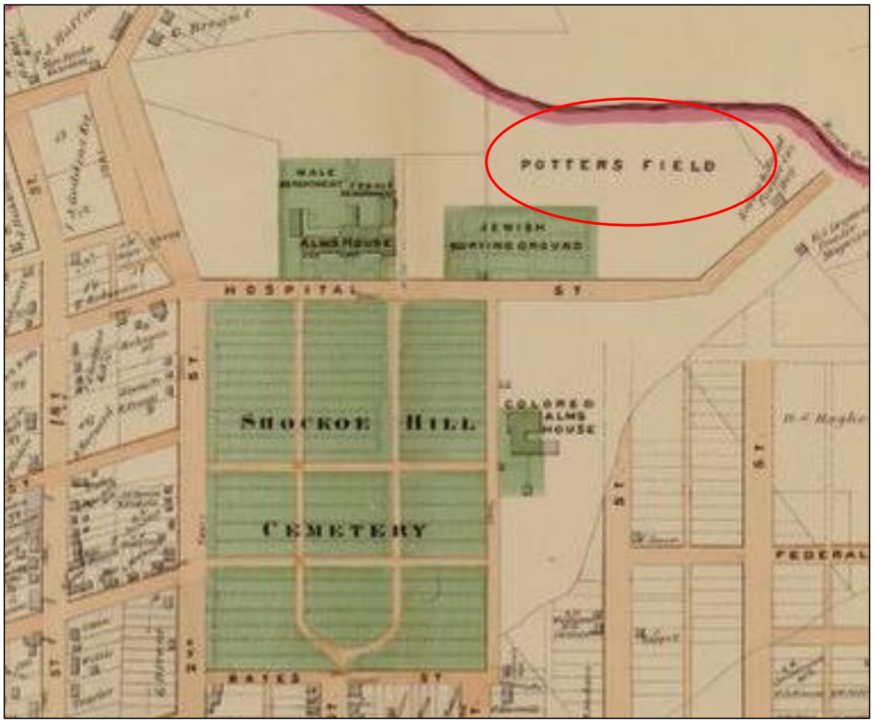

POTTERS FIELD
MALE DEPARTMENT
ALMS HOUSE
JEWISH BURYING GROUND
HOSPITAL ST
SHOCKOE HILL CEMETERY
COLORED ALMS HOUSE
FEDERAL
BATES ST

Figure 6: F.W Beers' 1877 *Map of the City of Richmond*, Potters Field Circled in Red.

DRAFT TIMELINE OF EVENTS: SITE 44HE1203

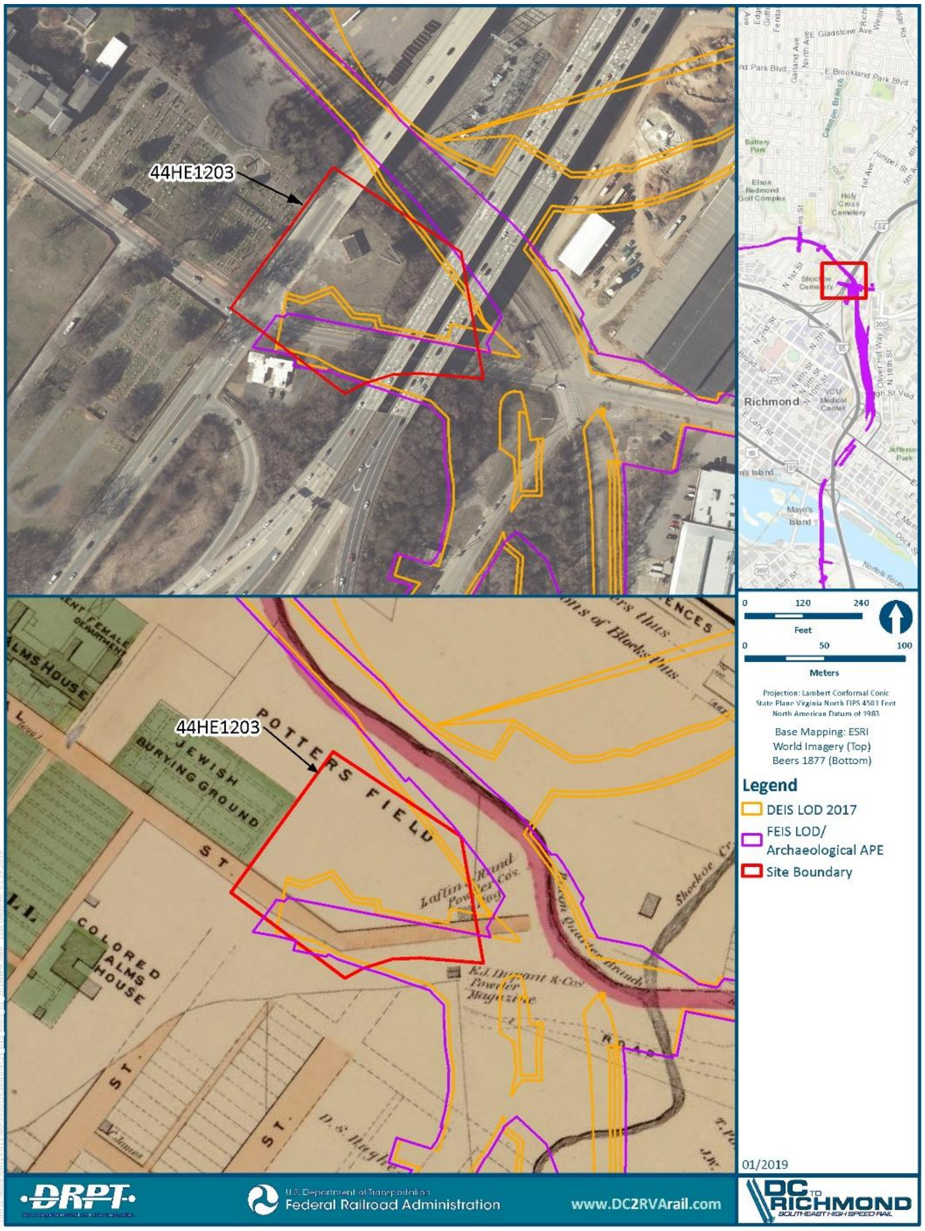

44HE1203
44HE1203
POTTERS FIELD
JEWISH BURYING GROUND
COLORED ALMS HOUSE
ALMS HOUSE
Laflin & Rand Powder Cos.
E.I. Dupont & Cos Powder Magazine
Shockoe Cemetery
Richmond
Mayo's Island
0 120 240
Feet
0 50 100
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: ESRI
World Imagery (Top)
Beers 1877 (Bottom)
Legend
DEIS LOD 2017
FEIS LOD/
Archaeological APE
Site Boundary
01/2019
DRPT
U.S. Department of Transportation
Federal Railroad Administration
www.DC2RVArail.com
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Figure 7: Site 44HE1203 on the 1877 Beers Map as it Relates to DC2RVA Project.

1879, Cemetery Records

Last reported burial activity recorded at 44HE1203 in June 1879, as published on January 1, 1880 in the *Richmond Dispatch* (S. Thompson to K. Barile and E. Stock, letter, 29 January 2019).

1883, 5th Street Improvements

On October 9, 1883 the *Daily Dispatch* reports “improvements at the extreme north end of Fifth Street” were unearthing “bodies buried in that locality” (S. Thompson to K. Barile and E. Stock, letter, 29 January 2019).

1888 (Circa), Cook0184 Image

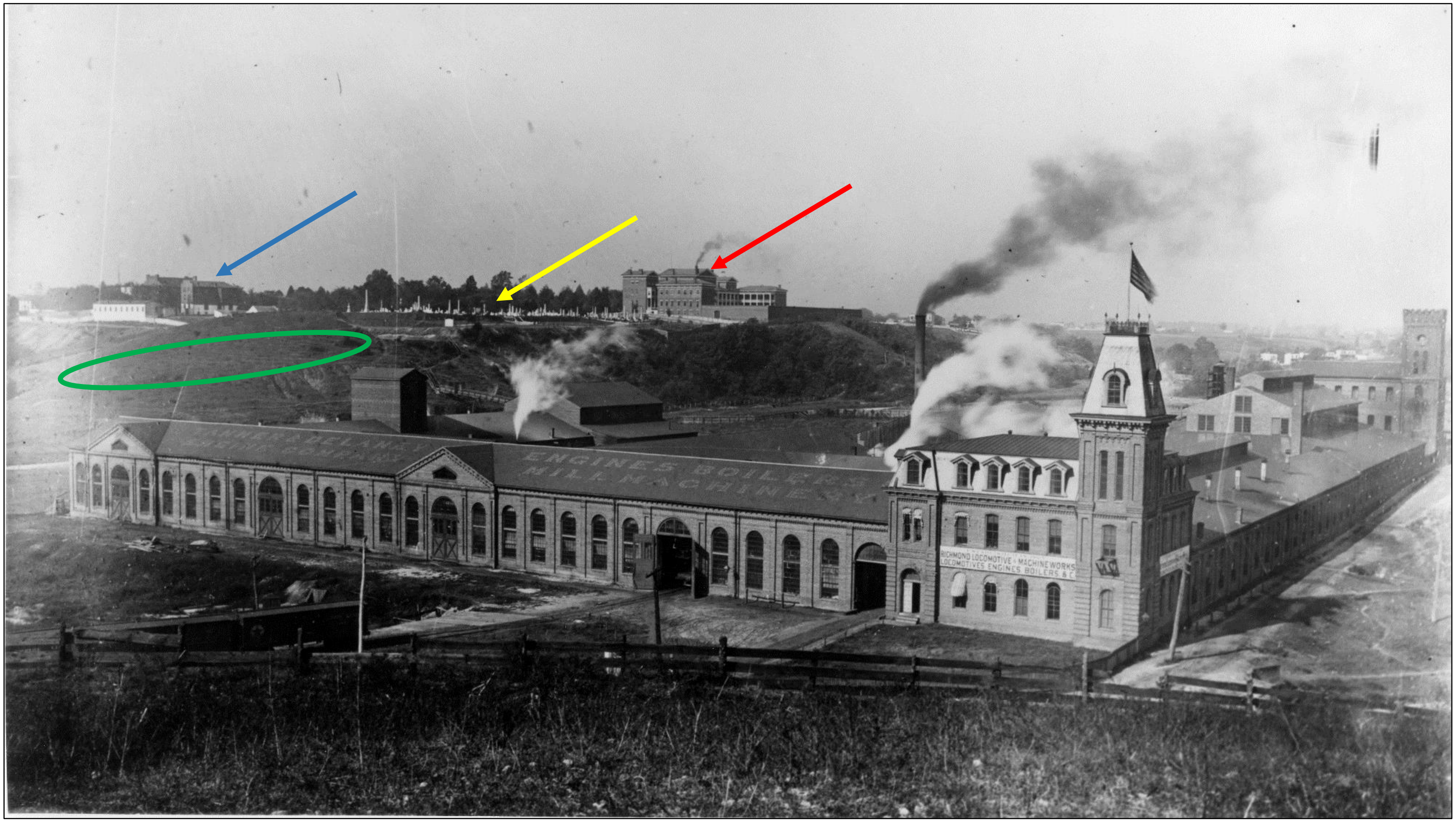

ENGINES BOILERS
MILL MACHINERY
RICHMOND LOCOMOTIVE & MACHINE WORKS
LOCOMOTIVES ENGINES BOILERS &C

Figure 8: Circa 1887 Image of the Richmond Locomotive and Machine Works, Facing Southwest. Red arrow locates the Alms House, yellow arrow locates the Shockoe Hill Cemetery, blue arrow locates the “Colored Alms House” and green circle indicates approximate/assumed location of “Grave Yard for Free People of Color and Slaves” (Bates 1835) and “Potters Field” (Beers 1877).

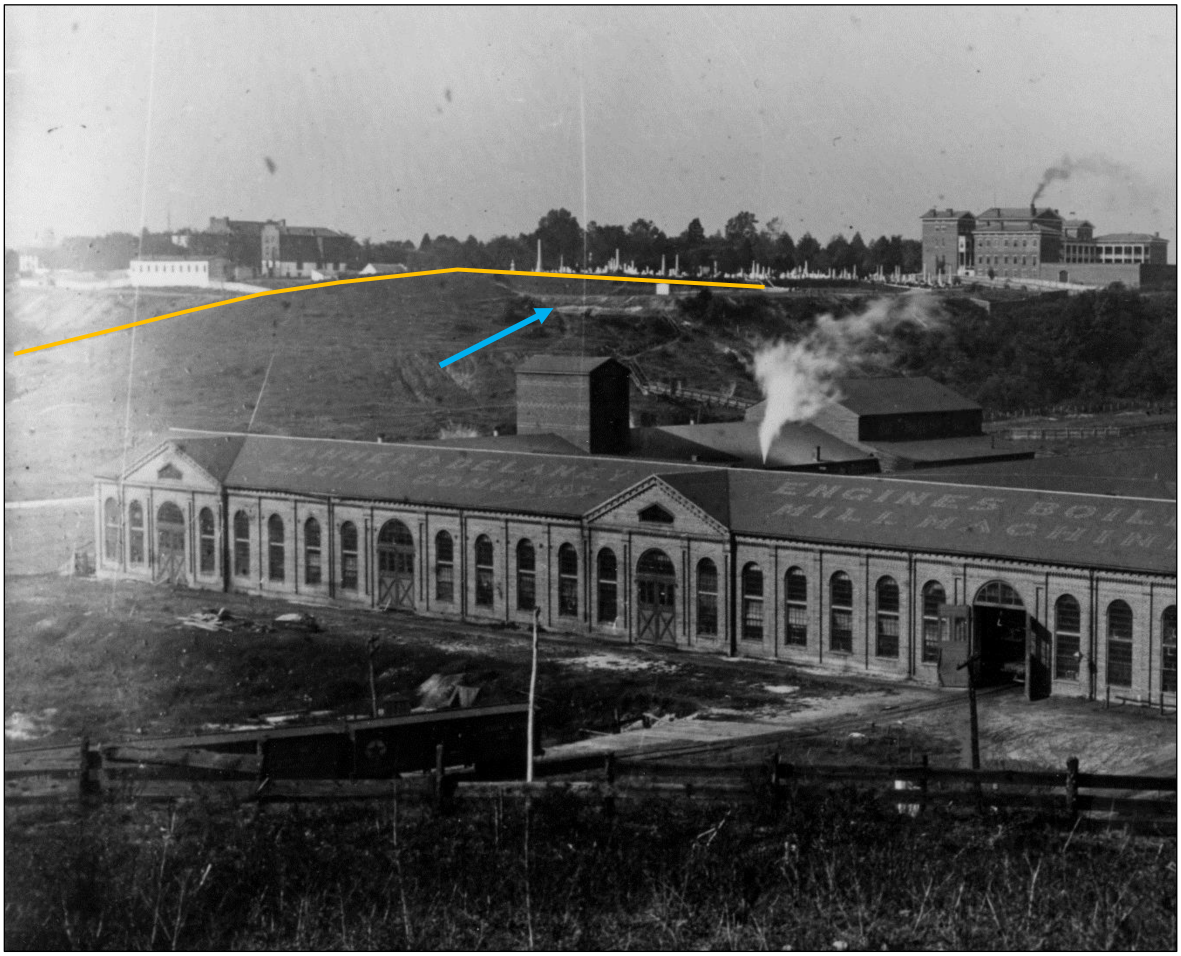


Figure 9: Detail of the Approximate/Assumed Location of "Grave Yard for Free People of Color and Slaves" (Bates 1835) and "Potters Field" (Beers 1877) On the Circa 1887 Image, With Presumed 1887 Hill Elevation in Orange. Note slope wash creating deep rills (drainage due to erosion of loose sediment) and excavated/cut notch already present in hillslope (blue arrow). Hospital Street location is obscured by the hillslope.

1889, Baist Atlas of Richmond

G. Wm. Baist's 1889 *Atlas of the city of Richmond Virginia. and vicinity; from actual surveys* locates Potters Field, Shockoe Hill Cemetery, both Alms Houses, and the Richmond Locomotive and Machine Works.

1890, 5th Street Viaduct

In 1890 the City Council passed an ordinance that would allow for the construction of a viaduct over Bacon's Branch, the ordinance stated "to erect a viaduct or bridge upon so much of the land belonging to the said City as would like in the extension of 5th Street, should the same be graded from its present northern termination." The ordinance suggests the grading evident in subsequent 1891 image of the area (Calhoun 2013).

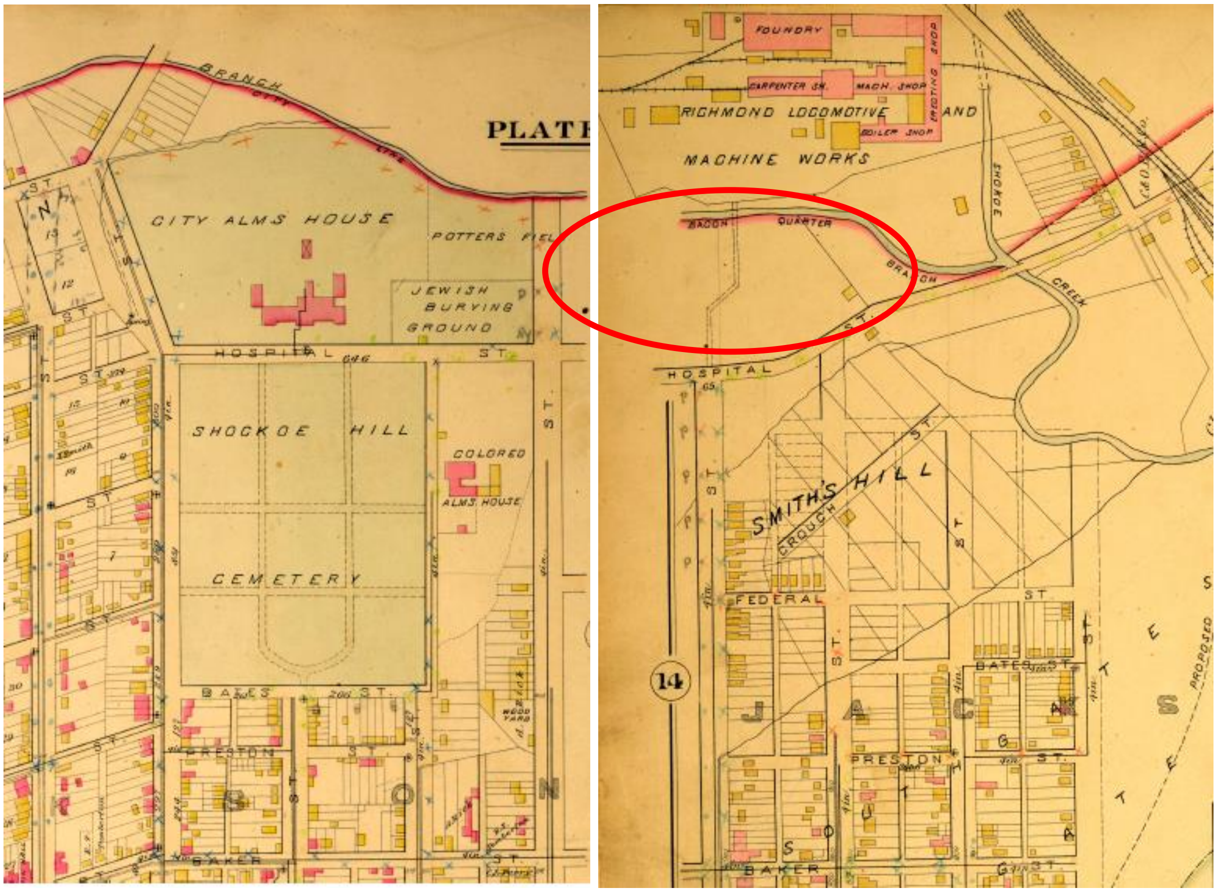


PLATE
BRANCH
CITY LINE
CITY ALMS HOUSE
POTTERS FIELD
JEWISH BURYING GROUND
HOSPITAL ST
SHOCKOE HILL
CEMETERY
COLORED ALMS HOUSE
BATES ST
PRESTON
BAKER
FOUNDRY
CARPENTER SH.
MACH. SHOP
ERECTING SHOP
RICHMOND LOCOMOTIVE AND
BOILER SHOP
MACHINE WORKS
BACON QUARTER BRANCH
SHOCKOE
CREEK
HOSPITAL
SMITH'S HILL
CROUCH ST
FEDERAL
14

Figure 10: G. Wm. Baists' 1889 *Atlas of the city of Richmond Virginia. and vicinity; from actual surveys.* Details from Plate 14 (right) and Plate 15 (left) showing the general vicinity of site 44HE1203 (circled in red).

1891 (Circa), Cook1067 Image

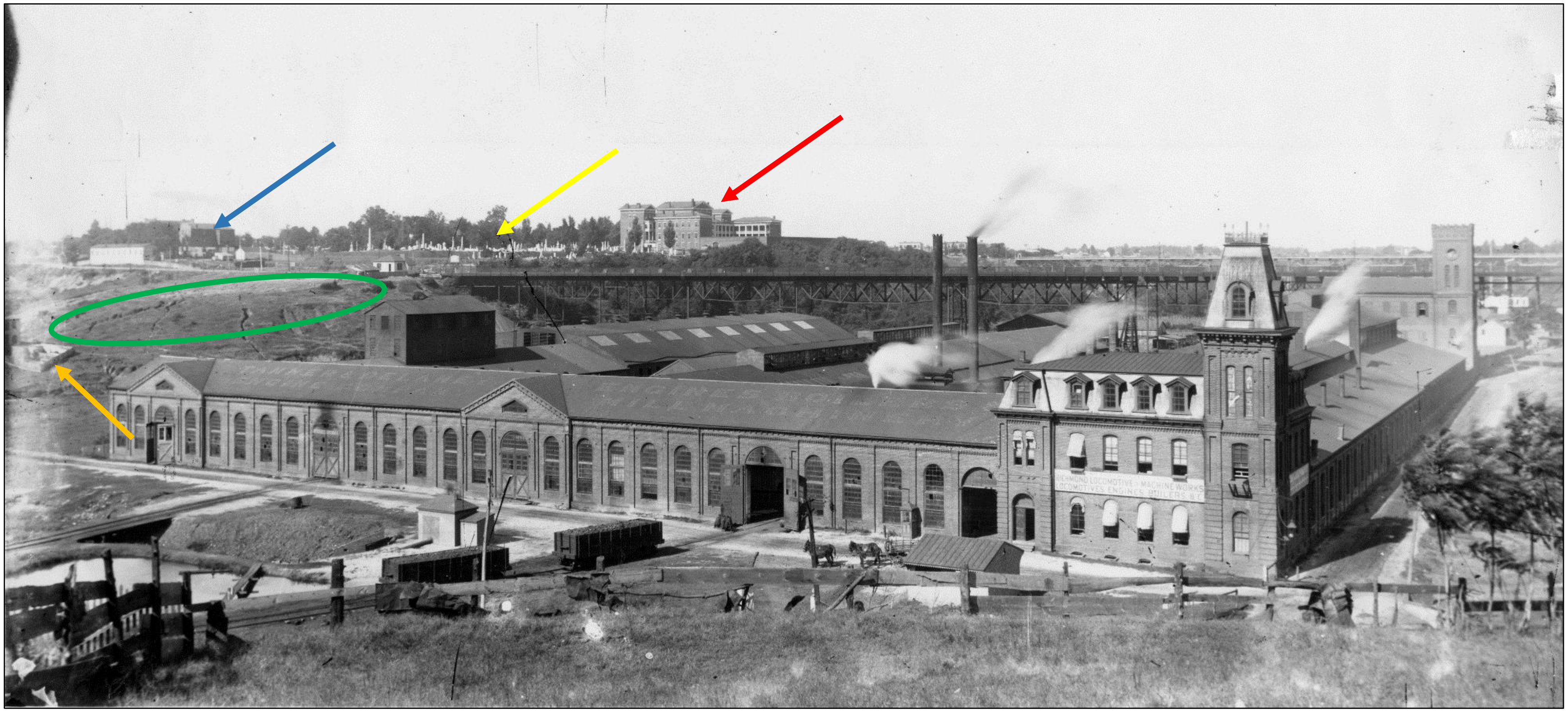
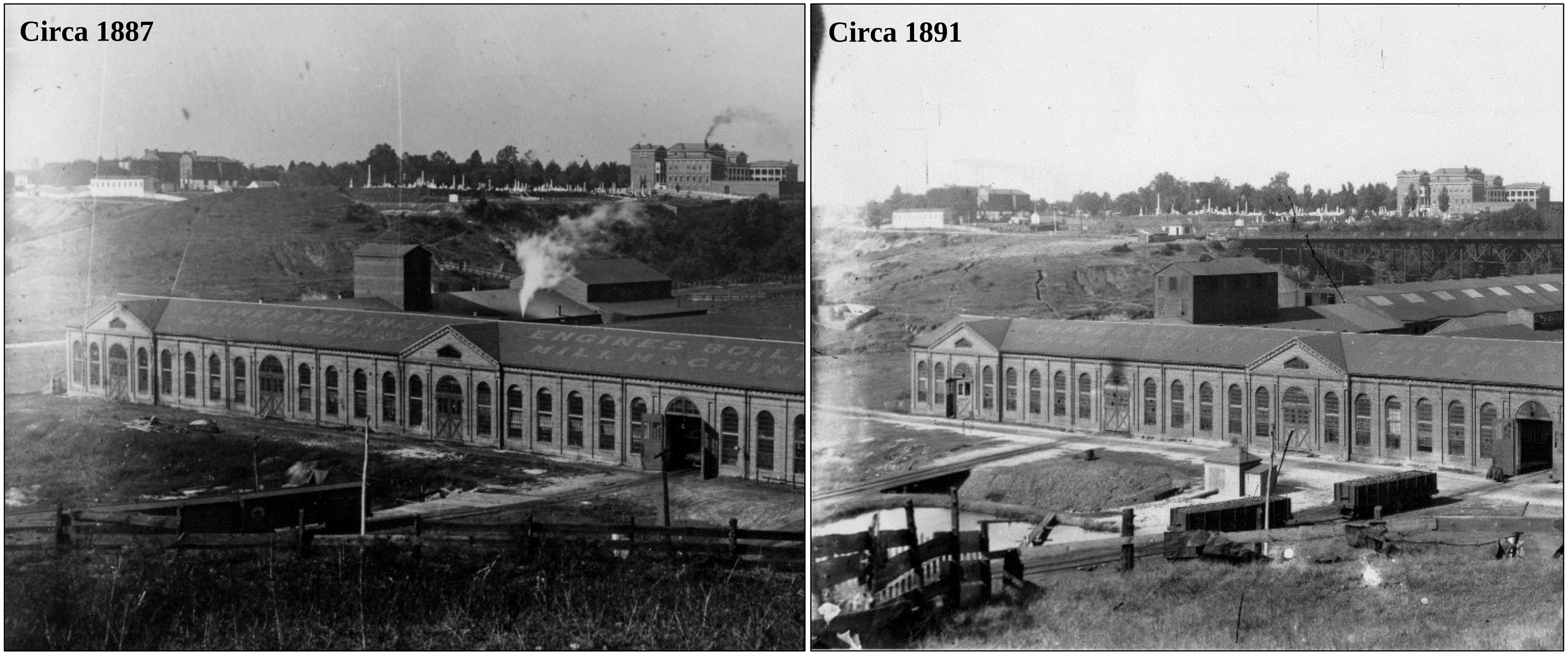


Figure 11: Circa 1891 Image of the Richmond Locomotive and Machine Works, Facing Southwest. Red arrow locates the Almshouse, yellow arrow located the Shockoe Hill Cemetery, blue arrow locates the “Colored Alms House”, orange arrow locates “Laflin & Rand Powder Co Mag” (Beers 1877), and green circle indicates approximate/assumed location of “Grave Yard for Free People of Color and Slaves” (Bates 1835) and “Potters Field” (Beers 1877).



Circa 1887

Circa 1891

Figure 12: Detail of the Approximate/Assumed Location of “Grave Yard for Free People of Color and Slaves” (Bates 1835) and “Potters Field” (Beers 1877).

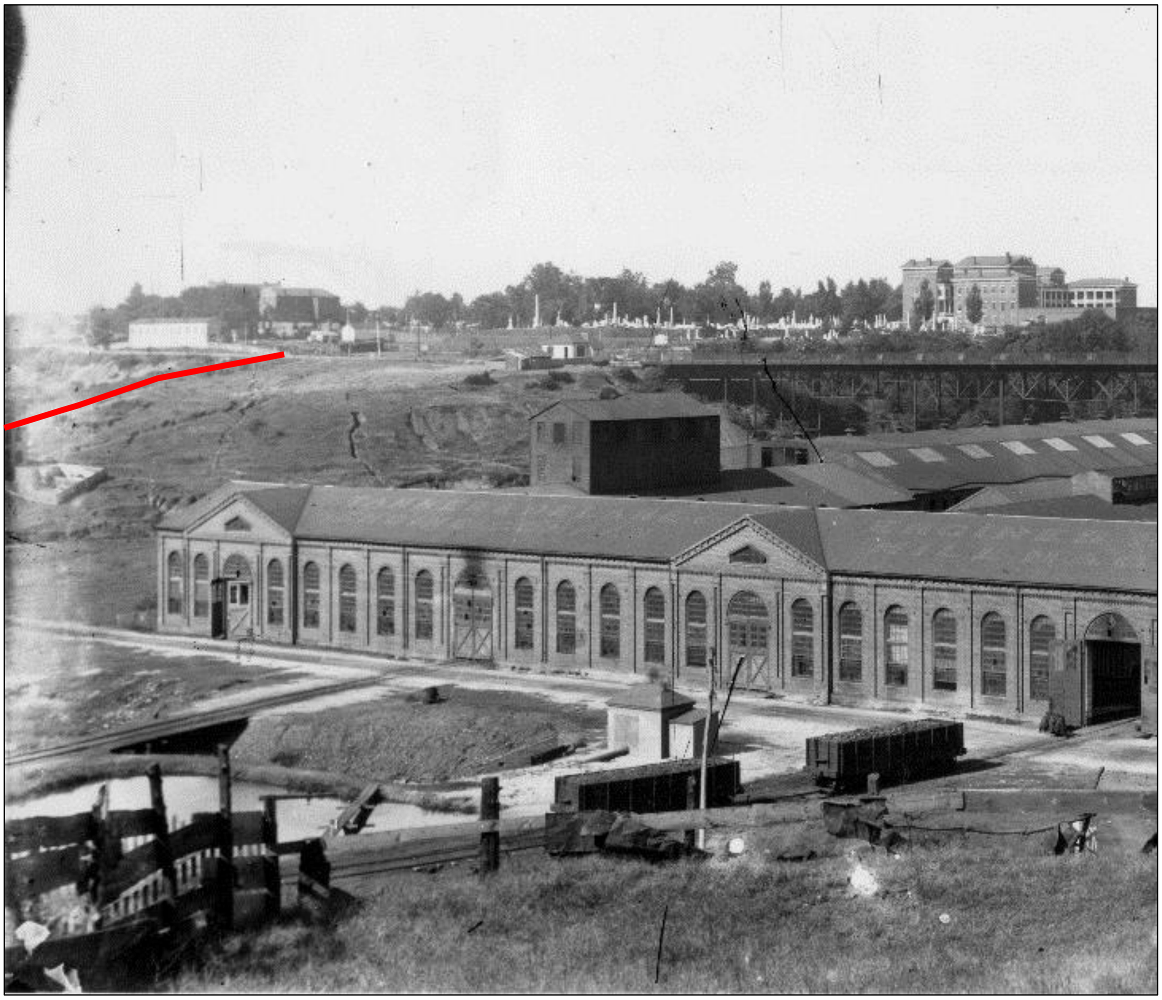


Figure 13: Detail of the Approximate/Assumed Location of "Grave Yard for Free People of Color and Slaves" (Bates 1835) and "Potters Field" (Beers 1877) On the Circa 1891 Image. Note excavated/cut hillslope, with slope wash creating deep rills (drainage due to erosion of loose sediment). Hospital Street location approximated by the red line.

1905, Sanborn Map Company

Sanborn Map Company's 1905 *Insurance Maps of Richmond, Virginia*, Sheet 115 shows a detail of the American Locomotive Co. Richmond Works, located across/east of Bacons Quarter Branch from site 44HE1203. Note, Sanborn Maps from 1896 and 1925 were also consulted, but did not include detailed inventories in the vicinity of the site.

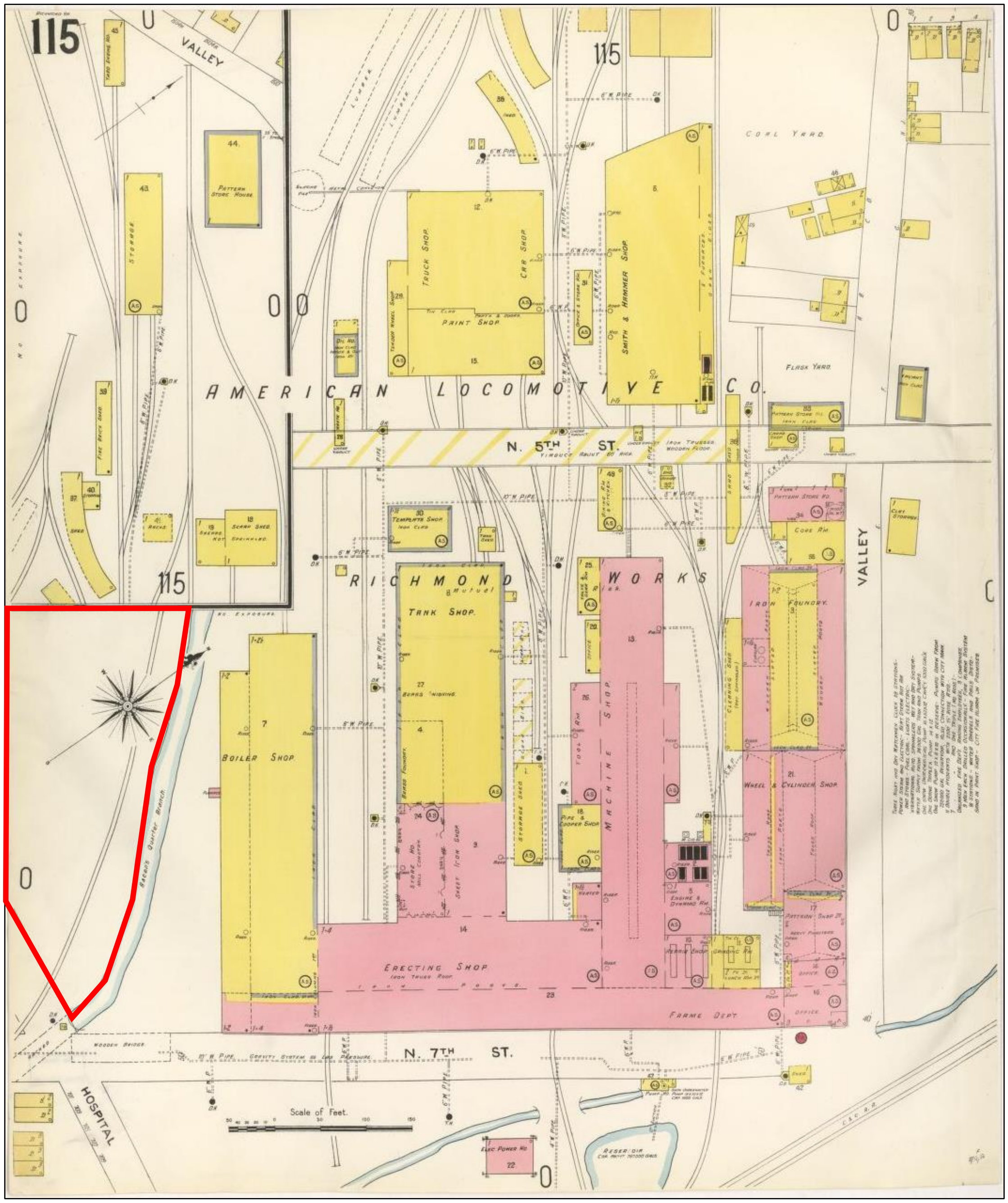

115
VALLEY
AMERICAN LOCOMOTIVE CO.
RICHMOND WORKS
N. 5TH ST.
N. 7TH ST.
HOSPITAL
VALLEY
BOILER SHOP
TANK SHOP
ERECTING SHOP
MACHINE SHOP
TRUCK SHOP
CAR SHOP
SMITH & HAMMER SHOP
IRON FOUNDRY
WHEEL & CYLINDER SHOP
COAL YARD
Scale of Feet.

Figure 14: Sanborn Map Company's 1905 *Insurance Maps of Richmond, Virginia*, Sheet 115. Detail of the area east of site 44HE1203. Approximate/possible eastern margin of site 44HE1203 outlined in red.

1930s, 5th Street Viaduct Replacement

The 5th Street Viaduct was replaced with the Stonewall Jackson Bridge in the early 1930s (Calhoun 2013). An examination of historic topographic maps from this era suggested that Hospital Street was straightened/realigned again between 1895 and 1923.

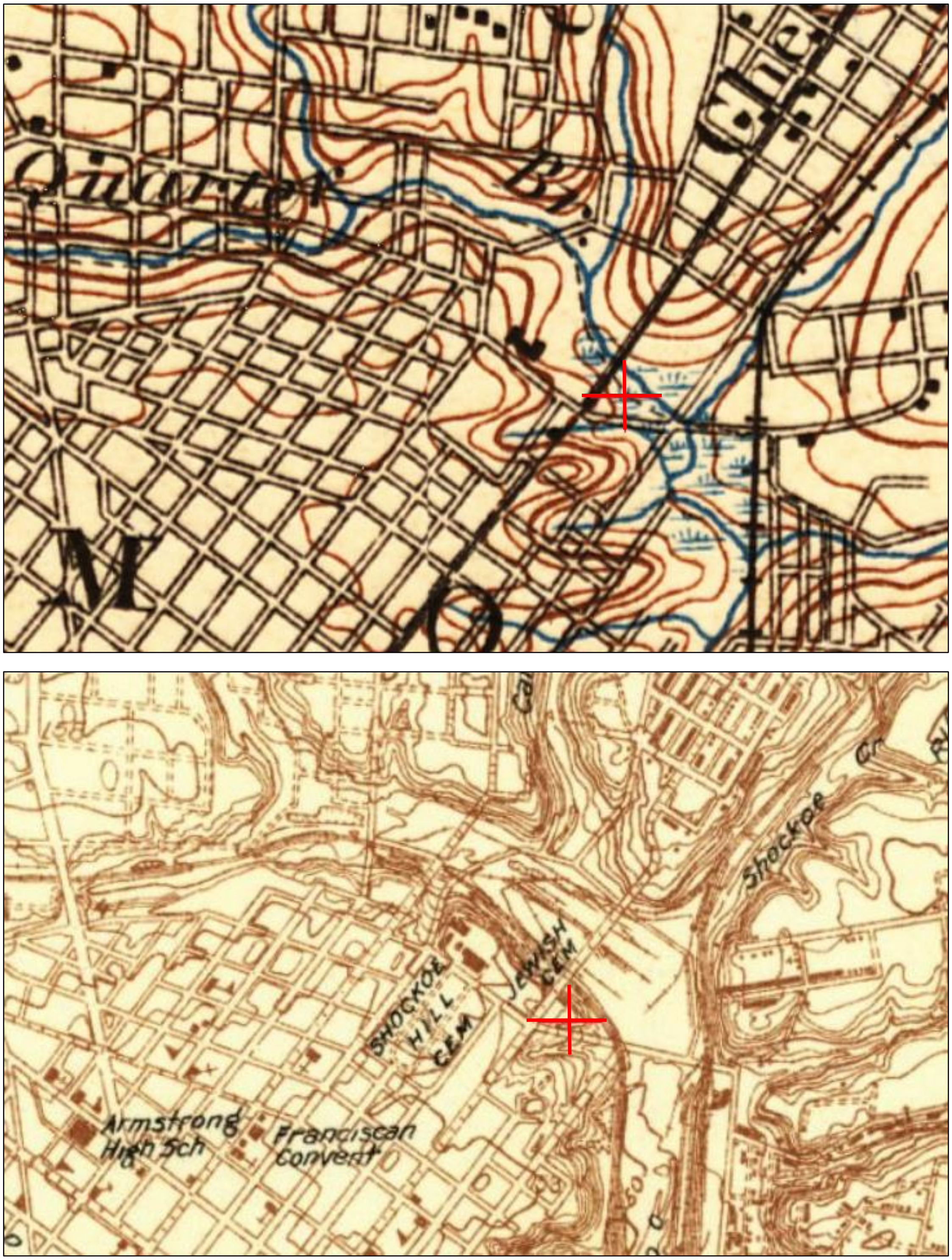

Quarter
Br.
Che
M
O
SHOCKOE HILL CEM
JEWISH CEM
Shockoe Cr
Armstrong High Sch
Franciscan Convent

Figure 15: Top, 1895 Richmond 1:62,500 United States Geological Survey (USGS) Topographic Quadrangle. Bottom, 1934 Richmond 1:24,000 USGS Topographic Quadrangle. Red cross indicates the approximate location of site 44HE1203.

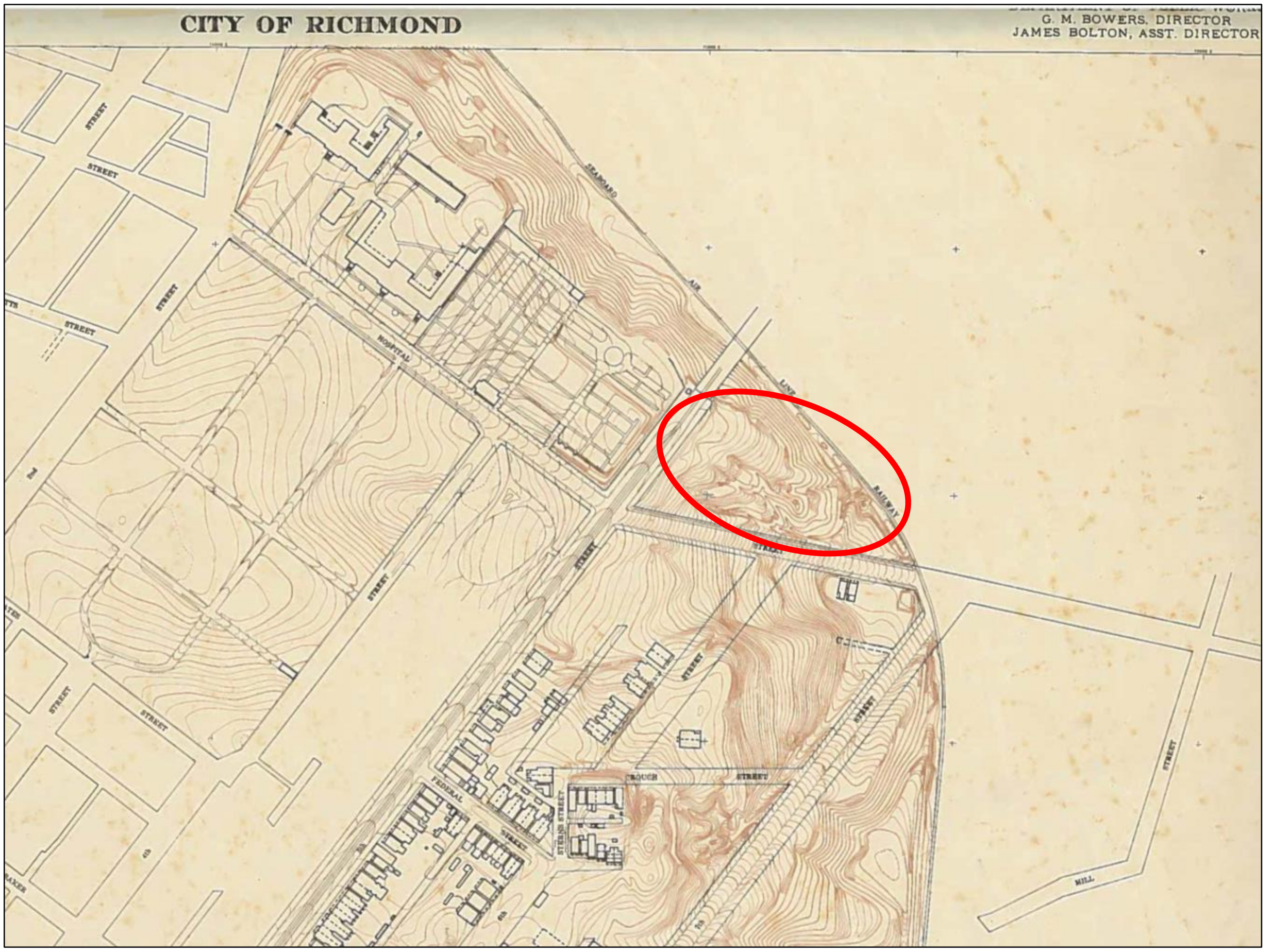

CITY OF RICHMOND
G. M. BOWERS, DIRECTOR
JAMES BOLTON, ASST. DIRECTOR
SEABOARD
AIR
LINE
RAILWAY
HOSPITAL
STREET
TOUCH
FEDERAL
STRAND STREET
MILL

Figure 16: 1923 Division Engineer of Surveys/ Topography City of Richmond/ Department of Public Works Topographic Map, Showing the General Site Vicinity (Circled in Red).

1960, Property Ownership Transfer

On March 29, 1960, the City of Richmond sold the parcel containing site 44HE1203 to the Sun Oil Company. Following this transfer a commercial building (service station) was constructed on the property (circa 1960), addressed at 1305 N. 5th Street (Calhoun 2013).

1960s, Interstate 64 Construction

Construction of the portion of Interstate 64 in the vicinity of site 44HE1203 was begun circa 1966 and was completed by 1968.

1968, Imagery

An examination of 1968 imagery indicates the area immediately surrounding the service station at 1305 N. 5th Street was filled during construction.

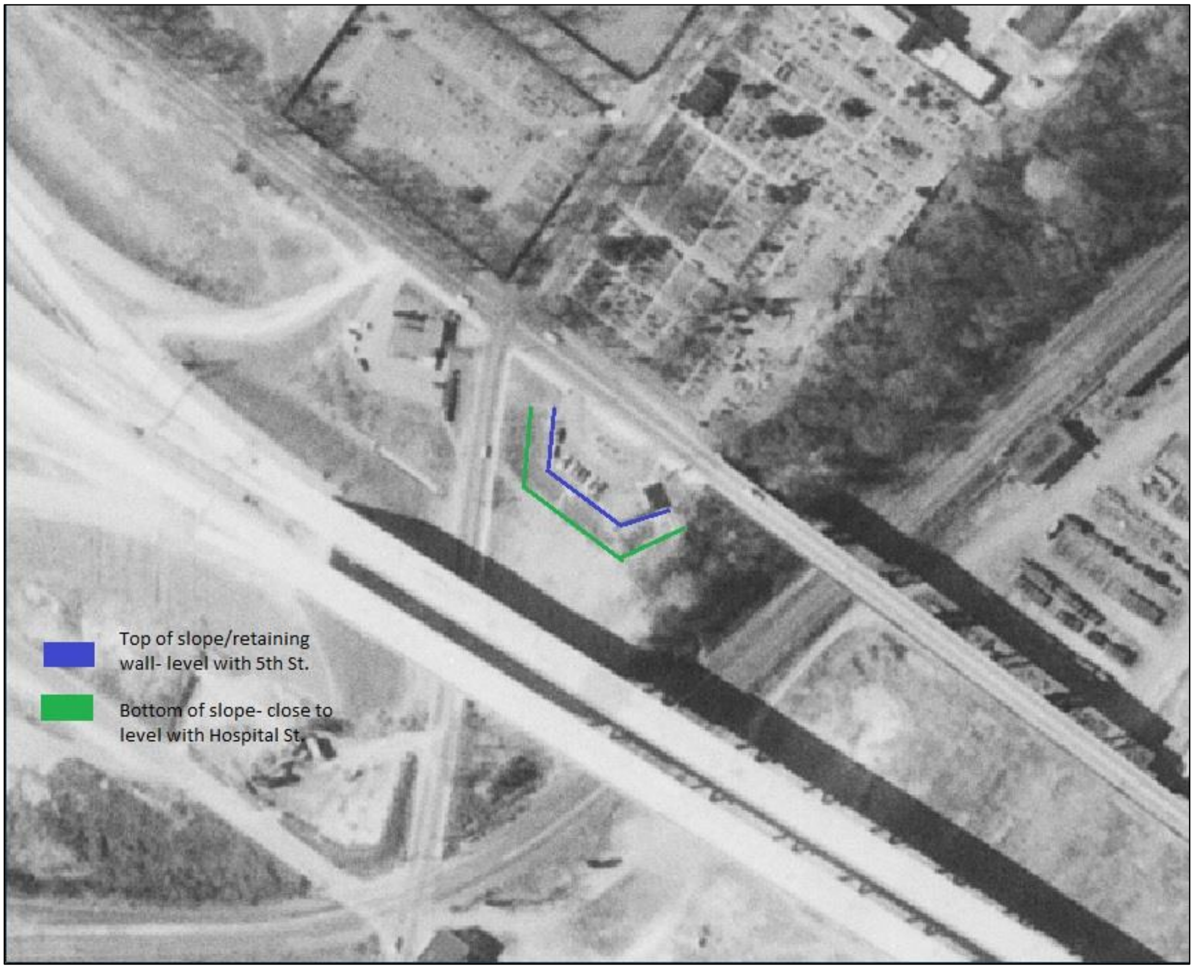

Top of slope/retaining wall- level with 5th St.
Bottom of slope- close to level with Hospital St.

Figure 17: 1968 Aerial Imagery of the Newly Constructed Service Station at 1305 N. 5th Street.

1981, Tallys Auto Shop Ownership

Walter L. and Leontyne Tally acquired the property at 1305 N. 5th Street (Calhoun 2013).

1990s, Stonewall Jackson Bridge Replacement

In the early 1990s the Stonewall Jackson Bridge was replaced with the current structure that carries 5th Street (Calhoun 2013).

2013, VDOT/CRA Study

Archaeological survey and geomorphological studies (detailed soil analysis) were conducted within VDOT's right-of-way (ROW), under the I-64 overpass. Perpendicular backhoe trenches across the ROW yielded no human remains or evidence of cultural features. The geomorphology analysis indicated near surface relic marine truncated subsoils (pre-human occupation) overlain by modern fill (Calhoun 2013). This indicates that existing soils in the area were stripped and removed from the area, exposing pre-human geologic layers, and modern fill was deposited over these sterile deposits.

Summary/Interpretations

The “Grave Yard for Free People of Color and Slaves” was undoubtedly located north of the nineteenth century iteration of Hospital Street, and presently in the northeast quadrant of the intersection of 5th Street and Hospital Street. It appears to have been in use from 1816 through 1879. The 1835 Bates map clearly identifies two sections within the cemetery, indicating that at least pre-1865 free people of color were interred in the western portion of the burial ground and that enslaved individuals were interred in the eastern portion, closer to Bacon’s Quarter Branch. By 1877 the boundaries of the cemetery were expanded to the north and west. Given the abundant historic evidence documenting the presence of this cemetery, the DC2RVA team sought to elevate this site from speculation in unpublished citations, by formally recording it with the Virginia Department of Historic Resources (DHR) in 2018.

Discussions regarding the DC2RVA project and site 44HE1203 have been ongoing since the spring of 2018. In order to better understand the history of the site landscape following the apparent 1879 abandonment of the cemetery, a variety of historic maps and images were examined by the DC2RVA team as part of Phase IB survey efforts, site avoidance dialogues, consulting party coordination, and the current discussion. The first event that likely impacted the site was the realignment of Hospital Street. Based on the map inspection, this occurred between 1856 and 1867. Michler’s 1867 map appears to be the first depiction of Hospital Street oriented east-west, as compared to the previous southeast-northwest direction. The 1866 establishment of a powder magazine north of Hospital Street also impacted, and yielded evidence for, the site location, as newspaper accounts documented the inadvertent discovery of human remains during its construction. It appears as if the eastern two-thirds of the site (as currently mapped/recorded with DHR) was removed in advance of the 1890 construction of the 5th Street Viaduct. The removal of this hillslope is evident when comparing the 1888 and 1891 Cook images presented above, but was also confirmed on the ground via a geomorphology assessment of the eastern portion of the site area by VDOT (Calhoun 2013). It is reasonable to assume that this removal greatly disturbed the portion of the cemetery marked “for slaves” on the 1835 Bates map. Furthermore, it appears that the western third of the site, marked “for free people of color” and closest to present day 5th Street, may have been spared from extensive grading in the 1890s. The eastern portion of the site was likely once again subjected to significant earthmoving activities when the 5th Street Viaduct was replaced in the 1930s, which also included a realignment of the portion of Hospital Street as it intersected Bacon’s Quarter Branch (as evidenced via the analysis of period topographic maps). Analysis of imagery from the 1960s, bracketing the construction of Interstate 64, indicates that the western portion of the site may have been filled and leveled in the 1960s.

The differential grading and treatment of the site landscape discussed above is also evident on the ground surface today by the extreme and unnatural elevation difference between the western/hilltop (where Tallys Autoshop was located) portion of the site and the eastern/excavated hillslope portion of the site (within the VDOT right-of-way under Interstate 64).

Recommendations

Based on this analysis, it appears that the western portion of site 44HE1203 (along 5th Street) has the potential to contain intact remains. There would be no impact from the DC2RVA project on this area, as there are no project improvements in this portion of the site. The potential for other non-DC2RVA project development in the future is unknown. Given the known history of burials and the potential for intact remains, any ground disturbing activities in this area would likely need to comply with existing State legislation on cemeteries and unmarked graves. The City of Richmond has indicated its intent to augment land records to reflect the presence of a historic cemetery in this area, adding an additional layer of protection.

The eastern two-thirds of site 44HE1203 has been notably disturbed repeatedly over the past 150 years, including substantial removal of material from the site. While the potential for intact burials is low based on these historic disturbances of this portion of the site, there is a chance for out-of-context human remains to be located in this area. In addition, this area has a significant history associated with the nineteenth-century African-American experience in Richmond. As such, although the FRA and DHR have determined that the project will have no adverse effect on the cemetery from the perspective of Section 106 of the National Historic Preservation Act, the following DC2RVA Project commitments are recommended to be performed as part of the National Environmental Policy Act compliance process:

> 1) A landscape analysis of site 44HE1203 and surrounding area will be completed to understand the chronology of area development. This landscape analysis will include, among other tasks, archival research, georeferenced overlays, a cut and fill analysis, and potentially 3D modeling of the data. The information will be gathered in a report and presented to the DHR, DRPT, Virginia Department of Transportation, City of Richmond, Historic Richmond Foundation, Preservation Virginia, and other vested groups interested in the history of this area for their use in future planning.
>
> 2) Once DC2RVA project designs in this area have reached 90 percent completion, archaeological testing will be completed in the revised limits of disturbance in the area of site 44HE1203 to examine the subsurface integrity and composition of these areas and ascertain the potential for intact burials. Should intact shafts or soils be noted, archaeological stripping of overburden may occur to delineate potential interments. If internments are identified, the project design will be re-evaluated and additional measures taken to avoid or minimize potential impacts to the internment area.
>
> 3) A Secretary of the Interior (SOI)-qualified archaeologist will be on site during all DC2RVA construction-related ground disturbing activities in this area to assure that no unanticipated/undiscovered archaeological or burial remains are encountered during ground-disturbing construction.

These commitments would be implemented during the Project's final design and construction phase, but prior to any Project-related ground disturbing activities.

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City of Richmond City Council Records, available at the State Records Center, Richmond, Virginia.

Cook Studios

1888 Richmond Locomotive and Machine Works, Image 0184 (Photograph). On file at The Valentine, Richmond, Virginia.

1891 Richmond Locomotive and Machine Works, Image 1067 (Photograph). On file at The Valentine, Richmond, Virginia.

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1905 *Sanborn Fire Insurance Map from Richmond, Independent Cities, Virginia.* Sanborn Map Company. Electronic document, www.loc.gov/item/sanborn09064_003/, accessed January 2019.

1925 *Sanborn Fire Insurance Map from Richmond, Independent Cities, Virginia*. Sanborn Map Company. Electronic document, http://www.lva.virginia.gov/public/sanborn.aspx, January 2019.

3/5/19

Site 44HE1203/Grave Yard for Free People of Color and Slaves

Cultural Resource Commitments for DC2RVA Rail Project

The following commitments will be included in the Final Environmental Impact Statement (Final EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail project (the Project) in association with the Grave Yard for Free People of Color and Slaves (archaeological site 44HE1203). The commitments are made to address stipulations set forth in the National Environmental Policy Act of 1969. Each commitment has been agreed to by the Virginia Department of Rail and Public Transportation (DRPT), and will be implemented, as appropriate, in the Project's design and construction phases. The Project will be designed and constructed in increments as funding becomes available; as each Project increment is funded and moves forward through design and construction, the commitments appropriate to that specific Project increment will also be implemented. In the event that the Project is turned over to another sponsor during construction, DRPT will continue to coordinate the following commitments with that sponsor and the appropriate federal, state, and local regulatory and managing agencies.

1) A landscape analysis of site 44HE1203 and surrounding area will be completed to understand the chronology of area development. This landscape analysis will include, among other tasks, archival research, oral histories with local historians and descendants, georeferenced overlays, a cut and fill analysis, and potentially 3D modeling of the data. Data to be gathered includes information on the history and development of the cemetery, post-interment impacts, and comments on the memorialization and interpretation of the site. The landscape analysis will be documented in a report and presented to the Virginia Department of Historic Resources (DHR), DRPT, Virginia Department of Transportation, City of Richmond, Historic Richmond Foundation, Preservation Virginia, and other vested groups interested in the history of this area for their use in future planning. Concurrently, the resource boundaries and National Register of Historic Places eligibility of site 44HE1203 will be reevaluated through consultation with the DHR using the newly acquired data.

2) Once DC2RVA project designs in this area have reached 90 percent completion, archaeological testing will be completed in the revised limits of disturbance in the area of site 44HE1203 to examine the subsurface integrity and composition of these areas and ascertain the potential for intact burials. Should intact shafts or soils be noted, archaeological stripping of overburden may occur to delineate potential interments. If internments are identified, the project design will be re-evaluated and additional measures taken to avoid or minimize potential impacts to the internment area.

3) A Secretary of the Interior (SOI)-qualified archaeologist will be on site during all DC2RVA construction-related ground disturbing activities in this area to assure that no unanticipated/undiscovered archaeological or burial remains are encountered during ground-disturbing construction. In the event that remains are encountered, construction would stop and the DHR will be contacted to evaluate next steps.

APPENDIX E7

DE MINIMIS CONCURRENCE LETTERS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

600 East Main Street
Richmond, Virginia 23219

CITY OF RICHMOND
DEPARTMENT OF PUBLIC WORKS

CONCURRENCE WITH FRA DETERMINATION OF SECTION 4(f) *DE MINIMIS* IMPACTS AND TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON THE WALKER'S CREEK RETENTION BASIN PARK

The City of Richmond, Department of Public Works has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of the City of Richmond's Walker's Creek Retention Basin Park. Additionally, the Department of Planning and Development Review has reviewed the project information in relation to planning efforts centered on Manchester Canal and Walker's Creek that are not yet realized opportunities for accessible water frontage, for the City. Adopted in 2012, the Richmond Riverfront Plan (pg. 44), has allowed for new projects in this area to come forward, creating an opportunity to enhance the Manchester Canal/Walker's Creek, as public open space. The proposed project does not appear to have any negative effect on the long-term prospects for the area. Based on the information, the City of Richmond, Department of Public Works, with input from the Department of Planning & Development Review, the Department of Public Utilities and the Department of Parks and Recreation, concur that the proposed use of park land by the project would not adversely affect activities, features, and attributes of the Walker's Creek Retention Basin Park. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the City of Richmond, Department of Public Works during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Walker's Creek Retention Basin Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

11/16/18

Signature Date

Bobby Vincent, Jr., Public Works Director
City of Richmond, Department of Public Works

CITY OF RICHMOND
DEPARTMENT OF PARKS, RECREATION AND COMMUNITY FACILITIES

CONCURRENCE WITH FRA DETERMINATION OF SECTION 4(f) *DE MINIMIS* IMPACTS AND TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON THE WALKER'S CREEK RETENTION BASIN PARK

The City of Richmond, Department of Parks, Recreation and Community Facilities has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of the City of Richmond's Walker's Creek Retention Basin Park. Based on the information, the City of Richmond, Department of Parks, Recreation, and Community Facilities concurs that the proposed use of park land by the project would not adversely affect activities, features, and attributes of the Walker's Creek Retention Basin Park. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the City of Richmond, Department of Parks, Recreation, and Community Facilities during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Walker's Creek Retention Basin Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Signature _______________________ Date _______________

Chris Frelke, Director
City of Richmond, Department of Parks, Recreation, and Community Facilities

Subsequent to transmittal of this letter, the Department of Parks, Recreation, and Community Facilities assigned their approval authority to the Department of Public Works.

No signature required.

APPENDIX E8

TEMPORARY OCCUPANCY CONCURRENCE LETTERS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

COMMONWEALTH of VIRGINIA
Department of Game and Inland Fisheries

Molly J. Ward
Secretary of Natural Resources

Bob Duncan
Executive Director

October 12, 2017

Ms. Emily Stock, Manager of Rail Planning
Virginia Department of Rail and Public Transportation
801 East Main Street
Richmond, VA 23219

Dear Emily:

Re: Concurrence with FRA Determination of Temporary Occupancy of DC2RVA Project on the Mattaponi Wildlife Management Area

The Virginia Department of Game and Inland Fisheries (VADGIF) has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of the Virginia Department of Game and Inland Fisheries' Mattaponi Wildlife Management Area. Additionally, since this property was purchased using dedicated federal trust funds via the Federal Aid in Wildlife Restoration Program (Pittman-Robertson Act), we have checked with the U.S. Fish and Wildlife Service to receive their concurrence that your proposed construction would not interfere with, or cause us to relinquish control of the property.

Based on our review of the information that you have provided and agreement from the Service, the Virginia Department of Game and Inland Fisheries concurs that the proposed temporary occupancy of this small parcel by the project would not adversely affect activities, features, and attributes of the Mattaponi Wildlife Management Area.

This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to the Wildlife Management Area beyond the area specified in your request. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with our Department during project design and that we will have the opportunity to review final plans before granting temporary access to the proposed project area.

Sincerely,

David K. Whitehurst
Director, Bureau of Wildlife Resources

cc: Robert W. Duncan, Executive Director, VADGIF
Gary Martel, Deputy Director, VADGIF
Colleen Scully, U.S. Fish and Wildlife Service
Rick Busch, VADGIF
Ron Hughes, VADGIF

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

600 East Main Street
Richmond, Virginia 23219

HENRICO COUNTY RECREATION AND PARKS

CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON LAUREL RECREATION AREA

The Henrico County Recreation and Parks has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of Henrico County's Laurel Recreation Area. Based on the information, the Henrico County Recreation and Parks concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of the Laurel Recreation Area. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the Henrico County Recreation and Parks during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Laurel Recreation Area by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

10.31.18

Signature Date

Neil Luther
Henrico County Recreation and Parks

PRINCE WILLIAM COUNTY DEPARTMENT OF PARKS AND RECREATION

CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON VETERANS MEMORIAL PARK

The Prince William County Department of Parks and Recreation has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of Prince William County's Veterans Memorial Park. Based on the information, the Prince William County Department of Parks and Recreation concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of the Veterans Memorial Park. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the Prince William County Department of Parks and Recreation during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Veterans Memorial Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Signature

17/2/18
Date

Seth Hendler-Voss, Director
Prince William County Department of Parks and Recreation

NATIONAL PARK SERVICE

CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

The National Park Service has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of National Park Service's Fredericksburg and Spotsylvania National Military Park. Based on the information, the National Park Service concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of the Fredericksburg and Spotsylvania National Military Park. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the National Park Service during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Fredericksburg and Spotsylvania National Military Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

KIRSTEN TALKEN-SPAULDING Digitally signed by KIRSTEN TALKEN-SPAULDING
Date: 2018.12.07 11:27:13 -05'00'

Signature Date

Kirsten Talken-Spaulding, Superintendent
Fredericksburg and Spotsylvania National Military Park
National Park Service

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

600 East Main Street
Richmond, Virginia 23219

NATIONAL PARK SERVICE

CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON GEORGE WASHINGTON MEMORIAL PARKWAY AND MOUNT VERNON TRAIL

The National Park Service has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of National Park Service's George Washington Memorial Parkway including a portion of the Mount Vernon Trail. Based on the information, the National Park Service concurs that the proposed temporary occupancy of the park land and trail by the project would not adversely affect activities, features, and attributes of the George Washington Memorial Parkway of the Mount Vernon Trail. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the National Park Service during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the George Washington Memorial Parkway and the Mount Vernon Trail by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Signature   12/12/18
Date

Simone Monteleone, Chief of Resource Management
George Washington Memorial Parkway Headquarters
National Park Service

CITY OF ALEXANDRIA

CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON DOG RUN PARK AT CARLYLE

The City of Alexandria has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of Alexandria's Dog Run Park at Carlyle. Based on the information, the City of Alexandria concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of the Dog Run Park at Carlyle. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the City of Alexandria during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Dog Run Park at Carlyle by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

James B Spengler 12/13/2018

Signature Date

James B. Spengler, Director of Recreation, Parks and Cultural Activities City of Alexandria

CITY OF ALEXANDRIA

CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON POTOMAC YARD PARK

The City of Alexandria has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of Alexandria's Potomac Yard Park. Based on the information, the City of Alexandria concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of the Potomac Yard Park, or any activity related to the planning and construction of the Potomac Yard Metrorail Station ("Metro Station"). The City of Alexandria also concurs that DRPT will closely coordinate with the Washington Metropolitan Area Transit Authority (WMATA) to effectively identify and manage potential areas that could negatively affect the Potomac Yard Metrorail station. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the City of Alexandria and WMATA during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Potomac Yard Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed. Neither the temporary occupancy, nor the construction of the project, shall impact or delay the construction of "Metro Station", and DRPT acknowledges that the Metro Station construction shall be given priority should construction of these two projects overlap.

James B Spengler 12/13/2018

Signature Date

James B. Spengler, Director of Recreation, Parks and Cultural ActivitiesCity of Alexandria

CITY OF ALEXANDRIA

CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON FOUR MILE RUN TRAIL

The City of Alexandria has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of Four Mile Run Trail. Based on the information, the City of Alexandria concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of the Four Mile Run Trail. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the City of Alexandria during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Four Mile Run Trail by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

12/13/2018

Signature Date

James B. Spengler, Director of Recreation, Parks and Cultural Activities City of Alexandria

CITY OF ALEXANDRIA

CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON POTOMAC YARD LANDBAY N

The City of Alexandria has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of Alexandria's Potomac Yard Landbay N. Based, or any activity related to the planning and construction of the Potomac Yard Metrorail Station. The City of Alexandria also concurs that DRPT will closely coordinate with the Washington Metropolitan Area Transit Authority (WMATA) to effectively identify and manage potential areas that could negatively affect the Potomac Yard Metrorail station. on the information, the City of Alexandria concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of the Potomac Yard Landbay N. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the City of Alexandria and WMATA during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Potomac Yard Landbay N by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed. Neither the temporary occupancy, nor the construction of the project, shall impact or delay the construction of "Metro Station", and DRPT acknowledges that the Metro Station construction shall be given priority should construction of these two projects overlap.

12/13/18

Signature Date

James B. Spengler, Director of Recreation, Parks and Cultural ActivitiesCity of Alexandria

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

600 East Main Street
Richmond, Virginia 23219

CITY OF ALEXANDRIA

CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON RAIL PARK

The City of Alexandria has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of Alexandria's Rail Park. Based on the information, the City of Alexandria concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of the Rail Park, or any activity related to the planning and construction of the Potomac Yard Metrorail Station. The City of Alexandria also concurs that DRPT will closely coordinate with the Washington Metropolitan Area Transit Authority (WMATA) to effectively identify and manage potential areas that could negatively affect the Potomac Yard Metrorail station. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the City of Alexandria during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Rail Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed. Neither the temporary occupancy, nor the construction of the project, shall impact or delay the construction of "Metro Station", and DRPT acknowledges that the Metro Station construction shall be given priority should construction of these two projects overlap.

12/13/18

Signature Date

James B. Spengler, Director of Recreation, Parks and Cultural ActivitiesCity of Alexandria

ARLINGTON COUNTY DEPARTMENT OF PARKS AND RECREATION

CONCURRENCE WITH FRA DETERMINATION OF TEMPORARY OCCUPANCY OF DC2RVA PROJECT ON THE LONG BRIDGE PARK

The Arlington County Department of Parks and Recreation has reviewed the information for the Virginia Department of Rail and Public Transportation's (DRPT) proposed construction associated improvements on a portion of Arlington County's Long Bridge Park. Based on the information, the Arlington County Department of Parks and Recreation concurs that the proposed temporary occupancy of park land by the project would not adversely affect activities, features, and attributes of Long Bridge Park. This concurrence does not constitute an endorsement of the project or conveyance of any temporary or permanent interests in or access to park lands. Further, this concurrence is provided with the understanding that DRPT will continue to coordinate with the Arlington County Department of Parks and Recreation during project development and that further consultation will be undertaken by DRPT to ensure prior to granting of any temporary or permanent property interests that harm to the Long Bridge Park by the proposed project has been minimized and the conditions upon which this concurrence is based have not changed.

Jane Rudolph 12/18/18

Signature Date

Jane Rudolph, Director
Arlington County Department of Parks and Recreation

APPENDIX F
REFINED OPERATIONS ANALYSIS MODELING TECHNICAL MEMOS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

MEMO

Date:	November 7, 2017
To:	Virginia Department of Rail and Public Transportation
From:	DC2RVA Project Team
Subject:	Results of DRPT's Refined Operations Analysis to Satisfy FRA Requests and Enable FRA Support for Issuance of the DC2RVA Project Tier II Draft Environmental Statement

1.0 SUMMARY

This report describes the approach, assumptions, and results of a refined operations analysis undertaken by the Virginia Department of Rail and Public Transportation (DRPT) for the Federal Railroad Administration (FRA) in support of the Washington, D.C. to Richmond Southeast High Speed Rail Tier II Environmental Impact Statement and Service Development Plan (the DC2RVA Project). Table 1 contains a summary of the modeling results from the refined operations analysis simulations undertaken by DRPT (see table on page 2).

2.0 BACKGROUND AND PURPOSE

The DCRVA Project proposes to increase track capacity between Arlington, Richmond, and Centralia, Virginia, to improve passenger rail service frequency, reliability, and travel time in a corridor shared by increasing volumes of passenger, commuter, and freight rail traffic. The DC2RVA Project is part of the larger Southeast High Speed Rail (SEHSR) corridor, which extends from Washington, D.C. through Richmond and continues east to Hampton Roads (Norfolk and Newport News), VA and south to Raleigh, NC, and Charlotte, NC, and then continues west to Atlanta and south to Florida. The DC2RVA Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

Table 1: Summary of Modeling Results from the Refined Operations Analysis Simulation

Case	DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Infrastructure Tested	No Build	3 Tracks south of Alexandria	3 Tracks south of Alexandria, except 2 tracks through Ashland	3 Tracks south of Alexandria, except 2 tracks through Ashland, and with 1 track out of service north of Fredericksburg	3 Tracks south of Alexandria, and 2 tracks south of Crossroads
Passenger Train End-Point On-Time Performance, Petersburg to Washington Union Station					
Amtrak Long-Distance Intercity Passenger Train OTP	69.6%	95.8%	97.2%	96.9%	97.1%
Amtrak Regional and Interstate Corridor Intercity Passenger Train OTP	76.9%	93.0%	93.0%	93.2%	92.6%
All Amtrak Intercity Passenger Trains Aggregated OTP	73.3%	93.8%	94.2%	94.3%	93.9%
Virginia Railway Express Commuter Train OTP	97.0%	98.5%	98.7%	94.1%	97.9%
Passenger Train All-Stations On-Time Performance, Petersburg to Washington Union Station					
Amtrak Long-Distance Intercity Passenger Train OTP	72.3%	94.9%	95.5%	96.1%	95.0%
Amtrak Regional and Interstate Corridor Intercity Passenger Train OTP	82.3%	96.7%	96.8%	96.7%	96.2%
All Amtrak Intercity Passenger Trains Aggregated OTP	78.7%	96.3%	96.5%	96.6%	95.9%
Virginia Railway Express Commuter Train OTP	99.7%	99.7%	99.9%	98.9%	99.5%
Freight Train Minutes of Delay per 100 Train-Miles					
All Freight Trains	30.8	24.8	28.4	31.2	42.2

The intent of this refined operations analysis was to use operations simulations (also known as operations modeling) to estimate the operational performance of passenger, freight, and commuter trains in the corridor under four different "build case" operations simulations identified by FRA and DRPT, as well as a No Build case to which the four build case simulations would be compared. The four build cases to be tested under this refined operations analysis include a three-track infrastructure alternative previously analyzed for the Tier II Draft Environmental Impact Statement (DEIS) for the DC2RVA Project, as well as three other infrastructure alternatives proposed by DRPT in a letter dated April 4, 2017, and agreed to by FRA in a letter dated April 7, 2017. This refined analysis builds upon operations simulation modeling work previously done by DRPT for the DC2RVA Project using the Rail Traffic Controller (RTC) model for the full length of the DC2RVA corridor from Washington, D.C. through Centralia, VA.

In a letter to DRPT dated March 27, 2017, FRA proposed the process for undertaking a refined operations analysis to support the forthcoming publication of the Tier II Draft Environmental Impact Statement for the DC2RVA Project. The March 27 letter from FRA identified four items for limited re-analysis:

- Revisions to the proposed DC2RVA corridor track infrastructure at specific locations identified by FRA. These revisions are detailed in Section 2.2 of this report.
- Development of a representative station platform (i.e., track) assignment plan for intercity passenger trains and commuter trains. The platform assignment plan is discussed in Section 2.3 of this report.
- Incorporation of the platform assignment plan into the operations simulation work undertaken in this analysis through adjustments to the RTC programming logic. The track assignment plan assessed in this refined operations analysis is discussed in Section 2.3 of this report.
- Inclusion of a constrained operating environment case that assesses the performance impact of track outages and maintenance windows. The representation of maintenance work developed for this refined operations analysis is discussed in Section 3 of this report.

In all operations simulation cases undertaken as part of this refined operations analysis, the infrastructure alternatives were tested for proposed operations in the year 2045, which represents the concluding year of a 20-year horizon for the Project, based on the Project's proposed implementation year of 2025.

The performance estimates produced by the operations simulation for each infrastructure alternative have been benchmarked against performance goals for freight and passenger trains that were established by FRA under the Passenger Rail Investment and Improvement Act (PRIIA), notably a passenger train on-time performance goal of 90% for both end-to-end and all-stations operations.

Operations simulation cases where performance estimates generated by the operations simulation software exceed the established goals will be considered confirmation that the infrastructure alternative assessed in that case will adequately support the level of passenger, commuter, and freight service presented in the forthcoming DC2RVA DEIS, and that the infrastructure alternative assessed is sufficient to deliver the DC2RVA Project's proposed 2045 full-build service plan with intercity passenger trains operating up to 90 mph with an "all stations" and "end-to-end" on-time performance goal of 90%, while sustaining planned growth in freight and commuter service through 2045.

This report describes the draft results of the refined operations analysis. The operations simulation portion of these results will require additional analysis.

3.0 ASSUMPTIONS AND PARAMETERS

The refined operations analysis work was conducted between April 17, 2017 and June 7, 2017. The work was conducted using a methodology, assumptions, and parameters outlined in "Change Order Request CR-0007 – Additional Operations Simulation Modeling (v2) to Satisfy FRA Requests," dated April 11, 2017. DRPT issued a Notice to Proceed with this work on April 17, 2017.

The most significant aspects of the operations simulation methodology, assumptions, and parameters outlined in the Change Order of April 11, 2017 are outlined below, some of which represent changes from the way previous DC2RVA Project operations simulation work was conducted under the DC2RVA Operations Modeling Methodology report dated January 2016.

3.1 Simulation Year

FRA-funded passenger rail projects require that operations analysis (and specifically operations simulation) demonstrate that the proposed project is sufficient to increase capacity to deliver the proposed passenger rail service and accommodate growth of freight rail service in an efficient and reliable multimodal rail corridor over a typical 20-year time horizon following the completion of the passenger project.

The operations simulations performed for all cases in this refined operations analysis were run for the simulation year of 2045. 2045 is the concluding year of the DC2RVA Project's 20-year planning horizon, based on the Project's proposed implementation year of 2025.

3.2 Infrastructure Assumptions

In FRA's letter to DRPT on March 27, 2017, FRA requested that specific modifications be made to the proposed DC2RVA track infrastructure and assessed as part of the refined operations analysis work. Subsequent calls and discussion between FRA and DRPT, specifically correspondence between FRA and DRPT dated April 26, 2017 and May 4, 2017, provided further clarification and revisions to the initial request made in the March 27, 2017.

The infrastructure modifications listed below represent all of the changes agreed to by FRA and DRPT, which were incorporated into the refined operations analysis work under DRPT's Change Order Request of April 11 and subsequent correspondence dated April 26, 2017 and May 4, 2017.

- The RO interlocking (milepost CFP 110.1) was modified from a full universal interlocking to a one-way interlocking providing access to all four mainline tracks only for northbound trains crossing from the westernmost track (Main Track 3) to the easternmost track (Main Track 0). Full universal access between main tracks 1, 2, and 3 was also provided at the RO interlocking.

- The Slaters Lane interlocking (milepost CFP 106.3) was modified from a full universal interlocking to a one-way interlocking providing access to all four mainline tracks only for southbound trains crossing from the westernmost track (Main Track 3) to the easternmost track (Main Track 0). Full universal access between main tracks 0 and 1 only, and full universal access between main tracks 2 and 3 only was also provided at the Slaters Lane interlocking.
- The Ravensworth interlocking (milepost CFP 97.3) was modified to provide full universal access to all tracks.
- The Crossroads interlocking (milepost CFP 53.2) was modified to provide full universal access to all tracks.
- A new 15,000-foot siding was added south of Fredericksburg to allow for the staging of freight trains mid-corridor during the VRE commuting period. This siding was added on the west side of the corridor, parallel to main track 3. The north end of the siding is accessed from main track 3 at a point just south of the Lansdowne Road grade crossing (approximately milepost CFP 57.44) and the south end of the siding is accessed from main track 3 just north of the Massaponax Creek bridge (approximately milepost CFP 54.47).
- The Elmont interlocking (milepost CFP 11.4) was modified to provide full universal access to all tracks.
- The Acca Yard East Bypass passenger tracks were extended farther north to milepost CFP 6.0 to accommodate the staging of full-length freight trains north of the North Acca interlocking (milepost CFP 3.4).
- The relocated Staples Mill Road passenger rail station (milepost CFP 4.6) was modified to reduce the number of platform tracks from four to three tracks.
- The track configuration of the Staples Mill Road Station was modified to allow for the platform tracks to be dedicated station tracks served by high-level platforms. This design prevents freight trains from use of the Staples Mill Road Station platform tracks. As a result, a new universal interlocking and connection between the Acca Yard East Bypass passenger tracks and an adjacent CSXT Acca Yard lead track was added south of the Staples Mill Road Station, at approximately milepost CFP 3.8, to allow for interoperability on the Acca Yard East Bypass passenger tracks.
- The Hermitage interlocking on the S-Line (milepost SRN 3.5) was modified to provide universal access to the two center main track and eastern main track of the three track S-Line, which become the East Acca Bypass passenger tracks, and also to provide access to and from Acca Yard for freight trains on the center main track and western main track of the three-track S-Line.
- Intermediate crossovers on the S-Line were removed in the vicinity of Lombardy Street (milepost SRN 2.9) and North Belvidere Street (milepost SRN 2.2).
- AM Junction interlocking in Richmond (milepost SRN 0.7) was modified to permit direct non-diverging moves by freight trains operating northward on the S-Line between Fulton and Acca Yards.

The track changes made in the RTC model also include subsequent modifications to the DC2RVA infrastructure requested by FRA during a June 9, 2017, meeting with DRPT.

3.3 Service Assumptions

3.3.1 DC2RVA Service Plan

The service plan tested in this refined operations analysis was the proposed DC2RVA Staples Mill/Main Street Station "Full Service" option, wherein Regional, Interstate Corridor, and Long Distance intercity passenger trains make station stops at both Richmond Staples Mill Road Station and Richmond Main Street Station. This service plan incorporates the nine additional roundtrip intercity passenger trains proposed by the DC2RVA Project, which will operate in addition to the ten existing roundtrip intercity passenger trains currently providing service in the corridor.

Access between the two Richmond stations is provided by the Project's proposed East Acca Bypass passenger tracks. The Amtrak Auto Train would continue to operate as a nonstop service that does not make stops at either station. The Auto Train was modeled using its current route along CSXT's A-Line between Richmond and Centralia.

In the operations simulations undertaken, Regional trains serving Richmond's Main Street Station bound to and from Newport News used the station's east side platform tracks, which provide the sole access to CSXT's Peninsula Subdivision linking Richmond and Newport News. Regional trains bound to and from Norfolk and all Interstate Corridor and Long Distance passenger trains used the station's west side platform tracks, which are part of the CSXT S-Line linking Richmond and Centralia, VA, the southern end of the DC2RVA Project limits and the junction with CSXT's A-Line. The one roundtrip Regional train that originates/terminates at Main Street Station and lays over at the Brown Street Yard also used the west side platform tracks.

3.3.2 Maximum Speed

The maximum authorized speed of intercity passenger trains was 90 mph, where feasible.

3.3.3 Freight and Commuter Operations Modeled

The refined operations analysis includes the operation of freight trains and VRE commuter trains. Freight growth was projected using the existing CSXT growth methodology to year 2045.

The 38 VRE commuter trains (19 round trips) taken into account by the DC2RVA Project also were modeled, using schedules provided by VRE for the DC2RVA Project operations simulation work.

To further ensure representational operation of VRE commuter trains in the refined operations analysis work, a station dwell time of 90 seconds for VRE station stops was programmed into the RTC software. The station dwell time used was provided by VRE.

3.3.4 Operations Plan: Platform Assignment Plan

For the refined operations analysis, a representative station platform assignment plan for intercity passenger trains and commuter trains was developed at FRA's request that assigned each commuter train and passenger train to a specific platform at station stops. This plan was developed to provide a consistent, predictable pattern of station platform usage for Amtrak intercity passenger trains and VRE commuter trains, to aid in passenger convenience when boarding trains.

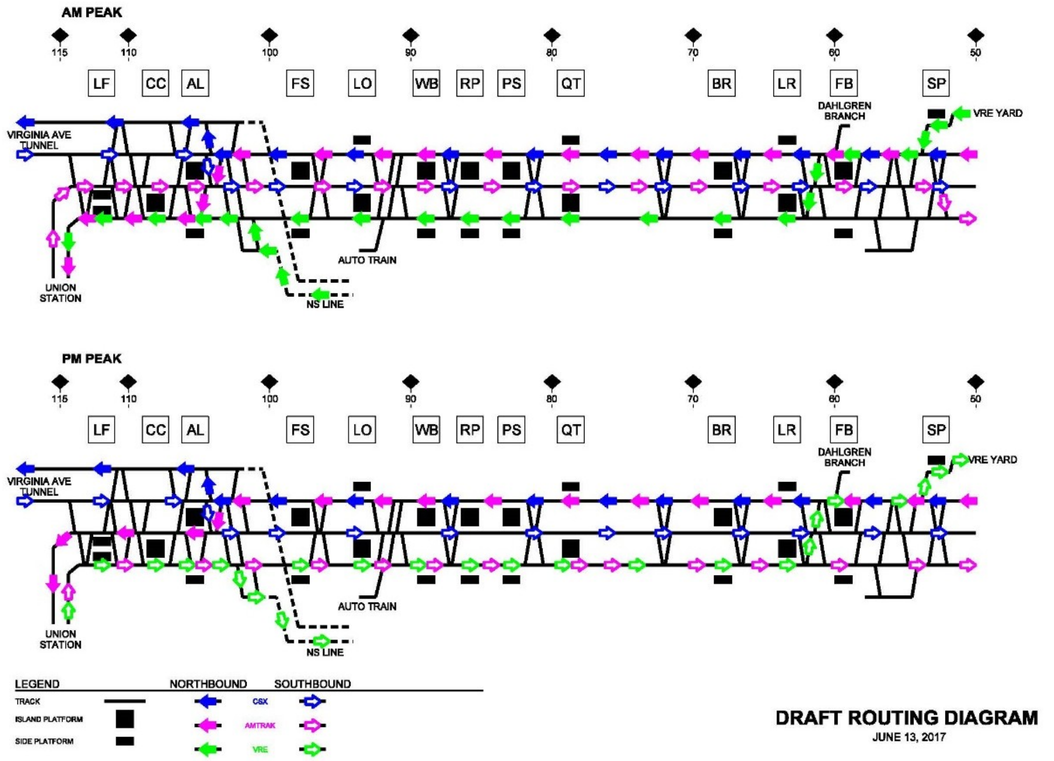
Settings selected in the RTC software instructed the software to incorporate the platform assignment plan into each operations simulation case. The platform assignment plan defines the primary platform assignments for intercity passenger trains and VRE commuter trains during the morning and evening peak commuter periods, when corridor train volumes are predicted to be at their heaviest.

The platform assignment plan devised for this refined operations analysis encompasses the entire D2RVA corridor, from Washington through Spotsylvania and Richmond, to Centralia, for the morning and evening peak commuter periods. Figures 1 and 2 below show the platform assignment plan, which incorporates several minor modifications that were requested by FRA during a meeting with DRPT on June 9, 2017. Figure 1 shows the corridor's northern half, between Washington and Spotsylvania, and Figure 2 shows the corridor's southern half, between Spotsylvania and Centralia.

In the platform assignment plan used for the morning peak commuter period, VRE commuter trains used Main Track 1 (the easternmost track) between Crossroads and Dahlgren Junction and Main Track 3 (the westernmost track) between Dahlgren Junction and CP Virginia in Washington, D.C. Manassas Line VRE trains joining the corridor at AF interlocking in Alexandria also used Track 3 north to CP Virginia. Northbound intercity passenger trains and freight trains used Main Track 1 between Crossroads and CP Virginia, although Main Track 3 was utilized as an alternate track for northbound passenger trains, provided VRE trains were not delayed. Southbound intercity passenger trains and freight trains used Main Track 2 between CP Virginia and Spotsylvania.

In the platform assignment plan used for the evening peak commuter period, VRE commuter trains used Main Track 3 between CP Virginia and Dahlgren Junction and Main Track 1 between Dahlgren Junction and Crossroads. Manassas Line VRE trains also used Track 3 from CP Virginia to AF interlocking in Alexandria where they departed the corridor toward Manassas. Southbound intercity passenger trains also used Track 3 between CP Virginia and Crossroads, although Main Track 2 was utilized as an alternate track for southbound passenger trains when conflicts with freight trains could be minimized. Southbound freight trains used Main Track 2. Northbound intercity passenger trains and freight trains used Main Track 1 between CP Virginia and Spotsylvania.

In the Richmond area, the platform assignment plan for the two Richmond stations during both the morning and evening peak periods allows for passenger trains operating on the S-Line between Staples Mill Road and AM Junction (near Main Street Station) to operate on the two eastern tracks of the three-main-track S-Line, which provides a direct, non-diverging route for passenger trains between the S-Line and the Acca Yard East Bypass passenger tracks. Northbound freight trains from Fulton Yard operating on the S-Line to Acca Yard make a direct, non-diverging move through AM Junction to reach the westernmost of the S-Line's three main tracks, which provides a direct, non-diverging northward route to Acca Yard.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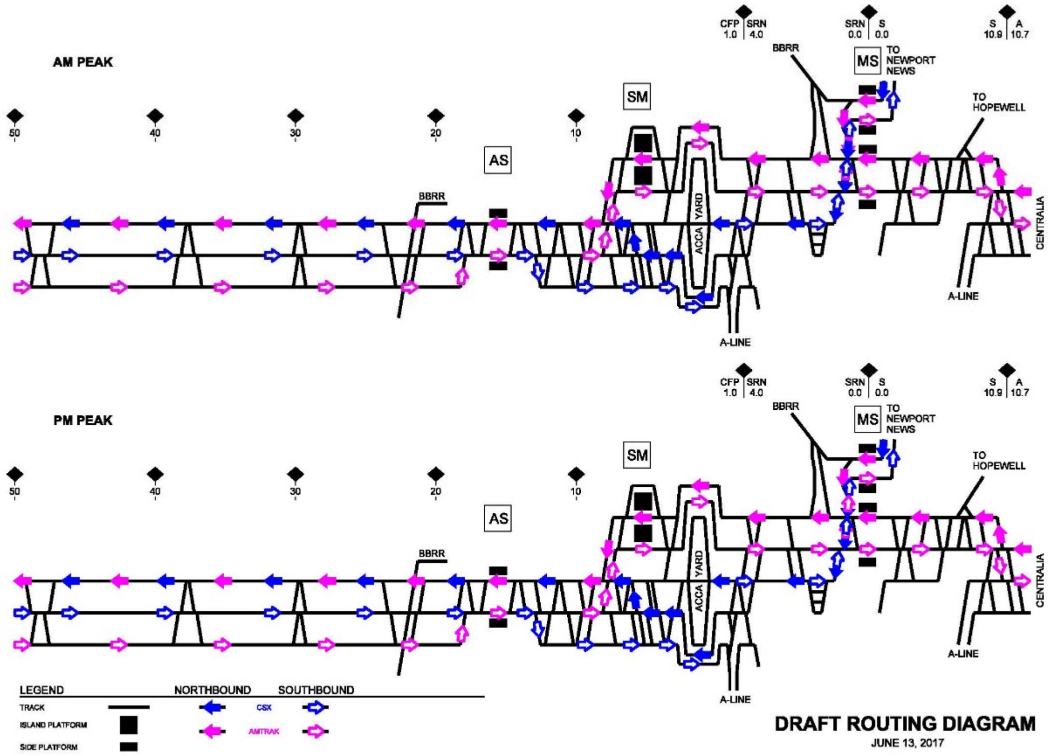
JUNE 13, 2017

Figure 1: DC2RVA Refined Operations Analysis Platform Assignment Plan, Washington-Spotsylvania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DRAFT ROUTING DIAGRAM
JUNE 13, 2017

Figure 2: DC2RVA Refined Operations Analysis Platform Assignment Plan, Spotsylvania-Centralia

3.3.5 Operations Plan: Revised Operations Analysis Conceptual Schedule

Passenger train running times and recovery times between Washington Union Station and Petersburg Station in the refined operations analysis were modified from the initial DC2RVA conceptual schedule included in the DEIS to enable trains to achieve an all-stations and end-to-end on-time performance at a sufficient margin above 90%, such that the performance could be considered likely to be achieved in normal real-world operation of the DC2RVA corridor under the revised corridor infrastructure and platform assignment plan described above. It is important to note that an on-time performance of 90% represents a significant improvement over the existing realized passenger train on-time performance of 66% in the corridor.

Schedules were not modified uniformly, but rather adjusted on a train-by-train basis in consideration of the regularly expected operating conditions within the corridor at that time of day (i.e., peak commuter periods). Table 2 provides the range of travel times modeled in the refined operations analysis and the time savings achieved by intercity passenger trains in comparison with travel times in 2017.

In addition, the passenger train schedules in the refined operations analysis were further modified to incorporate an increase in station dwell times at Alexandria Station to 5 minutes for all northbound Amtrak long-distance trains to account for the possibility of a double stop at the short platform serving Main Tracks 2 and 1.

Table 2: Summary of Travel Time Adjustments made to DC2RVA Refined Operations Timetable, in comparison with DC2RVA DEIS Conceptual Schedule

Train	Long Distance	Long Distance	Interstate Corridor	Interstate Corridor	Regional	Regional
Direction	**South**	**North**	**South**	**North**	**South**	**North**
Washington to Richmond Staples Mill Road Station						
DC2RVA FRA Refined Operations Travel Times (hours:minutes)	1:59-2:04	2:15-2:34	1:55-2:05	2:05-2:12	2:05-2:21	2:06-2:25
Median Travel Time Savings Compared with June 2017 schedule (minutes)	5	4	14	8.5	11	9.5
Washington to Richmond Main Street Station						
DC2RVA FRA Refined Operations Travel Times (hours:minutes)	2:32-2:37	2:50-3:04	2:21-2:31	2:30-2:45	2:26-2:44	2:34-2:53
Median Travel Time Savings Compared with June 2017 schedule (minutes)	n/a	n/a	n/a	n/a	10	21

*Travel time reductions are the median of the reductions experienced by individual trains.

3.3.6 Performance Metrics and Thresholds

The performance of passenger trains and commuter trains in the refined operations analysis was measured against on-time performance standards for intercity passenger rail service developed by FRA and Amtrak in accordance with Section 207 of the Passenger Rail Investment and Improvement Act (PRIIA). In all cases, passenger trains tested in the operations simulation were assumed to arrive into the modeled territory not more than 15 minutes late, using a triangular distribution of late departure from Washington Union Station or late arrival at Petersburg.

On-time performance for passenger and commuter trains was measured as follows:

- End-to-end (endpoint) on-time performance was measured between Washington Union Station in Washington, D.C. and Petersburg Station, VA, for passenger trains operating between Washington and Norfolk, North Carolina, or Georgia/Florida. Endpoint on-time performance was measured between Washington Union Station and Richmond Main Street Station for passenger trains operating between Washington and Newport News or Richmond. Endpoint on-time performance was measured between Washington Union Station and Spotsylvania station for VRE commuter trains. Endpoint on-time performance was measured as the percentage of times a train arrived at its endpoint terminal more than 10 minutes after its scheduled arrival time. The endpoint on-time performance threshold for passenger trains and commuter trains in the model was 90%.
- All-Stations on-time performance was measured at all station stops for all passenger and commuter trains using the DC2RVA corridor between Washington Union Station and Petersburg Station. All-Stations on-time performance was measured as the percentage of times a train departed from its origin station or arrived at all other stations within 15 minutes of its scheduled time. The All-Stations on-time performance threshold for passenger trains and commuter trains in the model was 90%.

Endpoint and All-Stations on-time performance was measured for four different passenger train types:

- Amtrak Long Distance
- Amtrak Regional and Interstate Corridor
- All Amtrak Trains Aggregated
- Virginia Railway Express

The performance of freight trains in the refined operations analysis was measured as follows:

- Freight train performance was measured between CP Virginia in Washington, D.C., and Centralia, VA as minutes of freight train delay per 100 train-miles.

4.0 OPERATIONS SIMULATION CASES

Four operations simulation Build cases were tested utilizing the DRPT recommended corridor alternative that provides Full Service to both Richmond Staples Mill Road and Main Street Stations. The four cases were modeled for the Year 2045 Full-Build (Horizon Year) incorporating the additional infrastructure changes, service changes, assumptions, and parameters described in Section 3.

All of the operations simulation cases performed for the refined operations analysis were conducted in the same modeled territory, from CP Virginia in Washington, D.C. to Petersburg, VA. Changes in infrastructure tested in each case are described below. All cases had a common track configuration between Richmond Staples Mill Road Station and Petersburg, VA, including two main tracks along the S-Line across the James River. All cases were dispatched with the infrastructure modifications described in Section 3.2 and documented in the Version 9 track schematics included with this report. The only exceptions to the use of a common infrastructure in this operations analysis are described below, when a simulation case required a specific modification to the common infrastructure.

The following cases were developed and tested.

No Build 2045. This case measures performance on the DC2RVA corridor with the No Build infrastructure, as described in the DC2RVA DEIS, and does not include the new intercity passenger trains proposed by the DC2RVA Project.

Build 2045. This Build case measures performance on the DC2RVA corridor with three main tracks from Alexandria to Richmond Staples Mill Road Station. This case includes the new intercity passenger trains proposed by the DC2RVA Project.

Build 2045, 2 tracks Ashland. This Build case measures performance on the DC2RVA corridor with three main tracks from Alexandria to Richmond Staples Mill Road Station with the exception of a two-track segment through Ashland. The northern and southern limits of the two-main-track section through Ashland encompass a distance of approximately 2.01 miles, from a proposed interlocking north of Vaughan Road at milepost CFP 15.75 to a proposed interlocking south of Ashcake Road at milepost CFP 13.74. This case includes the new intercity passenger trains proposed by the DC2RVA Project. This case is programmatically a component of the Service Development Plan, but was brought forward to this refined operations analysis to satisfy FRA requests for operations simulation modeling that would support FRA’s issuance of the DEIS.

Build 2045, 2 tracks Ashland + MOW Outage. This Build case measures performance on the DC2RVA corridor with three main tracks from Alexandria to Richmond Staples Mill Road Station with the exception of a two-track segment through Ashland, plus a randomly selected additional two-track segment of approximately 10 miles in length between Alexandria and Crossroads, in order to test the response of the network to a simulated maintenance-of-way outage. In this case, the two-main-track section through Ashland was identical to the one used in Case 2. In addition, a track outage was added to the corridor on Main Track 2 between North Possum Point (CFP 81.3) and Arkendale (CFP 72.1), a distance of 9.2 miles. This outage restricted trains from using Main Track 2 for a period of 7 hours, from 9:00 a.m. to 4:00 p.m., for all of the days modeled. This case includes the new intercity passenger trains proposed by the DC2RVA Project. This case is programmatically a component of the Service Development Plan, but was brought forward to this refined operations analysis to satisfy FRA requests for operations simulation modeling that would support FRA’s issuance of the DEIS.

Build 2045, 2 tracks only Crossroads-Greendale. This Build case measures performance on the DC2RVA corridor with three main tracks from Alexandria to Crossroads, and two main tracks from Crossroads to Richmond Staples Mill Road Station. This case includes the new intercity passenger trains proposed by the DC2RVA Project. This case was not programmatically a component of the Service Development Plan, and has not been previously identified, but was incorporated in this refined operations analysis to satisfy FRA requests for operations simulation modeling that would support FRA’s issuance of the DEIS.

5.0 DELIVERABLES

The deliverables for the refined operations analysis consist of the following elements, as specified in Change Order Request CR-0007 – Additional Operations Simulation Modeling (v2) to Satisfy FRA Requests, dated April 11, 2017:

1. Passenger train endpoint on-time performance data for each case, as measured at Washington Union Station, Petersburg Station (for trains headed to/from Norfolk, North Carolina, Georgia, and Florida) and Richmond Main Street Station (for trains headed to/from Newport News and Richmond). This data is presented in Section 6.0.
2. Passenger train all stations on-time performance data for each case, as measured at passenger rail stations on the DC2RVA corridor between Washington Union Station and Petersburg Station. This data is presented in Section 6.0.
3. Freight train delay per 100 train miles data for each case, measured in the DC2RVA corridor only. This data is presented in Section 6.0.
4. Modified passenger train schedules modeled in the refined operations analysis.
5. A schematic depiction of the infrastructure modeled in the refined operations analysis.
6. A platform assignment plan. This plan was presented in Section 3.3.5.
7. An operations plan describing the platform assignments for each train, and the modified timetable. This operations plan is described in Section 3.3.4 and 3.3.5.

6.0 RESULTS

This section presents the results of the operations simulations for the refined operations analysis. The metrics that are reported are as follows:

For passenger trains:

- On-Time Performance by train type. The train types measured were:
  - Amtrak Long-Distance
  - Amtrak Regional and Interstate Corridor
  - All Amtrak Trains Aggregated
  - Virginia Railway Express

- Passenger train On-Time Performance is reported by endpoint and at all station stops

For freight trains:

- Minutes of Delay per 100 Train-Miles

Minutes of Delay per 100 Freight Train-Miles is calculated by the RTC operations simulation model as follows:

- Adding all of the train miles of all of the trains that operate during the model's statistical capture period
- Adding all of the minutes of delay of all of the trains that operate during the model's statistical capture period
- Dividing the total delay by total train miles divided by 100.
- Displayed as a formula:

$$\frac{\Sigma \text{ Delay}}{\Sigma \text{ Train Miles}/100}$$

- Delay for each freight train that operates during the model's statistical capture period is calculated by the RTC model as the difference between the run time of each freight train in an unimpeded case and each train's actual run time in the model.

The results achieved to date are summarized below for each of the cases in the refined operations analysis.

- Passenger train On-Time Performance in all cases except the No Build 2045 case exceeds 90% for both end-point and all-stations measurements.
- Freight train minutes of delay per 100 train-miles for the Build 2045 and Build 2045 2 tracks Ashland are less than freight train minutes of delay per 100 train-miles for the No Build 2045 case.
- Freight train minutes of delay per 100 train-miles for the Build 2045 2 tracks Ashland + MOW Outage case and the Build 2045 2 tracks Crossroads-Greendale case are more than freight train minutes of delay per 100-train miles for the No Build 2045 case.

During the Service Development Plan phase of the DC2RVA project, additional seeds of operations simulation cases for the preferred alternative will be dispatched to fulfill randomization requirements described in the DC2RVA Operations Modeling Methodology report dated January 2016.

No Build 2045

Passenger Train End-Point On-Time Performance

- Amtrak Long-Distance – 69.6
- Amtrak Regional and Interstate Corridor – 76.9
- All Amtrak trains aggregated – 73.3
- Virginia Railway Express – 97.0

Passenger Train All-Stations On-Time Performance

- Amtrak Long-Distance – 72.3
- Amtrak Regional and Interstate Corridor – 82.3
- All Amtrak trains aggregated – 78.7
- Virginia Railway Express – 99.7

Freight Train Minutes of Delay per 100 Train-Miles

- 30.8 minutes

Build 2045

Passenger Train End-Point On-Time Performance

- Amtrak Long-Distance – 95.8
- Amtrak Regional and Interstate Corridor – 93.0
- All Amtrak trains aggregated – 93.8
- Virginia Railway Express – 98.5

Passenger Train All-Stations On-Time Performance

- Amtrak Long-Distance – 94.9
- Amtrak Regional and Interstate Corridor – 96.7
- All Amtrak trains aggregated – 96.3
- Virginia Railway Express – 99.7

Freight Train Minutes of Delay per 100 Train-Miles

- 24.8

Build 2045, 2 tracks Ashland

Passenger Train End-Point On-Time Performance

- Amtrak Long-Distance – 97.2
- Amtrak Regional and Interstate Corridor – 93.0
- All Amtrak trains aggregated – 94.2
- Virginia Railway Express – 98.7

Passenger Train All-Stations On-Time Performance

- Amtrak Long-Distance – 95.5
- Amtrak Regional and Interstate Corridor – 96.8
- All Amtrak trains aggregated – 96.5
- Virginia Railway Express – 99.9

Freight Train Minutes of Delay per 100 Train-Miles

- 28.4

Build 2045, 2 tracks Ashland + MOW Outage

Passenger Train End-Point On-Time Performance

- Amtrak Long-Distance – 96.9
- Amtrak Regional and Interstate Corridor – 93.2
- All Amtrak trains aggregated – 94.3
- Virginia Railway Express – 94.1

Passenger Train All-Stations On-Time Performance

- Amtrak Long-Distance – 96.1
- Amtrak Regional and Interstate Corridor – 96.7
- All Amtrak trains aggregated – 96.6
- Virginia Railway Express – 98.9

Freight Train Minutes of Delay per 100 Train-Miles

- 31.2

Build 2045, 2 tracks only, Crossroads-Greendale

Passenger Train End-Point On-Time Performance

- Amtrak Long-Distance – 97.1
- Amtrak Regional and Interstate Corridor – 92.6
- All Amtrak trains aggregated – 93.9
- Virginia Railway Express – 97.9

Passenger Train All-Stations On-Time Performance

- Amtrak Long-Distance – 95.0
- Amtrak Regional and Interstate Corridor – 96.2
- All Amtrak trains aggregated – 95.9
- Virginia Railway Express – 99.5

Freight Train Minutes of Delay per 100 Train-Miles

- 42.2

MEMO

Date:	November 7, 2017
To:	Virginia Department of Rail and Public Transportation
From:	DC2RVA Project Team
Subject:	Results of Network-Wide Refined Operations Analysis Modeling to Estimate Potential Freight Delay Outside the DC2RVA Corridor

1.0 SUMMARY

This memorandum describes the results of a Network-Wide Refined Operations Analysis to Estimate Potential Freight Delay Outside the DC2RVA Corridor (Network-Wide Analysis) undertaken by the Virginia Department of Rail and Public Transportation (DRPT). This additional operations analysis was conducted to help inform DRPT's work on the Washington, D.C. to Richmond Southeast High Speed Rail Tier II Environmental Impact Statement and Service Development Plan (the DC2RVA Project) by estimating the potential for freight train delays outside of the DC2RVA corridor that could be attributable to the increases in passenger train frequency proposed by the DC2RVA Project.

Table 1 contains a summary of the modeling results from the Network-Wide Analysis operations simulations undertaken by DRPT.

Table 1: Summary of Modeling Results from Network-Wide Analysis Operations Simulation (averaged results from 5 randomized cases)

Case	DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Infrastructure Tested	No Build	3 Tracks south of Alexandria	3 Tracks south of Alexandria, except 2 tracks through Ashland	3 Tracks south of Alexandria, except 2 tracks through Ashland, and with 1 track out of service north of Fredericksburg	3 Tracks south of Alexandria, and 2 tracks south of Crossroads
Passenger Train Endpoint On-Time Performance, Petersburg to Washington Union Station					
Amtrak Long-Distance Intercity Passenger Train OTP	71.32%	96.64%	95.77%	95.49%	95.57%

Table 1: Summary of Modeling Results from Network-Wide Analysis Operations Simulation (averaged results from 5 randomized cases)

Case	DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Amtrak Regional and Interstate Corridor Intercity Passenger Train OTP	77.87%	91.41%	91.90%	90.88%	90.58%
Virginia Railway Express Commuter Train OTP	96.97%	97.82%	98.88%	96.39%	98.60%
Freight Train Delay Minutes per 100 Train-Miles, Network-Wide, by Train Type					
All Freight Trains (cumulative)	42.9	43.4	45.5	46.2	48.0
Expedited Intermodal Freight Trains	16.8	31.3	34.3	33.8	37.0
Intermodal (non-expedited) Freight Trains	21.3	32.0	32.4	35.1	36.5
Merchandise Freight Trains	48.0	38.6	40.7	41.1	42.9
All Other Freight Train Types	65.1	64.6	67.5	68.1	69.0
Number of Freight Trains Delayed per Day, by Number of Hours, Network-Wide					
1 Hour	38.3	43.3	43.7	44.0	44.8
2 Hours	21.7	23.9	25.4	25.8	26.9
3 Hours	13.1	13.1	13.9	14.3	15.4
4 Hours	8.3	7.2	8.2	7.9	9.0
5 Hours	5.3	4.2	4.9	4.9	5.4
6 Hours	3.6	2.4	3.1	3.2	3.5
7 Hours	2.4	1.5	2.0	2.4	1.9
8 Hours	1.7	1.0	1.3	1.7	1.3
9 Hours	1.1	0.7	0.9	1.1	1.0
10 Hours	0.8	0.5	0.5	0.8	0.7
Cumulative Freight Train Hours of Delay, Over 12 Days, Network-Wide					
Cumulative Hours of Delay	1,532.9	1,550.6	1,631.0	1,655.0	1,711.1
Number of Trains Recrewed per Day, Network-Wide					
Number of Trains Recrewed per Day	19.4	13.8	13.4	21.6	18.3

2.0 BACKGROUND AND PURPOSE

The DCRVA Project proposes to increase track capacity between Arlington and Centralia, Virginia, to improve passenger rail service frequency, reliability, and travel time in a corridor shared by increasing volumes of passenger, commuter, and freight rail traffic. The DC2RVA Project, undertaken by DRPT in cooperation with the Federal Railroad Administration (FRA), is part of the larger Southeast High Speed Rail (SEHSR) corridor, which extends from Washington, D.C. through Richmond and continues east to Hampton Roads (Norfolk and Newport News), VA and south to Raleigh, NC, and Charlotte, NC, and then continues west to Atlanta and south to Florida. The DC2RVA Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

Federal requirements established under the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) set performance requirements for federally supported passenger rail projects such as DC2RVA:

- Intercity passenger trains must achieve a 90 percent or better on-time performance, on average, every day.
- The Project cannot unreasonably impact existing and anticipated future freight and commuter trains.

These requirements must be met for 20 years from the day the project is implemented. For planning purposes, DRPT has assumed that the DC2RVA Project would be implemented in 2025, and therefore the PRIIA performance requirements must be met through 2045.

The intent of DRPT's additional Network-Wide Analysis was to use operations simulations (also known as operations modeling) to estimate the potential for freight train delays both within and beyond the DC2RVA corridor (i.e., "network-wide" delays) in the year 2045 that could be attributable to the increases in passenger train frequency proposed by the DC2RVA Project. This work was carried out by measuring the operational performance of CSXT freight trains throughout the DC2RVA Project's "modeled territory" (described below in Section 3.1) as well as passenger and commuter trains that use the DC2RVA corridor. Operational performance was measured under four different "build case" operations simulations previously agreed upon in past Refined Operations Analysis work conducted by DRPT for FRA, as well as a No Build case to which the four build case simulations would be compared. The five cases modeled in the Network-Wide Analysis consist of:

- **DC2RVA 2045 No Build**: The DC2RVA corridor infrastructure in this case consists of the No Build infrastructure identified in the DC2RVA DEIS.
- **DC2RVA 2045 Build**: The DC2RVA corridor infrastructure in this case consists of three main tracks from Alexandria to Richmond Staples Mill Road.
- **DC2RVA 2045 Build, 2 tracks Ashland**: The DC2RVA corridor infrastructure in this case has been identified in other documents as "3-2-3" and consists of three main tracks from Ashland to Richmond Staples Mill Road, except at Ashland, will have two main tracks.
- **DC2RVA 2045 Build, 2 tracks Ashland + Track Out of Service North (MOW Outage)**: The DC2RVA corridor infrastructure in this case consists of three main tracks from Alexandria to Richmond Staples Mill Road, except at Ashland, which would have two main tracks, and a randomly selected additional segment of approximately 10 miles in length between Alexandria and Crossroads representing a daytime maintenance-of-way outage, which would have two main tracks during the maintenance-of-way outage and three main tracks at other times.

- **DC2RVA 2045 Build, 2 tracks south of Crossroads**: The DC2RVA corridor infrastructure in this case consists of three main tracks from Alexandria to Crossroads, and two main tracks from Crossroads to Richmond Staples Mill Road.

Section 4.0 contains full descriptions of all cases modeled in the Network-Wide Analysis. For this work, "network-wide" performance estimates were defined as performance estimates of trains operating within the modeled territory described in Section 3.1. The four build cases tested in the Network-Wide Analysis simulations included a three-track infrastructure alternative previously analyzed for the Tier II Draft Environmental Impact Statement (DEIS) for the DC2RVA Project, as well as three other infrastructure alternatives that were identical to those developed for previous FRA Refined Operation Analysis simulations carried out between April and June of 2017 and described in a memo to FRA dated June 9, 2017 titled "Draft Results of DRPT's Refined Operations Analysis to Satisfy FRA Requests and Enable FRA Support for Issuance of the DC2RVA Project Tier II Draft Environmental Statement".

In the previous operations simulations work done for FRA, as summarized in the June 9, 2017, draft results report, freight train performance impacts were estimated within the 123-mile DC2RVA project area between Control Point RO in Arlington, VA (CSXT milepost CFP 110) and Centralia, VA (CSXT milepost A 11). Performance impacts were also assessed along a contiguous segment of the CSXT mainline rail corridor adjacent to and south of the DC2RVA Project Area between Centralia and Petersburg, VA (CSXT milepost A 22), as well as a contiguous segment of the CSXT mainline rail corridor adjacent to and north of the DC2RVA Project Area between Arlington, VA and Control Point Virginia in Washington, D.C. (CSXT milepost CFP 112.2) (See Figure 1.)

In the additional Network-Wide Analysis conducted by DRPT, freight train performance impacts were estimated across the larger "modeled territory," which included not only all of the trackage in the DC2RVA Project Area, but all of the trackage in the DC2RVA Modeling Limits, as defined in the "D.C. to Richmond Southeast High Speed Rail Operations Modeling Methodology" dated January 15, 2016 (see Figure 2).

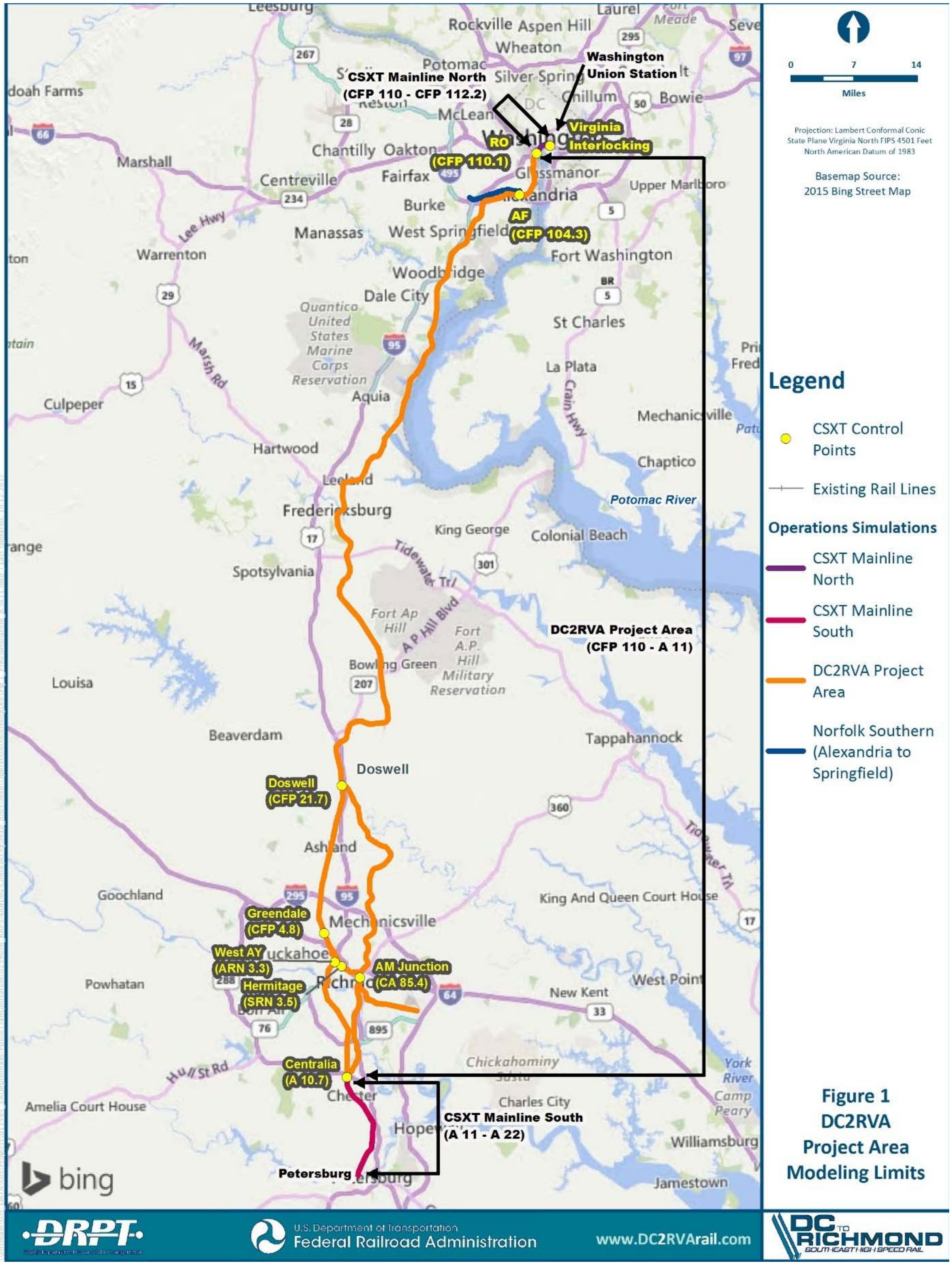
3.0 ASSUMPTIONS AND PARAMETERS

DRPT's additional Network-Wide Analysis work was conducted in August and September of 2017. The work was conducted using the same methodology, assumptions, and parameters used in the previous FRA Refined Operations Analysis modeling work conducted between April and June of 2017, and outlined in "Change Order Request CR-0007 – Additional Operations Simulation Modeling (v2) to Satisfy FRA Requests," dated April 11, 2017.

The most significant aspects of the operations simulation methodology, assumptions, and parameters used in the Network-Wide Analysis are outlined below.

3.1 Geographic Limits of the Modeled Territory

The modeled territory used to conduct the additional Network-Wide Analysis simulations encompasses all trackage in the DC2RVA Modeling Limits, as defined in the "D.C. to Richmond Southeast High Speed Rail Operations Modeling Methodology" dated January 15, 2016, as well as additional line segments subsequently added to the DC2RVA Modeling Limits at the request of host railroads during stakeholder review of the January 15, 2016, modeling methodology (see Figure 2).


CSXT Mainline North
(CFP 110 - CFP 112.2)
Washington
Union Station
Virginia
Interlocking
RO
(CFP 110.1)
AF
(CFP 104.3)
DC2RVA Project Area
(CFP 110 - A 11)
Doswell
(CFP 21.7)
Greendale
(CFP 4.8)
West AY
(ARN 3.3)
Hermitage
(SRN 3.5)
AM Junction
(CA 85.4)
Centralia
(A 10.7)
CSXT Mainline South
(A 11 - A 22)
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Potomac River
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Miles
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source:
2015 Bing Street Map
Legend
CSXT Control Points
Existing Rail Lines
Operations Simulations
CSXT Mainline North
CSXT Mainline South
DC2RVA Project Area
Norfolk Southern (Alexandria to Springfield)
bing
DRPT
U.S. Department of Transportation
Federal Railroad Administration
www.DC2RVArail.com
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Figure 1
DC2RVA
Project Area
Modeling Limits

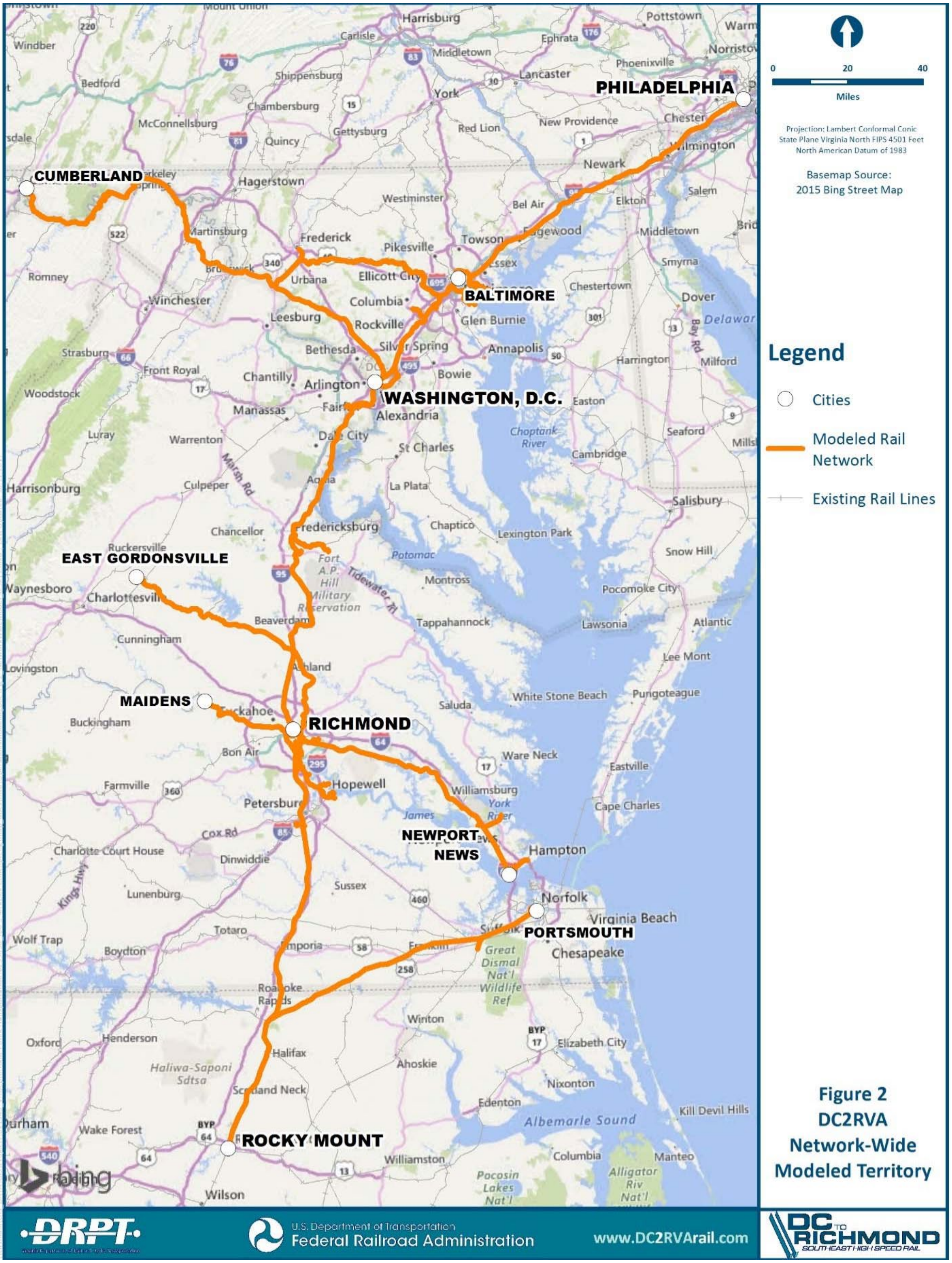

PHILADELPHIA
CUMBERLAND
BALTIMORE
WASHINGTON, D.C.
EAST GORDONSVILLE
MAIDENS
RICHMOND
NEWPORT NEWS
PORTSMOUTH
ROCKY MOUNT
0
20
40
Miles
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap Source:
2015 Bing Street Map
Legend
Cities
Modeled Rail Network
Existing Rail Lines
DRPT
U.S. Department of Transportation
Federal Railroad Administration
www.DC2RVArail.com
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Figure 2
DC2RVA
Network-Wide
Modeled Territory

"Network-wide" performance estimates are defined as performance estimates of trains operating within the modeled territory described in this section. The modeled territory used in the Network-Wide Analysis simulations consists of the following line segments:

- The DC2RVA project limits, which extend approximately 123 miles from RO, milepost (MP) CFP-110, in Arlington, VA south to the CSXT A-Line/S-Line junction at MP A-11 in Centralia, VA (Chesterfield County). Additional segments of the project include approximately 8.3 miles of the CSXT Peninsula Subdivision CA-Line from Beulah Road (MP CA-76.1) in Henrico County to AM Junction in the City of Richmond, the approximately 14.4-mile CSXT Bellwood Subdivision (S-Line) from Hermitage (SRN 3.5) in the City of Richmond to Centralia (S 10.9), and the approximately 26-mile BBRR from AM Junction to the CSXT RF&P Subdivision crossing (MP CA-111.8) in Doswell, VA.
- Amtrak Washington Terminal District from the limits of Washington Union Station south to CSXT-owned trackage at CP Virginia in Washington, D.C.
- BBRR Piedmont Subdivision between Doswell and control point Bob near East Gordonsville, VA.
- CSXT Philadelphia Subdivision between Philadelphia, PA and Bay View, MD.
- CSXT Baltimore Terminal Subdivision between Bay View, MD and St. Denis, MD.
- CSXT Capital Subdivision between St. Denis, MD and C Tower in Washington, D.C.
- CSXT Landover Subdivision between Landover, MD and Washington, D.C.
- CSXT Capital Subdivision Alexandria Branch between Riverdale Park, MD (JD Tower) and M Street in Washington, D.C.
- CSXT Metropolitan Subdivision between F Tower in Washington, D.C. and Weverton, MD.
- CSXT Cumberland Subdivision between Weverton, MD and the Mexico interlocking in Cumberland, MD.
- CSXT Cumberland Terminal Subdivision between the Mexico interlocking and Beall Street in Cumberland, MD.
- CSXT Old Main Line Subdivision between St. Denis, MD and Point of Rocks, MD.
- CSXT Old Main Line Subdivision Frederick Branch between Frederick Junction, MD and Frederick, MD.
- CSXT RF&P Subdivision between M Street in Washington, D.C. and control point RO in Arlington, VA.
- CSXT RF&P Subdivision Dahlgren Branch between Dahlgren Junction, VA and Sealston, VA.
- CSXT Peninsula Subdivision between Beulah Road in Henrico County, VA and Newport News, VA.
- CSXT Hopewell Subdivision between Bellwood, VA and Hopewell, VA.
- CSXT North End Subdivision between Centralia, VA and control point Charlie Baker in Rocky Mount, NC.

- CSXT South End Subdivision between control point Charlie Baker in Rocky Mount, NC and control point DI in Rocky Mount, NC.
- CSXT Portsmouth Subdivision between Weldon, NC and Portsmouth, VA.
- CSXT Rivanna Subdivision between Rivanna Jct. in Richmond, VA and Maidens, VA.
- NS Washington District between Alexandria, VA and Springfield, VA.

The modeled territory consists of 2,209 track-miles, of which the DC2RVA project limits represent approximately 15%.

3.2 Simulation Year

FRA requirements for the DC2RVA Project include demonstration through operations analysis (and specifically operations simulation) that the Project has provided sufficient railroad capacity to deliver the proposed passenger rail service and accommodate growth of freight rail service in an efficient and reliable multimodal rail corridor over a 20-year time horizon following the completion of the passenger project.

For the operations simulations performed in the additional Network-Wide Analysis, all cases were run for the simulation year of 2045. The year 2045 is the concluding year of the DC2RVA Project's 20-year planning horizon, based on the Project's proposed implementation year of 2025.

3.3 Infrastructure Assumptions

All infrastructure modifications made within the DC2RVA Project limits for the FRA Refined Operations Analysis simulations were also included in the subsequent Network-Wide Refined Operations Analysis simulations. These infrastructure changes were summarized in DRPT's memo to FRA dated June 9, 2017, and titled "Draft Results of DRPT's Refined Operations Analysis to Satisfy FRA Requests and Enable FRA Support for Issuance of the DC2RVA Project Tier II Draft Environmental Statement".

In addition, the Network-Wide Refined Operations Analysis to Estimate Potential Freight Delay Outside the DC2RVA Corridor simulations includes subsequent modifications to the DC2RVA infrastructure requested by FRA during a June 9, 2017, meeting with DRPT.

For the railroad subdivisions outside of the DC2RVA corridor included in the "network-wide" modeling (identified in Section 3.1), the following infrastructure modifications were made to the original infrastructure files provided by CSXT in 2015 for the DC2RVA Project's operations simulation work, in accordance with the DC2RVA Operations Modeling Methodology and the DC2RVA Tier II DEIS:

- For all cases modeled, including the No Build and all Build cases, infrastructure improvements associated with the DC2RVA "No Build" case were added. These improvements include:
  - Reconstruction of the Virginia Avenue Tunnel in Washington, D.C. to provide two mainline tracks on CSXT's RF&P Subdivision from control point M Street in Washington, D.C. southward to control point Jersey in Washington, D.C. (Construction work on this project is currently underway.)

  - Construction of additional track capacity in Washington, D.C. to provide four mainline tracks on CSXT's RF&P Subdivision from control point Virginia in Washington, D.C. southward to control point L'Enfant in Washington, D.C. This work also included the reconstruction of VRE's L'Enfant commuter rail station platform as an island platform between the two westernmost tracks of the subdivision, with platform edges to serve each track. (Construction work on this project has not begun, but is assumed to have occurred before the DC2RVA Project is implemented.)
  - Construction of additional track capacity across the Potomac River to provide four mainline tracks on CSXT's RF&P Subdivision from control point L'Enfant in Washington, D.C. to control point RO in Arlington, VA, the north end of the DC2RVA Project limits. (Construction work on this project has not begun, but is assumed to have occurred before the DC2RVA Project is implemented.)

- For all 2045 Build cases (only) modeled: Construction of additional track capacity in central Virginia identified in the Southeast High Speed Rail Richmond, VA to Raleigh, NC Tier II Final Environmental Impact Statement dated August 2015 to provide three mainline tracks on CSXT's North End Subdivision from Centralia, VA, the south end of the DC2RVA Project limits, to control point South Collier near Petersburg, VA. South Collier is the diverging point where SEHSR passenger trains using the reconstructed "S-Line" to and from North Carolina enter and exit the CSXT freight rail network in the modeled territory. (Construction work on this project has not begun, but is assumed to have occurred before the DC2RVA Project is implemented.)

3.4 Service Assumptions

3.4.1 DC2RVA Service Plan

The service plan tested in the additional Network-Wide Analysis was the same plan that was used in the previous FRA refined operations analysis simulations: the proposed DC2RVA Staples Mill Road/Main Street Station "Full Service" option, wherein Regional, Interstate Corridor, and Long Distance intercity passenger trains make station stops at both Richmond Staples Mill Road Station and Richmond Main Street Station.

This service plan incorporates the nine additional roundtrip intercity passenger trains proposed by the DC2RVA Project, which will operate in addition to the ten existing roundtrip intercity passenger trains currently providing service in the DC2RVA corridor and presumed to continue providing service in the No Build case and all Build Cases modeled. The nine additional roundtrip intercity passenger trains proposed by the DC2RVA Project consist of:

- Four new Interstate Corridor (SEHSR) roundtrip passenger trains operating between New York and Raleigh or Charlotte, NC, operating via the reconstructed "S-Line" south of Petersburg, VA. These trains will supplement the service provided by one existing Interstate Corridor roundtrip passenger operating via the CSXT "A-Line" (which was modeled in the No Build case and all Build cases).

- Five new Northeast Regional (SEHSR) roundtrip passenger trains operating between Boston, New York, or Washington and destinations in Virginia.

- Three of the new Northeast Regional (SEHSR) roundtrip passenger trains will operate to Norfolk. In addition, three existing roundtrip passenger trains operating between Washington and Norfolk were modeled in the No Build case and all Build cases.
- One new Northeast Regional (SEHSR) roundtrip passenger train will operate to Newport News. In addition, two existing roundtrip passenger trains operating between Washington and Newport News were modeled in the No Build case and all Build cases.
- One new Northeast Regional (SEHSR) roundtrip passenger train will operate between Washington and Richmond Main Street Station.

All Build cases also included the rerouting of one existing roundtrip Long Distance intercity passenger train south of Collier, VA, away from its current routing via CSXT's A-Line and onto the reconstructed S-Line to serve North Carolina.

Access between the two Richmond stations is provided by the DC2RVA Project's proposed East Acca Bypass passenger tracks. (The Auto Train would continue to operate as a nonstop service that does not make stops at either station, consistent with its existing operation. As it does today, the Auto Train was modeled using CSXT's A-Line between Richmond and Centralia.) Regional trains serving Richmond's Main Street Station bound to and from Newport News use the station's east side platform tracks, which provide the sole access to CSXT's Peninsula Subdivision linking Richmond and Newport News. Regional trains bound to and from Norfolk, as well as all Interstate Corridor and Long Distance passenger trains use the station's west side platform tracks, which are part of the CSXT S-Line linking Richmond and Centralia, VA, the southern end of the DC2RVA Project limits and the junction with CSXT's A-Line. The one roundtrip Regional train that originates/terminates at Main Street Station and lays over at the Brown Street Yard also uses the west side platform tracks.

In all cases, crew changes and baggage-handling services occur only at Richmond Staples Mill Road Station, and station dwell times that allow for these activities were incorporated into the passenger train schedules used in the Network-Wide Analysis simulations.

3.4.2 Maximum Speed

The maximum authorized speed of intercity passenger trains in the DC2RVA Corridor between Washington and Richmond, with the exception of the Auto Train, was increased from the existing 70 mph maximum to 90 mph, where feasible, in all Build cases.

3.4.3 Freight and Commuter Operations Modeled

The Network-Wide Analysis included the operation of freight trains and VRE commuter trains. Freight growth was projected using the existing CSXT growth methodology to year 2045. The 38 VRE commuter trains (19 round trips) proposed by the DC2RVA Project were modeled using schedules provided by VRE for the DC2RVA Project operations simulation work.

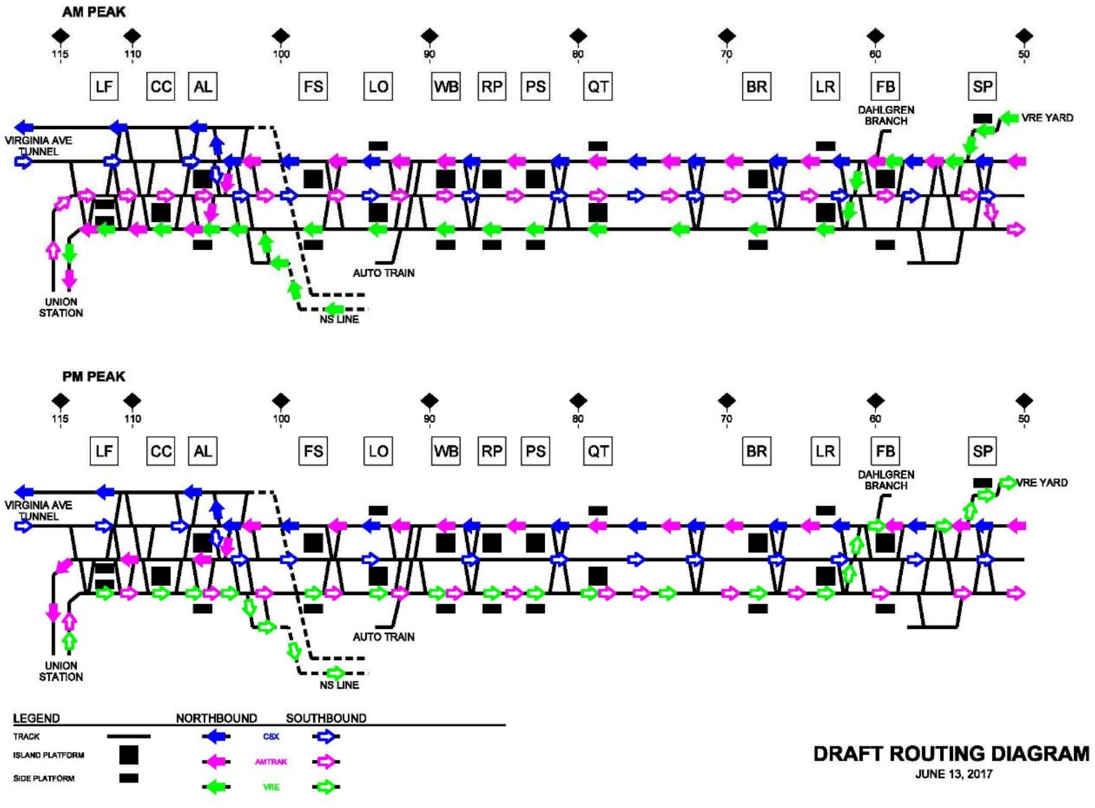
To further ensure representational operation of VRE commuter trains in the Network-Wide Analysis work, a station dwell time of 90 seconds for VRE station stops was programmed into the RTC software. The station dwell time used was provided by VRE.

3.4.4 Operations Plan: Platform Assignment Plan

For the Network-Wide Analysis, a representative station platform assignment plan for intercity passenger trains and commuter trains was used. DRPT had initially developed a station platform assignment plan for the previous FRA refined operations analysis. However, the station platform assignment plan used in the Network-Wide Analysis simulations included modifications to the original plan as requested by FRA during a meeting with DRPT on June 9, 2017.

This plan assigns each commuter train and passenger train to a specific platform at station stops. Settings selected in the RTC software instructed the software to incorporate the platform assignment plan into each operations simulation case. The platform assignment plan defines the primary platform assignments for intercity passenger trains and VRE commuter trains during the morning and evening peak commuter periods, when corridor train volumes can be predicted to be at their heaviest. The platform assignment plan encompasses the entire D2RVA corridor, from Washington through Spotsylvania and Richmond, to Centralia, for the morning and evening peak commuter periods.

Figures 3 and 4 below show the modified platform assignment plan, incorporating revisions requested by FRA on June 9, 2017. Figure 3 shows the corridor's northern half, between Washington and Spotsylvania, and Figure 4 shows the corridor's southern half, between Spotsylvania and Centralia.


AM PEAK
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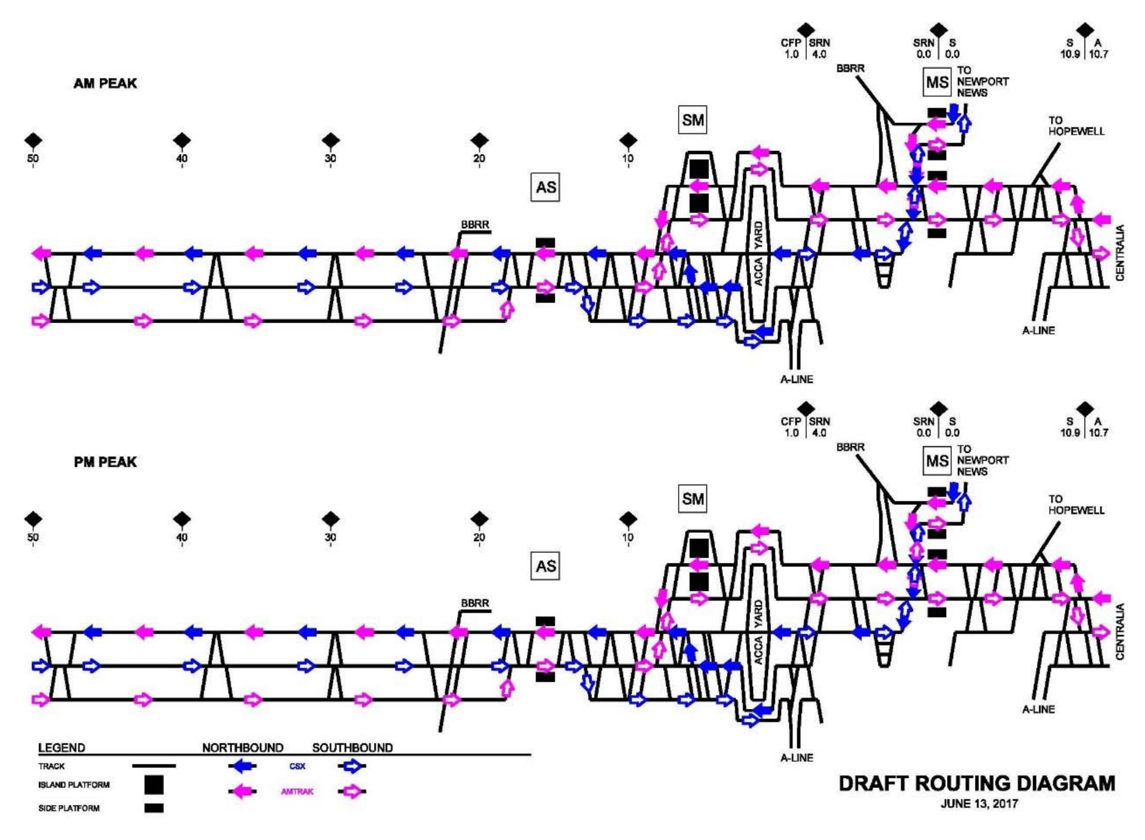
VIRGINIA AVE TUNNEL
UNION STATION
AUTO TRAIN
NS LINE
LEGEND
NORTHBOUND
SOUTHBOUND
TRACK
ISLAND PLATFORM
SIDE PLATFORM
CSX
AMTRAK
VRE
DRAFT ROUTING DIAGRAM
JUNE 13, 2017

Figure 3: Modified DC2RVA Refined Operations Analysis Platform Assignment Plan Washington-Spotsylvania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TO HOPEWELL
ACCA YARD
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LEGEND
NORTHBOUND
SOUTHBOUND
TRACK
ISLAND PLATFORM
SIDE PLATFORM
CSX
AMTRAK
DRAFT ROUTING DIAGRAM
JUNE 13, 2017

Figure 4: Modified Refined Operations Analysis Platform Assignment Plan Spotsylvania-Centralia

In the platform assignment plan used for the morning peak commuter period, VRE commuter trains used Main Track 1 (the easternmost track) between Crossroads and Dahlgren Junction and Main Track 3 (the westernmost track) between Dahlgren Junction and CP Virginia in Washington, D.C. Manassas Line VRE trains joining the corridor at AF interlocking in Alexandria also used Track 3 north to CP Virginia. Northbound intercity passenger trains and freight trains used Main Track 1 between Crossroads and CP Virginia, although Main Track 3 was utilized as an alternate track for northbound passenger trains provided VRE trains were not delayed. Southbound intercity passenger trains and freight trains used Main Track 2 between CP Virginia and Spotsylvania.

In the platform assignment plan used for the evening peak commuter period, VRE commuter trains used Main Track 3 between CP Virginia and Dahlgren Junction and Main Track 1 between Dahlgren Junction and Crossroads. Manassas Line VRE trains also used Track 3 from CP Virginia to AF interlocking in Alexandria where they departed the corridor toward Manassas. Southbound intercity passenger trains also used Track 3 between CP Virginia and Crossroads, although Main Track 2 was utilized as an alternate track for southbound passenger trains when conflicts with freight trains could be minimized. Southbound freight trains used Main rack 2. Northbound intercity passenger trains and freight trains used Main Track 1 between CP Virginia and Spotsylvania.

In the Richmond area, the platform assignment plan for the two Richmond stations during both the morning and evening allows for passenger trains operating on the S-Line between Staples Mill Road and AM Junction (near Main Street Station) to operate on the two eastern tracks of the three-main-track S-Line, which provides a direct, non-diverging route for passenger trains between the S-Line and the Acca Yard East Bypass passenger tracks. Northbound freight trains from Fulton Yard operating on the S-Line to Acca Yard make a direct, non-diverging move through AM Junction to reach the westernmost of the S-Line's three main tracks, which provides a direct, non-diverging northward route to Acca Yard.

3.4.5 Operations Plan: Revised Operations Analysis Conceptual Schedule

Passenger train running times and recovery times between Washington Union Station and Petersburg Station in the Network-Wide Analysis simulations were identical to those developed for the previous FRA refined operations analysis simulations. These schedules had been modified from the initial DC2RVA conceptual schedule included in the DEIS to enable trains to achieve an all-stations and end-to-end on-time performance at a sufficient margin above 90%, such that the performance could be considered likely to be achieved in normal real-world operation of the DC2RVA corridor under the revised corridor infrastructure and platform assignment plan incorporated into the FRA refined operations analysis simulation work. Details of the train schedule and running time modifications developed for this work were summarized in DRPT's memo to FRA dated June 9, 2017, and titled "Draft Results of DRPT's Refined Operations Analysis to Satisfy FRA Requests and Enable FRA Support for Issuance of the DC2RVA Project Tier II Draft Environmental Statement".

3.4.6 Performance Metrics and Thresholds

The performance estimates of passenger trains and commuter trains in DRPT's additional Network-Wide Analysis were measured against on-time performance standards for intercity passenger rail service developed by FRA and Amtrak in accordance with Section 207 of the Passenger Rail Investment and Improvement Act (PRIIA). In all cases, passenger trains tested in the operations simulation were assumed to arrive into the modeled territory not more than 15 minutes late, using a triangular distribution of late departure from Washington Union Station or late arrival at Petersburg.

On-time performance estimates for passenger and commuter trains were measured as follows:

- End-to-end (endpoint) on-time performance was measured between Washington Union Station in Washington, D.C. and Petersburg Station, VA, for passenger trains operating between Washington and Norfolk, North Carolina, or Georgia/Florida. Endpoint on-time performance was measured between Washington Union Station and Richmond Main Street Station for passenger trains operating between Washington and Newport News or Richmond. Endpoint on-time performance was measured between Washington Union Station and Spotsylvania station for VRE commuter trains. Endpoint on-time performance was measured as the percentage of times a train arrived at its endpoint terminal more than 10 minutes after its scheduled arrival time. The endpoint on-time performance threshold for passenger trains and commuter trains in the model was 90%.

Endpoint on-time performance estimates were measured for three different passenger train types:

- Amtrak Long Distance intercity passenger trains

- Amtrak Regional and Interstate Corridor intercity passenger trains
- Virginia Railway Express commuter trains

The performance estimates for freight trains in the Network-Wide Analysis were measured across the entire 2,209-track-mile modeled territory between Philadelphia, PA, Cumberland, MD, Newport News, VA, and Rocky Mount, NC, plus connecting lines, as described in Section 3.1. Specific freight train performance estimated assessed during the simulations included:

1. Freight train delay minutes per 100 train-miles, by train type, network-wide
2. Number of freight trains delayed per day, by number of hours, network-wide
3. Cumulative freight train hours of delay, over 12 days, network-wide
4. Number of freight trains recrewed per day due to Hours of Service, network-wide
5. Hours of total freight train delay, by location, where total train delays exceeded 3 hours in the 12-day model period, network-wide

4.0 OPERATIONS SIMULATION CASES

Four operations simulation Build cases were tested utilizing the DRPT recommended corridor alternative that provides Full Service to both Richmond Staples Mill Road and Main Street Stations. The four cases were modeled for the Year 2045 Full-Build (Horizon Year) incorporating the additional infrastructure changes, service changes, assumptions, and parameters described in Section 3.

All of the operations simulation cases performed as part of DRPT's Network-Wide Analysis were conducted in the same modeled territory between Philadelphia, PA, Cumberland, MD, Newport News, VA, and Rocky Mount, NC, plus connecting lines, as described in Section 3.1. All cases had a common track configuration throughout the modeled territory, except within the DC2RVA corridor where different infrastructure alternatives were tested in different cases, as described below. All cases were dispatched with the infrastructure modifications between Washington and Centralia that were described in Section 3.4. The only exceptions to the use of a common infrastructure in this operations analysis are described below, when a simulation case required a specific modification to the common infrastructure. The following cases were developed and tested.

DC2RVA 2045 No Build. This case measured network-wide freight train performance with the No Build infrastructure on the DC2RVA corridor, as described in the DC2RVA DEIS, and did not include the new intercity passenger trains proposed by the DC2RVA Project.

DC2RVA 2045 Build. This Build case measured network-wide freight train performance with three main tracks on the DC2RVA corridor from Alexandria to Richmond Staples Mill Road Station. This case included the new intercity passenger trains proposed by the DC2RVA Project.

DC2RVA 2045 Build, 2 tracks Ashland. This Build case measured network-wide freight train performance with three main tracks on the DC2RVA corridor from Alexandria to Richmond Staples Mill Road Station with the exception of a two-track segment through Ashland. The northern and southern limits of the two-main-track section through Ashland encompass a distance of approximately 2.01 miles, from a proposed interlocking north of Vaughan Road at milepost CFP 15.75 to a proposed interlocking south of Ashcake Road at milepost CFP 13.74. This case included the new intercity passenger trains proposed by the DC2RVA Project.

DC2RVA 2045 Build, 2 tracks Ashland + Track Out of Service North (MOW Outage). This Build case measured network-wide freight train performance with three main tracks on the DC2RVA corridor from Alexandria to Richmond Staples Mill Road Station with the exception of a two-track segment through Ashland, plus a randomly selected additional two-track segment of approximately 10 miles in length between Alexandria and Crossroads, in order to test the response of the network to a simulated maintenance-of-way outage. In this case, the two-main-track section through Ashland was identical to the one used in Case 2. In addition, a track outage was added to the corridor on Main Track 2 between North Possum Point (CFP 81.3) and Arkendale (CFP 72.1), a distance of 9.2 miles. This outage restricted trains from using Main Track 2 for a period of 7 hours, from 9:00 a.m. to 4:00 p.m., for all of the days modeled. This case included the new intercity passenger trains proposed by the DC2RVA Project.

DC2RVA 2045 Build, 2 tracks south of Crossroads. This Build case measured network-wide freight train performance with three main tracks on the DC2RVA corridor from Alexandria to Crossroads, and two main tracks from Crossroads to Richmond Staples Mill Road Station. This case included the new intercity passenger trains proposed by the DC2RVA Project.

5.0 RESULTS

This section presents the results of the Network-Wide Analysis conducted by DRPT. "Network-wide" performance estimates are defined as performance estimates for trains operating within the modeled territory described in Section 3.1. The metrics that are reported are as follows:

For passenger trains:

- Endpoint On-Time Performance by train type, between Petersburg and Washington Union Station (averaged results from 5 randomized cases).
- The passenger train types measured were:
  - Amtrak Long-Distance Intercity Passenger Trains
  - Amtrak Regional and Interstate Corridor Intercity Passenger Trains
  - Virginia Railway Express Commuter Trains

For freight trains:

- Minutes of Delay per 100 Train-Miles, Network-Wide (averaged results from 5 randomized cases)
- Number of Freight Trains Delayed per Day, by Number of Hours, Network-Wide (averaged results from 5 randomized cases)
- Cumulative Freight Train Hours of Delay, Over 12 Days, Network-Wide (averaged results from 5 randomized cases)
- Number of Freight Trains Recrewed per Day due to Hours of Service, Network-Wide (averaged results from 5 randomized cases)
- Hours of Total Train Delay, by Location, Where Total Train Delays Exceed 3 Hours in the 12-Day Model Period, Network-Wide (averaged results from 5 randomized cases)

- The freight train types measured were:
  - All Freight Trains (cumulative); the All Freight Trains category is a weighted average of all freight train types
  - Expedited Intermodal Freight Trains
  - Intermodal (non-expedited) Freight Trains
  - Merchandise Freight Trains
  - All Other Freight Train Types

Note that Minutes of Delay per 100 Freight Train-Miles is calculated by the RTC operations simulation model as follows:

- Adding all of the train miles of all of the trains that operate during the model's statistical capture period
- Adding all of the minutes of delay of all of the trains that operate during the model's statistical capture period
- Dividing the total delay by total train miles divided by 100.
- Displayed as a formula:

$$\frac{\Sigma \text{ Delay}}{\Sigma \text{ Train Miles}/100}$$

- Delay for each freight train that operates during the model's statistical capture period is calculated by the RTC model as the difference between the run time of each freight train in an unimpeded case to each train's actual run time in the model.

Passenger Train On-Time Performance

Table 2 shows the passenger train endpoint on-time performance in each case.

Table 2: Passenger train endpoint on-time performance, Petersburg to Washington Union Station (averaged results from 5 randomized cases)

CASE	DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2	Late Tolerance
Infrastructure Tested	No Build	3 Tracks south of Alexandria	3 Tracks south of Alexandria, except 2 tracks through Ashland	3 Tracks south of Alexandria, except 2 tracks through Ashland, and with 1 track out of service north of Fredericksburg	3 Tracks south of Alexandria, and 2 tracks south of Crossroads	
Amtrak Long-Distance Intercity Passenger Train OTP	71.32%	96.64%	95.77%	95.49%	95.57%	15 minutes
Amtrak Regional and Interstate Corridor Intercity Passenger Train OTP	77.87%	91.41%	91.90%	90.88%	90.58%	10 minutes
Virginia Railway Express Commuter Train OTP	96.97%	97.82%	98.88%	96.39%	98.60%	5 minutes

Freight Train Delay Minutes per 100 Train-Miles

Table 3 shows the freight train delay minutes per 100 train-miles, network-wide, incurred by five different freight train types in each case.

Table 3: Freight Train Delay Minutes per 100 Train-Miles, Network-Wide (averaged results from 5 randomized cases)

CASE	DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Infrastructure Tested	No Build	3 Tracks south of Alexandria	3 Tracks south of Alexandria, except 2 tracks through Ashland	3 Tracks south of Alexandria, except 2 tracks through Ashland, and with 1 track out of service north of Fredericksburg	3 Tracks south of Alexandria, and 2 tracks south of Crossroads
All Freight Trains (cumulative)	42.9	43.4	45.5	46.2	48.0
Expedited Intermodal Freight Trains	16.8	31.3	34.3	33.8	37.0
Intermodal (non-expedited) Freight Trains	21.3	32.0	32.4	35.1	36.5
Merchandise Freight Trains	48.0	38.6	40.7	41.1	42.9
All Other Freight Train Types	65.1	64.6	67.5	68.1	69.0

*Note: The All Freight Trains category is a weighted average of all freight train types

Number of Freight Trains Delayed per Day, by Number of Hours

Table 4 shows the number of freight trains delayed per day, by number of hours, within the entire modeled territory (network-wide) in each case.

Table 4: Number of Freight Trains Delayed per Day, by Number of Hours, Network-Wide (averaged results from 5 randomized cases)

CASE	DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Infrastructure Tested	No Build	3 Tracks south of Alexandria	3 Tracks south of Alexandria, except 2 tracks through Ashland	3 Tracks south of Alexandria, except 2 tracks through Ashland, and with 1 track out of service north of Fredericksburg	3 Tracks south of Alexandria, and 2 tracks south of Crossroads
Train Delay Per Day					
1 Hour	38.3	43.3	43.7	44.0	44.8

Table 4: Number of Freight Trains Delayed per Day, by Number of Hours, Network-Wide (averaged results from 5 randomized cases)

CASE	DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
2 Hours	21.7	23.9	25.4	25.8	26.9
3 Hours	13.1	13.1	13.9	14.3	15.4
4 Hours	8.3	7.2	8.2	7.9	9.0
5 Hours	5.3	4.2	4.9	4.9	5.4
6 Hours	3.6	2.4	3.1	3.2	3.5
7 Hours	2.4	1.5	2.0	2.4	1.9
8 Hours	1.7	1.0	1.3	1.7	1.3
9 Hours	1.1	0.7	0.9	1.1	1.0
10 Hours	0.8	0.5	0.5	0.8	0.7

Cumulative Freight Train Hours of Delay, Over 12 Days

Table 5 summarizes the cumulative hours of delay incurred by freight trains, network-wide, over a 12-day model run in each case.

Table 5: Cumulative Freight Train Hours of Delay, Over 12 Days, Network-Wide (averaged results from 5 randomized cases)

CASE	DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Infrastructure Tested	No Build	3 Tracks south of Alexandria	3 Tracks south of Alexandria, except 2 tracks through Ashland	3 Tracks south of Alexandria, except 2 tracks through Ashland, and with 1 track out of service north of Fredericksburg	3 Tracks south of Alexandria, and 2 tracks south of Crossroads
Cumulative Hours of Delay	1,532.9	1,550.6	1,631.0	1,655.0	1,711.1

Number of Trains Recrewed per Day Due to Hours of Service

When a freight train crew reaches its federally regulated 12-hour on-duty time (known as hours of service), the train crew must cease operation and the freight train must be stopped until a new crew arrives. Table 6 shows the average number of trains that had to be recrewed per day, network-wide, in each case, in the 12-day model period, because a train crew exceeded its on-duty time.

Table 6: Numbers of Trains Recrewed per Day Due to Hours of Service, Network-Wide (averaged results from 5 randomized cases)

CASE	DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Infrastructure Tested	No Build	3 Tracks south of Alexandria	3 Tracks south of Alexandria, except 2 tracks through Ashland	3 Tracks south of Alexandria, except 2 tracks through Ashland, and with 1 track out of service north of Fredericksburg	3 Tracks south of Alexandria, and 2 tracks south of Crossroads
Number of Trains Recrewed per Day	19.4	13.8	13.4	21.6	18.3

Hours of Total Train Delay, By Location, Where Total Train Delay Exceeds 3 Hours in the 12-Day Model Period

Table 7 shows the hours of total freight train delay, by location (identified by subdivision and milepost), network-wide, where total freight train delay exceeds 3 hours in the 12-day model period. Delays were recorded by subdivision and field milepost. Freight train delays of more than 3 hours were recorded at 203 distinct locations, as seen in the table below. In 21 instances at eight different locations, freight trains experienced total delays exceeding 24 hours over the 12-day model period, including at Newport News (Peninsula Subdivision, milepost 11.75) where total train delays ranged between 4 days and 6 days.

Table 7: Hours of Total Train Delay, by Location, where Total Train Delay Exceeds 3 Hours in the 12-Day Model Period, Network-Wide (averaged results from 5 randomized cases)

CASE		DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Infrastructure Tested		No Build	3 Tracks south of Alexandria	3 Tracks south of Alexandria, except 2 tracks through Ashland	3 Tracks south of Alexandria, except 2 tracks through Ashland, and with 1 track out of service north of Fredericksburg	3 Tracks south of Alexandria, and 2 tracks south of Crossroads
Subdivision	**Field Milepost**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**
Baltimore Terminal	1.71	00:05:49:39	00:05:33:49	00:05:24:51	00:06:14:17	00:05:27:25
Baltimore Terminal	2.15			00:04:43:09		

Table 7: Hours of Total Train Delay, by Location, where Total Train Delay Exceeds 3 Hours in the 12-Day Model Period, Network-Wide (averaged results from 5 randomized cases)

CASE		DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Subdivision	**Field Milepost**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**
Baltimore Terminal	3.825	00:12:44:51	00:11:57:02	00:13:51:08	00:15:25:48	00:15:36:14
Baltimore Terminal	6.525	00:04:23:22				
Baltimore Terminal	89.725	00:05:55:11	00:04:01:58		00:04:14:30	00:04:34:14
Baltimore Terminal	89.85	00:17:33:19	00:17:01:04	00:17:21:24	00:16:08:34	00:22:33:44
Baltimore Terminal	91.69	00:04:06:06			00:03:16:51	00:03:52:36
Baltimore Terminal	93.66	00:09:26:55	00:10:55:59	00:10:57:50	00:09:25:44	00:09:16:52
Baltimore Terminal	94.65	00:06:40:33	00:03:37:20			
Bellwood	0.41	00:06:47:38				
Bellwood	0.625				00:03:25:50	
Bellwood	1.24				00:04:50:20	
Bellwood	1.26				00:03:20:32	
Bellwood	1.96	00:03:29:12				
Bellwood	3.04	00:06:15:29				
Bellwood	3.20		00:04:39:07	00:04:20:12	00:04:07:14	
Bellwood	5.02	00:08:24:57	00:03:54:27		00:05:29:49	
Bellwood	7.16	00:05:26:42				
Bellwood	10.46				00:04:38:34	
Bellwood	10.75	00:0:10:15				
Capital	10.67		00:06:35:10	00:06:58:26	00:10:11:11	00:05:19:40
Capital	13.275		00:03:35:43	00:05:30:40	00:05:36:34	00:05:21:06
Capital	15.925	00:03:24:08	00:05:59:02	00:04:08:54		00:03:26:42
Capital	16.00	00:03:40:53				

Table 7: Hours of Total Train Delay, by Location, where Total Train Delay Exceeds 3 Hours in the 12-Day Model Period, Network-Wide (averaged results from 5 randomized cases)

CASE		DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Subdivision	**Field Milepost**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**
Capital	19.45		00:03:09:56			
Capital	32.55	00:03:34:45				
Capital	33.65	00:14:57:21	00:05:56:57	00:05:37:45	00:07:11:33	00:07:48:16
Capital	114.825	00:03:26:41				00:03:15:29
Capital	117.40	00:06:50:20	00:04:19:08	00:04:45:47	00:04:23:41	00:06:27:33
Capital	118.55	00:11:03:22	00:04:18:04	00:05:29:21	00:04:48:43	00:04:35:42
Capital	120.45				00:03:04:16	
Cumberland	81.89			00:04:26:43	00:03:48:20	
Hopewell	7.575	00:03:14:40				
Hopewell	8.80	00:03:38:05				
Hopewell	10.59	00:04:02:21	00:07:10:31	00:07:57:11	00:08:18:20	00:08:52:38
Hopewell	11.88	00:03:21:36				
Hopewell	13.10				00:03:15:56	
James River	5.46	00:03:26:12				
Metropolitan	36.90			00:05:16:44		
Metropolitan	39.05			00:05:26:51		
Metropolitan	42.50	00:03:19:33				
Metropolitan	68.825	00:06:19:21				
Metropolitan	70.80	00:07:27:05				
Metropolitan	71.50	00:03:32:55				
Metropolitan	72.875	00:09:20:26				
Metropolitan	75.175				00:04:17:36	
Metropolitan	75.20		00:04:09:59		00:03:07:59	
Metropolitan	75.45	00:04:10:21			00:10:20:21	
Metropolitan	75.525	00:06:00:46				
Metropolitan	75.825			00:03:06:00		

Table 7: Hours of Total Train Delay, by Location, where Total Train Delay Exceeds 3 Hours in the 12-Day Model Period, Network-Wide (averaged results from 5 randomized cases)

CASE		DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Subdivision	**Field Milepost**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**
Metropolitan	77.18				00:10:43:21	
North End	1.19				00:03:51:42	
North End	3.30	00:07:00:45	00:03:47:07	00:03:01:23	00:03:37:51	00:03:50:48
North End	3.82				00:04:35:12	
North End	5.575	00:03:27:09			00:05:21:50	00:04:14:29
North End	8.12				00:08:42:45	
North End	8.70				00:03:08:30	
North End	9.33			00:03:18:51	00:11:10:44	00:05:19:23
North End	13.13		00:06:40:16	00:07:53:39	00:08:59:51	00:04:02:36
North End	14.95		00:04:16:16	00:03:47:28		
North End	18.20	00:03:30:37				
North End	20.65				00:03:21:18	
North End	22.97	00:10:18:53	00:10:28:54	00:10:34:33	00:11:06:22	00:09:54:37
North End	26.65	01:05:42:52	00:04:23:35	00:03:12:52	00:09:00:45	00:09:32:54
North End	26.85				00:09:34:36	
North End	28.70		00:05:32:00	00:05:31:18	00:05:53:27	00:04:22:52
North End	28.725	00:06:32:42	00:08:01:35	00:07:38:13	00:08:59:42	00:08:35:09
North End	28.80				00:04:11:24	00:03:00:04
North End	29.95				00:04:32:00	00:05:53:10
North End	31.13	00:12:48:44				
North End	32.36		00:03:19:29			
North End	33.63			00:04:43:19	00:07:47:05	00:06:44:57
North End	34.88		00:03:04:27	00:05:02:04	00:04:17:09	00:07:40:38
North End	36.89		00:08:06:05	00:07:46:55	00:09:54:26	00:11:30:02
North End	37.84	00:03:35:31	00:11:06:05	00:08:32:10	00:10:10:47	00:13:51:56
North End	40.53			00:05:12:13	00:03:30:46	00:04:37:11

Table 7: Hours of Total Train Delay, by Location, where Total Train Delay Exceeds 3 Hours in the 12-Day Model Period, Network-Wide (averaged results from 5 randomized cases)

CASE		DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Subdivision	**Field Milepost**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**
North End	41.37	00:07:37:25	00:17:29:15	00:20:53:28	00:23:28:44	01:02:20:17
North End	42.11	00:16:24:47	01:02:47:20	01:00:03:32	01:02:28:58	01:02:23:15
North End	51.17	00:12:00:02	00:12:57:20	00:12:50:14	00:15:47:13	00:12:51:17
North End	56.36			00:03:29:08		00:03:20:47
North End	57.67	00:04:46:03	00:13:19:37	00:10:09:55	00:08:35:27	00:14:54:52
North End	57.82	00:11:02:34	00:19:26:25	00:22:05:13	00:17:08:16	00:16:40:49
North End	64.65	00:13:47:30	00:21:01:23	00:19:59:06	00:21:20:37	00:18:27:09
North End	67.825		00:08:12:22	00:11:10:31	00:06:54:37	00:07:03:20
North End	67.875		00:06:16:25	00:08:32:09	00:05:07:45	00:04:37:52
North End	68.76		00:05:47:06	00:05:47:40		00:05:20:10
North End	71.87		00:06:29:34	00:04:55:46	00:05:57:07	00:05:26:58
North End	73.31	00:03:46;49	00:05:08:06		00:03:31:46	
North End	74.05	00:08:03:29	00:08:47:01	00:07:39:14	00:08:26:51	00:07:05:13
North End	76.93	00:04:03:34				
North End	78.59	00:10:16:02	00:20:59:20	00:19:29:41	00:17:56:30	00:18:08:51
North End	80.37			00:03:30:57		
North End	81.79	00:06:31:00	00:07:34:38	00:09:26:15	00:10:09:55	00:09:26:20
North End	81.89		00:03:49:01	00:04:18:54	00:03:41:16	00:05:11:34
North End	84.80	00:06:30:21	00:10:20:28	00:09:45:55	00:09:21:20	00:09:45:44
North End	85.95		00:04:03:37	00:06:27:05		00:05:11:57
North End	86.40	00:05:22:43	00:07:48:59	00:09:56:56	00:08:08:51	00:10:35:38
North End	86.525	00:03:03:11	00:04:04:05	00:04:19:21	00:04:48:04	00:05:54:06
North End	88.90	00:20:51:25	01:04:46:42	01:04:16:15	01:05:13:02	01:06:49:39
North End	97.34	00:17:20:22	01:00:48:49	01:07:02:11	01:01:16:14	01:05:34:58
North End	97.64		00:03:37:23	00:04:40:16	00:04:08:22	
North End	99.00			00:04:03:00	00:03:17:33	

Table 7: Hours of Total Train Delay, by Location, where Total Train Delay Exceeds 3 Hours in the 12-Day Model Period, Network-Wide (averaged results from 5 randomized cases)

CASE		DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Subdivision	**Field Milepost**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**
North End	100.65			00:03:41:30		
North End	100.78		00:04:12:26	00:03:16:35	00:03:07:59	00:03:13:05
North End	101.08	00:03:58:29	00:05:10:29	00:05:52:32	00:06:48:15	00:04:47:56
North End	101.21		00:05:01:29	00:04:46:13	00:05:26:10	00:03:14:13
North End	101.31			00:07:15:01	00:04:54:25	00:04:13:35
North End	102.49			00:03:56:20		00:03:41:00
North End	104.98			00:04:52:59	00:04:05:21	
North End	105.05	00:09:03:32	00:12:35:14	00:14:32:29	00:11:05:00	00:14:34:17
North End	107.02			00:03:07:07		
North End	112.07	00:14:17:31	00:20:45:14	00:21:15:46	00:17:55:23	01:00:51:13
North End	115.90	00:03:20:44				00:03:24:44
North End	116.025	00:04:50:51		00:03:50:36		
North End	118.62	00:06:35:31				
Peninsula	11.75	04:11:09:48	05:08:35:46	05:11:33:33	05:05:19:46	05:11:39:36
Peninsula	13.75	00:04:01:57	00:08:10:16	00:08:50:23	00:07:01:13	00:09:56:56
Peninsula	14.025			00:03:01:13		
Peninsula	22.50	00:03:09:02	00:03:35:36	00:05:08:44	00:04:29:21	00:04:10:14
Peninsula	42.96			00:03:58:55		
Peninsula	58.66		00:04:31:12	00:05:09:54	00:03:09:41	00:04:57:47
Peninsula	76.16		00:03:30:39	00:04:09:27		
Peninsula	81.25			00:03:21:17		
Peninsula	82.85	00:08:27:36	00:18:43:22	00:18:56:28	01:06:26:57	00:15:11:31
Peninsula	82.875	00:03:08:54		00:03:31:02	00:06:54:14	00:10:55:19
Peninsula	82.90	00:05:29:10				
Peninsula	83.025	00:09:56:23	00:07:38:16	00:04:09:49	00:07:03:14	00:08:01:35
Peninsula	83.05			00:03:56:29		00:03:26:00

Table 7: Hours of Total Train Delay, by Location, where Total Train Delay Exceeds 3 Hours in the 12-Day Model Period, Network-Wide (averaged results from 5 randomized cases)

CASE		DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Subdivision	**Field Milepost**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**
Peninsula	83.075	00:05:42:23	00:03:28:53	00:04:28:30	00:04:59:33	
Peninsula	83.25	00:11:24:58	00:05:33:28	00:03:14:10	00:08:28:06	00:03:22:42
Peninsula	83.325		00:06:12:17	00:06:34:24	00:06:06:23	00:06:25:16
Peninsula	84.325	00:04:41:01				
Philadelphia	1.36	00:09:00:47				
Philadelphia	4.72	00:11:19:54	00:05:57:49	00:09:16:16	00:06:23:18	00:06:11:49
Philadelphia	11.87	00:04:55:04	00:03:39:02			
Philadelphia	13.725	00:10:26:13	00:10:54:26	00:10:53:38	00:08:42:38	00:07:44:37
Philadelphia	27.30	00:09:49:53	00:07:23:52	00:08:11:22	00:07:15:27	00:06:05:49
Philadelphia	29.29	00:13:04:49	00:05:27:40	00:06:28:57	00:07:41:02	00:07:45:24
Philadelphia	41.56	00:09:44:50	00:05:12:07	00:04:12:54	00:05:33:46	00:06:06:31
Philadelphia	43.62	00:08:26:55	00:07:04:28	00:09:39:40	00:07:48:25	00:10:27:42
Philadelphia	54.50	00:07:25:05	00:03:05:47	00:03:40:54	00:03:17:43	00:04:14:57
Philadelphia	56.50	00:17:23:17	00:11:49:53	00:14:24:04	00:17:36:36	00:14:44:09
Philadelphia	70.29	00:08:15:26	00:05:44:44	00:06:03:18	00:06:39:14	00:06:19:35
Philadelphia	72.24	00:20:42:22	00:16:54:01	00:16:25:07	00:16:04:33	00:21:02:44
Philadelphia	84.54	00:11:02:00	00:04:44:13	00:06:14:07	00:06:42:45	00:06:44:39
Philadelphia	88.30	00:03:17:04				
Philadelphia	89.20	00:03:03:52				
Portsmouth	3.00	00:03:25:42				
Portsmouth	3.60				00:06:53:35	
Portsmouth	14.00		00:03:37:08	00:05:09:52	00:04:29:29	00:03:09:27
Portsmouth	15.07			00:03:22:14		
Portsmouth	20.31	00:03:17:09				00:03:03:45
Portsmouth	21.525	00:06:04:58	00:06:05:07	00:04:47:10	00:04:24:24	00:05:20:54
Portsmouth	22.30	00:10:07:25		00:03:23:42		

Table 7: Hours of Total Train Delay, by Location, where Total Train Delay Exceeds 3 Hours in the 12-Day Model Period, Network-Wide (averaged results from 5 randomized cases)

CASE		DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Subdivision	**Field Milepost**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**
Portsmouth	22.65	00:05:18:45	00:05:27:34	00:06:24:47	00:04:53:47	00:03:52:16
Portsmouth	24.45				00:03:12:12	00:03:45:25
Portsmouth	24.50				00:03:03:04	
Portsmouth	43.15	00:03:03:44			00:03:25:46	
Portsmouth	57.08	00:06:06:02	00:09:27:17	00:05:15:01	00:07:27:37	00:05:28:17
Portsmouth	77.45		00:04:15:39	00:06:14:04	00:04:33:13	00:04:42:26
Portsmouth	81.79			00:03:54:27		00:04:15:35
RF&P	5.625	00:05:25:58				
RF&P	5.68		00:03:37:16			
RF&P	13.58			00:10:16:39	00:09:47:12	
RF&P	14.25			00:06:52:54		
RF&P	15.71		00:03:55:30			
RF&P	15.80			00:09:45:08	00:08:08:42	
RF&P	29.85				00:03:23:10	
RF&P	55.70		00:03:58:32	00:03:43:25	00:03:21:27	00:05:05:38
RF&P	55.825	00:04:37:28				
RF&P	58.02		00:04:34:22			
RF&P	58.73	00:03:40:38				
RF&P	72.40	00:03:04:00				
RF&P	79.75	00:04:11:03				
RF&P	82.40				00:12:00:39	
RF&P	92.20	00:21:51:51				
RF&P	93.25		00:03:09:44			00:05:56:13
RF&P	93.70	00:03:18:12				
RF&P	97.35	00:05:53:10				
RF&P	104.675	00:07:51:23				

Table 7: Hours of Total Train Delay, by Location, where Total Train Delay Exceeds 3 Hours in the 12-Day Model Period, Network-Wide (averaged results from 5 randomized cases)

CASE		DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Subdivision	**Field Milepost**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**
RF&P	106.35		00:06:18:09			
RF&P	106.45			00:06:55:02	00:04:35:30	00:05:41:12
Richmond Terminal	1.80	00:11:02:31	00:05:32:57	00:04:55:42	00:06:54:31	00:08:14:49
Richmond Terminal	1.875				00:03:56:32	
Richmond Terminal	1.95	00:03:29:07	00:05:24:11			00:07:34:29
Richmond Terminal	1.975			00:03:55:12	00:03:11:15	
Richmond Terminal	2.00				00:03:17:03	
Richmond Terminal	3.30		00:03:26:45			
Richmond Terminal	3.45	00:14:00:37	00:06:41:05	00:05:07:53	00:06:25:02	00:06:46:15
Richmond Terminal	3.50	00:03:39:43				
Richmond Terminal	3.55		00:03:38:38			00:03:06:56
Richmond Terminal	3.60		00:06:20:48			00:05:55:57
Richmond Terminal	3.65	00:04:44:17				
Richmond Terminal	4.67			00:03:13:41		
Richmond Terminal	4.73	00:09:48:40				
Richmond Terminal	4.89		00:03:32:04			00:05:43:24
Rivanna	0.22		00:03:08:55	00:03:37:19	00:03:05:01	00:04:17:32
Rivanna	29.76	00:03:40:41				
South End	120.025	00:03:11:11				

Table 7: Hours of Total Train Delay, by Location, where Total Train Delay Exceeds 3 Hours in the 12-Day Model Period, Network-Wide (averaged results from 5 randomized cases)

CASE		DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Subdivision	**Field Milepost**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**	**dd:hh:mm:ss**
South End	120.25		00:06:47:02	00:06:41:56	00:05:25:16	00:08:10:37
South End	121.00				00:06:09:32	00:05:20:45
South End	121.125			00:03:12:09		00:03:29:17
South End	121.475	00:08:26:42	00:16:02:42	00:17:51:17	00:15:25:50	00:17:06:13
South End	121.55	00:03:50:17				

APPENDIX G

TOWN OF ASHLAND/HANOVER COUNTY AREA
COMMUNITY ADVISORY COMMITTEE
FINAL SUMMARY REPORT

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

DC2RVA TOWN OF ASHLAND/HANOVER COUNTY AREA
COMMUNITY ADVISORY COMMITEE

Final CAC Summary Report

October 2017

DRPT
Virginia Department of Rail and Public Transportation

Foreword

On behalf of the Commonwealth of Virginia and the Department of Rail and Public Transportation (DRPT), I would like to personally thank the members of the Ashland/Hanover Area Community Advisory Committee (CAC) who participated in the review of alternatives for the Washington, D.C. to Richmond Southeast High Speed Rail Project (DC2RVA).

The Committee's review of alternatives and identification of a range of "least objectionable" alternatives will inform the final determination of a preferred alternative for the Ashland/Hanover County area by DRPT, the Commonwealth Transportation Board (CTB), and ultimately, the Federal Railroad Administration (FRA). Committee members put in long hours of hard work to understand the DC2RVA Project's need for additional rail capacity, to evaluate the many local alternatives, and to weigh each alternative's potential community effects. I greatly appreciate the Committee members' service to their communities and their assistance to DRPT on the DC2RVA project. I also want to recognize the support provided by members of the general public and from affected communities, whose participation, questions, comments, and advice were instrumental to the success of the CAC. I recognize the difficulties that property owners face, and pledge to move the process forward to a Record of Decision by the FRA that is informed by our collaboration.

Sincerely,

Jennifer Mitchell, Director

Department of Rail and Public Transportation

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Summary Presented to Commonwealth Transportation Board, September 19, 2017

MEMORANDUM

TO: Members of the Commonwealth Transportation Board

FROM: Jennifer Mitchell, Director
Department of Rail and Public Transportation

DATE: September 19, 2017

SUBJECT: Summary of the Town of Ashland/Hanover Area Community Advisory Committee review of alternatives for the Washington, D.C. to Richmond Southeast High Speed Rail Project (DC2RVA)

DRPT convened the Community Advisory Committee (CAC) to take an additional look at all previous options for greater rail capacity in the Ashland/Hanover County area, and to identify potential options that could meet the purpose and need of the DC2RVA project, while also minimizing or avoiding potential impacts to the community. The CAC met five times in the Ashland/Hanover area. All meetings were open to the public, and Meeting #3 in July 2017 set aside time for public comments.

After careful and deliberate consideration of the options for increased rail capacity in the Ashland/Hanover area, the CAC agreed that the following are the least objectionable options for each category of alternatives. The identification of these least objectionable alternatives by the CAC does not in any way imply an endorsement of any of the alternatives by any member of the CAC.

Least Objectionable Alternatives

- The 3-2-3 option is the least objectionable option for adding rail capacity through the Town of Ashland at-grade. In this option, a third track would be added to the existing CSX right-of-way north and south of the Town of Ashland, while the existing two tracks would remain in service through Ashland. The downtown Ashland station would be closed, and road overpasses would be added at Vaughan Road and Ashcake Road. The crossing at England Street would remain at-grade.
- A three-track trench through the Town of Ashland is the least objectionable option for adding capacity below-grade. A trench would be constructed through Ashland approximately 50 feet wide and 33 feet deep, extending from north of Vaughan Road to south of Ashcake Road. The two existing tracks through the Town of Ashland, along with

a third new track, would pass through Ashland within the trench. The trench would be provided with strategically placed covers interspersed with open areas, allowing motor vehicle and pedestrian crossings, landscaping, and other amenities. Details associated with the placement and length of covered spaces would be determined in final design. The downtown Ashland station would be closed.

- The western bypass closest to the Town of Ashland, identified as AWB 1, is the least objectionable option for adding rail capacity outside the Town of Ashland – with the provision that the alignment would be adjusted to avoid directly impacting a commercial facility, and to minimize impacts to residential properties. In this option, a two-track bypass approximately seven miles long would extend around the Town of Ashland to the west. Roads bisecting the new bypass would be modified to avoid creating any new at-grade road/rail crossings. The Ashland station could remain in service.

The following list includes all of the other alternatives that were considered by the CAC, but not identified as least objectionable alternatives.

Other Build Alternatives Considered by the CAC

Through Town Alignments At-Grade Options:
- Add one track on the west of existing tracks
- Add one track on the east of existing tracks
- Add one track and shift existing two tracks to center the three tracks
- Add one track and shift existing two tracks to center the three tracks AND remove station

Elevated Options:
- Elevate 1 track above existing two tracks
- Elevate 2 tracks above existing two tracks
- Elevate 3 tracks above existing right-of-way and remove at-grade tracks

Below-Grade Options:
- 1-track tunnel – Cut and cover tunnel east of existing two tracks
- 1-track tunnel – Bore tunnel
- 1-track tunnel – Deep bore tunnel
- 2-track tunnel – One east and one centered
- 3-track tunnel – Cut and cover continuous cover below existing right-of-way and remove at-grade tracks
- Shallow bore 1-track tunnel for passenger trains only (proposed through CAC)

Eastern Bypass Alignments:
- Ashland East Bypass (AEB 1)
- Ashland East Bypass to BBRR (AEB 2)
- Ashland East Bypass That Does Not Cross I-95 (AEB 3)
- Ashland East Bypass in the I-95 Median (AEB 4)
- Ashland East Bypass White Paper Route (AEB 5)

Buckingham Branch (BBRR):

- Freight Diversion onto BBRR
- Passenger Diversion onto BBRR

Doswell Area Connections to Buckingham Branch Railroad:

- Wye Options #1 - #5

Western Bypass Alignments:

- Ashland West Bypass Revision #1 (AWB 2)
- Ashland West Bypass Revision #2 (AWB 3)
- Ashland West Bypass Revision #3 (AWB 4)

DRPT would like to recognize the long hours and hard work put forth by the members of the CAC. I greatly appreciate their service to their communities and their assistance to DRPT on the DC2RVA project. I also want to recognize the support provided by members of the public and affected communities, whose participation, questions, comments, and advice was instrumental to the success of the CAC.

Please reference the project website, www.dc2rvarail.com, for additional information about the Town of Ashland/Hanover Area CAC, including meeting videos, handouts, presentations, and meeting minutes.

Introduction

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are working to improve intercity passenger rail service in the north-south corridor between Washington, D.C. and Richmond, VA through the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project. The purpose of the DC2RVA Project is to increase capacity to deliver higher speed passenger rail, expand commuter rail, and accommodate growth of freight rail service in an efficient and reliable multimodal rail corridor. Potential alternatives to meet the DC2RVA Purpose and Need are evaluated in the DC2RVA Draft Environmental Impact Statement (EIS), approved by FRA for public release on September 8, 2017. The DC2RVA Draft EIS includes DRPT recommendations for a preferred alternative for most of the 123-mile DC2RVA rail corridor. However, in the Town of Ashland/Hanover County area (referenced as Alternative Area 5 in the Draft EIS), DRPT did not recommend a preferred alternative. Rather, the Draft EIS evaluates a no-build alternative and four build alternatives with several station location options for the Ashland/Hanover County area. In addition, the Alternatives Technical Report, Appendix A of the Draft EIS, describes DRPT's evaluation and screening of 29 possible alternatives for the Ashland/Hanover County area.

While the DC2RVA Draft EIS was being prepared, DRPT recognized that many of the alternatives for greater rail capacity in the Town of Ashland and Hanover County area generated community concerns. As a result, DRPT recommended a community-based effort to FRA to supplement DC2RVA public involvement activities and help inform selection of a preferred alternative that meets the DC2RVA Purpose and Need through the Ashland/Hanover County area.

Purpose of the Community Advisory Committee

DRPT established the Community Advisory Committee (CAC) to advise and inform DRPT on DC2RVA alternatives and issues in the Ashland/Hanover County area. The CAC was tasked to take an additional look at all previous options for greater rail capacity in the Ashland/Hanover County area and identify potential options that could meet the Purpose and Need of the DC2RVA project, while also minimizing or avoiding potential impacts to the community. The CAC process was initiated to run in parallel to the Draft EIS. The Committee was specifically requested to:

- Review all alternatives studied to date in the Draft EIS;
- Recommend alternative(s), including new alternatives or modifications to alternatives, to meet the DC2RVA Purpose and Need;
- Identify and represent the concerns of members' communities; and
- Apply a structured and transparent approach seeking consensus.

Community Advisory Committee Approach

The Community Advisory Committee, composed of locally-appointed members of Hanover County, the Town of Ashland, Randolph-Macon College, the Richmond Regional Transportation Planning Organization, and CSX Transportation (CSX), met five times in the Ashland/Hanover area at approximately monthly intervals.

- All meetings were open to the public.
- Meetings were video recorded and posted to the project website, www.dc2rvarail.com.
- Meeting materials were posted to the project website.
- Committee members were requested to share comments directed to them individually with other CAC members and the project team.

DRPT Director Jennifer Mitchell acted as chairperson for the meetings. DRPT staff and members of the DC2RVA consultant team provided the CAC with technical information and presentations on:

- Project background and regulatory requirements,
- Rail operations and engineering,
- Potential effects of different alternatives, and
- Addressed questions posed by the CAC members and the public.

DRPT staff and members of the DC2RVA consultant team also met individually with members of the CAC upon request to discuss members' technical questions. A summary of these questions, DRPT responses, and any materials generated were then shared with the rest of the CAC and posted to the project website.

In addition to the five CAC meetings, the Town of Ashland hosted a meeting on September 6, 2017, to solicit public input regarding the through-town three-track trench option. DRPT staff and the DC2RVA consultant team attended the Town's meeting and presented information on the trench option including construction sequencing and potential effects. This meeting was open to the public.

Community Advisory Committee Members

Ashland/Hanover County Area Community Advisory Committee	
Committee Member	**Representing**
Aubrey "Bucky" Stanley, Hanover County Board of Supervisors	Hanover County
Cecil "Rhu" Harris, Jr., Hanover County Administrator	Hanover County
Carey Carlisle, Hanover County Citizen Representative	Hanover County

Linwood Attkisson, Hanover County Citizen Representative	Hanover County
James Foley, Mayor	Town of Ashland
Josh Farrar, Town Manager	Town of Ashland
Kristin Reihl, Town of Ashland Citizen Representative	Town of Ashland
Paul Davies, Vice President of Administration and Finance	Randolph-Macon College
Jennifer Thompson, Executive Assistant to the President	Randolph-Macon College
Preston Bryant, Randolph-Macon College Board of Trustees	Randolph-Macon College
Randy Marcus, CSXT Resident Vice President	CSX Transportation
Fyiad Constantine, CSXT Engineering	CSX Transportation
Brian Barton, CSXT Trainmaster, Passenger Operations	CSX Transportation
Barbara Nelson, Transportation Director	Richmond Regional Transportation Planning Organization

Public Comments

All CAC meetings were open to the public, and a majority of Meeting #3 was set aside specifically for verbal public comment. In addition, the public was provided with several opportunities to participate and comment as described below:

- Public comment cards that were available at each meeting;
- Online comment submittals to www.dc2rvarail.com at any time;
- Post-meeting review of all meeting materials and presentations made available for public review on www.dc2rvarail.com;
- Public comments submitted to the project team and/or individual CAC members that were shared with the CAC; and
- All public comments and questions were reviewed by the DRPT staff, and, as appropriate, responses were prepared and shared with the CAC.

It is important to note that the CAC process was not meant to replace the Draft EIS public hearings and public comment period. Members of the public were encouraged to also provide comments on the Draft EIS once the document was made publicly available on September 8, 2017.

Meeting Summary

The CAC met monthly from May through September 2017, as follows:

CAC Meeting #1 (May 22, 2017)

The CAC was briefed on the legal requirements of the National Environmental Policy Act (NEPA), which guides DRPT's evaluations of the environmental effects of the proposed DC2RVA improvements, measures to avoid, minimize, and otherwise mitigate those effects, and allows the public to understand and comment on the benefits and impacts of the project, the DC2RVA Project's Purpose and Need, the basics of rail operations, and the Project's engineering basis of design for infrastructure improvements and alternatives. Appendix A provides the Meeting #1 agenda, member materials, presentation, comment report, and meeting summary.

CAC Meeting #2 (June 26, 2017)

The CAC was briefed on the alternatives identified and evaluated for the Ashland/Hanover County area in preparing the Draft EIS, including the Alternatives Screening Process and results. Additional background was provided on rail operations modeling and federal requirements for evaluating potential project effects on cultural resources and wetlands and waters of the U.S. The CAC requested additional information be provided on eastern bypass alternatives, including use of the Buckingham Branch Railroad, and below-grade options for the Town of Ashland. Appendix B provides the Meeting #2 agenda, presentation, comment report, and meeting summary.

CAC Meeting #3 (July 24, 2017)

The CAC was provided additional information on the eastern bypasses and below-grade options, and the results of DRPT's rail operations modeling. A soft earth tunnel and a three-track trench with capped sections were introduced as additional through Town below-grade alternatives. The meeting was then opened for public comment. Appendix C provides the Meeting #3 agenda, presentation, comment report, meeting summary, and member materials.

CAC Meeting #4 (August 28, 2017)

DRPT presented an overview of the Draft EIS status, and how the CAC process would fit within the DC2RVA project moving forward. DRPT requested the CAC members identify a "least objectionable alternative" in each of the following four categories: through Town at-grade, through Town below-grade, western bypass, and eastern bypass. The CAC indicated that identification of a least objectionable alternative in any category does not constitute an endorsement of that alternative by the CAC or DRPT.

The CAC conducted a review of alternatives by categories, and began deliberations to identify a least objectionable alternative for each category. The CAC agreed to remove the following options from further consideration:

- Three tracks at-grade through Ashland
- Buckingham Branch Railroad
- Eastern Bypass 1 (AEB1)
- Eastern Bypass 2 (AEB2)

The CAC then discussed remaining options.

Through Town At-Grade: The CAC members, with the exception of CSX representatives, identified the 3-2-3 alternative as the least objectionable alternative for a through Town at-grade alternative. CSX objected to the 3-2-3 alternative, citing concerns over potential delays to freight traffic within their rail network.

Through Town Below-Grade: Several of the CAC members favored the deep bore tunnel and/or the soft earth tunnel, but indicated the cost of these alternatives would make these alternatives prohibitive and impractical as a least objectionable alternative. Representatives of the Town of Ashland requested more time to review the potential pros and cons of a three track trench. An identification of a least objectionable below-grade alternative was postponed for a following CAC meeting.

Western Bypass: The CAC did not identify a least objectionable western bypass. The CAC members deferred to the Hanover County representatives regarding the pros and cons of the western bypasses. Representatives of Hanover County requested additional time to review the western bypass alternatives.

Eastern Bypass: The CAC did not identify a least objectionable eastern bypass. The CAC members deferred to the Hanover County representatives regarding the pros and cons of the eastern bypasses. Representatives of Hanover County requested additional time to review the remaining eastern bypass alternatives.

Appendix D provides the Meeting #4 agenda, presentation, comment response report, letter to CAC members from Director Mitchell, DC2RVA Town of Ashland/Hanover County CAC August 2017 Correspondence, Buckingham Branch Railroad presentation, and other supplemental member materials and maps.

Ashland Trench Meeting (September 6, 2017)

The Town of Ashland hosted this meeting to solicit public input on the three-track trench alternative. The purpose of the meeting was for the Town's CAC members and Town Council members to hear from the community prior to making any recommendations on a least objectionable below-grade alternative. DRPT staff and the DC2RVA consultant team presented information on the conceptual design and layout of a completed trench with three tracks, described its likely construction sequencing and schedule, and answered questions from the public. Appendix E provides the agenda/presentation prepared by the Town Council, the presentation materials on the trench, meeting materials, a summary of the meeting, and a list of comments/questions and responses.

CAC Meeting #5 (September 11, 2017)

The CAC concluded their deliberations on the least objectionable alternatives for each category. After careful consideration of the options for greater rail capacity in the Ashland/Hanover area, the CAC recognized that no single option would meet every stakeholder's needs equally, and that all of the options would have impacts to the community. The Committee did not endorse any option as its preferred alternative; however, the Committee did agree that the following are the least objectionable alternatives:

- The 3-2-3 option is the least objectionable option for adding rail capacity through Ashland at-grade. In this option, a third track is added to the existing CSX right-of-way north and south of town while the existing two tracks remain in service through town. The downtown Ashland station would be closed, and road overpasses would be added at Vaughan Road and Ashcake Road. England Street would remain at-grade.
- A three-track trench through the Town of Ashland is the least objectionable option for adding capacity below-grade. In this option, a third track would be added to the existing CSX right-of-way north and south of town. A trench approximately 50 feet in width and 33 feet deep, extending from approximately Vaughan Road to Ashcake Road, would be constructed through town. The existing two tracks and a new third track would be placed within the trench. The trench would be provided with strategically-placed covers interspersed with open areas, allowing motor vehicle and pedestrian crossings, replacement of travel lanes, landscaping, and other amenities above the trench while eliminating the need for intrusive ventilation structures.
- The western bypass closest to the Town of Ashland, identified as AWB1 in DC2RVA Draft EIS documents, was determined to be the least objectionable option for adding rail capacity outside the Town of Ashland – with the provision that the bypass alignment be adjusted to avoid or reduce directly impacting commercial and residential properties. In this option, a two-track bypass approximately seven miles long would extend around the

Town of Ashland to the west. Roads bisecting the new bypass would be grade-separated, closed, or relocated to avoid new at-grade road/rail crossings. The existing two tracks through town would remain in service, and the Ashland station could remain in service.

Appendix F provides the Meeting #5 agenda, presentation, and comment responses report.

Results and Next Steps

Over the course of five months, the CAC reviewed and fully evaluated over 30 different alternatives for the Town of Ashland/Hanover County area, including alternatives suggested by the public and alternatives developed by the CAC.

The CAC also considered hundreds of comments and questions provided by the public. The CAC determined that many of the alternatives were not practical, including use of the Buckingham Branch Railroad, a deep bore tunnel, and adding tracks to the median of Interstate 95. The CAC also recognized that all of the alternatives would have substantial adverse impacts to residents, commercial interests, and communities, and would be objectionable to one or more groups of stakeholders.

The CAC chose not to endorse any specific alternative. Instead, as documented in DRPT's September 19, 2017 memorandum to the CTB, the CAC provided recommendations for three least objectionable alternatives. The CAC also recognized that no matter which alternative the CTB ultimately recommends to FRA, mitigation for the adverse impacts will need to be considered, and the CAC members committed to working with DRPT on the mitigation.

The CTB will consider CAC results as it adopts a recommended preferred alternative for DC2RVA, which will include a recommendation for the Ashland/Hanover County area. DRPT anticipates the CTB will develop its recommendation for the DC2RVA preferred alternative at the December 6, 2017 CTB meeting. This will be documented in a Recommendation Report and submitted to FRA for inclusion in the Final EIS, along with the CAC Summary Report. FRA will make the ultimate decision for a preferred alternative for DC2RVA in the Record of Decision.

APPENDIX H

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

December 6, 2017

MOTION

Made by: Mr. Brown, Seconded by: Ms. Valentine
Action: Motion Carried, Unanimously

Title: Recommendation of a Preferred Alternative for the Washington, D.C. to Richmond Southeast High Speed Rail Tier II Environmental Impact Statement

WHEREAS, the Commonwealth Transportation Board adopted Recommended Alternative A-Plus (see Attachment A), as set forth in the *Study Area Alternatives Recommendation Report for the Southeast High Speed Rail Tier I Draft Environmental Impact Statement*, dated March 5, 2002 which was subsequently adopted by the Federal Railroad Administration in the Tier I Final Environmental Impact Statement and Record of Decision; and,

WHEREAS, the Virginia Department of Rail and Public Transportation (DRPT), in conjunction with the Federal Railroad Administration, have continued to further the effort of implementing higher speed passenger rail service within the Southeast Rail Corridor by developing the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project, a Tier II Environmental Impact Statement to identify a preferred alternative within the selected 123- mile corridor between Washington, D.C. and Richmond; and,

WHEREAS, DRPT conducted significant public and stakeholder involvement for the DC2RVA project including direct mail, newspaper advertisements, project website and social media campaigns, ten public meetings, five formal public hearings, and multiple local meetings and workshops; and,

WHEREAS, the DC2RVA Tier II Draft Environmental Impact Statement that evaluated multiple alternatives in six Alternative Areas along the CSX Transportation corridor between Washington, D.C. and Richmond was published on September 8, 2017 and was followed by a 60-day public comment period; and,

WHEREAS, DRPT included in the Draft Environmental Impact Statement a recommended preferred alternative for Alternative Areas 1, 2, 3, 4, and 6 of the DC2RVA study corridor as shown in Attachment B; and,

WHEREAS, DRPT limited the footprint of potential construction activities for DC2RVA project alternatives at Main Street Station, located in the Shockoe Bottom area of Richmond, in order to avoid and/or limit any potential impacts after evaluating, in a manner consistent with the Virginia Department of Historic Resources guidelines, and per the process set forth in Section 106 of the National Historic Preservation Act of 1966, the cultural resources in the Shockoe Bottom area of Richmond; and,

WHEREAS, DRPT has relied on a broad array of historical research to inform its layout of the DC2RVA improvements and to summarize available historical research and assets associated with the Shockoe Bottom slave trade, including areas for future slavery museums and memorials, five known archaeological sites, scholarly research on the Shockoe Bottom slave trade, current public commentary, and possible locations for additional historical and archaeological research and preservation, all to be summarized in a separate chapter of the Final Environmental Impact Statement as supplemental information that may be beneficial to future public and private decisions and actions in the Shockoe Bottom area; and,

WHEREAS, recognizing the unique nature of the region and concerns from the community over Draft EIS alternatives in Alternative Area 5 as shown in Attachment B, DRPT convened the Town of Ashland/Hanover County Community Advisory Committee, to take a more intensive look at all rail options that could meet the purpose and need of the DC2RVA project, while also minimizing or avoiding any potential impacts of those options; and,

WHEREAS, DRPT briefed the Commonwealth Transportation Board on DRPT's recommendation at its October 23, 2017 Workshop meeting and at its November 9, 2017 Rail Committee meeting on the outcome of the CAC process, being the following three least-objectionable alternatives for Alternative Area 5: maintain two tracks through the town of Ashland (5A), add a two-track west bypass (AWB1, previously screened out), and add a three-track trench through the Town of Ashland (variation of tunnel option previously screened out).

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board recommends to Federal Railroad Administration the following preferred alternative for inclusion in the forthcoming Rail Alignment Recommendation Report, Final Environmental Impact Statement and Record of Decision, in concurrence with DRPT's recommendation, in the following areas of the DC2RVA study corridor, as shown in Attachment B: Alternative Area 1-1A, 1B, or 1C; Alternative Area 2-2A; Alternative Area 3-3B; Alternative Area 4-4A; Alternative Area 5-5A; Alternative Area 6-6F.

BE IT FURTHER RESOLVED that the recommended preferred alternative for Alternative Area 1 (Arlington) will include the retention of all three alternatives 1A, 1B and 1C until after completion of the Long Bridge Tier II Environmental Impact Statement, whereby one of the three retained alternatives will be selected as the recommended preferred alternative based on compatibility with the Long Bridge Tier II Environmental Impact Statement preferred alternative.

BE IT FURTHER RESOLVED that if the Commonwealth Transportation Board on the recommendation of DRPT determines that additional rail capacity is needed in Alternative Area 5 to meet the performance standards required for additional passenger trains, DRPT shall conduct a new study based on updated information, including but not limited to future freight volumes, land uses, and capacity needs within the overall rail network.

BE IT FURTHER RESOLVED that the Commonwealth Transportation Board hereby directs DRPT to avoid and/or minimize any permanent property acquisitions, to the extent practicable, in areas where only two mainline tracks on the current alignment are recommended, and to avoid any permanent property acquisitions related to the DC2RVA project that would affect the operations of Randolph-Macon College.

BE IT FINALLY RESOLVED that the Commonwealth Transportation Board hereby directs DRPT to explore the need for other potential improvements in downtown Ashland (Alternative Area 5) that will help protect the safety of motorized and non-motorized roadway users, and to facilitate emergency access.

# # #

Attachment A

Excerpt from Record of Decision for the Tier I Southeast High Speed Rail Project
November 20, 2002

DECISION

The FRA and the FHWA working closely with NCDOT and VDRPT have selected the following build alternative for the SEHSR project for further Tier II environmental studies:

The preferred alternative consists of Alternative A (utilizing the S-line and the NCRR rights-of-ways) modified to include passenger connectivity to Winston-Salem, NC (Alternative B via the Winston Salem South Bound –WSSB and the K-line railroad rights-of-ways). The combination of Alternatives A and B best meets the project's purpose and need, while minimizing environmental impacts and has the highest level of public and agency support. VDRPT and NCDOT recommend that the Alternative A portion be developed first and that the Alternative B portion be developed in conjunction with the efforts of the Piedmont Authority for Regional Transportation (PART), as appropriate. PART is responsible for coordinating the regional transportation system in the counties around the Winston-Salem connection. The combination of Alternative A and Alternative B has:

- Minimized potential impacts to wetlands and threatened and endangered species;
- Moderate levels of potential environmental complexity;
- Strongest agency support;
- Highest level of service;
- Highest projected annual ridership;
- Largest combined trip diversions from auto and air to rail, with competitive total travel time;
- Second best net reduction in NO_x emissions and overall net energy use reduction;
- Best potential operating cost recovery; and
- Highest level of public support.

As identified in the FEIS, the preferred alternative is also the environmentally preferred alternative.

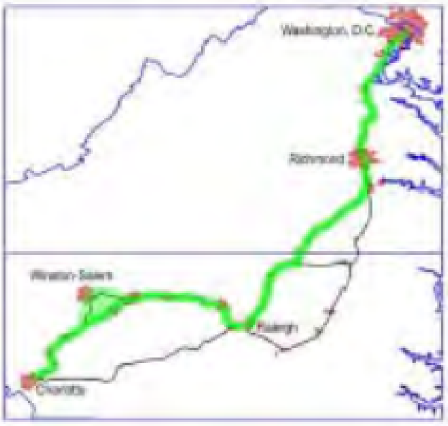


Figure 1
Preferred Alternative
Alt. A + Alt. B

Attachment B

Description of DRPT's Recommended Preferred Alternative for DC2RVA

ALTERNATIVE AREA 1: ARLINGTON (LONG BRIDGE APPROACH)
Location: CFP 110 - CFP 109.3
Recommendation: Retain Alternative 1A, 1B, and 1C to support a deferred selection until after completion of Long Bridge Study
Approximate Length: 1 Mile

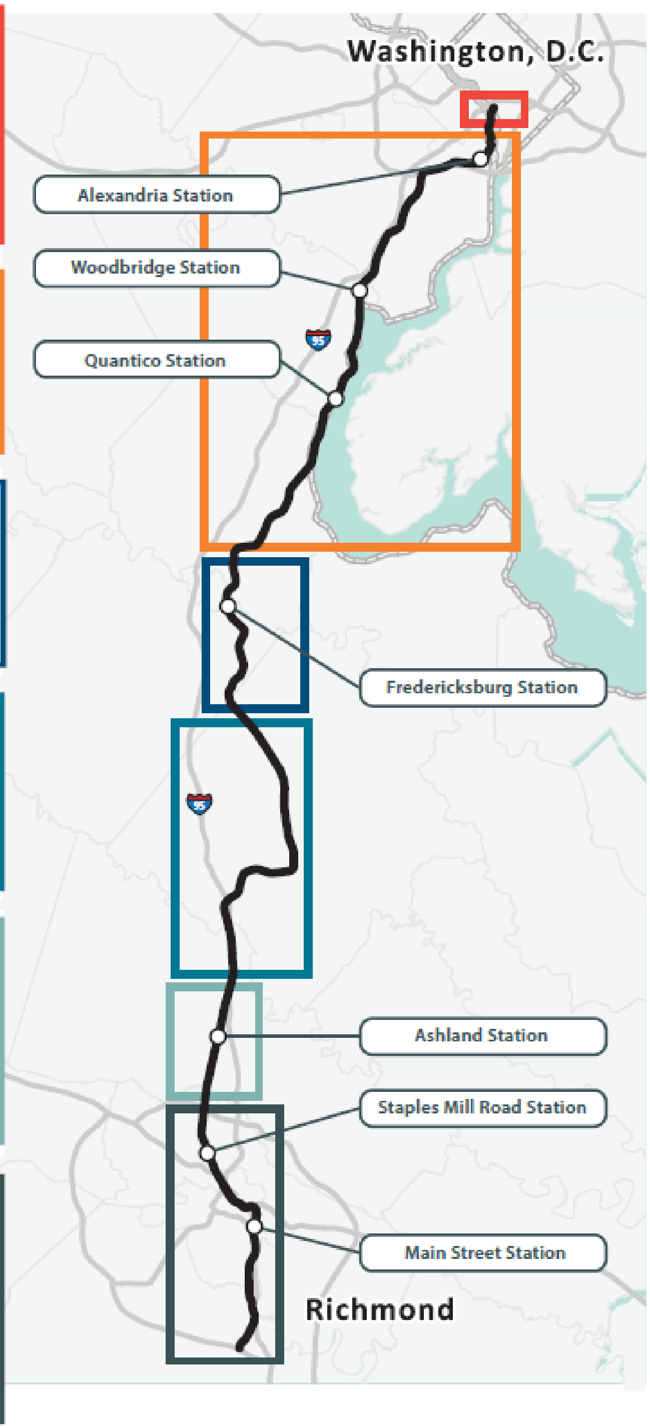
ALTERNATIVE AREA 2: NORTHERN VIRGINIA
Location: CFP 109.3 - CFP 062
Recommendation: Alternative 2A
Add a Third or Fourth Track
Approximate Length: 47.3 Miles

ALTERNATIVE AREA 3: FREDERICKSBURG
Location: CFP 062 - CFP 048
Recommendation: Alternative 3B
Add a Third Main Track through City
Approximate Length: 14 Miles

ALTERNATIVE AREA 4: CENTRAL VIRGINIA
Location: CFP 048 - CFP 019
Recommendation: Alternative 4A
Add a Third Main Track
Approximate Length: 29 Miles

ALTERNATIVE AREA 5: ASHLAND
Location: CFP 019 - CFP 009
Recommendation: Alternative 5A Maintain Two Tracks Through Town, Add a Third Main Track north and south of Town
Approximate Length: 10 Miles

ALTERNATIVE AREA 6: RICHMOND
Location: CFP 009 - A011 Centralia
Recommendation: Alternative 6F
Main Street Station
and Staples Mill Road Station
Full Service with S-Line Improvements
Approximate Length: 23 Miles


Washington, D.C.
Alexandria Station
Woodbridge Station
Quantico Station
95
Fredericksburg Station
95
Ashland Station
Staples Mill Road Station
Main Street Station
Richmond

APPENDIX I

DC2RVA RECOMMENDATION REPORT

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

U.S. Department
of Transportation

Federal Railroad Administration

1200 New Jersey Avenue, SE.
Washington, D.C. 20590

September 27, 2018

Jennifer L. Mitchell
Director, Department of Rail and Public Transportation
600 East Main Street, Suite 2102
Richmond, VA 23219

Dear Ms. Mitchell:

The Federal Railroad Administration (FRA) has received and accepted the Recommendation Report prepared by the Virginia Department of Rail and Public Transportation (DRPT) for the Southeast High Speed Rail, Washington, DC to Richmond, VA Tier II Environmental Impact Statement (EIS) – DC2RVA Project. FRA's acceptance of the Commonwealth's recommendation supports DRPT's advancement of a Recommended Preferred Alternative in the forthcoming Final EIS for the Project. DRPT prepared the report as a record of the Commonwealth's Recommended Preferred Alternative for the Project, as defined in the Tier II Draft EIS for the Project, published on September 8, 2017, and as further refined in the report.

The Project extends for 123 miles along the CSX Transportation (CSXT) railroad corridor from the Potomac River in Arlington, VA through Richmond to Centralia, VA. In the Draft EIS, FRA and DRPT defined the corridor in six alternative areas from north to south, each with unique existing conditions, constraints or needs. The alternative areas and DRPT's corresponding Recommended Preferred Alternatives are listed below.

Area 1: Arlington (Long Bridge Approach), Milepost 110 to 109.3
Recommended Preferred Alternative Deferred to Final EIS

Area 2: Northern Virginia (Arlington to Fredericksburg), Milepost 109.3 to 62
Build Alternative 2A, Add One Track / Improve Existing Track

Area 3: Fredericksburg (Dahlgren Spur to Crossroads), Milepost 62 to 48
Build Alternative 3B, Add One Track East of Existing

Area 4: Central Virginia (Crossroads to Doswell), CSXT Milepost 48 to 19
Build Alternative 4A, Add One Track / Improve Existing Track

Area 5: Ashland (Doswell to I-295), CSXT Milepost 19 to 9
Recommended Preferred Alternative Deferred to Final EIS

Area 6: Richmond (I-295 to Centralia), Milepost 9 to A11

Build Alternative 6F, Full Service Staples Mill Road/Main Street Stations

DRPT did not define a Recommended Preferred Alternative for Area 1 in Arlington or Area 5 through Ashland in the Draft EIS due to the need for additional study or public outreach in these sections.

For Area 1, the Draft EIS defined three Build Alternative configurations that would connect to the Long Bridge over the Potomac River and carry the service operated on the DC2RVA Corridor north to Washington, D.C. FRA, in partnership with the District Department of Transportation (DDOT), is preparing a separate EIS for the Long Bridge Project (http://longbridgeproject.com/), which is a study to provide additional long-term railroad capacity and improve the reliability of railroad service through the Long Bridge Corridor. At the time of preparation of the Draft EIS, the Long Bridge study had advanced multiple options for an expanded four-track crossing of the river, which generally oriented on three alignments "upstream," "downstream," or centered upon the existing bridge. The Draft EIS for the Project defined three Build Alternatives for Area 1, each connecting to one of the three alignments proposed in the Long Bridge study. The Project includes the expanded capacity over the Long Bridge in its No-Build Alternative and baseline infrastructure; therefore, DRPT was unable to define a Recommended Preferred Alternative for Area 1 in the Draft EIS until the Long Bridge Study defined a preferred alternative for the connecting project.

For Area 5, the Draft EIS evaluated seven Build Alternatives to provide additional rail capacity through Hanover County and the Town of Ashland to support the development of the service proposed in the Project. The seven alternatives reflect four general alignment options as listed below.

5A: Maintain Two Tracks Through Town
Construct a third track primarily on the west side of the CST right-of-way for 3.1 miles north and 4.7 miles south of Ashland and retain the existing two-track alignment for 2.2 miles through town.

5B: Add One Track East of Existing
Construct a third track primarily on the west side of the CSXT right-of-way for 3.1 miles north and 4.7 miles south of Ashland and add a third track on the east side of the right-of-way for 2.2 miles through town.

5C: Add Two-Track West Bypass
Construct a third track on the west side of the CSXT right-of-way for one mile north and three miles south of Ashland and construct a new double-track bypass for eight miles in Hanover County to the west of Ashland.

5D-Ashcake: Three Tracks Centered Through Town (Relocate Station to Ashcake)
Construct a third track primarily on the west side of the CSXT right-of-way for 3.1 miles north and 4.7 miles south of Ashland and add a third track with a

realignment of the existing tracks for 2.2 miles through town.

DRPT elected not to define a Recommended Preferred Alternative for Area 5 in the Draft EIS to allow for additional community participation in the development, evaluation and recommendation for selection of a Preferred Alternative in Hanover County and the Town of Ashland. Prior to and concurrent with the public comment period for the Draft EIS, DRPT established the Ashland/Hanover Area Community Advisory Committee (CAC) to advise and inform DRPT on DC2RVA alternatives and issues in the Ashland/Hanover County area. The CAC included representatives from the Town of Ashland, Hanover County, CSX Transportation, Randolph-Macon College and the Richmond Regional Transportation Planning Organization. The CAC met monthly from May through September 2017 for a total of five meetings, which were open to the public. Recognizing that the improvements proposed in each of the alternatives considered in Area 5 generated community concerns, DRPT and the CAC defined three "least objectionable" alternatives, as listed below.

5A: Maintain Two Tracks Through Town "3-2-3 Option"
Similar to Build Alternative 5A, but with further minimization of Project infrastructure, primarily retaining the Amtrak Station at its existing station between England Street and College Avenue. The station would include two approximately 350-foot platforms as proposed for improvement under a separate project between Amtrak, the Town of Ashland, DRPT and CSXT.

5C: Add Two-Track West Bypass "Modified Alignment"
Similar to Build Alternative 5C, but with on a modified alignment closer to the Town of Ashland, which was previously eliminated from consideration during the Alternative Analysis phase of the Draft EIS. The new alignment would avoid impacts to a commercial facility and reduce impacts to residential properties.

Three-Track Trench
Following the alignment of Alternative 5D, this alternative would construct three tracks in a trench below grade through the center of town.

Concurrent with the publishing of the Draft EIS and CAC process, and at FRA's request, DRPT prepared supplemental operations analysis of the DC2RVA Corridor including the three primary configurations considered through Area 5 (two or three tracks through town and a two-track bypass) to evaluate the ability of the proposed infrastructure to deliver the passenger service defined in the Project as well as forecasted growth of CSXT freight service through 2045. The supplemental analysis demonstrated that a DC2RVA Corridor with expanded capacity in Area 5 via either a two-track bypass of or a triple-track route through Ashland would operate most efficiently; however, an alternative with a two-track segment for approximately two miles through Ashland would also meet the Purpose and Need of the Project. Although the alternatives constructing either a two-track bypass or adding a third track through town would provide the greatest benefits (highest speed, shortest trip time and least delays), DRPT determined that the costs and impacts to build these alternatives was not commensurate with the benefits. DRPT describes the supplemental operations analysis process in detail in the Recommendation Report. FRA has reviewed the Recommendation Report prepared by DRPT and concurs with the Commonwealth's recommendation to advance Build Alternative 5A (Maintain Two Tracks Through Town) as the Preferred Alternative for Area 5 in the Final EIS for the Project. Alternative 5A, as part of the program of improvements through the DC2RVA Corridor provides the infrastructure required to meet the Purpose and Need of the Project. Additionally, Alternative 5A will avoid impacts to Section 4(f) parks or historic properties, which NEPA requires FRA to select as an "avoidance" alternative.

Although DRPT did not include a Recommended Preferred Alternative for Area 1 in the report, FRA understands that DRPT intends to advance Alternative 1B (Add Two Tracks on the West) in the Final EIS. On June 19, 2018, DDOT published the *Long Bridge Project EIS Alternatives Development Report*, which identifies the alternatives that will be carried forward into the Long Bridge Draft EIS, all of which propose the construction of additional capacity upstream from the existing bridge. The upstream alternatives align with DC2RVA Alternative 1B, which includes two new tracks generally on the west side of the CSXT right-of-way in Area 1 south of the Potomac River.

With the Recommended Preferred Alternatives for Areas 2, 3, 4 and 6 presented in the Draft EIS, and the advancement of Alternative 5A in Area 5 and Alternative 1B in Area 1, the Final EIS for the Project will define a contiguous Recommended Preferred Alternative for the entirety of the DC2RVA Corridor as listed below.

Area 1: Build Alternative 1B, Add Two Tracks on the West
Area 2: Build Alternative 2A, Add One Track / Improve Existing Track
Area 3: Build Alternative 3B, Add One Track East of Existing
Area 4: Build Alternative 4A, Add One Track / Improve Existing Track
Area 5: Build Alternative 5A, Maintain Two Tracks Through Town
Area 6: Build Alternative 6F, Full Service Staples Mill Road / Main Street Stations

Thank you for your cooperation through the development of the DC2RVA Project. If you have any questions, please contact FRA's Southeast Project Manager, Randy Brown, at 202-309-4065 or randall.brown@dot.gov.

Sincerely,

Michael Johnsen
Supervisory Environmental Protection Specialist

Office of Railroad Policy and Development
Federal Railroad Administration

May 8, 2018

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

DC2RVA Recommendation Report

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

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1 INTRODUCTION

This report presents the recommendations of the Commonwealth Transportation Board (CTB) and the Virginia Department of Rail and Public Transportation (DRPT) for the Recommended Preferred Alternative for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project. The purpose of the DC2RVA Project is to increase capacity to deliver higher speed passenger rail, support the expansion of commuter rail, and accommodate growth of freight rail service in an efficient and reliable multimodal rail corridor. These recommendations are based on the alternative's ability to meet the Project's Purpose and Need, consideration of impacts to the human and natural environment, costs, and operability/constructability, along with the public and agency comments received following the publication of the Tier II Draft Environmental Impact Statement (EIS) for the DC2RVA Project on September 8, 2017.

DRPT has prepared this Recommendation Report to document the Commonwealth's Recommended Preferred Alternative for the DC2RVA Project, as defined in the Draft EIS and further refined in this report, and to seek concurrence from the Federal Railroad Administration (FRA) on this recommendation. Subject to FRA approval, DRPT will advance the Commonwealth's Recommended Preferred Alternative as the Preferred Alternative for the DC2RVA Project in the Final EIS.

DRPT acknowledges that this Recommendation Report, or FRA concurrence with this report, is non-binding. FRA, as the lead Federal agency for the preparation of the EIS under the National Environmental Policy Act (NEPA), will formally define the Preferred Alternative in the Final EIS and Record of Decision (ROD) for the DC2RVA Project. The Final EIS will provide detailed responses to the many comments received on the Draft EIS and will document the impacts of the Project on the human and natural environments. The ROD will confirm the Preferred Alternative for the Project as defined in the Final EIS. The Project cannot be advanced until FRA has signed the ROD.

2 RECOMMENDED PREFERRED ALTERNATIVE

2.1 PROJECT OVERVIEW

The FRA and Virginia DRPT are working to improve intercity passenger rail service in the north-south corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project. The purpose of the DC2RVA Project is to increase capacity to deliver higher speed passenger rail, support the expansion of commuter rail, and accommodate growth of freight rail service in an efficient and reliable multimodal rail corridor. The DC2RVA Project will enable passenger rail to be a competitive transportation choice for intercity travelers between Washington, D.C. and Richmond, and beyond. The DC2RVA Project extends 123 miles along an existing rail corridor owned by CSX Transportation (CSXT) from Arlington, VA, (CSXT control point RO at milepost CFP 110.1, in Arlington County just south of the Long Bridge across the Potomac River) to Richmond, Virginia (CSXT control point Centralia at milepost S 10.9, in Chesterfield County south of Richmond).

The proposed improvements of the DC2RVA Project include the following:

- Construct additional main line tracks and track crossovers
- Straighten curves in existing tracks to allow for higher speeds
- Improve intercity passenger rail stations and station areas
- Improve sidings and signals
- Implement roadway crossing safety improvements
- Add an additional nine passenger train round trips in the corridor

The DC2RVA Project is being evaluated by FRA and DRPT through the framework of an EIS to satisfy the requirements of NEPA. NEPA requires projects that have a federal nexus and may have a significant impact on the natural and/or built environment to be evaluated through a rigorous process that allows the public to understand and comment on the benefits and impacts of the project. On September 8, 2017, FRA released the DC2RVA Tier II Draft EIS for public review and comment. The Draft EIS documents the environmental effects of the proposed DC2RVA improvements along with measures to avoid, minimize, and otherwise mitigate those effects. The Draft EIS evaluates multiple alternatives defined in six areas of the 123-mile corridor and includes DRPT's recommendations for a preferred alternative by area. The public comment period for the Draft EIS ended November 7, 2017. DRPT held five public hearings and conducted additional public outreach to answer questions and solicit public comments during the comment period.

Virginia's CTB establishes the administrative policies and oversees transportation projects and initiatives for the Commonwealth's transportation system. The CTB, made up of 17 members appointed by the governor, allocates transportation funding to specific projects, locates routes, and considers funding for highways, rail, and public transportation projects. The CTB Rail Committee, a subgroup of the CTB, meets separately and works with DRPT staff on policies, procedures, special projects, and reports related to rail.

Based on agency and public comments on the Draft EIS and additional public outreach, the CTB voted in December 2017 to adopt DRPT's Recommended Preferred Alternative as the Commonwealth's Recommended Preferred Alternative for improvements along the DC2RVA corridor.

2.2 RECOMMENDED PREFERRED ALTERNATIVE AND RATIONALE

The Draft EIS included DRPT's Recommended Preferred Alternative for the majority of the DC2RVA Project with the exception of Areas 1 and 5. DRPT deferred the recommendation of a preferred alternative for Area 1 until the completion of a separate EIS for the Long Bridge over the Potomac River. This report confirms DRPT's Recommended Preferred Alternative from the Draft EIS with the inclusion of Build Alternative 5A in Ashland, and continued the deferral of a recommendation for Area 1 until an alignment for the construction of additional capacity over the Long Bridge is determined in a separate study, the Long Bridge Project Alternatives Development Report, being conducted by FRA and the District of Columbia Department of Transportation (DDOT). After completion of the public review and comment period for the Draft EIS, DRPT presented the Recommended Preferred Alternative for the full DC2RVA Project with the deferral of a decision for Area 1 to the CTB in November 2017, which the CTB endorsed as the Commonwealth's Recommended Preferred Alternative in its December 6, 2017, resolution (Attachment A). The Commonwealth's Recommended Preferred Alternative is based on the following findings as they support the Purpose and Need for the DC2RVA Project:

- Expanded passenger, commuter, and freight service on the corridor is an important component to addressing congestion in the I-95 corridor.
- Northern Virginia has the most rail traffic congestion in the corridor and is the DC2RVA priority for implementation.

In determining its Recommended Preferred Alternative, the Commonwealth fully considered the Project's Purpose and Need, all of the information and analysis contained in the Draft EIS, the comments received during the formal comment period and through the Town of Ashland/Hanover County Community Advisory Committee (CAC) process, and the additional infrastructure validation and operations modeling conducted in support of the Project. DRPT evaluated impacts to the natural and human environment and assessed information on intercity passenger rail ridership, rail operations, cost, and constructability for each alternative. The Recommended Preferred Alternative was informed by extensive outreach and communications undertaken with the public, stakeholders, and elected officials in the DC2RVA corridor, plus prior corridor studies, including the 2002 Southeast High Speed Rail (SEHSR) Tier I EIS and ROD.

The Commonwealth's Recommended Preferred Alternative includes a service plan that would improve the reliability of the intercity passenger service while adding nine additional daily intercity passenger round trips (18 trains per day). Four of these new round trips would provide regional service from Hampton Roads through Richmond to Amtrak's Northeast Corridor (NEC). One new round trip would originate at Richmond's Main Street Station. An additional four round trips would provide interstate service from North Carolina through Virginia, continuing on to Amtrak's NEC. From Washington, D.C., DRPT intends for all of the new trains to continue on to Philadelphia, New York, and Boston, subject to available capacity and future operating schedules on the NEC. The service plan also includes a maximum authorized passenger train speed for the corridor of 90 mph with a reduced trip time (where practicable), and improved on-time performance of the intercity passenger train service.

In the Draft EIS, DRPT evaluated rail alignment Build Alternatives in six areas along the DC2RVA corridor, as well as the No Build Alternative. In the SEHSR Tier I EIS, FRA and the Federal Highway Administration (FHWA) determined that the No Build Alternative did not meet the Tier I Purpose and Need of the Project, but it was included in the DC2RVA Draft EIS to provide a basis for comparison with the Build Alternatives. Each of the six alternative areas contains one or more Build Alternatives that include rail alignment and associated roadway and station work. The Recommended Preferred Alternative is a combination of one Build Alternative from each of the six alternative areas to form a contiguous "best-fit" alternative for the 123-mile DC2RVA corridor.

All alternatives selected meet the DC2RVA Purpose and Need to increase railroad capacity between Washington, D.C., and Richmond to deliver higher speed passenger rail, support the expansion of commuter rail, and accommodate growth of freight rail service in an efficient and reliable multimodal rail corridor. Adding capacity supports increased frequency, improved reliability, and reduced travel time of passenger rail operations in Virginia and beyond.

DRPT seeks FRA concurrence on the Commonwealth's Recommended Preferred Alternative as defined in the Draft EIS and further refined in this Recommendation Report, including:

Area 1: Retain Alternatives 1A, 1B, and 1C;

Area 2: Build Alternative 2A, Add One Track / Improve Existing Track;

Area 3: Build Alternative 3B, Add One Track East of Existing;

Area 4: Build Alternative 4A, Add One Track / Improve Existing Track;

Area 5: Build Alternative 5A, Maintain Two Tracks Through Town; and

Area 6: Build Alternative 6F, Full Service Staples Mill Road / Main Street Stations.

FRA and DRPT did not include a Recommended Preferred Alternative for Area 5 in the Draft EIS; however, after consideration of comments received on the Draft EIS and through the CAC process, the Commonwealth recommends including Build Alternative 5A (Maintain Two Tracks Through Town) as the Preferred Alternative through Ashland. Subject to FRA approval and documentation in the Final EIS and ROD, the Preferred Alternative for the DC2RVA Project will include a contiguous 123-mile route consisting of Build Alternatives 1A/1B/1C, 2A, 3B, 4A, 5A and 6F.

The following summarizes some of the key considerations by the CTB in developing their Recommended Preferred Alternative within each Alternative Area:

Alternative Area 1: Arlington (Long Bridge Approach)

Virginia recognizes the critical importance of increasing rail capacity across the Potomac River at the Long Bridge north of Arlington and is working with FRA, DDOT, and other stakeholders to evaluate alternatives that address this issue in a separate EIS. DRPT identified the approximately one-mile Alternative Area 1 immediately south of the Long Bridge to evaluate potential connections between the DC2RVA corridor and the future recommendation from the separate Long Bridge EIS. In the Draft EIS, DRPT evaluated three alternatives to add two tracks within existing CSXT right-of-way to connect to multiple future Long Bridge recommendation options:

- 1A. Add two tracks east
- 1B. Add two tracks west
- 1C. Add one track west and one track east

Each of these Area 1 alternatives supports expanded intercity passenger service, VRE commuter service, and CSXT freight service. All project improvements in Area 1 are within existing CSXT-owned right-of-way.

The Commonwealth recommends that FRA defer selection of a preferred alternative in Area 1 through Arlington in the Final EIS and ROD for the DC2RVA Project until determination of an alignment for the construction of additional capacity over the Long Bridge in a separate EIS being conducted by FRA/DDOT. The Long Bridge Project Alternatives Development Report is expected to be released later this year and include a recommended preferred alternative.

Alternative Area 2: Northern Virginia

Alternative Area 2 is the most congested area on the rail corridor, with intercity passenger trains, VRE commuter trains, and CSXT freight trains occupying space on the existing tracks. This 47.3-mile area of the corridor, from Crystal City to Fredericksburg, also passes through developed urban areas and crosses several major rivers, including at the Occoquan River, Neabsco Creek, Powells Creek and Aquia Creek. In the Draft EIS, DRPT considered and dismissed alternative alignments that increased speed and/or capacity but extended outside the CSXT right-of-way in Area 2 in order to reduce impacts to property, wetlands, and existing infrastructure. The Commonwealth recommends Alternative 2A, which would add a fourth track to the triple-track section from Crystal City to Alexandria and add a third track in locations that currently have only two tracks from Alexandria to Fredericksburg. The recommended preferred alternative would support expanded intercity passenger service, VRE commuter service, and CSXT freight service. Project improvements are largely within existing CSXT-owned right-of-way, and locations of river crossings have been carefully selected to reduce impacts to natural and built resources. The recommended preferred alternative increases passenger train speeds where practicable while keeping project improvements within the CSXT-owned right-of-way; speed increases are variable, with increased speeds of 80 to 90 mph achieved in some sections.

The Commonwealth's Recommended Preferred Alternative for Area 2 is Build Alternative 2A (Add One Track / Improve Existing Track), as defined in the Draft EIS, and the Commonwealth seeks FRA concurrence to adopt this as the Preferred Alternative for Area 2 through Northern Virginia in the Final EIS for the DC2RVA Project.

Alternative Area 3: Fredericksburg

Alternative Area 3 extends approximately 14 miles through Fredericksburg, from the Dahlgren Spur just north of the Rappahannock River to VRE's Spotsylvania Station at Crossroads, VA. The corridor in this area crosses the Rappahannock River, passes through the City of

Fredericksburg, and traverses extensive historic and cultural resources including the Fredericksburg National Military Park. In the Draft EIS, DRPT screened multiple bypass alignments, and evaluated three alternatives in detail:

- 3A. Maintain Two Tracks Through Town
- 3B. Add One Track Through Town East of Existing Tracks
- 3C. Add a Two-Track Bypass East of Town

Maintaining two tracks through the City of Fredericksburg (and therefore having only two platform edges at the Fredericksburg Station) does not provide sufficient capacity to support increased intercity passenger service, support VRE commuter service, and accommodate CSXT freight service through the City, and does not meet Purpose and Need of the Project. Adding a two-track bypass to the east of the City does provide sufficient capacity, but would incur substantial impacts to wetlands, historic and cultural resources, property, and infrastructure. In addition, there was strong local opposition to a new greenfield bypass. Therefore, the Commonwealth recommends Alternative 3B to add a third main track to link existing sections of three or more tracks and provide a continuous three track corridor through the City. Alternative 3B provides the capacity to support intercity passenger service, VRE commuter service, and CSXT freight service. This alternative would have fewer impacts to property, wetlands, and infrastructure than a bypass, and occurs largely within the existing CSXT-owned right-of-way. Alternative 3B supports past and ongoing investments by the Commonwealth and VRE, and has local government support.

The Commonwealth's Recommended Preferred Alternative for Area 3 is Build Alternative 3B (Add One Track East of Existing), as defined in the Draft EIS, and the Commonwealth seeks FRA concurrence to adopt this as the Preferred Alternative for Area 3 through Fredericksburg in the Final EIS for the DC2RVA Project.

Alternative Area 4: Central Virginia

Alternative Area 4 extends approximately 29 miles, from Spotsylvania to Doswell, through a largely rural area with multiple small waterway crossings and extensive wetlands. This portion of the corridor represents the best opportunity for passenger trains to achieve and maintain the 90 mph maximum achievable speed. In the Draft EIS, DRPT screened multiple alignments to improve capacity and reach the 90 mph speed, while minimizing impacts to wetlands, waterways, and other resources. DRPT carried one alternative forward for further evaluation in the Draft EIS—Alternative 4A, which adds a third main track to the west of the existing two tracks through most of Area 4, increases passenger train speed, and would put project improvements largely within the existing CSXT-owned right-of-way. The Commonwealth recommends Alternative 4A. The recommended preferred alternative would support expanded intercity passenger service and CSXT freight service, while minimizing impacts to wetlands and property.

The Commonwealth's Recommended Preferred Alternative for Area 4 is Build Alternative 4A (Add One Track / Improve Existing Track), as defined in the Draft EIS, and the Commonwealth seeks FRA concurrence to adopt this as the Preferred Alternative for Area 4 through Central Virginia in the Final EIS for the DC2RVA Project.

Alternative Area 5: Ashland

Alternative Area 5 extends approximately 10 miles along the CSXT corridor, from Doswell to I-295. Near the center of Area 5, the existing two-track main line runs at-grade for approximately two miles on very narrow right-of-way through the center of Railroad Avenue/Center Street in the Town of Ashland. DRPT conducted extensive public outreach in the Ashland/Hanover County area, and during development of the Draft EIS screened multiple at-grade, above-ground, below-ground, and bypass alignments, including use of the existing Buckingham Branch Railroad east of I-95. In the Draft EIS, DRPT evaluated seven alternatives in detail:

- 5A. Maintain Two Tracks Through Town (3-2-3 Option)
- 5A–A. Maintain Two Tracks Through Town (Relocate Station to Ashcake)
- 5B. Add One Track Through Town East of Existing Tracks
- 5B–A. Add One Track Through Town East of Existing Tracks (Relocate Station to Ashcake)
- 5C. Add Two-Track Western Bypass
- 5C–A. Add Two-Track Western Bypass (Relocate Station to Ashcake)
- 5D–A. Three Tracks Centered Through Town (Add One Track), Relocate Station to Ashcake

During preparation of the DC2RVA Draft EIS, DRPT recognized that many of the alternatives for greater rail capacity in the Town of Ashland and Hanover County area generated community concerns. DRPT subsequently established the Ashland/Hanover Area Community Advisory Committee (CAC) to advise and inform DRPT on DC2RVA alternatives and issues in the Ashland/Hanover County area. The CAC was tasked with reassessing all previous options considered for greater rail capacity in the Ashland/Hanover County area and identifying potential options that could meet the Purpose and Need of the DC2RVA Project, while also minimizing or avoiding potential impacts to the community. The CAC process was initiated to run in parallel to the Draft EIS. The Committee was specifically requested to:

- Review all alternatives studied to date as presented in the Draft EIS.
- Recommend alternative(s), including new alternatives or modifications to alternatives, to meet the DC2RVA Purpose and Need.
- Identify and represent the concerns of members' communities.
- Apply a structured and transparent approach seeking consensus.

After careful and deliberate consideration of over 30 options for greater rail capacity in the Ashland/Hanover area, the CAC was unable to reach consensus on a community preferred alternative, but did agree that the following were the least objectionable options for each category of alternatives. The CAC identified the following Least Objectionable Alternatives:

- Alternative 5A – The option to add a third track north and south of town and maintain two tracks through town (3-2-3 option) was the least objectionable option for adding rail capacity through the Town of Ashland at-grade.
- Three-Track Trench – An option to construct a three-track trench emerged through the CAC process as a variant of Alternatives 5B-Ashcake and 5D-Ashcake to construct three

tracks through the Town of Ashland, and was the least objectionable option for adding capacity below grade. This option would close the downtown Ashland station.

- Modified Alternative 5C and 5C-Ashcake – The western bypass closest to the Town of Ashland, which was identified as AWB 1 and screened out in the Draft EIS, was the least objectionable option for adding rail capacity outside the Town of Ashland as a variant of Alternative 5C and 5C-Ashcake —with the provision that the alignment would be adjusted to avoid directly impacting a commercial facility, and to minimize impacts to residential properties.

Based on the information and analyses of the seven Build Alternatives presented for Area 5 in the Draft EIS, public comments on the Draft EIS, and information and comments developed through the CAC process, and subsequent infrastructure validation and rail operations analyses, the Commonwealth recommends Alternative 5A as the Preferred Alternative for Area 5. Alternative 5A provides sufficient capacity to support intercity passenger rail service and CSXT freight service while keeping improvements largely within existing CSXT-owned right-of-way. Alternative 5A has the least impact on property, wetlands and other natural resources, historic and cultural resources, and the built environment compared to other project alternatives that meet the Purpose and Need. Alternative 5A also best addresses the larger Ashland/Hanover community's concerns, including strong opposition to a bypass from Hanover County residents, and strong opposition to adding a track through Ashland from Town residents and Randolph-Macon College.

In comparison to Area 3 through Fredericksburg, the Commonwealth determined that two tracks and two platform edges at the existing Ashland Amtrak station provide sufficient capacity in Ashland, but would be insufficient in Fredericksburg. The rail corridor through Fredericksburg is more congested with greater train volumes and levels of service at the station. In Fredericksburg, the existing tracks and platforms serve 16 daily VRE commuter trains (8 round trips) in addition to intercity passenger trains and CSX freight trains. While the same intercity passenger trains pass through both Fredericksburg and Ashland, more trains stop in Fredericksburg. Therefore, the Commonwealth determined that two tracks would be sufficient for the Project in Ashland.

The Commonwealth's Recommended Preferred Alternative for Area 5 is Build Alternative 5A (Maintain Two Tracks Through Town), as defined in the Draft EIS, and the Commonwealth seeks FRA concurrence to adopt this as the Preferred Alternative for Area 5 through Ashland in the Final EIS for the DC2RVA Project.

Alternative Area 6: Richmond

In the Richmond area, DRPT identified alternatives by station location and service combinations along the two main north-south rail routes through the City: the CSXT A-Line on the west and the CSXT S-Line running through the city center. DRPT evaluated eight Build alternatives for Area 6 in the Draft EIS —five are single station alternatives and three are two-station alternatives:

- 6A. Staples Mill Road Station Only (A-Line)
- 6B–A-Line. Boulevard Station Only (A-Line)
- 6B–S-Line. Boulevard Station Only (S-Line)
- 6C. Broad Street Station Only (A-Line)

- 6D. Main Street Station Only (S-Line)
- 6E. Split Service, Staples Mill Road/Main Street Stations (A-Line)
- 6F. Full Service, Staples Mill Road/Main Street Stations (S-Line)
- 6G. Shared Service, Staples Mill Road/Main Street Stations (A-Line and S-Line)

Richmond area alternatives that would rely on the A-Line (Alternatives 6A, 6B–A-Line, 6C, 6E, and 6G) to carry additional passenger service were eliminated from further consideration in the Draft EIS as being unable to meet the Project's Purpose and Need. Rail operations analyses show that passenger and freight rail performance goals cannot be met using the A-Line without additional track capacity; however, the existing A-Line through Richmond runs in a trench down the middle of I-195, which itself is within a trench. These alternatives would also require a new third track on a bridge across the James River. An additional track cannot be added to the A-Line without expanding both the rail trench and the I-195 trench, creating extensive infrastructure and property impacts.

The three Richmond area alternatives that rely on the S-Line (Alternatives 6B–S-Line, 6D, and 6F) were retained primarily because they would consolidate passenger service on the S-Line through downtown Richmond leaving the A-Line primarily for CSXT freight operations. Although the S-Line route from Centralia to Staples Mill Road is one mile longer than the A-Line and passes through the urbanized core of Richmond, there is more opportunity to construct necessary capacity improvements on the S-Line than on the A-Line. Additionally, the S-Line alternatives 6D and 6F allow for the expansion of intercity passenger rail service to Richmond Main Street Station, which is nearer to the City's Central Business District.

Alternative 6B–S-Line Boulevard Station Only (S-Line) is feasible and could meet the DC2RVA passenger and freight service performance goals. However, the Boulevard Station would not be consistent with prior FRA and Commonwealth decisions regarding the SEHSR program, and does not meet FRA and Amtrak guidance for intercity passenger trains to serve the city center. Furthermore, the Boulevard Station option was not endorsed by political leaders from the City of Richmond or Henrico County.

Alternative 6D. Main Street Station Only (S-Line) would not meet the Project's Purpose and Need due to insufficient track and platform capacity. Spatial constraints posed by support structures for I-95 and the Triple Crossing (an iconic piece of rail infrastructure in Shockoe Bottom where three rail lines cross each other at different elevations in a highly-constrained environment), limit Main Street Station to two tracks and two platform edges on the west side served by the S-Line. For the Main Street Station Only alternative, a third track and three platform edges are required on the west side to support the increased passenger service, including all necessary passenger train crew changes, and meet passenger and freight performance goals. In addition, potential impacts to historic and cultural resources from a third track and expanded platforms are also a concern and would increase the Project's footprint within the area identified for a future memorial to Shockoe Bottom's history as a slave trading district.

Alternative 6F. Full Service, Staples Mill Road/Main Street Stations (S-Line) is feasible and does support passenger service and freight service to meet the Purpose and Need. In this alternative, only Staples Mill Road Station—with three tracks and three platform edges—would provide crew changes. Providing crew changes exclusively at Staples Mill Road Station would reduce the station dwell time at Main Street Station, thereby allowing passenger and freight performance goals to be met while maximizing the number of passenger trains that could stop at Main Street Station. Under the Full Service alternative, Main Street Station would have platform lengths of 850 feet, minimizing the project footprint. Alternative 6F is consistent with prior FRA and Commonwealth decisions regarding the SEHSR program and Main Street Station as Richmond's downtown intercity passenger station, including decisions documented in the SEHSR Tier I ROD (2002), Richmond to Hampton Roads Tier I ROD (2012), and Richmond to Raleigh Tier II ROD (2016). The alternative is also consistent with FRA and Amtrak guidance on providing intercity passenger service to the central business district and the use of a suburban station. Plus, there is strong local support for this alternative, including from the City of Richmond and Henrico County, and the alternative is consistent with their respective comprehensive plans.

The City of Richmond, in written comments made to DRPT concerning the Draft EIS, has requested that Alternative 6F be revised to allow for checked baggage handling and a 1,200-foot platform at Main Street Station. DRPT considered and dismissed adding a third track on the west side of the station due to site constraints and potential impacts to cultural resources in the area. DRPT also considered and dismissed making the west side platforms 1,200 feet long in keeping with the Project's Basis of Design to fully accommodate Long Distance trains due to site constraints and concerns over potential impacts to cultural resources. DRPT instead recommended a reduced platform length of 850 feet plus walkways extending beyond the platform ends on the raised viaducts to provide crew access to the entire train. The 850-foot platforms fully accommodate Northeast Regional and Interstate Corridor trains. The 850-foot platforms do not preclude checked baggage service at Main Street Station. Amenities, including checked baggage service, to be provided at each station for a particular passenger train service will be determined through coordination between Amtrak, its state funding partners, the City of Richmond, and other station stakeholders, and are not included as part of the DC2RVA project.

DC2RVA's Basis of Design, following Amtrak's Station Program and Planning Guidelines (2013), calls for 1,200-foot long platforms for stations servicing Amtrak's Long Distance passenger trains and 850-foot long platforms for stations serving only Regional passenger trains. The Basis of Design matches the length of the platforms to the length of the train consists, with the goal of allowing direct access from the entire train – locomotive, passenger cars, etc. – to the platform with a single stop. Matching the platform length to the train consist optimizes passenger access, and allows crew members to exit the train safely at the station if needed. DRPT considered adding two 1,200-foot long platforms on the west side of Main Street Station that would accommodate the full length of Long Distance trains. However, DRPT determined that two 1,200-foot platforms were not practical on the west side due to physical site constraints and potential impacts to cultural resources. Site constraints that precluded extending the platforms to 1,200 feet include:

- The viaduct on the west side of the station threads between two piers (located at the southwest corner of the station building adjacent to East Main Street) supporting I-95 elevated above the viaduct. These piers physically prevent the west side platforms from extending south.
- Approximately 500 feet north of the renovated train shed, the viaducts pass over E. Broad Street. The vertical clearance for Broad Street beneath the rail viaducts is 13 feet-8

inches, which is less than the VDOT standard of 16 feet-6 inches. Broad Street also slopes upward west of the rail viaducts to climb over I-95. Adding a platform across Broad Street on the west would compound the roadway clearance limitations in order to maintain access to an extended platform.

- The existing rail trestle bridge over Broad Street is an approximately 75-foot thru-truss girder span that prevents access to the tracks from a platform over Broad Street – thus any platform extending north from the station across Broad Street would have an approximately 75-foot gap with no access to the train.

The Project's preliminary conceptual design efforts took into consideration cultural and archeological resources in Shockoe Bottom. Map overlays were created using historic maps and previously identified historic sites to assure that known sites and buildings were included in the analysis. In addition, Project boundaries were compared to the conceptual outlines of the proposed Shockoe Bottom Memorial Park, a proposed memorial to the Richmond slave trade and slave jail, which operated on land in the vicinity of Main Street Station.

Additional trains planned in the DC2RVA Project would follow the current track alignment and remain within the existing CSXT right-of-way in this area. Proposed new tracks would be located on the existing viaducts where tracks existed previously. The only ground disturbance necessary for passenger rail operations in this area would be from support piers for passenger platforms on the east and west side of Main Street Station. These would be constructed adjacent to the existing rail viaduct and would not impact known archaeological sites.

The Project will continue its cultural resource investigations in Shockoe Bottom in the winter and spring of 2018. As this work progresses, the Commonwealth is committed to avoiding sensitive archaeological sites and minimizing the footprint of station infrastructure overall.

Based on the above past study conclusions, FRA guidance, operational considerations, infrastructure modifications to avoid sensitive resources, and DRPT's commitment to minimize the Project footprint to reduce potential impacts to sensitive cultural and archeological resources around Main Street Station, the Commonwealth's Recommended Preferred Alternative for Area 6 is Build Alternative 6F (Full Service Staples Mill Road / Main Street Stations), as defined in the Draft EIS, and the Commonwealth seeks FRA concurrence to adopt this as the Preferred Alternative for Area 6 through Richmond in the Final EIS for the DC2RVA Project.

Figure 2-1 presents the Commonwealth's Recommended Preferred Alternative and includes a brief summary for each alternative area. A more detailed discussion of DRPT's Recommended Preferred Alternative for each alternative area is provided in the following sections.

ALTERNATIVE AREA 1: ARLINGTON (LONG BRIDGE APPROACH)

Location: CFP 110 - CFP 109.3
Recommendation: Defer selection between Alternative 1A, 1B, and 1C until FRA/DDOT makes a recommendation for additional capacity at Long Bridge
Approximate Length: 1 Mile

ALTERNATIVE AREA 2: NORTHERN VIRGINIA

Location: CFP 109.3 - CFP 062
Recommendation: Alternative 2A
Add a Third or Fourth Track
Approximate Length: 47.3 Miles

ALTERNATIVE AREA 3: FREDERICKSBURG

Location: CFP 062 - CFP 048
Recommendation: Alternative 3B
Add a Third Main Track through City
Approximate Length: 14 Miles

ALTERNATIVE AREA 4: CENTRAL VIRGINIA

Location: CFP 048 - CFP 019
Recommendation: Alternative 4A
Add a Third Main Track
Approximate Length: 29 Miles

ALTERNATIVE AREA 5: ASHLAND

Location: CFP 019 - CFP 009
Recommendation: Alternative 5A Maintain Two Tracks Through Town, Add a Third Main Track north and south of Town
Approximate Length: 10 Miles

ALTERNATIVE AREA 6: RICHMOND

Location: CFP 009 - A011 Centralia
Recommendation: Alternative 6F
Main Street Station
and Staples Mill Road Station
Full Service with S-Line Improvements
Approximate Length: 23 Miles

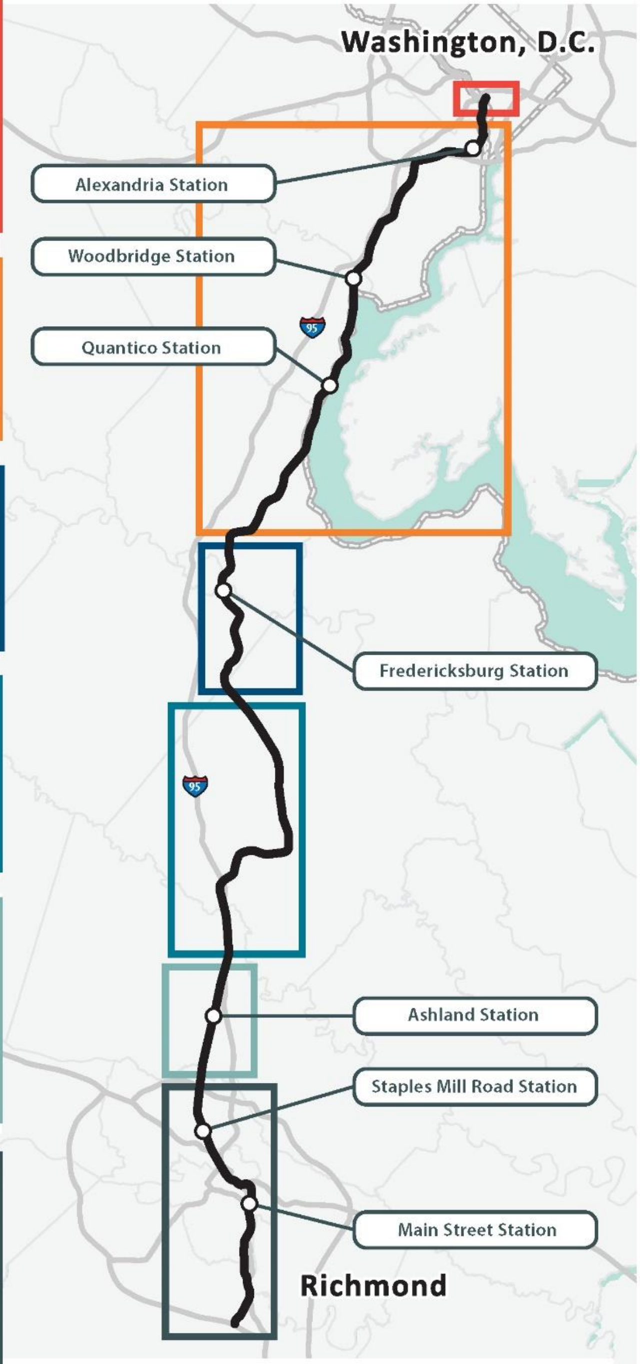
Washington, D.C.
Alexandria Station
Woodbridge Station
95
Quantico Station
Fredericksburg Station
95
Ashland Station
Staples Mill Road Station
Main Street Station
Richmond

Figure 2-1: Commonwealth Recommended Preferred Alternative

2.3 ALTERNATIVE AREA 1: ARLINGTON LONG BRIDGE APPROACH—CFP 110 TO CFP 109.3

This less than one-mile-long section of the DC2RVA corridor provides the transition between the DC2RVA corridor and the approach to the Long Bridge across the Potomac River. DRPT is working with FRA and DDOT to evaluate possible alternatives for increasing the rail corridor's capacity across the Potomac River via the Long Bridge as part of a separate EIS (Long Bridge Rail Capacity Study, anticipated to be completed in 2019). The DC2RVA Project assumes that expanded capacity across the Potomac River will be required to accommodate both the future year No Build and Build service plans expanded service south of Washington, D.C.

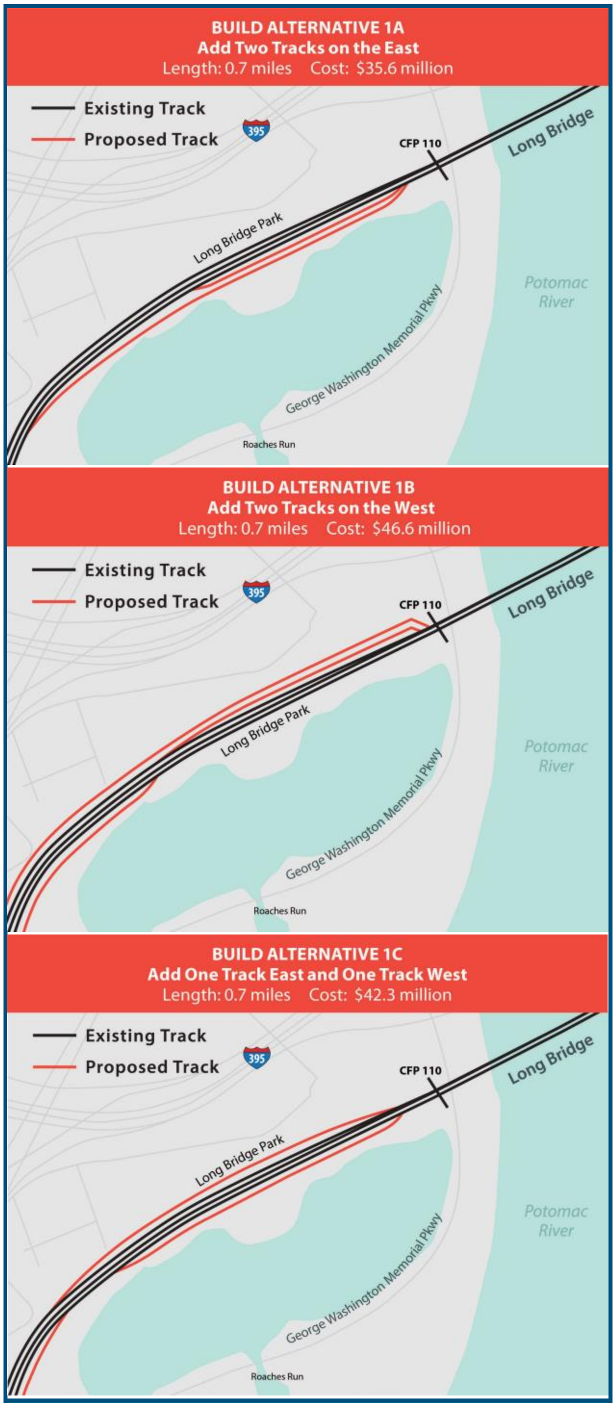
BUILD ALTERNATIVE 1A
Add Two Tracks on the East
Length: 0.7 miles Cost: $35.6 million
Existing Track
Proposed Track
395
CFP 110
Long Bridge
Long Bridge Park
Potomac River
George Washington Memorial Pkwy
Roaches Run
BUILD ALTERNATIVE 1B
Add Two Tracks on the West
Length: 0.7 miles Cost: $46.6 million
Existing Track
Proposed Track
395
CFP 110
Long Bridge
Long Bridge Park
Potomac River
George Washington Memorial Pkwy
Roaches Run
BUILD ALTERNATIVE 1C
Add One Track East and One Track West
Length: 0.7 miles Cost: $42.3 million
Existing Track
Proposed Track
395
CFP 110
Long Bridge
Long Bridge Park
Potomac River
George Washington Memorial Pkwy
Roaches Run

Figure 2-2: DRPT Recommended Preferred Alternative (Arlington Area)

In the Draft EIS, DRPT evaluated three different configurations for the short section of track south of the Potomac River, which will become the connection between the Long Bridge preferred alternative and the DC2RVA corridor. The maximum authorized speed in this section is designed for 45 mph. DRPT considered the environmental, social, and economic impacts of each of the three Build Alternatives, in addition to each alternative's ability to meet the Project Purpose and Need. DRPT determined that each of the three Build Alternatives (1A, 1B, and 1C, as shown in Figure 2-2) are very similar in their impacts, and there are no overriding issues that would drive DRPT to select one over the other. To avoid unnecessarily limiting the options that could be considered as part of the separate FRA/DDOT Long Bridge Project Alternatives Development Report, DRPT determined that any of the three Build Alternatives would be acceptable and recommends **retaining all three Build Alternatives** in order to support a deferred selection of a preferred alternative to physically align with the preferred alignment of the Long Bridge EIS. DRPT is participating as a cooperating agency in the Long Bridge study.

2.4 ALTERNATIVE AREA 2: NORTHERN VIRGINIA CFP 109.3 TO CFP 62

DRPT determined that additional rail capacity is required in the Northern Virginia area to increase train service and improve reliability. The Draft EIS evaluates the impacts of a single alternative **Build Alternative 2A: Add One Track/Improve Existing Track**. All other alternatives were removed from consideration during the screening process due to their higher levels of impacts to the human and natural environment or they did not meet the Purpose and Need of the Project, as described in the Alternatives Technical Report (Appendix A of the Draft EIS).

As shown in Figure 2-3, Alternative 2A would construct one additional main line track adjacent to the existing tracks in some sections and no additional track in some sections to create a corridor with four interoperable main tracks north of Alexandria and three interoperable main tracks from Alexandria to Fredericksburg. Due to constraints of the geography through this location, the maximum authorized speed by design in this section is 79 mph.

DRPT determined that because this alternative would generally be located within the existing CSXT right-of-way, it avoids impacts to the natural and human resources to the extent practicable. This alternative does have some unavoidable impacts, including those associated with several new bridge crossings of major waterways. Table 2-1 summarizes the performance of Build Alternative 2A against the Purpose and Need evaluation criteria and its impact on the human and natural environment.

BUILD ALTERNATIVE 2A
Add One Track/improve Existing Track
Length: 47.3 miles Approximate Cost: $1.653 billion

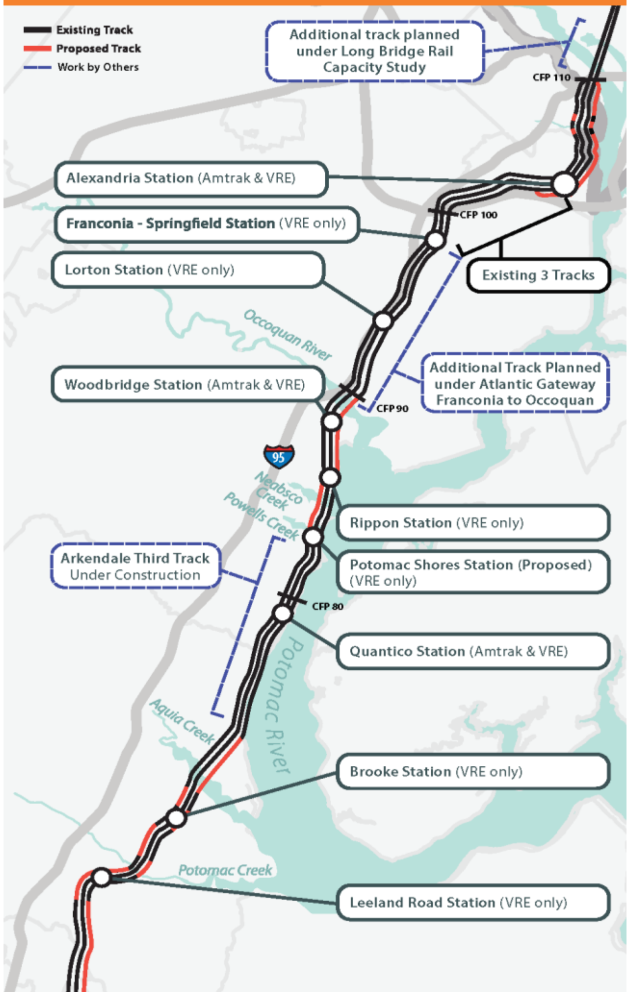
Existing Track
Proposed Track
Work by Others
Additional track planned under Long Bridge Rail Capacity Study
CFP 110
Alexandria Station (Amtrak & VRE)
Franconia - Springfield Station (VRE only)
CFP 100
Lorton Station (VRE only)
Existing 3 Tracks
Occoquan River
Additional Track Planned under Atlantic Gateway Franconia to Occoquan
Woodbridge Station (Amtrak & VRE)
CFP 90
95
Neabsco Creek
Powells Creek
Rippon Station (VRE only)
Arkendale Third Track Under Construction
Potomac Shores Station (Proposed) (VRE only)
CFP 80
Quantico Station (Amtrak & VRE)
Potomac River
Aquia Creek
Brooke Station (VRE only)
Potomac Creek
Leeland Road Station (VRE only)

Figure 2-3: DRPT Recommended Preferred Alternative (Northern Virginia Area)

Table 2-1: Evaluation of Northern Virginia Area Alternative Against the Purpose and Need and its Impact on the Human and Natural Environment

Purpose and Need Elements & Summary of Factors Considered[1]	2A. Add One Track/Improve Existing Track
Provide an efficient and reliable multimodal rail corridor	
Impacts to human and natural resources:	
Wetland impacts	**5.19 acres**
Section 4(f) park impacts[2]	**0.04 acres**
Historic properties impacts[2]	**1 property**
Right-of-way acquisition	**33 acres**
Residential relocations	**2 residential relocations**
Commercial relocations	**0**
Optimizes cost:	
Construction costs (2025)[3]	**$1,652.6 million**
Increase the capacity of the multimodal rail system through infrastructure improvements	
Increases multimodal rail capacity	**Yes**
Improve the frequency of passenger rail operations (*Refer to Area 6 Richmond for values)*	
Supports ridership demand within the corridor and beyond	**Yes**
Increases passenger train frequency by up to 9 round trips per day	**Yes**
Improve the reliability of passenger rail operations (*Refer to Area 6 Richmond for values)*	
Passenger Train On-Time Performance (2045 OTP)	**Supports the DC2RVA proposed service plan for on-time performance**
Improve the travel time of passenger rail operations (*Refer to Area 6 Richmond for values)*	
Travel time DC-Richmond	**Supports the DC2RVA proposed service plan for reduced travel time**
Accommodate VRE commuter rail service operations	
Accommodates VRE commuter rail service operations	**Incorporates VRE planned infrastructure improvements at VRE stations and integrates VRE schedules.**
Accommodate freight rail service operations	
Freight time delay (2045)	**Does not increase impacts to freight time delay**
Accommodates rail freight future growth, yard operations, access to local customers, and sidings for crew changes and layovers	**Yes**
Improve modal connectivity with other public transportation systems	
Aligns with FRA and Amtrak guidelines for station facilities, and state and local plans	**Yes**
At-grade crossing total daily delay (% change from No Build)	**1% decrease**
Changes in roadway travel patterns (% change in traffic, adjacent roadways at stations)	**<1%**
Improve multimodal rail operations safety	
Grade-separation of public at-grade crossings	**0**
Closure of public at-grade crossings	**1**
Safety improvements of public at-grade crossings (four quadrant gates and/or median treatment)	**2**
New public crossings	**0**
Provides platform and station improvements	**Yes**
Provides upgrades to signals and communication systems	**Yes**
Improve Air Quality & Reduce Greenhouse Gas Emissions (*Refer to Area 6 Richmond for values)*	
Supports reduction of CO2 emissions	**Yes**
Supports decreases in energy consumption	**Yes**

Notes: 1) Refer to Chapters 2 and 4 of the Draft EIS for complete list of factors evaluated and the evaluation results for each Build Alternative. 2) Other avoidance alternatives do not exist that would meet the Purpose and Need for the DC2RVA Project. 3) Does not include rolling stock.

2.5 ALTERNATIVE AREA 3: FREDERICKSBURG DAHLGREN SPUR TO CROSSROADS—CFP 62 TO CFP 48

DRPT evaluated three Build Alternatives in the Fredericksburg area. The Recommended Preferred Alternative (**Build Alternative 3B: Add One Track East of Existing**, as shown in Figure 2-4) would add a new third main line adjacent to the existing tracks on the east, which would provide the capacity needed to increase train service and improve reliability. Due to constraints of the geography through this location, the maximum authorized speed in this section by design is 79 mph where feasible.

BUILD ALTERNATIVE 3B
Add One Track East of Existing
Length: 14 miles Cost: $506.9 million

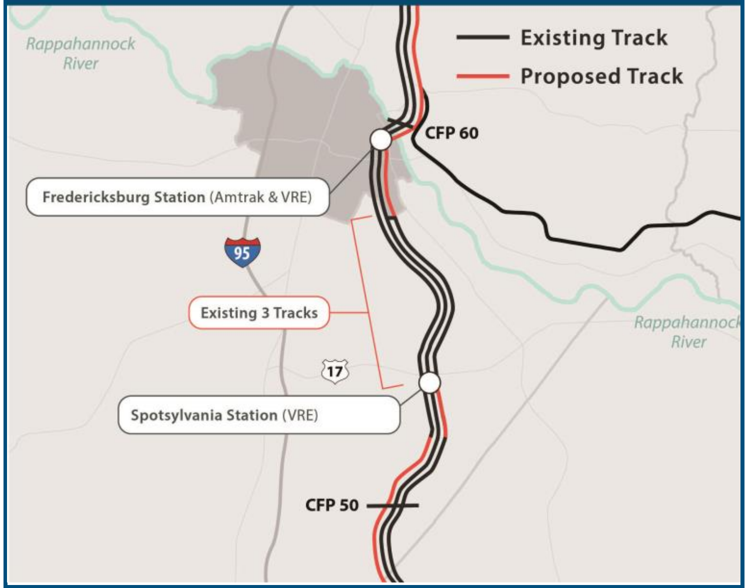

Figure 2-4: DRPT Recommended Preferred Alternative (Fredericksburg Area)

Build Alternative 3A would maintain the existing two tracks through Fredericksburg. DRPT concludes that Build Alternative 3A would not provide the capacity needed to meet the DC2RVA service plan objectives. Build Alternative 3C would construct a two-track bypass to the east of Fredericksburg. While a new bypass would provide the capacity required to meet the DC2RVA service plan objectives, DRPT concludes that, compared with adding a new third main line through Fredericksburg, the bypass alternative would have greater cost and greater impacts to the natural and human environment and would result in more residential relocations.

While the Recommended Preferred Alternative's impacts to historic resources would be greater than the two other Fredericksburg area Build Alternatives, it remains primarily within the existing CSXT right-of-way, and its impacts to wetlands and residential and commercial properties would be substantially lower than the bypass alternative (3C). Both Build Alternatives with additional track include new bridge crossings of the Rappahannock River, a parallel single-track bridge for Build Alternative 3B, and a new double-track bridge for Build Alternative 3C. The construction costs for Build Alternative 3B would be less than the bypass, and Build Alternative 3B is included in the *Fredericksburg Comprehensive Plan*. In summary, DRPT prefers Build Alternative 3B, adding one track in the existing alignment through the city, because it remains primarily within the existing CSXT right-of-way and minimizes overall impacts and costs while still providing improved operations for the DC2RVA corridor. Table 2-2 summarizes the performance of the Fredericksburg area Build Alternatives against the Purpose and Need evaluation criteria and their impact on the human and natural environment.

Table 2-2: Evaluation of Fredericksburg Area Alternatives Against the Purpose and Need and their Impact on the Human and Natural Environment

Purpose and Need Elements & Summary of Factors Considered[1]	**Build Alternatives**		
	3A. Maintain Two Tracks Through Town	**3B. Add One Track East of Existing**	**3C. Add Two-Track Bypass East**
Provide an efficient and reliable multimodal rail corridor			
Impacts to human and natural resources:			
Wetland impacts	5.24 acres	**5.29 acres**	23.82 acres
Section 4(f) park impacts	0	**0**	0
Historic properties impacts (parks and historic properties)[2]	1 property	**5 properties**	1 property
Right-of-way acquisition	2.2 acres	**19.8 acres**	140.5 acres
Residential relocations	0	**0**	19 residential relocations
Commercial relocations	0	**1 commercial relocation**	1 commercial relocation
Optimizes cost:			
Construction costs (2025 $) (millions)[3]	$240.2	**$506.9**	$977.5
Increase the capacity of the multimodal rail system through infrastructure improvements			
Increases multimodal rail capacity	No	**Yes**	Yes
Improve the frequency of passenger rail operations *(Refer to Area 6 Richmond for values)*			
Supports ridership demand within the corridor and beyond	Would not support the DC2RVA proposed service plan of 9 additional round trips	**Supports the DC2RVA proposed service plan of 9 additional round trips**	Supports the DC2RVA proposed service plan of 9 additional round trips
Increases passenger train frequency by up to 9 round trips per day	Yes	**Yes**	Yes
Improve the reliability of passenger rail operations *(Refer to Area 6 Richmond for values)*			
Passenger Train On-Time Performance (2045 OTP)	Does not meet DC2RVA service plan objectives for OTP	**Supports the DC2RVA proposed service plan for on-time performance**	Supports the DC2RVA proposed service plan for on-time performance)
Improve the travel time of passenger rail operations *(Refer to Area 6 Richmond for values)*			
Travel time DC-Richmond	Would not support DC2RVA service plan objectives for improved travel time	**Supports the DC2RVA proposed service plan objectives for improved travel time**	Supports the DC2RVA proposed service plan objectives for improved travel time
Accommodate VRE commuter rail service operations			
Accommodates VRE commuter rail service operations	No	**Yes**	Yes
Accommodate freight rail service operations			
Freight time delay (2045)	Increases freight delay	**Meets DC2RVA objectives for freight impacts**	Increases freight traffic travel time and distance
Accommodates rail freight future growth, yard operations, access to local customers, and sidings for crew changes and layovers	No	**Yes**	Yes

▶ *Continued – see end of table for notes.*

Table 2-2: Evaluation of Fredericksburg Area Alternatives Against the Purpose and Need and their Impact on the Human and Natural Environment

Purpose and Need Elements & Summary of Factors Considered[1]	Build Alternatives		
	3A. Maintain Two Tracks Through Town	3B. Add One Track East of Existing	3C. Add Two-Track Bypass East
Improve modal connectivity with other public transportation systems			
Aligns with FRA and Amtrak guidelines for station facilities, and state and local plans	Yes	**Yes**	Yes
At-grade crossing total daily delay (% change from No Build)	6% increase	**60% decrease**	10% decrease
Changes in roadway travel patterns (% change in traffic, adjacent roadways at stations)	7-8%	**7-8%**	7-8%
Improve multimodal rail operations safety			
Grade-separation of public at-grade crossings	0	**1**	0
Closure of public at-grade crossings	0	**0**	0
Safety improvements of public at-grade crossings (four quadrant gates and/or median treatment)	4	**3**	9
New grade-separated public crossings	0	**0**	5
Provides platform and station improvements	Yes	**Yes**	Yes
Provides upgrades to signals and communication systems	Yes	**Yes**	Yes
Improve Air Quality & Reduce Greenhouse Gas Emissions *(Refer to Area 6 Richmond for values)*			
Supports reduction of CO2 emissions	Yes	**Yes**	Yes
Supports decreases in energy consumption	Yes	**Yes**	Yes

Notes: 1) Refer to Chapters 2 and 4 of the Draft EIS for complete list of factors evaluated and the evaluation results for each Build Alternative. 2) Other avoidance alternatives do not exist that would meet the Purpose and Need for the DC2RVA Project. 3) Does not include rolling stock.

2.6 ALTERNATIVE AREA 4: CENTRAL VIRGINIA CROSSROADS TO DOSWELL—CFP 48 TO CFP 19

DRPT determined that additional rail capacity is required in the Central Virginia area to increase train service and improve reliability. The Draft EIS evaluates the impacts of constructing one additional main line track adjacent to the existing tracks, identified as **Build Alternative 4A: Add One Track/Improve Existing Track** (as shown in Figure 2-5). DRPT prefers this alternative because it would generally be located within the existing CSXT right-of-way, avoids impacts to natural and human resources to the extent practicable, and provides the greatest contiguous section along the DC2RVA corridor with a maximum authorized speed up to 90 mph. All other alternatives were removed from consideration during the screening process due to their higher levels of impacts to the human and natural environment or they did not meet the Purpose and Need of the Project, as described in the Alternatives Technical Report (Appendix A of the Draft EIS).

Table 2-3 summarizes the performance of Build Alternative 4A against the Purpose and Need evaluation criteria and its impact on the human and natural environment.

BUILD ALTERNATIVE 4A
Add One Track / Improve Existing Track
Length: 29 miles Cost: $643.2 million

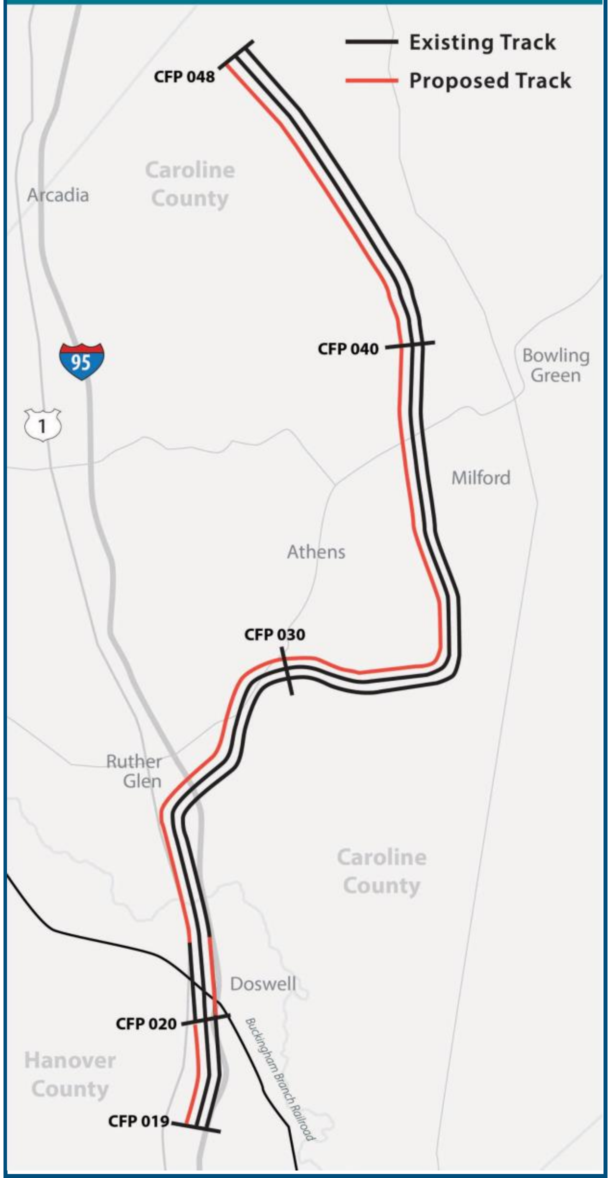
Existing Track
Proposed Track
CFP 048
Caroline County
Arcadia
95
1
CFP 040
Bowling Green
Milford
Athens
CFP 030
Ruther Glen
Caroline County
Doswell
CFP 020
Buckingham Branch Railroad
Hanover County
CFP 019

Figure 2-5: DRPT Recommended Preferred Alternative (Central Virginia Area)

Table 2-3: Evaluation of the Central Virginia Area Alternative Against the Purpose and Need and Its Impact on the Human and Natural Environment

Purpose and Need Elements & Summary of Factors Considered[1]	4A. Add One Track/Improve Existing Track
Provide an efficient and reliable multimodal rail corridor	
Impacts to human and natural resources:	
Wetland impacts	**8.39 acres**
Section 4(f) park impacts	**0 acres**
Historic properties impacts (parks and historic properties)[2]	**3 properties**
Right-of-way acquisition	**2.4 acres**
Residential relocations	**0**
Commercial relocations	**0**
Optimizes cost:	
Construction costs (2025 $, millions)[3]	**$643.2 million**
Increase the capacity of the multimodal rail system through infrastructure improvements	
Increases multimodal rail capacity	**Yes**
Improve the frequency of passenger rail operations *(Refer to Area 6 Richmond for values)*	
Supports ridership demand within the corridor and beyond	**Supports the DC2RVA proposed service plan of 9 additional round trips**
Increases passenger train frequency by up to 9 round trips per day	**Yes**
Improve the reliability of passenger rail operations *(Refer to Area 6 Richmond for values)*	
Passenger Train On-Time Performance (2045 OTP)	**Supports the DC2RVA proposed service plan for on-time performance**
Improve the travel time of passenger rail operations *(Refer to Area 6 Richmond for values)*	
Travel time DC-Richmond	**Supports the DC2RVA proposed service plan objectives for improved travel time**
Accommodate VRE commuter rail service operations	
Accommodates VRE commuter rail service operations	**No VRE stations present**
Accommodate freight rail service operations	
Freight time delay (2045)	**Does not increase impacts to freight time delay**
Accommodates rail freight future growth, yard operations, access to local customers, and sidings for crew changes and layovers	**Yes**
Improve modal connectivity with other public transportation systems	
Aligns with FRA and Amtrak guidelines for station facilities, and state and local plans	**No stations in the Central Virginia area**
At-grade crossing total daily delay (% change from No Build)	**6% decrease**
Changes in roadway travel patterns (% change in traffic, adjacent roadways at stations)	**n/a**
Improve multimodal rail operations safety	
Grade-separation of public at-grade crossings	**0**
Closure of public at-grade crossings	**1**
Safety improvements of public at-grade crossings (four quadrant gates and/or median treatment)	**6**
New public crossings	**0**
Provides platform and station improvements	**No stations in the Central Virginia area**
Provides upgrades to signals and communication systems	**Yes**
Improve Air Quality & Reduce Greenhouse Gas Emissions *(Refer to Area 6 Richmond for values)*	
Supports reduction of CO2 emissions	**Yes**
Supports decreases in energy consumption	**Yes**

Notes: 1) Refer to Chapters 2 and 4 of the Draft EIS for complete list of factors evaluated and the evaluation results for each Build Alternative. 2) Other avoidance alternatives do not exist that would meet the Purpose and Need for the DC2RVA Project. 3) Does not include rolling stock.

2.7 ALTERNATIVE AREA 5: ASHLAND DOSWELL TO I-295—CFP 19 TO CFP 9

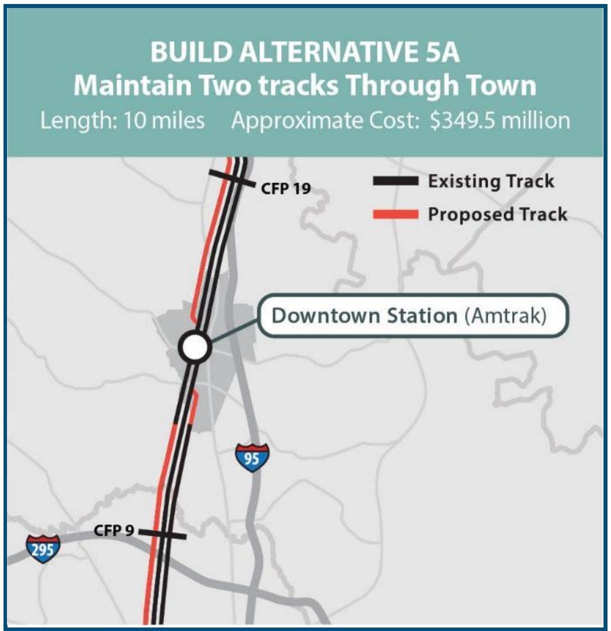
BUILD ALTERNATIVE 5A
Maintain Two tracks Through Town
Length: 10 miles
Approximate Cost: $349.5 million
CFP 19
Existing Track
Proposed Track
Downtown Station (Amtrak)
95
CFP 9
295

Figure 2-6: DRPT Recommended Preferred Alternative (Ashland Area)

DRPT evaluated seven Build Alternatives in the Ashland/Hanover area in the Draft EIS. As identified in the Draft EIS, DRPT conducted extensive outreach, as discussed in Sections 3.1 and 3.3. The Recommended Preferred Alternative (**Build Alternative 5A: Maintain Two Tracks Through Town** (also known as **"3-2-3"**, as shown in Figure 2-6) would maintain the existing two tracks (i.e., no construction of new track) through Ashland, which would be used by freight and passenger trains similar to current conditions. A station stop in Ashland would remain in town, and two public roadway at-grade crossings in Ashland, West Vaughan Road and Ashcake Road, would be grade separated. All other public roadway and/or pedestrian crossings within town remain at-grade, with safety improvements. One new track would be constructed north and south of town, and there are some shifts of existing tracks to improve speed throughout the area. Rail improvements are generally within existing right-of-way. The maximum authorized speed in this section is designed for 90 mph, where feasible. Existing speed restrictions for all trains operating through the Town of Ashland (35 mph during the day, 45 mph at night) would remain.

Build Alternative 5B and 5B-Ashcake would add a new third main line adjacent to the existing tracks on the east through the Town of Ashland, which generally requires additional railroad right-of-way within the town. Similarly, Build Alternative 5D-Ashcake would require construction of one additional main line track and centering all three main line tracks on the existing alignment through the town, which would require additional right-of-way. In addition, Build Alternatives 5B, 5B-Ashcake and 5D-Ashcake would require closure of a short portion of Railroad Avenue/Center Street, parallel to the railroad corridor. Build Alternative 5C and 5C-Ashcake would construct a two-track bypass to the west of Ashland within Hanover County. While a new bypass would provide the most capacity to support the DC2RVA service plan objectives, DRPT concludes that, compared with adding a new third main line through Ashland, the bypass alternative would have greater cost and greater impacts to natural and human resources and would result in more residential relocations.

Table 2-4 summarizes the performance of the Ashland area Build Alternatives against the Purpose and Need evaluation criteria and their impact on the human and natural environment.

Table 2-4: Evaluation of Ashland Area Alternatives Against the Purpose and Need and Their Impact on the Human and Natural Environment

	Build Alternatives						
Purpose and Need Elements & Summary of Factors Considered[1]	**5A. Maintain Two Tracks Through Town**	**5A–A. Maintain Two Tracks Through Town (Relocate Station to Ashcake)**	**5B. Add One Track Through Town East of Existing**	**5B–A. Add One Track Through Town East of Existing (Relocate Station to Ashcake)**	**5C. Add Two-Track West Bypass**	**5C–A. Add Two-Track West Bypass (Relocate Station to Ashcake)**	**5D–A. Three Tracks Centered Through Town (Add One Track, Relocate Station to Ashcake)**
Provide an efficient and reliable multimodal rail corridor							
Impacts to human and natural resources:							
Wetland impacts	**0.41 acres**	0.41 acres	0.41 acres	0.45 acres	8.44 acres	8.48 acres	0.45 acres
Section 4(f) park impacts[2]	**0 acres**	0.01 acres	0.03 acres	0.04 acres	0 acres	0.01 acres	0.01 acres
Historic properties impacts[2]	**0 properties**	0 properties	7 properties	7 properties	1 property	1 property	7 properties
Right-of-way acquisition	**21.9 acres**	20.5 acres	29.4 acres	29.9 acres	147.8 acres	146.4 acres	36.4 acres
Residential relocations	**0 residential relocations**	0 residential relocations	0 residential relocations	0 residential relocations	21 residential relocations	21 residential relocations	0 residential relocations
Commercial relocations	**1 Commercial relocation**	1 Commercial relocation	1 Commercial relocation	1 Commercial relocation	1 Commercial relocation	1 Commercial relocation	1 Commercial relocation
Optimizes cost:							
Construction costs (2025)[3] (millions)	**$349.5**	$350.3	$388.3	$388.8	$599.2	$600.0	$398.8
Increase the capacity of the multimodal rail system through infrastructure improvements							
Increases multimodal rail capacity	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes
Improve the frequency of passenger rail operations *(Refer to Area 6 Richmond for values)*							
Supports ridership demand within the corridor and beyond	**Supports the DC2RVA proposed service plan of 9 additional round trips**	Supports the DC2RVA proposed service plan of 9 additional round trips	Supports the DC2RVA proposed service plan of 9 additional round trips	Supports the DC2RVA proposed service plan of 9 additional round trips	Supports the DC2RVA proposed service plan of 9 additional round trips	Supports the DC2RVA proposed service plan of 9 additional round trips	Supports the DC2RVA proposed service plan of 9 additional round trips
Increases passenger train frequency by up to 9 round trips per day	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes

▶ *Continued – see end of table for notes.*

Purpose and Need Elements & Summary of Factors Considered[1]	Build Alternatives						
	5A. Maintain Two Tracks Through Town	**5A–A. Maintain Two Tracks Through Town (Relocate Station to Ashcake)**	**5B. Add One Track Through Town East of Existing**	**5B–A. Add One Track Through Town East of Existing (Relocate Station to Ashcake)**	**5C. Add Two-Track West Bypass**	**5C–A. Add Two-Track West Bypass (Relocate Station to Ashcake)**	**5D–A. Three Tracks Centered Through Town (Add One Track, Relocate Station to Ashcake)**
Improve the reliability of passenger rail operations *(Refer to Area 6 Richmond for values)*							
Passenger Train On-Time Performance (2025 OTP): Meets DC2RVA proposed service plan for on-time performance)	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes
Improve the travel time of passenger rail operations *(Refer to Area 6 Richmond for values)*							
Supports the DC2RVA Proposed Service Plan Objectives for Improved Travel Time	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes
Accommodate VRE commuter rail service operations by incorporating planned infrastructure and operational improvements							
Accommodates VRE commuter rail service operations	N/A (No VRE Stations Present in Ashland Area 5)						
Accommodate freight rail service operations							
Freight time delay (2025): Meets DC2RVA objectives for freight impacts	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes
Accommodates rail freight future growth, yard operations, access to local customers, and sidings for crew changes and layovers	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes
Improve modal connectivity with other public transportation systems							
Aligns with FRA and Amtrak guidelines for station facilities, and state and local	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes

▶ *Continued – see end of table for notes.*

	Build Alternatives						
Purpose and Need Elements & Summary of Factors Considered[1]	**5A. Maintain Two Tracks Through Town**	**5A–A. Maintain Two Tracks Through Town (Relocate Station to Ashcake)**	**5B. Add One Track Through Town East of Existing**	**5B–A. Add One Track Through Town East of Existing (Relocate Station to Ashcake)**	**5C. Add Two-Track West Bypass**	**5C–A. Add Two-Track West Bypass (Relocate Station to Ashcake)**	**5D–A. Three Tracks Centered Through Town (Add One Track, Relocate Station to Ashcake)**
plans							
At-grade crossing total daily delay (% change from No Build)	**24% decrease**	24% decrease	26% decrease	26% decrease	87% decrease	87% decrease	26% decrease
Changes in roadway travel patterns (% change in traffic, adjacent roadways at stations)	**<1%**	<1%	<1%	<1%	<1%	<1%	<1%
Improve multimodal rail operations safety							
Grade-separation of existing public at-grade crossings	**2**	2	2	2	0	0	2
Closure of existing public at-grade crossings	**1**	0	1	0	1	0	0
Safety improvements of existing public at-grade crossings (four quadrant gates and/or median treatment)	**8**	9	8	9	10	11	9
New public at-grade crossings	**0**	0	0	0	8	8	0
Provides platform and station improvements	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes
Provides upgrades to signals and communication systems	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes
Improve Air Quality & Reduce Greenhouse Gas Emissions *(Refer to Area 6 Richmond for values)*							
Supports reduction of CO2 emissions	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes
Supports decreases in energy consumption	**Yes**	Yes	Yes	Yes	Yes	Yes	Yes

Notes: 1) Refer to Chapters 2 and 4 of the Draft EIS for complete list of factors evaluated and the evaluation results for each Build Alternative. 2) Alternative 5A is the Preferred Alternative because no other avoidance alternatives exist that meet the Purpose and Need for the DC2RVA Project. 3) Does not include rolling stock. DRPT developed operating and maintenance costs and estimates of revenue, but neither were differentiators between the Build Alternatives and were therefore not used by DRPT in selecting the Recommended Preferred Alternative.

2.8 ALTERNATIVE AREA 6: RICHMOND I-295 TO CENTRALIA—CFP 9 TO A011

DRPT evaluated two primary route alignment alternatives for the Richmond area, with one passing west of downtown on the CSXT A-Line and another passing through downtown via the CSXT S-Line, to determine which route was best capable of providing the capacity required to support the DC2RVA Purpose and Need. In addition to the routing options, DRPT evaluated four unique station locations with eight different station service alternatives in the Richmond area serving multiple route and station combinations. The eight station service alternatives included five single-station alternatives that would consolidate passenger service to one station, and three two-station alternatives that offer combinations of services and rail line routes using Main Street Station and Staples Mill Road Station:

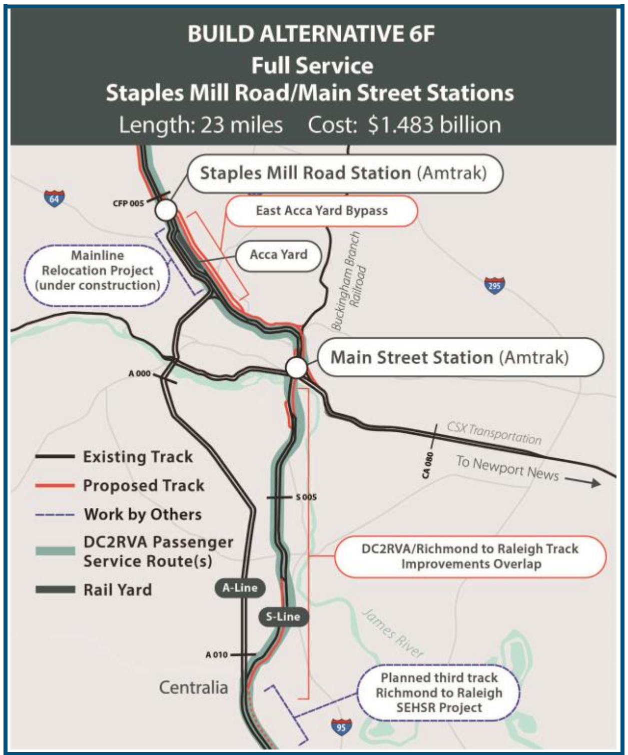
BUILD ALTERNATIVE 6F
Full Service
Staples Mill Road/Main Street Stations
Length: 23 miles Cost: $1.483 billion
Staples Mill Road Station (Amtrak)
East Acca Yard Bypass
Acca Yard
Mainline Relocation Project (under construction)
Buckingham Branch Railroad
Main Street Station (Amtrak)
CFP 005
A 000
S 005
A 010
CA 080
64
295
95
CSX Transportation
To Newport News
Existing Track
Proposed Track
Work by Others
DC2RVA Passenger Service Route(s)
Rail Yard
DC2RVA/Richmond to Raleigh Track Improvements Overlap
A-Line
S-Line
James River
Centralia
Planned third track Richmond to Raleigh SEHSR Project

Figure 2-7: DRPT Recommended Preferred Alternative (Richmond Area)

- Single-Station Build Alternatives:
  - 6A: Staples Mill Road Station Only
  - 6B–A-Line: Boulevard Station Only, A-Line
  - 6B–S-Line: Boulevard Station Only, S-Line
  - 6C: Broad Street Station Only
  - 6D Main Street Station Only
- Two-Station Build Alternatives:
  - 6E: Split Service, Staples Mill Road/Main Street Stations
  - 6F: Full Service, Staples Mill Road/Main Street Stations
  - 6G: Shared Service, Staples Mill Road/Main Street Station

To develop the most viable alternatives, DRPT engaged in discussions with CSXT, the City of Richmond, Henrico County, and Chesterfield County, as well as the Richmond Transportation Planning Organization. In addition, DRPT held three public meetings and a formal public hearing in Richmond.

DRPT recognizes that a major advantage of passenger rail is the capability to provide the traveling public with a connection to Richmond's downtown. Both FRA and Amtrak also recognize the importance of a connection to the urban core. FRA's Corridor Planning Guidance Manual states that "(each) city should have a station located in or near the central business district." DRPT is committed to maximizing the value of intercity passenger rail by connecting the DC2RVA corridor to the governmental, commercial, and residential population in downtown Richmond. However, DRPT also recognizes that Richmond's Staples Mill Road

Station currently has the highest ridership volumes of any passenger rail station in Virginia, in part due to the higher level of train service at the station. DRPT reviewed the cost estimates, level of impacts, and ridership projections, and determined that having both a downtown station and a suburban station would best meet the Purpose and Need. DRPT determined that **Build Alternative 6F: Full Service, Staples Mill Road/Main Street Stations** provides the most optimal solution for providing downtown Richmond rail service at Main Street Station and convenient connections to Richmond's transit system, including multiple bus routes and the new Bus Rapid Transit (BRT) system under construction along Broad Street. By nature of the respective environments of each location, Main Street Station would provide expanded multimodal connectivity, while Staples Mills Road Station could continue to accommodate the parking needs of regional rail passengers who are not located in the downtown Richmond area (see Figure 2-7). The two-station service in Build Alternative 6F also reflects FRA's Guidance Manual for Railroad Corridor Transportation Plans (2005), which states that "each city should have a station located in or near the central business district," but also that "one or more suburban stations need to be provided in the larger metropolitan areas."[1]

In this alternative, all Long-Distance, Interstate Corridor, and Northeast Regional passenger trains moving north-south through Richmond would be routed through Staples Mill Road Station to the west side of Main Street Station and then to Centralia using the S-Line. The Northeast Regional service to Newport News would continue to use the east side of Main Street Station on the Peninsula Subdivision line. This alternative includes improvements between Greendale and Centralia along the S-Line and includes station and service improvements at Main Street Station, an additional bridge crossing of the James River, an east bypass of Acca Yard, and station and service improvements at Staples Mill Road Station. With all intercity passenger trains (with the exception of Amtrak's Auto Train) serving Downtown Richmond via the CSXT S-Line, the CSXT A-Line will become a primarily freight route bypassing downtown and reducing delays for both services. Therefore, DRPT has determined that Build Alternative 6F is the Recommended Preferred Alternative for the Richmond area.

Table 2-5 summarizes the performance of the Richmond Area Build Alternatives against the Purpose and Need evaluation criteria and their impact on the human and natural environment.

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[1] FRA Railroad Corridor Transportation Plans, https://www.fra.dot.gov/eLib/Details/L04161

Table 2-5: Evaluation of Richmond Area Alternatives Against the Purpose and Need and Their Impact on the Human and Natural Environment

Purpose and Need Elements & Summary of Factors Considered[1]	Build Alternatives							
	Richmond Single-Station Options					Richmond Two-Station Options		
	6A. Staples Mill Road Station Only	6B–A-Line. Boulevard Station Only A-Line	6B–S-Line. Boulevard Station Only S-Line	6C. Broad Street Station Only A-Line	6D. Main Street Station Only S-Line	6E. Split Service–Staples Mill Road/Main Street Stations	6F. Full Service–Staples Mill Road/Main Street Stations	6G. Shared Service–Staples Mill Road/Main Street Stations
Provide an efficient and reliable multimodal rail corridor								
Impacts to human and natural resources:								
Wetland impacts	3.21 acres	2.91 acres	3.47 acres	2.99 acres	3.47 acres	3.31 acres	**3.52 acres**	3.74 acres
Section 4(f) park impacts[2]	0.19 acres	0.19 acres	0.17 acres	0.19 acres	0.17 acres	0.19 acres	**0.17 acres**	0.17 acres
Historic properties impacts[2]	8 properties	16 properties	16 properties	16 properties	10 properties	7 properties	**10 properties**	13 properties
Right-of-way acquisition	76.0 acres	101.0 acres	78.7 acres	128.1 acres	73.7 acres	89.1 acres	**83.0 acres**	81.0 acres
Residential relocations	12 residential relocations	12 residential relocations	7 residential relocations	112 residential relocations	7 residential relocations	12 residential relocations	**7 residential relocations**	7 residential relocations
Commercial relocations	10 Commercial relocations	18 Commercial relocations	10 Commercial relocations	15 Commercial relocations	10 Commercial relocations	10 Commercial relocations	**10 Commercial relocations**	10 Commercial relocations
Optimizes cost:								
Construction costs (2025)[3] (millions)	$1,087.7	$1,524.1	$1,451.2	$1,488.7	$1,323.5	$1,266.5	**$1,482.9**	$1,599.1
Increase the capacity of the multimodal rail system through infrastructure improvements								
Increases multimodal rail capacity	Yes	Yes	Yes	Yes	Yes	Yes	**Yes**	Yes
Improve the frequency of passenger rail operations								
Annual Ridership, DC-Richmond (2025) (millions)	2.579	2.509	2.509	2.474	2.521	2.519	**2.553**	2.556
Annual Ridership, DC-Richmond (2045) (millions)	3.295	3.203	3.203	3.160	3.213	3.218	**3.258**	3.261
Increases passenger train frequency	Yes	Yes	Yes	Yes	Yes	Yes	**Yes**	Yes

▶ *Continued – see end of table for notes.*

Purpose and Need Elements & Summary of Factors Considered[1]	Build Alternatives							
	Richmond Single-Station Options					Richmond Two-Station Options		
	6A. Staples Mill Road Station Only	6B–A-Line. Boulevard Station Only A-Line	6B–S-Line. Boulevard Station Only S-Line	6C. Broad Street Station Only A-Line	6D. Main Street Station Only S-Line	6E. Split Service–Staples Mill Road/Main Street Stations	6F. Full Service–Staples Mill Road/ Main Street Stations	6G. Shared Service–Staples Mill Road/ Main Street Stations
by up to 9 round trips per day								
Supports ridership demand within the corridor and beyond	Yes	Yes	Yes	Yes	Yes	Yes	**Yes**	Yes
Improve the reliability of passenger rail operations								
Passenger Train On-Time Performance (2045 OTP): Meets DC2RVA proposed service plan for on-time performance[4,5]	No	No	Yes	No	No	No	**Yes**	No
Operational Impacts (passenger train delay and freight conflicts) [3,4]	High	Low	Low	Moderate	Moderate	Low	**Low**	Moderate
Improve the travel time of passenger rail operations								
Travel time DC–Richmond (hour:minute)[6]	1:50	1:56	1:56	2:01	2:06	1:50	**2:15**	2:15
Reduces current passenger train trip time DC-Richmond?	Yes	Yes	Yes	Yes	Yes	Yes	**Yes**	Yes
Accommodate VRE commuter rail service operations by incorporating planned infrastructure and operational improvements								
Accommodates VRE commuter rail service operations	N/A (No VRE Stations Present in Richmond Area 6)							
Accommodate freight rail service operations								
Freight time delay (2045) (minutes of delay per 100 train-miles) [4,5]	11.5	12	9	12	11	12	**9**	12
Accommodates rail freight future growth, yard operations, access to local customers, and sidings for crew changes and layovers	No	No	Yes	No	Yes	No	**Yes**	No

▶ *Continued – see end of table for notes.*

Purpose and Need Elements & Summary of Factors Considered[1]	**Build Alternatives**							
	Richmond Single-Station Options					**Richmond Two-Station Options**		
	6A. Staples Mill Road Station Only	**6B–A-Line. Boulevard Station Only A-Line**	**6B–S-Line. Boulevard Station Only S-Line**	**6C. Broad Street Station Only A-Line**	**6D. Main Street Station Only S-Line**	**6E. Split Service–Staples Mill Road/Main Street Stations**	**6F. Full Service–Staples Mill Road/ Main Street Stations**	**6G. Shared Service–Staples Mill Road/ Main Street Stations**
Improve modal connectivity with other public transportation systems								
Aligns with FRA and Amtrak guidelines for station facilities, and state and local plans	No. Does not meet FRA downtown station guidelines.	No. Does not meet FRA downtown station guidelines.	No. Does not meet FRA downtown station guidelines.	No. Does not meet FRA downtown station guidelines.	Yes	Yes	**Yes**	Yes
At-grade crossing total daily delay (% change from No Build)	66% decrease	66% decrease	76% decrease	38% decrease	59% decrease	66% decrease	**59% decrease**	60% decrease
Changes in roadway travel patterns (% change in traffic, adjacent roadways at stations)	2%	5%	5%	5%	4%	1 to 2%	**1 to 2%**	1 to 2%
Improve multimodal rail operations safety								
Grade-separation of public at-grade crossings	3	3	4	3	3	3	**3**	3
Closure of public at-grade crossings	4	4	5	4	5	4	**5**	5
Safety improvements of public at-grade crossings (four quadrant gates and/or median treatment)	3	3	7	4	8	3	**8**	8
New public at-grade crossings[7]	0	0	0	2	0	0	**0**	0
Provides platform and station improvements	Yes	Yes	Yes	Yes	Yes	Yes	**Yes**	Yes
Provides upgrades to signals and communication systems	Yes	Yes	Yes	Yes	Yes	Yes	**Yes**	Yes

▶ *Continued – see end of table for notes.*

Purpose and Need Elements & Summary of Factors Considered[1]	Build Alternatives							
	Richmond Single-Station Options					Richmond Two-Station Options		
	6A. Staples Mill Road Station Only	6B–A-Line. Boulevard Station Only A-Line	6B–S-Line. Boulevard Station Only S-Line	6C. Broad Street Station Only A-Line	6D. Main Street Station Only S-Line	6E. Split Service–Staples Mill Road/Main Street Stations	6F. Full Service–Staples Mill Road/ Main Street Stations	6G. Shared Service–Staples Mill Road/ Main Street Stations
Improve Air Quality & Reduce Greenhouse Gas Emissions								
CO_2 Emissions, Change Compared to No Build (tons per year, 2025)	-6,696	-6,003	-6,003	-5,663	-5,947	-6,051	**-6,518**	-6,869
Energy Consumption, Change Compared to No Build (Billions of BTUs, 2025)	-307	-277	-277	-265	-280	-286	**-293**	-299

Notes: 1) Refer to Chapter 2 and Chapter 4 of the Draft EIS for complete list of factors evaluated and the evaluation results for each Build Alternative. 2) Other avoidance alternatives do not exist that would meet the Purpose and Need for the DC2RVA Project. 3) Does not include rolling stock. 4) Fredericksburg and Ashland operations data assumes use of Richmond Alternative 6F. 5) Richmond operations data assumes construction of the recommended alternatives for each of the sections and additional third main track capacity through Ashland. A Boulevard Station S-Line option (all trains via S-Line and East Acca bypass) was not modeled, but is assumed by DRPT to have similar operating parameters as Alternative 6D Main Street Station. 6) Travel times are for limited stop southbound Interstate Corridor (SEHSR) trains only from Washington Union Station to the station closest to downtown Richmond. Northbound Interstate Corridor trains are about 2 minutes longer. Regional trains, which make more stops, operate 6 to 8 minutes longer. 7) New at-grade crossings would require a variance of Virginia State Code and/or coordination with VDOT.

DRPT developed operating and maintenance costs and estimates of revenue, but neither were differentiators between the Build Alternatives and were therefore not used by DRPT in selecting the Recommended Preferred Alternative.

3 REFINED OPERATIONS ANALYSIS MODELING

3.1 OPERATIONS MODELING OVERVIEW

3.1.1 Background and Federal Requirements of Operations Simulations in Passenger Projects

DRPT conducted computer-based operations simulations (also known as operations modeling) to estimate rail performance in the corridor, in order to estimate if alternatives defined in the Draft EIS might be anticipated to provide the infrastructure capacity and service performance necessary to meet the Purpose and Need of the DC2RVA Project. This work was conducted using Rail Traffic Controller (RTC) simulation software.

Operations modeling is conducted to compare rail performance under different scenarios to simulate existing and future railroad operations. The rail performance results generated from the simulations are estimates, not guarantees, and U.S. railroad companies use the performance estimates that are generated as a tool to determine trends in operational performance between different infrastructure alternatives, rather than focusing on the exact performance estimate generated by the software.

The goals of the operations modeling conducted by DRPT for the DC2RVA Project were to:

- Estimate the operating performance of:
  - Existing and proposed intercity passenger service,
  - Existing and planned VRE commuter rail service, and
  - Existing and forecasted CSXT freight service.
- Estimate the ability of infrastructure proposed for the DC2RVA Corridor to provide the capacity and service performance necessary for intercity passenger trains identified in the Purpose and Need for the Project while not unduly or unreasonably interfering with the performance of freight and commuter rail passenger trains.

DRPT used the intercity passenger and freight train performance goals established under Section 207 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and published in the Federal Register as the Metrics and Standards for Intercity Passenger Rail Service as base guidelines for the performance thresholds in DRPT's operations modeling. Under PRIIA, intercity passenger rail projects must provide for a sufficient level of infrastructure that will:

- Enable the existing and proposed passenger rail service to run on time; i.e., achieve 90 percent or better on-time performance for all NEC Regional and state-supported passenger trains and 85 percent for Long Distance trains operating outside the NEC.

- Accommodate and allow for the future growth of existing and projected intercity, commuter, and freight rail service.
- Not unreasonably delay the freight operations of the host railroad on account of the proposed additional passenger train frequencies.

DRPT applied a threshold of 90 percent on-time performance for all existing and proposed passenger and commuter trains in the DC2RVA corridor. In addition, the DC2RVA Project Purpose and Need specifically includes a goal of being able to reliably accommodate 18 additional intercity passenger trains (nine round-trips), as well as reduce travel time and accommodate freight growth.

3.1.2 Passenger and Freight Train Performance Goals

PRIIA's performance goals for intercity passenger trains are for all passenger trains, except Long Distance trains, to arrive on-time at each station ("all-stations" performance) and at corridor endpoints ("endpoint" performance) at least 90 percent of the time. On-time, as defined by PRIIA, means arrival at a station at the scheduled time or within a set "late tolerance" period following the scheduled time. The length of the late tolerance period varies by the type of intercity passenger service and the total distance between the train's scheduled endpoints. For most intercity passenger trains operating on the DC2RVA corridor, the PRIIA standard is for the train to arrive at its end-point station within 10 minutes of its published schedule. In this analysis, DRPT defined the end-point stations as follows: Washington, D.C. for all northbound trains; Petersburg, VA (Ettrick) for all trains operating south of Richmond, VA; and Richmond Main Street Station for all trains terminating in Richmond or extending east to Newport News.

PRIIA's performance goal for freight service is for intercity passenger rail service to not unduly or unreasonably delay the movement of freight. The performance of freight trains is compared for different alternatives by estimating future freight train delay under the 2045 Build Alternatives with the 2045 No-Build Alternative. Freight train delay is measured as minutes of delay per train, per 100 train-miles. This metric compares the simulated time a freight train took to cover its route inclusive of interactions with other trains, passenger and freight, compared to the time the freight train would have taken to cover its route had it encountered no delays en-route.

3.2 OPERATIONS MODELING CONDUCTED FOR DC2RVA

3.2.1 Purpose and Phases of Operations Modeling Conducted for DC2RVA Project

The purpose of the operations analysis undertaken by DRPT for the DC2RVA Project was to use computer-based operations simulations to estimate the operational performance of intercity passenger, freight, and commuter trains under four different "build case" operations simulations that were identified by DRPT, as well as a "No Build case" to which the four build case simulations were compared.

Preliminary Operations Modeling to Compare Local Alternatives. During the preparation of the Draft EIS, DRPT conducted several preliminary operations simulations that evaluated multiple infrastructure alternatives in the Ashland area, including alternatives with two tracks and three tracks. DRPT evaluated these preliminary operations simulations against the Project's need to accommodate an additional 18 intercity passenger trains per day (nine round-trips), accommodate projected CSXT freight growth, and meet PRIIA's passenger and freight train on-time performance targets through 2045. The train performance estimates derived by DRPT from this preliminary work suggested that either a third main track through Ashland or a two-track bypass around Ashland would provide the highest likelihood that trains throughout the Project corridor would meet their performance goals under the service level and schedule projected. FRA staff also expressed concern regarding the incorporation of a modeling assumption that enabled commuter and passenger trains to use any available mainline track and station platform when operating within the corridor, rather than applying an operating protocol that directed passenger and commuter trains to use specific tracks and station platforms in a consistent operating pattern when traveling within the corridor. DRPT therefore determined that other rail infrastructure and service scenarios should be considered, perhaps in concert with schedule modifications, which could also achieve the Project's Purpose and Need goals.

Service Assumptions. The following service assumptions for intercity passenger, commuter, and freight trains were used for scenarios modeled as part of the Phase 1 "Refined Operations Analysis" and Phase 2 "Network-Wide Analysis) simulations conducted for the DC2RVA Project in 2017.

- Future Amtrak intercity passenger services were modeled based on the following assumptions of increased service frequencies:
    - Eighteen additional intercity passenger trains per day (nine new round trips) between Washington, D.C. and Richmond, which is the service increase proposed by the DC2RVA Project.
    - Two additional intercity passenger trains between Washington, D.C. and Lynchburg. South of Washington, D.C. these trains exit the DC2RVA Corridor south of Alexandria station. These trains are included in the No-Build Alternative as they are fully-funded and presumed to be introduced regardless of whether or not the DC2RVA Project is implemented.
    - An increase in Cardinal long-distance service between Washington, D.C. and Chicago from three times per week in each direction to once per day in each direction. South of Washington, D.C., these trains exit the DC2RVA Corridor at Alexandria. This service is included in the No-Build Alternative as the increase is presumed to occur regardless of whether or not the DC2RVA Project is implemented.
    - No additional changes in intercity passenger trains would occur between the DC2RVA Project's proposed implementation year of 2025 and the horizon year of 2045.
- All intercity passenger trains in Richmond (Alternative Area 6) used the "Full Service, Staples Mill Road/Main Street Stations" infrastructure and service alternative.
- All existing and new Virginia-supported Northeast Regional passenger trains made a station stop at each Amtrak station in the corridor, including Ashland, and excluding the Lorton Auto Train station.
- Future VRE commuter train services were modeled based on the following assumptions:
    - VRE commuter train frequencies were assumed to increase from 34 weekday trains in 2015 to a projected 38 weekday trains for the years 2025 through 2045. These trains

  are included in the No-Build Alternative as they are fully-funded and presumed to be introduced regardless of whether or not the DC2RVA Project is implemented.

- Future increases in CSXT freight train services were modeled based on the following assumptions of forecasted freight growth:
  - To forecast freight train growth from existing (2015) levels, DRPT solicited input from CSXT about future increases in freight traffic in the corridor for the future years 2025 and 2045. DRPT used the U.S. Department of Transportation's Freight Analysis Framework to forecast how rail freight traffic in the corridor would increase and change in 2025 and 2045.
  - CSXT freight growth is independent of the DC2RVA Project and is presumed to occur by itself regardless of whether or not the DC2RVA Project is implemented. These trains are included in the No-Build Alternative as they reflect the DRPT forecast estimates and presumed to be introduced regardless of whether or not the DC2RVA Project is implemented.

    CSXT actual freight growth will be driven by market forces and may be greater or less than the projected growth rates.

Phase 1: "Refined Operations Analysis." The purpose of the refined operations analysis was to improve the performance results of all trains operating on the corridor by applying modifications to the proposed infrastructure and operating plan based on assessments of the preliminary operations modeling assumptions and results. The Refined Operations Analysis simulations had the following objectives and characteristics:

- Measurement of passenger and freight train performance focused on performance within the DC2RVA Corridor, rather than the entire DC2RVA Modeling Limits, which included contiguous sections of shared-use track north and south of the corridor.
- Review and revise the configuration of the proposed infrastructure to improve operational consistency and performance along the corridor:
  - Changes to the Project's proposed track infrastructure, in particular reconfigured crossovers, sidings, and station platforms.
- Review and revise the operating characteristics and assumptions applied to the model to reduce delays associated with schedule conflicts:
  - Incorporation of a platform assignment plan for intercity passenger and commuter trains operating within the corridor.
  - Revise intercity passenger train schedules between Washington and Richmond, where feasible, to capture changes in passenger train running times and recovery times made to enable trains to achieve PRIIA-mandated on-time performance goals in normal real-world operation under the revised corridor infrastructure and platform assignment plan described above.

Phase 2: "Network-Wide Analysis." The work in this phase consisted of running operations simulations to estimate potential effects to passenger, freight, and commuter train performance within a larger territory of shared-use track in the Northeastern United States, to estimate the potential effects of the Project on rail operations in territory adjacent to the DC2RVA corridor. The Network-Wide Analysis simulations had the following characteristics:

- The revised infrastructure, operating, and train schedule modifications made for the Phase 1 modeling were applied in the Phase 2 modeling.
- Passenger and freight train performance were measured across a larger portion of the shared-use rail network, which included contiguous sections of track in the Northeastern United States programmed into the simulation software that constituted the DC2RVA Modeling Limits.
  - Performance was measured on a shared-use network of track stretching from Philadelphia, PA, and Cumberland, MD, to Newport News, VA, and Rocky Mount, NC.
- Additional freight train performance outputs were generated.

3.2.2 Modeling Scenarios for Phases 1 and 2

The modeling scenarios simulated by DRPT were identical for Phases 1 and 2 and consisted of the following four build cases and one No Build case. In all cases described below, the infrastructure alternatives were tested for proposed operations in the year 2045, which represents the concluding year of a 20-year horizon for the Project, based on the Project's proposed implementation year of 2025.

1. **DC2RVA 2045 No Build:** This case measured performance on the DC2RVA corridor with the No Build infrastructure and no-build train operations (without adding 18 new intercity passenger trains) identified in the DC2RVA Draft EIS.
2. **DC2RVA 2045 Build:** This Build case measured performance on the DC2RVA corridor with infrastructure that reflects the Commonwealth's Recommended Preferred Alternative for the full length of the DC2RVA corridor with three main tracks from Alexandria to Richmond Staples Mill Road, with a test of the three-track alternatives in Area 5 (Alternatives 5B, 5B-Ashcake, and 5D-Ashcake) through Ashland. This case included 18 new intercity passenger trains (nine round-trip) in addition to the no-build train operations.
3. **DC2RVA 2045 Build, 2 tracks Ashland:** This Build case measured performance on the DC2RVA corridor with infrastructure that reflects the Commonwealth's Recommended Preferred Alternative for the full length of the DC2RVA corridor with three main tracks from Alexandria to Richmond Staples Mill Road, with a test of the two-track alternative in Area 5 (Alternative 5A, also known as "3-2-3"). This case includes a reduction to two main tracks for two miles through the Town of Ashland. This case included 18 new intercity passenger trains (nine round-trip) in addition to the no-build train operations.
4. **DC2RVA 2045 Build, 2 tracks Ashland + Track Out of Service North (MOW Outage):** This Build case measured performance on the DC2RVA corridor with infrastructure that reflects the Commonwealth's Recommended Preferred Alternative for the full length of the DC2RVA corridor with three main tracks from Alexandria to Richmond Staples Mill Road, with a test of the two-track alternative in Area 5 (Alternative 5A, also known as "3-2-3"). This case included a reduction to two main tracks for two miles through the Town of Ashland as well as an additional segment of track taken out of service for maintenance north of Crossroads. This case included a randomly selected segment of approximately 10 miles in length between Alexandria and Crossroads that would be

taken out of service in order to test the response of the network to a daytime maintenance-of-way (*i.e.*, rail upkeep and repair) outage. In this case, the 10-mile section would have two main tracks during the maintenance-of-way outage and three main tracks at other times. This case included 18 new intercity passenger trains (nine round-trip) in addition to the no-build train operations.

5. **DC2RVA 2045 Build, 2 tracks south of Crossroads:** This Build case measured performance on the DC2RVA corridor with infrastructure that reflects a modification to the Commonwealth's Recommended Preferred Alternative with three main tracks from Alexandria to Crossroads, and reduced to two main tracks from Crossroads to Richmond Staples Mill Road. This case included 18 new intercity passenger trains (nine round-trip) in addition to the no-build train operations.

3.2.3 Results of Phase 1 and Phase 2 Modeling

Table 3-1 summarizes the modeling results from the "Phase 1 Refined Operations Analysis" simulations undertaken by DRPT. In the Build Case of Alternative 5A, with three main tracks from Alexandria to Richmond Staples Mill Road and with a constrained two-track alignment in Area 5 through Ashland (the middle column of the five-case result columns), the model estimated that Regional and Interstate Corridor passenger trains in this case cumulatively met the PRIIA passenger train endpoint on-time performance target of 90 percent and the passenger train all-stations on-time performance target of 90 percent, and cumulative freight train performance, measured in delay minutes per 100 train-miles, had a decrease of 2.4 minutes from the No Build case performance estimate.

Table 3-1: Summary of Phase 1 Refined Operations Analysis Modeling Results (Averaged Results from 5 Randomized Cases)

Case	DC2RVA 2045 No Build	DC2RVA 2045 Build	DC2RVA 2045 Build 2 Tracks in Ashland	DC2RVA 2045 Build 2 Tracks in Ashland + Track out-of-Service	DC2RVA 2045 Build with 2 Tracks South of Crossroads
Infrastructure Tested	No Build	3 Tracks south of Alexandria	3 Tracks south of Alexandria, except 2 tracks through Ashland	3 Tracks south of Alexandria, except 2 tracks through Ashland, with 1 track out of service north of Fredericksburg	3 Tracks south of Alexandria, and 2 tracks south of Crossroads
Passenger Train End-Point On-Time Performance (OTP), Petersburg to Washington Union Station					
Amtrak Long-Distance Intercity Passenger Train OTP	69.6%	95.8%	97.2%	96.9%	97.1%

▶ *Continued*

Table 3-1: Summary of Phase 1 Refined Operations Analysis Modeling Results (Averaged Results from 5 Randomized Cases)

Case	DC2RVA 2045 No Build	DC2RVA 2045 Build	DC2RVA 2045 Build 2 Tracks in Ashland	DC2RVA 2045 Build 2 Tracks in Ashland + Track out-of-Service	DC2RVA 2045 Build with 2 Tracks South of Crossroads
Amtrak Regional and Interstate Corridor Intercity Passenger Train OTP	76.9%	93.0%	93.0%	93.2%	92.6%
All Amtrak Intercity Passenger Trains Aggregated OTP	73.3%	93.8%	94.2%	94.3%	93.9%
Virginia Railway Express Commuter Train OTP	97.0%	98.5%	98.7%	94.1%	97.9%
Passenger Train All-Stations On-Time Performance (OTP), Petersburg to Washington Union Station					
Amtrak Long-Distance Intercity Passenger Train OTP	72.3%	94.9%	95.5%	96.1%	95.0%
Amtrak Regional and Interstate Corridor Intercity Passenger Train OTP	82.3%	96.7%	96.8%	96.7%	96.2%
All Amtrak Intercity Passenger Trains Aggregated OTP	78.7%	96.3%	96.5%	96.6%	95.9%
Virginia Railway Express Commuter Train OTP	99.7%	99.7%	99.9%	98.9%	99.5%
Freight Train Minutes of Delay per 100 Train-Miles					
All Freight Trains	30.8	24.8	28.4	31.2	42.2

Table 3-2 summarizes the modeling results from the "Phase 2 Network-Wide Analysis" operations simulations undertaken by DRPT. In the Build Case of Alternative 5A, with three main tracks from Alexandria to Richmond Staples Mill Road and with a constrained two-track alignment in Area 5 through Ashland (the middle column of the five-case result columns), the model estimated that Northeast Regional and Interstate Corridor passenger trains in this case cumulatively met the PRIIA passenger train endpoint on-time performance target of 90 percent, and cumulative freight train performance, measured in delay minutes per 100 train-miles, had an increase of 2.6 minutes from the No Build case performance estimate.

Table 3-2: Summary of Phase 2 Network-Wide Analysis Modeling Results (Averaged Results from 5 Randomized Cases)

Case	DC2RVA 2045 No Build	DC2RVA 2045 Build	DC2RVA 2045 Build 2 Tracks in Ashland	DC2RVA 2045 Build 2 Tracks in Ashland + Track out-of-Service	DC2RVA 2045 Build with 2 Tracks South of Crossroads

Table 3-2: Summary of Phase 2 Network-Wide Analysis Modeling Results (Averaged Results from 5 Randomized Cases)

Case	DC2RVA 2045 No Build	DC2RVA 2045 Build	DC2RVA 2045 Build 2 Tracks in Ashland	DC2RVA 2045 Build 2 Tracks in Ashland + Track out-of-Service	DC2RVA 2045 Build with 2 Tracks South of Crossroads
Infrastructure Tested	No Build	3 Tracks south of Alexandria	3 Tracks south of Alexandria, except 2 tracks through Ashland	3 Tracks south of Alexandria, except 2 tracks through Ashland, and with 1 track out of service north of Fredericksburg	3 Tracks south of Alexandria, and 2 tracks south of Crossroads
Passenger Train End-Point On-Time Performance (OTP), Petersburg to Washington Union Station					
Amtrak Long-Distance Intercity Passenger Train OTP	71.32%	96.64%	95.77%	95.49%	95.57%
Amtrak Regional and Interstate Corridor Intercity Passenger Train OTP	77.87%	91.41%	91.90%	90.88%	90.58%
Virginia Railway Express Commuter Train OTP	96.97%	97.82%	98.88%	96.39%	98.60%
Freight Train Delay Minutes per 100 Train-Miles, Network-Wide, by Train Type					
All Freight Trains (cumulative)	42.9	43.4	45.5	46.2	48.0
Expedited Intermodal Freight Trains	16.8	31.3	34.3	33.8	37.0
Intermodal (non-expedited) Freight Trains	21.3	32.0	32.4	35.1	36.5
Merchandise Freight Trains	48.0	38.6	40.7	41.1	42.9
All Other Freight Train Types	65.1	64.6	67.5	68.1	69.0
Number of Freight Trains Delayed per Day, by Number of Hours, Network-Wide					
1 Hour	38.3	43.3	43.7	44.0	44.8
2 Hours	21.7	23.9	25.4	25.8	26.9
3 Hours	13.1	13.1	13.9	14.3	15.4
4 Hours	8.3	7.2	8.2	7.9	9.0
5 Hours	5.3	4.2	4.9	4.9	5.4
6 Hours	3.6	2.4	3.1	3.2	3.5
7 Hours	2.4	1.5	2.0	2.4	1.9
8 Hours	1.7	1.0	1.3	1.7	1.3
9 Hours	1.1	0.7	0.9	1.1	1.0
10 Hours	0.8	0.5	0.5	0.8	0.7
Cumulative Freight Train Hours of Delay, Over 12 Days, Network-Wide					
Cumulative Hours of Delay	1,532.9	1,550.6	1,631.0	1,655.0	1,711.1
Number of Trains Recrewed per Day, Network-Wide					
Number of Trains Recrewed per Day	19.4	13.8	13.4	21.6	18.3

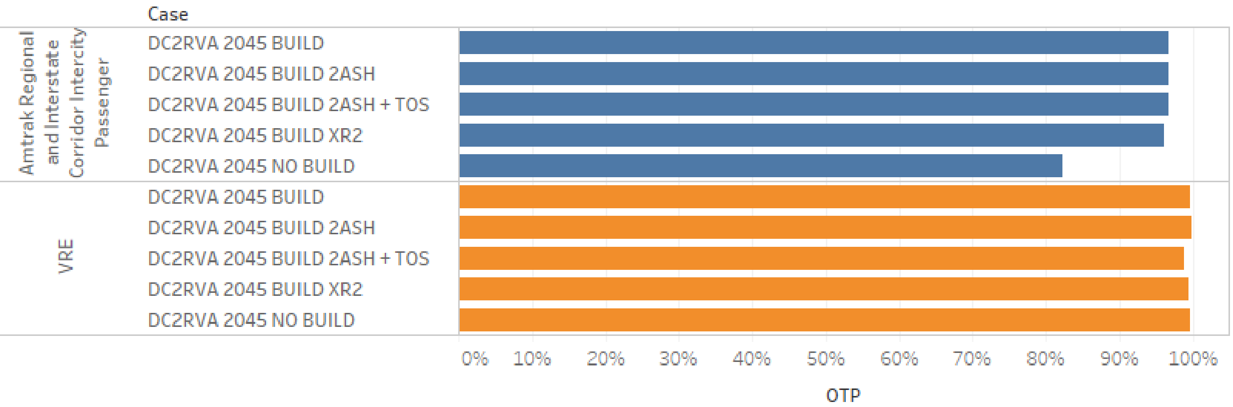
3.2.4 Phase 1 and Phase 2 Modeling Summary

The operations analysis performed as part of the EIS for the DC2RVA Project provided the basis to estimate the infrastructure required to deliver the operational improvements defined in the Purpose and Need for the DC2RVA Project. DRPT performed the operations analysis using RTC software with sample data from actual CSXT freight operations from 2014. The analysis included DRPT-forecasted freight growth through 2045 and a proposed future intercity passenger rail and VRE commuter operating schedule for 2025 and 2045 (prepared in 2015 and revised through 2017). The results of this analysis represent estimates of future operations and are not intended to predict actual performance, operating conditions, or train schedules. DRPT, CSXT, and the project stakeholders will continue to review and update the operations analysis for the DC2RVA corridor through the life of the Project to help assess whether the infrastructure proposed in the EIS meets the Purpose and Need for the DC2RVA Project.

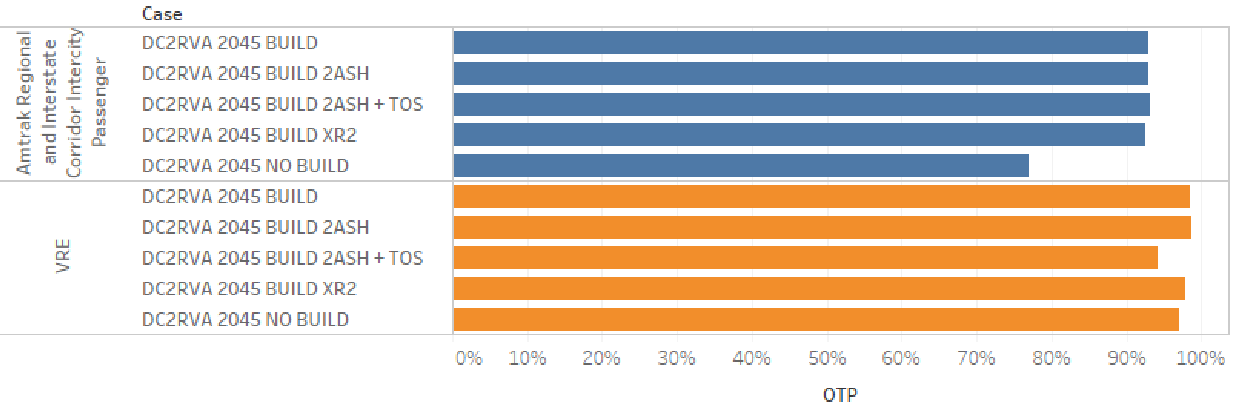
The purpose of the No-Build alternative is to estimate the future condition of the railroad operating environment due to forecasted freight growth and planned, programmed, or funded passenger and commuter rail increases without the construction of the improvements or implementation of the intercity passenger rail service (nine new round-trip trains) proposed in the DC2RVA Project. Note: the No-Build analysis did not include consideration of maintenance-of-way outages, which could be anticipated to increase estimated freight, passenger, and commuter train delays above the 2045 No-Build Alternatives results shown in Section 3.2.3. [A comparison of modeling results between the 2045 Build, 2 Tracks Ashland case with the 2045 Build, 2 Tracks Ashland + Track Out of Service North (MOW Outage) provides an example of how passenger and freight train performance can be affected by maintenance outages.]

Figure 3-1 provides an illustrative summary of the modeling results from the “Phase 1 Refined Operations Analysis” simulations undertaken by DRPT. The figure shows the on-time performance for passenger trains and VRE commuter trains estimated in the 2045 No-Build case as well as all four 2045 Build cases, and also shows the freight train delay per 100 train-miles estimated in the 2045 No-Build case as well as all four 2045 Build cases. The figure shows that, in the modeling case testing the Commonwealth’s Recommended Preferred Alternative for the full length of the DC2RVA corridor with three main tracks from Alexandria to Richmond Staples Mill Road and with a constrained two-track alignment in Area 5 through Ashland (Alternative 5A, also known as “3-2-3”), both intercity passenger trains and VRE commuter trains exceeded their performance goal of 90 percent on-time performance and freight train performance, measured in delay minutes per 100 train-miles, improved from the No-Build performance results. The modeling case depicting Alternative 5A is identified in Figure 3-1 as “DC2RVA 2045 BUILD 2ASH.”

Passenger Train All Stations On-Time Performance, Petersburg to Washington Union Station



Passenger Train End-Point On-Time Performance, Petersburg to Washington Union Station



Freight Train Minutes of Delay per 100 Train-Miles

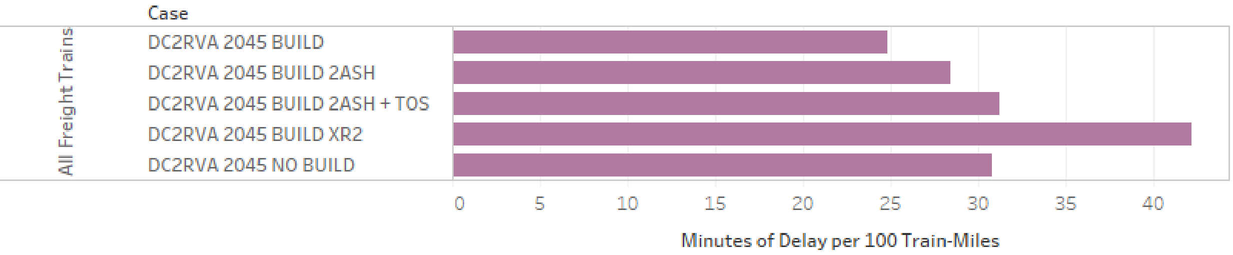


Figure 3-1: Passenger and Freight Train Performance Modeling Results From Phase 1 Refined Operations Analysis Simulations (Averaged Results from 5 Randomized Cases)

Figure 3-2 provides an illustrative summary of the modeling results from the "Phase 2 Network-Wide Analysis" operations simulations undertaken by DRPT. The figure shows the on-time performance for passenger trains and VRE commuter trains estimated in the 2045 No-Build case as well as all four 2045 Build cases, and also shows the freight train delay per 100 train-miles estimated in the 2045 No-Build case as well as all four 2045 Build cases. The figure shows that, in the modeling case testing the Commonwealth's Recommended Preferred Alternative for the full length of the DC2RVA corridor with three main tracks from Alexandria to Richmond Staples Mill Road and with a constrained two-track alignment in Area 5 through Ashland (Alternative 5A, also known as "3-2-3"), both passenger trains and VRE commuter trains exceeded their performance goal of 90 percent on-time performance. Freight train performance, measured in delay minutes per 100 train-miles, did not improve from the No-Build performance results. The modeling case depicting Alternative 5A is identified in Figure 3-2 as "DC2RVA 2045 BUILD 2ASH."

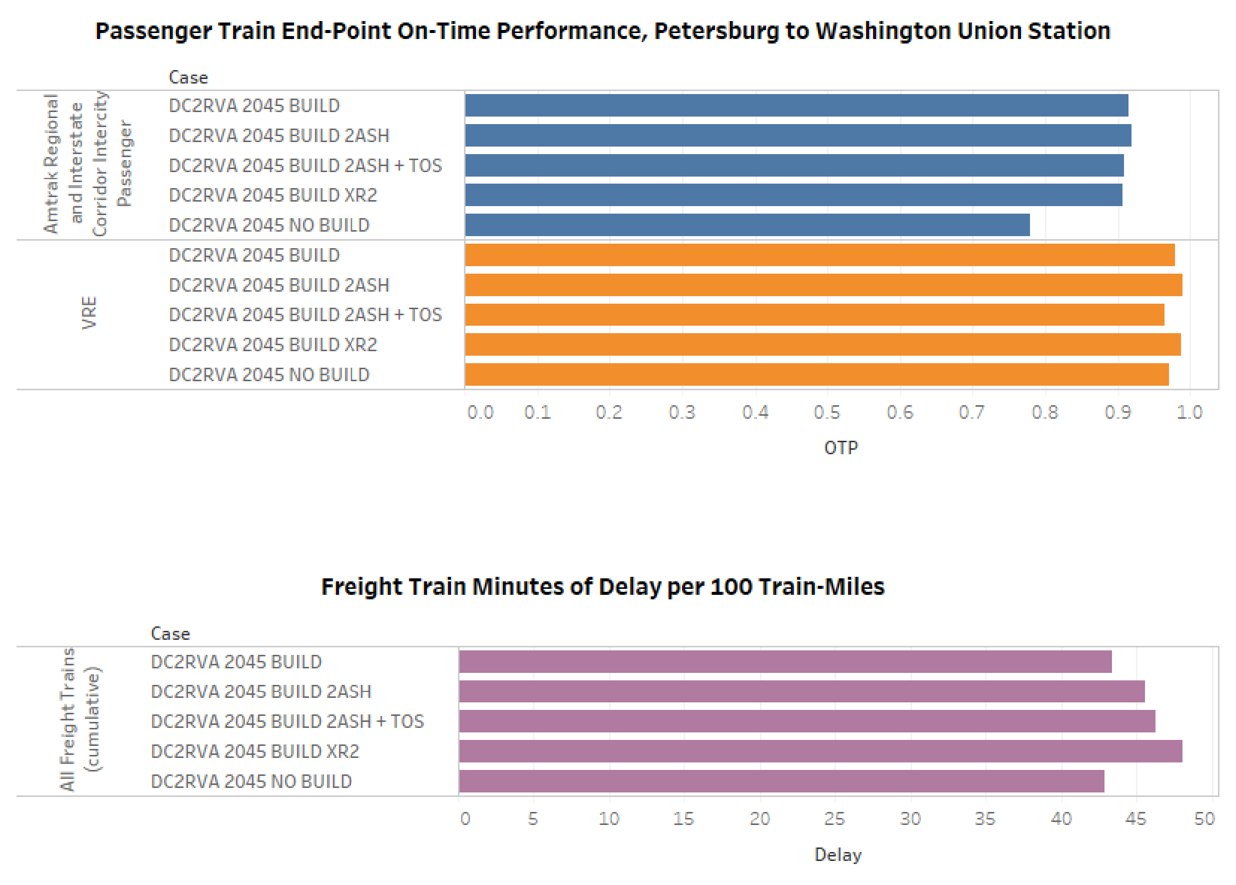


Figure 3-2: Passenger and Freight Train Performance Modeling Results From Phase 2 Network-Wide Analysis Simulations (Averaged Results from 5 Randomized Cases)

As presented in the tables in Section 3.2.3 and Figures 3-1 and 3-2, all four of the DC2RVA 2045 Build cases delivered improved on-time performance for intercity passenger and VRE commuter trains compared to the 2045 No-Build case. In both the Phase 1 Refined Operations Analysis, which was constrained to the DC2RVA Corridor, and the Phase 2 Network-Wide Analysis, the on-time performance for intercity passenger and VRE commuter services exceeded the 90 percent goal. Generally, the higher performing cases corresponded to those with the most additional infrastructure (tracks); however, both the Phase 1 and Phase 2 analyses estimated that the two track cases provided sufficient capacity to deliver the intercity passenger and VRE performance goals for the DC2RVA Project. (Prior to the Refined Operations Analysis modeling work, preliminary operations modeling was conducted that also included a case estimating existing passenger train performance, based on 2014 data, where intercity passenger on-time performance averaged between 70 and 80 percent and VRE commuter service performed near 95 percent in 2014. Although results from that preliminary operations modeling are not directly comparable, since infrastructure and passenger train operating characteristics and assumptions were modified for the Refined Operations Analysis modeling, the results from the Phase 1 Refined Operations Analysis and Phase 2 Network-Wide Analysis estimated that the DC2RVA 2045 Build Alternatives would achieve improved intercity passenger on-time performance from the existing levels, based on 2014 data.)

For the freight operations, the cases with the most additional infrastructure also produced the most favorable results. The baseline to compare the effect on freight delays in the 2045 No-Build alternative estimated approximately 30 minutes of delay (per 100 train-miles) within the DC2RVA Corridor and 40 minutes of delay network-wide. For the Phase 1 Refined Operations Analysis, which was constrained to the DC2RVA Corridor, the DC2RVA 2045 Build case with three tracks south of Alexandria estimated an improvement of 6.0 minutes of freight train delay compared to the DC2RVA 2045 No-Build alternative, and the DC2RVA 2045 Build case with two tracks through Ashland estimated an improvement of 2.4 minutes of freight train delay compared to the DC2RVA 2045 No-Build alternative. When continuing the analysis to take one track out of service north of Crossroads for maintenance-of-way, the freight delays begin to exceed that of the 2045 No-Build alternative. For the Phase-2 Network-Wide Analysis, which estimated train performance across the entire modeled territory, the freight performance in the DC2RVA 2045 Build cases with either three or two tracks fell below that of the DC2RVA 2045 No-Build case, estimating the potential need for additional capacity either within or outside of the DC2RVA Corridor to accommodate the intercity passenger rail service proposed by the DC2RVA Project as well as forecasted CSXT traffic levels for 2045. CSXT has reviewed the results of the Phase 1 Refined Operations Analysis for the DC2RVA Corridor and Phase 2 Network-Wide Analysis and has expressed concern that the DC2RVA Project with a constrained two-track alignment through Ashland (Alternative 5A and 5A-Ashcake) will negatively impact the freight network performance in 2045. DRPT and FRA have reviewed the modeling results with consideration for CSXT's concern and have determined that the potential impacts imposed by constraining the corridor to two tracks through Ashland at forecasted 2045 traffic levels are negligible and can be mitigated through continued analysis of the intercity passenger, VRE commuter, and freight operating plan or potential capital improvements on the CSXT freight network either within or outside the limits of the DC2RVA Project.

Table 3-3 compares the modeling results from the Phase 1 and Phase 2 operations simulations with the passenger and freight train performance goals established for the Project. The modeling case depicting Alternative 5A with a constrained two-track alignment through

Ashland (also known as "3-2-3") is identified in Table 3-3 as "DC2RVA 2045 BUILD 2ASH". The table shows that, in the modeling case testing the Commonwealth's Recommended Preferred Alternative for the full length of the DC2RVA corridor with three main tracks from Alexandria to Richmond Staples Mill Road with a test of the two-track alternative in Area 5 (Alternative 5A), both passenger trains and VRE commuter trains exceeded their performance goal of 90 percent on-time performance, and freight train delay was reduced from the No-Build results in the Phase 1 modeling but was not reduced from the No-Build results in the Phase 2 modeling.

Table 3-3: Phase 1 and 2 Modeling Results Compared with Performance Goals

Case	DC2RVA 2045 NO BUILD	DC2RVA 2045 BUILD	DC2RVA 2045 BUILD 2ASH	DC2RVA 2045 BUILD 2ASH + TOS	DC2RVA 2045 BUILD XR2
Passenger Train On-Time Performance of 90% or Higher Achieved	NO	YES	YES	YES	YEs
VRE Commuter On-Time Performance of 90% or Higher Achieved	YES	YES	YES	YES	YES
Freight Train Delay Reduced from No-Build		YES (Phase I) NO (Phase 2)	YES (Phase I) NO (Phase 2)	NO	NO

DRPT intends to prepare a Service Development Plan (SDP) to incrementally implement the service improvements planned in the DC2RVA Project. As part of this SDP effort, DRPT will prepare additional operations analysis to help define the infrastructure required to deliver phased intercity passenger rail service growth through the 2045 Build Alternative. These operations analyses will be based on the 2014 data provided by CSXT and the project stakeholders and will continue to estimate the same infrastructure and operating characteristics presented in the EIS for the DC2RVA Project. DRPT and FRA recognize that future operations analysis may suggest modifications to the infrastructure or the proposed operating plan beyond that presented in the EIS. Should potential modifications include a significant increase in environmental impacts or a reduction in the benefits presented in the EIS, a supplemental NEPA analysis may be required, as applicable under current or future NEPA regulations.

Separate from the Purpose and Need of the DC2RVA Project, DRPT and FRA also recognize that CSXT, VRE, or other project stakeholders may pursue additional capital improvements along the DC2RVA Corridor between Centralia and Washington, D.C., or on the adjacent railroad network. Additional operations analysis performed as part of the SDP, or in subsequent iterations through the life of the DC2RVA Project, will need to include the modifications to the railroad network constructed by others to continue to estimate that the infrastructure defined in the EIS for the DC2RVA Project remains effective to meet the Purpose and Need of the Project.

4 PUBLIC INVOLVEMENT

4.1 PUBLIC INVOLVEMENT AND OUTREACH

The DC2RVA Project has followed an extensive public participation process that began in 2014 with FRA's publication of a Notice of Intent in the Federal Register and continues today. The outreach plan was developed to comply with the requirements, as well as to solicit public input and promote informed decision-making by federal, state, and local agencies.

The overall goal of the public involvement program is to provide an open, dynamic process that includes as many residents, businesses, agencies, stakeholders, and community groups within the project area as possible. DRPT has used a variety of outreach tools including public meetings, online meetings, mailings and emails, newspaper and social media postings, workshops and informational sessions, and an interactive project website to document all Project-related materials. DRPT is committed to involving stakeholders and the public early and often and sharing information as it becomes available.

4.1.1 Notice of Availability (NOA)

On October 6, 2014, 30 days in advance of the first Scoping public meeting, DRPT initiated the Project's public outreach to alert the public, agencies, and media of the Project's inception. The Project launch included formal publication by FRA of a Notice of Intent (NOI) for the Project in the Federal Register on October 23, 2014.

On September 8, 2017, the DC2RVA Tier II Draft EIS Notice of Availability (NOA) was published in the Federal Register[2] in accordance with NEPA, and a 60-day comment period extending through November 7, 2017, was opened. Also on September 8, 2017, the FRA posted information about the Draft EIS on their website[3] including links to the full Draft EIS and Appendices, which were posted on the DC2RVA website maintained by DRPT. A printed copy of the Draft EIS Executive Summary accompanied by a digital copy of the entire Draft EIS was made available in nearly 80 locations along the corridor, including libraries and State offices.

DRPT developed and implemented an extensive outreach campaign to ensure stakeholders and the interested public were aware of the opportunity to offer public comments on the project, alternatives evaluated in the Draft EIS, and DRPT's recommended preferred alternative during the Draft EIS comment period.

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[2] https://www.federalregister.gov/documents/2017/09/08/2017-19059/environmental-impact-statements-notice-of-availability

[3] https://www.fra.dot.gov/Page/P0729

4.1.2 Project Website

DRPT maintains and updates the Project website to include the most current information about the DC2RVA Project. In preparation for the public comment period, the Draft EIS, including all appendices were posted to the website in advance of the NOA. DRPT also updated the Project website with the following:

- Hearing location details
- How to request special accommodations to attend the hearing
- A list of locations where hard copies of the Draft EIS were available
- Instructions on how to provide comments
- An interactive map showing the DRPT Recommended Preferred Alternative conceptual build components overlaid with parcel information
- Project flyers and press releases

The electronic comment form was maintained on the "Contact Us" page of the Project website.

4.1.3 Postcard Mailing

Property owners within a 500-foot distance from the centerline of the Project study area received a postcard notice of the Draft EIS and an invitation to the public hearings. DRPT mailed a total of 9,057 postcards.

Additional postcards were packaged in bundles of 100 and distributed to the following for further distribution:

- Lincoln Housing (USMC Base Quantico)
- Town of Ashland
- Fredericksburg Area Metropolitan Planning Organization (FAMPO)
- Crater Planning District Commission
- Richmond Regional Planning District Commission

4.1.4 Email

The Project team sent several emails to the Project distribution list, as well as to elected officials and to Title VI advocacy groups, to notify them of the Draft EIS comment period and in-person and online meetings.

The email distribution lists included the following groups:

- Individuals who requested to be included on the Project mailing list
- State, Regional, and Local Agencies
- State, Regional, and Local Elected Officials

- Public involvement offices
- Transit/transportation organizations and advocacy groups
- Business/institutional communities
- Community organizations & special interest groups
- Title VI Organizations (*i.e.*, Seniors, Low Income, Persons with Disabilities, Ethnic, Minorities, Religious)
- Environmental Justice populations and Low English Proficiency (translated to Spanish)

4.1.5 Social Media

The DC2RVA Facebook and Twitter accounts announced the upcoming comment period and hearings and directed viewers to the Project website for more information.

Social Media Profiles:

- Twitter: @dc2rvarail
- Facebook: dc2rvarail

4.1.6 Static Displays, Fliers, and Rack Cards

Large display boards, fliers, and rack cards were developed, printed, and posted throughout the Project corridor, particularly in areas identified as having greater environmental justice and limited English proficiency populations. The display boards provided information about the Project and details about the public hearings. In addition, Virginia Railway Express (VRE) placed posters in their stations.

Flyers produced in English and Spanish were hand-delivered and mailed to 44 locations along the Project corridor and in the areas surrounding potential rail stations. PDF versions of the flyers were provided to Public Information Officers via email and also were made available for download on the Project website.

4.1.7 Media Relations

To facilitate media, coverage, DRPT sent English and Spanish press releases and media advisories to members of the press. On September 8, 2017, DRPT distributed a press release notifying interested parties of the opening of the Draft EIS comment period, and a press release was distributed on September 25, 2017, providing information on the public hearing locations.

In addition to press releases, DRPT distributed Media Advisories to the media during the weeks of the hearings to remind them of the hearing dates and to encourage their attendance at the hearings. Advertisements with information on the public hearings and the Draft EIS comment period were also published in eleven local papers along the Project corridor.

Key media outlets were called and/or emailed to follow up on their receipt of the releases and to offer interviews. As a result, approximately 25 mentions/news stories appeared between September 8 and November 7, 2017. VRE included an article on the Project in their October 2017 issue of RIDE Magazine, and Richmond Magazine published an article on October 11, 2017.

4.1.8 Public Information Officer/Communication Manager Outreach Coordination

To broaden the reach and diversity of the public outreach efforts, DRPT communicated with 377 public information officers and community outreach managers for key agencies and organizations in the Project area (*i.e.*, planning districts, transportation organizations, Title VI organizations, City Council and Board of Supervisor liaisons and clerks) and asked for their assistance in the notification effort. They were encouraged to send emails to their groups, post information on their websites, post information on community bulletin boards, and more. DRPT sent these groups an initial email message that offered them various outreach tools (*i.e.*, flyer, news release, and community calendar graphic) to distribute to citizens and stakeholders. Follow up phone calls and emails were made in advance of the public hearings.

4.1.9 Environmental Justice and Other Special Targeted Outreach

DRPT conducted special targeted outreach to ensure that diverse segments of the population were given the opportunity to become involved with the Project at an early stage. Targeted outreach included identifying contacts representing low income, minority, seniors, disabled, human service groups and organizations that advocate and/or provide services on their behalf. All groups and individuals identified through this process were provided information regarding the Project and the public meetings and were asked for detailed contact information so that they could be included in future communications. Social Services, Disabilities Boards, the Area Agency on Aging, Hispanic business and advocacy groups, and the NAACP were included in addition to community centers, universities, neighborhood associations, and businesses.

4.1.10 Title VI and Limited English Proficiency

The Project team ensured that all federal Title VI requirements were met in the distribution and notification of project materials to populations along the study corridor with limited proficiency in English.

- Spanish statements were included on outreach materials describing how to request assistance/translation for meetings.
- By advance request (48 hours), foreign language translators and American Sign Language (ASL) interpreters were provided at in-person meetings. For the public hearings, there were two requests for ASL and no requests for Spanish translation.
- Flyers and static displays were distributed to libraries in areas with higher populations of Title VI communities and Limited English communities.
- Public hearing locations were ADA accessible.
- TDD and TYY numbers were included in outreach materials.
- Ads translated to Spanish for Spanish newspapers were placed in the following:
  - *Las Nuevas Raices*
  - *El Tiempo Latino*
- Press releases were translated to Spanish for Spanish media outlets.

- 98 Title VI groups were included on the Project distribution list to receive email updates and information.
- Emails were translated to Spanish for more than 20 Hispanic organizations and advocacy groups and sent on the same dates as the English versions. Hispanic community leaders were asked to forward and share the information.
- Rack card sized brochures were distributed with English content on one side and Spanish content on the other.
- The team connected with past meeting participants who had required special assistance to attend and again provided the assistance for the hearings.
- The statewide chapter of the NAACP was contacted and sent information to forward.
- A website translation tool and font enlargement tool were provided.

4.2 DRAFT EIS PUBLIC HEARINGS AND PUBLIC COMMENT PERIOD

FRA and DRPT held five formal public hearings between Washington, D.C., and Richmond to solicit public comments on the Draft EIS. The dates, locations, and attendance at each public hearing are included in Table 4-1.

Table 4-1: Public Hearings

Richmond	Ashland	Alexandria	Fredericksburg	Quantico
Tuesday, October 10, 2017 6-9 p.m.	Wednesday, October 11, 2017 6-9 p.m.	Tuesday, October 17, 2017 7-10 p.m.	Wednesday, October 18, 2017 7-10 p.m.	Thursday, October 19, 2017 7-10 p.m.
Main Street Station 1500 East Main St., Richmond	**Patrick Henry High School** 12449 W. Patrick Henry, Ashland	**Hilton Alexandria Old Town** 1767 King St., Alexandria	**James Monroe High School** 2300 Washington Ave., Fredericksburg	**National Museum of the Marine Corps** 18900 Jefferson Davis Hwy., Triangle
94 attendees	169 attendees	77 attendees	43 attendees	27 attendees

An open house was held from 6 p.m. to 9 p.m. in Richmond and Ashland, and 7 p.m. to 10 p.m. in Alexandria, Fredericksburg, and Quantico. The open house included 19 informational boards as well as detailed maps and mapbooks. Project team members were available during the open house to answer questions. The open house remained open during the public hearing portion of the meetings. The public hearings were held in a separate space and began at 6:30 p.m. in Richmond and Ashland, and 7:30 p.m. in Alexandria, Fredericksburg, and Quantico. Attendees of the open house and public hearings were invited to submit a written comment during the meeting, by mail, or online to be included in the record. Attendees were also invited to provide verbal comments of up to three minutes per person during the public hearings; all such verbal comments were recorded by a stenographer. A self-guided online meeting was also made available on the Project website. In total, 410 attendees signed in at the public hearings, and 118 users participated in the online meeting, with an average duration of 4:08 minutes on the site per session.

Comment submissions were accepted during the comment period, which opened on September 8, 2017, and closed on November 7, 2017, by the following methods:

- Complete the electronic form: www.DC2RVArail.com/contact-us
- Provide verbal or written comments at the public hearing
- Provide comments to the court reporter at the public hearing or leave comments on the toll-free project hotline: 888-832-0900 or TDD 711
- Mail written comments to Emily Stock, DRPT, 600 East Main Street, Suite 2102, Richmond, VA 23219

A total of 76 comments were provided verbally during the public hearings, and 37 written comments were placed in the comment box at the meetings. A summary of all comments received during the DC2RVA Draft EIS comment period will be available in the DC2RVA Final EIS.

4.3 OVERVIEW OF DRAFT EIS COMMENTS

During the 60-day Draft EIS public comment period, 4,234 comments were submitted to DRPT. For this comment period, a comment was defined as a single verbal or written communication (such as email or web-based comment form). One comment may have included multiple specific issues. DRPT read and reviewed all of the comments submitted, and DRPT individually identified and coded the specific issues in each comment. Comments frequently contained multiple issues. At the conclusion of the public comment period, 14,098 separate primary issues were identified and coded from the 4,234 comments submitted. In addition, there were 8,903 secondary issues coded. A secondary issue is a more specific topic or preference within a primary issue. For example, a commenter might have called out Ashland alignments as a primary issue and a preference for a western bypass as a secondary issue.

Comments were received through each of the channels provided by DRPT as discussed in Section 4.2. Email was the preferred method for submission, with over 2,500 emailed comments received. During the series of Draft EIS Public Hearings in October, 70 comments were provided verbally and transcribed by a stenographer for the record. Other methods are listed in Table 4-2.

Table 4-2: Comments Received

Method	Number Received
CAC Ashland/Hanover Comments (received during the official Draft EIS public comment period)	5
Agency Letter/Email	43
Email	2,564
Letter	72
Phone Call	2
Stenographer Transcript—Alexandria	10
Stenographer Transcript—Ashland	40

Table 4-2: Comments Received

Method	Number Received
Stenographer Transcript—Fredericksburg	6
Stenographer Transcript—Quantico	2
Stenographer Transcript—Richmond	12
Hotline Voicemail Transcript	12
Petition	3
Web Comment Form	1,463
Total	**4,234**

▶ *Continued*

Petitions that were sent in as form letters were captured as separate comments for the purposes of the count in Table 4-2. For example, the Virginians for High Speed Rail form letters received in support of increased passenger rail service at Main Street Station were counted as separate comments and included in the “Alignments-Richmond” category. Each petition sent in as one letter with an attached table of signatures was captured as one comment. Form letters were coded with the same issues for each letter sent because the body text was identical across all letters.

4.3.1 Comment Trends

DRPT analyzed comment trends by grouping and comparing the frequency of primary and secondary issues. DRPT identified 14,098 primary issue topics as it coded the contents of all comments received during the Draft EIS public comment period. Primary issue topics are shown in Figure 4-1 and Table 4-3 below.

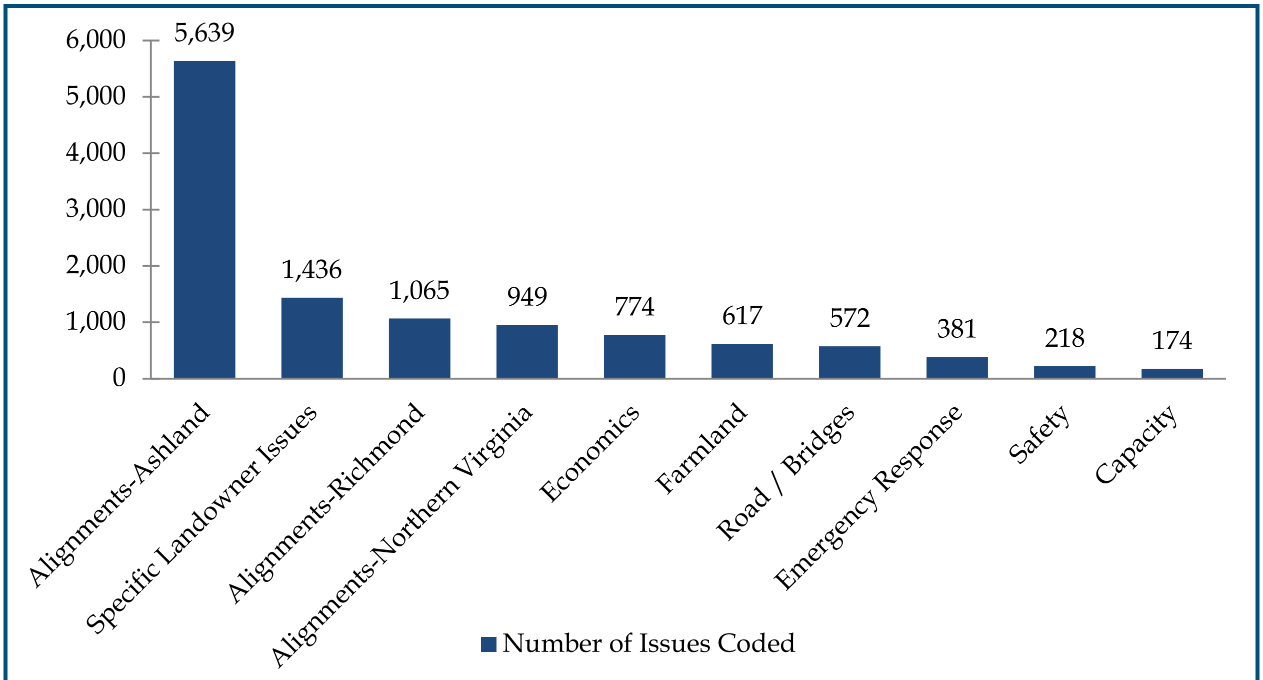


Figure 4-1: Top Primary Issues Coded

Table 4-3: Other Primary Issues Coded

Bicycle and Pedestrian	Technology	Community Facilities and Services	Historic and Cultural Resources
Stations	General Opposition*	Noise and Vibration	Construction
Water Resources	General Support*	Mitigation	Information Request
Parks and Recreation	Fredericksburg Alignments	Biological Resources	Parking
Mailing List Request	Visual/Viewshed	Alternatives	Right-of-Way (ROW)
EIS Process	Agency Coordination	Public Involvement	Compatibility Projects/Plans
Other	Hazardous Materials Transport	Purpose and Need	EJ/Social/Title VI
Land Use	ADA Accommodations	Section 4(f)	Health Impacts
Mobility	Project Schedule	Cumulative Impacts	Errata
Ownership/Operations	Energy	Air Quality	

* General Opposition issues comprised 0.5% of total primary issues coded, while General Support issues comprised 7.4% of total primary issues coded.

4.3.2 Ashland/Hanover County Area (Alternatives Area 5) Alignments

In light of the public concerns over Project alternatives in the Ashland/Hanover area expressed during the alternatives development process, and the expressed desire of the community to be more engaged, DRPT established the Town of Ashland/Hanover County CAC. This forum provided more opportunity for the community to review and consider all of the alternatives. The Town of Ashland/Hanover County CAC was active as the Draft EIS was released, and DRPT did not recommend an alternative for Area 5 within the Draft EIS. Ashland/Hanover area alignment issues dominated the Draft EIS public comments, representing approximately 40 percent of the primary DC2RVA issues coded. Of the Ashland/Hanover area issues, 42 percent of the secondary issues coded indicated support for one or more of the alternatives in the Ashland/Hanover area, while 58 percent indicated opposition to one or more of the alternatives.

Among issues coded that indicated support for an alternative in the Ashland/Hanover area, 29 percent supported a below-grade alternative (a below-grade version of Alternatives 5B-Ashcake or 5D-Ashcake), which had the highest level of stated support for a capacity-increasing alternative in this area. 27 percent stated support for a 3-2-3 alternative (reflective of Alternatives 5A and 5A-Ashcake), 22 percent indicated support for a western bypass (reflective of Alternatives 5C and 5C-Ashcake), and 16 percent supported adding a third track through town (reflective of Alternatives 5B, 5B-Ashcake, and 5D-Ashcake). Additionally, less than 5 percent of the comments received stated support for other alternatives that were evaluated during the screening phase of the DC2RVA Project but were not advanced as alternatives in the Draft EIS, including: either an eastern bypass, I-95 alignment, and/or a Buckingham Branch alignment. DRPT coded the comments that mentioned any of these options favorably as "support" issues.

The spread of the Ashland alignment issues coded indicating opposition to an alternative tended to call out specific capacity-increasing alternatives, with approximately 42 percent indicating opposition to a western bypass option (reflective of Alternatives 5C and 5C-Ashcake), 27 percent indicating opposition to a third track through town (reflective of Alternatives 5B and 5B-Ashcake or 5D-Ashcake), and 27 percent indicating opposition to a below-grade through town alternative (a below-grade version of Alternatives 5B-Ashcake or 5D-Ashcake). Of all the Ashland/Hanover alignment opposition issues coded, less than 2 percent specifically expressed opposition to a 3-2-3 alternative (reflective of Alternatives 5A and 5A-Ashcake). Comment trends indicated that reaction was strongest to alternatives that created the greatest disruption to personal property and the environment.

4.3.3 Richmond Area (Alternatives Area 6) Alignments

DRPT received 1,034 comments with Richmond area alignments coded as the primary issue. Among those comments, close to 950 (92 percent) were form letters in support of DRPT's recommendations, including the recommendation for increased passenger rail service at Main Street Station (which is included in Alternatives 6D, 6E, 6F, and 6G). Among the Richmond alignment primary issues coded, 96 percent mention Main Street Station. Less than 5 percent mention Staples Mill Road Station (which is included in Alternatives 6A, 6E, 6F, and 6G), Boulevard Station (which is included in Alternatives 6B-A and 6B-S), or Broad Street Station (which is included in Alternative 6C). Verbal comments from the Draft EIS Public Hearing in Richmond on October 10, 2017, generally supported the DC2RVA Project, but expressed concern that the Project needed to demonstrate more sensitivity to cultural resources related to the slave trade in the Shockoe Bottom area surrounding Main Street Station.

4.3.4 Secondary Issue Trends

DRPT found that comments tended to contain common primary and secondary issue pairs, which indicated trends shown in the list below:

- The majority of economics comments related to construction costs (84 percent)
- The majority of roads/bridges comments related to vehicular traffic (97 percent)
- The majority of landowner-specific comments related to potential displacements (67.4 percent)
- Almost a third of the landowner-specific comments related to potential project effects on property access (29 percent)

These secondary issues represented the largest groups of recurring topics found in the Draft EIS comments and were consistent with the level of interest and outreach for these issues throughout the Draft EIS process.

4.3.5 Agency Comments

Of the 4,234 comments received, approximately 33 were from federal, state, or local agencies, organizations, or elected officials. Attachment B contains a broad summary of the comments received from these agencies, organizations, and elected officials. Note that all comments from all individuals and groups will be documented and addressed in the Final EIS; the description in Attachment B is a high-level summary only.

4.4 TOWN OF ASHLAND/HANOVER COUNTY AREA CAC PROCESS

The DC2RVA Draft EIS includes DRPT recommendations for a preferred alternative for most of the 123-mile DC2RVA rail corridor with the exception of Areas 1 and 5. Through the scoping, screening and alternatives analysis phases of the DC2RVA Project, DRPT considered nearly 30 different options and alternatives for adding rail capacity in Ashland and advanced seven Build Alternatives for evaluation in the Draft EIS. During the course of preparing the Draft EIS, DRPT met with the Town of Ashland, Hanover County, the public, and other stakeholders, and conducted a tour of the Ashland area with the CTB. In addition, DRPT received numerous comments and input from stakeholders in the Town of Ashland and Hanover County communities, as well as Randolph-Macon College. DRPT recognized that many of the alternatives for greater rail capacity in the Town of Ashland and Hanover County area generated community concerns.

DRPT recognized that each of the proposed Build Alternatives in Area 5 would have adverse consequences on the citizens and resources of the Town of Ashland or Hanover County, and there was no local consensus or preference for a Build Alternative. DRPT determined that expanded community involvement would inform decision-making. DRPT therefore did not identify a Recommended Preferred Alternative for the Ashland area in the Draft EIS. Within the Draft EIS, DRPT concluded the following:

- The existing railroad ROW through Ashland is limited and any alternative which adds a new track or new infrastructure will require additional ROW.
- The Town of Ashland, Hanover County, and other community stakeholders requested additional opportunities to be engaged in evaluating alternatives and developing possible mitigation strategies for the Ashland/Hanover County area.
- The seven Build Alternatives evaluated in the Draft EIS provide a reasonable range of alternatives that meet the Purpose and Need of the Project.
- Additional stakeholder input would benefit DRPT's analysis and inform the identification of the Commonwealth's Recommended Preferred Alternative through the Ashland area, while meeting the Purpose and Need for the full DC2RVA Project.
- The Commonwealth's Recommended Preferred Alternative for the Central Virginia and Richmond Areas (Areas 4 and 6, respectively) are neither contingent on nor do they limit any one specific alternative for the Ashland area (Area 5).

DRPT recommended a community-based effort to FRA to supplement DC2RVA public involvement activities and help inform selection of a Preferred Alternative that meets the Purpose and Need for the full DC2RVA Project with consideration for the potential impacts through the Ashland/Hanover County area.

4.4.1 Purpose of the CAC

DRPT convened the Town of Ashland/Hanover County CAC to review all previously considered options for greater rail capacity in the Ashland/Hanover County area, and to identify potential options that could meet the Purpose and Need of the full DC2RVA Project, while also minimizing or avoiding potential impacts to the community. The CAC was specifically requested to:

- Review all alternatives studied to date in the Draft EIS, including those presented in the Draft EIS or considered during the scoping and screening phases of the DC2RVA Project.
- Recommend alternative(s), including new alternatives or modifications to alternatives, to meet the Purpose and Need of the full DC2RVA Project. Should an alternative emerge that was not considered in the Draft EIS or was a modification to those presented, DRPT and FRA would define such an alternative in the Final EIS.
- Identify and represent the concerns of members' communities.
- Apply a structured and transparent approach seeking consensus.

4.4.2 CAC Approach

The CAC, composed of locally-appointed members of Hanover County, the Town of Ashland, Randolph-Macon College, the Richmond Regional Transportation Planning Organization, and CSXT, met five times in the Ashland/Hanover area between May and September of 2017.

- All meetings were open to the public.
- Meetings were video recorded and posted to the project website, www.dc2rvarail.com.

- Meeting materials were posted to the project website.
- Committee members were requested to share comments directed to them individually with other CAC members and the project team.

DRPT Director Jennifer Mitchell acted as chairperson for the meetings. DRPT staff and members of the DC2RVA consultant team provided the CAC with technical information and presentations on:

- Project background and regulatory requirements;
- Rail operations, modeling, and engineering;
- Potential effects of different alternatives; and
- Addressed questions posed by the CAC members and the public.

4.4.3 CAC Meetings

The CAC met monthly from May through September 2017, as follows:

- CAC Meeting #1: May 22, 2017
- CAC Meeting #2: June 26, 2017
- CAC Meeting #3: July 24, 2017
- CAC Meeting #4: August 28, 2017
- CAC Meeting #5: September 11, 2017

At the third CAC meeting, DRPT included in their presentation an overview of the refined operations modeling to validate the appropriateness of the infrastructure proposed by the Project. DRPT noted that a two-track alternative in Ashland was tested as part of the modeling (reflective of Alternatives 5A and 5A-Ashcake), and that the scenario met DC2RVA performance targets.

In addition to the five CAC meetings, the Town of Ashland hosted a meeting on September 6, 2017, to solicit public input regarding the through-town three-track trench option (a below-grade version of Alternatives 5B-Ashcake or 5D-Ashcake). DRPT attended the Town's meeting and presented information on the trench option including construction sequencing and potential effects. This meeting was open to the public.

DRPT staff and members of the DC2RVA consultant team also met individually with members of the CAC upon request to discuss members' technical questions. A summary of these questions, DRPT responses, and any materials generated were then shared with the rest of the CAC and posted to the project website.

4.4.4 Build Alternatives Considered by the CAC

The following list includes all of the alternatives that were considered by the CAC. Unless otherwise noted, alternatives listed were reviewed by DRPT in the Alternatives Technical Report (Appendix A of the Draft EIS), but not carried forward for detailed review in the Draft EIS.

Through-Town Alignments:

- At-Grade Options:
  - Minor Improvements in Ashland ("3-2-3" Option, with no additional track downtown)
    (Alternative 5A or 5A-Ashcake)
  - Add one track on the west of existing tracks
  - Add one track on the east of existing tracks (Alternative 5B or 5B-Ashcake)
  - Add one track and shift existing two tracks to center the three tracks (Alternative 5D-Ashcake)
  - Add one track and shift existing two tracks to center the three tracks AND remove station
- Elevated Options:
  - Elevate 1 track above existing two tracks
  - Elevate 2 tracks above existing two tracks
  - Elevate 3 tracks above existing right-of-way and remove at-grade tracks
- Below-Grade Options:
  - 1-track tunnel – Cut and cover tunnel east of existing two tracks
  - 1-track tunnel – Bore tunnel
  - 1-track tunnel – Deep bore tunnel
  - 2-track tunnel – One east and one centered
  - 3-track tunnel – Cut and cover continuous cover below existing right-of-way and remove at-grade tracks
  - Shallow bore 1-track tunnel for passenger trains only (proposed through CAC process)
  - 3-track trench (proposed through CAC process)

Eastern Bypass Alignments:

- Ashland East Bypass (AEB 1)
- Ashland East Bypass to BBRR (AEB 2)
- Ashland East Bypass That Does Not Cross I-95 (AEB 3)
- Ashland East Bypass in the I-95 Median (AEB 4)
- Ashland East Bypass White Paper Route (AEB 5)
- Buckingham Branch (BBRR):
  - Freight Diversion onto BBRR
  - Passenger Diversion onto BBRR
- Doswell Area Connections to Buckingham Branch Railroad:
  - Wye Options #1 - #5

Western Bypass Alignments:

  - Ashland West Bypass (AWB 1)
  - Ashland West Bypass Revision #1 (AWB 2)
  - Ashland West Bypass Revision #2 (AWB 3)
  - Ashland West Bypass Revision #3 (AWB 4) (Alternatives 5C and 5C-Ashcake)

4.4.5 Public Comments

All CAC meetings were open to the public, and a majority of Meeting #3 was set aside specifically for verbal public comment. In addition, the public was provided with several opportunities to participate and comment as described below:

- Public comment cards that were available at each meeting.
- Online comment submittals to www.dc2rvarail.com at any time.
- Post-meeting review of all meeting materials and presentations made available for public review on www.dc2rvarail.com.
- Public comments submitted to the project team and/or individual CAC members that were shared with the CAC.
- All public comments and questions were reviewed by the DRPT staff, and, as appropriate, responses were prepared and shared with the CAC.

It is important to note that the CAC process was not meant to replace the Draft EIS public hearings and public comment period. Members of the public were encouraged to also provide comments on the Draft EIS once the document was made publicly available on September 8, 2017.

4.4.6 Least Objectionable Alternatives

Over the course of five months, the CAC reviewed and fully evaluated over 30 different alternatives for the Town of Ashland/Hanover County area, including the seven alternatives for Area 5 that were included in the Draft EIS and new or modified alternatives suggested by the public or developed by the CAC. The CAC also considered hundreds of comments and questions provided by the public. The CAC determined that many of the alternatives were not practical, primarily due to cost or diminished ability to meet the Purpose and Need of the DC2RVA Project, including use of the Buckingham Branch Railroad, a deep bore tunnel, and adding tracks to the median of I-95. The CAC also unanimously rejected any option with three tracks at-grade through Ashland (reflective of Alternatives 5B, 5B-Ashcake or 5D-Ashcake) due to the perceived impacts to the residences, businesses, and Randolph-Macon College in downtown Ashland from Project construction and future rail operations. The committee recognized that all of the alternatives would have substantial adverse impacts to residents, commercial interests, and communities, and would be objectionable to one or more groups of stakeholders.

The CAC chose not to endorse any specific alternative. Instead, as documented in DRPT's September 19, 2017, memorandum to the CTB, the CAC identified three "least objectionable" alternatives, outlined below:

- **Least Objectionable Through-Town Alternative —"3-2-3" Option (Alternative 5A in the Draft EIS):** A third track would be added to the existing CSXT right-of-way north and south of the Town of Ashland, while the existing two tracks would remain in service through Ashland. Road overpasses would be added at Vaughan Road and Ashcake Road. The crossing at England Street would remain at-grade.
- **Least Objectionable Below-Grade Alternative—Three-Track Trench (modified below-grade version of Alternatives 5B-Ashcake and 5D-Ashcake):** A trench would be

constructed through Ashland approximately 50 feet wide and 33 feet deep, extending from north of Vaughan Road to south of Ashcake Road. The two existing tracks through the Town of Ashland, along with a third new track, would pass through Ashland within the trench. The trench would be provided with strategically placed covers interspersed with open areas, allowing motor vehicle and pedestrian crossings, landscaping, and other amenities. Details associated with the placement and length of covered spaces would be determined in final design. The downtown Ashland station would be closed.

- **Least Objectionable Bypass Alternative—Western Bypass Alignment "AWB 1" (modified version of Alternatives 5C and 5C-Ashcake):** In this option, a two-track bypass approximately seven miles long would extend around the Town of Ashland to the west. Roads bisecting the new bypass would be modified to avoid creating any new at-grade road/rail crossings. The two tracks through town would remain in service. This alternative includes the provision that the alignment would be adjusted to avoid directly impacting a commercial facility, and to minimize impacts to residential properties.

The CAC's review of alternatives and identification of a range of least objectionable alternatives was intended to inform the final determination of a Preferred Alternative for the Ashland/Hanover County area. The Commonwealth's Recommended Preferred Alternative for Area 5 is Alternative 5A, which meets the Purpose and Need for the DC2RVA Project with the least amount of impacts. Alternative 5A will have no Section 106 or 4(f) impacts, where all other alternatives considered or developed by the CAC include at least some impacts to cultural or historic resources.

4.5 COMMONWEALTH TRANSPORTATION BOARD ENGAGEMENT

Because of the scale of the DC2RVA Project area and budget, DRPT began briefing the CTB on DC2RVA in advance of procurement to prepare the EIS for the Project at the CTB Workshop on July 16, 2014. DRPT updated the Rail Committee informally through the scoping and alternatives development process as the Draft EIS was developed. DRPT provided a formal update at the September 20, 2016, Rail Committee and Workshop.

DRPT presented its preliminary recommendations for DC2RVA at the CTB Workshop on December 6, 2016, at the completion of the Administrative Draft EIS while it was in review by FRA. The recommendations presented in December 2016 were identical to those documented in this Recommendation Report, with deferral of a recommendation of a Preferred Alternative for Area 5 in the Town of Ashland/Hanover County Area.

As described in Section 3.4, Town of Ashland/Hanover County CAC Process, comments from local officials and citizens of this area requested that DRPT review its alternatives development process with greater public involvement. DRPT and community members engaged the CTB through updates and public comments at CTB workshops and Rail Committee meetings, as well as a CTB tour of the Town of Ashland and Hanover County on November 1, 2016. The tour served as a fact-finding mission for the CTB so that they could view the scale of potential rail alignments in relation to the existing landscape and receive an update on the overall Project. Local officials from the Town of Ashland, Hanover County, and Randolph-Macon College made welcoming remarks. These officials, along with citizen representatives from the community and representatives from CSXT, made up the CAC, which convened the following year.

DRPT made formal presentations to the full CTB and CTB Rail Committee throughout 2017:

- **February 15, 2017 CTB Rail Committee**
  - Reported on status of FRA's Draft EIS review, and DRPT's request to conduct a separate NEPA effort for the Ashland/Hanover area due to unique land use conditions and longer-range need.
- **April 18, 2017 CTB Rail Committee**
  - Reported that DRPT was preparing refined operations analysis to estimate that the infrastructure proposed in the Draft EIS will meet the Purpose and Need of the full DC2RVA Project, particularly with regard to the proposal to retain a two-track railroad through the Town of Ashland.
  - Reported that FRA could not separate the section for Area 5 through Ashland from the DC2RVA Project for further analysis in a separate NEPA effort, since the EIS for the DC2RVA Project provides an FRA Record of Decision for a contiguous corridor-wide service improvement from Washington, D.C., through Richmond, VA.
  - Conveyed that the CAC will be convened for the Ashland/Hanover area, and FRA supports the CAC process as additional community involvement to inform the development of the alternatives presented in the EIS.
  - Reviewed DRPT recommendations for Areas 1–6 and reported that the Draft EIS would not contain a DRPT recommendation of a preferred alternative for Arlington (Area 1) and Ashland/Hanover (Area 5).
- **September 19, 2017 CTB Rail Committee and CTB Workshop**
  - Presented results of the Town of Ashland/Hanover County Area CAC, in collaboration with CAC Member Barbara Nelson of the Richmond Regional Transportation Planning Organization.
  - CSXT expressed its concern that the DC2RVA Project with a constrained two-track alignment through Ashland (Alternative 5A and 5A-Ashcake) will negatively impact the freight network performance in 2045.
- **October 23, 2017 CTB Rail Committee**
  - Reported results of refined operations analysis validation modeling, which estimated that most freight delays outside of the Project corridor are caused by forecasted freight growth through 2045 and are not attributable infrastructure constructed or service improvements implemented under the DC2RVA Project, particularly with a two-track railroad through Ashland in Alternative 5A.
  - Recommended phased implementation and coordination with the railroads/operators to address potential future delays both inside and outside the corridor.
- **October 23, 2017 CTB Workshop**
  - Reviewed previous DRPT recommendations for each area of the DC2RVA corridor from north to south.
  - Reported on the Draft EIS Public Hearings and presented an interim comment summary.
- **November 9, 2017 CTB Rail Committee**

  - Held in Ashland. The Virginia Secretary of Transportation encouraged participation by all CTB members, not just CTB Rail Committee Members. 10 out of 17 CTB Members attended.
  - Presented results of the DC2RVA Public Hearing process and Draft EIS comment period.
  - Announced DRPT's Recommended Preferred Alternative as Alternative 5A, as defined in the Draft EIS, also known as "3-2-3", for the Town of Ashland/Hanover County area (Area 5).
  - Reviewed DRPT's rationale for both the Ashland/Hanover area and Richmond area recommendations.
  - Presented Draft CTB Resolution for the December CTB action.

- **December 6, 2017 CTB Action Meeting**
  - CTB voted to adopt a resolution with DRPT's Recommended Preferred Alternative for DC2RVA (Attachment A), defined as the Commonwealth's Recommended Preferred Alternative.

In addition to DRPT's presentations, members of the CTB had the opportunity to discuss issues and ask questions. Public comment periods were provided at each CTB Rail Committee and each CTB Action Meeting. Meeting minutes and video recordings of these meetings are available online at www.ctb.virginia.gov/public_meetings.

ATTACHMENT A: CTB RESOLUTION

Agenda item #14

RESOLUTION
OF THE
COMMONWEALTH TRANSPORTATION BOARD

December 6, 2017

MOTION

Made by: Mr. Brown, Seconded by: Ms. Valentine
Action: Motion Carried, Unanimously

Title: Recommendation of a Preferred Alternative for the Washington, D.C. to Richmond Southeast High Speed Rail Tier II Environmental Impact Statement

WHEREAS, the Commonwealth Transportation Board adopted Recommended Alternative A-Plus (see Attachment A), as set forth in the *Study Area Alternatives Recommendation Report for the Southeast High Speed Rail Tier I Draft Environmental Impact Statement*, dated March 5, 2002 which was subsequently adopted by the Federal Railroad Administration in the Tier I Final Environmental Impact Statement and Record of Decision; and,

WHEREAS, the Virginia Department of Rail and Public Transportation (DRPT), in conjunction with the Federal Railroad Administration, have continued to further the effort of implementing higher speed passenger rail service within the Southeast Rail Corridor by developing the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project, a Tier II Environmental Impact Statement to identify a preferred alternative within the selected 123- mile corridor between Washington, D.C. and Richmond; and,

WHEREAS, DRPT conducted significant public and stakeholder involvement for the DC2RVA project including direct mail, newspaper advertisements, project website and social media campaigns, ten public meetings, five formal public hearings, and multiple local meetings and workshops; and,

WHEREAS, the DC2RVA Tier II Draft Environmental Impact Statement that evaluated multiple alternatives in six Alternative Areas along the CSX Transportation corridor between Washington, D.C. and Richmond was published on September 8, 2017 and was followed by a 60-day public comment period; and,

WHEREAS, DRPT included in the Draft Environmental Impact Statement a recommended preferred alternative for Alternative Areas 1, 2, 3, 4, and 6 of the DC2RVA study corridor as shown in Attachment B; and,

WHEREAS, DRPT limited the footprint of potential construction activities for DC2RVA project alternatives at Main Street Station, located in the Shockoe Bottom area of Richmond, in order to avoid and/or limit any potential impacts after evaluating, in a manner consistent with the Virginia Department of Historic Resources guidelines, and per the process set forth in Section 106 of the National Historic Preservation Act of 1966, the cultural resources in the Shockoe Bottom area of Richmond; and,

WHEREAS, DRPT has relied on a broad array of historical research to inform its layout of the DC2RVA improvements and to summarize available historical research and assets associated with the Shockoe Bottom slave trade, including areas for future slavery museums and memorials, five known archaeological sites, scholarly research on the Shockoe Bottom slave trade, current public commentary, and possible locations for additional historical and archaeological research and preservation, all to be summarized in a separate chapter of the Final Environmental Impact Statement as supplemental information that may be beneficial to future public and private decisions and actions in the Shockoe Bottom area; and,

WHEREAS, recognizing the unique nature of the region and concerns from the community over Draft EIS alternatives in Alternative Area 5 as shown in Attachment B, DRPT convened the Town of Ashland/Hanover County Community Advisory Committee, to take a more intensive look at all rail options that could meet the purpose and need of the DC2RVA project, while also minimizing or avoiding any potential impacts of those options; and,

WHEREAS, DRPT briefed the Commonwealth Transportation Board on DRPT's recommendation at its October 23, 2017 Workshop meeting and at its November 9, 2017 Rail Committee meeting on the outcome of the CAC process, being the following three least-objectionable alternatives for Alternative Area 5: maintain two tracks through the town of Ashland (5A), add a two-track west bypass (AWB1, previously screened out), and add a three-track trench through the Town of Ashland (variation of tunnel option previously screened out).

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board recommends to Federal Railroad Administration the following preferred alternative for inclusion in the forthcoming Rail Alignment Recommendation Report, Final Environmental Impact Statement and Record of Decision, in concurrence with DRPT's recommendation, in the following areas of the DC2RVA study corridor, as shown in Attachment B: Alternative Area 1-1A, 1B, or 1C; Alternative Area 2-2A; Alternative Area 3-3B; Alternative Area 4-4A; Alternative Area 5-5A; Alternative Area 6-6F.

BE IT FURTHER RESOLVED that the recommended preferred alternative for Alternative Area 1 (Arlington) will include the retention of all three alternatives 1A, 1B and 1C until after completion of the Long Bridge Tier II Environmental Impact Statement, whereby one of the three retained alternatives will be selected as the recommended preferred alternative based on compatibility with the Long Bridge Tier II Environmental Impact Statement preferred alternative.

BE IT FURTHER RESOLVED that if the Commonwealth Transportation Board on the recommendation of DRPT determines that additional rail capacity is needed in Alternative Area 5 to meet the performance standards required for additional passenger trains, DRPT shall conduct a new study based on updated information, including but not limited to future freight volumes, land uses, and capacity needs within the overall rail network.

BE IT FURTHER RESOLVED that the Commonwealth Transportation Board hereby directs DRPT to avoid and/or minimize any permanent property acquisitions, to the extent practicable, in areas where only two mainline tracks on the current alignment are recommended, and to avoid any permanent property acquisitions related to the DC2RVA project that would affect the operations of Randolph-Macon College.

BE IT FINALLY RESOLVED that the Commonwealth Transportation Board hereby directs DRPT to explore the need for other potential improvements in downtown Ashland (Alternative Area 5) that will help protect the safety of motorized and non-motorized roadway users, and to facilitate emergency access.

# # #

Attachment A

Excerpt from Record of Decision for the Tier I Southeast High Speed Rail Project

November 20, 2002

DECISION

The FRA and the FHWA working closely with NCDOT and VDRPT have selected the following build alternative for the SEHSR project for further Tier II environmental studies:

The preferred alternative consists of Alternative A (utilizing the S-line and the NCRR rights-of-ways) modified to include passenger connectivity to Winston-Salem, NC (Alternative B via the Winston Salem South Bound –WSSB and the K-line railroad rights-of-ways). The combination of Alternatives A and B best meets the project's purpose and need, while minimizing environmental impacts and has the highest level of public and agency support. VDRPT and NCDOT recommend that the Alternative A portion be developed first and that the Alternative B portion be developed in conjunction with the efforts of the Piedmont Authority for Regional Transportation (PART), as appropriate. PART is responsible for coordinating the regional transportation system in the counties around the Winston-Salem connection. The combination of Alternative A and Alternative B has:

- Minimized potential impacts to wetlands and threatened and endangered species;
- Moderate levels of potential environmental complexity;
- Strongest agency support;
- Highest level of service;
- Highest projected annual ridership;
- Largest combined trip diversions from auto and air to rail, with competitive total travel time;
- Second best net reduction in NO_x emissions and overall net energy use reduction;
- Best potential operating cost recovery; and
- Highest level of public support.

As identified in the FEIS, the preferred alternative is also the environmentally preferred alternative.

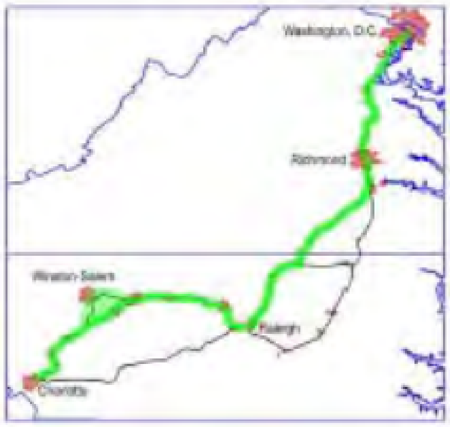


Figure 1
Preferred Alternative
Alt. A + Alt. B

Attachment B

Description of DRPT's Recommended Preferred Alternative for DC2RVA

ALTERNATIVE AREA 1: ARLINGTON (LONG BRIDGE APPROACH)
Location: CFP 110 - CFP 109.3
Recommendation: Retain Alternative 1A, 1B, and 1C to support a deferred selection until after completion of Long Bridge Study
Approximate Length: 1 Mile

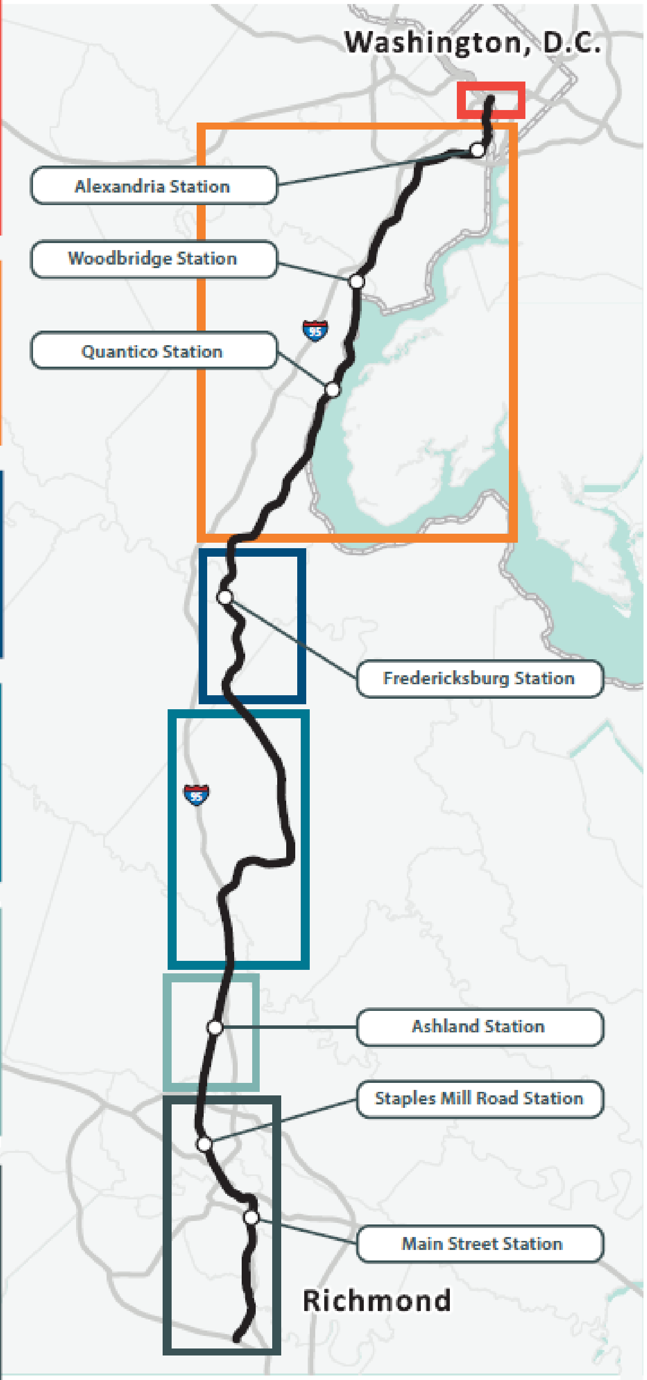
ALTERNATIVE AREA 2: NORTHERN VIRGINIA
Location: CFP 109.3 - CFP 062
Recommendation: Alternative 2A
Add a Third or Fourth Track
Approximate Length: 47.3 Miles

ALTERNATIVE AREA 3: FREDERICKSBURG
Location: CFP 062 - CFP 048
Recommendation: Alternative 3B
Add a Third Main Track through City
Approximate Length: 14 Miles

ALTERNATIVE AREA 4: CENTRAL VIRGINIA
Location: CFP 048 - CFP 019
Recommendation: Alternative 4A
Add a Third Main Track
Approximate Length: 29 Miles

ALTERNATIVE AREA 5: ASHLAND
Location: CFP 019 - CFP 009
Recommendation: Alternative 5A Maintain Two Tracks Through Town, Add a Third Main Track north and south of Town
Approximate Length: 10 Miles

ALTERNATIVE AREA 6: RICHMOND
Location: CFP 009 - A011 Centralia
Recommendation: Alternative 6F
Main Street Station
and Staples Mill Road Station
Full Service with S-Line Improvements
Approximate Length: 23 Miles


Washington, D.C.
Alexandria Station
Woodbridge Station
Quantico Station
95
Fredericksburg Station
95
Ashland Station
Staples Mill Road Station
Main Street Station
Richmond

ATTACHMENT B: SUMMARY OF MAJOR COMMENTS

B.1 FEDERAL

Advisory Council on Historic Preservation (ACHP)

The ACHP requested clarification on the Federal Rail Administration (FRA) and Virginia Department of Rail and Public Transportation (DRPT)'s coordination process with ACHP with regard to the Process Programmatic Agreement[4] and Memorandum of Agreement[5] for Section 106 of the National Historic Preservation Act, and indicated a need for continued coordination in the future.

American Battlefield Protection Program (ABPP), National Park Service (NPS)

The ABPP reviewed battlefield resources included in the archaeological and architectural Area of Potential Effect (APE) and expressed concern about the proposed project alignment and potential impacts to Civil War battlefield sites. ABPP requested that project reports be submitted as they are completed rather than as a group, and that they show actual Limits of Disturbance for proposed alignments instead of the buffers from the alignment centerline. The ABPP determined that the project APE intersects 11 priority battlefields identified by the Civil War Sites Advisory Commission in 1993 and again in 2011 by the ABPP. The ABPP recommended a "Key Terrain Observation and Fields of Fire, Cover and Concealment, Obstacles, Avenues of Approach" (KOCOA) analysis be completed for the battlefields identified and recommended that rail lines be evaluated for their connections to the battlefields.

Department of the Interior (DOI)

The DOI encouraged continued outreach and coordination with relevant agencies on the Section 4(f) Evaluation and identified the George Washington Memorial Parkway and the Potomac Heritage National Scenic Trail as potential additional targets of outreach and inclusion in an agreement to be drafted with affected agencies determining the effects on NPS and other Section 4(f) properties. The DOI stated that it was unable to provide concurrence until a formal determination is provided in the Final Environmental Impact Statement (EIS) and the Final Section 4(f) Evaluation. The DOI expressed concern regarding some "de minimis" impact determinations made at NPS sites, citing that impacts should be assessed on the smaller, individual units of which some of the sites are comprised, and that the historic nature of some of the resources may require Section 106 review. DOI also indicated that removal and replacement of vegetation along the corridor should be a consideration in impact determinations.

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[4] "Programmatic Agreement Among the Federal Railroad Administration, the Virginia State Historic Preservation Officer, the North Carolina State Historic Preservation Officer, the Virginia Department of Rail and Public Transportation, the North Carolina Department of Transportation, Rail Division, and the Advisory Council on Historic Preservation Regarding Compliance with Section 106 of the National Historic Preservation Act for the Proposed Southeast High-Speed Rail Project," April 12, 2016.

[5] "Memorandum of Agreement Among the Virginia Historic Preservation Office, the Federal Railroad Administration, and the Virginia Department of Rail and Public Transportation Regarding the Southeast High Speed Rail Project, Richmond, Virginia to the North Carolina State Line," January 11, 2017.

Environmental Protection Agency (EPA)

The EPA requested that the Project team work in cooperation with EPA, the United States Army Corps of Engineers (USACE), and other federal agencies throughout the EIS process, noting that additional analysis may be necessary if new alternatives develop. EPA assigned a rating of the Preferred Alternative as Environmental Concerns- Insufficient Information (EC-2) and Arlington section as Lack of Objections (LO).

EPA requested clarification on why accommodation of freight traffic is a project purpose and need, but not mentioned as a need for the larger Southeast High Speed Rail (SEHSR) program, and suggests identification of hazardous materials being moved in the corridor and addressing how an accidental release would be managed. EPA requested clarification on whether impacts from construction and operations are considered in the limits of disturbance. EPA suggested clarification of assessment methodologies used for aquatic impacts and continued coordination with the USACE. The EPA also suggested that potentially unmitigable habitats be identified, and that assessment of potential for drinking water contamination and efforts to minimize risk to drinking water be clearly described in the document.

EPA requested coordination with the United States Fish and Wildlife Service (USFWS) and other state and federal agencies to identify and protect rare and endangered species, and that infrastructure resiliency to extreme weather events be discussed. EPA recommended that stormwater management facilities utilize green infrastructure where appropriate and that facilities not be placed in wetlands or aquatic habitats. Clarification was sought by EPA on noise analysis in the corridor and suggested adding future commuter/freight rail to the project analysis. EPA stressed the importance of fully considering impacts to Environmental Justice communities, and asked that aquatic habitats, environmental fragmentation, and noise be addressed as indirect and cumulative impacts.

Federal Aviation Administration (FAA)

The FAA voiced support for the project and determined that it presently had no federal action or approval on the effort. The FAA did stress that rail improvements in the project corridor were just one part of a solution to aviation congestion at the national level.

National Park Service (NPS)

The National Capital Region of the NPS commented that the Draft EIS did not specify any actions such as access permits, special use permits, or land exchanges that might require a federal decision from NPS, nor did it indicate areas where NPS would be directly impacted. NPS commented that the Purpose and Need should recognize multimodal connections and identify connections to outdoor recreational activities, and should include a thorough description of mitigation opportunities. The NPS requested that the George Washington Memorial Parkway (GWMP) be added as a Section 106 Consulting Party, and requested that the GWMP be added as a cooperating agency if it is anticipated that the Parkway would be approached for any type of permit.

NPS indicated that the boundaries shown in the Draft EIS for Roaches Run were not consistent with NPS records. NPS requested that the Parkways of the National Capital Region and the

Green Scenic Easement Area be included, and that the NPS be mentioned in the "Parklands, Recreational Areas, and Refuges" section. They asked for clarification of noise and vibration impacts, as well as the potential impacts of permanent or temporary vegetation removal, and suggested that connections between stations for cyclists and pedestrians should be included in project design. NPS asked for further clarification/information on stormwater management and the possible effects of the project on runoff.

The NPS submitted comments on behalf of the Captain John Smith Chesapeake National Historic Trail. Concerns included the misidentification of the trail and recognition solely for the portion in the Richmond section (trail extends throughout the Chesapeake Bay and its major tributaries). The NPS indicated that many of the water crossings within the project area are either on or within the viewshed of the trail and that a new crossing of the Rappahannock or the James rivers should be evaluated for visual impacts and that navigational/construction impacts of other bridges along the trail should be minimized for recreational users.

The NPS submitted comments on behalf of Fredericksburg & Spotsylvania National Military Park (FRSP) and Richmond National Battlefield Park (RICH). NPS indicated that the boundary of the railroad right-of-way through the FRSP shown in the Draft EIS does not agree with park records and that NPS permission must be sought for construction on park property. NPS raised concerns over trains potentially queueing along rail right-of-way in the parks due to timetable changes and the associated scenic impacts. NPS did voice appreciation over DRPT coordination over the Richmond National Battlefield Park and Maggie Walker National Historic Site.

NPS also submitted comments on behalf of the ABPP. These comments included a recommendation for a KOCOA analysis to be performed for the battlefields that intersect with the project APE. The NPS voiced support for alternative 3A (maintain two tracks through town) and alternative 3C (East Bypass) through the Fredericksburg area due to fewer impacts to battlefield resources. NPS offered ABPP staff resources to provide technical assistance and materials for identifying battlefield resources near Richmond, and asked for clarification on how increases in visits to battlefields in the corridor were considered in assessing impacts.

U.S. Army Corps of Engineers

The USACE recommended continued coordination on the Preferred Alternative. USACE will consider the Preferred Alternative with regard to aquatic resource impacts and practicability. USACE noted a shift to greater emphasis on freight rail in the Draft EIS as compared with the SEHSR Tier I Purpose and Need. The USACE requested an analysis of the practicability of continuing to accommodate freight and passenger rail traffic on existing rail facilities, which could have bearing on relative impacts to aquatic resources.

B.2 STATE

Virginia Department of Environmental Quality (DEQ)

DEQ noted several state permits related to wastewater and streams, and directed DRPT to coordinate with the USACE on any proposed wetlands impacts. DEQ recommended specific construction techniques for repairing and replacing wetlands post-construction. In addition, DEQ asked DRPT to consider using sustainable and context-sensitive construction techniques such as permeable parking lots and consideration of low-emissions construction equipment use in areas with pollutants at non-attainment levels. DEQ also recommended that DRPT take care in disposal of hazardous waste from railroad sites along the corridor and dispose of all waste in accordance with federal and state laws and guidelines.

Virginia Department of Historic Resources (DHR)

DHR requested that DRPT continue its consultation with DHR on issues related to the Section 106 process.

B.3 LOCAL

Arlington County

Arlington County requested that DRPT verify that any proposed infrastructure south of Long Bridge (Area 1) would not impact plans for an expanded aquatics center at Long Bridge Park to the west of the tracks. In addition, the County had concerns about potential impacts to Roaches Run Waterfowl Park on the east side of the tracks in Area 1 of the study. Habitat protection and control of invasive plants in these sections of the corridor were the County's highest concerns, as well as preservation of open space around Long Bridge Park and the planned extension of the pedestrian esplanade at the park.

City of Alexandria

Alexandria expressed concerns about potential private property impacts within the City and possible impacts on future planned development. Alexandria sought clarification on the impacts and scheduling of construction activities and the potential impacts of these activities on adjacent improvement projects. The City expressed particular concern about the potential for increased noise and vibration from increased train traffic in the corridor and from associated construction impacts. The City requested more information on potential impacts on existing bridges and on maintenance of rail operations during construction, as well as traffic impacts generated by increased ridership. The City had numerous questions and corrections relating to parks and recreational resources including potential impacts and resources that had not been identified in the document. The City also voiced concerns about potential impacts to wetlands and impacts to water quality.

Fairfax County

Fairfax County voiced support for the project and for increased rail capacity in the corridor. The County expressed concerns about potential impacts to water quality in the Pohick Seeps conservation area and requested continuing consultation with County staff. The County identified a number of potential impacts to parklands, with particular concern for Old Colchester and Mason Neck West parks.

Prince William County

Prince William County requested that DRPT plan for at least one of the highest speed trains (the County used the term "ACELA") to stop at the Woodbridge Station. The County indicated that a stop at Woodbridge would better serve the surrounding community than a stop at Franconia-Springfield. The County requested that the Firestone Road crossing be planned for grade-separation to enable better emergency response to the neighborhoods on the east side of the tracks. The County shared several requested text changes to the body of the Draft EIS. Prince William requested that DRPT coordinate with the County on construction of a new Occoquan River bridge, as it would be a highly visible gateway landmark into the north portion of the County from Route 1. The County was concerned about visual impacts to the viewshed to

Neabsco Creek from Rippon Lodge and requested that potential impacts to Rippon Lodge be included in the Final EIS and any future Section 106 Memoranda of Agreements. The County expressed concern about potential impacts to Cockpit Point Civil War Park, as the eastern side of the park is not currently accessible over the railroad tracks today. Future increases in train traffic could eliminate the potential for creating a public crossing. The County requested that such a crossing be considered during mitigation.

Spotsylvania County

Spotsylvania County asked about the presence of an alternative to the main DC2RVA corridor in the event of a natural or man-made disaster, and questioned if three tracks in one location for the entire length of the corridor would be "putting all eggs in one basket." The County mentioned proposed greenways and pedestrian paths planned in the corridor and stressed that bike/pedestrian-friendly crossings should be taken into consideration. The County corrected the spelling of a roadway and raised issues with flow/tone of certain sections of the Draft EIS. The County also suggested to DRPT to consider the Spotsylvania County Comprehensive Plan to widen Lansdowne Road in the design for a road bridge at this location. Finally, Spotsylvania pointed to an unsafe situation at the intersection of Mine and Benchmark Roads, and called on the study to indicate an upgraded quad-gate configuration at this location.

City of Fredericksburg

The City of Fredericksburg's comment identified planned railroad crossings that the City would like to see widened from their current size to accommodate future roadway capacity. The City also asked that DPRT work with the City to ensure any new passenger station elements are constructed in keeping with the architectural and historical nature of the City, including any parking facilities. They also asked that DRPT consider constructing two separate sound walls in areas of the City where the third track will come close to structures. The structural integrity of the existing rail viaduct was a major concern for the City and will require further coordination to improve pedestrian crossings under the railroad tracks when improvements are made.

Hanover County

The comments received from Hanover County focused on the bypass and through-town alignment alternatives examined by the project for the Ashland/Hanover area. The County commented that Alternative 5A (Maintain Two Tracks Through Town)—also known as "3-2-3" —is the sole alternative that warrants further consideration. The County pointed to potential impacts of 5C (Add Two Track West Bypass) related to wetlands, water quality, property, noise and vibration, aesthetics, cultural resources, wildlife habitat, and transportation. The County also included a resolution of the Hanover County Board of Supervisors dated October 11, 2017 stating the County's opposition to a Western Bypass alternative and to the addition of a third track at-grade through the Town of Ashland.

Town of Ashland

The Town of Ashland sent a letter with a link to a video produced by Kathy Abbot, a member of the Ashland Town Council. The video described how a trench would be detrimental to the town during both construction and post-construction periods. The video urged citizens of Ashland to support the 3-2-3 alternative, rather than a trench through town. The Town also provided comments supporting a deep bore trench beneath the Town as a preferred alternative.

Henrico County

Henrico County was supportive of the recommended preferred alternative in the Richmond area (Alternative 6F). The County recognized revitalization and reinvestment opportunities possible around Staples Mill Road Station. The station and the adjacent Staples Mill Road corridor were included in the Henrico County Vision 2026 Comprehensive Plan, with the station as the focal point of redevelopment. The County also indicated that additional mitigation measures might be necessary for residential parcels affected by construction noise and loss of vegetation along the railroad tracks when an additional rail is built north of Staples Mill Road Station.

B.4 TRANSPORTATION STAKEHOLDERS

CSX Transportation (CSXT)

CSXT submitted comments accompanied by a report performed by Cambridge Systematics that analyzed results of operations modeling performed by DRPT. CSXT commented that infrastructure improvements proposed in the Draft EIS are insufficient to support contemplated increases in passenger traffic. The following themes were prevalent throughout CSXT comments:

- Draft EIS is consistent with FRA requirements, however, there are weaknesses in DRPT's capacity analysis, including:
  - Proposed infrastructure improvements are not sufficient to enable reliable operations of projected train schedules
  - The burden of extended running times and freight delays fall on CSXT's freight traffic
  - Modeling does not "follow best practices"
- Passenger trains will hinder CSXT's future use of any available capacity
- "3-2-3" Alternative in Ashland will be a major bottleneck for freight operations
- Recommended preferred alternative does not have significant freight benefits
- Projected freight delays were expected to be much higher than base case delays
- None of the original 2045 modeling cases "dispatched" to completion—the second round of revised modeling did better, but not overall satisfactorily
- Consider alternative capacity configurations, including:
  - Four tracks in parts of the corridor
  - Use of the Buckingham Branch for some through-traffic and integrating the Buckingham Branch into full modeling, not just as a stand-alone analysis

Norfolk Southern (NS)

Norfolk Southern indicated that they were concerned with the Draft EIS proposing operational changes to Amtrak trains outside the immediate corridor of study. Specifically, NS cites the assumption to add three daily round-trip frequencies to the Norfolk service as problematic. NS claimed that the three additional trains could not be added to service without an agreement from them, which has not been negotiated at this point. In addition, NS took issue with the No Build scenario containing mention of the Amtrak Cardinal long distance train being made a daily service, from its current three-times-weekly frequency. NS also took issue with the assumption of a second round-trip frequency to Lynchburg in the no-build scenario. For these additional trains to be added, NS claimed that additional environmental review, as well as an operating agreement, would need to be signed.

Virginia Railway Express (VRE)

VRE expressed appreciation for the Draft EIS effort by DRPT and its collaboration. VRE supported the conclusions of the Draft EIS that improvements to railroad capacity will bring benefits to both VRE and other rail users. VRE expressed issues with design details of proposed additional tracks through VRE stations, however, were eager to help resolve these issues. In addition, VRE had questions about noise and vibration analyses, but was confident that the Final EIS will resolve these issues. VRE supported the goals of DC2RVA and welcomed the opportunity to work with DRPT on capital and operating plans that will meet the intercity and commuter train needs of the corridor.

Washington Metropolitan Area Transit Authority (WMATA)

WMATA commented that it has a "zone of influence" policy for all construction projects adjacent to its right-of-way. All construction actions taking place within this zone (a zone boundary that often falls outside of WMATA's right-of-way) must be coordinated with WMATA's Joint Development and Adjacent Construction (JDAC) Office and approved by WMATA. WMATA also drew attention to the construction of the Potomac Yard metro station as a project that requires coordination between DC2RVA and WMATA. Additionally, WMATA urged DRPT to verify ownership of parcels in the Potomac Yards area, especially the parcels that contain CSXT's right-of-way. WMATA also indicated that the construction of a retaining wall in the Alexandria area proposed by DC2RVA would create a reflective surface for WMATA train noise to the detriment of those who live on the side of the tracks. WMATA urged DPRT to include this additional impact in the EIS.

B.5 OTHER ORGANIZATIONS

Randolph-Macon College

Randolph-Macon College was adamant in its opposition to a third rail through Ashland and proposed parking facilities on campus land at the Ashland station. The College commented that a 3-2-3 option will have negative impacts in the long term on the ability for students to safely cross the tracks to access both sides of campus. The College requested that DRPT consider pedestrian under/overpasses at more than one location to accommodate this passage. The College supported the western bypass option AWB 1 as its preferred alternative in the Ashland/Hanover area.

Hampton Roads Chamber of Commerce

The Hampton Roads Chamber expressed their concern that proposed infrastructure in the Draft EIS should be sufficient to accommodate present and future freight demands to the Port of Virginia, a major economic driver in the region. The Chamber generally supported increased passenger rail service to Hampton Roads, but without limiting the value of freight service to the region.

Historic Richmond

Historic Richmond supports DRPT's recommended preferred alternative 6F in the Richmond area. The group expressed their desire to see Main Street Station as the "gateway to the city" like it was years ago. Historic Richmond mentioned that Main Street Station provides the traveling public with: a connection to downtown, expanded multimodal connectivity, a connection to Richmond's vibrant historic urban core, and a competitive transportation choice for intercity travelers. Historic Richmond warned that extra care should be taken to preserve historic structures in Shockoe Bottom, including the Loving's Produce Company building. In addition, the group asked DRPT to do the following things: commission a thorough archeological, historic, and cultural resources study in Shockoe Bottom, conduct a comprehensive archeological survey, create a Devil's Half Acre Memorial Park through donated funds, encourage the City to adopt a form-based code or design overlay district in Shockoe Bottom, conduct research on nearby named resources, and coordinate with other projects in the area. Finally, Historic Richmond stated that if alternative 6F were not selected, the group would support either a single station location at the Boulevard or Broad Street.

National Trust for Historic Preservation (NTHP)

The NTHP asserts that potential impacts to Shockoe Bottom have not been adequately addressed in the study. They point to the history of the slave trade and the efforts to build a nine-acre memorial park to memorialize the activities that occurred at the site. The NTHP recommends that the Area of Potential Effect be expanded to include two additional sites, pointing out that they have "in-place" significance for their association with historical events. The NHTP states that the Draft EIS does not fully consider potential indirect and cumulative impacts in Shockoe Bottom and recommends they be studied fully and mitigation efforts considered. They further state that the project will result in a Constructive Use of the resources under Section 4(f) within Shockoe Bottom and that avoidance or mitigation of the potential impacts must be considered.

Preservation Virginia

Preservation Virginia noted that Shockoe Bottom has important archaeological, cultural, and historic resources, much of which has been paved over, and the Devil's Half Acre is the only portion of Shockoe Bottom that has been evaluated. They recommended that prior to finalization of the study, a comprehensive analysis for those resources located in Shockoe Bottom be conducted, that the area should be evaluated for listing on the National Register of Historic Places, and that the Area of Potential Effects for the study be expanded to include those resources identified by the comprehensive analysis. Preservation Virginia also requested that direct and cumulative impacts to the resources in Shockoe Bottom be considered, and noted that they have worked with the NTHP on a conceptual plan for a memorial park in that location.

Sierra Club

The Sierra Club (Falls of the James section) expressed support for the project and advocated that toll money from HOT lanes in the corridor should be available for rail projects. The Club also supports a station location at Main Street, and indicates that a new station in a new location would be wasteful of investment already made in Main Street Station. The Club indicated that construction should meet high standards for sediment and erosion control and promoted a proposed north-south bikeway along the rail corridor. The Sierra Club also expressed its preference for solar powered facilities in future rail projects.

Southern Environmental Law Center (SELC)

The SELC expressed strong support for the project and efforts to provide improved passenger rail service in the corridor. The SELC recommended that the final set of recommendations for the corridor identify specific near- and intermediate-term projects and the anticipated costs and benefits of each project, to reduce the resistance to cost of the total package of recommendations. SELC urged DRPT to continue efforts in the spirit of the Tier I EIS by advancing projects incrementally and within the existing right-of-way wherever possible to minimize harm to the natural and physical environments. In addition, the SELC expressed concern for the western bypass in Hanover, and recommended that the trench option in Ashland be considered due to potential impacts of the western bypass. The Fredericksburg east bypass should also be removed from consideration due to potential adverse impacts. The SELC supported a two-station option in Richmond, with Staples Mill and Main Street stations serving as the suburban and urban stations, respectively. The A-Line passenger train rights should not be ceded to CSXT, and Virginia should be very careful about giving up any capacity or access that may be needed later. The SELC is aware of DRPT's cooperation with the City of Richmond and stakeholder groups on preserving and protecting the integrity of the Devil's Half-Acre slave site, however, the SELC requested that these resources be cited in the Final EIS. Finally, the SELC expressed its concern with the project's relationship with the host railroad CSXT and the practicalities of various potential improvements given this relationship.

The Civil War Trust

The Civil War Trust commended DRPT for carefully studying and identifying potential impacts to all battlefield sites in the corridor. The Trust indicated that it has an interest in continuing to monitor the DC2VA effort and requested that DRPT provide the Trust the opportunity to consult with the DC2RVA team at the earliest time. Furthermore, the Trust encouraged DRPT to continue coordination with NPS's American Battlefield Protection Program, especially with any future KOCOA analyses required.

Virginians for High Speed Rail

VHSR urged DRPT to complete the DC2RVA study in a timely manner and pointed to congestion on I-95 and population growth projections as reasons not to delay the study. VHSR endorsed further study of a trench option in Ashland to provide future capacity. The 3-2-3 option, according to VHSR, would create a bottleneck later in time that has the potential to negatively affect passenger rail service on the entire east coast. In Richmond, VHSR asked that rail service be high-performance, if not high-speed—competing with highway travel for multiple types of users. The state should not cede access to the A-Line for passenger rail, as retention of the A-Line allows for a redundant rail system in the event of a system disruption on the S-Line. Retention of the A- Line also prevents a situation where CSXT no longer has the obligation to maintain the line to passenger rail standards. In addition, VHSR questioned whether all trains would need to stop at Main Street Station as service is added incrementally. VHSR recommended that DRPT show cost projections that reflect incremental implementation with focus on near-term projects with realistic opportunities for funding. In addition, VHSR enumerated several text errors found in the body of the Draft EIS.

Virginia Chamber of Commerce

The Virginia Chamber indicated its support for the goal of additional passenger service between Richmond and Washington, D.C., but urged DRPT to attain this goal without negatively influencing Virginia's freight rail network. The Chamber indicated that without the necessary capacity, bottlenecks will delay passenger and freight trains and negatively affect state and regional economies.

Virginia Maritime Association (VMA)

VMA encouraged a comprehensive assessment of impacts to freight rail and steps to ensure efficiencies in the freight rail system that will meet the current and future needs of Virginia businesses and a growing Port of Virginia.

B.6 ELECTED OFFICIALS

Spotsylvania County Supervisor Greg Cebula

Mr. Cebula commented that there is no support for Alternative 3C (Fredericksburg East Bypass) and stated that he supported DRPT's recommended preferred alternative in Area 3: one additional track built to the east of the existing two tracks through Fredericksburg.

Virginia Delegate Buddy Fowler Jr.

Delegate Fowler pointed to the data in the Draft EIS that indicates that two tracks through Ashland would have far fewer impacts on environmental resources, farmland, and commercial properties than any other alternative. The 3-2-3 is consistent with the Tier I EIS's Record of Decision, which calls for an incremental approach to building the corridor. He mentioned that any changes in technology in the future might make current predictions uncertain. Furthermore, the Delegate mentioned that it would be impossible to predict federal funding levels for projects such as these 25 years in to the future.

Hanover County Supervisor Wayne Hazzard

Mr. Hazzard commented that two tracks in Ashland will be sufficient to handle the traffic projected in the future. He asked that the community support the 3-2-3 option in Ashland and that DRPT endorse that alternative. The 3-2-3, according to Supervisor Hazzard, would eliminate a cloud of uncertainty that is hanging over Ashland's business community and western Hanover's residents.

Hanover County Supervisor Aubrey Stanley

Mr. Stanley indicated his support for a 3-2-3 option in Ashland and pointed to a Hanover County resolution that the Hanover County Board passed recently that urges DPRT to endorse the same. He mentioned the prospect of future transportation technology that may change transportation operations and/or needs in the corridor. He mentioned the possibility of using the Buckingham Branch for some freight diversion and indicated that overpasses at Vaughan and Ashcake Roads are much less expensive to construct than a bypass or third track though town, and are needed in the community today to address safety access and traffic backups.

Town of Ashland Mayor James Foley

Mayor Foley stated that he supported the 3-2-3 option, however, recognized that it would be a short-term solution to a longer-term issue. He stated that a third track through town in any form, be it a trench or an at-grade solution, would irreparably harm the Town of Ashland. The Mayor understood that the western bypass opponents who were advocating for a trench in Ashland were not necessarily advocating for the destruction of the town, rather that they did not want a railroad where there was not already one.

City of Richmond Mayor Levar Stoney

Mayor Stoney applauded DRPT for selection of an alternative in Richmond that preserves and enhances Main Street station as a rail gateway. He commented that he expected DRPT will correct minor copy errors in the text of the Draft EIS that omitted certain trains from the list of trains planned to stop at Main Street Station. Additionally, Mayor Stoney requested that DRPT consider 1200-foot platforms and full checked baggage service at Main Street Station in the Service Development Plan and included in 30 percent Preliminary Engineering. In addition, Mayor Stoney requested that safe crossings for pedestrians and cyclists be maintained at all grade crossings in the City, and to verify that plans for grade crossings are up-to-date with City plans for pedestrian and cyclist facilities at these crossings. The mayor's comments indicated that care should be taken when considering land disturbing activities within the Shockoe Valley and Tobacco Row historic districts. The Cultural Context and Thematic Study for the Proposed Revitalize RVA Project prepared by Dutton + Associates LLC in 2013 identified a number of areas with potential for significant archaeological deposits within the Area of Potential Effects (APE) on the east side of the train shed extending from Main Street to the I-95 interchange. The DC2RVA Project should be coordinated with the VDOT I-95/Broad Street interchange upgrades project to assess the combined impact on historic resources in the Shockoe Valley historic district.

City of Richmond Councilwoman Kimberly Gray

Ms. Gray indicated her support for a single rail stop in Richmond at the Boulevard. She mentioned that the two-station stop is costly and does not save enough rail travel time. She expressed concern about the potential for traffic caused by a busier Main Street Station. In addition, Ms. Gray commented that the Devil's Half-Acre slave jail site is the greatest asset near Main Street Station and needs to be memorialized with a site and museum.

APPENDIX J

RICHMOND AREA TURNING WYE AND SERVICE YARD ALTERNATIVES TECHNICAL MEMO

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

MEMORANDUM

Date:	May 15, 2018
To:	Virginia Department of Rail and Public Transportation
From:	DC2RVA Project Team
Subject:	Richmond Area Turning Wye and Service Yard Alternatives

1.0 SUMMARY

DRPT's recommended preferred alternative in the Draft Environmental Impact Statement (EIS) for the Richmond Area, Build Alternative 6F – Full Service, Staples Mill Road/Main Street Stations, includes a new turning wye track at Hospital Street connecting the CSXT S-Line with the Buckingham Branch Railroad, and the addition of three siding tracks at the former CSXT Brown Street Yard for overnight storage and servicing of a passenger train. A turning wye and overnight storage/servicing yard are necessary to support a new passenger train roundtrip with an early morning departure from Richmond north, and an evening southbound arrival into Richmond. In response to comments on the Draft EIS and to reduce the impacts associated with the new turning wye track at Hospital Street and the passenger train storage and servicing facility at Brown Street Yard, DRPT has relocated the Richmond area turning wye and passenger train service yard to CSXT's existing Bellwood Wye and Yard, south of the James River. Relocating the proposed facility from Hospital Street/Brown Street Yard to Bellwood Yard will improve the efficiency of train operations, reduce property impacts outside of CSXT's right-of-way, and reduce the rail footprint within the culturally sensitive area of Richmond's Shockoe Valley.

2.0 BACKGROUND AND PURPOSE

The DC2RVA passenger service plan includes a new intercity passenger train roundtrip that originates in Richmond in the early morning (approximately 6:00 am) and proceeds north towards Washington, D.C. The need for an early morning departure to Washington, D.C. was identified during project scoping. A southbound train would return to the Richmond area later in the day and would be stored overnight in the Richmond area for servicing. Infrastructure improvements required to support this train include a turning wye to turn the train around and a yard with at least two siding tracks where the train can be parked overnight for servicing and storage.

In the Draft EIS description of the recommended preferred alternative for Area 6, Build Alternative 6F – Full Service Staples Mill Road/Main Street Stations, DRPT proposed construction of a new single wye track connecting the S-Line to the Buckingham Branch at Hospital Street north of Main Street Station to turn passenger trains (see Figure 1, also shown in

Figure 5.1-21 within the Draft EIS). Three siding tracks would be added at the location of the former CSXT Brown Street yard for overnight parking and servicing of the passenger train. The service yard would also need road access, staff parking, and some buildings for equipment storage and staff facilities. The Hospital Street wye would have additional utility beyond the turning of the passenger train by providing a westerly connection between the Buckingham Branch and the S-Line.

Several commenters on the Draft EIS raised concerns over property impacts from the new turning wye at Hospital Street and the overall impact of the rail system on cultural and historic resources within Shockoe Valley. DRPT's continuing analysis of the Hospital Street turning wye and Brown Street service yard configuration in response to comments received from stakeholders and the public have identified some concerns, including:

- The train movements necessary to turn and service the passenger train are not optimal. The southbound train would stop at Main Street Station for its last stop, then have to reverse northward on the S-Line, crossing the main tracks at AM Junction, then continue in reverse eastward onto the Buckingham Branch past the switch for the new Hospital Street Wye track before stopping. Once the switch to the wye track was lined, the train would then have to proceed forward onto the Hospital Street wye track, around the wye and northward onto the S-Line. Once the train had moved beyond the wye track switch, the train would stop again until the wye track switch was relined for the S-Line main track, after which the train would reverse southward on the S-Line, crossing all main tracks, and continue in reverse into the Brown Street Yard servicing facility. In the morning, the train would have to reverse from the Brown Street service yard down the main track to reach Main Street Station. These multiple reverse train movements have the potential to slow down or block other north-south train movements through this section of the corridor.
- Placing a new single-track wye at Hospital Street requires acquisition of property outside of existing CSXT right-of-way and would require relocation of a business that provides waste management services, including onsite bioremediation, physical and chemical liquids treatment, fuel recycling, and processing and disposal for a variety of industrial and environmental clean-up residuals.
- There are potential impacts to historic and cultural resources within Richmond's Shockoe Valley area. Shockoe Valley has an extensive history in Richmond's development, including areas used as a slave trading center (see Section 3.1.4 of this Final EIS for further discussion regarding Shockoe Valley historic and cultural resources).

In response to these concerns and comments, DRPT identified and evaluated additional options for a turning wye and service yard in the Richmond Area.

3.0 ADDITIONAL RICHMOND TURNING WYE AND SERVICE YARD OPTIONS

DRPT's goal in further evaluating possible Richmond area turning wye and service yard options was to identify a turning wye and service yard that met the DC2RVA Purpose and Need with more efficient train movements, less impacts to property outside the CSXT right-of-way, and a reduced rail footprint and potential impacts to cultural resources in Shockoe Valley.

DRPT identified the following additional turning wye and service yard combinations in the Richmond area for consideration (see Figure 2):

- Bellwood Wye and Service Yard
- Fulton Yard Wye/Brown Street Service Yard
- Laburnum Wye/Brown Street Service Yard
- Airport Wye #1/Brown Street Service Yard
- Airport Wye #2/Brown Street Service Yard
- Manchester Wye/South Service Yard
- Dunlop (Petersburg) Wye/Boulevard Service Yard
- Boulevard (Petersburg) Wye/Service Yard

DRPT evaluated the additional Richmond turning wye and service yard options for their train operation efficiency, potential to require property outside of existing CSXT right-of-way, and for their footprint within Shockoe Valley. The following describes the turning wye and service yard options, and DRPT's evaluations.

3.1 Bellwood Wye and Service Yard

CSXT's Bellwood Wye is 8.8 miles south of Main Street Station on the S-Line, between I-95 to the east and S.R. 301 and the U.S. Defense Supply Center to the west. The west side of the wye has a small freight support yard and the existing S-Line tracks. The east side of the wye is the beginning of the CSXT track leading to Hopewell, with existing wye tracks that direct trains coming from both from the north and the south off of the S-Line and onto the Hopewell track. The interior of the wye is largely undeveloped, with the exception of some small CSXT storage and equipment buildings adjacent to the existing yard. Access to the interior of the wye is through an at-grade crossing of the Hopewell track connecting to Shell Road. This option (see Figure 3) would use the existing wye tracks to turn the passenger trains and would add three tracks with platforms in the interior of the wye alongside the Hopewell track for overnight parking and servicing of the passenger train. The existing at-grade crossing would be relocated north, and a new turnaround added to Shell Road. The passenger train being serviced overnight would access the service yard by moving south on the S-Line from Main Street Station, proceeding just past the Bellwood Wye, reversing into the southern leg of the wye onto the Hopewell track, and then pulling north onto the northern leg of the wye and into the new service yard inside the existing wye. In the morning, the passenger train would pull north, departing the service yard and entering the S-Line to reach Main Street Station's west-side platforms.

DRPT determined that the Bellwood Wye and Service Yard would:

- Provide efficient train turning movements. The use of the existing wye allows the entire train to be turned without de-coupling the locomotive or making repetitive reverse movements or other moves on the main track.
- Minimize the need for property outside existing CSXT right-of-way. No additional property would be required.
- Minimize the rail footprint in Shockoe Valley. Both the turning wye and service yard are south of the James River, approximately nine miles from Shockoe Valley.

3.2 Fulton Yard Wye/Brown Street Service Yard

CSXT's Fulton Yard is two miles east of Main Street Station; the yard is curved and sits on a bluff above the James River. This option (see Figure 4) would add a wye at the base of the curved yard on the riverside. Due to limits on track length and curvature posed by existing track, to the existing topography adjacent to Fulton Yard, and to the proximity of an adjacent tank farm, the wye would be for turning locomotives only. Three yard tracks would be realigned in order to create room for the wye. Overnight parking and service for the passenger train would be provided at the Brown Street Yard as described above and in the Draft EIS. The passenger train would access the service yard by reversing from Main Street Station north on the S-Line to Brown Street Yard, where the locomotive would be uncoupled. The locomotive would then move south and east of Main Street Station to Fulton Yard, turn at the new wye, and proceed back past the east side of Main Street Station to the north end of Brown Street Yard where it would reverse onto the yard track to recouple with the passenger cars. In the morning, the passenger train would reverse south on the main track to Main Street Station.

DRPT determined that the Fulton Yard Wye/Brown Street Service Yard would:

- Not provide efficient train turning movements. A new wye in Fulton Yard could only turn locomotives, requiring de-coupling the locomotive at Brown Street Yard and making repetitive reverse movements and trips on the main track. In addition, the movements of the passenger locomotive between the wye and the service yard could be subject to delay, since the wye is located within an active freight yard where activities such as switching freight cars, assembling and uncoupling long freight trains, and attaching helper locomotives to trains operating northward through downtown Richmond toward Acca Yard occur routinely. These yard activities require significant yard and main track capacity. Turning the passenger locomotive within the yard would create inefficiencies both for the passenger operation and also the host freight railroad that owns the tracks. In addition, as only the locomotive would be turned, the passenger car seats would be facing the rear of the train when the passenger train left Main Street Station in the morning, a seating arrangement that is not preferred by Amtrak.
- Minimize the need for property outside existing CSXT right-of-way. No additional property would be required.
- Partially reduce the rail footprint in Shockoe Valley. The turning wye would be located outside of Shockoe Valley, however the service yard would remain on the edge of Shockoe Valley.

3.3 Laburnum Wye/Brown Street Service Yard

There is an industrial spur track extending north of the CSXT Peninsula subdivision main track; the spur track is 5.3 miles east of Main Street Station and just west of Laburnum Avenue. The spur track can only be accessed by westbound trains from the Peninsula subdivision. The spur track is bound by Cornelius Creek to the west and multiple industrial buildings/parcels with rail access. This option (see Figure 5) would add a new wye track on the west side of the spur track and extend the existing siding parallel to the main track, allowing access by eastbound trains and a complete turning movement. The Laburnum Wye would be used for turning the locomotive only. Overnight parking and service for the passenger train would be provided at the Brown Street Yard as described in the above scenario for use of the Fulton Wye alternative. The passenger train would access the service yard by reversing from Main Street Station north on the main track to Brown Street Yard, where the locomotive would be uncoupled. The locomotive would then move south and east of Main Street Station through Fulton Yard, turn at the new Laburnum Wye, and proceed back through Fulton Yard, past the east side of Main Street Station to the north end of Brown Street Yard to recouple with the passenger cars. In the morning, the passenger train would reverse south on the main track to Main Street Station.

DRPT determined that the Laburnum Wye/Brown Street Service Yard would:

- Not provide efficient train turning movements. A new wye at Laburnum Street could only turn locomotives, requiring de-coupling the locomotive at Brown Street Yard and making repetitive reverse movements and trips on the main track and through Fulton Yard. As a result, this option would create inefficiencies both for the passenger operation and also the host freight railroad that owns the tracks. As only the locomotive would be turned, the passenger car seats would be facing the rear of the train when the passenger train left Main Street Station in the morning, a seating arrangement that is not preferred by Amtrak.
- Somewhat reduce the need for property outside existing CSXT right-of-way. Additional property would be required for the new wye track, however no business relocations would be required.
- Reduce the rail footprint in Shockoe Valley. The turning wye would be located outside of Shockoe Valley; however, the service yard would remain on the edge of Shockoe Valley.

3.4 Airport Wye #1/Brown Street Service Yard

There is an industrial spur extending north of the CSXT Peninsula subdivision main track; the spur track is 6.1 miles east of Main Street Station and just west of Airport Drive. The spur track can only be accessed by east-bound trains from the Peninsula subdivision. This track is bounded by Airport Drive on the east and multiple industrial buildings/parcels with rail access. This option (see Figure 6) would add a new wye track to the east, shift the existing spur track, and extend the existing siding parallel to the main track, allowing access by west-bound trains and a complete turning movement. The new east arm of the wye would require a new road overpass structure at Airport Drive. The Airport Wye #1 would be used for turning the locomotive only. Overnight parking and service for the passenger train would be provided at the Brown Street Yard as described above. The passenger train would access the service yard by reversing from Main Street Station north on the main track to Brown Street Yard, where the locomotive would be uncoupled. The locomotive would then move south and east of Main Street Station through Fulton Yard, turn at the new Airport Wye #1, and proceed back through Fulton Yard, past the east side of Main Street Station to the north end of Brown Street Yard to recouple with the passenger cars. In the morning, the passenger train would reverse south on the main track to Main Street Station.

DRPT determined that the Airport Wye #1/Brown Street Service Yard would:

- Not provide efficient train turning movements. A new wye at Airport Drive could only turn locomotives, requiring de-coupling the locomotive at Brown Street Yard and making repetitive reverse movements and trips on the main track and through Fulton Yard. As a result, this option would create inefficiencies both for the passenger operation and also the host freight railroad that owns the tracks. As only the locomotive would be turned, the passenger car seats would be facing the rear of the train when the passenger train left Main Street Station in the morning, a seating arrangement that is not preferred by Amtrak.

- Somewhat reduce the need for property outside existing CSXT right-of-way. Additional property would be required for the new wye track, however no business relocations would be required.
- Require a new road over rail structure where the turning wye track would cross Airport Drive.
- Reduce the rail footprint in Shockoe Valley. The turning wye would be located outside of Shockoe Valley, however the service yard would remain on the edge of Shockoe Valley.

3.5 Airport Wye #2/Brown Street Service Yard

There is an industrial spur extending north of the CSXT Peninsula subdivision main track; the spur track is 6.1 miles east of Main Street Station and just west of Airport Drive. The spur track can only be accessed by east-bound trains from the Peninsula subdivision. This track is bounded by Airport Drive on the east and multiple industrial buildings/parcels with rail access. North of Charles City Road, the spur track splits into two separate tracks extending north in the shape of a "Y". This option (see Figure 7) would add a new wye track just north of Nandun Road, connecting the arms of the "Y" and allowing a complete turning movement. The new east arm of the wye would require a new road overpass structure at Lewis Road, or closure of Lewis Road where the new wye track would cross the road. The Airport Wye #2 would be used for turning the locomotive only. Overnight parking and service for the passenger train would be provided at the Brown Street Yard as described above. The passenger train would access the service yard by reversing from Main Street Station north on the main track to Brown Street Yard, where the locomotive would be uncoupled. The locomotive would then move south and east of Main Street Station through Fulton Yard, turn at the new Airport Wye, and proceed back through Fulton Yard, past the east side of Main Street Station to the north end of Brown Street Yard to recouple with the passenger cars. In the morning, the passenger train would reverse south on the main track to Main Street Station.

DRPT determined that the Airport Wye #2/Brown Street Service Yard would:

- Not provide efficient train turning movements. A new wye just north of Nandun Road could only turn locomotives, requiring de-coupling the locomotive at Brown Street Yard and making repetitive reverse movements and trips on the main track and through Fulton Yard. As a result, this option would create inefficiencies both for the passenger operation and also the host freight railroad that owns the tracks. As only the locomotive would be turned, the passenger car seats would be facing the rear of the train when the passenger train left Main Street Station in the morning, a seating arrangement that is not preferred by Amtrak.
- Reduce the need for property outside existing CSXT right-of-way. Additional property would be required for the new wye track, however no business relocations would be required.

- Reduce the rail footprint in Shockoe Valley. The turning wye would be located outside of Shockoe Valley, however the service yard would remain on the edge of Shockoe Valley.

3.6 Manchester Wye/South Service Yard

Just south of the James River, the CSXT S-Line crosses an NS spur line servicing the City's wastewater treatment facility east of the rail corridor. There is an existing connection in the southwest quadrant of the CSXT/NS crossing, connecting the westernmost CSXT main track with an NS spur line. CSXT's South Yard is another 1.7 miles south of this rail crossing. This option would add a turning wye track in the southeast quadrant of the CSXT/NS crossing, connecting the proposed east main track of the S-Line with the NS spur heading east (see Figure 8). This option would add three tracks with platforms for passenger train servicing and storage west of and adjacent to CSXT's South Yard. The evening southbound train would exit Main Street Station and proceed past the CSXT/NS crossing. The train would then reverse north on the existing westerly wye connection to the NS line, pull forward on the NS line across the S-Line tracks, and then reverse on the new easterly wye connection onto the S-Line south crossing all three main tracks to access the passenger train service tracks at the South Yard. In the morning, the passenger train would pull north along the S-Line to Main Street Station.

DRPT determined that the Manchester Wye/South Service Yard would:

- Not provide efficient train turning movements. A new wye at Manchester would require making repetitive reverse movements and trips on the main track and require crossing the S-Line using an at-grade diamond crossing on the NS track, blocking the S-Line during the crossing. As a result, this option would create inefficiencies both for the passenger operation and also CSXT freight operations.
- Not reduce the need for property outside existing CSXT right-of-way. Additional property would be required for the new wye track. The proximity of the wye connection to the S-Line would require relocation of one or more of the above-ground petroleum storage tanks.
- Minimize the rail footprint in Shockoe Valley. Both the turning wye and the service yard would be located outside of Shockoe Valley.

3.7 Dunlop (Petersburg) Wye/Service Yard

A wye was once located 25 miles south of Main Street Station on the CSXT A-Line main freight and passenger line, where East Ellerslie Avenue crosses the rail corridor. The eastern wye track, which led to Petersburg's Union Station, and the southern connector wye track no longer exist. Commercial development has occurred within the space previously enclosed by the wye along East Ellerslie Avenue. This option would reconstruct the wye track on the east to provide a sufficient length to turn a locomotive and construct a new wye track connection to the south at a slightly different curvature from the historic track placement (see Figure 9). The wye track would require reconstruction of an at-grade crossing on East Ellerslie Avenue, or alternatively, a new grade separated crossing. A service yard would be built on the east side of the main A-Line track approximately one-half mile south of the wye (see Boulevard Wye/Service Yard below). This option could support an additional stop at Petersburg, providing the proposed Petersburg

Boulevard Station[1] with an early am departure north as well. FRA's preferred alternative location for a new Petersburg Station is between the Dunlop Wye and the conceptual Boulevard Service Yard, just south of the Boulevard (US Route 1) crossing of the A-Line. The evening southbound train would leave Main Street Station, proceed south on the S-Line to Centralia, then on CSXT's A-Line to the Petersburg Boulevard Station, and then continue to the Boulevard Service yard. At the service yard, the locomotive would decouple from the passenger cars, then reverse the half-mile to the Dunlop Wye, turn around, and reverse back to the service yard. In the morning, the train would first stop at the Petersburg Boulevard Station, and then proceed to Main Street Station.

DRPT determined that the Dunlop (Petersburg) Wye/Service Yard would:

- Not provide efficient train turning movements unless service is being provided to the proposed new Petersburg Boulevard Station. A new wye at Ellerslie Avenue could only turn locomotives, requiring de-coupling the locomotive at the new Boulevard Service Yard and making two reverse movements and trips on the main track past the new Petersburg Station to/from the wye. These movements not only create inefficiencies for passenger trains, but inefficiencies for freight operations on the CSXT A-Line, including trains destined to and from the Port of Virginia, since the wye would not have a direct connection to the servicing facility, requiring the passenger locomotive to use the mainline tracks of the A-Line. As only the locomotive would be turned, the passenger car seats would be facing the rear of the train when the passenger train left Main Street Station in the morning, a seating arrangement that is not preferred by Amtrak. The distance from Main Street Station also makes this an inefficient location to turn/service the passenger train unless a stop at the new Petersburg Boulevard Station is included.
- Not reduce the need for property outside existing CSXT right-of-way. Additional property would be required for the new wye track and service yard, however no business relocations would be required.
- The new wye track would require a restoration of a prior grade crossing of Ellerslie Avenue; a grade separated road overpass may be required if the at-grade crossing cannot be restored.
- Minimize the rail footprint in Shockoe Valley. Both the turning wye and the service yard would be located outside of Shockoe Valley.

3.8 Boulevard (Petersburg) Wye/Service Yard

The Boulevard Wye and Service Yard would be developed approximately one-half mile south of the Dunlop Wye, just beyond FRA's preferred alternative location for a new Petersburg Station. This option would include a new wye and service yard (see Figure 10). The service yard would have a siding track and two service tracks. The Boulevard Wye would be capable of turning the entire train. This option could support an additional stop at Petersburg, providing the Petersburg Station with an early morning departure northbound. The southbound train would leave Main

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[1] FRA is currently conducting a study to determine a new passenger station location to serve the Petersburg Area, and has released a draft of an Environmental Assessment (EA) of four possible locations for a new multimodal station for current intercity passenger rail service through Petersburg. FRA's preferred alternative identified in the Draft EA is a site on the Boulevard in Colonial Heights, however no final decisions have been made.

Street Station, proceed south to the Petersburg station, and then continue onto the east leg of the Boulevard Wye, reverse into the wye to turn the train, and then pull into the Boulevard Service yard. In the morning, the train would first stop at the Petersburg Station, and then proceed to Main Street Station.

DRPT determined that the Boulevard (Petersburg) Wye/Service Yard would:

- Not provide efficient train turning movements unless service is being provided to the proposed new Petersburg Boulevard Station. A new wye at Boulevard could be configured to turn either locomotives or passenger trains. The distance from Main Street Station makes this an inefficient location to turn/service the passenger train unless a stop at the new Petersburg Boulevard Station is included.
- Not reduce the need for property outside existing CSXT right-of-way. Additional property would be required for the new wye track and service yard, however no business relocations would be required.
- Minimize the rail footprint in Shockoe Valley. Both the turning wye and the service yard would be located outside of Shockoe Valley.

4.0 FINDINGS

DRPT evaluated eight additional turning wye and service yard combinations in comparison to the proposed Hospital Street Wye and Brown Street Service Yard combination recommended in the Draft EIS for the Richmond Area Build Alternative 6F – Full Service – Staples Mill Road/Main Street Stations. DRPT determined that the Bellwood Wye and Service Yard option best meets the DC2RVA Purpose and Need with improved train operations efficiency, minimizes property impacts outside of existing CSXT right-of-way, and minimizes the DC2RVA project footprint within Shockoe Valley. Therefore, DRPT has relocated the Richmond area turning wye and passenger train service yard to CSXT's existing Bellwood Wye, south of the James River.

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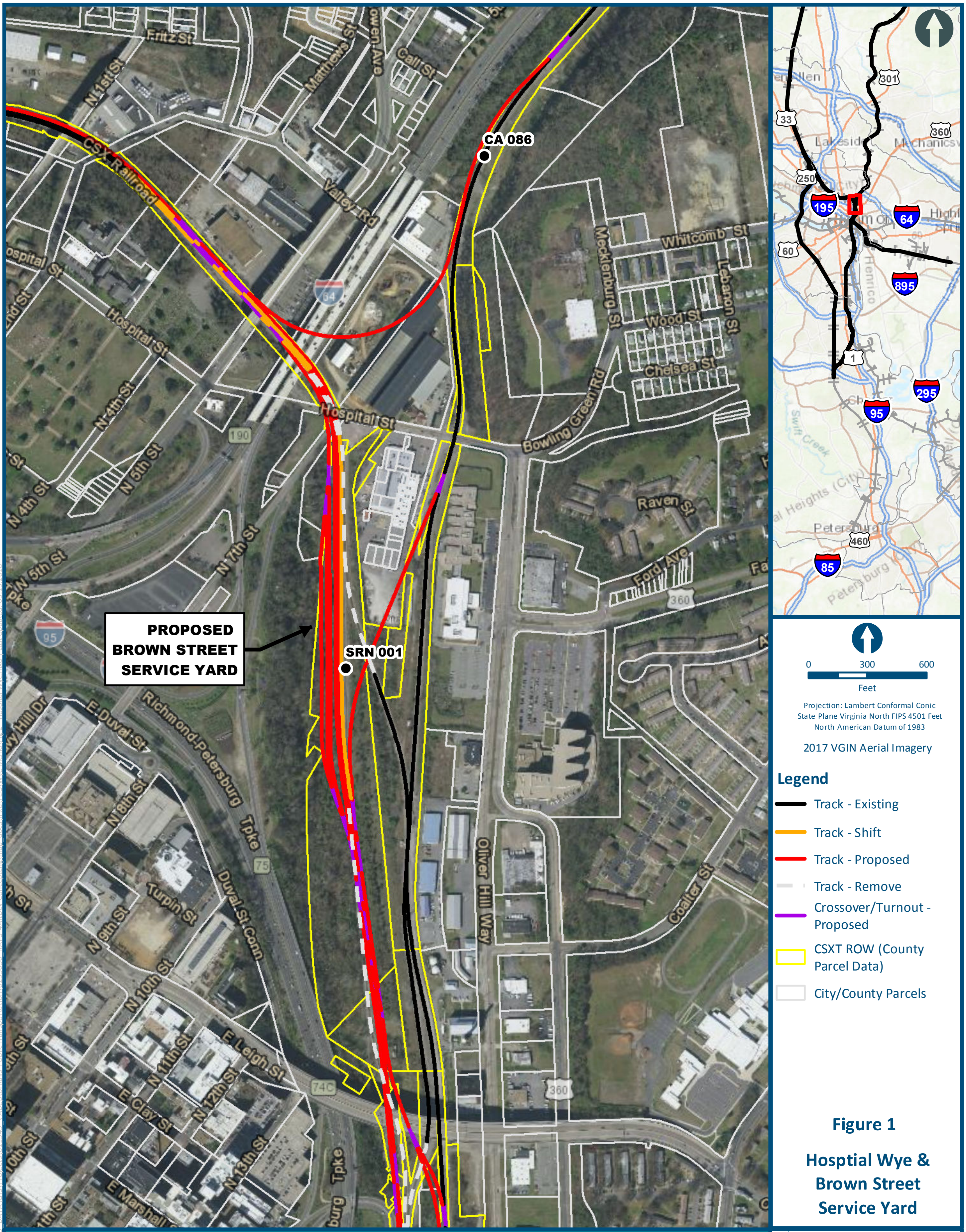

Fritz St
N 1st St
Matthews St
Owen Ave
Call St
Valley Rd
CSX Railroad
Hospital St
N 2nd St
Hospital St
64
CA 086
Whitcomb St
Mecklenburg St
Lebanon St
Wood St
Chelsea St
Bowling Green Rd
N 4th St
N 5th St
N 4th St
190
N 7th St
N 5th St
Pke
Raven St
Ford Ave
360
95
PROPOSED BROWN STREET SERVICE YARD
SRN 001
Hill Dr
E Duval St
Richmond-Petersburg Tpke
N 8th St
75
Turpin St
Duval St Conn
N 9th St
N 10th St
Oliver Hill Way
Coalter St
E Leigh St
N 11th St
N 12th St
E Clay St
74C
360
N 13th St
E Marshall St
burg Tpke
33
301
Lakeside
Mechanicsville
360
250
195
64
60
Henrico
895
1
295
95
Swift Creek
Colonial Heights (City)
Petersburg
460
85
Petersburg
0
300
600
Feet
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2017 VGIN Aerial Imagery
Legend
Track - Existing
Track - Shift
Track - Proposed
Track - Remove
Crossover/Turnout - Proposed
CSXT ROW (County Parcel Data)
City/County Parcels

Figure 1

Hosptial Wye & Brown Street Service Yard

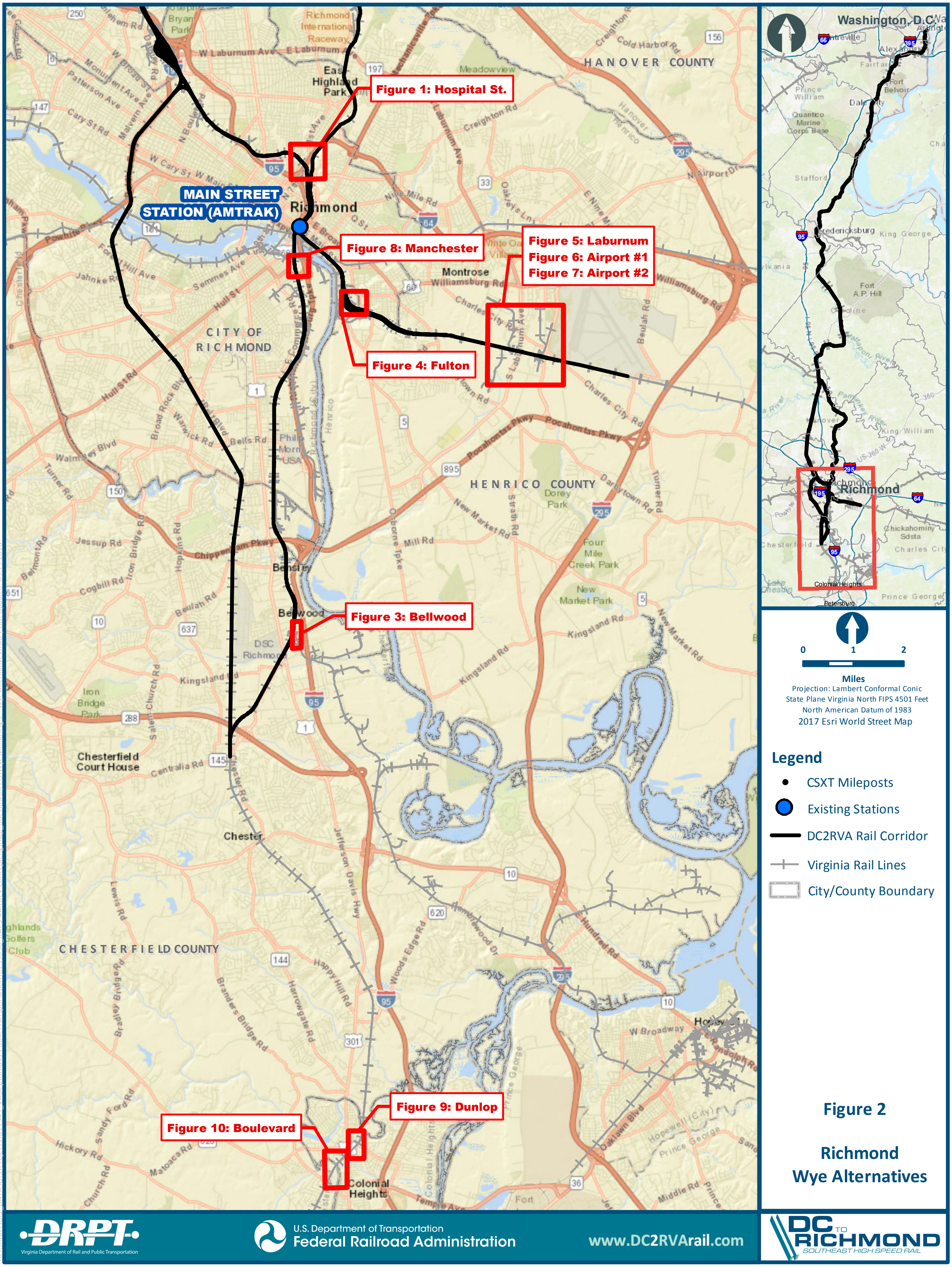


Figure 1: Hospital St.
MAIN STREET STATION (AMTRAK)
Richmond
Figure 8: Manchester
Figure 5: Laburnum
Figure 6: Airport #1
Figure 7: Airport #2
Figure 4: Fulton
Figure 3: Bellwood
Figure 9: Dunlop
Figure 10: Boulevard
HANOVER COUNTY
CITY OF RICHMOND
HENRICO COUNTY
CHESTERFIELD COUNTY
Chesterfield Court House
Chester
Colonial Heights
Bensley
Bellwood
Montrose
Washington, D.C.
Fredericksburg
Colonial Heights
Petersburg
0
1
2
Miles
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2017 Esri World Street Map
Legend
● CSXT Mileposts
● Existing Stations
DC2RVA Rail Corridor
Virginia Rail Lines
City/County Boundary

Figure 2

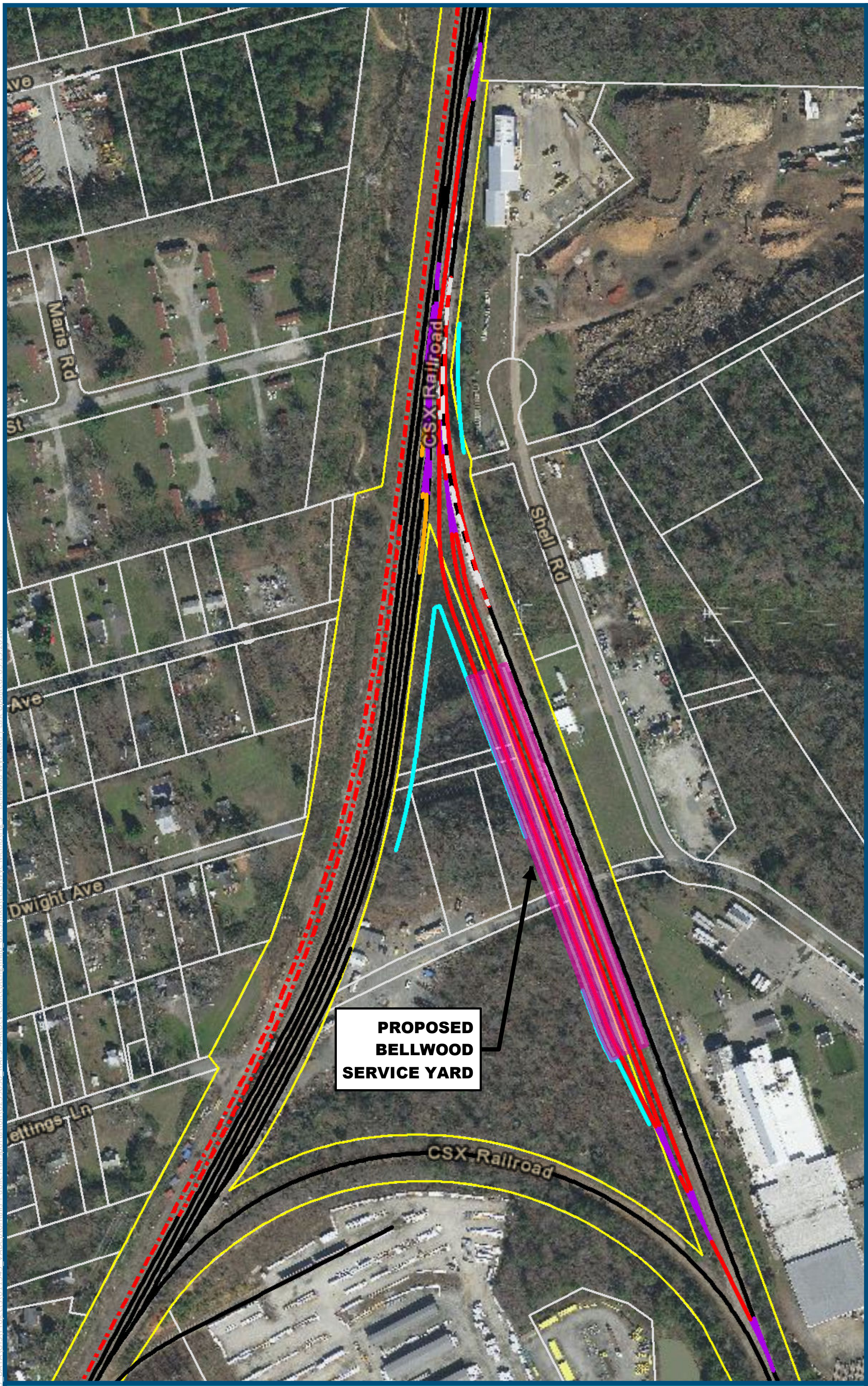
Richmond Wye Alternatives

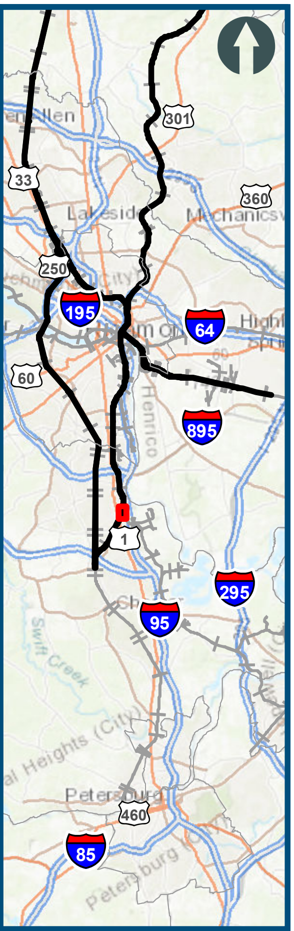
DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL


ve
Maris Rd
St
CSX Railroad
Shell Rd
Ave
Dwight Ave
ettings Ln
CSX Railroad
PROPOSED
BELLWOOD
SERVICE YARD


33
301
360
Lakesid
Mechanicsv
250
195
64
60
Henrico
895
1
295
95
Swift Creek
al Heights (City)
Petersburg
460
85

0 150 300
Feet

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

2017 VGIN Aerial Imagery

Legend

━	Track - Existing
━	Track - Shift
━	Track - Proposed
━ · ━	Track - Proposed by others
━	Track - Remove
━	Crossover/Turnout - Proposed
━	Crossover/Turnout - Remove
━	Walls
▨	Maintenance Platform - Proposed
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels

Figure 3

Bellwood Wye & Service Yard

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\Wye Memo\Fig 3 - Bellwood Wye.mxd | Last Updated: 05.15.2018

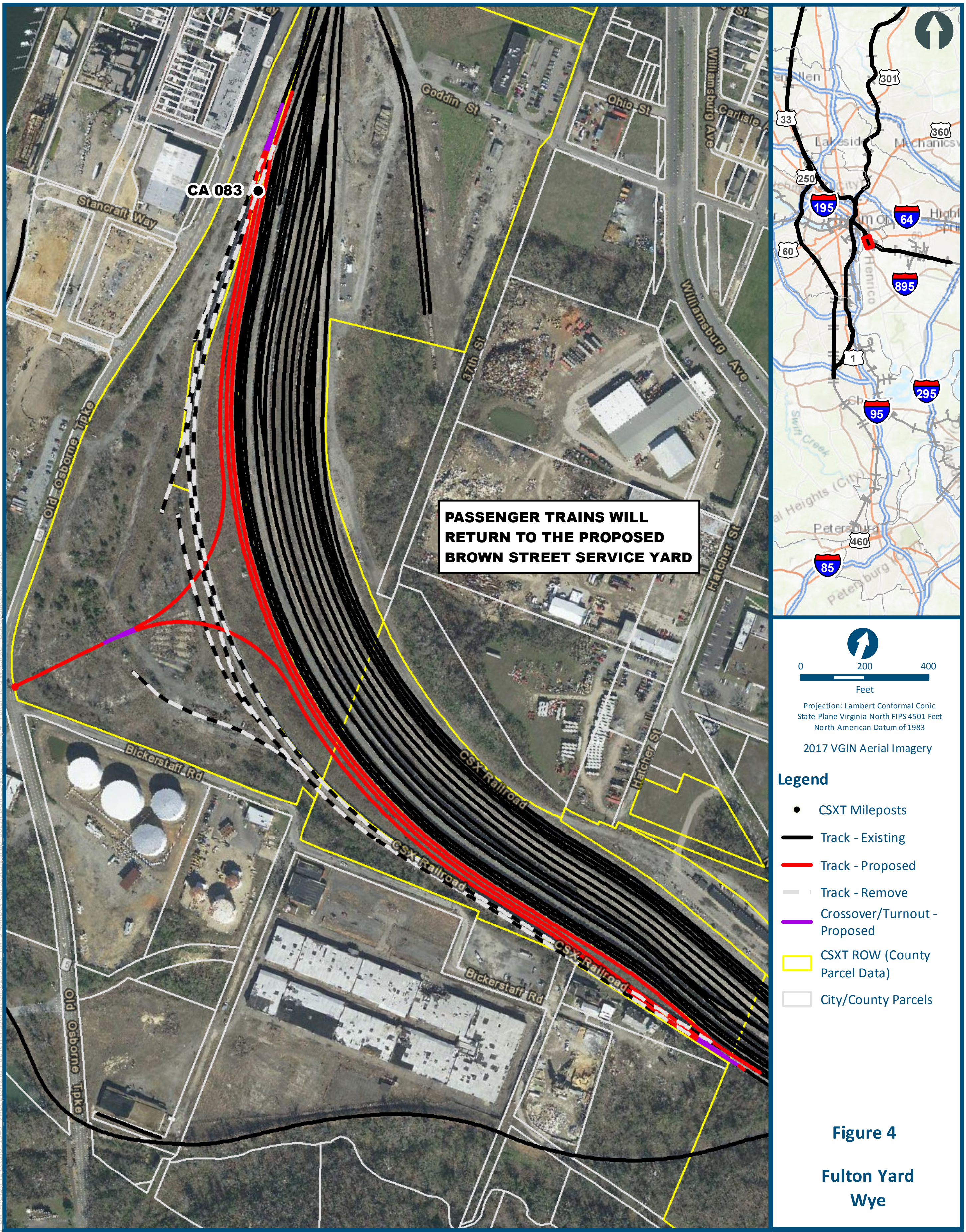
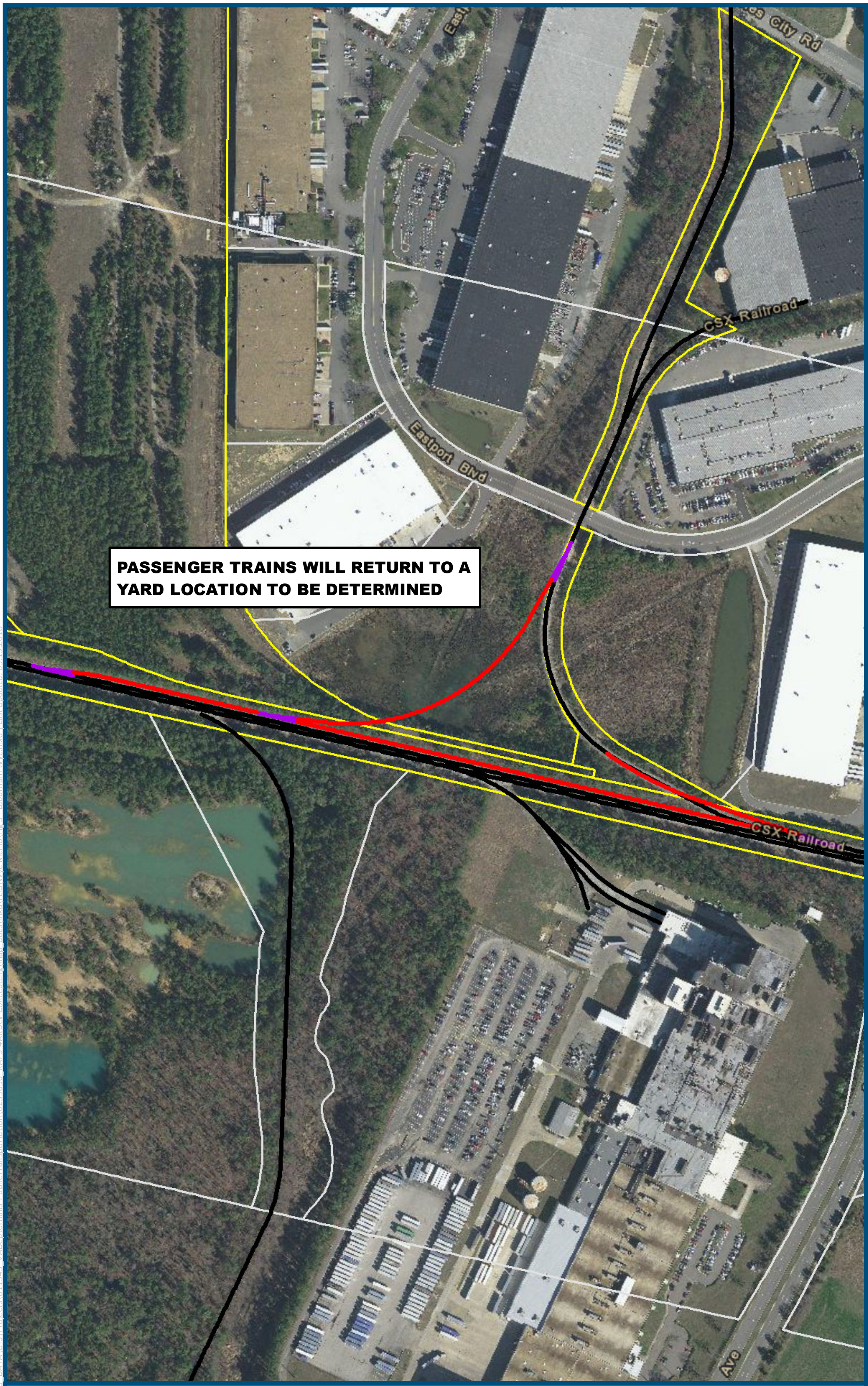

CA 083
Stancraft Way
Goddin St
Ohio St
Williamsburg Ave
Carlisle
37th St
Old Osborne Tpke
Hatcher St
Bickerstaff Rd
CSX Railroad
PASSENGER TRAINS WILL RETURN TO THE PROPOSED BROWN STREET SERVICE YARD
33
301
360
250
195
64
60
895
1
295
95
460
85
0
200
400
Feet
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
2017 VGIN Aerial Imagery
Legend
CSXT Mileposts
Track - Existing
Track - Proposed
Track - Remove
Crossover/Turnout - Proposed
CSXT ROW (County Parcel Data)
City/County Parcels

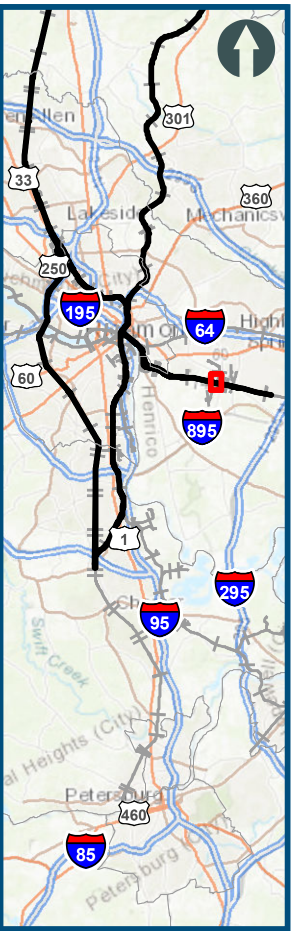
Figure 4

Fulton Yard Wye



East
City Rd
CSX Railroad
Eastport Blvd
CSX Railroad
Ave

PASSENGER TRAINS WILL RETURN TO A YARD LOCATION TO BE DETERMINED



33
301
360
Lakeside
Mechanicsv
250
195
64
60
895
Henrico
1
295
95
Swift Creek
Heights (City)
Petersburg
460
85

0 200 400
Feet

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

2017 VGIN Aerial Imagery

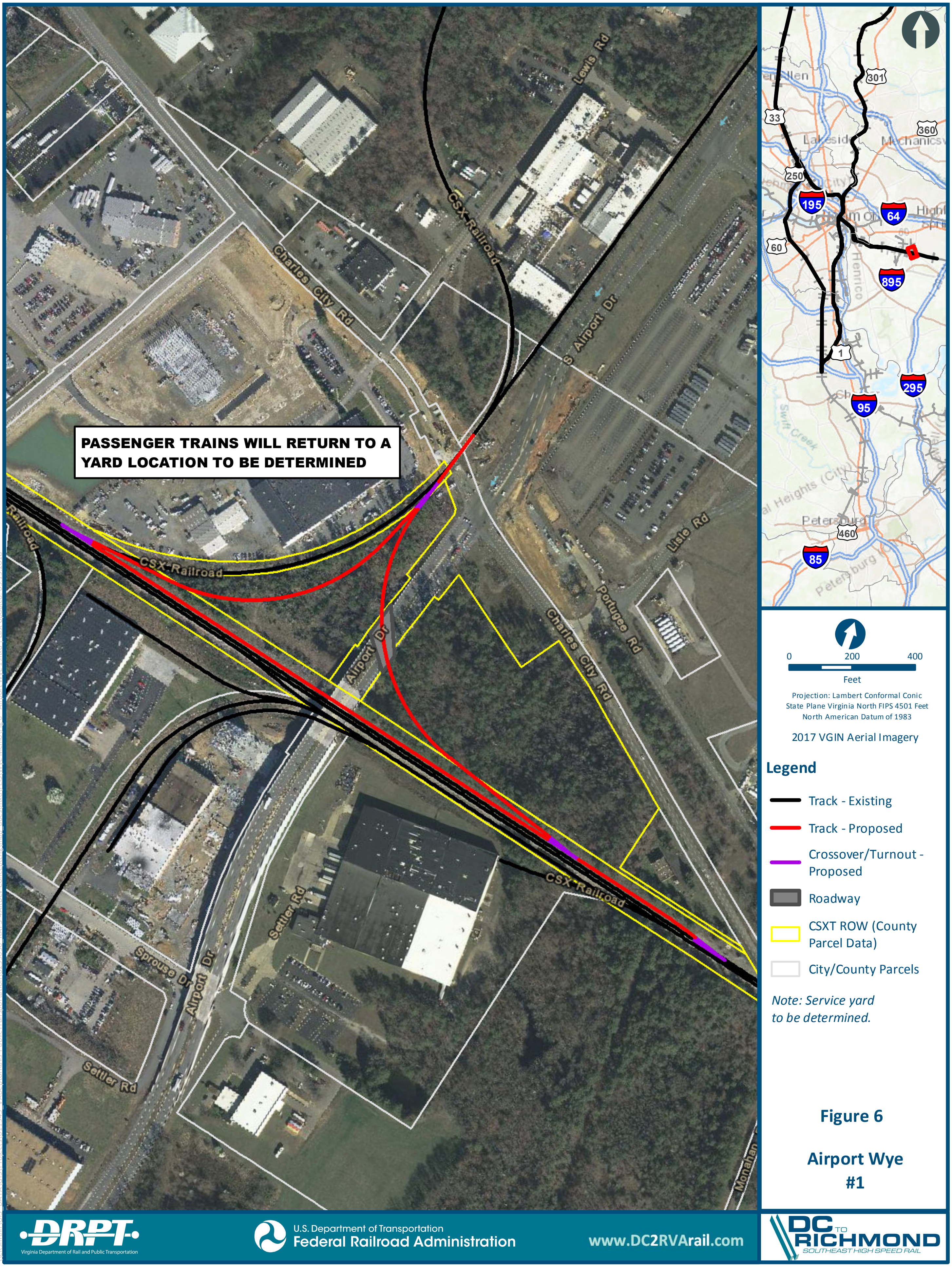
Legend

▬	Track - Existing
▬	Track - Proposed
▬	Crossover/Turnout - Proposed
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels

Figure 5

Laburnum Wye

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\Wye Memo\Fig 5 - Laburnum Wye.mxd | Last Updated: 05.15.2018


PASSENGER TRAINS WILL RETURN TO A YARD LOCATION TO BE DETERMINED
Lewis Rd
CSX Railroad
Charles City Rd
S Airport Dr
CSX Railroad
Railroad
Airport Dr
Charles City Rd
Portugee Rd
Laste Rd
CSX Railroad
Settler Rd
Sprouse Dr
Airport Dr
Settler Rd
Monahan
Glen Allen
Lakeside
Mechanicsville
Highland Springs
Henrico
Swift Creek
Colonial Heights (City)
Petersburg
Petersburg
301
33
360
250
195
64
60
895
1
295
95
460
85
0
200
400
Feet

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

2017 VGIN Aerial Imagery

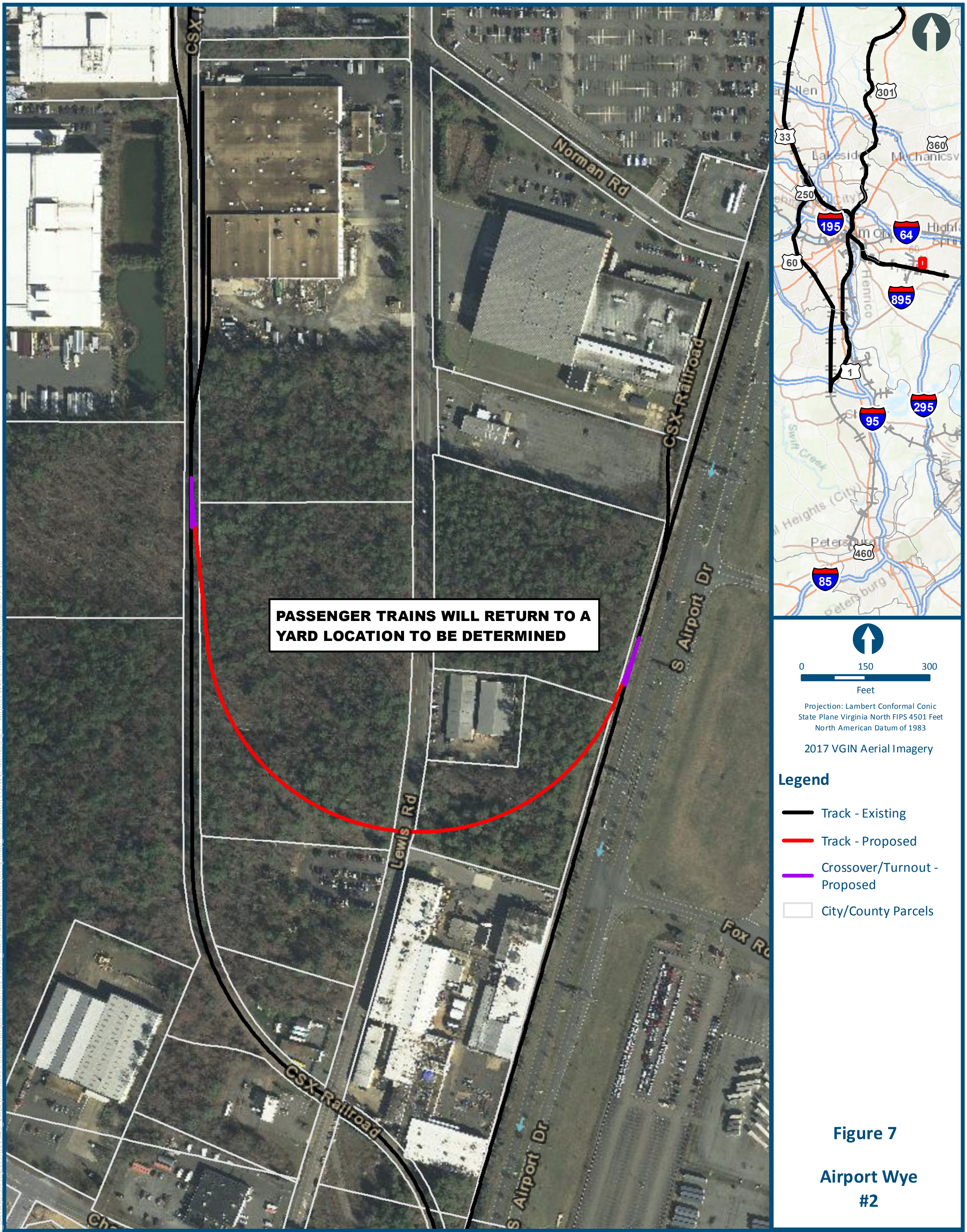
Legend

▬	Track - Existing
▬	Track - Proposed
▬	Crossover/Turnout - Proposed
▬	Roadway
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels

Note: Service yard to be determined.

Figure 6

Airport Wye #1


CSX Railroad
Norman Rd
CSX Railroad
S Airport Dr
PASSENGER TRAINS WILL RETURN TO A YARD LOCATION TO BE DETERMINED
Lewis Rd
Fox Rd
CSX Railroad
S Airport Dr
Glen Allen
Lakeside
Mechanicsville
Highland Springs
Henrico
Swift Creek
Colonial Heights (City)
Petersburg
33
301
360
250
195
64
60
895
1
95
295
460
85
0
150
300
Feet

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

2017 VGIN Aerial Imagery

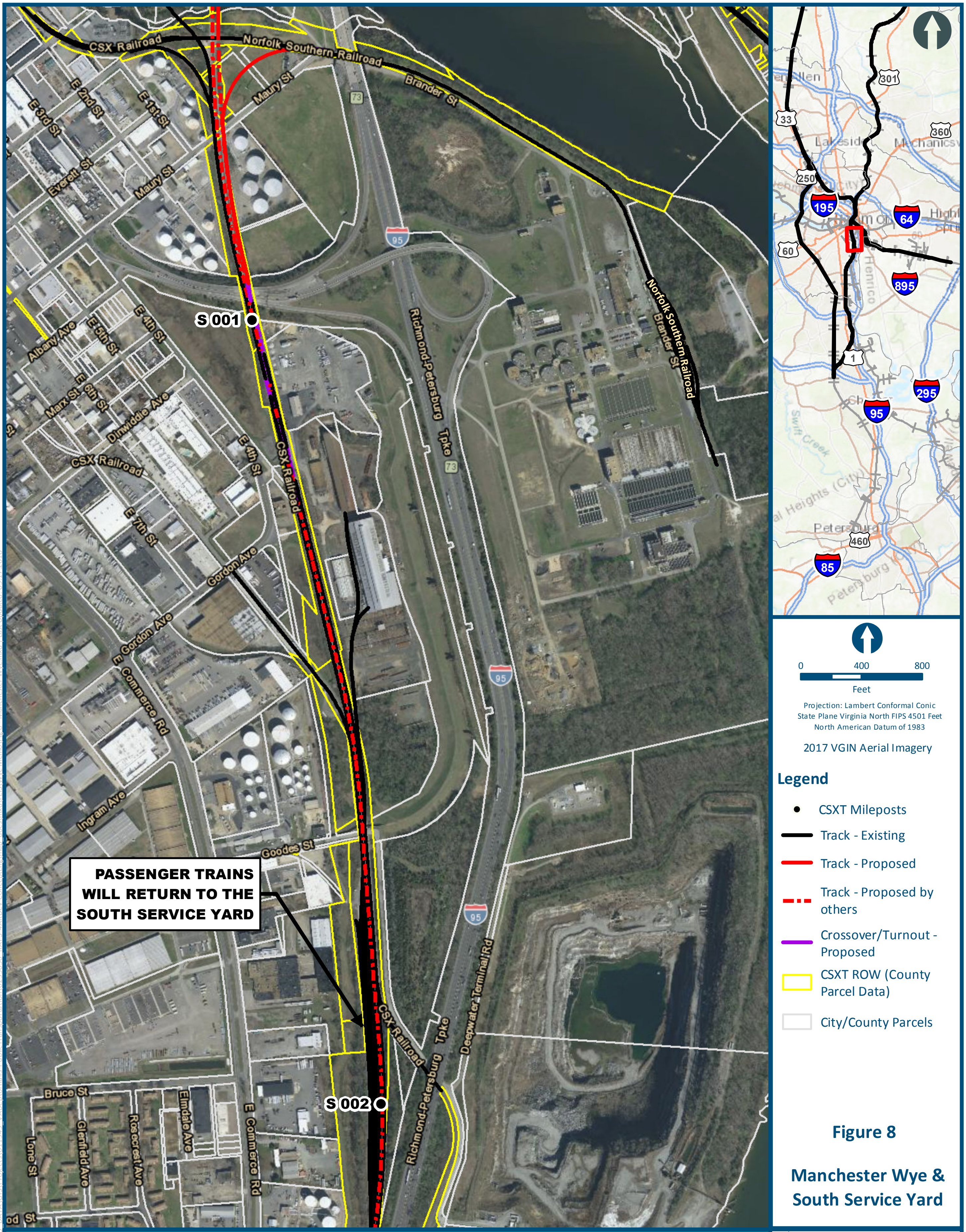
Legend

▬	Track - Existing
▬	Track - Proposed
▬	Crossover/Turnout - Proposed
☐	City/County Parcels

Figure 7

Airport Wye #2

\\vcltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\Wye Memo\Fig 7 - Airport Wye 2.mxd | Last Updated: 05.15.2018


CSX Railroad
Norfolk Southern Railroad
Brander St
Maury St
E 2nd St
E 1st St
E 3rd St
Everett St
Maury St
73
95
S 001
E 4th St
Albany Ave
E 5th St
Marx St
E 6th St
Dinwiddie Ave
CSX Railroad
E 4th St
CSX Railroad
Richmond-Petersburg Tpke
73
Norfolk Southern Railroad
Brander St
E 7th St
Gordon Ave
E Gordon Ave
E Commerce Rd
95
Ingram Ave
Goodes St
PASSENGER TRAINS WILL RETURN TO THE SOUTH SERVICE YARD
95
Deepwater Terminal Rd
CSX Railroad
Richmond-Petersburg Tpke
S 002
Bruce St
Elmdale Ave
Glenfield Ave
Rosecrest Ave
E Commerce Rd
Lone St
od St
33
301
360
250
195
64
60
895
1
295
95
460
85
Lakeside
Mechanicsville
Henrico
Swift Creek
Colonial Heights (City)
Petersburg
0
400
800
Feet

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

2017 VGIN Aerial Imagery

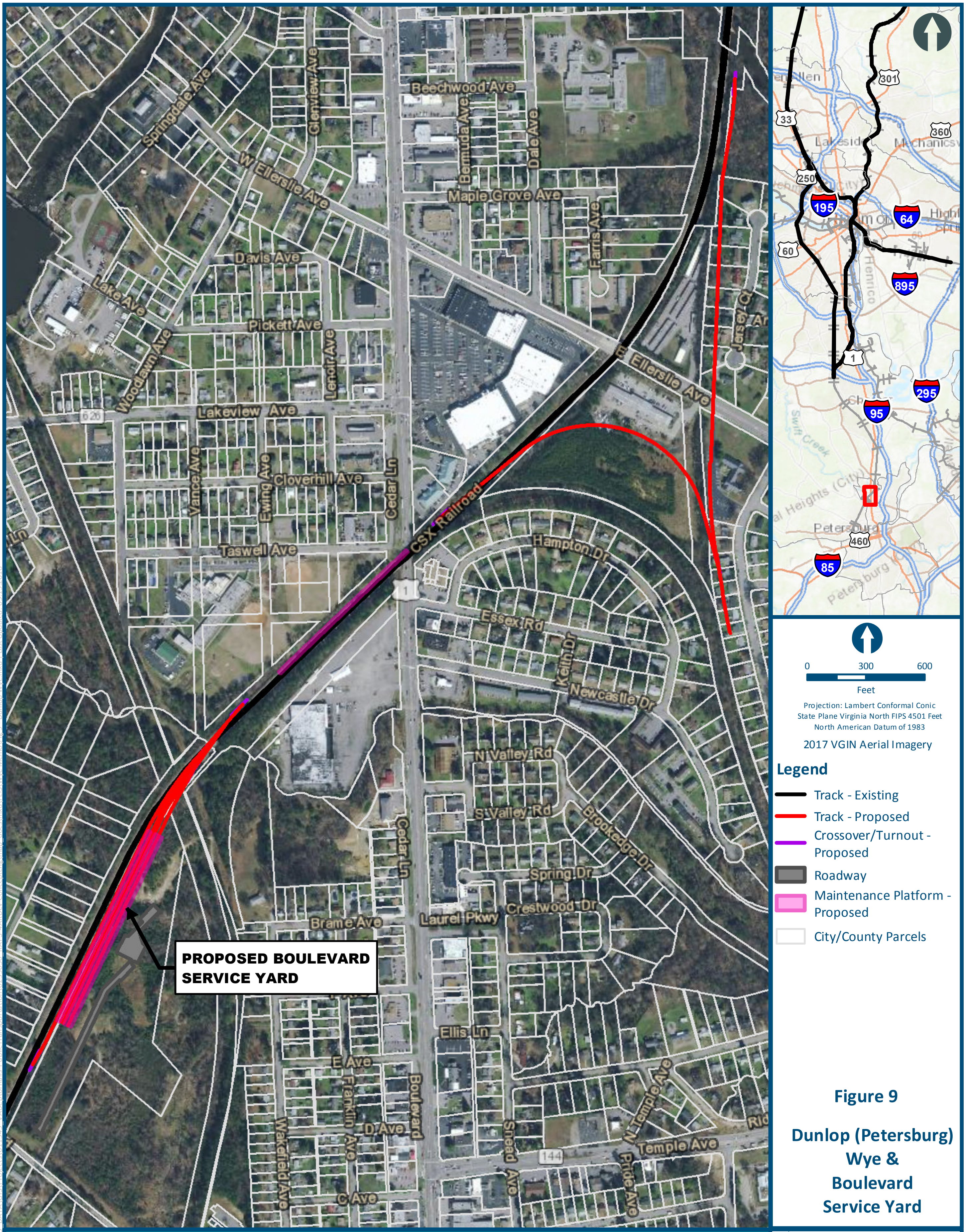
Legend

- ● CSXT Mileposts
- Track - Existing
- Track - Proposed
- Track - Proposed by others
- Crossover/Turnout - Proposed
- CSXT ROW (County Parcel Data)
- City/County Parcels

Figure 8

Manchester Wye & South Service Yard

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\Wye Memo\Fig 8 - Manchester Wye.mxd | Last Updated: 05.12.2018


Springdale Ave
Glenview Ave
Beechwood Ave
W Ellerslie Ave
Bermuda Ave
Dale Ave
Maple Grove Ave
Davis Ave
Farris Ave
Lake Ave
Pickett Ave
Lenoir Ave
Woodlawn Ave
Jersey Ct
Ellerslie Ave
Lakeview Ave
626
Vance Ave
Ewing Ave
Cloverhill Ave
Cedar Ln
CSX Railroad
Taswell Ave
Hampton Dr
1
Essex Rd
Keith Dr
Newcastle Dr
N Valley Rd
S Valley Rd
Brookedge Dr
Cedar Ln
Spring Dr
Crestwood Dr
Laurel Pkwy
Brame Ave
PROPOSED BOULEVARD SERVICE YARD
Ellis Ln
E Ave
Franklin Ave
Boulevard
D Ave
Wakefield Ave
C Ave
Snead Ave
144
N Temple Ave
Temple Ave
Pride Ave
Rid
Glen Allen
33
301
Lakeside
Mechanicsville
360
250
195
64
Highland Springs
60
Henrico
895
1
295
95
Swift Creek
Colonial Heights (City)
Petersburg
460
85
Petersburg
0
300
600
Feet

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

2017 VGIN Aerial Imagery

Legend

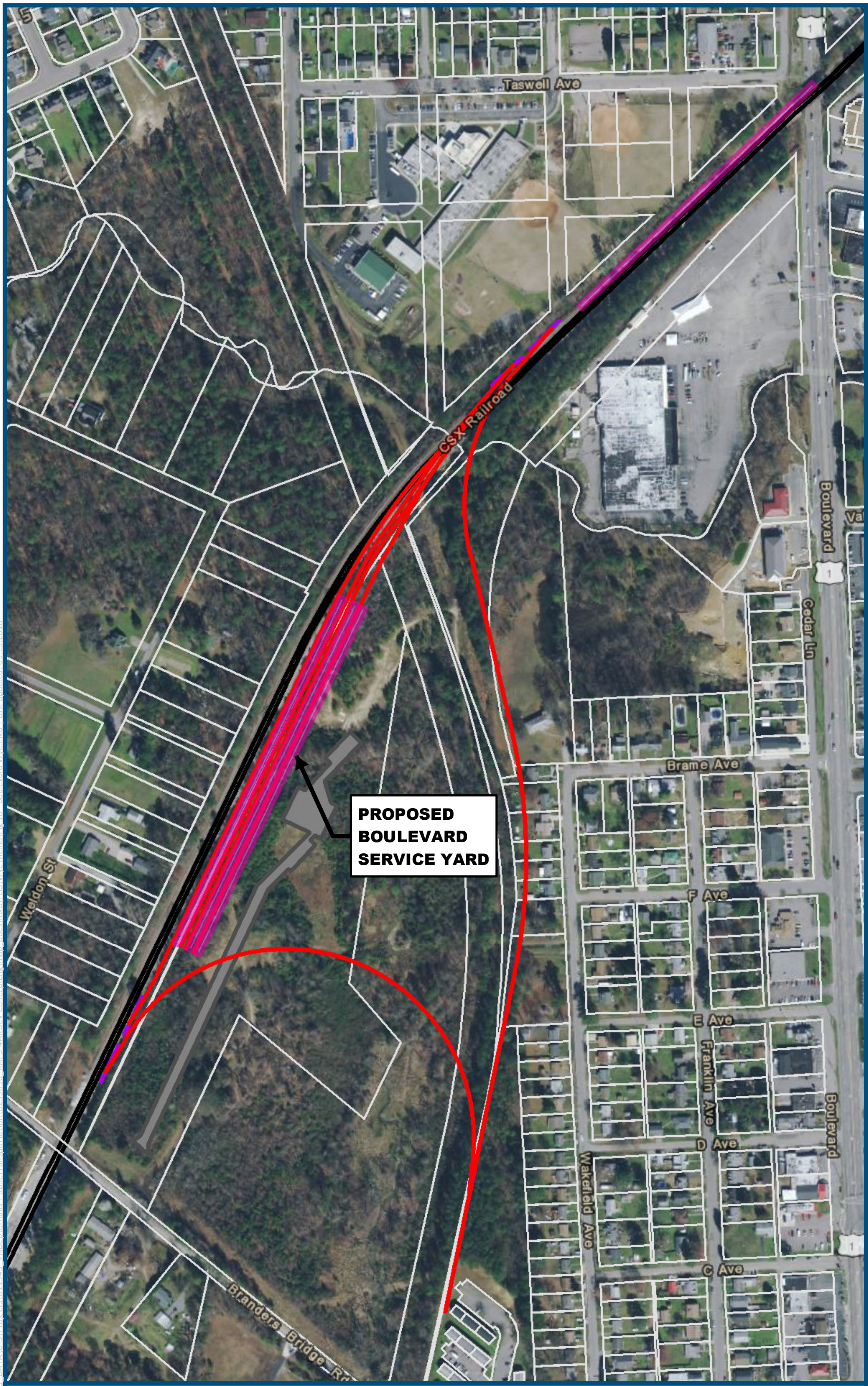
▬	Track - Existing
▬	Track - Proposed
▬	Crossover/Turnout - Proposed
▬	Roadway
▬	Maintenance Platform - Proposed
☐	City/County Parcels

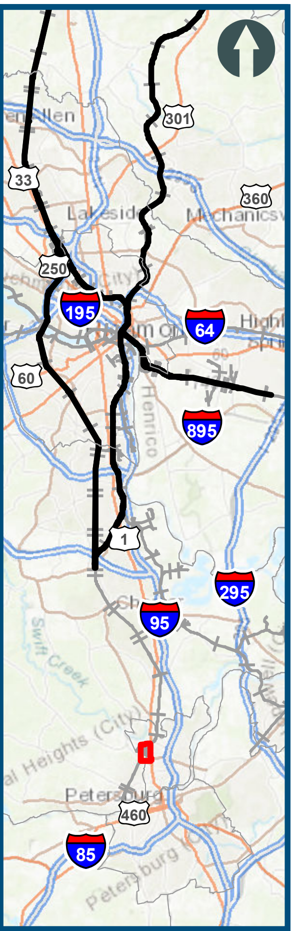
Figure 9

Dunlop (Petersburg) Wye & Boulevard Service Yard

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\Wye Memo\Fig 9 - Dunlop Wye.mxd | Last Updated: 05.15.2018

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\Wye Memo\Fig 10 - Boulevard Wye.mxd | Last Updated: 05.15.2018


Taswell Ave
CSX Railroad
Boulevard
Cedar Ln
Brame Ave
F Ave
E Ave
Franklin Ave
D Ave
Wakefield Ave
C Ave
Weldon St
Branders Bridge Rd
1
PROPOSED BOULEVARD SERVICE YARD


301
33
360
250
195
64
60
895
1
295
95
460
85
Lakeside
Mechanicsville
Henrico
Swift Creek
Colonial Heights (City)
Petersburg
Petersburg

0 200 400
Feet

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

2017 VGIN Aerial Imagery

Legend

- Track - Existing
- Track - Proposed
- Crossover/Turnout - Proposed
- Roadway
- Maintenance Platform - Proposed
- City/County Parcels

Figure 10

Boulevard (Petersburg) Wye & Service Yard

APPENDIX K

SECTION 106
DRAFT MEMORANDUM OF AGREEMENT

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

K SECTION 106 DRAFT MEMORANDUM OF AGREEMENT

Due to several levels of federal involvement, the DC2RVA Project requires compliance with the Section 106 National Historic Preservation Act of 1966 (NHPA), as amended (54 U.S.C. 306108), and its implementing regulations (36 CFR Part 800). This process requires federal agencies to take into account their effects on historic properties (defined as any resource that is eligible for or listed in the National Register of Historic Places). After extensive identification and evaluation studies within the Project's area of potential effects (APE), it was found that there are 120 historic properties in the Project APE. Chapter 5 and Appendix D of the Final EIS provides details on this Section 106 process. In accordance with 36 CFR 800.5(a), the Federal Railroad Administration (FRA) applied the criteria of adverse effect to these 120 historic properties.

The regulations implementing Section 106 define an effect as an "alteration to the characteristics of a historic property qualifying it for inclusion in or eligible for the National Register".[1] The effect is adverse when the alteration of a qualifying characteristic occurs in a "manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association".[2] Through their effect analysis, FRA determined that the Project will have an adverse effect on 21 resources, no adverse effect on 69 resources, and no effect on the remaining 30 resources. The Virginia Department of Historic Resources (DHR, the State Historic Preservation Office [SHPO]) has concurred with these determinations. Detailed information on SHPO consultation is provided in Appendix E of the Final EIS.

Per 36 CFR 800.6, FRA and the Virginia Department of Rail and Public Transportation (DRPT) have crafted a Section 106 Memorandum of Agreement (MOA) to outline stipulations that will be taken to mitigate the adverse effects to the 21 historic properties. The Section 106 MOA has been developed based on feedback from consulting parties, property owners, and involved agencies and includes a roster of tasks to be completed on all adversely affected resources, such as public interpretation, additional research, National Register documentation, archaeological data recovery, and more, to mitigate any adverse effects caused by the undertaking.

The Section 106 MOA enclosed here is a draft. This document has been extensively reviewed by the four signatories (FRA, DHR, DRPT, and the Advisory Council on Historic Preservation). A final, signed MOA will be part of the Record of Decision for the Project. Acquiring a signed MOA is the final step in the Section 106 process.

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[1] 36 CFR 800.16(i)

[2] 36 CFR 800.5(a)

DRAFT/MEMORANDUM OF AGREEMENT AMONG THE VIRGINIA HISTORIC PRESERVATION OFFICE, THE FEDERAL RAILROAD ADMINISTRATION, ADVISORY COUNCIL OF HISTORIC PRESERVATION, AND THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION REGARDING THE WASHINGTON, D.C. TO RICHMOND, VIRGINIA SOUTHEAST HIGH SPEED RAIL PROJECT

WHEREAS, the Federal Railroad Administration (FRA) and the Federal Highway Administration, in cooperation with North Carolina Department of Transportation and Virginia Department of Rail and Public Transportation (DRPT), completed a Tier I Final Environmental Impact Statement and Record of Decision in accordance with the National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 *et seq.*) in July and October 2002, respectively, for the proposed Southeast High Speed Rail corridor from Washington, D.C. to Charlotte, North Carolina, (SEHSR Project), which determined the preferred corridor for detailed analysis in Tier II environmental studies for individual portions of the larger corridor; and

WHEREAS, a Programmatic Agreement developed pursuant to 36 C.F.R. § 800.14(b) among FRA, the Virginia State Historic Preservation Office (Virginia SHPO), North Carolina State Historic Preservation Office, DRPT, the North Carolina Department of Transportation, Rail Division, and the Advisory Council on Historic Preservation (ACHP) was signed on April 12, 2016 for the SEHSR Project (the SEHSR PA); and

WHEREAS, Stipulation VIII of the SEHSR PA requires that FRA, in consultation with the Virginia SHPO, DRPT, and ACHP, if participating, develop a Memorandum of Agreement (MOA) should a project have an adverse effects on historic properties; and

WHEREAS, FRA, Virginia SHPO, DRPT, and ACHP, if participating, are Signatories to this MOA to assure that ensuing stipulations are met; and

WHEREAS, DRPT proposes to construct a 123-mile portion of the SEHSR Project that involves construction of infrastructure improvements to support increased frequency and higher-speed intercity passenger rail service in the travel corridor between Washington, D.C. and Richmond/Centralia, Virginia (DC2RVA), such as constructing additional main line tracks and track crossovers, straightening curves in existing tracks, improving intercity passenger stations and station areas, improving sidings and signals, and implementing roadway crossing safety improvements, within a long-established surface transportation corridor (Project); and

WHEREAS, FRA anticipates receiving a future request from DRPT to provide federal financial assistance to construct the Project, including activities such as design, property acquisition, and demolition, though funding sources have not yet been determined, and it is expected that there will be a combination of federal, state and local funding that may be allocated in phases; and

WHEREAS, if FRA provides federal financial assistance to construct the Project, the Project would constitute an undertaking under Section 106 of the National Historic Preservation Act (NHPA) as amended (54 U.S.C. § 306108) (Section 106); and

WHEREAS, the NHPA and the SEHSR PA require FRA, as the lead federal agency for the Project, to take into account the effects of its undertakings on properties included in or eligible for inclusion in the National Register of Historic Places (NRHP), including consultation with other parties, and to provide ACHP a reasonable opportunity to comment prior to commencement of work on the Project; and

WHEREAS, FRA is the Project's lead federal agency for Tier II environmental study under the NEPA and pursuant to the NEPA, FRA prepared and published a Draft Environmental Impact Statement (Draft EIS) in September 2017, and a Final Environmental Impact Statement (Final EIS) in summer 2019 for the Project, which is being coordinated with the Section 106 process pursuant to 36 CFR 800.8(a); and

WHEREAS, pursuant to 36 C.F.R. § 800.2(c)(4), FRA has requested DRPT participate in consultation and, by letter dated December 11, 2014, has authorized DRPT to initiate consultation with the Virginia ; and

WHEREAS, pursuant to 36 C.F.R. § 800.6(c)(2)(iii), FRA has consulted with DRPT and has invited them to sign this MOA as an Invited Signatory to this MOA; and

WHEREAS, pursuant to 36 C.F.R.§ 800.2(c), FRA identified Native American tribes, local governments and other groups with a vested interest in the prehistory and history of the project area (Consulting Parties) to potentially participate in the process; and

WHEREAS, pursuant to 36 C.F.R.§ 800.2(c)(2), FRA invited the Pamunkey Indian Tribe, Chickahominy Indian Tribe, Eastern Chickahominy Indian Tribe, Upper Mattaponi Indian Tribe, Rappahannock Indian Tribe, Nansemond Indian Tribe, Monacan Indian Tribe, and Catawba Indian Nation participate in consultation in letters sent in July 2015 and February 2018; and

WHEREAS, on February 23, 2018, the Upper Mattaponi Indian Tribe accepted FRA's invitation; and

WHEREAS, the remaining tribes did not respond to the invitation, but FRA is assuming that the Virginia-based tribes (Pamunkey Indian Tribe, Chickahominy Indian Tribe, Eastern Chickahominy Indian Tribe, Rappahannock Indian Tribe, Nansemond Indian Tribe, and Monacan Indian Tribe) are Consulting Parties and are treating them as such; and

WHEREAS, pursuant to 36 C.F.R. § 800.2(c)(3), FRA, invited the following local governments to be Consulting Parties between January 2015 and July 2018, and they have elected to participate: Arlington County, Caroline County, City of Alexandria, City of Fredericksburg, City of Richmond, Hanover County, Prince William County, and Town of Ashland; and

WHEREAS, pursuant to 36 C.F.R. § 800.2(c)(3), FRA, invited the following local governments to be Consulting Parties between January 2015 and July 2018, and each group either elected to not participate or did not reply to the invitation: Fairfax County, Henrico County, Spotsylvania County, and Stafford County; and

WHEREAS, pursuant to 36 C.F.R. § 800.2(c)(5), FRA, invited the following groups to be consulting parties between January 2015 and February 2019, and they have elected to participate: Alexandria Archaeology, American Battlefield Protection Program (ABPP), Ashland Museum, Central Virginia Battlefields Trust (CVBT), Civil War/Battlefield Preservation Trust (CWT), Historic Fredericksburg Foundation, Inc. (HFFI), Historic Richmond Foundation, Marine Corps Base Quantico, National Park Service (NPS)- Northeast Regional Office, NPS- Captain John Smith Chesapeake National Historical Trail, NPS- Fredericksburg Division (which includes the Fredericksburg & Spotsylvania National Military Park), NPS- George Washington Memorial Parkway, NPS- National Capital Region, NPS- Potomac Heritage National Scenic Trail, NPS- Richmond Division, NPS- Washington-Rochambeau National Historical Trail, National Trust for Historic Preservation (NTHP), and Preservation Virginia; and

WHEREAS, pursuant to 36 C.F.R. § 800.2(c)(5), FRA invited the following groups to be Consulting Parties to the Project on January 6, 2015 and they declined to participate or did not reply to the invitations: ACL & SAL Railroad Historical Society, Arlington Historical Society, Caroline Historical Society, Center for Neighborhood Revitalization, Chesterfield Historical Society, Hanover County Historical Society, Inc., Henrico County Historical Society, Historic Alexandria Foundation, Historic Prince William, Inc., Historical Society of Fairfax County, Virginia, Inc., and Stafford County Historical Society; and

WHEREAS, pursuant to 36 C.F.R. § 800.4(a)(1) and as defined in 36 C.F.R.§ 800.16(d), FRA in consultation with the Virginia SHPO determined that the direct Area of Potential Effects (APE) for this Project is the entire area of ground disturbing activities and staging areas for rail and road modifications (project limits of disturbance), to include construction, along the 123-mile corridor and the Virginia SHPO concurred in a letter dated February 2, 2015; and

WHEREAS, pursuant to 36 C.F.R. § 800.4(a)(1) and as defined in 36 C.F.R. § 800.16(d), FRA, in consultation with the Virginia SHPO, determined that the indirect APE is the entire area of ground-disturbing activities and staging areas plus any areas within the viewshed of the corridor where indirect affects to a resource’s setting and feeling could occur, typically comprising a 500-foot wide corridor along all sides of the limits of disturbance, 1,000 feet near proposed overpasses, one (1) city block in urban areas, and additional areas as warranted due to viewsheds and vistas; and

WHEREAS, pursuant to 36 C.F.R. § 800.4(b) and Stipulation VI of the SEHSR PA, DRPT conducted identification and evaluation-level architectural and archaeological investigations of the entire APE between 2015 and 2018, and the results of the cultural resource investigations have been coordinated with the Virginia SHPO and other Consulting Parties (see Appendix A for a full list); and

WHEREAS, a total of 120 historic properties listed in, eligible for, or assumed eligible for the NRHP have been identified within the Project APE, and FRA determined, in consultation with the Virginia SHPO and the other Consulting Parties, that the Project will have an adverse effect on twenty-one (21) of these historic properties (listed north to south; see Table 1 and Appendix B for additional details and mapping): Richmond, Fredericksburg, and Potomac Railroad (RF&P) (Virginia Department of Historic Resources [DHR] Inventory No. 500-0001), RF&P Bridge over Occoquan River (DHR Inventory No. 500-0001-0022), Rippon Lodge (DHR Inventory No. 076-0023), Civil War Campsite (Site 44ST1223), Rappahannock River Railroad Bridge and Associated Structures/Platform (DHR Inventory No. 111-0132-0025), Bridge/Marye's Mill (Site 44SP0187), Fredericksburg Historic District (DHR Inventory No. 111-0132), Block 49/Train Station (Site 44SP0688), Block 48/Train Station (Site 44SP0687), Earthwork/ Jackson's Earthwork (Site 44SP0468), Doswell Historic District (DHR Inventory No. 042-5448), Doswell Depot and Tower (DHR Inventory No. 042-0093), Berkleytown Historic District (DHR Inventory No. 166-5073), Laurel Industrial School Historic District (DHR Inventory No. 043-0292), Main Building/Robert Stiles Building (DHR Inventory No. 043-0292-0001), Shockoe Valley & Tobacco Row Historic District (DHR Inventory No. 127-0344), Main Street Station Parking Lot/Railroad (Site 44HE1098), Railroad , Warehouse (Site 44HE1097), Main Street Station and Trainshed (DHR Inventory No. 127-0172), Seaboard Air Line Railroad Corridor (DHR Inventory No. 127-6271), and Warehouse (Site 44HE1094); and

WHEREAS, FRA, in consultation with the Virginia SHPO and the other Consulting Parties, developed this MOA in accordance with Stipulation VIII of the SEHSR PA in order to address the Project's adverse effects on historic properties; and

WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), FRA notified the ACHP of its adverse effect determination on June 20, 2018, and the ACHP has chosen to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii) and the SEHSR PA; and

WHEREAS, the list of historic properties, project effects, and mitigation strategies included in this MOA formulated by FRA, DRPT, ACHP, and the Virginia SHPO, have been disseminated to the Consulting Parties by DRPT through numerous emails, letters, and in-person meetings held by DRPT in Richmond, Fredericksburg, and Washington, D.C., as well as through dissemination of hard copies of the draft MOA on December 28, 2018 (see Appendix C for a list of correspondence); and

WHEREAS, pursuant to 36 C.F.R. § 800.2(d), FRA invited public input on the Project and history-related studies through public information meetings at numerous venues held in

November 2014, June 2015, December 2015, October 2017, and October 2018, and through numerous in-person meetings and emails with individual property owners and other interested parties; and

WHEREAS, FRA and DRPT have shared with the public information about the overall Project, including its effects on historic properties, multiple times via the NEPA process as outlined in the Final EIS.

NOW, THEREFORE, FRA, DRPT, the Virginia SHPO, and the ACHP (collectively referred to as the Signatories) agree that the Project shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

FRA, in coordination with DRPT, shall ensure that the following stipulations are carried out:

I. APPLICABILITY

A. This MOA is binding on FRA only if FRA provides financial assistance for the construction of the Project.

B. Notwithstanding Stipulation I.A., this MOA applies to all of DRPT's activities necessary to advance the Project toward and/or through construction due to the involvement of federal permits which necessitate compliance with Section 106 of the National Historic Preservation Act, including, but not limited to, further design, acquisition of property for the Project, demolition of acquired properties, and construction that are funded with any amount of financial assistance from FRA or non-federal funds.

C. Nothing herein shall be interpreted as agreement by DRPT that Section 106 applies to other projects with independent utility that use exclusively non-federal funds.

II. MITIGATION MEASURES FOR ADVERSELY AFFECTED HISTORIC PROPERTIES (listed north to south)

A. RF&P Railroad (DHR Inventory No. 500-0001)

1. Within one (1) year of the receipt of funding for the Project as described under Stipulation V(C), DRPT shall document, or cause to be documented through the engagement of a qualified consultant, all bridges to be removed as a result of the Project and are contributing elements to the RF&P. DRPT shall prepare, or cause to be prepared, photographic documentation of each structure consistent with guidance found in "Photographic Documentation for National Park Service

Basic Survey" and DHR's "Photographic Documentation for Virginia Department of Historic Resources (DHR) Survey" (Updated 2016); and complete a Virginia SHPO Intensive Level Survey form for each structure in the Virginia SHPO's Virginia-Cultural Resource Information System (VCRIS). DRPT shall also ensure that each structure is documented in a written report. The report shall address, at a minimum, the physical description and historical context of each structure. DRPT shall submit the photographs, VCRIS form, and report concurrently to FRA, Virginia SHPO, property owner, and other Consulting Parties, as appropriate, for review and comment, as described under Stipulation IV(B) and (C). DRPT shall disseminate final copies to FRA, Virginia SHPO, property owner, and the Virginia Museum of History & Culture, for their collections, and to the other Consulting Parties upon written request. Final VCRIS forms and associated packets shall be given to the Virginia SHPO at this time for their archives.

2. Within one (1) year of the receipt of funding for Project construction, as described under Stipulation V(C), DRPT shall complete, or cause to be completed through the engagement of a qualified consultant, two (2) oral histories of past and present RF&P and/or CSX Transportation (CSX-T) employees who have extended tenures with the resource and particularly historic structures along the corridor, if such individuals are available. Interviews shall be taped, and transcriptions of the interviews shall be submitted to the Virginia SHPO, the Library of Virginia, the Virginia Museum of History & Culture, HFFI, and the Richmond History Center for their collections, and the other Consulting Parties upon written request.

3. Within four (4) years of receipt of Project construction funding as described in Stipulation V(C), DRPT shall create, or cause to be created through the engagement of a qualified consultant, a web-based "story map" highlighting the 120 historic properties located within the Project APE. The story map shall include photographs, narratives, and mapping details of all resources (as appropriate to comply with the Archeological Resources Protection Act of 1979) digitally tied to an overall GIS-based map of the project corridor. Draft materials for the story map shall be submitted concurrently to FRA, Virginia SHPO, and other Consulting Parties for review and comment, as appropriate, as described under Stipulation IV(B) and (C). The hosting location for the story map shall also be discussed at this time and may include one of the consulting parties or another historically focused webpage. DRPT shall finalize the story map and notify FRA, Virginia SHPO, and the other Consulting Parties when the webpage goes live.

B. RF&P Bridge over Occoquan River (DHR Inventory No. 500-0001-0022)

1. Draft designs for the new bridge over the Occoquan River shall be compatible with the architectural and historic character of the existing structure and nearby historic properties. DRPT shall submit draft design plans for the new bridge at

the schematic, 30%, 65%, and 90% stages concurrently to FRA, Virginia SHPO, property owner, and other Consulting Parties, as appropriate, for review and comment, as described under Stipulation IV(B) and (C). The design packet shall include a set of bridge plans and elevations, as well as a schematic showing the proposed bridge design in relation to the existing Bridge over Occoquan River to show proposed visual modifications.

2. Within one (1) year of the receipt of funding for Project construction in this segment as described under Stipulation V(C), DRPT shall produce, or cause to be produced through the engagement of a qualified consultant, measured drawings of the existing RF&P Bridge over the Occoquan River prior to any alterations. The drawings shall conform to the guidelines specified by the NPS as set forth in Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Guidelines (http://www.cr.nps.gov/hdp/standards/haerguidelines.htm).

3. Within one (1) year of the receipt of funding for Project construction in this segment as described under Stipulation V(C) and concurrent with the measured drawings, DRPT shall engage a professional photographer with experience in preparing large-format, black-and-white, archival-quality photographic documentation for HAER and HAER-type documentation projects to complete large-format photographs of the existing RF&P Bridge over Occoquan River. Photographs shall comply with HABS/HAER Photographs Specifications and Guidelines (http://www.cr.nps.gov/hdp/standards/HABS/photospecs.pdf) and DHR’s “Photographic Documentation for Virginia Department of Historic Resources Survey (Updated 2016). Negatives and print sizes shall be 4” x 5”. Negatives and prints shall be processed, labeled, and packaged according to HABS/HAER archival standards. A list of photo captions (index to photos) and a site plan of the building showing the location and direction of the photographs (key to photos) shall be included.

   Photographic views shall show the bridge and associated railway, as well as the surrounding landscape. Overview and detail photos of the bridge shall be provided, documenting as much as possible of the engineering and construction methods for the property including exterior elevations and detailed views of significant architectural or historical features.

4. Within six (6) months of the completion of the measured drawings and large-format photography, DRPT shall prepare or cause to be prepared through the engagement of a qualified consultant, a first draft HAER Outline Format report documenting the bridge. The report shall include any archival research collated on the history of the bridge as it relates to the RF&P, a physical description of the bridge, copies of the measured drawings and large-format photographs collected as part of II.B.2 and II.B.3 above, and any additional data gathered during this process. The draft shall be submitted concurrently to FRA, Virginia SHPO, and other Consulting Parties, as appropriate, for review and comment,

as described under Stipulation IV(B) and (C). DRPT shall submit final documents to FRA, the Virginia SHPO, the Library of Virginia, the Virginia Museum of History & Culture, the Fairfax County Historical Society, the Prince William Historic Society, and to the other Consulting Parties upon written request.

C. Rippon Lodge (DHR Inventory No. 076-0023)

1. The adverse effect on Rippon Lodge is caused by the installation of a new railroad bridge across Neabsco Creek. As such, draft designs for the new Neabsco Creek Bridge shall be compatible with the architectural and historic character of the existing structure and nearby historic properties. DRPT shall submit draft design plans for the new bridge at the schematic, 30%, 65%, and 90% stages concurrently to FRA, Virginia SHPO, Prince William County Department of Planning as property owner, and other Consulting Parties, as appropriate, for review and comment, as described under Stipulation IV(B) and (C). The design packet shall include a set of bridge plans and elevations, as well as a schematic showing the proposed bridge design in relation to the existing Neabsco Creek Bridge to show proposed visual modifications.

2. Prior to beginning construction and within one (1) year of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), DRPT shall create, or cause to be created through the engagement of a qualified consultant, a cultural landscape study of the Neabsco Creek watershed between Rippon Lodge and the Neabsco Creek Bridge. The study shall follow the Secretary of the Interior's Standards for conducting historic landscape studies as well as applicable guidance found in NPS Bulletin #18, *How to Evaluate and Nominate Designed Historic Landscapes* and other appropriate publications and guidance documents. The landscape study shall include, at a minimum, completing archival research on this segment of Neabsco Creek focusing on historic images and maps of this corridor and gathering spatial data on the current parameters of the waterway in this area. The data shall be used to create a contextual narrative on the evolution of the waterway over time inclusive of GIS overlays and photodocumentation. The ensuing cultural landscape report shall be submitted concurrently to FRA, Virginia SHPO, Prince William County, and other Consulting Parties, as appropriate, for review and comment, as described under Stipulation IV(B) and (C). DRPT shall disseminate final copies to FRA, Virginia SHPO, and Prince William County Planning Office for their collections, and to the other Consulting Parties upon written request.

3. Within one (1) year of the completion of the cultural landscape study, DRPT shall fund the fabrication and installation of an interpretive sign near the Rippon Lodge/Neabsco Creek vista as part of Prince William County's signage initiative program to disseminate information about the historical viewshed to the general public. In consultation with FRA, Virginia SHPO, Prince William County, and other Consulting Parties, as appropriate, DRPT shall prepare, or cause to be

prepared through the engagement of a qualified consultant, draft text and layout for the interpretive sign. The draft text and layout shall be submitted to FRA, Virginia SHPO, and other Consulting Parties, as appropriate, for review and comment, and Prince William County Planning Department for review and approval, as described under Stipulation IV(B) and (C). If the interpretive sign text and layout are approved by William County, DRPT shall produce the interpretive sign and install the panel in a location deemed suitable after consultation with FRA, Virginia SHPO, Prince William County, and other Consulting Parties, as appropriate. Prince William County is under no obligation to approve the signage. If the Prince William County Planning Department does not approve the signage to be a part of their marker and signage program, DRPT shall consult with FRA, Virginia SHPO, Prince William County, and other Consulting Parties, as appropriate, to determine an appropriate method to interpret the historic viewshed to the public.

4. Within one (1) year of the completion of the cultural landscape study, DRPT shall engage a qualified consultant to restore the viewshed between Rippon Lodge and the Neabsco Creek rail bridge through the removal of underbrush as depicted in Appendix D. Mature trees shall be left extant. DRPT shall consult with FRA, Virginia SHPO, Prince William County Planning Department, and other Consulting Parties, as appropriate, on plans associated with the vegetative removal. Prince William County is under no obligation to approve the vegetative clearing. If the Prince William County Planning Department does not approve the vegetative clearing, DRPT shall consult with FRA, Virginia SHPO and other Consulting Parties, as appropriate, to determine an appropriate method to restore the historic viewshed.

D. Civil War Campsite (Site 44ST1223)

1. DRPT shall avoid Site 44ST1223 to the greatest extent possible. For the portions of the archaeological site that cannot be avoided, prior to ground disturbing activities and within two (2) years of receipt of Project construction funding in this segment as described under Stipulation V(C), DRPT shall conduct an intensive pedestrian survey with mapping of all visible surface features and GIS map overlays followed by Phase III archaeological data recovery in areas with the potential for intact subsurface remains. The archaeological work shall include the following components:

   a. DRPT shall develop a draft data recovery plan for the investigations and submit the plan concurrently to FRA, Virginia SHPO, property owner, NPS-Fredericksburg Division, ABPP, CWT and Consulting Parties, as appropriate, for review and comment, as described under Stipulation IV(B) and (C). The plan shall be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (48 Fed. Reg. 44734–37, September 29, 1983) and take into account ACHP's publication, *Treatment of Archaeological Properties* (1980). The plan shall include:

    1) The property, properties, or portions of properties where site-specific data recovery plans shall be carried out;

    2) Any property, properties, or portions of properties that will be destroyed or altered without data recovery;

    3) The research questions to be addressed through data recovery, with an explanation of their relevance and importance;

    4) The methods to be used with an explanation of their relevance to the research questions;

    5) The methods to be used in analysis, data management, and dissemination of data, including a schedule;

    6) The proposed disposition of recovered materials and records;

    7) Proposed methods of disseminating the results of the work to interested individuals and/or organizations who have expressed an interest in the data recovery; and

    8) A schedule for the submission of progress reports to FRA, the Virginia SHPO, property owner, NPS- Fredericksburg Division, ABPP, CWT, and other Consulting Parties, as appropriate.

  b. Upon revision of the plan and acceptance of a data recovery plan by FRA and Virginia SHPO, DRPT shall complete or cause to be completed through the engagement of a qualified consultant all pedestrian survey, mapping, GIS overlays, and archaeological excavation described in the recovery plan. The report shall meet all state standards for data recovery reports and include required components. DRPT shall submit draft copies of the ensuing report concurrently to FRA, Virginia SHPO, property owner, NPS- Fredericksburg Division, ABPP, CWT, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). Final copies of the report shall be disseminated to FRA, Virginia SHPO, property owner, NPS- Fredericksburg Division, ABPP, CWT, and Library of Virginia for their collections, and to the other Consulting Parties upon written request. A final VCRIS form and associated packet shall be given to the Virginia SHPO at this time for their archives.

2. Using the information gathered during the mapping and data recovery, within four (4) years of the receipt of Project construction funding in this segment as described under Stipulation V(C), DRPT shall produce, or cause to be produced through the engagement of a qualified consultant, a scholarly article discussing the historical and archaeological importance of this site. DRPT shall consult with FRA, Virginia SHPO, NPS- Fredericksburg Division, and other Consulting Parties, as appropriate, regarding the location for submittal for publication. The

final publication submittal location shall be determined based on consensus of those parties involved in the consultation. DRPT shall submit the article to the agreed upon publication and shall have no other obligations with respect to any actions that may be taken by the publisher once the article is submitted and accepted or declined, except that DRPT shall undertake any revisions or provide other assistance requested by the publisher if the article is accepted for publication.

3. Within one (1) year of the completion of the archaeological report, DRPT shall fund the fabrication and installation of an interpretive sign in a location deemed appropriate by NPS- Fredericksburg Division as part of their signage initiative program to disseminate information about Civil War camps to the general public. In consultation with FRA, Virginia SHPO, NPS- Fredericksburg Division, and other Consulting Parties, as appropriate, DRPT shall prepare, or cause to be prepared through the engagement of a qualified consultant, draft text and layout for the interpretive sign. The draft text, layout, and proposed location for placement of the interpretive sign shall be submitted to FRA, Virginia SHPO, and other Consulting Parties, as appropriate, for review and comment, and NPS-Fredericksburg Division for review and approval, as described under Stipulation IV(B) and (C). Within six (6) months after the interpretive sign the text, layout, and location are approved by NPS- Fredericksburg Division, DRPT shall produce the interpretive sign and install it. NPS- Fredericksburg Division is under no obligation to approve the interpretive sign. If NPS- Fredericksburg Division does not approve the interpretive sign to be a part of their marker and signage program, DRPT shall consult with FRA, Virginia SHPO and other Consulting Parties, as appropriate, to determine an appropriate method to interpret the historic site to the public.

E. Rappahannock River Railroad Bridge and Structures/Platform (DHR Inventory No. 111-0132-0025)

1. Draft designs for the new Rappahannock River Bridge, associated structures in downtown Fredericksburg, and new platform shall be compatible with the architectural and historic character of the existing structure and nearby historic properties and meet the guidelines set forth for new construction in the Old and Historic Fredericksburg District, under the auspice of the Fredericksburg Architectural Review Board (ARB). DRPT shall submit draft design plans for the new bridge at the schematic, 30%, 65%, and 90% stages concurrently to FRA, Virginia SHPO, property owner, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). The design packet shall include a set of bridge plans and elevations, as well as a schematic showing the proposed bridge design in relation to the existing Rappahannock River Railroad Bridge and Structures/Platform to show proposed visual modifications.

2. Within one (1) year of the receipt of funding for Project construction in this segment as described under Stipulation V(C), DRPT shall produce, or cause to be produced through the engagement of a qualified consultant, measured drawings of the existing bridge, structures and platform prior to any alterations. The drawings shall conform to the guidelines specified by the NPS as set forth in Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Guidelines (http://www.cr.nps.gov/hdp/standards/haerguidelines.htm).

3. Within one (1) year of the receipt of funding for Project construction in this segment as described under Stipulation V(C) and concurrent with the measured drawings, DRPT shall engage a professional photographer with experience in preparing large-format, black-and-white, archival-quality photographic documentation for HAER and HAER-type documentation projects to complete large-format photographs of the existing Rappahannock River Railroad Bridge and Structures/Platform. Photographs shall comply with HABS/HAER Photographs Specifications and Guidelines (http://www.cr.nps.gov/hdp/standards/HABS/photospecs.pdf) and DHR's "Photographic Documentation for Virginia Department of Historic Resources Survey (Updated 2016). Negatives and print sizes shall be 4" x 5". Negatives and prints shall be processed, labeled, and packaged according to HABS/HAER archival standards. A list of photo captions (index to photos) and a site plan of the bridge showing the location and direction of the photographs (key to photos) shall be included.

   Photographic views shall show the bridge and associated railway, structures within downtown Fredericksburg, and extant platform, as well as the surrounding landscape. Overview and detail photos of the bridge and other elements shall be provided, documenting as much as possible of the engineering and construction methods for the property including exterior elevations and detailed views of significant architectural or historical features.

4. Prior to beginning construction and within four (4) years of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), DRPT shall create, or cause to be created through the engagement of a qualified consultant, a cultural landscape study of the Rappahannock River watershed and historic transportation crossings within the City of Fredericksburg, bounded by the Blue/Grey Parkway bridge on the south and Hawke Street on the north. The cultural landscape study shall follow the Secretary of the Interior's Standards for conducting historic landscape studies as well as applicable guidance found in NPS Bulletin #18, *How to Evaluate and Nominate Designed Historic Landscapes* and other appropriate publications and guidance documents. The cultural landscape study shall include, at a minimum, completing archival research on this segment of the Rappahannock River focusing on historic images and maps of this corridor, recording historic transportation crossings in this area including bridges and ferries, and gathering spatial data on the current parameters of the waterway in this area. In addition,

the work shall document the extant railroad bridge crossing as an iconic vista in various cultural media in the twentieth century. The data shall be used to create a contextual narrative on the evolution of the waterway over time inclusive of GIS overlays and photodocumentation. The cultural landscape study shall also include copies of the measured drawings and photographs as collected during tasks II.E.2 and II.E.3 above. The ensuing cultural landscape study shall be submitted concurrently to FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). DRPT shall disseminate final copies to FRA, Virginia SHPO, City of Fredericksburg, Central Rappahannock Regional Library, and HFFI for their collections, and to the other Consulting Parties upon written request. Full-sized copies of the measured drawings and large-format photographs will also be placed on file with the Virginia SHPO and Central Rappahannock Regional Library.

F. Bridge/Marye's Mill (Site 44SP0187), Block 49/Train Station (Site 44SP0688), and Block 48/Train Station (Site 44SP0687)

1. These three (3) sites (44SP0187, 44SP0688, and 44SP0687) are all located within three (3) adjacent blocks in downtown Fredericksburg. DRPT shall avoid, to the greatest extent possible, all three (3) sites. For the portions of the archaeological sites that cannot be avoided and where appropriate, prior to ground disturbing activities and within two (2) years of receipt of Project construction funding in this segment as described under Stipulation V(C), DRPT shall conduct an intensive pedestrian survey with mapping of all visible surface features and GIS map overlays at each site (as appropriate) followed by Phase III archaeological data recovery in areas with the potential for intact subsurface remains. The archaeological work at all three sites shall include the following components:

   a. DRPT shall develop a separate draft data recovery plan per site for the investigations and submit the plan concurrently to FRA, Virginia SHPO, City of Fredericksburg, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). The plan shall be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (48 Fed. Reg. 44734–37, September 29, 1983) and take into account ACHP's publication, *Treatment of Archaeological Properties* (1980). Each plan shall include:

      1) The property, properties, or portions of properties where site-specific data recovery plans shall be carried out;

      2) Any property, properties, or portions of properties that will be destroyed or altered without data recovery;

      3) The research questions to be addressed through data recovery, with an explanation of their relevance and importance;

4) The methods to be used with an explanation of their relevance to the research questions;

5) The methods to be used in analysis, data management, and dissemination of data, including a schedule;

6) The proposed disposition of recovered materials and records;

7) Proposed methods of disseminating the results of the work to interested individuals and/or organizations who have expressed an interest in the data recovery; and

8) A schedule for the submission of progress reports to FRA, Virginia SHPO, the City of Fredericksburg, and other Consulting Parties, as appropriate.

b. Upon revision of the plan and acceptance of the three (3) data recovery plans by FRA and Virginia SHPO, DRPT shall complete, or cause to be completed through the engagement of a qualified consultant, all pedestrian survey, mapping, GIS overlays, and archaeological excavation described in the recovery plan at each site. Depending on the approved data recovery plan, one (1) report containing data on all three (3) excavations may be produced, or three separate documents may be completed. In either case, the report(s) shall meet all state standards for data recovery reports and include required components. DRTP shall submit draft copies of the ensuing report concurrently to FRA, Virginia SHPO, City of Fredericksburg, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). Final copies of the report shall be disseminated to FRA, Virginia SHPO, City of Fredericksburg, Central Rappahannock Regional Library, and Library of Virginia for their collections, and to the other Consulting Parties upon written request. Final VCRIS forms and associated packets shall be given to the Virginia SHPO at this time for their archives.

2. Using the information gathered during the mapping and data recovery, within four (4) years of the receipt of Project construction funding in this segment as described under Stipulation V(C), DRPT shall produce, or cause to be produced through the engagement of a qualified consultant, a cohesive scholarly article discussing the historical and archaeological importance of these three (3) sites. FRA, DRPT, Virginia SHPO, City of Fredericksburg, and other Consulting Parties, as appropriate, shall discuss the location for submittal for publication, and the final publication submittal location shall be determined based on consensus of involved parties. DRPT shall submit the article to the agreed upon location and shall have no other obligations with respect to any actions that may be taken by the publisher once the article is submitted and accepted or declined, except that DRPT shall undertake any revisions or provide other assistance requested by the publisher if the article is accepted for publication.

3. Within three (3) years of receipt of funding for Project construction in this segment, as described under Stipulation V(C), DRPT shall provide, or cause to be provided through the engagement of a qualified consultant, a lecture for the general public on the results of the archaeological studies on these three sites, preferably to be presented in the City of Fredericksburg. This lecture shall be advertised in the Fredericksburg area and the surrounding region.

4. Within one (1) year of completion of the new passenger facility in Fredericksburg associated with this project, DRPT shall fund the fabrication and installation of an interpretive sign near the passenger facility as part of the City of Fredericksburg's signage initiative program to disseminate information to the general public about the history of this area and the archaeological studies completed at Sites 44SP0187, 44SP0688, and 44SP0687. In consultation with FRA, Virginia SHPO, the City of Fredericksburg, HFFI, and other Consulting Parties, as appropriate, DRPT shall prepare, or cause to be prepared through the engagement of a qualified consultant, draft text and layout for the interpretive sign. The draft text, layout, and proposed location for placement of the interpretive sign, shall be submitted to FRA, Virginia SHPO, HFFI, and other Consulting Parties, as appropriate, for review and comment, and City of Fredericksburg for review and approval, as described under Stipulation IV(B) and (C). Within six (6) months after the interpretive sign text, layout, and location are approved by City of Fredericksburg DRPT shall produce the interpretive sign and install it. The City of Fredericksburg is under no obligation to approve the interpretive sign. If the City of Fredericksburg does not approve the interpretive sign to be a part of their marker and signage program or if a suitable location for placement cannot be found, DRPT shall consult with FRA, Virginia SHPO, HFFI, and other Consulting Parties, as appropriate, to determine an appropriate method to interpret the historic properties to the public.

5. Within one (1) year of completion of the new passenger facility in Fredericksburg associated with this project, DRPT shall fund the fabrication and installation of a museum exhibit within the passenger facility to disseminate information to the general public about the history of this area and the archaeological studies completed at Sites 44SP0187, 44SP0688, and 44SP0687. In consultation with FRA, Virginia SHPO, the City of Fredericksburg, HFFI, and other Consulting Parties, as appropriate, DRPT shall prepare, or cause to be prepared through the engagement of a qualified consultant, draft text and layout for the exhibit. The draft text and layout shall be submitted to FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). Six (6) months after finalizing the text and layout for the exhibit, DRPT shall produce and install the exhibit within the station.

G. Fredericksburg Historic District (DHR Inventory No. 111-0132)

1. Draft designs for the new parking deck in downtown Fredericksburg shall be compatible with the architectural and historic character of the surrounding historic district and meet the guidelines set forth for new construction in the Old and Historic Fredericksburg District, under the auspice of the Fredericksburg ARB. DRPT shall submit draft design plans for the new structure at the schematic, 30%, 65%, and 90% stages concurrently to FRA, Virginia SHPO, City of Fredericksburg, Fredericksburg Architectural Review Board, HFFI, and the other Consulting Parties for review and comment as described under Stipulation IV(B) and (C). The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed structure design in relation to the surrounding historic district to show proposed visual modifications.

2. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation V(C), DRPT shall create, or cause to be created, a historic context on the evolution of the rail system in downtown Fredericksburg. This includes acquiring archival data on the establishment of and modifications to the rail line between the Rappahannock River and Hazel Run. The data obtained during the research shall be compiled into a report. DRPT shall submit a draft report concurrently to FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). DRPT shall disseminate the final report to FRA, Virginia SHPO, City of Fredericksburg, HFFI, Central Rappahannock Regional Library, and Library of Virginia, and to public libraries and historical societies for their collections; and to the other Consulting Parties, upon written request.

3. Within three (3) years of receipt of funding for Project construction in this segment, as described under Stipulation V(C), DRPT shall provide, or cause to be provided through the engagement of a qualified consultant, a lecture for the general public on the results of the contextual study on the evolution of the railroad in Fredericksburg, preferably to be presented in the city. This lecture shall be advertised in the Fredericksburg area and the surrounding region.

4. Within three (3) years of receipt of funding for Project construction in this segment, as described under Stipulation V(C) and concurrent with the public presentation, DRPT shall consult with FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties, as appropriate, to find an appropriate website, such as the Local History page of the Central Rappahannock Regional Library, to host an abbreviated narrative on the history of the railroad in Fredericksburg, as well as details of the Project. DRPT shall request that the identified website host the contents for a minimum of two (2) years. If no website host can be identified, DRPT shall consult with FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties, as

appropriate, to identify another means to disseminate the abbreviated narrative to the public. DRPT shall submit a draft of the webpage content concurrently to FRA, Virginia SHPO, City of Fredericksburg, HFFI, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C).

H. Earthwork/ Jackson's Earthwork (Site 44SP0468)

1. DRPT shall, to the extent possible, avoid Site 44SP0468. For the portions of the archaeological site that cannot be avoided, DRPT shall conduct an intensive pedestrian survey with mapping of all visible surface features and GIS map overlays followed by Phase III archaeological data recovery in areas with the potential for intact subsurface remains prior to ground disturbing activities and within two (2) years of receipt of Project construction funding in this segment as described under Stipulation V(C). The archaeological work shall include the following components:

    a. DRPT shall develop a draft data recovery plan for the investigations and submit the plan concurrently to FRA and Virginia SHPO for review and approval, and to the property owner, NPS- Fredericksburg Division, ABPP, CWT, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). The plan shall be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (48 Fed. Reg. 44734–37, September 29, 1983) and take into account ACHP's publication, *Treatment of Archaeological Properties* (1980). The plan shall include:

        1) The property, properties, or portions of properties where site-specific data recovery plans shall be carried out;

        2) Any property, properties, or portions of properties that will be destroyed or altered without data recovery;

        3) The research questions to be addressed through data recovery, with an explanation of their relevance and importance;

        4) The methods to be used with an explanation of their relevance to the research questions;

        5) The methods to be used in analysis, data management, and dissemination of data, including a schedule;

        6) The proposed disposition of recovered materials and records;

        7) Proposed methods of disseminating the results of the work to interested individuals and/or organizations who have expressed an interest in the data recovery; and

8) A schedule for the submission of progress reports to FRA, the Virginia SHPO, property owner, NPS- Fredericksburg Division, ABPP, CWT, and other Consulting Parties, as appropriate.

b. Upon revision of the plan and approval of a data recovery plan by FRA and Virginia SHPO, DRPT shall complete, or cause to be completed through the engagement of a qualified consultant, all pedestrian survey, mapping, GIS overlays, and archaeological excavation described in the recovery plan. The report shall meet all state standards for data recovery reports and include required components. DRPT shall submit draft copies of the ensuing report concurrently to FRA, Virginia SHPO, property owner, NPS- Fredericksburg Division, ABPP, CWT, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). Final copies of the report shall be disseminated to FRA, Virginia SHPO, property owner, NPS- Fredericksburg Division, ABPP, CWT, and Library of Virginia for their collections, and to other Consulting Parties upon written request. DRPT will give to the Virginia SHPO a final VCRIS form and associated packet for DHR's archives.

2. Using the information gathered during the mapping and data recovery, within four (4) years of the receipt of Project construction funding in this segment as described under Stipulation V(C), DRPT shall produce, or cause to be produced through the engagement of a qualified consultant, a scholarly article discussing the historical and archaeological importance of this site. FRA, DRPT, Virginia SHPO, NPS- Fredericksburg Division, ABPP, CWT, and other Consulting Parties, as appropriate, shall discuss the location for submittal for publication, and the final publication submittal location shall be determined based on consensus of involved parties. DRPT shall submit the article to the agreed upon location and shall have no other obligations with respect to any actions that may be taken by the publisher once the article is submitted and accepted or declined, except that DRPT shall undertake any revisions or provide other assistance requested by the publisher if the article is accepted for publication.

3. Within one (1) year of the completion of the archaeological report, DRPT shall fund the fabrication and installation of an interpretive sign in a location deemed appropriate by the NPS- Fredericksburg Division as part of their signage initiative program to disseminate information about Civil War camps to the general public. In consultation with FRA, Virginia SHPO, NPS- Fredericksburg Division, and other Consulting Parties, as appropriate, DRPT shall prepare, or cause to be prepared through the engagement of a qualified consultant, draft text and layout for the interpretive sign. The draft text, layout, and proposed location for placement of the interpretive sign shall be submitted to FRA, Virginia SHPO, and other Consulting Parties, as appropriate, for review and comment; and to NPS- Fredericksburg Division for review and approval, as described under Stipulation IV(B) and (C). Within six (6) months after the interpretive sign, the text, layout, and location are approved by NPS- Fredericksburg Division, DRPT shall produce and install the interpretive sign. NPS- Fredericksburg Division is

under no obligation to approve the signage. If the NPS- Fredericksburg Division does not approve the interpretive sign to be a part of their marker and signage program or if a suitable location for placement cannot be found, DRPT shall consult with FRA, Virginia SHPO, NPS- Fredericksburg Division, and other Consulting Parties, as appropriate, to determine an appropriate method to interpret the historic site to the public.

I. Doswell Historic District (DHR Inventory No. 042-5448)

1. Within two (2) years of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), DRPT shall complete, or cause to be completed through the engagement of a qualified consultant, a NRHP nomination form for the historic district. DRPT shall submit the draft nomination form concurrently to FRA, Hanover County, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C); and to Virginia SHPO for review and approval pursuant to the agency's established procedures and regulations for the Register Program. DRPT shall submit the final draft of the NRHP nomination to Virginia SHPO for listing to the NRHP as prescribed by the agency's established procedures and regulations for the Register Program. DRPT shall have no other obligations with respect to any actions that may be taken by Hanover County, the property owners, the Virginia SHPO, or any other entity relating to the nomination of the property to the NRHP. The Virginia Board of Historic Resources is under no obligation to approve the nomination for listing to the NRHP.

2. Within two (2) years of the receipt of funding for Project construction in this segment, as described under Stipulation V(C) and concurrent with the NRHP nomination, DRPT shall fund the fabrication and installation of a Virginia state historical highway marker, in accordance with Va. Code Ann. §§ 10.1–2202, 10.1–2204, and 10.1–2209, which govern the State Historical Highway Markers Program, to be located within the Doswell Historic District to disseminate information about the history of Doswell to the general public. The historical highway marker shall summarize the historical significance of the Town of Doswell and the related railroad history in this area. In consultation with FRA, Virginia SHPO, Hanover County, and other Consulting Parties, as appropriate, DRPT shall prepare, or cause to be prepared, draft text for the state historical highway marker. DRPT shall submit the draft text for the state historical highway marker to the Virginia SHPO historical highway marker program for review and approval pursuant to the agency's established procedures and regulations for the State Historical Highway Markers Program; and to Hanover County and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). The Virginia SHPO shall then perform its respective role, as prescribed by the agency's established procedures and regulations for the Virginia State Historical Highway Markers Program.

The Virginia Board of Historic Resources is under no obligation, and nothing in this MOA should be construed to require the Virginia Board of Historic Resources, to approve the state historical highway marker. If the Virginia Board of Historic Resources approves the state historical highway marker, DRPT shall request that the Virginia Department of Transportation (VDOT) install the state historical highway marker within six (6) months after its approval. The VDOT is under no obligation to accept this request. If the Virginia Board of Historic Resources does not approve the state historical highway marker, DRPT shall consult with FRA, Virginia SHPO, Hanover County, and other Consulting Parties, as appropriate, to determine an appropriate method to interpret the Doswell Historic District to the public.

3. Within two (2) years of the receipt of funding for Project construction in this segment, as described under Stipulation V(C) and concurrent with the marker, DRPT shall consult with FRA, Virginia SHPO, Hanover County, Hanover County Historical Commission, and other Consulting Parties to find an appropriate website, such as Hanover's Historic Places page of the Hanover County Historical Society's webpage (http://www.hchs.us/places.html/), to host an abbreviated narrative on the history of Doswell, as well as details of the Project. DRPT shall request that the identified website host the contents for a minimum of two (2) years. If no website host can be identified, DRPT shall consult with FRA, Virginia SHPO, Hanover County, and other Consulting Parties to identify another means to disseminate the abbreviated narrative to the public. DRPT shall submit a draft of the webpage content concurrently to FRA, Virginia SHPO, Hanover County, Hanover County Historical Commission, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C).

J. Doswell Depot and Tower (DHR Inventory No. 042-0093)

1. Within one (1) year of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), DRPT shall produce, or cause to be produced through the engagement of a qualified consultant, measured drawings of the existing depot and tower prior to any alterations. The drawings shall conform to the guidelines specified by the NPS as set forth in Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Guidelines (http://www.cr.nps.gov/hdp/standards/haerguidelines.htm). Copies of the drawings will be archived at the Virginia SHPO and the Hanover County Department of Planning.

2. Within one (1) year of the receipt of funding for Project construction in this segment, as described under Stipulation V(C) and concurrent with the measured drawings, DRPT shall engage a professional photographer with experience in preparing large-format, black-and-white, archival-quality photographic documentation for HAER and HAER-type documentation projects to complete large-format photographs of the existing depot and tower. Photographs shall

comply with HABS/HAER Photographs Specifications and Guidelines (http://www.cr.nps.gov/hdp/standards/HABS/photospecs.pdf) and DHR's "Photographic Documentation for Virginia Department of Historic Resources Survey (Updated 2016). Negatives and print sizes shall be 4" x 5". Negatives and prints shall be processed, labeled, and packaged according to HABS/HAER archival standards. A list of photo captions (index to photos) and a site plan of the building showing the location and direction of the photographs (key to photos) shall be included.

Photographic views shall show both the depot and the tower, as well as the surrounding landscape. Overview and detail photos of the depot, tower, and other elements shall be provided, documenting as much as possible of the engineering and construction methods for the property including exterior elevations and detailed views of significant architectural or historical features. Copies of the photographs will be archived at the Virginia SHPO and the Hanover County Department of Planning.

3. Prior to construction of the Project in this area and after the measured drawings and HAER photographic documentation is completed, DRPT shall employ a qualified structural engineer with demonstrated experience working with historic properties to carefully move the tower. The tower shall be installed outside of the Project limits of disturbance using the Secretary of the Interior's Standards for Reconstruction and NPS Preservation Briefs, Technical Notes, and other relevant guidance and accepted historic preservation practices, as appropriate. DRPT shall consult on the final location of the tower with FRA, Virginia SHPO, Hanover County, property owners, and other Consulting Parties, as appropriate, prior to moving the historic building.

4. Within two (2) years of the receipt of funding for Project construction in this segment as described under Stipulation V(C), DRPT shall fund the fabrication and installation of an interpretive sign near either the depot or the moved tower as part of Hanover County's signage initiative program to disseminate information about the historic of the railroad in this area, the Project, and the process to move the tower to the general public. In consultation with FRA, Virginia SHPO, Hanover County, the property owners, and other Consulting Parties, as appropriate, DRPT shall prepare, or cause to be prepared through the engagement of a qualified consultant, draft text and layout for the interpretive sign. The draft text, layout, and proposed location for placement of the interpretive sign, shall be submitted to FRA, Virginia SHPO, the property owners, and other Consulting Parties, as appropriate, for review and comment; and Hanover County for review and approval, as described under Stipulation IV(B) and (C). Within six (6) months after the interpretive sign text, layout, and location are approved by Hanover County, DRPT shall produce the interpretive sign and install it. Hanover County is under no obligation to approve the interpretive sign. If Hanover County does not approve the signage to be a part of their marker and signage program or if a suitable location for placement

cannot be found, DRPT shall consult with FRA, Virginia SHPO, Hanover County, and other Consulting Parties, as appropriate, to determine an appropriate method to interpret the historic properties to the public.

K. Berkleytown Historic District (DHR Inventory No. 166-5073)

1. Draft designs for the new structural overpass of Archie Cannon Road shall be compatible with the architectural and historic character of the adjacent historic district and comply with all applicable Town of Ashland design standards. DRPT shall submit draft design plans for the new structure at the schematic, 30%, 65%, and 90% stages concurrently to FRA, Virginia SHPO, Town of Ashland, Ashland Museum, and the other Consulting Parties for review and comment as described under Stipulation IV(B) and (C). The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed structure design in relation to the adjacent historic district to show proposed visual modifications.

2. Within one (1) year of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), DRPT shall complete, or cause to be completed through the engagement of a qualified consultant, two (2) oral histories of individuals with an extended tenure living and/or working within the Berkleytown Historic District and are knowledgeable of the history and evolution of the area, to include area residents, town staff, or members of the Ashland Museum, among others. Interviews shall be taped, and transcriptions of the interviews shall be submitted to FRA, Virginia SHPO, Town of Ashland, Ashland Museum, and the Library of Virginia for their collections, and the other Consulting Parties upon written request.

3. Within two (2) years of the receipt of funding for Project construction in this segment, as described under Stipulation V(C), DRPT shall complete, or cause to be completed through the engagement of a qualified consultant, a NRHP nomination form for the historic district. DRPT shall submit the draft nomination form concurrently to FRA, Town of Ashland, Ashland Museum, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C); and to the Virginia SHPO for review and approval pursuant to the agency’s established procedures and regulations for the Register Program. DRPT shall submit the final draft of the NRHP nomination to Virginia SHPO for listing to the NRHP as prescribed by the agency's established procedures and regulations for the Register Program. DRPT shall have no other obligations with respect to any actions that may be taken by the Town of Ashland, the property owners, the Virginia SHPO, or any other entity relating to the nomination of the property to the NRHP. The Virginia Board of Historic Resources is under no obligation to approve the nomination for listing to the NRHP.

4. Within two (2) years of the receipt of funding for Project construction in this segment, as described under Stipulation V(C) and concurrent with the NRHP nomination, DRPT shall fund the fabrication and installation of a Virginia state historical highway marker, in accordance with Va. Code Ann. §§ 10.1–2202, 10.1–2204, and 10.1–2209, which govern the State Historical Highway Markers Program, to be located within the Berkleytown Historic District to disseminate information about the history of Berkleytown to the general public. The historical highway marker shall summarize the historical significance of the community. In consultation with FRA, Virginia SHPO, Town of Ashland, Ashland Museum, and other Consulting Parties, as appropriate, DRPT shall prepare, or cause to be prepared, draft text for the state historical highway marker. DRPT shall submit the draft text for the state historical highway marker to the Virginia SHPO historical highway marker program for review and approval pursuant to the agency’s established procedures and regulations for the State Historical Highway Markers Program, and to the Town of Ashland, Ashland Museum, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). The Virginia SHPO shall then perform its respective role, as prescribed by the agency's established procedures and regulations for the Virginia State Historical Highway Marker Program.

   The Virginia Board of Historic Resources is under no obligation, and nothing in this MOA should be construed to require the Virginia Board of Historic Resources, to approve the state historical highway marker. If the Virginia Board of Historic Resources approves the state historical highway marker, DRPT shall request that VDOT install the state historical highway marker within six (6) months after its approval. The VDOT is under no obligation to accept this request. If the Virginia Board of Historic Resources does not approve the state historical highway marker, DRPT shall consult with FRA, Virginia SHPO, the Town of Ashland, Ashland Museum, and other Consulting Parties, as appropriate, to determine an appropriate method to interpret the Berkleytown Historic District to the public.

5. Within two (2) years of the receipt of funding for Project construction in this segment, as described under Stipulation V(C) and concurrent with the NRHP nomination, DRPT shall complete, or cause to be completed through the engagement of a qualified consultant, narrative text associated with a walking tour of the historic district. Text is to be completed in partnership with the Ashland Museum. DRPT shall submit the draft walking tour text concurrently to FRA, Virginia SHPO, Town of Ashland, Ashland Museum, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). DRPT shall submit the final draft of the walking tour text to the Town of Ashland to use if it so chooses, and in a manner it deems appropriate. DRPT shall have no other obligations with respect to any actions that may be taken by the Town of Ashland, the Ashland Museum, the property owners, the Virginia SHPO, or any other entity relating to the walking tour.

L. Laurel Industrial School Historic District (DHR Inventory No. 043-0292) and Main Building/Robert Stiles Building (DHR Inventory No. 043-0292-0001)

1. Draft designs for the new structural overpass of Hungary Road shall be compatible with the architectural and historic character of the adjacent historic district and nearby historic properties and comply with all applicable City of Richmond design standards. DRPT shall submit draft design plans for the new structure at the schematic, 30%, 65%, and 90% stages concurrently to FRA, Virginia SHPO, Henrico County, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed structure design in relation to the adjacent historic district and nearby historic properties to show proposed visual modifications.

2. Within four (4) years of receipt of Project construction funding in this segment as described under Stipulation V(C), DRPT shall create, or cause to be created through the engagement of a qualified consultant, a historic context on late-nineteenth/early-twentieth century reform schools in Central Virginia. This includes acquiring archival data on the Laurel Industrial School Historic District and other similar institutions in central Virginia, completing an abbreviated architectural study of nearby, extant facilities that functioned in a similar capacity, and briefly identifying comparable facilities in other parts of the state for contextual analysis. The data obtained during the research shall be compiled into a report. DRPT shall submit a draft report concurrently to FRA, Virginia SHPO, Henrico County, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). DRPT shall disseminate the final report to FRA, Virginia SHPO, Henrico County, and Library of Virginia, and public libraries and historical societies for their collections; and to the other Consulting Parties upon written request. If appropriate, DRPT shall provide final VCRIS forms and associated packet to the Virginia SHPO at this time for their archives related to any facilities documented as part of this research that are not currently in their records.

3. As part of the contextual research completed above, DRPT shall create, or cause to be created through the engagement of a qualified consultant, a historic map and aerial study of the Laurel Industrial School Historic District and surrounding area. A series of georeferenced, GIS-based overlays shall be created to illustrate the evolution of the landscape and road system in this area. The resulting documents shall include a series of illustrations and an accompanying narrative describing the history of the road system and landscape near the intersection of Hungary Road and the railroad. DRPT shall submit a draft report concurrently to FRA, Virginia SHPO, Henrico County, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). DRPT shall disseminate the final report and associated digital data to FRA,

Virginia SHPO, Henrico County, and Library of Virginia, and public libraries and historical societies for their collections; and to the other Consulting Parties upon written request.

4. Within four (4) years of the receipt of funding for Project construction in this segment as described under Stipulation V(C), DRPT shall fund the fabrication and installation of an interpretive sign near the Main Building/Robert Stiles Building as part of Hanover County's signage initiative program to disseminate information about the historic of the surrounding historic district, the Main Building/Robert Stiles Building, and association of this area with the railroad to the general public. In consultation with FRA, Virginia SHPO, Henrico County, the property owner, and other Consulting Parties, as appropriate, DRPT shall prepare, or cause to be prepared, draft text and layout for the interpretive sign. The draft text and layout and proposed location for placement of the interpretive sign shall be submitted to FRA, Virginia SHPO, the property owner, and other Consulting Parties, as appropriate, for review and comment; and to Henrico County for review and approval, as described under Stipulation IV(B) and (C). Within six (6) months after the interpretive sign text, layout, and location are approved by Henrico County, DRPT shall produce the interpretive sign and install it. Henrico County is under no obligation to approve the interpretive sign. If Henrico County does not approve the interpretive sign to be a part of their marker and signage program or if a suitable location for placement cannot be found, DRPT shall consult with FRA, Virginia SHPO, Henrico County, and other Consulting Parties, as appropriate, to determine an appropriate method to interpret the historic properties to the public.

M. Shockoe Valley & Tobacco Row Historic District (DHR Inventory No. 127-0344)

1. Draft designs for the platform and other structural changes to Main Street Station and the surrounding rail facilities in Shockoe Bottom shall be compatible with the architectural and historic character of the surrounding historic district and meet the guidelines set forth in the City Old and Historic District, under the auspice of the Richmond Commission of Architectural Review. DRPT shall submit draft design plans for the new platform and other structural changes at the schematic, 30%, 65%, and 90% stages concurrently to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Richmond Commission of Architectural Review, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties for review and comment as described under Stipulation IV(B) and (C). The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed structure design in relation to the surrounding historic district and nearby historic properties to show proposed visual modifications.

2. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation V(C), DRPT shall create, or cause to be created through the engagement of a qualified consultant, a historic context on the

association of the RF&P railroad, the downtown Richmond segment of the Virginia Central Railroad, and other precursors of the Chesapeake and Ohio/Seaboard Railroad and the slave trade in Virginia. This includes acquiring archival data on the establishment and proliferation of the slave trade in Shockoe Bottom and associated activities between Richmond and Washington, D.C along the rail lines, as well as gathering reconnaissance-level data on any extant buildings or known archaeological sites along the rail corridor between Washington, D.C. and Richmond that have an association with the slave trade. The task shall also include community engagement and ethnographic research regarding the significance of the slave trade in Shockoe Bottom and surrounding district to the descendent community. DRPT or its consultants, as applicable, shall consult with Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Richmond Commission of Architectural Review, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties, as appropriate, to identify community members to include in such ethnographic research. The data obtained during all phases of research shall be compiled into a report and georeferenced on modern aerial maps to create a series of GIS-based overlays. DRPT shall submit a draft report concurrently to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). DRPT shall disseminate the final report to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, Library of Virginia, and public libraries and historical societies for their collections; and to the other Consulting Parties upon written request. The digital data obtained as part of this process shall also be disseminated to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, Library of Virginia, and to other groups who have an interest in this topic upon written request, provided that the dissemination meets the requirements set forth in the Archeological Resources Protection Act.

3. Within four (4) years of receipt of funding for Project construction in this segment, as described under Stipulation V(C), DRPT shall provide, or cause to be provided through the engagement of a qualified consultant, a lecture for the general public on the results of the contextual study on the association of the RF&P and associated railroads and the slave trade, preferably to be presented in Richmond. The exact time and location will be determined based on consultation with Consulting Parties, with a goal of maximizing opportunities for public attendance. This lecture shall be advertised in Richmond, Fredericksburg, Alexandria, and other areas highlighted in the research.

4. Within four (4) years of funding in this segment as described in Stipulation V(C) and concurrent with the preparation of the RF&P and associated railroads and slave trade context, DRPT shall fund the fabrication and installation of a

Virginia state historical highway marker, in accordance with Va. Code Ann. §§ 10.1–2202, 10.1–2204, and 10.1–2209, which govern the State Historical Highway Markers Program, to be located near the site of Lumpkin’s Jail/Devil’s Half Acre (Site 44HE1053) to disseminate information about the site, the nearby Burial Ground for Negros (Site 44HE1089), and the associated slave trade in this area to the general public. In consultation with FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, as appropriate, DRPT shall prepare, or cause to be prepared, draft text for the state historical highway marker. DRPT shall submit the draft text for the state historical highway marker to the Virginia SHPO historical highway marker program for review and approval pursuant to the agency’s established procedures and regulations for the State Historical Highway Markers Program; and to the City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). The Virginia SHPO shall then perform its respective role, as prescribed by the agency's established procedures for the Virginia State Historical Highway Markers Program.

The Virginia Board of Historic Resources is under no obligation, and nothing in this MOA should be construed to require the Virginia Board of Historic Resources, to approve the state historical highway marker. If the Virginia Board of Historic Resources approves the state historical highway marker, DRPT shall request that VDOT install the state historical highway marker within six (6) months after its approval. The VDOT is under no obligation to accept this request. If the Virginia Board of Historic Resources does not approve the state historical highway marker, DRPT shall consult with FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, as appropriate, to determine an appropriate method to interpret the slave trade and associated sites of significance in this area to the public.

5. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation V(C) and concurrent with the context preparation, DRPT shall work with the City of Richmond, City of Richmond Planning and Preservation Division, Virginia SHPO, Historic Richmond Foundation, Preservation Virginia, NTHP, and Consulting Parties, as appropriate, to establish boundaries for a potential historic district (or other appropriate historic resource type) that encompasses resources associated with the slave trade in Shockoe Bottom. The geographic data shall be added to the ongoing historic district research completed by the Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, and others on file at the Virginia SHPO office. DRPT shall submit a draft boundary and any other pertinent data concurrently to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation,

Preservation Virginia, NTHP, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). DRPT shall disseminate the final boundary and other pertinent data to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, and the other Consulting Parties upon written request. The digital data obtained as part of this process will also be used to update the Virginia SHPO online site database provided that the dissemination meets the requirements set forth in the Archeological Resources Protection Act.

N. Main Street Station Parking Lot/Railroad (Site 44HE1098), Railroad, Warehouse (44HE1097), and Warehouse (Site 44HE1094)

1. These three (3) sites are all located within two (2) adjacent blocks in Shockoe Bottom. DRPT shall avoid all three (3) sites (44HE1098, 44HE1097, and 44HE1094) where possible. For the portions of the archaeological sites that cannot be avoided and where appropriate, DRPT shall conduct Phase III archaeological data recovery in areas with the potential for intact subsurface remains prior to ground disturbing activities and within two (2) years of receipt of Project construction funding in this segment as described under Stipulation V(C). The archaeological work at all three (3) sites shall include the following components:

    a. DRPT shall develop a separate draft data recovery plan per site for the investigations and submit the plan concurrently to FRA and Virginia SHPO for review and approval, and to City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). The plan shall be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeological Documentation* (48 Fed. Reg. 44734–37, September 29, 1983) and take into account ACHP's publication, *Treatment of Archaeological Properties* (1980). Each plan shall include:

        1) The property, properties, or portions of properties where site-specific data recovery plans shall be carried out;

        2) Any property, properties, or portions of properties that will be destroyed or altered without data recovery;

        3) The research questions to be addressed through data recovery, with an explanation of their relevance and importance;

        4) The methods to be used with an explanation of their relevance to the research questions;

        5) The methods to be used in analysis, data management, and dissemination of data, including a schedule;

        6) The proposed disposition of recovered materials and records;

        7) Proposed methods of disseminating the results of the work to interested individuals and/or organizations who have expressed an interest in the data recovery; and

        8) A schedule for the submission of progress reports to FRA, Virginia SHPO, City of Richmond, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, as appropriate.

    b. Upon revision of the plan and approval of the three (3) data recovery plans by FRA and Virginia SHPO, DRPT shall complete, or cause to be completed through the engagement of a qualified consultant, all GIS overlays and archaeological excavation described in the recovery plan at each site. Depending on the approved data recovery plan, one (1) report containing data on all three (3) excavations may be produced, or three (3) separate documents may be completed. In either case, the report(s) shall meet all state standards for data recovery reports and include required components. DRPT shall submit draft copies of the ensuing report concurrently to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties for review and comment as described under Stipulation IV(B) and (C). Final copies of the report shall be disseminated to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, and Library of Virginia for their collections, and to other Consulting Parties upon written request. Final VCRIS forms and associated packets will be given to the Virginia SHPO at this time for their archives.

2. Using the information gathered during the mapping and data recovery, within four (4) years of the receipt of Project construction funding in this segment as described under Stipulation V(C), DRPT shall produce, or cause to be produced through the engagement of a qualified consultant, a cohesive scholarly article discussing the historical and archaeological importance of these three sites. FRA, DRPT, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, as appropriate, shall discuss the location for submittal for publication, and the final publication submittal location shall be determined based on consensus of involved parties. DRPT shall submit the article to the agreed upon location and shall have no other obligations with respect to any actions that may be taken by the publisher once the article is submitted and accepted or declined, except that DRPT shall undertake any revisions or provide other assistance requested by the publisher if the article is accepted for publication.

3. Within three (3) years of receipt of funding for Project construction in this segment, as described under Stipulation V(C), DRPT shall provide, or cause to be provided through the engagement of a qualified consultant, a lecture for the general public on the results of the archaeological studies on these three (3) sites, preferably to be presented in the City of Richmond. This lecture shall be advertised in the Richmond area and the surrounding region.

4. Within three (3) years of the receipt of funding for Project construction in this segment as described under Stipulation V(C), DRPT shall fund the fabrication and installation of an interpretive sign within or near Main Street Station as part of station's interior design or exterior landscaping to disseminate information about the history of this area and the archaeological studies completed at Sites 44HE1098, 44HE1097, and 44HE1094 to the general public. In consultation with FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, property owner, and other Consulting Parties, as appropriate, DRPT shall prepare, or cause to be prepared, draft text and layout for the interpretive sign. The draft text, layout, and proposed location for placement of the interpretive sign shall be submitted to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, as appropriate, for review and comment; and owners and managers of Main Street Station for review and approval, as described under Stipulation IV(B) and (C). Within six (6) months after the interpretive sign text, layout, and location are approved by the owners and managers of Main Street Station DRPT shall produce the interpretive sign and install it. The owners and managers of Main Street Station are under no obligation to approve the interpretive sign. If the owners and managers of Main Street Station do not approve the signage to be a part of their facility or if a suitable location for placement cannot be found, DRPT shall consult with FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, as appropriate, to determine an appropriate method to interpret the historic properties to the public.

O. Main Street Station and Trainshed (DHR Inventory No. 127-0172)

1. Draft designs for platform modifications to Main Street Station and Trainshed shall be compatible with the architectural and historic character of the building and nearby historic properties and meet the guidelines set forth in the City Old and Historic District, under the auspice of the Richmond Commission of Architectural Review. DRPT shall submit draft design plans for modifications at the schematic, 30%, 65%, and 90% stages concurrently to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Richmond Commission of Architectural Review, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, as

appropriate, for review and comment as described under Stipulation IV(B) and (C). The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed platform structure design in relation to the building and nearby historic properties to show proposed visual modifications.

2. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation V(C), DRPT shall create, or cause to be created through the engagement of a qualified consultant, a historic context on the evolution of the rail system in downtown Richmond. This includes acquiring archival data on the establishment of and modifications to the earliest rail lines in the city, development of the RF&P rail line and other nineteenth-century rail lines downtown, creation of the Atlantic Coast Line Railroad and the Seaboard Air Line Railroad, and the physical impacts of the different lines on downtown Richmond, including buildings, structures, and landscapes that represent this evolution. The data obtained during the research shall be compiled into a report. DRPT shall submit a draft report concurrently to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). DRPT shall disseminate the final report to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, and Library of Virginia, and public libraries and historical societies for their collections; and to the other Consulting Parties upon written request.

3. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation V(C) and upon completion of the context, DRPT shall create, or cause to be created through the engagement of a qualified consultant, an abbreviated narrative on the history of the railroad in Richmond with accompanying visuals, as well as details of the Project, and post the document on a webpage deemed appropriate for the subject matter, such as the Online Exhibits page of the Valentine Museum's webpage (https://thevalentine.org/exhibitions/online/). The data can be uploaded as a stand-alone webpage or as a downloadable .pdf. The data shall remain on their webpage for a minimum of two (2) years. DRPT shall submit a draft of the webpage content concurrently to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, The Valentine, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). DRPT shall disseminate the final webpage to The Valentine for their placement on the webpage. The Valentine is under no obligation to approve the webpage. If the Valentine does not approve the webpage content to be a part of their digital programming, DRPT shall consult with FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Historic Richmond Foundation, Preservation Virginia, NTHP, and other

Consulting Parties, as appropriate, to determine an appropriate method to disseminate this data to the public.

P. Seaboard Air Line Railroad Corridor (DHR Inventory No. 127-6271)

1. Draft designs for modifications to contributing resources to the Seaboard Air Line Railroad Corridor shall be compatible with the architectural and historic character of the rail corridor and any applicable design standards for their respective localities. DRPT shall submit draft design plans for modifications at the schematic, 30%, 65%, and 90% stages concurrently to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Richmond Commission of Architectural Review, Historic Richmond Foundation, Preservation Virginia, NTHP, and other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). The design packet shall include a set of structure plans and elevations, as well as a schematic showing the proposed structure design in relation to the building and nearby historic properties to show proposed visual modifications.

2. Within four (4) years of receipt of Project construction funding in this segment as described in Stipulation (C), DRPT shall create, or cause to be created through the engagement of a qualified consultant, a historic context on railroad depots and associated facilities along the Seaboard Air Line Railroad in Virginia. This includes acquiring archival data on the history of past and present historic buildings developed as part of the Seaboard Air Line Railroad system between Richmond and the North Carolina state line.

   As part of this contextual study, DRPT shall document, or cause to be documented through the engagement of a qualified consultant, all stations and towers that are contributing elements to the Seaboard Air Line Railroad that have not been previously recorded with the Virginia SHPO. The DRPT shall prepare, or cause to be prepared, photographic documentation of each structure consistent with guidance found in “Photographic Documentation for National Park Service Basic Survey” and DHR’s “Photographic Documentation for Virginia Department of Historic Resources (DHR) Survey” (Updated 2016); and complete a Virginia SHPO Intensive Level Survey form for each recorded depot and tower in the Virginia SHPO’s VCRIS system.

   The data obtained during the contextual research and architectural study shall be documented in a written report. DRPT shall submit a draft report concurrently to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Richmond Commission of Architectural Review, Historic Richmond Foundation, Preservation Virginia, NTHP, and the other Consulting Parties, as appropriate, for review and comment as described under Stipulation IV(B) and (C). DRPT shall disseminate the final report to FRA, Virginia SHPO, City of Richmond, City of Richmond Planning and Preservation Division, Richmond Commission of Architectural Review, Historic Richmond

Foundation, Preservation Virginia, NTHP, Virginia Museum of History & Culture, Library of Virginia, and public libraries and historical societies for their collections; and to the other Consulting Parties, upon written request. Final VCRIS forms and associated packets shall be given to the Virginia SHPO at this time for their archives.

III. PROFESSIONAL QUALIFICATIONS

A. All cultural resource work carried out pursuant to this MOA shall be conducted by or under the direct supervision of an individual or individuals who meet, at a minimum, the Secretary of the Interior's Professional Qualifications Standards for Preservation Professionals (48 Fed. Reg. 44738–44739 (September 29, 1983)).

B. In preparing all archaeological studies resulting from this MOA, the preparer shall take into account ACHP's publications, *Section 106 Archaeology Guidance* (2009) and *Recommended Approach for Consultation on Recovery of Significant Information from Archeological Sites* (1999) as well as state-specific archaeological guidelines on best practice and procedure, as applicable.

C. In preparing all architectural studies resulting from this MOA, the preparer shall take into account guidelines on specific architectural projects issued by the U.S. Department of the Interior/National Park Service (such as the Bulletin entitled *How To Complete the National Register Registration Form)* and state-specific guidelines on best practices and procedures, as applicable.

IV. PREPARATION AND REVIEW OF DOCUMENTS

A. All studies, technical reports, and treatment plans prepared pursuant to this MOA shall be consistent with pertinent standards and guidelines including, as applicable, *The Secretary's Standards and Guidelines for Historical Documentation* (48 Fed. Reg. 44728-30), *The Secretary's Standards and Guidelines for Architectural and Engineering Documentation* (48 Fed. Reg. 44730-34), *Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (48 Fed. Reg. 44716-44742, September 29, 1983), ACHP's *Treatment of Archaeological Properties: A Handbook*, ACHP's *Recommended Approach for Consultation on Recovery of Significant Information from Archaeological Sites* (1999), and the Virginia SHPO's *Guidelines for Conducting Historic Resources Survey in Virginia* (October 2017), or subsequent revisions or replacements to these documents and are in accordance with 36 C.F.R. § 800.11(d) and (e) per the SEHSR PA Stipulation IV.

B. DRPT shall provide the Virginia SHPO two (2) copies (one [1] bound archival hard copies and one [1] in Portable Document Format (PDF) on compact disc or other electronic format that is acceptable to DRPT and Virginia SHPO) of all draft and final reports prepared pursuant to this MOA. DRPT shall also provide a hardcopy of any draft and final report to the Consulting Parties to this MOA unless a Consulting Party requests the material in another format acceptable to DRPT. The requesting

Consulting Party must submit such requests to DRPT in writing. DRPT shall provide a hardcopy of all final reports to all non-Consulting Party recipients as identified in the stipulations above.

C. The Virginia SHPO and the other Consulting Parties agree to provide comments on all Project plans, technical reports, treatment plans, and other documentation arising from this MOA to DRPT within thirty (30) calendar days of receipt of complete information. If DRPT does not receive comments from the Virginia SHPO or the other Consulting Parties within the thirty (30) calendar-day review period, DRPT may assume that the non-responding party has no comments. DRPT shall ensure that all comments received within the thirty (30) calendar-day review period are addressed in the final product.

D. Notwithstanding any other commitments herein to distribute documentation to FRA, DRPT shall provide FRA with a final copy of any Project plans, technical reports, treatment plans, and other documentation arising under this MOA once it has been agreed upon by Virginia SHPO and DRPT and any relevant Consulting Parties. All submissions to FRA should be in electronic format unless electronic format is not feasible or practical.

V. ANTI-DEFICIENCY ACT AND APPROPRIATIONS

A. All requirements set forth in this MOA requiring the expenditure of Federal Government funds are expressly subject to the availability of appropriated funds. Nothing in this MOA shall be interpreted to establish obligations or require payments in violation of the Anti-Deficiency Act (31 U.S.C. § 1341). DRPT shall notify the Signatories and Consulting Parties when it has acquired the funding for the Project, including funding for any phase of the project, as contemplated in Stipulation V(C).

B. All requirements set forth in this MOA requiring the expenditure of Commonwealth of Virginia funds are expressly subject to the appropriation of funds by the Virginia General Assembly, and, if applicable, the allocation of funds by the Commonwealth Transportation Board.

C. Funding sources for construction of the Project have not yet been determined. It is expected that there will be a mix of federal, state and local funding. There is a potential for funding to be available in phases. The mitigation measures for the treatment of adversely affected historic properties described in Stipulation II will apply as funding is obtained for the Project phase where each resource is physically located. There is no obligation to implement the mitigation measures identified in Stipulation II prior to receipt of funding.

D. DRPT is responsible for the successful completion and funding of any mitigation measures pursuant to Stipulation II.

VI. UNEXPECTED DISCOVERIES AND IMPACTS

A. In the event that previously unidentified archaeological resources are discovered during ground disturbing activities within the APE, but outside of the boundaries of an archaeological site that has been determined to be not eligible for the NRHP in its entirety, DRPT shall immediately halt all construction work within one-hundred (100) feet of the discovery and in the surrounding area where further subsurface resources can reasonably be expected to occur and immediately notify FRA and the Virginia SHPO of the discovery. In the case of potentially prehistoric or historic Native American sites, FRA shall also notify federally recognized Indian tribes with interest and DRPT shall notify appropriate federally recognized Indian tribes and/or Virginia Indian tribes within two (2) working days of the discovery. Notification of completion of activities shall be done in accordance with Stipulation IV pending Virginia SHPO approval of the action.

B. DRPT shall ensure that an archaeologist meeting the *Secretary of the Interior's Professional Qualification Standards* (48 FR 44739) investigates the work site and the resource within seven (7) days, and then DRPT shall forward to FRA, the Virginia SHPO, the other Consulting Parties and, if necessary, the federally recognized Indian tribes with an interest in the area and appropriate Virginia Indian tribes, an assessment of the NRHP eligibility of the resource (36 C.F.R pt. 60.4), determination of project effect, and proposed treatment actions to resolve any adverse effects on historic properties. The Virginia SHPO, the other Consulting Parties and, if participating, the federally recognized Indian tribes and the Virginia Indian tribes, shall respond within five (5) working days of receipt of DRPT's assessment of NRHP eligibility of the resource and proposed action plan. DRPT, in coordination with FRA, shall take into account the recommendations of the Virginia SHPO, the other Consulting Parties and, if participating, the federally recognized Indian tribes and the Virginia Indian tribes regarding NRHP eligibility of the resource and the proposed action plan, and then carry out the appropriate actions.

C. In the event that above-ground historic properties within the APE, but not among the 21 adversely effected historic properties listed in this MOA, are inadvertently affected during construction, DRPT shall immediately halt all construction work within fifty (50) feet of the impacted historic property and in the surrounding area, and immediately notify FRA the Virginia SHPO, and the other Consulting Parties of the issue.

D. DRPT shall ensure that an architectural historian or historic architect meeting the *Secretary of the Interior's Professional Qualification Standards* (48 Fed. Reg. 44739) investigates the work site and the historic property within seven (7) days, and then DRPT shall forward to FRA, the Virginia SHPO, and the other Consulting Parties an assessment of effect to the historic property and proposed treatment actions to resolve any adverse effects on historic properties. The Virginia SHPO and the other Consulting Parties shall respond within five (5) working days of receipt of DRPT's assessment of effect and proposed treatment actions. DRPT, in consultation with FRA, shall take into account the comments and recommendations of the

Virginia SHPO and the other Consulting Parties regarding the assessment of effect and the proposed treatment actions, and then carry out the treatment actions.

E. DRPT shall ensure that ground disturbing activities within the affected area do not proceed until the appropriate treatment measures are developed and implemented or a determination of ineligibility is made.

VII. HUMAN REMAINS

DRPT shall ensure that human skeletal remains and associated funerary objects encountered during the course of actions taken as a result of this MOA shall be treated in accordance with the Regulations Governing Permits for the Archaeological Removal of Human Remains (Virginia NRHP 390–01–02) found in Va. Code Ann. §§ 10.1–2305, *et seq.*, the Virginia Antiquities Act as well as ACHP's "Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects" adopted on February 23, 2007. DRPT shall obtain a permit from the Virginia SHPO for the removal of human remains in accordance with the regulations stated above, as appropriate.

VIII. USE OF MOA BY OTHER FEDERAL AGENCIES

In the event that a Federal agency other than FRA is considering funding, permits, licenses, or approvals for the Project, such Federal agency may become a signatory to this MOA as a means of complying with its responsibilities under Section 106 for its undertaking relating to the Project. To become a signatory to this MOA, the agency official must provide written notice to the Signatories that the agency agrees to the terms of the MOA, specifying the extent of the agency's intent to participate in the MOA. The participation of the agency is subject to approval by the Signatories, who must respond to the written notice within thirty (30) days or the approval will be considered implicit. Any necessary amendments to the MOA as a result will be considered in accordance with Stipulation X.

IX. DISPUTE RESOLUTION

A. Should any Signatory, Consulting Party, or member of the public object in writing to FRA regarding any action carried out or proposed with respect to any undertakings covered by this MOA, or to the implementation of this MOA, FRA shall notify the other Signatories of the objection and consult with the objecting party to attempt to resolve the objection within thirty (30) days of receipt of the written objection.

B. If after initiating such consultation, FRA determines within the thirty (30) day period in subparagraph (A) of this Stipulation IX that the objection cannot be resolved through consultation with the objecting party, FRA shall then consult with all Signatories to resolve the objection. If the objection still cannot be resolved within thirty (30) days of all Signatories being advised of the objection and so consulted, FRA shall then forward all documentation relevant to the objection to ACHP, including a proposed response to the objection, and request ACHP's comment on the objection as described in subsection (C) of this Stipulation IX.

C. When forwarding relevant documentation and a proposed response to ACHP, FRA shall request that within thirty (30) days after receipt ACHP exercise one of the following options:

1. Advise FRA that ACHP concurs with FRA's proposed response to the objection, whereupon the FRA shall respond to the objecting party accordingly; or

2. Provide FRA with one (1) or more ACHP recommendations for resolving the objection, which FRA shall take into account in reaching a final decision regarding its response to the objection, which it shall render within ten (10) days of receiving ACHP's recommendation(s).

D. Should ACHP not exercise one (1) of the above options within thirty (30) days after receipt of all pertinent documentation and proposed response, FRA may make a final decision on the dispute and proceed accordingly.

E. FRA shall take into account any ACHP recommendation provided in accordance with this Stipulation IX with reference only to the subject of the objection. FRA's responsibility to carry out all other actions under this MOA that are not the subject of an objection made pursuant to this Stipulation IX shall remain unchanged.

F. At any time during implementation of the measures stipulated in this MOA should an objection pertaining to this MOA be raised by a member of the public, FRA shall notify the Signatories to this MOA and take the objection into account, consulting with the objector and with the Signatories to this MOA in an effort to resolve the objection to follow the SEHSR PA Stipulation XI.B.

X. AMENDMENTS

Any Signatory to this MOA may propose to FRA that the MOA be amended, whereupon FRA shall consult with the other Signatories to consider such an amendment. All Signatories to the MOA must agree to the proposed amendment in accordance with 36 C.F.R. § 800.6(c)(7).

XI. TERMINATION

A. If any Signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other Signatories to attempt to develop an amendment per Stipulation X, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories. Once the MOA is terminated, and prior to work continuing on the undertaking, FRA must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36

CFR § 800.7. FRA shall notify the signatories as to the course of action it will pursue.

B. If FRA and DRPT decide they shall not proceed with the Project, they shall so notify the other Signatories and Consulting Parties in writing, and this MOA shall become null and void.

C. If FRA, DRPT, Virginia SHPO, or ACHP determines that they cannot implement the terms of this MOA, or if the Virginia SHPO or ACHP determines that this MOA is not being properly implemented, FRA and DRPT jointly, or the Virginia SHPO or ACHP individually, may propose to the other parties that this MOA be amended or terminated.

D.Termination shall include the submission of a technical letter report to the Virginia SHPO by DRPT, in coordination with FRA, on any work done up to and including the date of termination. DRPT shall ensure that any associated collections and records recovered are curated in accordance with state guidelines.

XI. EFFECTIVE DATE

This MOA shall be effective as of the date of the last signature of the Signatories.

XII. DURATION

This MOA shall continue in full force and effect for fifteen (15) years after the effective date. At any time in the six (6)-month period prior to the expiration of that initial term, the Signatories may consult to consider extending or modifying this MOA. No extension or modification shall be effective unless all Signatories to the MOA have agreed to it in writing. Any extension or modification of this MOA shall be in accordance with Stipulation X.

XIII. NO WAIVER OF SOVEREIGN IMMUNITY

Nothing in this MOA shall be deemed a waiver of a Signatory’s sovereign immunity.

XIV. EXECUTION

This MOA may be executed in counterpart. FRA shall ensure that each of the Signatories is provided a copy of the executed MOA.

Execution of this MOA by FRA, ACHP, DRPT, and the Virginia SHPO, and its submission to ACHP pursuant to 36 C.F.R § 800.6(c), is evidence that FRA has afforded ACHP an opportunity to comment on the proposed Project and its effects on historic properties, and that FRA has taken into account the effects of the Project on historic properties.

MEMORANDUM OF AGREEMENT
AMONG THE VIRGINIA HISTORIC PRESERVATION OFFICE, THE FEDERAL RAILROAD ADMINISTRATION, ADVISORY COUNCIL OF HISTORIC PRESERVATION, AND THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION REGARDING THE WASHINGTON, D.C. TO RICHMOND, VIRGINIA SOUTHEAST HIGH SPEED RAIL PROJECT

FEDERAL RAILROAD ADMINISTRATION

By: ____ Date: __________________
Marlys Osterhues, *Division Chief*
Environment and Corridor Planning Divisions

MEMORANDUM OF AGREEMENT
AMONG THE VIRGINIA HISTORIC PRESERVATION OFFICE, THE FEDERAL RAILROAD ADMINISTRATION, ADVISORY COUNCIL OF HISTORIC PRESERVATION, AND THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION REGARDING THE WASHINGTON, D.C. TO RICHMOND, VIRGINIA SOUTHEAST HIGH SPEED RAIL PROJECT

VIRGINIA STATE HISTORIC PRESERVATION OFFICE

By: _______________________________________ Date: ________________
Julie V. Langan, *Director, Virginia Department of Historic Resources*

MEMORANDUM OF AGREEMENT
AMONG THE VIRGINIA HISTORIC PRESERVATION OFFICE, THE FEDERAL RAILROAD ADMINISTRATION, ADVISORY COUNCIL OF HISTORIC PRESERVATION, AND THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION REGARDING THE WASHINGTON, D.C. TO RICHMOND, VIRGINIA SOUTHEAST HIGH SPEED RAIL PROJECT

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By: ____ Date: ___________________
John M. Fowler, *Executive Director*

MEMORANDUM OF AGREEMENT
AMONG THE VIRGINIA HISTORIC PRESERVATION OFFICE, THE FEDERAL RAILROAD ADMINISTRATION, ADVISORY COUNCIL OF HISTORIC PRESERVATION, AND THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION REGARDING THE WASHINGTON, D.C. TO RICHMOND, VIRGINIA SOUTHEAST HIGH SPEED RAIL PROJECT

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

By: ____ Date: __________________
Jennifer Mitchell, *Director*

Table 1: Summary of Mitigation Per Adversely Effected Historic Property (Listed North to South).

Resource Name	Image	NRHP Nom	Interp Signage	Intensive Arch'ture Survey	Cultural Landscp Report	GIS Mapping & Overlays	HABS/ HAER/ Analysis	Arch'y Data Recovery	Webpage	Public Talk	Oral Histories	Scholarly Article	Structure Treatmt	Other
Richmond, Fredericksburg and Potomac Railroad (500-0001)				X							X			Web-based Story Map on 120 Historic Properties
RF&P Bridge over Occoquan River (500-0001-0022)	500-0001-0022						X						X	
Rippon Lodge (076-0023)			X		X								X	Assist with Vegetative Removal/ Underbrush Clearing to Restore Viewshed
Site 44ST1223- Civil War Campsite			X			X		X				X		
Rappahannock River Railroad Bridge & Structures/ Platform (111-0132-0025)	111-0132-0025				X		X						X	

Resource Name	Image	NRHP Nom	Interp Signage	Intensive Arch'ture Survey	Cultural Landscp Report	GIS Mapping & Overlays	HABS/ HAER/ Analysis	Arch'y Data Recovery	Webpage	Public Talk	Oral Histories	Scholarly Article	Structure Treatmt	Other
Site 44SP0187-Bridge/Marye's Mill			X			X		X		X		X		Artifact Display in New Rail Station
Fredericksburg Historic District (111-0132)									X	X		X	X	Context of RR History in Fredericksburg
Site 44SP0688-Block 49/Train Station			X					X		X		X		Artifact Display in New Rail Station
Site 44SP0687-Block 48/Train Station			X					X		X		X		Artifact Display in New Rail Station
Site 44SP0468-Earthwork/ Jackson's Earthwork			X			X		X				X		

Resource Name	Image	NRHP Nom	Interp Signage	Intensive Arch’ture Survey	Cultural Landscp Report	GIS Mapping & Overlays	HABS/ HAER/ Analysis	Arch’y Data Recovery	Webpage	Public Talk	Oral Histories	Scholarly Article	Structure Treatmt	Other
Doswell Historic District (042-5448)		X	X						X					
Doswell Depot and Tower (042-0093)			X				X							Move Tower
Berkleytown Historic District (166-5073)		X	X								X		X	Aid in Text for Walking Tour of District
Laurel Industrial School Historic District (043-0292)			X			X							X	
Main Building/ Robert Stiles Building (043-0292-0001)			X										X	Context on Reform Schools in Central VA

Resource Name	Image	NRHP Nom	Interp Signage	Intensive Arch'ture Survey	Cultural Landscp Report	GIS Mapping & Overlays	HABS/ HAER/ Analysis	Arch'y Data Recovery	Webpage	Public Talk	Oral Histories	Scholarly Article	Structure Treatmt	Other
Shockoe Valley & Tobacco Row Historic District (127-0344)			X			X				X	X (research & interviews with descendent comm'y)		X	Context on VA RR & Slave Trade; Boundary Delineation for Slave Trade MPD
Site 44HE1098-Main Street Station Parking Lot/Railroad			X					X		X		X		
Site 44HE1097-Railroad, Warehouse			X					X		X		X		
Main Street Station and Trainshed (127-0172)									X				X	Context on RR history of Richmond
Seaboard Air Line Railroad Corridor (127-6271)				X									X	Context on SAL Stations in VA

Resource Name	Image	NRHP Nom	Interp Signage	Intensive Arch'ture Survey	Cultural Landscp Report	GIS Mapping & Overlays	HABS/ HAER/ Analysis	Arch'y Data Recovery	Webpage	Public Talk	Oral Histories	Scholarly Article	Structure Treatmt	Other
Site 44HE1094- Warehouse	44HE1094		X					X		X		X		

APPENDIX A: List of Cultural Resource Reports Completed on the DC2RVA Project Area

Archaeological Sites/Resources (in publication order)

Klein, Mike, Emily Calhoun, Marco González, and Earl E. Proper
2015 *Archaeological Background Review and Predictive Model for the Washington, D.C. to Richmond, Virginia, Southeast High Speed Rail Corridor*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

McCloskey, Kevin, Earl Proper, Curtis McCoy, Emily Calhoun, Morgan MacKenzie, and Joseph Blondino
2016 *Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

McCloskey, Kevin, Emily Calhoun, Kerry González, and Mike Klein
2018 *Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Preferred Alternative Limits of Disturbance*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Buildings, Structures, Objects, and Districts (in publication order)

Staton, Heather Dollins, and Adriana Lesiuk
2015 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Dahlgren Junction to Fredericksburg (DJFB) Segment, City of Fredericksburg and Stafford County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, Adriana Lesiuk, and M. Chris Manning
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Arkendale to Dahlgren Junction (ARDJ) Segment Stafford County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather D., Adriana T. Lesiuk, and Emily K. Anderson
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) Segment Arlington County and the City of Alexandria*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, Adriana T. Lesiuk, Emily K. Anderson, and Earl P. Proper
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Alexandria to Franconia (AFFR) Segment City of Alexandria and Fairfax County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Manning, M. Chris, Earl Proper, Adriana Lesiuk, and Heather Dollins Staton
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Franconia to Lorton (FRLO) Segment Fairfax County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, M. Chris Manning, and Adriana Lesiuk
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Lorton to Powells Creek (LOPC) Segment Prince William and Fairfax Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Anderson, Emily K., and Heather D. Staton
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Fredericksburg to Hamilton (FBHA) and Hamilton to Crossroads (HAXR) Segments, Spotsylvania County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Manning, M. Chris, and Michelle Salvato
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Crossroads to Guinea (XRGU), Guinea to Milford (GUMD), and Milford to North Doswell (MDND) Segments Spotsylvania, Caroline, and Hanover Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Lesiuk, Adriana T., and M. Chris Manning
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Elmont to Greendale (ELGN) Segment, Hanover and Henrico Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Sylvester, Caitlin C., and Heather D. Staton
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Greendale to SAY/WAY (GNSA), SAY/WAY to AM Jct (SAAM) and Buckingham Branch/Hospital Wye (BBHW) Segments, Henrico County and City of Richmond*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Anderson, Emily K., and Heather D. Staton
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project AM Jct to Centralia - S Line (AMCE) and AM Jct to Fulton Yard (AMFY) Segments, City of Richmond and Chesterfield County.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Lesiuk, Adriana T., and Heather D. Station
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project WAY to Centralia – A Line (WACE) Segment, Chesterfield County and City of Richmond*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Peckler, Danae
2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project North Doswell to Elmont (NDEL) Segment, Hanover County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Chase, Kristine A.
2017 *Architectural Reconnaissance Survey of Structures for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Moss, Adriana T., and Kerri S. Barile
2018 *Addendum: Architectural Reconnaissance Survey of the LOD Expansion Area for the Washington, D.C. to Richmond, High Speed Rail Project, Arlington, Caroline, Chesterfield, Hanover, Henrico, Fairfax, Prince William, Stafford, and Spotsylvania Counties and the Cities of Alexandria, Fredericksburg, and Richmond, Virginia*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Barile, Kerri S., Kristine A. Chase, Sean Maroney, Adriana T. Moss, Danae Peckler, and Heather Dollins Staton
2018 *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report A).* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Barile, Kerri S., Melissa Butler, Adriana T. Moss, Danae Peckler, Heather Dollins Staton, Caitlin Sylvester, and Lenora Wiggs
2018 *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report B).* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Barile, Kerri S., Melissa Butler, Adriana T. Moss, Heather Dollins Staton, Caitlin Sylvester, and Lenora Wiggs
2018 *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report C)*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

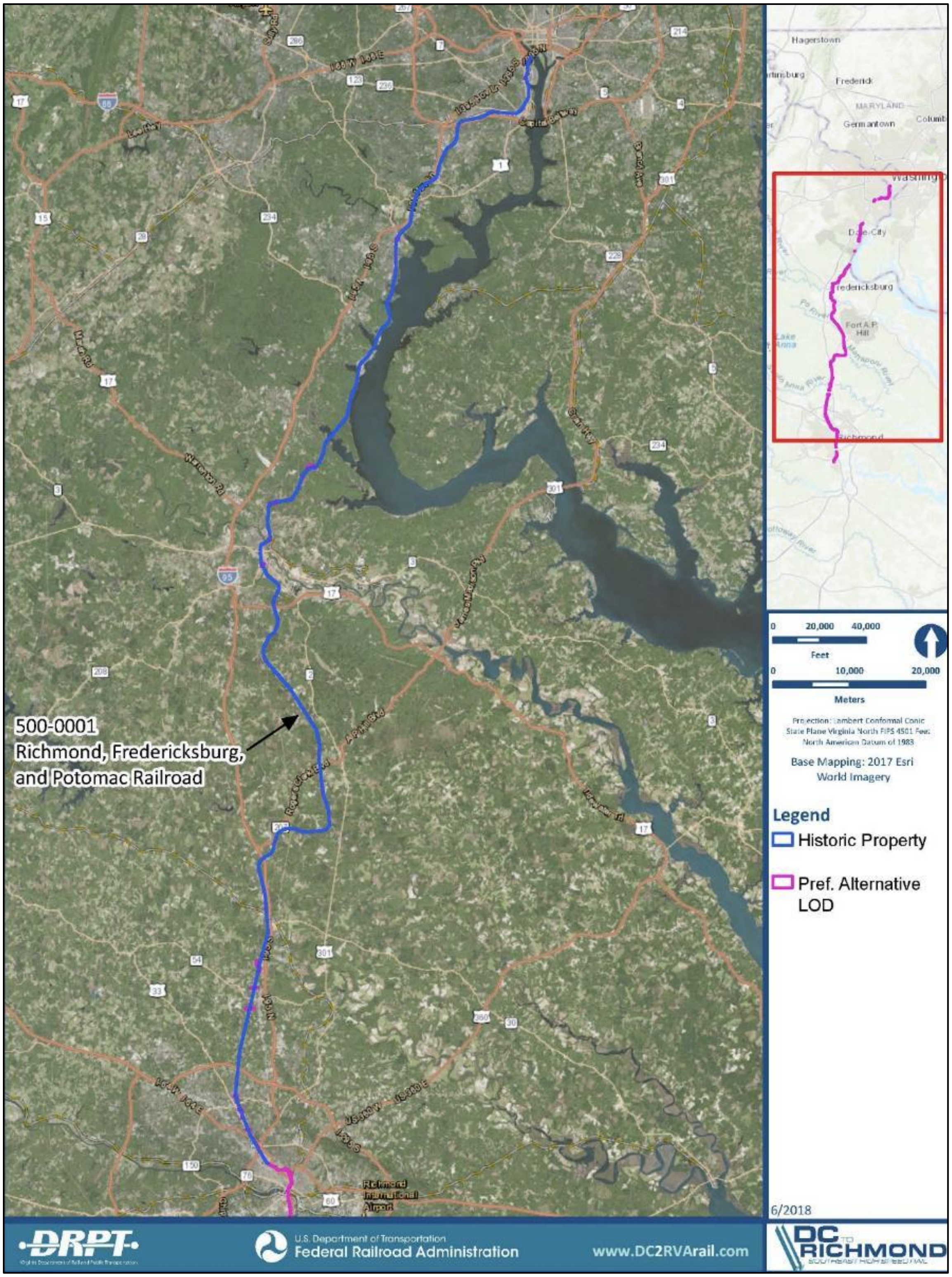
Combined Cultural Resources/Reconnaissance Studies (in publication order)

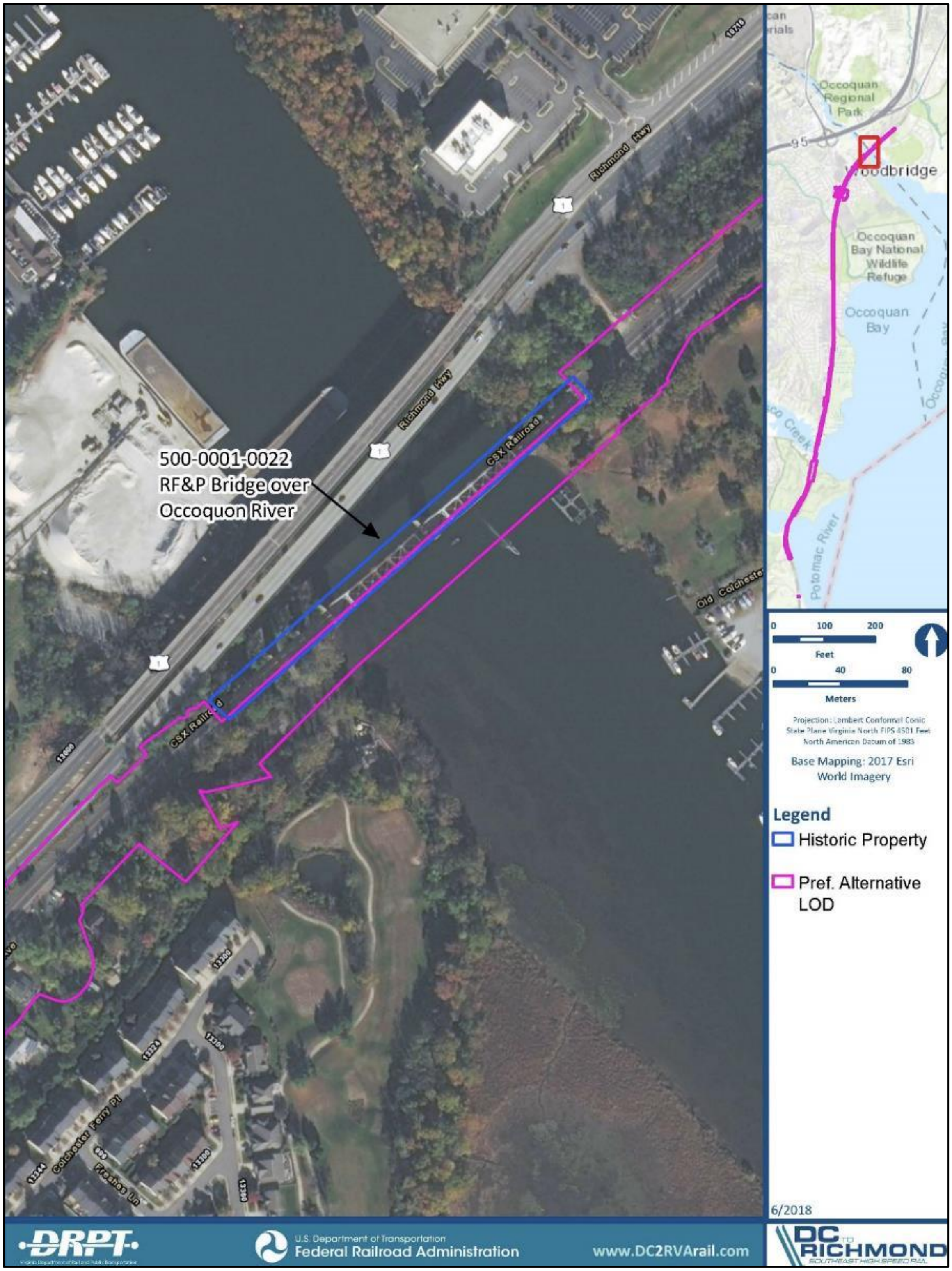
Staton, Heather Dollins, and Earl E. Proper
2016 *Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Ashland Bypass (ASBP) Segment, Hanover County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, D. Brad Hatch, and Emily Calhoun
2017 *Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Fredericksburg Bypass (FBBP) Segment, Stafford, Caroline, and Spotsylvania Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

APPENDIX B: Location of 21 Adversely Effected Properties (North to South)

Maps are not for public distribution per the Archeological Resources Protection Act of 1979.


500-0001
Richmond, Fredericksburg,
and Potomac Railroad
Hagerstown
Frederick
MARYLAND
Germantown
Washington
Dale City
Fredericksburg
Fort A.P. Hill
Richmond
Richmond International Airport
0 20,000 40,000
Feet
0 10,000 20,000
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri World Imagery
Legend
Historic Property
Pref. Alternative LOD
6/2018
DRPT
U.S. Department of Transportation
Federal Railroad Administration
www.DC2RVArail.com
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL


500-0001-0022
RF&P Bridge over
Occoquon River
Richmond Hwy
CSX Railroad
CSX Railroad
Old Colchester
Colchester Ferry Pl
Prosperity Ln
Occoquan Regional Park
Woodbridge
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Potomac River
0 100 200
Feet
0 40 80
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri World Imagery
Legend
Historic Property
Pref. Alternative LOD
6/2018
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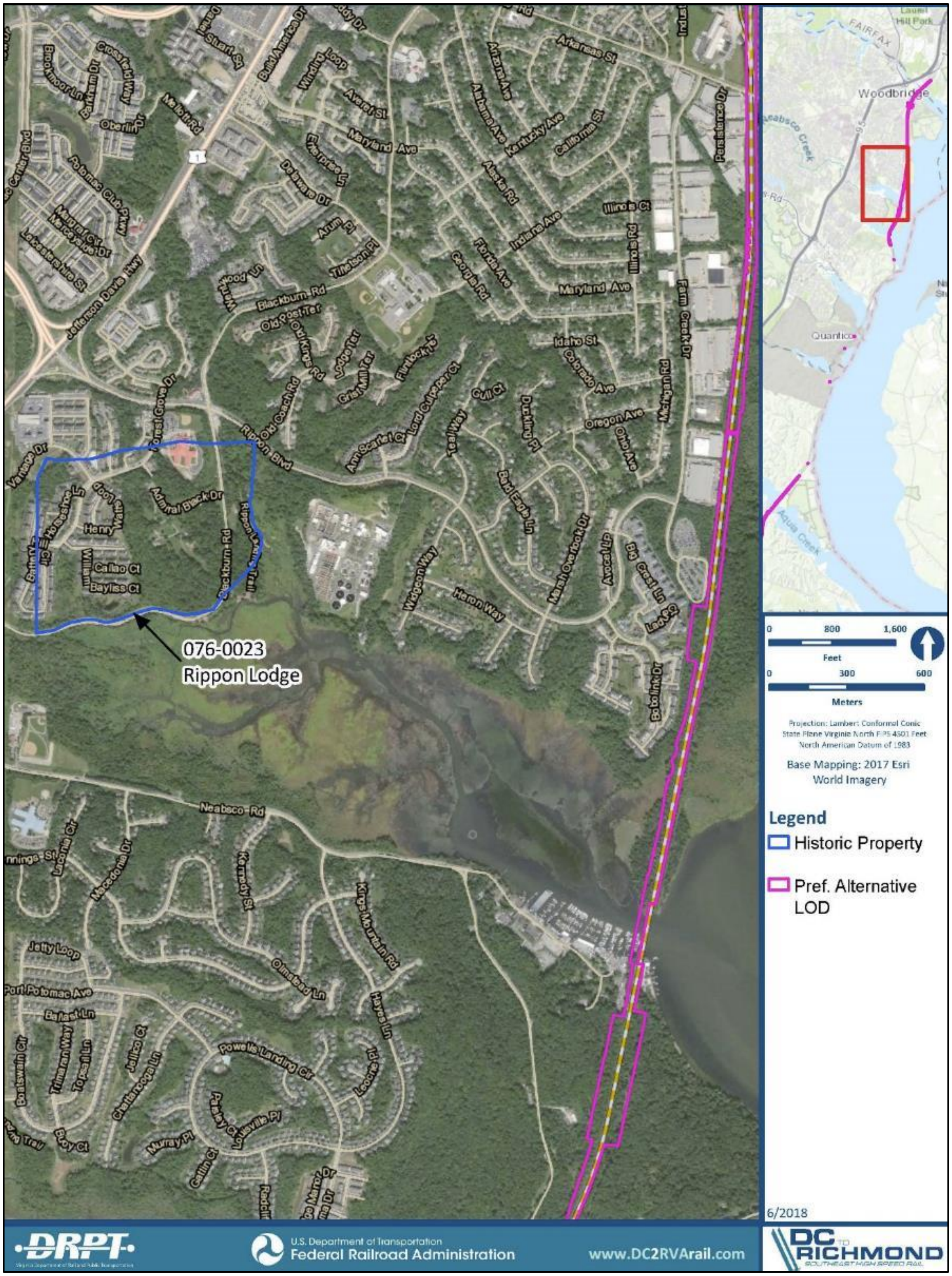
076-0023
Rippon Lodge
Neabsco Rd
Rippon Blvd
Blackburn Rd
Jefferson Davis Hwy
Farm Creek Dr
Woodbridge
Neabsco Creek
Quantico
Aquia Creek
0 800 1,600
Feet
0 300 600
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri World Imagery
Legend
Historic Property
Pref. Alternative LOD
6/2018
DRPT
U.S. Department of Transportation
Federal Railroad Administration
www.DC2RVArail.com
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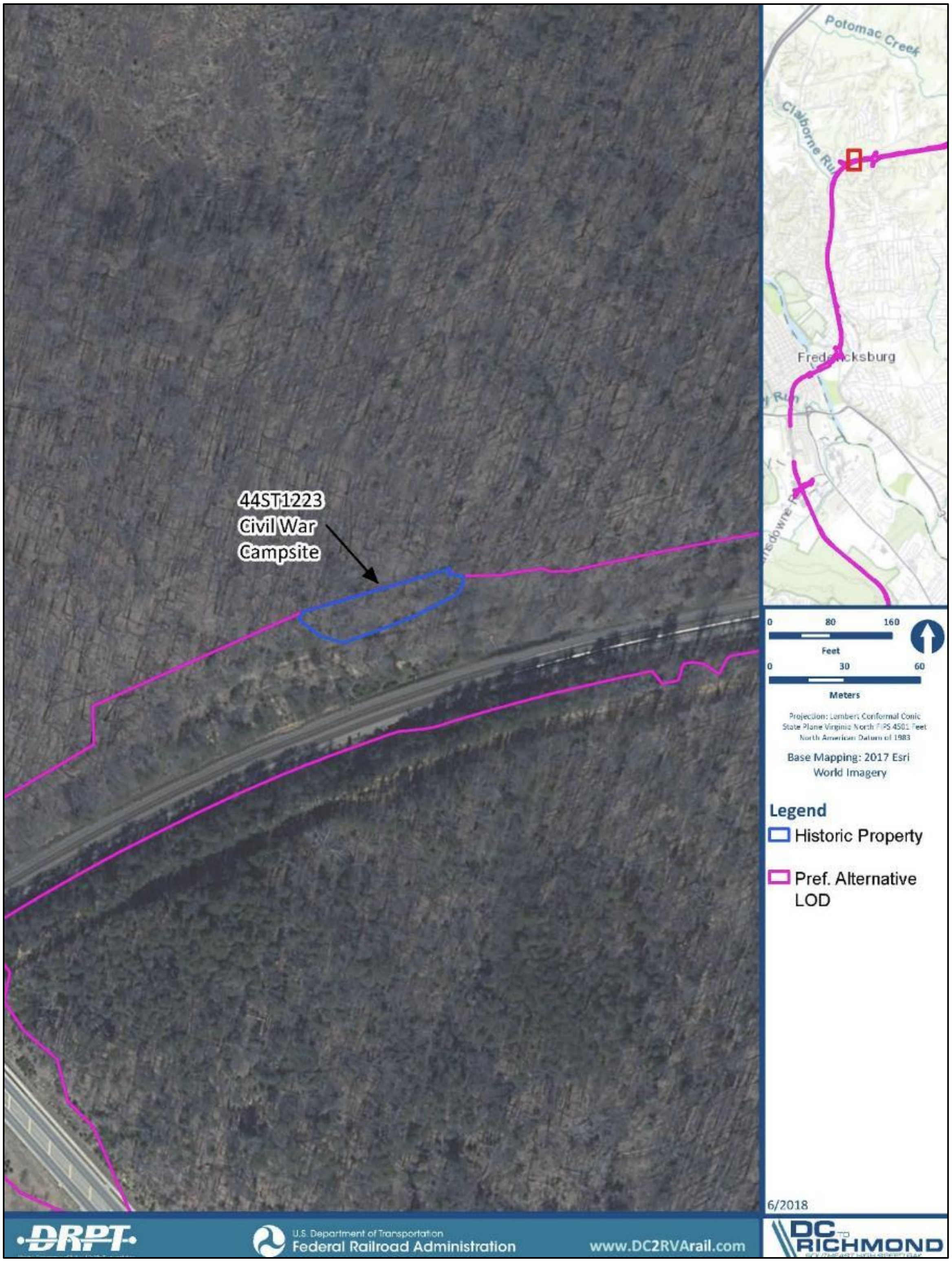
44ST1223
Civil War
Campsite
Potomac Creek
Claiborne Run
Fredericksburg
Lansdowne Rd
0 80 160
Feet
0 30 60
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri
World Imagery
Legend
Historic Property
Pref. Alternative
LOD
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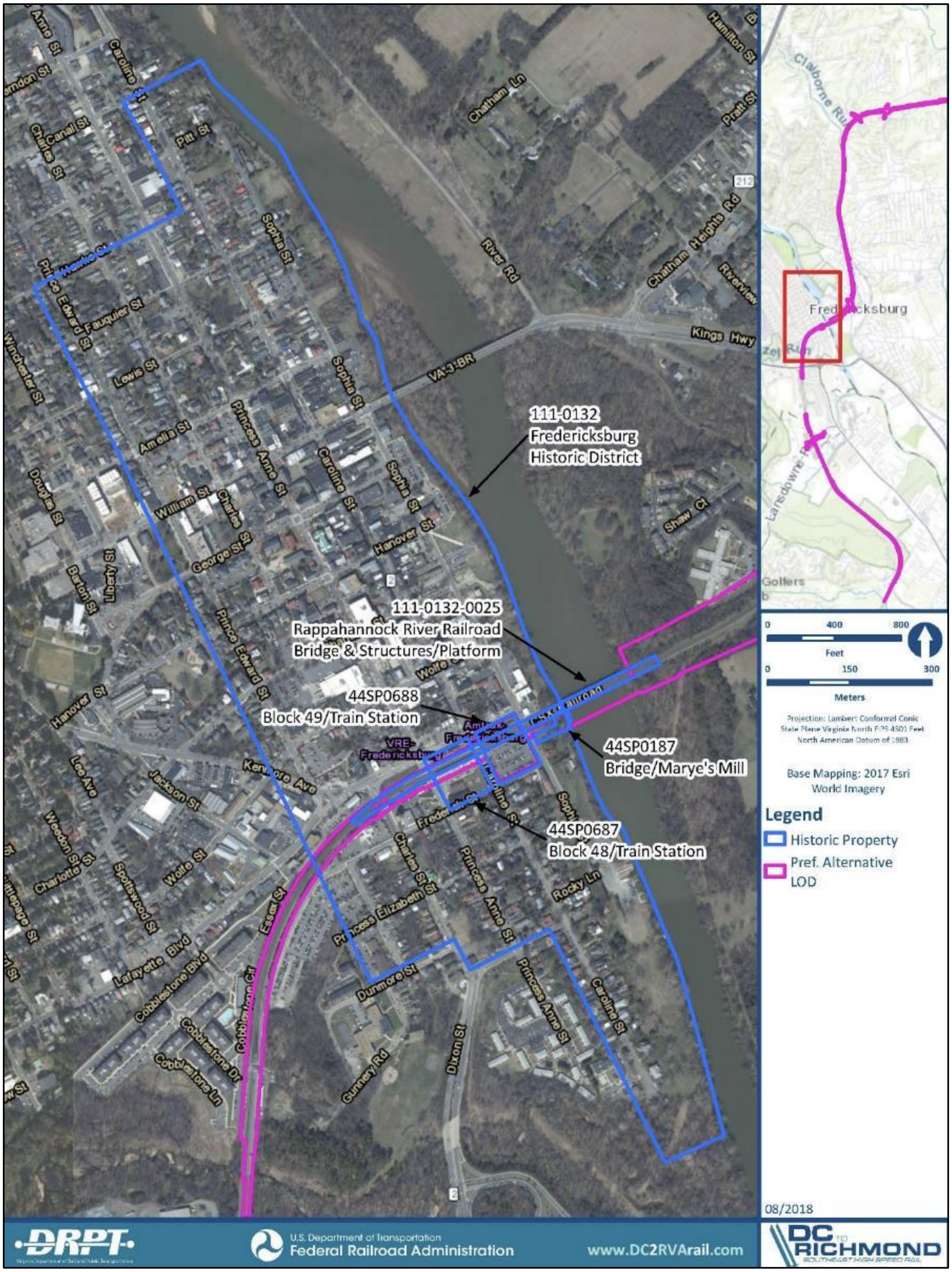
U.S. Department of Transportation
Federal Railroad Administration
www.DC2RVArail.com
DC TO RICHMOND


111-0132
Fredericksburg
Historic District
111-0132-0025
Rappahannock River Railroad
Bridge & Structures/Platform
44SP0688
Block 49/Train Station
44SP0187
Bridge/Marye's Mill
44SP0687
Block 48/Train Station
Amtrak-Fredericksburg
VRE-Fredericksburg
Caroline St
Pitt St
Sophia St
Princess Anne St
Hanover St
Wolfe St
Prince Edward St
Kenmore Ave
Frederick St
Charles St
Princess Elizabeth St
Dunmore St
Dixon St
Gunnery Rd
Rocky Ln
Fauquier St
Lewis St
Amelia St
William St
George St
Liberty St
Barton St
Douglas St
Winchester St
Canal St
Hawke St
Jackson St
Lee Ave
Weedon St
Charlotte St
Spotswood St
Lafayette Blvd
Cobblestone Blvd
Cobblestone Dr
Cobblestone Ln
Cobblestone Cir
Essex St
Chatham Ln
River Rd
Chatham Heights Rd
Riverview
Kings Hwy
VA-3-BR
Shaw Ct
Hamilton St
Pratt St
212
2
Claiborne Run
Fredericksburg
Lansdowne Rd
Golfers
0 400 800
Feet
0 150 300
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri
World Imagery
Legend
Historic Property
Pref. Alternative LOD
08/2018
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Federal Railroad Administration
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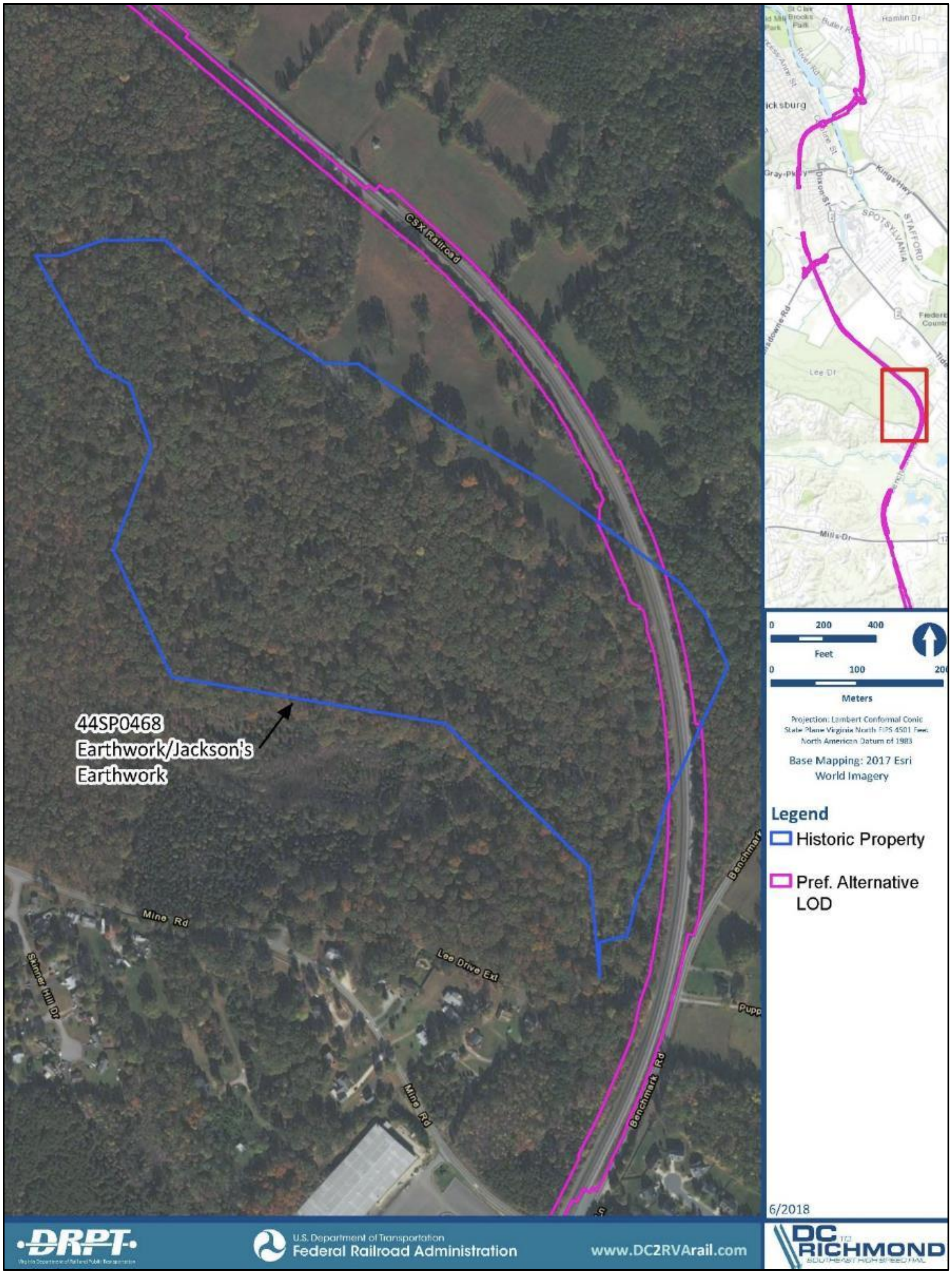
44SP0468
Earthwork/Jackson's
Earthwork
CSX Railroad
Mine Rd
Lee Drive Ext
Skinner Hill Dr
Benchmark Rd
Benchmark Rd
Mine Rd
Pupp
Fredericksburg
Gray-Pky
Dixon St
Kings Hwy
SPOTSYLVANIA
STAFFORD
Lansdowne Rd
Lee Dr
Mills Dr
0 200 400
Feet
0 100 200
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri
World Imagery
Legend
Historic Property
Pref. Alternative
LOD
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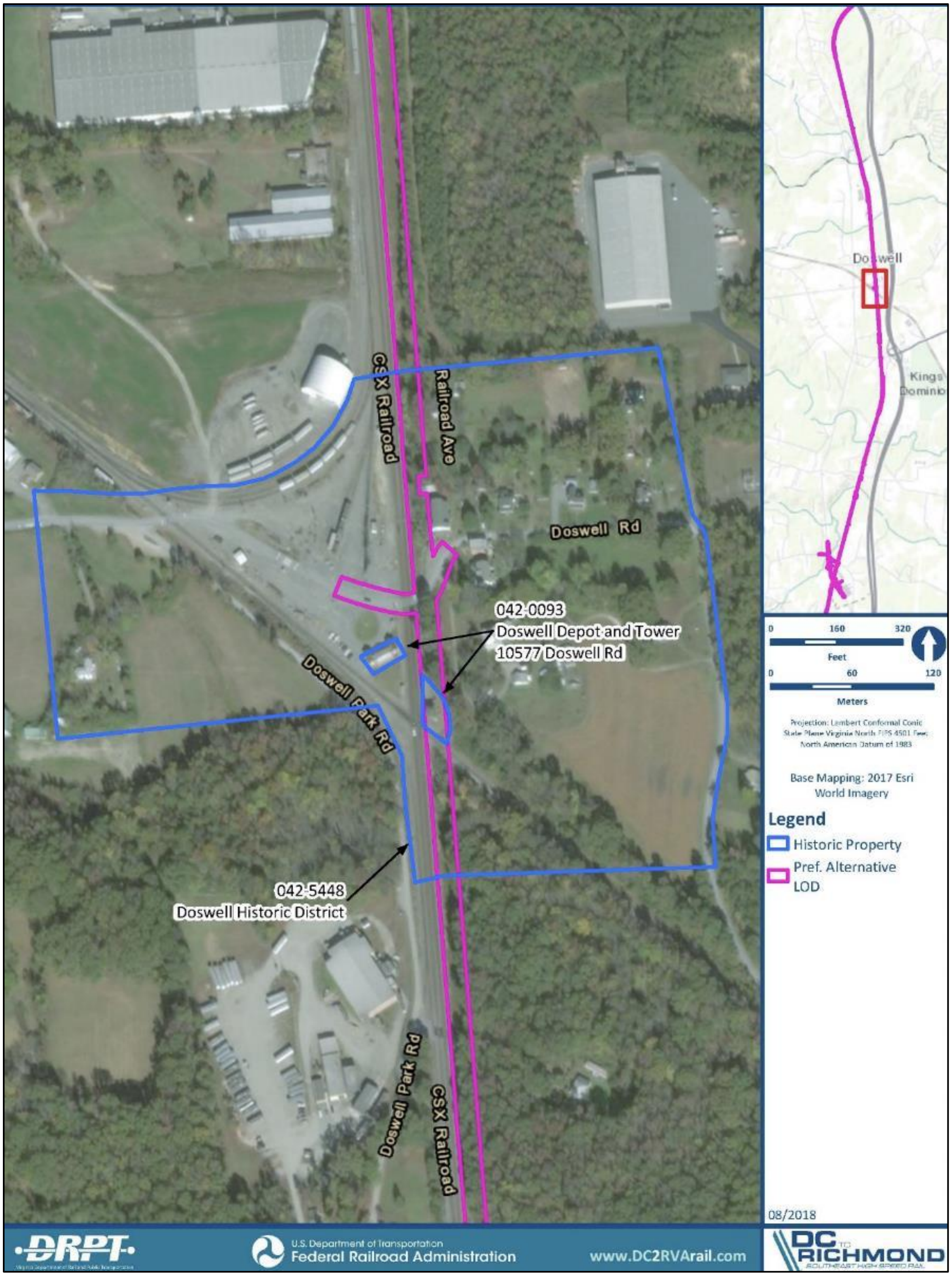
CSX Railroad
Railroad Ave
Doswell Rd
042-0093
Doswell Depot and Tower
10577 Doswell Rd
Doswell Park Rd
042-5448
Doswell Historic District
Doswell Park Rd
CSX Railroad
Doswell
Kings Dominio
0
160
320
Feet
0
60
120
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri World Imagery
Legend
Historic Property
Pref. Alternative LOD
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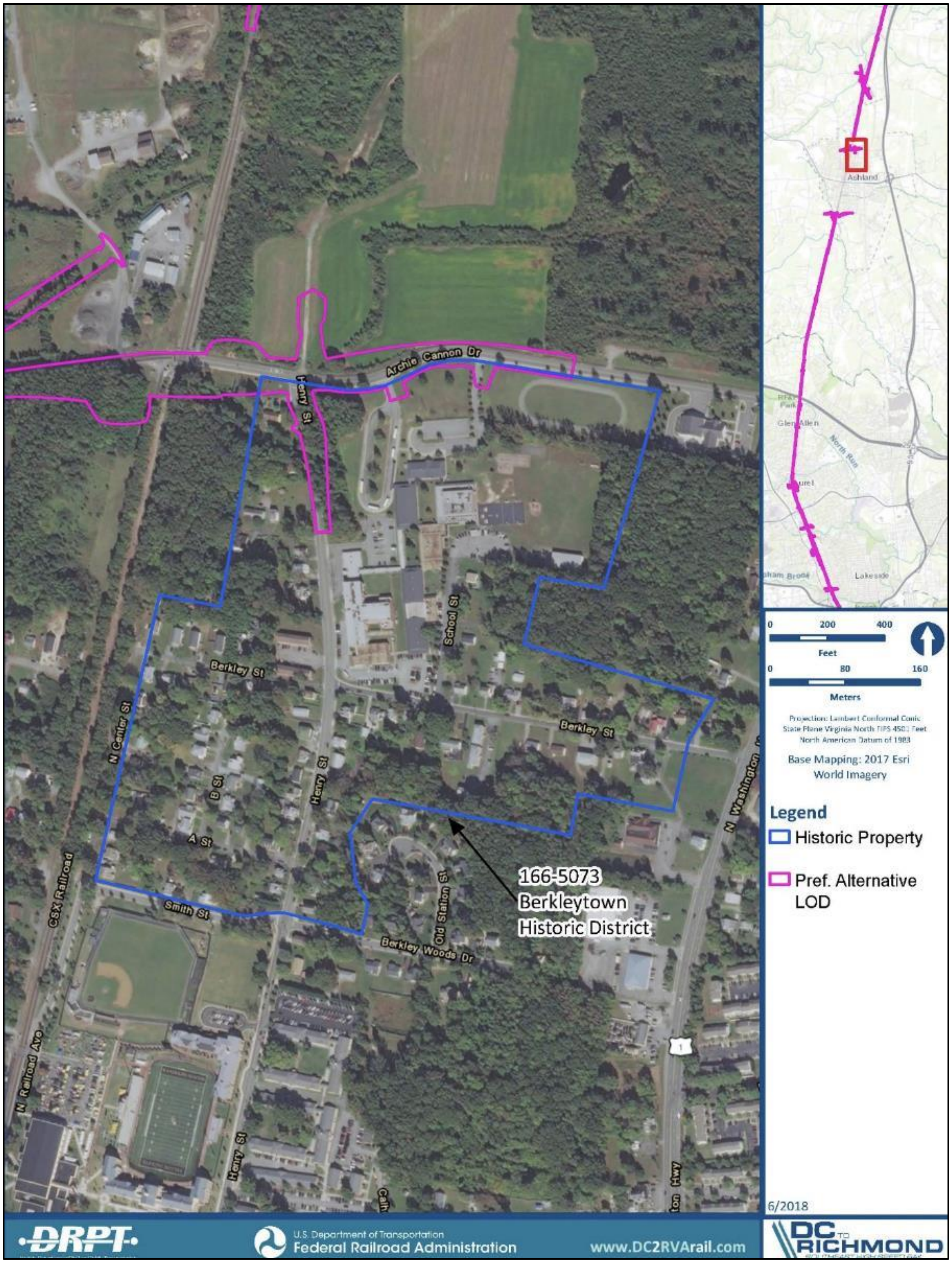
Archie Cannon Dr
Henry St
School St
Berkley St
Berkley St
N Center St
B St
A St
Henry St
Smith St
Old Station St
Berkley Woods Dr
CSX Railroad
N Railroad Ave
Henry St
N Washington
166-5073
Berkleytown
Historic District
1
Ashland
Glen Allen
North Run
Laurel
Lakeside
0 200 400
Feet
0 80 160
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri World Imagery
Legend
Historic Property
Pref. Alternative LOD
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DRPT
U.S. Department of Transportation
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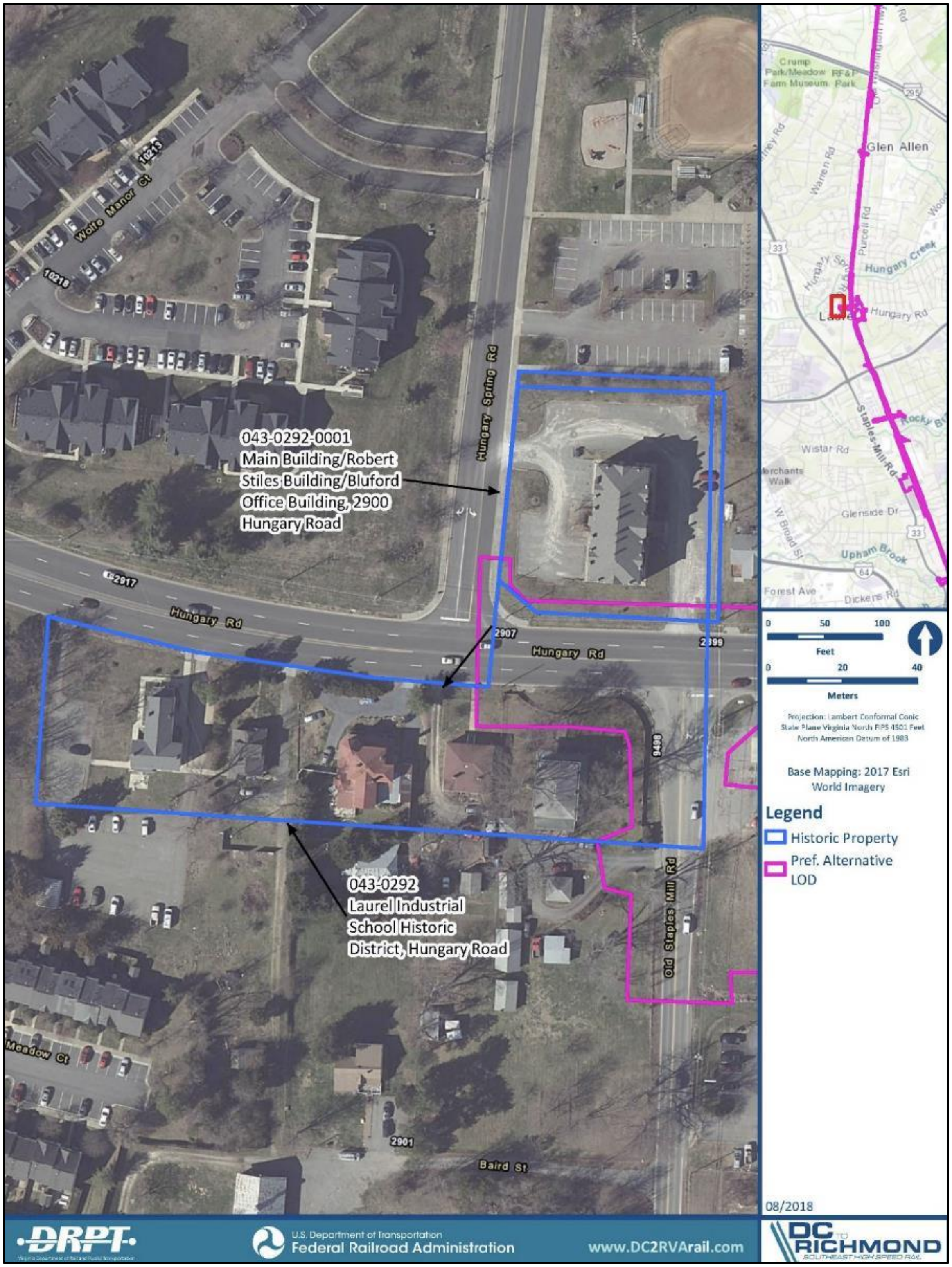
043-0292-0001
Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road
043-0292
Laurel Industrial School Historic District, Hungary Road
Hungary Spring Rd
Hungary Rd
Old Staples Mill Rd
Wolfe Manor Ct
Meadow Ct
Baird St
2917
2907
2899
9498
2901
10213
10219
Crump Park/Meadow Farm Museum
RF&P Park
Glen Allen
Hungary Creek
Hungary Rd
Staples Mill Rd
Wistar Rd
Merchants Walk
W Broad St
Glenside Dr
Upham Brook
Forest Ave
Dickens Rd
0 50 100
Feet
0 20 40
Meters
Projection: Lambert Conformal Conic State Plane Virginia North FIPS 4501 Feet North American Datum of 1983
Base Mapping: 2017 Esri World Imagery
Legend
Historic Property
Pref. Alternative LOD
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DRPT
U.S. Department of Transportation Federal Railroad Administration
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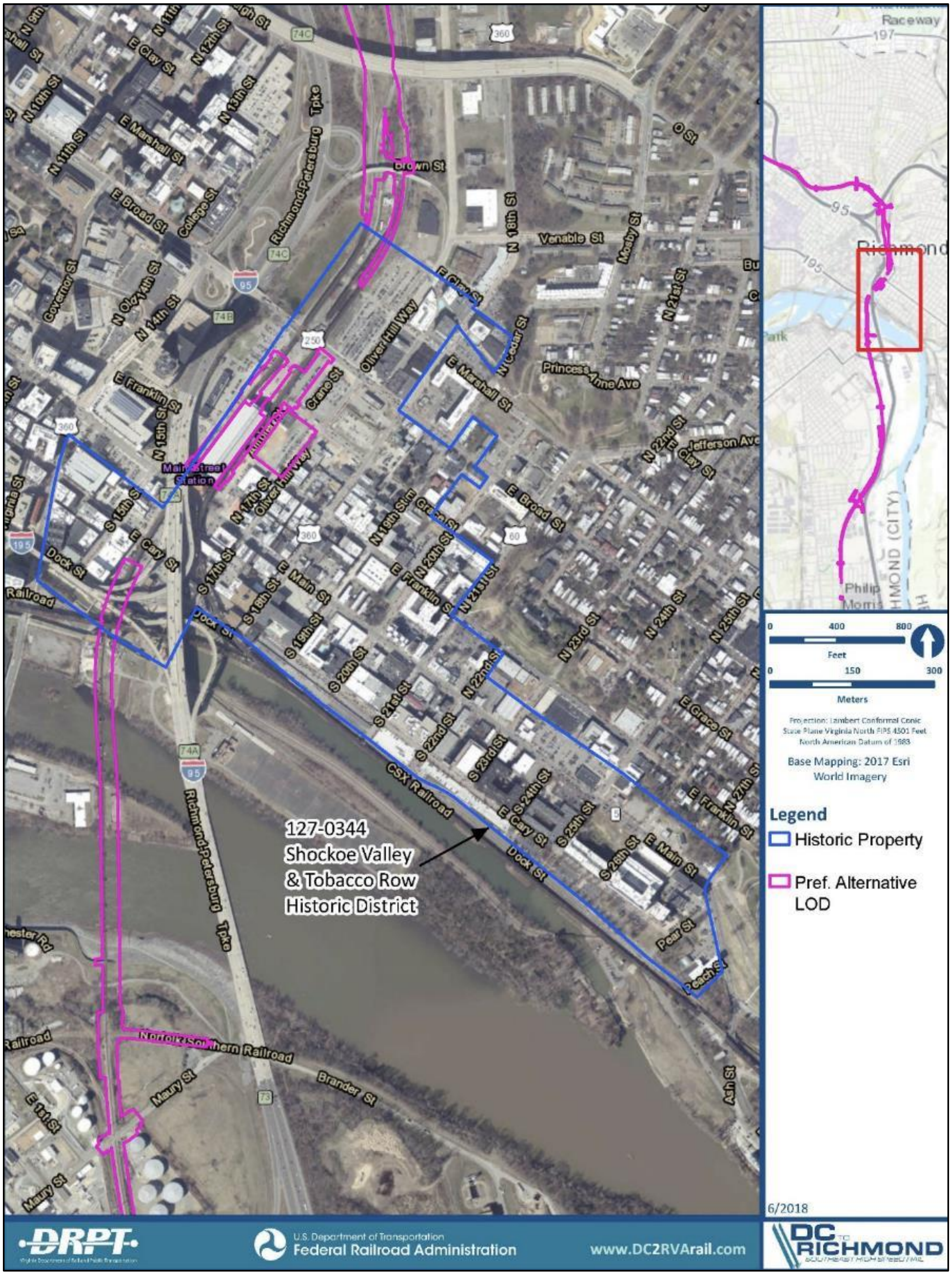

127-0344
Shockoe Valley
& Tobacco Row
Historic District
Main Street Station
CSX Railroad
Norfolk Southern Railroad
Richmond-Petersburg Tpke
Dock St
E Cary St
E Main St
E Franklin St
E Broad St
E Marshall St
E Clay St
E Grace St
Venable St
Brown St
Jefferson Ave
Princess Anne Ave
Oliver Hill Way
N 18th St
N 21st St
N 22nd St
N 23rd St
N 24th St
N 25th St
S 17th St
S 18th St
S 19th St
S 20th St
S 21st St
S 22nd St
S 23rd St
S 24th St
S 25th St
S 26th St
Pear St
Peach St
Ash St
Maury St
Brander St
0 400 800 Feet
0 150 300 Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri World Imagery
Legend
Historic Property
Pref. Alternative LOD
6/2018
DRPT
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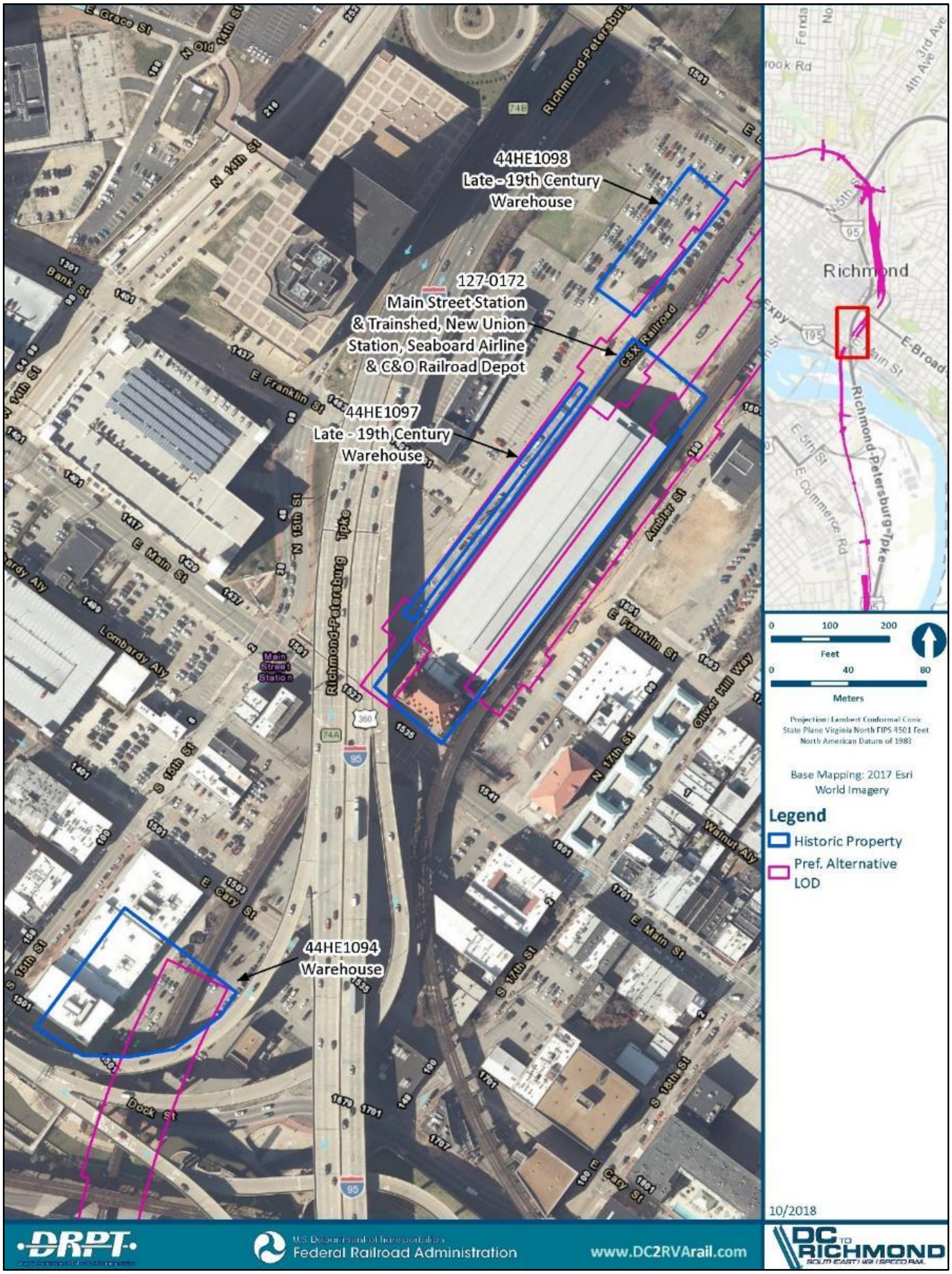
44HE1098
Late - 19th Century
Warehouse
127-0172
Main Street Station
& Trainshed, New Union
Station, Seaboard Airline
& C&O Railroad Depot
44HE1097
Late - 19th Century
Warehouse
44HE1094
Warehouse
E Grace St
N Old 14th St
N 14th St
Bank St
E Franklin St
E Main St
Lombardy Aly
N 15th St
N 16th St
Richmond-Petersburg Tpke
CSX Railroad
Ambler St
E Franklin St
Oliver Hill Way
N 17th St
Walnut Aly
S 15th St
E Cary St
S 14th St
Dock St
S 17th St
E Main St
S 18th St
E Cary St
Main Street Station
Richmond
E Broad St
Main St
E 5th St
E Commerce Rd
Richmond-Petersburg Tpke
0 100 200
Feet
0 40 80
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri
World Imagery
Legend
Historic Property
Pref. Alternative
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DRPT
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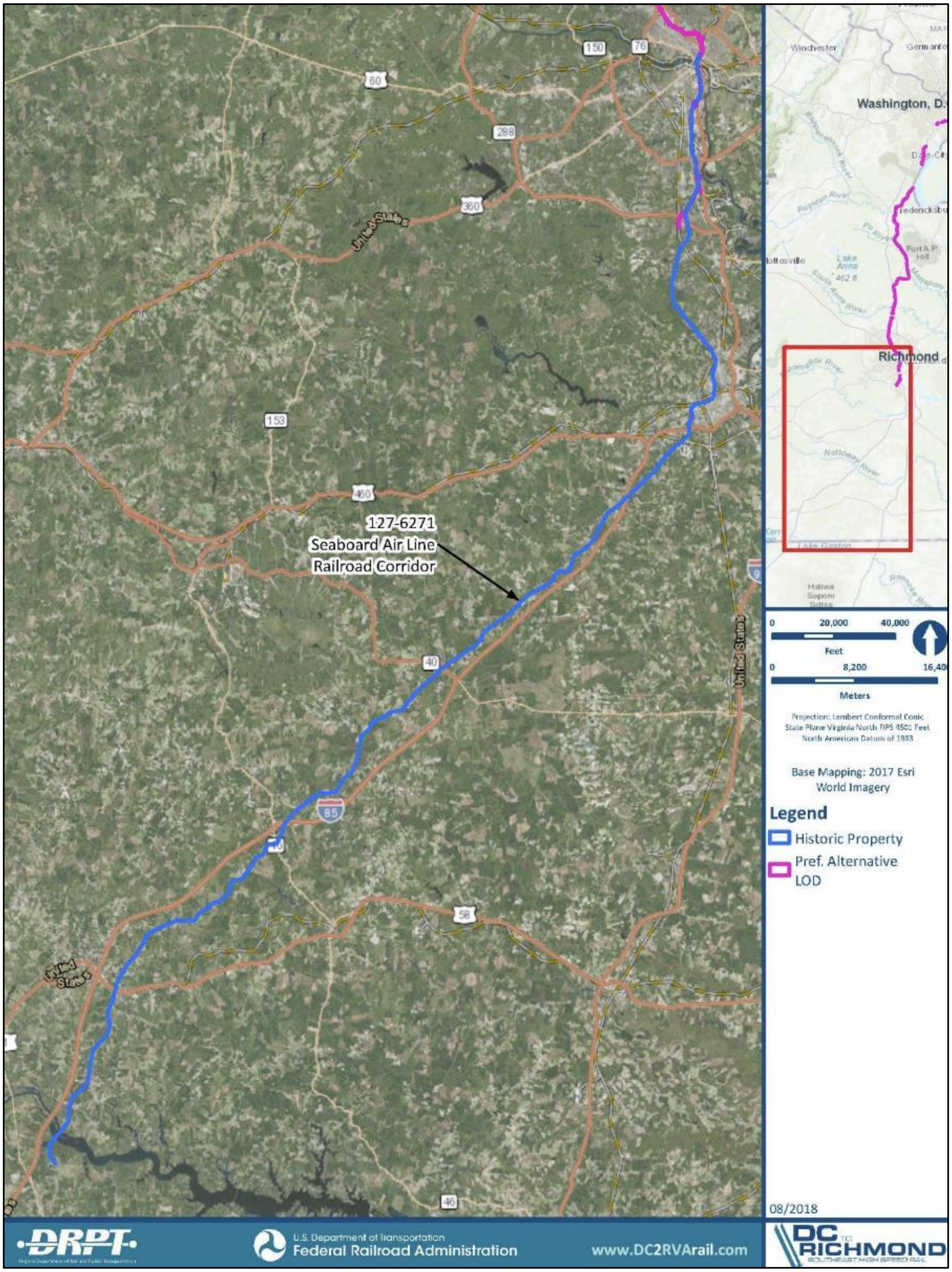
127-6271
Seaboard Air Line
Railroad Corridor
150
76
60
288
360
153
460
40
85
58
46
United States
Washington, D.
Richmond
Winchester
Lake Anna
0 20,000 40,000
Feet
0 8,200 16,40
Meters
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2017 Esri
World Imagery
Legend
Historic Property
Pref. Alternative
LOD
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APPENDIX C: Meetings and Correspondence with Consulting Parties

Meetings

Date	Attendees	Topics
November 7, 2014	DHR, DRPT	Kick-off meeting; discussions on APE, methodology, reporting
March 19, 2015	VDOT, DRPT	Roadway bridges and Section 106 coordination
February 18, 2016	DHR, DRPT	Update on corridor and status of studies
June 14, 2016	CWT	General discussion on results to date; Richmond to Raleigh Memorandum of Agreement
August 10, 2016	DHR, DRPT	Preliminary dialogue on historic properties and Project effect
May 15, 2017	Ashland Museum, Town of Ashland	Overview of 106 process and technical studies to date
June 8, 2017	NPS- Fredericksburg, DRPT	Update on technical studies and Project plans
July 14, 2017	Town of Ashland; Ashland Museum	Update on technical studies and Project plans
July 26, 2017	DHR, DRPT	Update on technical studies and Project schedule
August 14, 2017	NPS—Richmond, DRPT	Update on technical studies and Project plans
October 11, 2017	Hanover County, Town of Ashland, Ashland Museum	Update on technical studies and Project plans
October 20, 2017	Alexandria Archaeology, City of Alexandria, Arlington County, NTHP, DRPT	Update on technical studies and Project plans
October 24, 2017	ACHP, ABPP, CWT, DRPT	Update on technical studies and Project plans
October 27, 2017	Prince William County, Caroline County, City of Fredericksburg, CVBT, HFFI, DRPT	Update on technical studies and Project plans
October 30, 2017	City of Richmond, Historic Richmond Foundation, DRPT	Update on technical studies and Project plans
February 8, 2018	Rose Center/Urban Land Institute, DRPT	Overview of Project and history of Shockoe Bottom
February 13, 2018	DHR, DRPT	Update on technical studies and Project schedule
April 4, 2018	DHR, DRPT	Discussion of Project limits of disturbance and APE
June 18, 2018	Town of Ashland, Ashland Museum	Historic property list and 106 process
June 19, 2018	DHR, DRPT	Historic properties and Project effect
June 21, 2018	CWT, Historic Richmond Foundation, Town of Ashland, Ashland Museum, Preservation Virginia, DRPT	Historic properties and Project effect
June 26, 2018	ABPP, City of Fredericksburg, NPS Fredericksburg, DRPT, FRA	Historic properties and Project effect
June 28, 2018	NTHP, Alexandria Archaeology, NPS—Mount Vernon Parkway, ACHP, DRPT	Historic properties and Project effect
July 2, 2018	DHR, FRA, DRPT	Revisit of historic properties and Project effect
July 16, 2018	Town of Ashland, Ashland Museum	Technical reports and Project effect

Date	Attendees	Topics
July 17, 2018	NPS- Fredericksburg	DC2RVA LOD and Jackson's Shrine
July 17, 2018	Preservation Virginia	DC2RVA Project summary and list of historic properties
July 19, 2018	City of Richmond, DRPT	Historic properties and Project effect
July 24, 2018	DHR	Resources in Shockoe Bottom
July 26, 2018	FRA, DHR, DRPT	Resources in Shockoe Bottom
July 27, 2018	ACHP	Resources in Shockoe Bottom
July 31, 2018	DHR, FRA, DRPT	Resources in Shockoe Bottom
August 3, 2018	DHR	Resources in Shockoe Bottom
August 6, 2018	DHR, DRPT, VA Secretary of Transportation, VA Secretary of Natural Resources	Discussion on historic resources in Shockoe Bottom
August 29, 2018	City of Richmond, DHR	Resources in Shockoe Bottom, City preservation initiatives near Main Street Station and future projects
September 5, 2018	VA Secretary of Transportation, DHR, DRPT, City of Richmond	Discussion of cultural resources in Shockoe Bottom
September 10, 2018	NTHP, Preservation Virginia, Sacred Ground Project, ACHP, DHR, DRPT	Discussion of upcoming meeting in Shockoe/Richmond, including meeting content and attendees
October 2, 2018	FRA, DHR, ACHP, DRPT	Summary of three October 2018 consulting party meetings, Resources in Shockoe Bottom, Next steps in 106 process
October 2, 2018	DRPT, City of Alexandria	List of historic properties, project effect
October 4, 2018	City of Fredericksburg, Prince William County, Ashland Museum, Alexandria Archaeology, DRPT, FRA	APE, list of historic properties, project effects, MOA mitigation
October 5, 2018	American Battlefield Trust (Civil War Trust), ABPP, Alexandria Archaeology, NPS- Mount Vernon Parkway, NPS- National Capital Region	APE, list of historic properties, project effects, MOA mitigation
October 12, 2018	NTHP, Shockoe Partnership, ACHP, Preservation Virginia, City of Richmond, Slave Trail Commission, Historic Richmond Foundation, Untold RVA, DHR, FRA, DRPT, private citizens	On-site visit at Main Street Station, APE, list of historic properties, project effects, MOA mitigation
October 15, 2018	Historic Richmond Foundation, DRPT	Resources in Shockoe Bottom, list of historic properties, project effect, MOA mitigation
October 23, 2018	ACHP, DHR, FRA, DRPT	Update on consulting party meetings, list of historic properties, project effect
October 24, 2018	Ashland Museum, Town of Ashland, DRPT	List of historic properties, project effect, MOA mitigation
November 1, 2018	Preservation Virginia, DRPT	Resources in Shockoe Bottom, list of historic properties, project effect, MOA mitigation
November 2, 2018	Elegba Folklore Society, DRPT	Summary of project, Resources in Shockoe Bottom, list of historic properties, project effect, MOA mitigation

Date	Attendees	Topics
November 28, 2018	NTHP, DRPT	Discussion on reply sent to NTHP on Historic Properties
December 3, 2018	NTHP, Preservation Virginia, Historic Richmond Foundation, Elegba Folklore Society, City of Richmond, DRPT, FRA, ACHP, DHR	Additional discussion on reply sent to NTHP, historic properties in Shockoe Bottom, and effect on historic properties

Correspondence Sent to Consulting Parties

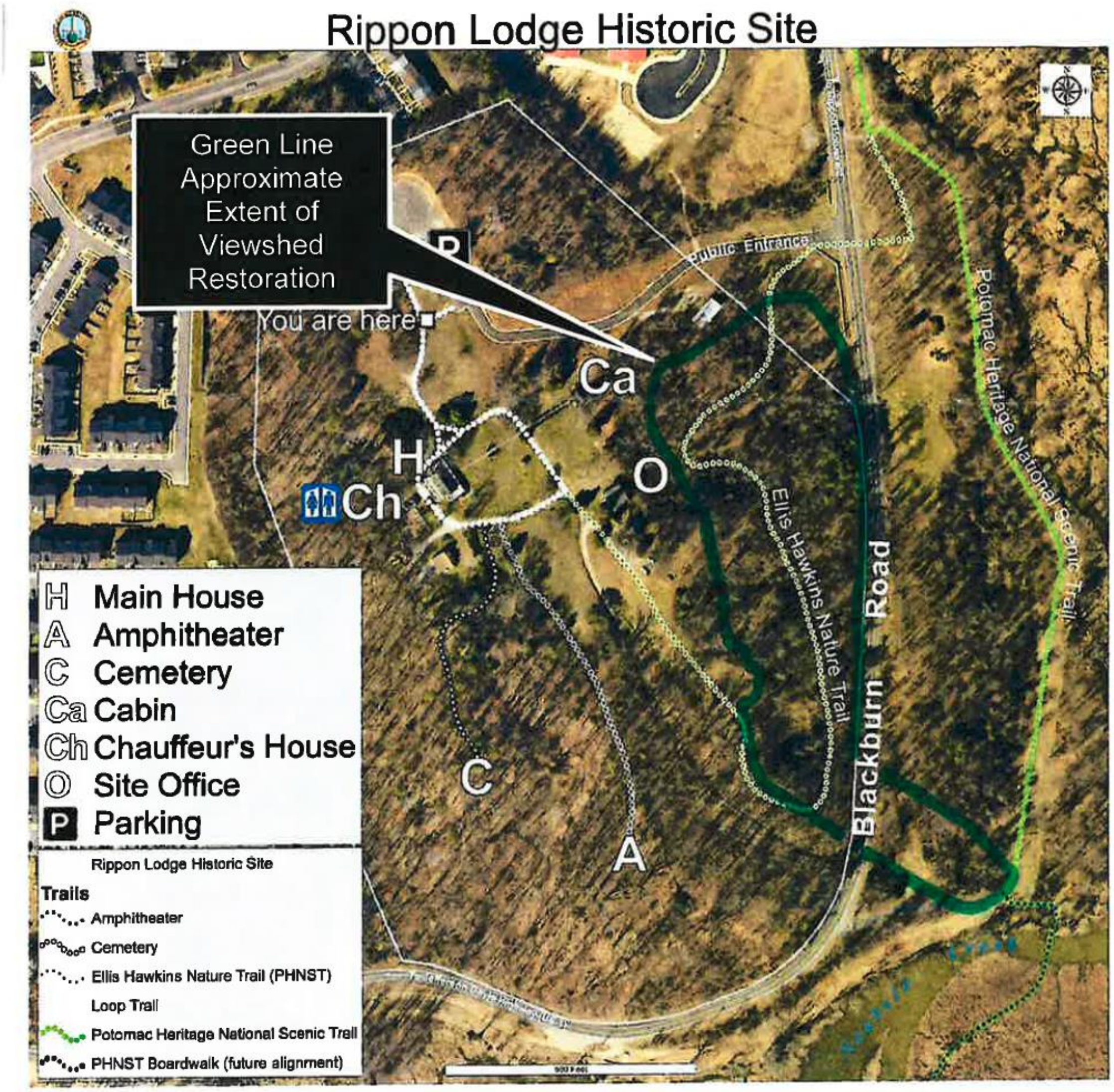
Date	Medium	Recipient	Topic
September 25-October 15, 2014	E-mail; Letter	DHR, FRA, DRPT	Initiation of Section 106 Process
January 5- February 2, 2015	E-mail, Letter	DHR, FRA, DRPT	Defining Project APE
June 8, 2015	E-mail	VDOT	VDOT/DHR PA on Historic Bridges
June 22, 2015	Letter	Civil War Trust, DRPT	Receipt of comments on Project screening review
July 30, 2015	E-mail	All Consulting Parties, DRPT	Distribution of Archaeological Predictive Model report for review
July 17, 2015; August 28, 2015	Letter, E-mail	DHR	Submittal of Archaeological Predictive Model Report; DHR Reply
August 3- September 4, 2015	E-mail	Arlington County, City of Alexandria, Prince William County, City of Fredericksburg, DRPT	Receipt of comments on Archaeological IA Predictive model
August 28, 2015	E-mail	All Consulting Parties, DRPT	Reminder to submit comments on Predictive Model Report
October 20, 2015; December 18, 2015	Letters	NPS (FSNMP)	*Archaeological Resources Protection Act* (ARPA) permit to dig on federal land (Original Segment 7)
December 9, 2015; February 5,2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 7); DHR Reply
December 15, 2015	Letter	DHR	Application to conduct archaeology on state lands (Original Segment 11)
March 18-31, 2016	E-mail; Memo	DHR	Discussion of alternative methodology for architecture in Original Segment 18
April 13- April 26, 2016	E-mail	David Hamilton (Consulting Party), DHR, DRPT, FRA	Mr. Hamilton is a private property owner along the Ashland Bypass. Numerous E-mails were exchanged with Mr. Hamilton regarding his concerns, his position as a consulting party, and distributing Project data
May 20, 2016; June 8, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 6); DHR reply
May 31, 2016; June 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 3); DHR reply
May 31, 2016; June 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 4); DHR reply
June 21, 2016; June 28, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 8-9); DHR reply
July 6, 2016; July 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 1); DHR reply

Date	Medium	Recipient	Topic
July 6, 2016; July 15, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 2); DHR reply
July 25, 2016; August 15, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 10-12); DHR reply
December 21, 2016; February 21, 2017	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 13); DHR reply
August 3, 2016; August 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 14); DHR reply
September 6, 2016; October 11, 2016	Letter, E-mail	DHR	Submittal of Archaeological Phase I Report (Original Segments 1-20); DHR reply
October 21, 2016; November 30, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 15, 16, 20); DHR reply
November 14, 2016; December 22, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segments 17, 19); DHR reply
October 21, 2016; November 3, 2016	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Original Segment 18); DHR reply
January 20, 2017; March 1, 2017	Letter, E-mail	DHR	Submittal of Architectural Phase I Report (Structures); DHR reply
January 6, 2017; February 3, 2017	Letter, E-mail	DHR	Submittal of Phase IA Ashland Bypass Report; DHR reply
January 20, 2017; February 3, 2017	Letter, E-mail	DHR	Submittal of Phase IA Fredericksburg Bypass Report; DHR reply
February 24, 2017; March 24, 2017	E-mail	All Consulting Parties	Distribution of Architectural Reports for review; Consulting Party comments
March 28, 2017	E-mail	All Consulting Parties	Update on technical study distribution
April 14, 2017; May 14, 2017	Letter; E-mail	All Consulting Parties	Distribution of All Phase IA and IB reports for review; Consulting Party comments
May 17, 2017	E-mail	All Consulting Parties	Reminder of comment deadline for reports
June 1, 2017	E-mail	All Consulting Parties	Extension of deadline for comments on reports
September 19, 2017	E-mail	All Consulting Parties	Summary of upcoming Draft EIS meetings and offer for on-on-one meetings
October 7, 2017	E-mail	All Consulting Parties	Reminder of Draft EIS meetings
November 2, 2017	E-mail	All Consulting Parties	Distribution of historic map overlays showing Shockoe Bottom
November 21, 2017	Letter; E-mail	Professor J.V. Moeser, Secretary of Transportation	Resources in Shockoe Bottom
February 7, 2018	E-mail	All Consulting Parties	Update on LOD and technical studies progress
February 13, 2018	Letter; Email	Tribes who received federal status in 2018	Invitation to participate in project; Updates on project to date and future steps (Tribes were included on all subsequent All Consulting Party communication)
May 8, 2018	E-mail	All Consulting Parties	Update on distribution of LOD and Phase II technical reports
May 14, 2018; June 12, 2018	E-mail	DHR	Submittal of Archaeological LOD Expansion Areas Report; DHR reply
May 17, 2018; July 20, 2018	E-mail	All Consulting Parties	Distribution of Archaeological LOD Expansion Areas Report for review; Consulting Party comments
May 4, 2018; June 11, 2018	E-mail	DHR	Submittal of Architectural LOD Expansion Areas Report for review; DHR reply
May 17, 2018; July 20, 2018	E-mail	All Consulting Parties	Distribution of Architectural LOD Expansion Areas Report for review; Consulting Party comments

Date	Medium	Recipient	Topic
March 22, 2018; April 25, 2018	E-mail	DHR	Submittal of Architectural Phase II Report A; DHR reply
April 19, 2018; May 1, 2018	E-mail	DHR	Submittal of Architectural Phase II Report B; DHR reply
May 10, 2018; June 12, 2018	E-mail	DHR	Submittal of Architectural Phase II Report C; DHR reply
May 17, 2018; July 20, 2018	E-mail	All Consulting Parties	Distribution of Architectural Phase II Reports (A-C) for review; Consulting Party comments
June 13, 2018	E-mail	All Consulting Parties	Reminder of upcoming series of Project meetings
June 20, 2018; June 28, 2018	Letter, E-mail	DHR	Submittal of Project effects letter; DHR reply
June 20, 2018	E-mail	All Consulting Parties	Update on Project effects and reminder of upcoming series of Project meetings
July 9, 2018; July 18, 2018	Letter; E-mail	DHR	Submittal of Addendum Project effects letter; DHR reply
July 9, 2018	E-mail	All Consulting Parties	Update on Addendum Project Effects
July 20, 2018	E-mail	All Consulting Parties	Reminder of deadline for report and effects comments
August 14, 2018	E-mail	FRA, DHR, DRPT	Framework of MOA for review
August 23, 2018	E-mail	All Consulting Parties	Update on project including receipt of comments on reports, APE, and list of historic properties
September 21, 2018	E-mail	All Consulting Parties	Invitation to three October Consulting Party Meetings
September 21, 2018	E-mail	Shockoe Bottom Neighborhood Assn; Historic Shockoe Partnership; Slave Trail Commission; Elegba Folklore Society; Black History Museum Virginia Untold VA; Virginia African American Cultural Resources Task Force; Southern Environmental Law Center; Sacred Ground Project; Community Unity in Action, Richmond Branch NAACP; Wesley Memorial United Methodist Church; VCU Department African American Studies; Richmond Crusade for Voters; First Unitarian Universalist Church; Sacred Ground Historical Reclamation Project; VCU, Building on Sacred Ground	Invitation to Shockoe Bottom/Richmond Consulting Party Meeting
October 11, 2018	E-mail	All Consulting Parties	Reminder of three October Consulting Party Meetings

Date	Medium	Recipient	Topic
October 11, 2018		Shockoe Bottom Neighborhood Assn; Historic Shockoe Partnership; Slave Trail Commission; Elegba Folklore Society; Black History Museum Virginia Untold VA; Virginia African American Cultural Resources Task Force; Southern Environmental Law Center; Sacred Ground Project; Community Unity in Action, Richmond Branch NAACP; Wesley Memorial United Methodist Church; VCU Department African American Studies; Richmond Crusade for Voters; First Unitarian Universalist Church; Sacred Ground Historical Reclamation Project; VCU, Building on Sacred Ground	Reminder of Shockoe Bottom/Richmond Consulting Party Meeting
November 13, 2018	Letter; E-mail	DRPT, Preservation Virginia, Historic Richmond Foundation, DHR, ACHP	Reply to NTHP, Preservation Virginia, and Historic Richmond Foundation on July 20, 2018 letters
November 27, 2018	E-mail	All Consulting Parties	Distribution of updated list of historic properties and revised effects; Solicitation of additional MOA mitigation ideas
November 19, 2018; January 4, 2019	Letter; E-mail	DHR	Submittal of Second Addendum Project effects letter; DHR reply
December 21, 2018	E-mail	FRA, DHR, ACHP,	Revised MOA for review
November 30, 2018; January 4, 2019	Letter; E-mail	DHR	Section 4(f) concurrence letter; DHR reply
January 4, 2019	E-mail	All Consulting Parties	Distribution of Draft MOA for review to Consulting Parties
February 11, 2019	E-mail	FRA, DHR, ACHP	Second revised MOA for review based on Consulting Party feedback
TBD; TBD	E-mail	FRA, DHR, ACHP	Final MOA for ratification; Signatures received and MOA finalized

APPENDIX D: Map Showing Area of Vegetative Clearing/Underbrush Removal at Rippon Lodge


Rippon Lodge Historic Site
Green Line Approximate Extent of Viewshed Restoration
P
Public Entrance
You are here
Ca
H
Ch
O
C
A
Ellis Hawkins Nature Trail
Blackburn Road
Potomac Heritage National Scenic Trail
H Main House
A Amphitheater
C Cemetery
Ca Cabin
Ch Chauffeur's House
O Site Office
P Parking
Rippon Lodge Historic Site
Trails
Amphitheater
Cemetery
Ellis Hawkins Nature Trail (PHNST)
Loop Trail
Potomac Heritage National Scenic Trail
PHNST Boardwalk (future alignment)

APPENDIX L

PREFERRED ALTERNATIVE MAPBOOK

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

Appendix L

PREFERRED ALTERNATIVE MAPBOOK

This appendix provides a detailed mapbook of the Preferred Alternative for the 123-mile Project corridor, including permanent and temporary limits of disturbance (LOD) from which the environmental impacts were evaluated, as described in Chapter 4 of the Final Environmental Impact Statement (EIS). The LOD is defined as the boundary within which all construction, materials storage, grading, landscaping, and related activities will occur. The permanent LOD include all areas where Project infrastructure will physically replace existing conditions and will not be restored after completion of construction. Temporary LOD are areas required for construction of the Preferred Alternative, such as for construction access or staging and storage of equipment, that will temporarily modify the existing conditions, but will be restored after completion of construction. In general for the Preferred Alternative, permanent LOD are 0 to 40 feet outside of the existing CSXT railroad right-of-way, with a maximum offset of 650 feet for station improvements. Temporary LOD are generally 10 to 15 feet outside of the permanent LOD, with a maximum offset of 50 feet.

This appendix presents the same elements as the mapbooks from Appendices C through H of the Draft EIS for the 23 Build Alternatives, but reflects the LOD of the Preferred Alternative, including any changes to the proposed design components between the Draft and Final EIS. The LOD changes are the result of design refinements that were made subsequent to publication of the Draft EIS in response to public and agency comments on the Draft EIS or from refined data (i.e., new data and/or changes to the data that were previously available).

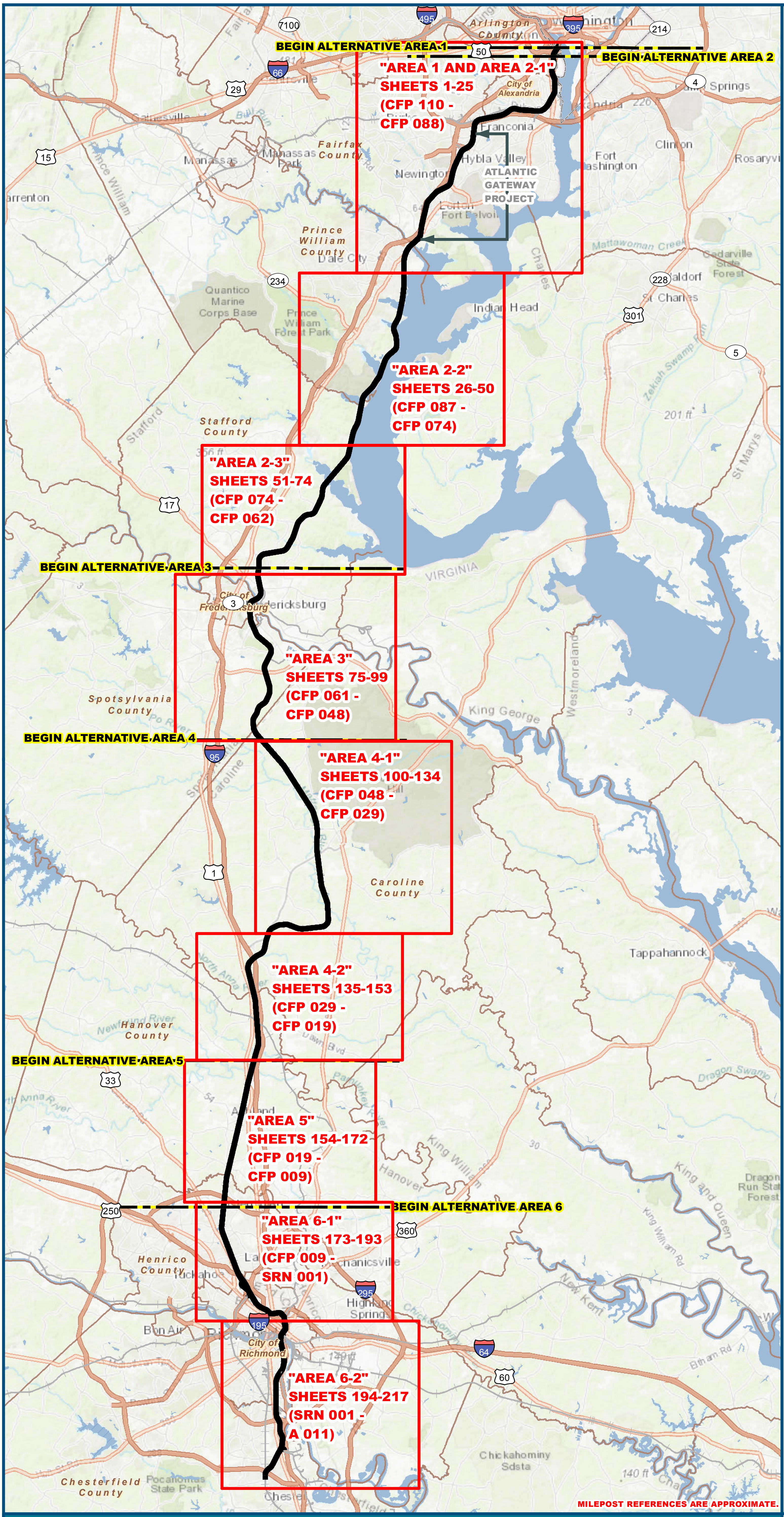
The Preferred Alternative is based on conceptual engineering, which is approximately a 10 percent level of design and is appropriate for decisions to be made during the National Environmental Policy Act (NEPA) process. The conceptual engineering will be further refined during future design phases of the Project (refer to Chapter 7 of the Final EIS for details).

The mapbook is created at a scale of 1 inch equal to 200 feet when printed at tabloid size (11 by 17). The basemap aerial imagery for the Project corridor is from the "Most Recent Imagery" service provided by the Virginia Geographic Information Network (VGIN) Virginia Base Mapping Program (VBMP), dating between 2015 and 2017.

The following components are included within this mapbook appendix:

- Permanent Limits of Disturbance (LOD)
- Temporary (Construction) Limits of Disturbance (LOD)
- Jurisdictional Boundaries
- Parcel Boundaries, from County/City Parcel Data

- CSXT Right-of-Way, from County/City Parcel Data
- CSXT Mileposts
- CSXT Control Points and Interlockings
- Existing Track
- Proposed Track
- Improve Existing Tracks to Increase Speeds
- Track Proposed by Others
- Track to be Removed
- Proposed Crossovers/Turnouts
- Crossover/Turnouts Proposed by Others
- Crossover/Turnouts to be Removed
- Proposed Retaining Walls
- Retaining Walls Proposed by Others
- Proposed Bridges
- Bridges Proposed by Others
- Proposed Roadway Improvements, including Edge of Pavement and Roadway Centerlines
- Symbols indicating Proposed Crossing Improvements at Existing At-Grade Crossings: Closure, Grade Separate, Four Quad Gates, Median Treatment, or Locking Gates
- Proposed Stormwater Management Facilities
- Proposed Drainage Culvert Crossings
- Station Locations
- Existing Station Platforms
- Proposed Station Platforms
- Station Platforms Proposed by Others
- Proposed Station Buildings/Structures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BEGIN ALTERNATIVE AREA 2
"AREA 1 AND AREA 2-1"
SHEETS 1-25
(CFP 110 -
CFP 088)
ATLANTIC
GATEWAY
PROJECT
"AREA 2-2"
SHEETS 26-50
(CFP 087 -
CFP 074)
"AREA 2-3"
SHEETS 51-74
(CFP 074 -
CFP 062)
BEGIN ALTERNATIVE AREA 3
"AREA 3"
SHEETS 75-99
(CFP 061 -
CFP 048)
BEGIN ALTERNATIVE AREA 4
"AREA 4-1"
SHEETS 100-134
(CFP 048 -
CFP 029)
"AREA 4-2"
SHEETS 135-153
(CFP 029 -
CFP 019)
BEGIN ALTERNATIVE AREA 5
"AREA 5"
SHEETS 154-172
(CFP 019 -
CFP 009)
BEGIN ALTERNATIVE AREA 6
"AREA 6-1"
SHEETS 173-193
(CFP 009 -
SRN 001)
"AREA 6-2"
SHEETS 194-217
(SRN 001 -
A 011)
Arlington County
City of Alexandria
Fairfax County
Prince William County
Stafford County
Spotsylvania County
Caroline County
Hanover County
Henrico County
Chesterfield County
City of Fredericksburg
City of Richmond
King George
Westmoreland
King William
King and Queen
Manassas
Manassas Park
Franconia
Hybla Valley
Newington
Fort Belvoir
Fort Washington
Clinton
Dale City
Quantico Marine Corps Base
Prince William Forest Park
Indian Head
St Charles
Waldorf
Cedarville State Forest
VIRGINIA
Tappahannock
Dragon Run State Forest
Chickahominy Sdsta
Pocahontas State Park
Mechanicsville
Highland Springs
Bon Air
Tuckahoe
Ashland
Warrenton
Centreville
Springs
Rosaryville
495
395
66
95
195
295
64
7100
214
50
4
29
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234
228
301
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360
60
MILEPOST REFERENCES ARE APPROXIMATE.

0 3.5 7
Miles
1 inch = 7 miles
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: Esri World
Topographic Map, 2018

Legend

- Preferred Alternative Project Corridor
- Alternative Area Match Lines
- City/County Boundaries
- 🟥 Mapbook Set Reference

Preferred Alternative Mapbook Overview

March 2019

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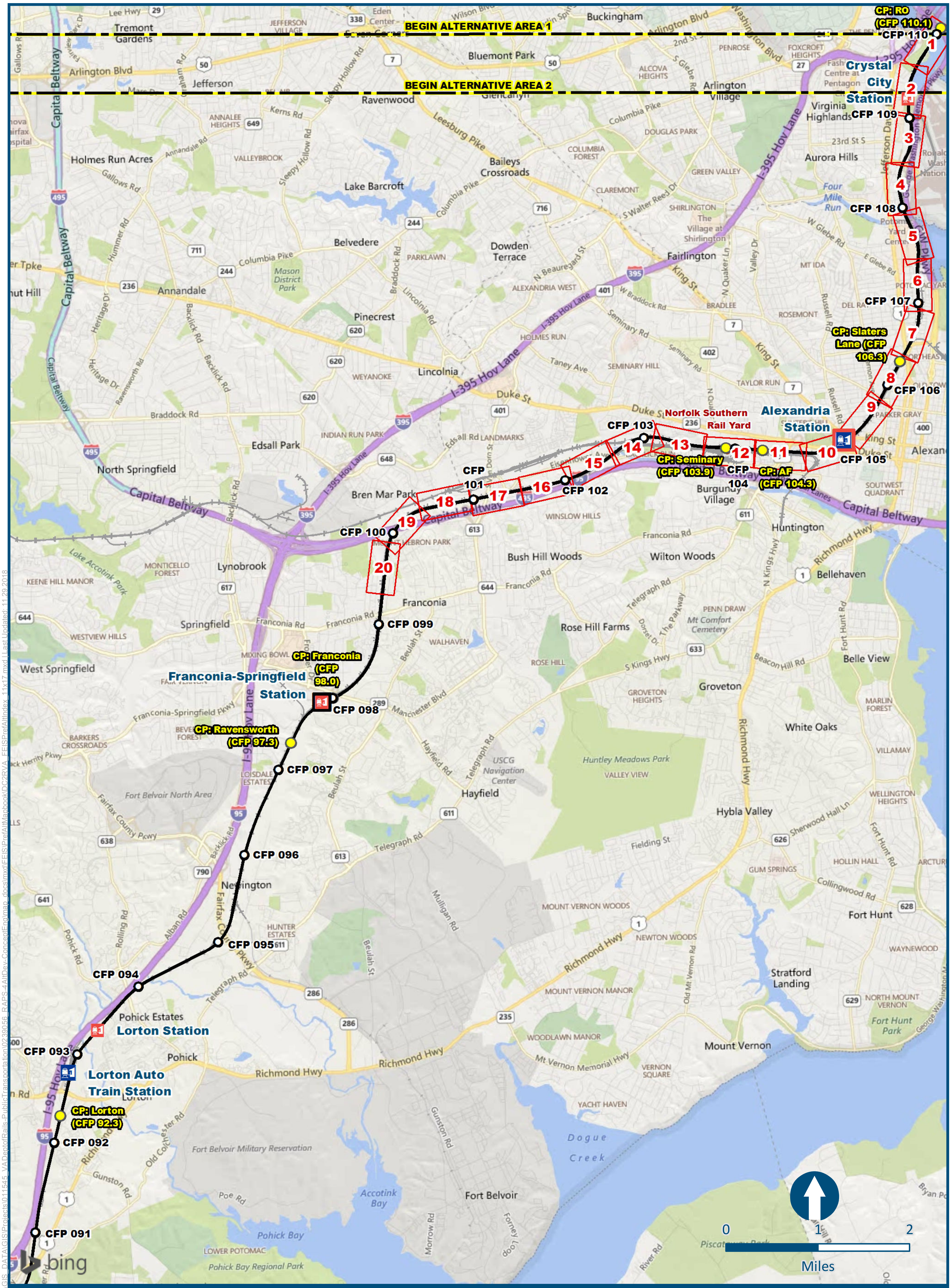
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Preferred Alternative Mapbook
Index Sheet 1 of 9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BEGIN ALTERNATIVE AREA 2
CP: RO (CFP 110.1)
CFP 110
Crystal City Station
CFP 109
CFP 108
CFP 107
CP: Slaters Lane (CFP 106.3)
CFP 106
Alexandria Station
CFP 105
CP: AF (CFP 104.3)
CFP 104
CP: Seminary (CFP 103.9)
Norfolk Southern Rail Yard
CFP 103
CFP 102
CFP 101
CFP 100
CFP 099
CP: Franconia (CFP 98.0)
Franconia-Springfield Station
CFP 098
CP: Ravensworth (CFP 97.3)
CFP 097
CFP 096
CFP 095
CFP 094
Lorton Station
CFP 093
Lorton Auto Train Station
CP: Lorton (CFP 92.3)
CFP 092
CFP 091
1
2
3
4
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6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
Capital Beltway
I-395 Hov Lane
I-95 Hov Lane
Richmond Hwy
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1
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Miles
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DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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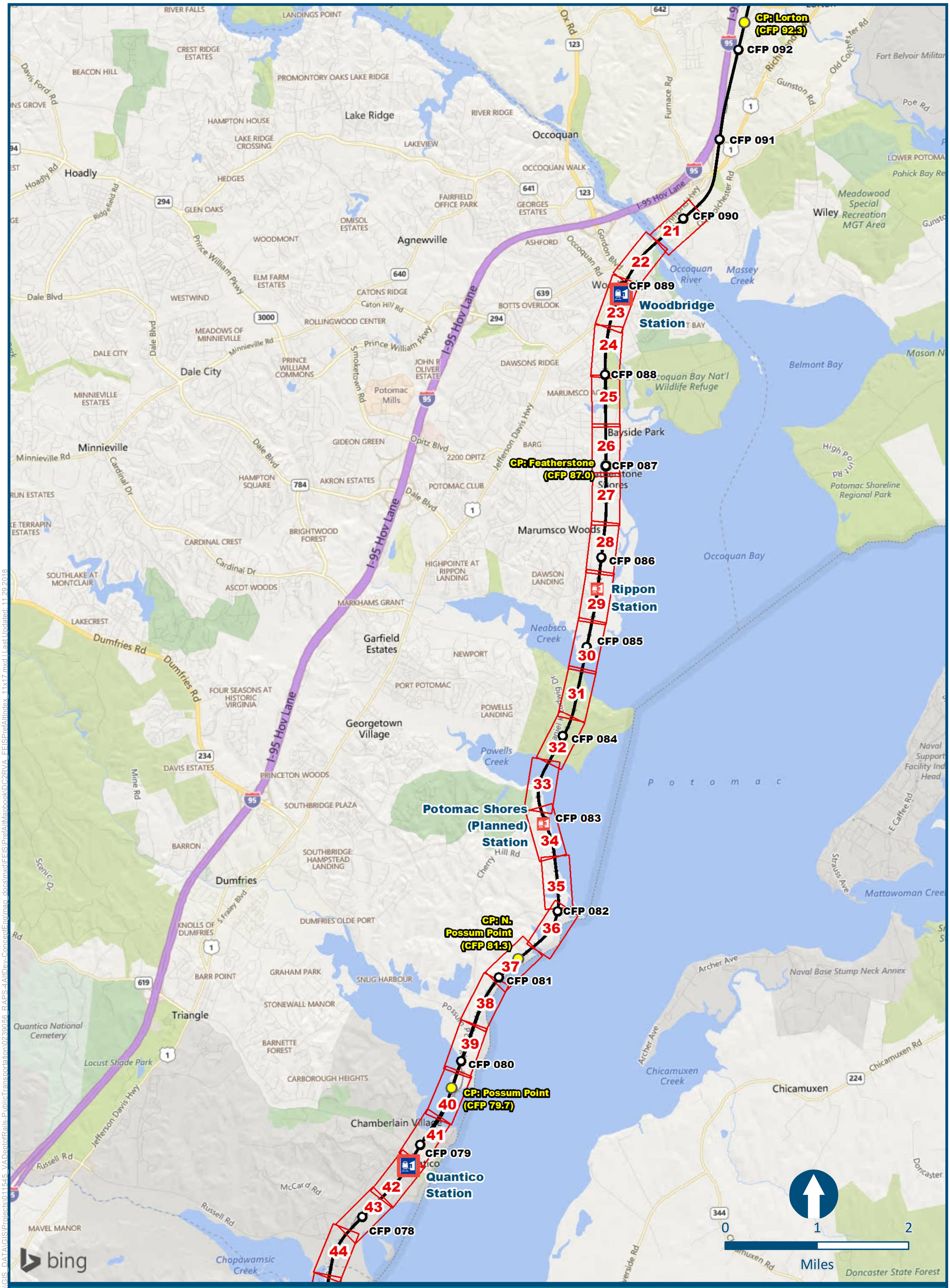
CP: Lorton (CFP 92.3)
CFP 092
CFP 091
CFP 090
21
22
CFP 089
Woodbridge Station
23
24
CFP 088
25
Bayside Park
26
CP: Featherstone (CFP 87.0)
CFP 087
27
Marumsco Woods
28
CFP 086
Rippon Station
29
CFP 085
30
31
CFP 084
32
33
Potomac Shores (Planned) Station
CFP 083
34
35
CFP 082
CP: N. Possum Point (CFP 81.3)
36
37
CFP 081
38
39
CFP 080
CP: Possum Point (CFP 79.7)
40
41
CFP 079
Quantico Station
42
43
CFP 078
44
Occoquan
Lake Ridge
Hoadly
Dale City
Minnieville
Agnewville
Garfield Estates
Georgetown Village
Dumfries
Triangle
Chamberlain Village
Chicamuxen
Occoquan Bay
Belmont Bay
Potomac
Mattawoman Creek
Neabsco Creek
Powells Creek
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Chopawamsic Creek
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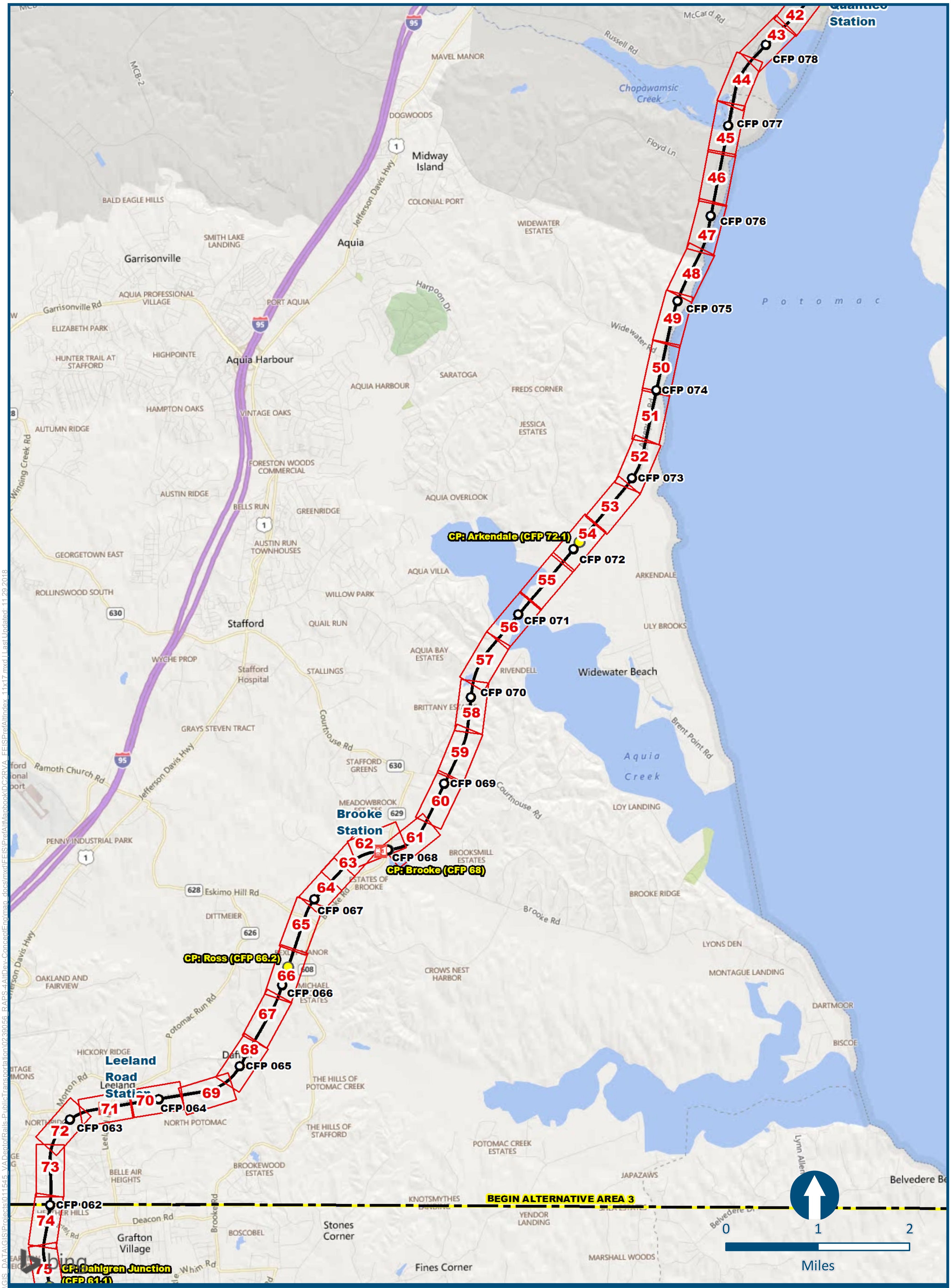
Quantico Station
42
43
CFP 078
44
CFP 077
45
46
CFP 076
47
48
CFP 075
49
50
CFP 074
51
52
CFP 073
53
54
CP: Arkendale (CFP 72.1)
CFP 072
55
CFP 071
56
57
CFP 070
58
59
CFP 069
60
Brooke Station
61
62
CFP 068
CP: Brooke (CFP 68)
63
64
CFP 067
65
CP: Ross (CFP 66.2)
66
CFP 066
67
68
CFP 065
69
CFP 064
70
Leeland Road Station
71
CFP 063
72
73
CFP 062
74
75
CP: Dahlgren Junction (CFP 61.1)
BEGIN ALTERNATIVE AREA 3
Potomac
Aquia Creek
Chopawamsic Creek
Widewater Beach
Midway Island
Aquia
Garrisonville
Aquia Harbour
Stafford
Stafford Hospital
Leeland
Grafton Village
Stones Corner
Fines Corner
Belvedere Beach
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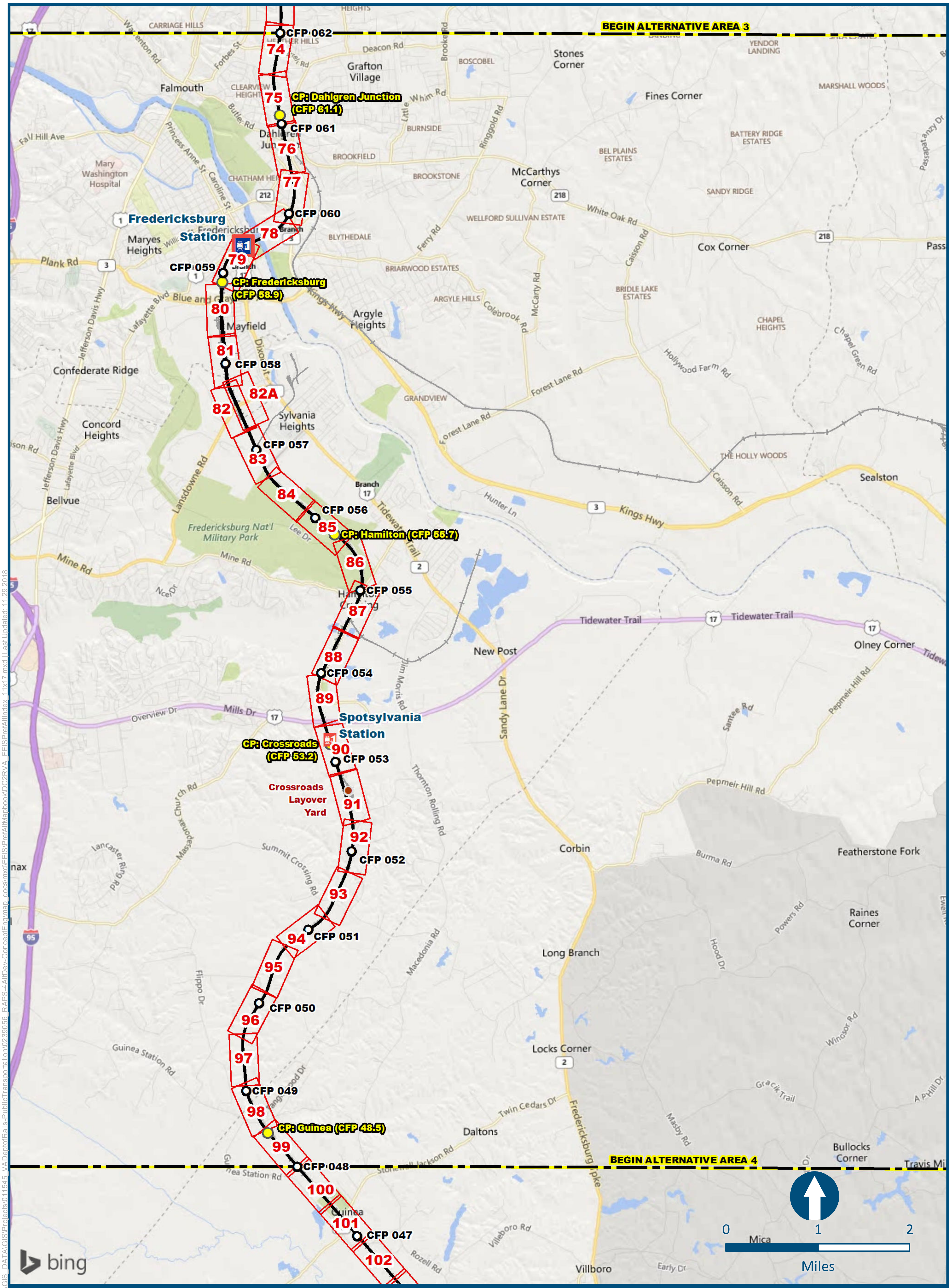
BEGIN ALTERNATIVE AREA 3
CFP 062
74
75
CP: Dahlgren Junction (CFP 61.1)
CFP 061
76
77
CFP 060
Fredericksburg Station
78
79
CFP 059
CP: Fredericksburg (CFP 58.9)
80
81
CFP 058
82A
82
CFP 057
83
84
CFP 056
85
CP: Hamilton (CFP 55.7)
86
CFP 055
87
88
CFP 054
89
Spotsylvania Station
CP: Crossroads (CFP 53.2)
90
CFP 053
Crossroads Layover Yard
91
92
CFP 052
93
94
CFP 051
95
CFP 050
96
97
CFP 049
98
CP: Guinea (CFP 48.5)
99
CFP 048
BEGIN ALTERNATIVE AREA 4
100
101
CFP 047
102
Falmouth
Grafton Village
Stones Corner
Fines Corner
McCarthys Corner
Cox Corner
Mary Washington Hospital
Maryes Heights
Mayfield
Argyle Heights
Confederate Ridge
Concord Heights
Sylvania Heights
Bellvue
Fredericksburg Nat'l Military Park
Sealston
New Post
Olney Corner
Corbin
Featherstone Fork
Raines Corner
Long Branch
Locks Corner
Daltons
Guinea
Bullocks Corner
Villboro
Mica
Tidewater Trail
Kings Hwy
Plank Rd
Blue and Gray Pkwy
Mills Dr
Overview Dr
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DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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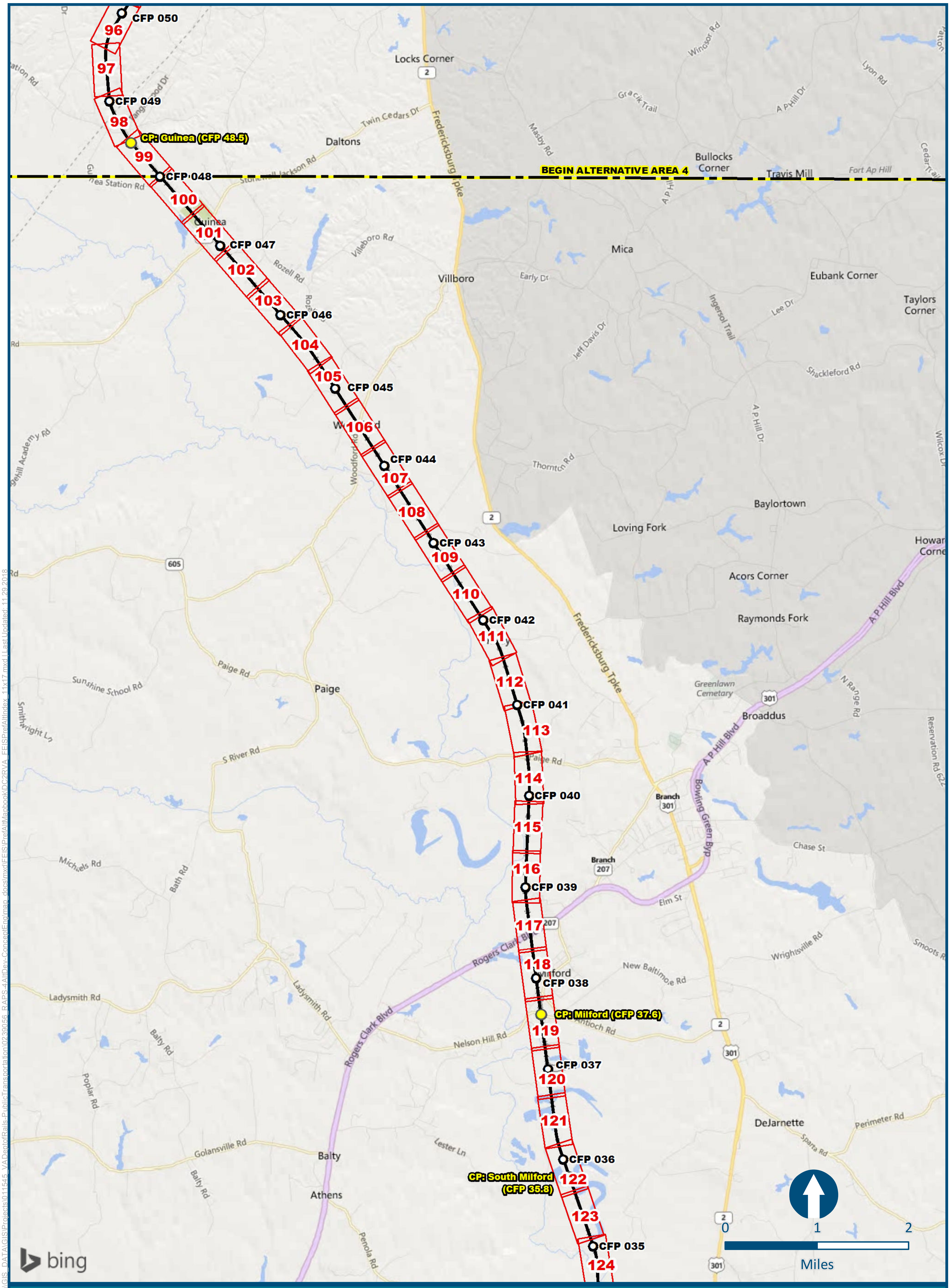
CFP 050
96
97
CFP 049
98
CP: Guinea (CFP 48.5)
99
CFP 048
BEGIN ALTERNATIVE AREA 4
100
Guinea
101
CFP 047
102
103
CFP 046
104
105
CFP 045
106
CFP 044
107
108
CFP 043
109
110
CFP 042
111
112
CFP 041
113
114
CFP 040
115
116
CFP 039
117
118
Milford
CFP 038
CP: Milford (CFP 37.6)
119
CFP 037
120
121
CFP 036
CP: South Milford (CFP 35.8)
122
123
CFP 035
124
Locks Corner
Daltons
Bullocks Corner
Travis Mill
Mica
Villboro
Eubank Corner
Taylors Corner
Baylortown
Loving Fork
Acors Corner
Raymonds Fork
Greenlawn Cemetary
Broaddus
Branch
Paige
DeJarnette
Balty
Athens
Fredericksburg Tpke
A P Hill Blvd
Rogers Clark Blvd
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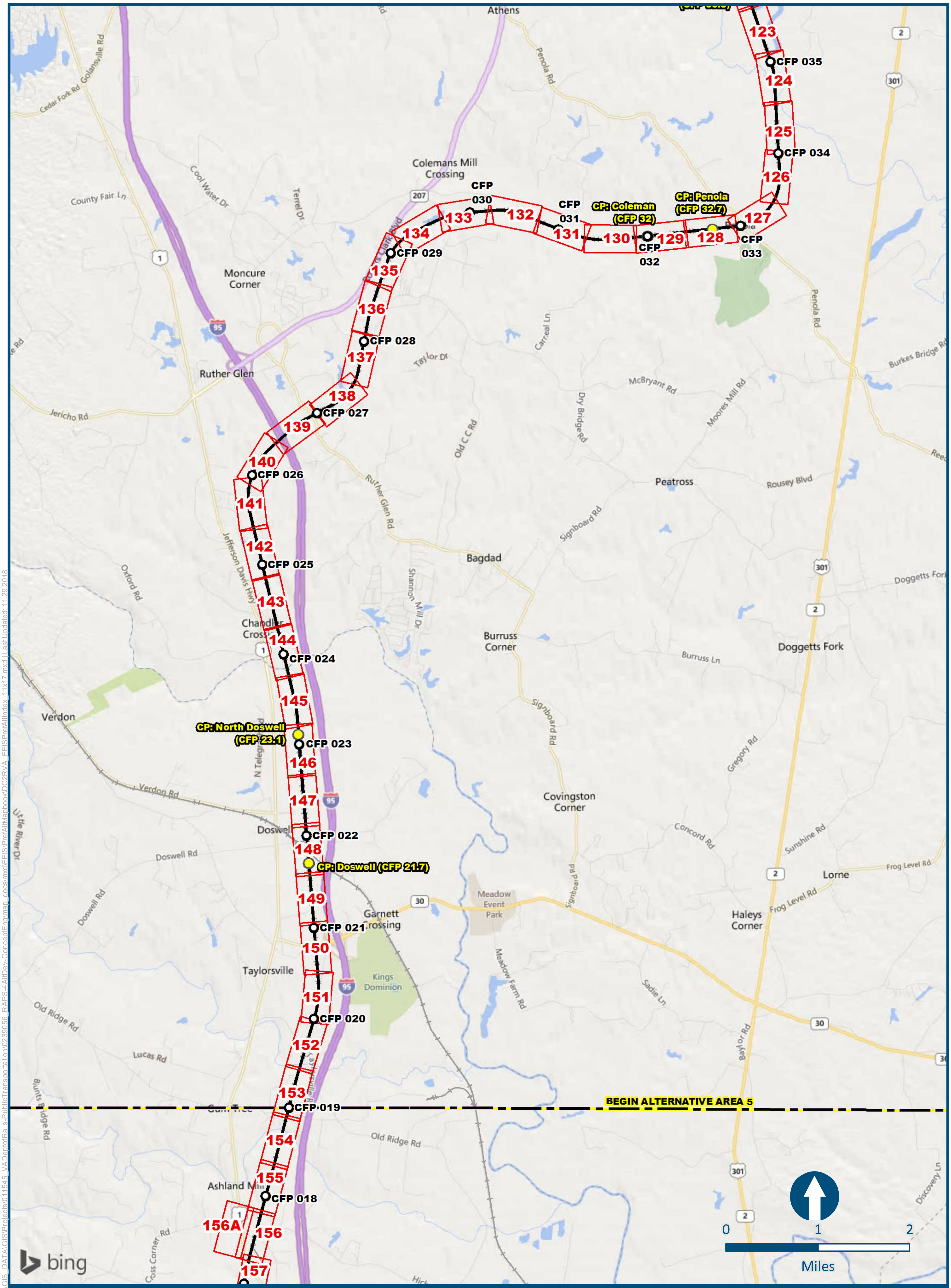
Athens
123
CFP 035
124
125
CFP 034
126
127
CFP 033
128
CP: Penola (CFP 32.7)
129
CFP 032
CP: Coleman (CFP 32)
130
131
CFP 031
132
CFP 030
133
134
CFP 029
135
136
CFP 028
137
138
CFP 027
139
140
CFP 026
141
142
CFP 025
143
144
CFP 024
145
CP: North Doswell (CFP 23.1)
CFP 023
146
147
CFP 022
148
CP: Doswell (CFP 21.7)
149
CFP 021
150
151
CFP 020
152
153
CFP 019
BEGIN ALTERNATIVE AREA 5
154
155
CFP 018
156A
156
157
Colemans Mill Crossing
Moncure Corner
Ruther Glen
Peatross
Bagdad
Burruss Corner
Doggetts Fork
Covington Corner
Chandler Crossing
Verdon
Doswell
Garnett Crossing
Meadow Event Park
Kings Dominion
Taylorsville
Lorne
Haleys Corner
Ashland Mill
Penola Rd
Cedar Fork Rd
Golansville Rd
County Fair Ln
Cool Water Dr
Terrell Dr
Jericho Rd
Oxford Rd
Jefferson Davis Hwy
Ruther Glen Rd
Shannon Mill Dr
Taylor Dr
Carreal Ln
Old C C Rd
Dry Bridge Rd
McBryant Rd
Moores Mill Rd
Signboard Rd
Rousey Blvd
Burkes Bridge Rd
Doggetts Fork
Burruss Ln
Gregory Rd
Concord Rd
Sunshine Rd
Frog Level Rd
Verdon Rd
Little River Dr
Doswell Rd
N Telegraph
Meadow Farm Rd
Sadie Ln
Baylor Rd
Old Ridge Rd
Lucas Rd
Burnts Bridge Rd
Gum Tree
Cross Corner Rd
Discovery Ln
Bowling Green... Blvd
1
2
30
95
207
301
0
1
2
Miles
bing

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

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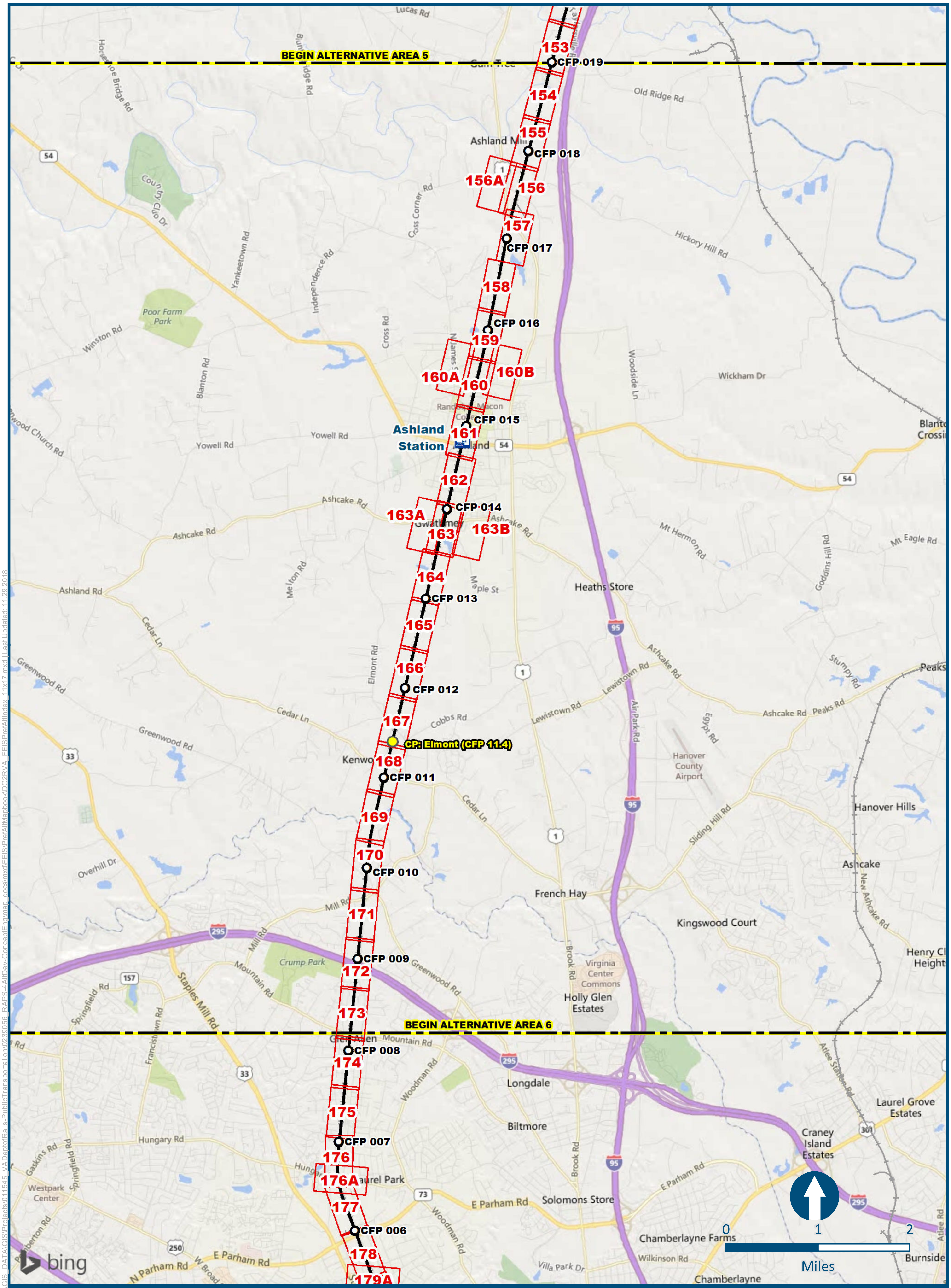
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Preferred Alternative Mapbook
Index Sheet 7 of 9


BEGIN ALTERNATIVE AREA 5
BEGIN ALTERNATIVE AREA 6
153
154
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156
156A
157
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160A
160B
161
162
163
163A
163B
164
165
166
167
168
169
170
171
172
173
174
175
176
176A
177
178
179A
CFP 019
CFP 018
CFP 017
CFP 016
CFP 015
CFP 014
CFP 013
CFP 012
CP: Elmont (CFP 11.4)
CFP 011
CFP 010
CFP 009
CFP 008
CFP 007
CFP 006
Ashland Station
Ashland
Ashland Mill
Gwathmey
Kenwood
Glen Allen
Heaths Store
Hanover County Airport
Hanover Hills
Ashcake
Kingswood Court
French Hay
Virginia Center Commons
Holly Glen Estates
Henry Clay Heights
Longdale
Biltmore
Laurel Grove Estates
Craney Island Estates
Laurel Park
Solomons Store
Chamberlayne Farms
Chamberlayne
Burnside
Westpark Center
Poor Farm Park
Crump Park
Lucas Rd
Horseshoe Bridge Rd
Blunt Ridge Rd
Gum Tree
Old Ridge Rd
Country Club Dr
Cross Corner Rd
Yankeetown Rd
Independence Rd
Hickory Hill Rd
Winston Rd
Cross Rd
Blanton Rd
Woodside Ln
Wickham Dr
Blanton Crossing
Yowell Rd
Randolph-Macon
Ashcake Rd
Mt Hermon Rd
Mt Eagle Rd
Goddins Hill Rd
Ashland Rd
Melton Rd
Maple St
Cedar Ln
Greenwood Rd
Elmont Rd
Cobbs Rd
Lewistown Rd
Air Park Rd
Egypt Rd
Stumpy Rd
Peaks Rd
Sliding Hill Rd
New Ashcake Rd
Overhill Dr
Mill Rd
Mountain Rd
Staples Mill Rd
Springfield Rd
Francistown Rd
Woodman Rd
Brook Rd
Atlee Station Rd
Hungary Rd
Gaskins Rd
Pemberton Rd
E Parham Rd
N Parham Rd
W Broad St
Villa Park Dr
Wilkinson Rd
Atlee Rd
54
1
33
95
295
157
250
73
301
0
1
2
Miles
bing

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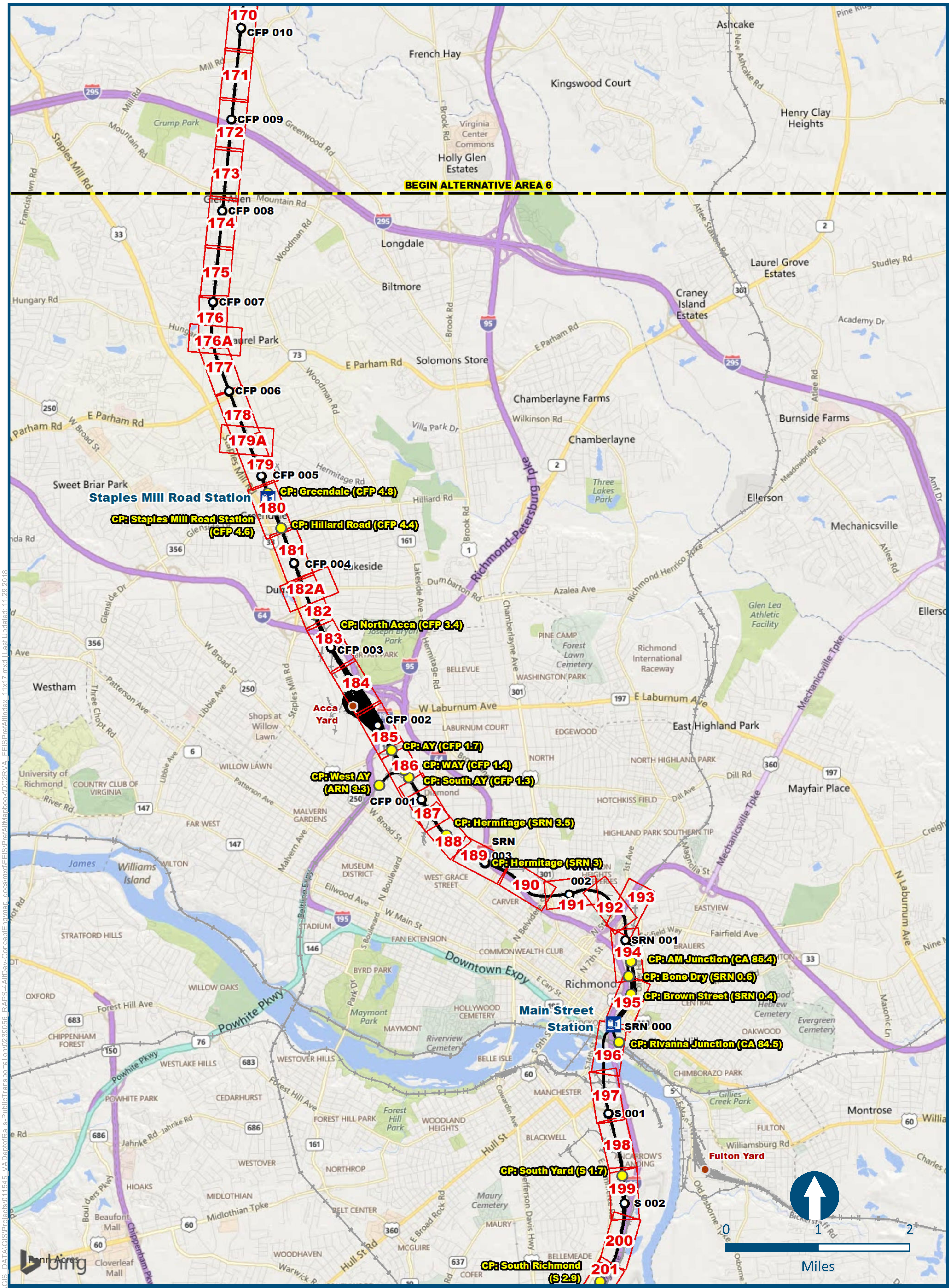
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Preferred Alternative Mapbook
Index Sheet 8 of 9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CFP 010
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CFP 009
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173
BEGIN ALTERNATIVE AREA 6
CFP 008
174
175
CFP 007
176
176A
177
CFP 006
178
179A
179
CFP 005
Staples Mill Road Station
CP: Greendale (CFP 4.8)
CP: Staples Mill Road Station (CFP 4.6)
180
CP: Hillard Road (CFP 4.4)
181
CFP 004
182A
182
CP: North Acca (CFP 3.4)
183
CFP 003
184
Acca Yard
CFP 002
185
CP: AY (CFP 1.7)
186
CP: WAY (CFP 1.4)
CP: West AY (ARN 3.3)
CP: South AY (CFP 1.3)
CFP 001
187
CP: Hermitage (SRN 3.5)
188
SRN 003
189
CP: Hermitage (SRN 3)
190
002
191
192
193
SRN 001
194
CP: AM Junction (CA 85.4)
CP: Bone Dry (SRN 0.6)
CP: Brown Street (SRN 0.4)
195
Main Street Station
SRN 000
CP: Rivanna Junction (CA 84.5)
196
197
S 001
198
CP: South Yard (S 1.7)
199
S 002
200
CP: South Richmond (S 2.9)
201
Fulton Yard
Richmond
Ashcake
French Hay
Kingswood Court
Henry Clay Heights
Virginia Center Commons
Holly Glen Estates
Crump Park
Longdale
Biltmore
Laurel Grove Estates
Craney Island Estates
Solomons Store
Chamberlayne Farms
Chamberlayne
Burnside Farms
Three Lakes Park
Ellerson
Mechanicsville
Sweet Briar Park
Lakeside
Glen Lea Athletic Facility
Richmond International Raceway
Westham
East Highland Park
Mayfair Place
University of Richmond
Country Club of Virginia
Williams Island
James
Downtown Expy
Powhite Pkwy
Montrose
Oxford
Chippenham Forest
Westover
Midlothian Tpke
0
1
2
Miles

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Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

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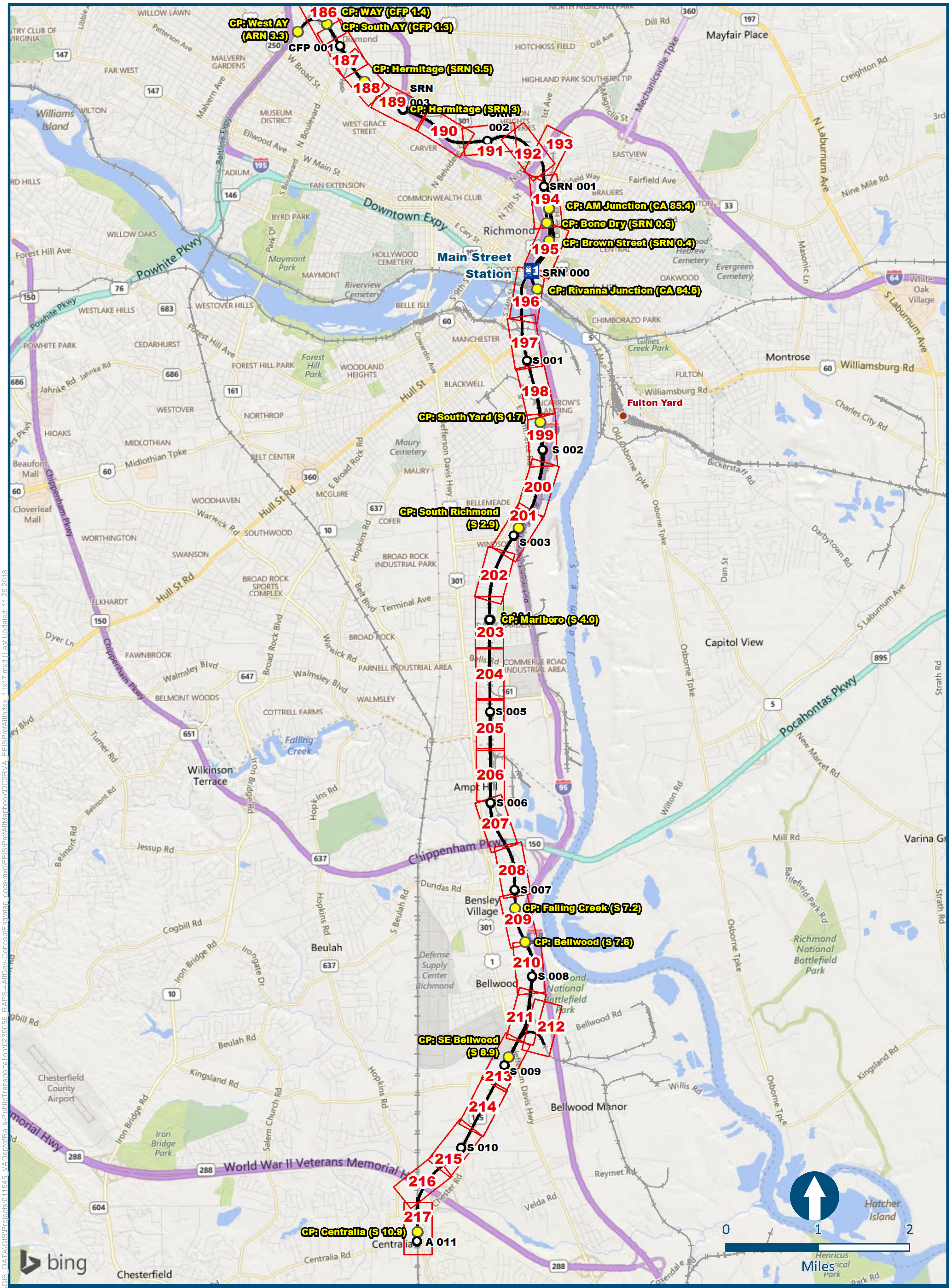
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Preferred Alternative Mapbook
Index Sheet 9 of 9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CP: WAY (CFP 1.4)
CP: West AY (ARN 3.3)
CP: South AY (CFP 1.3)
CFP 001
187
CP: Hermitage (SRN 3.5)
188
SRN 003
189
CP: Hermitage (SRN 3)
190
002
191
192
193
SRN 001
194
CP: AM Junction (CA 85.4)
CP: Bone Dry (SRN 0.6)
CP: Brown Street (SRN 0.4)
195
Main Street Station
SRN 000
CP: Rivanna Junction (CA 84.5)
196
197
S 001
198
CP: South Yard (S 1.7)
199
S 002
Fulton Yard
200
201
CP: South Richmond (S 2.9)
S 003
202
CP: Marlboro (S 4.0)
203
204
S 005
205
206
S 006
207
208
S 007
CP: Falling Creek (S 7.2)
209
CP: Bellwood (S 7.6)
210
S 008
211
212
CP: SE Bellwood (S 8.9)
S 009
213
214
S 010
215
216
217
CP: Centralia (S 10.9)
A 011
Richmond
Downtown Expy
Powhite Pkwy
Chippenham Pkwy
Pocahontas Pkwy
World War II Veterans Memorial Hwy
Bellwood
Bensley Village
Ampthill
Centralia
Chesterfield
Chesterfield County Airport
Mayfair Place
Montrose
Capitol View
Varina
Richmond National Battlefield Park
Hatcher Island
0
1
2
Miles
bing

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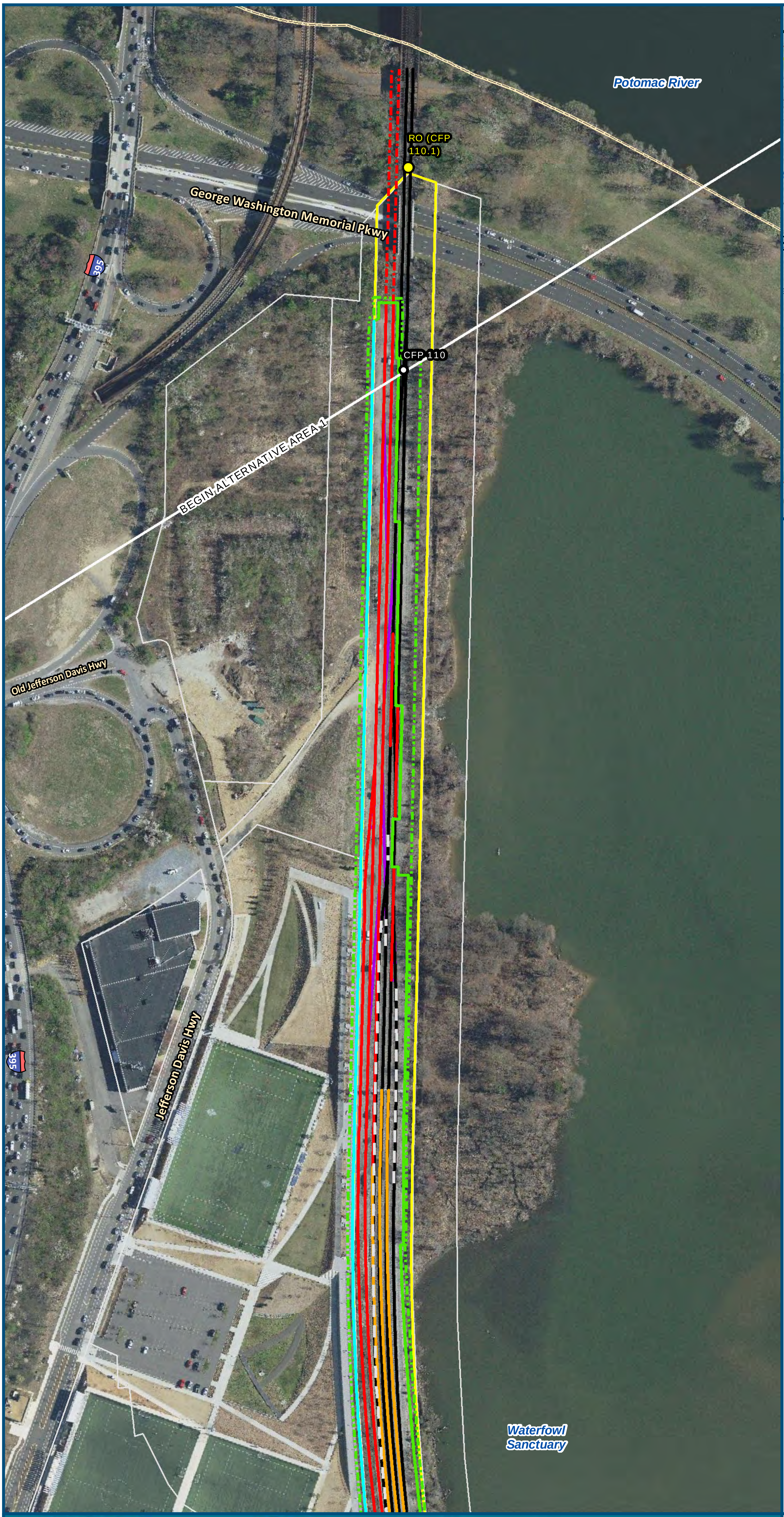
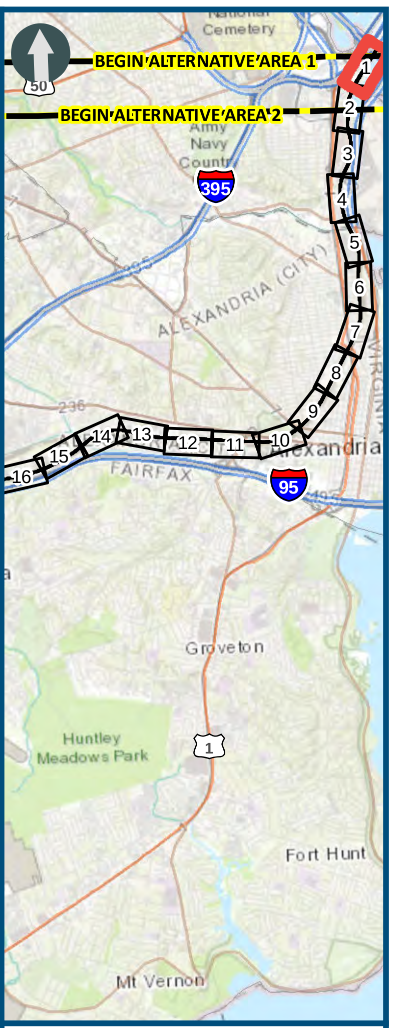

Potomac River
RO (CFP 110.1)
George Washington Memorial Pkwy
395
CFP 110
BEGIN ALTERNATIVE AREA 1
Old Jefferson Davis Hwy
Jefferson Davis Hwy
395
Waterfowl Sanctuary


BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
Army Navy Country
395
ALEXANDRIA (CITY)
Alexandria
FAIRFAX
95
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 1 of 217

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U.S. Department of Transportation Federal Railroad Administration
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DC to RICHMOND SOUTHEAST HIGH SPEED RAIL

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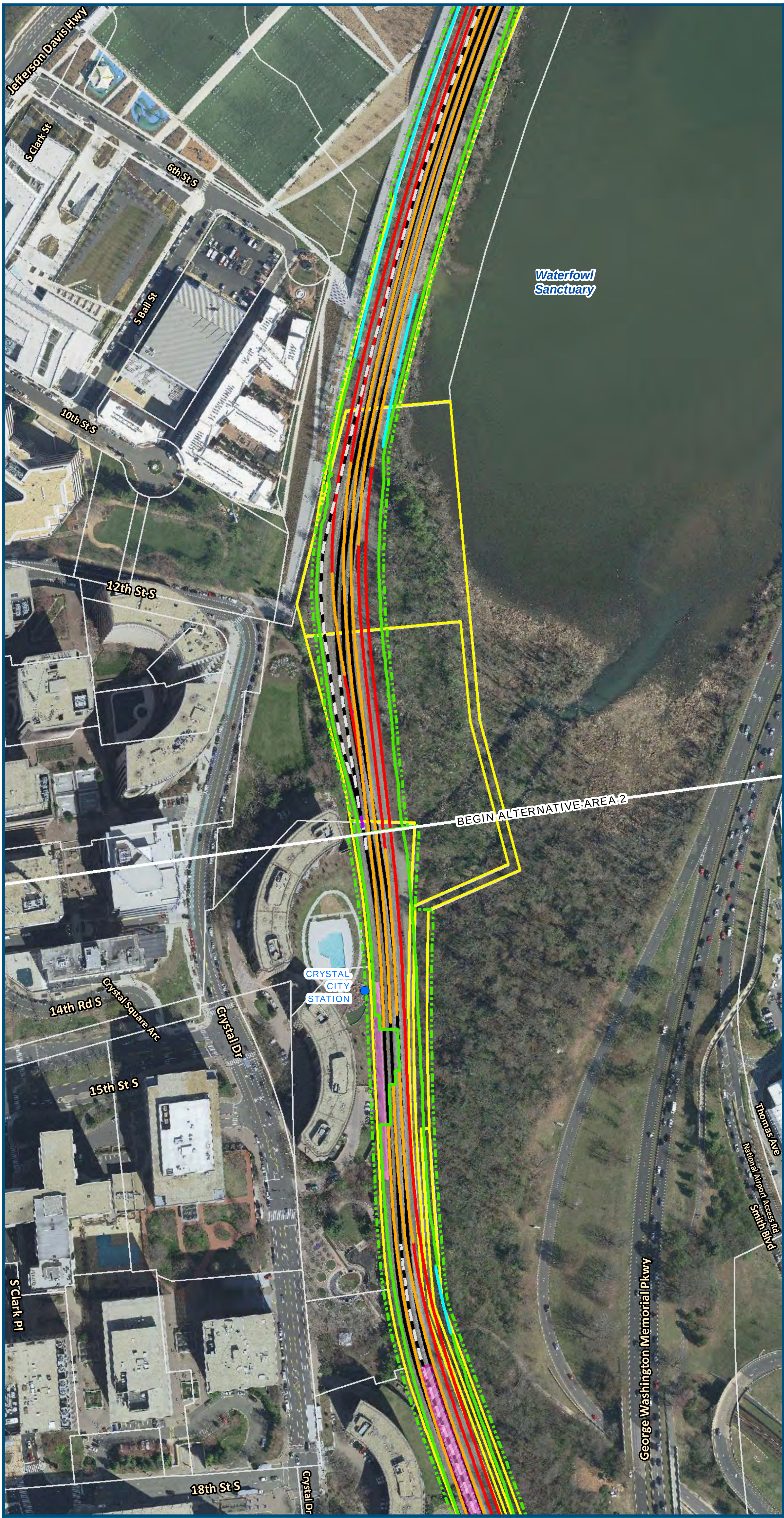
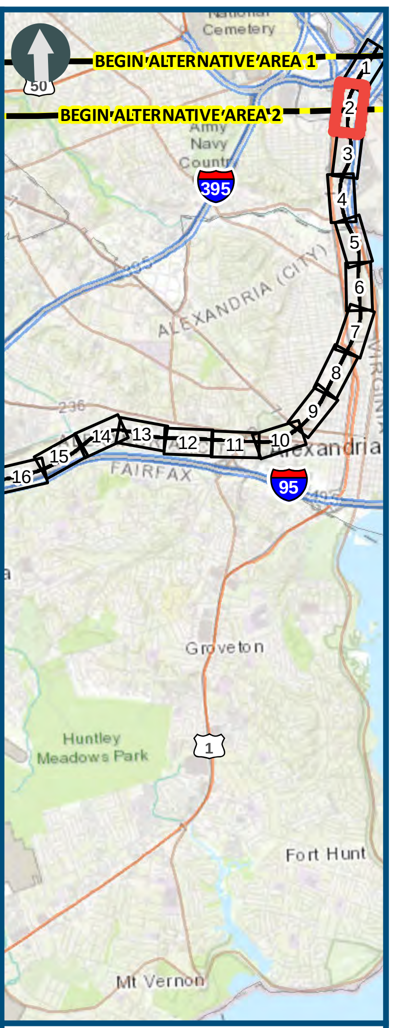

Jefferson Davis Hwy
S Clark St
6th St S
S Ball St
10th St S
12th St S
Waterfowl Sanctuary
BEGIN ALTERNATIVE AREA 2
CRYSTAL CITY STATION
14th Rd S
Crystal Square Arc
Crystal Dr
15th St S
S Clark Pl
18th St S
Crystal Dr
George Washington Memorial Pkwy
Thomas Ave
National Airport Access Rd
Smith Blvd


National Cemetery
BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
Army Navy Country
395
ALEXANDRIA (CITY)
236
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
FAIRFAX
Alexandria
95
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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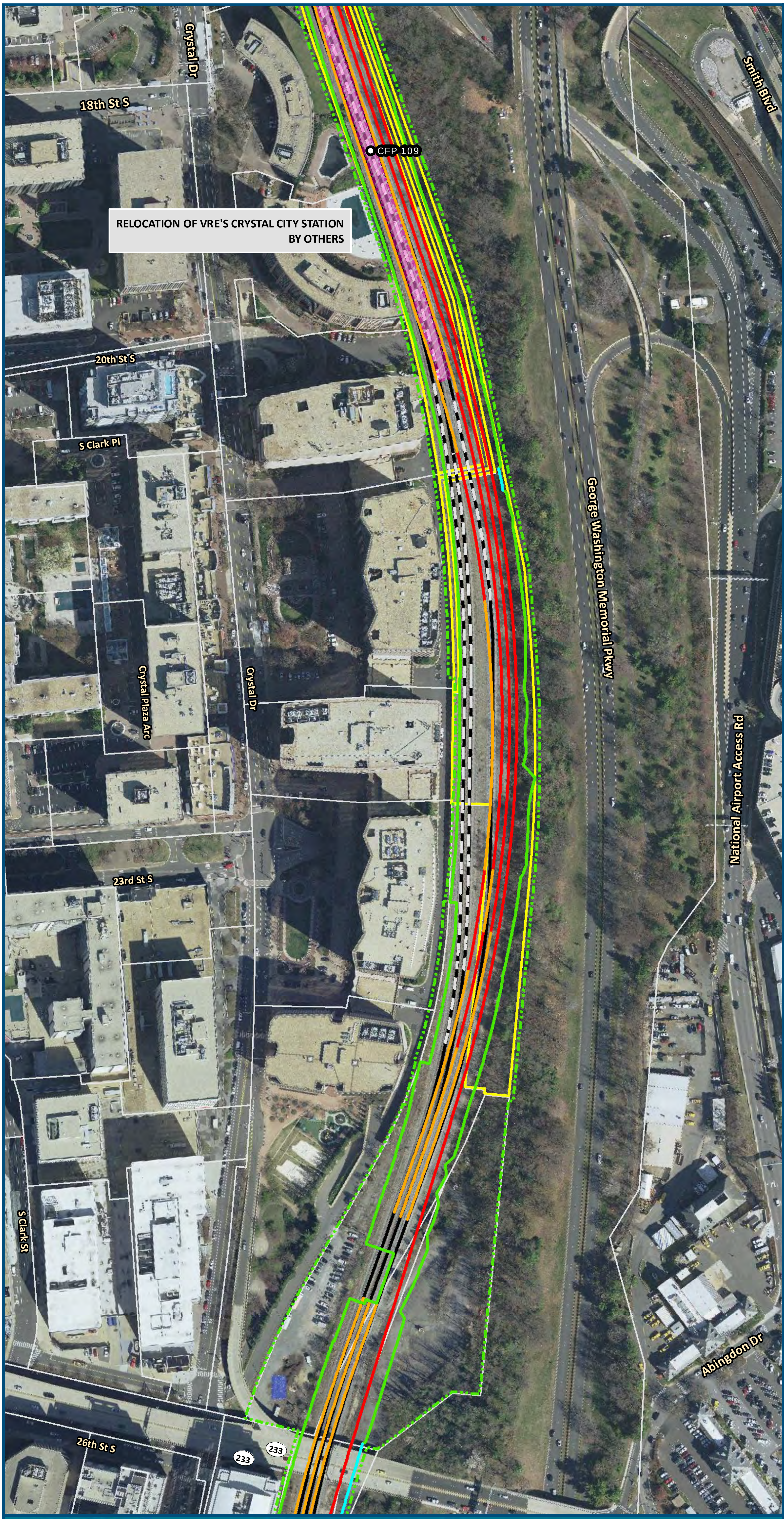
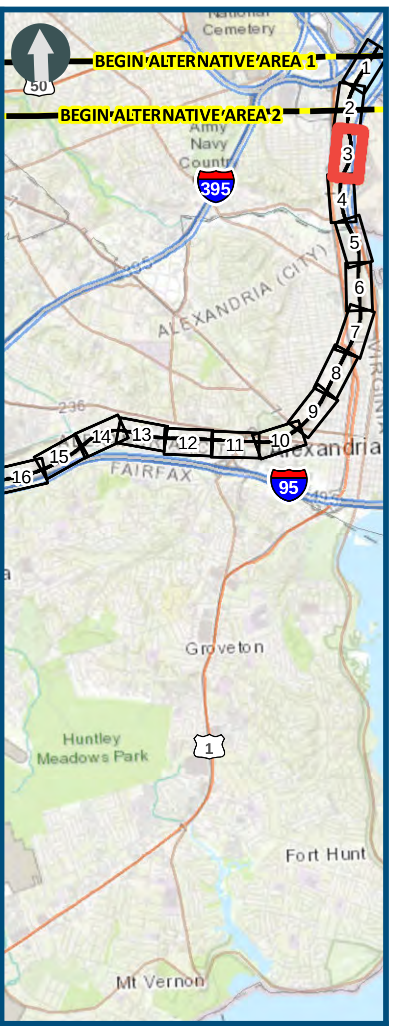

Crystal Dr
18th St S
CFP 109
RELOCATION OF VRE'S CRYSTAL CITY STATION BY OTHERS
20th St S
S Clark Pl
Crystal Plaza Arc
Crystal Dr
23rd St S
S Clark St
26th St S
233
233
Smith Blvd
George Washington Memorial Pkwy
National Airport Access Rd
Abingdon Dr


BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
395
95
1
Cemetery
Army Navy Country
ALEXANDRIA (CITY)
Alexandria
FAIRFAX
Groveton
Huntley Meadows Park
Fort Hunt
Mt Vernon
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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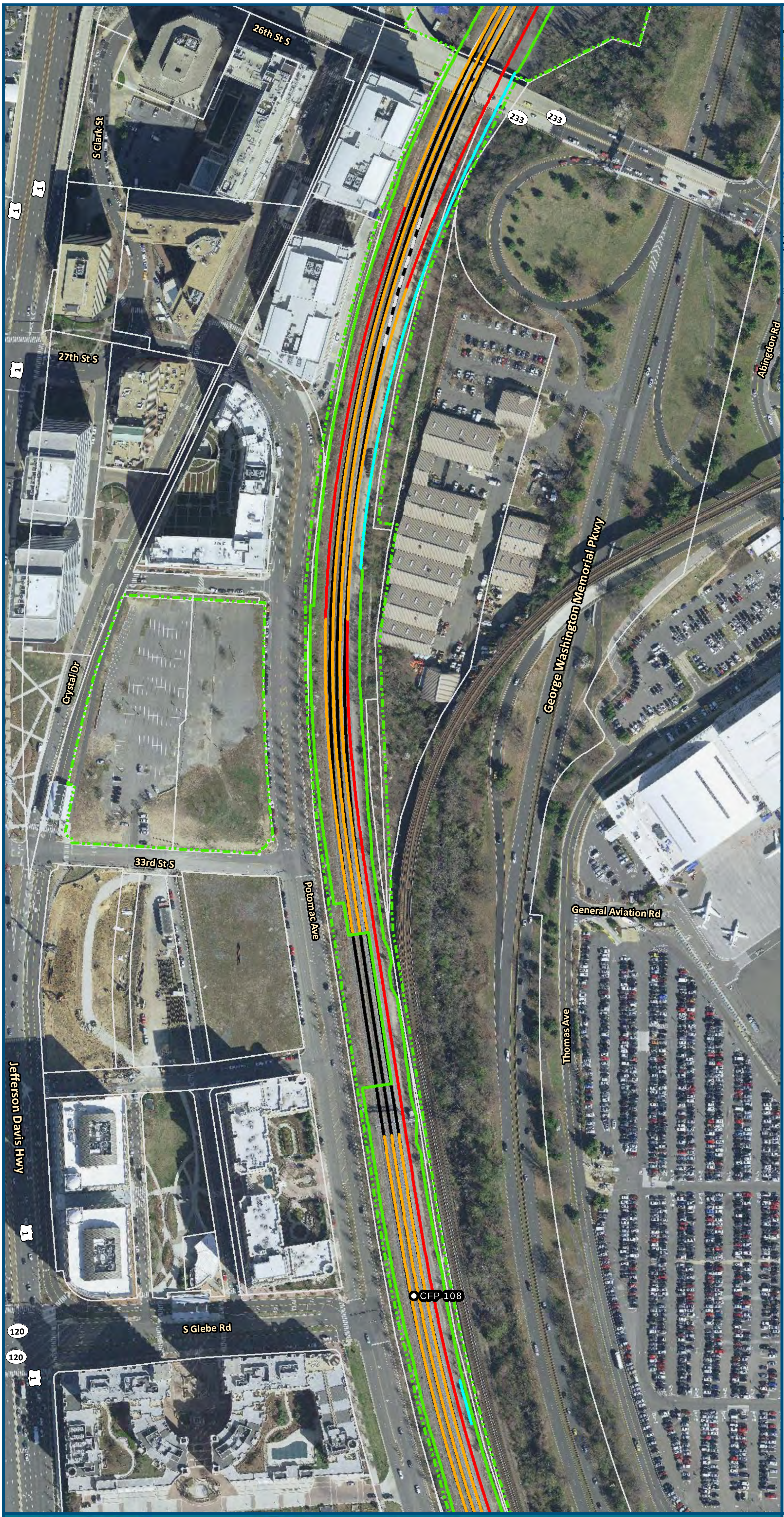
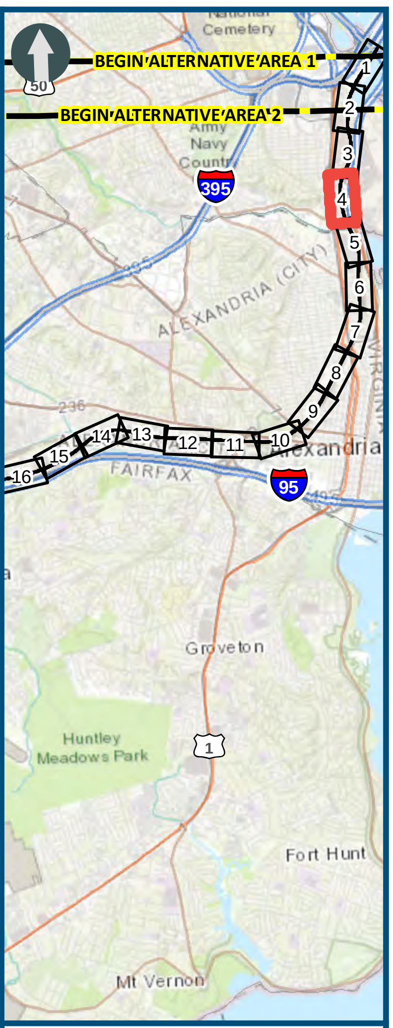

26th St S
S Clark St
1
27th St S
233
233
Abingdon Rd
George Washington Memorial Pkwy
Crystal Dr
33rd St S
Potomac Ave
General Aviation Rd
Thomas Ave
Jefferson Davis Hwy
CFP 108
S Glebe Rd
120
120
1


BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
395
95
1
1
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7
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11
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13
14
15
16
ALEXANDRIA (CITY)
FAIRFAX
Alexandria
Groveton
Huntley Meadows Park
Fort Hunt
Mt Vernon
Arlington Cemetery
Army Navy Country

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- — Track - Existing
- — Track - Improve Existing
- — Track - Proposed
- -·- Track - Proposed by others
- - - Track - Remove
- — Crossover/Turnout - Proposed
- -·- Crossover/Turnout - Proposed by others
- - - Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ▭ Bridge - Proposed by others
- ▭ Roadway
- ▭ Roadway - Proposed by others
- — Edge of Pavement
- - - Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- - - Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ▭ SWM Facilities
- ▭ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
- ▭ Station Platform - Existing
- ▭ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▭ Station Platform - Remove
- ▭ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Preferred Alternative Mapbook

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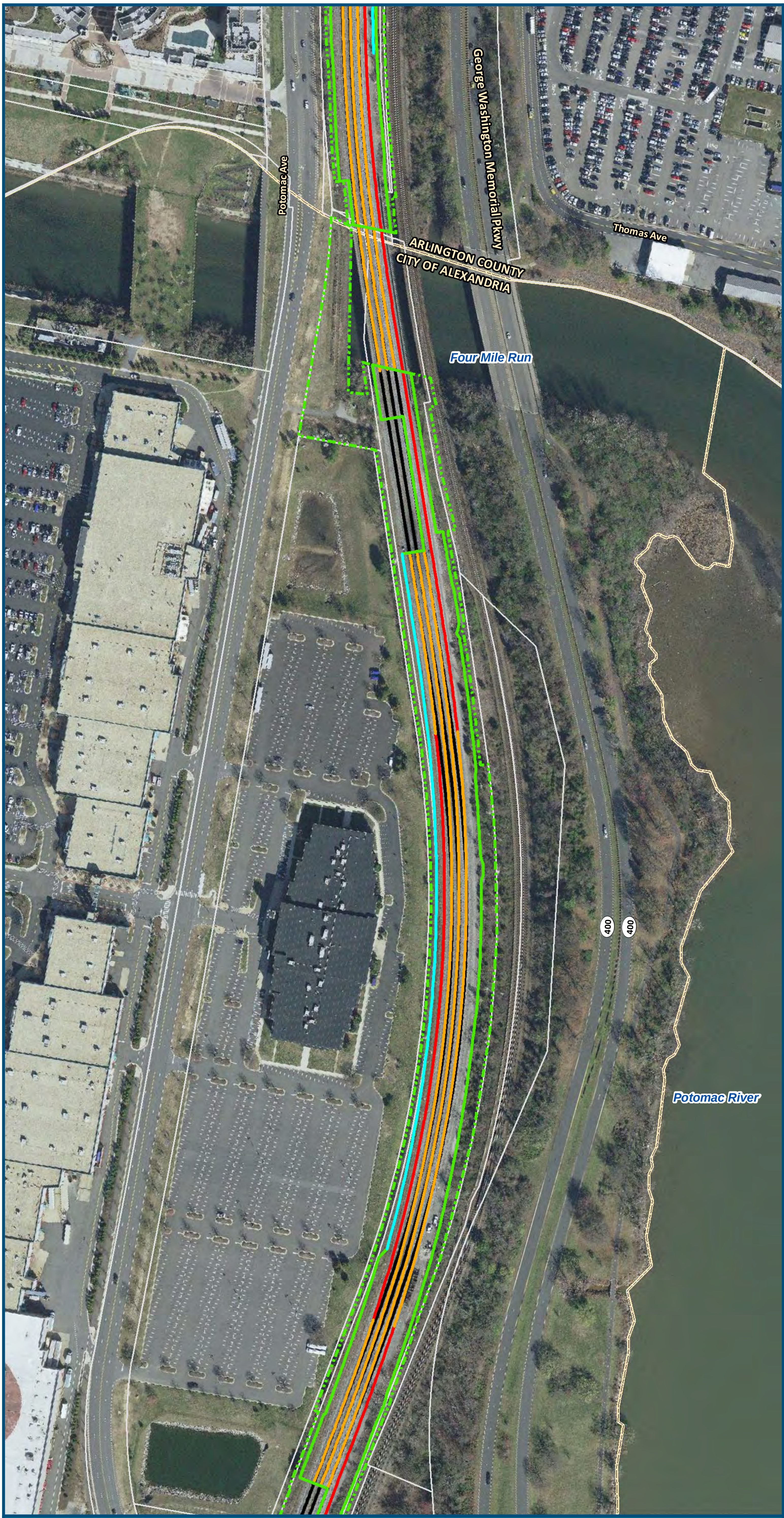
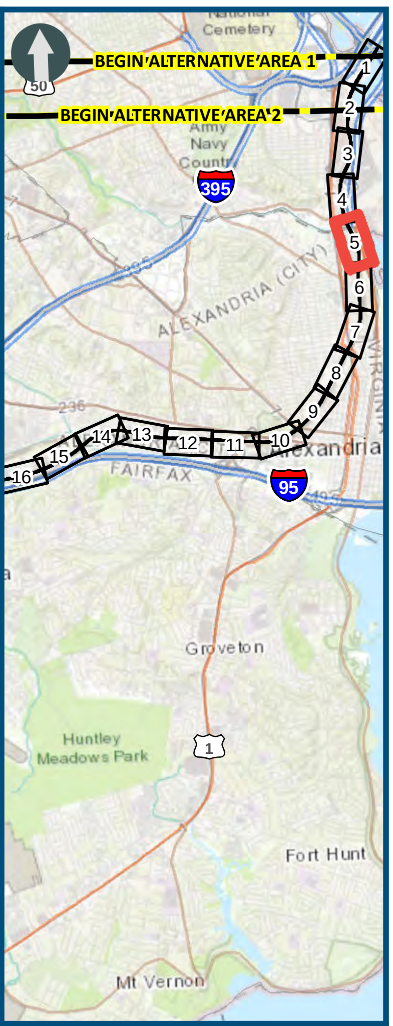


George Washington Memorial Pkwy
Potomac Ave
Thomas Ave
ARLINGTON COUNTY
CITY OF ALEXANDRIA
Four Mile Run
Potomac River
400
400



BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
National Cemetery
Army Navy Country
50
395
ALEXANDRIA (CITY)
236
FAIRFAX
95
Alexandria
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon
1
2
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4
5
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8
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10
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13
14
15
16

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- — Track - Existing
- — Track - Improve Existing
- — Track - Proposed
- -·- Track - Proposed by others
- — Track - Remove
- — Crossover/Turnout - Proposed
- -·- Crossover/Turnout - Proposed by others
- -·- Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ⬚ Bridge - Proposed by others
- ▭ Roadway
- ⬚ Roadway - Proposed by others
- — Edge of Pavement
- - - Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- - - Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ▭ SWM Facilities
- ▭ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
- ▭ Station Platform - Existing
- ▭ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▭ Station Platform - Remove
- ▭ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Preferred Alternative Mapbook

Sheet 5 of 217

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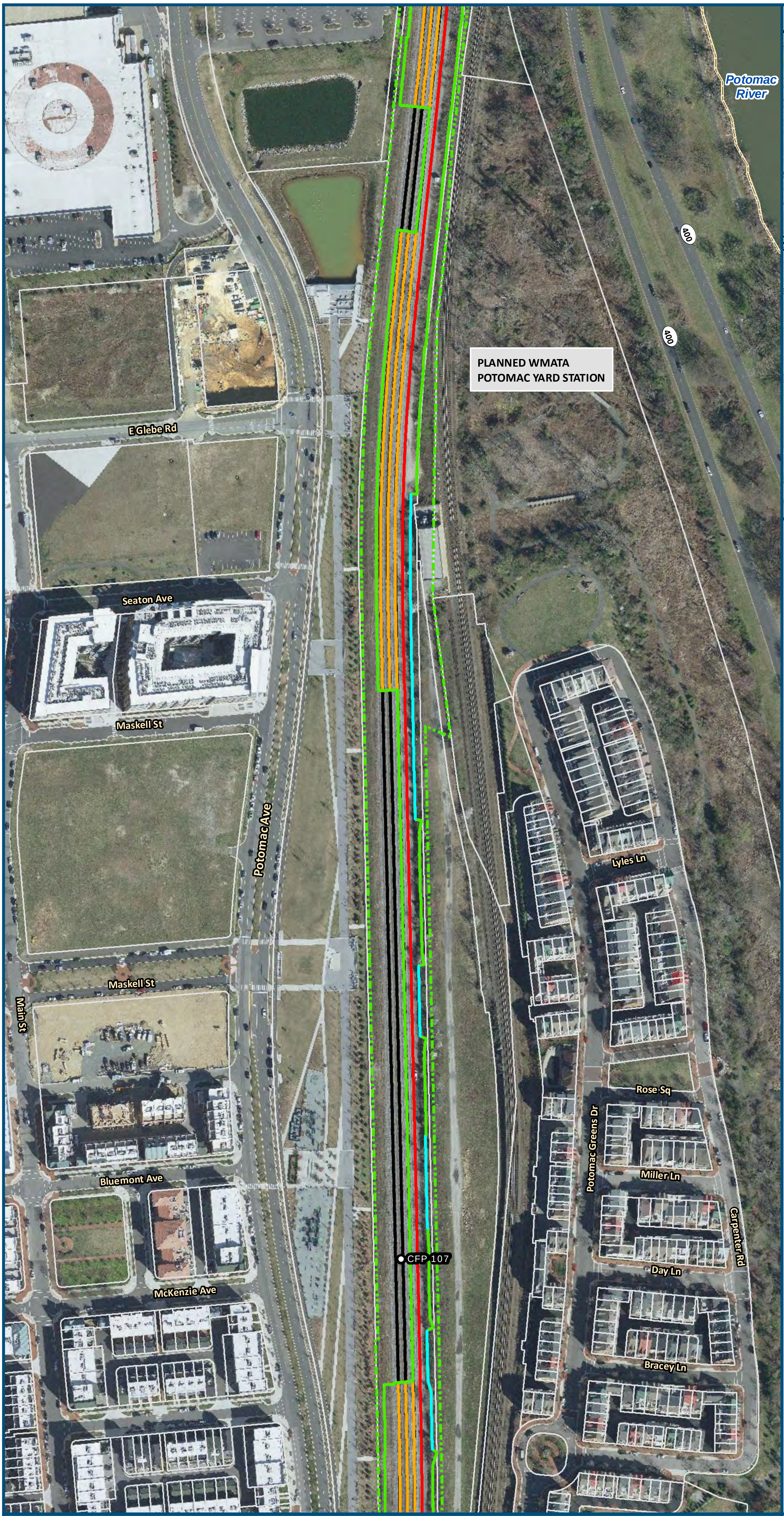
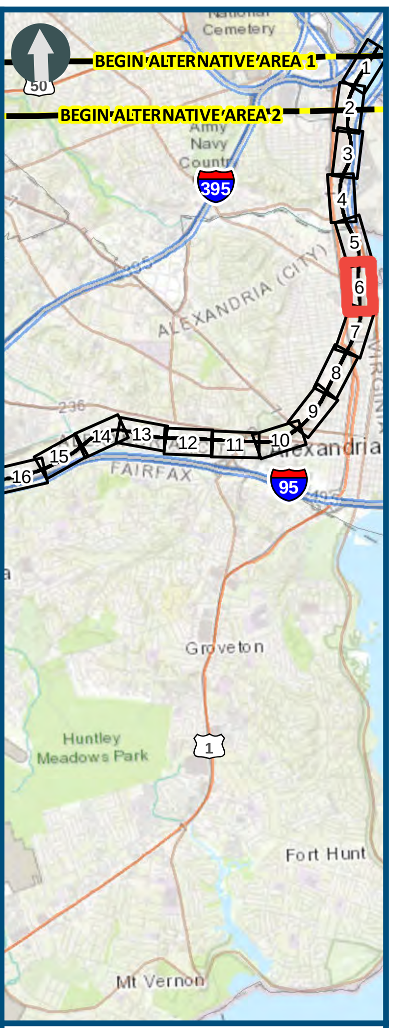


PLANNED WMATA
POTOMAC YARD STATION
E Glebe Rd
Seaton Ave
Maskell St
Potomac Ave
Maskell St
Main St
Bluemont Ave
McKenzie Ave
CFP 107
Lyles Ln
Rose Sq
Potomac Greens Dr
Miller Ln
Carpenter Rd
Day Ln
Bracey Ln
Potomac River
400
400



BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
National Cemetery
Army Navy Country
50
395
ALEXANDRIA (CITY)
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
236
Alexandria
FAIRFAX
95
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▨ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- — Track - Existing
- — Track - Improve Existing
- — Track - Proposed
- -·- Track - Proposed by others
- - - Track - Remove
- — Crossover/Turnout - Proposed
- -·- Crossover/Turnout - Proposed by others
- - - Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ▨ Bridge - Proposed by others
- ▭ Roadway
- ▨ Roadway - Proposed by others
- — Edge of Pavement
- - - Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- - - Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ▭ SWM Facilities
- ▭ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
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- ▭ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▨ Station Platform - Remove
- ▭ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Preferred Alternative Mapbook

Sheet 6 of 217

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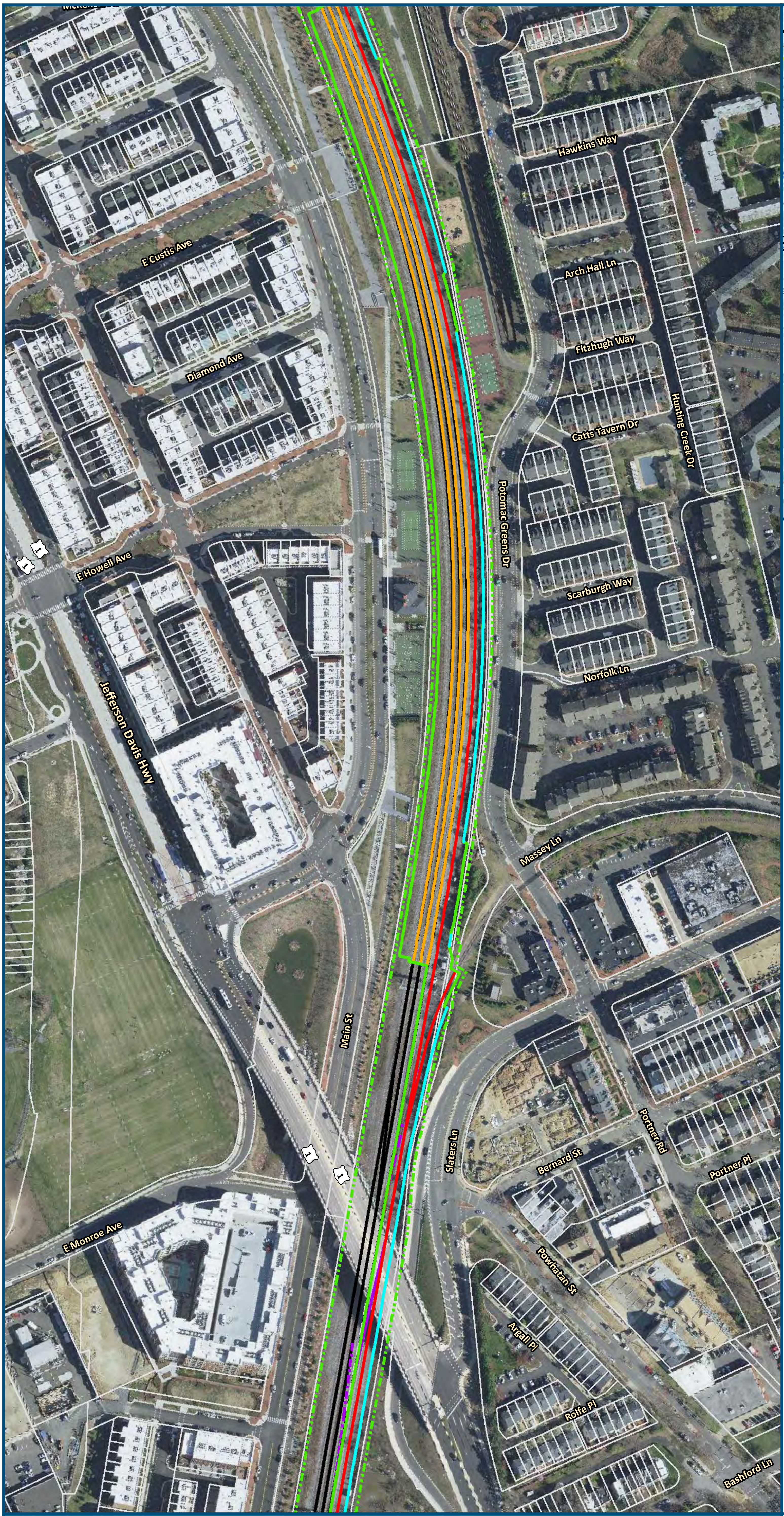
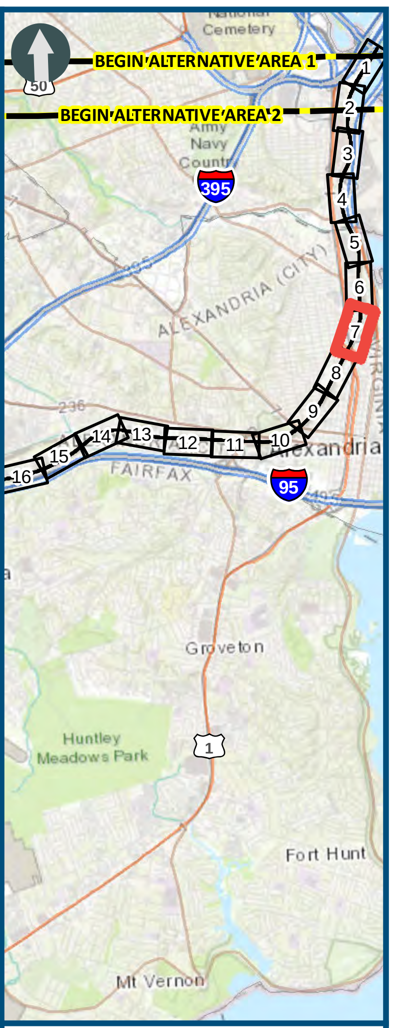

Hawkins Way
E Custis Ave
Arch Hall Ln
Fitzhugh Way
Diamond Ave
Catts Tavern Dr
Hunting Creek Dr
Potomac Greens Dr
1
E Howell Ave
Scarburgh Way
Jefferson Davis Hwy
Norfolk Ln
Massey Ln
Main St
Slaters Ln
Portner Rd
Bernard St
Portner Pl
1
E Monroe Ave
Powhatan St
Argall Pl
Rolfe Pl
Bashford Ln


National Cemetery
BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
Army Navy Country
395
ALEXANDRIA (CITY)
236
1
2
3
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15
16
FAIRFAX
Alexandria
95
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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- Track - Proposed by others
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- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
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- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
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- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 7 of 217

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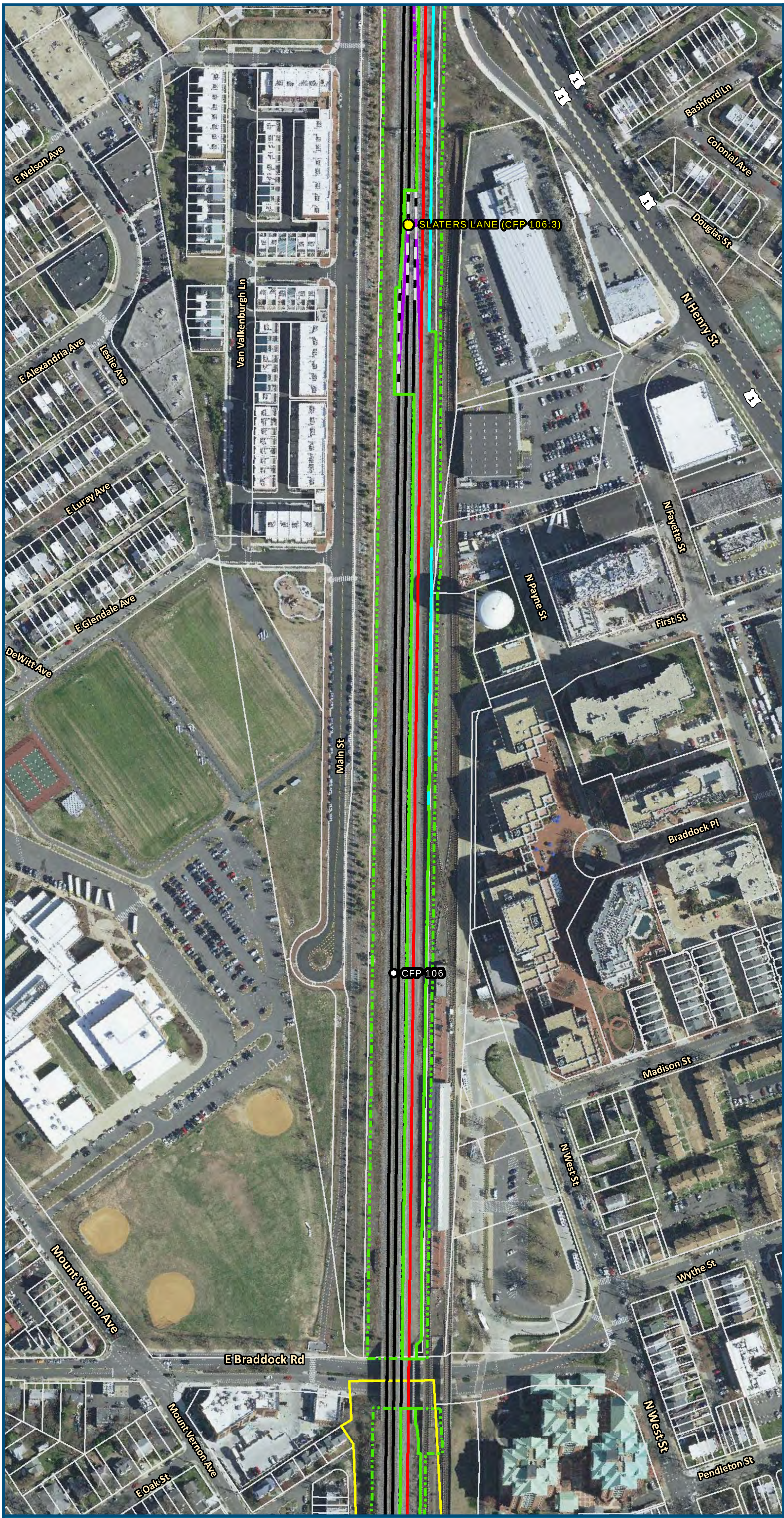
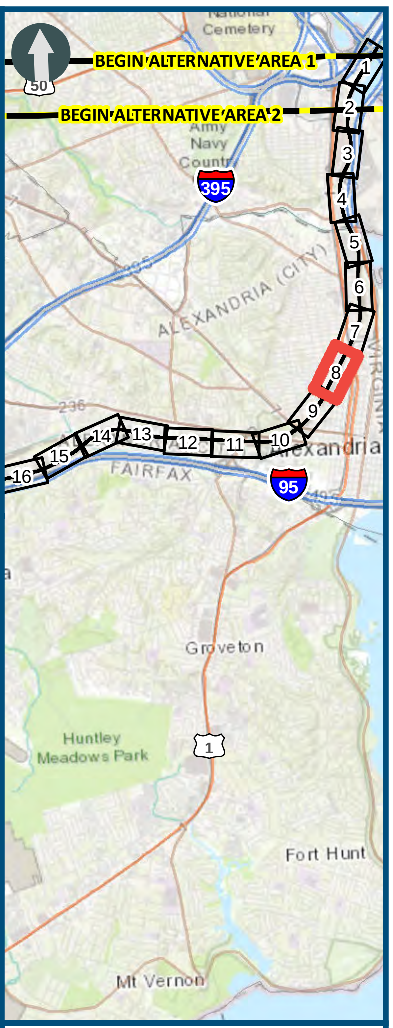

SLATERS LANE (CFP 106.3)
CFP 106
E Nelson Ave
E Alexandria Ave
Leslie Ave
Van Valkenburgh Ln
E Luray Ave
E Glendale Ave
DeWitt Ave
Main St
Mount Vernon Ave
E Braddock Rd
Mount Vernon Ave
E Oak St
Bashford Ln
Colonial Ave
Douglas St
N Henry St
N Fayette St
N Payne St
First St
Braddock Pl
Madison St
N West St
Wythe St
N West St
Pendleton St
1


BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
National Cemetery
Army Navy Country
395
50
ALEXANDRIA (CITY)
FAIRFAX
Alexandria
95
236
Groveton
Huntley Meadows Park
Fort Hunt
Mt Vernon
1
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16

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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- -·- Crossover/Turnout - Proposed by others
- - - Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ▨ Bridge - Proposed by others
- ▭ Roadway
- ▨ Roadway - Proposed by others
- — Edge of Pavement
- - - Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
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- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
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- ⊗ Crossing - Gates with Center Median Treatment
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- ▭ Drainage Culvert Crossings
- — Drainage Directional Arrows
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- ▭ Station Platform - Proposed
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- ▨ Station Platform - Remove
- ▭ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Preferred Alternative Mapbook

Sheet 8 of 217

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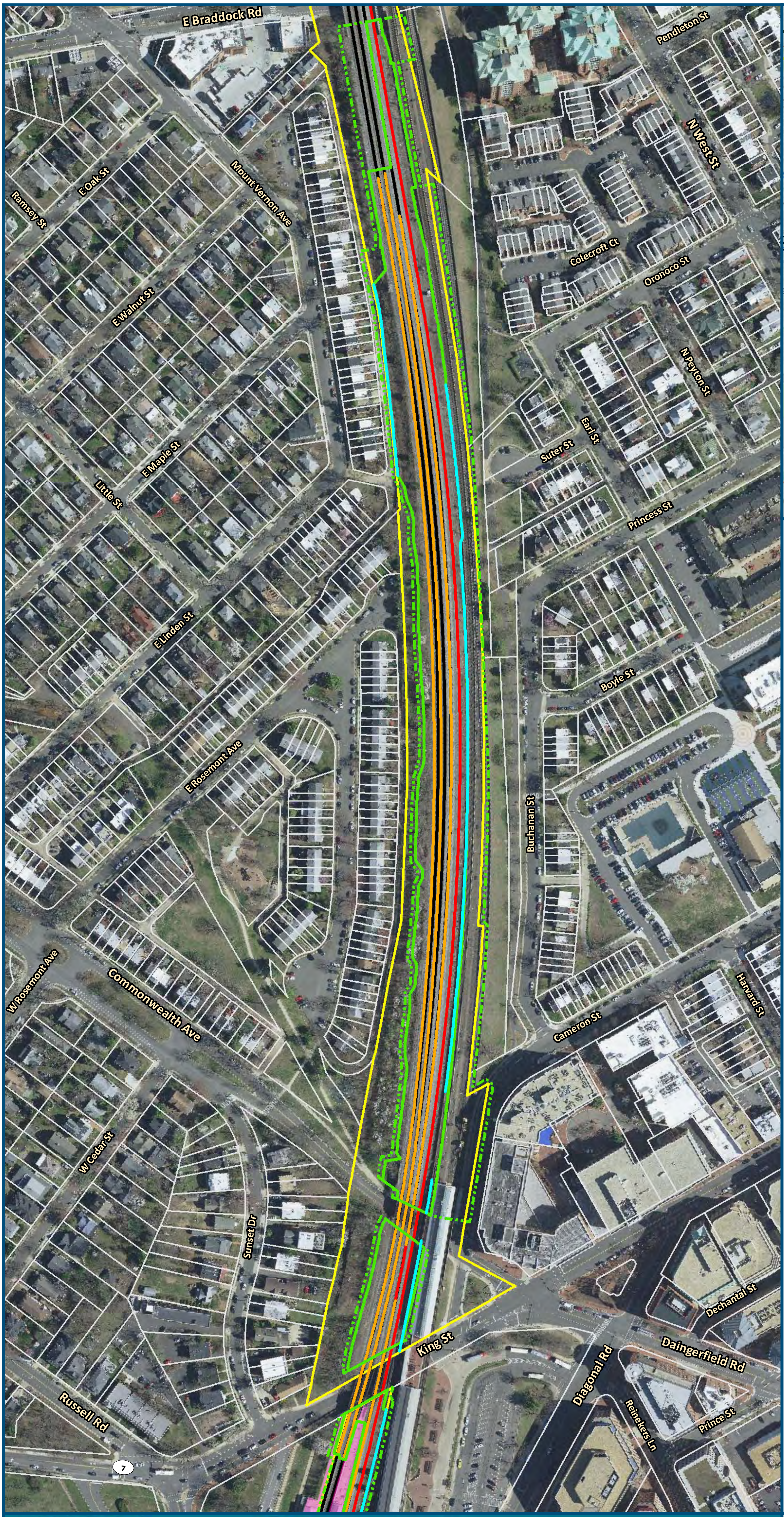
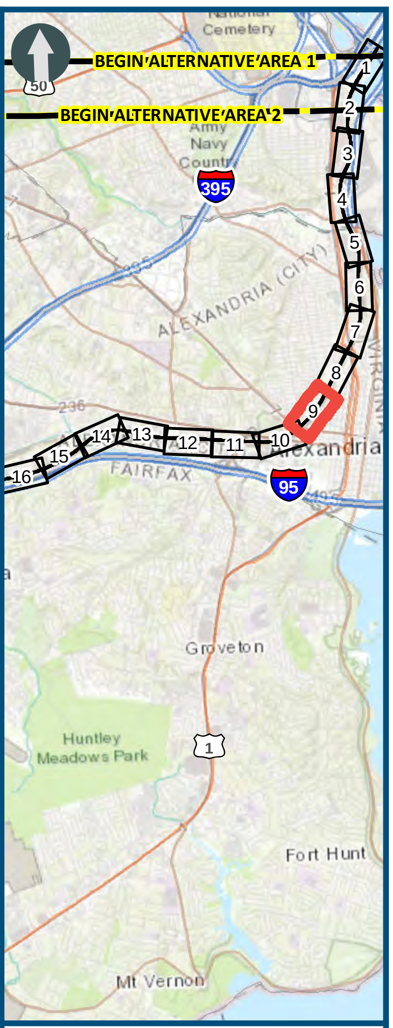

E Braddock Rd
Pendleton St
N West St
Mount Vernon Ave
E Oak St
Ramsey St
Colecroft Ct
Oronoco St
E Walnut St
N Peyton St
Earl St
Suter St
E Maple St
Little St
Princess St
E Linden St
Boyle St
E Rosemont Ave
Buchanan St
W Rosemont Ave
Commonwealth Ave
Harvard St
Cameron St
W Cedar St
Sunset Dr
Dechantal St
King St
Daingerfield Rd
Diagonal Rd
Russell Rd
Reinekers Ln
Prince St
7


BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
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95
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14
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16
Army Navy Country
ALEXANDRIA (CITY)
Alexandria
FAIRFAX
Groveton
Huntley Meadows Park
Fort Hunt
Mt Vernon
236

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

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- Track - Proposed
- Track - Proposed by others
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- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
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- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
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- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 9 of 217

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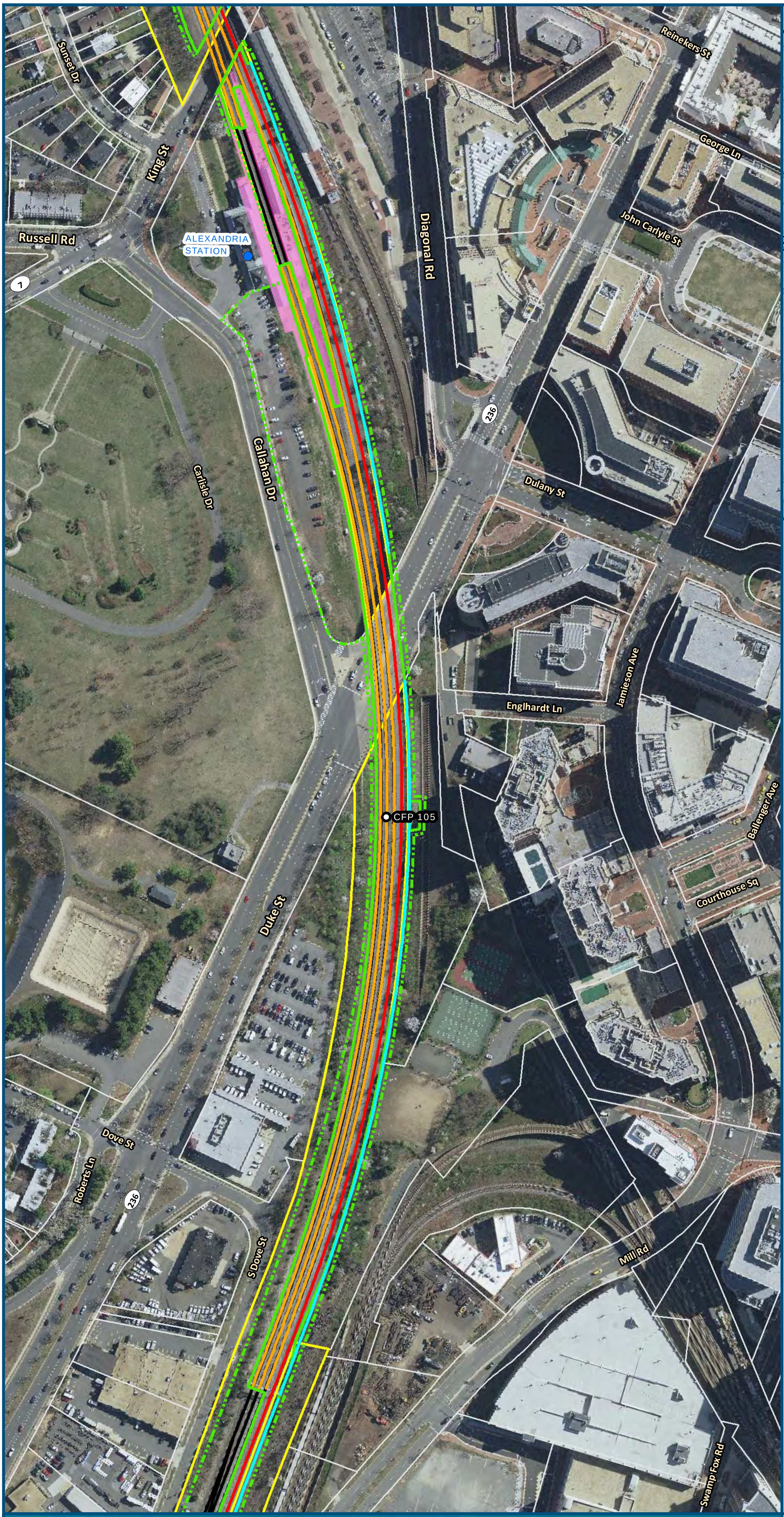
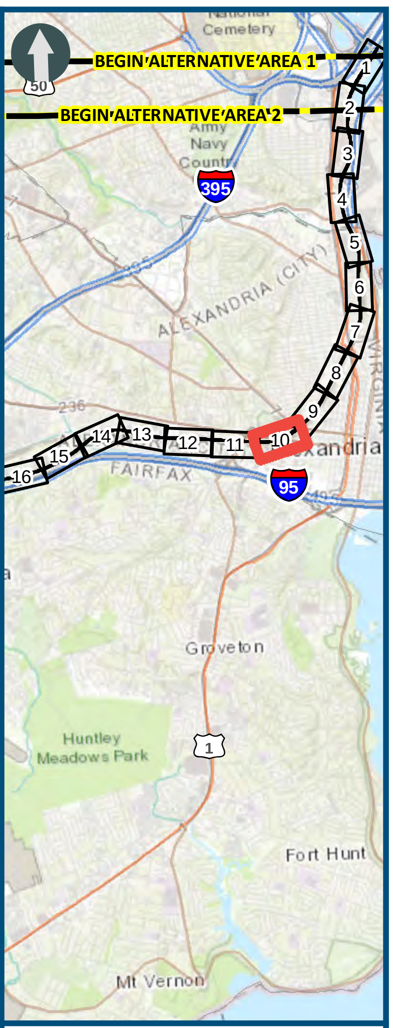

Sunset Dr
King St
Russell Rd
ALEXANDRIA
STATION
7
Reinekers St
George Ln
John Carlyle St
Diagonal Rd
236
Dulany St
Callahan Dr
Carlisle Dr
Englhardt Ln
Jamieson Ave
Ballenger Ave
Courthouse Sq
CFP 105
Duke St
Dove St
Roberts Ln
236
S Dove St
Mill Rd
Swamp Fox Rd


National Cemetery
BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
Army Navy Country
395
ALEXANDRIA (CITY)
236
FAIRFAX
Alexandria
95
1
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11
12
13
14
15
16
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
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- Track - Proposed by others
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- Crossover/Turnout - Proposed by others
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- Retaining Walls - Proposed by others
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- Roadway - Proposed by others
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- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 10 of 217

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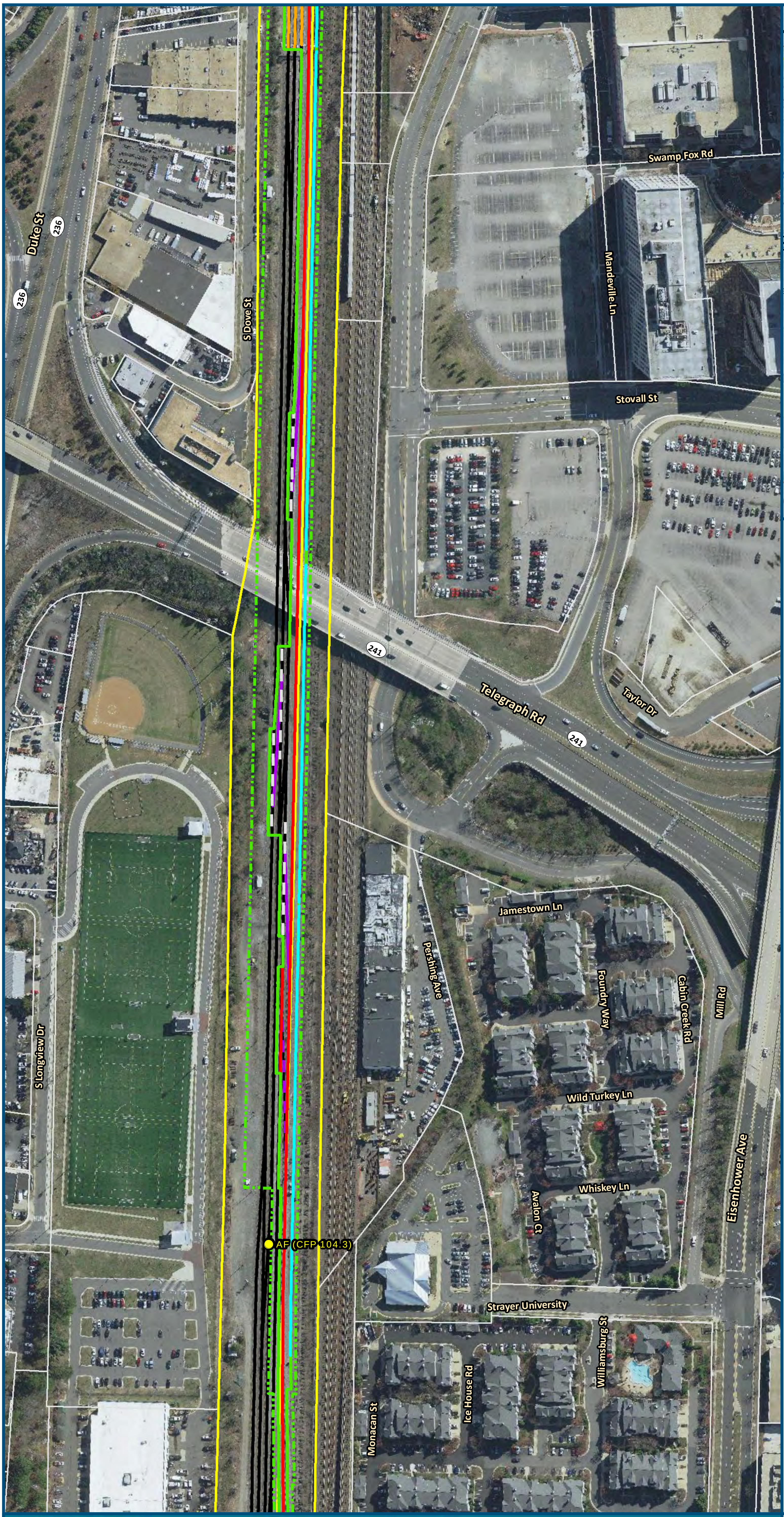
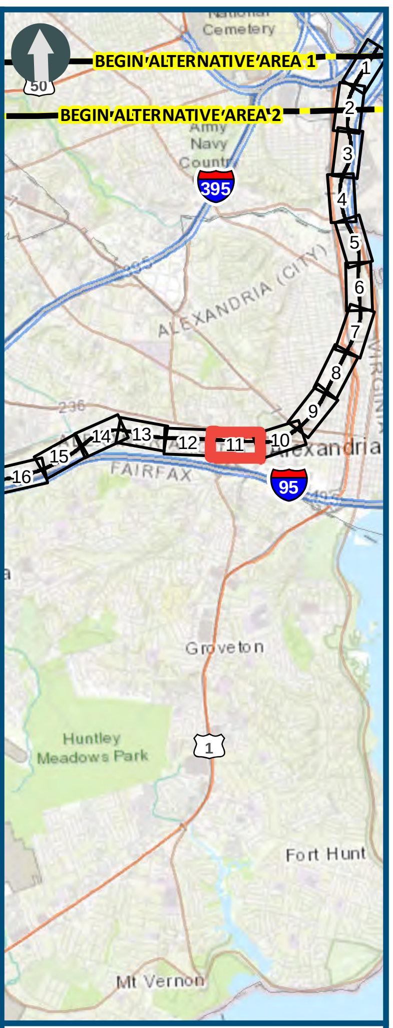

Swamp Fox Rd
Mandeville Ln
Stovall St
Duke St
236
236
S Dove St
241
Telegraph Rd
241
Taylor Dr
Jamestown Ln
Pershing Ave
Foundry Way
Cabin Creek Rd
Mill Rd
S Longview Dr
Wild Turkey Ln
Whiskey Ln
Avalon Ct
Eisenhower Ave
AF (CFP 104.3)
Strayer University
Williamsburg St
Monacan St
Ice House Rd


BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
395
ALEXANDRIA (CITY)
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6
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9
10
11
12
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15
16
FAIRFAX
95
Alexandria
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon
National Cemetery
Army Navy Country

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

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- Track - Proposed by others
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- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
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- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
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- Roadway Centerline
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- Station Platform - Remove
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Preferred Alternative Mapbook

Sheet 11 of 217

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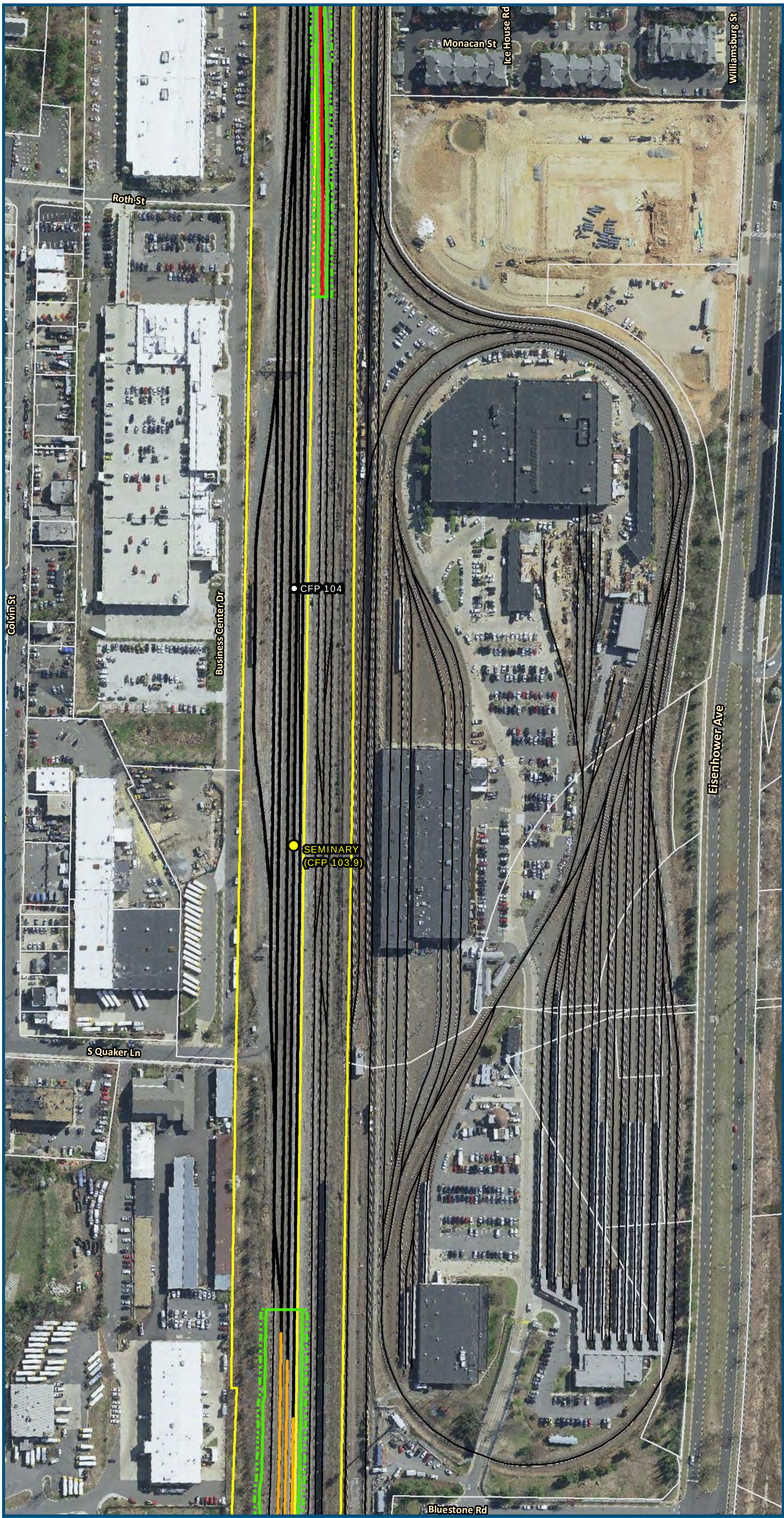
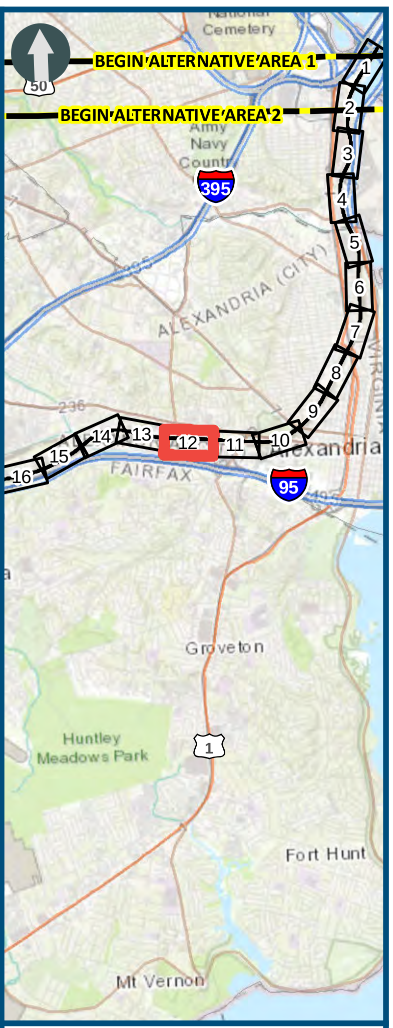

Monacan St
Ice House Rd
Williamsburg St
Roth St
CFP 104
SEMINARY
(CFP 103.9)
Colvin St
Business Center Dr
Eisenhower Ave
S Quaker Ln
Bluestone Rd


BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
National Cemetery
Army Navy Country
50
395
ALEXANDRIA (CITY)
236
FAIRFAX
Alexandria
95
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon
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14
15
16

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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Preferred Alternative Mapbook

Sheet 12 of 217

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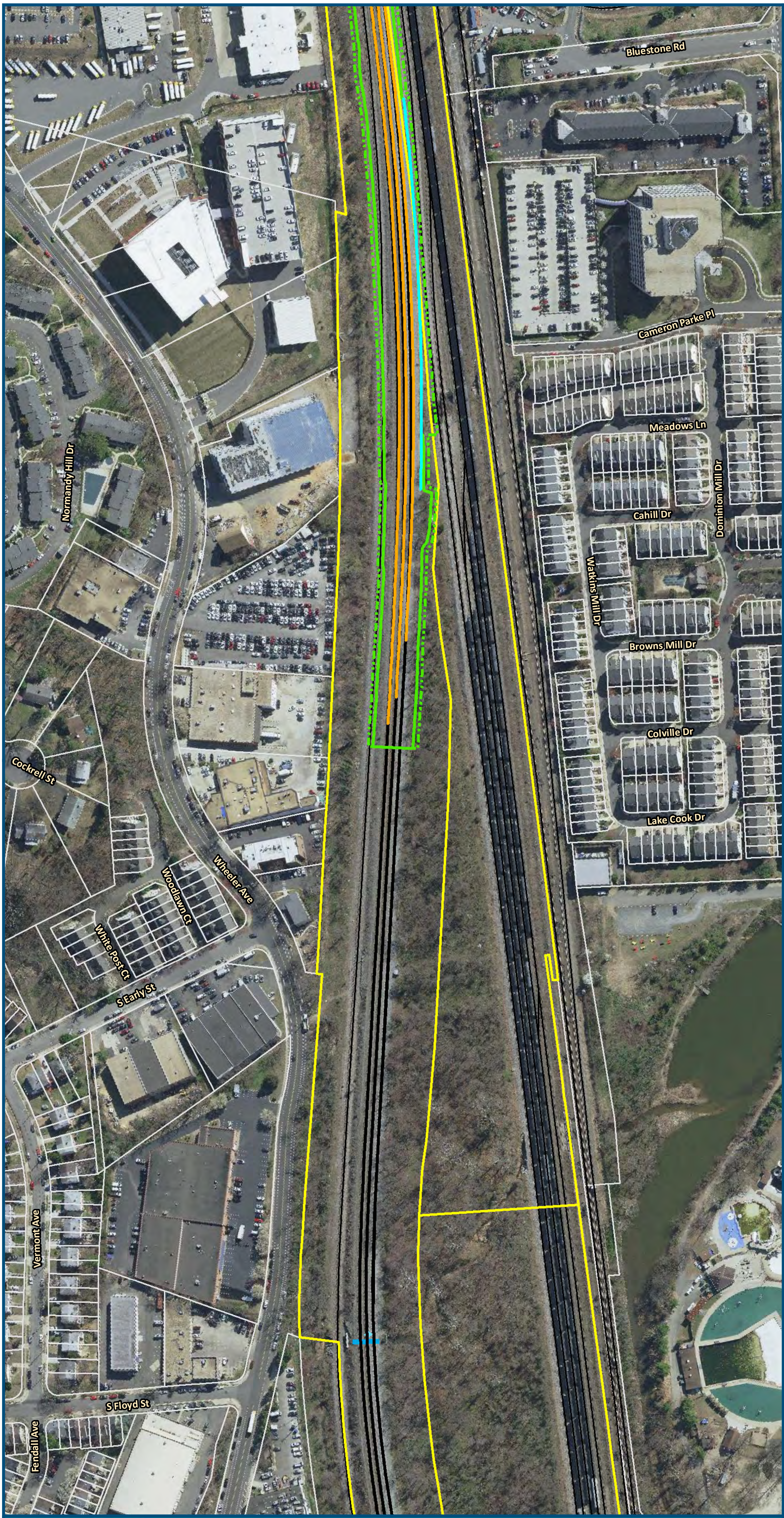
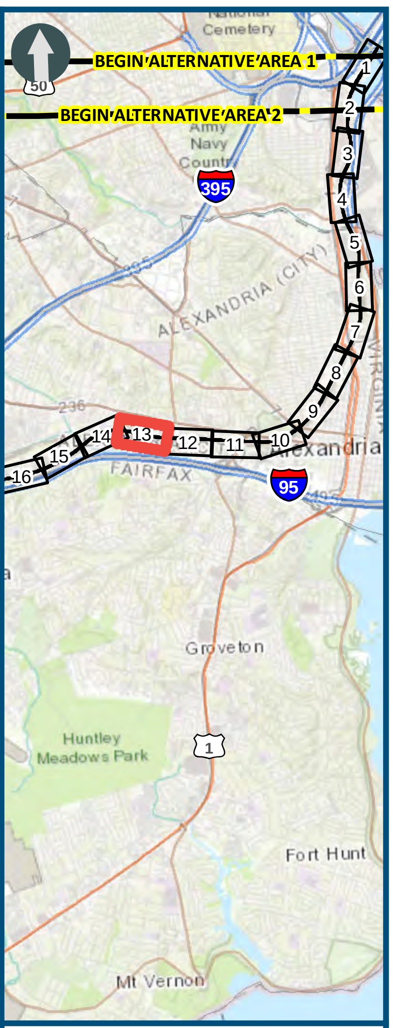

Bluestone Rd
Cameron Parke Pl
Meadows Ln
Cahill Dr
Dominion Mill Dr
Watkins Mill Dr
Browns Mill Dr
Colville Dr
Lake Cook Dr
Normandy Hill Dr
Cockrell St
Wheeler Ave
Woodlawn Ct
White Post Ct
S Early St
Vermont Ave
S Floyd St
Fendall Ave


BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
National Cemetery
50
Army Navy Country
395
ALEXANDRIA (CITY)
236
FAIRFAX
Alexandria
95
Groveton
Huntley Meadows Park
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Fort Hunt
Mt Vernon
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16

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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Preferred Alternative Mapbook

Sheet 13 of 217

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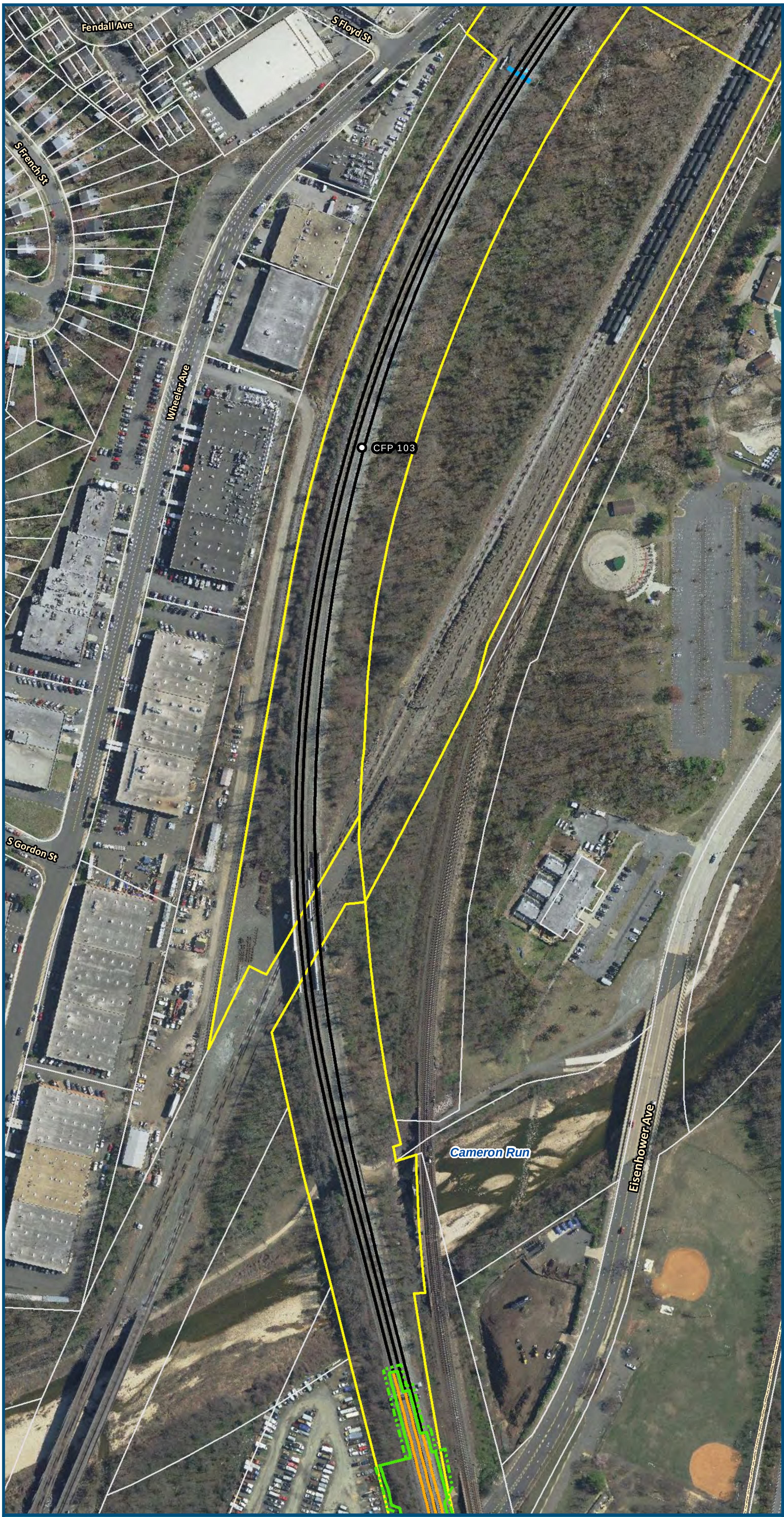
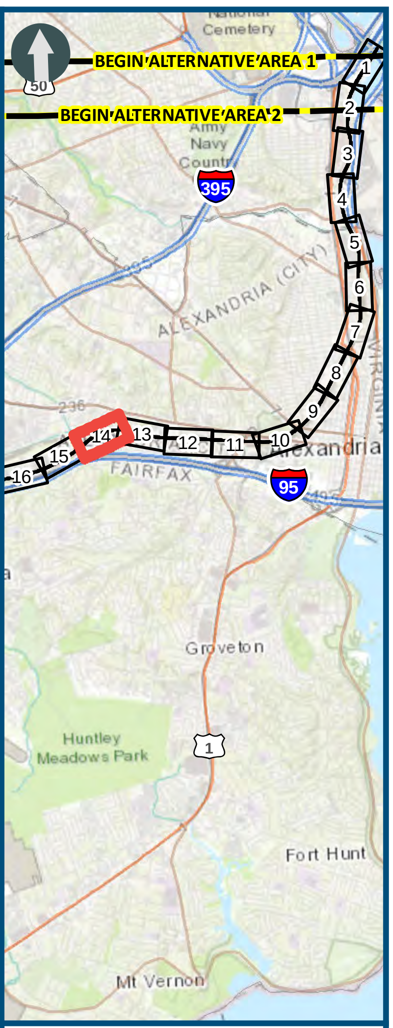

Fendall Ave
S Floyd St
S French St
Wheeler Ave
CFP 103
S Gordon St
Cameron Run
Eisenhower Ave


BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
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395
Army Navy Country
ALEXANDRIA (CITY)
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Alexandria
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95
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- ━ Track - Existing
- ━ Track - Improve Existing
- ━ Track - Proposed
- ┅ Track - Proposed by others
- ┅ Track - Remove
- ━ Crossover/Turnout - Proposed
- ┅ Crossover/Turnout - Proposed by others
- ┅ Crossover/Turnout - Remove
- ━ Retaining Walls
- ┅ Retaining Walls - Proposed by others
- ▭ Bridge
- ⬚ Bridge - Proposed by others
- ▭ Roadway
- ⬚ Roadway - Proposed by others
- ━ Edge of Pavement
- ┅ Roadway Centerline
- ━ Median Separators
- ━ Gate/Quad Gate
- ┅ Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ■ SWM Facilities
- ■ Drainage Culvert Crossings
- ─ Drainage Directional Arrows
- ● Stations
- ■ Station Platform - Existing
- ▭ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▭ Station Platform - Remove
- ■ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Preferred Alternative Mapbook

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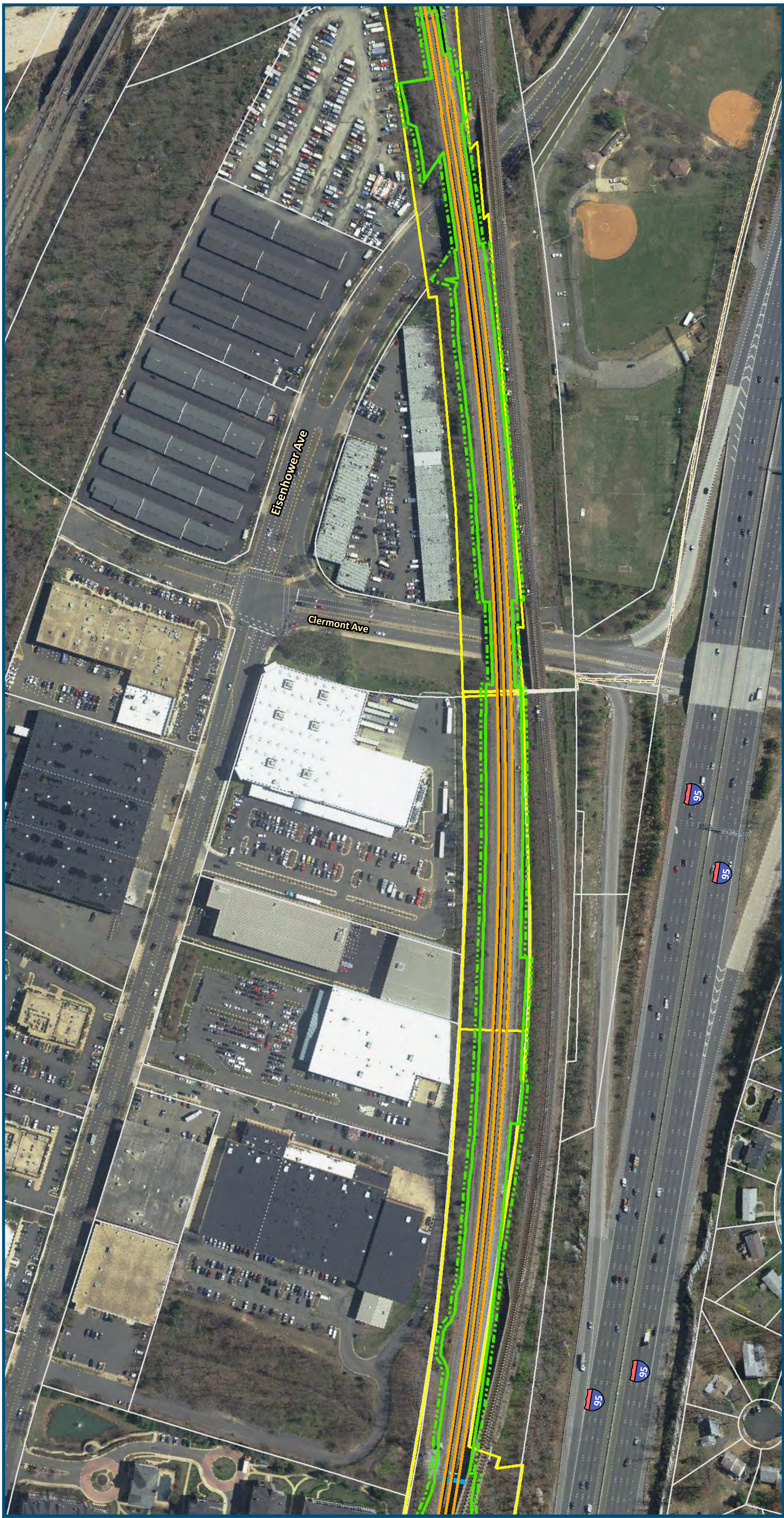
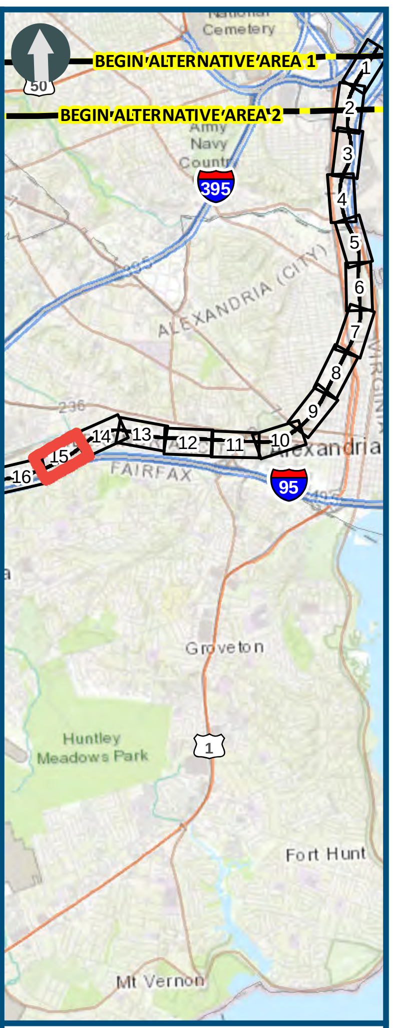

Eisenhower Ave
Clermont Ave
95
95
95
95


Cemetery
BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
Army Navy Country
395
ALEXANDRIA (CITY)
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
236
Alexandria
FAIRFAX
95
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▨ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- — Track - Existing
- — Track - Improve Existing
- — Track - Proposed
- -·- Track - Proposed by others
- - - Track - Remove
- — Crossover/Turnout - Proposed
- -·- Crossover/Turnout - Proposed by others
- - - Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ▨ Bridge - Proposed by others
- ▭ Roadway
- ▨ Roadway - Proposed by others
- — Edge of Pavement
- - - Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- - - Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ■ SWM Facilities
- ■ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
- ■ Station Platform - Existing
- ■ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▨ Station Platform - Remove
- ■ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Preferred Alternative Mapbook

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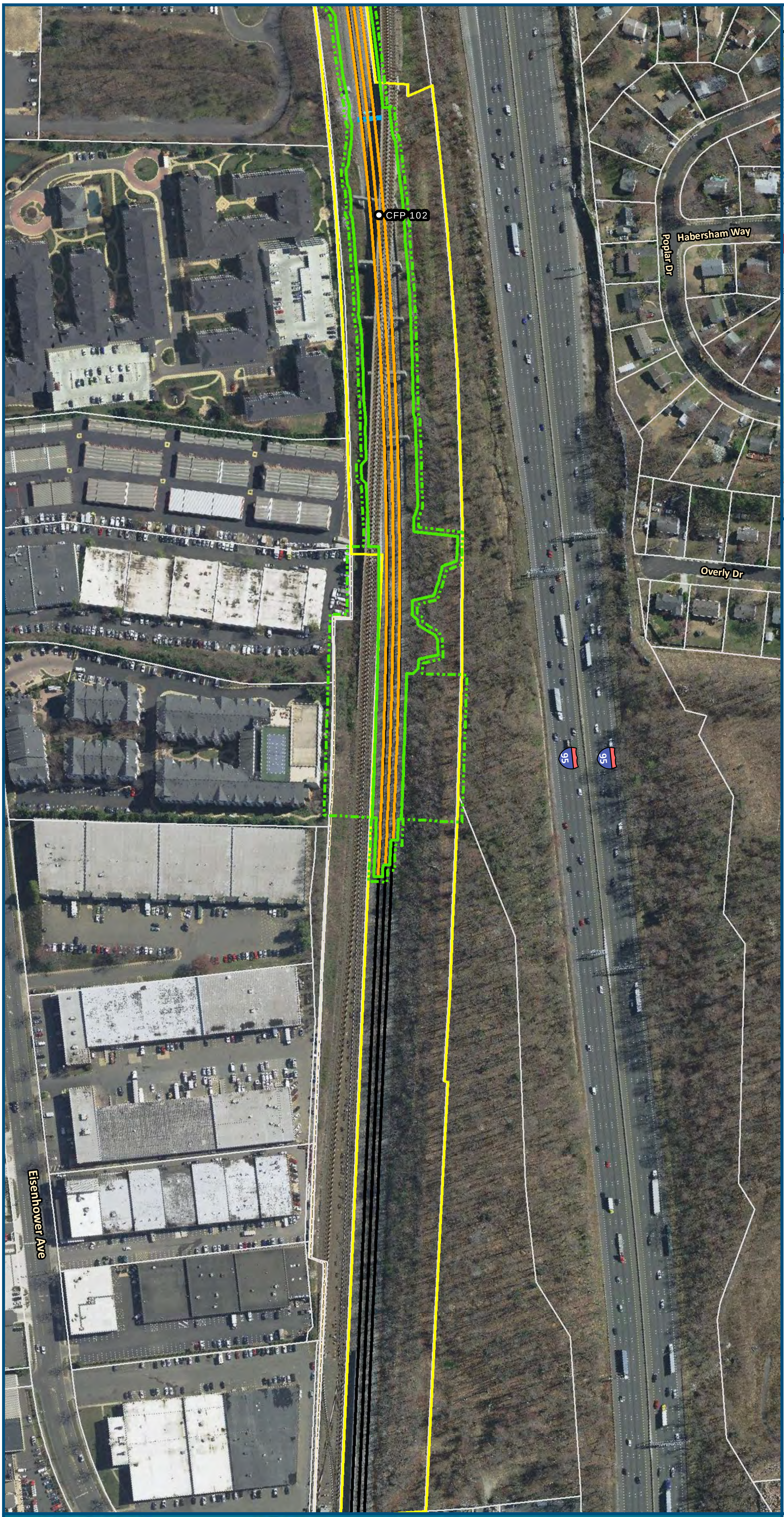
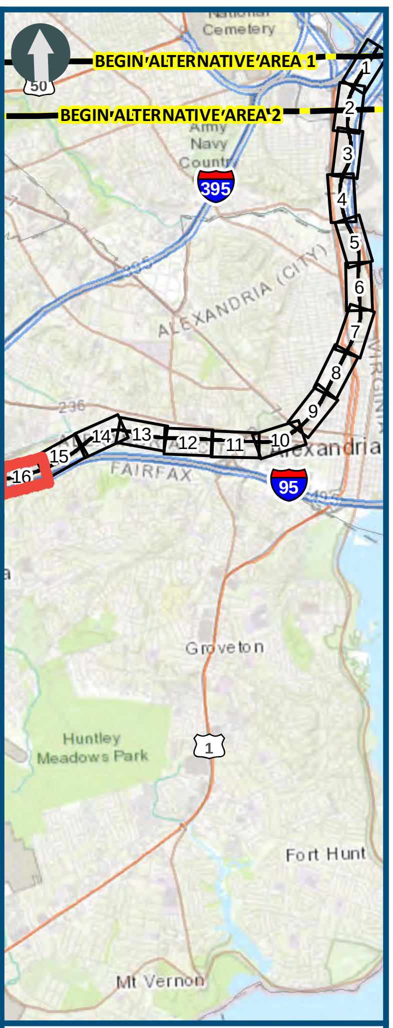
\\dtsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019


CFP 102
Habersham Way
Poplar Dr
Overly Dr
Eisenhower Ave
95
95


National Cemetery
BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
Army Navy Country
395
ALEXANDRIA (CITY)
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
FAIRFAX
95
Alexandria
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
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- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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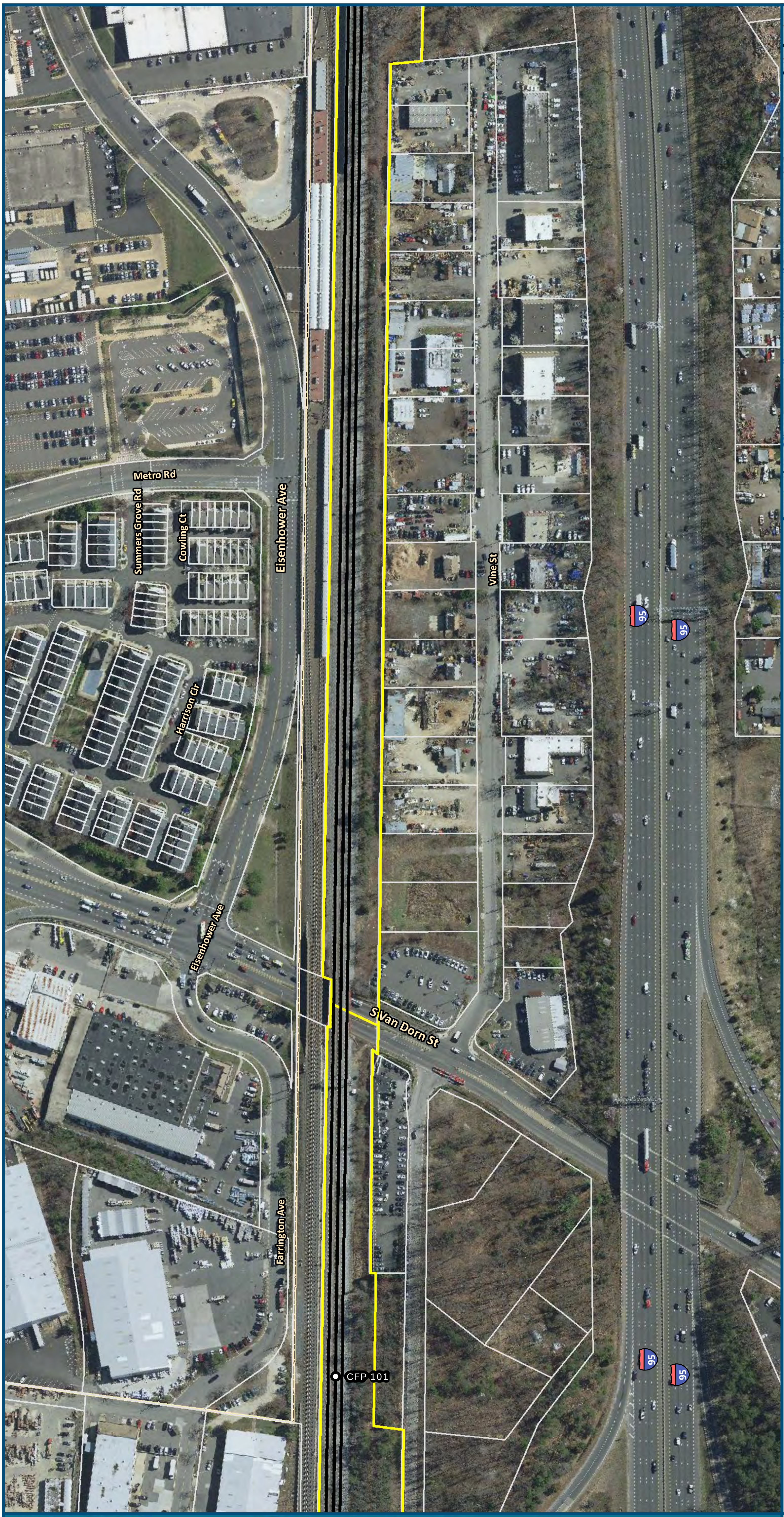
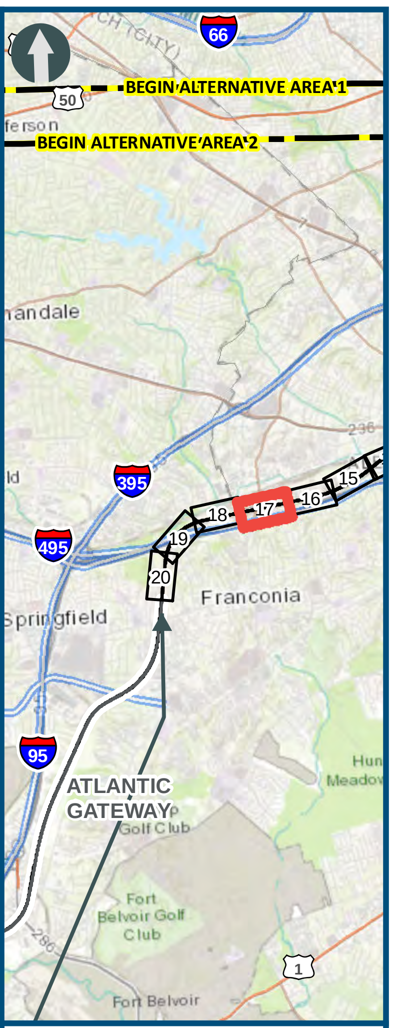

Metro Rd
Summers Grove Rd
Cowling Ct
Eisenhower Ave
Harrison Cir
Vine St
95
95
Eisenhower Ave
S Van Dorn St
Farrington Ave
CFP 101
95
95


66
BEGIN ALTERNATIVE AREA 1
50
BEGIN ALTERNATIVE AREA 2
andale
395
495
15
16
17
18
19
20
Franconia
Springfield
95
ATLANTIC GATEWAY
Golf Club
Fort Belvoir Golf Club
1
Fort Belvoir
236
286

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

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- Track - Proposed
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- Track - Remove
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- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
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- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
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- Roadway - Proposed by others
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- Roadway Centerline
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- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
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- Drainage Directional Arrows
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- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
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- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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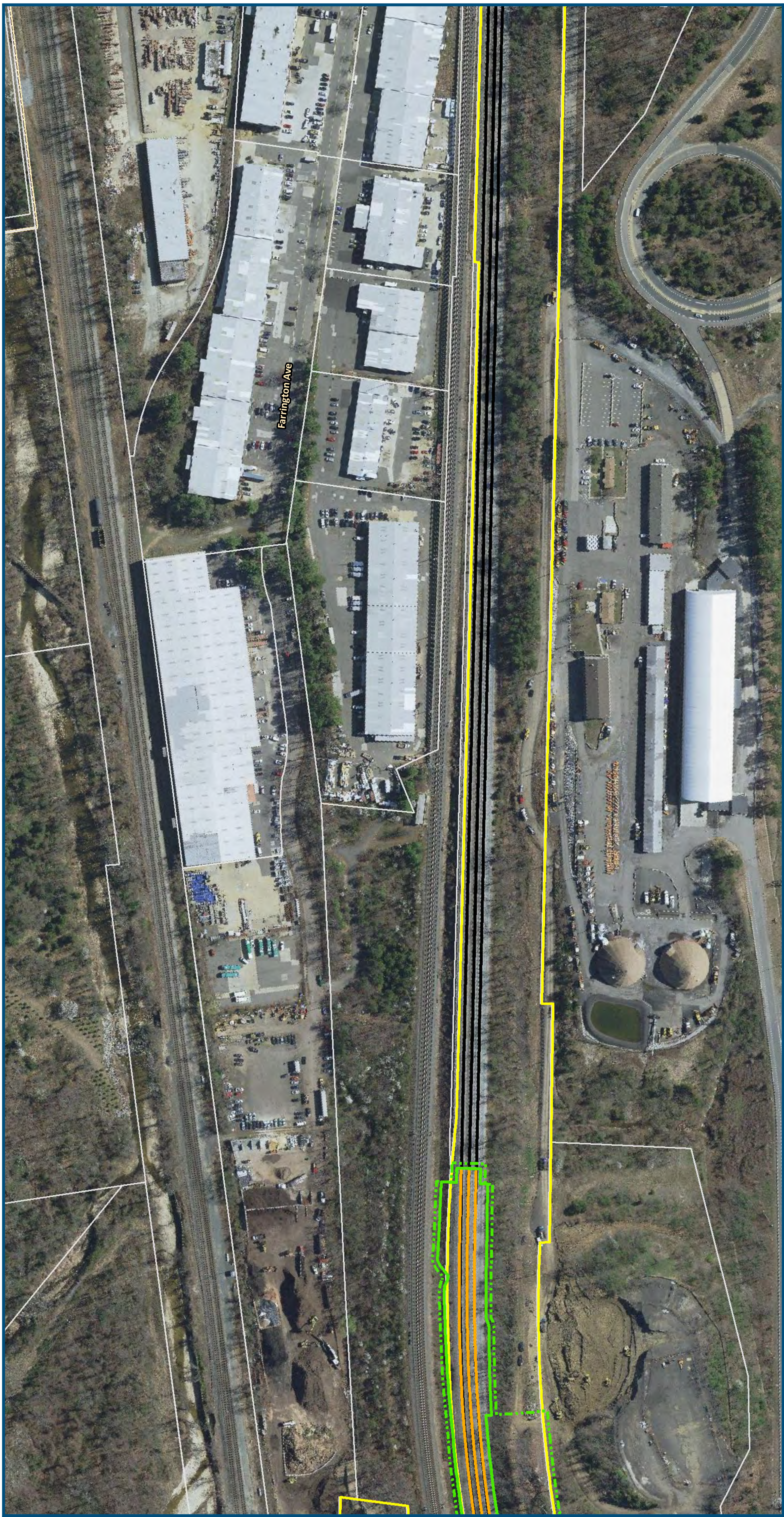
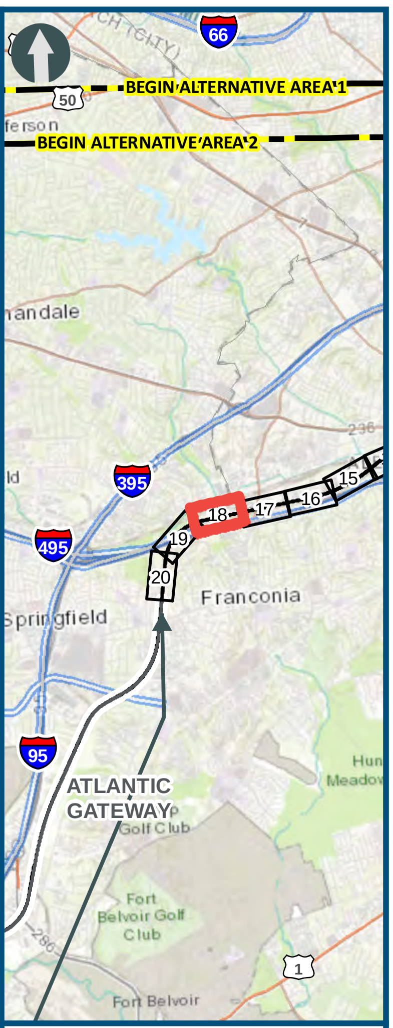

Farrington Ave


66
50
BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
Annandale
395
495
15
16
17
18
19
20
Springfield
Franconia
95
ATLANTIC GATEWAY
Golf Club
Fort Belvoir Golf Club
1
Fort Belvoir

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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Preferred Alternative Mapbook

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DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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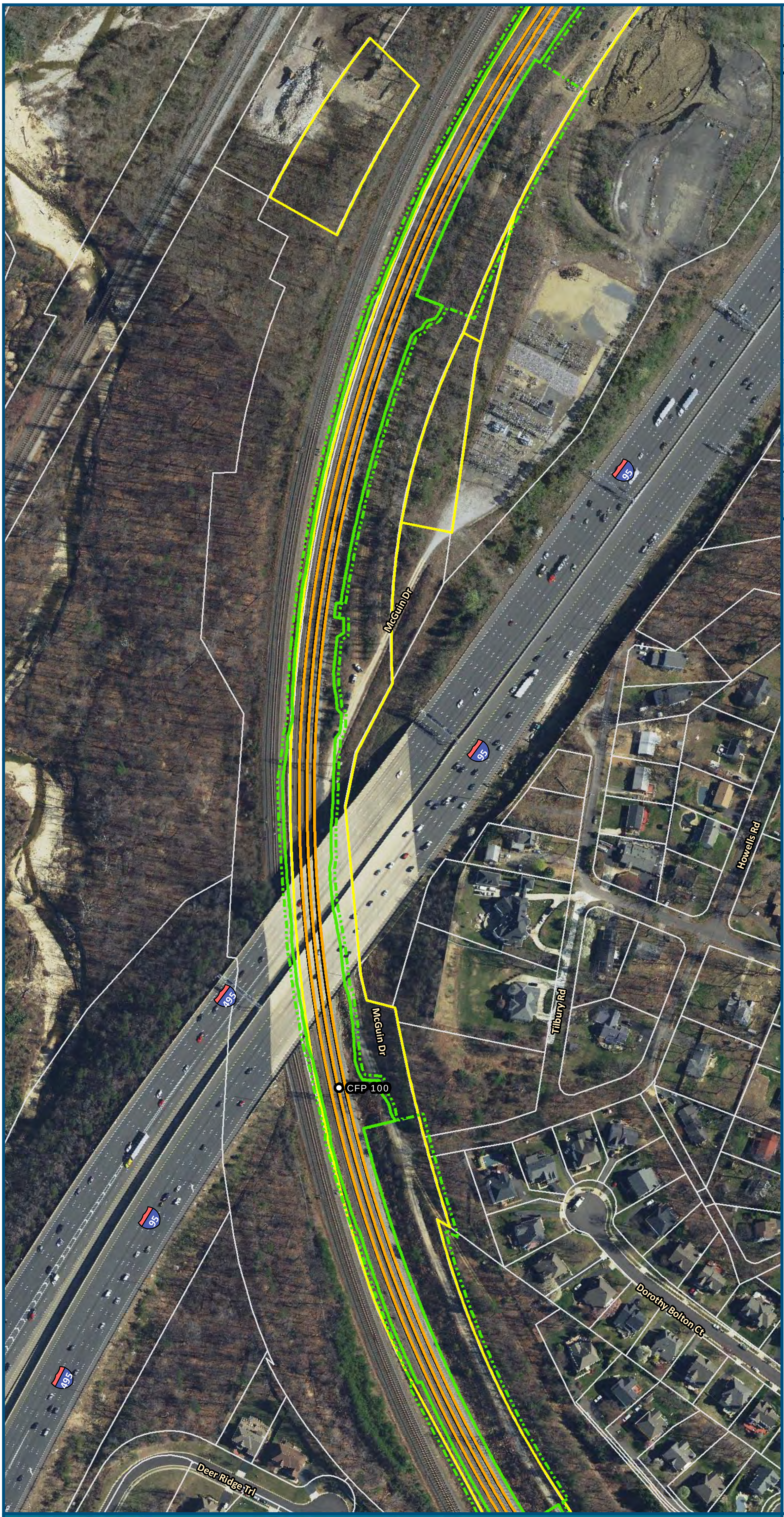
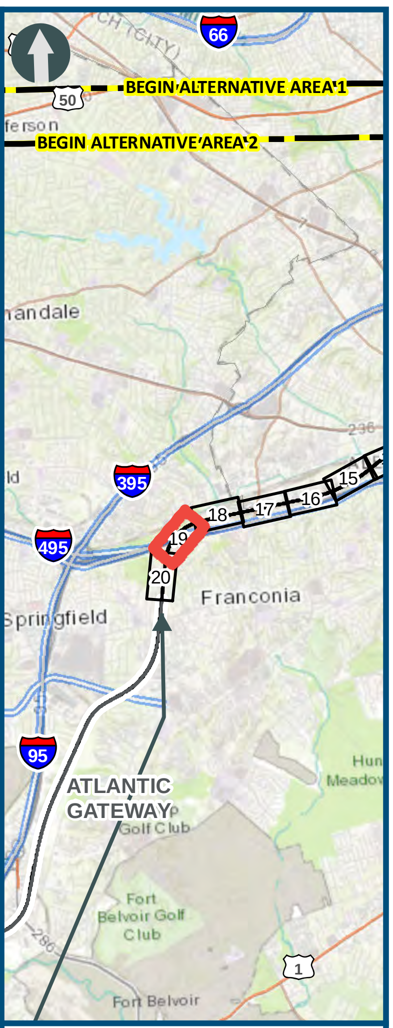

McGuin Dr
95
95
95
495
495
CFP 100
McGuin Dr
Howells Rd
Tilbury Rd
Dorothy Bolton Ct
Deer Ridge Trl


66
50
BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
erson
nandale
236
395
495
15
16
17
18
19
20
Franconia
Springfield
95
ATLANTIC GATEWAY
Golf Club
Hun Meadow
Fort Belvoir Golf Club
286
1
Fort Belvoir

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

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- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
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- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
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- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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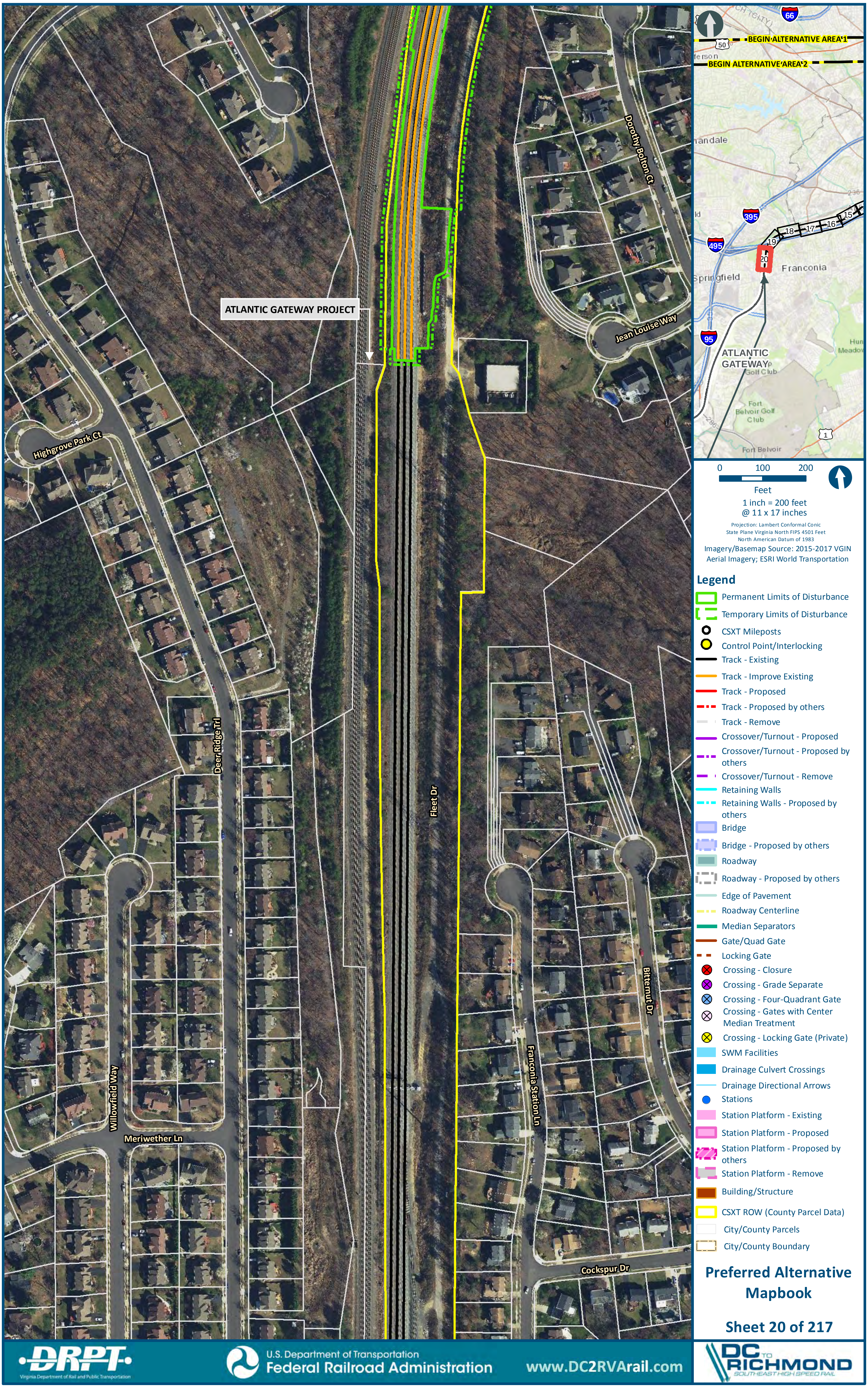
ATLANTIC GATEWAY PROJECT
Dorothy Bolton Ct
Jean Louise Way
Highgrove Park Ct
Deer Ridge Trl
Fleet Dr
Willowfield Way
Meriwether Ln
Franconia Station Ln
Bitternut Dr
Cockspur Dr
BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
66
50
495
395
95
1
15
16
17
18
19
20
Franconia
Springfield
ATLANTIC GATEWAY
Fort Belvoir Golf Club
Fort Belvoir
0
100
200
Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
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- Crossover/Turnout - Proposed by others
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- Retaining Walls
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- Roadway - Proposed by others
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- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
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Preferred Alternative Mapbook

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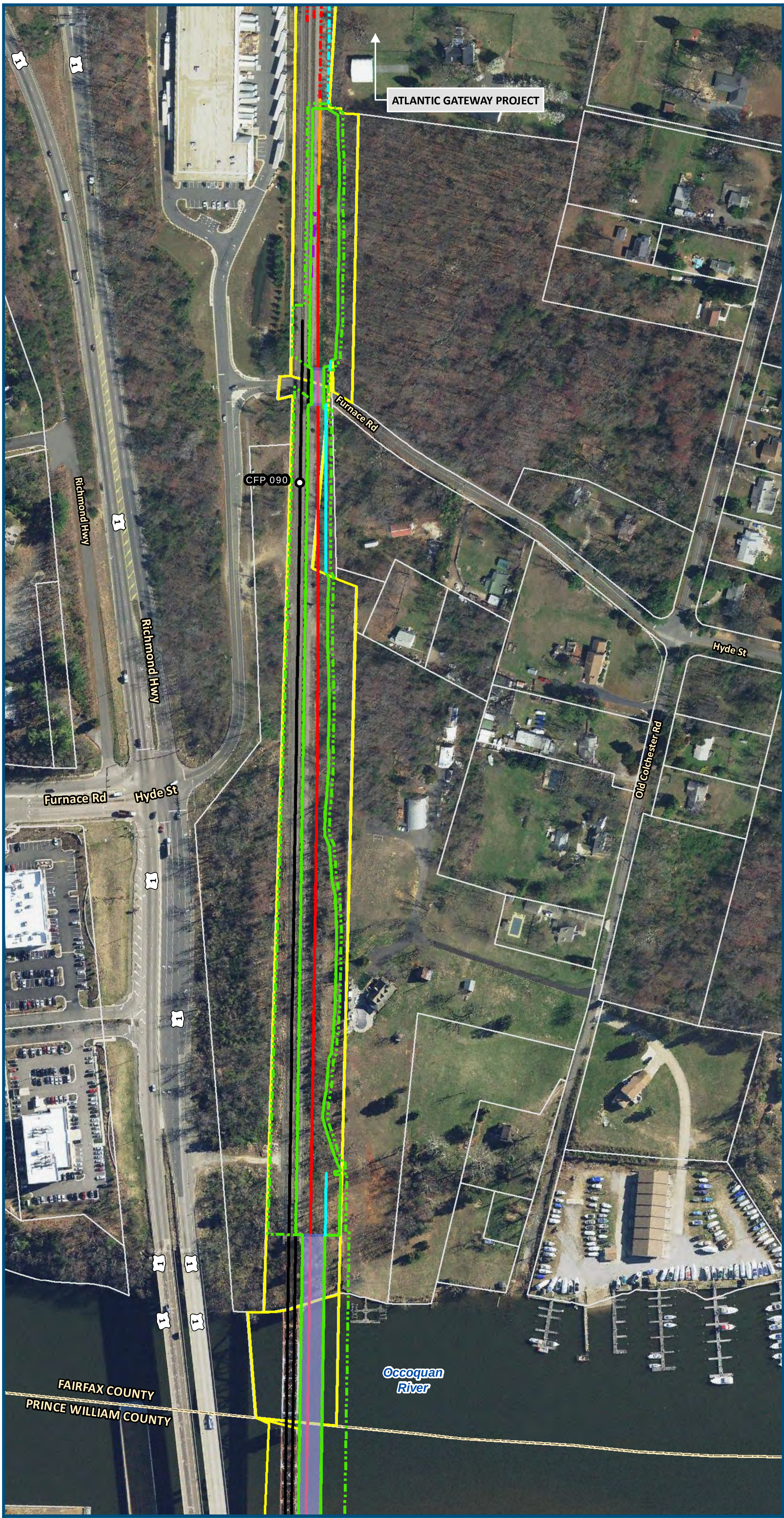
ATLANTIC GATEWAY PROJECT
1
1
Furnace Rd
CFP 090
Richmond Hwy
1
Richmond Hwy
Hyde St
Old Colchester Rd
Furnace Rd
Hyde St
1
1
1
1
1
1
Occoquan River
FAIRFAX COUNTY
PRINCE WILLIAM COUNTY

495
395
Accotink Stream Valley Park
Springfield
West Springfield
Accotink Creek
ATLANTIC GATEWAY
Golf Cl
Fullerton Industrial Park
Run
95
Fort Belvoir Golf Club
286
Fort Belv
1
orton
Pohick Bay Golf Course
Pohick Bay Regional Park
21
odbridge
Meadowood Recreation Area
Belmont Bay
Occoquan Bay National Wildlife Refuge
Mason Neck State Park
Gunst Hall
Ma Neck Wildlife
20

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

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- ⬚ Temporary Limits of Disturbance
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- — Track - Remove
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- -·- Crossover/Turnout - Proposed by others
- - - Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ■ Bridge
- ⬚ Bridge - Proposed by others
- ■ Roadway
- ⬚ Roadway - Proposed by others
- — Edge of Pavement
- - - Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
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- ■ Station Platform - Existing
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- ■ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Preferred Alternative Mapbook

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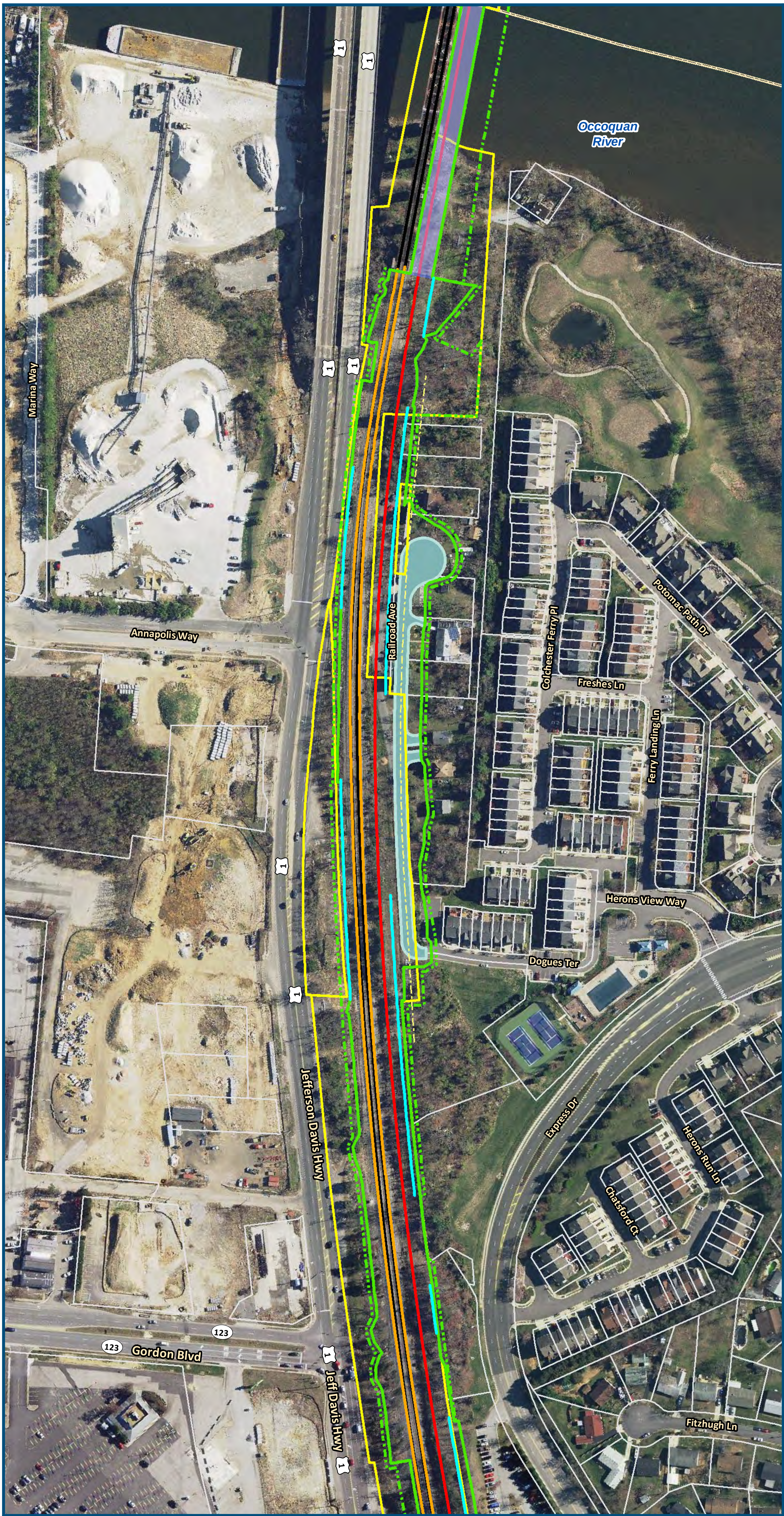
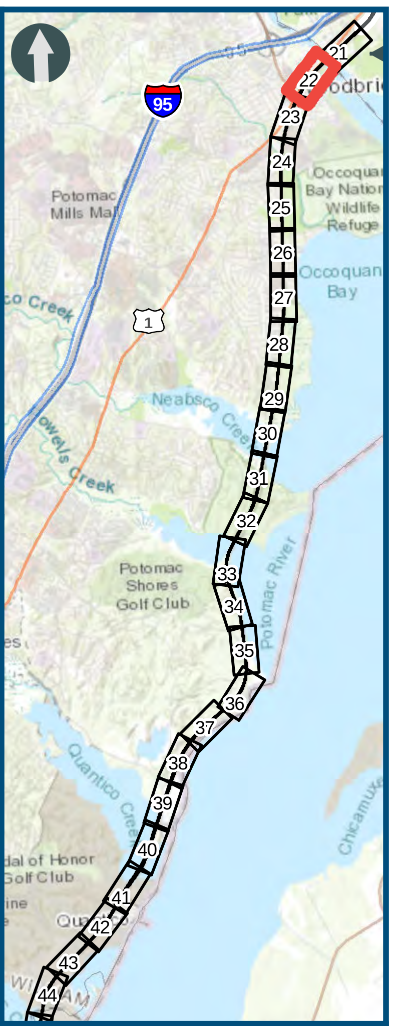

Occoquan River
1
1
1
1
1
1
1
Marina Way
Annapolis Way
Railroad Ave
Colchester Ferry Pl
Potomac Path Dr
Freshes Ln
Ferry Landing Ln
Herons View Way
Dogues Ter
Express Dr
Herons Run Ln
Chatsford Ct
Fitzhugh Ln
Jefferson Davis Hwy
123
123
Gordon Blvd
Jeff Davis Hwy
1


95
1
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
Woodbridge
Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
Dal of Honor Golf Club
Quantico
William

0 100 200
Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
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- City/County Parcels
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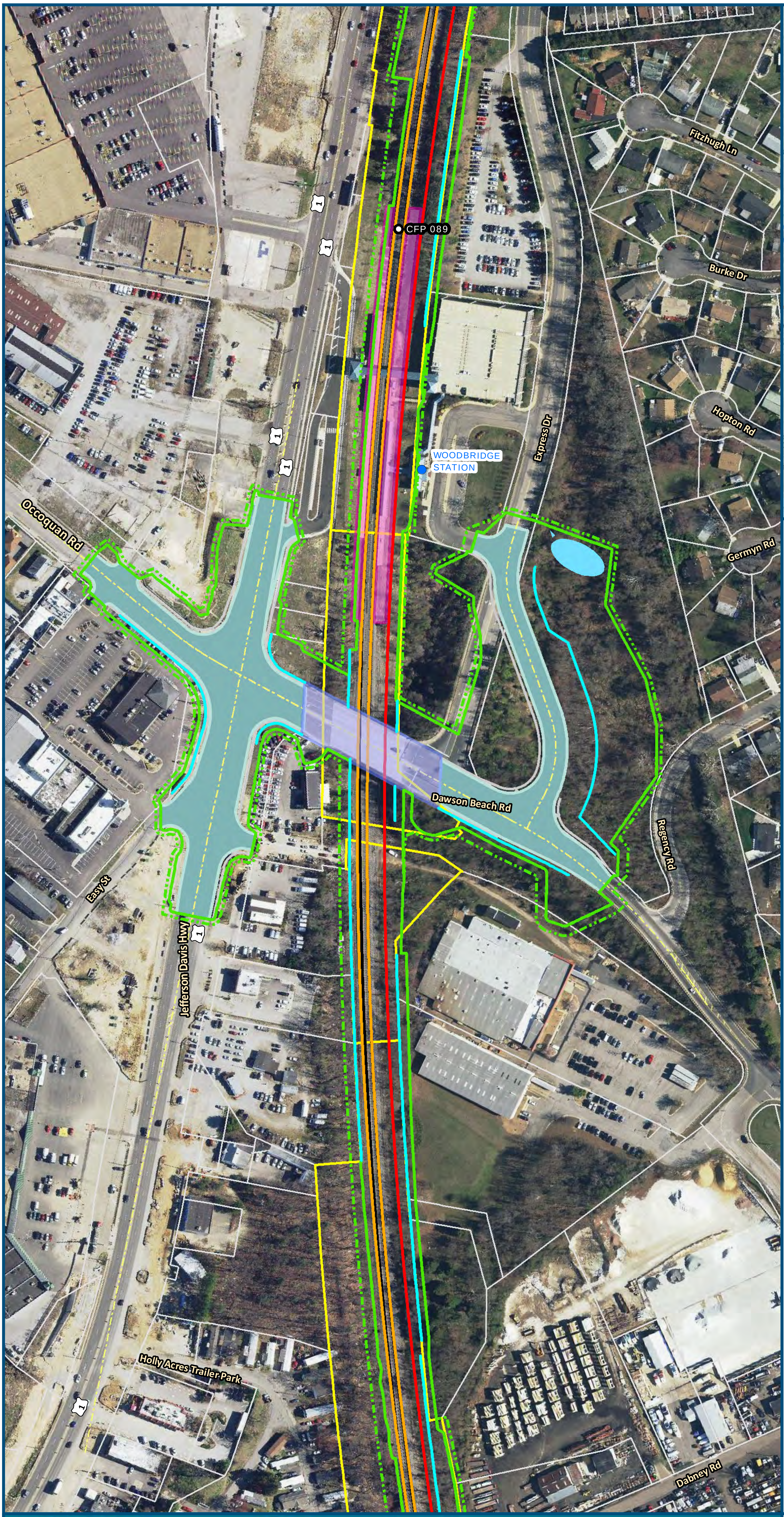
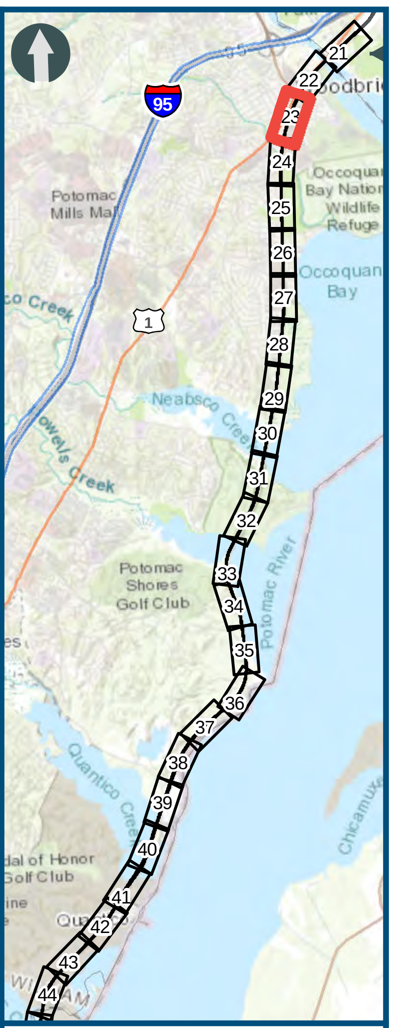

CFP 089
WOODBRIDGE STATION
Fitzhugh Ln
Burke Dr
Hopton Rd
Germyn Rd
Express Dr
Occoquan Rd
Dawson Beach Rd
Regency Rd
Easy St
Jefferson Davis Hwy
Holly Acres Trailer Park
Dabney Rd
1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Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- ▨ Bridge
- ▨ Bridge - Proposed by others
- ▨ Roadway
- ▨ Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ▨ SWM Facilities
- ▨ Drainage Culvert Crossings
- Drainage Directional Arrows
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- ▨ Building/Structure
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Preferred Alternative Mapbook

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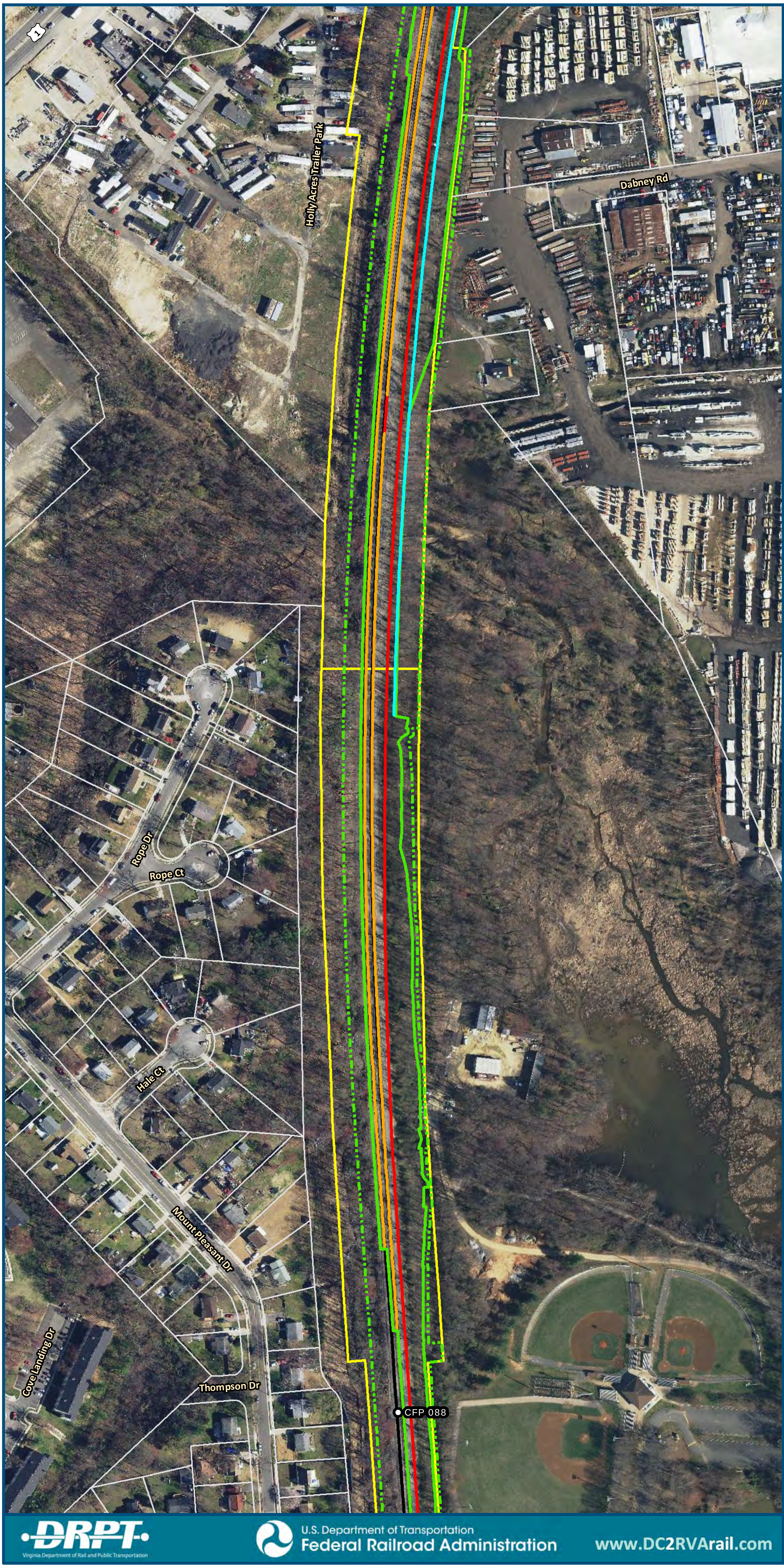
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC to RICHMOND
SOUTHEAST HIGH SPEED RAIL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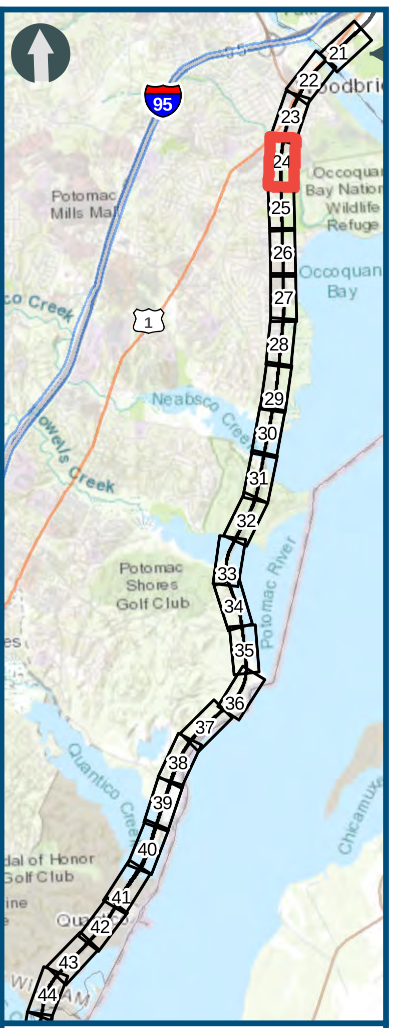
Dabney Rd
Rope Dr
Rope Ct
Hale Ct
Mount Pleasant Dr
Cove Landing Dr
Thompson Dr
CFP 088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Potomac Mills Mall
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
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0 100 200
Feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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Preferred Alternative Mapbook

Sheet 24 of 217

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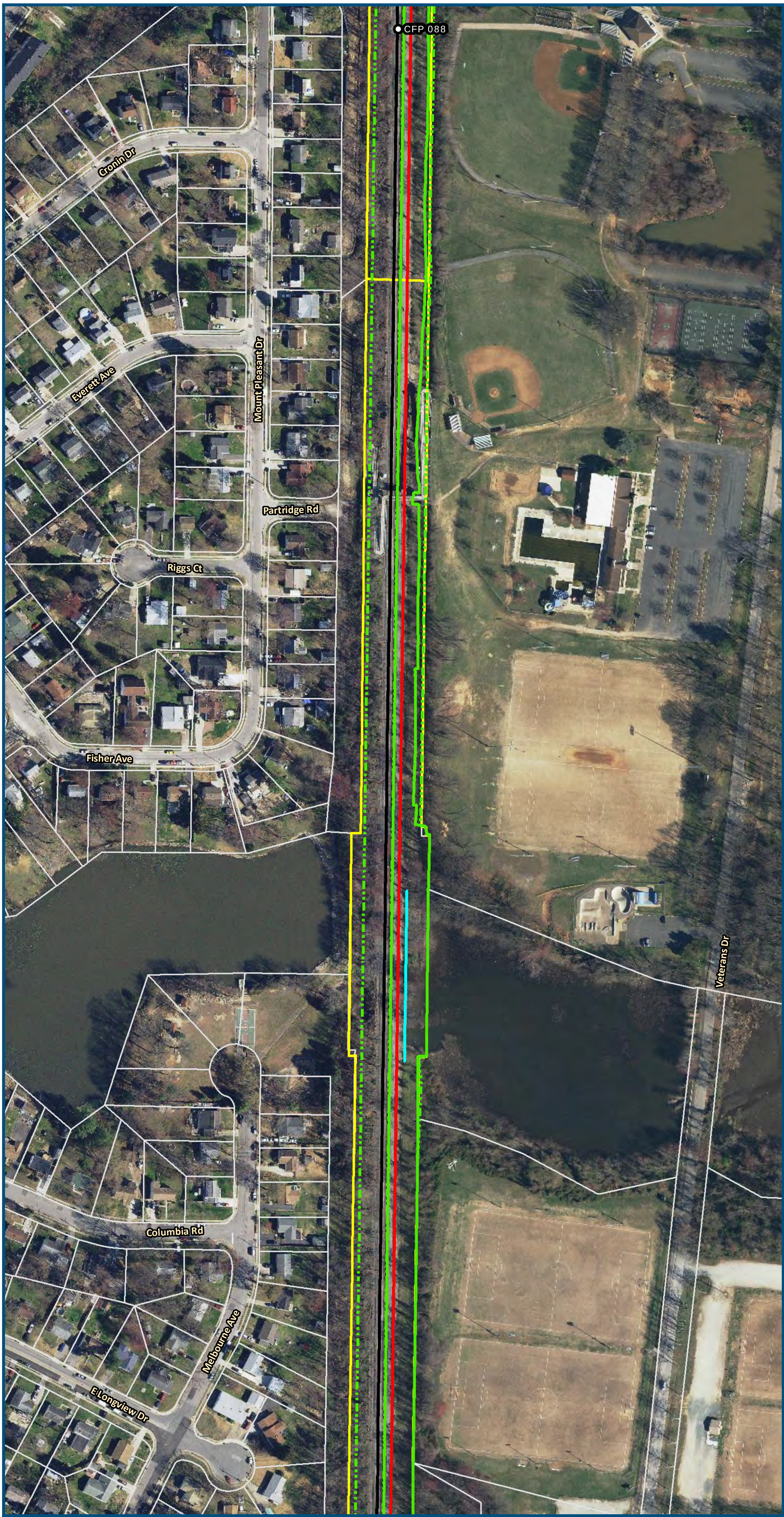
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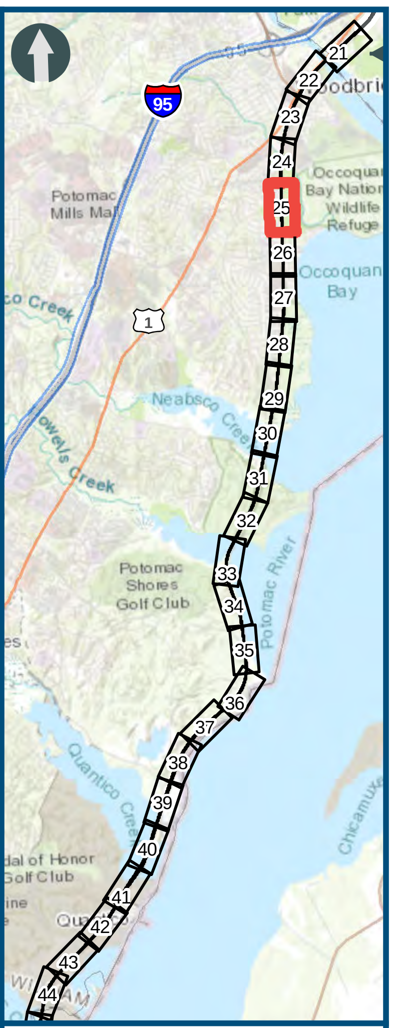
Mount Pleasant Dr
Partridge Rd
Riggs Ct
Fisher Ave
Columbia Rd
Melbourne Ave
E Longview Dr
Veterans Dr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Potomac Mills Mall
Woodbridge
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Medal of Honor Golf Club
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Chicamuxen
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0 100 200

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North American Datum of 1983

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Preferred Alternative Mapbook

Sheet 25 of 217

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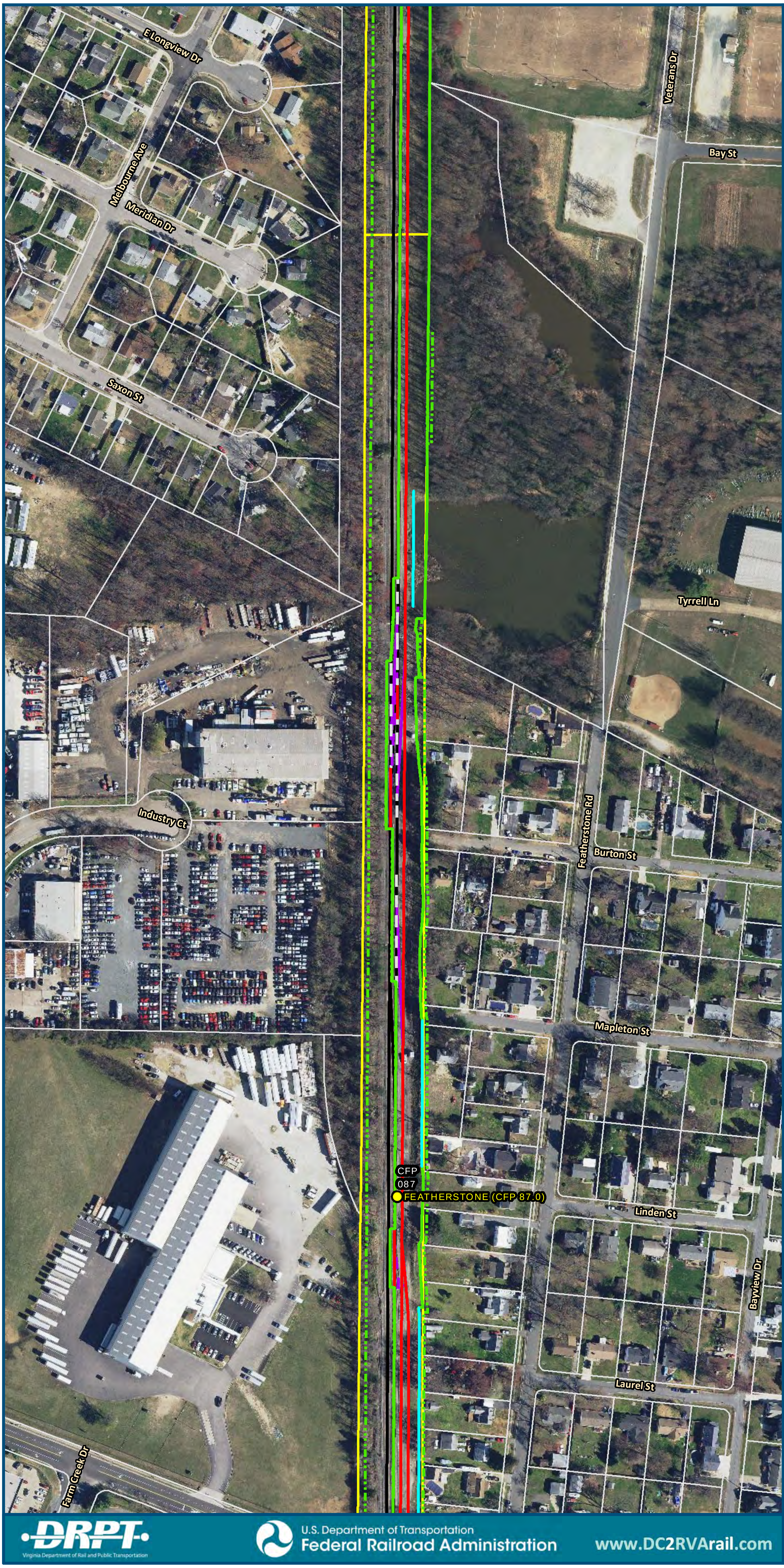
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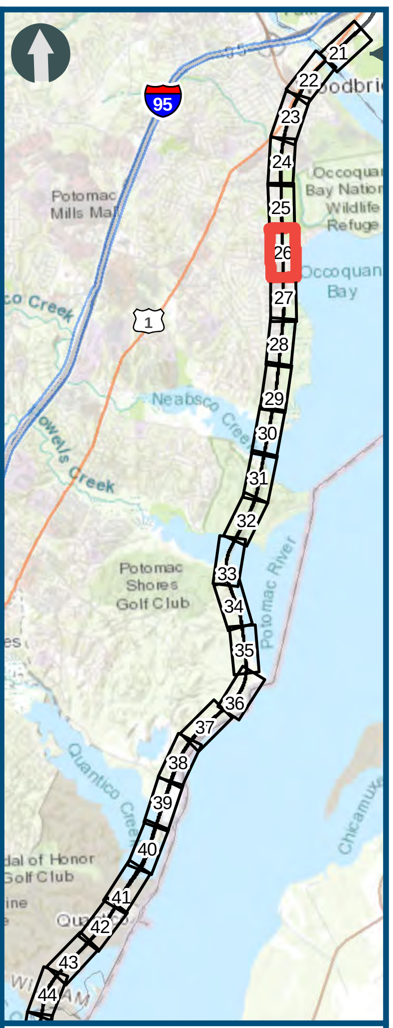
Melbourne Ave
Meridian Dr
Saxon St
Industry Ct
Farm Creek Dr
Veterans Dr
Bay St
Tyrrell Ln
Featherstone Rd
Burton St
Mapleton St
Linden St
Laurel St
Bayview Dr
CFP
087
FEATHERSTONE (CFP 87.0)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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
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State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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Preferred Alternative Mapbook

Sheet 26 of 217

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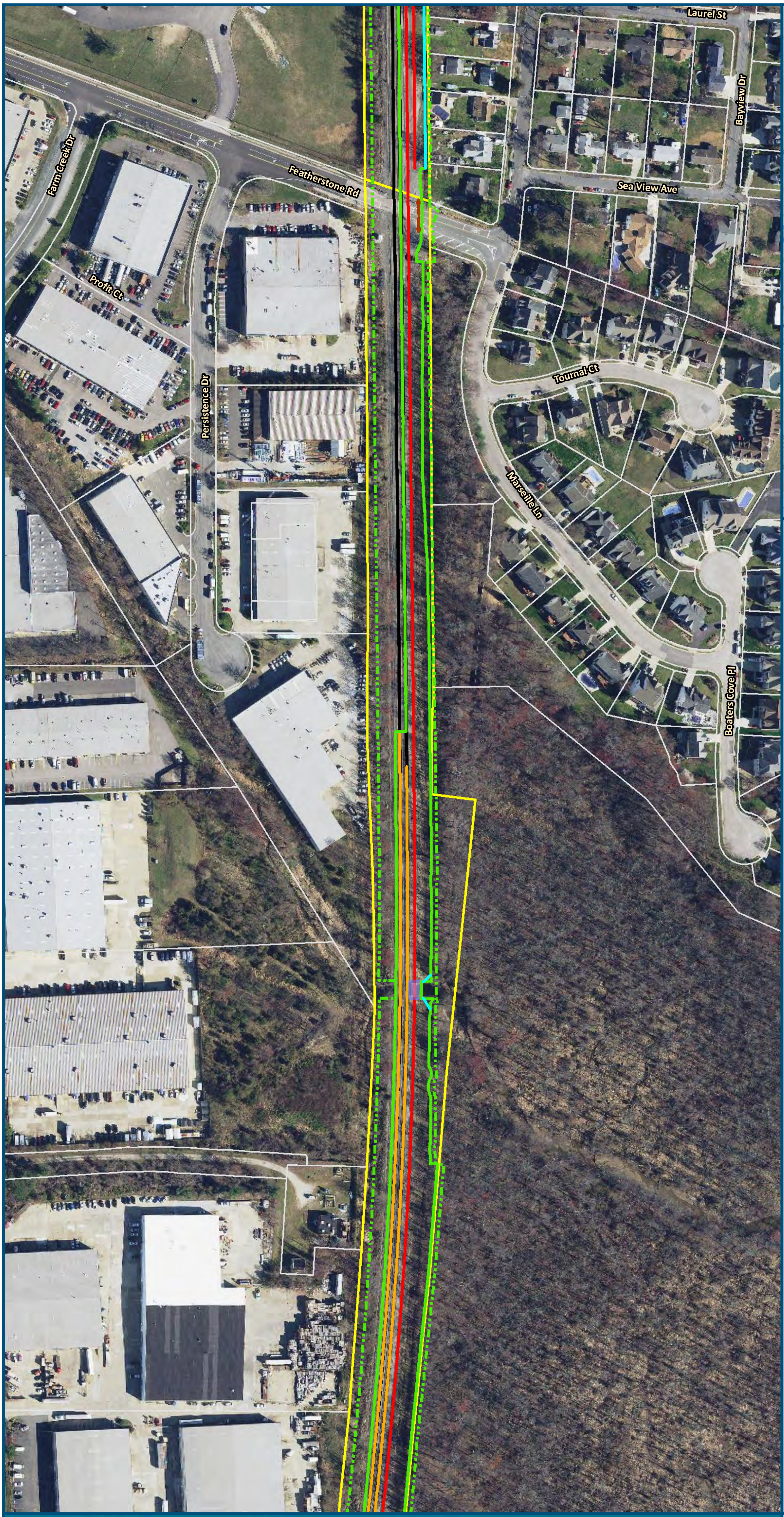
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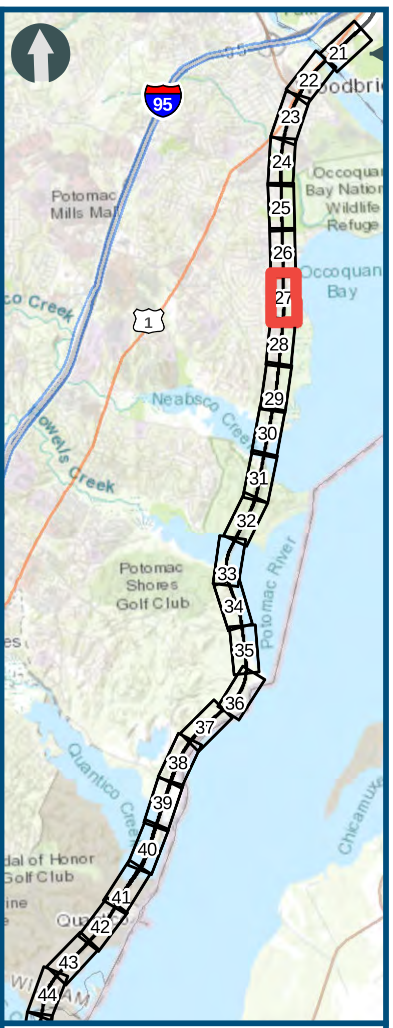
Featherstone Rd
Sea View Ave
Farm Creek Dr
Profit Ct
Persistence Dr
Tournai Ct
Marseille Ln
Boaters Cove Pl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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
Golf Club
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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Preferred Alternative Mapbook

Sheet 27 of 217

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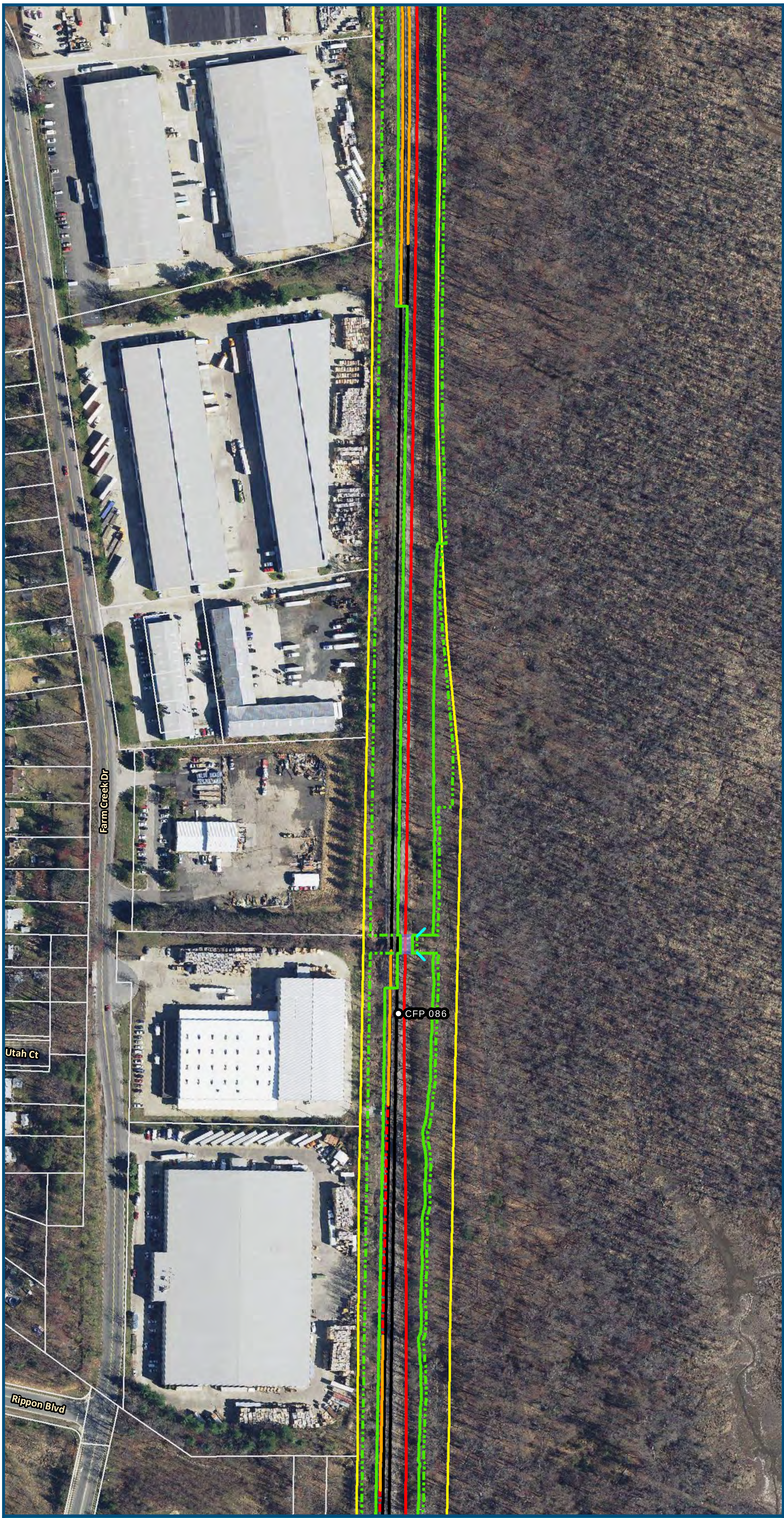
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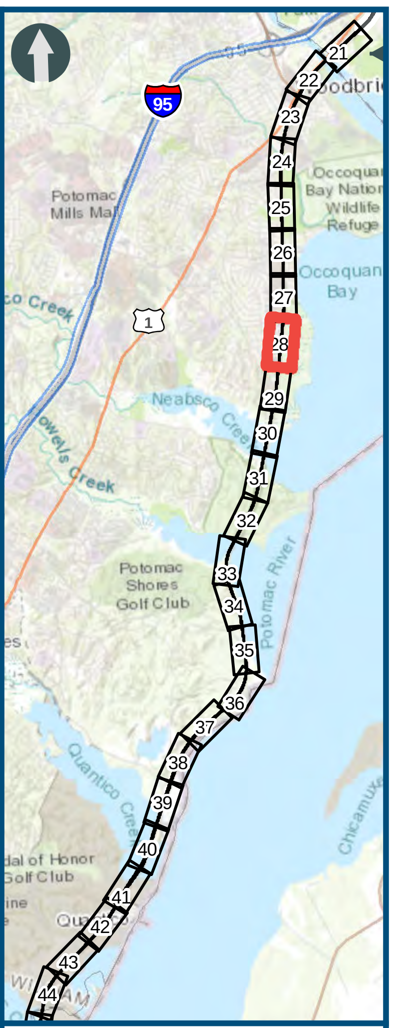
Rippon Blvd
CFP 086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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Hall of Honor Golf Club
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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Aerial Imagery; ESRI World Transportation

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- - - Crossover/Turnout - Proposed by others
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- — Retaining Walls
- - - Retaining Walls - Proposed by others
- ▨ Bridge
- ▨ Bridge - Proposed by others
- ▨ Roadway
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- ■ Drainage Culvert Crossings
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- ☐ CSXT ROW (County Parcel Data)
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Preferred Alternative Mapbook

Sheet 28 of 217

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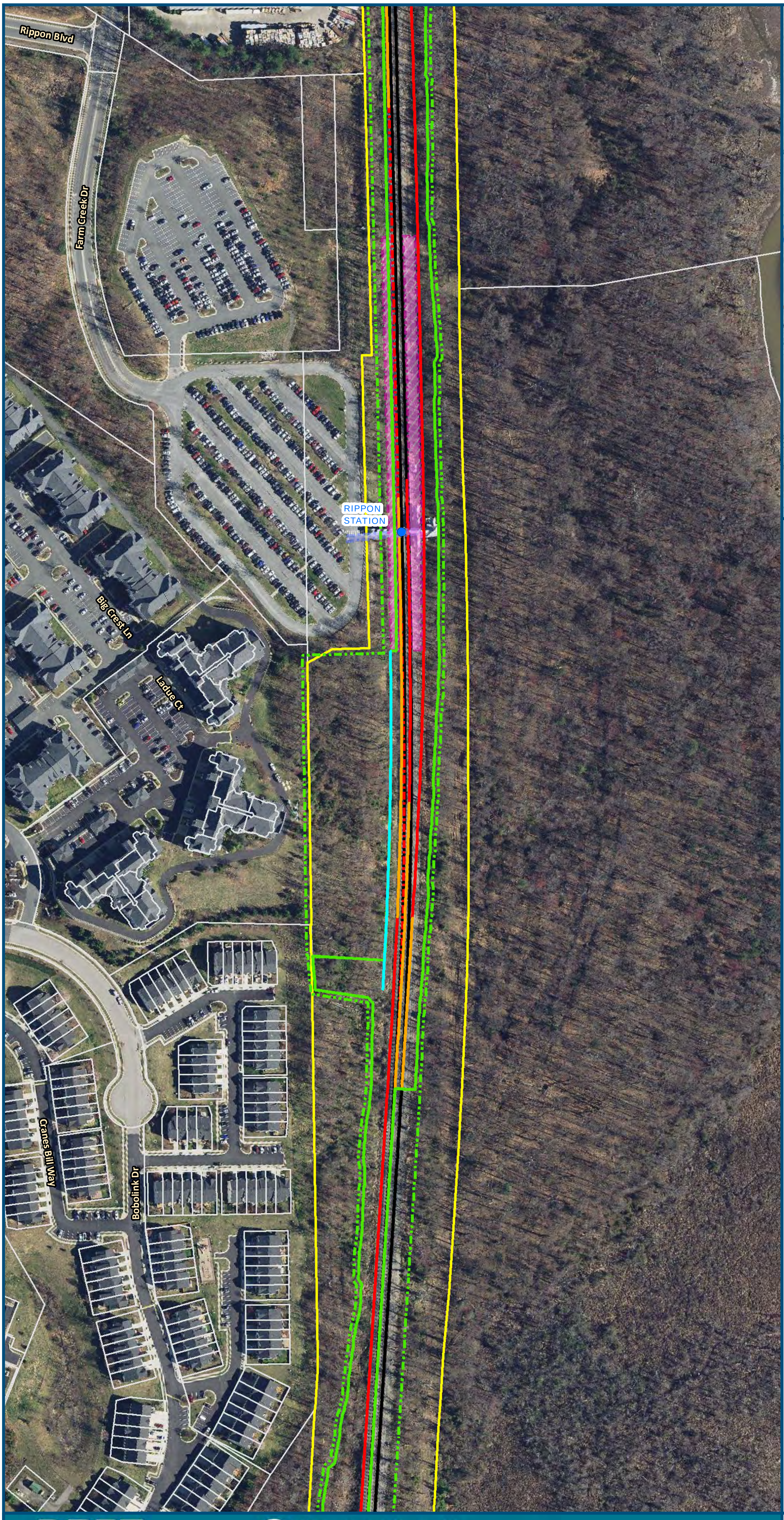
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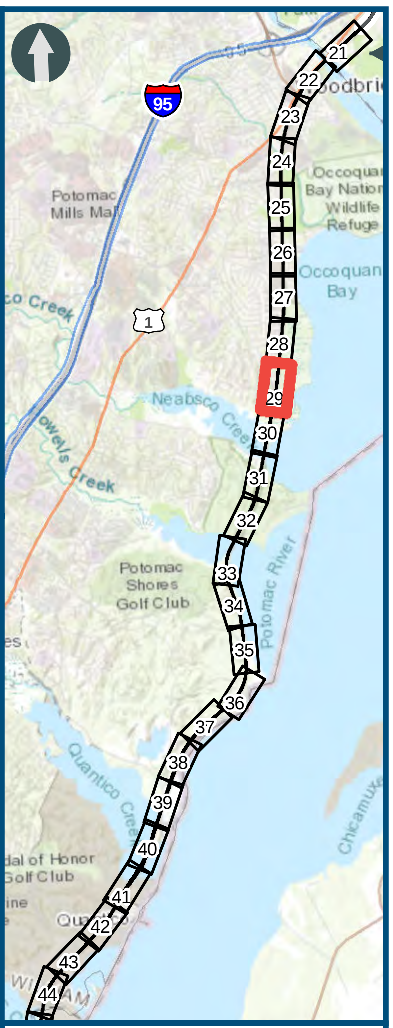
Farm Creek Dr
RIPPON STATION
Big Crest Ln
Ladue Ct
Cranes Bill Way
Bobolink Dr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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
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North American Datum of 1983

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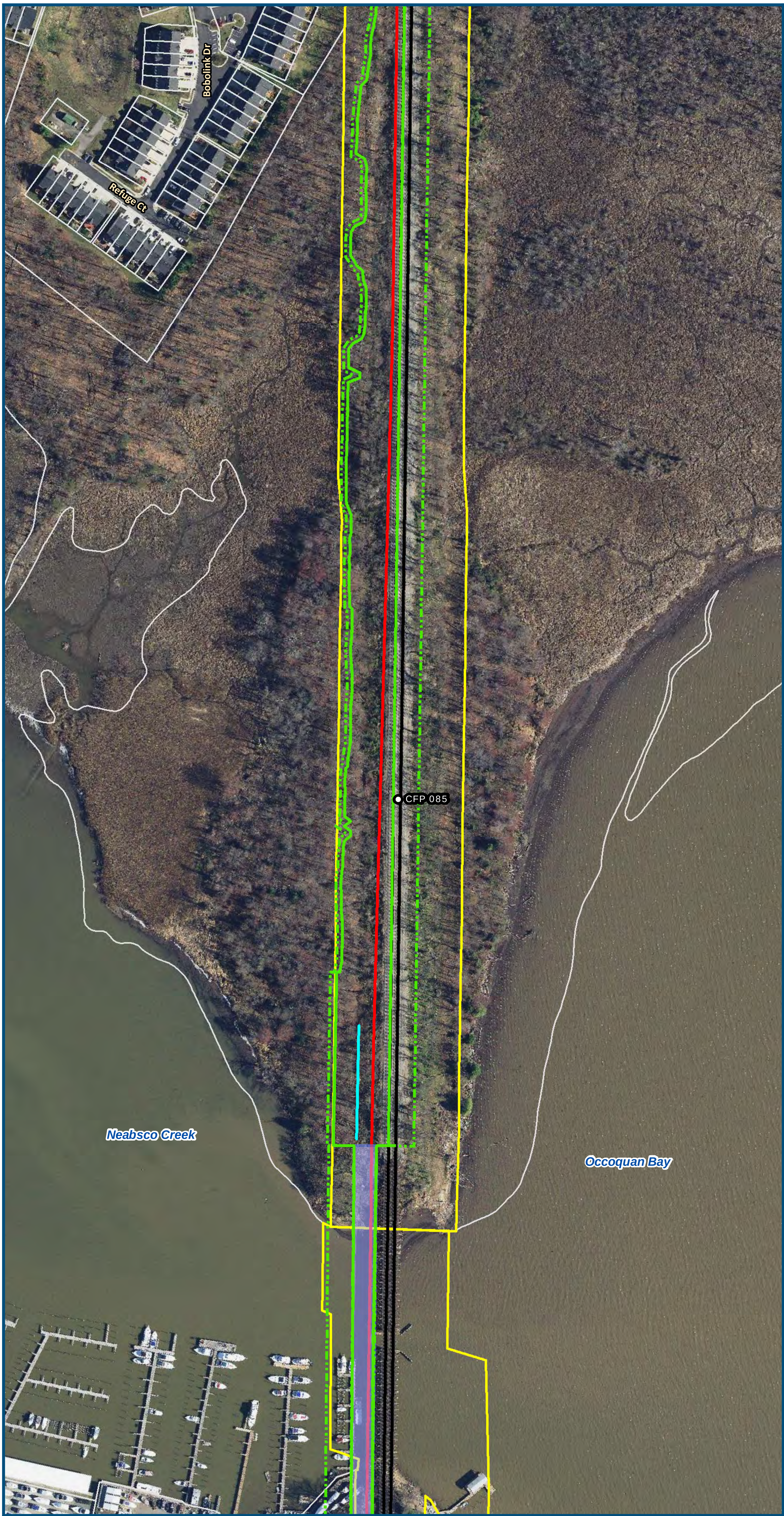
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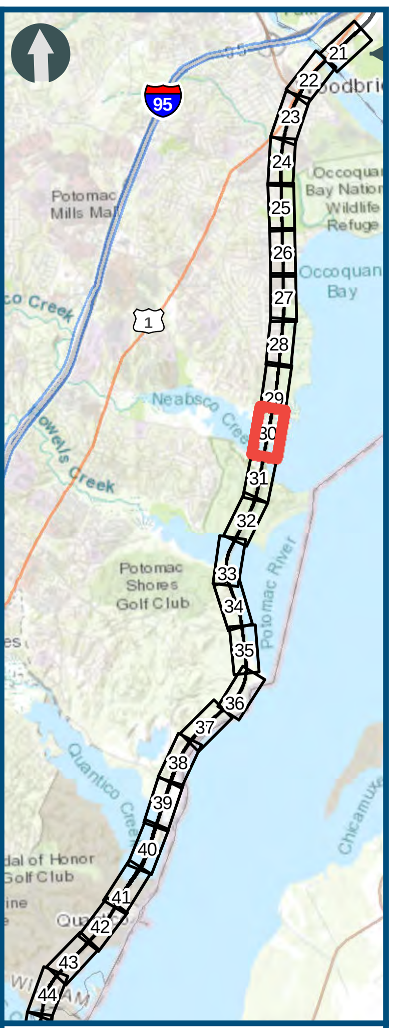
Refuge Ct
CFP 085
Neabsco Creek
Occoquan Bay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Potomac Mills Mall
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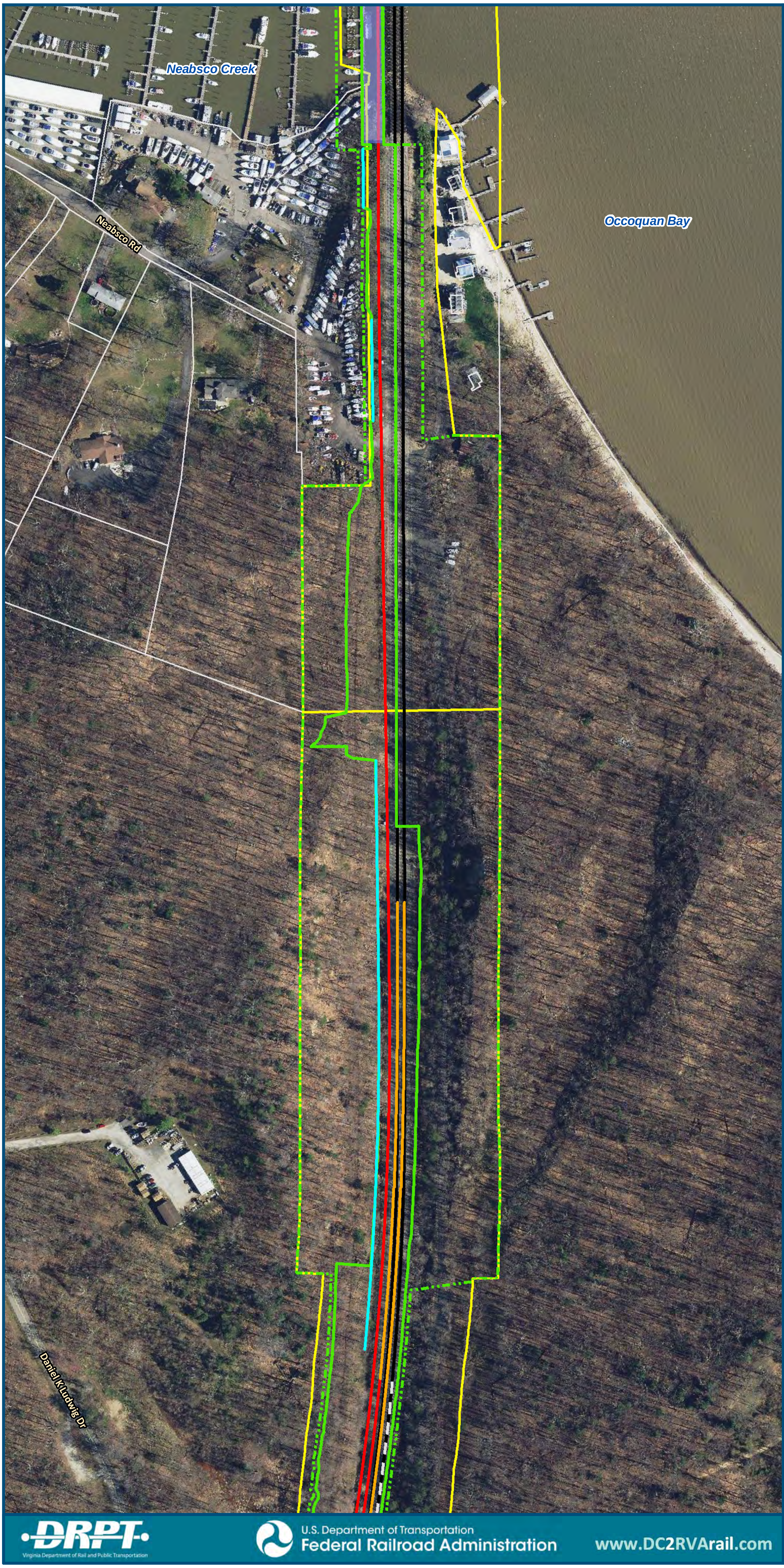
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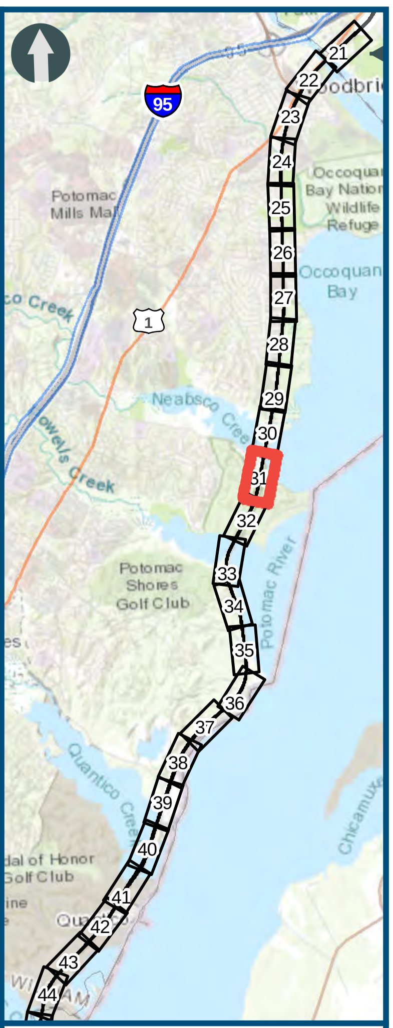
Occoquan Bay
Neabsco Rd
Daniel K Ludwig Dr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- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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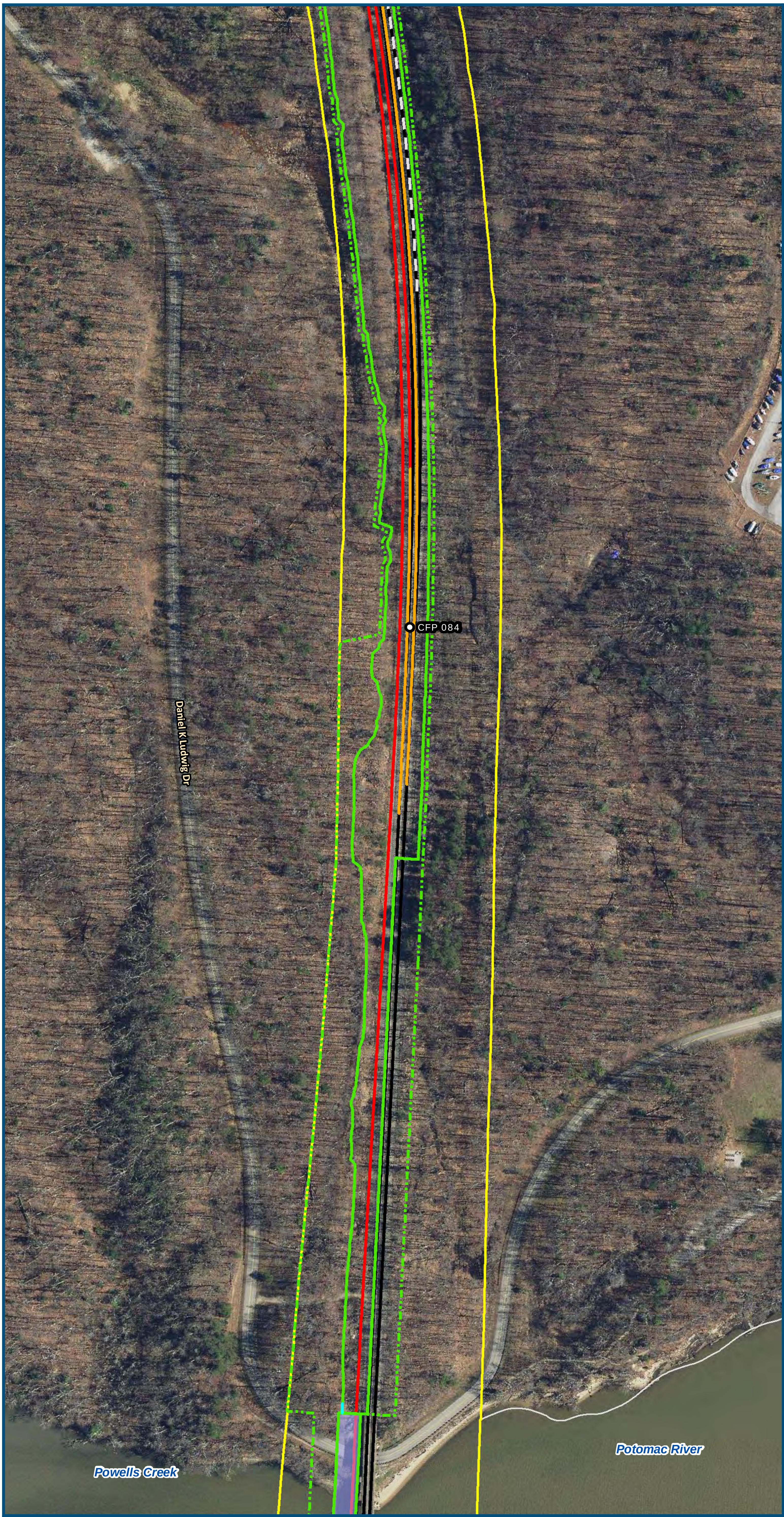
CFP 084
Daniel K Ludwig Dr
Powells Creek
Potomac River

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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
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Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
Medal of Honor Golf Club
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
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- Bridge - Proposed by others
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- Station Platform - Remove
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Preferred Alternative Mapbook

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DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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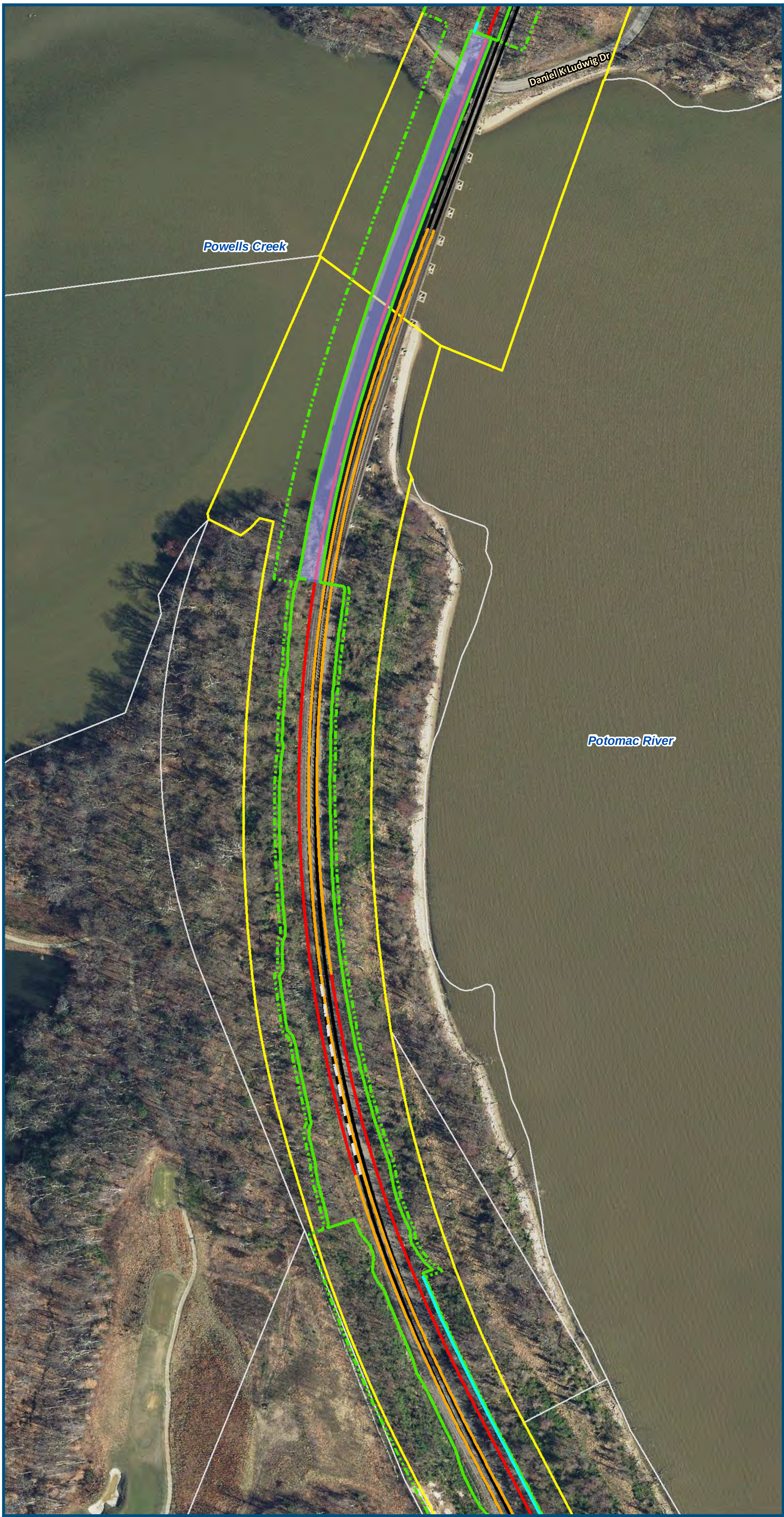
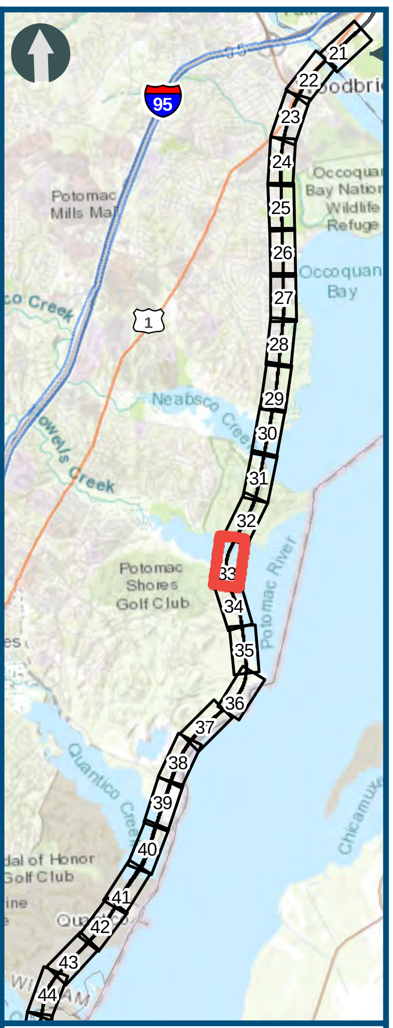

Daniel K Ludwig Dr
Powells Creek
Potomac River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Powells Creek
Potomac
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Golf Club
Potomac River
Quantico Creek
dal of Honor
Golf Club
Chicamux

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
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- Track - Proposed by others
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- Crossover/Turnout - Proposed by others
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- Retaining Walls
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- Roadway - Proposed by others
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- Drainage Directional Arrows
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- Station Platform - Proposed
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- Station Platform - Remove
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- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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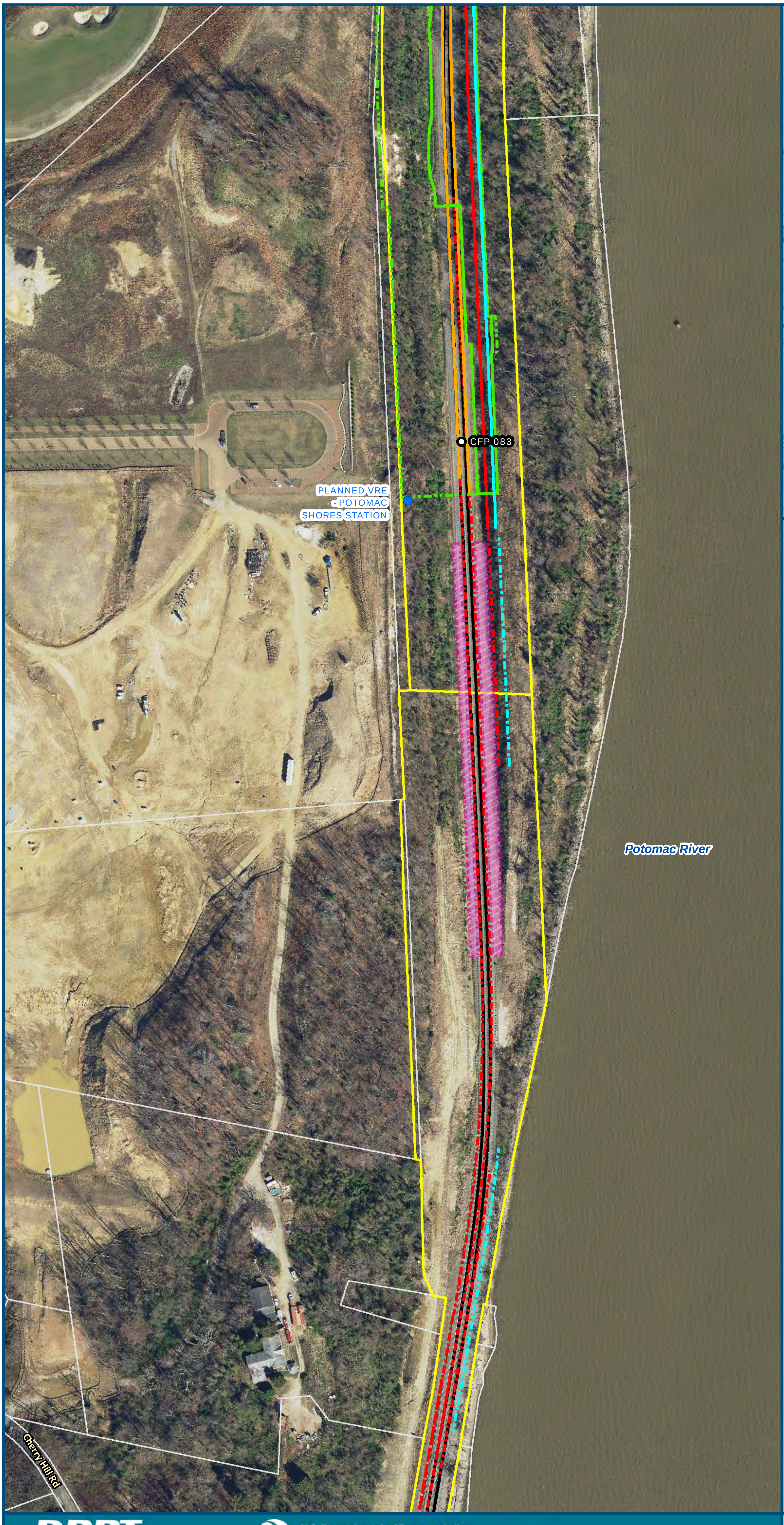
CFP 083
PLANNED VRE
- POTOMAC
SHORES STATION
Potomac River
Cherry Hill Rd

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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen

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Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
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- Track - Remove
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- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
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- Bridge - Proposed by others
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- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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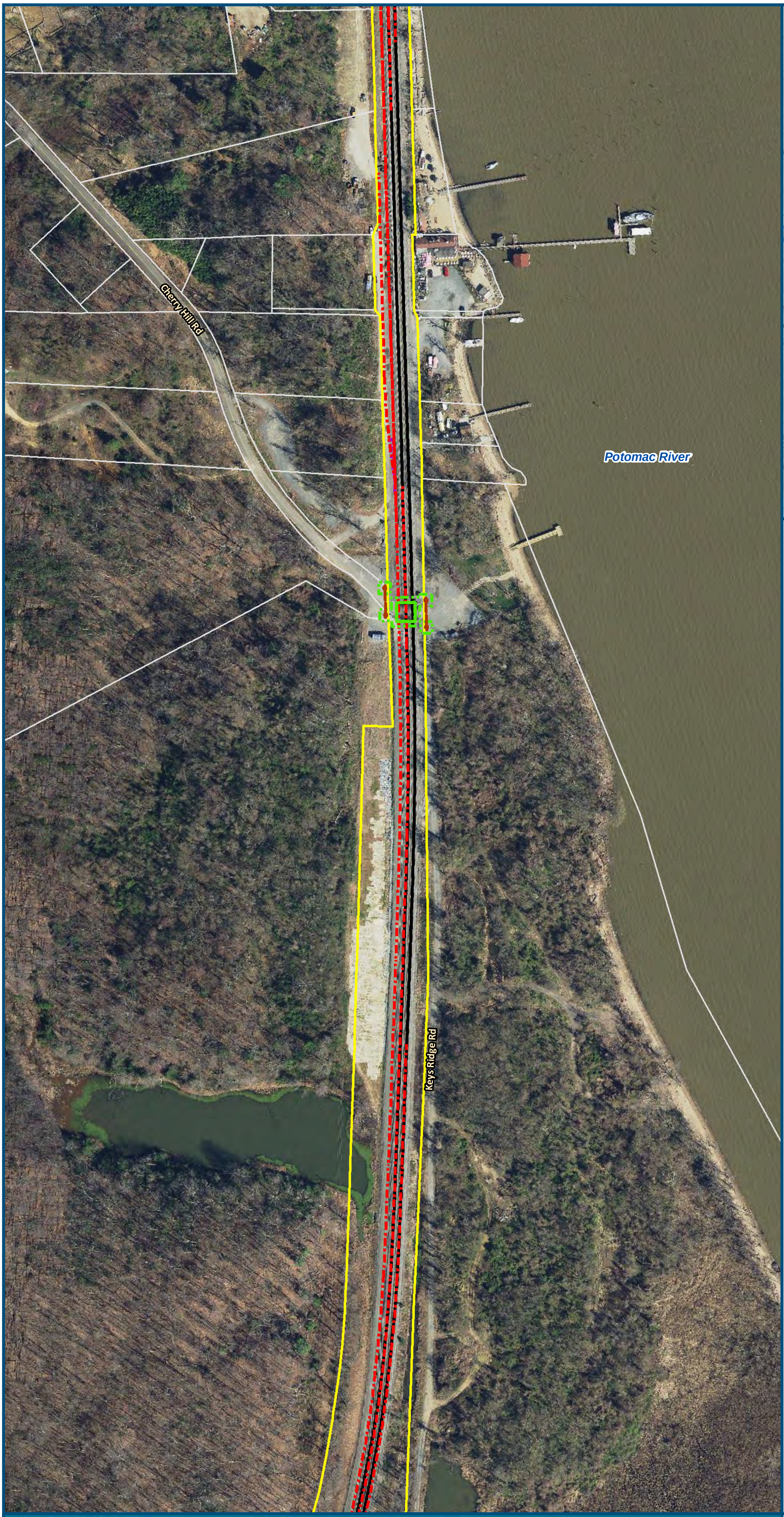
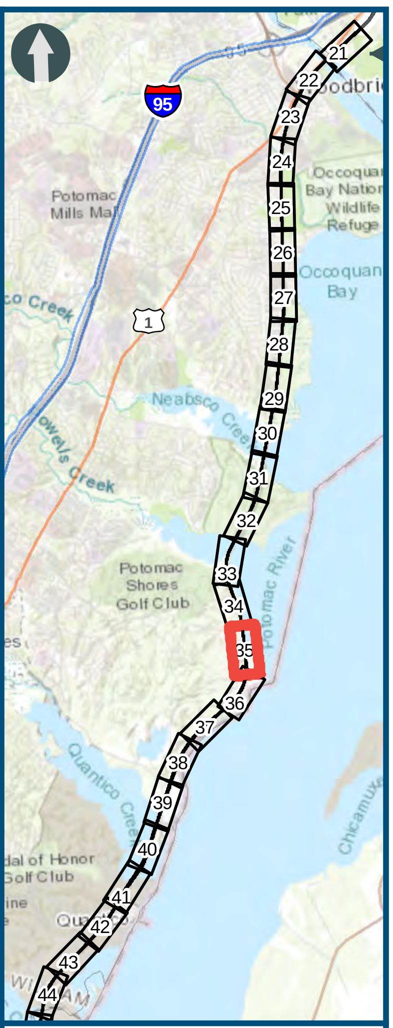

Cherry Hill Rd
Potomac River
Keys Ridge Rd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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
1
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
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Feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
●	Control Point/Interlocking
━	Track - Existing
━	Track - Improve Existing
━	Track - Proposed
┅	Track - Proposed by others
┅	Track - Remove
━	Crossover/Turnout - Proposed
┅	Crossover/Turnout - Proposed by others
┅	Crossover/Turnout - Remove
━	Retaining Walls
┅	Retaining Walls - Proposed by others
▭	Bridge
⬚	Bridge - Proposed by others
■	Roadway
⬚	Roadway - Proposed by others
━	Edge of Pavement
┅	Roadway Centerline
━	Median Separators
━	Gate/Quad Gate
┅	Locking Gate
⊗	Crossing - Closure
⊗	Crossing - Grade Separate
⊗	Crossing - Four-Quadrant Gate
⊗	Crossing - Gates with Center Median Treatment
⊗	Crossing - Locking Gate (Private)
■	SWM Facilities
■	Drainage Culvert Crossings
━	Drainage Directional Arrows
●	Stations
■	Station Platform - Existing
▭	Station Platform - Proposed
▨	Station Platform - Proposed by others
▭	Station Platform - Remove
■	Building/Structure
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Preferred Alternative Mapbook

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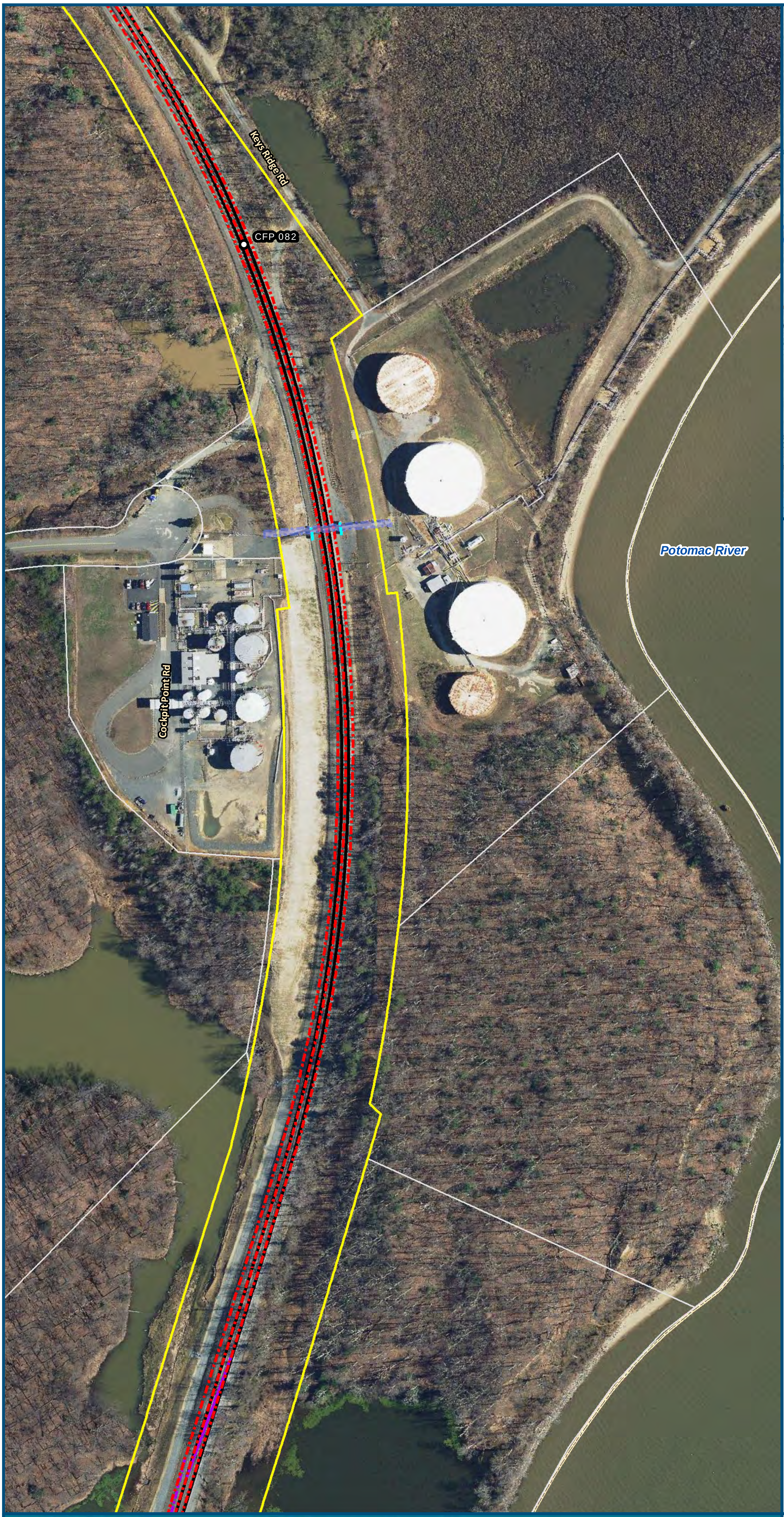
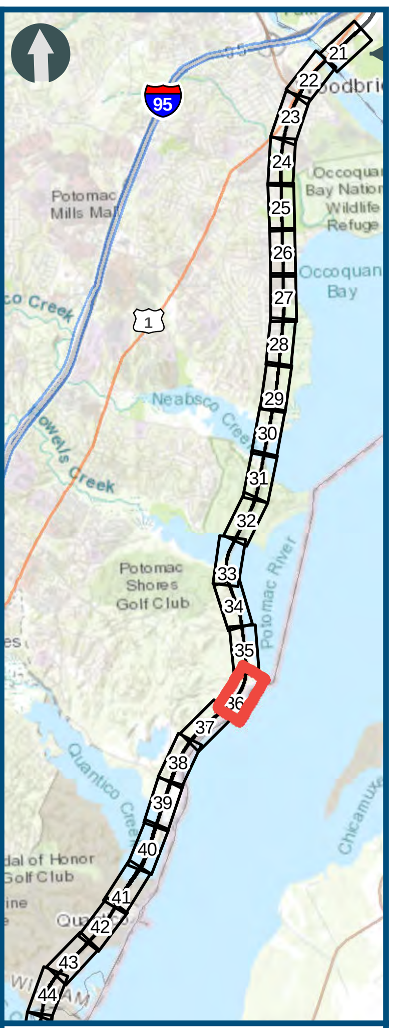

Keys Ridge Rd
CFP 082
Cockpit Point Rd
Potomac River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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
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Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
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- Crossing - Grade Separate
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- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
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- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

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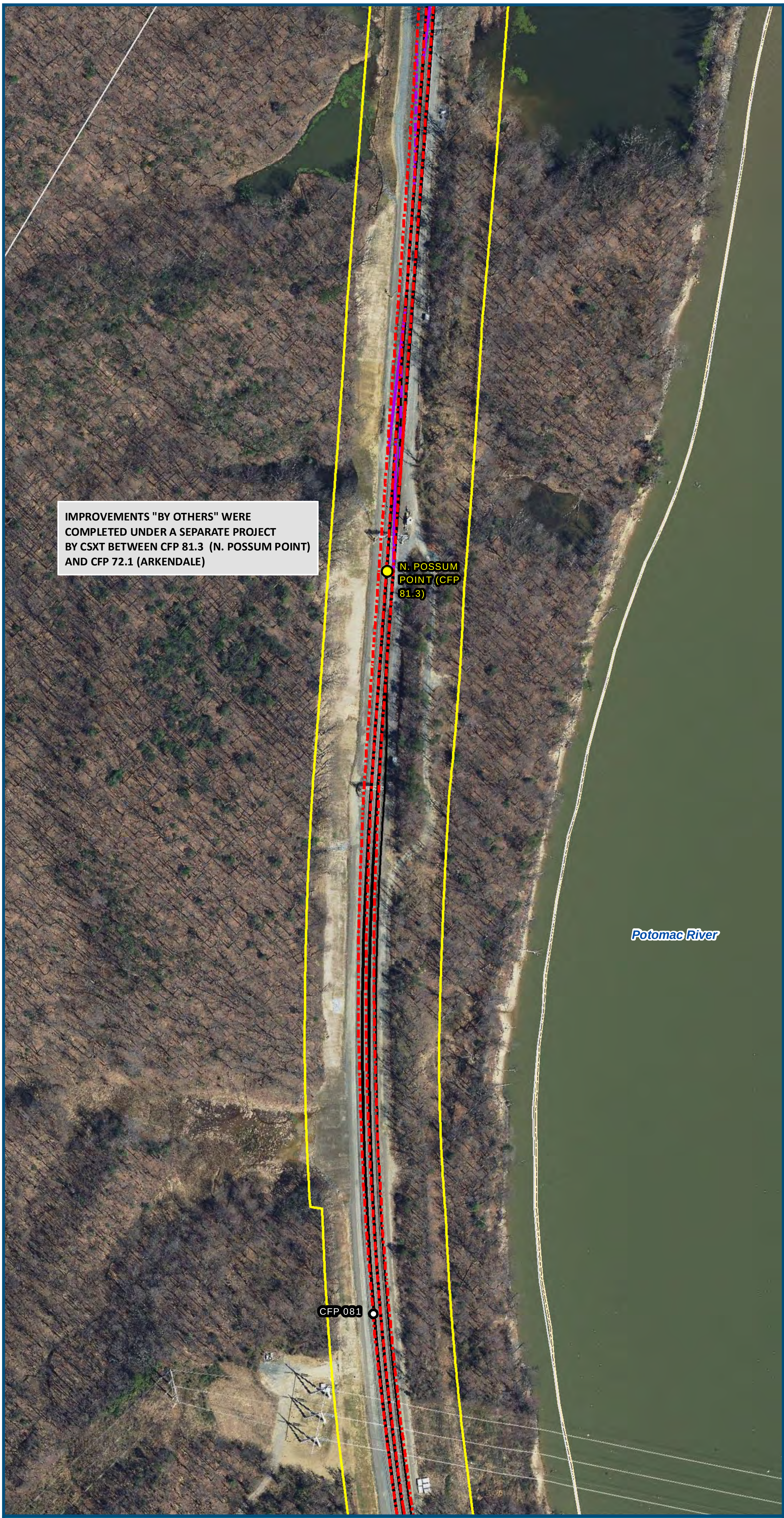
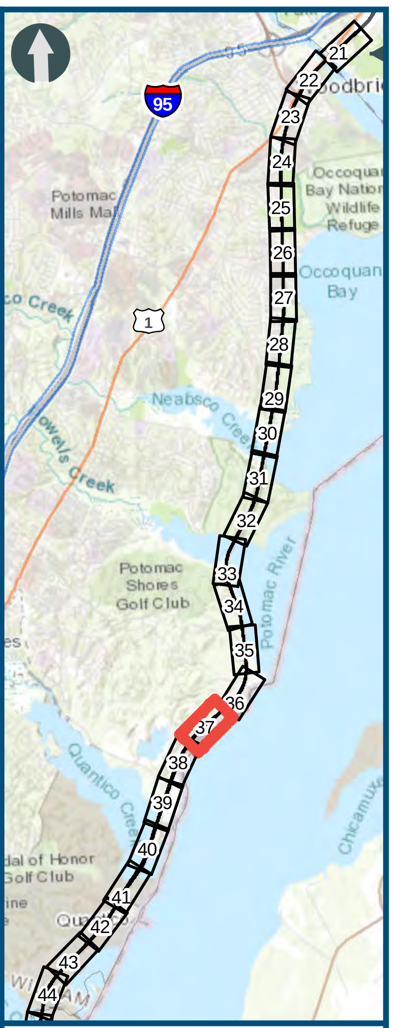

N. POSSUM POINT (CFP 81.3)
CFP 081
Potomac River

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BETWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Potomac Mills Mal
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
Golf Club
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
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- Roadway
- Roadway - Proposed by others
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- Roadway Centerline
- Median Separators
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- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
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- Crossing - Gates with Center Median Treatment
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- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
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- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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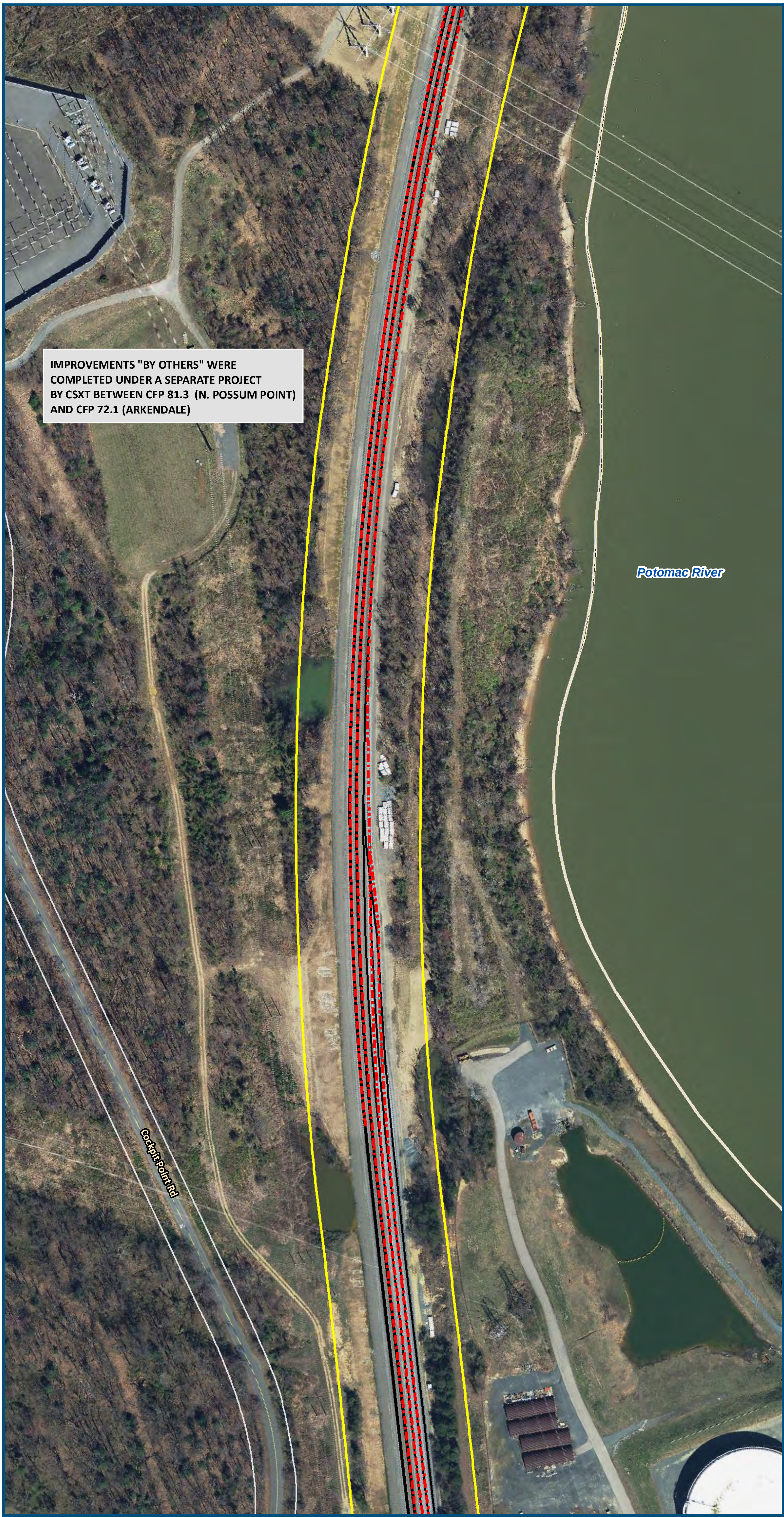
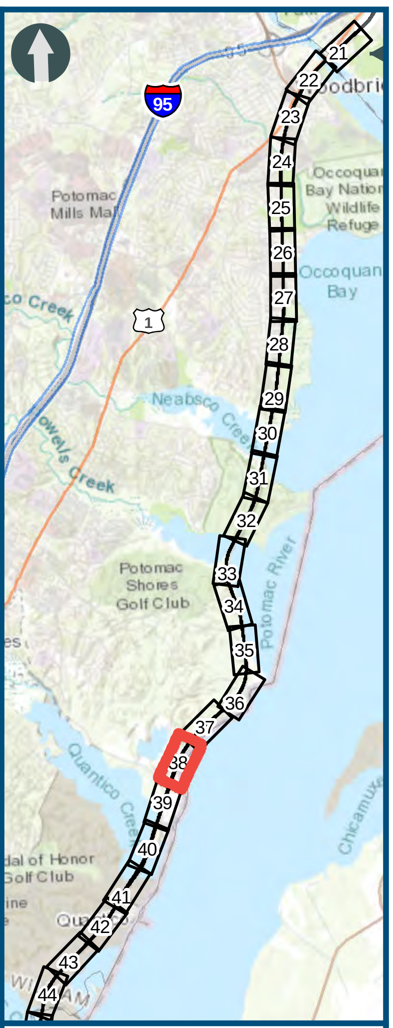

Potomac River
Cockpit Point Rd

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BETWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
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- Retaining Walls - Proposed by others
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Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

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DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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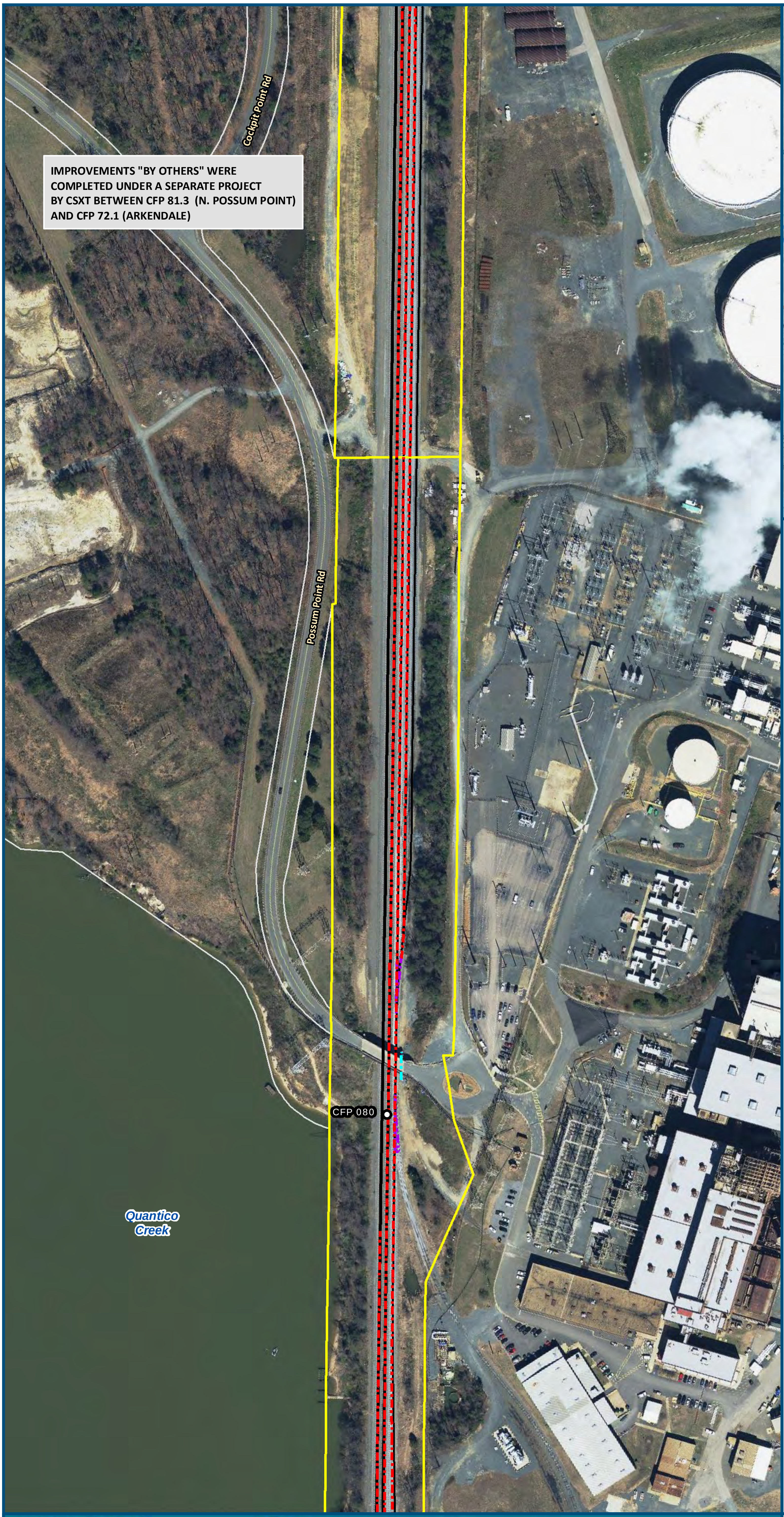
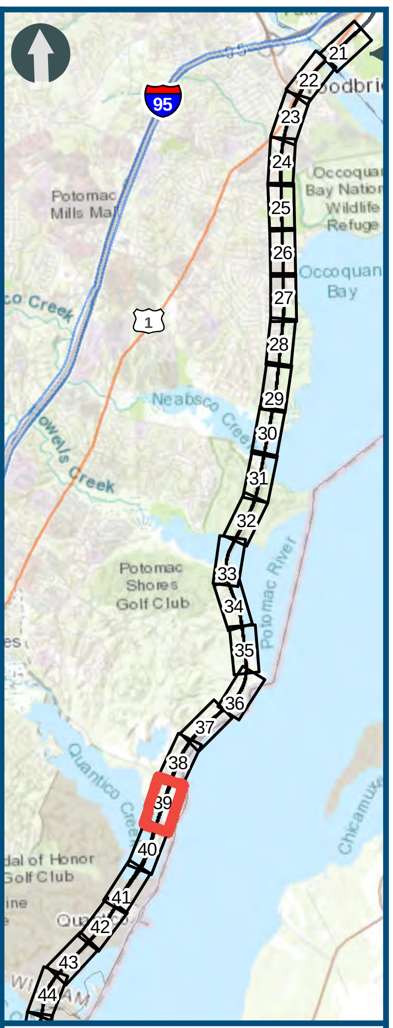

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BETWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)
Cockpit Point Rd
Possum Point Rd
CFP 080
Quantico Creek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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
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Feet
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@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- Track - Existing
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- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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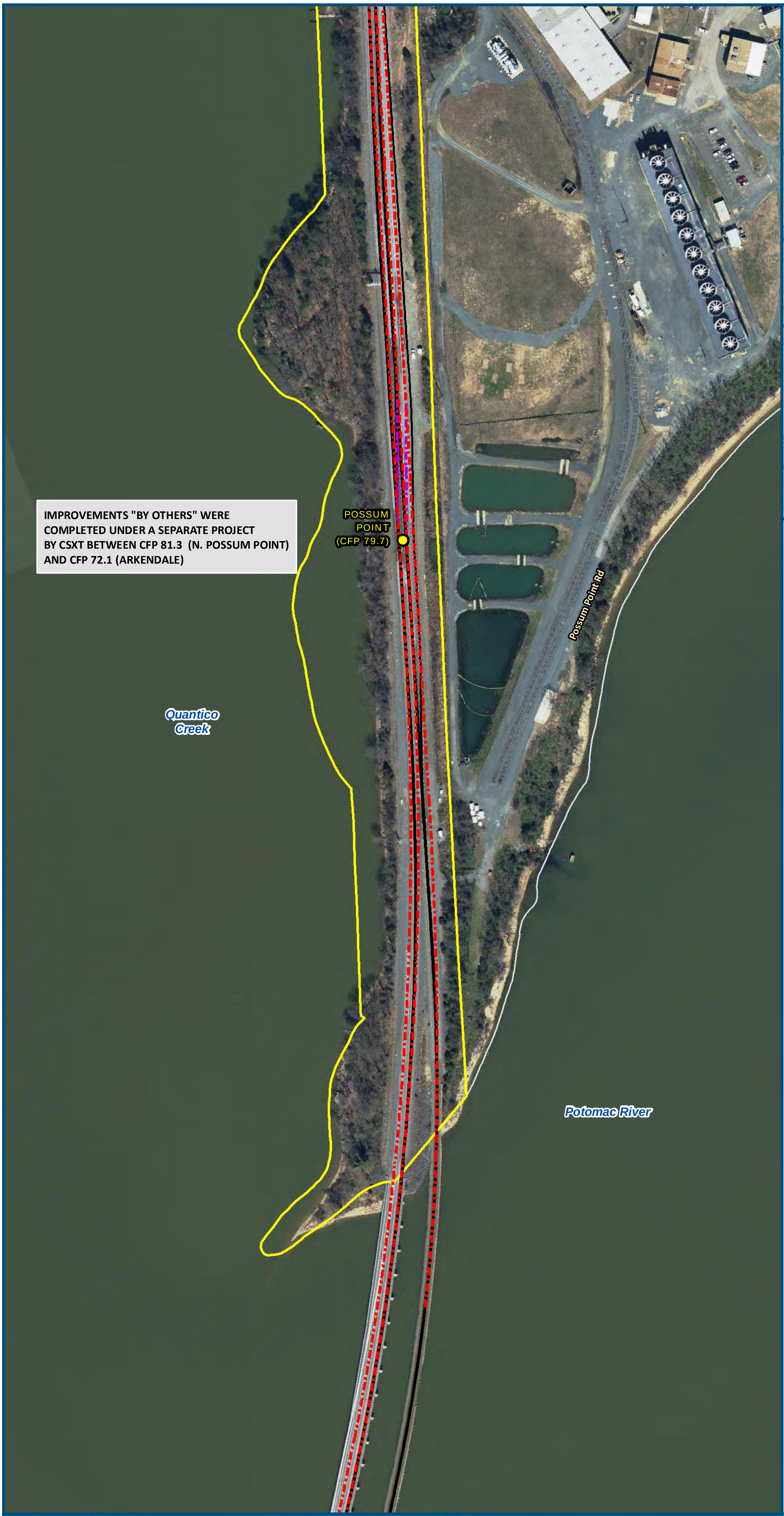
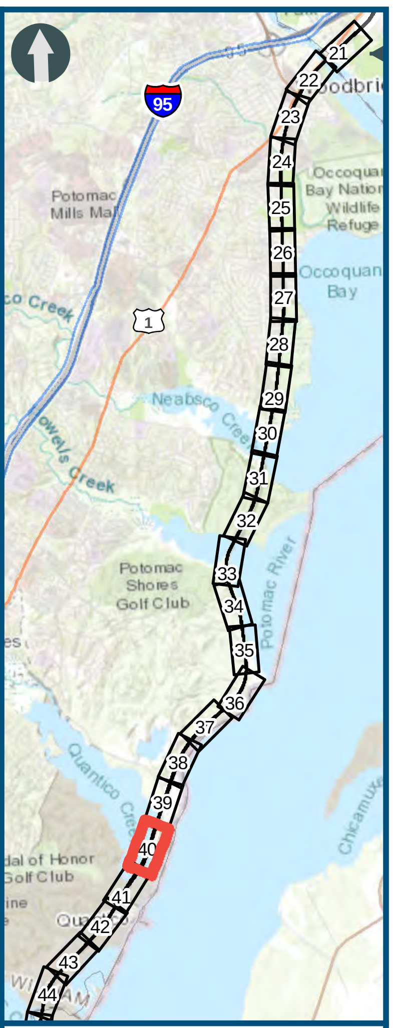

POSSUM
POINT
(CFP 79.7)
Quantico
Creek
Possum Point Rd
Potomac River

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BETWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Potomac
Mills Mall
Occoquan
Bay National
Wildlife
Refuge
Occoquan
Bay
Neabsco Creek
Powells Creek
Potomac
Shores
Golf Club
Potomac River
Quantico Creek
Chicamuxen
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@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- SWM Facilities
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- ● Stations
- Station Platform - Existing
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- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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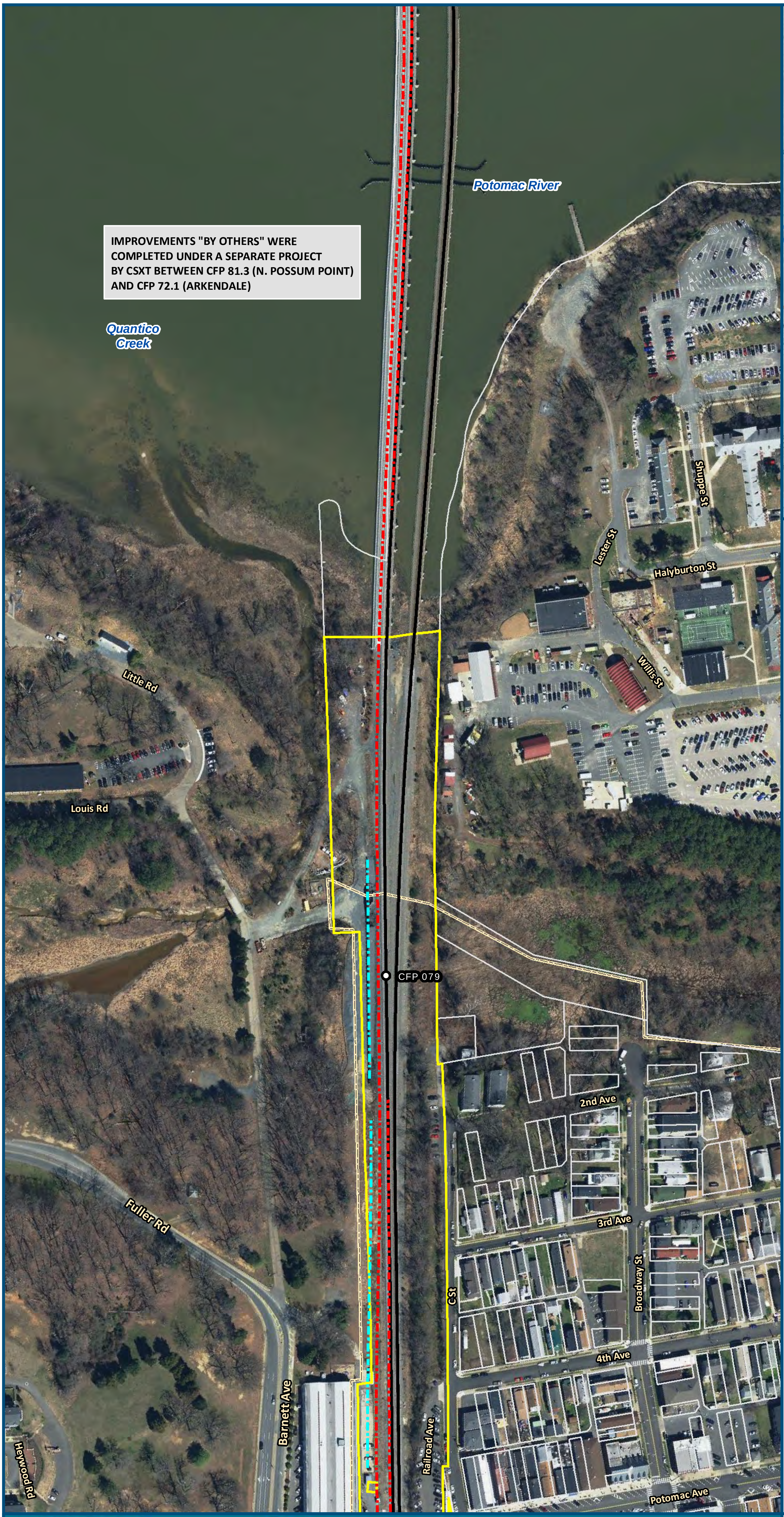
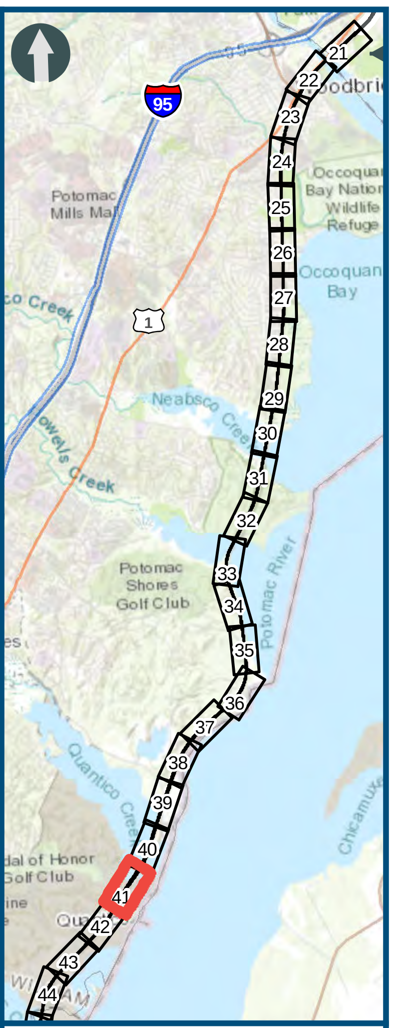

Potomac River
Quantico Creek
Little Rd
Louis Rd
Fuller Rd
Heywood Rd
Barnett Ave
Railroad Ave
C St
Lester St
Shuppe St
Halyburton St
Willis St
2nd Ave
3rd Ave
4th Ave
Broadway St
Potomac Ave
CFP 079

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BETWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Woodbridge
Occoquan Bay National Wildlife Refuge
Potomac Mills Mall
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
Medal of Honor Golf Club
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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- ▭ City/County Parcels
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Preferred Alternative Mapbook

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DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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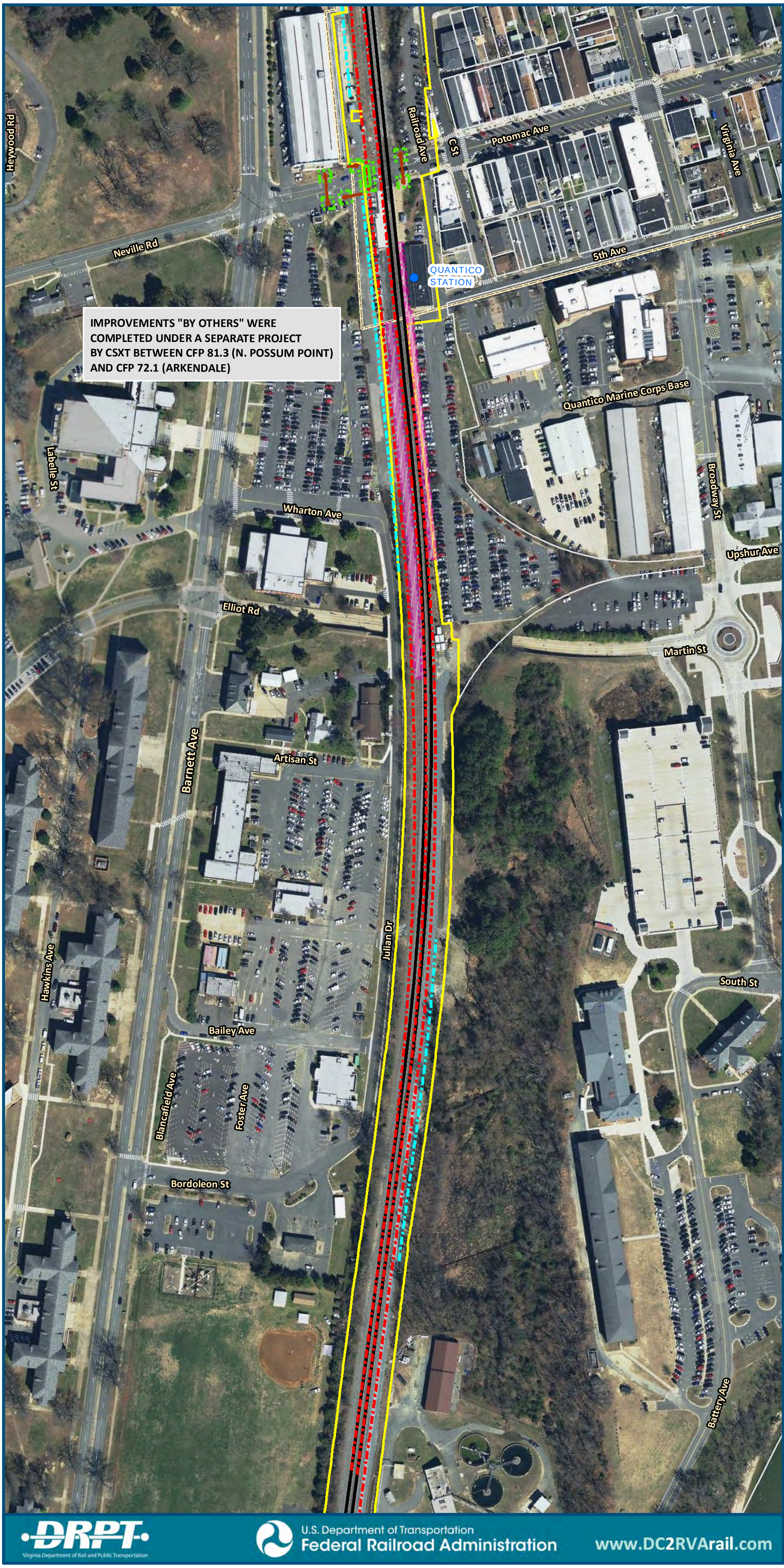
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Railroad Ave
C St
Potomac Ave
Virginia Ave
Neville Rd
5th Ave
QUANTICO STATION
Quantico Marine Corps Base
Labelle St
Wharton Ave
Broadway St
Upshur Ave
Elliot Rd
Martin St
Barnett Ave
Artisan St
Julian Dr
Hawkins Ave
South St
Bailey Ave
Blancafield Ave
Foster Ave
Bordoleon St
Battery Ave

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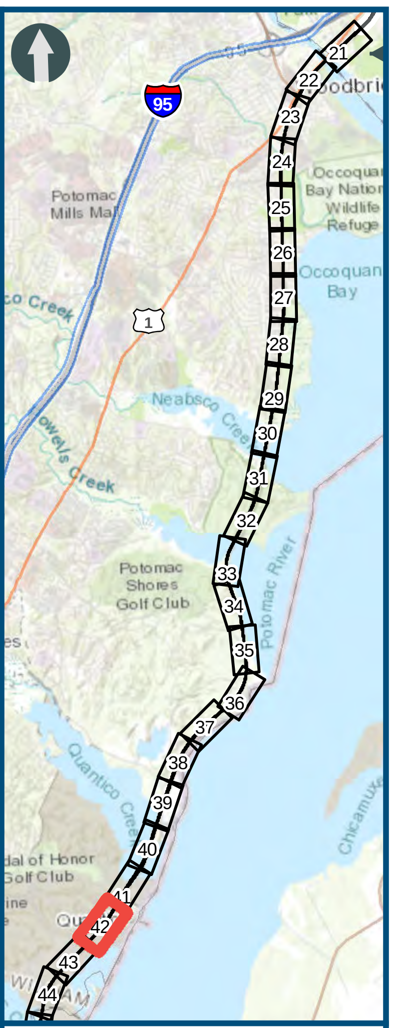
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Occoquan Bay National Wildlife Refuge
Potomac Mills Mall
Occoquan Bay
Creek
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
dal of Honor Golf Club
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DRPT
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SOUTHEAST HIGH SPEED RAIL

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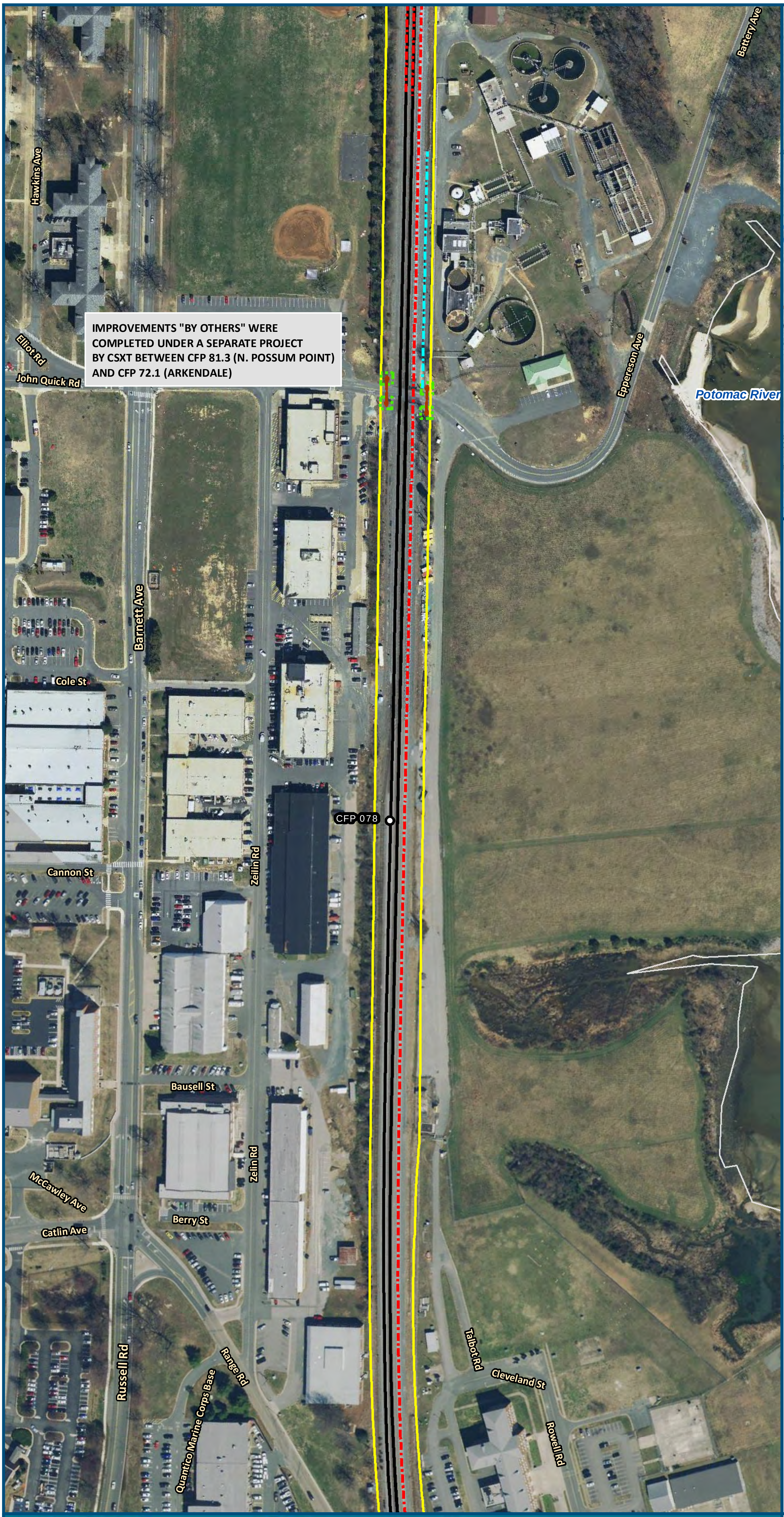
Hawkins Ave
Battery Ave
Elliot Rd
John Quick Rd
Epperson Ave
Potomac River
Barnett Ave
Cole St
CFP 078
Cannon St
Zeilin Rd
Bausell St
McCawley Ave
Zeilin Rd
Berry St
Catlin Ave
Talbot Rd
Cleveland St
Range Rd
Russell Rd
Quantico Marine Corps Base
Rowell Rd

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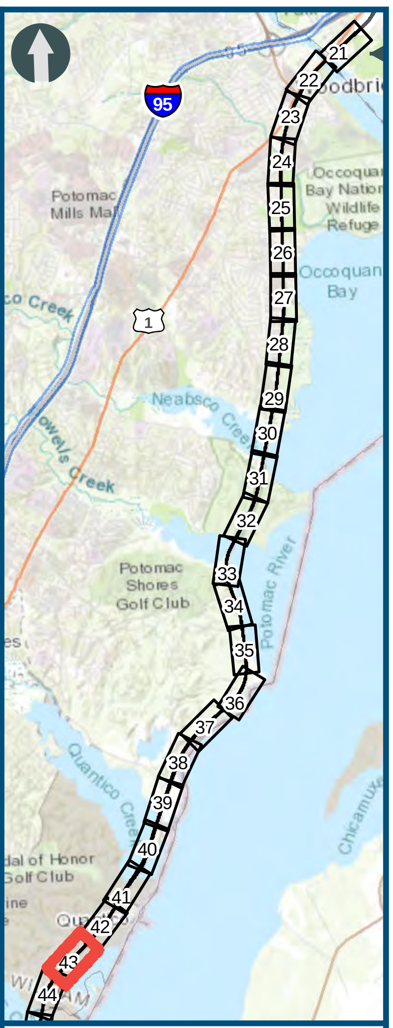
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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
Dal of Honor Golf Club
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Preferred Alternative Mapbook

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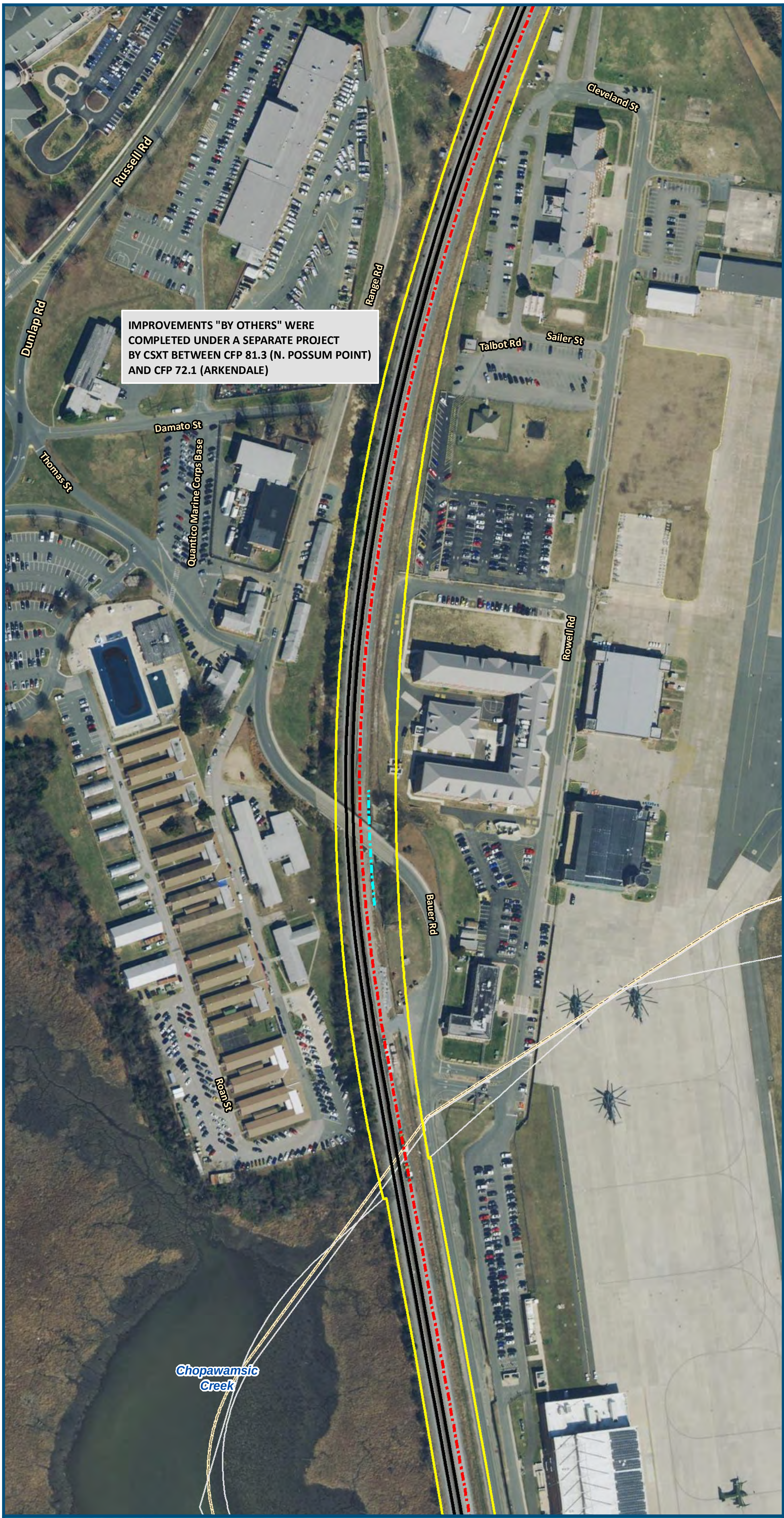
Russell Rd
Dunlap Rd
Range Rd
Cleveland St
Talbot Rd
Sailer St
Damato St
Thomas St
Quantico Marine Corps Base
Rowell Rd
Bauer Rd
Roan St
Chopawamsic Creek

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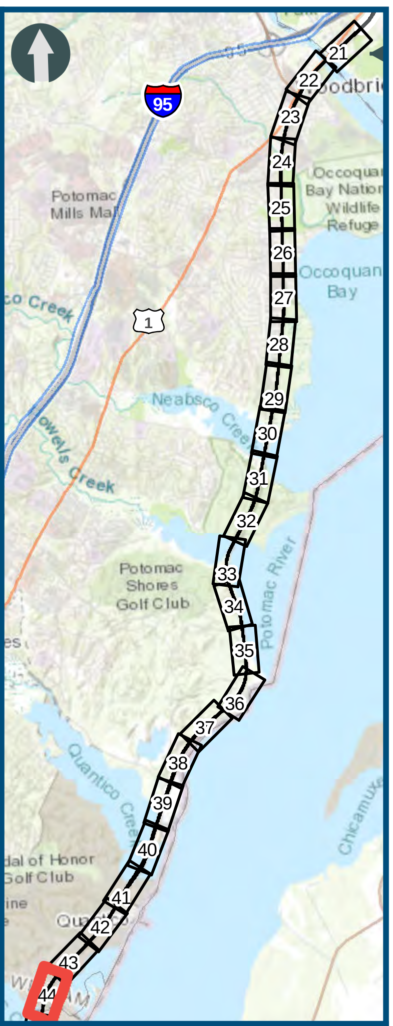
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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
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Neabsco Creek
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Potomac River
Quantico Creek
Chicamuxen
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Preferred Alternative Mapbook

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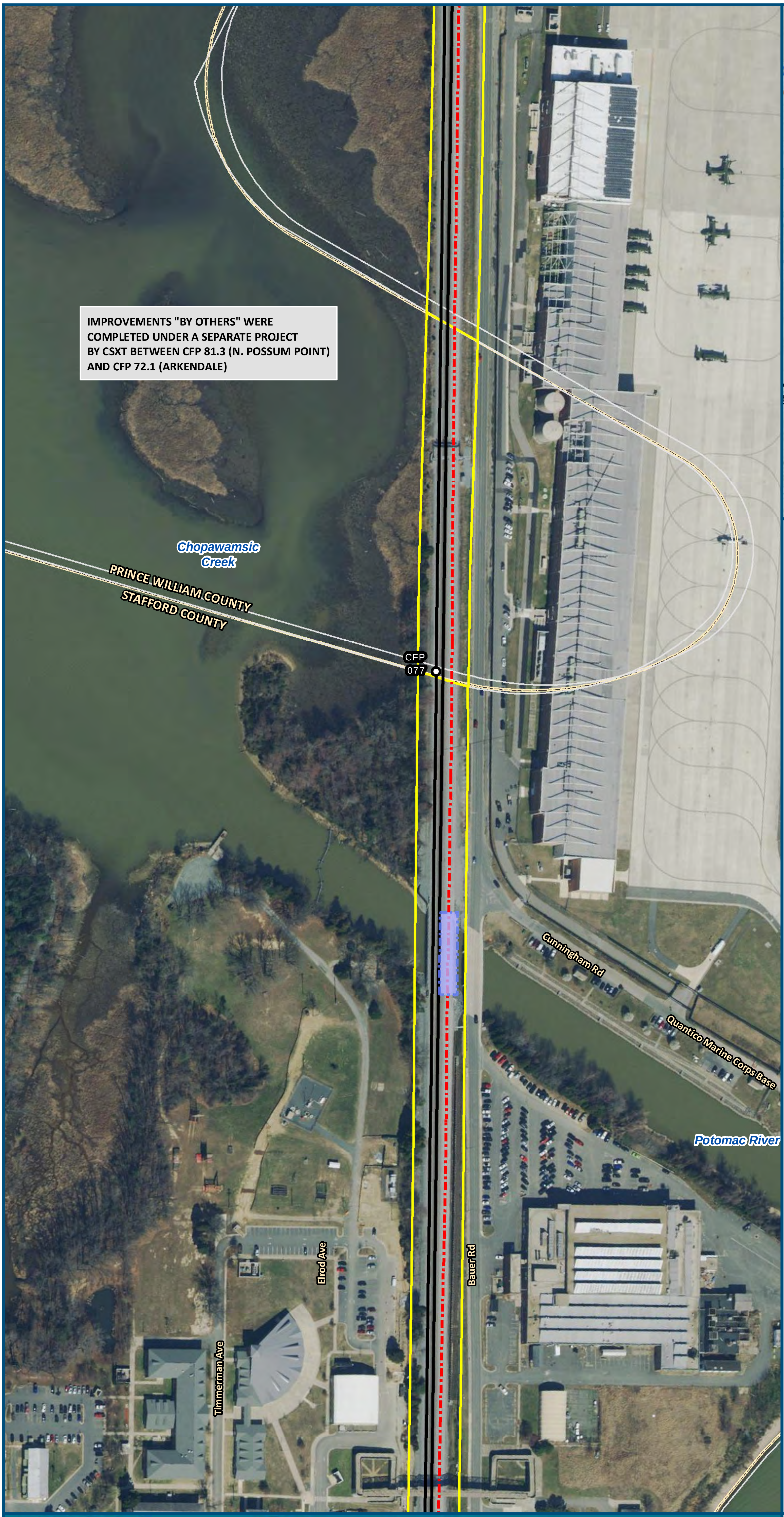
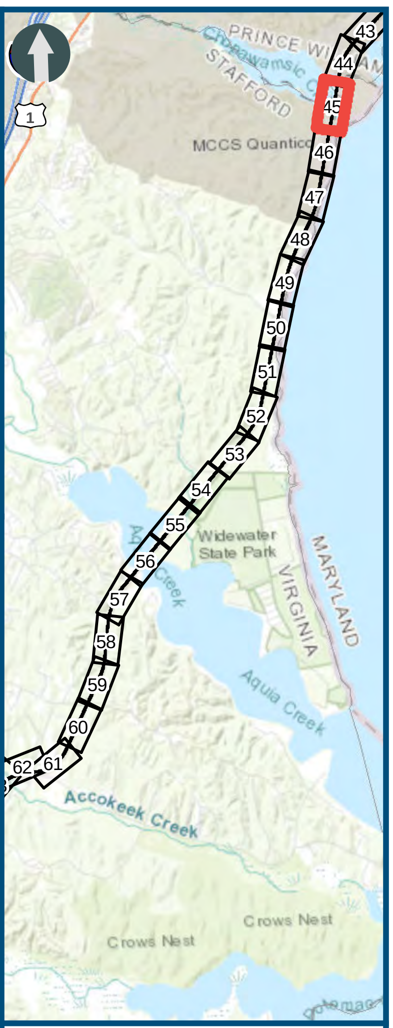

Chopawamsic Creek
PRINCE WILLIAM COUNTY
STAFFORD COUNTY
CFP 077
Cunningham Rd
Quantico Marine Corps Base
Potomac River
Elrod Ave
Bauer Rd
Timmerman Ave

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BETWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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PRINCE WI
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Widewater State Park
VIRGINIA
MARYLAND
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Accokeek Creek
Crows Nest

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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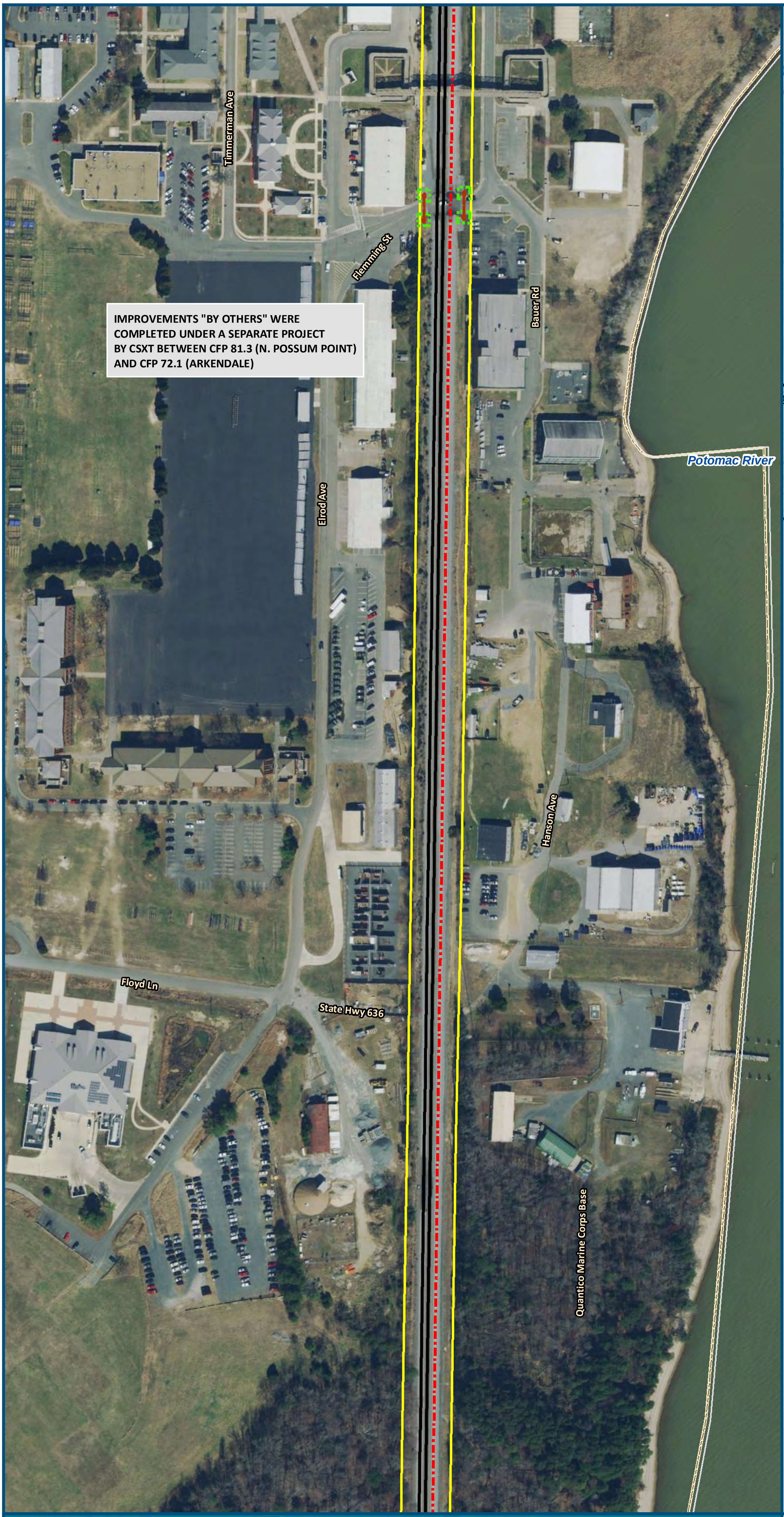
Timmerman Ave
Flemming St
Bauer Rd
Elrod Ave
Potomac River
Hanson Ave
Floyd Ln
State Hwy 636
Quantico Marine Corps Base

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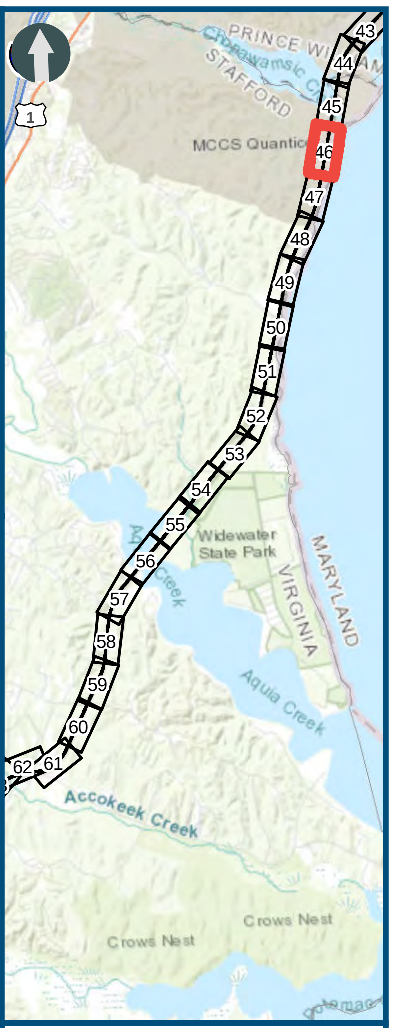
PRINCE WILLIAM
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MCCS Quantico
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Widewater State Park
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DRPT
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www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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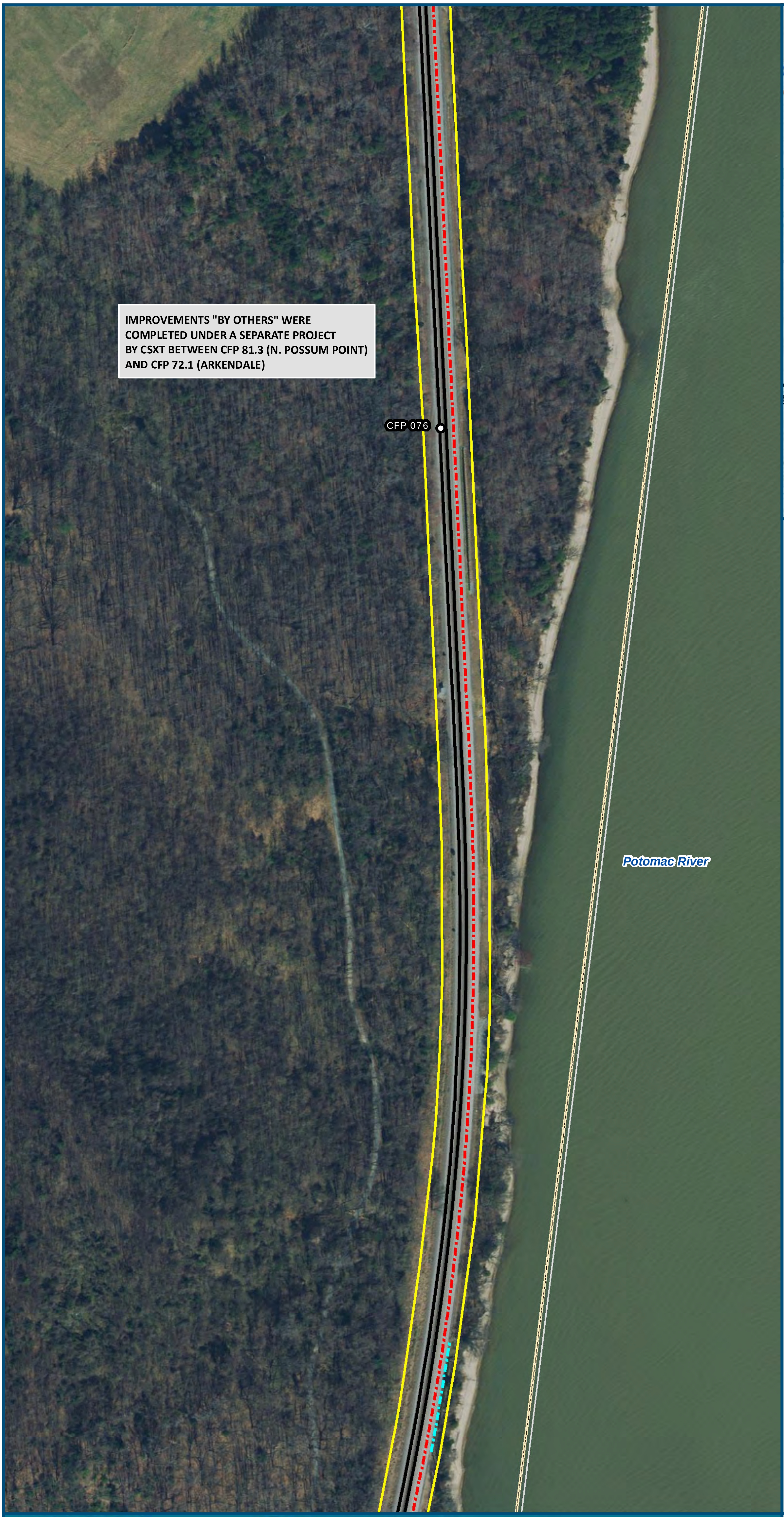
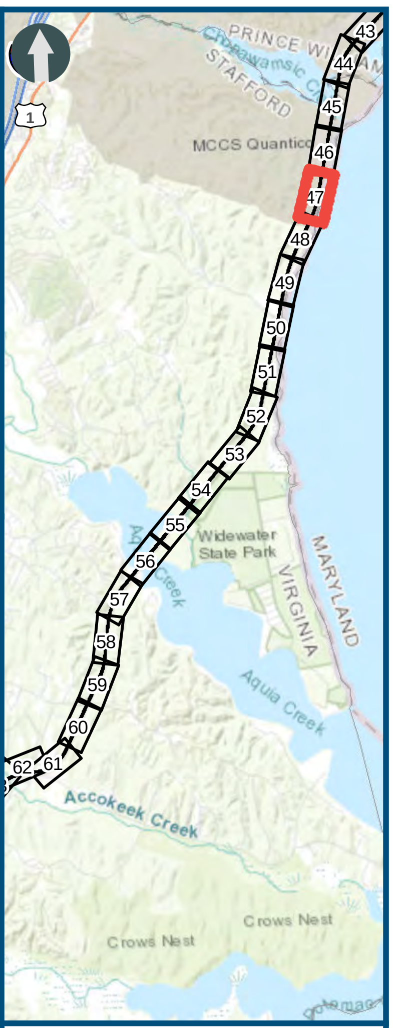

CFP 076
Potomac River

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BETWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Chopawamsic Creek
MCCS Quantico
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Widewater State Park
Aquia Creek
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Crows Nest
Potomac

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DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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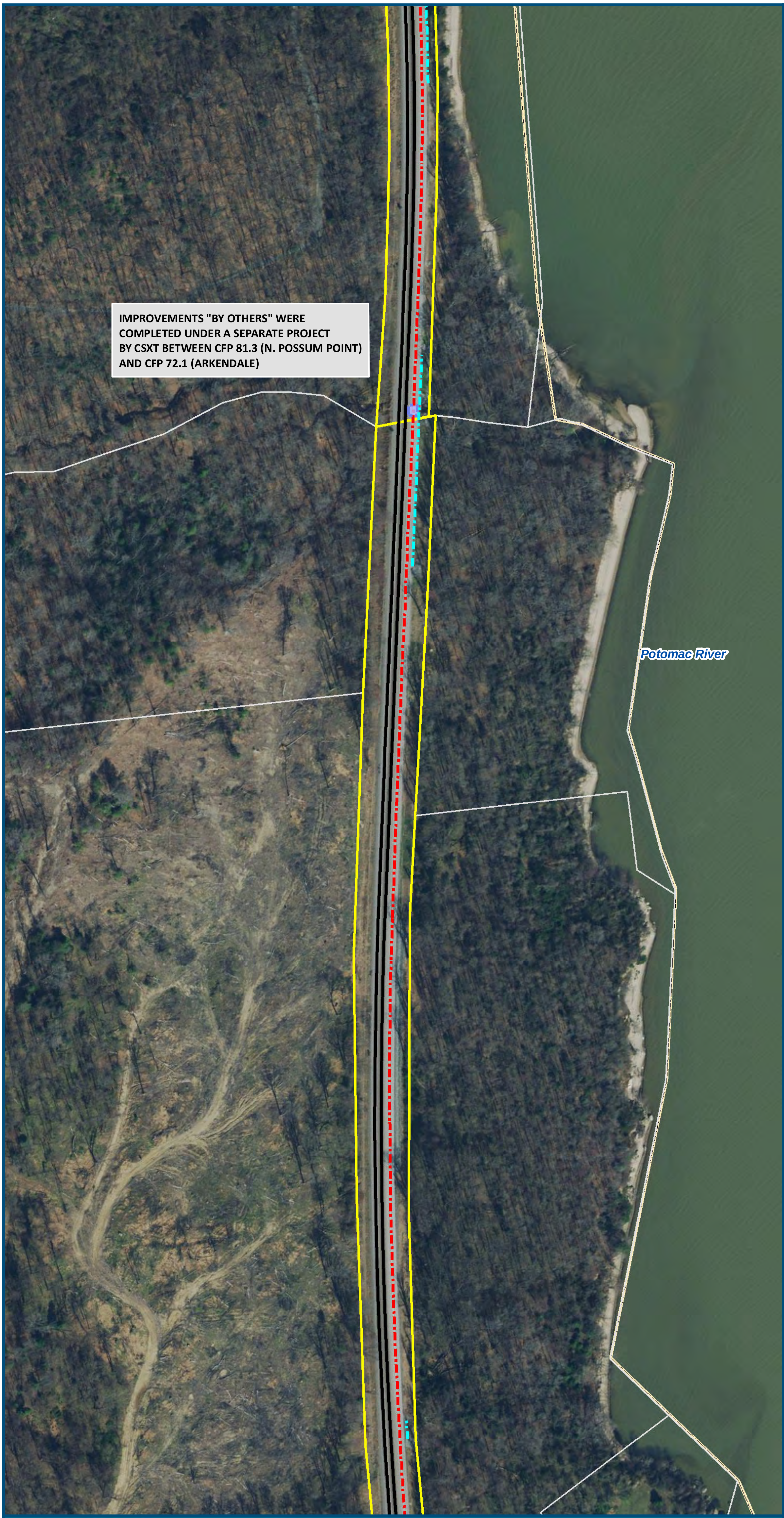
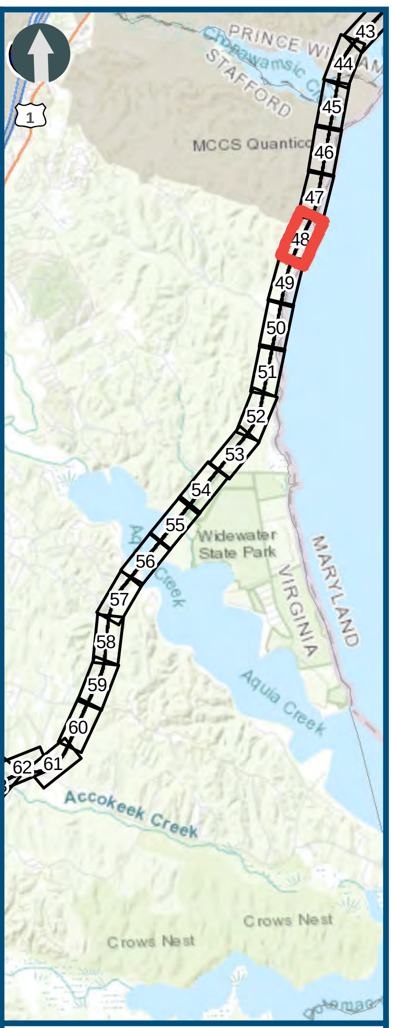

Potomac River

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BETWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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MCCS Quantico
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Widewater State Park
MARYLAND
VIRGINIA
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest
Potomac

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- — Track - Existing
- — Track - Improve Existing
- — Track - Proposed
- -·- Track - Proposed by others
- -- Track - Remove
- — Crossover/Turnout - Proposed
- -·- Crossover/Turnout - Proposed by others
- -- Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ⬚ Bridge - Proposed by others
- ▭ Roadway
- ⬚ Roadway - Proposed by others
- — Edge of Pavement
- -- Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- -- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ■ SWM Facilities
- ■ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
- ■ Station Platform - Existing
- ▭ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▭ Station Platform - Remove
- ■ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Preferred Alternative Mapbook

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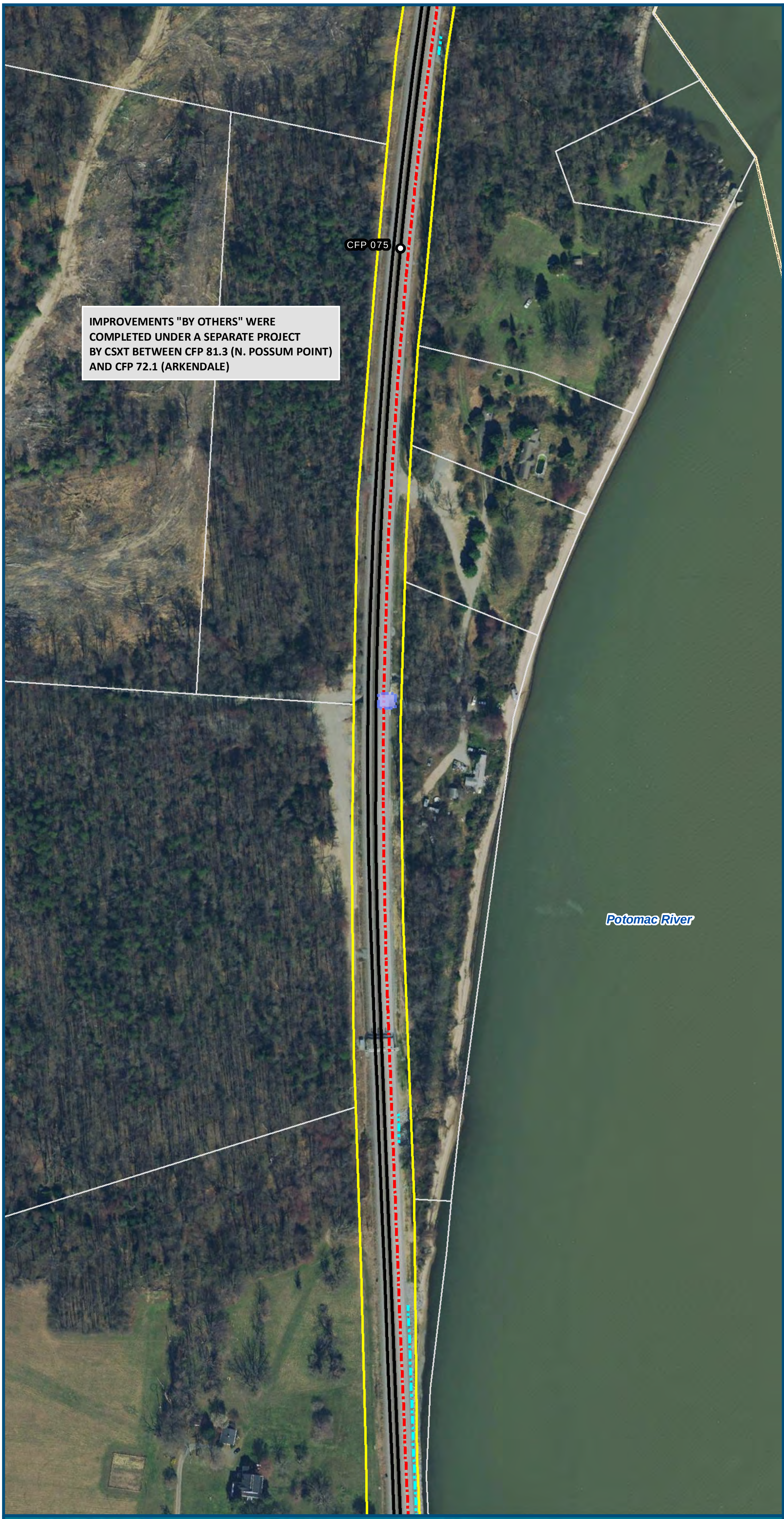
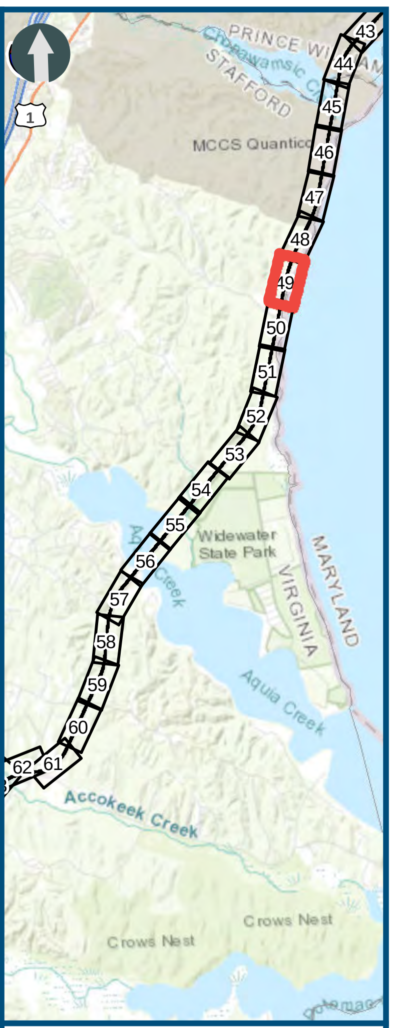

CFP 075
Potomac River

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BETWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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MCCS Quantico
Widewater State Park
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
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0 100 200
Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- ━ Track - Existing
- ━ Track - Improve Existing
- ━ Track - Proposed
- ┅ Track - Proposed by others
- ┅ Track - Remove
- ━ Crossover/Turnout - Proposed
- ┅ Crossover/Turnout - Proposed by others
- ┅ Crossover/Turnout - Remove
- ━ Retaining Walls
- ┅ Retaining Walls - Proposed by others
- ▭ Bridge
- ⬚ Bridge - Proposed by others
- ▭ Roadway
- ⬚ Roadway - Proposed by others
- ━ Edge of Pavement
- ┅ Roadway Centerline
- ━ Median Separators
- ━ Gate/Quad Gate
- ┅ Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ▭ SWM Facilities
- ▭ Drainage Culvert Crossings
- ━ Drainage Directional Arrows
- ● Stations
- ▭ Station Platform - Existing
- ▭ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▭ Station Platform - Remove
- ▭ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

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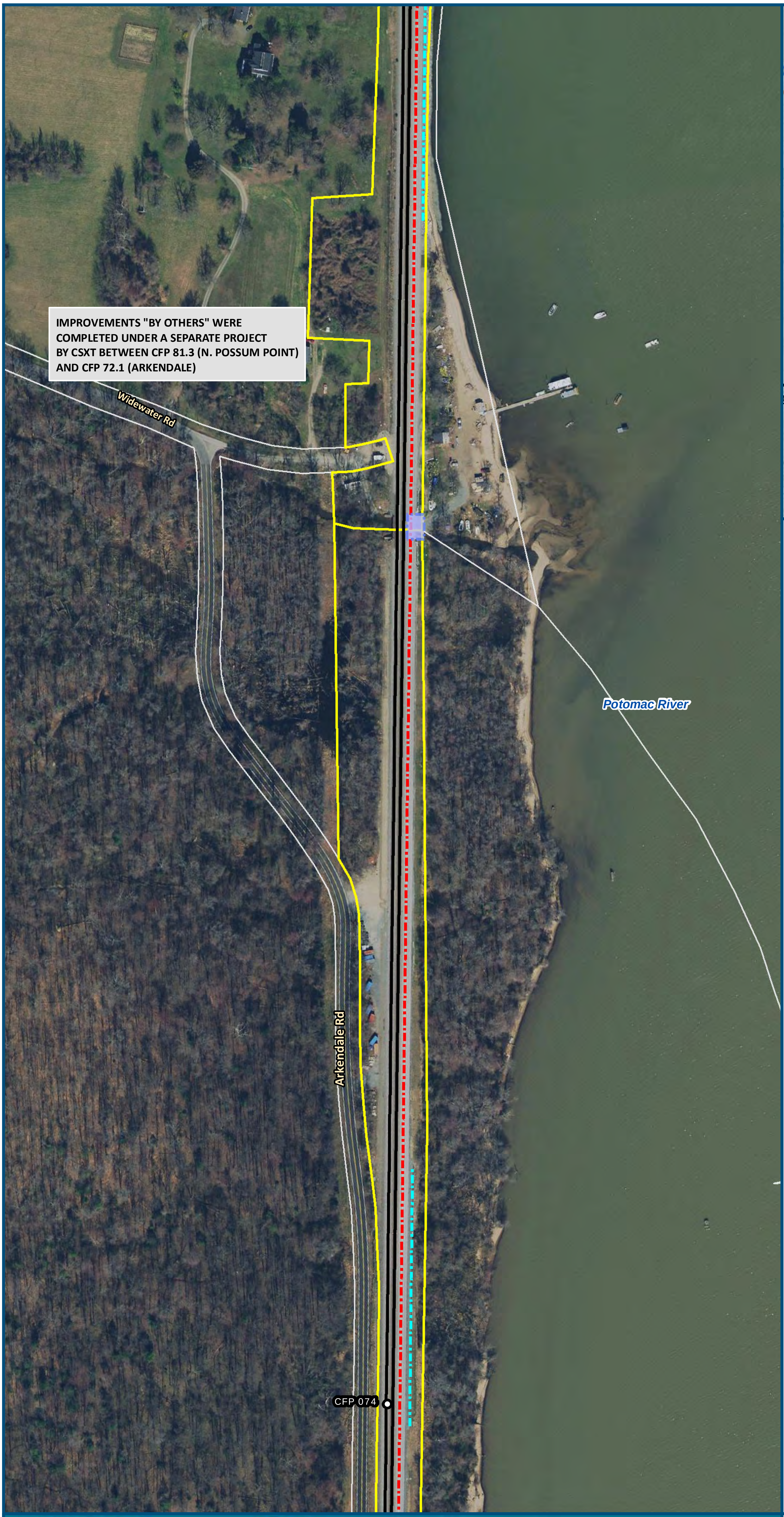
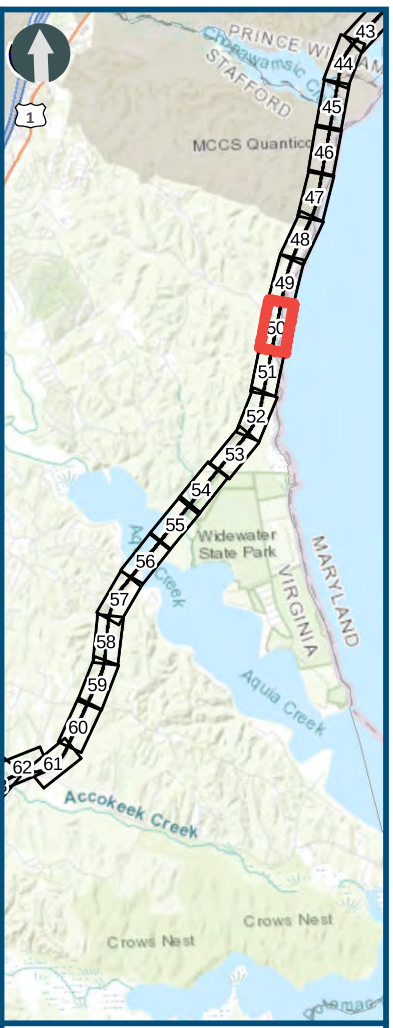

Widewater Rd
Arkendale Rd
Potomac River
CFP 074

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BETWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Widewater State Park
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
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- Track - Existing
- Track - Improve Existing
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- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
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- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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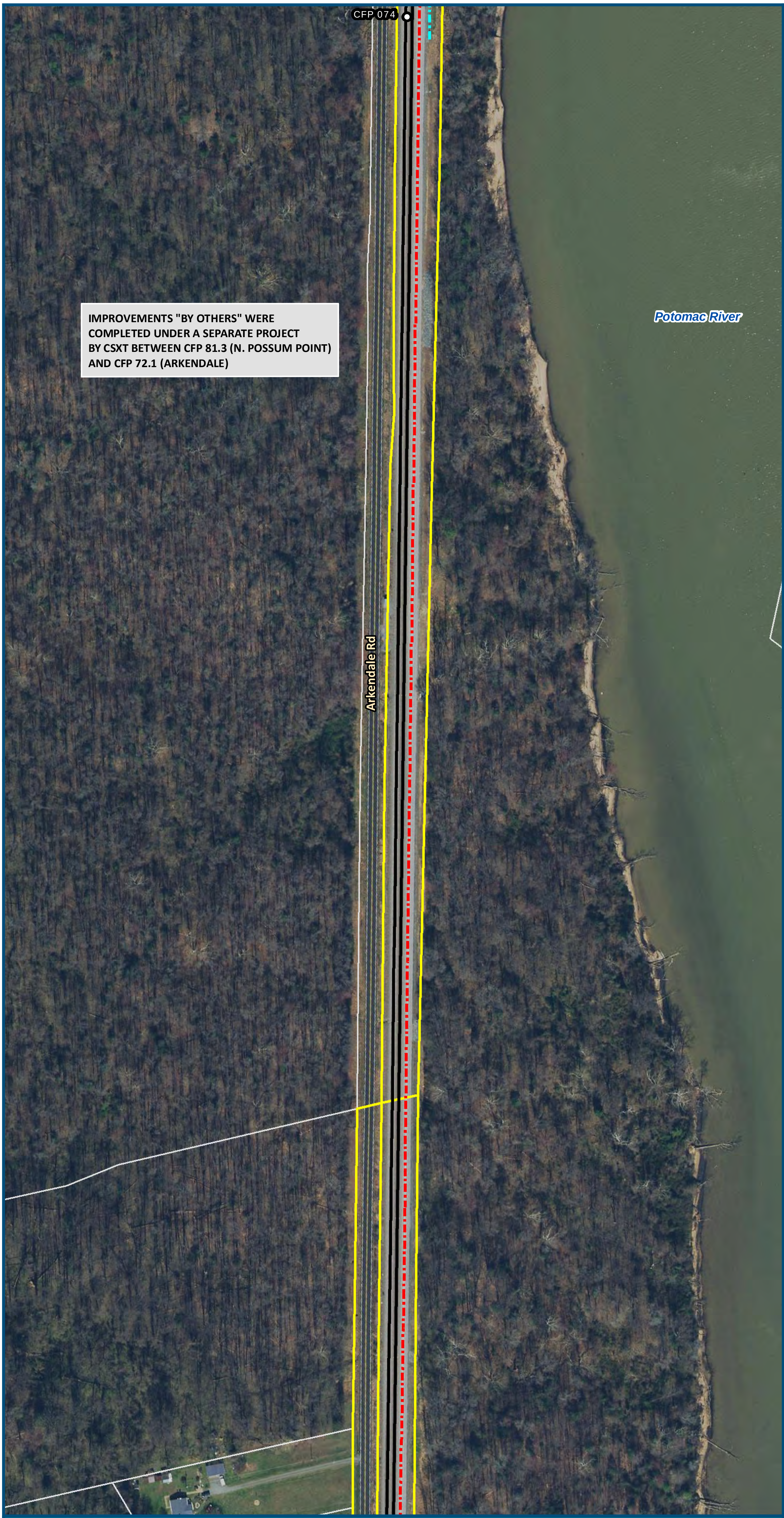
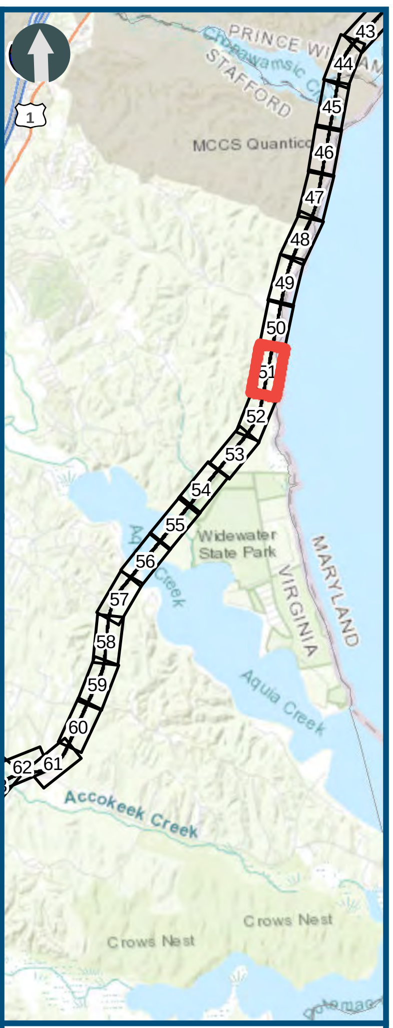

CFP 074
Arkendale Rd
Potomac River

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BETWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Widewater State Park
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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- Crossover/Turnout - Remove
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- Retaining Walls - Proposed by others
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- Bridge - Proposed by others
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- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
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- City/County Boundary

Preferred Alternative Mapbook

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DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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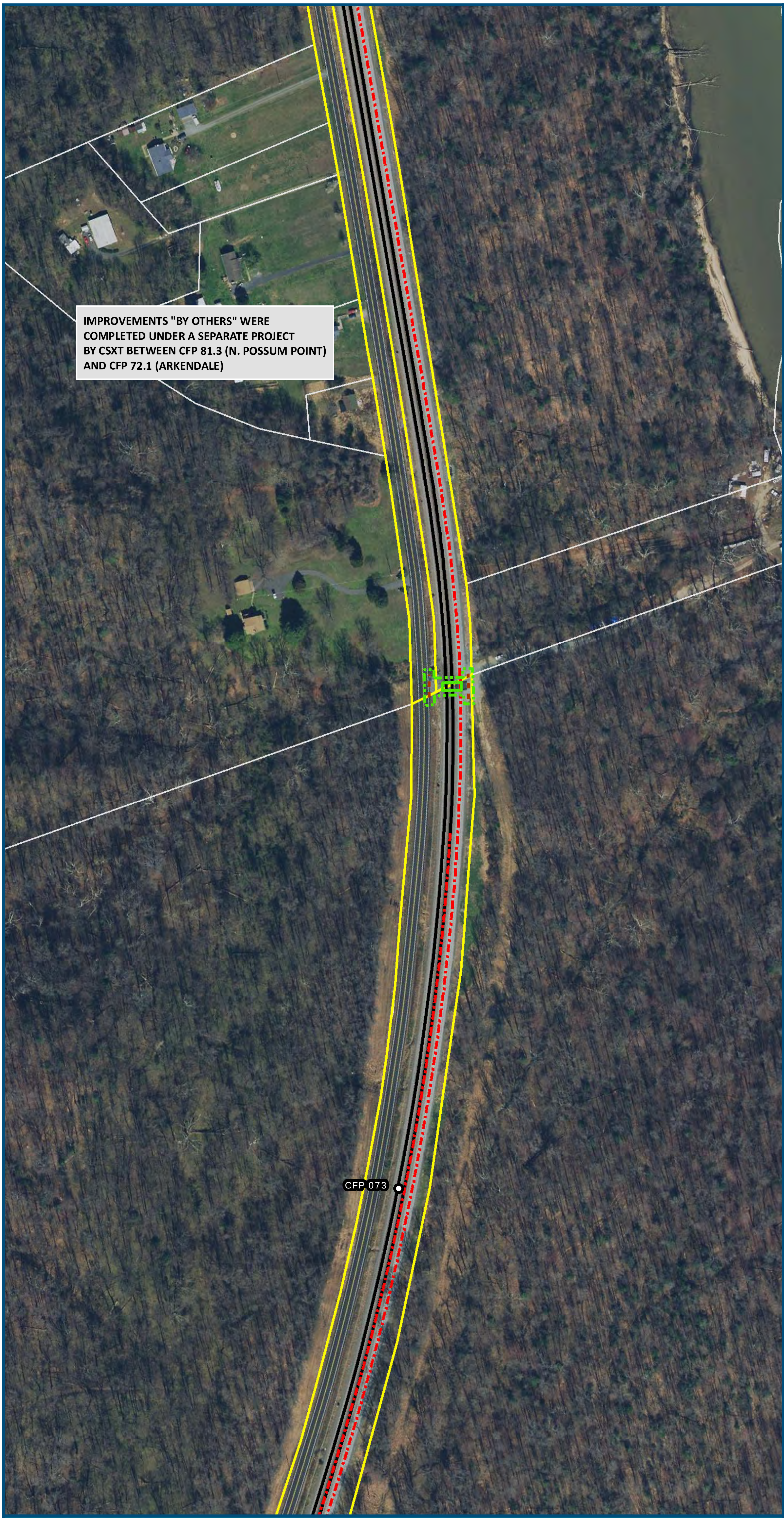

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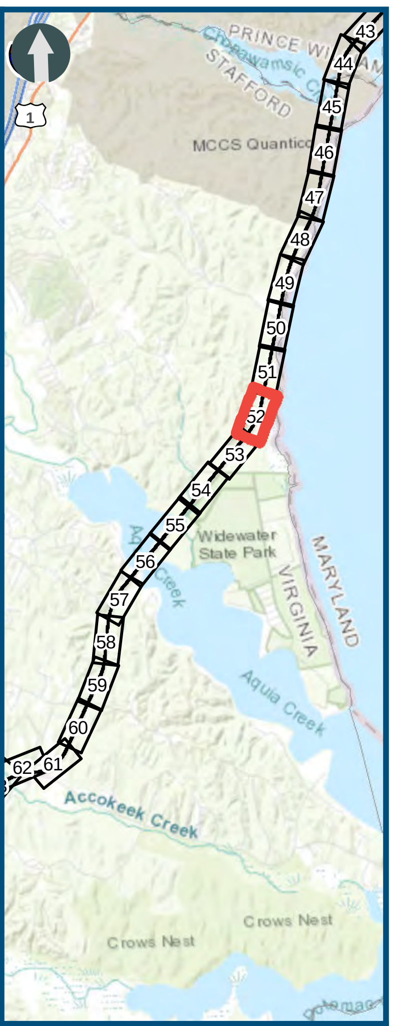

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Feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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- Median Separators
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Preferred Alternative Mapbook

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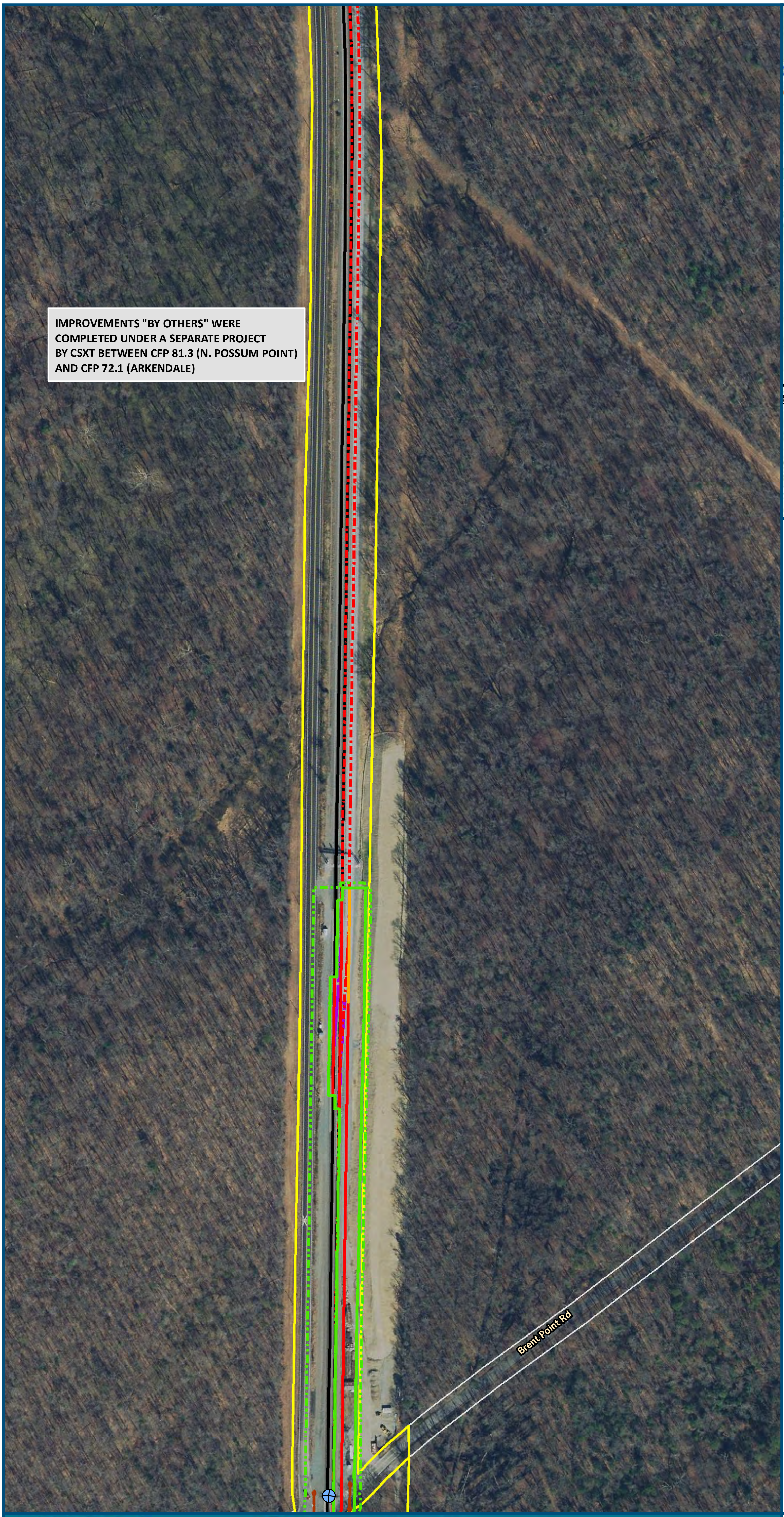
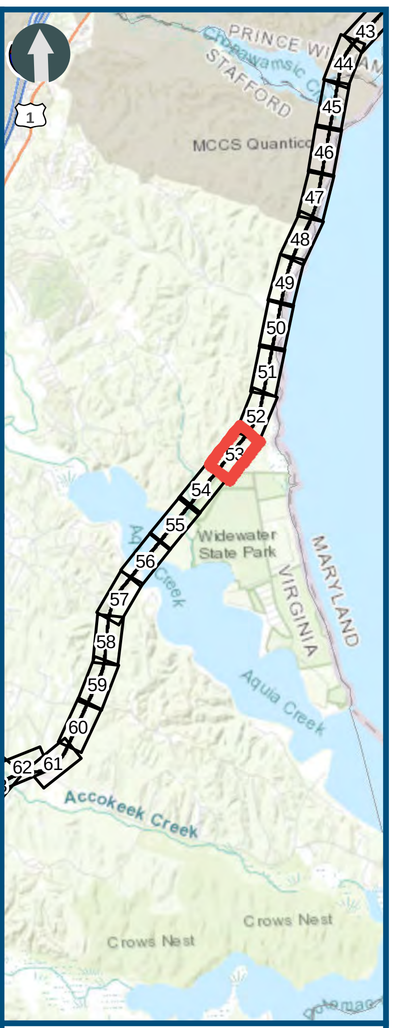


IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BETWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)



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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
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- — Track - Improve Existing
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- ▭ Bridge - Proposed by others
- ▭ Roadway
- ▭ Roadway - Proposed by others
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- — Gate/Quad Gate
- - - Locking Gate
- ⊗ Crossing - Closure
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Preferred Alternative Mapbook

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DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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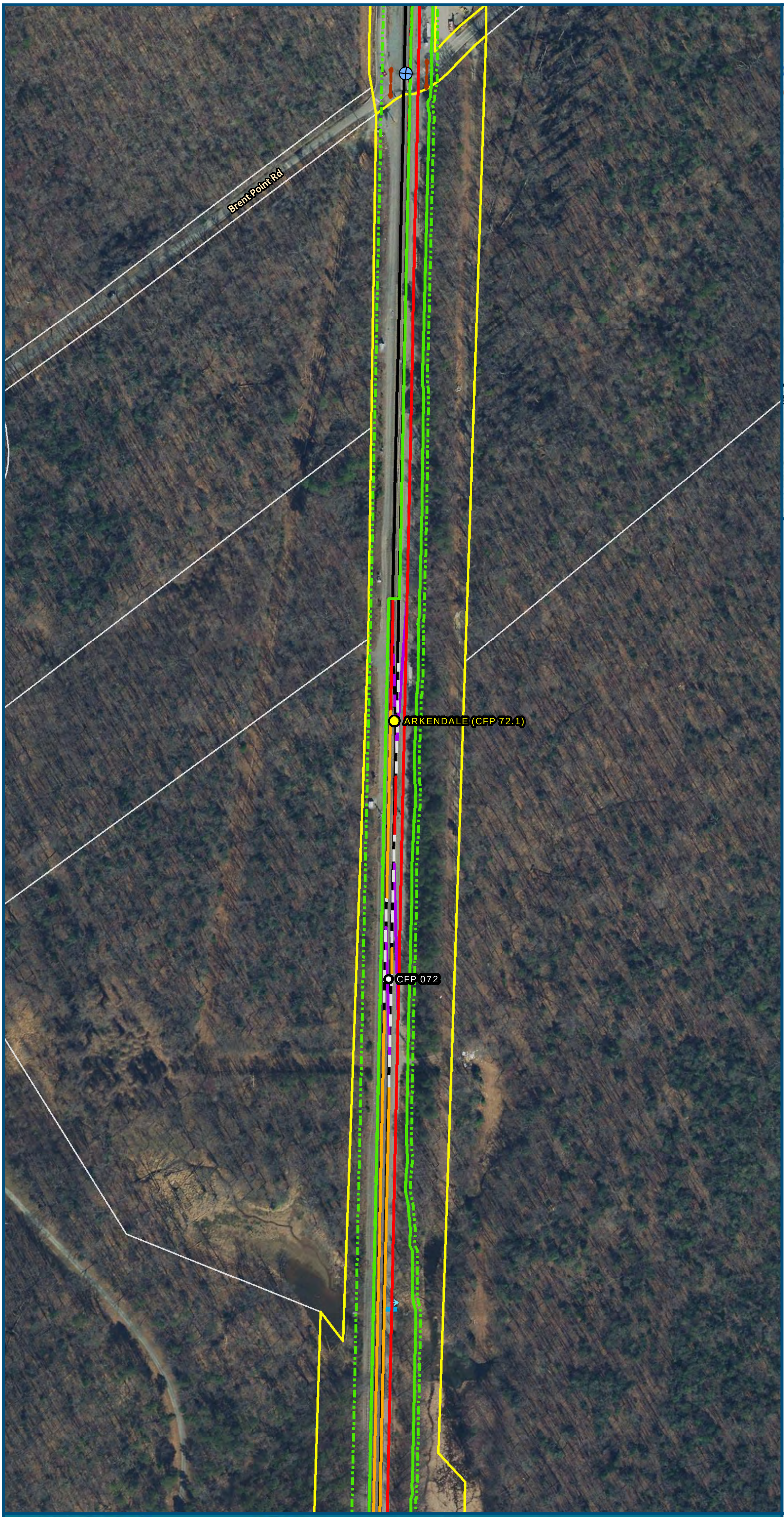
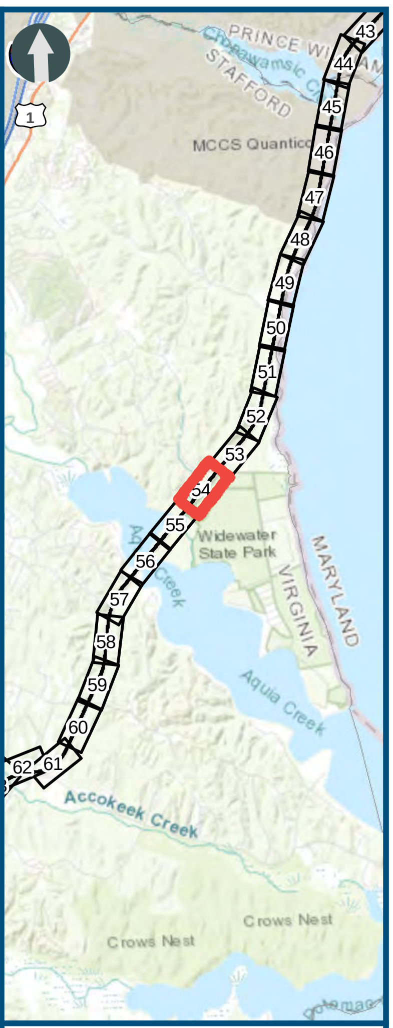

Brent Point Rd
ARKENDALE (CFP 72.1)
CFP 072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Widewater State Park
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
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- Crossover/Turnout - Proposed by others
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- Retaining Walls
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- Bridge - Proposed by others
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- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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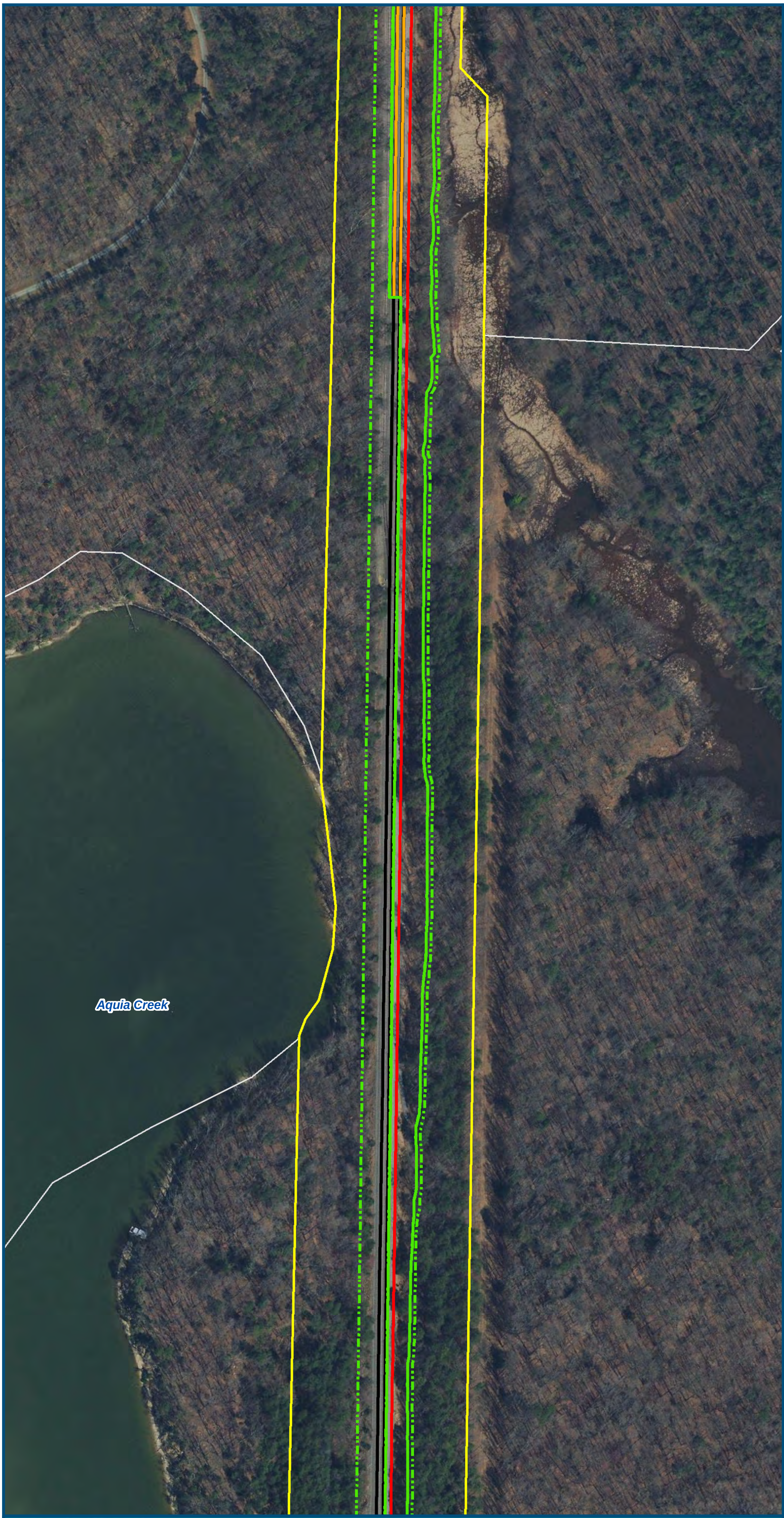
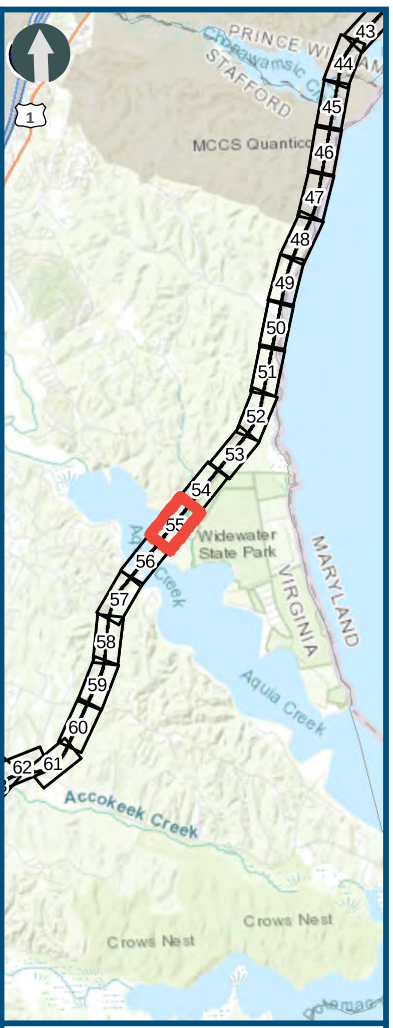

Aquia Creek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Widewater State Park
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest

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Feet

1 inch = 200 feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
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Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

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- CSXT ROW (County Parcel Data)
- City/County Parcels
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Preferred Alternative Mapbook

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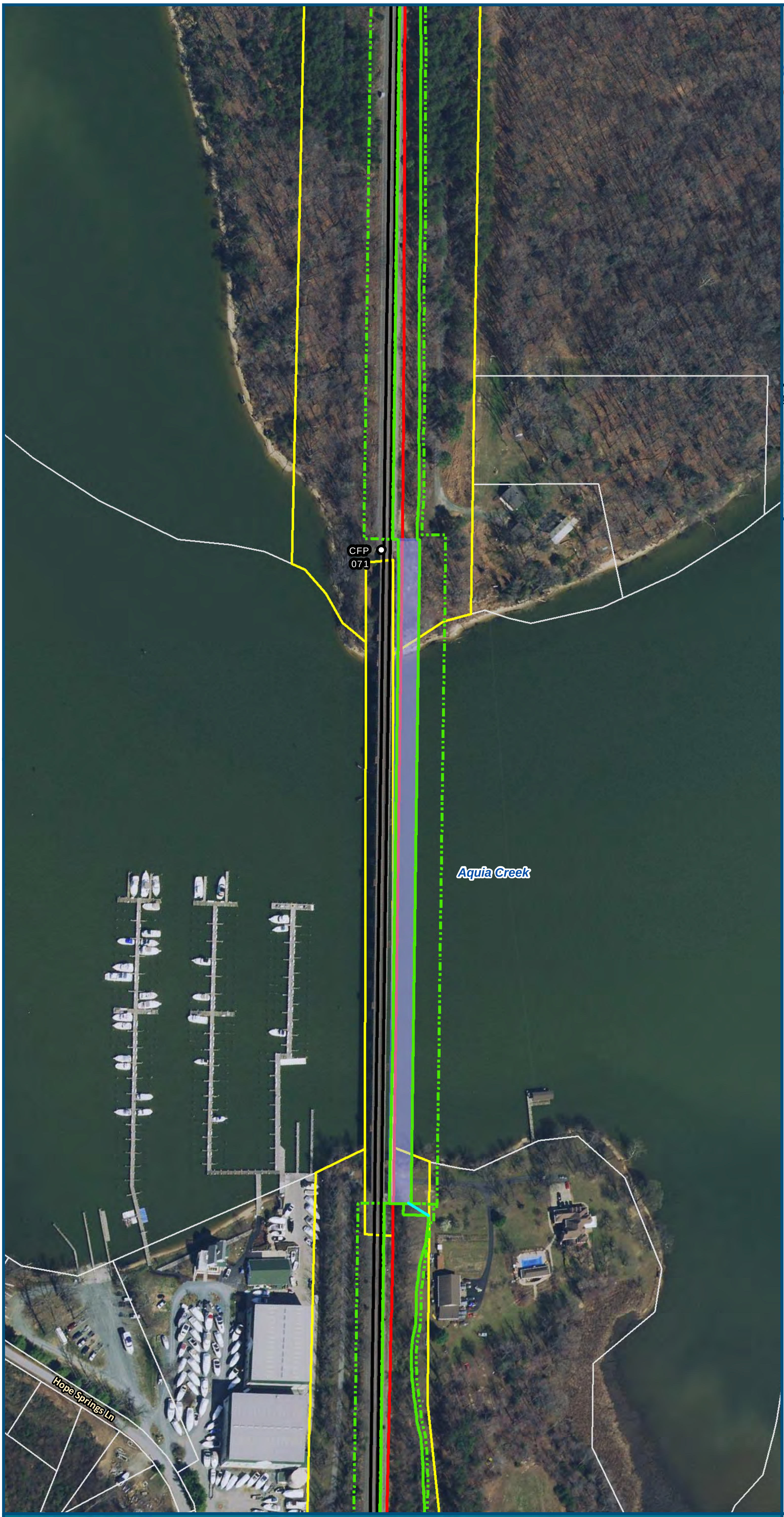
CFP
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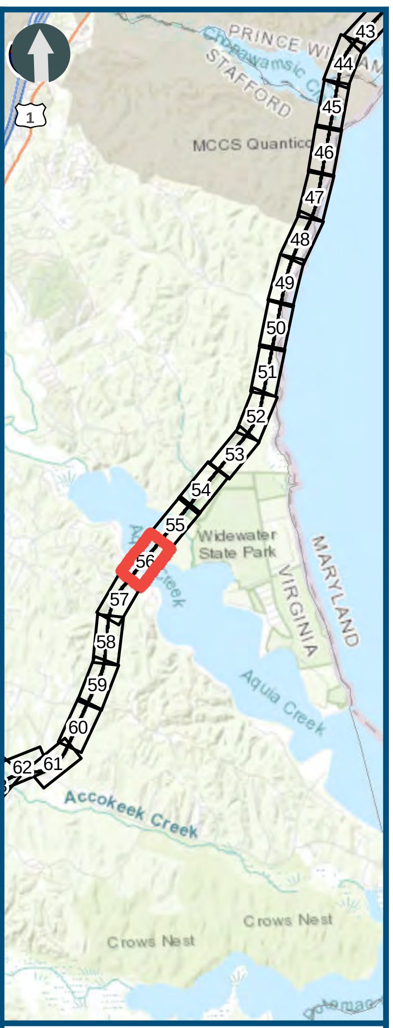
Aquia Creek
Hope Springs Ln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Widewater State Park
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Preferred Alternative Mapbook

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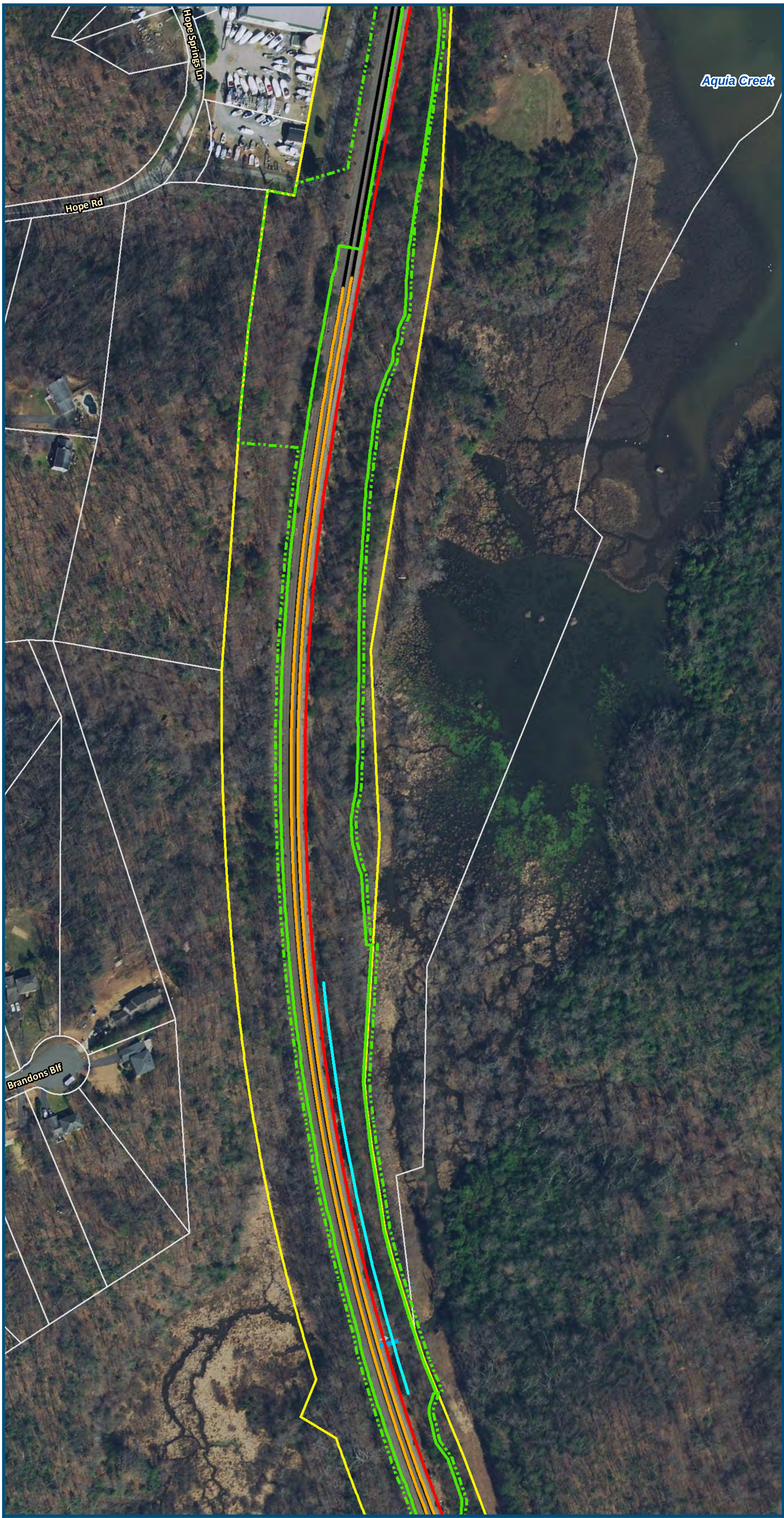
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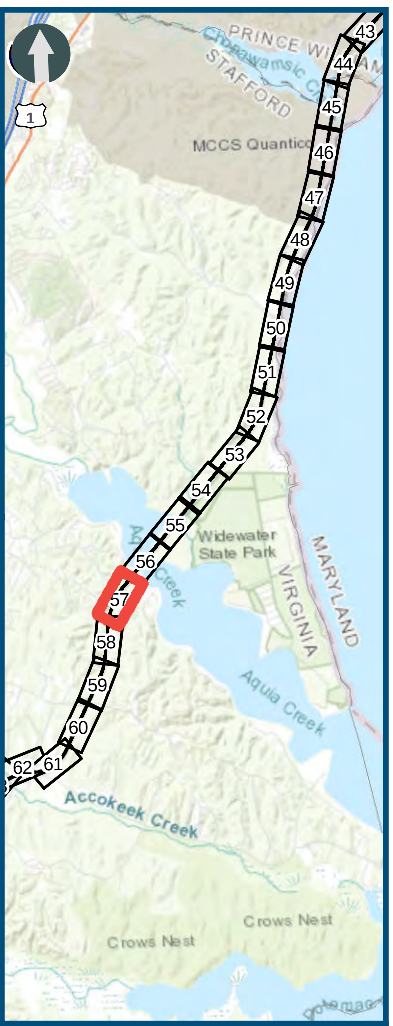
Hope Rd
Aquia Creek
Brandons Blf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PRINCE WILLIAM
STAFFORD
MCCS Quantico
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Widewater State Park
Aquia Creek
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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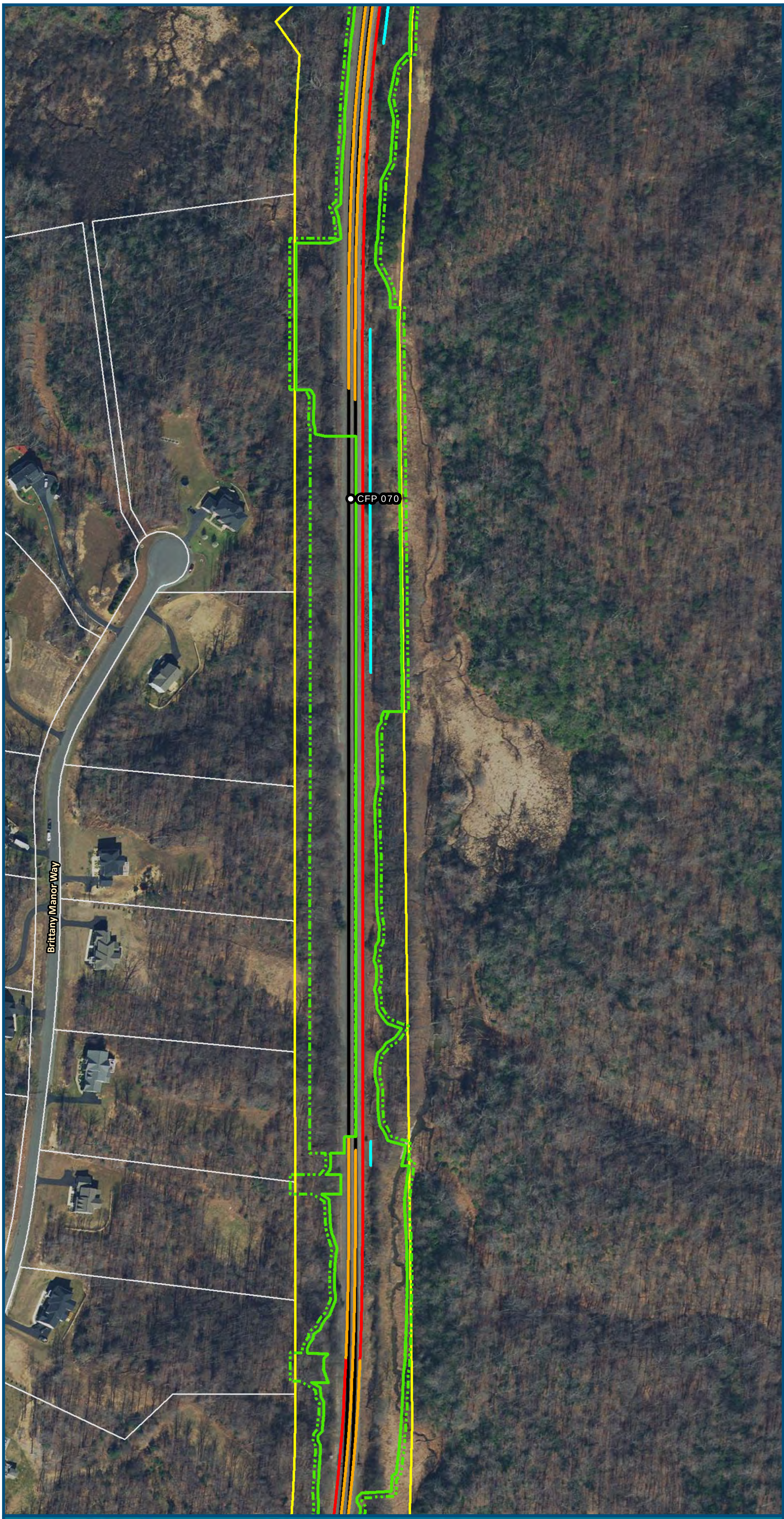
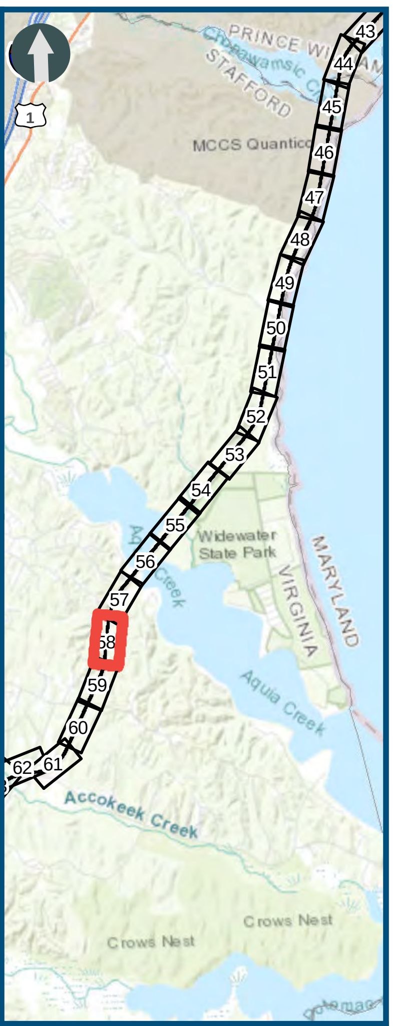

CFP 070
Brittany Manor Way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Widewater State Park
MARYLAND
VIRGINIA
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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- Crossover/Turnout - Proposed by others
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- Retaining Walls - Proposed by others
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- Building/Structure
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- City/County Parcels
- City/County Boundary

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DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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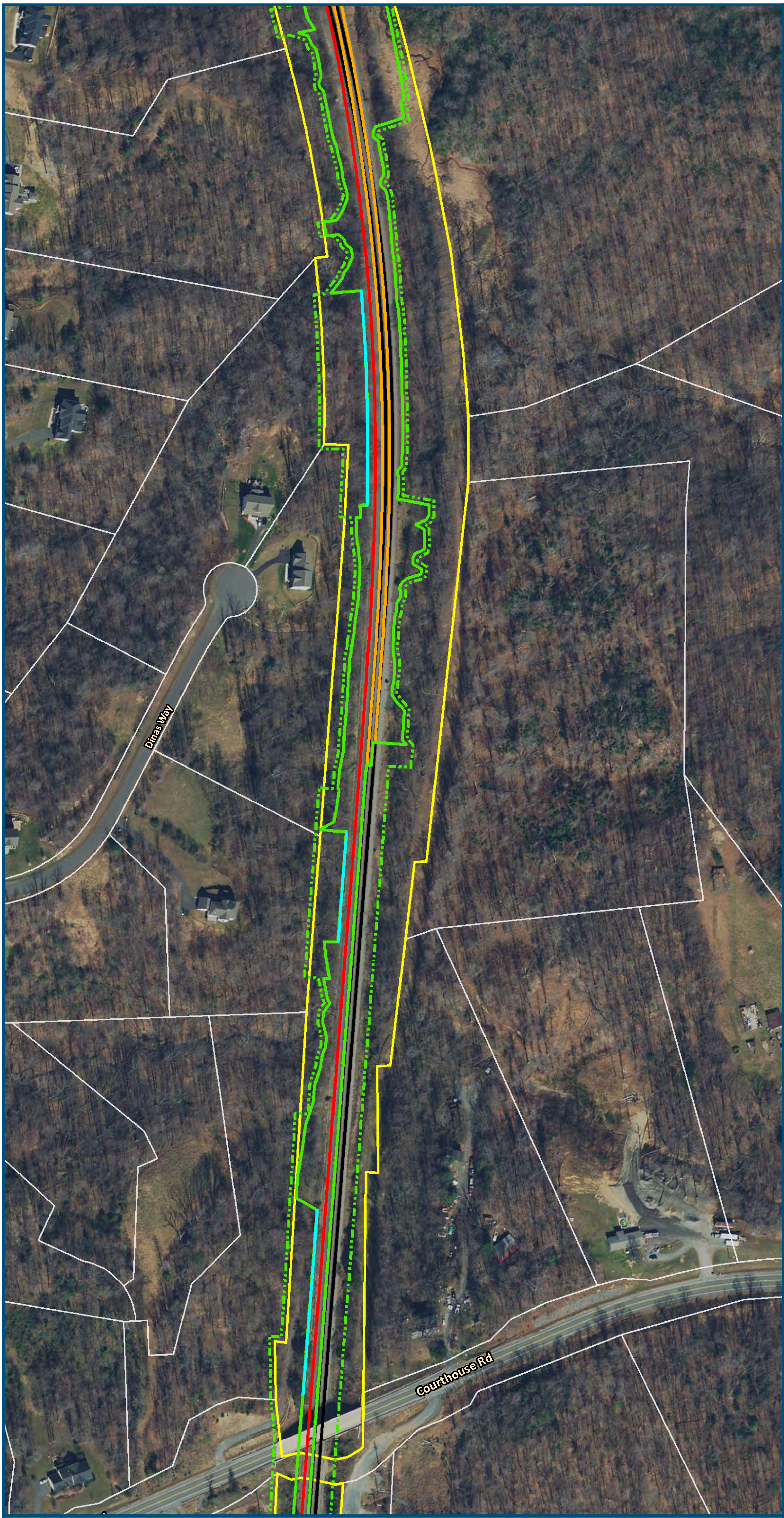
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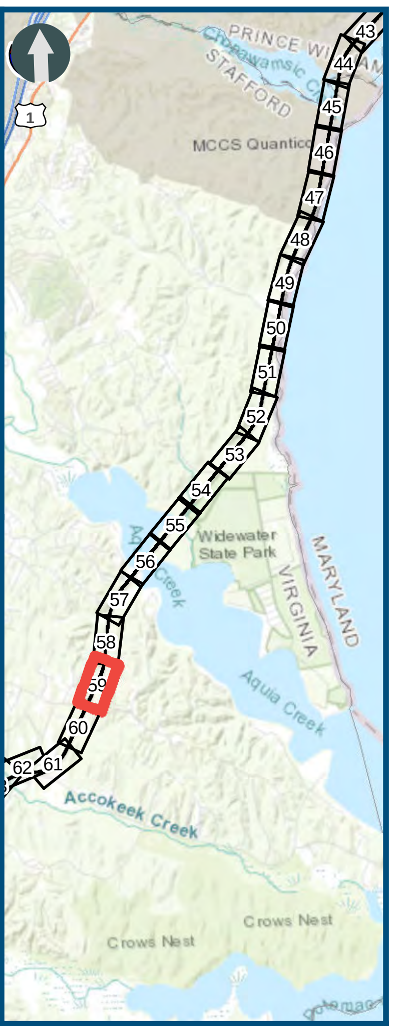
Courthouse Rd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PRINCE WILLIAM
STAFFORD
MCCS Quantico
Widewater State Park
MARYLAND
VIRGINIA
Aquia Creek
Accokeek Creek
Crows Nest
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0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

Permanent Limits of Disturbance
Temporary Limits of Disturbance
CSXT Mileposts
Control Point/Interlocking
Track - Existing
Track - Improve Existing
Track - Proposed
Track - Proposed by others
Track - Remove
Crossover/Turnout - Proposed
Crossover/Turnout - Proposed by others
Crossover/Turnout - Remove
Retaining Walls
Retaining Walls - Proposed by others
Bridge
Bridge - Proposed by others
Roadway
Roadway - Proposed by others
Edge of Pavement
Roadway Centerline
Median Separators
Gate/Quad Gate
Locking Gate
Crossing - Closure
Crossing - Grade Separate
Crossing - Four-Quadrant Gate
Crossing - Gates with Center Median Treatment
Crossing - Locking Gate (Private)
SWM Facilities
Drainage Culvert Crossings
Drainage Directional Arrows
Stations
Station Platform - Existing
Station Platform - Proposed
Station Platform - Proposed by others
Station Platform - Remove
Building/Structure
CSXT ROW (County Parcel Data)
City/County Parcels
City/County Boundary

Preferred Alternative Mapbook

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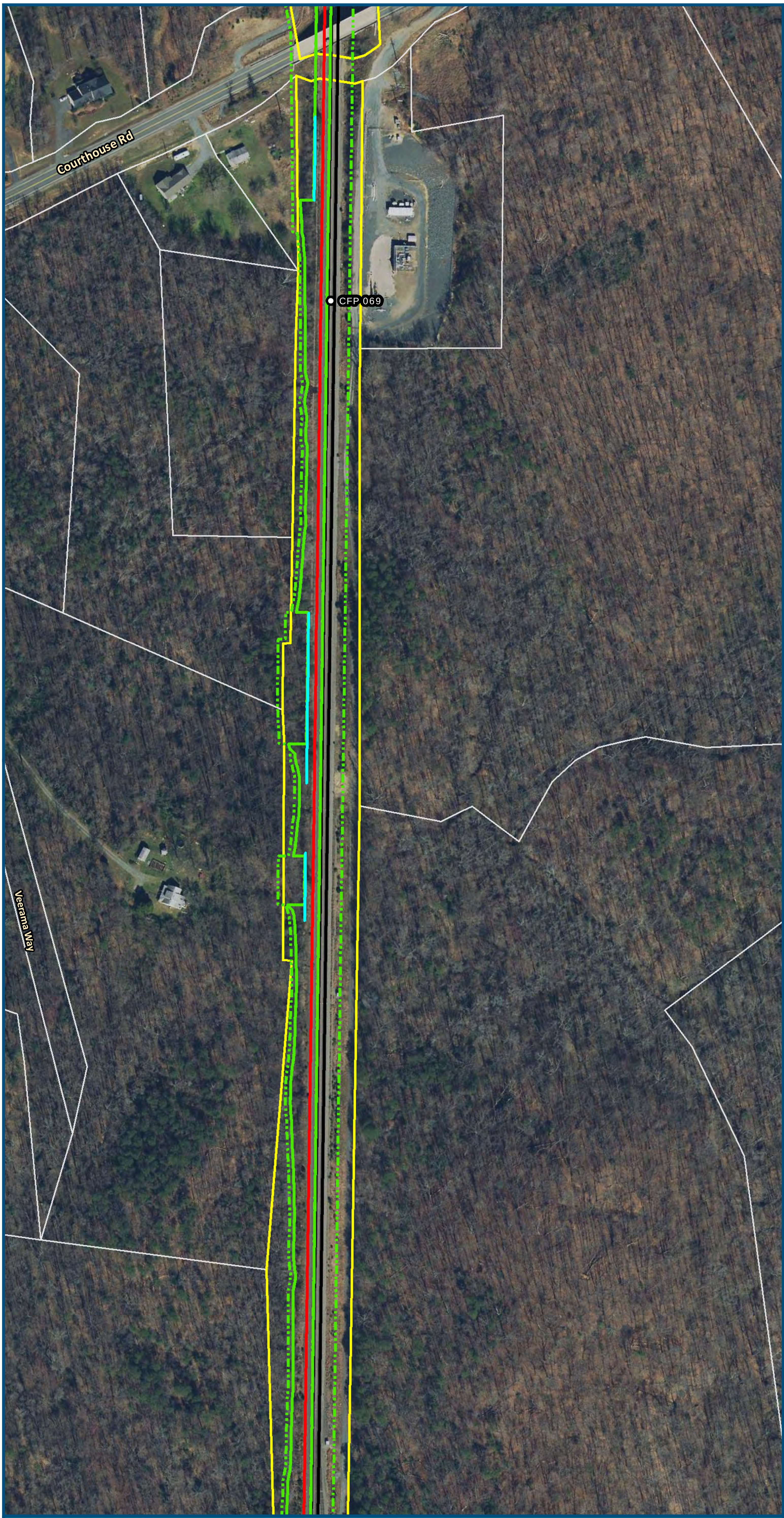
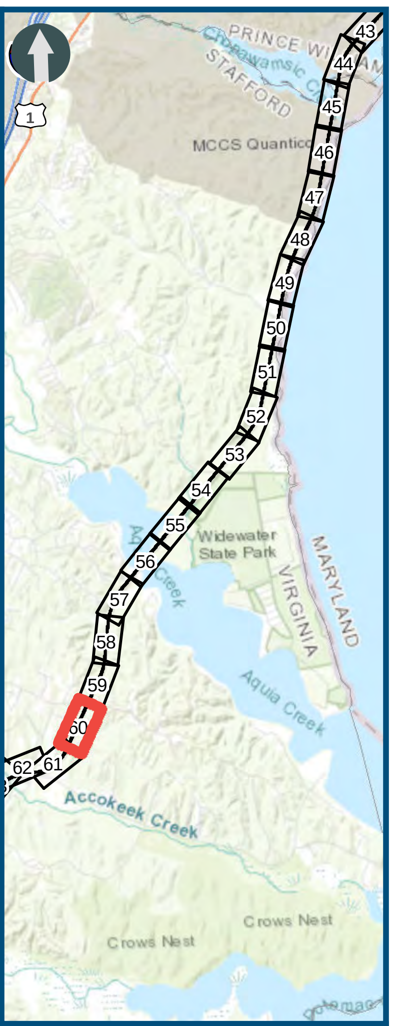

Courthouse Rd
CFP 069
Veerama Way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PRINCE WI
STAFFORD
MCCS Quantico
Widewater State Park
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest
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0 100 200
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State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

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- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
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- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
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- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
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- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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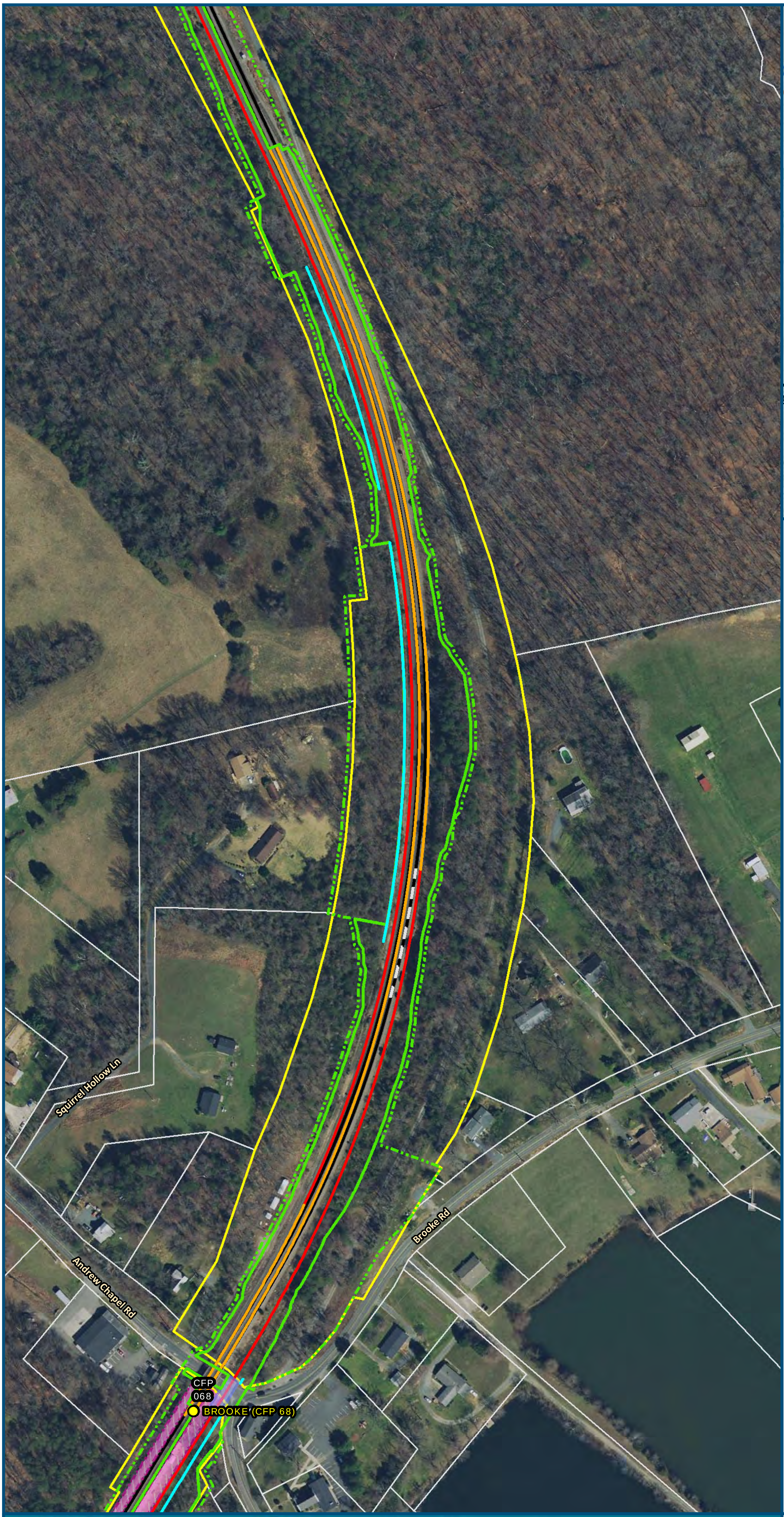
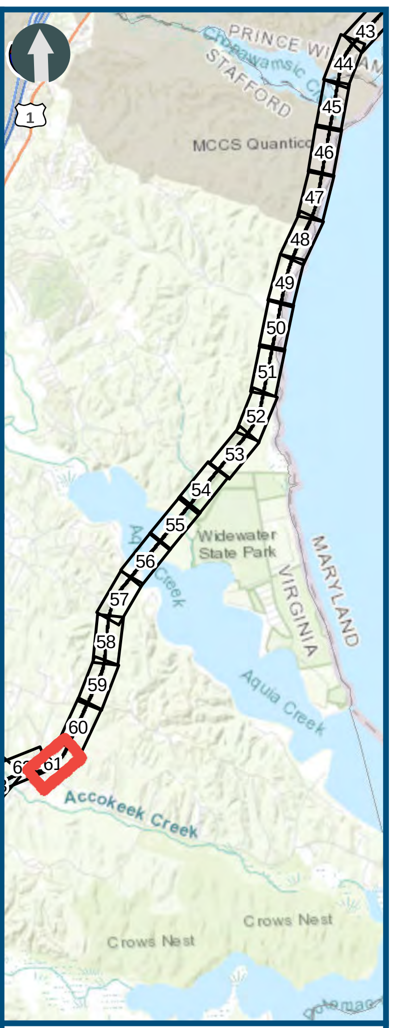

Squirrel Hollow Ln
Andrew Chapel Rd
Brooke Rd
CFP
068
BROOKE (CFP 68)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PRINCE WILLIAM
STAFFORD
MCCS Quantico
Widewater State Park
MARYLAND
VIRGINIA
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest
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0 100 200

Feet

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@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
●	Control Point/Interlocking
—	Track - Existing
—	Track - Improve Existing
—	Track - Proposed
- · -	Track - Proposed by others
—	Track - Remove
—	Crossover/Turnout - Proposed
- · -	Crossover/Turnout - Proposed by others
- -	Crossover/Turnout - Remove
—	Retaining Walls
- · -	Retaining Walls - Proposed by others
▭	Bridge
▭	Bridge - Proposed by others
▭	Roadway
▭	Roadway - Proposed by others
—	Edge of Pavement
- -	Roadway Centerline
—	Median Separators
—	Gate/Quad Gate
- -	Locking Gate
⊗	Crossing - Closure
⊗	Crossing - Grade Separate
⊗	Crossing - Four-Quadrant Gate
⊗	Crossing - Gates with Center Median Treatment
⊗	Crossing - Locking Gate (Private)
▭	SWM Facilities
▭	Drainage Culvert Crossings
—	Drainage Directional Arrows
●	Stations
▭	Station Platform - Existing
▭	Station Platform - Proposed
▨	Station Platform - Proposed by others
▭	Station Platform - Remove
▭	Building/Structure
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

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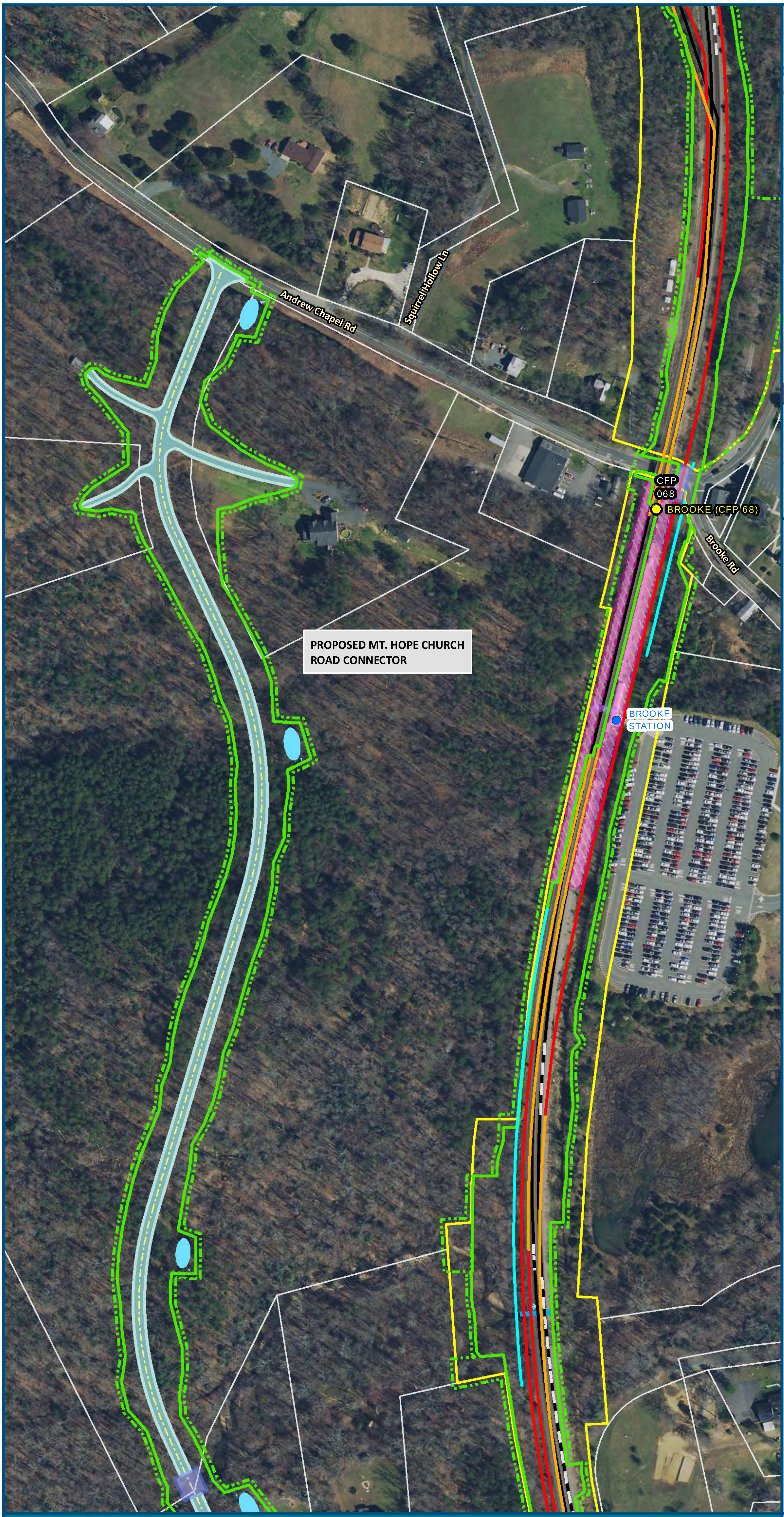
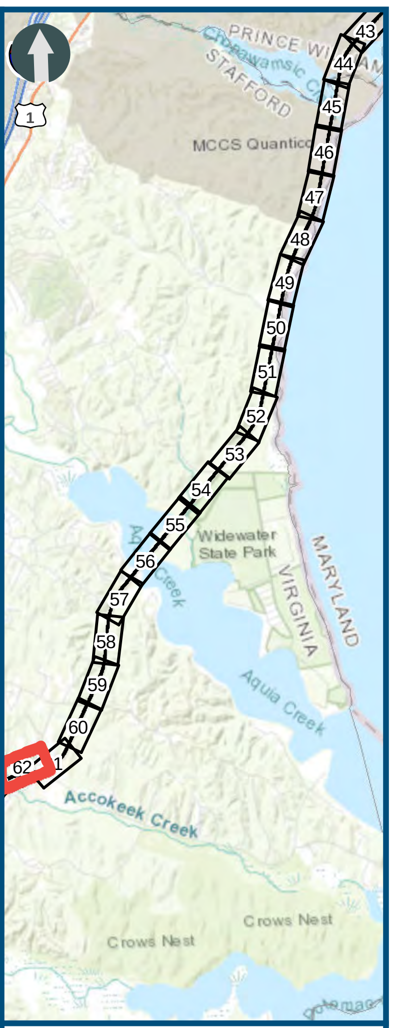

Andrew Chapel Rd
Squirrel Hollow Ln
PROPOSED MT. HOPE CHURCH ROAD CONNECTOR
CFP
068
BROOKE (CFP 68)
Brooke Rd
BROOKE STATION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PRINCE WILLIAM
STAFFORD
MCCS Quantico
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Widewater State Park
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest
Potomac

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
●	Control Point/Interlocking
—	Track - Existing
—	Track - Improve Existing
—	Track - Proposed
-·-	Track - Proposed by others
- -	Track - Remove
—	Crossover/Turnout - Proposed
-·-	Crossover/Turnout - Proposed by others
- -	Crossover/Turnout - Remove
—	Retaining Walls
-·-	Retaining Walls - Proposed by others
▭	Bridge
⬚	Bridge - Proposed by others
▭	Roadway
⬚	Roadway - Proposed by others
—	Edge of Pavement
- -	Roadway Centerline
—	Median Separators
—	Gate/Quad Gate
- -	Locking Gate
⊗	Crossing - Closure
⊗	Crossing - Grade Separate
⊗	Crossing - Four-Quadrant Gate
⊗	Crossing - Gates with Center Median Treatment
⊗	Crossing - Locking Gate (Private)
▭	SWM Facilities
▭	Drainage Culvert Crossings
—	Drainage Directional Arrows
●	Stations
▭	Station Platform - Existing
▭	Station Platform - Proposed
▨	Station Platform - Proposed by others
▭	Station Platform - Remove
▭	Building/Structure
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Preferred Alternative Mapbook

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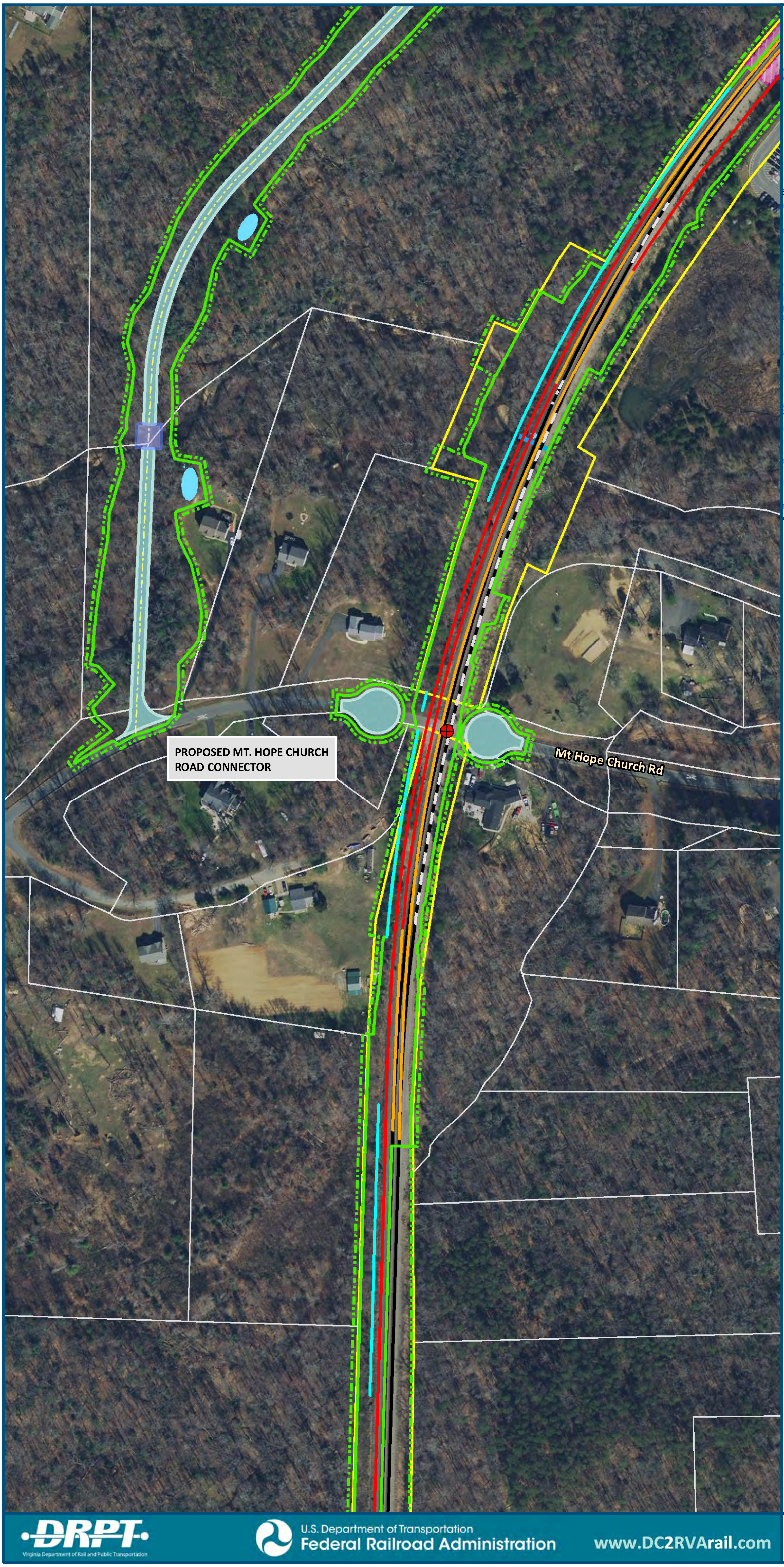
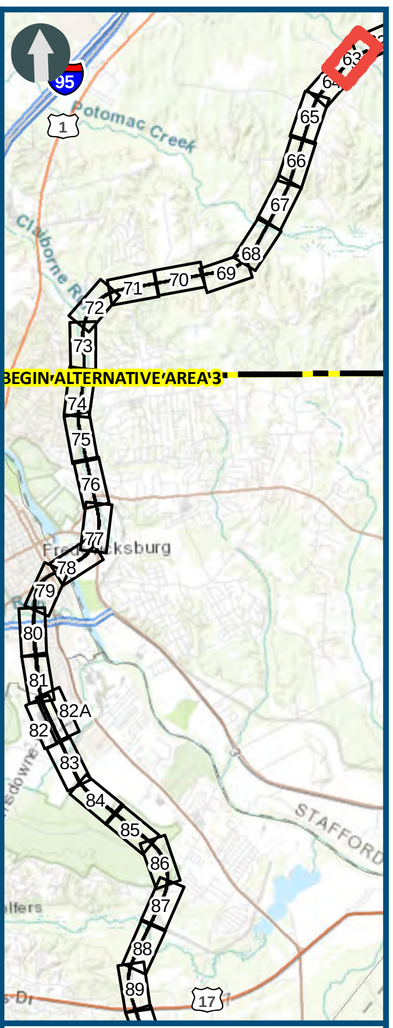

PROPOSED MT. HOPE CHURCH ROAD CONNECTOR
Mt Hope Church Rd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Potomac Creek
Claiborne R
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BEGIN ALTERNATIVE AREA 3
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Fredericksburg
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STAFFORD
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
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- Permanent Limits of Disturbance
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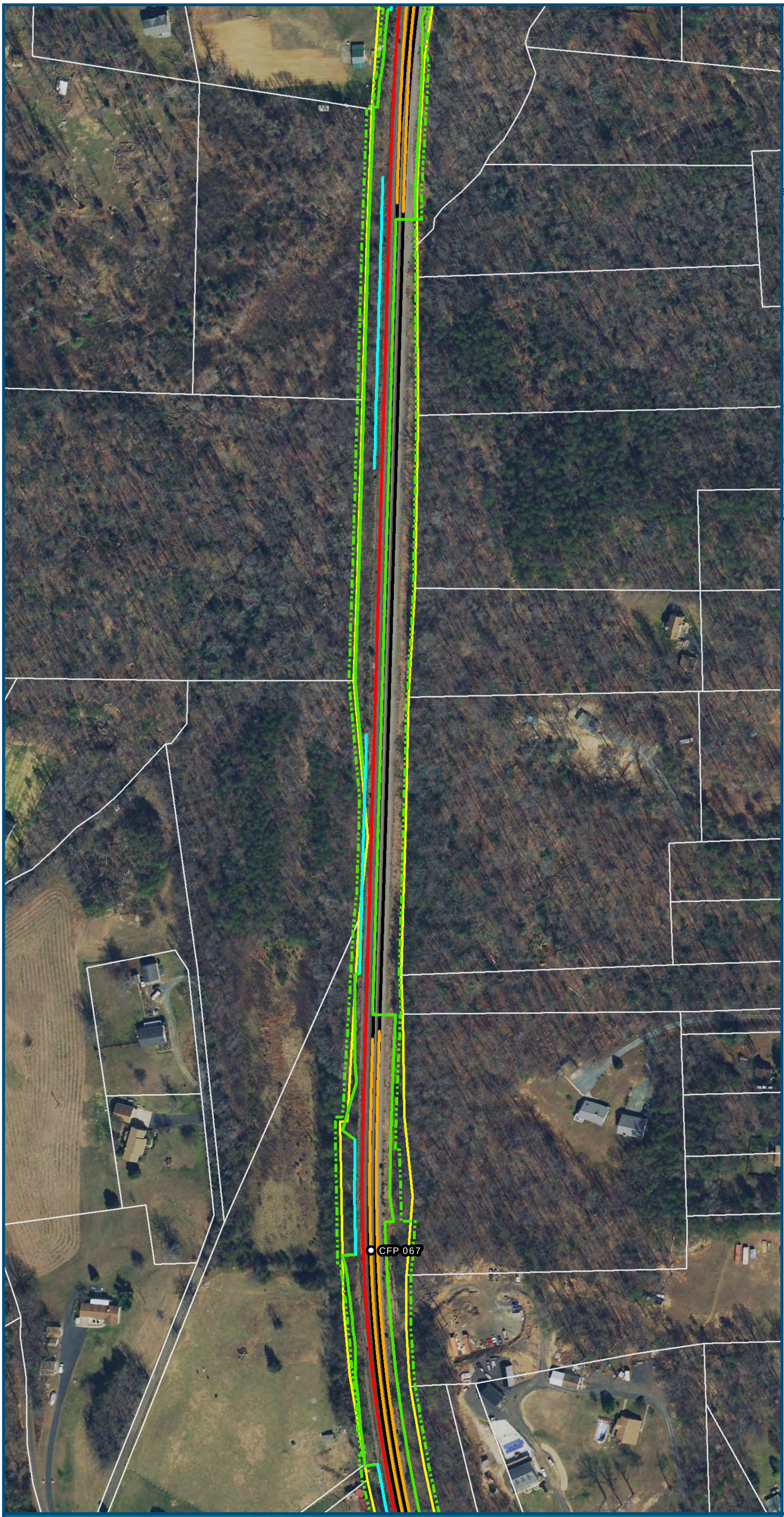

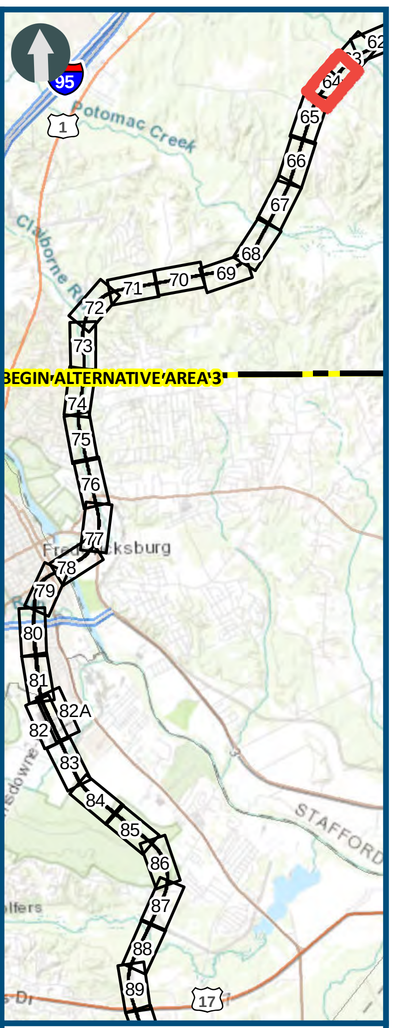

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Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
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- Retaining Walls - Proposed by others
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- Bridge - Proposed by others
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- Roadway - Proposed by others
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- City/County Parcels
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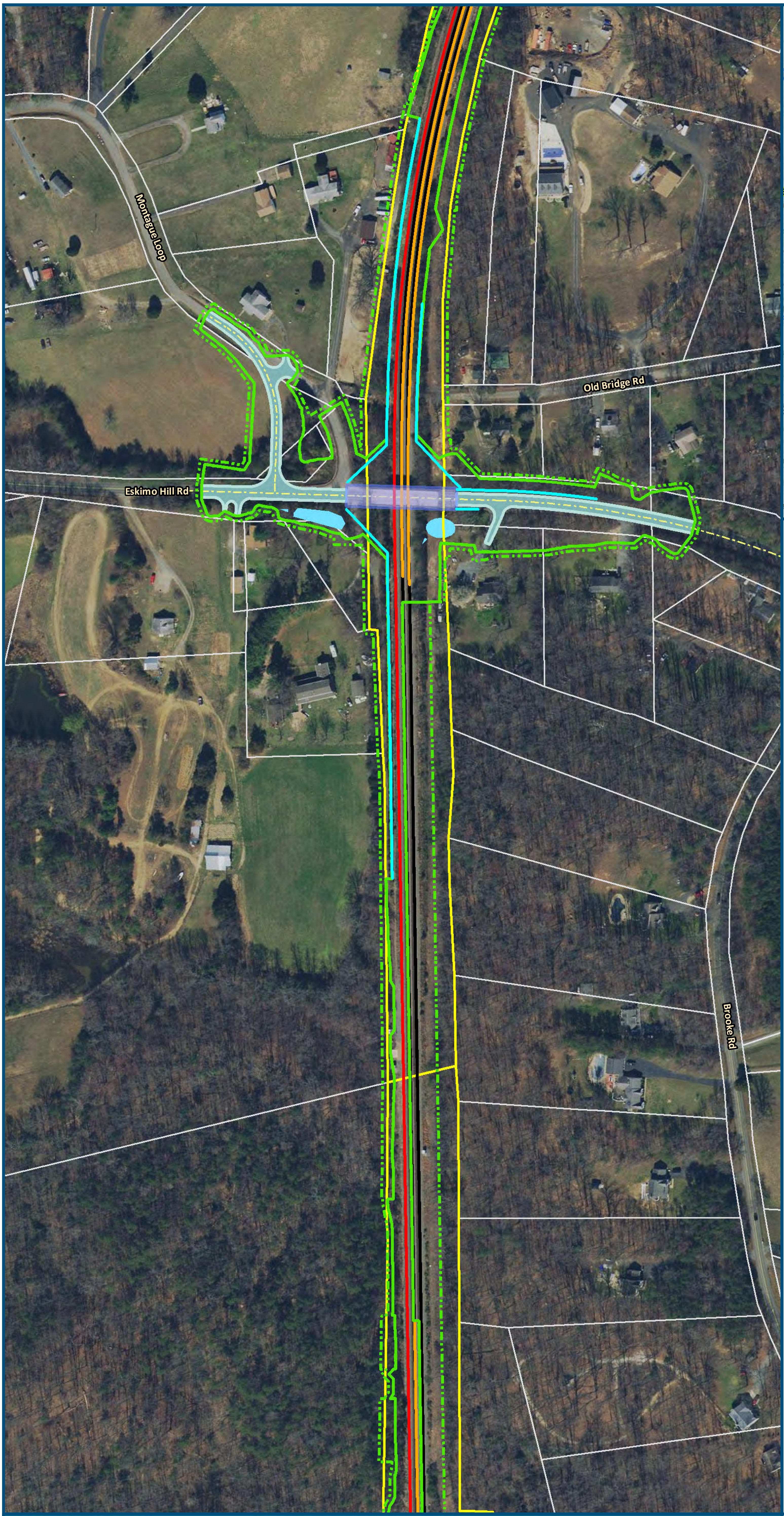
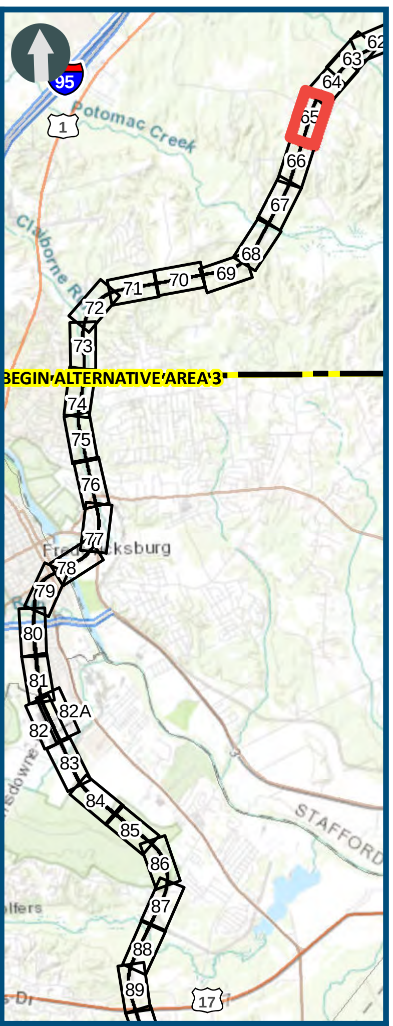

Montague Loop
Old Bridge Rd
Eskimo Hill Rd
Brooke Rd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Potomac Creek
Claiborne Run
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BEGIN ALTERNATIVE AREA 3
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Ledowre
Falmouth
Dr
17

0 100 200

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
●	Control Point/Interlocking
—	Track - Existing
—	Track - Improve Existing
—	Track - Proposed
-·-	Track - Proposed by others
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—	Retaining Walls
-·-	Retaining Walls - Proposed by others
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⬚	Bridge - Proposed by others
■	Roadway
⬚	Roadway - Proposed by others
—	Edge of Pavement
- -	Roadway Centerline
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—	Gate/Quad Gate
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⊗	Crossing - Closure
⊗	Crossing - Grade Separate
⊗	Crossing - Four-Quadrant Gate
⊗	Crossing - Gates with Center Median Treatment
⊗	Crossing - Locking Gate (Private)
■	SWM Facilities
■	Drainage Culvert Crossings
—	Drainage Directional Arrows
●	Stations
■	Station Platform - Existing
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□	City/County Parcels
⬚	City/County Boundary

Preferred Alternative Mapbook

Sheet 65 of 217

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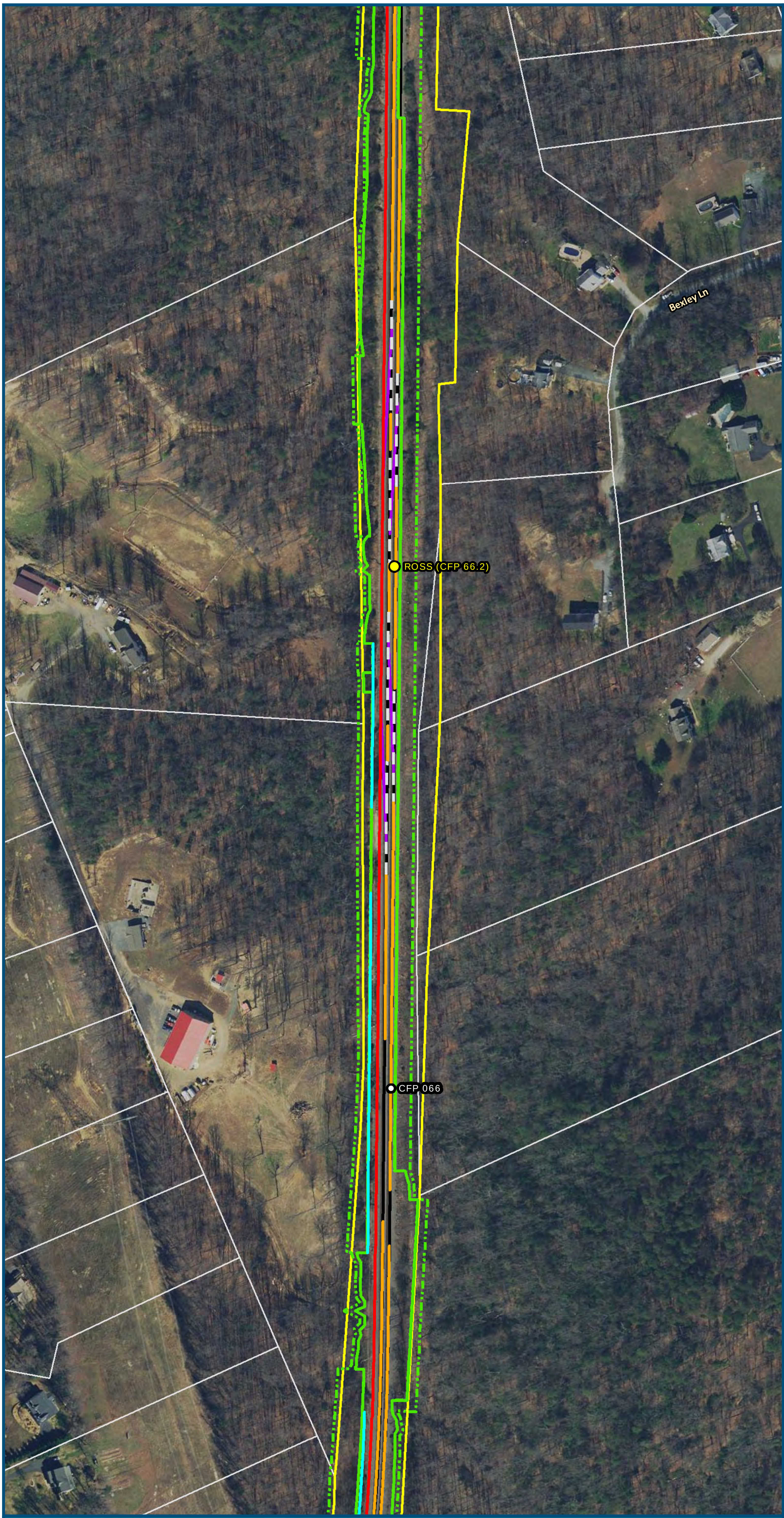
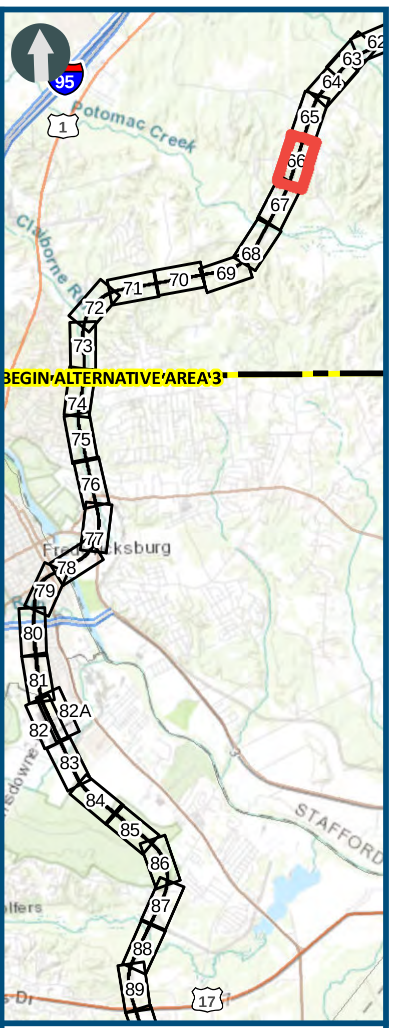

Bexley Ln
ROSS (CFP 66.2)
CFP 066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Potomac Creek
Claiborne R
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BEGIN ALTERNATIVE AREA 3
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STAFFORD
17

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- ━ Track - Existing
- ━ Track - Improve Existing
- ━ Track - Proposed
- ‐ · ‐ Track - Proposed by others
- ‐ ‐ Track - Remove
- ━ Crossover/Turnout - Proposed
- ‐ · ‐ Crossover/Turnout - Proposed by others
- ‐ ‐ Crossover/Turnout - Remove
- ━ Retaining Walls
- ‐ · ‐ Retaining Walls - Proposed by others
- ▭ Bridge
- ▭ Bridge - Proposed by others
- ▭ Roadway
- ▭ Roadway - Proposed by others
- ━ Edge of Pavement
- ‐ ‐ Roadway Centerline
- ━ Median Separators
- ━ Gate/Quad Gate
- ‐ ‐ Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ■ SWM Facilities
- ■ Drainage Culvert Crossings
- ━ Drainage Directional Arrows
- ● Stations
- ■ Station Platform - Existing
- ▭ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▭ Station Platform - Remove
- ■ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Preferred Alternative Mapbook

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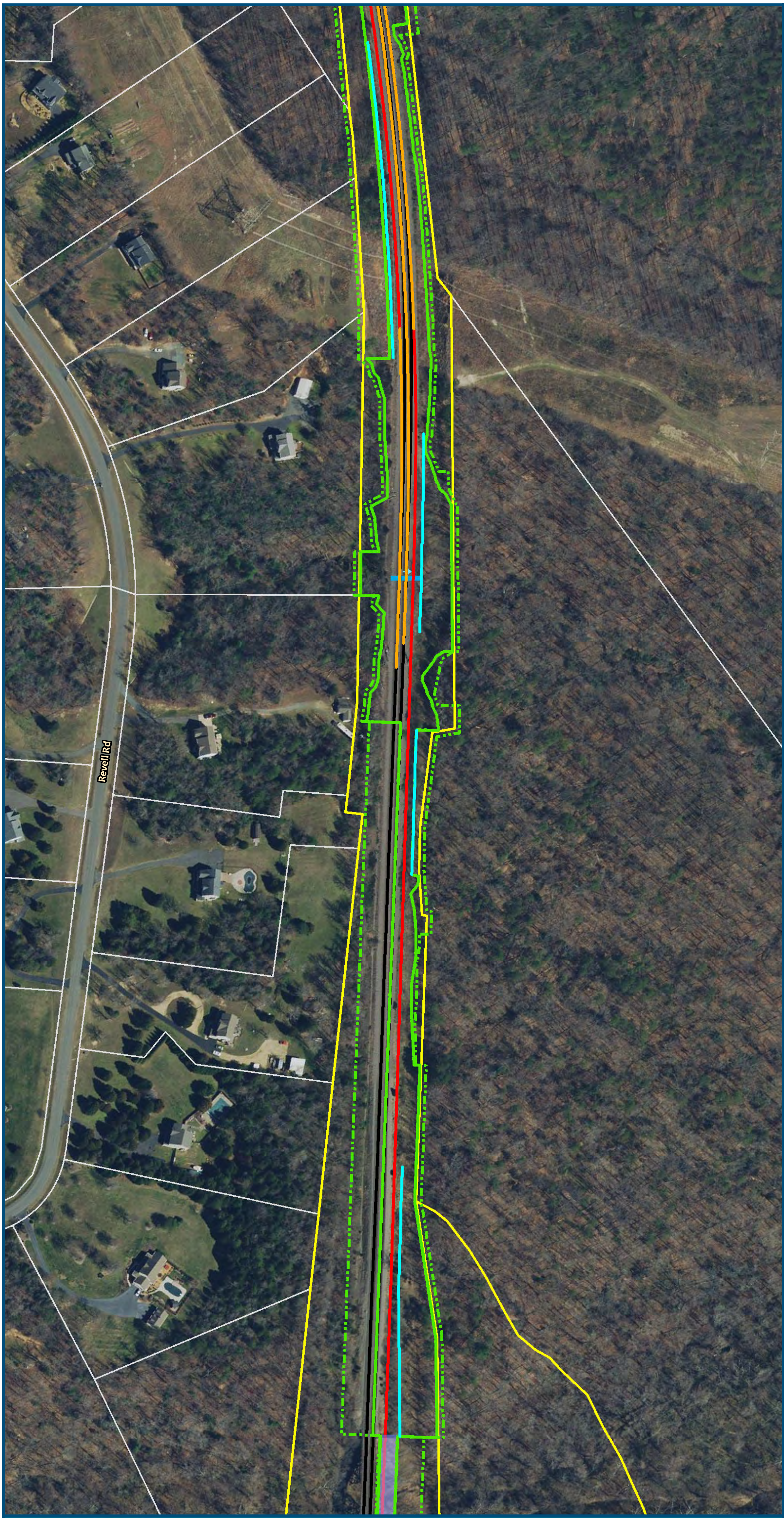

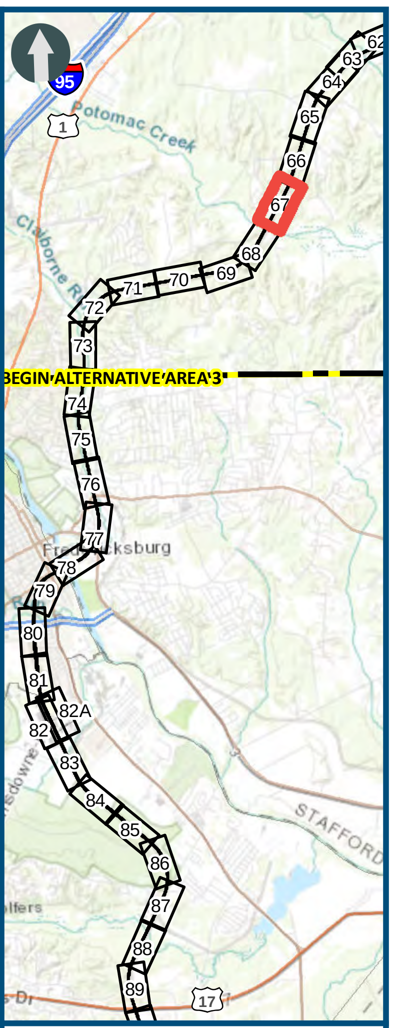

0 100 200
Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
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- ● Control Point/Interlocking
- — Track - Existing
- — Track - Improve Existing
- — Track - Proposed
- -·- Track - Proposed by others
- — Track - Remove
- — Crossover/Turnout - Proposed
- -·- Crossover/Turnout - Proposed by others
- -·- Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ⬚ Bridge - Proposed by others
- ▭ Roadway
- ⬚ Roadway - Proposed by others
- — Edge of Pavement
- - - Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- - - Locking Gate
- ⊗ Crossing - Closure
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- ▭ City/County Parcels
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Preferred Alternative Mapbook

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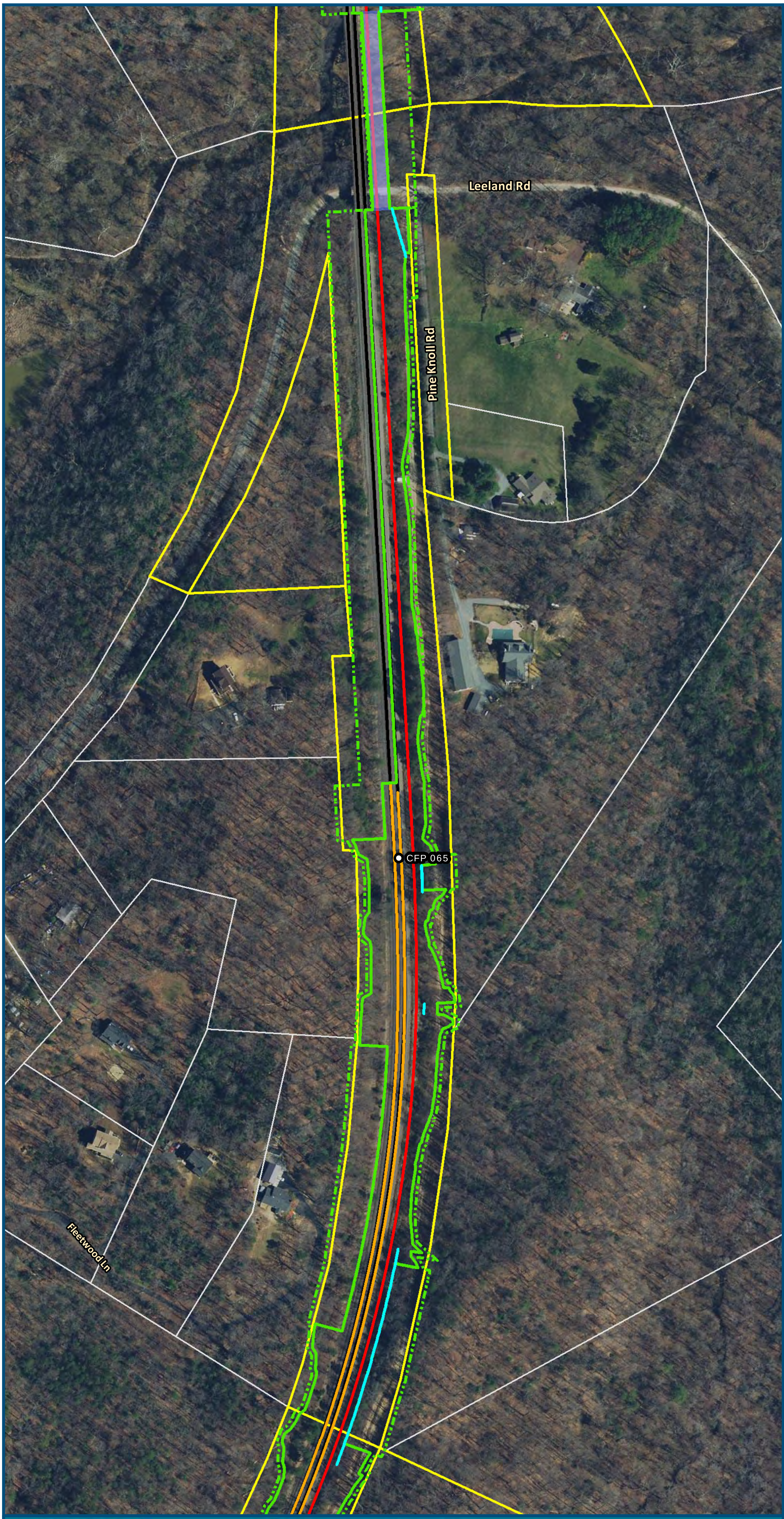
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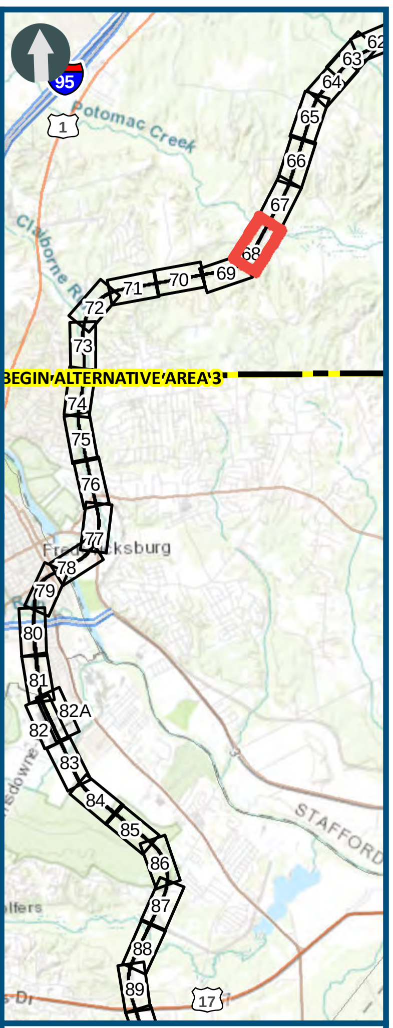
Pine Knoll Rd
CFP 065
Fleetwood Ln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Claiborne Rd
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BEGIN ALTERNATIVE AREA 3
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Fredericksburg
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STAFFORD
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17

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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- Temporary Limits of Disturbance
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- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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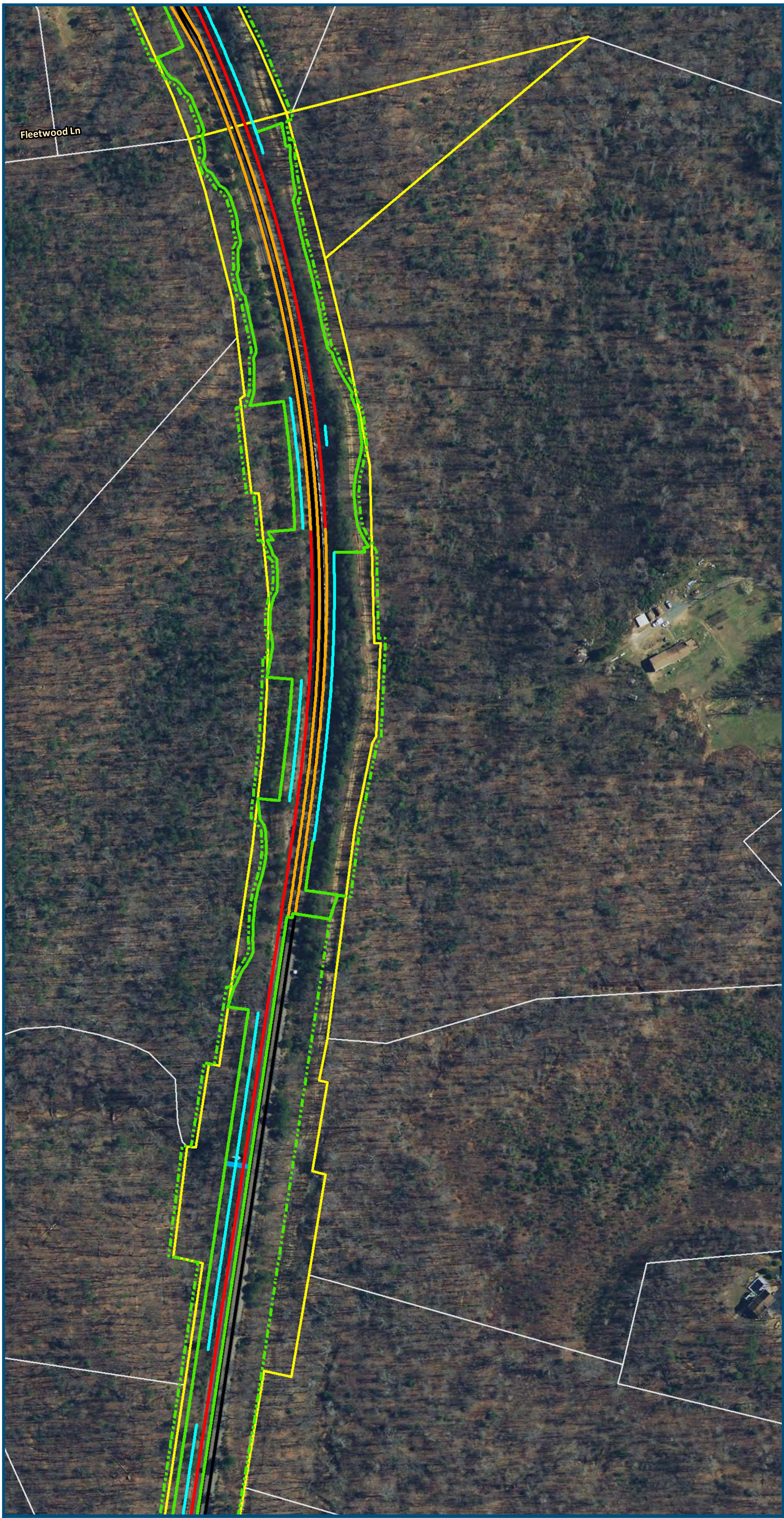

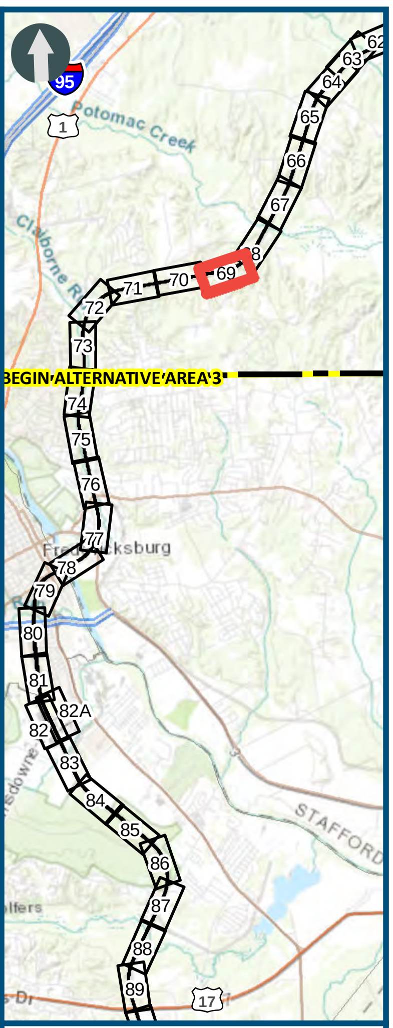

0 100 200

Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

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- Temporary Limits of Disturbance
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- Control Point/Interlocking
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- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
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Preferred Alternative Mapbook

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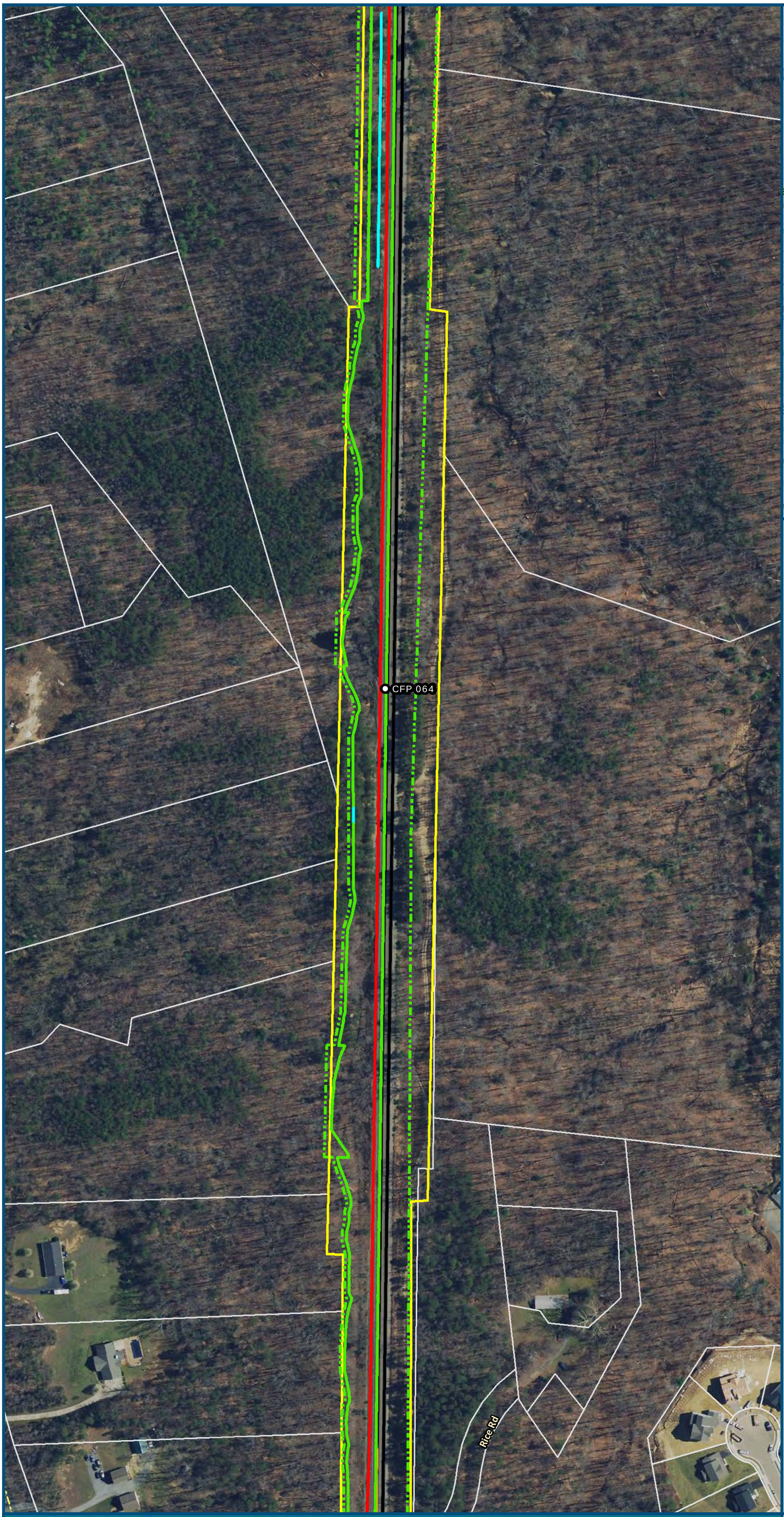

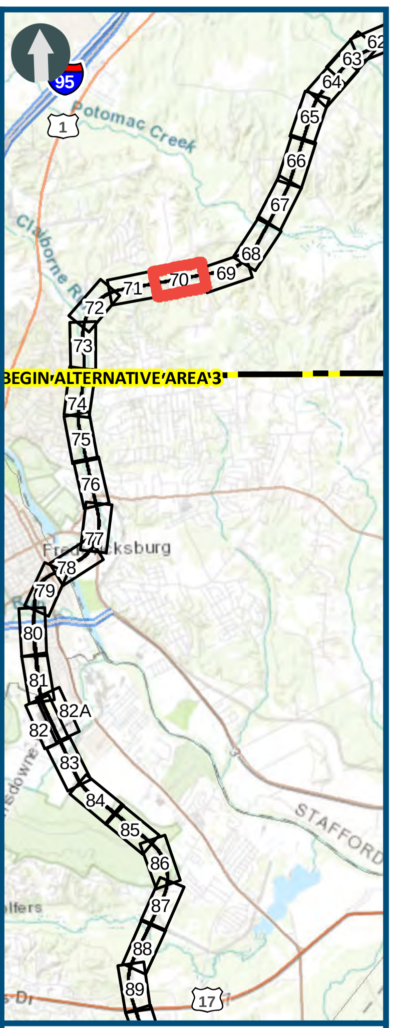

0 100 200

Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
●	Control Point/Interlocking
—	Track - Existing
—	Track - Improve Existing
—	Track - Proposed
-·-	Track - Proposed by others
- -	Track - Remove
—	Crossover/Turnout - Proposed
-·-	Crossover/Turnout - Proposed by others
- -	Crossover/Turnout - Remove
—	Retaining Walls
-·-	Retaining Walls - Proposed by others
▭	Bridge
⬚	Bridge - Proposed by others
▭	Roadway
⬚	Roadway - Proposed by others
—	Edge of Pavement
- -	Roadway Centerline
—	Median Separators
—	Gate/Quad Gate
- -	Locking Gate
⊗	Crossing - Closure
⊗	Crossing - Grade Separate
⊗	Crossing - Four-Quadrant Gate
⊗	Crossing - Gates with Center Median Treatment
⊗	Crossing - Locking Gate (Private)
■	SWM Facilities
■	Drainage Culvert Crossings
—	Drainage Directional Arrows
●	Stations
■	Station Platform - Existing
▭	Station Platform - Proposed
▨	Station Platform - Proposed by others
▭	Station Platform - Remove
▭	Building/Structure
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Preferred Alternative Mapbook

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DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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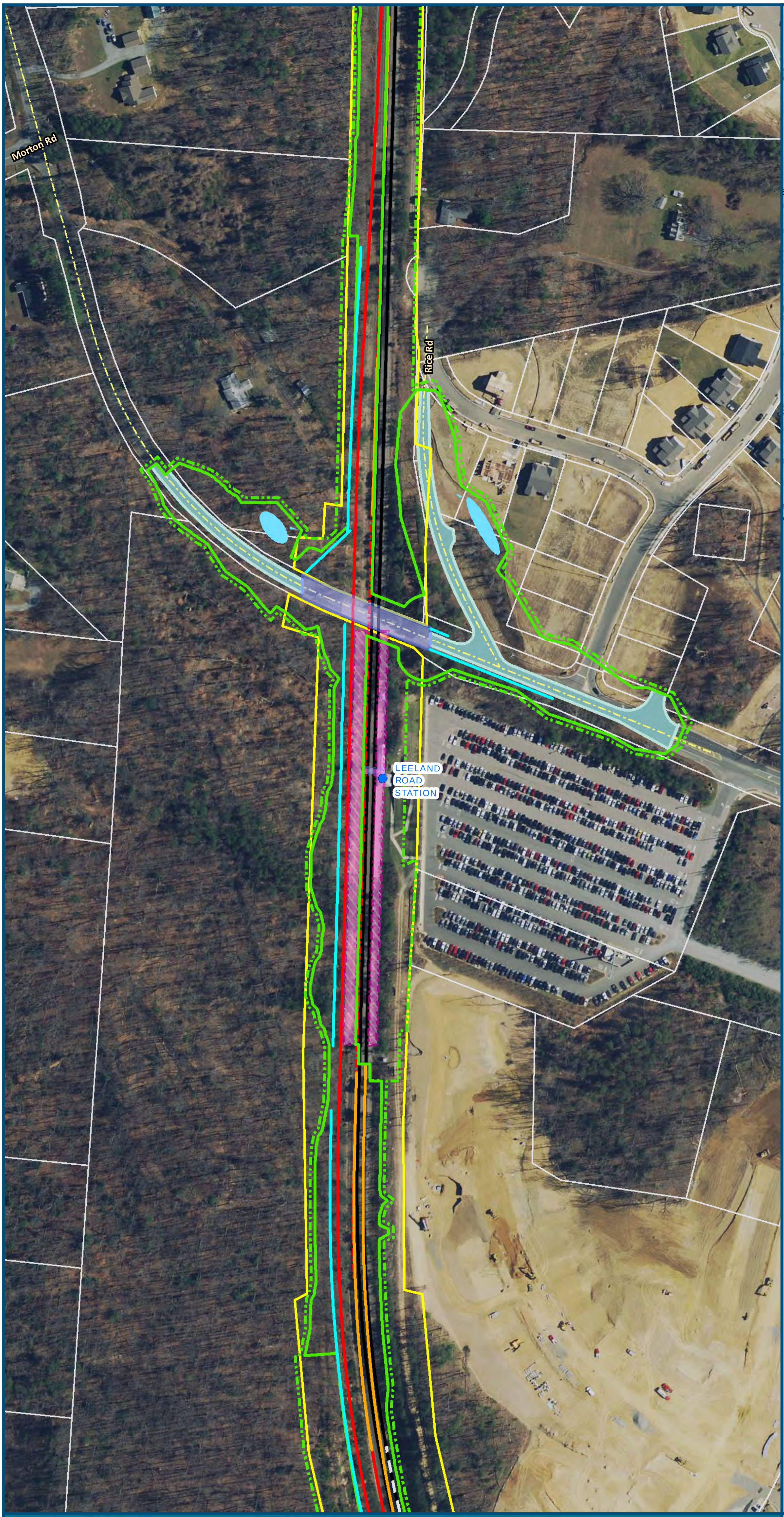
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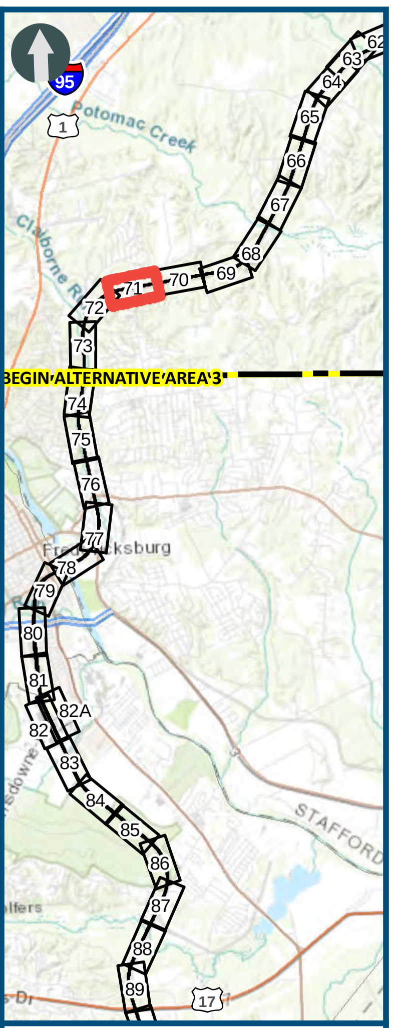
Rice Rd
LEELAND ROAD STATION


95
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Potomac Creek
Claiborne Run
BEGIN ALTERNATIVE AREA 3
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Fredericksburg
STAFFORD
Wolfers
17

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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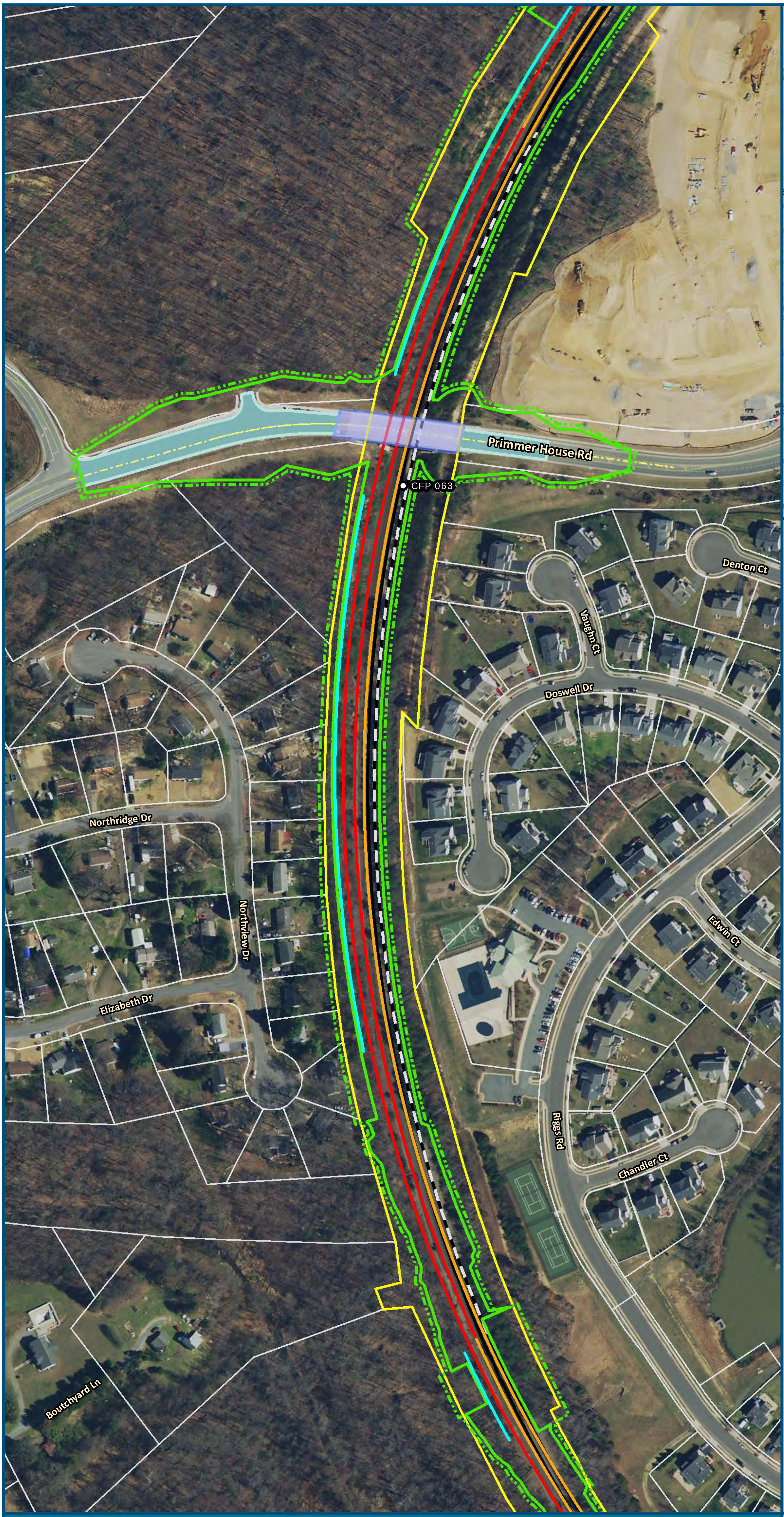
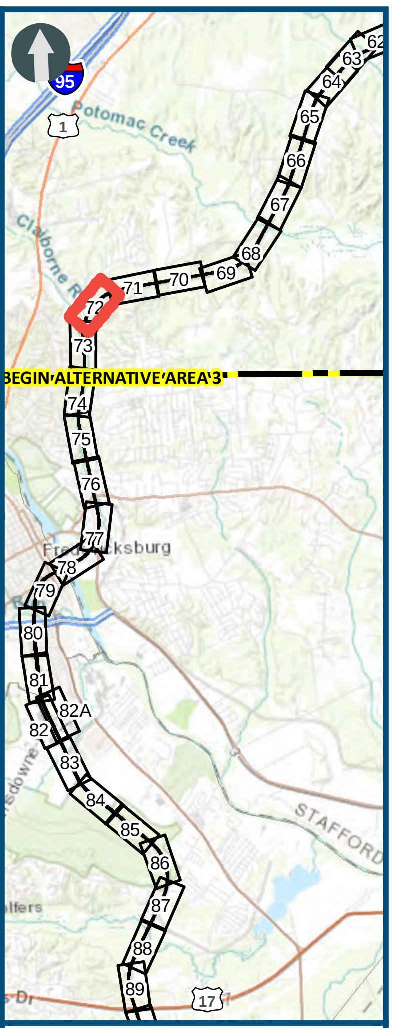

Primmer House Rd
CFP 063
Denton Ct
Vaughn Ct
Doswell Dr
Northridge Dr
Northview Dr
Elizabeth Dr
Edwin Ct
Riggs Rd
Chandler Ct
Boutchyard Ln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Potomac Creek
Claiborne Run
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BEGIN ALTERNATIVE AREA 3
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Fredericksburg
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STAFFORD
17

0 100 200
Feet
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State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
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- ● Control Point/Interlocking
- — Track - Existing
- — Track - Improve Existing
- — Track - Proposed
- -·- Track - Proposed by others
- - - Track - Remove
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- -·- Crossover/Turnout - Proposed by others
- - - Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ▭ Bridge - Proposed by others
- ▭ Roadway
- ▭ Roadway - Proposed by others
- — Edge of Pavement
- - - Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- - - Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ▭ SWM Facilities
- ▭ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
- ▭ Station Platform - Existing
- ▭ Station Platform - Proposed
- ▭ Station Platform - Proposed by others
- ▭ Station Platform - Remove
- ▭ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Preferred Alternative Mapbook

Sheet 72 of 217

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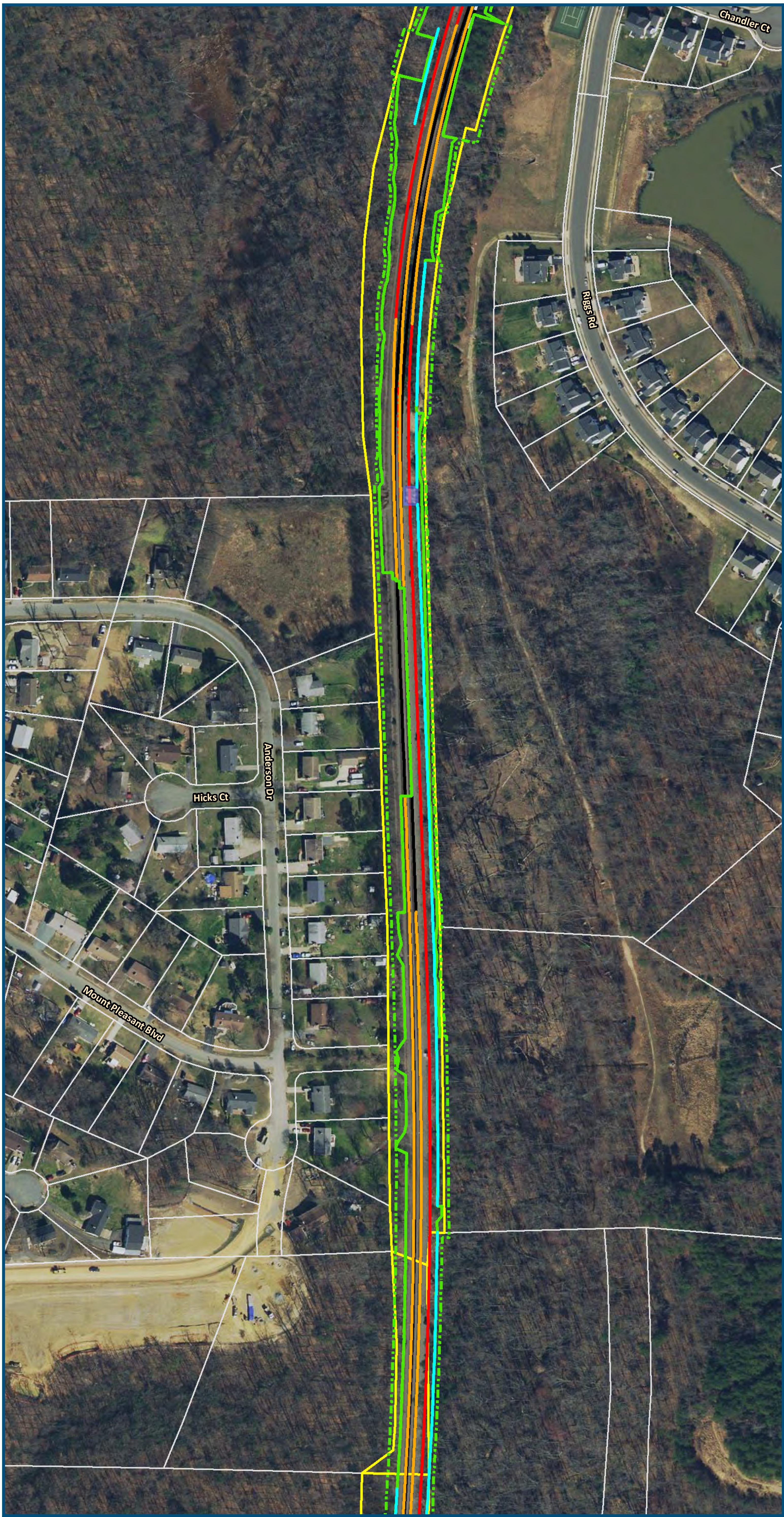
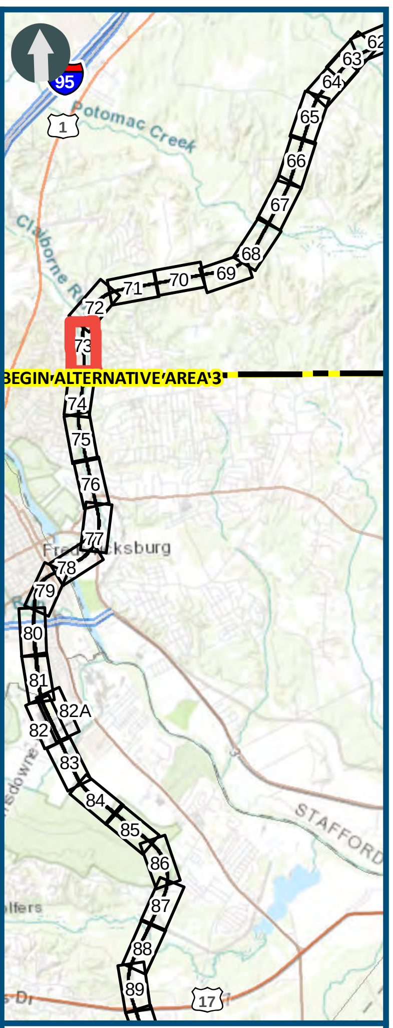

Chandler Ct
Riggs Rd
Anderson Dr
Hicks Ct
Mount Pleasant Blvd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Potomac Creek
Claiborne R
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BEGIN ALTERNATIVE AREA 3
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STAFFORD
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0 100 200

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North American Datum of 1983

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Preferred Alternative Mapbook

Sheet 73 of 217

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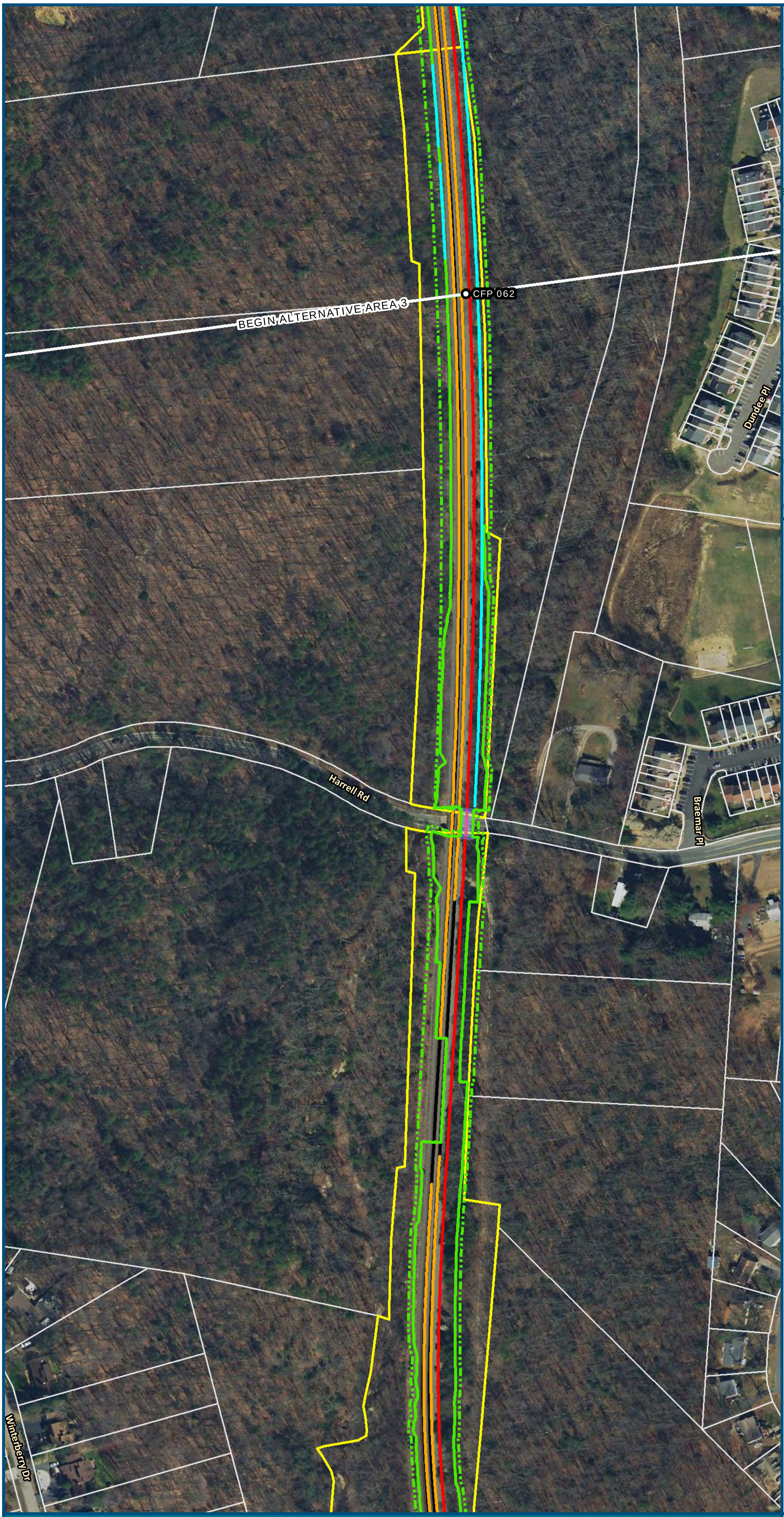
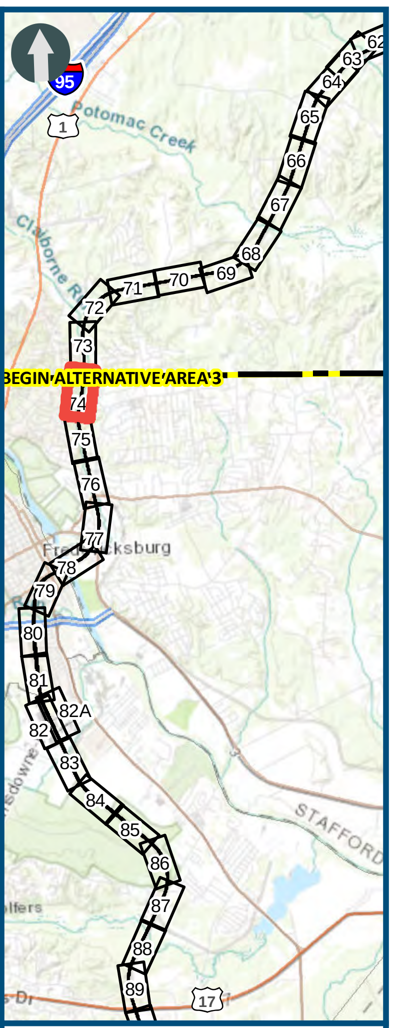

CFP 062
BEGIN ALTERNATIVE AREA 3
Harrell Rd
Dundee Pl
Braemar Pl
Winterberry Dr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Potomac Creek
Claiborne
BEGIN ALTERNATIVE AREA 3
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Fredericksburg
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STAFFORD
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- Retaining Walls - Proposed by others
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- Bridge - Proposed by others
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- Roadway - Proposed by others
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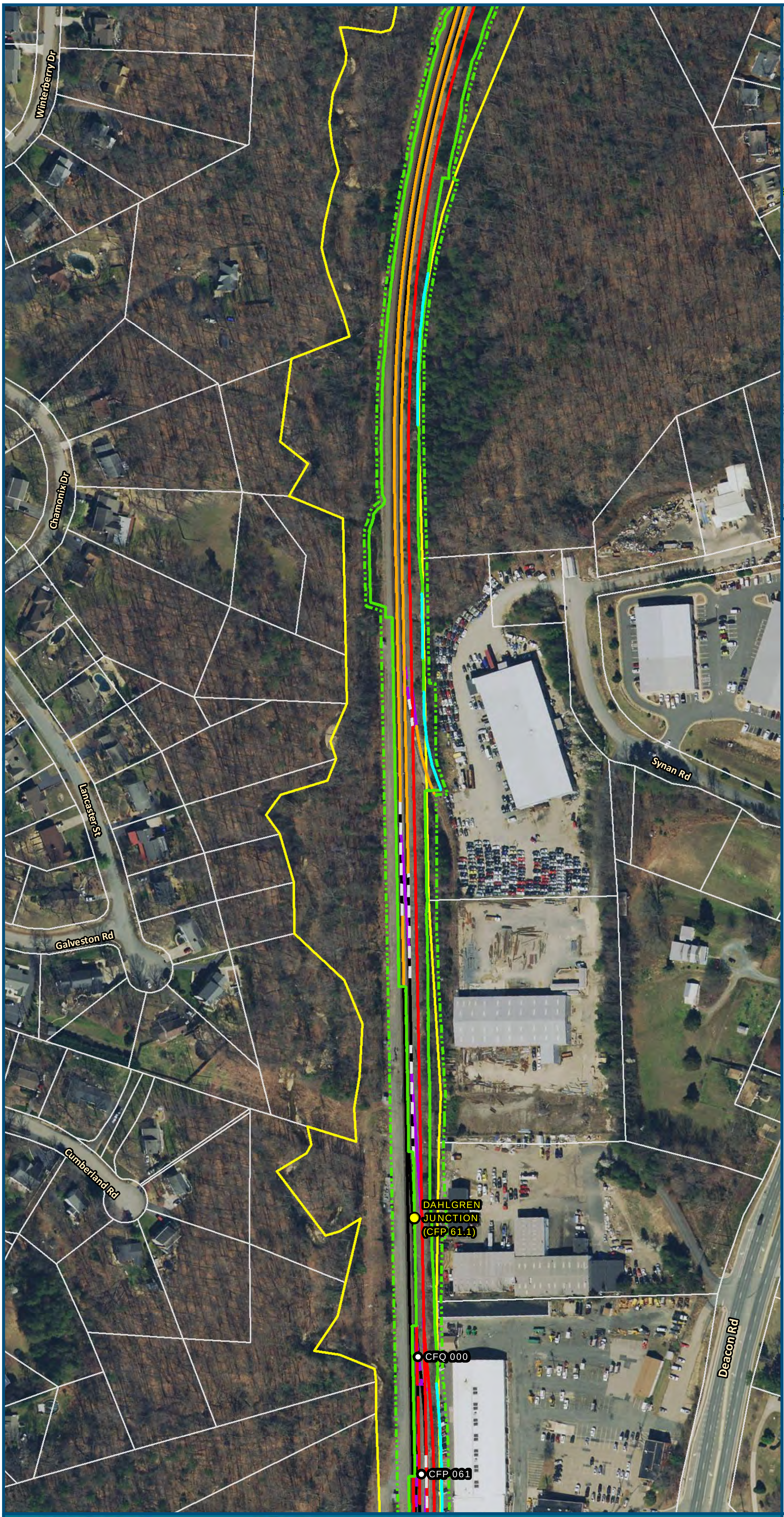
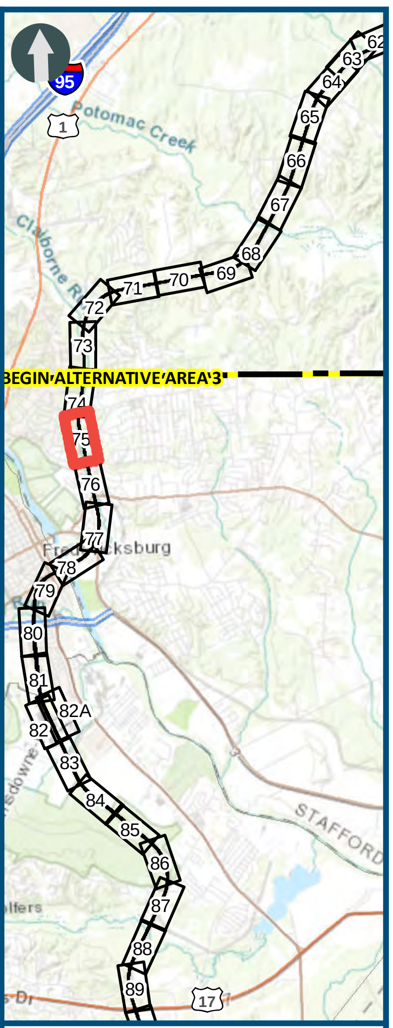

Winterberry Dr
Chamonix Dr
Lancaster St
Galveston Rd
Cumberland Rd
Synan Rd
Deacon Rd
DAHLGREN JUNCTION (CFP 61.1)
CFQ 000
CFP 061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Potomac Creek
Claiborne Rd
Fredericksburg
STAFFORD
BEGIN ALTERNATIVE AREA 3
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

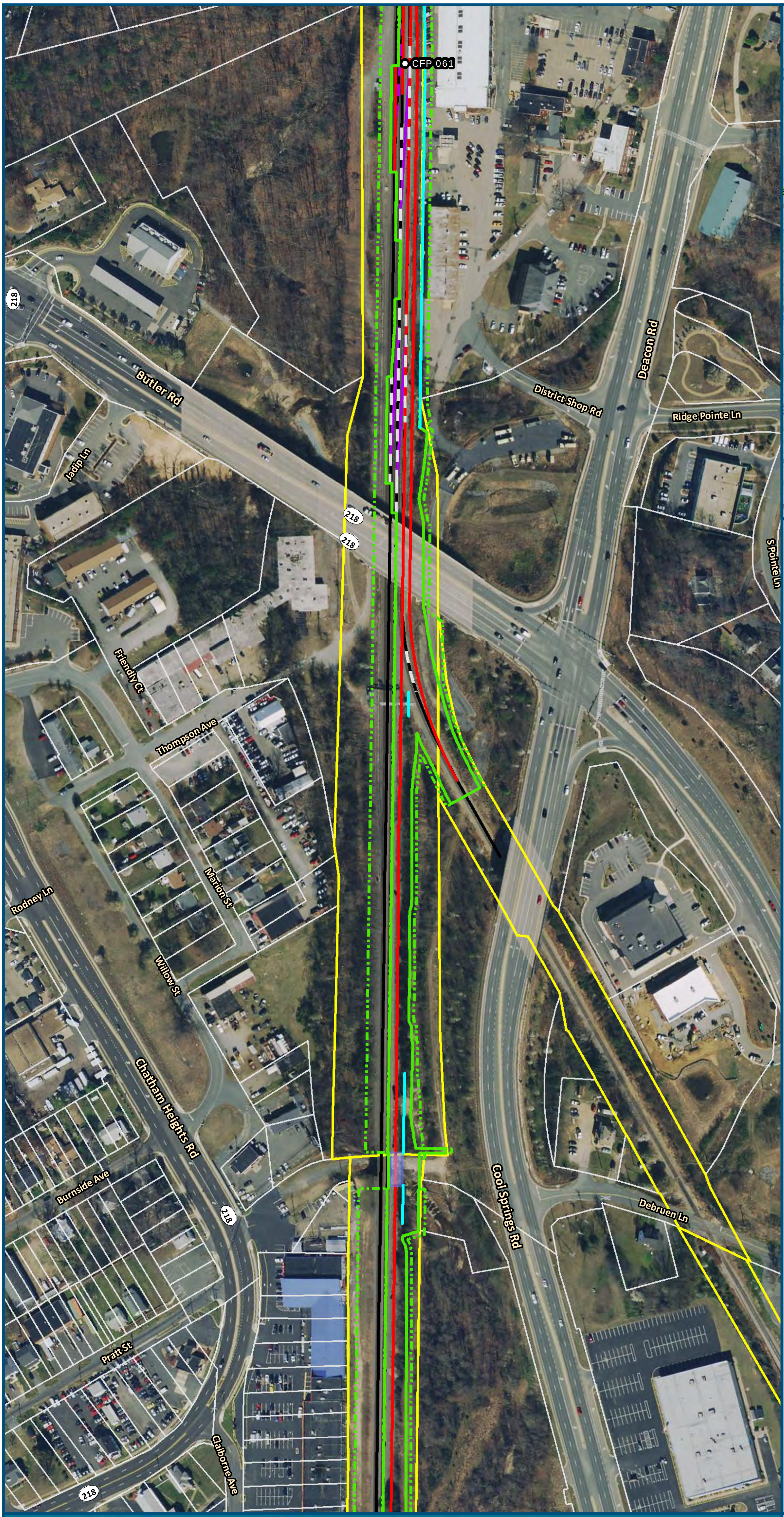
Legend

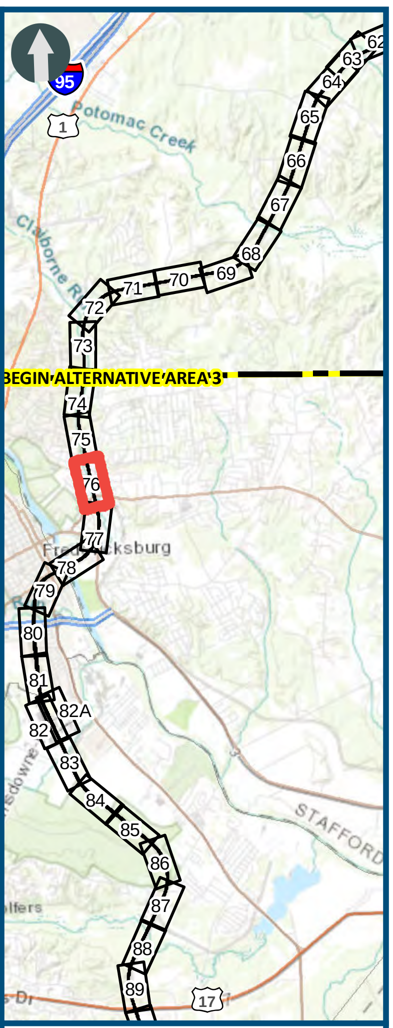
- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 75 of 217

\\ctsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019


CFP 061
218
Butler Rd
Jadip Ln
District Shop Rd
Deacon Rd
Ridge Pointe Ln
S Pointe Ln
218
218
Friendly Ct
Thompson Ave
Marion St
Rodney Ln
Willow St
Chatham Heights Rd
Burnside Ave
218
Pratt St
Cool Springs Rd
Debruen Ln
Claiborne Ave
218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Potomac Creek
Claiborne Run
BEGIN ALTERNATIVE AREA 3
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Fredericksburg
STAFFORD
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0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
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- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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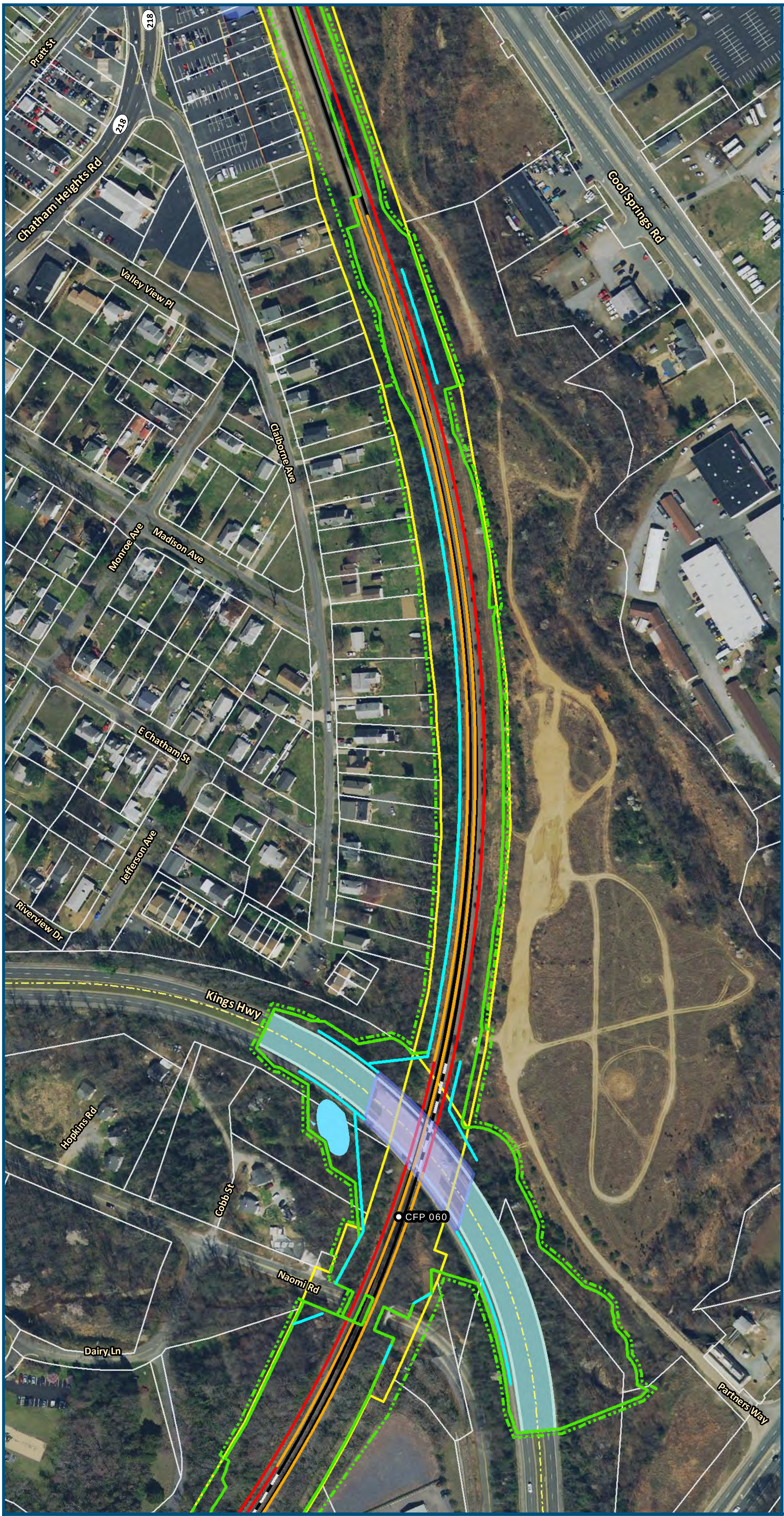
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Pratt St
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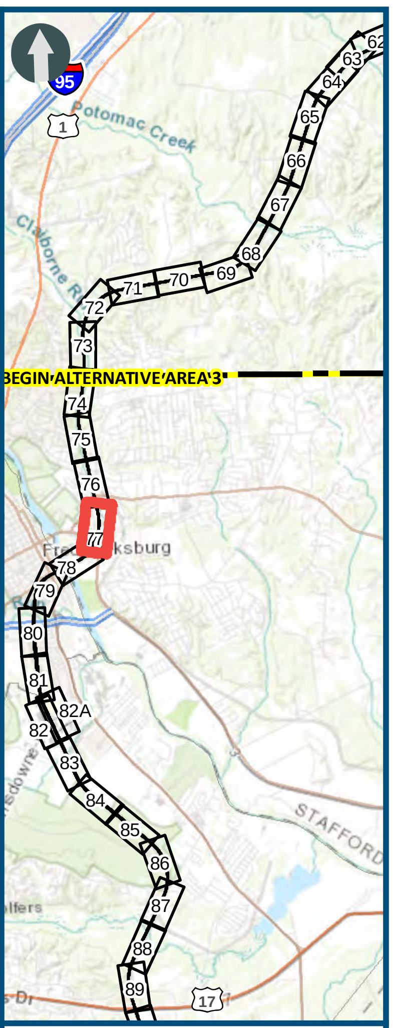
Chatham Heights Rd
Valley View Pl
Cool Springs Rd
Claiborne Ave
Monroe Ave
Madison Ave
E Chatham St
Jefferson Ave
Riverview Dr
Kings Hwy
Hopkins Rd
Cobb St
CFP 060
Naomi Rd
Dairy Ln
Partners Way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STAFFORD
17

0 100 200

Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
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- ○ CSXT Mileposts
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- — Track - Existing
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- — Track - Proposed
- - · - Track - Proposed by others
- — Track - Remove
- — Crossover/Turnout - Proposed
- - · - Crossover/Turnout - Proposed by others
- - - Crossover/Turnout - Remove
- — Retaining Walls
- - · - Retaining Walls - Proposed by others
- ▨ Bridge
- ▨ Bridge - Proposed by others
- ▨ Roadway
- ▨ Roadway - Proposed by others
- — Edge of Pavement
- - - Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- - - Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ▨ SWM Facilities
- ▨ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
- ▨ Station Platform - Existing
- ▨ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▨ Station Platform - Remove
- ▨ Building/Structure
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Preferred Alternative Mapbook

Sheet 77 of 217

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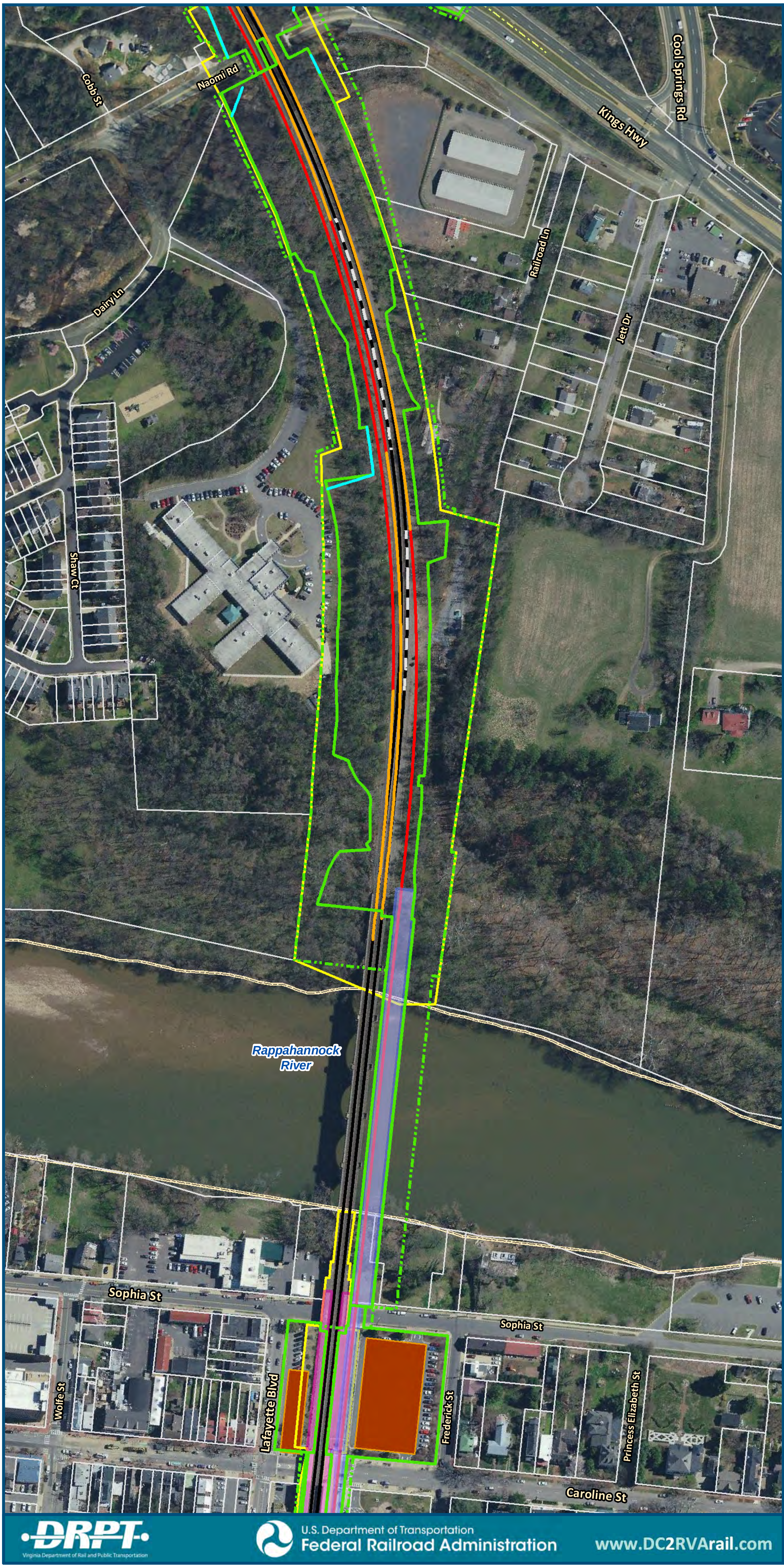
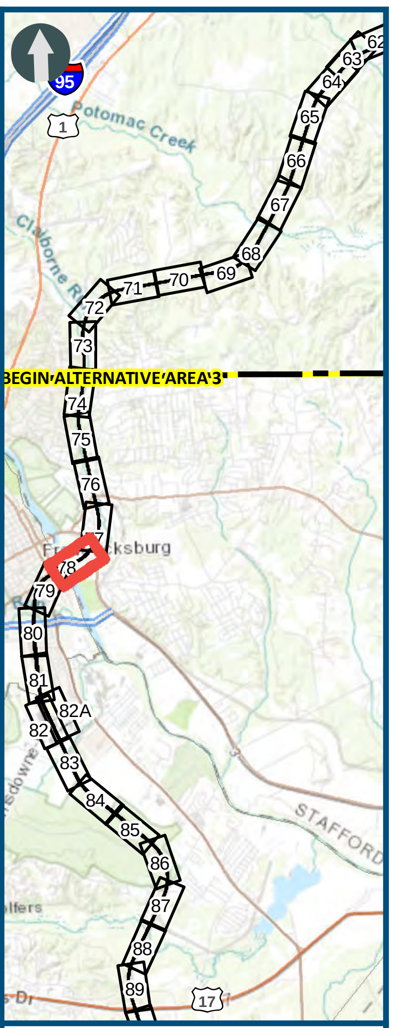

Cobb St
Naomi Rd
Kings Hwy
Cool Springs Rd
Railroad Ln
Dairy Ln
Jett Dr
Shaw Ct
Rappahannock River
Sophia St
Sophia St
Wolfe St
Lafayette Blvd
Frederick St
Princess Elizabeth St
Caroline St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BEGIN ALTERNATIVE AREA 3
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Fredericksburg
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STAFFORD
17

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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Preferred Alternative Mapbook

Sheet 78 of 217

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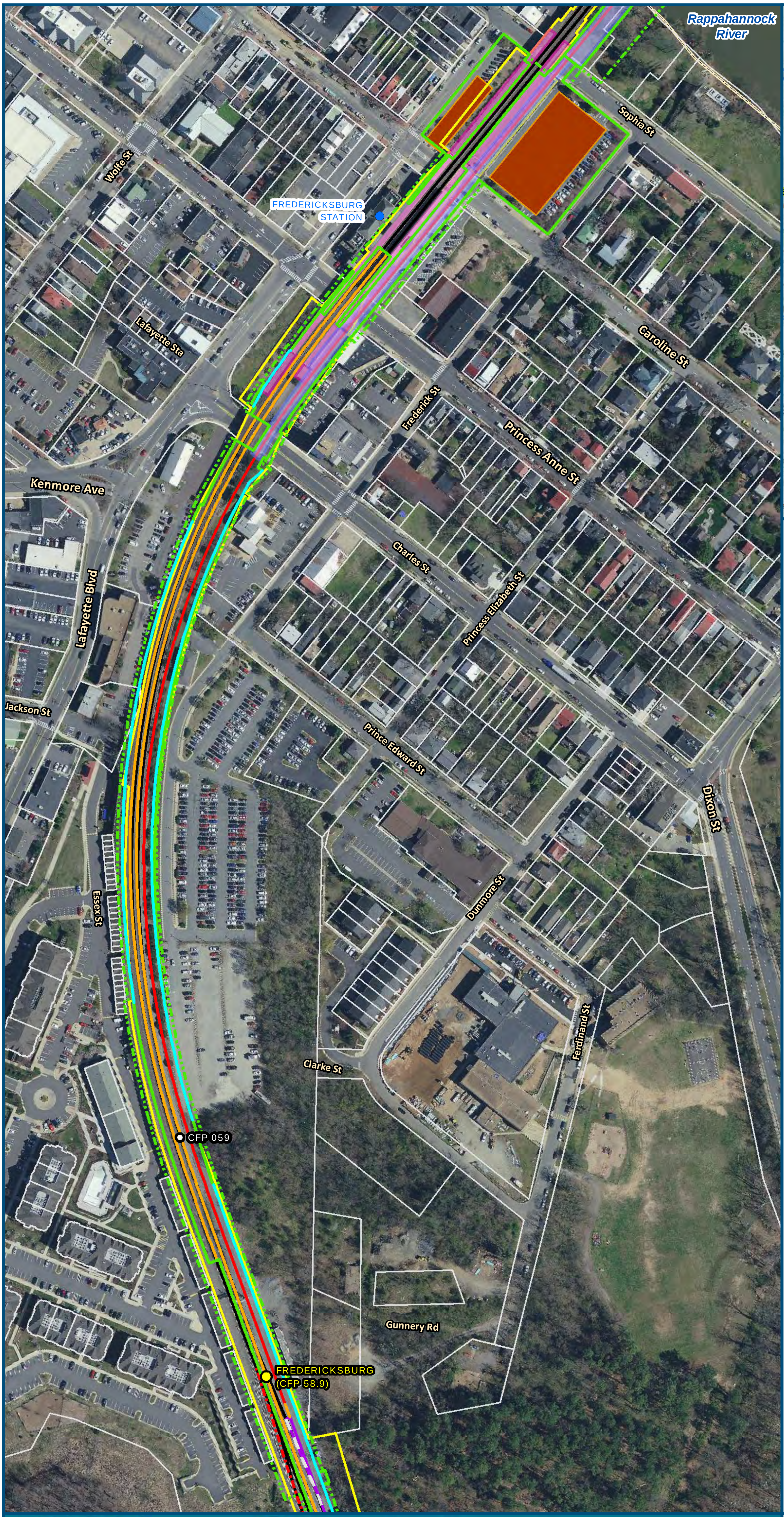
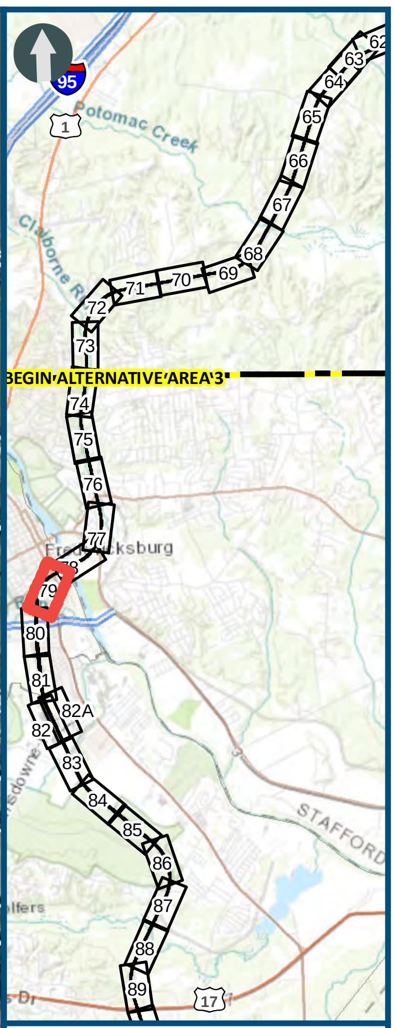

Rappahannock River
Sophia St
Wolfe St
FREDERICKSBURG STATION
Lafayette Sta
Caroline St
Frederick St
Princess Anne St
Kenmore Ave
Charles St
Princess Elizabeth St
Lafayette Blvd
Jackson St
Prince Edward St
Dixon St
Dunmore St
Essex St
Ferdinand St
Clarke St
CFP 059
Gunnery Rd
FREDERICKSBURG (CFP 58.9)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Potomac Creek
Claiborne Run
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BEGIN ALTERNATIVE AREA 3
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Fredericksburg
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STAFFORD
17

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

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- Station Platform - Remove
- Building/Structure
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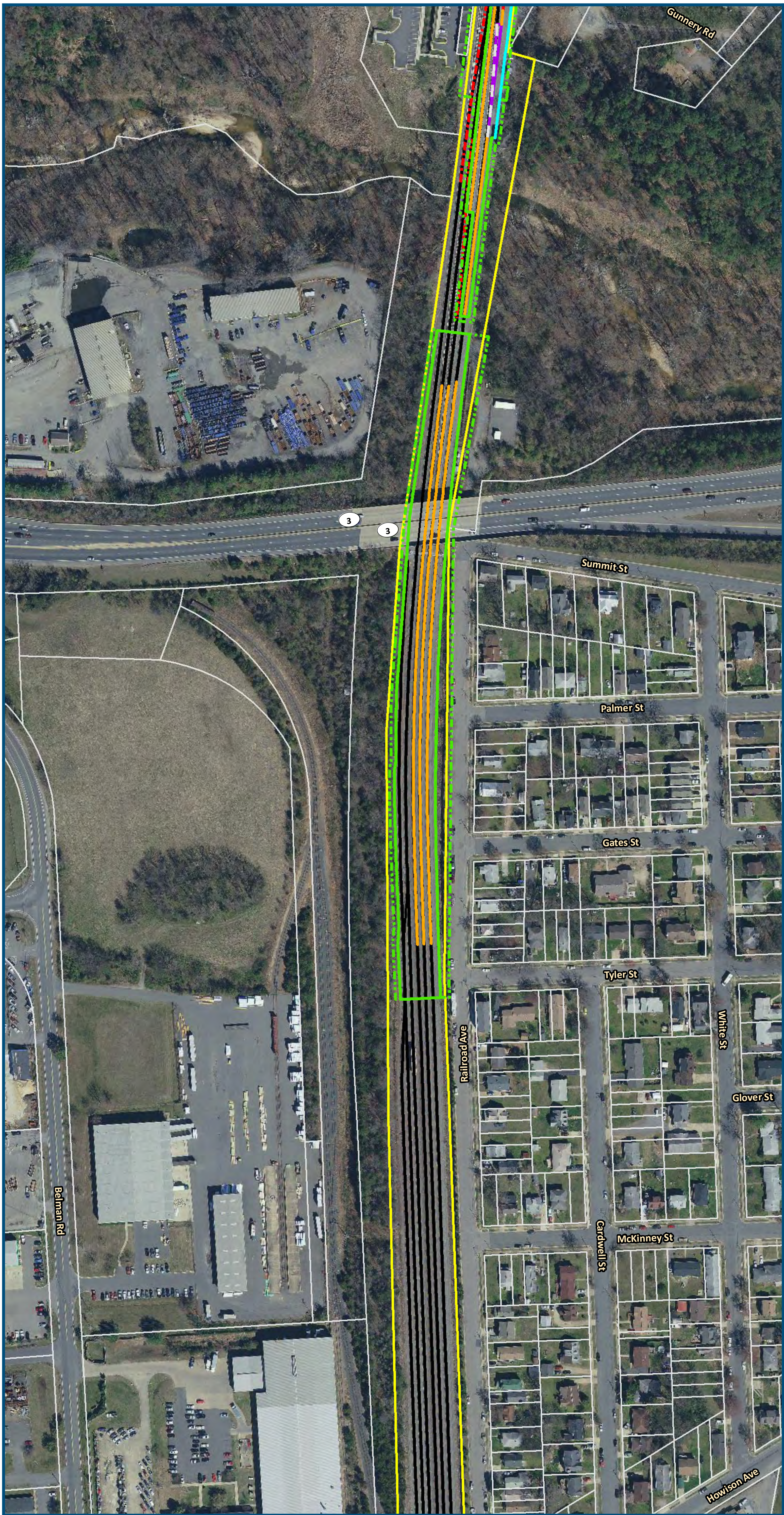
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 79 of 217



Gunnery Rd
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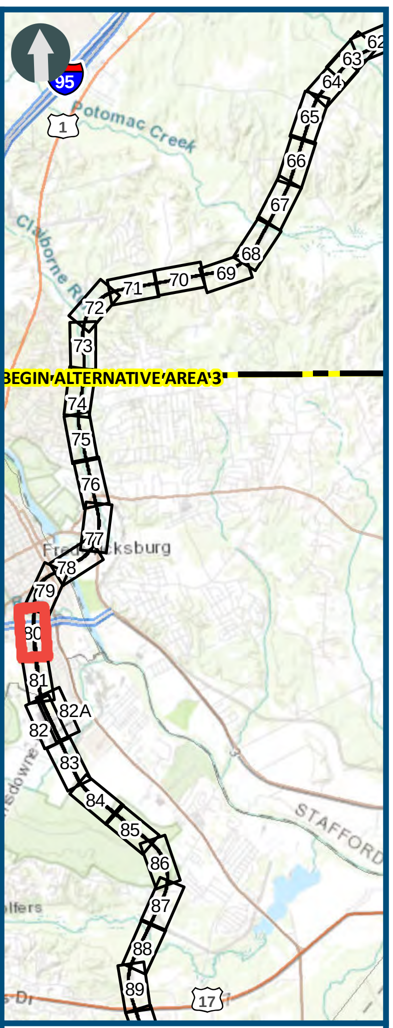
Summit St
Palmer St
Gates St
Tyler St
Railroad Ave
White St
Glover St
Belman Rd
Cardwell St
McKinney St
Howison Ave



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Claiborne Run
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Fredericksburg
STAFFORD
17

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Preferred Alternative Mapbook

Sheet 80 of 217

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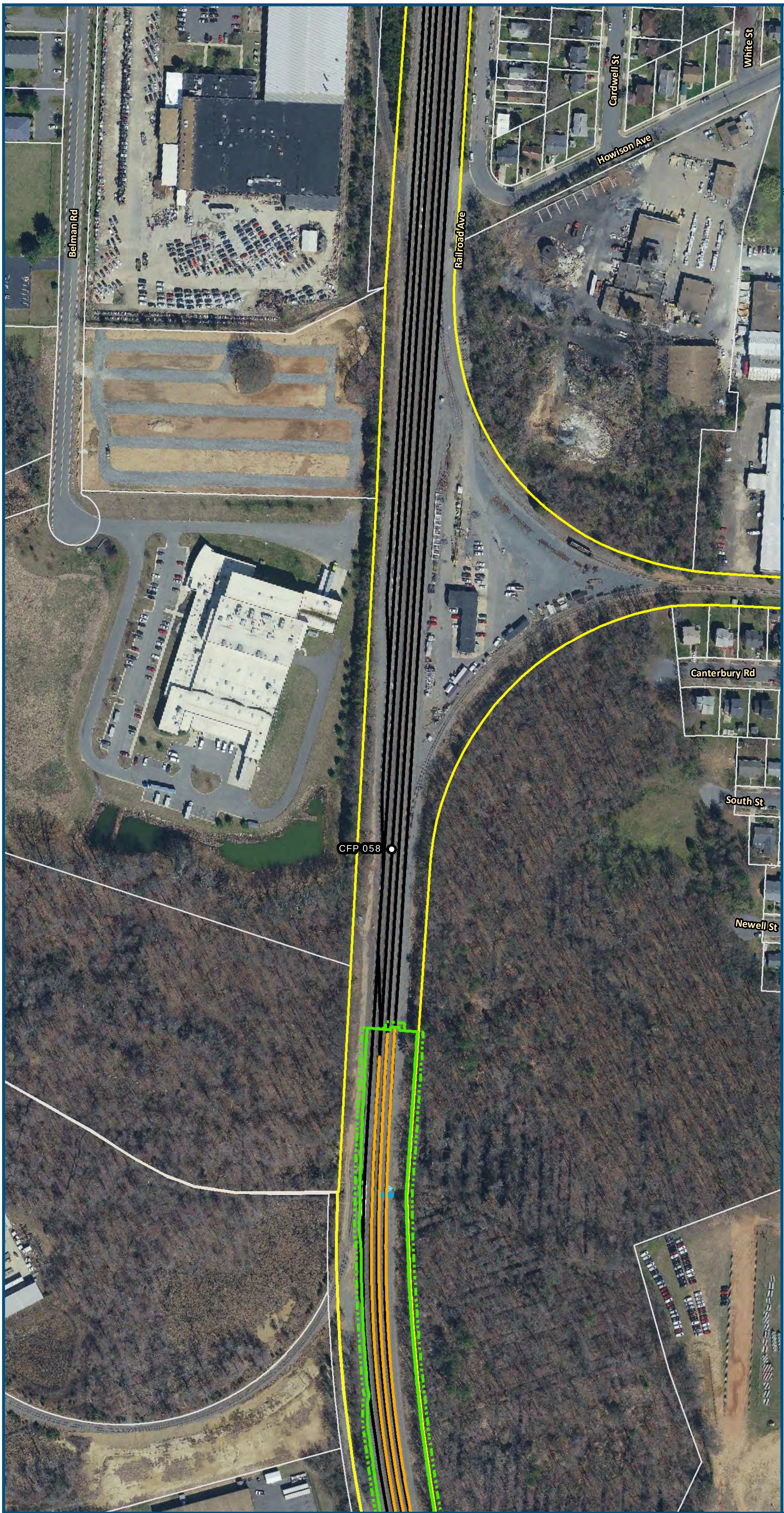
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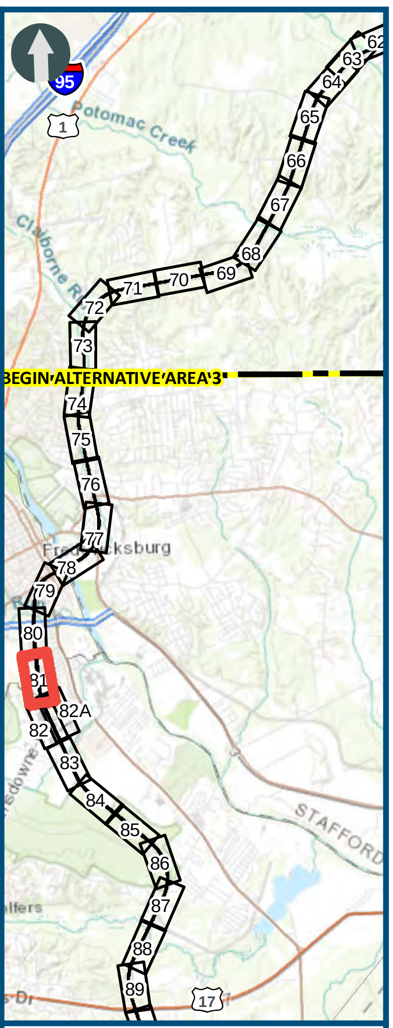
Railroad Ave
Howison Ave
Cardwell St
White St
Canterbury Rd
South St
Newell St
CFP 058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Claiborne
BEGIN ALTERNATIVE AREA 3
Fredericksburg
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- Crossover/Turnout - Proposed by others
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Preferred Alternative Mapbook

Sheet 81 of 217

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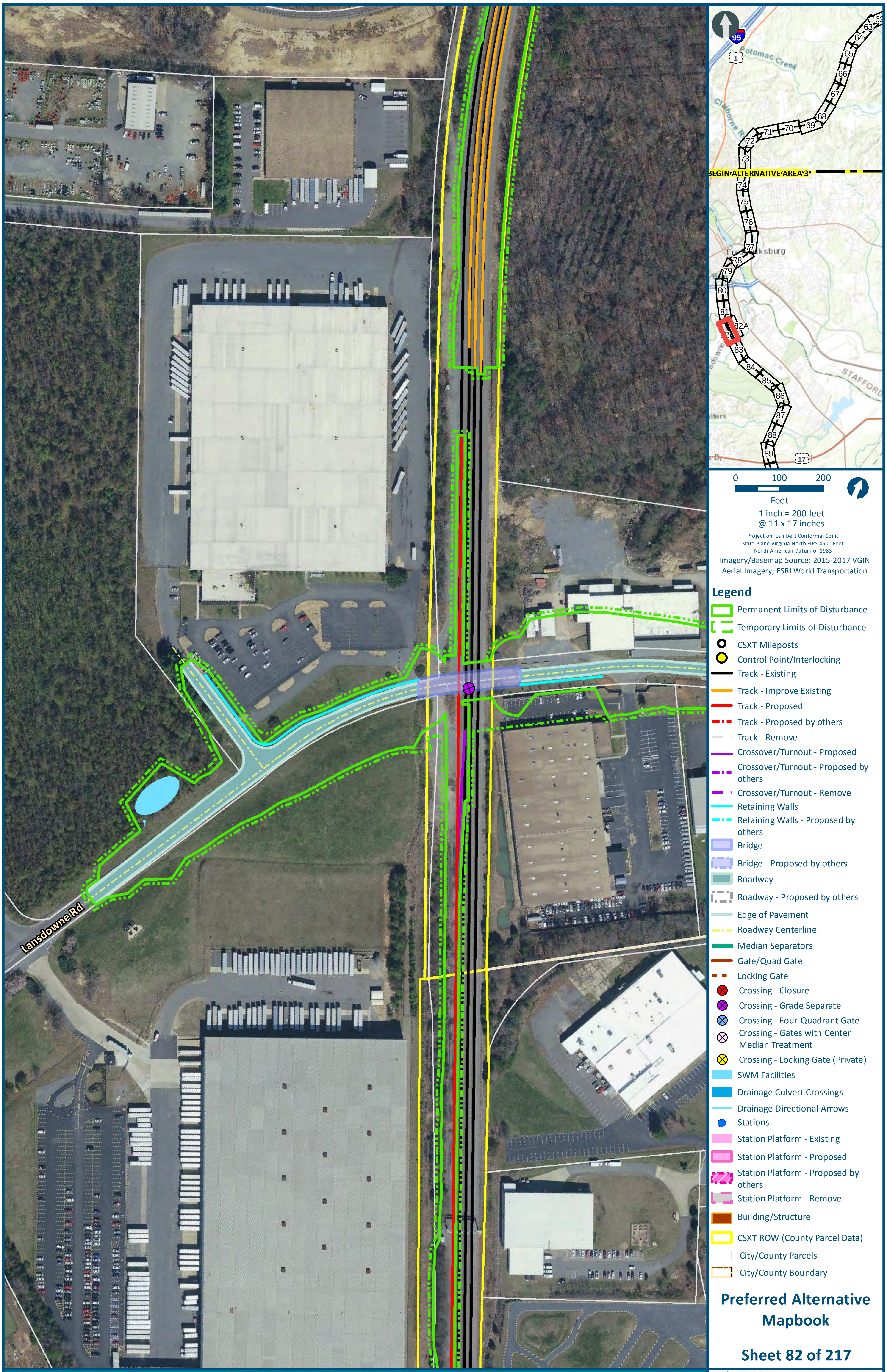

0 100 200
Feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
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Preferred Alternative Mapbook

Sheet 82 of 217

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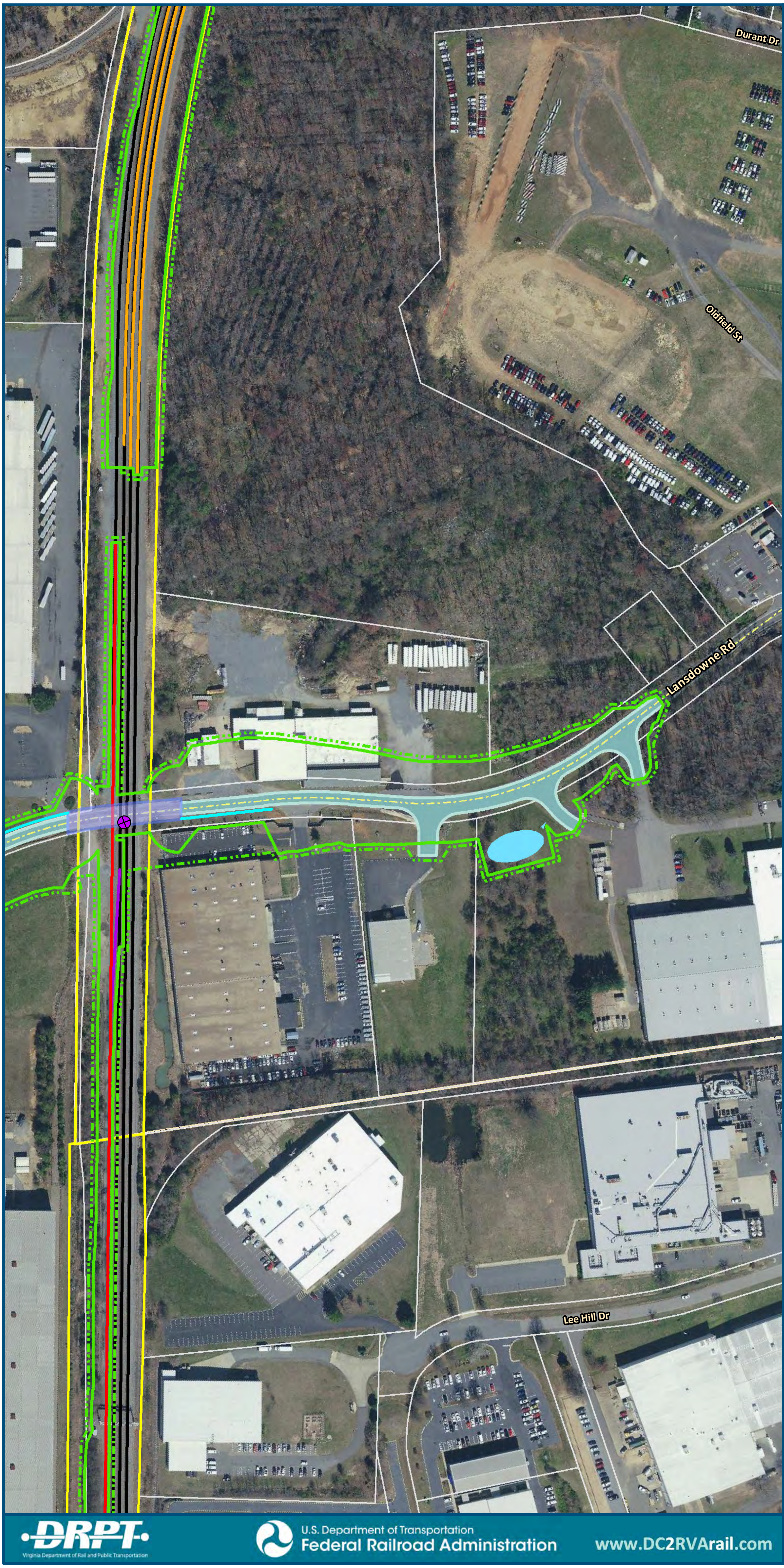
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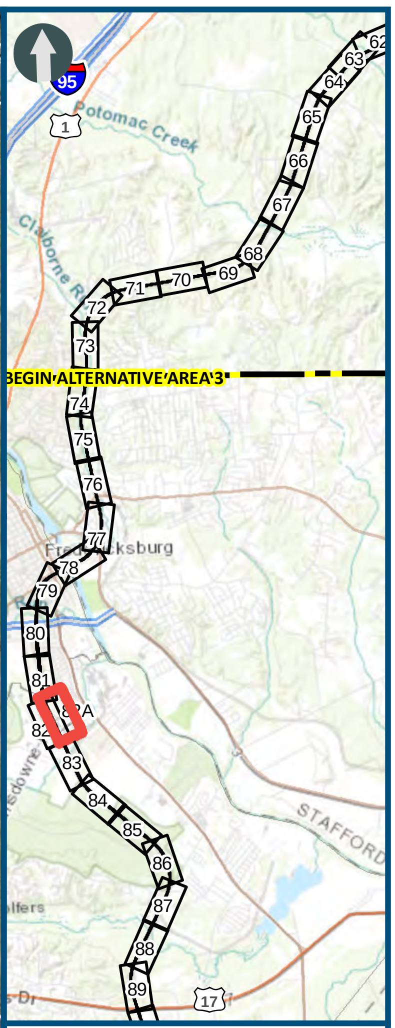
Oldfield St
Lansdowne Rd
Lee Hill Dr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Imagery/Basemap Source: 2015-2017 VGIN
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🟩	Permanent Limits of Disturbance
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- · -	Crossover/Turnout - Proposed by others
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- · -	Retaining Walls - Proposed by others
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▭	Bridge - Proposed by others
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▭	Roadway - Proposed by others
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▭	Drainage Culvert Crossings
—	Drainage Directional Arrows
●	Stations
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Sheet 82A of 217

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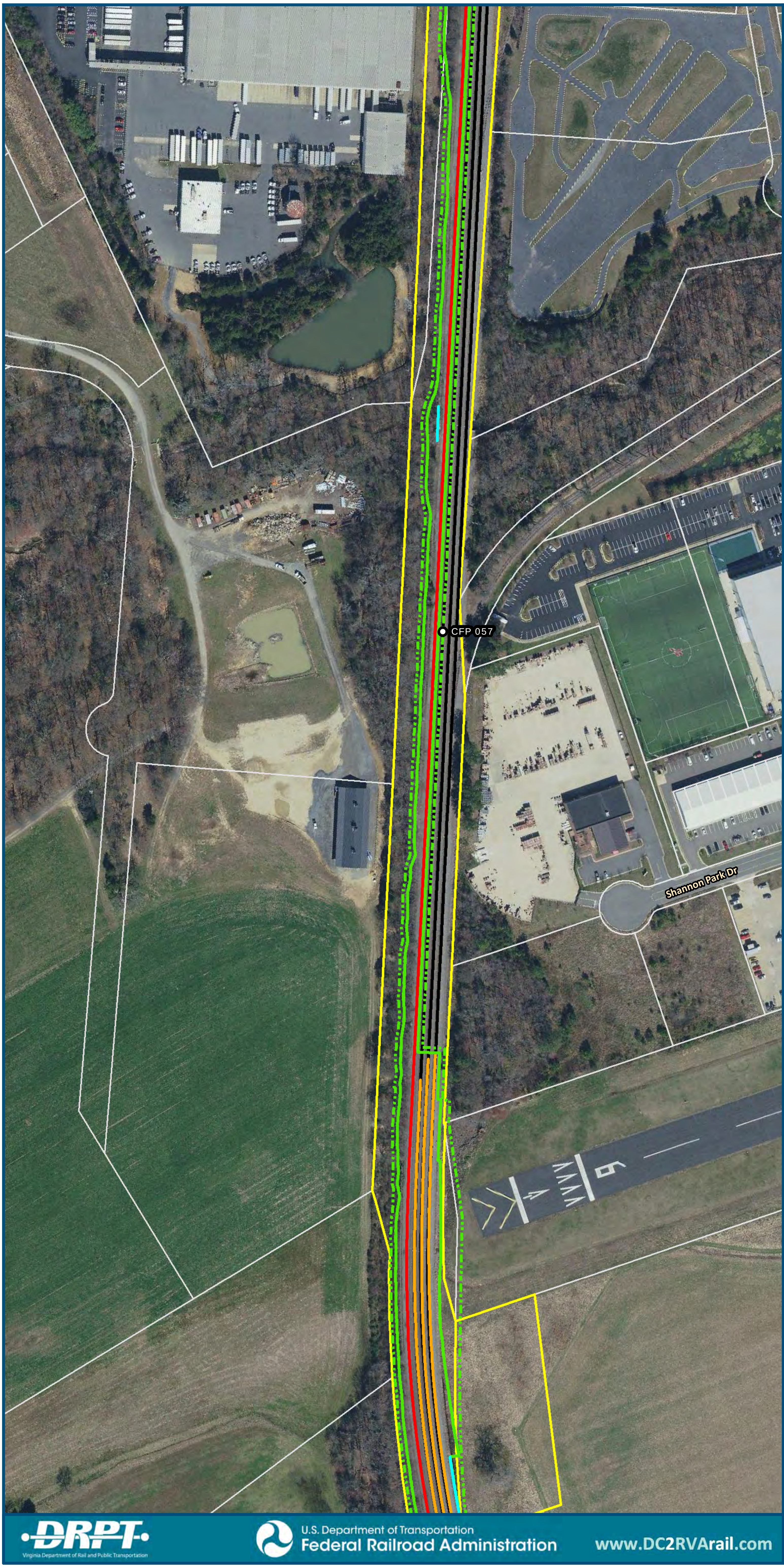

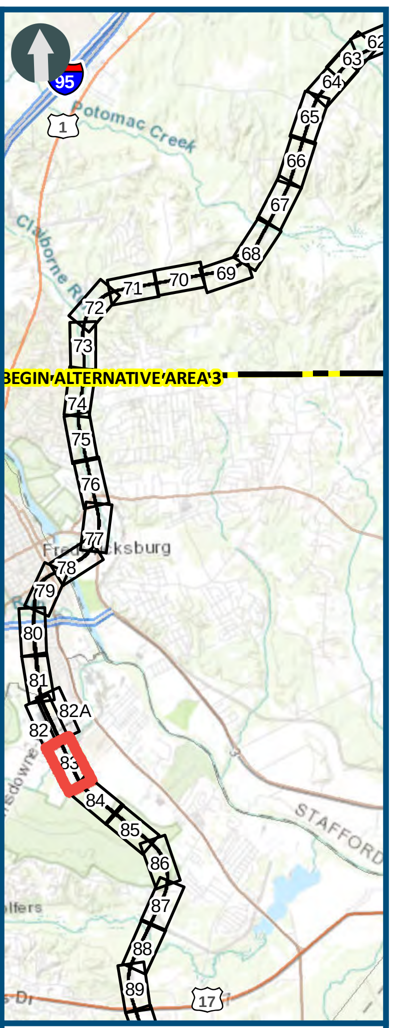

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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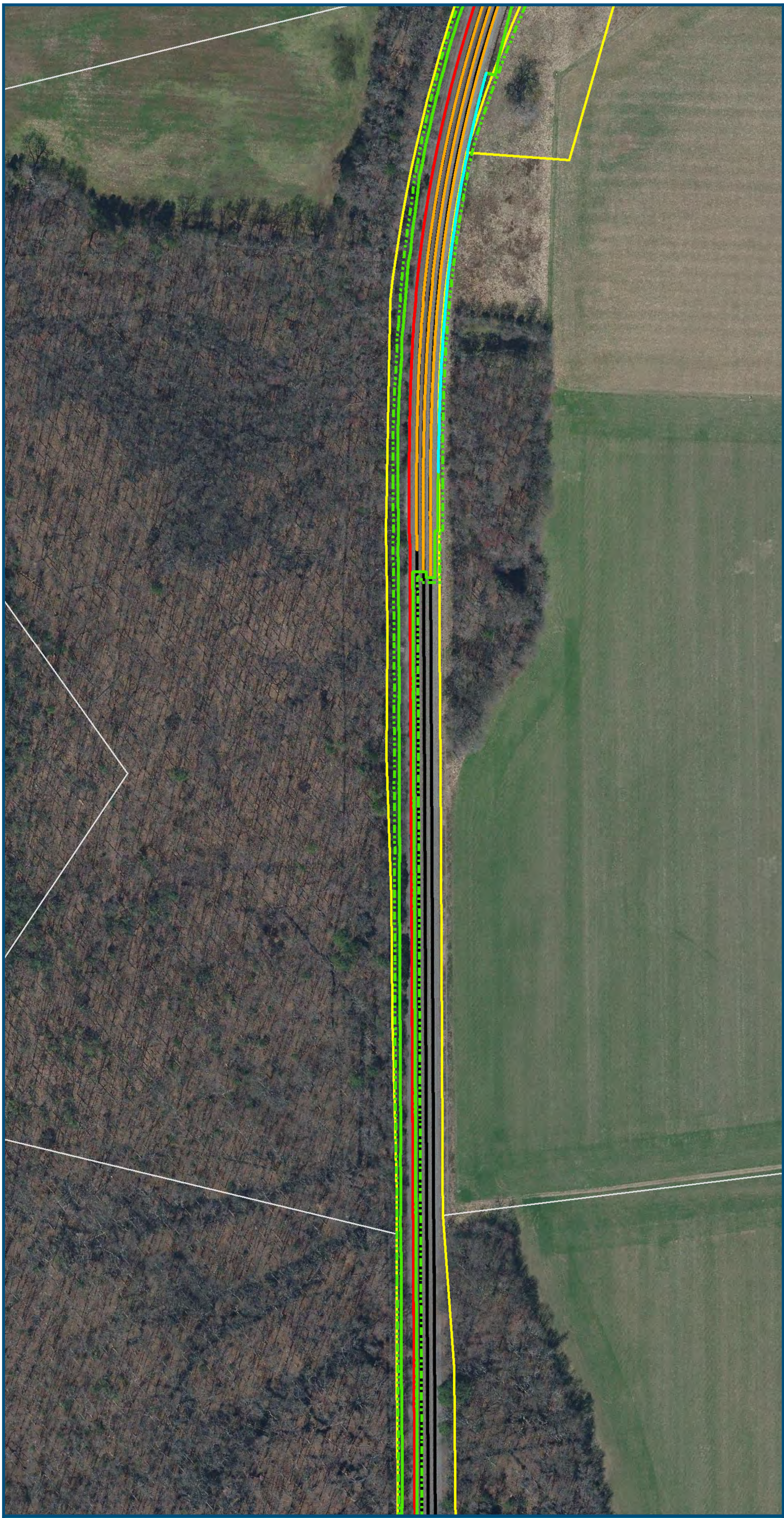

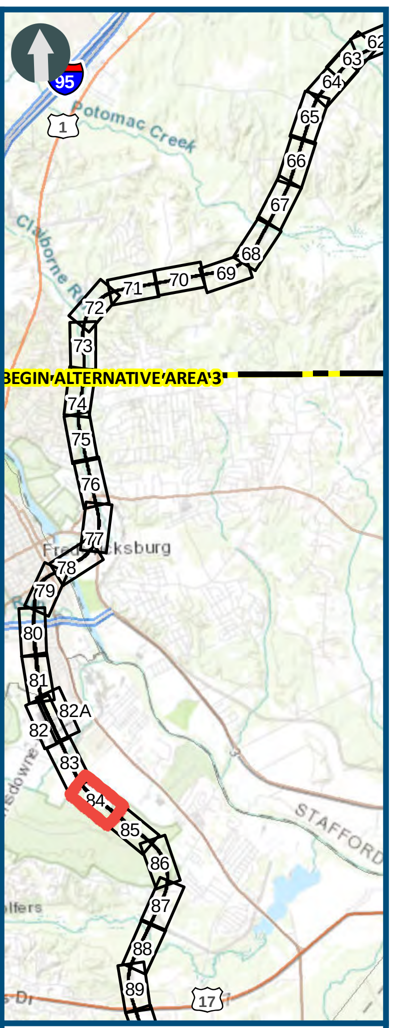

0 100 200

Feet

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@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
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Preferred Alternative Mapbook

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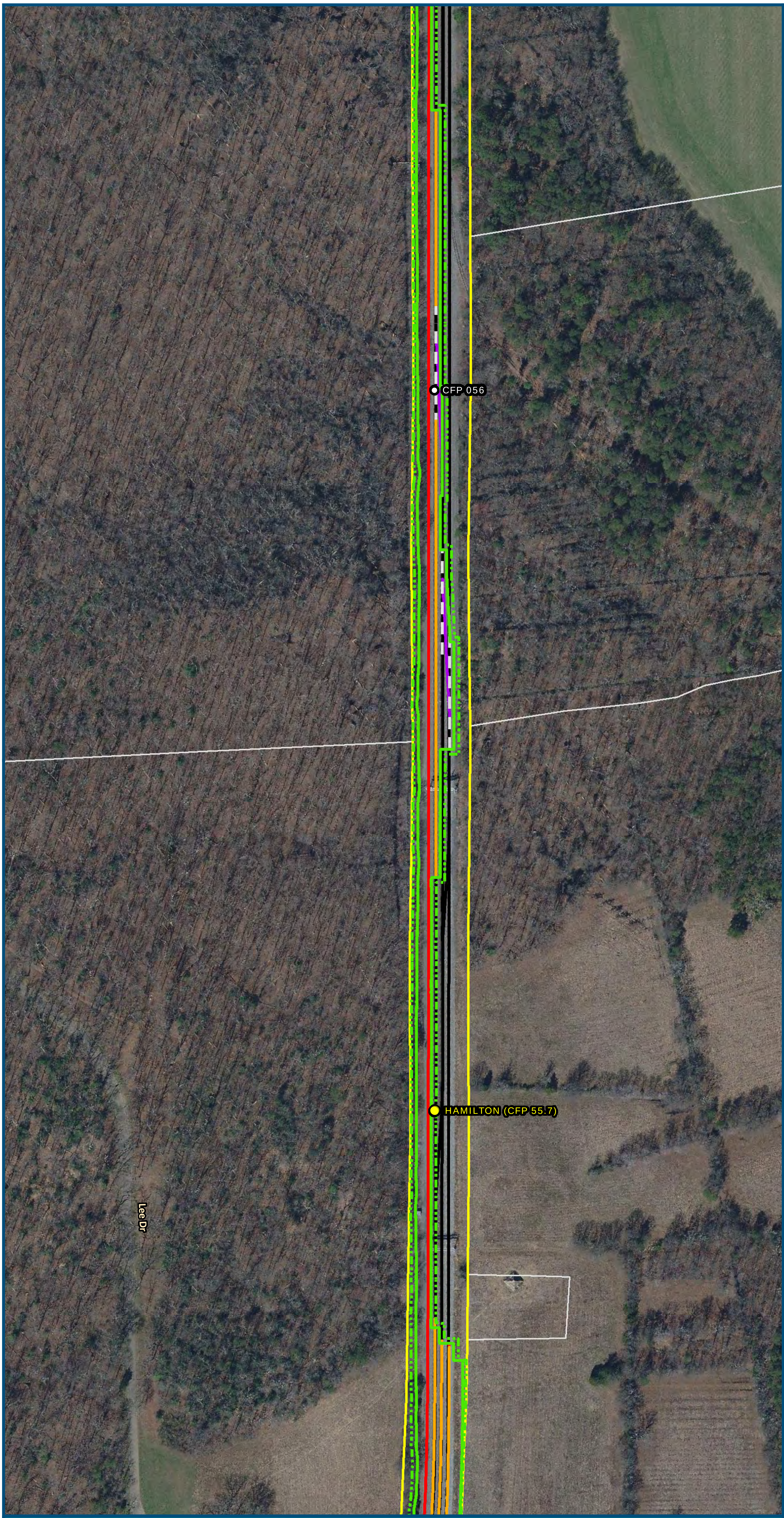
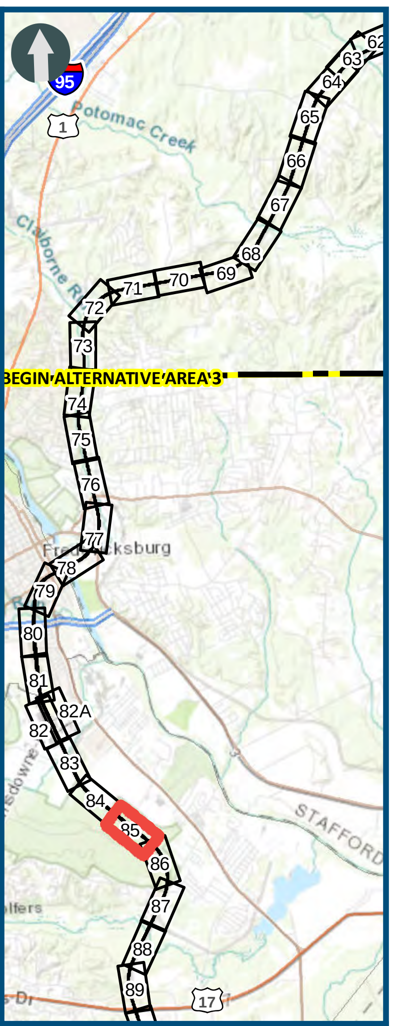
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL


CFP 056
HAMILTON (CFP 55.7)
Lee Dr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Potomac Creek
Claiborne R
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BEGIN ALTERNATIVE AREA 3
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STAFFORD
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0 100 200
Feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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Preferred Alternative Mapbook

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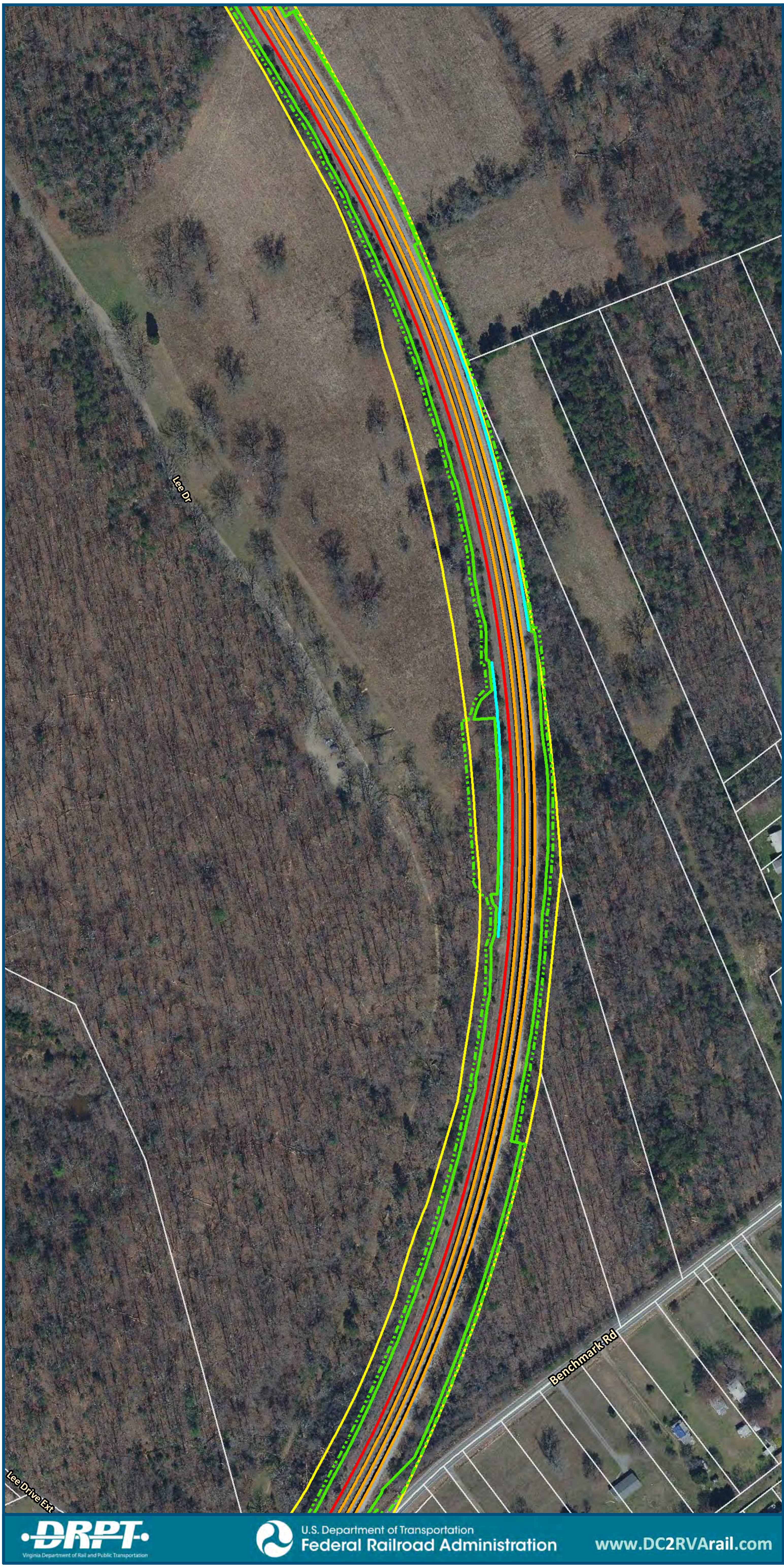
DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation Federal Railroad Administration

www.DC2RVArail.com

DC to RICHMOND SOUTHEAST HIGH SPEED RAIL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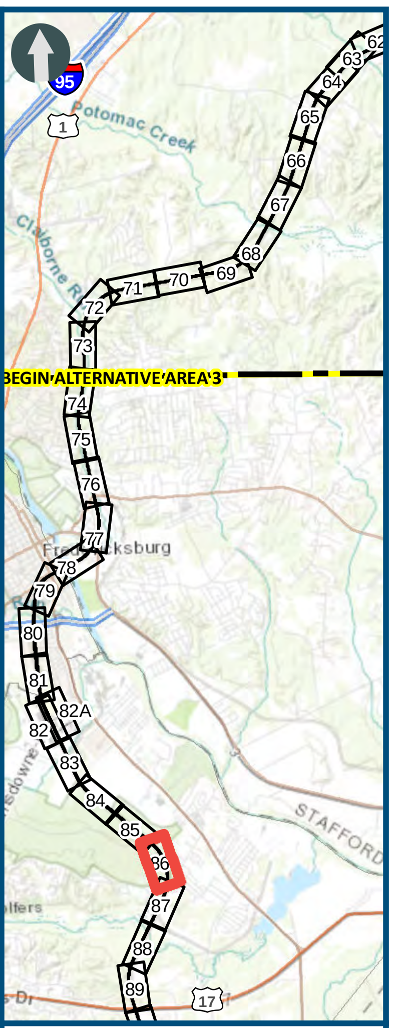
Benchmark Rd
Lee Drive Ext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STAFFORD
17

0 100 200
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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- — Track - Proposed
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- — Track - Remove
- — Crossover/Turnout - Proposed
- -·- Crossover/Turnout - Proposed by others
- — Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ⬚ Bridge - Proposed by others
- ▭ Roadway
- ⬚ Roadway - Proposed by others
- — Edge of Pavement
- -- Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- -- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ■ SWM Facilities
- ■ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
- ■ Station Platform - Existing
- ▭ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▭ Station Platform - Remove
- ■ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Preferred Alternative Mapbook

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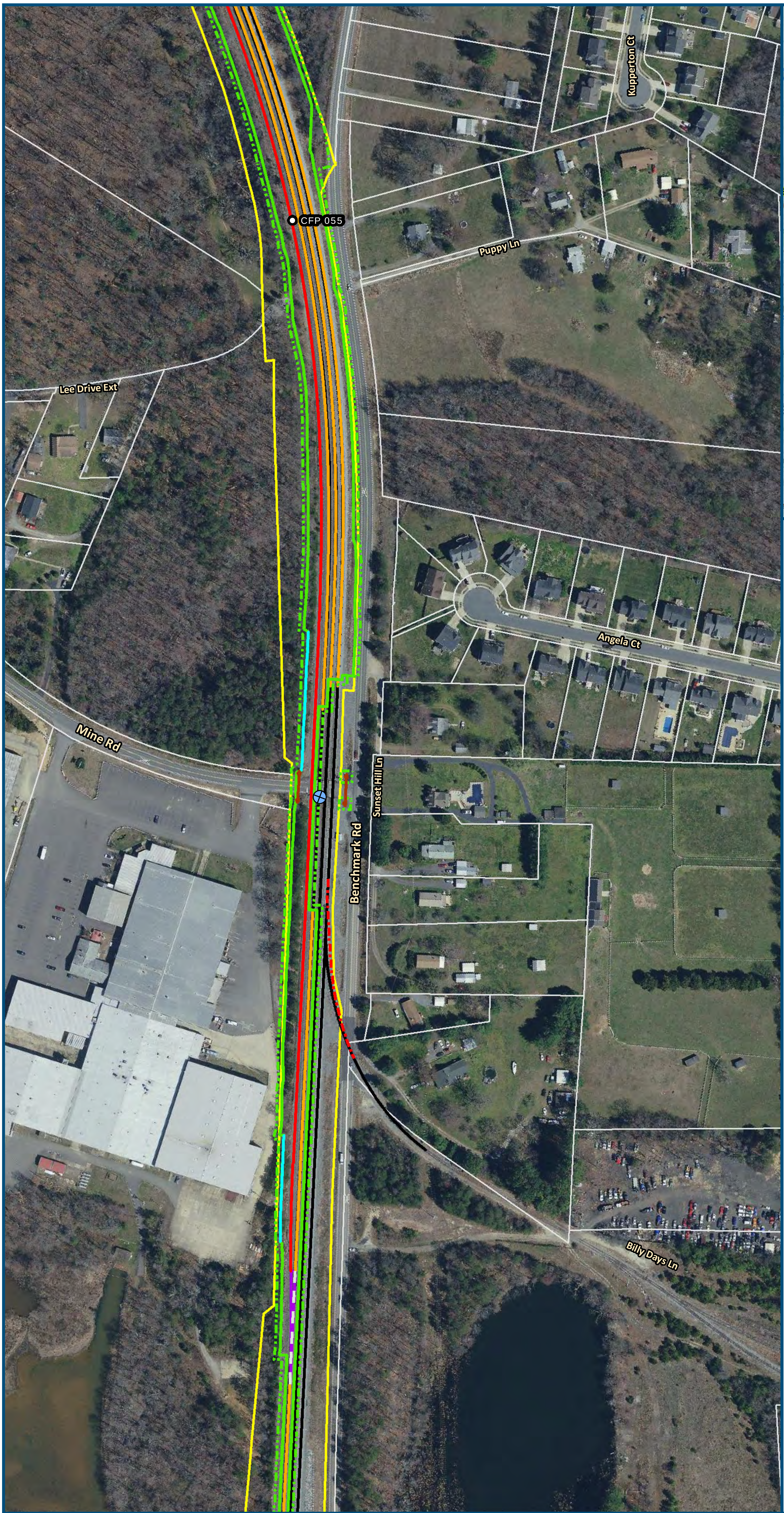
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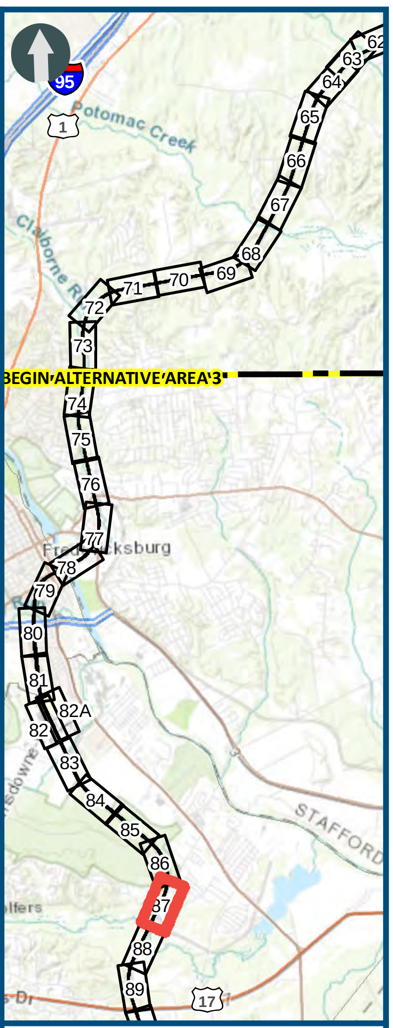
Puppy Ln
Lee Drive Ext
Angela Ct
Mine Rd
Sunset Hill Ln
Benchmark Rd
Billy Days Ln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Claiborne R
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Fredericksburg
Spotsylvania
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
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Preferred Alternative Mapbook

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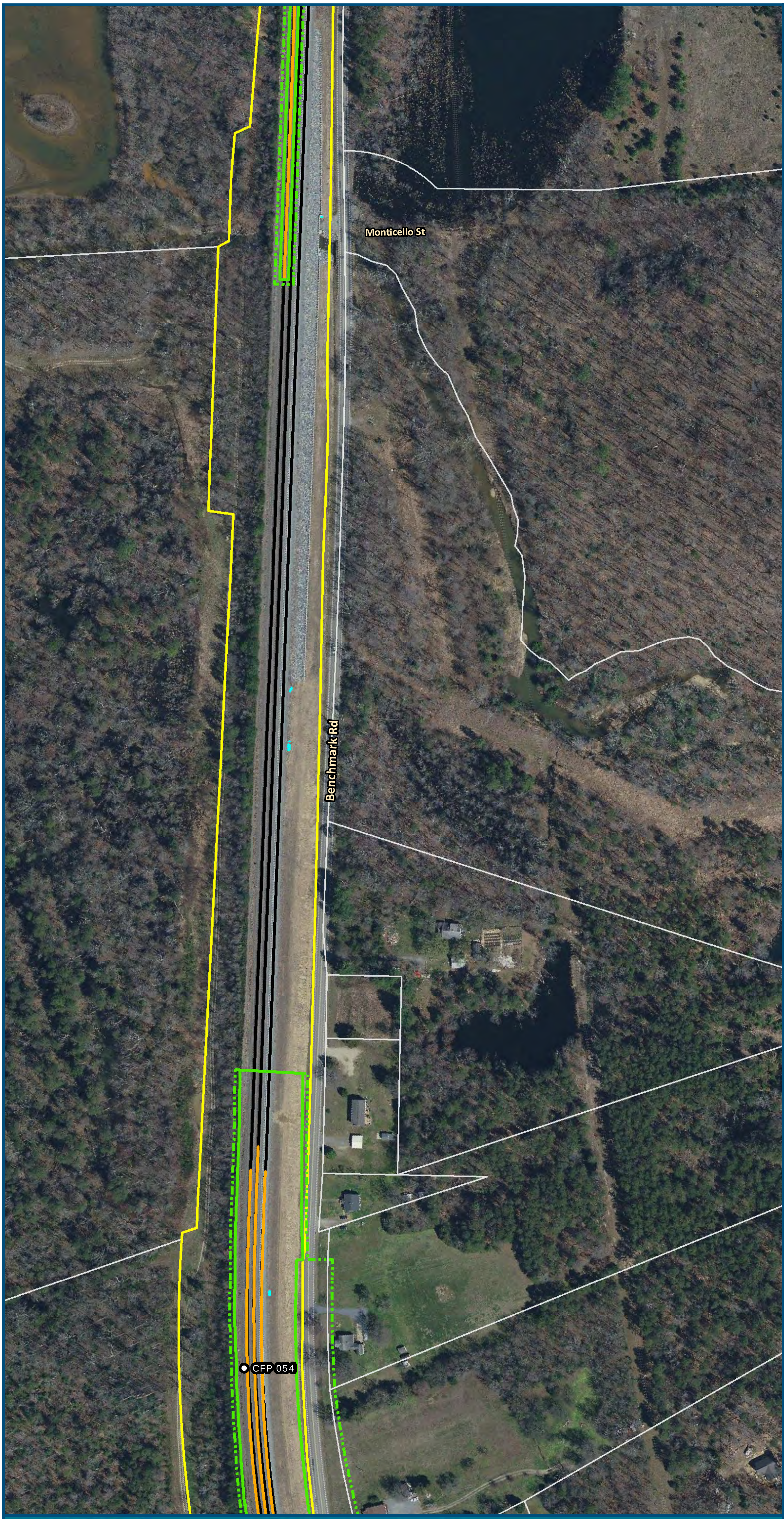
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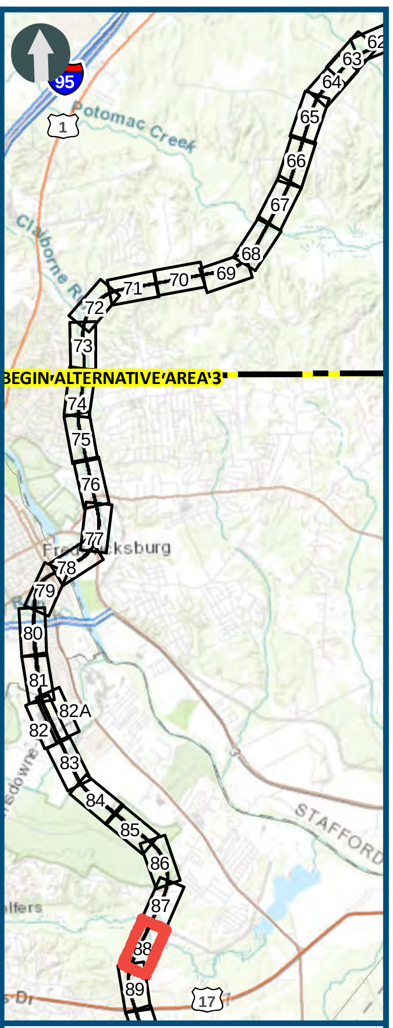
Benchmark Rd
CFP 054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Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- — Track - Existing
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- ▭ Roadway - Proposed by others
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- ▭ CSXT ROW (County Parcel Data)
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Preferred Alternative Mapbook

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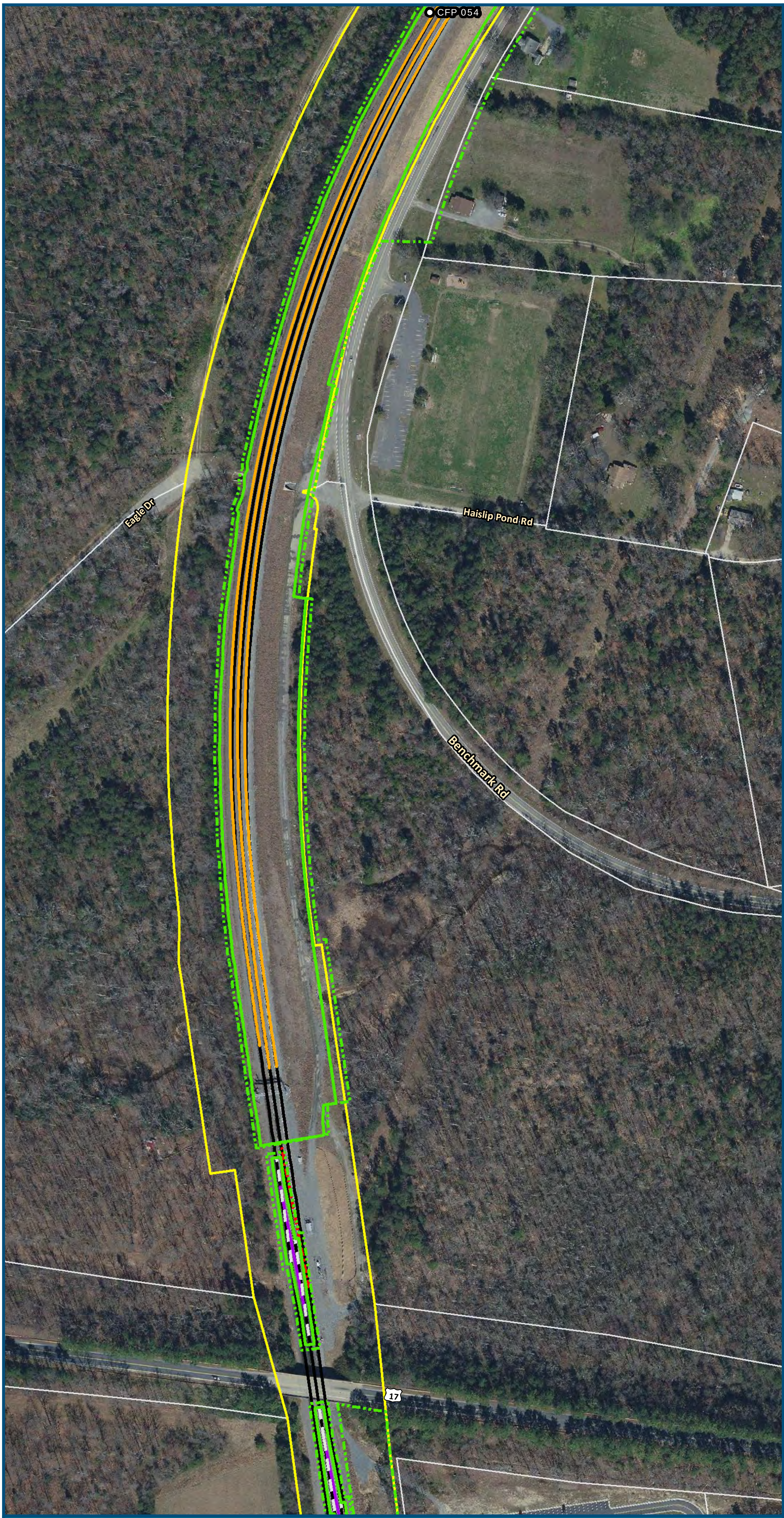
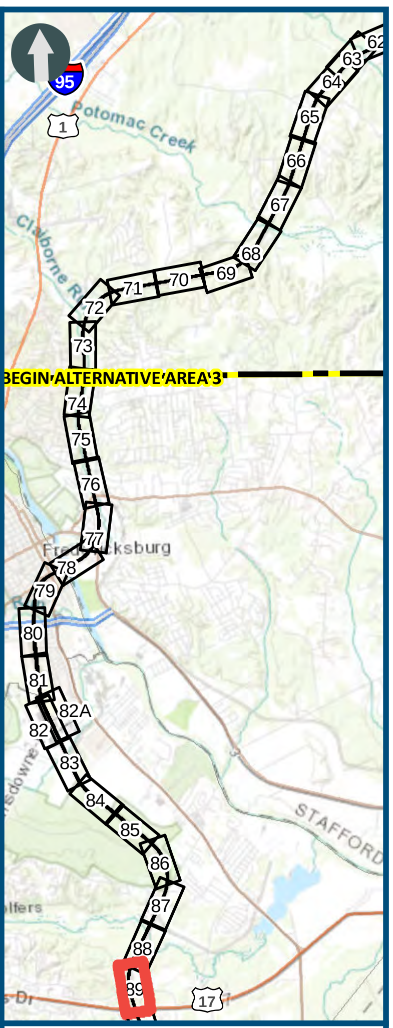

CFP 054
Eagle Dr
Haislip Pond Rd
Benchmark Rd
17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BEGIN ALTERNATIVE AREA 3
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STAFFORD
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- -	Crossover/Turnout - Remove
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-·-	Retaining Walls - Proposed by others
▭	Bridge
▭	Bridge - Proposed by others
▭	Roadway
▭	Roadway - Proposed by others
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- -	Roadway Centerline
—	Median Separators
—	Gate/Quad Gate
- -	Locking Gate
⊗	Crossing - Closure
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⊗	Crossing - Gates with Center Median Treatment
⊗	Crossing - Locking Gate (Private)
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▭	Drainage Culvert Crossings
—	Drainage Directional Arrows
●	Stations
▭	Station Platform - Existing
▭	Station Platform - Proposed
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▭	Station Platform - Remove
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▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
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Preferred Alternative Mapbook

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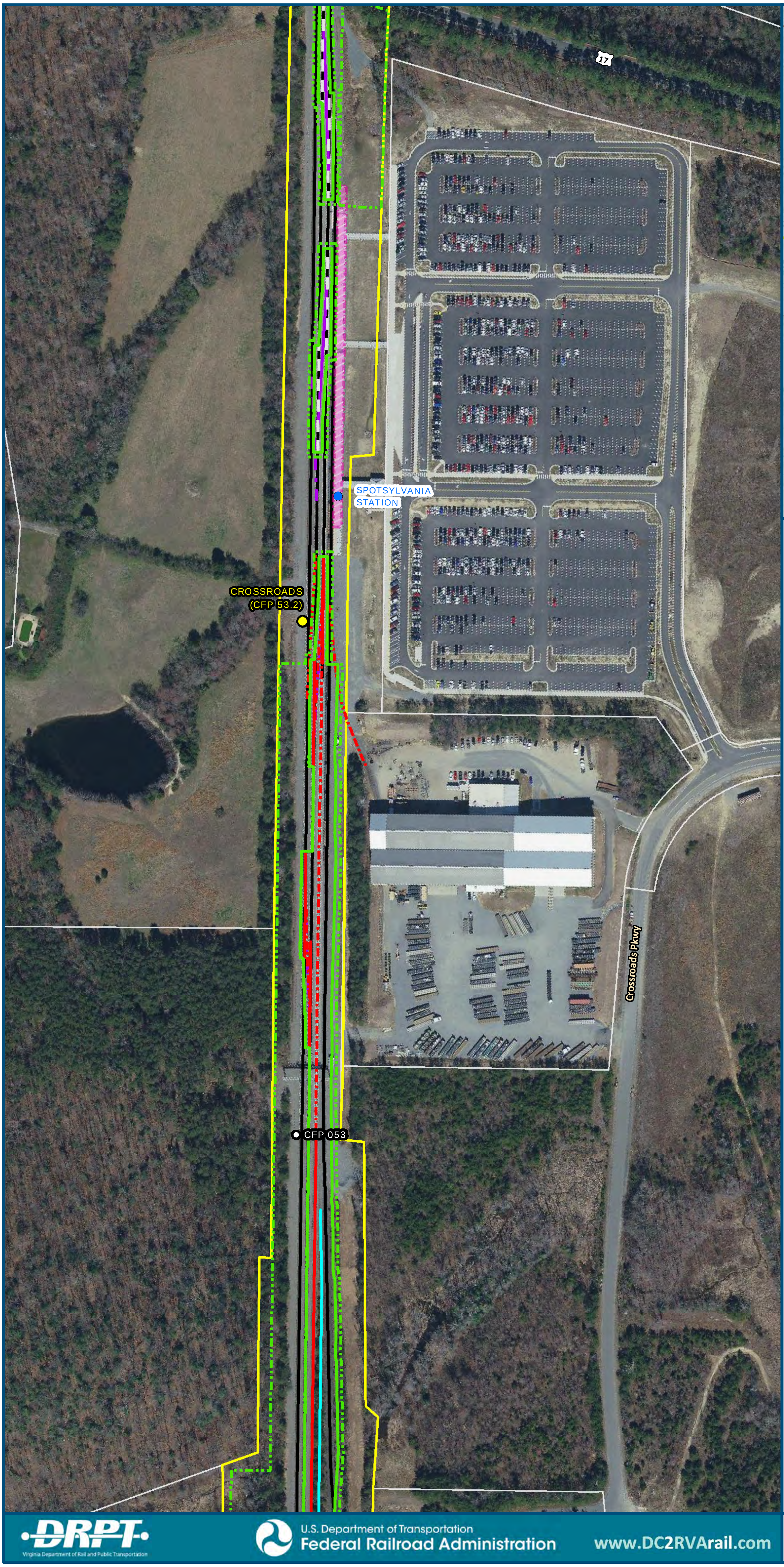

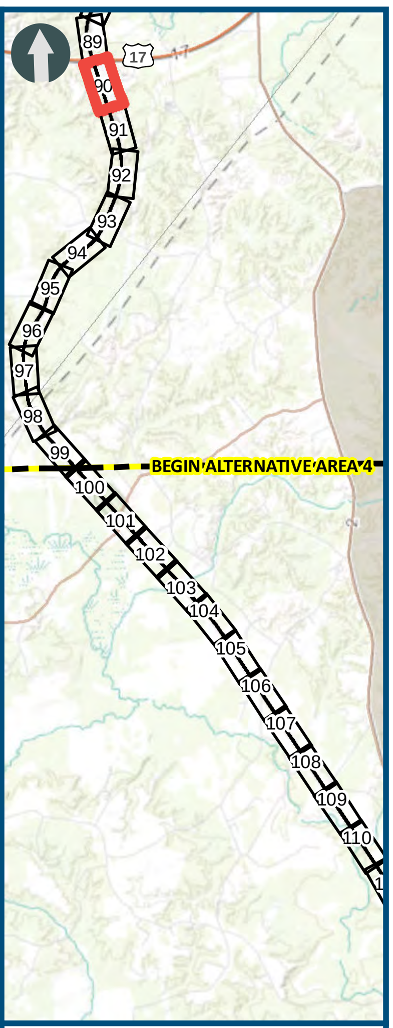

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‐·‐	Retaining Walls - Proposed by others
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▭	Roadway
⬚	Roadway - Proposed by others
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‐ ‐	Roadway Centerline
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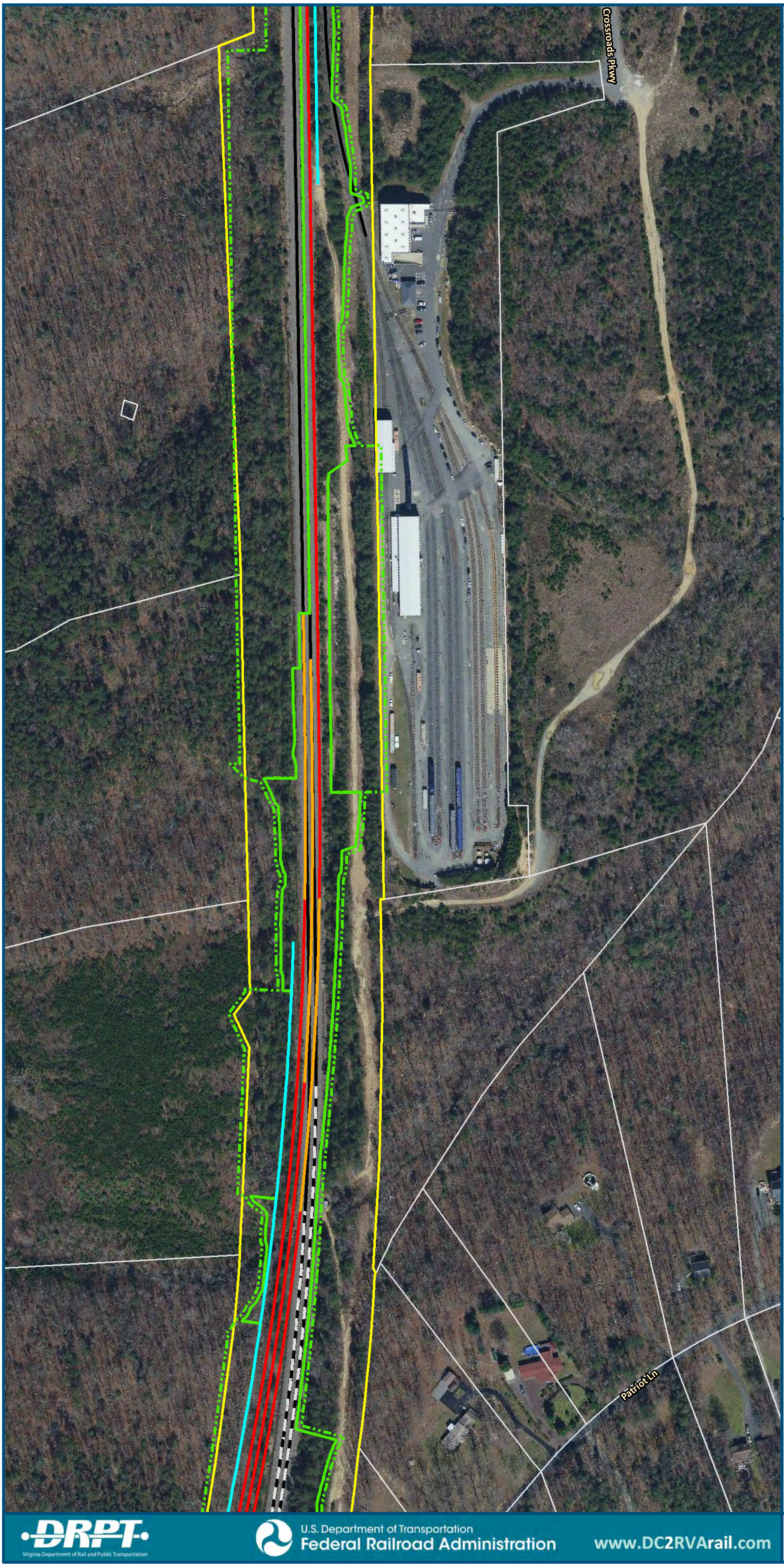
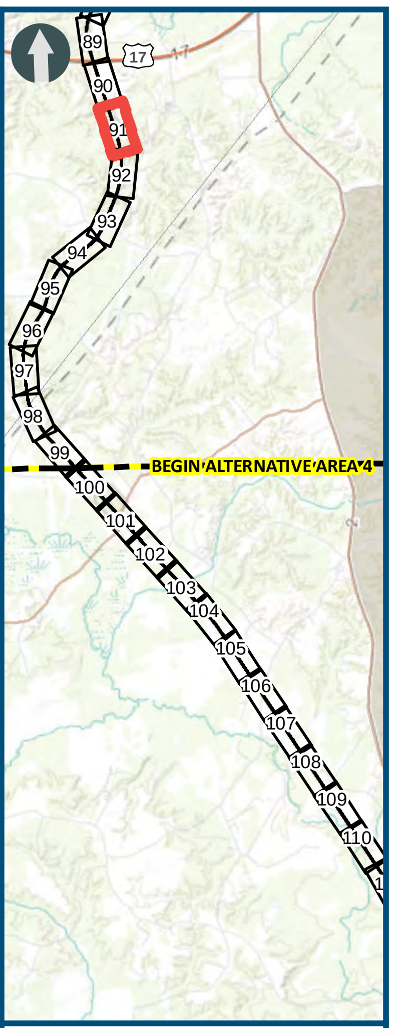
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL





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- ┅ Crossover/Turnout - Proposed by others
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- ▭ Bridge
- ▭ Bridge - Proposed by others
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- ▭ Roadway - Proposed by others
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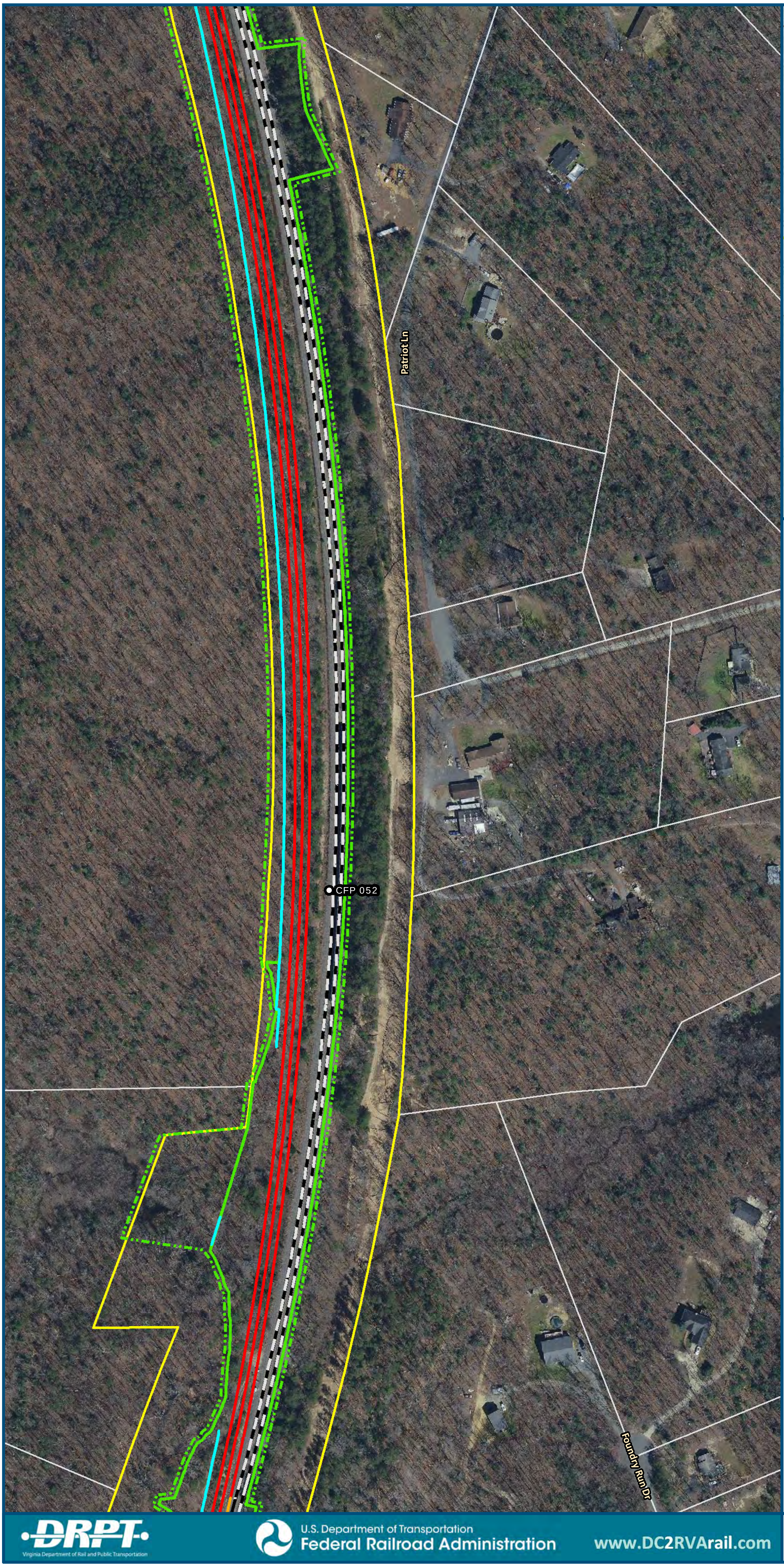
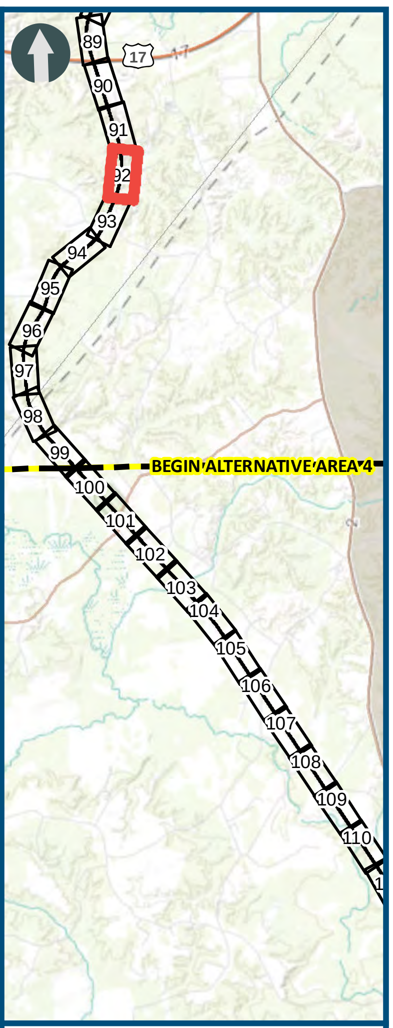
SOUTHEAST HIGH SPEED RAIL

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019





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North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
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- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
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- ● Stations
- Station Platform - Existing
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- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

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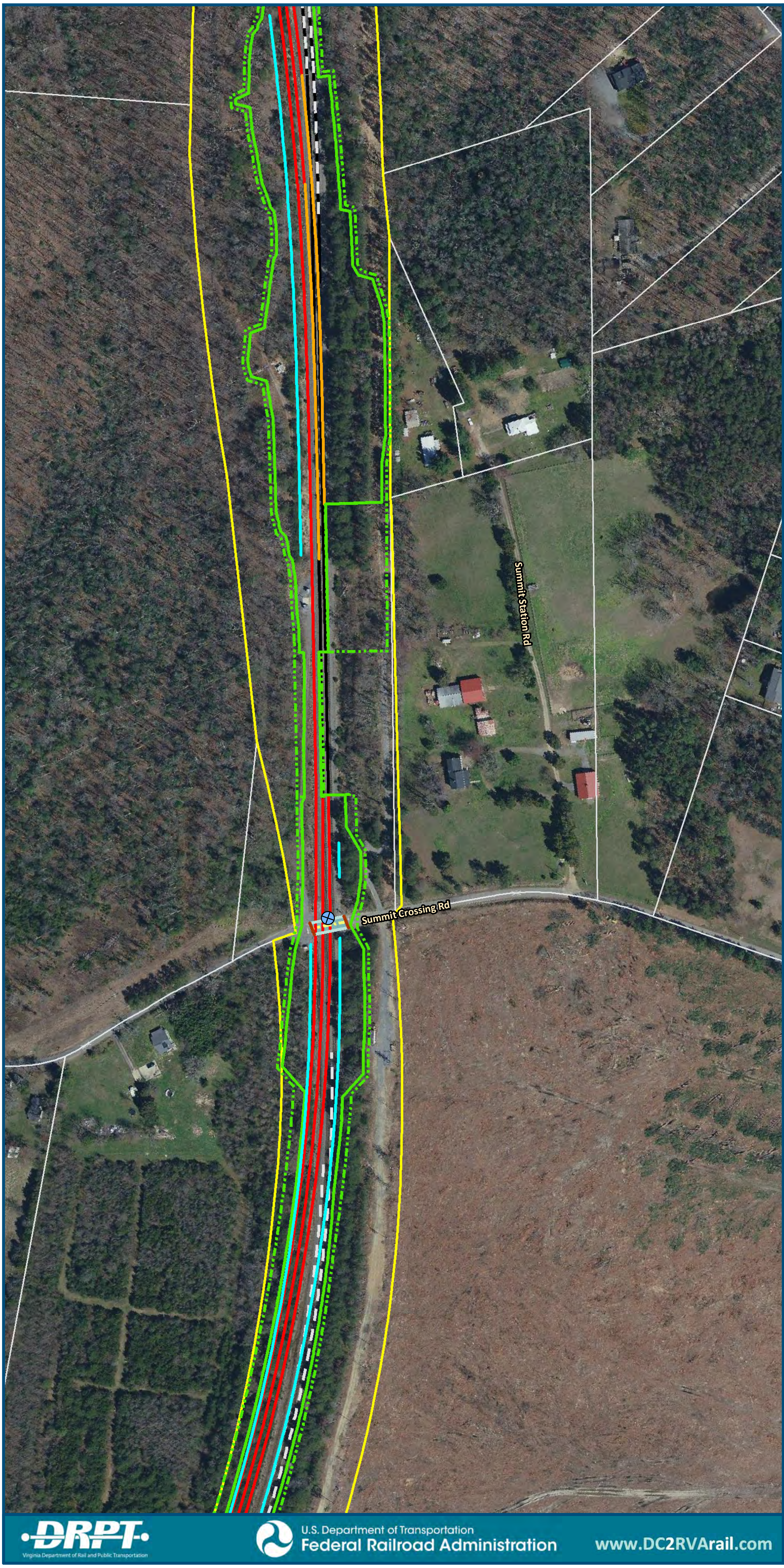

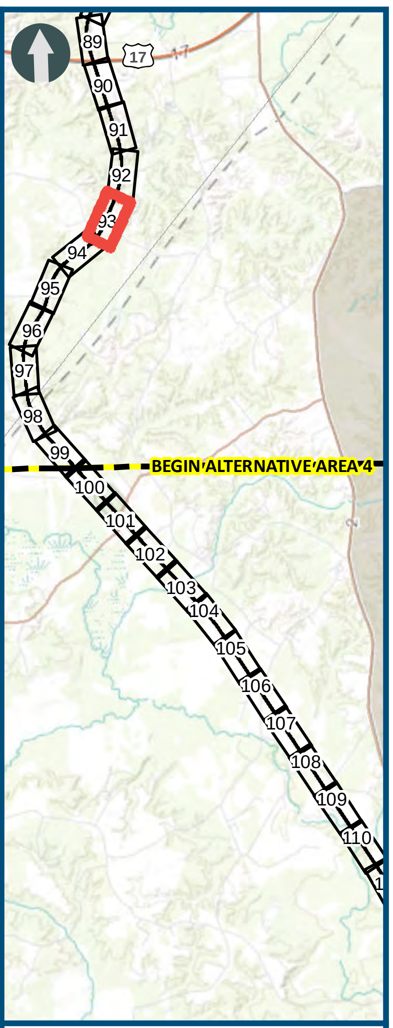

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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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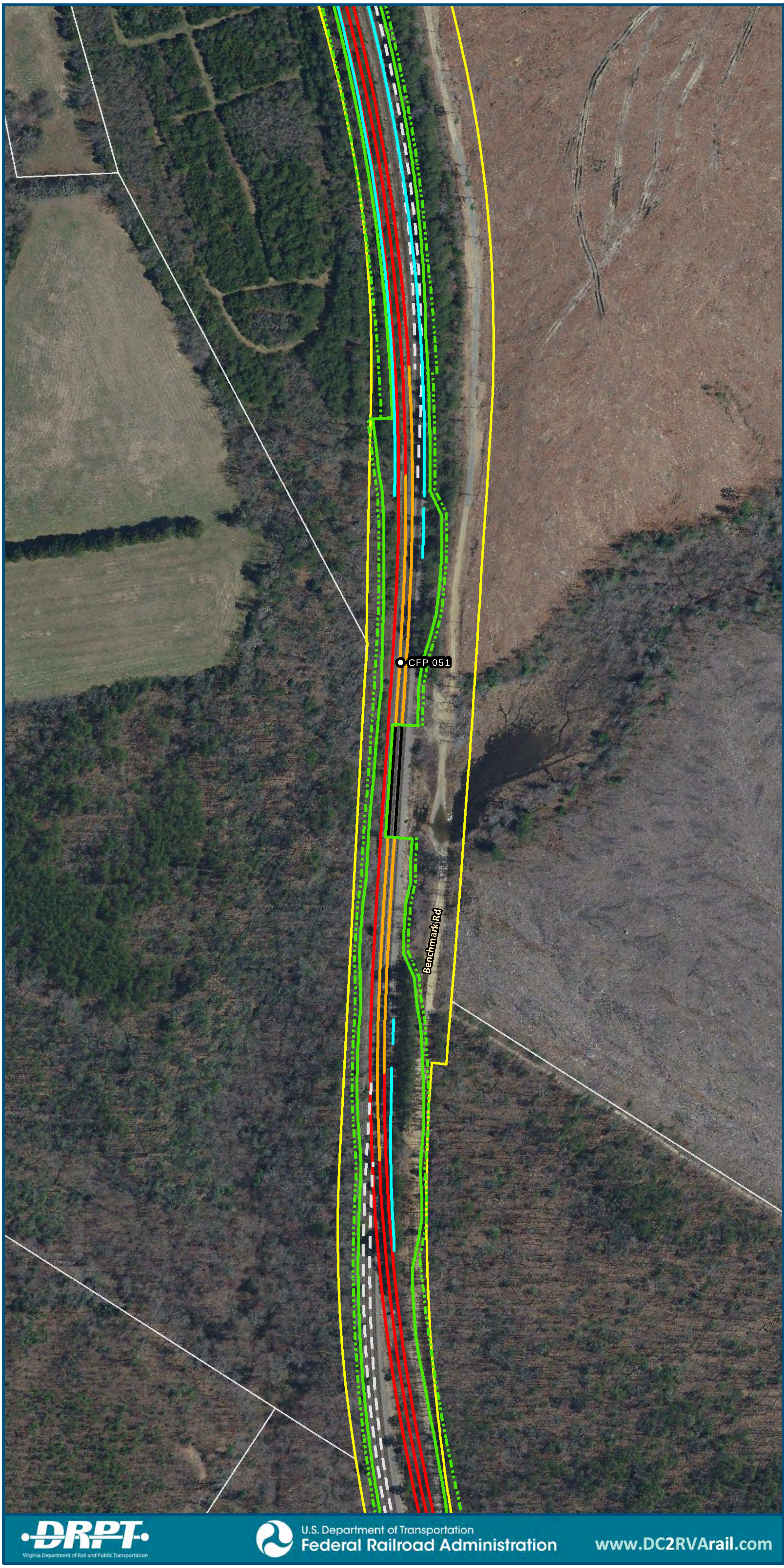

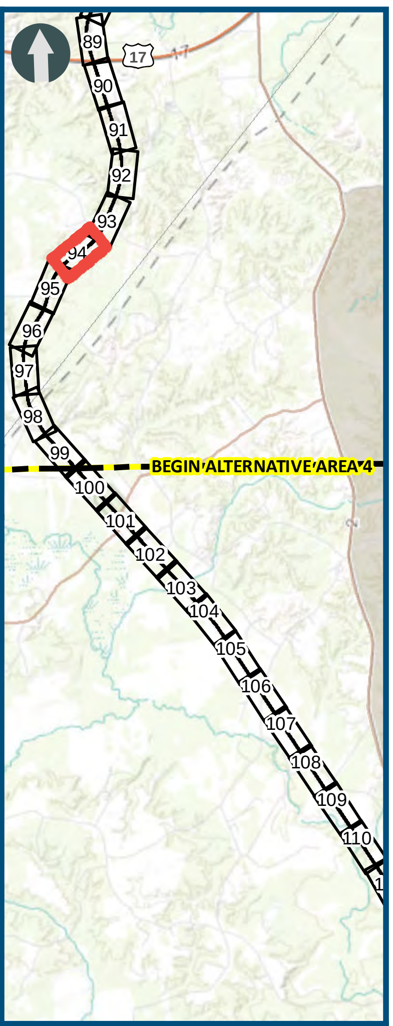

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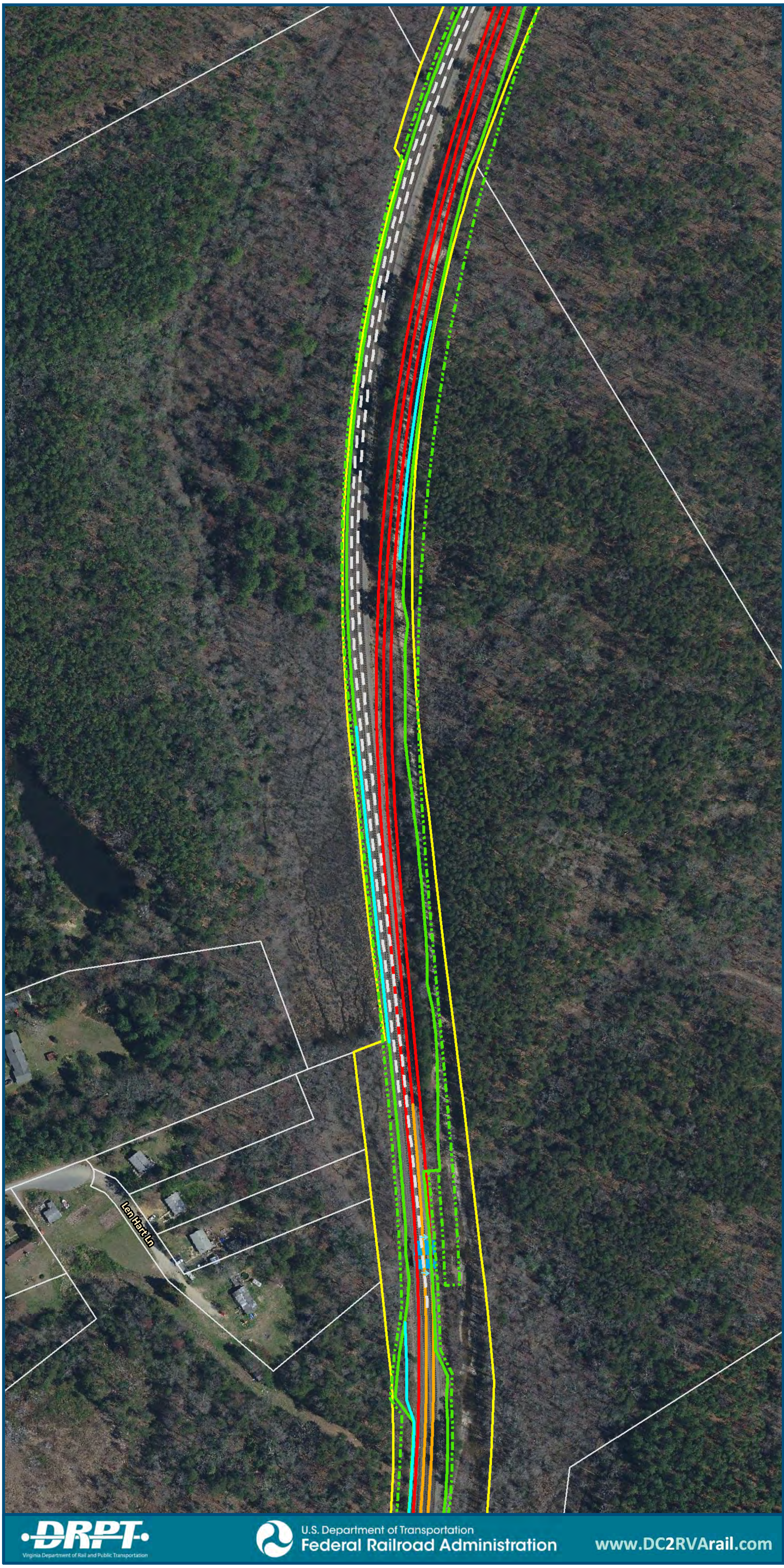

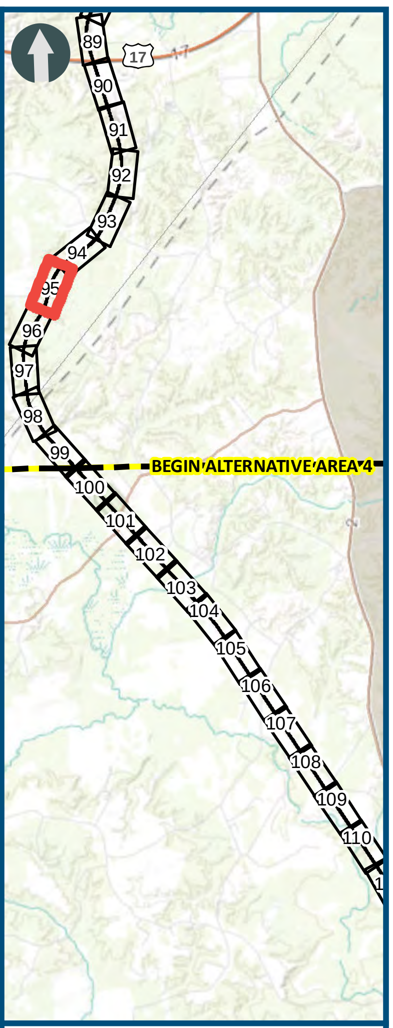

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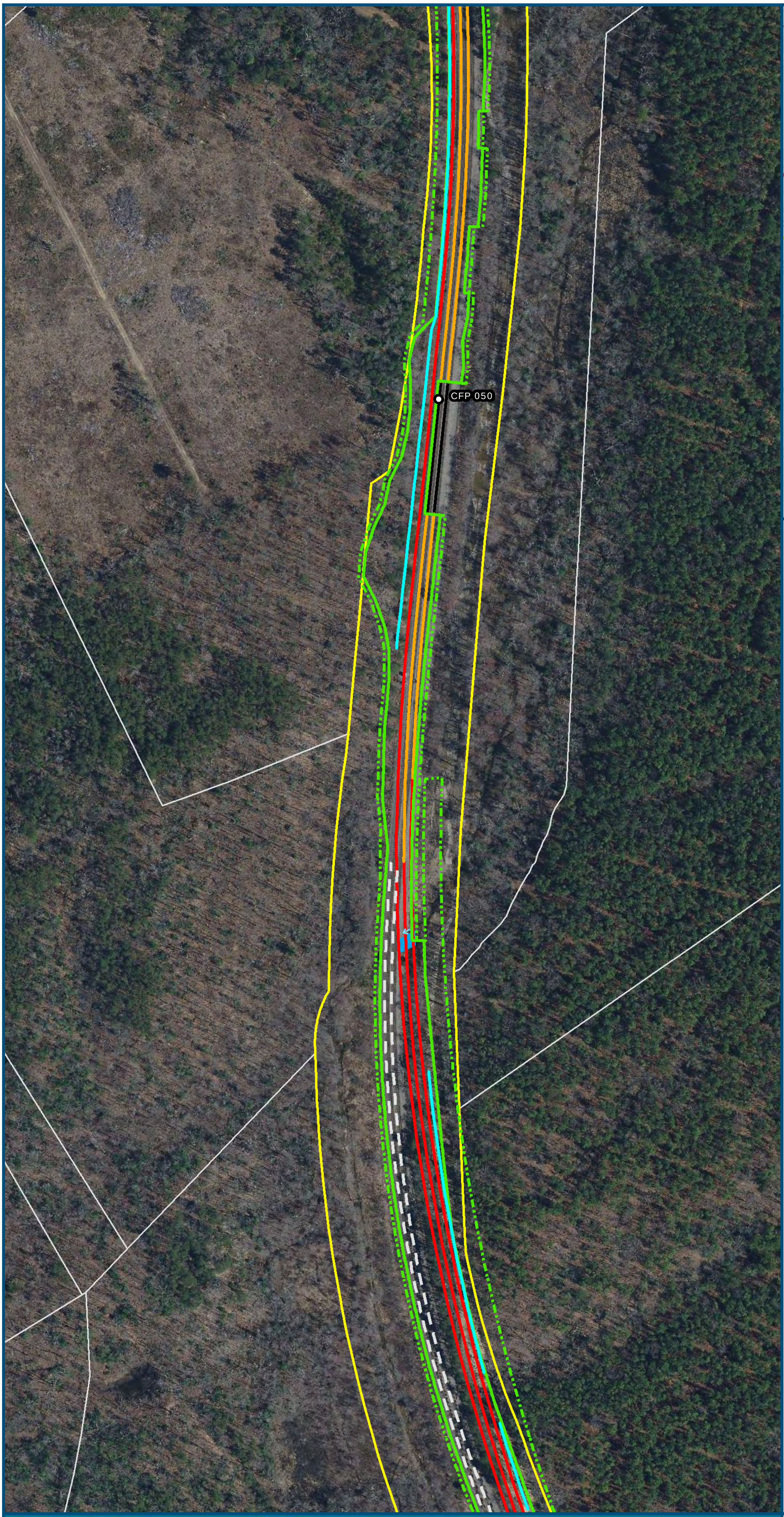

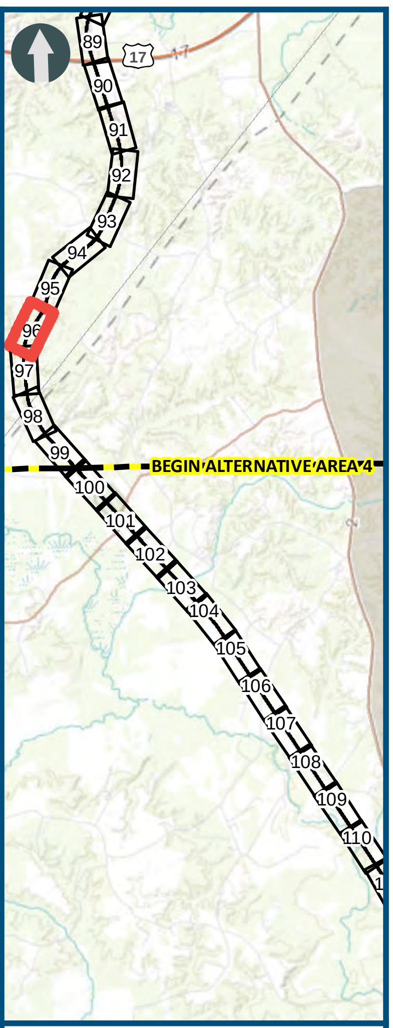

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U.S. Department of Transportation
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DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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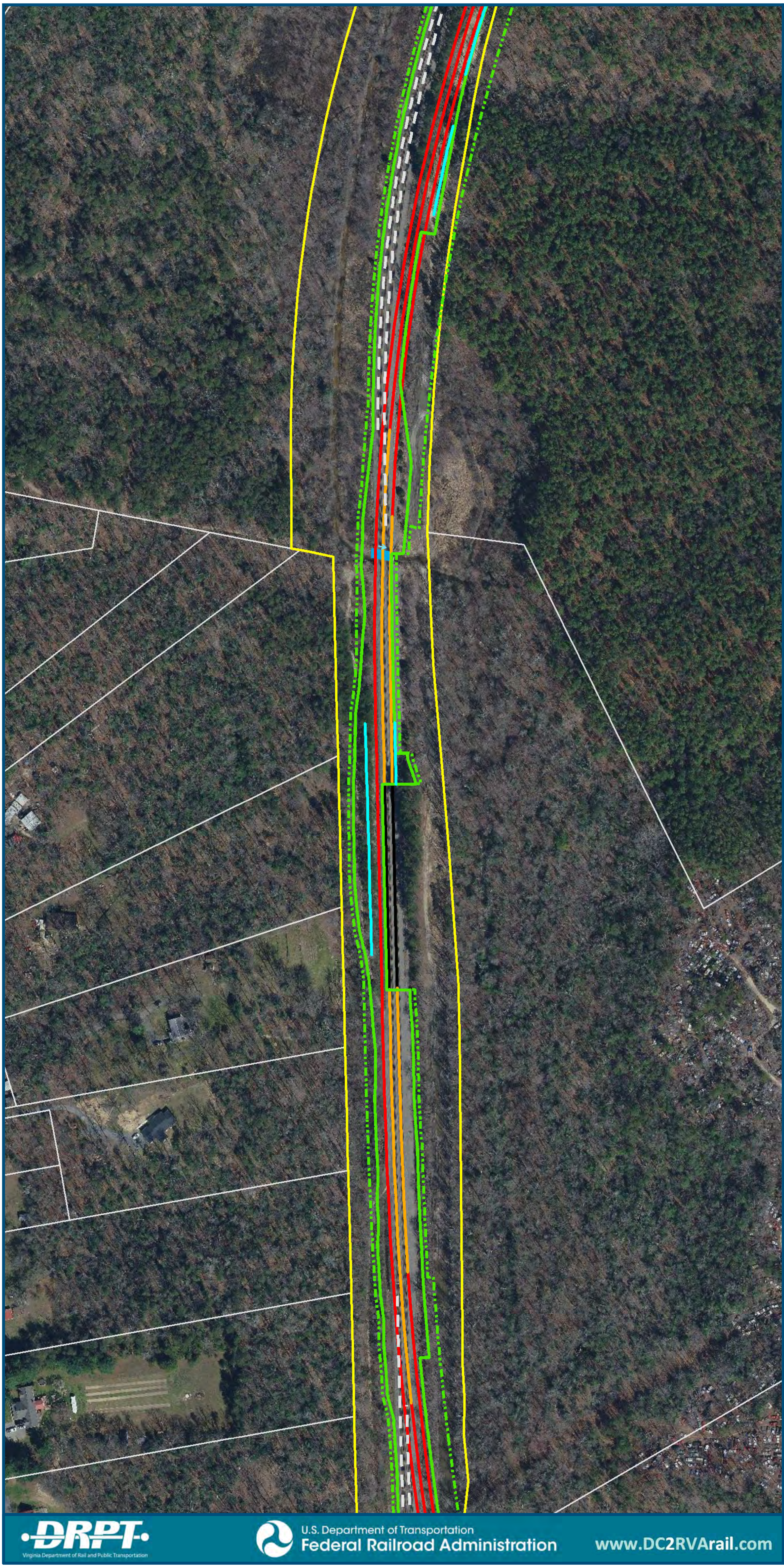

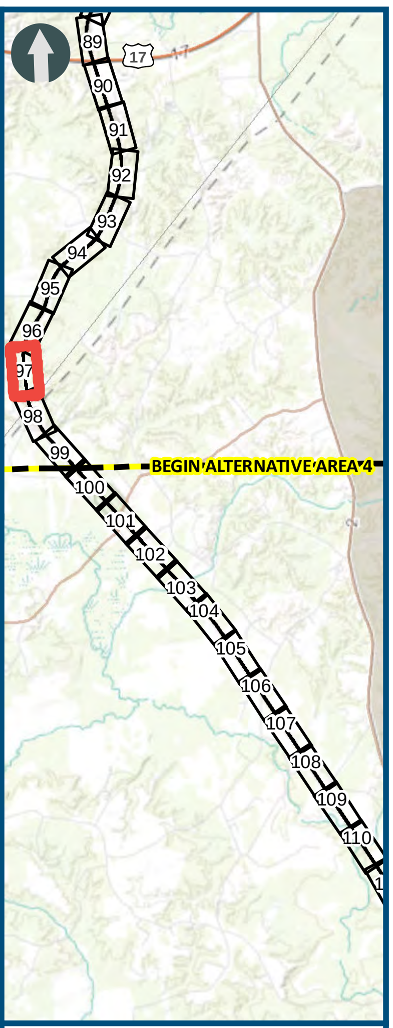

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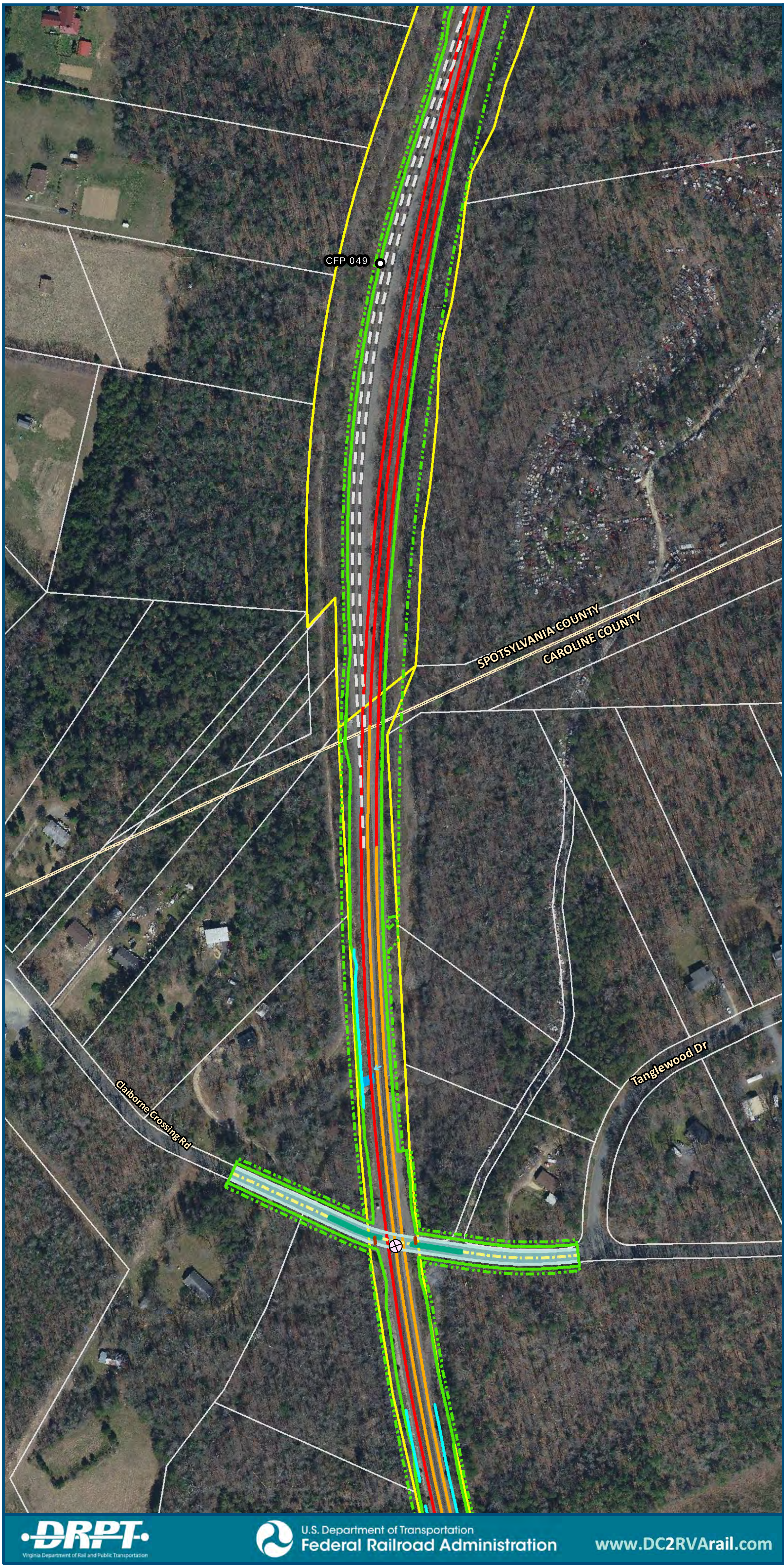

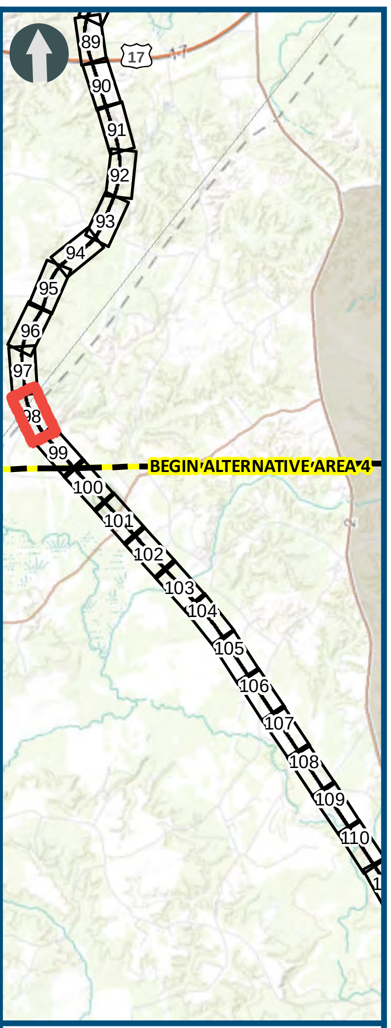

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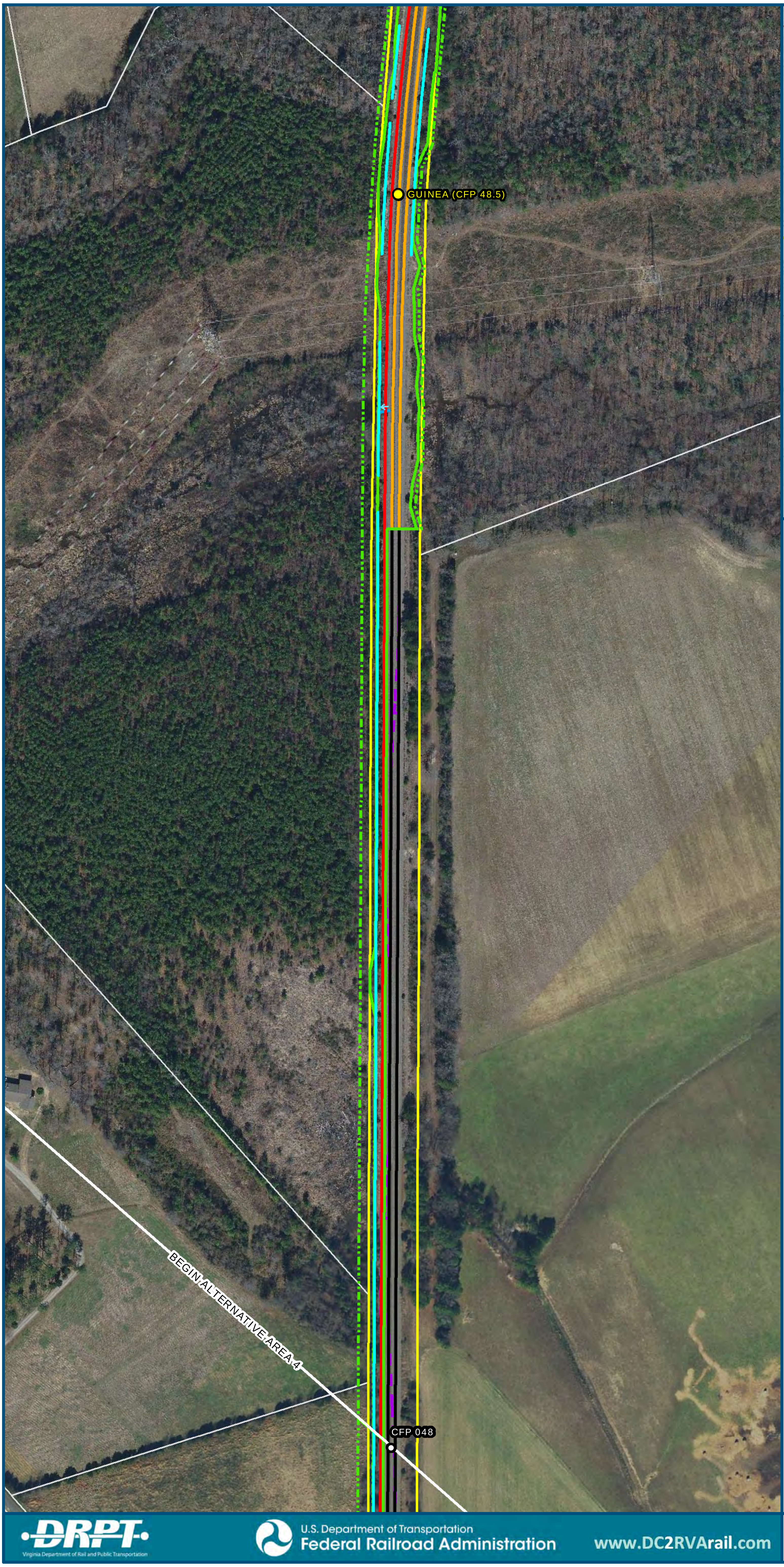

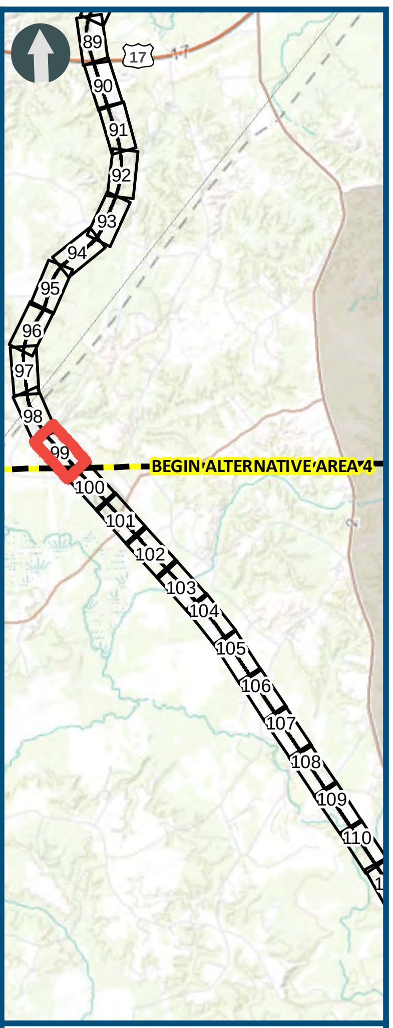

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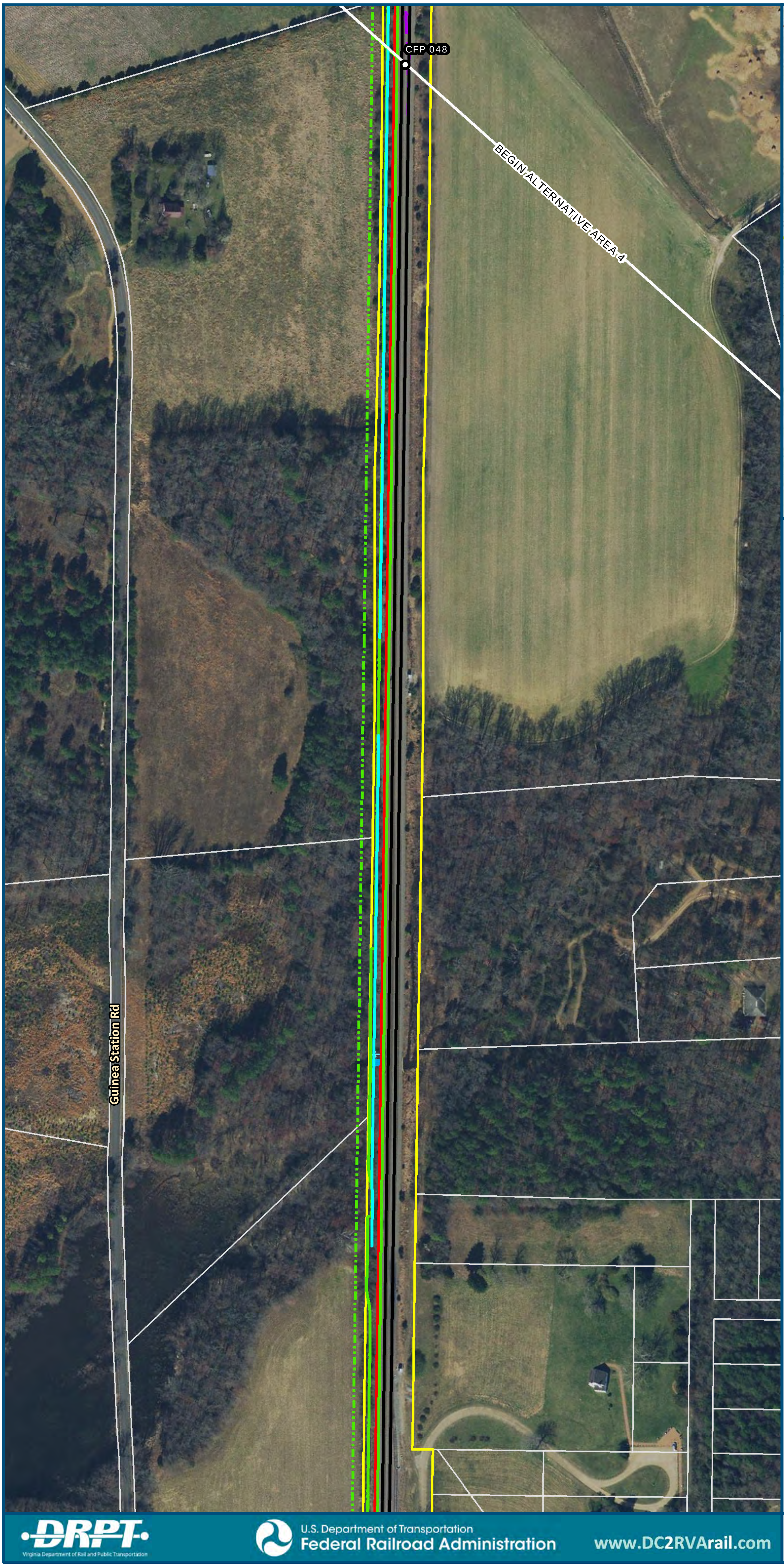

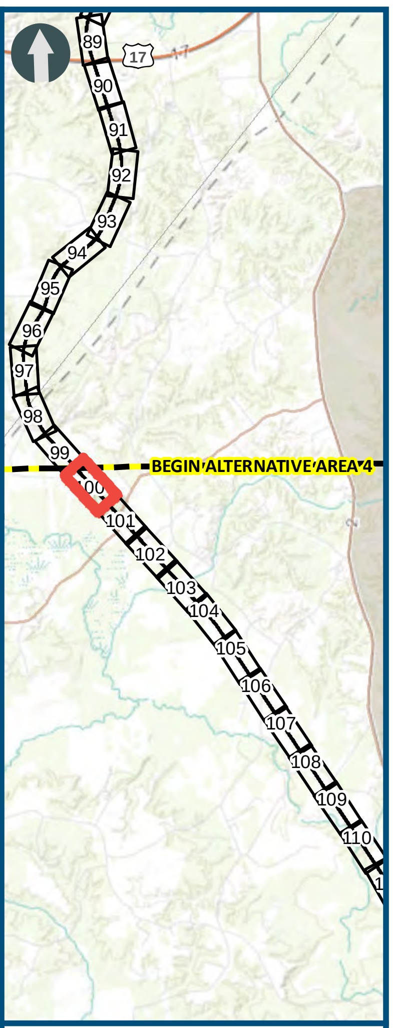

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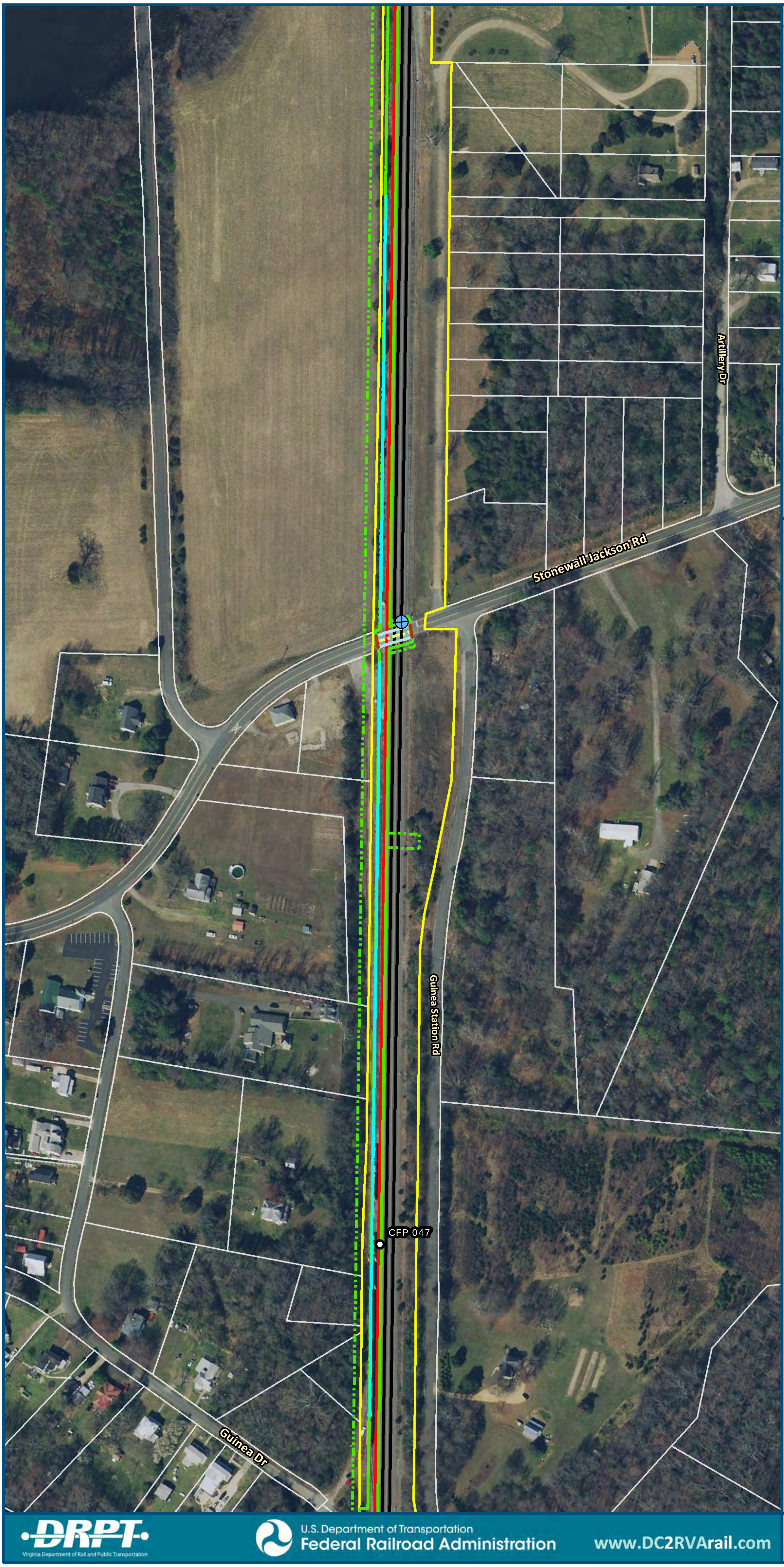

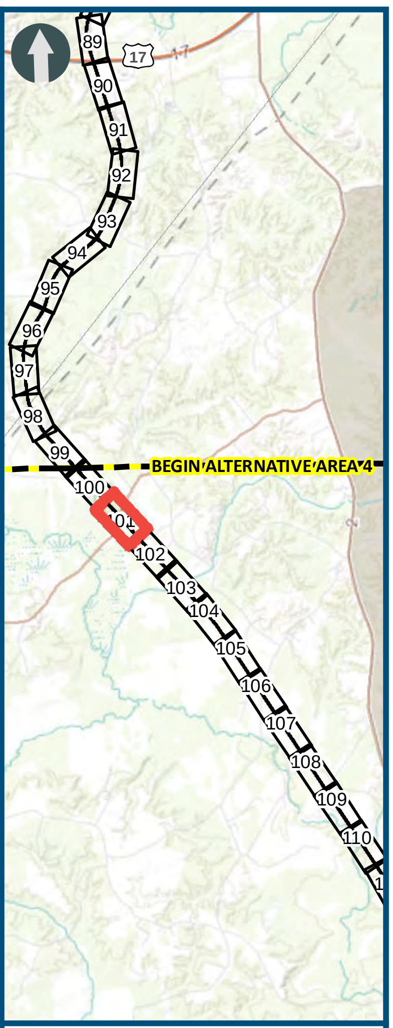

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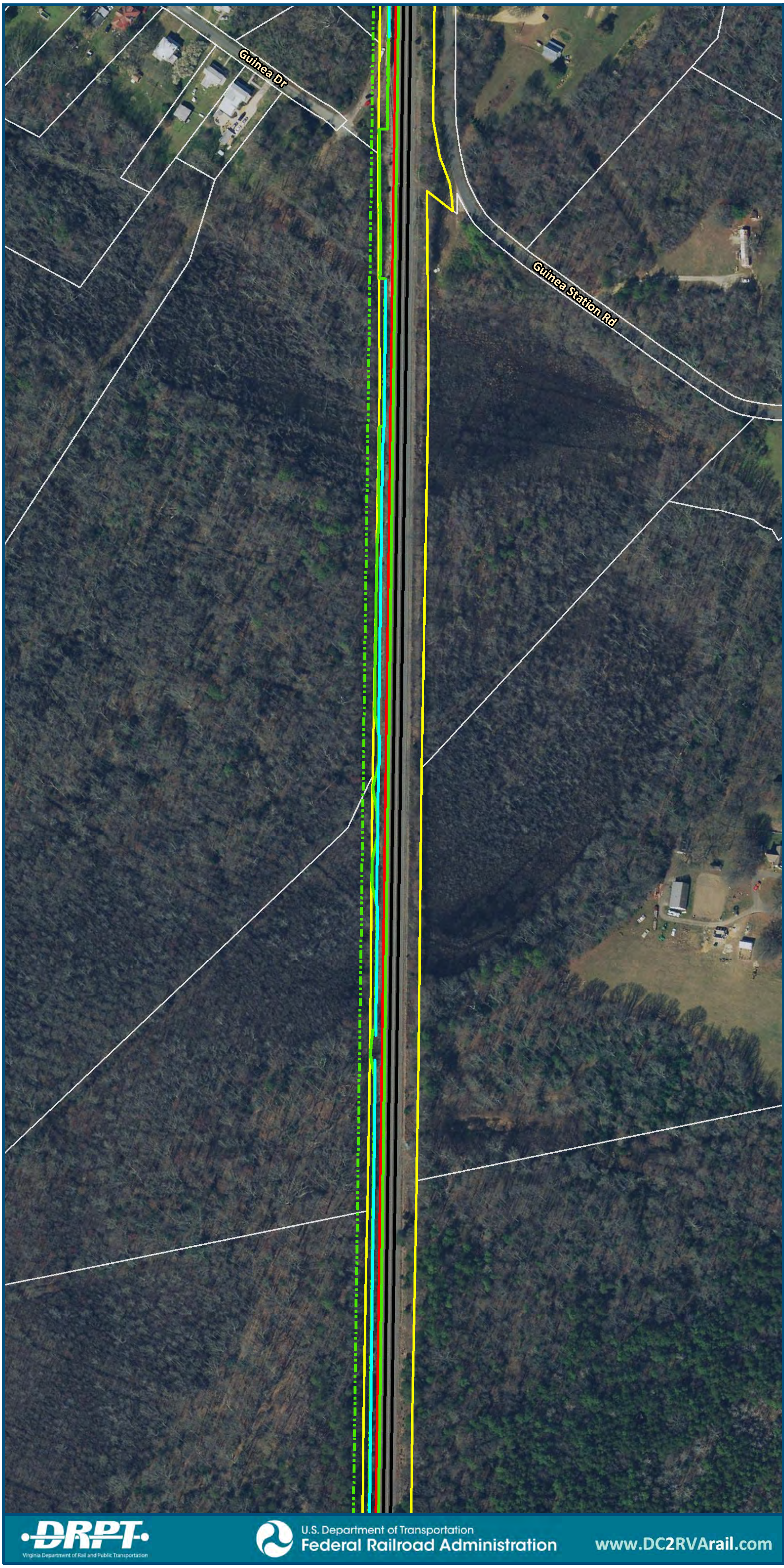

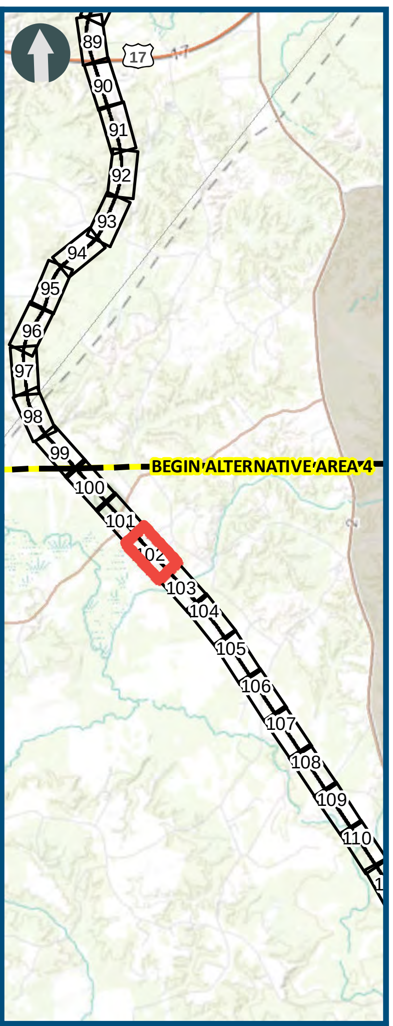

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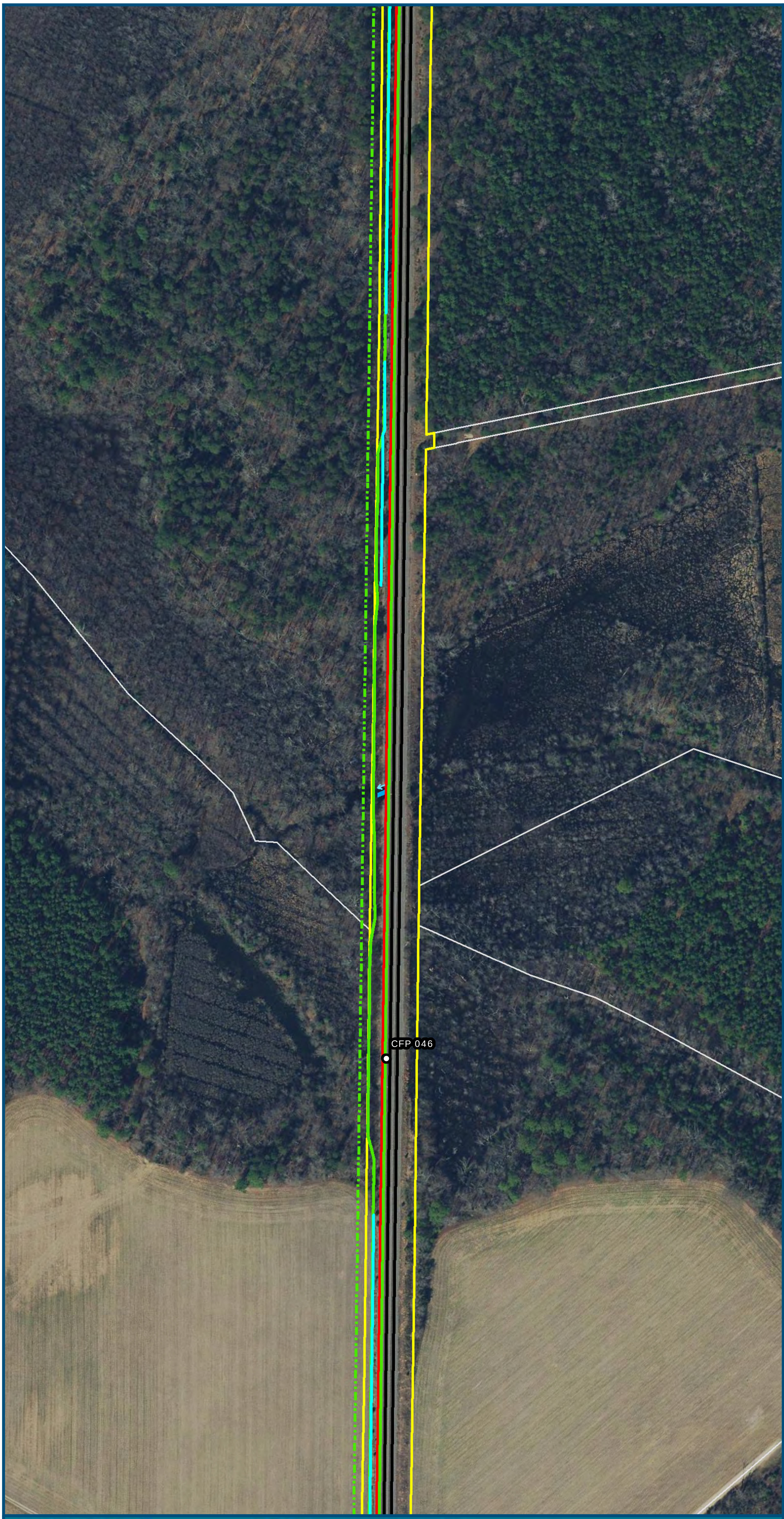

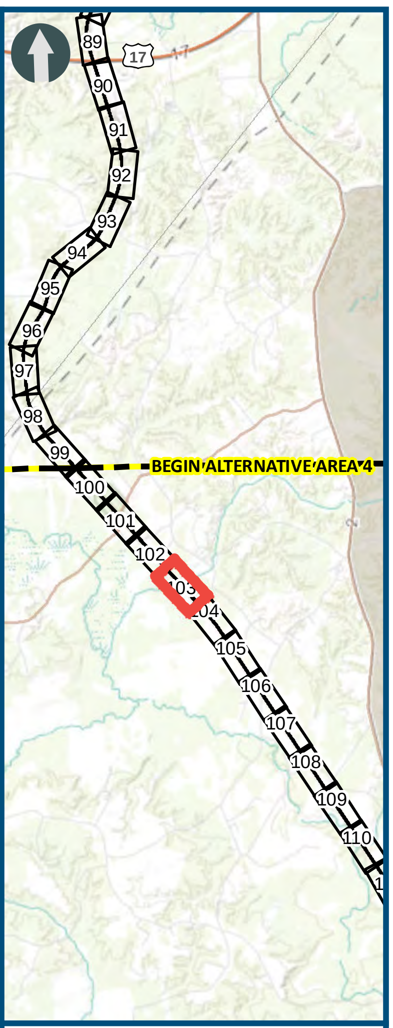

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
●	Control Point/Interlocking
—	Track - Existing
—	Track - Improve Existing
—	Track - Proposed
-·-	Track - Proposed by others
- -	Track - Remove
—	Crossover/Turnout - Proposed
-·-	Crossover/Turnout - Proposed by others
- -	Crossover/Turnout - Remove
—	Retaining Walls
-·-	Retaining Walls - Proposed by others
▭	Bridge
⬚	Bridge - Proposed by others
▭	Roadway
⬚	Roadway - Proposed by others
—	Edge of Pavement
- -	Roadway Centerline
—	Median Separators
—	Gate/Quad Gate
- -	Locking Gate
⊗	Crossing - Closure
⊗	Crossing - Grade Separate
⊗	Crossing - Four-Quadrant Gate
⊗	Crossing - Gates with Center Median Treatment
⊗	Crossing - Locking Gate (Private)
■	SWM Facilities
■	Drainage Culvert Crossings
—	Drainage Directional Arrows
●	Stations
■	Station Platform - Existing
▭	Station Platform - Proposed
▨	Station Platform - Proposed by others
⬚	Station Platform - Remove
■	Building/Structure
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

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DC to RICHMOND
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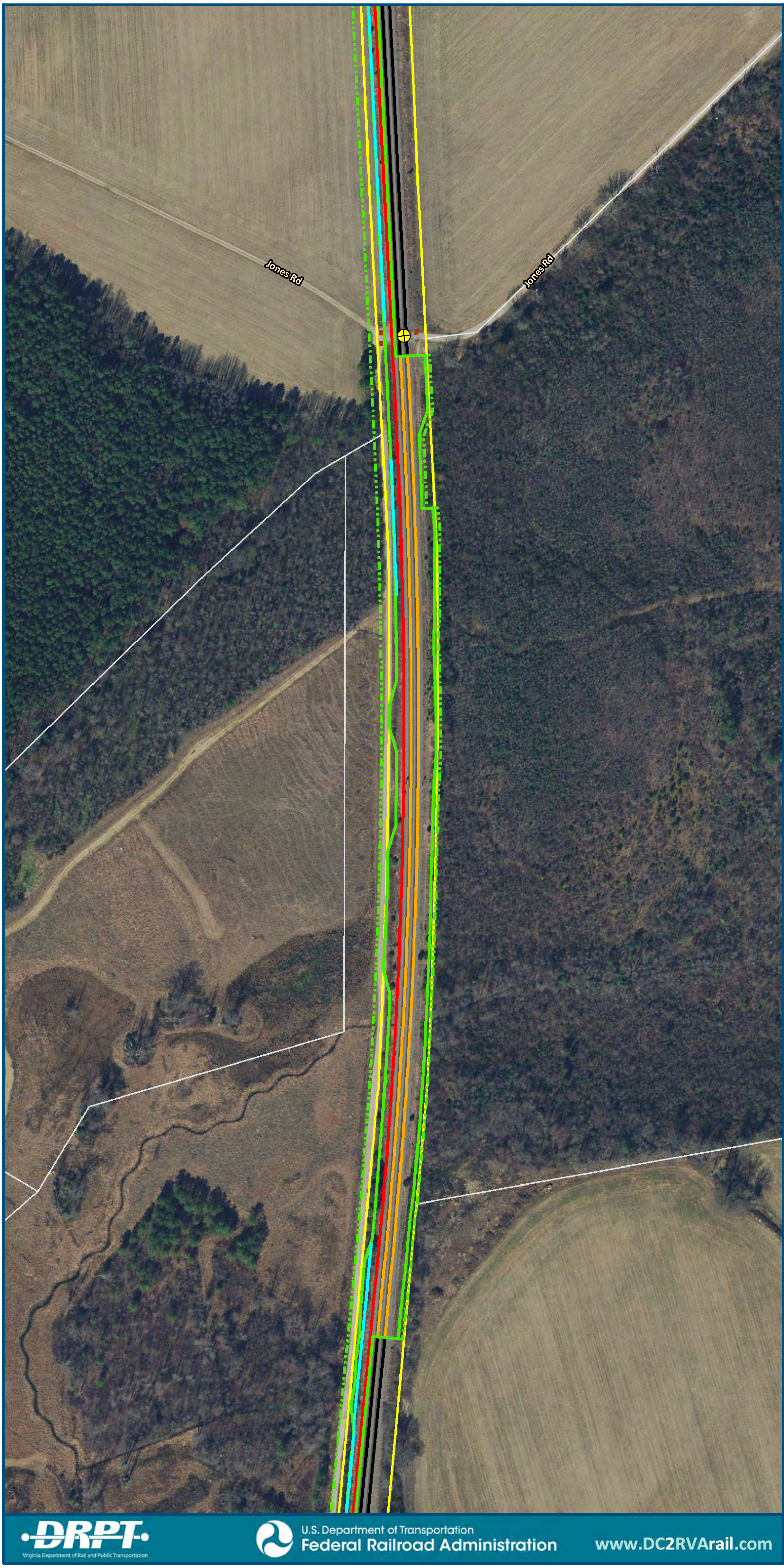

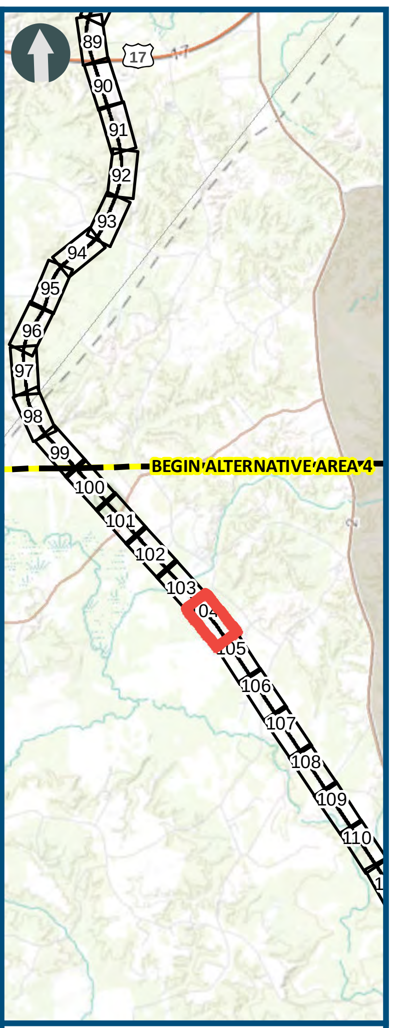

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- City/County Parcels
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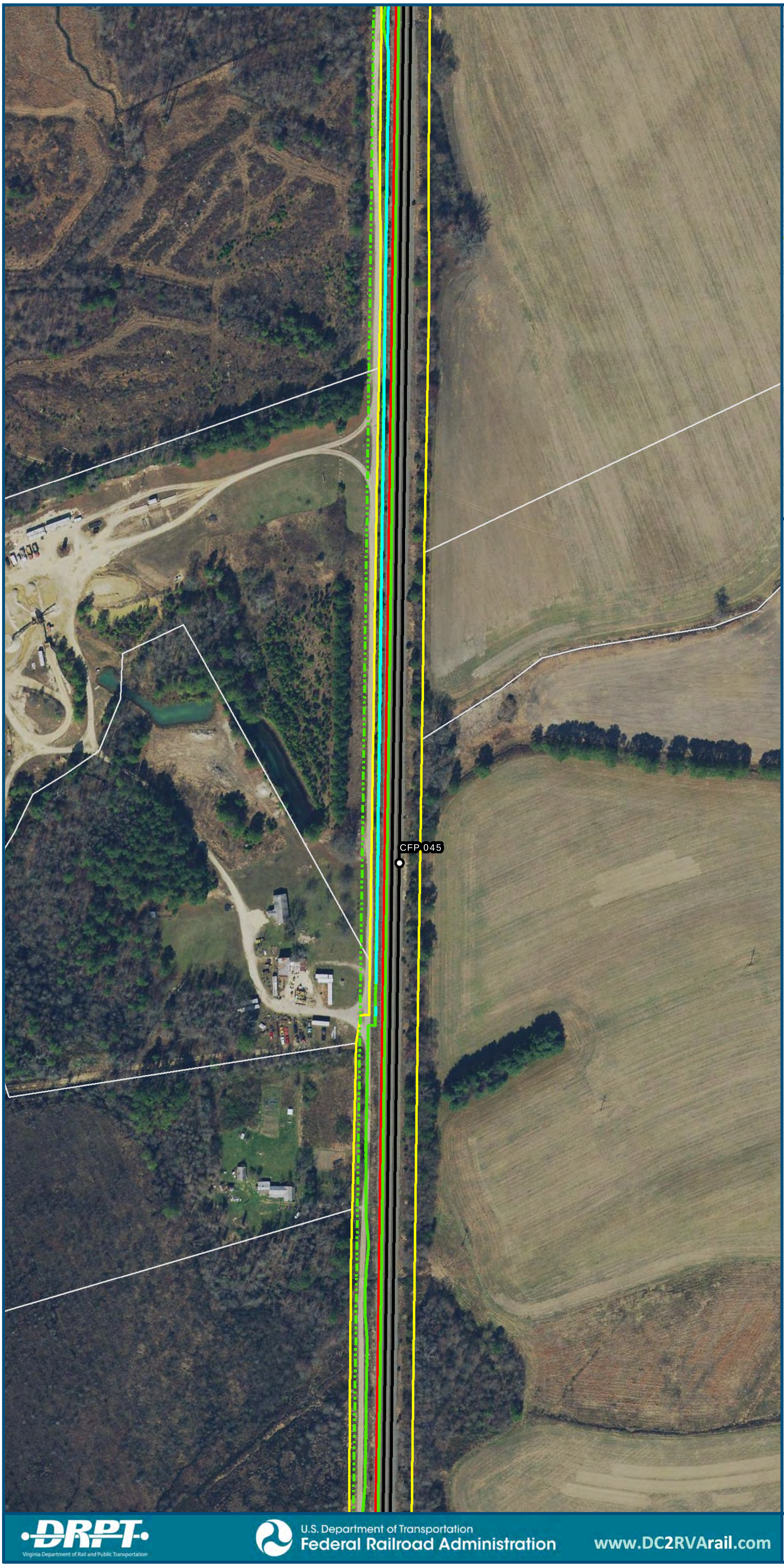

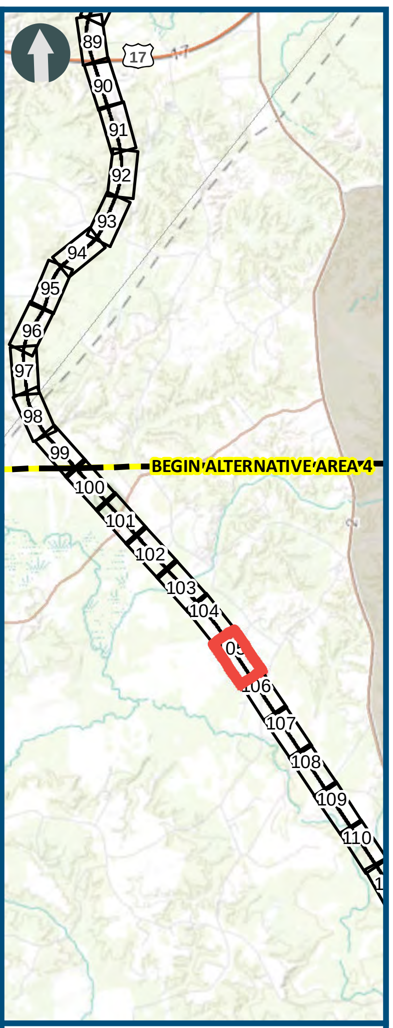

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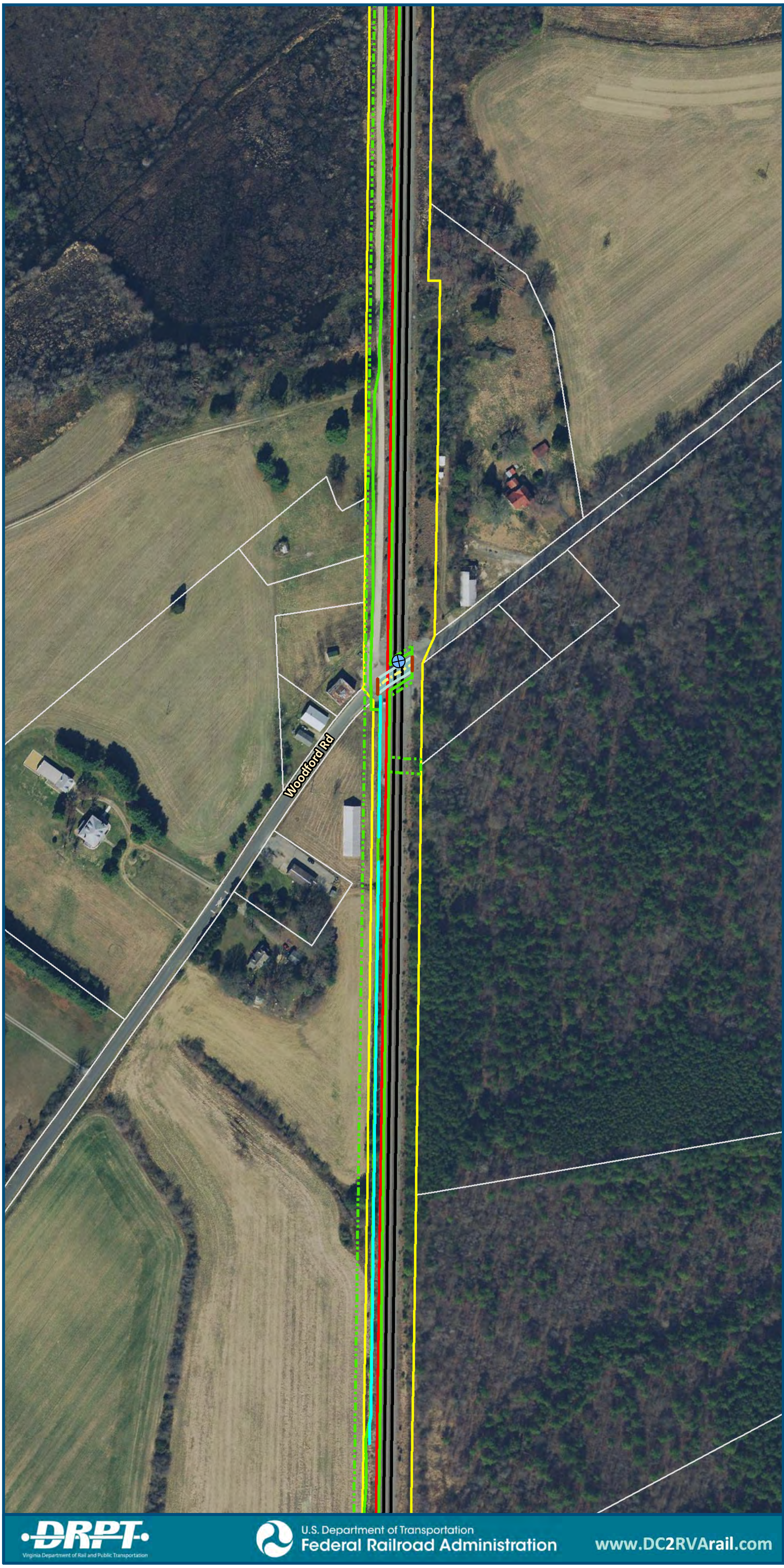

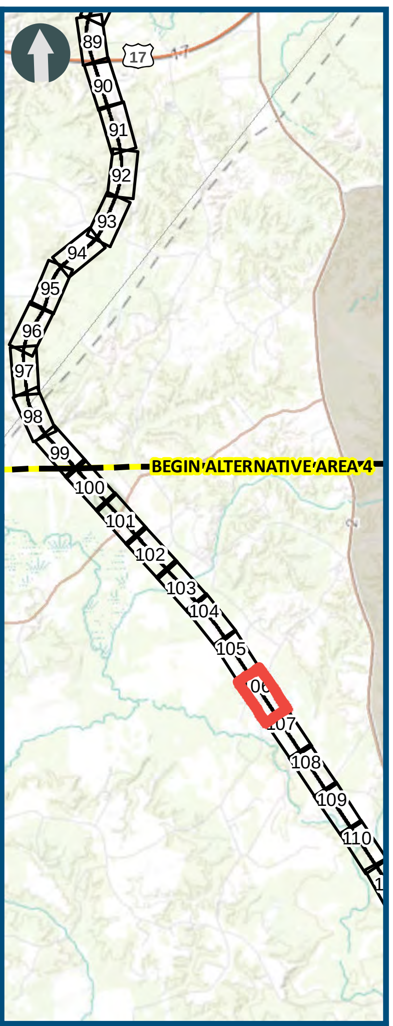

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SOUTHEAST HIGH SPEED RAIL

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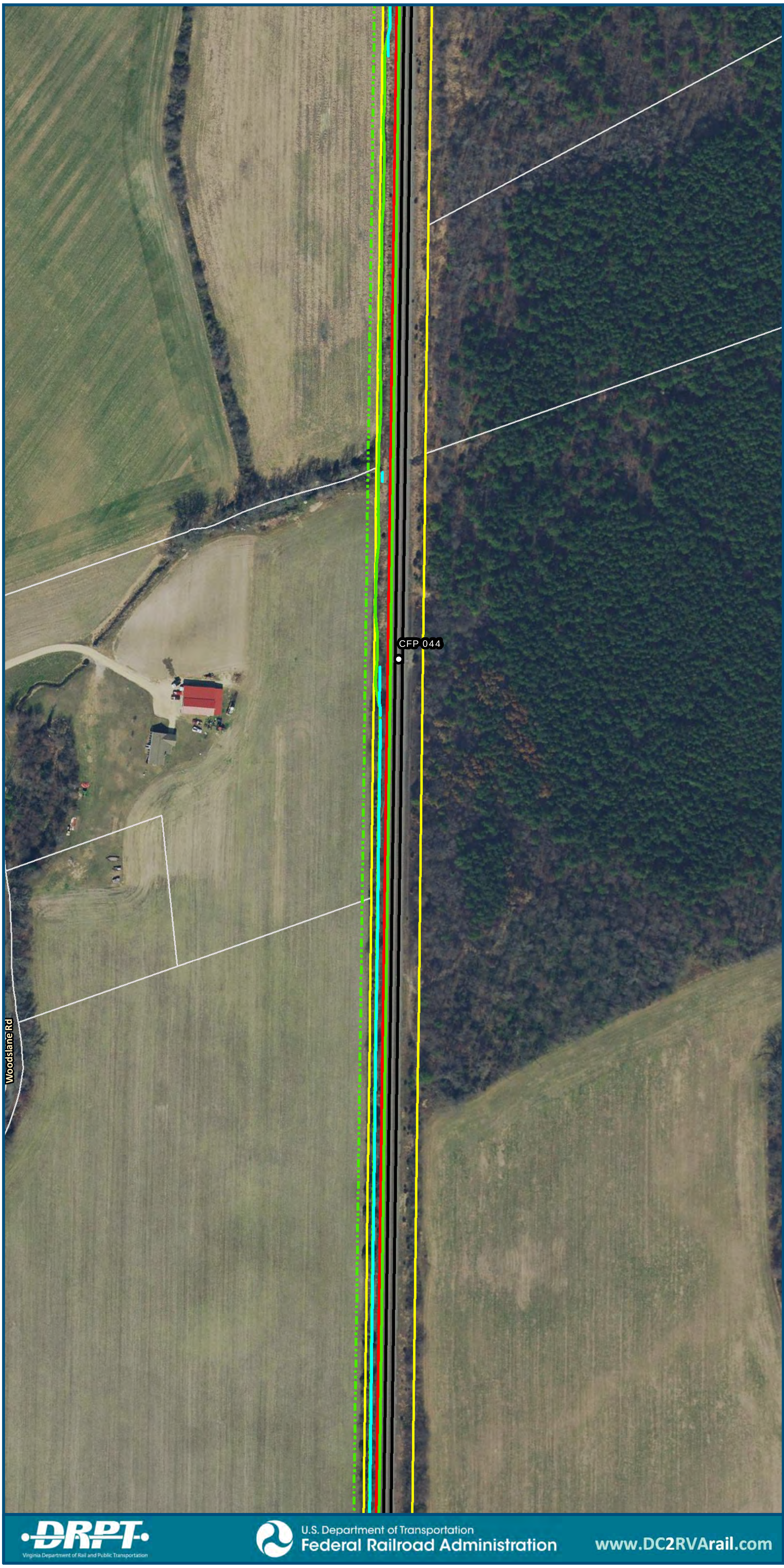

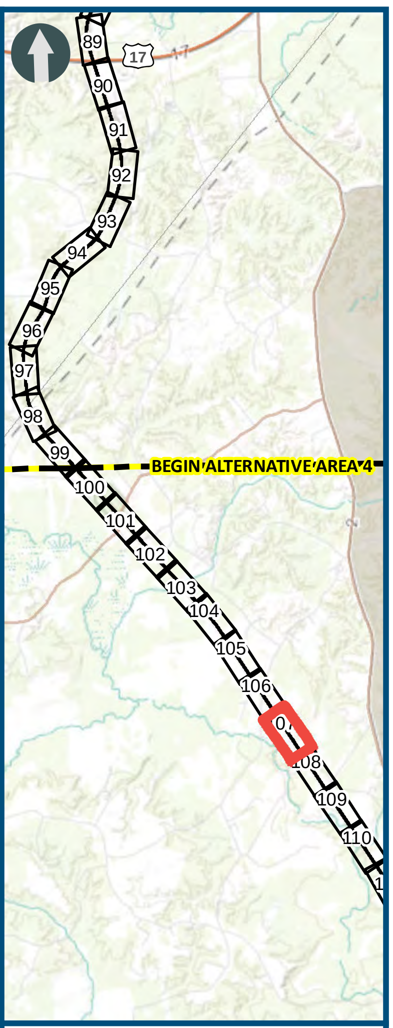

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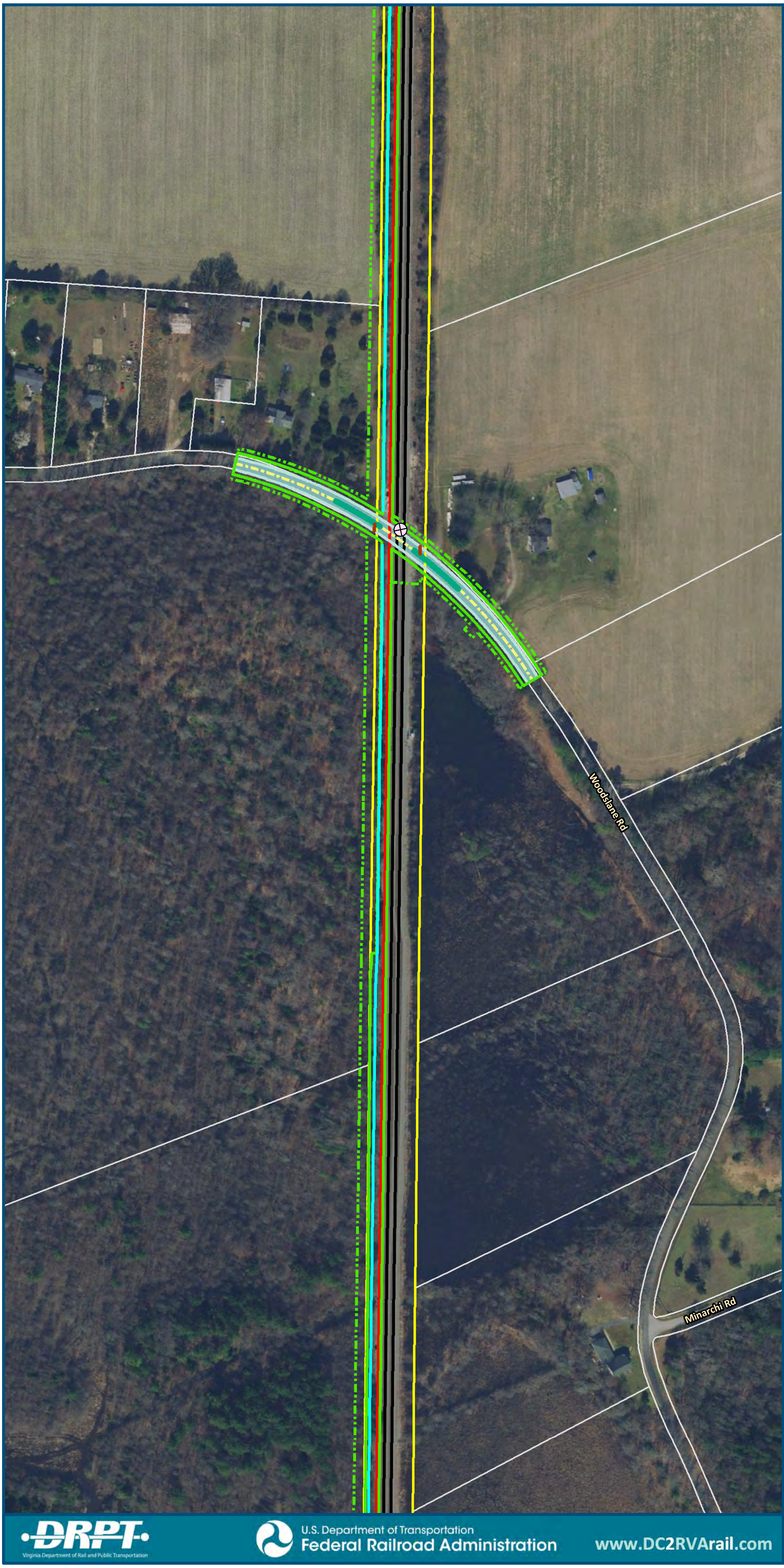

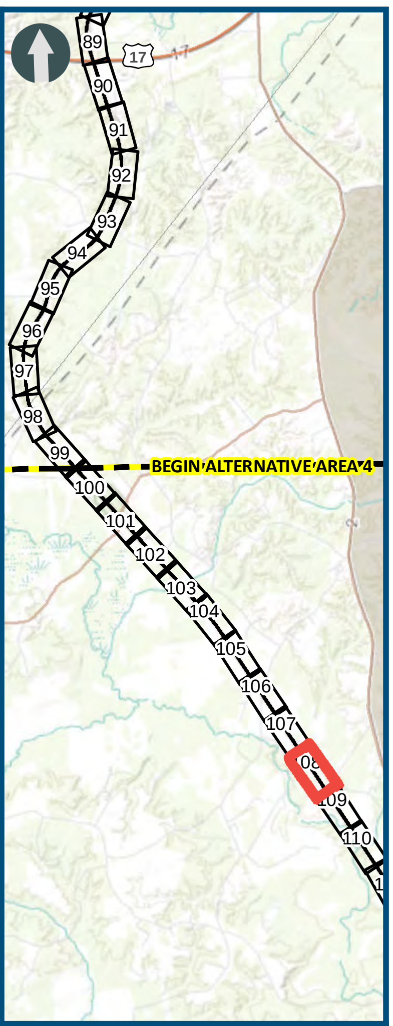

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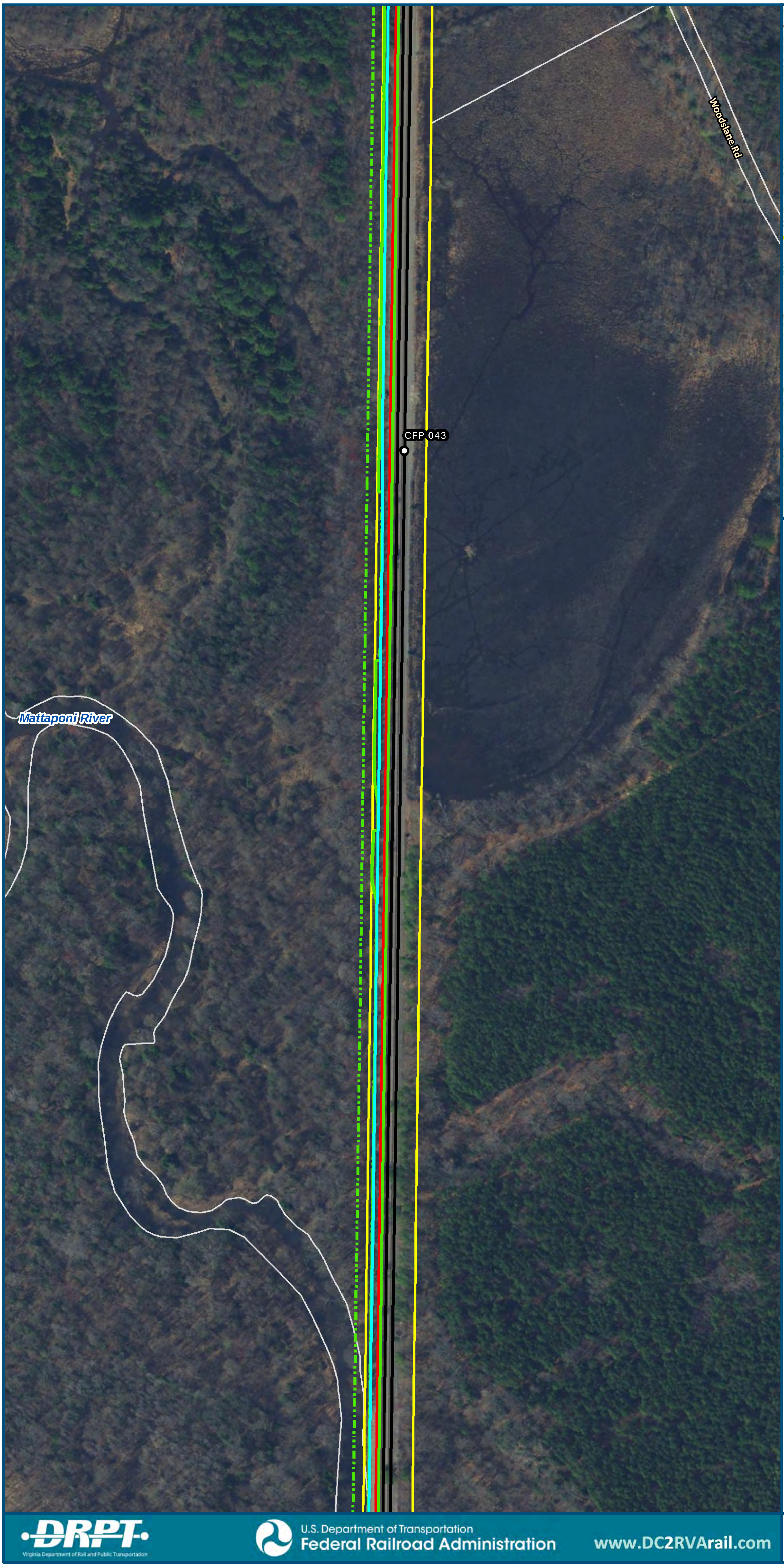

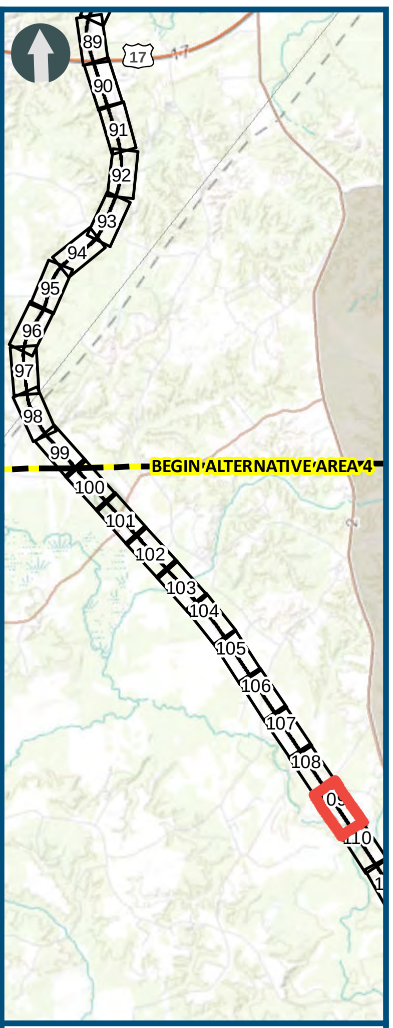

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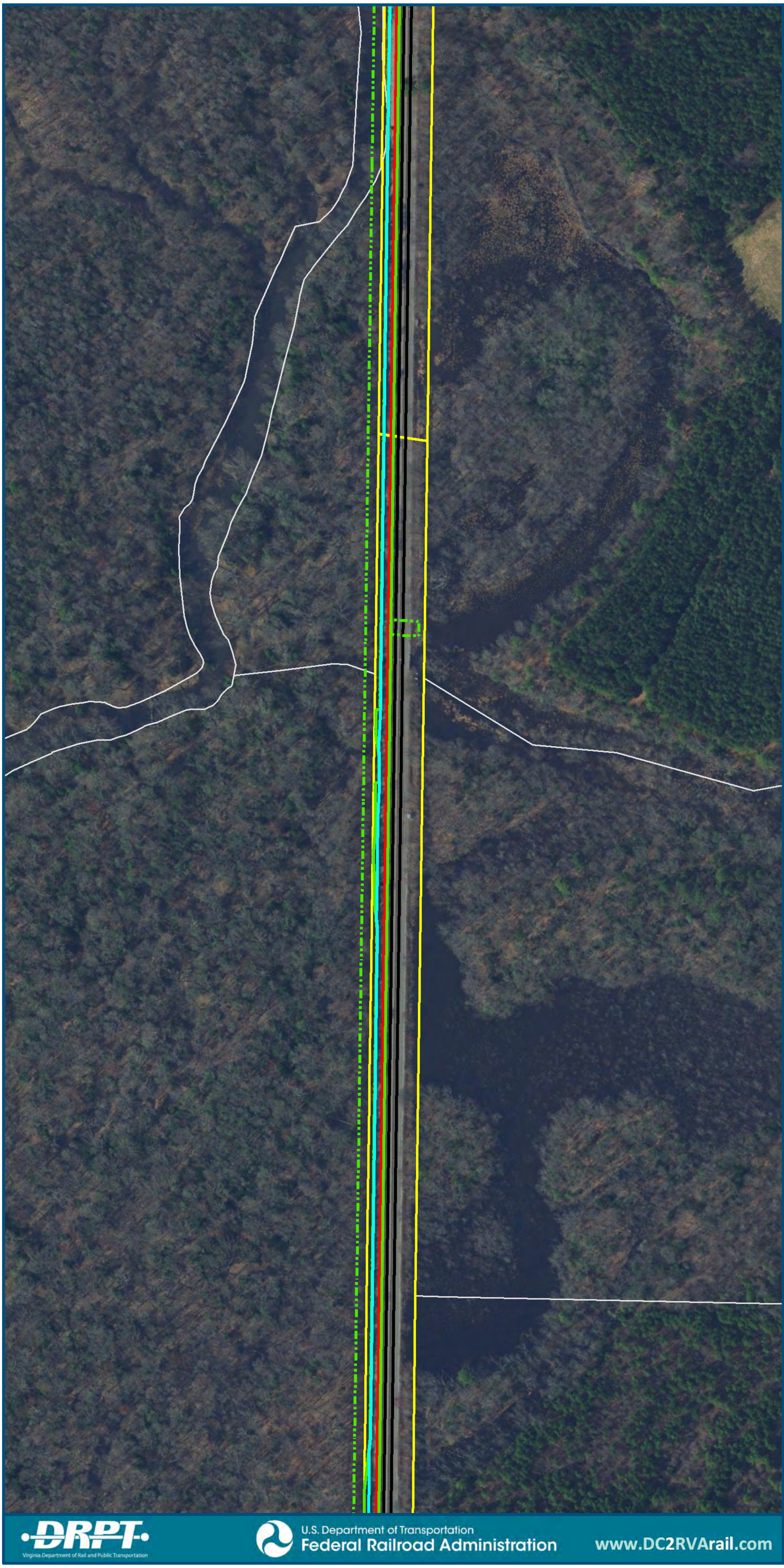

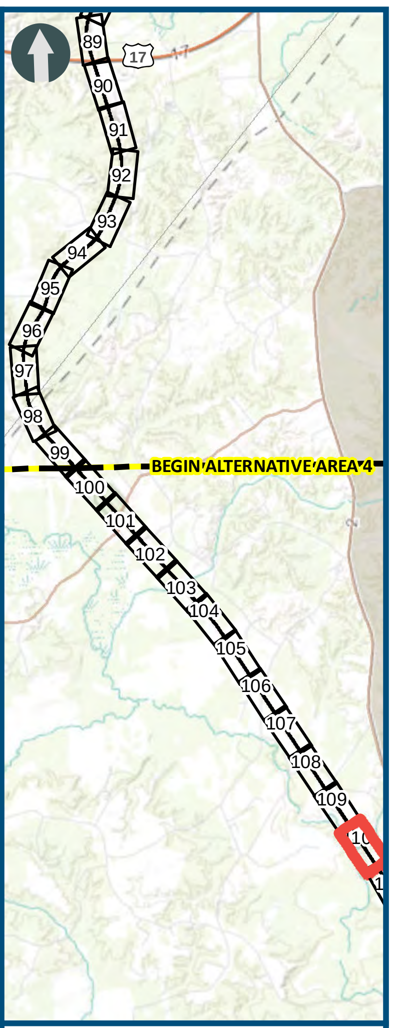

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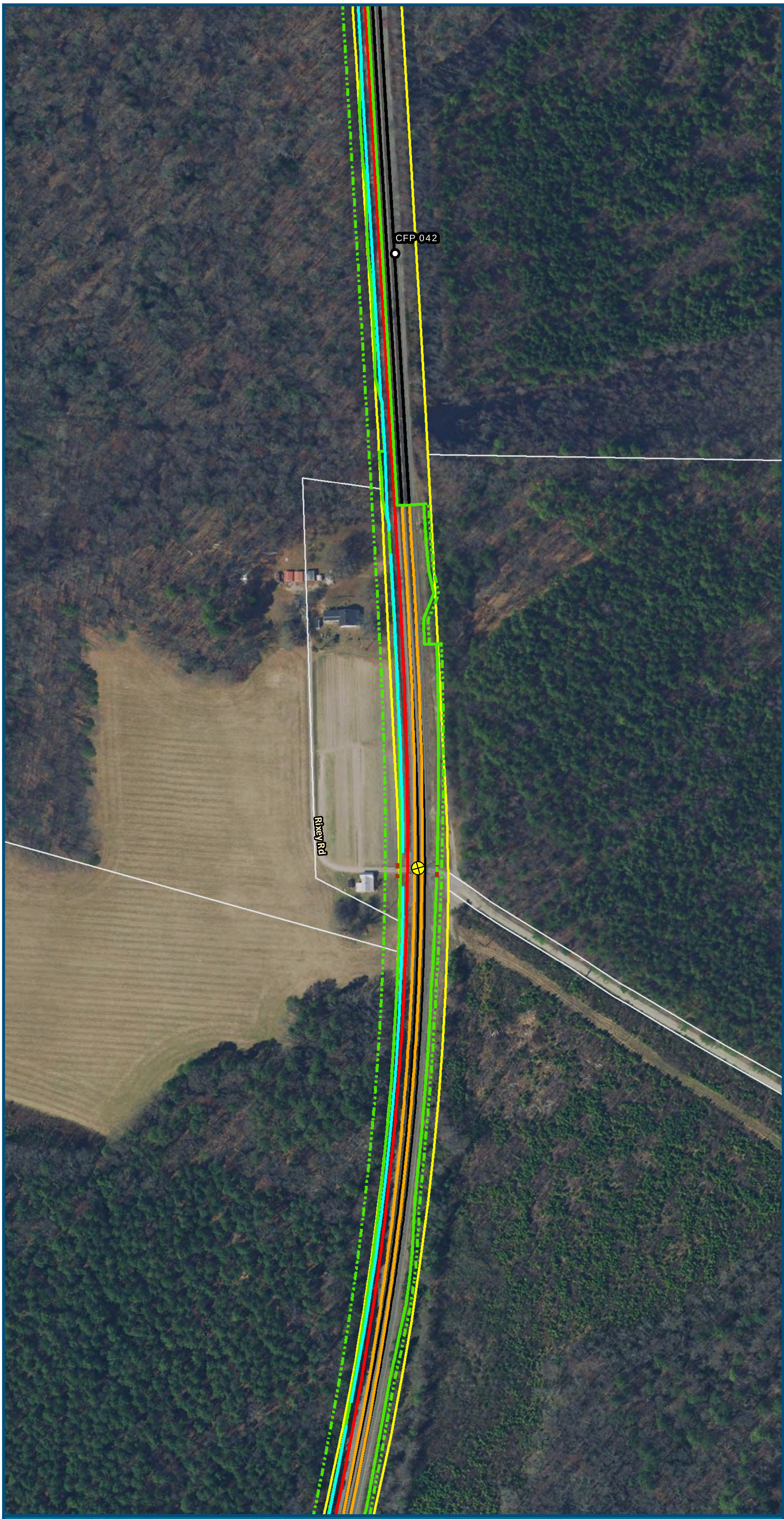

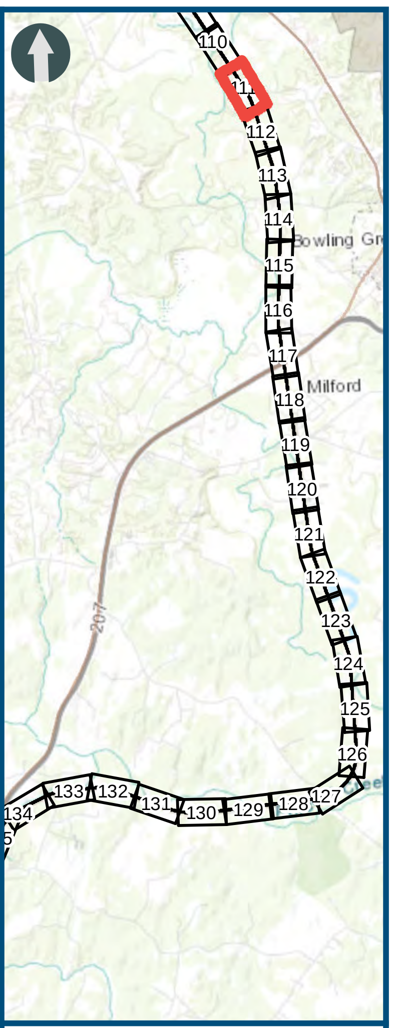

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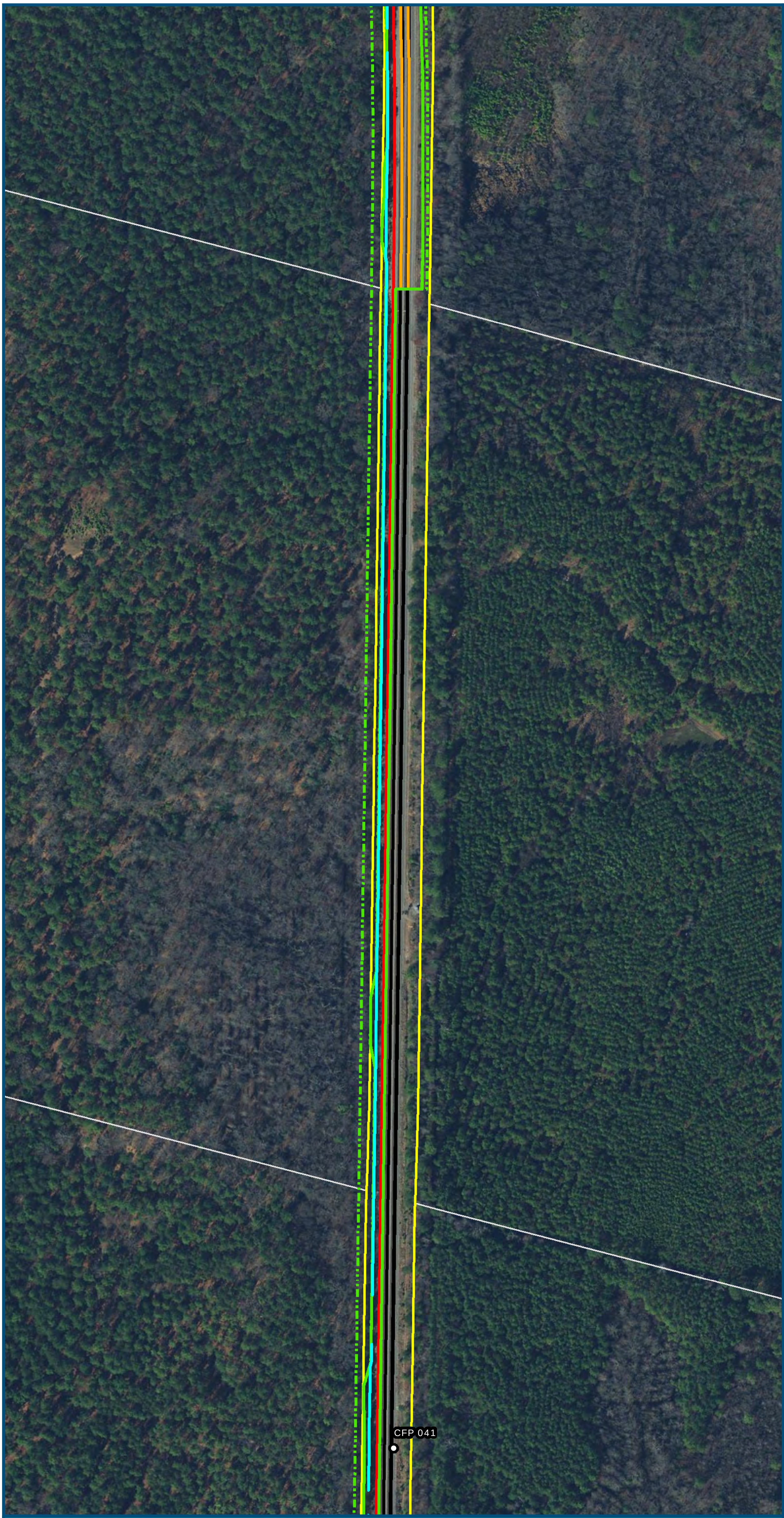

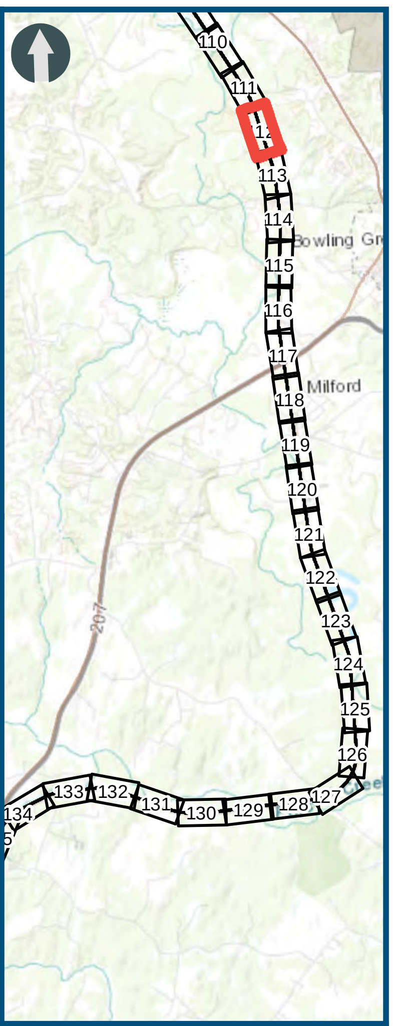

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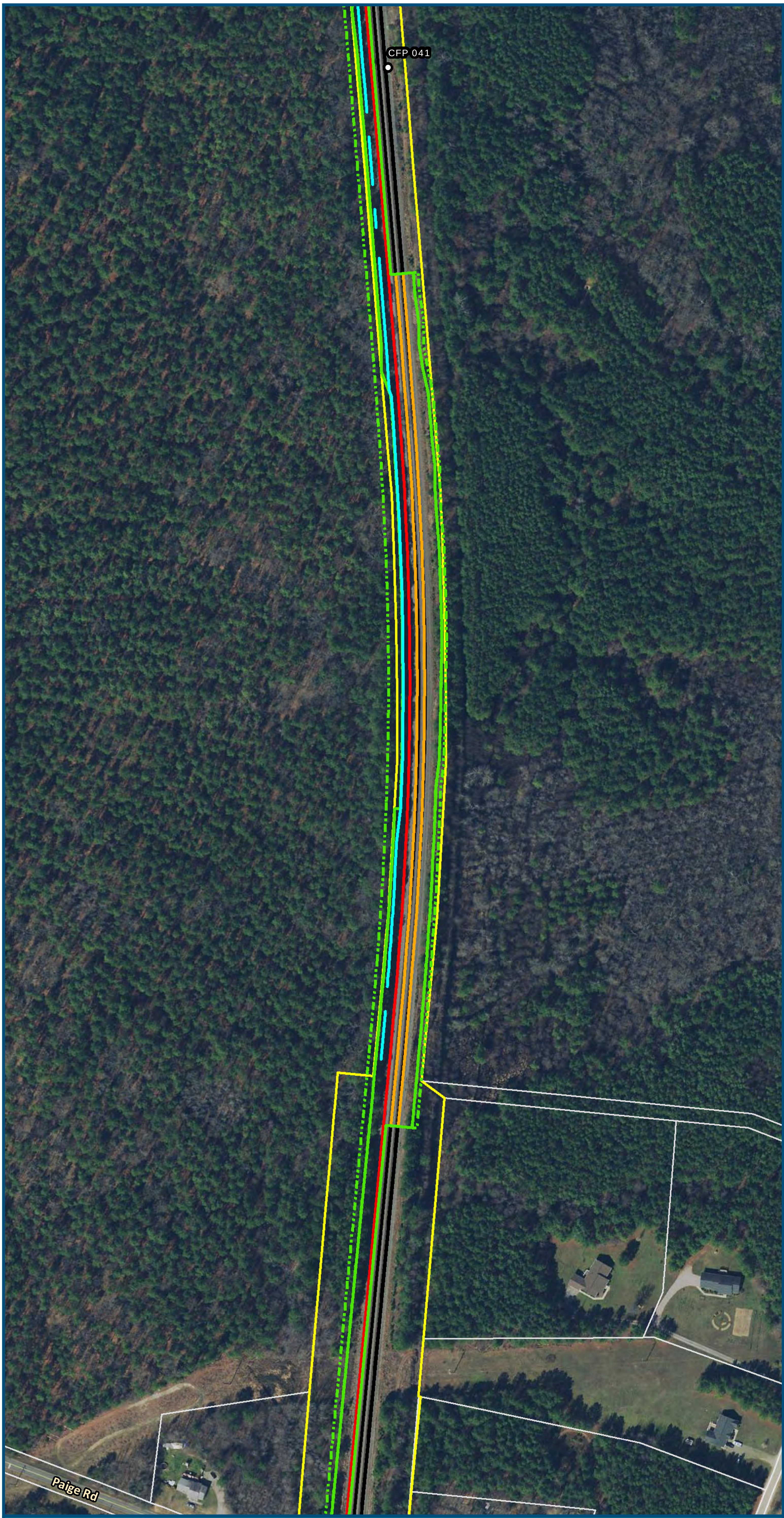

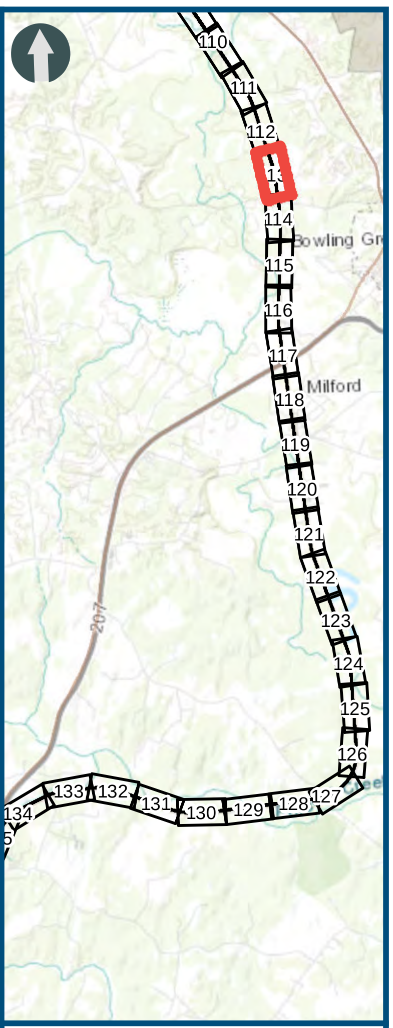

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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U.S. Department of Transportation Federal Railroad Administration

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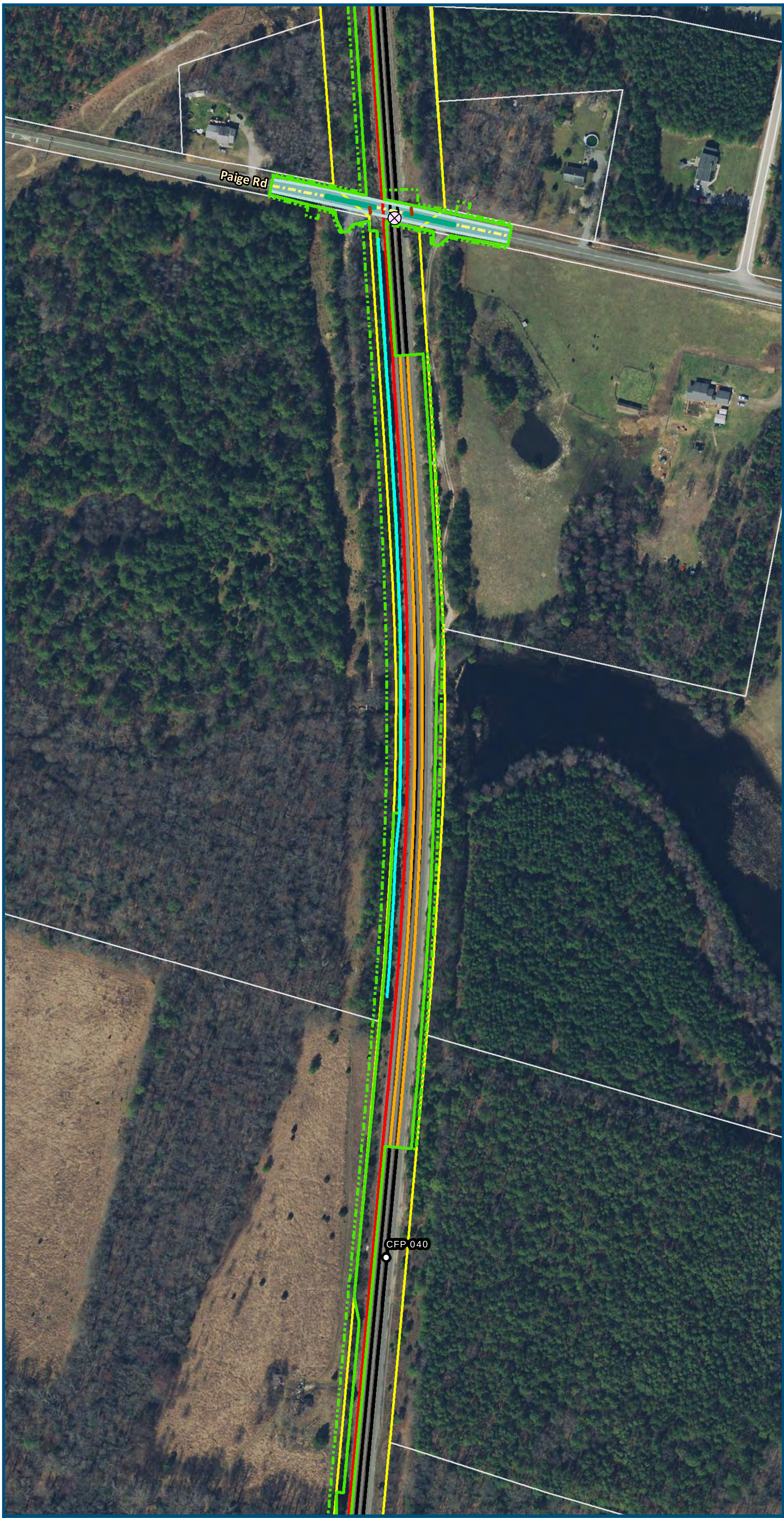
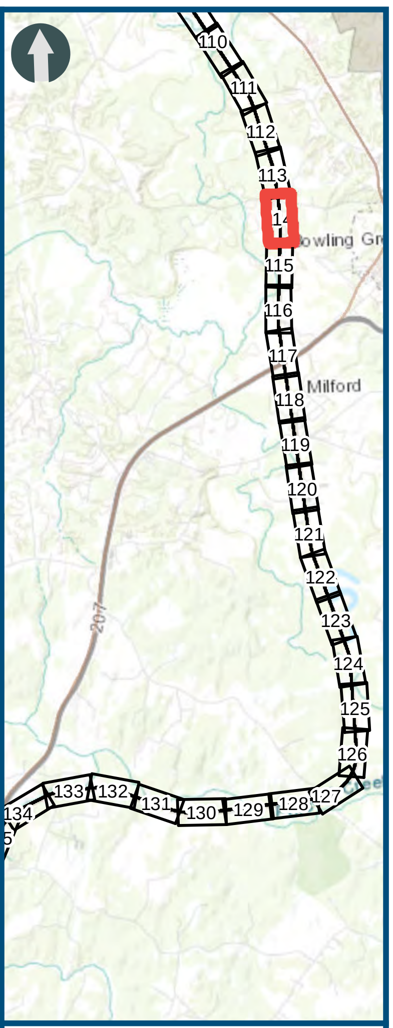
DC to RICHMOND SOUTHEAST HIGH SPEED RAIL





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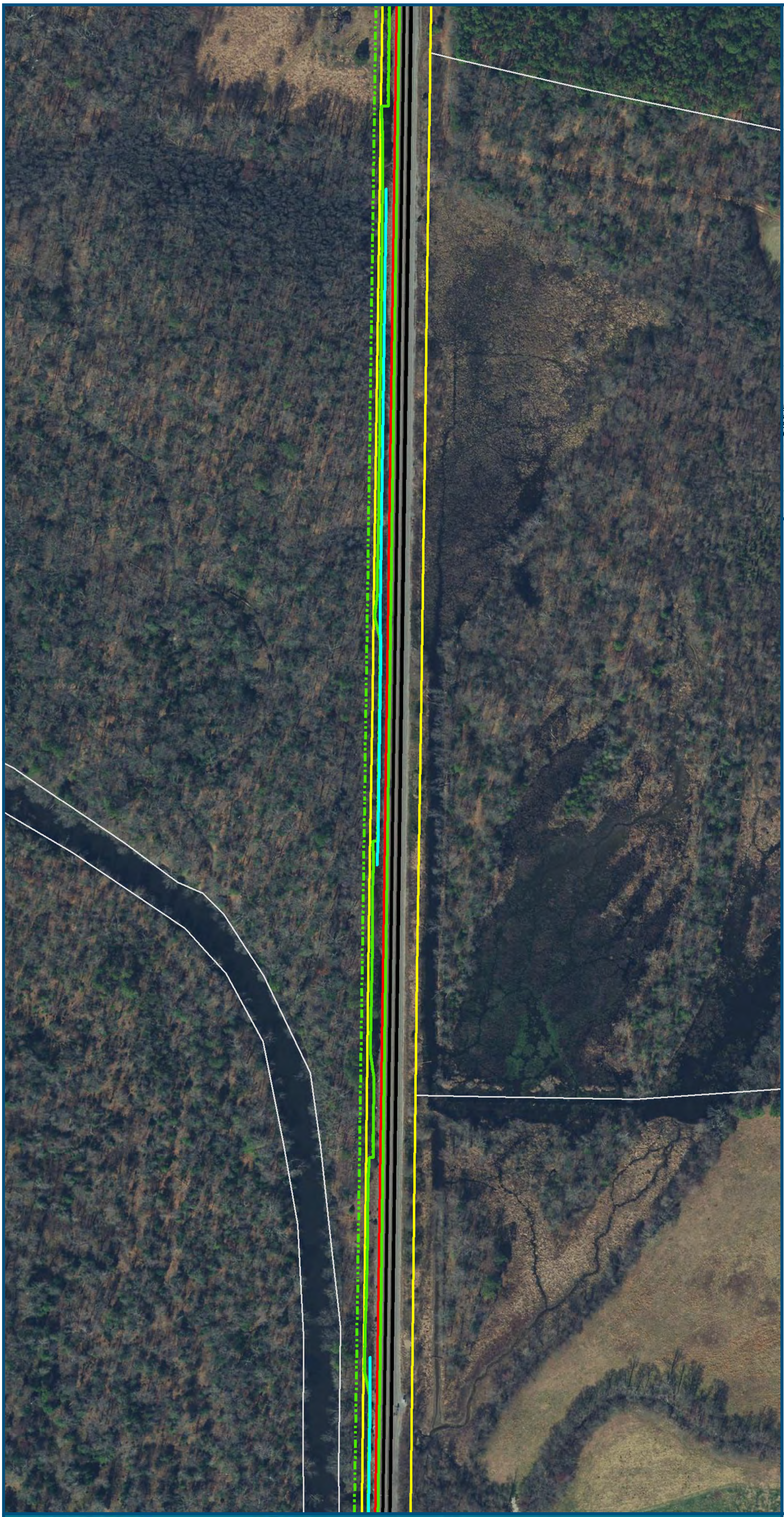

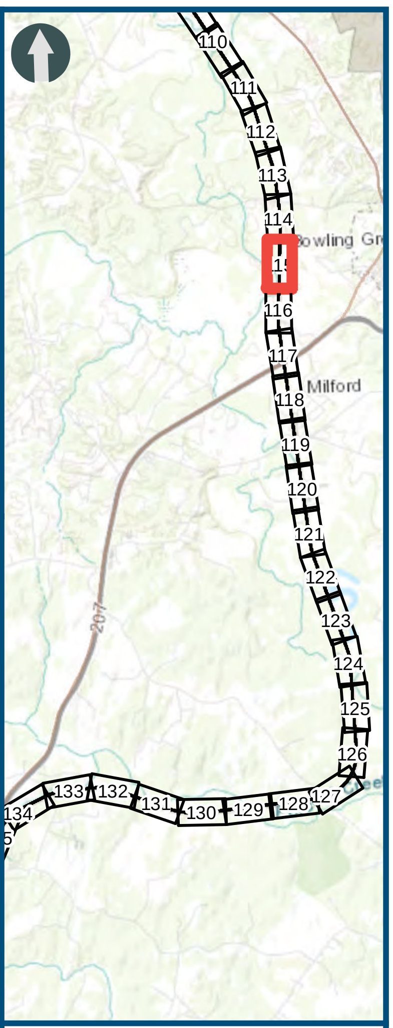

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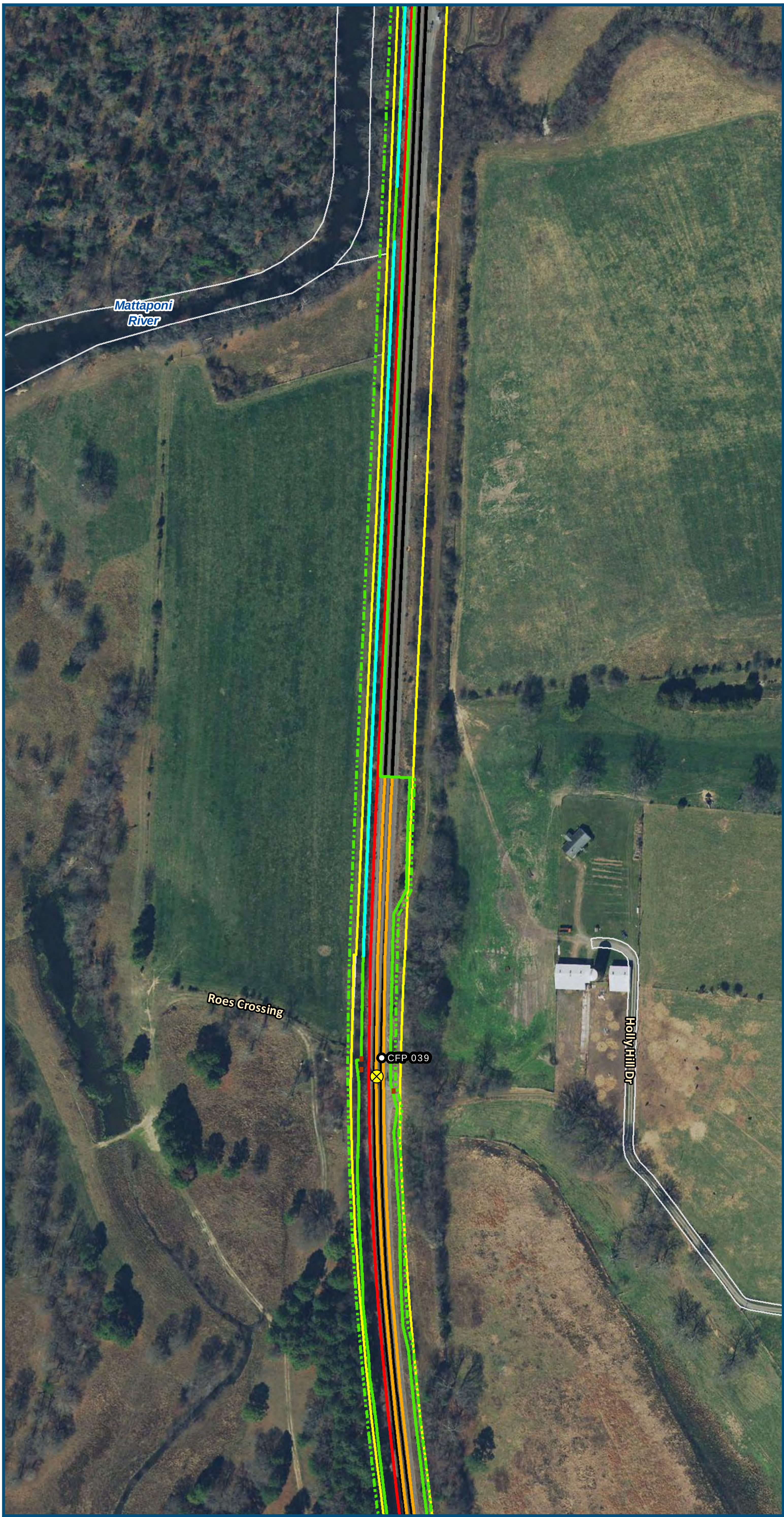

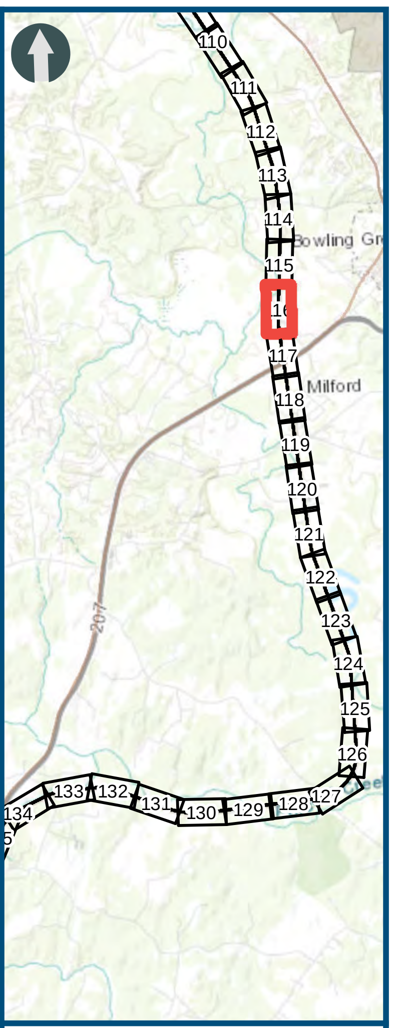

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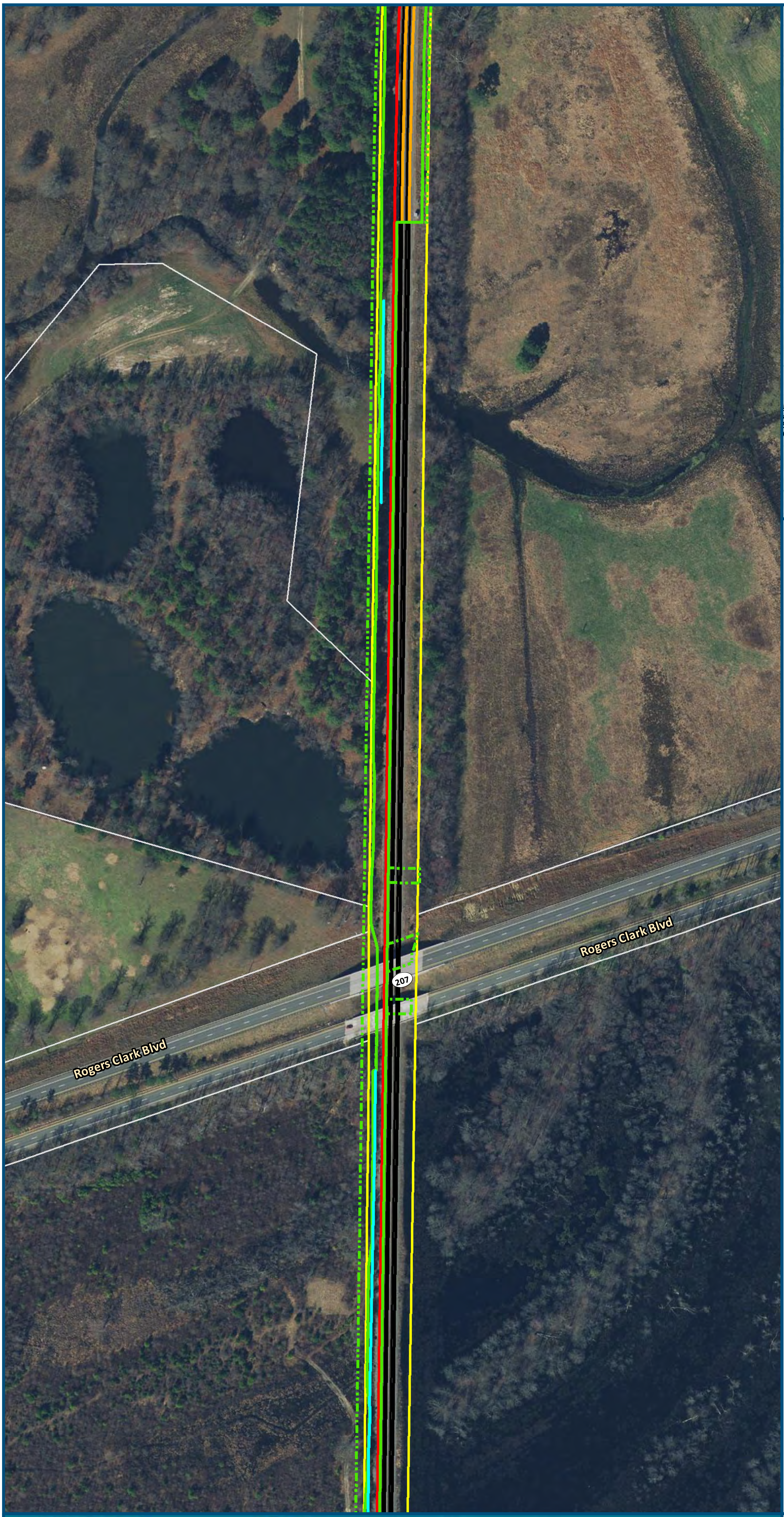
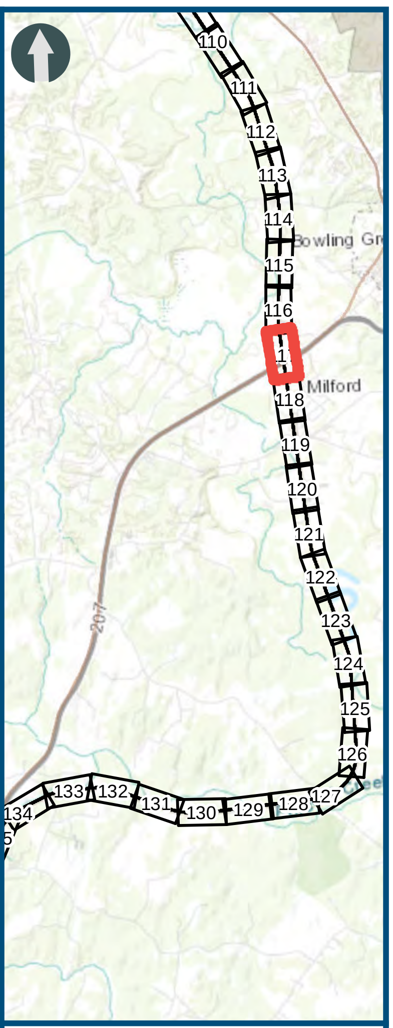
DC to RICHMOND
SOUTHEAST HIGH SPEED RAIL





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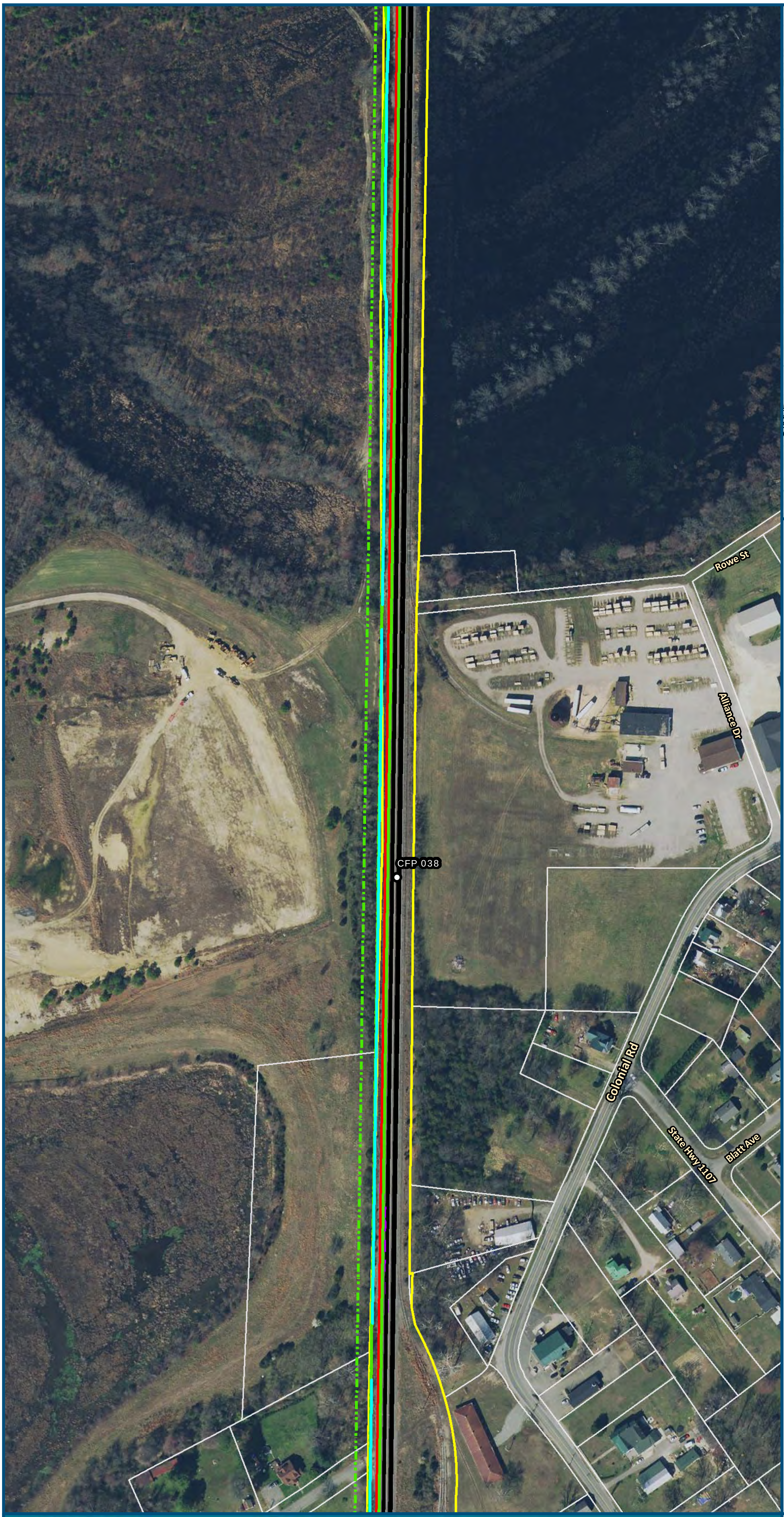

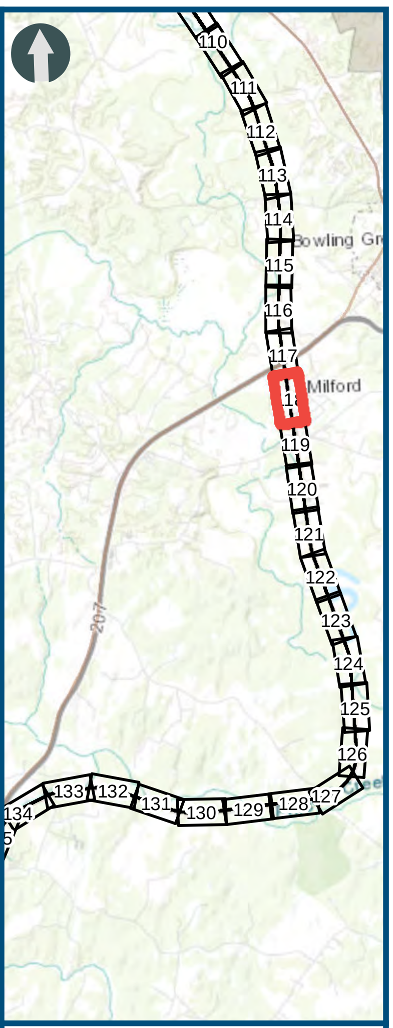

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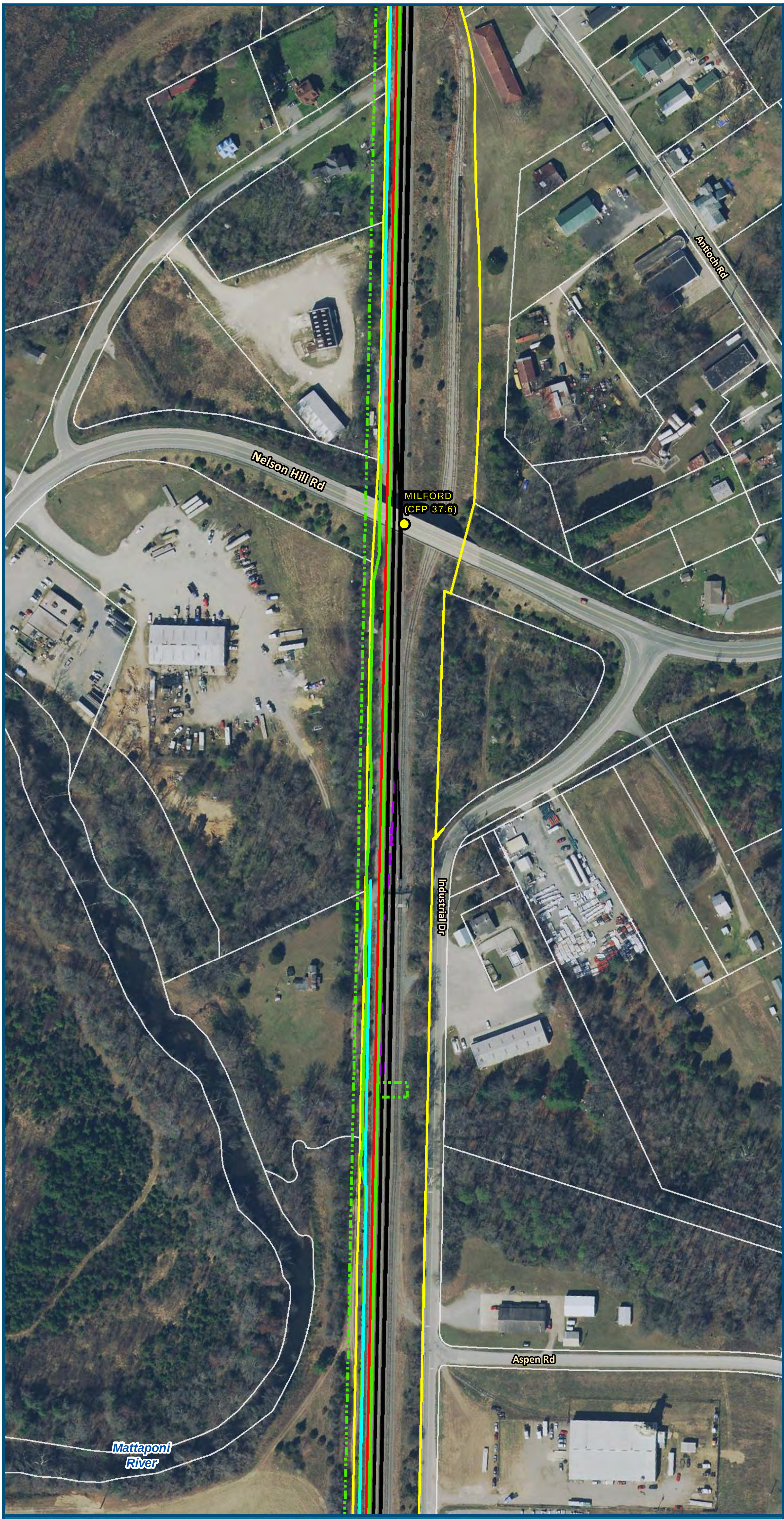
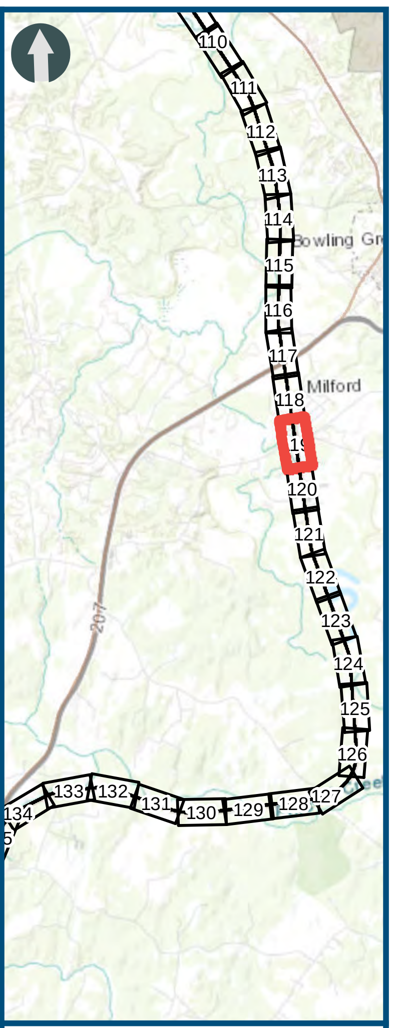


MILFORD
(CFP 37.6)
Nelson Hill Rd
Antioch Rd
Industrial Dr
Aspen Rd
Mattaponi River



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Feet
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@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
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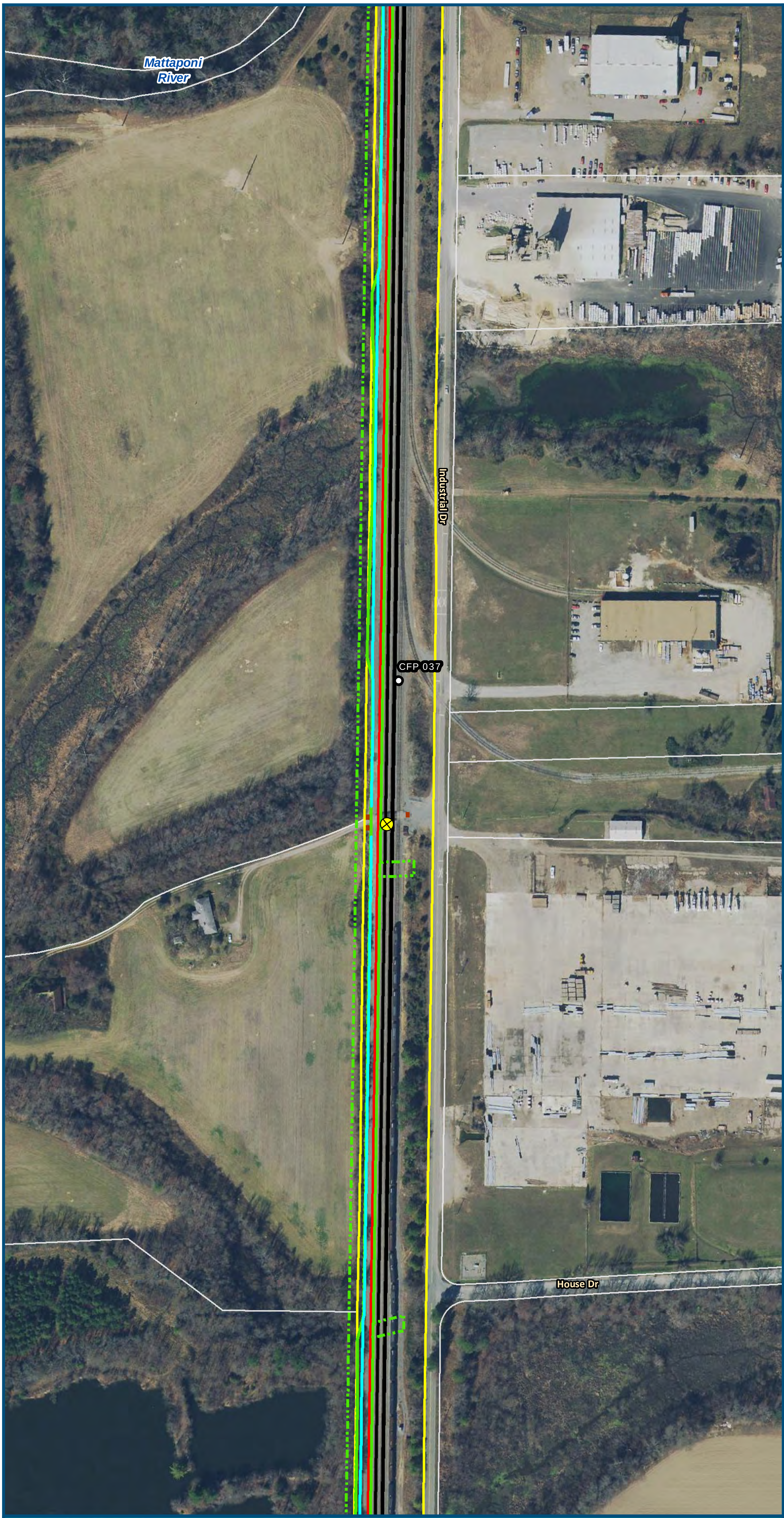

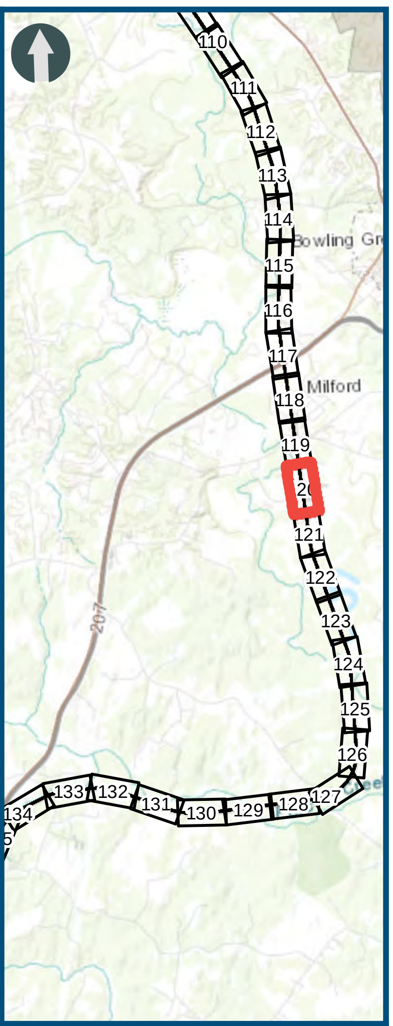

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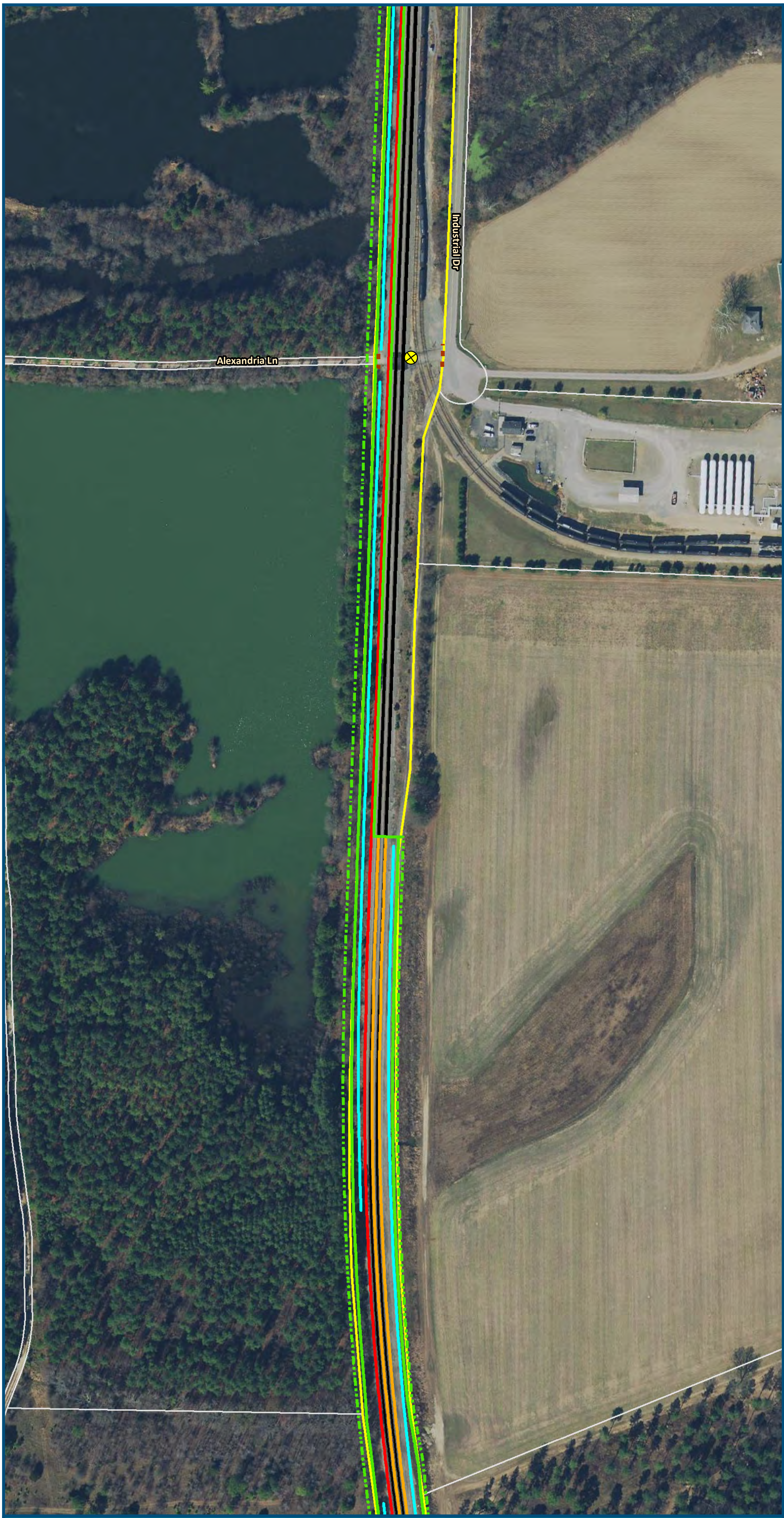

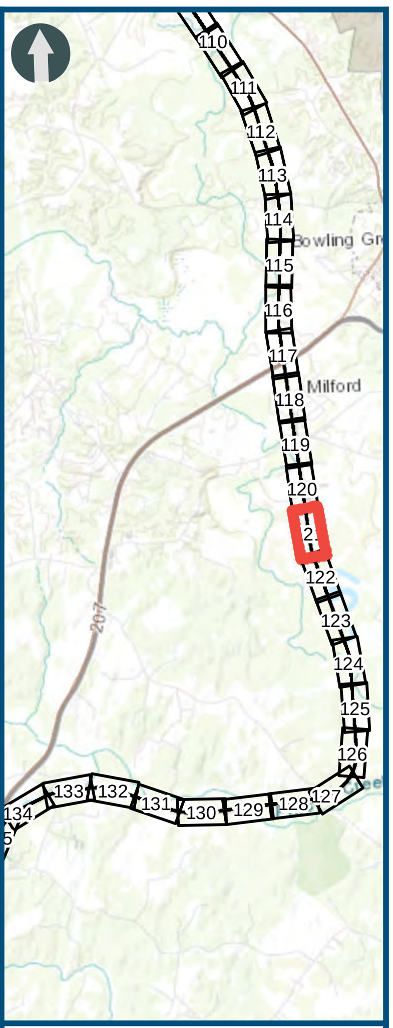

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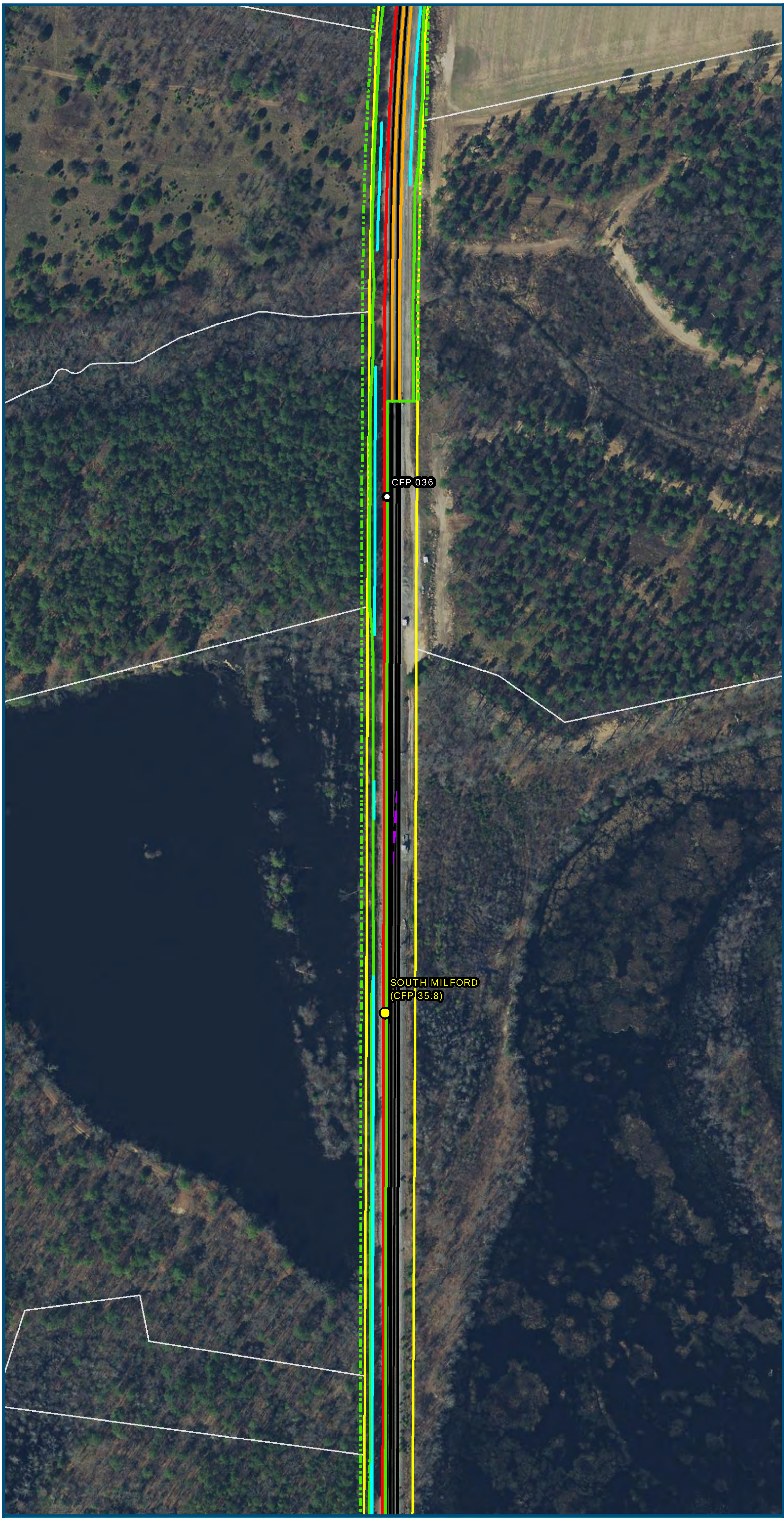

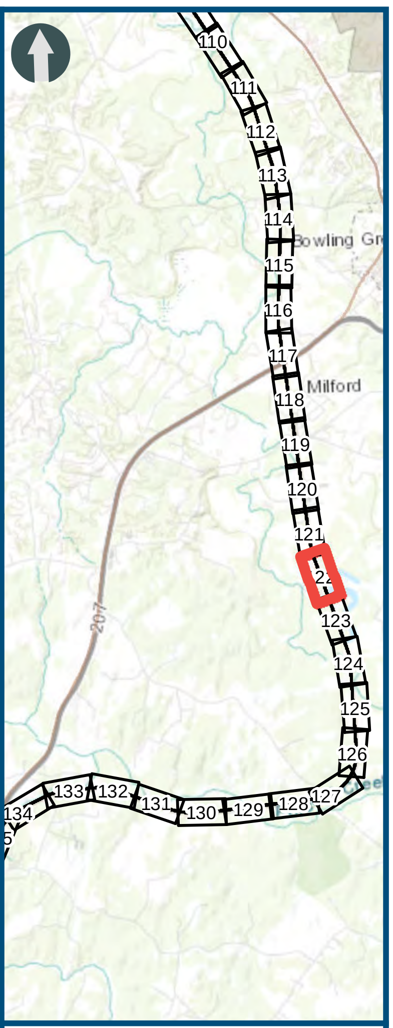

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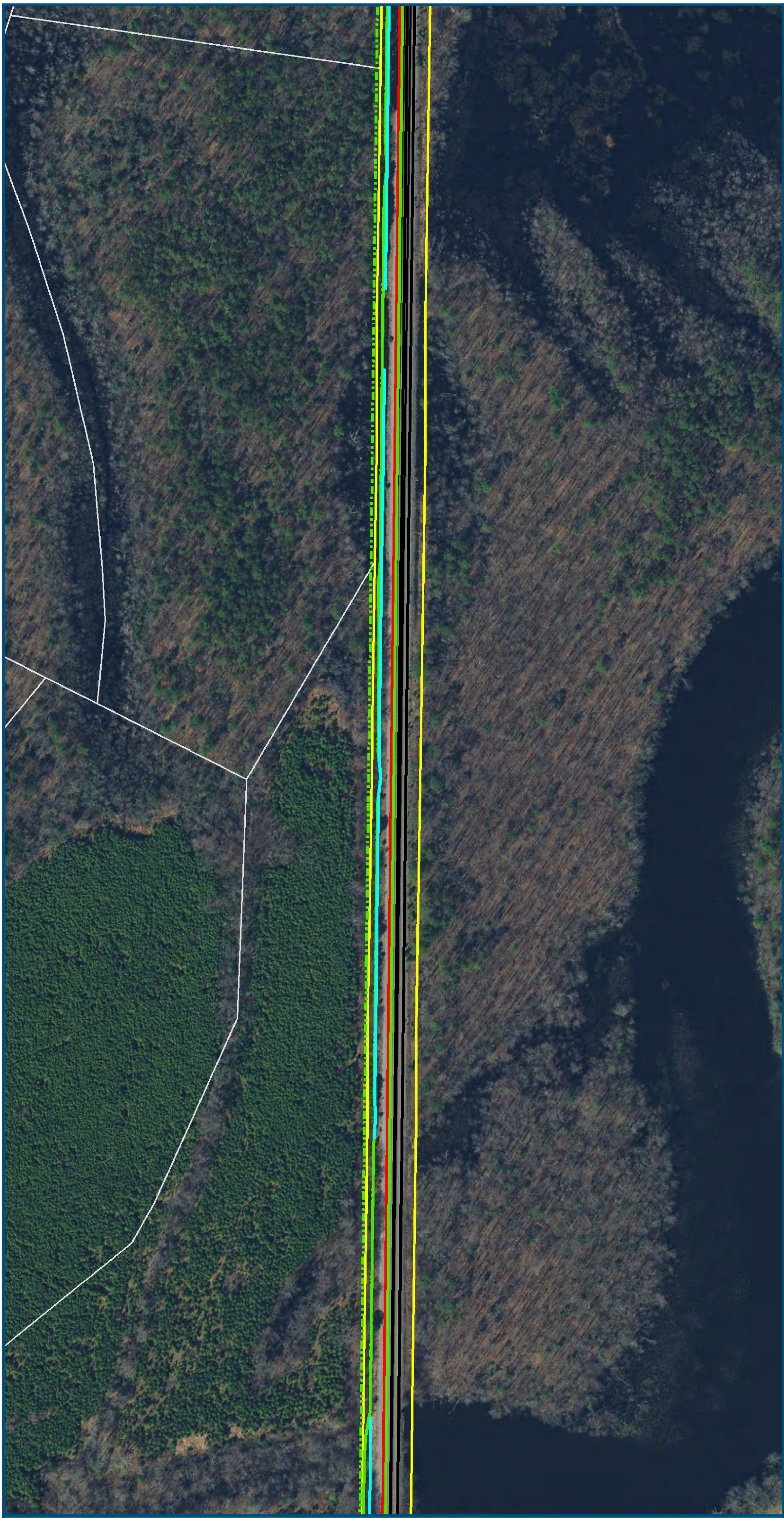

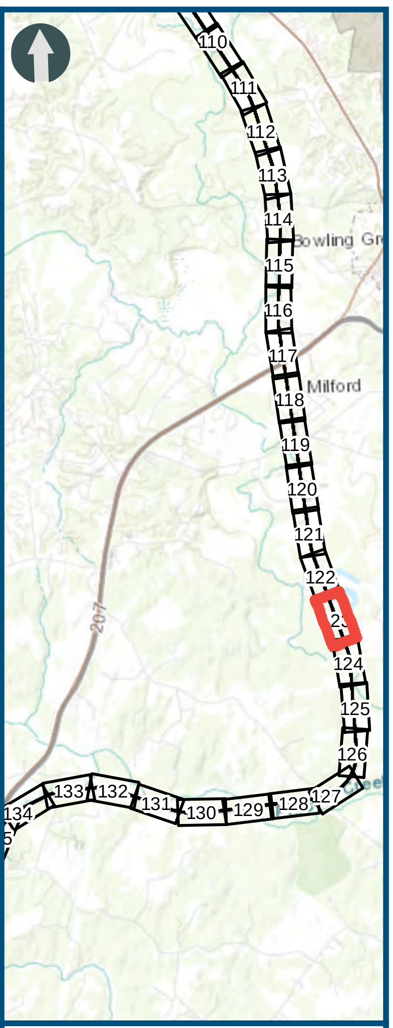

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- ━ Track - Existing
- ━ Track - Improve Existing
- ━ Track - Proposed
- ┅ Track - Proposed by others
- ━ Track - Remove
- ━ Crossover/Turnout - Proposed
- ┅ Crossover/Turnout - Proposed by others
- ┅ Crossover/Turnout - Remove
- ━ Retaining Walls
- ┅ Retaining Walls - Proposed by others
- ▭ Bridge
- ⬚ Bridge - Proposed by others
- ▭ Roadway
- ⬚ Roadway - Proposed by others
- ━ Edge of Pavement
- ┅ Roadway Centerline
- ━ Median Separators
- ━ Gate/Quad Gate
- ┅ Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
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- ■ Drainage Culvert Crossings
- ━ Drainage Directional Arrows
- ● Stations
- ■ Station Platform - Existing
- ▭ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▭ Station Platform - Remove
- ▭ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Preferred Alternative Mapbook

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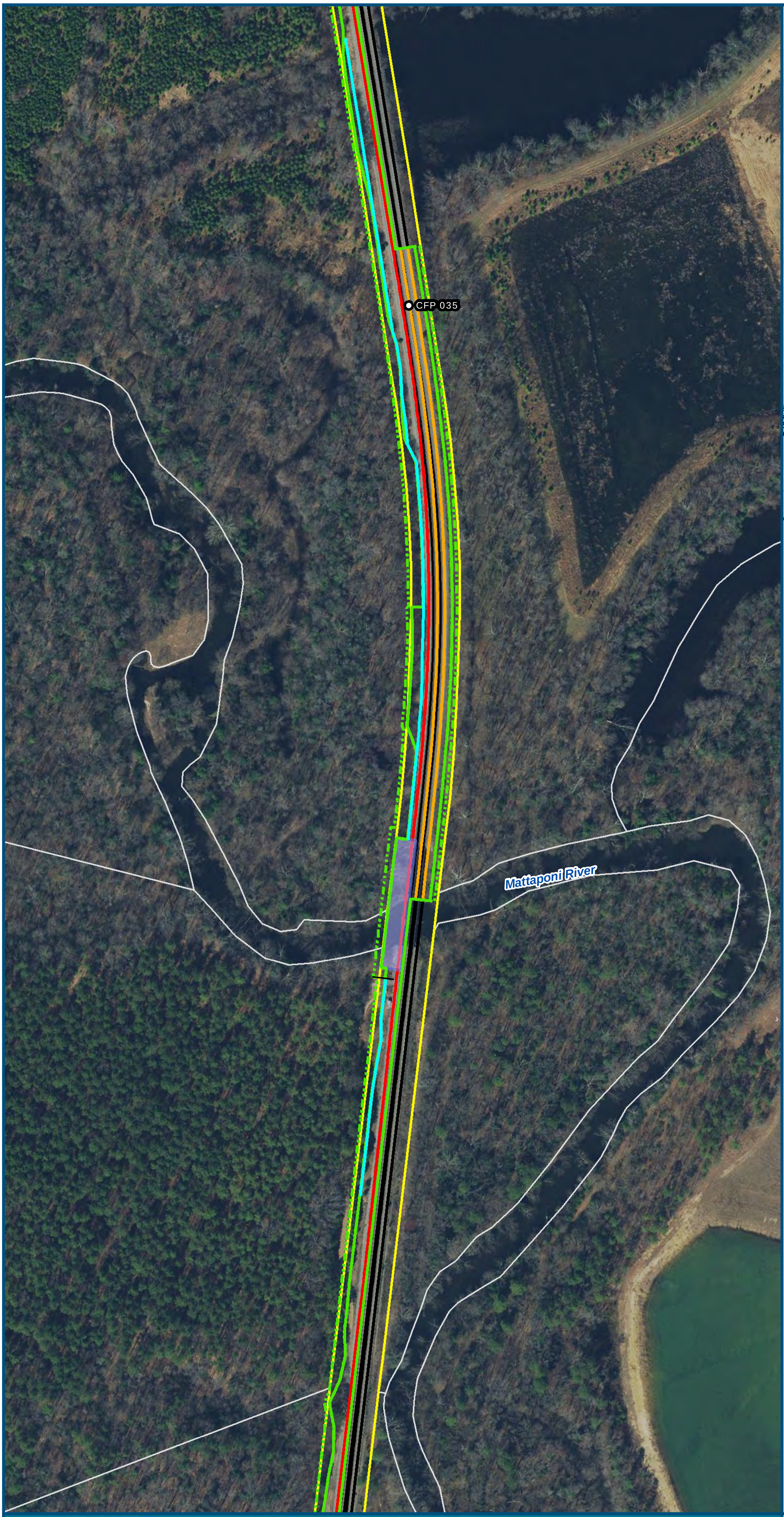

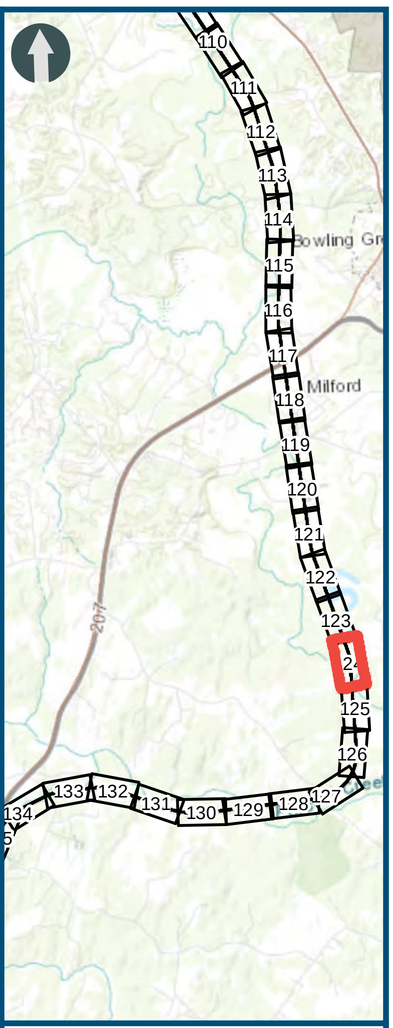

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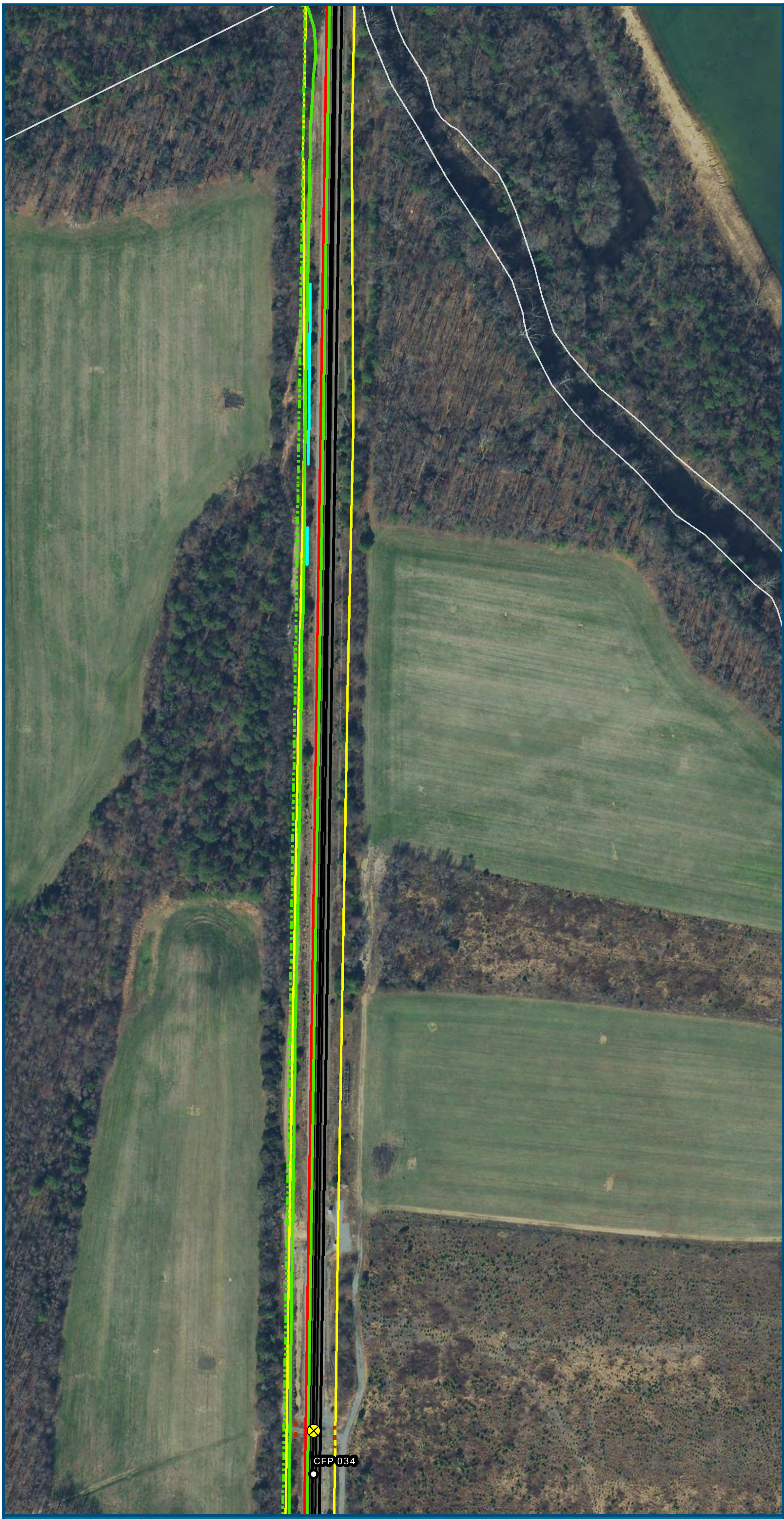

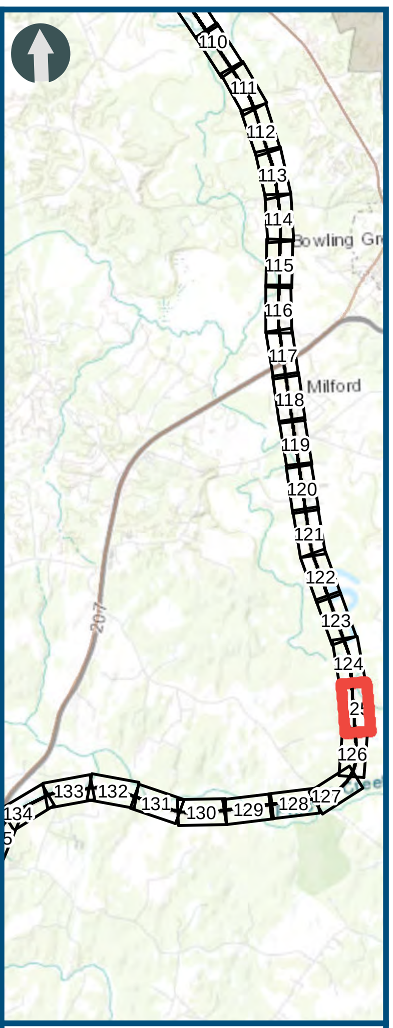

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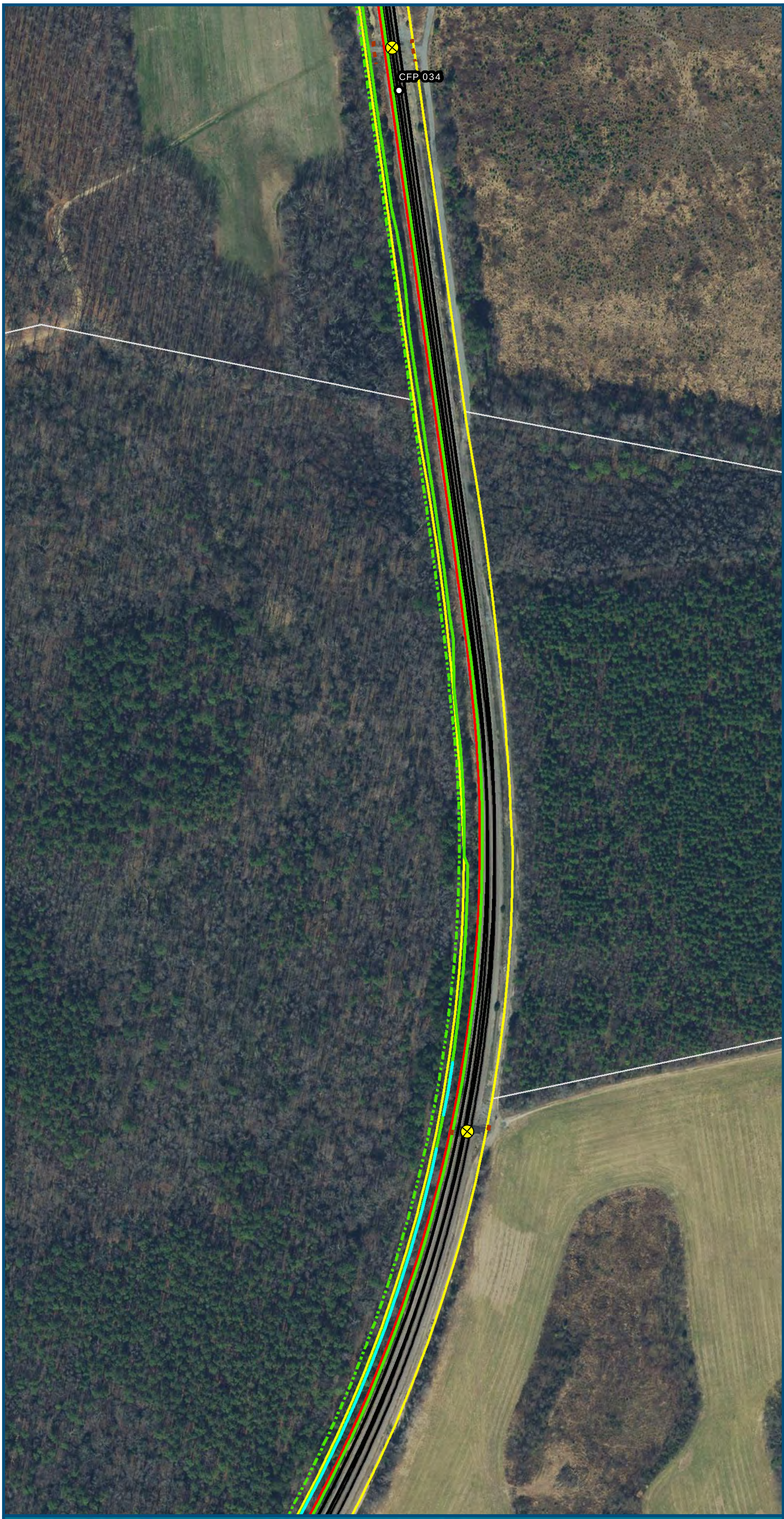

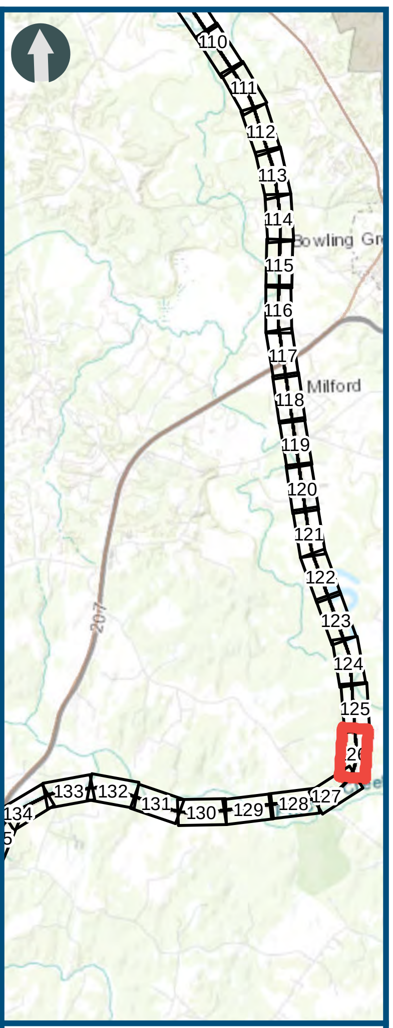

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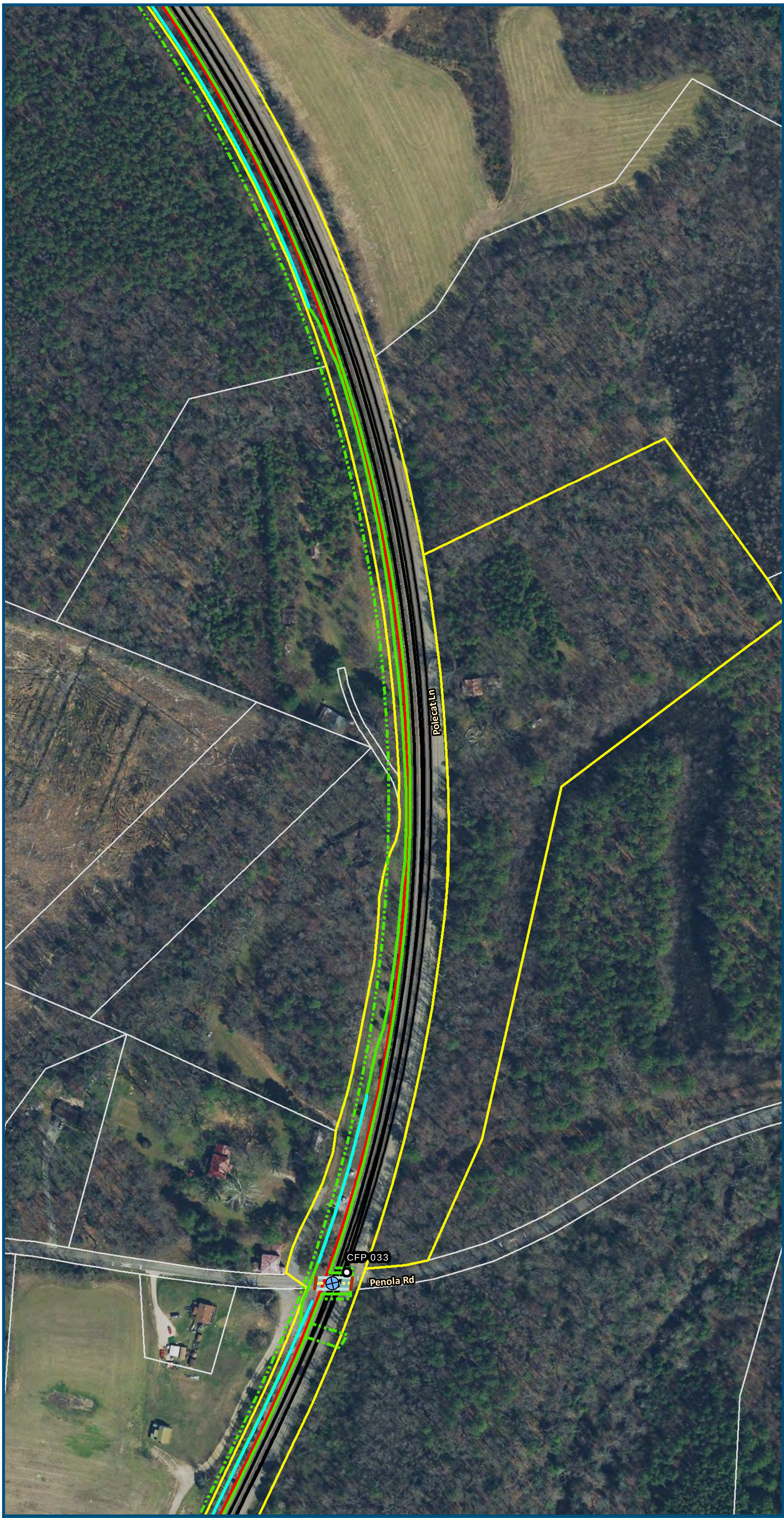

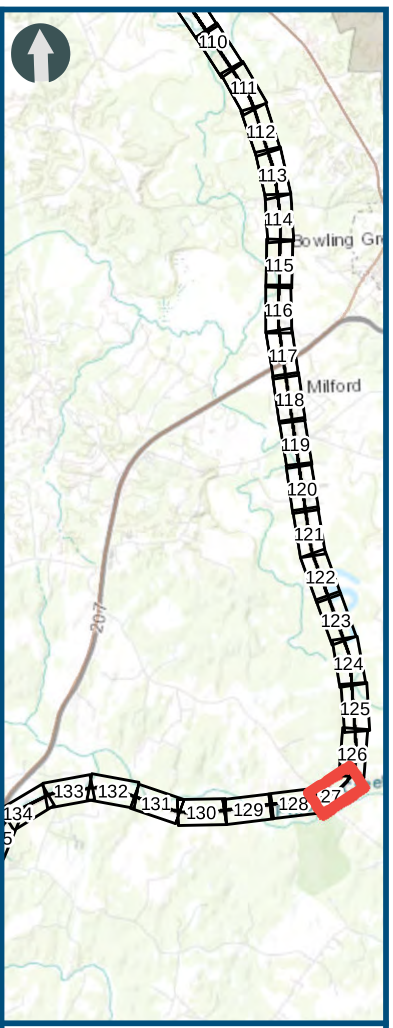

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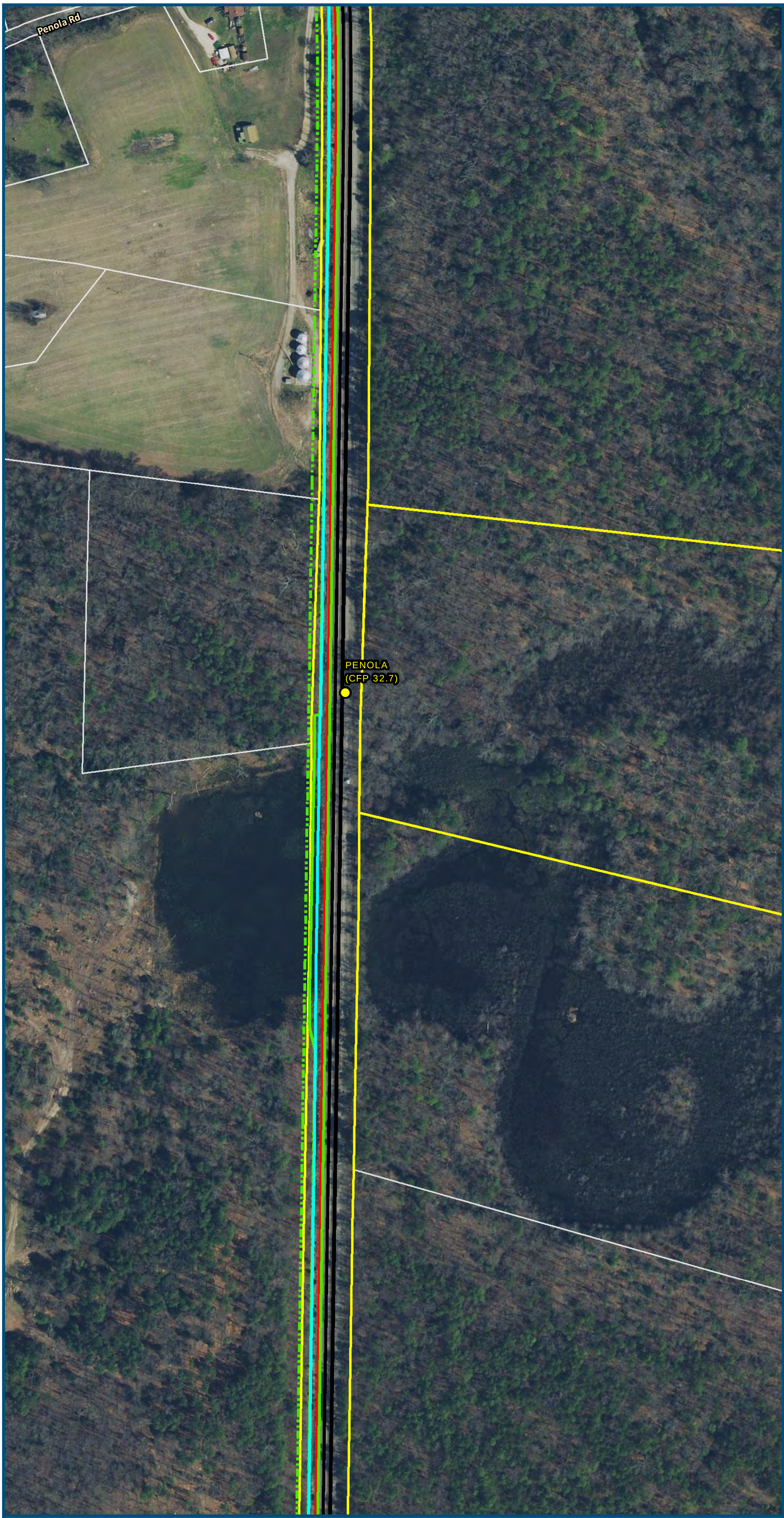

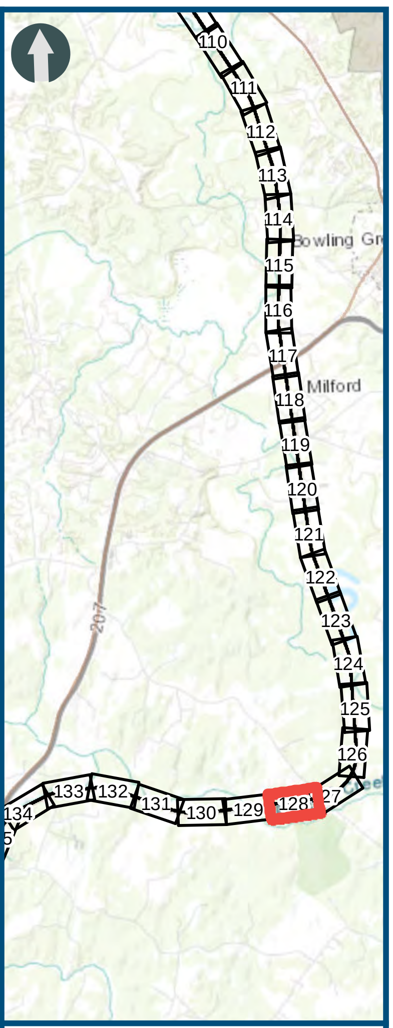

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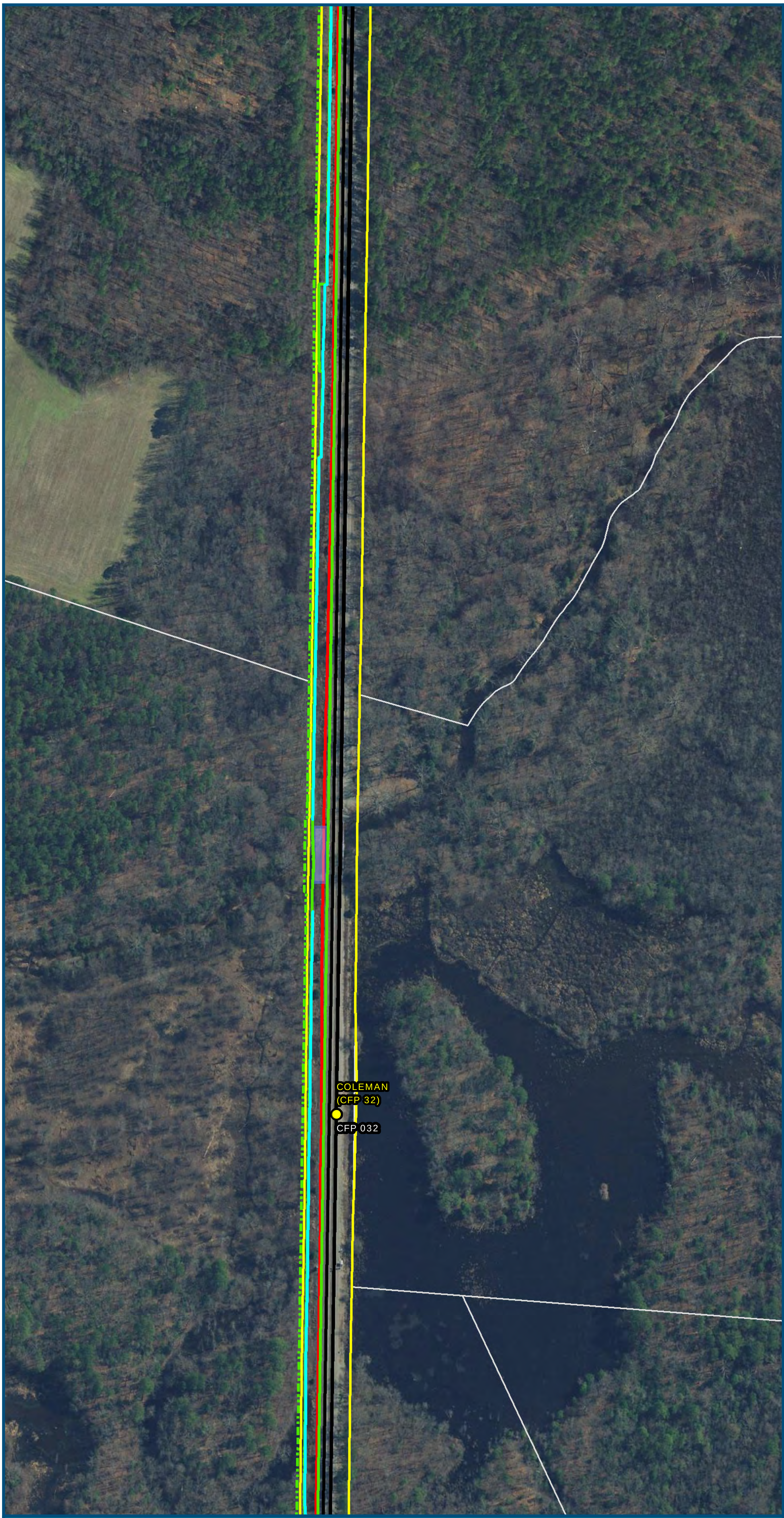
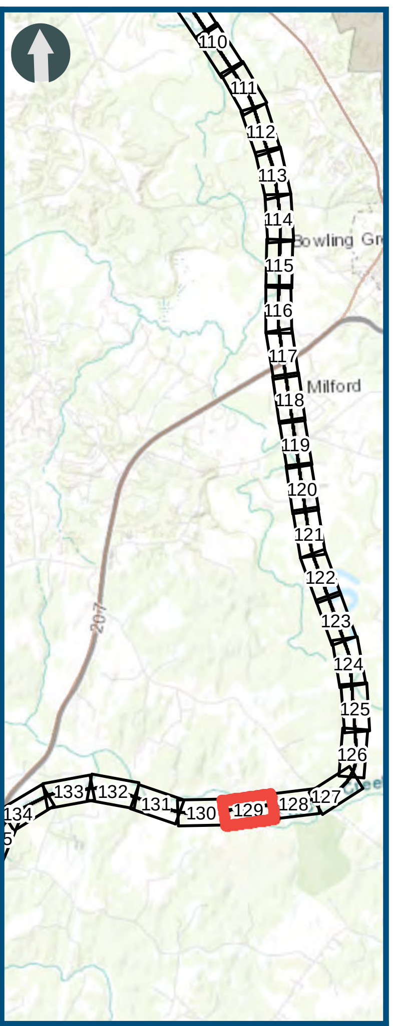
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL





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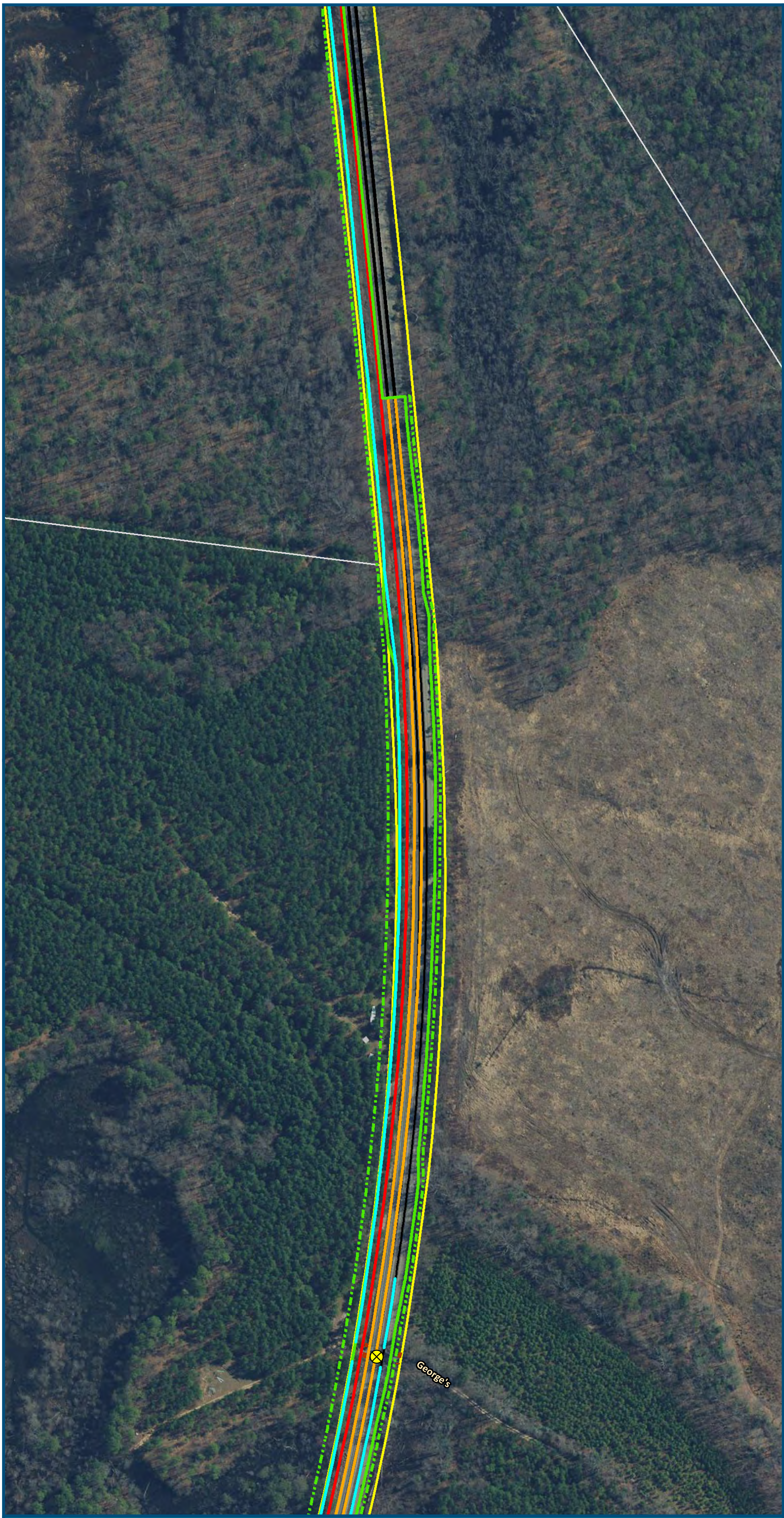

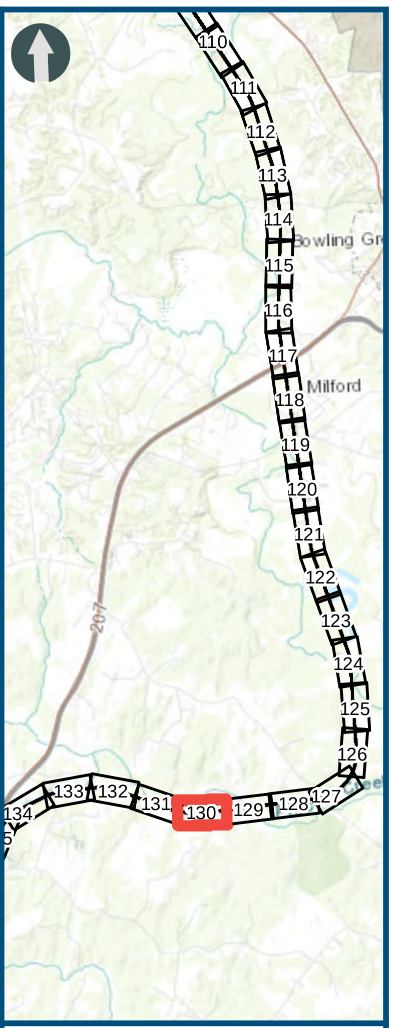

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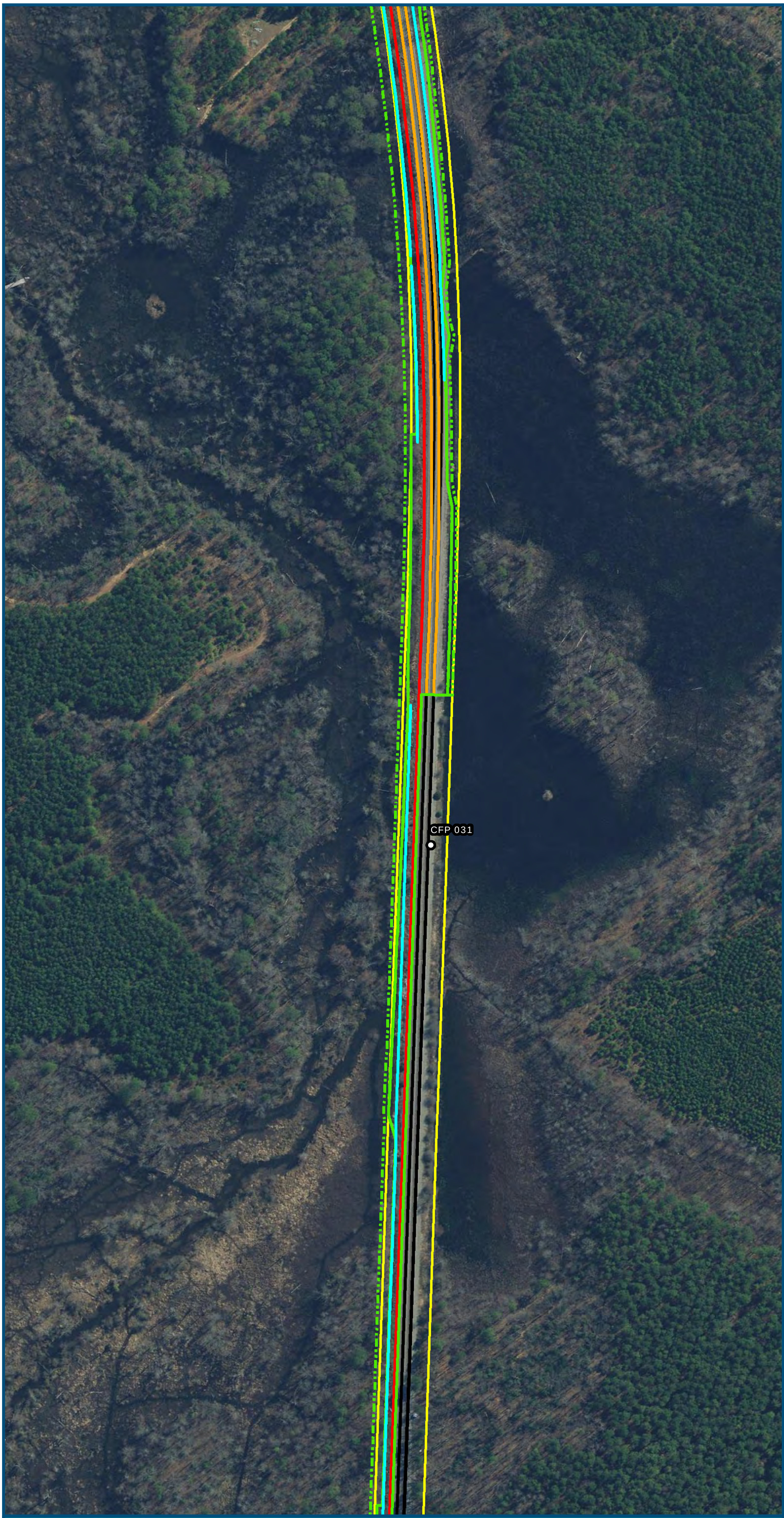

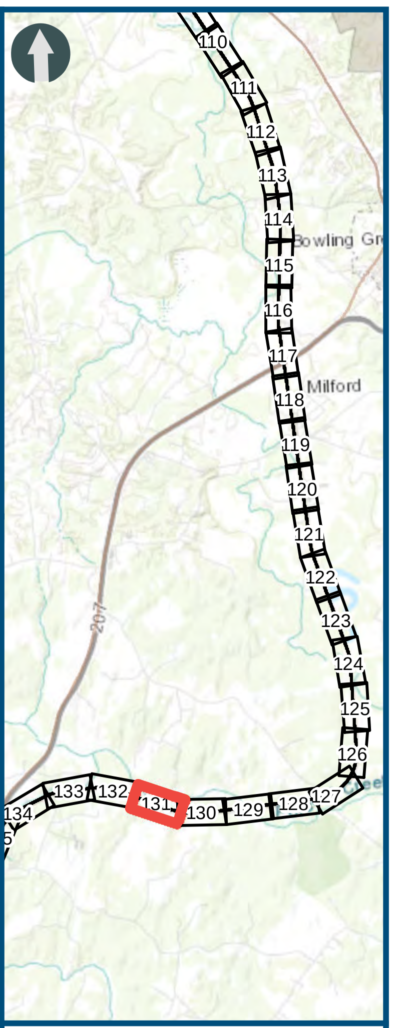

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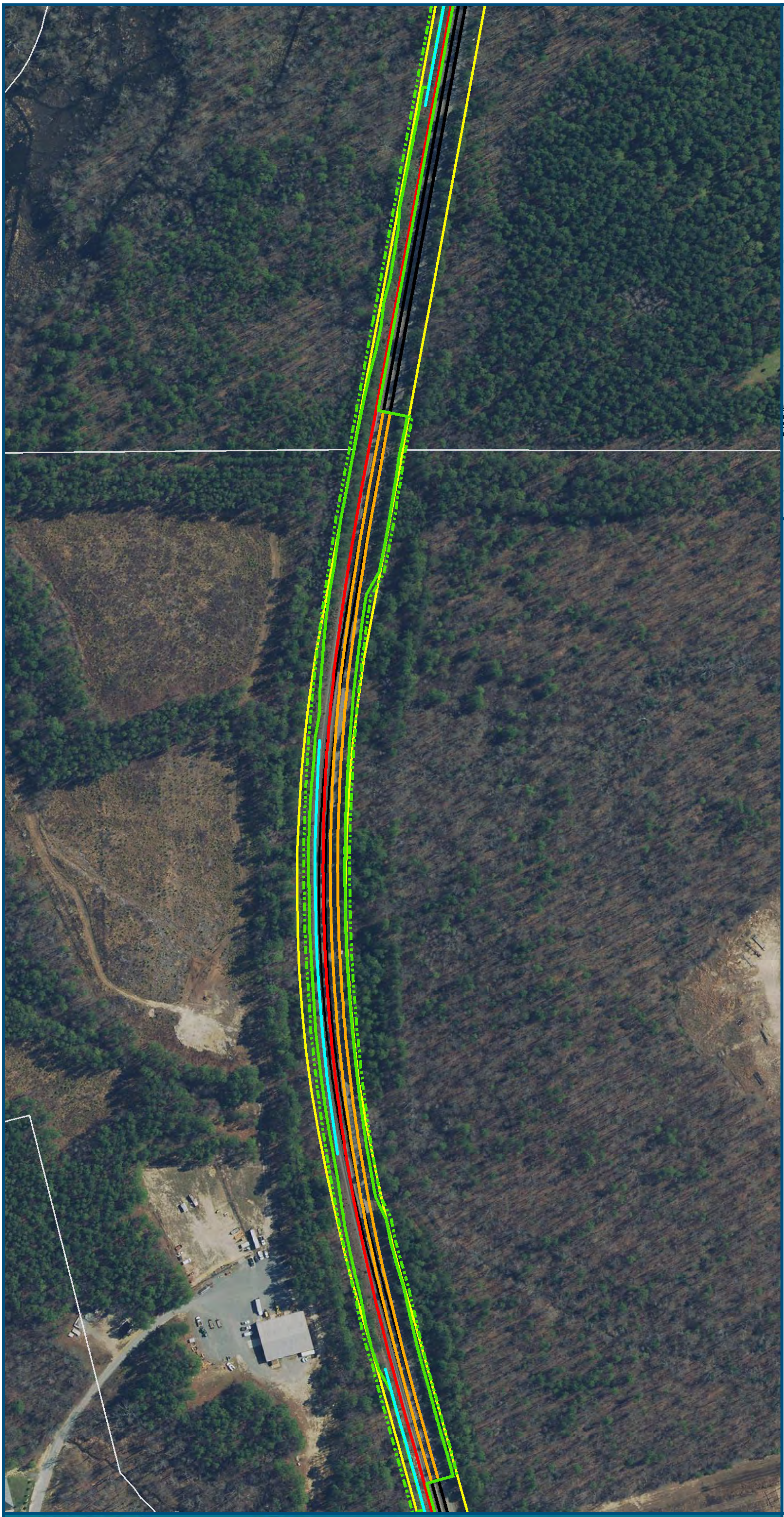

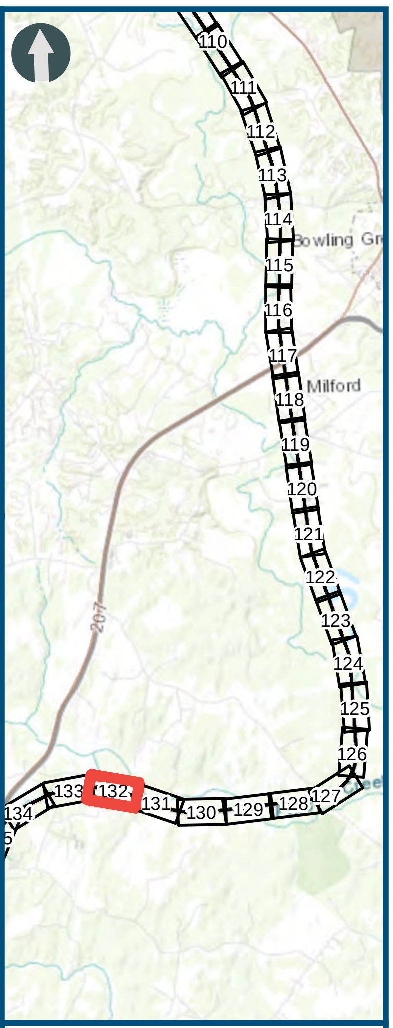

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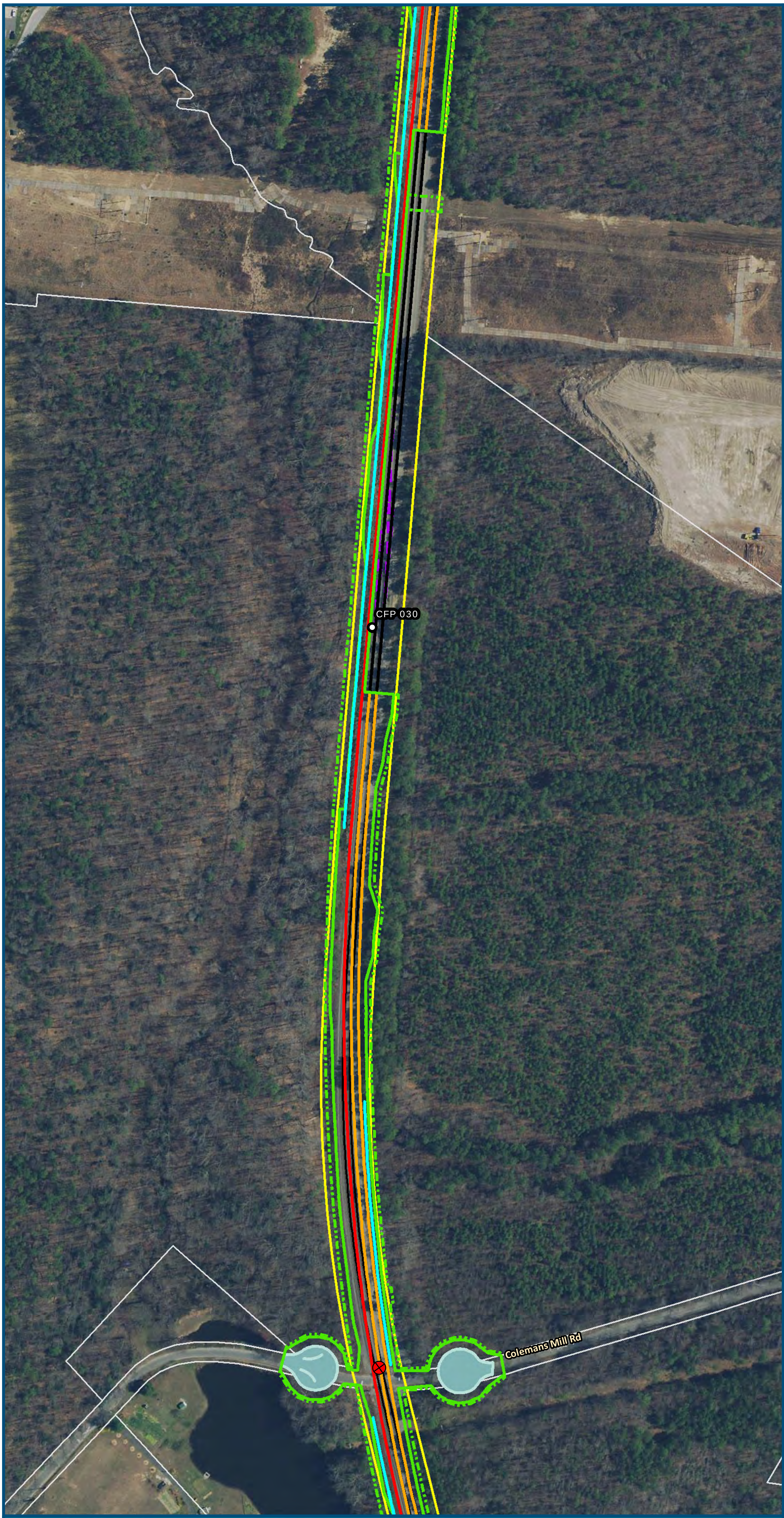

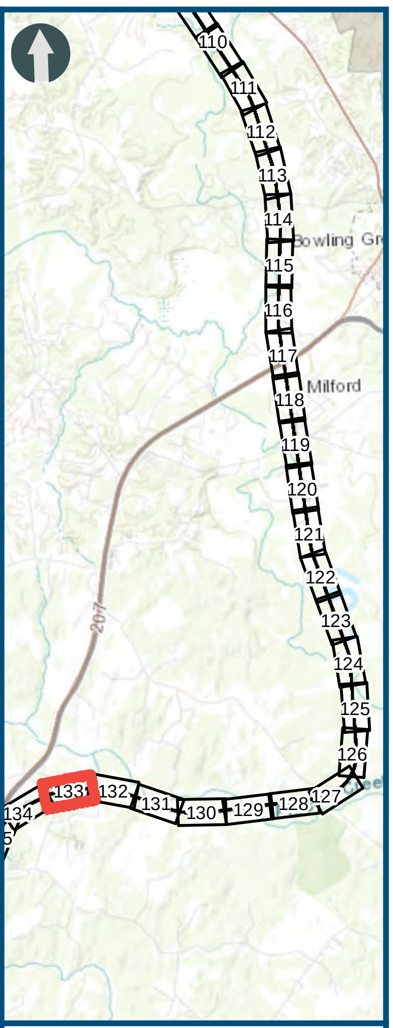

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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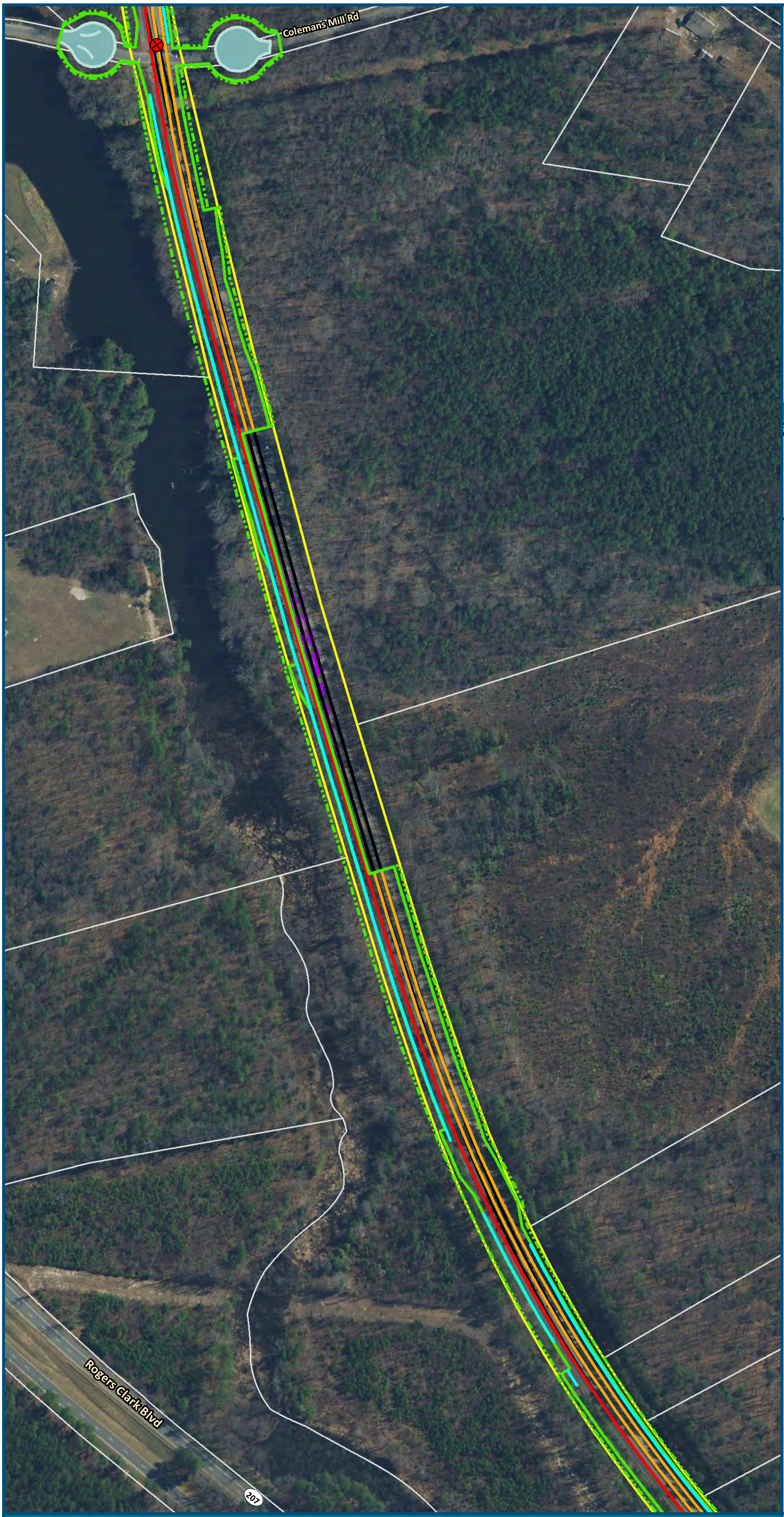

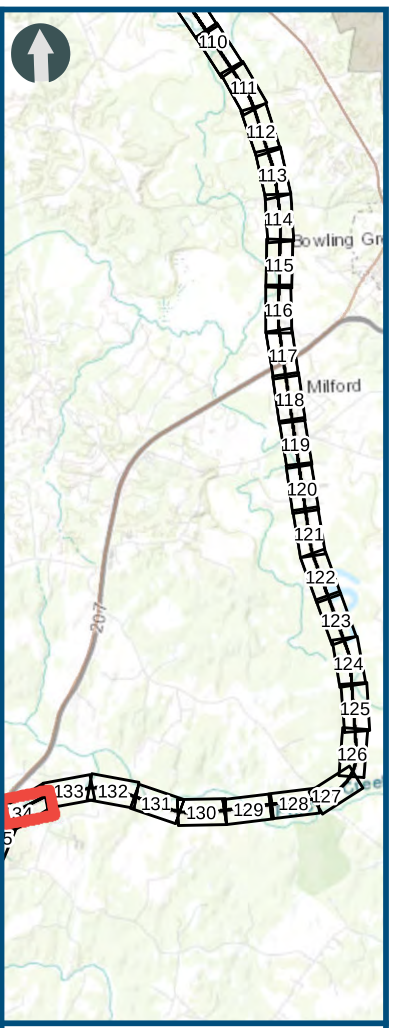

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
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- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
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- Drainage Culvert Crossings
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- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
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- City/County Parcels
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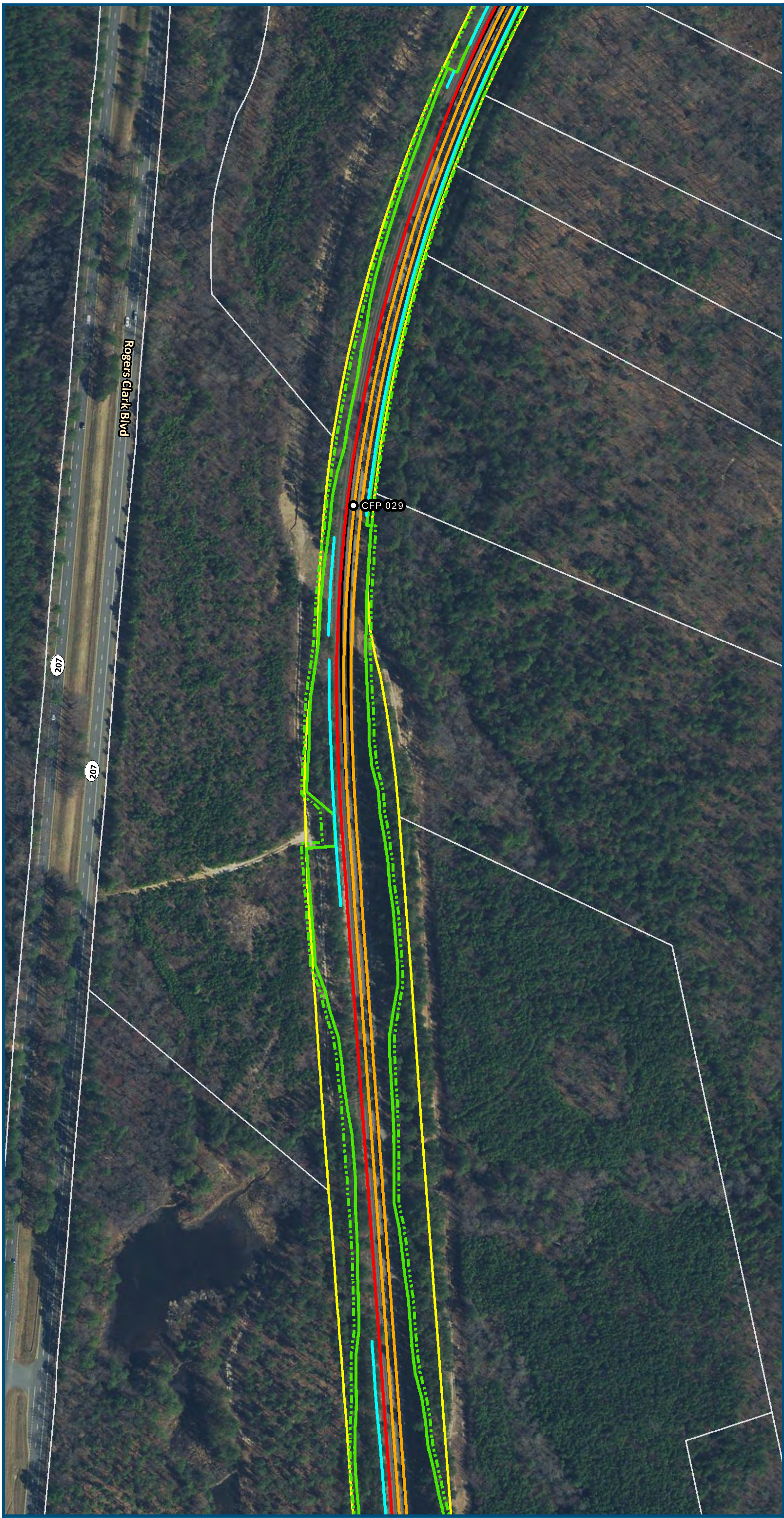
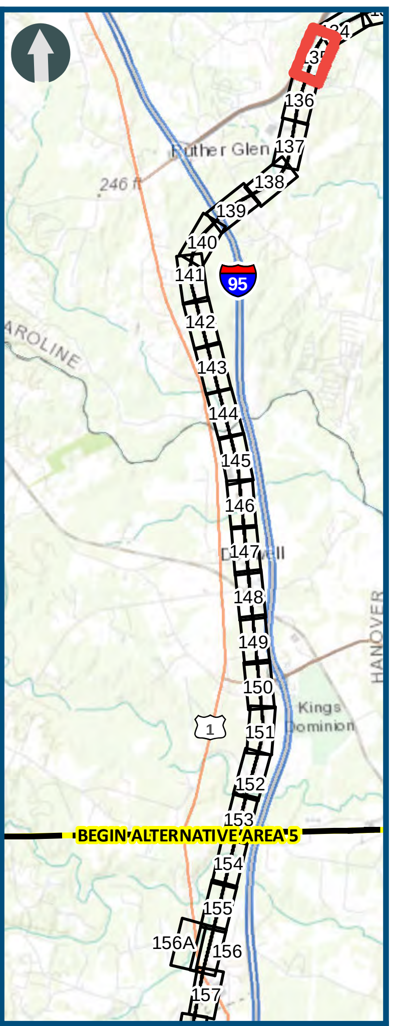

Rogers Clark Blvd
207
207
CFP 029


135
136
Ruther Glen
137
138
246 ft
139
140
141
95
142
AROLINE
143
144
145
146
147
148
149
150
1
151
Kings Dominion
HANOVER
152
153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▨ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- — Track - Existing
- — Track - Improve Existing
- — Track - Proposed
- -·- Track - Proposed by others
- — Track - Remove
- — Crossover/Turnout - Proposed
- -·- Crossover/Turnout - Proposed by others
- -·- Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ▨ Bridge - Proposed by others
- ▭ Roadway
- ▨ Roadway - Proposed by others
- — Edge of Pavement
- -·- Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- - - Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ▭ SWM Facilities
- ▭ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
- ▭ Station Platform - Existing
- ▭ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▨ Station Platform - Remove
- ▭ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▨ City/County Boundary

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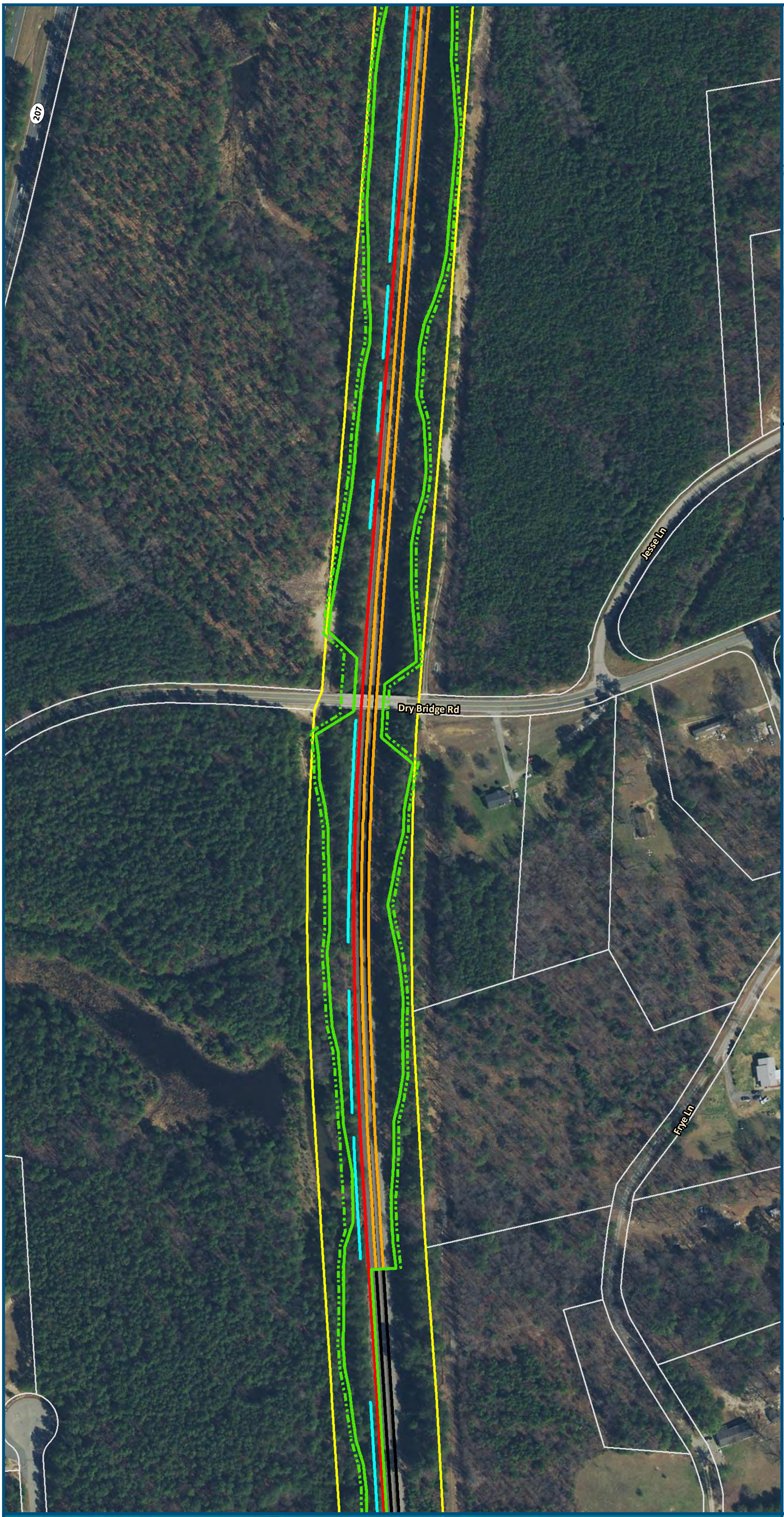
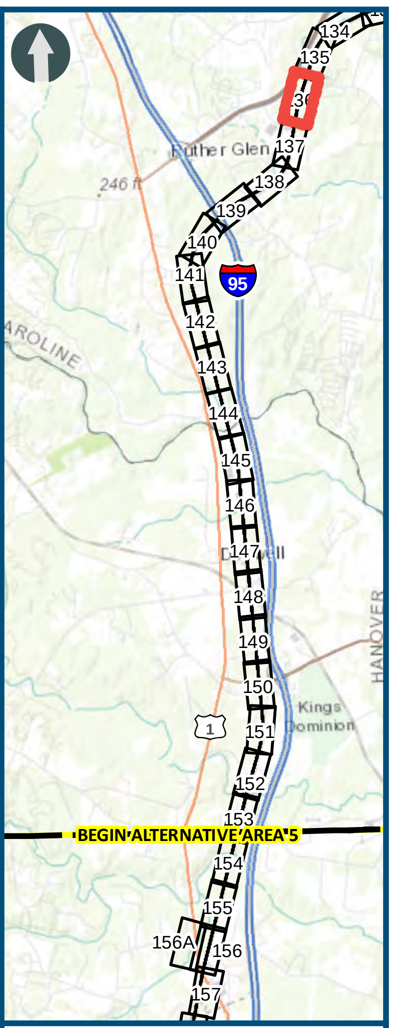

207
Jesse Ln
Dry Bridge Rd
Frye Ln


134
135
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Ruther Glen
137
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246 ft
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95
142
AROLINE
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148
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150
1
151
Kings Dominion
HANOVER
152
153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▨	Temporary Limits of Disturbance
○	CSXT Mileposts
●	Control Point/Interlocking
—	Track - Existing
—	Track - Improve Existing
—	Track - Proposed
-·-	Track - Proposed by others
—	Track - Remove
—	Crossover/Turnout - Proposed
-·-	Crossover/Turnout - Proposed by others
-·-	Crossover/Turnout - Remove
—	Retaining Walls
-·-	Retaining Walls - Proposed by others
▨	Bridge
▨	Bridge - Proposed by others
▨	Roadway
▨	Roadway - Proposed by others
—	Edge of Pavement
- -	Roadway Centerline
—	Median Separators
—	Gate/Quad Gate
- -	Locking Gate
⊗	Crossing - Closure
⊗	Crossing - Grade Separate
⊗	Crossing - Four-Quadrant Gate
⊗	Crossing - Gates with Center Median Treatment
⊗	Crossing - Locking Gate (Private)
▨	SWM Facilities
▨	Drainage Culvert Crossings
—	Drainage Directional Arrows
●	Stations
▨	Station Platform - Existing
▨	Station Platform - Proposed
▨	Station Platform - Proposed by others
▨	Station Platform - Remove
▨	Building/Structure
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels
☐	City/County Boundary

Preferred Alternative Mapbook

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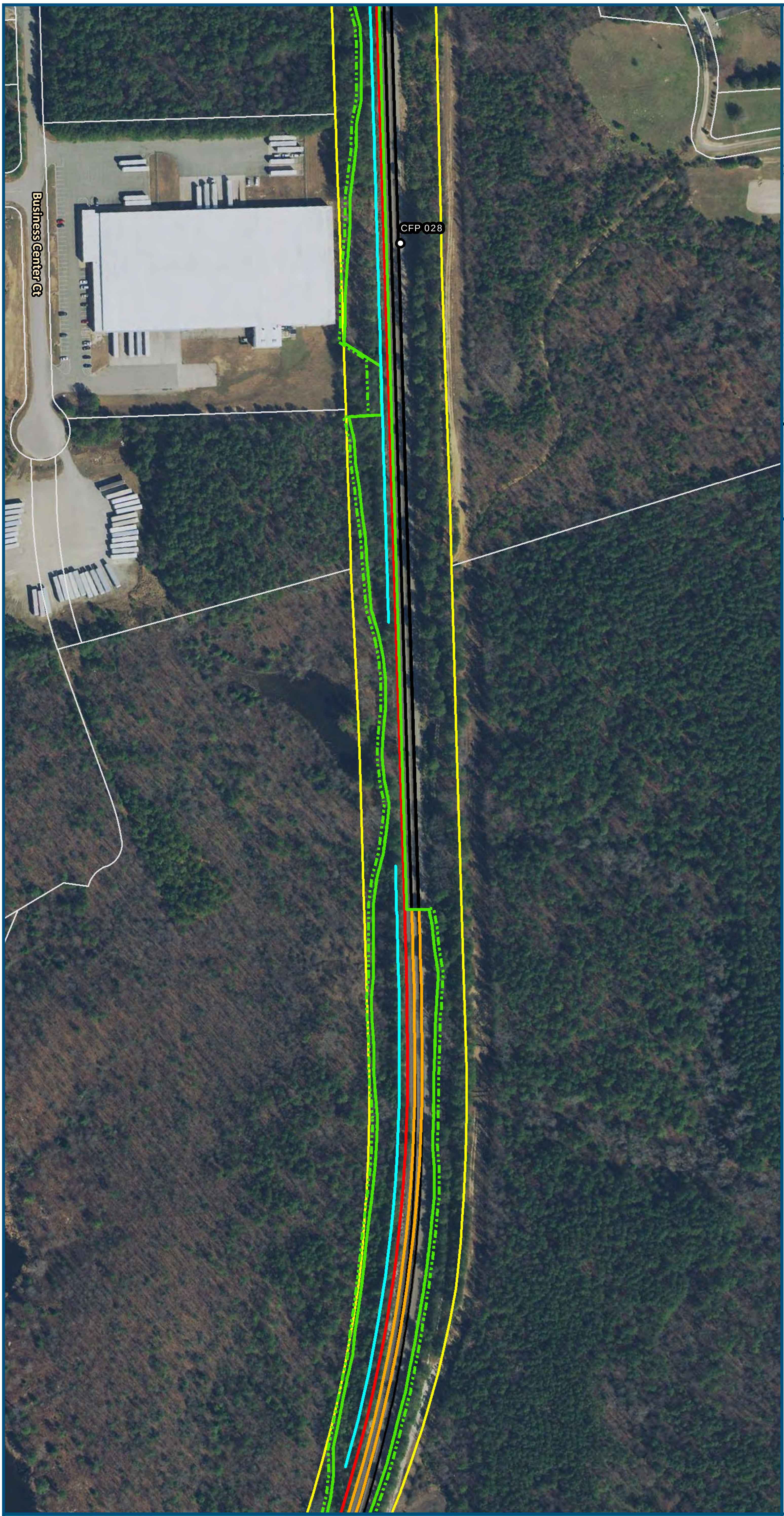
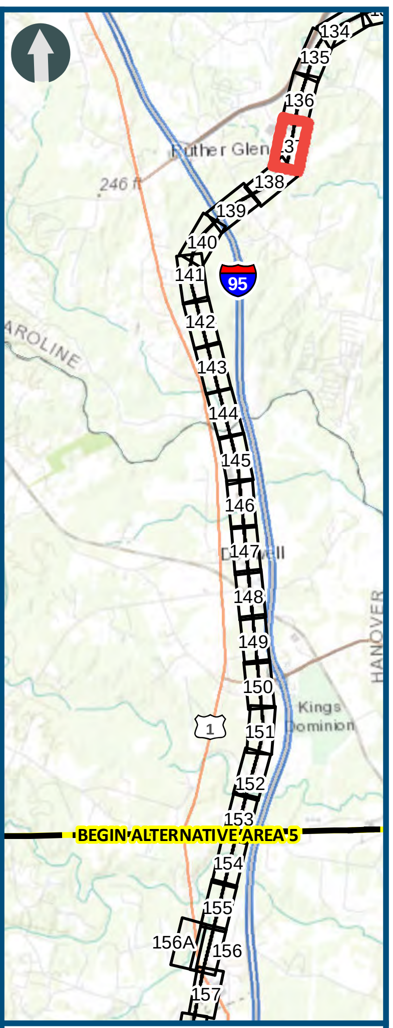

Business Center Ct
CFP 028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153
154
155
156A
156
157
Ruther Glen
246 ft
95
1
CAROLINE
HANOVER
Kings Dominion
BEGIN ALTERNATIVE AREA 5

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
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- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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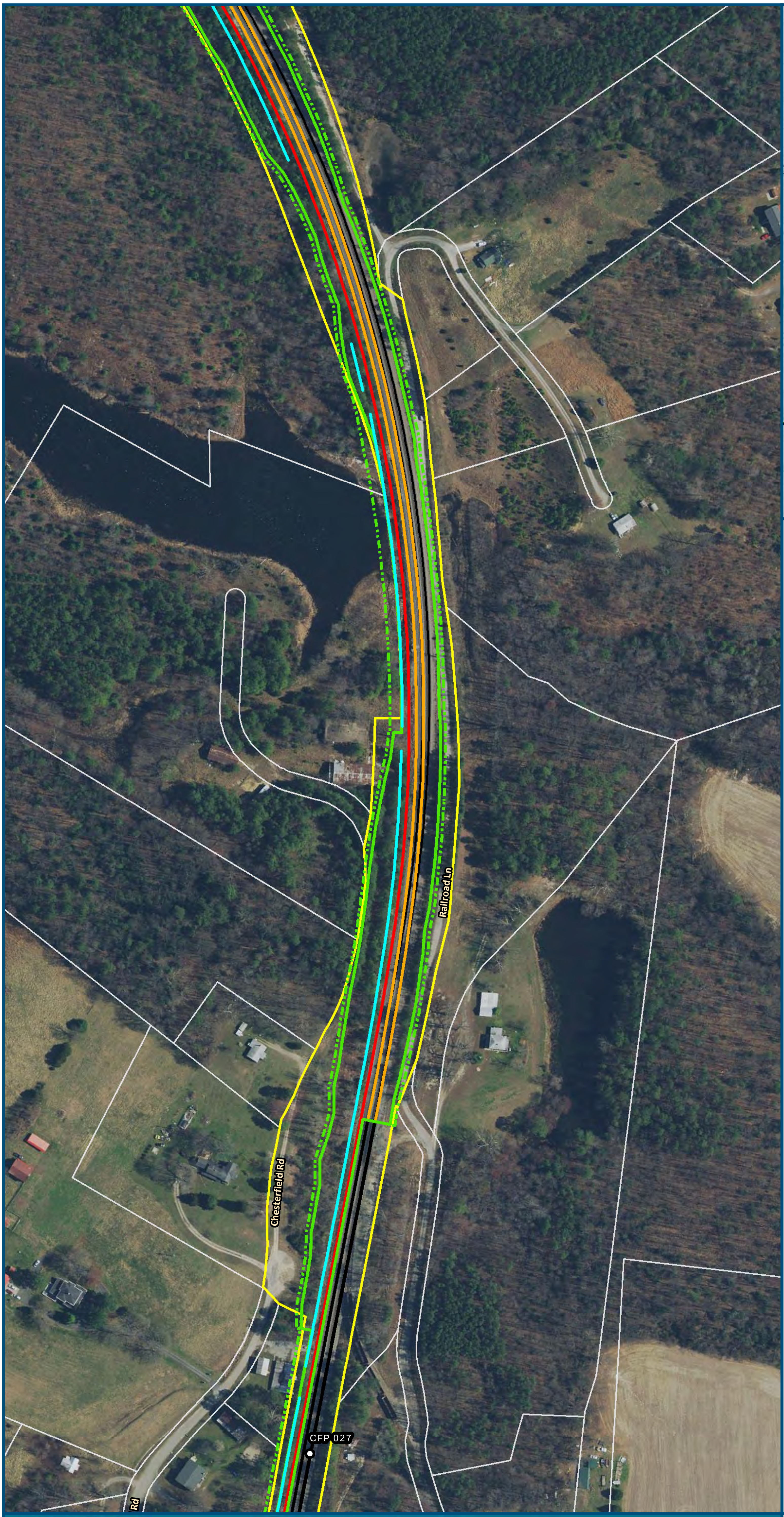
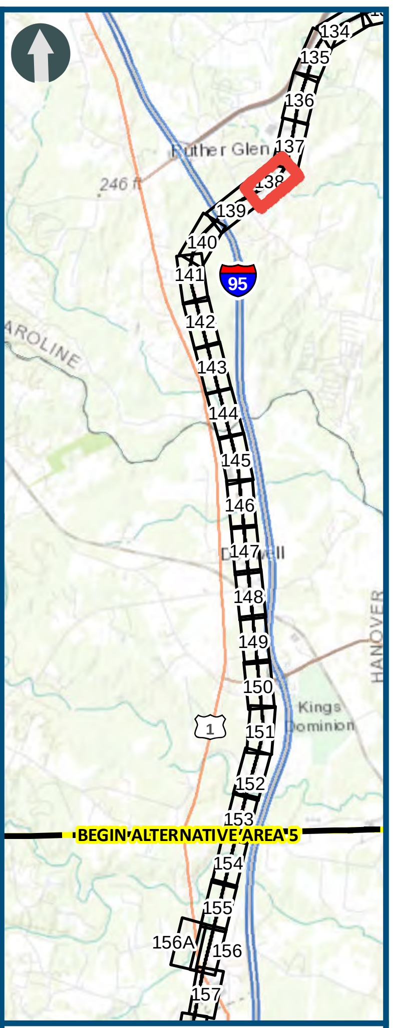

Railroad Ln
Chesterfield Rd
CFP 027
Rd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135
136
Ruther Glen
137
138
246 ft
139
140
141
95
CAROLINE
142
143
144
145
146
147
148
149
150
1
Kings Dominion
HANOVER
151
152
153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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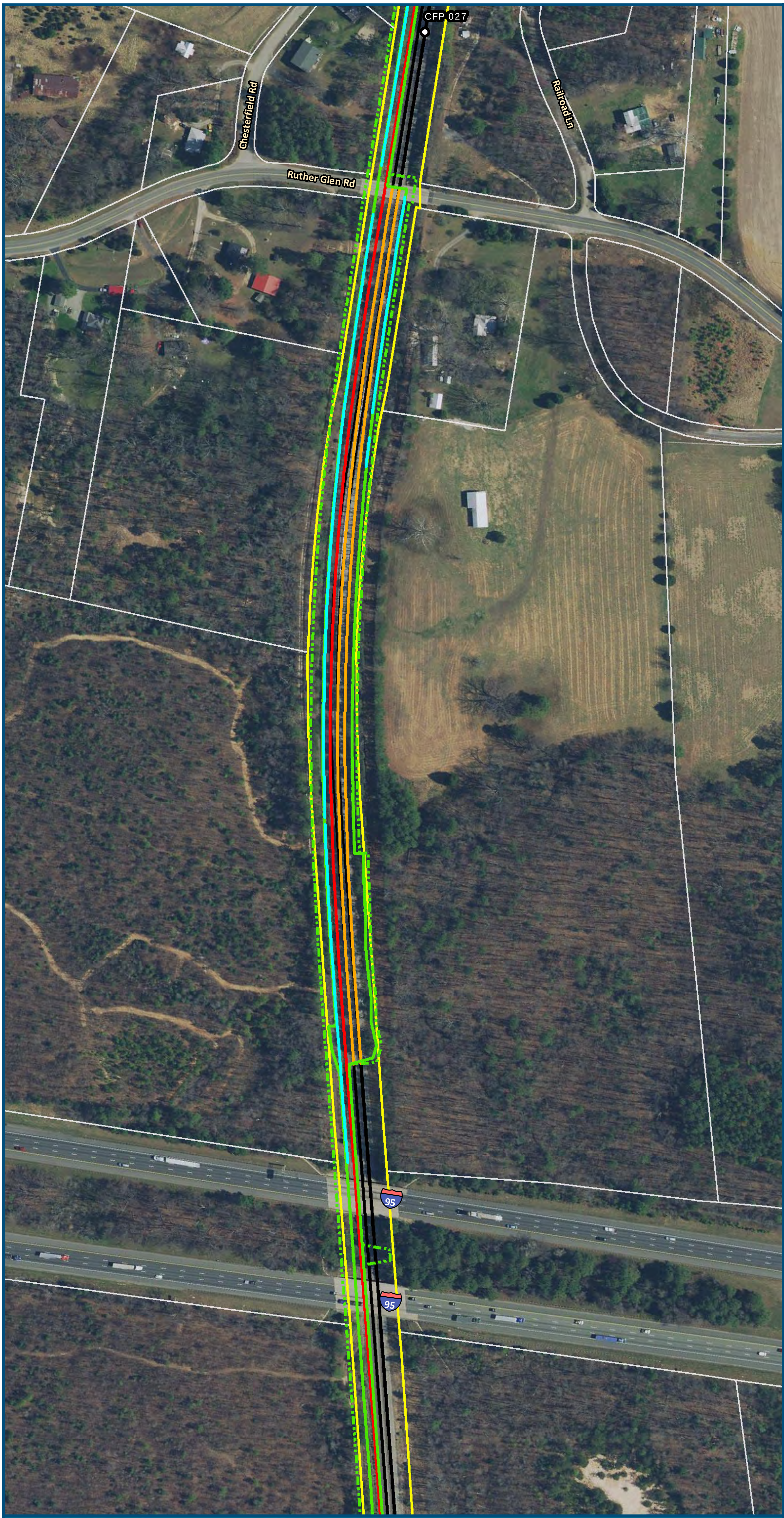
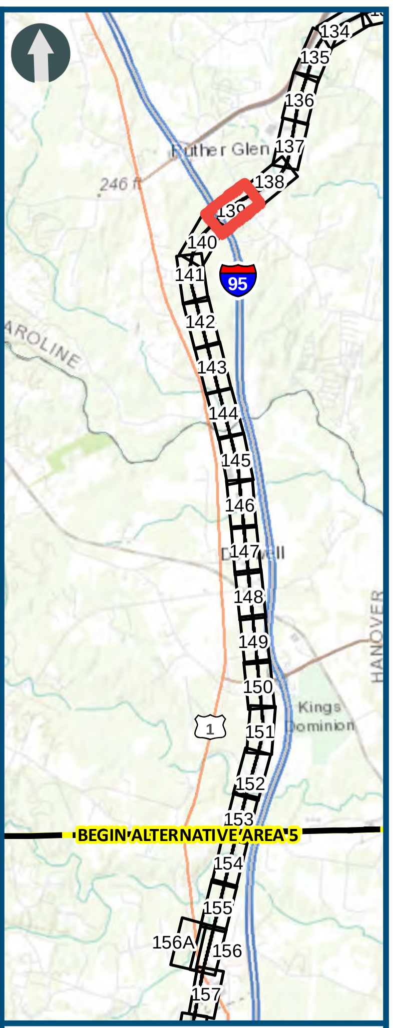

CFP 027
Chesterfield Rd
Railroad Ln
Ruther Glen Rd
95
95


134
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Ruther Glen
137
246 ft
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CAROLINE
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149
150
Kings Dominion
HANOVER
1
151
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153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157

0 100 200
Feet
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- Bridge - Proposed by others
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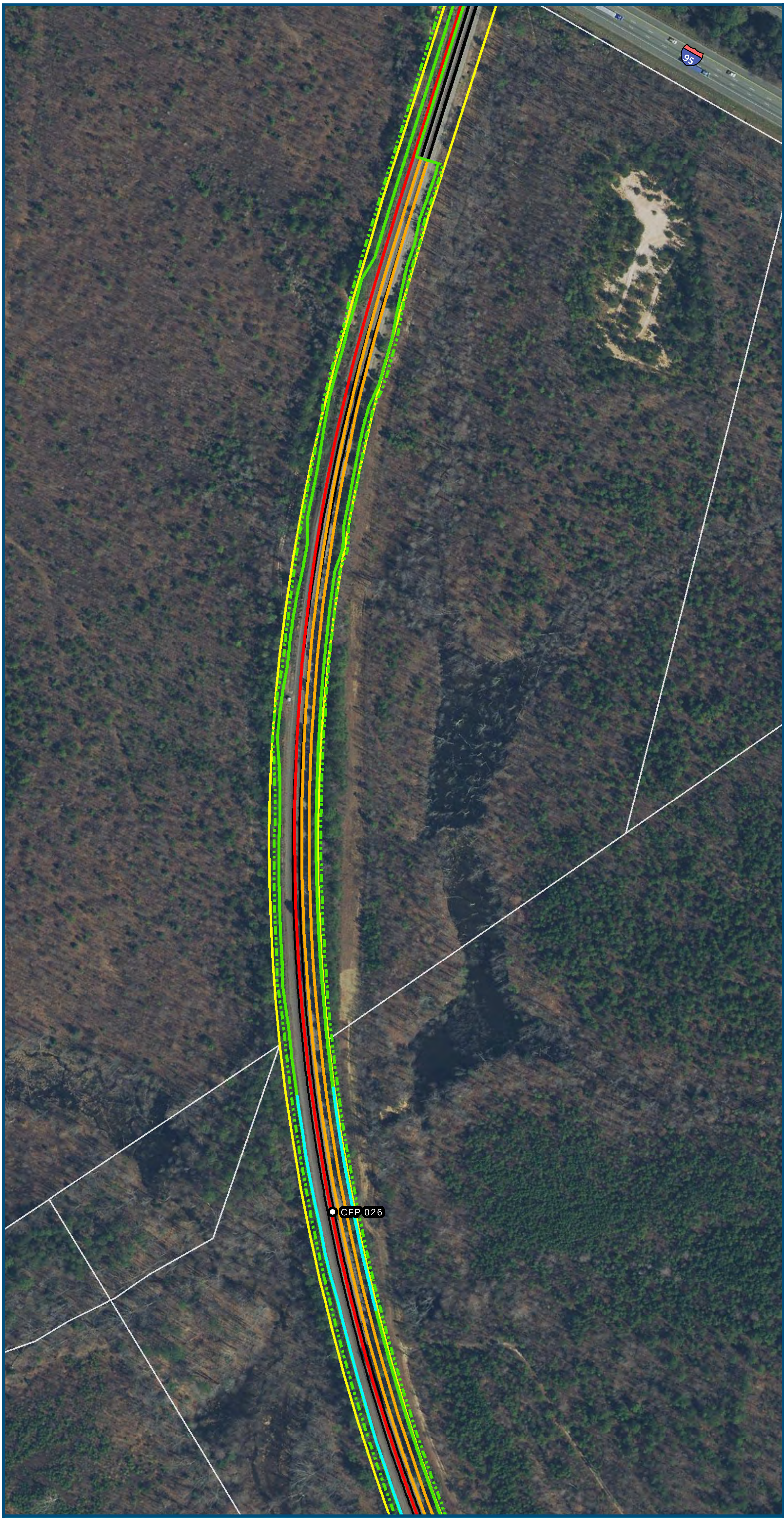

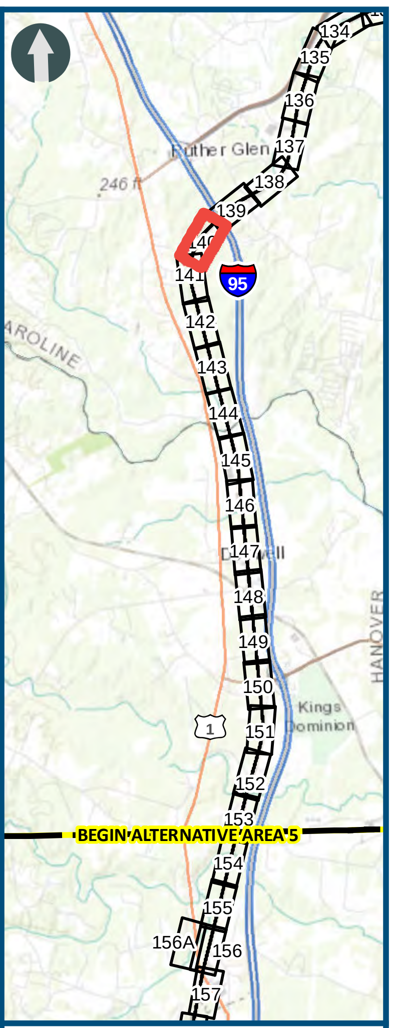

0 100 200
Feet
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State Plane Virginia North FIPS 4501 Feet
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DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

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DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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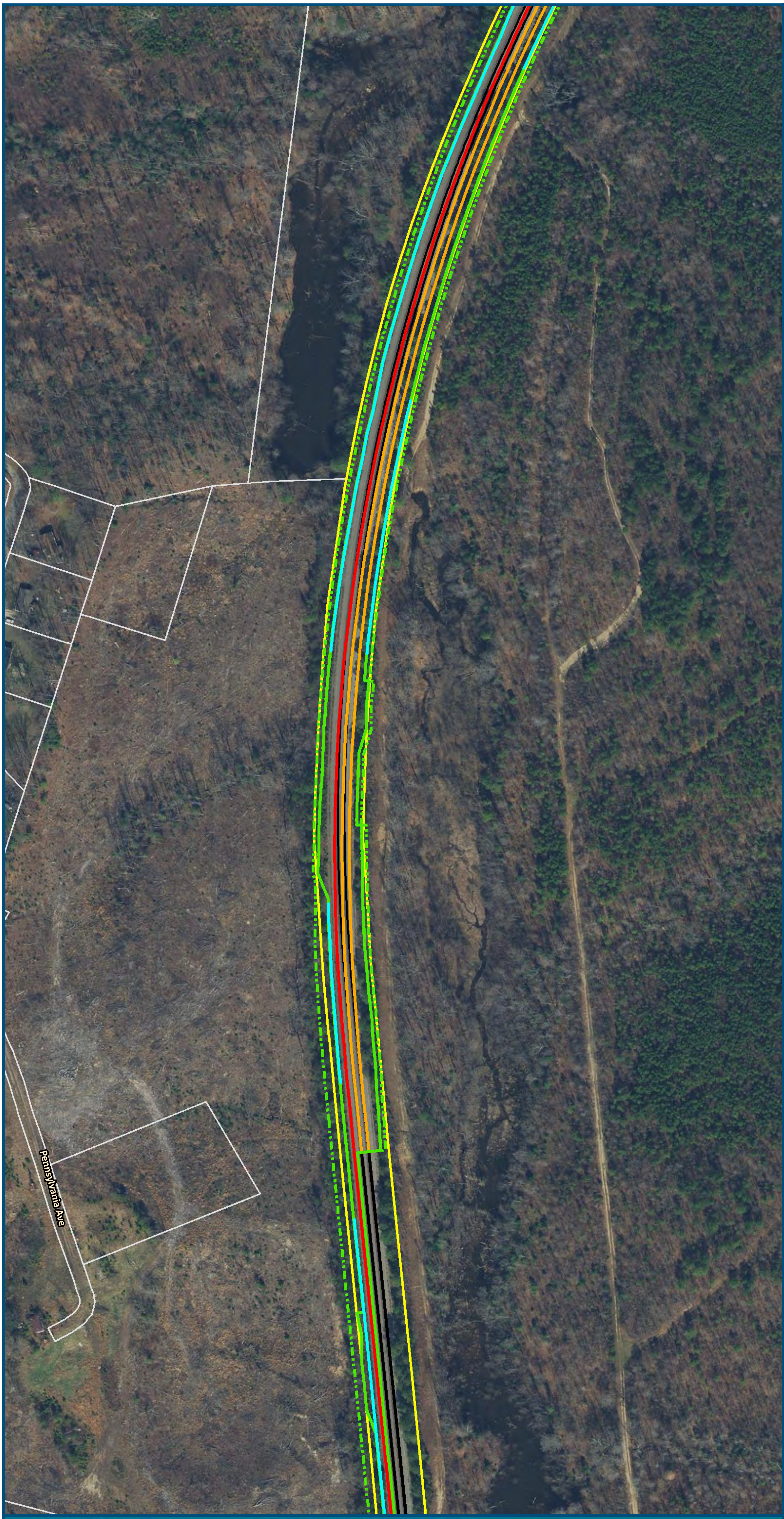
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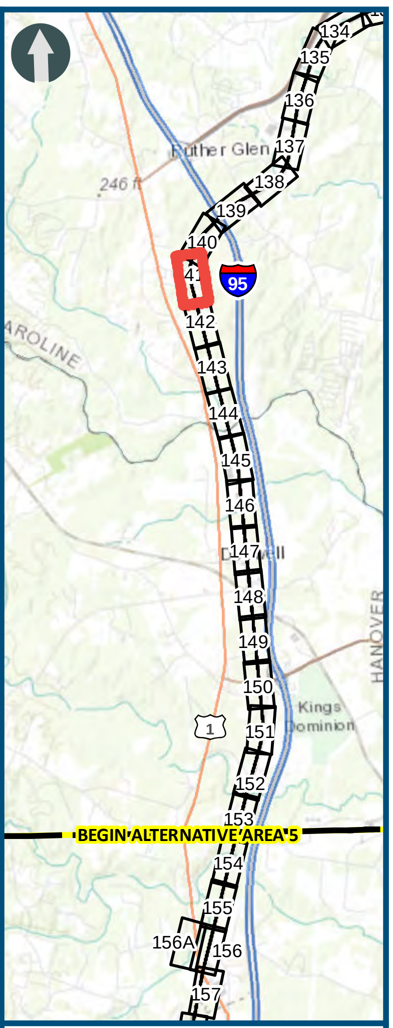
134
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Ruther Glen
137
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246 ft
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CAROLINE
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HANOVER
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Kings Dominion
1
151
152
153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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- CSXT Mileposts
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- Track - Existing
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- Drainage Culvert Crossings
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- Station Platform - Existing
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Preferred Alternative Mapbook

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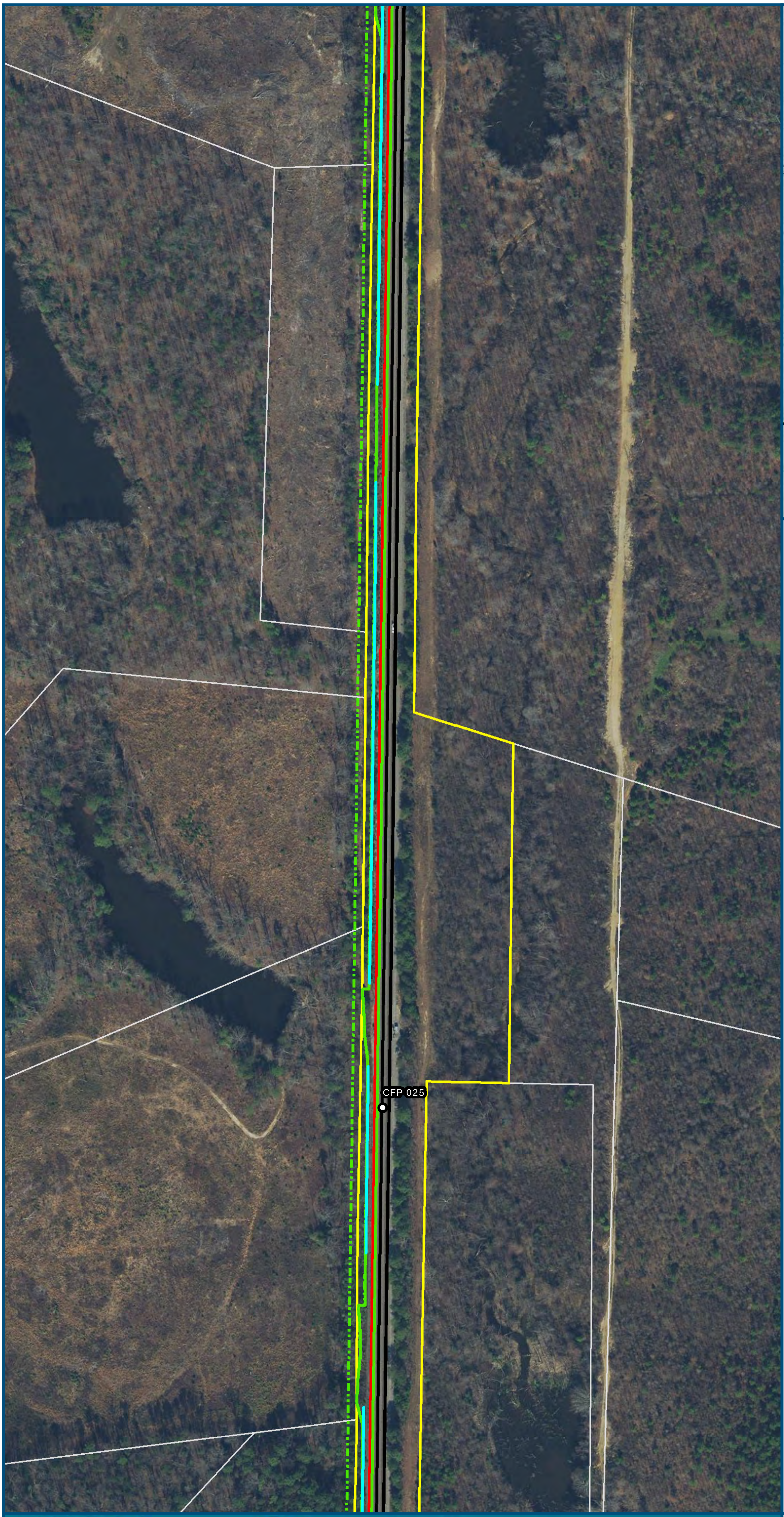

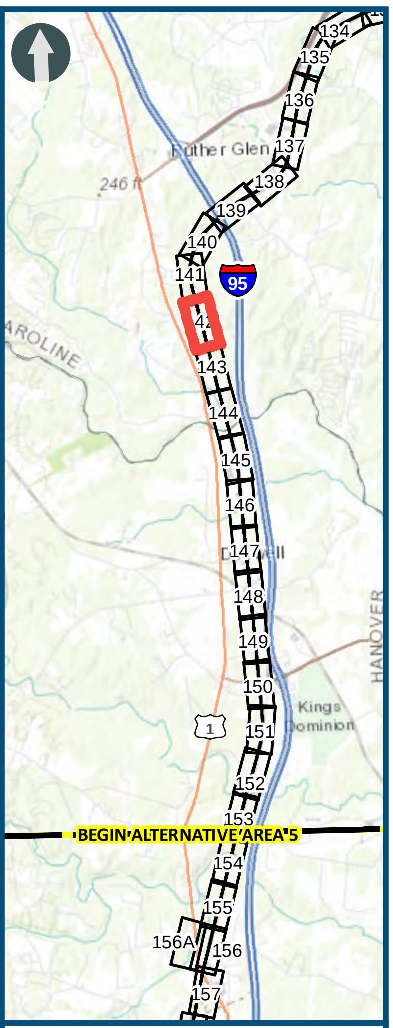

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- — Track - Existing
- — Track - Improve Existing
- — Track - Proposed
- -·- Track - Proposed by others
- — Track - Remove
- — Crossover/Turnout - Proposed
- -·- Crossover/Turnout - Proposed by others
- -- Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ▭ Bridge - Proposed by others
- ▭ Roadway
- ▭ Roadway - Proposed by others
- — Edge of Pavement
- -- Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- -- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ■ SWM Facilities
- ■ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
- ■ Station Platform - Existing
- ■ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▭ Station Platform - Remove
- ■ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Preferred Alternative Mapbook

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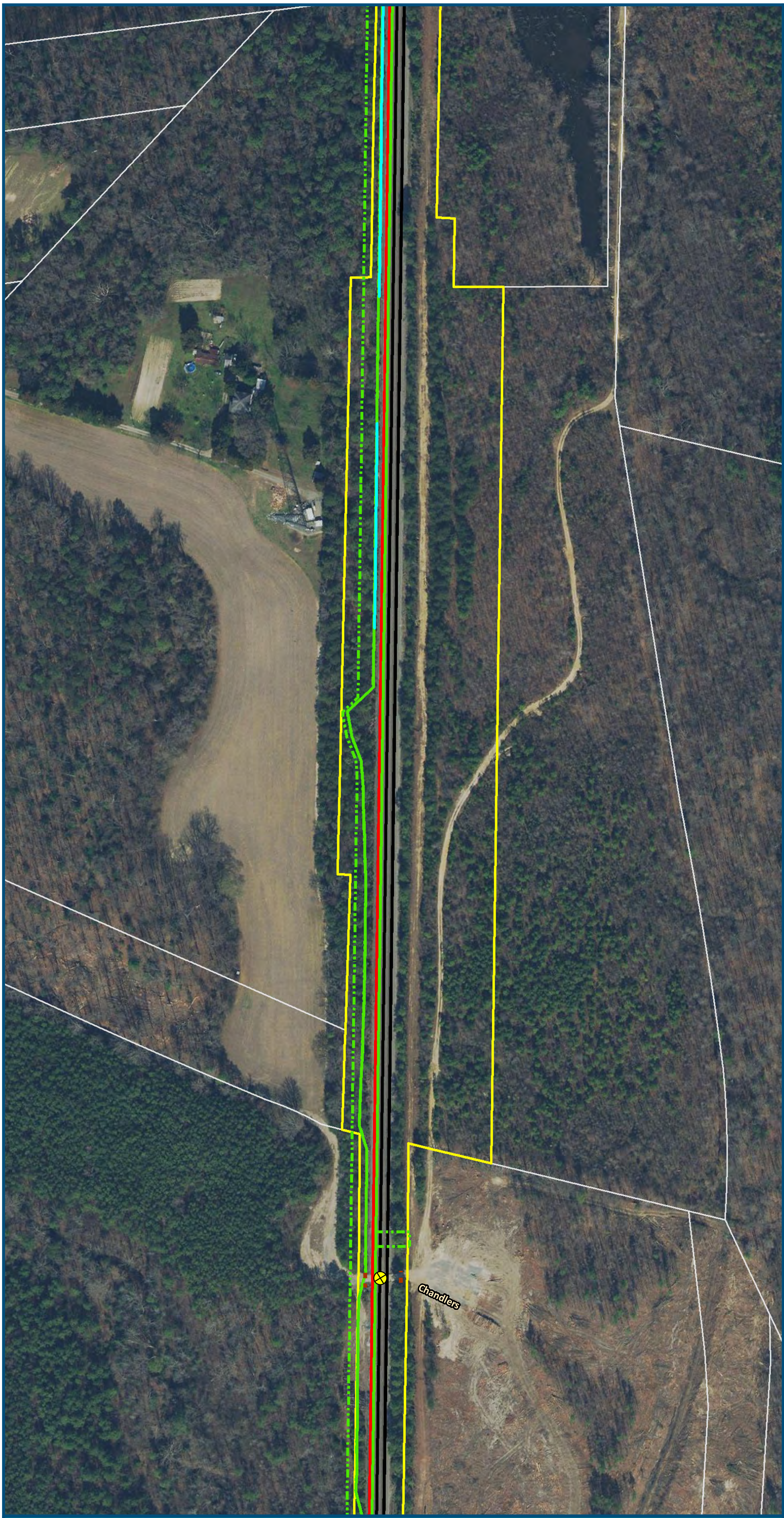

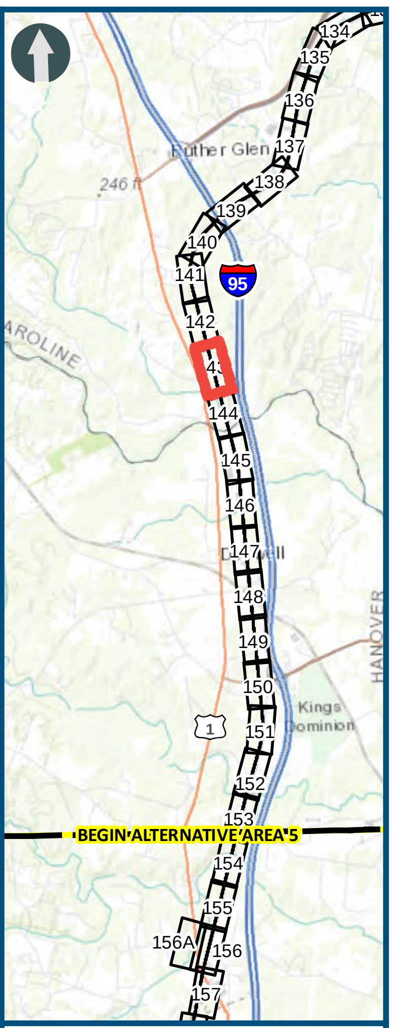
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Ruther Glen
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Kings Dominion
HANOVER
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151
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BEGIN ALTERNATIVE AREA 5
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155
156A
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0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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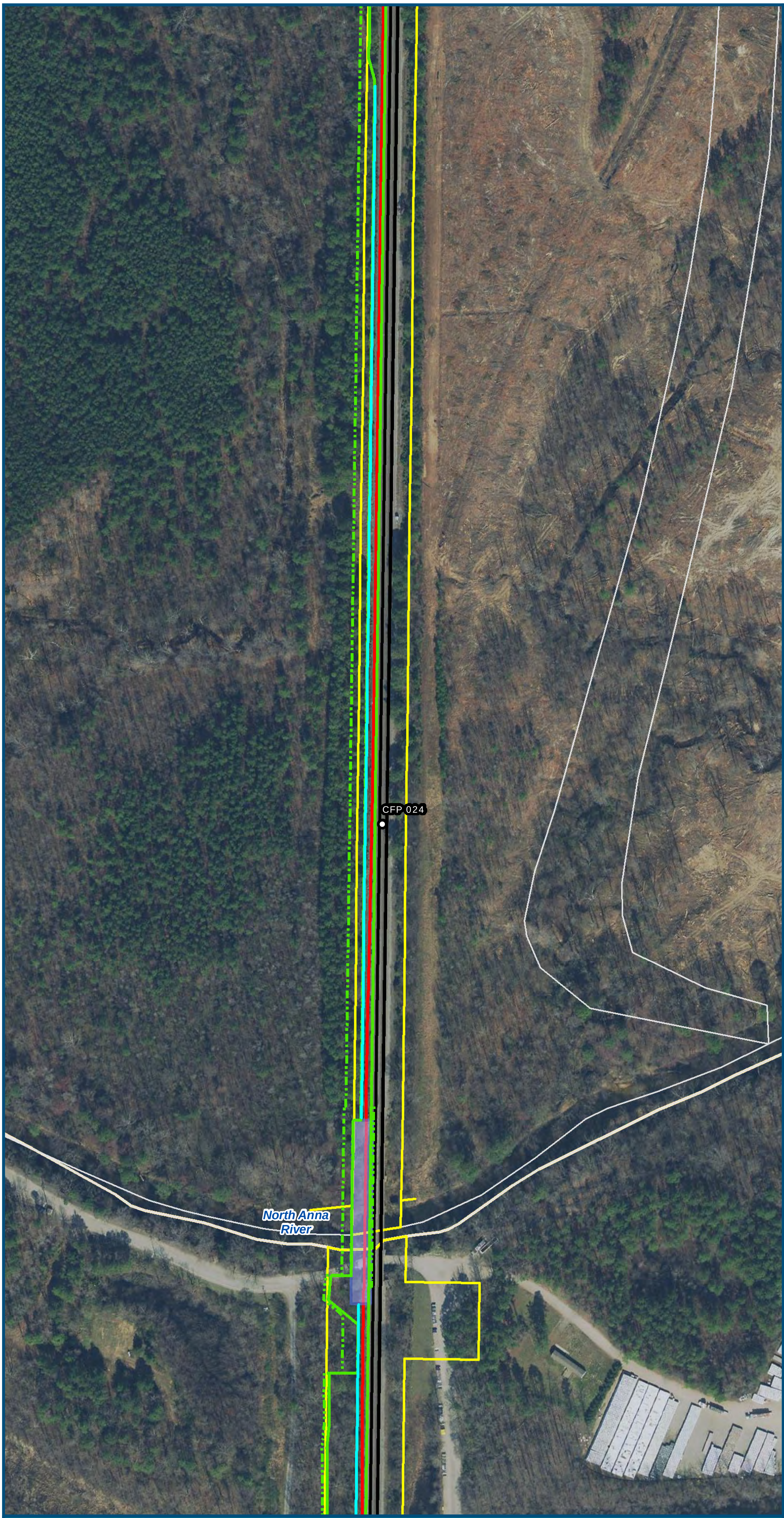
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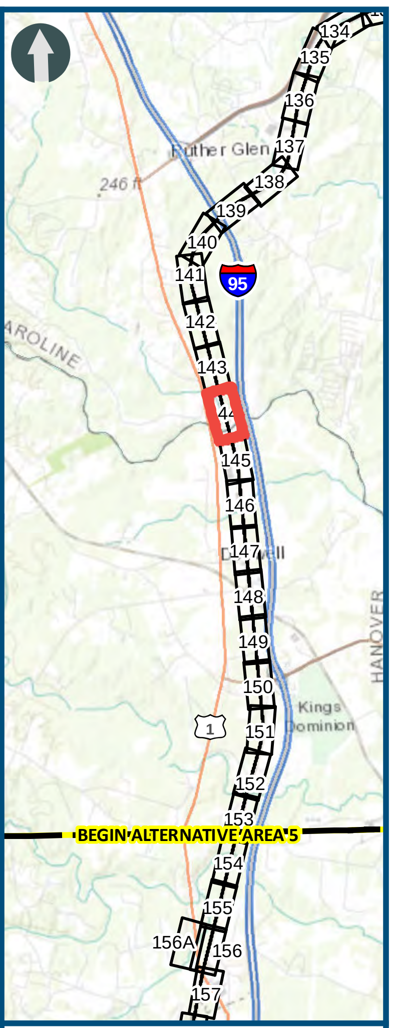
North Anna River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CAROLINE
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Kings Dominion
HANOVER
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BEGIN ALTERNATIVE AREA 5
154
155
156A
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0 100 200
Feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
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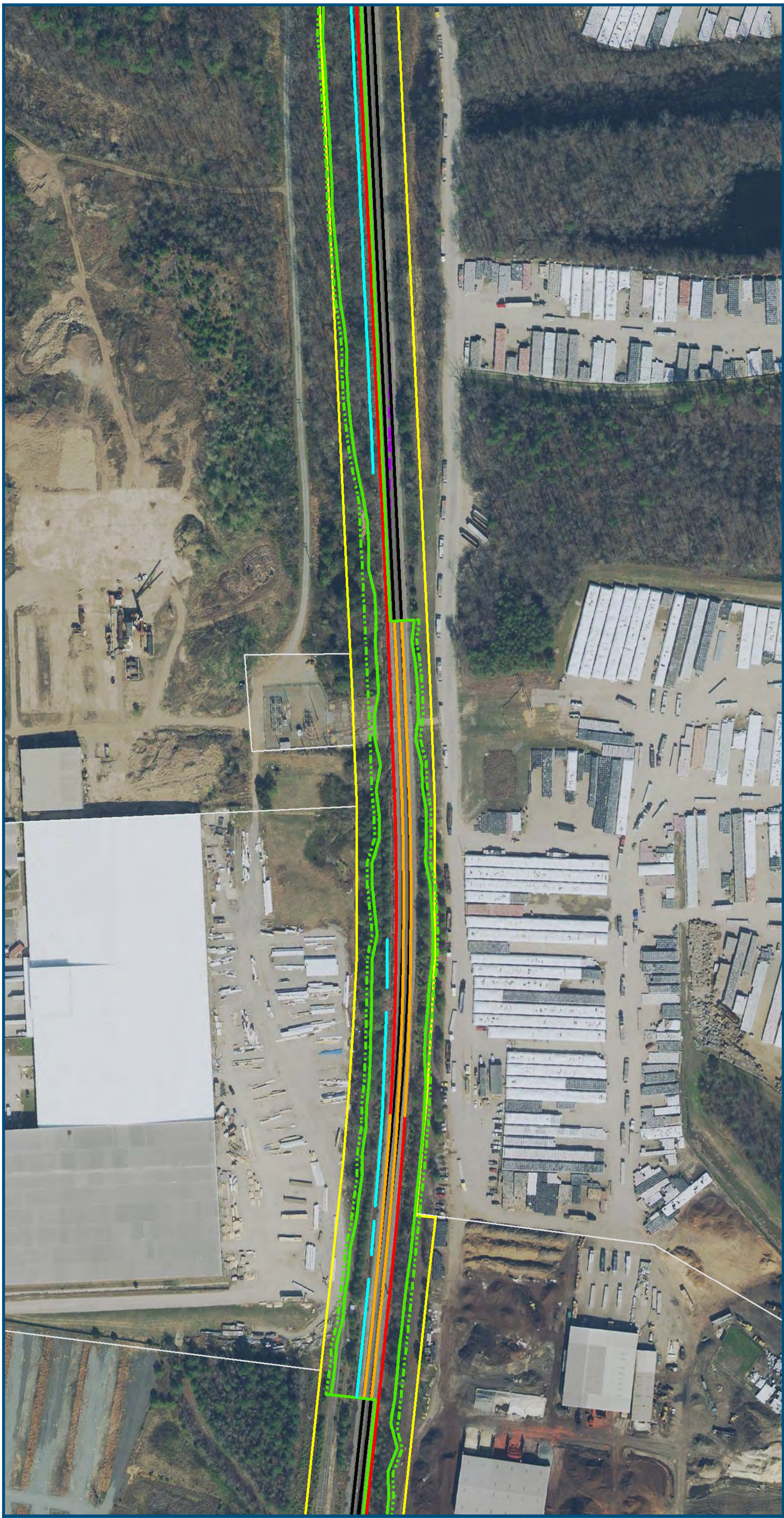

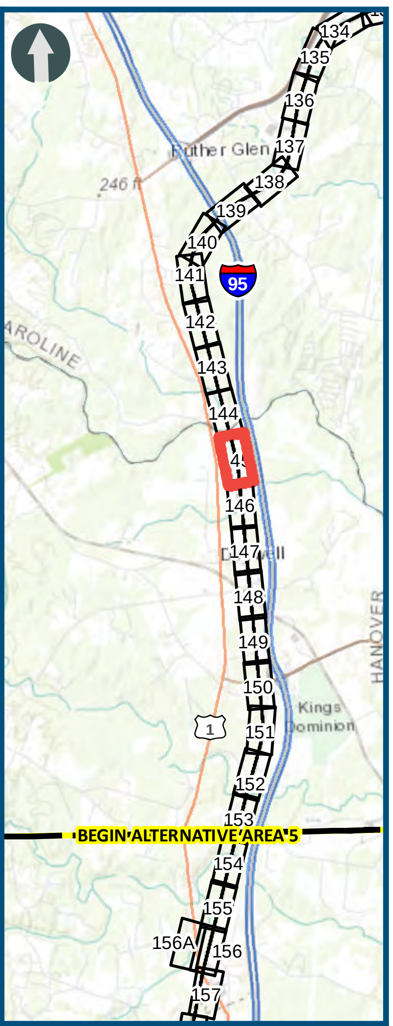

0 100 200
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North American Datum of 1983

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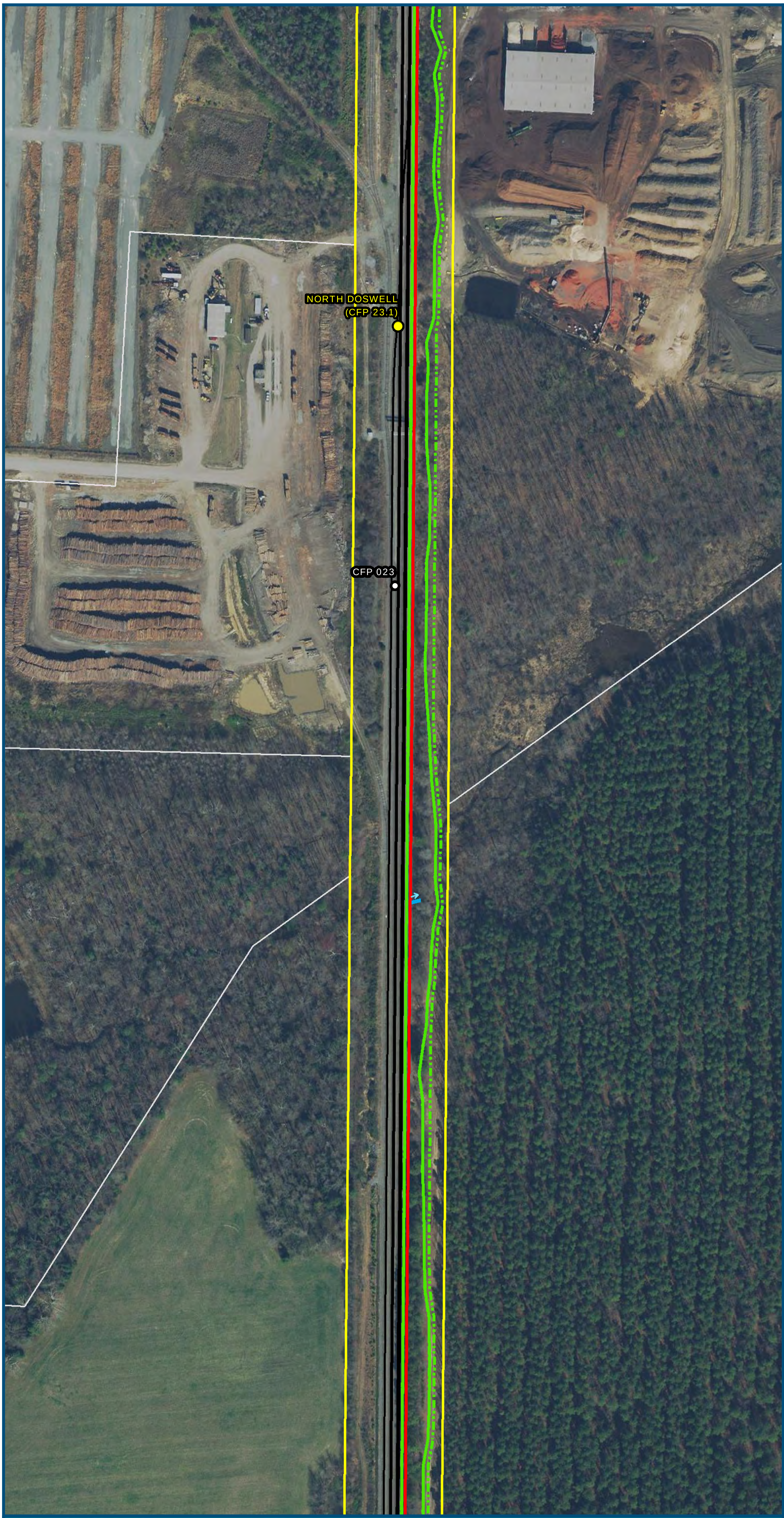
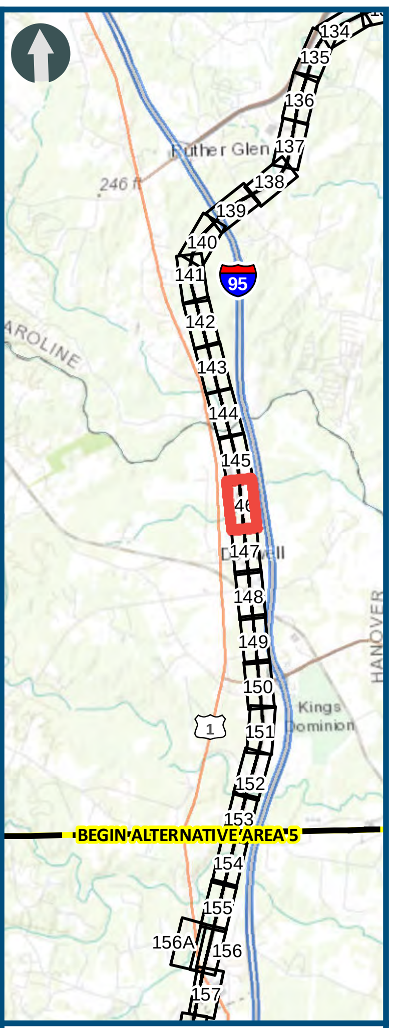

NORTH DOSWELL
(CFP 23.1)
CFP 023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0 100 200
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North American Datum of 1983

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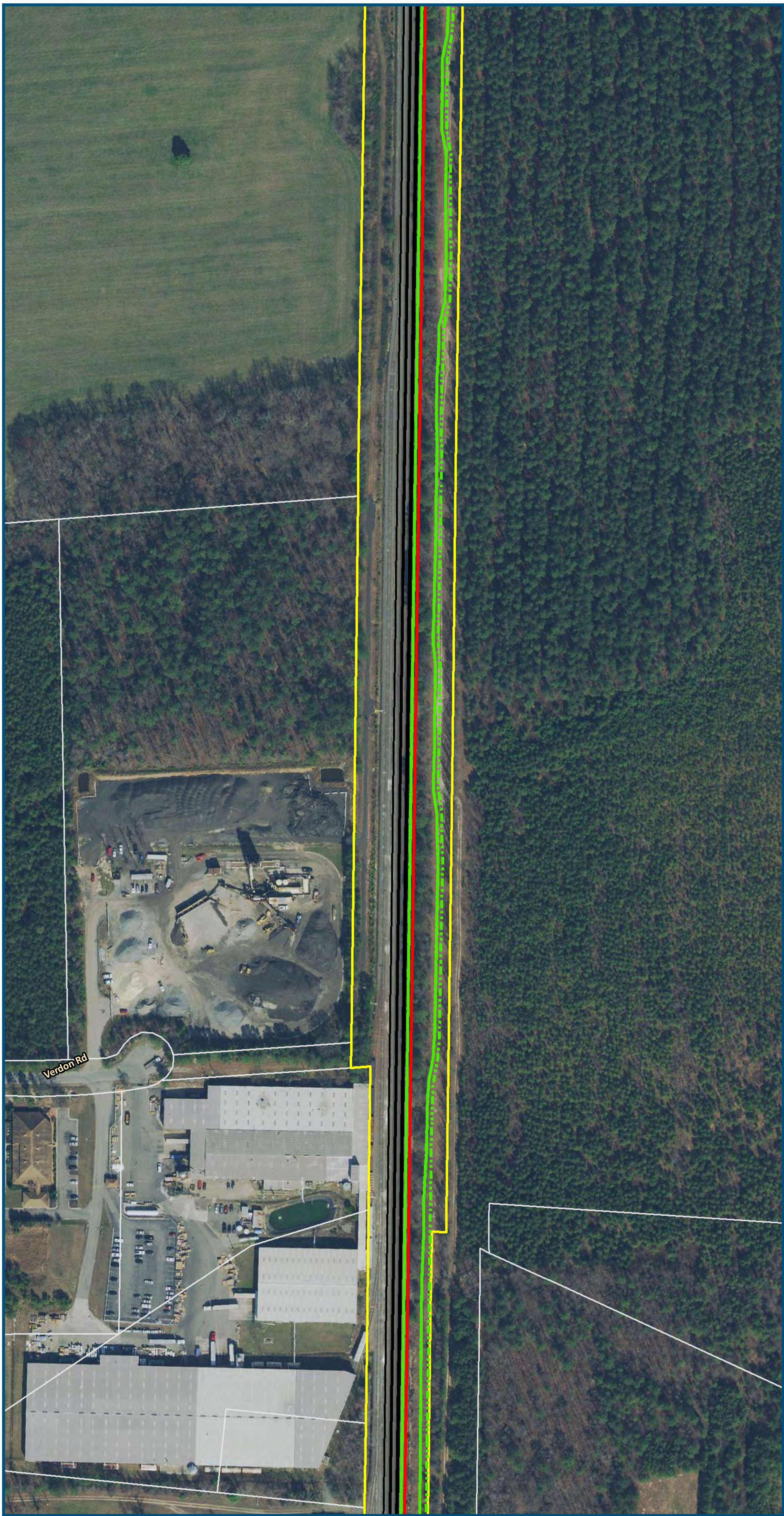

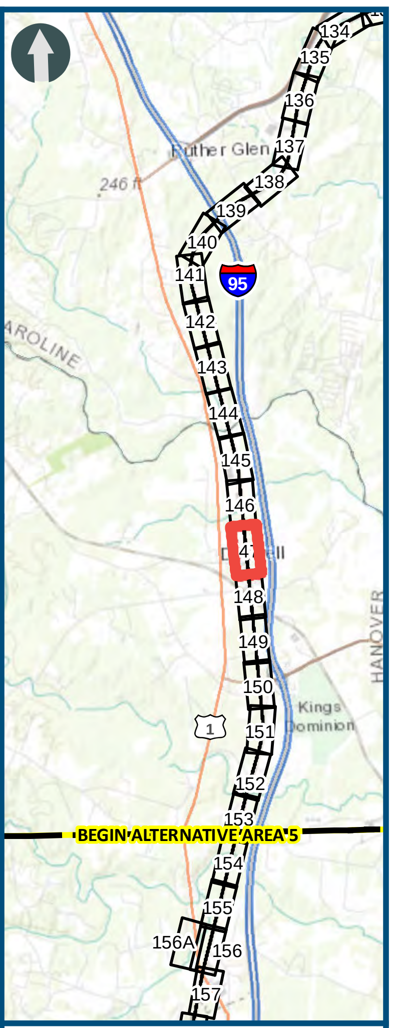

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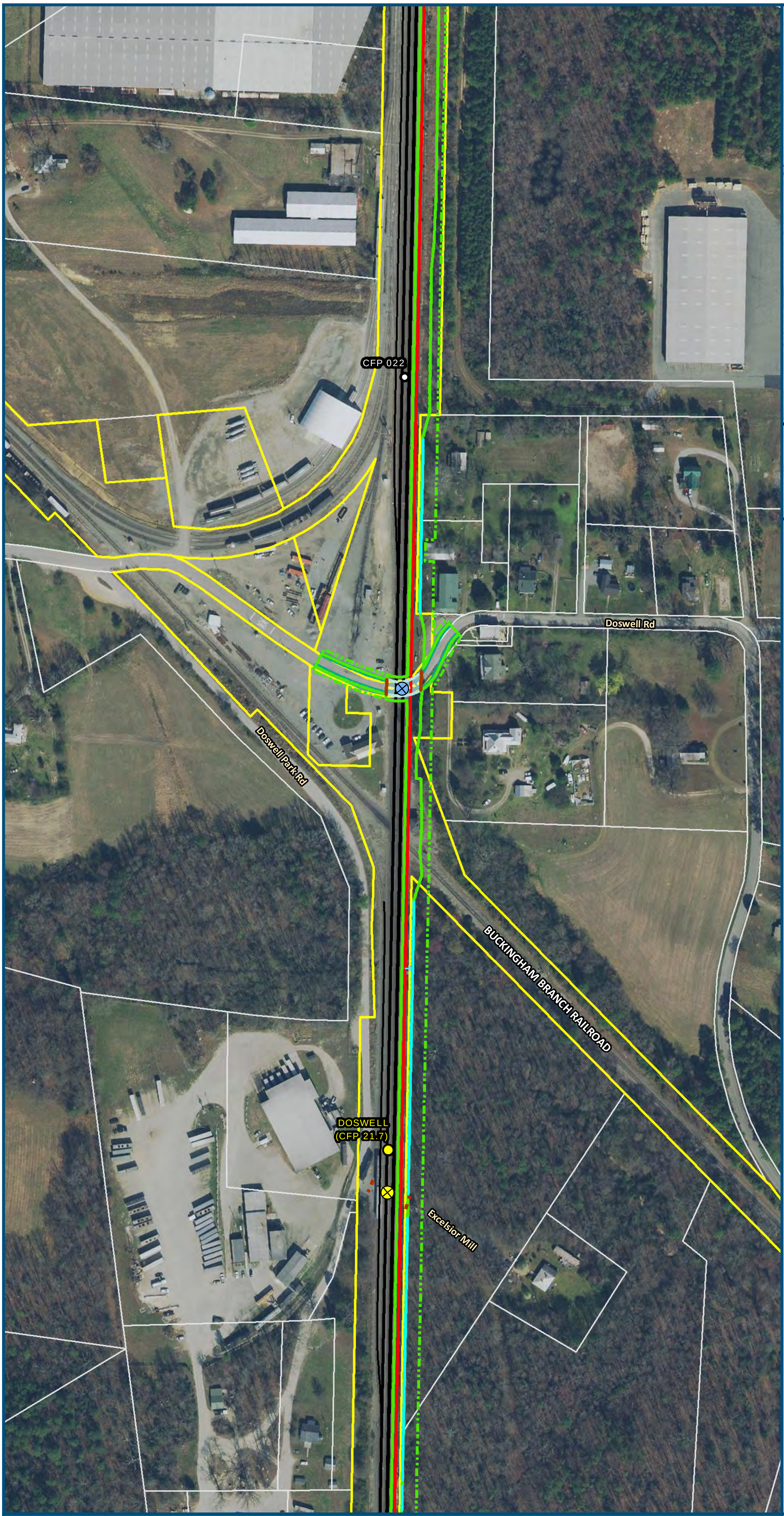
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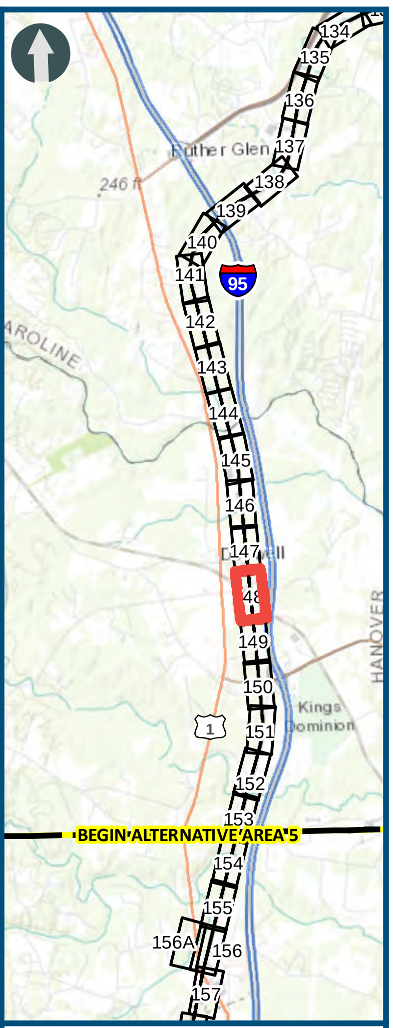
Doswell Rd
Doswell Park Rd
BUCKINGHAM BRANCH RAILROAD
DOSWELL
(CFP 21.7)
Excelsior Mill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Kings Dominion
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0 100 200
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North American Datum of 1983

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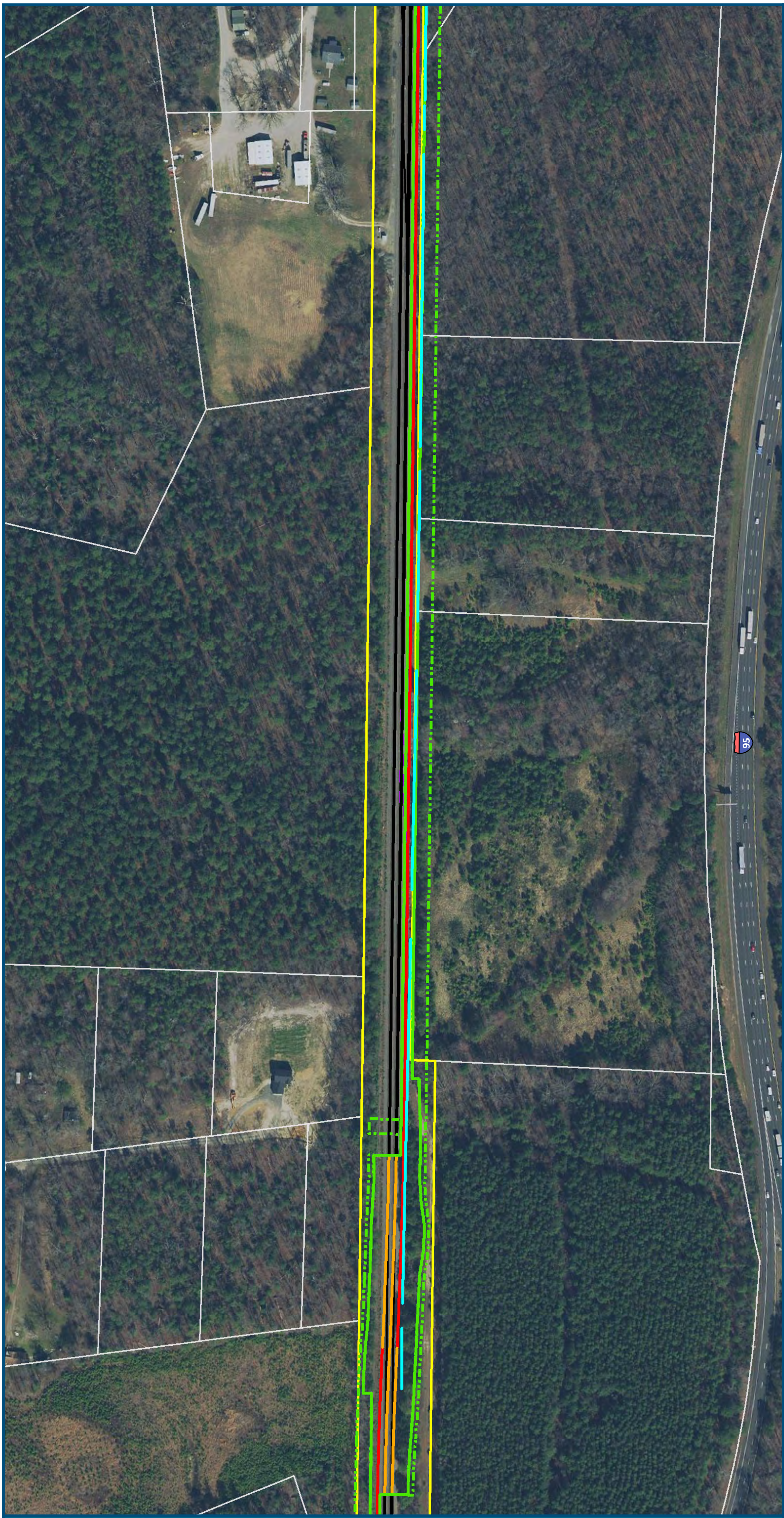

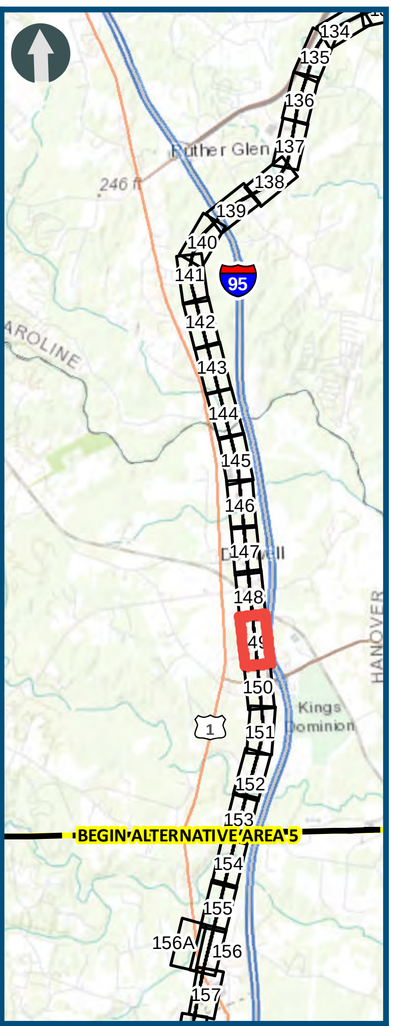

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▭	Drainage Culvert Crossings
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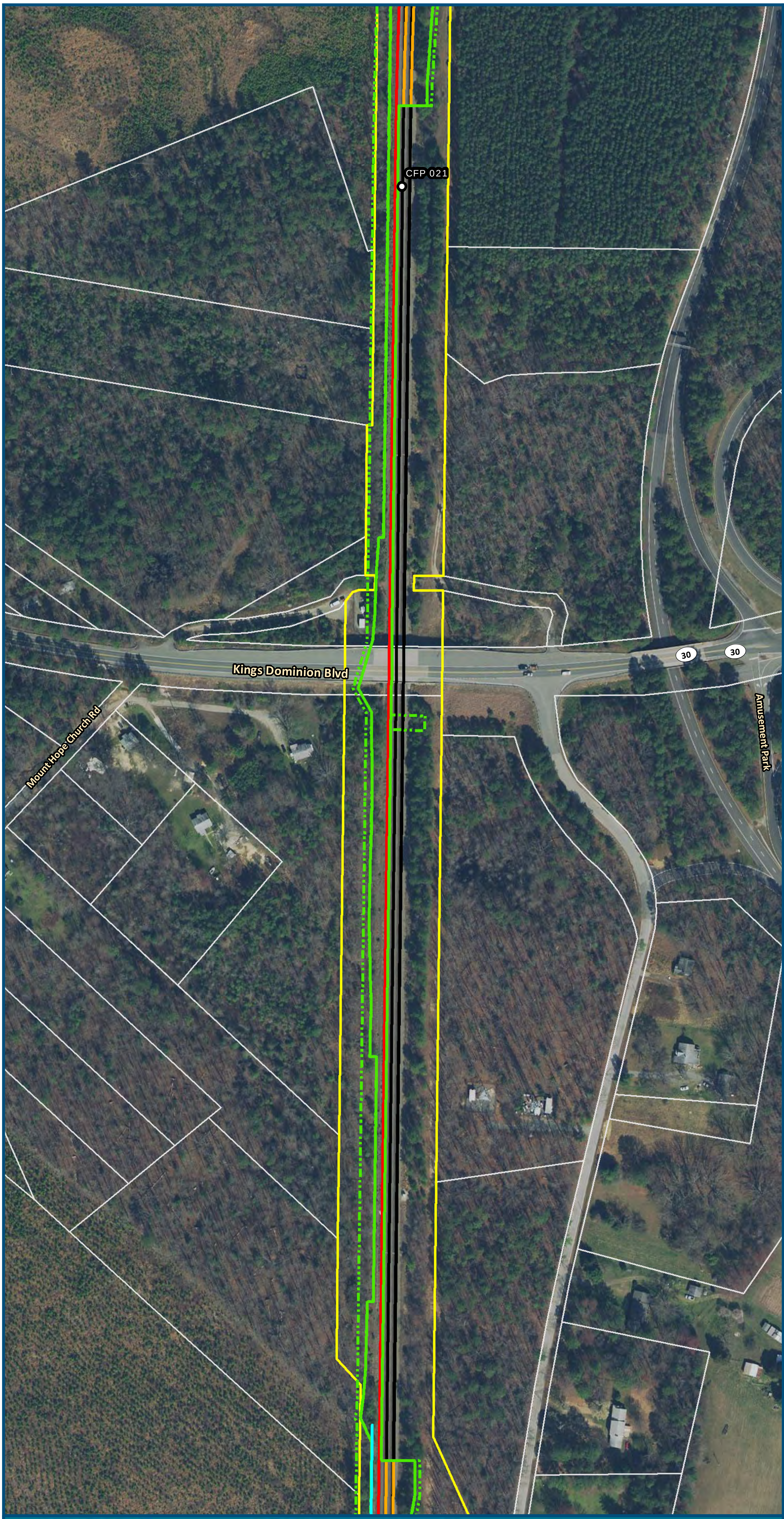
CFP 021
Kings Dominion Blvd
Mount Hope Church Rd
Amusement Park
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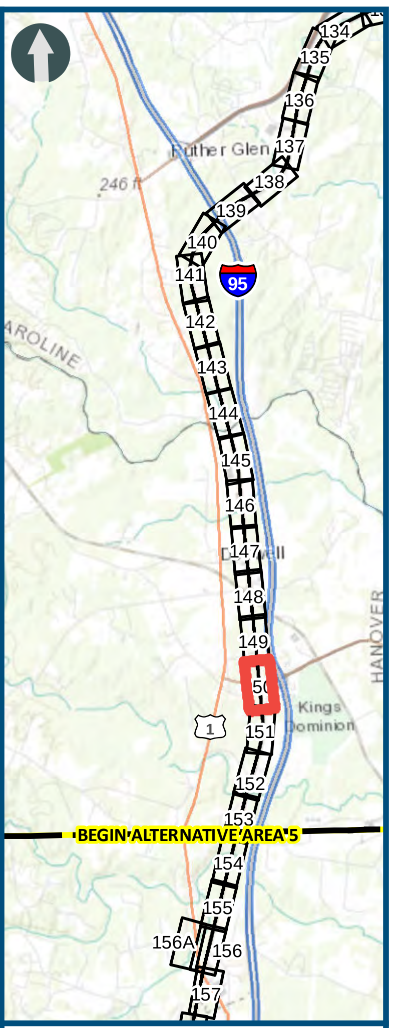
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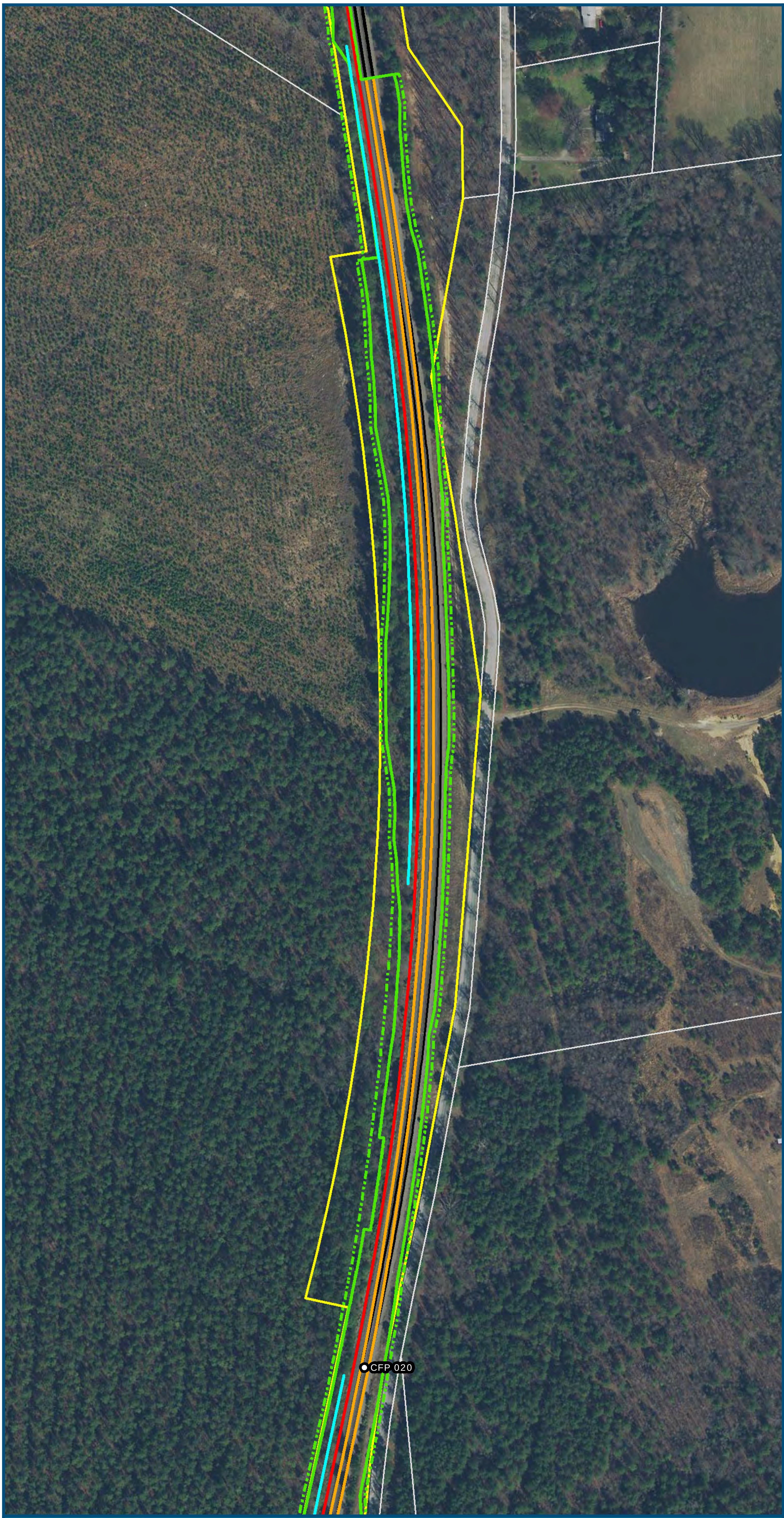

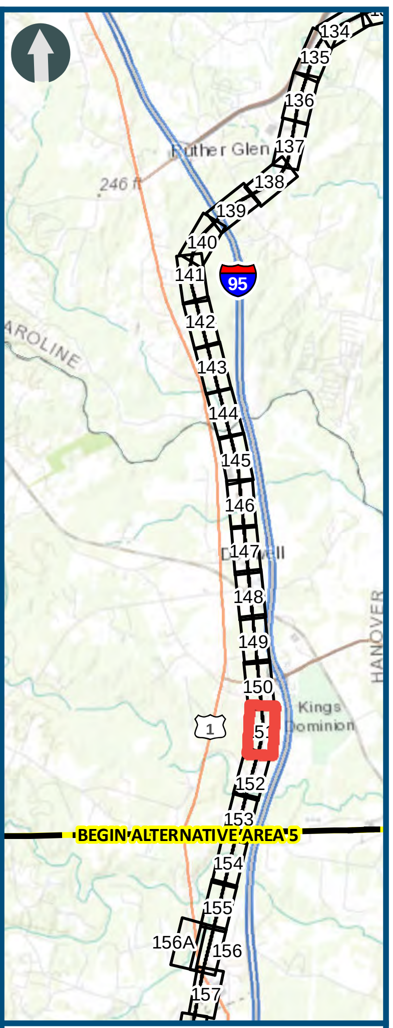

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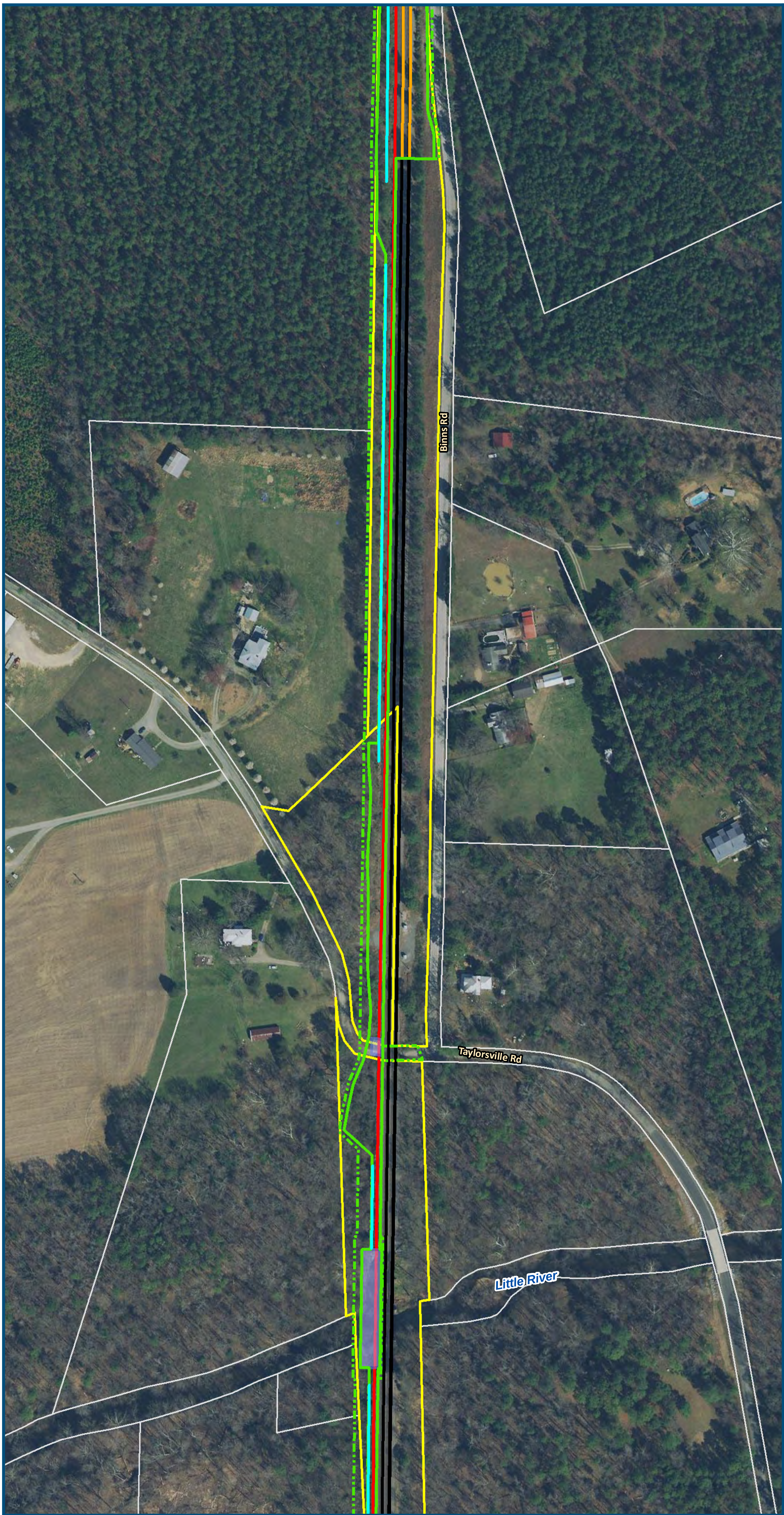
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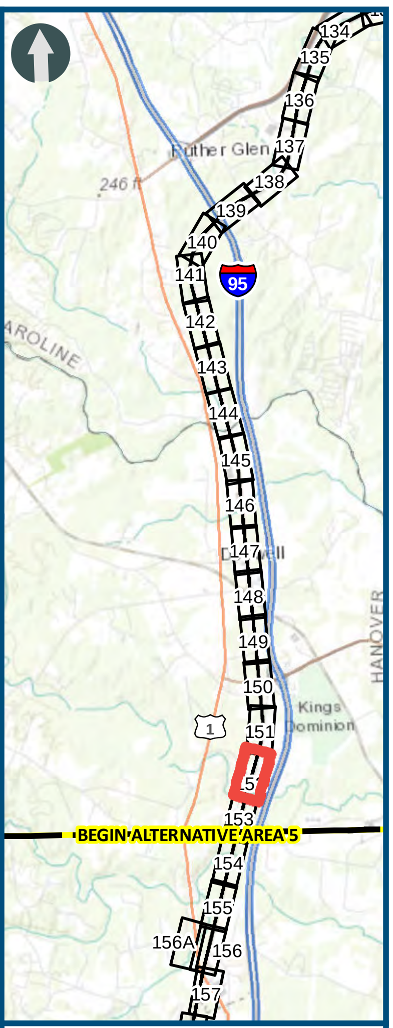
Taylorsville Rd
Little River


134
135
136
Ruther Glen
137
138
246 ft
139
140
141
95
142
AROLINE
143
144
145
146
147
148
149
150
Kings Dominion
HANOVER
1
151
152
BEGIN ALTERNATIVE AREA 5
153
154
155
156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- ━ Track - Existing
- ━ Track - Improve Existing
- ━ Track - Proposed
- ━ Track - Proposed by others
- ━ Track - Remove
- ━ Crossover/Turnout - Proposed
- ━ Crossover/Turnout - Proposed by others
- ━ Crossover/Turnout - Remove
- ━ Retaining Walls
- ━ Retaining Walls - Proposed by others
- ▭ Bridge
- ▭ Bridge - Proposed by others
- ▭ Roadway
- ▭ Roadway - Proposed by others
- ━ Edge of Pavement
- ━ Roadway Centerline
- ━ Median Separators
- ━ Gate/Quad Gate
- ━ Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ▭ SWM Facilities
- ▭ Drainage Culvert Crossings
- ━ Drainage Directional Arrows
- ● Stations
- ▭ Station Platform - Existing
- ▭ Station Platform - Proposed
- ▭ Station Platform - Proposed by others
- ▭ Station Platform - Remove
- ▭ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

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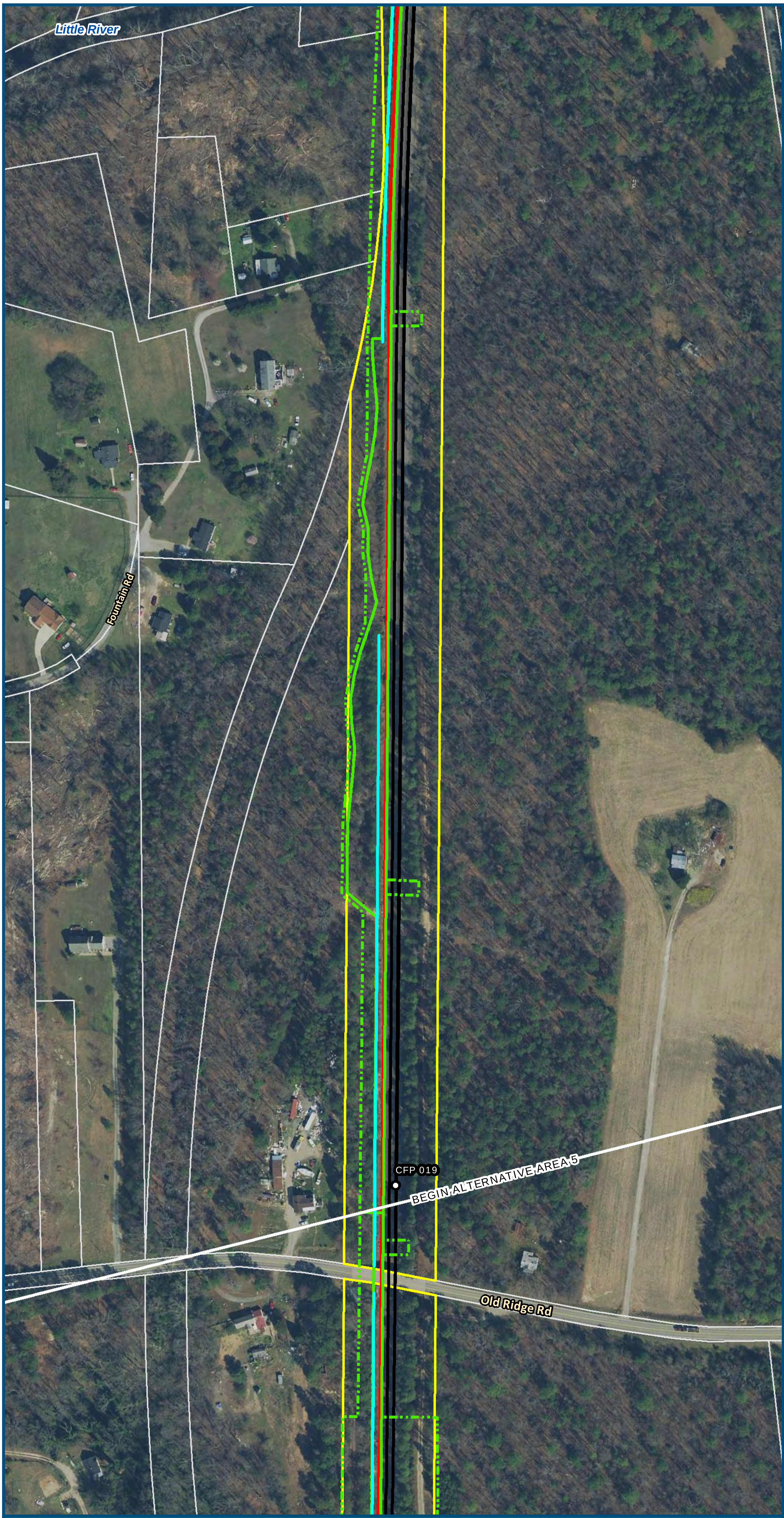
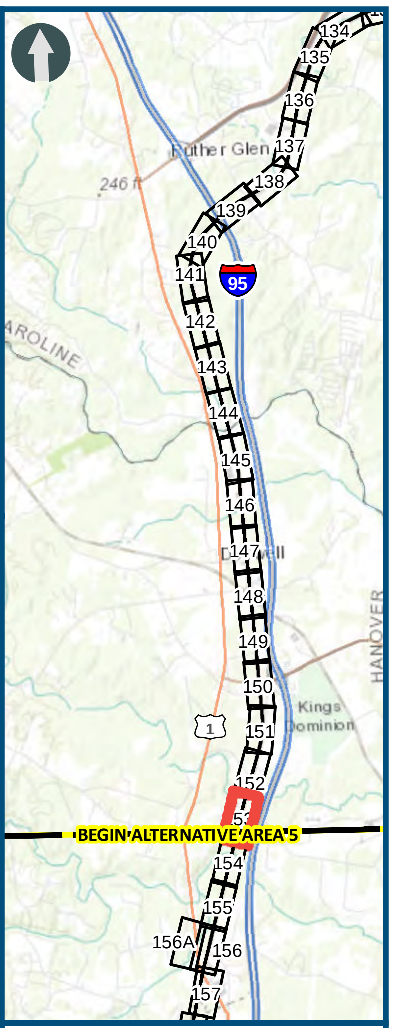

Little River
Fountain Rd
CFP 019
BEGIN ALTERNATIVE AREA 5
Old Ridge Rd


134
135
136
Ruther Glen
137
138
246 ft
139
140
141
95
142
CAROLINE
143
144
145
146
147
148
149
150
Kings Dominion
HANOVER
1
151
152
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
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- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
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- Crossing - Gates with Center Median Treatment
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- Drainage Culvert Crossings
- Drainage Directional Arrows
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- Station Platform - Existing
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- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

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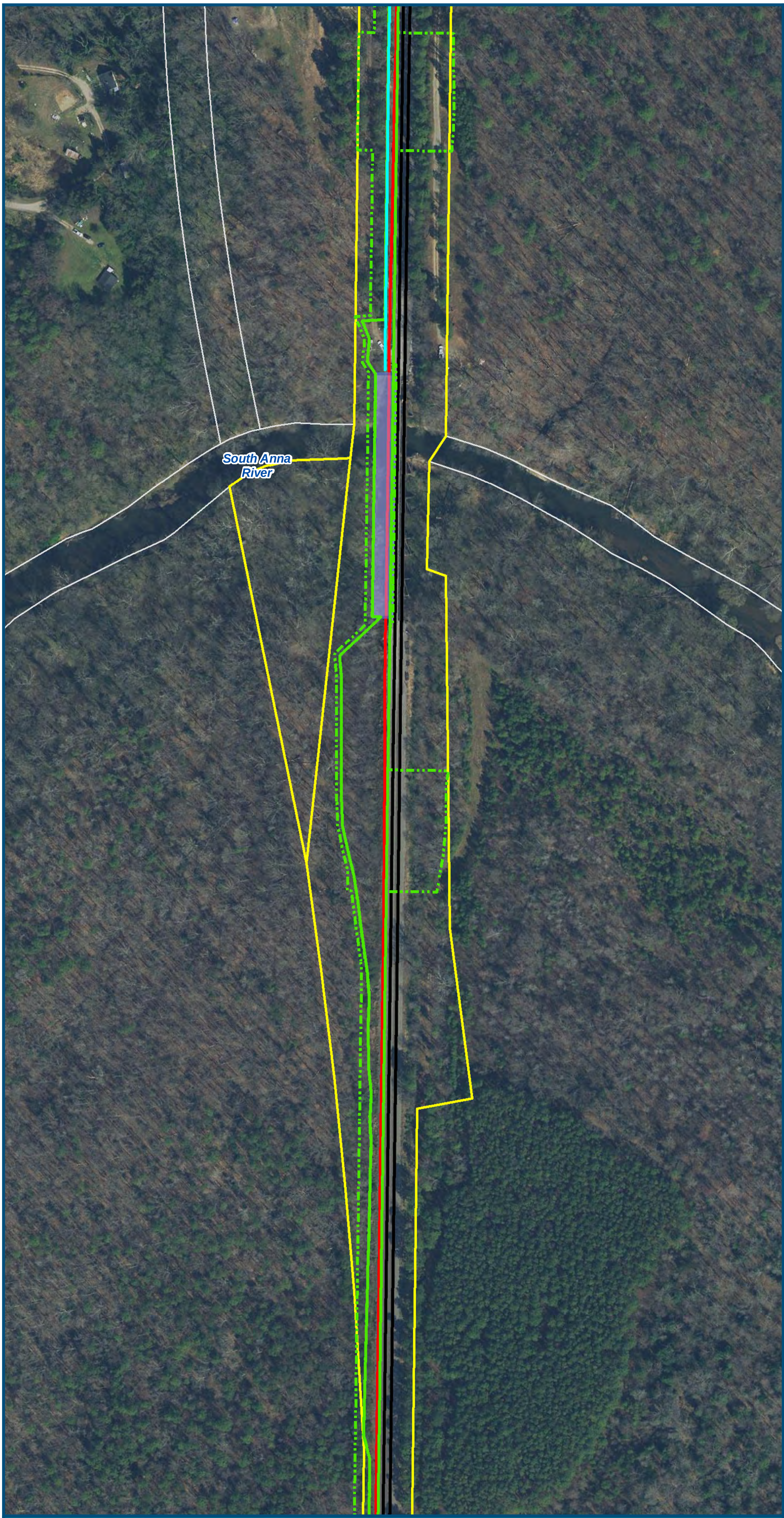
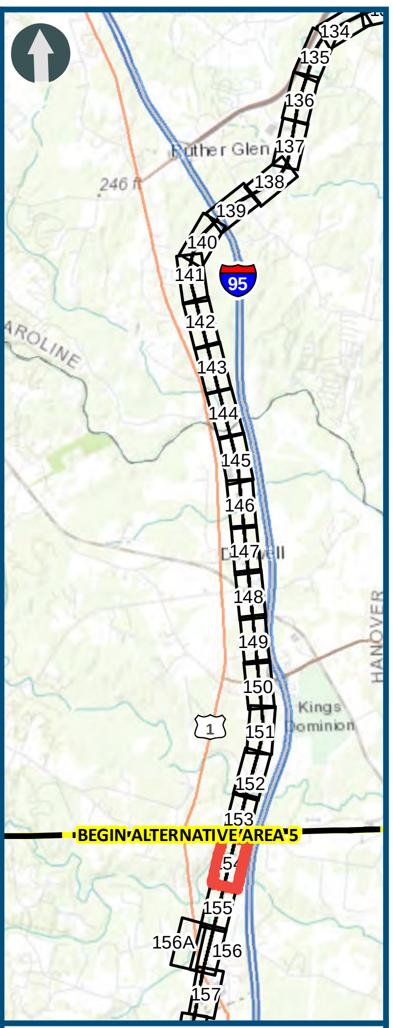

South Anna River


134
135
136
Ruther Glen
137
138
246 ft
139
140
141
95
AROLINE
142
143
144
145
146
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Doswell
148
149
HANOVER
150
Kings Dominion
1
151
152
153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- ▨ Bridge
- ▨ Bridge - Proposed by others
- ▨ Roadway
- ▨ Roadway - Proposed by others
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- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
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- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ▨ SWM Facilities
- ▨ Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- ▨ Station Platform - Existing
- ▨ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▨ Station Platform - Remove
- ▨ Building/Structure
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

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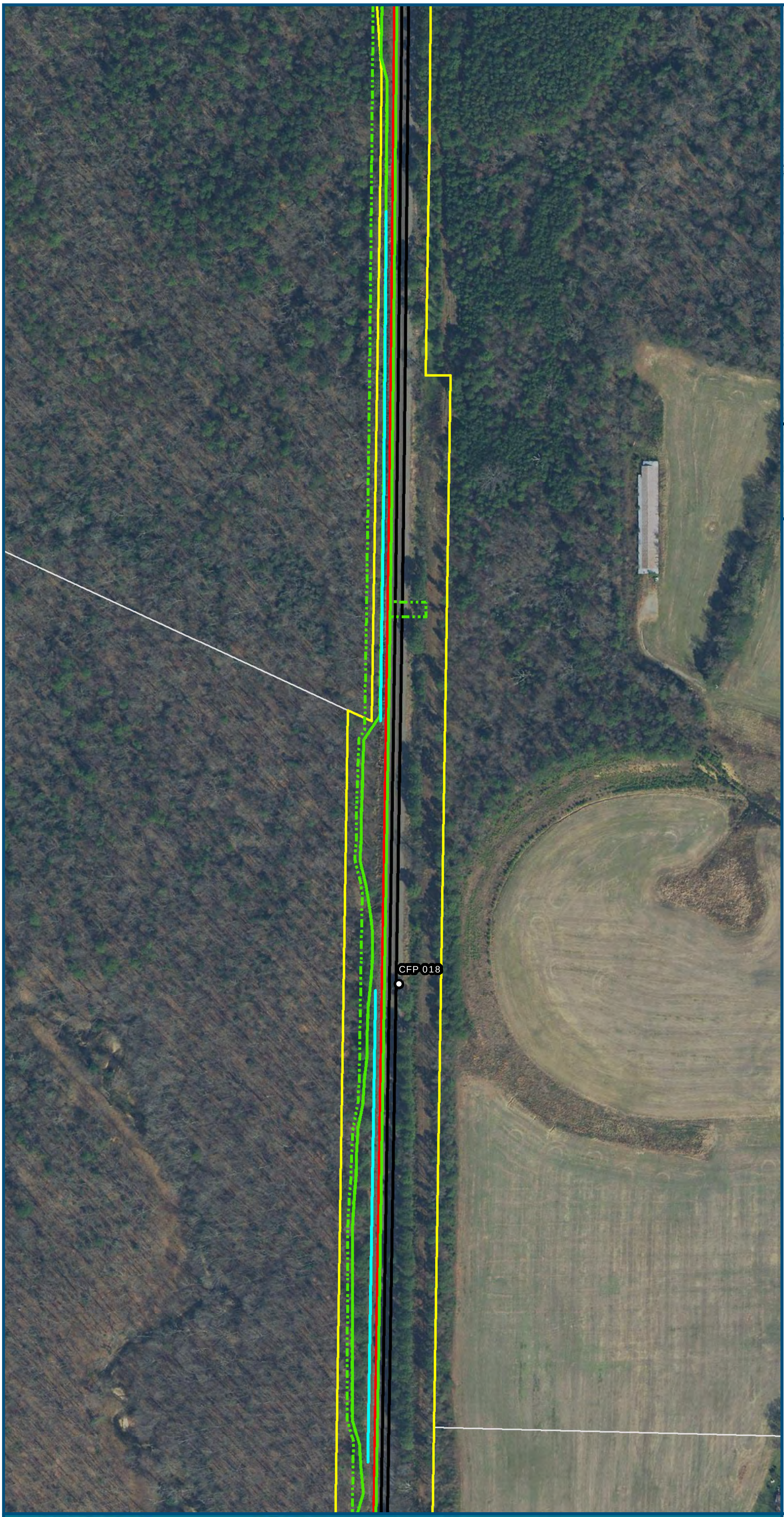

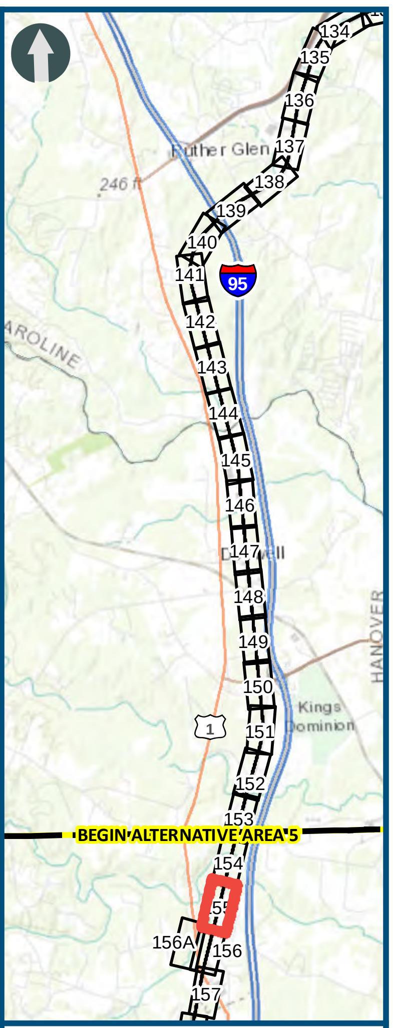

0 100 200
Feet
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@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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- City/County Boundary

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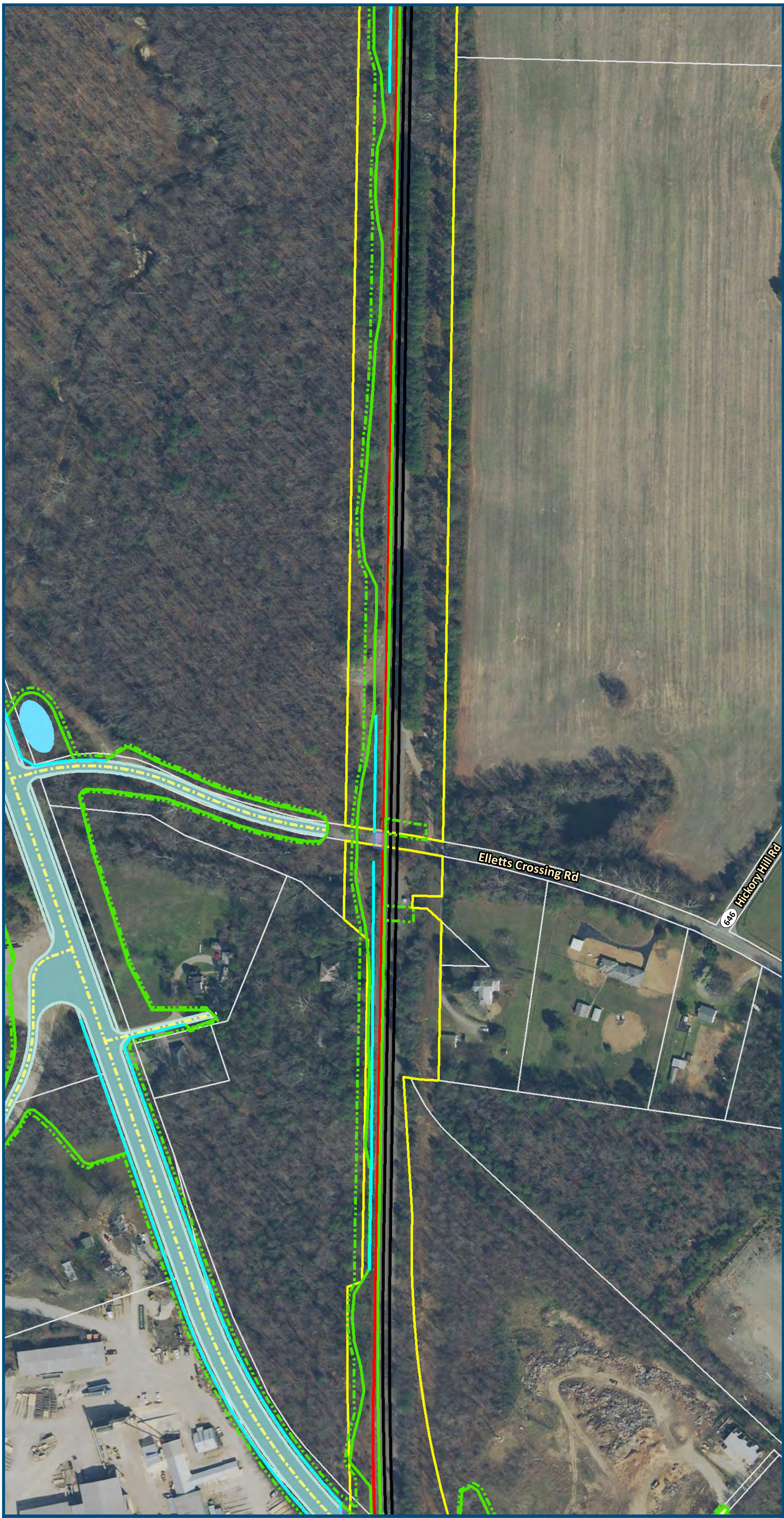
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

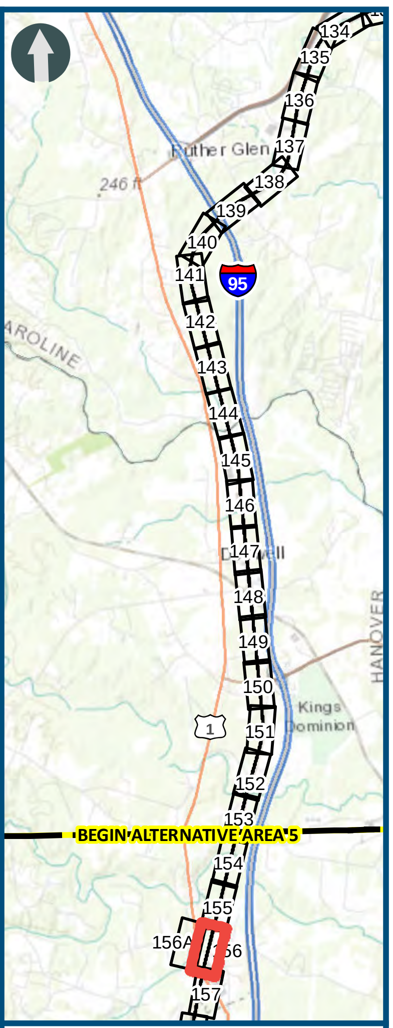
www.DC2RVArail.com

DC to RICHMOND
SOUTHEAST HIGH SPEED RAIL

\\ctsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019



Elletts Crossing Rd
Hickory Hill Rd
646



134
135
136
Ruther Glen
137
138
246 ft
139
140
141
95
142
CAROLINE
143
144
145
146
147
148
149
HANOVER
150
Kings Dominion
1
151
152
153
BEGIN ALTERNATIVE AREA 5
154
155
156A
56
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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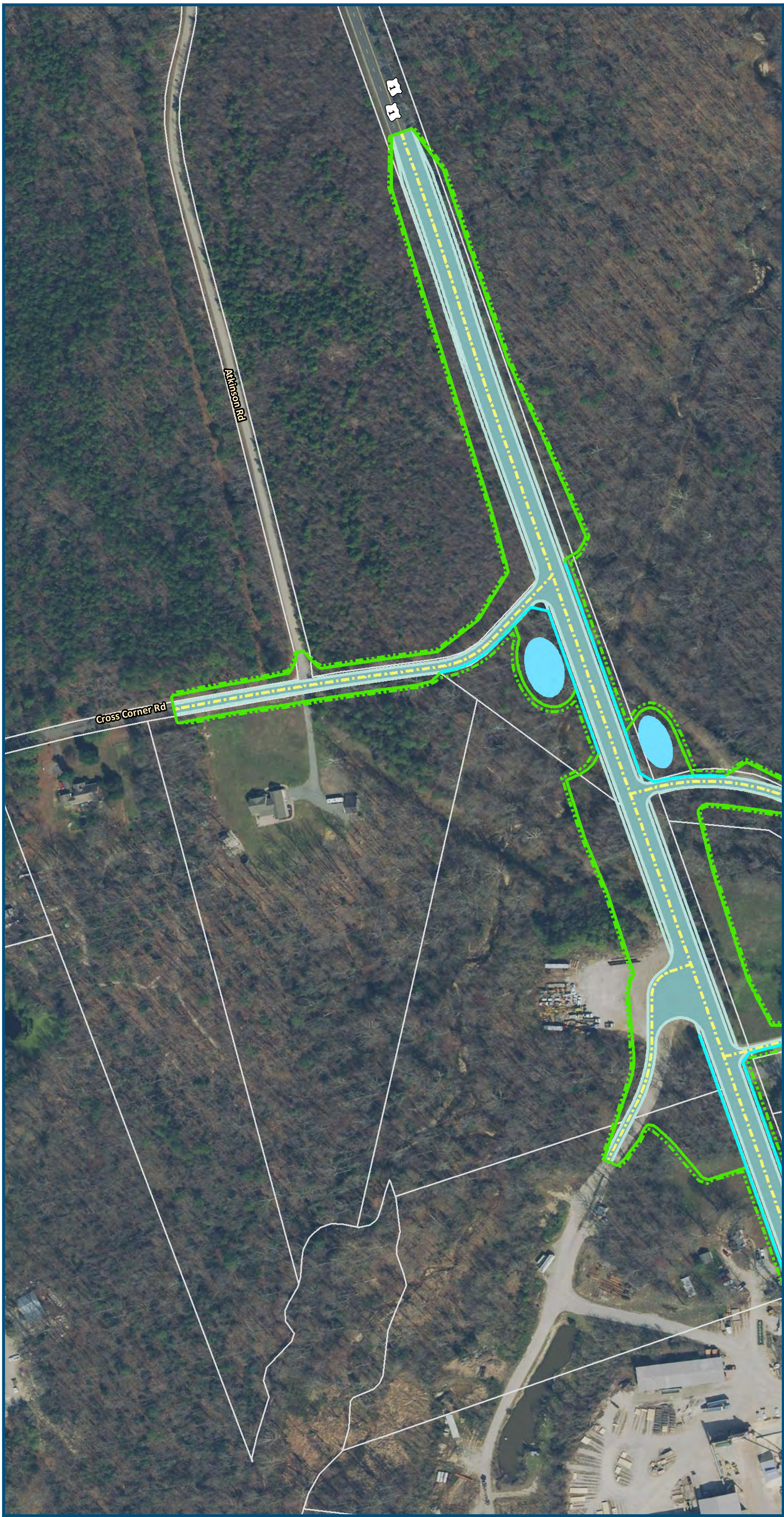
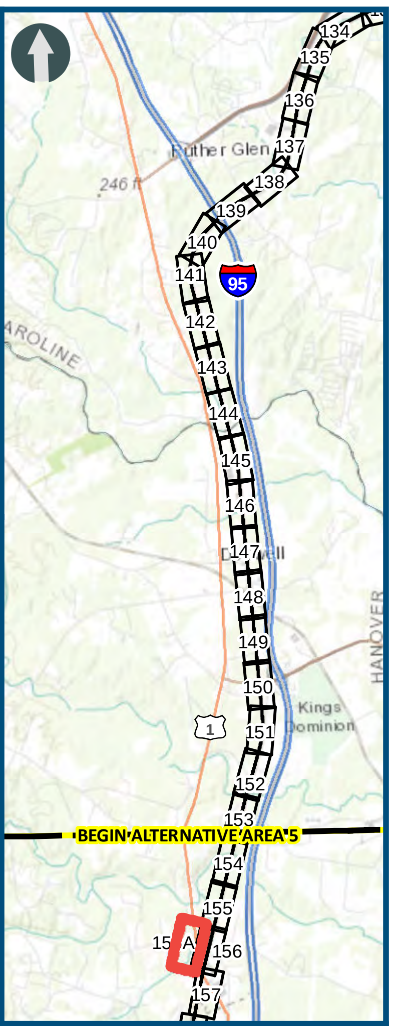

1
1
Atkinson Rd
Cross Corner Rd


134
135
136
Ruther Glen
137
138
246 ft
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140
141
95
142
CAROLINE
143
144
145
146
147
148
149
150
Kings Dominion
HANOVER
1
151
152
153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
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- Retaining Walls - Proposed by others
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- Bridge - Proposed by others
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- Station Platform - Remove
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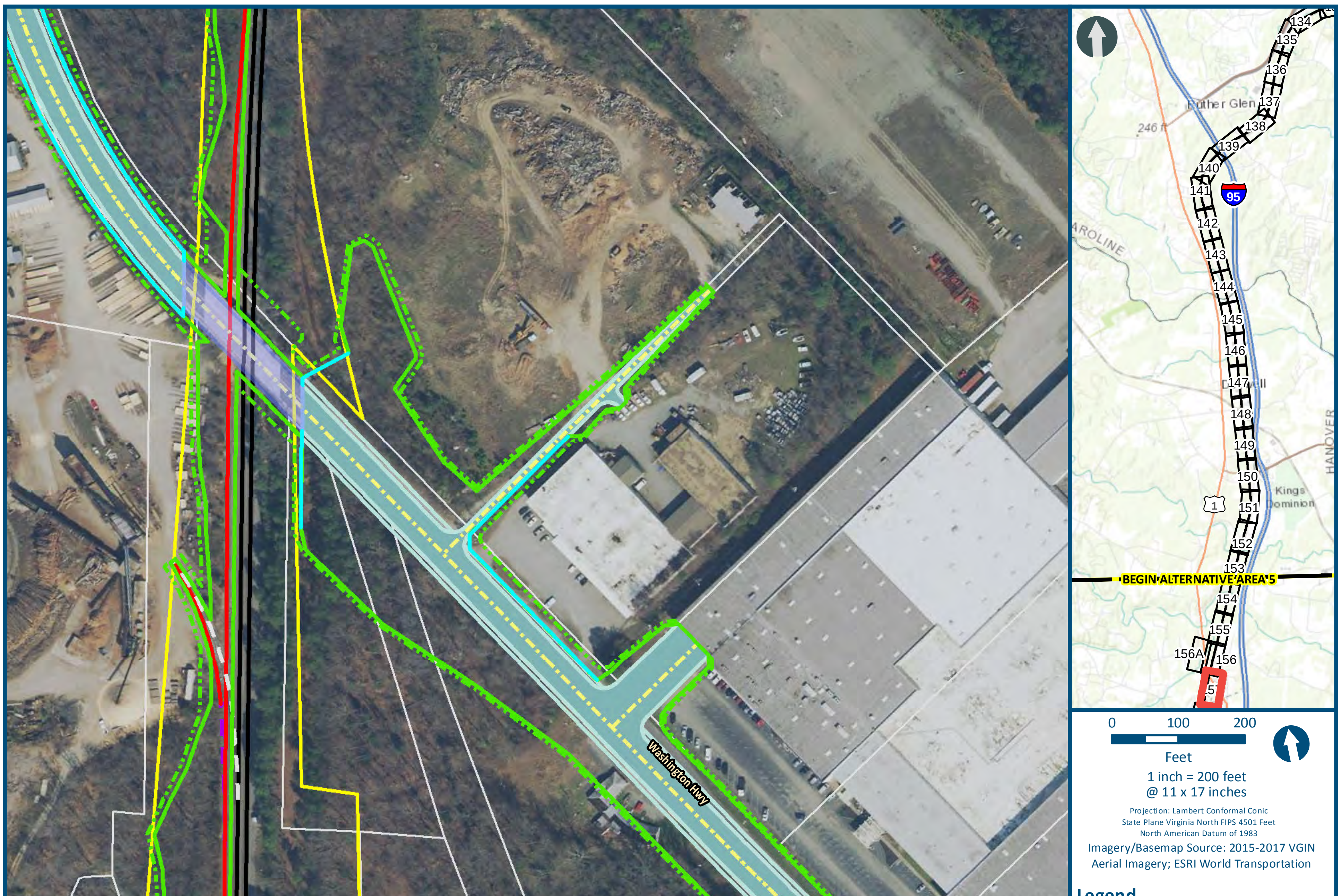
CFP 017
Washington Hwy
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1
134
135
136
Gather Glen
137
138
246 ft
139
140
141
95
142
AROLINE
143
144
145
146
147
148
149
150
1
151
Kings Dominion
HANOVER
152
153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
57
0
100
200
Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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- Track - Proposed by others
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- Bridge - Proposed by others
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- Roadway - Proposed by others
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- Building/Structure
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Preferred Alternative Mapbook

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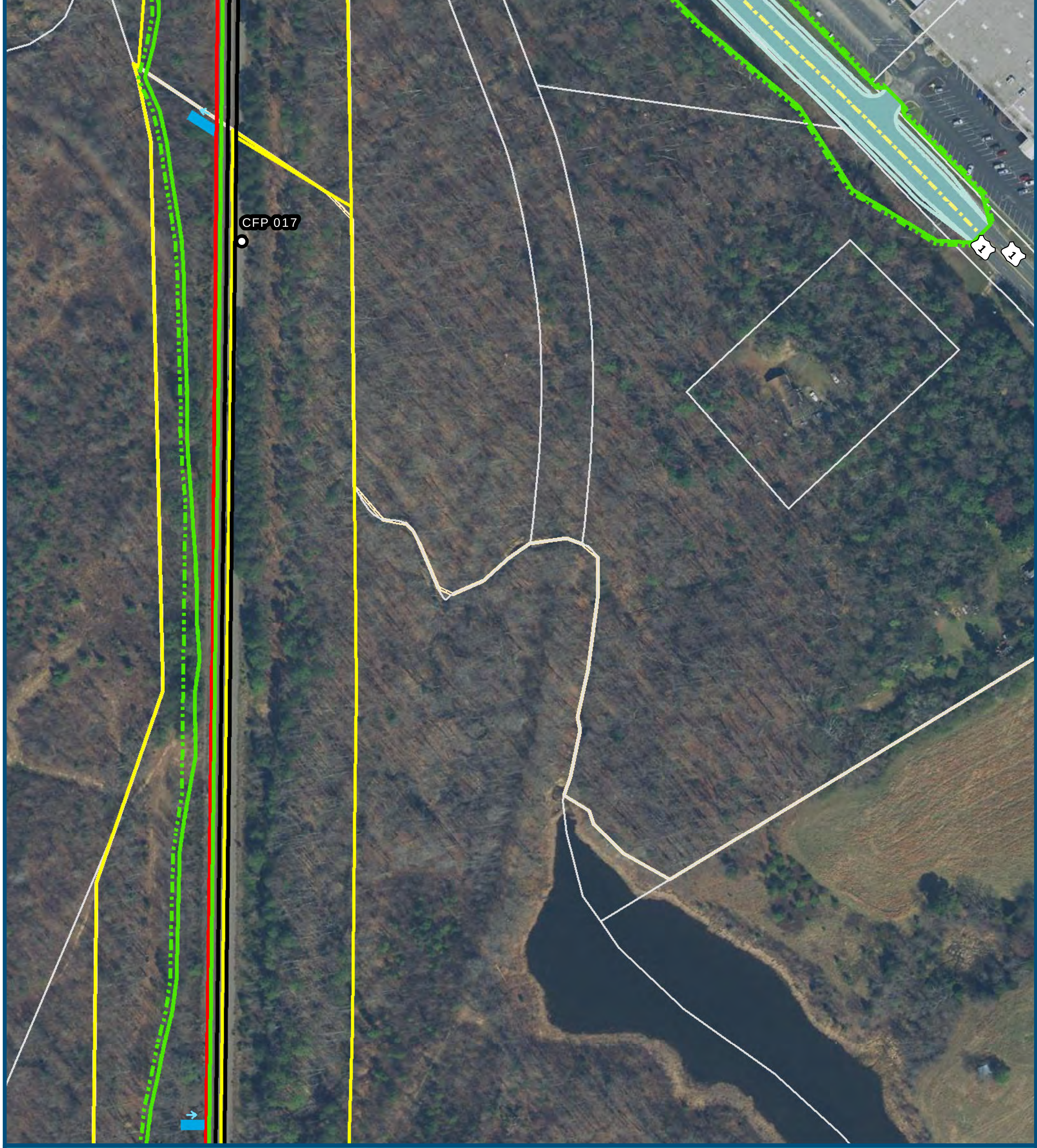

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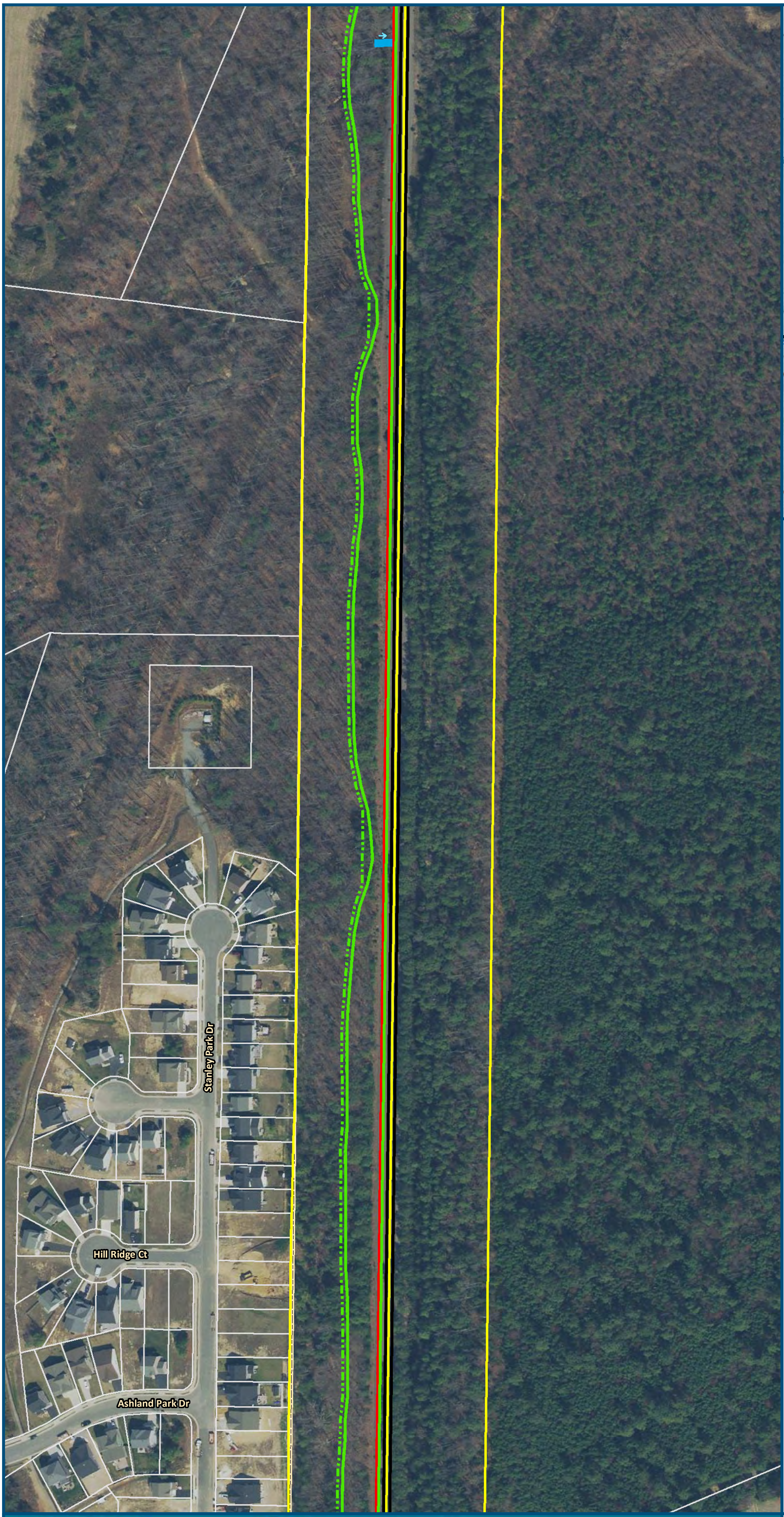
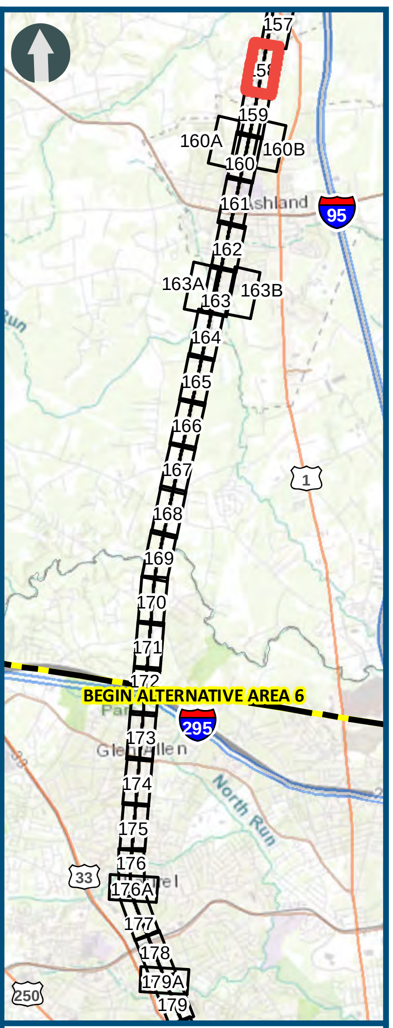

Stanley Park Dr
Hill Ridge Ct
Ashland Park Dr


157
159
160A
160B
160
161
Ashland
95
162
163A
163
163B
164
165
166
167
168
169
170
171
172
BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
North Run
174
175
176
176A
33
177
178
179A
179
1
250

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

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- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

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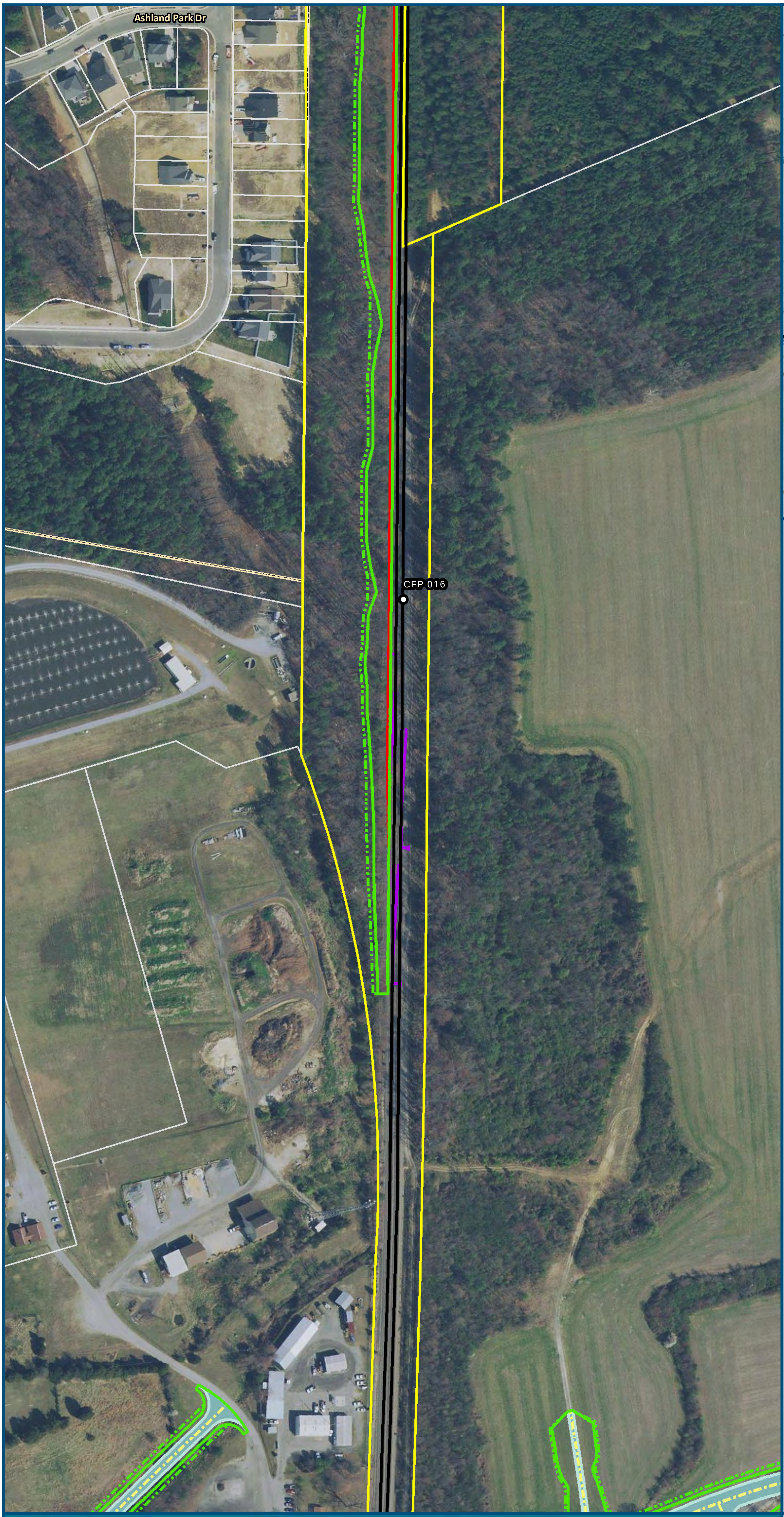
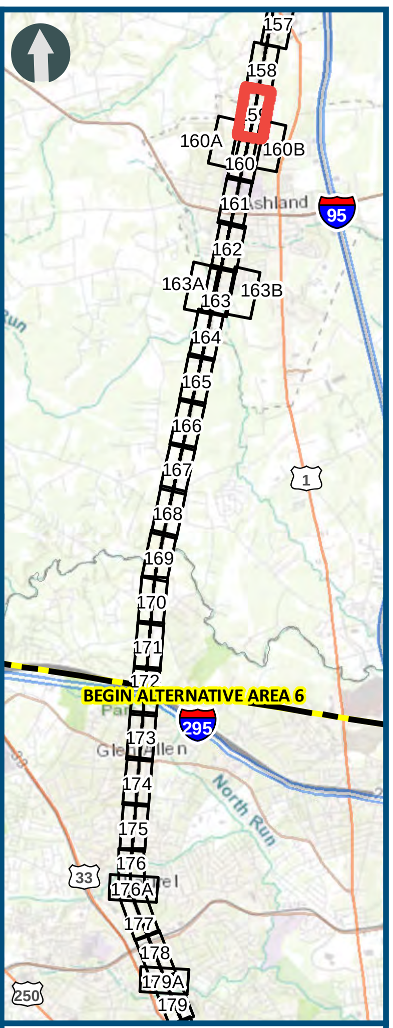

Ashland Park Dr
CFP 016


157
158
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160B
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Ashland
95
162
163A
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163B
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1
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169
170
171
172
BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
North Run
174
175
176
176A
33
177
178
179A
250
179

0 100 200
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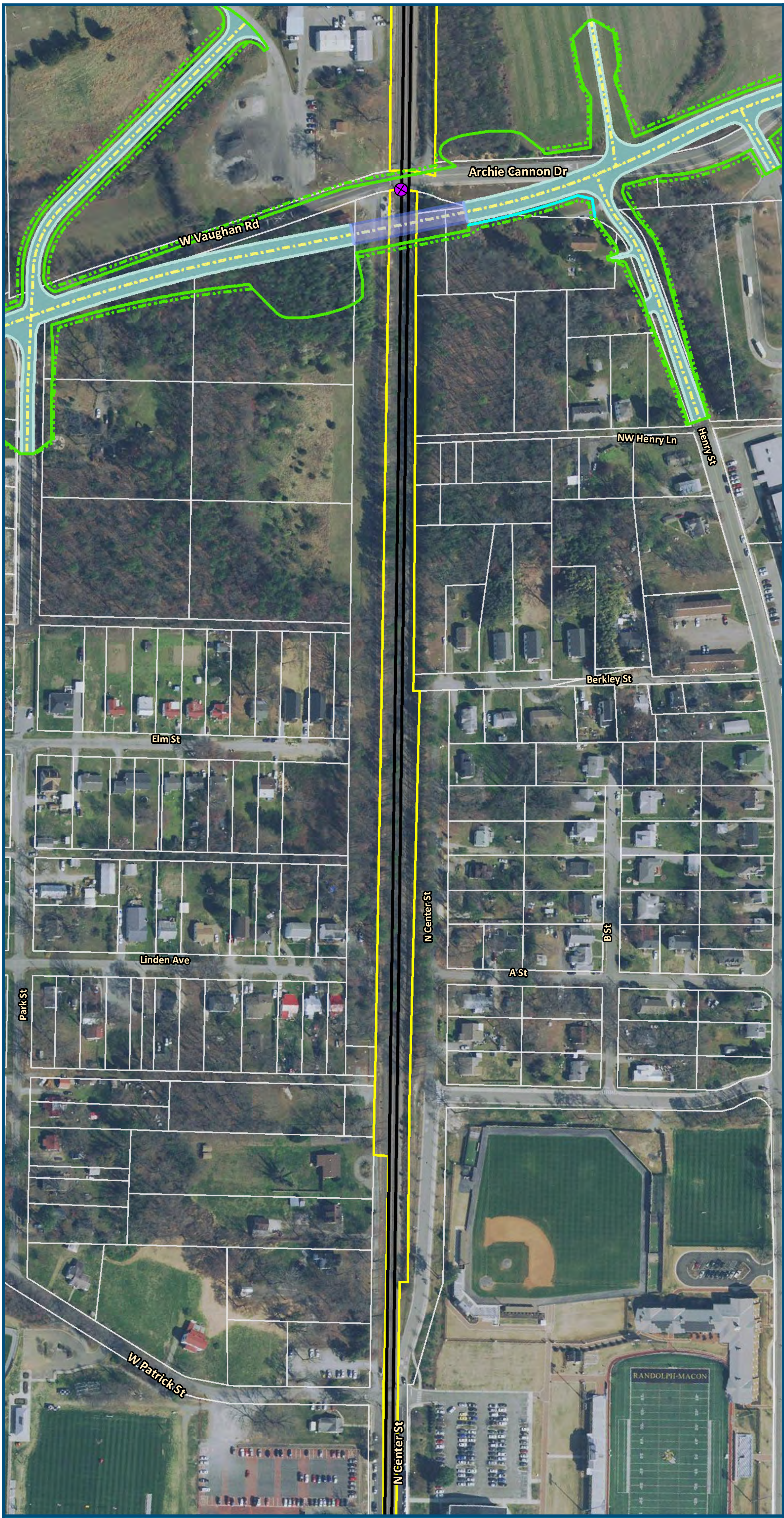
Archie Cannon Dr
W Vaughan Rd
NW Henry Ln
Henry St
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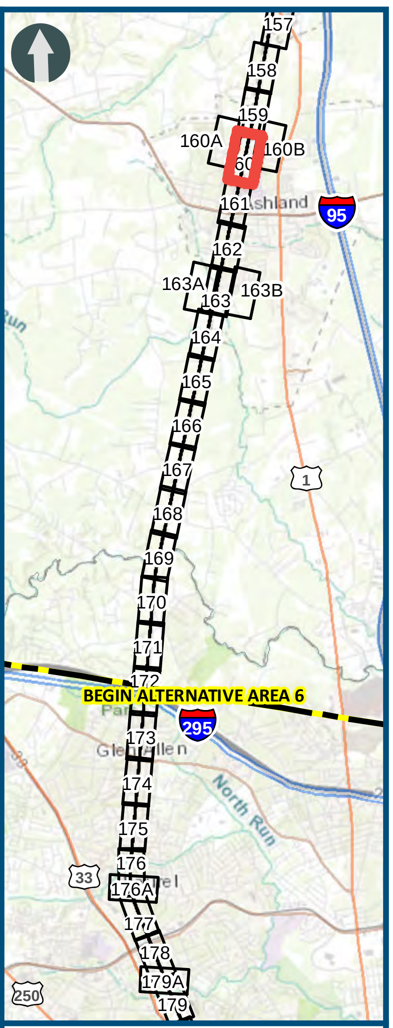
Elm St
Linden Ave
Park St
N Center St
B St
A St
W Patrick St
N Center St
RANDOLPH-MACON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BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
North Run
174
175
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178
179A
250
179

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- — Track - Existing
- — Track - Improve Existing
- — Track - Proposed
- -·- Track - Proposed by others
- — Track - Remove
- — Crossover/Turnout - Proposed
- -·- Crossover/Turnout - Proposed by others
- — Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ⬚ Bridge - Proposed by others
- ▭ Roadway
- ⬚ Roadway - Proposed by others
- — Edge of Pavement
- - - Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- - - Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ▭ SWM Facilities
- ▭ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
- ▭ Station Platform - Existing
- ▭ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▭ Station Platform - Remove
- ▭ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Preferred Alternative Mapbook

Sheet 160 of 217

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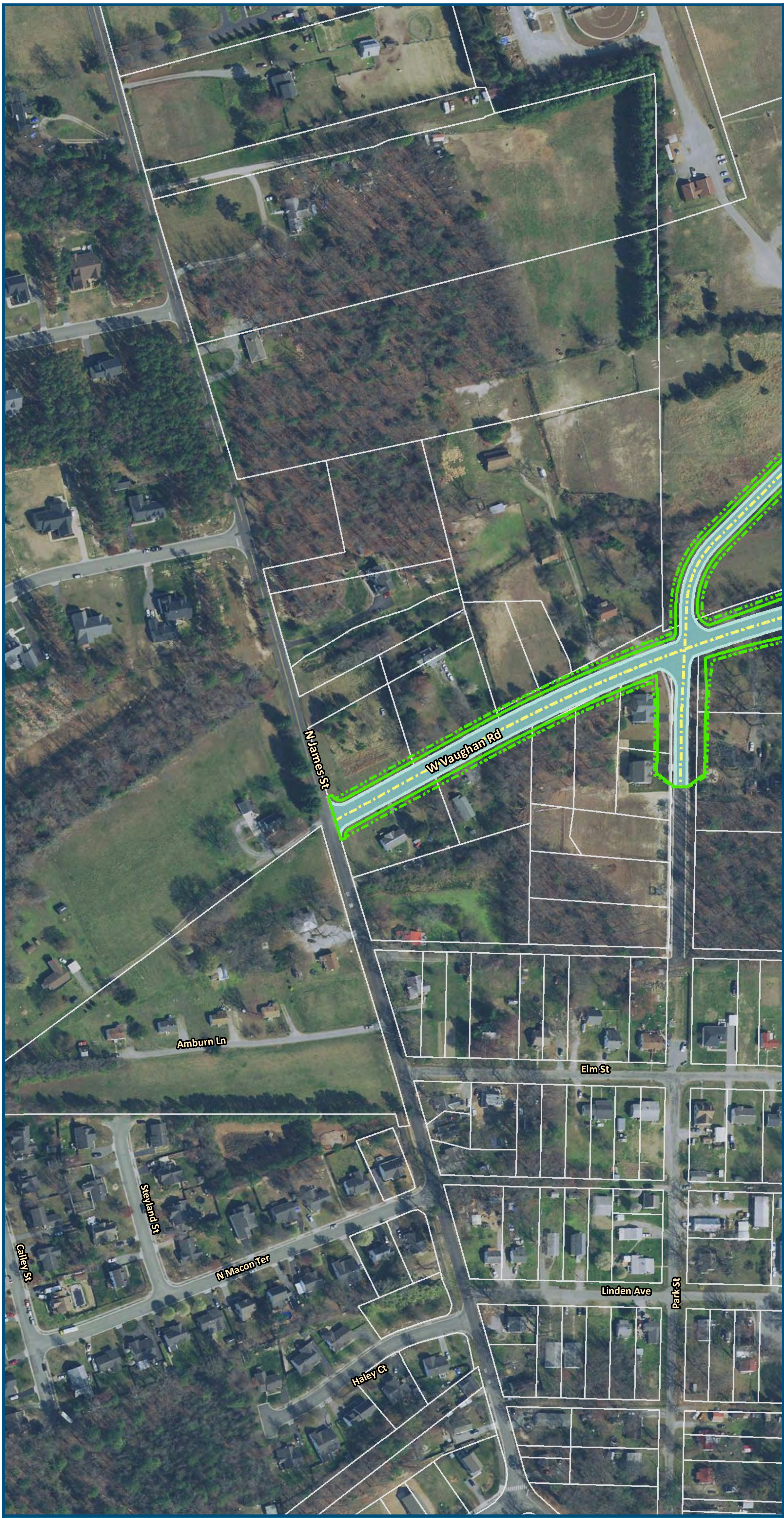
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N James St
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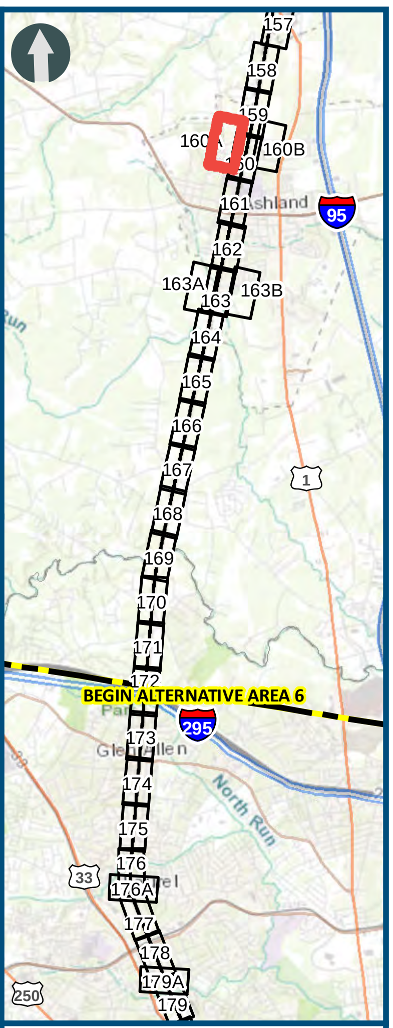
Elm St
Steyland St
Calley St
N Macon Ter
Linden Ave
Park St
Haley Ct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BEGIN ALTERNATIVE AREA 6
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Glen Allen
North Run
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179A
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250

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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- Permanent Limits of Disturbance
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- Track - Proposed by others
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- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
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- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
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- Roadway - Proposed by others
- Edge of Pavement
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- Drainage Directional Arrows
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- Station Platform - Existing
- Station Platform - Proposed
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- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 160A of 217

DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC to RICHMOND SOUTHEAST HIGH SPEED RAIL

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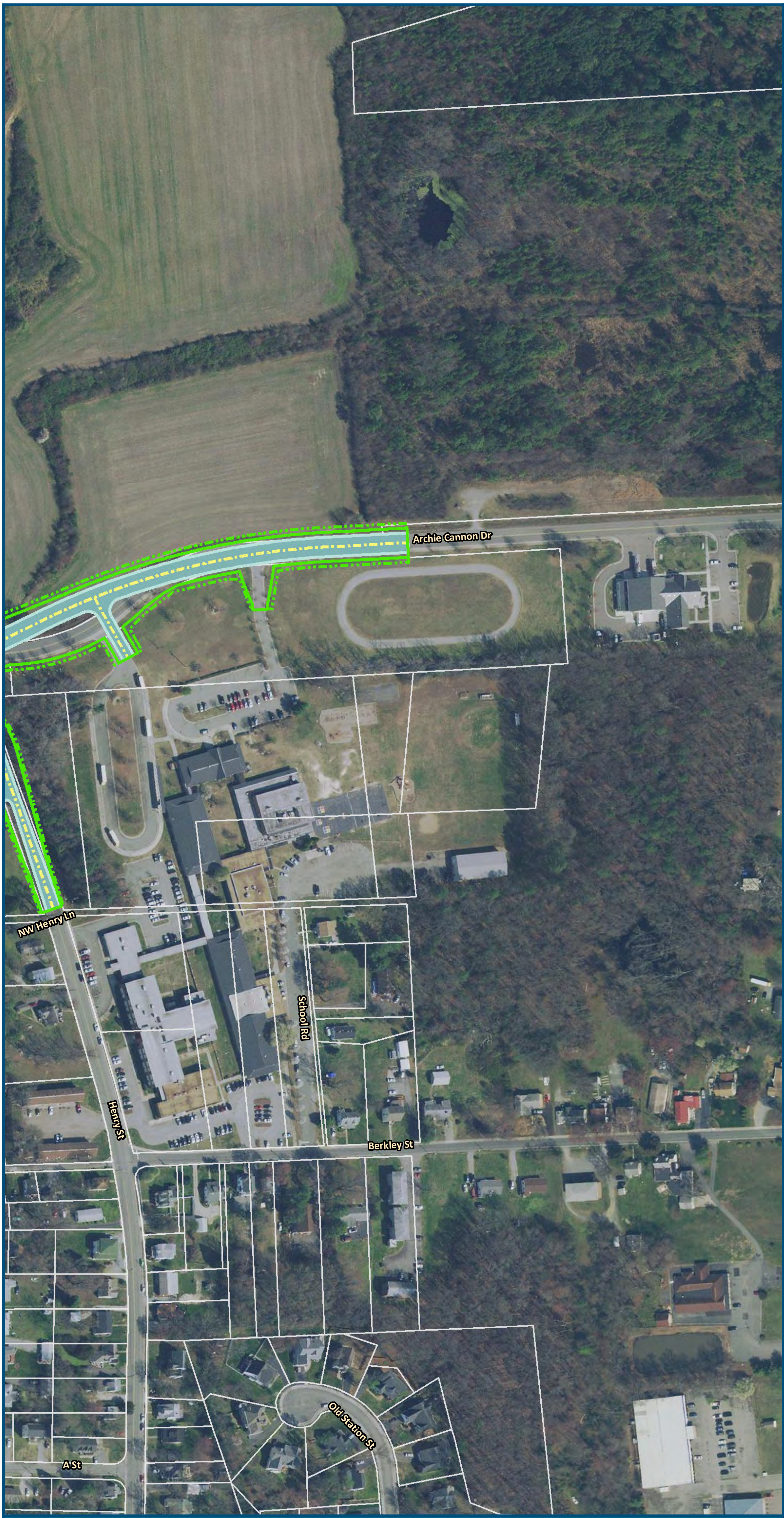
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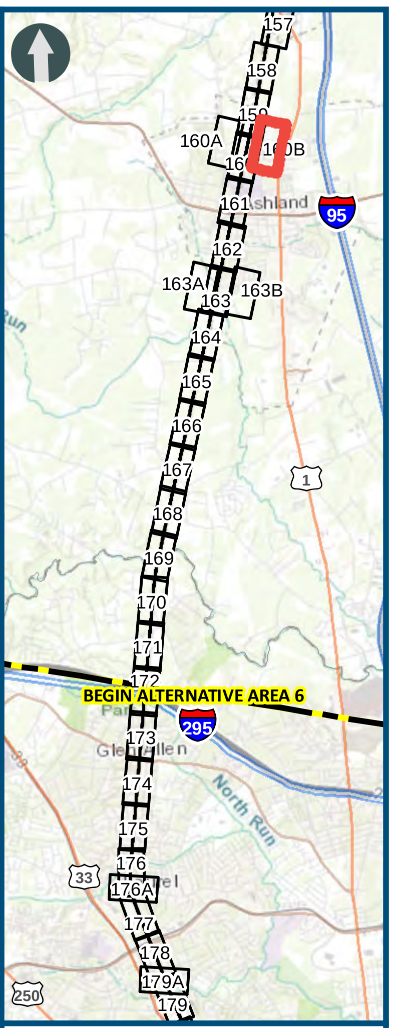
NW Henry Ln
School Rd
Henry St
Berkley St
Old Station St
A St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BEGIN ALTERNATIVE AREA 6
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173
Glen Allen
North Run
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250

0 100 200
Feet

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@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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- — Track - Improve Existing
- — Track - Proposed
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- -·- Crossover/Turnout - Proposed by others
- - - Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ▭ Bridge - Proposed by others
- ▭ Roadway
- ▭ Roadway - Proposed by others
- — Edge of Pavement
- - - Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- - - Locking Gate
- ⊗ Crossing - Closure
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- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ▭ SWM Facilities
- ▭ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
- ▭ Station Platform - Existing
- ▭ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▭ Station Platform - Remove
- ▭ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Preferred Alternative Mapbook

Sheet 160B of 217

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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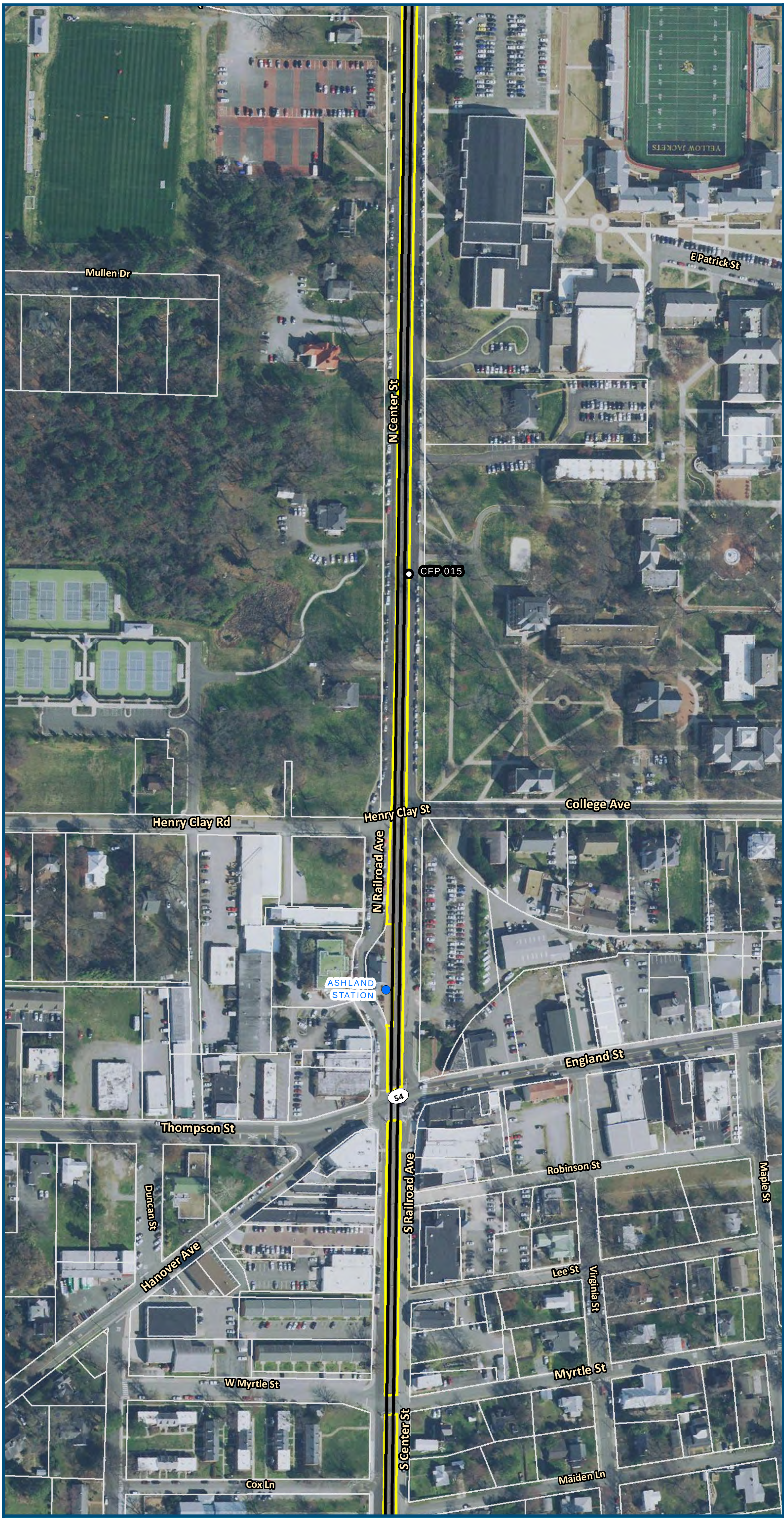
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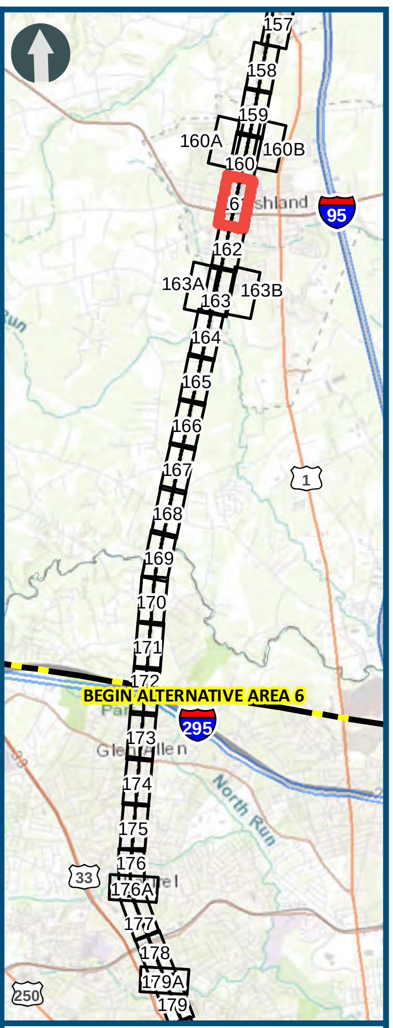
Mullen Dr
E Patrick St
N Center St
CFP 015
Henry Clay Rd
Henry Clay St
College Ave
N Railroad Ave
ASHLAND
STATION
England St
54
Thompson St
Robinson St
Maple St
Duncan St
Hanover Ave
S Railroad Ave
Lee St
Virginia St
Myrtle St
W Myrtle St
S Center St
Cox Ln
Maiden Ln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BEGIN ALTERNATIVE AREA 6
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Glen Allen
North Run
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0 100 200

Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
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- ━ Track - Existing
- ━ Track - Improve Existing
- ━ Track - Proposed
- ╍ Track - Proposed by others
- ╌ Track - Remove
- ━ Crossover/Turnout - Proposed
- ╍ Crossover/Turnout - Proposed by others
- ╌ Crossover/Turnout - Remove
- ━ Retaining Walls
- ╍ Retaining Walls - Proposed by others
- ▭ Bridge
- ⬚ Bridge - Proposed by others
- ▭ Roadway
- ⬚ Roadway - Proposed by others
- ━ Edge of Pavement
- ╌ Roadway Centerline
- ━ Median Separators
- ━ Gate/Quad Gate
- ╌ Locking Gate
- ⊗ Crossing - Closure
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- ─ Drainage Directional Arrows
- ● Stations
- ■ Station Platform - Existing
- ▭ Station Platform - Proposed
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- ▭ Station Platform - Remove
- ■ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Preferred Alternative Mapbook

Sheet 161 of 217

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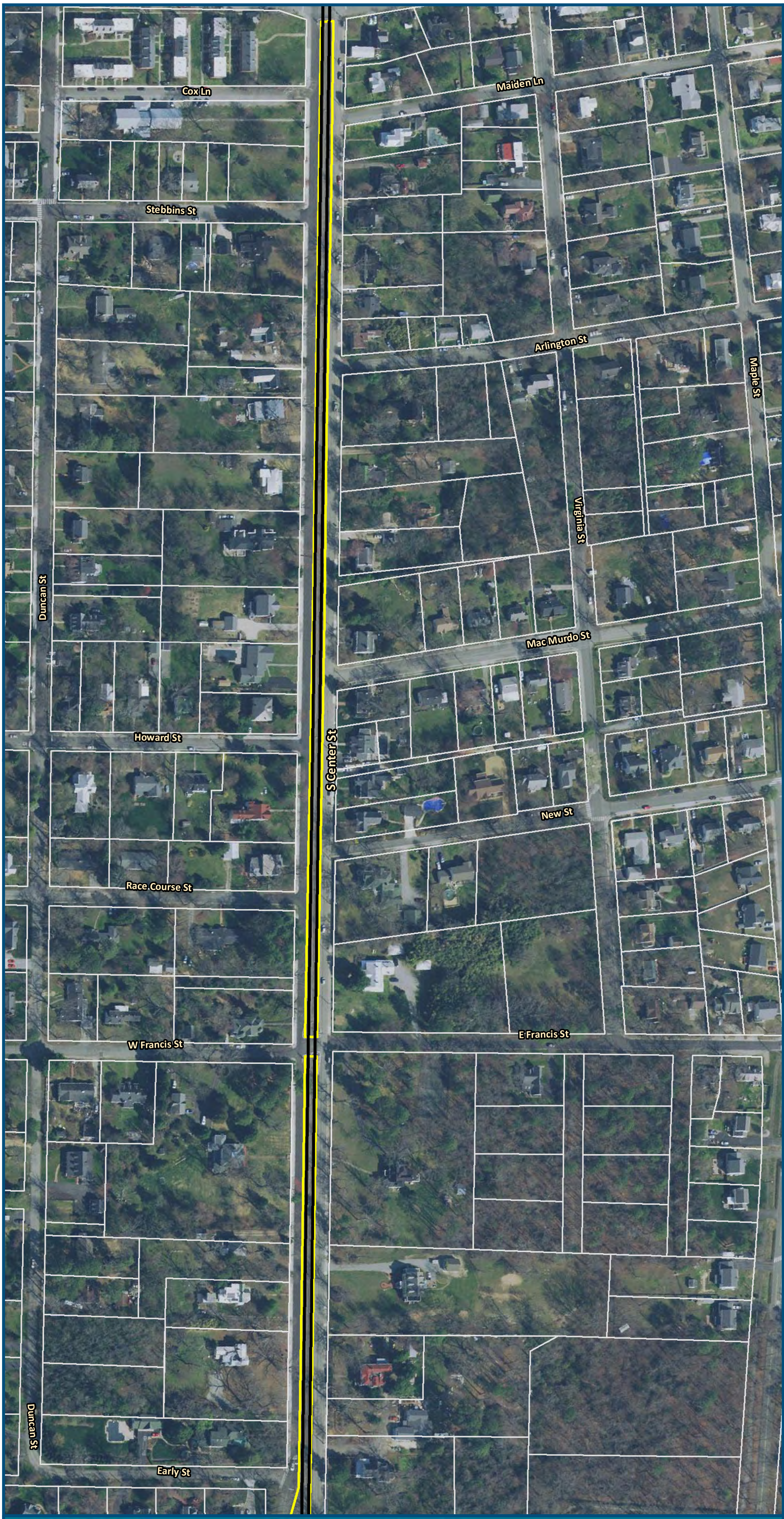
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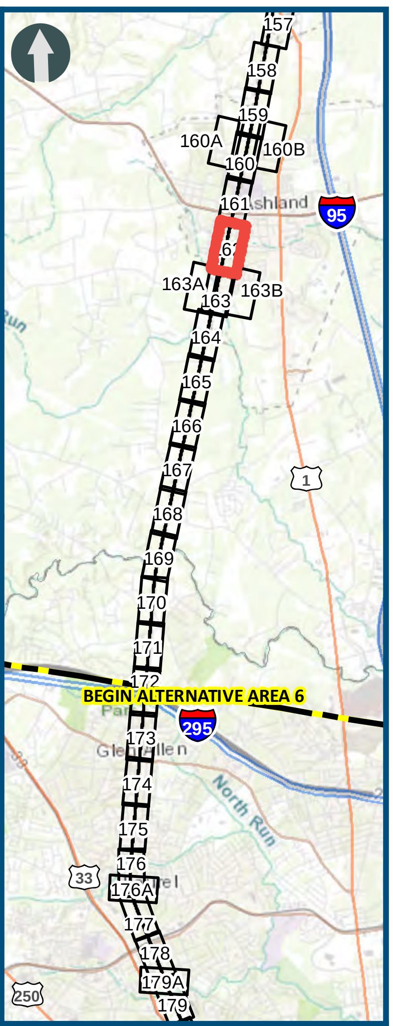
Maiden Ln
Stebbins St
Arlington St
Maple St
Virginia St
Duncan St
Mac Murdo St
Howard St
S Center St
New St
Race Course St
W Francis St
E Francis St
Duncan St
Early St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BEGIN ALTERNATIVE AREA 6
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Glen Allen
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North Run
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179A
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250

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- — Track - Existing
- — Track - Improve Existing
- — Track - Proposed
- - · - Track - Proposed by others
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- — Crossover/Turnout - Proposed
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- — Retaining Walls
- - · - Retaining Walls - Proposed by others
- ▭ Bridge
- ▭ Bridge - Proposed by others
- ▭ Roadway
- ▭ Roadway - Proposed by others
- — Edge of Pavement
- - - Roadway Centerline
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- - - Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
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- ■ SWM Facilities
- ■ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
- ■ Station Platform - Existing
- ▭ Station Platform - Proposed
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- ▭ Station Platform - Remove
- ■ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Preferred Alternative Mapbook

Sheet 162 of 217

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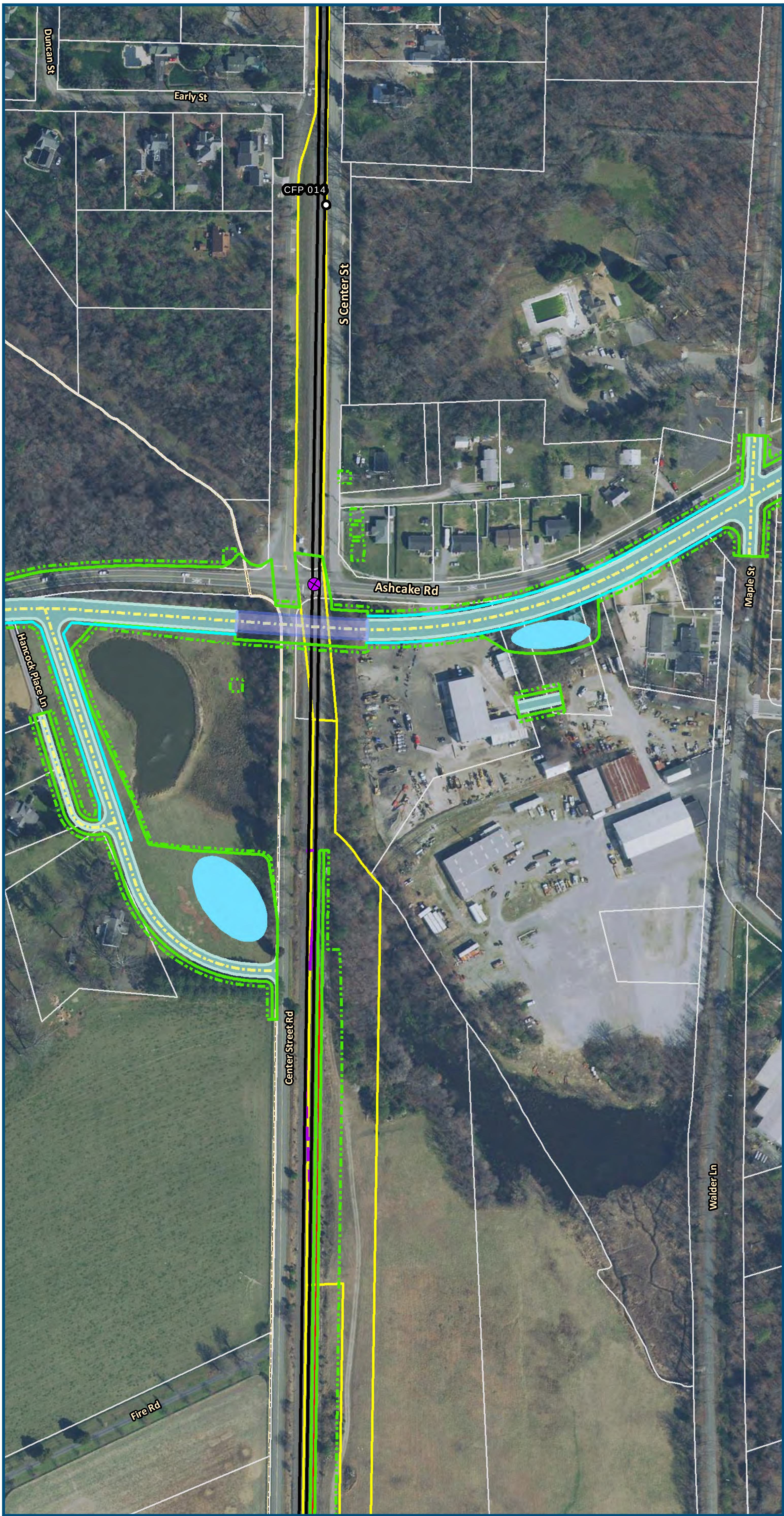
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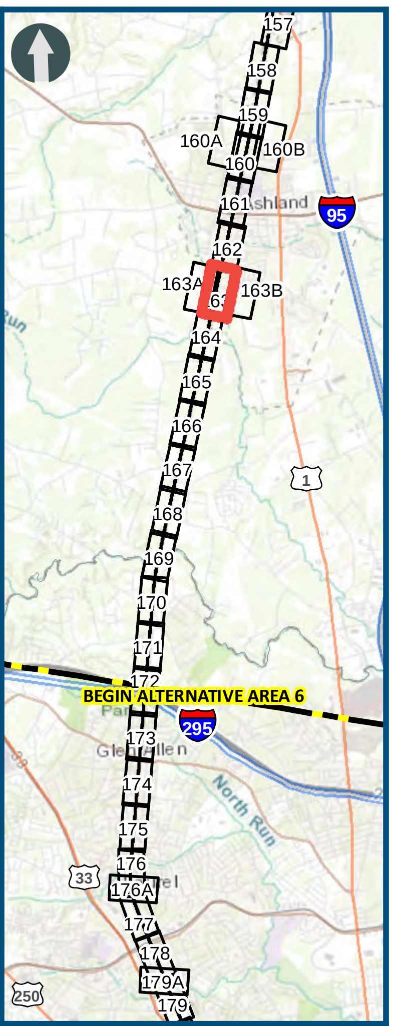
Early St
CFP 014
S Center St
Ashcake Rd
Hancock Place Ln
Maple St
Center Street Rd
Walder Ln
Fire Rd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BEGIN ALTERNATIVE AREA 6
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Glen Allen
North Run
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
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- -·- Crossover/Turnout - Proposed by others
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- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ▭ Bridge - Proposed by others
- ▭ Roadway
- ▭ Roadway - Proposed by others
- — Edge of Pavement
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- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
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Preferred Alternative Mapbook

Sheet 163 of 217

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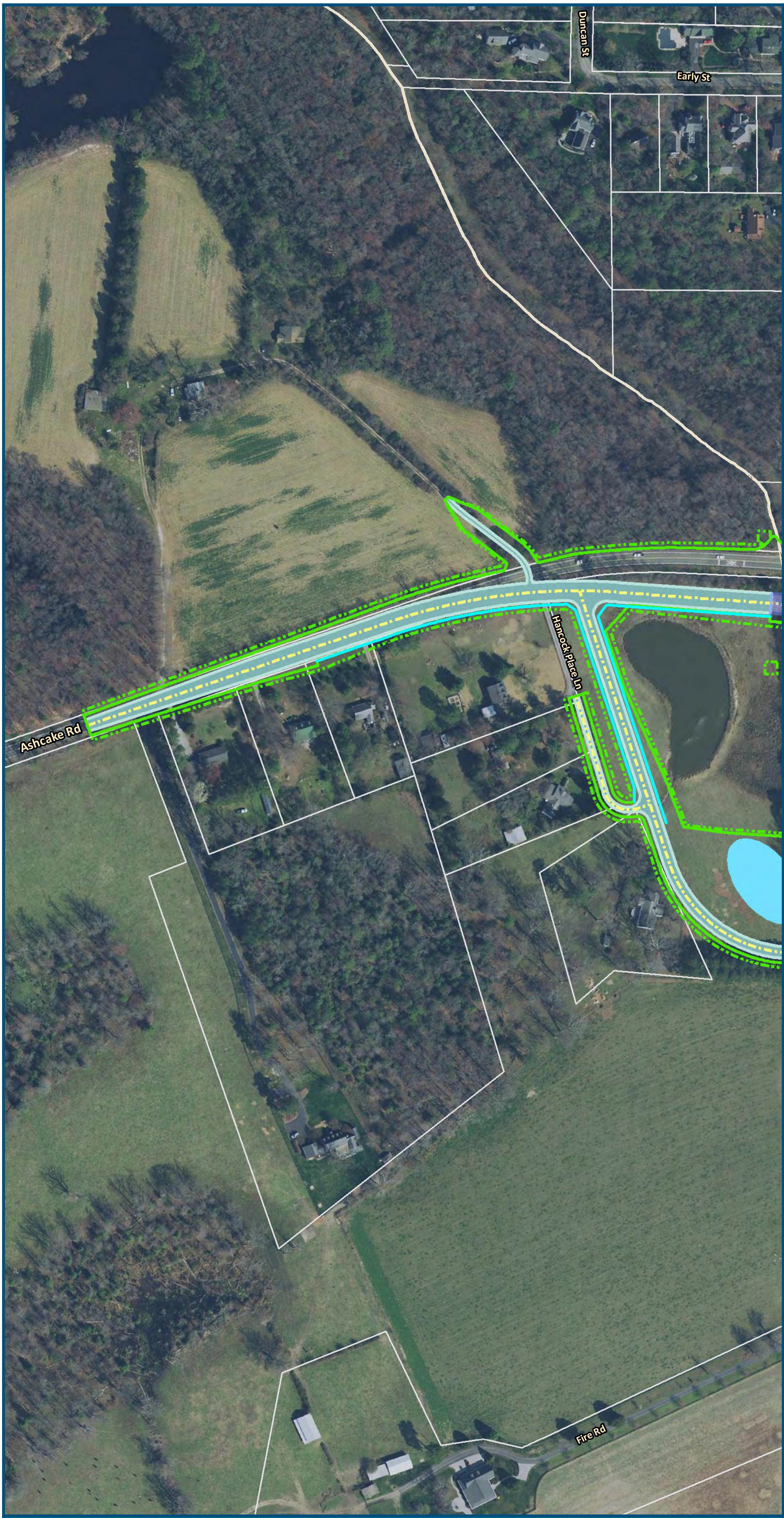
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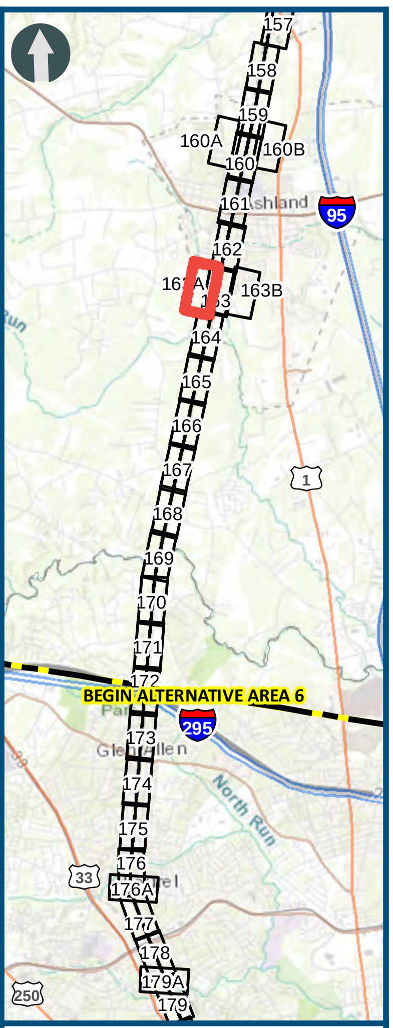
Early St
Ashcake Rd
Hancock Place Ln
Fire Rd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BEGIN ALTERNATIVE AREA 6
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Glen Allen
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North Run
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0 100 200
Feet

1 inch = 200 feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

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- CSXT Mileposts
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- Crossover/Turnout - Proposed by others
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Preferred Alternative Mapbook

Sheet 163A of 217

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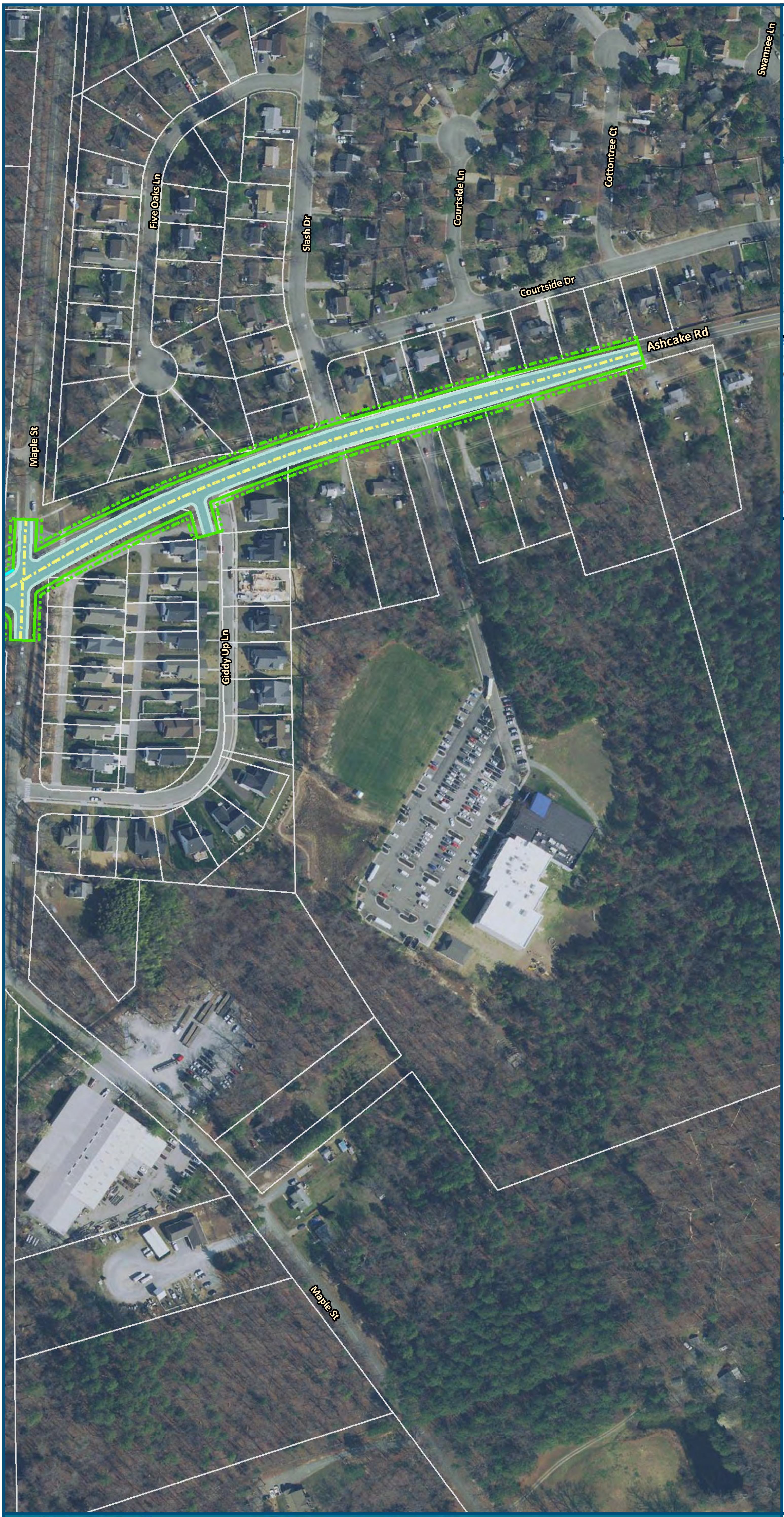
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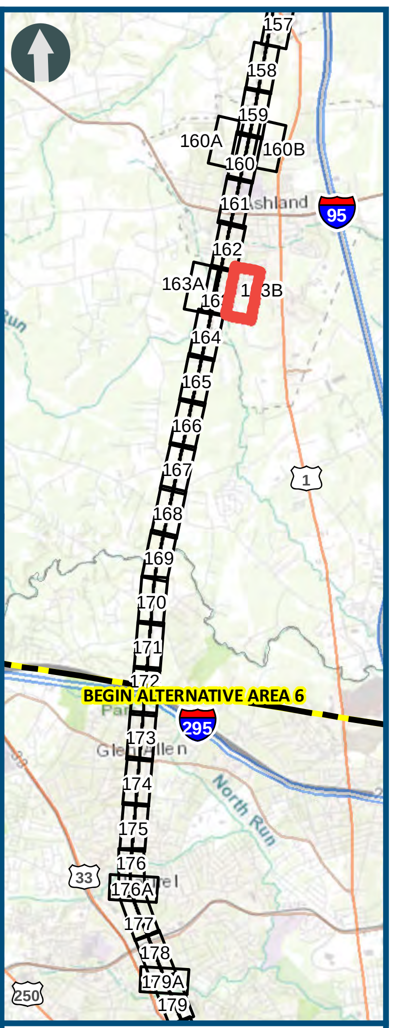
Five Oaks Ln
Slash Dr
Courtside Ln
Cottontree Ct
Courtside Dr
Ashcake Rd
Maple St
Giddy Up Ln
Maple St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BEGIN ALTERNATIVE AREA 6
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179A
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North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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- Temporary Limits of Disturbance
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- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
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- Bridge - Proposed by others
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- Roadway - Proposed by others
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- Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- Station Platform - Existing
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- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
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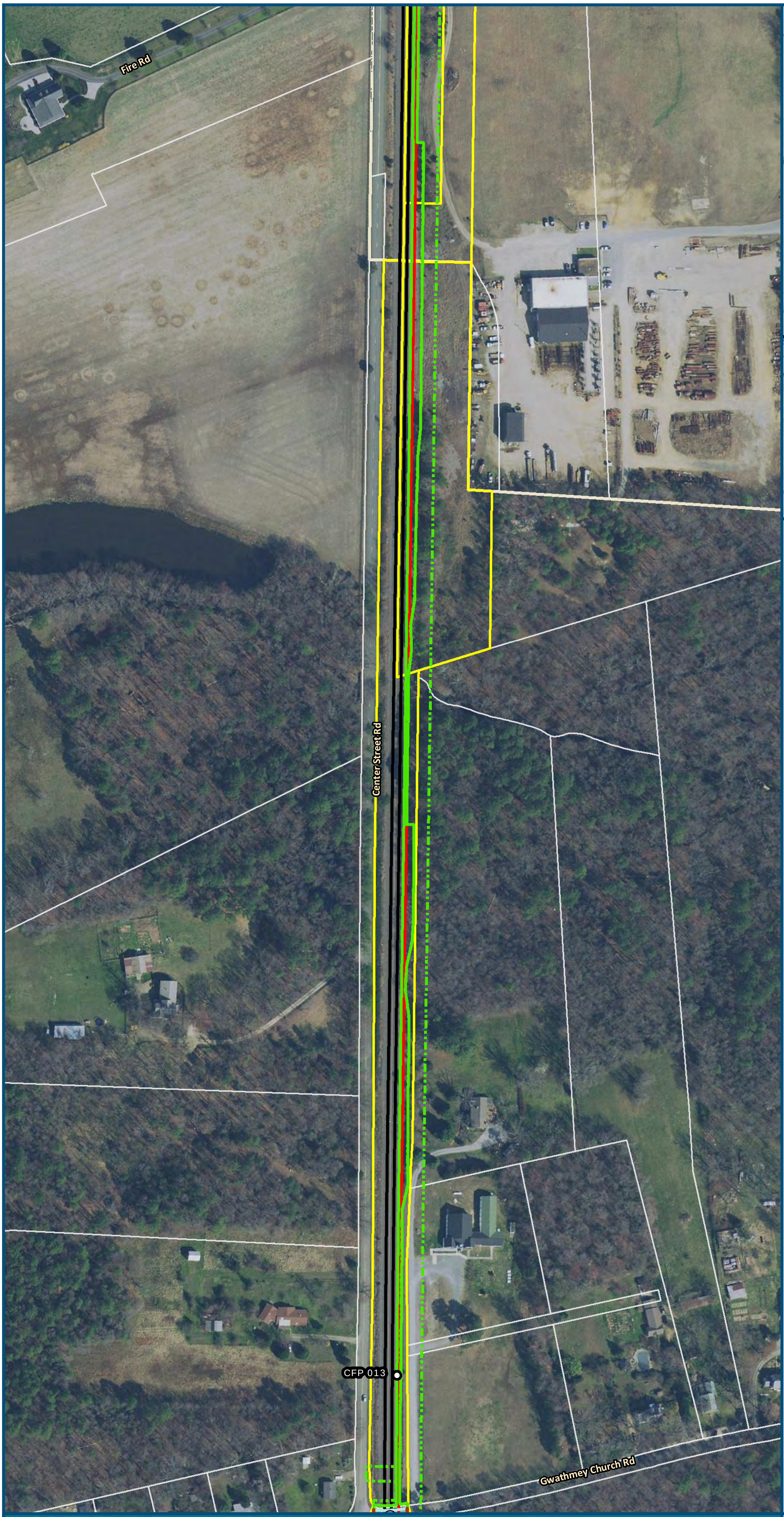
Preferred Alternative Mapbook

Sheet 163B of 217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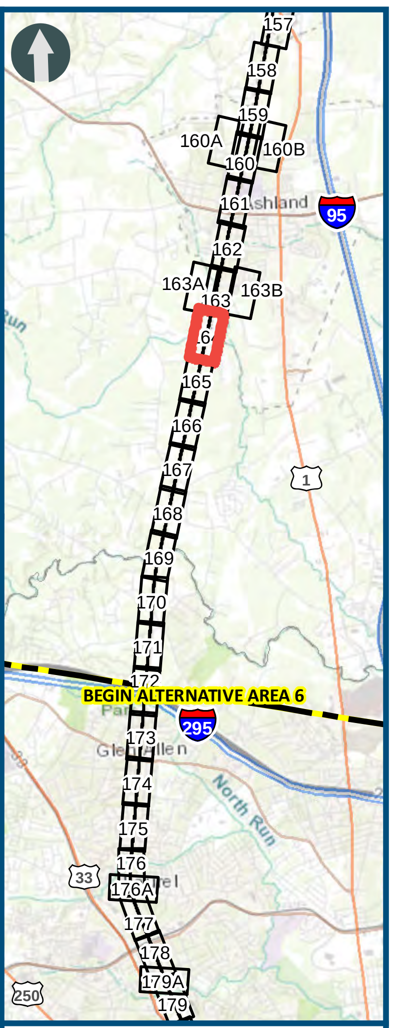
Center Street Rd
CFP 013
Gwathmey Church Rd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Ashland
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172
BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
North Run
174
175
33
176
176A
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178
179A
179
250

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- — Track - Existing
- — Track - Improve Existing
- — Track - Proposed
- -·- Track - Proposed by others
- — Track - Remove
- — Crossover/Turnout - Proposed
- -·- Crossover/Turnout - Proposed by others
- — Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ⬚ Bridge - Proposed by others
- ▭ Roadway
- ⬚ Roadway - Proposed by others
- — Edge of Pavement
- -·- Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- -- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ▭ SWM Facilities
- ▭ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
- ▭ Station Platform - Existing
- ▭ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▭ Station Platform - Remove
- ▭ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Preferred Alternative Mapbook

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DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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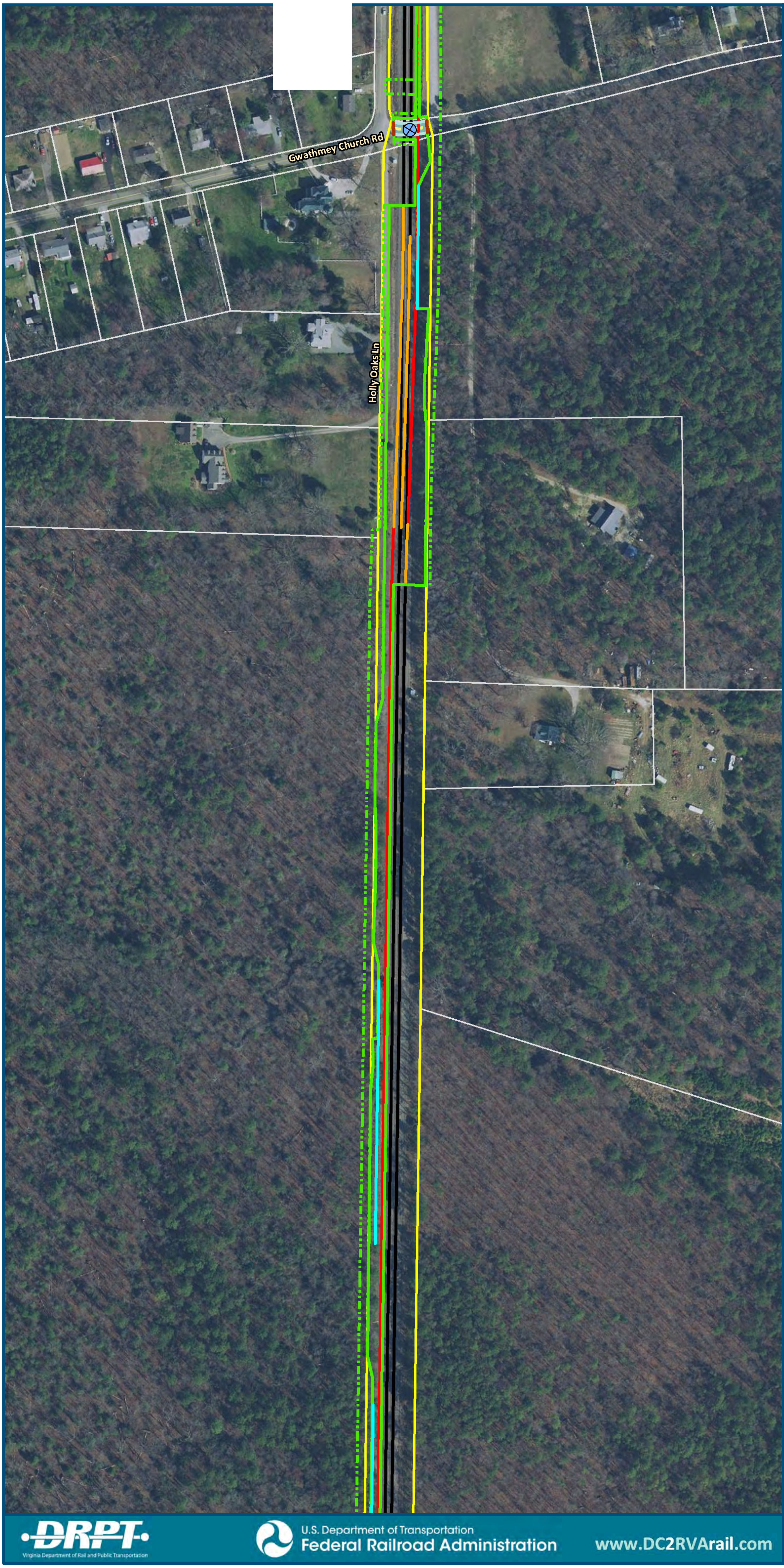

0 100 200
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- ▭ City/County Parcels
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Preferred Alternative Mapbook

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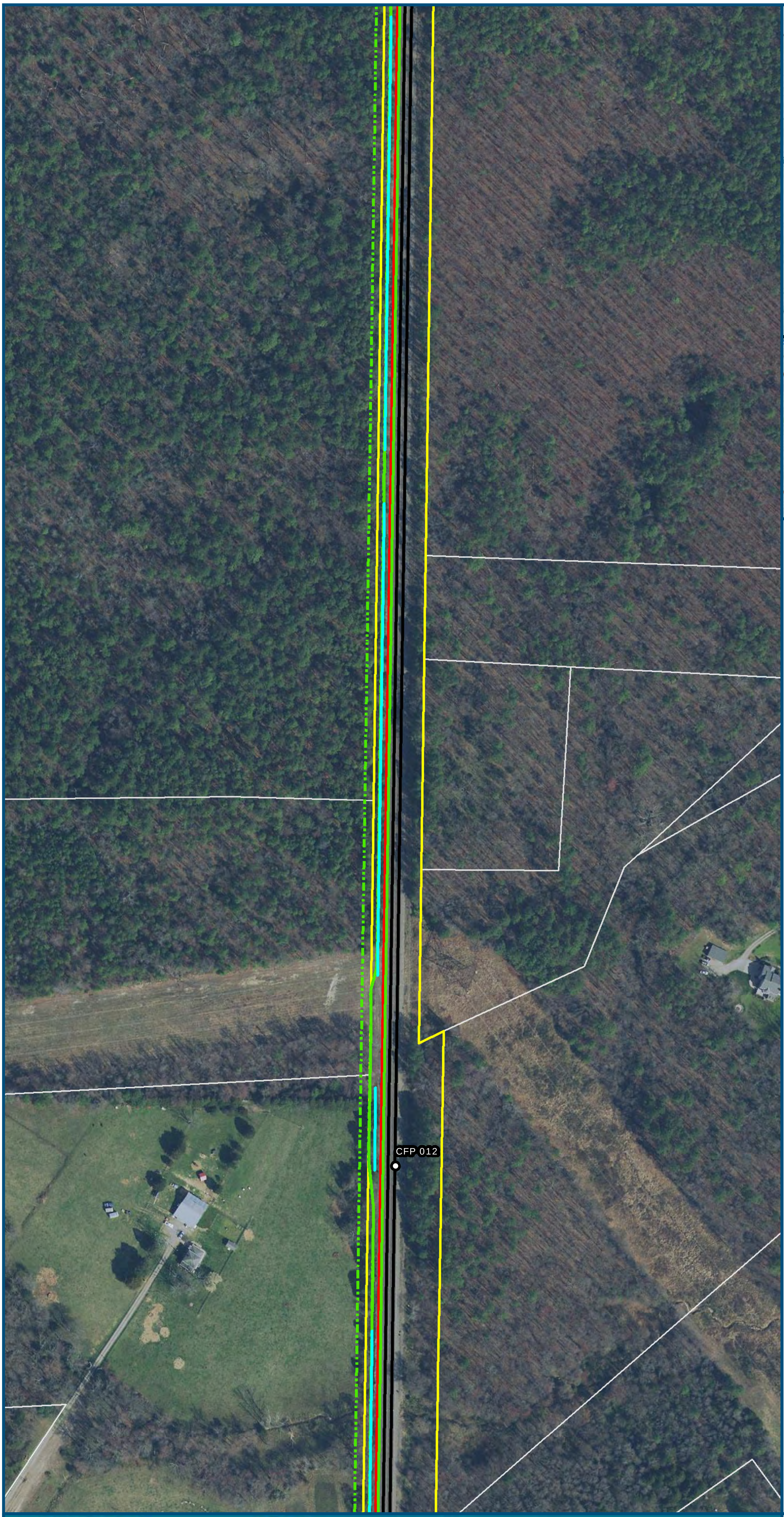

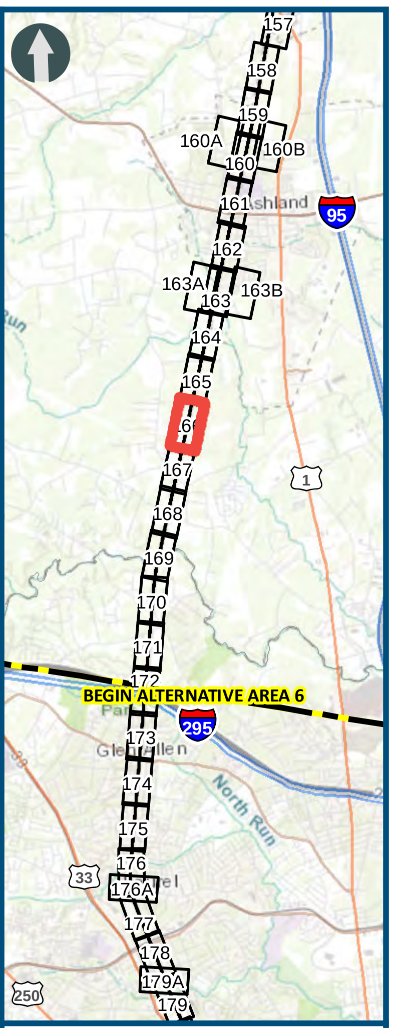
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Ashland
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BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
174
North Run
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0 100 200

Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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- Retaining Walls
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DRPT
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U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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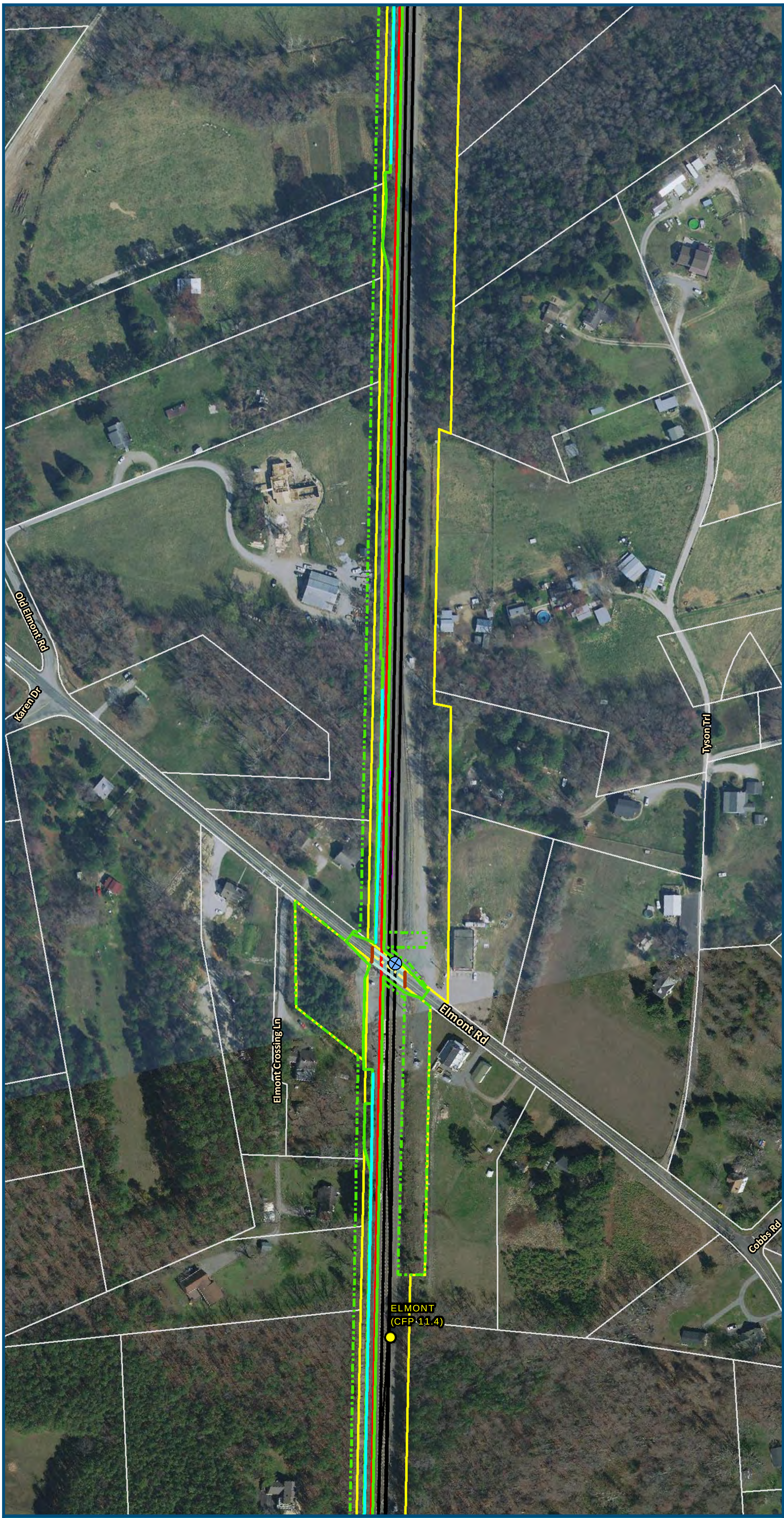
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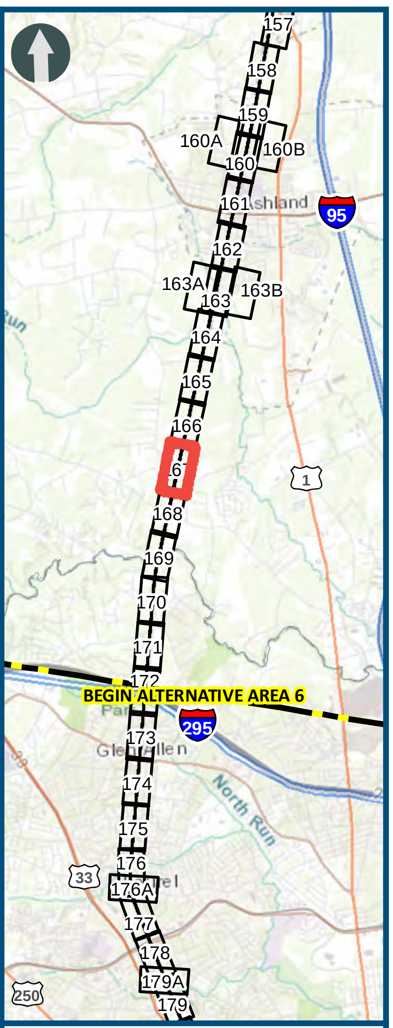
Karen Dr
Tyson Trl
Elmont Crossing Ln
Elmont Rd
Cobbs Rd
ELMONT
(CFP 11.4)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Ashland
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BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
174
North Run
175
176
33
176A
177
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179A
179
250

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
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- Bridge - Proposed by others
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- Roadway - Proposed by others
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Preferred Alternative Mapbook

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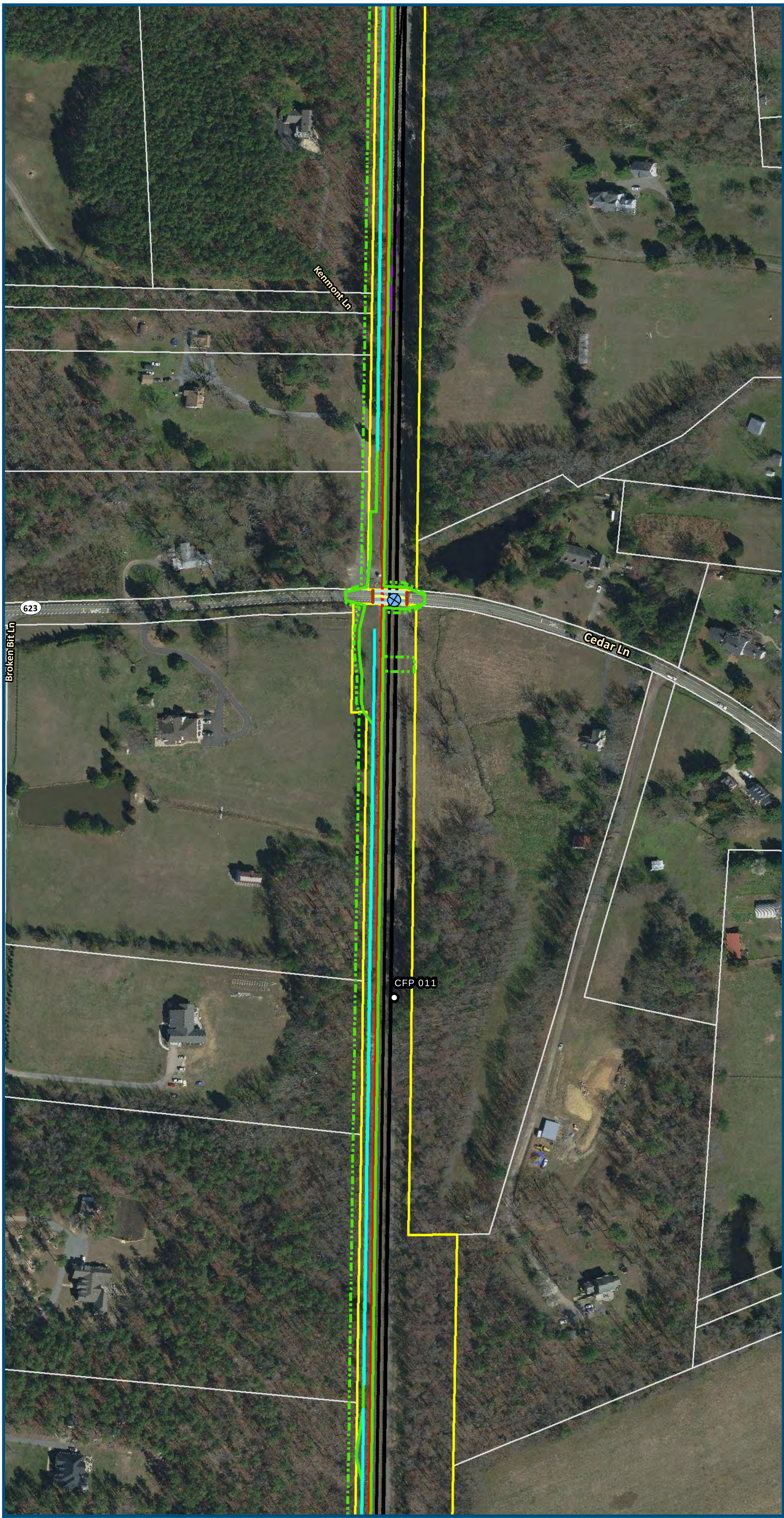
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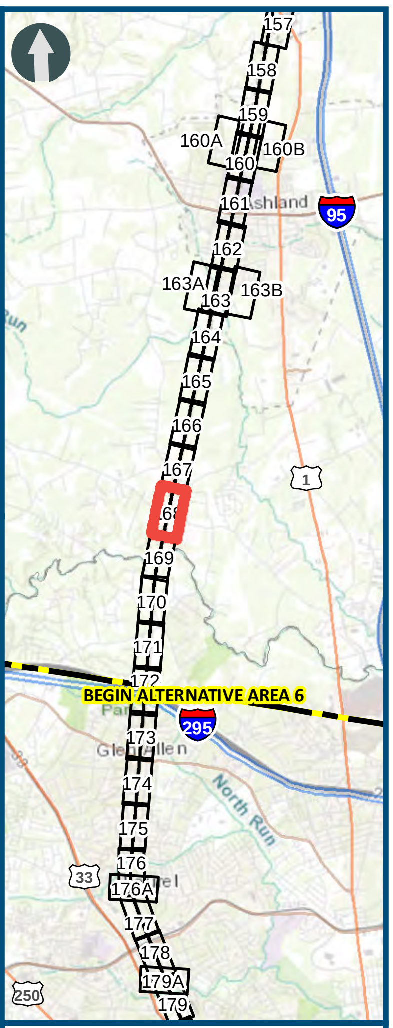
623
Broken Bit Ln
Cedar Ln
CFP 011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BEGIN ALTERNATIVE AREA 6
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Glen Allen
174
North Run
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179A
250
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0 100 200
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State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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- ─·─ Retaining Walls - Proposed by others
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- ▭ City/County Parcels
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Preferred Alternative Mapbook

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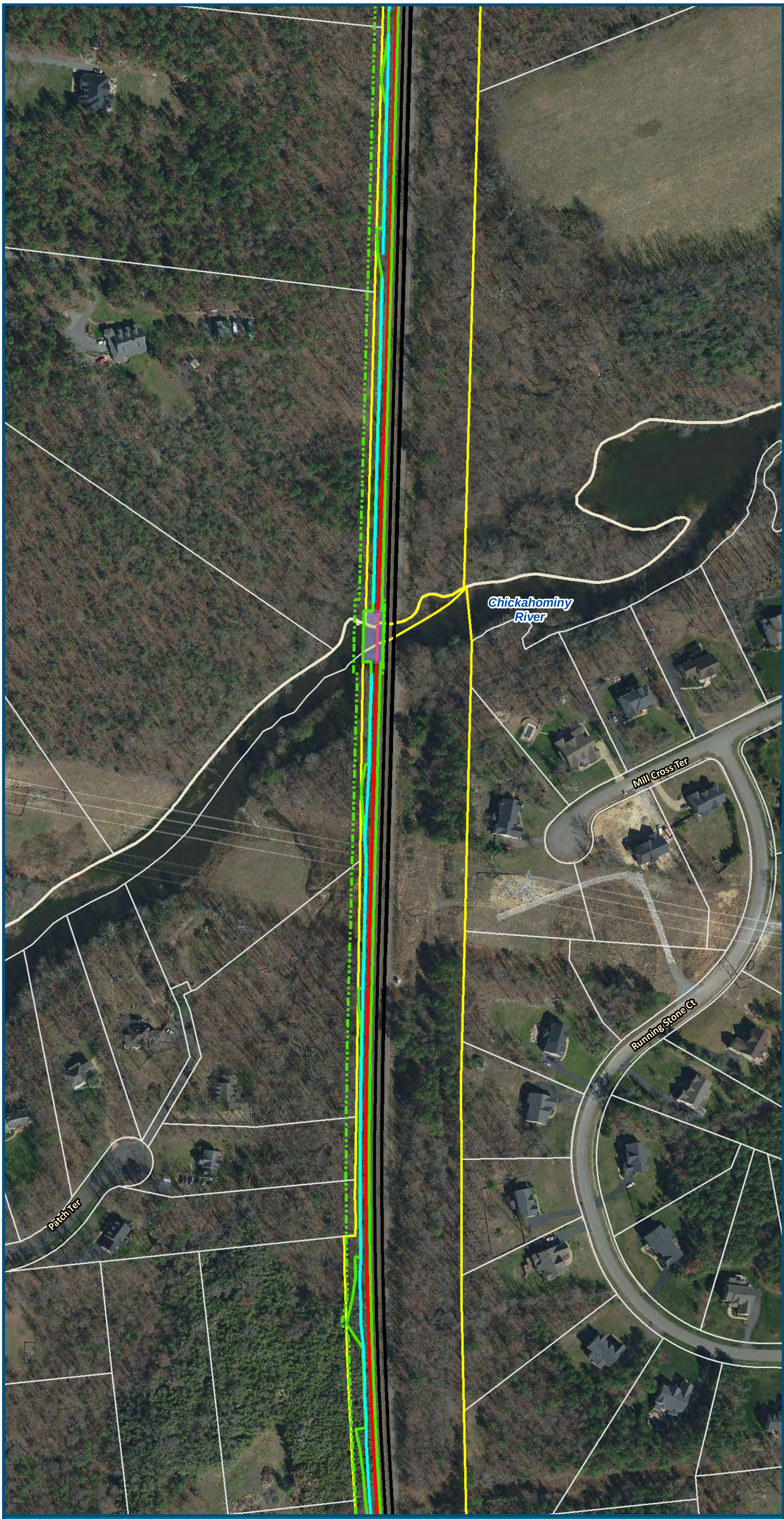
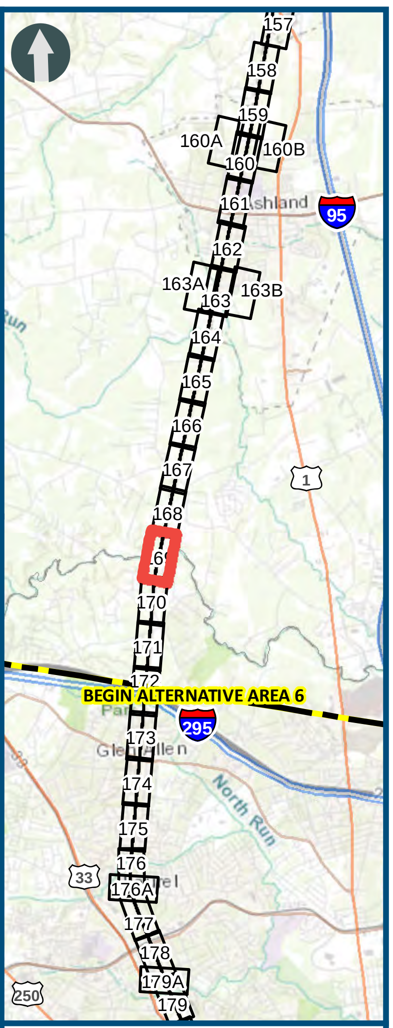

Chickahominy River
Mill Cross Ter
Running Stone Ct
Patch Ter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BEGIN ALTERNATIVE AREA 6
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Glen Allen
North Run
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0 100 200
Feet
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@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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Preferred Alternative Mapbook

Sheet 169 of 217

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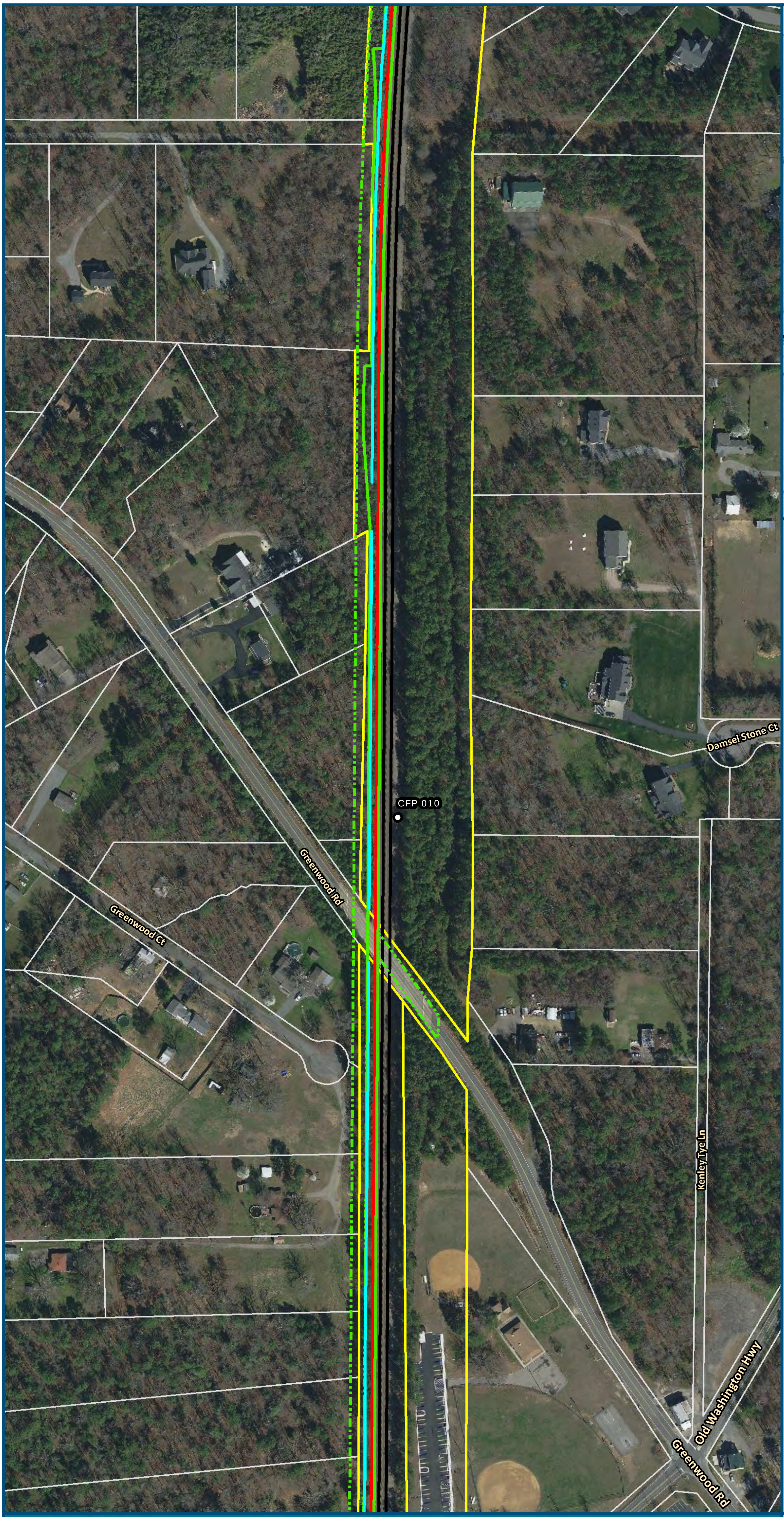
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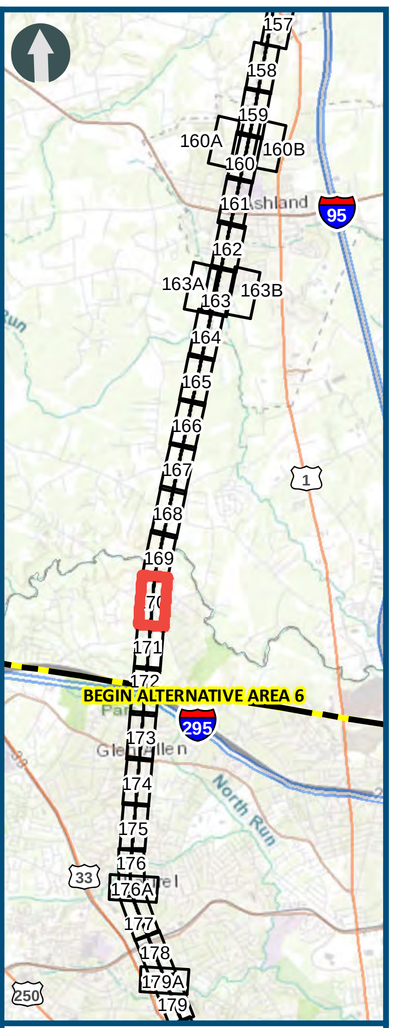
Greenwood Rd
Greenwood Ct
Damsel Stone Ct
Kenley Tye Ln
Old Washington Hwy
Greenwood Rd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BEGIN ALTERNATIVE AREA 6
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North Run
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0 100 200

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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Aerial Imagery; ESRI World Transportation

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SOUTHEAST HIGH SPEED RAIL

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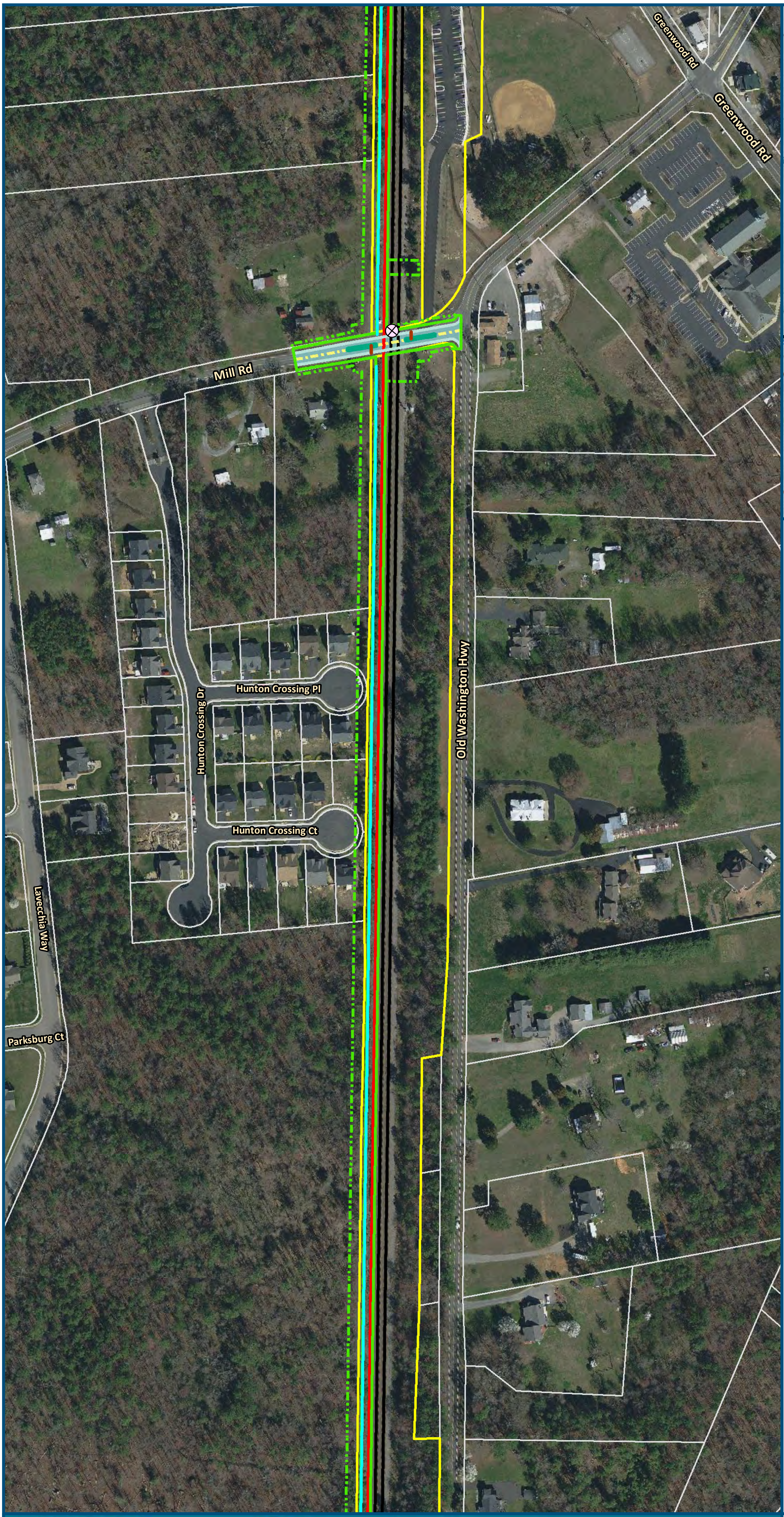
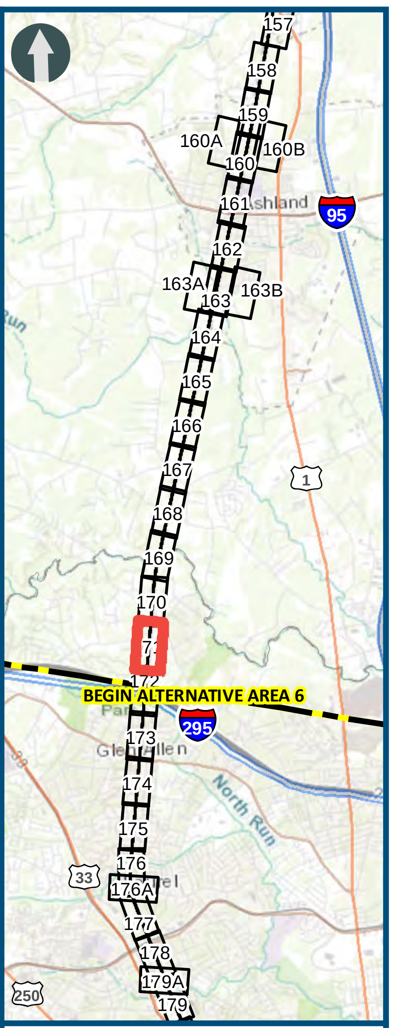

Greenwood Rd
Greenwood Rd
Mill Rd
Hunton Crossing Pl
Hunton Crossing Dr
Hunton Crossing Ct
Old Washington Hwy
Lavecchia Way
Parksburg Ct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North American Datum of 1983

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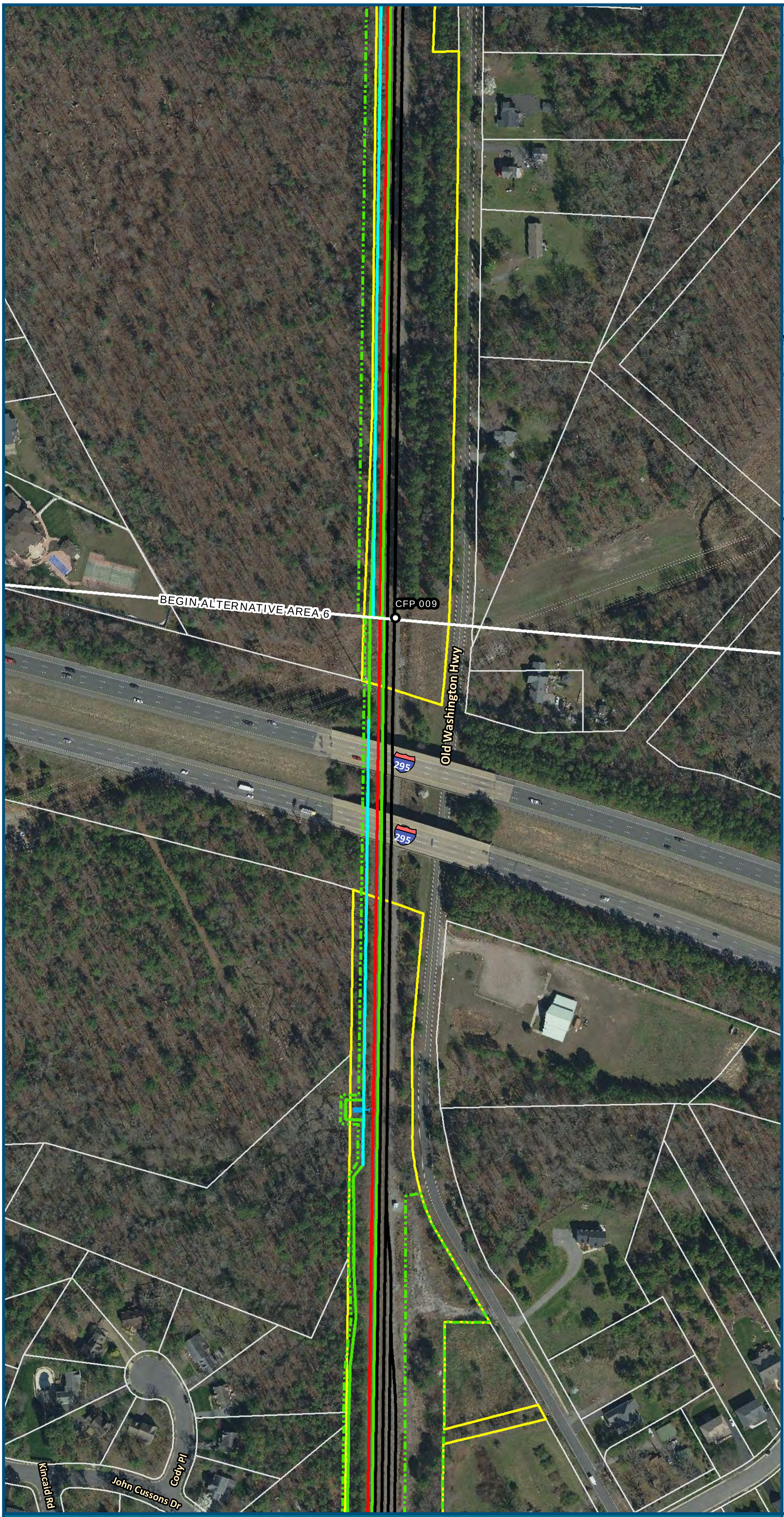
BEGIN ALTERNATIVE AREA 6
CFP 009
Old Washington Hwy
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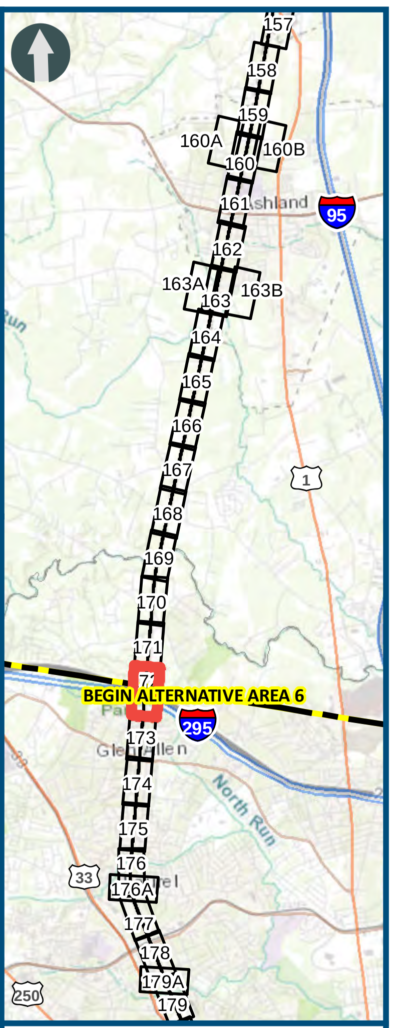
295
Kincaid Rd
John Cussons Dr
Cody Pl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BEGIN ALTERNATIVE AREA 6
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179A
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0 100 200
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Preferred Alternative Mapbook

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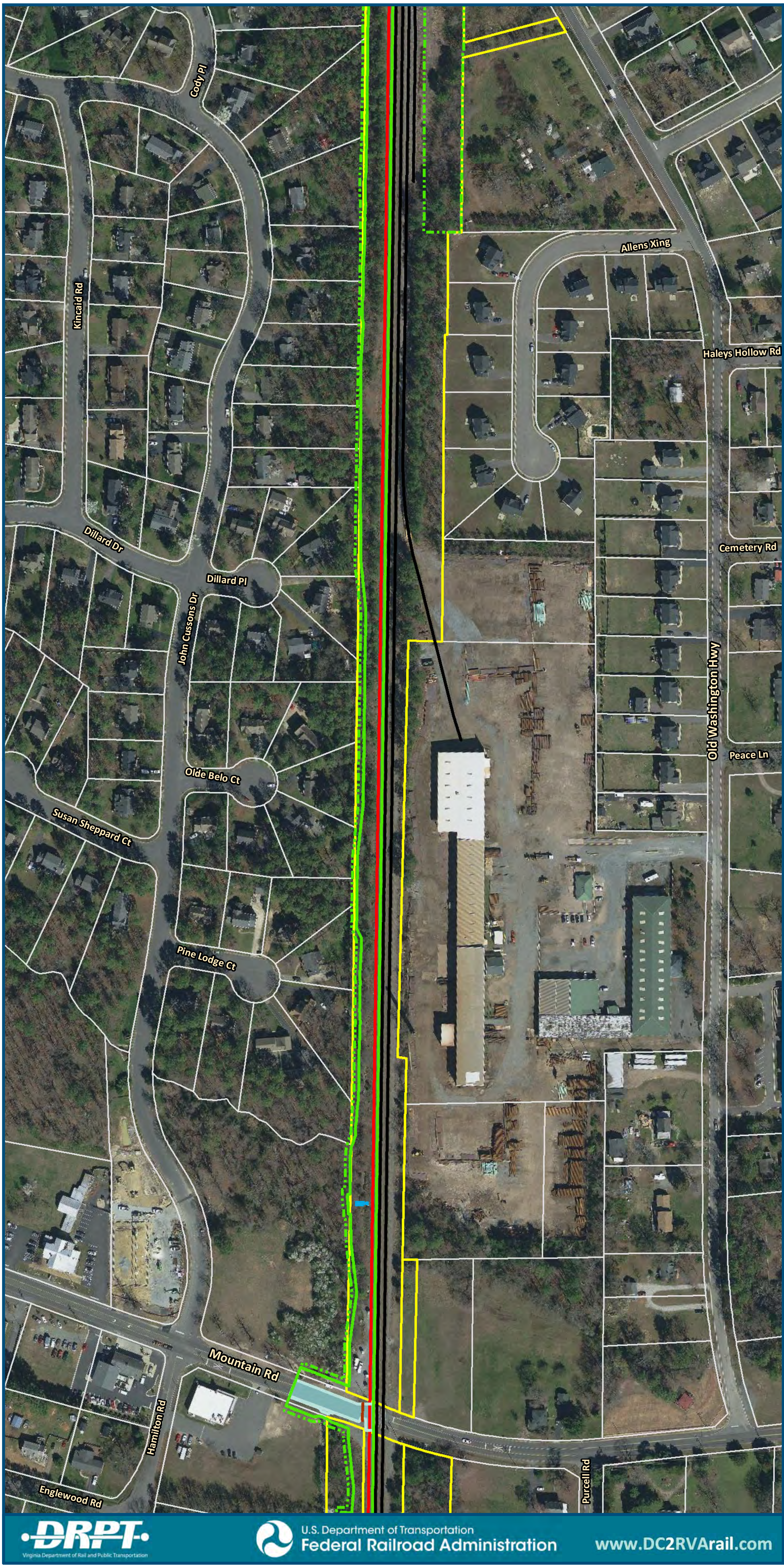
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Allens Xing
Haleys Hollow Rd
Dillard Dr
Dillard Pl
John Cussons Dr
Cemetery Rd
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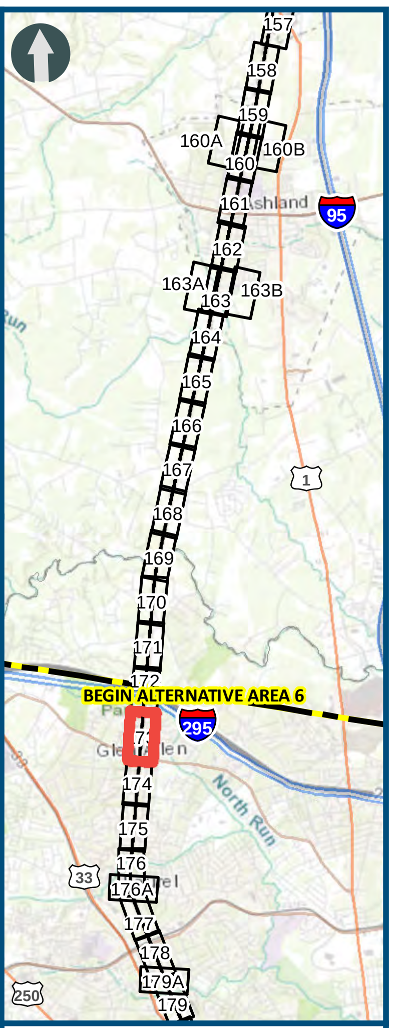
Peace Ln
Olde Belo Ct
Susan Sheppard Ct
Pine Lodge Ct
Mountain Rd
Hamilton Rd
Purcell Rd
Englewood Rd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BEGIN ALTERNATIVE AREA 6
295
174
North Run
175
176
33
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179A
250
179

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 173 of 217

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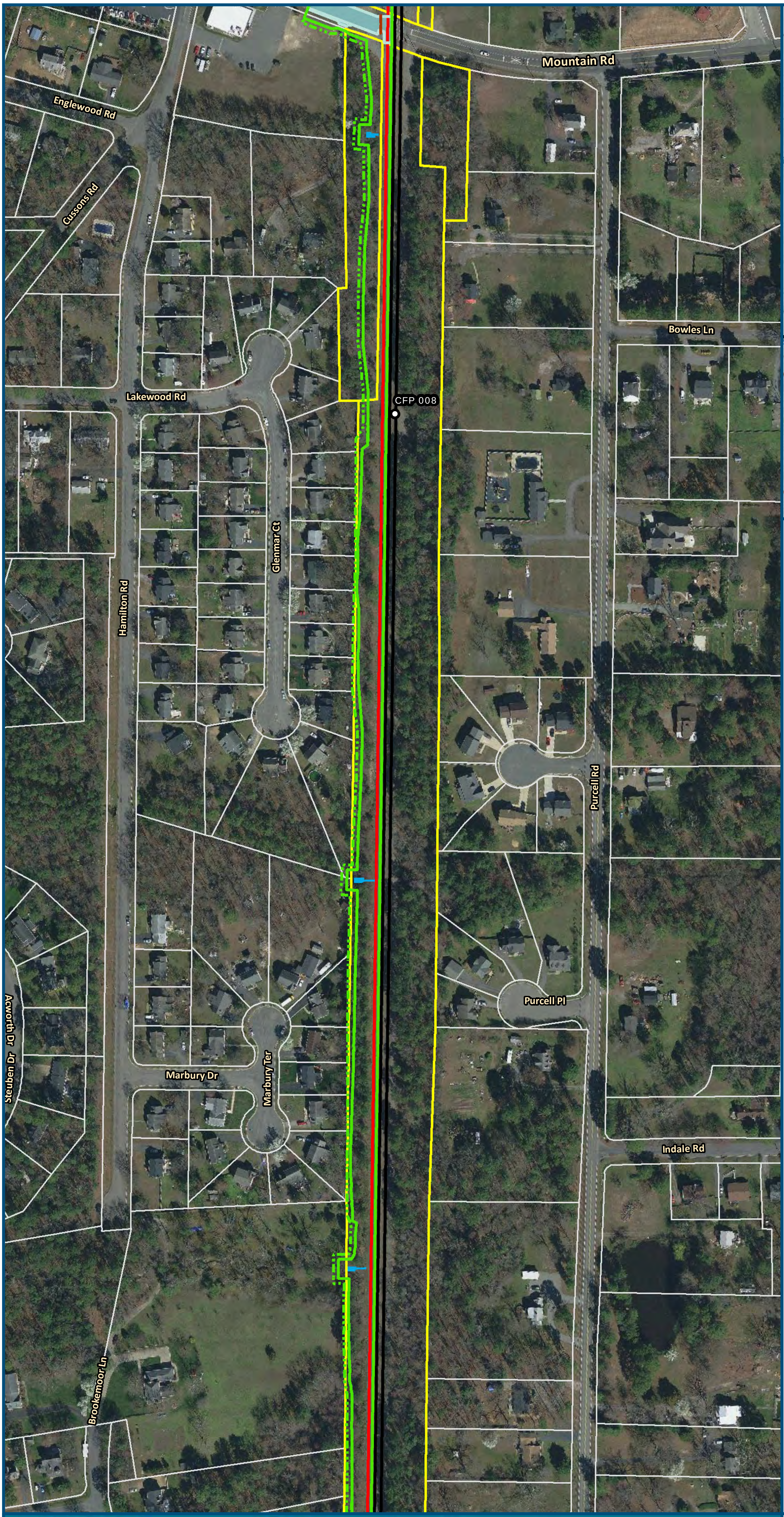
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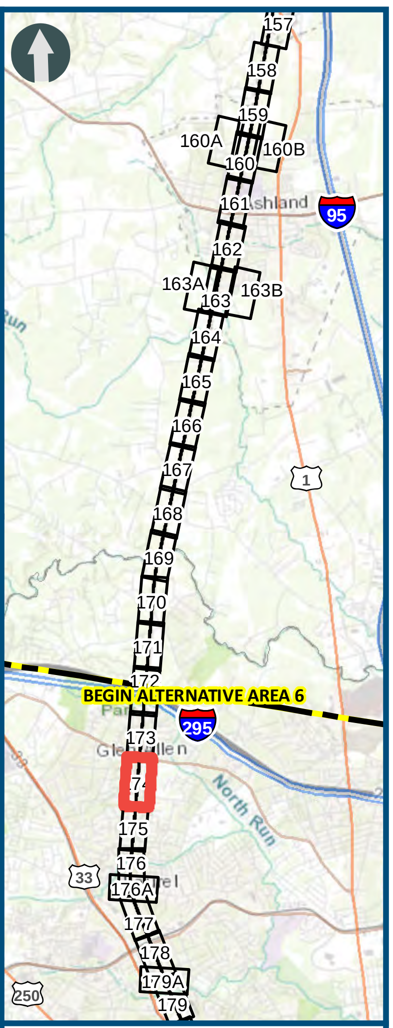
Englewood Rd
Cussons Rd
Lakewood Rd
CFP 008
Bowles Ln
Glenmar Ct
Hamilton Rd
Purcell Rd
Purcell Pl
Marbury Dr
Marbury Ter
Acworth Dr
Steuben Dr
Indale Rd
Brookemoor Ln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BEGIN ALTERNATIVE AREA 6
295
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Glen Allen
North Run
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179A
179
250

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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Preferred Alternative Mapbook

Sheet 174 of 217

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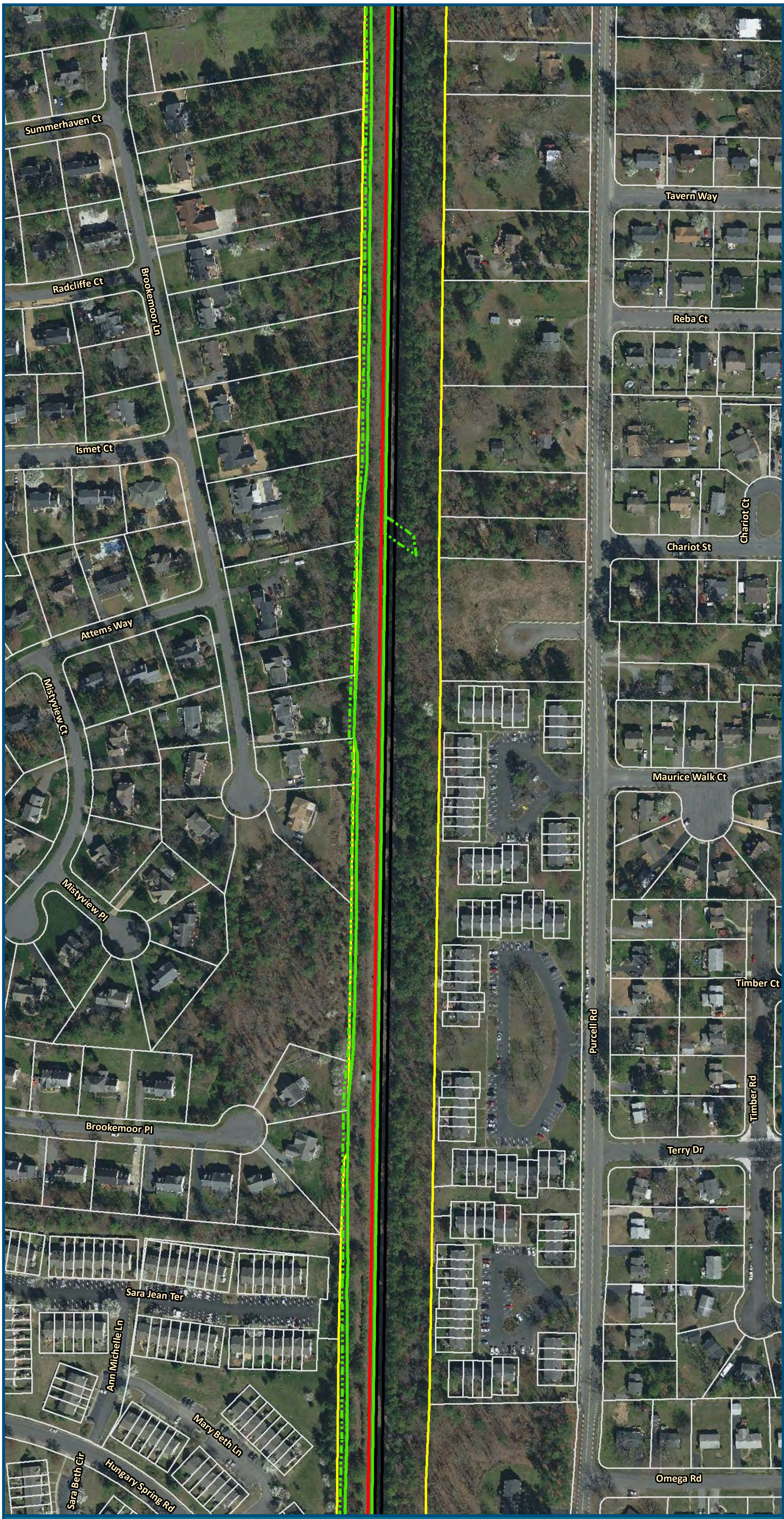
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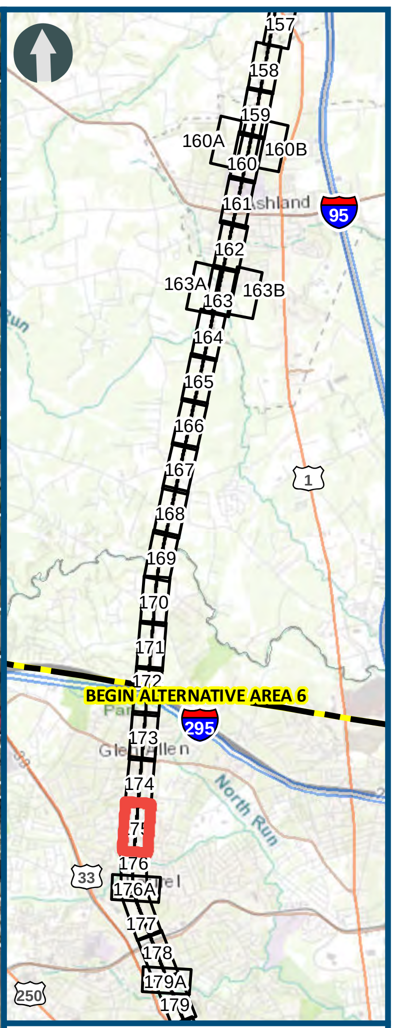
Radcliffe Ct
Brookemoor Ln
Ismet Ct
Attems Way
Mistyview Ct
Mistyview Pl
Brookemoor Pl
Sara Jean Ter
Ann Michelle Ln
Mary Beth Ln
Sara Beth Cir
Hungary Spring Rd
Tavern Way
Reba Ct
Chariot Ct
Chariot St
Maurice Walk Ct
Timber Ct
Purcell Rd
Timber Rd
Terry Dr
Omega Rd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BEGIN ALTERNATIVE AREA 6
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Glen Allen
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North Run
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250

0 100 200
Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

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- Track - Proposed by others
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- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
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- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
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- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 175 of 217

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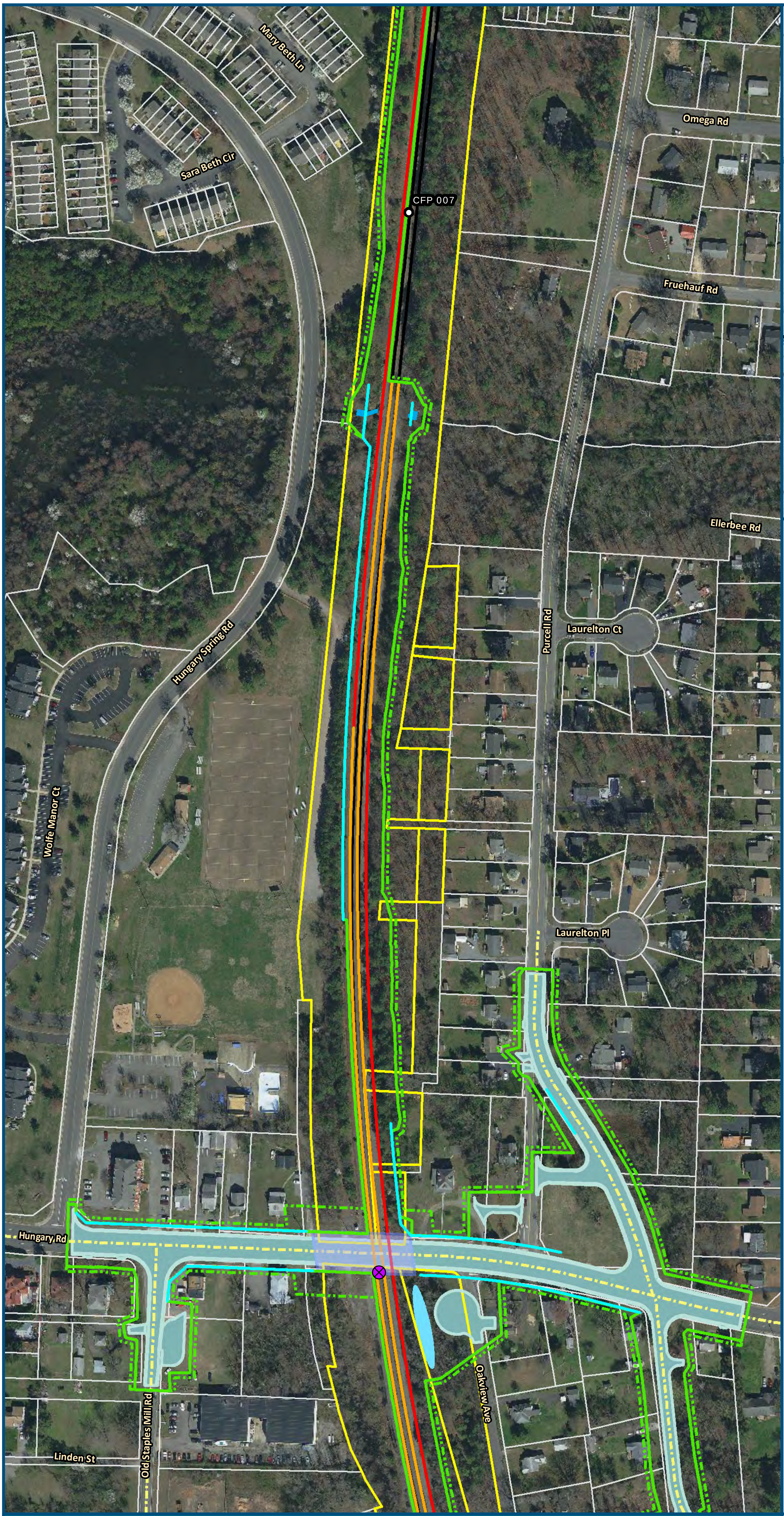
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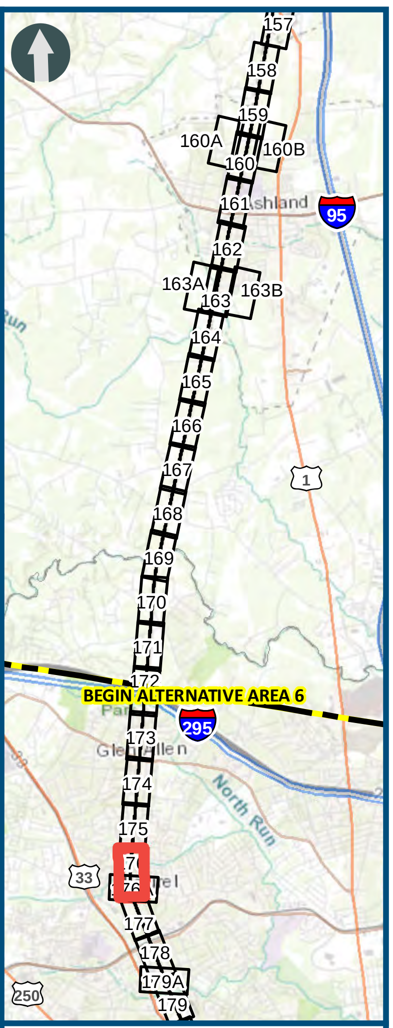
Sara Beth Cir
CFP 007
Omega Rd
Fruehauf Rd
Ellerbee Rd
Hungary Spring Rd
Purcell Rd
Laurelton Ct
Wolfe Manor Ct
Laurelton Pl
Hungary Rd
Oakview Ave
Old Staples Mill Rd
Linden St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BEGIN ALTERNATIVE AREA 6
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Glen Allen
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North Run
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0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- — Track - Existing
- — Track - Improve Existing
- — Track - Proposed
- - · - Track - Proposed by others
- — Track - Remove
- — Crossover/Turnout - Proposed
- - · - Crossover/Turnout - Proposed by others
- - - Crossover/Turnout - Remove
- — Retaining Walls
- - · - Retaining Walls - Proposed by others
- ▭ Bridge
- ▭ Bridge - Proposed by others
- ▭ Roadway
- ▭ Roadway - Proposed by others
- — Edge of Pavement
- - - Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- - - Locking Gate
- ⊗ Crossing - Closure
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- ⊗ Crossing - Locking Gate (Private)
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- ▭ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
- ▭ Station Platform - Existing
- ▭ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▭ Station Platform - Remove
- ▭ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Preferred Alternative Mapbook

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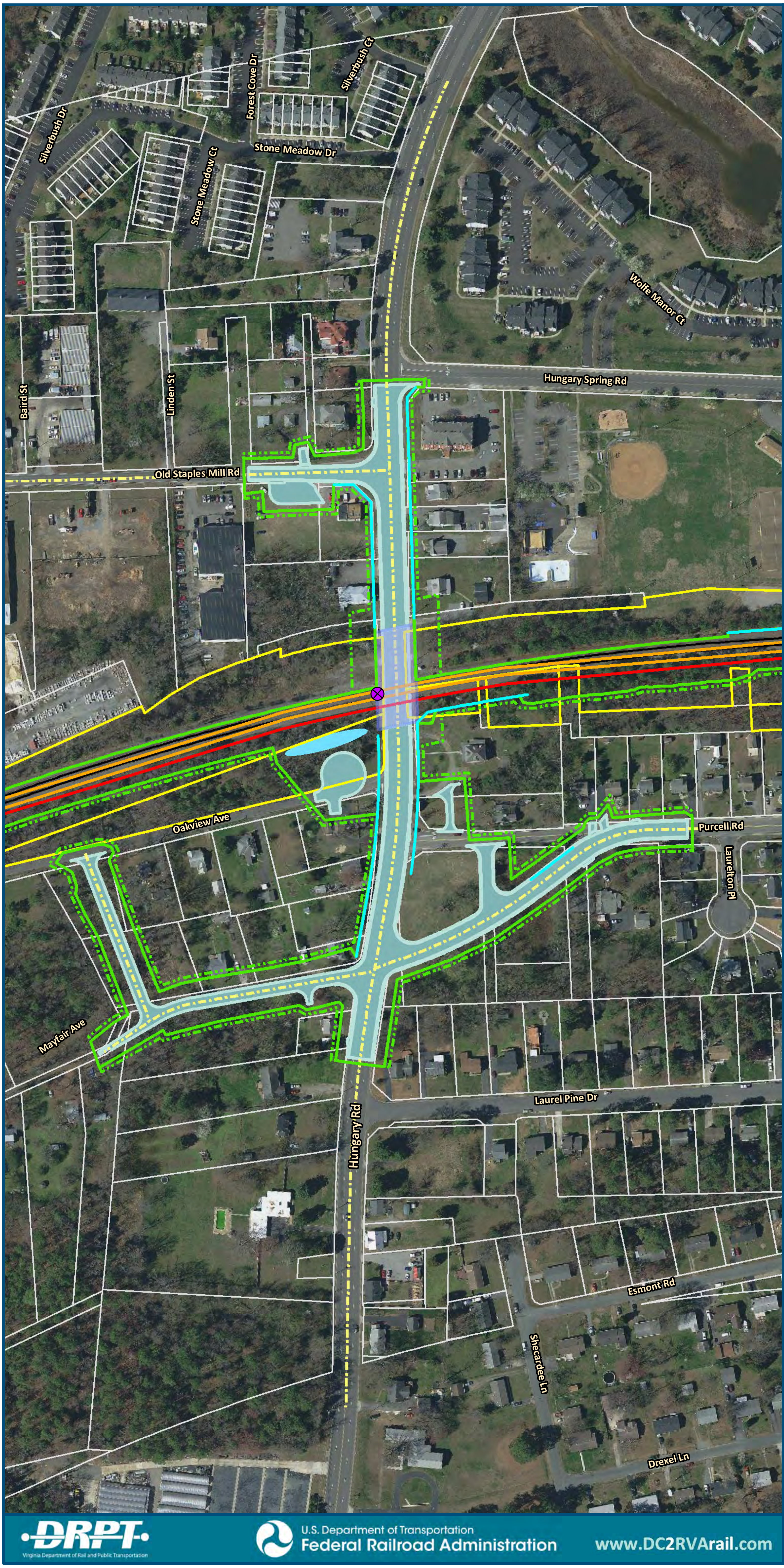
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Silverbush Ct
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Stone Meadow Ct
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Baird St
Linden St
Hungary Spring Rd
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Purcell Rd
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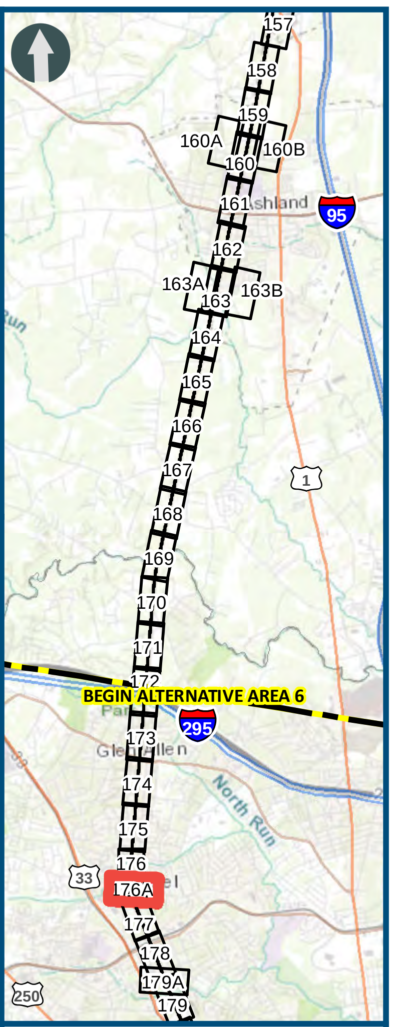
Drexel Ln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North Run
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0 100 200

Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 176A of 217

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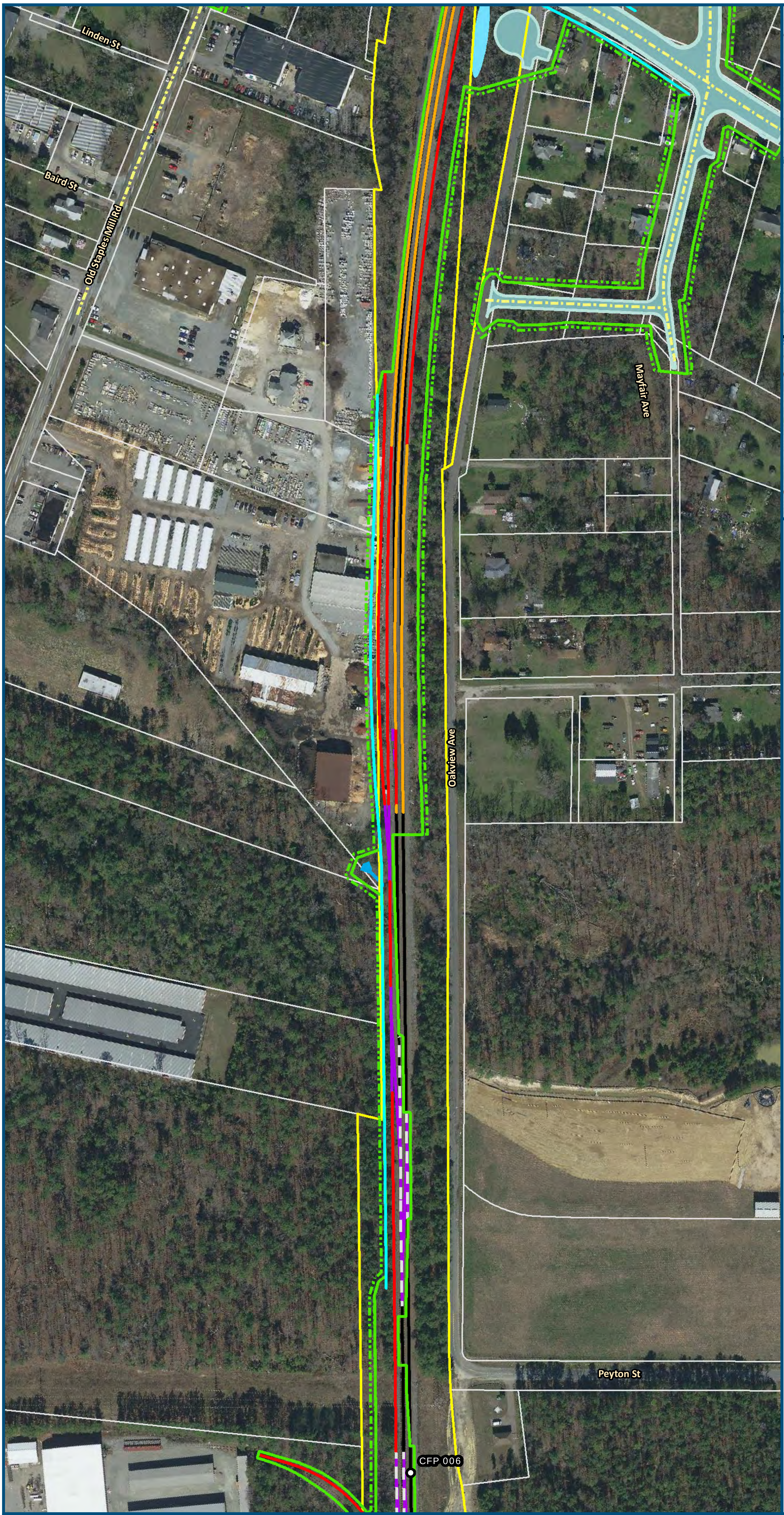
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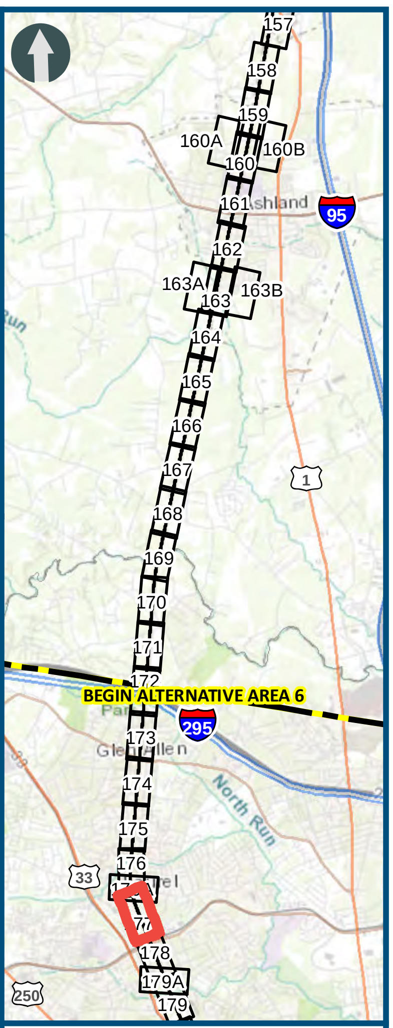
Old Staples Mill Rd
Mayfair Ave
Oakview Ave
Peyton St
CFP 006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BEGIN ALTERNATIVE AREA 6
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Feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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Preferred Alternative Mapbook

Sheet 177 of 217

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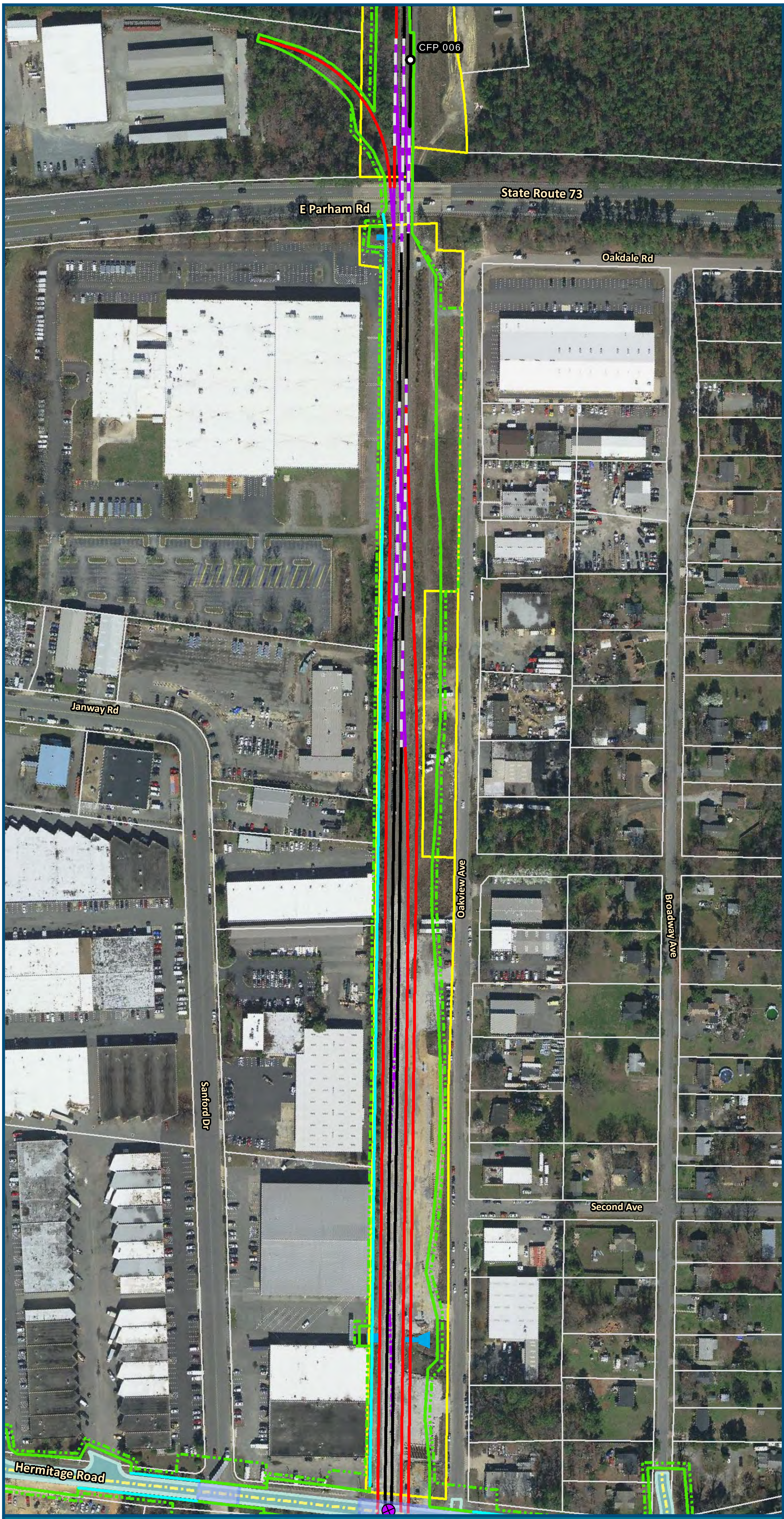
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State Route 73
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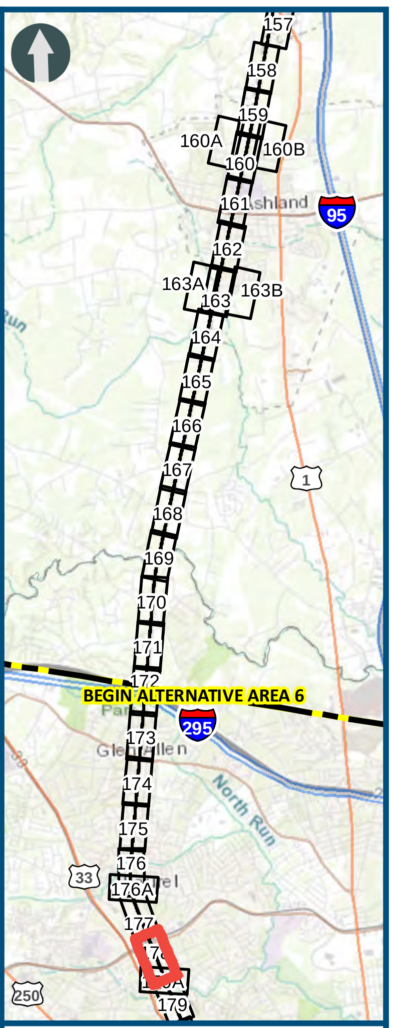
Oakdale Rd
Janway Rd
Oakview Ave
Broadway Ave
Sanford Dr
Second Ave
Hermitage Road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Projection: Lambert Conformal Conic
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- ╍ Crossover/Turnout - Proposed by others
- ╍ Crossover/Turnout - Remove
- ━ Retaining Walls
- ╍ Retaining Walls - Proposed by others
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- ⬚ Bridge - Proposed by others
- ▭ Roadway
- ⬚ Roadway - Proposed by others
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- ⬚ City/County Boundary

Preferred Alternative Mapbook

Sheet 178 of 217

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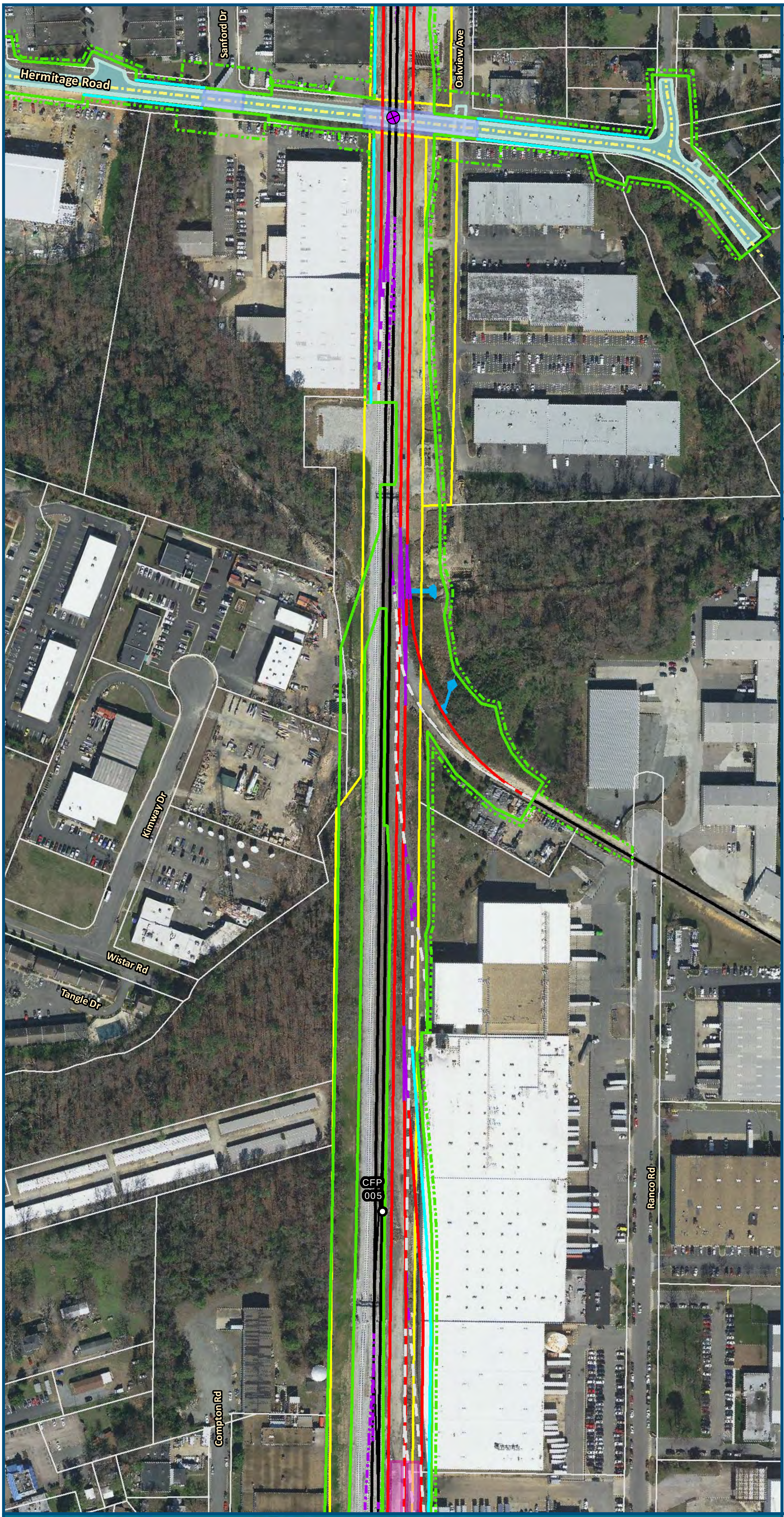
DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC to RICHMOND SOUTHEAST HIGH SPEED RAIL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Sanford Dr
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Tangle Dr
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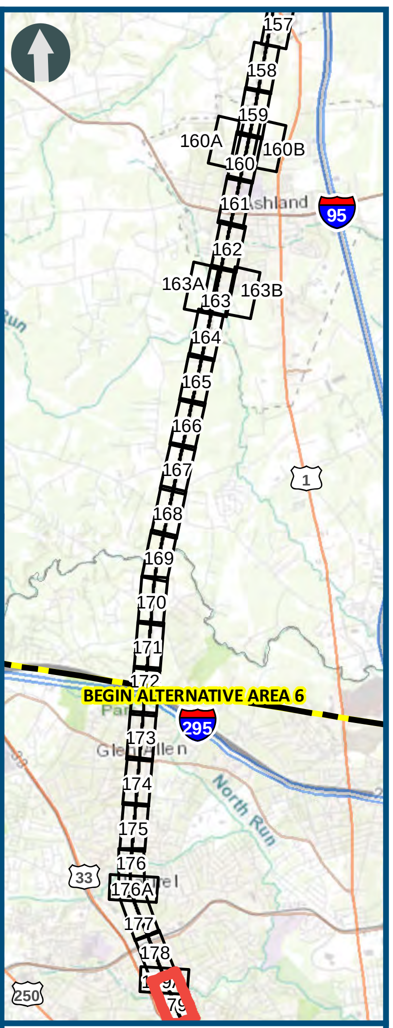
Compton Rd
CFP
005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BEGIN ALTERNATIVE AREA 6
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Glen Allen
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North Run
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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- ╍ Crossover/Turnout - Remove
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- ╍ Retaining Walls - Proposed by others
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- ▭ Bridge - Proposed by others
- ▭ Roadway
- ▭ Roadway - Proposed by others
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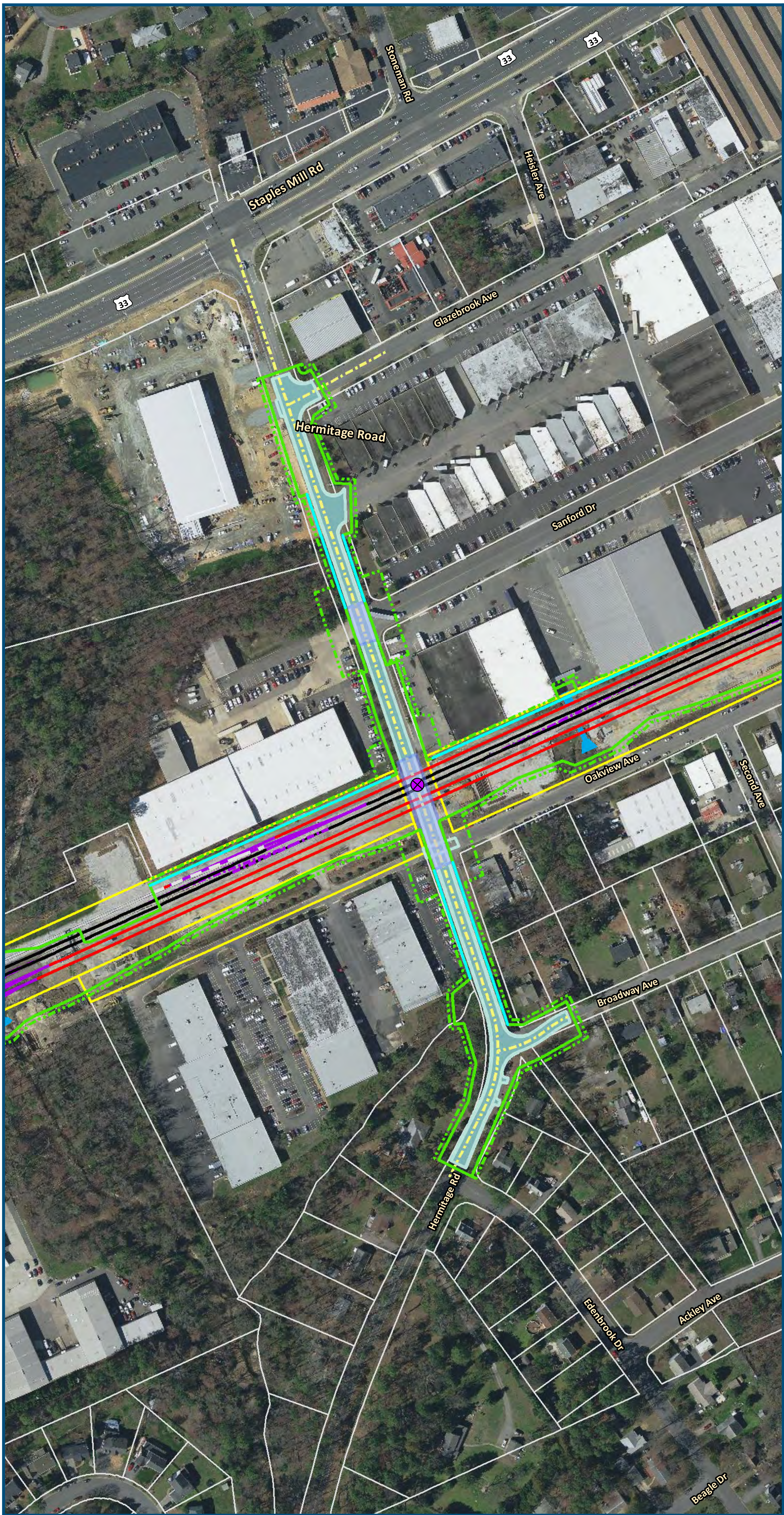
Sheet 179 of 217



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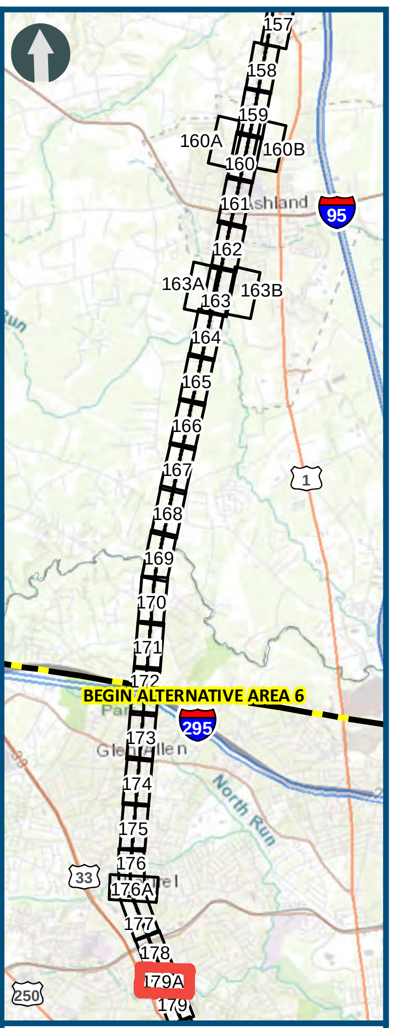
Stoneman Rd
Staples Mill Rd
Heisler Ave
Glazebrook Ave
Hermitage Road
Sanford Dr
Oakview Ave
Second Ave
Broadway Ave
Hermitage Rd
Edenbrook Dr
Ackley Ave
Beagle Dr



157
158
159
160A
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160B
161
Ashland
95
162
163A
163
163B
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167
1
168
169
170
171
172
BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
174
North Run
175
176
33
176A
177
178
179A
179
250

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

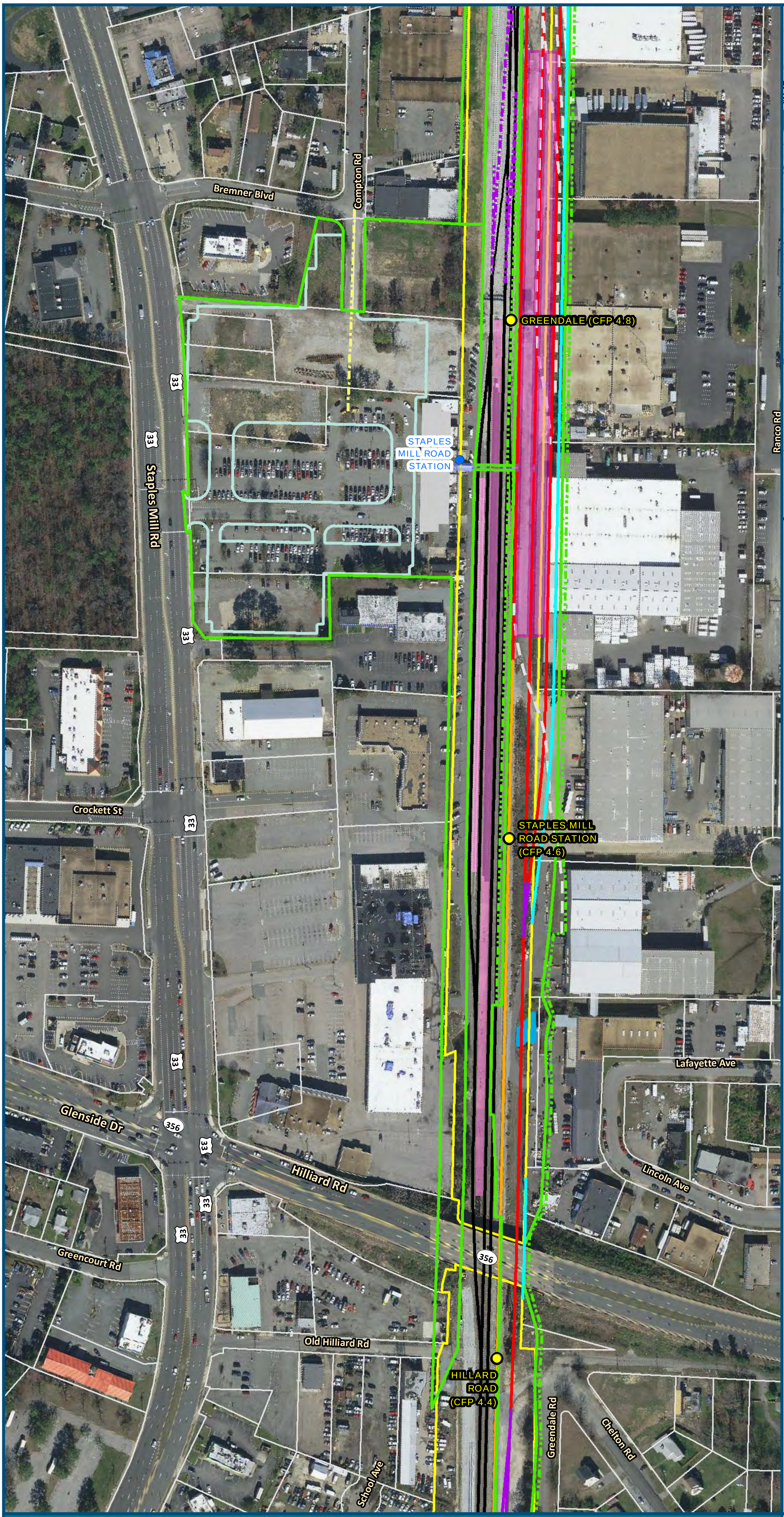
Legend

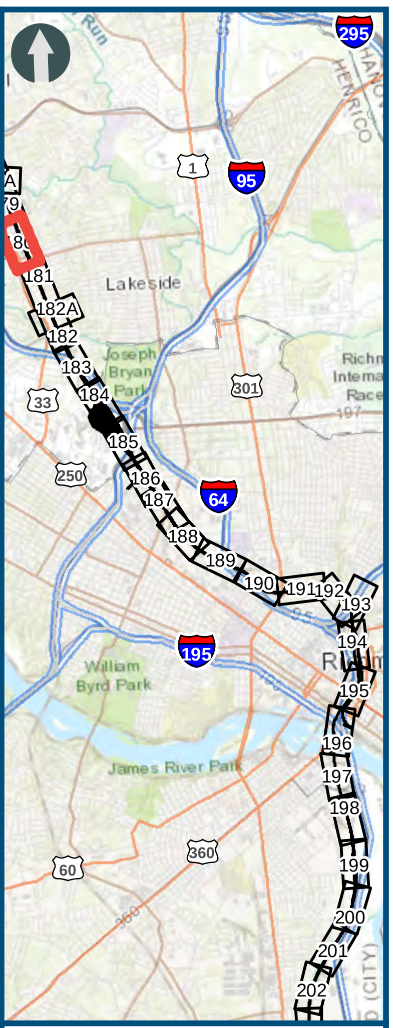
- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 179A of 217

\\cdtsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019


Bremner Blvd
Compton Rd
GREENDALE (CFP 4.8)
STAPLES
MILL ROAD
STATION
Ranco Rd
33
Staples Mill Rd
Crockett St
STAPLES MILL
ROAD STATION
(CFP 4.6)
Lafayette Ave
Glenside Dr
356
Hilliard Rd
Lincoln Ave
Greencourt Rd
Old Hilliard Rd
HILLARD
ROAD
(CFP 4.4)
Greendale Rd
Chelton Rd
School Ave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HENRICO
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95
Lakeside
181
182A
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184
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189
190
191
192
193
194
195
196
197
198
199
200
201
202
Joseph Bryan Park
33
301
250
64
Richmond International Raceway
195
William Byrd Park
James River Park
60
360

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
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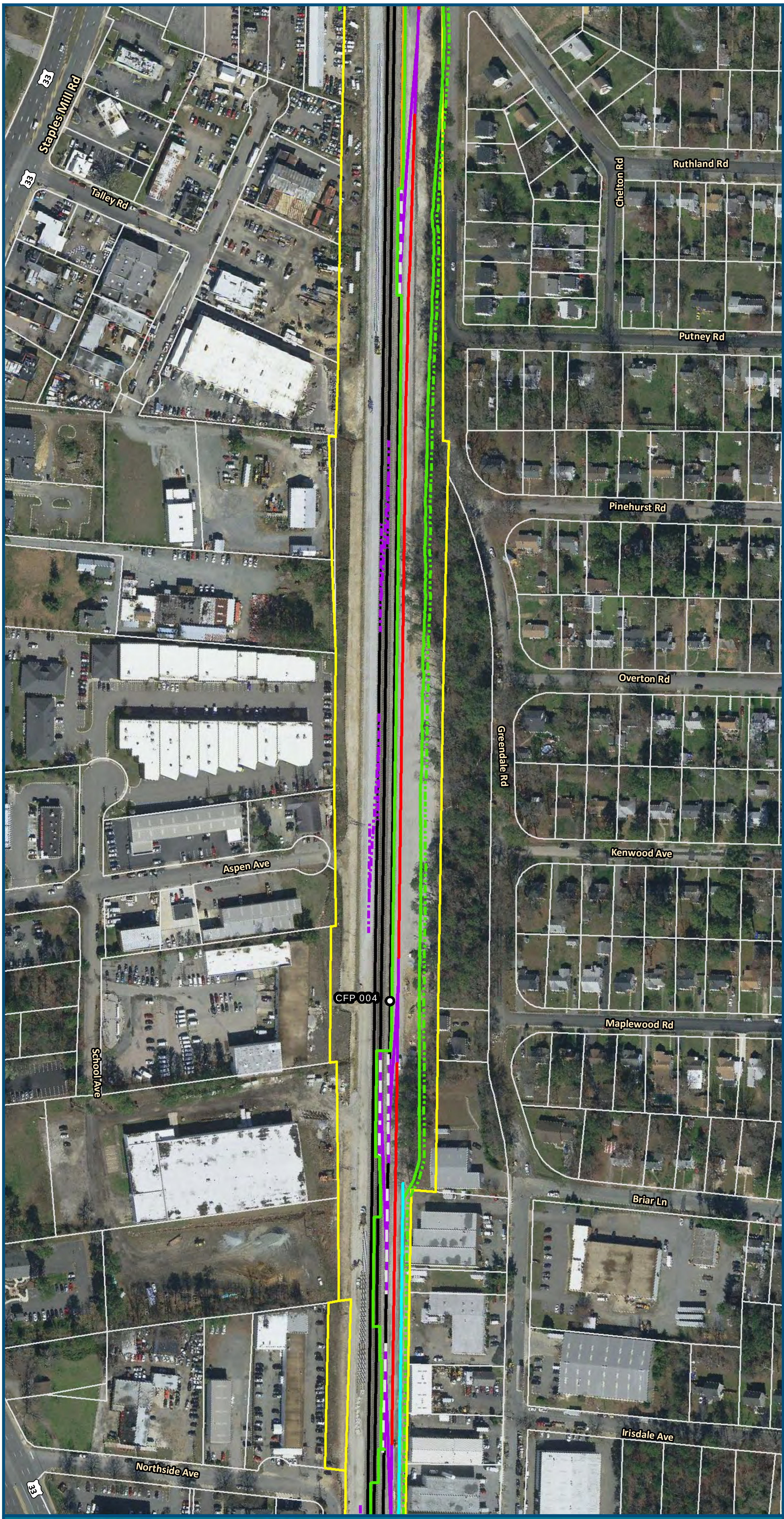
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 180 of 217

\\ditsmain\GIS_DATA\GIS\Projects\011545_VADeptofRailsPublicTransportation\0239056_RAPS-4AllDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019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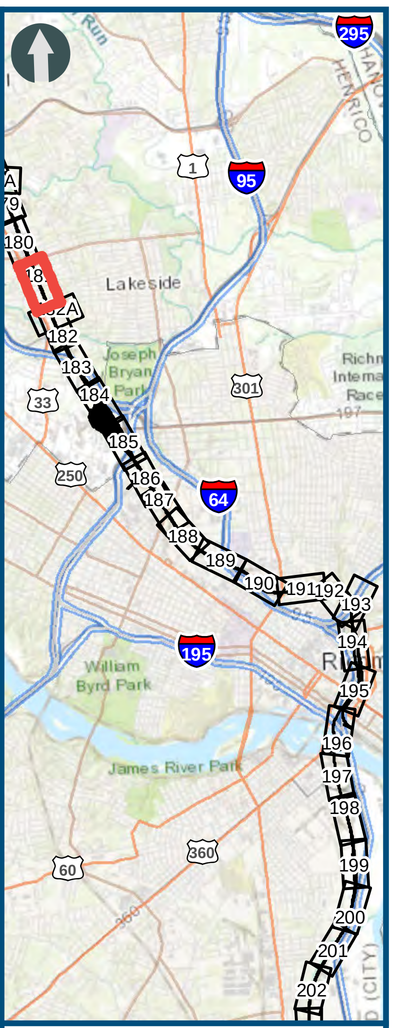
Talley Rd
33
Ruthland Rd
Chelton Rd
Putney Rd
Pinehurst Rd
Overton Rd
Greendale Rd
Kenwood Ave
Aspen Ave
CFP 004
Maplewood Rd
School Ave
Briar Ln
Irisdale Ave
Northside Ave
33


295
1
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Lakeside
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189
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199
200
201
202
33
301
250
64
195
William Byrd Park
James River Park
60
360

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 181 of 217

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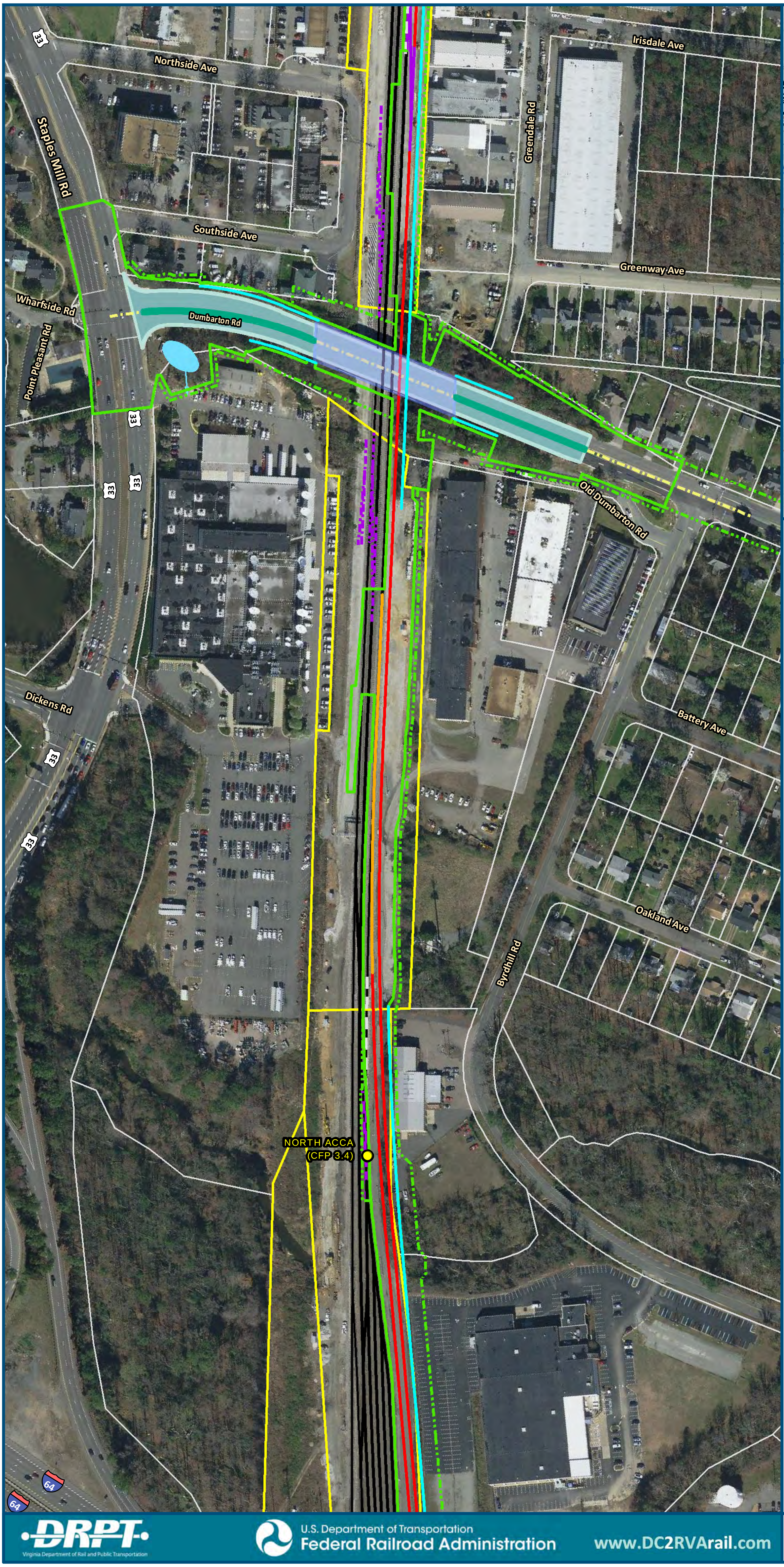
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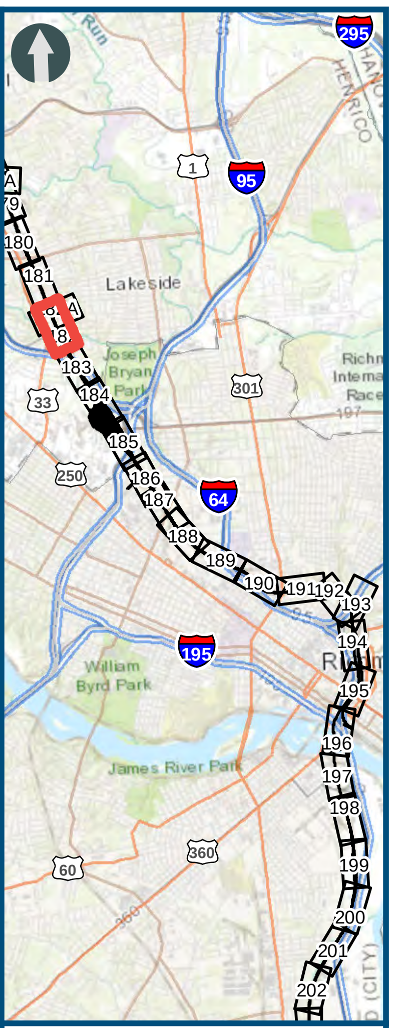
Northside Ave
Staples Mill Rd
Greendale Rd
Southside Ave
Greenway Ave
Wharfside Rd
Dumbarton Rd
Point Pleasant Rd
Old Dumbarton Rd
Dickens Rd
Battery Ave
Oakland Ave
Byrdhill Rd
NORTH ACCA
(CFP 3.4)
33
64


295
95
1
Lakeside
Joseph Bryan Park
Richmond International Raceway
33
301
250
64
195
William Byrd Park
James River Park
60
360
180
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183
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191
192
193
194
195
196
197
198
199
200
201
202

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

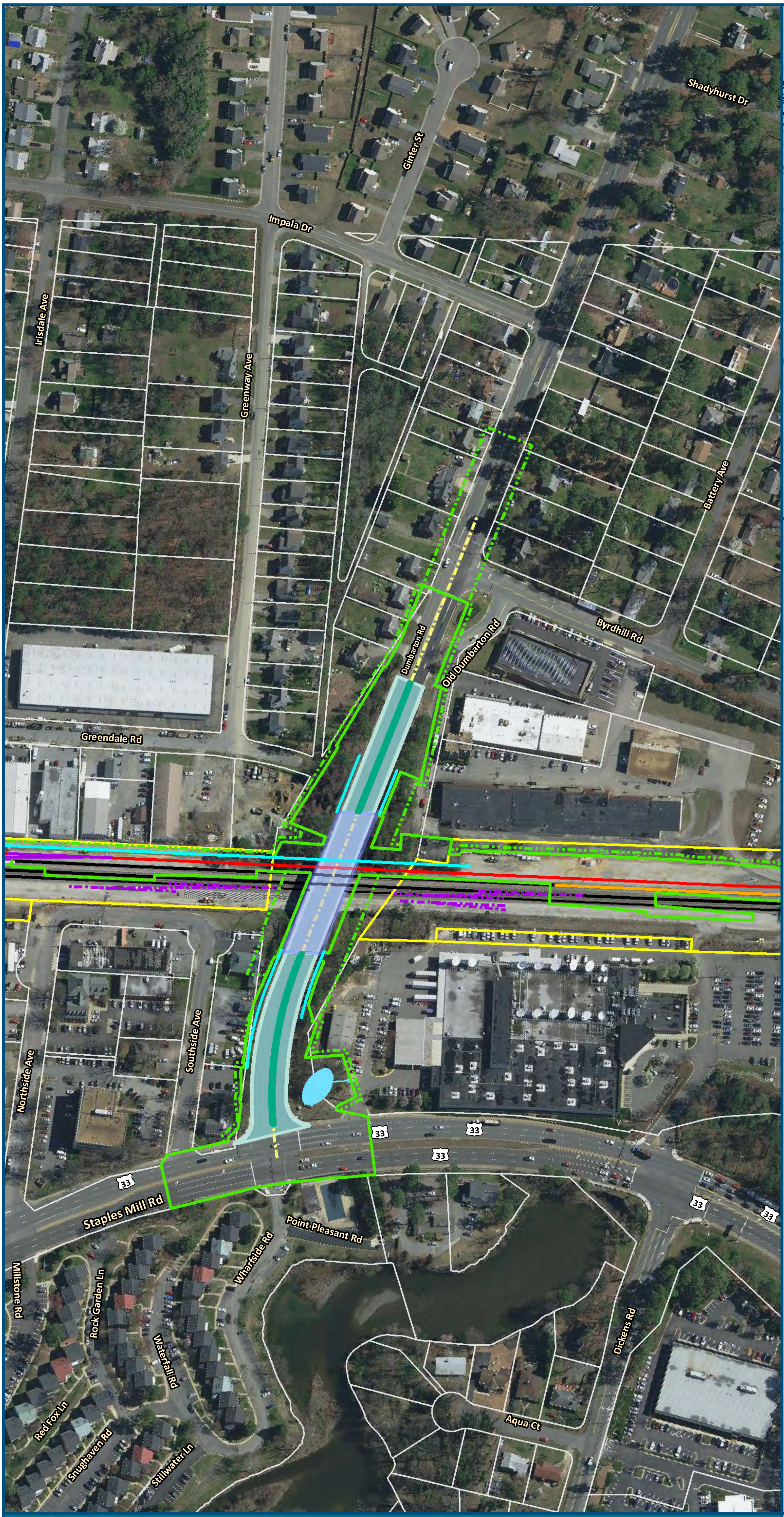
Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 182 of 217

\\ldtsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019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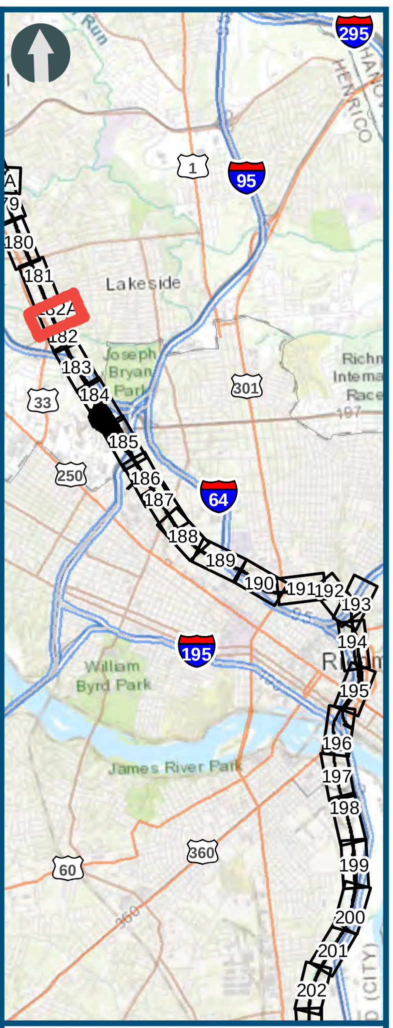
Ginter St
Impala Dr
Irisdale Ave
Greenway Ave
Battery Ave
Byrdhill Rd
Dumbarton Rd
Old Dumbarton Rd
Greendale Rd
Southside Ave
Northside Ave
33
Staples Mill Rd
Point Pleasant Rd
Wharfside Rd
Millstone Rd
Rock Garden Ln
Waterfall Rd
Red Fox Ln
Snughaven Rd
Stillwater Ln
Dickens Rd
Aqua Ct


295
95
1
Lakeside
Joseph Bryan Park
Richmond International Raceway
33
301
250
64
195
William Byrd Park
James River Park
60
360
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180
181
182A
182
183
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186
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191
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193
194
195
196
197
198
199
200
201
202

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- ━ Track - Existing
- ━ Track - Improve Existing
- ━ Track - Proposed
- ━ Track - Proposed by others
- ━ Track - Remove
- ━ Crossover/Turnout - Proposed
- ━ Crossover/Turnout - Proposed by others
- ━ Crossover/Turnout - Remove
- ━ Retaining Walls
- ━ Retaining Walls - Proposed by others
- ▨ Bridge
- ▨ Bridge - Proposed by others
- ▨ Roadway
- ▨ Roadway - Proposed by others
- ━ Edge of Pavement
- ━ Roadway Centerline
- ━ Median Separators
- ━ Gate/Quad Gate
- ━ Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ▨ SWM Facilities
- ▨ Drainage Culvert Crossings
- ━ Drainage Directional Arrows
- ● Stations
- ▨ Station Platform - Existing
- ▨ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▨ Station Platform - Remove
- ▨ Building/Structure
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Preferred Alternative Mapbook

Sheet 182A of 217

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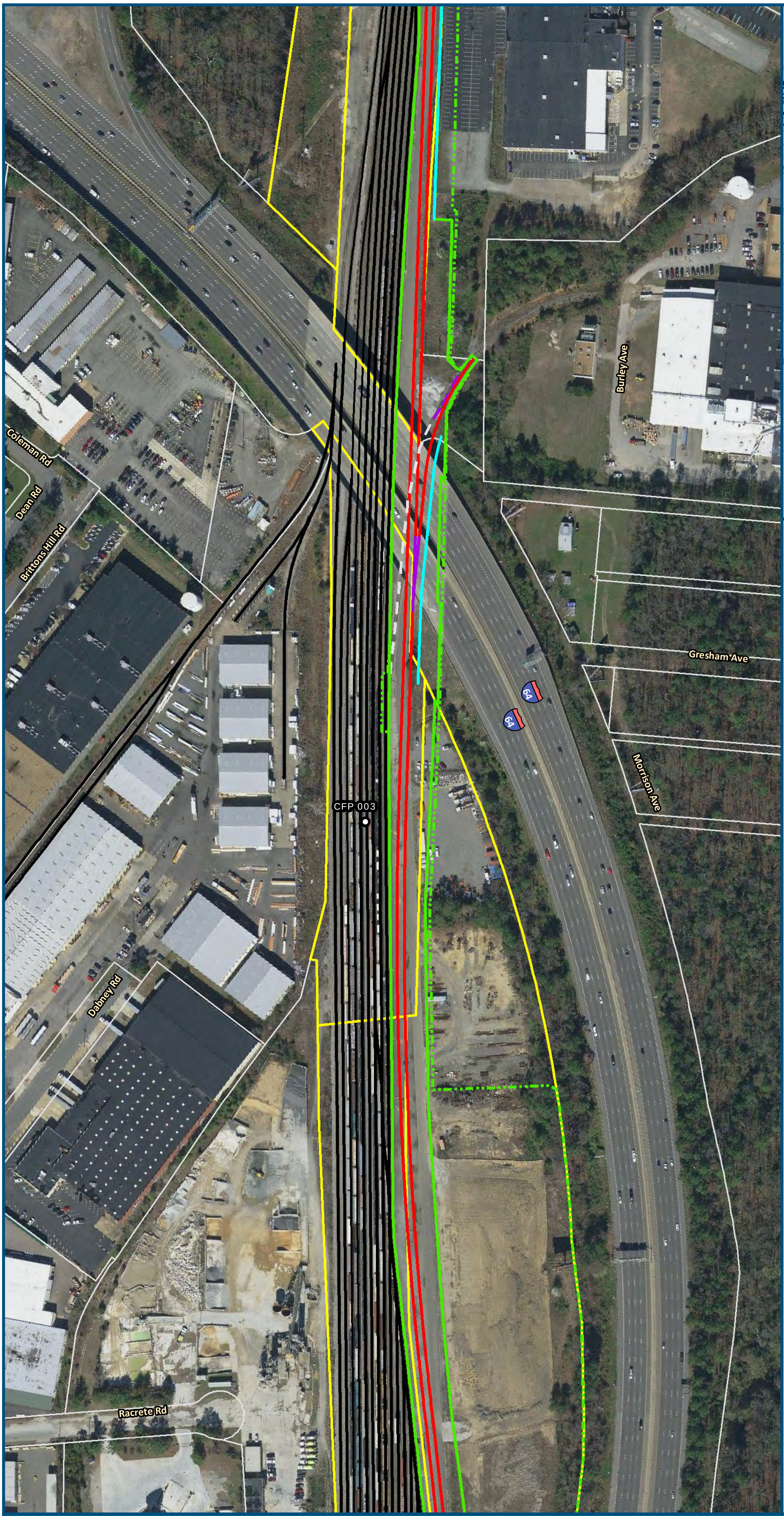
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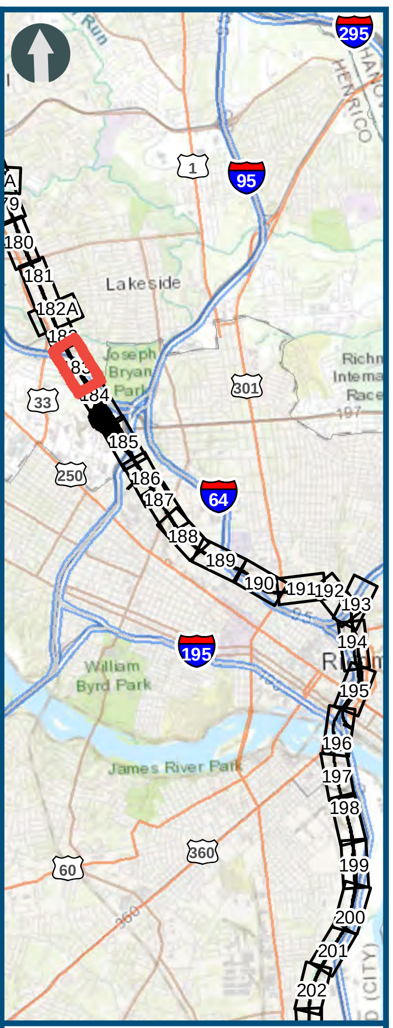
Dean Rd
Brittons Hill Rd
Burley Ave
Gresham Ave
64
64
Morrison Ave
CFP 003
Dabney Rd
Racrete Rd


295
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HENRICO
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182A
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191
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193
194
195
196
197
198
199
200
201
202
Lakeside
Joseph Bryan Park
Richmond International Raceway
33
301
250
64
195
William Byrd Park
James River Park
60
360
(CITY)

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

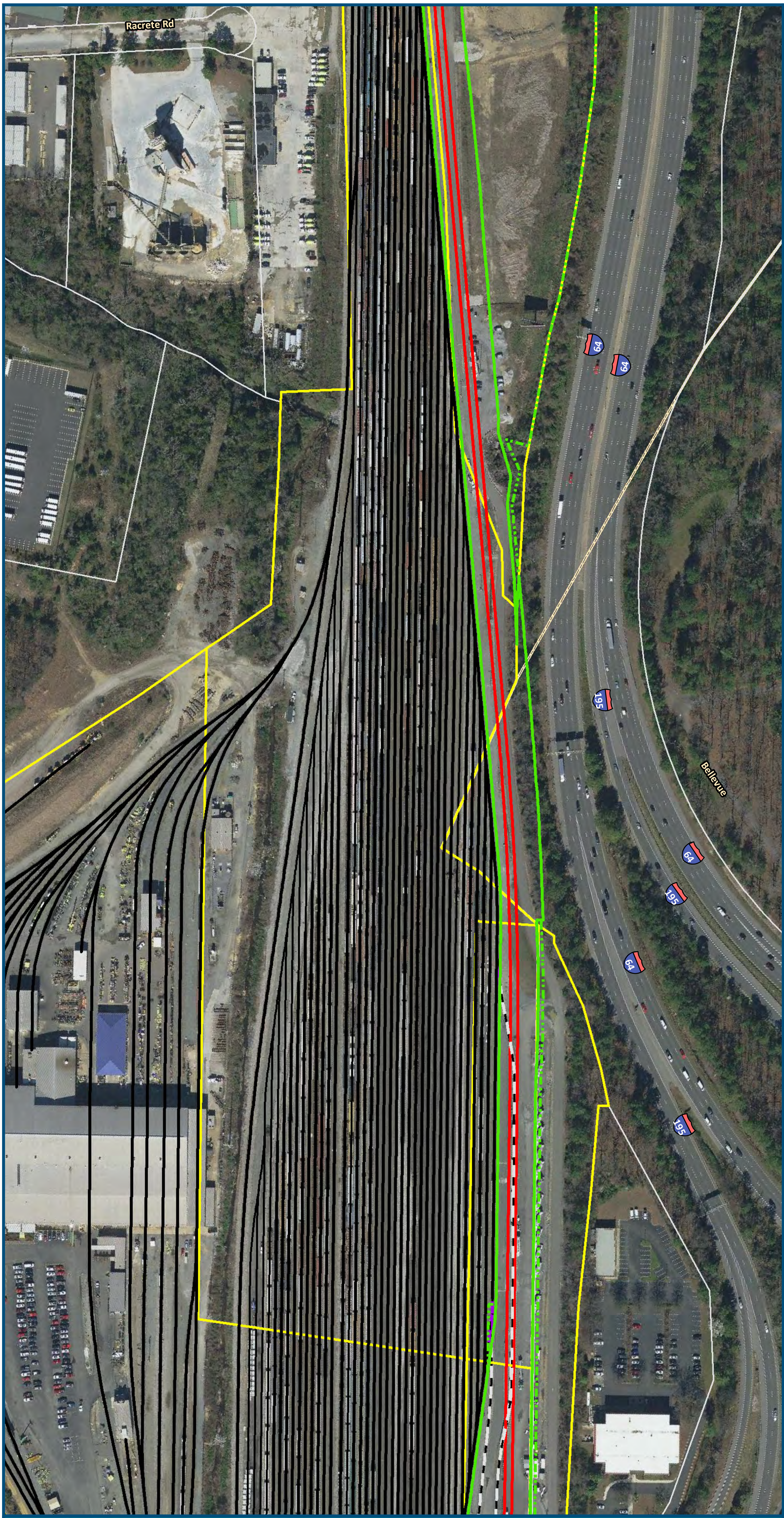
Legend

🟩	Permanent Limits of Disturbance
🟩	Temporary Limits of Disturbance
○	CSXT Mileposts
●	Control Point/Interlocking
—	Track - Existing
—	Track - Improve Existing
—	Track - Proposed
-·-	Track - Proposed by others
- -	Track - Remove
—	Crossover/Turnout - Proposed
-·-	Crossover/Turnout - Proposed by others
- -	Crossover/Turnout - Remove
—	Retaining Walls
-·-	Retaining Walls - Proposed by others
▭	Bridge
▭	Bridge - Proposed by others
▭	Roadway
▭	Roadway - Proposed by others
—	Edge of Pavement
- -	Roadway Centerline
—	Median Separators
—	Gate/Quad Gate
- -	Locking Gate
⊗	Crossing - Closure
⊗	Crossing - Grade Separate
⊗	Crossing - Four-Quadrant Gate
⊗	Crossing - Gates with Center Median Treatment
⊗	Crossing - Locking Gate (Private)
■	SWM Facilities
■	Drainage Culvert Crossings
—	Drainage Directional Arrows
●	Stations
▭	Station Platform - Existing
▭	Station Platform - Proposed
▨	Station Platform - Proposed by others
▭	Station Platform - Remove
■	Building/Structure
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

Preferred Alternative Mapbook

Sheet 183 of 217

\\dtsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019


Racrete Rd
64
64
195
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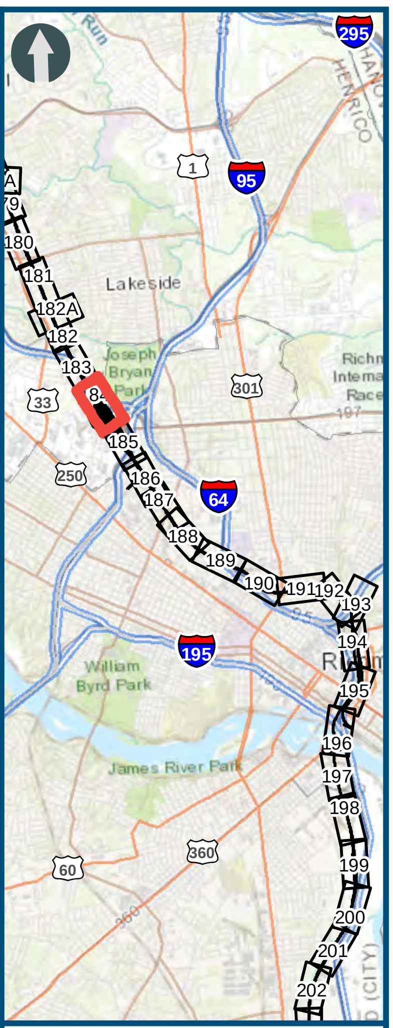
195
64
195
Bellevue


295
HENRICO
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195
196
197
198
199
200
201
202
Lakeside
Joseph Bryan Park
301
Richmond International Raceway
33
250
64
195
William Byrd Park
James River Park
60
360
(CITY)

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
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- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
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- Median Separators
- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
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- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
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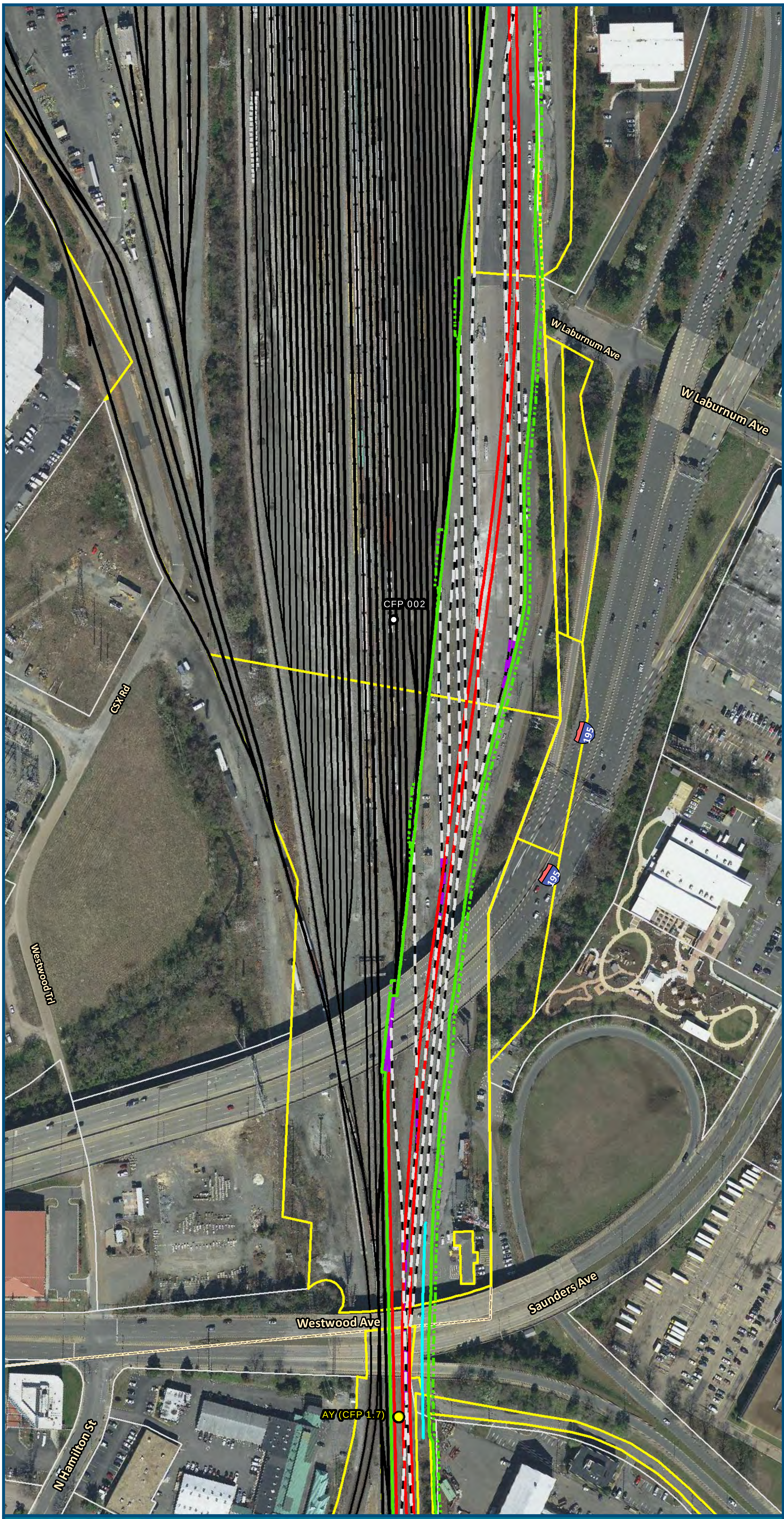
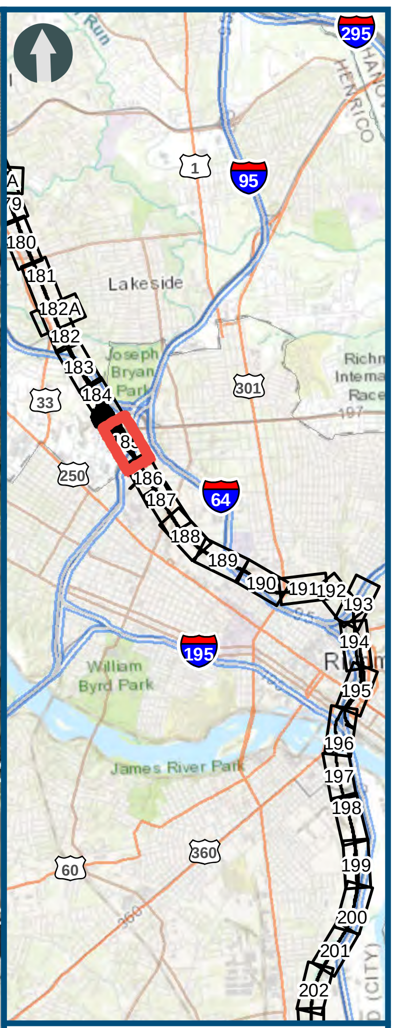
- Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 184 of 217

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019


CFP 002
CSX Rd
Westwood Trl
W Laburnum Ave
W Laburnum Ave
195
195
Saunders Ave
Westwood Ave
N Hamilton St
AY (CFP 1.7)


295
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197
198
199
200
201
202
Lakeside
Joseph Bryan Park
Richmond International Raceway
33
301
250
64
195
William Byrd Park
James River Park
60
360

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
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- ● Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
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- Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- Station Platform - Existing
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- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 185 of 217

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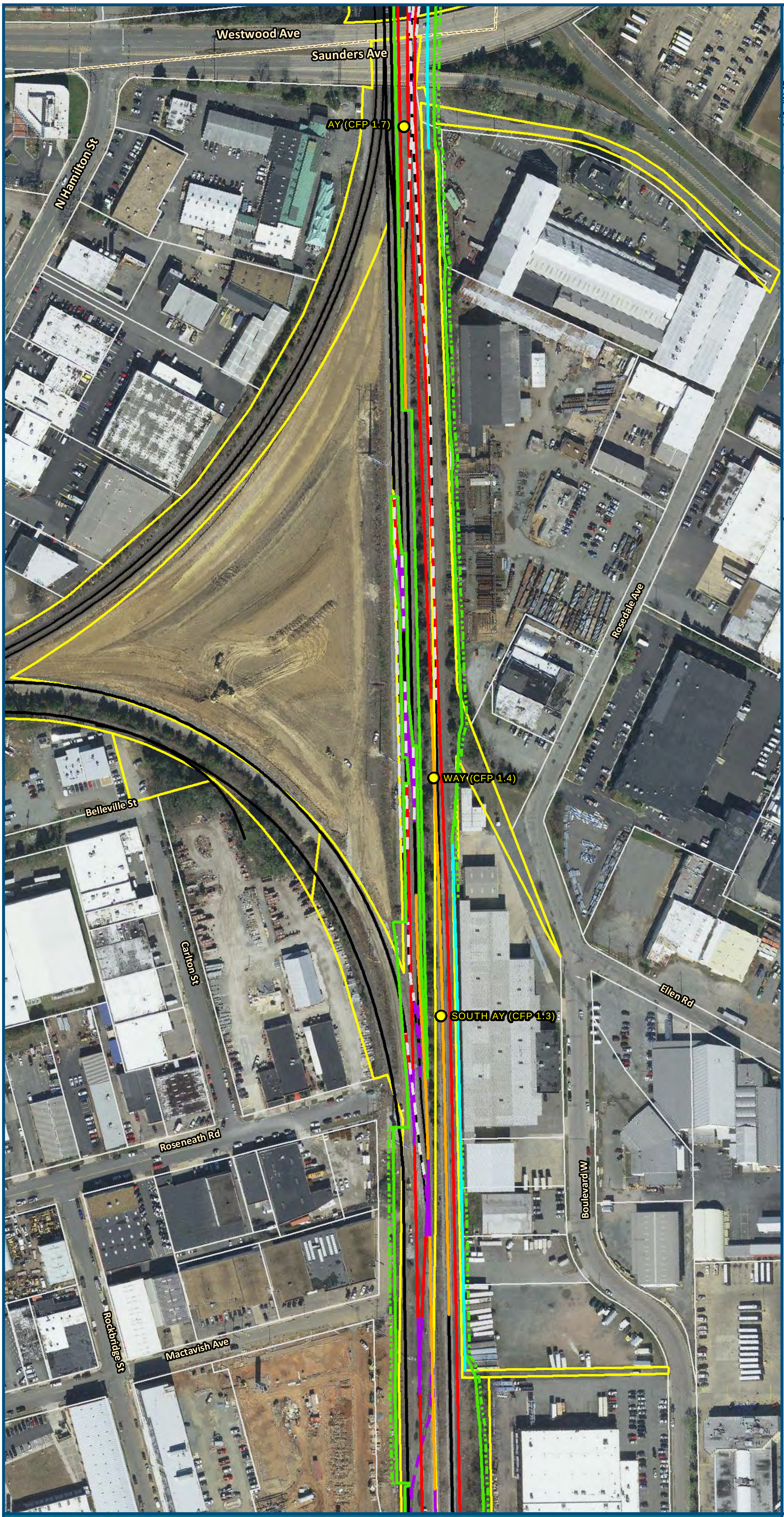
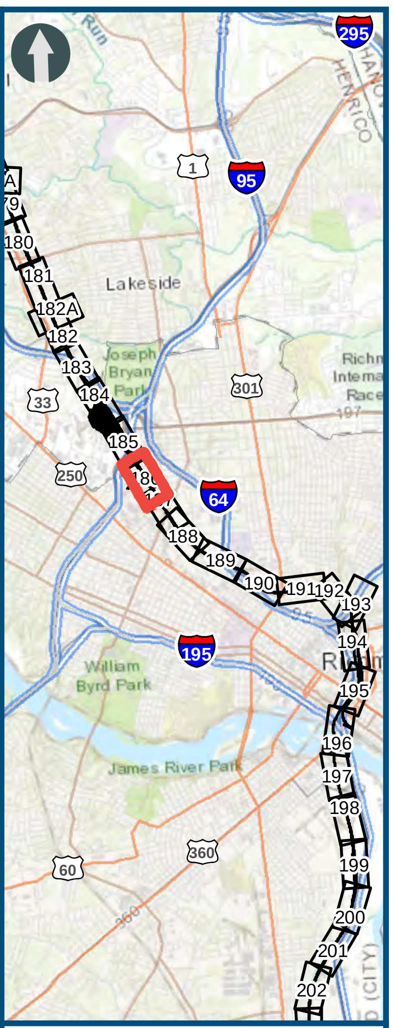

Westwood Ave
Saunders Ave
AY (CFP 1.7)
N Hamilton St
WAY (CFP 1.4)
Belleville St
Carlton St
SOUTH AY (CFP 1.3)
Roseneath Rd
Rockbridge St
Mactavish Ave
Rosedale Ave
Ellen Rd
Boulevard W


295
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Lakeside
Joseph Bryan Park
Richmond International Raceway
301
33
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William Byrd Park
James River Park
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202

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 186 of 217

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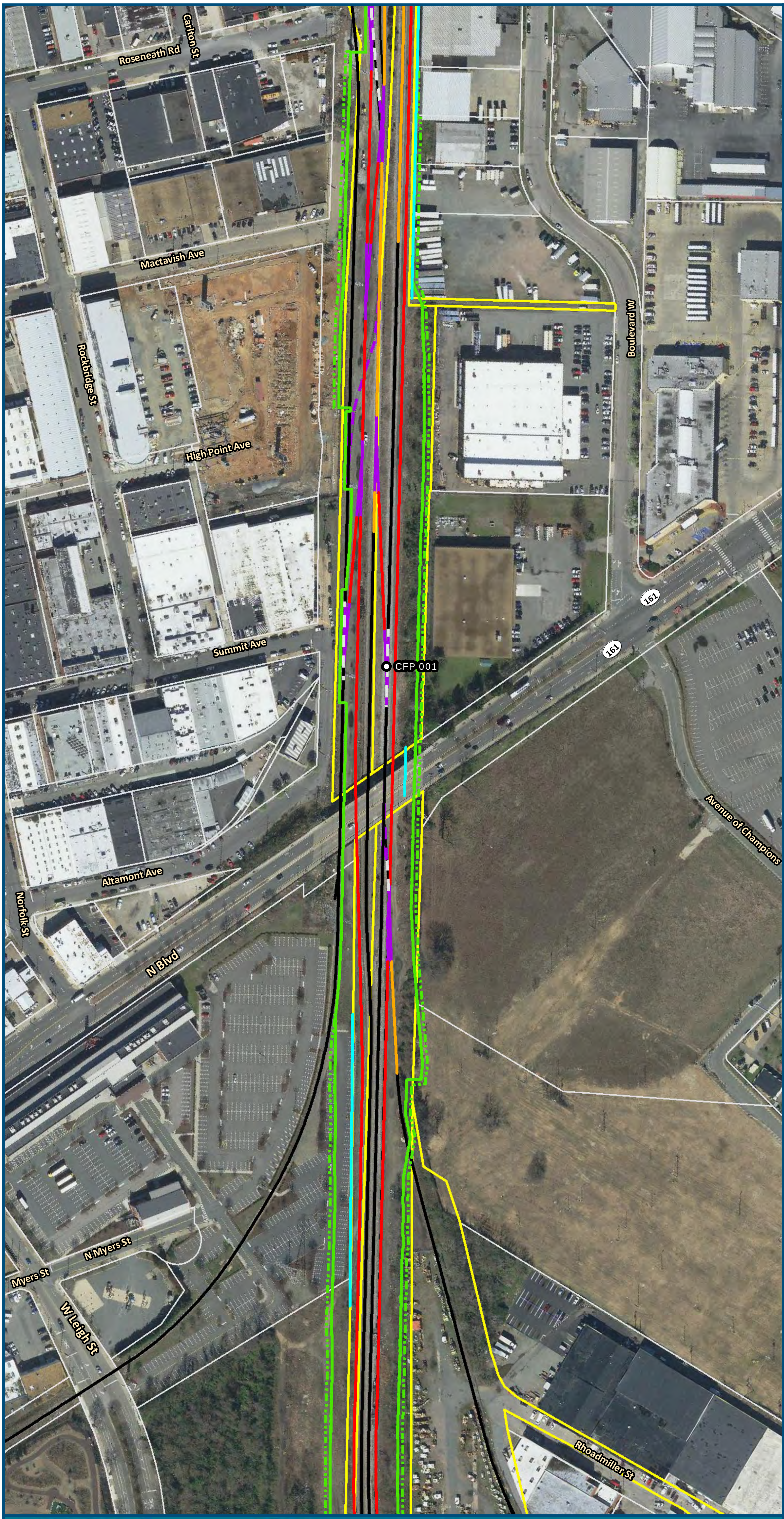
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Carlton St
Mactavish Ave
Rockbridge St
High Point Ave
Boulevard W
Summit Ave
CFP 001
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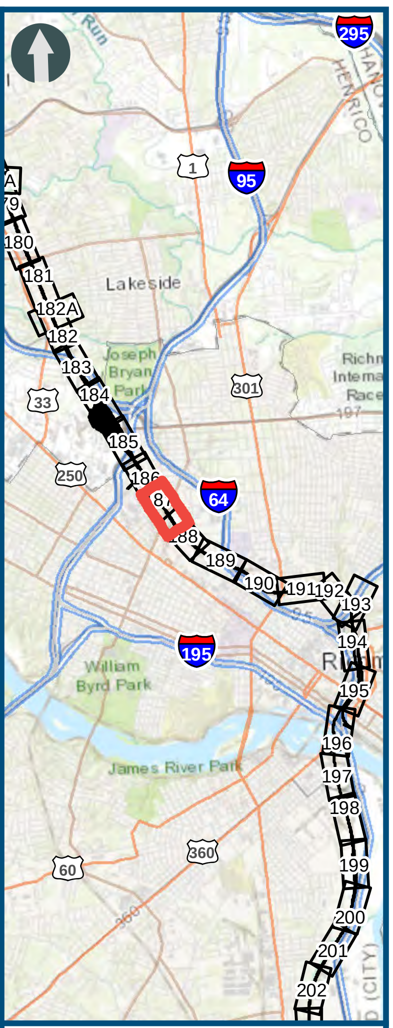
Altamont Ave
Norfolk St
N Blvd
Avenue of Champions
N Myers St
Myers St
W Leigh St
Rhoadmiller St


295
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Lakeside
Joseph Bryan Park
William Byrd Park
James River Park
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
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- ○ CSXT Mileposts
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- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
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- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- SWM Facilities
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- Drainage Directional Arrows
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- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 187 of 217

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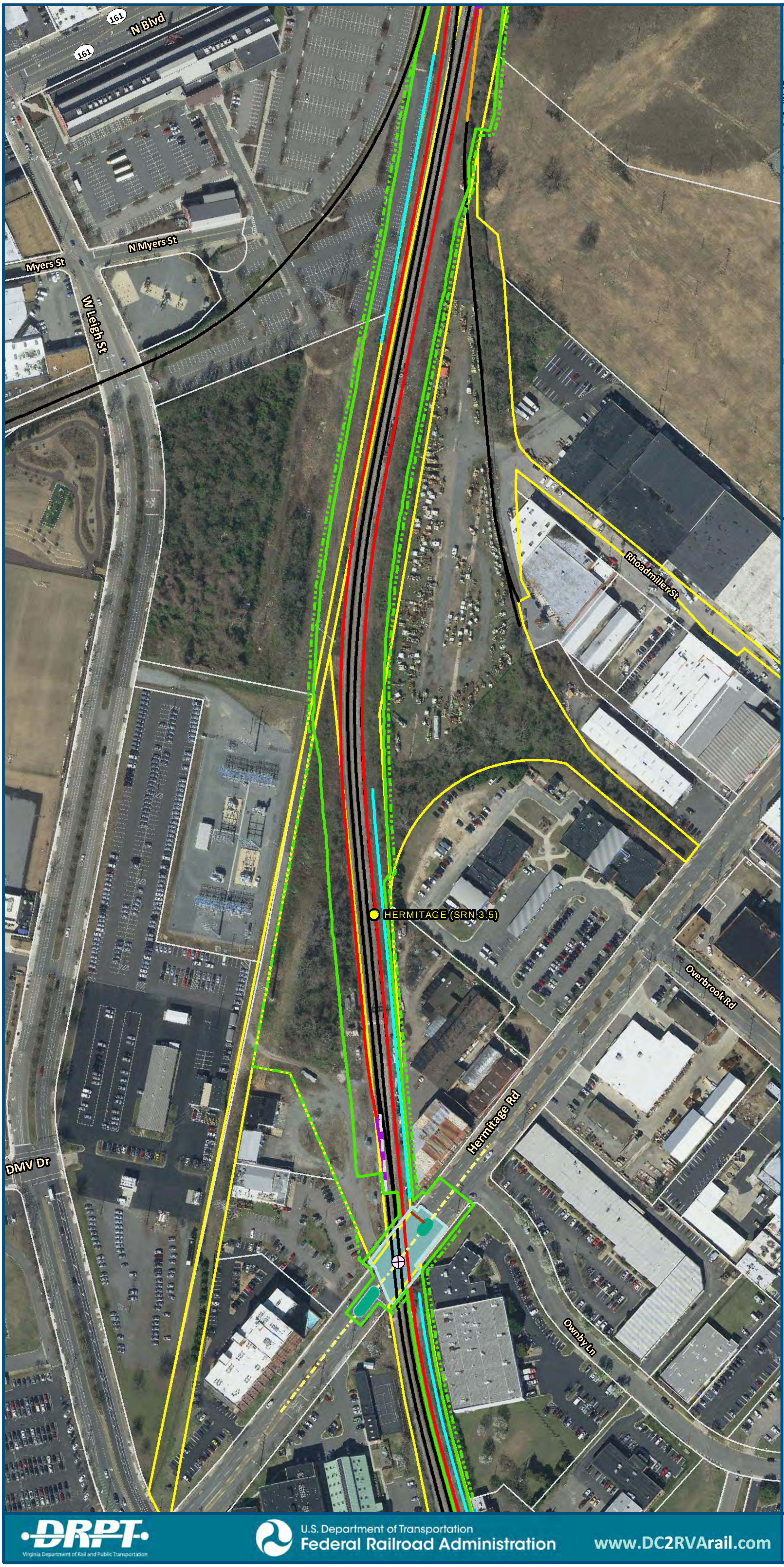
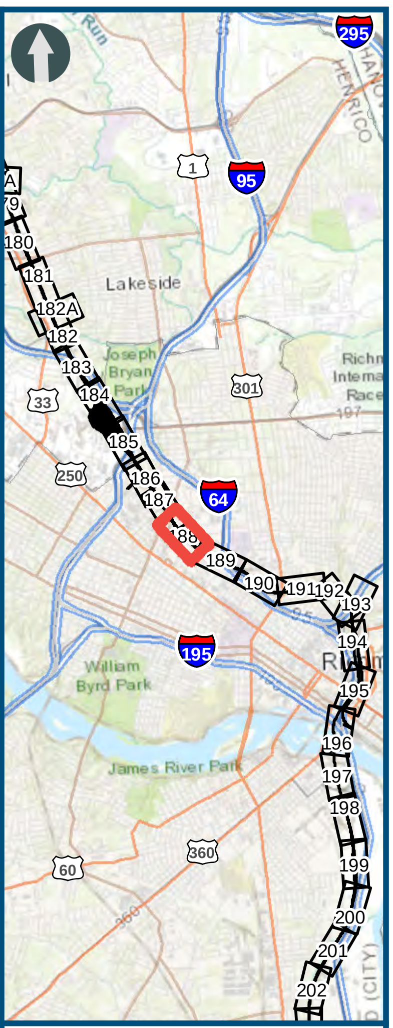

161
161
N Blvd
N Myers St
Myers St
W Leigh St
Rhoadmiller St
HERMITAGE (SRN 3.5)
Overbrook Rd
Hermitage Rd
Ownby Ln
DMV Dr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Lakeside
Joseph Bryan Park
William Byrd Park
James River Park
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
●	Control Point/Interlocking
—	Track - Existing
—	Track - Improve Existing
—	Track - Proposed
-·-	Track - Proposed by others
—	Track - Remove
—	Crossover/Turnout - Proposed
-·-	Crossover/Turnout - Proposed by others
- -	Crossover/Turnout - Remove
—	Retaining Walls
-·-	Retaining Walls - Proposed by others
▭	Bridge
⬚	Bridge - Proposed by others
▭	Roadway
⬚	Roadway - Proposed by others
—	Edge of Pavement
- -	Roadway Centerline
—	Median Separators
—	Gate/Quad Gate
- -	Locking Gate
⊗	Crossing - Closure
⊗	Crossing - Grade Separate
⊗	Crossing - Four-Quadrant Gate
⊗	Crossing - Gates with Center Median Treatment
⊗	Crossing - Locking Gate (Private)
■	SWM Facilities
■	Drainage Culvert Crossings
—	Drainage Directional Arrows
●	Stations
▭	Station Platform - Existing
▭	Station Platform - Proposed
▨	Station Platform - Proposed by others
▭	Station Platform - Remove
■	Building/Structure
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Preferred Alternative Mapbook

Sheet 188 of 217

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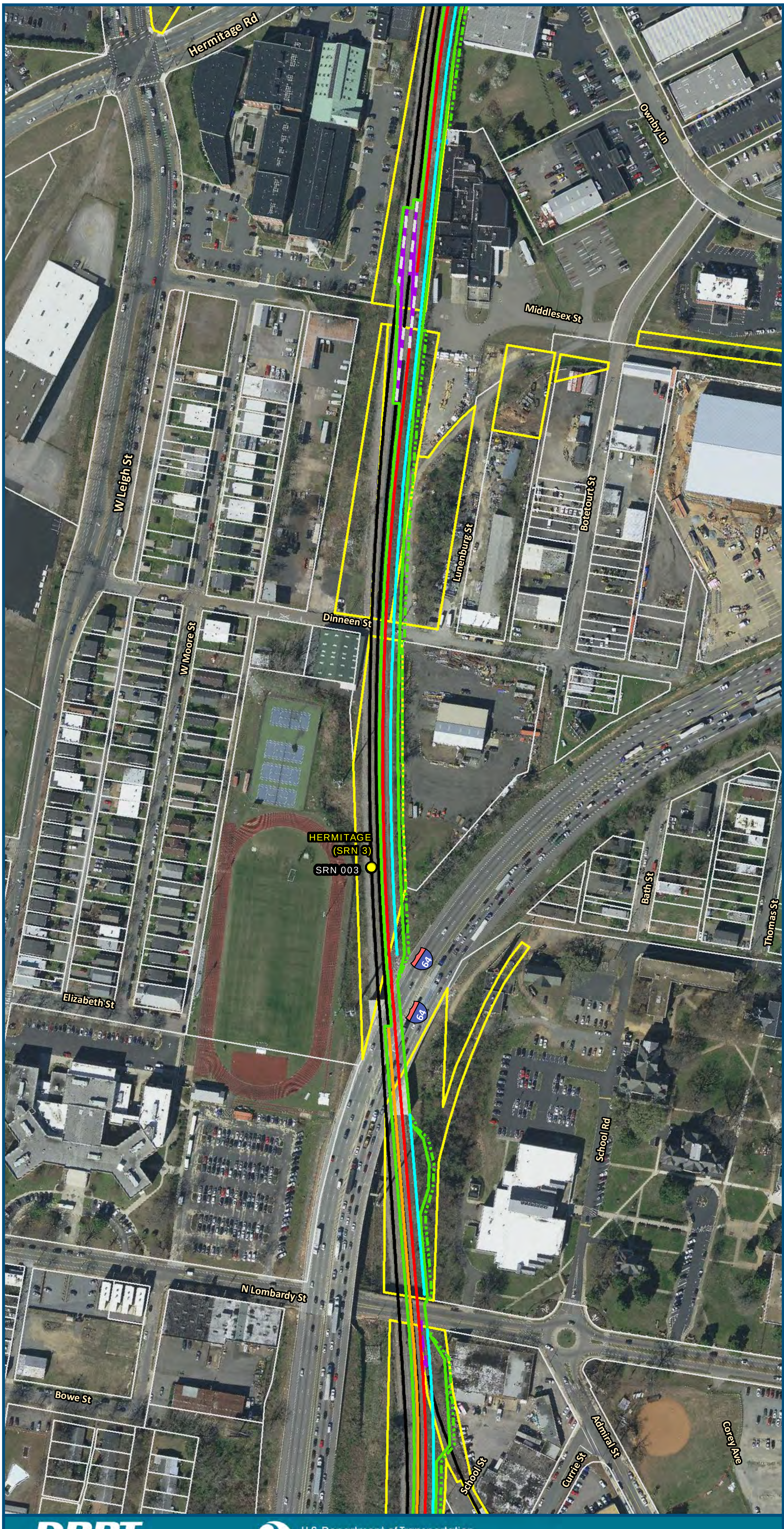
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Ownby Ln
Middlesex St
W Leigh St
Lunenburg St
Botetourt St
Dinneen St
W Moore St
HERMITAGE (SRN 3)
SRN 003
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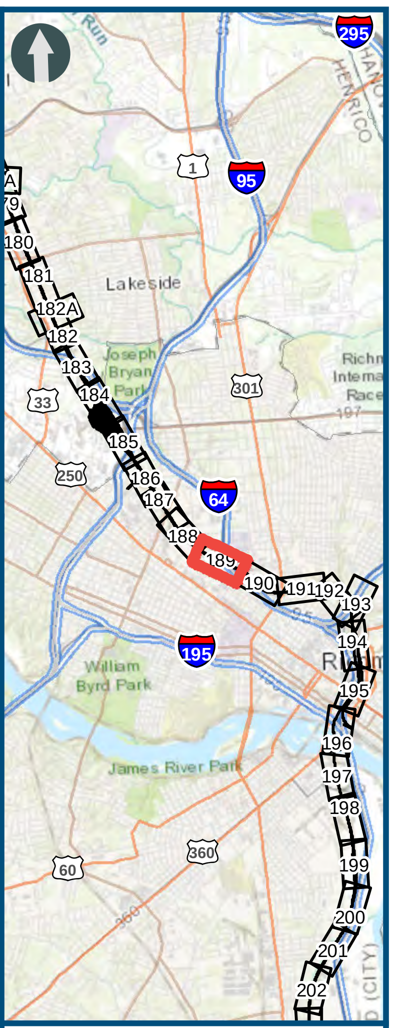
Bath St
Thomas St
Elizabeth St
School Rd
N Lombardy St
Bowe St
School St
Currie St
Admiral St
Corey Ave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60
360
Lakeside
Joseph Bryan Park
William Byrd Park
James River Park

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 189 of 217

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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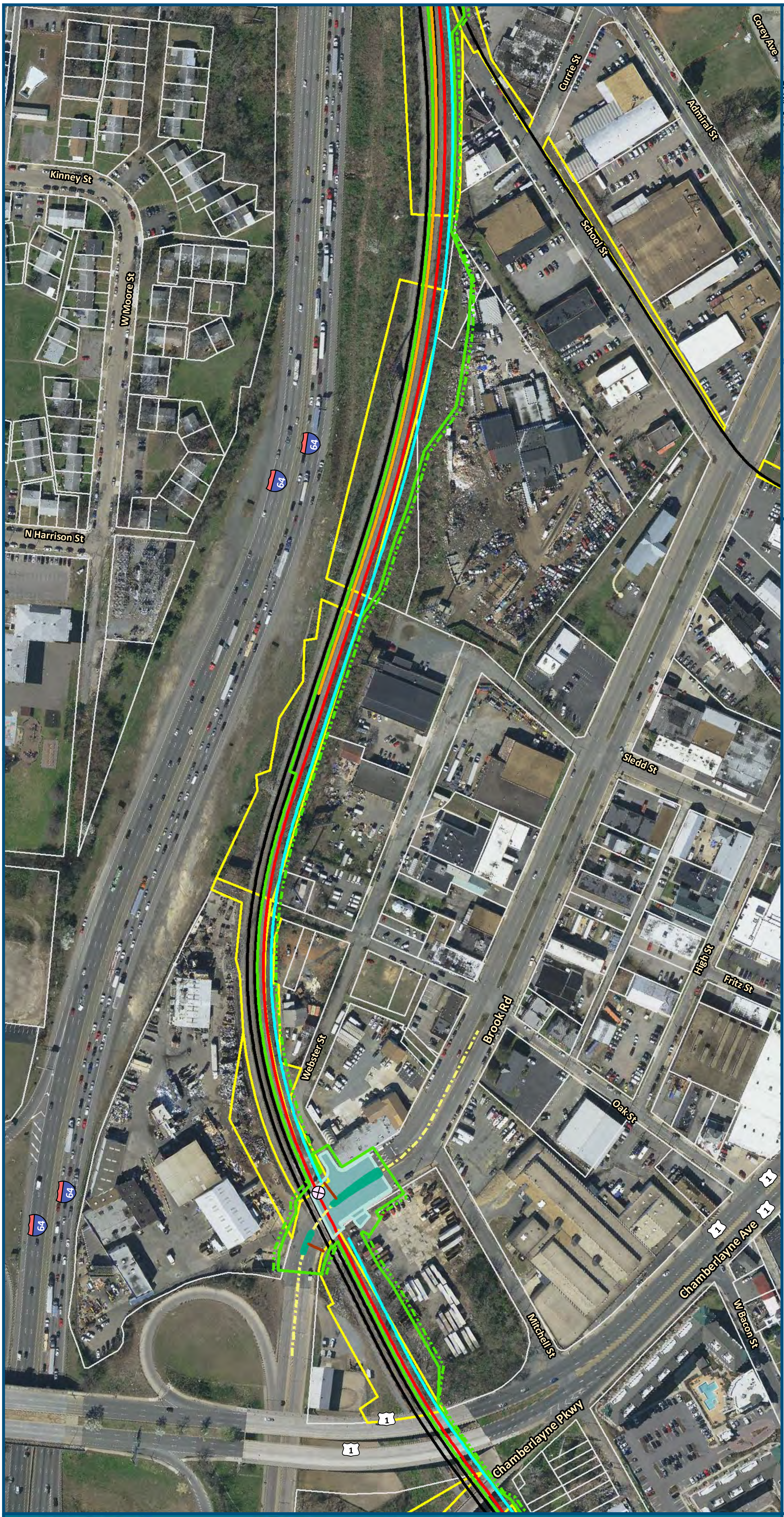
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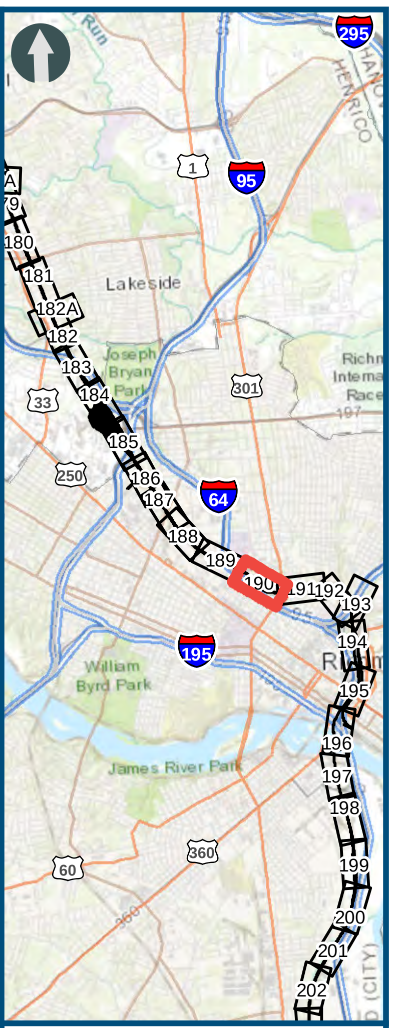
Currie St
Admiral St
Kinney St
School St
W Moore St
64
N Harrison St
Sledd St
High St
Fritz St
Brook Rd
Webster St
Oak St
1
Chamberlayne Ave
W Bacon St
Mitchell St
Chamberlayne Pkwy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202
Lakeside
Joseph Bryan Park
33
301
250
64
195
William Byrd Park
James River Park
60
360

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- ━ Track - Existing
- ━ Track - Improve Existing
- ━ Track - Proposed
- ━ Track - Proposed by others
- ━ Track - Remove
- ━ Crossover/Turnout - Proposed
- ━ Crossover/Turnout - Proposed by others
- ━ Crossover/Turnout - Remove
- ━ Retaining Walls
- ━ Retaining Walls - Proposed by others
- ▨ Bridge
- ▨ Bridge - Proposed by others
- ▨ Roadway
- ▨ Roadway - Proposed by others
- ━ Edge of Pavement
- ━ Roadway Centerline
- ━ Median Separators
- ━ Gate/Quad Gate
- ━ Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ▨ SWM Facilities
- ▨ Drainage Culvert Crossings
- ━ Drainage Directional Arrows
- ● Stations
- ▨ Station Platform - Existing
- ▨ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▨ Station Platform - Remove
- ▨ Building/Structure
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Preferred Alternative Mapbook

Sheet 190 of 217

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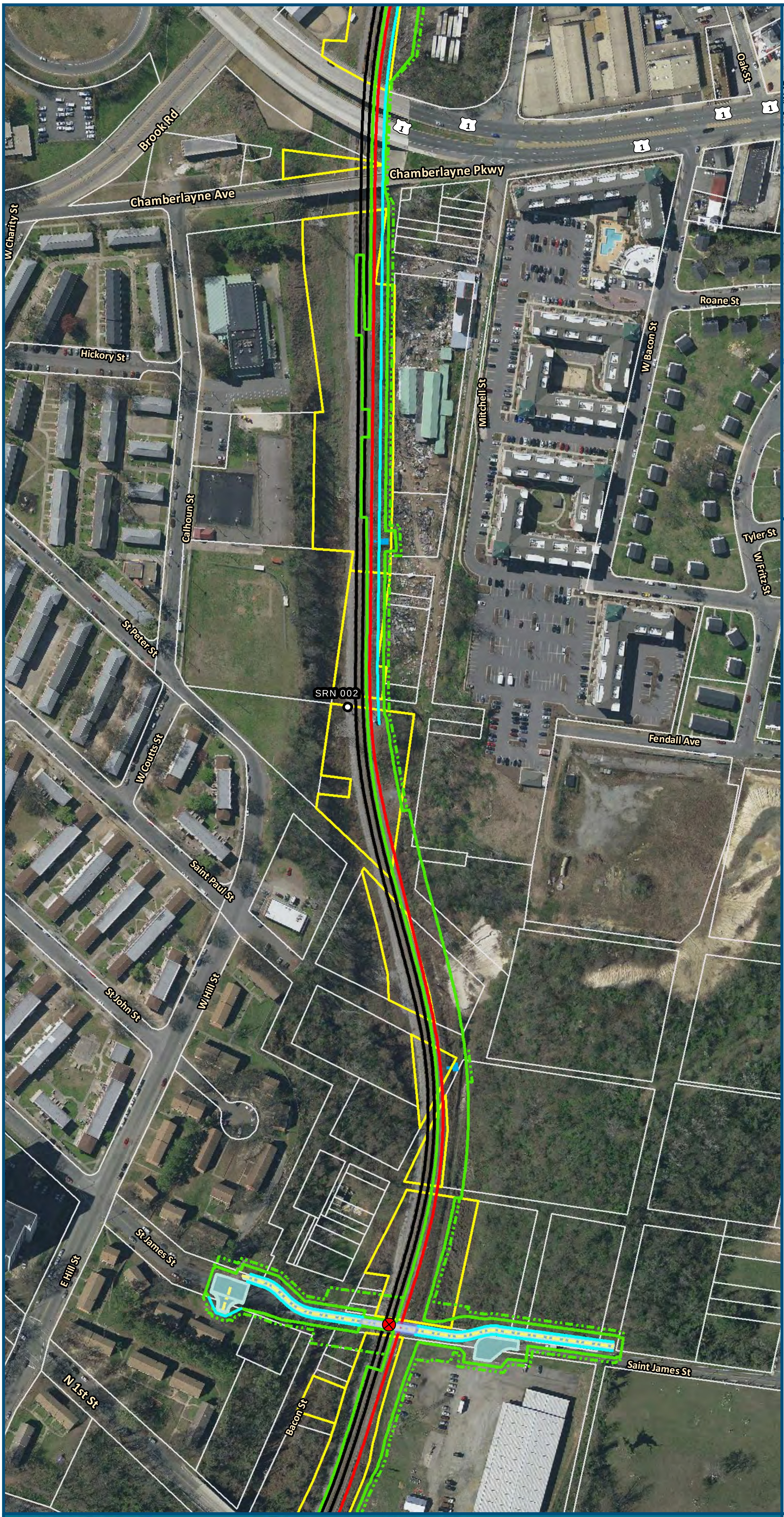
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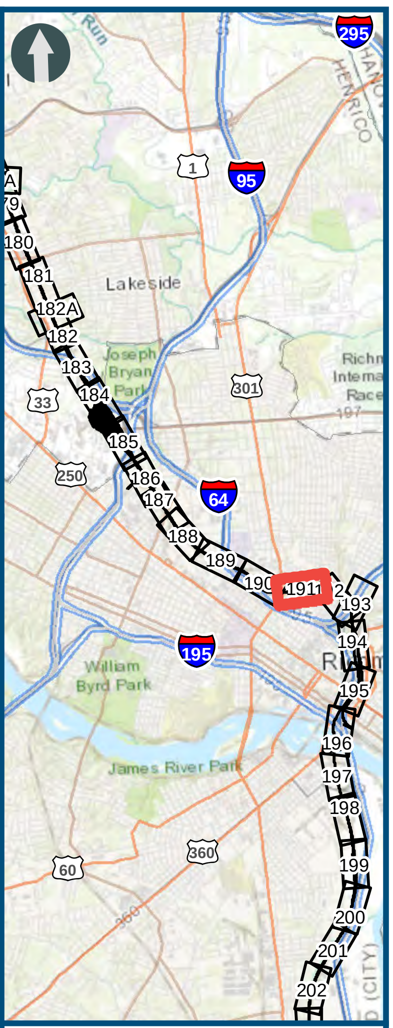
Chamberlayne Pkwy
Chamberlayne Ave
W Charity St
Oak St
1
Roane St
Hickory St
W Bacon St
Mitchell St
Calhoun St
Tyler St
W Fritz St
St Peter St
SRN 002
Fendall Ave
W Courts St
Saint Paul St
W Hill St
St John St
St James St
E Hill St
N 1st St
Bacon St
Saint James St


295
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Lakeside
Joseph Bryan Park
Richmond International Raceway
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William Byrd Park
James River Park
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0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- ━ Track - Existing
- ━ Track - Improve Existing
- ━ Track - Proposed
- ┅ Track - Proposed by others
- ┅ Track - Remove
- ━ Crossover/Turnout - Proposed
- ┅ Crossover/Turnout - Proposed by others
- ┅ Crossover/Turnout - Remove
- ━ Retaining Walls
- ┅ Retaining Walls - Proposed by others
- ▭ Bridge
- ▭ Bridge - Proposed by others
- ▭ Roadway
- ▭ Roadway - Proposed by others
- ━ Edge of Pavement
- ┅ Roadway Centerline
- ━ Median Separators
- ━ Gate/Quad Gate
- ┅ Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
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- ━ Drainage Directional Arrows
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- ▭ Station Platform - Existing
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- ▭ Station Platform - Remove
- ■ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Preferred Alternative Mapbook

Sheet 191 of 217

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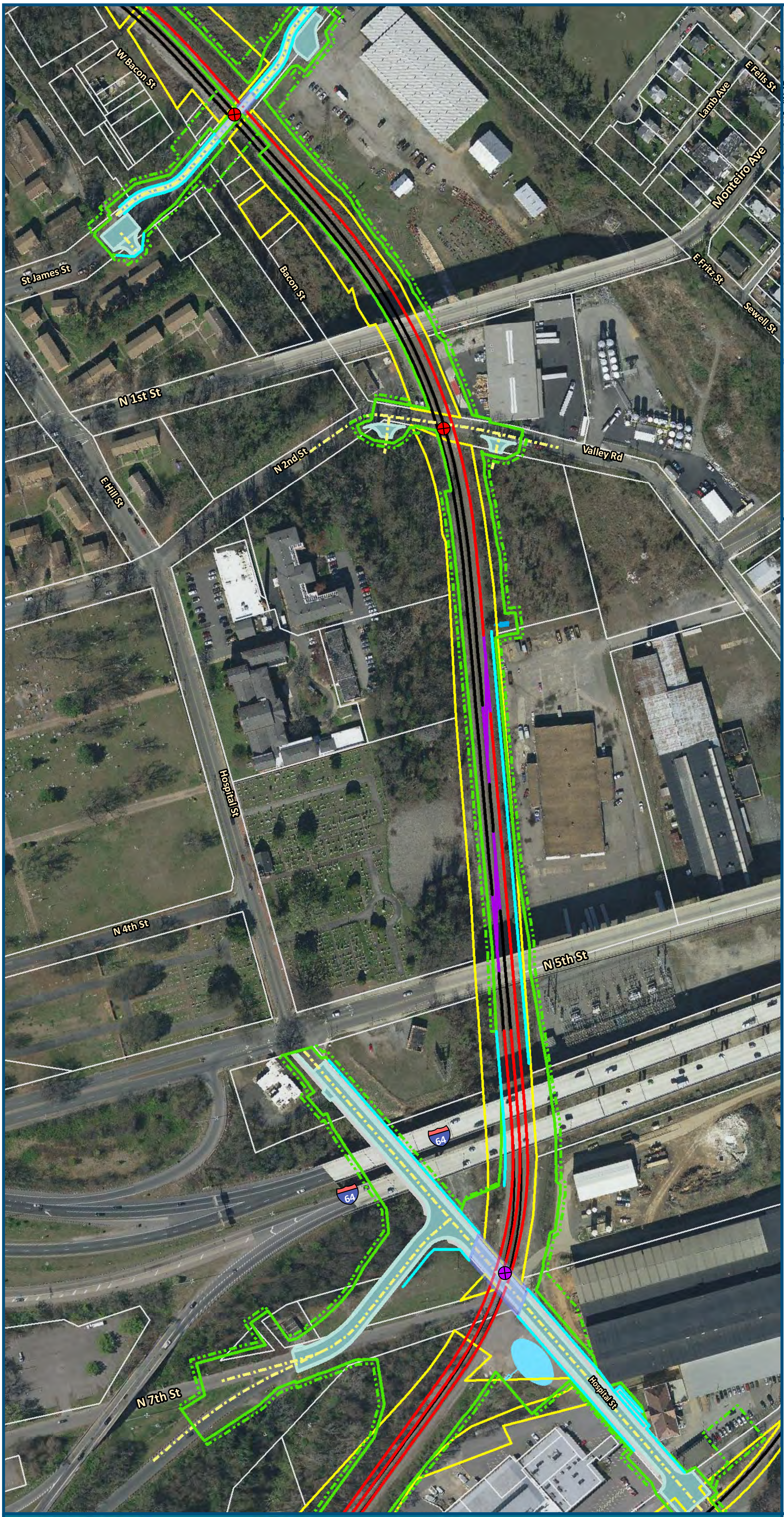
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E Fells St
Lamb Ave
Monteiro Ave
St James St
Bacon St
E Fritz St
Sewell St
N 1st St
N 2nd St
Valley Rd
E Hill St
Hospital St
N 4th St
N 5th St
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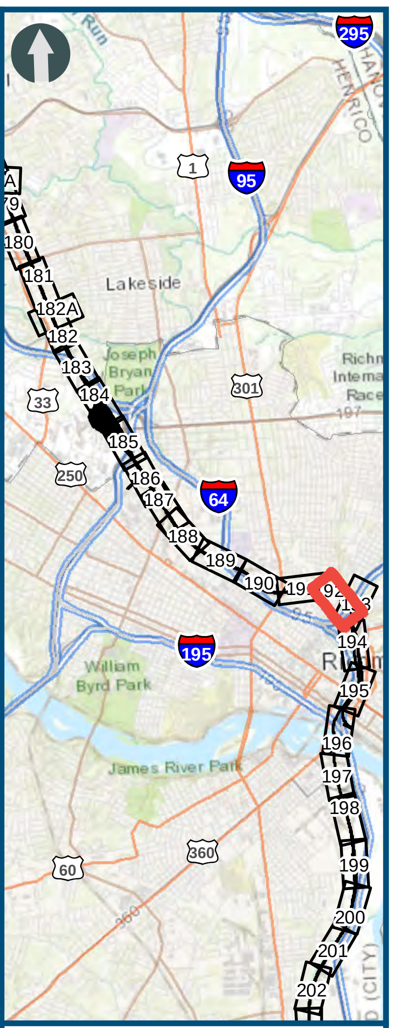
N 7th St
Hospital St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Lakeside
Joseph Bryan Park
Richmond International Raceway
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William Byrd Park
James River Park
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Feet

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@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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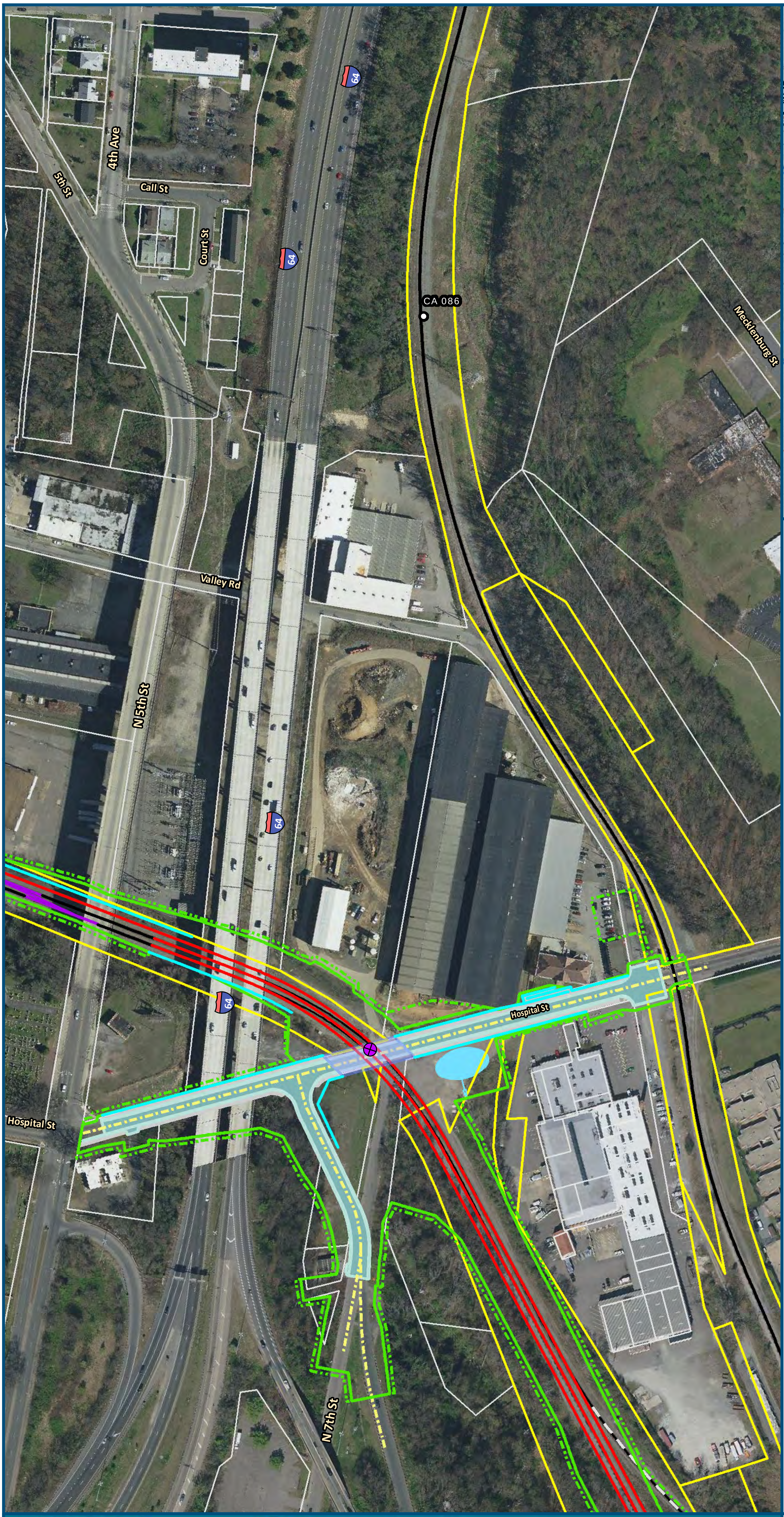
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 192 of 217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5th St
Call St
Court St
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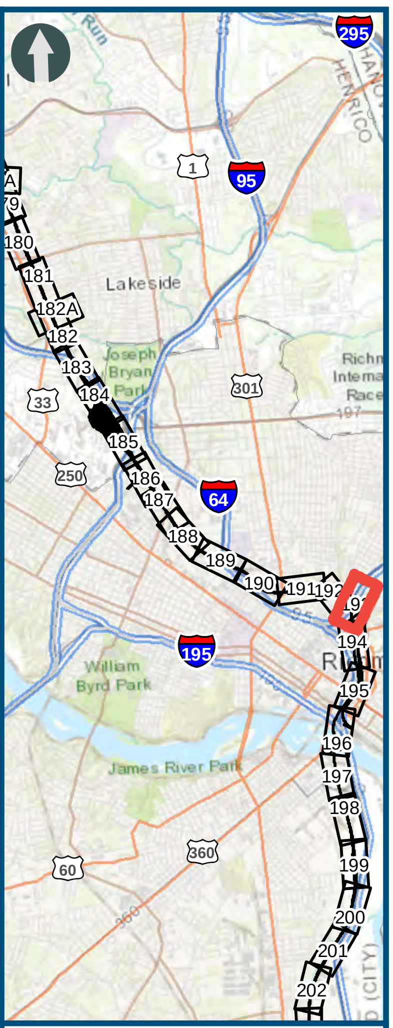
CA 086
Mecklenburg St
Valley Rd
N 5th St
Hospital St
Hospital St
N 7th St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Joseph Bryan Park
Richmond International Raceway
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William Byrd Park
James River Park
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- Crossover/Turnout - Proposed by others
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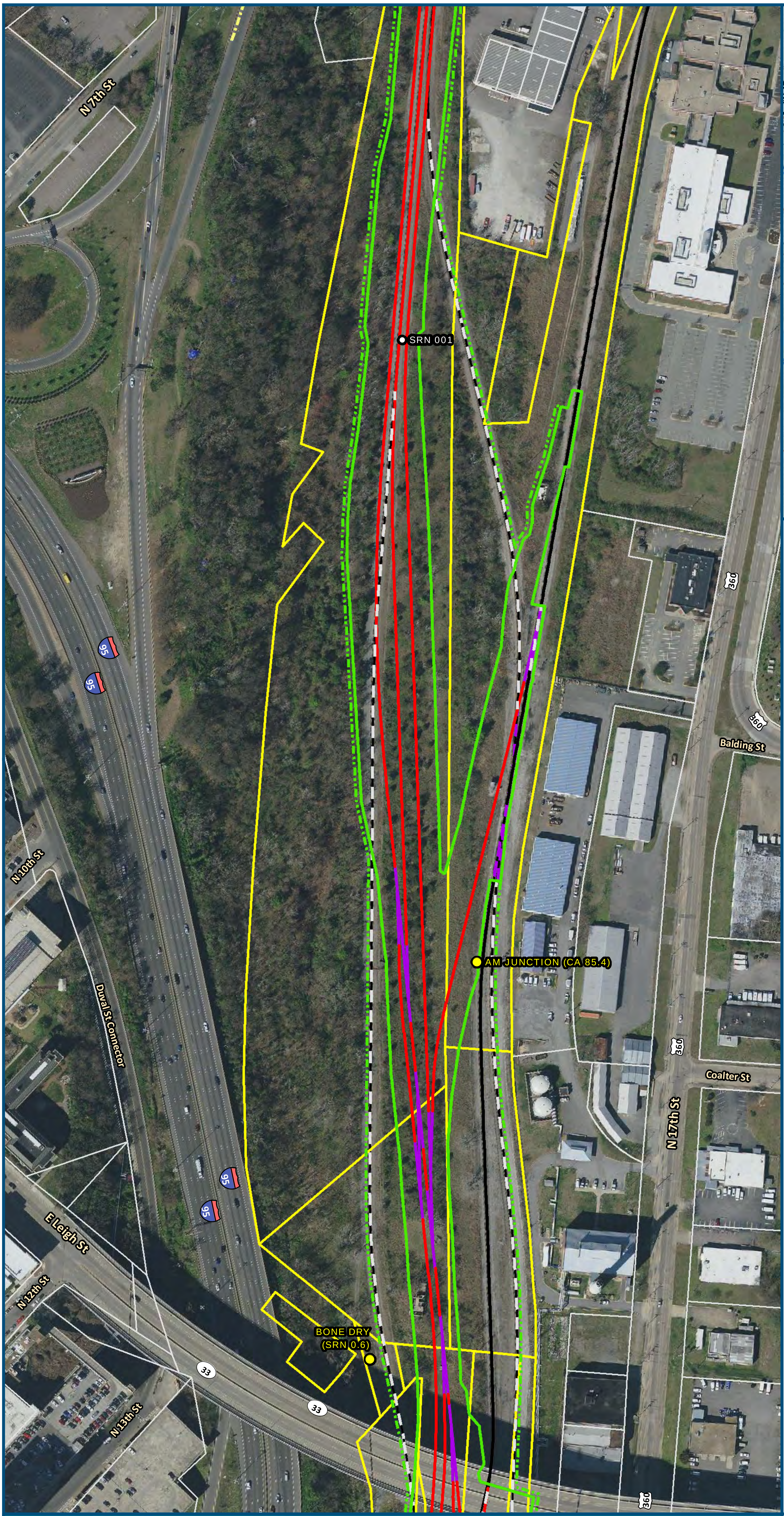
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SRN 001
N 10th St
Duval St Connector
AM JUNCTION (CA 85.4)
E Leigh St
N 12th St
N 13th St
BONE DRY
(SRN 0.6)
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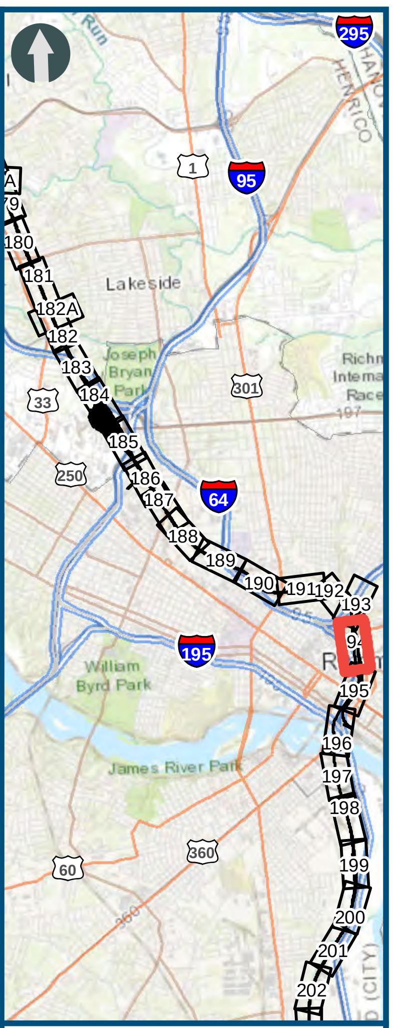
Balding St
Coalter St
N 17th St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Lakeside
Joseph Bryan Park
Richmond International Raceway
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William Byrd Park
James River Park
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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- Temporary Limits of Disturbance
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- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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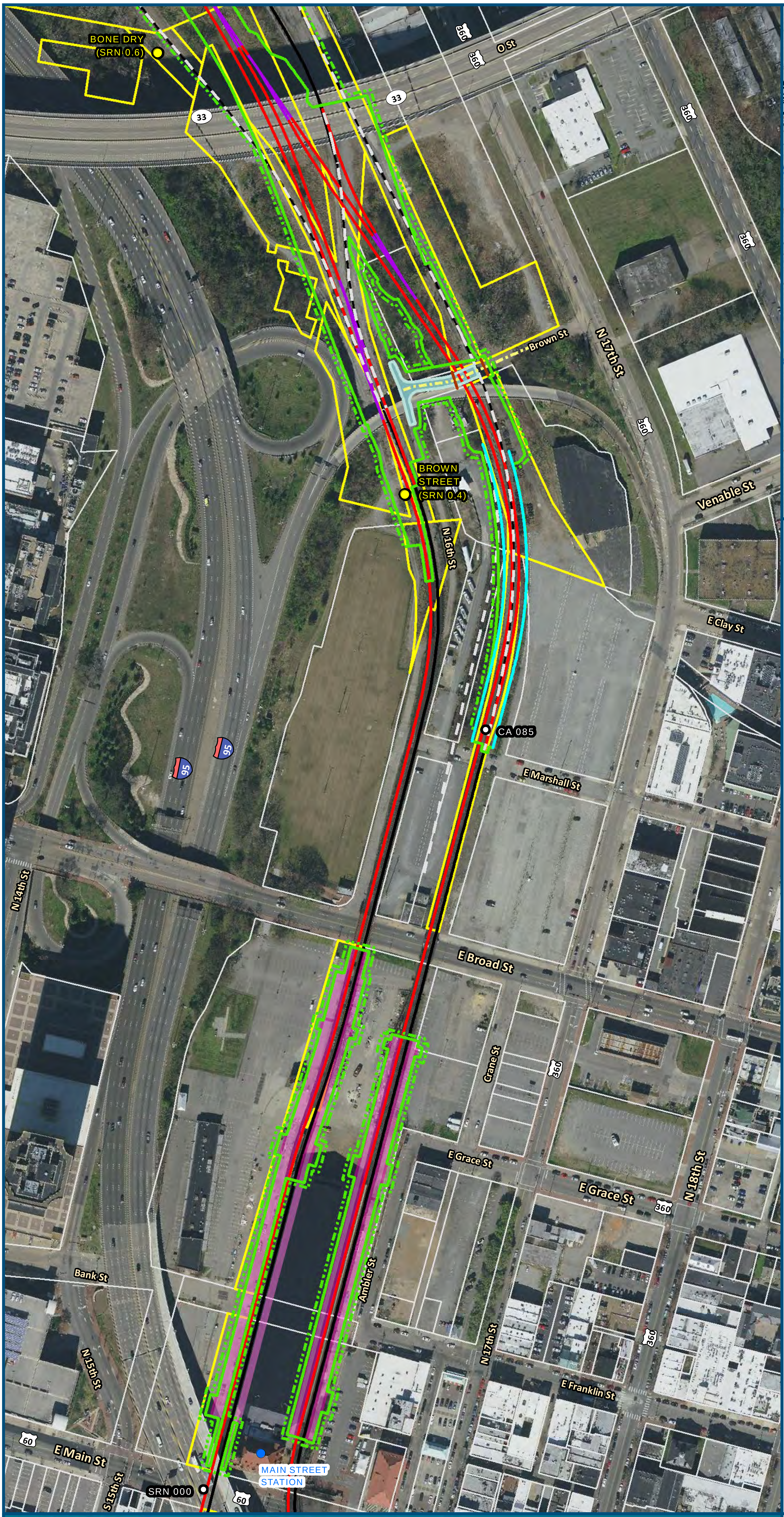
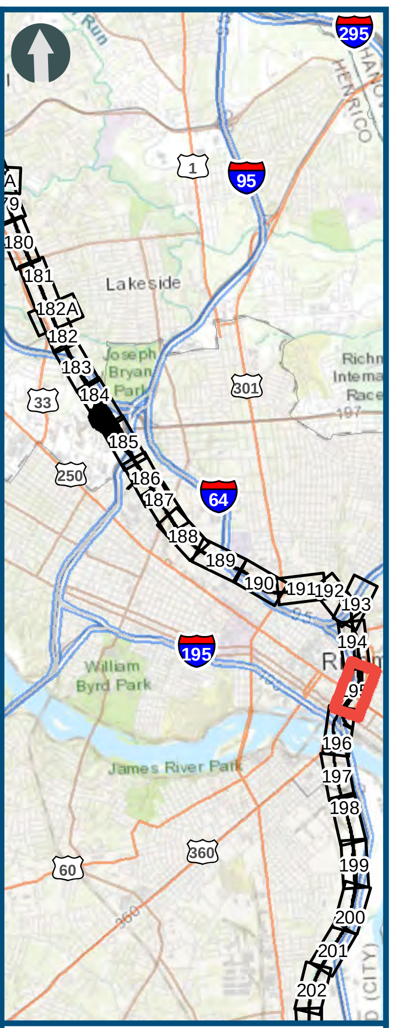
\\ctsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019


BONE DRY
(SRN 0.6)
O St
360
33
Brown St
N 17th St
BROWN
STREET
(SRN 0.4)
N 16th St
Venable St
E Clay St
CA 085
E Marshall St
95
N 14th St
E Broad St
Crane St
E Grace St
N 18th St
Bank St
Ambler St
N 17th St
E Franklin St
N 15th St
E Main St
S 15th St
60
MAIN STREET
STATION
SRN 000


295
95
1
Lakeside
Joseph
Bryan
Park
33
301
250
64
180
181
182A
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
William
Byrd Park
James River Park
60
360

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
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- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 195 of 217

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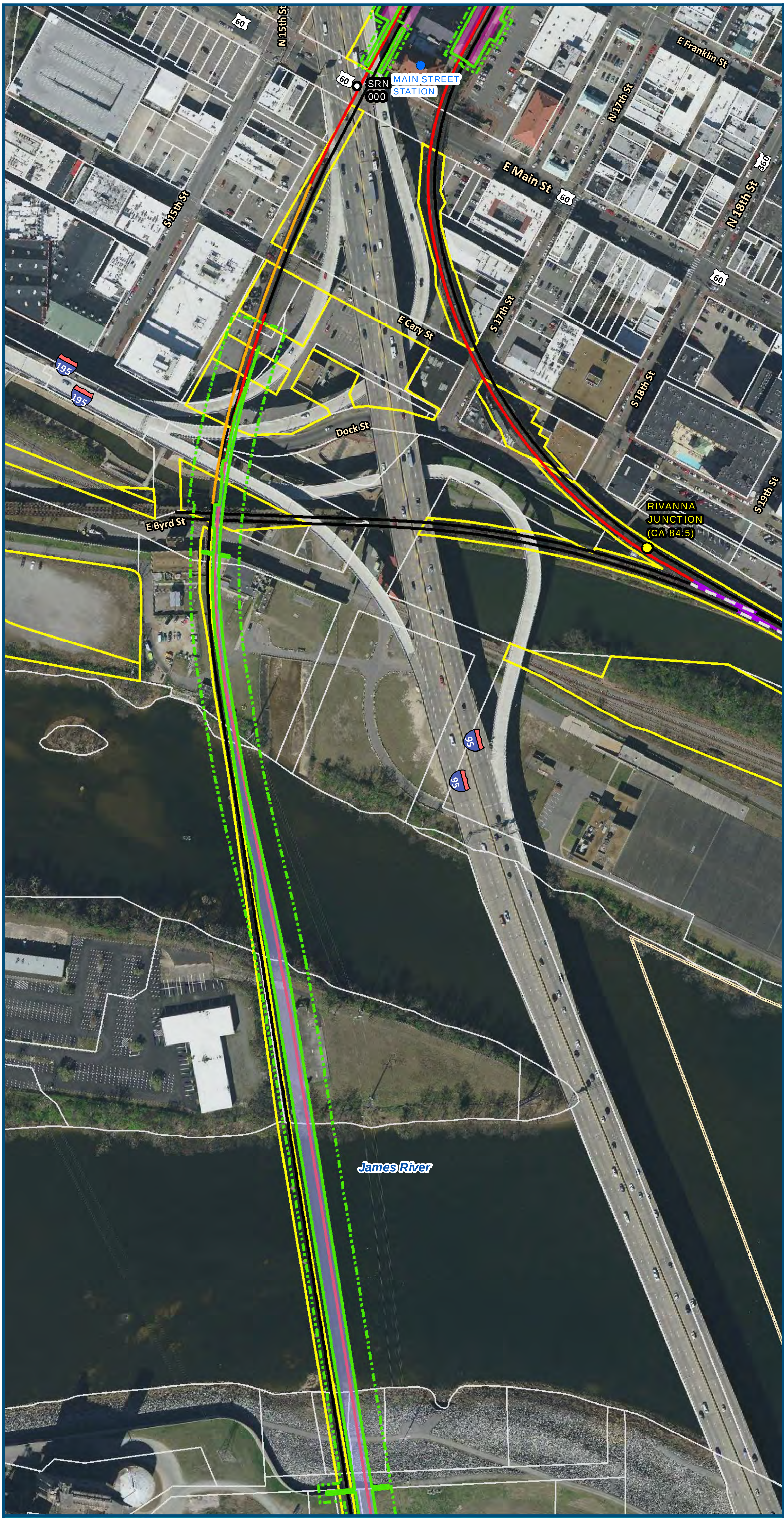
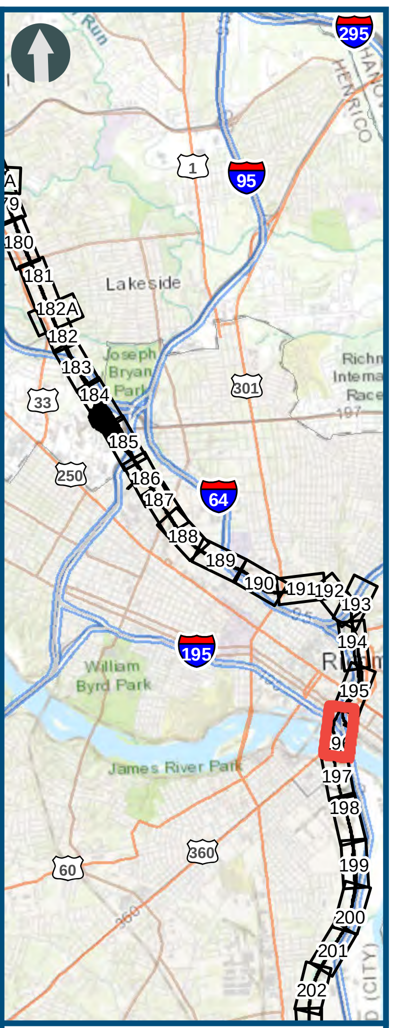

N 15th St
60
60
SRN
000
MAIN STREET
STATION
E Franklin St
N 17th St
E Main St
60
360
N 18th St
S 15th St
60
E Cary St
S 17th St
195
195
S 18th St
Dock St
S 19th St
RIVANNA
JUNCTION
(CA 84.5)
E Byrd St
95
95
James River


295
HENRICO
1
95
Lakeside
180
181
182A
182
183
Joseph Bryan Park
184
33
301
Richmond International Raceway
185
250
186
187
64
188
189
190
191
192
193
194
195
William Byrd Park
196
James River Park
197
198
60
360
199
200
201
202
(CITY)

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
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- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
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- Roadway - Proposed by others
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- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
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- Drainage Culvert Crossings
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- Station Platform - Existing
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- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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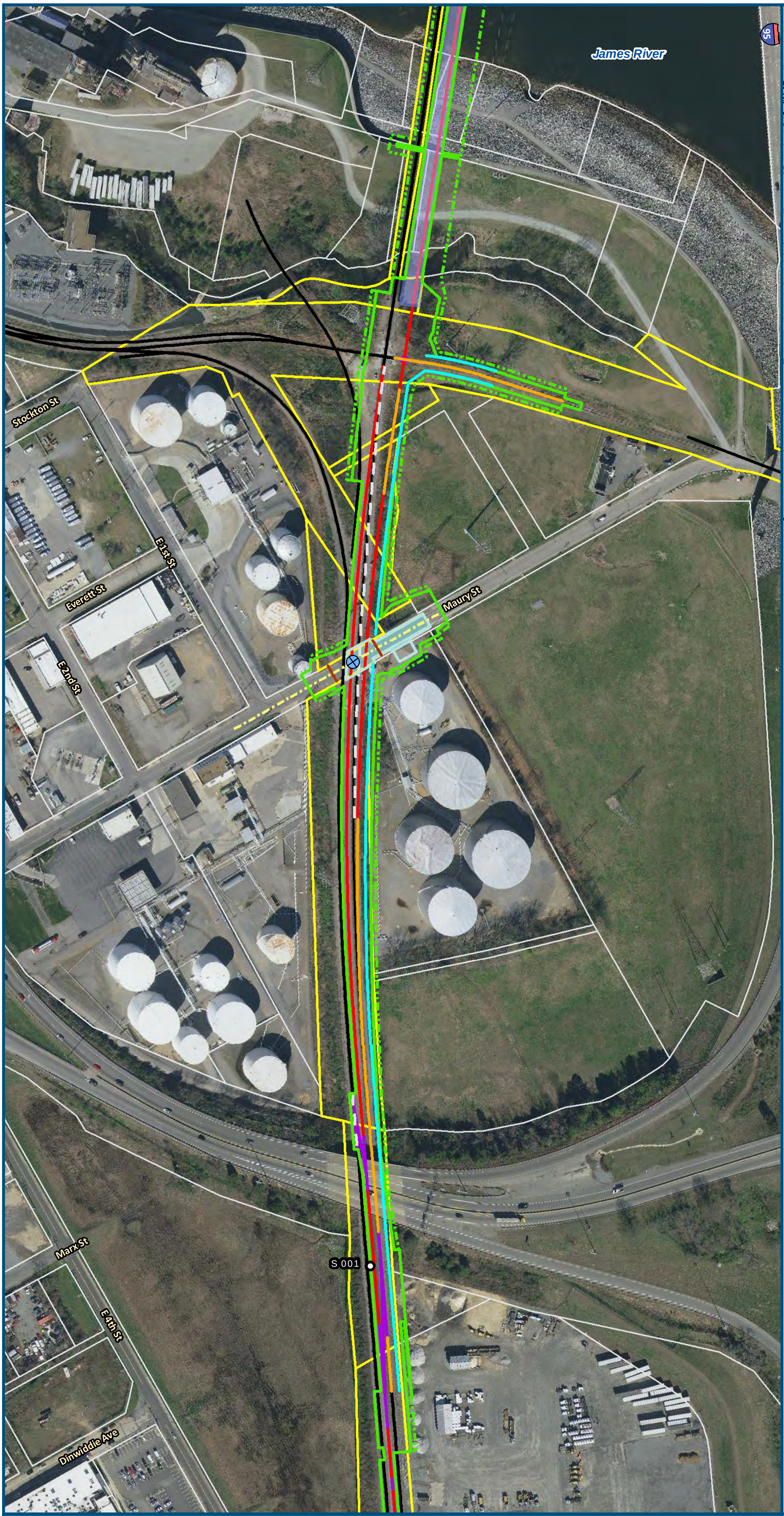
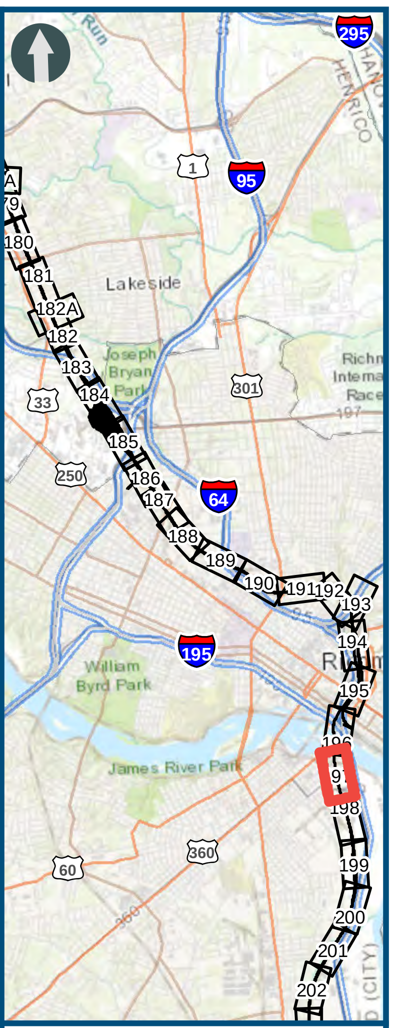
\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019


James River
95
Stockton St
E 1st St
Everett St
E 2nd St
Maury St
S 001
Marx St
E 4th St
Dinwiddie Ave


295
HENRICO
95
1
Lakeside
Joseph Bryan Park
33
301
Richmond International Race
180
181
182A
182
183
184
185
186
187
188
189
190
191
192
193
194
195
198
199
200
201
202
250
64
195
William Byrd Park
James River Park
60
360
(CITY)

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

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- Track - Proposed by others
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- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
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- Retaining Walls - Proposed by others
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- Bridge - Proposed by others
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- Roadway - Proposed by others
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- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
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- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
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- Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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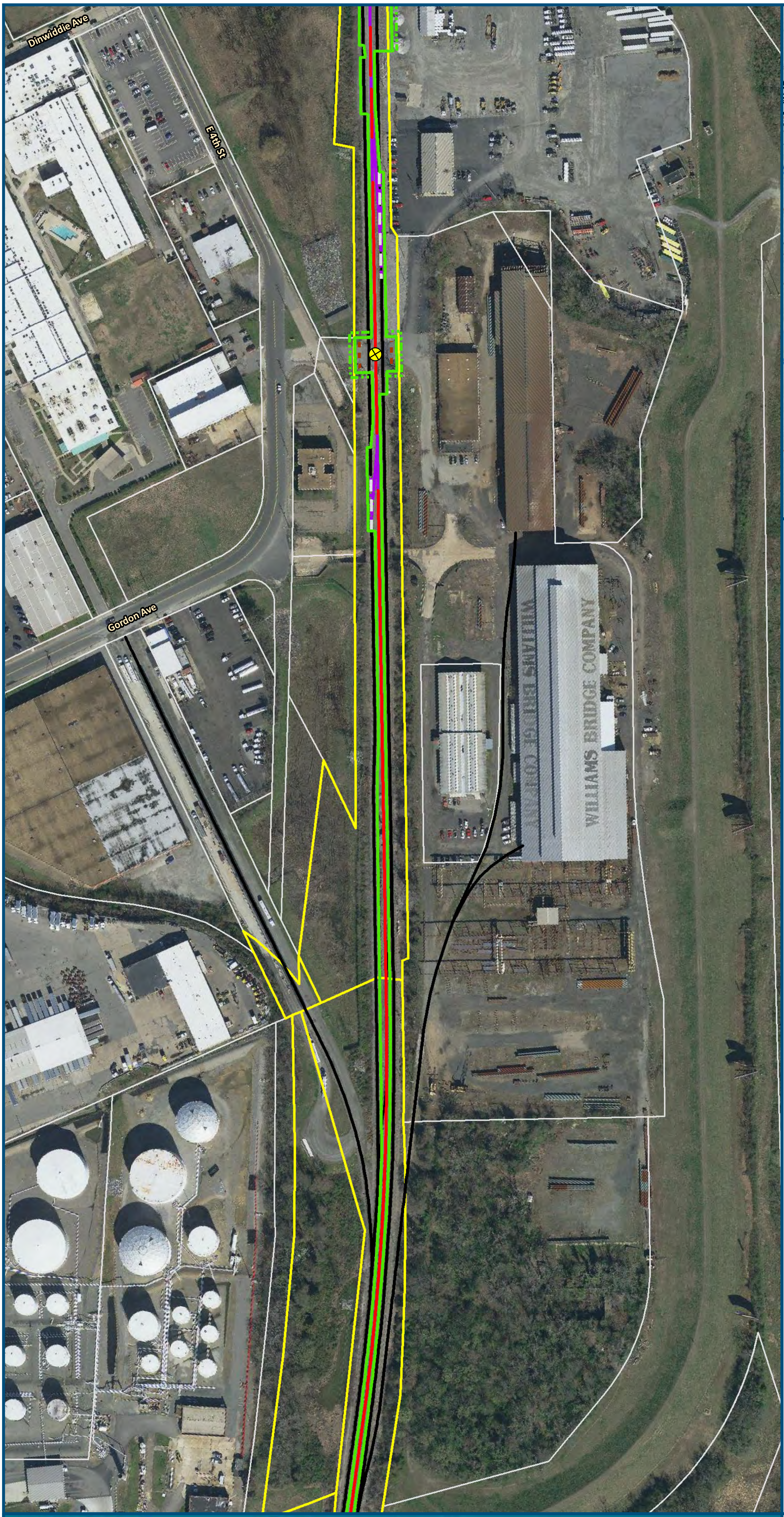
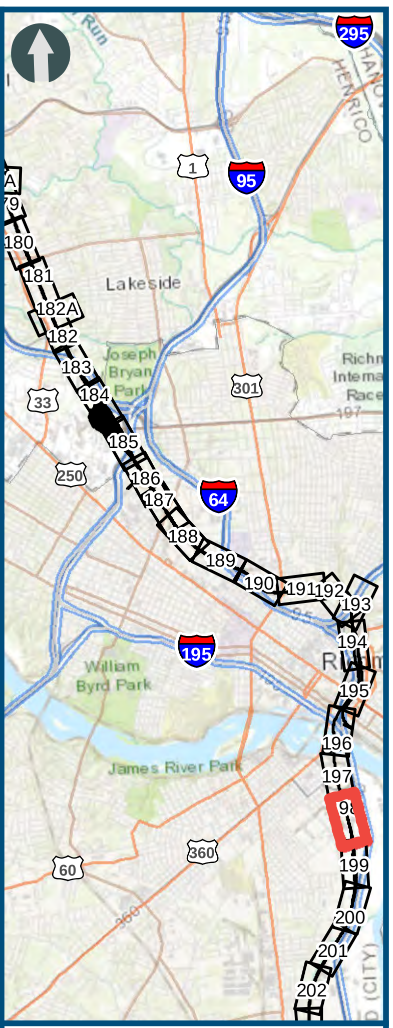

Dinwiddie Ave
E 4th St
Gordon Ave
WILLIAMS BRIDGE COMPANY
WILLIAMS BRIDGE COMPANY


295
HENRICO
1
95
180
181
182A
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
Lakeside
Joseph Bryan Park
Richmond International Raceway
33
301
250
64
195
William Byrd Park
James River Park
60
360
(CITY)

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

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- Track - Improve Existing
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- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
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- Bridge - Proposed by others
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- Roadway - Proposed by others
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- Locking Gate
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- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
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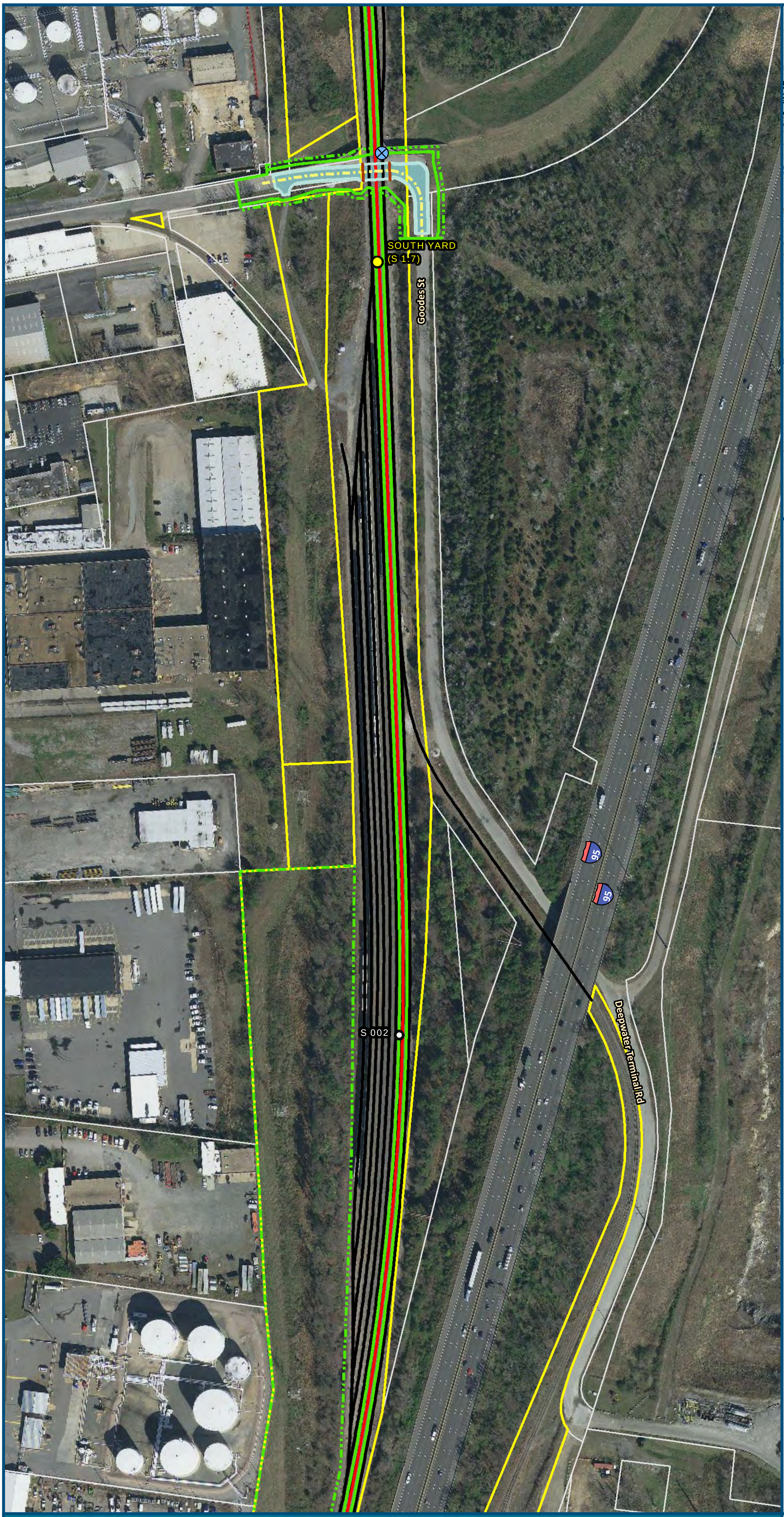
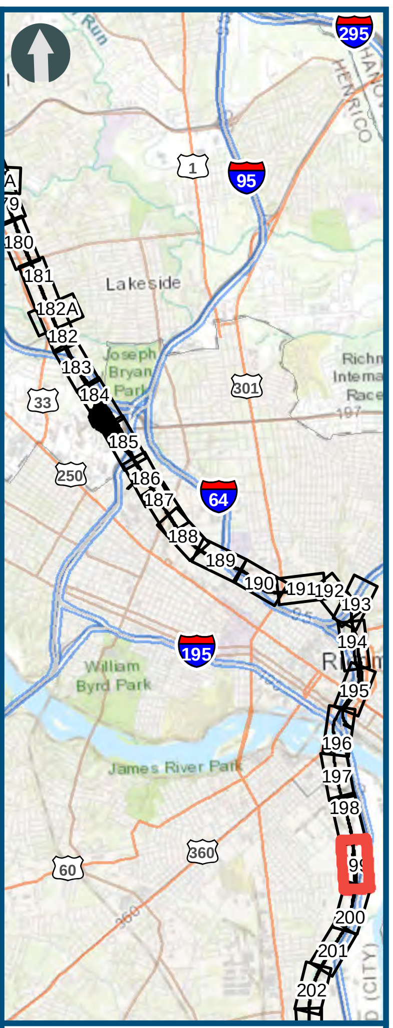
- Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 198 of 217

\\ctsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019


SOUTH YARD
(S 1.7)
Goodes St
S 002
95
95
Deepwater Terminal Rd


295
HENRICO
1
95
179
180
181
182A
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
Lakeside
Joseph Bryan Park
33
301
250
64
Richmond International Raceway
195
William Byrd Park
James River Park
60
360
(CITY)

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

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- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
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- Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
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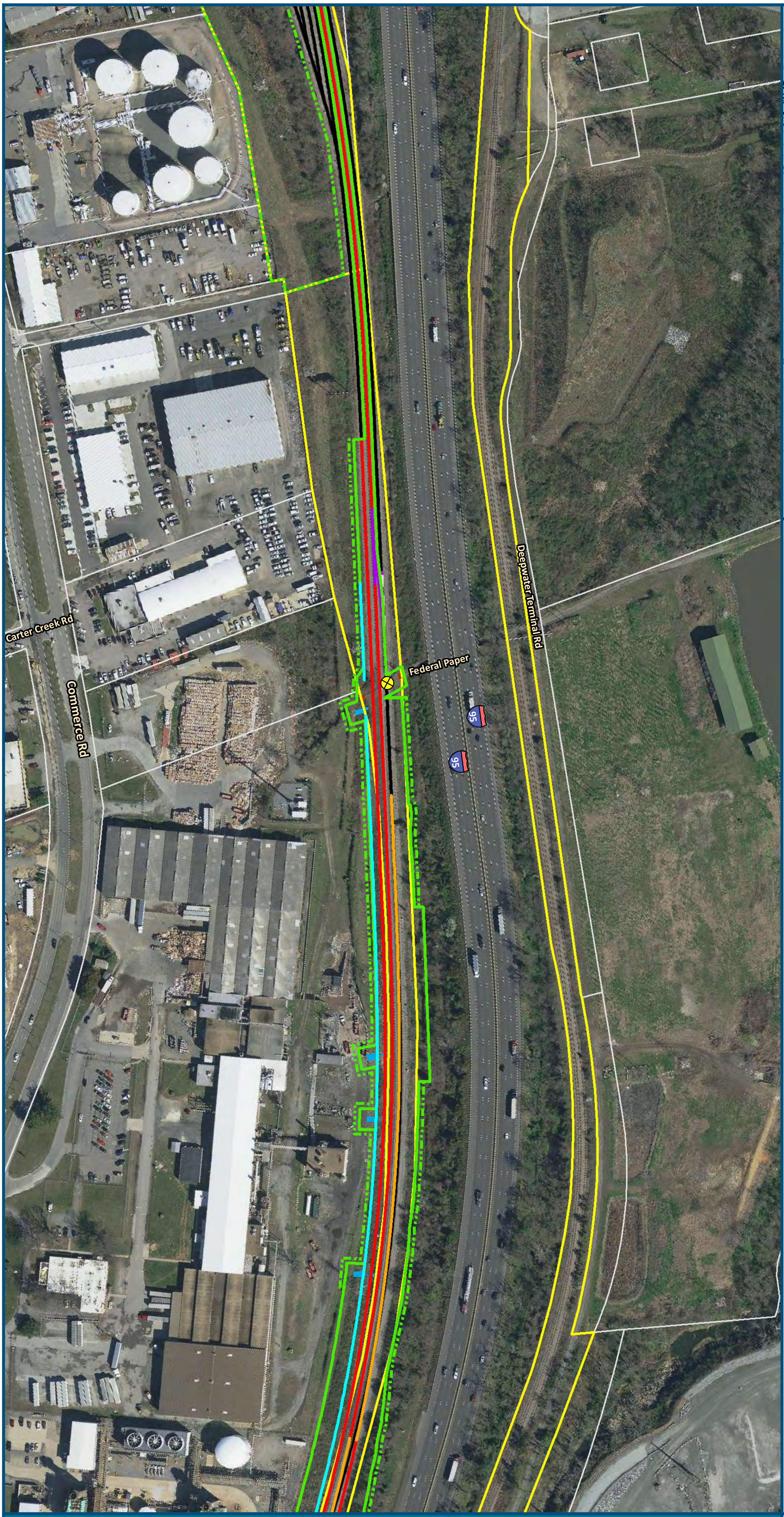
Preferred Alternative Mapbook

Sheet 199 of 217

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019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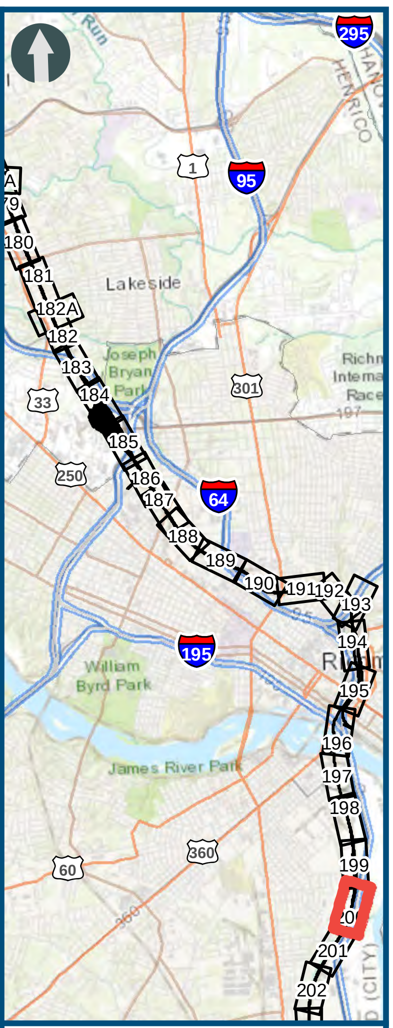
Commerce Rd
Federal Paper
95
95
Deepwater Terminal Rd


295
HENRICO
1
95
179
180
181
182A
182
183
Lakeside
Joseph Bryan Park
184
33
301
Richmond International Raceway
197
185
250
186
187
64
188
189
190
191
192
193
194
195
William Byrd Park
196
James River Park
197
198
60
360
199
200
201
202
(CITY)

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
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- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
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- ⊗ Crossing - Gates with Center Median Treatment
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- Drainage Culvert Crossings
- Drainage Directional Arrows
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- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 200 of 217

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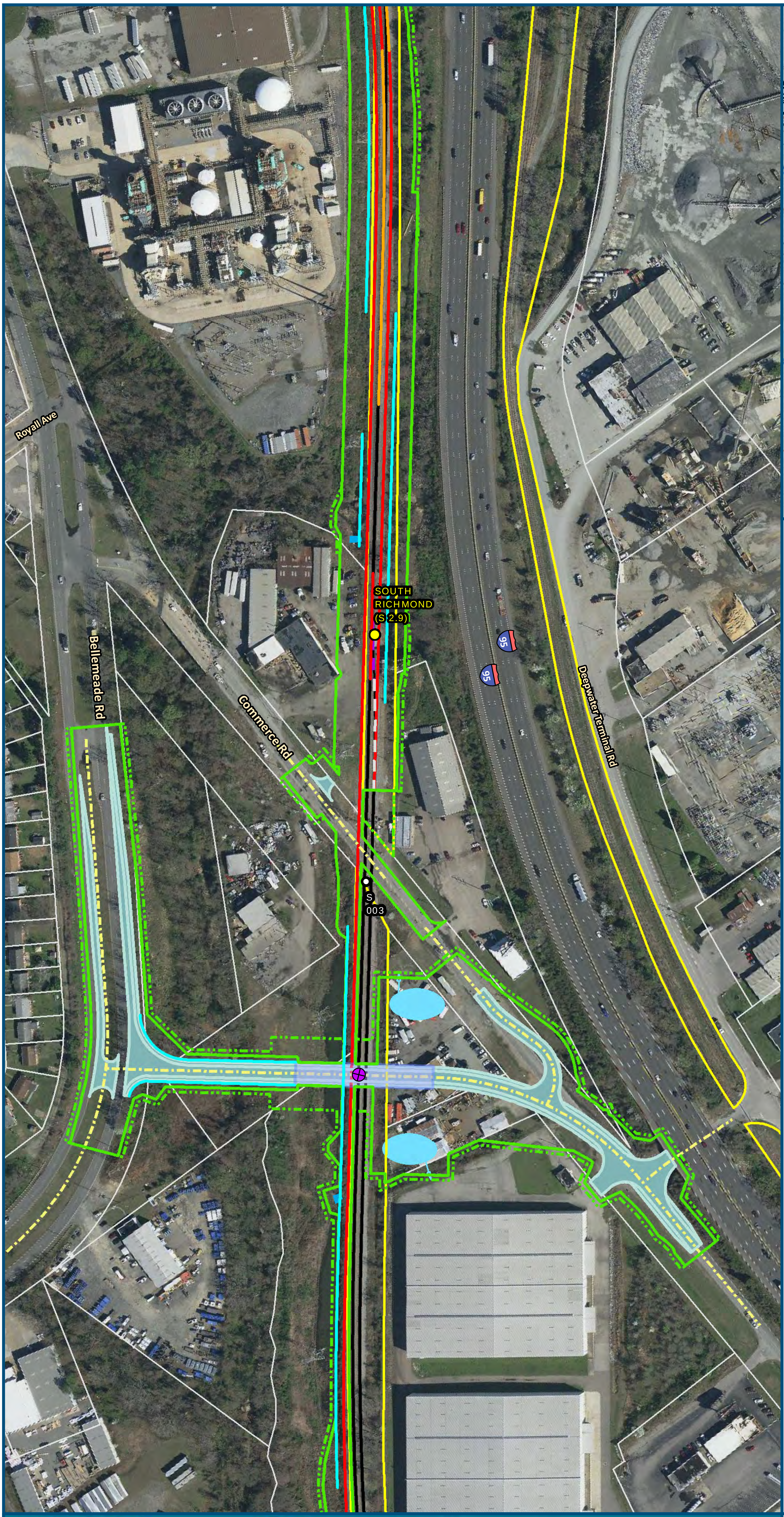
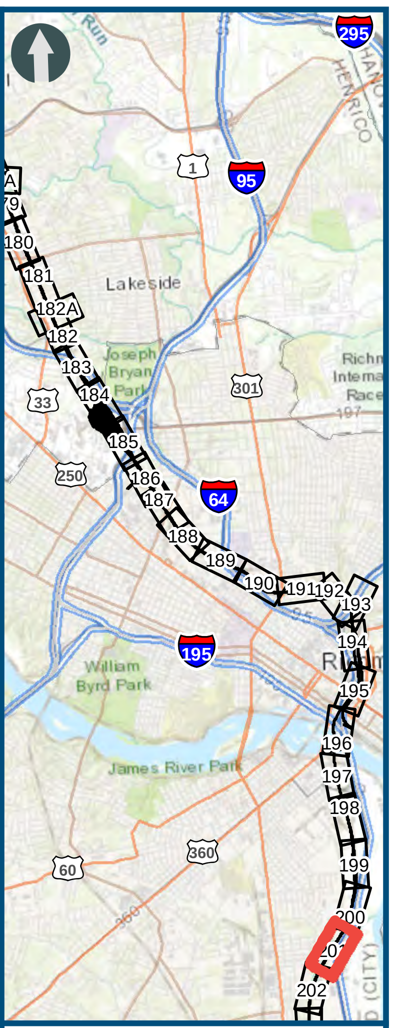

Royall Ave
Bellemeade Rd
Commerce Rd
SOUTH
RICHMOND
(S 2.9)
S
003
95
95
Deepwater Terminal Rd


295
95
1
Lakeside
Joseph
Bryan
Park
Richmond
International
Raceway
33
301
250
64
195
William
Byrd Park
James River Park
60
360
180
181
182A
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
202

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

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- Crossover/Turnout - Proposed by others
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- Bridge - Proposed by others
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- Roadway - Proposed by others
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- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
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- Drainage Directional Arrows
- Stations
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- Station Platform - Proposed by others
- Station Platform - Remove
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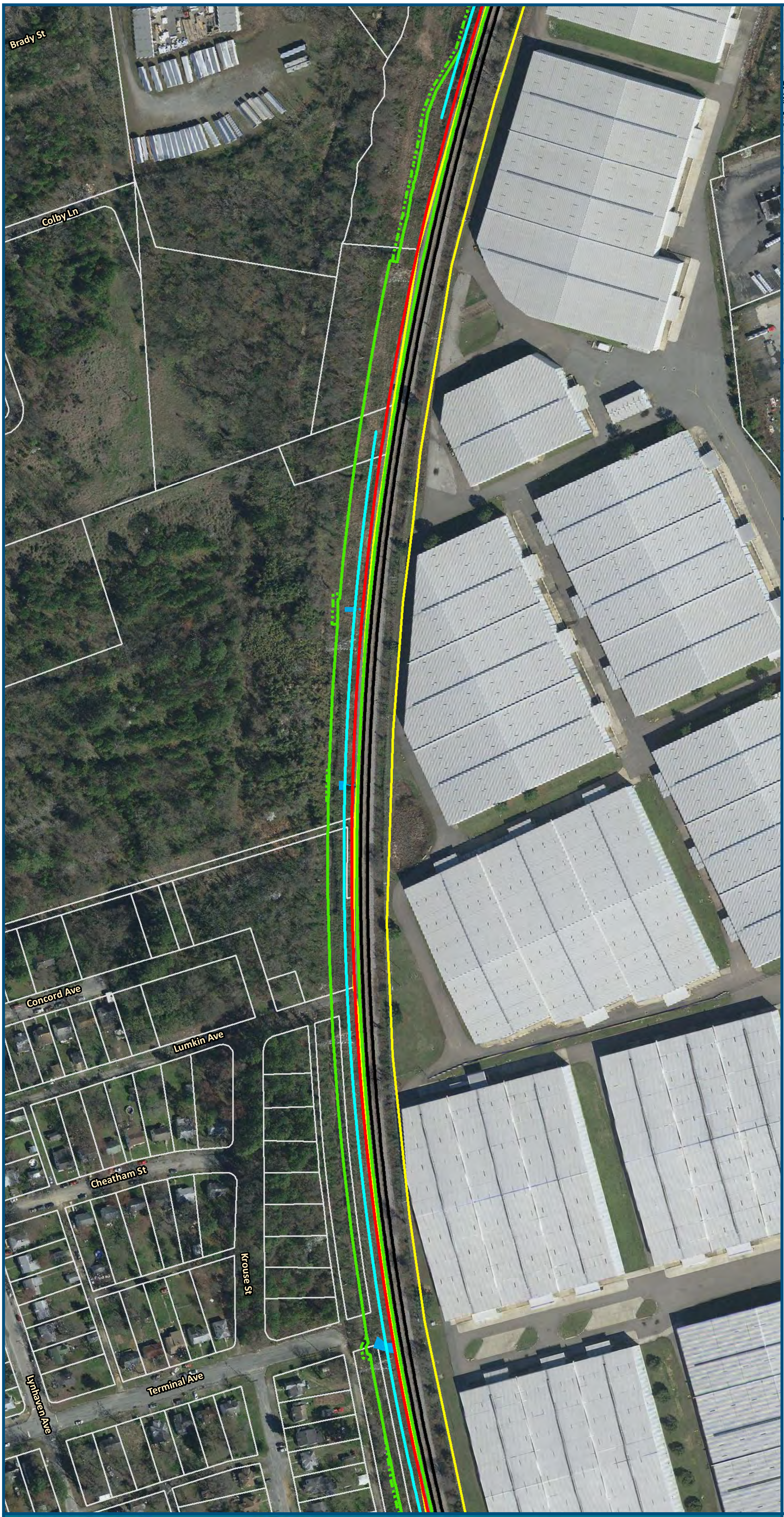
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 201 of 217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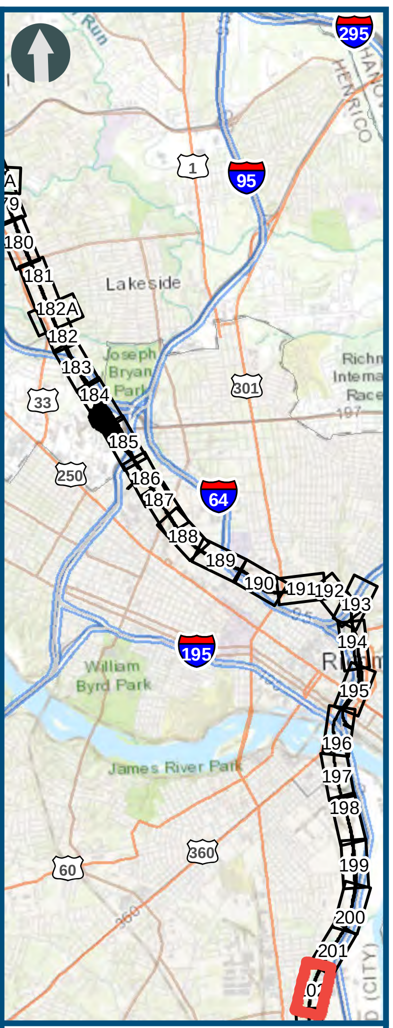
Colby Ln
Concord Ave
Lumkin Ave
Cheatham St
Krouse St
Terminal Ave
Lynhaven Ave


295
95
1
Lakeside
Joseph Bryan Park
33
301
250
64
195
William Byrd Park
James River Park
60
360
180
181
182A
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202

0 100 200
Feet
1 inch = 200 feet
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Projection: Lambert Conformal Conic
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- Track - Proposed by others
- Track - Remove
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- Crossover/Turnout - Proposed by others
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- Retaining Walls - Proposed by others
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- Drainage Directional Arrows
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- Station Platform - Proposed
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- Station Platform - Remove
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- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 202 of 217

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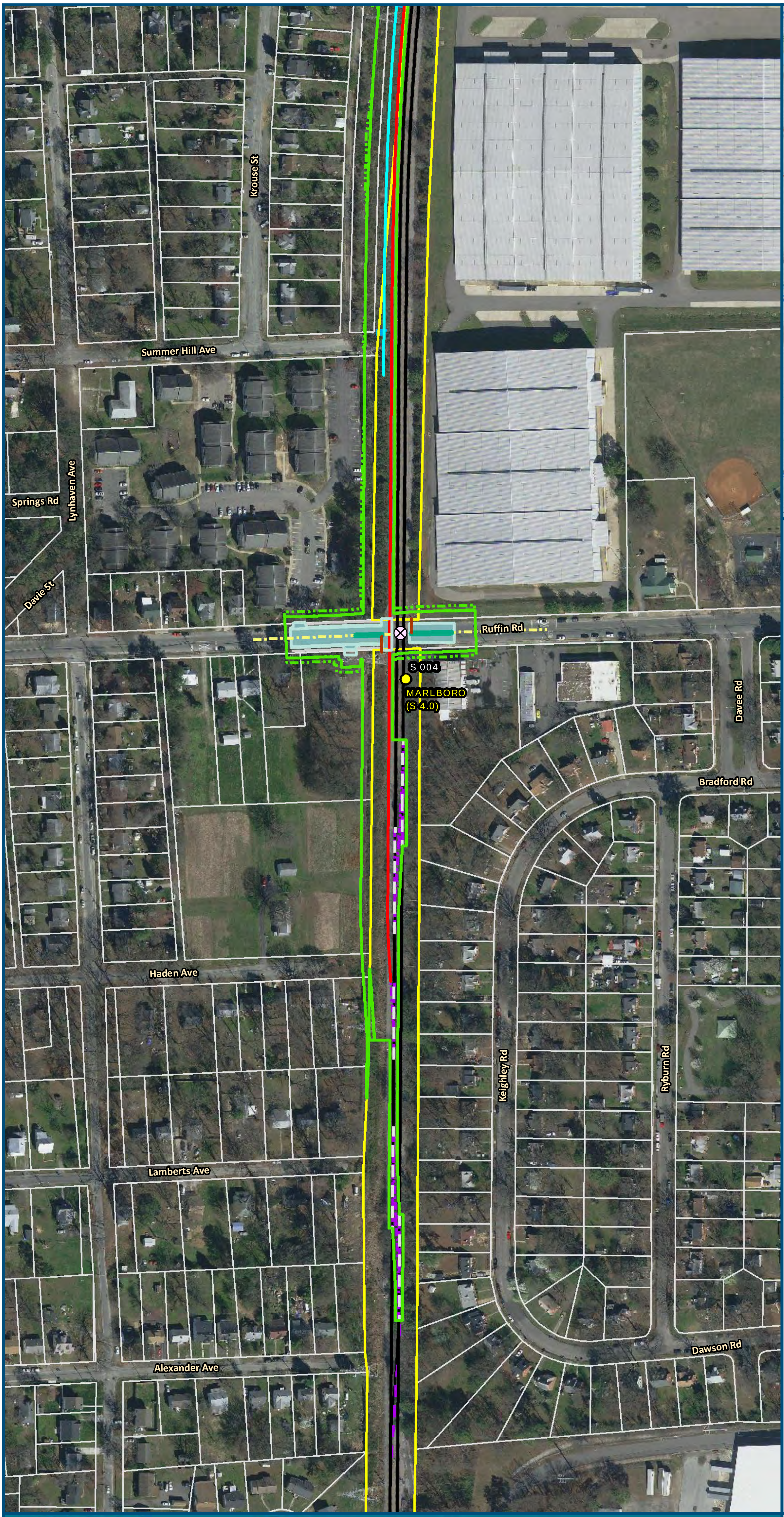
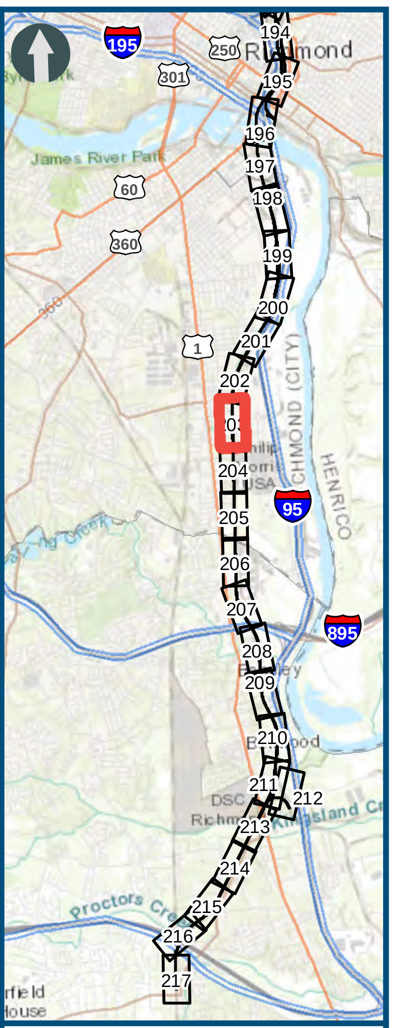

Krouse St
Summer Hill Ave
Springs Rd
Lynhaven Ave
Davie St
Ruffin Rd
S 004
MARLBORO
(S 4.0)
Davee Rd
Bradford Rd
Haden Ave
Keighley Rd
Ryburn Rd
Lamberts Ave
Alexander Ave
Dawson Rd


195
250
Richmond
301
60
360
1
95
895
James River Park
HENRICO
RICHMOND (CITY)
Proctors Creek
194
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217

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- Crossing - Closure
- Crossing - Grade Separate
- Crossing - Four-Quadrant Gate
- Crossing - Gates with Center Median Treatment
- Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 203 of 217

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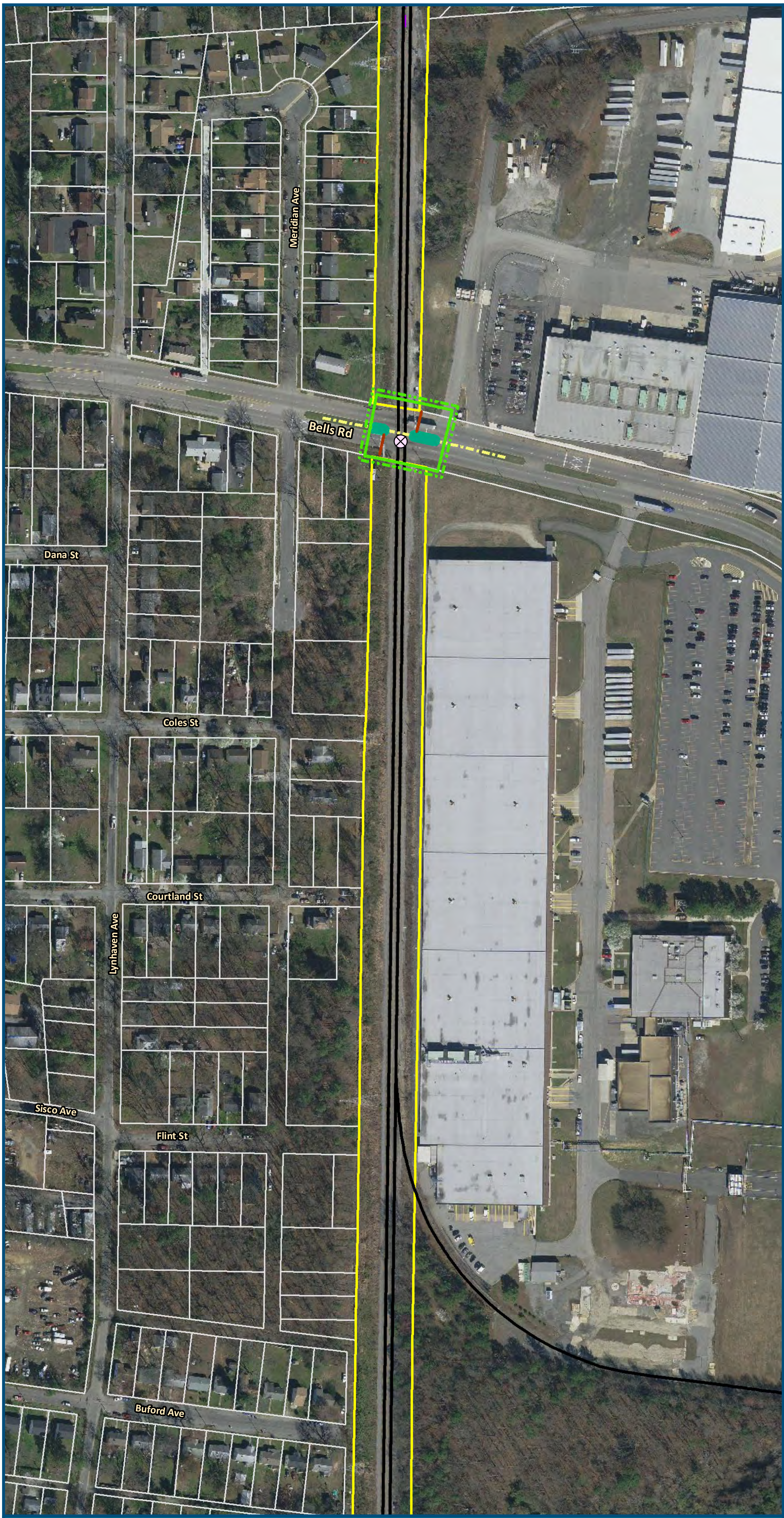
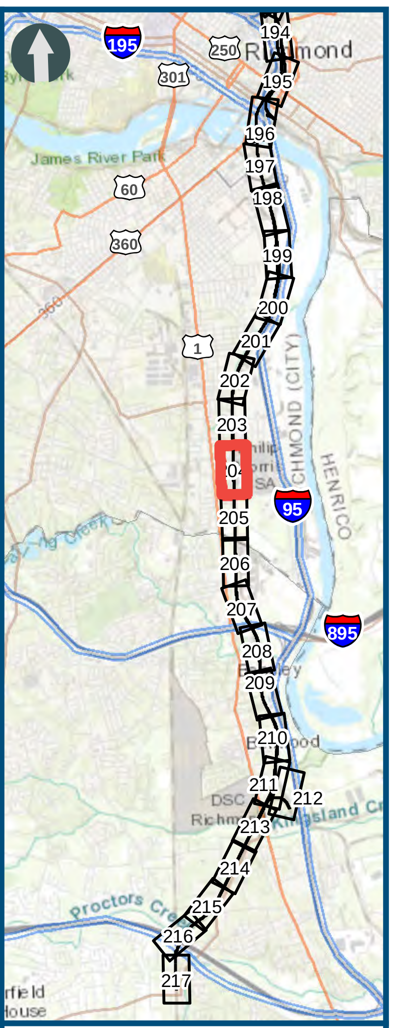

Meridian Ave
Bells Rd
Dana St
Coles St
Courtland St
Lynhaven Ave
Sisco Ave
Flint St
Buford Ave


195
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Richmond
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James River Park
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205
RICHMOND (CITY)
HENRICO
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Proctors Cr
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217

0 100 200
Feet
1 inch = 200 feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

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- Retaining Walls - Proposed by others
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- Station Platform - Remove
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- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 204 of 217

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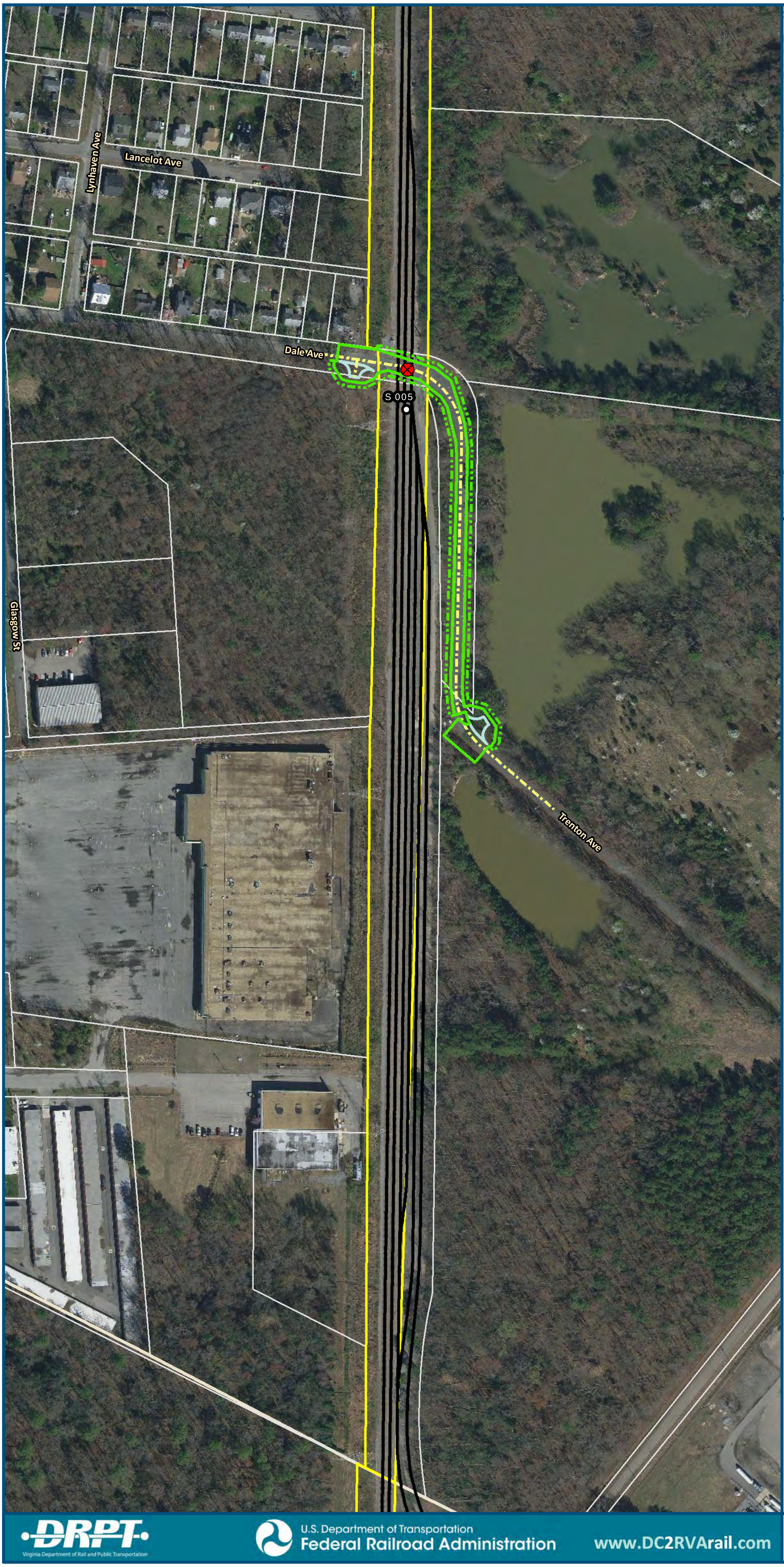
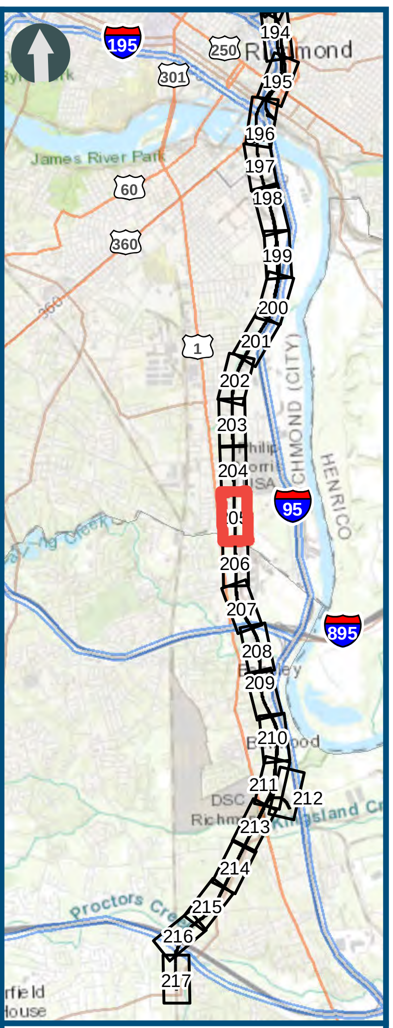

Lancelot Ave
Lynhaven Ave
Dale Ave
S 005
Glasgow St
Trenton Ave


195
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Richmond
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James River Park
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RICHMOND (CITY)
HENRICO
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212
DSC
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Proctors Cr
215
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217

0 100 200

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
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- Retaining Walls - Proposed by others
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- Bridge - Proposed by others
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- Roadway - Proposed by others
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- Roadway Centerline
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- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

Sheet 205 of 217

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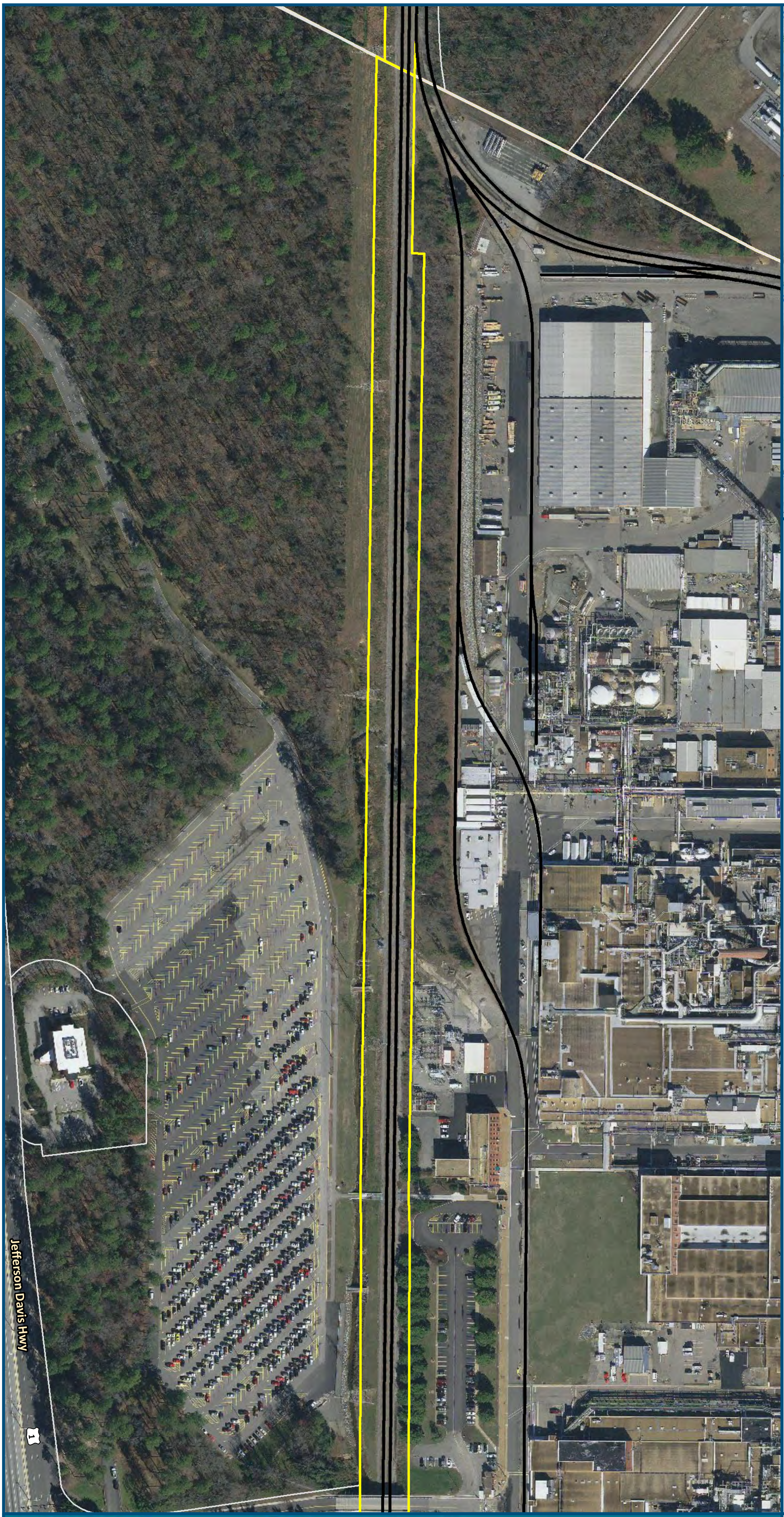
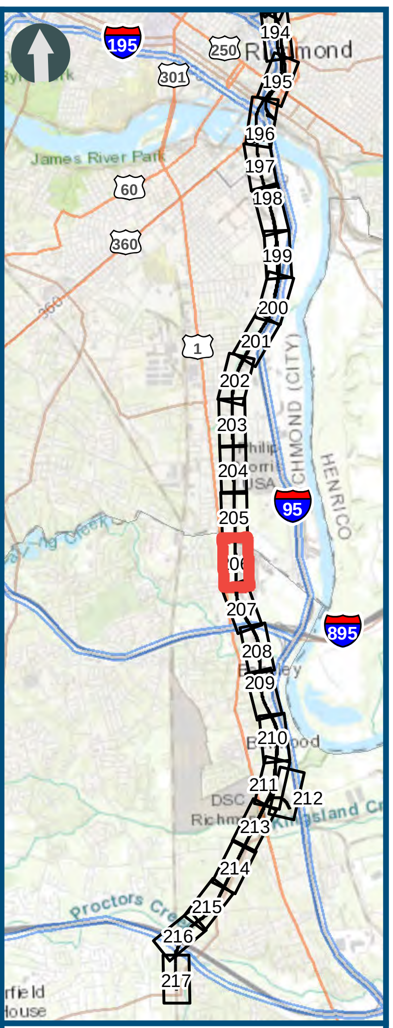

Jefferson Davis Hwy
1


195
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301
Richmond
James River Park
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360
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895
HENRICO
RICHMOND (CITY)
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217
Proctors Cr
Bellwood
DSC Richmond
Kingsland Cr

0 100 200

Feet

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@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
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- ● Control Point/Interlocking
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- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
- Median Separators
- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- SWM Facilities
- Drainage Culvert Crossings
- Drainage Directional Arrows
- ● Stations
- Station Platform - Existing
- Station Platform - Proposed
- Station Platform - Proposed by others
- Station Platform - Remove
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Preferred Alternative Mapbook

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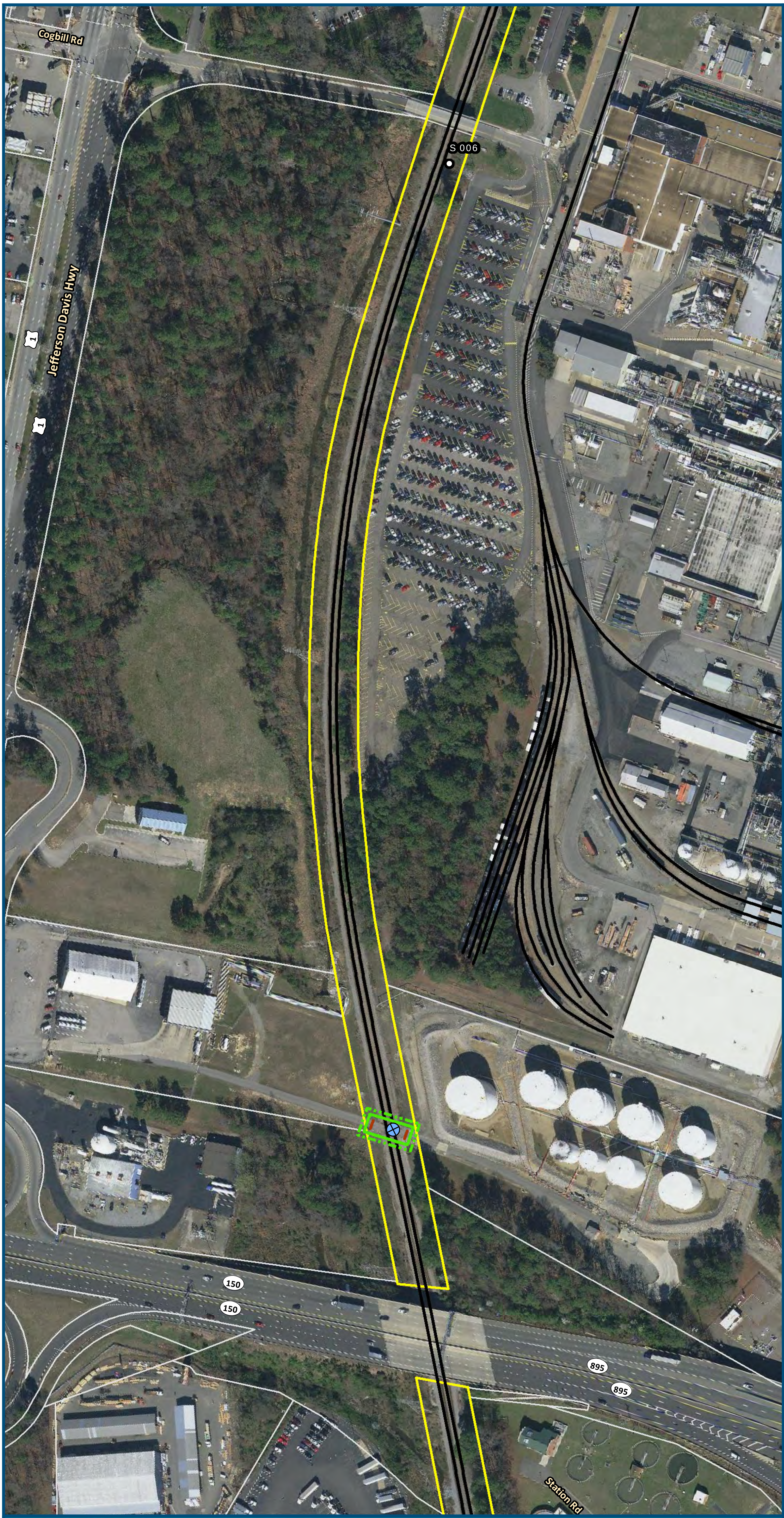
DRPT
Virginia Department of Rail and Public Transportation

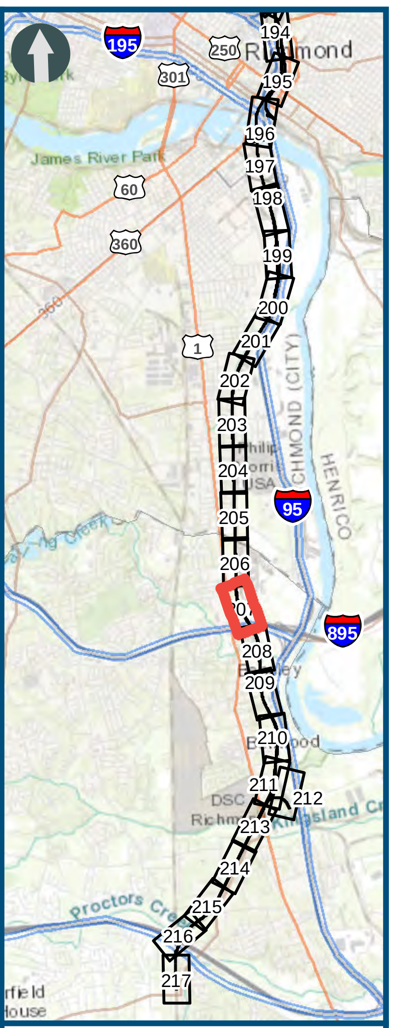
U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

\\dtsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019


Cogbill Rd
Jefferson Davis Hwy
1
1
S 006
150
150
895
895
Station Rd


195
250
301
Richmond
James River Park
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360
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895
RICHMOND (CITY)
HENRICO
Proctors Cr
194
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214
215
216
217

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▨	Temporary Limits of Disturbance
○	CSXT Mileposts
●	Control Point/Interlocking
—	Track - Existing
—	Track - Improve Existing
—	Track - Proposed
- -	Track - Proposed by others
—	Track - Remove
—	Crossover/Turnout - Proposed
- -	Crossover/Turnout - Proposed by others
- -	Crossover/Turnout - Remove
—	Retaining Walls
- -	Retaining Walls - Proposed by others
▨	Bridge
▨	Bridge - Proposed by others
▨	Roadway
▨	Roadway - Proposed by others
—	Edge of Pavement
- -	Roadway Centerline
—	Median Separators
—	Gate/Quad Gate
- -	Locking Gate
⊗	Crossing - Closure
⊗	Crossing - Grade Separate
⊗	Crossing - Four-Quadrant Gate
⊗	Crossing - Gates with Center Median Treatment
⊗	Crossing - Locking Gate (Private)
▨	SWM Facilities
▨	Drainage Culvert Crossings
—	Drainage Directional Arrows
●	Stations
▨	Station Platform - Existing
▨	Station Platform - Proposed
▨	Station Platform - Proposed by others
▨	Station Platform - Remove
▨	Building/Structure
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels
☐	City/County Boundary

Preferred Alternative Mapbook

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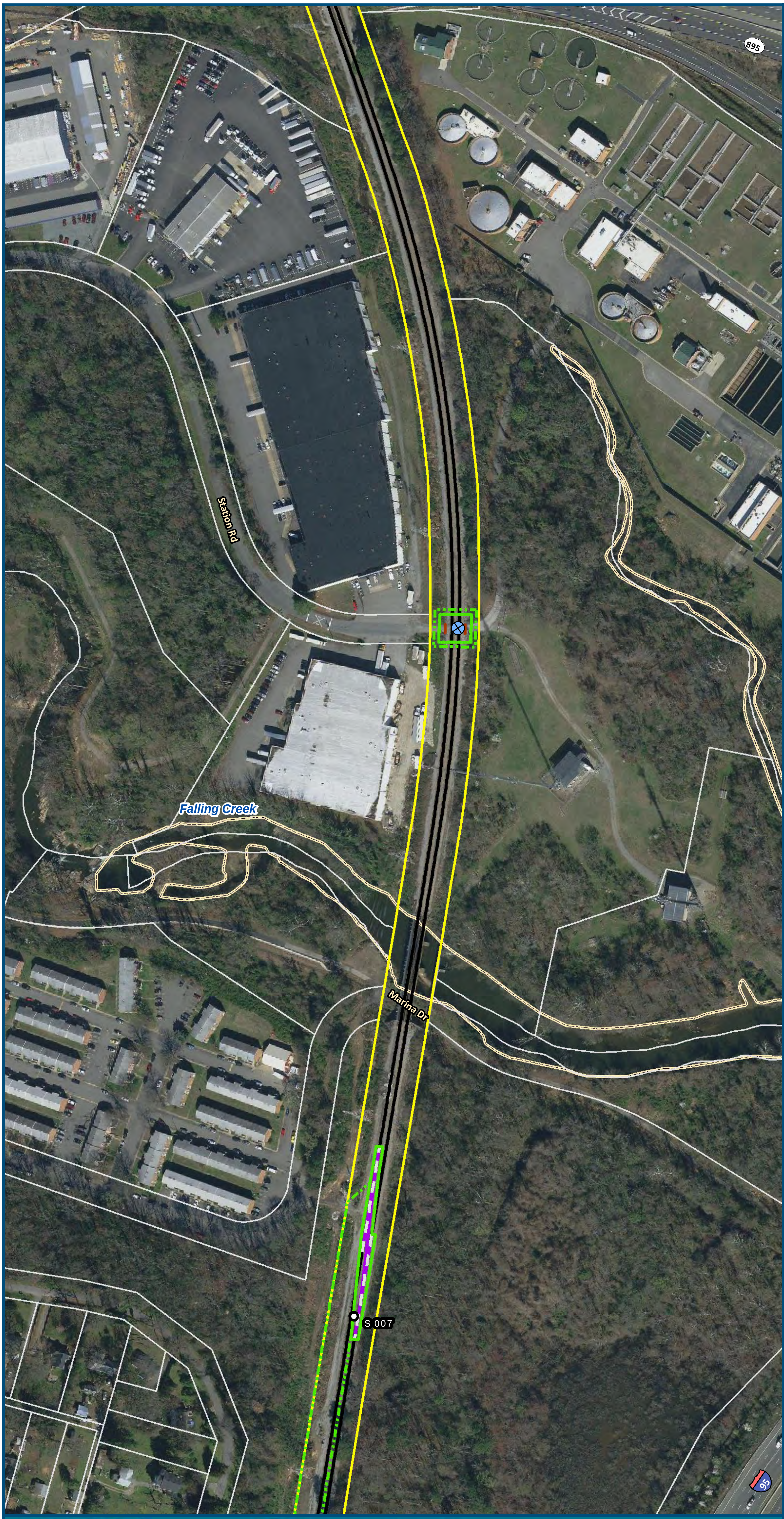
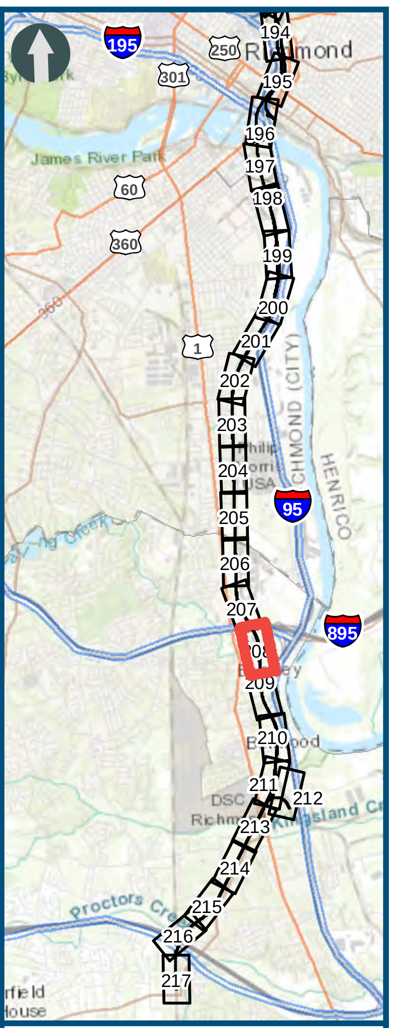

895
Station Rd
Falling Creek
Marina Dr
S 007
95


195
250
Richmond
301
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195
James River Park
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203
RICHMOND (CITY)
HENRICO
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895
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212
213
214
Proctors Cr
215
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217

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- Track - Proposed by others
- Track - Remove
- Crossover/Turnout - Proposed
- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
- Retaining Walls
- Retaining Walls - Proposed by others
- Bridge
- Bridge - Proposed by others
- Roadway
- Roadway - Proposed by others
- Edge of Pavement
- Roadway Centerline
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- Gate/Quad Gate
- Locking Gate
- ⊗ Crossing - Closure
- ⊗ Crossing - Grade Separate
- ⊗ Crossing - Four-Quadrant Gate
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
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- Drainage Culvert Crossings
- Drainage Directional Arrows
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- Station Platform - Proposed
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- City/County Parcels
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Preferred Alternative Mapbook

Sheet 208 of 217

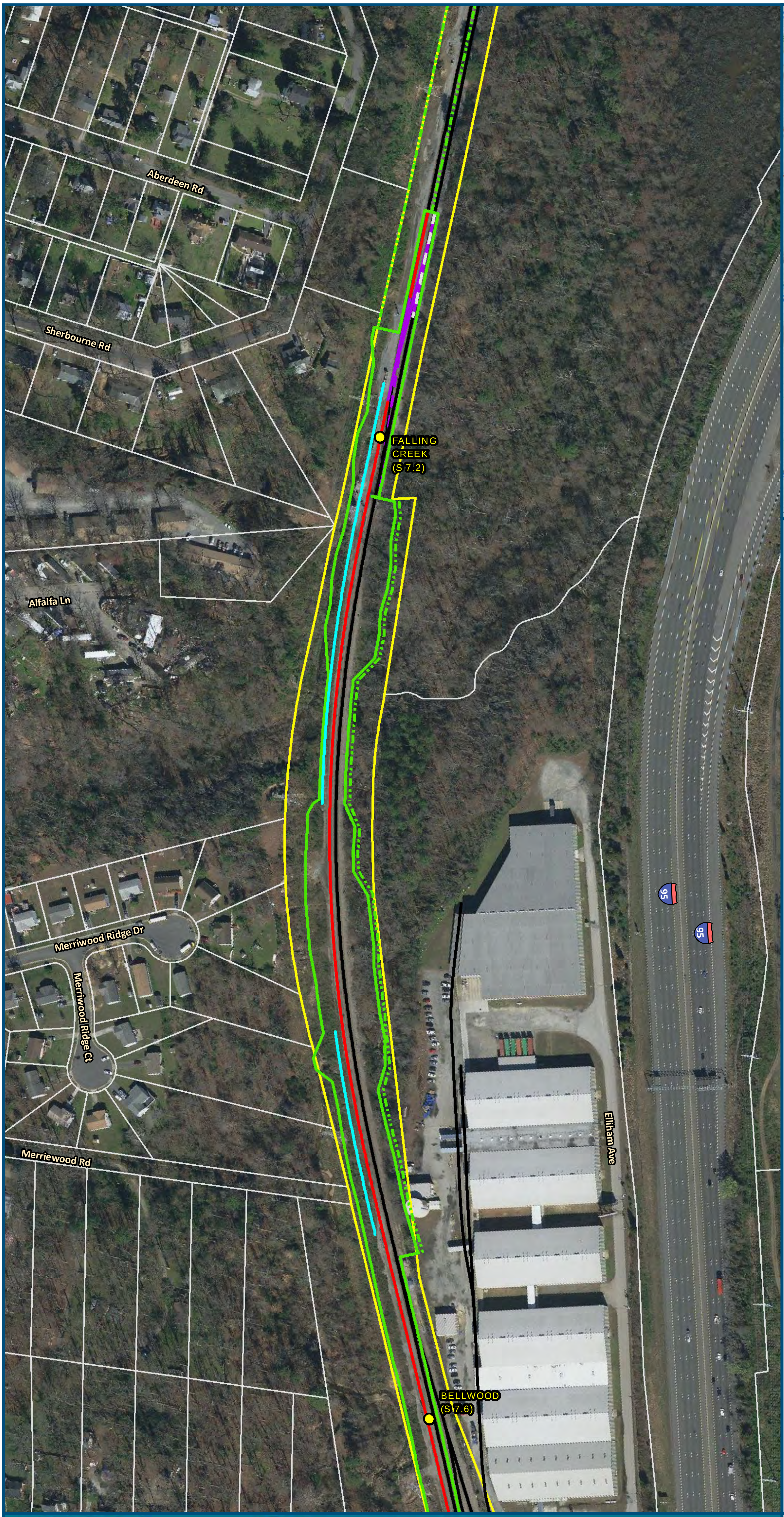
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019


Aberdeen Rd
Sherbourne Rd
FALLING CREEK (S 7.2)
Alfalfa Ln
Merriwood Ridge Dr
Merriwood Ridge Ct
Merriewood Rd
Ellham Ave
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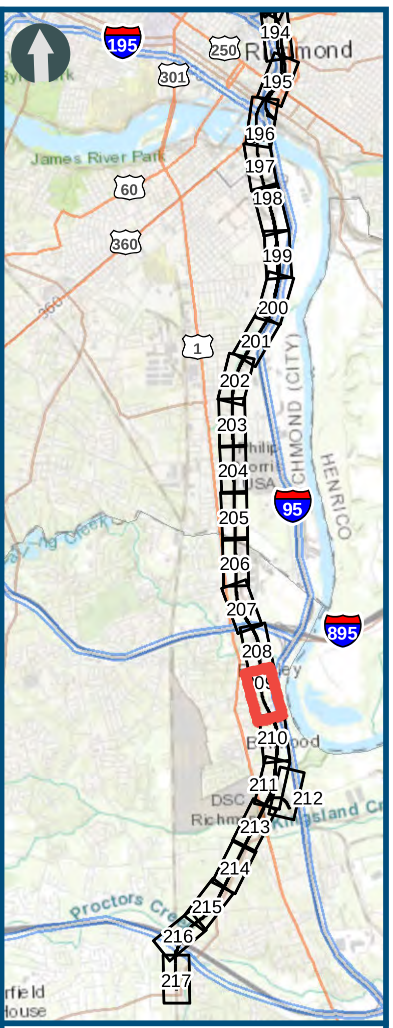
95
BELLWOOD (S 7.6)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Richmond
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James River Park
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217
RICHMOND (CITY)
HENRICO
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895
DSC Richmond
Proctors Cr

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

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- Track - Proposed
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- Track - Remove
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- Crossover/Turnout - Proposed by others
- Crossover/Turnout - Remove
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- Retaining Walls - Proposed by others
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- Bridge - Proposed by others
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- Drainage Directional Arrows
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- Station Platform - Proposed
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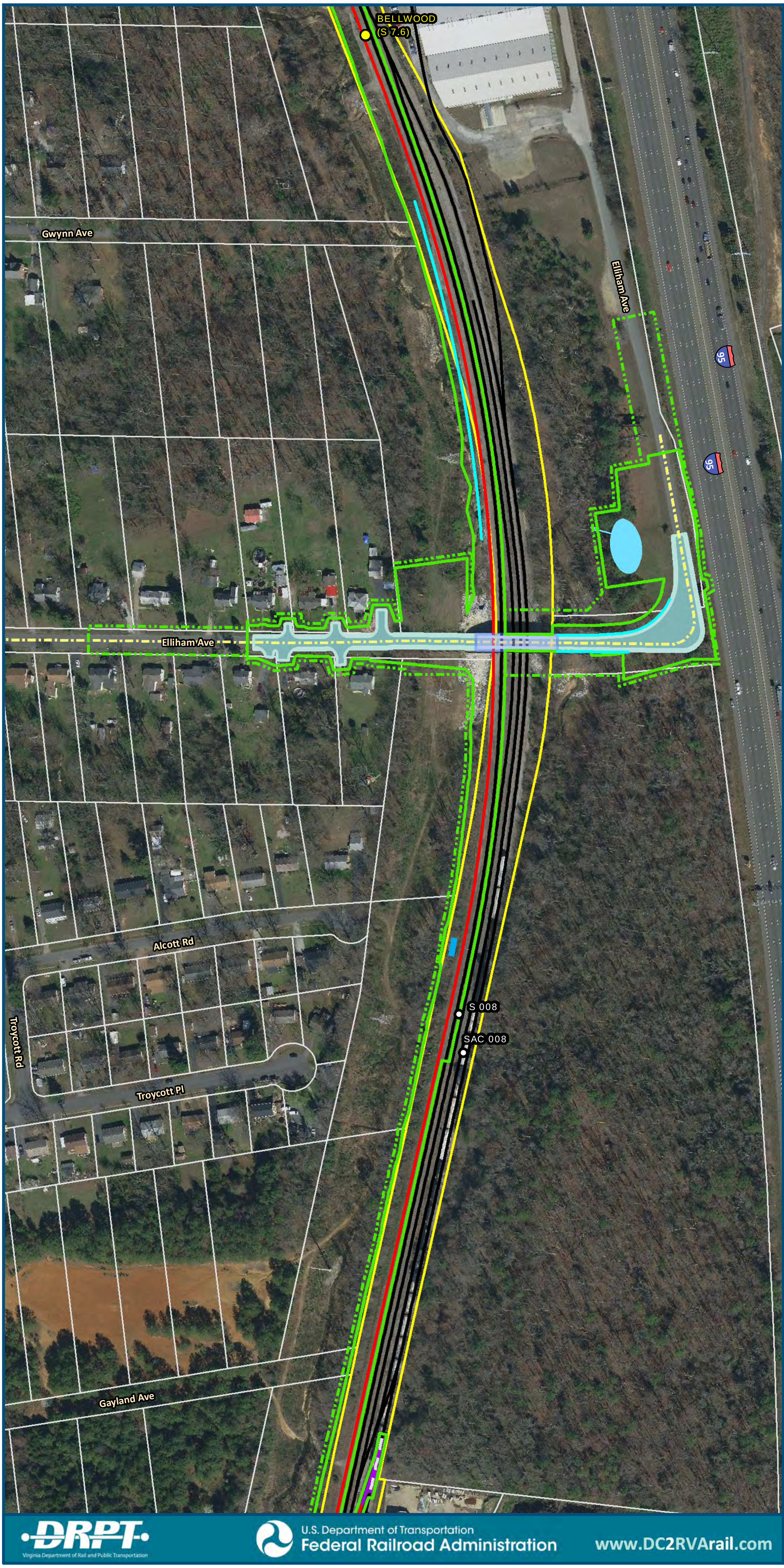
- Building/Structure
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

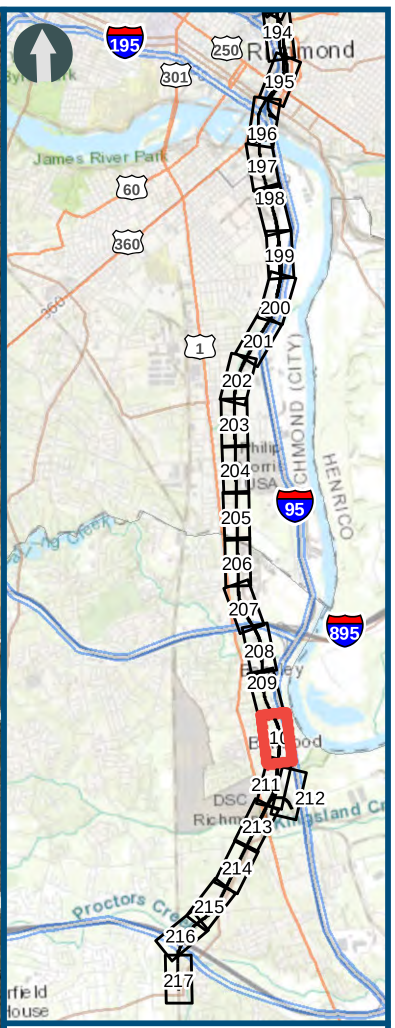
Preferred Alternative Mapbook

Sheet 209 of 217

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019



BELLWOOD
(S 7.6)
Gwynn Ave
Elliham Ave
Elliham Ave
95
95
Alcott Rd
Troycott Rd
Troycott Pl
S 008
SAC 008
Gayland Ave



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Richmond
James River Park
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RICHMOND (CITY)
HENRICO
Proctors Cr
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0 100 200
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ● Control Point/Interlocking
- — Track - Existing
- — Track - Improve Existing
- — Track - Proposed
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- -·- Crossover/Turnout - Proposed by others
- - - Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ▭ Bridge - Proposed by others
- ■ Roadway
- ▭ Roadway - Proposed by others
- — Edge of Pavement
- - - Roadway Centerline
- — Median Separators
- — Gate/Quad Gate
- - - Locking Gate
- ⊗ Crossing - Closure
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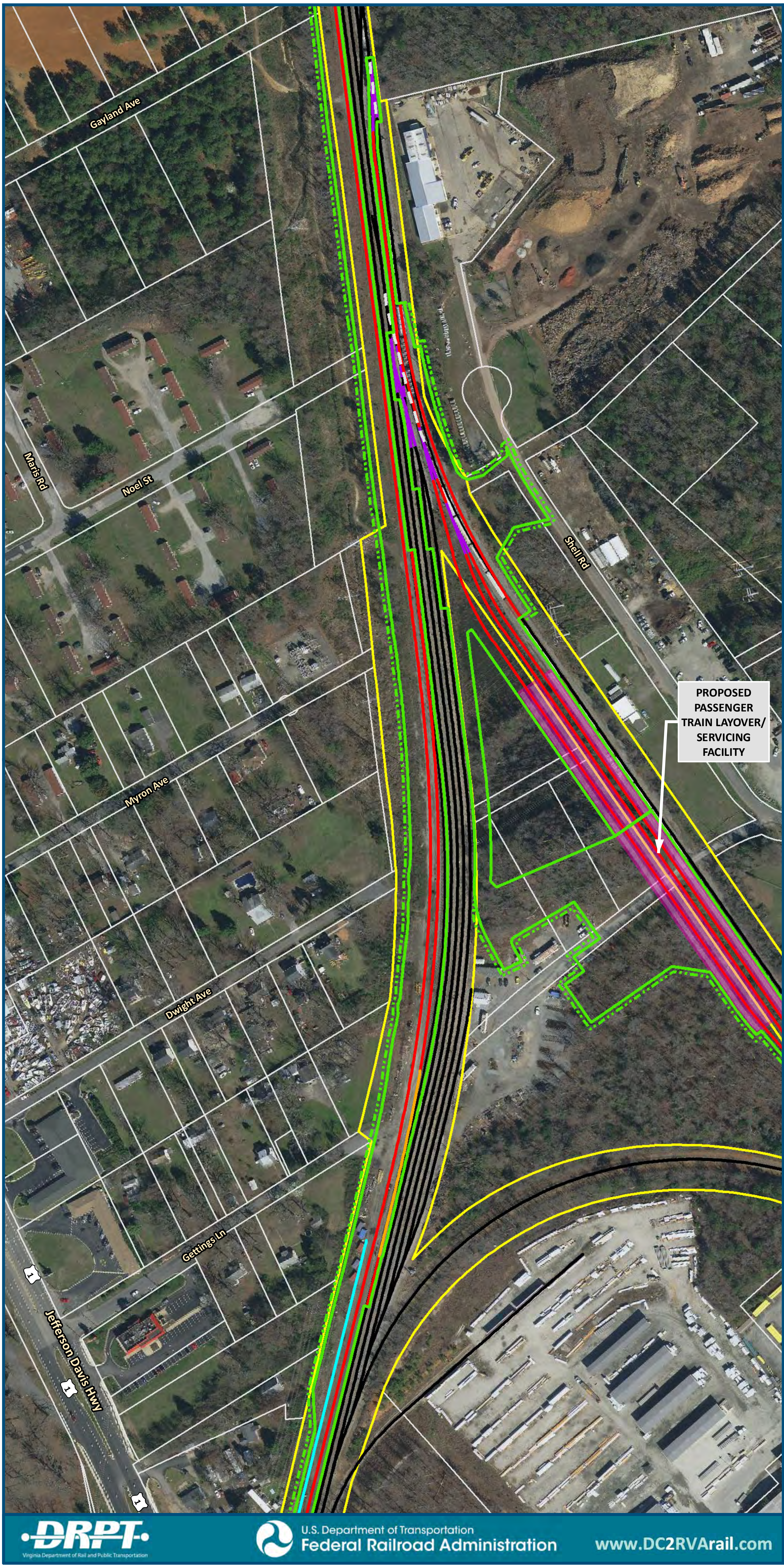
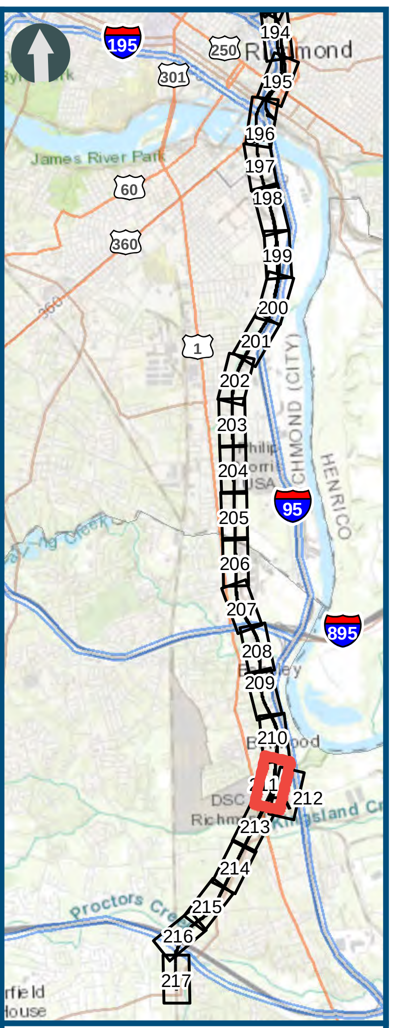
- ⊗ Crossing - Gates with Center Median Treatment
- ⊗ Crossing - Locking Gate (Private)
- ■ SWM Facilities
- ■ Drainage Culvert Crossings
- — Drainage Directional Arrows
- ● Stations
- ■ Station Platform - Existing
- ■ Station Platform - Proposed
- ▨ Station Platform - Proposed by others
- ▨ Station Platform - Remove
- ■ Building/Structure
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Preferred Alternative Mapbook

Sheet 210 of 217

\\cdtsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AllDev-ConceptEng\map_docs\mxd\FEIS\PrefAltMapbook\DC2RVA_FEISMapbook_Final_11x17.mxd | Last Updated: 03.13.2019


Gayland Ave
Maris Rd
Noel St
Myron Ave
Dwight Ave
Gettings Ln
Jefferson Davis Hwy
1
Shell Rd
PROPOSED PASSENGER TRAIN LAYOVER/ SERVICING FACILITY


195
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Richmond
James River Park
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895
RICHMOND (CITY)
HENRICO
Proctors Cr
DSC
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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Legend

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- ⬚ Temporary Limits of Disturbance
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- ● Control Point/Interlocking
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- — Track - Improve Existing
- — Track - Proposed
- -·- Track - Proposed by others
- - - Track - Remove
- — Crossover/Turnout - Proposed
- -·- Crossover/Turnout - Proposed by others
- - - Crossover/Turnout - Remove
- — Retaining Walls
- -·- Retaining Walls - Proposed by others
- ▭ Bridge
- ⬚ Bridge - Proposed by others
- ▭ Roadway
- ⬚ Roadway - Proposed by others
- — Edge of Pavement
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Preferred Alternative Mapbook

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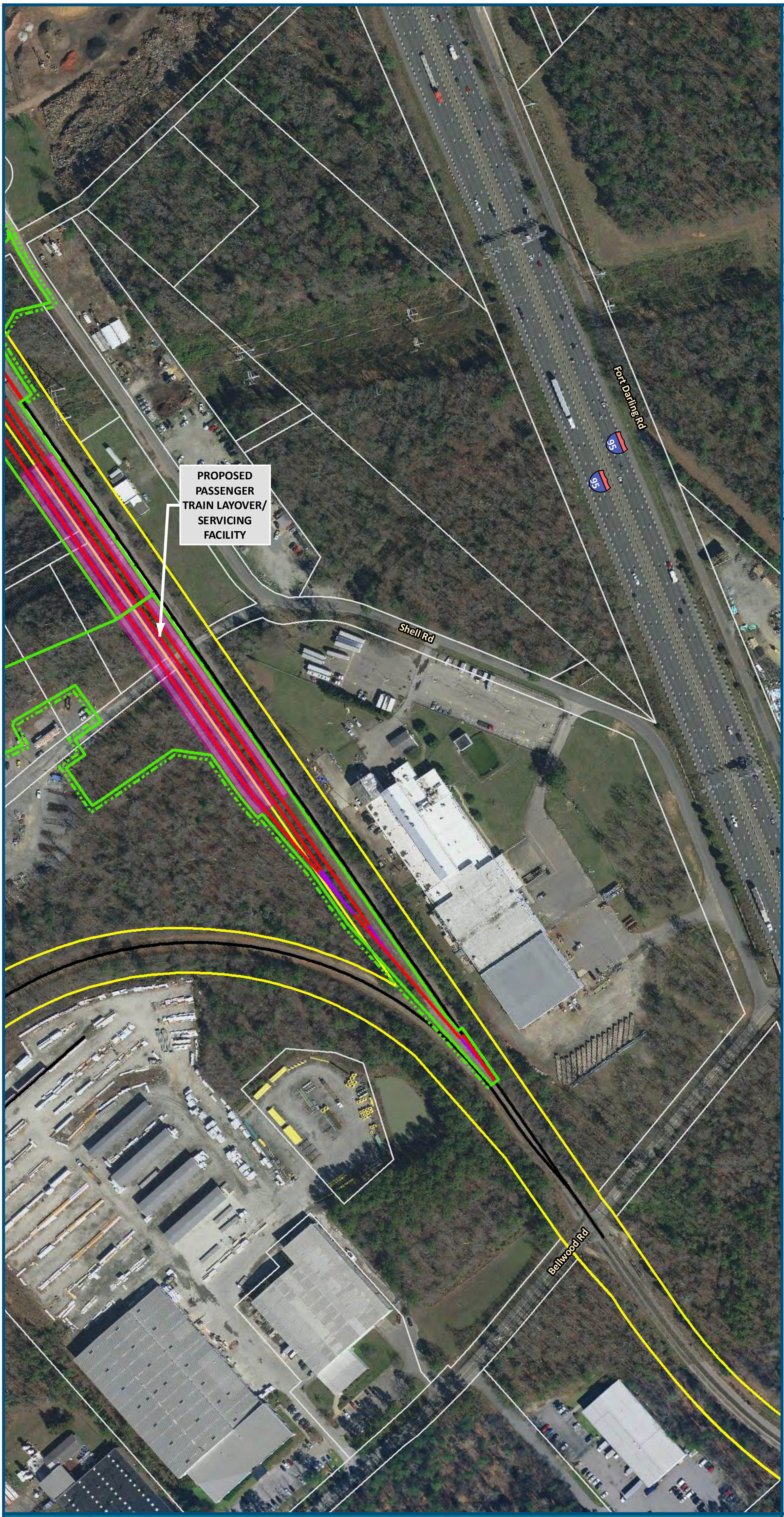
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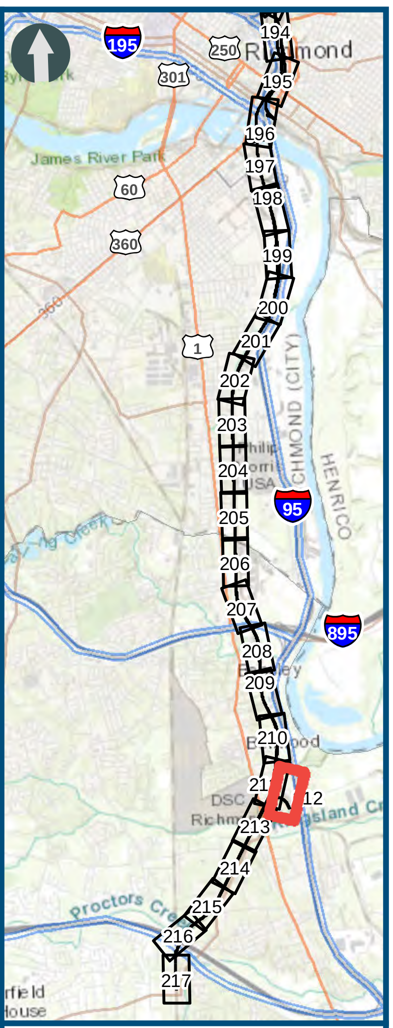
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Projection: Lambert Conformal Conic
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Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

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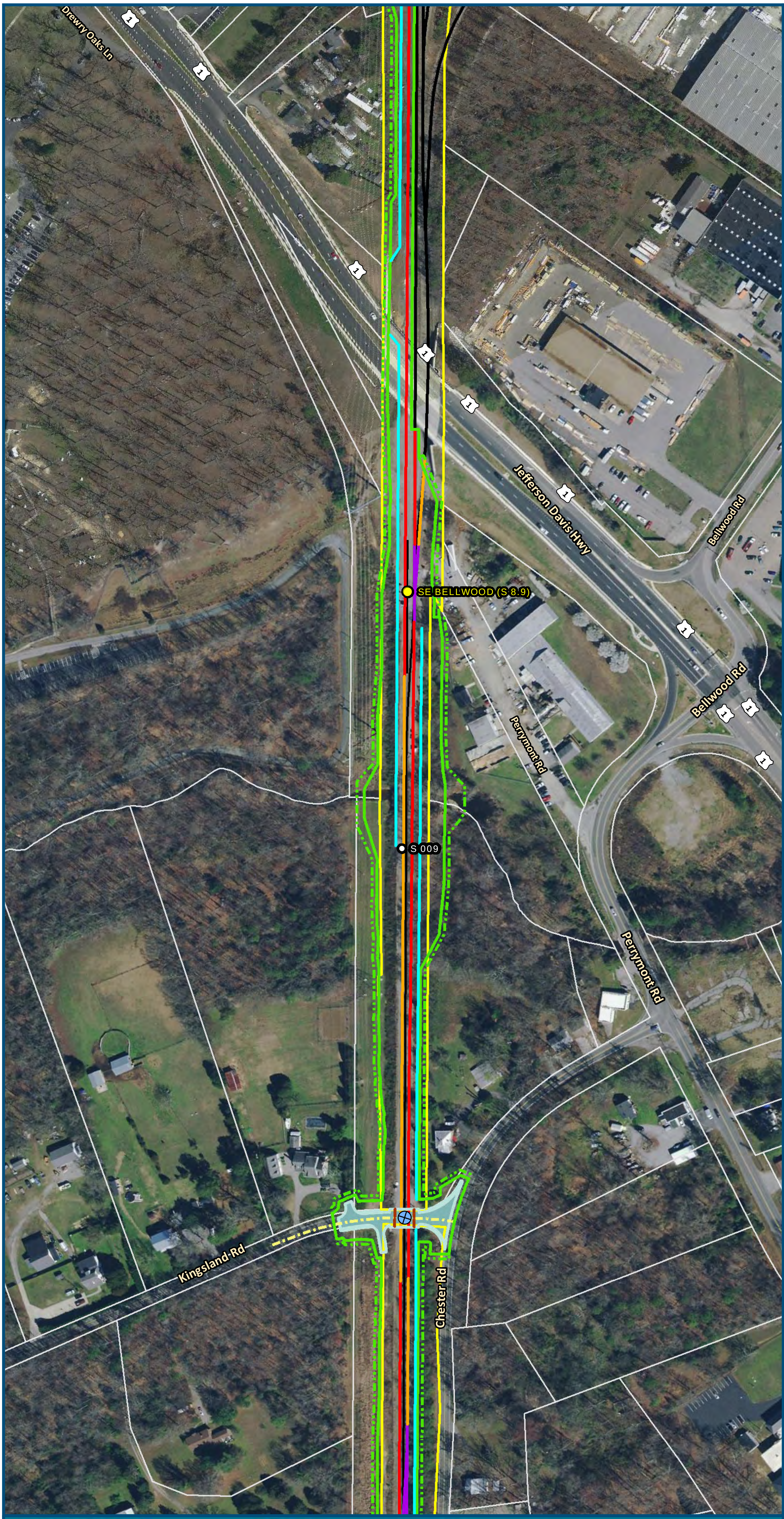
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Kingsland Rd
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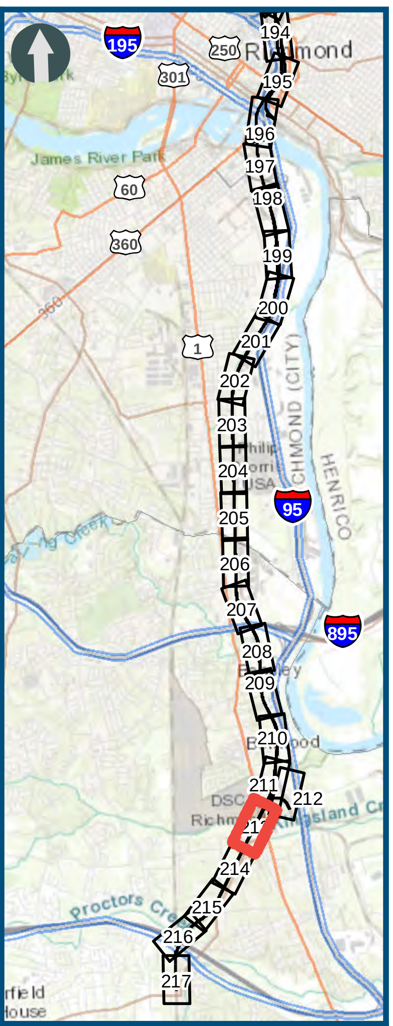
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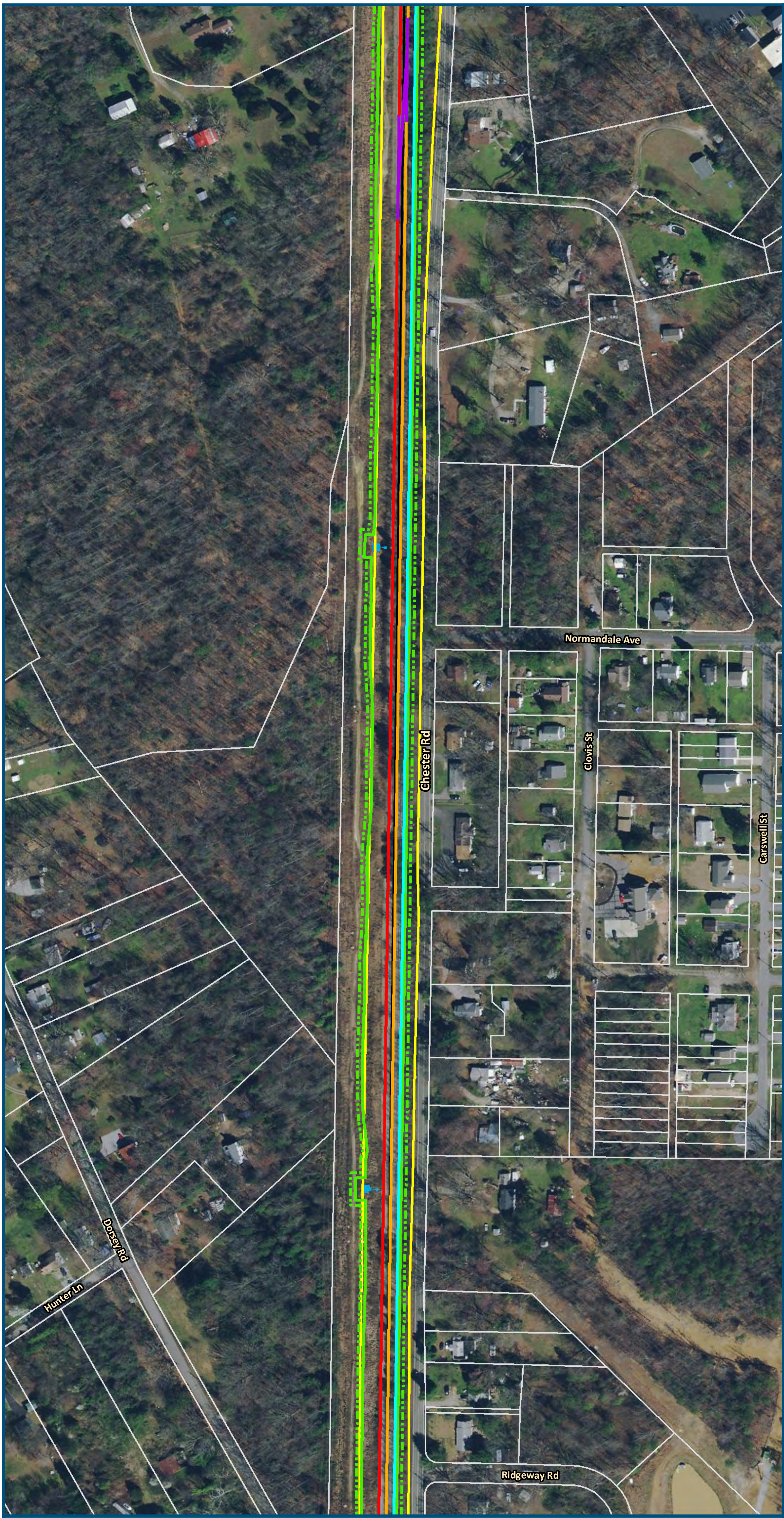
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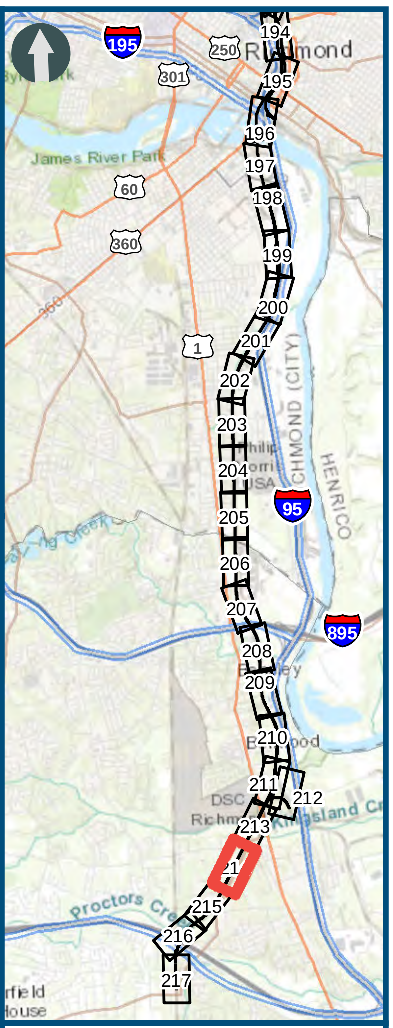
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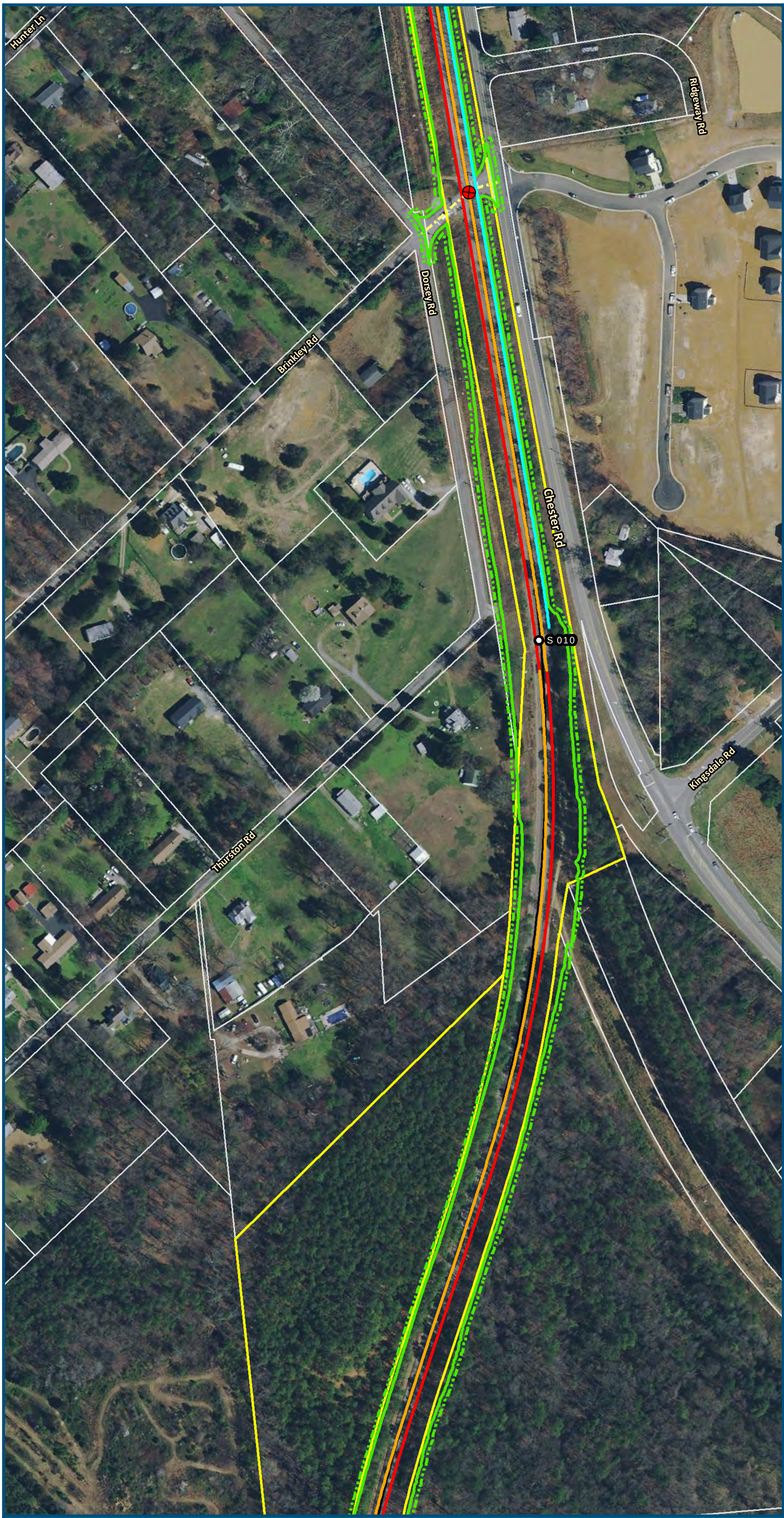
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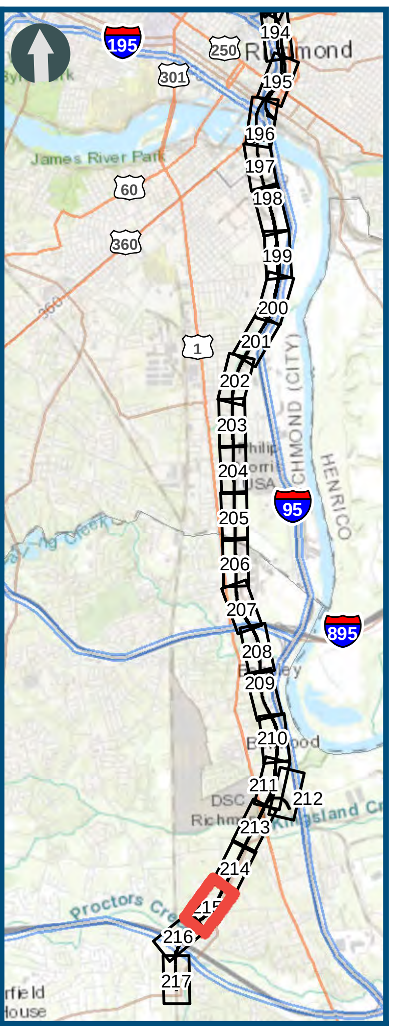
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Preferred Alternative Mapbook

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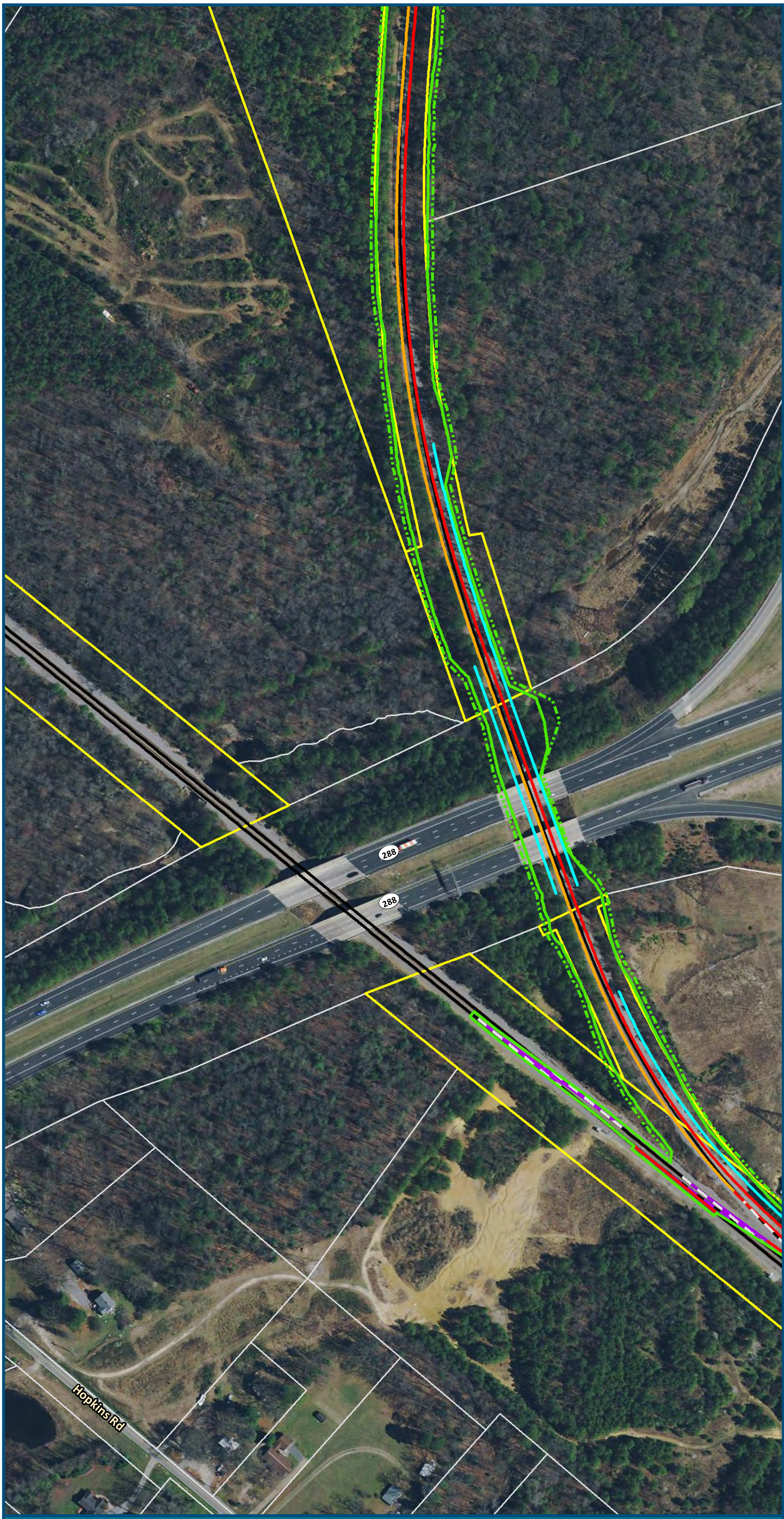
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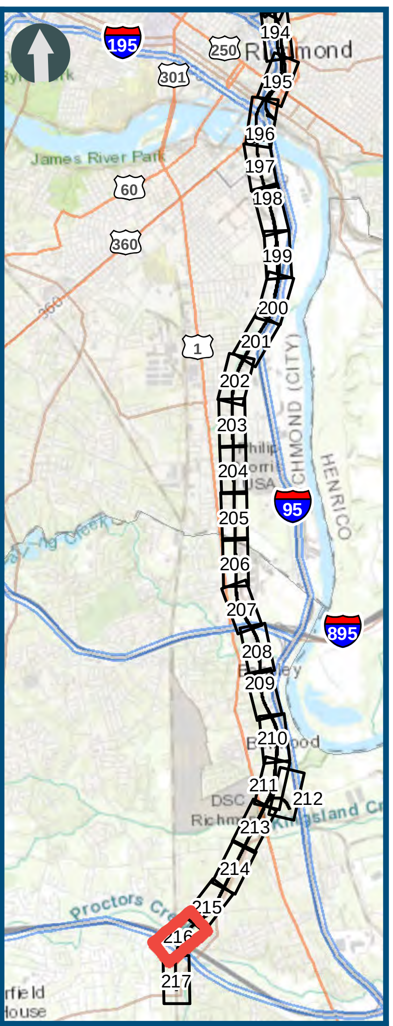
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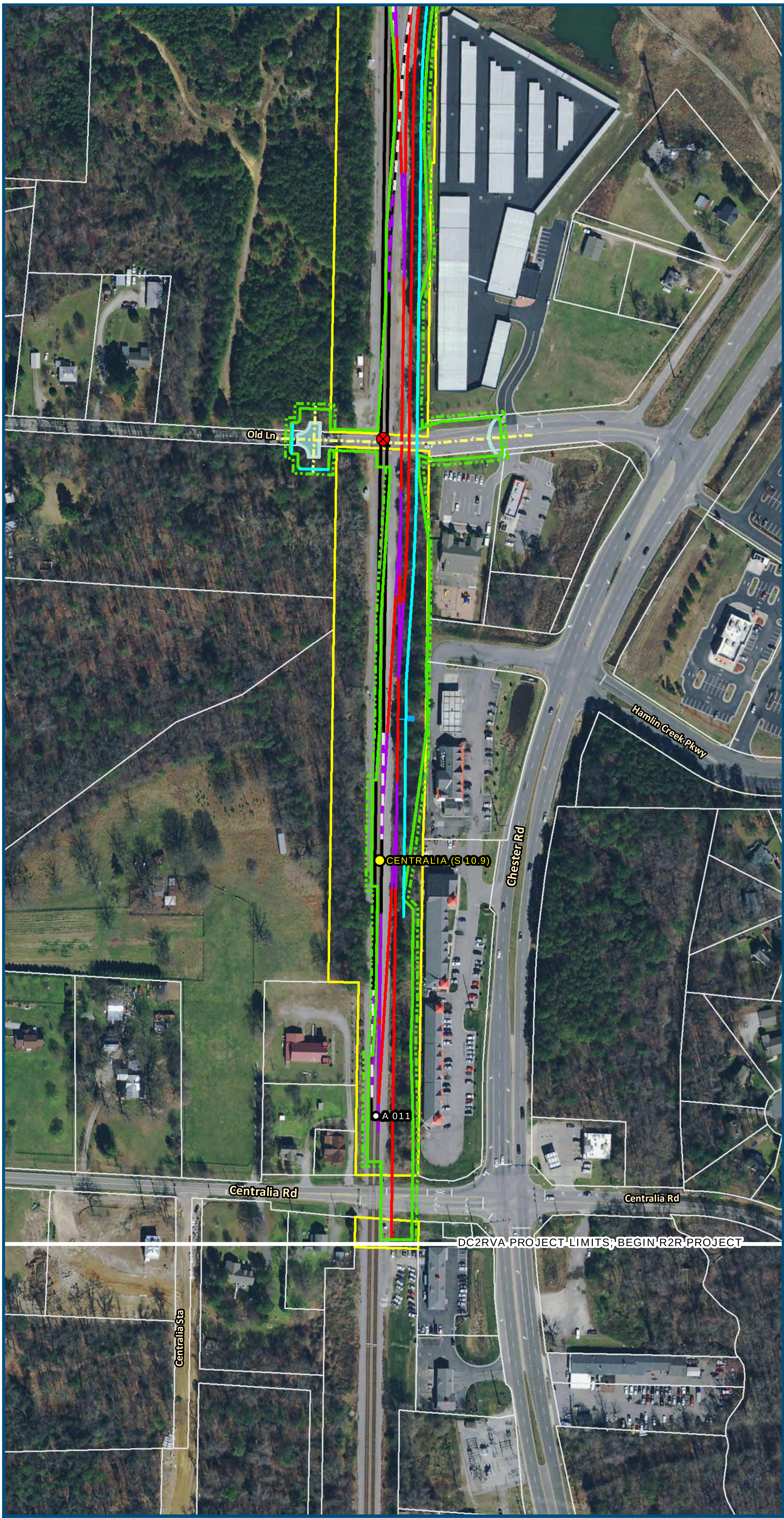
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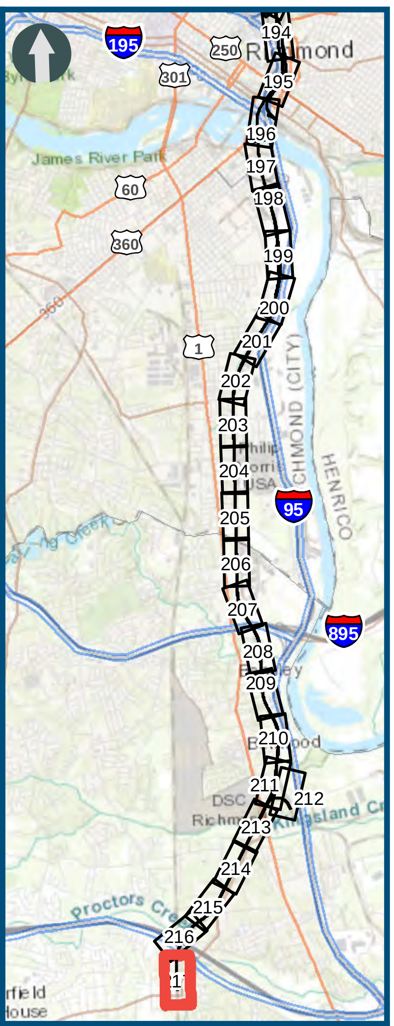
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DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

APPENDIX M

UPDATED ENVIRONMENTAL RESOURCE MAPBOOKS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

Appendix M

UPDATED ENVIRONMENTAL RESOURCE MAPBOOKS

The Draft Environmental Impact Statement (EIS)[1] presented mapping of environmental resources in Chapter 3 (Affected Environment), Chapter 4 (Environmental Consequences), and throughout its technical appendices. This appendix presents updates to the environmental consequences mapping for those resources that have changed since the publication of the Draft EIS, based on the Final EIS limits of disturbance (LOD)[2] for the Preferred Alternative.

- If an updated map is not presented herein, a reference is given to the appropriate section(s) of the Draft EIS where the reader can find the original figures or mapbooks.
- The majority of the mapping of environmental resources in the Draft EIS either did not show the Project LOD, or were presented at a scale where the minor changes in LOD since the publication of the Draft EIS (as described in Chapter 4 of this Final EIS) are not discernable. Additionally, some mapping was specific to Build Alternatives that are not part of the Preferred Alternative. Accordingly, these maps are not reproduced herein as the original mapping remains accurate or no longer relevant.

The updated Preferred Alternative mapbook, which shows the LOD and related engineering improvements, is presented separately in Appendix L of the Final EIS and does not include any environmental resources or their Project impacts.

Below is the list of environmental resources, as presented in order in Chapter 5 of the Final EIS, with the locations of where to find related mapping noted. **The mapping of environmental resources that is updated in the Final EIS, whether in this appendix or other locations, are emphasized in bold text on the following pages.** For environmental resources that did not need to be updated, the reader can use Appendix L in a side-by-side comparison with the resource mapping from the Draft EIS, as referenced below, to view the Preferred Alternative LOD relative to the locations of existing environmental resources.

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[1] The Draft EIS for the DC2RVA Project was published on September 8, 2017, and is available on the Project website: http://dc2rvarail.com/draft/

[2] Physical impacts to environmental resources are estimated within the LOD, which are defined as the boundary within which all construction, materials storage, grading, landscaping, and related activities will occur. Refer to the introduction of Chapter 5 of the Final EIS for full details.

Water Resources (Final EIS Section 5.1)

- **Surface waters/major rivers, streams, wetlands, Chesapeake Bay Resource Protection Areas (RPAs), and impaired waters: Refer to this Final EIS Appendix M1 for an updated mapbook showing the Preferred Alternative impacts**
- Watershed boundaries: Refer to Draft EIS Figure 3.1-1
- Floodplains and impaired waters: Refer to Draft EIS Figure 3.1-3
- Virginia's Coastal Zone: Refer to Draft EIS Appendix M, Figure 3-3

Topography, Geology, and Soils (Final EIS Section 5.2)

- Physiographic Provinces: Refer to Draft EIS Figure 3.2-1

Agricultural Lands (Final EIS Section 5.3)

- Farmland Soils: Refer to Draft EIS Appendix N, Figure N-2 mapbook, for mapping of Prime Farmlands and Farmlands of Statewide Importance
- Agricultural and Forestal Districts: Refer to Draft EIS Figure 3.3-1 (note that this resource only occurred in Build Alternatives 5C and 5C-Ashcake, which are not part of the Preferred Alternative)

Mineral Resources (Final EIS Section 5.4)

- Mines and Mineral Resources: Refer to Draft EIS Figure 3.4-1 (note that this resource only occurred in Build Alternative 3C, which is not part of the Preferred Alternative)

Solid Wastes and Hazardous Materials (Final EIS Section 5.5)

- **Hazardous Materials Impacts: Refer to this Final EIS Appendix M2 for an updated mapbook showing the Preferred Alternative impacts**
- Hazardous Materials Sites: Refer to Draft EIS Appendix O, Figure O-1 mapbook

Air Quality (Final EIS Section 5.6)

- NAAQS Nonattainment Areas: Refer to Draft EIS Figure 3.6-1

Noise and Vibration (Final EIS Section 5.7)

- Noise:
  - Refer to Draft EIS Figure 3.7-2 for Noise Measurement Locations
  - Refer to Draft EIS Appendix P (Noise and Vibration Technical Report) for Noise Impacts and Impact Contour Mapbook attachments, as follows:
    - Attachment A, Noise Analysis Area 1
    - **Attachment B, Noise Analysis Area 2; refer to this Final EIS Appendix M3 for an updated Sheet 1 (Crystal City)**
    - Attachment C, Noise Analysis Area 3A & 3B (includes Preferred Alternative 3B)
    - Attachment E, Noise Analysis Area 4
    - Attachment F, Noise Analysis Area 5A, 5B, & 5D (includes Preferred Alternative 5A)
    - **Attachment N, Noise Analysis Area 6F; refer to this Final EIS Appendix M3 for an updated Sheet 4 (Hermitage Road)**

- Vibration: There are no changes to the vibration impacts mapping as presented in Draft EIS Appendix P (Noise and Vibration Technical Report). For Vibration Impacts and Impact Contours, refer to the Appendix P Mapbook attachments, as follows:
  - There are no vibration-sensitive receptors within Area 1
  - Attachment P, Vibration Analysis Area 2
  - Attachment Q, Vibration Analysis Areas 3A & 3B (includes Preferred Alternative 3B)
  - Attachment S, Vibration Analysis Area 4
  - Attachment T, Vibration Analysis Areas 5A, 5B, & 5D (includes Preferred Alternative 5A)
  - Attachment W, Vibration Analysis Areas 6B-S Line, 6D, 6F, 6G (includes Preferred Alternative 6F)

Aesthetic and Visual Environment (Final EIS Section 5.9)

- Refer to Draft EIS Section 3.9 for maps and photos related to the visual environment

Biological Resources (Final EIS Section 5.10)

- **Submerged Aquatic Vegetation: Refer to this Final EIS Appendix M4 for an updated mapbook showing the Preferred Alternative impacts**
- **Bald Eagle Nests: Refer to this Final EIS Appendix M5 for an updated mapbook showing the Preferred Alternative impacts**
- EcoRegions: Refer to Draft EIS Figure 3.10-1
- Designated Wildlife Areas: Refer to Draft EIS Figure 3.10-2
- Anadromous Fish Waters: Refer to Draft EIS Appendix M, Figure 3-8

Community Resources (Final EIS Section 5.11)

- Community Facilities: Refer to Draft EIS Appendix Q (Community Impact Assessment Technical Report), Figure 3-1

Title VI and Environmental Justice (Final EIS Section 5.12)

- **Environmental Justice Census Tracts: Refer to this Final EIS Appendix M6 for an updated mapbook showing the Preferred Alternative impacts**

Archaeological/Aboveground Cultural & Historic Resources (Final EIS Section 5.13)

- **Refer to Appendix D of the Final EIS for the updated cultural resource reports and summaries, which includes locations of the 120 properties that were identified in the Area of Potential Effects (APE) for the Preferred Alternative, including those that have been identified since the publication of the Draft EIS**
- **Refer to Chapter 6 of the Final EIS for maps of the historic properties that are adversely affected by the Project**

Parklands, Recreational Areas, and Refuges (Final EIS Section 5.14)

- **Refer to Appendix A of the Final EIS for an updated Draft EIS Figure 3.14-1 mapbook**
- **Refer to Chapter 6 of the Final EIS for maps of parks that were considered during the Section 4(f) Evaluation for the Project**

Transportation Facilities (Final EIS Section 5.15)

- **Public and Private At-Grade Crossing Improvements: Refer to Appendix L of the Final EIS, which includes symbology of proposed crossing treatments as part of the Preferred Alternative for the Project**

The following environmental resource areas do not have any maps associated with them, either in the Draft or Final EIS:

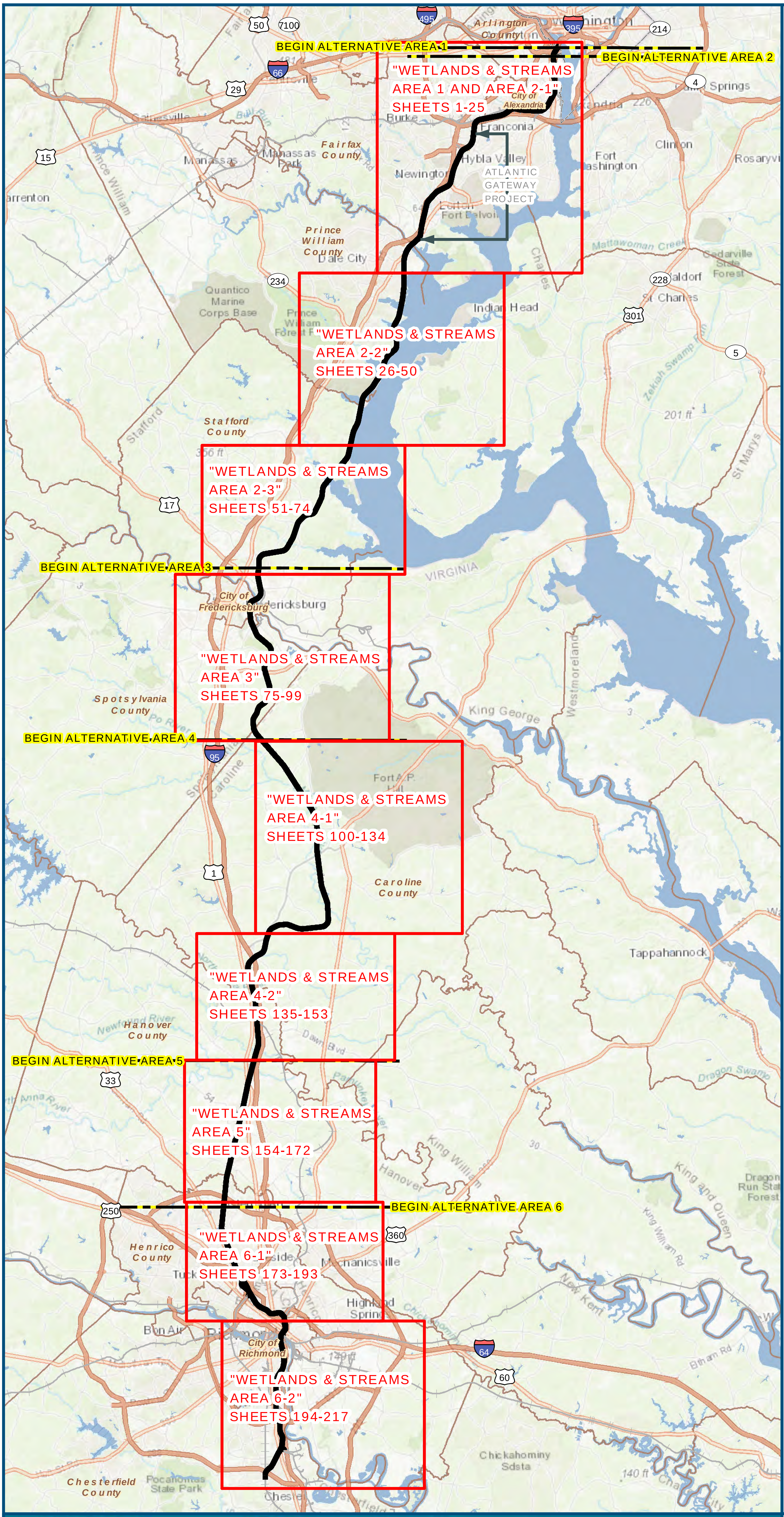
- Energy (Final EIS Section 5.8)
- Utilities (Final EIS Section 5.16)
- Safety and Security (Final EIS Section 5.17)
- Construction Impacts (Final EIS Section 5.18)
- Indirect and Cumulative Impacts (Final EIS Section 5.19)
- Relationship between Short-Term Impacts and Long-Term Benefits (Final EIS Section 5.20)

APPENDIX M1

PREFERRED ALTERNATIVE

POTENTIAL IMPACTS TO WETLANDS AND STREAMS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL



BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
"WETLANDS & STREAMS AREA 1 AND AREA 2-1" SHEETS 1-25
ATLANTIC GATEWAY PROJECT
"WETLANDS & STREAMS AREA 2-2" SHEETS 26-50
"WETLANDS & STREAMS AREA 2-3" SHEETS 51-74
BEGIN ALTERNATIVE AREA 3
"WETLANDS & STREAMS AREA 3" SHEETS 75-99
BEGIN ALTERNATIVE AREA 4
"WETLANDS & STREAMS AREA 4-1" SHEETS 100-134
"WETLANDS & STREAMS AREA 4-2" SHEETS 135-153
BEGIN ALTERNATIVE AREA 5
"WETLANDS & STREAMS AREA 5" SHEETS 154-172
BEGIN ALTERNATIVE AREA 6
"WETLANDS & STREAMS AREA 6-1" SHEETS 173-193
"WETLANDS & STREAMS AREA 6-2" SHEETS 194-217
Arlington County
City of Alexandria
Fairfax County
Prince William County
Stafford County
City of Fredericksburg
Spotsylvania County
Caroline County
Hanover County
Henrico County
City of Richmond
Chesterfield County
King George
Westmoreland
VIRGINIA
Franconia
Newington
Hybla Valley
Fort Belvoir
Fort Washington
Dale City
Quantico Marine Corps Base
Prince William Forest Park
Indian Head
Fort A.P. Hill
Tappahannock
Mechanicsville
Highland Springs
Chickahominy
Manassas
Manassas Park
Burke
Clinton
Rosaryville
Cedarville State Forest
Waldorf
St Charles
Pocahontas State Park
Warrenton
Chantilly
Springs
495
395
66
95
64
50
7100
29
15
234
17
1
33
250
360
60
214
4
228
301
5

0 3.5 7

Miles

1 inch = 7 miles
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: Esri World
Topographic Map, 2018

Legend

▬	Preferred Alternative Project Corridor
▬	Alternative Area Match Lines
—	City/County Boundaries
▭	Mapbook Set Reference

Preferred Alternative – Potential Impacts to Wetlands and Streams

Mapbook Overview

December 2018

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DRPT
Virginia Department of Rail and Public Transportation

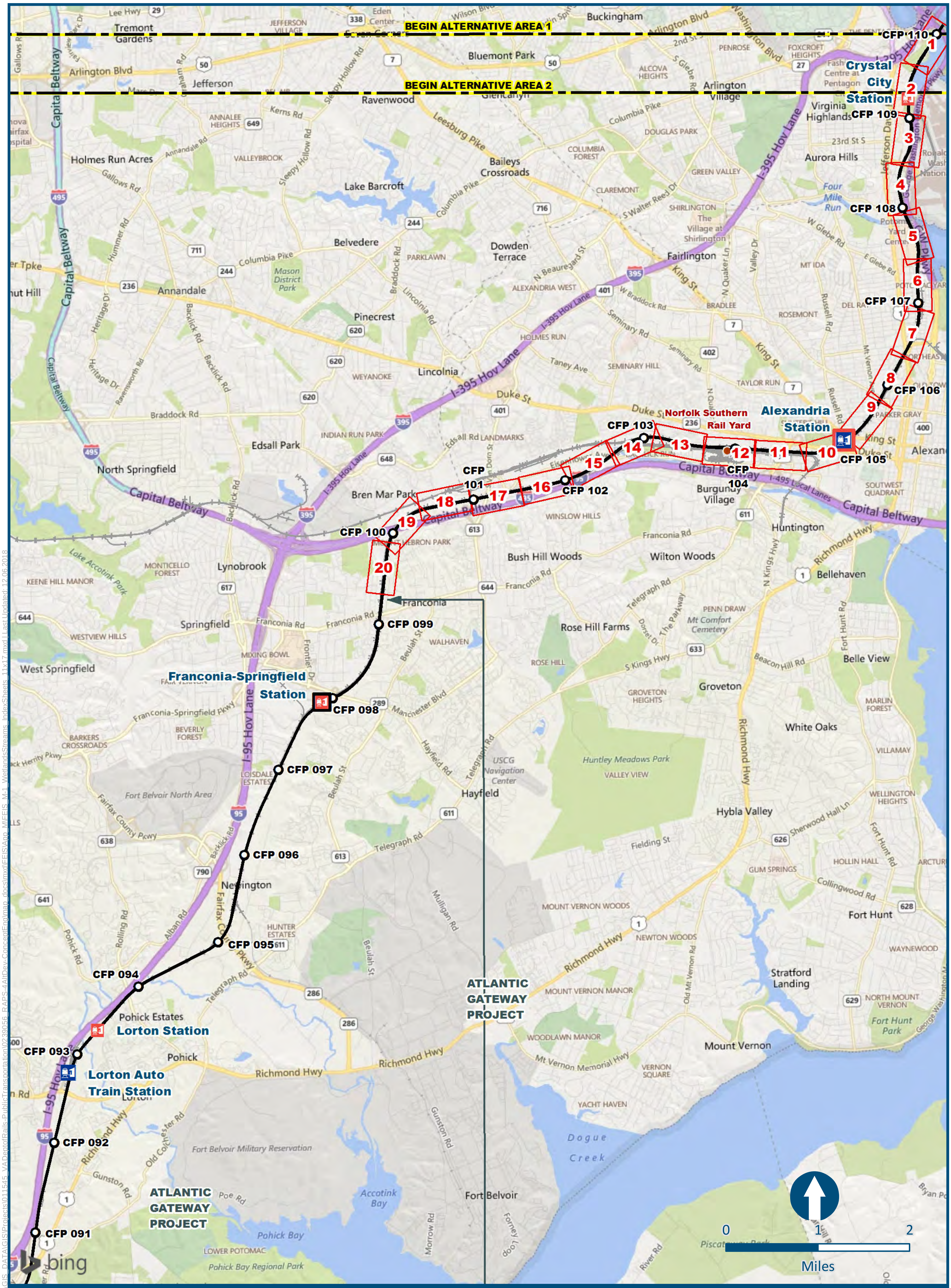
U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Preferred Alternative – Potential Impacts to Wetlands & Streams
Mapbook Index Sheet 1 of 9



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BEGIN ALTERNATIVE AREA 2
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CFP 109
CFP 108
CFP 107
CFP 106
CFP 105
CFP 104
CFP 103
CFP 102
CFP 101
CFP 100
CFP 099
CFP 098
CFP 097
CFP 096
CFP 095
CFP 094
CFP 093
CFP 092
CFP 091
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3
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11
12
13
14
15
16
17
18
19
20
Crystal City Station
Alexandria Station
Norfolk Southern Rail Yard
Franconia-Springfield Station
Lorton Station
Lorton Auto Train Station
ATLANTIC GATEWAY PROJECT
ATLANTIC GATEWAY PROJECT
Capital Beltway
I-395 Hov Lane
I-95 Hov Lane
Arlington Blvd
Leesburg Pike
Columbia Pike
Duke St
Richmond Hwy
Franconia Rd
Telegraph Rd
Tremont Gardens
Jefferson
Ravenwood
Bluemont Park
Buckingham
Arlington Village
Virginia Highlands
Aurora Hills
Holmes Run Acres
Lake Barcroft
Baileys Crossroads
Belvedere
Dowden Terrace
Fairlington
Annandale
Pinecrest
Lincolnia
Edsall Park
North Springfield
Bren Mar Park
Lynobrook
Springfield
West Springfield
Burgundy Village
Huntington
Bellehaven
Bush Hill Woods
Wilton Woods
Rose Hill Farms
Belle View
Groveton
White Oaks
Hybla Valley
Hayfield
Newington
Pohick Estates
Pohick
Lorton
Fort Hunt
Stratford Landing
Mount Vernon
Fort Belvoir
Dogue Creek
Accotink Bay
Pohick Bay
Fort Belvoir Military Reservation
Fort Belvoir North Area
Huntley Meadows Park
Pohick Bay Regional Park
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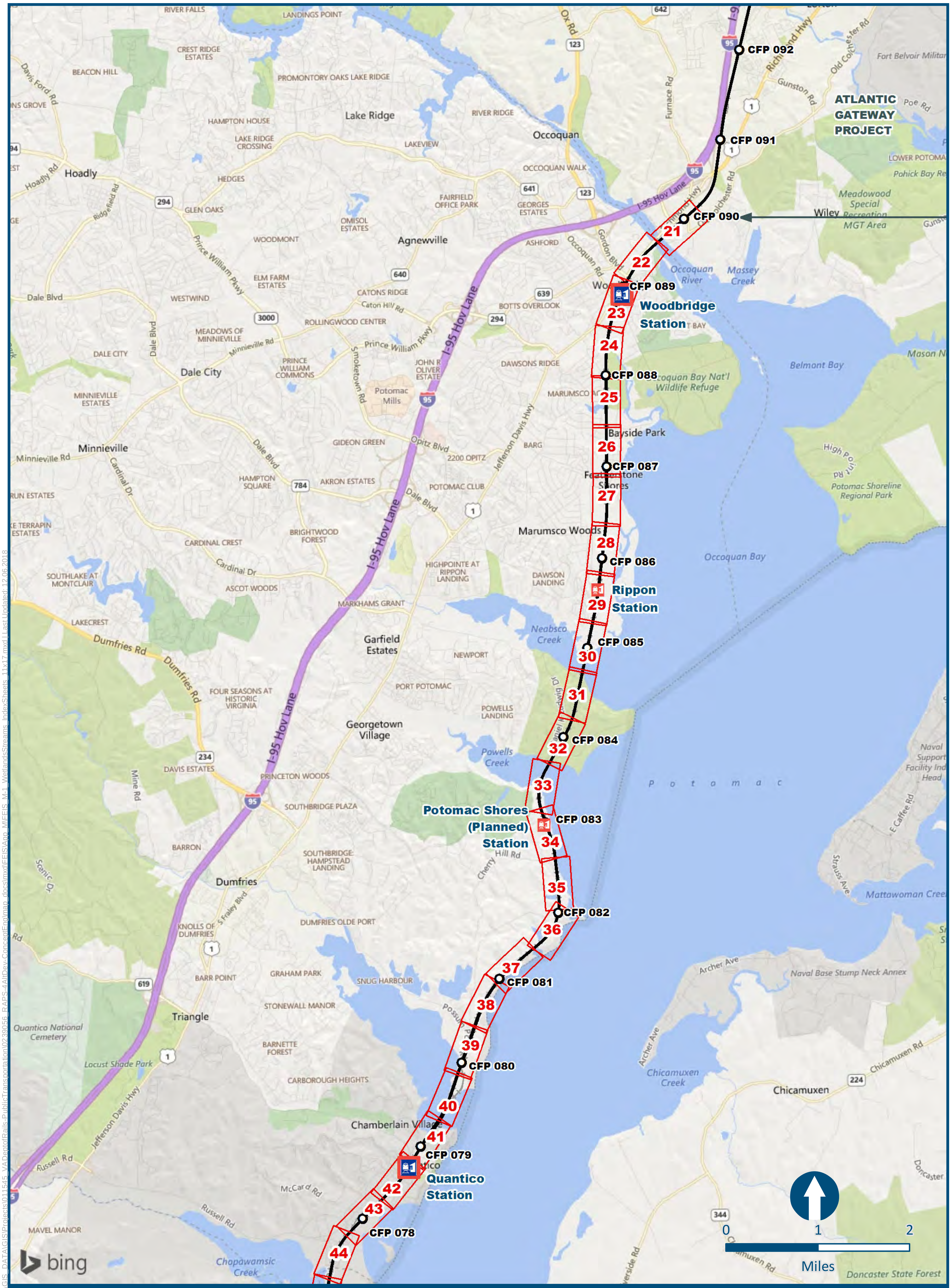
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Preferred Alternative – Potential Impacts to Wetlands & Streams
Mapbook Index Sheet 2 of 9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CFP 090
ATLANTIC GATEWAY PROJECT
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CFP 089
Woodbridge Station
23
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CFP 088
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CFP 087
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28
CFP 086
Rippon Station
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CFP 085
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31
CFP 084
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33
Potomac Shores (Planned) Station
CFP 083
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35
CFP 082
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CFP 081
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CFP 080
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41
CFP 079
Quantico Station
42
43
CFP 078
44
I-95 Hov Lane
Occoquan
Lake Ridge
Dale City
Minnieville
Dumfries
Triangle
Occoquan Bay
Belmont Bay
Potomac
Marumsco Woods
Garfield Estates
Georgetown Village
Chamberlain Village
Chicamuxen
Hoadly
Agnewville
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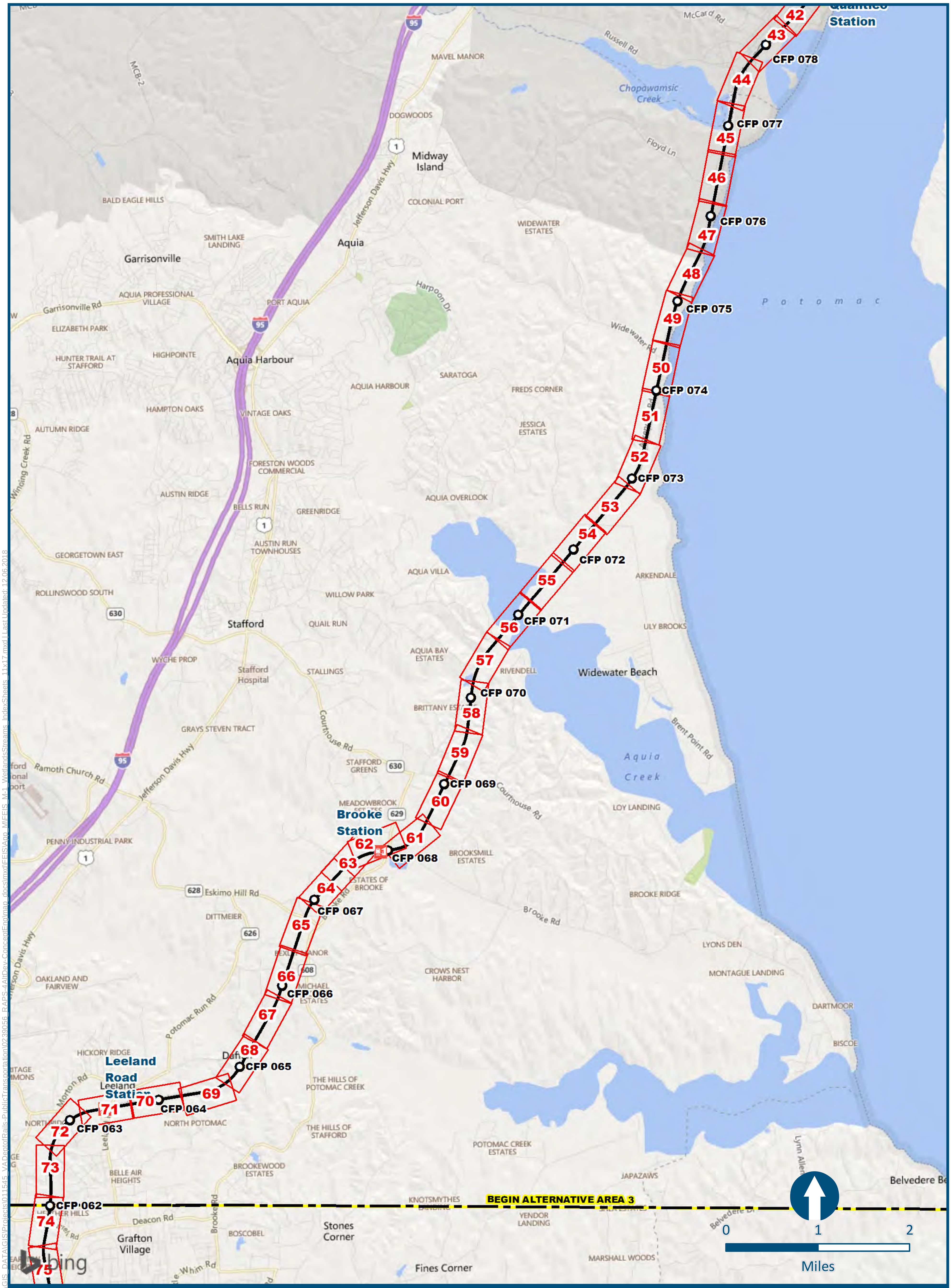
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Preferred Alternative – Potential Impacts to Wetlands & Streams
Mapbook Index Sheet 3 of 9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Quantico Station
CFP 078
CFP 077
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CFP 070
CFP 069
CFP 068
CFP 067
CFP 066
CFP 065
CFP 064
CFP 063
CFP 062
Brooke Station
Leeland Road Station
BEGIN ALTERNATIVE AREA 3
Potomac
Aquia Creek
Chopawamsic Creek
Widewater Beach
Garrisonville
Aquia
Aquia Harbour
Midway Island
Stafford
Stafford Hospital
Stones Corner
Grafton Village
Fines Corner
Belvedere Be
MAVEL MANOR
DOGWOODS
COLONIAL PORT
BALD EAGLE HILLS
SMITH LAKE LANDING
WIDEWATER ESTATES
AQUIA PROFESSIONAL VILLAGE
PORT AQUIA
ELIZABETH PARK
HUNTER TRAIL AT STAFFORD
HIGHPOINTE
SARATOGA
AQUIA HARBOUR
FREDS CORNER
HAMPTON OAKS
VINTAGE OAKS
AUTUMN RIDGE
JESSICA ESTATES
FORESTON WOODS COMMERCIAL
AUSTIN RIDGE
BELLS RUN
GREENRIDGE
AQUIA OVERLOOK
AUSTIN RUN TOWNHOUSES
GEORGETOWN EAST
AQUIA VILLA
ARKENDALE
ROLLINSWOOD SOUTH
WILLOW PARK
QUAIL RUN
ULY BROOKS
WYCHE PROP
AQUIA BAY ESTATES
STALLINGS
RIVENDELL
BRITTANY ES
GRAYS STEVEN TRACT
STAFFORD GREENS
LOY LANDING
MEADOWBROOK
BROOKSMILL ESTATES
PENNY INDUSTRIAL PARK
ESTATES OF BROOKE
BROOKE RIDGE
DITTMEIER
LYONS DEN
MONTAGUE LANDING
CROWS NEST HARBOR
OAKLAND AND FAIRVIEW
MICHAEL ESTATES
DARTMOOR
BISCOE
HICKORY RIDGE
THE HILLS OF POTOMAC CREEK
NORTH POTOMAC
THE HILLS OF STAFFORD
POTOMAC CREEK ESTATES
JAPAZAWS
BELLE AIR HEIGHTS
BROOKEWOOD ESTATES
KNOTSMYTHES LANDING
YENDOR LANDING
BOSCOBEL
MARSHALL WOODS
McCard Rd
Russell Rd
Floyd Ln
MCB-2
Jefferson Davis Hwy
Harpoon Dr
Garrisonville Rd
Widewater Rd
Winding Creek Rd
Courthouse Rd
Brent Point Rd
Ramoth Church Rd
Eskimo Hill Rd
Brooke Rd
Potomac Run Rd
Morton Rd
Deacon Rd
Brooke Rd
Whim Rd
Lynn Allen
Belvedere Dr
95
1
630
629
628
626
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Miles
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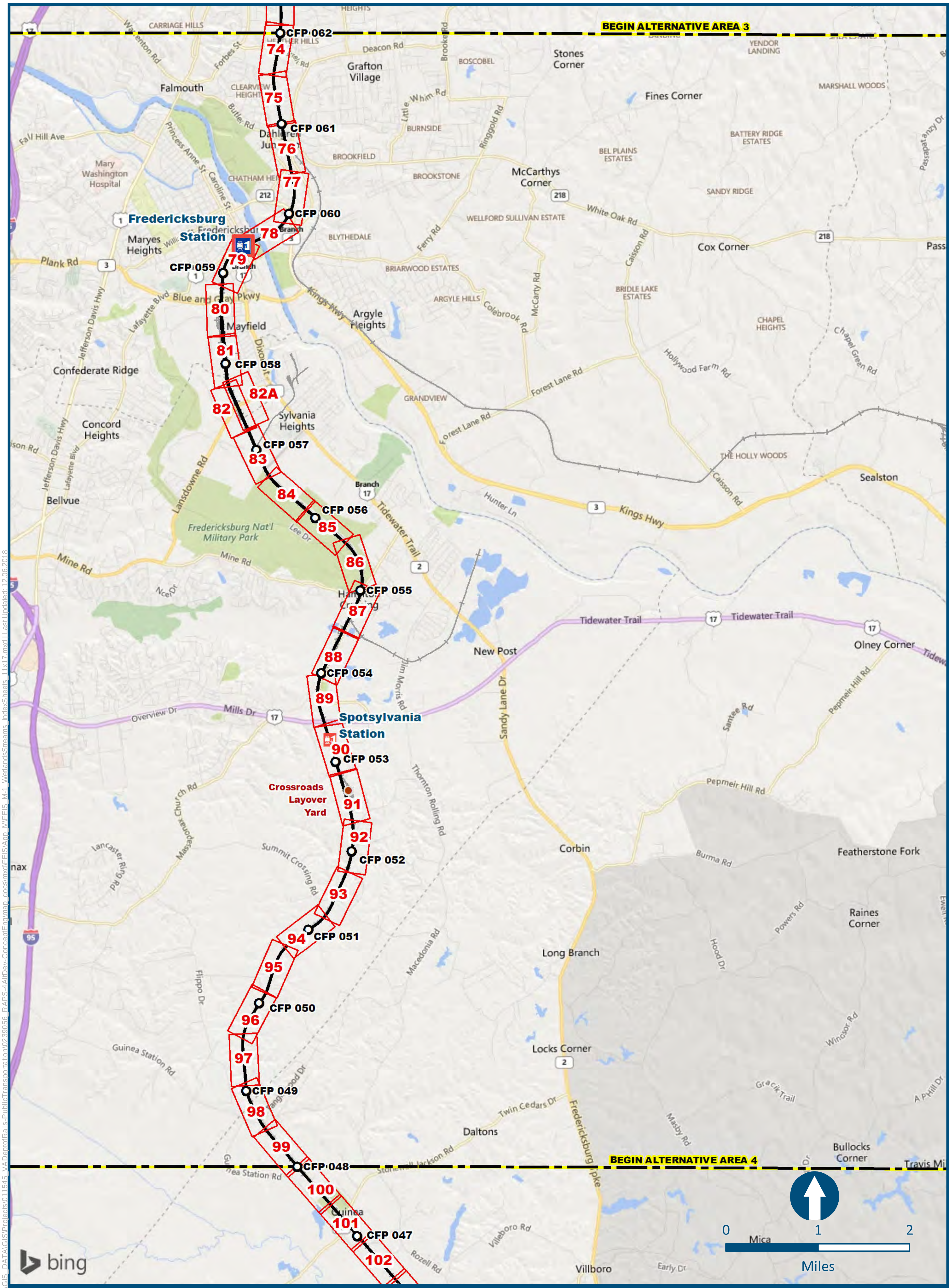
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Preferred Alternative – Potential Impacts to Wetlands & Streams
Mapbook Index Sheet 4 of 9



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BEGIN ALTERNATIVE AREA 4
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CFP 059
CFP 058
CFP 057
CFP 056
CFP 055
CFP 054
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CFP 048
CFP 047
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82A
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98
99
100
101
102
Fredericksburg Station
Spotsylvania Station
Crossroads Layover Yard
Falmouth
Grafton Village
Stones Corner
Fines Corner
McCarthys Corner
Cox Corner
Maryes Heights
Mayfield
Argyle Heights
Confederate Ridge
Sylvania Heights
Concord Heights
Bellvue
Fredericksburg Nat'l Military Park
Sealston
New Post
Olney Corner
Corbin
Featherstone Fork
Raines Corner
Long Branch
Locks Corner
Daltons
Bullocks Corner
Villboro
Mica
Guinea
Tidewater Trail
Kings Hwy
Mills Dr
Fredericksburg Tpke
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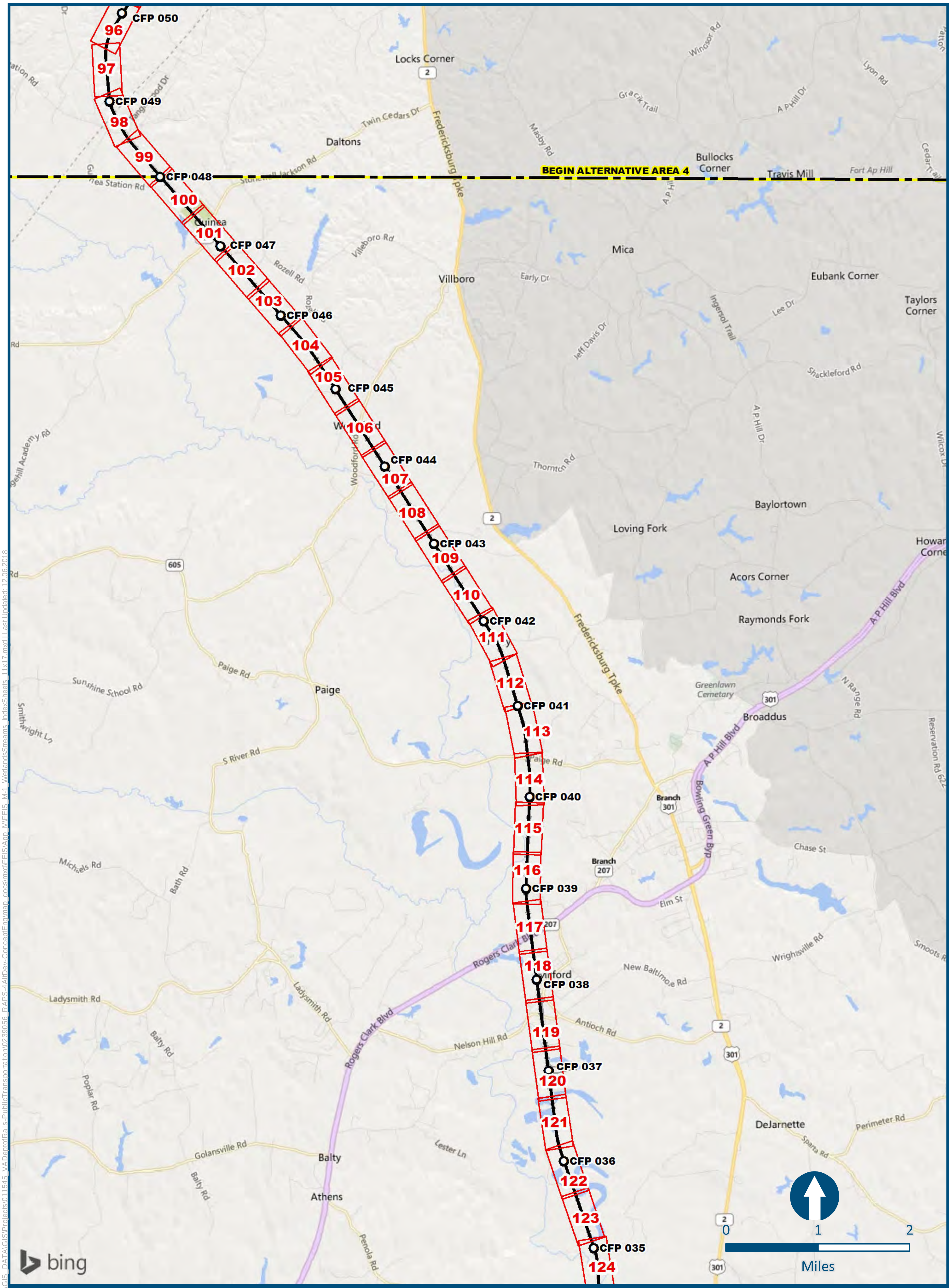
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Preferred Alternative – Potential Impacts to Wetlands & Streams
Mapbook Index Sheet 5 of 9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CFP 041
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CFP 040
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116
CFP 039
117
118
CFP 038
119
CFP 037
120
121
CFP 036
122
123
CFP 035
124
BEGIN ALTERNATIVE AREA 4
Locks Corner
Daltons
Twin Cedars Dr
Fredericksburg Tpke
Bullocks Corner
Travis Mill
Fort Ap Hill
Winsor Rd
Lyon Rd
Grack Trail
A P Hill Dr
Masby Rd
Guinea Station Rd
Guinea
Villboro Rd
Rozell Rd
Villboro
Early Dr
Mica
Eubank Corner
Taylors Corner
Lee Dr
Ingersol Trail
Jeff Davis Dr
Shackleford Rd
Woodford Rd
Thornton Rd
Baylortown
Loving Fork
Acors Corner
Raymonds Fork
A P Hill Blvd
Greenlawn Cemetary
Broaddus
N Range Rd
Reservation Rd 622
Bowling Green Byp
Branch 301
Branch 207
Chase St
Elm St
Paige Rd
Paige
Sunshine School Rd
Smithwright Ln
S River Rd
Michaels Rd
Bath Rd
Rogers Clark Blvd
New Baltimore Rd
Wrightsville Rd
Smoots Rd
Antioch Rd
Ladysmith Rd
Nelson Hill Rd
Balty Rd
Poplar Rd
Lester Ln
Golansville Rd
Balty
Athens
Penola Rd
DeJarnette
Sparta Rd
Perimeter Rd
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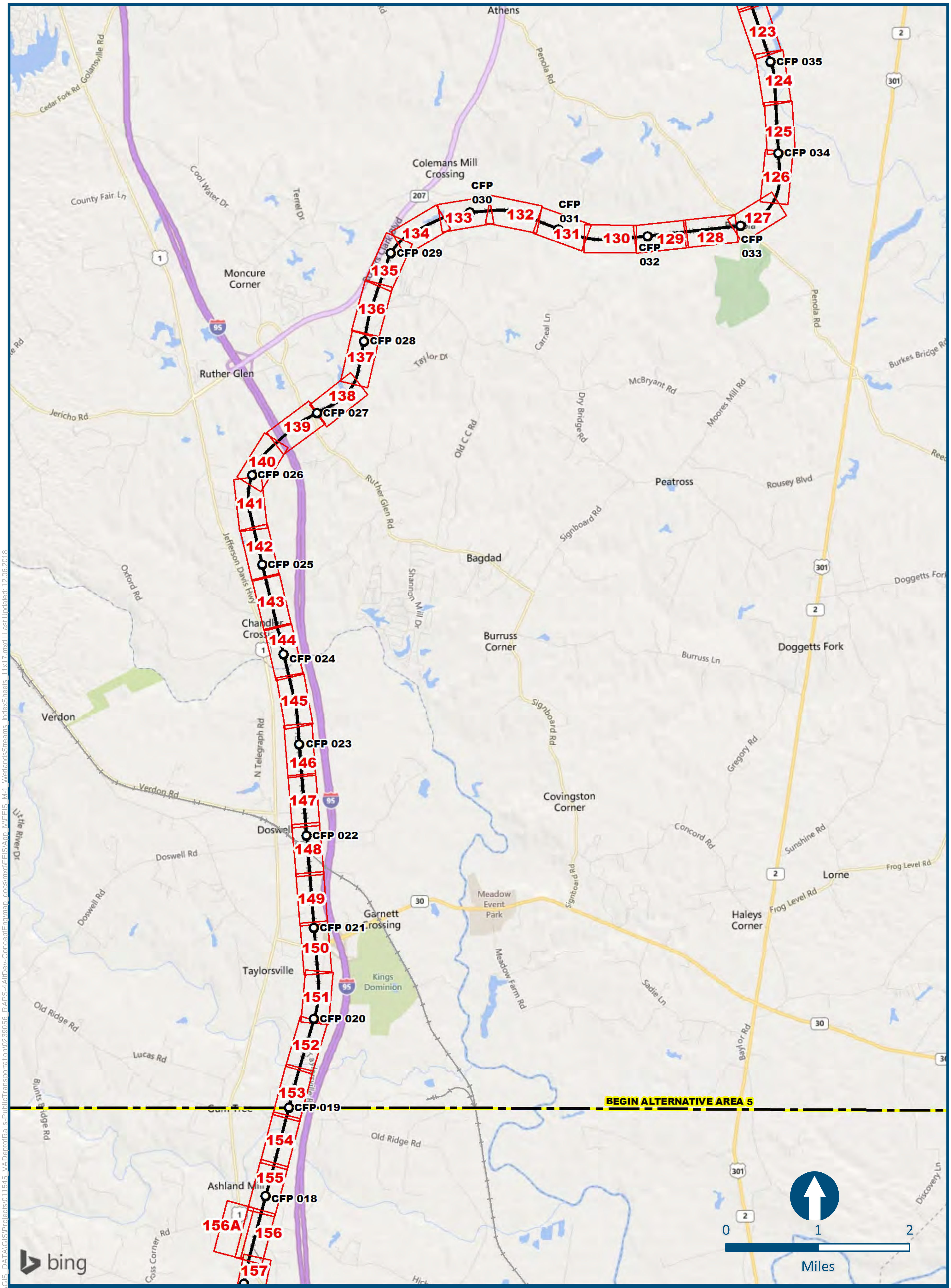
Preferred Alternative – Potential Impacts to Wetlands & Streams
Mapbook Index Sheet 6 of 9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CFP 034
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CFP 033
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CFP 030
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CFP 029
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CFP 028
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CFP 027
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CFP 026
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CFP 025
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CFP 022
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CFP 021
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CFP 020
152
153
CFP 019
154
155
CFP 018
156A
156
157
BEGIN ALTERNATIVE AREA 5
Athens
Penola Rd
Colemans Mill Crossing
207
Cedar Fork Rd
Golansville Rd
County Fair Ln
Cool Water Dr
Terrell Dr
Moncure Corner
Ruther Glen
Jericho Rd
Taylor Dr
Carreal Ln
McBryant Rd
Moores Mill Rd
Dry Bridge Rd
Old C C Rd
Ruther Glen Rd
Peatross
Rousey Blvd
Burkes Bridge Rd
Signboard Rd
Bagdad
Shannon Mill Dr
Oxford Rd
Jefferson Davis Hwy
Chandler Crossing
Burruss Corner
Burruss Ln
Doggetts Fork
Doggetts Fork
Verdon
Verdon Rd
N Telegraph Rd
Little River Dr
Gregory Rd
Covington Corner
Concord Rd
Sunshine Rd
Doswell
Doswell Rd
Doswell Rd
Meadow Event Park
Garnett Crossing
Frog Level Rd
Lorne
Haleys Corner
Frog Level Rd
Taylorsville
Kings Dominion
Meadow Farm Rd
Sadie Ln
Baylor Rd
Old Ridge Rd
Lucas Rd
Bunts Bridge Rd
Gum Tree
Old Ridge Rd
Ashland Mill
Cross Corner Rd
Discovery Ln
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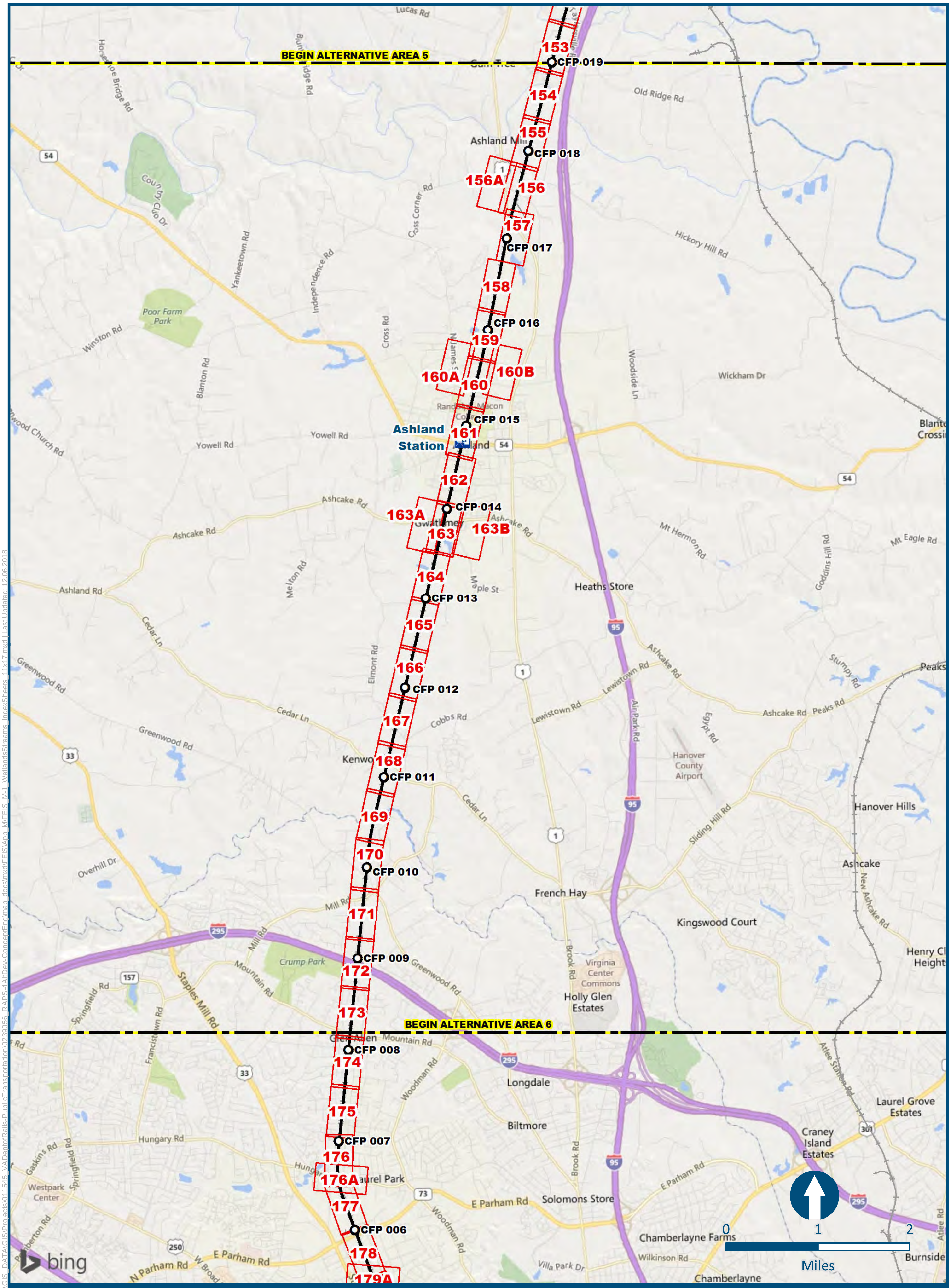
Preferred Alternative – Potential Impacts to Wetlands & Streams
Mapbook Index Sheet 7 of 9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156A
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CFP 015
Ashland Station
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162
CFP 014
163A
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163B
164
CFP 013
165
166
CFP 012
167
168
CFP 011
169
170
CFP 010
171
CFP 009
172
173
BEGIN ALTERNATIVE AREA 6
CFP 008
174
175
CFP 007
176
176A
177
CFP 006
178
179A
Ashland
Heaths Store
French Hay
Kingswood Court
Hanover Hills
Ashcake
Henry Clay Heights
Blanton Crossing
Poor Farm Park
Crump Park
Virginia Center Commons
Holly Glen Estates
Hanover County Airport
Longdale
Biltmore
Laurel Grove Estates
Craney Island Estates
Westpark Center
Solomons Store
Chamberlayne Farms
Chamberlayne
Burnside
Kenwood
Glen Allen
Laurel Park
Lucas Rd
Old Ridge Rd
Hickory Hill Rd
Wickham Dr
Woodside Ln
Yowell Rd
Ashcake Rd
Ashland Rd
Cedar Ln
Greenwood Rd
Mt Hermon Rd
Mt Eagle Rd
Goddins Hill Rd
Stumpy Rd
Peaks Rd
Lewistown Rd
Air Park Rd
Sliding Hill Rd
Cobbs Rd
Elmont Rd
Melton Rd
Maple St
Cross Rd
Cross Corner Rd
Independence Rd
Yankeetown Rd
Blanton Rd
Winston Rd
Country Club Dr
Horseshoe Bridge Rd
Blunt Ridge Rd
Overhill Dr
Mill Rd
Mountain Rd
Staples Mill Rd
Springfield Rd
Francistown Rd
Hungary Rd
Gaskins Rd
Woodman Rd
E Parham Rd
N Parham Rd
W Broad
Villa Park Dr
Wilkinson Rd
Brook Rd
Atlee Station Rd
New Ashcake Rd
Egypt Rd
Greenwood Rd
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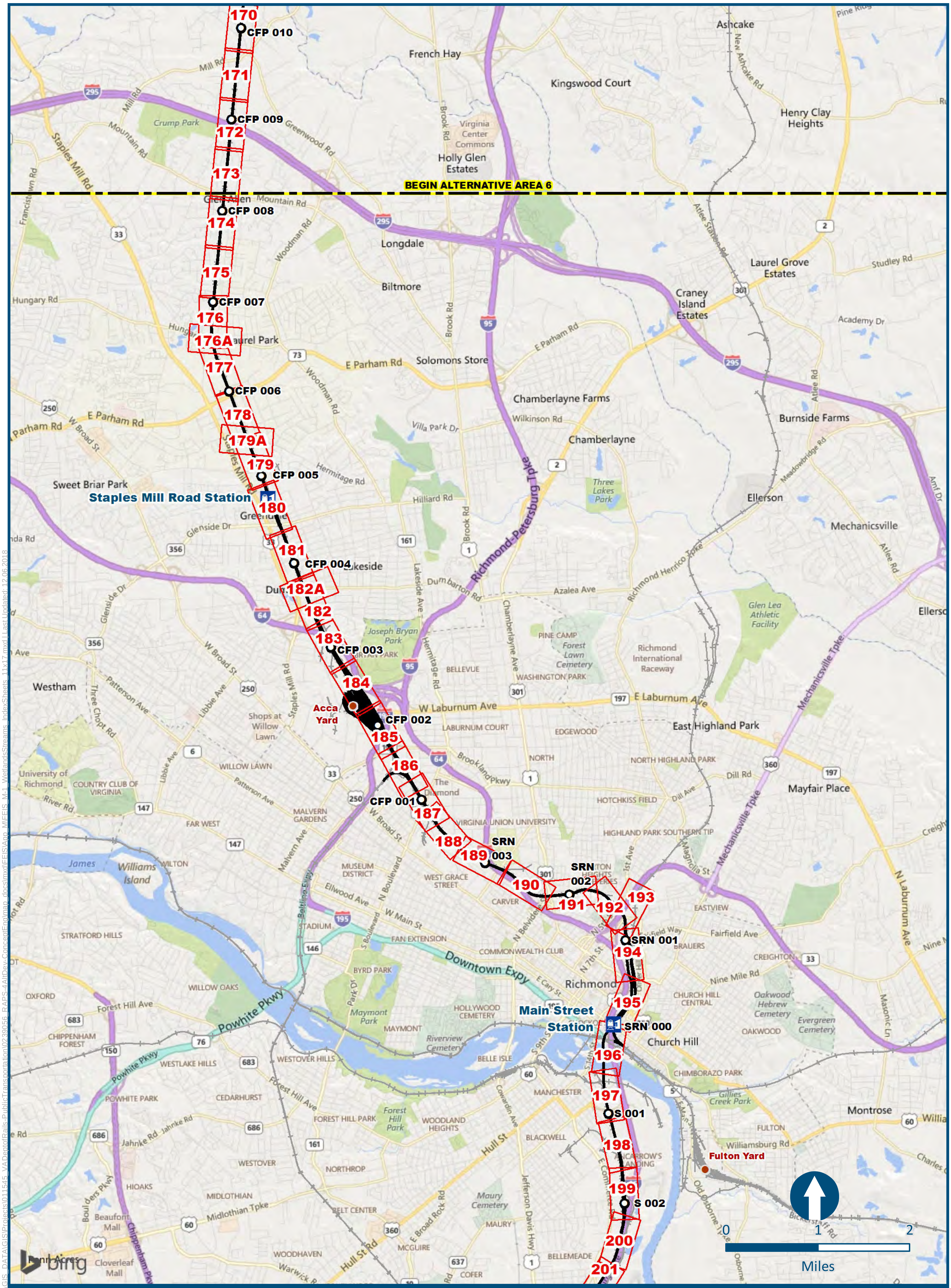
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Preferred Alternative – Potential Impacts to Wetlands & Streams
Mapbook Index Sheet 8 of 9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CFP 009
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BEGIN ALTERNATIVE AREA 6
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CFP 007
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176A
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CFP 006
178
179A
179
CFP 005
Staples Mill Road Station
180
181
CFP 004
182A
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CFP 003
184
Acca Yard
CFP 002
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CFP 001
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SRN 003
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SRN 002
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SRN 001
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Main Street Station
SRN 000
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S 001
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S 002
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Fulton Yard
French Hay
Kingswood Court
Ashcake
Henry Clay Heights
Crump Park
Virginia Center Commons
Holly Glen Estates
Glen Allen
Longdale
Biltmore
Laurel Grove Estates
Craney Island Estates
Laurel Park
Solomons Store
Chamberlayne Farms
Chamberlayne
Burnside Farms
Three Lakes Park
Sweet Briar Park
Ellerson
Mechanicsville
Lakeside
Joseph Bryan Park
Glen Lea Athletic Facility
Richmond International Raceway
Westham
Shops at Willow Lawn
East Highland Park
Mayfair Place
University of Richmond
Country Club of Virginia
The Diamond
Virginia Union University
Williams Island
Museum District
Carver
Richmond
Church Hill
Maymont Park
Hollywood Cemetery
Riverview Cemetery
Belle Isle
Manchester
Forest Hill Park
Woodland Heights
Blackwell
Maury Cemetery
Oakwood Hebrew Cemetery
Evergreen Cemetery
Gillies Creek Park
Chimborazo Park
Montrose
Fulton
Beaufont Mall
Cloverleaf Mall
Powhite Pkwy
Downtown Expy
Richmond-Petersburg Tpke
Mechanicsville Tpke
E Parham Rd
W Broad St
Staples Mill Rd
W Laburnum Ave
E Laburnum Ave
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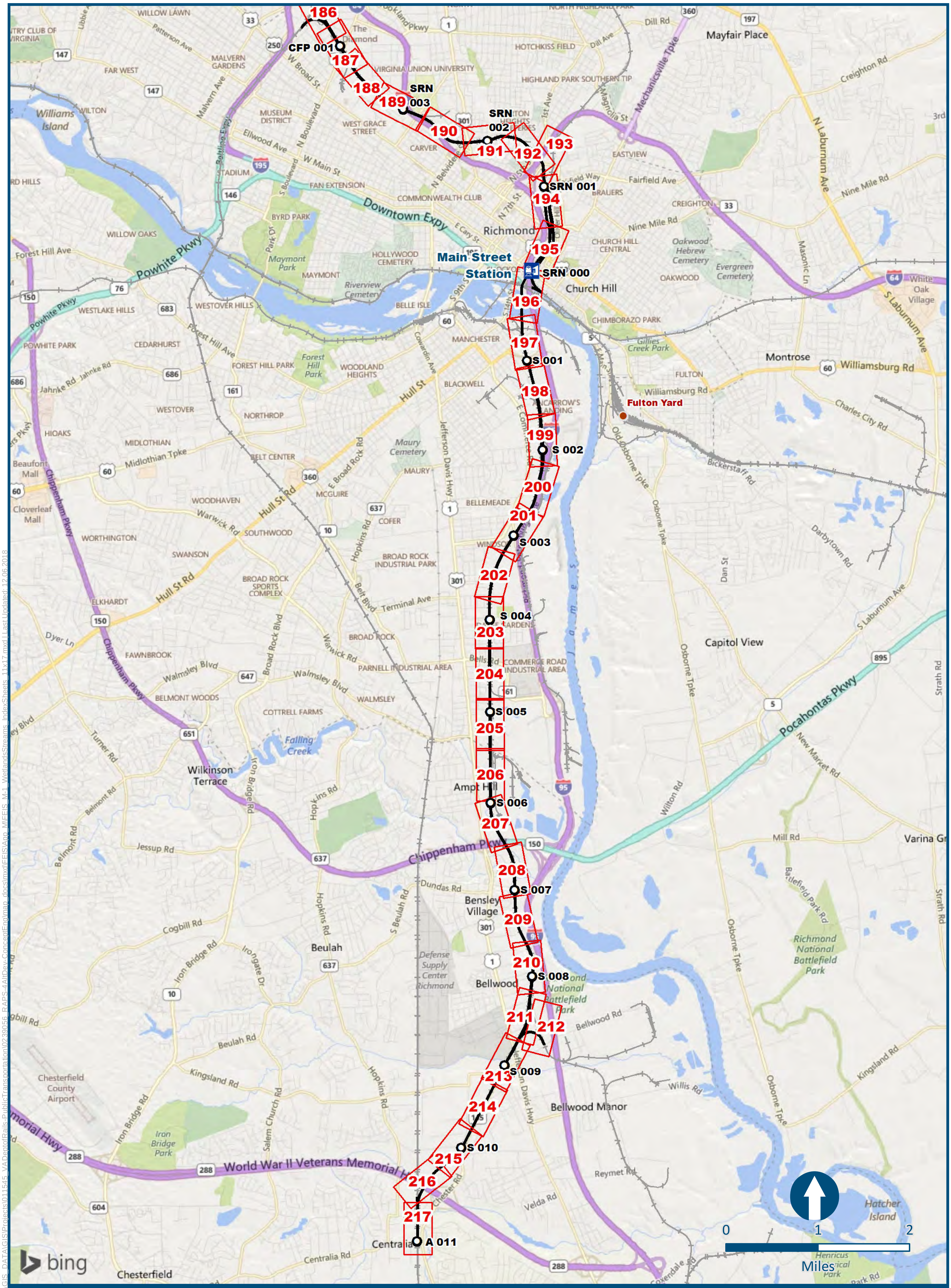
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

Preferred Alternative – Potential Impacts to Wetlands & Streams
Mapbook Index Sheet 9 of 9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217
CFP 001
SRN 003
SRN 002
SRN 001
SRN 000
Main Street Station
S 001
S 002
S 003
S 004
S 005
S 006
S 007
S 008
S 009
S 010
A 011
Fulton Yard
Richmond
Church Hill
Manchester
Montrose
Capitol View
Bensley Village
Bellwood
Bellwood Manor
Centralia
Chesterfield
Beulah
Ampthill
Wilkinson Terrace
Richmond National Battlefield Park
Hatcher Island
Chesterfield County Airport
Downtown Expy
Powhite Pkwy
Chippenham Pkwy
Pocahontas Pkwy
World War II Veterans Memorial Hwy
Jefferson Davis Hwy
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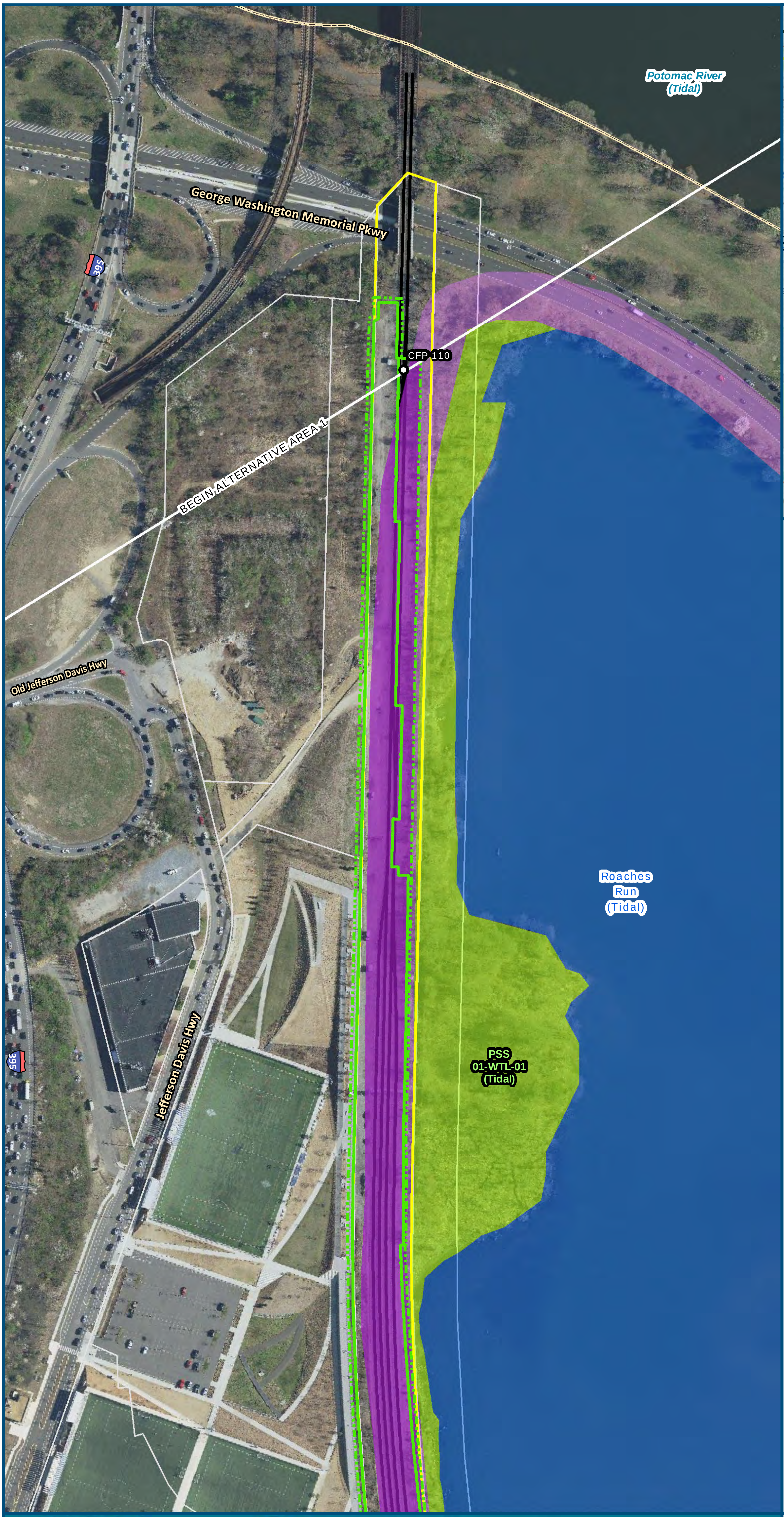
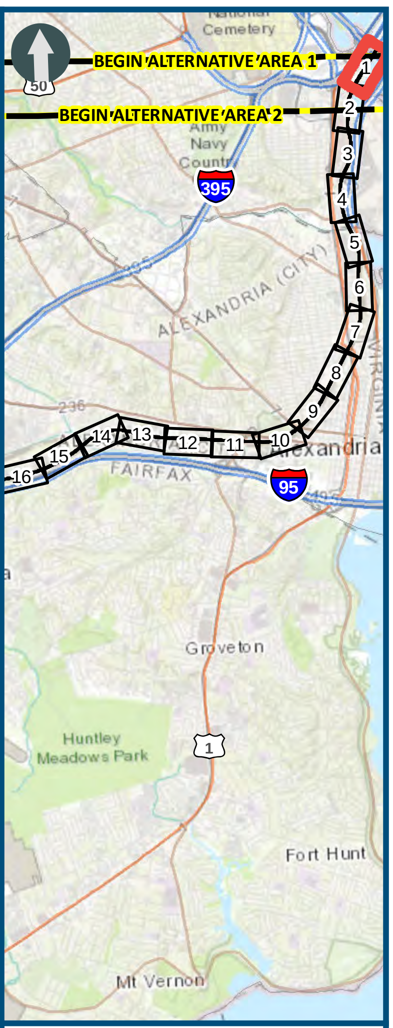

Potomac River
(Tidal)
George Washington Memorial Pkwy
395
CFP 110
BEGIN ALTERNATIVE AREA 1
Old Jefferson Davis Hwy
Roaches
Run
(Tidal)
PSS
01-WTL-01
(Tidal)
Jefferson Davis Hwy
395


National
Cemetery
BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
Army
Navy
Country
395
ALEXANDRIA (CITY)
Alexandria
FAIRFAX
95
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
Groveton
Huntley
Meadows Park
1
Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

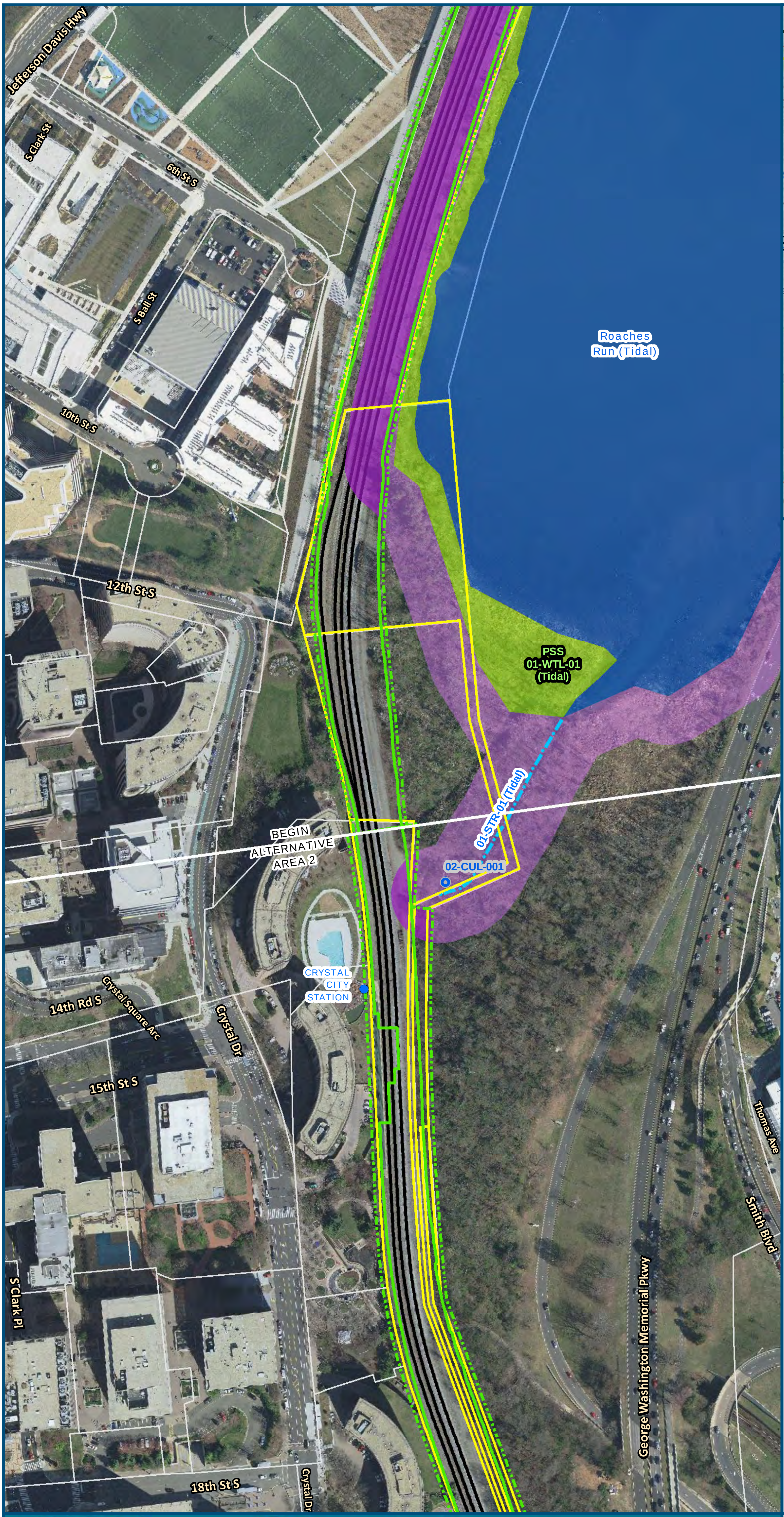
Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

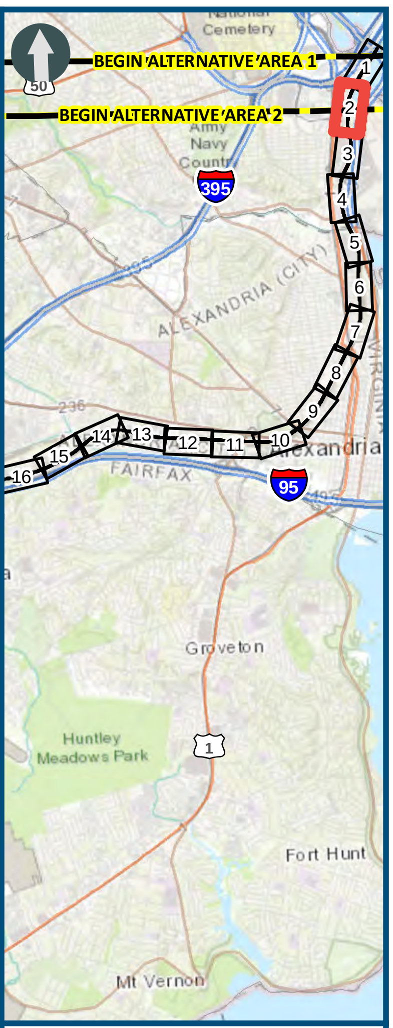
Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ― Track - Existing
- ● Existing Stations
- ◉ Culverts
- ― Delineated Stream Impacts
- ‐ ‐ Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters (Virginia Department of Environmental Quality)
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 1 of 217

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018


Jefferson Davis Hwy
S Clark St
6th St S
S Ball St
10th St S
12th St S
Roaches Run (Tidal)
PSS
01-WTL-01
(Tidal)
01-STR-01 (Tidal)
02-CUL-001
BEGIN ALTERNATIVE AREA 2
CRYSTAL CITY STATION
14th Rd S
Crystal Square Arc
Crystal Dr
15th St S
S Clark Pl
18th St S
George Washington Memorial Pkwy
Thomas Ave
Smith Blvd


BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
National Cemetery
Army Navy Country
50
395
ALEXANDRIA (CITY)
236
FAIRFAX
Alexandria
95
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon
1
2
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16

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 2 of 217

DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC to RICHMOND SOUTHEAST HIGH SPEED RAIL

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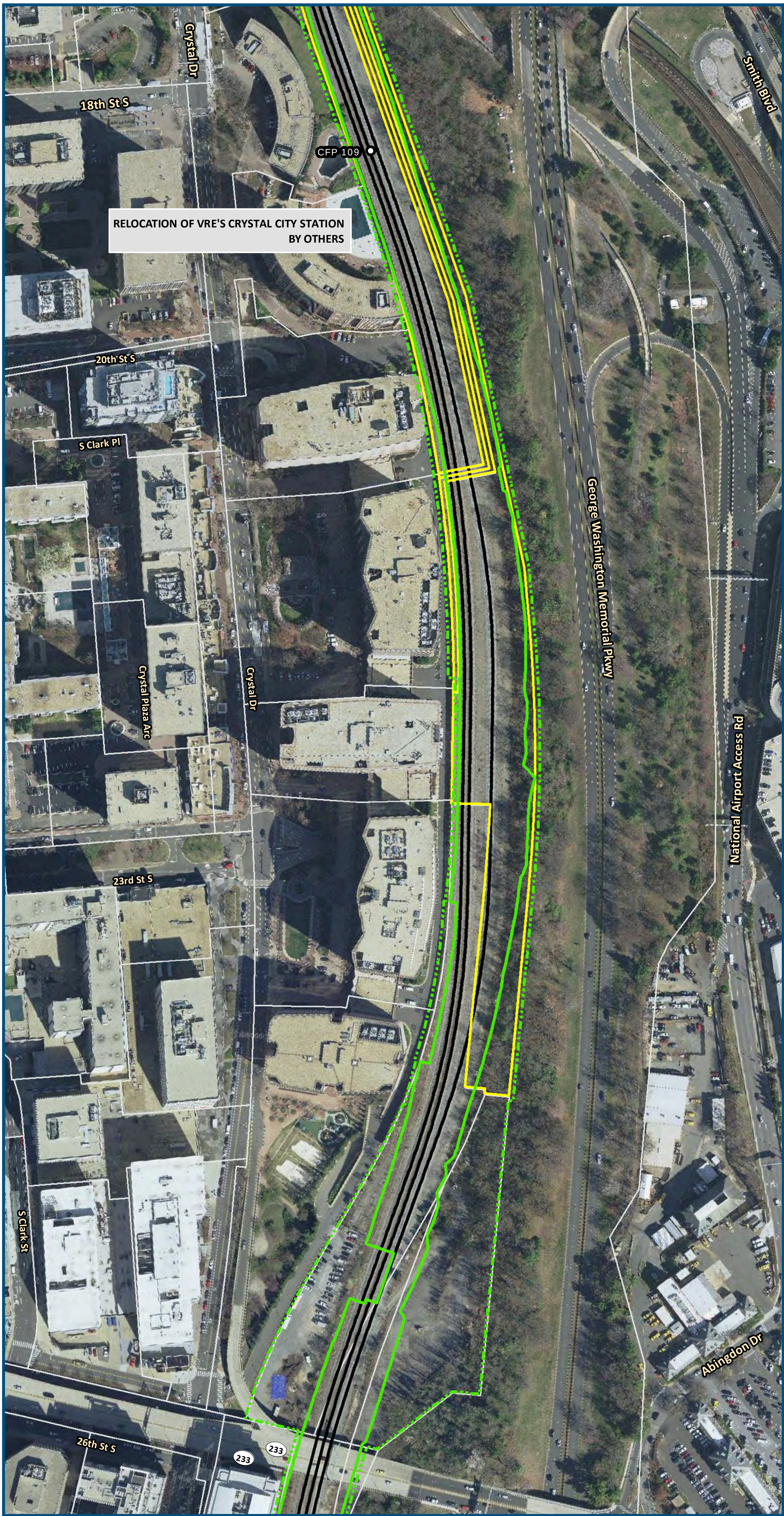
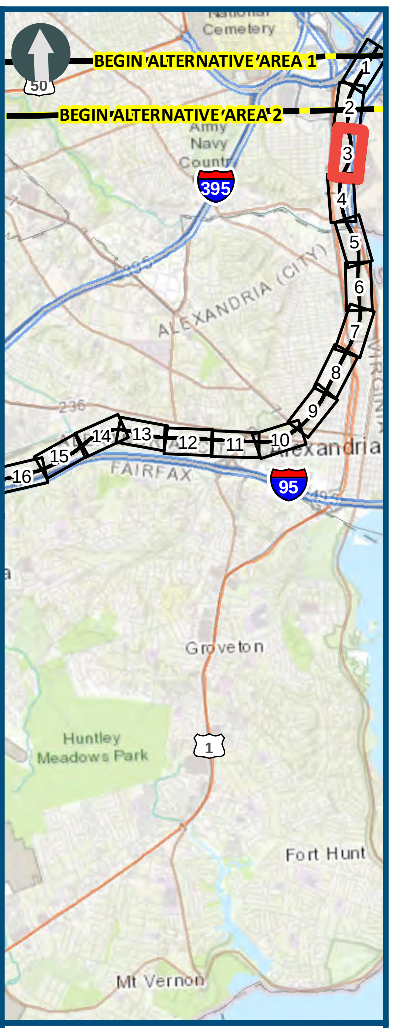


Crystal Dr
18th St S
Smith Blvd
CFP 109
RELOCATION OF VRE'S CRYSTAL CITY STATION BY OTHERS
20th St S
S Clark Pl
George Washington Memorial Pkwy
Crystal Plaza Arc
Crystal Dr
National Airport Access Rd
23rd St S
S Clark St
Abingdon Dr
26th St S
233
233



National Cemetery
BEGIN ALTERNATIVE AREA 1
50
BEGIN ALTERNATIVE AREA 2
Army Navy Country
395
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11
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14
15
16
ALEXANDRIA (CITY)
236
FAIRFAX
Alexandria
95
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

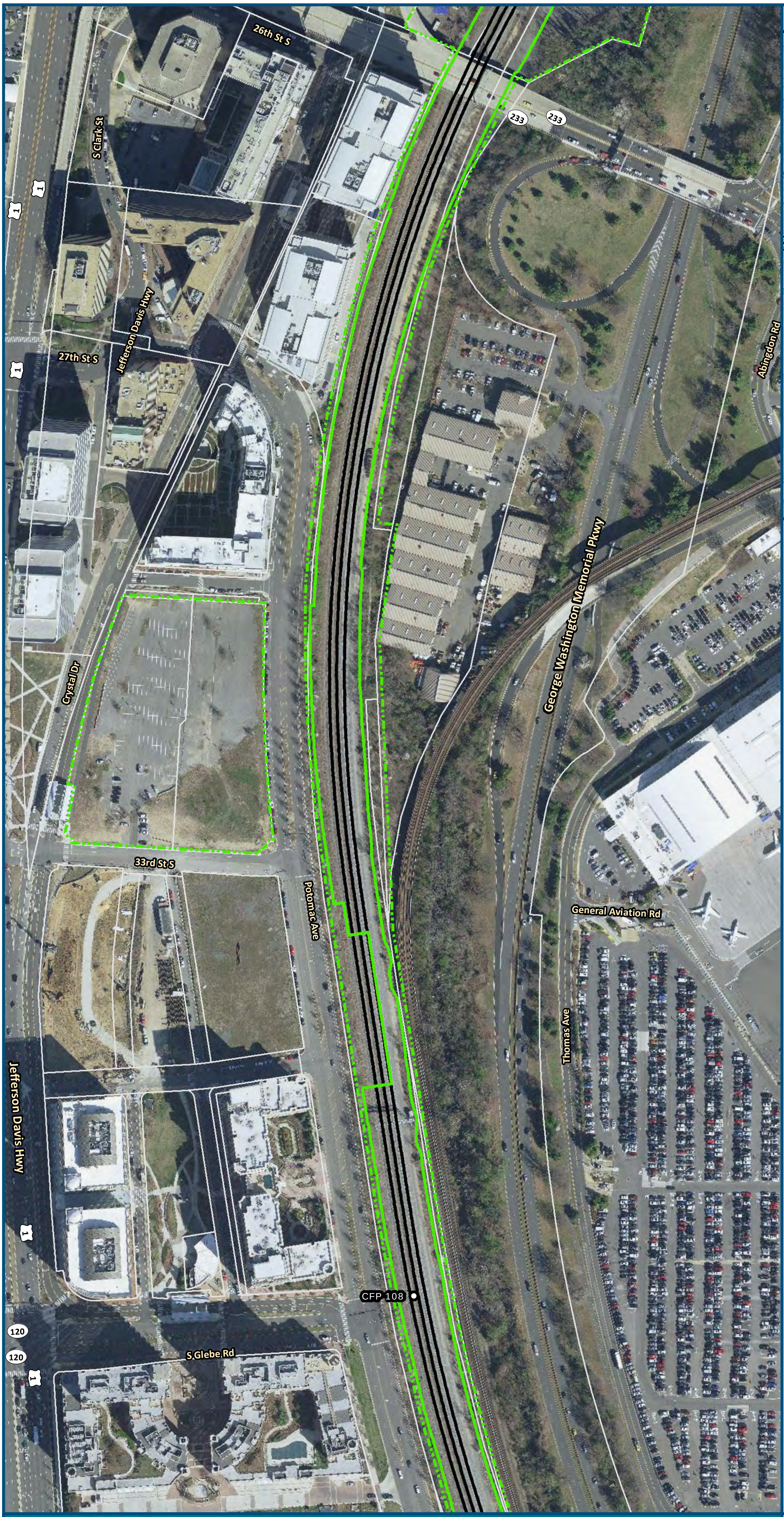
Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

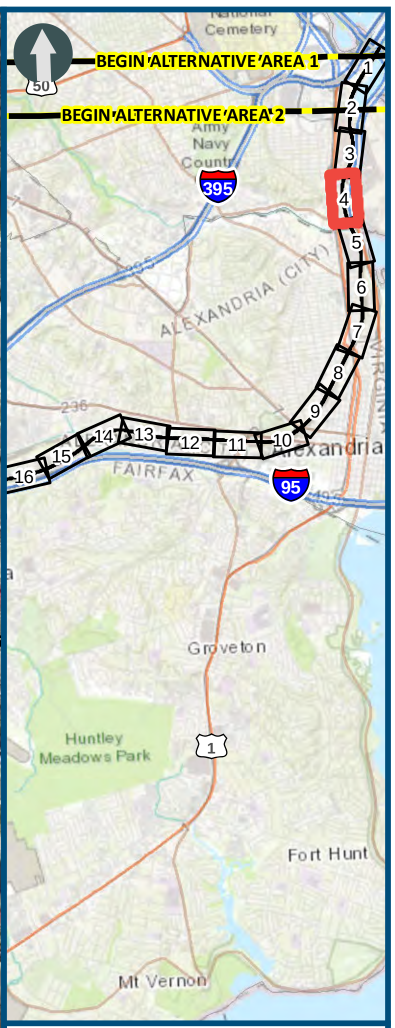
Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 3 of 217

\\dtsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018


26th St S
S Clark St
1
233
233
Jefferson Davis Hwy
27th St S
Abingdon Rd
George Washington Memorial Pkwy
Crystal Dr
33rd St S
Potomac Ave
General Aviation Rd
Thomas Ave
Jefferson Davis Hwy
CFP 108
120
120
S Glebe Rd


National Cemetery
BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
Army Navy Country
395
ALEXANDRIA (CITY)
236
Alexandria
FAIRFAX
95
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11
12
13
14
15
16
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

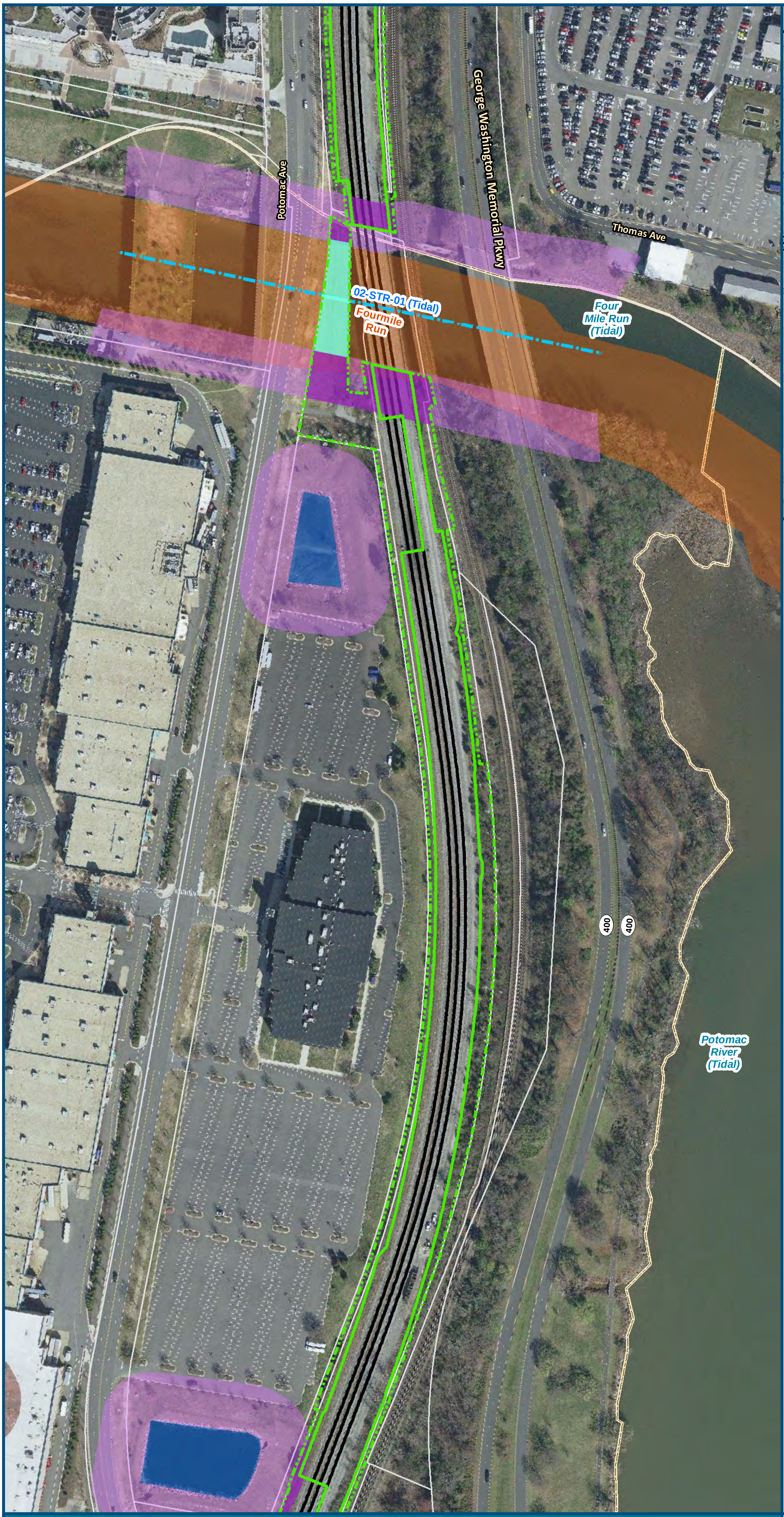
Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

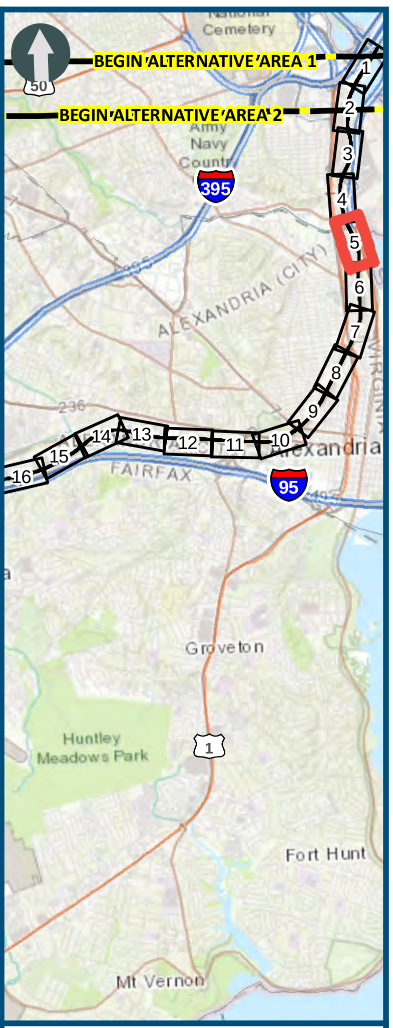
Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 4 of 217

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018


Potomac Ave
George Washington Memorial Pkwy
Thomas Ave
02-STR-01 (Tidal)
Fourmile Run
Four Mile Run (Tidal)
400
400
Potomac River (Tidal)


BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
National Cemetery
Army Navy Country
395
50
ALEXANDRIA (CITY)
236
FAIRFAX
Alexandria
95
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon
1
2
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12
13
14
15
16

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 5 of 217

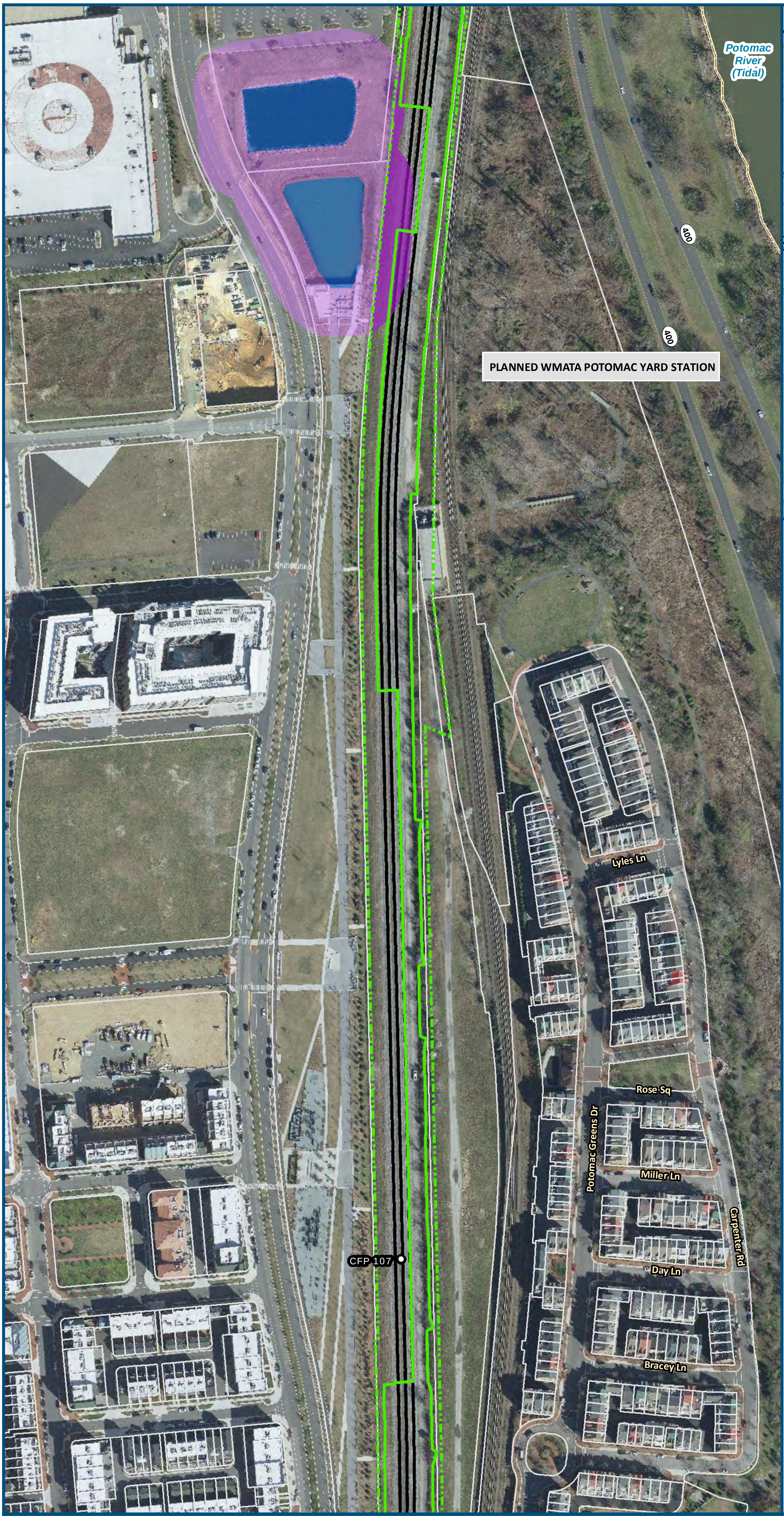
DRPT Virginia Department of Rail and Public Transportation

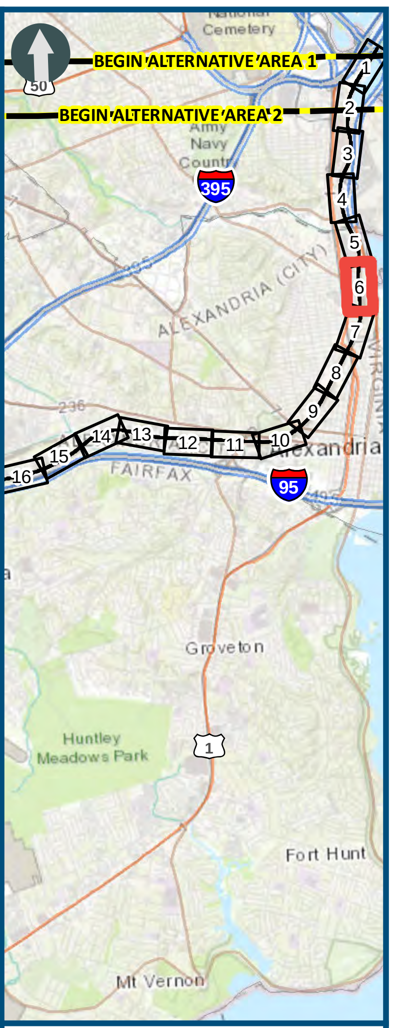
U.S. Department of Transportation Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

\ctsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018


Potomac River (Tidal)
400
400
PLANNED WMATA POTOMAC YARD STATION
Lyles Ln
Rose Sq
Potomac Greens Dr
Miller Ln
Carpenter Rd
Day Ln
Bracey Ln
CFP 107


BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
Army Navy Country
395
ALEXANDRIA (CITY)
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
236
FAIRFAX
Alexandria
95
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 6 of 217

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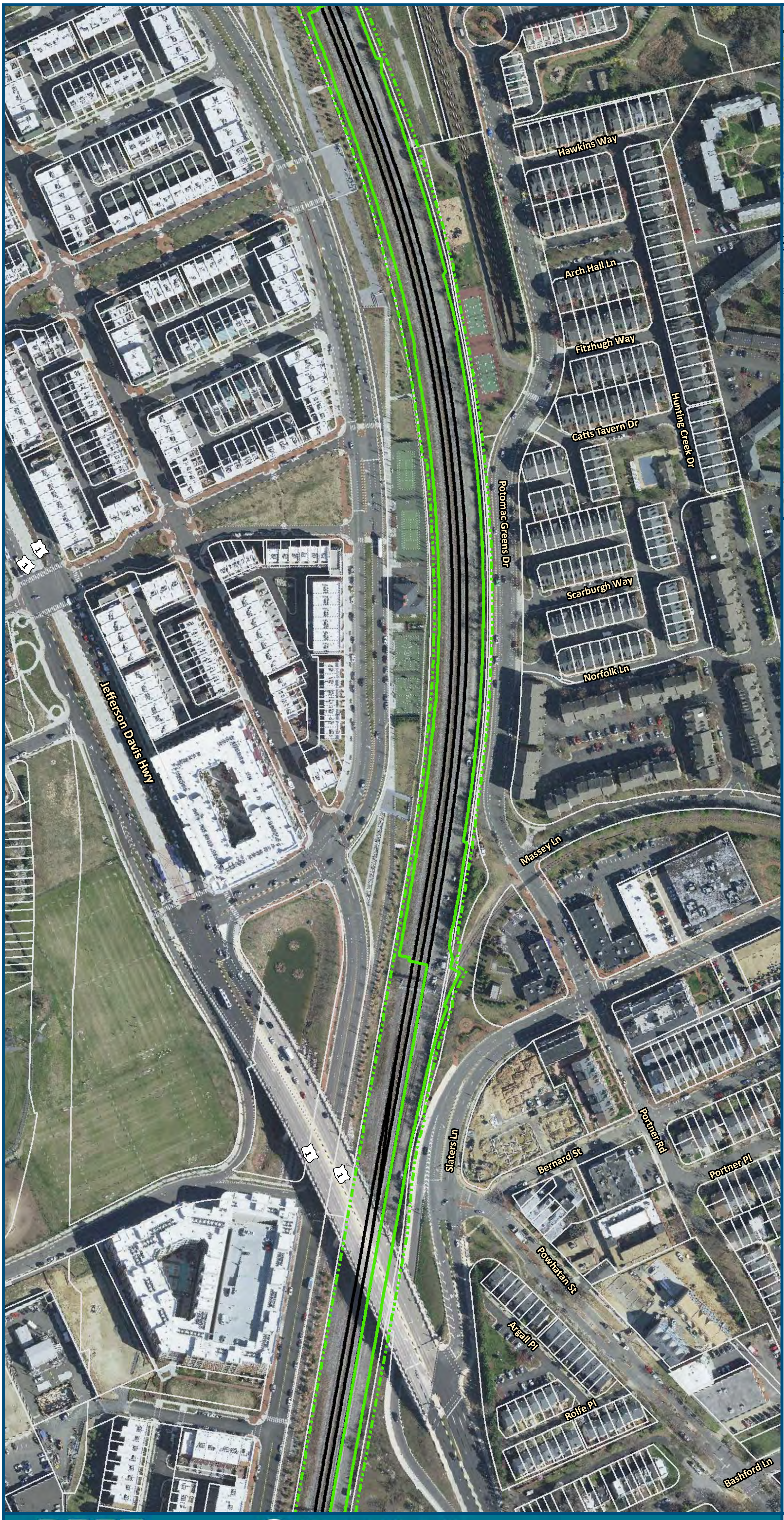
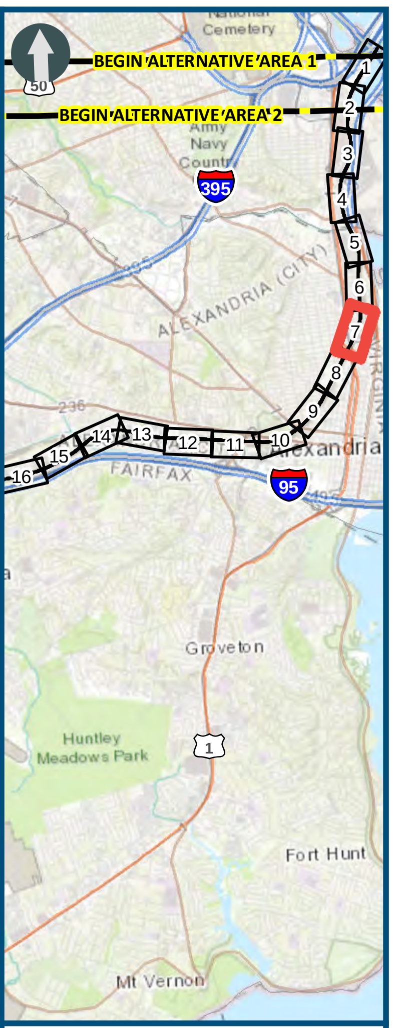

Hawkins Way
Arch Hall Ln
Fitzhugh Way
Catts Tavern Dr
Hunting Creek Dr
Potomac Greens Dr
Scarburgh Way
Norfolk Ln
Massey Ln
Jefferson Davis Hwy
1
1
1
1
Slaters Ln
Bernard St
Portner Rd
Portner Pl
Powhatan St
Argall Pl
Rolfe Pl
Bashford Ln


National Cemetery
BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
Army Navy Country
395
ALEXANDRIA (CITY)
236
FAIRFAX
Alexandria
95
1
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11
12
13
14
15
16
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

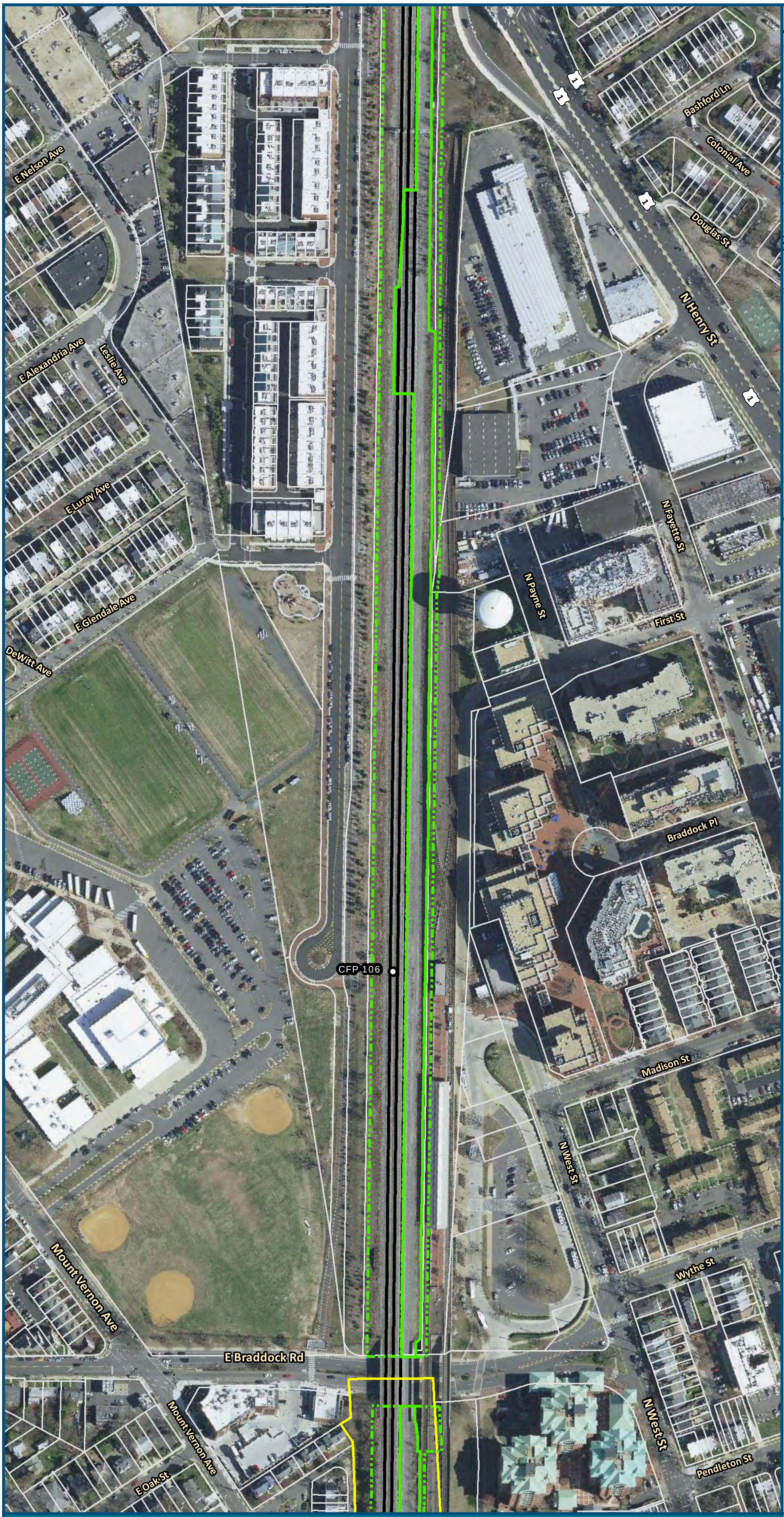
Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

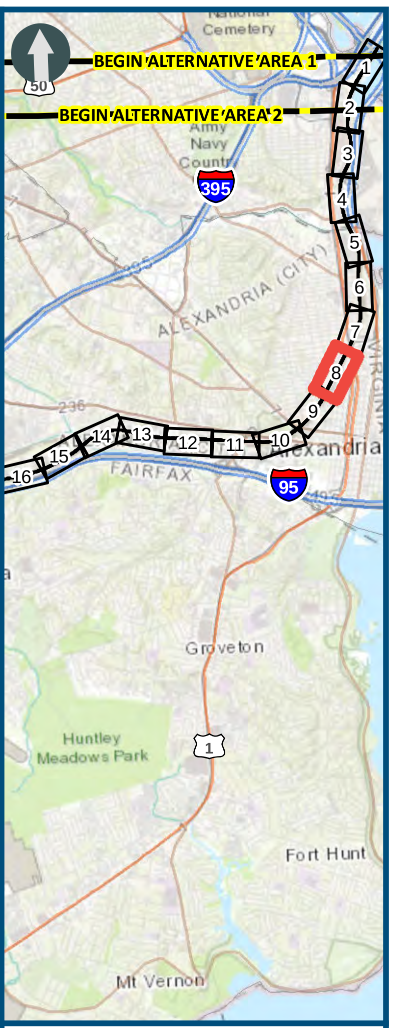
▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 7 of 217

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018



E Nelson Ave
E Alexandria Ave
Leslie Ave
E Luray Ave
E Glendale Ave
DeWitt Ave
Bashford Ln
Colonial Ave
Douglas St
N Henry St
1
N Fayette St
N Payne St
First St
Braddock Pl
CFP 106
Madison St
N West St
Wythe St
Mount Vernon Ave
E Braddock Rd
Mount Vernon Ave
E Oak St
N West St
Pendleton St



BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
395
Alexandria (City)
236
Fairfax
95
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon
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13
14
15
16

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

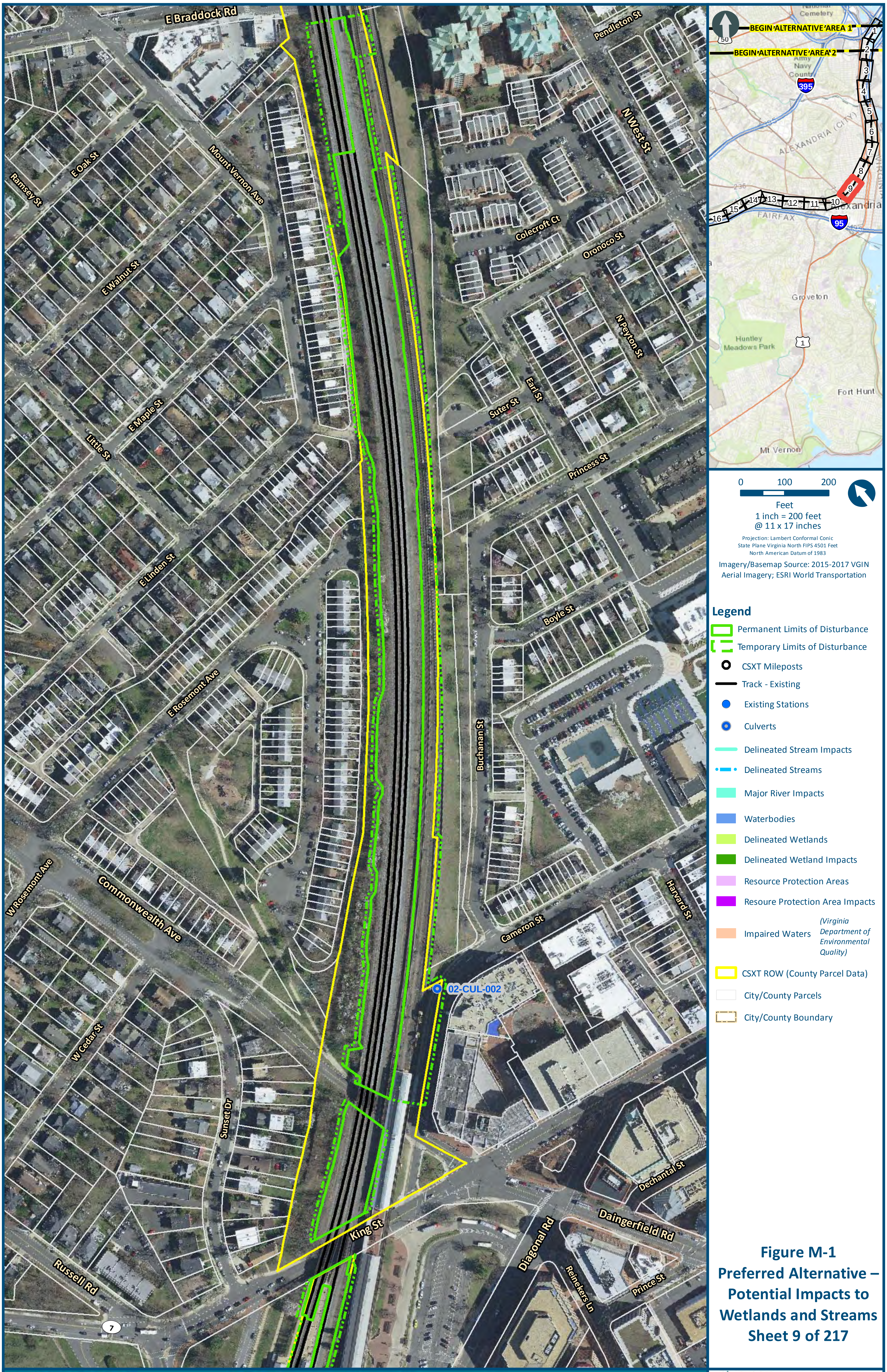
Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 8 of 217

\\dtsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018


E Braddock Rd
Pendleton St
N West St
Ramsey St
E Oak St
Mount Vernon Ave
Colecroft Ct
Oronoco St
E Walnut St
N Peyton St
Earl St
Suter St
E Maple St
Little St
Princess St
E Linden St
Boyle St
E Rosemont Ave
Buchanan St
W Rosemont Ave
Commonwealth Ave
Harvard St
Cameron St
02-CUL-002
W Cedar St
Sunset Dr
Dechantal St
King St
Daingerfield Rd
Diagonal Rd
Reinekers Ln
Prince St
Russell Rd
7
BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
395
ALEXANDRIA (CITY)
236
FAIRFAX
95
Alexandria
Army Navy Country
National Cemetery
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon
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13
14
15
16

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 9 of 217

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018

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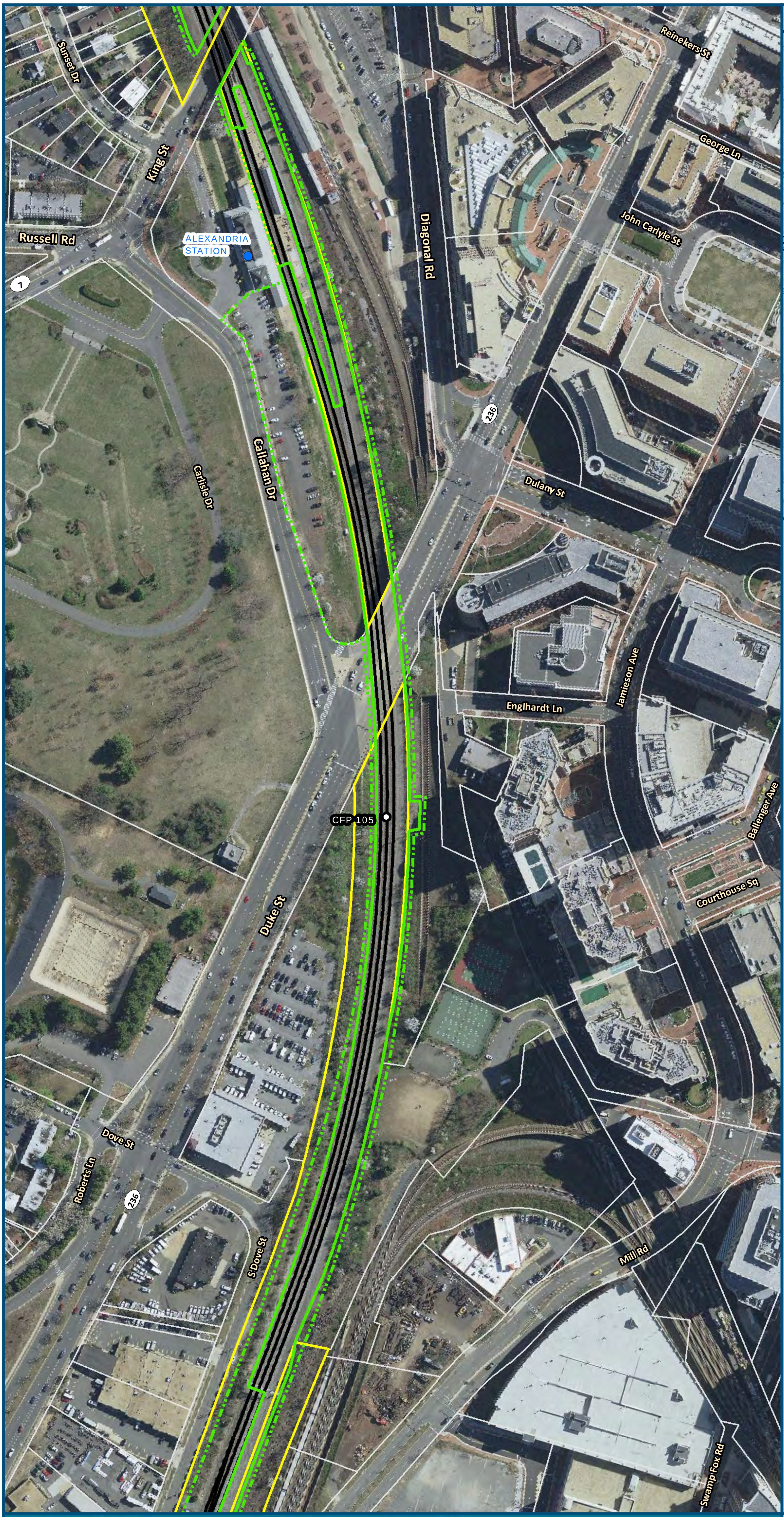
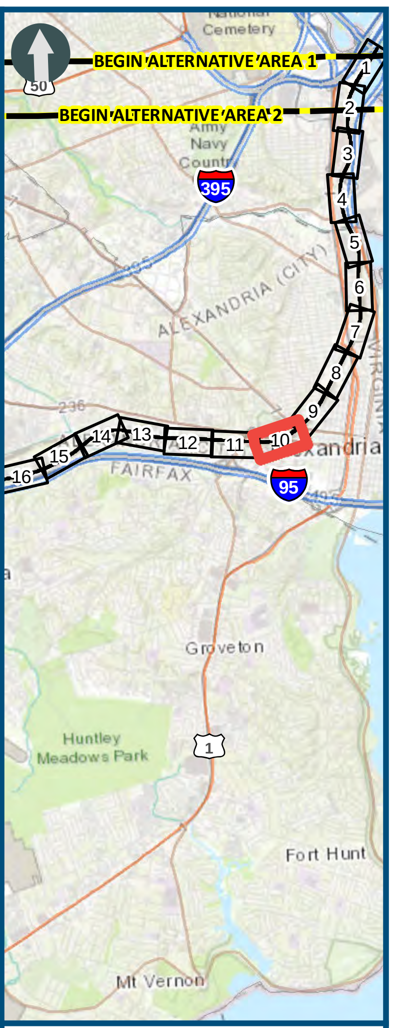

Sunset Dr
King St
Russell Rd
1
ALEXANDRIA STATION
Reinekers St
George Ln
John Carlyle St
Diagonal Rd
236
Dulany St
Callahan Dr
Carlisle Dr
Jamieson Ave
Englhardt Ln
Ballenger Ave
CFP 105
Courthouse Sq
Duke St
Dove St
Roberts Ln
236
S Dove St
Mill Rd
Swamp Fox Rd


BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
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395
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9
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11
12
13
14
15
16
ALEXANDRIA (CITY)
FAIRFAX
Alexandria
95
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
🟦	Major River Impacts
🟦	Waterbodies
🟩	Delineated Wetlands
🟩	Delineated Wetland Impacts
🟪	Resource Protection Areas
🟪	Resoure Protection Area Impacts
🟧	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 10 of 217

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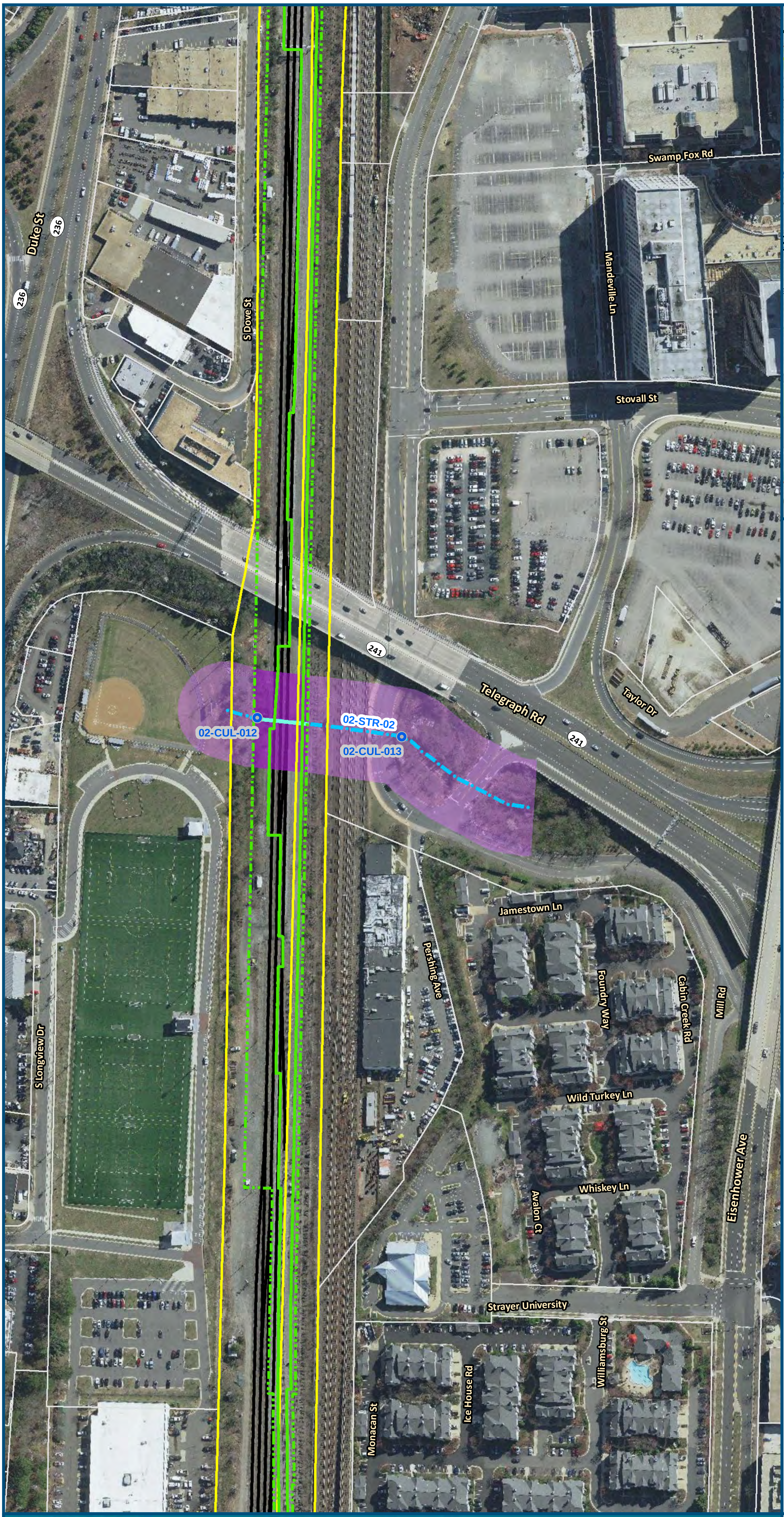
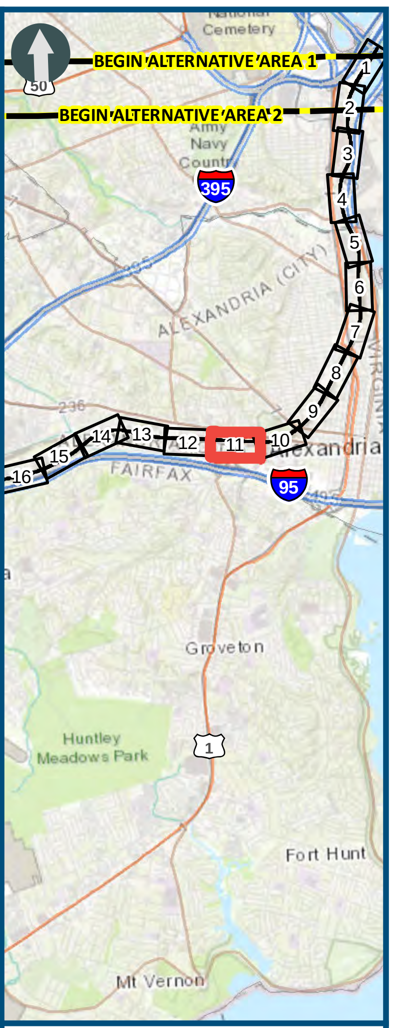

Swamp Fox Rd
Duke St
236
236
S Dove St
Mandeville Ln
Stovall St
241
Telegraph Rd
241
Taylor Dr
02-CUL-012
02-STR-02
02-CUL-013
Jamestown Ln
Pershing Ave
Foundry Way
Cabin Creek Rd
Mill Rd
S Longview Dr
Wild Turkey Ln
Whiskey Ln
Avalon Ct
Eisenhower Ave
Strayer University
Williamsburg St
Monacan St
Ice House Rd


National Cemetery
BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
50
Army Navy Country
395
ALEXANDRIA (CITY)
236
FAIRFAX
Alexandria
95
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon
1
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16

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
🟦	Major River Impacts
🟦	Waterbodies
🟩	Delineated Wetlands
🟩	Delineated Wetland Impacts
🟪	Resource Protection Areas
🟪	Resoure Protection Area Impacts
🟧	Impaired Waters *(Virginia Department of Environmental Quality)*
🟨	CSXT ROW (County Parcel Data)
☐	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 11 of 217

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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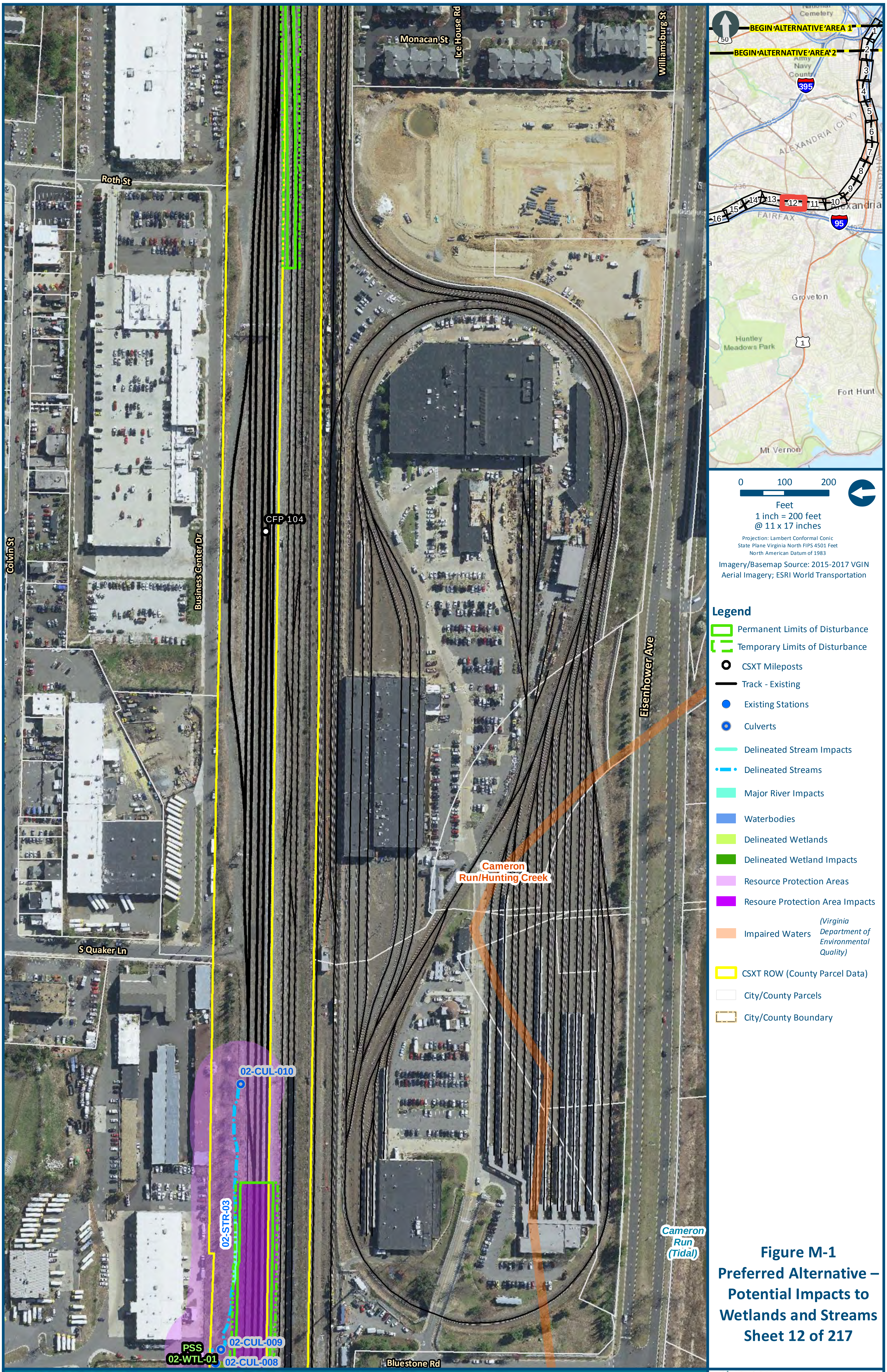
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Ice House Rd
Williamsburg St
Roth St
CFP 104
Colvin St
Business Center Dr
Eisenhower Ave
Cameron Run/Hunting Creek
S Quaker Ln
02-CUL-010
02-STR-03
02-CUL-009
02-CUL-008
PSS
02-WTL-01
Cameron Run (Tidal)
Bluestone Rd
BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
Arlington National Cemetery
Army Navy Country
395
ALEXANDRIA (CITY)
Alexandria
FAIRFAX
95
50
236
Groveton
Huntley Meadows Park
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Fort Hunt
Mt Vernon
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▨ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- ‐ · ‐ Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ▨ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 12 of 217

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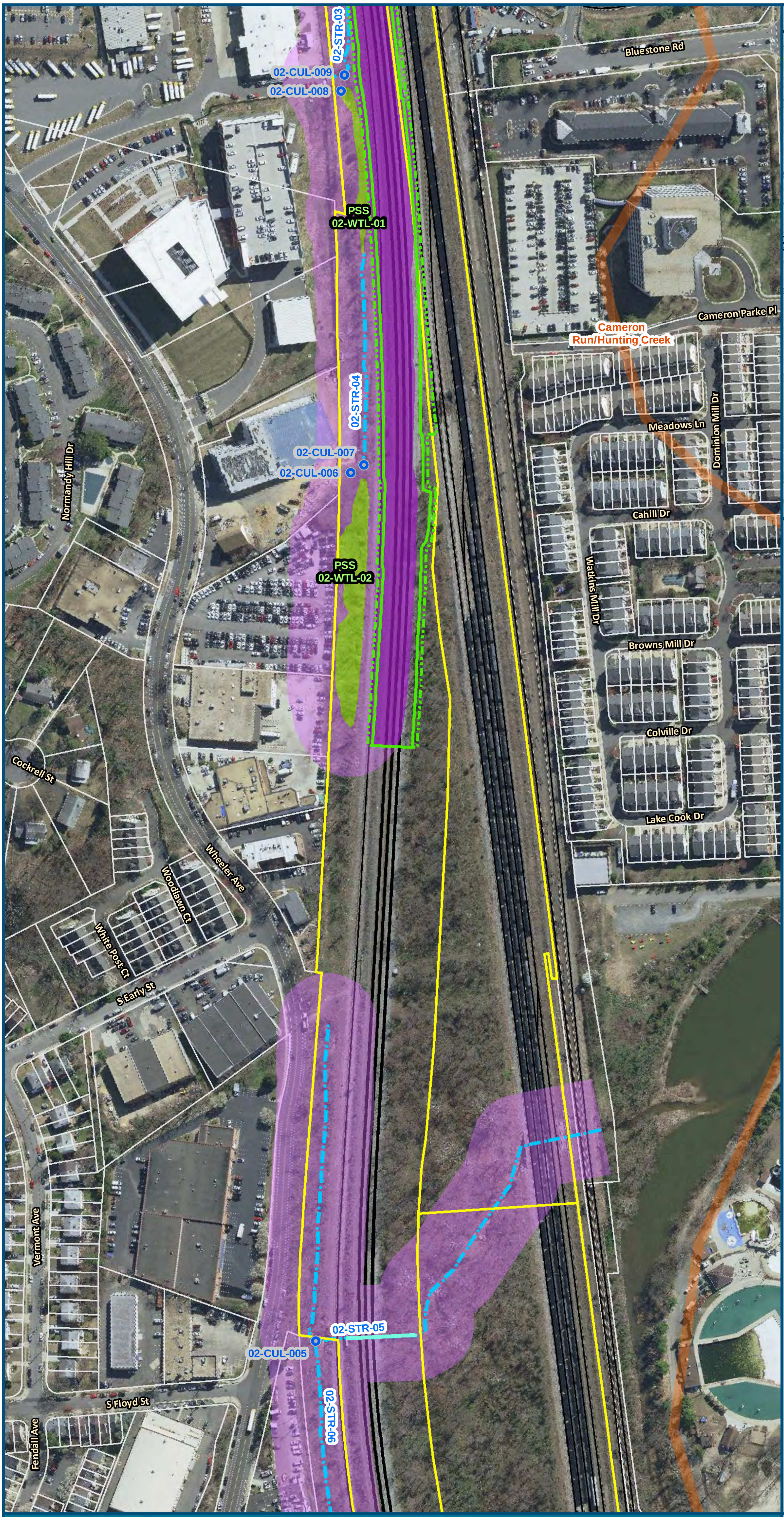
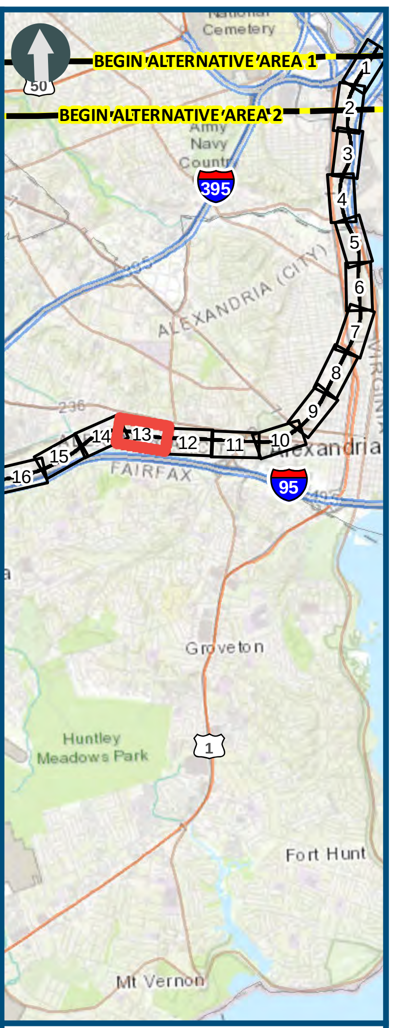

02-STR-03
02-CUL-009
02-CUL-008
Bluestone Rd
PSS
02-WTL-01
Cameron Parke Pl
Cameron Run/Hunting Creek
02-STR-04
Meadows Ln
Dominion Mill Dr
02-CUL-007
02-CUL-006
Normandy Hill Dr
Cahill Dr
PSS
02-WTL-02
Watkins Mill Dr
Browns Mill Dr
Colville Dr
Cockrell St
Lake Cook Dr
Wheeler Ave
Woodlawn Ct
White Post Ct
S Early St
Vermont Ave
02-STR-05
02-CUL-005
S Floyd St
02-STR-06
Fendall Ave


BEGIN ALTERNATIVE AREA 1
BEGIN ALTERNATIVE AREA 2
Cemetery
Army Navy Country
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ALEXANDRIA (CITY)
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Alexandria
FAIRFAX
95
Groveton
Huntley Meadows Park
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Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - · - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- ■ Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 13 of 217

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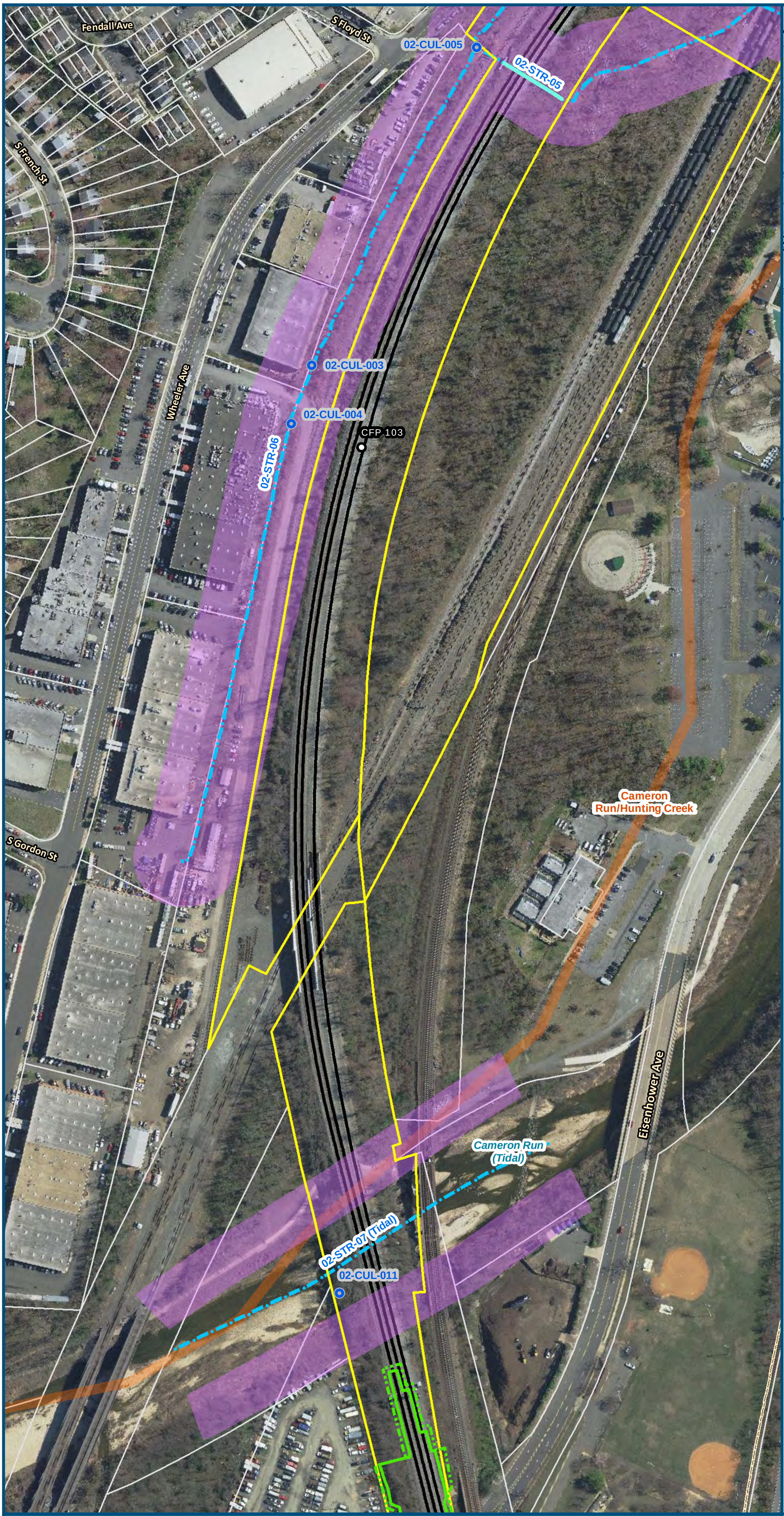
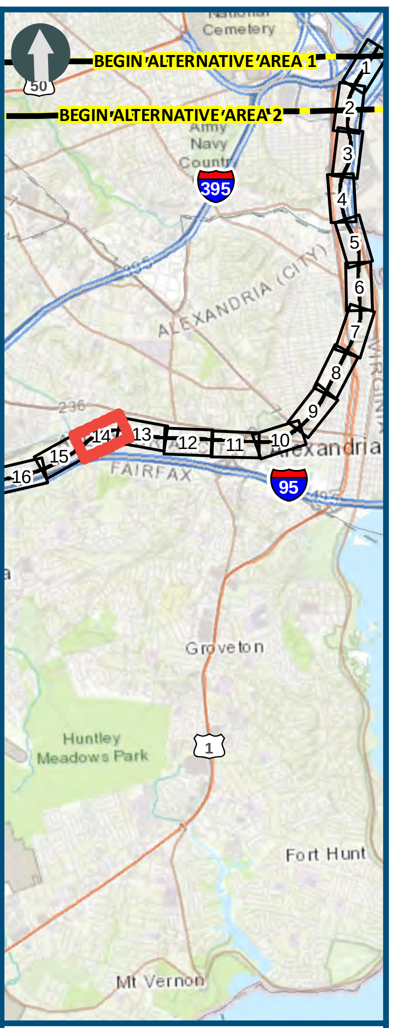

Fendall Ave
S Floyd St
S French St
02-CUL-005
02-STR-05
Wheeler Ave
02-CUL-003
02-CUL-004
02-STR-06
CFP 103
S Gordon St
Cameron Run/Hunting Creek
Eisenhower Ave
Cameron Run (Tidal)
02-STR-07 (Tidal)
02-CUL-011


BEGIN ALTERNATIVE AREA 1
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FAIRFAX
Alexandria
95
236
Groveton
Huntley Meadows Park
1
Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- ▬ Delineated Stream Impacts
- -·- Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 14 of 217

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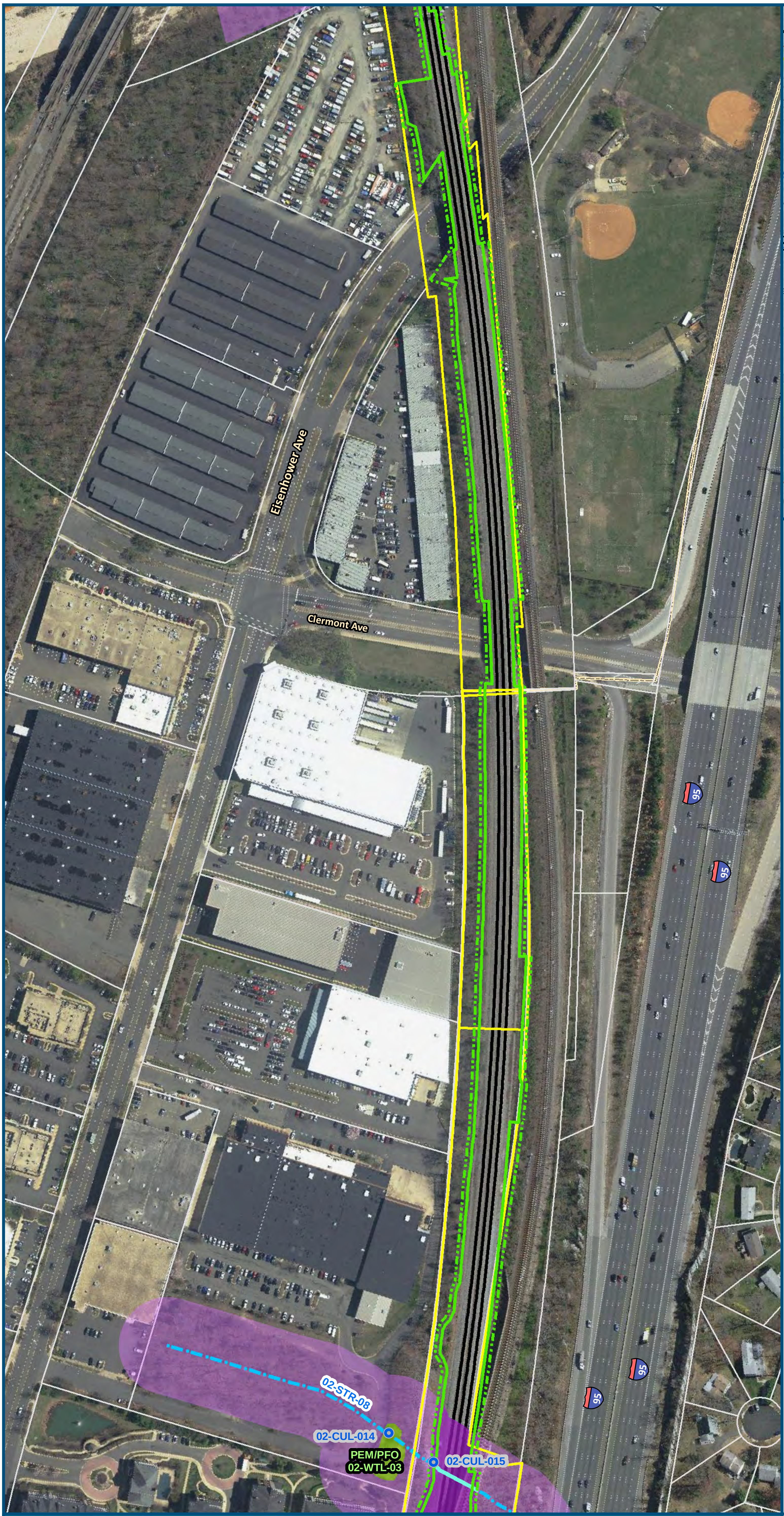
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Clermont Ave
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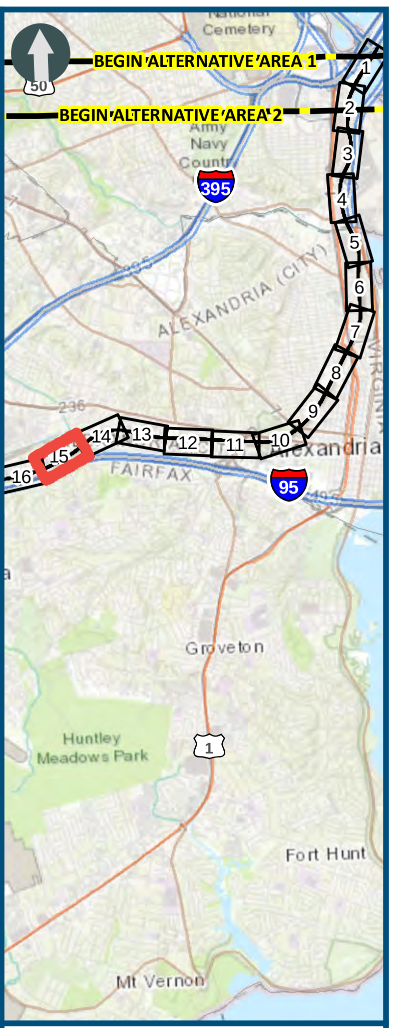
02-STR-08
02-CUL-014
PEM/PFO
02-WTL-03
02-CUL-015


National Cemetery
BEGIN ALTERNATIVE AREA 1
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BEGIN ALTERNATIVE AREA 2
Army Navy Country
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ALEXANDRIA (CITY)
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Alexandria
FAIRFAX
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Groveton
Huntley Meadows Park
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Fort Hunt
Mt Vernon

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 15 of 217

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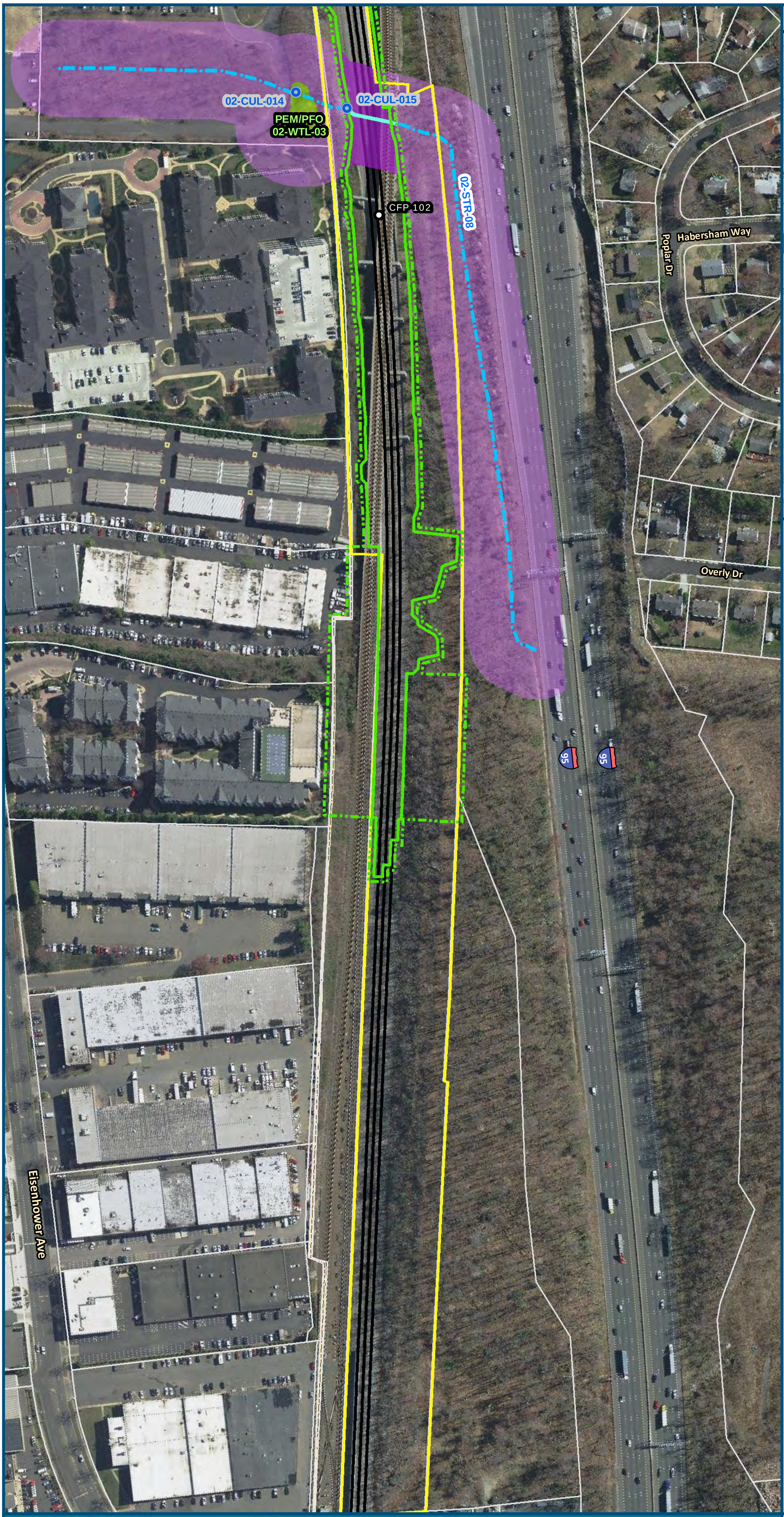
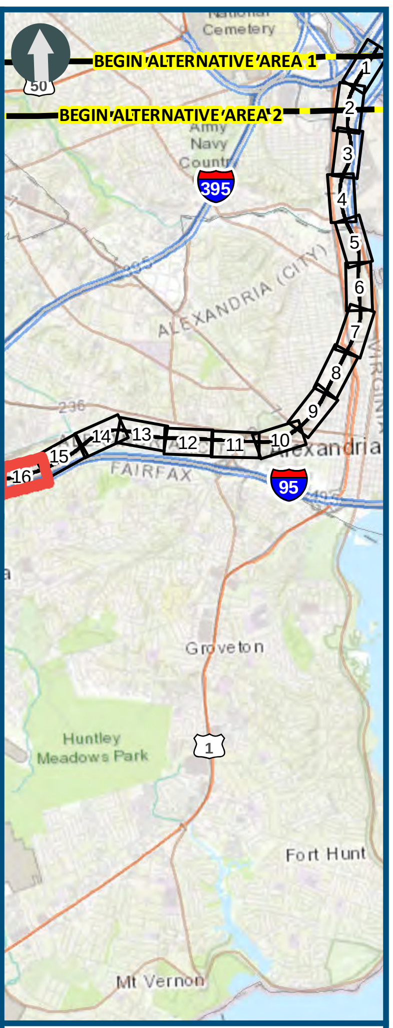

02-CUL-014
02-CUL-015
PEM/PFO
02-WTL-03
CFP 102
02-STR-08
Habersham Way
Poplar Dr
Overly Dr
95
95
Eisenhower Ave


BEGIN ALTERNATIVE AREA 1
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ALEXANDRIA (CITY)
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Groveton
Huntley Meadows Park
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Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels
⬚	City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 16 of 217

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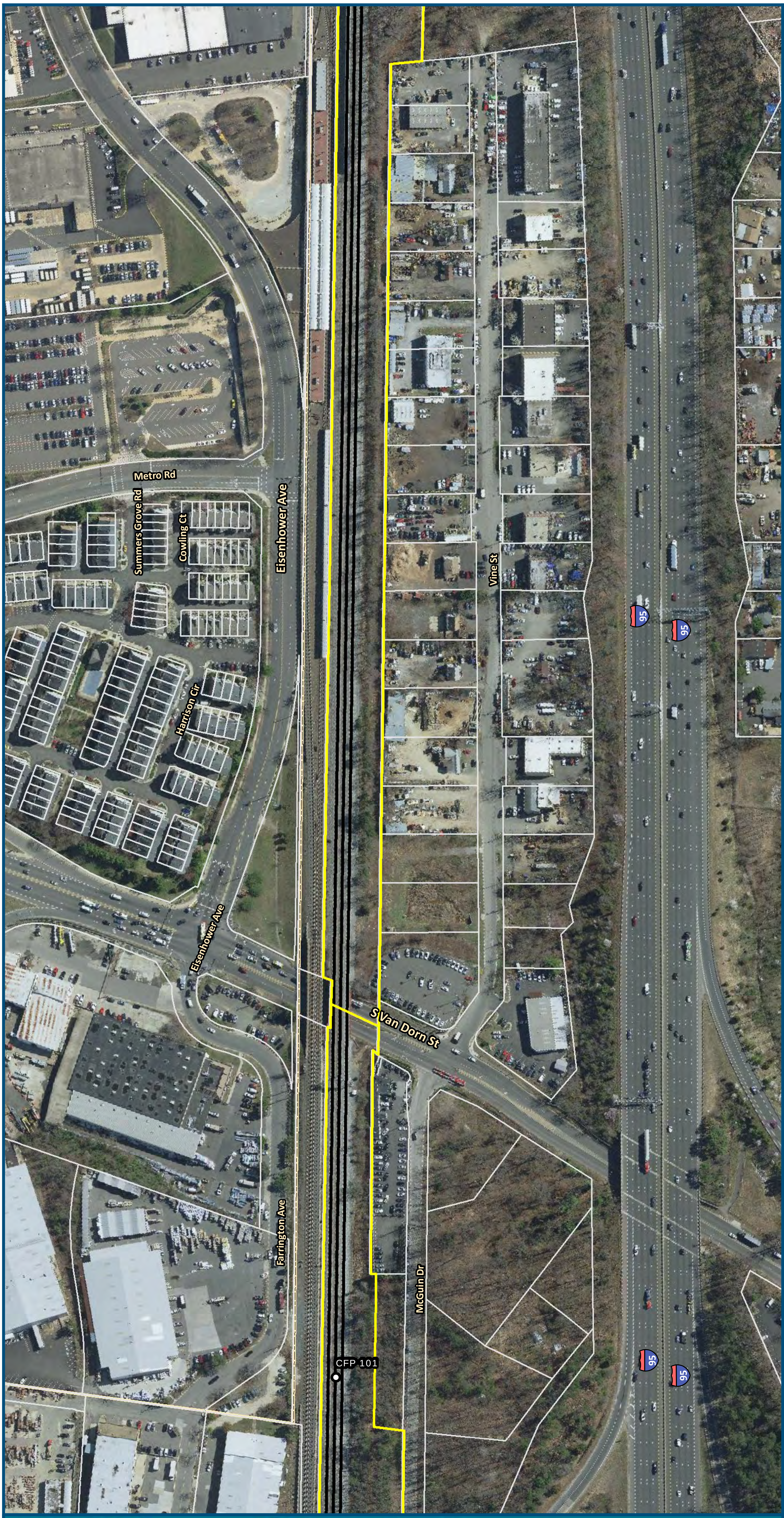
Metro Rd
Summers Grove Rd
Cowling Ct
Eisenhower Ave
Harrison Cir
Vine St
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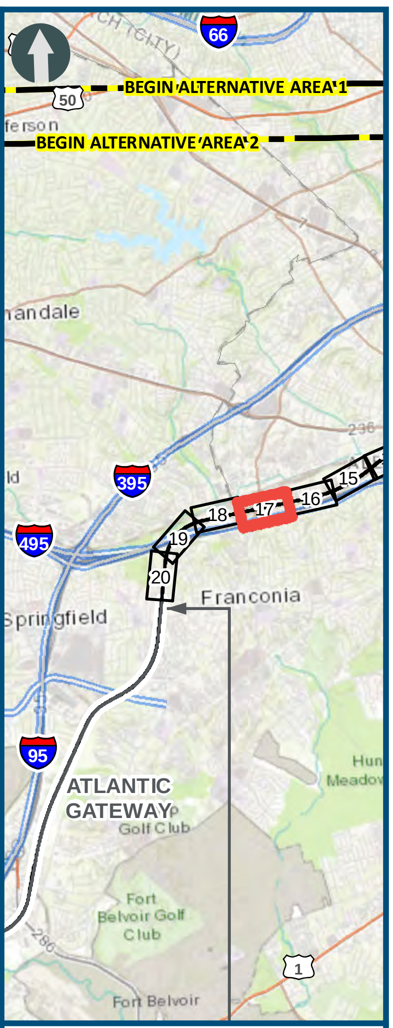
Eisenhower Ave
S Van Dorn St
Farrington Ave
McGuin Dr
CFP 101
95
95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Fort Belvoir

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Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 17 of 217

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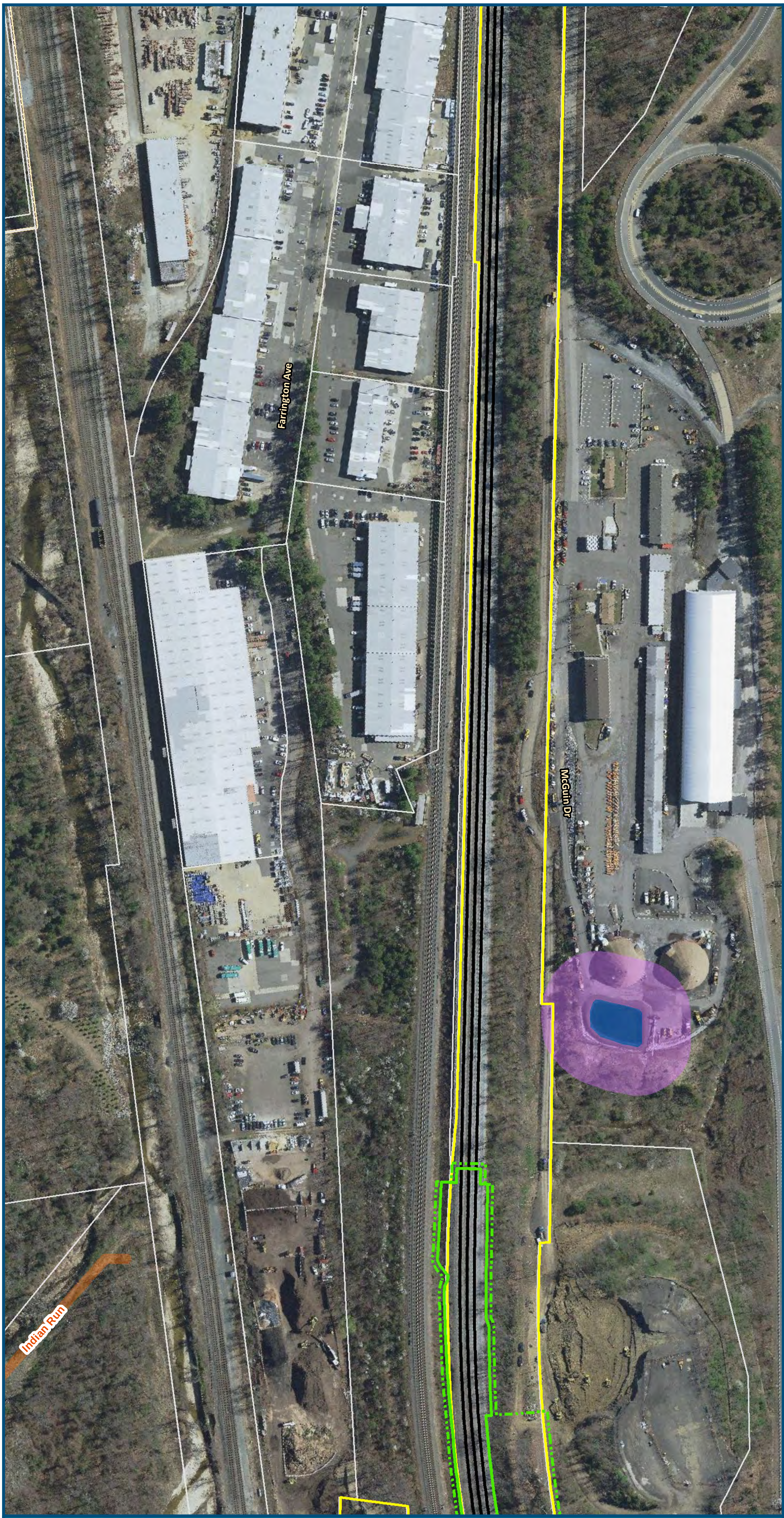
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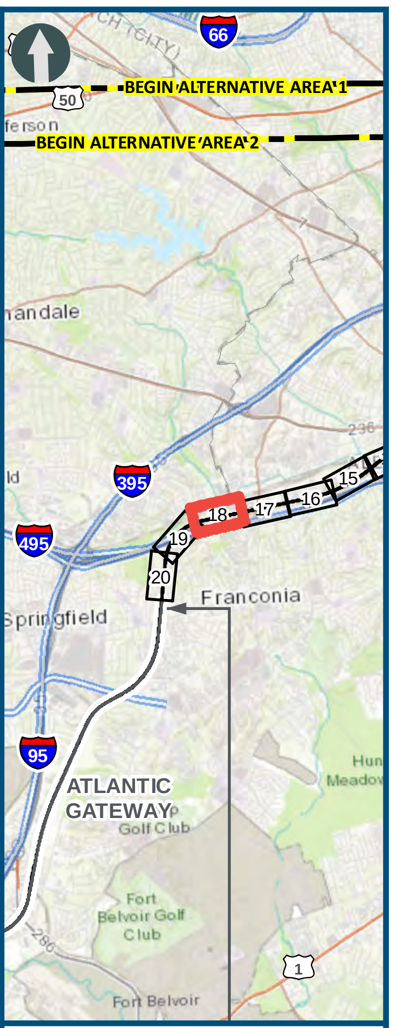
McGuin Dr
Indian Run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Club
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Fort Belvoir

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Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- -	Delineated Streams
■	Major River Impacts
🟦	Waterbodies
■	Delineated Wetlands
🟩	Delineated Wetland Impacts
■	Resource Protection Areas
🟪	Resoure Protection Area Impacts
🟧	Impaired Waters *(Virginia Department of Environmental Quality)*
🟨	CSXT ROW (County Parcel Data)
☐	City/County Parcels
▭	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 18 of 217

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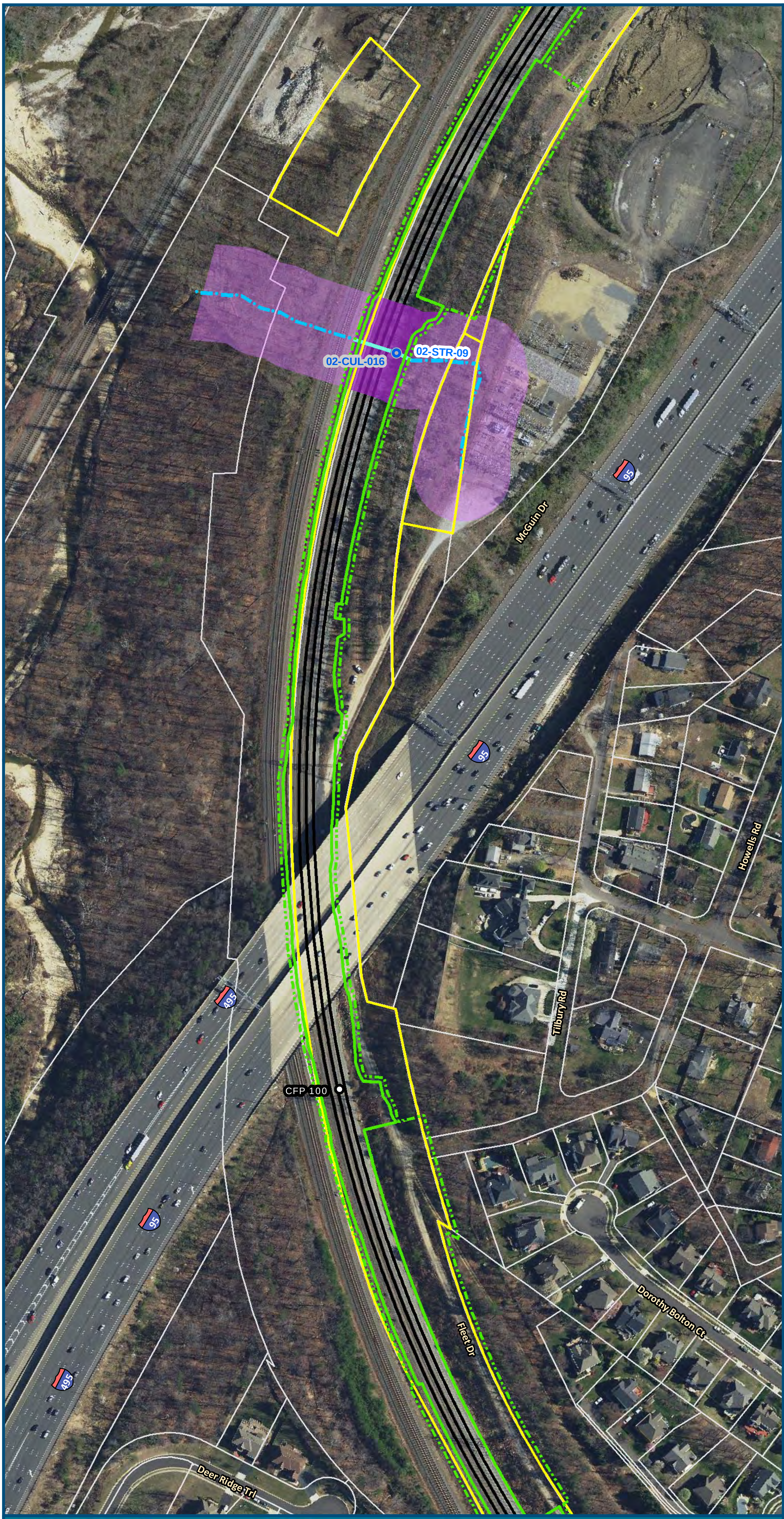

02-CUL-016
02-STR-09
McGuin Dr
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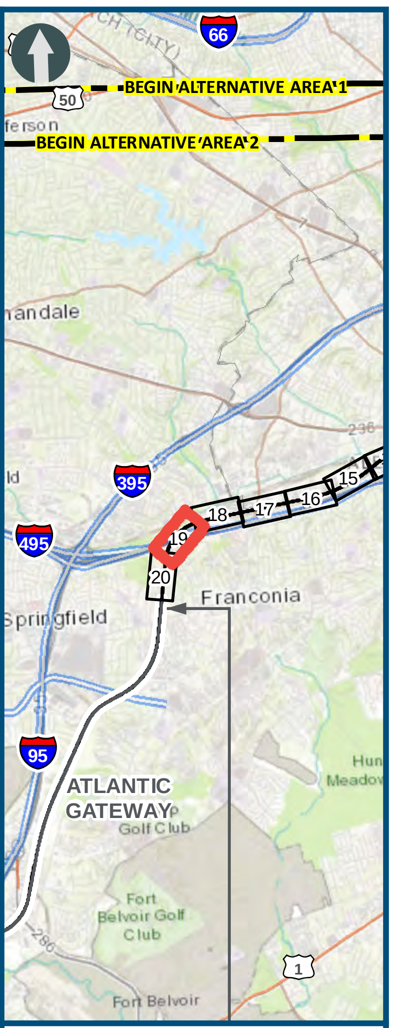
Howells Rd
Tilbury Rd
CFP 100
Dorothy Bolton Ct
Fleet Dr
Deer Ridge Trl



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Fort Belvoir

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Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 19 of 217

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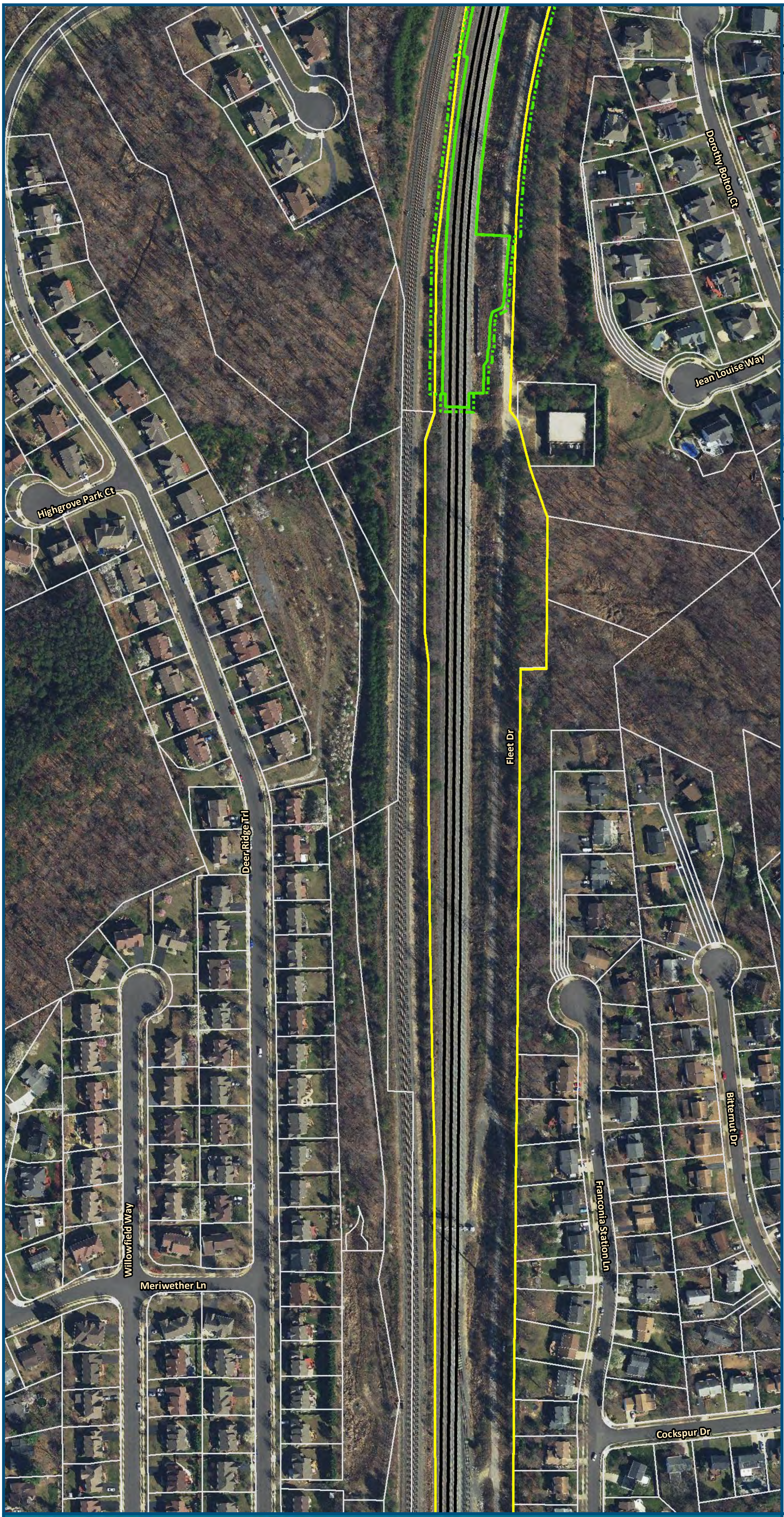
Dorothy Bolton Ct
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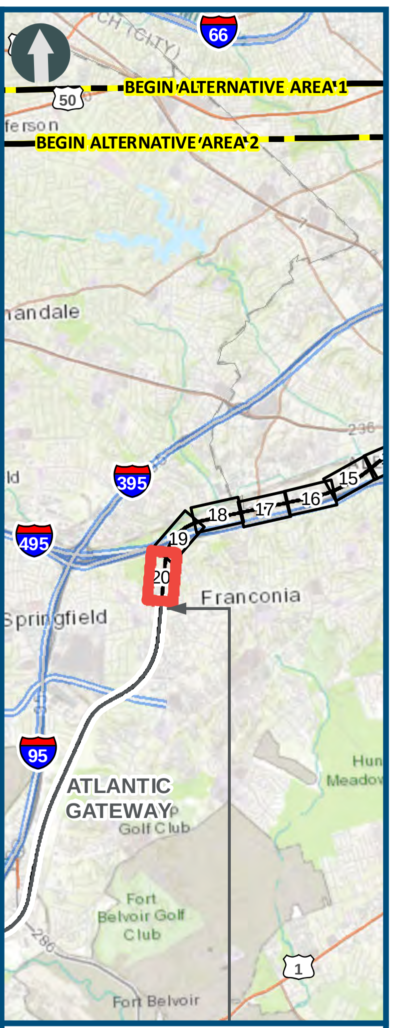
Deer Ridge Trl
Willowfield Way
Meriwether Ln
Franconia Station Ln
Bitternut Dr
Cockspur Dr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Franconia
Springfield
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ATLANTIC GATEWAY
Golf Club
Fort Belvoir Golf Club
286
1
Fort Belvoir
Hun Meadow

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Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams

Sheet 20 of 217

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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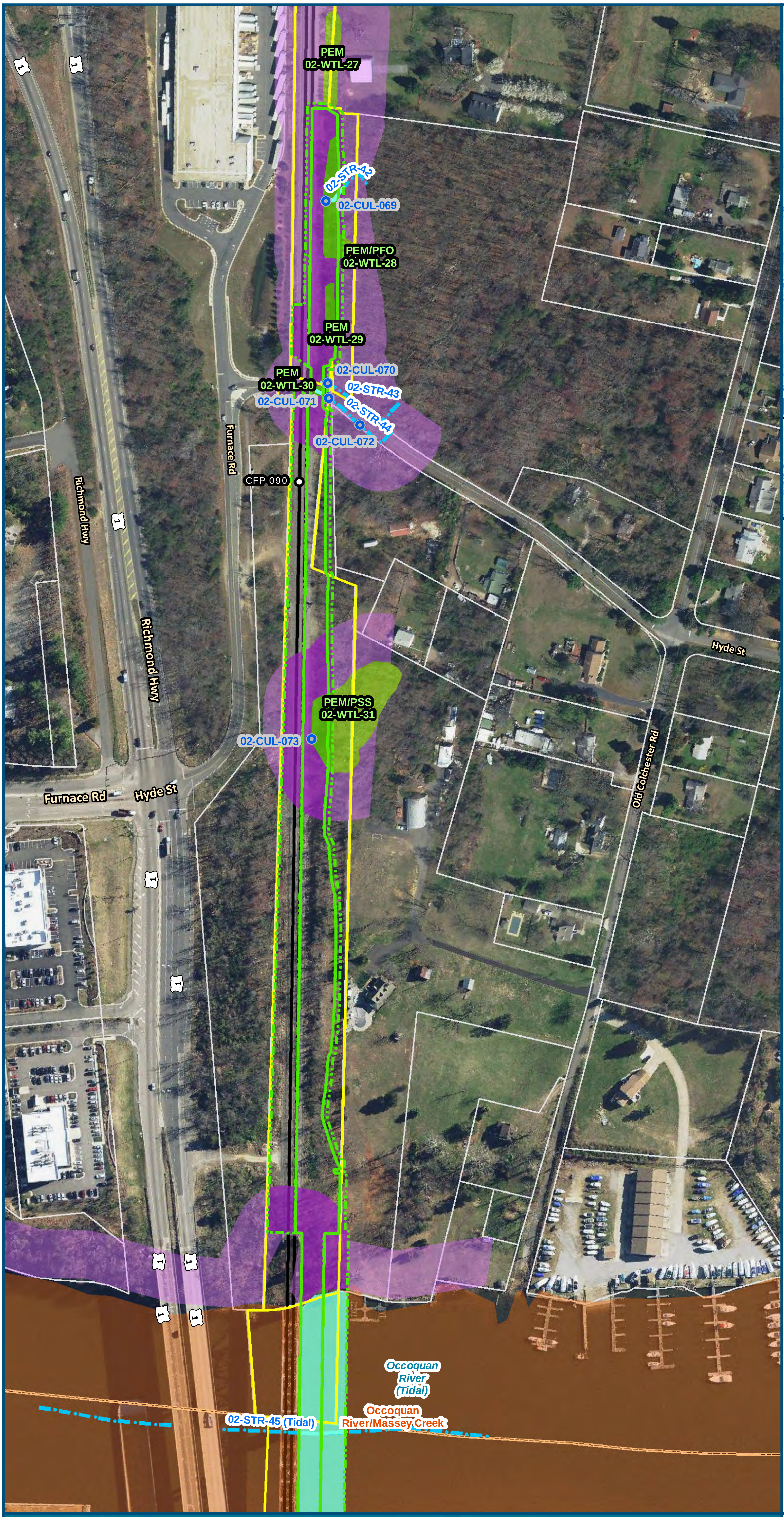
PEM
02-WTL-27
02-STR-42
02-CUL-069
PEM/PFO
02-WTL-28
PEM
02-WTL-29
PEM
02-WTL-30
02-CUL-070
02-CUL-071
02-STR-43
02-STR-44
02-CUL-072
CFP 090
Furnace Rd
Richmond Hwy
1
Richmond Hwy
PEM/PSS
02-WTL-31
02-CUL-073
Hyde St
Old Colchester Rd
Furnace Rd
Hyde St
Occoquan
River
(Tidal)
Occoquan
River/Massey Creek
02-STR-45 (Tidal)

495
395
Accotink
Stream Valley
Park
Springfield
West
Springfield
Accotink Run
ATLANTIC
GATEWAY
Golf Cl
Fullerton
Industrial
Park
95
Fort
Belvoir Go
Club
Fort Belv
1
Lorton
Pohick Bay
Golf Course
Pohick Bay
Regional Park
21
Meadowood
Recreation
Area
Woodbridge
Belmont Bay
Mason Neck
State Park
Occoquan
Bay National
Wildlife
Refuge
Mason Neck
Wildlife

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- -·- Delineated Streams
- ▨ Major River Impacts
- ▨ Waterbodies
- ▨ Delineated Wetlands
- ▨ Delineated Wetland Impacts
- ▨ Resource Protection Areas
- ▨ Resoure Protection Area Impacts
- ▨ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 21 of 217

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U.S. Department of Transportation
Federal Railroad Administration

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DC to RICHMOND
SOUTHEAST HIGH SPEED RAIL

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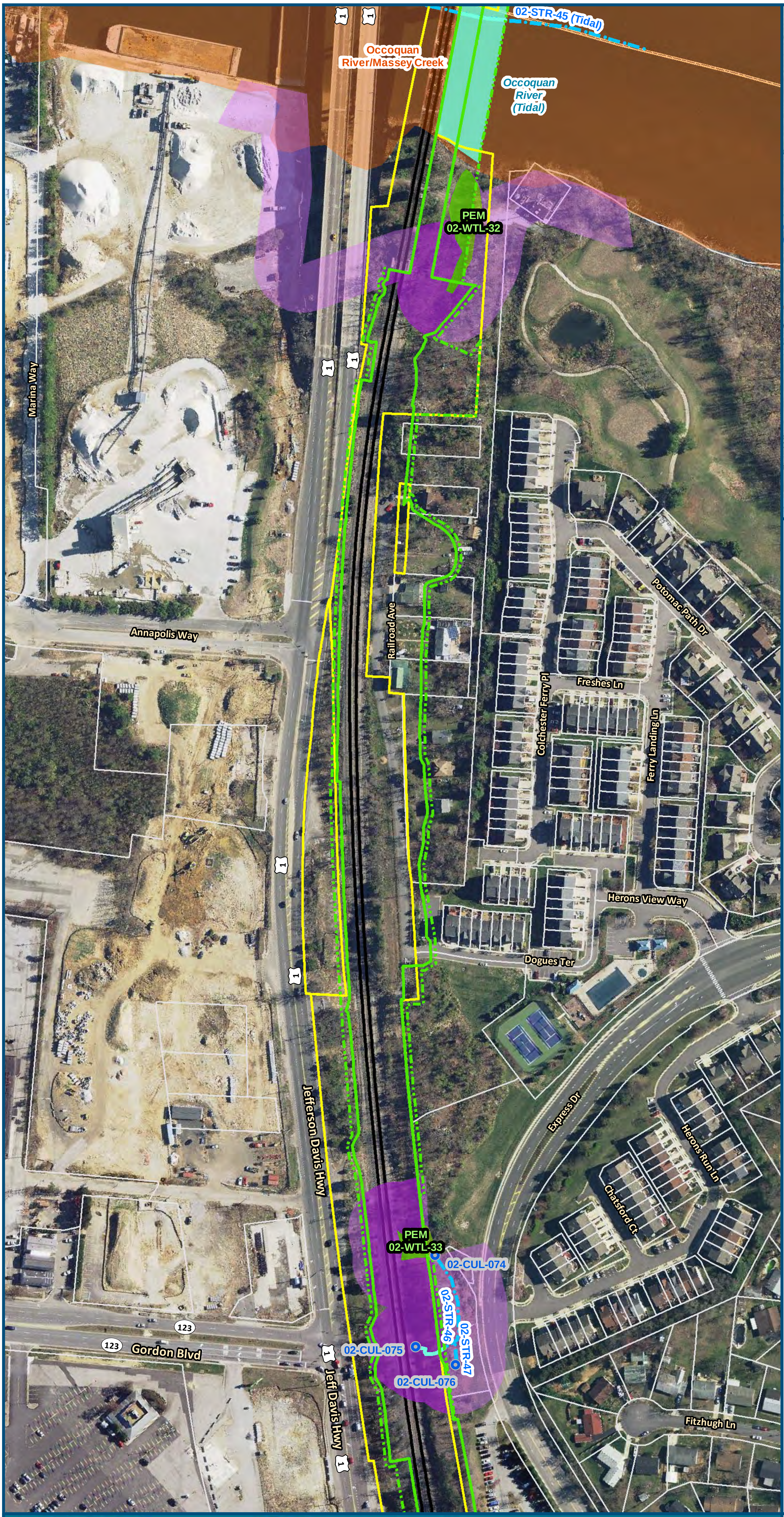
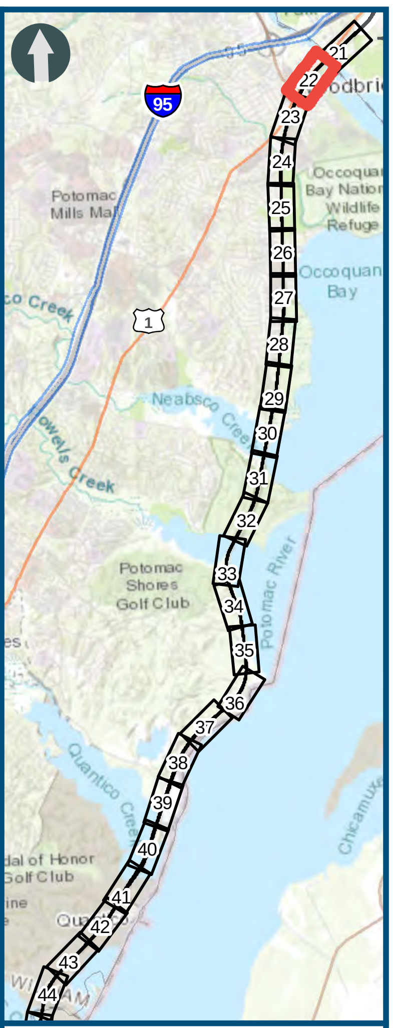

02-STR-45 (Tidal)
Occoquan River/Massey Creek
Occoquan River (Tidal)
PEM
02-WTL-32
Marina Way
1
Annapolis Way
Railroad Ave
Potomac Path Dr
Freshes Ln
Colchester Ferry Pl
Ferry Landing Ln
Herons View Way
Dogues Ter
Express Dr
Herons Run Ln
Chatsford Ct
Jefferson Davis Hwy
PEM
02-WTL-33
02-CUL-074
02-STR-46
02-STR-47
02-CUL-075
02-CUL-076
123
Gordon Blvd
Jeff Davis Hwy
Fitzhugh Ln


95
1
Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
Golf of Honor Golf Club
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43
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0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
🟦	Major River Impacts
🟦	Waterbodies
🟩	Delineated Wetlands
🟩	Delineated Wetland Impacts
🟪	Resource Protection Areas
🟪	Resoure Protection Area Impacts
🟧	Impaired Waters *(Virginia Department of Environmental Quality)*
🟨	CSXT ROW (County Parcel Data)
☐	City/County Parcels
▭	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 22 of 217

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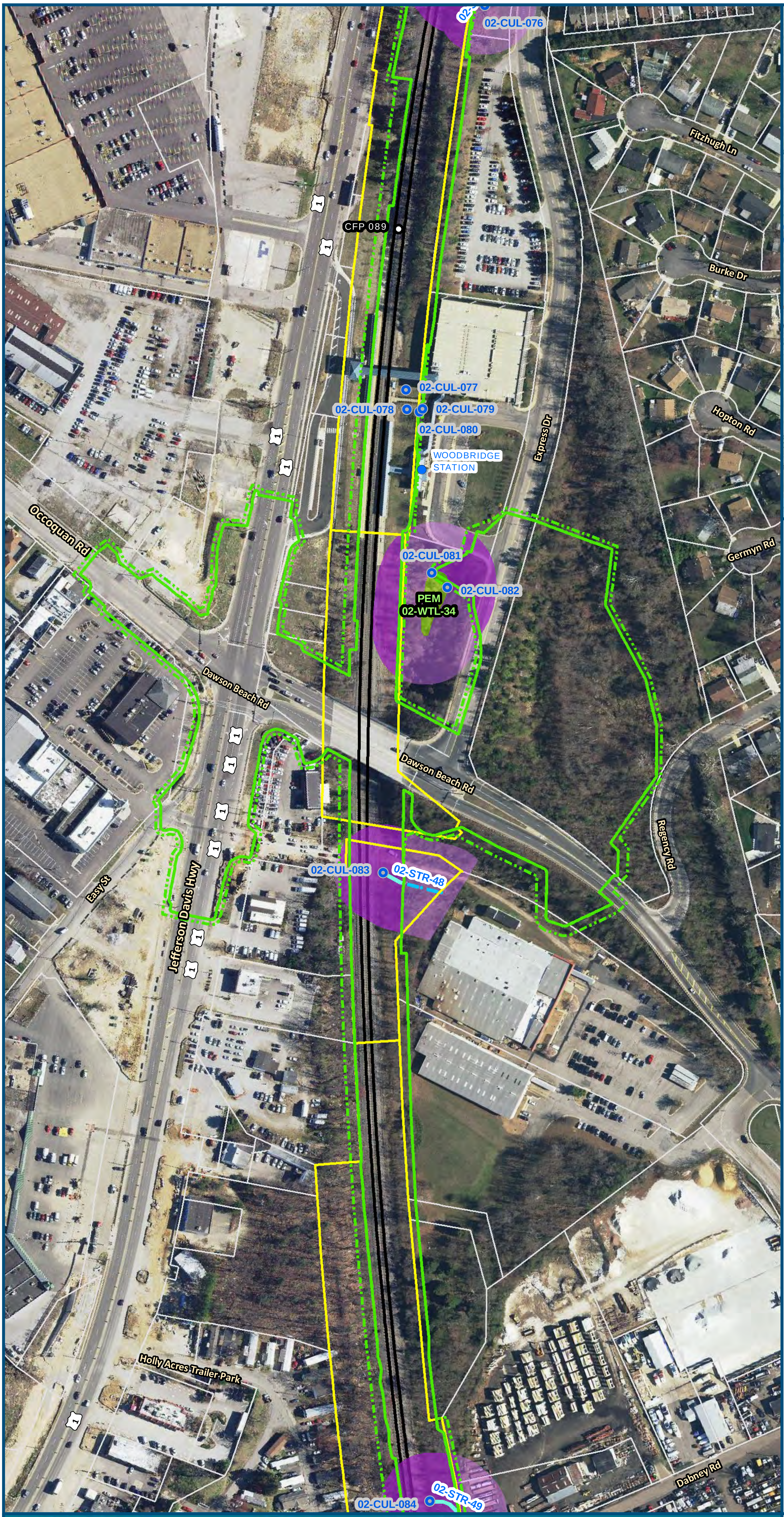
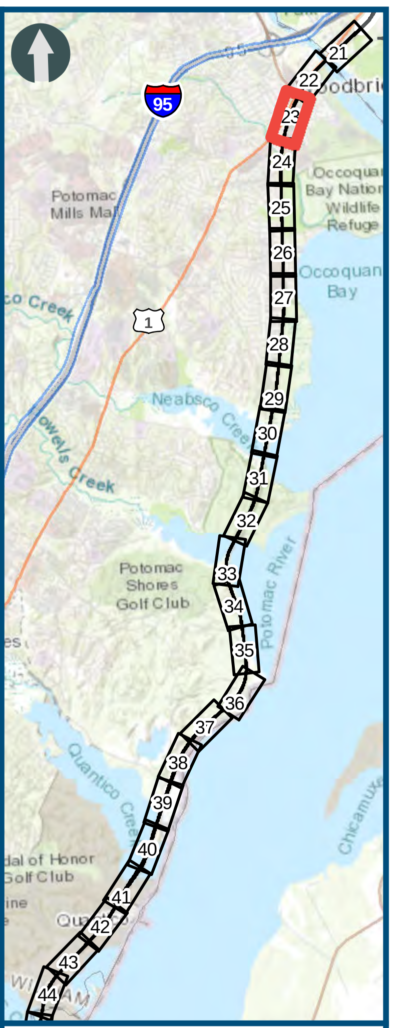

02-CUL-076
CFP 089
02-CUL-077
02-CUL-078
02-CUL-079
02-CUL-080
WOODBRIDGE STATION
02-CUL-081
02-CUL-082
PEM
02-WTL-34
02-CUL-083
02-STR-48
02-CUL-084
02-STR-49
Fitzhugh Ln
Burke Dr
Hopton Rd
Germyn Rd
Express Dr
Occoquan Rd
Dawson Beach Rd
Regency Rd
Easy St
Jefferson Davis Hwy
Holly Acres Trailer Park
Dabney Rd
1


95
1
Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 23 of 217

DRPT
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U.S. Department of Transportation
Federal Railroad Administration

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DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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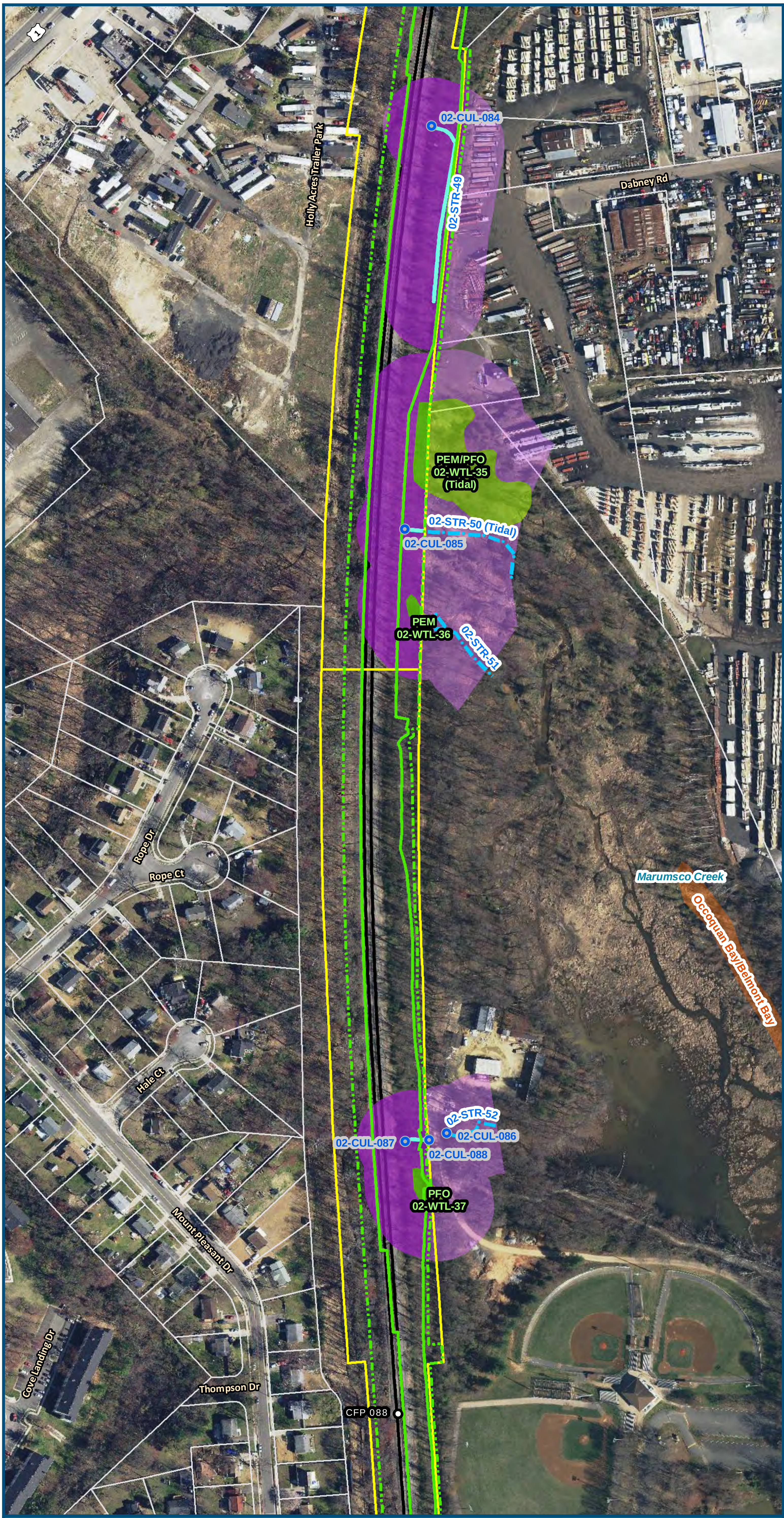
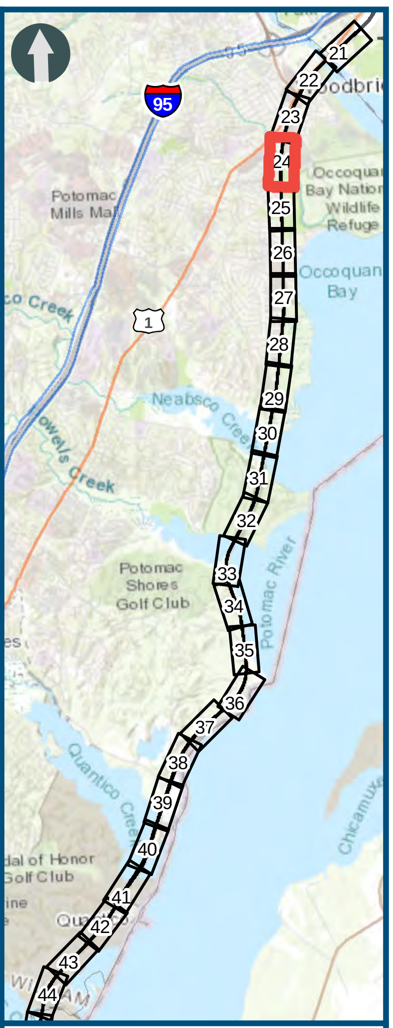

1
Holly Acres Trailer Park
02-CUL-084
02-STR-49
Dabney Rd
PEM/PFO
02-WTL-35
(Tidal)
02-STR-50 (Tidal)
02-CUL-085
PEM
02-WTL-36
02-STR-51
Rope Dr
Rope Ct
Marumsco Creek
Occoquan Bay/Belmont Bay
Hale Ct
02-STR-52
02-CUL-086
02-CUL-087
02-CUL-088
PFO
02-WTL-37
Mount Pleasant Dr
Cove Landing Dr
Thompson Dr
CFP 088


95
Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
1
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Dragonfly Hill Golf Club
Chicamuxen
21
22
23
24
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41
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels
⬚	City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 24 of 217

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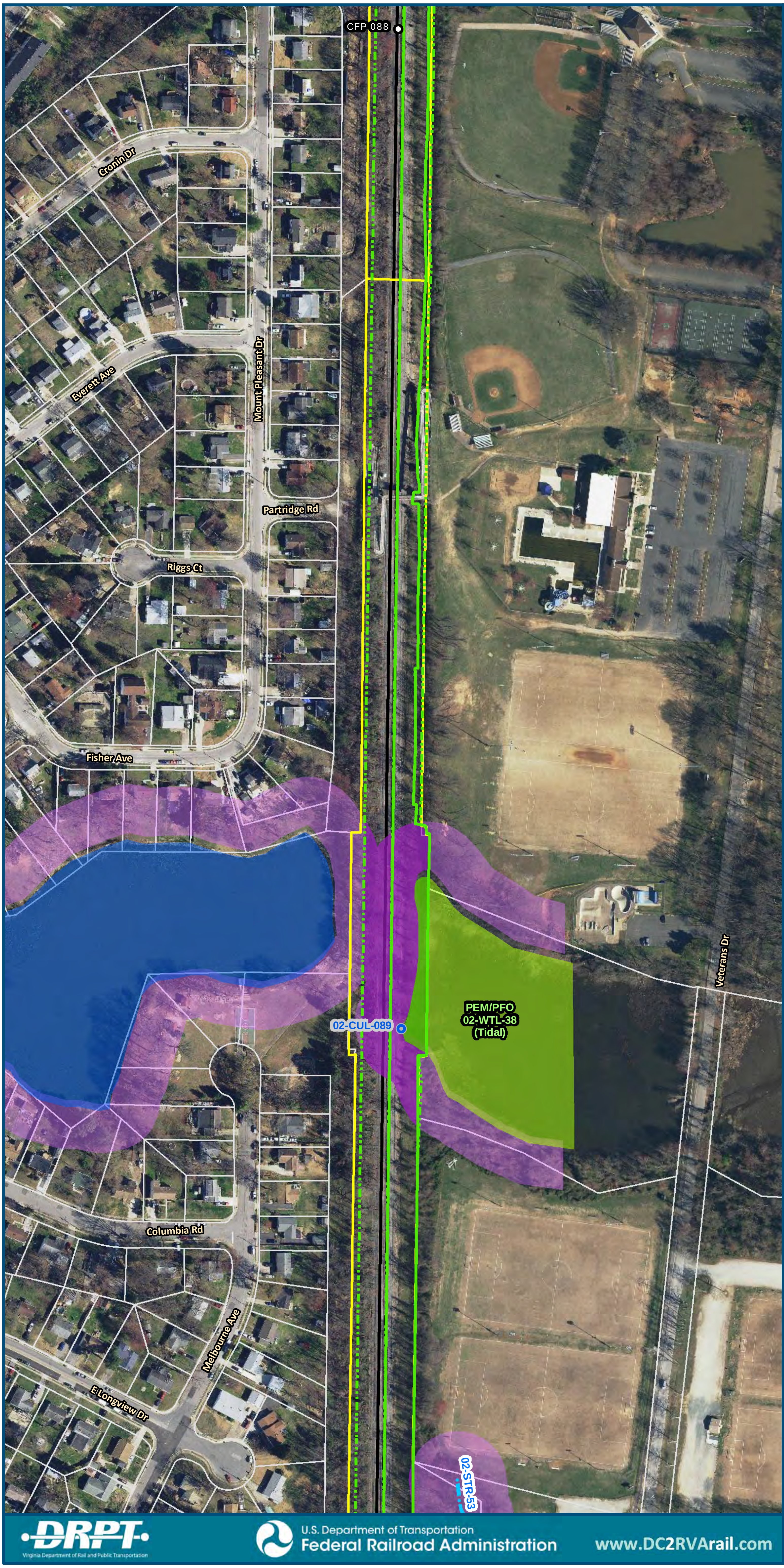
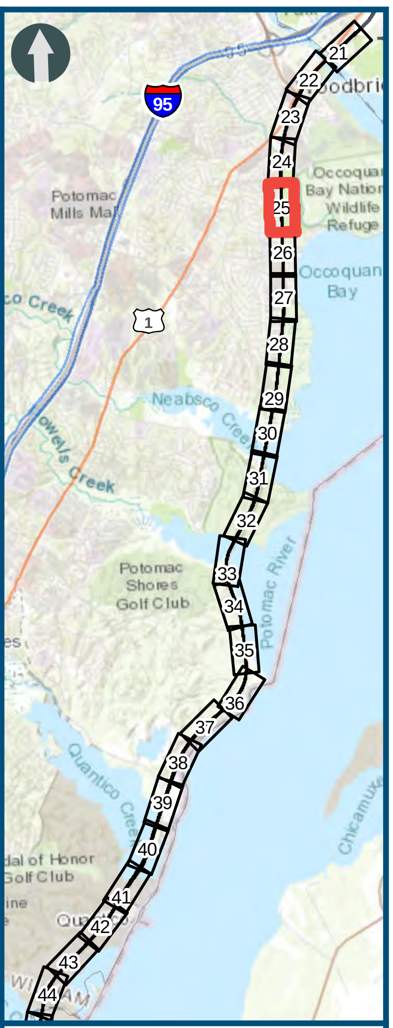

CFP 088
Cronin Dr
Everett Ave
Mount Pleasant Dr
Partridge Rd
Riggs Ct
Fisher Ave
02-CUL-089
PEM/PFO
02-WTL-38
(Tidal)
Veterans Dr
Columbia Rd
Melbourne Ave
E Longview Dr
02-STR-53


95
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43
44
Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
Dal of Honor Golf Club

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- ‐ ‐ Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 25 of 217

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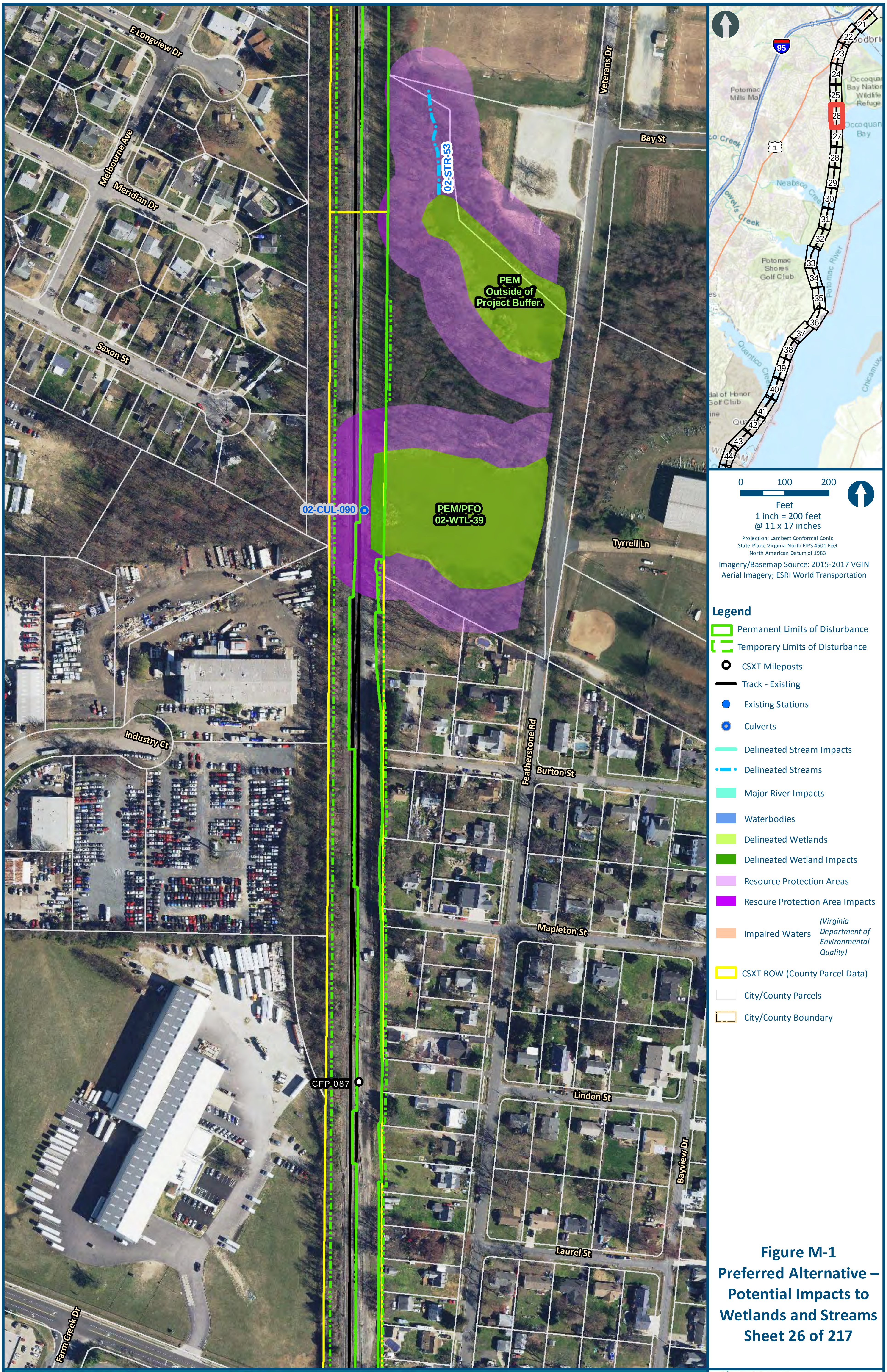
E Longview Dr
Melbourne Ave
Meridian Dr
Saxon St
Industry Ct
Farm Creek Dr
Veterans Dr
Bay St
Tyrrell Ln
Featherstone Rd
Burton St
Mapleton St
Linden St
Laurel St
Bayview Dr
02-STR-53
PEM
Outside of
Project Buffer.
PEM/PFO
02-WTL-39
02-CUL-090
CFP 087
95
1
Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Woodbridge
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Dal of Honor Golf Club
Chicamuxen
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42
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0
100
200
Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 26 of 217

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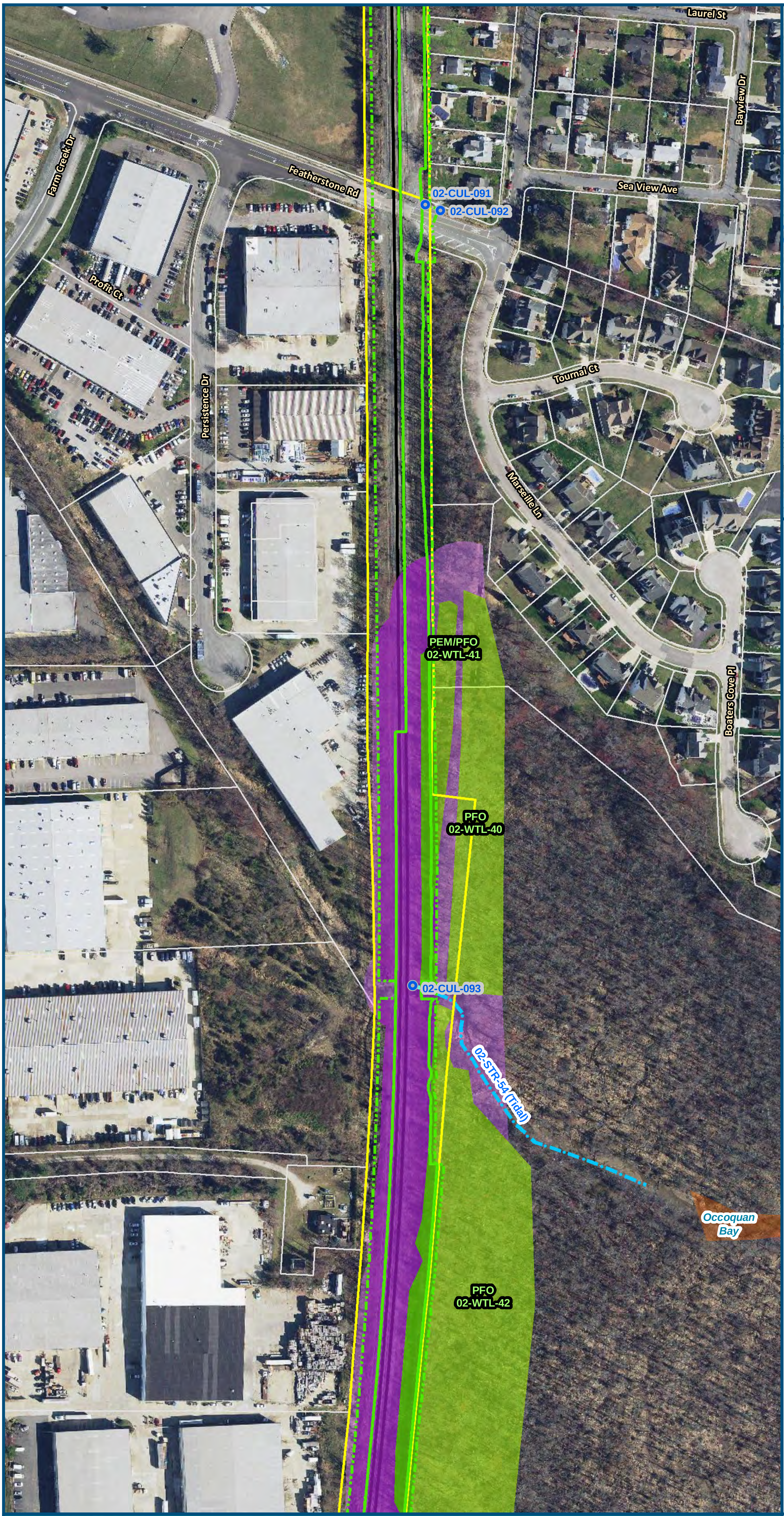
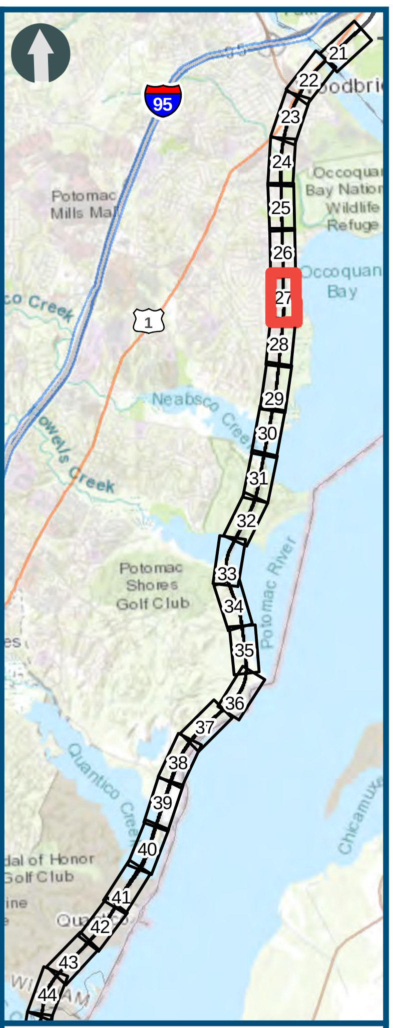

Laurel St
Bayview Dr
Farm Creek Dr
Featherstone Rd
Sea View Ave
02-CUL-091
02-CUL-092
Profit Ct
Persistence Dr
Tournai Ct
Marseille Ln
Boaters Cove Pl
PEM/PFO
02-WTL-41
PFO
02-WTL-40
02-CUL-093
02-STR-54 (Tidal)
Occoquan Bay
PFO
02-WTL-42


95
1
Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
21
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43
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0 100 200

Feet

1 inch = 200 feet

@ 11 x 17 inches

Projection: Lambert Conformal Conic

State Plane Virginia North FIPS 4501 Feet

North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 27 of 217

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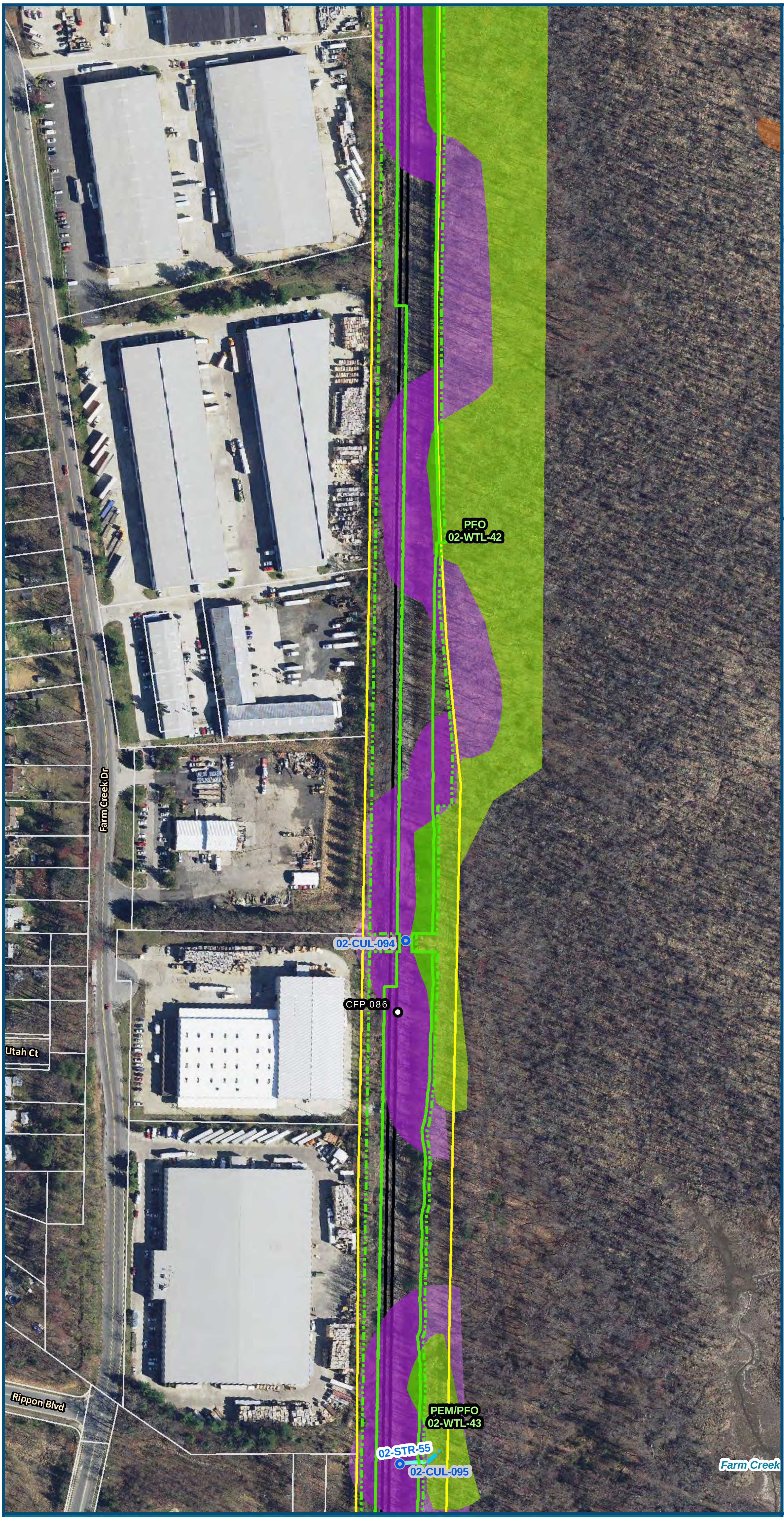
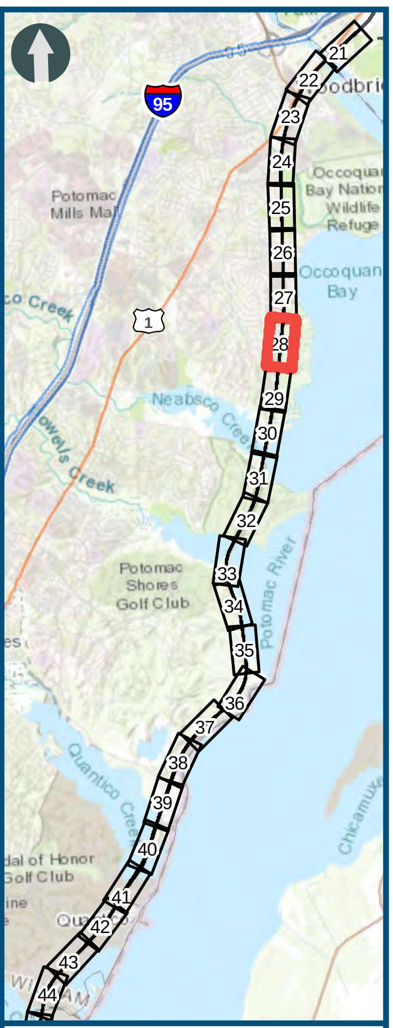

PFO
02-WTL-42
Farm Creek Dr
02-CUL-094
CFP 086
Utah Ct
Rippon Blvd
PEM/PFO
02-WTL-43
02-STR-55
02-CUL-095
Farm Creek


95
odbri
Potomac
Mills Ma
Occoqua
Bay Natior
Wildlife
Refuge
Occoquan
Bay
o Creek
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Neabsco Cree
owells Creek
Potomac
Shores
Golf Club
Potomac River
Quantico Cree
dal of Honor
Golf Club
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 28 of 217

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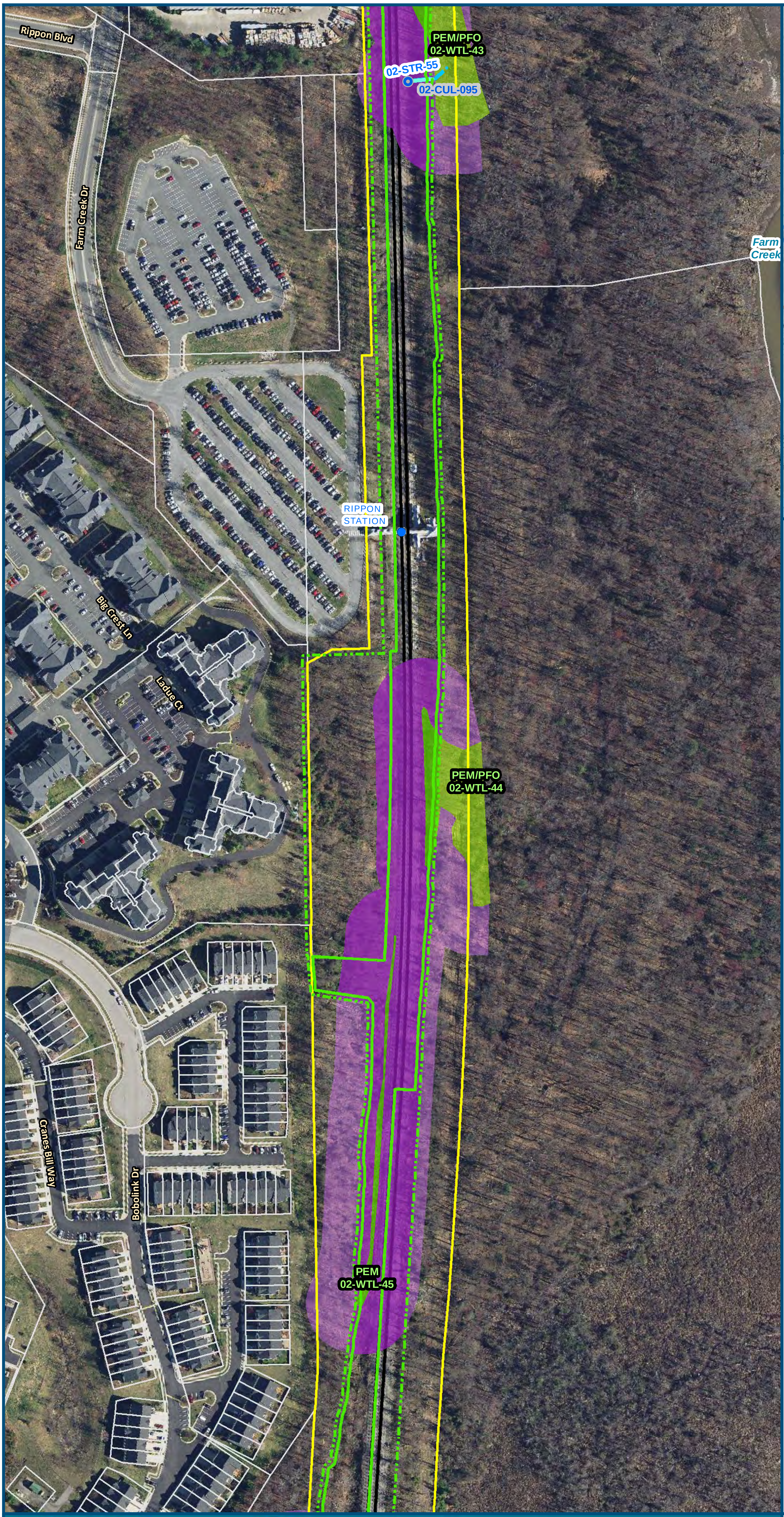
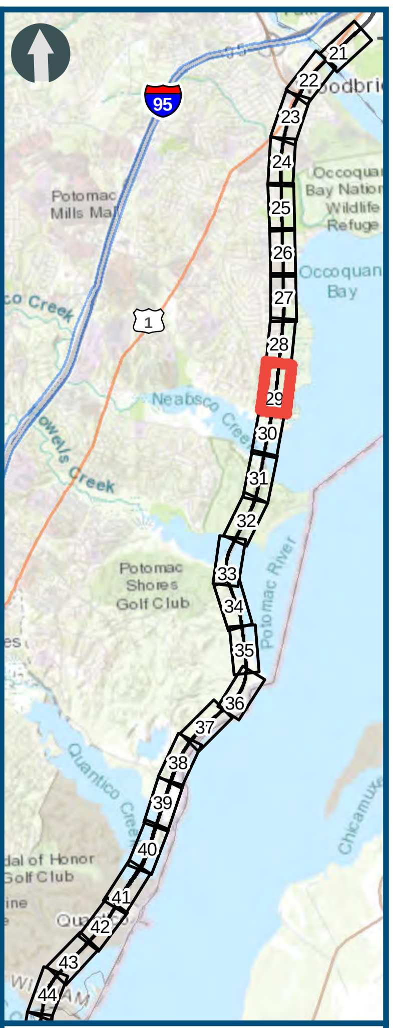

Rippon Blvd
Farm Creek Dr
PEM/PFO
02-WTL-43
02-STR-55
02-CUL-095
Farm Creek
RIPPON STATION
Big Crest Ln
Ladue Ct
PEM/PFO
02-WTL-44
Cranes Bill Way
Bobolink Dr
PEM
02-WTL-45


95
1
Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Farm Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
Dal of Honor Golf Club
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0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 29 of 217

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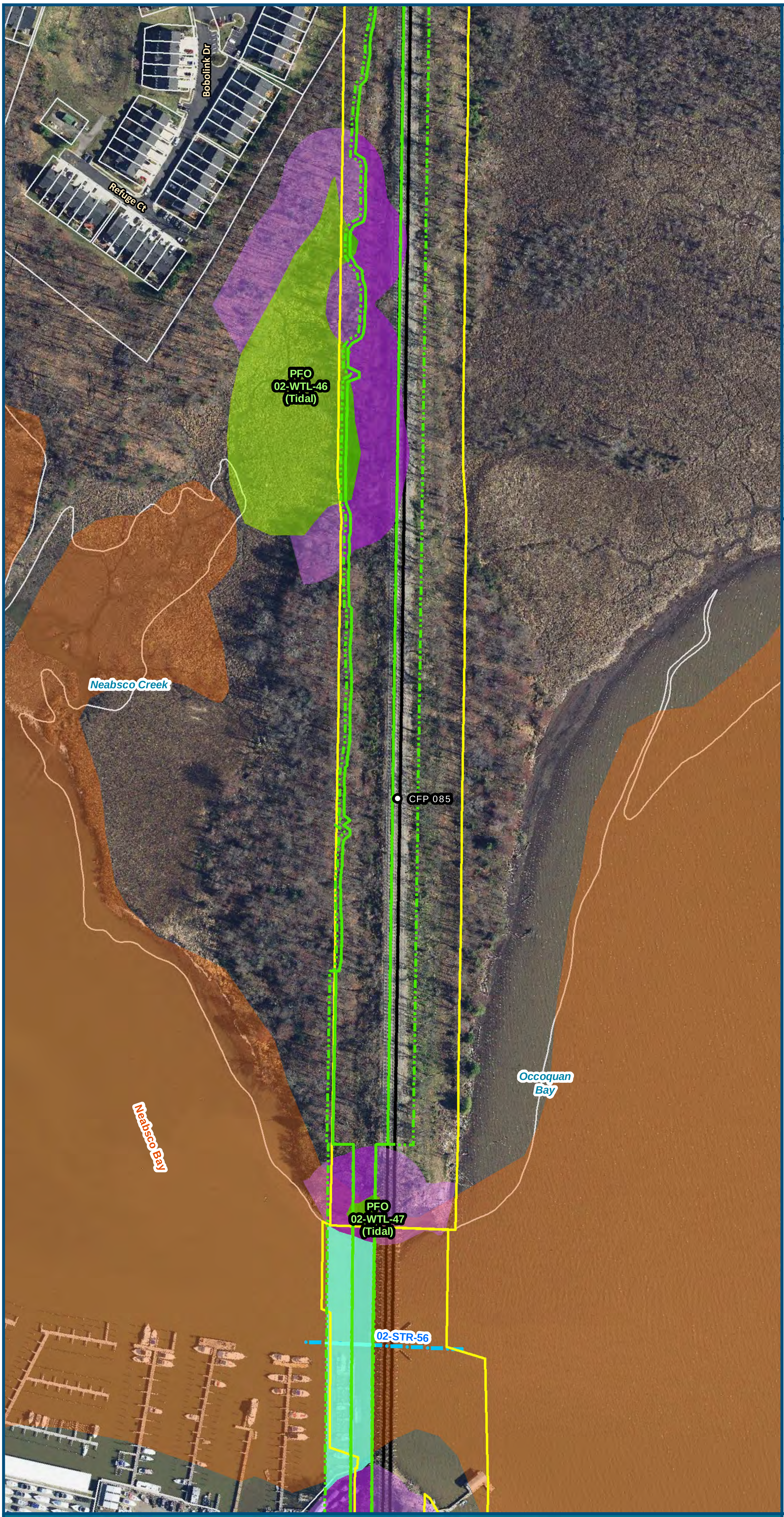
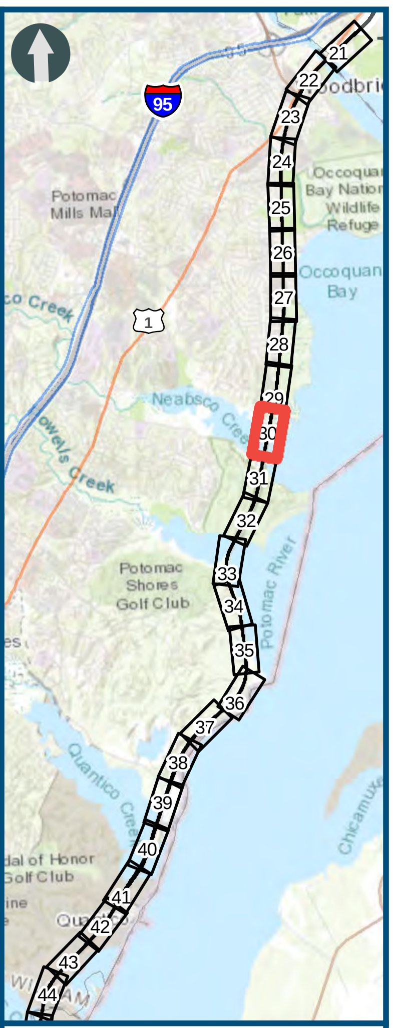

Bobolink Dr
Refuge Ct
PFO
02-WTL-46
(Tidal)
Neabsco Creek
CFP 085
Occoquan
Bay
Neabsco Bay
PFO
02-WTL-47
(Tidal)
02-STR-56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Potomac
Mills Mal
Occoqua
Bay Natio
Wildlife
Refuge
Occoquan
Bay
Neabsco
Powells
Creek
Potomac
Shores
Golf Club
Potomac River
Quantico
Cree
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Golf Club
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
▬	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 30 of 217

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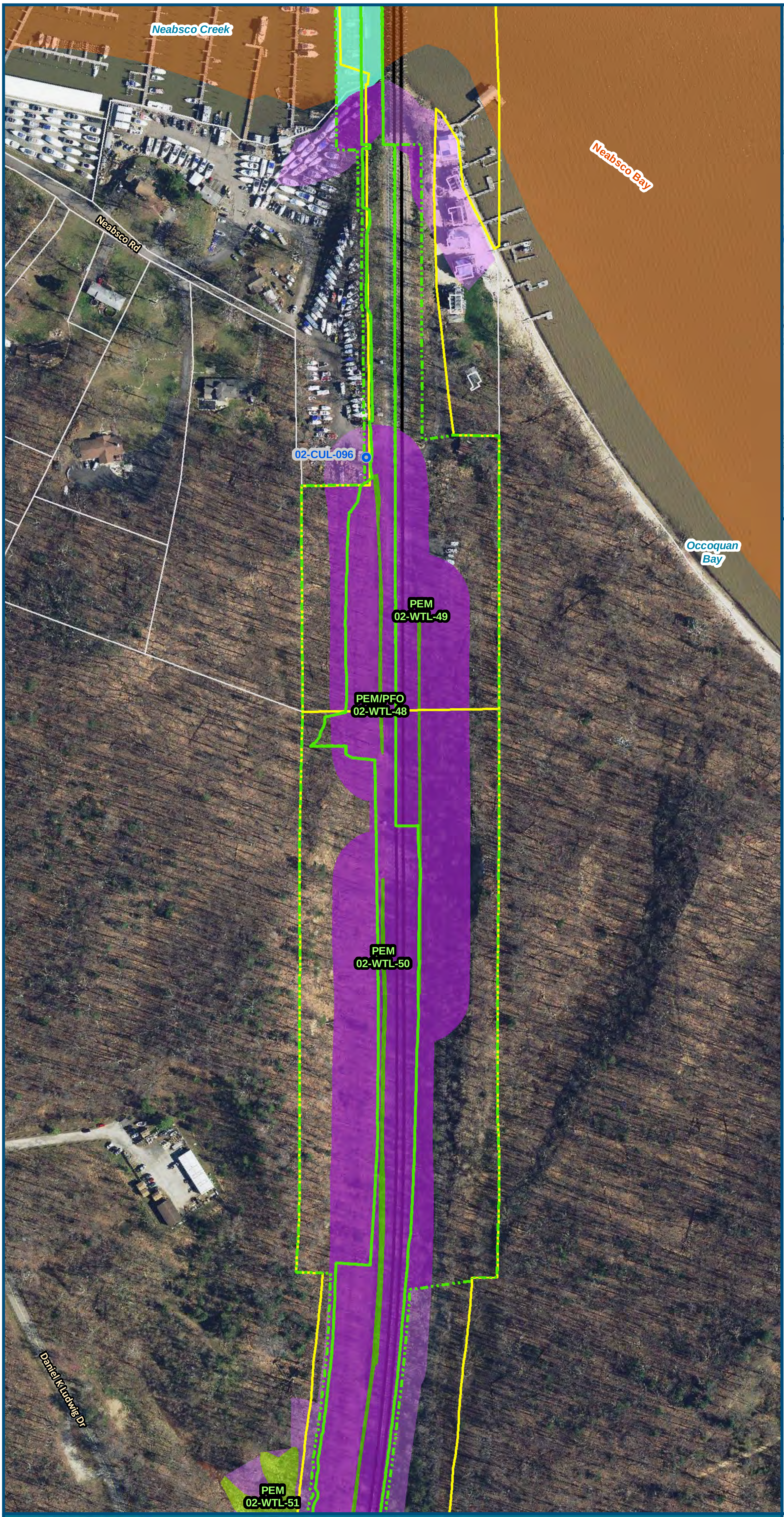
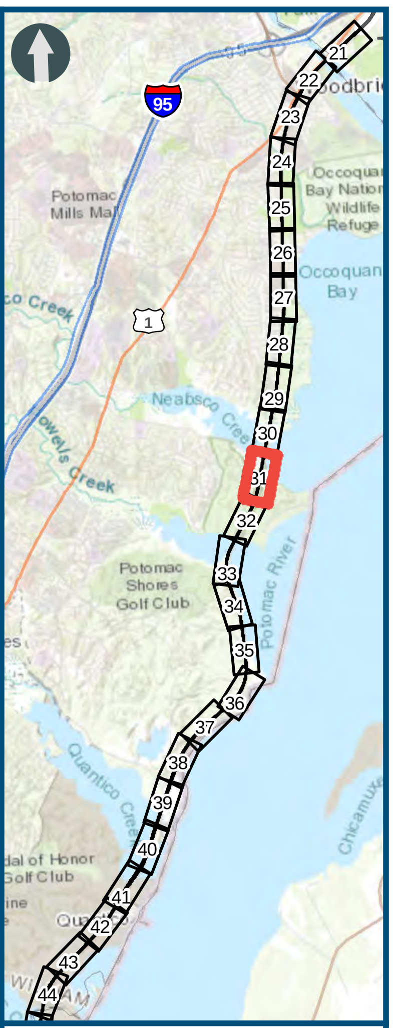


Neabsco Creek
Neabsco Bay
Neabsco Rd
Occoquan Bay
02-CUL-096
PEM
02-WTL-49
PEM/PFO
02-WTL-48
PEM
02-WTL-50
PEM
02-WTL-51
Daniel K Ludwig Dr



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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
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Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
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Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams

Sheet 31 of 217

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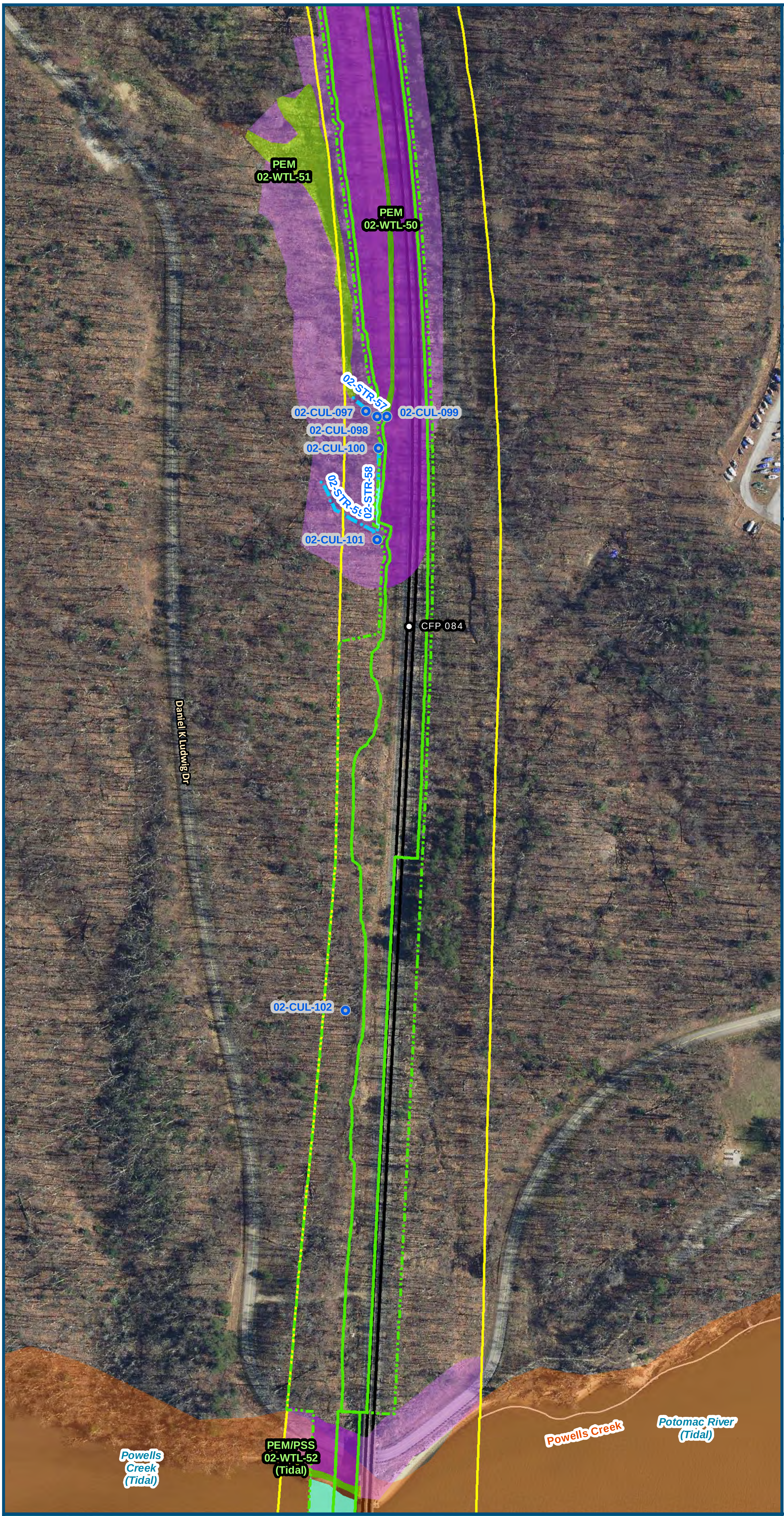
PEM
02-WTL-51
PEM
02-WTL-50
02-STR-57
02-CUL-097
02-CUL-099
02-CUL-098
02-CUL-100
02-STR-59
02-STR-58
02-CUL-101
CFP 084
Daniel K Ludwig Dr
02-CUL-102
PEM/PSS
02-WTL-52
(Tidal)
Powells Creek (Tidal)
Powells Creek
Potomac River (Tidal)

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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
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Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Dal of Honor Golf Club
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 32 of 217

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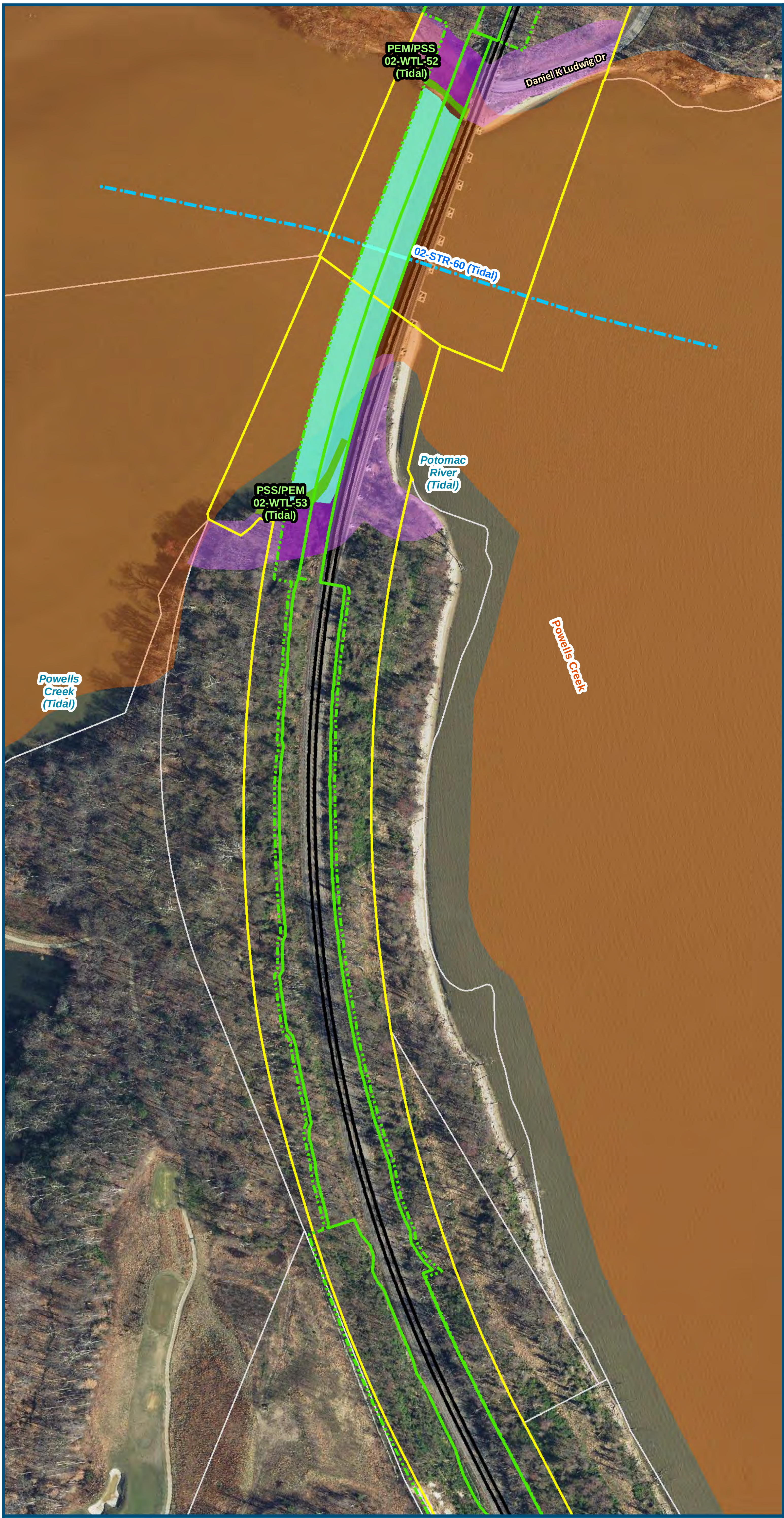
PEM/PSS
02-WTL-52
(Tidal)
Daniel K Ludwig Dr
02-STR-60 (Tidal)
Potomac
River
(Tidal)
PSS/PEM
02-WTL-53
(Tidal)
Powells
Creek
(Tidal)
Powells Creek

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Mills Mall
Occoquan
Bay National
Wildlife
Refuge
Occoquan
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Creek
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Neabsco Creek
Powells Creek
Potomac
Shores
Golf Club
Potomac River
Quantico Creek
Chicamuxen
Medal of Honor
Golf Club
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ━ Track - Existing
- ● Existing Stations
- ◉ Culverts
- ━ Delineated Stream Impacts
- ╍ Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 33 of 217

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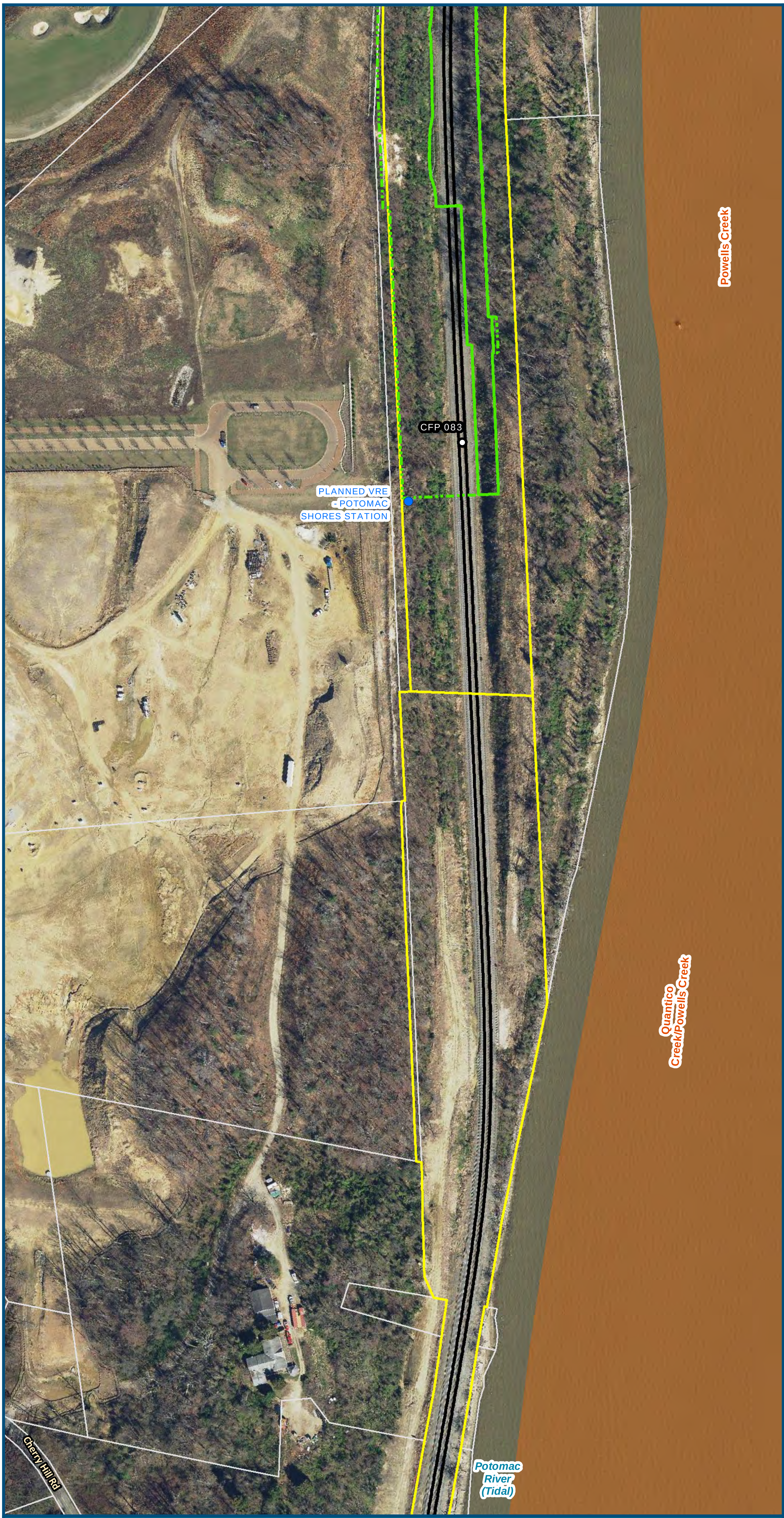
Powells Creek
CFP 083
PLANNED VRE - POTOMAC SHORES STATION
Quantico Creek/Powells Creek
Potomac River (Tidal)
Cherry Hill Rd

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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
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Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Cardinal of Honor Golf Club
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1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters (Virginia Department of Environmental Quality)
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 34 of 217

U.S. Department of Transportation
Federal Railroad Administration

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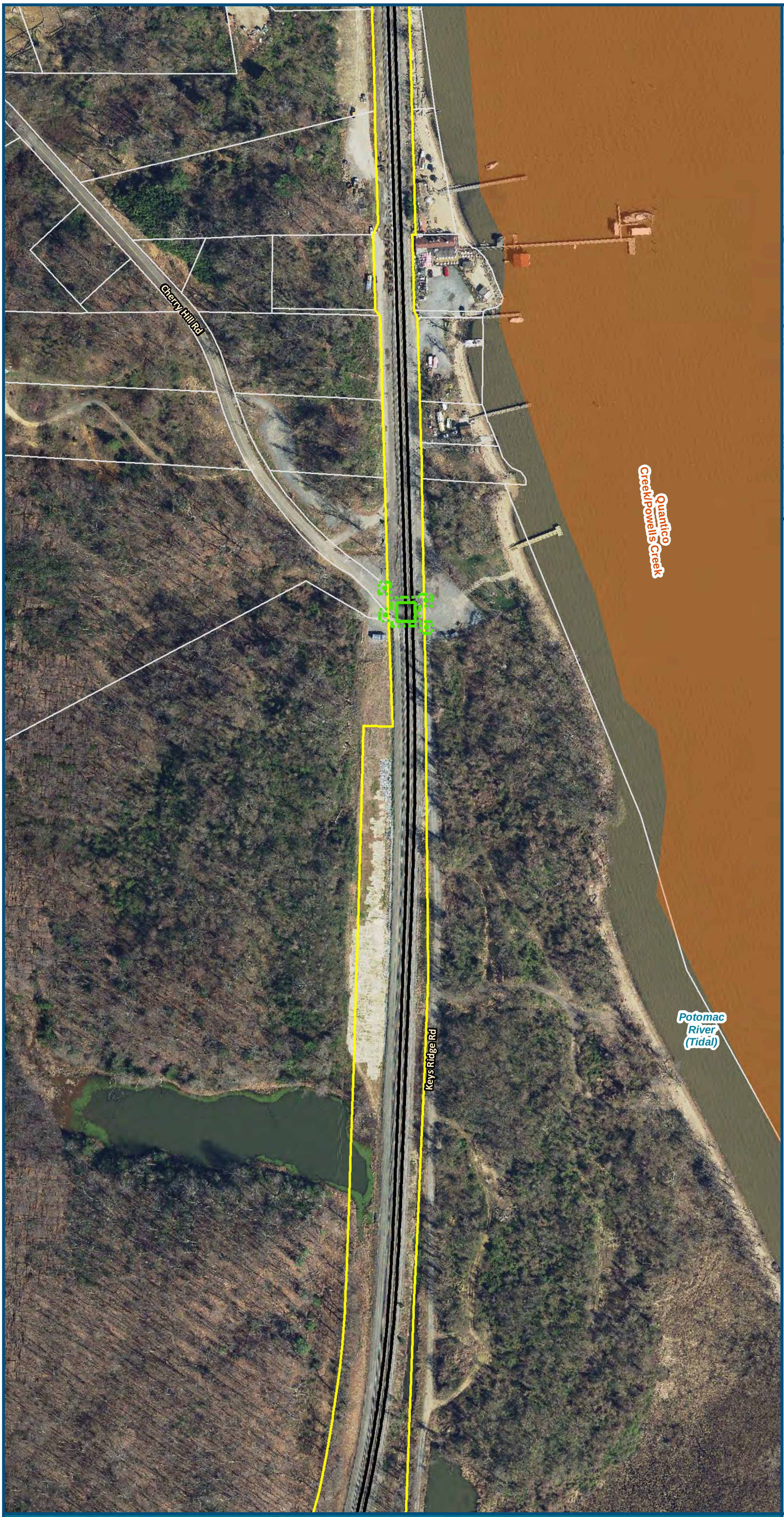
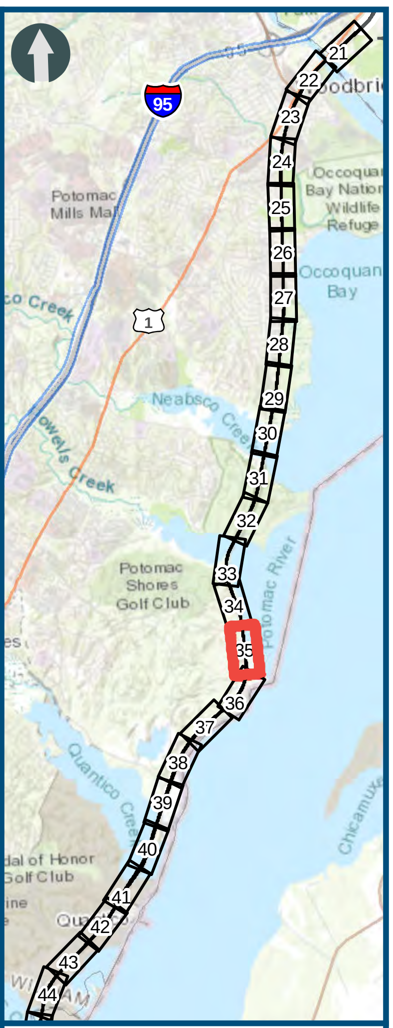

Cherry Hill Rd
Quantico Creek/Powells Creek
Potomac River (Tidal)
Keys Ridge Rd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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 35 of 217

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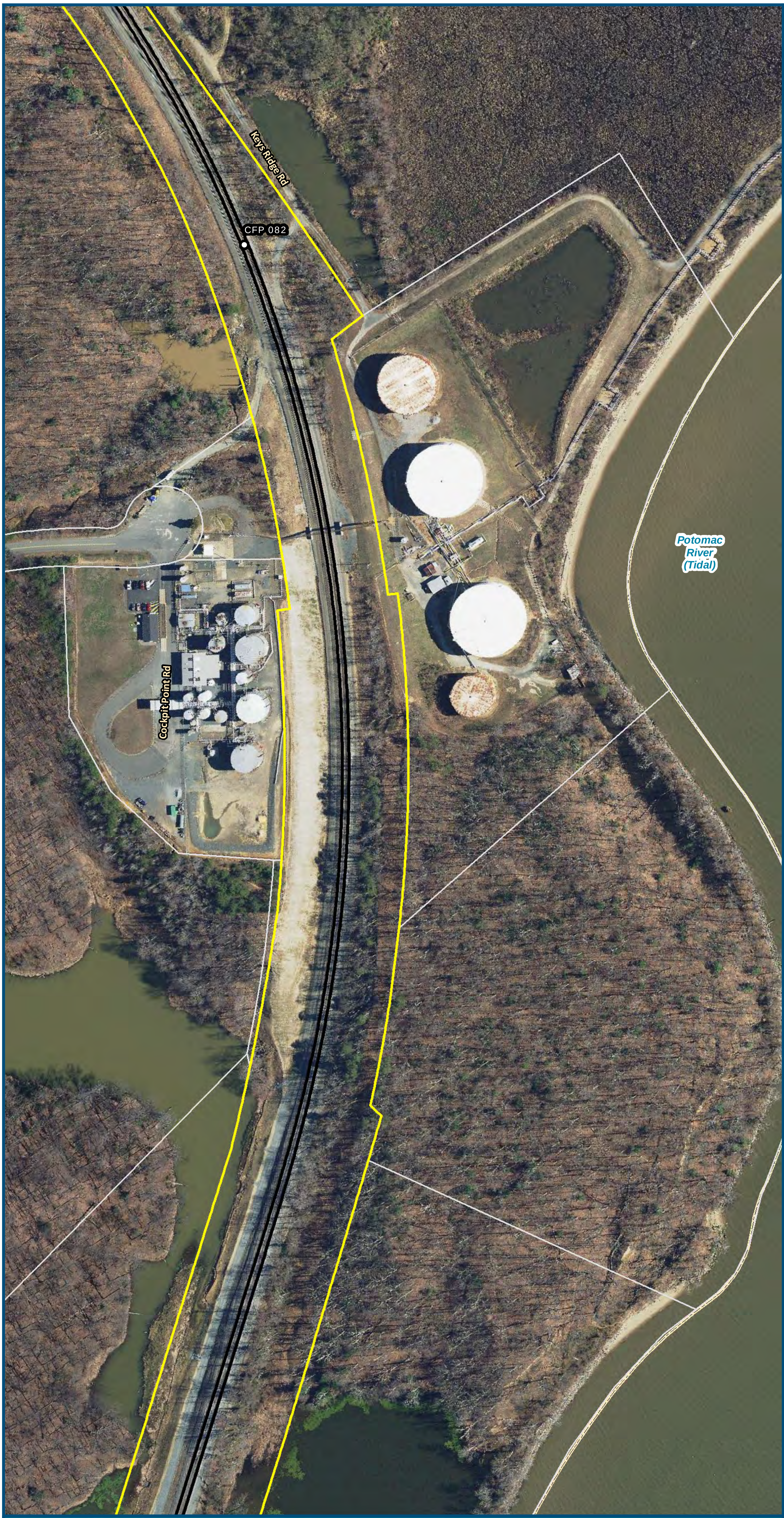
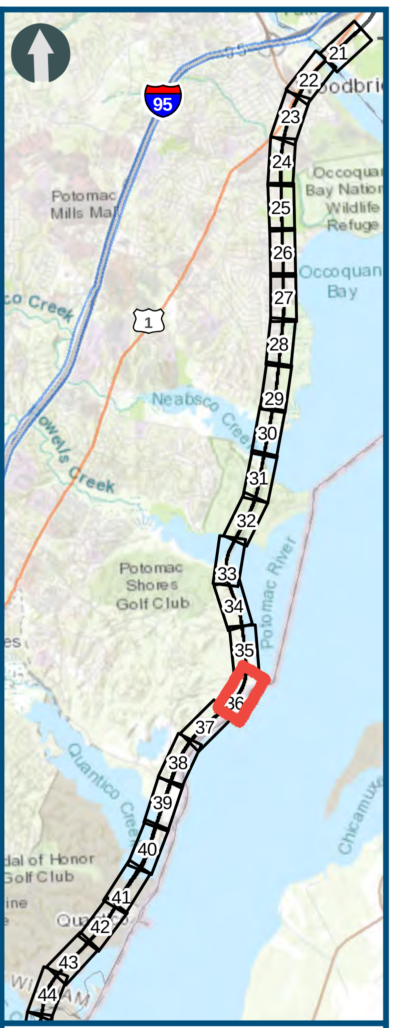

Keys Ridge Rd
CFP 082
Cockpit Point Rd
Potomac River (Tidal)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Feet
1 inch = 200 feet
@ 11 x 17 inches

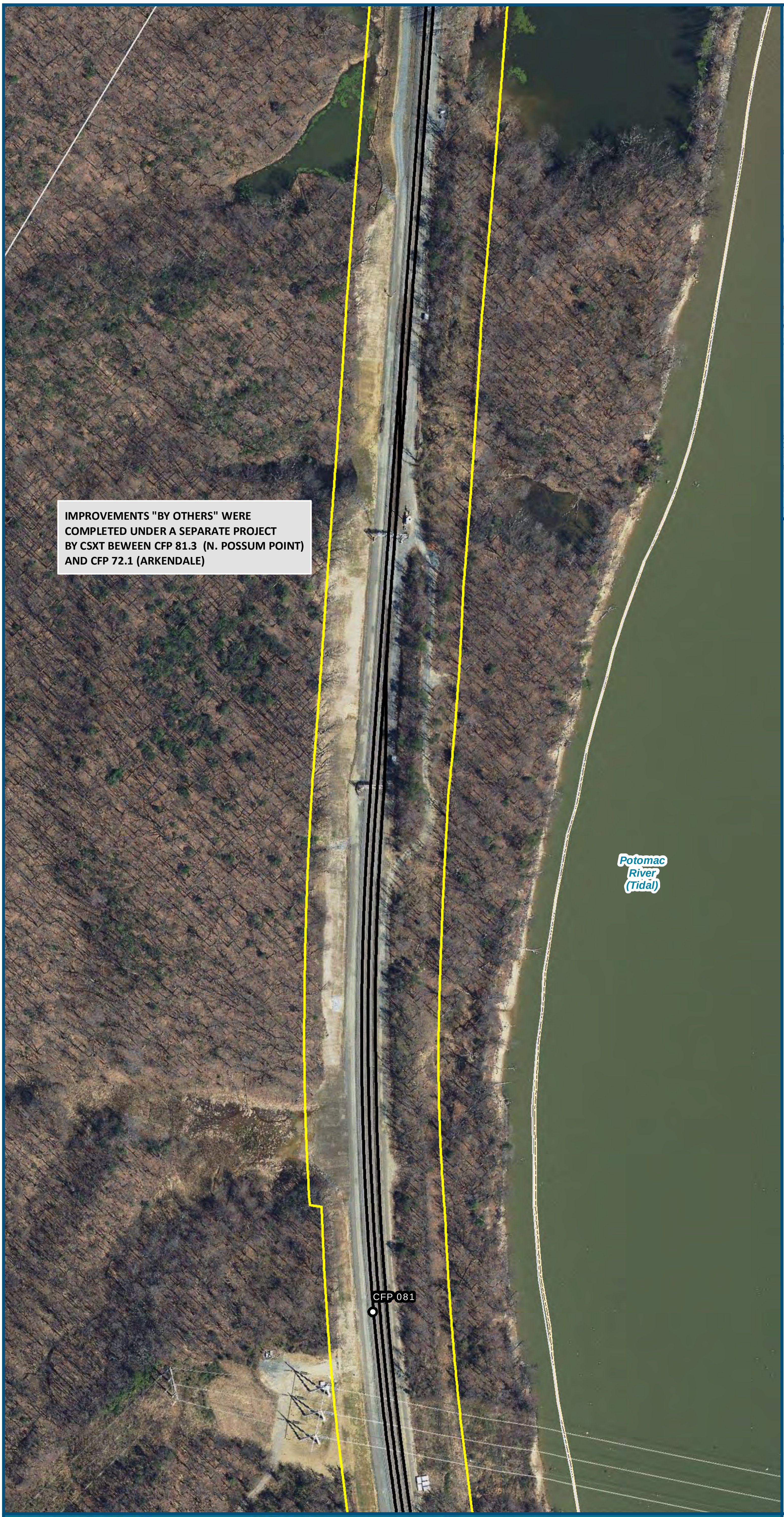
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

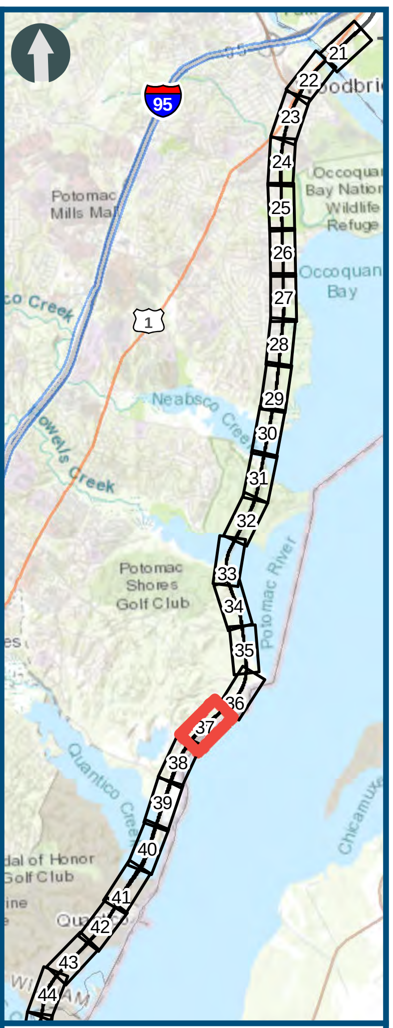
Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 36 of 217


Potomac River (Tidal)
CFP 081

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
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Quantico Creek
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1 inch = 200 feet

@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 37 of 217

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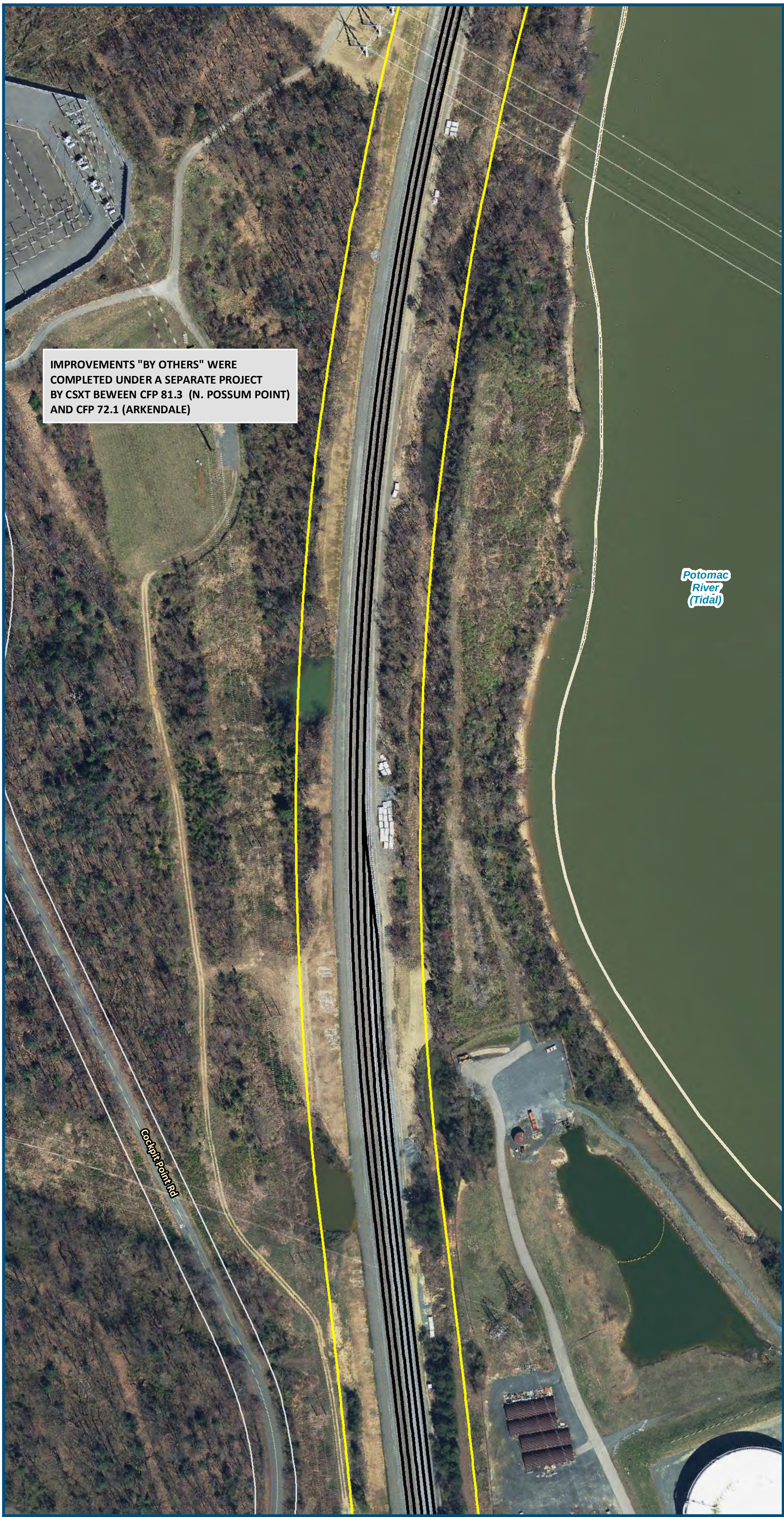
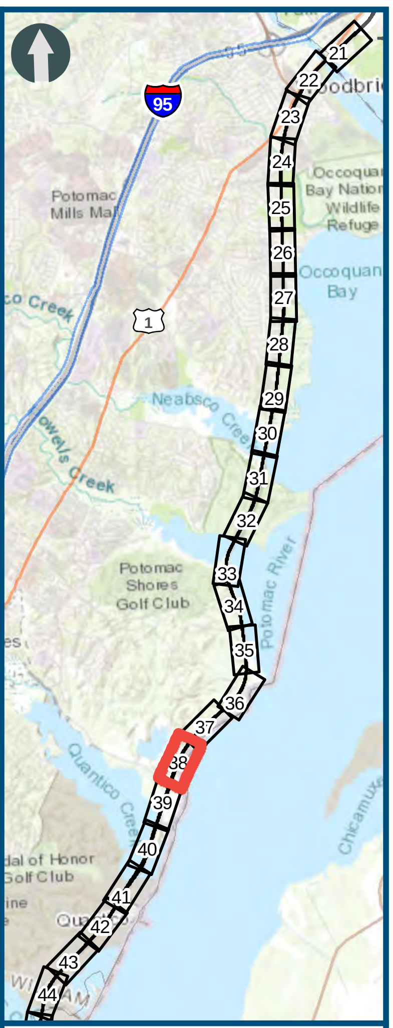

Potomac River (Tidal)
Cockpit Point Rd

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Potomac Mills Mal
Occoquan Bay National Wildlife Refuge
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Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters (Virginia Department of Environmental Quality)
- ▭ CSXT ROW (County Parcel Data)
- □ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 38 of 217

Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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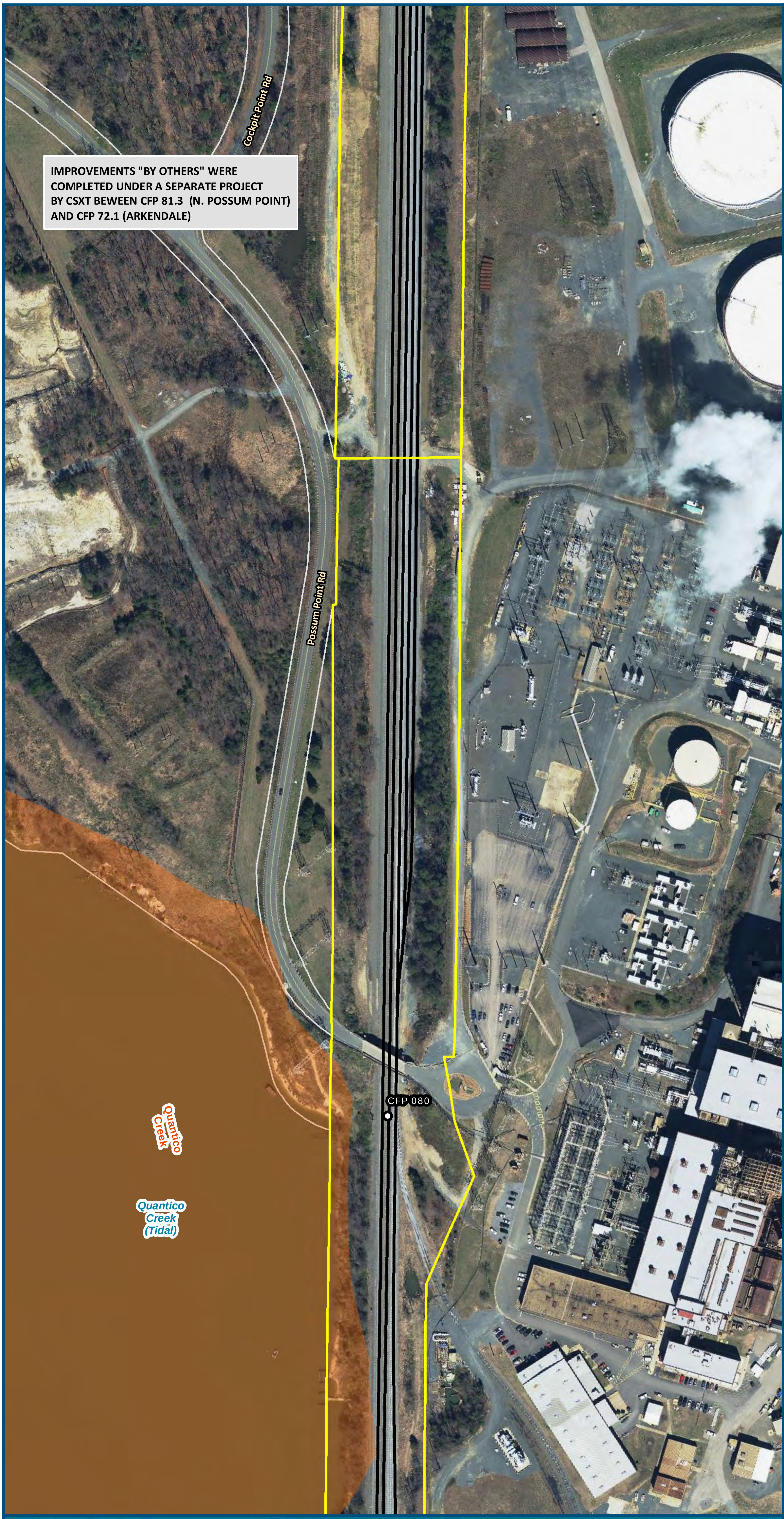
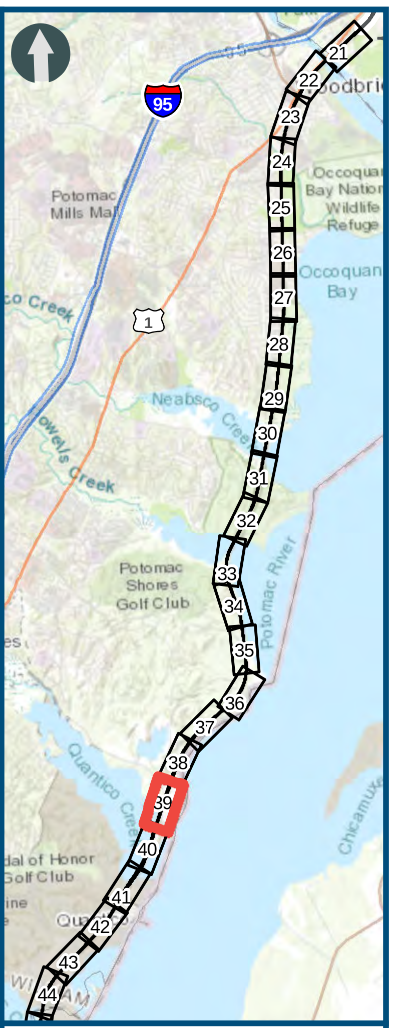

Cockpit Point Rd
Possum Point Rd
CFP 080
Quantico Creek
Quantico Creek (Tidal)

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Potomac Shores Golf Club
Potomac River
Quantico Creek
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 39 of 217

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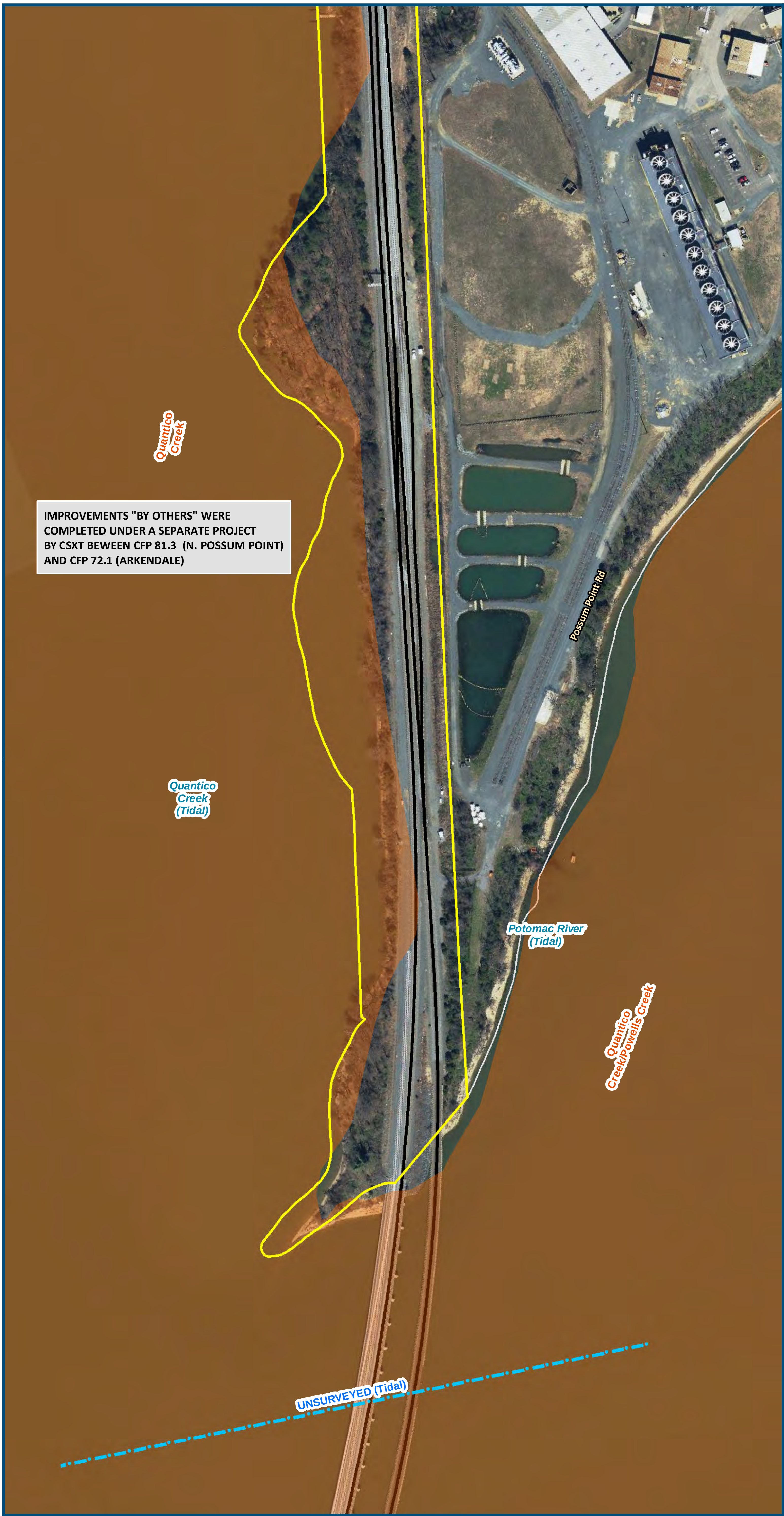
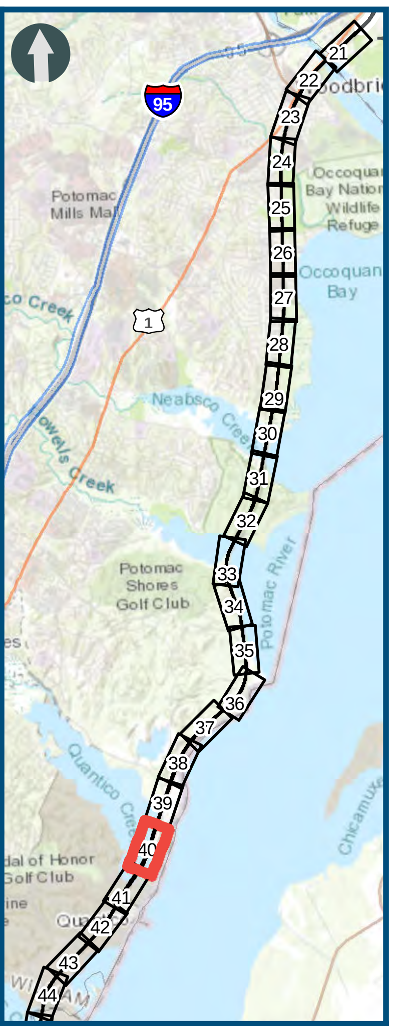

Quantico Creek
Quantico Creek (Tidal)
Possum Point Rd
Potomac River (Tidal)
Quantico Creek/Powells Creek
UNSURVEYED (Tidal)

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
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Feet
1 inch = 200 feet
@ 11 x 17 inches

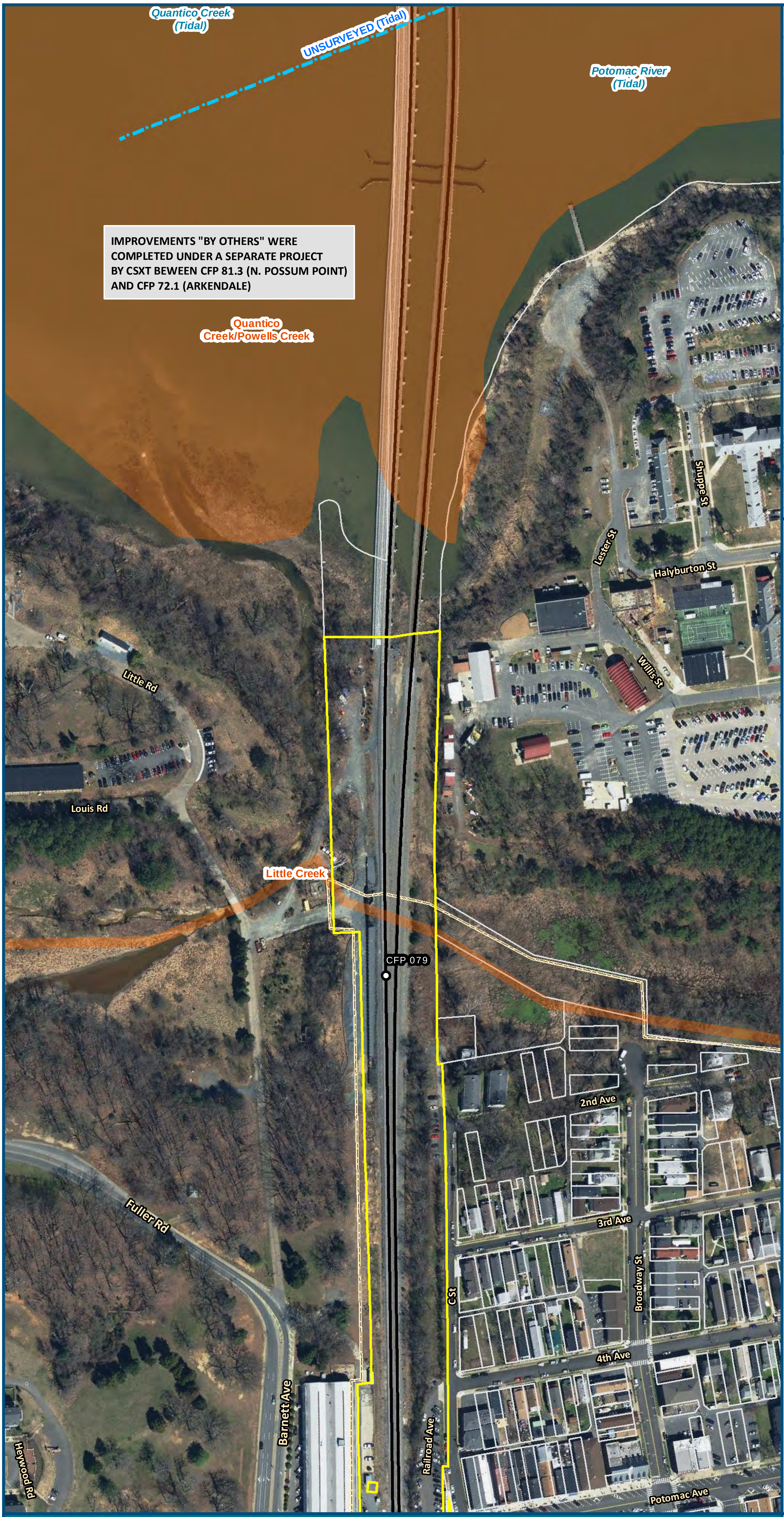
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

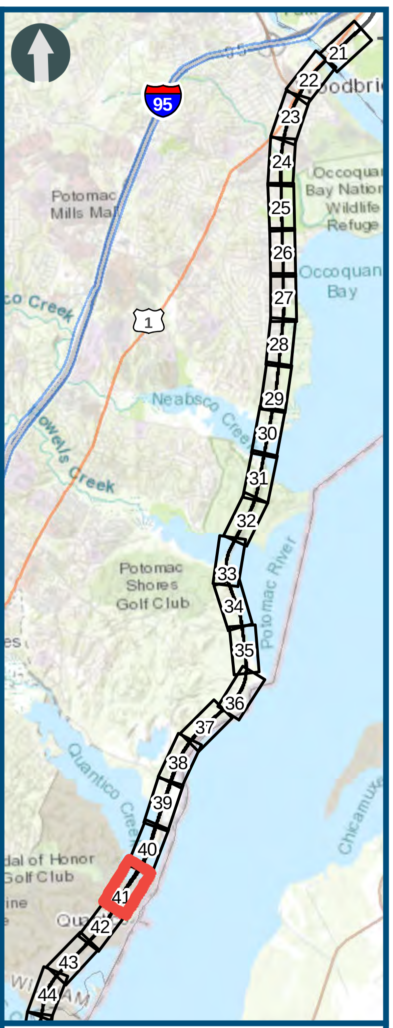
Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 40 of 217


Quantico Creek (Tidal)
UNSURVEYED (Tidal)
Potomac River (Tidal)
Quantico Creek/Powells Creek
Little Rd
Louis Rd
Little Creek
CFP 079
Fuller Rd
Barnett Ave
Heywood Rd
Railroad Ave
C St
Lester St
Shuppe St
Halyburton St
Willis St
2nd Ave
3rd Ave
4th Ave
Broadway St
Potomac Ave

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
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Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ● Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
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- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 41 of 217

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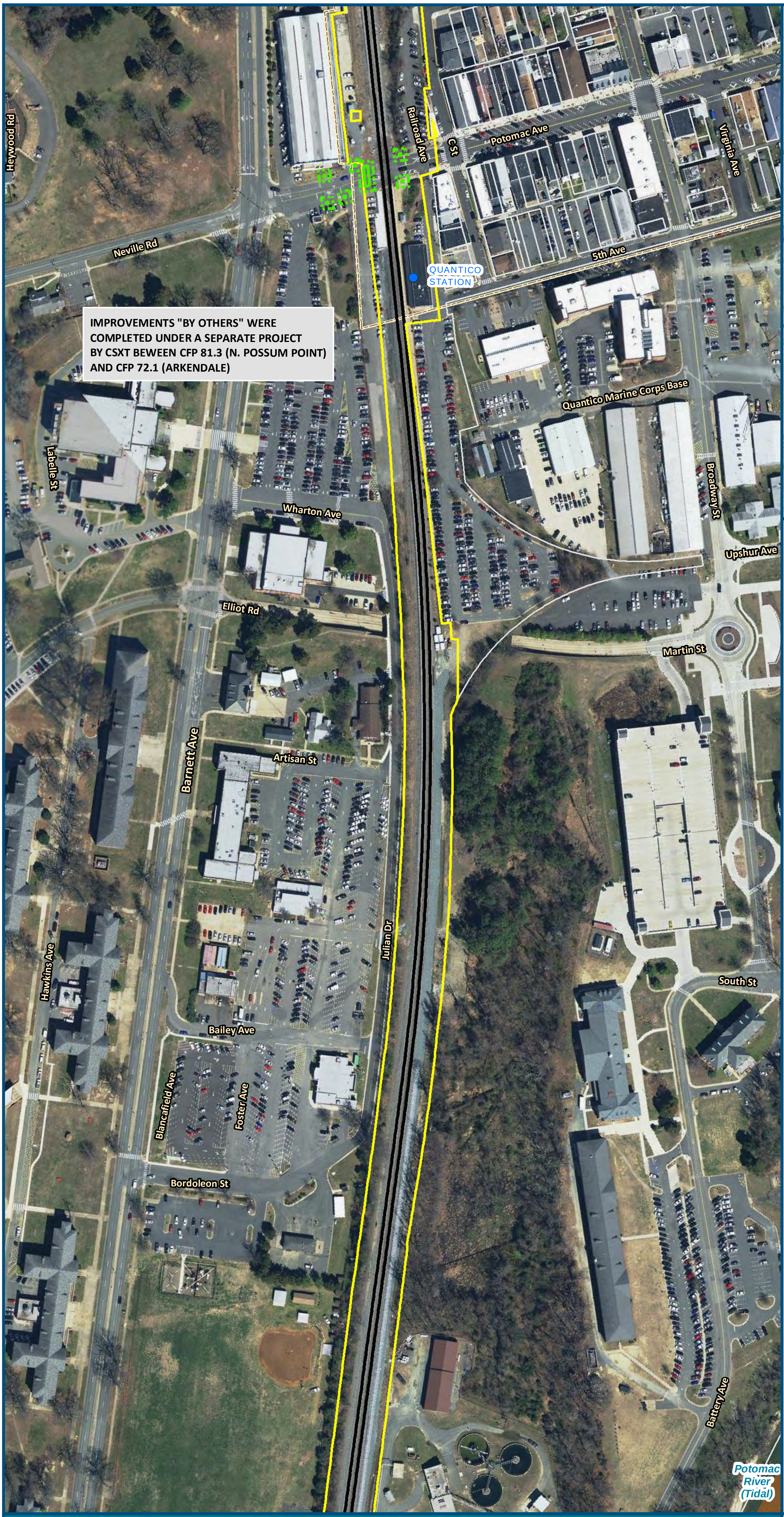
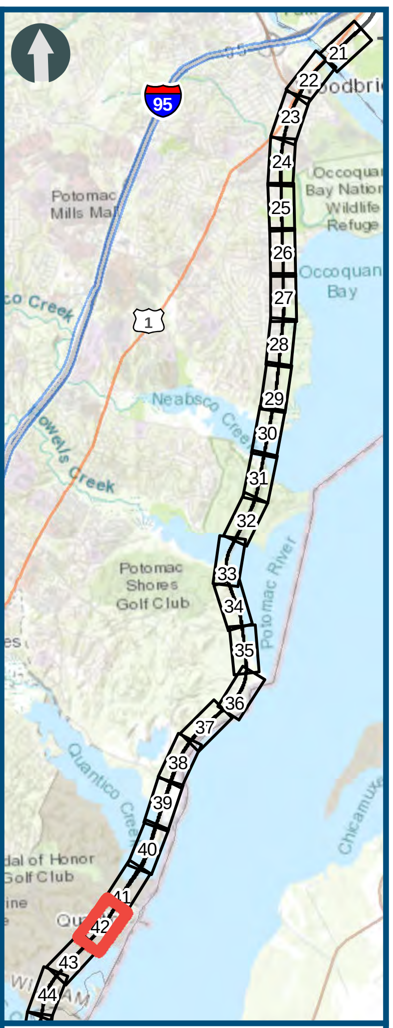

Heywood Rd
Neville Rd
Railroad Ave
C St
Potomac Ave
Virginia Ave
5th Ave
QUANTICO STATION
Quantico Marine Corps Base
Labelle St
Wharton Ave
Broadway St
Upshur Ave
Elliot Rd
Martin St
Barnett Ave
Artisan St
Julian Dr
Hawkins Ave
South St
Bailey Ave
Blancafield Ave
Foster Ave
Bordoleon St
Battery Ave
Potomac River (Tidal)

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
Chicamuxen
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 42 of 217

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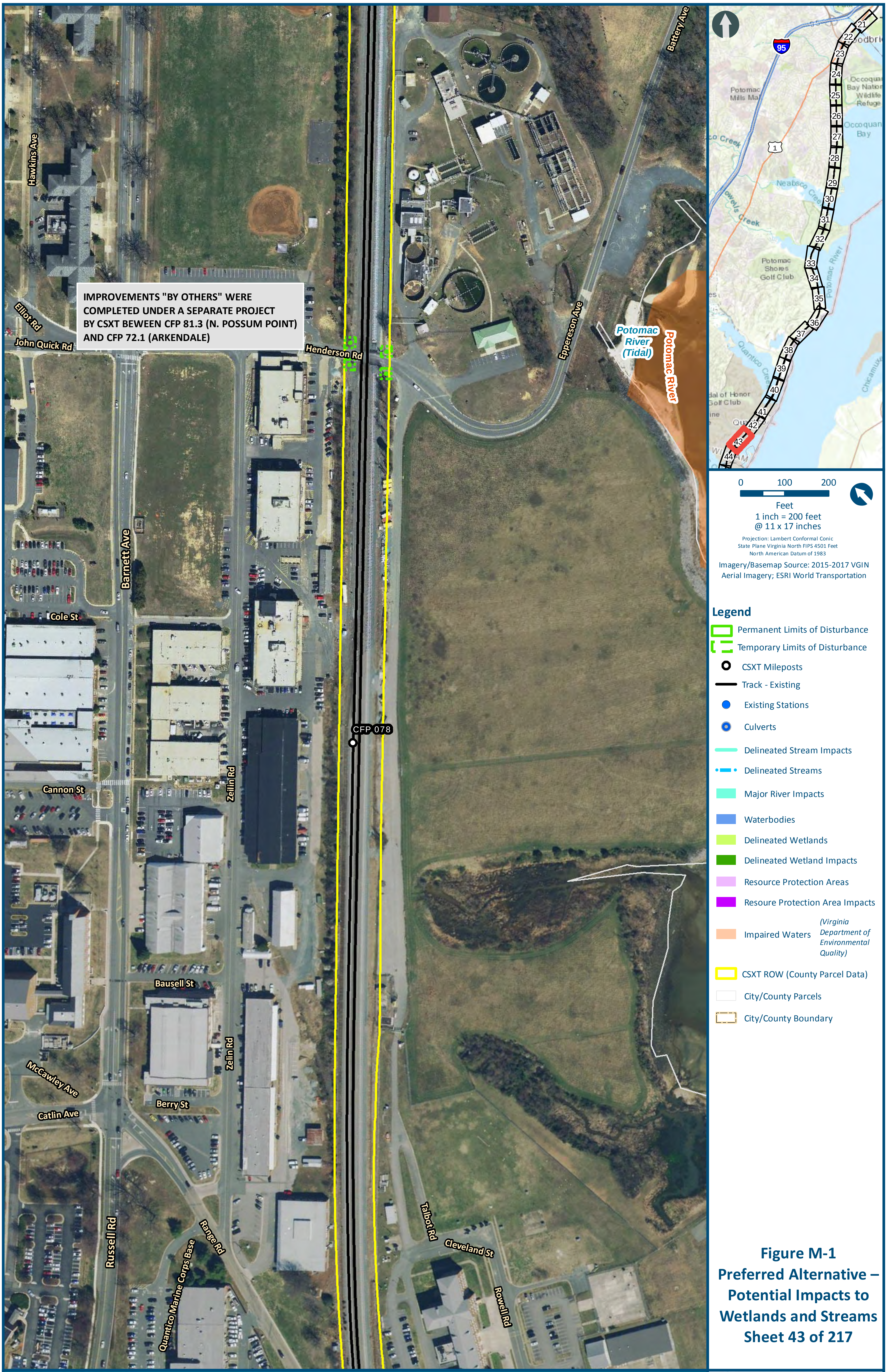

Battery Ave
Hawkins Ave
Elliot Rd
John Quick Rd
Henderson Rd
Epperson Ave
Potomac River (Tidal)
Potomac River
Barnett Ave
Cole St
CFP 078
Cannon St
Zeilin Rd
Bausell St
McCawley Ave
Catlin Ave
Berry St
Zeilin Rd
Talbot Rd
Cleveland St
Range Rd
Russell Rd
Quantico Marine Corps Base
Rowell Rd
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Potomac Mills Mall
Occoquan Bay National Wildlife Refuge
Occoquan Bay
Neabsco Creek
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Creek
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IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)

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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 43 of 217

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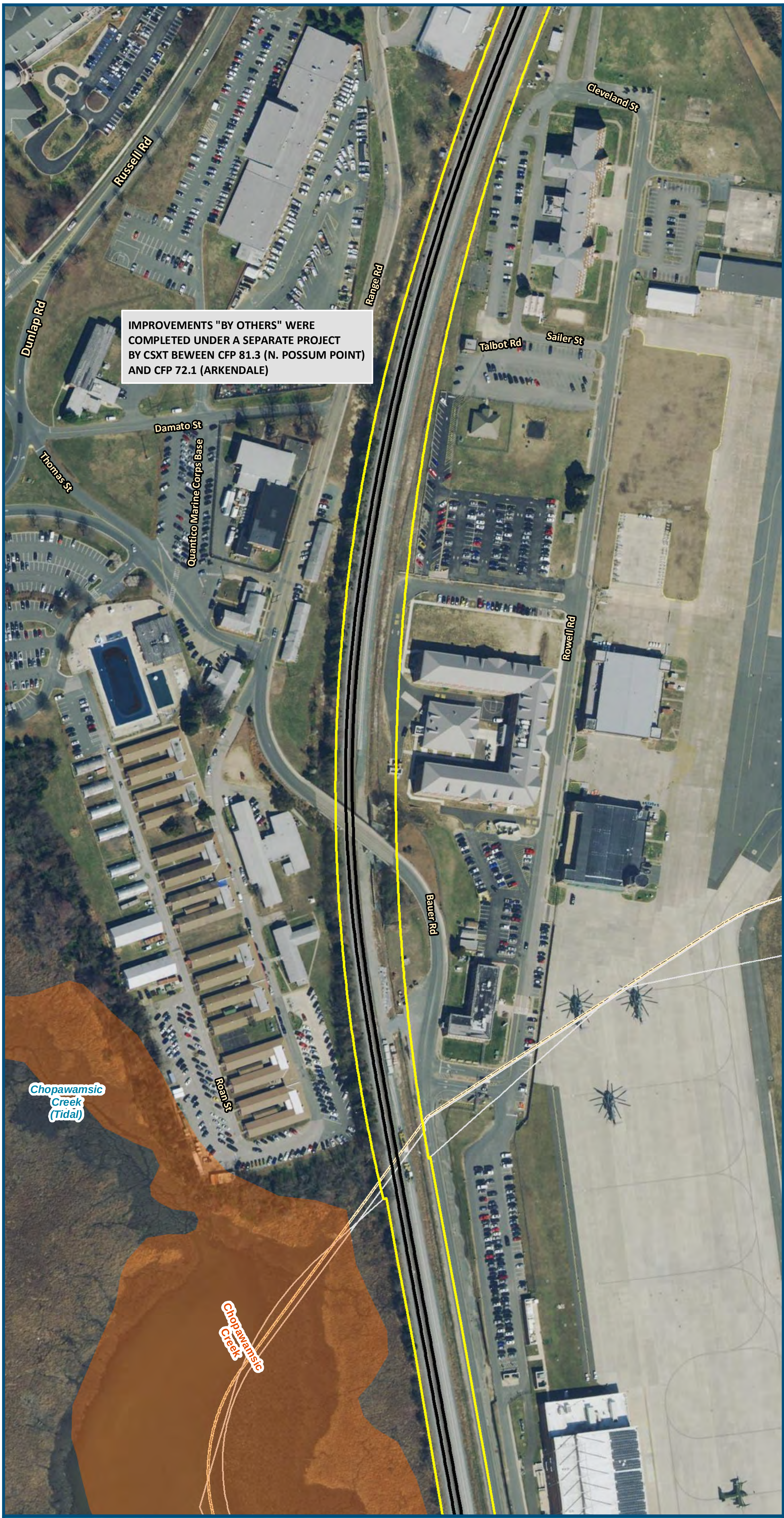
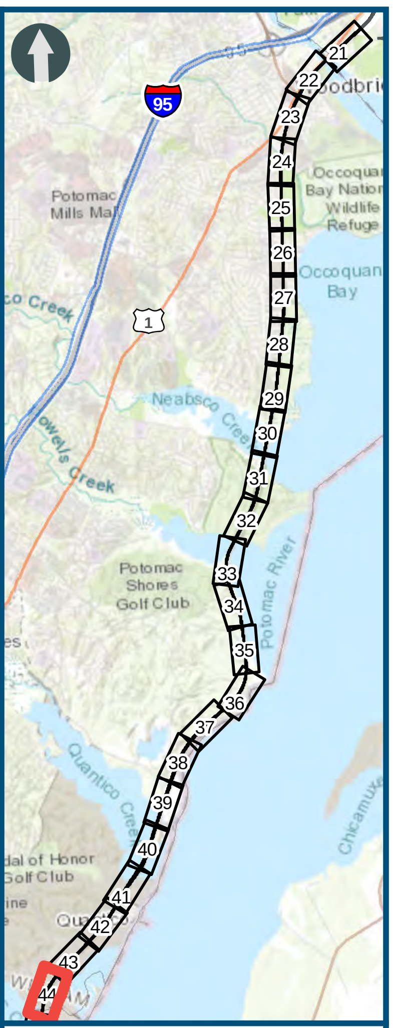

Russell Rd
Dunlap Rd
Range Rd
Cleveland St
Talbot Rd
Sailer St
Damato St
Thomas St
Quantico Marine Corps Base
Rowell Rd
Bauer Rd
Roan St
Chopawamsic Creek (Tidal)
Chopawamsic Creek

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Potomac Mills Mal
Occoqua Bay Natio Wildlife Refuge
Occoquan Bay
Neabsco Cree
Powells Creek
Potomac Shores Golf Club
Potomac River
Quantico Cree
Chicamux

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

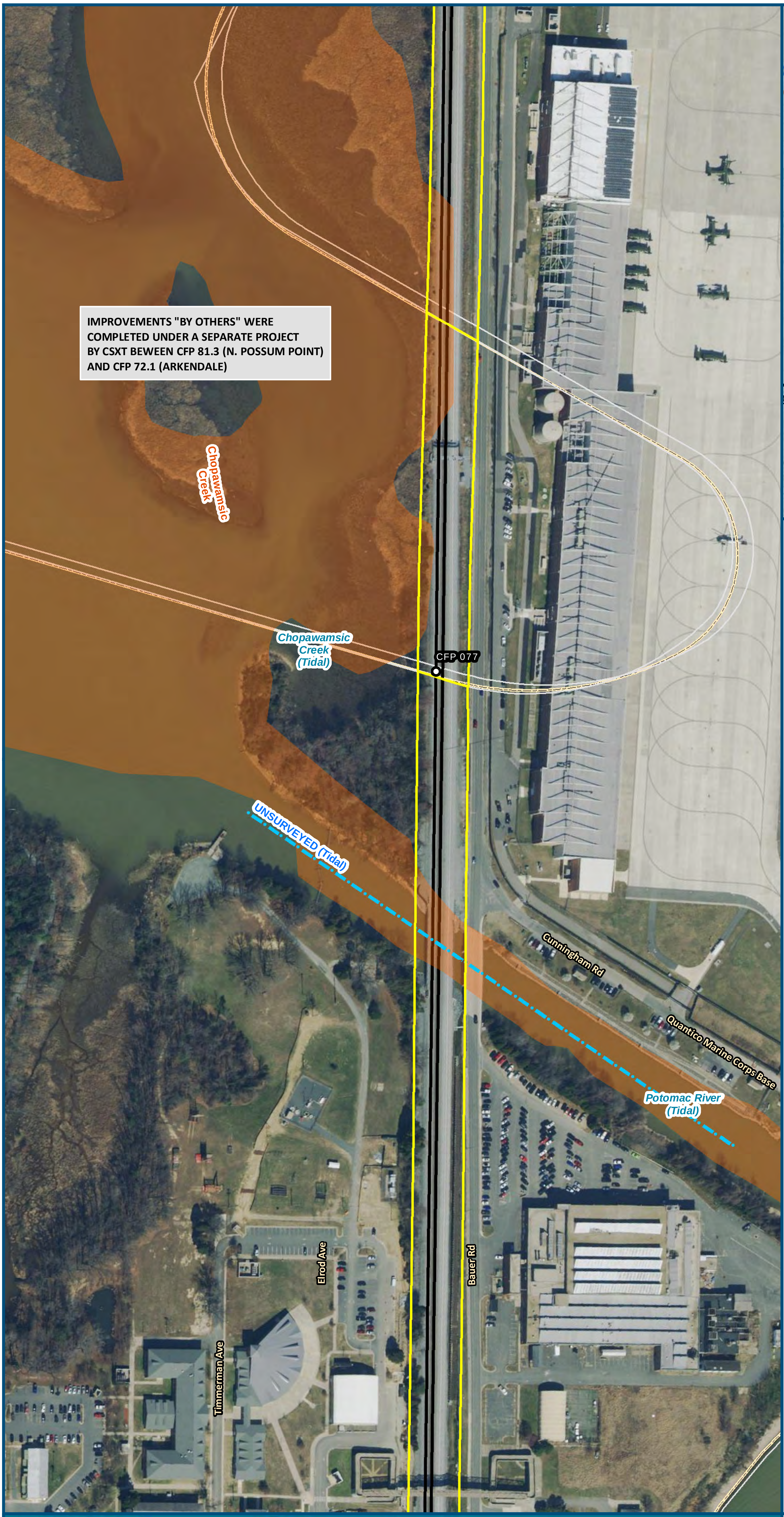
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

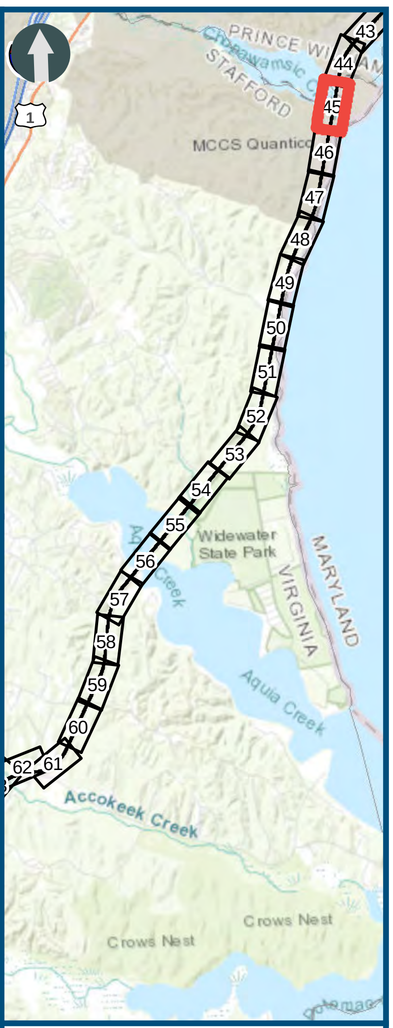
Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 44 of 217


Chopawamsic Creek
Chopawamsic Creek (Tidal)
CFP 077
UNSURVEYED (Tidal)
Cunningham Rd
Quantico Marine Corps Base
Potomac River (Tidal)
Elrod Ave
Bauer Rd
Timmerman Ave

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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PRINCE WILLIAM
Chopawamsic Creek
STAFFORD
MCCS Quantico
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Widewater State Park
Aquia Creek
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ● Culverts
- — Delineated Stream Impacts
- -·- Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 45 of 217

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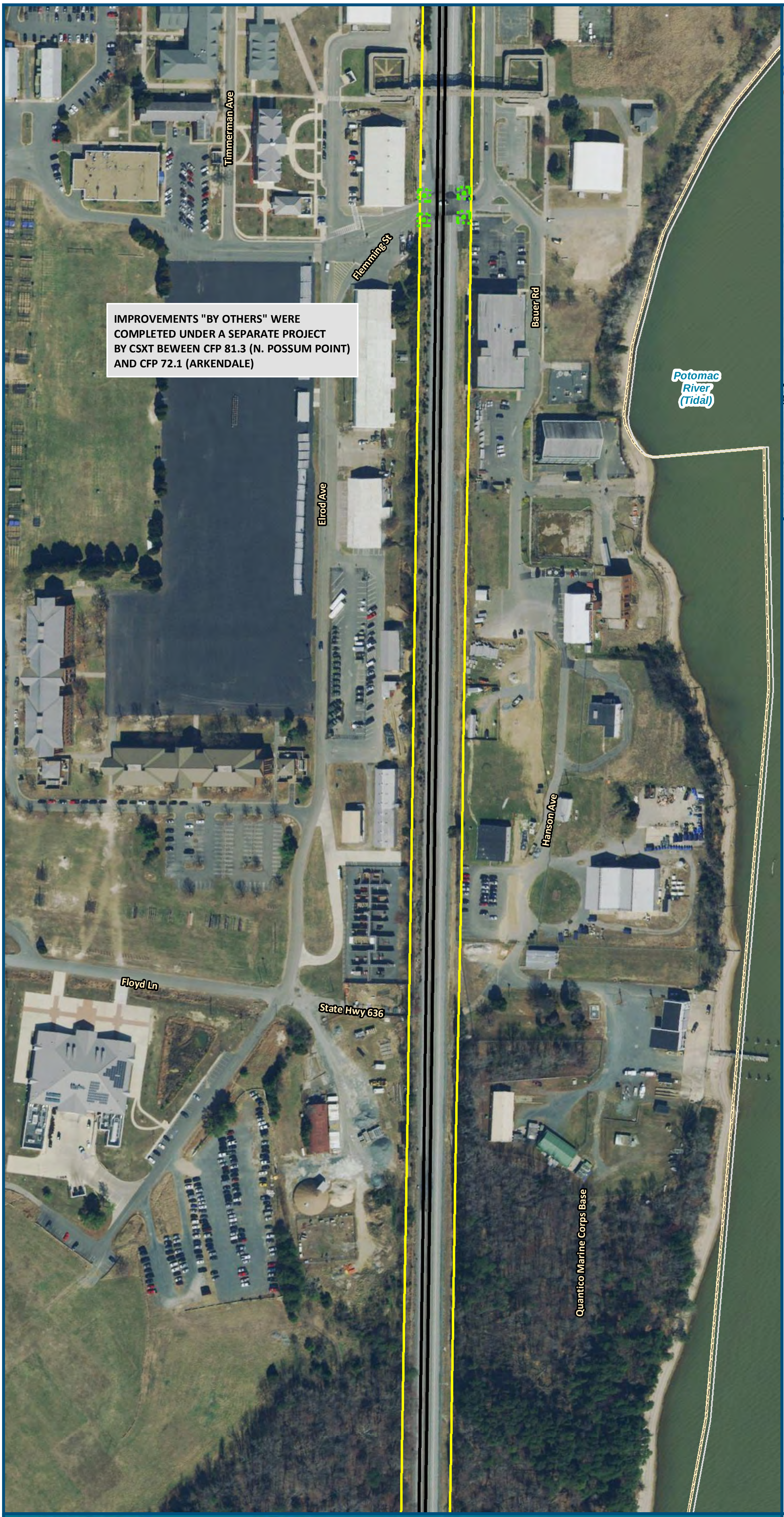
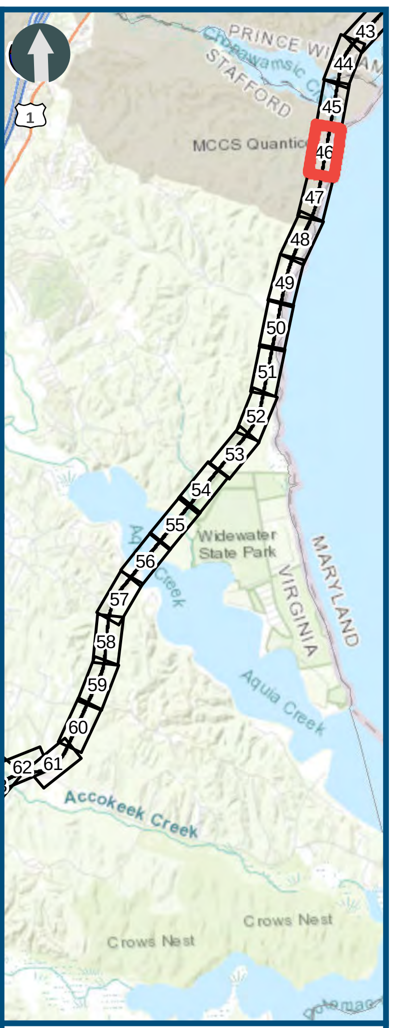

Timmerman Ave
Flemming St
Bauer Rd
Elrod Ave
Potomac River (Tidal)
Hanson Ave
Floyd Ln
State Hwy 636
Quantico Marine Corps Base

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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PRINCE WILLIAM
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Widewater State Park
Aquia Creek
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest
Potomac

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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▨	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
□	CSXT ROW (County Parcel Data)
□	City/County Parcels
▭	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 46 of 217

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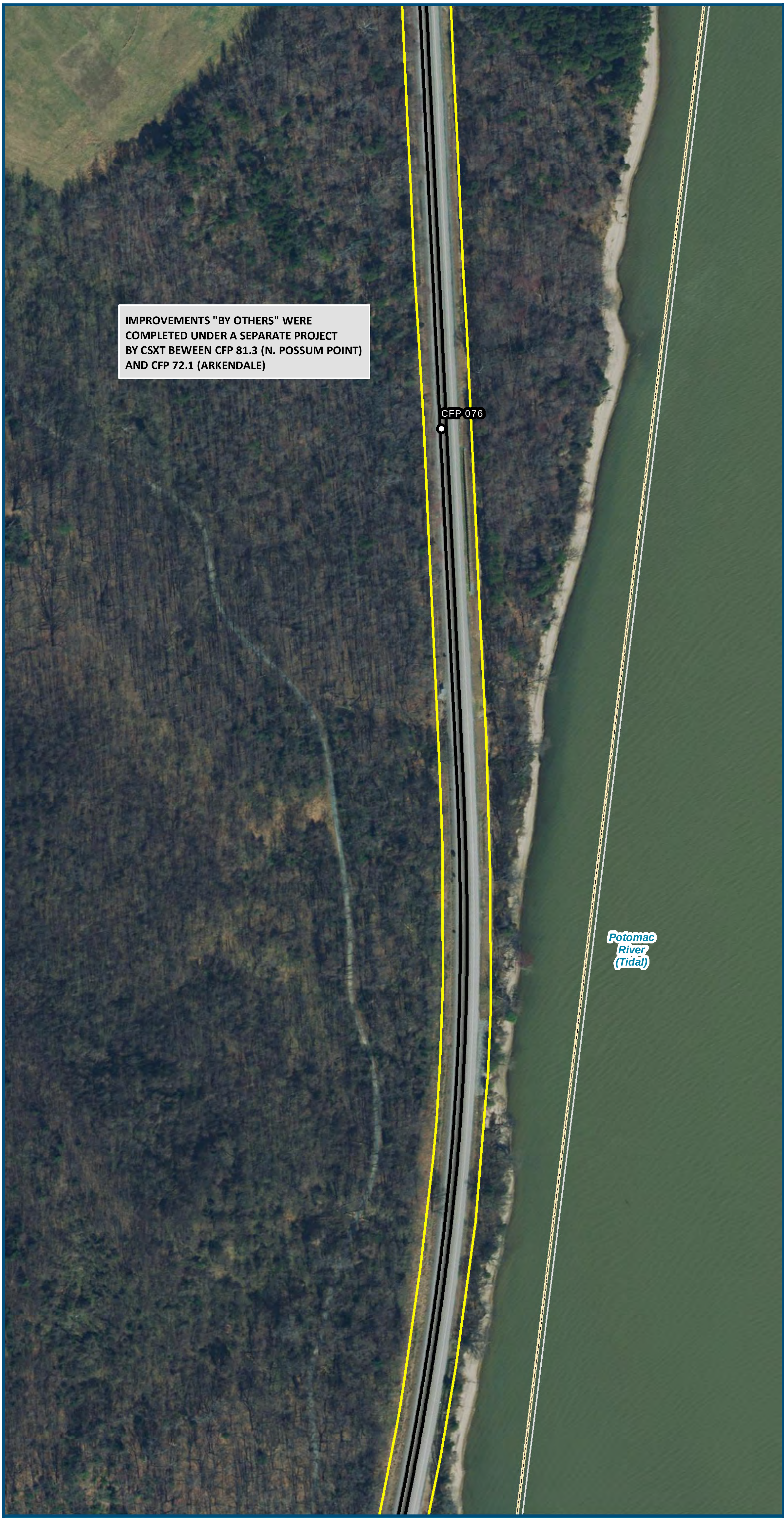
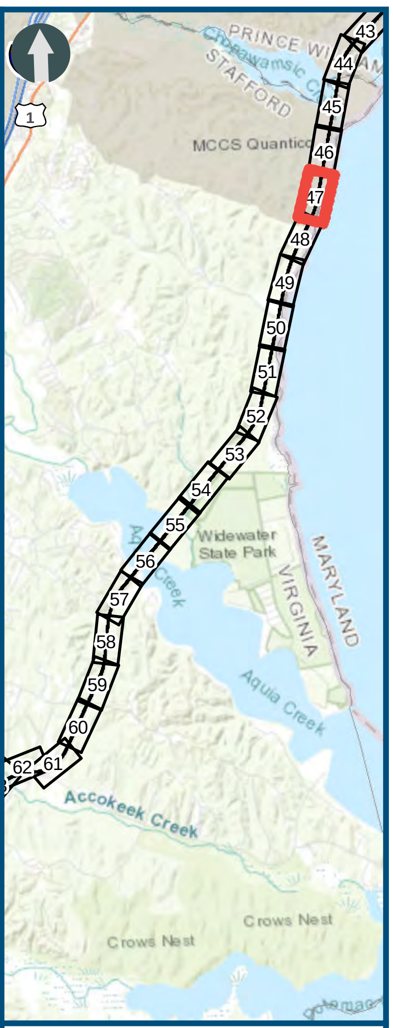

CFP 076
Potomac River (Tidal)

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Widewater State Park
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest
Potomac

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ● Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams

Sheet 47 of 217

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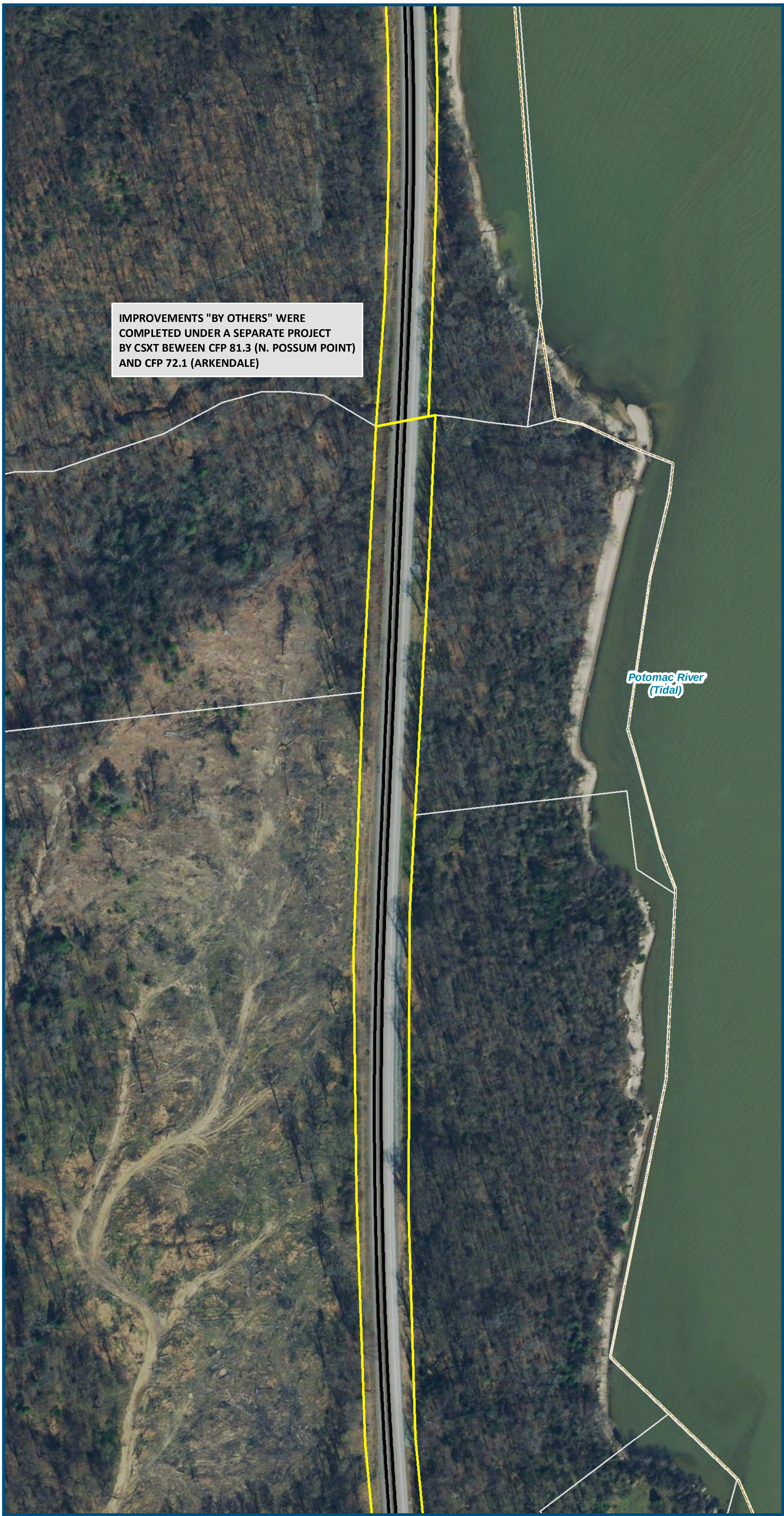
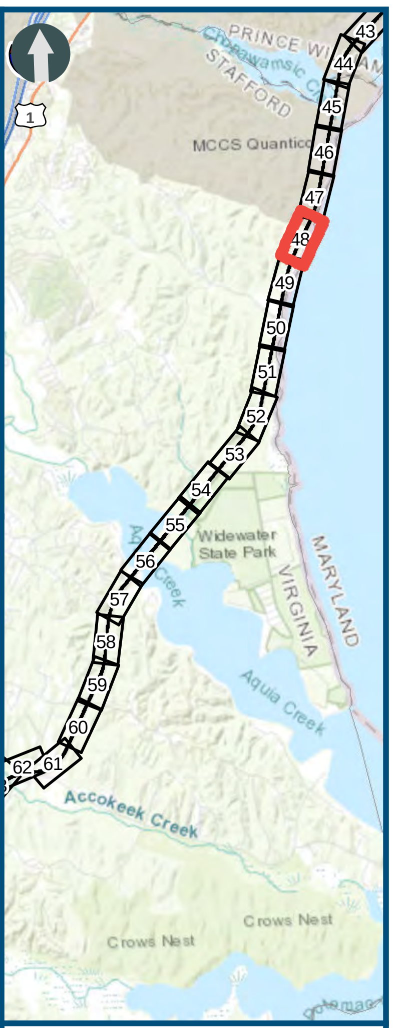

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)
Potomac River (Tidal)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Widewater State Park
MARYLAND
VIRGINIA
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest
Potomac

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 48 of 217

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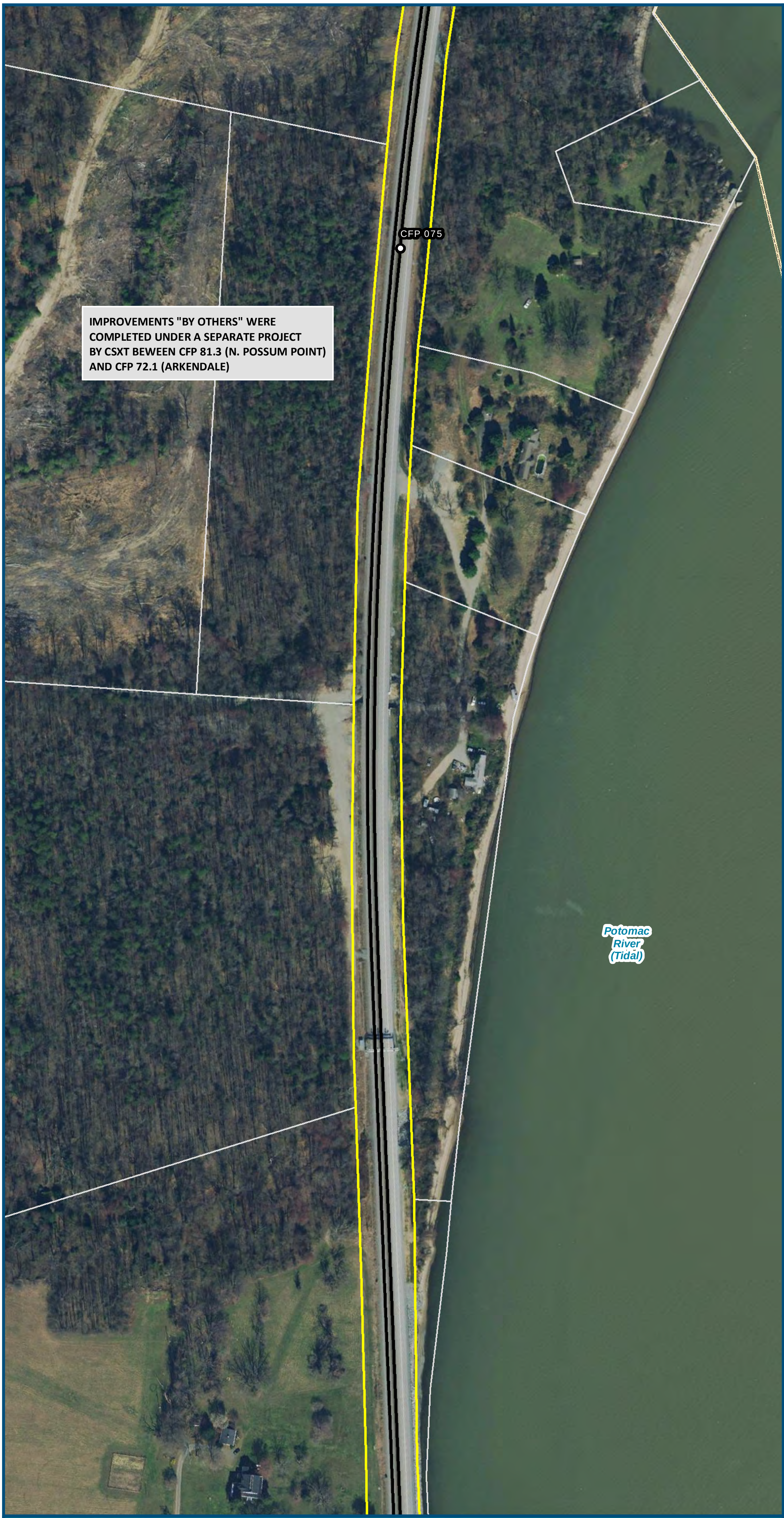
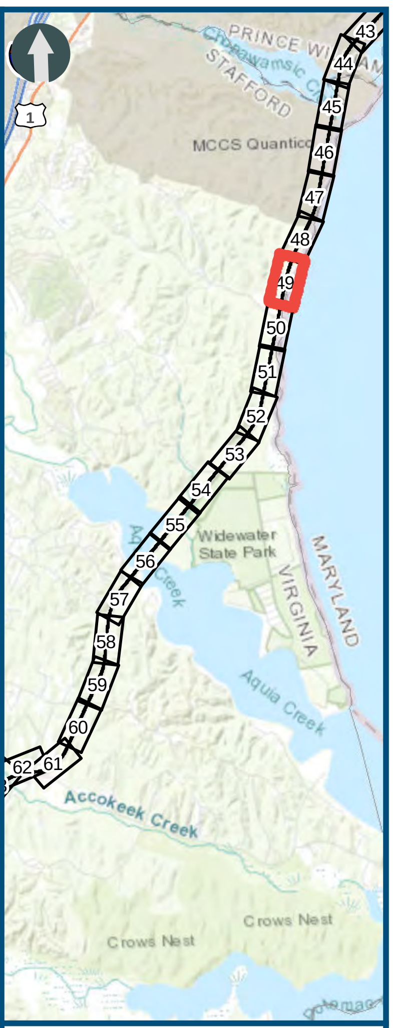

CFP 075
Potomac River (Tidal)

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Widewater State Park
MARYLAND
VIRGINIA
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest
Potomac

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
‐ ‐	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 49 of 217

Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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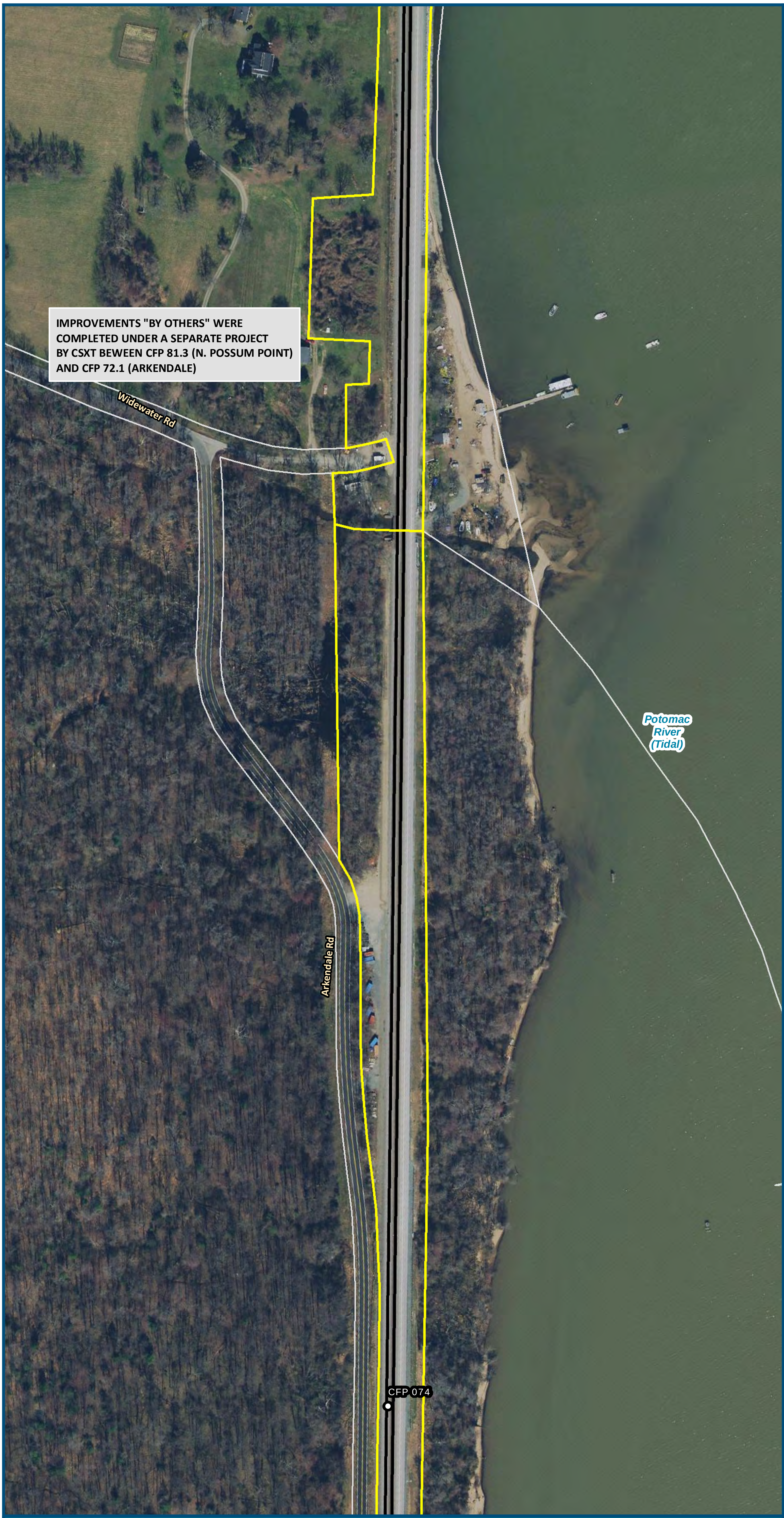
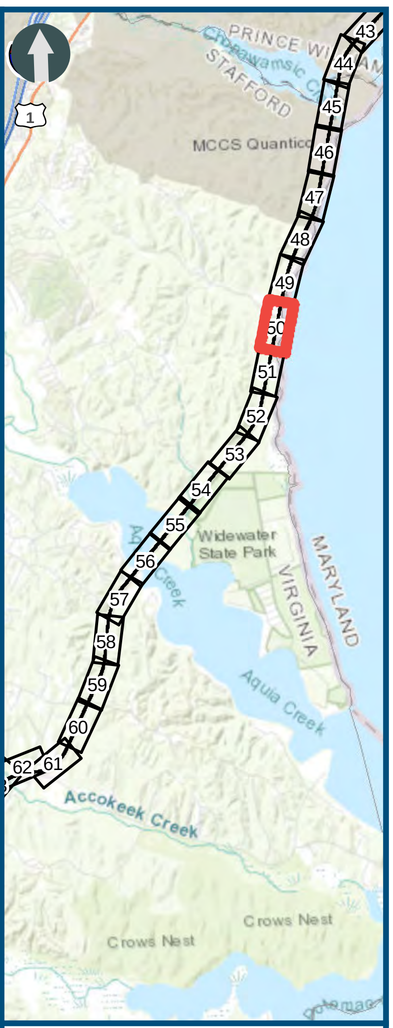

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)

Widewater Rd
Arkendale Rd
Potomac River (Tidal)
CFP 074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PRINCE WILLIAM
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MCCS Quantico
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Widewater State Park
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

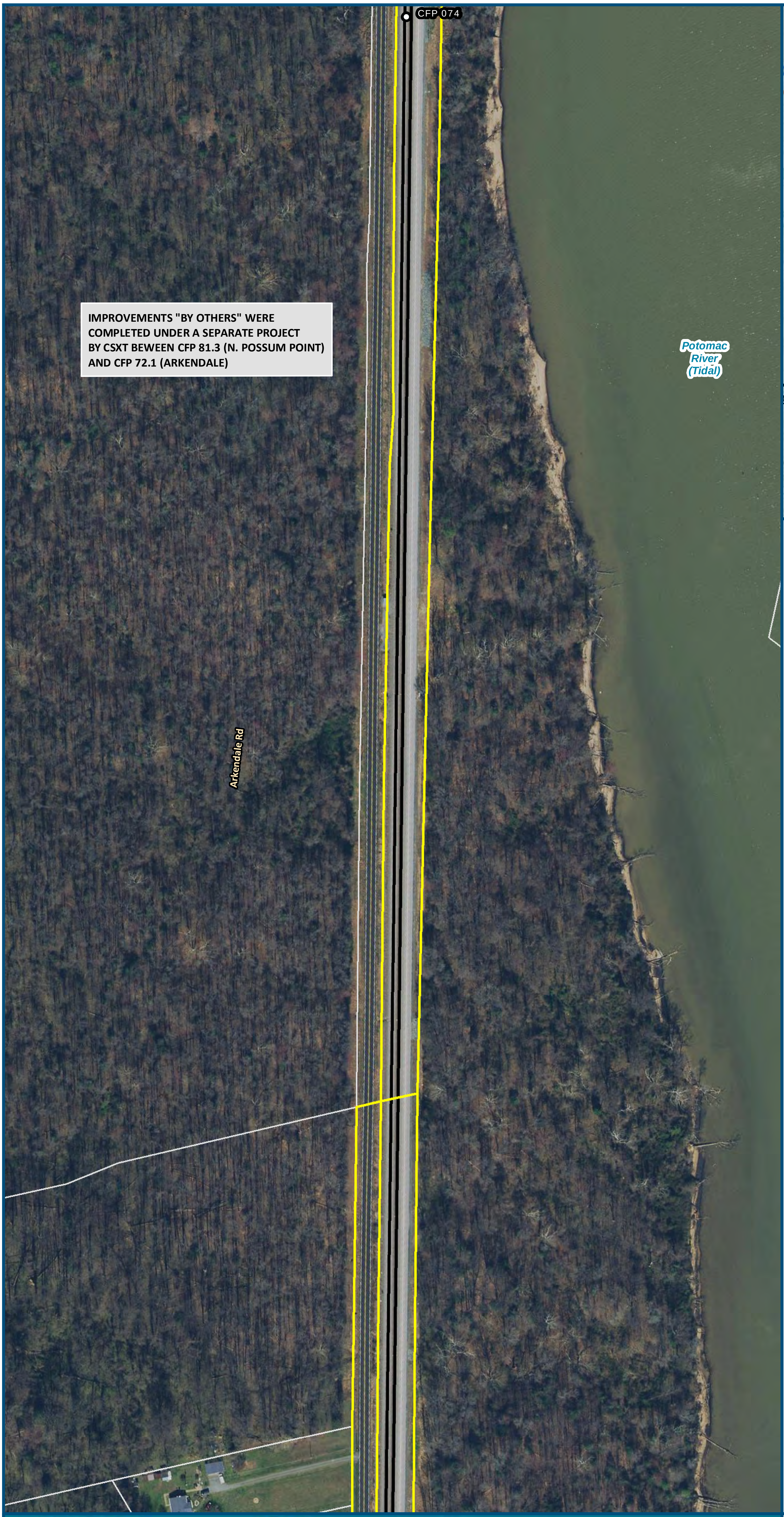
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

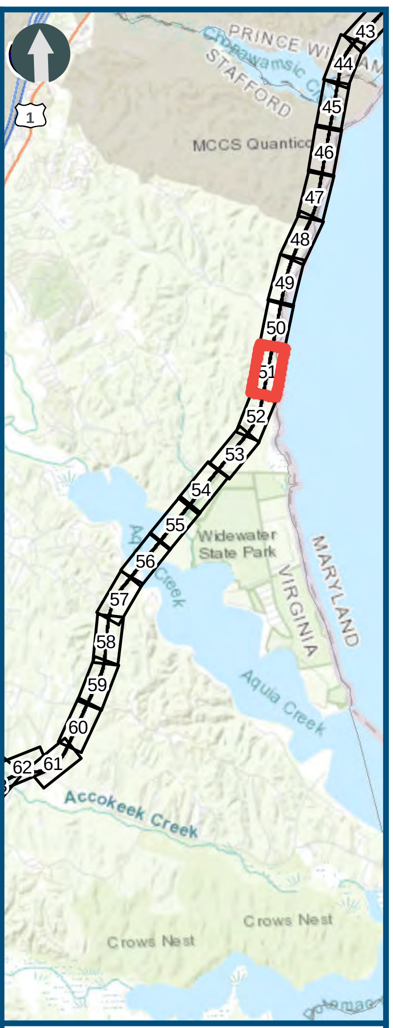
Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 50 of 217


CFP 074
Arkendale Rd
Potomac River (Tidal)

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Widewater State Park
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest
Potomac

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

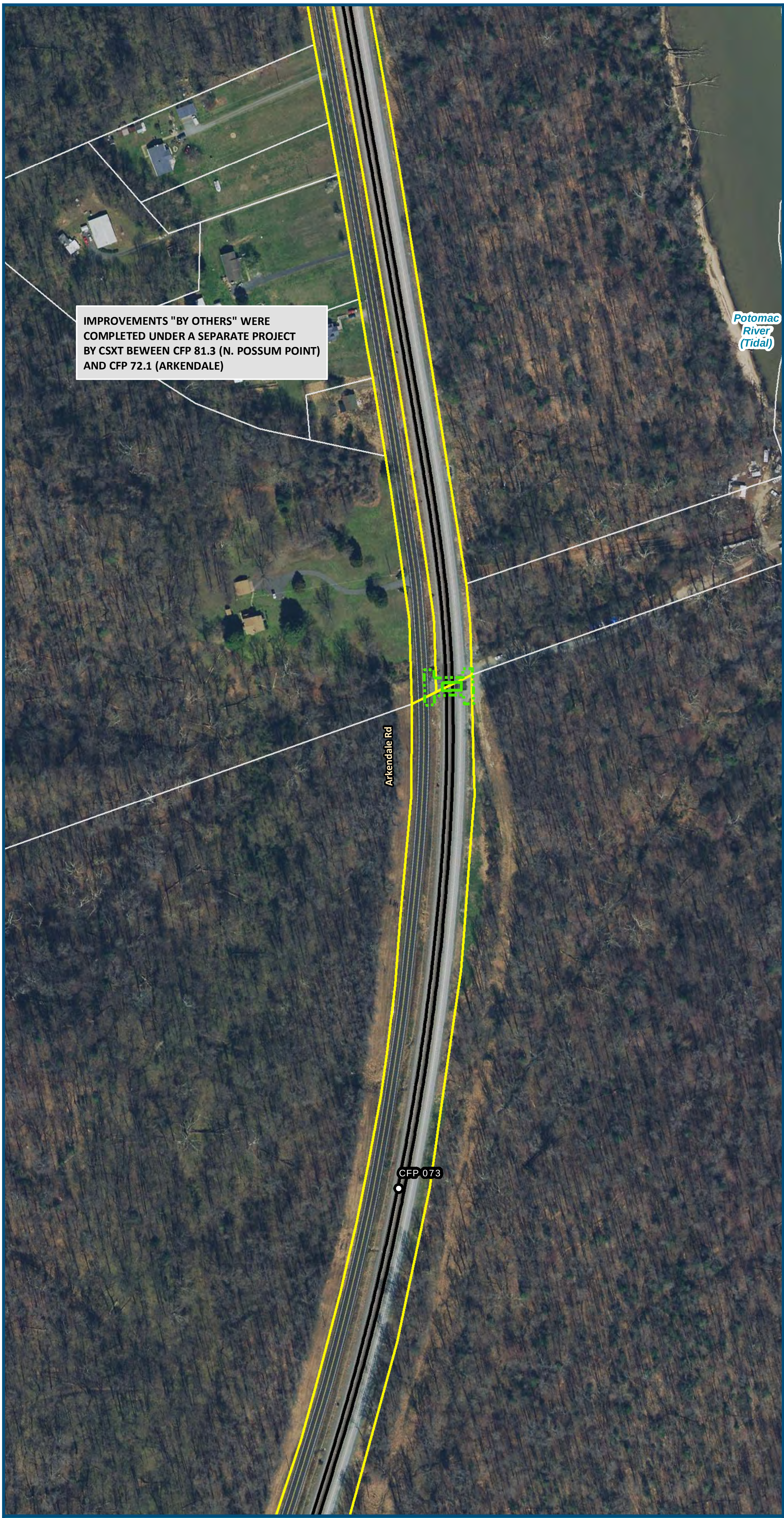
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

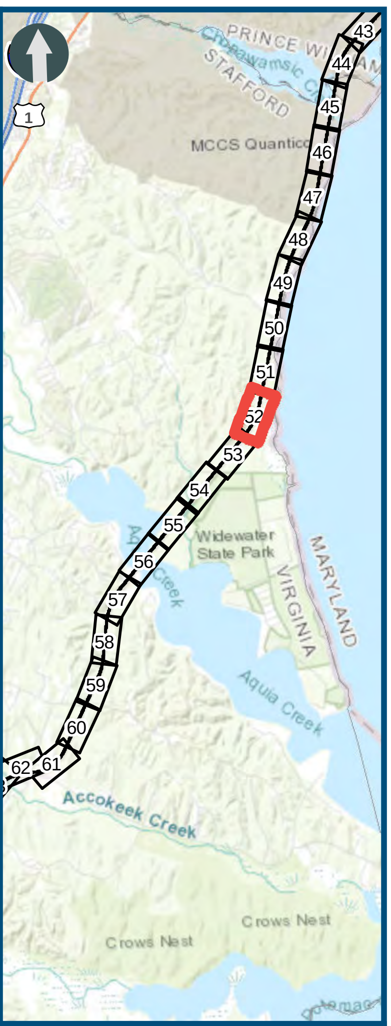
Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 51 of 217


Potomac River (Tidal)
Arkendale Rd
CFP 073

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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PRINCE WILLIAM
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MCCS Quantico
Widewater State Park
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

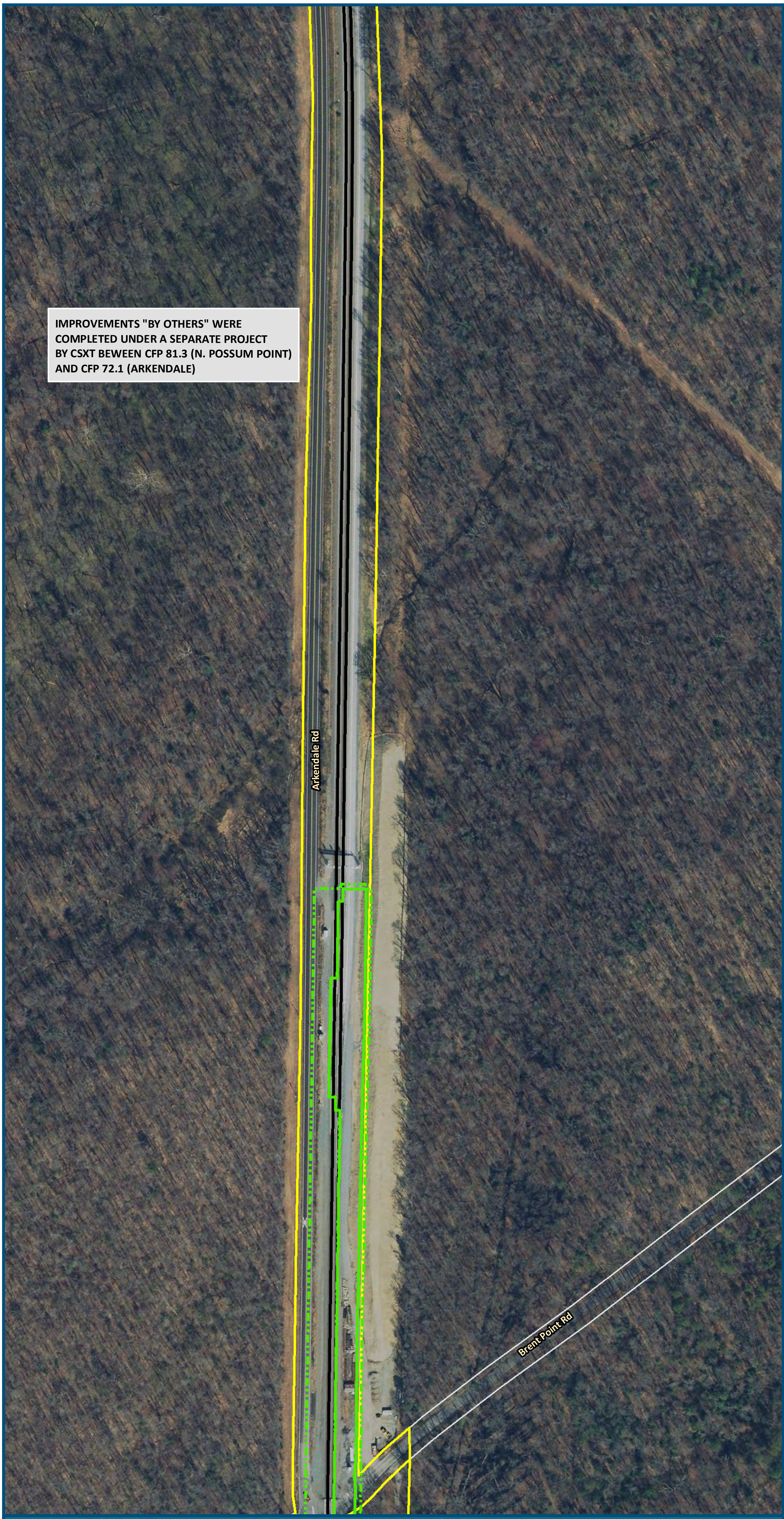
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

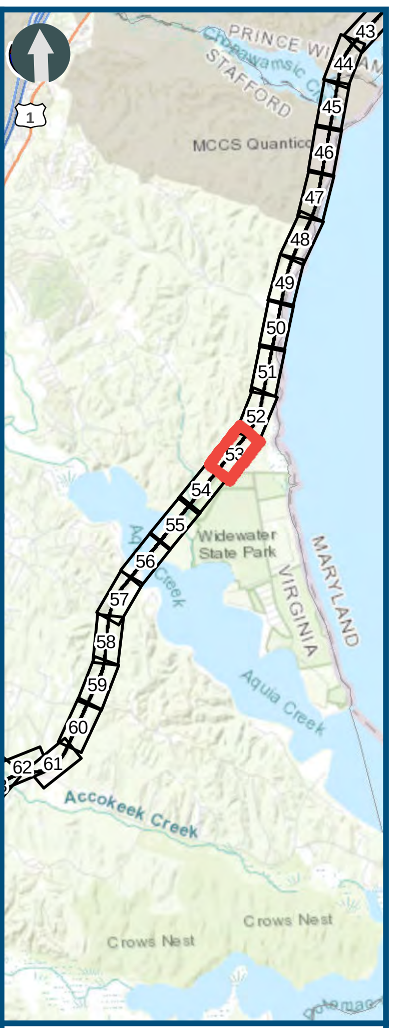
Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- ▬ Delineated Stream Impacts
- ┅ Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 52 of 217


Arkendale Rd
Brent Point Rd

IMPROVEMENTS "BY OTHERS" WERE
COMPLETED UNDER A SEPARATE PROJECT
BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT)
AND CFP 72.1 (ARKENDALE)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Widewater State Park
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 53 of 217

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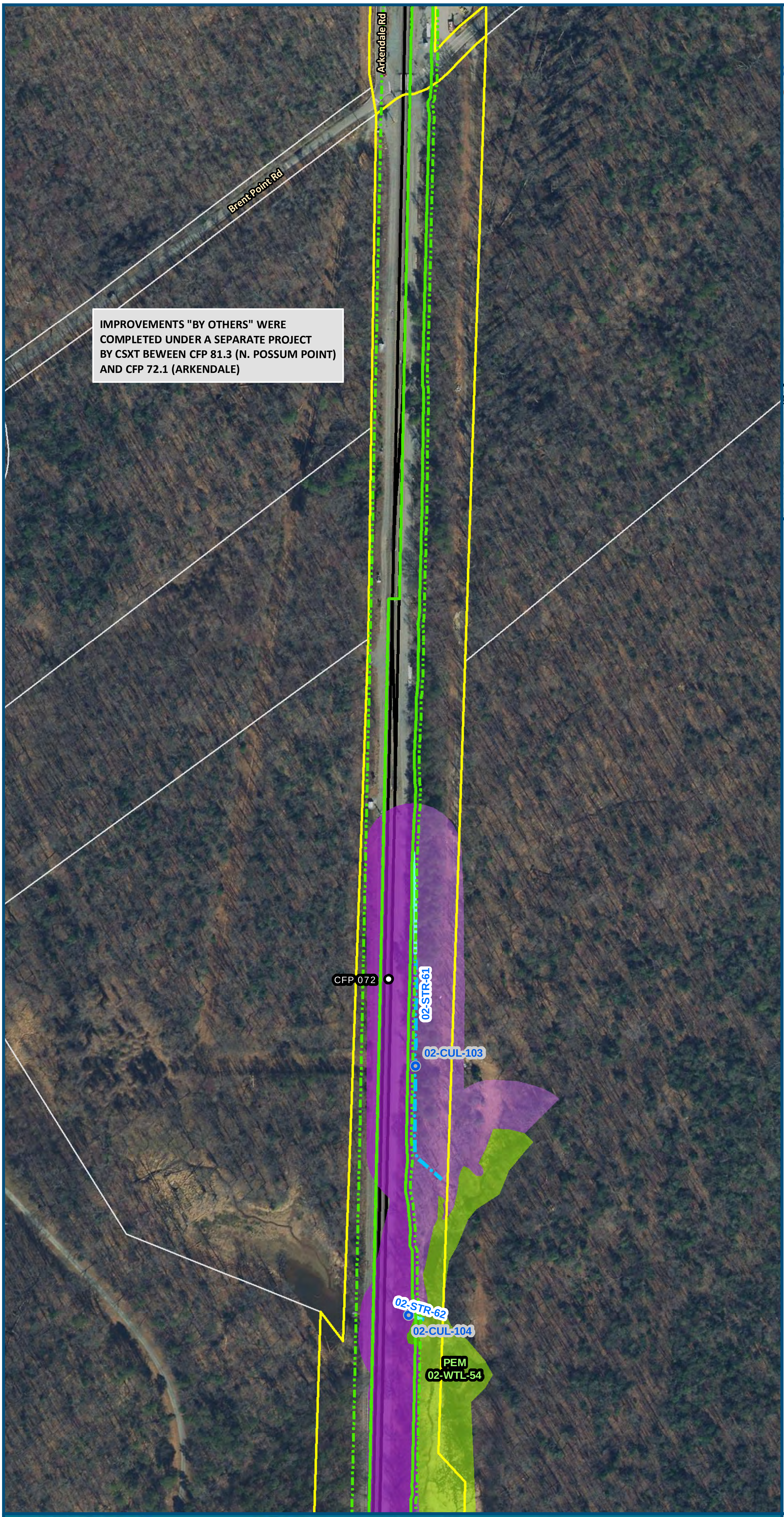
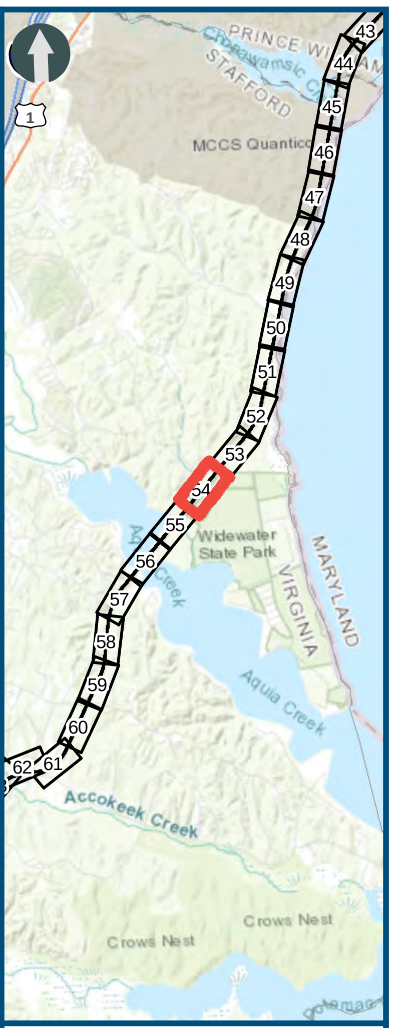

Arkendale Rd
Brent Point Rd
CFP 072
02-STR-61
02-CUL-103
02-STR-62
02-CUL-104
PEM
02-WTL-54

IMPROVEMENTS "BY OTHERS" WERE COMPLETED UNDER A SEPARATE PROJECT BY CSXT BEWEEN CFP 81.3 (N. POSSUM POINT) AND CFP 72.1 (ARKENDALE)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Widewater State Park
Aquia Creek
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 54 of 217

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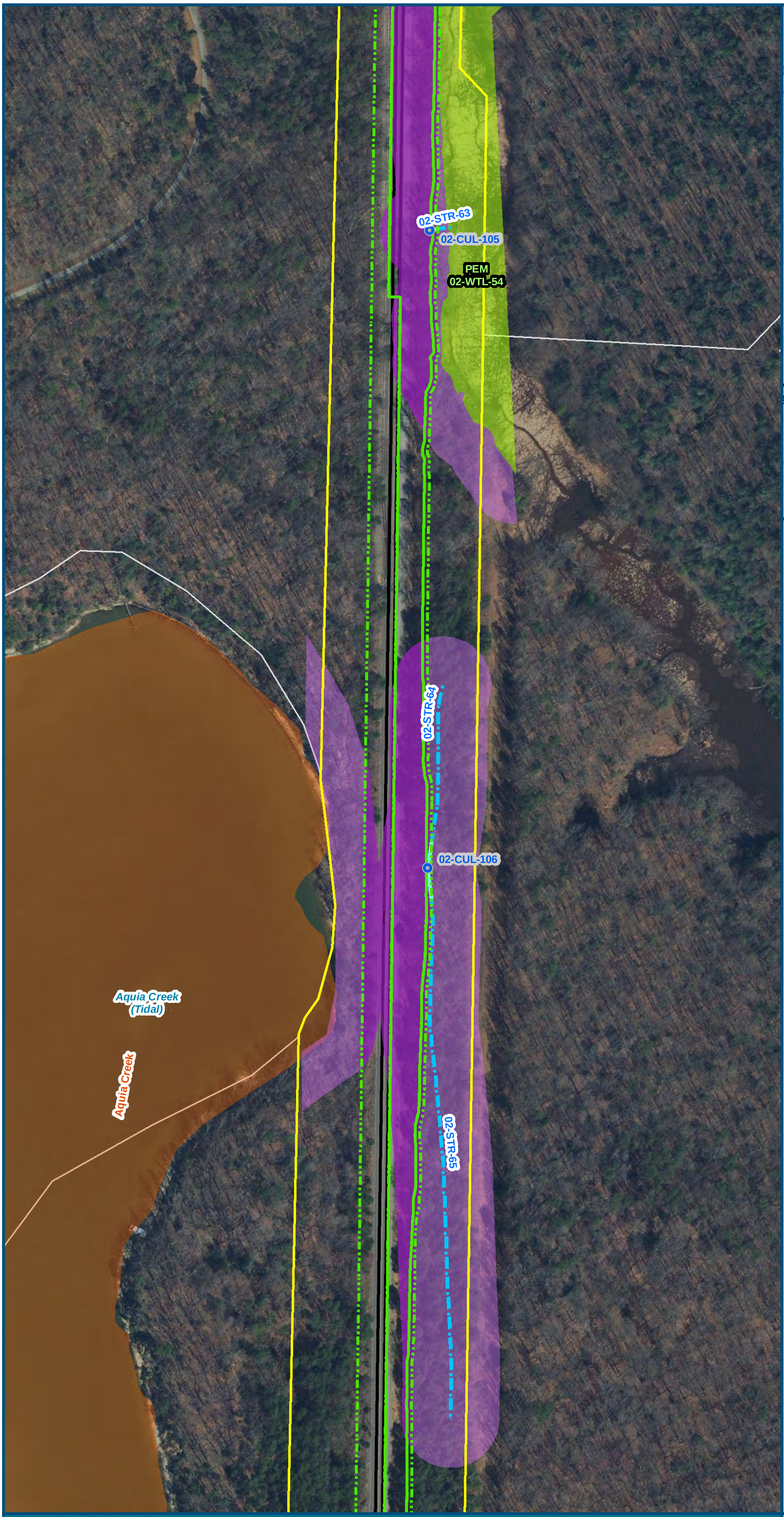
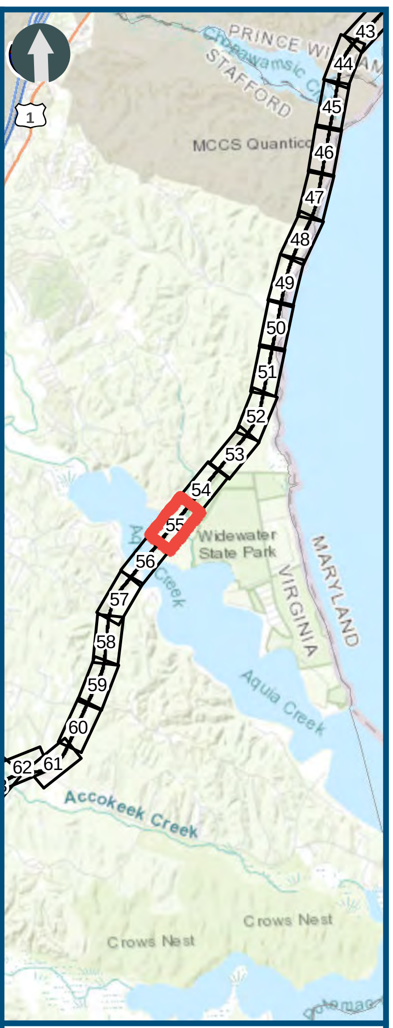

02-STR-63
02-CUL-105
PEM
02-WTL-54
02-STR-64
02-CUL-106
Aquia Creek
(Tidal)
Aquia Creek
02-STR-65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Widewater State Park
MARYLAND
VIRGINIA
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- -·- Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 55 of 217

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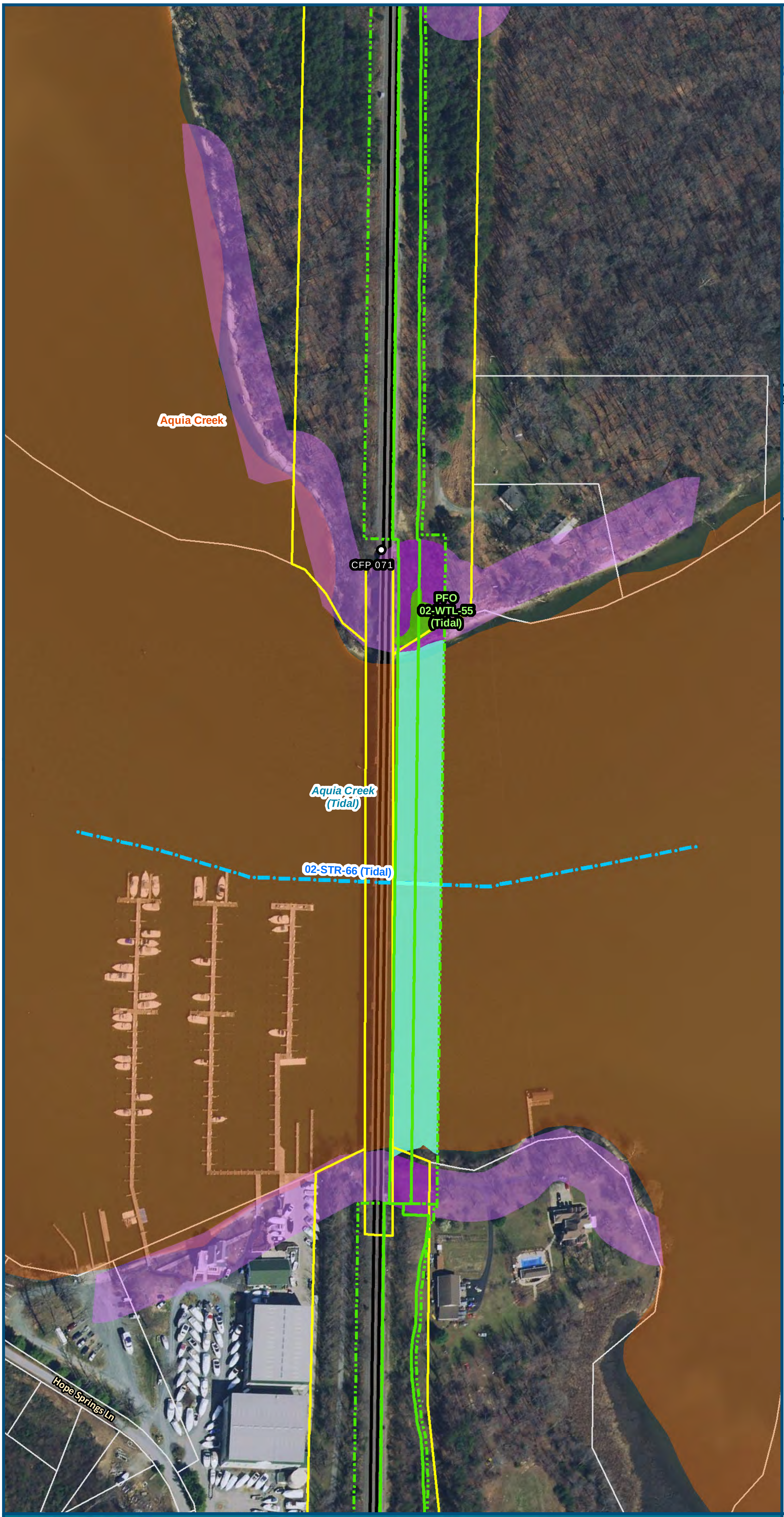
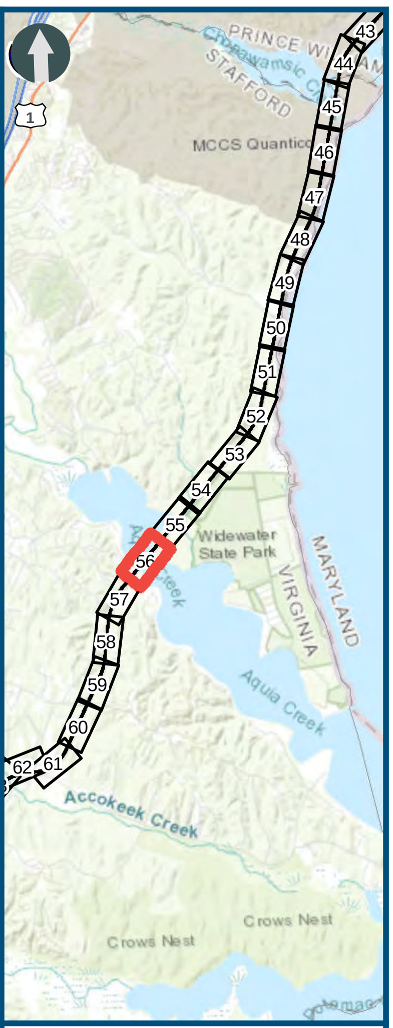

Aquia Creek
CFP 071
PFO
02-WTL-55
(Tidal)
Aquia Creek
(Tidal)
02-STR-66 (Tidal)
Hope Springs Ln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Widewater State Park
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

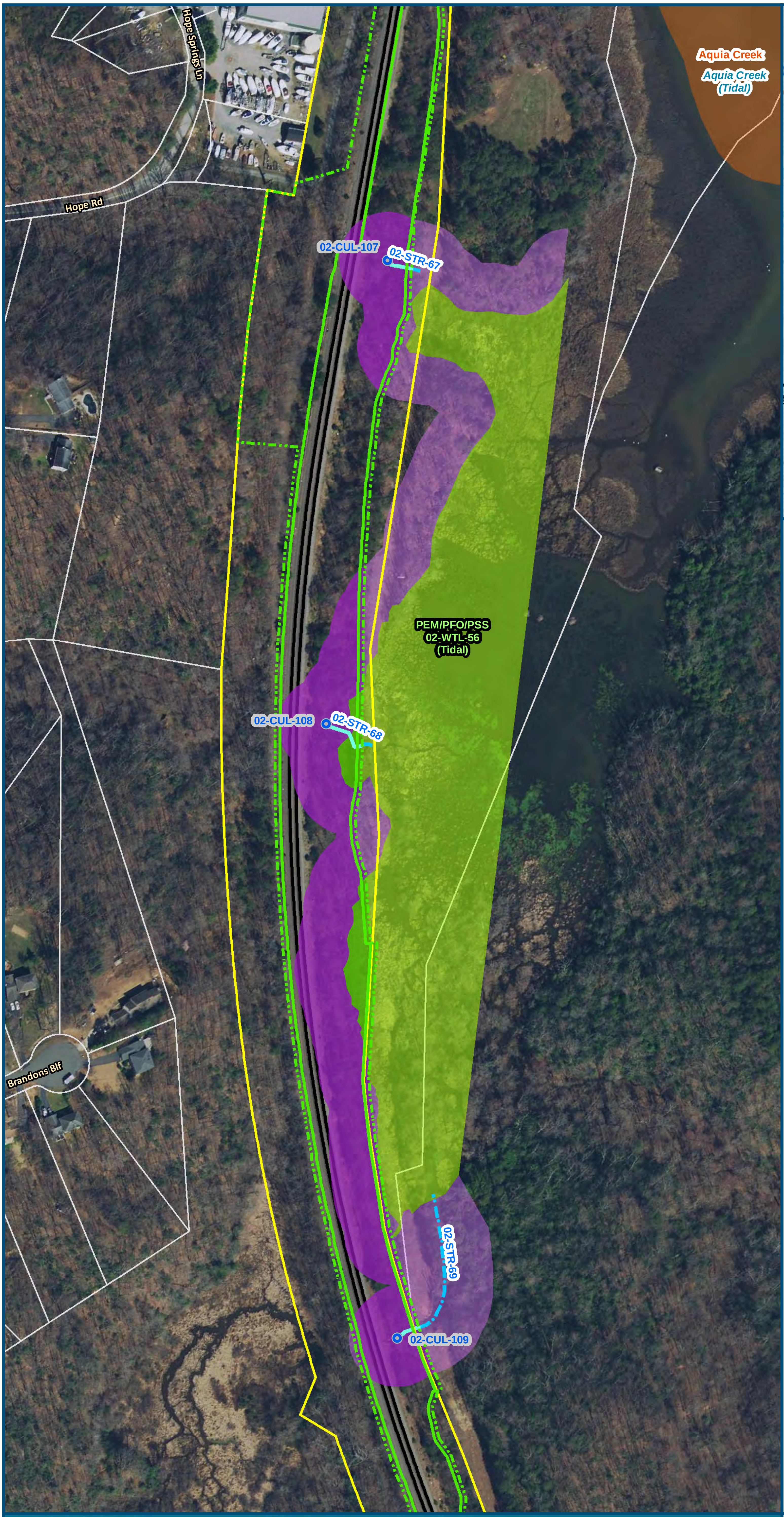
Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

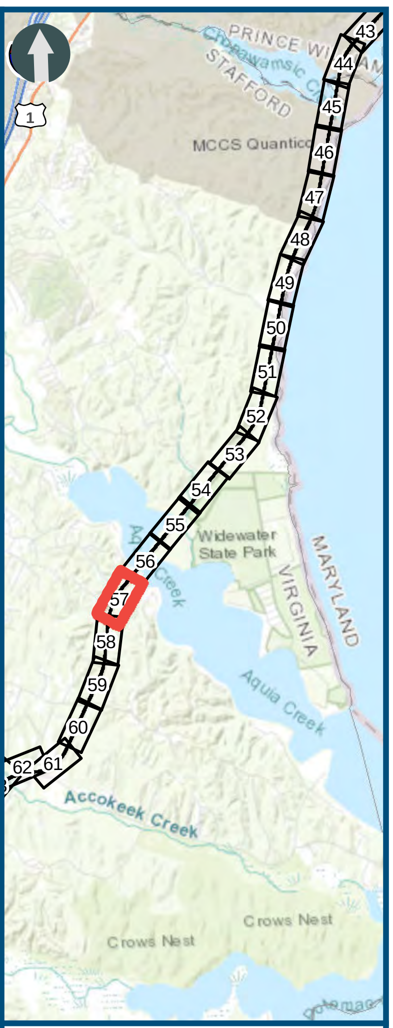
Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 56 of 217

\\dtsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018


Hope Springs Ln
Hope Rd
Aquia Creek
Aquia Creek (Tidal)
02-CUL-107
02-STR-67
PEM/PFO/PSS
02-WTL-56
(Tidal)
02-CUL-108
02-STR-68
02-STR-69
02-CUL-109
Brandons Blf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Widewater State Park
Aquia Creek
VIRGINIA
MARYLAND
Accokeek Creek
Crows Nest

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters (Virginia Department of Environmental Quality)
▭	CSXT ROW (County Parcel Data)
□	City/County Parcels
▭	City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 57 of 217

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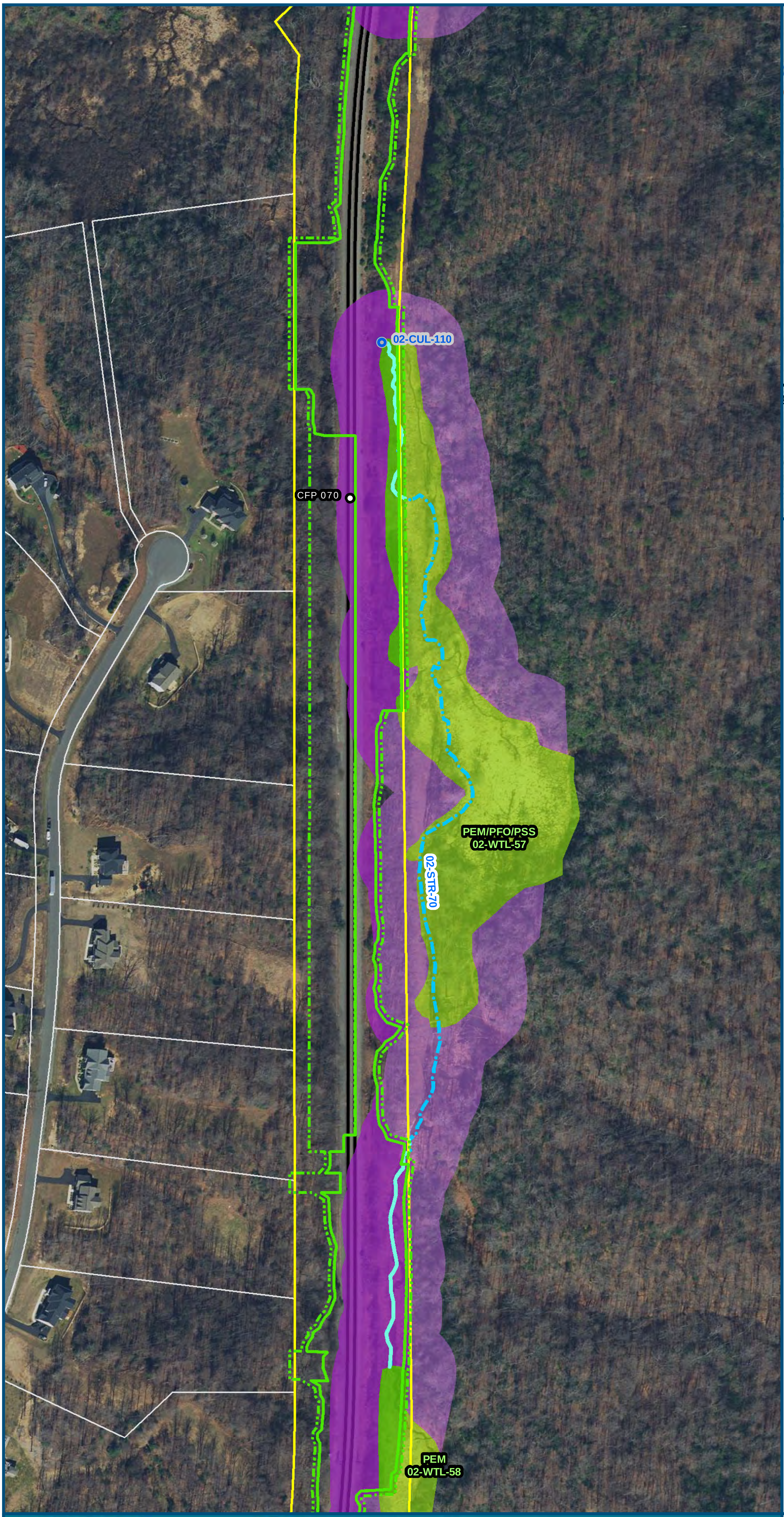
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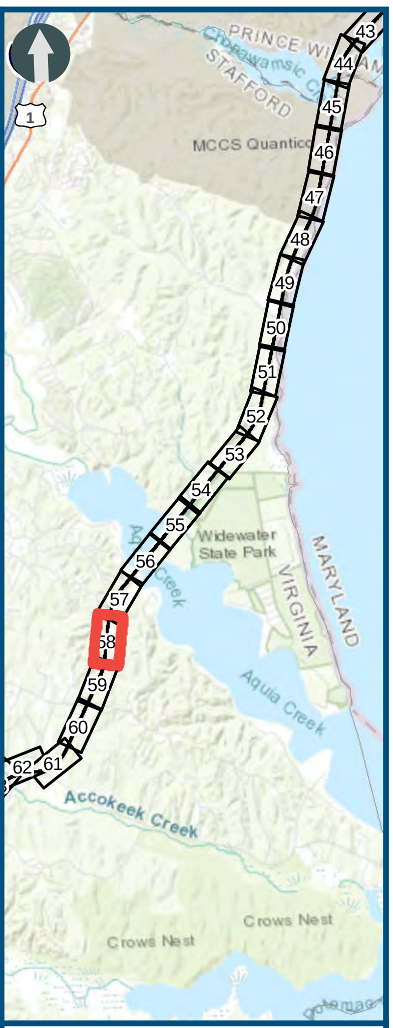
CFP 070
PEM/PFO/PSS
02-WTL-57
02-STR-70
PEM
02-WTL-58


PRINCE WILLIAM
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Widewater State Park
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MARYLAND
Aquia Creek
Accokeek Creek
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 58 of 217

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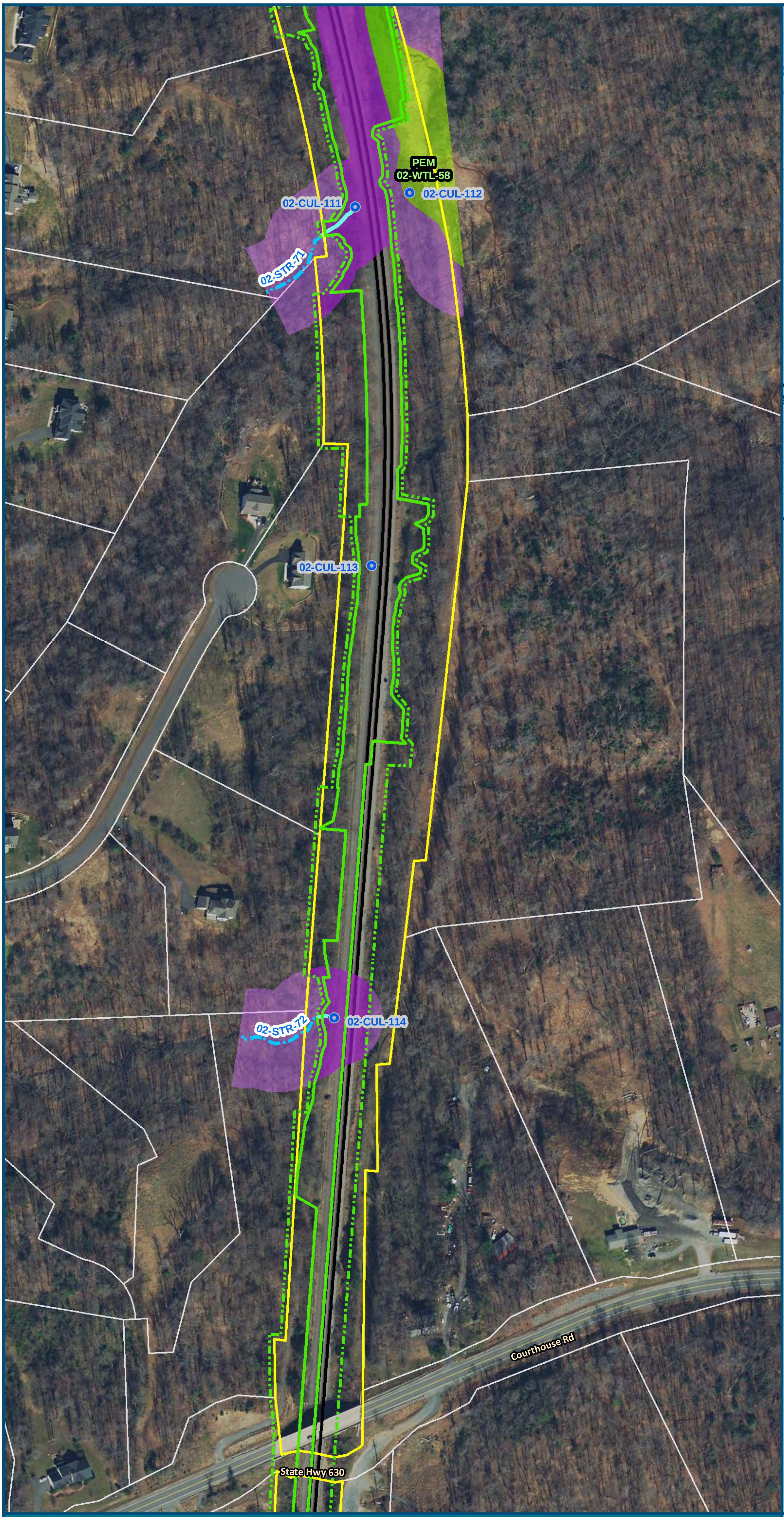
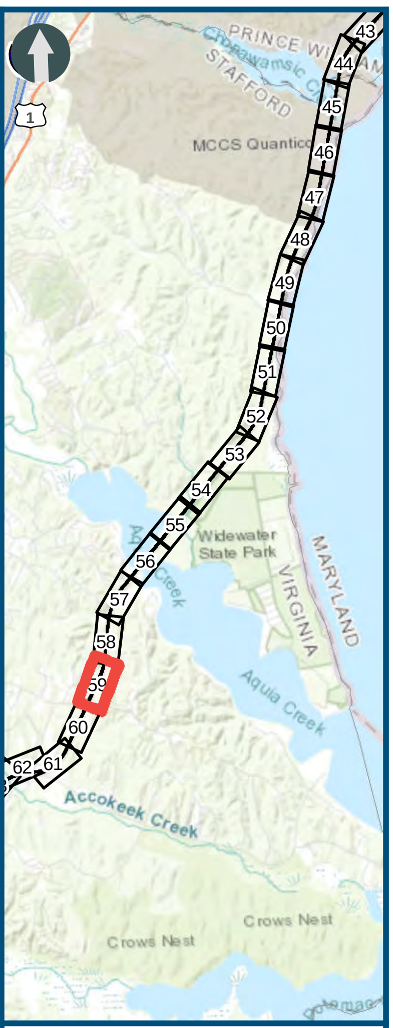

PEM
02-WTL-58
02-CUL-111
02-CUL-112
02-STR-71
02-CUL-113
02-STR-72
02-CUL-114
Courthouse Rd
State Hwy 630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Widewater State Park
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ● Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 59 of 217

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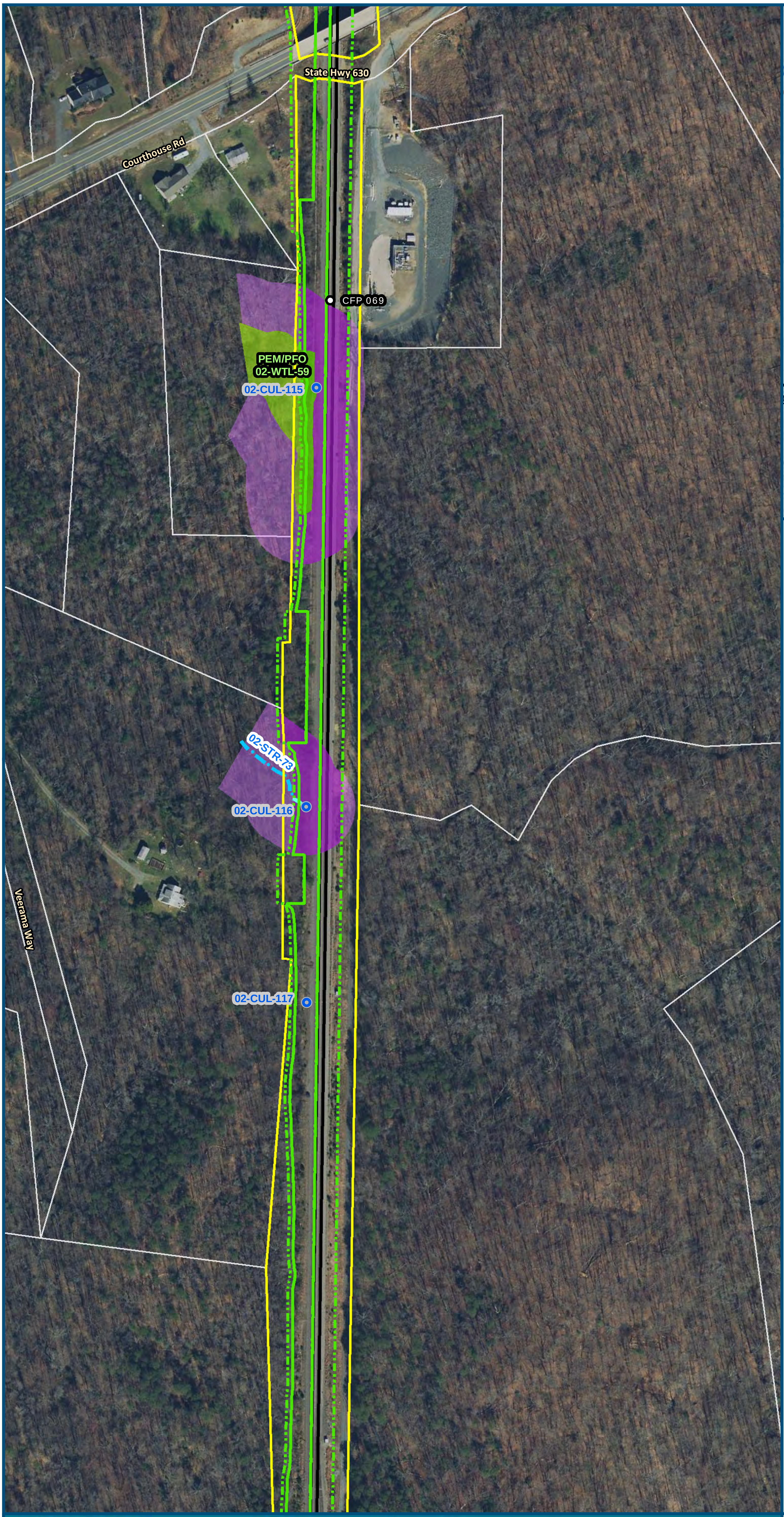
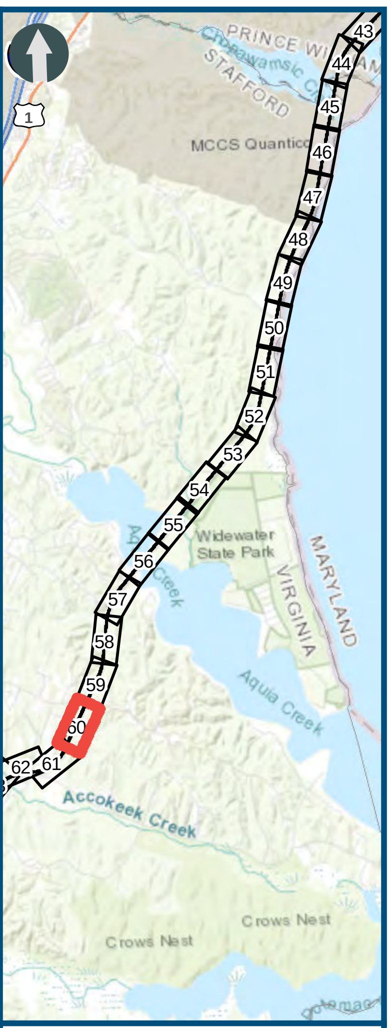

State Hwy 630
Courthouse Rd
CFP 069
PEM/PFO
02-WTL-59
02-CUL-115
02-STR-73
02-CUL-116
Veerama Way
02-CUL-117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PRINCE WILLIAM
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MCCS Quantico
Widewater State Park
MARYLAND
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Aquia Creek
Accokeek Creek
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 60 of 217

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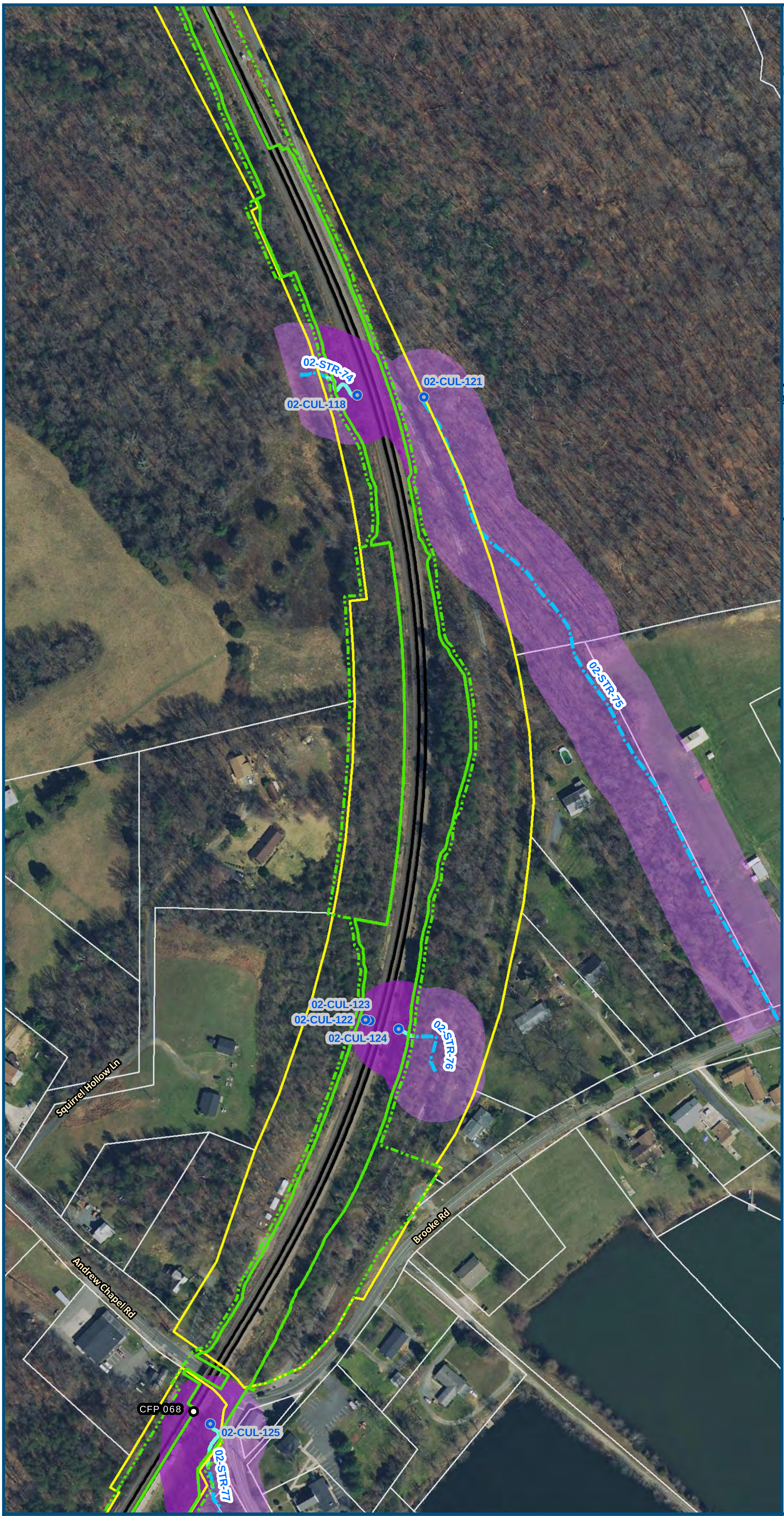
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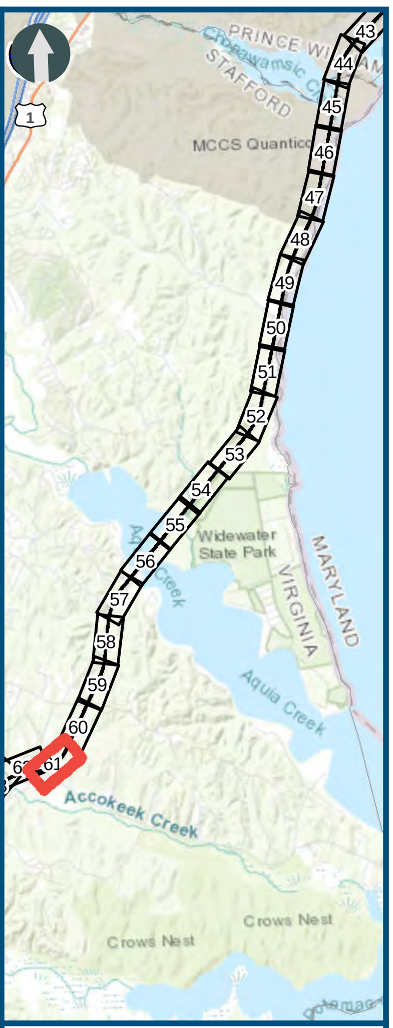
02-CUL-118
02-CUL-121
02-STR-75
02-CUL-123
02-CUL-122
02-CUL-124
02-STR-76
Squirrel Hollow Ln
Brooke Rd
Andrew Chapel Rd
CFP 068
02-CUL-125
02-STR-77


1
PRINCE WI
STAFFORD
Chopawamsic
MCCS Quantico
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
Widewater State Park
MARYLAND
VIRGINIA
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest
Potomac

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- ━ Delineated Stream Impacts
- -·- Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
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Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 61 of 217

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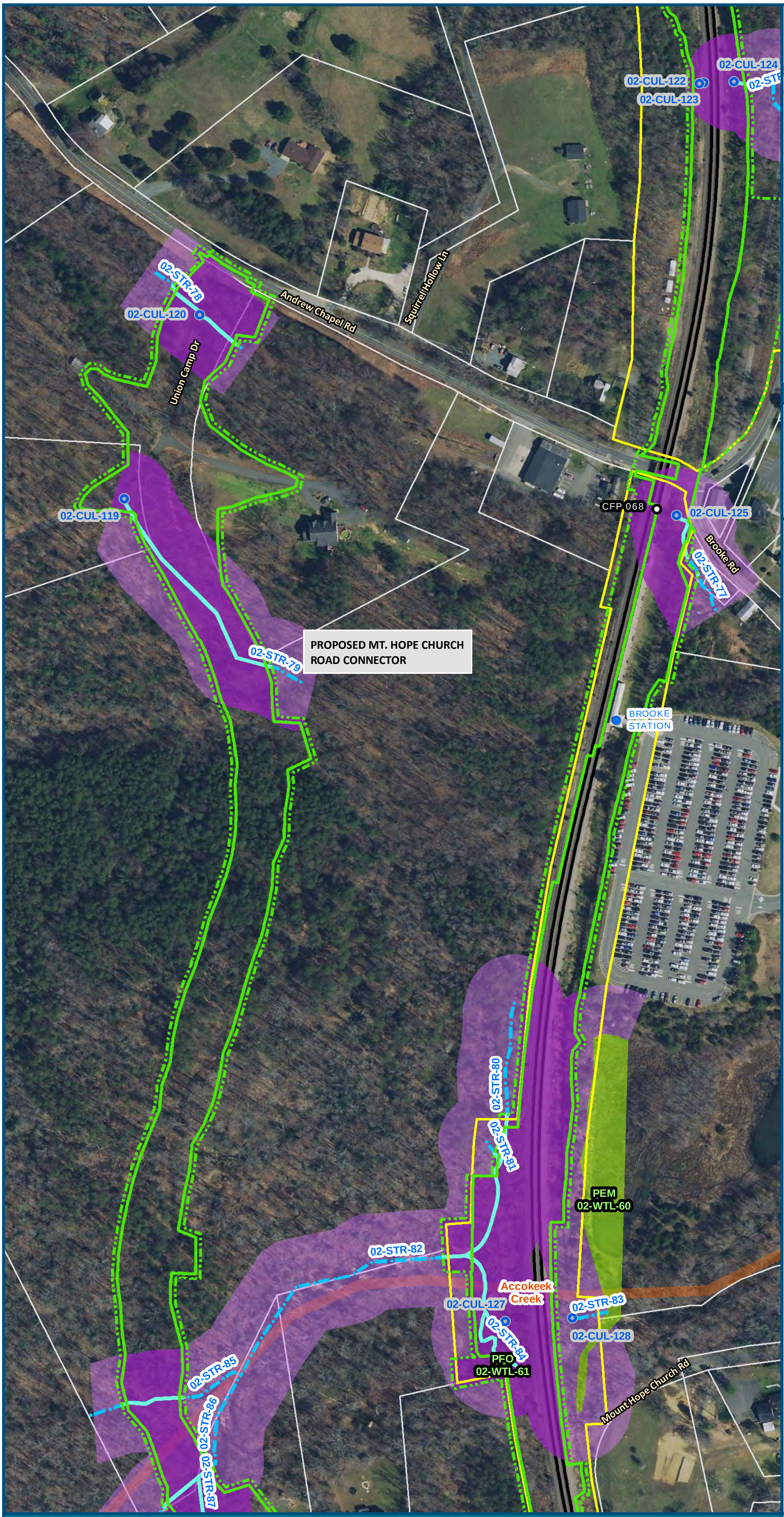
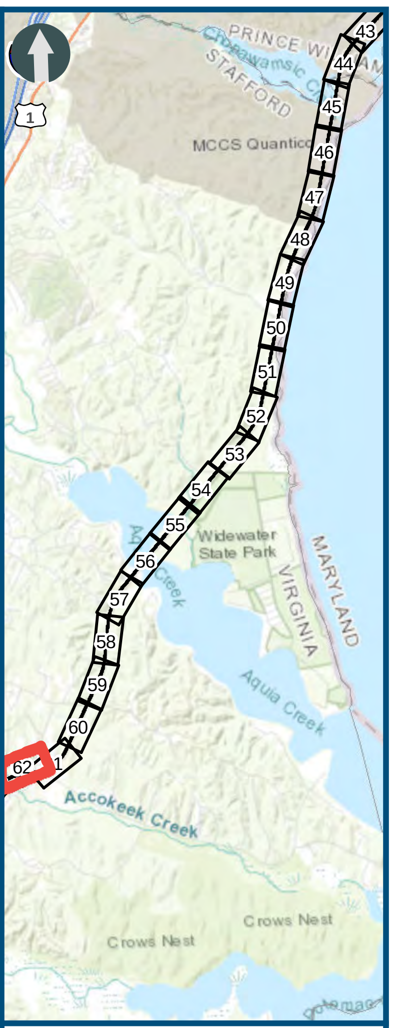

02-CUL-122
02-CUL-123
02-CUL-124
02-STR
02-STR-78
02-CUL-120
Andrew Chapel Rd
Squirrel Hollow Ln
Union Camp Dr
02-CUL-119
CFP 068
02-CUL-125
Brooke Rd
02-STR-77
02-STR-79
PROPOSED MT. HOPE CHURCH ROAD CONNECTOR
BROOKE STATION
02-STR-80
02-STR-81
PEM
02-WTL-60
02-STR-82
Accokeek Creek
02-CUL-127
02-STR-83
02-CUL-128
02-STR-84
PFO
02-WTL-61
Mount Hope Church Rd
02-STR-85
02-STR-86
02-STR-87


1
PRINCE WILLIAM
STAFFORD
MCCS Quantico
43
44
45
46
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61
62
Widewater State Park
VIRGINIA
MARYLAND
Aquia Creek
Accokeek Creek
Crows Nest
Crows Nest

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
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- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 62 of 217

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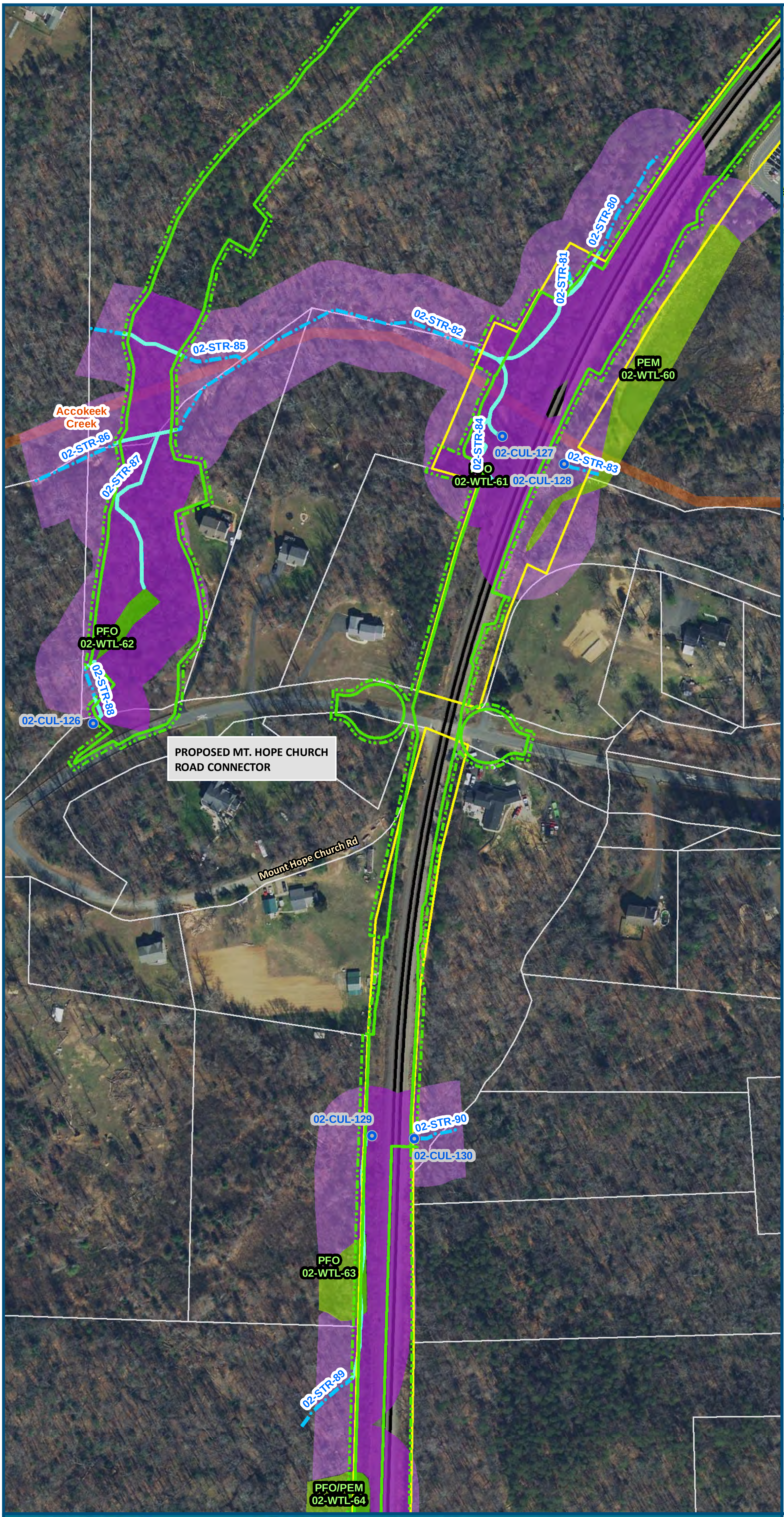
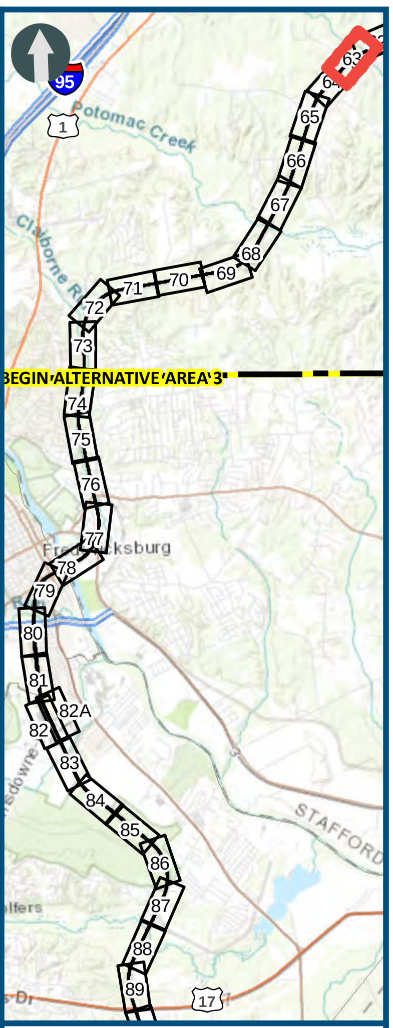

02-STR-80
02-STR-81
02-STR-82
02-STR-85
Accokeek Creek
02-STR-86
02-STR-87
02-STR-84
02-CUL-127
02-STR-83
02-WTL-61
02-CUL-128
PEM
02-WTL-60
PFO
02-WTL-62
02-STR-88
02-CUL-126
PROPOSED MT. HOPE CHURCH ROAD CONNECTOR
Mount Hope Church Rd
02-CUL-129
02-STR-90
02-CUL-130
PFO
02-WTL-63
02-STR-89
PFO/PEM
02-WTL-64


95
1
Potomac Creek
Claiborne
63
64
65
66
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68
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BEGIN ALTERNATIVE AREA 3
74
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Fredericksburg
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82A
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89
STAFFORD
17

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 63 of 217

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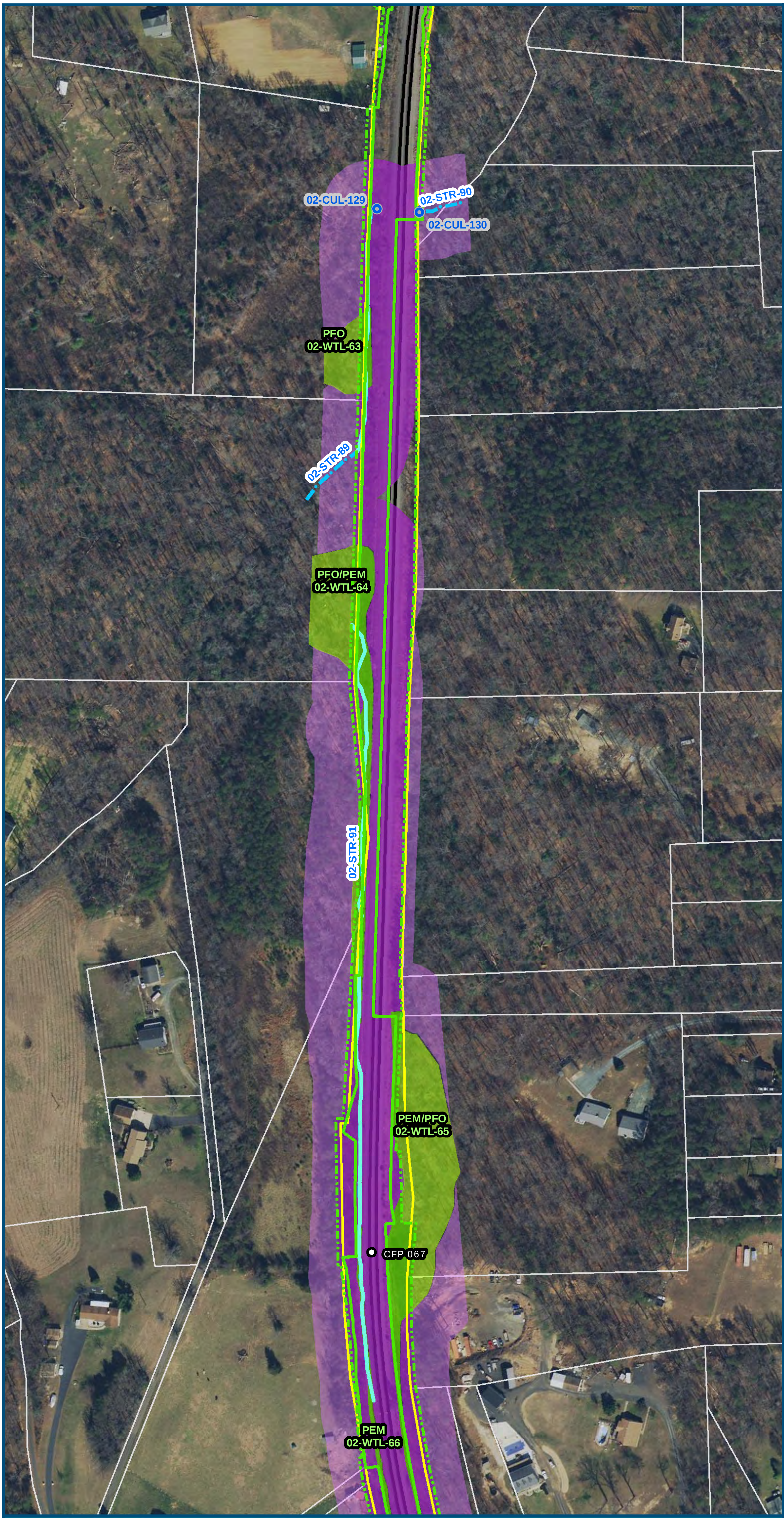
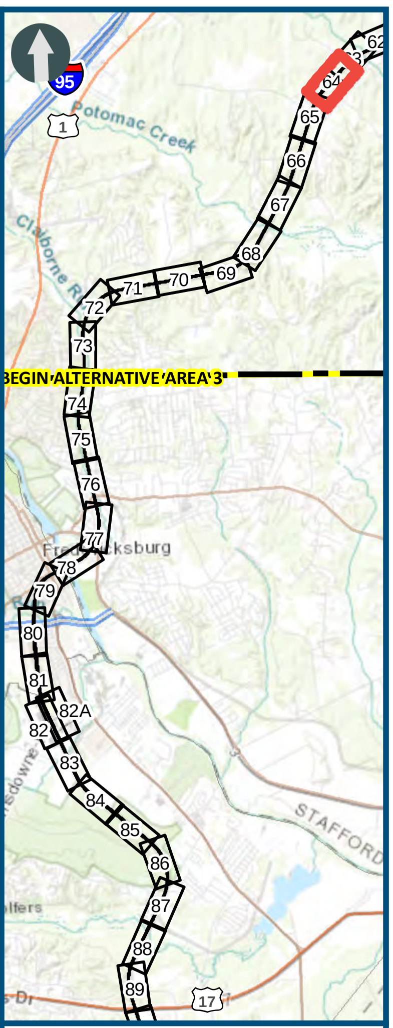

02-CUL-129
02-STR-90
02-CUL-130
PFO
02-WTL-63
02-STR-89
PFO/PEM
02-WTL-64
02-STR-91
PEM/PFO
02-WTL-65
CFP 067
PEM
02-WTL-66


95
1
Potomac Creek
Claiborne Run
62
63
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BEGIN ALTERNATIVE AREA 3
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Fredericksburg
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82A
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89
STAFFORD
17

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - · - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 64 of 217

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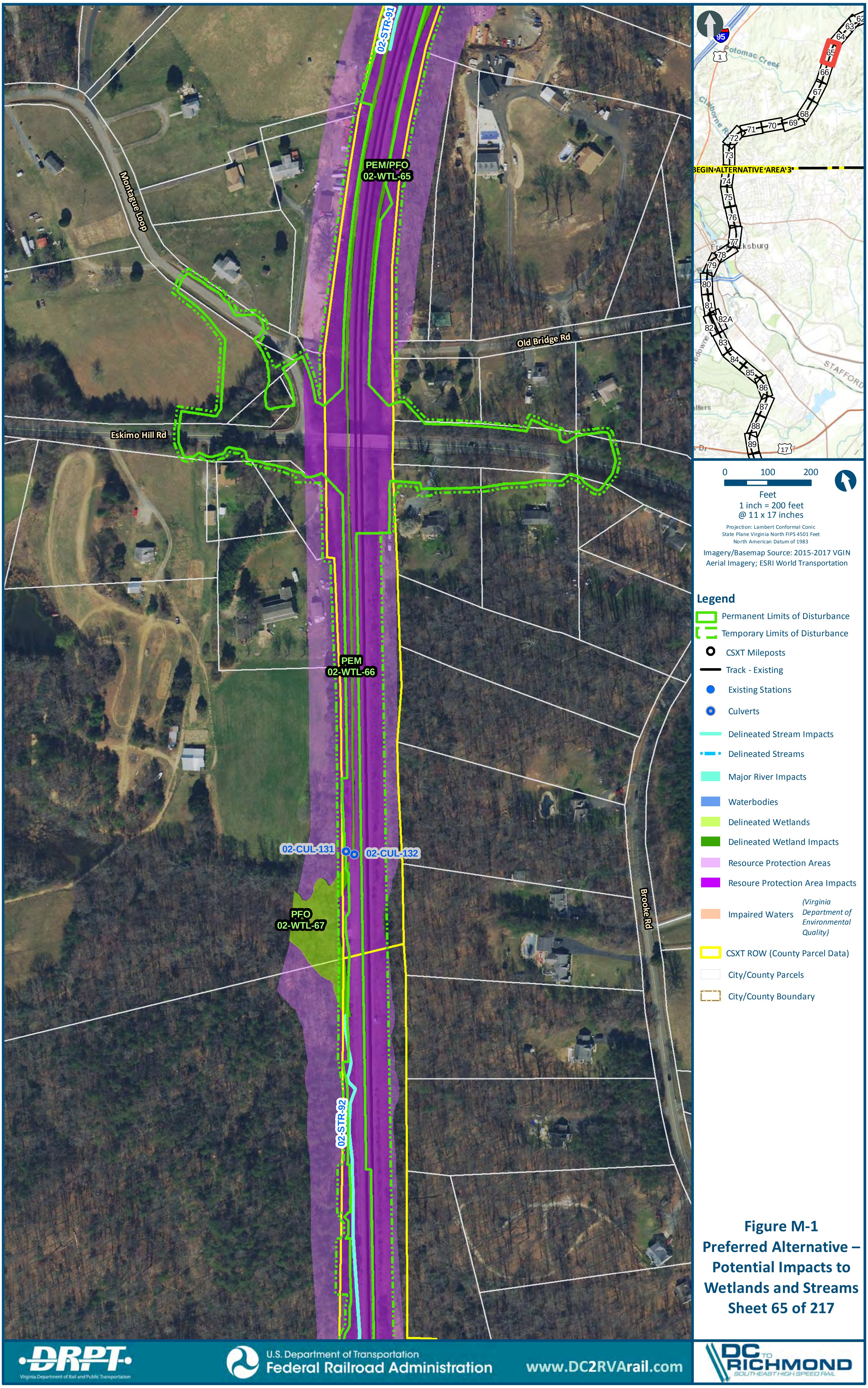
02-STR-91
PEM/PFO
02-WTL-65
Montague Loop
Old Bridge Rd
Eskimo Hill Rd
PEM
02-WTL-66
02-CUL-131
02-CUL-132
PFO
02-WTL-67
02-STR-92
Brooke Rd
95
1
Potomac Creek
Claiborne Run
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BEGIN ALTERNATIVE AREA 3
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Fredericksburg
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82A
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89
17
STAFFORD
Fairview
Fallers

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 65 of 217

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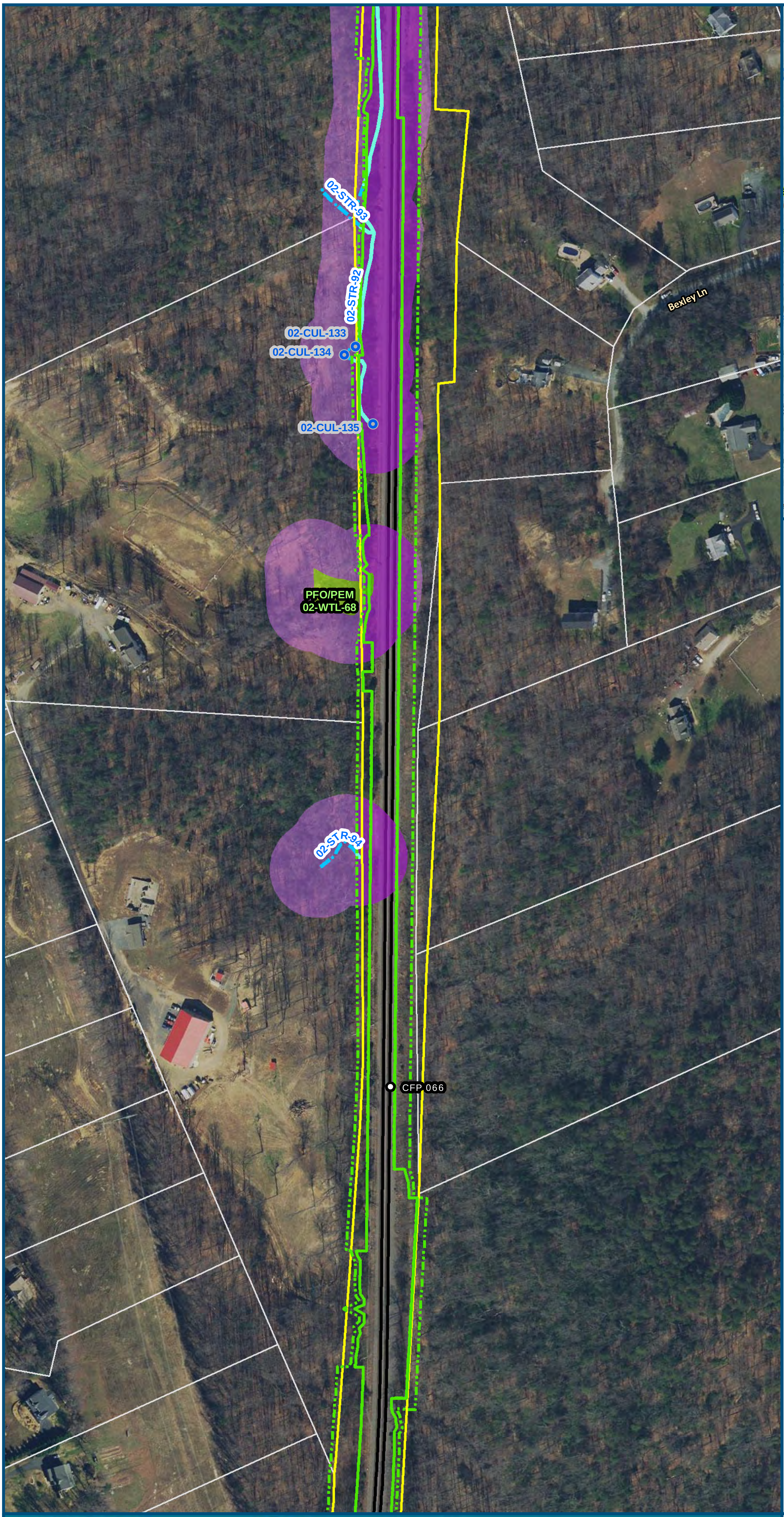
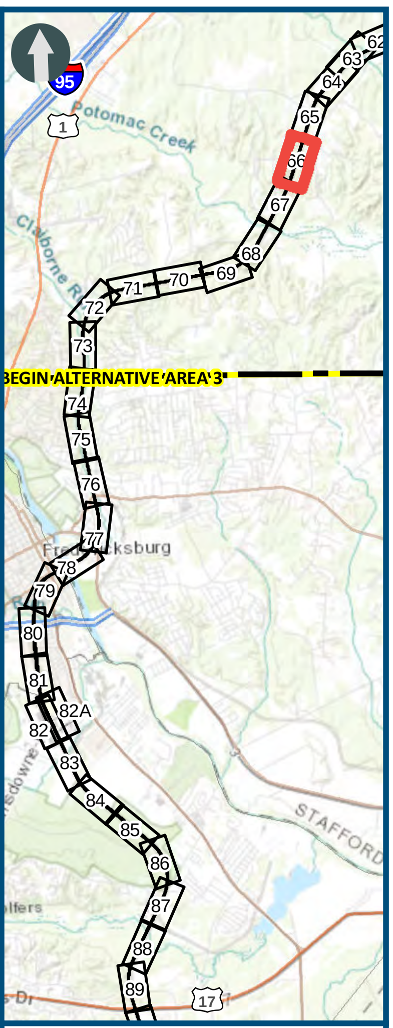

02-STR-93
02-STR-92
02-CUL-133
02-CUL-134
02-CUL-135
PFO/PEM
02-WTL-68
02-STR-94
CFP 066
Bexley Ln


95
1
Potomac Creek
Claiborne Rd
62
63
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65
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67
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73
BEGIN ALTERNATIVE AREA 3
74
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Fredericksburg
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82A
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89
STAFFORD
17

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
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Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 66 of 217

DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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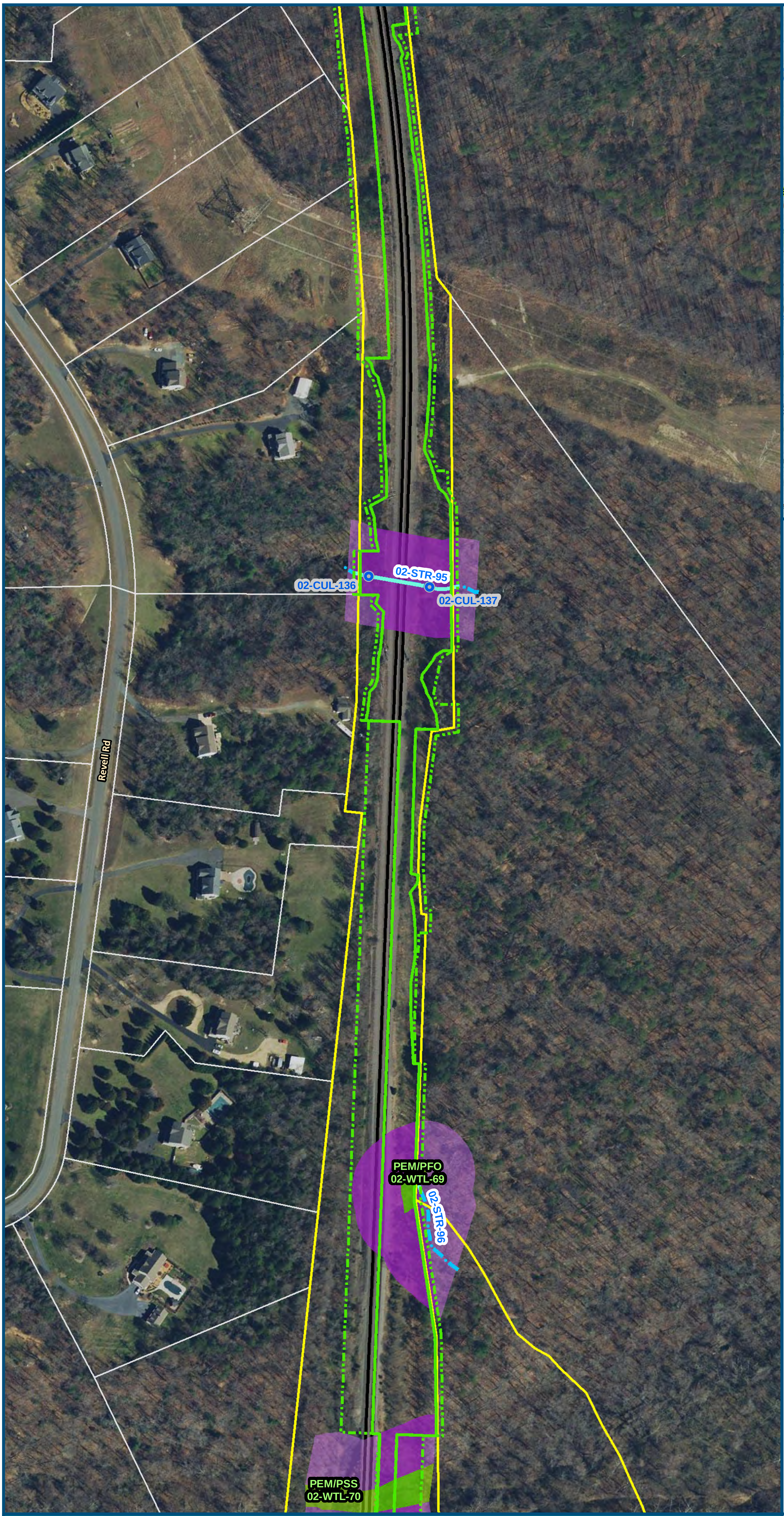
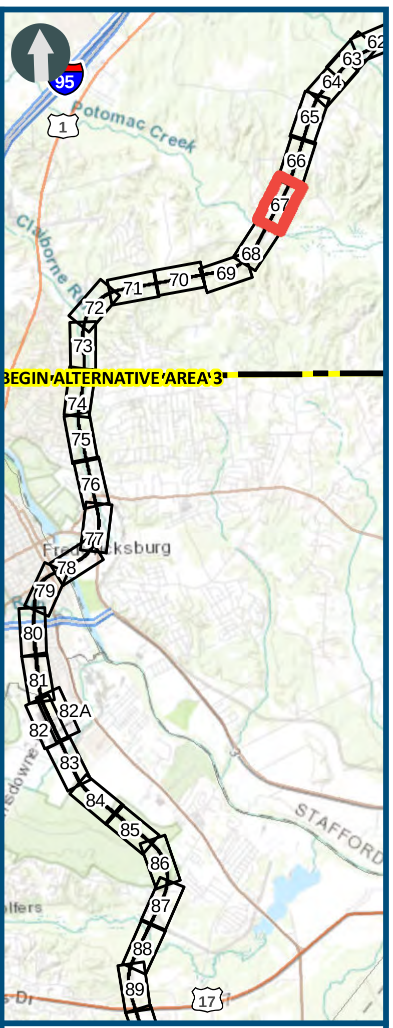


Revell Rd
02-CUL-136
02-STR-95
02-CUL-137
PEM/PFO
02-WTL-69
02-STR-96
PEM/PSS
02-WTL-70



95
1
Potomac Creek
Claiborne R
62
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BEGIN ALTERNATIVE AREA 3
74
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82A
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88
89
STAFFORD
17

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

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- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 67 of 217

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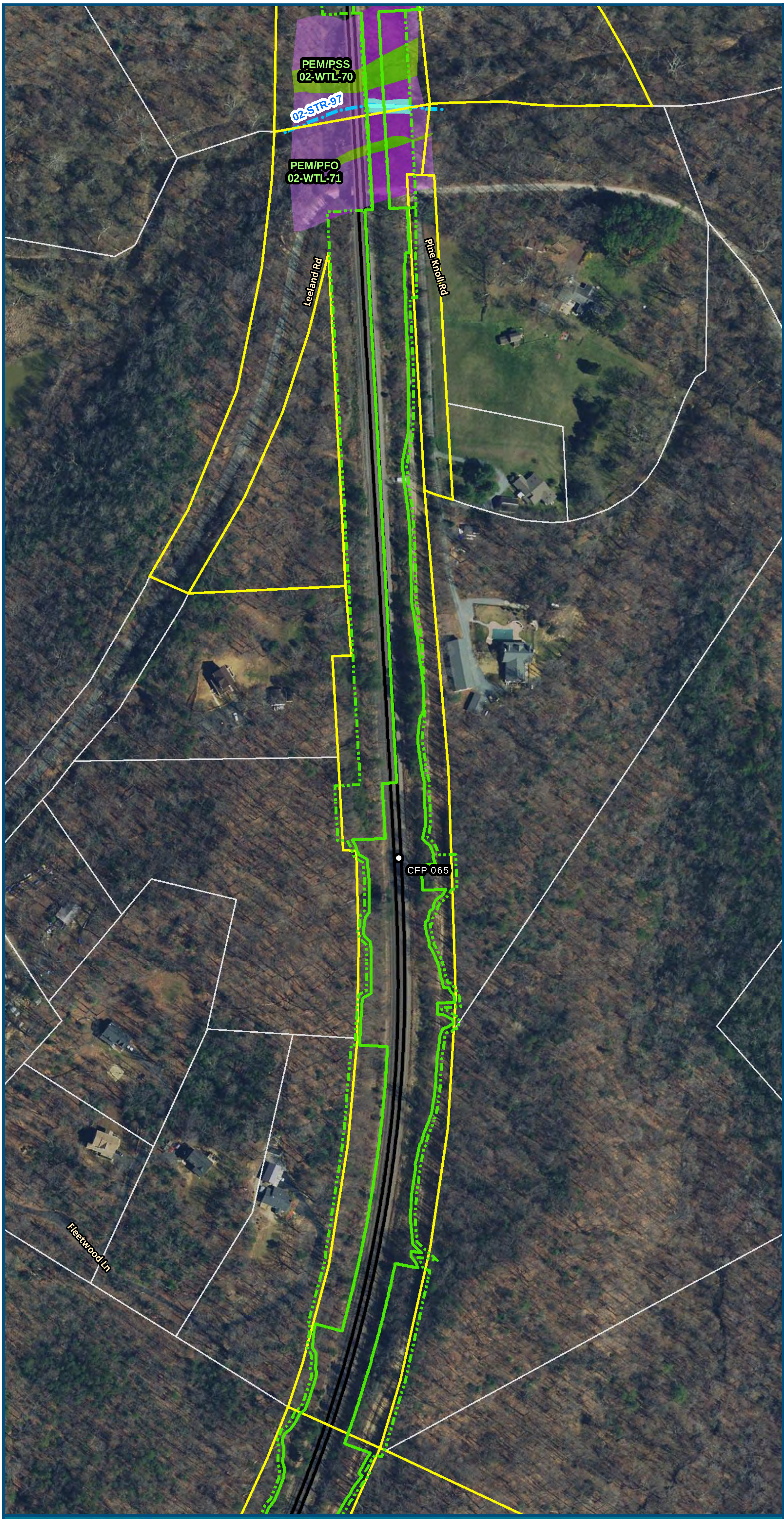
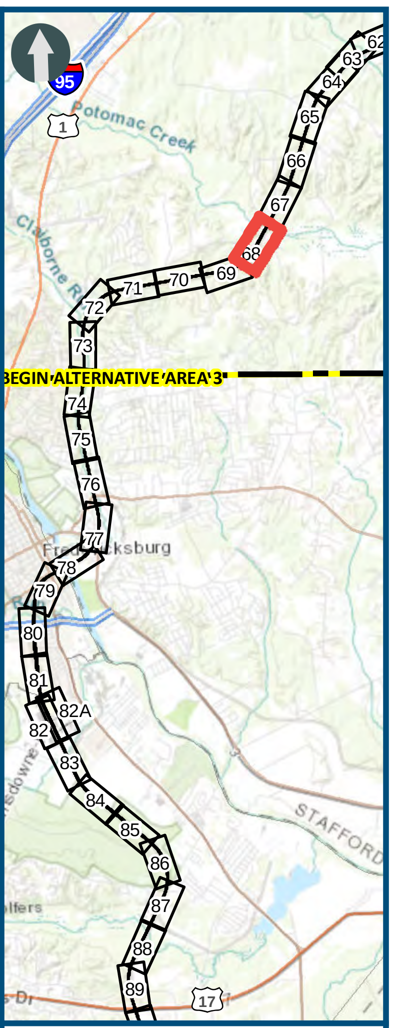

PEM/PSS
02-WTL-70
02-STR-97
PEM/PFO
02-WTL-71
Leeland Rd
Pine Knoll Rd
CFP 065
Fleetwood Ln


95
1
Potomac Creek
Claiborne R
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BEGIN ALTERNATIVE AREA 3
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Fredericksburg
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82A
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86
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88
89
STAFFORD
17

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- -·- Delineated Streams
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- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ⬚ City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 68 of 217

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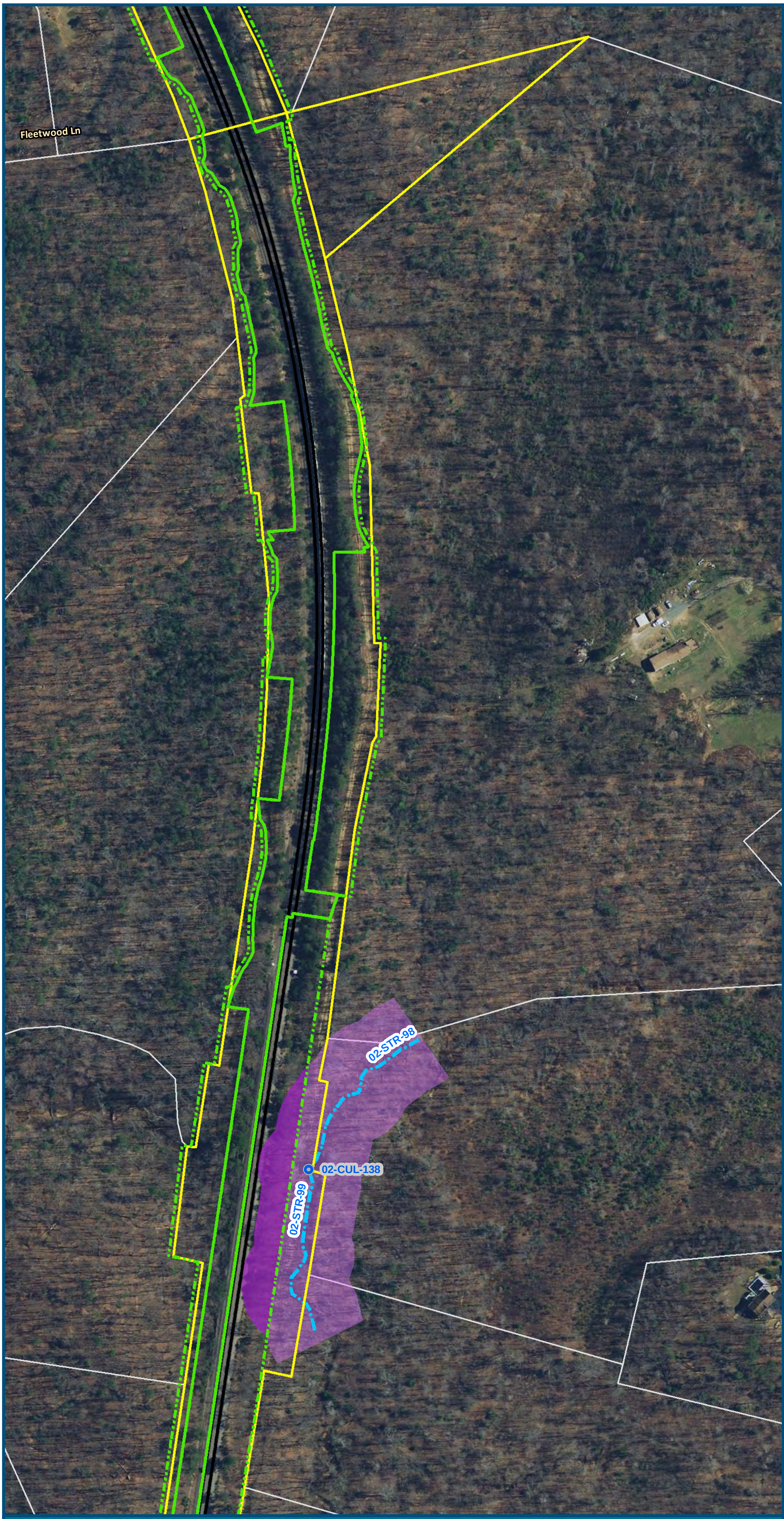
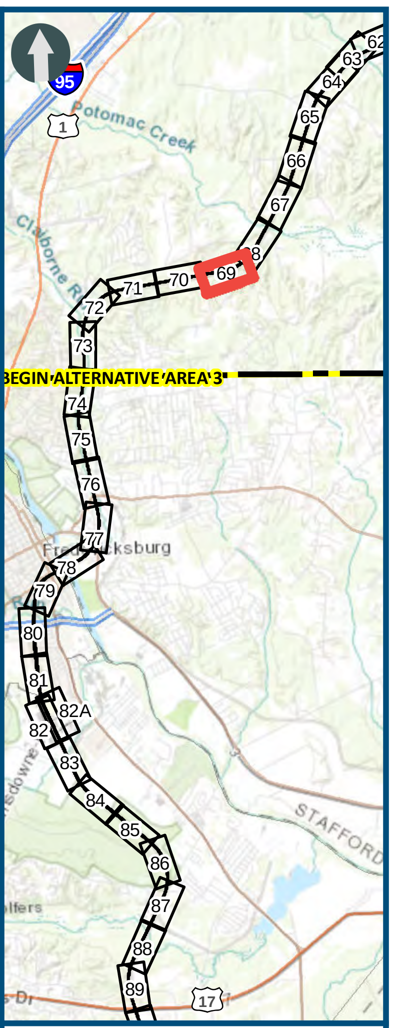

Fleetwood Ln
02-STR-98
02-CUL-138
02-STR-99


95
1
Potomac Creek
Claiborne R
BEGIN ALTERNATIVE AREA 3
Fredericksburg
STAFFORD
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
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- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- -·- Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- □ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 69 of 217

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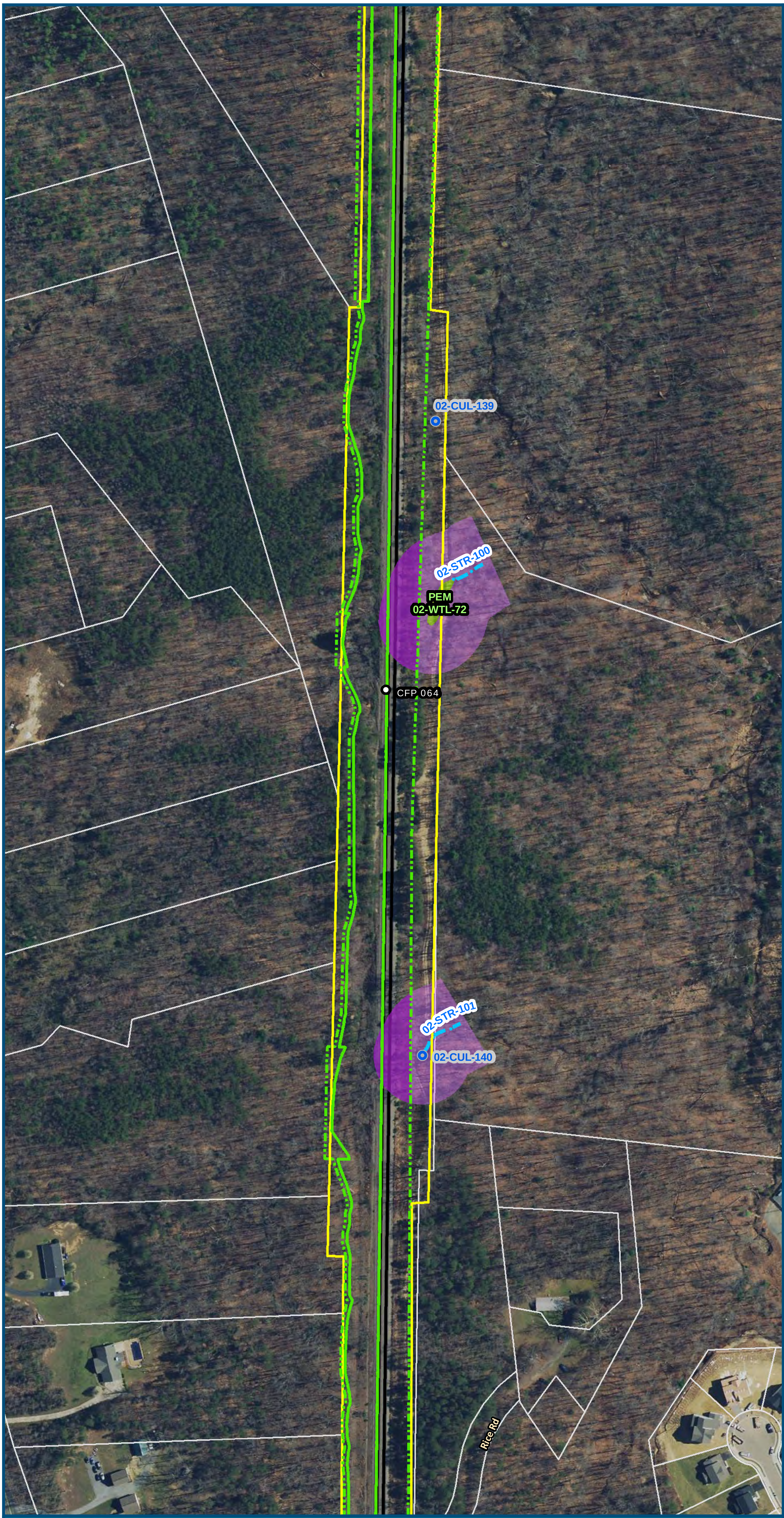
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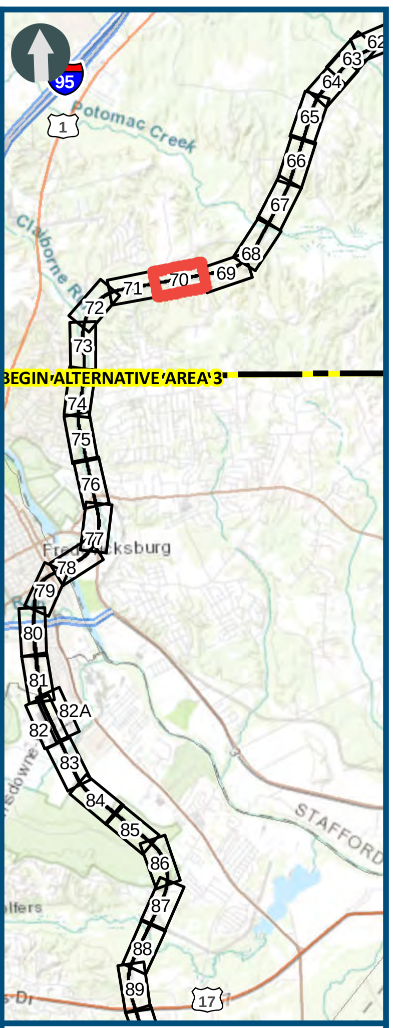
02-STR-100
PEM
02-WTL-72
CFP 064
02-STR-101
02-CUL-140
Rice Rd


95
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Potomac Creek
Claiborne Rd
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67
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73
BEGIN ALTERNATIVE AREA 3
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Fredericksburg
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79
80
81
82A
82
83
84
85
86
87
88
89
STAFFORD
17

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▨ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 70 of 217

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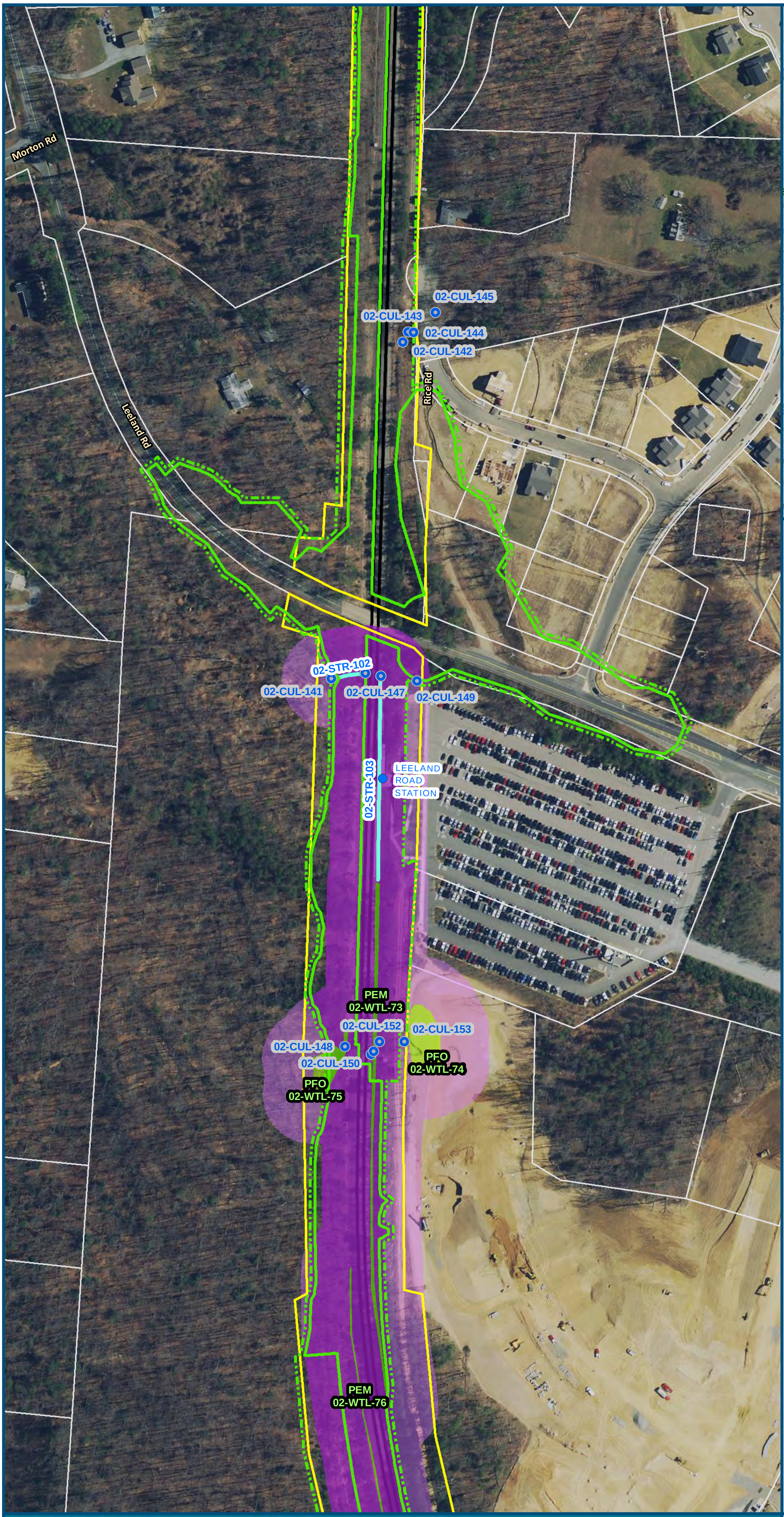
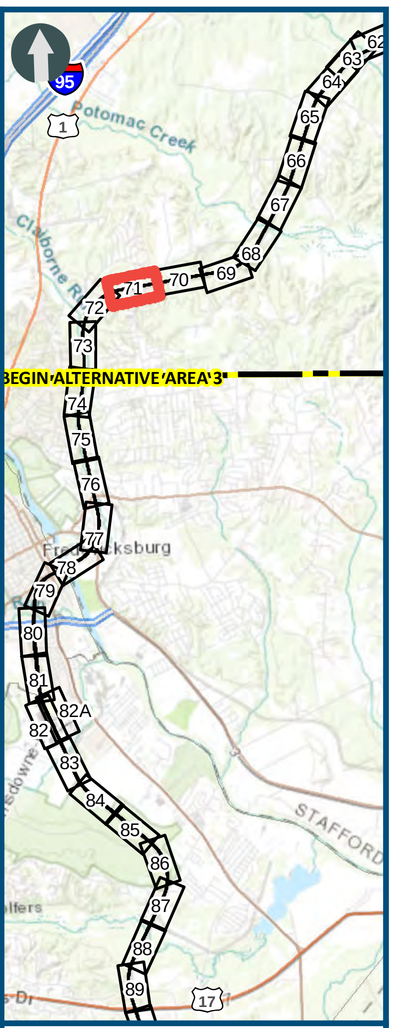

Morton Rd
Leeland Rd
Rice Rd
02-CUL-145
02-CUL-143
02-CUL-144
02-CUL-142
02-STR-102
02-CUL-141
02-CUL-147
02-CUL-149
02-STR-103
LEELAND
ROAD
STATION
PEM
02-WTL-73
02-CUL-152
02-CUL-153
02-CUL-148
02-CUL-150
PFO
02-WTL-74
PFO
02-WTL-75
PEM
02-WTL-76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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
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- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 71 of 217

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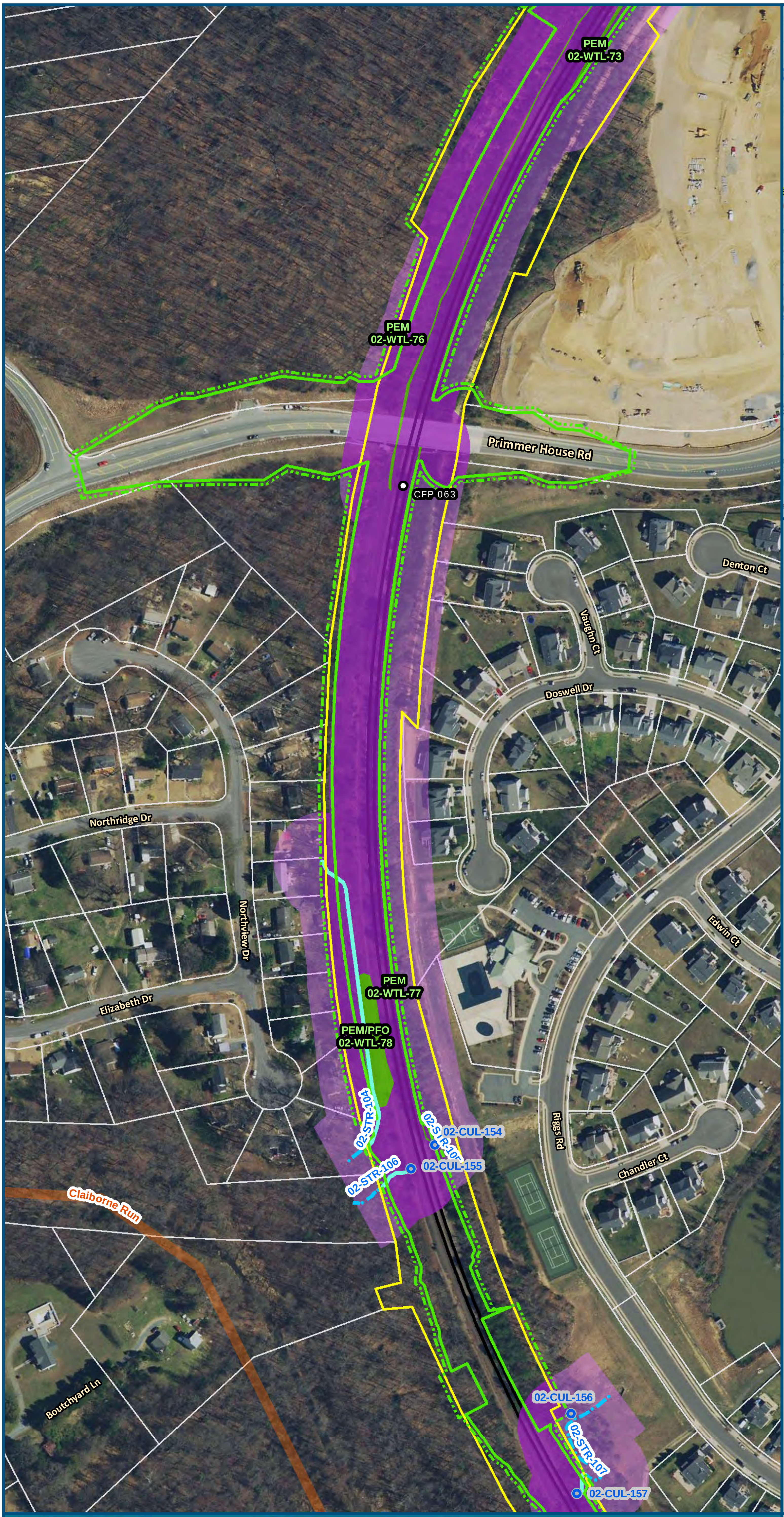
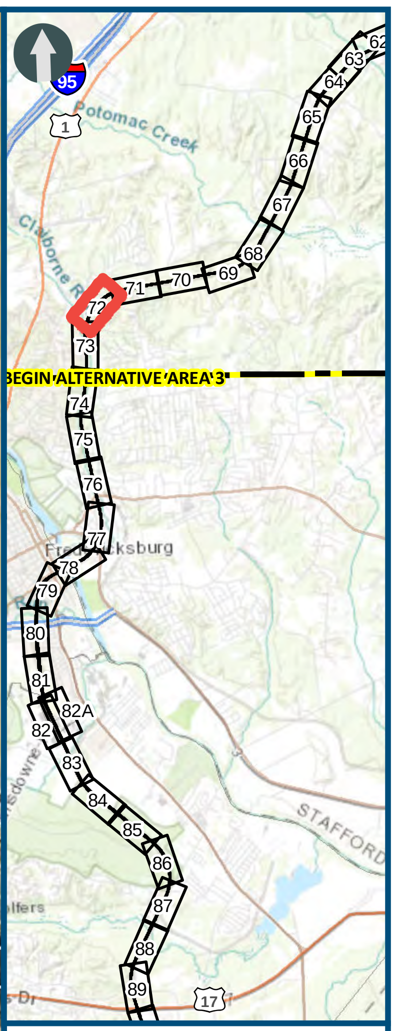

PEM
02-WTL-73
PEM
02-WTL-76
Primmer House Rd
CFP 063
Denton Ct
Vaughn Ct
Doswell Dr
Northridge Dr
Northview Dr
Edwin Ct
Elizabeth Dr
PEM
02-WTL-77
PEM/PFO
02-WTL-78
02-STR-104
02-STR-105
02-CUL-154
02-CUL-155
02-STR-106
Claiborne Run
Riggs Rd
Chandler Ct
Boutchyard Ln
02-CUL-156
02-STR-107
02-CUL-157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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
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- Waterbodies
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- City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 72 of 217

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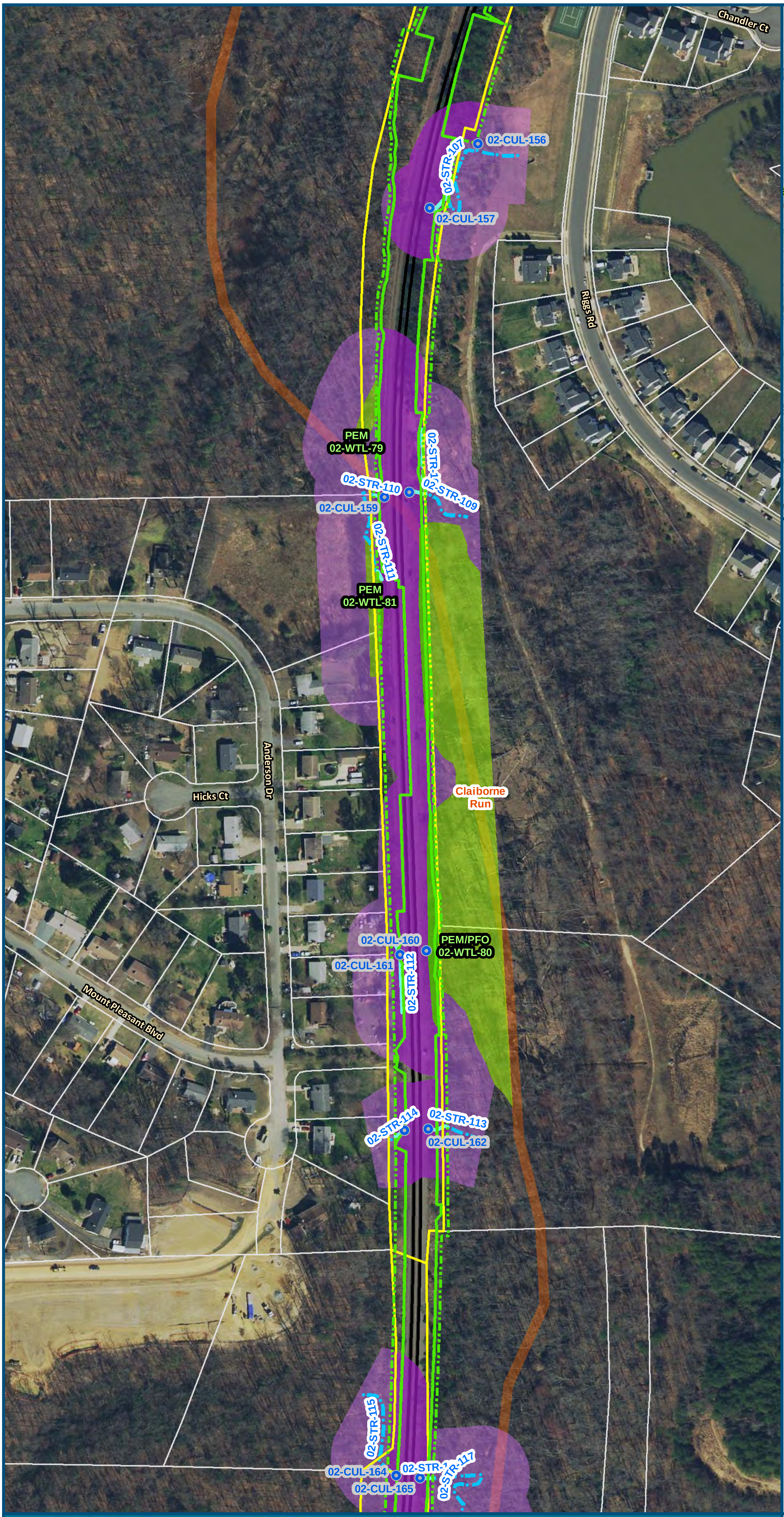
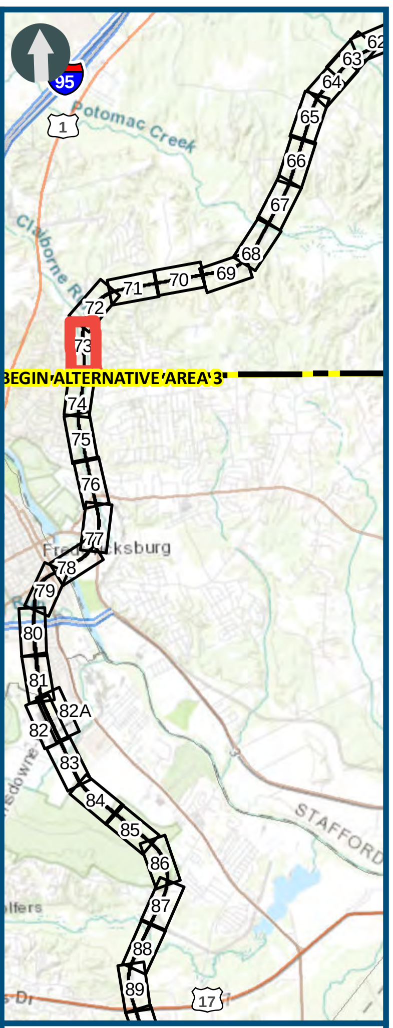

Chandler Ct
02-CUL-156
02-STR-107
02-CUL-157
Riggs Rd
PEM
02-WTL-79
02-STR-108
02-STR-110
02-STR-109
02-CUL-159
02-STR-111
PEM
02-WTL-81
Anderson Dr
Hicks Ct
Claiborne Run
02-CUL-160
PEM/PFO
02-WTL-80
02-CUL-161
02-STR-112
Mount Pleasant Blvd
02-STR-114
02-STR-113
02-CUL-162
02-STR-115
02-CUL-164
02-STR-116
02-STR-117
02-CUL-165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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▨ Temporary Limits of Disturbance
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- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ▨ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 73 of 217

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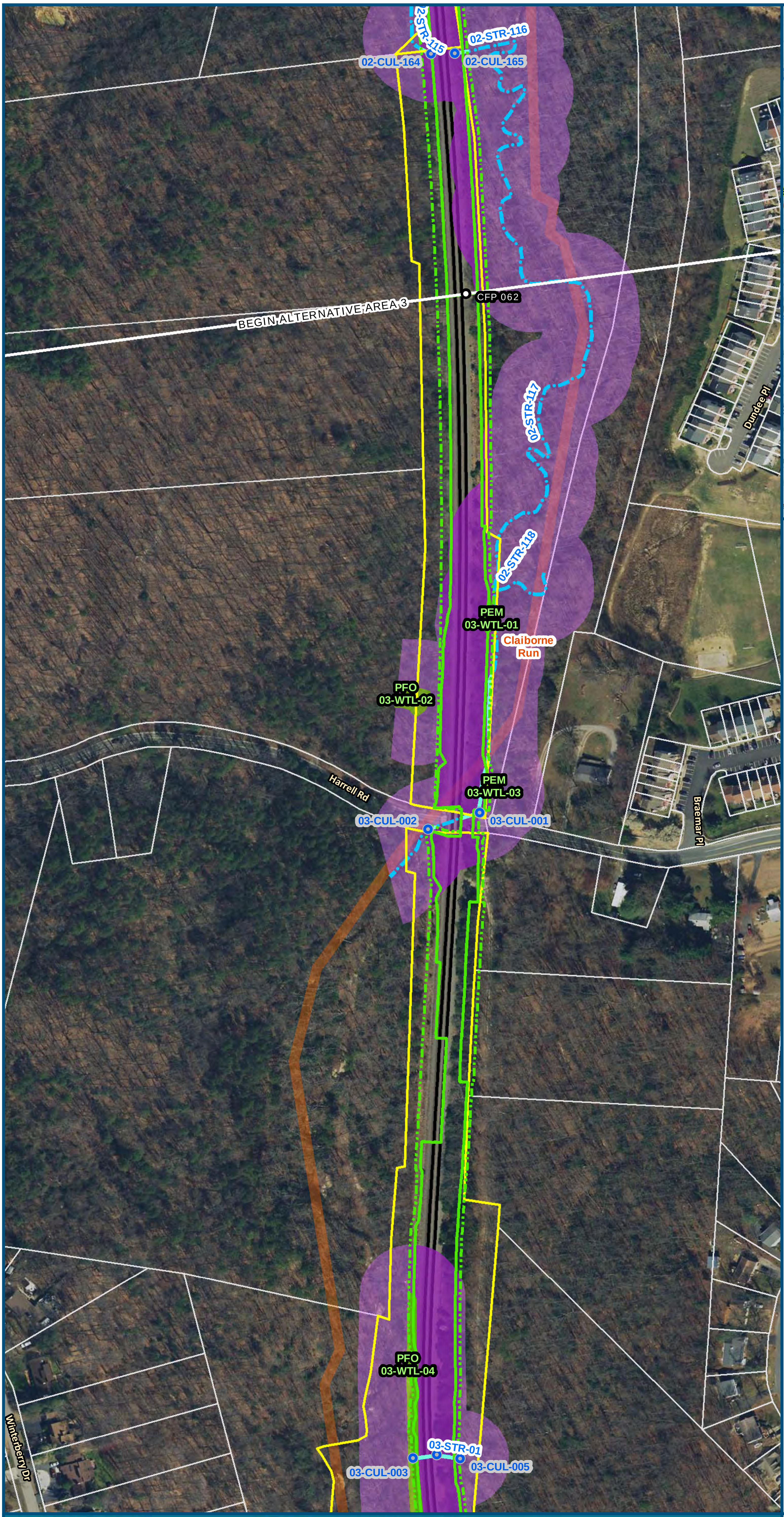
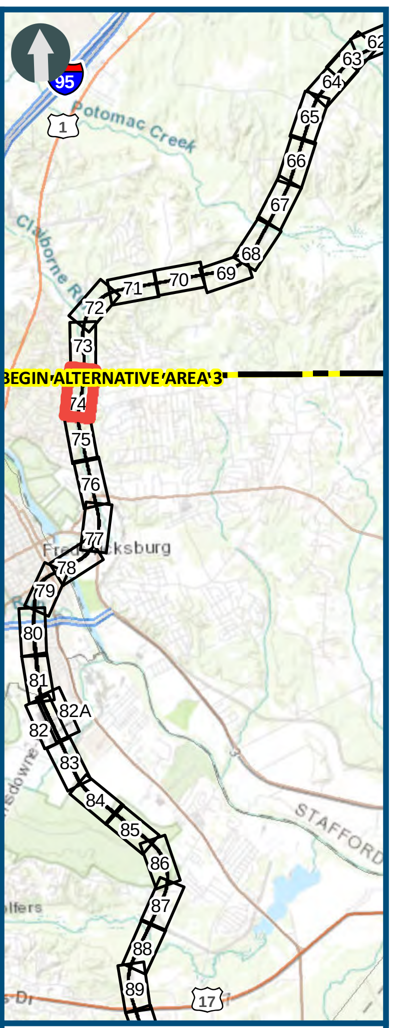


2-STR-115
02-STR-116
02-CUL-164
02-CUL-165
BEGIN ALTERNATIVE AREA 3
CFP 062
02-STR-117
02-STR-118
Dundee Pl
PEM
03-WTL-01
Claiborne Run
PFO
03-WTL-02
PEM
03-WTL-03
Harrell Rd
03-CUL-002
03-CUL-001
Braemar Pl
PFO
03-WTL-04
03-STR-01
03-CUL-003
03-CUL-005
Winterberry Dr



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Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
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- ■ Resoure Protection Area Impacts
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- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 74 of 217

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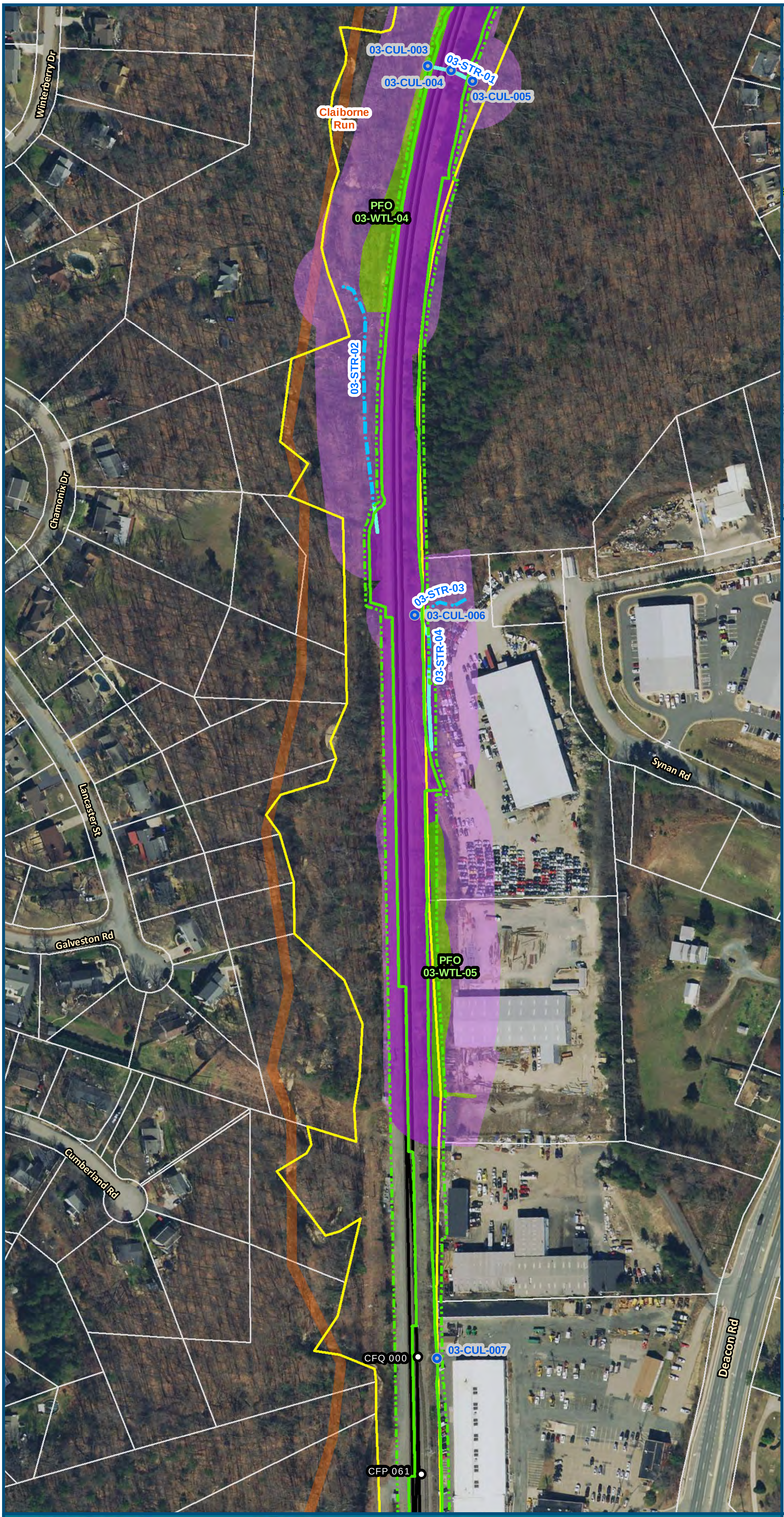
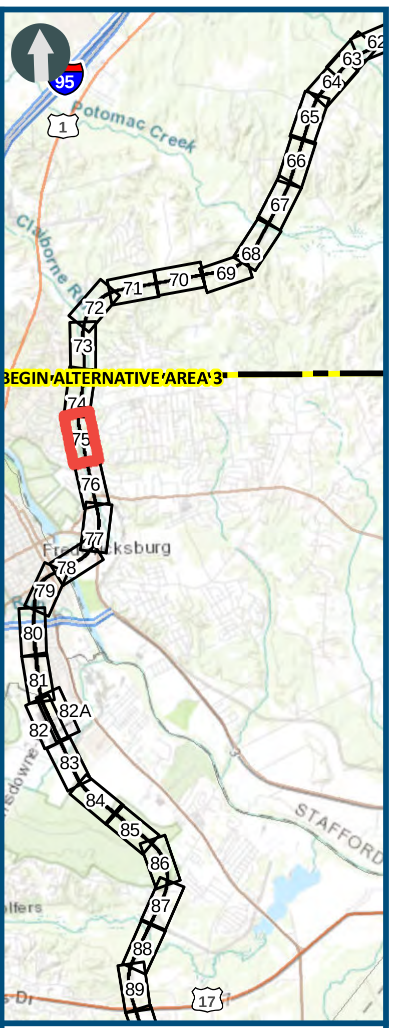

03-CUL-003
03-STR-01
03-CUL-004
03-CUL-005
Claiborne Run
Winterberry Dr
PFO
03-WTL-04
03-STR-02
Chamonix Dr
03-STR-03
03-CUL-006
03-STR-04
Synan Rd
Lancaster St
Galveston Rd
PFO
03-WTL-05
Cumberland Rd
Deacon Rd
CFQ 000
03-CUL-007
CFP 061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Feet

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State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
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- -·- Delineated Streams
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- ▬ Waterbodies
- ▬ Delineated Wetlands
- ▬ Delineated Wetland Impacts
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- ▬ Resoure Protection Area Impacts
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- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 75 of 217

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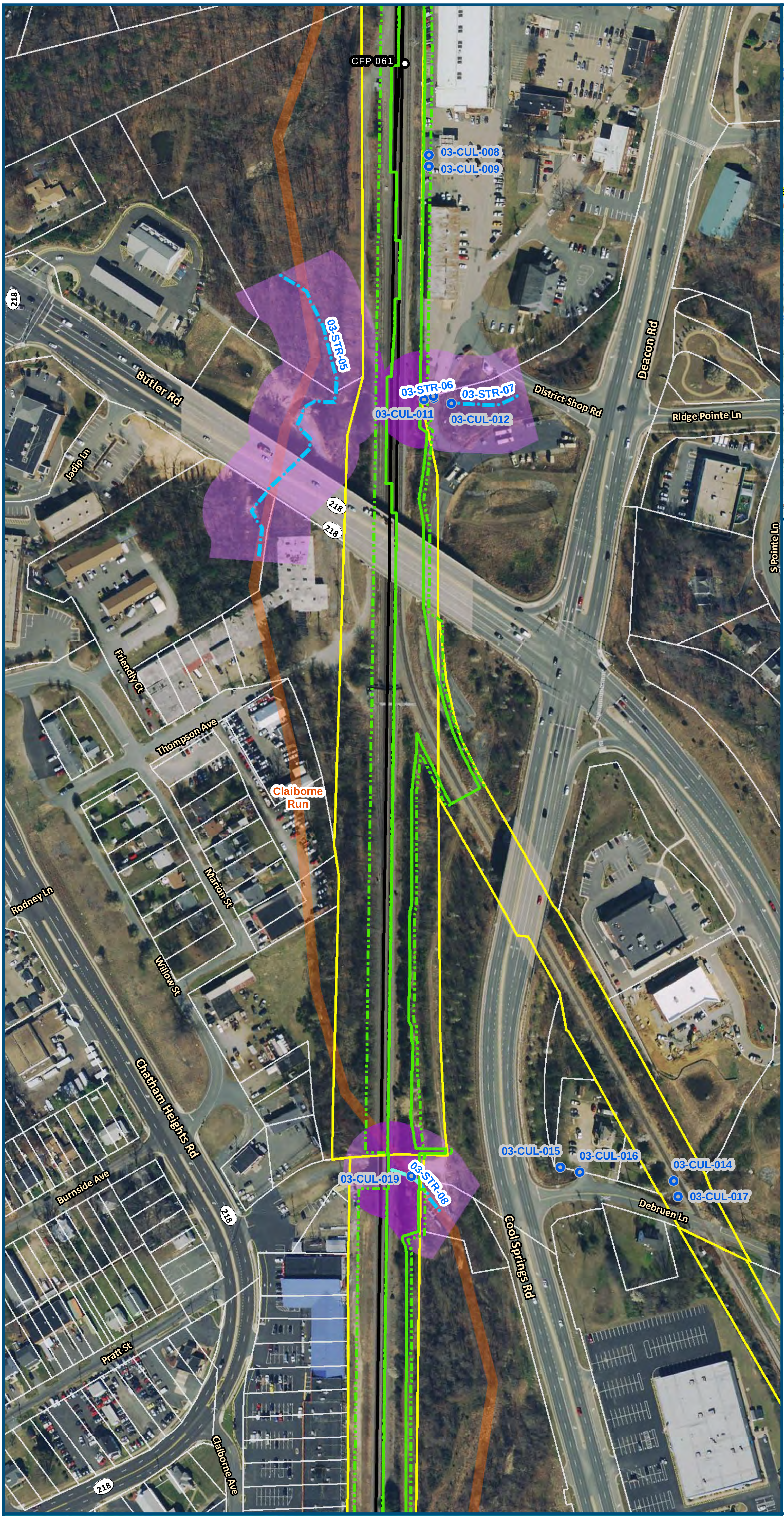
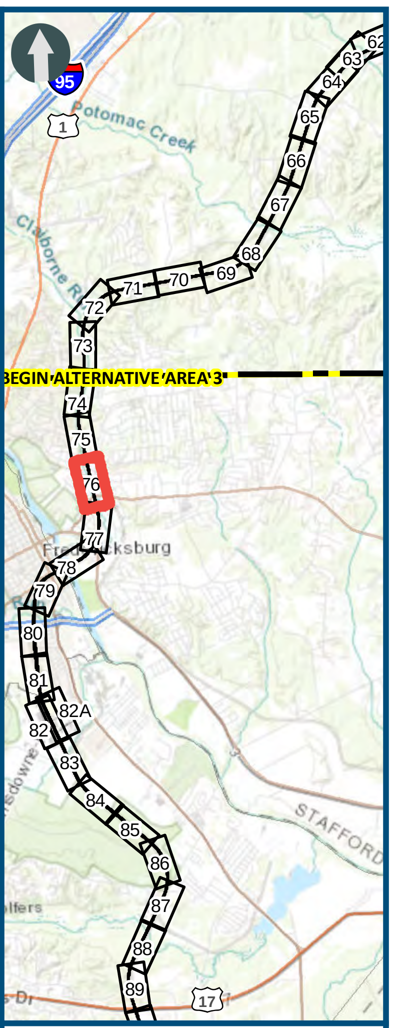

CFP 061
03-CUL-008
03-CUL-009
03-STR-05
Butler Rd
03-STR-06
03-STR-07
03-CUL-011
03-CUL-012
District Shop Rd
Deacon Rd
Ridge Pointe Ln
Jadip Ln
218
218
218
S Pointe Ln
Friendly Ct
Thompson Ave
Claiborne Run
Marion St
Rodney Ln
Willow St
Chatham Heights Rd
03-CUL-015
03-CUL-016
03-CUL-014
03-CUL-017
03-CUL-019
03-STR-08
Debruen Ln
Burnside Ave
218
Cool Springs Rd
Pratt St
Claiborne Ave
218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STAFFORD

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Feet

1 inch = 200 feet

@ 11 x 17 inches

Projection: Lambert Conformal Conic

State Plane Virginia North FIPS 4501 Feet

North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
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- Delineated Streams
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- Delineated Wetland Impacts
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- City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 76 of 217

DRPT

Virginia Department of Rail and Public Transportation

U.S. Department of Transportation Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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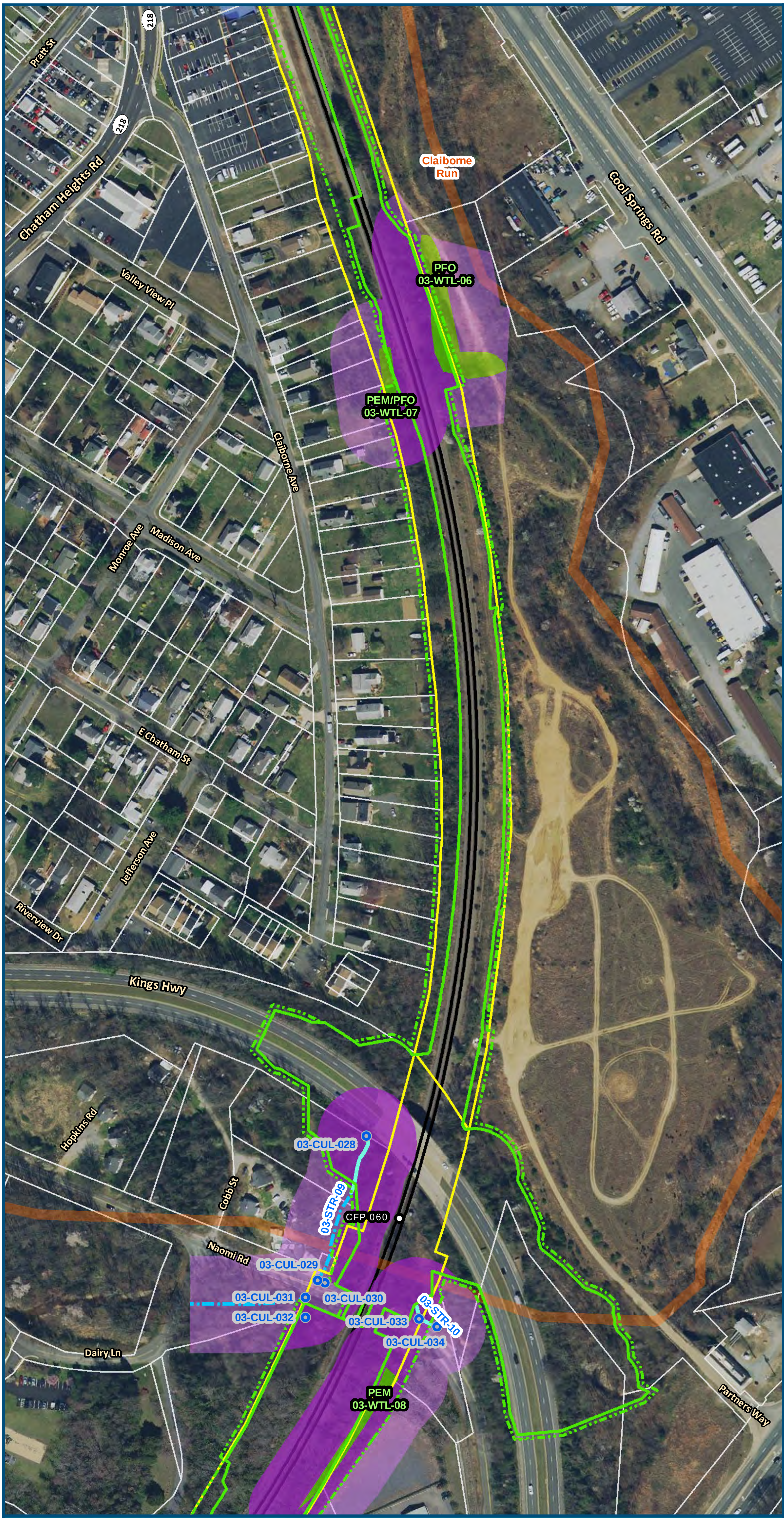
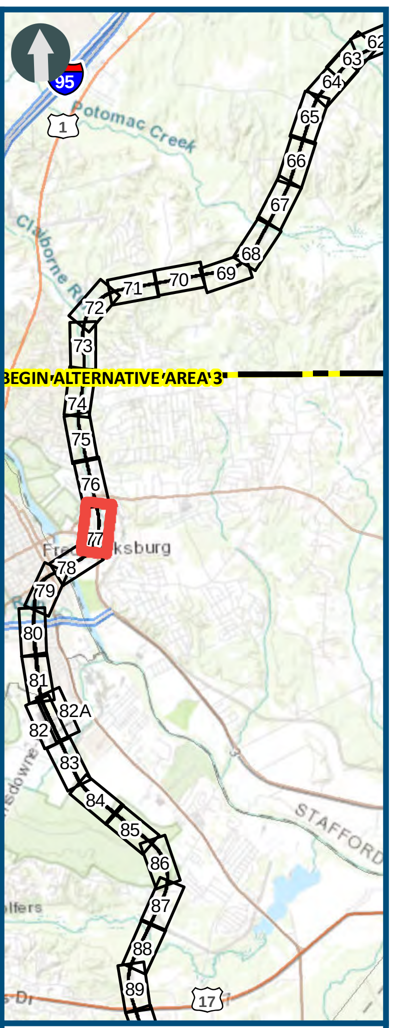

218
Pratt St
218
Chatham Heights Rd
Valley View Pl
Claiborne Run
Cool Springs Rd
PFO
03-WTL-06
PEM/PFO
03-WTL-07
Claiborne Ave
Monroe Ave
Madison Ave
E Chatham St
Jefferson Ave
Riverview Dr
Kings Hwy
Hopkins Rd
Cobb St
03-CUL-028
03-STR-09
CFP 060
Naomi Rd
03-CUL-029
03-CUL-031
03-CUL-030
03-CUL-032
03-CUL-033
03-STR-10
03-CUL-034
Dairy Ln
PEM
03-WTL-08
Partners Way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STAFFORD

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Feet
1 inch = 200 feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

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Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 77 of 217

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC to RICHMOND
SOUTHEAST HIGH SPEED RAIL

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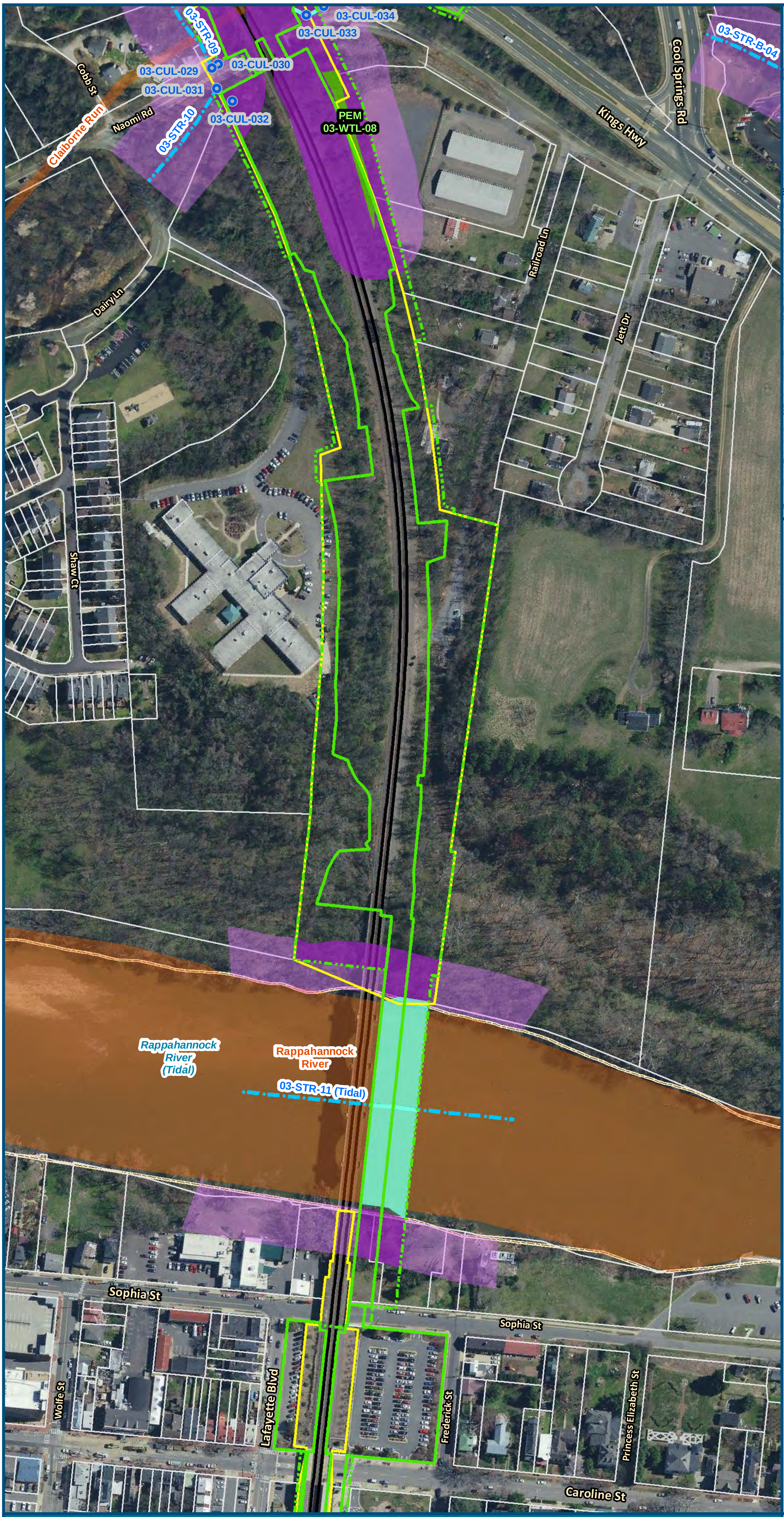
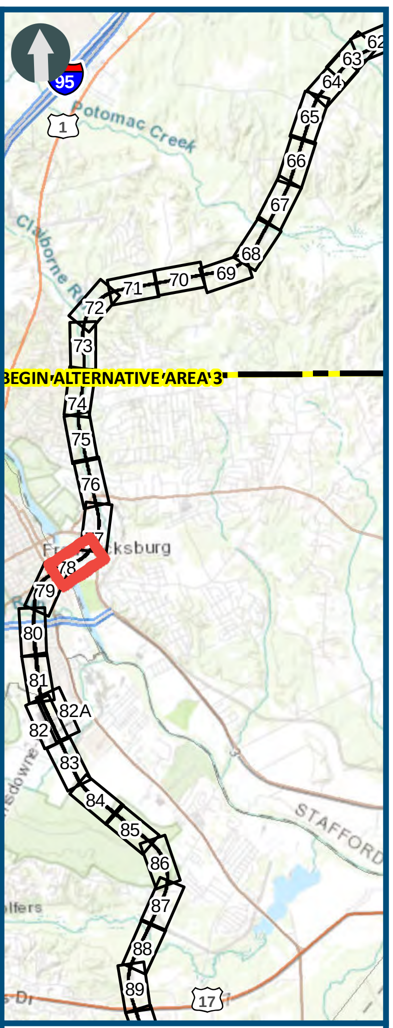

03-CUL-034
03-CUL-033
03-STR-09
03-CUL-029
03-CUL-030
03-CUL-031
03-CUL-032
03-STR-10
Cobb St
Naomi Rd
Claiborne Run
PEM
03-WTL-08
Kings Hwy
Cool Springs Rd
03-STR-B-04
Railroad Ln
Jett Dr
Dairy Ln
Shaw Ct
Rappahannock River (Tidal)
Rappahannock River
03-STR-11 (Tidal)
Sophia St
Sophia St
Wolfe St
Lafayette Blvd
Frederick St
Princess Elizabeth St
Caroline St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Feet
1 inch = 200 feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
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- ● Existing Stations
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- ▭ City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 78 of 217

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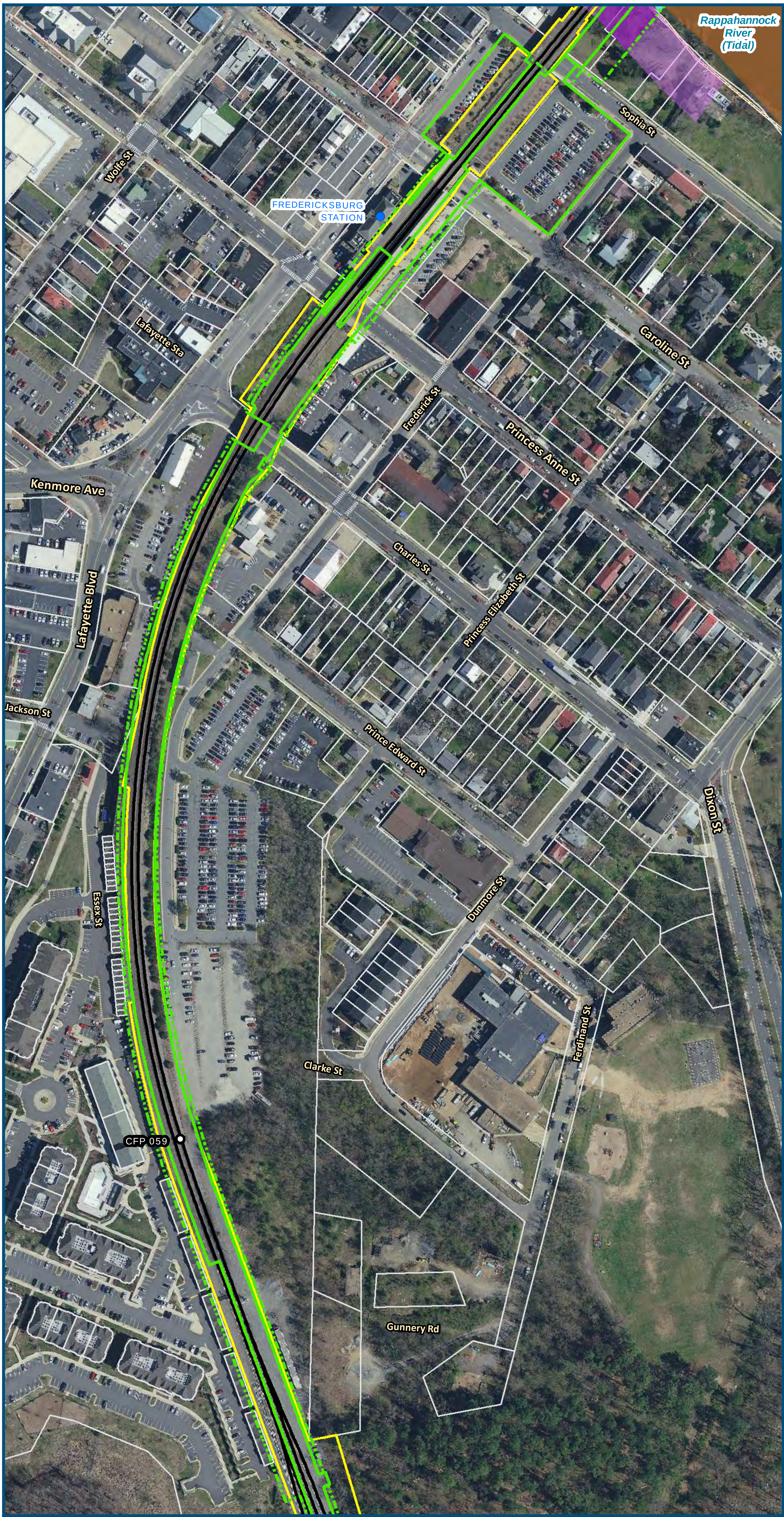
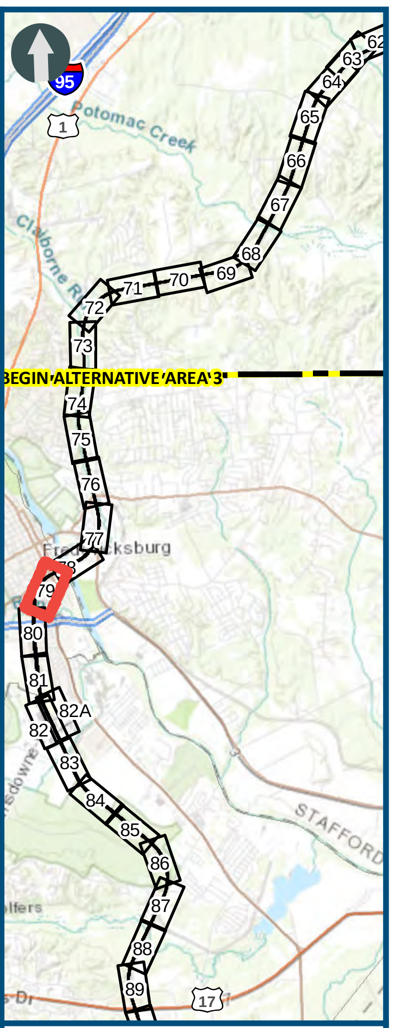

Rappahannock River (Tidal)
Sophia St
Wolfe St
FREDERICKSBURG STATION
Lafayette Sta
Caroline St
Frederick St
Princess Anne St
Kenmore Ave
Charles St
Princess Elizabeth St
Lafayette Blvd
Jackson St
Prince Edward St
Dixon St
Dunmore St
Essex St
Ferdinand St
Clarke St
CFP 059
Gunnery Rd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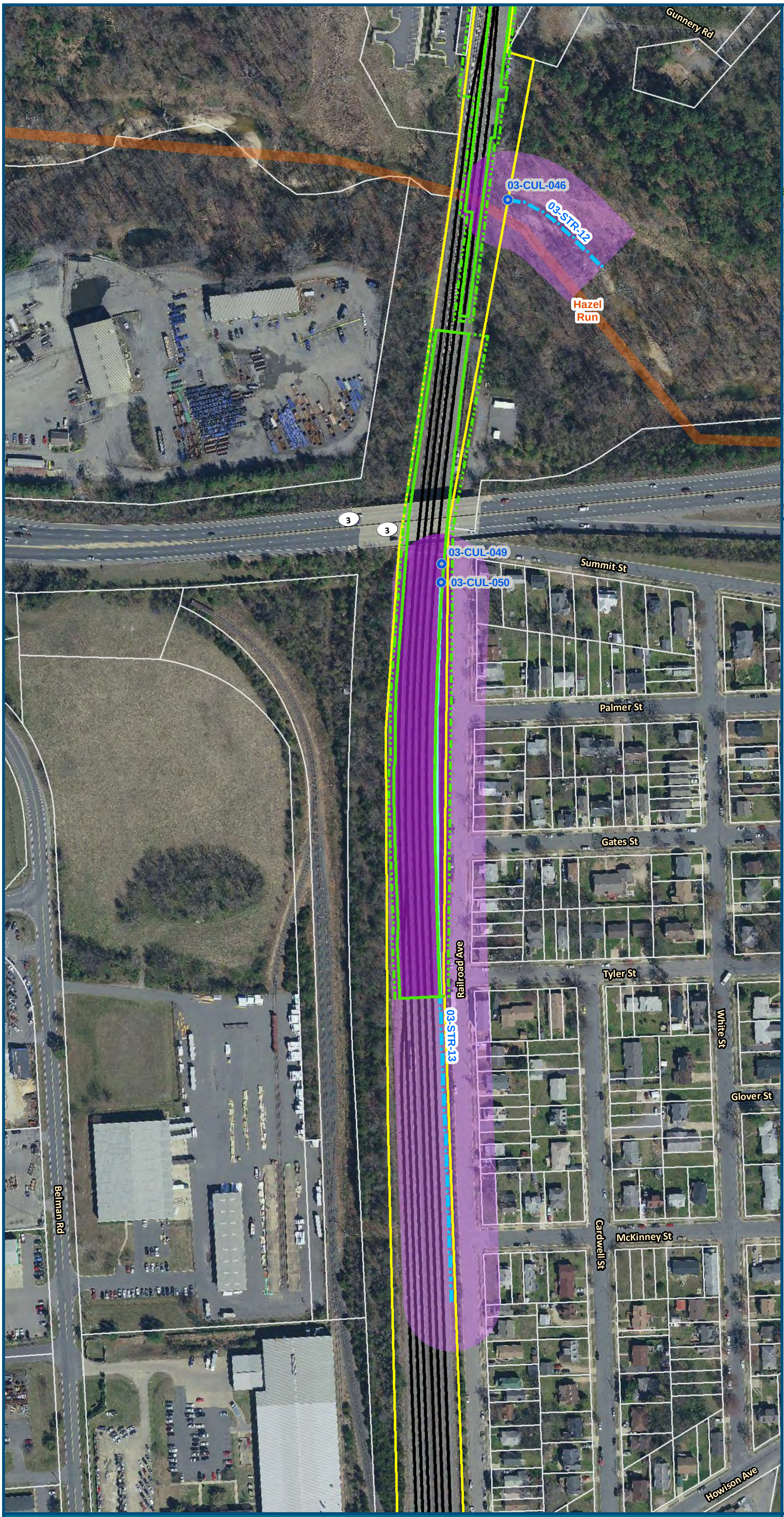
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▯ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- ‐ ‐ Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▯ CSXT ROW (County Parcel Data)
- ▯ City/County Parcels
- ▯ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 79 of 217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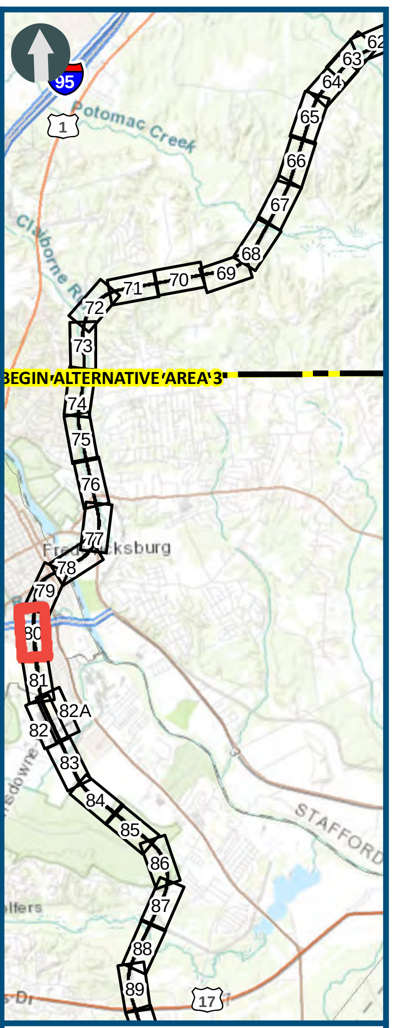
03-CUL-046
03-STR-12
Hazel Run
3
3
03-CUL-049
03-CUL-050
Summit St
Palmer St
Gates St
Railroad Ave
Tyler St
03-STR-13
White St
Glover St
Belman Rd
Cardwell St
McKinney St
Howison Ave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Potomac Creek
Claiborne Run
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BEGIN ALTERNATIVE AREA 3
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Fredericksburg
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STAFFORD
17

0 100 200

Feet

1 inch = 200 feet

@ 11 x 17 inches

Projection: Lambert Conformal Conic

State Plane Virginia North FIPS 4501 Feet

North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
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- CSXT ROW (County Parcel Data)
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- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 80 of 217

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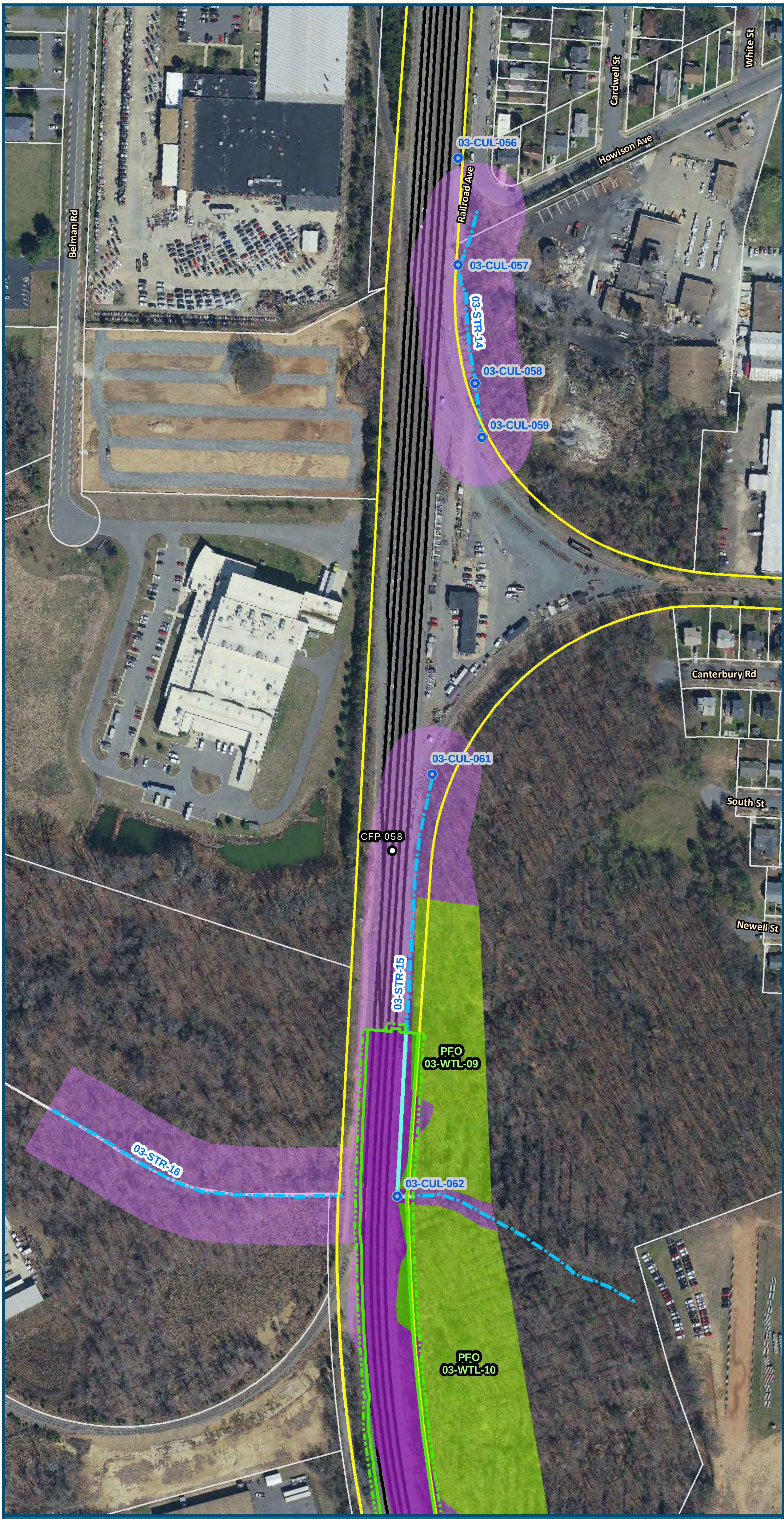
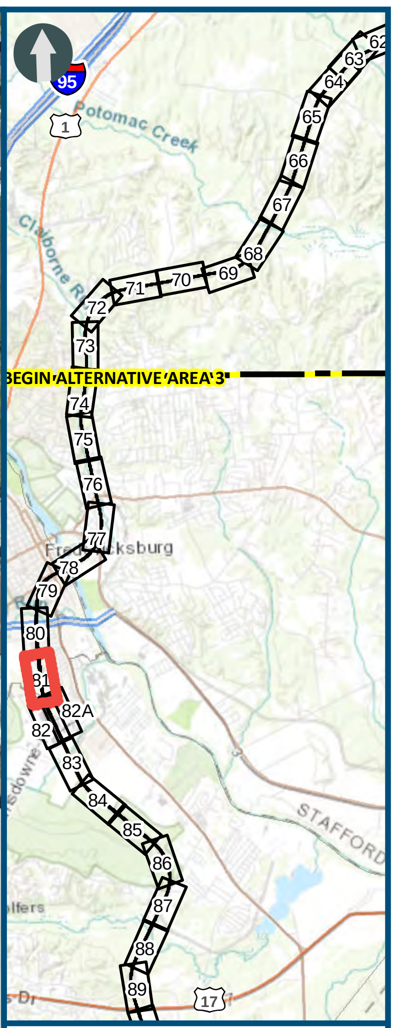

White St
Cardwell St
Howison Ave
Belman Rd
Railroad Ave
03-CUL-056
03-CUL-057
03-STR-14
03-CUL-058
03-CUL-059
Canterbury Rd
South St
Newell St
03-CUL-061
CFP 058
03-STR-15
PFO
03-WTL-09
03-STR-16
03-CUL-062
PFO
03-WTL-10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Potomac Creek
Claiborne Run
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Fredericksburg
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Meadowbrook
Falmouth
Spotsylvania
STAFFORD
17

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
🟩	Delineated Wetlands
🟩	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
🟧	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 81 of 217

Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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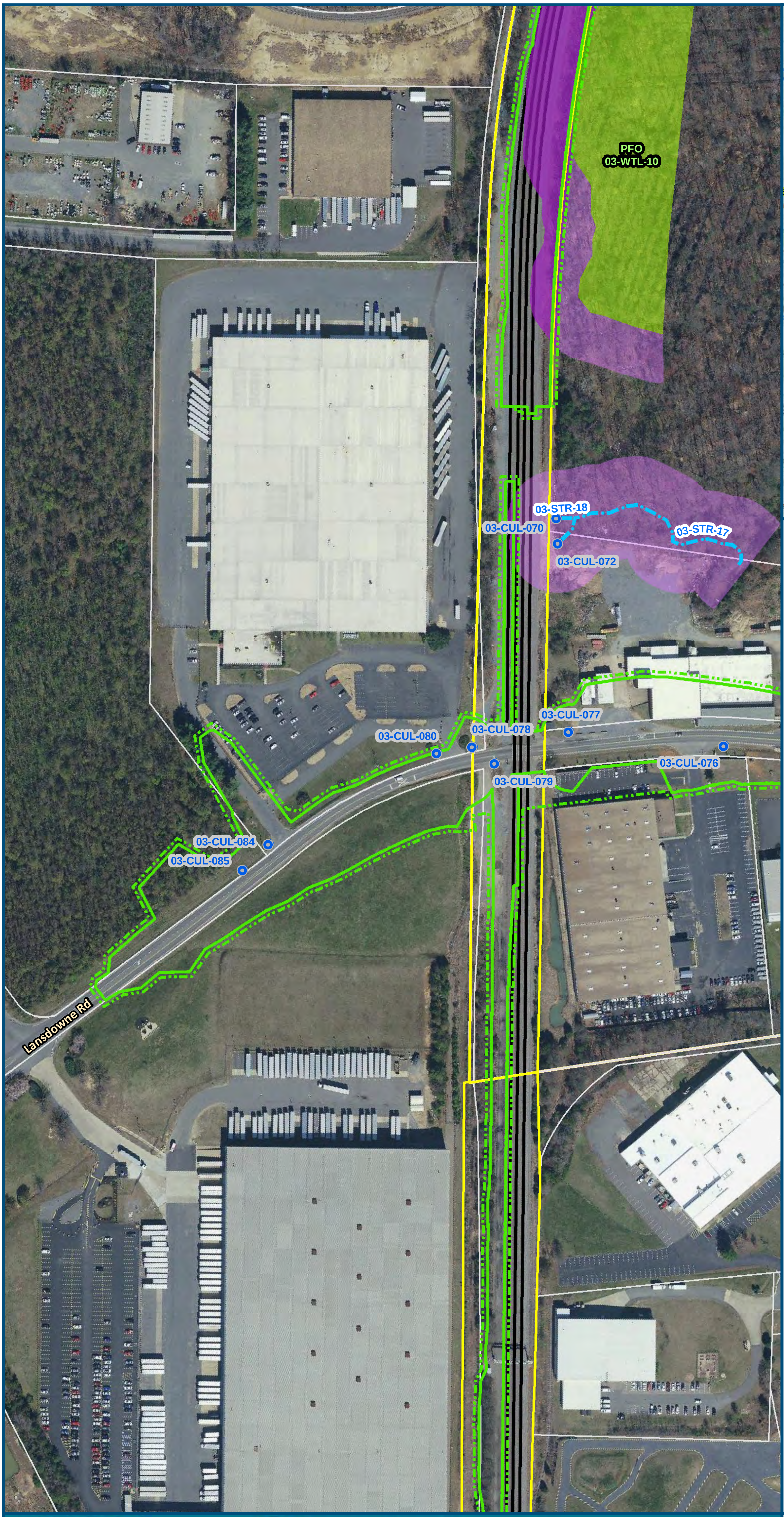
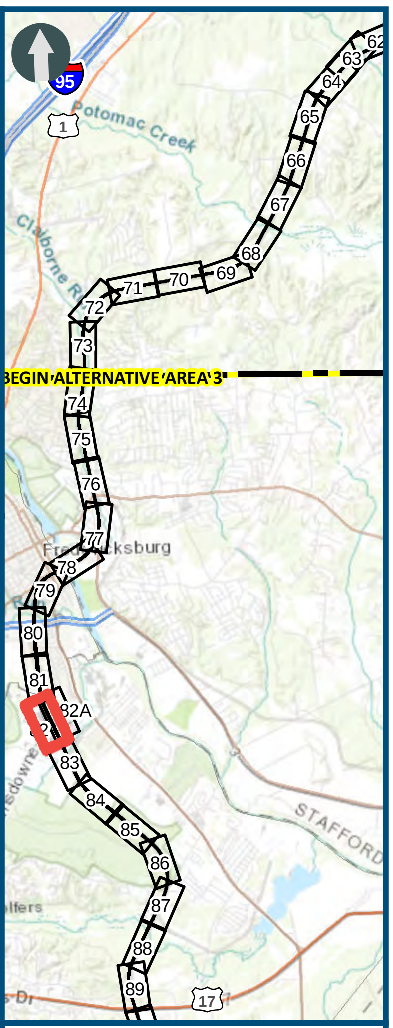

PFO
03-WTL-10
03-STR-18
03-CUL-070
03-CUL-072
03-STR-17
03-CUL-077
03-CUL-078
03-CUL-080
03-CUL-076
03-CUL-079
03-CUL-084
03-CUL-085
Lansdowne Rd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STAFFORD
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▨ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ● Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ▨ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 82 of 217

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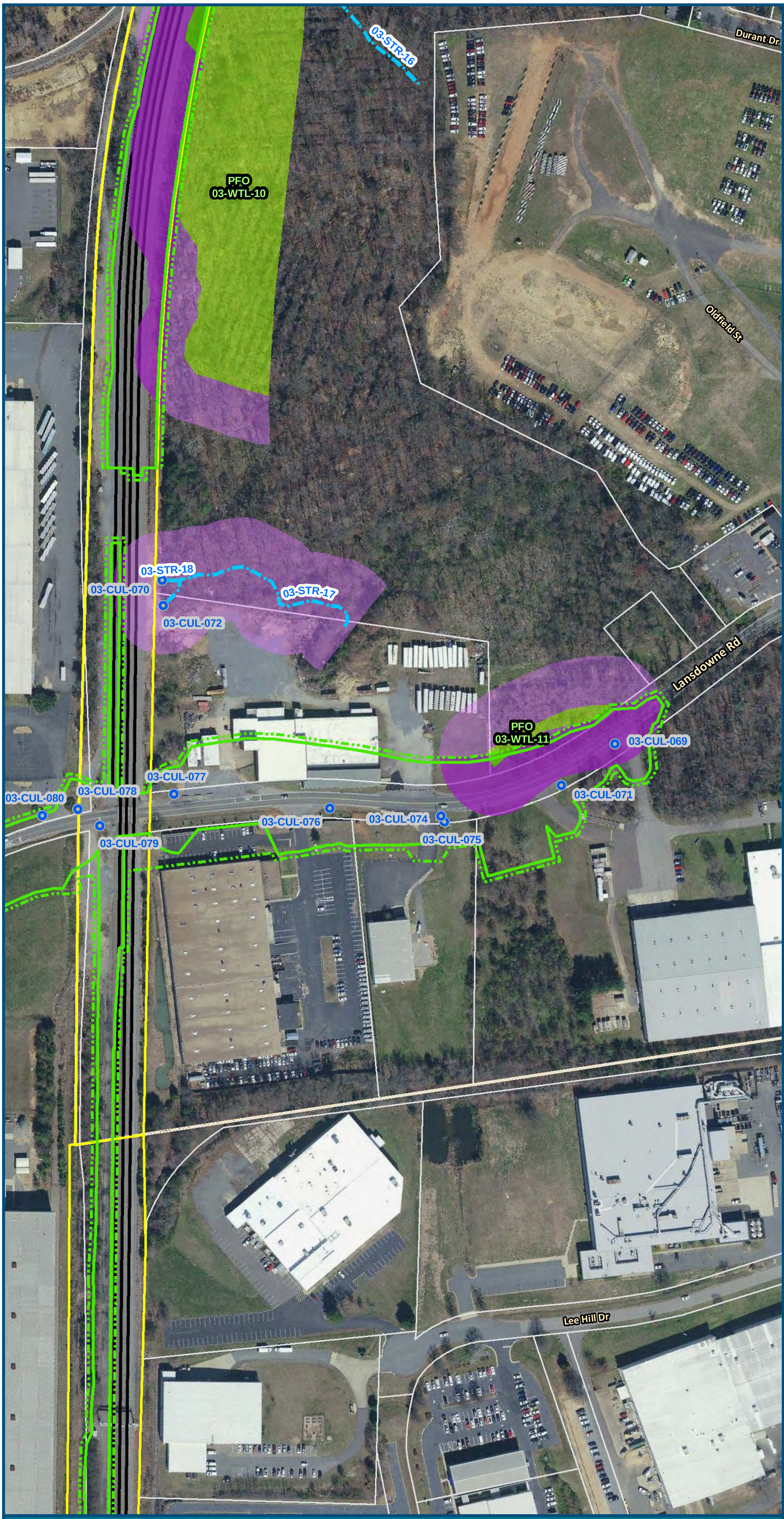
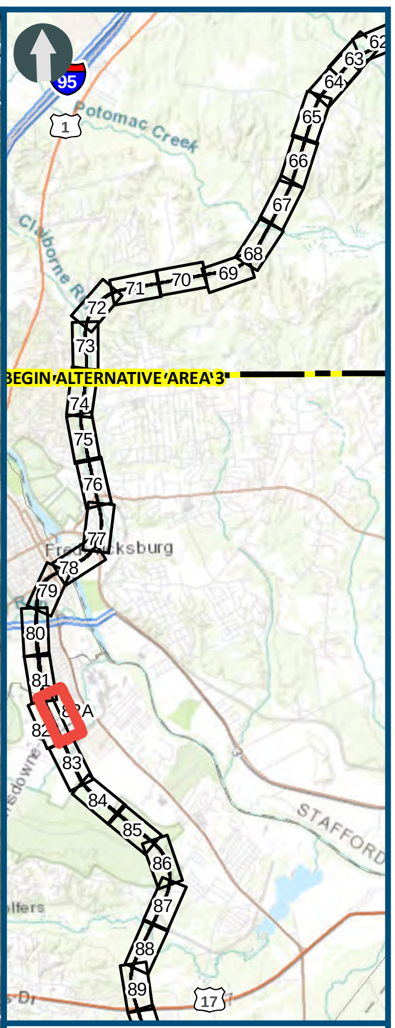


03-STR-16
Durant Dr
PFO
03-WTL-10
Oldfield St
03-STR-18
03-CUL-070
03-STR-17
03-CUL-072
Lansdowne Rd
PFO
03-WTL-11
03-CUL-069
03-CUL-077
03-CUL-071
03-CUL-080
03-CUL-078
03-CUL-076
03-CUL-074
03-CUL-075
03-CUL-079
Lee Hill Dr



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Potomac Creek
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Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩 Permanent Limits of Disturbance
🟩 Temporary Limits of Disturbance
○ CSXT Mileposts
— Track - Existing
● Existing Stations
● Culverts
— Delineated Stream Impacts
- · - Delineated Streams
▨ Major River Impacts
▨ Waterbodies
🟩 Delineated Wetlands
🟩 Delineated Wetland Impacts
▨ Resource Protection Areas
▨ Resoure Protection Area Impacts
▨ Impaired Waters *(Virginia Department of Environmental Quality)*
▨ CSXT ROW (County Parcel Data)
☐ City/County Parcels
☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 82A of 217

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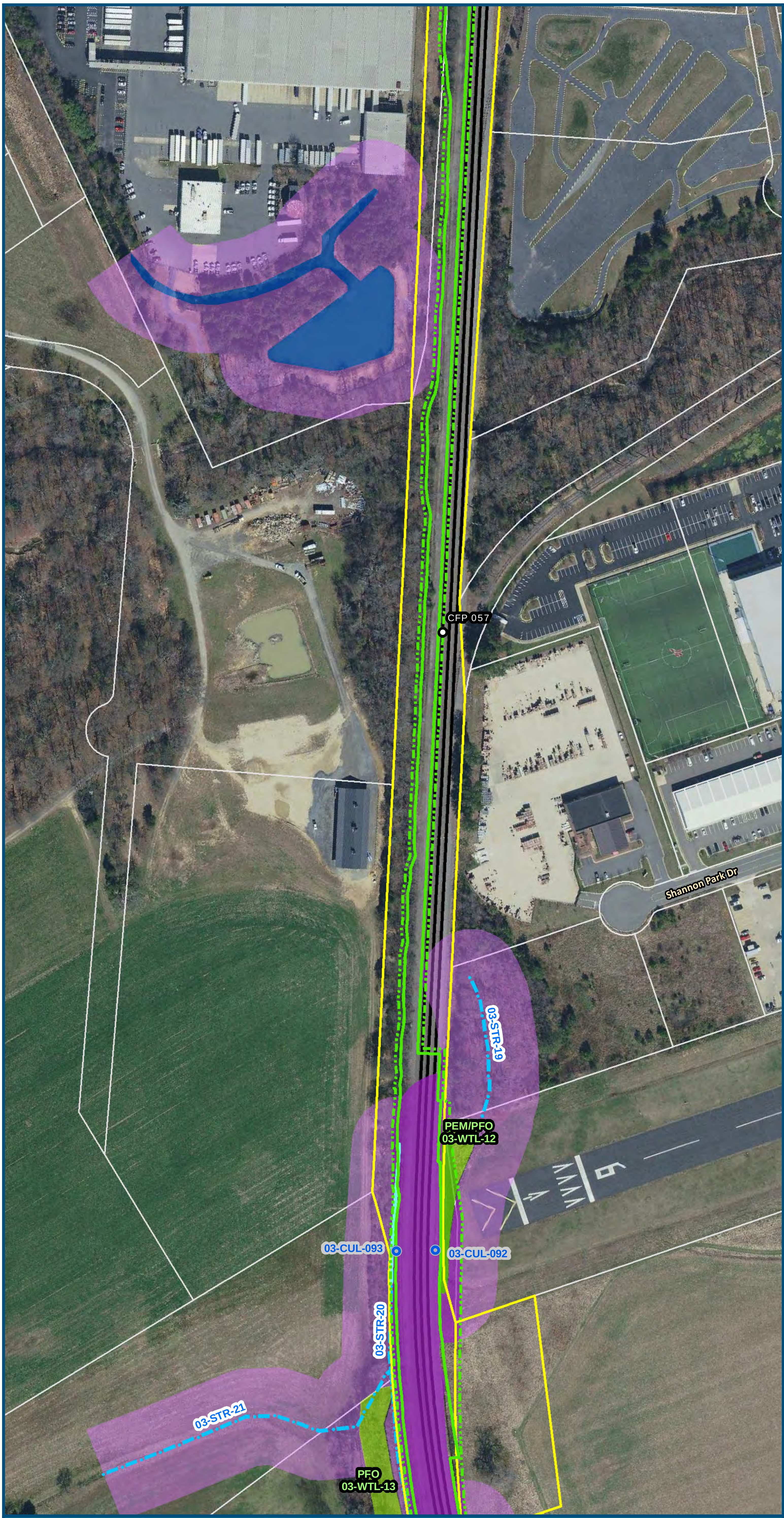
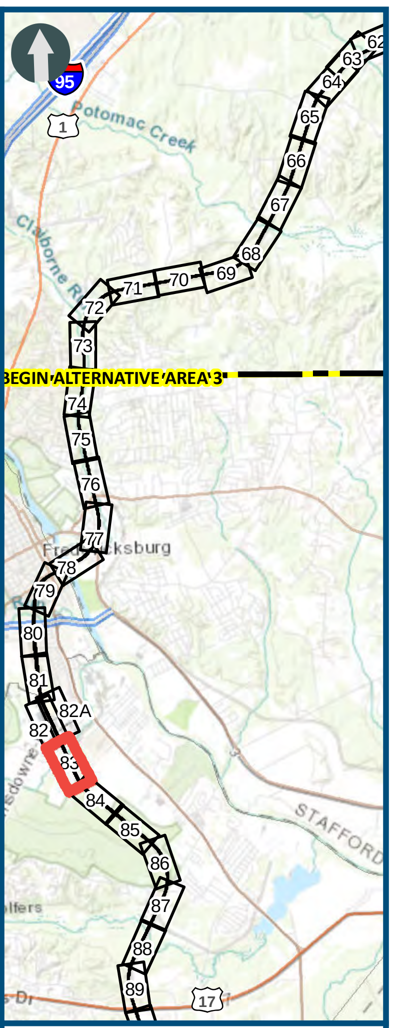

CFP 057
Shannon Park Dr
03-STR-19
PEM/PFO
03-WTL-12
03-CUL-093
03-CUL-092
03-STR-20
03-STR-21
PFO
03-WTL-13
6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STAFFORD
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 83 of 217

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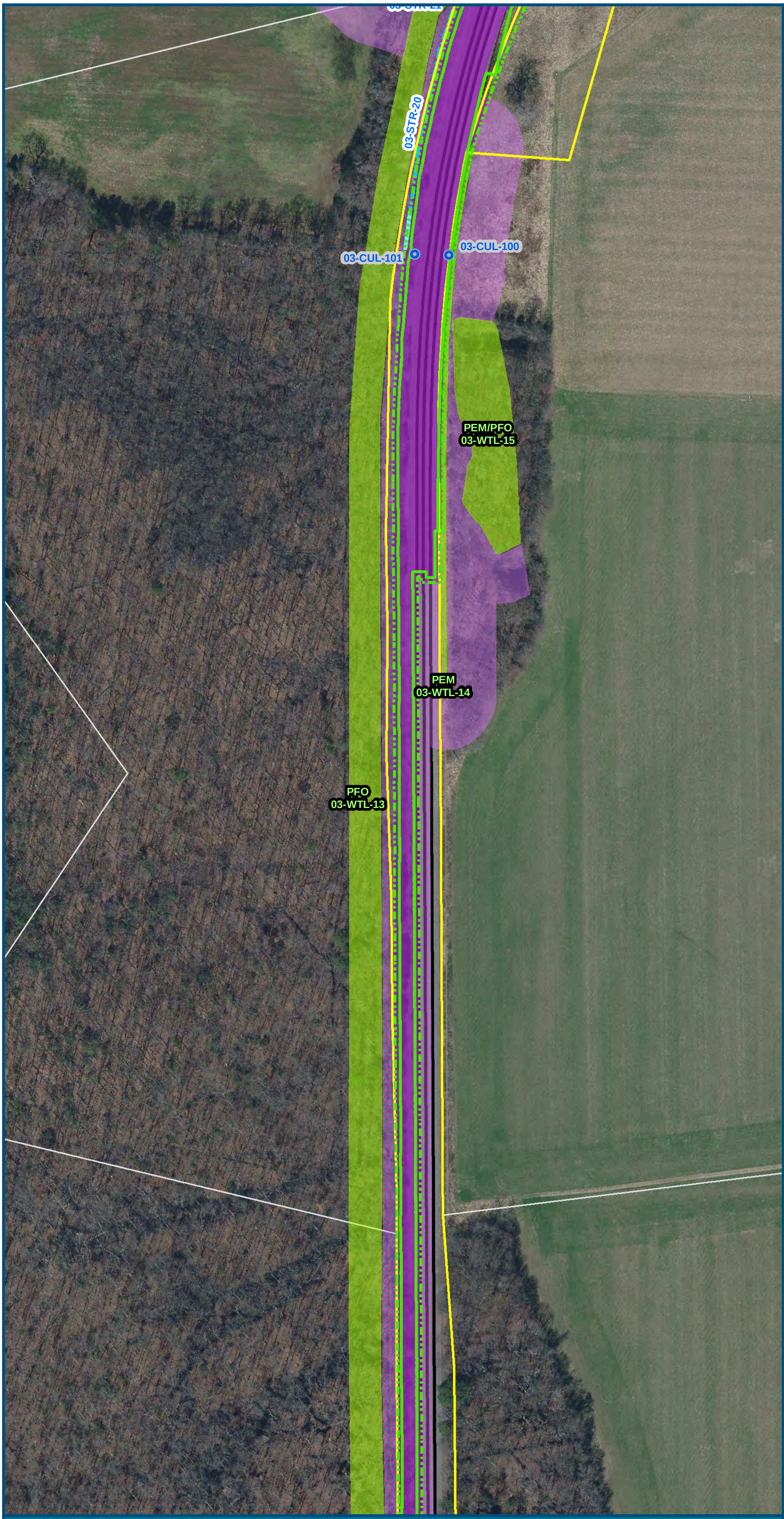
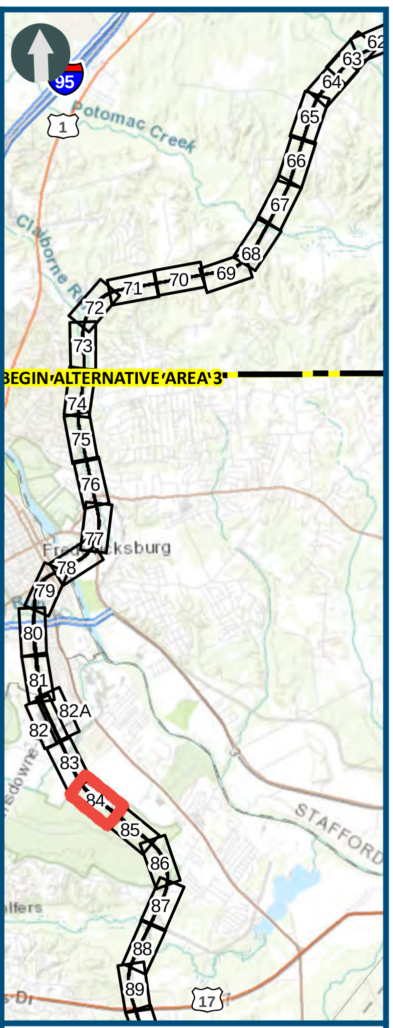

03-STR-21
03-STR-20
03-CUL-101
03-CUL-100
PEM/PFO
03-WTL-15
PEM
03-WTL-14
PFO
03-WTL-13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Potomac Creek
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BEGIN ALTERNATIVE AREA 3
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
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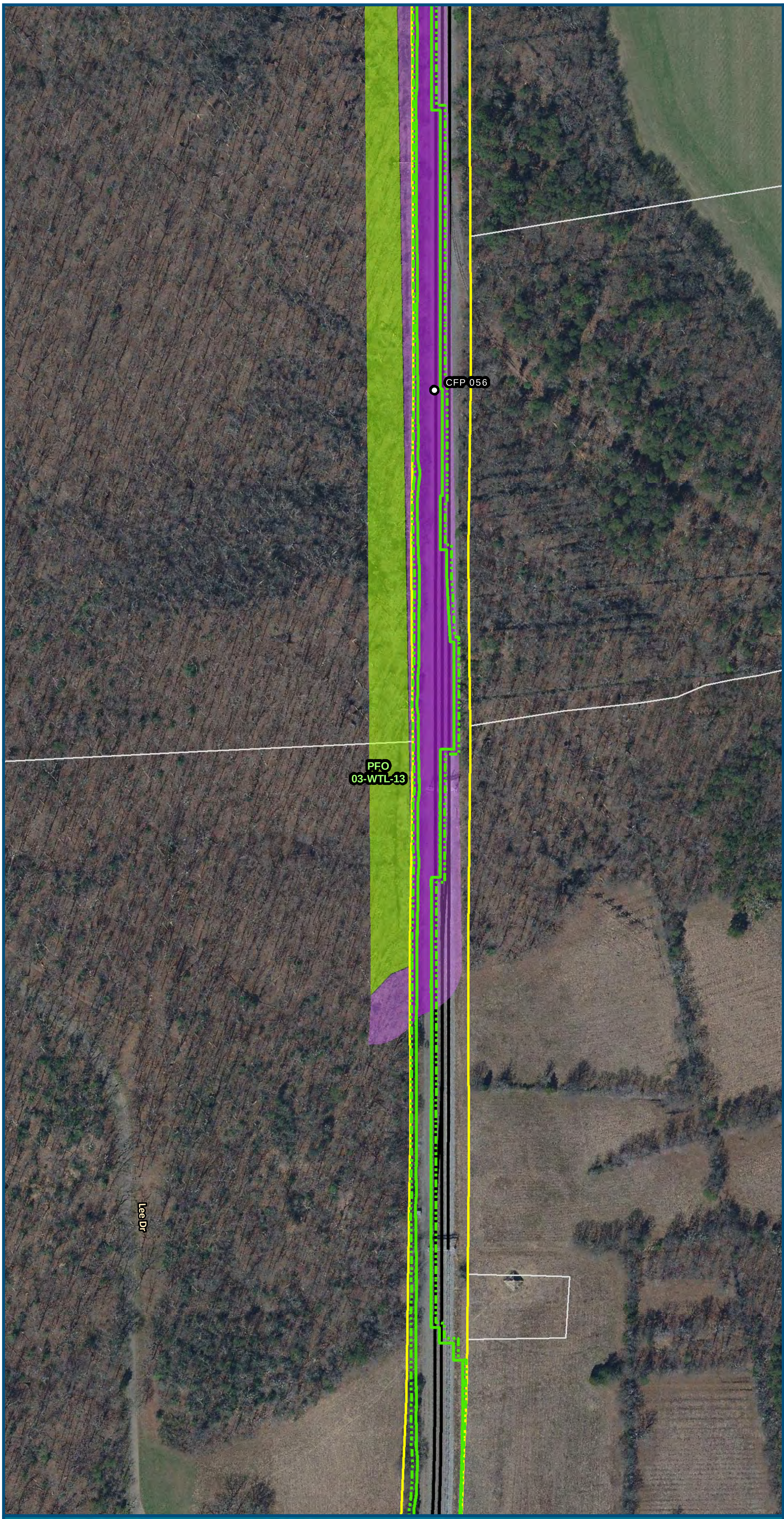
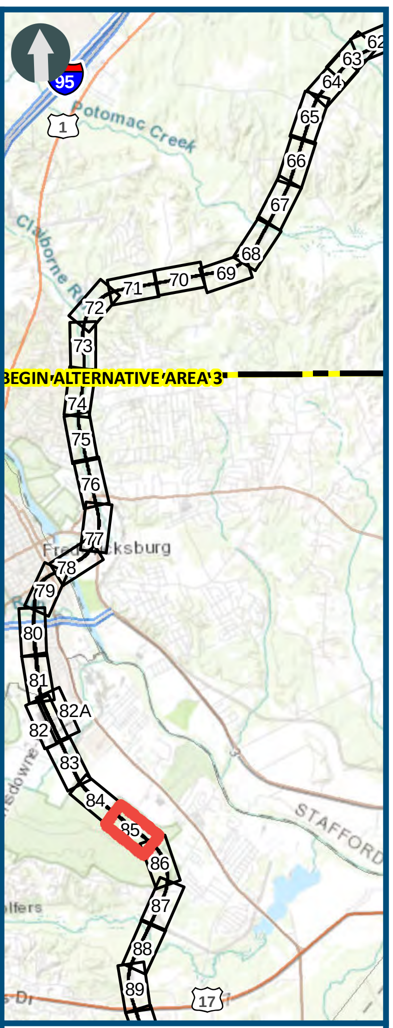
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 84 of 217



CFP 056
PFO
03-WTL-13
Lee Dr



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Potomac Creek
Claiborne R
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - · - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- ■ Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 85 of 217

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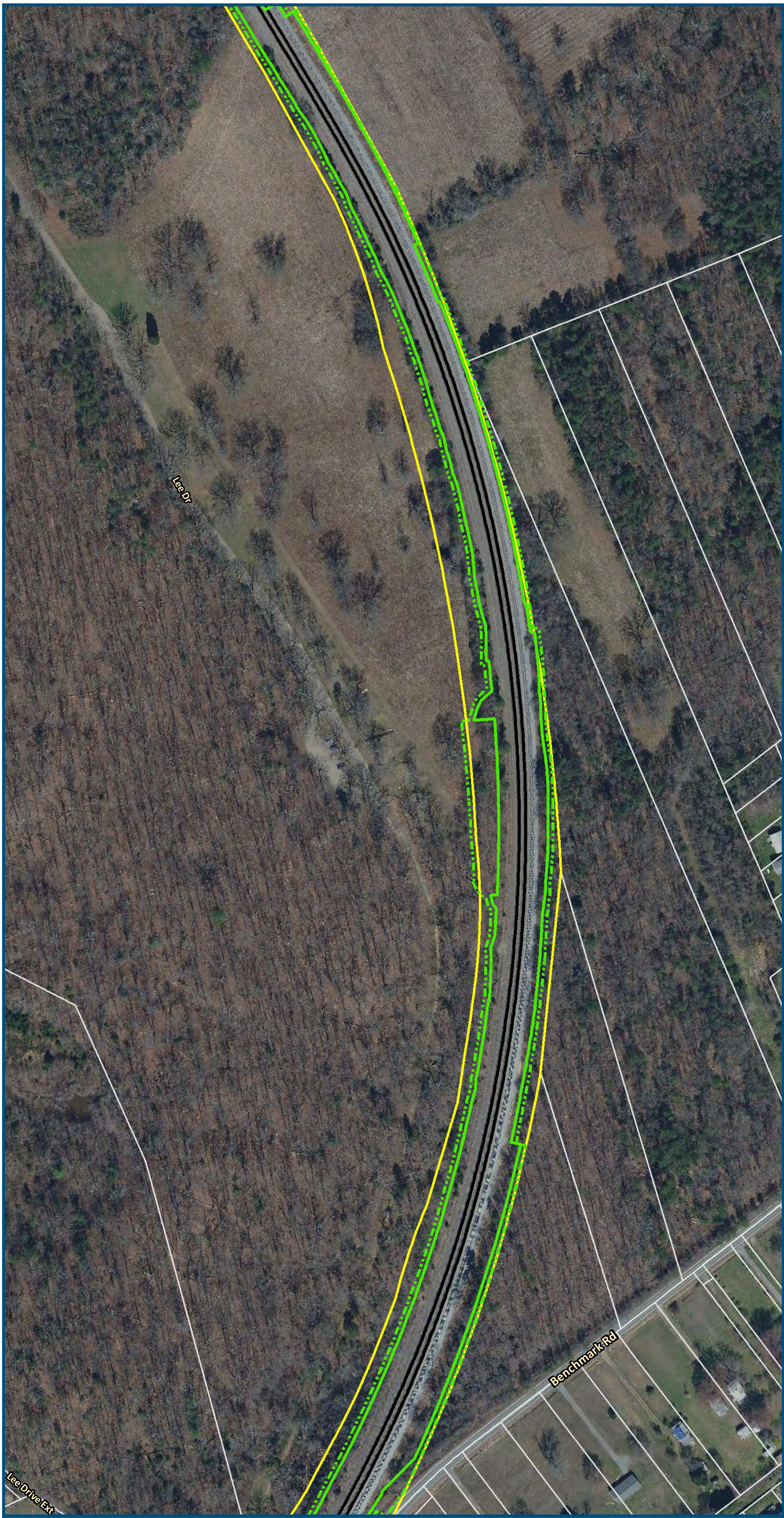
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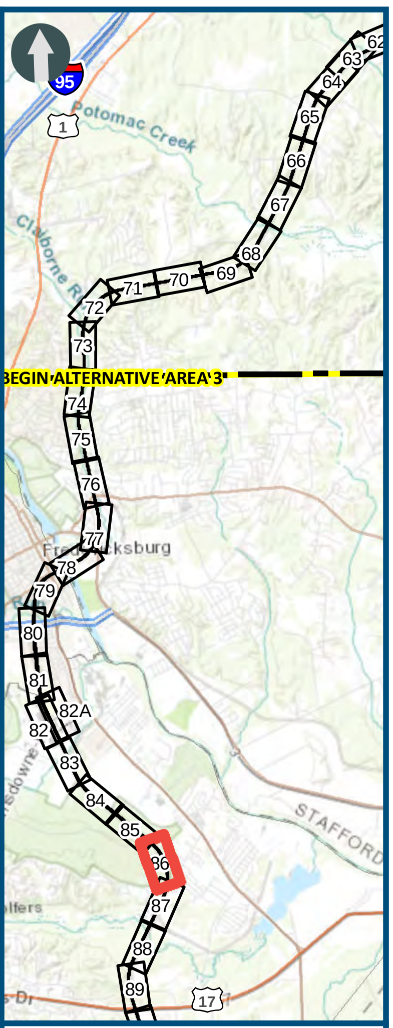
Benchmark Rd
Lee Drive Ext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Potomac Creek
Claiborne Run
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BEGIN ALTERNATIVE AREA 3
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STAFFORD

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▨ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - · - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 86 of 217

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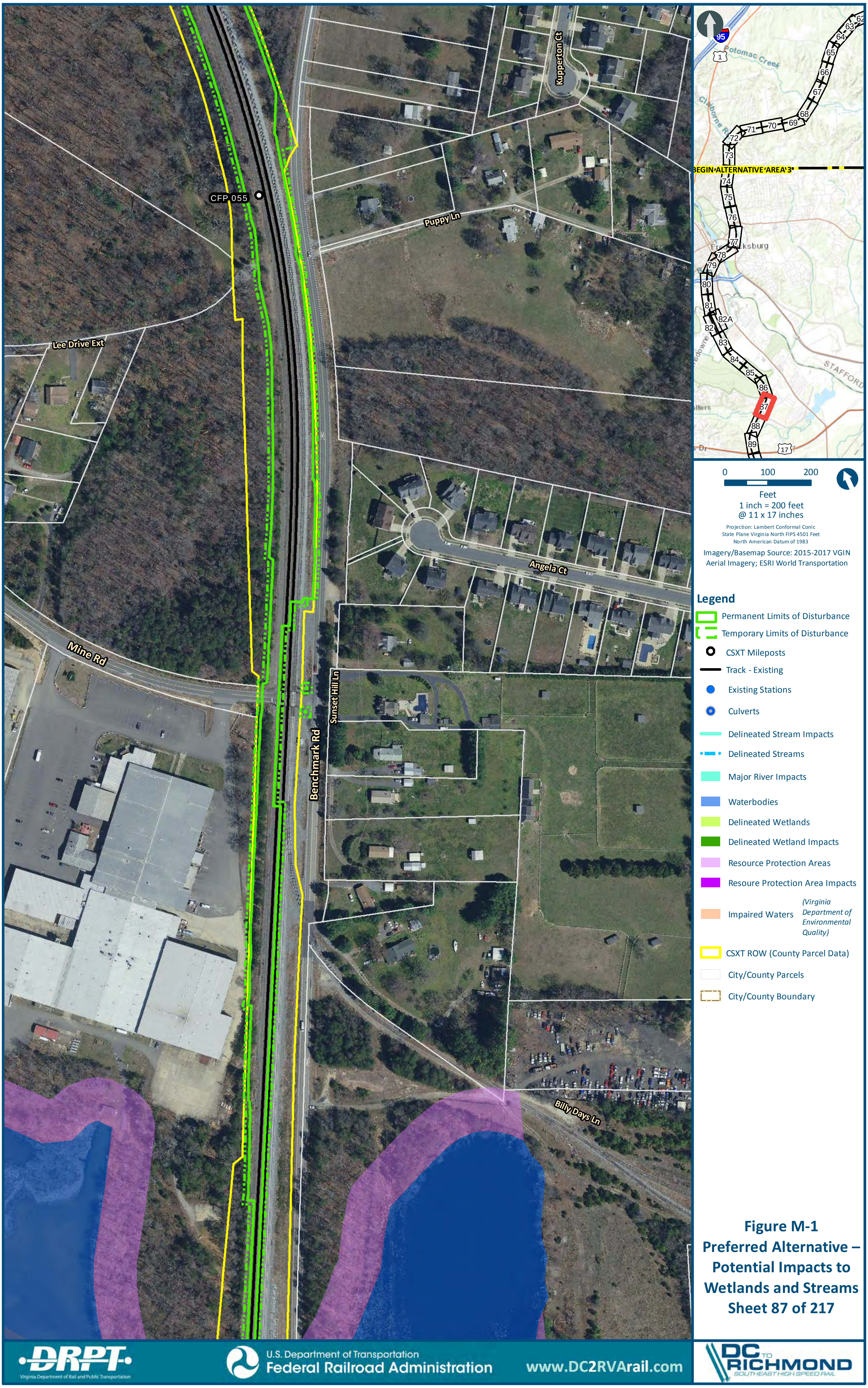
CFP 055
Kupperton Ct
Puppy Ln
Lee Drive Ext
Mine Rd
Angela Ct
Sunset Hill Ln
Benchmark Rd
Billy Days Ln
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Potomac Creek
Claiborne R
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STAFFORD
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
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- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
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- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 87 of 217

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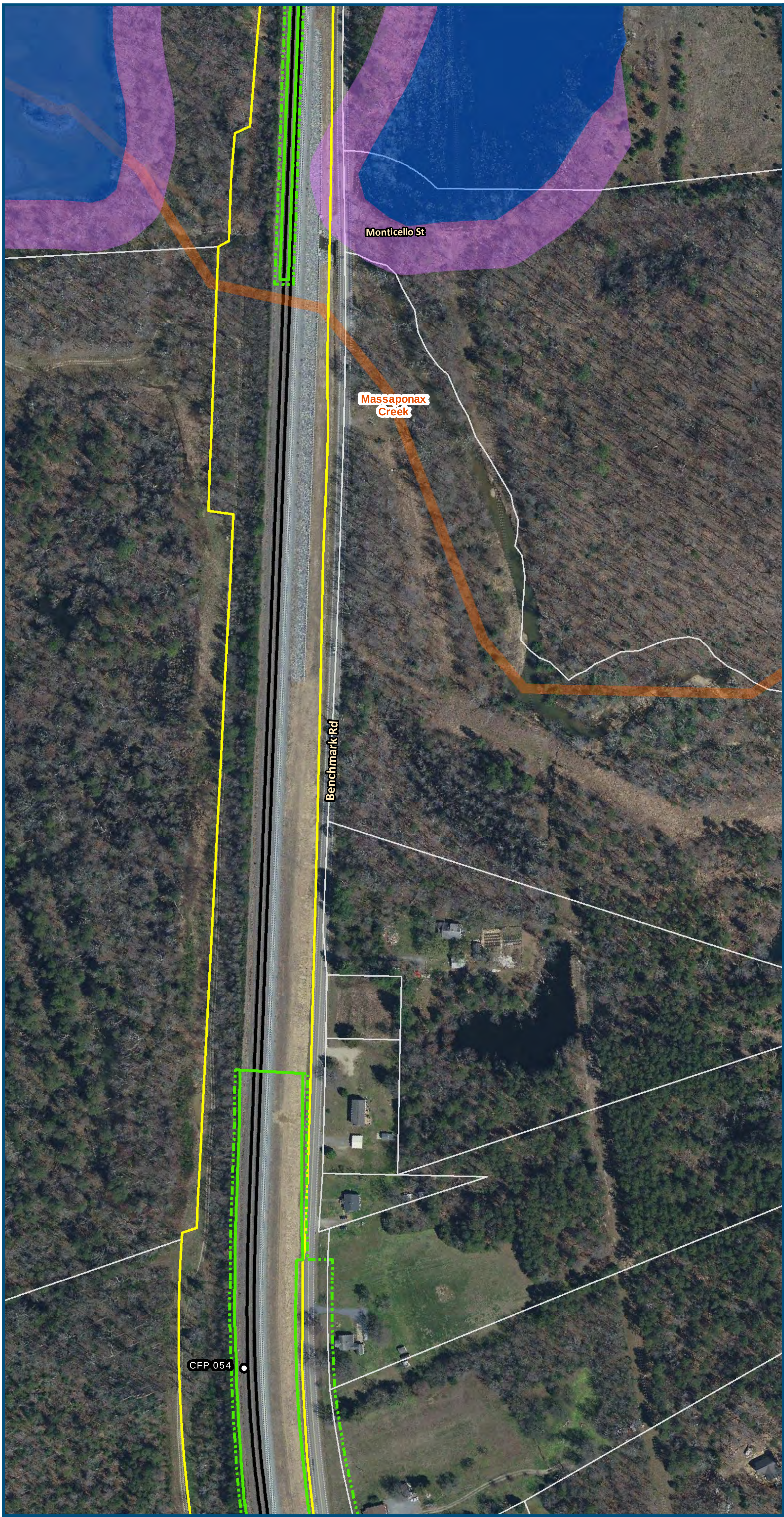
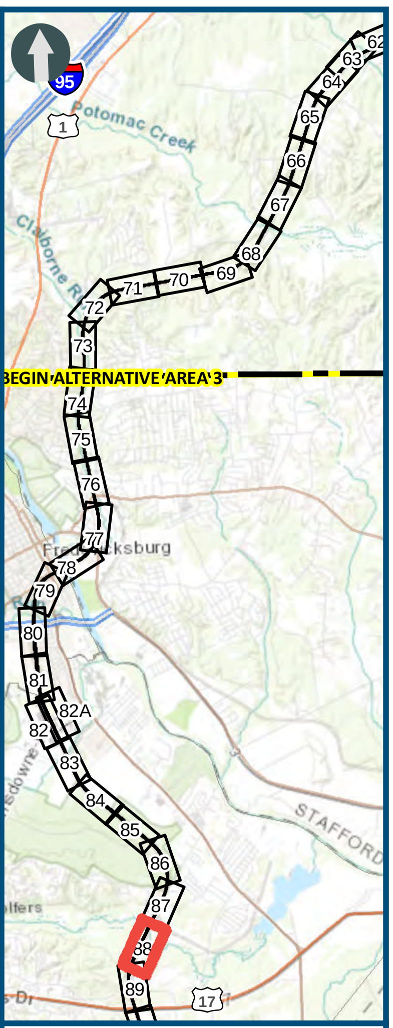

Monticello St
Massaponax Creek
Benchmark Rd
CFP 054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Claiborne R
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▨	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels
☐	City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 88 of 217

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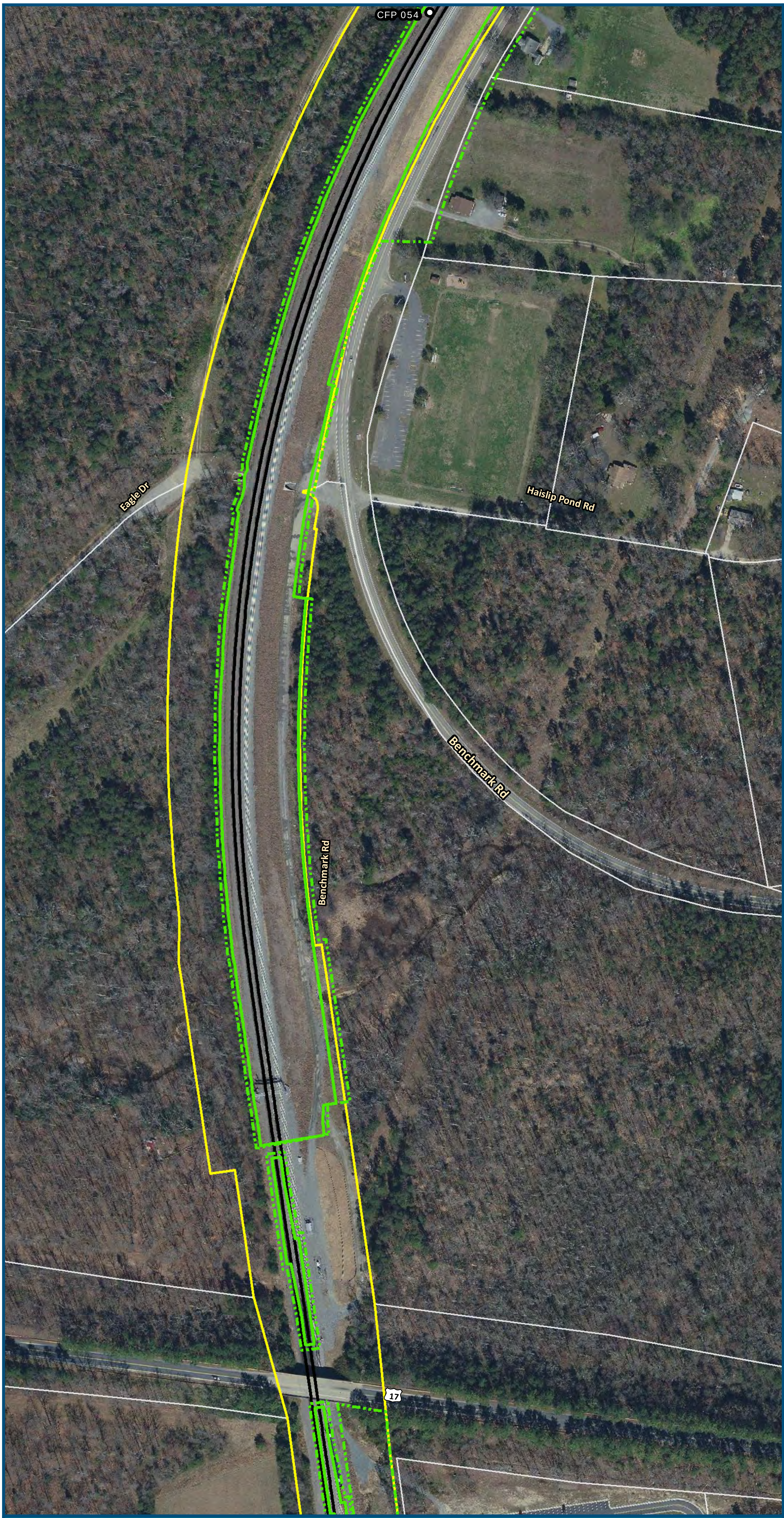
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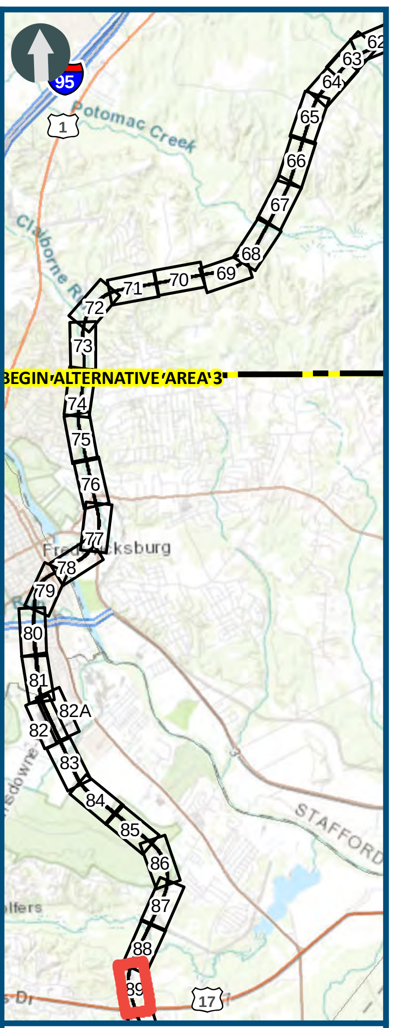
Haislip Pond Rd
Benchmark Rd
Benchmark Rd
17


95
1
Potomac Creek
Claiborne Run
62
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BEGIN ALTERNATIVE AREA 3
74
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Fredericksburg
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89
STAFFORD
17

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 89 of 217

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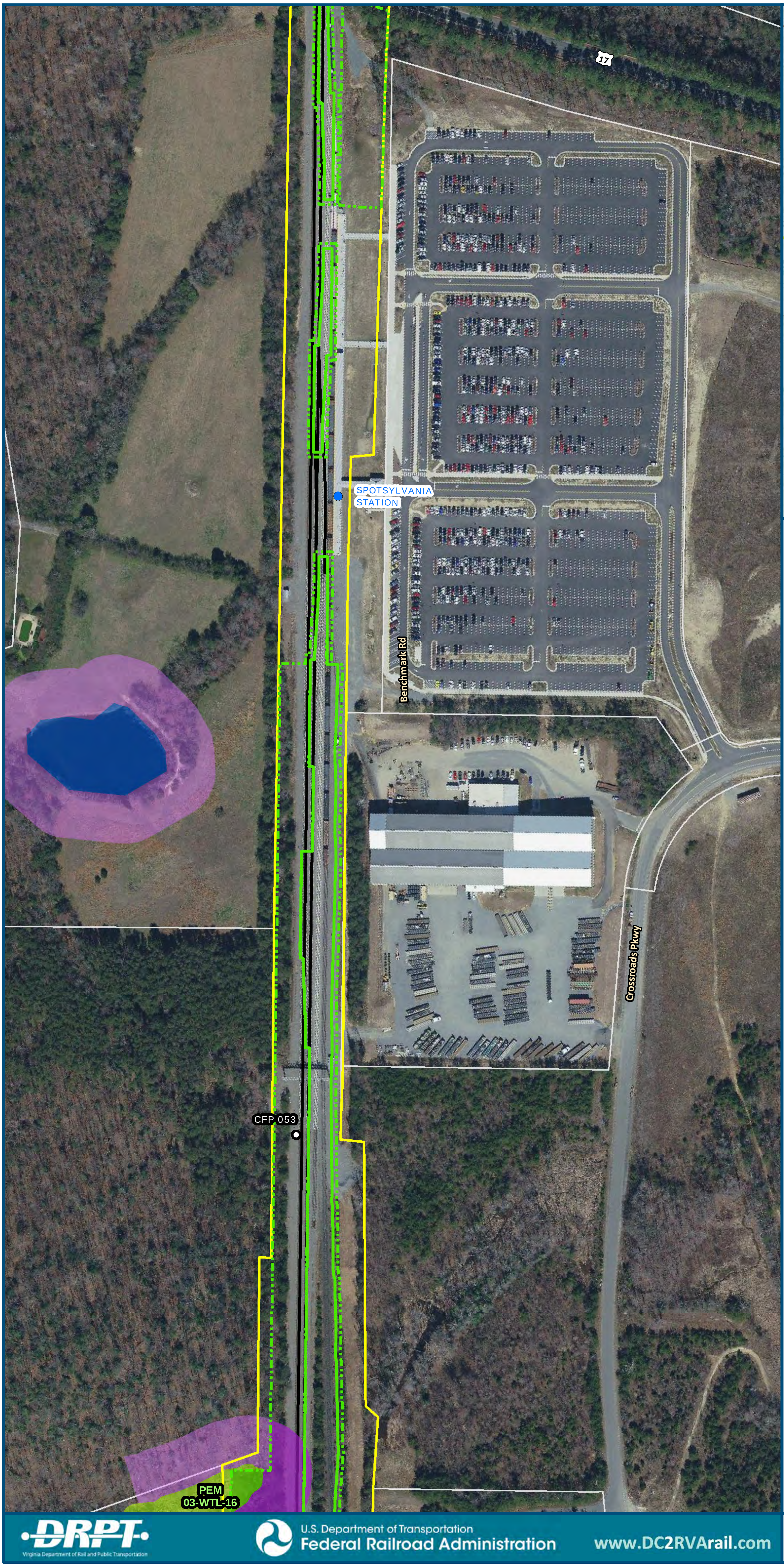
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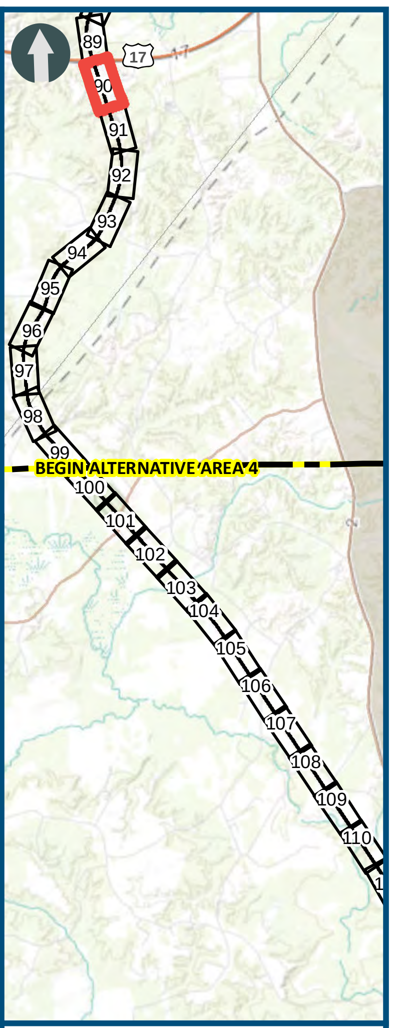
SPOTSYLVANIA
STATION
Benchmark Rd
Crossroads Pkwy
CFP 053
PEM
03-WTL-16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Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 90 of 217

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

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DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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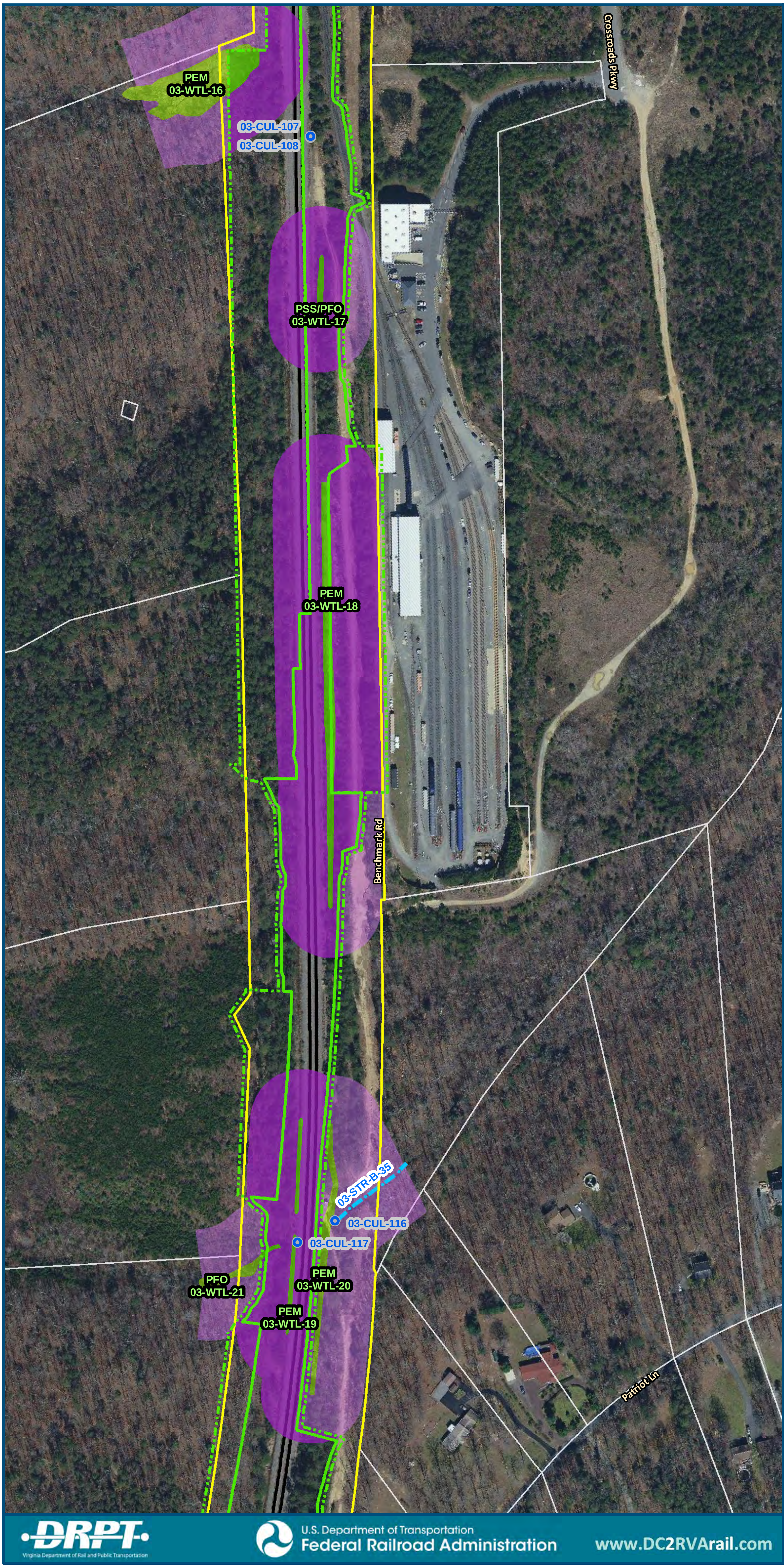
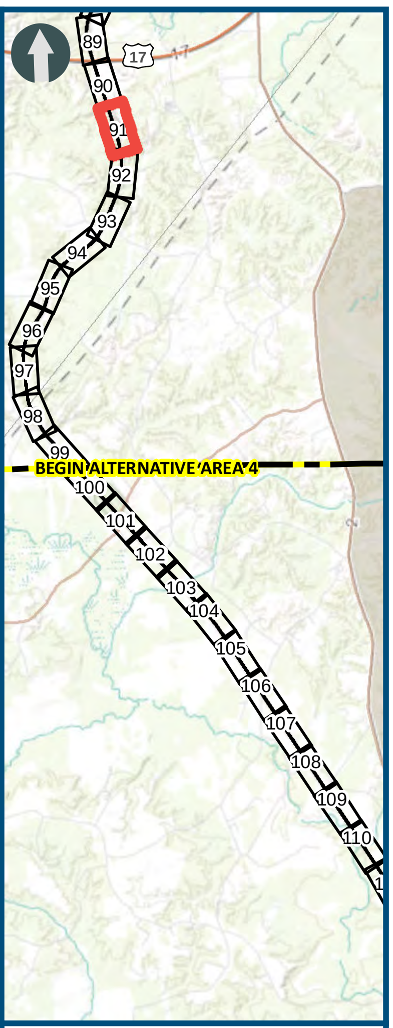

PEM
03-WTL-16
03-CUL-107
03-CUL-108
Crossroads Pkwy
PSS/PFO
03-WTL-17
PEM
03-WTL-18
Benchmark Rd
03-STR-B-35
03-CUL-116
03-CUL-117
PFO
03-WTL-21
PEM
03-WTL-20
PEM
03-WTL-19
Patriot Ln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State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▯ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 91 of 217

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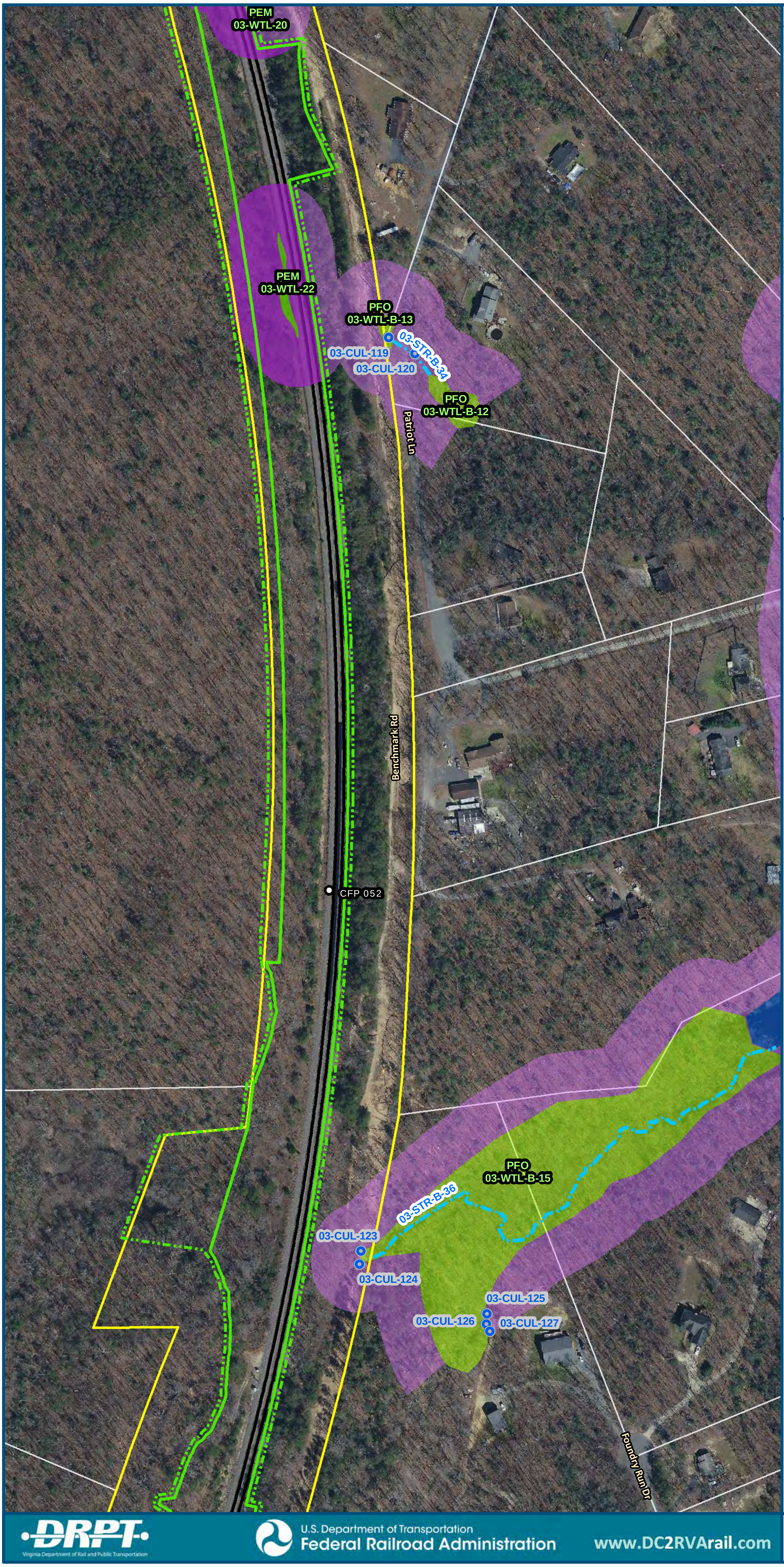
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PFO
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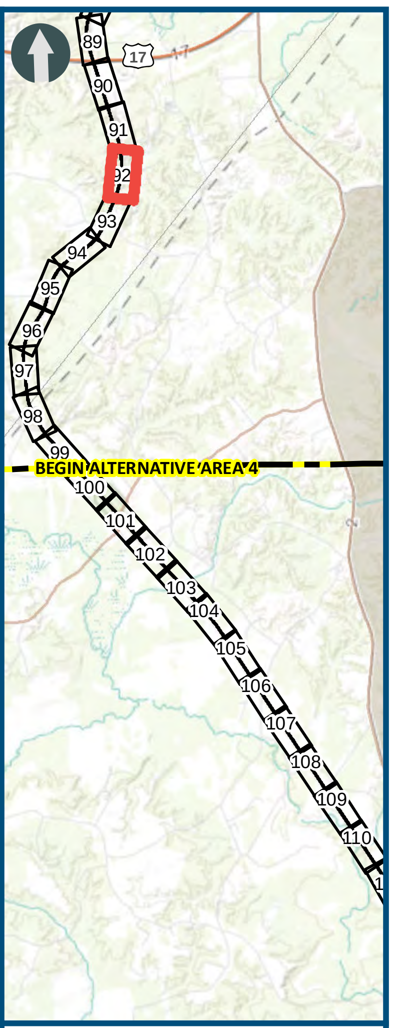
03-CUL-120
PFO
03-WTL-B-12
Patriot Ln
Benchmark Rd
CFP 052
PFO
03-WTL-B-15
03-STR-B-36
03-CUL-123
03-CUL-124
03-CUL-125
03-CUL-126
03-CUL-127
Foundry Run Dr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Feet
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@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
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- 🟪 Resoure Protection Area Impacts
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- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 92 of 217

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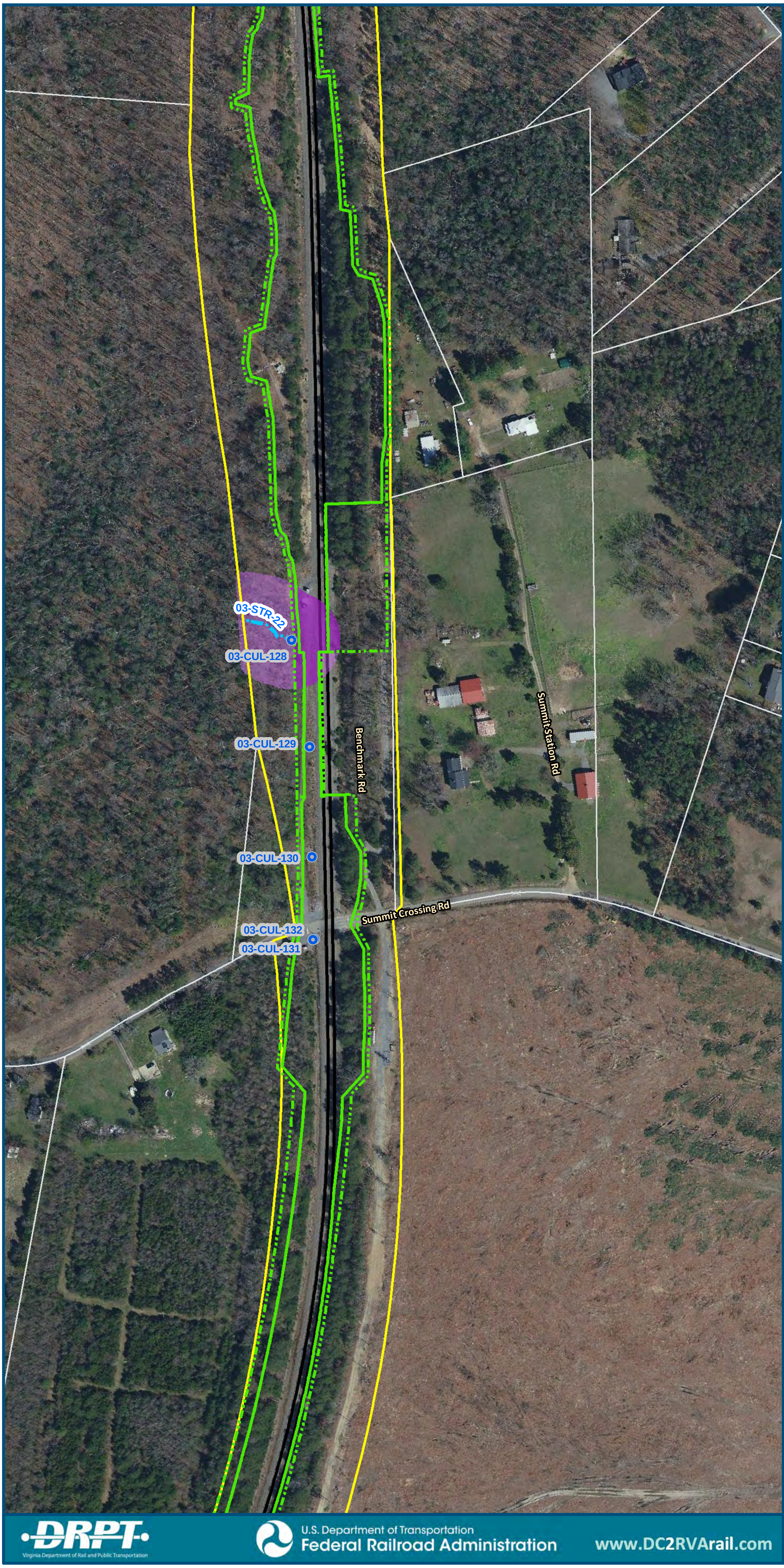
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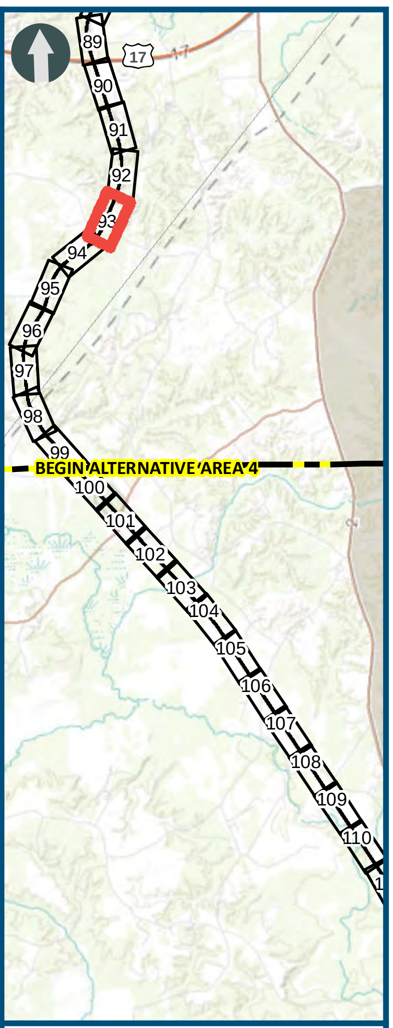
03-CUL-129
03-CUL-130
03-CUL-132
03-CUL-131
Benchmark Rd
Summit Station Rd
Summit Crossing Rd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Feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
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- Delineated Wetland Impacts
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- City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 93 of 217

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U.S. Department of Transportation
Federal Railroad Administration

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DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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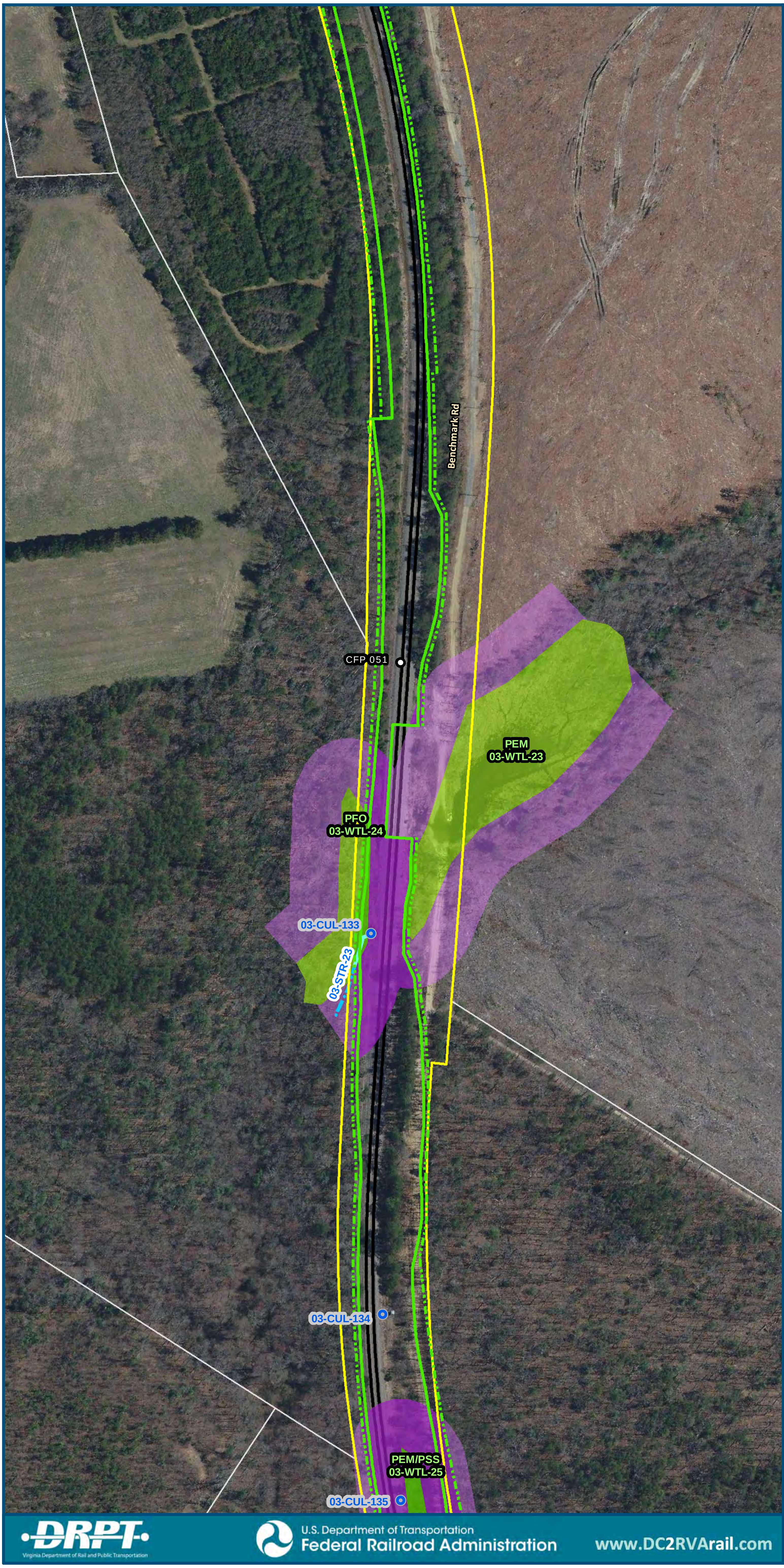
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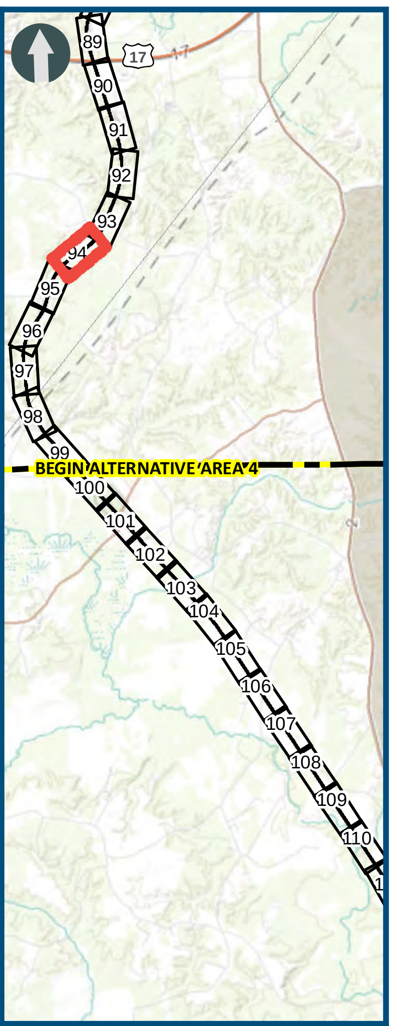
CFP 051
PEM
03-WTL-23
PFO
03-WTL-24
03-CUL-133
03-STR-23
03-CUL-134
PEM/PSS
03-WTL-25
03-CUL-135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- Delineated Streams
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Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 94 of 217

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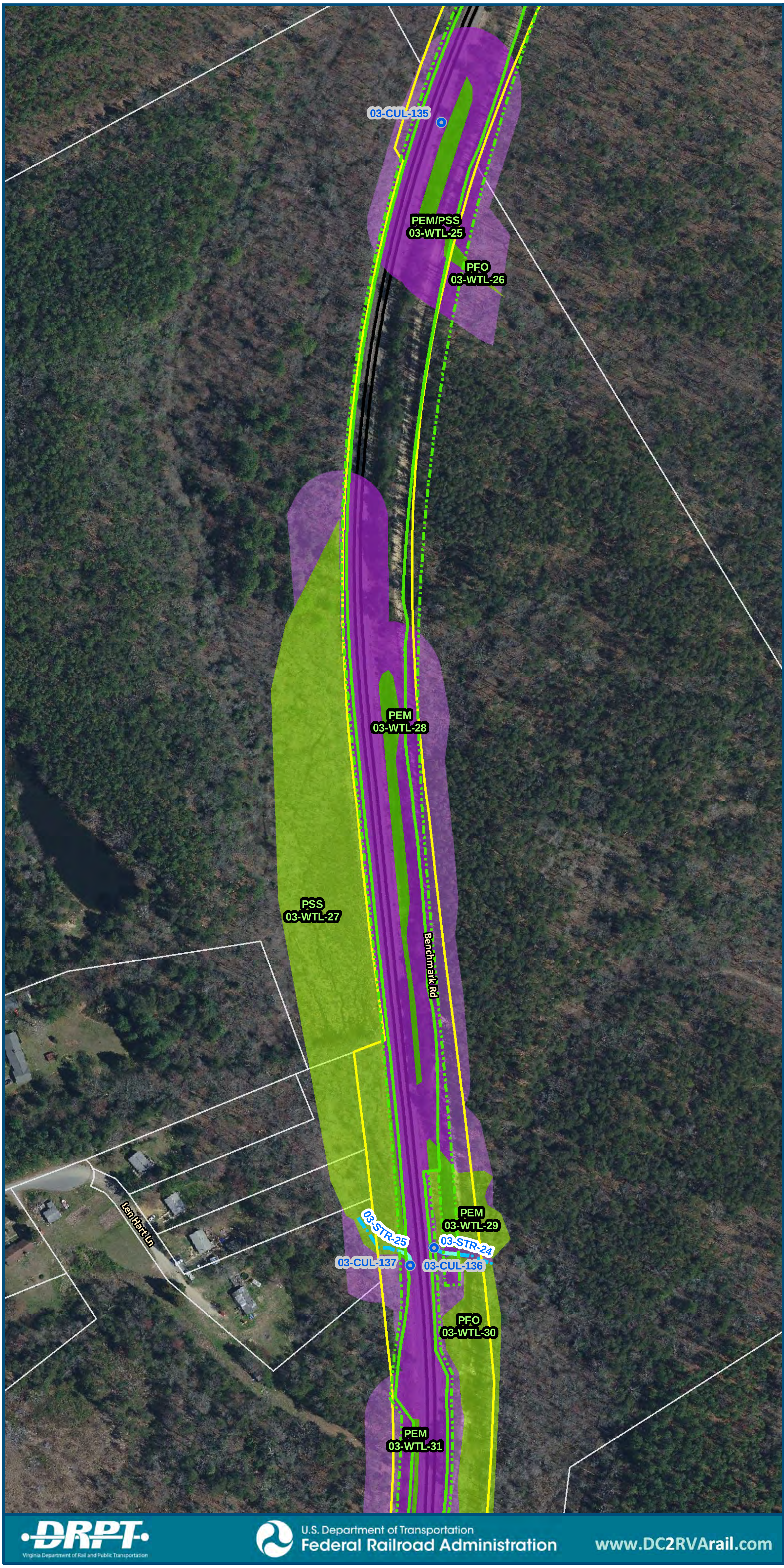
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PEM/PSS
03-WTL-25
PFO
03-WTL-26
PEM
03-WTL-28
PSS
03-WTL-27
Benchmark Rd
Leni Hart Ln
PEM
03-WTL-29
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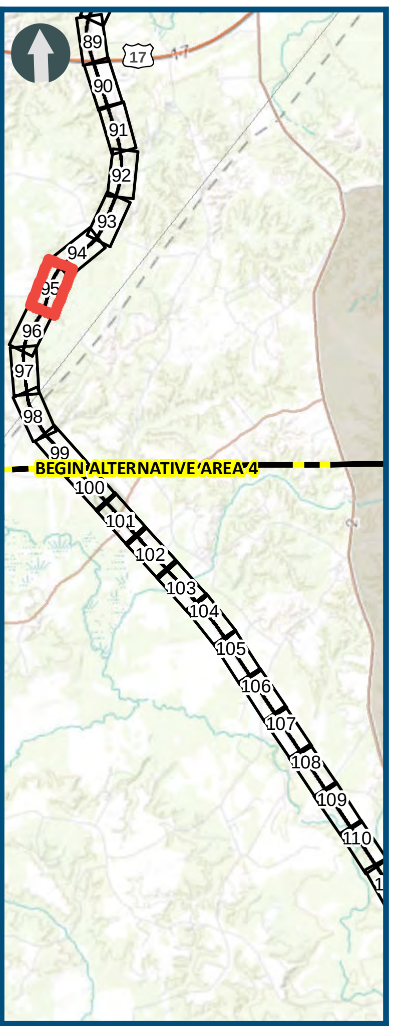
03-STR-24
03-CUL-137
03-CUL-136
PFO
03-WTL-30
PEM
03-WTL-31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Feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- ‐ ‐ Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
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- ▭ CSXT ROW (County Parcel Data)
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- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 95 of 217

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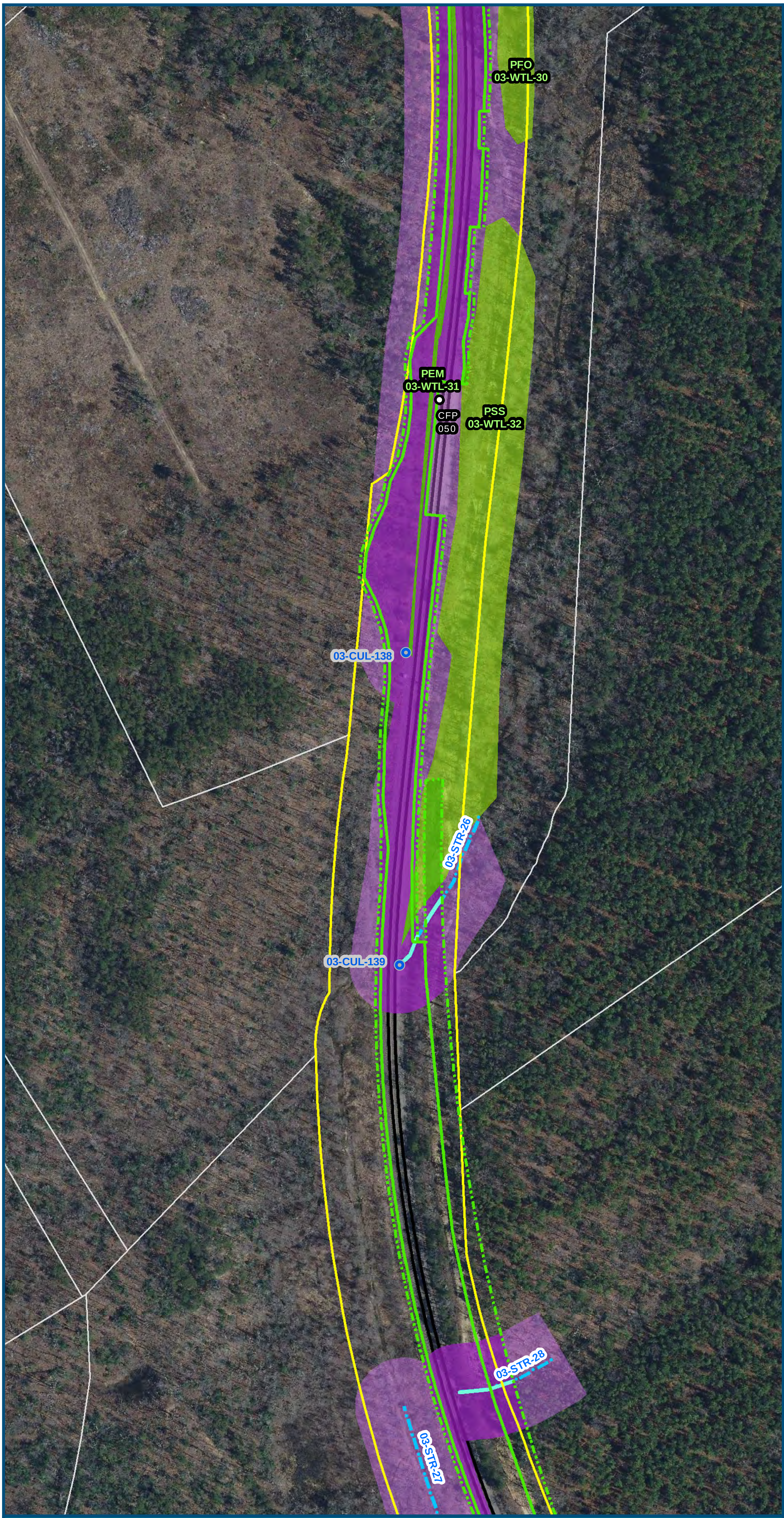
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PEM
03-WTL-31
CFP
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PSS
03-WTL-32
03-CUL-138
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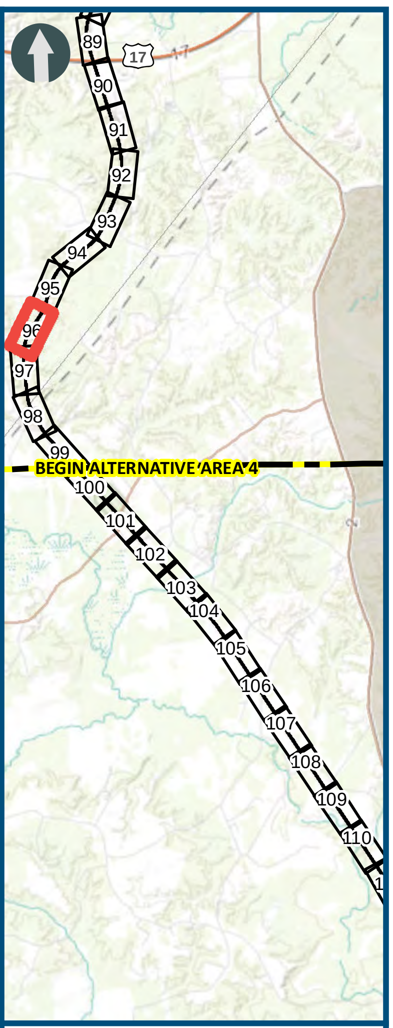
03-CUL-139
03-STR-28
03-STR-27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Feet
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State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
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Legend

- Permanent Limits of Disturbance
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- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 96 of 217

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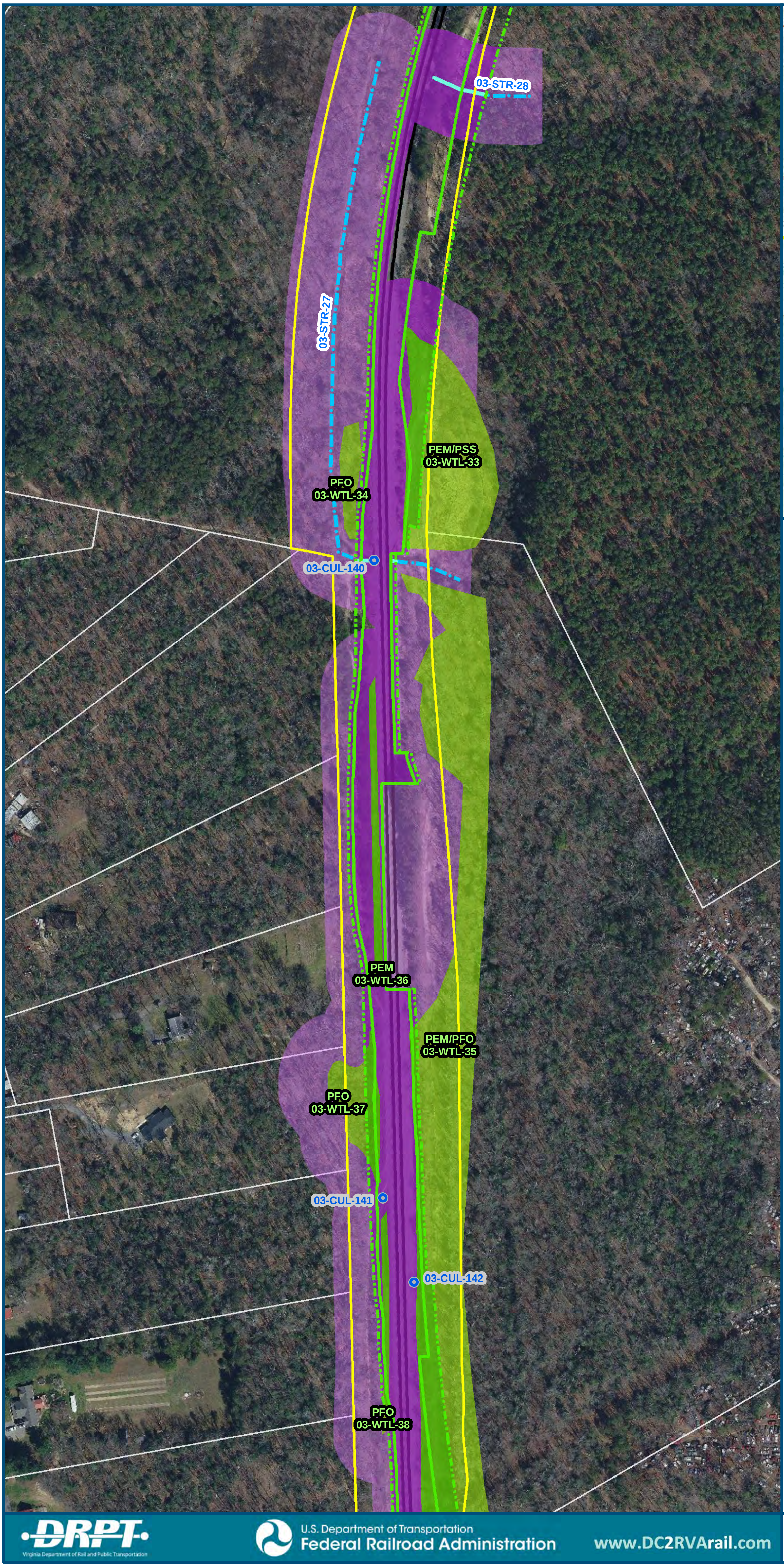
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PEM/PSS
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PFO
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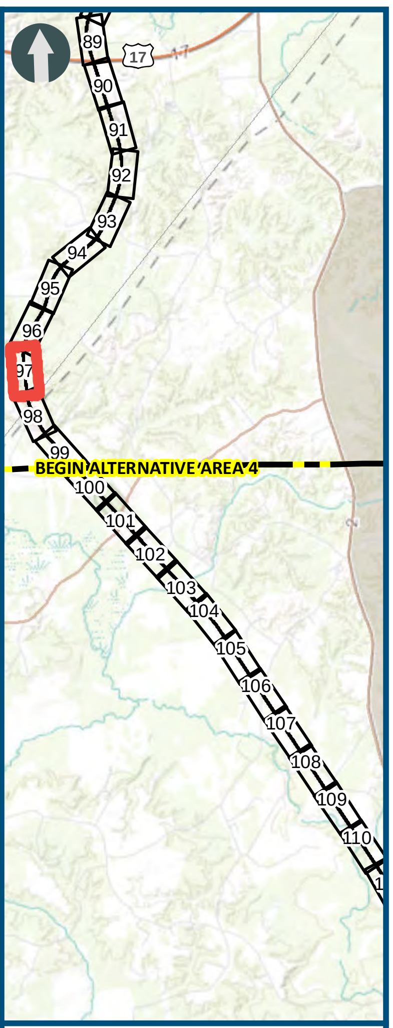
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North American Datum of 1983

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Legend

- Permanent Limits of Disturbance
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- CSXT Mileposts
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- Delineated Streams
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Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 97 of 217

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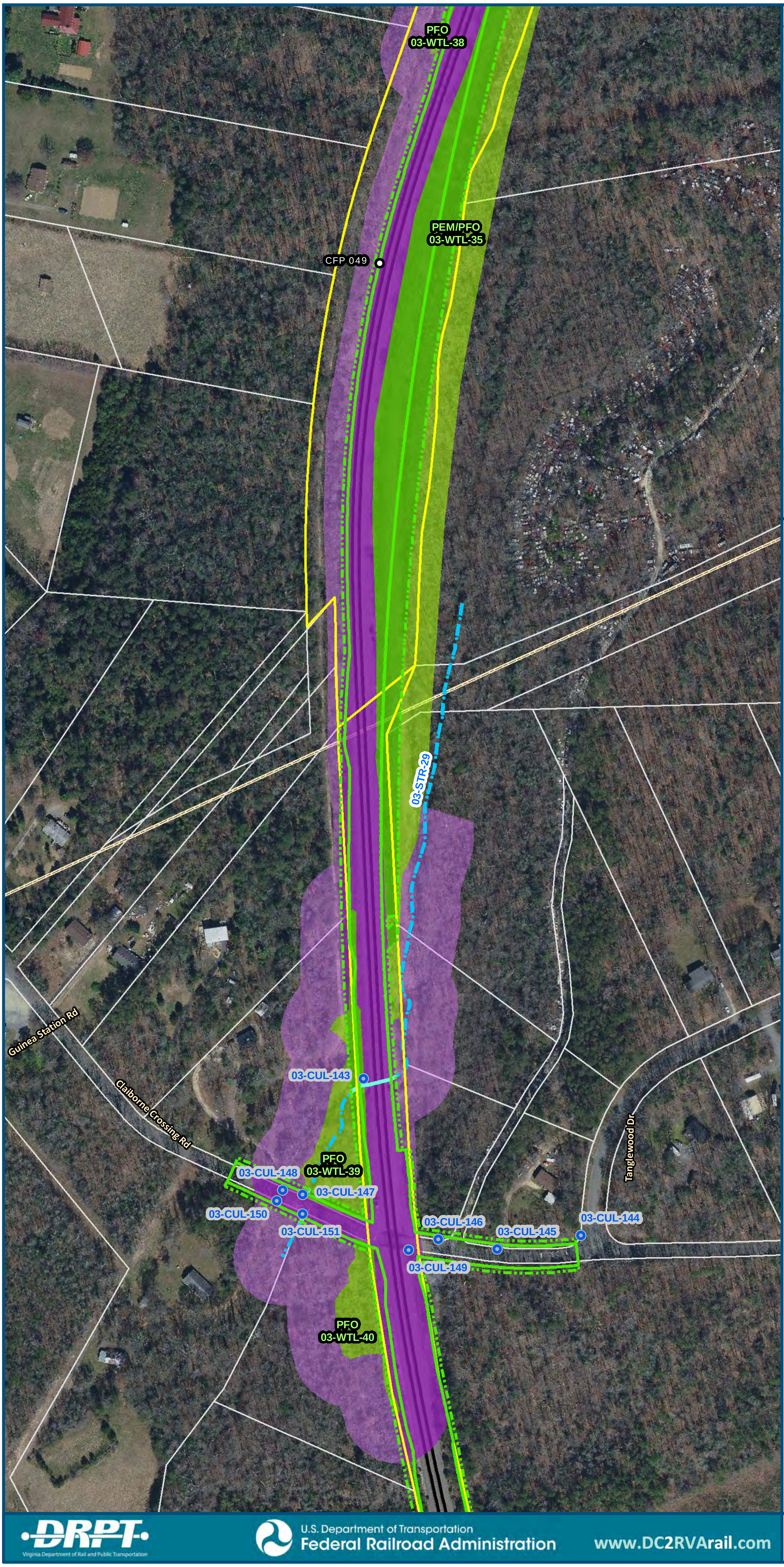
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PEM/PFO
03-WTL-35
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Guinea Station Rd
Claiborne Crossing Rd
Tanglewood Dr.
03-CUL-143
PFO
03-WTL-39
03-CUL-148
03-CUL-147
03-CUL-150
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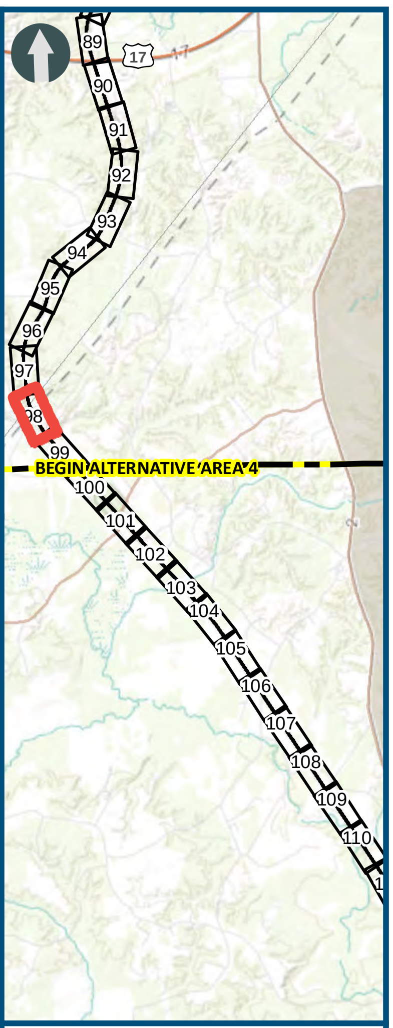
PFO
03-WTL-40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Imagery/Basemap Source: 2015-2017 VGIN
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- ⬚ Temporary Limits of Disturbance
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- -·- Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
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- ☐ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 98 of 217

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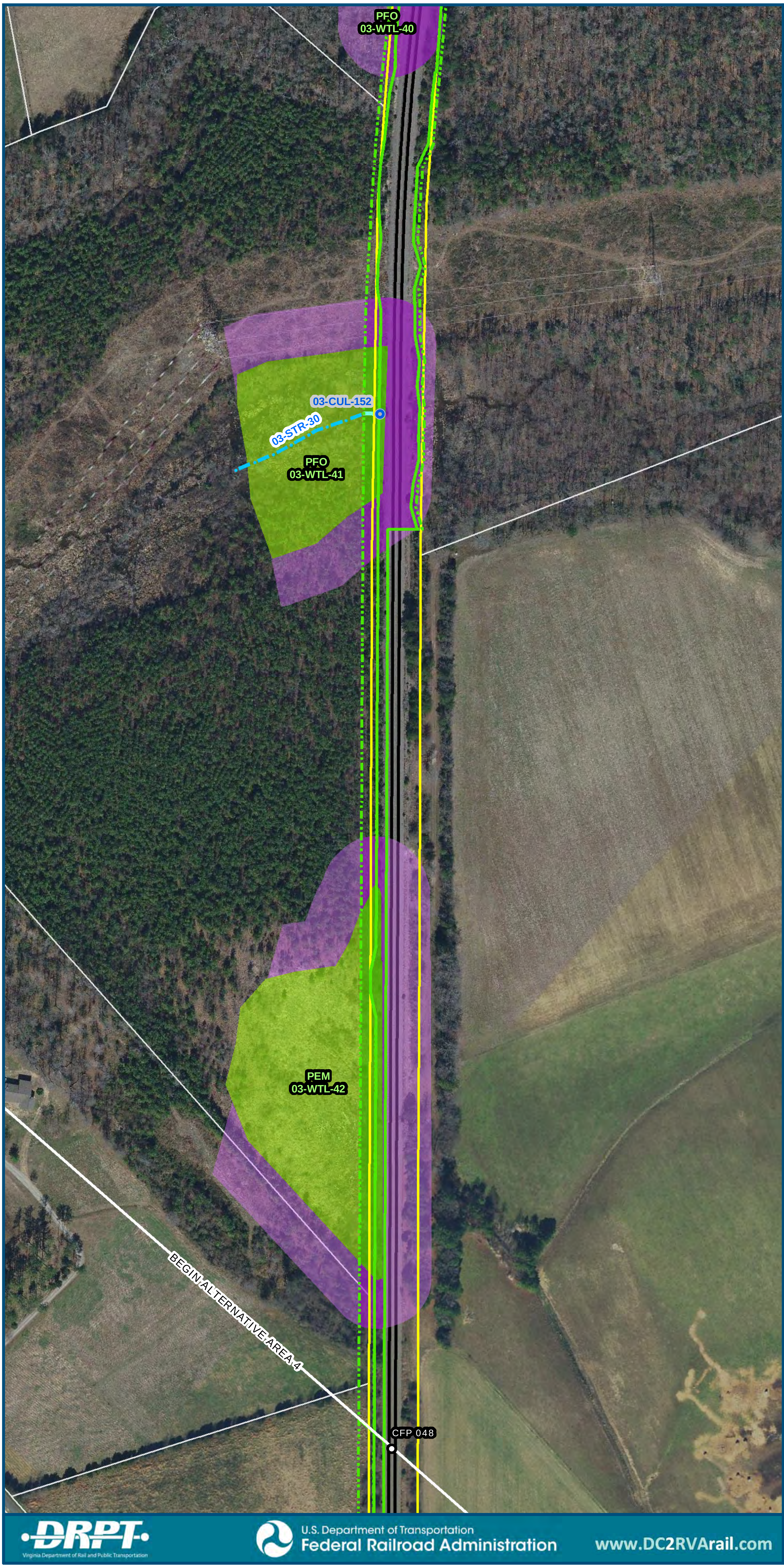
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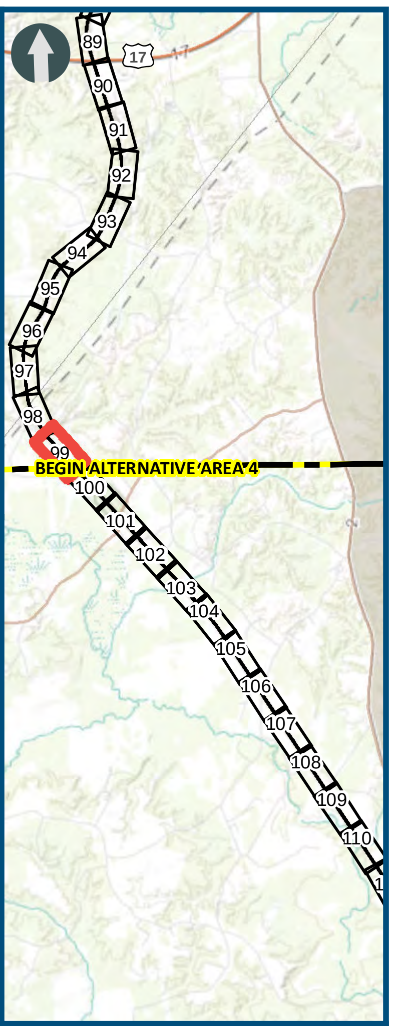
03-STR-30
PFO
03-WTL-41
PEM
03-WTL-42
BEGIN ALTERNATIVE AREA 4
CFP 048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Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
━	Track - Existing
●	Existing Stations
◉	Culverts
━	Delineated Stream Impacts
╍	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 99 of 217

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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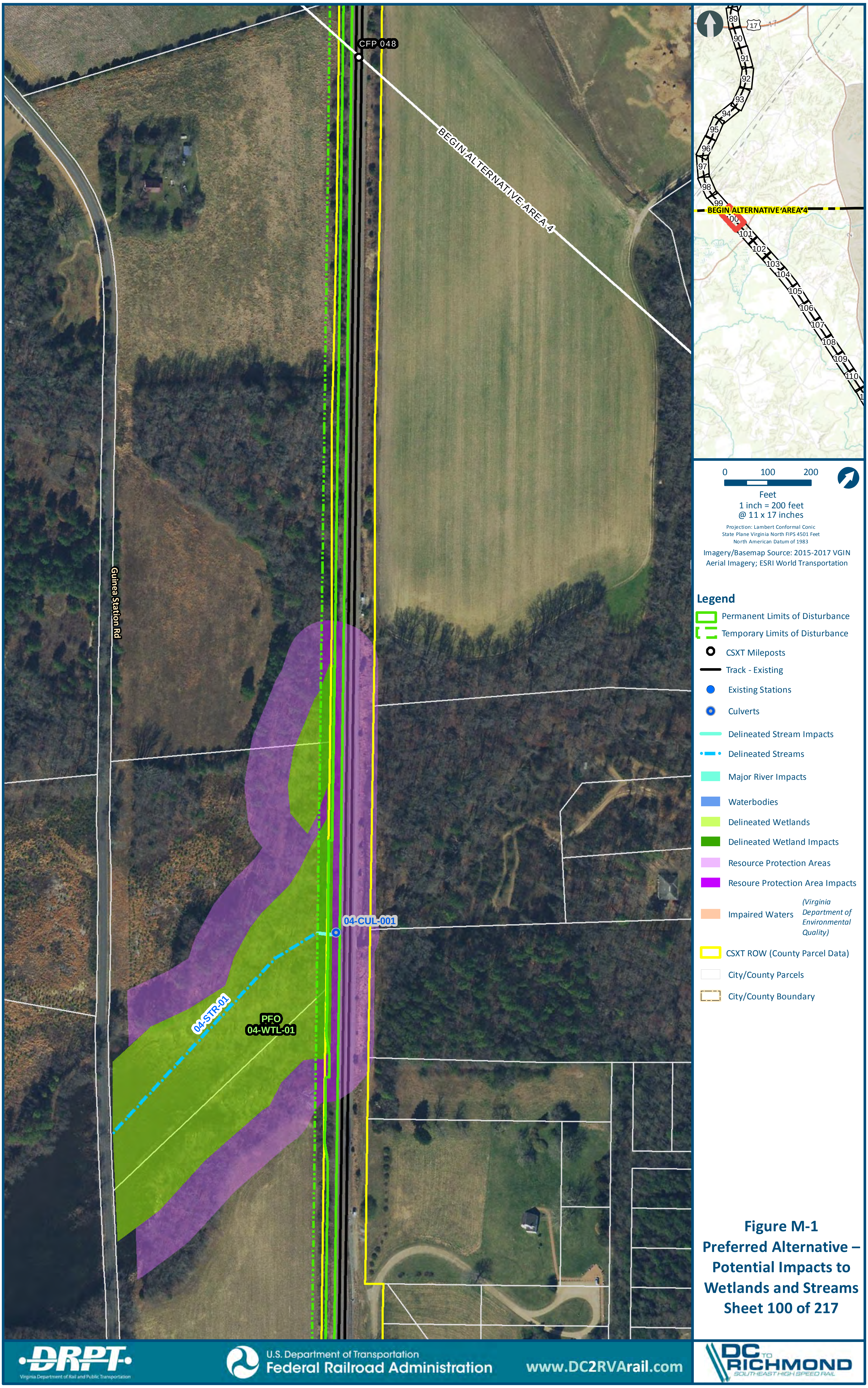
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BEGIN ALTERNATIVE AREA 4
Guinea Station Rd
04-CUL-001
04-STR-01
PFO
04-WTL-01
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Feet
Legend
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▭ Temporary Limits of Disturbance
○ CSXT Mileposts
— Track - Existing
● Existing Stations
◉ Culverts
— Delineated Stream Impacts
-·- Delineated Streams
▬ Major River Impacts
▬ Waterbodies
▬ Delineated Wetlands
▬ Delineated Wetland Impacts
▬ Resource Protection Areas
▬ Resoure Protection Area Impacts
▬ Impaired Waters (Virginia Department of Environmental Quality)
▭ CSXT ROW (County Parcel Data)
▭ City/County Parcels
▭ City/County Boundary

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 100 of 217

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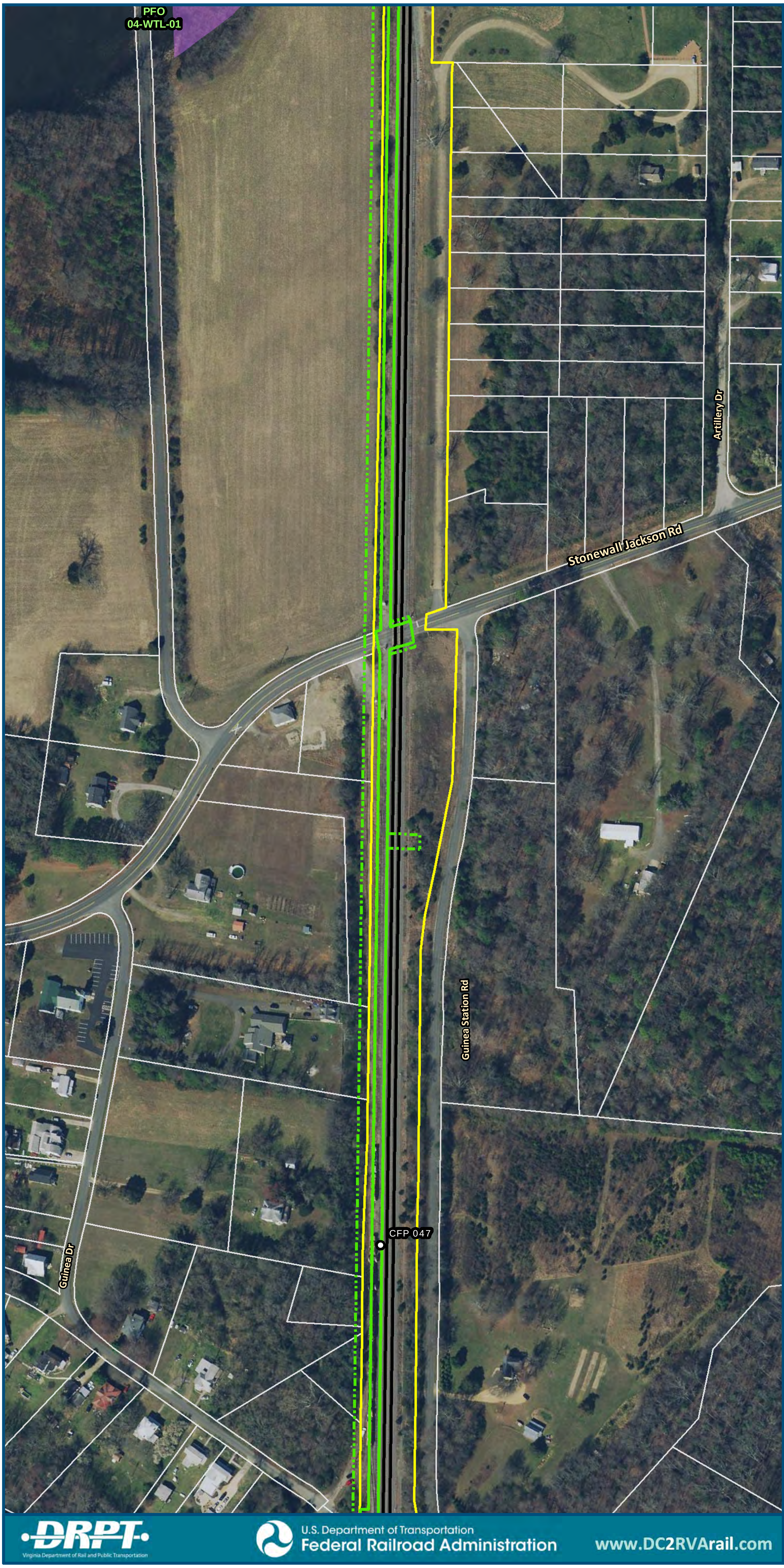
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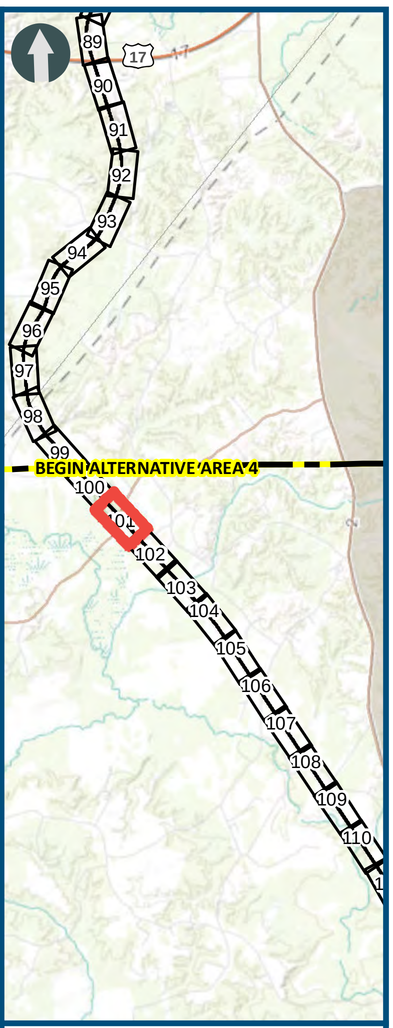
04-WTL-01
Stonewall Jackson Rd
Artillery Dr
Guinea Station Rd
Guinea Dr
CFP 047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Feet

1 inch = 200 feet
@ 11 x 17 inches

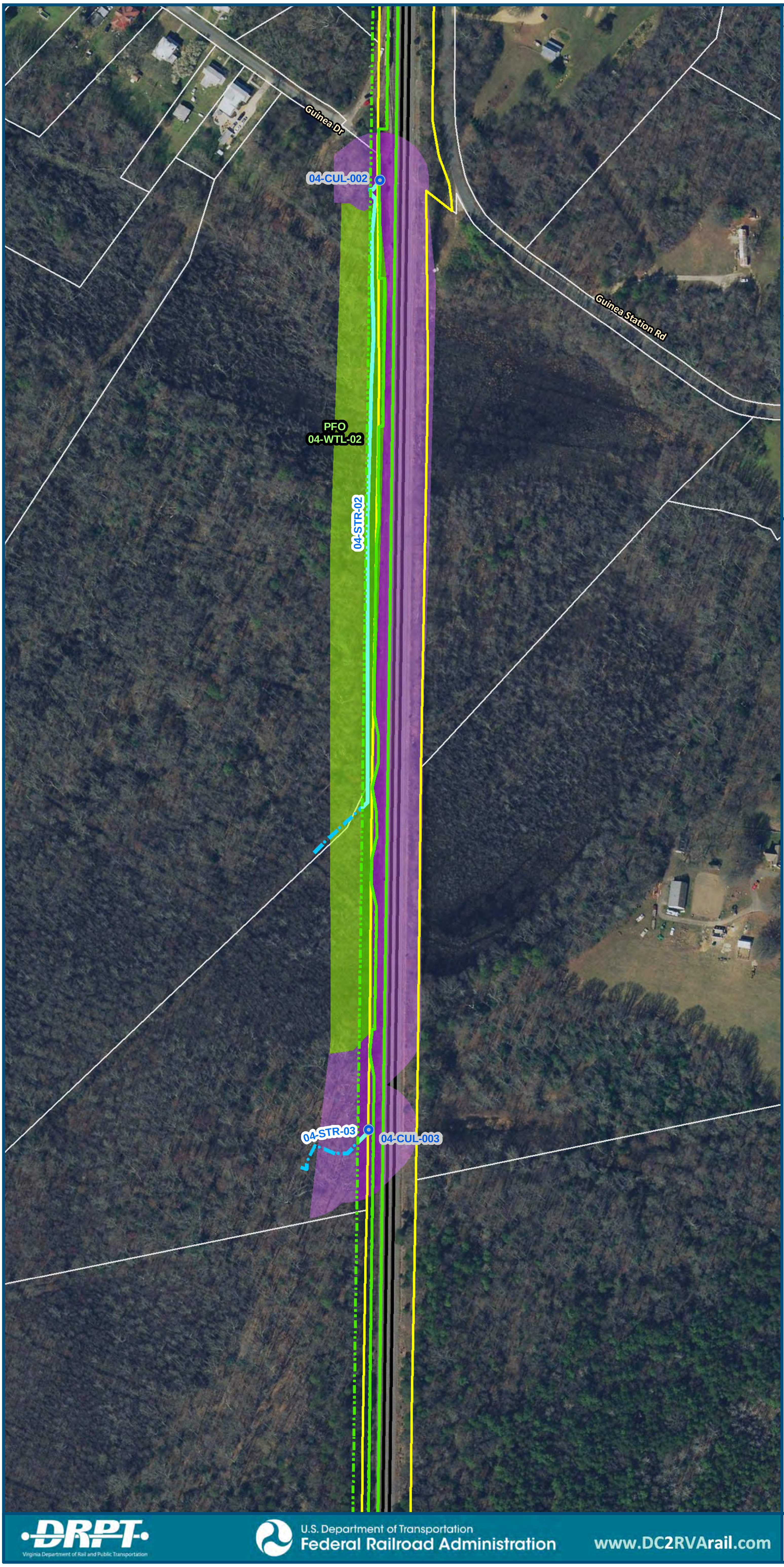
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
☐	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 101 of 217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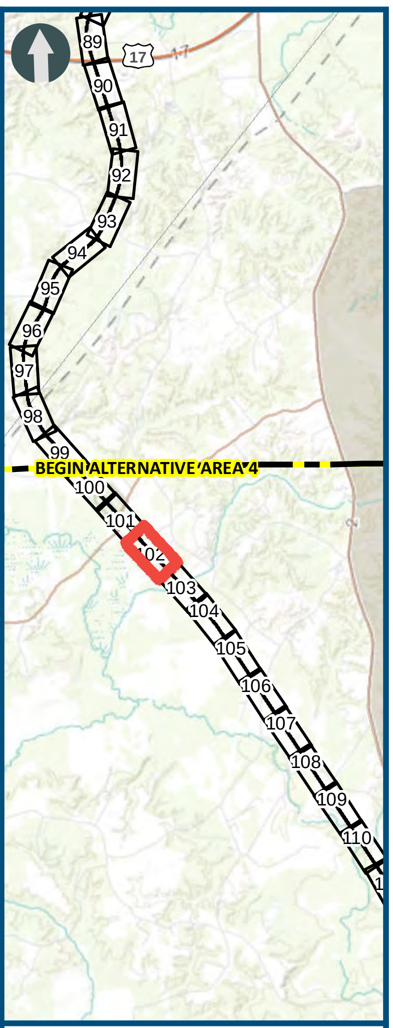
04-CUL-002
Guinea Station Rd
PFO
04-WTL-02
04-STR-02
04-STR-03
04-CUL-003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Feet

1 inch = 200 feet
@ 11 x 17 inches

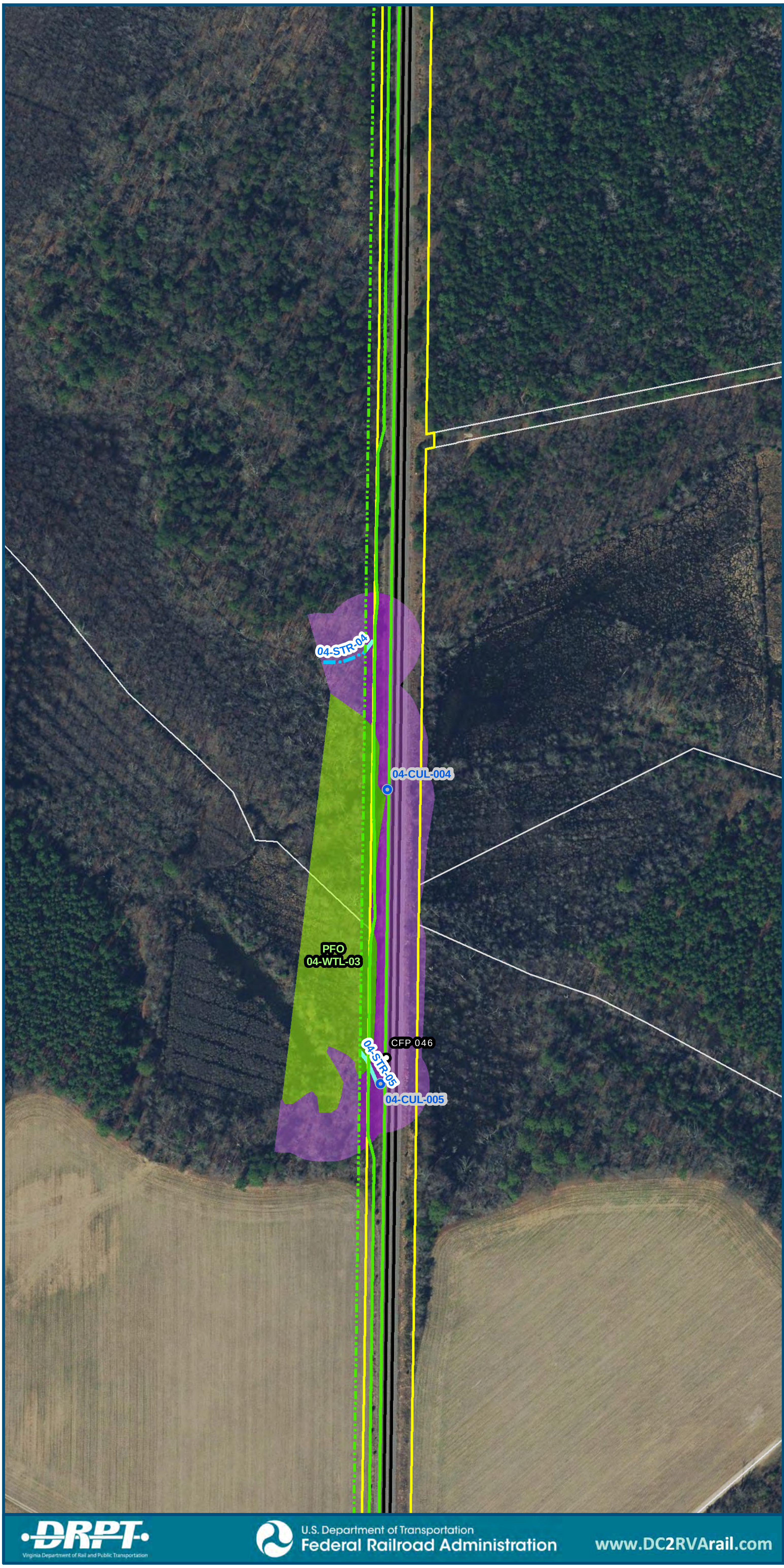
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
🟦	Major River Impacts
🟦	Waterbodies
🟩	Delineated Wetlands
🟩	Delineated Wetland Impacts
🟪	Resource Protection Areas
🟪	Resoure Protection Area Impacts
🟧	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 102 of 217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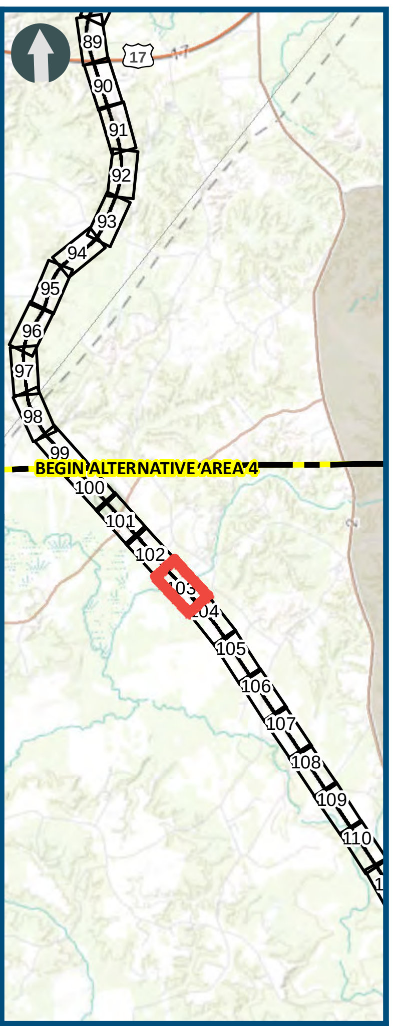
04-CUL-004
PFO
04-WTL-03
CFP 046
04-STR-05
04-CUL-005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BEGIN ALTERNATIVE AREA 4
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- -·- Delineated Streams
- ▬ Major River Impacts
- ▬ Waterbodies
- ▬ Delineated Wetlands
- ▬ Delineated Wetland Impacts
- ▬ Resource Protection Areas
- ▬ Resoure Protection Area Impacts
- ▬ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 103 of 217

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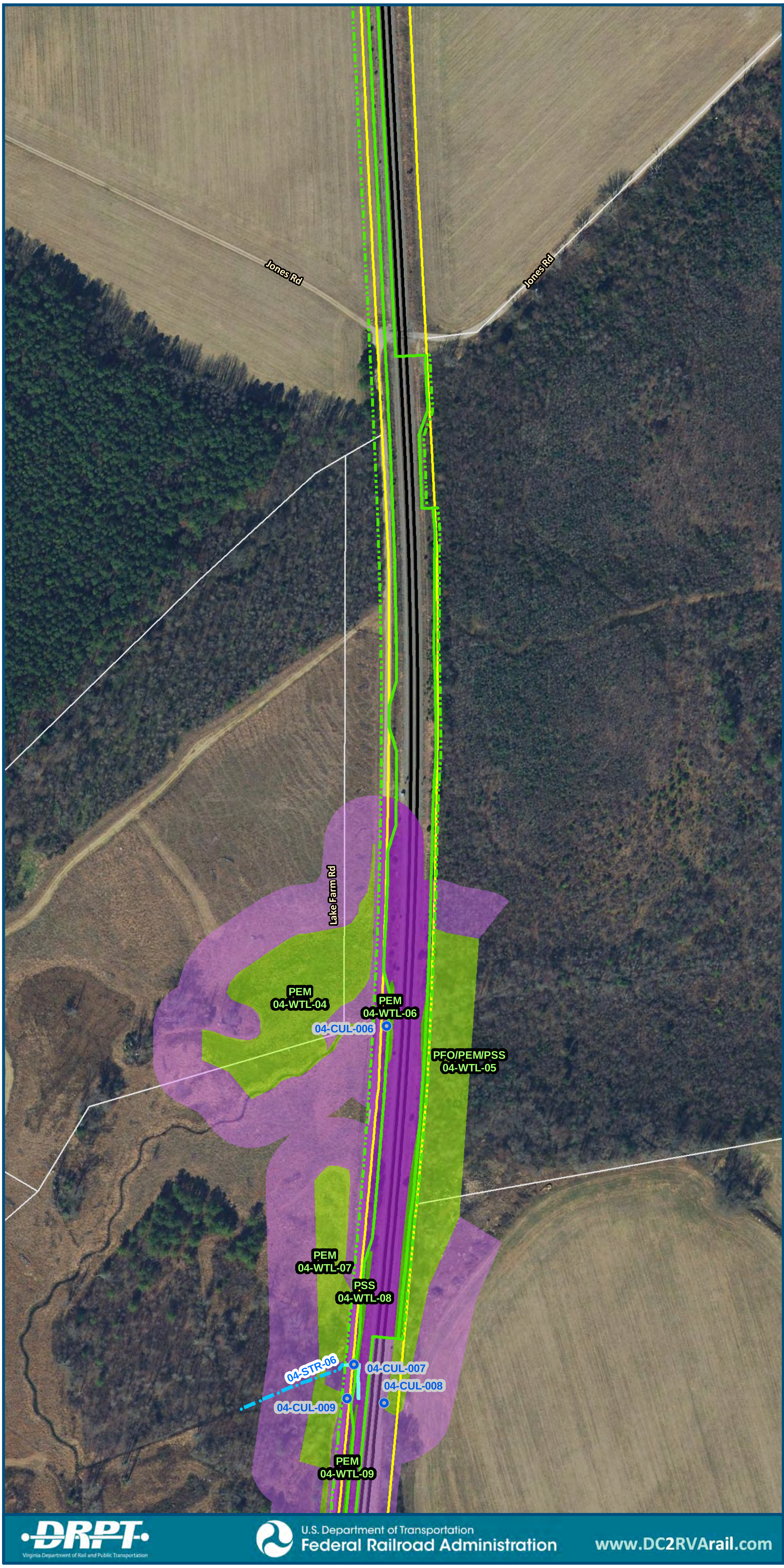
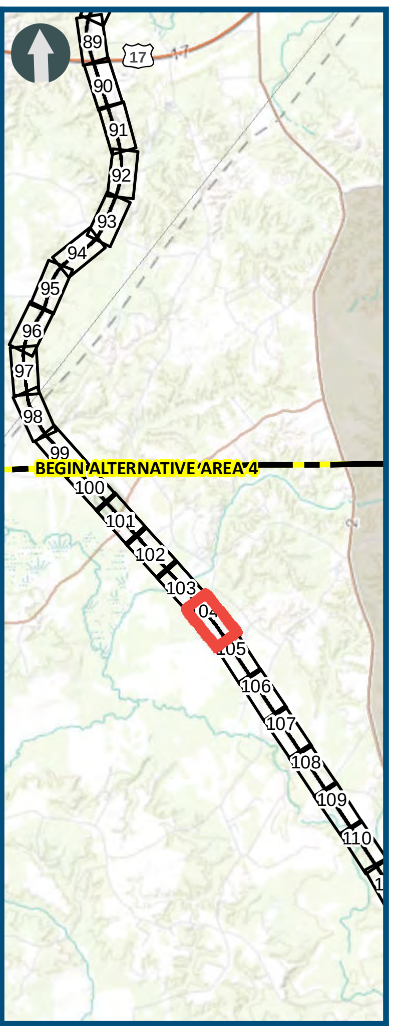

Jones Rd
Jones Rd
Lake Farm Rd
PEM
04-WTL-04
PEM
04-WTL-06
04-CUL-006
PFO/PEM/PSS
04-WTL-05
PEM
04-WTL-07
PSS
04-WTL-08
04-STR-06
04-CUL-007
04-CUL-008
04-CUL-009
PEM
04-WTL-09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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
🟩	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
🟦	Major River Impacts
🟦	Waterbodies
🟩	Delineated Wetlands
🟩	Delineated Wetland Impacts
🟪	Resource Protection Areas
🟪	Resoure Protection Area Impacts
🟧	Impaired Waters *(Virginia Department of Environmental Quality)*
🟨	CSXT ROW (County Parcel Data)
☐	City/County Parcels
☐	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 104 of 217

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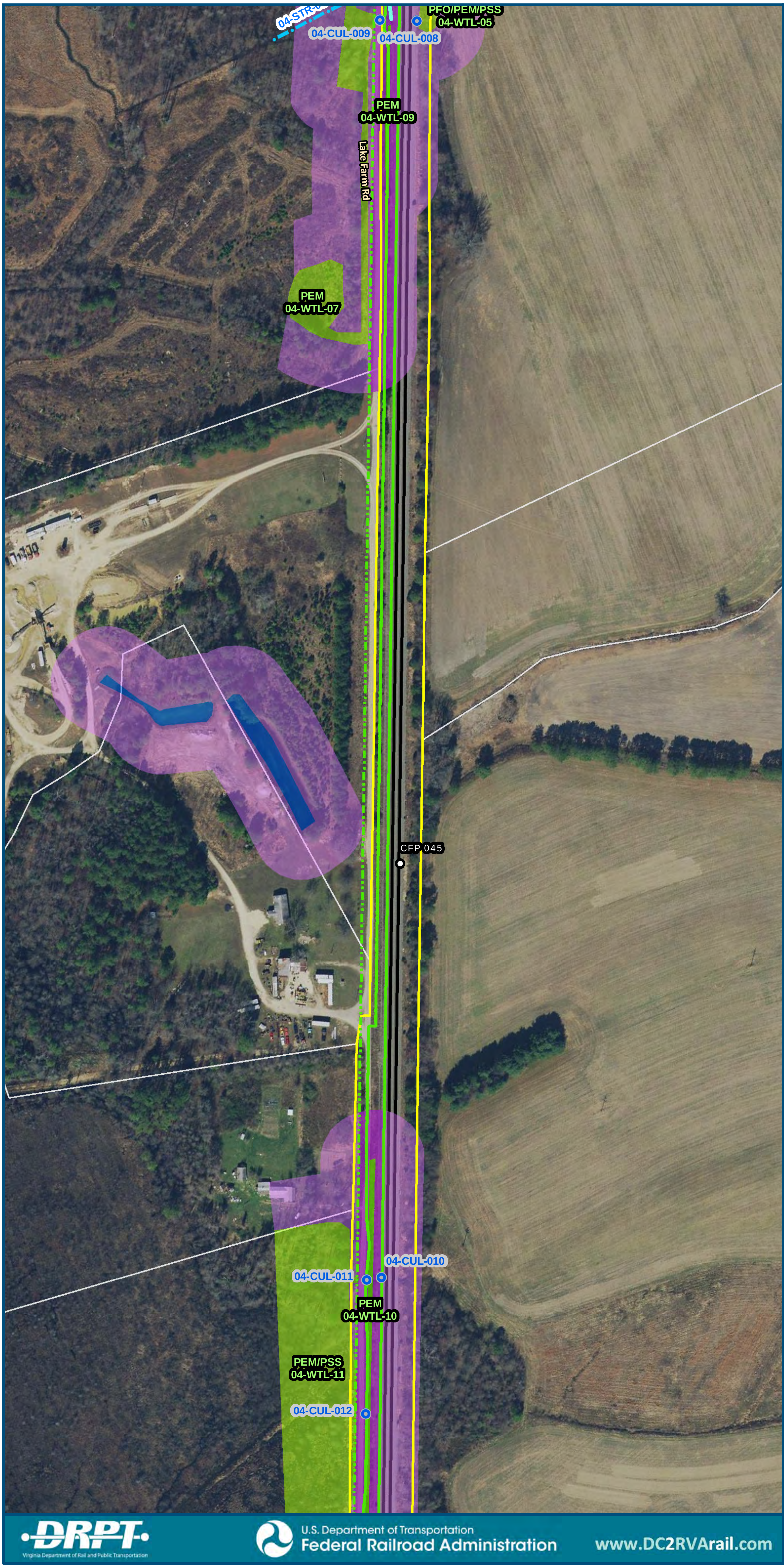
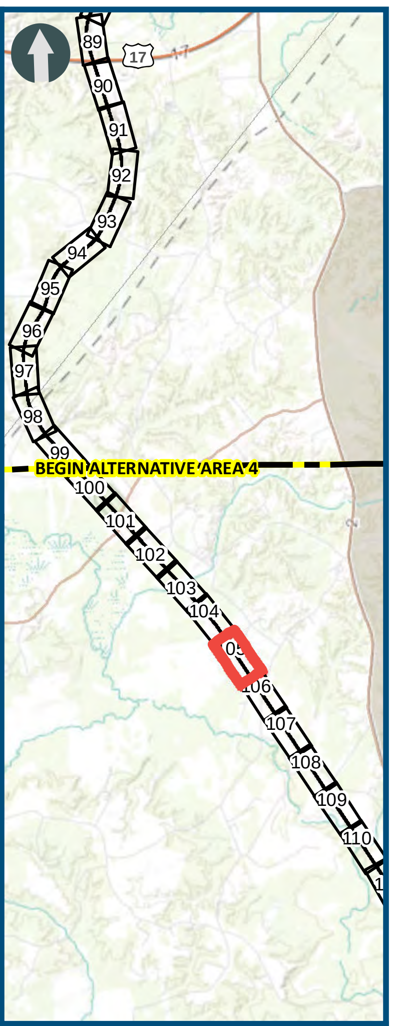

04-STR-0
PFO/PEM/PSS
04-WTL-05
04-CUL-009
04-CUL-008
PEM
04-WTL-09
Lake Farm Rd
PEM
04-WTL-07
CFP 045
04-CUL-010
04-CUL-011
PEM
04-WTL-10
PEM/PSS
04-WTL-11
04-CUL-012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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 105 of 217

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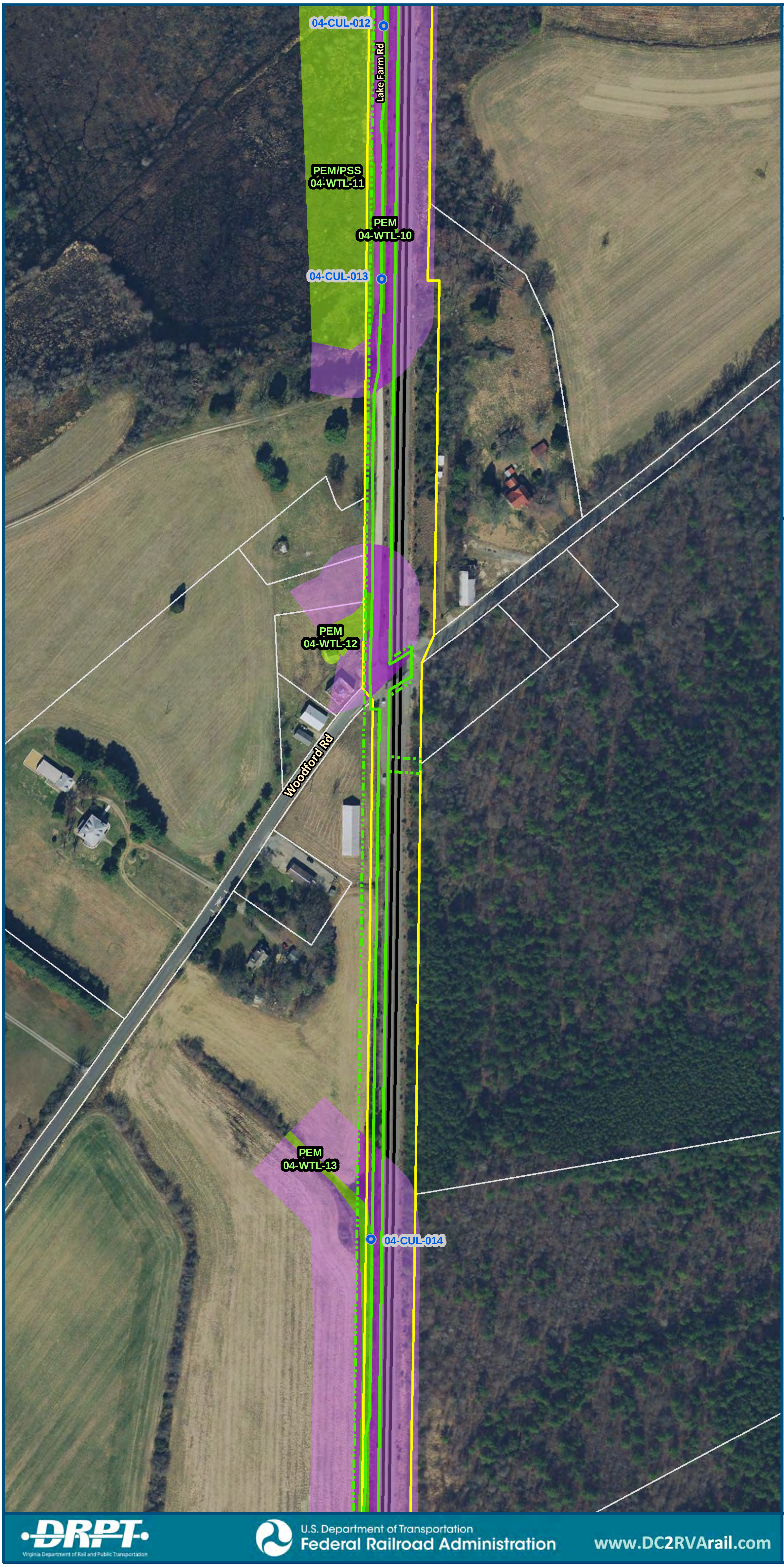
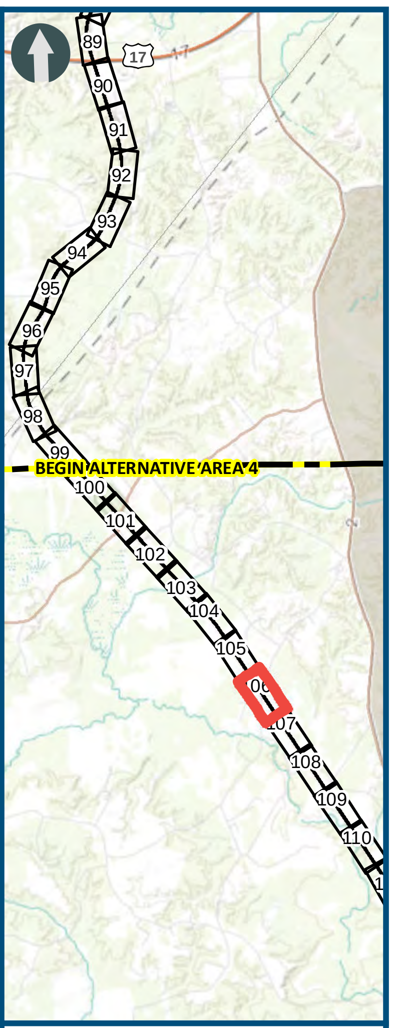

04-CUL-012
Lake Farm Rd
PEM/PSS
04-WTL-11
PEM
04-WTL-10
04-CUL-013
PEM
04-WTL-12
Woodford Rd
PEM
04-WTL-13
04-CUL-014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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- ‒ ‒ Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 106 of 217

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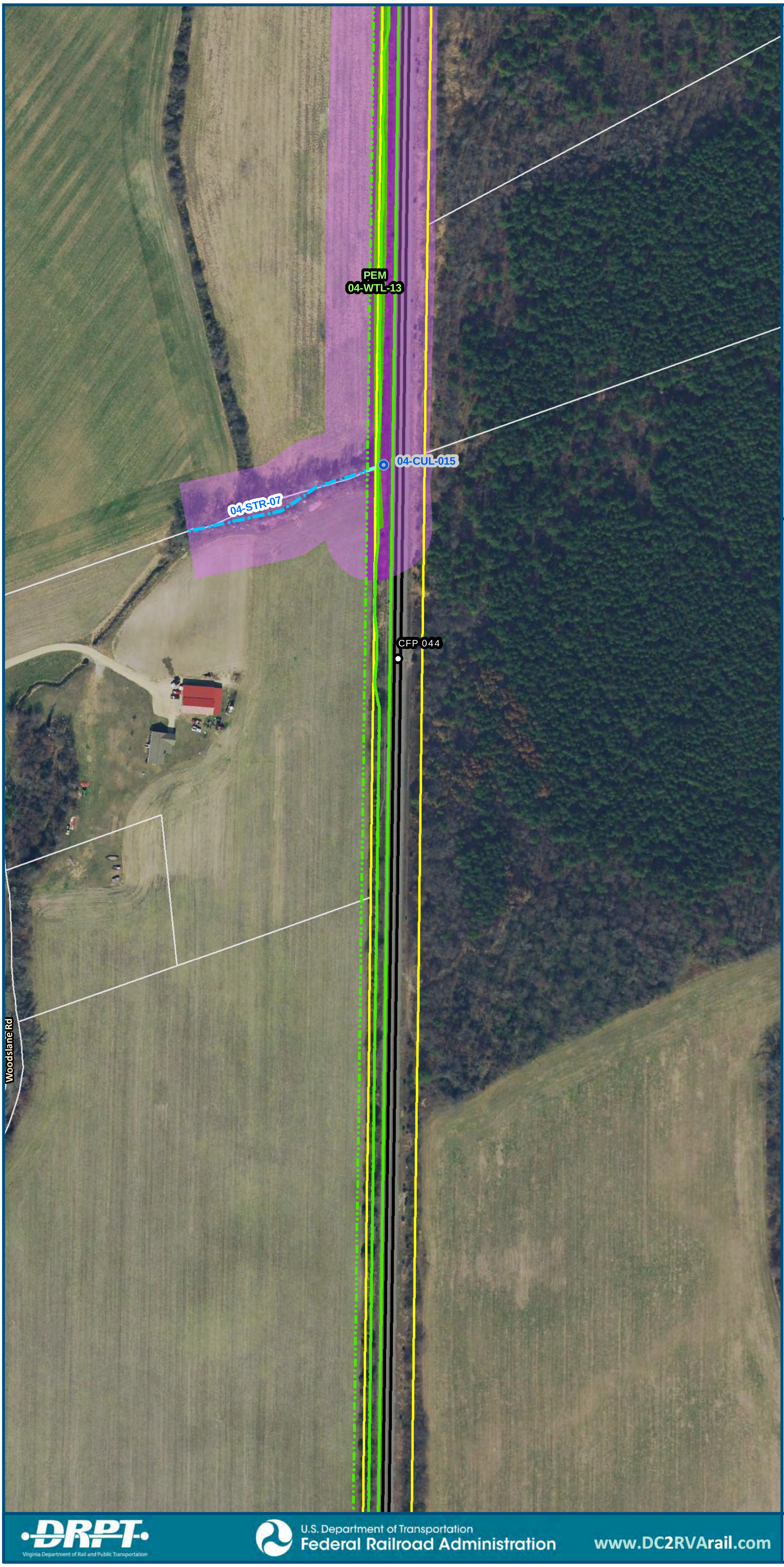
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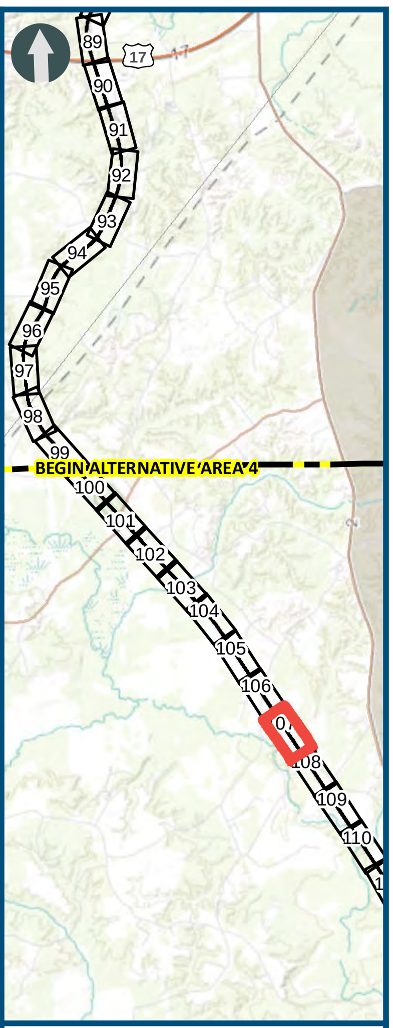
04-WTL-13
04-CUL-015
04-STR-07
CFP 044
Woodslane Rd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Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- -·- Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 107 of 217

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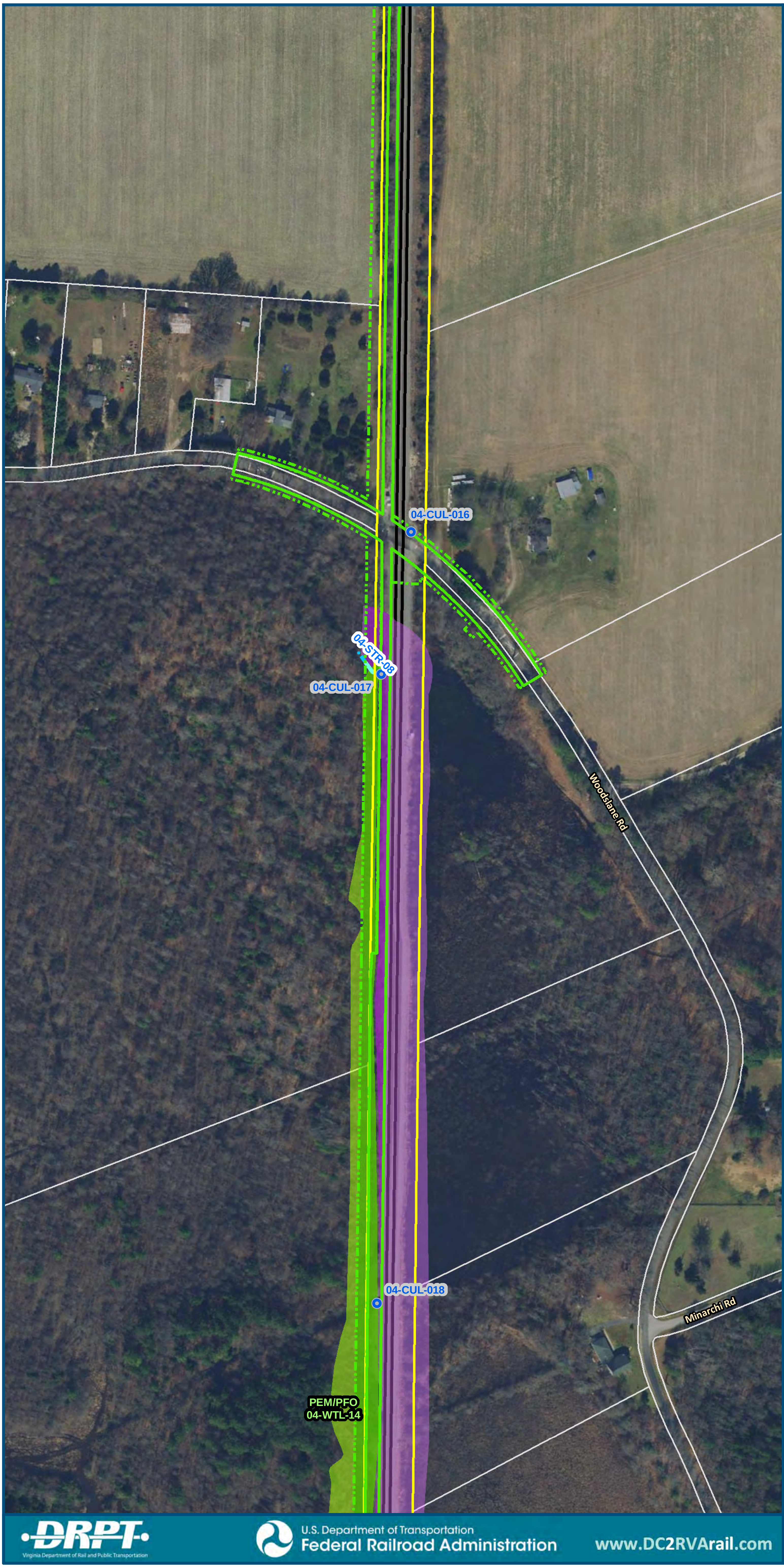
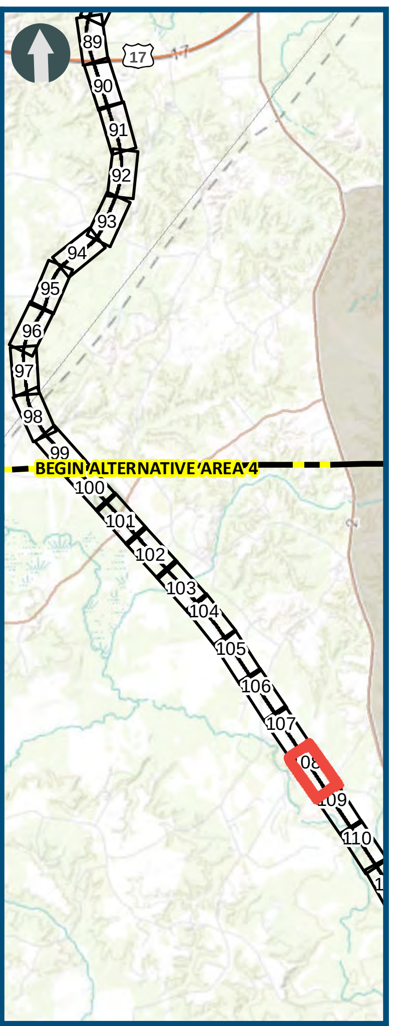

04-CUL-016
04-STR-08
04-CUL-017
Woodslane Rd
04-CUL-018
Minarchi Rd
PEM/PFO
04-WTL-14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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 108 of 217

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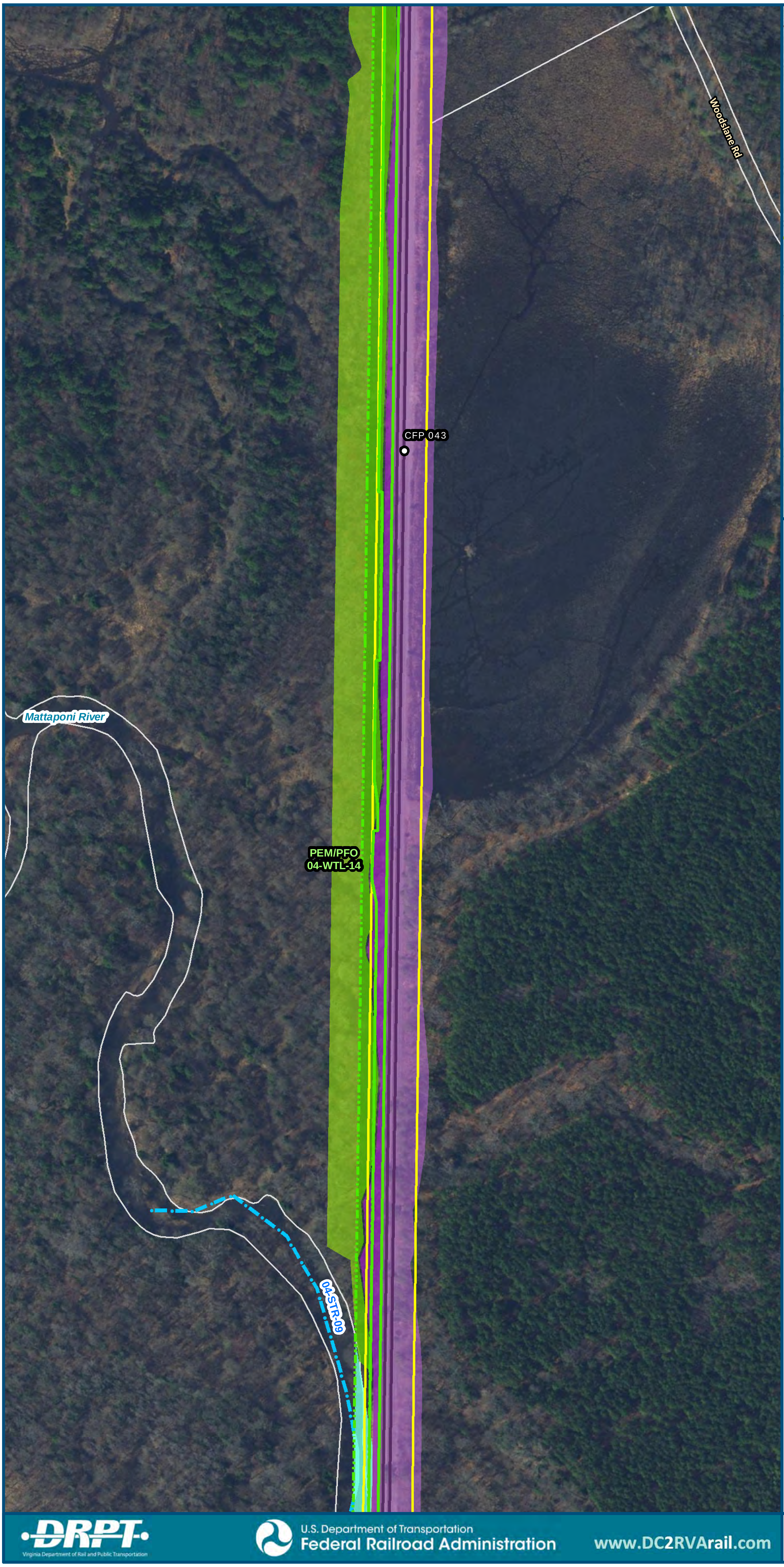
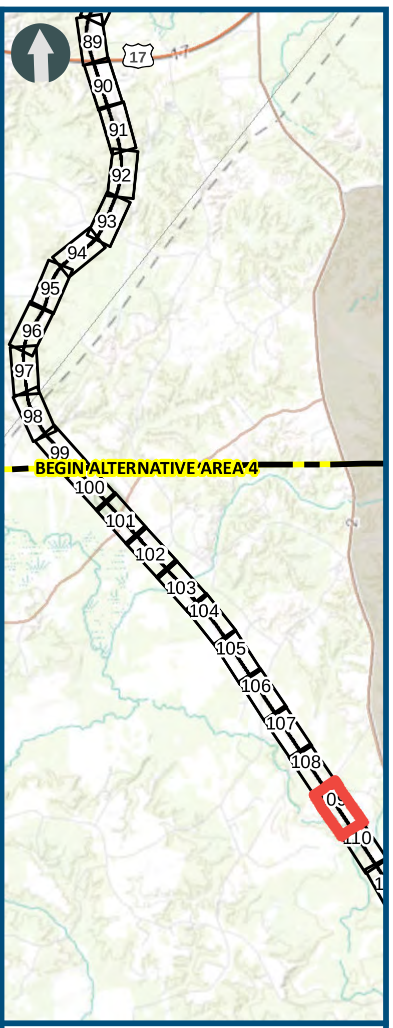

Woodslane Rd
CFP 043
Mattaponi River
PEM/PFO
04-WTL-14
04-STR-09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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 109 of 217

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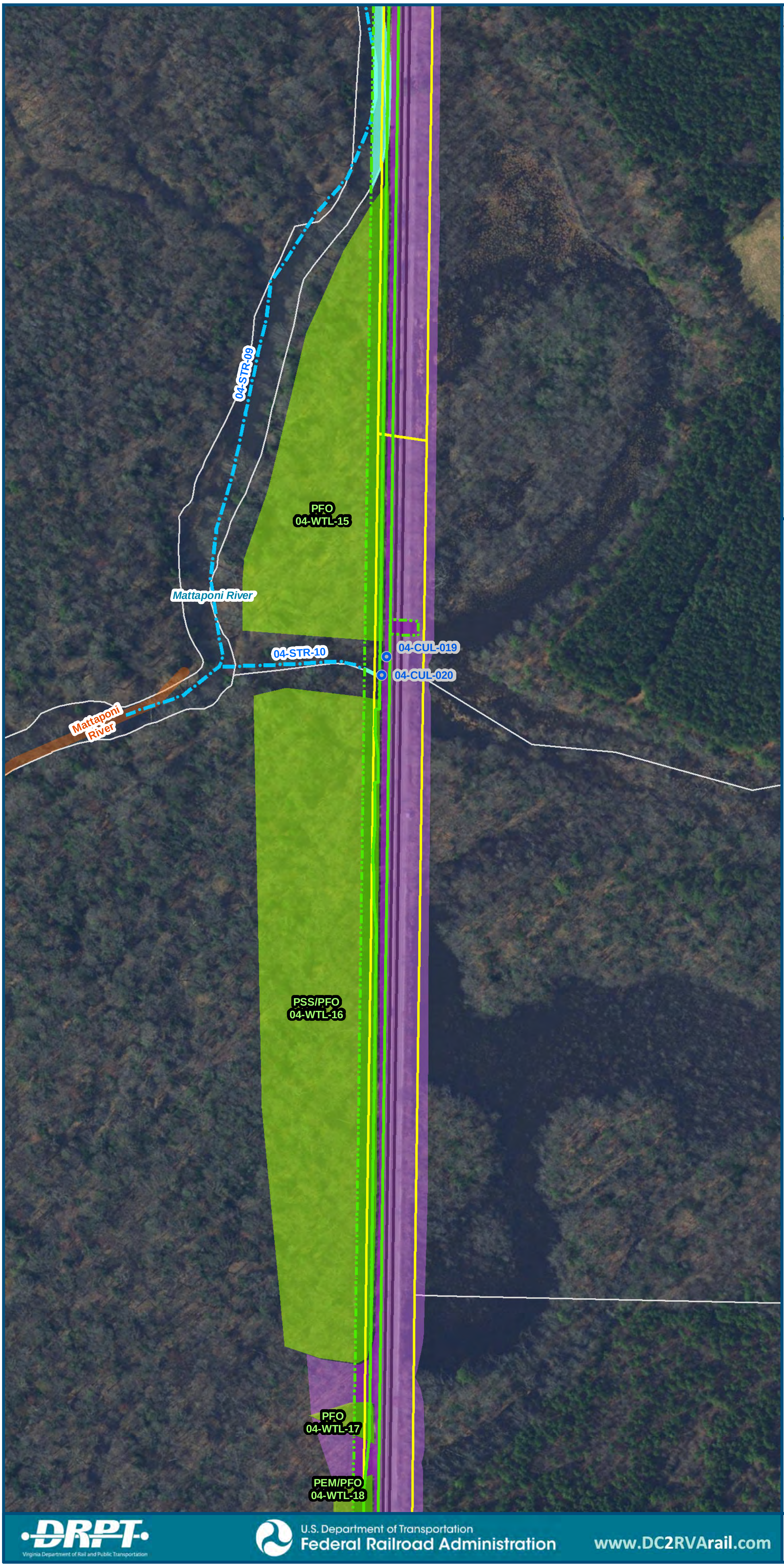
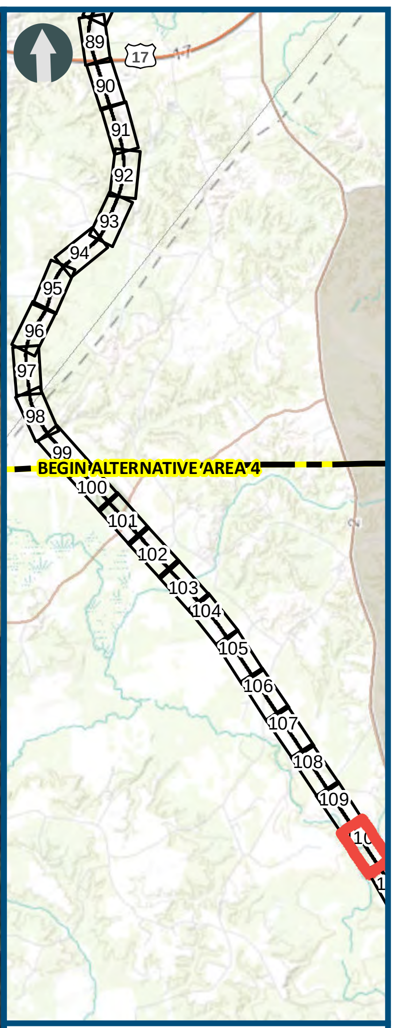

04-STR-09
PFO
04-WTL-15
Mattaponi River
04-STR-10
04-CUL-019
04-CUL-020
Mattaponi River
PSS/PFO
04-WTL-16
PFO
04-WTL-17
PEM/PFO
04-WTL-18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110

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- -·- Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 110 of 217

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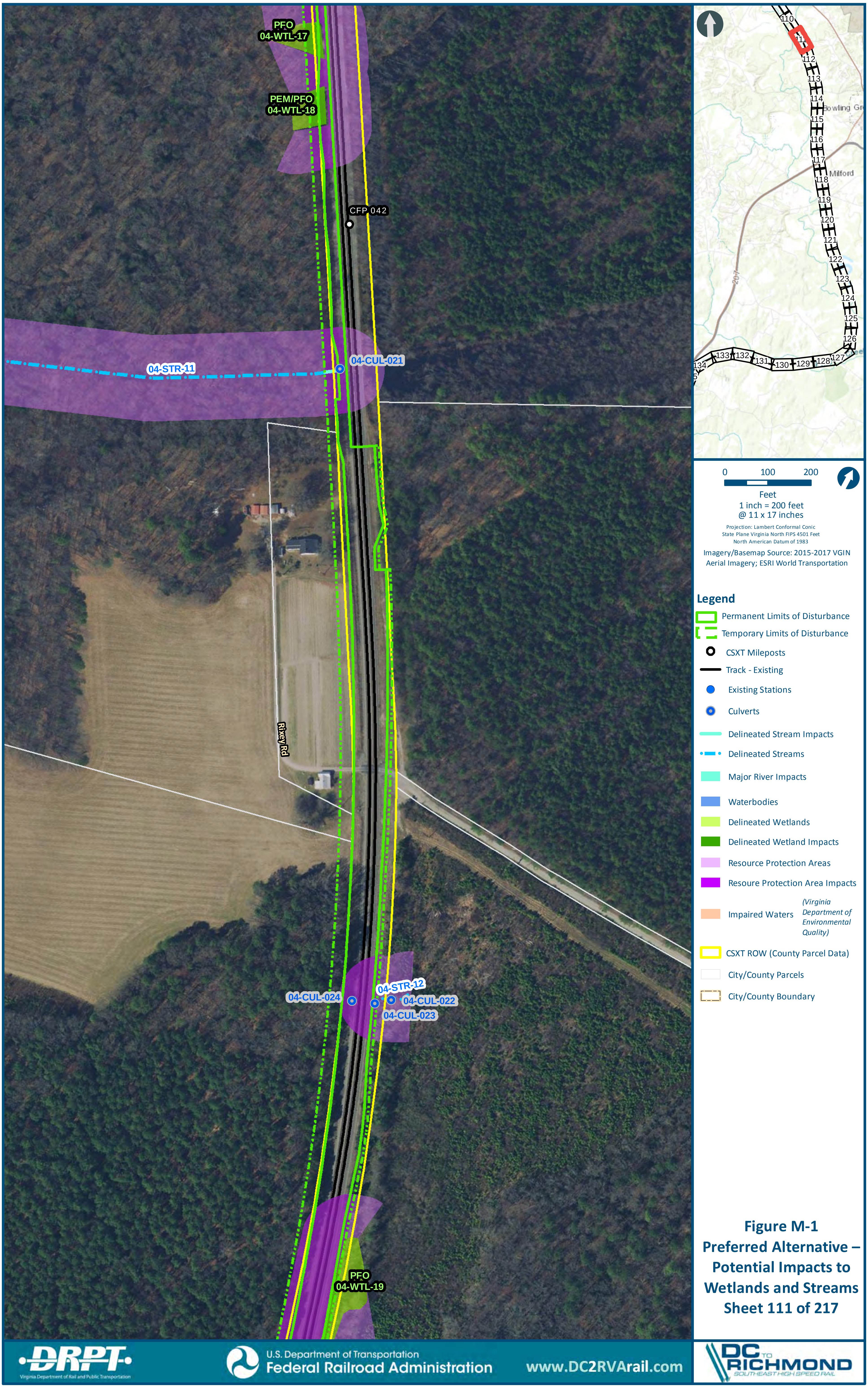
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04-WTL-17
PEM/PFO
04-WTL-18
CFP 042
04-STR-11
04-CUL-021
Rixey Rd
04-STR-12
04-CUL-024
04-CUL-022
04-CUL-023
PFO
04-WTL-19
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Bowling Gr
Milford
207

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▢	CSXT ROW (County Parcel Data)
▢	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 111 of 217

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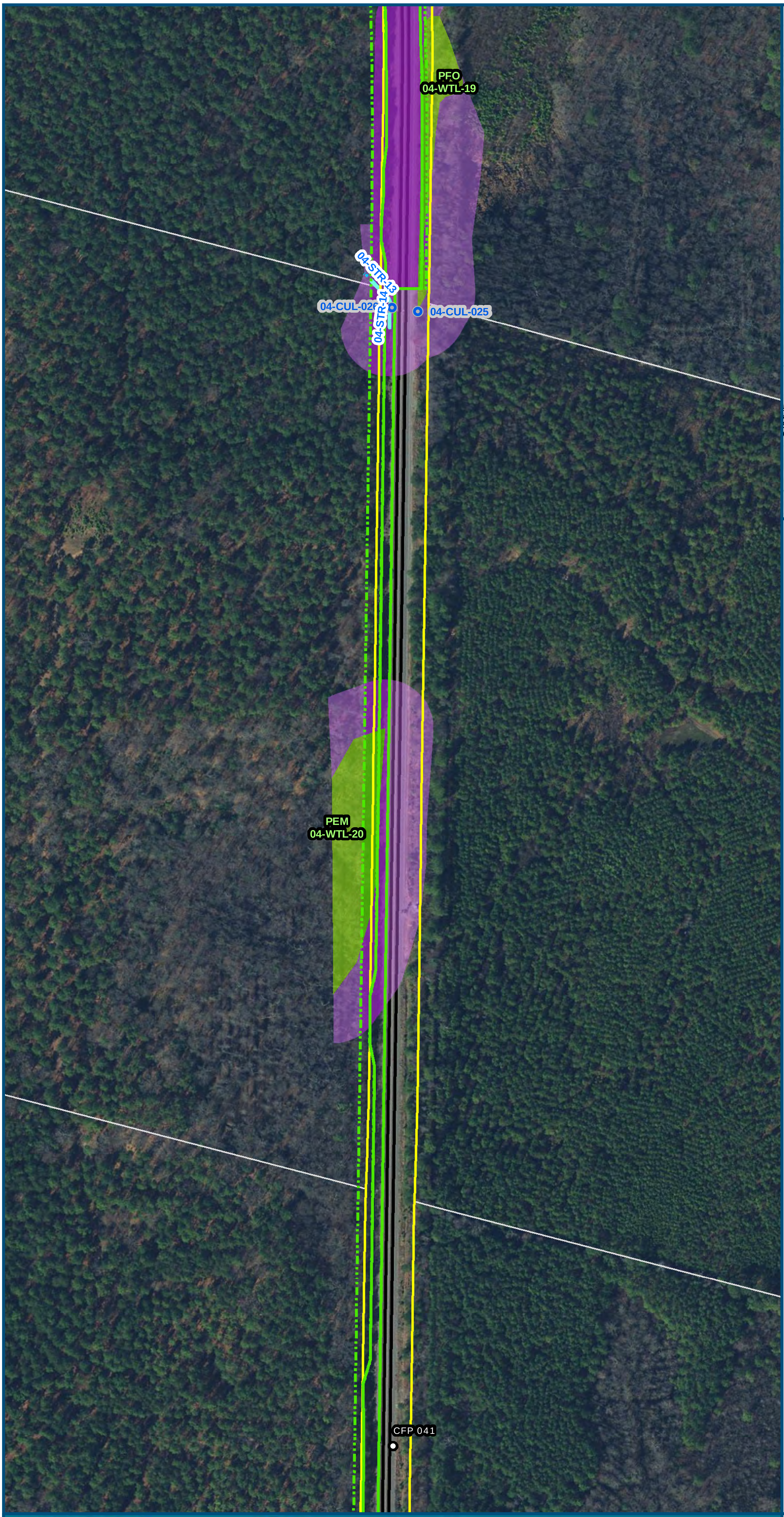
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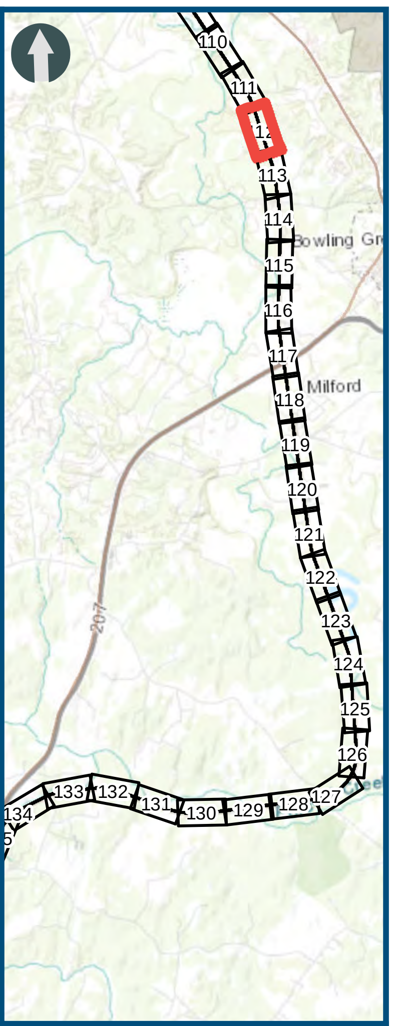
04-STR-13
04-STR-14
04-CUL-026
04-CUL-025
PEM
04-WTL-20
CFP 041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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 112 of 217

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Federal Railroad Administration

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SOUTHEAST HIGH SPEED RAIL

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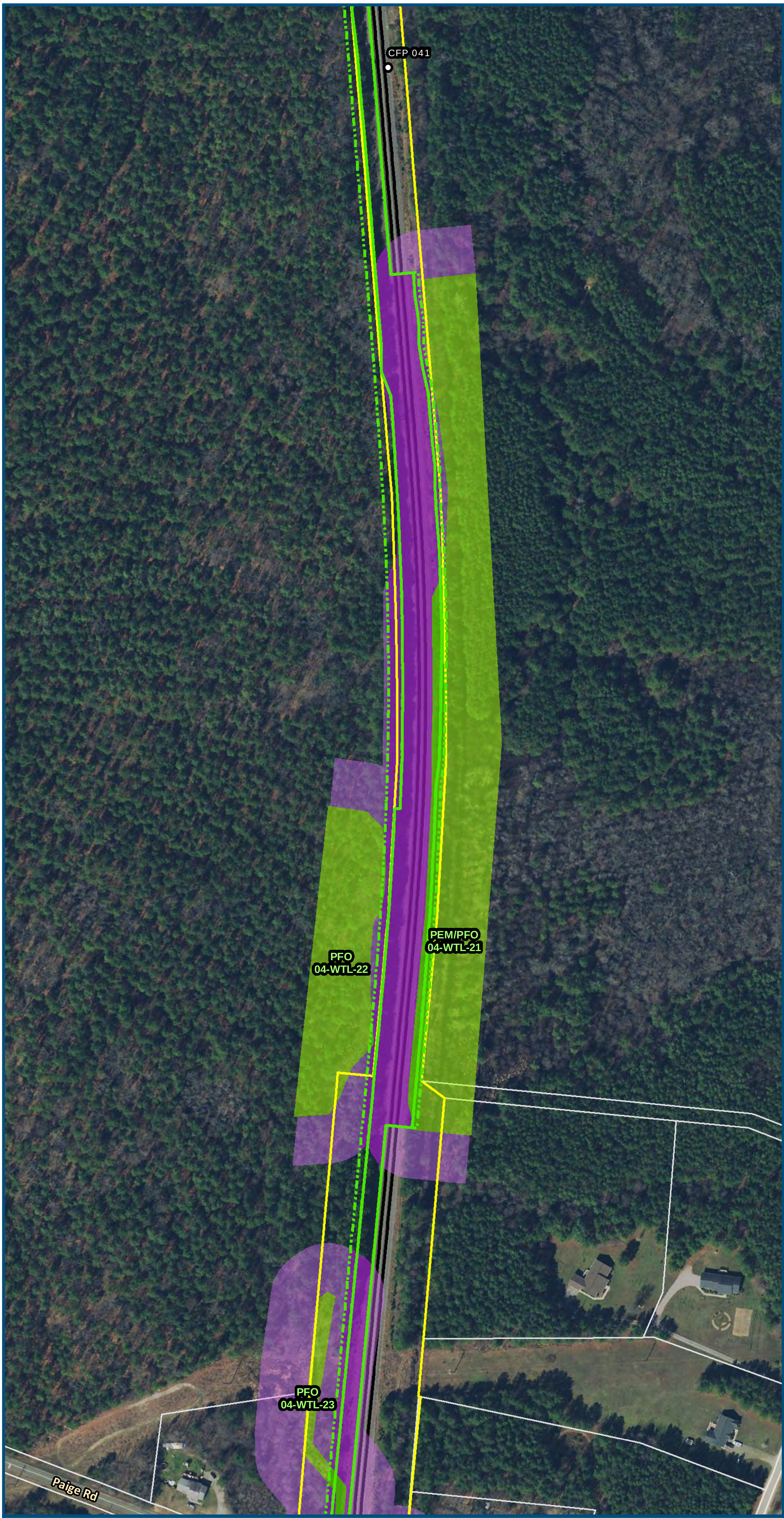
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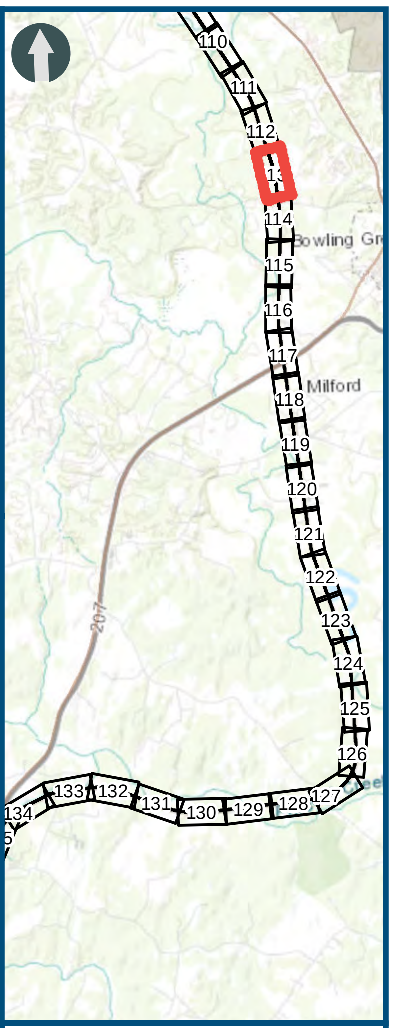
PFO
04-WTL-22
PFO
04-WTL-23
Paige Rd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Bowling Gr
Milford
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭ Permanent Limits of Disturbance
⬚ Temporary Limits of Disturbance
○ CSXT Mileposts
— Track - Existing
● Existing Stations
◉ Culverts
— Delineated Stream Impacts
-·- Delineated Streams
■ Major River Impacts
■ Waterbodies
■ Delineated Wetlands
■ Delineated Wetland Impacts
■ Resource Protection Areas
■ Resoure Protection Area Impacts
■ Impaired Waters *(Virginia Department of Environmental Quality)*
▭ CSXT ROW (County Parcel Data)
▭ City/County Parcels
⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 113 of 217

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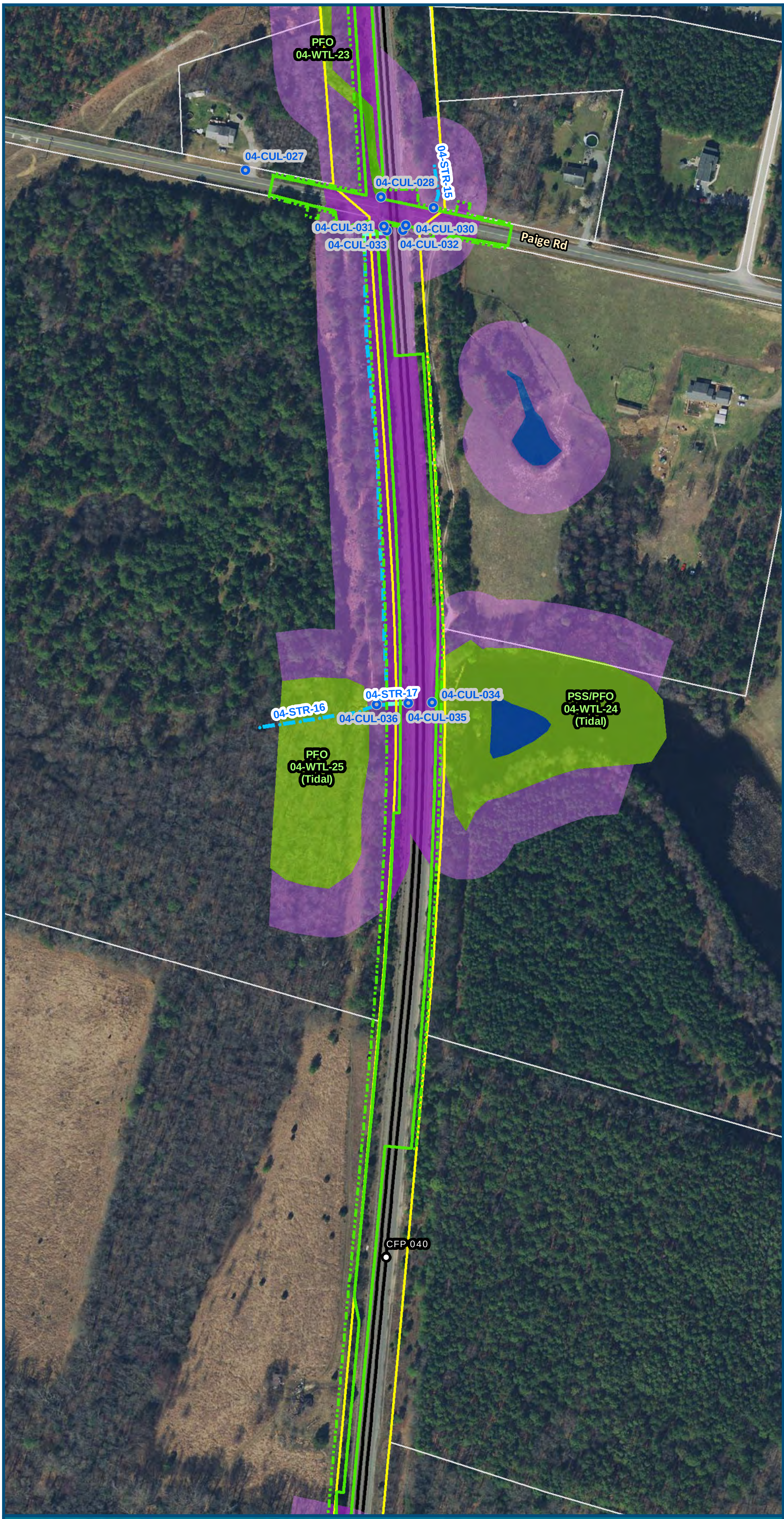
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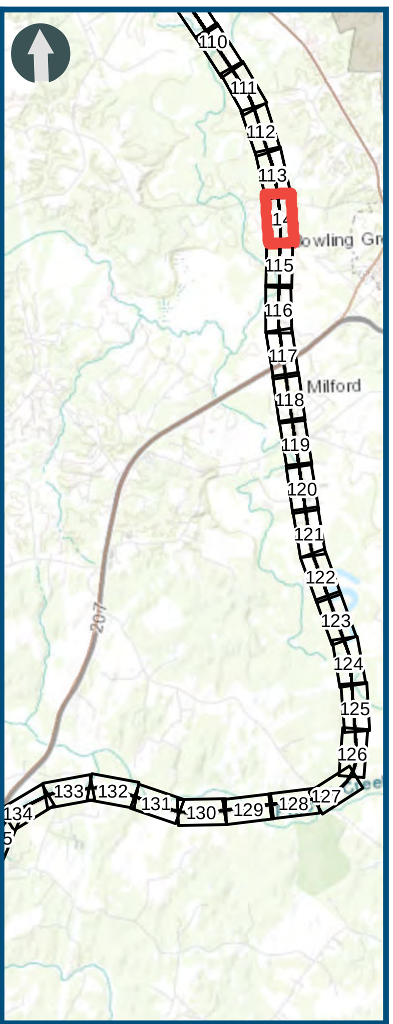
04-CUL-027
04-CUL-028
04-STR-15
04-CUL-031
04-CUL-030
04-CUL-033
04-CUL-032
Paige Rd
04-STR-17
04-CUL-034
04-STR-16
04-CUL-036
04-CUL-035
PSS/PFO
04-WTL-24
(Tidal)
PFO
04-WTL-25
(Tidal)
CFP 040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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 114 of 217

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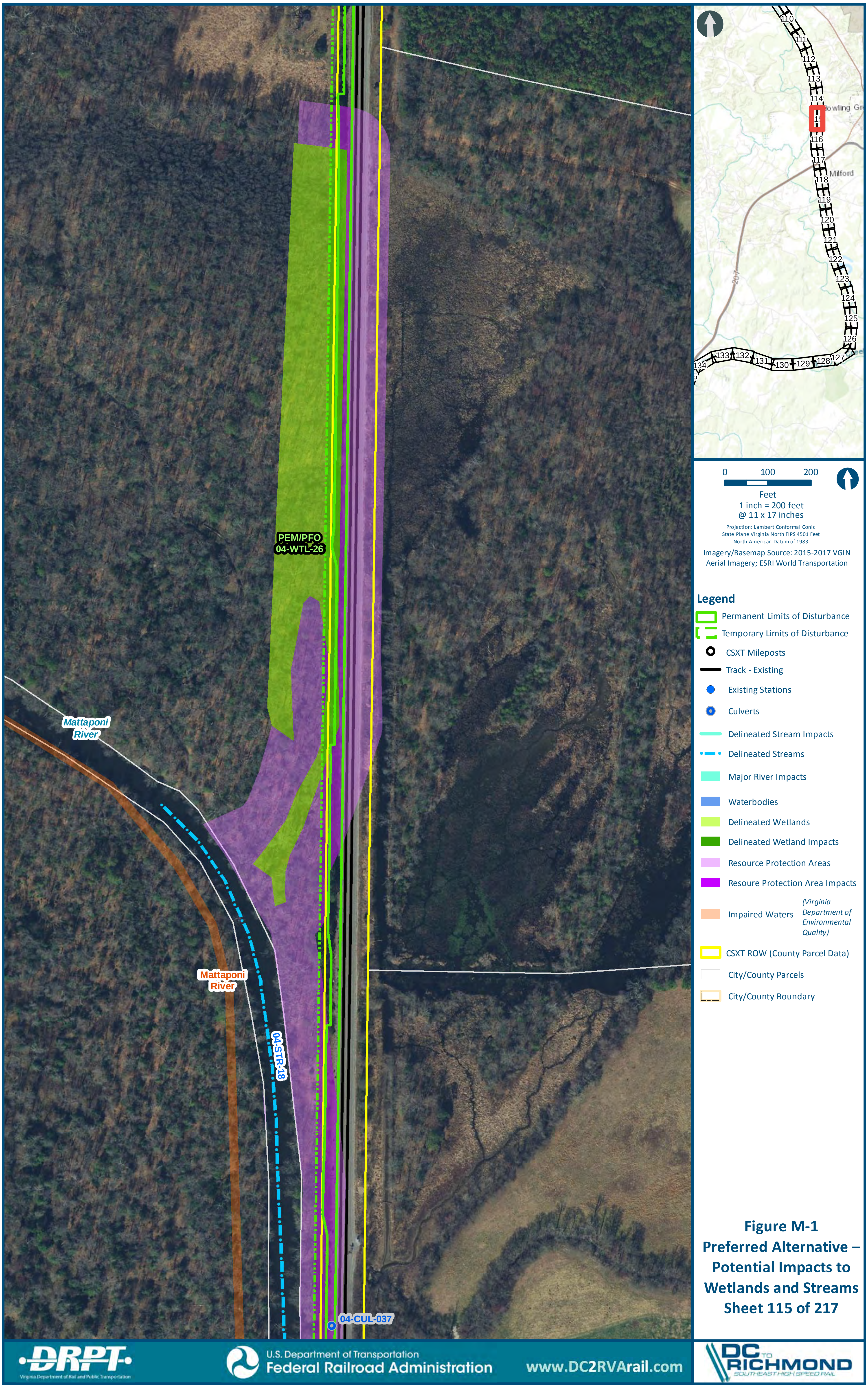
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04-WTL-26
Mattaponi River
Mattaponi River
04-STR-18
04-CUL-037
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Bowling Gr
Milford
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Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 115 of 217

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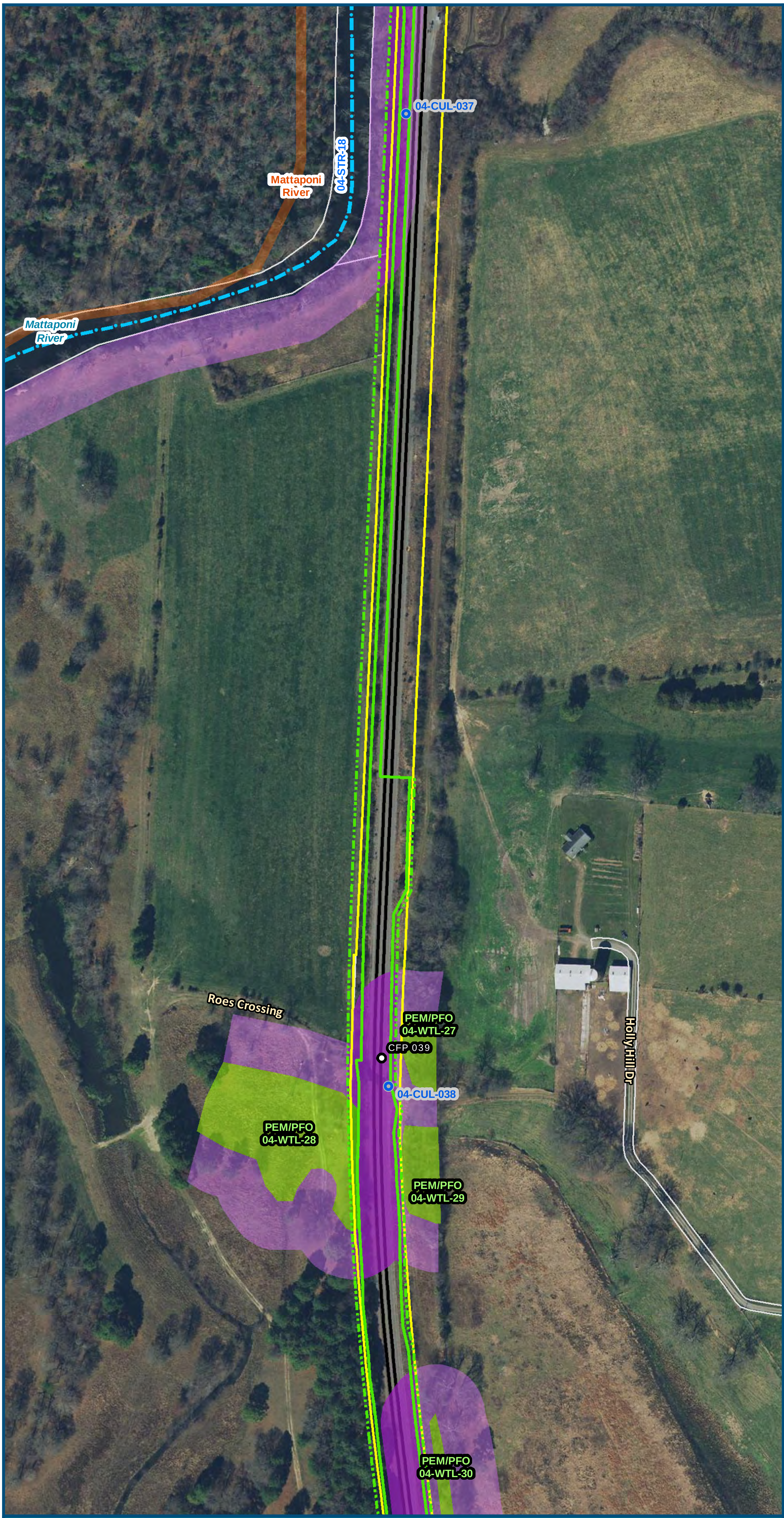
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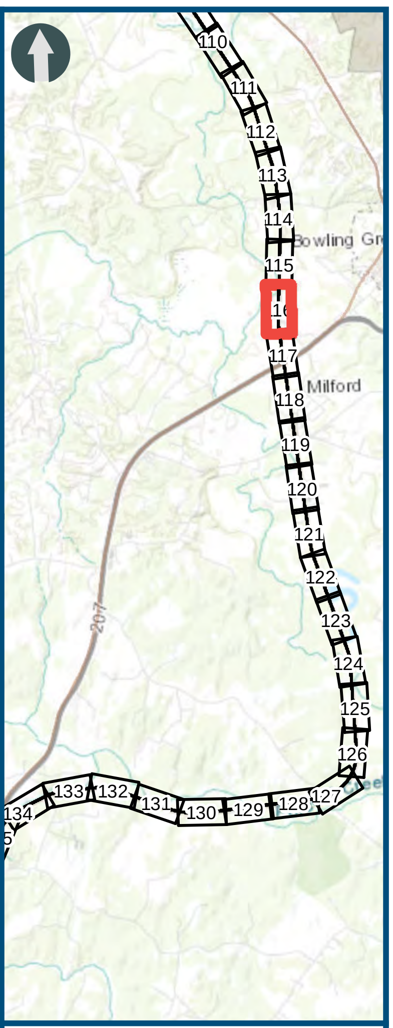
Mattaponi River
04-STR-18
Mattaponi River
Roes Crossing
PEM/PFO 04-WTL-27
CFP 039
04-CUL-038
PEM/PFO 04-WTL-28
PEM/PFO 04-WTL-29
PEM/PFO 04-WTL-30
Holly Hill Dr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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 116 of 217

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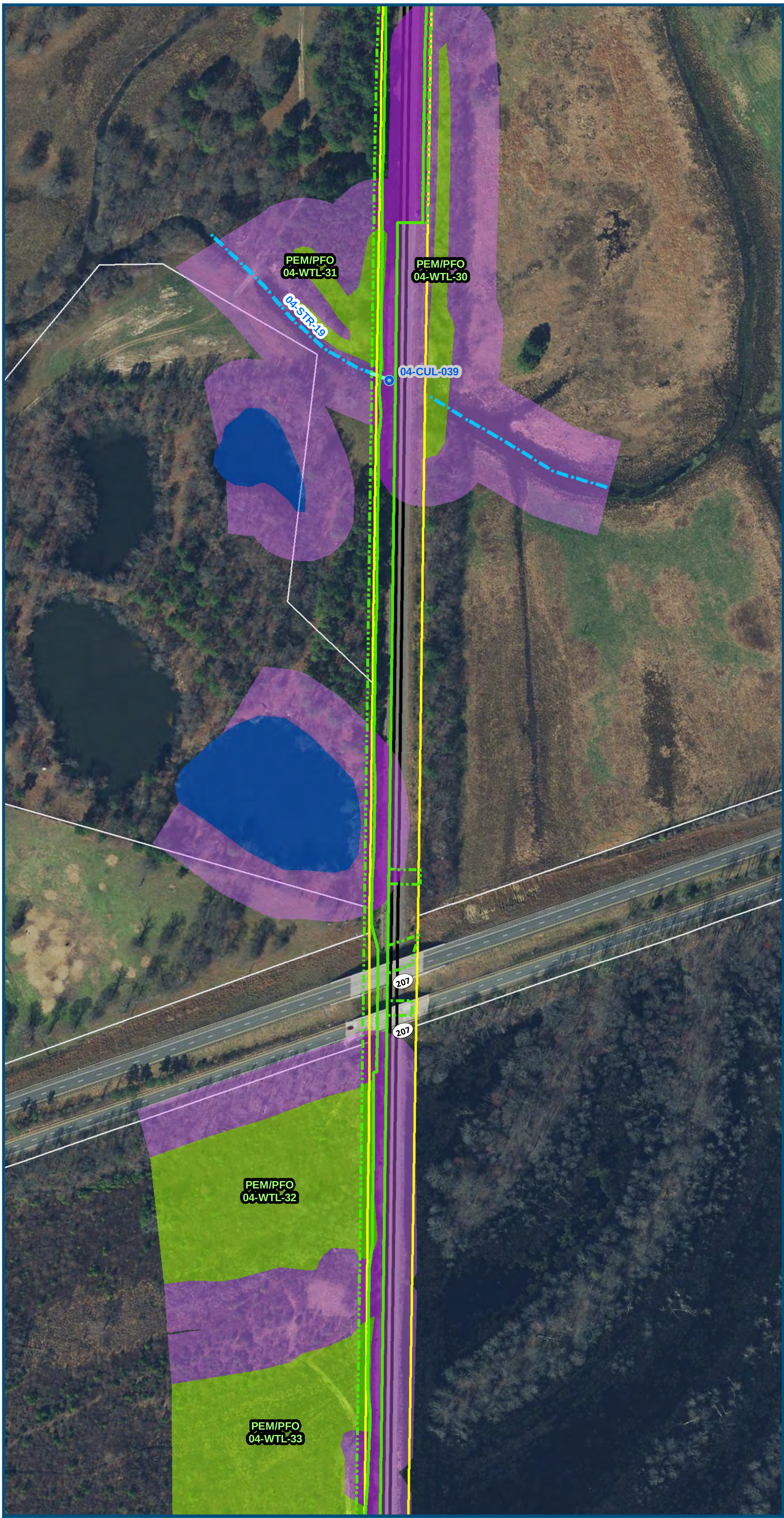
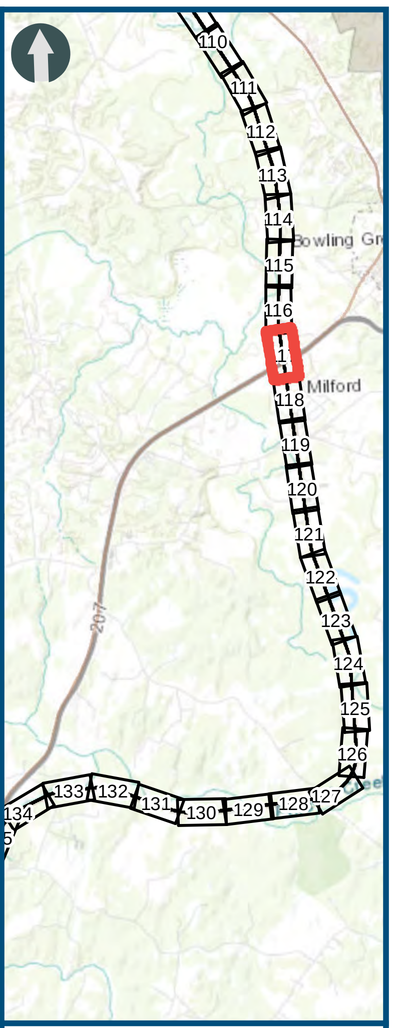

PEM/PFO
04-WTL-31
PEM/PFO
04-WTL-30
04-STR-19
04-CUL-039
207
207
PEM/PFO
04-WTL-32
PEM/PFO
04-WTL-33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Bowling Gr
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ━ Track - Existing
- ● Existing Stations
- ◉ Culverts
- ━ Delineated Stream Impacts
- -·- Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 117 of 217

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Federal Railroad Administration

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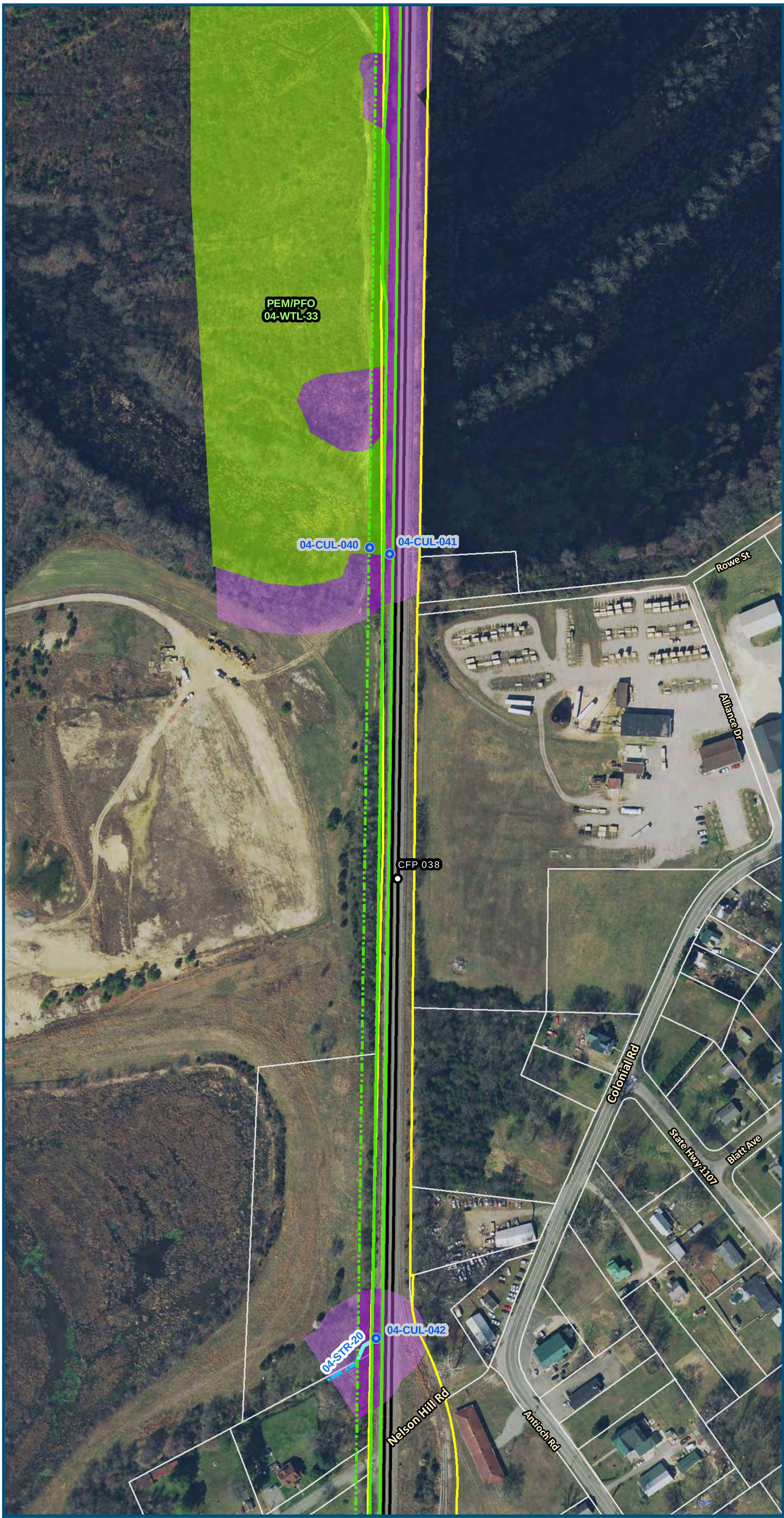
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04-CUL-040
04-CUL-041
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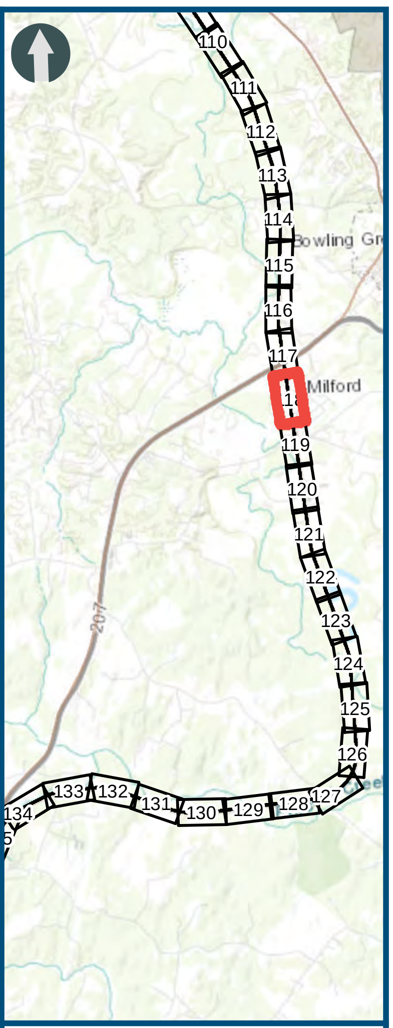
Alliance Dr
CFP 038
Colonial Rd
State Hwy 1107
Blatt Ave
04-CUL-042
04-STR-20
Nelson Hill Rd
Antioch Rd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Bowling Gr
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

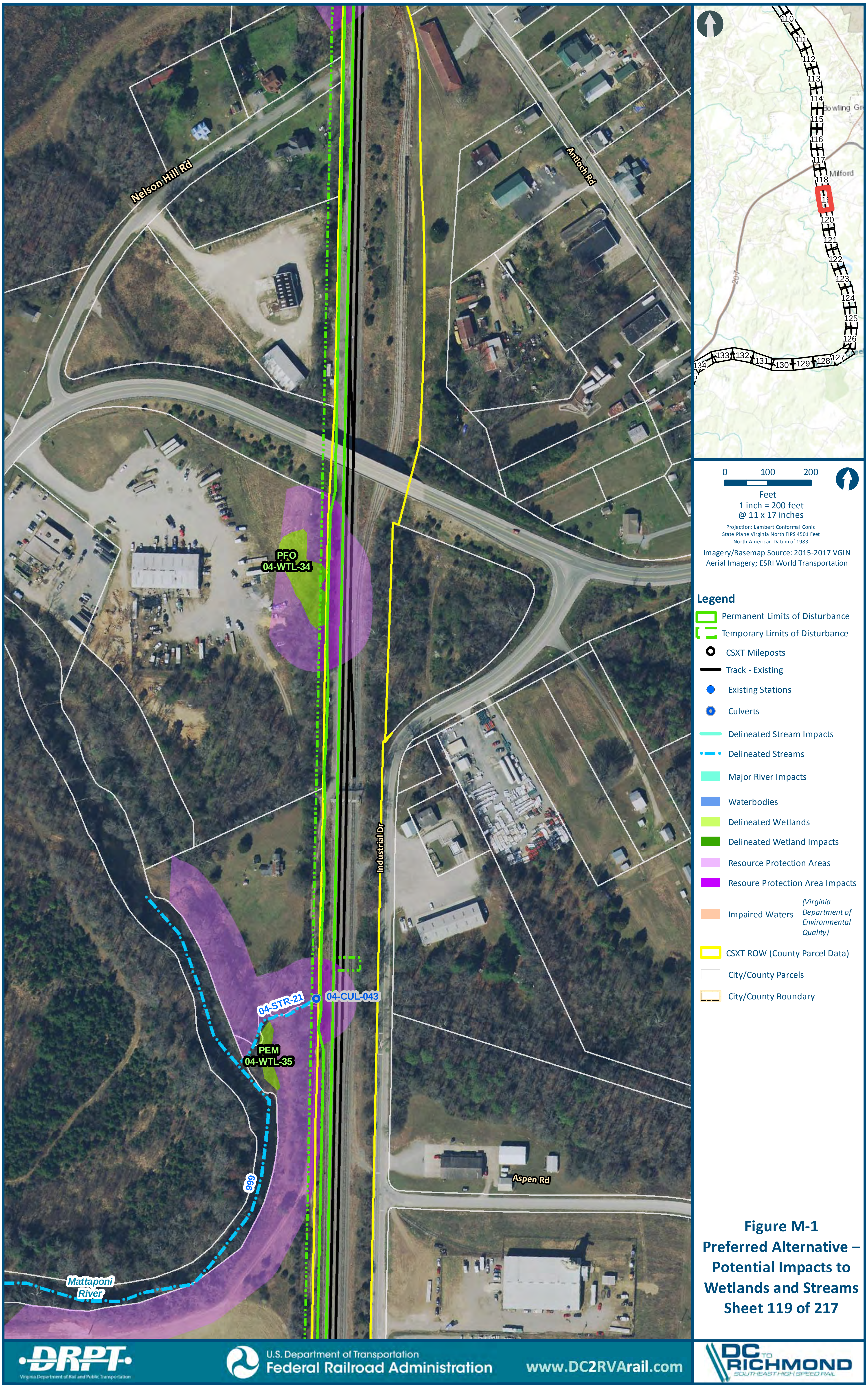
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
▬	Delineated Stream Impacts
- -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 118 of 217


Nelson Hill Rd
Antioch Rd
PFO
04-WTL-34
Industrial Dr
04-STR-21
04-CUL-043
PEM
04-WTL-35
999
Aspen Rd
Mattaponi River
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Bowling Gr
Milford
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Feet
1 inch = 200 feet
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation
Legend
Permanent Limits of Disturbance
Temporary Limits of Disturbance
CSXT Mileposts
Track - Existing
Existing Stations
Culverts
Delineated Stream Impacts
Delineated Streams
Major River Impacts
Waterbodies
Delineated Wetlands
Delineated Wetland Impacts
Resource Protection Areas
Resoure Protection Area Impacts
Impaired Waters (Virginia Department of Environmental Quality)
CSXT ROW (County Parcel Data)
City/County Parcels
City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 119 of 217

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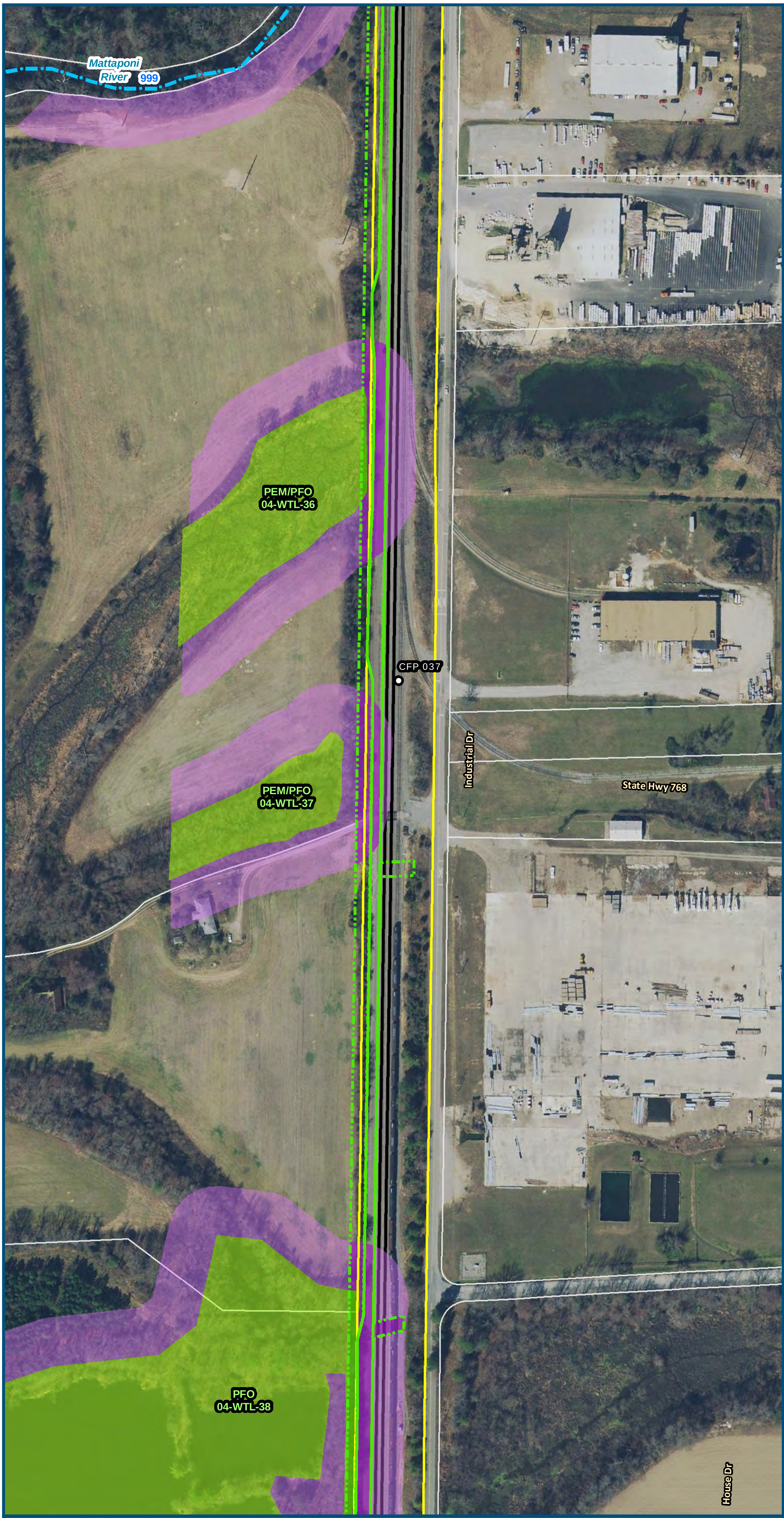
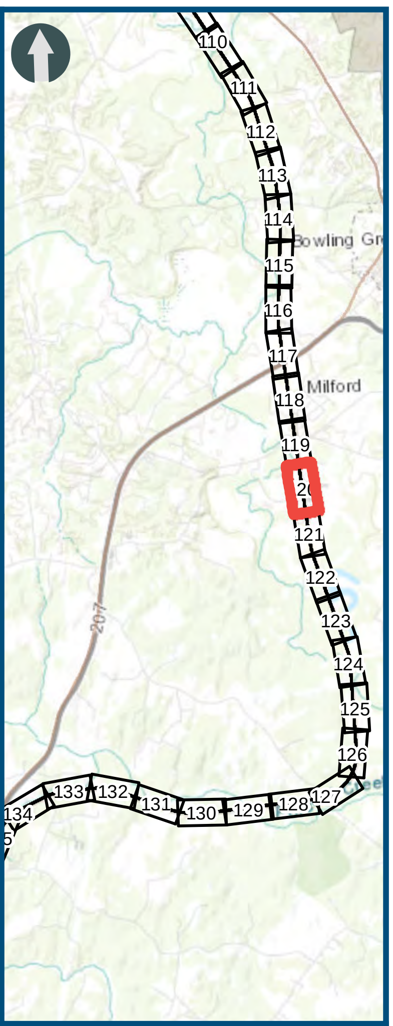

Mattaponi River
999
PEM/PFO
04-WTL-36
CFP 037
PEM/PFO
04-WTL-37
Industrial Dr
State Hwy 768
PFO
04-WTL-38
House Dr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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
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- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 120 of 217

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U.S. Department of Transportation
Federal Railroad Administration

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DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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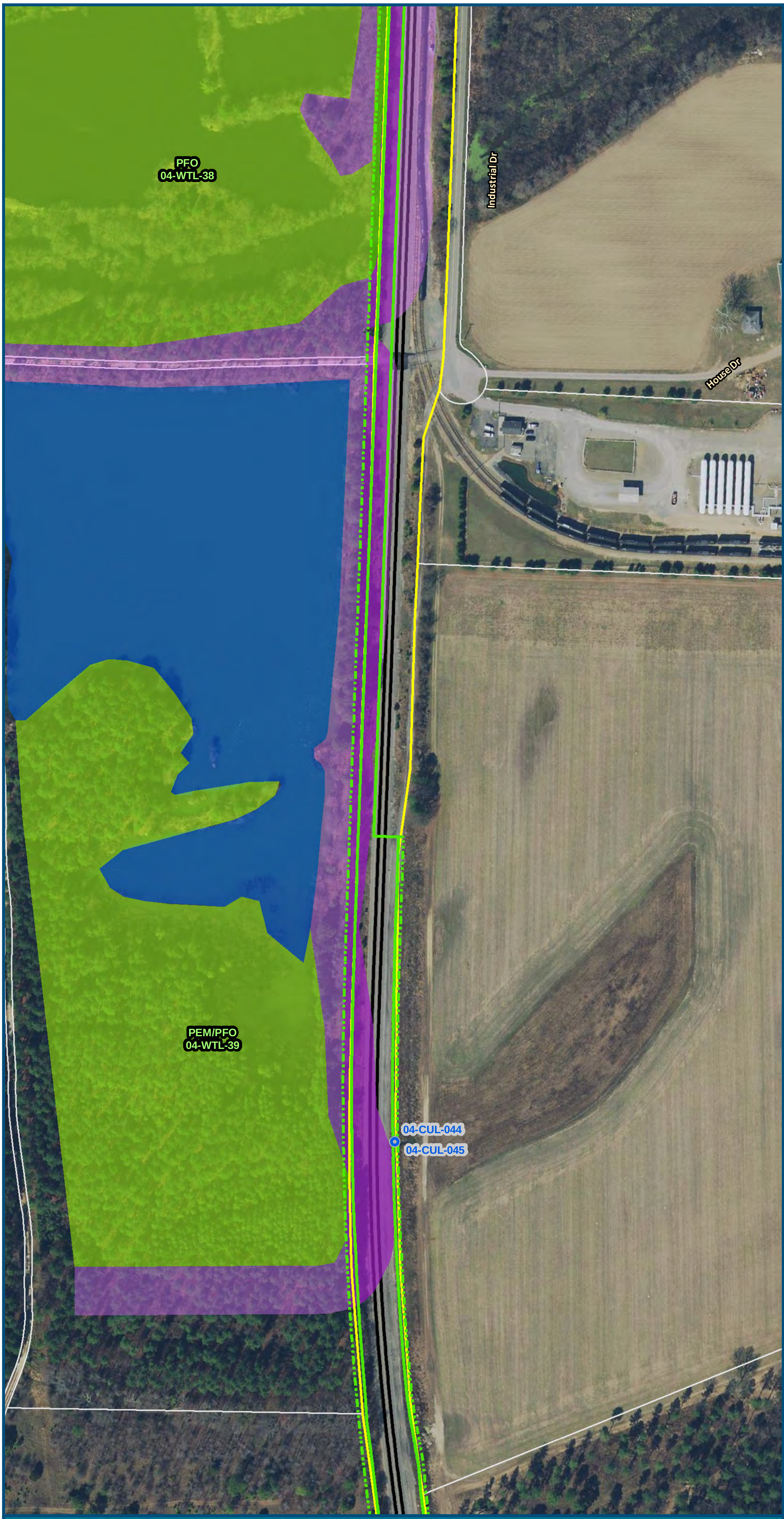
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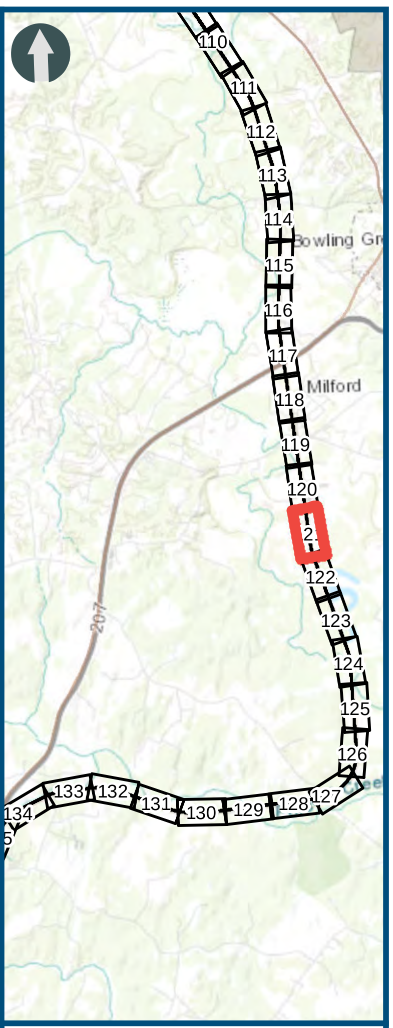
Industrial Dr
House Dr
PEM/PFO
04-WTL-39
04-CUL-044
04-CUL-045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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

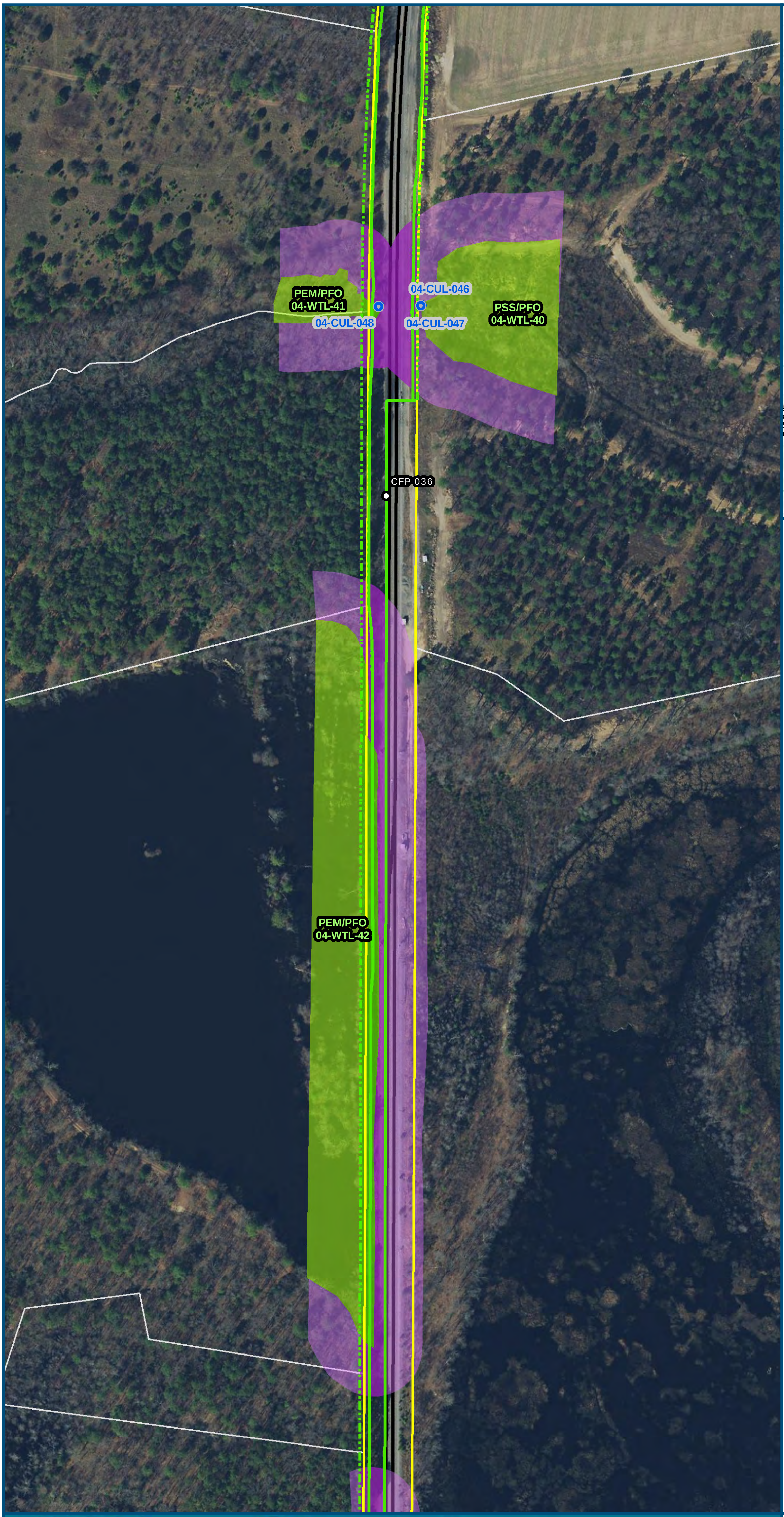
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 121 of 217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04-CUL-046
04-CUL-047
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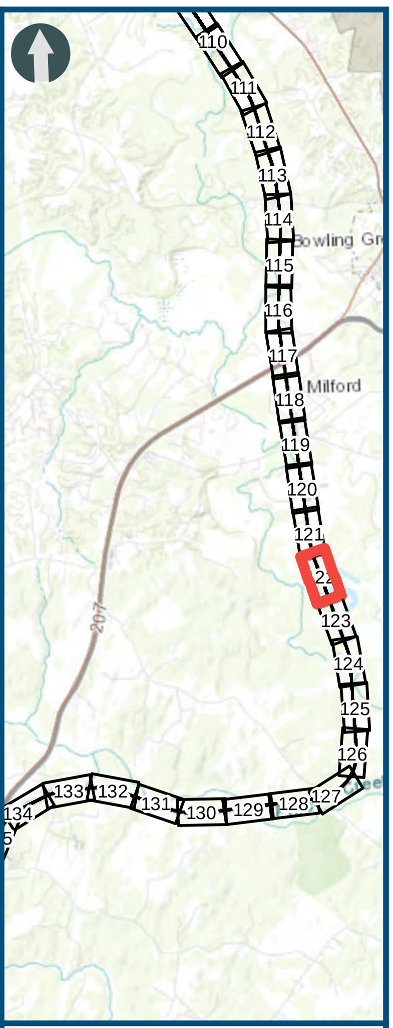
CFP 036
PEM/PFO
04-WTL-42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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
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- Delineated Stream Impacts
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Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams

Sheet 122 of 217

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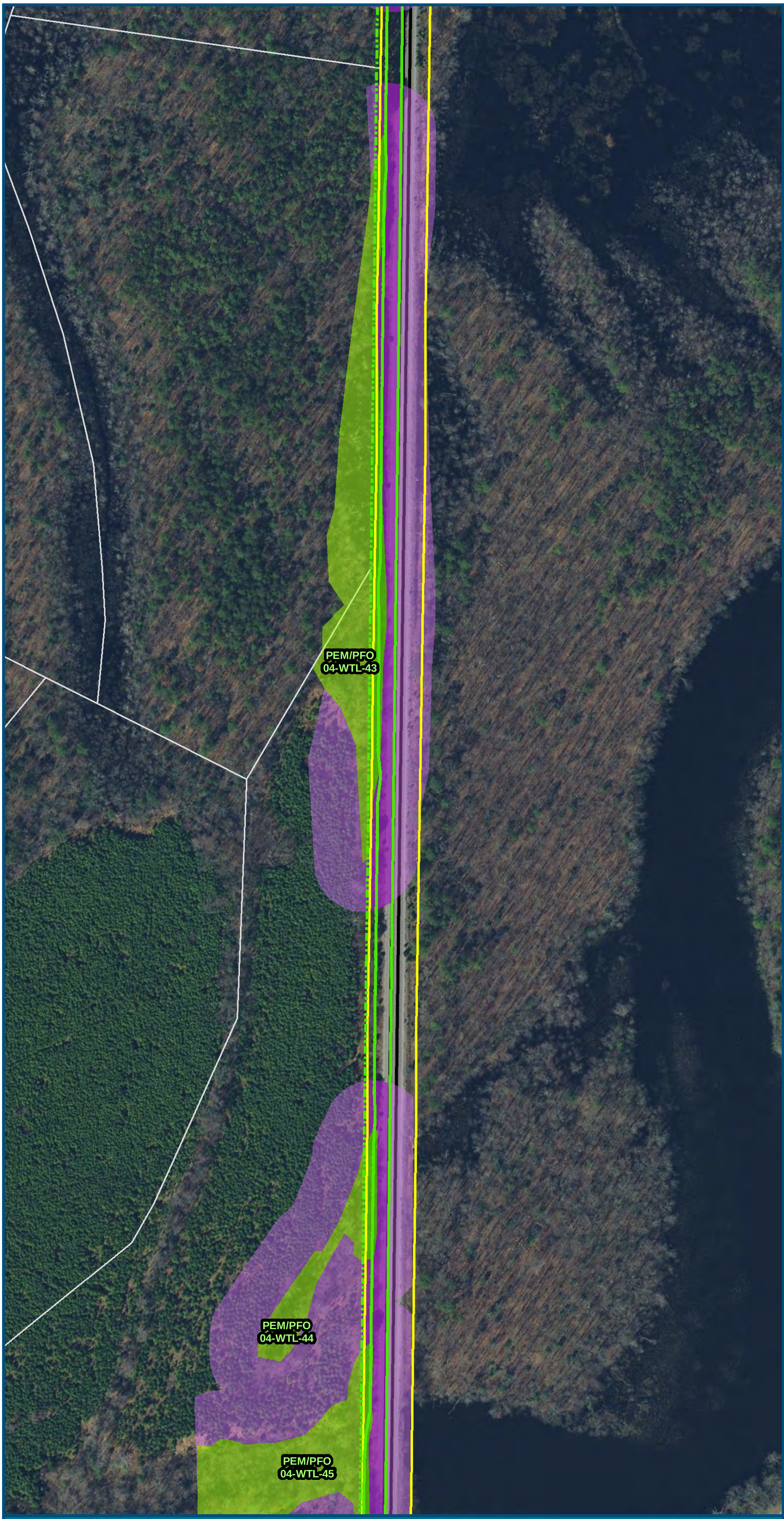
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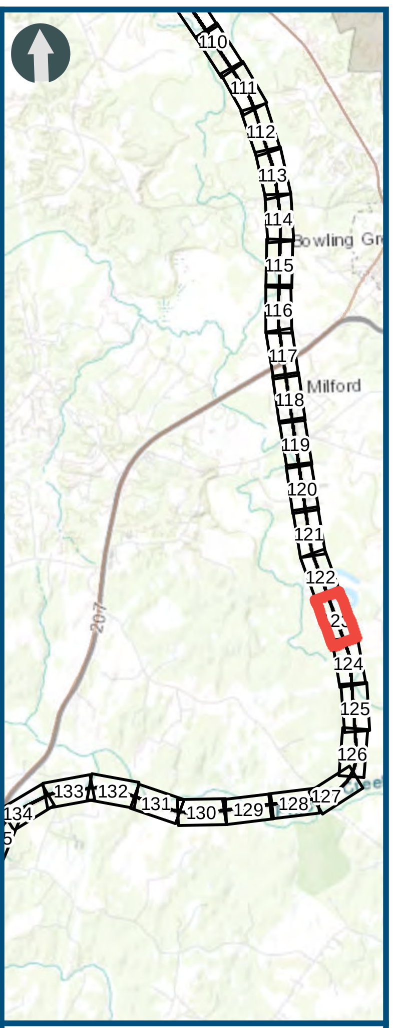
PEM/PFO
04-WTL-44
PEM/PFO
04-WTL-45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Feet
1 inch = 200 feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 123 of 217

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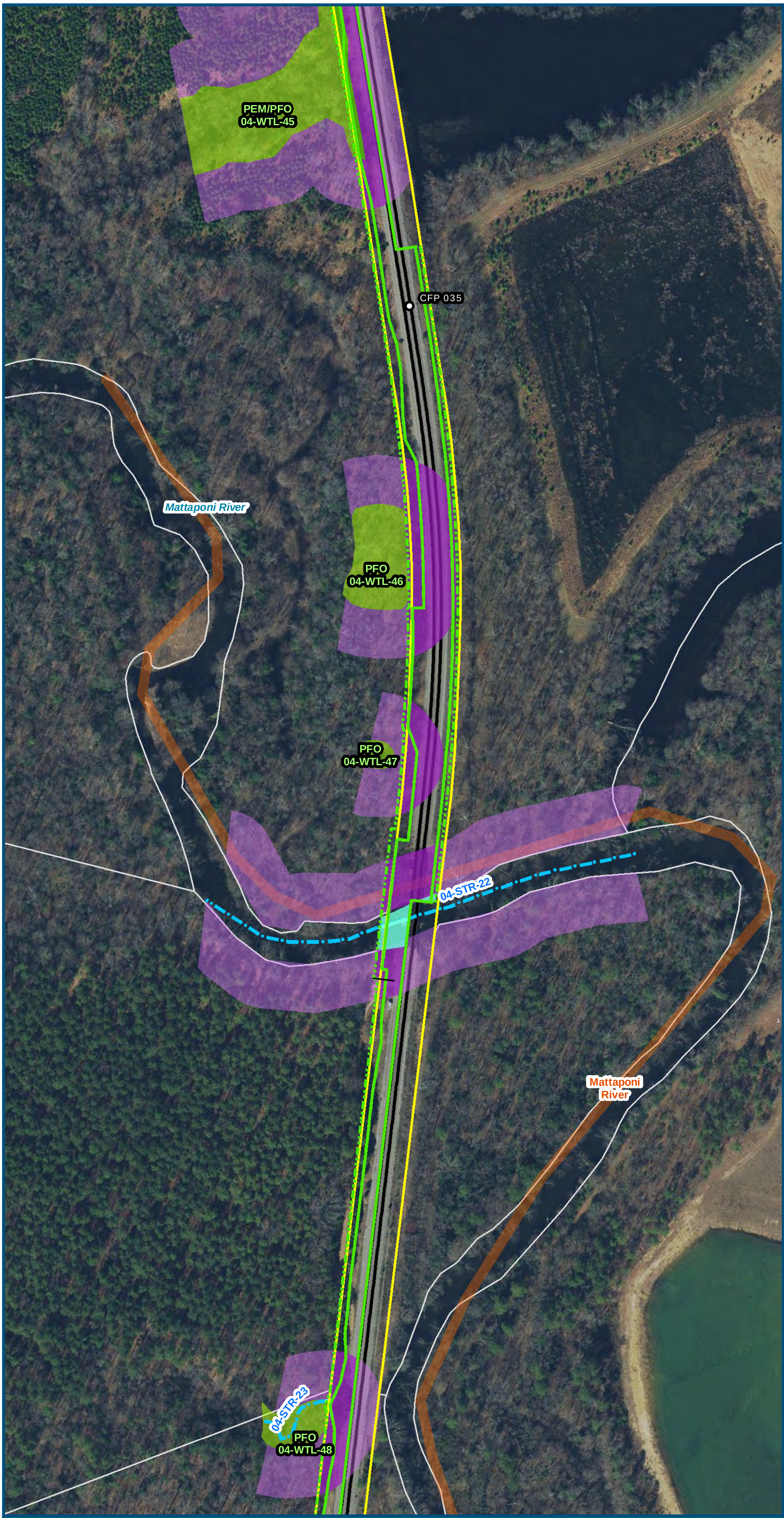
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04-WTL-45
CFP 035
Mattaponi River
PFO
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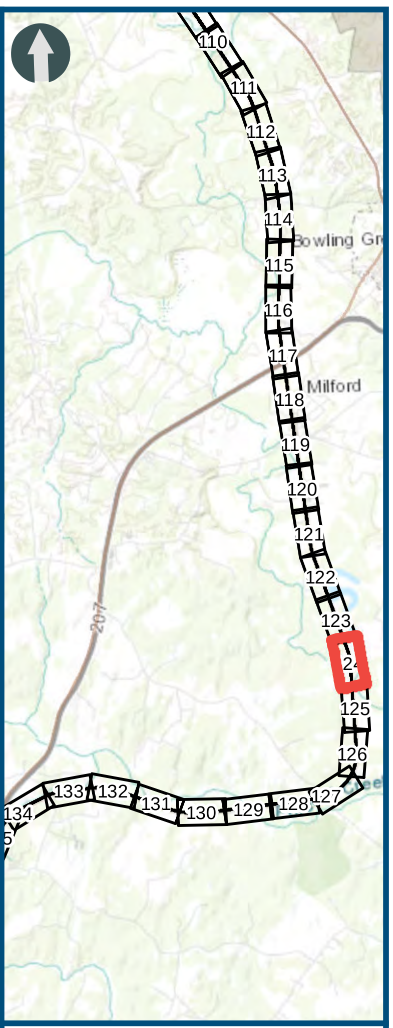
PFO
04-WTL-47
04-STR-22
Mattaponi River
04-STR-23
PFO
04-WTL-48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Feet
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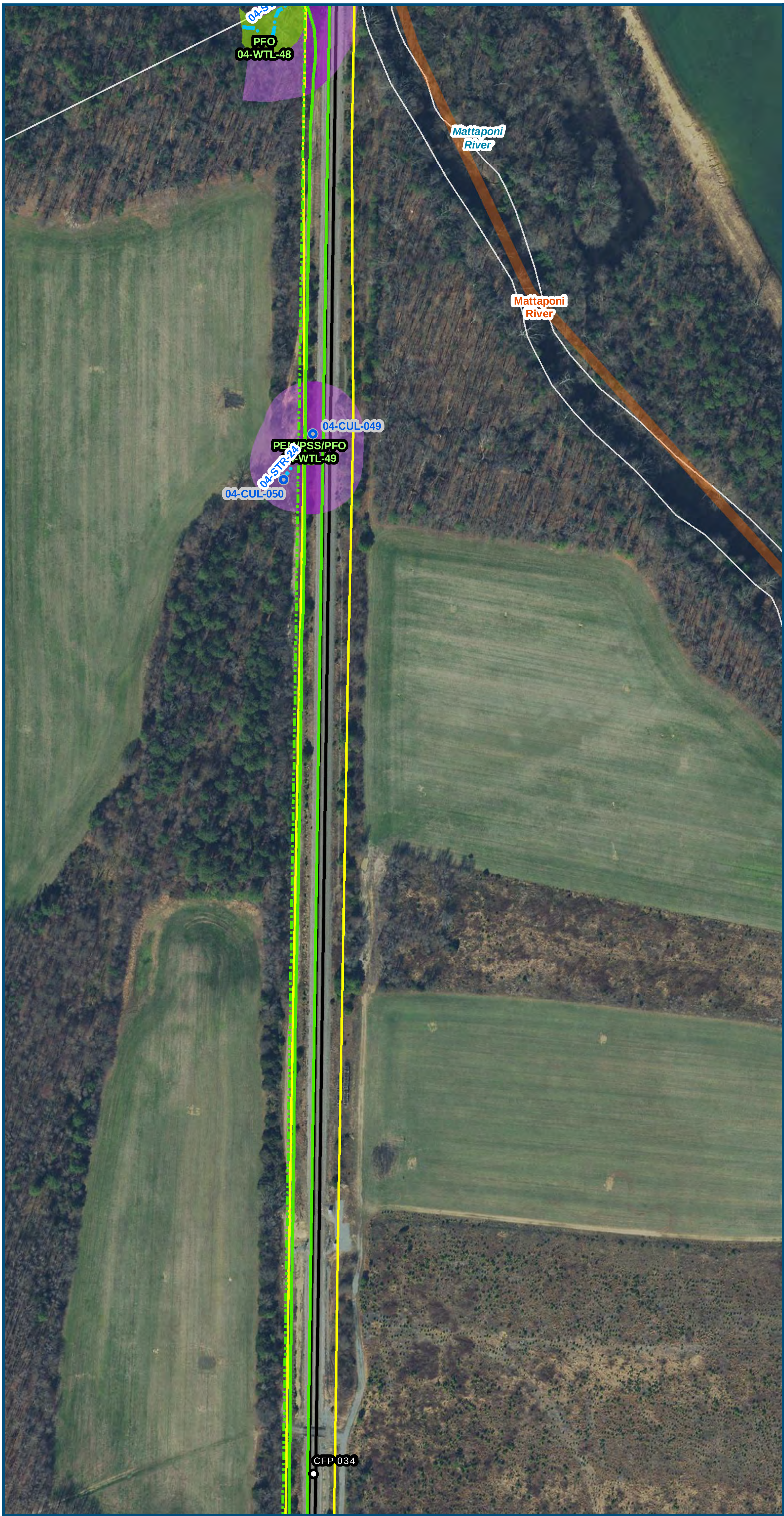
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⌐ ¬	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
▬	Delineated Stream Impacts
-·-	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 124 of 217


04-S
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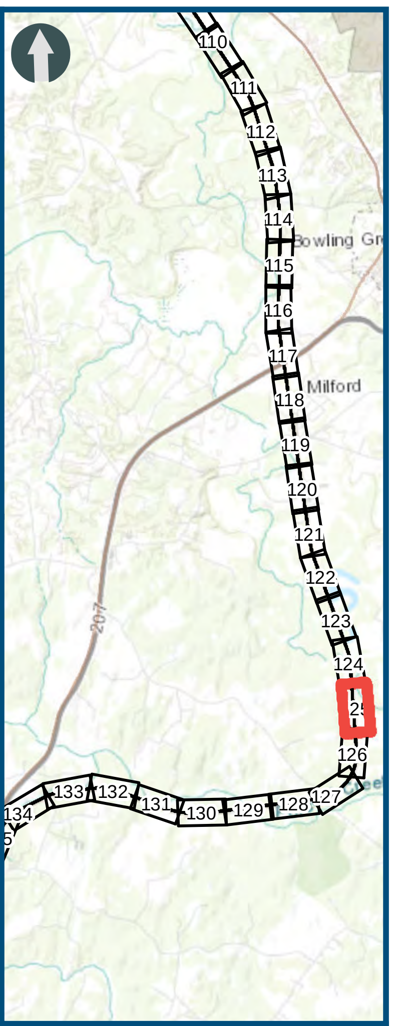
04-WTL-48
Mattaponi River
Mattaponi River
04-CUL-049
PEM/PSS/PFO
04-WTL-49
04-STR-24
04-CUL-050
CFP 034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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
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- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
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- Resoure Protection Area Impacts
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- CSXT ROW (County Parcel Data)
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- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 125 of 217

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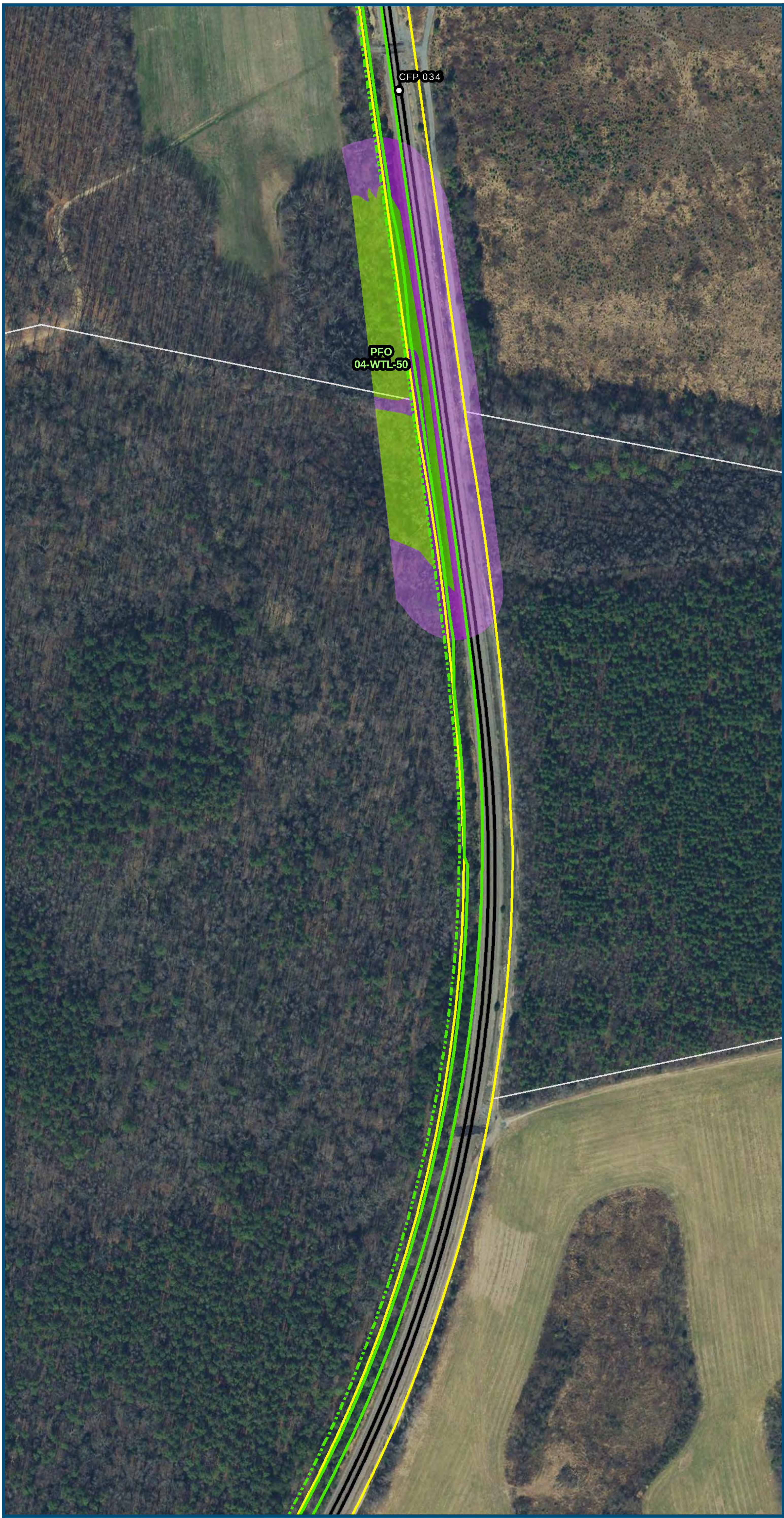
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PFO
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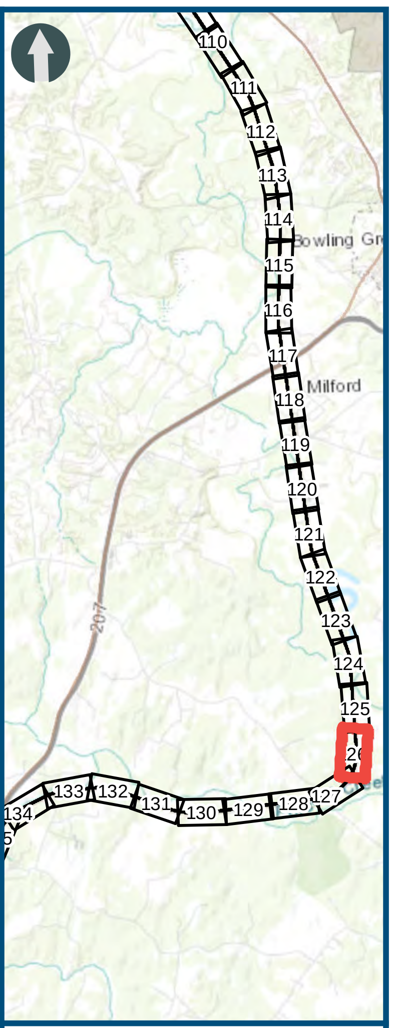
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Feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- ‐ ‐ Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 126 of 217

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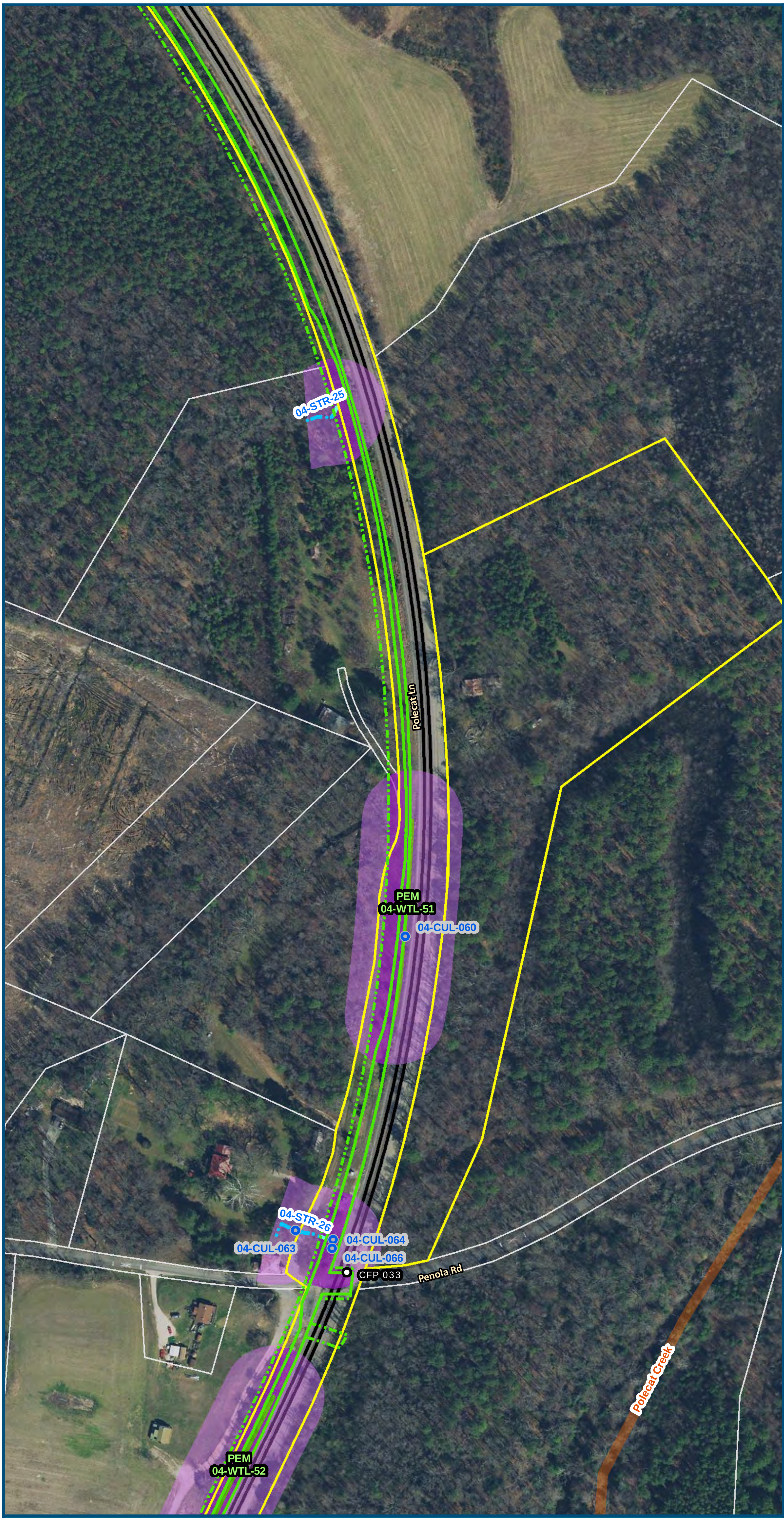
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Polecat Ln
PEM
04-WTL-51
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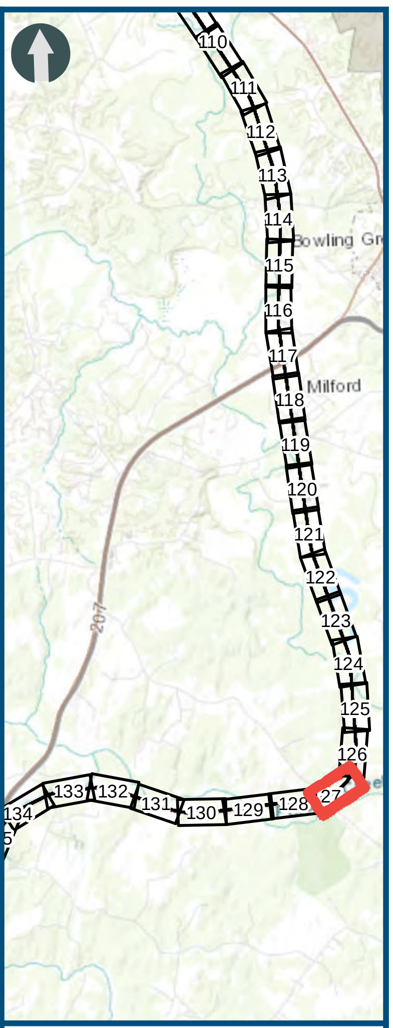
Penola Rd
PEM
04-WTL-52
Polecat Creek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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
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Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 127 of 217

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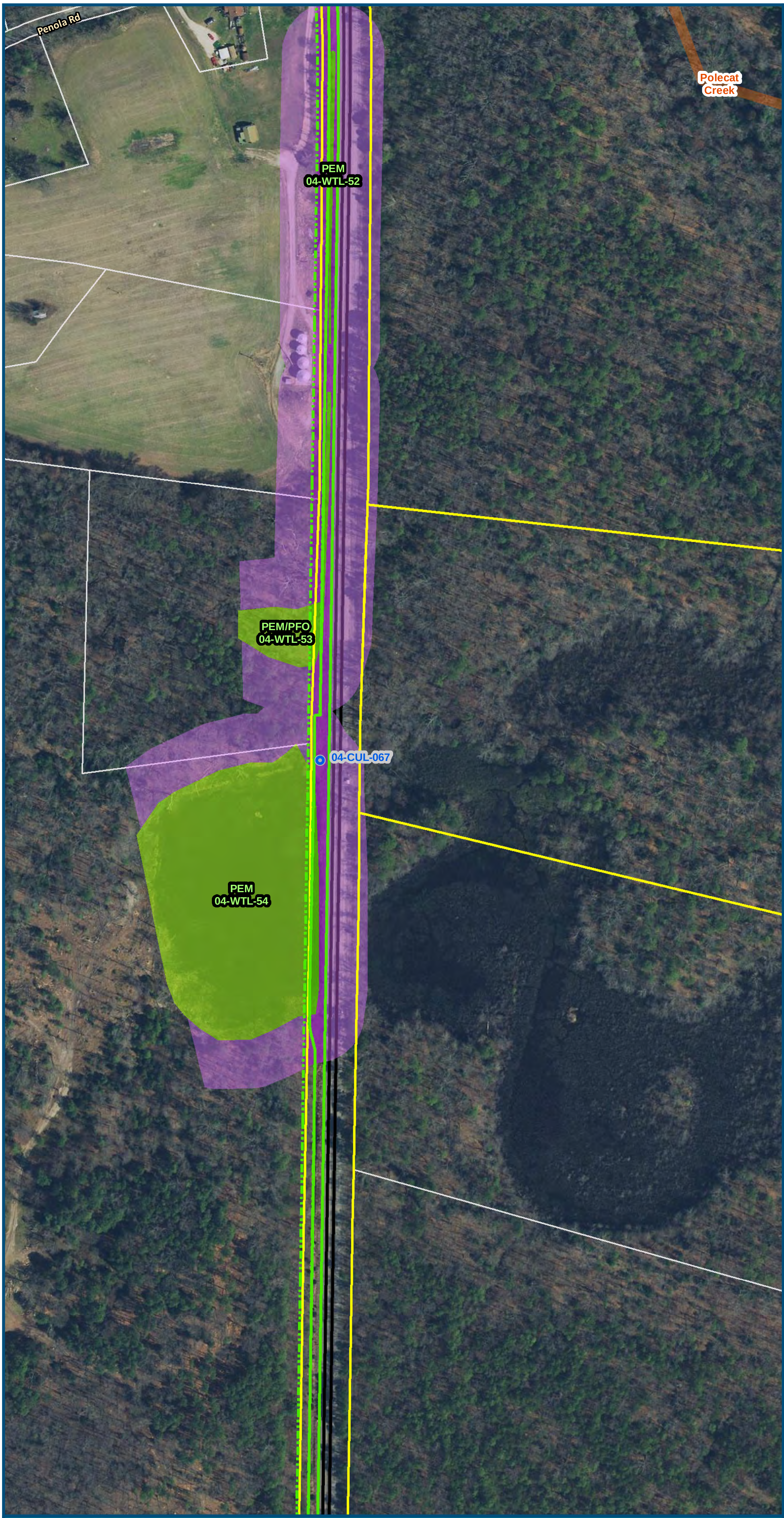
Penola Rd
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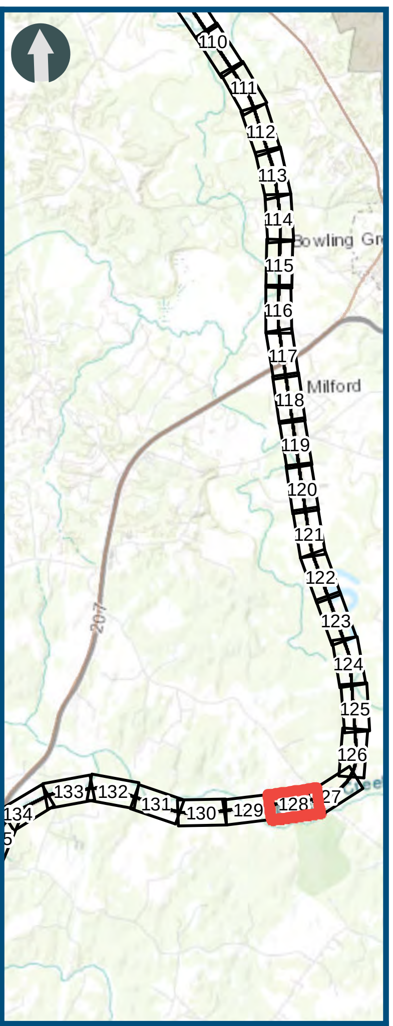
04-WTL-52
PEM/PFO
04-WTL-53
04-CUL-067
PEM
04-WTL-54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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▨ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
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- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 128 of 217

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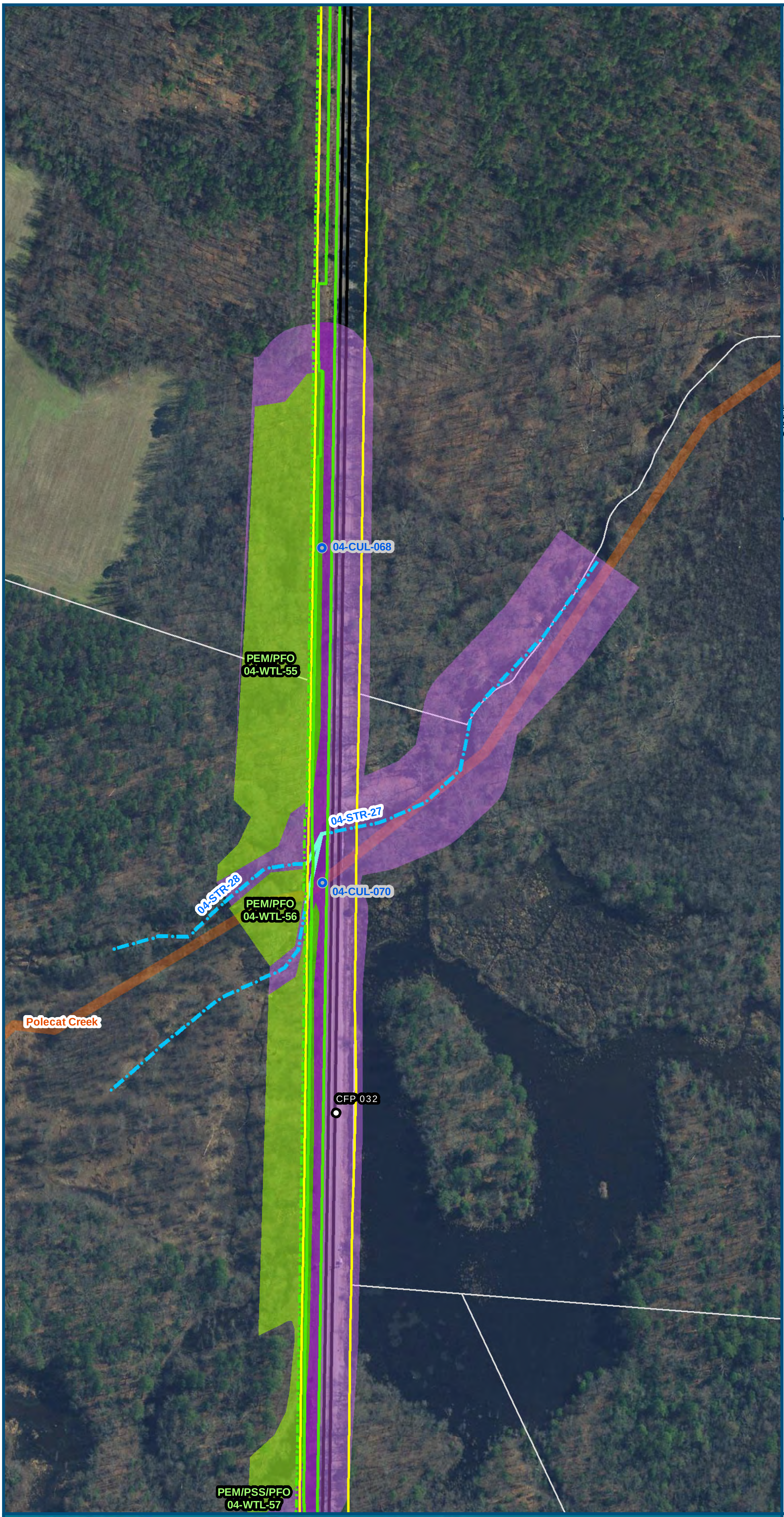
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PEM/PFO
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CFP 032
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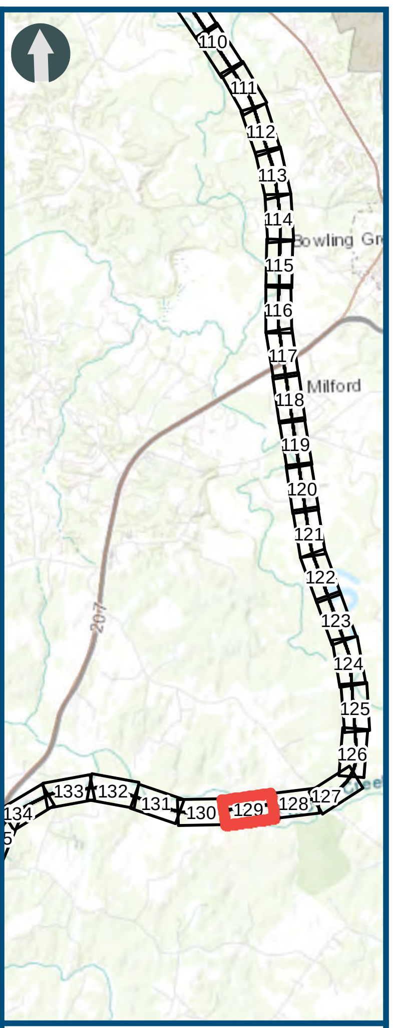
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Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
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🟩	Delineated Wetlands
🟩	Delineated Wetland Impacts
🟪	Resource Protection Areas
🟪	Resoure Protection Area Impacts
🟧	Impaired Waters *(Virginia Department of Environmental Quality)*
🟨	CSXT ROW (County Parcel Data)
⬜	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 129 of 217

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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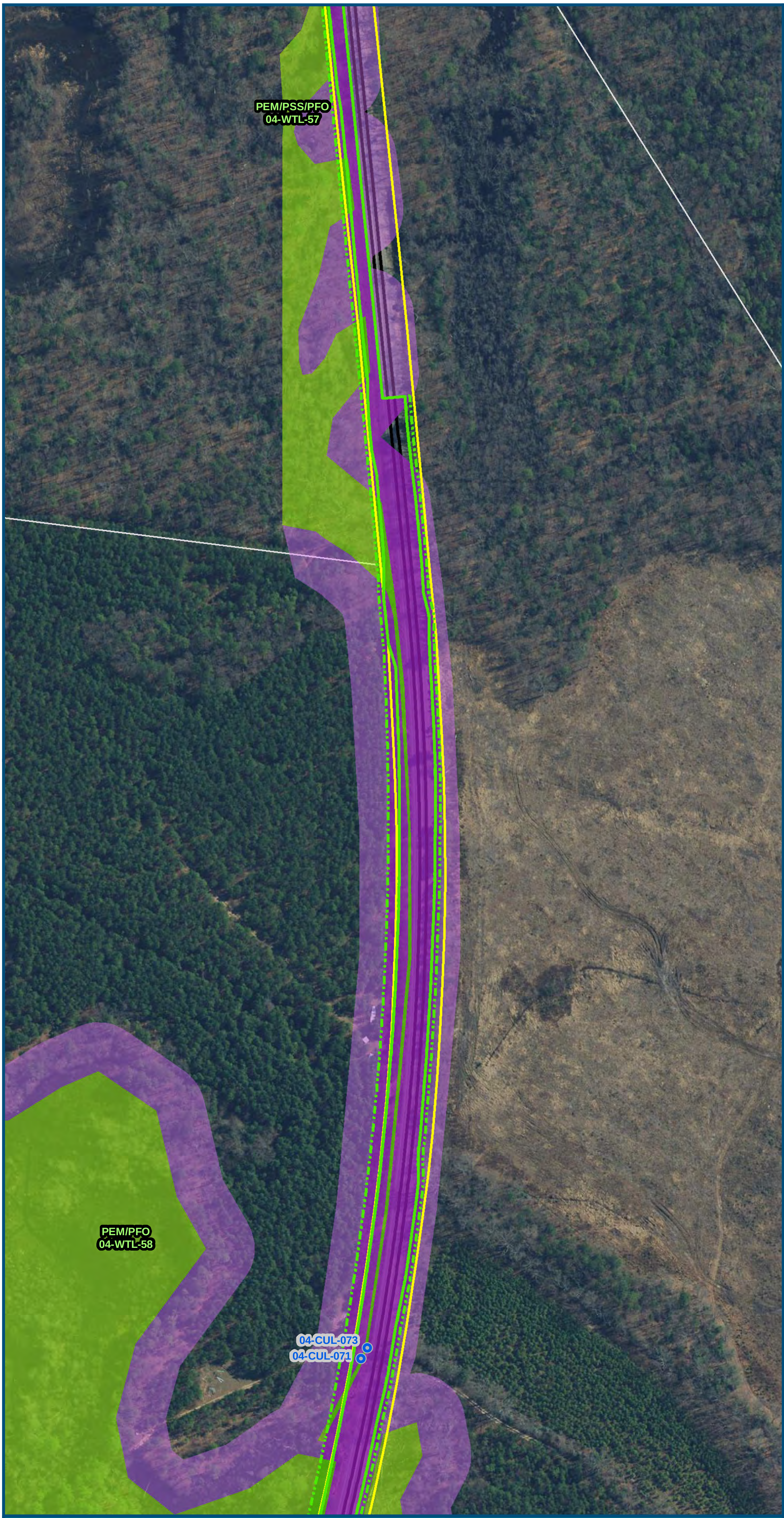
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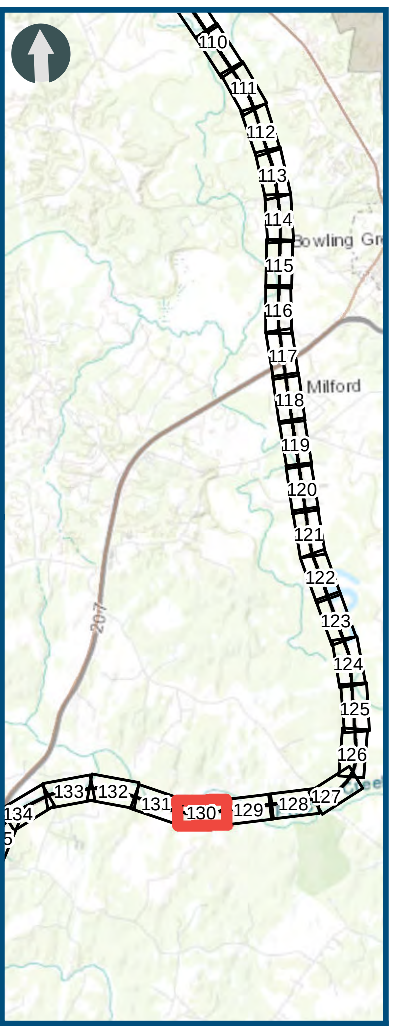
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
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Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ― Track - Existing
- ● Existing Stations
- ◉ Culverts
- ― Delineated Stream Impacts
- ‐ ‐ Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
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- 🟨 CSXT ROW (County Parcel Data)
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- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 130 of 217

DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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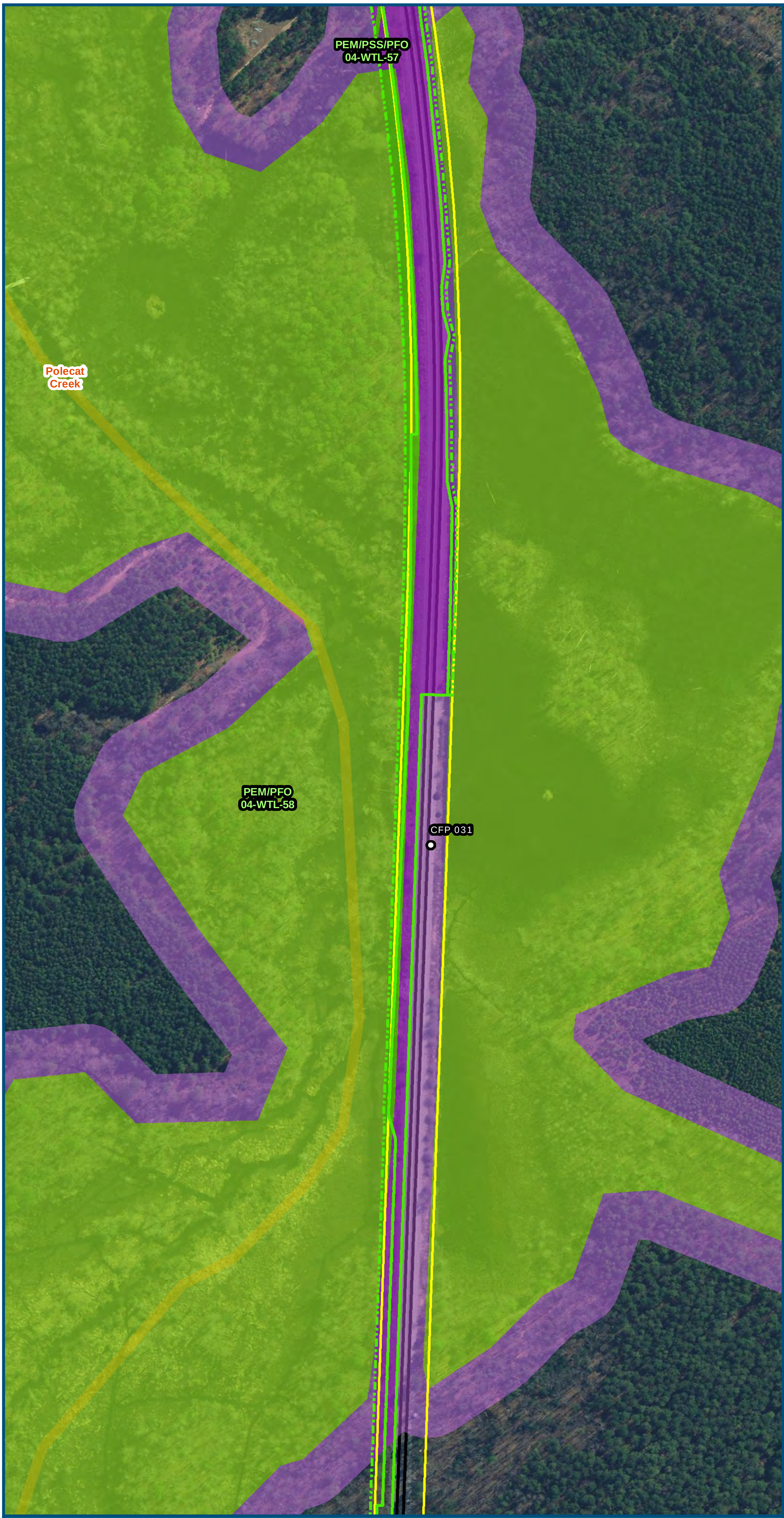
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PEM/PFO
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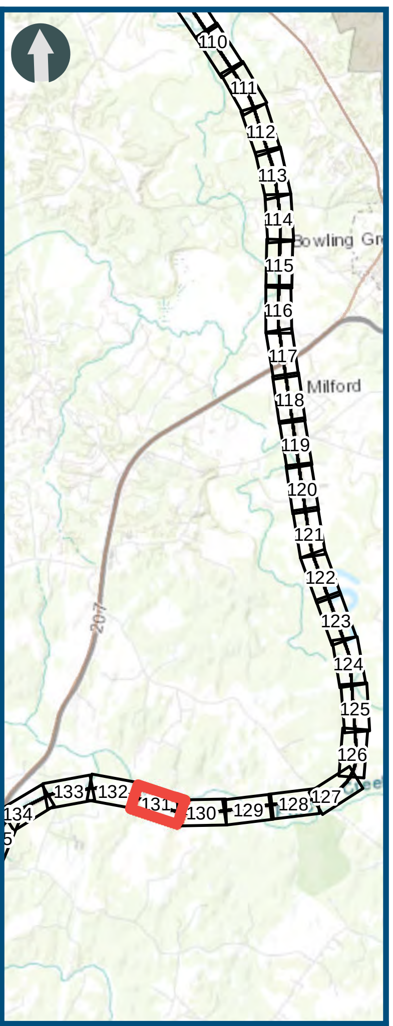
CFP 031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🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
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▬	Major River Impacts
▬	Waterbodies
▬	Delineated Wetlands
▬	Delineated Wetland Impacts
▬	Resource Protection Areas
▬	Resoure Protection Area Impacts
▬	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 131 of 217

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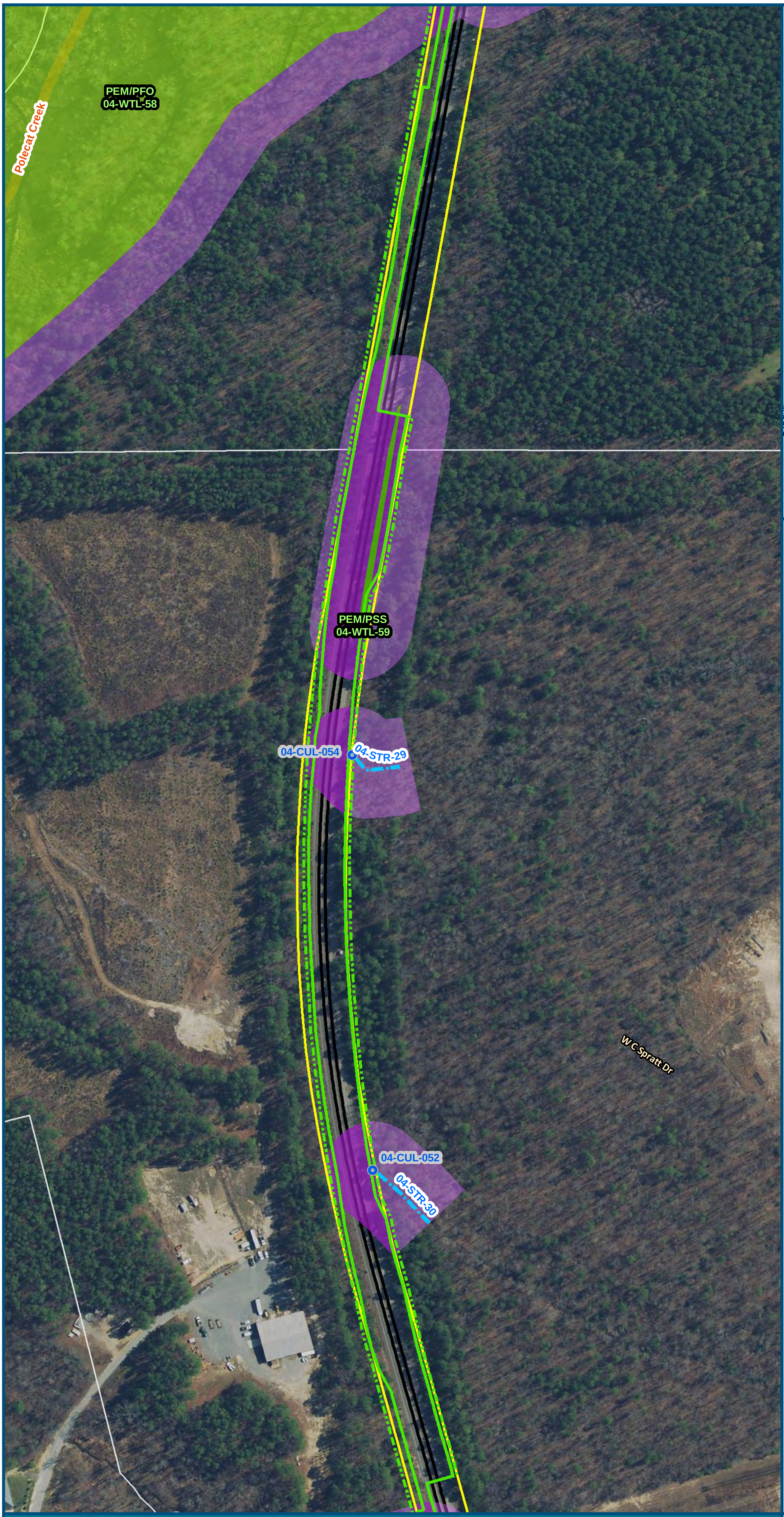
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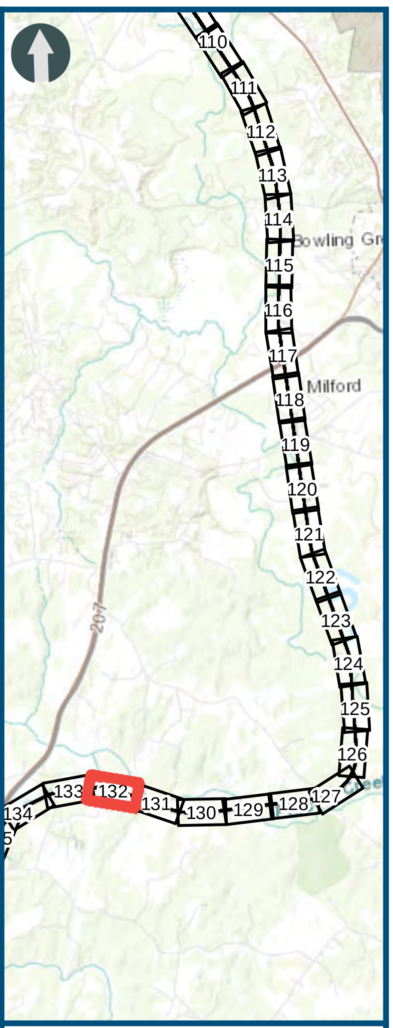
W C Spratt Dr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Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 132 of 217

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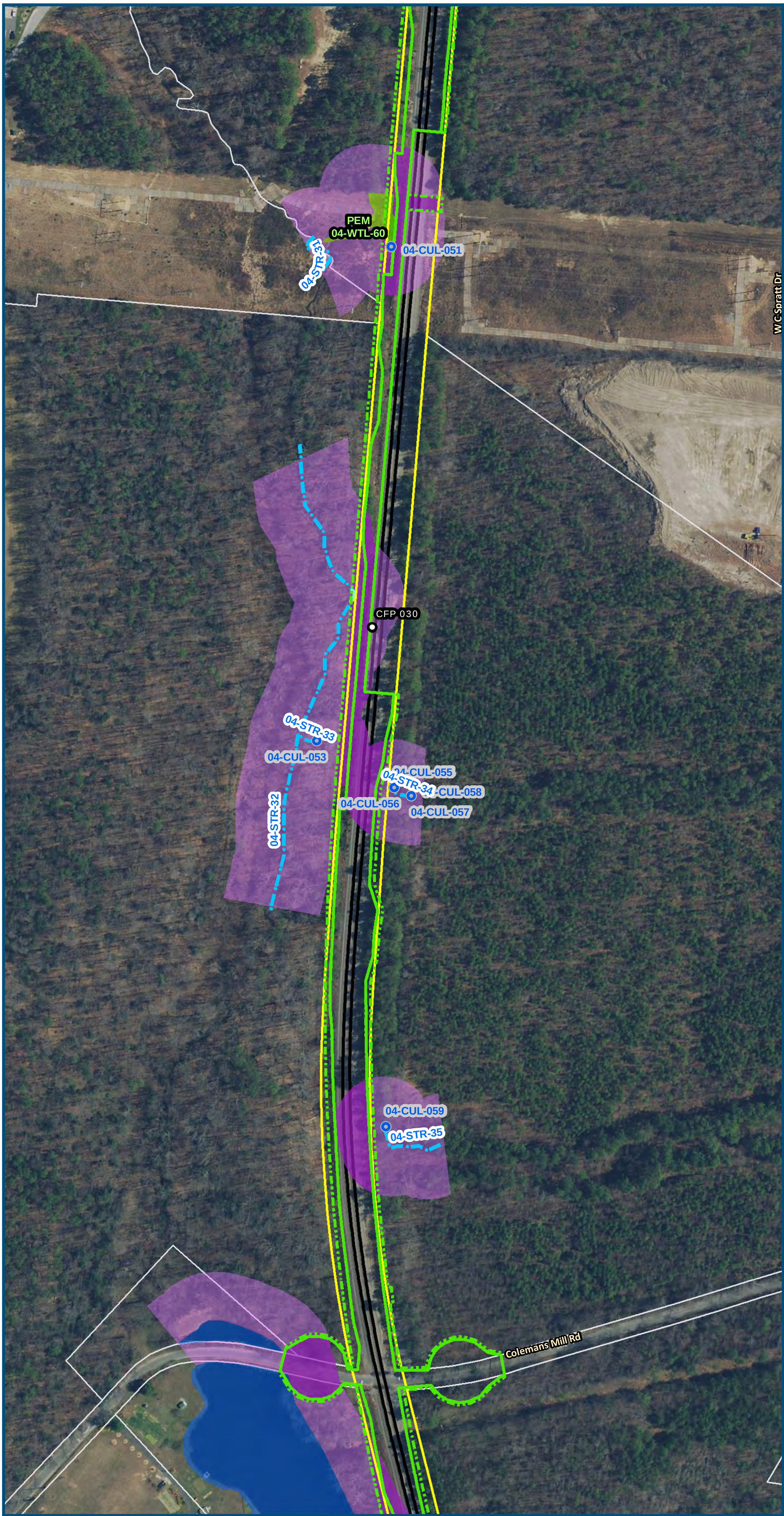
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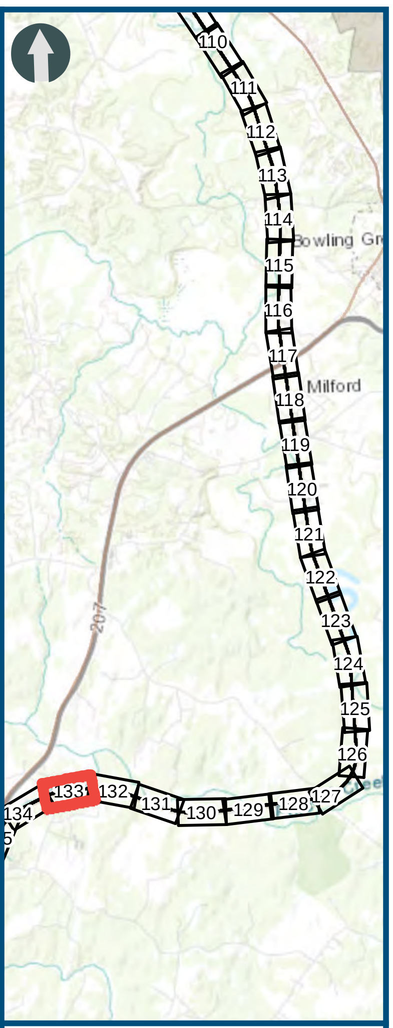
04-CUL-051
04-STR-31
W C Spratt Dr
CFP 030
04-STR-33
04-CUL-053
04-CUL-055
04-STR-34
04-CUL-058
04-CUL-056
04-CUL-057
04-STR-32
04-CUL-059
04-STR-35
Colemans Mill Rd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125
126
127
128
129
130
131
132
133
134
Bowling Gr
Milford
207

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
□	CSXT ROW (County Parcel Data)
□	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 133 of 217

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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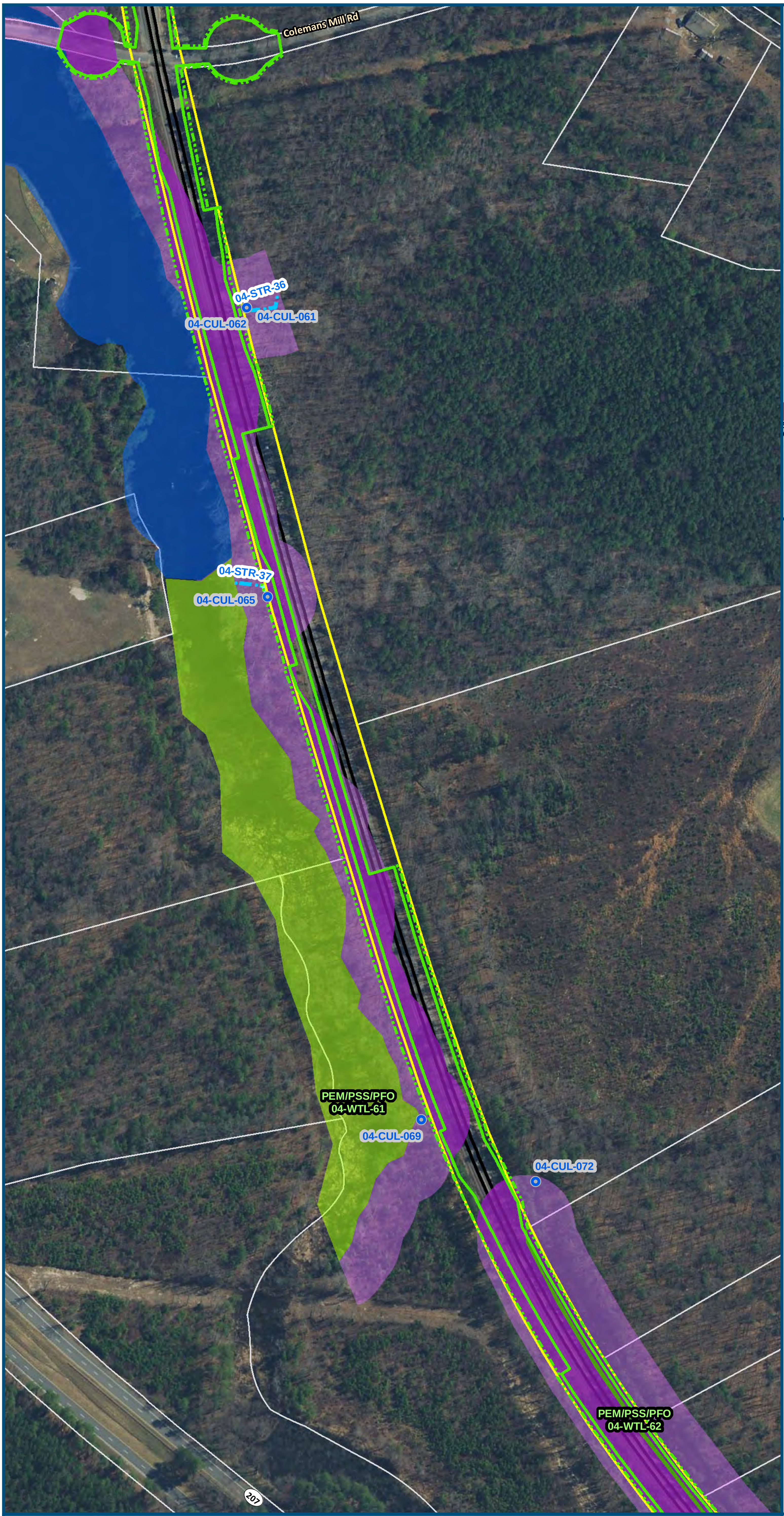
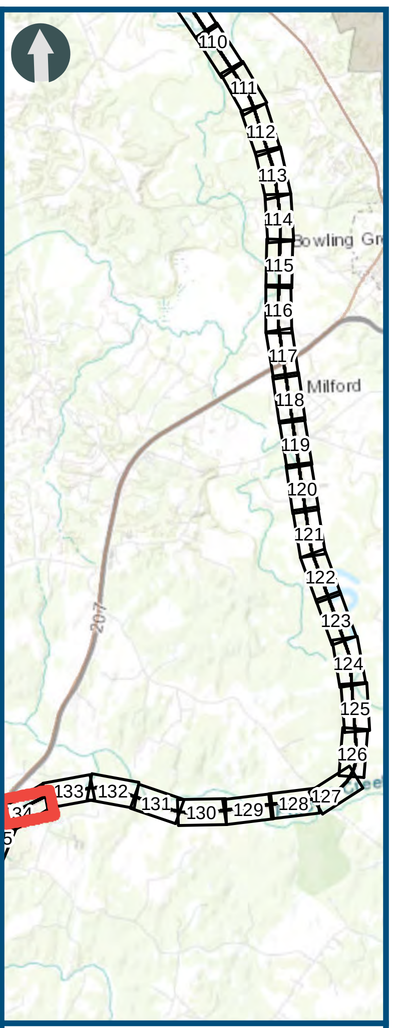

Colemans Mill Rd
04-STR-36
04-CUL-062
04-CUL-061
04-STR-37
04-CUL-065
PEM/PSS/PFO
04-WTL-61
04-CUL-069
04-CUL-072
PEM/PSS/PFO
04-WTL-62
207


110
111
112
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Bowling Gr
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Milford
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34

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
▬	Delineated Stream Impacts
‐ ‐	Delineated Streams
▬	Major River Impacts
▬	Waterbodies
▬	Delineated Wetlands
▬	Delineated Wetland Impacts
▬	Resource Protection Areas
▬	Resoure Protection Area Impacts
▬	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 134 of 217

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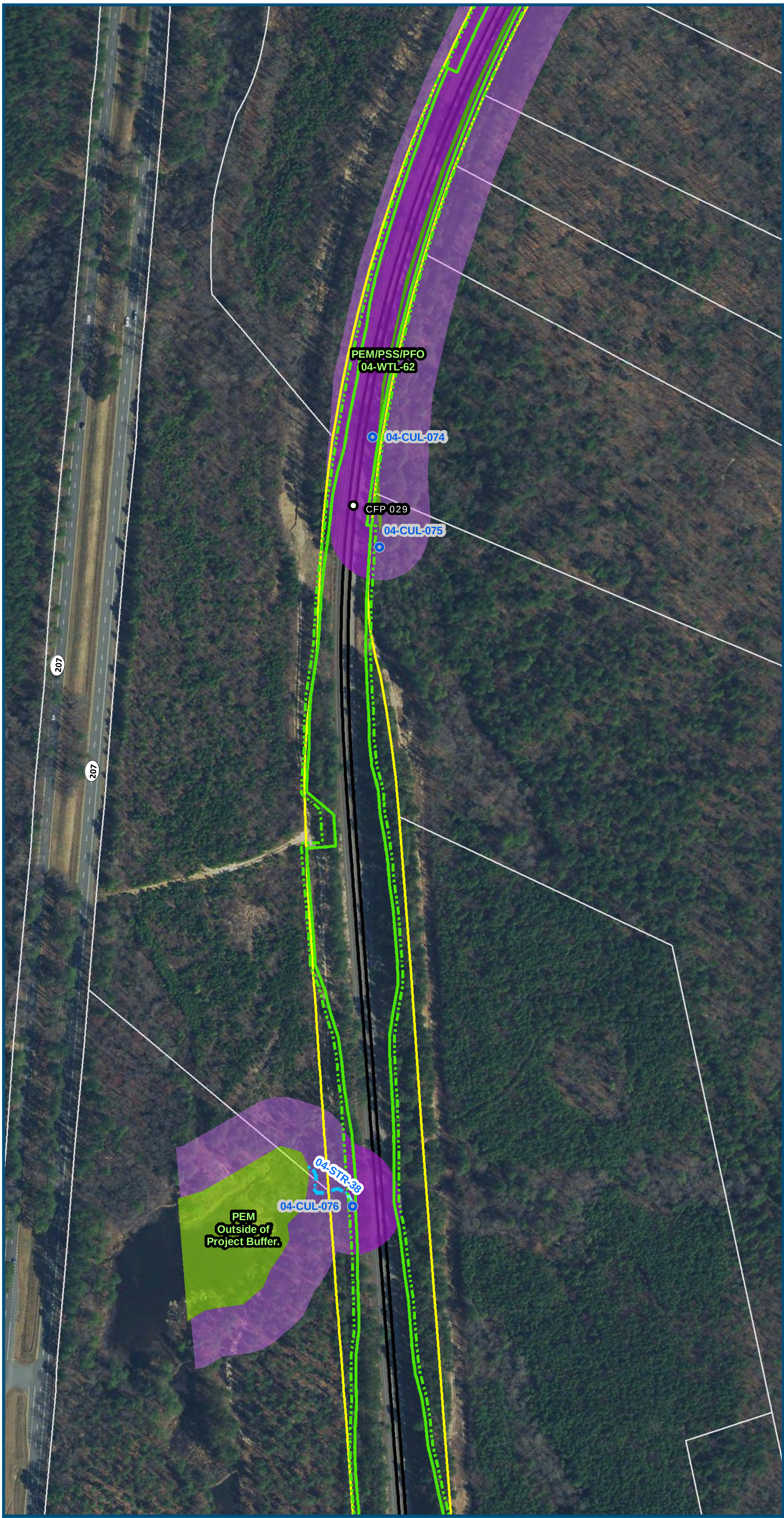
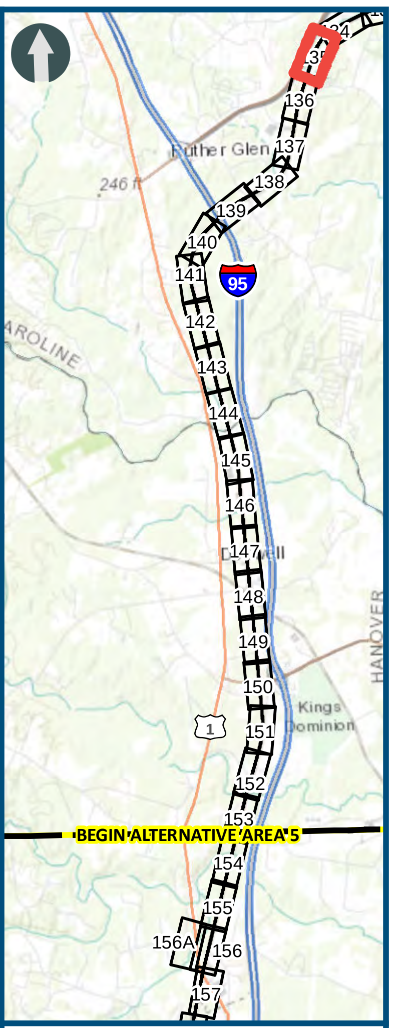

PEM/PSS/PFO
04-WTL-62
04-CUL-074
CFP 029
04-CUL-075
207
207
04-STR-38
04-CUL-076
PEM
Outside of
Project Buffer.


135
136
Ruther Glen
137
138
246 ft
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AROLINE
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HANOVER
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Kings
Dominion
1
151
152
BEGIN ALTERNATIVE AREA 5
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156A
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0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▨ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - · - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 135 of 217

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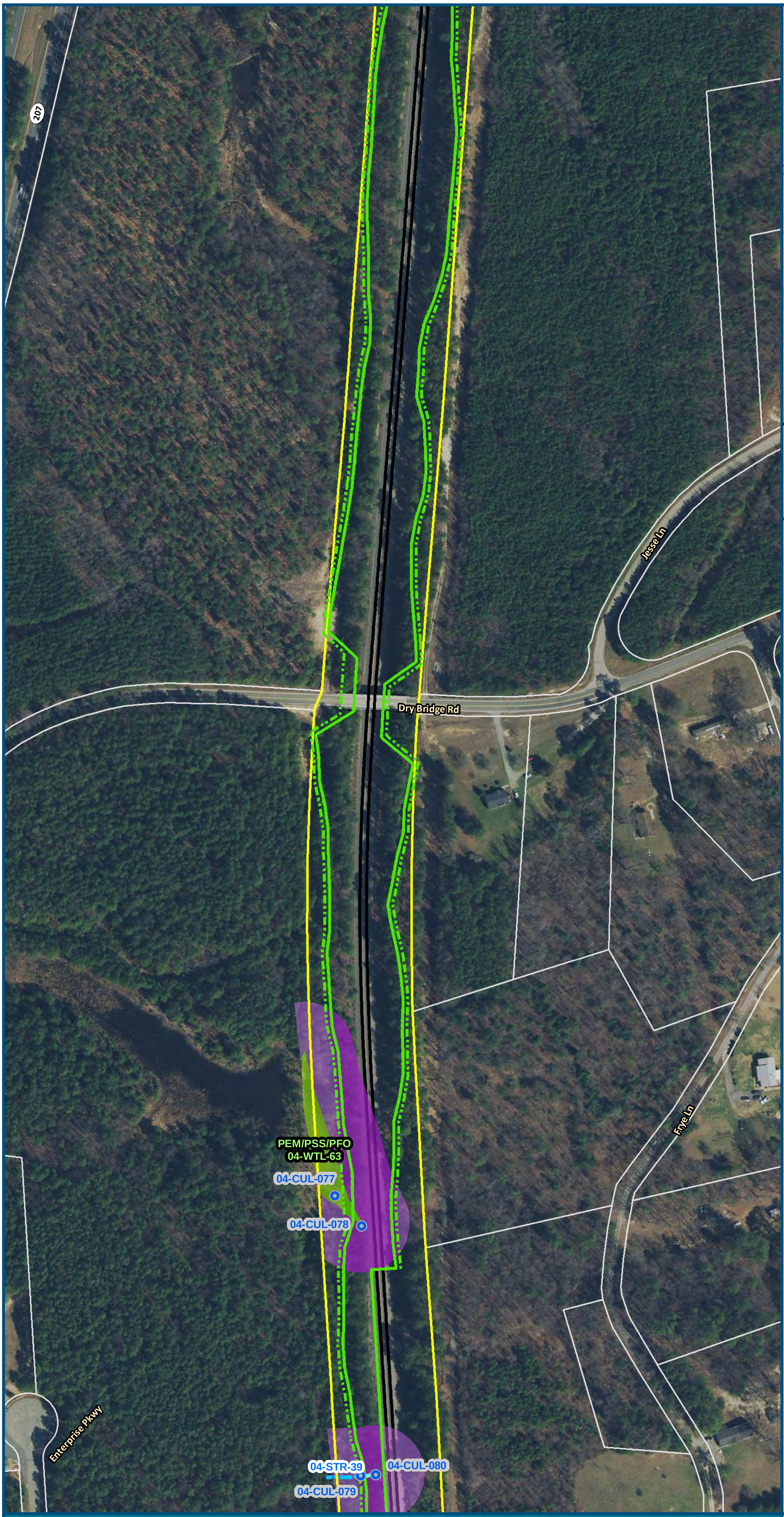
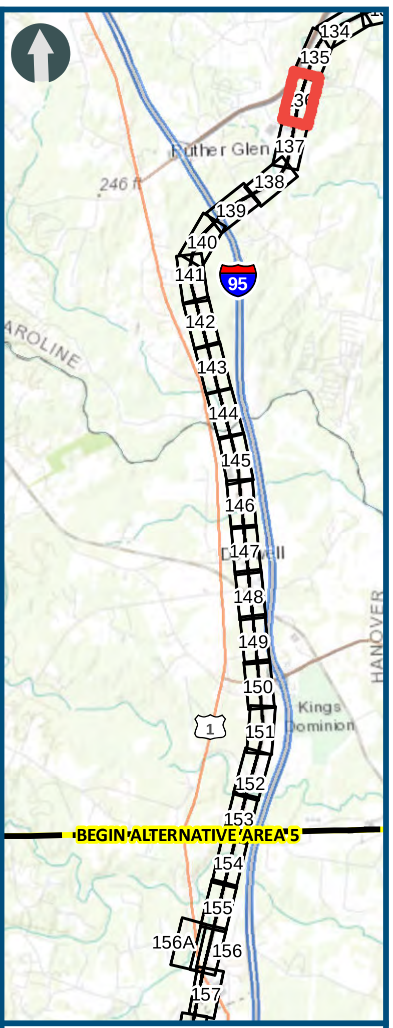

207
Jesse Ln
Dry Bridge Rd
Frye Ln
Enterprise Pkwy
PEM/PSS/PFO
04-WTL-63
04-CUL-077
04-CUL-078
04-STR-39
04-CUL-080
04-CUL-079


134
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246 ft
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CAROLINE
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Doswell
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149
150
HANOVER
Kings Dominion
1
151
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153
BEGIN ALTERNATIVE AREA 5
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155
156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
‐ · ‐	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 136 of 217

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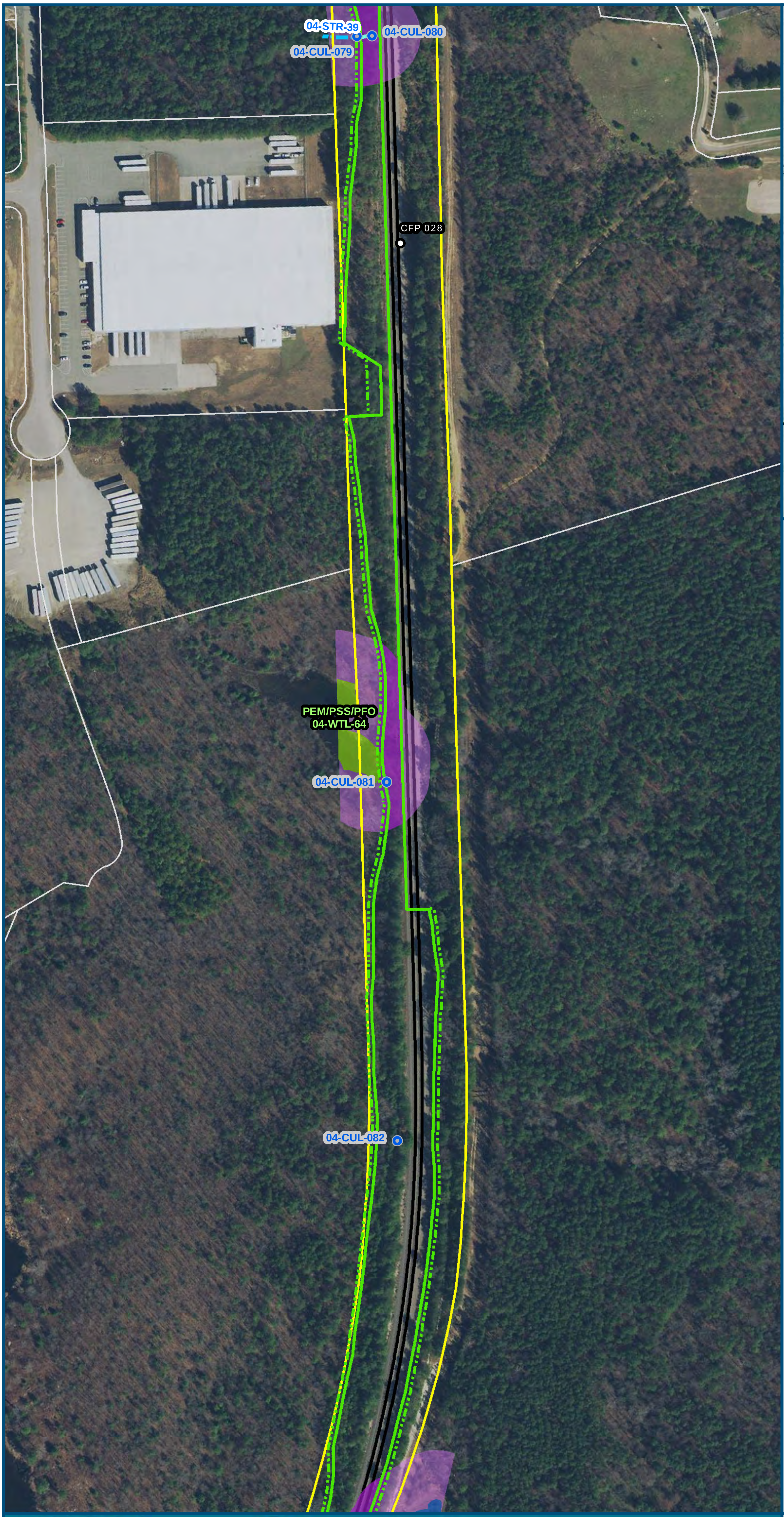
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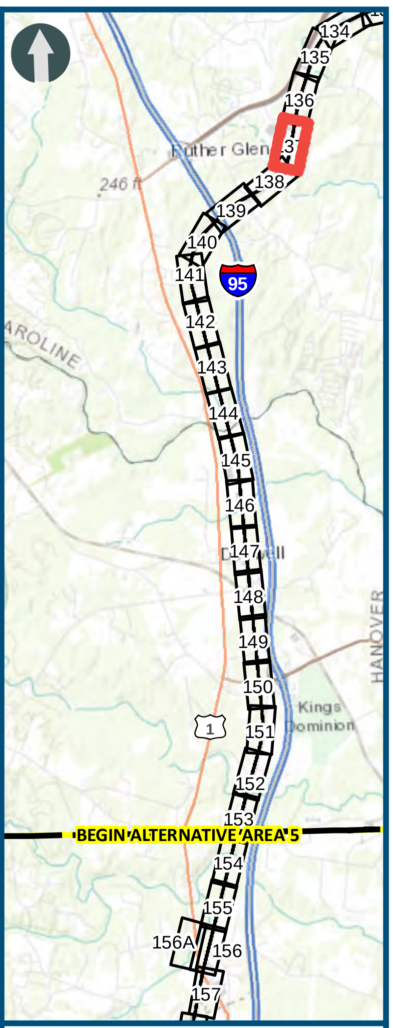
04-CUL-080
04-CUL-079
CFP 028
PEM/PSS/PFO
04-WTL-64
04-CUL-081
04-CUL-082


134
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Ruther Glen
246 ft
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CAROLINE
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Kings Dominion
HANOVER
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153
BEGIN ALTERNATIVE AREA 5
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155
156A
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▨ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- ‐ ‐ Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ▨ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 137 of 217

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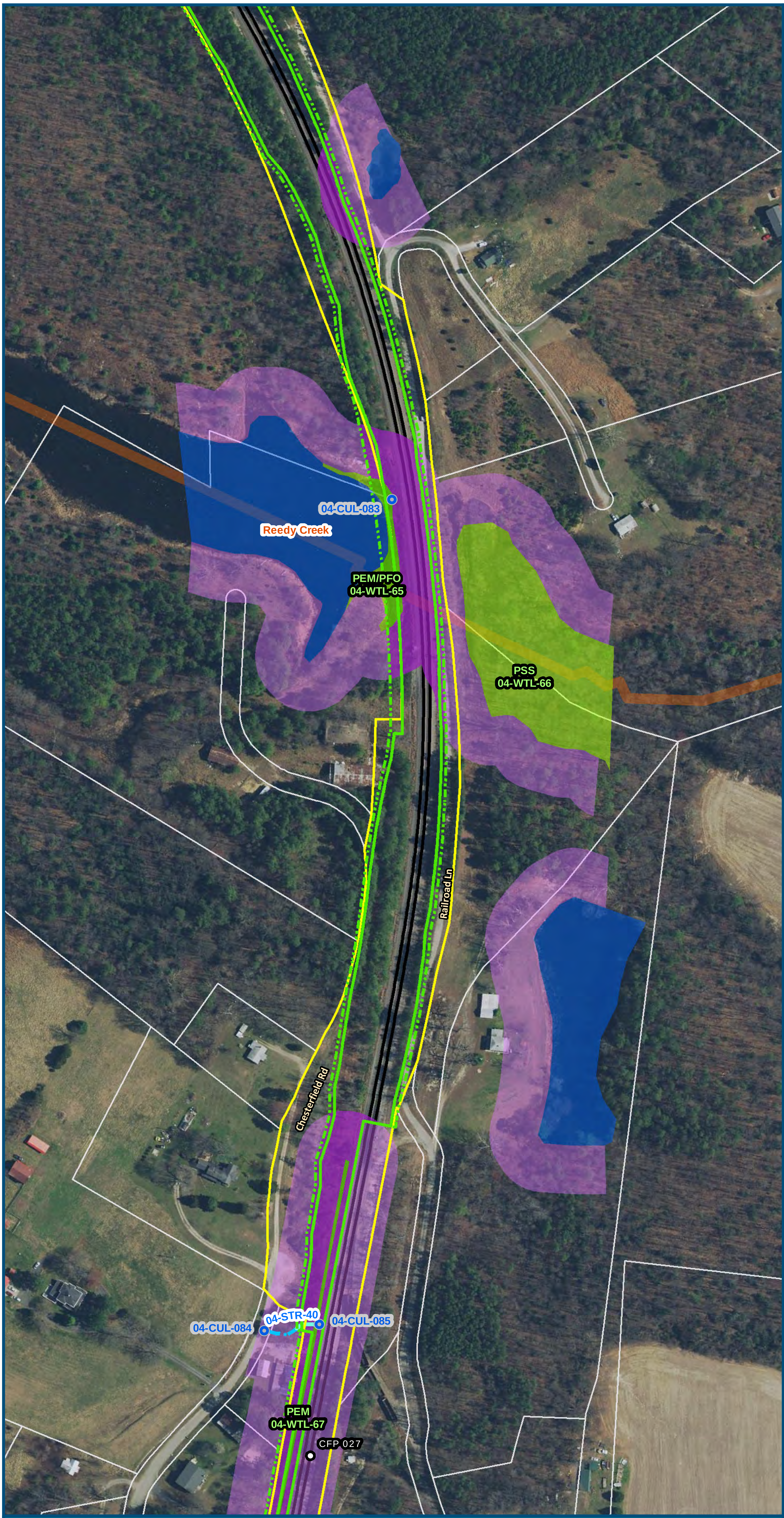
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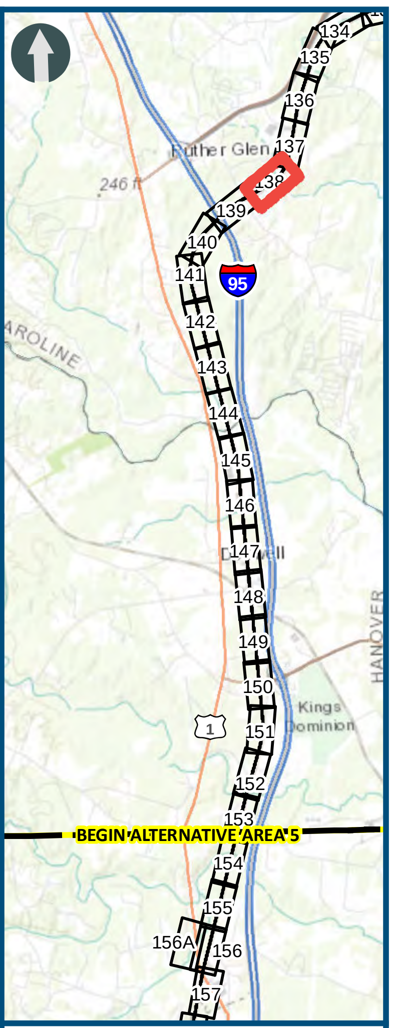
Reedy Creek
PEM/PFO
04-WTL-65
PSS
04-WTL-66
Railroad Ln
Chesterfield Rd
04-STR-40
04-CUL-084
04-CUL-085
PEM
04-WTL-67
CFP 027


134
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Ruther Glen
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246 ft
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CAROLINE
143
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Kings Dominion
HANOVER
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153
BEGIN ALTERNATIVE AREA 5
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156A
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157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 138 of 217

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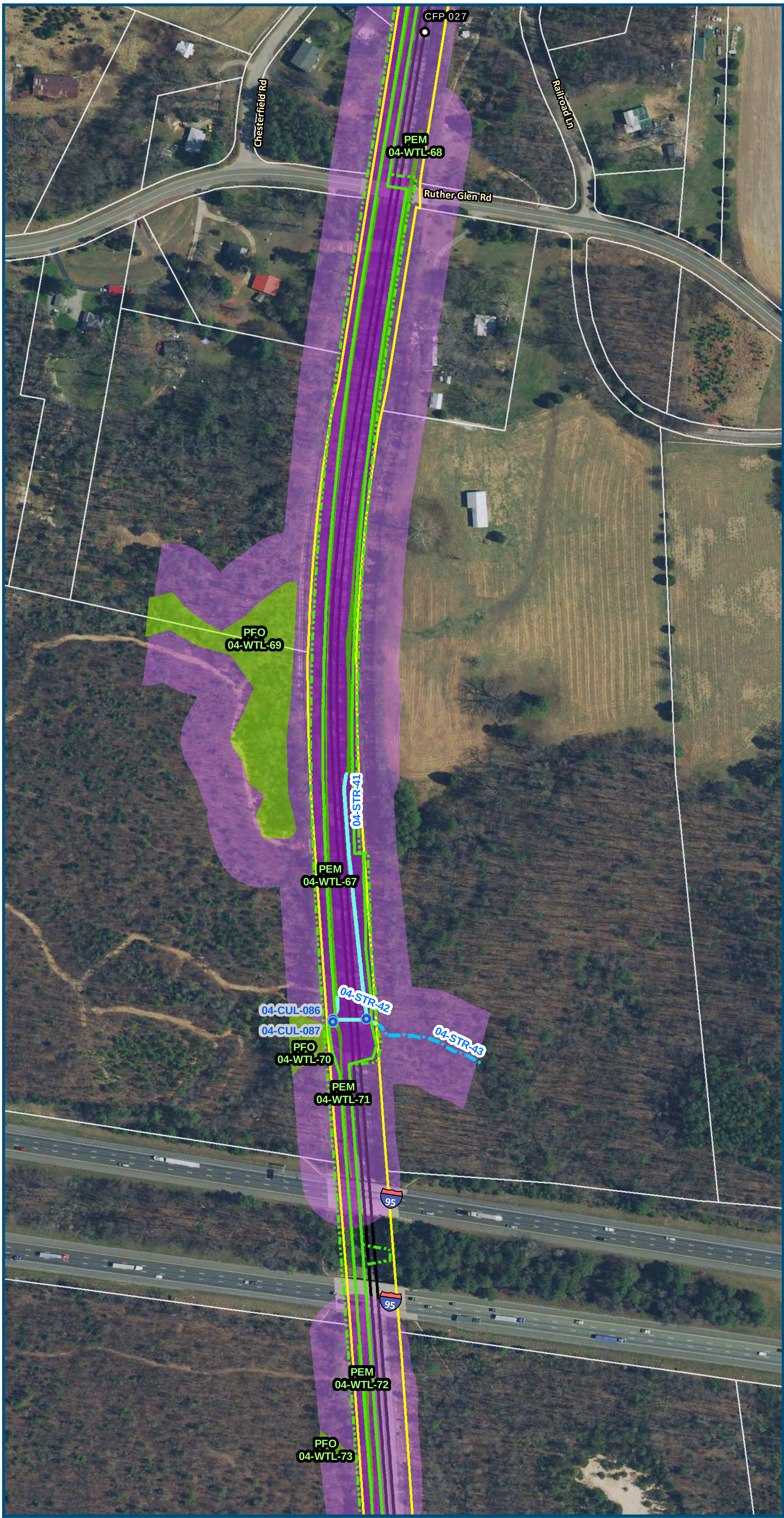
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Railroad Ln
Ruther Glen Rd
PFO
04-WTL-69
04-STR-41
PEM
04-WTL-67
04-STR-42
04-CUL-086
04-CUL-087
04-STR-43
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04-WTL-71
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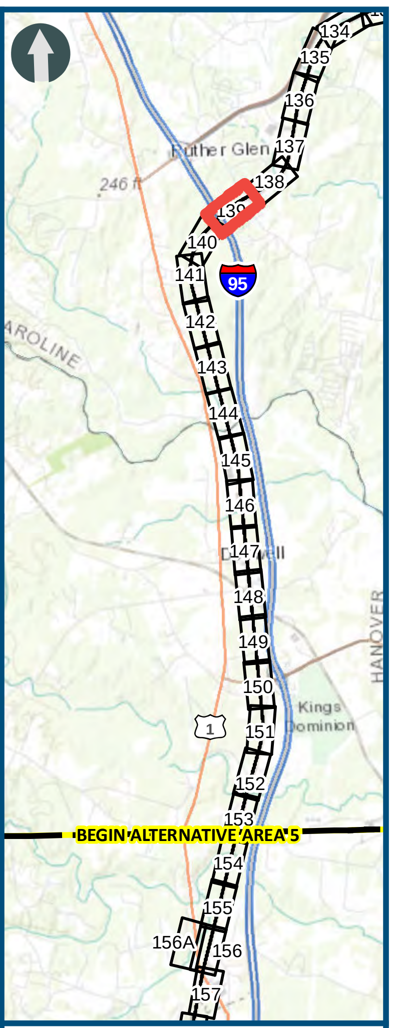
PEM
04-WTL-72
PFO
04-WTL-73


134
135
136
Ruther Glen
137
138
139
246 ft
140
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142
CAROLINE
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Doswell
148
149
HANOVER
150
Kings Dominion
1
151
152
153
BEGIN ALTERNATIVE AREA 5
154
155
156A
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157

0 100 200

Feet

1 inch = 200 feet

@ 11 x 17 inches

Projection: Lambert Conformal Conic

State Plane Virginia North FIPS 4501 Feet

North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- -·- Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 139 of 217

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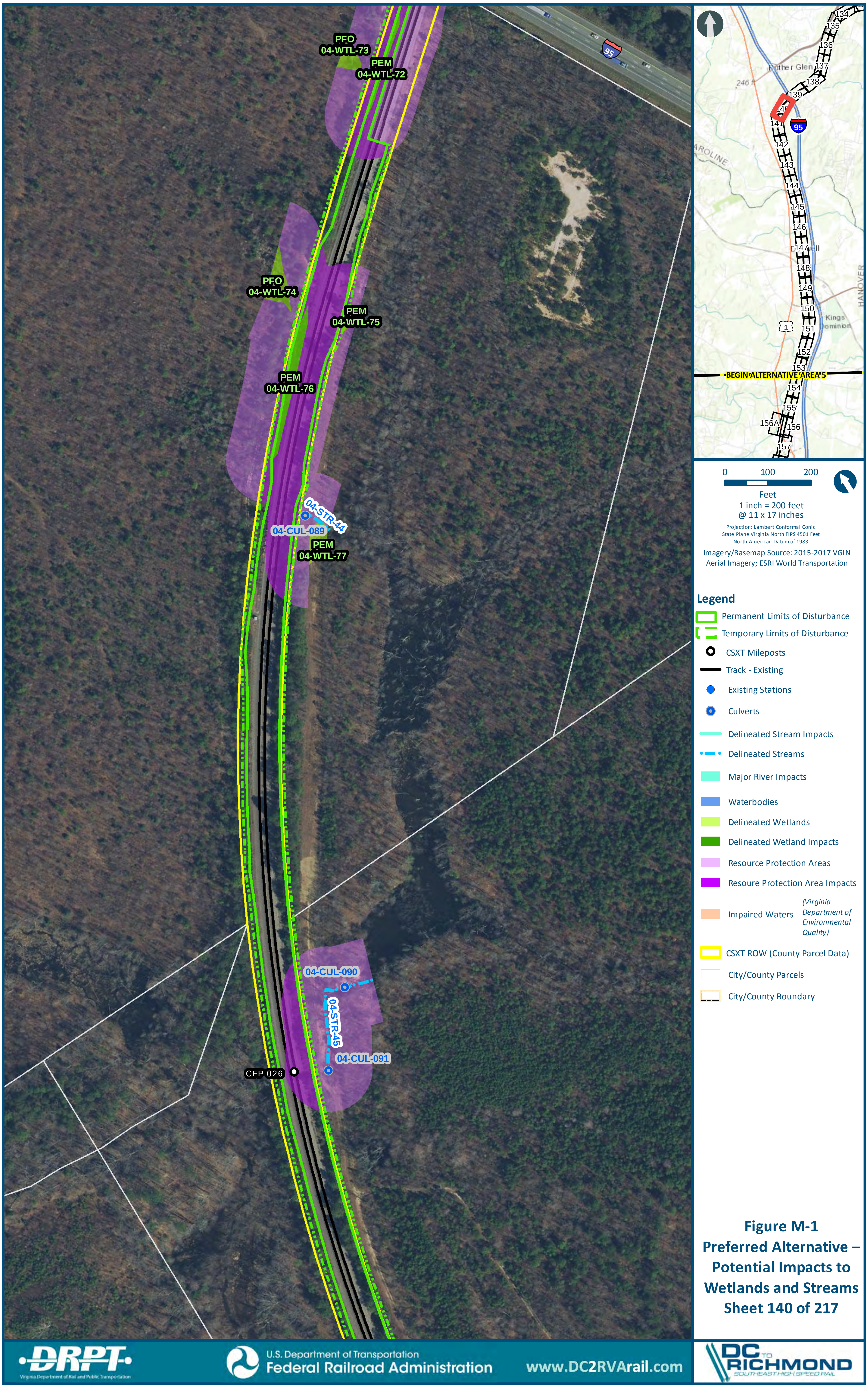
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PEM
04-WTL-72
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PFO
04-WTL-74
PEM
04-WTL-75
PEM
04-WTL-76
04-STR-44
04-CUL-089
PEM
04-WTL-77
04-CUL-090
04-STR-45
04-CUL-091
CFP 026
134
135
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Ruther Glen
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246 ft
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CAROLINE
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HANOVER
150
Kings Dominion
1
151
152
153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157
0
100
200
Feet
1 inch = 200 feet
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation
Legend
Permanent Limits of Disturbance
Temporary Limits of Disturbance
CSXT Mileposts
Track - Existing
Existing Stations
Culverts
Delineated Stream Impacts
Delineated Streams
Major River Impacts
Waterbodies
Delineated Wetlands
Delineated Wetland Impacts
Resource Protection Areas
Resoure Protection Area Impacts
Impaired Waters (Virginia Department of Environmental Quality)
CSXT ROW (County Parcel Data)
City/County Parcels
City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 140 of 217

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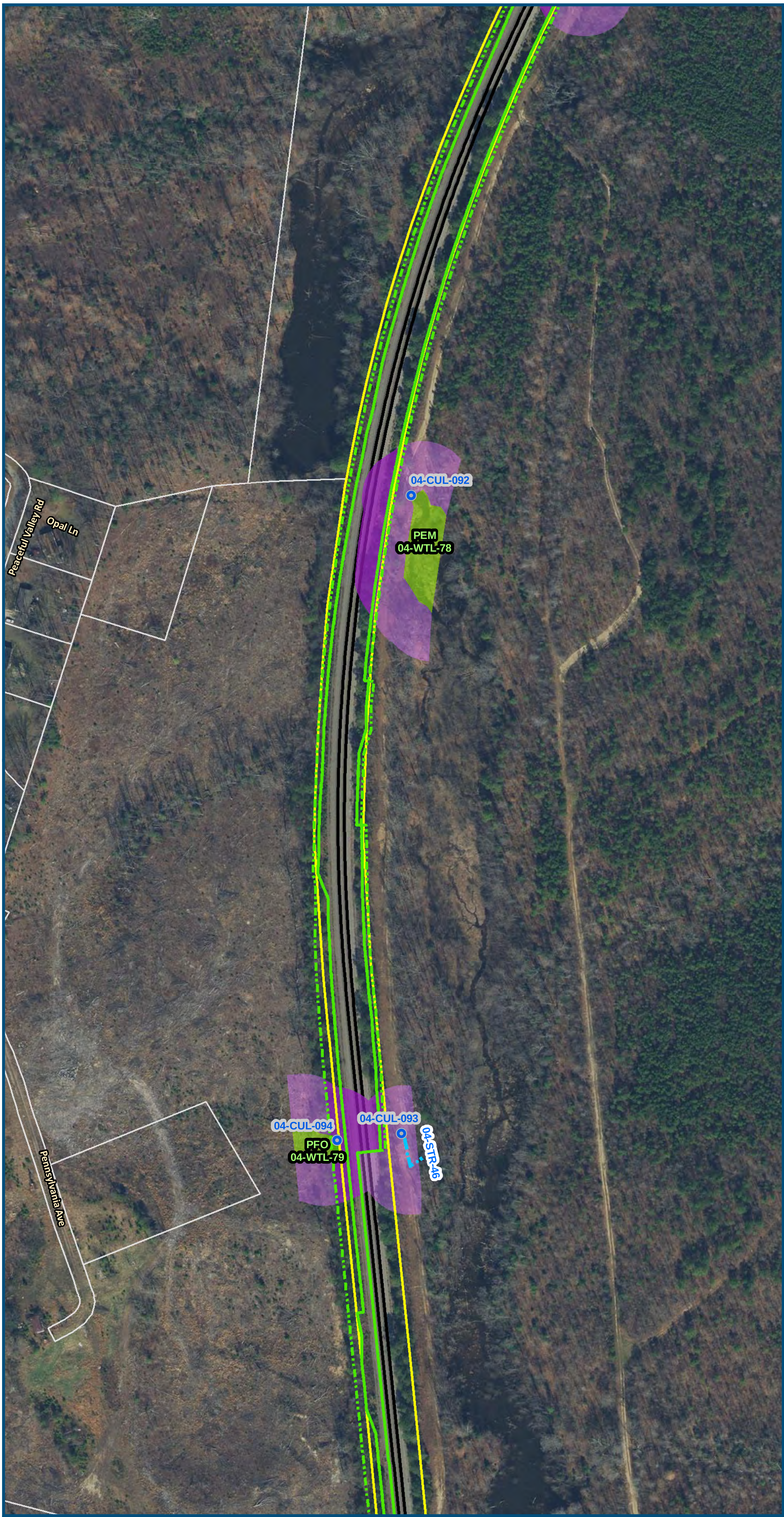
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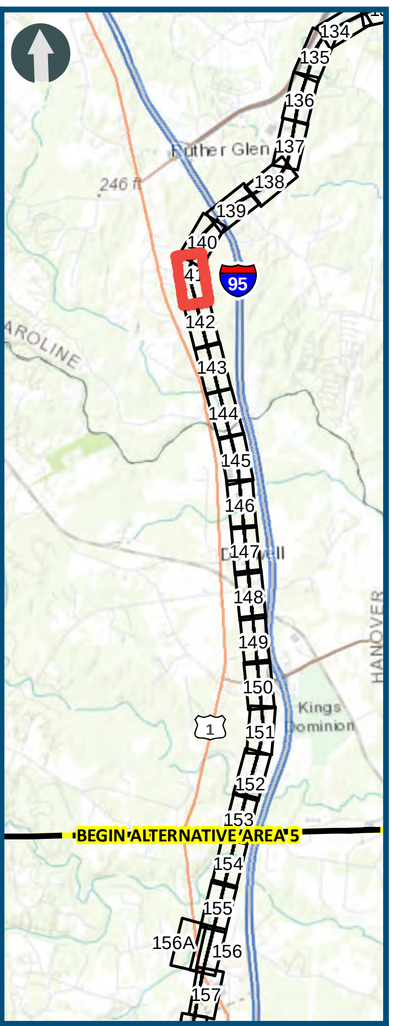
PEM
04-WTL-78
Peaceful Valley Rd
Opal Ln
04-CUL-094
PFO
04-WTL-79
04-CUL-093
04-STR-46
Pennsylvania Ave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246 ft
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CAROLINE
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Doswell
148
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HANOVER
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Kings Dominion
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153
BEGIN ALTERNATIVE AREA 5
154
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156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
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- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
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- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 141 of 217

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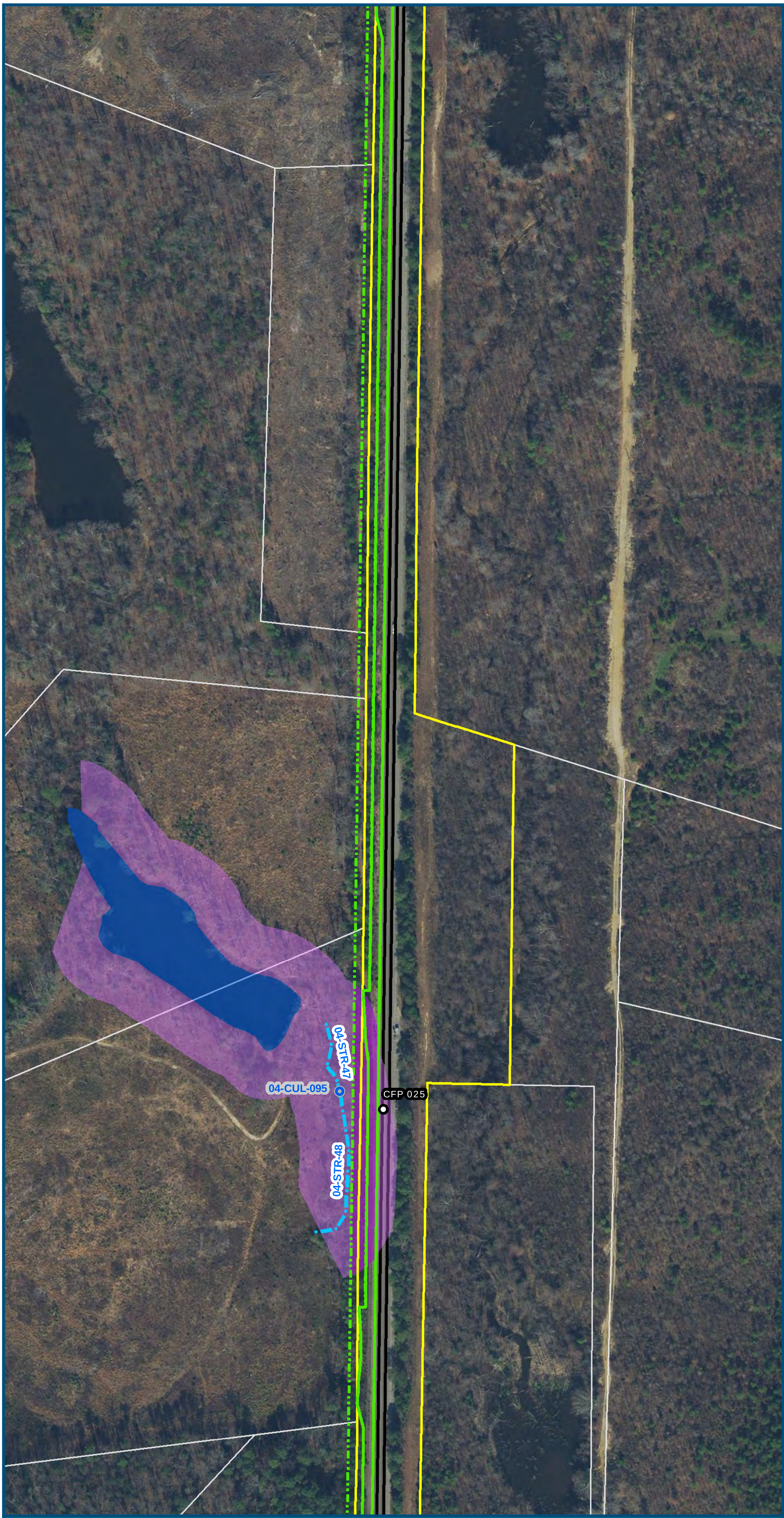

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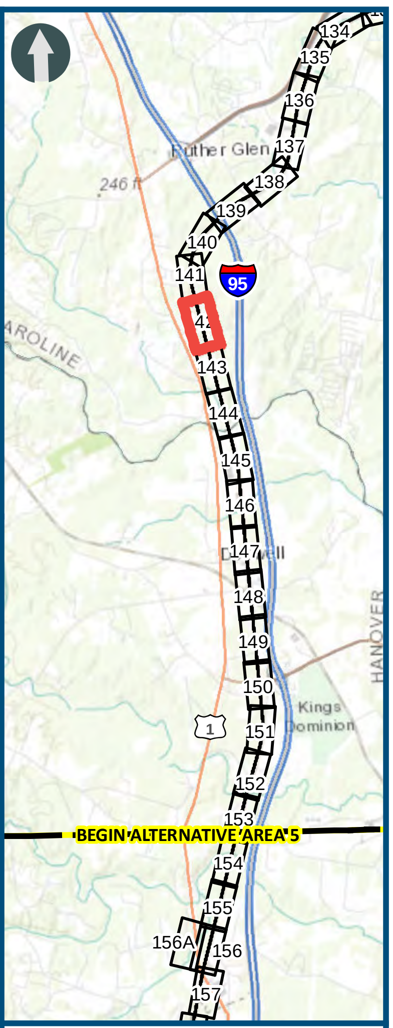
CFP 025
04-STR-48



134
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Ruther Glen
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246 ft
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CAROLINE
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Kings Dominion
HANOVER
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153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

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- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 142 of 217

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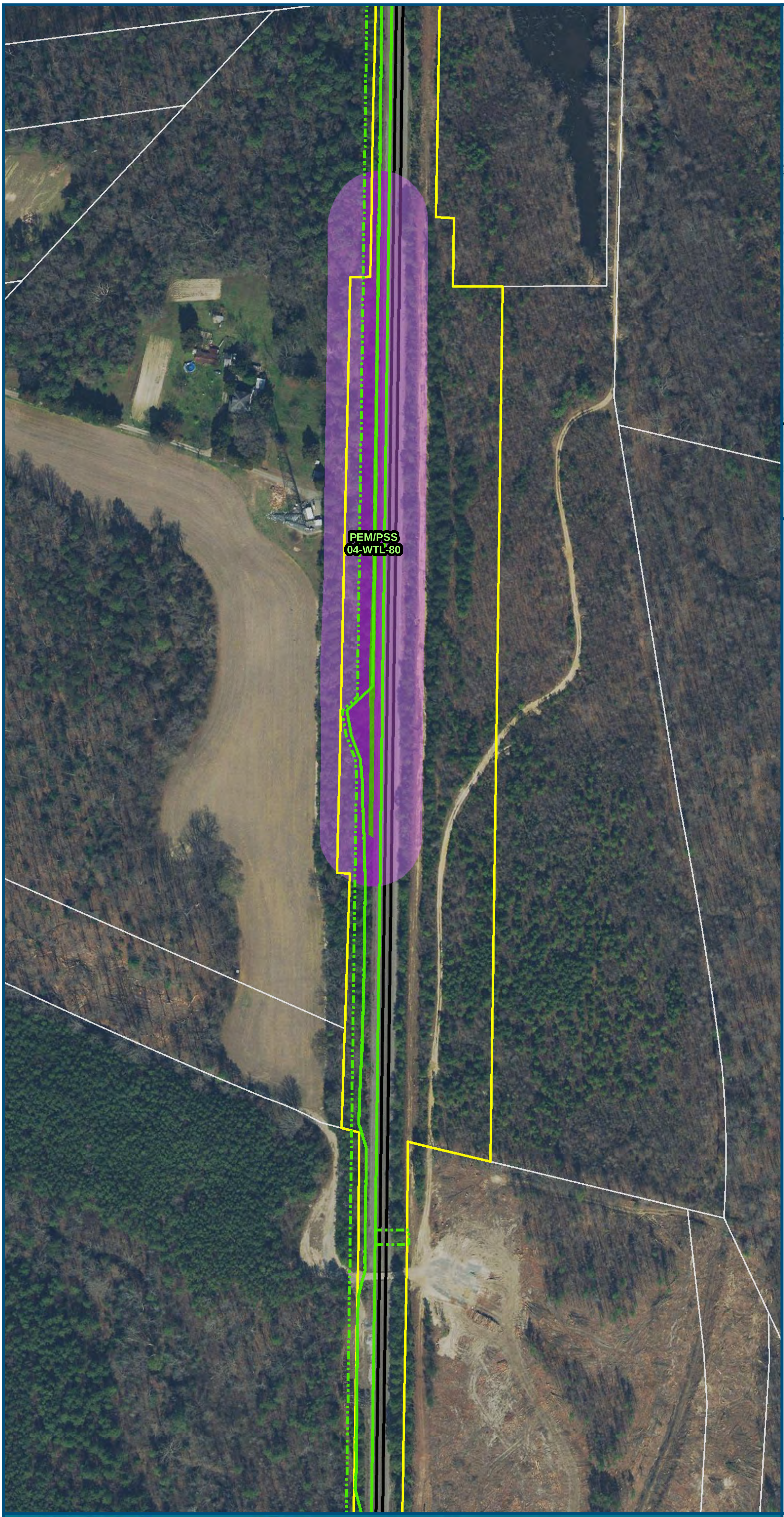
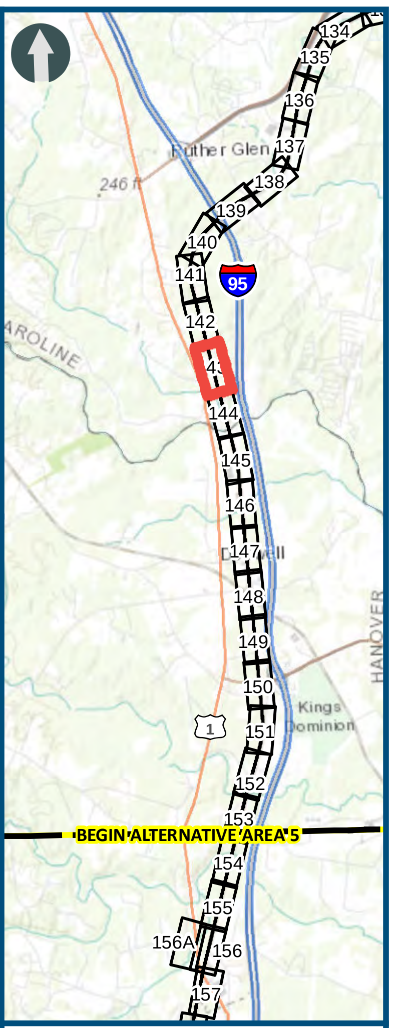

PEM/PSS
04-WTL-80


134
135
136
Ruther Glen
137
246 ft
138
139
140
141
95
142
CAROLINE
143
144
145
146
147
148
149
150
Kings Dominion
HANOVER
1
151
152
153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- -·- Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- □ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 143 of 217

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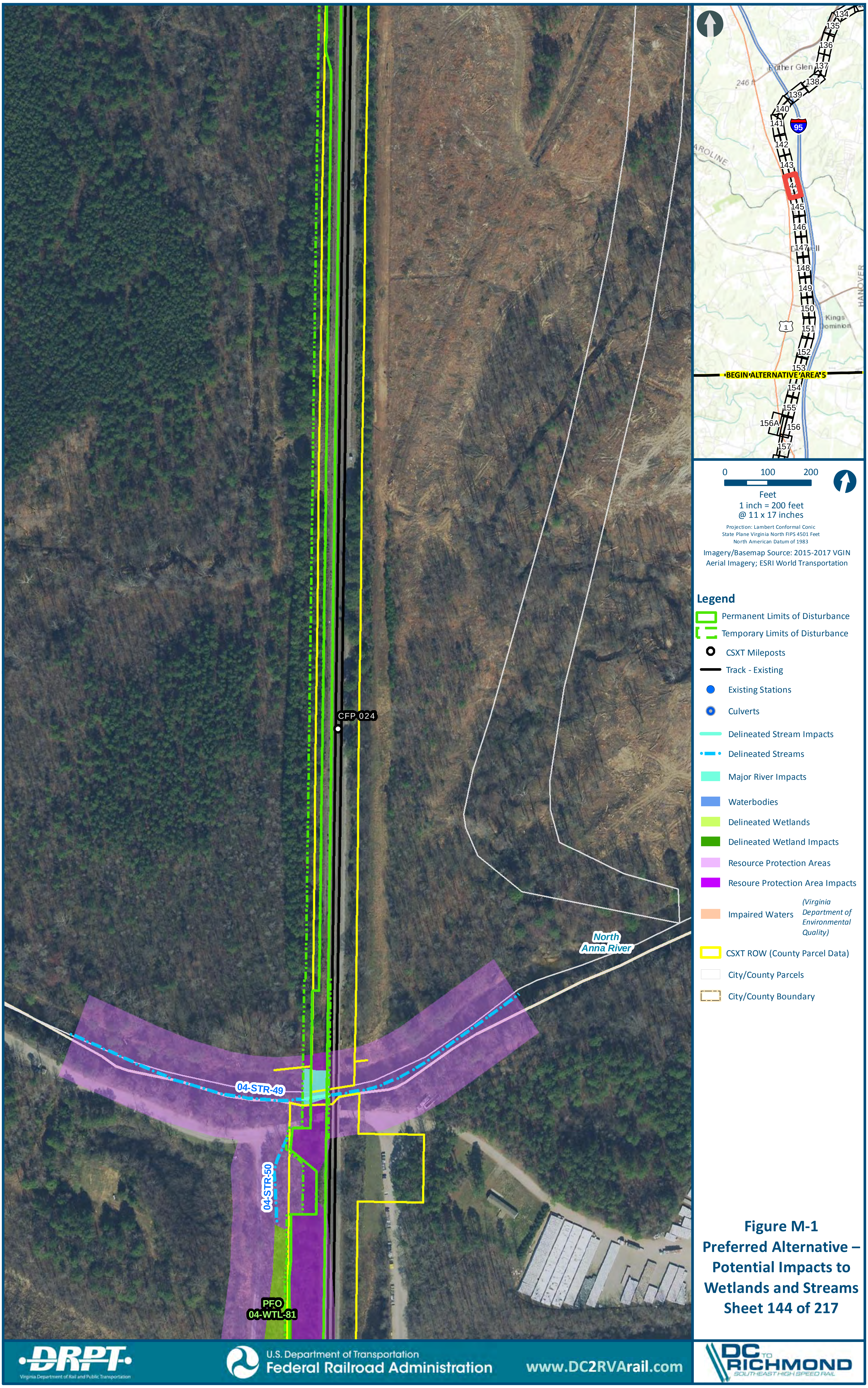
CFP 024
North Anna River
04-STR-49
04-STR-50
PFO
04-WTL-81
134
135
136
Ruther Glen
137
138
246 ft
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CAROLINE
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145
146
147
148
149
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Kings Dominion
HANOVER
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152
BEGIN ALTERNATIVE AREA 5
153
154
155
156A
156
157
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100
200
Feet
1 inch = 200 feet
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation
Legend
Permanent Limits of Disturbance
Temporary Limits of Disturbance
CSXT Mileposts
Track - Existing
Existing Stations
Culverts
Delineated Stream Impacts
Delineated Streams
Major River Impacts
Waterbodies
Delineated Wetlands
Delineated Wetland Impacts
Resource Protection Areas
Resoure Protection Area Impacts
Impaired Waters (Virginia Department of Environmental Quality)
CSXT ROW (County Parcel Data)
City/County Parcels
City/County Boundary

Figure M-1
Preferred Alternative –
Potential Impacts to
Wetlands and Streams
Sheet 144 of 217

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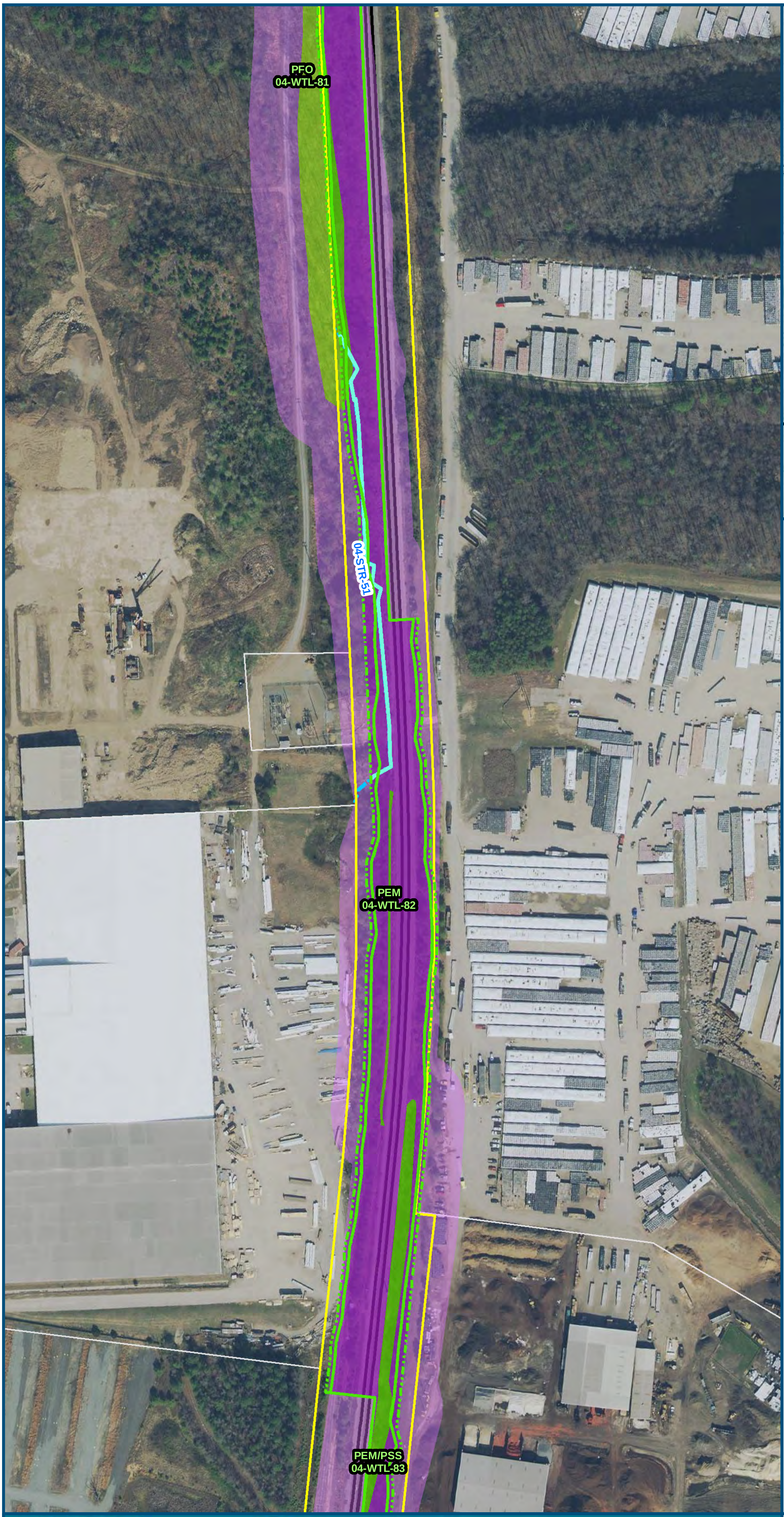
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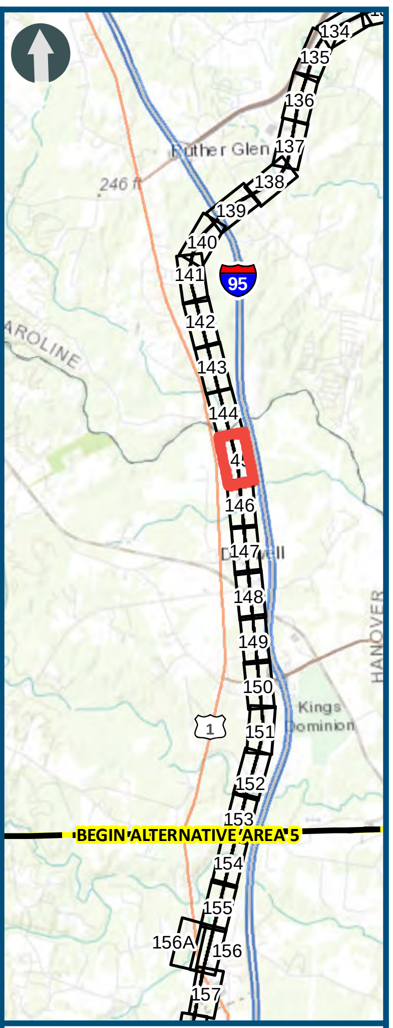
04-WTL-81
04-STR-51
PEM
04-WTL-82
PEM/PSS
04-WTL-83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Ruther Glen
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Doswell
148
149
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Kings Dominion
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153
BEGIN ALTERNATIVE AREA 5
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156A
156
157
HANOVER

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 145 of 217

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

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DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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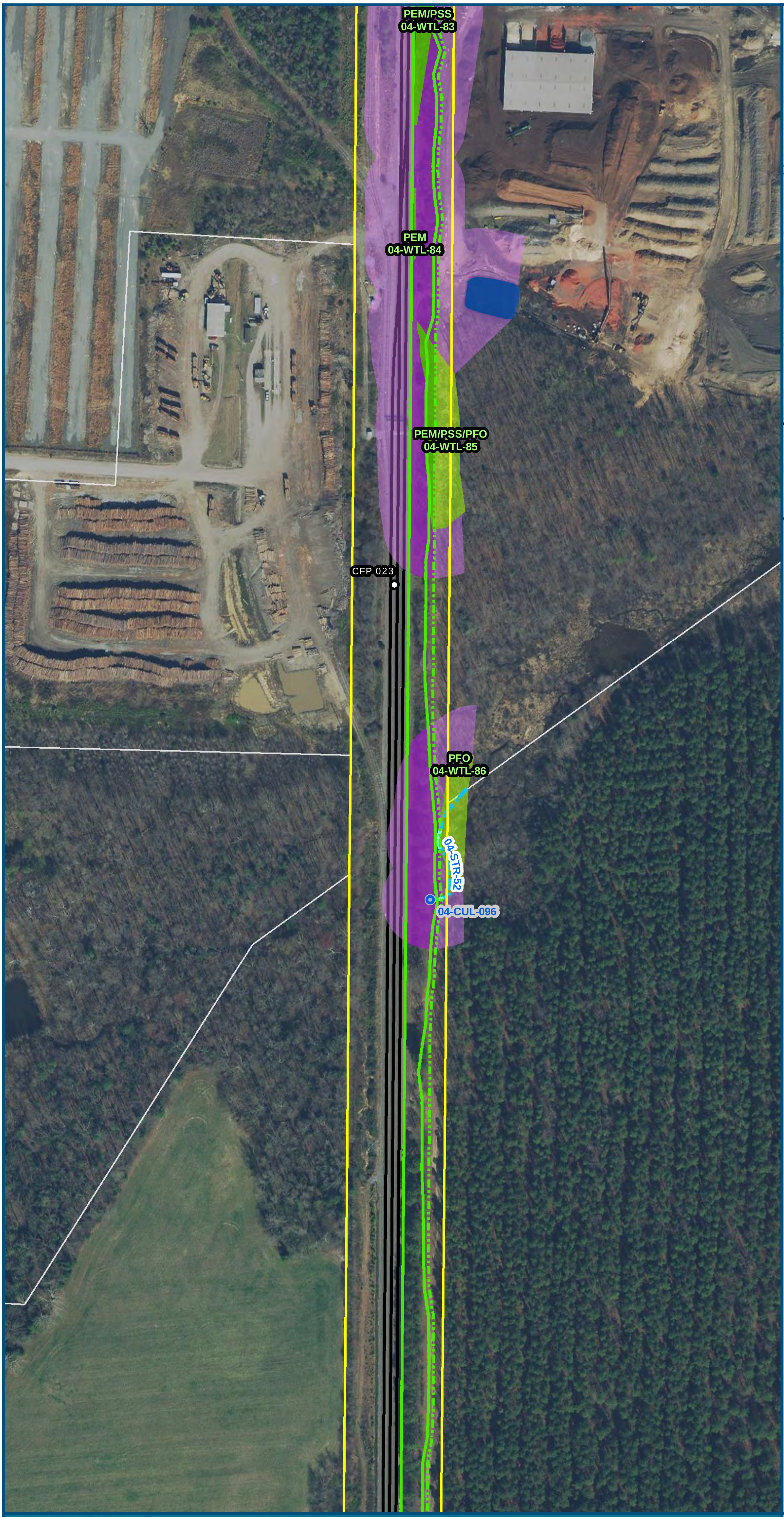
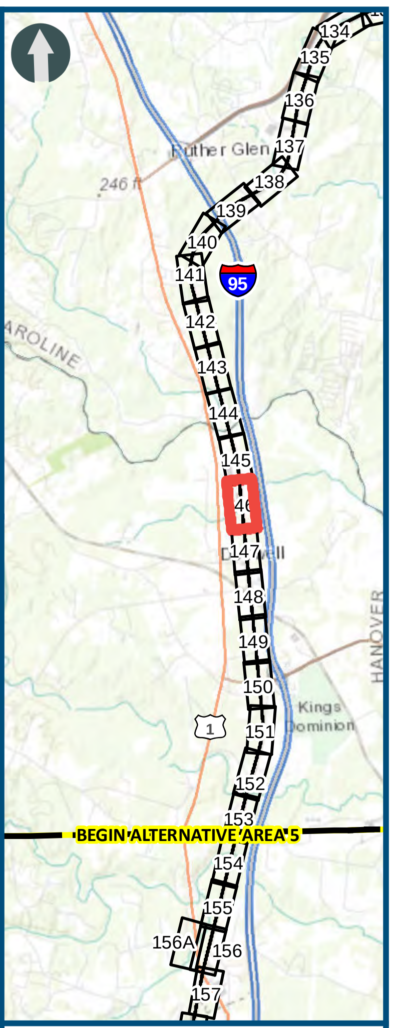

PEM/PSS
04-WTL-83
PEM
04-WTL-84
PEM/PSS/PFO
04-WTL-85
CFP 023
PFO
04-WTL-86
04-STR-52
04-CUL-096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HANOVER
Kings Dominion
1
151
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153
BEGIN ALTERNATIVE AREA 5
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155
156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 146 of 217

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U.S. Department of Transportation
Federal Railroad Administration

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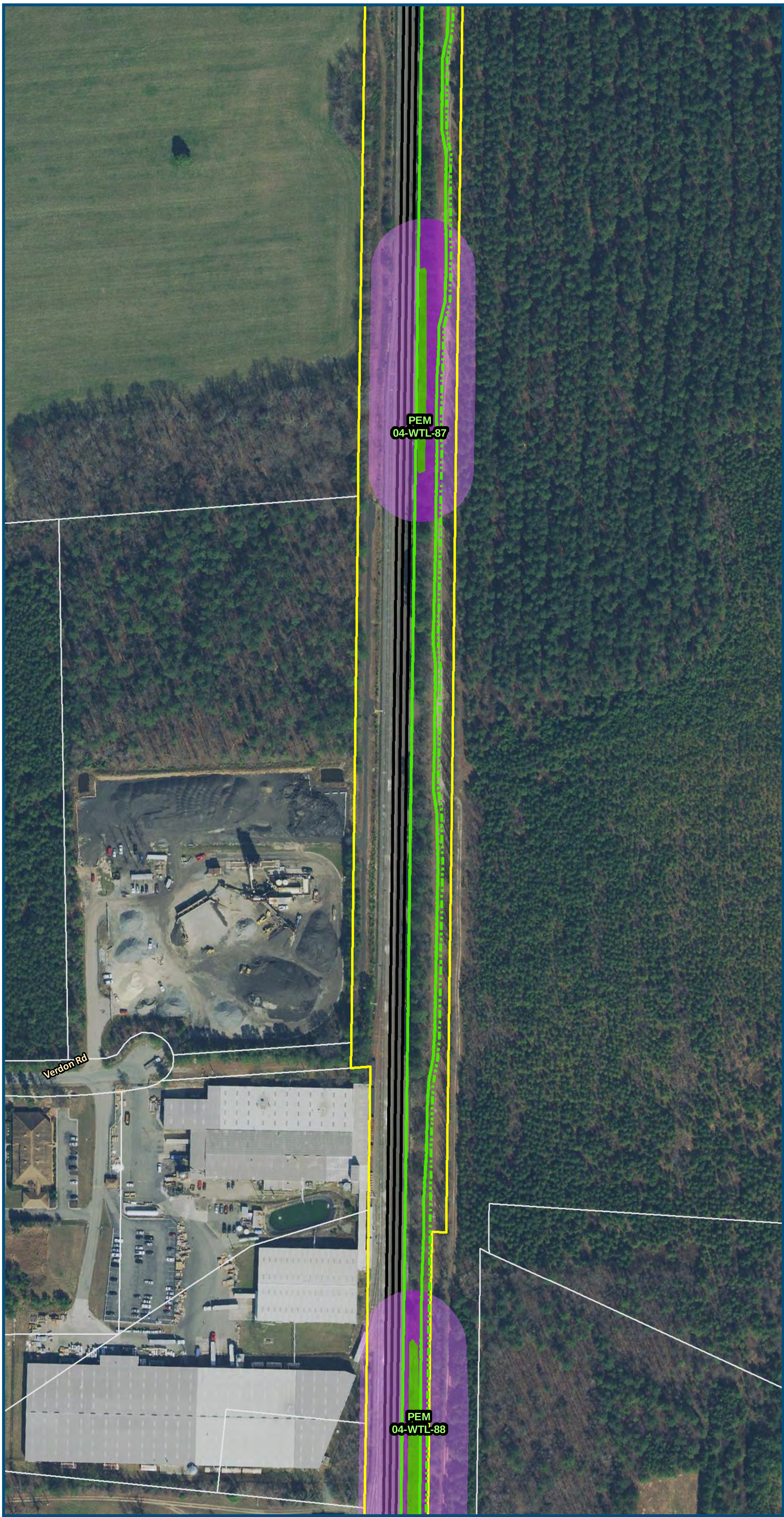
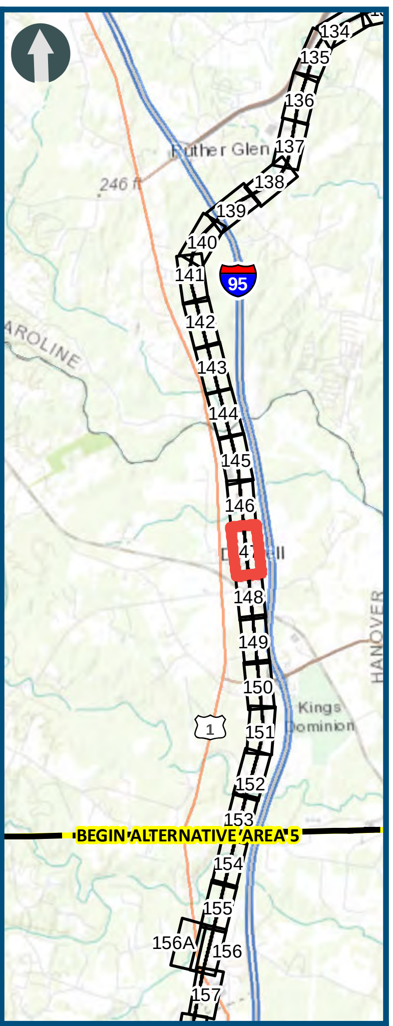
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

\\cdtsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018


PEM
04-WTL-87
PEM
04-WTL-88
Verdon Rd


134
135
136
Ruther Glen
137
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246 ft
139
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95
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CAROLINE
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150
Kings Dominion
HANOVER
1
151
152
153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
●	Culverts
—	Delineated Stream Impacts
- -	Delineated Streams
▬	Major River Impacts
▬	Waterbodies
▬	Delineated Wetlands
▬	Delineated Wetland Impacts
▬	Resource Protection Areas
▬	Resoure Protection Area Impacts
▬	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 147 of 217

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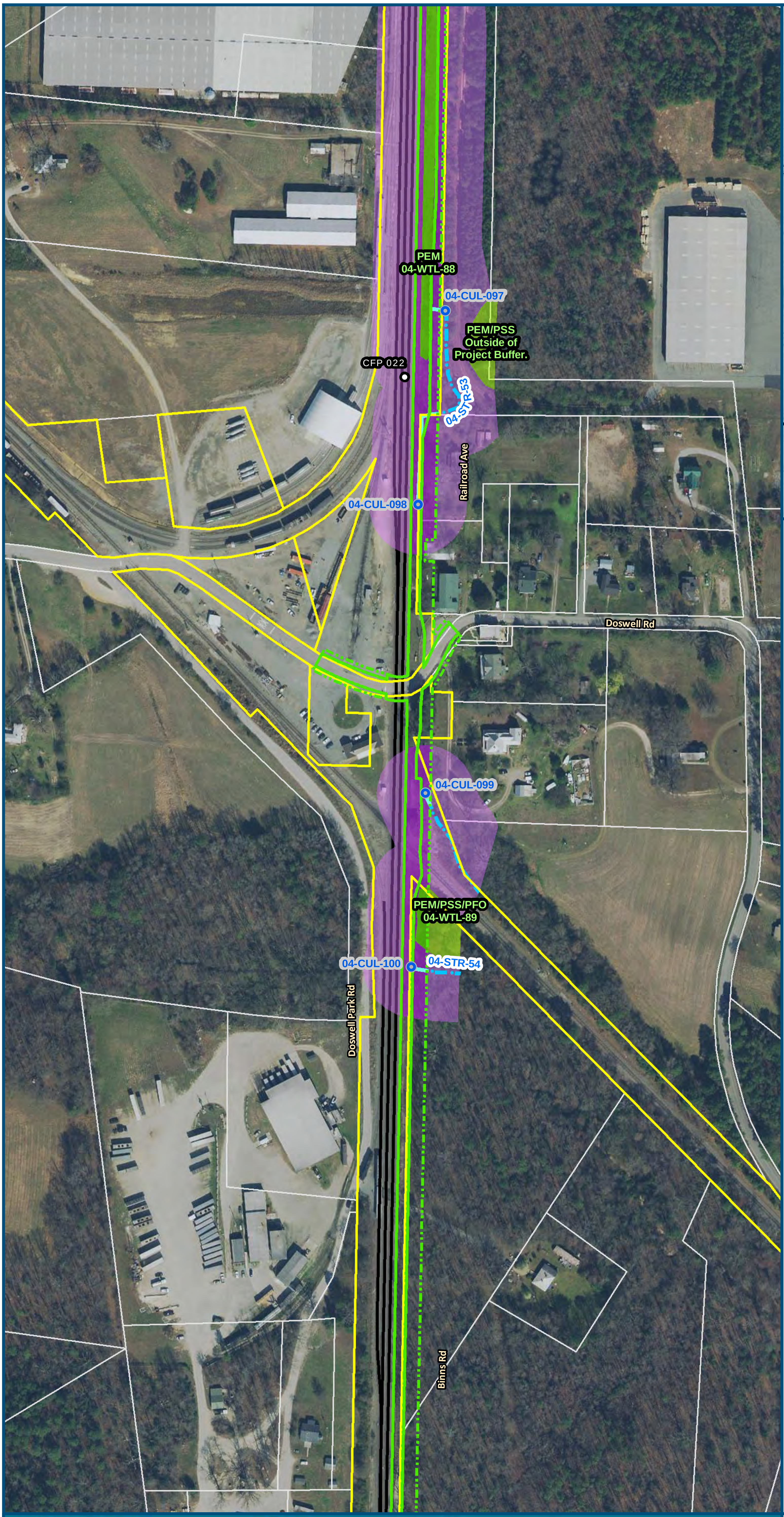
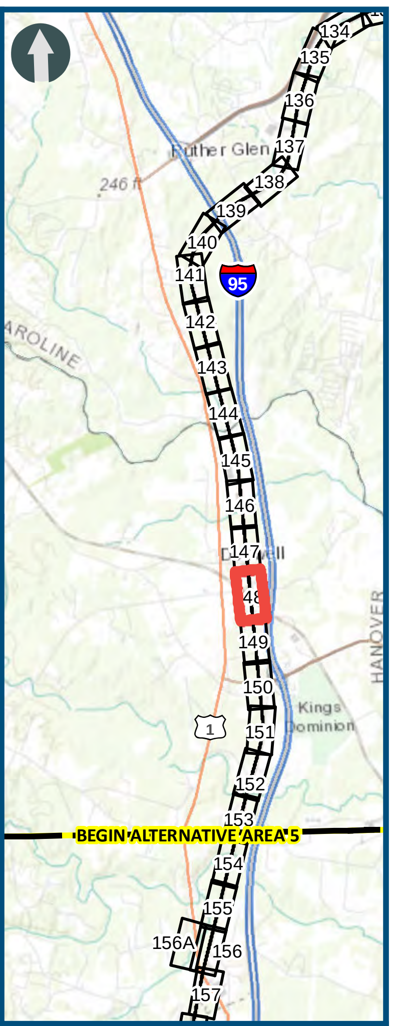

PEM
04-WTL-88
04-CUL-097
PEM/PSS
Outside of
Project Buffer.
CFP 022
04-STR-53
Railroad Ave
04-CUL-098
Doswell Rd
04-CUL-099
PEM/PSS/PFO
04-WTL-89
04-CUL-100
04-STR-54
Doswell Park Rd
Binns Rd


134
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136
Ruther Glen
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246 ft
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AROLINE
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Doswell
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Kings Dominion
HANOVER
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153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

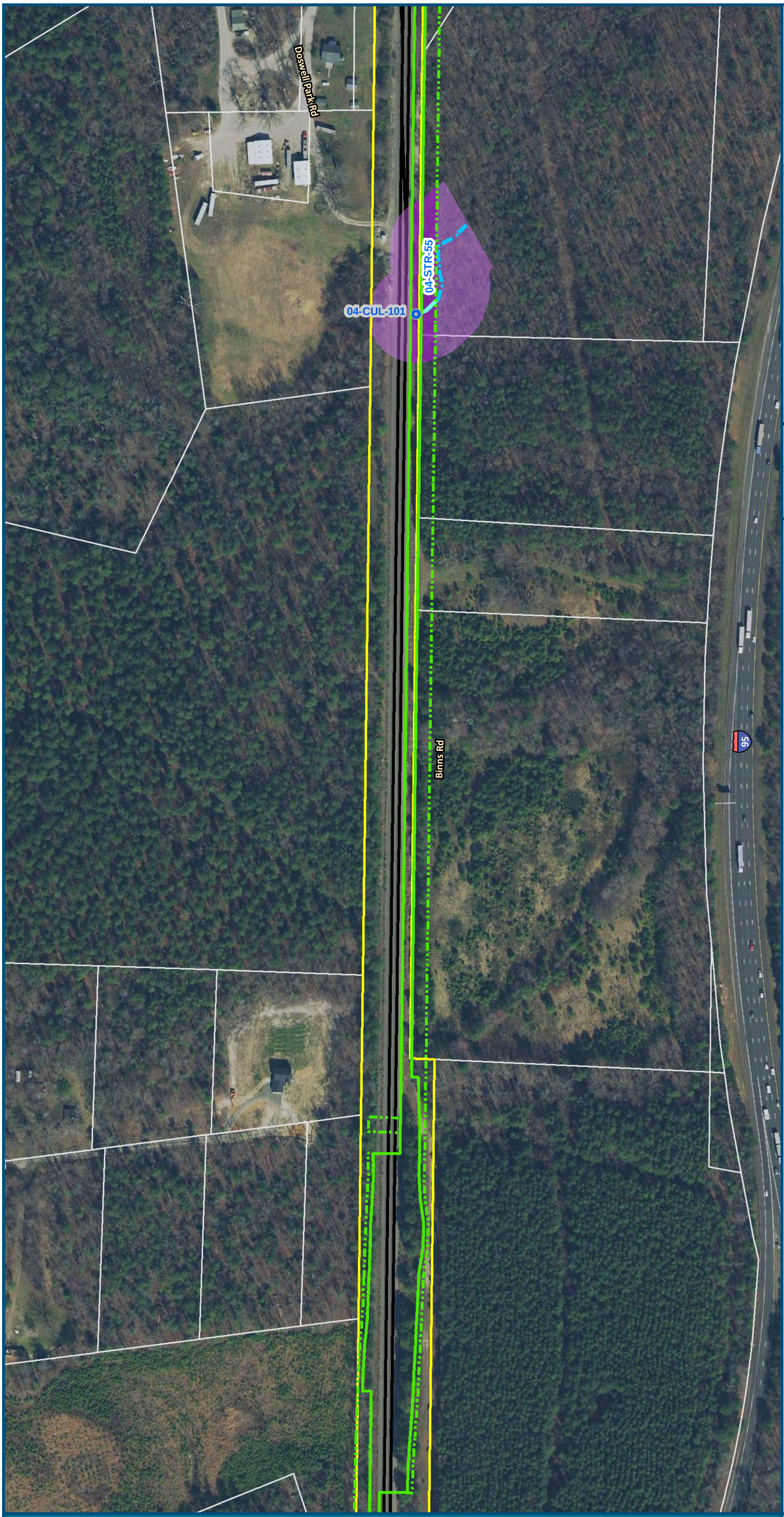
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

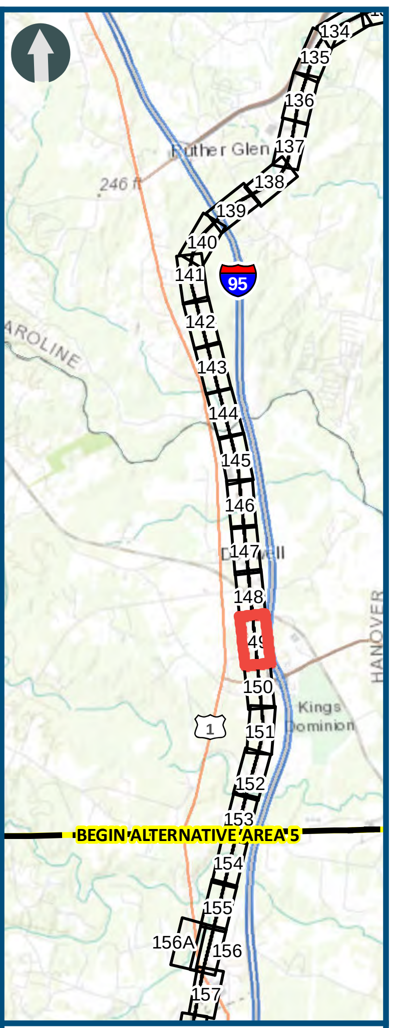
Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▨ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - · - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 148 of 217


Doswell Park Rd
04-STR-55
04-CUL-101
Binns Rd
95


134
135
136
Ruther Glen
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246 ft
138
139
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CAROLINE
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Doswell
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Kings Dominion
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HANOVER
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153
BEGIN ALTERNATIVE AREA 5
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156A
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157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 149 of 217

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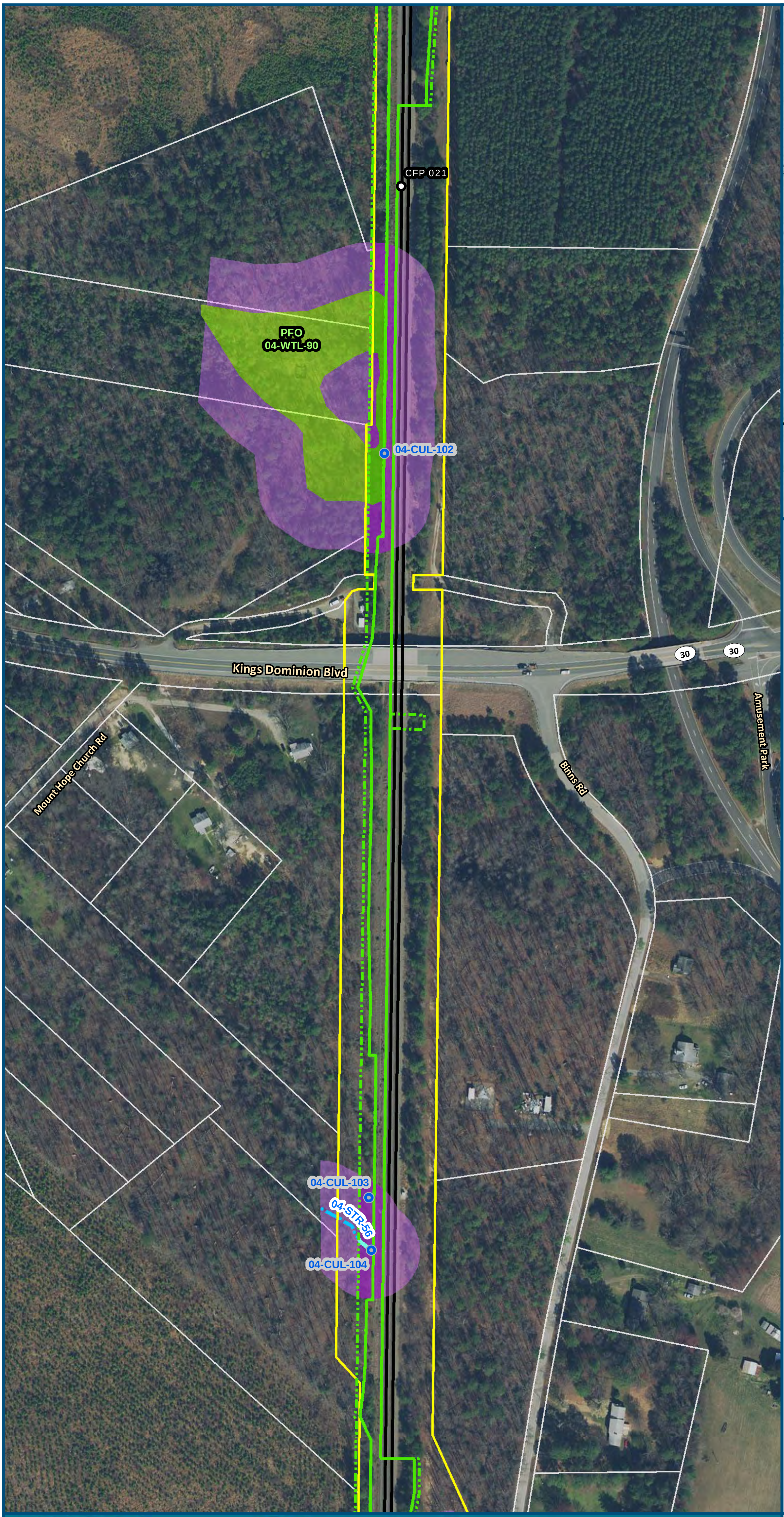
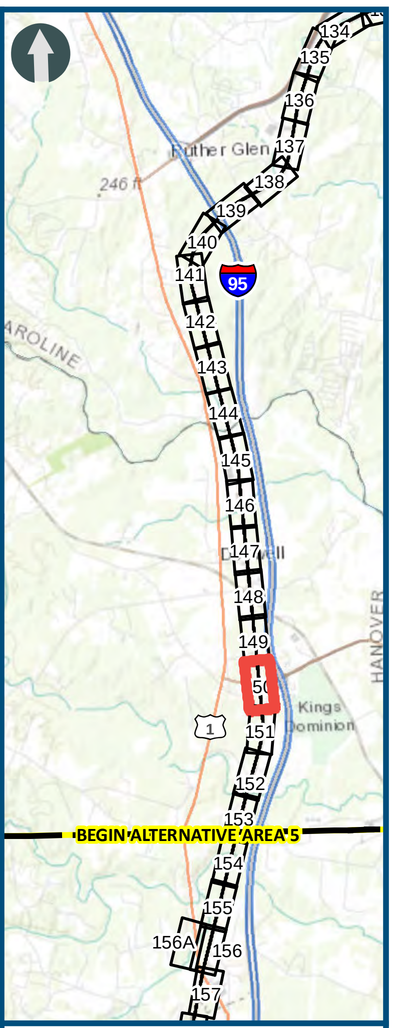

CFP 021
PFO
04-WTL-90
04-CUL-102
Kings Dominion Blvd
30
30
Amusement Park
Binns Rd
Mount Hope Church Rd
04-CUL-103
04-STR-56
04-CUL-104


134
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Ruther Glen
137
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246 ft
139
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141
95
142
AROLINE
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150
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1
Kings Dominion
HANOVER
152
153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- -·- Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ⬜ City/County Parcels
- ⬚ City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 150 of 217

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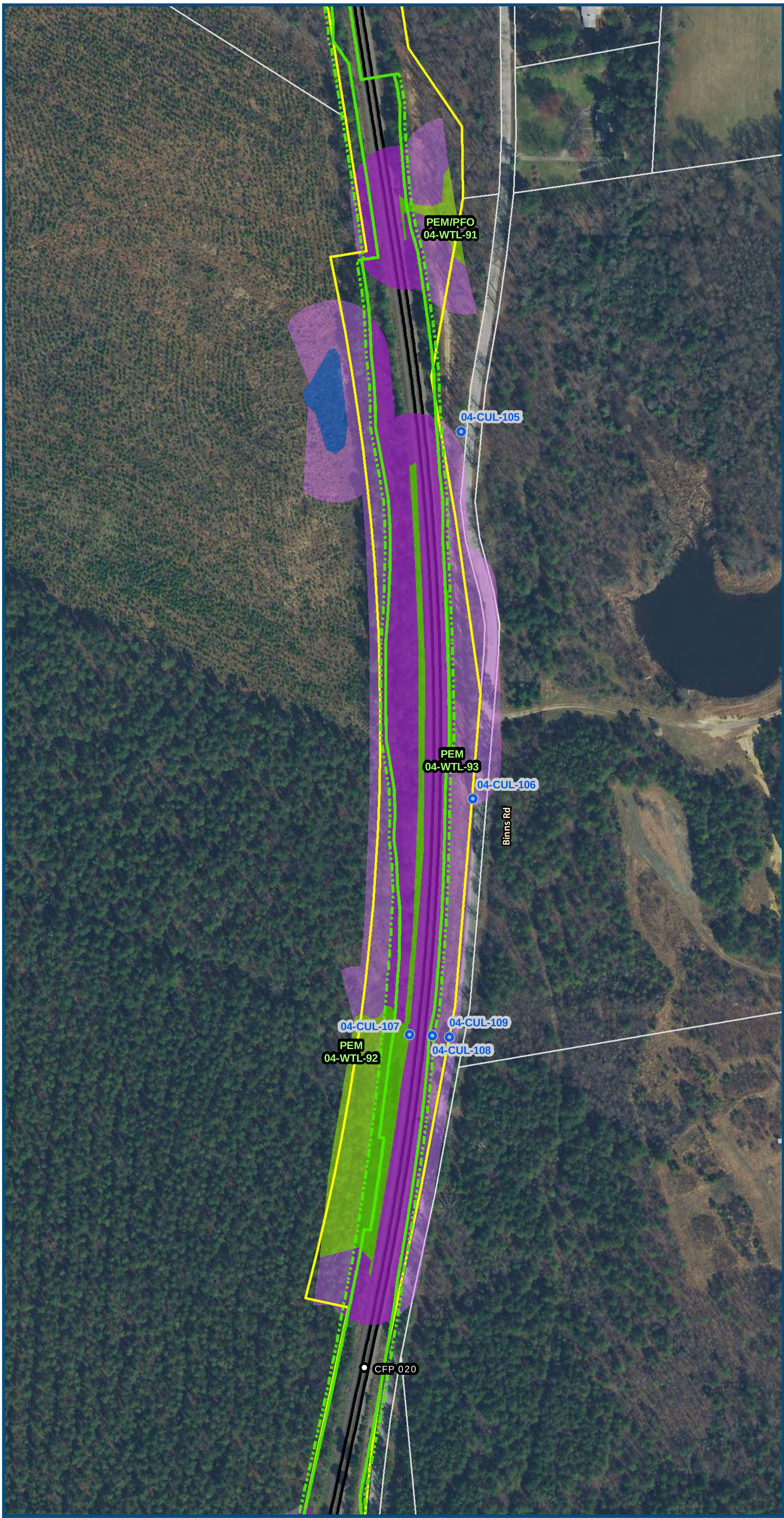
PEM/PFO
04-WTL-91
04-CUL-105
PEM
04-WTL-93
04-CUL-106
Binns Rd
04-CUL-107
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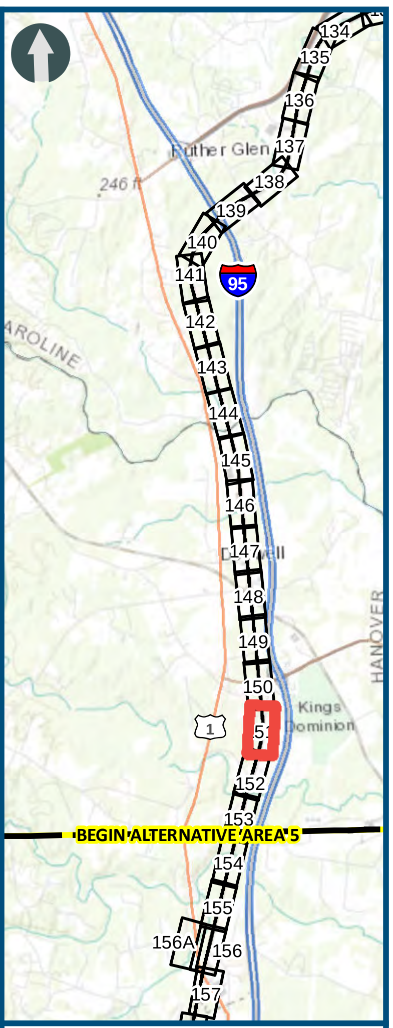
04-CUL-108
PEM
04-WTL-92
CFP 020


134
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Ruther Glen
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CAROLINE
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HANOVER
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Kings Dominion
1
151
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BEGIN ALTERNATIVE AREA 5
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156A
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157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 151 of 217

DRPT
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U.S. Department of Transportation
Federal Railroad Administration

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DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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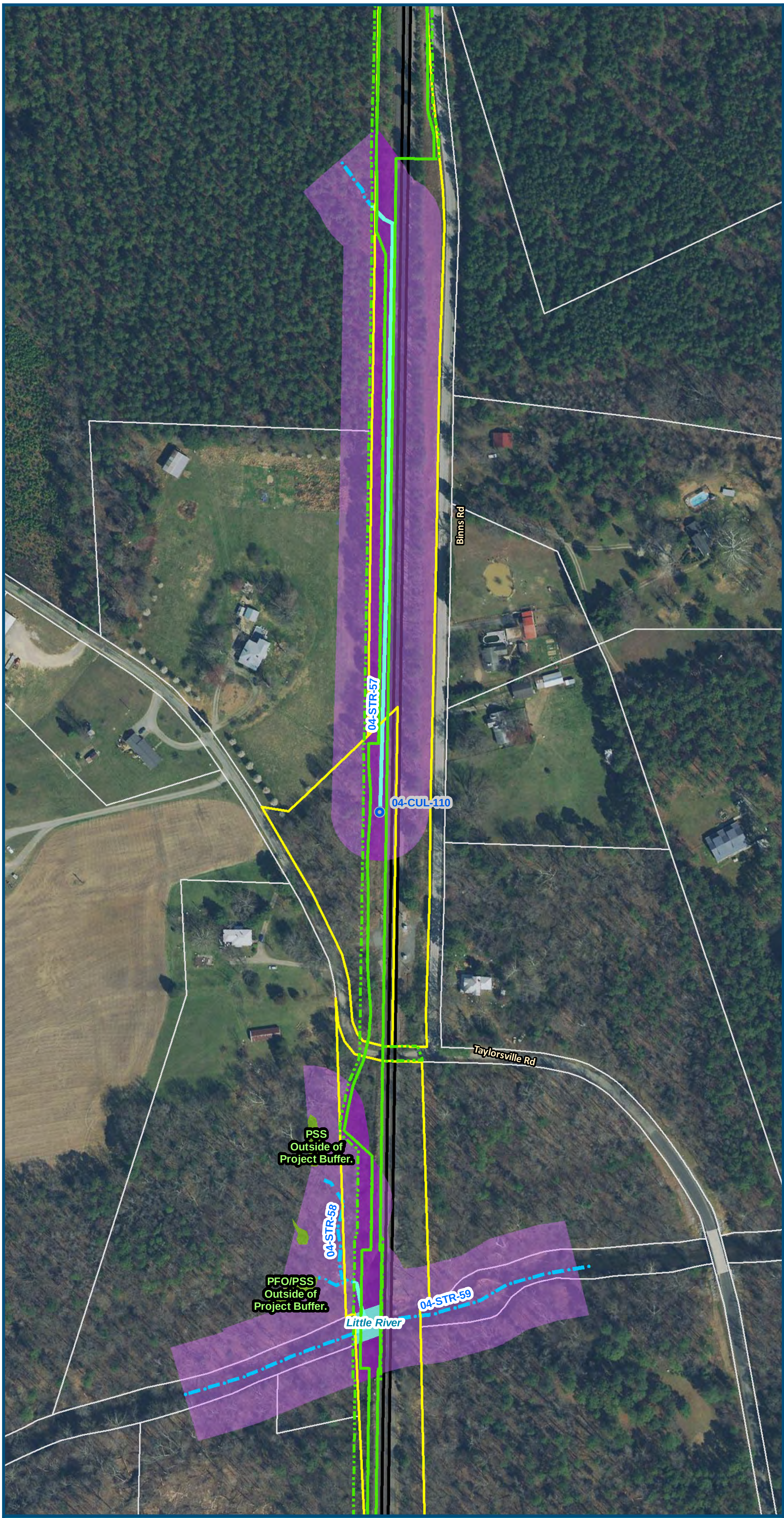
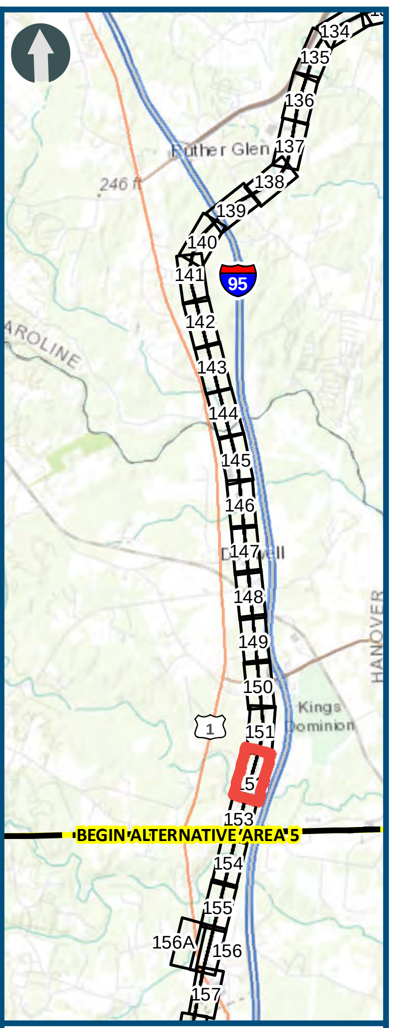


Binns Rd
04-STR-57
04-CUL-110
Taylorsville Rd
PSS
Outside of
Project Buffer.
04-STR-58
PFO/PSS
Outside of
Project Buffer.
04-STR-59
Little River



134
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246 ft
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CAROLINE
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HANOVER
Kings
Dominion
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BEGIN ALTERNATIVE AREA 5
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154
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156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- ● Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams

Sheet 152 of 217

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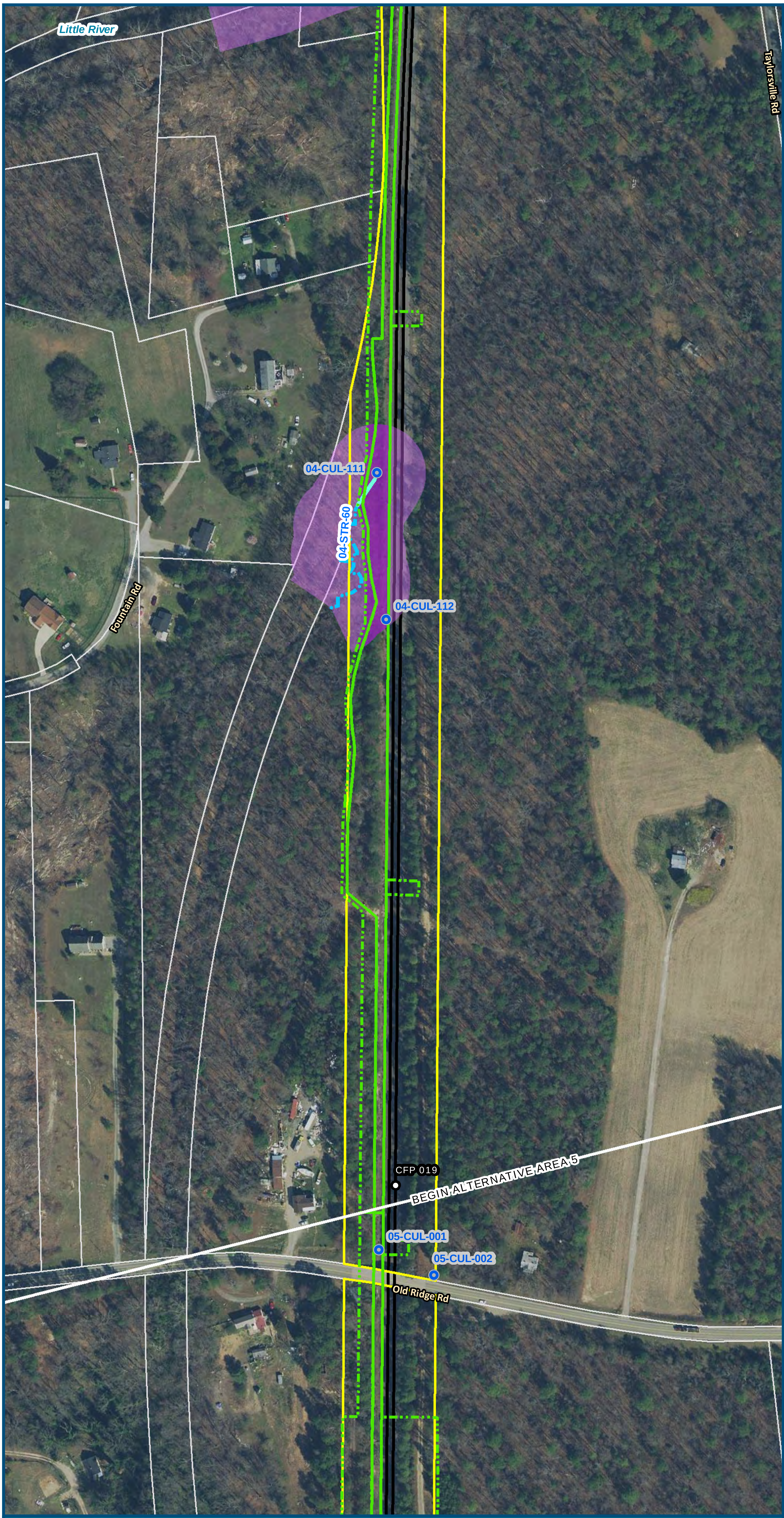
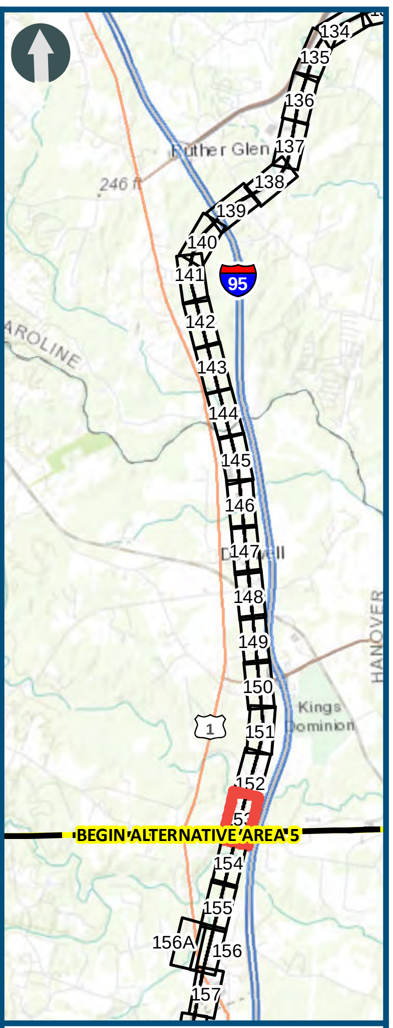

Little River
Taylorsville Rd
Fountain Rd
04-CUL-111
04-STR-60
04-CUL-112
CFP 019
BEGIN ALTERNATIVE AREA 5
05-CUL-001
05-CUL-002
Old Ridge Rd


134
135
136
Ruther Glen
137
138
246 ft
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140
141
95
142
CAROLINE
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150
HANOVER
Kings Dominion
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151
152
153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 153 of 217

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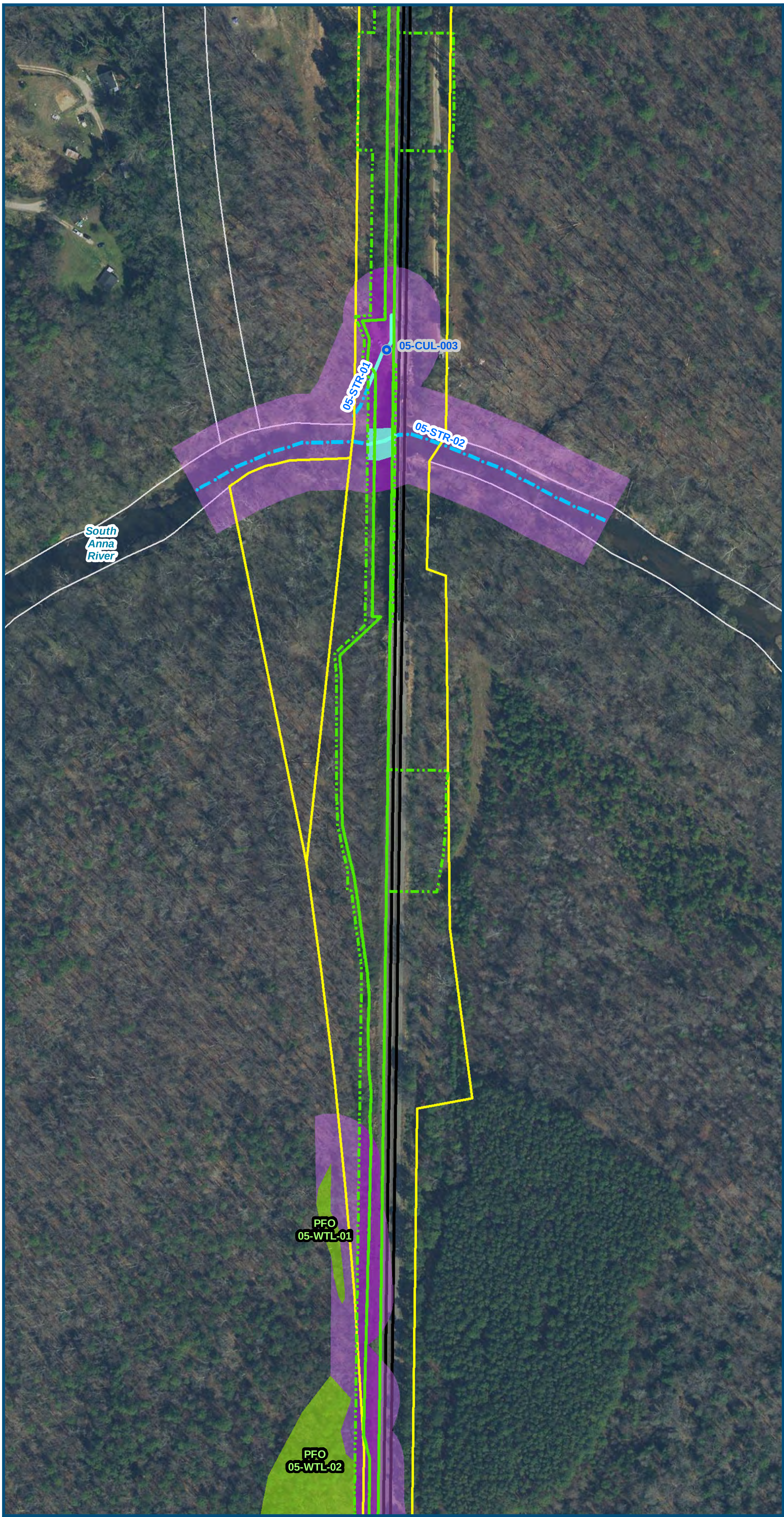
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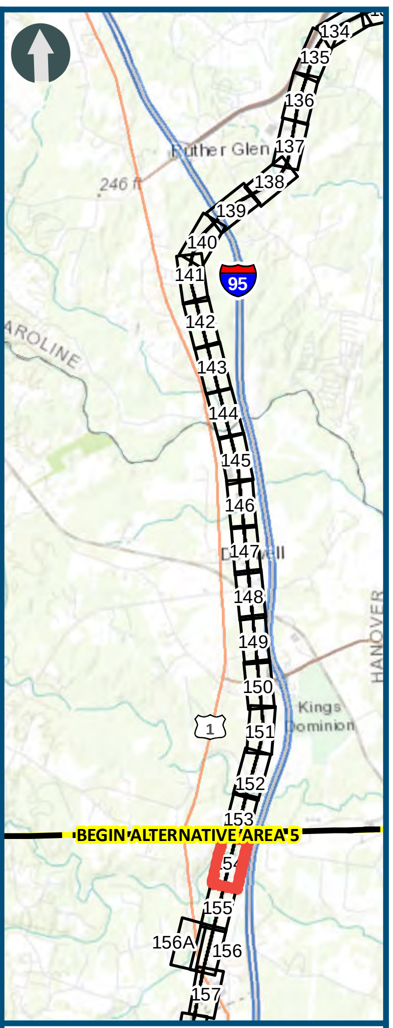
05-STR-02
South Anna River
PFO 05-WTL-01
PFO 05-WTL-02


134
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Ruther Glen
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246 ft
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CAROLINE
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Kings Dominion
1
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152
153
BEGIN ALTERNATIVE AREA 5
154
155
156A
156
157
HANOVER

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

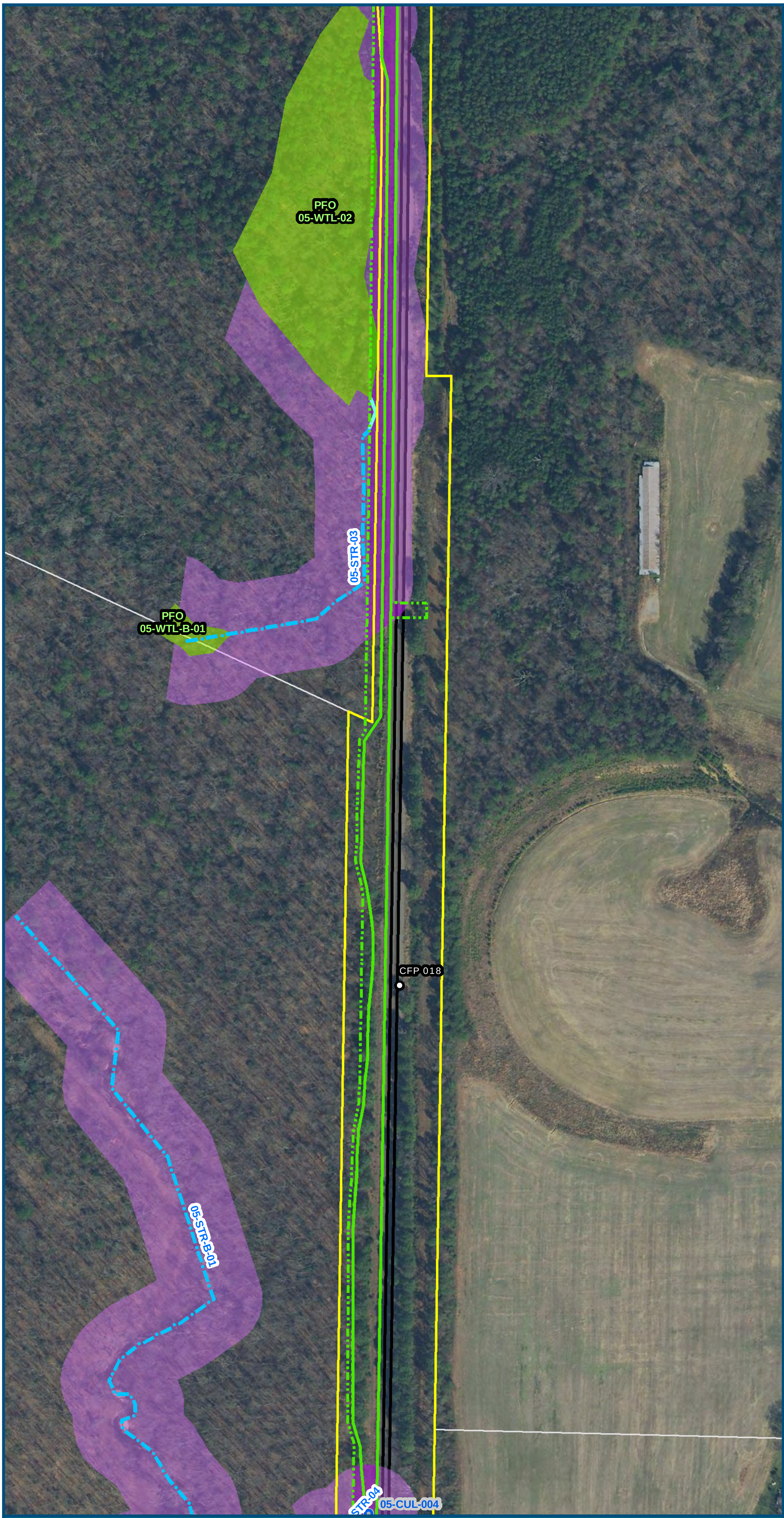
Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 154 of 217

\\ctsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018



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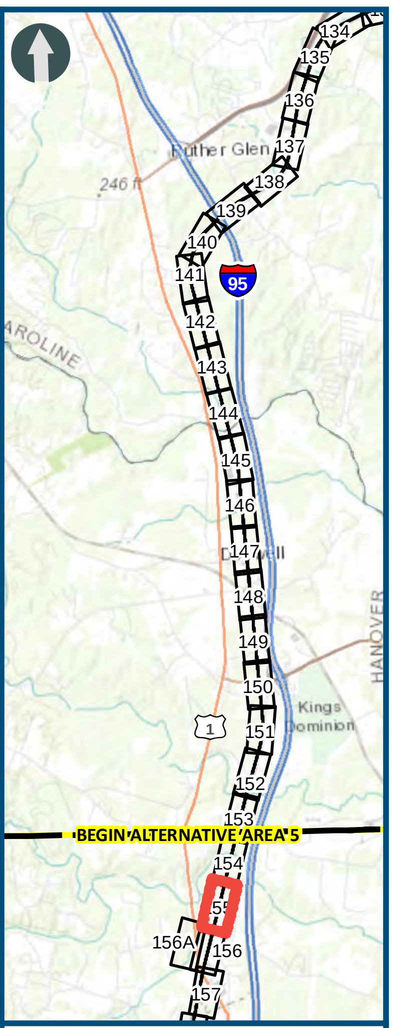
05-STR-03
PFO
05-WTL-B-01
CFP 018
05-STR-B-01
STR-04
05-CUL-004



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Ruther Glen
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246 ft
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AROLINE
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HANOVER
150
Kings Dominion
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BEGIN ALTERNATIVE AREA 5
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156A
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157

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
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- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 155 of 217

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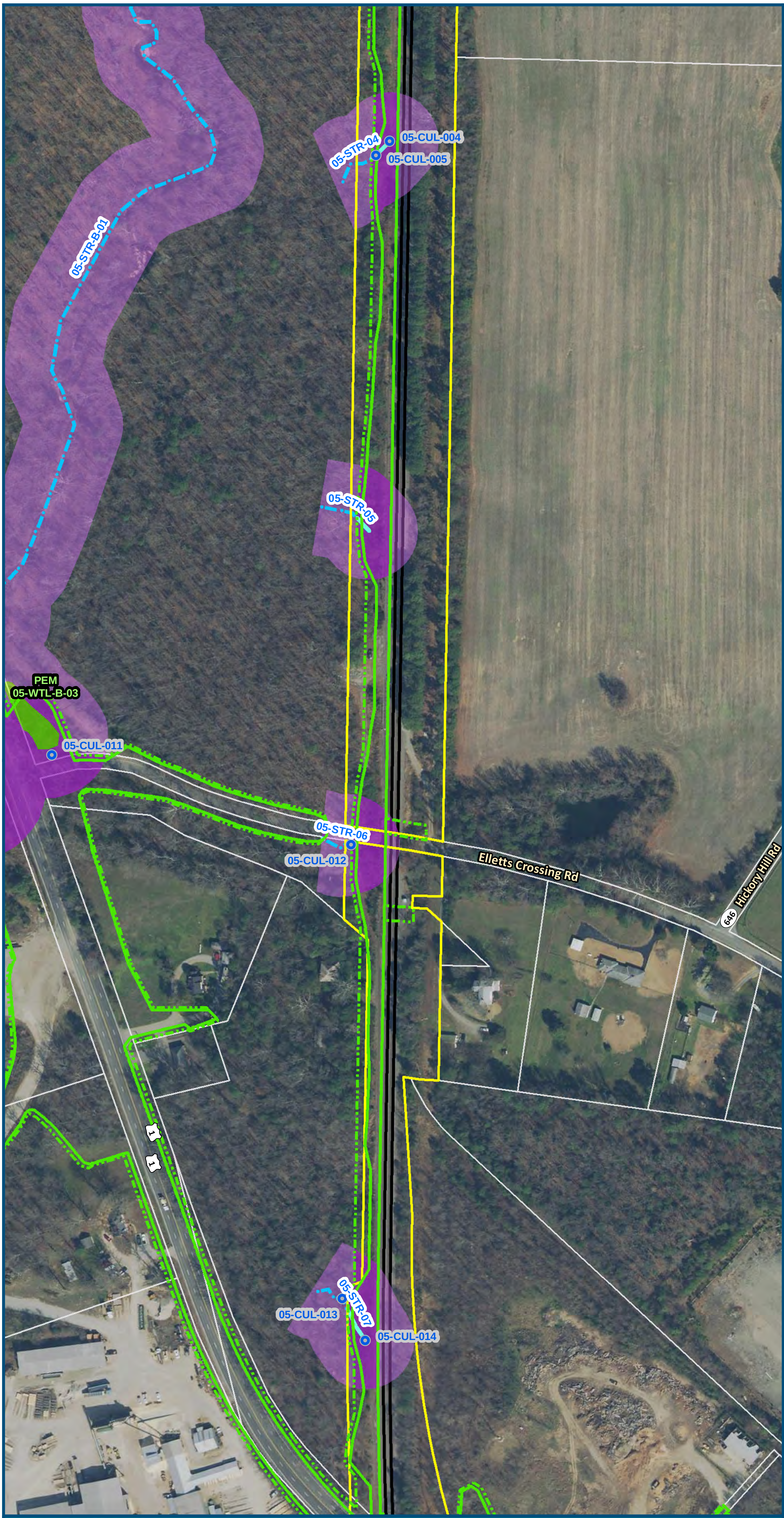
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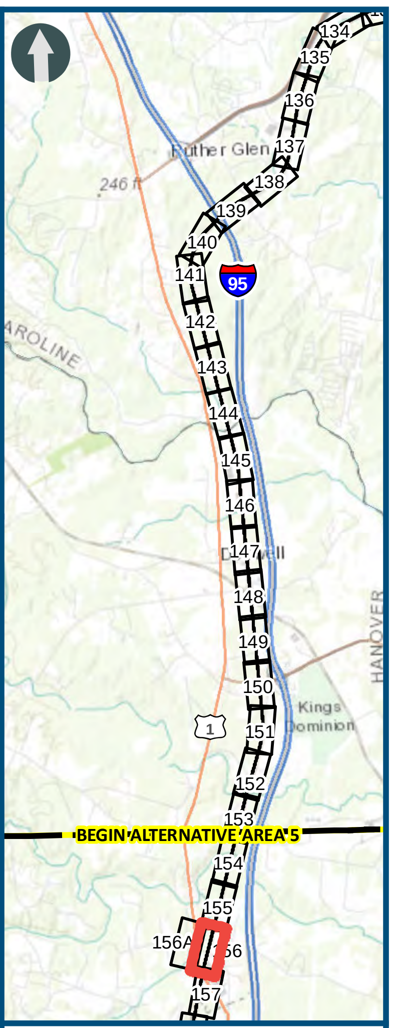
05-CUL-005
05-STR-B-01
05-STR-05
PEM
05-WTL-B-03
05-CUL-011
05-STR-06
05-CUL-012
Elletts Crossing Rd
Hickory Hill Rd
646
1
1
05-STR-07
05-CUL-013
05-CUL-014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246 ft
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HANOVER
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Kings Dominion
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BEGIN ALTERNATIVE AREA 5
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- ● Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
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- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 156 of 217

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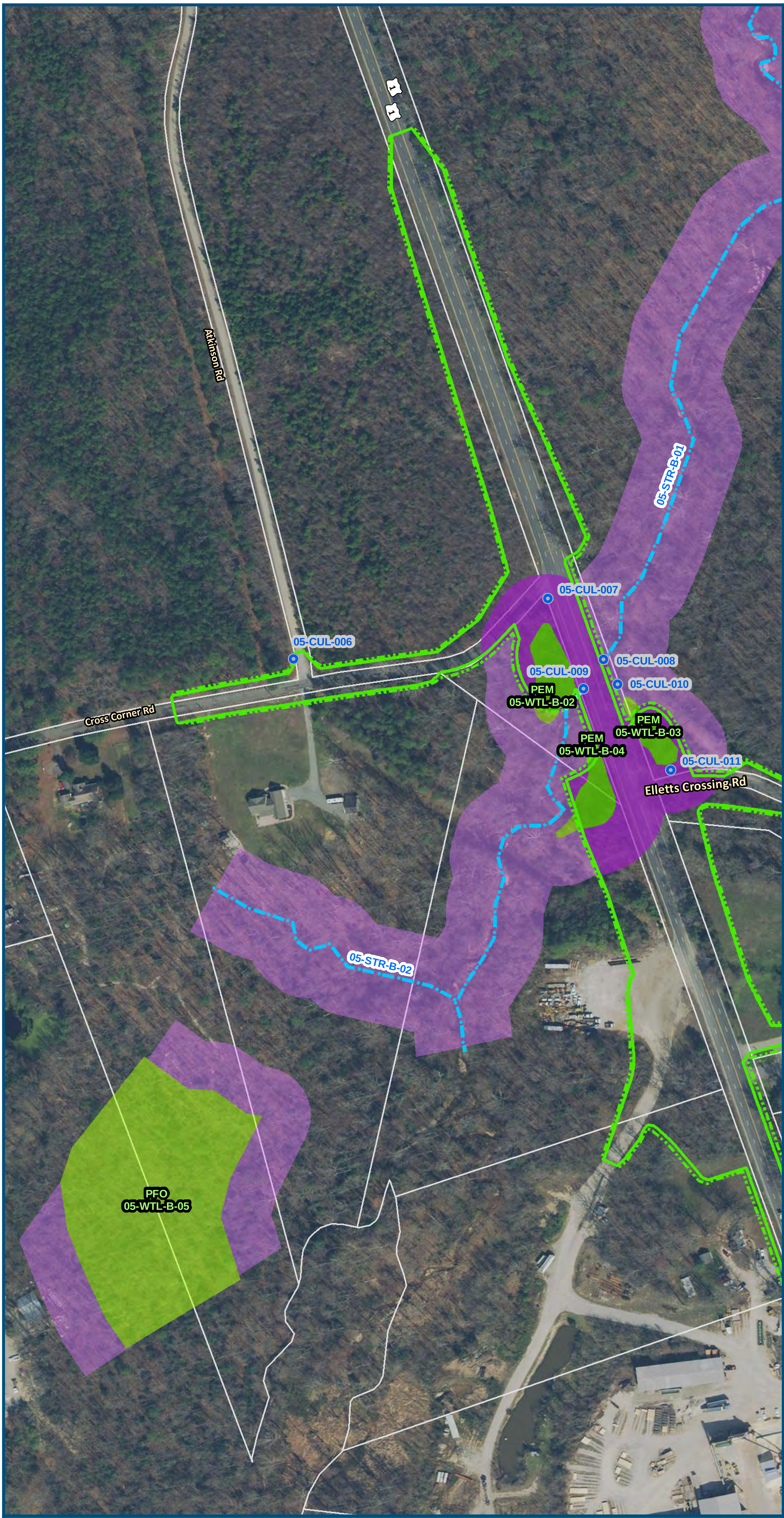
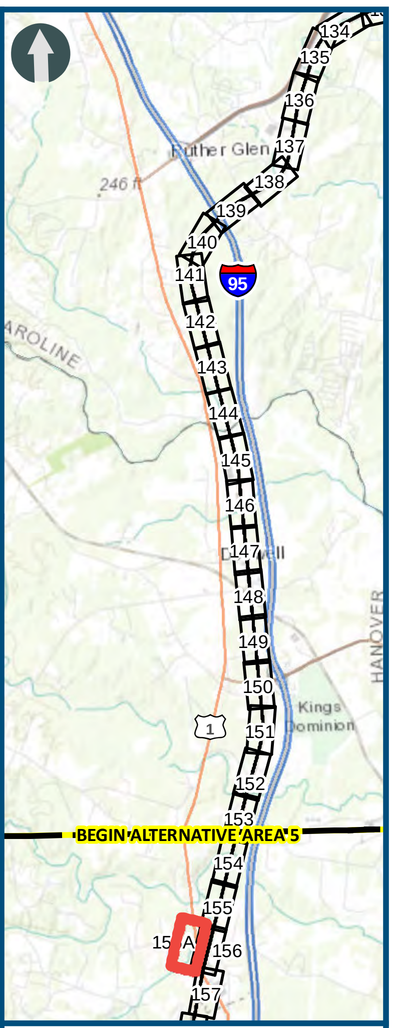

1
1
Akinson Rd
05-STR-B-01
05-CUL-007
05-CUL-006
05-CUL-008
05-CUL-009
05-CUL-010
PEM
05-WTL-B-02
PEM
05-WTL-B-03
PEM
05-WTL-B-04
05-CUL-011
Cross Corner Rd
Elletts Crossing Rd
05-STR-B-02
PFO
05-WTL-B-05


134
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Ruther Glen
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246 ft
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AROLINE
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HANOVER
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Kings Dominion
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BEGIN ALTERNATIVE AREA 5
154
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0 100 200

Feet

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@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 156A of 217

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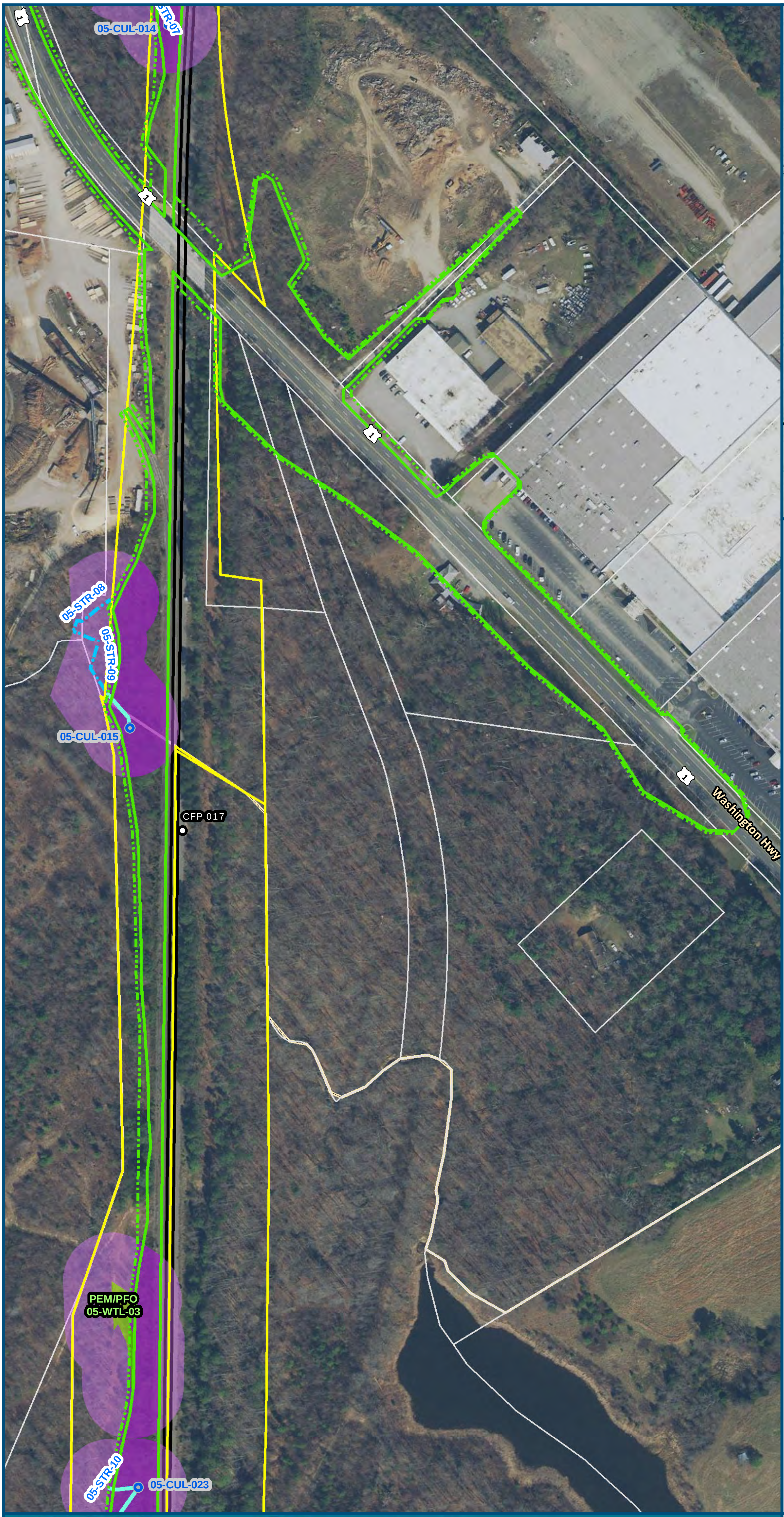
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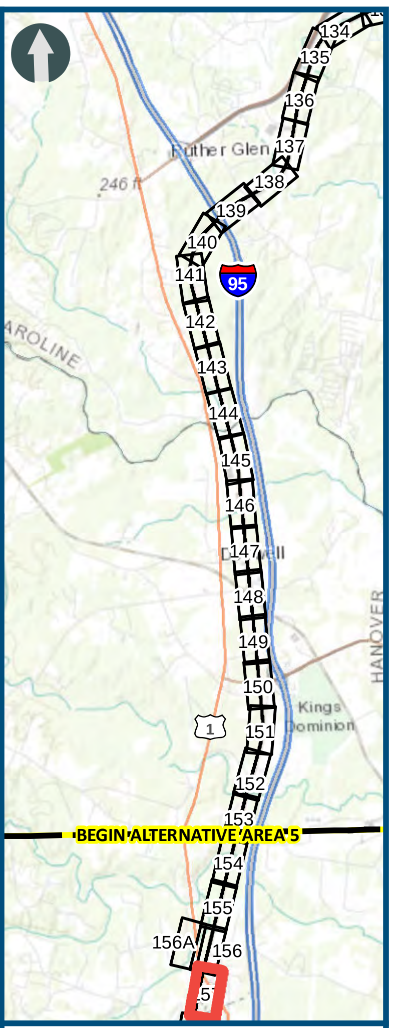
05-CUL-014
05-STR-07
1
05-STR-08
05-STR-09
05-CUL-015
CFP 017
1
1
Washington Hwy
PEM/PFO
05-WTL-03
05-STR-10
05-CUL-023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CAROLINE
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HANOVER
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Kings Dominion
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BEGIN ALTERNATIVE AREA 5
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156A
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

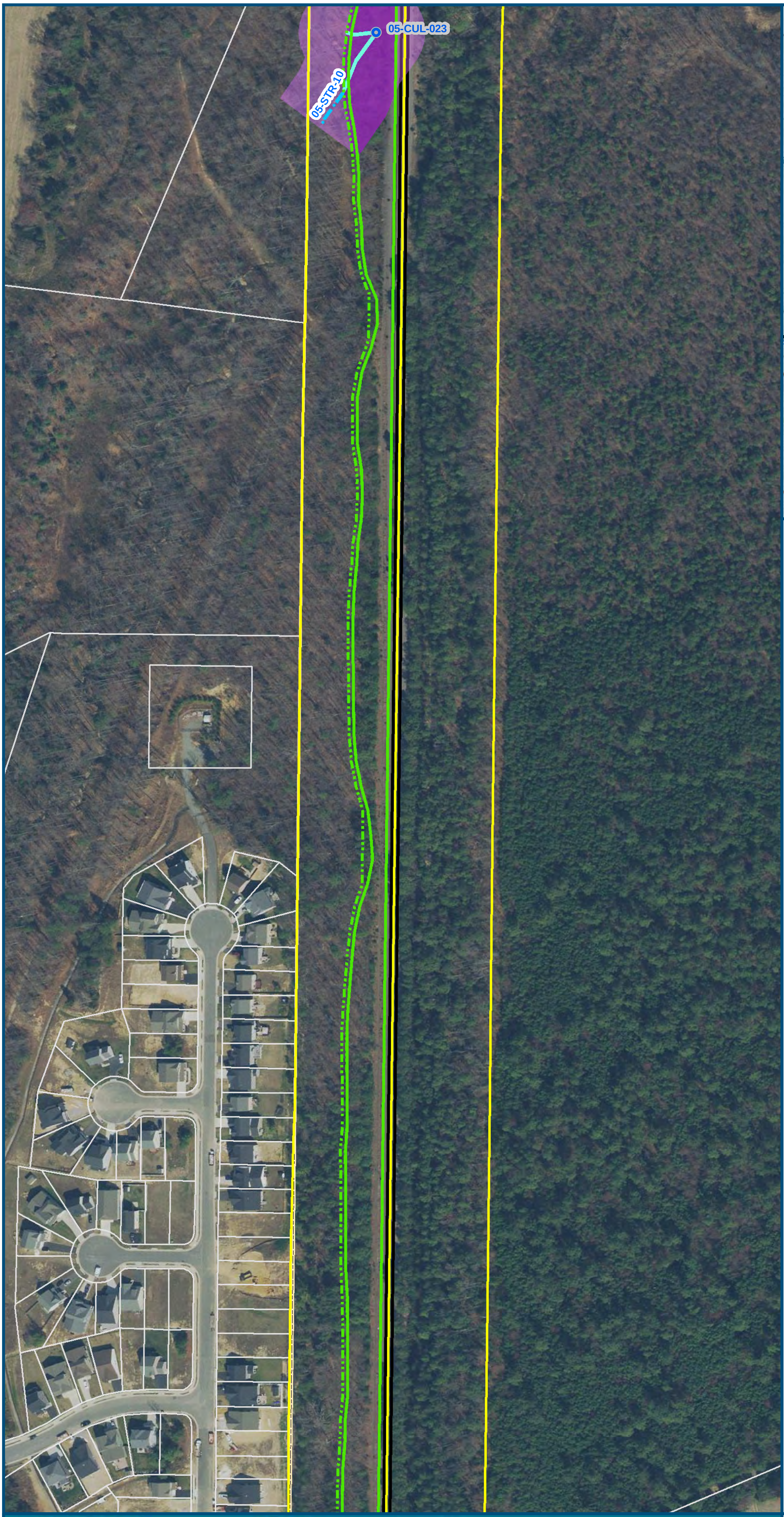
Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- -·- Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 157 of 217

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018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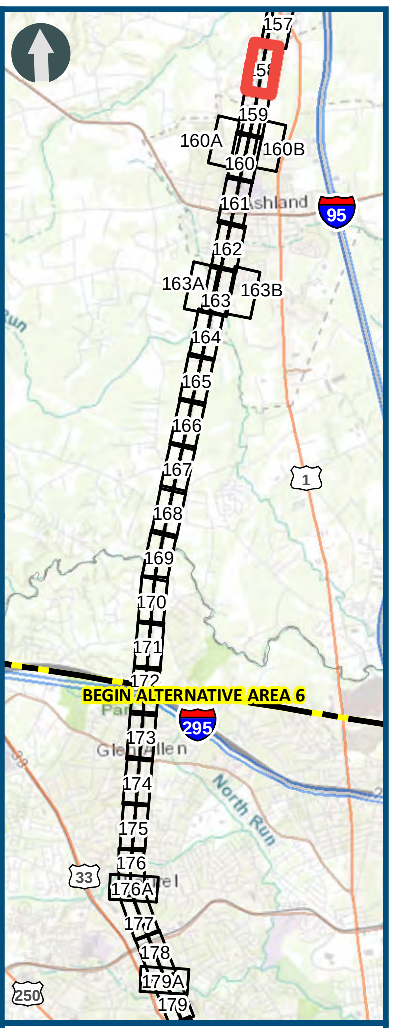
157
158
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160A
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160B
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Ashland
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163A
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163B
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169
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172
BEGIN ALTERNATIVE AREA 6
295
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Glen Allen
174
North Run
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176
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176A
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179A
179
250

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
···	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 158 of 217

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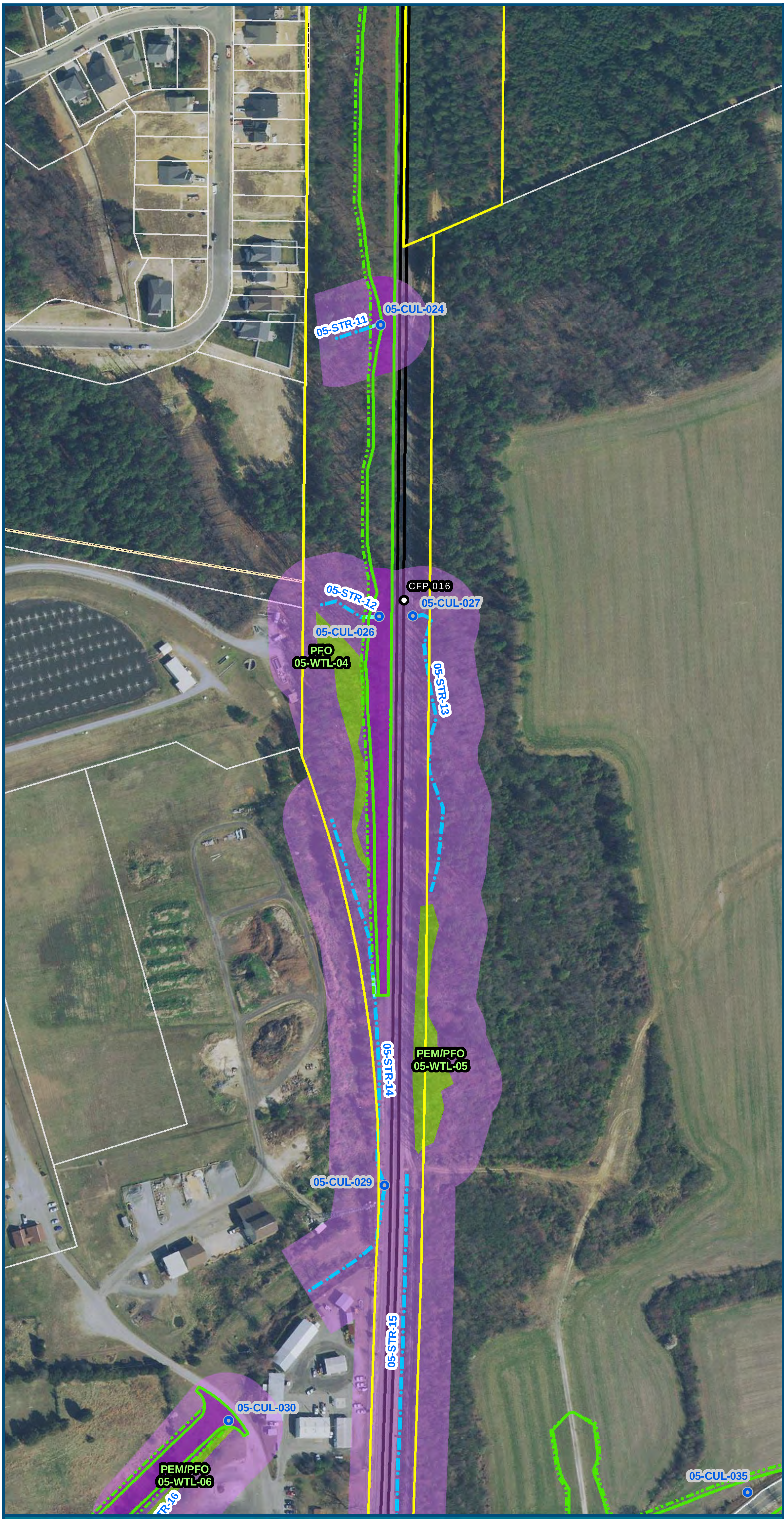
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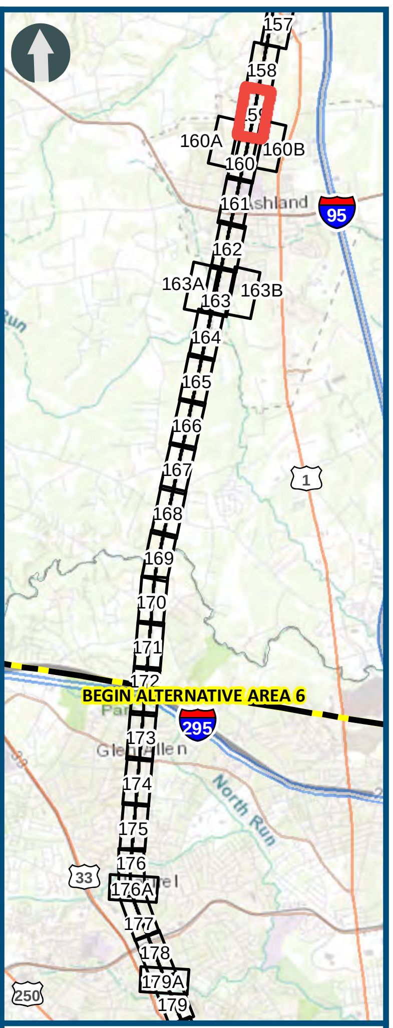
05-STR-12
CFP 016
05-CUL-027
05-CUL-026
PFO
05-WTL-04
05-STR-13
05-STR-14
PEM/PFO
05-WTL-05
05-CUL-029
05-STR-15
05-CUL-030
PEM/PFO
05-WTL-06
R-16
05-CUL-035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Ashland
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163A
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BEGIN ALTERNATIVE AREA 6
295
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Glen Allen
174
North Run
175
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33
176A
177
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179A
250
179

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

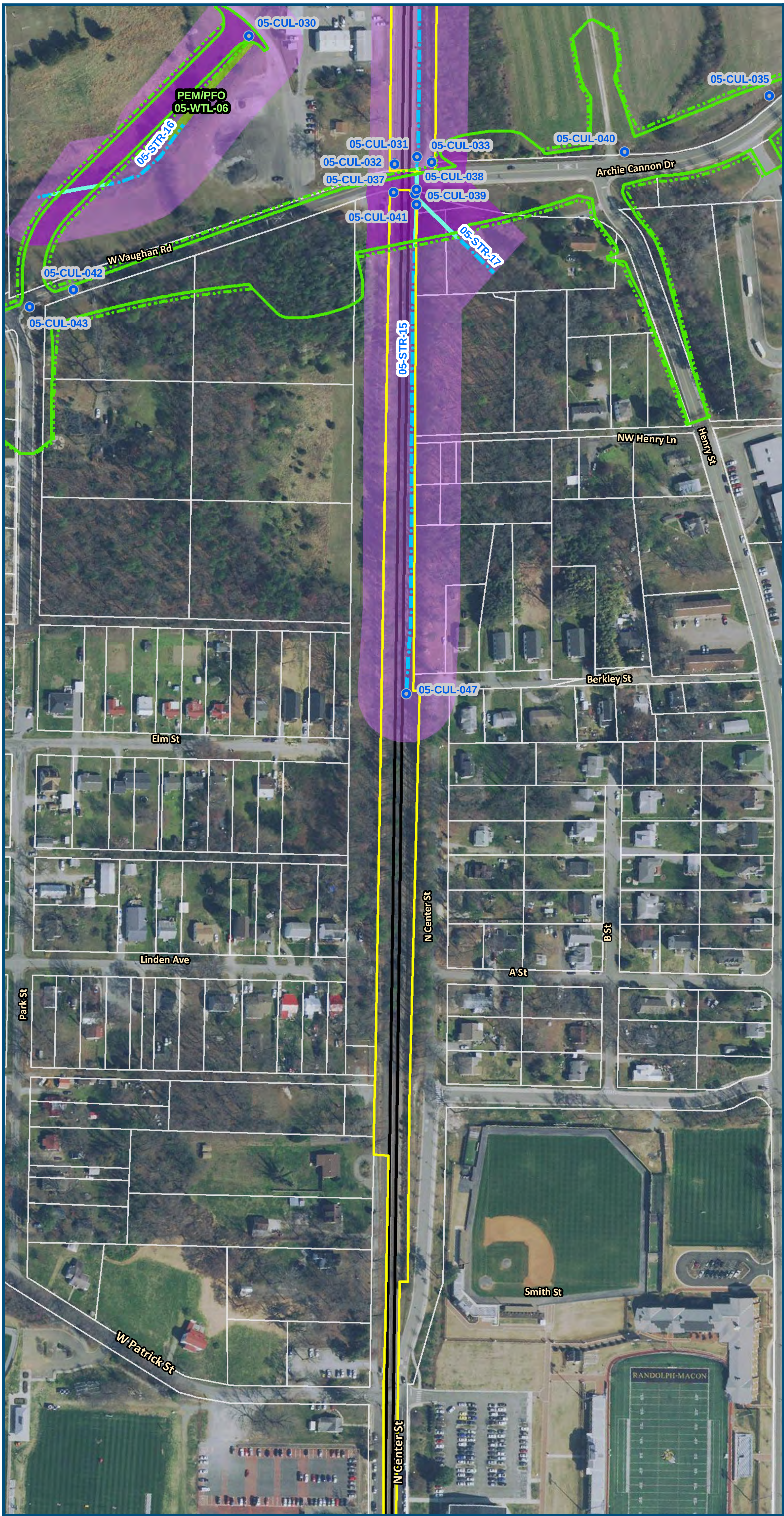
Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
□	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 159 of 217

\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018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PEM/PFO
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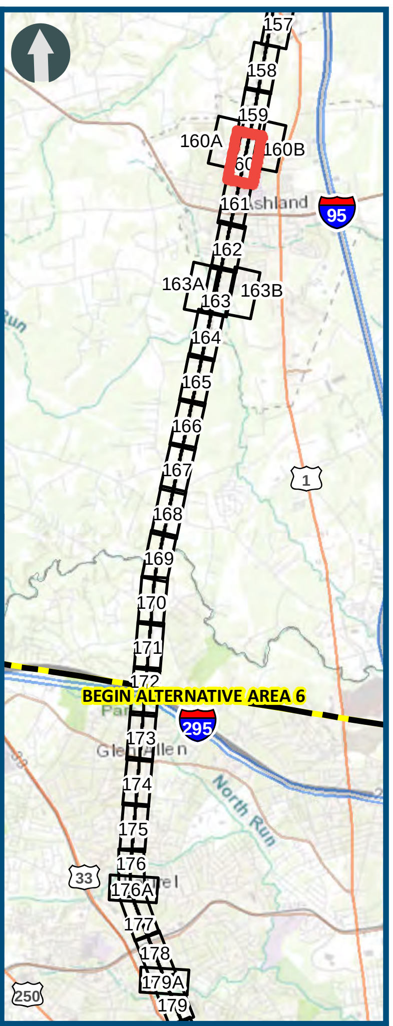
05-CUL-032
05-CUL-038
05-CUL-037
05-CUL-039
Archie Cannon Dr
05-CUL-041
05-STR-17
W Vaughan Rd
05-CUL-042
05-CUL-043
05-STR-15
NW Henry Ln
Henry St
05-CUL-047
Berkley St
Elm St
N Center St
B St
Linden Ave
A St
Park St
Smith St
W Patrick St
RANDOLPH-MACON
N Center St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Ashland
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BEGIN ALTERNATIVE AREA 6
173
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Glen Allen
174
North Run
175
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179A
250
179

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

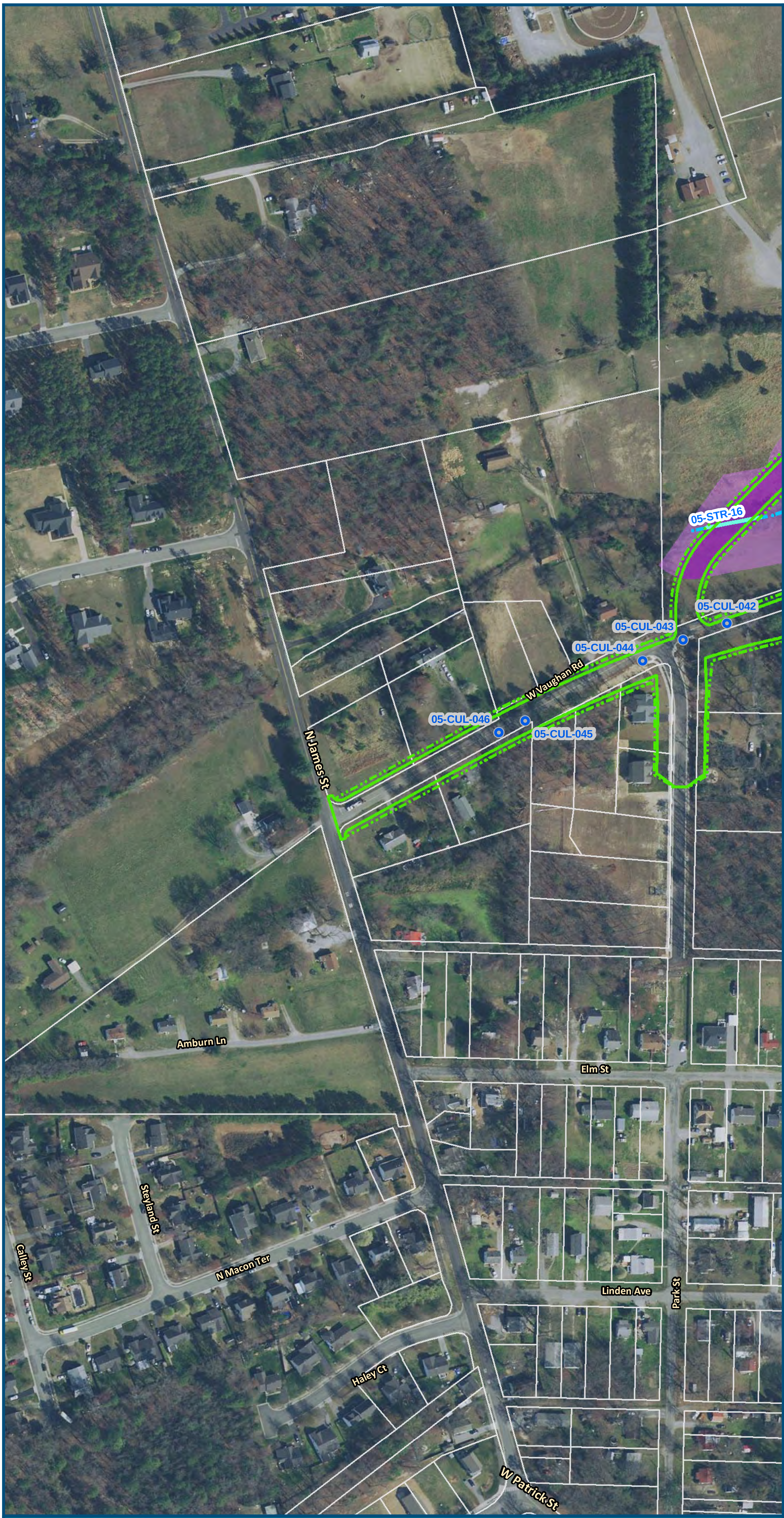
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- ▬ Delineated Stream Impacts
- ▬ Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 160 of 217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05-CUL-042
05-CUL-043
05-CUL-044
05-CUL-045
05-CUL-046
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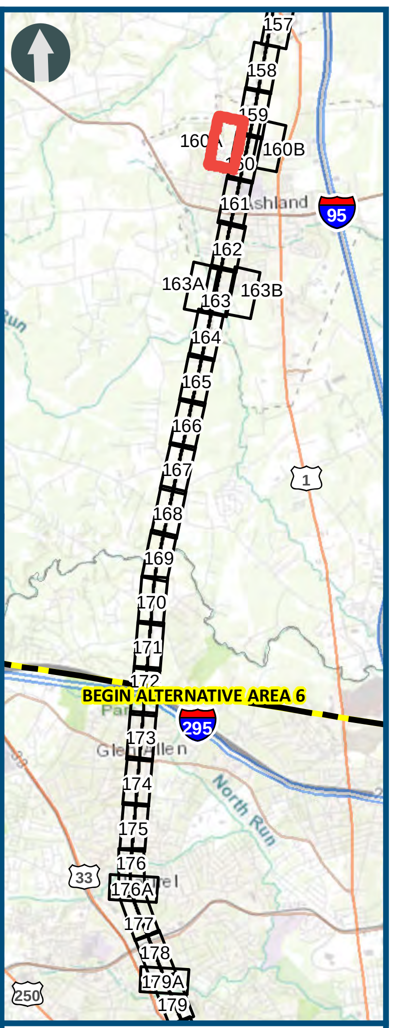
N James St
Amburn Ln
Elm St
Steyland St
Calley St
N Macon Ter
Linden Ave
Park St
Haley Ct
W Patrick St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Ashland
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BEGIN ALTERNATIVE AREA 6
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Glen Allen
174
North Run
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250

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State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
🟩	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
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■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
☐	CSXT ROW (County Parcel Data)
☐	City/County Parcels
☐	City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 160A of 217

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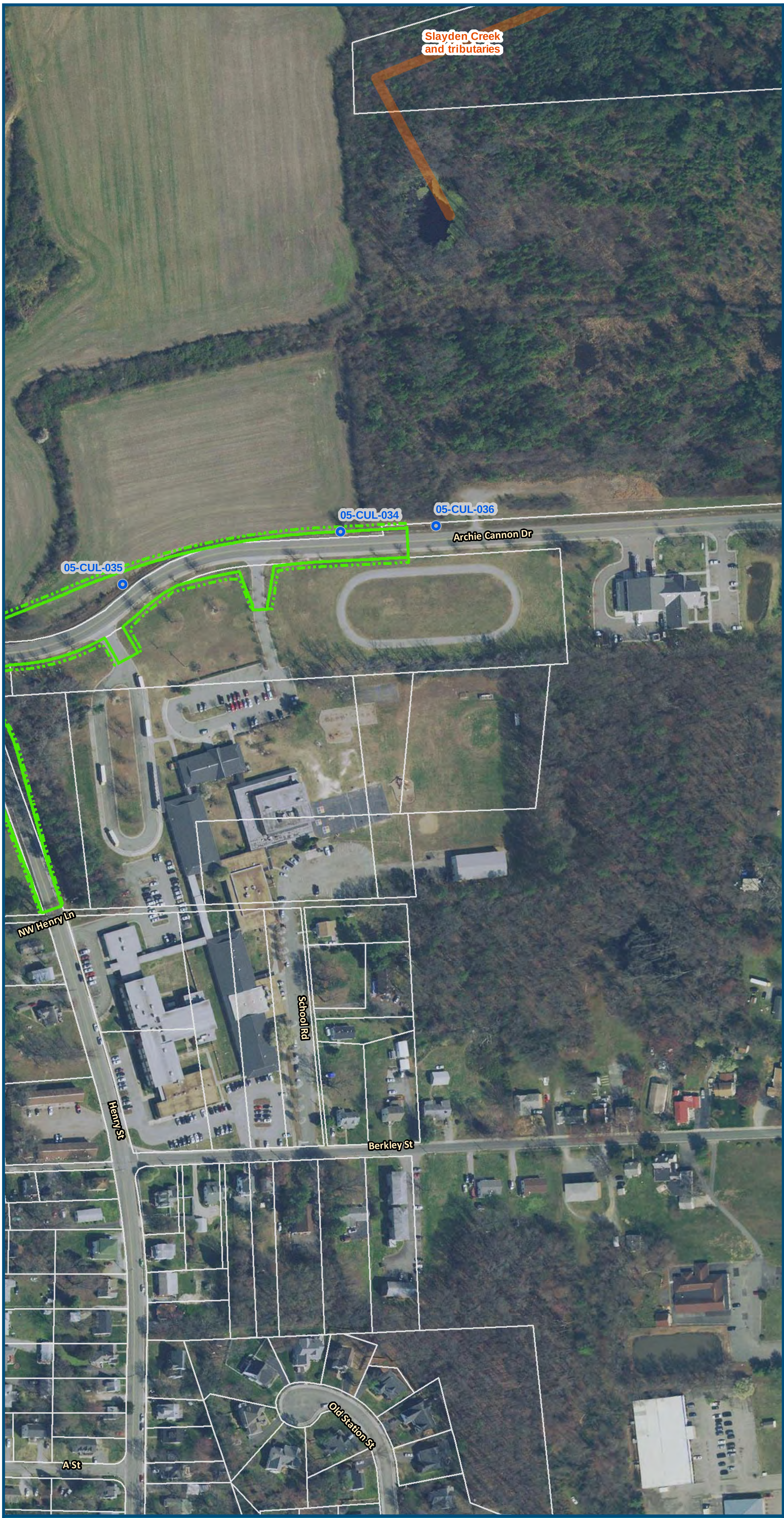
Slayden Creek and tributaries
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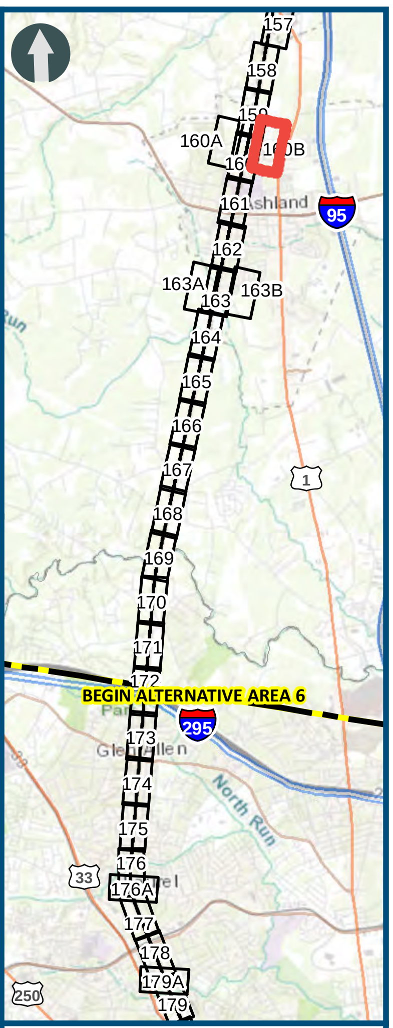
05-CUL-036
05-CUL-035
Archie Cannon Dr
NW Henry Ln
School Rd
Henry St
Berkley St
Old Station St
A St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Ashland
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BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
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North Run
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179A
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State Plane Virginia North FIPS 4501 Feet
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Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- ▬ Delineated Stream Impacts
- ‐ ‐ Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- □ City/County Parcels
- ▭ City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 160B of 217

DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation Federal Railroad Administration

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DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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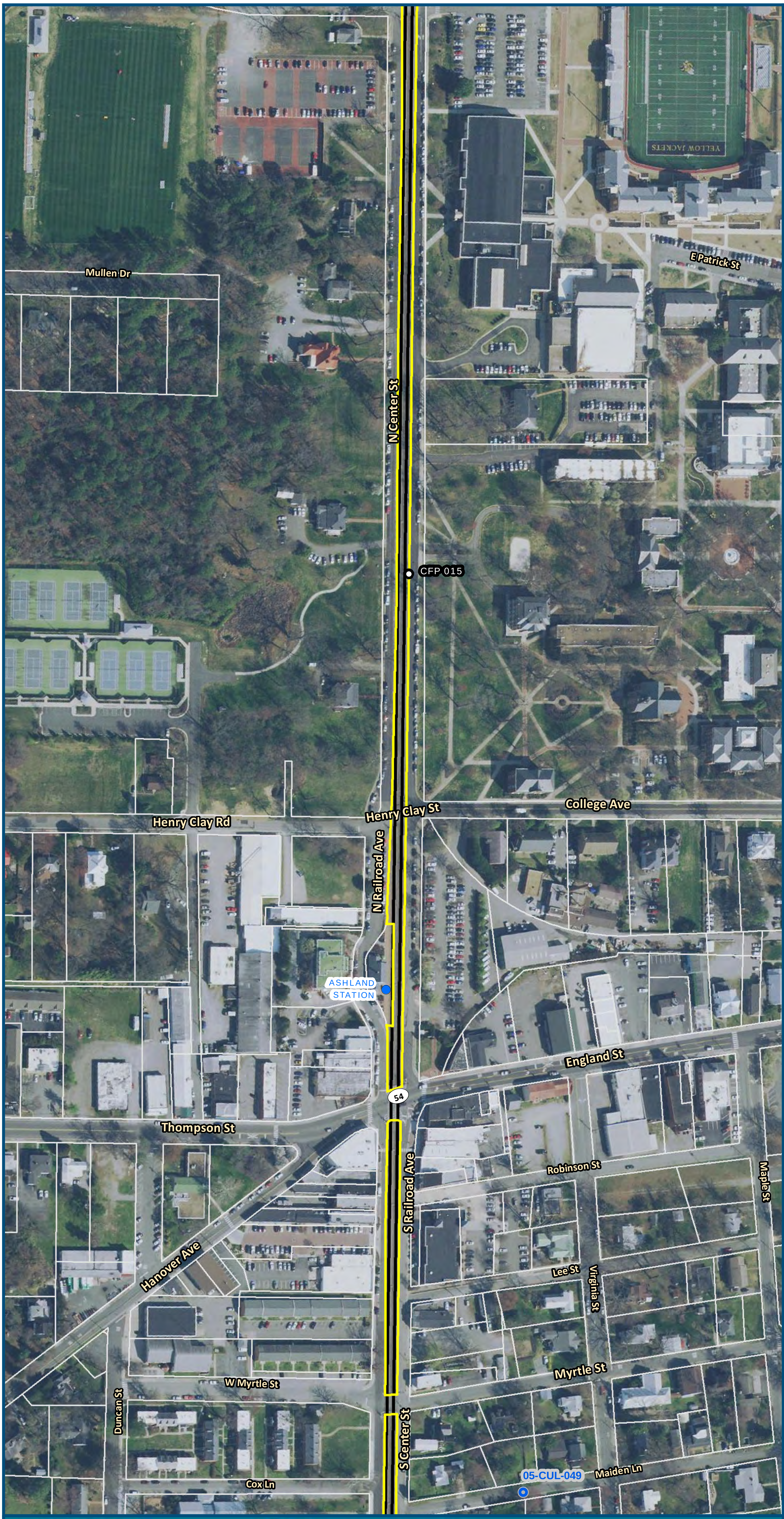
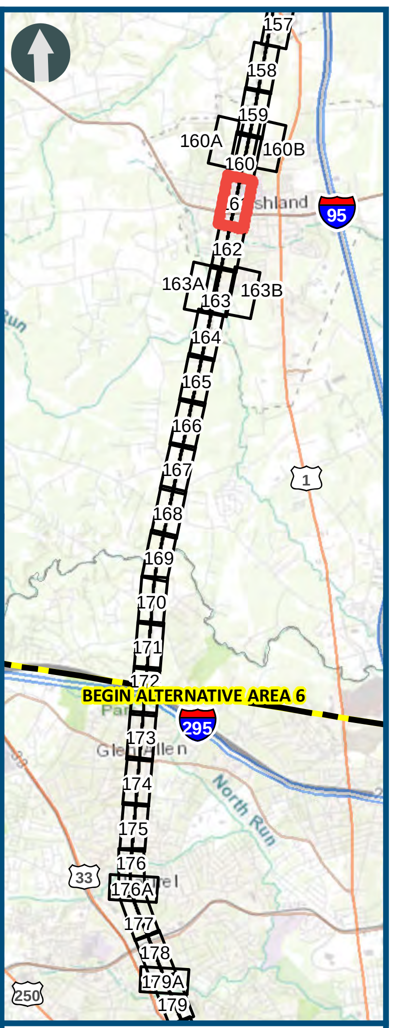

Mullen Dr
E Patrick St
YELLOW JACKETS
N Center St
CFP 015
Henry Clay Rd
Henry Clay St
College Ave
N Railroad Ave
ASHLAND
STATION
England St
54
Thompson St
S Railroad Ave
Robinson St
Maple St
Hanover Ave
Lee St
Virginia St
Myrtle St
W Myrtle St
Duncan St
S Center St
05-CUL-049
Maiden Ln
Cox Ln


157
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Ashland
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171
172
BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
174
North Run
175
176
33
176A
177
178
179A
250
179

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
━	Track - Existing
●	Existing Stations
◉	Culverts
━	Delineated Stream Impacts
┅	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 161 of 217

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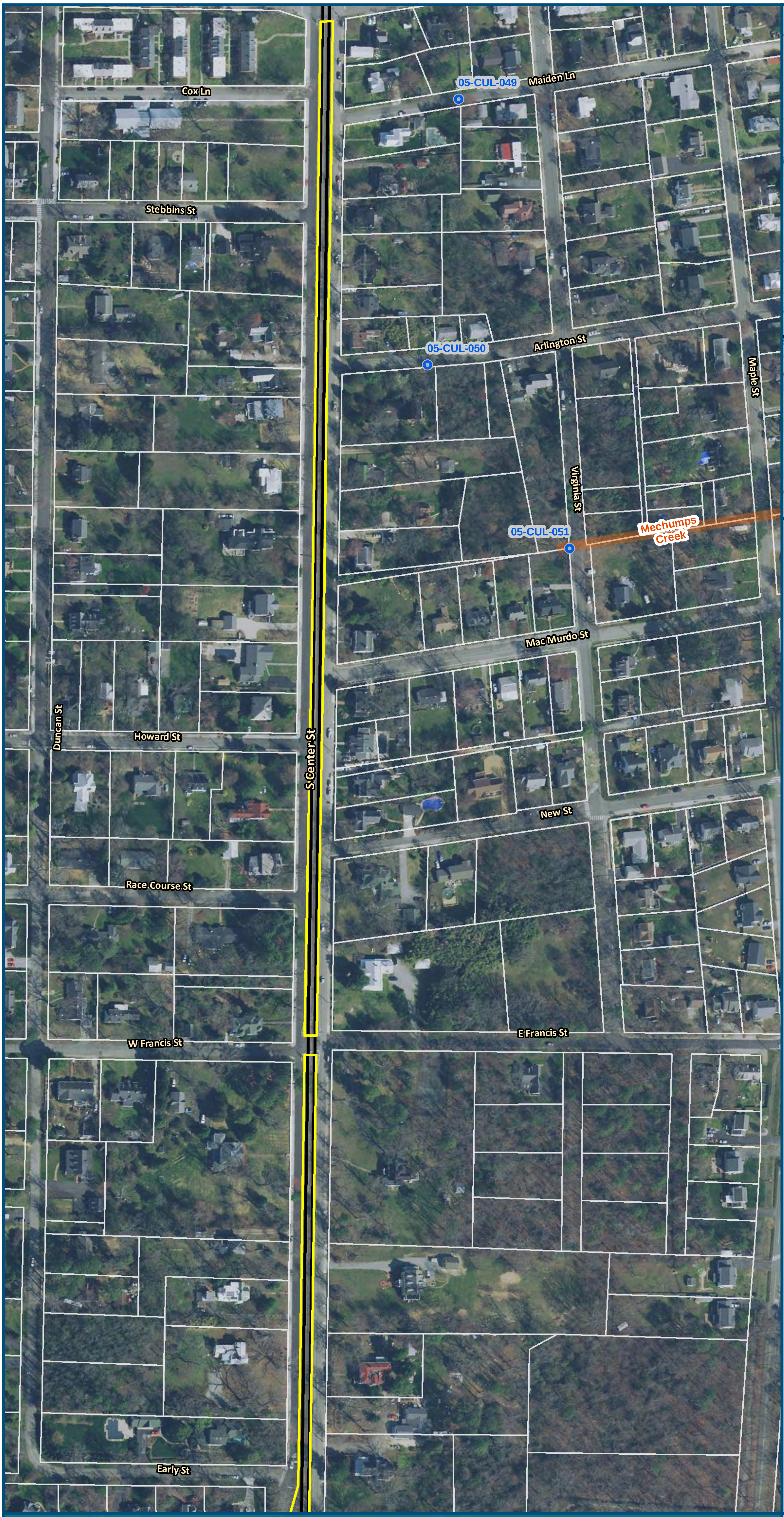
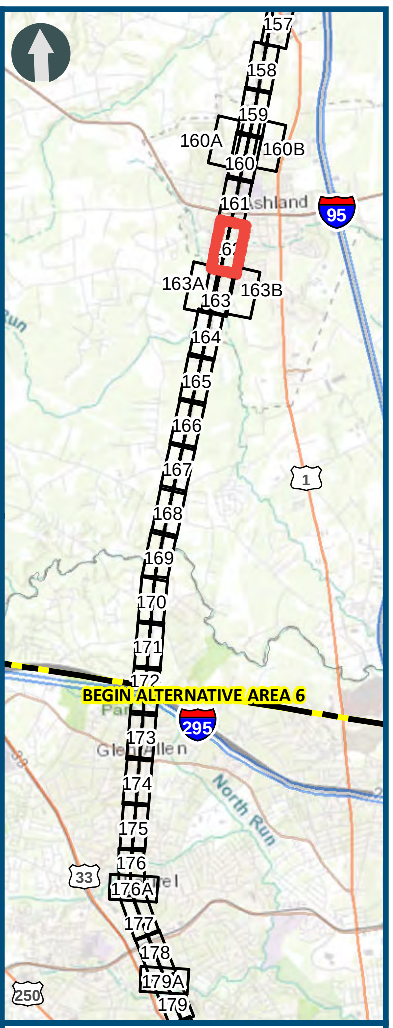

Cox Ln
05-CUL-049
Maiden Ln
Stebbins St
05-CUL-050
Arlington St
Maple St
Virginia St
05-CUL-051
Mechumps Creek
Mac Murdo St
Duncan St
Howard St
S Center St
New St
Race Course St
W Francis St
E Francis St
Early St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BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
174
North Run
1
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33
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179A
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 162 of 217

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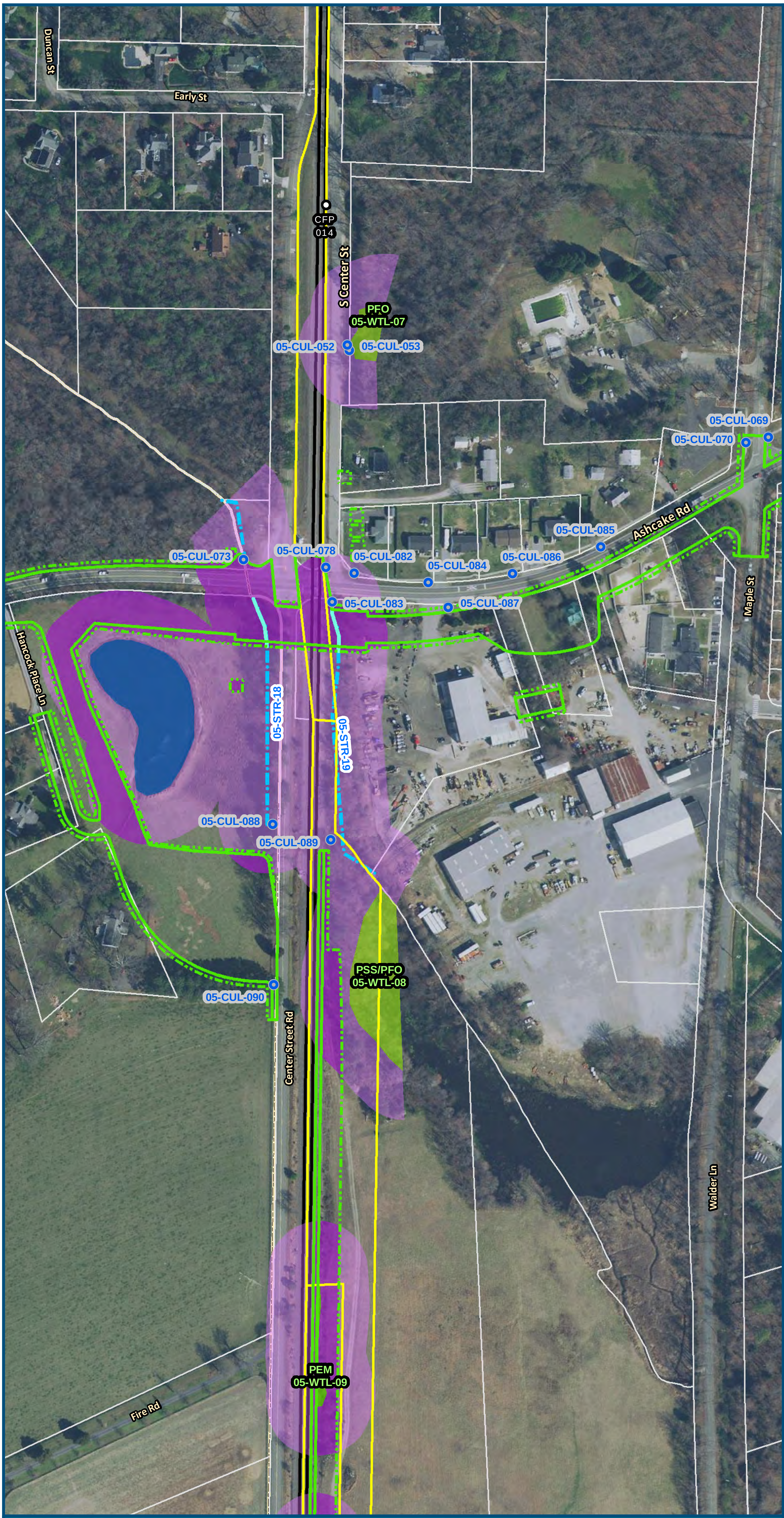
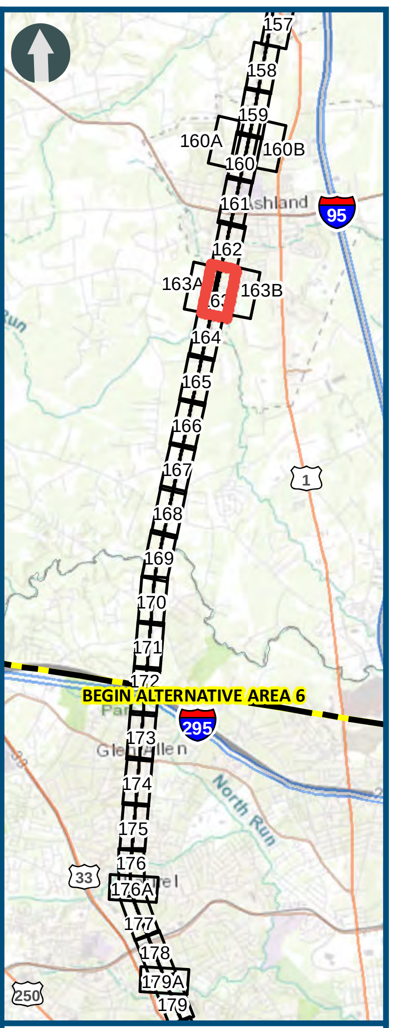

Duncan St
Early St
CFP
014
S Center St
PFO
05-WTL-07
05-CUL-052
05-CUL-053
05-CUL-069
05-CUL-070
Ashcake Rd
05-CUL-085
05-CUL-073
05-CUL-078
05-CUL-082
05-CUL-084
05-CUL-086
05-CUL-083
05-CUL-087
Maple St
Hancock Place Ln
05-STR-18
05-STR-19
05-CUL-088
05-CUL-089
PSS/PFO
05-WTL-08
05-CUL-090
Center Street Rd
Walder Ln
PEM
05-WTL-09
Fire Rd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Ashland
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171
172
BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
174
North Run
175
176
33
176A
177
178
179A
250
179

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 163 of 217

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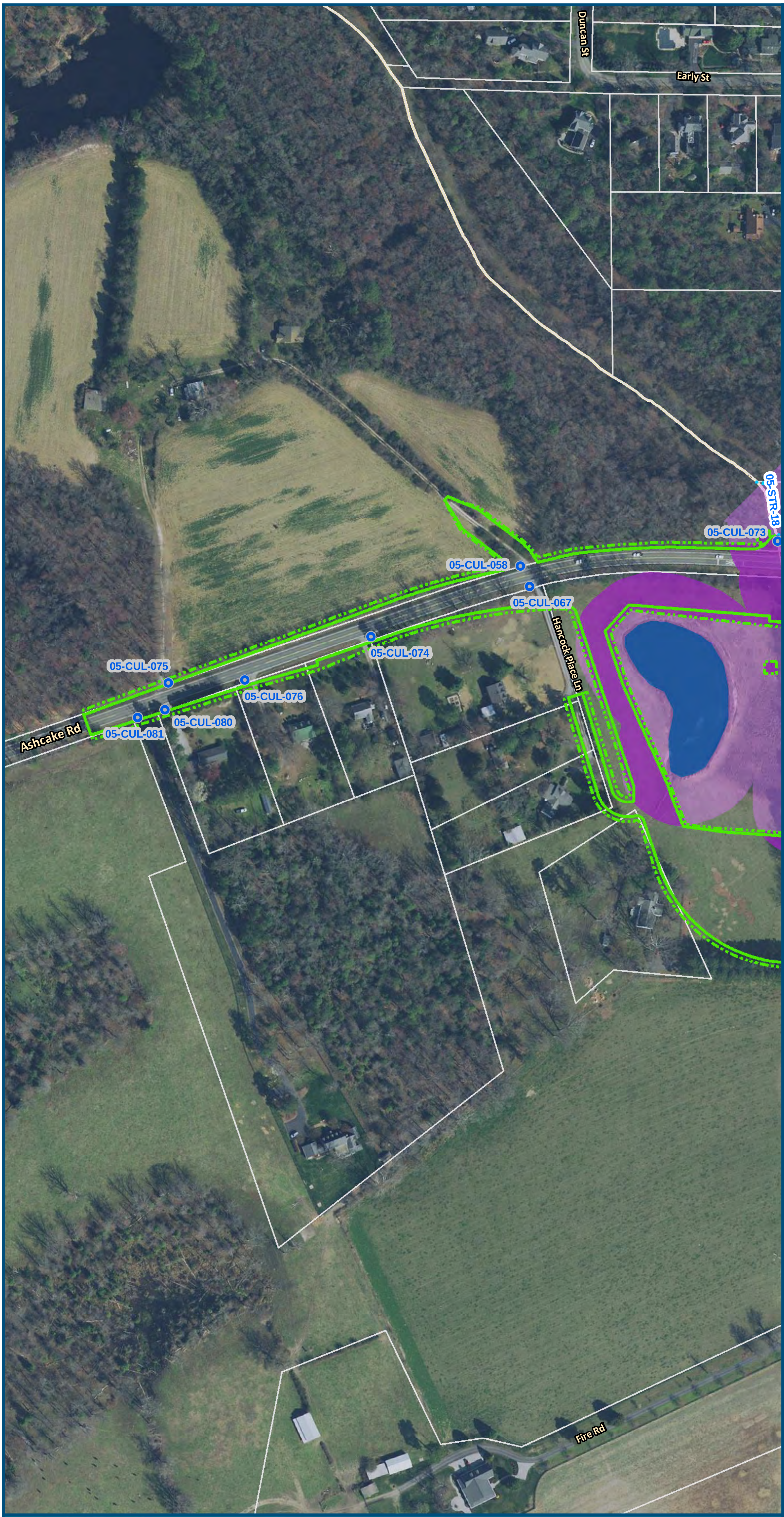
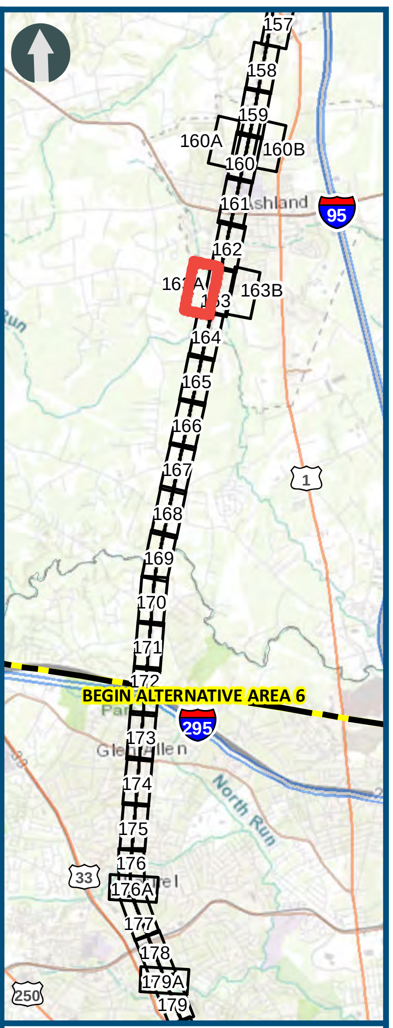

Duncan St
Early St
05-STR-18
05-CUL-073
05-CUL-058
05-CUL-067
05-CUL-074
05-CUL-075
05-CUL-076
05-CUL-080
05-CUL-081
Ashcake Rd
Hancock Place Ln
Fire Rd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Ashland
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172
BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
North Run
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175
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176A
33
177
178
179A
250
179

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 163A of 217

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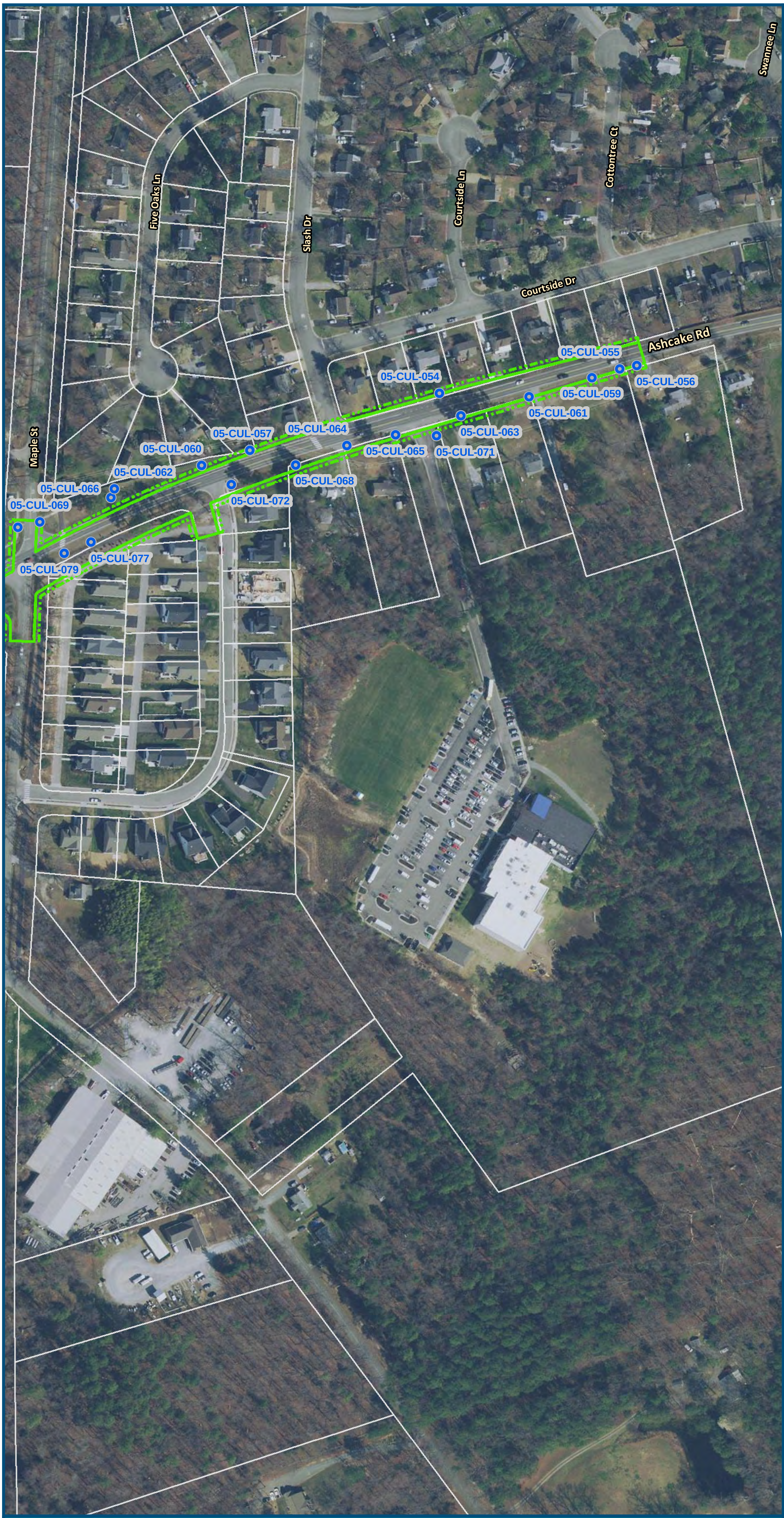
Swannee Ln
Five Oaks Ln
Slash Dr
Courtside Ln
Cottontree Ct
Courtside Dr
Ashcake Rd
Maple St
05-CUL-055
05-CUL-054
05-CUL-056
05-CUL-059
05-CUL-061
05-CUL-063
05-CUL-064
05-CUL-057
05-CUL-060
05-CUL-065
05-CUL-071
05-CUL-062
05-CUL-068
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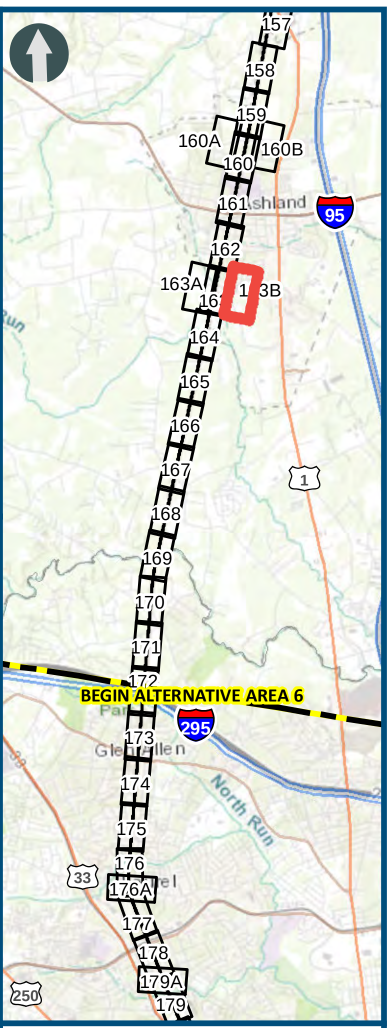
05-CUL-072
05-CUL-069
05-CUL-077
05-CUL-079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Ashland
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BEGIN ALTERNATIVE AREA 6
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Glen Allen
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North Run
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176A
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179A
179
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 163B of 217

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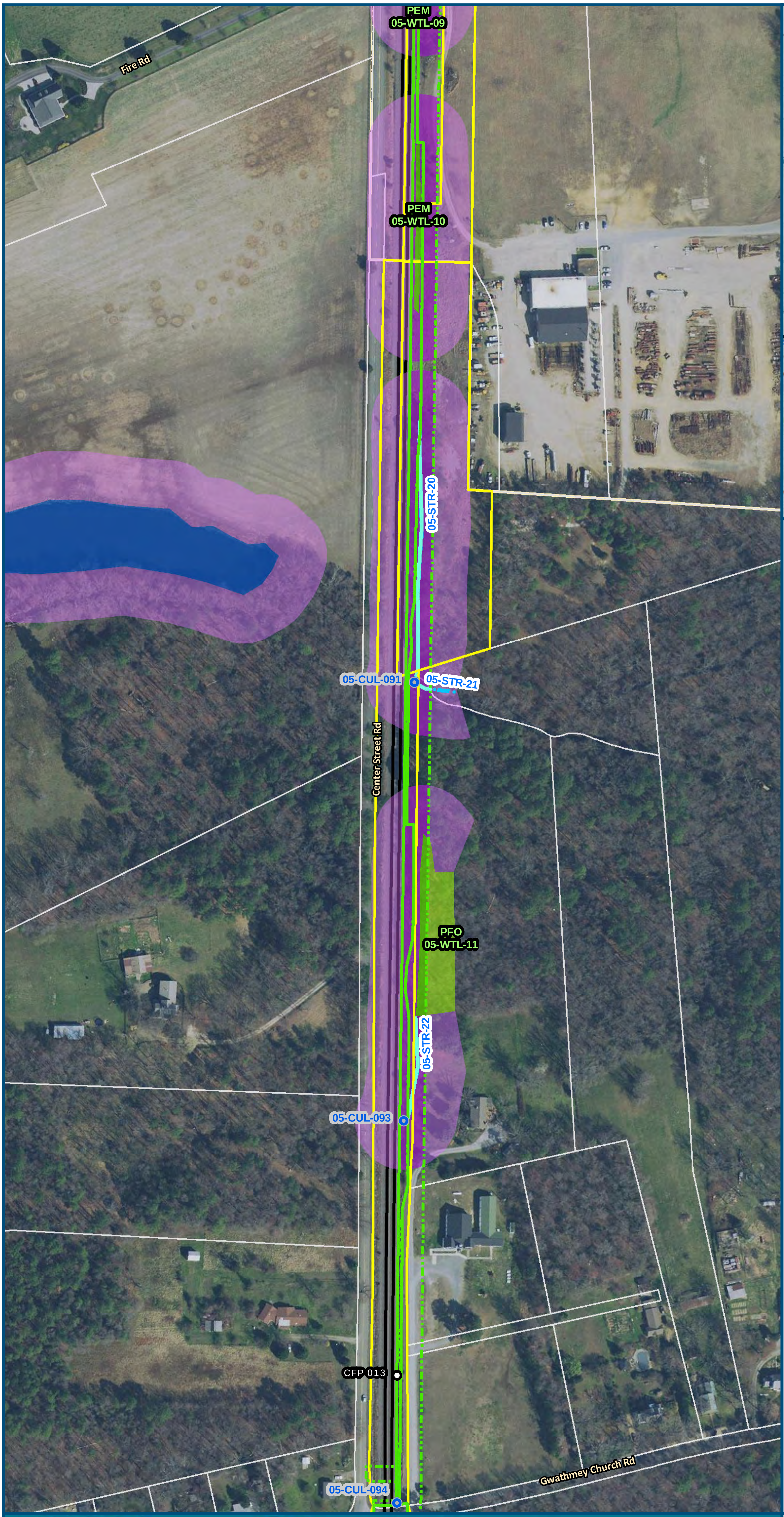
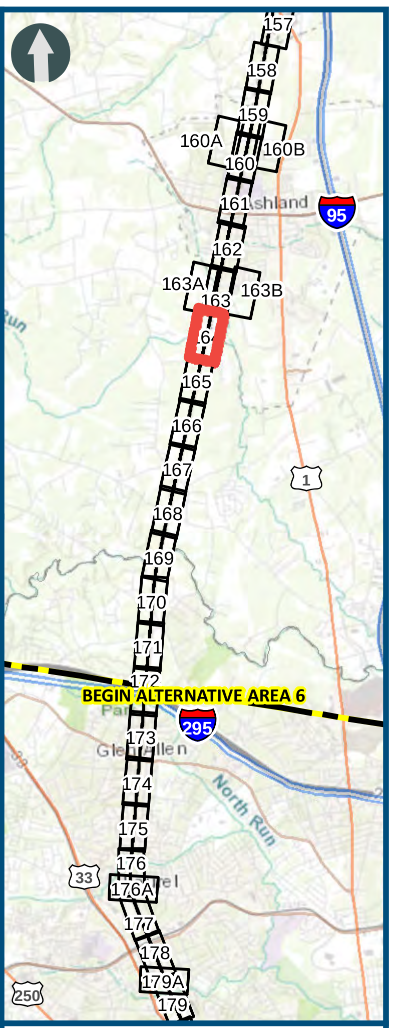

PEM
05-WTL-09
Fire Rd
PEM
05-WTL-10
05-STR-20
05-CUL-091
05-STR-21
Center Street Rd
PFO
05-WTL-11
05-STR-22
05-CUL-093
CFP 013
05-CUL-094
Gwathmey Church Rd


157
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Ashland
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163A
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163B
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BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
North Run
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176
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176A
177
178
179A
250
179

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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 164 of 217

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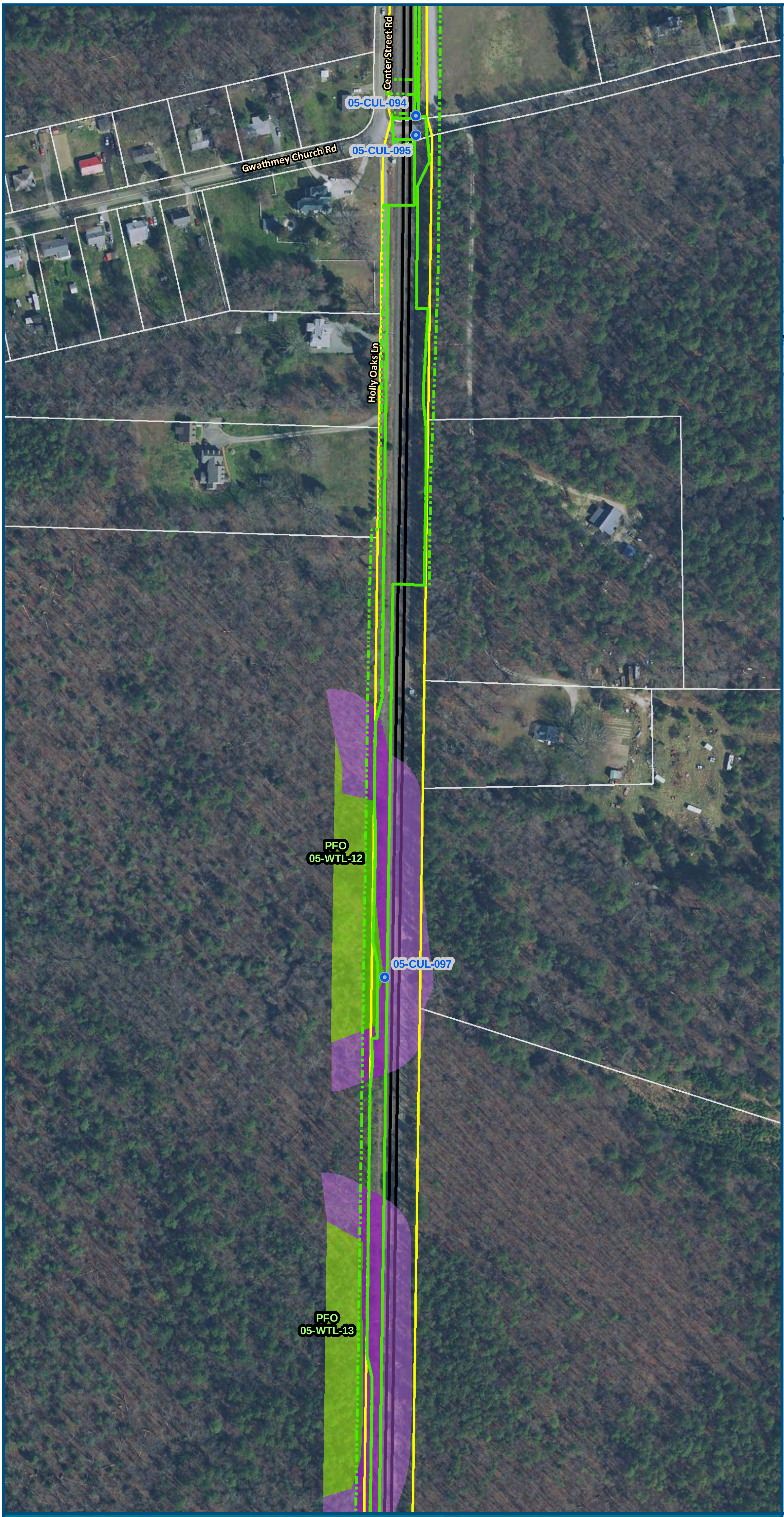
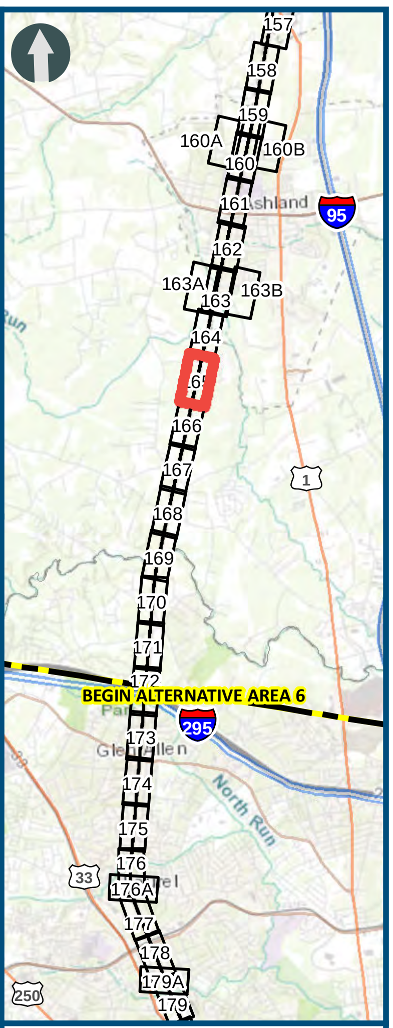

Center Street Rd
05-CUL-094
05-CUL-095
Gwathmey Church Rd
Holly Oaks Ln
PFO
05-WTL-12
05-CUL-097
PFO
05-WTL-13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BEGIN ALTERNATIVE AREA 6
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Glen Allen
North Run
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179
250

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 165 of 217

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

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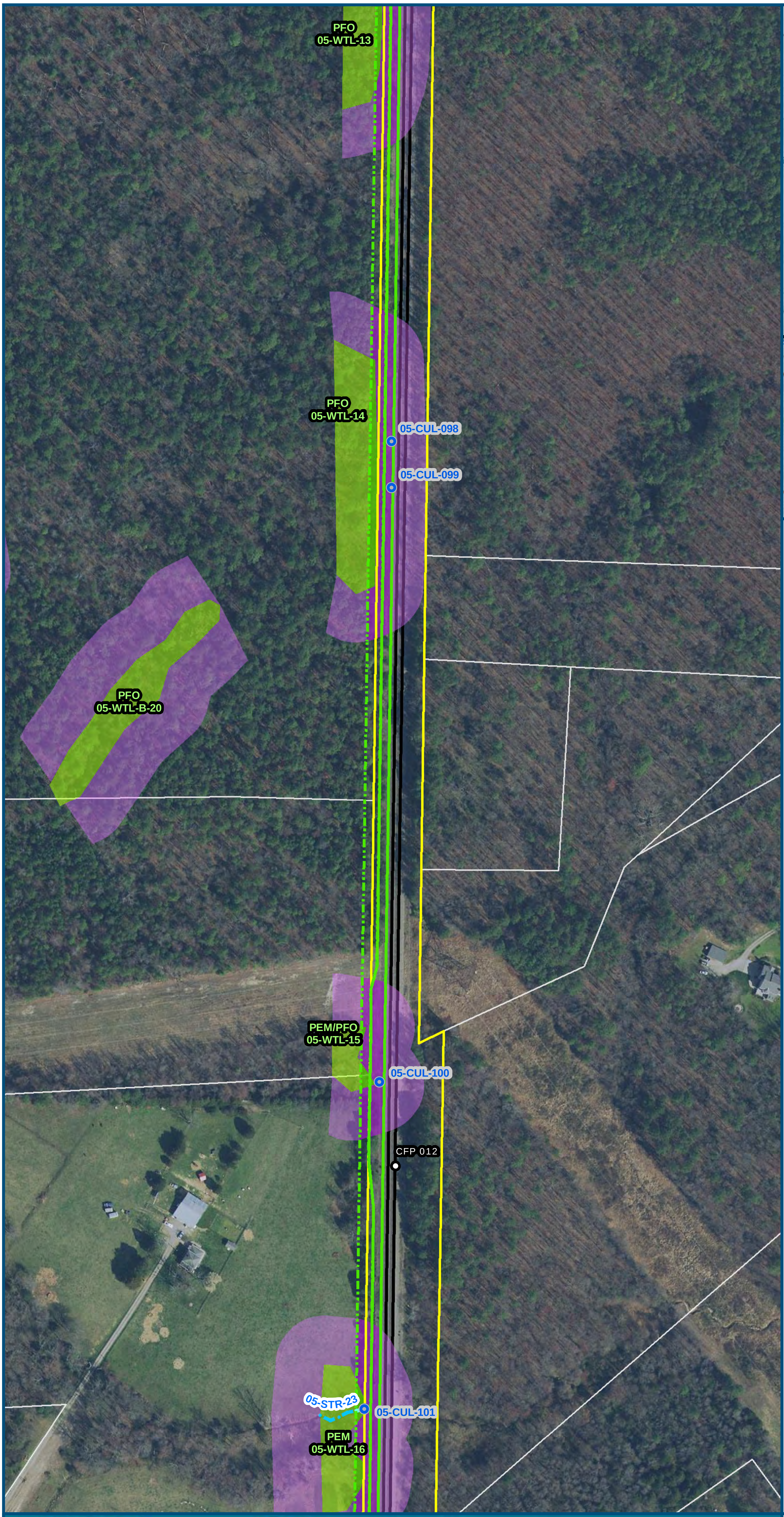
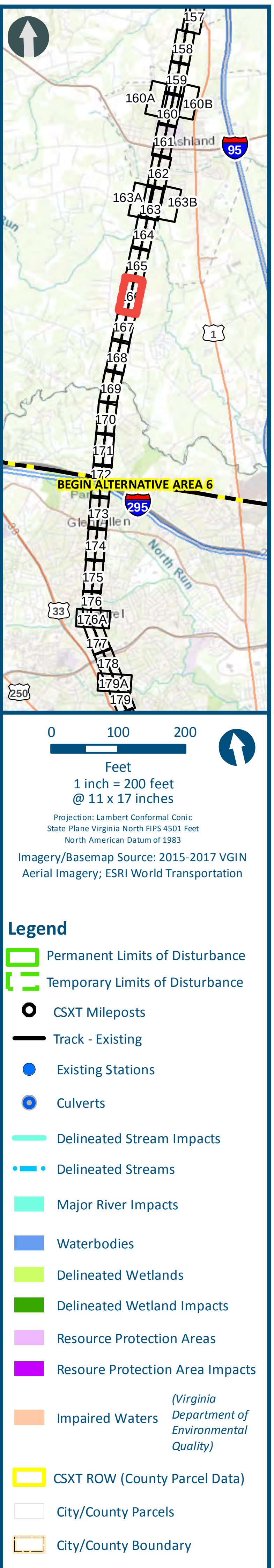
DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL


PFO
05-WTL-13
PFO
05-WTL-14
05-CUL-098
05-CUL-099
PFO
05-WTL-B-20
PEM/PFO
05-WTL-15
05-CUL-100
CFP 012
05-STR-23
05-CUL-101
PEM
05-WTL-16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Ashland
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163B
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167
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170
171
172
BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
North Run
174
175
176
33
176A
177
178
179A
179
250
0
100
200
Feet
1 inch = 200 feet
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation
Legend
Permanent Limits of Disturbance
Temporary Limits of Disturbance
CSXT Mileposts
Track - Existing
Existing Stations
Culverts
Delineated Stream Impacts
Delineated Streams
Major River Impacts
Waterbodies
Delineated Wetlands
Delineated Wetland Impacts
Resource Protection Areas
Resoure Protection Area Impacts
Impaired Waters (Virginia Department of Environmental Quality)
CSXT ROW (County Parcel Data)
City/County Parcels
City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 166 of 217

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Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

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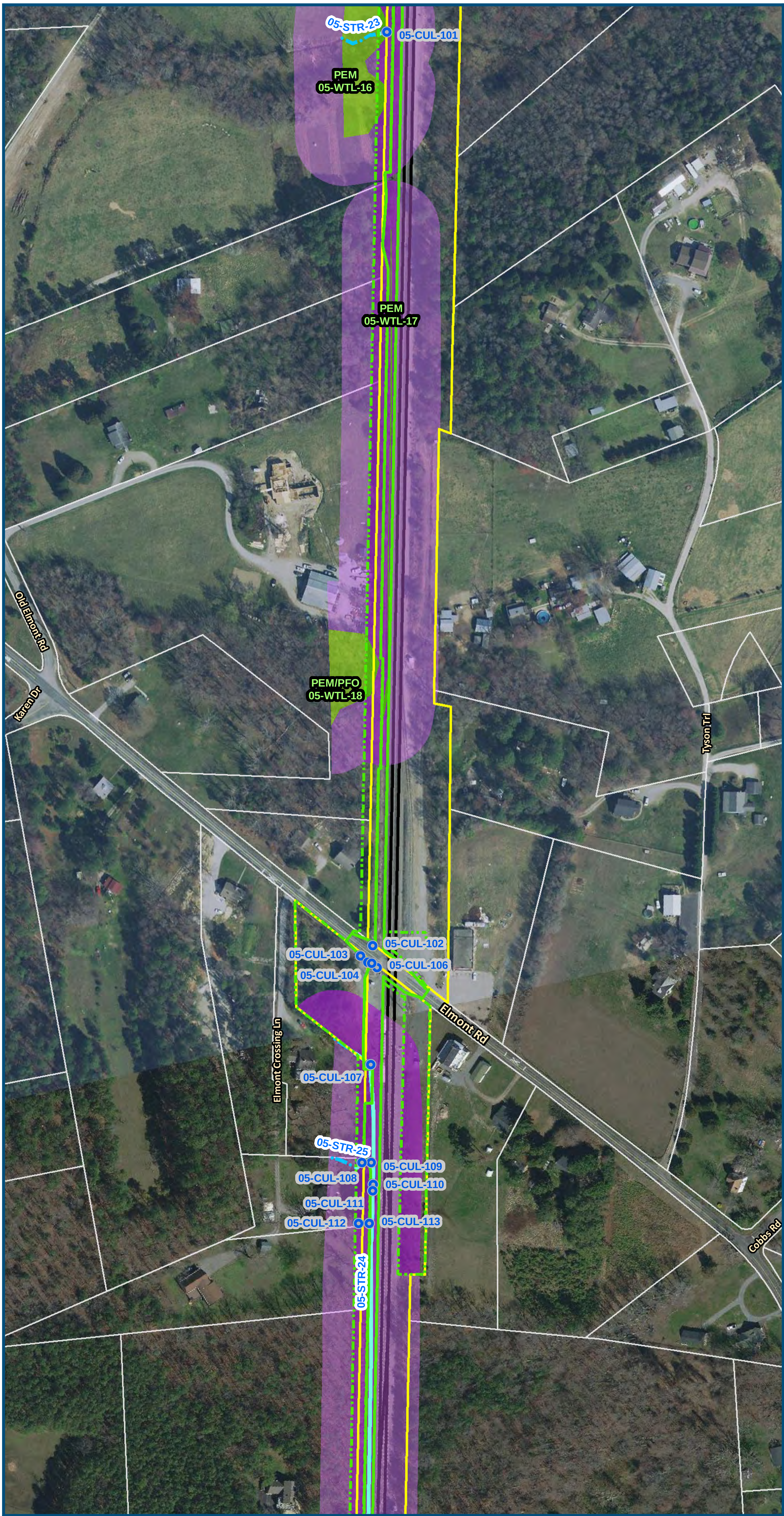
DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL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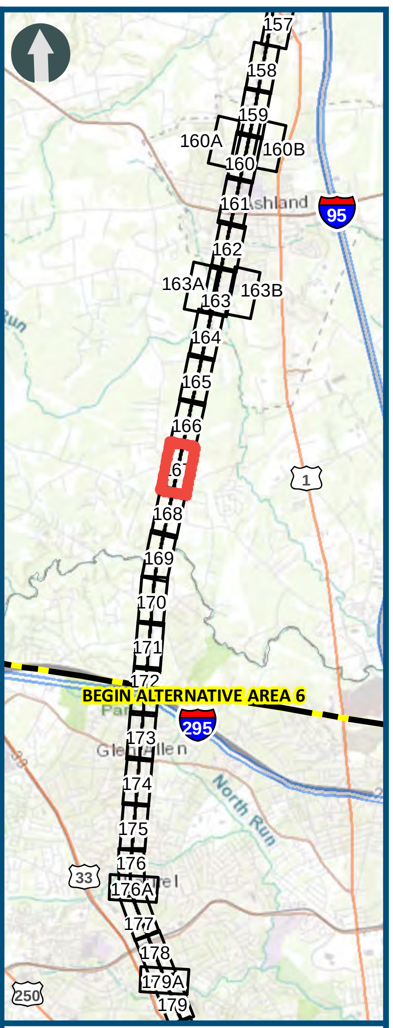
05-CUL-101
PEM
05-WTL-16
PEM
05-WTL-17
PEM/PFO
05-WTL-18
Old Elmont Rd
Karen Dr
Tyson Trl
05-CUL-102
05-CUL-103
05-CUL-106
05-CUL-104
Elmont Rd
Elmont Crossing Ln
05-CUL-107
05-STR-25
05-CUL-109
05-CUL-108
05-CUL-110
05-CUL-111
05-CUL-112
05-CUL-113
05-STR-24
Cobbs Rd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BEGIN ALTERNATIVE AREA 6
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Glen Allen
North Run
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176A
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179A
250
179

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

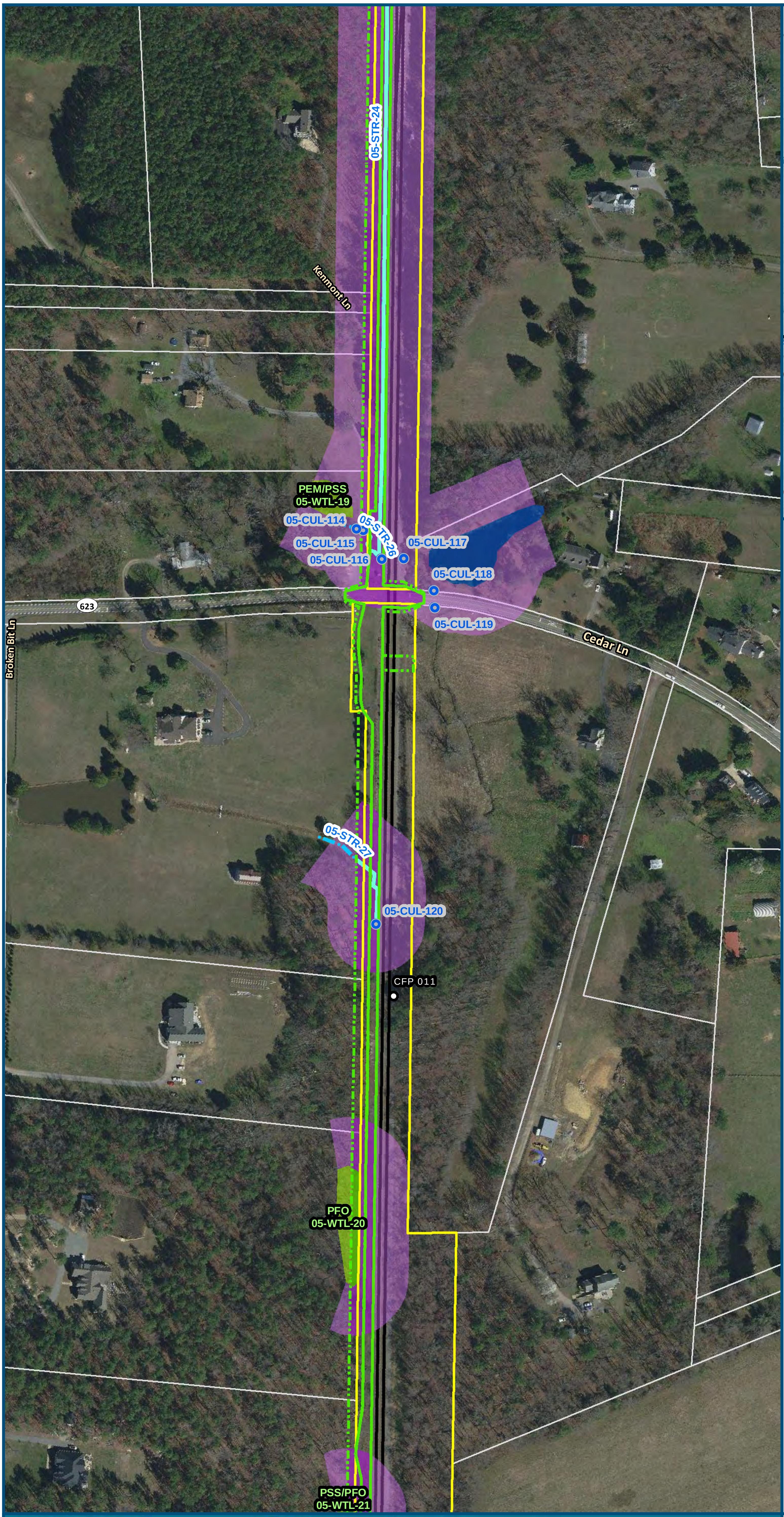
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 167 of 217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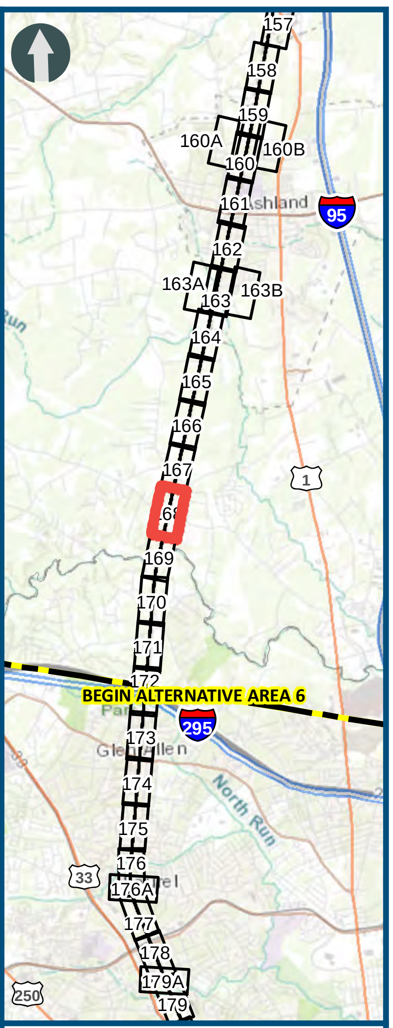
Kenmont Ln
PEM/PSS
05-WTL-19
05-CUL-114
05-STR-26
05-CUL-115
05-CUL-116
05-CUL-117
05-CUL-118
05-CUL-119
623
Broken Bit Ln
Cedar Ln
05-STR-27
05-CUL-120
CFP 011
PFO
05-WTL-20
PSS/PFO
05-WTL-21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BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
North Run
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250

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 168 of 217

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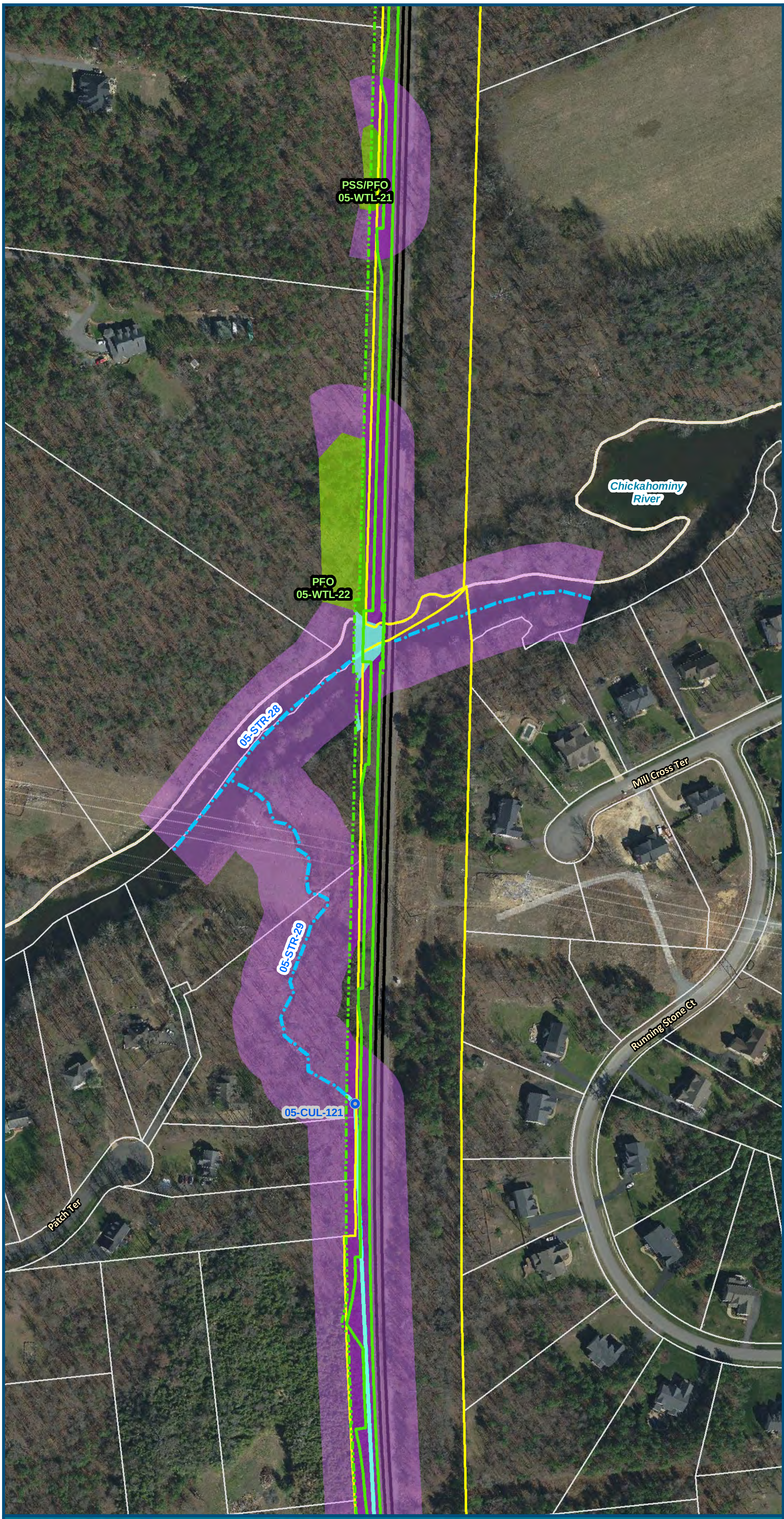
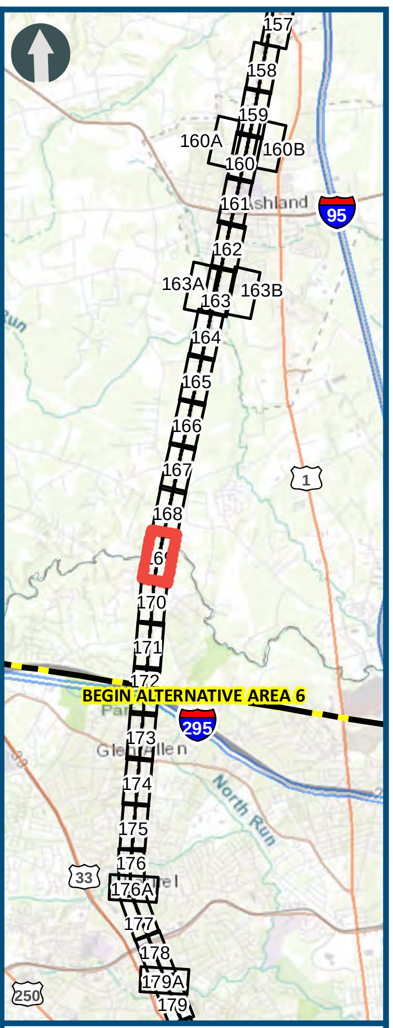

PSS/PFO
05-WTL-21
Chickahominy River
PFO
05-WTL-22
05-STR-28
05-STR-29
05-CUL-121
Mill Cross Ter
Running Stone Ct
Patch Ter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BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
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North Run
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179A
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0 100 200
Feet
1 inch = 200 feet
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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
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Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 169 of 217

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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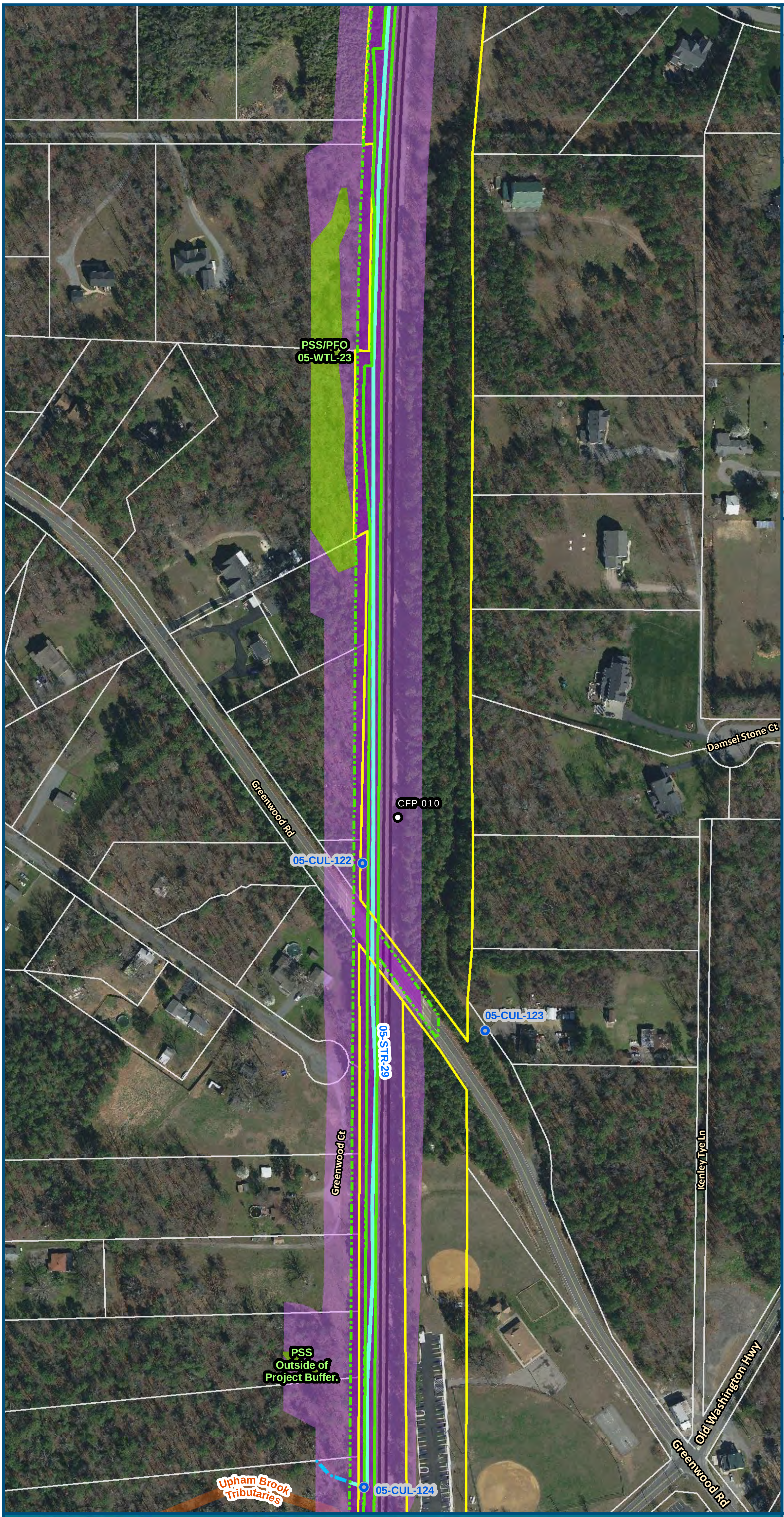
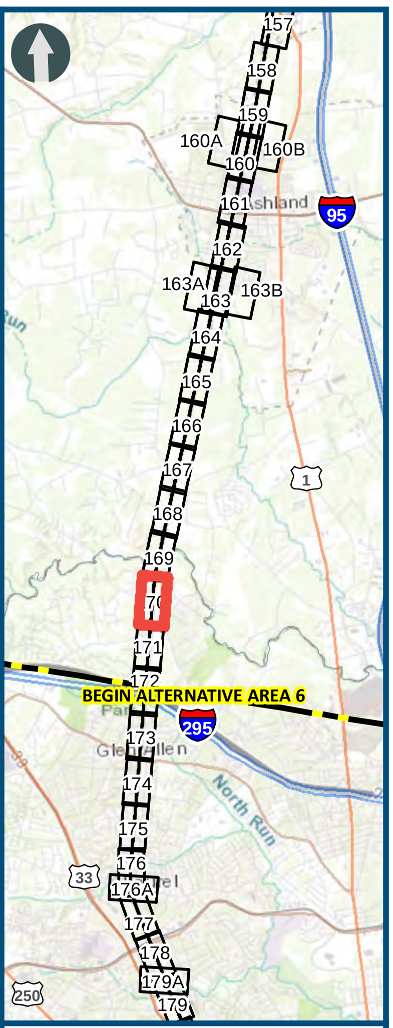

PSS/PFO
05-WTL-23
CFP 010
05-CUL-122
05-CUL-123
05-STR-29
05-CUL-124
PSS
Outside of
Project Buffer.
Upham Brook
Tributaries
Greenwood Rd
Greenwood Ct
Damsel Stone Ct
Kenley Tye Ln
Old Washington Hwy
Greenwood Rd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BEGIN ALTERNATIVE AREA 6
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Glen Allen
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North Run
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0 100 200

Feet

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@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
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- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 170 of 217

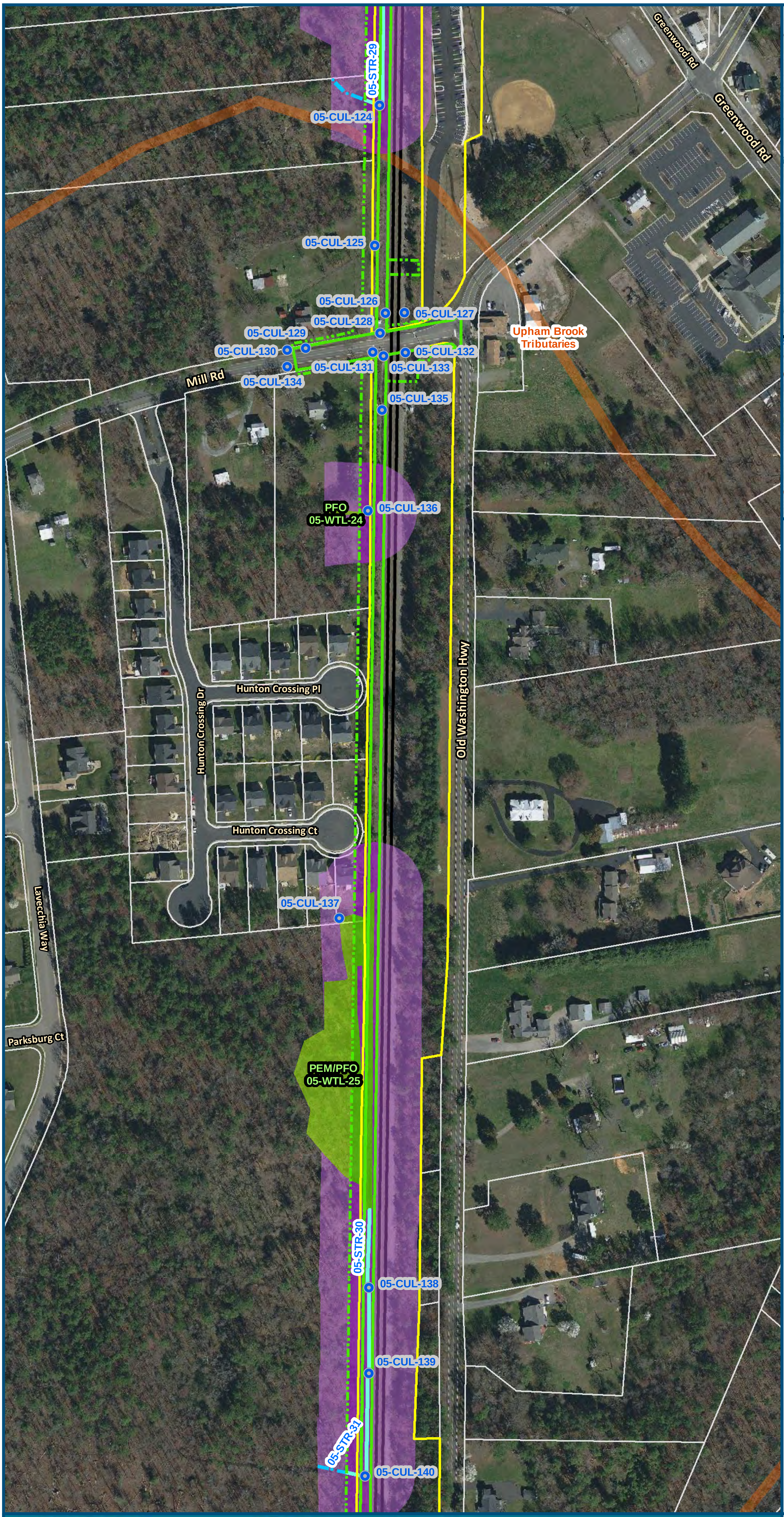
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018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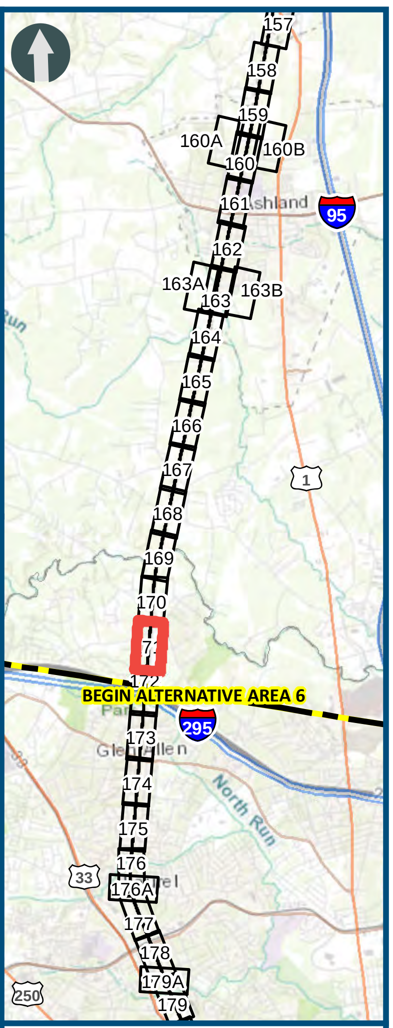
05-CUL-124
Greenwood Rd
Greenwood Rd
05-CUL-125
05-CUL-126
05-CUL-127
05-CUL-128
05-CUL-129
Upham Brook Tributaries
05-CUL-130
05-CUL-131
05-CUL-132
05-CUL-133
05-CUL-134
Mill Rd
05-CUL-135
PFO
05-WTL-24
05-CUL-136
Hunton Crossing Pl
Hunton Crossing Dr
Old Washington Hwy
Hunton Crossing Ct
Lavecchia Way
05-CUL-137
Parksburg Ct
PEM/PFO
05-WTL-25
05-STR-30
05-CUL-138
05-CUL-139
05-STR-31
05-CUL-140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BEGIN ALTERNATIVE AREA 6
295
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Glen Allen
North Run
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179A
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

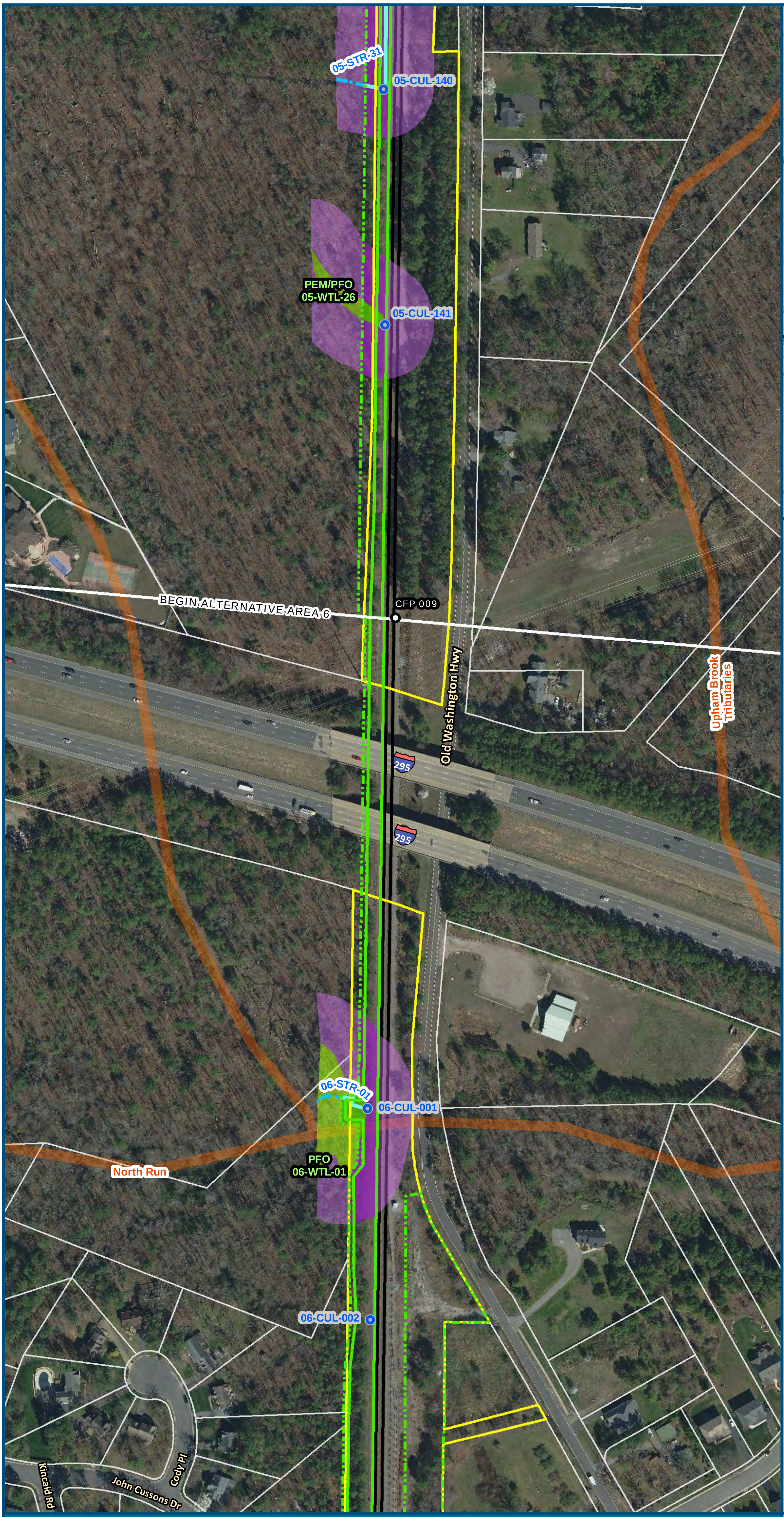
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

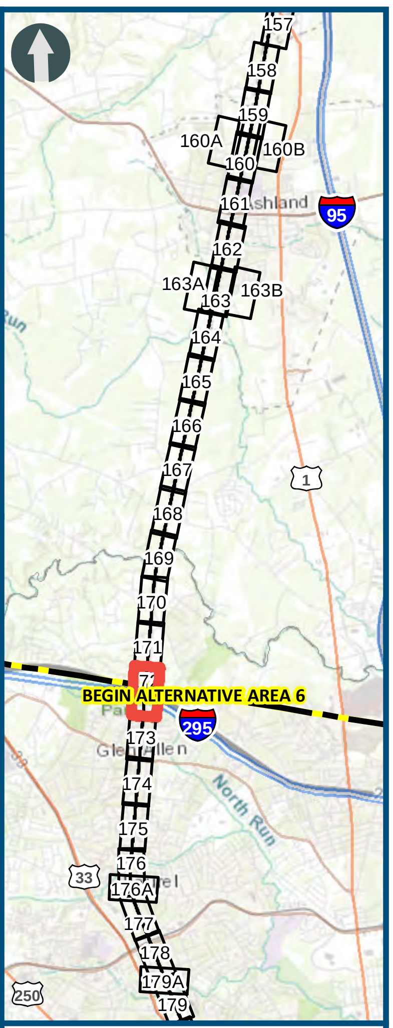
Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
🟦	Major River Impacts
🟦	Waterbodies
🟩	Delineated Wetlands
🟩	Delineated Wetland Impacts
🟪	Resource Protection Areas
🟪	Resoure Protection Area Impacts
🟧	Impaired Waters *(Virginia Department of Environmental Quality)*
🟨	CSXT ROW (County Parcel Data)
☐	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 171 of 217


05-STR-31
05-CUL-140
PEM/PFO
05-WTL-26
05-CUL-141
BEGIN ALTERNATIVE AREA 6
CFP 009
Old Washington Hwy
Upham Brook Tributaries
295
295
06-STR-01
06-CUL-001
PFO
06-WTL-01
North Run
06-CUL-002
Kincaid Rd
John Cussons Dr
Cody Pl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BEGIN ALTERNATIVE AREA 6
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Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - · - Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 172 of 217

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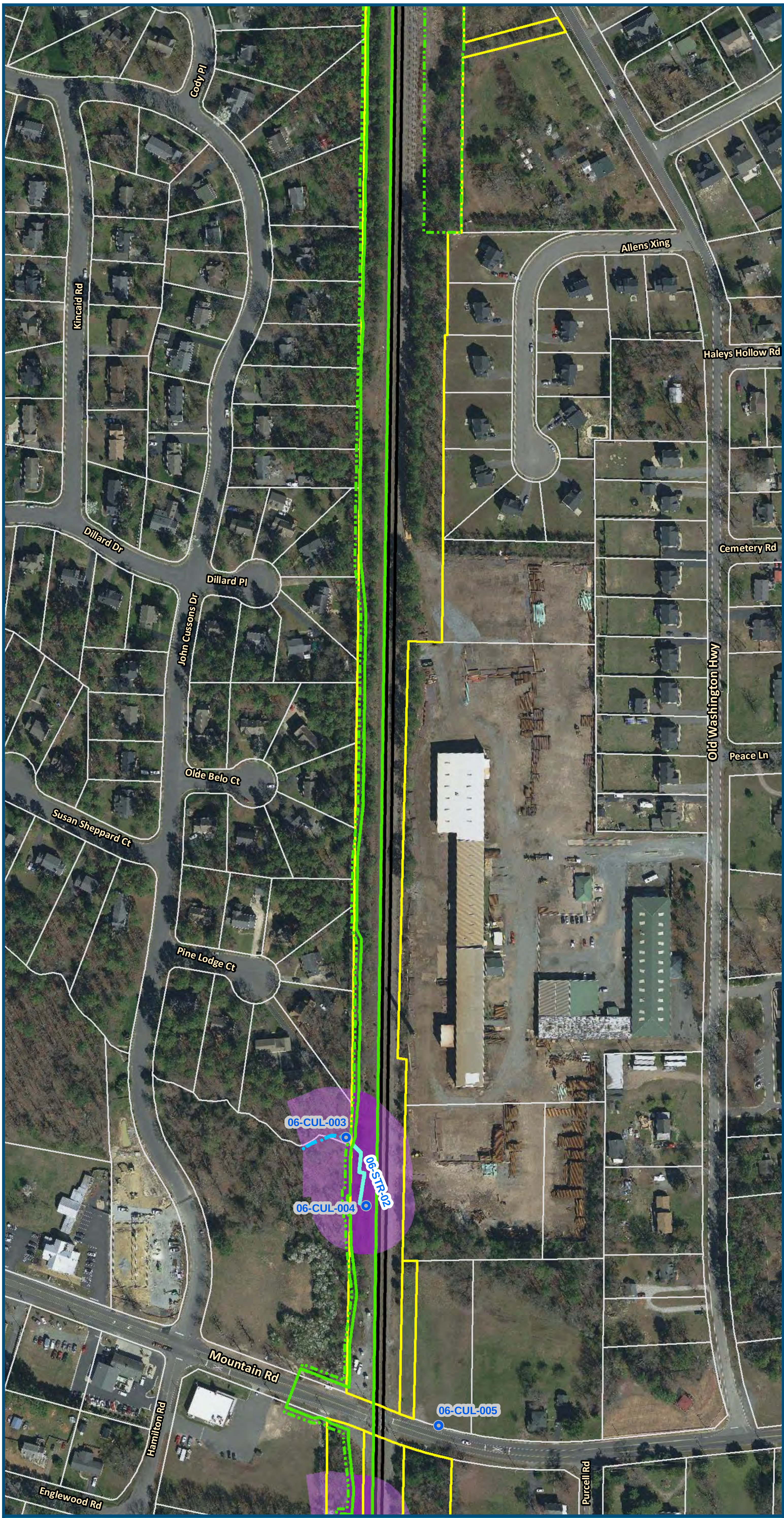
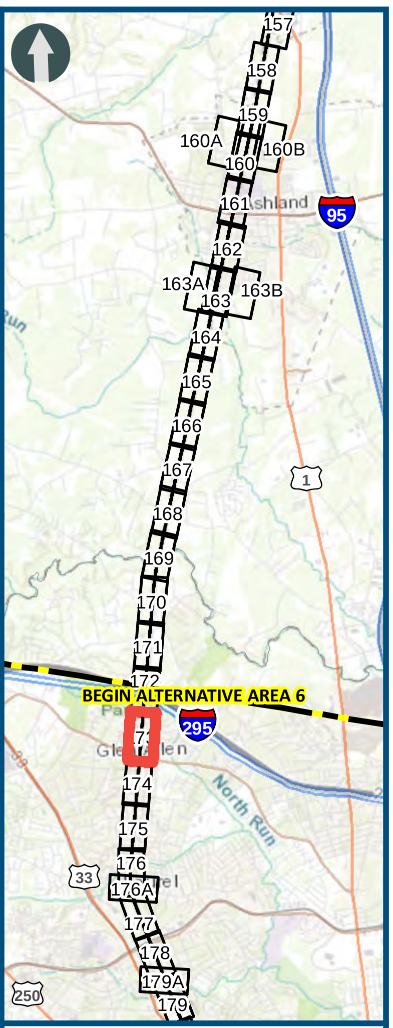

Cody Pl
Kincaid Rd
Allens Xing
Haleys Hollow Rd
Dillard Dr
Dillard Pl
John Cussons Dr
Cemetery Rd
Olde Belo Ct
Old Washington Hwy
Peace Ln
Susan Sheppard Ct
Pine Lodge Ct
06-CUL-003
06-STR-02
06-CUL-004
Mountain Rd
06-CUL-005
Hamilton Rd
Purcell Rd
Englewood Rd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BEGIN ALTERNATIVE AREA 6
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Glen Allen
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North Run
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179A
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▨ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- ‐·‐ Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 173 of 217

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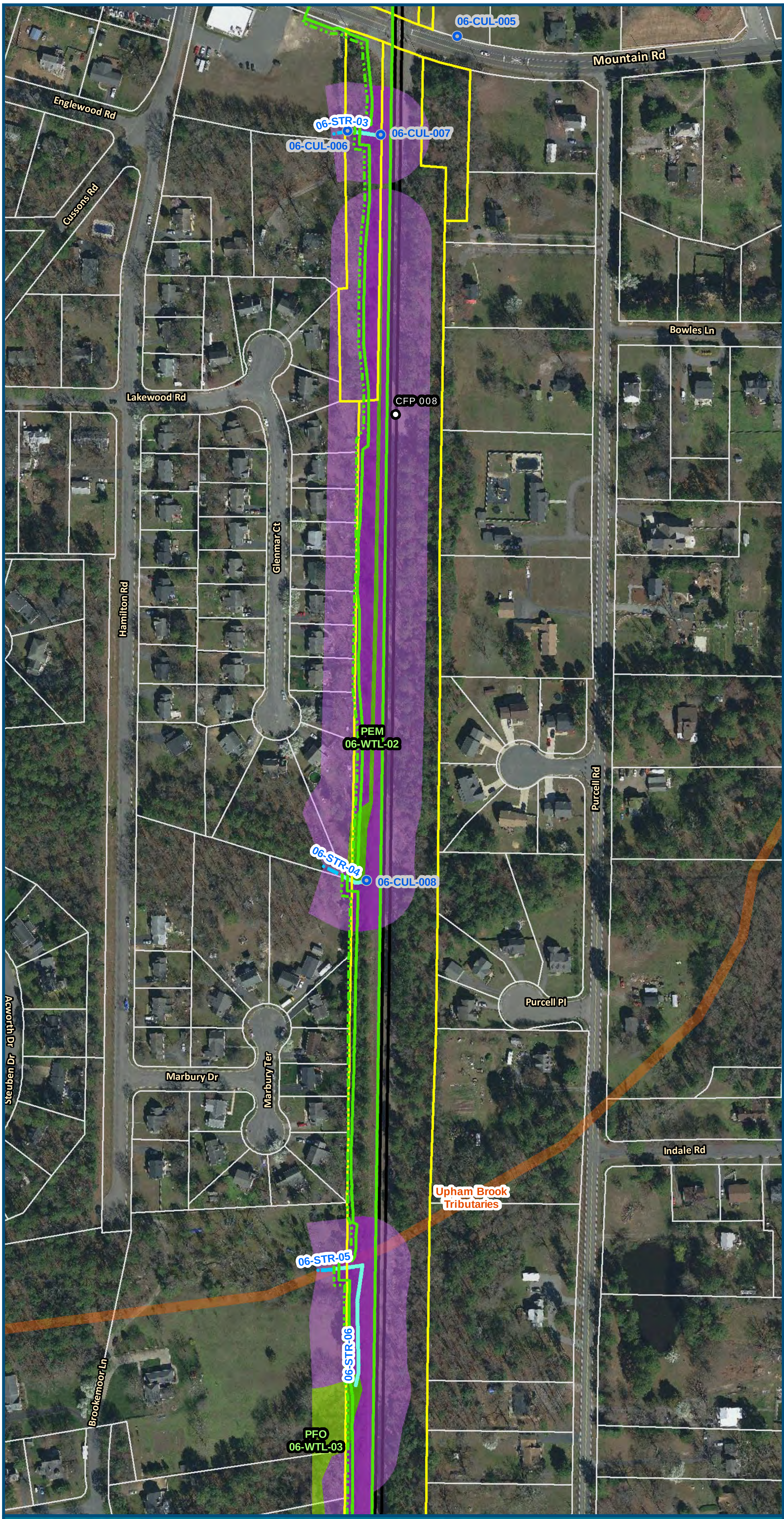
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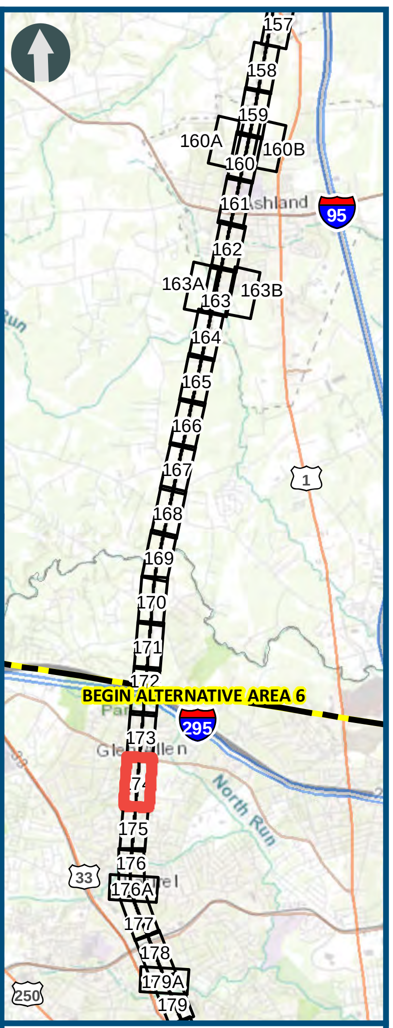
Mountain Rd
Englewood Rd
06-STR-03
06-CUL-007
06-CUL-006
Cussons Rd
Bowles Ln
Lakewood Rd
CFP 008
Glenmar Ct
Hamilton Rd
PEM
06-WTL-02
Purcell Rd
06-STR-04
06-CUL-008
Purcell Pl
Acworth Dr
Steuben Dr
Marbury Dr
Marbury Ter
Indale Rd
Upham Brook
Tributaries
06-STR-05
06-STR-06
Brookemoor Ln
PFO
06-WTL-03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BEGIN ALTERNATIVE AREA 6
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Glen Allen
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North Run
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179A
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250

0 100 200

Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
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- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
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- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 174 of 217

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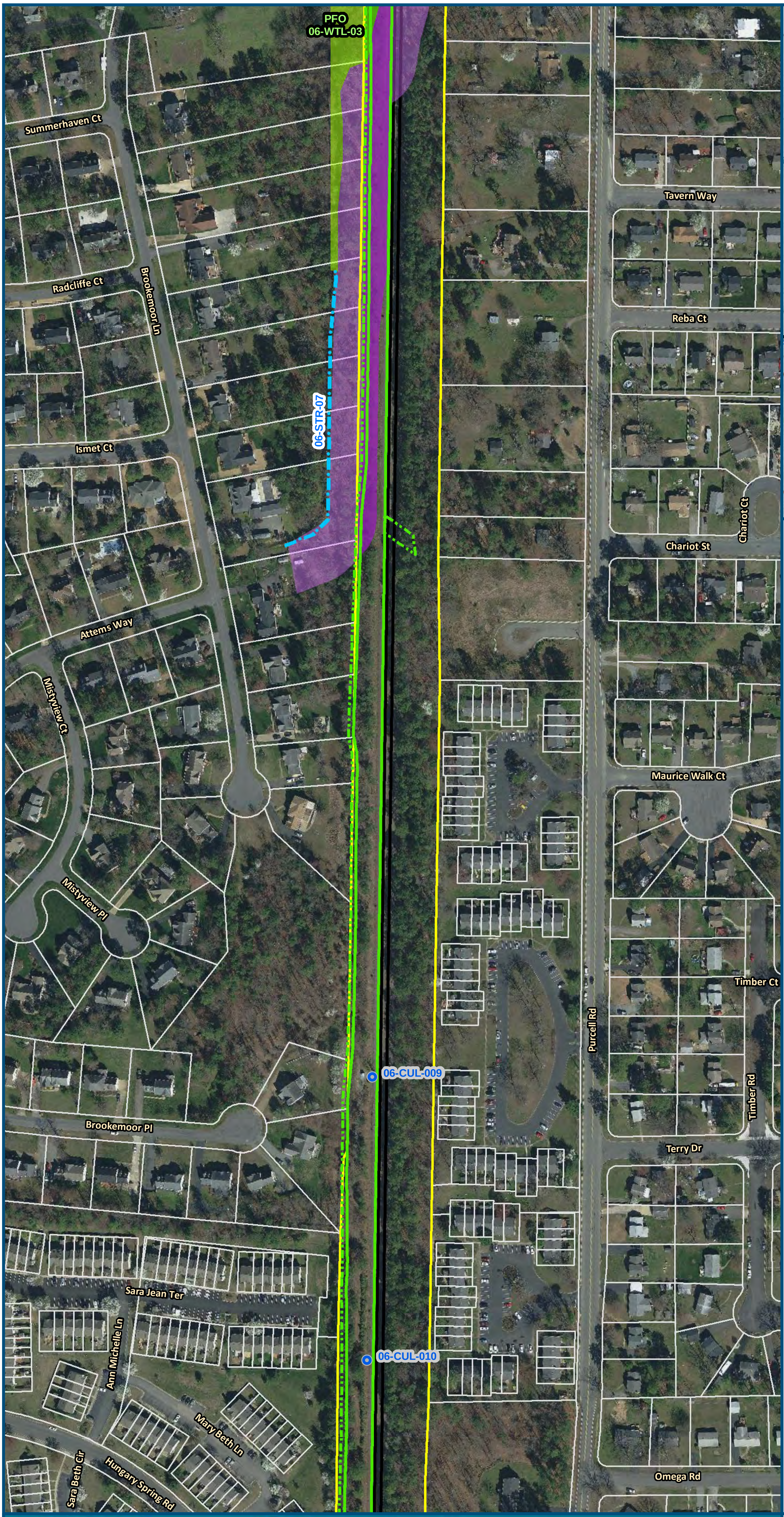
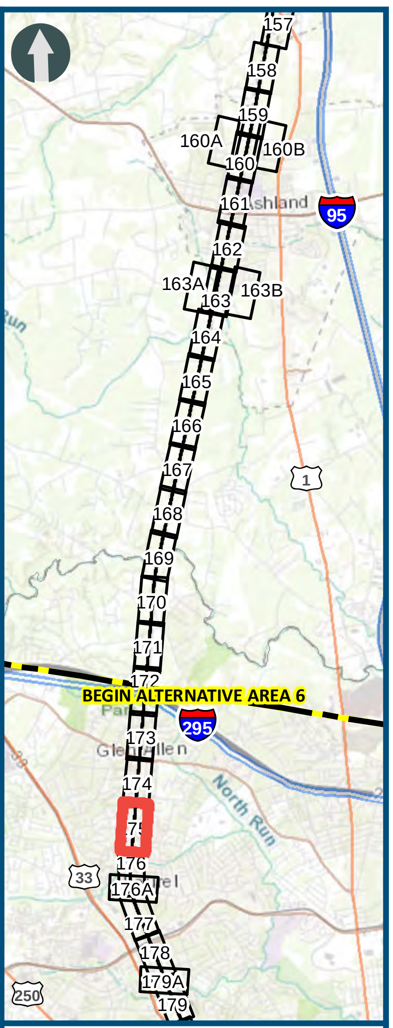

PFO
06-WTL-03
Summerhaven Ct
Radcliffe Ct
Brookemoor Ln
06-STR-07
Ismet Ct
Attems Way
Mistyview Ct
Mistyview Pl
06-CUL-009
Brookemoor Pl
Sara Jean Ter
Ann Michelle Ln
06-CUL-010
Mary Beth Ln
Hungary Spring Rd
Sara Beth Cir
Tavern Way
Reba Ct
Chariot Ct
Chariot St
Maurice Walk Ct
Timber Ct
Purcell Rd
Timber Rd
Terry Dr
Omega Rd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BEGIN ALTERNATIVE AREA 6
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Glen Allen
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North Run
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179A
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State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

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- Delineated Streams
- Major River Impacts
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- Delineated Wetland Impacts
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- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 175 of 217

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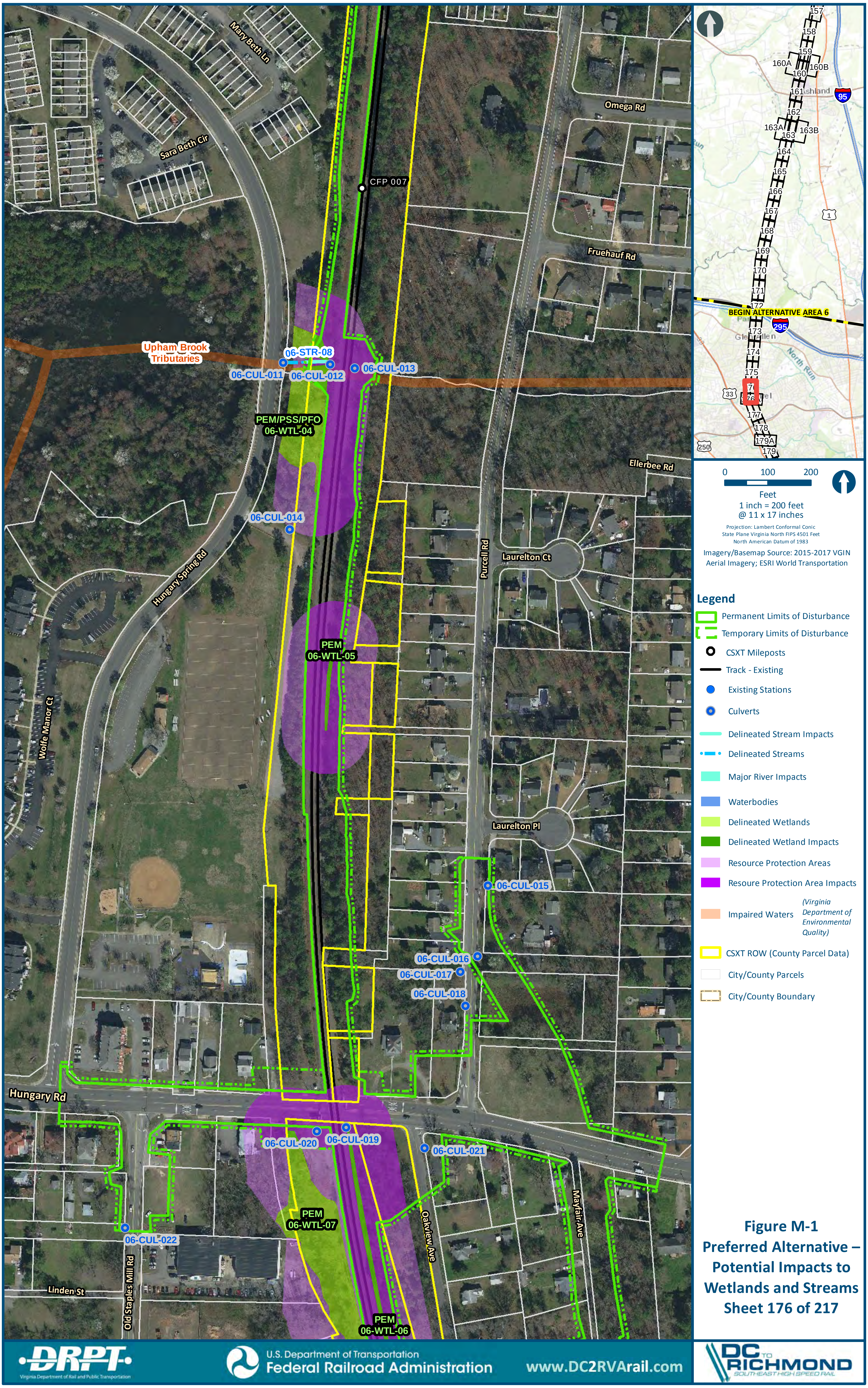
Mary Beth Ln
Sara Beth Cir
Omega Rd
CFP 007
Fruehauf Rd
Upham Brook Tributaries
06-STR-08
06-CUL-011
06-CUL-012
06-CUL-013
PEM/PSS/PFO
06-WTL-04
Ellerbee Rd
06-CUL-014
Hungary Spring Rd
Purcell Rd
Laurelton Ct
PEM
06-WTL-05
Wolfe Manor Ct
Laurelton Pl
06-CUL-015
06-CUL-016
06-CUL-017
06-CUL-018
Hungary Rd
06-CUL-020
06-CUL-019
06-CUL-021
Oakview Ave
Mayfair Ave
PEM
06-WTL-07
06-CUL-022
Linden St
Old Staples Mill Rd
PEM
06-WTL-06
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Glen Allen
North Run
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State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

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- City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams

Sheet 176 of 217

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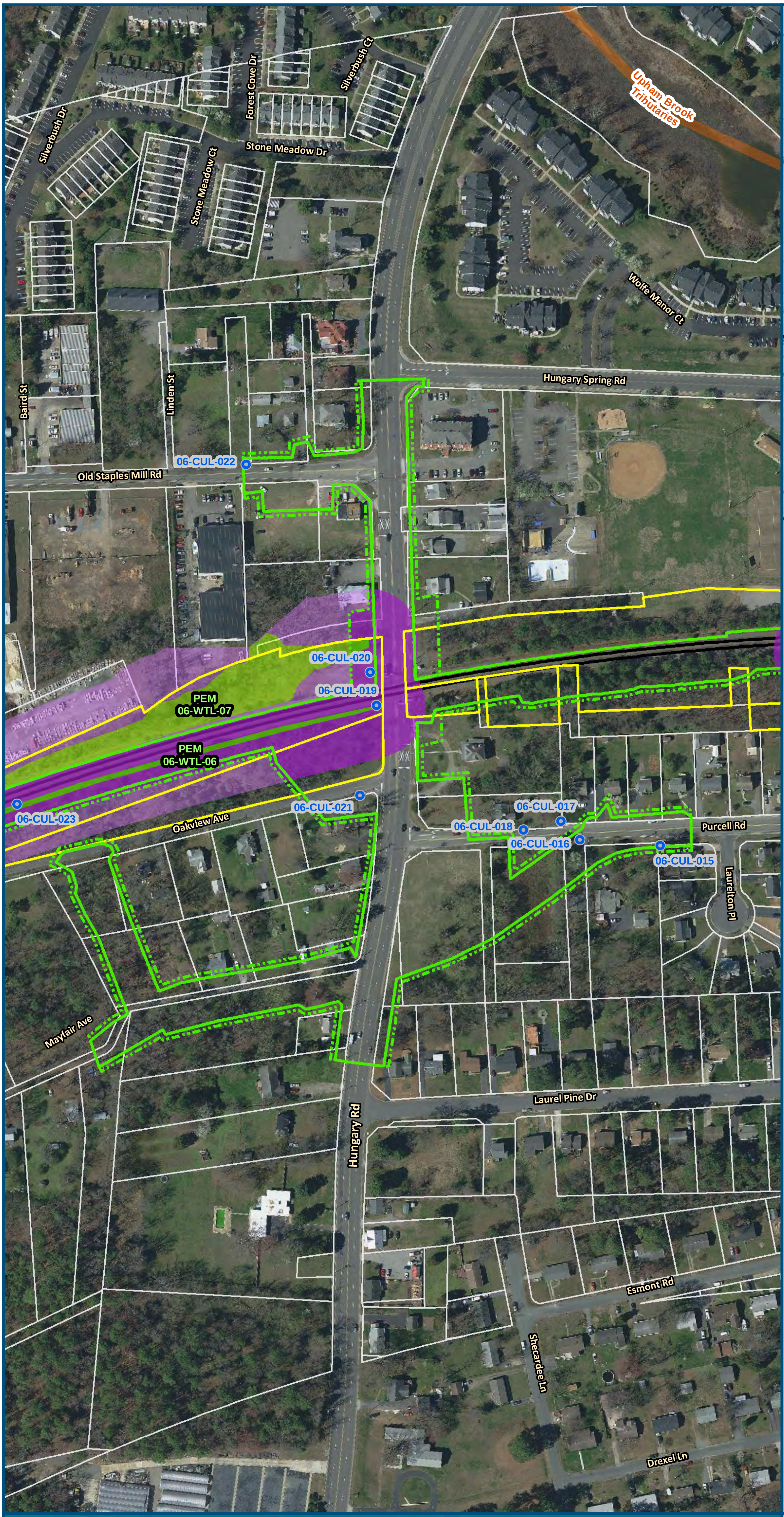
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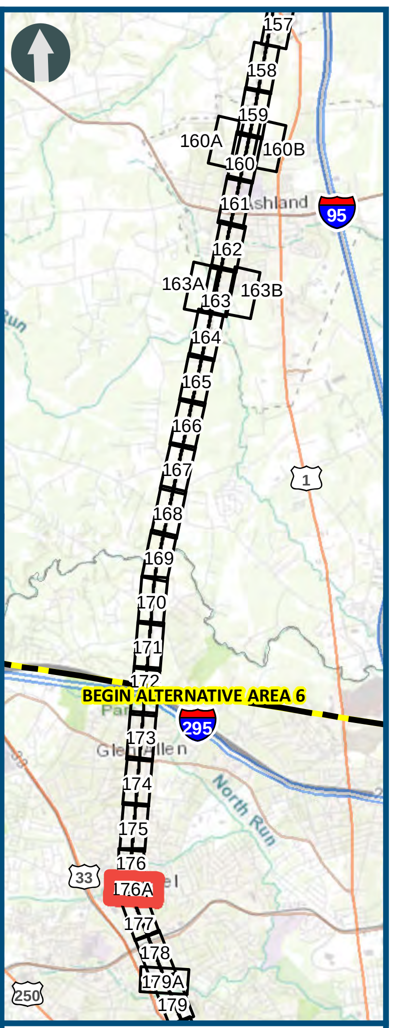
Silverbush Ct
Forest Cove Dr
Silverbush Dr
Stone Meadow Dr
Stone Meadow Ct
Wolfe Manor Ct
Hungary Spring Rd
Baird St
Linden St
06-CUL-022
Old Staples Mill Rd
06-CUL-020
06-CUL-019
PEM
06-WTL-07
PEM
06-WTL-06
06-CUL-023
Oakview Ave
06-CUL-021
06-CUL-017
06-CUL-018
06-CUL-016
Purcell Rd
06-CUL-015
Laurelton Pl
Mayfair Ave
Laurel Pine Dr
Hungary Rd
Esmont Rd
Shecardee Ln
Drexel Ln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Glen Allen
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North Run
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250

0 100 200

Feet

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Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- ▬ Delineated Stream Impacts
- ┅ Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 176A of 217

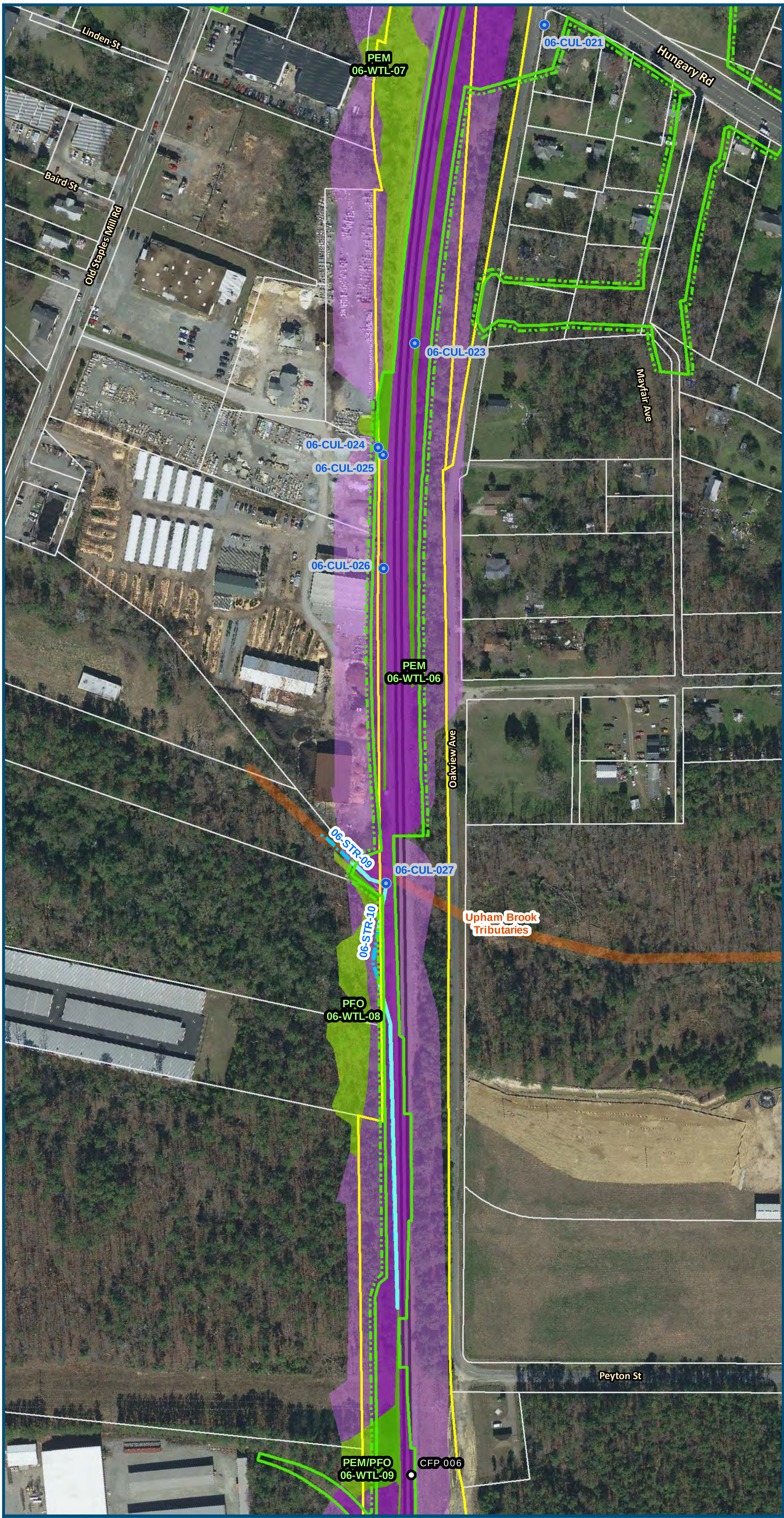
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

\\dtsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AllDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018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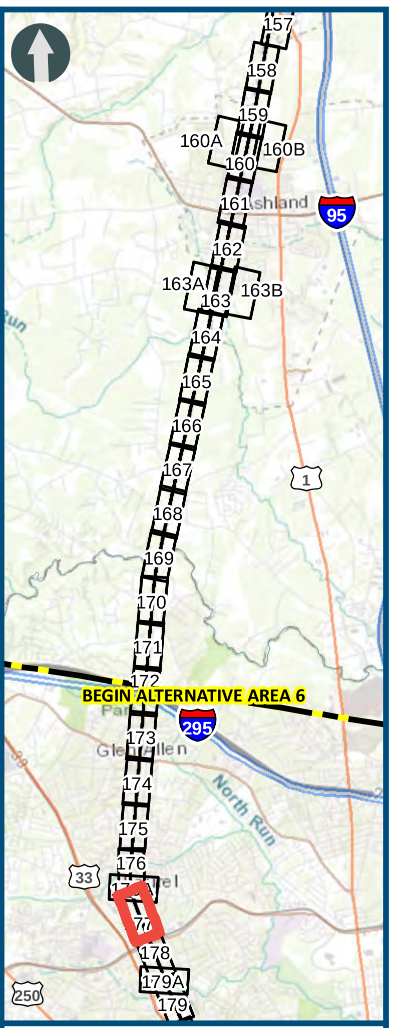
Hungary Rd
Baird St
Old Staples Mill Rd
Mayfair Ave
Oakview Ave
Peyton St
PEM
06-WTL-07
06-CUL-021
06-CUL-023
06-CUL-024
06-CUL-025
06-CUL-026
PEM
06-WTL-06
06-STR-09
06-CUL-027
06-STR-10
Upham Brook
Tributaries
PFO
06-WTL-08
PEM/PFO
06-WTL-09
CFP 006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158
159
160A
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160B
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Ashland
95
162
163A
163
163B
164
165
166
167
1
168
169
170
171
172
BEGIN ALTERNATIVE AREA 6
295
Glen Allen
173
174
North Run
175
176
33
177
178
179A
179
250

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 177 of 217

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

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DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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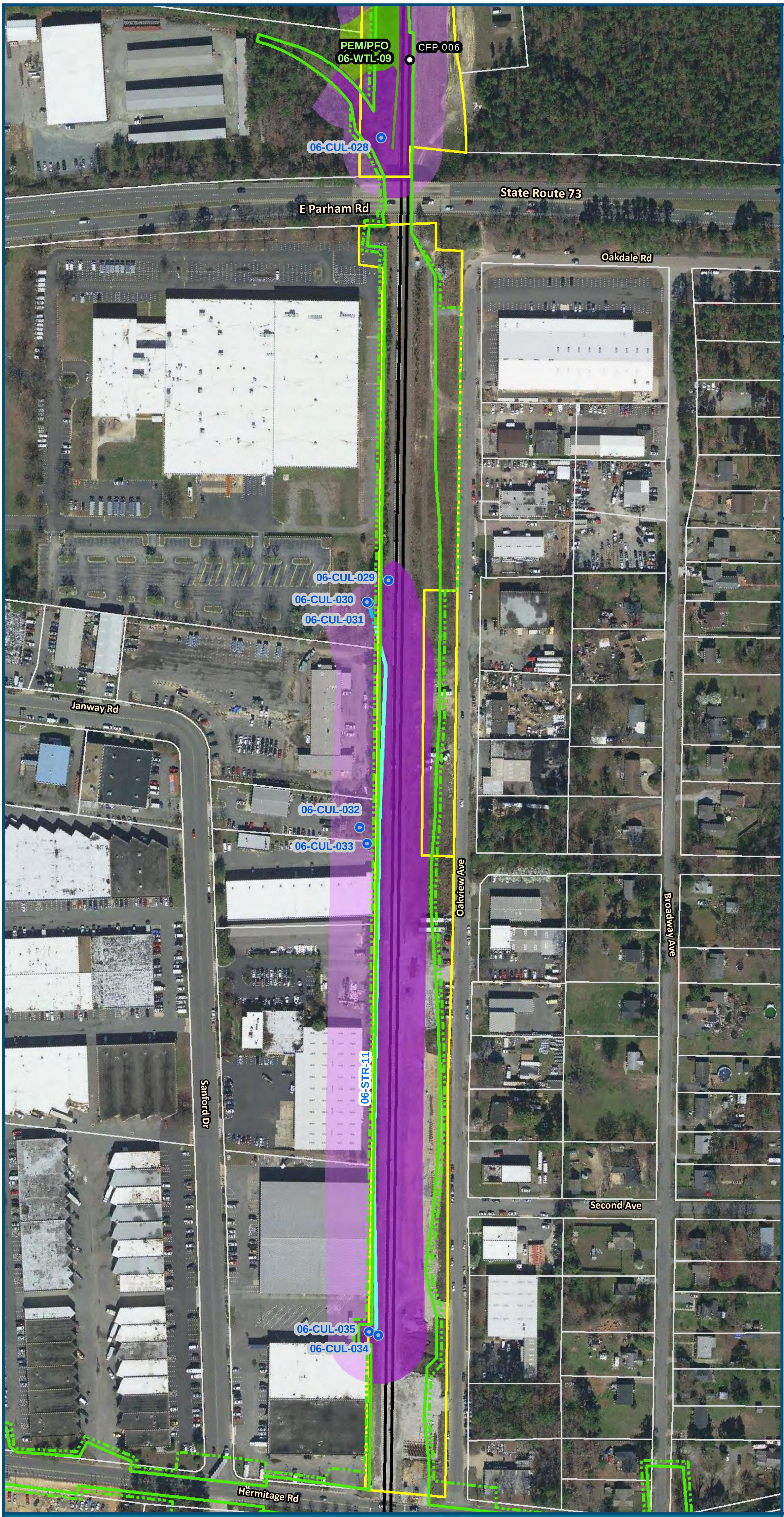
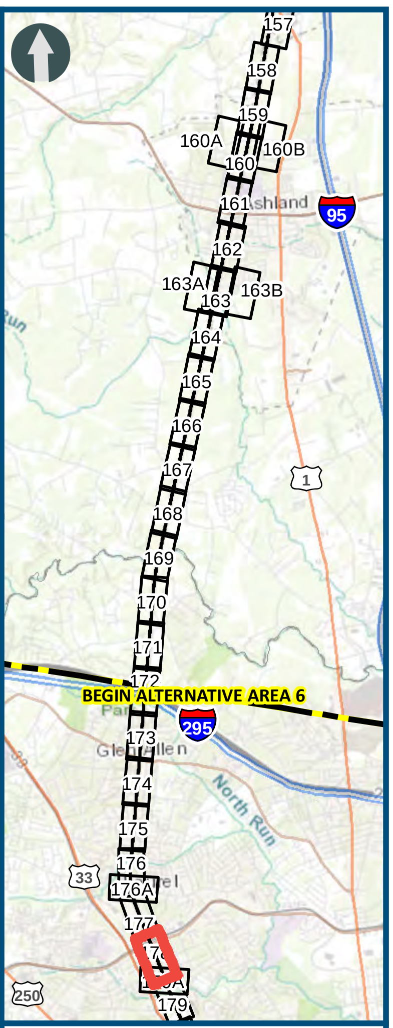

PEM/PFO
06-WTL-09
CFP 006
06-CUL-028
State Route 73
E Parham Rd
Oakdale Rd
06-CUL-029
06-CUL-030
06-CUL-031
Janway Rd
06-CUL-032
06-CUL-033
Oakview Ave
Broadway Ave
06-STR-11
Sanford Dr
Second Ave
06-CUL-035
06-CUL-034
Hermitage Rd


157
158
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160A
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160B
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Ashland
95
162
163A
163
163B
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166
167
1
168
169
170
171
172
BEGIN ALTERNATIVE AREA 6
295
173
174
North Run
175
176
33
176A
177
179
250

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 178 of 217

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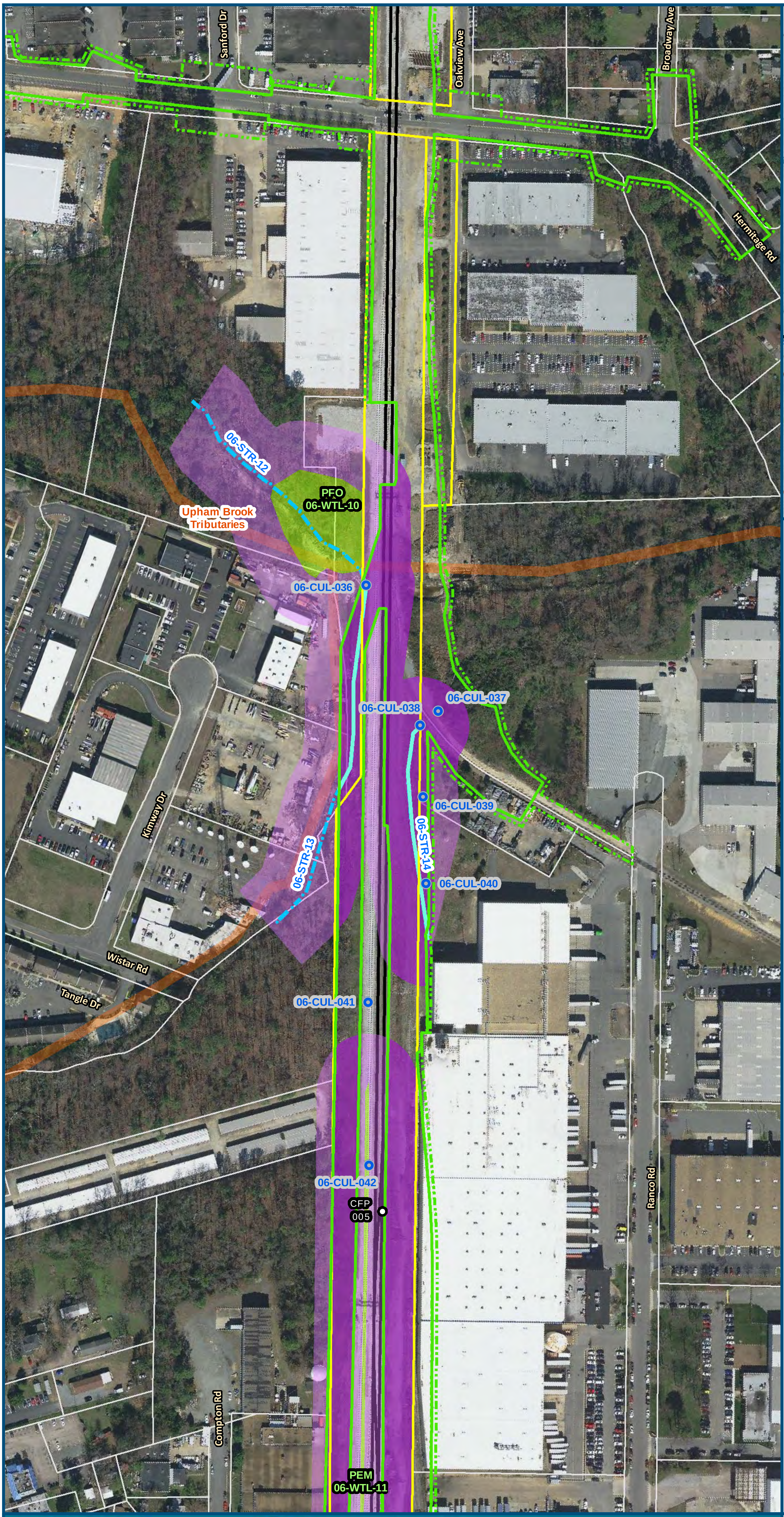
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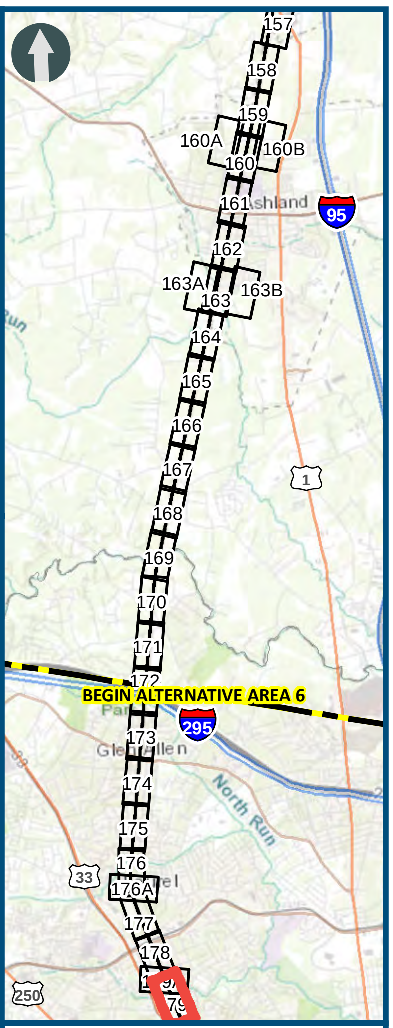
Oakview Ave
Broadway Ave
Hermitage Rd
06-STR-12
PFO
06-WTL-10
Upham Brook
Tributaries
06-CUL-036
06-CUL-037
06-CUL-038
06-CUL-039
06-STR-14
06-CUL-040
06-STR-13
Kimway Dr
Wistar Rd
Tangle Dr
06-CUL-041
06-CUL-042
CFP
005
Ranco Rd
Compton Rd
PEM
06-WTL-11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160B
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Ashland
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163A
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163B
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170
171
172
BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
174
North Run
175
176
33
176A
177
178
250
79

0 100 200

Feet

1 inch = 200 feet

@ 11 x 17 inches

Projection: Lambert Conformal Conic

State Plane Virginia North FIPS 4501 Feet

North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
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- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 179 of 217

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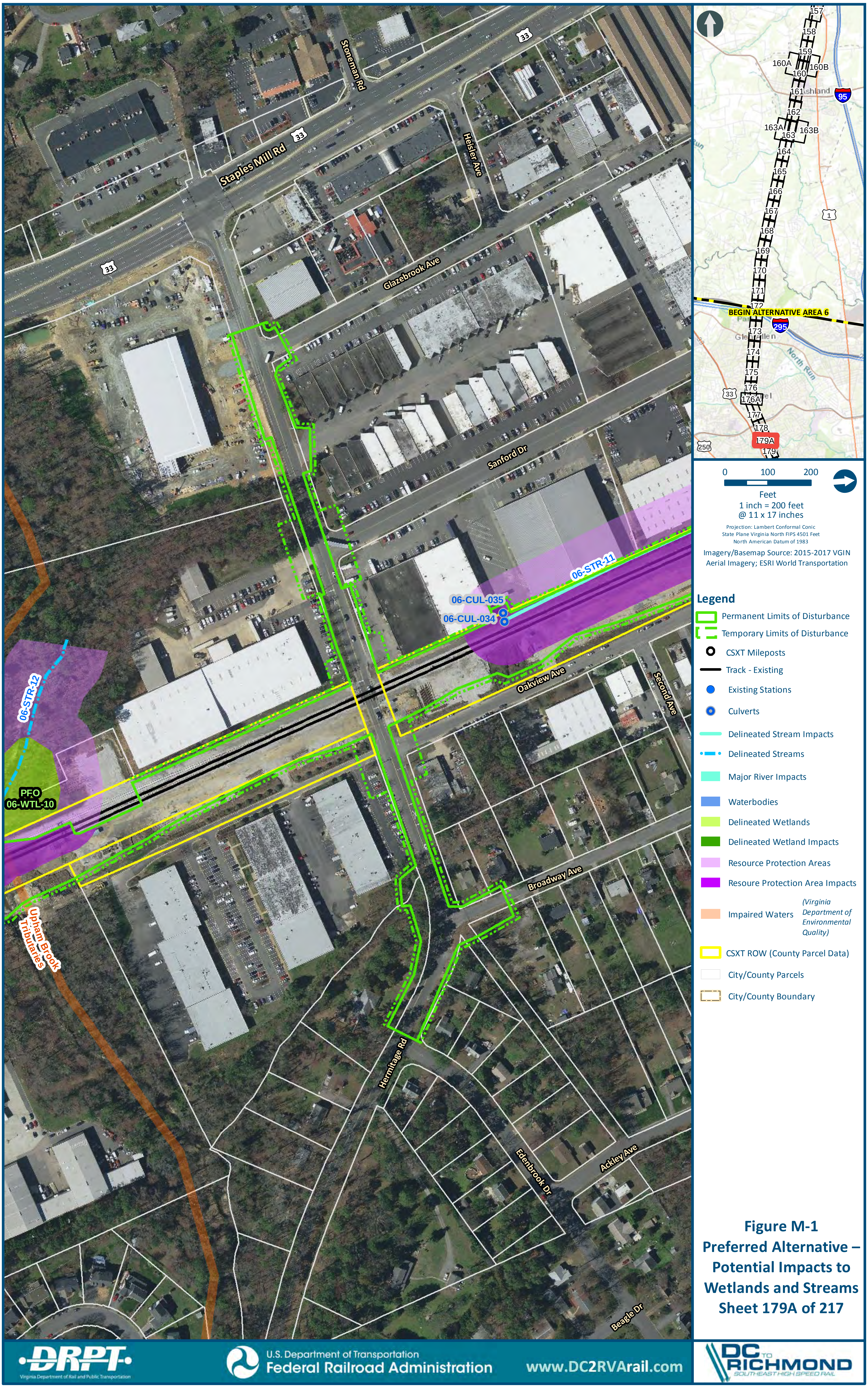
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33
Stoneman Rd
Heisler Ave
Glazebrook Ave
Sanford Dr
06-STR-11
06-CUL-035
06-CUL-034
Oakview Ave
Second Ave
06-STR-12
PFO
06-WTL-10
Upham Brook Tributaries
Broadway Ave
Hermitage Rd
Edenbrook Dr
Ackley Ave
Beagle Dr
157
158
159
160A
160
160B
161
Ashland
95
162
163A
163
163B
164
165
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167
1
168
169
170
171
172
BEGIN ALTERNATIVE AREA 6
295
173
Glen Allen
174
North Run
175
176
176A
177
178
179A
179
250
0
100
200
Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
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- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 179A of 217

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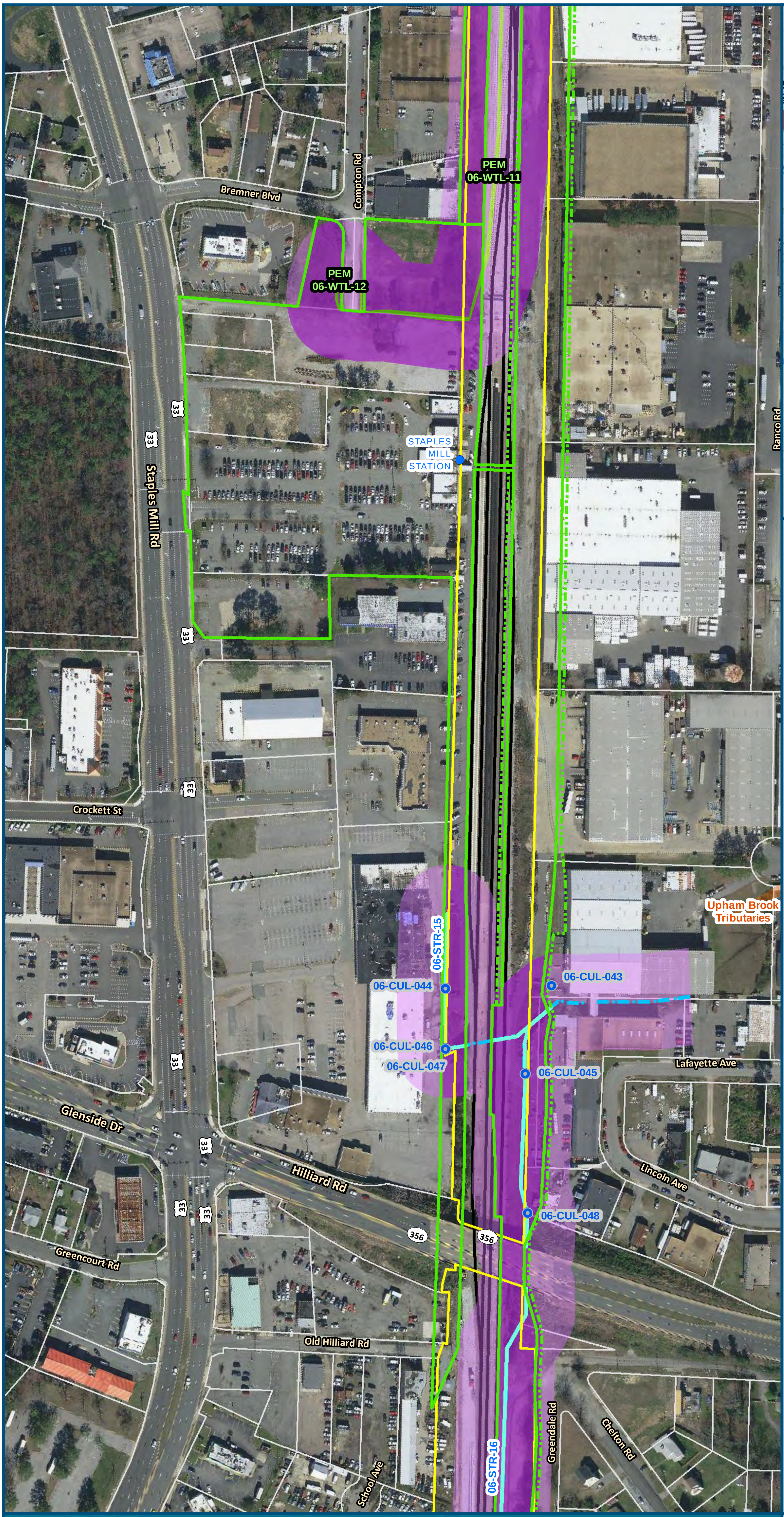
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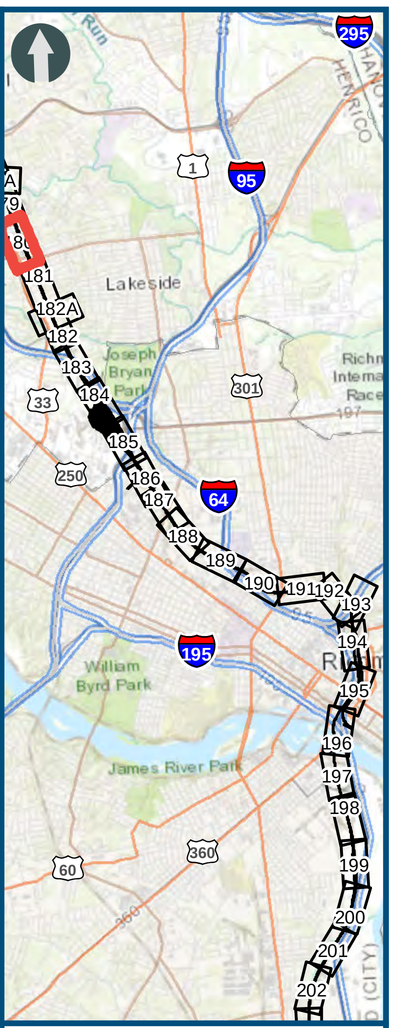
06-WTL-11
PEM
06-WTL-12
Bremner Blvd
Compton Rd
STAPLES MILL STATION
Staples Mill Rd
33
Ranco Rd
Crockett St
Upham Brook Tributaries
06-STR-15
06-CUL-044
06-CUL-043
06-CUL-046
06-CUL-047
06-CUL-045
Lafayette Ave
Glenside Dr
Hilliard Rd
356
Lincoln Ave
06-CUL-048
Greencourt Rd
Old Hilliard Rd
School Ave
06-STR-16
Greendale Rd
Chelton Rd


295
95
1
Lakeside
181
182A
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
33
301
250
64
195
William Byrd Park
James River Park
60
360

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
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- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 180 of 217

DRPT
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U.S. Department of Transportation
Federal Railroad Administration

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DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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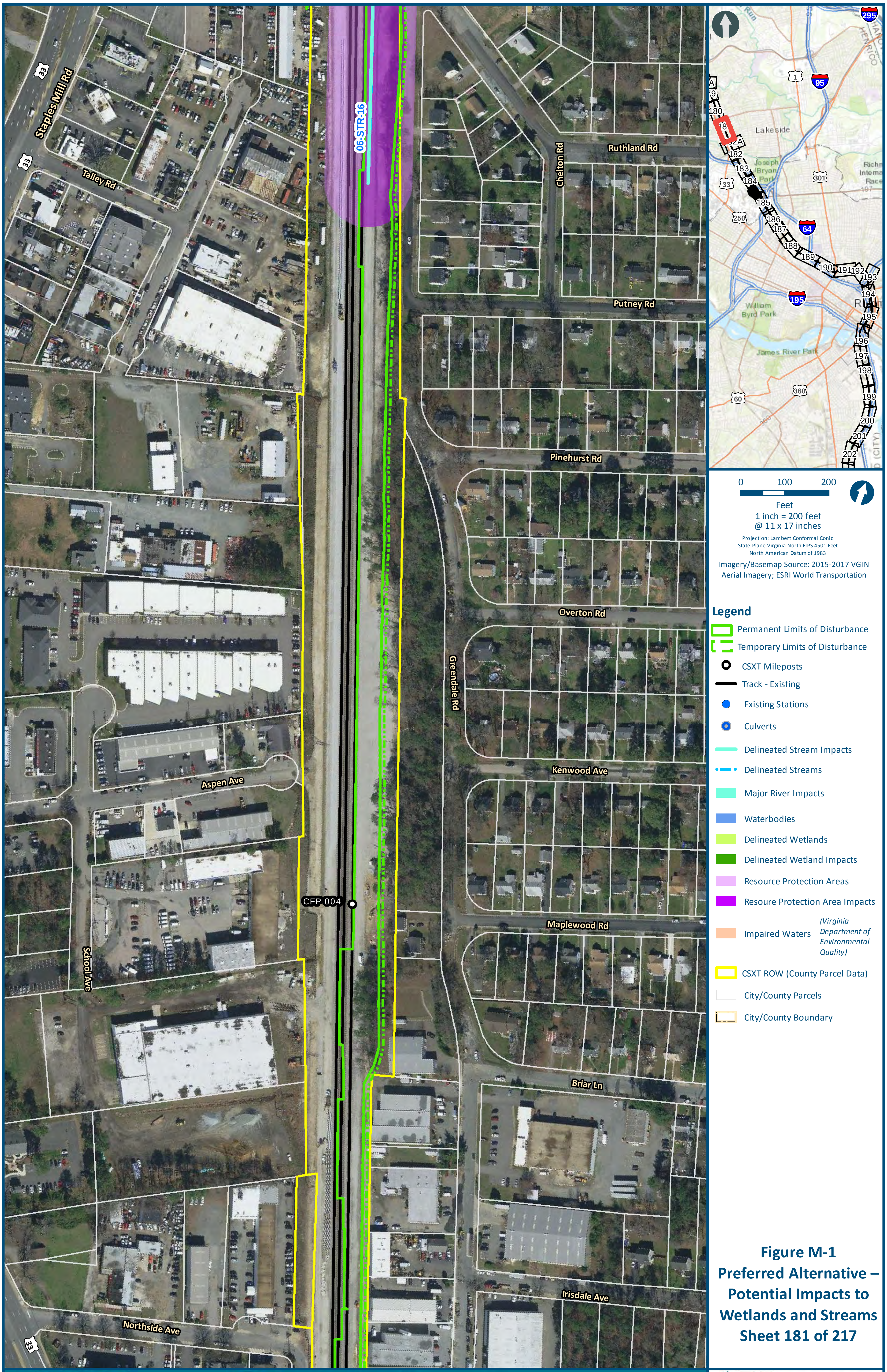
06-STR-16
Staples Mill Rd
33
Talley Rd
Ruthland Rd
Chelton Rd
Putney Rd
Pinehurst Rd
Overton Rd
Greendale Rd
Kenwood Ave
Aspen Ave
CFP 004
Maplewood Rd
School Ave
Briar Ln
Irisdale Ave
Northside Ave
295
95
1
Lakeside
Joseph Bryan Park
301
250
64
195
William Byrd Park
James River Park
60
360
180
181
182
183
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196
197
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199
200
201
202

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
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- Resoure Protection Area Impacts
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- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 181 of 217

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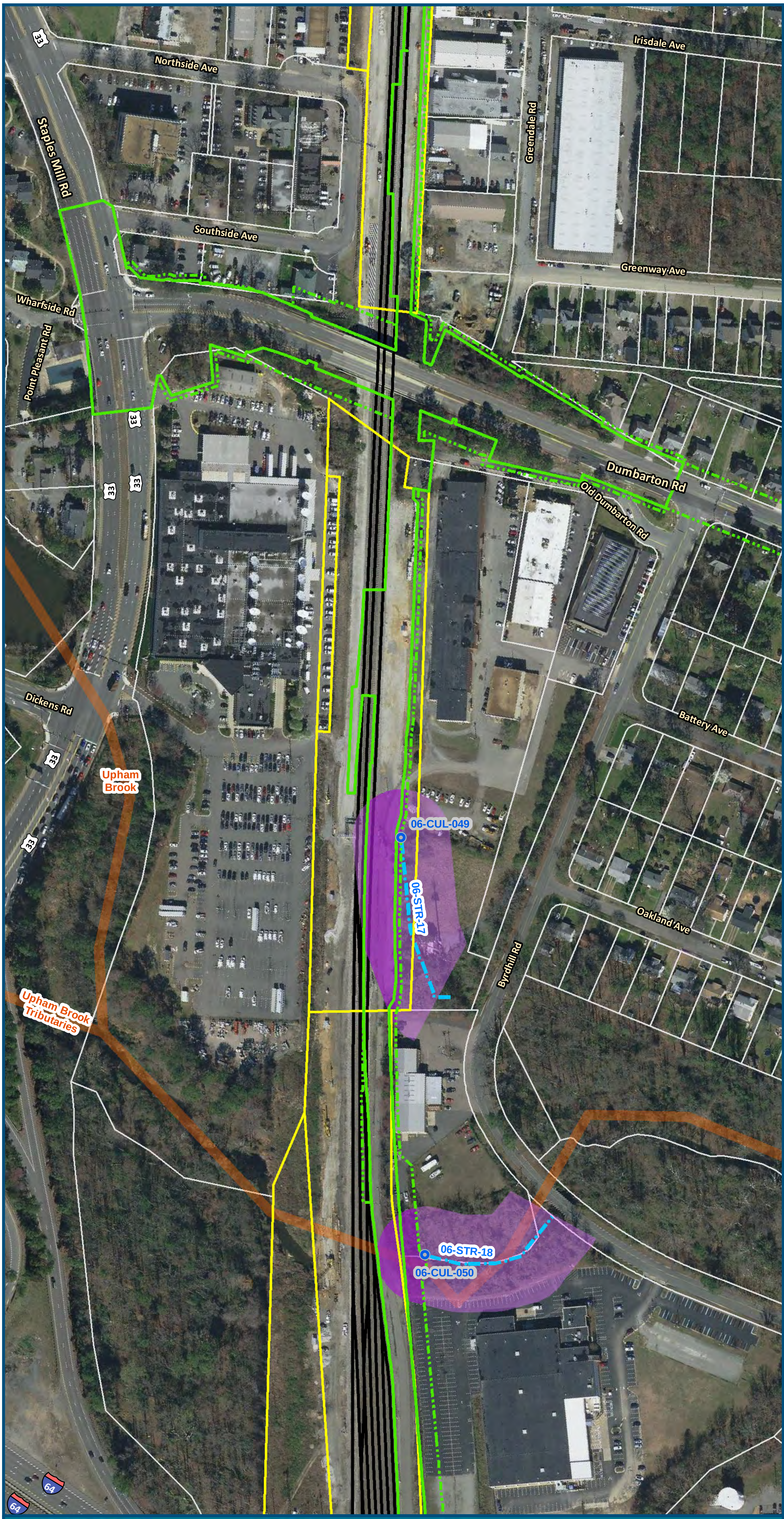
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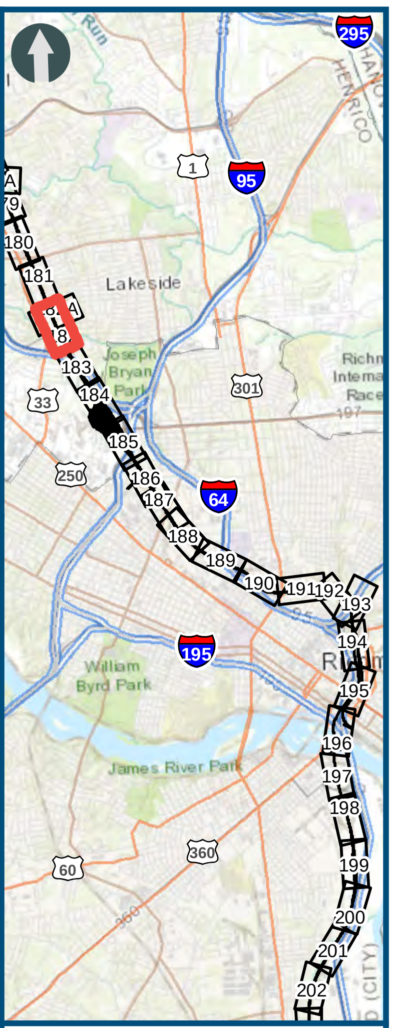
Northside Ave
Greendale Rd
Staples Mill Rd
33
Southside Ave
Greenway Ave
Wharfside Rd
Point Pleasant Rd
Dumbarton Rd
Old Dumbarton Rd
Dickens Rd
Battery Ave
Upham Brook
06-CUL-049
06-STR-17
Oakland Ave
Byrdhill Rd
Upham Brook Tributaries
06-STR-18
06-CUL-050
64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189
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191
192
193
194
195
196
197
198
199
200
201
202
Lakeside
Joseph Bryan Park
33
301
250
64
195
William Byrd Park
James River Park
60
360

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▨ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- ▬ Delineated Stream Impacts
- ‐ ‐ Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- □ CSXT ROW (County Parcel Data)
- □ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 182 of 217

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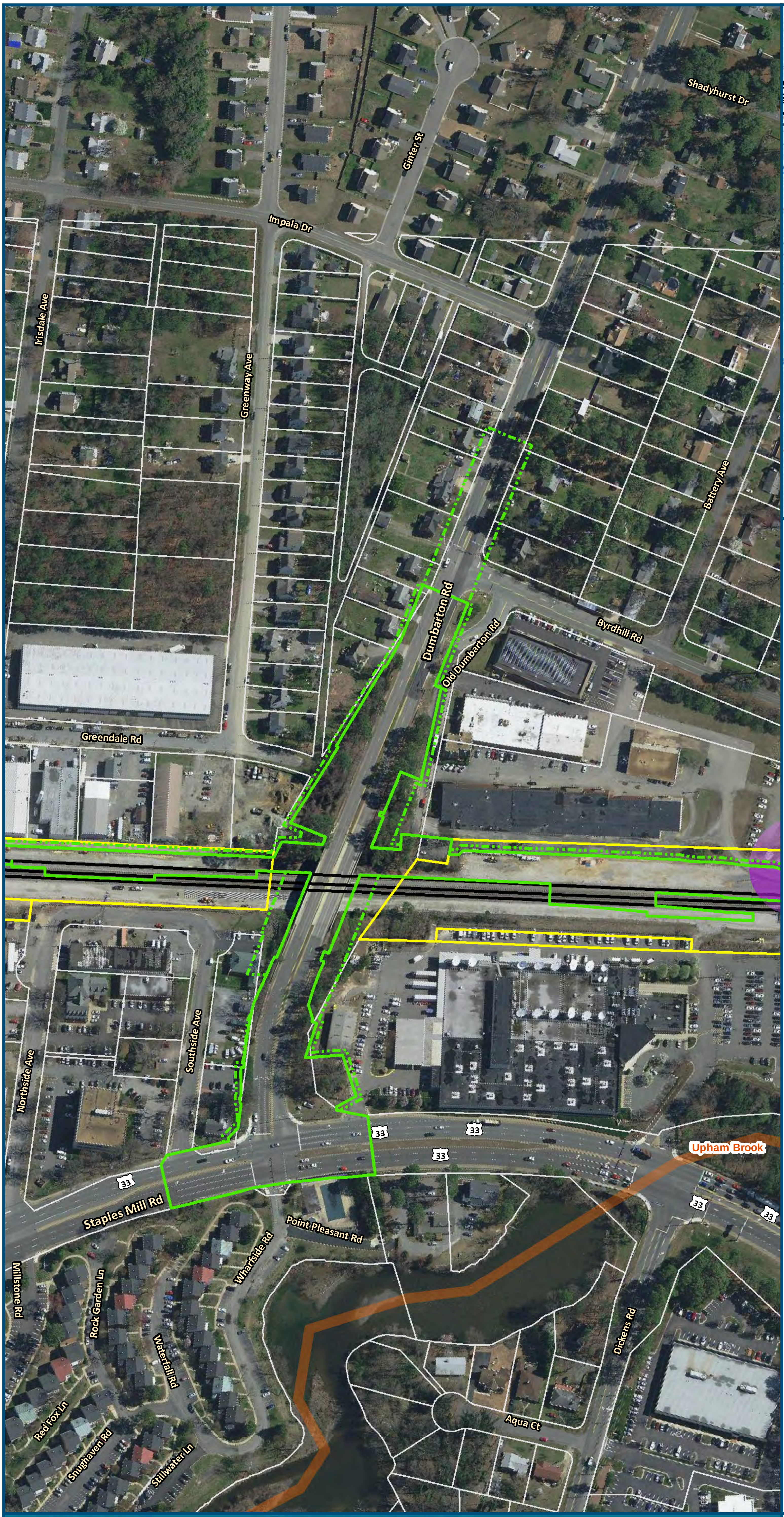
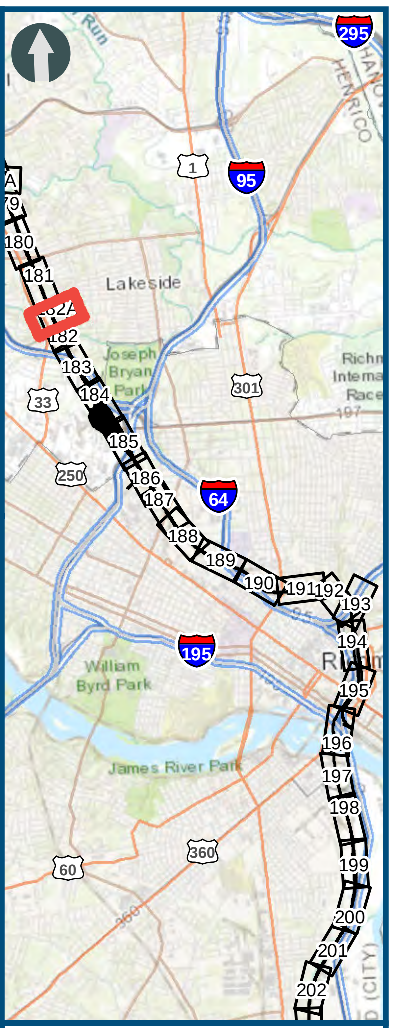

Shadyhurst Dr
Ginter St
Impala Dr
Irisdale Ave
Greenway Ave
Battery Ave
Dumbarton Rd
Old Dumbarton Rd
Byrdhill Rd
Greendale Rd
Southside Ave
Northside Ave
33
Staples Mill Rd
Point Pleasant Rd
Wharfside Rd
Upham Brook
Millstone Rd
Rock Garden Ln
Waterfall Rd
Red Fox Ln
Snughaven Rd
Stillwater Ln
Dickens Rd
Aqua Ct


295
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Lakeside
180
181
182A
182
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184
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188
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192
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194
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196
197
198
199
200
201
202
Joseph Bryan Park
33
301
250
64
195
William Byrd Park
James River Park
60
360

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ┅ Temporary Limits of Disturbance
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- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- ▬ Delineated Stream Impacts
- ┅ Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 182A of 217

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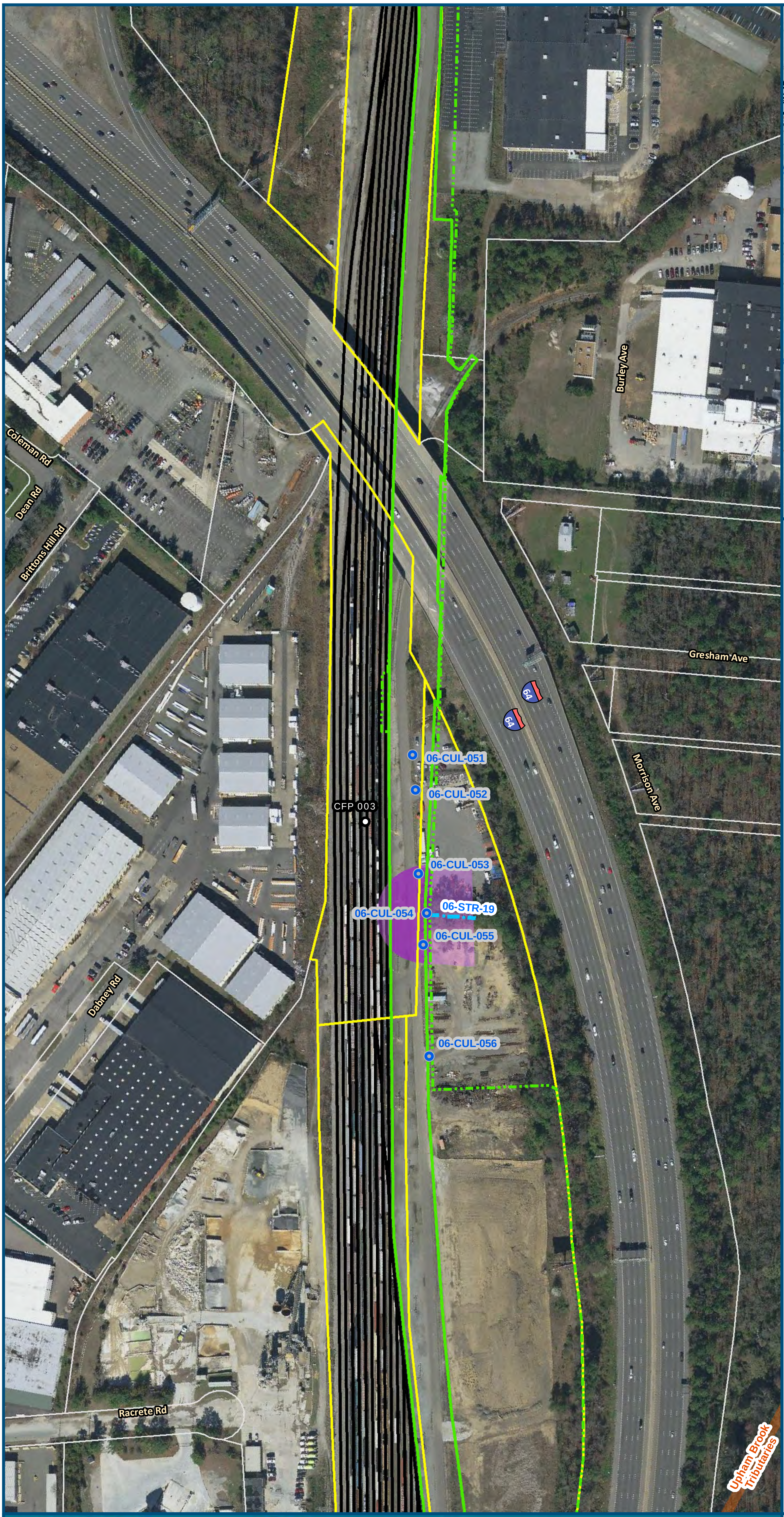
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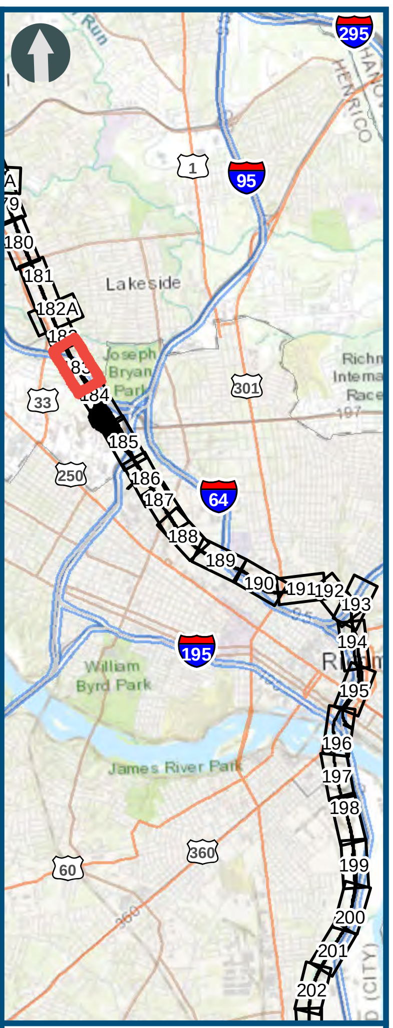
Dean Rd
Brittons Hill Rd
Burley Ave
Gresham Ave
Morrison Ave
Dabney Rd
Racrete Rd
64
64
CFP 003
06-CUL-051
06-CUL-052
06-CUL-053
06-CUL-054
06-STR-19
06-CUL-055
06-CUL-056
Upham Brook Tributaries


295
HENRICO
95
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Lakeside
180
181
182A
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193
194
195
196
197
198
199
200
201
202
Joseph Bryan Park
33
301
Richmond International Raceway
250
64
195
William Byrd Park
James River Park
60
360
RICHMOND (CITY)

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 183 of 217

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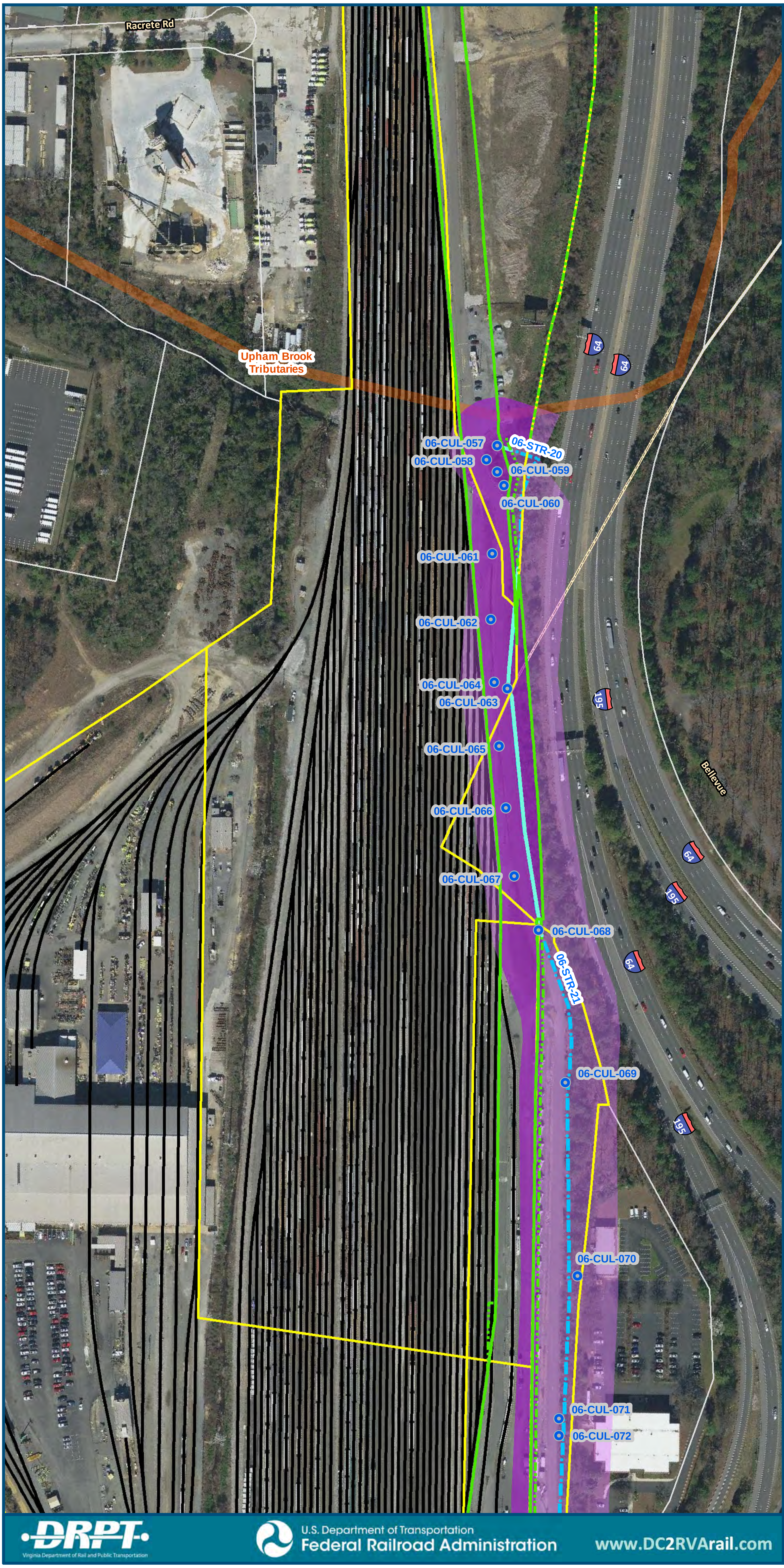
Racrete Rd
Upham Brook Tributaries
64
64
06-CUL-057
06-STR-20
06-CUL-058
06-CUL-059
06-CUL-060
06-CUL-061
06-CUL-062
06-CUL-064
06-CUL-063
195
Bellevue
06-CUL-065
06-CUL-066
64
06-CUL-067
195
06-CUL-068
06-STR-21
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06-CUL-069
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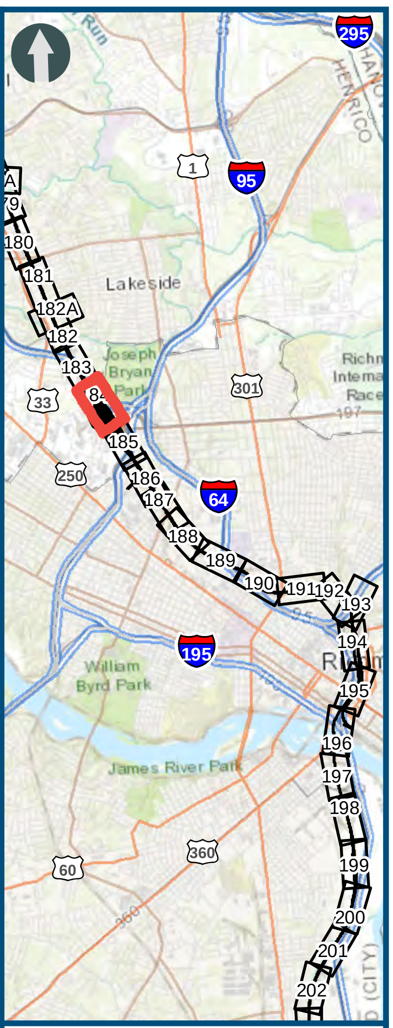
06-CUL-070
06-CUL-071
06-CUL-072


295
95
1
Lakeside
180
181
182A
182
183
Joseph Bryan Park
Richmond International Raceway
301
33
185
250
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William Byrd Park
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James River Park
197
198
60
360
199
200
201
202

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 184 of 217

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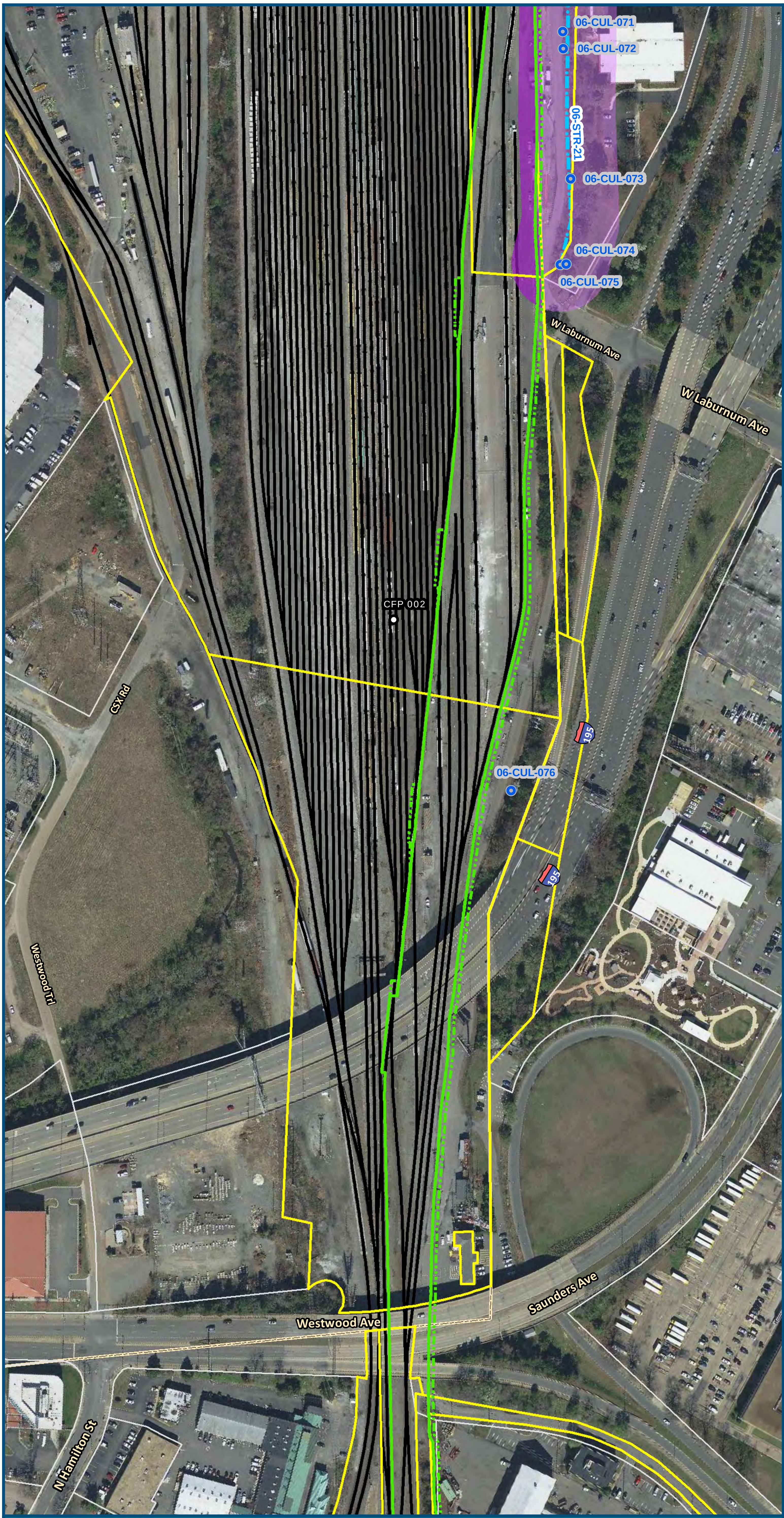
DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC to RICHMOND
SOUTHEAST HIGH SPEED RAIL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06-STR-21
06-CUL-073
06-CUL-074
06-CUL-075
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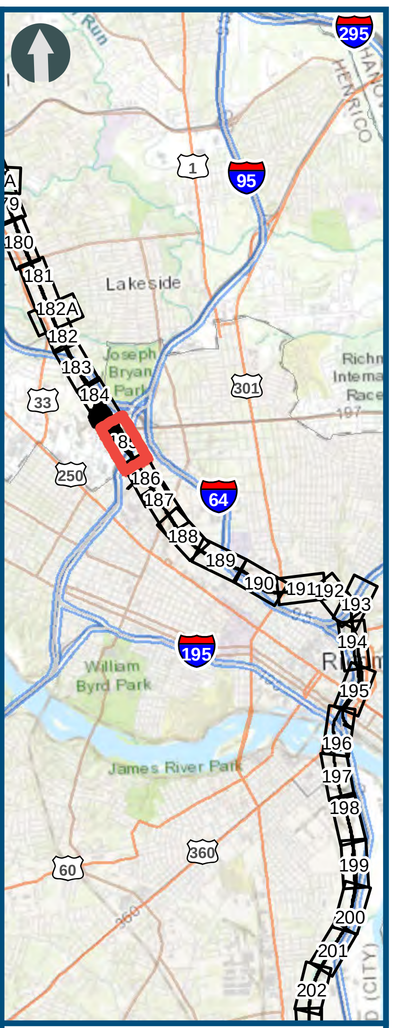
W Laburnum Ave
CFP 002
CSX Rd
195
06-CUL-076
195
Westwood Trl
Saunders Ave
Westwood Ave
N Hamilton St


295
HENRICO
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182A
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197
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199
200
201
202
Lakeside
Joseph Bryan Park
33
301
250
64
Richmond International Raceway
William Byrd Park
195
James River Park
60
360
(CITY)

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 185 of 217

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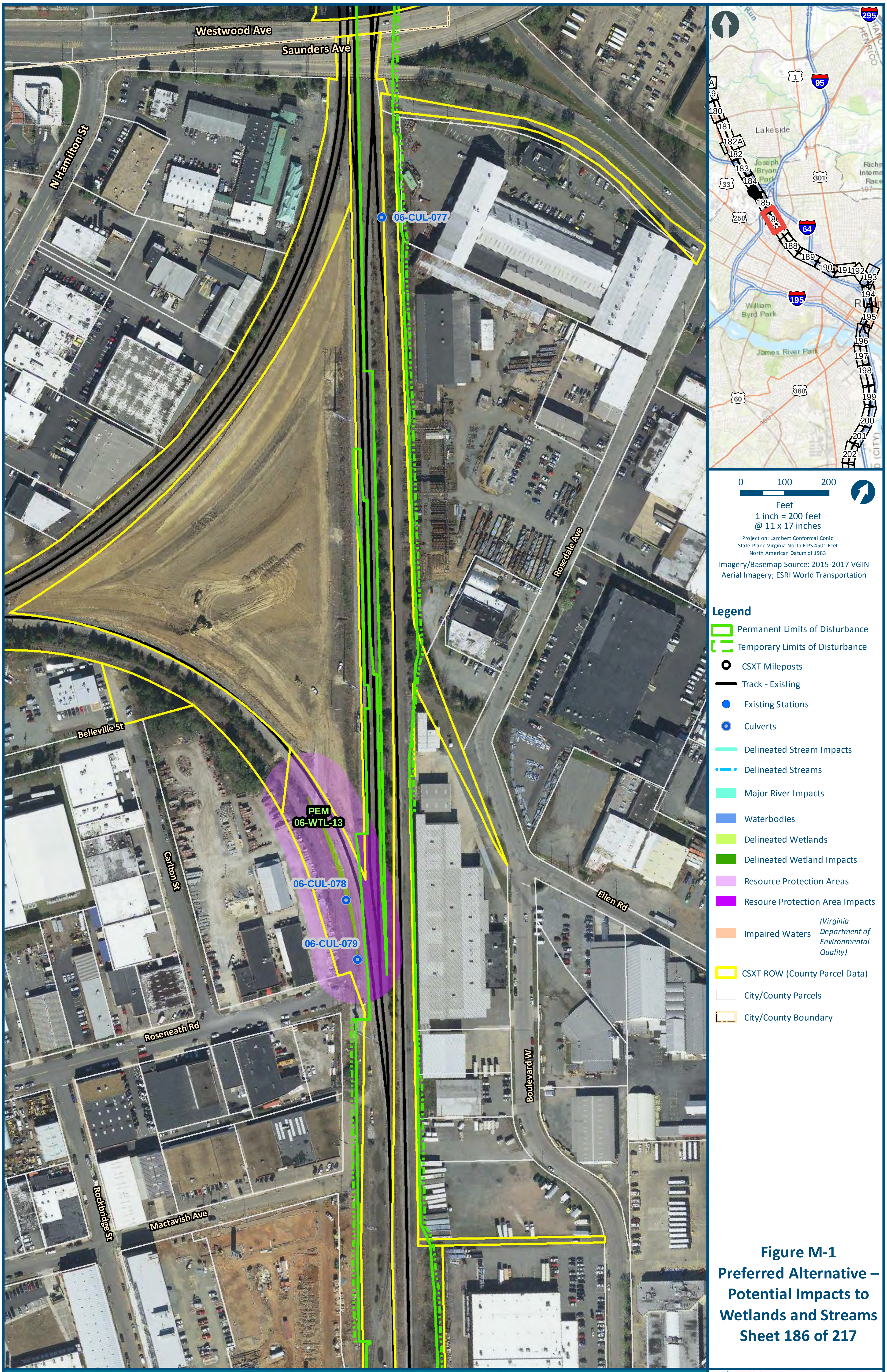
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Saunders Ave
N Hamilton St
06-CUL-077
Rosedale Ave
Belleville St
PEM
06-WTL-13
Carlton St
06-CUL-078
06-CUL-079
Ellen Rd
Roseneath Rd
Boulevard W
Rockbridge St
Mactavish Ave
295
95
1
Lakeside
180
181
182A
182
183
184
185
186
187
188
189
190
191
192
193
194
195
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33
301
250
64
195
Joseph Bryan Park
Richmond International Raceway
William Byrd Park
James River Park
60
360
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100
200
Feet
1 inch = 200 feet
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation
Legend
Permanent Limits of Disturbance
Temporary Limits of Disturbance
CSXT Mileposts
Track - Existing
Existing Stations
Culverts
Delineated Stream Impacts
Delineated Streams
Major River Impacts
Waterbodies
Delineated Wetlands
Delineated Wetland Impacts
Resource Protection Areas
Resoure Protection Area Impacts
Impaired Waters (Virginia Department of Environmental Quality)
CSXT ROW (County Parcel Data)
City/County Parcels
City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 186 of 217

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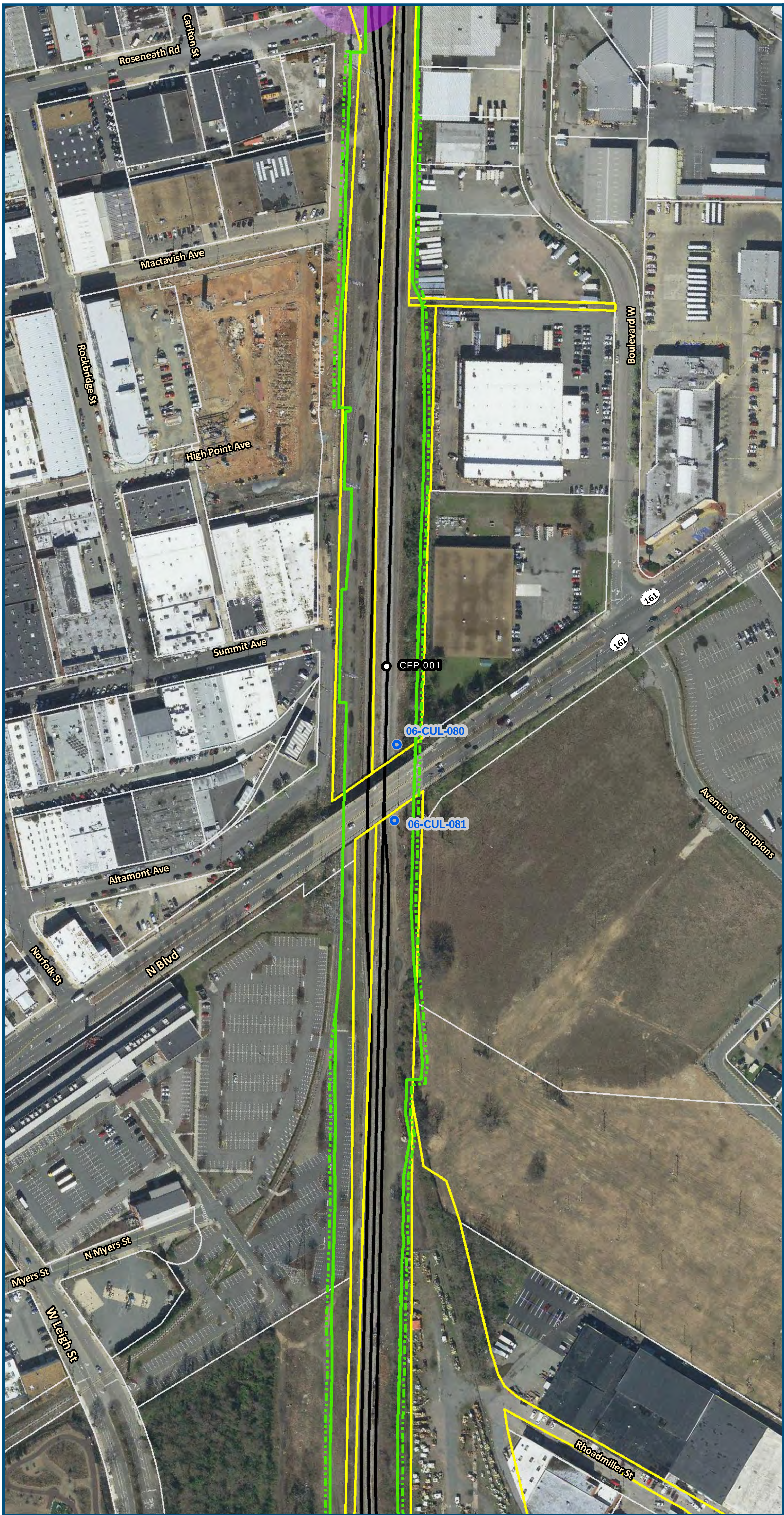
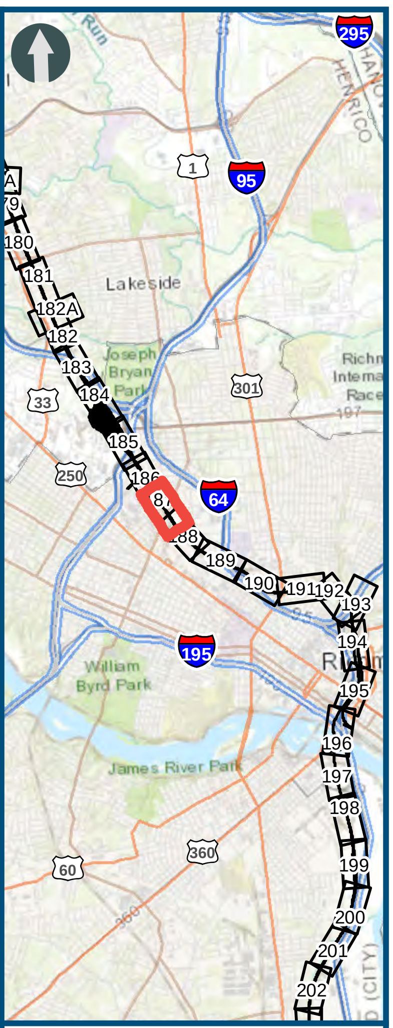

Roseneath Rd
Carlton St
Mactavish Ave
Rockbridge St
High Point Ave
Summit Ave
Altamont Ave
Norfolk St
N Blvd
N Myers St
Myers St
W Leigh St
Boulevard W
161
161
Avenue of Champions
Rhoadmiller St
CFP 001
06-CUL-080
06-CUL-081


295
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195
Joseph Bryan Park
William Byrd Park
James River Park
60
360
Richmond International Raceway

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- ‐ ‐ Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 187 of 217

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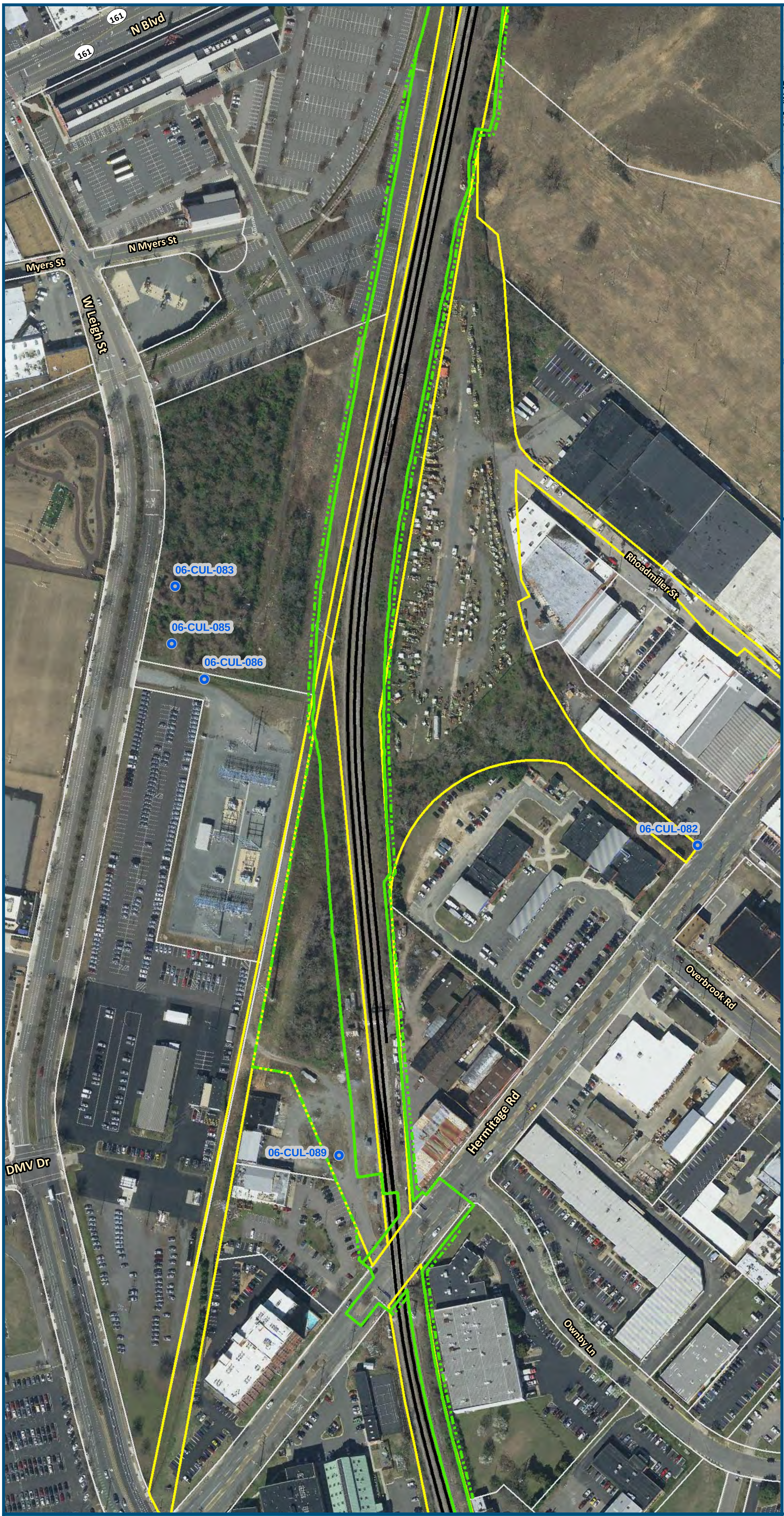
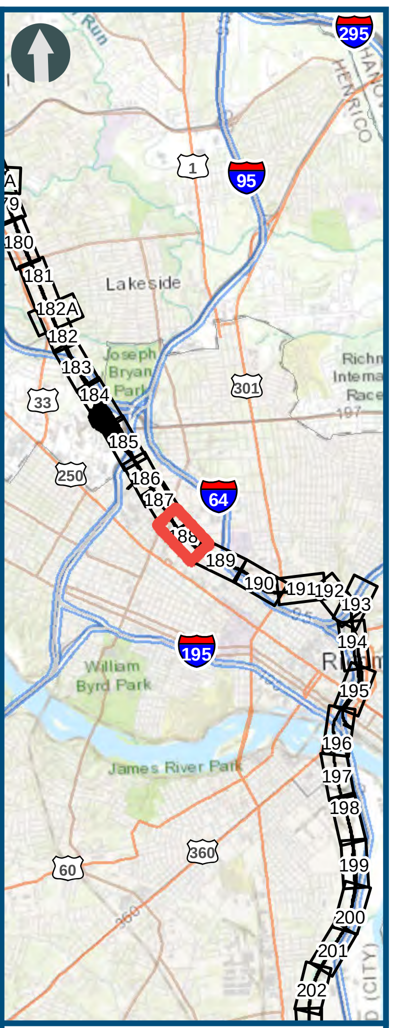

161
N Blvd
161
N Myers St
Myers St
W Leigh St
06-CUL-083
06-CUL-085
06-CUL-086
06-CUL-082
Rhoadmiller St
Overbrook Rd
Hermitage Rd
06-CUL-089
DMV Dr
Ownby Ln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Joseph Bryan Park
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William Byrd Park
James River Park
60
360

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

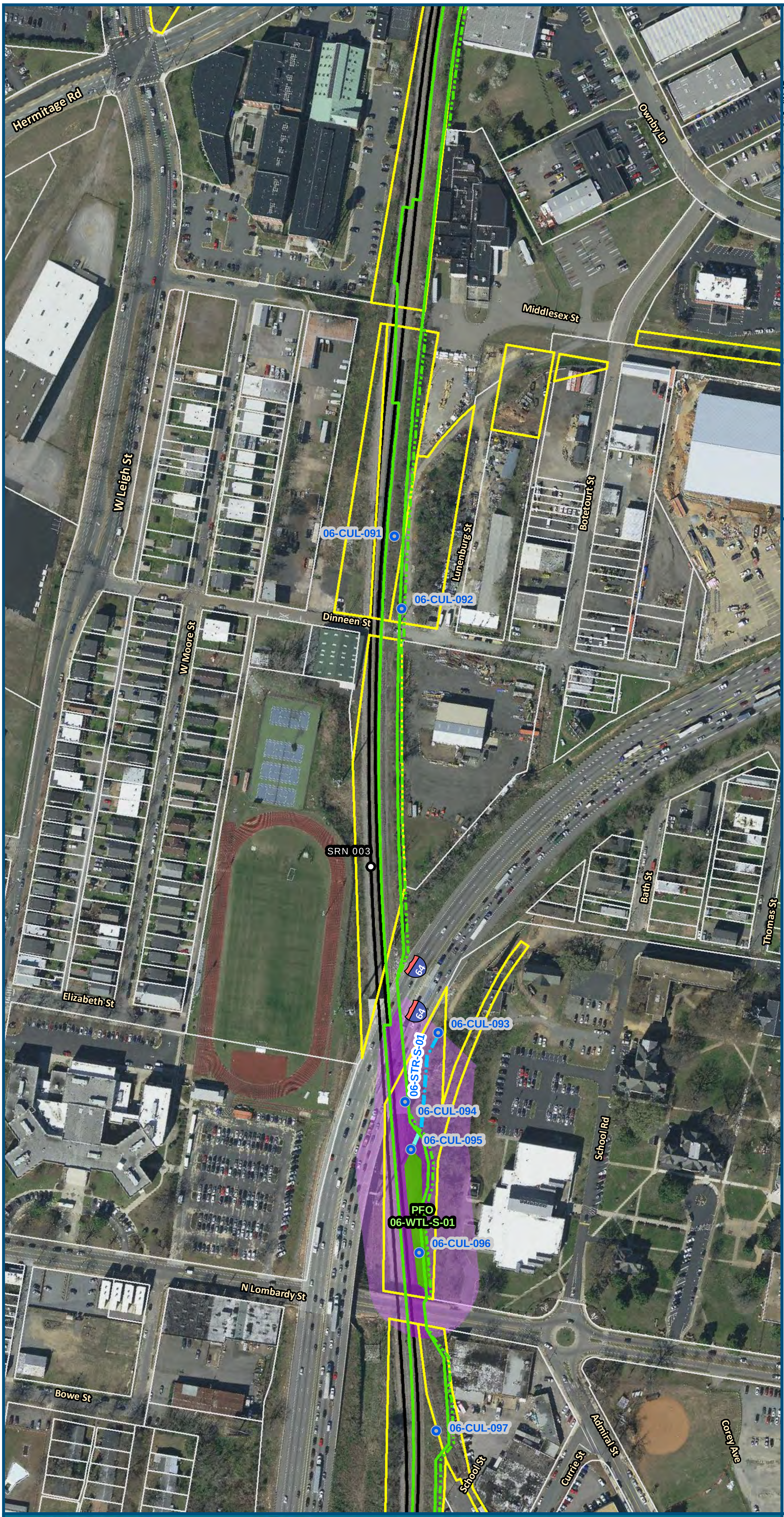
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

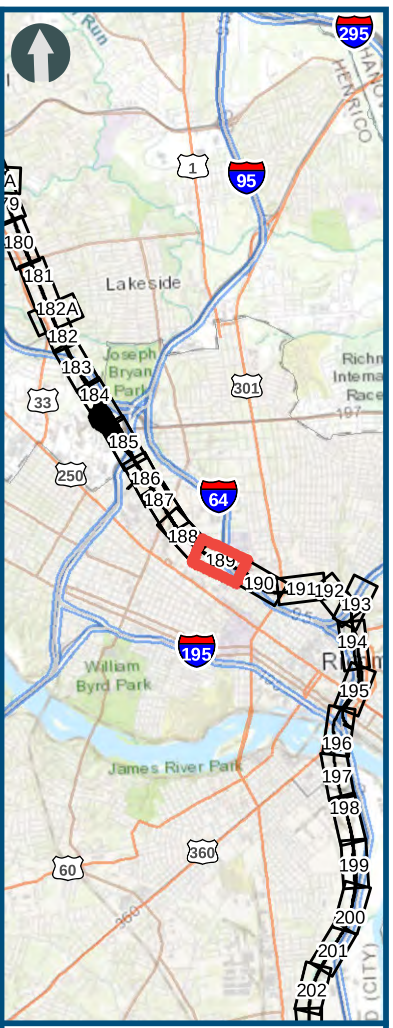
Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 188 of 217



Hermitage Rd
Ownby Ln
Middlesex St
W Leigh St
Lunenburg St
Botetourt St
06-CUL-091
06-CUL-092
Dinneen St
W Moore St
SRN 003
64
64
06-CUL-093
06-STR-S-01
06-CUL-094
06-CUL-095
PFO
06-WTL-S-01
06-CUL-096
Elizabeth St
Bath St
Thomas St
School Rd
N Lombardy St
Bowe St
06-CUL-097
School St
Currie St
Admiral St
Corey Ave



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Lakeside
Joseph Bryan Park
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250
64
195
William Byrd Park
James River Park
60
360
Richmond International Raceway

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - · - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 189 of 217

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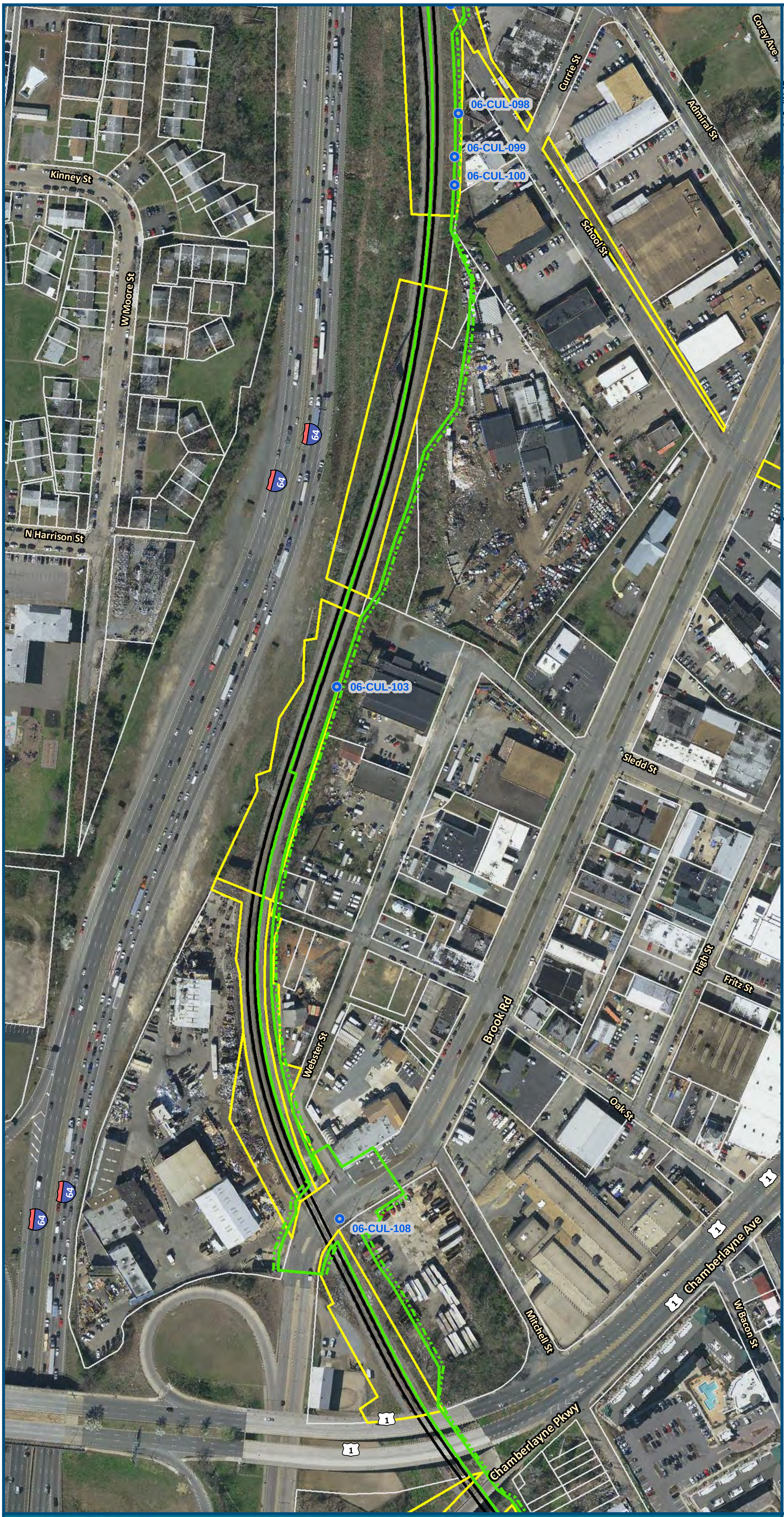
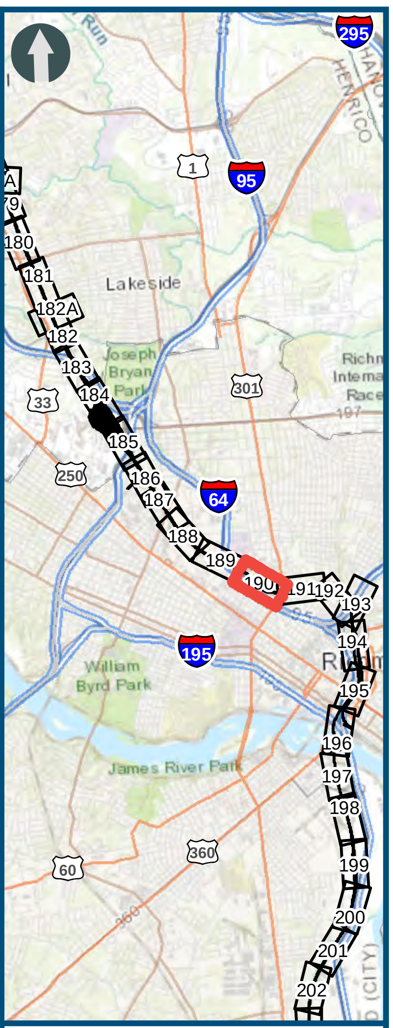

06-CUL-098
06-CUL-099
06-CUL-100
06-CUL-103
06-CUL-108
Kinney St
W Moore St
N Harrison St
64
Currie St
Corey Ave
Admiral St
School St
Sledd St
High St
Fritz St
Webster St
Brook Rd
Oak St
Chamberlayne Ave
W Bacon St
Mitchell St
Chamberlayne Pkwy
1


295
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1
Lakeside
Joseph Bryan Park
Richmond International Raceway
33
301
250
64
195
William Byrd Park
James River Park
60
360
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200
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202

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- -·- Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 190 of 217

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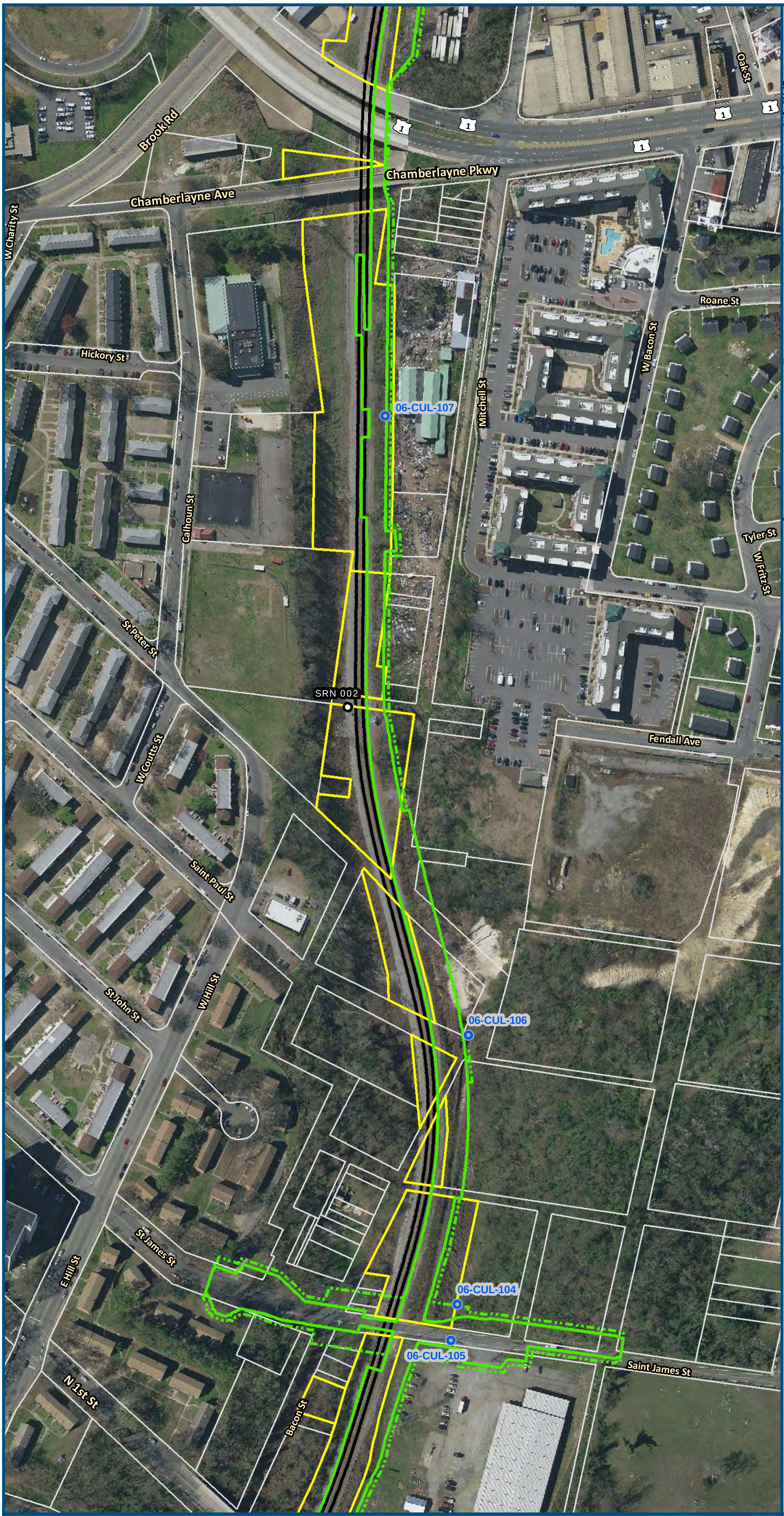
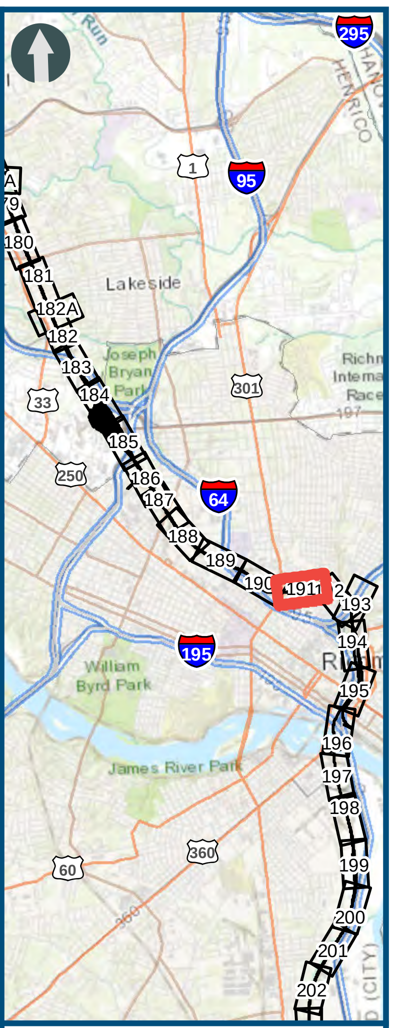

Brook Rd
Chamberlayne Pkwy
Chamberlayne Ave
1
Oak St
W Charity St
Roane St
W Bacon St
Hickory St
Mitchell St
06-CUL-107
Calhoun St
Tyler St
W Fritz St
St Peter St
SRN 002
Fendall Ave
W Courts St
Saint Paul St
W Hill St
St John St
06-CUL-106
St James St
E Hill St
06-CUL-104
06-CUL-105
Saint James St
N 1st St
Bacon St


295
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360
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Lakeside
Joseph Bryan Park
Richmond International Raceway
William Byrd Park
James River Park
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 191 of 217

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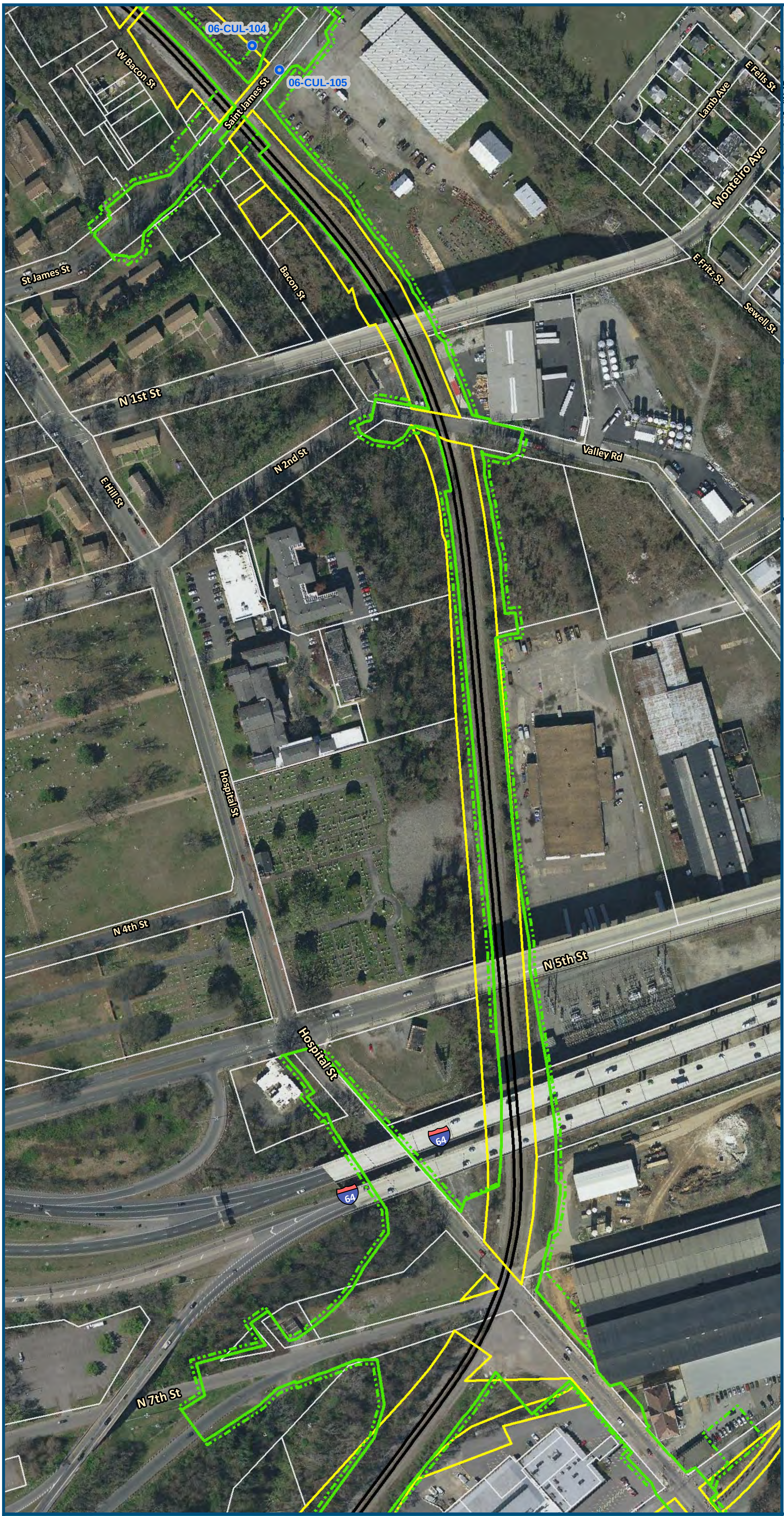
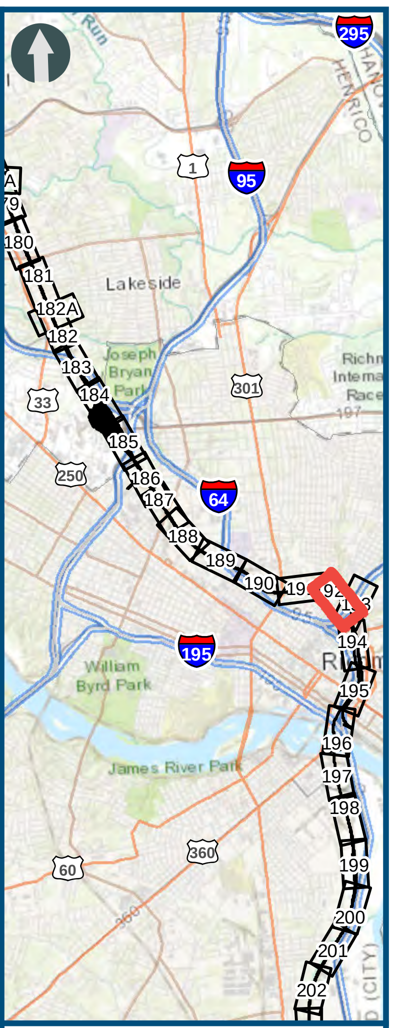

06-CUL-104
06-CUL-105
W Bacon St
Saint James St
St James St
Bacon St
N 1st St
N 2nd St
E Hill St
Valley Rd
Hospital St
N 4th St
N 5th St
Hospital St
64
64
N 7th St
E Fells St
Lamb Ave
Monteiro Ave
E Fritz St
Sewell St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Joseph Bryan Park
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William Byrd Park
James River Park
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Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 192 of 217

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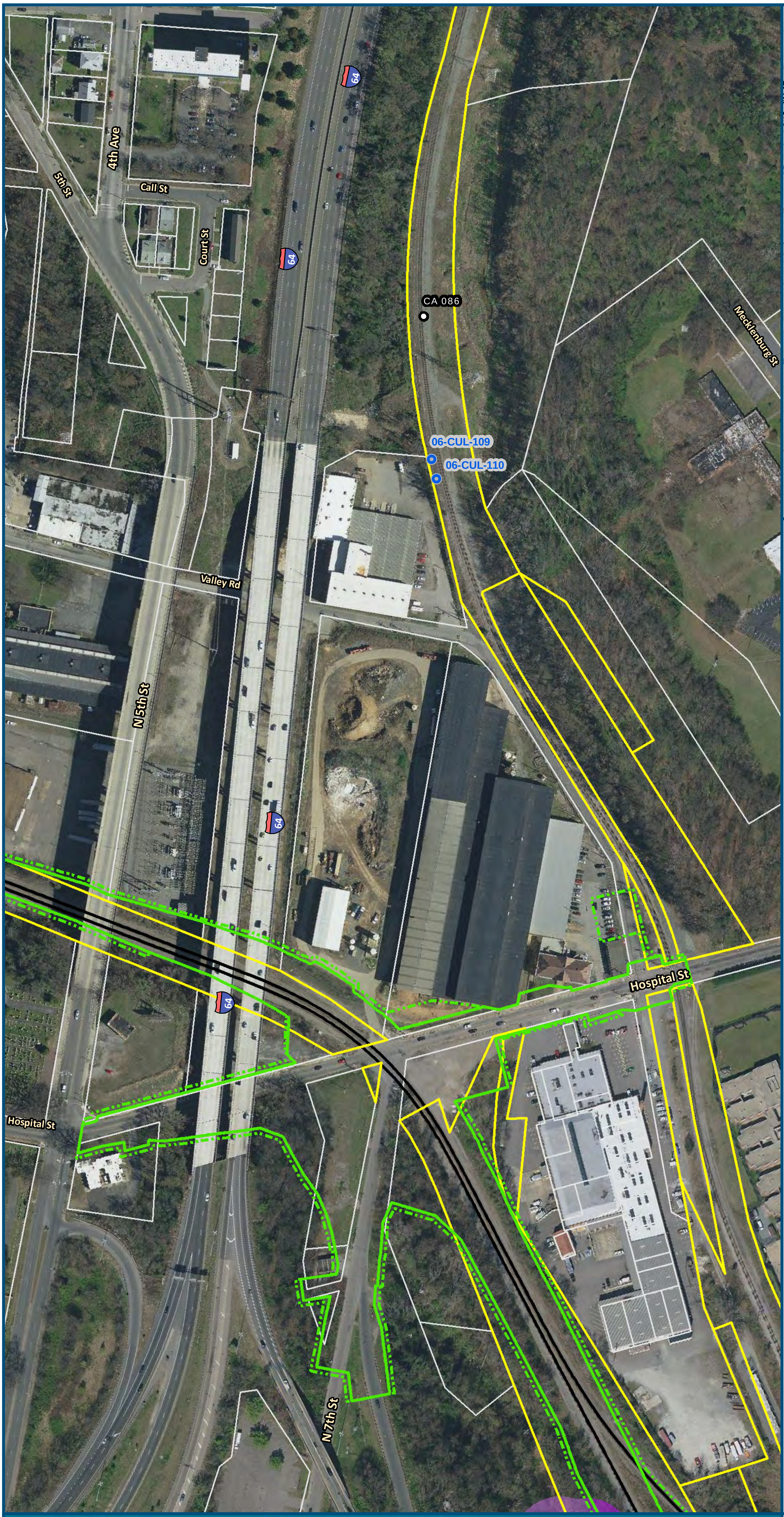
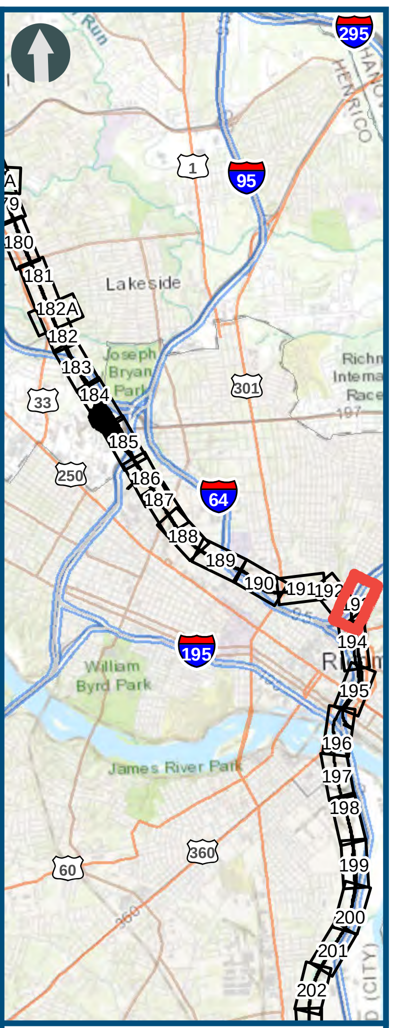


4th Ave
5th St
Call St
Court St
64
CA 086
Mecklenburg St
06-CUL-109
06-CUL-110
Valley Rd
N 5th St
Hospital St
Hospital St
N 7th St



295
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Lakeside
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Joseph Bryan Park
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301
250
64
195
William Byrd Park
James River Park
60
360
Richmond International Raceway

0 100 200

Feet

1 inch = 200 feet

@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 193 of 217

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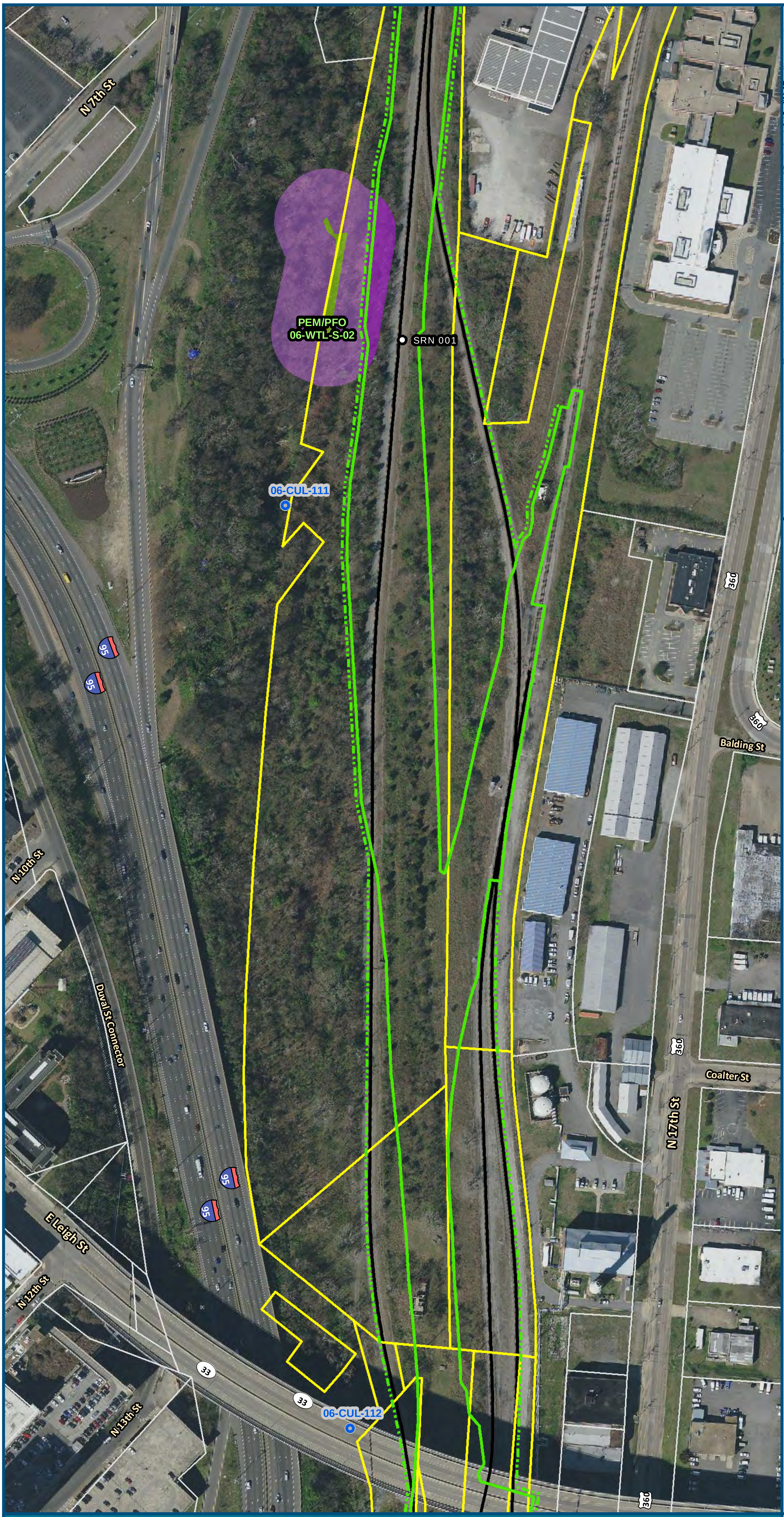
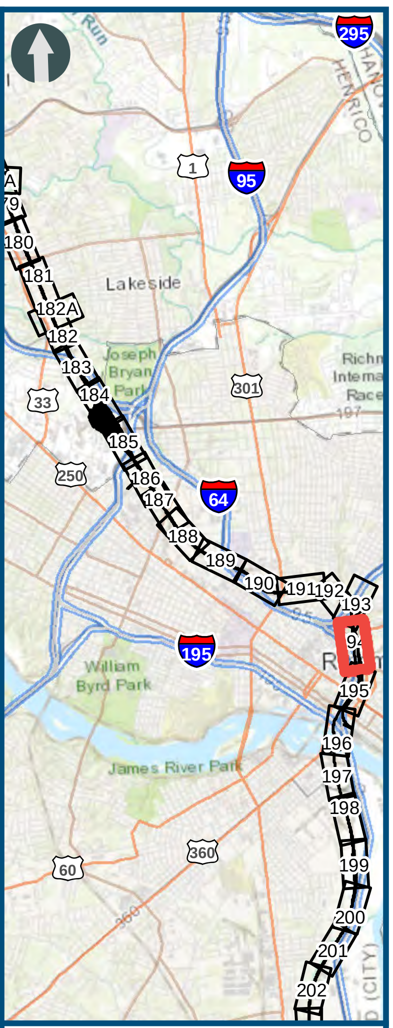

N 7th St
PEM/PFO
06-WTL-S-02
SRN 001
06-CUL-111
95
95
360
360
Balding St
N 10th St
Duval St Connector
360
Coalter St
N 17th St
95
95
E Leigh St
N 12th St
33
33
06-CUL-112
N 13th St
360


295
HENRICO
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182A
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189
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191
192
193
Lakeside
Joseph Bryan Park
33
301
Richmond International Raceway
250
64
195
William Byrd Park
James River Park
195
196
197
198
199
200
201
202
60
360

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- 🟨 CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 194 of 217

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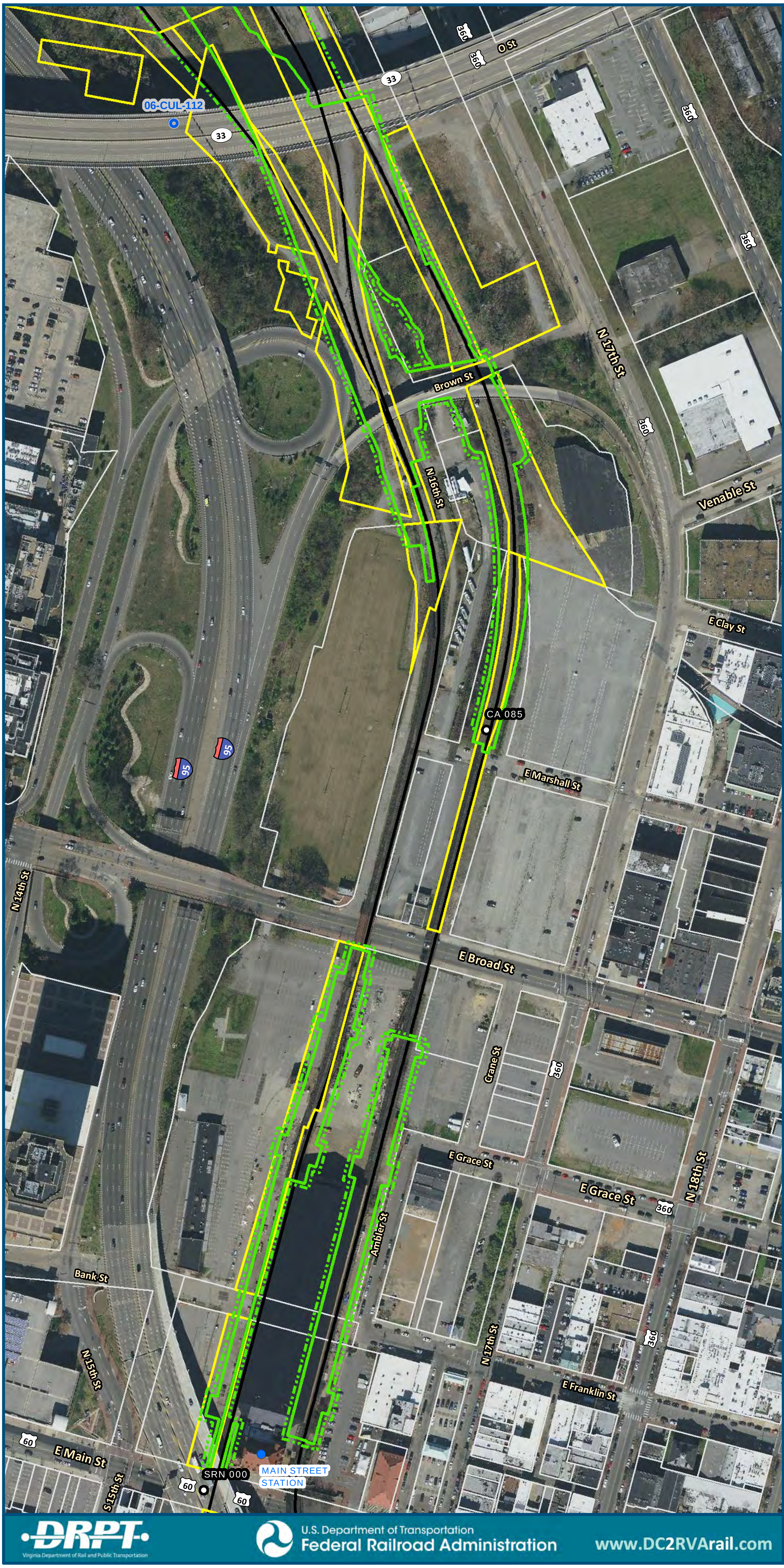
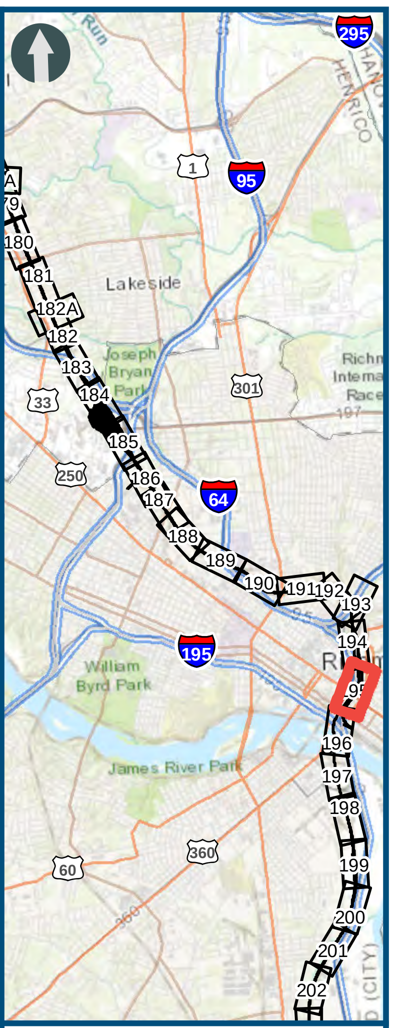


06-CUL-112
33
360
O St
Brown St
N 17th St
N 16th St
Venable St
E Clay St
CA 085
E Marshall St
95
N 14th St
E Broad St
Grane St
E Grace St
N 18th St
Ambler St
Bank St
N 15th St
E Franklin St
60
E Main St
S 15th St
SRN 000
MAIN STREET STATION



295
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1
Lakeside
Joseph Bryan Park
33
301
250
64
195
William Byrd Park
James River Park
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360
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202

0 100 200

Feet

1 inch = 200 feet

@ 11 x 17 inches

Projection: Lambert Conformal Conic

State Plane Virginia North FIPS 4501 Feet

North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 195 of 217

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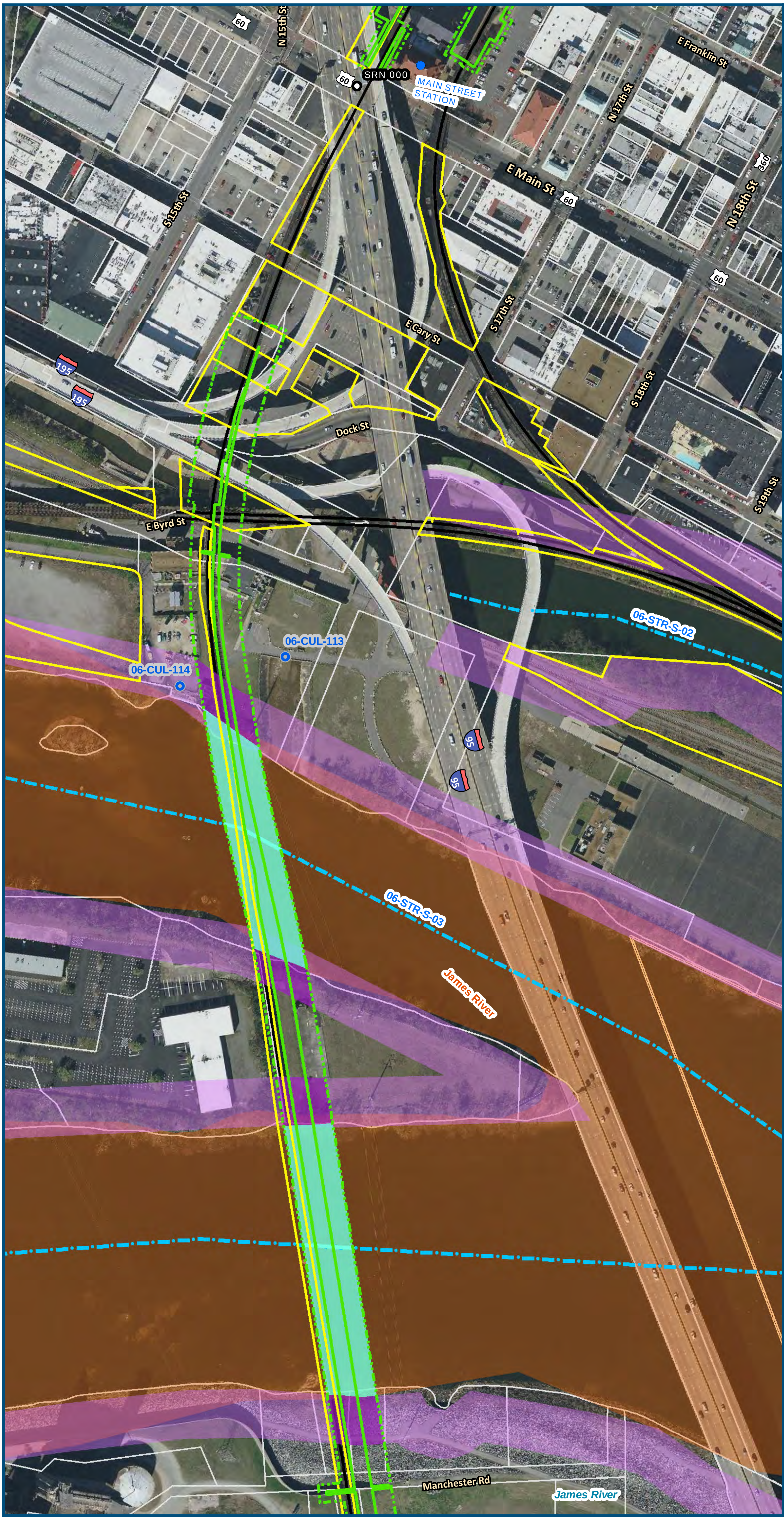
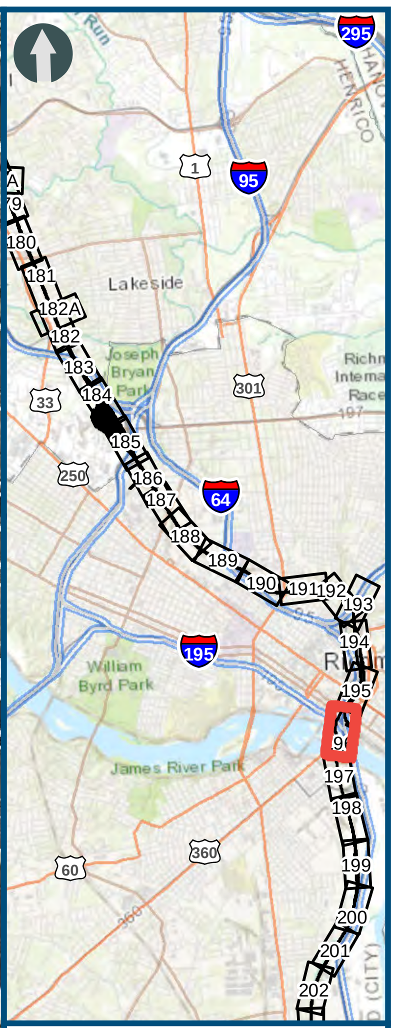

60
N 15th St
SRN 000
MAIN STREET STATION
E Franklin St
N 17th St
E Main St
60
360
N 18th St
S 15th St
60
E Cary St
S 17th St
195
195
Dock St
S 18th St
S 19th St
E Byrd St
06-STR-S-02
06-CUL-113
06-CUL-114
95
95
06-STR-S-03
James River
Manchester Rd
James River


295
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194
195
196
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198
199
200
201
202
Lakeside
Joseph Bryan Park
33
301
Richmond International Raceway
250
64
195
William Byrd Park
James River Park
60
360
(CITY)

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- — Delineated Stream Impacts
- -·- Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 196 of 217

DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

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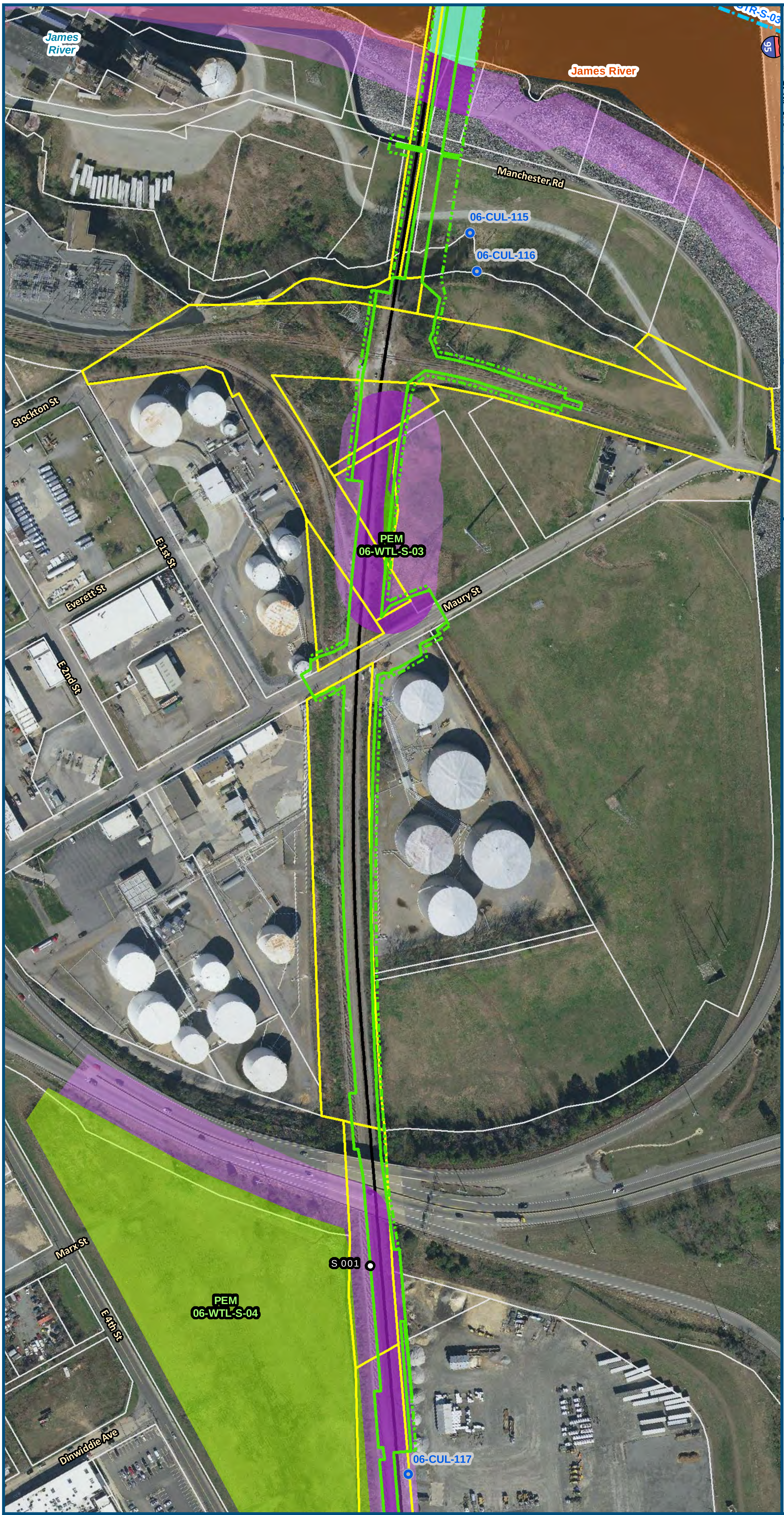
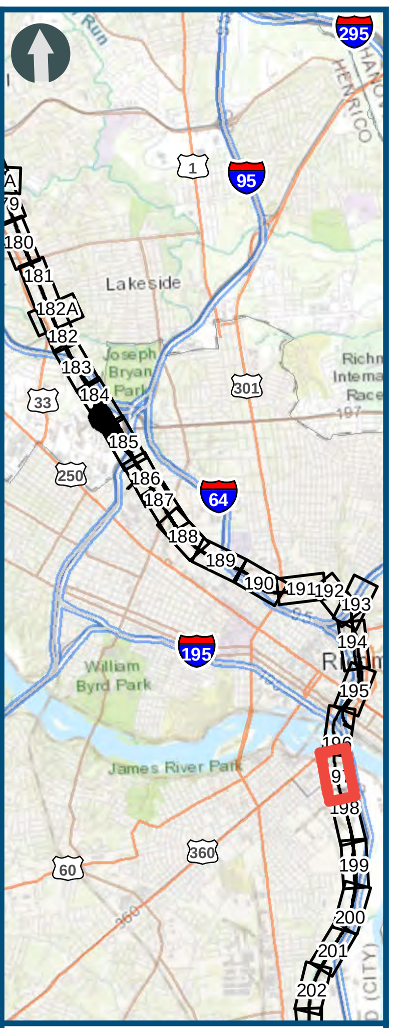

STR-S-03
James River
James River
95
Manchester Rd
06-CUL-115
06-CUL-116
Stockton St
PEM
06-WTL-S-03
E 1st St
Everett St
Maury St
E 2nd St
Marx St
S 001
PEM
06-WTL-S-04
E 4th St
Dinwiddie Ave
06-CUL-117


295
HENRICO
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Lakeside
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202
Joseph Bryan Park
Richmond International Race
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250
64
195
William Byrd Park
James River Park
60
360

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
🟩	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- -	Delineated Streams
🟦	Major River Impacts
🟦	Waterbodies
🟩	Delineated Wetlands
🟩	Delineated Wetland Impacts
🟪	Resource Protection Areas
🟪	Resoure Protection Area Impacts
🟧	Impaired Waters *(Virginia Department of Environmental Quality)*
🟨	CSXT ROW (County Parcel Data)
☐	City/County Parcels
☐	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 197 of 217

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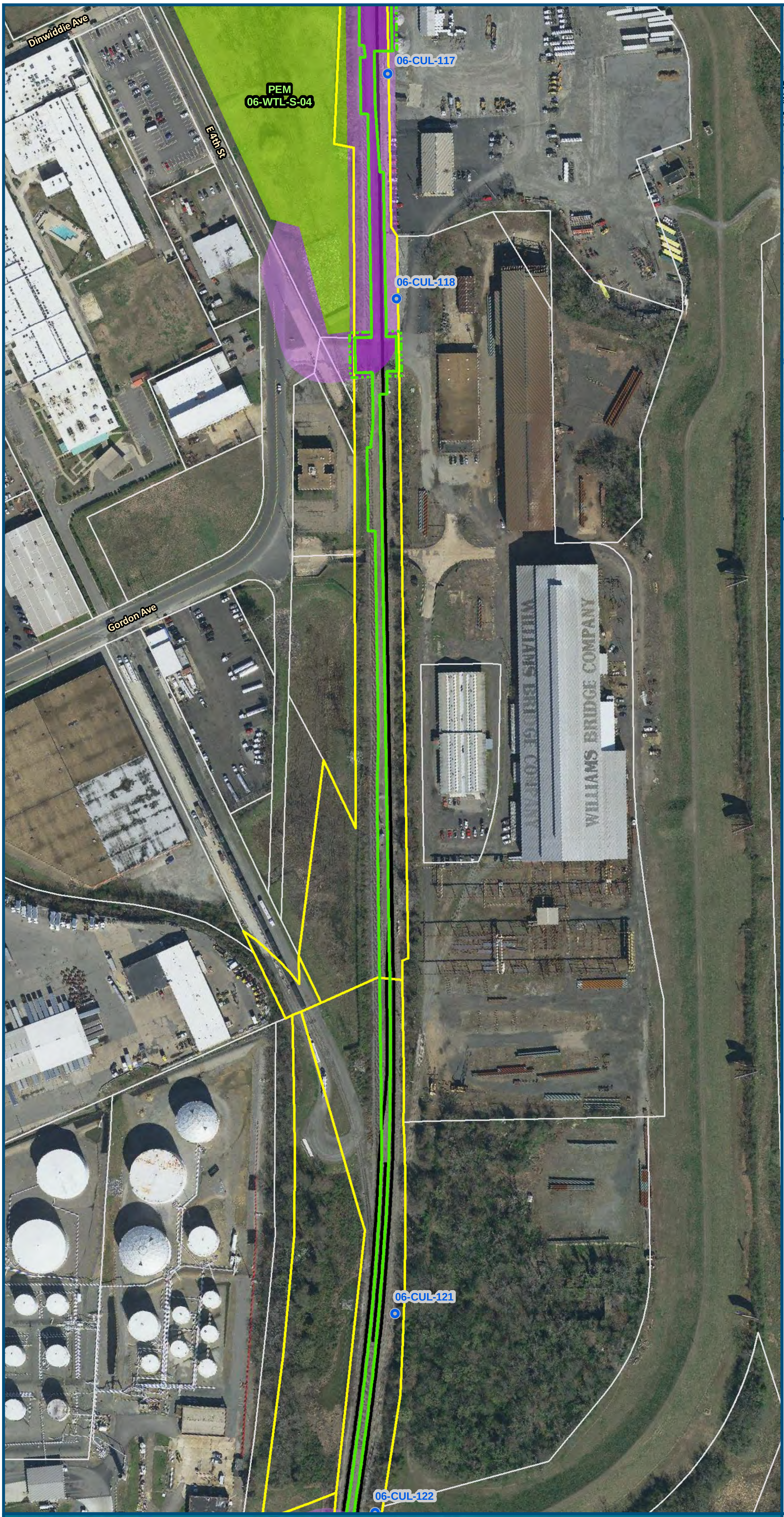
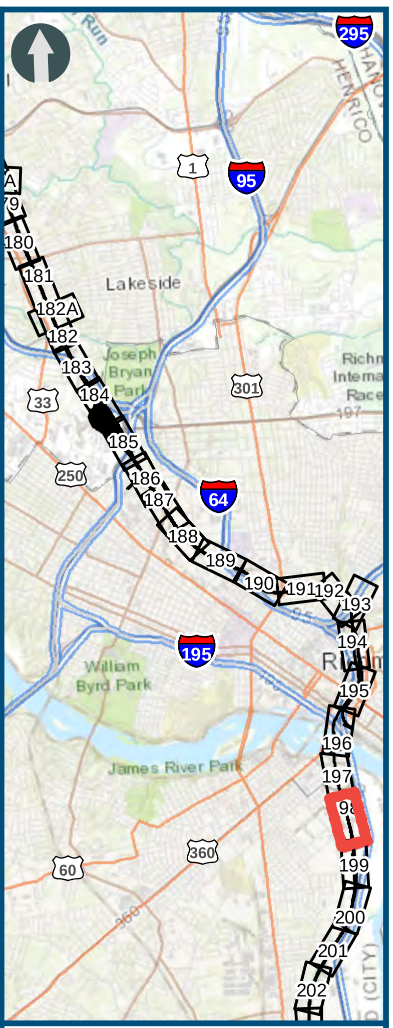

Dinwiddie Ave
PEM
06-WTL-S-04
E 4th St
06-CUL-117
06-CUL-118
Gordon Ave
WILLIAMS BRIDGE COMPANY
WILLIAMS BRIDGE COMPANY
06-CUL-121
06-CUL-122


295
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202
Joseph Bryan Park
33
301
250
64
195
William Byrd Park
James River Park
60
360

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
🟩	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
🟦	Major River Impacts
🟦	Waterbodies
🟩	Delineated Wetlands
🟩	Delineated Wetland Impacts
🟪	Resource Protection Areas
🟪	Resoure Protection Area Impacts
🟧	Impaired Waters *(Virginia Department of Environmental Quality)*
🟨	CSXT ROW (County Parcel Data)
☐	City/County Parcels
☐	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 198 of 217

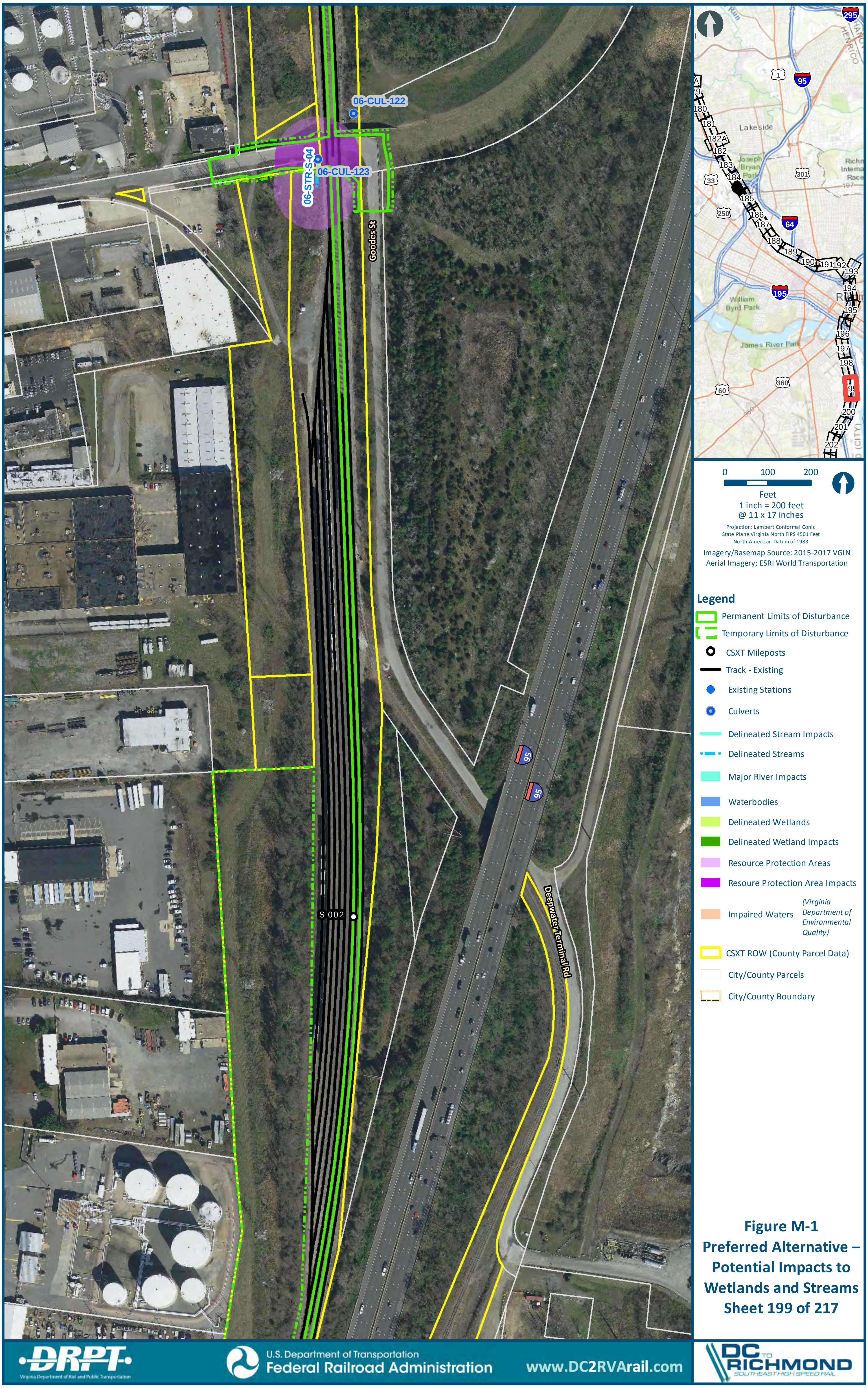
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018


06-CUL-122
06-CUL-123
06-STR-S-04
Goodes St
S 002
95
95
Deepwater Terminal Rd
Run
295
HENRICO
1
95
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182A
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Lakeside
Joseph Bryan Park
Richmond International Raceway
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William Byrd Park
James River Park
60
360
(CITY)
0
100
200
Feet
1 inch = 200 feet
@ 11 x 17 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation
Legend
Permanent Limits of Disturbance
Temporary Limits of Disturbance
CSXT Mileposts
Track - Existing
Existing Stations
Culverts
Delineated Stream Impacts
Delineated Streams
Major River Impacts
Waterbodies
Delineated Wetlands
Delineated Wetland Impacts
Resource Protection Areas
Resoure Protection Area Impacts
Impaired Waters (Virginia Department of Environmental Quality)
CSXT ROW (County Parcel Data)
City/County Parcels
City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 199 of 217

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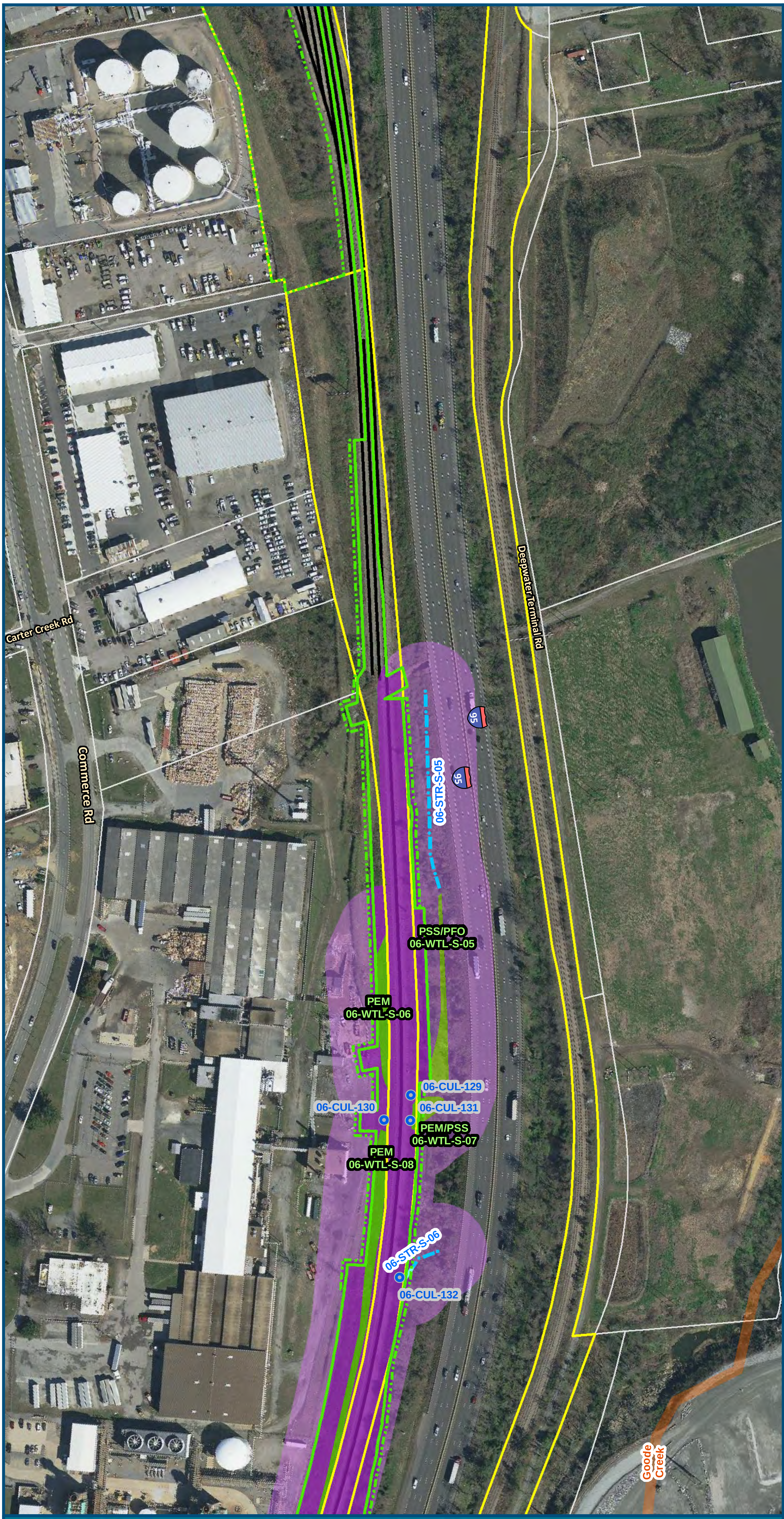
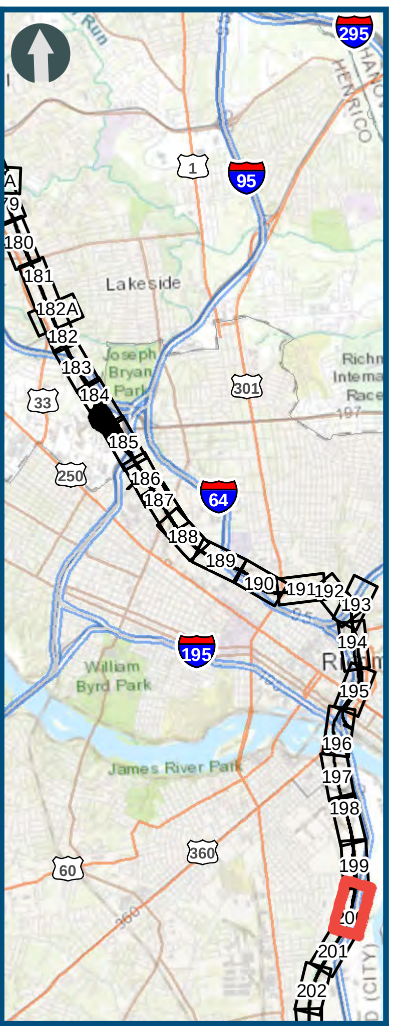

Carter Creek Rd
Commerce Rd
Deepwater Terminal Rd
95
95
06-STR-S-05
PSS/PFO
06-WTL-S-05
PEM
06-WTL-S-06
06-CUL-129
06-CUL-130
06-CUL-131
PEM/PSS
06-WTL-S-07
PEM
06-WTL-S-08
06-STR-S-06
06-CUL-132
Goode Creek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Lakeside
Joseph Bryan Park
Richmond International Raceway
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301
250
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195
William Byrd Park
James River Park
60
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(CITY)

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

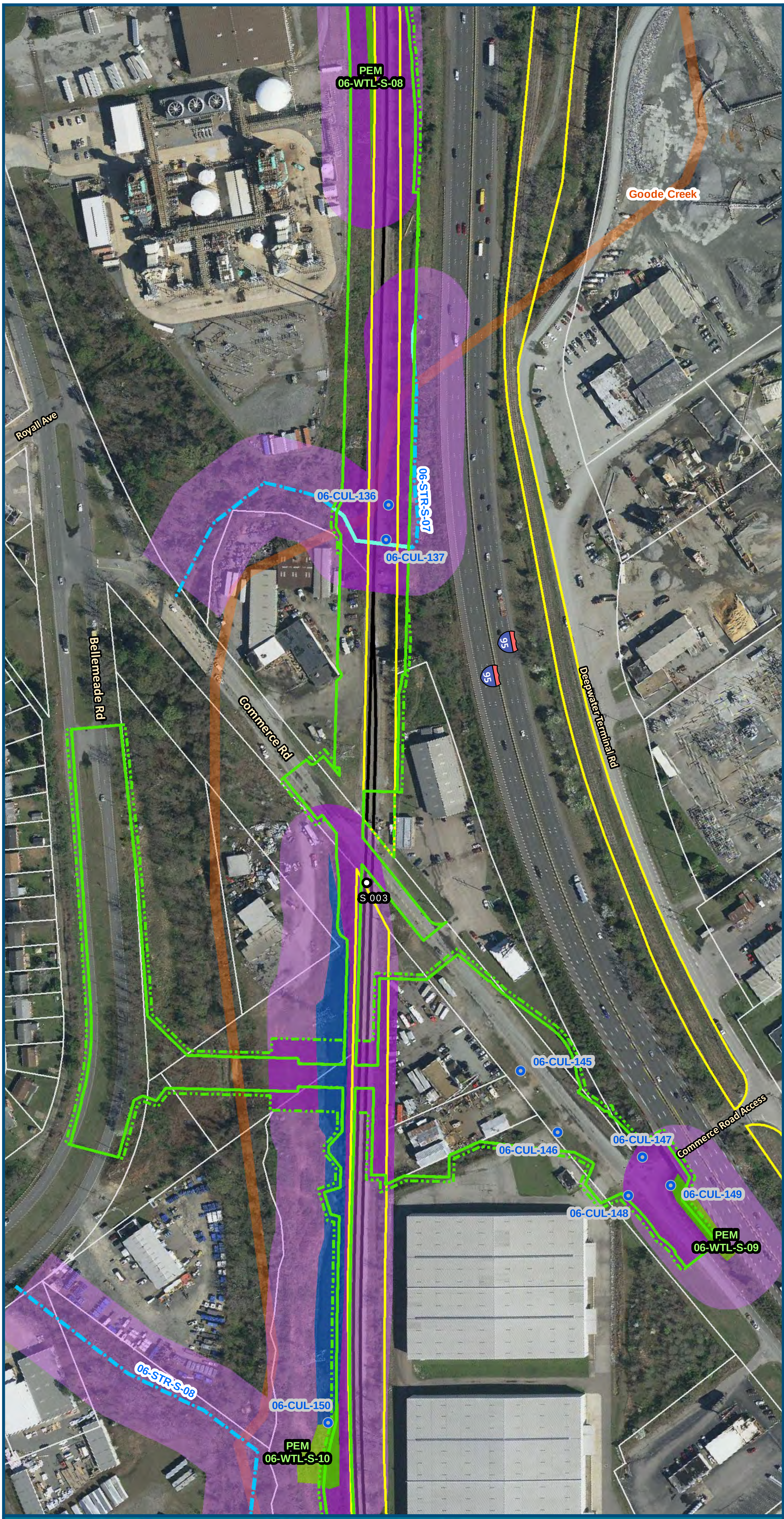
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

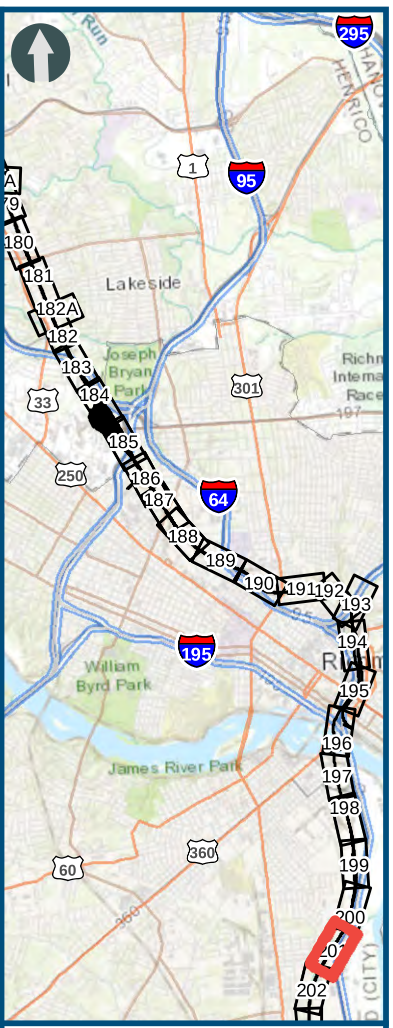
Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 200 of 217


PEM
06-WTL-S-08
Goode Creek
Royall Ave
06-CUL-136
06-STR-S-07
06-CUL-137
95
95
Bellemeade Rd
Commerce Rd
Deepwater Terminal Rd
S 003
06-CUL-145
06-CUL-146
06-CUL-147
Commerce Road Access
06-CUL-149
06-CUL-148
PEM
06-WTL-S-09
06-STR-S-08
06-CUL-150
PEM
06-WTL-S-10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Lakeside
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Joseph Bryan Park
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250
64
195
William Byrd Park
James River Park
60
360
Richmond International Raceway
HENRICO
(CITY)

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
-·-	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 201 of 217

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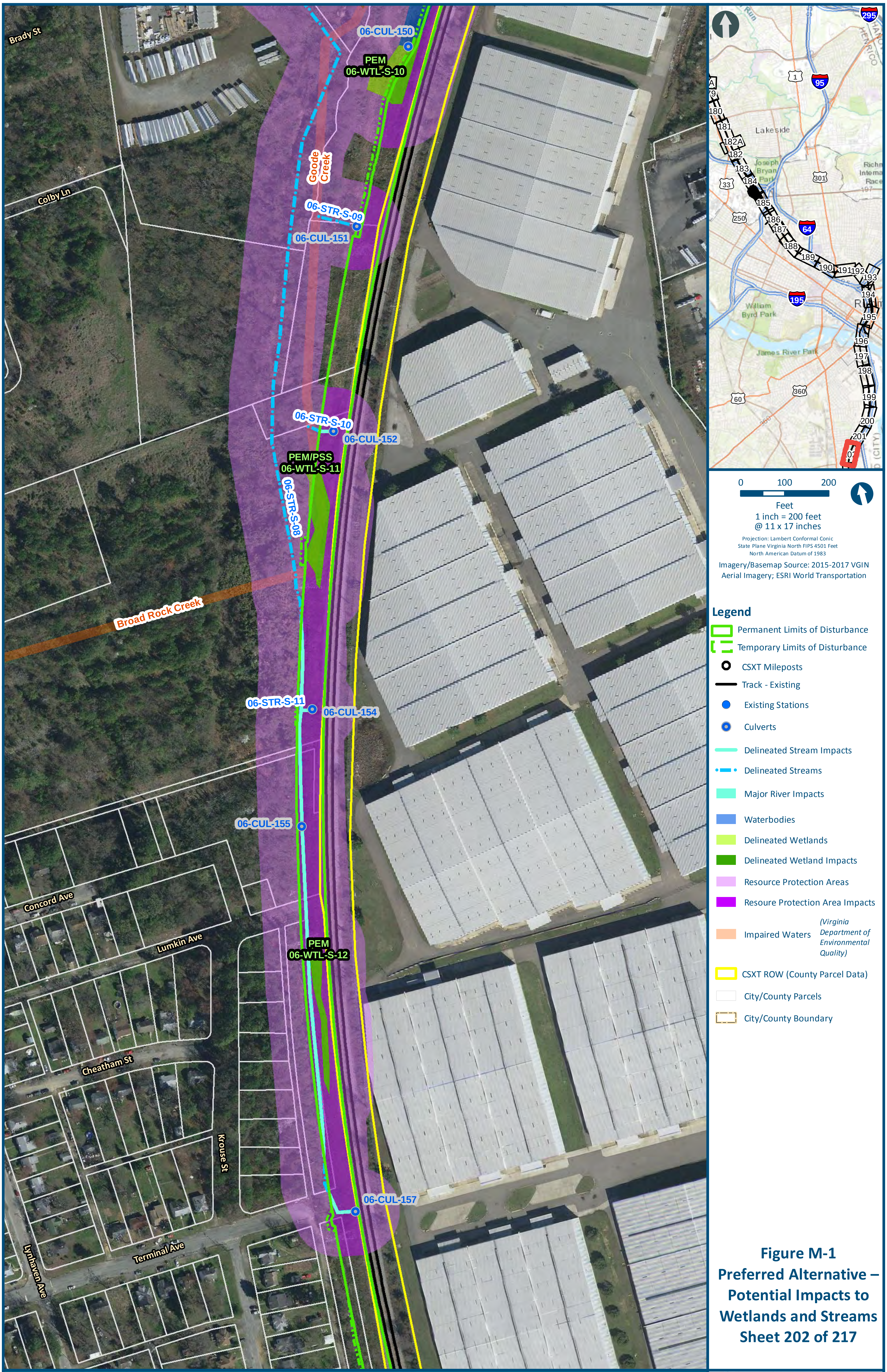
Brady St
06-CUL-150
PEM
06-WTL-S-10
Goode Creek
Colby Ln
06-STR-S-09
06-CUL-151
06-STR-S-10
06-CUL-152
PEM/PSS
06-WTL-S-11
06-STR-S-08
Broad Rock Creek
06-STR-S-11
06-CUL-154
06-CUL-155
Concord Ave
Lumkin Ave
PEM
06-WTL-S-12
Cheatham St
Krouse St
06-CUL-157
Terminal Ave
Lynhaven Ave
295
1
95
Lakeside
Joseph Bryan Park
Richmond International Raceway
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301
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William Byrd Park
James River Park
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0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 202 of 217

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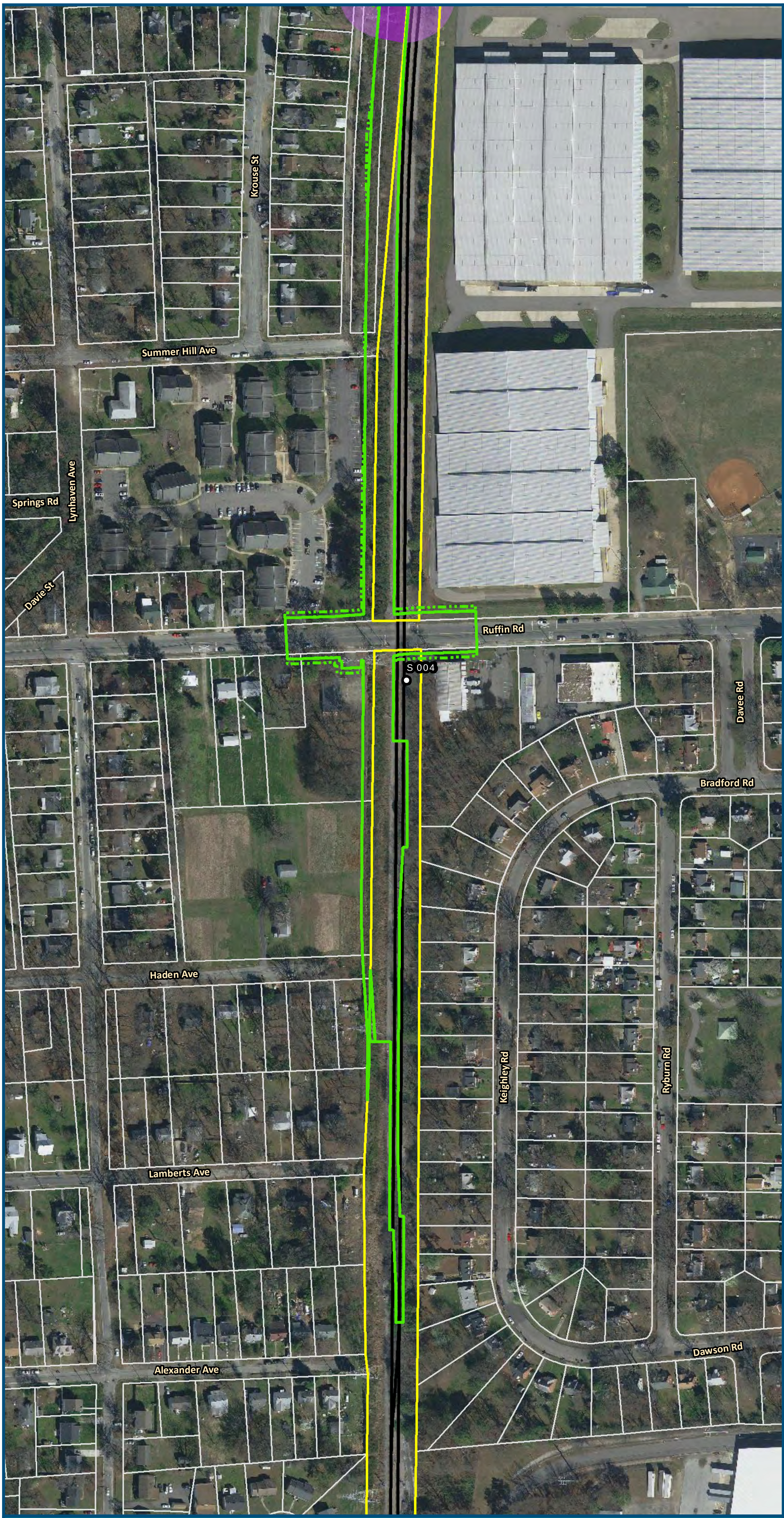
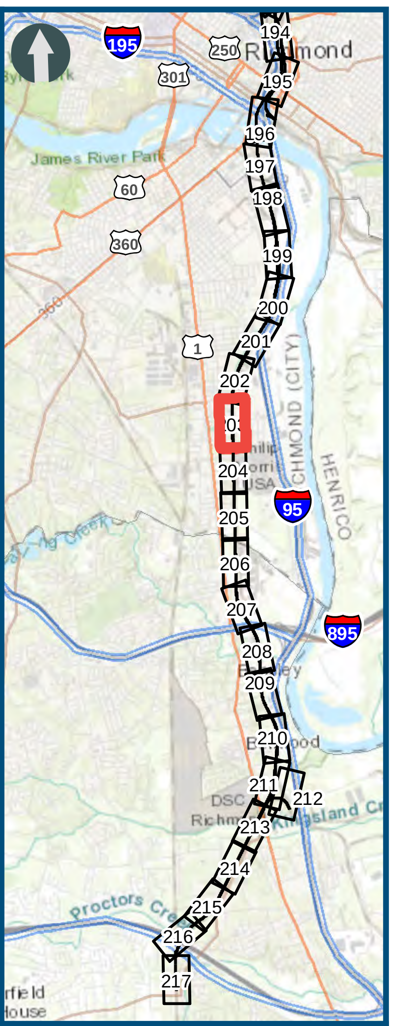

Krouse St
Summer Hill Ave
Springs Rd
Lynhaven Ave
Davie St
Ruffin Rd
S 004
Davee Rd
Bradford Rd
Haden Ave
Keighley Rd
Ryburn Rd
Lamberts Ave
Alexander Ave
Dawson Rd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250
301
Richmond
James River Park
60
360
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95
895
HENRICO
RICHMOND (CITY)
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215
216
217

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

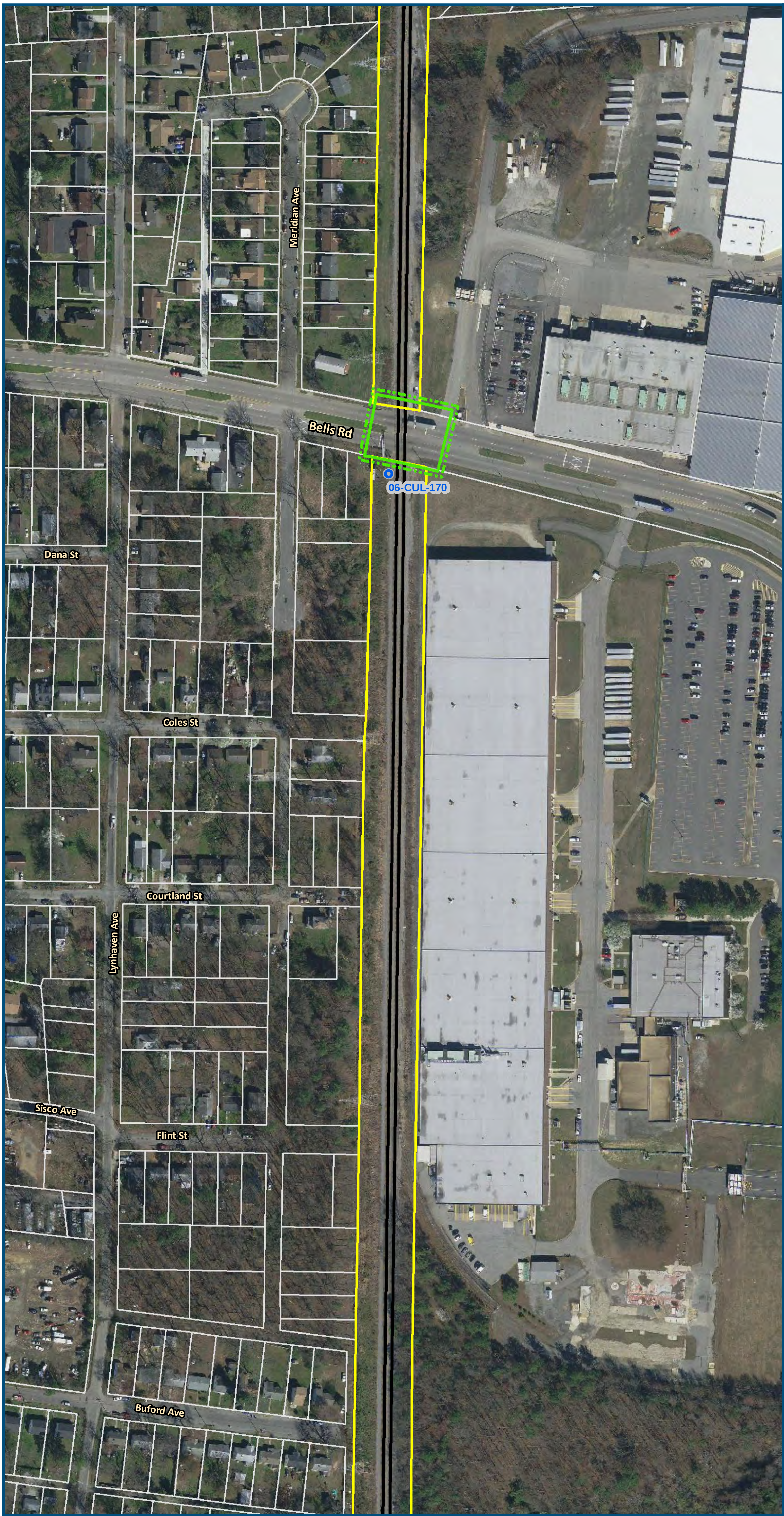
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- ▬ Delineated Stream Impacts
- ╍ Delineated Streams
- ▬ Major River Impacts
- ▬ Waterbodies
- ▬ Delineated Wetlands
- ▬ Delineated Wetland Impacts
- ▬ Resource Protection Areas
- ▬ Resoure Protection Area Impacts
- ▬ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ▭ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 203 of 217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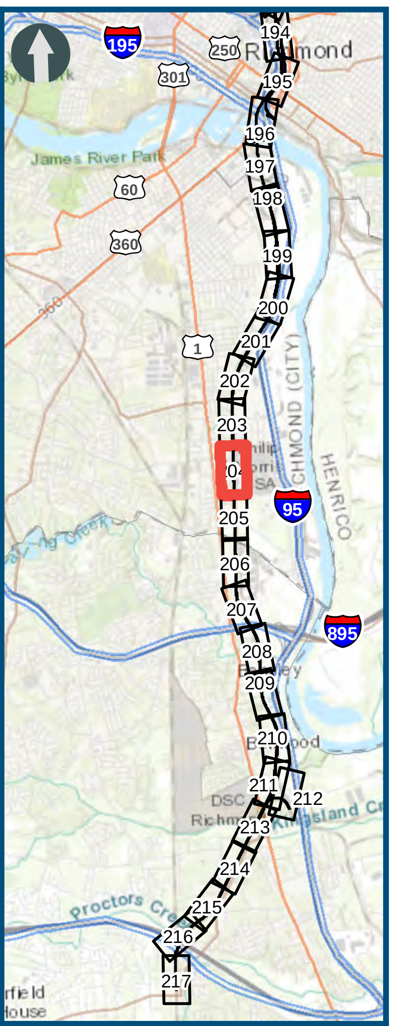
Bells Rd
06-CUL-170
Dana St
Coles St
Courtland St
Lynhaven Ave
Sisco Ave
Flint St
Buford Ave


195
250
301
Richmond
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215
216
217
James River Park
60
360
1
95
895
RICHMOND (CITY)
HENRICO
Proctors Cr

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
▬	Delineated Stream Impacts
- -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 204 of 217

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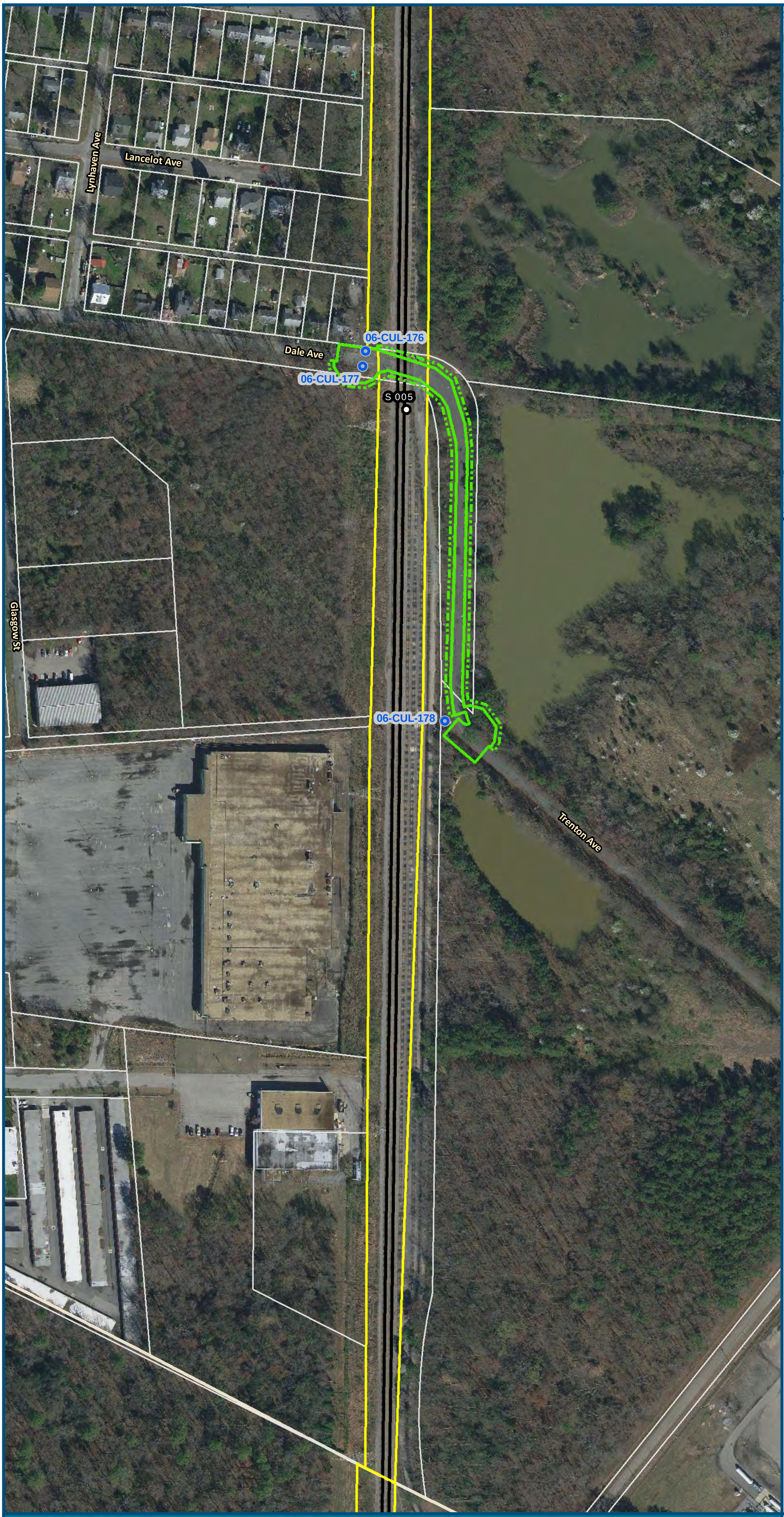
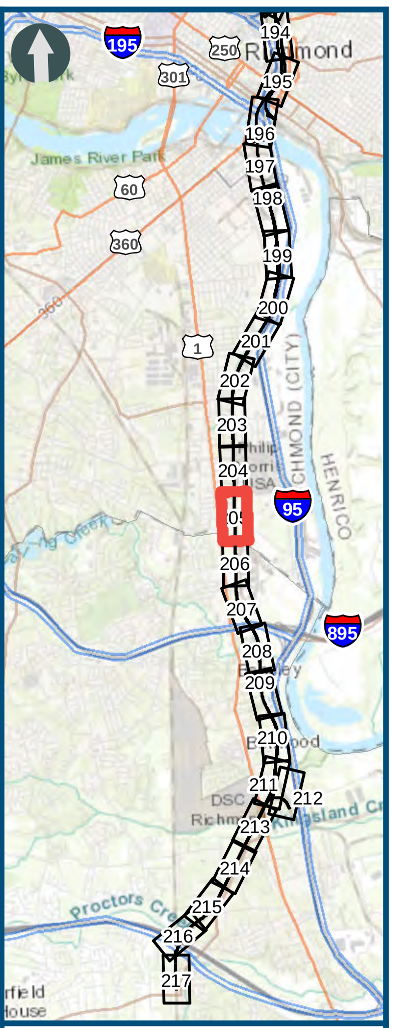

Lynhaven Ave
Lancelot Ave
Dale Ave
06-CUL-176
06-CUL-177
S 005
06-CUL-178
Glasgow St
Trenton Ave


195
250
Richmond
301
James River Park
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895
RICHMOND (CITY)
HENRICO
Proctors Cr
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215
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217

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
🟦	Major River Impacts
🟦	Waterbodies
🟩	Delineated Wetlands
🟩	Delineated Wetland Impacts
🟪	Resource Protection Areas
🟪	Resoure Protection Area Impacts
🟧	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 205 of 217

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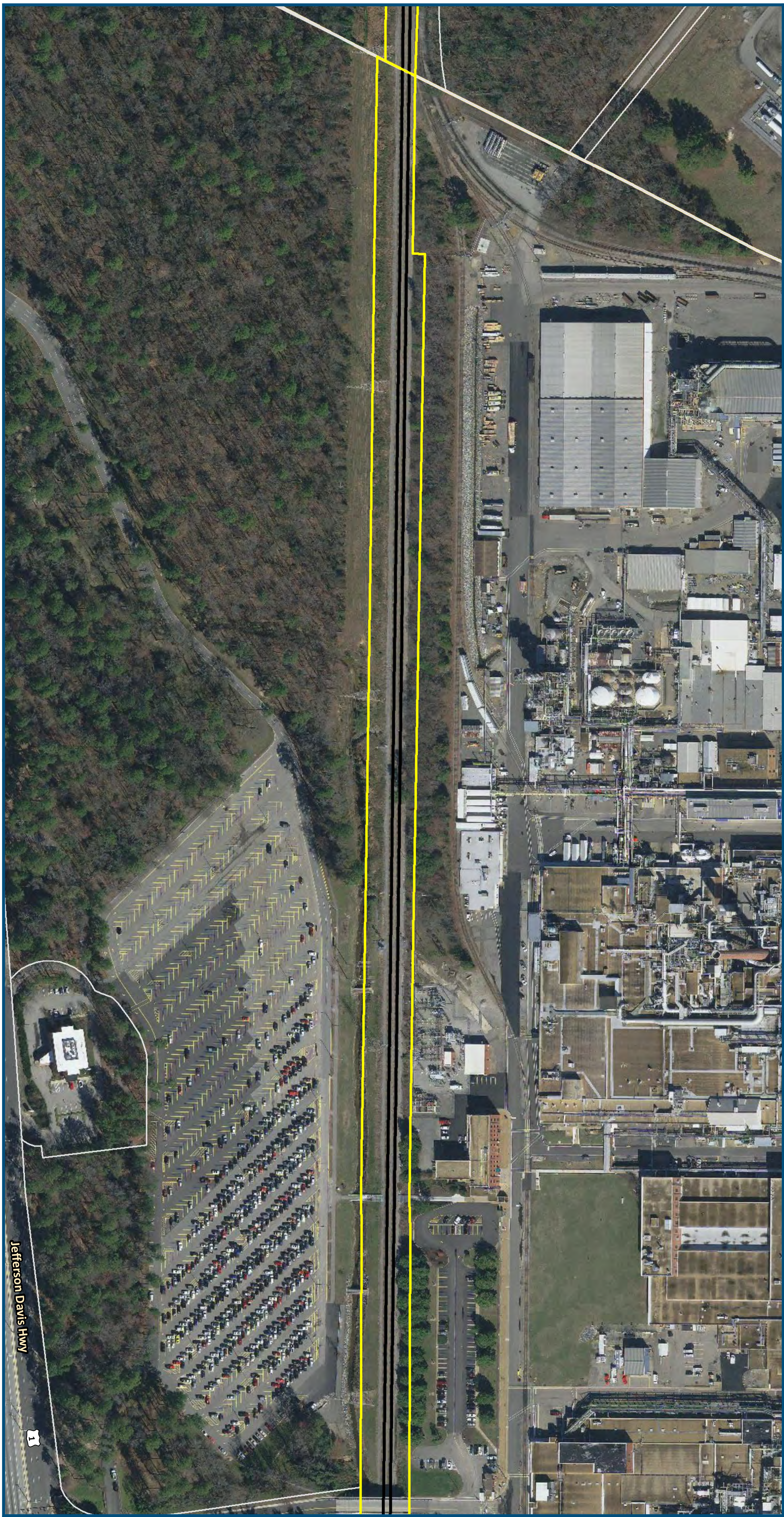
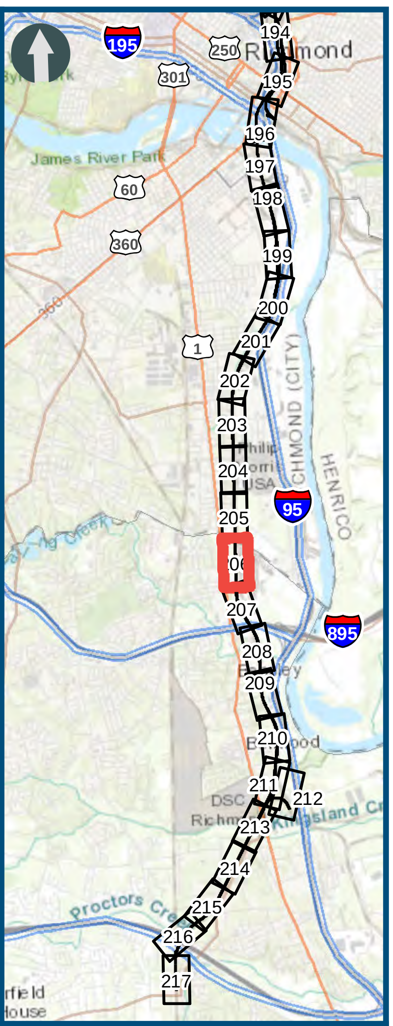

Jefferson Davis Hwy
1


195
250
301
Richmond
James River Park
60
360
1
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895
RICHMOND (CITY)
HENRICO
Proctors Cr
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217

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 206 of 217

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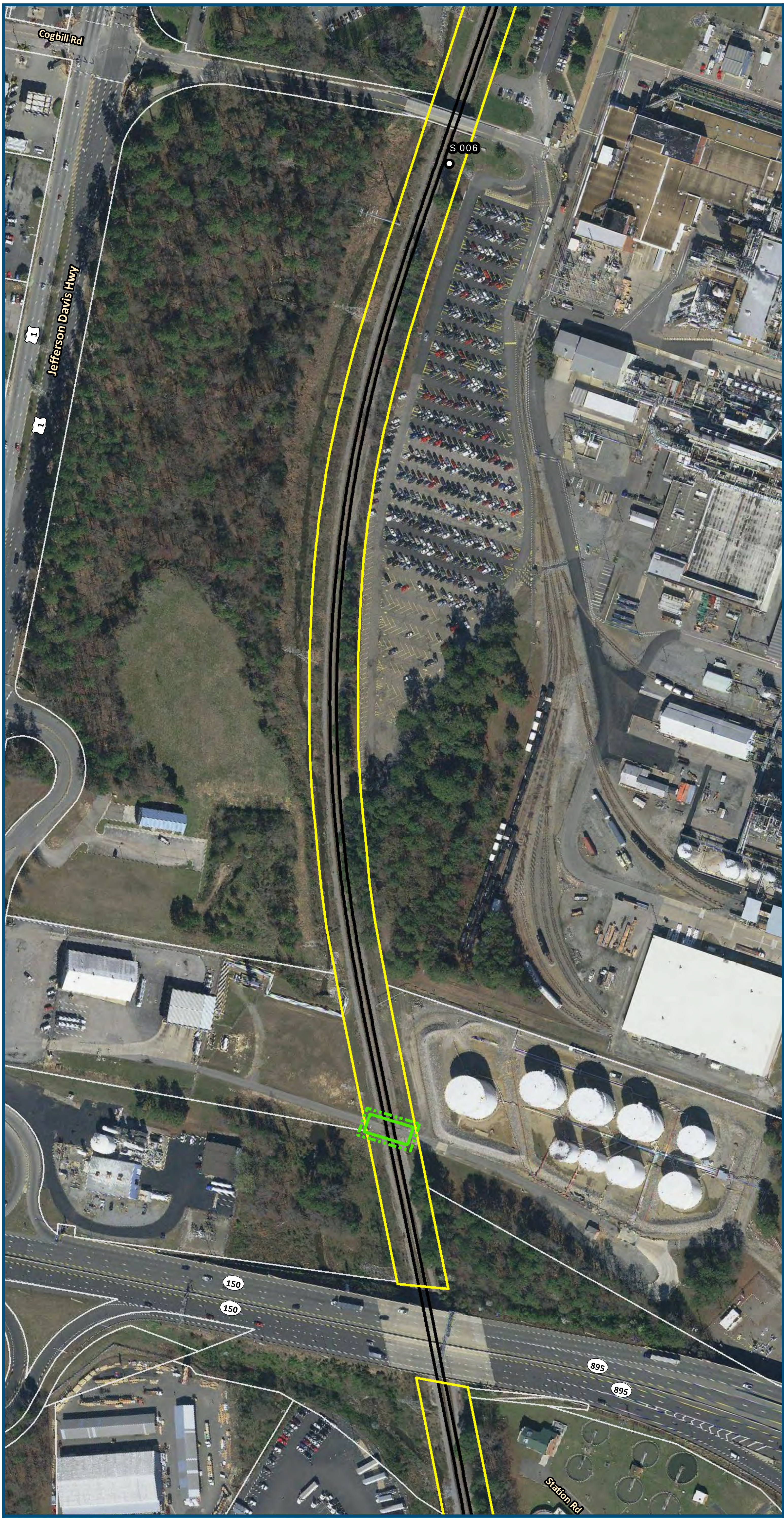
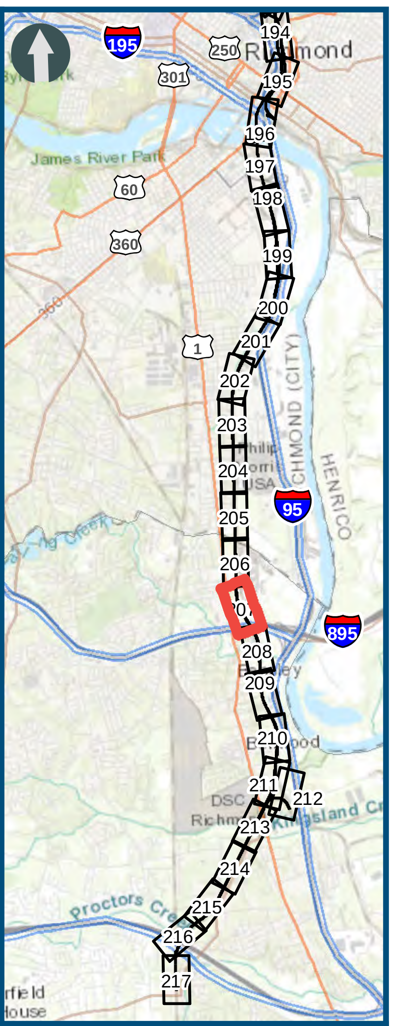

Cogbill Rd
S 006
Jefferson Davis Hwy
1
1
150
150
895
895
Station Rd


195
250
Richmond
301
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James River Park
197
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198
360
199
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1
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205
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HENRICO
RICHMOND (CITY)
206
207
895
208
209
210
211
212
213
214
Proctors Cr
215
216
217

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
🟦	Major River Impacts
🟦	Waterbodies
🟩	Delineated Wetlands
🟩	Delineated Wetland Impacts
🟪	Resource Protection Areas
🟪	Resoure Protection Area Impacts
🟧	Impaired Waters *(Virginia Department of Environmental Quality)*
🟨	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 207 of 217

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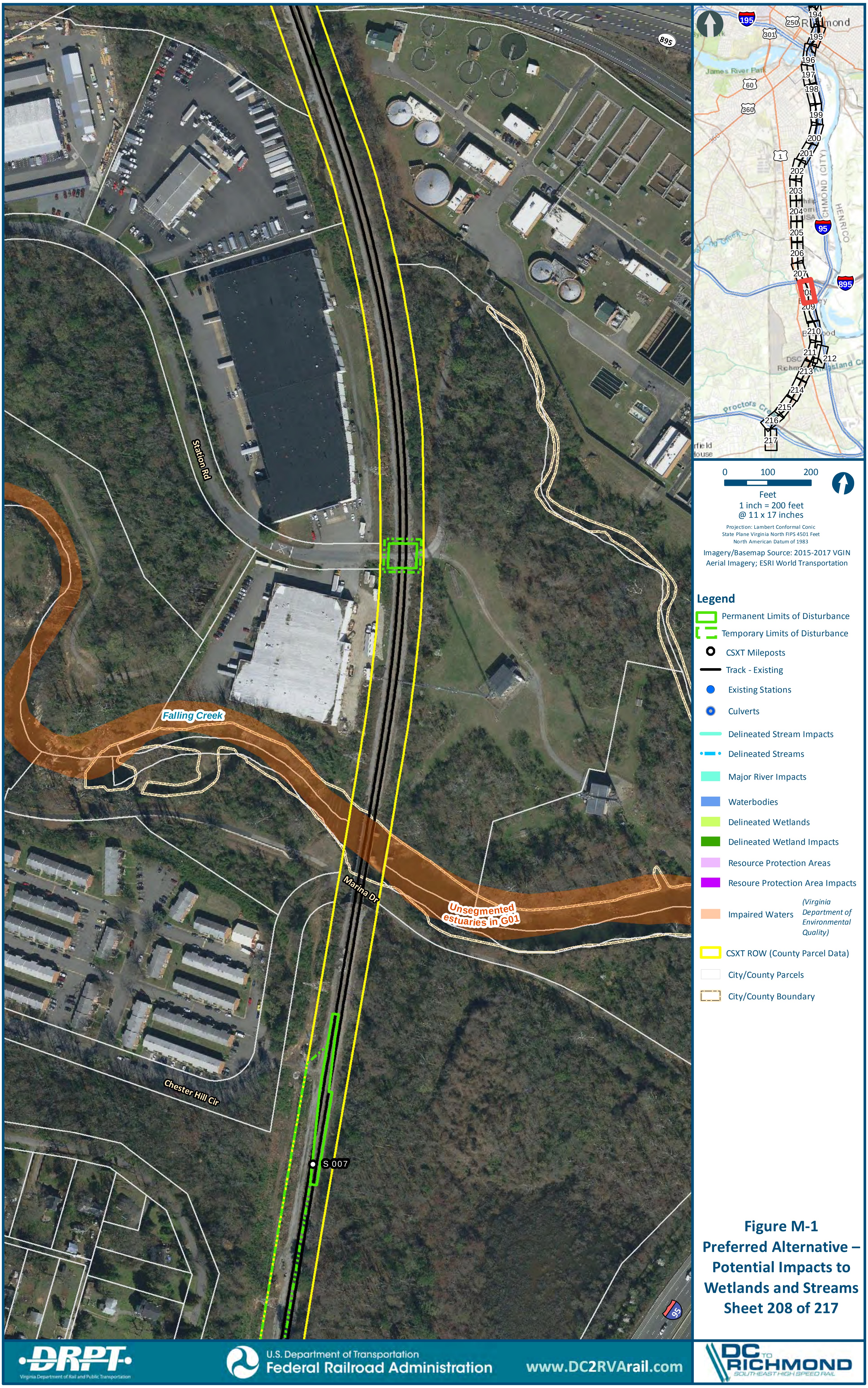
895
Station Rd
Falling Creek
Marina Dr
Unsegmented estuaries in G01
Chester Hill Cir
S 007
95
195
250
Richmond
301
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211
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213
214
215
216
217
James River Park
60
360
1
RICHMOND (CITY)
HENRICO
95
895
Proctors Cr

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 208 of 217

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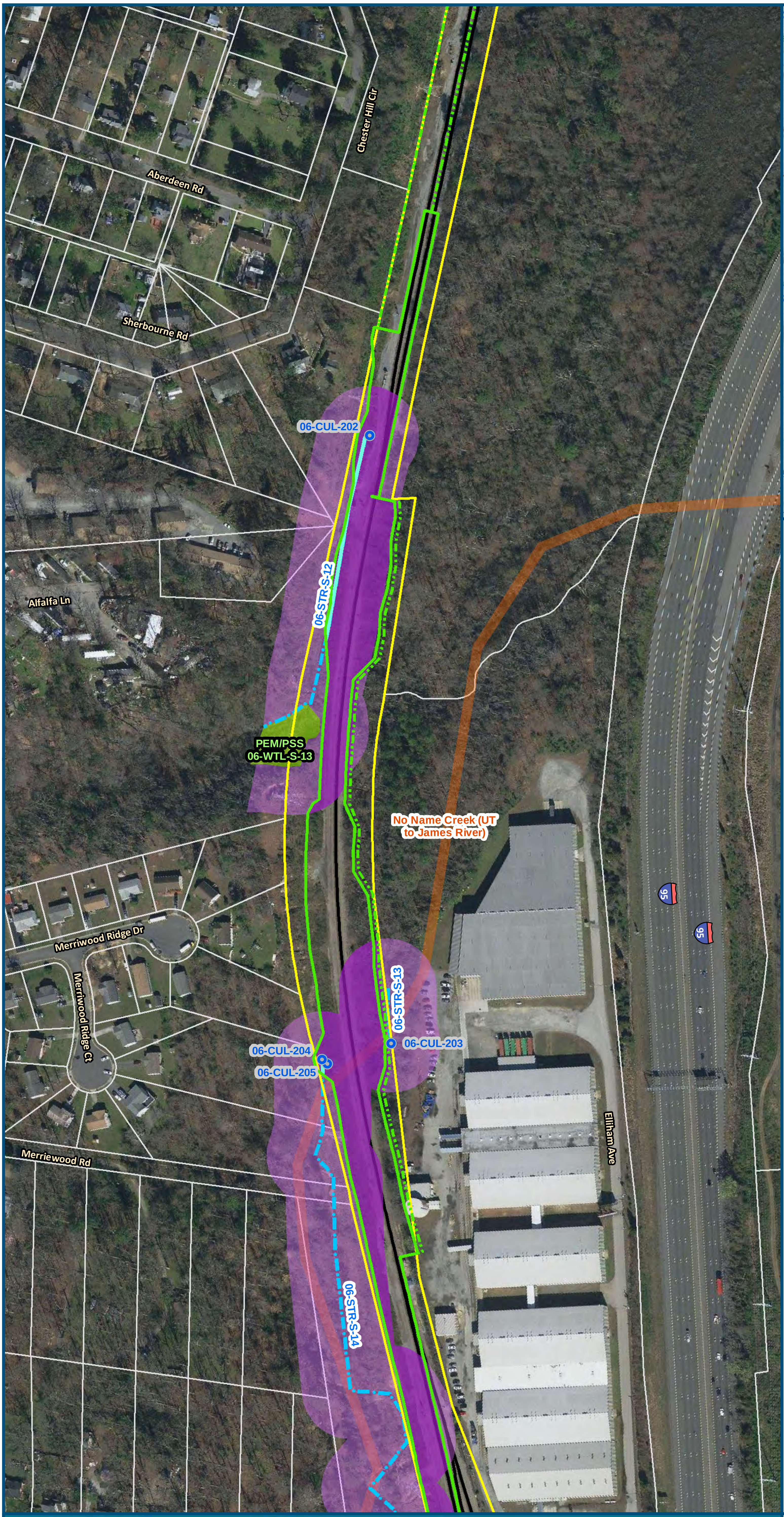
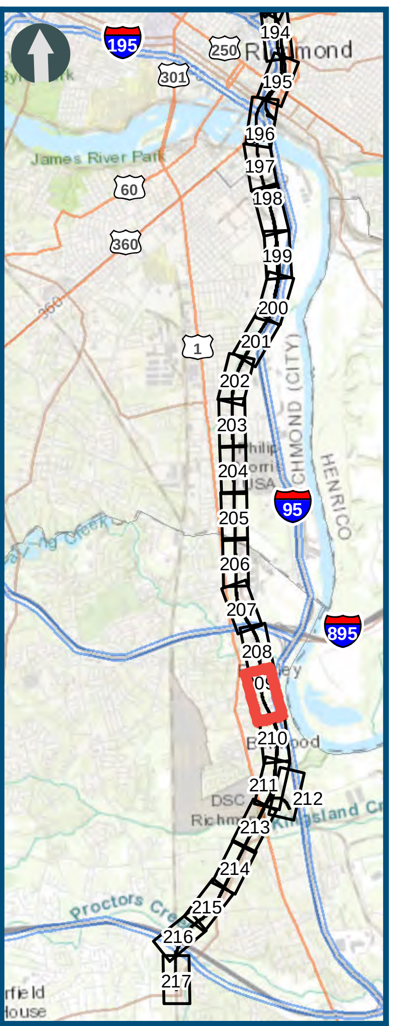

Chester Hill Cir
Aberdeen Rd
Sherbourne Rd
Alfalfa Ln
06-CUL-202
06-STR-S-12
PEM/PSS
06-WTL-S-13
No Name Creek (UT to James River)
Merriwood Ridge Dr
Merriwood Ridge Ct
Merriewood Rd
06-STR-S-13
06-CUL-203
06-CUL-204
06-CUL-205
06-STR-S-14
Ellham Ave
95
95


195
250
Richmond
194
301
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James River Park
196
197
60
198
360
199
200
1
201
202
203
204
RICHMOND (CITY)
HENRICO
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205
206
207
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209
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211
212
213
214
215
Proctors Creek
216
217

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

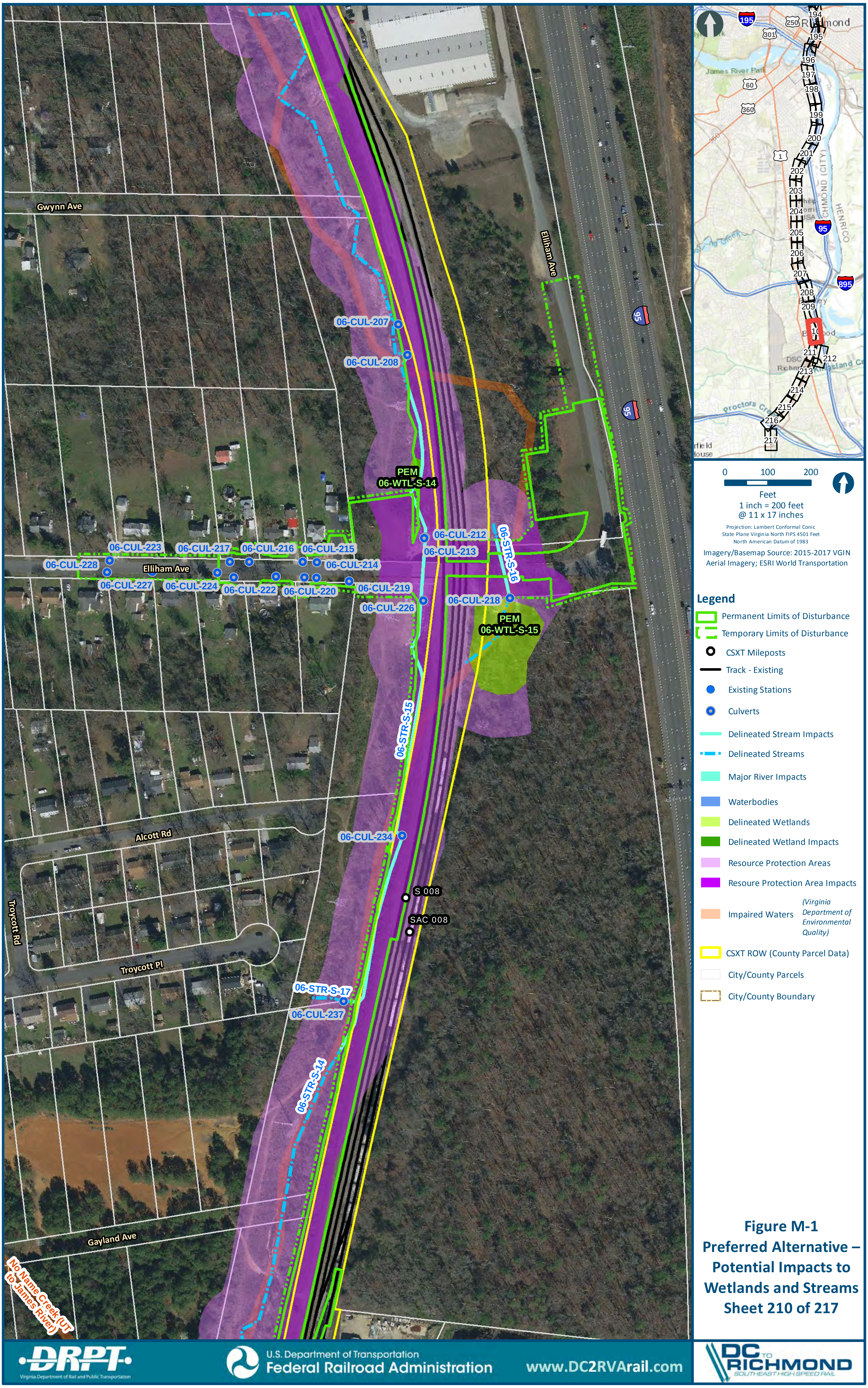
Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 209 of 217

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018


Gwynn Ave
Elliham Ave
Alcott Rd
Troycott Rd
Troycott Pl
Gayland Ave
No Name Creek (UT to James River)
95
06-CUL-207
06-CUL-208
PEM
06-WTL-S-14
06-CUL-212
06-CUL-213
06-STR-S-16
06-CUL-223
06-CUL-217
06-CUL-216
06-CUL-215
06-CUL-228
06-CUL-214
06-CUL-227
06-CUL-224
06-CUL-222
06-CUL-220
06-CUL-219
06-CUL-226
06-CUL-218
PEM
06-WTL-S-15
06-STR-S-15
06-CUL-234
S 008
SAC 008
06-STR-S-17
06-CUL-237
06-STR-S-14
195
250
Richmond
301
James River Park
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360
1
95
895
HENRICO
RICHMOND (CITY)
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203
204
205
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207
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213
214
215
216
217
Proctors Cr
Bellwood
DSC
Richmond
Falling Creek
field House

0 100 200

Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ● Culverts
- — Delineated Stream Impacts
- — Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 210 of 217

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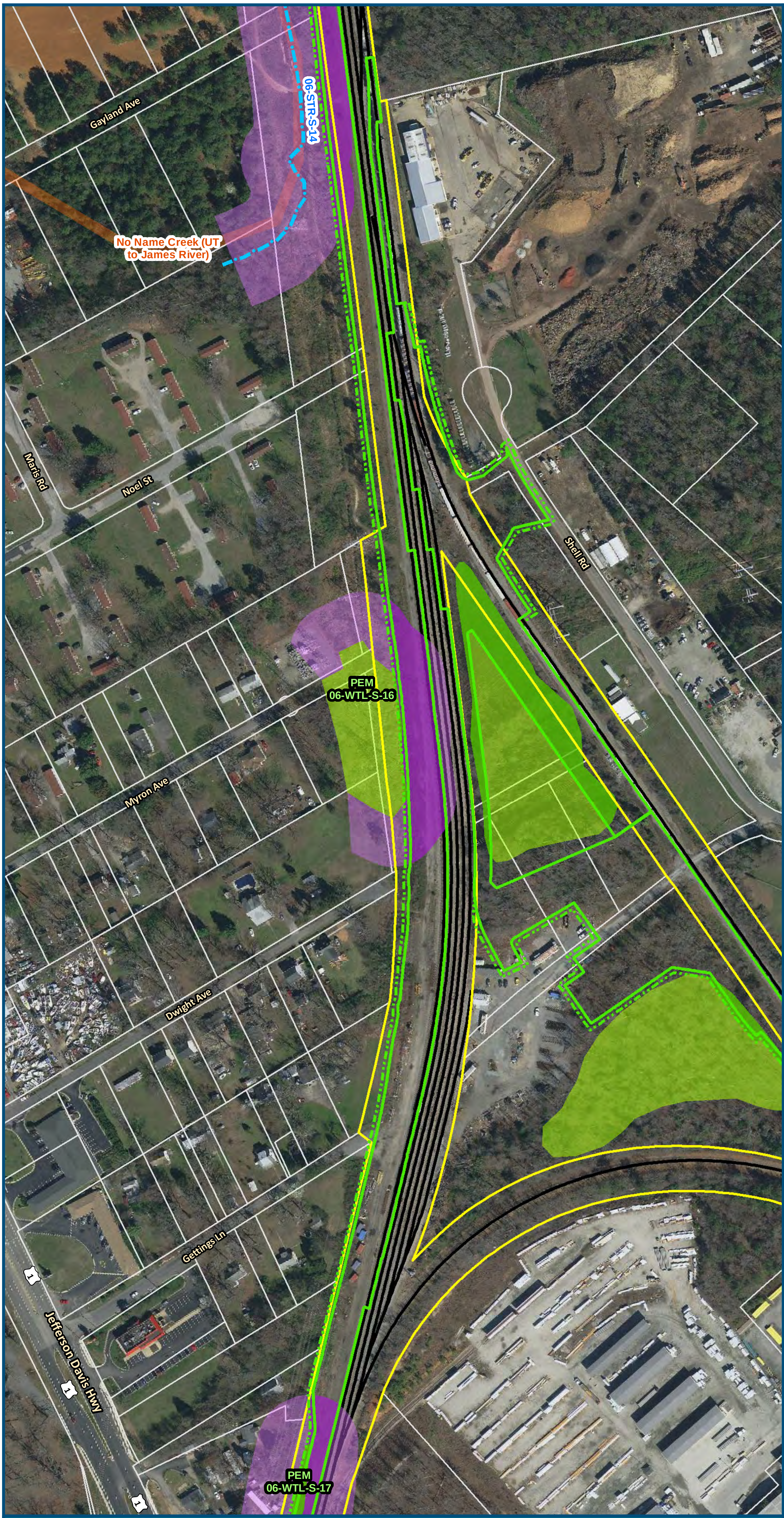
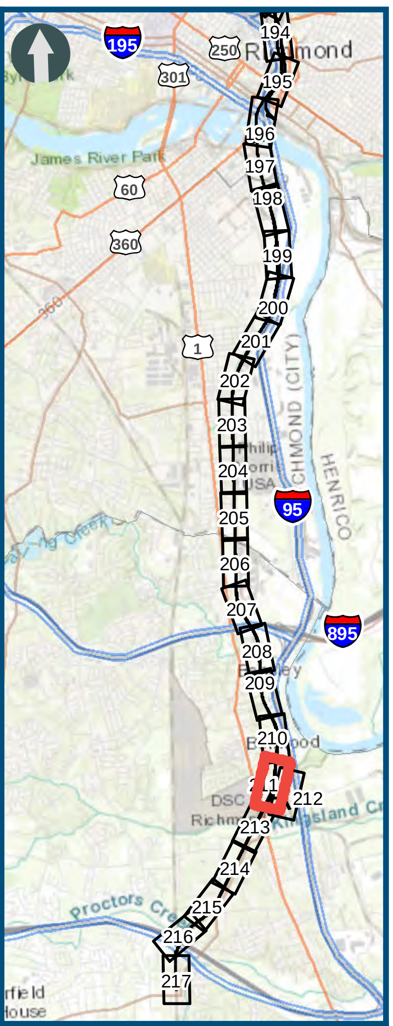

Gayland Ave
06-STR-S-14
No Name Creek (UT to James River)
Maris Rd
Noel St
Shell Rd
PEM
06-WTL-S-16
Myron Ave
Dwight Ave
Gettings Ln
1
Jefferson Davis Hwy
PEM
06-WTL-S-17


195
250
301
Richmond
James River Park
60
360
1
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895
HENRICO
RICHMOND (CITY)
Proctors Creek
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0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- ▬ Delineated Stream Impacts
- - - Delineated Streams
- ▬ Major River Impacts
- ▬ Waterbodies
- ▬ Delineated Wetlands
- ▬ Delineated Wetland Impacts
- ▬ Resource Protection Areas
- ▬ Resoure Protection Area Impacts
- ▬ Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 211 of 217

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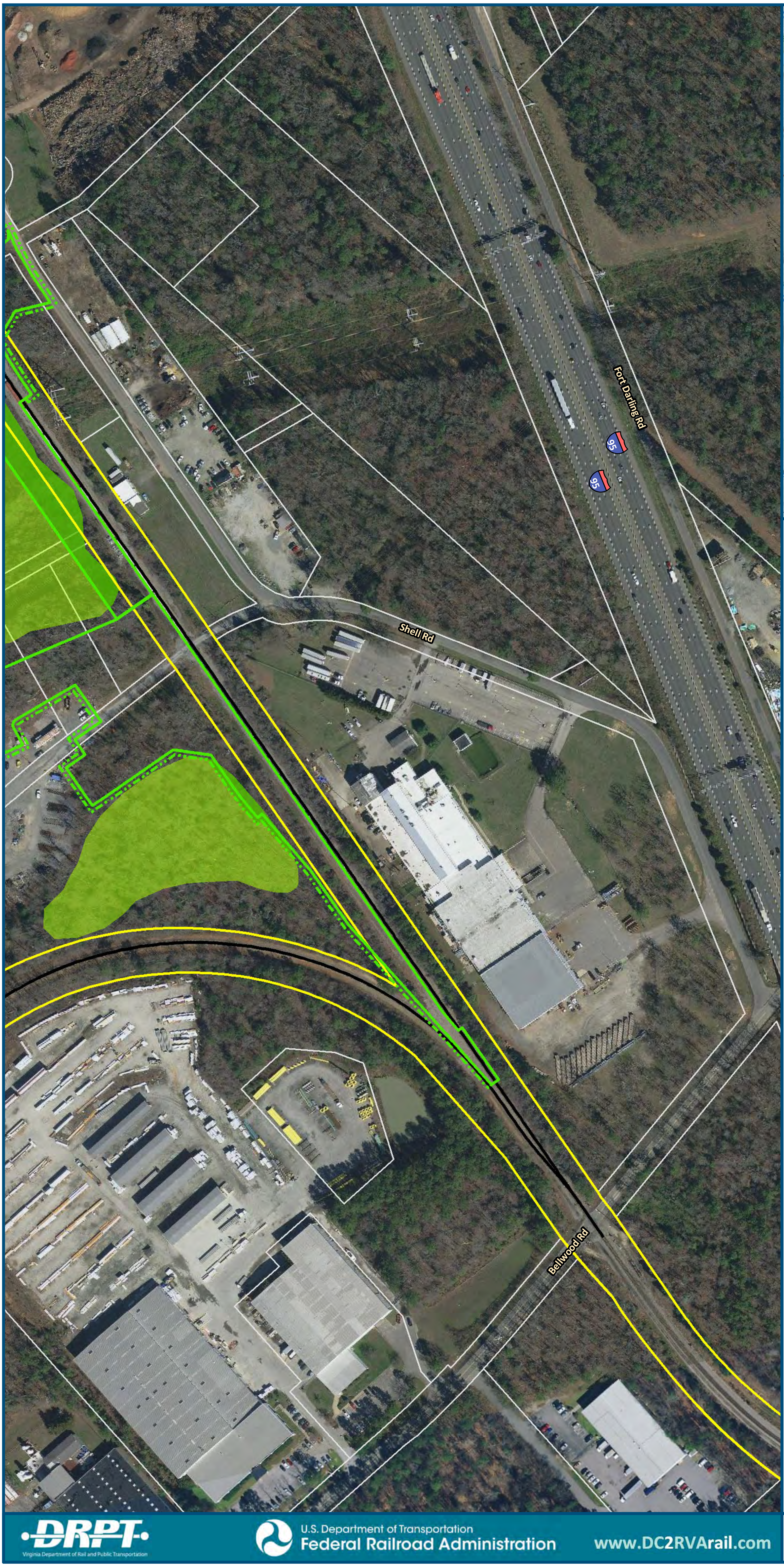
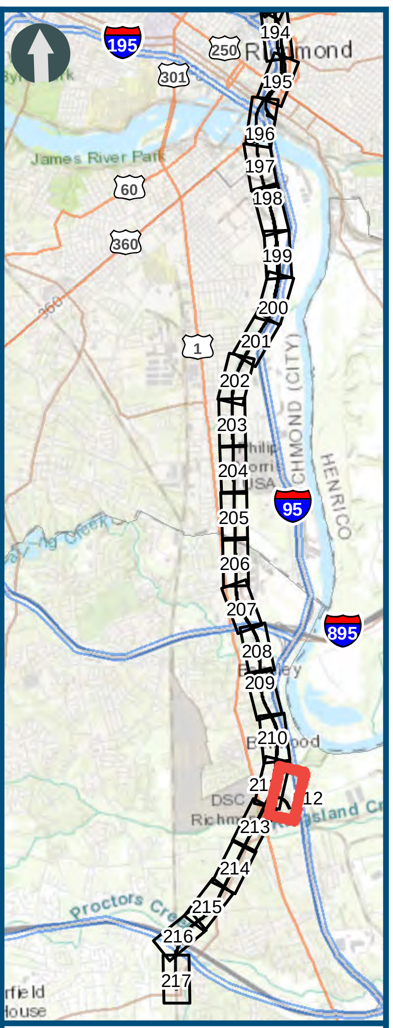

Fort Darling Rd
95
95
Shell Rd
Bellwood Rd


195
250
Richmond
301
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197
198
James River Park
60
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RICHMOND (CITY)
HENRICO
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205
206
207
895
208
209
210
211
212
213
214
Proctors Cr
215
216
217

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- ○ CSXT Mileposts
- Track - Existing
- ● Existing Stations
- ◉ Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1 Preferred Alternative – Potential Impacts to Wetlands and Streams Sheet 212 of 217

DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

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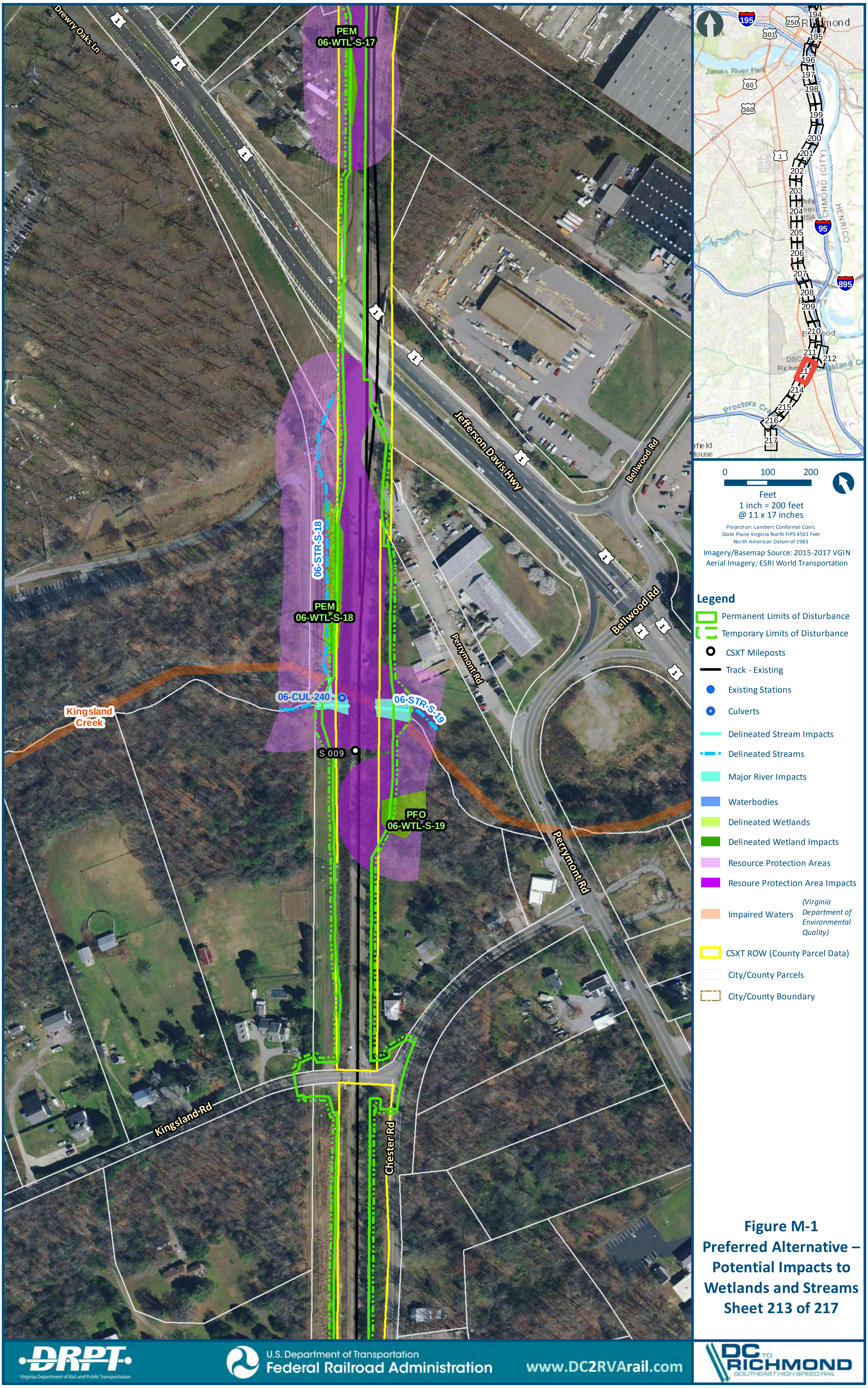
Drewry Oaks Ln
1
PEM
06-WTL-S-17
Jefferson Davis Hwy
Bellwood Rd
06-STR-S-18
PEM
06-WTL-S-18
Perrymont Rd
Bellwood Rd
06-CUL-240
06-STR-S-19
Kingsland Creek
S 009
PFO
06-WTL-S-19
Perrymont Rd
Kingsland Rd
Chester Rd
Richmond
195
250
301
60
360
James River Park
95
895
HENRICO
RICHMOND (CITY)
Proctors Cr
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197
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202
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214
215
216
217
0
100
200
Feet

1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

- 🟩 Permanent Limits of Disturbance
- 🟩 Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ● Culverts
- — Delineated Stream Impacts
- - - Delineated Streams
- ■ Major River Impacts
- ■ Waterbodies
- ■ Delineated Wetlands
- ■ Delineated Wetland Impacts
- ■ Resource Protection Areas
- ■ Resoure Protection Area Impacts
- ■ Impaired Waters *(Virginia Department of Environmental Quality)*
- ☐ CSXT ROW (County Parcel Data)
- ☐ City/County Parcels
- ☐ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 213 of 217

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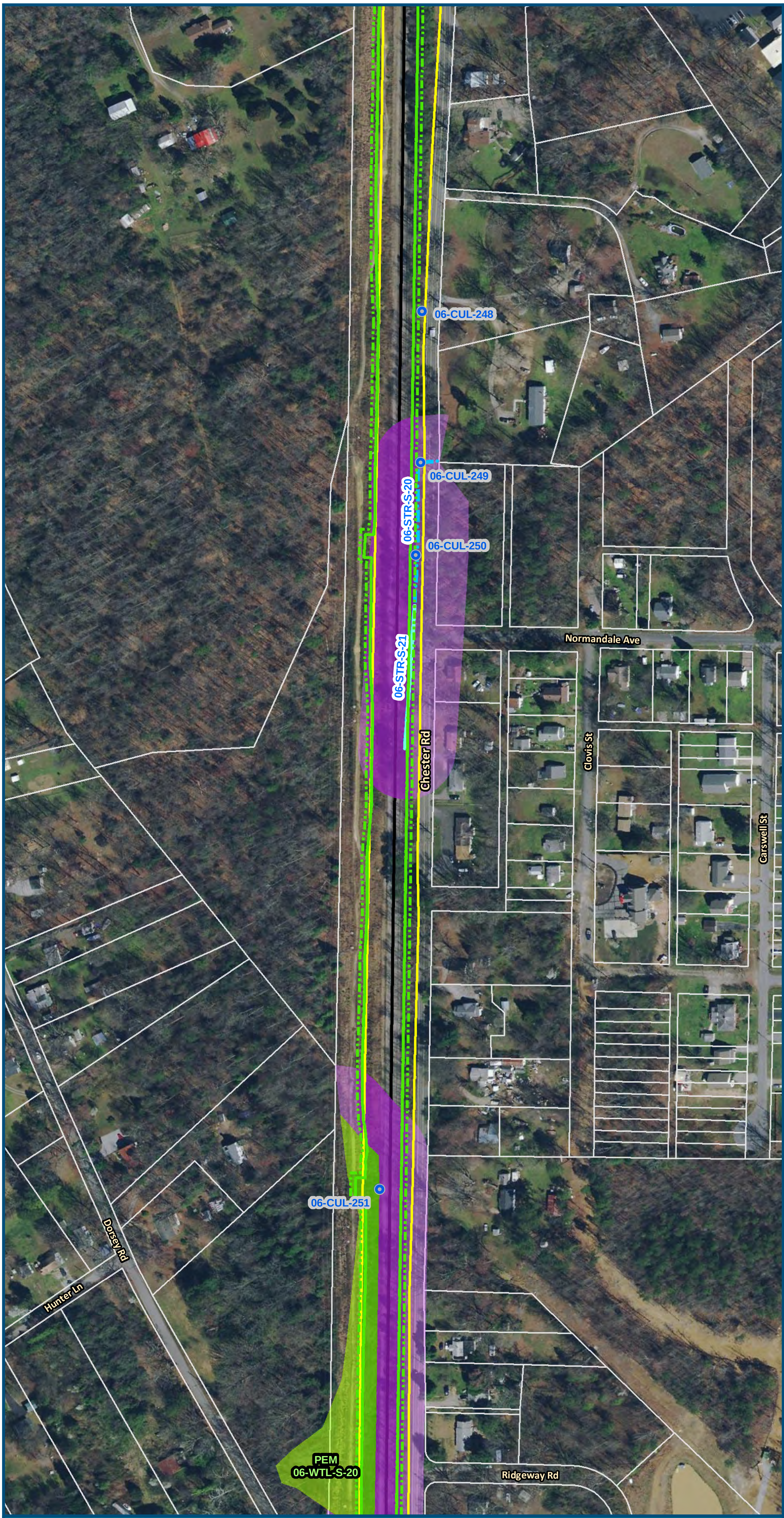
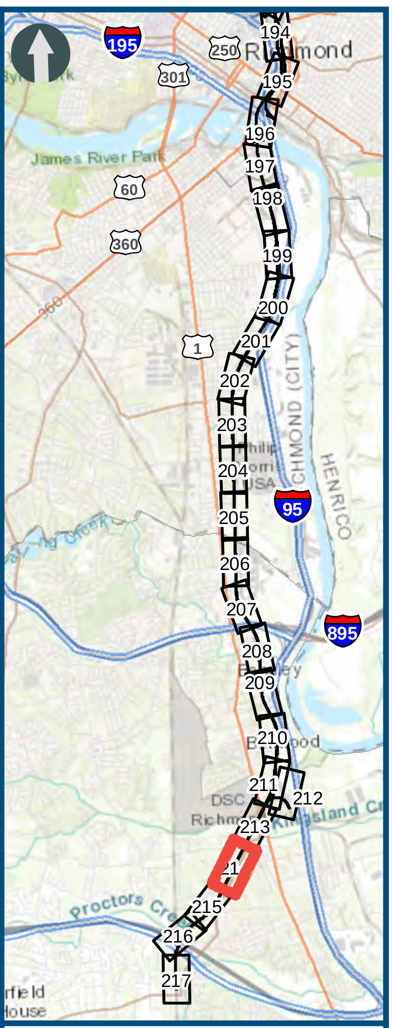

06-CUL-248
06-CUL-249
06-STR-S-20
06-CUL-250
Normandale Ave
06-STR-S-21
Chester Rd
Clovis St
Carswell St
06-CUL-251
Dorsey Rd
Hunter Ln
PEM
06-WTL-S-20
Ridgeway Rd


195
250
301
Richmond
194
195
196
James River Park
197
198
60
360
199
200
1
201
202
203
RICHMOND (CITY)
204
HENRICO
95
205
206
207
895
208
209
210
211
212
213
Proctors Creek
215
216
217

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

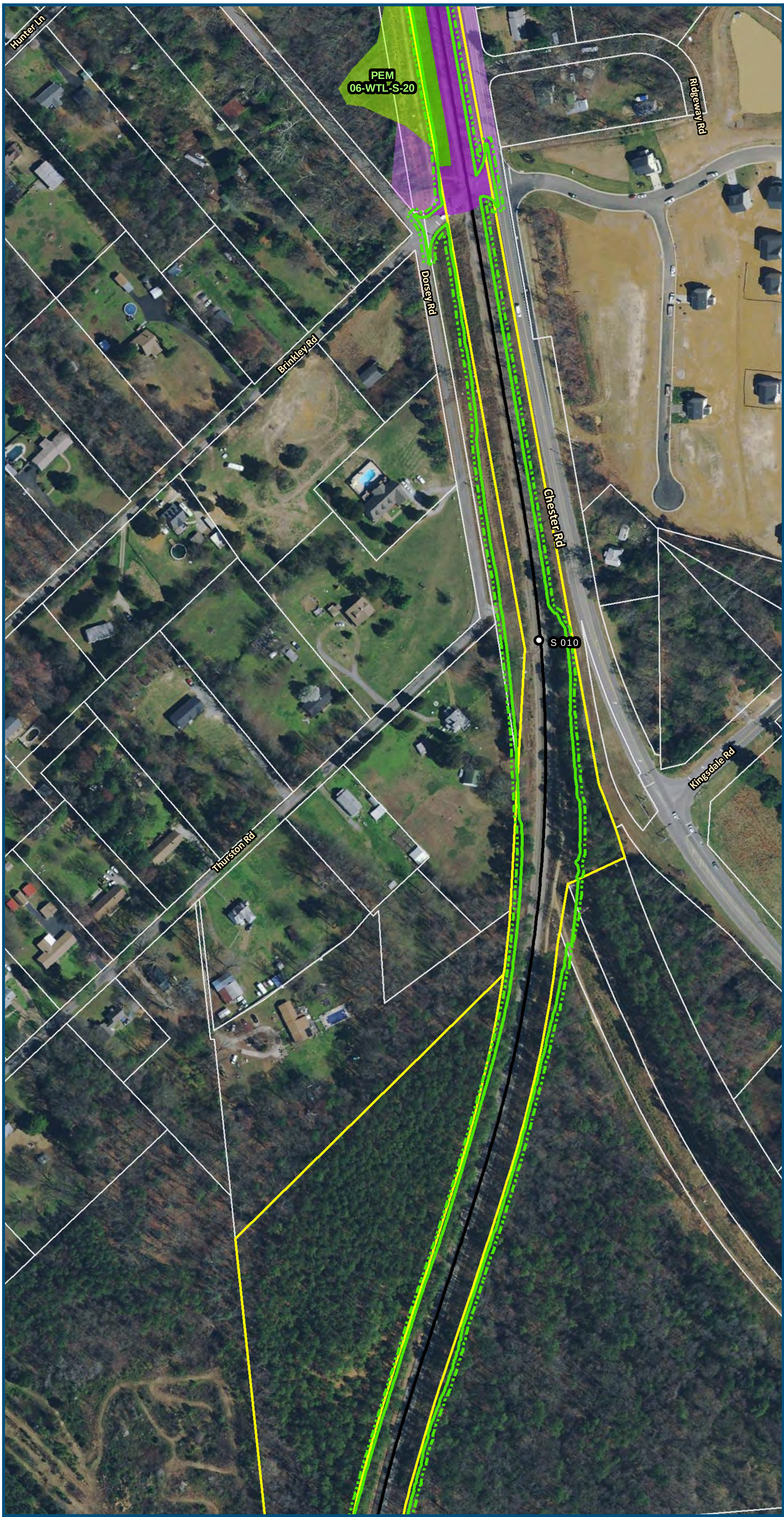
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

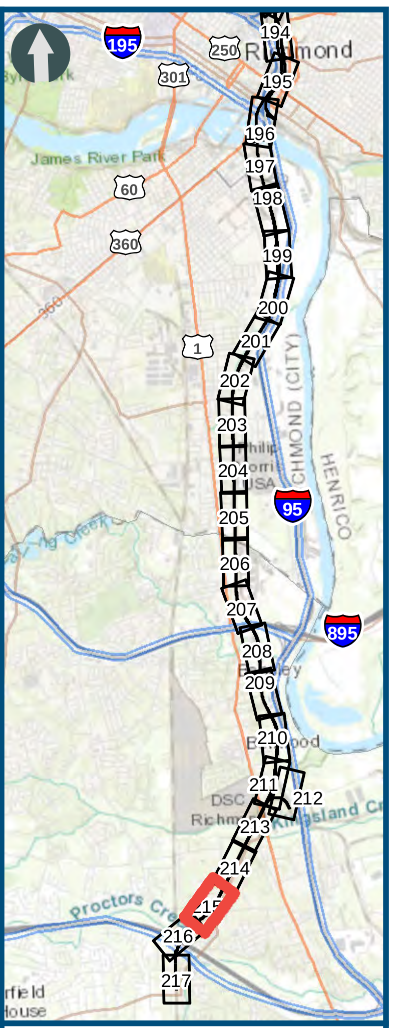
Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

Legend

- ▭ Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — Track - Existing
- ● Existing Stations
- ◉ Culverts
- ▬ Delineated Stream Impacts
- ┅ Delineated Streams
- 🟦 Major River Impacts
- 🟦 Waterbodies
- 🟩 Delineated Wetlands
- 🟩 Delineated Wetland Impacts
- 🟪 Resource Protection Areas
- 🟪 Resoure Protection Area Impacts
- 🟧 Impaired Waters *(Virginia Department of Environmental Quality)*
- ▭ CSXT ROW (County Parcel Data)
- ▭ City/County Parcels
- ⬚ City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 214 of 217


Hunter Ln
PEM
06-WTL-S-20
Ridgeway Rd
Dorsey Rd
Brinkley Rd
Chester Rd
S 010
Kingsdale Rd
Thurston Rd


195
250
301
Richmond
James River Park
60
360
1
RICHMOND (CITY)
HENRICO
95
895
Proctors Cr
194
195
196
197
198
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208
209
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211
212
213
214
215
216
217

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

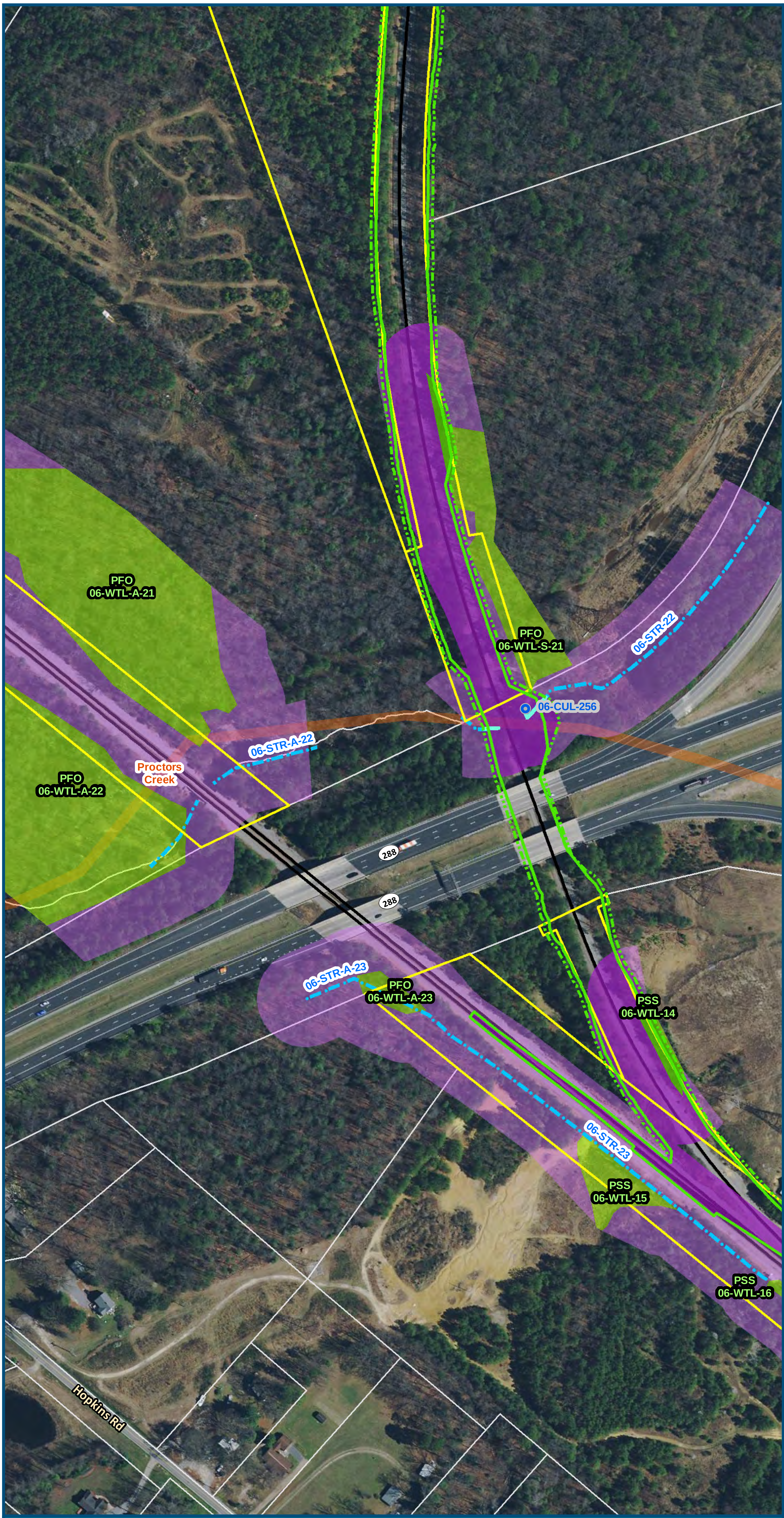
Imagery/Basemap Source: 2015-2017 VGIN
Aerial Imagery; ESRI World Transportation

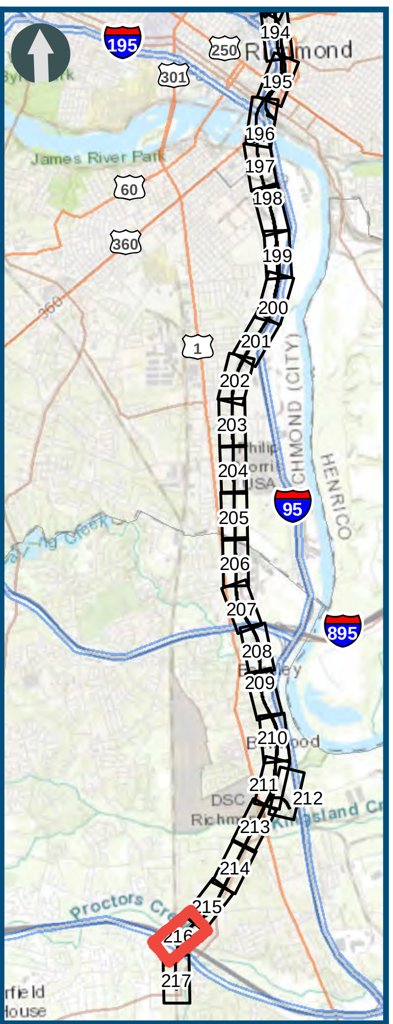
Legend

▭	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
▬	Delineated Stream Impacts
‐ · ‐	Delineated Streams
🟦	Major River Impacts
🟦	Waterbodies
🟩	Delineated Wetlands
🟩	Delineated Wetland Impacts
🟪	Resource Protection Areas
🟪	Resoure Protection Area Impacts
🟧	Impaired Waters *(Virginia Department of Environmental Quality)*
🟨	CSXT ROW (County Parcel Data)
▭	City/County Parcels
⬚	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 215 of 217

\\ctsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018


PFO
06-WTL-A-21
PFO
06-WTL-A-22
Proctors
Creek
06-STR-A-22
PFO
06-WTL-S-21
06-STR-22
06-CUL-256
288
288
06-STR-A-23
PFO
06-WTL-A-23
PSS
06-WTL-14
06-STR-23
PSS
06-WTL-15
PSS
06-WTL-16
Hopkins Rd


195
250
301
Richmond
James River Park
60
360
1
95
895
HENRICO
RICHMOND (CITY)
Proctors Cr
194
195
196
197
198
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211
212
213
214
215
216
217

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

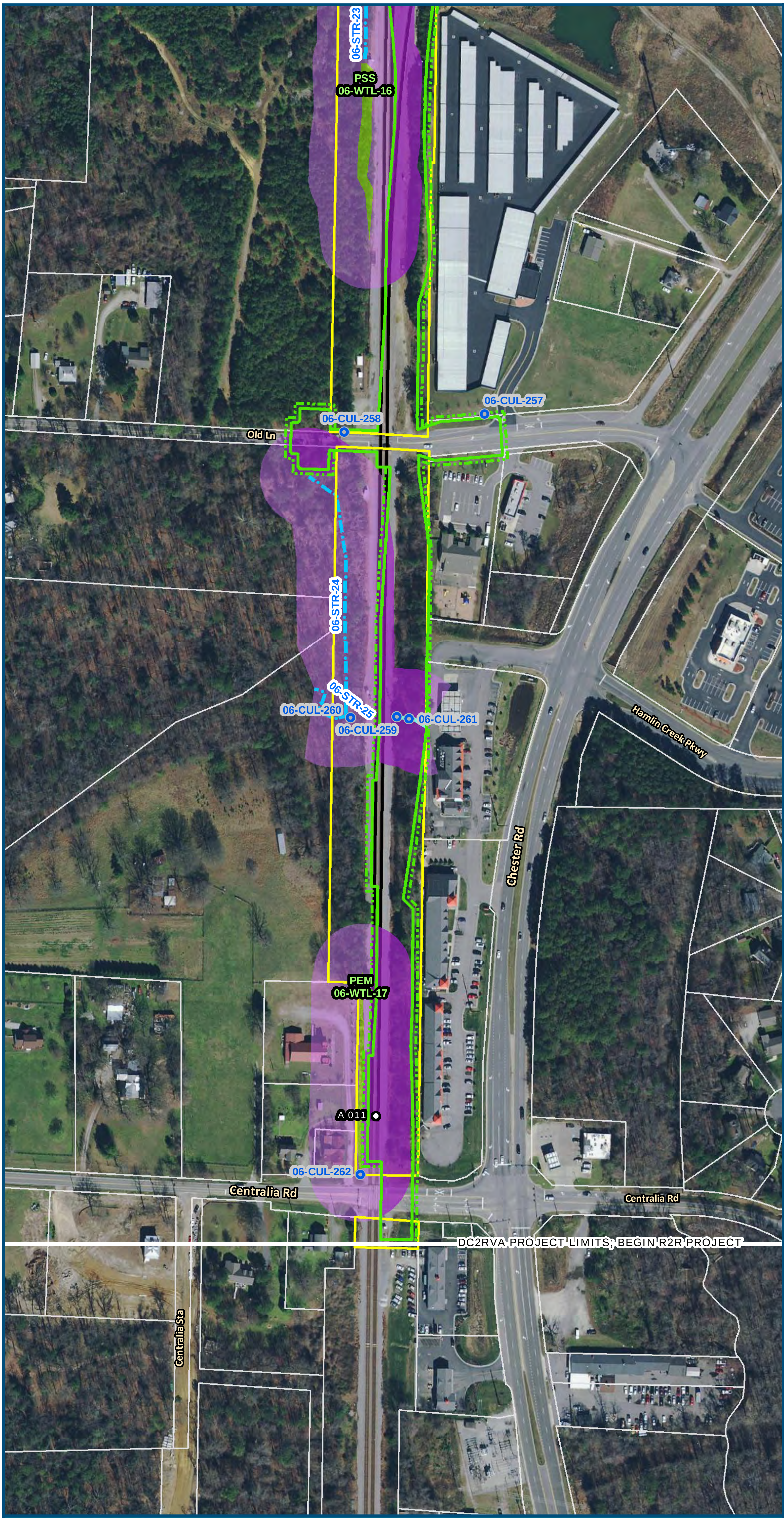
Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

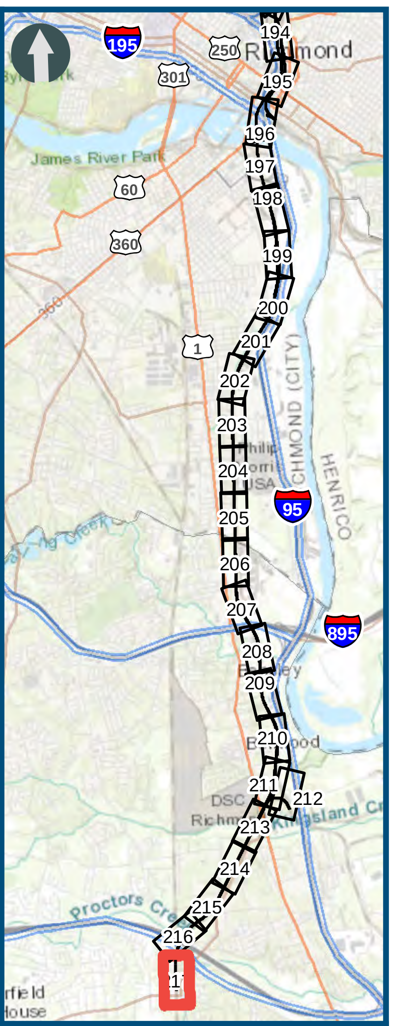
Legend

- Permanent Limits of Disturbance
- Temporary Limits of Disturbance
- CSXT Mileposts
- Track - Existing
- Existing Stations
- Culverts
- Delineated Stream Impacts
- Delineated Streams
- Major River Impacts
- Waterbodies
- Delineated Wetlands
- Delineated Wetland Impacts
- Resource Protection Areas
- Resoure Protection Area Impacts
- Impaired Waters *(Virginia Department of Environmental Quality)*
- CSXT ROW (County Parcel Data)
- City/County Parcels
- City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 216 of 217

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018


06-STR-23
PSS
06-WTL-16
06-CUL-257
06-CUL-258
Old Ln
06-STR-24
06-STR-25
06-CUL-260
06-CUL-259
06-CUL-261
Hamlin Creek Pkwy
Chester Rd
PEM
06-WTL-17
A 011
06-CUL-262
Centralia Rd
Centralia Rd
DC2RVA PROJECT LIMITS; BEGIN R2R PROJECT
Centralia Sta


195
250
Richmond
301
James River Park
60
360
1
95
895
RICHMOND (CITY)
HENRICO
Proctors Cr
DSC
194
195
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213
214
215
216

0 100 200
Feet
1 inch = 200 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015-2017 VGIN Aerial Imagery; ESRI World Transportation

Legend

🟩	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
○	CSXT Mileposts
—	Track - Existing
●	Existing Stations
◉	Culverts
—	Delineated Stream Impacts
- · -	Delineated Streams
■	Major River Impacts
■	Waterbodies
■	Delineated Wetlands
■	Delineated Wetland Impacts
■	Resource Protection Areas
■	Resoure Protection Area Impacts
■	Impaired Waters *(Virginia Department of Environmental Quality)*
▭	CSXT ROW (County Parcel Data)
▭	City/County Parcels
▭	City/County Boundary

Figure M-1
Preferred Alternative – Potential Impacts to Wetlands and Streams
Sheet 217 of 217

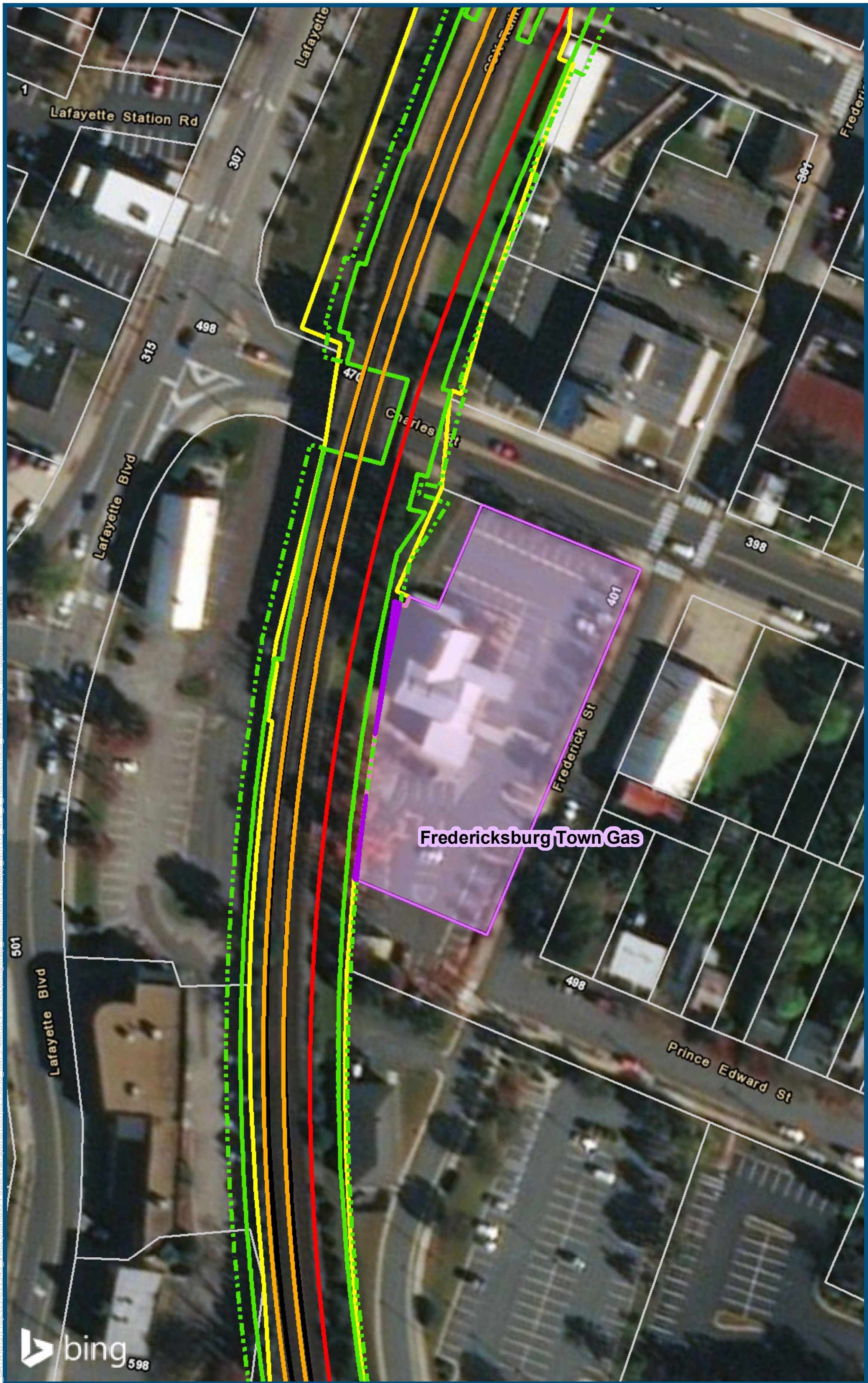
\\dtsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-1_WetlandsStreams_11x17.mxd | Last Updated: 12.06.2018

APPENDIX M2

PREFERRED ALTERNATIVE

POTENTIAL IMPACTS TO HAZARDOUS MATERIAL SITES

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL


Lafayette
1
Lafayette Station Rd
307
CSXT
Frederick
381
498
315
470
Charles St
Lafayette Blvd
398
401
Frederick St
Fredericksburg Town Gas
498
501
Prince Edward St
Lafayette Blvd
598
bing

Washington, D.C.
66
395
Dale City
Fredericksburg
95
Po River
Fort A.P. Hill
Mattaponi River
295
Richmond
195
64
95

0 50 100
Feet

1 inch = 100 feet
@ 8.5 x 11 inches

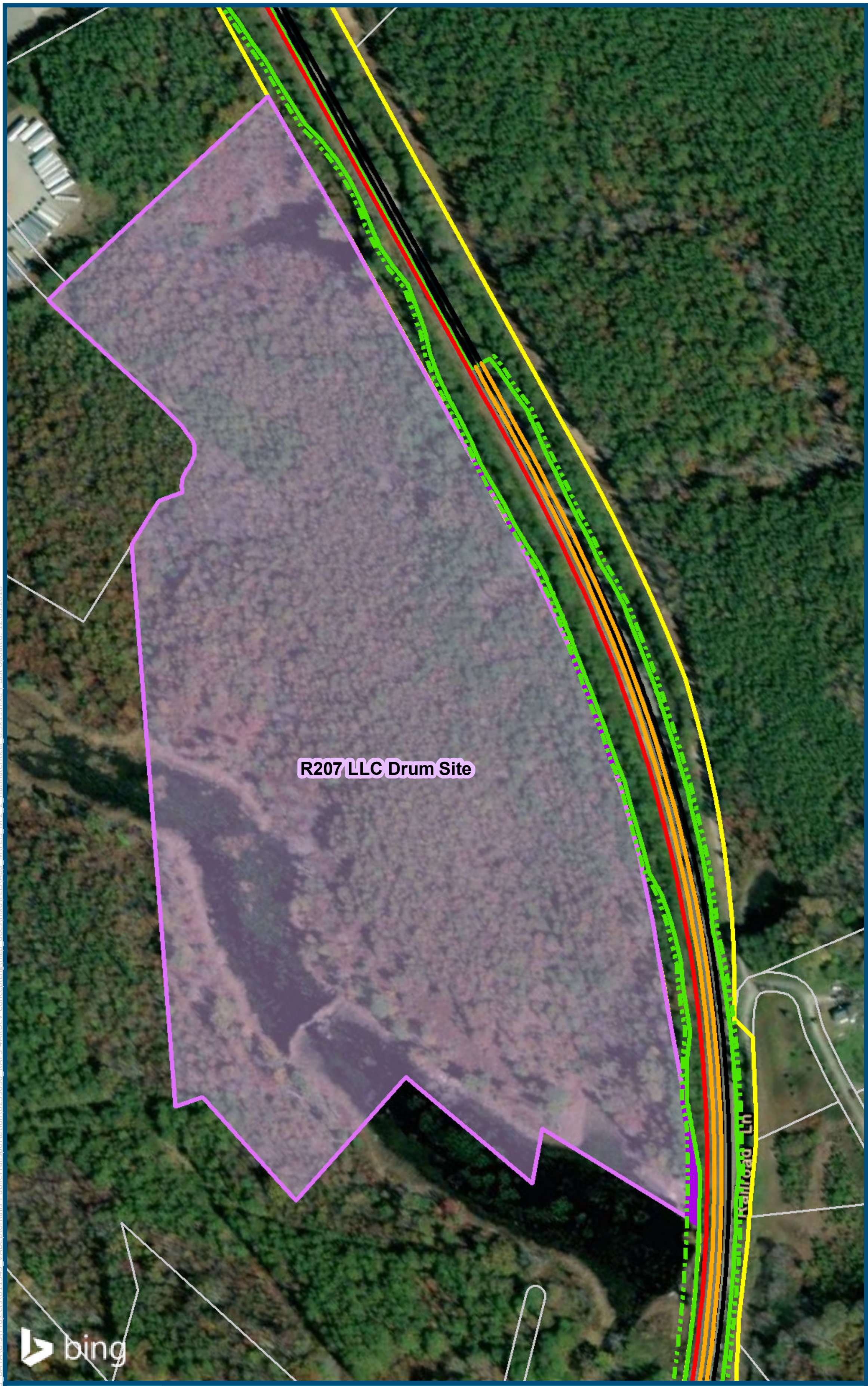
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap: 2015 Bing Aerial Imagery,
ESRI World Transportation.
Data Source: VDOT CEDAR; ERIS, 2016.

Legend

- ● CSXT Mileposts
- ● Existing Stations
- ▬ Track - Existing
- ▬ Track - Improve Existing
- ▬ Track - Proposed
- ▭ SUPERFUND/CERCLA/NPL
- ▭ Known HAZMAT Release
- ■ SUPERFUND/CERCLA/NPL Impact Area
- ▭ Known HAZMAT Release Impact Area
- ▭ Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ▭ CSXT Right-of-Way
- ▭ County/City Parcel Boundaries
- ▭ County/City Boundaries

Figure M-2
Preferred Alternative – Potential Impacts to Critical Hazardous Materials Sites
Sheet 1 of 3

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-2_1_HazmatCritical_8.5x11.mxd | Last Updated: 12.06.2018


R207 LLC Drum Site
Railroad Ln
bing

Washington, D.C.
66
395
Dale City
Fredericksburg
95
Po River
Fort A.P. Hill
Mattaponi River
295
Richmond
195
64
95

0 150 300

Feet

1 inch = 300 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap: 2015 Bing Aerial Imagery,
ESRI World Transportation.
Data Source: VDOT CEDAR; ERIS, 2016.

Legend

- ● CSXT Mileposts
- ● Existing Stations
- Track - Existing
- Track - Improve Existing
- Track - Proposed
- ▭ SUPERFUND/ CERCLA/NPL
- ▭ Known HAZMAT Release
- ▭ SUPERFUND/CERCLA/ NPL Impact Area
- ▭ Known HAZMAT Release Impact Area
- ▭ Permanent Limits of Disturbance
- ▭ Temporary Limits of Disturbance
- ▭ CSXT Right-of-Way
- ▭ County/City Parcel Boundaries
- ▭ County/City Boundaries

Figure M-2

Preferred Alternative – Potential Impacts to Critical Hazardous Materials Sites

Sheet 2 of 3

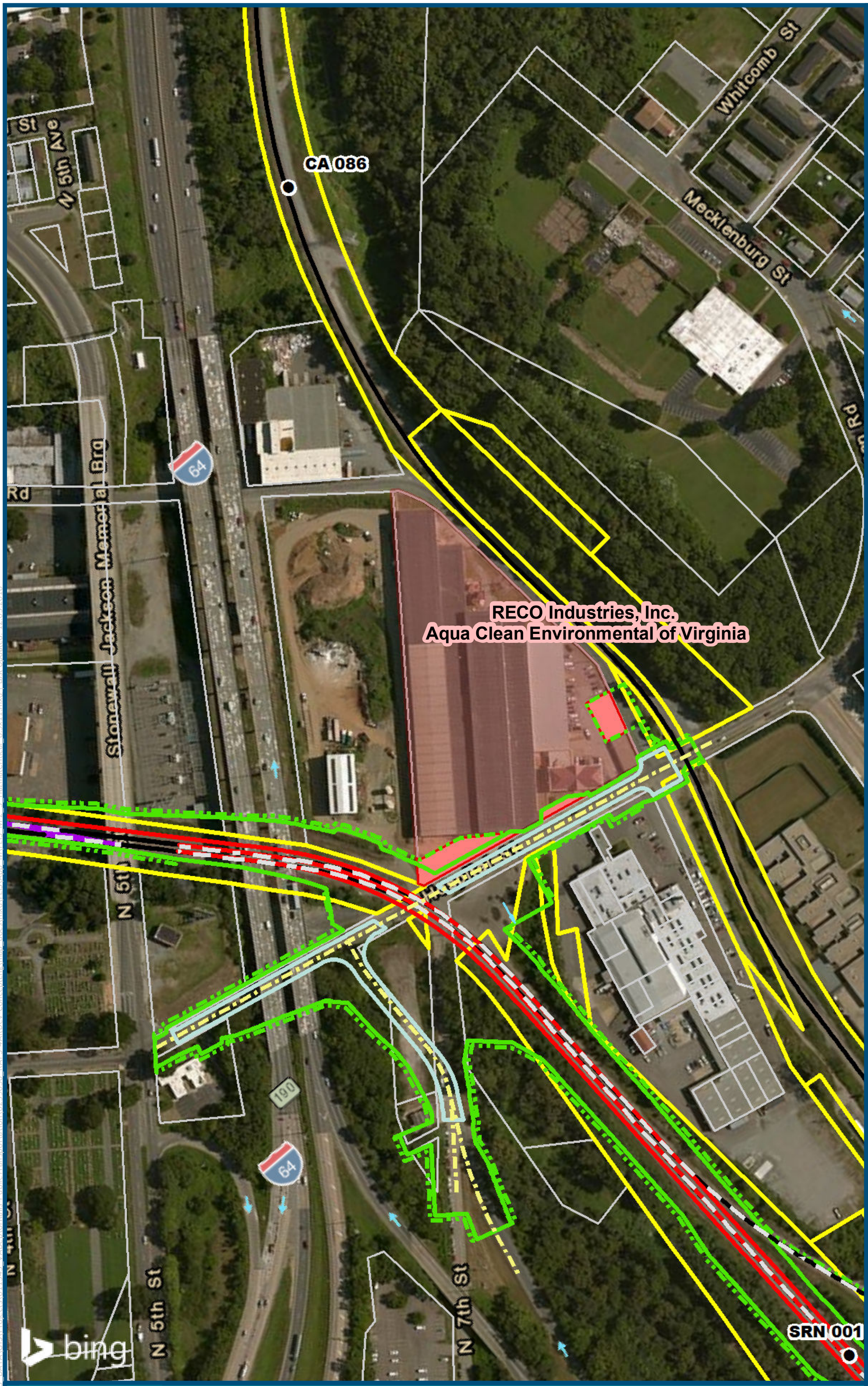
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-2_2_HazmatCritical_8.5x11.mxd | Last Updated: 12.05.2018


Whitcomb St
Mecklenburg St
CA 086
N 5th Ave
St
Rd
64
Stonewall Jackson Memorial Brg
RECO Industries, Inc.
Aqua Clean Environmental of Virginia
N 5th St
190
64
N 7th St
N 4th St
N 5th St
Rd
SRN 001
bing

Washington, D.C.
66
395
Dale City
Fredericksburg
95
Po River
Fort A.P. Hill
Mattaponi River
295
Richmond
195
64
95

0 150 300
Feet

1 inch = 300 feet
@ 8.5 x 11 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap: 2015 Bing Aerial Imagery,
ESRI World Transportation.
Data Source: VDOT CEDAR; ERIS, 2016.

Legend

●	CSXT Mileposts
●	Existing Stations
—	Track - Existing
—	Track - Improve Existing
—	Track - Proposed
—	Track - Remove
—	Crossover - Proposed
—	Edge of Pavement
- -	Roadway Centerline
▭	SUPERFUND/ CERCLA/NPL
▭	Known HAZMAT Release
■	SUPERFUND/CERCLA/ NPL Impact Area
■	Known HAZMAT Release Impact Area
▭	Permanent Limits of Disturbance
▭	Temporary Limits of Disturbance
▭	CSXT Right-of-Way
▭	County/City Parcel Boundaries
▭	County/City Boundaries

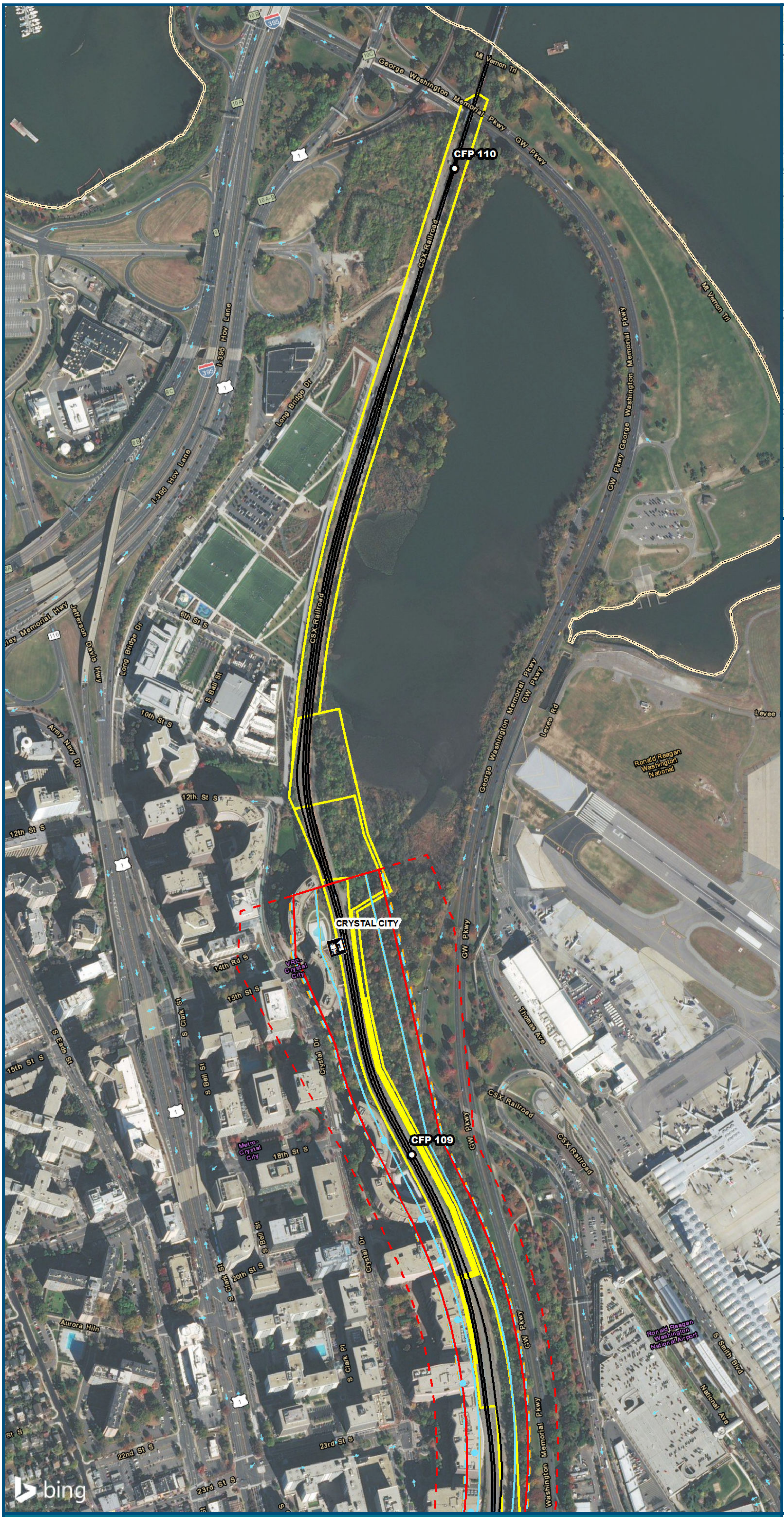
Figure M-2
Preferred Alternative – Potential Impacts to Critical Hazardous Materials Sites
Sheet 3 of 3

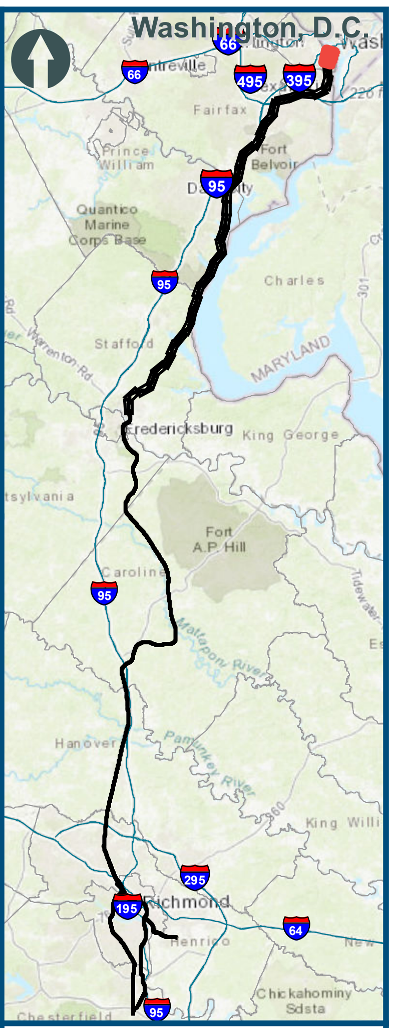
\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-2_3_HazmatCritical_8.5x11.mxd | Last Updated: 12.05.2018

APPENDIX M3

UPDATES TO DRAFT EIS NOISE ANALYSIS MAPBOOK

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL


Mt Vernon Trl
George Washington Memorial Pkwy
GW Pkwy
CFP 110
CSX Railroad
I-395 Hov Lane
Long Bridge Dr
Jefferson Davis Hwy
6th St S
S Ball St
10th St S
Army Navy Dr
12th St S
Levee Rd
Levee
Ronald Reagan Washington National
CRYSTAL CITY
VRE-Crystal City
14th Rd S
15th St S
S Clark St
S Eads St
S Bell St
Crystal Dr
Thomas Ave
Metro-Crystal City
18th St S
CFP 109
CSX Railroad
20th St S
S Clark Pl
Aurora Hlls
Ronald Reagan Washington National Airport
S Smith Blvd
National Ave
23rd St S
22nd St S
bing


Washington D.C.
Centreville
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charles
Stafford
MARYLAND
Fredericksburg
King George
Spotsylvania
Fort A.P. Hill
Caroline
Mattaponi River
Hanover
Pamunkey River
King William
Richmond
Henrico
Chickahominy
Chesterfield
66
495
395
95
295
195
64

0 250 500
Feet
1 inch = 500 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015 Bing Aerial Imagery; ESRI World Transportation

Legend

- Category 1 Moderate Noise Impact Contour
- Category 1 Severe Noise Impact Contour
- ● Category 1 Moderate Noise Impacts
- ● Category 1 Severe Noise Impacts
- Category 2 Moderate Noise Impact Contour
- Category 2 Severe Noise Impact Contour
- ● Category 2 Moderate Noise Impacts
- ● Category 2 Severe Noise Impacts
- Category 3 Moderate Noise Impact Contour
- Category 3 Severe Noise Impact Contour
- ● Category 3 Moderate Noise Impacts
- ● Category 3 Severe Noise Impacts
- ○ CSXT Mileposts
- Track - Existing
- Stations
- Proposed Stations
- CSXT ROW (County Parcel Data)
- City/County Boundary

Figure M-3
Updates to Draft EIS
Noise Analysis Mapbook
Area 2:
Northern Virginia
Sheet 1 of 35

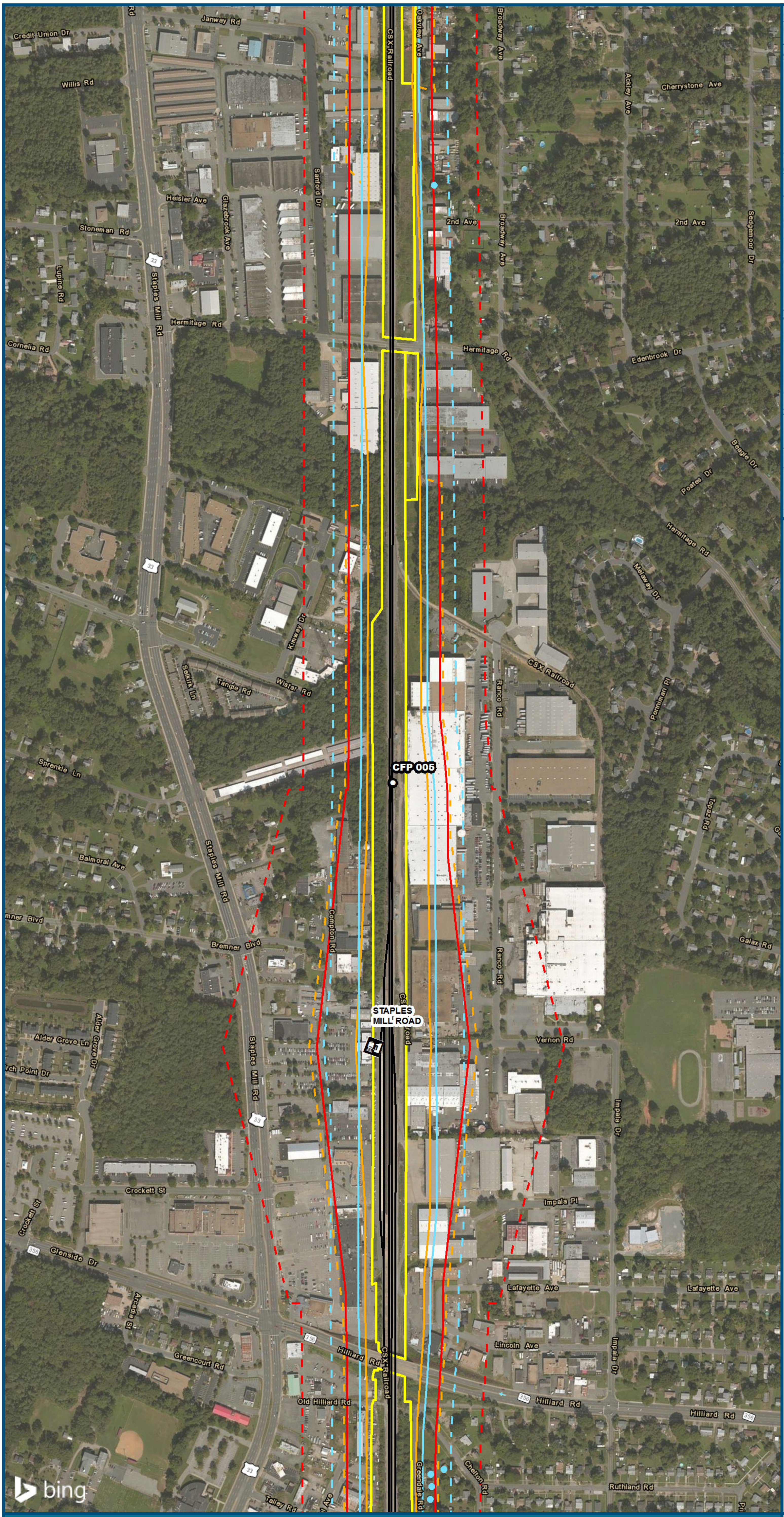
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-3_NoiseVib_Area2_Mapbook_11x17.mxd | Last Updated: 12.03.2018


Credit Union Dr
Janway Rd
Willis Rd
Cherrystone Ave
Ackley Ave
Oakview Ave
Broadway Ave
CSX Railroad
Sanford Dr
Glazebrook Ave
Heisler Ave
Stoneman Rd
2nd Ave
2nd Ave
Sedgemoor Dr
Lupine Rd
33
Staples Mill Rd
Hermitage Rd
Cornelia Rd
Hermitage Rd
Edenbrook Dr
Beagle Dr
Poates Dr
Hermitage Rd
Meadway Dr
33
Kimway Dr
Selkirk Ln
Tangle Rd
Wistar Rd
CSX Railroad
Ranco Rd
Pemmican Pl
CFP 005
Sprenkle Ln
Balmoral Ave
Staples Mill Rd
Topaz Rd
Bremner Blvd
Compton Rd
Galax Rd
Ranco Rd
STAPLES MILL ROAD
Alder Grove Ln
Alder Grove Dr
Birch Point Dr
Staples Mill Rd
Vernon Rd
Impala Dr
33
Crockett St
Crockett St
Impala Pl
Glenside Dr
356
Arcadia St
Lafayette Ave
Lafayette Ave
Greencourt Rd
Hilliard Rd
CSX Railroad
Lincoln Ave
Impala Dr
Old Hilliard Rd
356
Hilliard Rd
Hilliard Rd
356
33
Greendale Rd
Chelton Rd
Rutland Rd
Talley Rd
bing

Washington D.C.
66
495
395
Fairfax
Fort Belvoir
Prince William
95
Quantico Marine Corps Base
Charles
95
Stafford
MARYLAND
Fredericksburg
King George
Fort A.P. Hill
95
Hanover
King William
295
195
Richmond
64
Henrico
Chickahominy Sdsta
Chesterfield
95

0 250 500

Feet

1 inch = 500 feet
@ 11 x 17 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Imagery/Basemap Source: 2015 Bing
Aerial Imagery; ESRI World Transportation

Legend

⬚	Category 1 Moderate Noise Impact Contour
▭	Category 1 Severe Noise Impact Contour
●	Category 1 Moderate Noise Impacts
◉	Category 1 Severe Noise Impacts
⬚	Category 2 Moderate Noise Impact Contour
▭	Category 2 Severe Noise Impact Contour
●	Category 2 Moderate Noise Impacts
◉	Category 2 Severe Noise Impacts
⬚	Category 3 Moderate Noise Impact Contour
▭	Category 3 Severe Noise Impact Contour
●	Category 3 Moderate Noise Impacts
◉	Category 3 Severe Noise Impacts
○	CSXT Mileposts
—	Track - Existing
▣	Stations
▣	Proposed Stations
▭	CSXT ROW (County Parcel Data)
⬚	City/County Boundary

Figure M-3
Updates to Draft EIS
Noise Analysis Mapbook
Area 6F:
Main Street and
Staples Mill Road
Full Service
Sheet 4 of 18

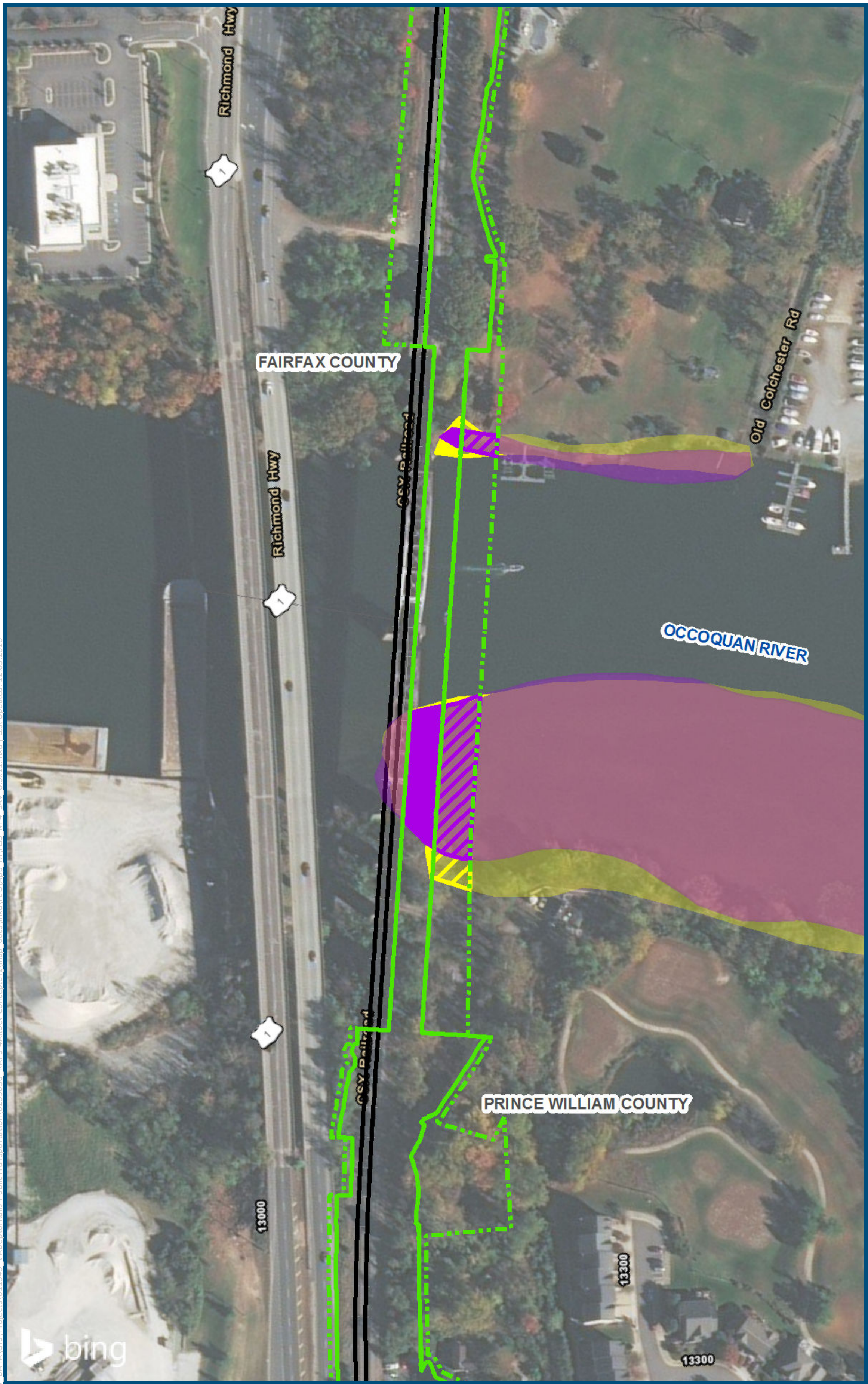
\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-3_NoiseVib_Area6F_Mapbook_11x17.mxd | Last Updated: 12.05.2018

APPENDIX M4

PREFERRED ALTERNATIVE

POTENTIAL IMPACTS TO SUBMERGED AQUATIC VEGETATION

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL


Richmond Hwy
FAIRFAX COUNTY
Old Colchester Rd
CSX Railroad
Richmond Hwy
OCCOQUAN RIVER
CSX Railroad
PRINCE WILLIAM COUNTY
13000
13300
13300
bing

Washington, D.C.
Dale City
Fredericksburg
Fort A.P. Hill
Richmond

0 100 200

Feet

1 inch = 200 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: Bing Map Aerial Imagery
Data Source: Virginia Instutute of Marine Science data

Legend

- 🟪 Existing Submerged Aquatic Vegetation Beds (2010-2014)
- 🟨 Historic Submerged Aquatic Vegetation Beds (1971-2009)

Existing SAV Bed Impacts

- 🟪 Permanent
- ▨ Temporary

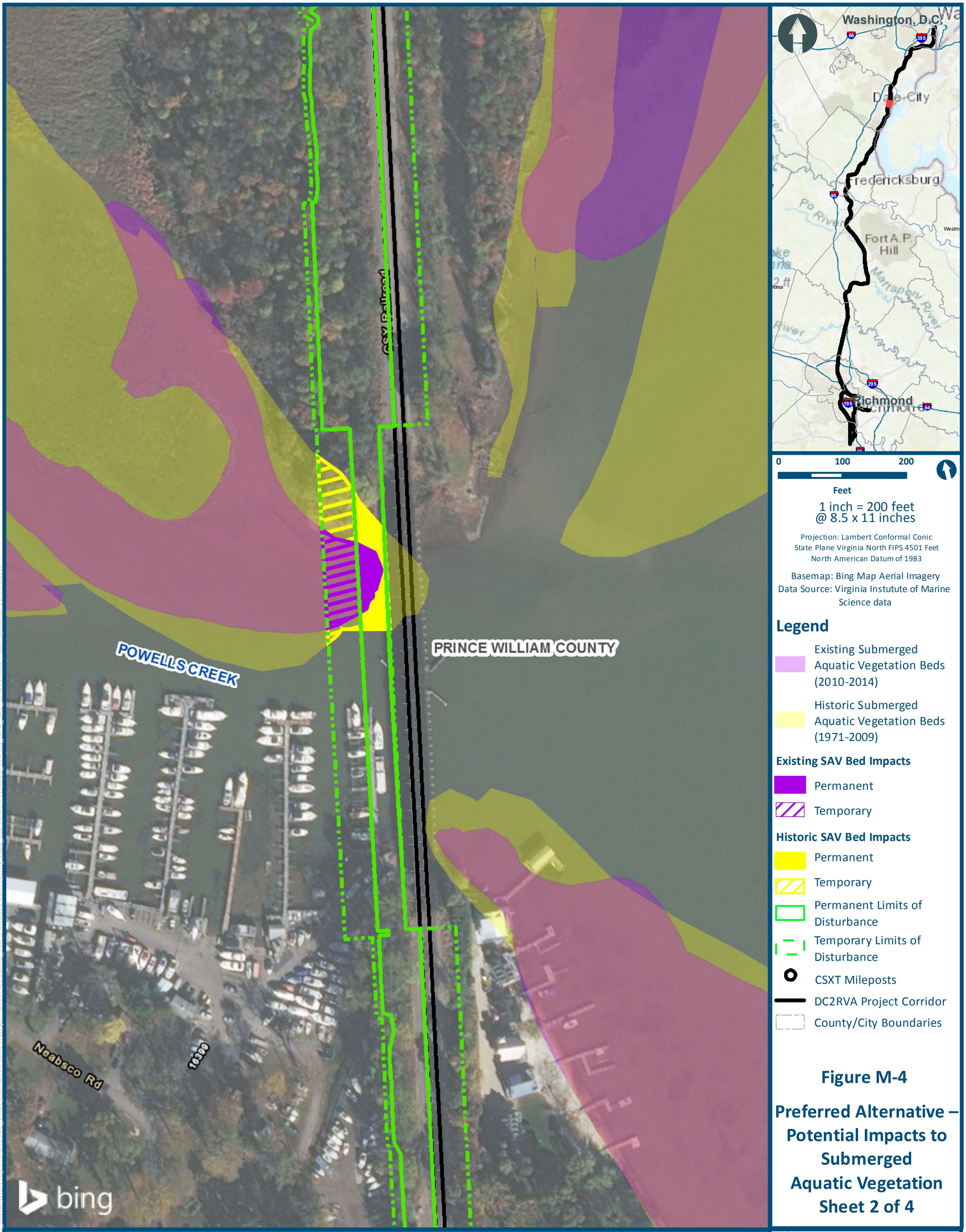
Historic SAV Bed Impacts

- 🟨 Permanent
- ▨ Temporary
- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ━ DC2RVA Project Corridor
- ⬚ County/City Boundaries

Figure M-4

Preferred Alternative – Potential Impacts to Submerged Aquatic Vegetation Sheet 1 of 4

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-4_SAV_8.5x11.mxd | Last Updated: 12.05.2018


CSX Railroad
POWELLS CREEK
PRINCE WILLIAM COUNTY
Neabsco Rd
16300
bing
Washington, D.C.
Dale City
Fredericksburg
Po River
Fort A.P. Hill
Mattaponi River
Richmond
66
395
95
295
195
64
0
100
200
Feet

1 inch = 200 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: Bing Map Aerial Imagery
Data Source: Virginia Instutute of Marine Science data

Legend

🟪	Existing Submerged Aquatic Vegetation Beds (2010-2014)
🟨	Historic Submerged Aquatic Vegetation Beds (1971-2009)

Existing SAV Bed Impacts

🟪	Permanent
▨	Temporary

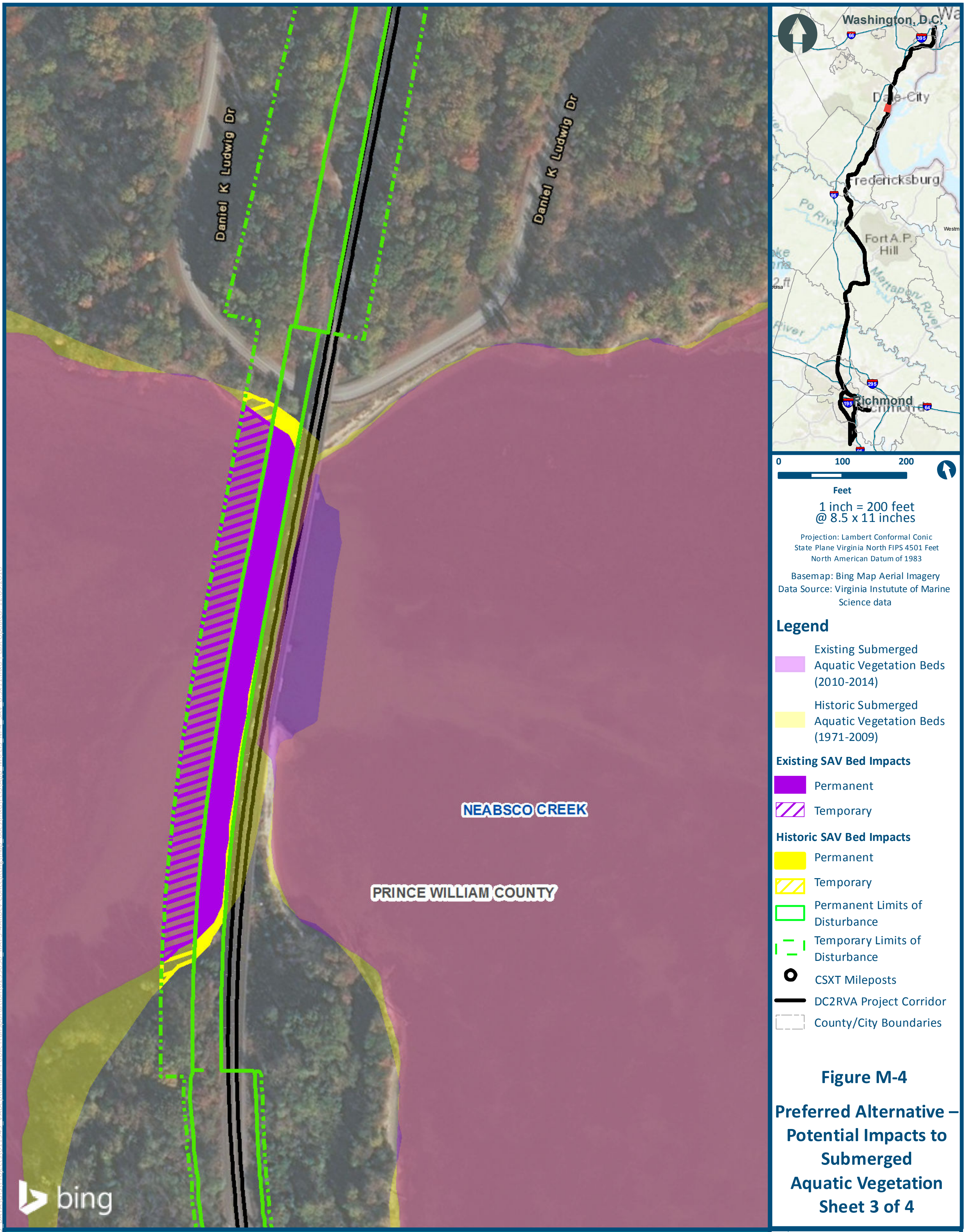
Historic SAV Bed Impacts

🟨	Permanent
▨	Temporary
🟩	Permanent Limits of Disturbance
⬚	Temporary Limits of Disturbance
○	CSXT Mileposts
—	DC2RVA Project Corridor
⬚	County/City Boundaries

Figure M-4

Preferred Alternative – Potential Impacts to Submerged Aquatic Vegetation Sheet 2 of 4

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-4_SAV_8.5x11.mxd | Last Updated: 12.05.2018


Daniel K Ludwig Dr
Daniel K Ludwig Dr
NEABSCO CREEK
PRINCE WILLIAM COUNTY
bing
Washington, D.C.
Dale City
Fredericksburg
Po River
Fort A.P. Hill
Mattaponi River
Richmond
0
100
200
Feet

1 inch = 200 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: Bing Map Aerial Imagery
Data Source: Virginia Instutute of Marine Science data

Legend

- ▨ Existing Submerged Aquatic Vegetation Beds (2010-2014)
- ▨ Historic Submerged Aquatic Vegetation Beds (1971-2009)

Existing SAV Bed Impacts

- ■ Permanent
- ▨ Temporary

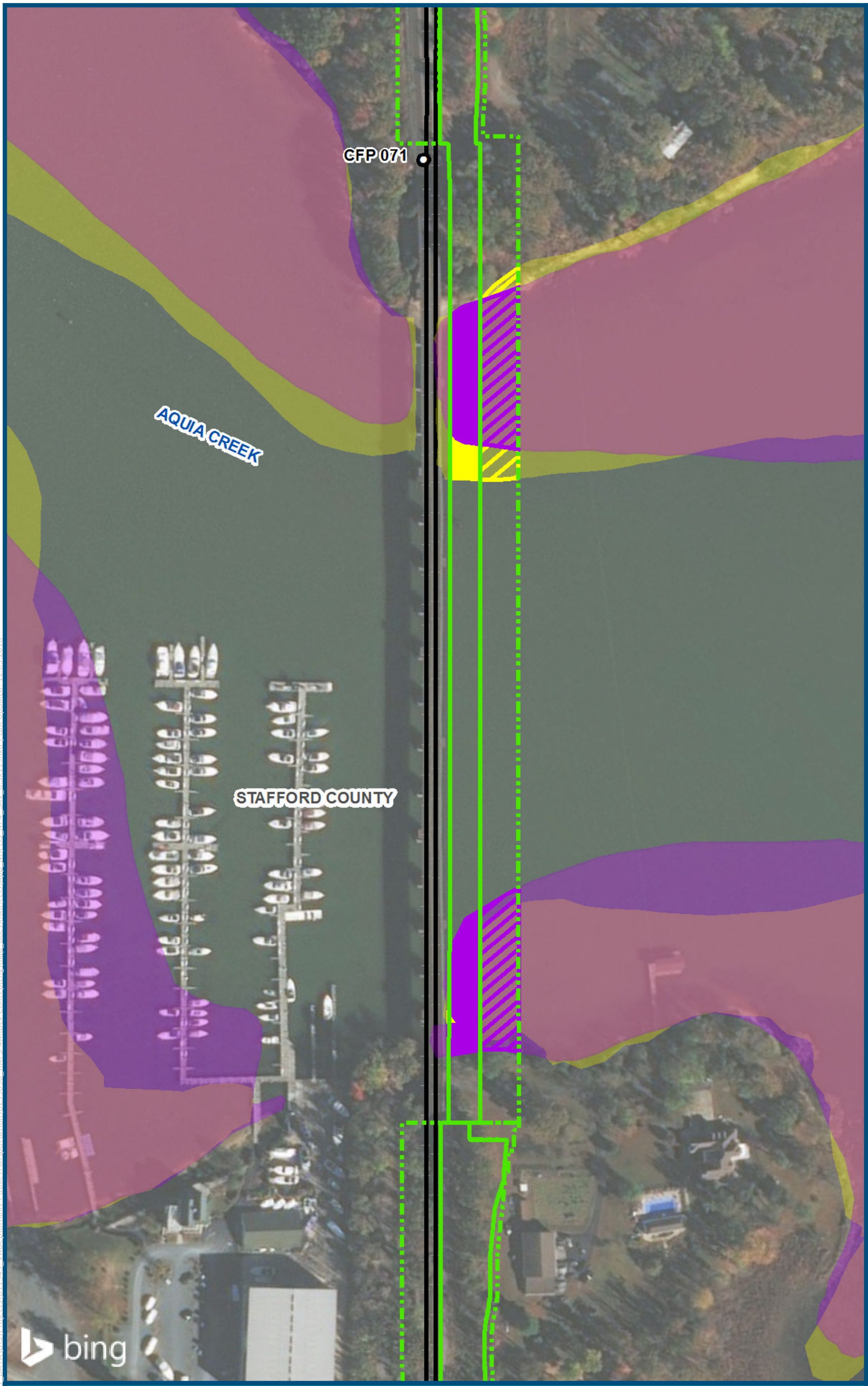
Historic SAV Bed Impacts

- ■ Permanent
- ▨ Temporary
- ☐ Permanent Limits of Disturbance
- ☐ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- — DC2RVA Project Corridor
- ☐ County/City Boundaries

Figure M-4

Preferred Alternative – Potential Impacts to Submerged Aquatic Vegetation Sheet 3 of 4

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-4_SAV_8.5x11.mxd | Last Updated: 12.05.2018


CFP 071
AQUIA CREEK
STAFFORD COUNTY
bing

Washington, D.C.
Dale City
Fredericksburg
Po River
Fort A.P. Hill
Mattaponi River
Richmond
95
395
295
195
64
66

0 100 200

Feet

1 inch = 200 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: Bing Map Aerial Imagery
Data Source: Virginia Instutute of Marine Science data

Legend

- 🟪 Existing Submerged Aquatic Vegetation Beds (2010-2014)
- 🟨 Historic Submerged Aquatic Vegetation Beds (1971-2009)

Existing SAV Bed Impacts

- 🟪 Permanent
- ▨ Temporary

Historic SAV Bed Impacts

- 🟨 Permanent
- ▨ Temporary
- 🟩 Permanent Limits of Disturbance
- ⬚ Temporary Limits of Disturbance
- ○ CSXT Mileposts
- ━ DC2RVA Project Corridor
- ⬚ County/City Boundaries

Figure M-4

Preferred Alternative – Potential Impacts to Submerged Aquatic Vegetation Sheet 4 of 4

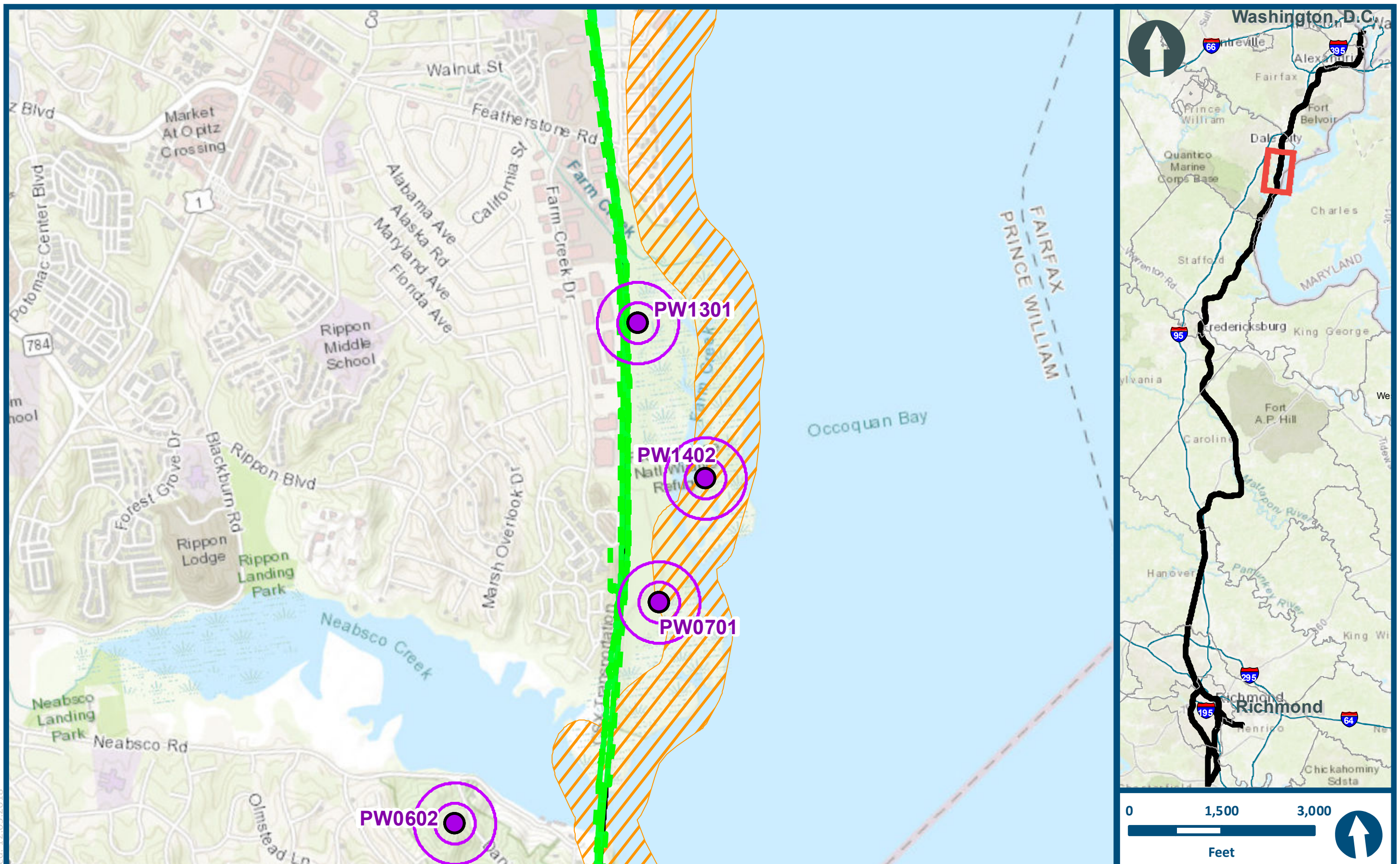
\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-4_SAV_8.5x11.mxd | Last Updated: 12.05.2018

APPENDIX M5

PREFERRED ALTERNATIVE

POTENTIAL IMPACTS TO BALD EAGLE NESTS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL


Walnut St
Featherstone Rd
Market At Opitz Crossing
Potomac Center Blvd
Alabama Ave
Alaska Rd
Maryland Ave
Florida Ave
California St
Farm Creek Dr
Farm Creek
Rippon Middle School
Rippon Blvd
Forest Grove Dr
Blackburn Rd
Rippon Lodge
Rippon Landing Park
Marsh Overlook Dr
Neabsco Creek
Neabsco Landing Park
Neabsco Rd
Olmstead Ln
Jennings St
Hayes Ln
Powells Landing Cir
Boatswain Cir
Daniel K Ludwig Dr
Leesylvania State Park
Powell's Landing Park
Powells Creek
Blue Pool Dr
Potomac Shores Golf Club
Potomac River Blvd
Potomac Shores Pkwy
Heritage Blvd
Cherry Hill Rd
Myrtlewood Dr
Cockpit Point Rd
222 ft
100 ft
Occoquan Bay
FAIRFAX
PRINCE WILLIAM
Potomac River
VIRGINIA
MARYLAND
PW1301
PW1402
PW0701
PW0602
PW0601
PW0902
FF1602
PW0801
Washington, D.C.
Fairfax
Alexandria
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charles
Stafford
MARYLAND
Fredericksburg
King George
Fort A.P. Hill
Caroline
Hanover
King William
Richmond
Henrico
Chickahominy
0
1,500
3,000
Feet

1 inch = 3,000 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

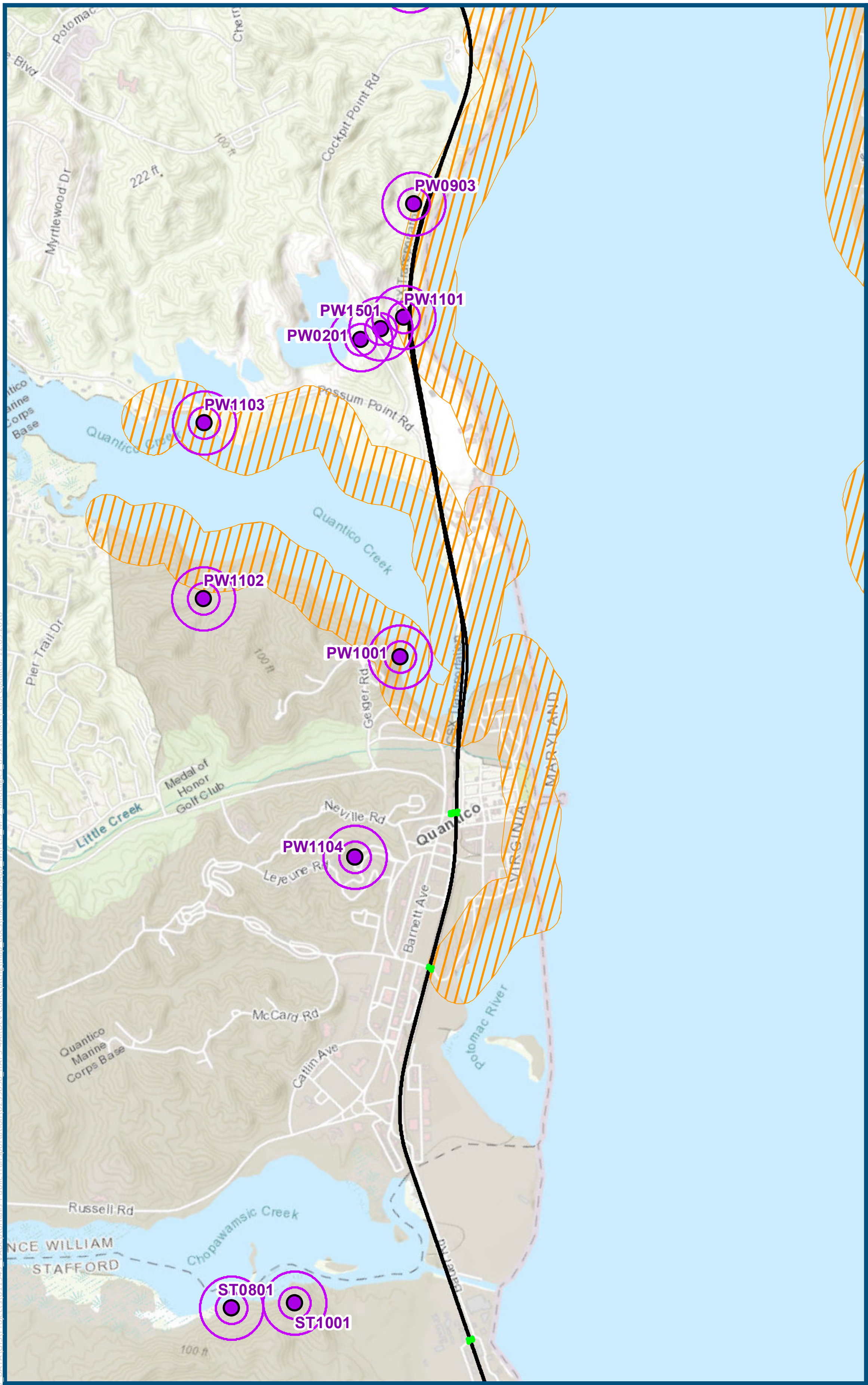
Basemap: World Topographic Map
Data Source: The Center for Conservation Biology

Legend

●	Bald Eagle Nests
○	330-foot and 660-foot Buffers
▨	Bald Eagle Concentration Areas
○	CSXT Mileposts
⬚	Temporary Limits of Disturbance
🟩	Permanent Limits of Disturbance
—	DC2RVA Project Corridor

Figure M-5

Preferred Alternative – Potential Impacts to Bald Eagle Nests Sheet 1 of 4


PW0903
PW1101
PW1501
PW0201
PW1103
PW1102
PW1001
PW1104
ST0801
ST1001
Potomac
Blvd
Cockpit Point Rd
222 ft
100 ft
Myrtlewood Dr
Possum Point Rd
Quantico Marine Corps Base
Quantico Creek
Pier Trail Dr
Geiger Rd
Medal of Honor Golf Club
Little Creek
Neville Rd
Quantico
Lejeune Rd
Barnett Ave
VIRGINIA
MARYLAND
Potomac River
McCard Rd
Catlin Ave
Russell Rd
Chopawamsic Creek
PRINCE WILLIAM
STAFFORD

Washington, D.C.
Centreville
Alexandria
Fairfax
Prince William
Fort Belvoir
Dale City
Quantico Marine Corps Base
Charles
Stafford
MARYLAND
Fredericksburg
King George
Fort A.P. Hill
Caroline
Hanover
King William
Richmond
Henrico
Chickahominy
66
395
95
295
195
64

0 1,500 3,000

Feet

1 inch = 3,000 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: World Topographic Map
Data Source: The Center for Conservation Biology

Legend

●	Bald Eagle Nests
○	330-foot and 660-foot Buffers
▨	Bald Eagle Concentration Areas
○	CSXT Mileposts
⬚	Temporary Limits of Disturbance
▭	Permanent Limits of Disturbance
—	DC2RVA Project Corridor

Figure M-5

Preferred Alternative – Potential Impacts to Bald Eagle Nests Sheet 2 of 4

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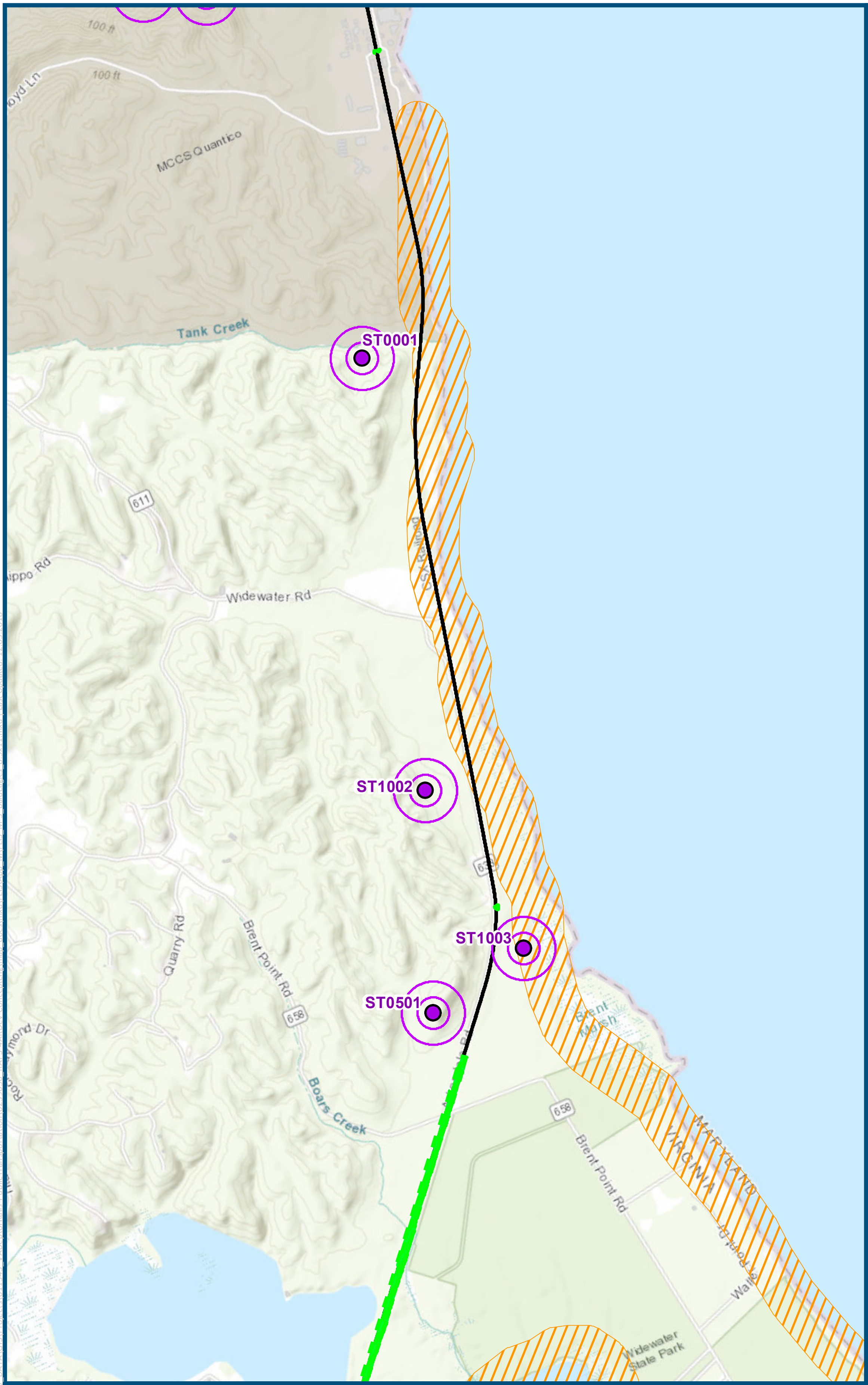
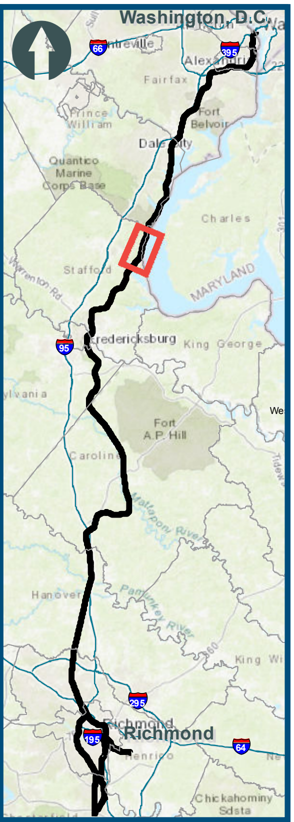

100 ft
100 ft
Boyd Ln
MCCS Quantico
Tank Creek
ST0001
611
Nippo Rd
Widewater Rd
CSX Railroad
ST1002
658
ST1003
ST0501
Quarry Rd
Brent Point Rd
658
Raymond Dr
Boars Creek
658
Brent Point Rd
Brent Marsh
MARYLAND
VIRGINIA
Widewater State Park


Washington, D.C.
66
Centreville
Alexandria
395
Fairfax
Prince William
Fort Belvoir
Dale City
Quantico Marine Corps Base
Charles
Stafford
MARYLAND
Warrenton Rd
Fredericksburg
95
King George
Sylvania
Fort A.P. Hill
Caroline
Mattaponi River
Hanover
Pamunkey River
King William
295
Richmond
195
Henrico
64
Chickahominy

0 1,500 3,000
Feet

1 inch = 3,000 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

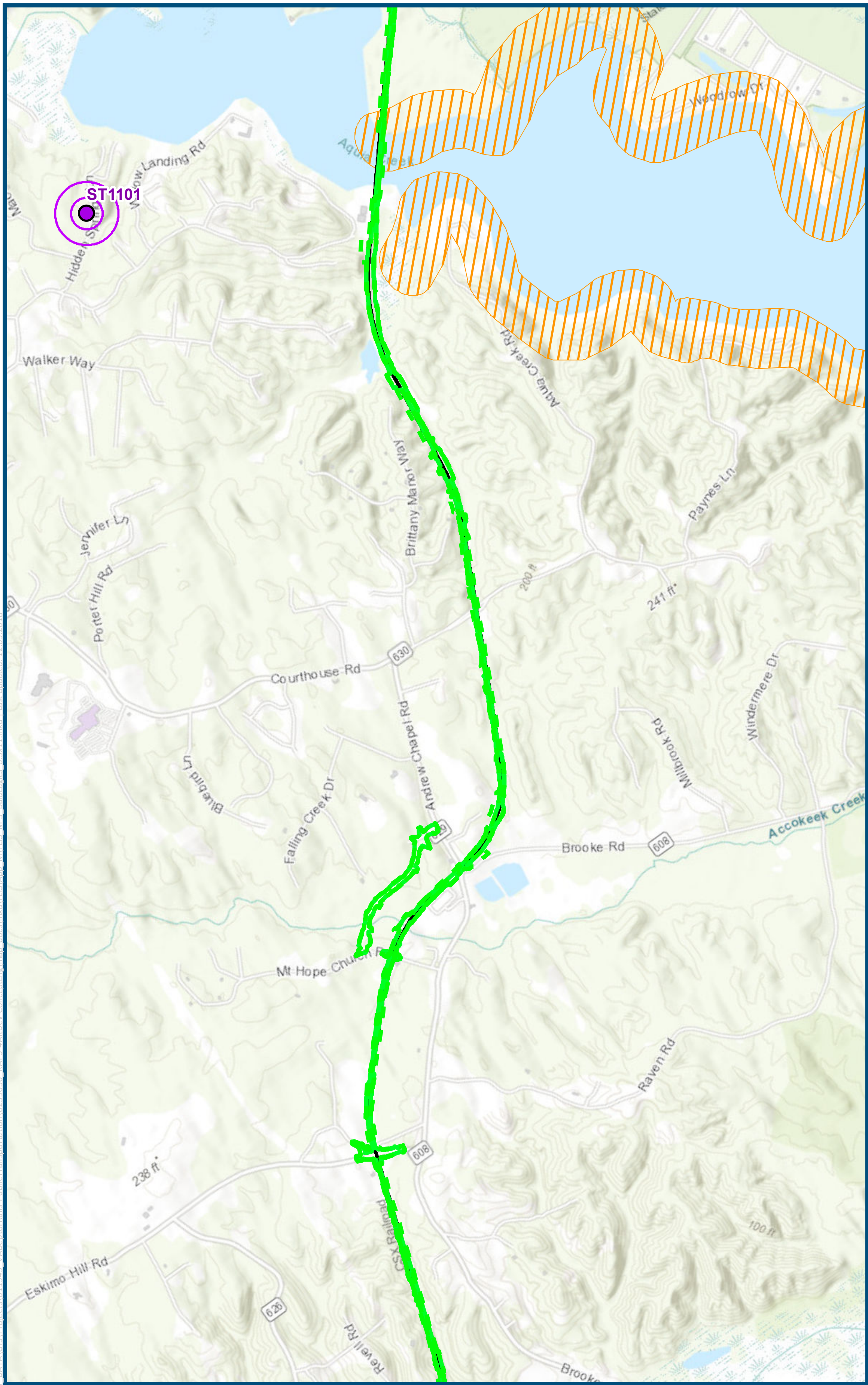
Basemap: World Topographic Map
Data Source: The Center for Conservation Biology

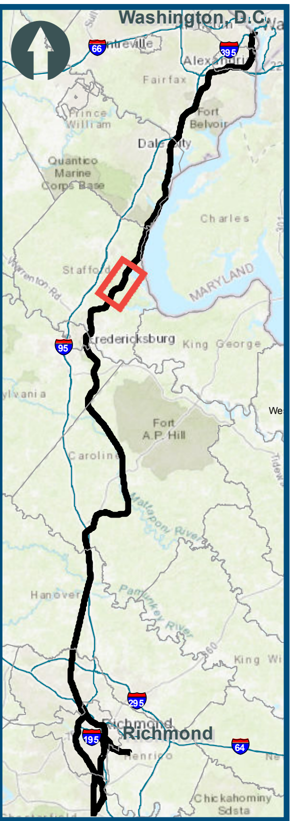
Legend

●	Bald Eagle Nests
○	330-foot and 660-foot Buffers
▨	Bald Eagle Concentration Areas
○	CSXT Mileposts
▭	Temporary Limits of Disturbance
▭	Permanent Limits of Disturbance
—	DC2RVA Project Corridor

Figure M-5

Preferred Alternative – Potential Impacts to Bald Eagle Nests Sheet 3 of 4


ST1101
Willow Landing Rd
Hidden Springs
Aquia Creek
Woodrow Dr
Walker Way
Aquia Creek Rd
Jennifer Ln
Porter Hill Rd
Brittany Manor Way
Payne's Ln
200 ft
241 ft
630
Courthouse Rd
Windermere Dr
Millbrook Rd
Andrew Chapel Rd
Bluebird Ln
Falling Creek Dr
Brooke Rd
608
Accokeek Creek
Mt Hope Church Rd
Raven Rd
608
238 ft
100 ft
CSX Railroad
Eskimo Hill Rd
626
Revell Rd
Brooke Rd


Washington, D.C.
Centreville
66
Alexandria
395
Fairfax
Fort Belvoir
Prince William
Dale City
Quantico Marine Corps Base
Charles
Stafford
MARYLAND
Fredericksburg
95
King George
Spotsylvania
Fort A.P. Hill
Caroline
Mattaponi River
Hanover
Pamunkey River
King William
295
Richmond
195
64
Henrico
Chickahominy

0 1,500 3,000
Feet

1 inch = 3,000 feet
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: World Topographic Map
Data Source: The Center for Conservation Biology

Legend

●	Bald Eagle Nests
○	330-foot and 660-foot Buffers
▨	Bald Eagle Concentration Areas
○	CSXT Mileposts
▭	Temporary Limits of Disturbance
▭	Permanent Limits of Disturbance
—	DC2RVA Project Corridor

Figure M-5

Preferred Alternative – Potential Impacts to Bald Eagle Nests Sheet 4 of 4

DRPT Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND SOUTHEAST HIGH SPEED RAIL

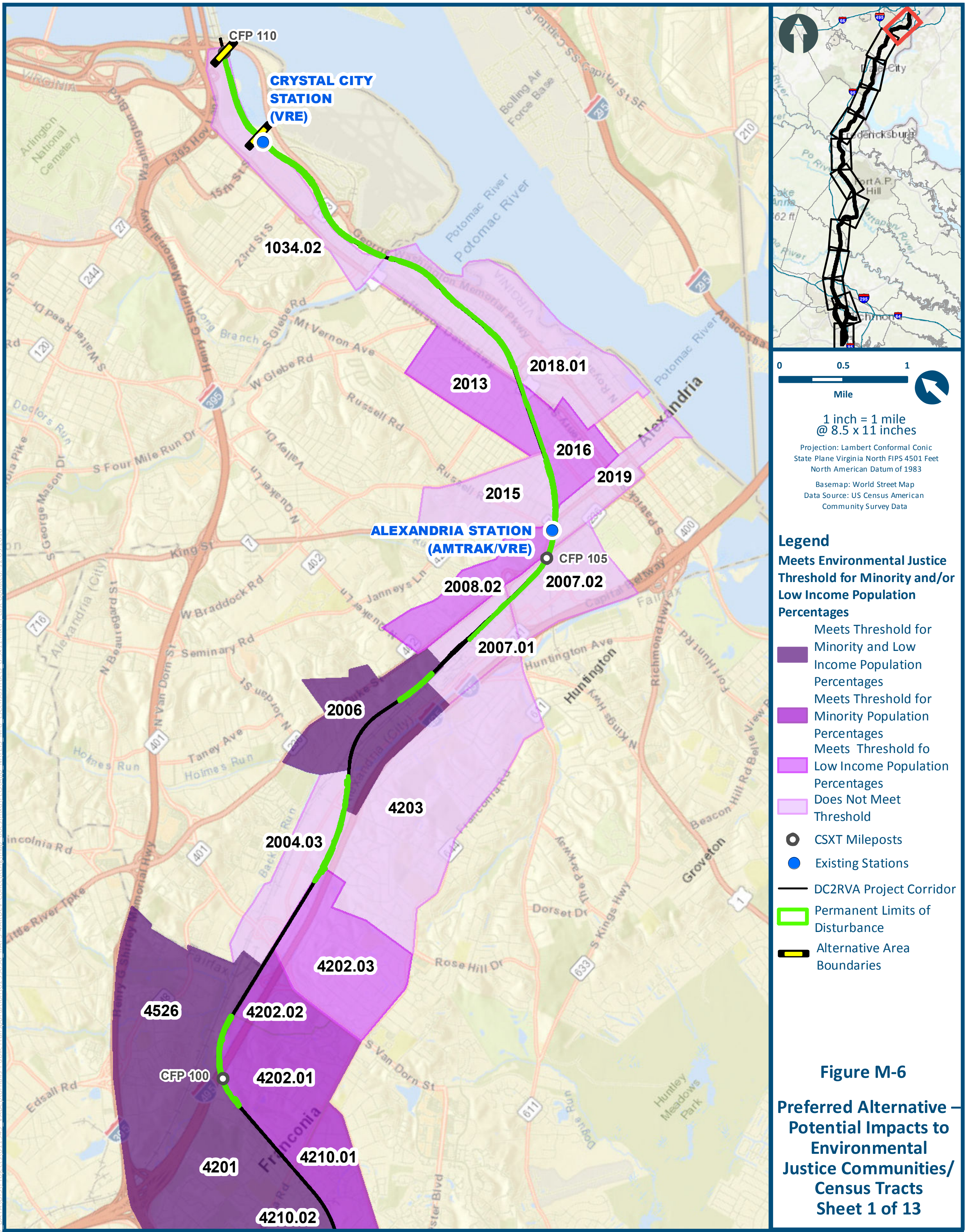
\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-5_BaldEagles_8.5x11.mxd | Last Updated: 12.05.2018

APPENDIX M6

PREFERRED ALTERNATIVE

POTENTIAL IMPACTS TO ENVIRONMENTAL JUSTICE COMMUNITIES/CENSUS TRACTS

D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL


CFP 110
CRYSTAL CITY STATION (VRE)
1034.02
2013
2018.01
2016
2019
2015
ALEXANDRIA STATION (AMTRAK/VRE)
CFP 105
2008.02
2007.02
2007.01
2006
4203
2004.03
4202.03
4526
4202.02
CFP 100
4202.01
4201
4210.01
4210.02
Alexandria
Potomac River
Huntington
Franconia
Groveton
0
0.5
1
Mile

1 inch = 1 mile
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: World Street Map
Data Source: US Census American Community Survey Data

Legend

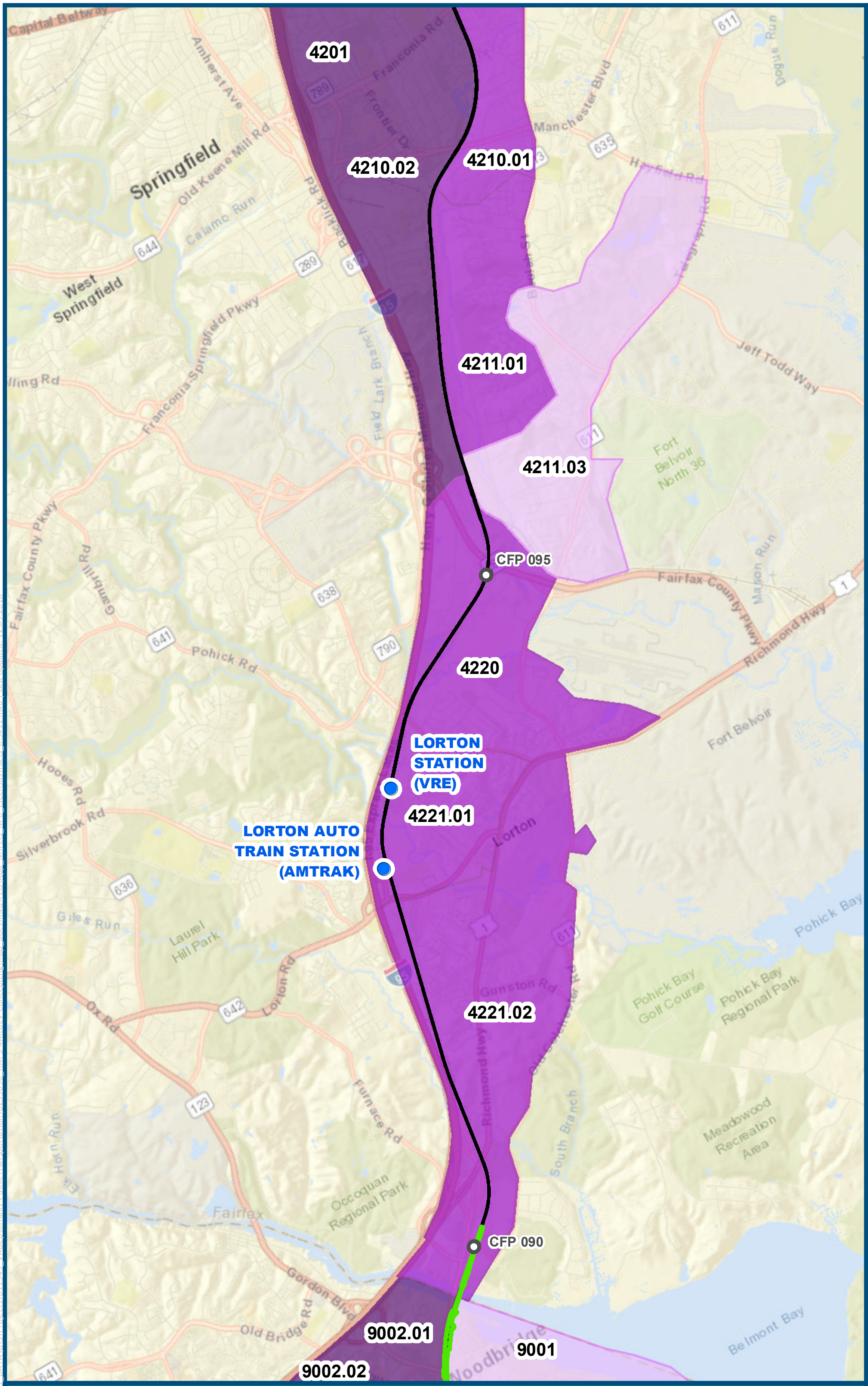
Meets Environmental Justice Threshold for Minority and/or Low Income Population Percentages

▇	Meets Threshold for Minority and Low Income Population Percentages
▇	Meets Threshold for Minority Population Percentages
▇	Meets Threshold fo Low Income Population Percentages
▢	Does Not Meet Threshold
◉	CSXT Mileposts
●	Existing Stations
—	DC2RVA Project Corridor
▭	Permanent Limits of Disturbance
▬	Alternative Area Boundaries

Figure M-6

Preferred Alternative – Potential Impacts to Environmental Justice Communities/ Census Tracts Sheet 1 of 13

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-6_EJCensusTracts_8.5x11.mxd | Last Updated: 12.05.2018


4201
4210.02
4210.01
4211.01
4211.03
CFP 095
4220
LORTON STATION (VRE)
4221.01
LORTON AUTO TRAIN STATION (AMTRAK)
4221.02
CFP 090
9002.01
9001
9002.02
Springfield
West Springfield
Lorton
Fort Belvoir North 36
Fort Belvoir
Pohick Bay
Pohick Bay Golf Course
Pohick Bay Regional Park
Laurel Hill Park
Occoquan Regional Park
Meadowood Recreation Area
Belmont Bay
Woodbridge
Fairfax
Capital Beltway
Franconia-Springfield Pkwy
Fairfax County Pkwy
Richmond Hwy
Gunston Rd
Silverbrook Rd
Ox Rd
Lorton Rd
Furnace Rd
Gordon Blvd
Old Bridge Rd
Pohick Rd
Telegraph Rd
Jeff Todd Way
Manchester Blvd
Hayfield Rd
Old Keene Mill Rd
Amherst Ave
Frontier Dr
Franconia Rd
Rolling Rd
Hooes Rd
Giles Run
Gambrill Rd
Mason Run
Dogue Run
South Branch
Elk Horn Run
Calamo Run
Field Lark Branch

Falls Church
Fredericksburg
Fort A.P. Hill
Lake Anna
Richmond
95
295
495
64

0 0.5 1
Mile

1 inch = 1 mile
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: World Street Map
Data Source: US Census American Community Survey Data

Legend

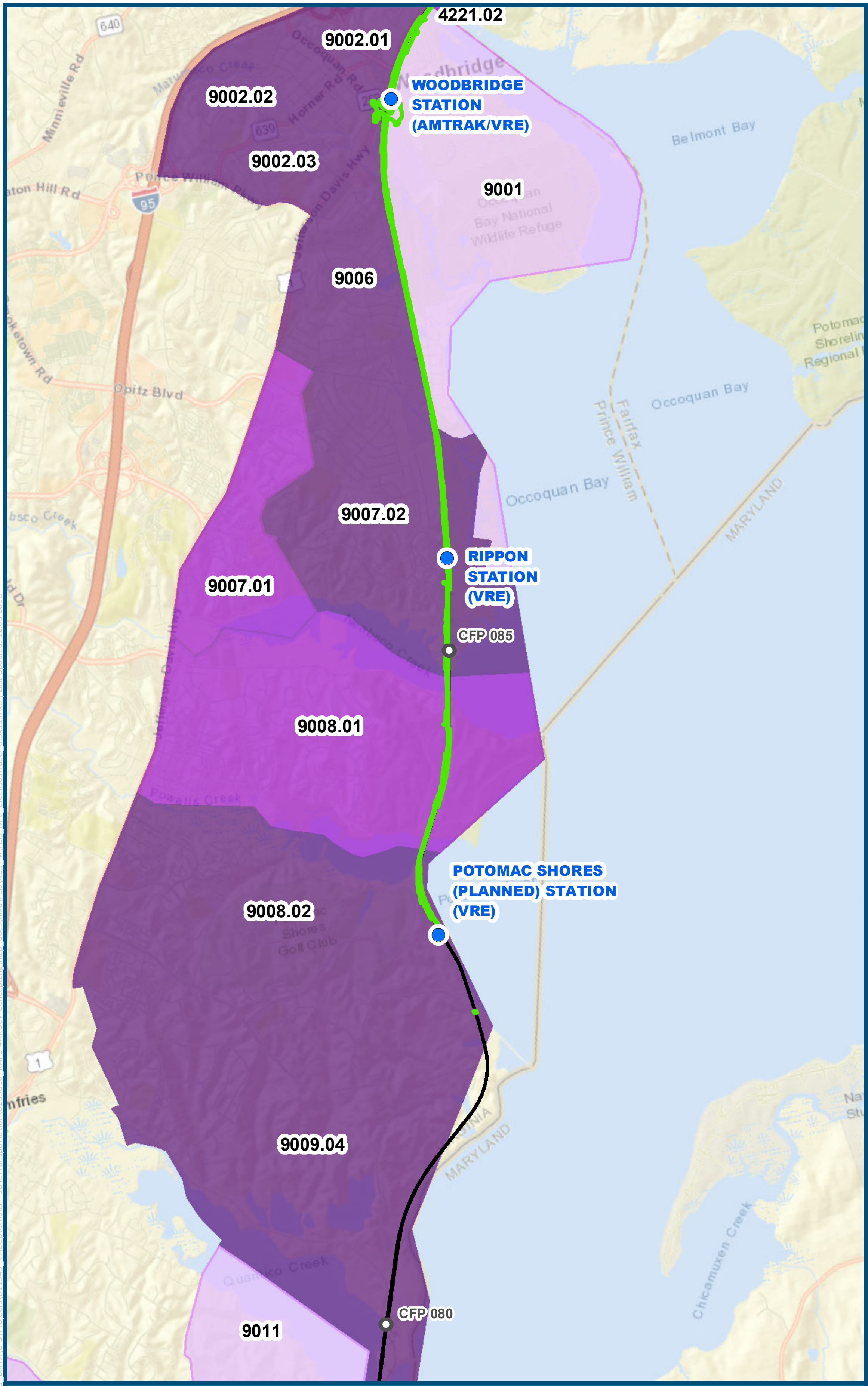
Meets Environmental Justice Threshold for Minority and/or Low Income Population Percentages

- ■ Meets Threshold for Minority and Low Income Population Percentages
- ■ Meets Threshold for Minority Population Percentages
- ■ Meets Threshold fo Low Income Population Percentages
- ■ Does Not Meet Threshold
- ○ CSXT Mileposts
- ● Existing Stations
- — DC2RVA Project Corridor
- ▭ Permanent Limits of Disturbance
- ▬ Alternative Area Boundaries

Figure M-6

Preferred Alternative – Potential Impacts to Environmental Justice Communities/ Census Tracts Sheet 2 of 13

\\ltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-6_EJCensusTracts_8.5x11.mxd | Last Updated: 12.05.2018


4221.02
9002.01
9002.02
9002.03
WOODBRIDGE STATION (AMTRAK/VRE)
9001
9006
Belmont Bay
Occoquan Bay
9007.02
RIPPON STATION (VRE)
9007.01
CFP 085
9008.01
POTOMAC SHORES (PLANNED) STATION (VRE)
9008.02
9009.04
CFP 080
9011
MARYLAND
VIRGINIA
Fairfax
Prince William
Occoquan Bay National Wildlife Refuge
Potomac Shoreline Regional Park
Chicamuxen Creek
Powells Creek
Quantico Creek
Neabsco Creek
Minnieville Rd
Opitz Blvd
Dale Blvd
Prince William Pkwy
Smoketown Rd
Jefferson Davis Hwy
Horner Rd
Occoquan Rd
Dumfries
Potomac Shores Golf Club
95
640
639
1

495
66
95
Dale City
River
Fredericksburg
Fort A.P. Hill
Lake Anna
Po River
Mattaponi River
River
295
64
Richmond
95

0 0.5 1

Mile

1 inch = 1 mile
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: World Street Map
Data Source: US Census American Community Survey Data

Legend

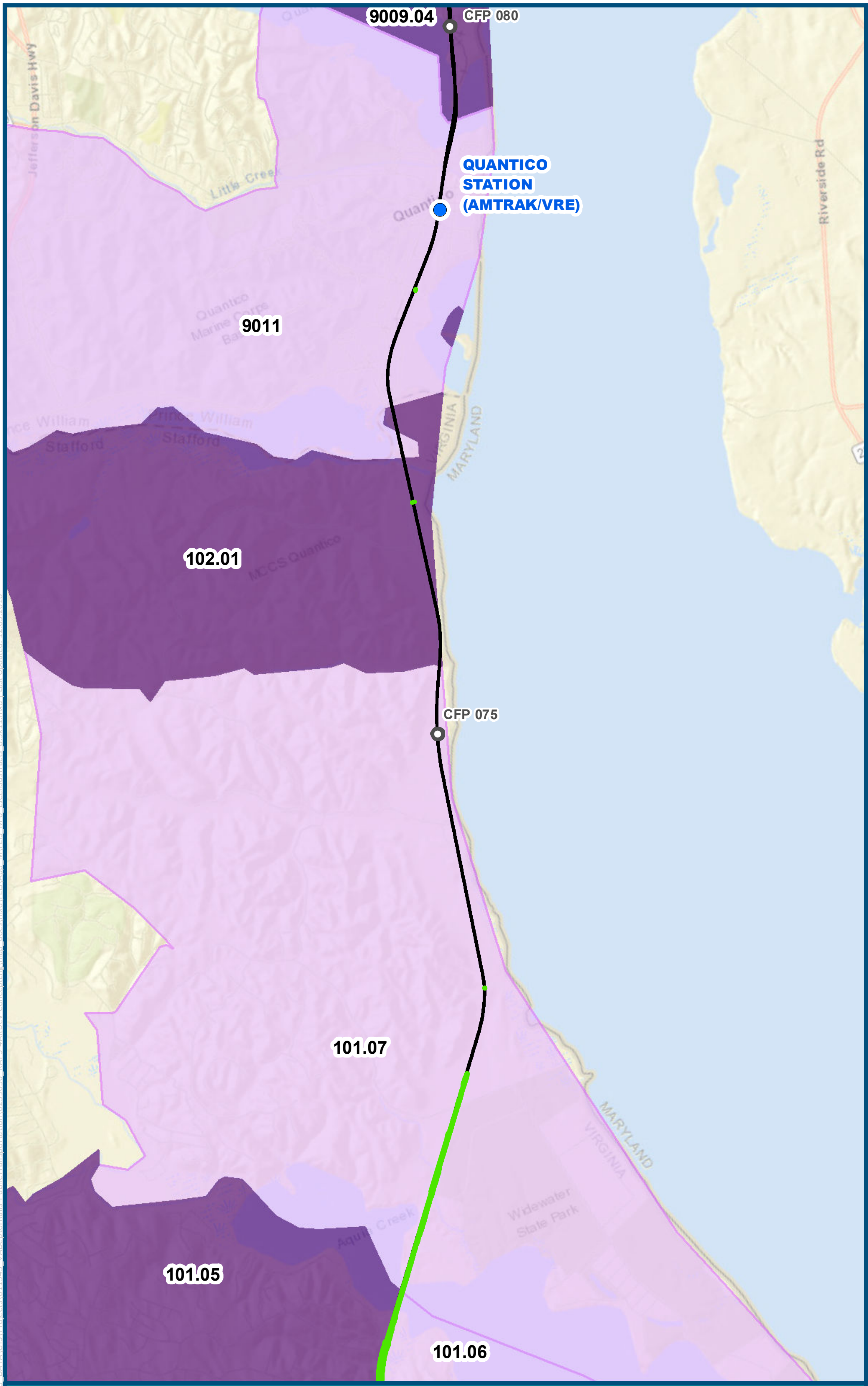
Meets Environmental Justice Threshold for Minority and/or Low Income Population Percentages

- ▇ Meets Threshold for Minority and Low Income Population Percentages
- ▇ Meets Threshold for Minority Population Percentages
- ▇ Meets Threshold fo Low Income Population Percentages
- ▇ Does Not Meet Threshold
- ○ CSXT Mileposts
- ● Existing Stations
- — DC2RVA Project Corridor
- ▭ Permanent Limits of Disturbance
- ▬ Alternative Area Boundaries

Figure M-6

Preferred Alternative – Potential Impacts to Environmental Justice Communities/ Census Tracts Sheet 3 of 13

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-6_EJCensusTracts_8.5x11.mxd | Last Updated: 12.05.2018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CFP 080
QUANTICO STATION (AMTRAK/VRE)
9011
102.01
CFP 075
101.07
101.05
101.06
Jefferson Davis Hwy
Little Creek
Quantico
Quantico Marine Corps Base
Prince William
Stafford
MCCS Quantico
VIRGINIA
MARYLAND
Riverside Rd
Aquia Creek
Widewater State Park

Dale City
Fredericksburg
Fort A.P. Hill

0 0.5 1

Mile

1 inch = 1 mile
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: World Street Map
Data Source: US Census American Community Survey Data

Legend

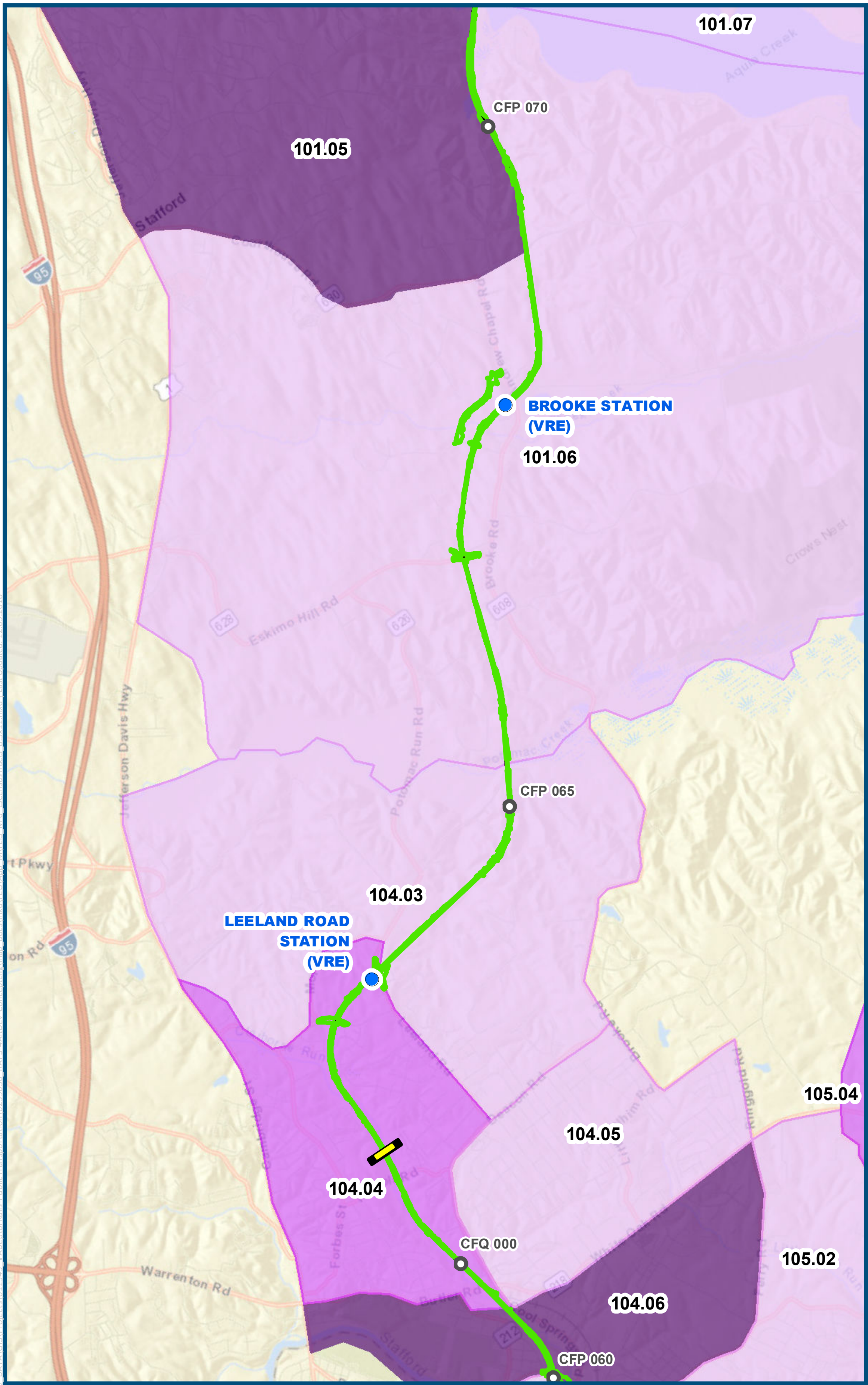
Meets Environmental Justice Threshold for Minority and/or Low Income Population Percentages

- 🟪 Meets Threshold for Minority and Low Income Population Percentages
- 🟪 Meets Threshold for Minority Population Percentages
- 🟪 Meets Threshold fo Low Income Population Percentages
- ▭ Does Not Meet Threshold
- ○ CSXT Mileposts
- ● Existing Stations
- — DC2RVA Project Corridor
- 🟩 Permanent Limits of Disturbance
- ▬ Alternative Area Boundaries

Figure M-6

Preferred Alternative – Potential Impacts to Environmental Justice Communities/ Census Tracts Sheet 4 of 13

\\vcltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-6_EJCensusTracts_8.5x11.mxd | Last Updated: 12.05.2018


101.07
Aquia Creek
CFP 070
101.05
Stafford
95
BROOKE STATION
(VRE)
101.06
Brooke Rd
Crows Nest
Eskimo Hill Rd
628
626
608
Jefferson Davis Hwy
Potomac Run Rd
Potomac Creek
CFP 065
104.03
LEELAND ROAD
STATION
(VRE)
Leeland Rd
Deacon Rd
Brooke Rd
Ringgold Rd
105.04
104.05
104.04
CFQ 000
105.02
104.06
Warrenton Rd
Forbes St
Butler Rd
Cool Spring Rd
212
218
Stafford
CFP 060

495
95
Dale City
Fredericksburg
Fort A.P. Hill
Lake Anna
Mattaponi River
295
64
Richmond

0 0.5 1
Mile

1 inch = 1 mile
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: World Street Map
Data Source: US Census American
Community Survey Data

Legend

Meets Environmental Justice Threshold for Minority and/or Low Income Population Percentages

- ▨ Meets Threshold for Minority and Low Income Population Percentages
- ▨ Meets Threshold for Minority Population Percentages
- ▨ Meets Threshold fo Low Income Population Percentages
- ▨ Does Not Meet Threshold
- ○ CSXT Mileposts
- ● Existing Stations
- — DC2RVA Project Corridor
- ▭ Permanent Limits of Disturbance
- ▬ Alternative Area Boundaries

Figure M-6

Preferred Alternative – Potential Impacts to Environmental Justice Communities/ Census Tracts
Sheet 5 of 13

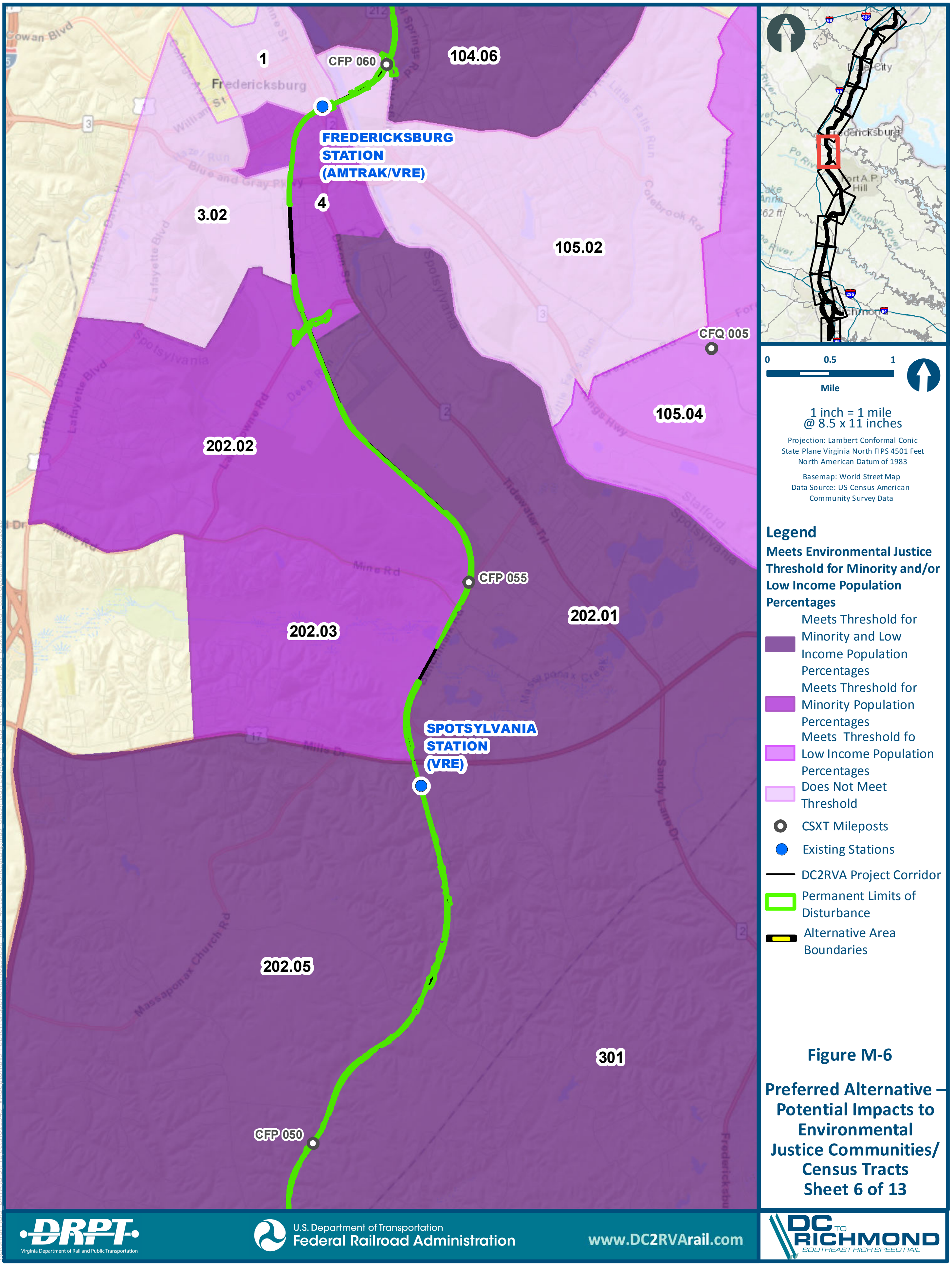
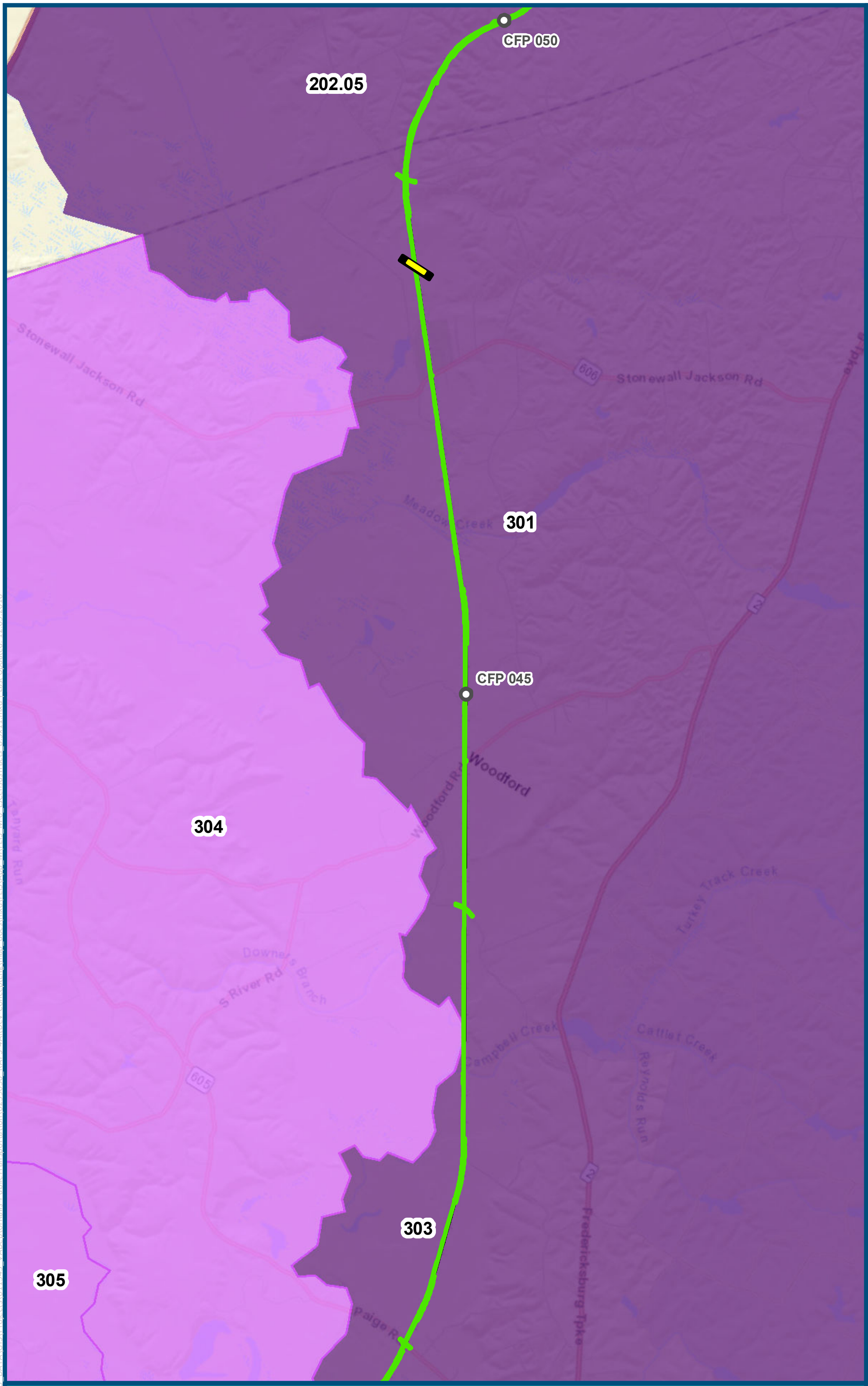

1
CFP 060
104.06
Fredericksburg
FREDERICKSBURG
STATION
(AMTRAK/VRE)
4
3.02
105.02
CFQ 005
105.04
202.02
CFP 055
202.01
202.03
SPOTSYLVANIA
STATION
(VRE)
202.05
301
CFP 050
Cowan Blvd
William St
Blue and Gray Pkwy
Lafayette Blvd
Spotsylvania
Deep Run
Mine Rd
Mills Dr
Tidewater Trl
Massaponax Church Rd
Sandy Lane Dr
Little Falls Run
Colebrook Rd
Kings Hwy
Stafford
Fredericksburg
Quantico
Fredericksburg
Fort A.P. Hill
Richmond
0
0.5
1
Mile
1 inch = 1 mile
@ 8.5 x 11 inches
Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Basemap: World Street Map
Data Source: US Census American Community Survey Data
Legend
Meets Environmental Justice Threshold for Minority and/or Low Income Population Percentages
Meets Threshold for Minority and Low Income Population Percentages
Meets Threshold for Minority Population Percentages
Meets Threshold fo Low Income Population Percentages
Does Not Meet Threshold
CSXT Mileposts
Existing Stations
DC2RVA Project Corridor
Permanent Limits of Disturbance
Alternative Area Boundaries

Figure M-6

Preferred Alternative – Potential Impacts to Environmental Justice Communities/ Census Tracts
Sheet 6 of 13

\\ctsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-6_EJCensusTracts_8.5x11.mxd | Last Updated: 12.05.2018


CFP 050
202.05
Stonewall Jackson Rd
606
Stonewall Jackson Rd
Meadow Creek
301
CFP 045
Woodford Rd
Woodford
304
Lanyard Run
Turkey Track Creek
Downers Branch
S River Rd
605
Campbell Creek
Catlett Creek
Reynolds Run
2
Fredericksburg Tpke
303
305
Paige Rd

495
95
Lake City
95
Fredericksburg
Po River
Fort A.P. Hill
Lake Anna
Rappahannock River
River
295
Richmond
64
95

0 0.5 1

Mile

1 inch = 1 mile
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: World Street Map
Data Source: US Census American Community Survey Data

Legend

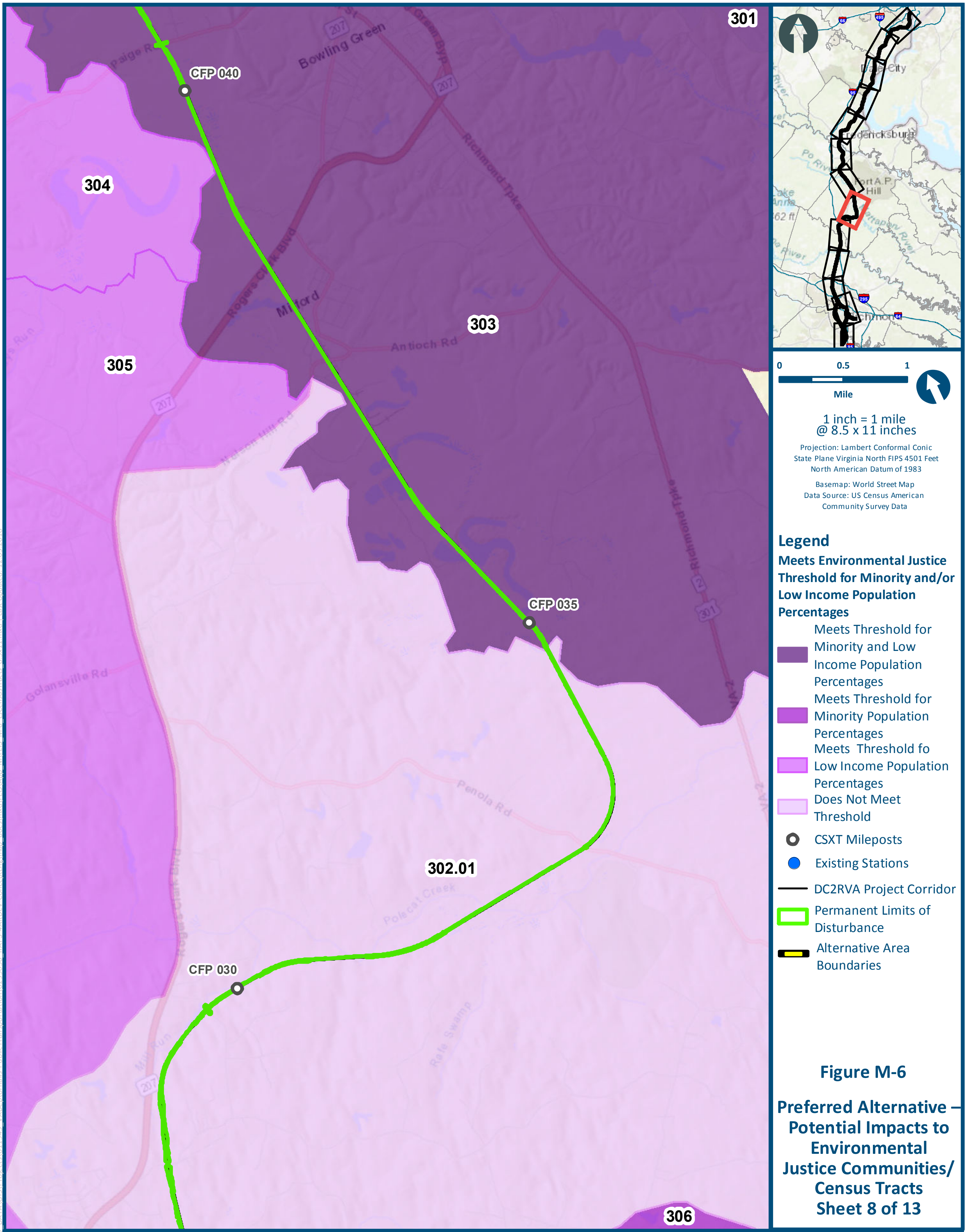
Meets Environmental Justice Threshold for Minority and/or Low Income Population Percentages

- 🟪 Meets Threshold for Minority and Low Income Population Percentages
- 🟪 Meets Threshold for Minority Population Percentages
- 🟪 Meets Threshold fo Low Income Population Percentages
- ▭ Does Not Meet Threshold
- ○ CSXT Mileposts
- ● Existing Stations
- — DC2RVA Project Corridor
- 🟩 Permanent Limits of Disturbance
- ▬ Alternative Area Boundaries

Figure M-6

Preferred Alternative – Potential Impacts to Environmental Justice Communities/ Census Tracts Sheet 7 of 13

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-6_EJCensusTracts_8.5x11.mxd | Last Updated: 12.05.2018


301
CFP 040
Bowling Green
Paige Rd
207
Green Byp
304
Richmond Tpke
Rogers Clark Blvd
Milford
303
Antioch Rd
305
Nelson Hill Rd
Richmond Tpke
CFP 035
301
Golansville Rd
VA-2
Penola Rd
302.01
Polecat Creek
Rogers Clark Blvd
CFP 030
Mill Run
207
Reedy Swamp
306
Bowling Green
Fredericksburg
Fort A.P. Hill
Mattaponi River
Richmond
95
295
64
0
0.5
1
Mile

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@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: World Street Map
Data Source: US Census American Community Survey Data

Legend

Meets Environmental Justice Threshold for Minority and/or Low Income Population Percentages

▇	Meets Threshold for Minority and Low Income Population Percentages
▇	Meets Threshold for Minority Population Percentages
▇	Meets Threshold fo Low Income Population Percentages
☐	Does Not Meet Threshold
◉	CSXT Mileposts
●	Existing Stations
—	DC2RVA Project Corridor
▭	Permanent Limits of Disturbance
▬	Alternative Area Boundaries

Figure M-6

Preferred Alternative – Potential Impacts to Environmental Justice Communities/ Census Tracts Sheet 8 of 13

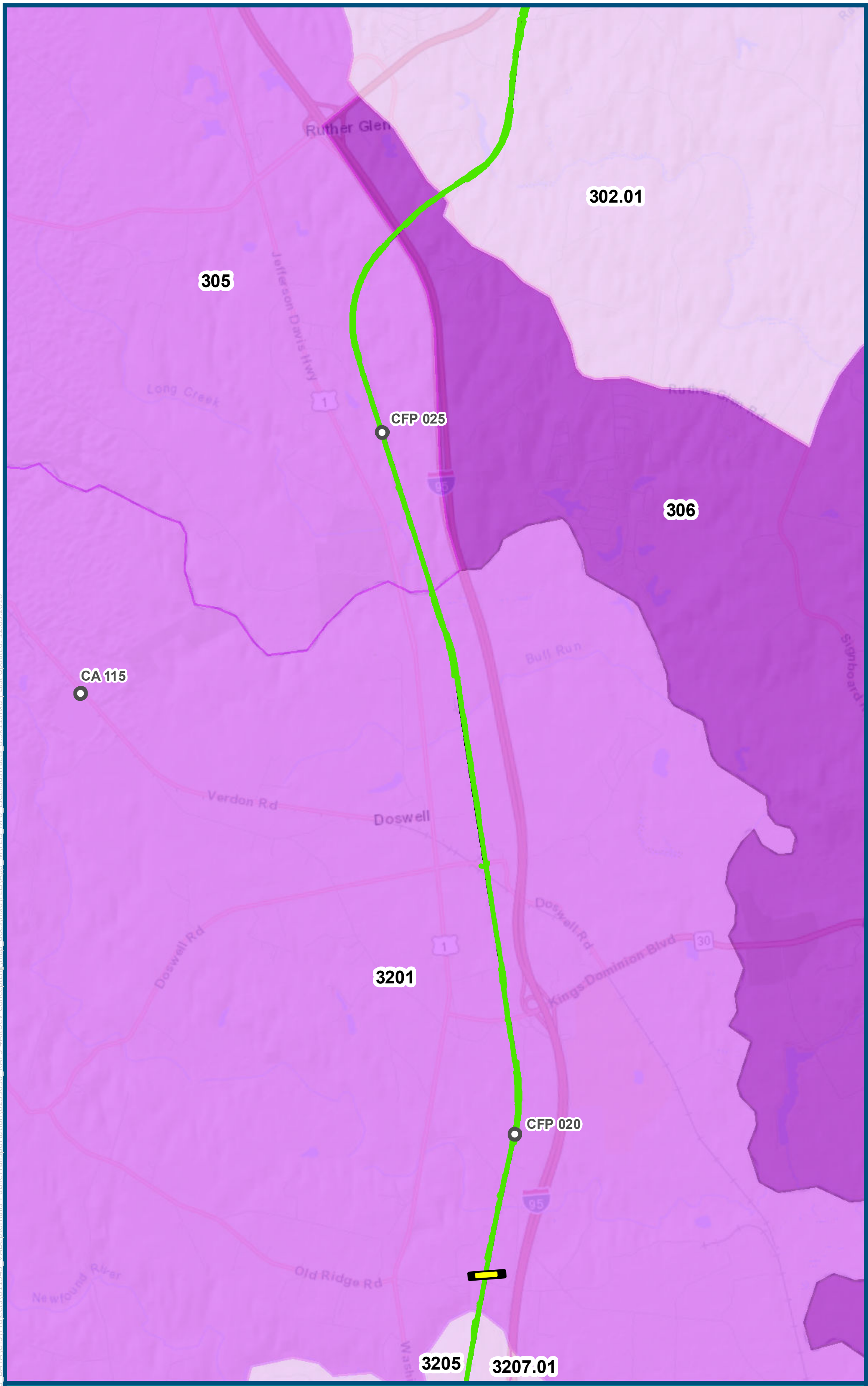
DRPT
Virginia Department of Rail and Public Transportation

U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-6_EJCensusTracts_8.5x11.mxd | Last Updated: 12.05.2018


Ruther Glen
302.01
305
Jefferson Davis Hwy
1
Long Creek
CFP 025
95
306
Ruther Glen Rd
Bull Run
Signboard
CA 115
Verdon Rd
Doswell
Doswell Rd
1
Doswell Rd
30
Kings Dominion Blvd
3201
CFP 020
95
Old Ridge Rd
Newfound River
3205
3207.01
Wash

495
66
Dale City
95
Fredericksburg
Po River
Fort A.P. Hill
Lake Anna
62 ft
Mattaponi River
River
295
Richmond
64
95

0 0.5 1

Mile

1 inch = 1 mile
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: World Street Map
Data Source: US Census American Community Survey Data

Legend

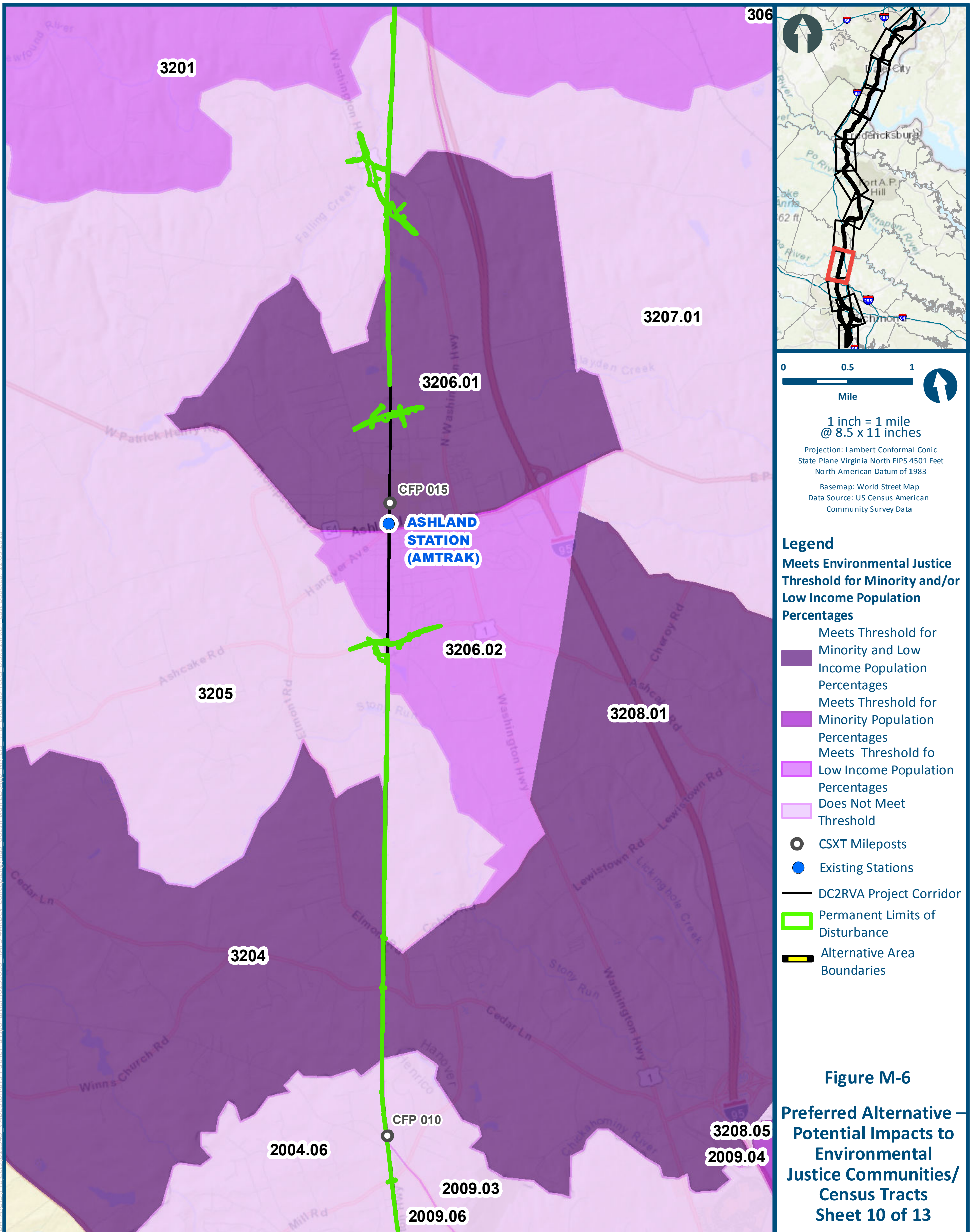
Meets Environmental Justice Threshold for Minority and/or Low Income Population Percentages

- ▨ Meets Threshold for Minority and Low Income Population Percentages
- ▨ Meets Threshold for Minority Population Percentages
- ▨ Meets Threshold fo Low Income Population Percentages
- ▨ Does Not Meet Threshold
- ○ CSXT Mileposts
- ● Existing Stations
- — DC2RVA Project Corridor
- ▭ Permanent Limits of Disturbance
- ▬ Alternative Area Boundaries

Figure M-6

Preferred Alternative – Potential Impacts to Environmental Justice Communities/ Census Tracts Sheet 9 of 13

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-6_EJCensusTracts_8.5x11.mxd | Last Updated: 12.05.2018


306
3201
3207.01
3206.01
CFP 015
ASHLAND STATION (AMTRAK)
3206.02
3205
3208.01
3204
CFP 010
2004.06
3208.05
2009.04
2009.03
2009.06
Washington Hwy
Falling Creek
W Patrick Henry Rd
N Washington Hwy
Layden Creek
Hanover Ave
Ashcake Rd
Elmont Rd
Stony Run
Cheroy Rd
Lewistown Rd
Lickinghole Creek
Cedar Ln
Winns Church Rd
Chickahominy River
Mill Rd
Fredericksburg
Fort A.P. Hill
Richmond
0
0.5
1
Mile

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@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: World Street Map
Data Source: US Census American Community Survey Data

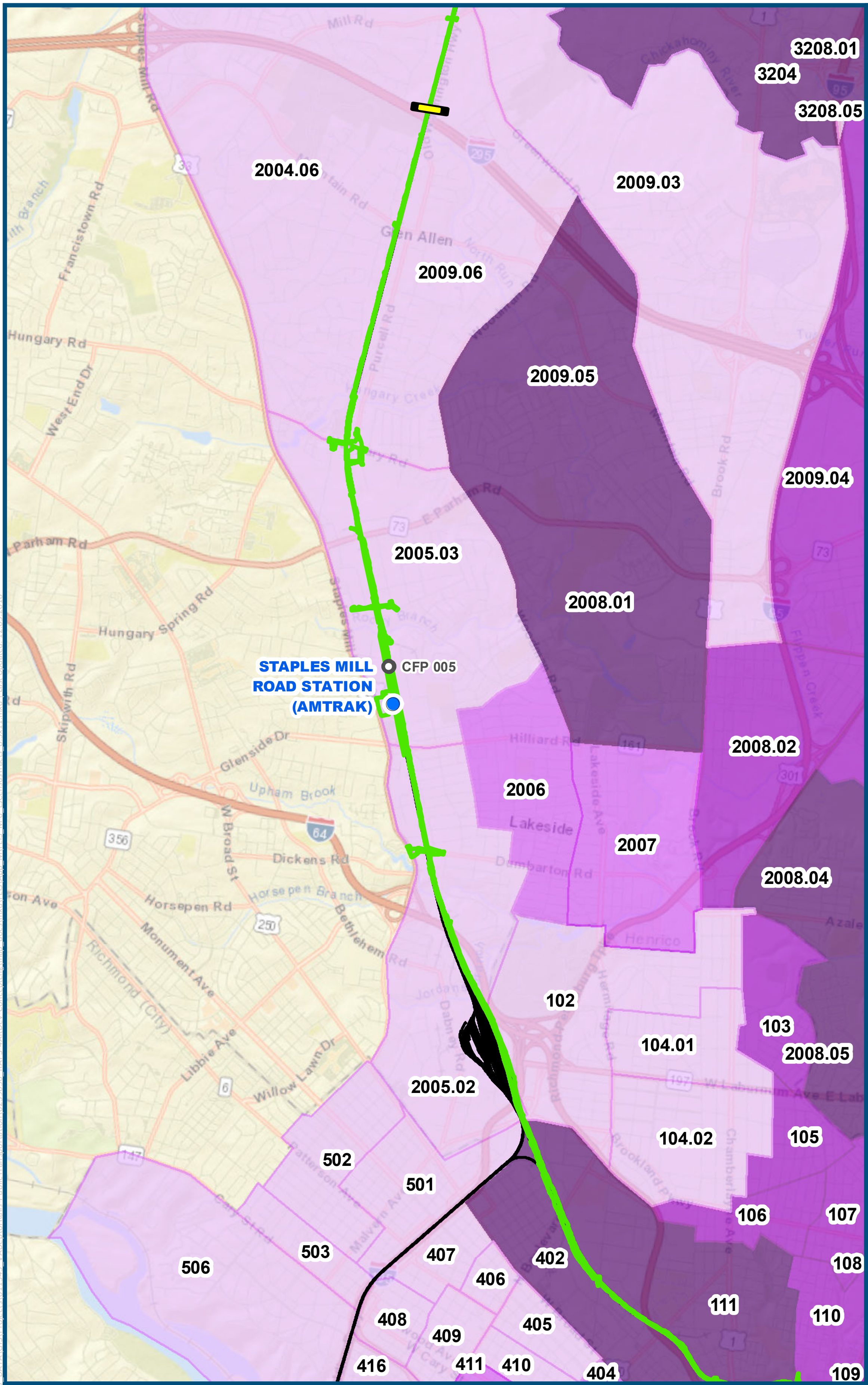
Legend

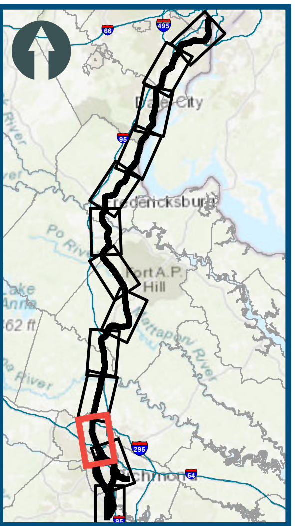
Meets Environmental Justice Threshold for Minority and/or Low Income Population Percentages

■	Meets Threshold for Minority and Low Income Population Percentages
■	Meets Threshold for Minority Population Percentages
■	Meets Threshold fo Low Income Population Percentages
☐	Does Not Meet Threshold
○	CSXT Mileposts
●	Existing Stations
—	DC2RVA Project Corridor
▭	Permanent Limits of Disturbance
▬	Alternative Area Boundaries

Figure M-6

Preferred Alternative – Potential Impacts to Environmental Justice Communities/ Census Tracts Sheet 10 of 13


3208.01
3204
3208.05
2004.06
2009.03
2009.06
2009.05
2009.04
2005.03
2008.01
STAPLES MILL
ROAD STATION
(AMTRAK)
CFP 005
2008.02
2006
2007
2008.04
102
103
104.01
2008.05
2005.02
104.02
105
502
501
106
107
506
503
407
402
108
406
111
408
409
405
110
416
411
410
404
109
Mill Rd
Staples Mill Rd
Glen Allen
Purcell Rd
Francistown Rd
West End Dr
Hungary Rd
Parham Rd
Hungary Spring Rd
Skipwith Rd
Glenside Dr
Upham Brook
W Broad St
Dickens Rd
Horsepen Rd
Horse pen Branch
Bethlehem Rd
Monument Ave
Richmond (City)
Libbie Ave
Willow Lawn Dr
Hilliard Rd
Lakeside
Lakeside Ave
Dumbarton Rd
Brook Rd
Henrico
Hermitage Rd
W Laburnum Ave
Chamberlayne Ave
Brookland Pkwy
Chickahominy River
Flippen Creek
Azalea
295
95
64
73
250
356
161
301
1


Dale City
Fredericksburg
Fort A.P. Hill
Lake Anna
Richmond
95
295
495
64

0 0.5 1

Mile

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@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

Basemap: World Street Map
Data Source: US Census American
Community Survey Data

Legend

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Figure M-6

Preferred Alternative – Potential Impacts to Environmental Justice Communities/ Census Tracts Sheet 11 of 13

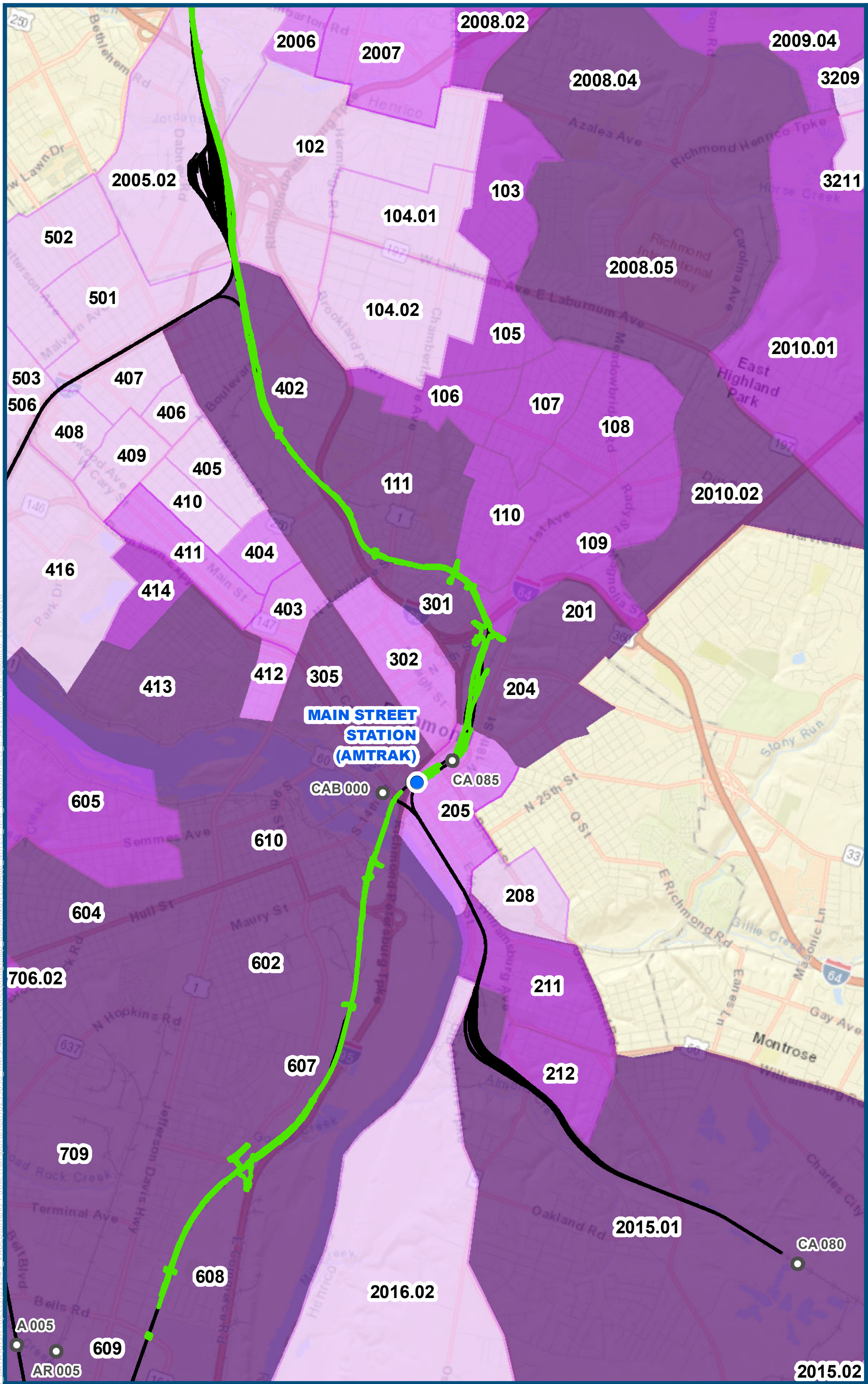
DRPT
Virginia Department of Rail and Public Transportation

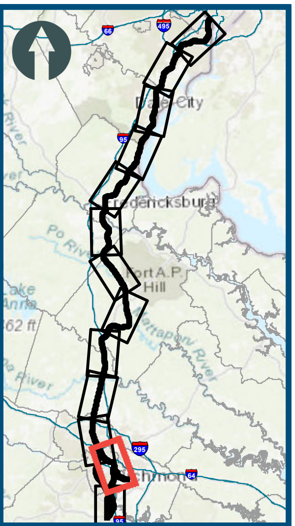
U.S. Department of Transportation
Federal Railroad Administration

www.DC2RVArail.com

DC TO RICHMOND
SOUTHEAST HIGH SPEED RAIL

\\cltsmain\GIS_DATA\GIS\Projects\011545_VADeptofRails-PublicTransportation\0239056_RAPS-4AltDev-ConceptEng\map_docs\mxd\FEIS\App_M\FEIS_M-6_EJCensusTracts_8.5x11.mxd | Last Updated: 12.05.2018


2006
2007
2008.02
2009.04
2008.04
3209
102
2005.02
3211
103
104.01
502
2008.05
501
104.02
105
2010.01
503
407
402
106
107
506
406
108
408
409
405
111
2010.02
410
110
109
416
411
404
414
301
403
201
302
413
412
305
204
MAIN STREET
STATION
(AMTRAK)
CAB 000
CA 085
605
205
610
208
604
602
706.02
211
607
212
709
2015.01
CA 080
608
2016.02
A 005
609
AR 005
2015.02
Bethlehem Rd
Lawn Dr
Azalea Ave
Richmond Henrico Tpke
Horse Creek
Richmond International Raceway
Carolina Ave
W Laburnum Ave
E Laburnum Ave
East Highland Park
Meadowbridge Rd
1st Ave
Magnolia St
Harvie Rd
Stony Run
N 25th St
Q St
E Richmond Rd
Gillie Creek
Masonic Ln
Gay Ave
Montrose
Williamsburg Rd
Charles City Rd
Oakland Rd
Semmes Ave
Hull St
Maury St
N Hopkins Rd
Terminal Ave
Jefferson Davis Hwy
Belt Blvd
Bells Rd
Richmond Petersburg Tpke
Henrico


City
Fredericksburg
Fort A.P. Hill
Richmond

0 0.5 1
Mile

1 inch = 1 mile
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983

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Figure M-6

Preferred Alternative – Potential Impacts to Environmental Justice Communities/ Census Tracts Sheet 12 of 13

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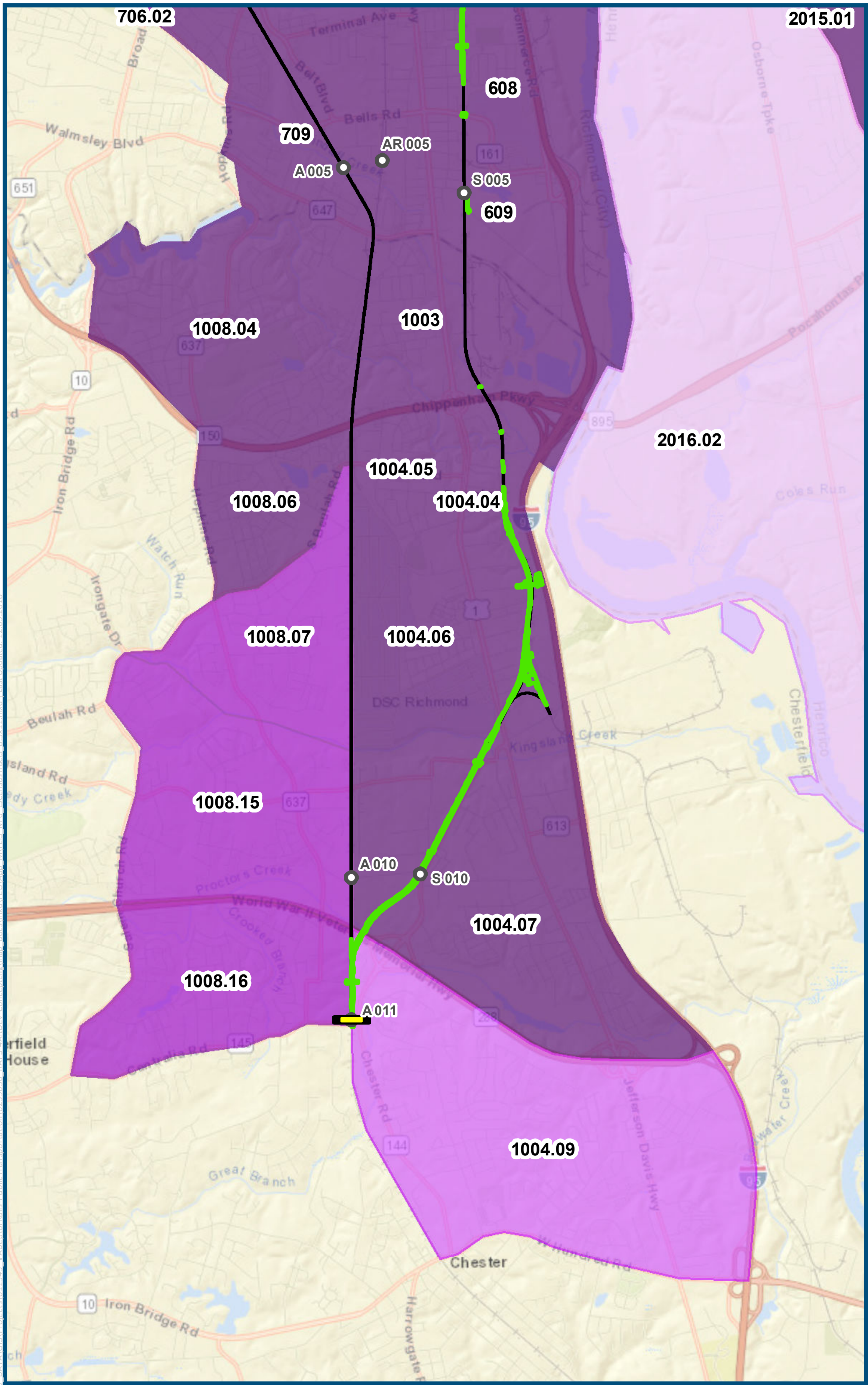
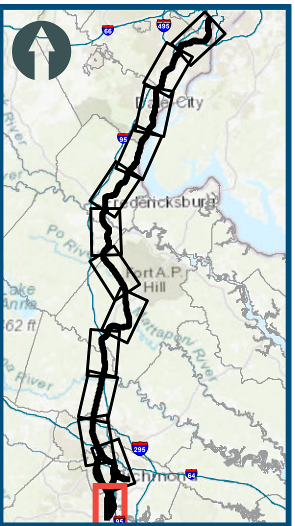

706.02
2015.01
608
709
AR 005
A 005
S 005
609
1008.04
1003
2016.02
1004.05
1008.06
1004.04
1008.07
1004.06
1008.15
A 010
S 010
1004.07
1008.16
A 011
1004.09
Terminal Ave
Belt Blvd
Bells Rd
Walmsley Blvd
Broad Rock
Osborne Tpke
Richmond (City)
Chippenham Pkwy
Pocahontas Pkwy
Coles Run
Iron Bridge Rd
Watch Run
Irongate Dr
Hopkins Rd
S Beulah Rd
Beulah Rd
Island Rd
Kingsland Creek
DSC Richmond
Chesterfield
Henrico
Proctors Creek
World War II Veterans Memorial Hwy
Crooked Branch
Centralia Rd
Chester Rd
Jefferson Davis Hwy
Great Branch
Chester
W Hundred Rd
Harrowgate Rd
Iron Bridge Rd
Chesterfield Court House


Dale City
Fredericksburg
Fort A.P. Hill
Richmond

0 0.5 1

Mile

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Figure M-6

Preferred Alternative – Potential Impacts to Environmental Justice Communities/ Census Tracts
Sheet 13 of 13

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